



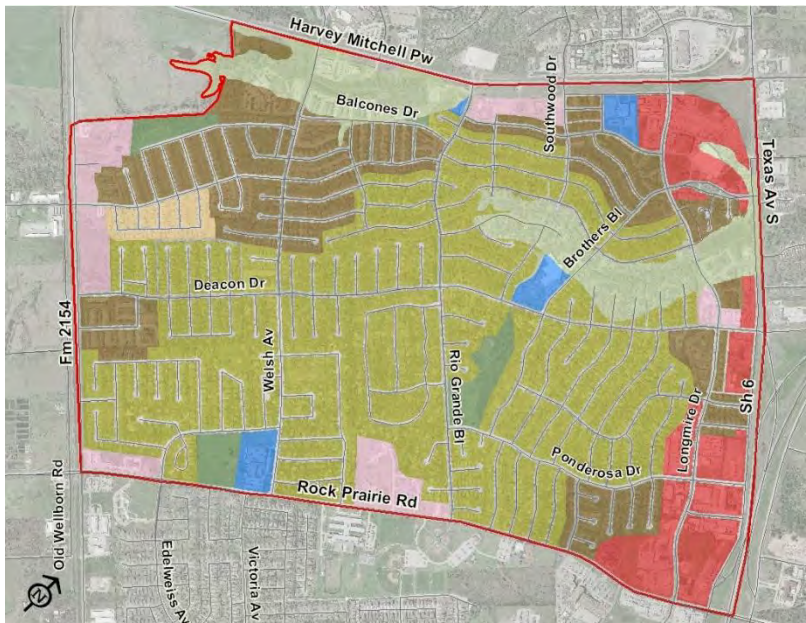
CITY OF COLLEGE STATION
*Home of Texas A&M University**

Central College Station Neighborhood Plan

Adopted June 10, 2010



2010-2017



CITY OF COLLEGE STATION

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TABLE OF CONTENTS

ACKNOWLEDGEMENTS	i
TABLE OF CONTENTS	ii
LIST OF MAPS AND FIGURES	iii
INTRODUCTION	I-1
ABOUT CENTRAL COLLEGE STATION	I-1
SELECTION	I-4
PUBLIC INPUT	I-4
PLAN COMPONENTS	I-8
CHAPTER 1: COMMUNITY CHARACTER	1-1
PLANNING INFORMATION	1-1
IMAGE CORRIDORS	1-3
FUTURE LAND USE ASSUMPTIONS	1-5
ZONING	1-9
SITE DEVELOPMENT	1-14
FLOODPLAIN MANAGEMENT	1-15
CHAPTER 2: NEIGHBORHOOD INTEGRITY	2-1
PLANNING AREAS	2-1
EFFECTIVE ORGANIZATIONS	2-2
PROACTIVE CODE ENFORCEMENT & PROPERTY MAINTENANCE	2-6
NEIGHBORHOOD IMAGE	2-8
EMERGENCY AND LAW ENFORCEMENT SERVICES	2-11
CHAPTER 3: MOBILITY	3-1
PLANNING INFORMATION	3-1
THOROUGHFARES	3-4
BICYCLE AND PEDESTRIAN MOBILITY	3-8
BUS TRANSIT	3-12
CHAPTER 4: SUSTAINABILITY	4-1
RECYCLING	4-1
UTILITY CONSERVATION	4-4
STORMWATER MANAGEMENT	4-7
ALTERNATIVE TRANSPORTATION AND LAND USE	4-9
EDUCATION	4-10
CHAPTER 5: IMPLEMENTATION	5-1
TIMEFRAME	5-1
IMPLEMENTATION AND COORDINATION ROLES	5-1
FUNDING	5-3
TASKS	5-4
ONGOING EVALUATION	5-5
APPENDIX A: EXISTING CONDITIONS	A-1
APPENDIX B: PUBLIC INPUT SUMMARIES	B-1
APPENDIX C: SHORT-TERM PRIORITIES	C-1
APPENDIX D: COMPLETE TASK LIST	D-1

MAPS AND FIGURES

CHAPTER 1: COMMUNITY CHARACTER

COMMUNITY CHARACTER.....	Map 1.1
COMMUNITY ASSETS AND IMAGE CORRIDORS.....	Comprehensive Plan Map 2.3
COMMUNITY CHARACTER AREAS OF CHANGE.....	Map 1.2
COMMUNITY CHARACTER AREA 1.....	Map 1.3
COMMUNITY CHARACTER AREA 2.....	Map 1.4
COMMUNITY CHARACTER AREA 3.....	Map 1.5
COMMUNITY CHARACTER AREA 4 & 5.....	Map 1.6
COMMUNITY CHARACTER AREA 6.....	Map 1.7
COMMUNITY CHARACTER AREA 7.....	Map 1.8
COMMUNITY CHARACTER AREA 8.....	Map 1.9
ZONING AREAS OF CHANGE.....	Map 1.10
ZONING AREA 1.....	Map 1.11
ZONING AREA 2.....	Map 1.12
ZONING AREA 3.....	Map 1.13
ZONING AREA 4.....	Map 1.14
ZONING AREA 5.....	Map 1.15
ZONING AREA 6.....	Map 1.16
ZONING AREA 7.....	Map 1.17
ZONING AREA 8.....	Map 1.18
ZONING AREA 9.....	Map 1.19
SITE DEVELOPMENT.....	Map 1.20
FLOODPLAIN AND OPEN SPACE.....	Map 1.21

CHAPTER 2: NEIGHBORHOOD INTEGRITY

NEIGHBORHOOD SERVICE PROVISION AREAS.....	Map 2.1
RENTAL RATES BY STREET.....	Map 2.2
EXISTING NEIGHBORHOOD ORGANIZATIONS.....	Map 2.3
PARKING COMPLAINTS.....	Figure 2.1
BURGLARY AND THEFT ACTIVITY.....	Figure 2.2

CHAPTER 3: MOBILITY

CURRENT AND PROPOSED TRANSPORTATION PROJECTS.....	Map 3.1
THOROUGHFARE FUNCTIONAL CLASSIFICATION.....	Map 3.2
THOROUGHFARE CONTEXT.....	Map 3.3
THOROUGHFARE TYPE.....	Map 3.4
INTERSECTION EVALUATION AREAS.....	Map 3.5
2009 STREET MAINTENANCE.....	Map 3.6
PLANNED BICYCLE IMPROVEMENTS.....	Map 3.7
PEDESTRIAN NETWORK IMPROVEMENTS.....	Map 3.8
BUS TRANSIT NETWORK.....	Map 3.9
CENTRAL COLLEGE STATION THOROUGHFARES.....	Figure 3.1
STREET MAINTENANCE NEEDS.....	Figure 3.2
WARRANT STUDY AREAS.....	Figure 3.3
CONTEXT-SENSITIVE STREET PROJECTS.....	Figure 3.4
INTERSECTION IMPROVEMENTS.....	Figure 3.5

CHAPTER 4: SUSTAINABILITY

WATER CONSUMPTION.....	Map 4.1
------------------------	---------

CHAPTER 5: IMPLEMENTATION

NEIGHBORHOOD PLAN IMPLEMENTATION.....	Figure 5.1
---------------------------------------	------------

MAPS AND FIGURES

APPENDIX A: EXISTING CONDITIONS

ZONING.....	Map EC.1
ZONING CONFORMANCE.....	Map EC.2
EXISTING LAND USE CONFORMANCE.....	Map EC.3
VACANT PROPERTIES.....	Map EC.4
NEIGHBORHOOD CENTERS.....	Map EC.5
CITY PROPERTY AND EASEMENTS.....	Map EC.6
MULTI-FAMILY PROPERTIES.....	Map EC.7
SINGLE-FAMILY PROPERTY VALUE (2009).....	Map EC.8
AGE OF SINGLE-FAMILY STRUCTURE.....	Map EC.9
PROPERTY MAINTENANCE CASES (2008 – 2009).....	Map EC.10
CODE ENFORCEMENT CASES (2008 – 2009).....	Map EC.11
SIGNIFICANT ACTIVITY (2009).....	Map EC.12
SIDEWALKS.....	Map EC.13
BICYCLE NETWORK.....	Map EC.14
TRAFFIC INCIDENTS.....	Map EC.15
STREET LIGHTING.....	Map EC.16
FLOODPLAIN.....	Map EC.17
CENTRAL COLLEGE STATION SUBDIVISIONS.....	Figure EC.1
1990 AND 2000 CENSUS COMPARISON.....	Figure EC.2
CENTRAL COLLEGE STATION POPULATION.....	Figure EC.3
CENTRAL COLLEGE STATION ZONING.....	Figure EC.4
CENTRAL COLLEGE STATION COMPREHENSIVE PLAN DESIGNATIONS.....	Figure EC.5
NUMBER OF HOUSING UNITS BY SUBDIVISION.....	Figure EC.6
SINGLE-FAMILY PROPERTY DATA.....	Figure EC.7
AGE OF SINGLE-FAMILY STRUCTURES.....	Figure EC.8
REGISTERED RENTAL PROPERTIES.....	Figure EC.9
CENTRAL COLLEGE STATION CODE VIOLATIONS PER LOT.....	Figure EC.10
CENTRAL COLLEGE STATION CODE ENFORCEMENT CASES.....	Figure EC.11
STREET CLASSIFICATIONS.....	Figure EC.12
WATER CONSUMPTION.....	Figure EC.13
WATER QUALITY INDICATORS.....	Figure EC.14
ELECTRIC CONSUMPTION BY SUBDIVISION.....	Figure EC.15
LOT COVERAGE.....	Figure EC.16
COMPLETED MAINTENANCE SERVICE REQUESTS (2009).....	Figure EC.17

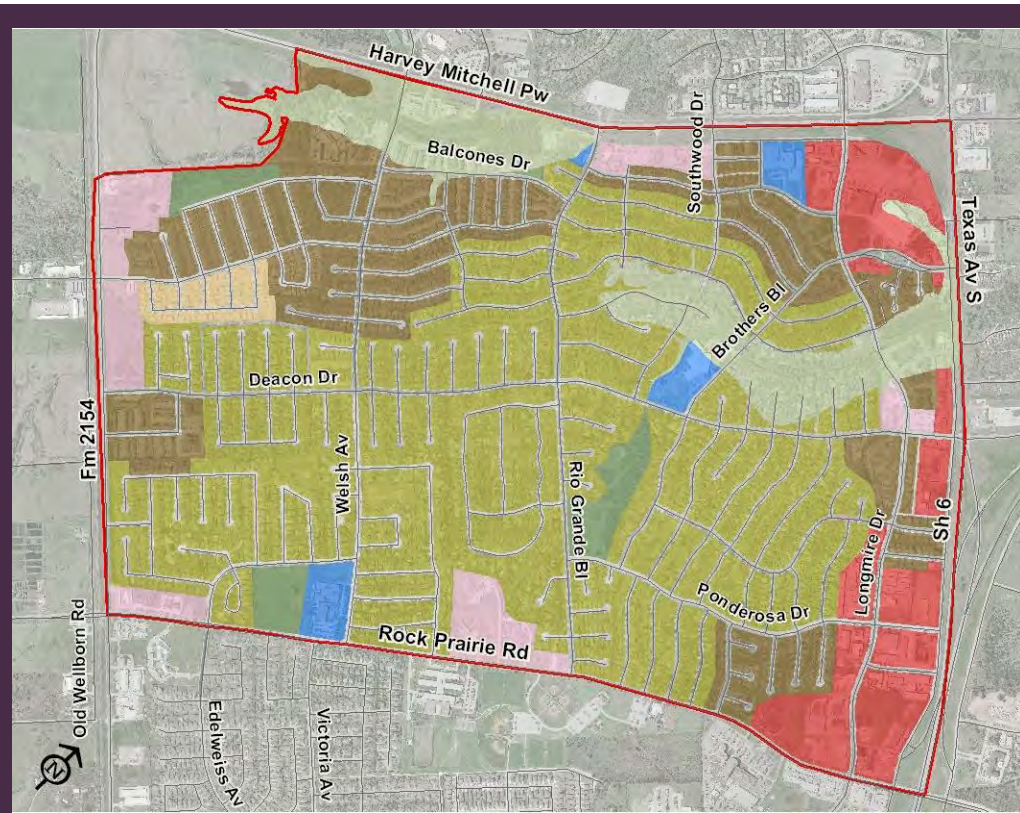
APPENDIX B: PUBLIC INPUT SUMMARIES

SURVEY QUESTION 1.....	Chart B.1
SURVEY QUESTION 2.....	Chart B.2

INTRODUCTION



I



The Central College Station Neighborhood Plan is the first neighborhood plan in an on-going series of neighborhood, district, and corridor plans that will assist in implementing the goals and strategies of the City's Comprehensive Plan. The neighborhood planning process offers the opportunity to develop an in-depth knowledge of an area and develop area-specific approaches to implementing the Comprehensive Plan.

ABOUT CENTRAL COLLEGE STATION

The Central College Station Neighborhood Planning Area is made up of 1,450 acres located in the geographic center of College Station. Bounded by Texas Avenue South/State Highway 6 South, Harvey Mitchell Parkway South, Wellborn Road, and Rock Prairie Road, this area includes eight residential subdivisions, and is home to more than 11,000 residents. The area is surrounded by neighborhood planning areas to the north and south, but is also in the area of influence for Growth Area VI and X and the Spring Creek District as identified in the City's **Comprehensive Plan Concept Map**. This section outlines some of the existing conditions in Central College Station; however, more in-depth information can be found in the **Existing Conditions Report**, an appendix to this plan (**Appendix A**).

Housing and Business

The Central College Station Neighborhood developed over a period of nearly 40 years. The most recent additions are late phases of Edelweiss Estates in 2001, but the earliest development took place in 1974 as part of Southwood

Valley at the northeast corner of the area. Annexations took place between 1969 for parts of Southwood Valley until 2002 for portions of Edelweiss Estates.



Central College Station has more than 4,000 dwelling units, and 1,000,000 s.f. of commercial space.



The area holds more than 1,000,000 square feet of commercial and business space and 2,228 single-family homes, 534 duplexes, and 1,356 other multi-family units. The planning area is primarily residential, but ringed by commercial space along major corridors. Commercial anchors are located at Harvey Mitchell Parkway South and Texas Avenue South, and Rock Prairie Road and State Highway 6 South with moderate- to small-scale businesses and offices along Longmire Drive, Rock Prairie Road, Wellborn Road, and Harvey Mitchell Parkway South. Medical offices are located along portions of Rock Prairie Road and make up a portion of the Spring Creek District Planning Area.

Education and Institutions

Central College Station is home to two elementary schools - Rock Prairie Elementary and Southwood Valley Elementary. All neighborhoods in the planning area are zoned for attendance at one of these elementary schools. Students then attend Cypress Grove Intermediate and College Station Middle Schools located outside the planning area. All students attend A&M Consolidated High School, located to the north of the planning area across Harvey Mitchell Parkway South.

The City of College Station operates the Larry J. Ringer Library on Harvey Mitchell Parkway South in conjunction with the City of Bryan. The City of College Station also operates Fire Station #2 serving the entire planning area. The area is part of two community policing beats – Beats 60 and 80.

This area has six churches serving a variety of religious faiths. The planning area includes two nursing home facilities in close proximity to College Station Medical Center on Rock Prairie Road.

Natural Features

In the planning area, 171 acres are identified on the City's Comprehensive Plan as Natural Area Protected and Reserved. These areas generally cover the floodplain for two Bee Creek tributaries that traverse the north and east section of the planning area. Overall, the planning area is relatively flat, with a slight downward slope from the south to north end – falling 82 feet over 11,000 linear feet (0.7% slope) with the lowest points corresponding with the creek beds. Without direct access to discharge to these tributaries, there are several

detention ponds located in the southern section of the planning area – mostly maintained by private homeowner or property owner associations. The City has several greenways identified in the Bicycle, Pedestrian, and Greenways Master Plan covering the Bee Creek Tributaries; however, no land acquisition has taken place.



Drainage areas are located through parts of Central College Station

The City of College Station maintains 50 acres of park space in this area. The planning area is part of Neighborhood Park Zone 5 and Community Park Zone B. Overall, there are five acres of park for every 1,000 residents slightly less than the city adopted objective of seven acres of park per 1,000 residents.

Mobility

Central College Station is served by 42 miles of road. The area is bounded by four arterials – Harvey Mitchell Parkway South, Wellborn Road, Rock Prairie Road, and Texas Avenue South. Within the planning area, collectors Rio Grande Boulevard, Welsh Avenue, and Longmire Drive provide north-south vehicular connectivity, while Deacon Drive provides the only direct east-west connection. Brothers Boulevard, Ponderosa Drive, Southwood Drive, Edelweiss Avenue, Navarro Road, and Balcones Drive also serve as local collector roads.



Bicycle facilities are just one of the transportation options in Central College Station

The planning area is served by three bus systems. Texas A&M University serves students living in this area with bus routes that run between 7am and midnight on weekdays during the regular fall and spring semesters. College Station Independent School District (CSISD) provides buses in this area for students attending Cypress Grove Intermediate, College Station Middle, and A&M Consolidated High schools.

The Brazos Valley Transit District provides limited general public service to this area along Harvey Mitchell Parkway South at Welsh Avenue and Southwood Drive. The area is also served by a network of dedicated bicycle lanes, routes, and paths. Sidewalks are located throughout the planning area.

Community Investment

There are a number of public projects underway or planned for construction in Central College Station. The 2008 bond provided funding for improvements to the Bee Creek tributary channels and the expansion of the Larry J. Ringer Library, tentatively scheduled to be under construction in 2012. The bond also included funds for improvements to Brothers Pond Park to upgrade the jogging trail and make repairs to the entrance sidewalk. College Station is developing a multi-use path located on the north side of Harvey Mitchell Parkway South between Welsh Avenue and Texas Avenue South with construction to begin in 2010.

The area is impacted by the current Texas Department of Transportation (TxDOT) widening project on Wellborn Road. This project will widen Wellborn Road to six lanes between Graham Road and Southwest Parkway, and is anticipated to be complete by 2011. The reconfiguration of the interchange at Wellborn Road and Harvey Mitchell Parkway South is scheduled to be completed in Fall, 2011. Funding for a raised median on Harvey Mitchell Parkway South between Texas Avenue South and Wellborn Road has been identified by TxDOT, but design of the median has not yet begun (scheduled to be bid in Spring, 2011).

SELECTION

The Central College Station Neighborhood Planning Area was selected for the development of a neighborhood plan because of its diversity of housing type and age, mix of residential and commercial uses, opportunities for redevelopment, and the lack of neighborhood planning focused on this area in the past. This planning area offers the opportunity to better understand the factors leading to changes from owner- to renter-occupied homes.

The physical boundaries of this planning area were based on the contiguous area of neighborhood conservation identified in this area of town in the Comprehensive Plan, and the surrounding areas of influence. Major roads serve as effective boundaries to delineate this area from other areas of the City. There are eight subdivisions within the planning area, each with multiple phases. While none of those subdivisions are exactly alike in age or character, they all share the same roads, parks, and water lines, and are affected by the same infill, redevelopment, and commercial development.

PUBLIC INPUT

Public input is critical in the planning process. Receiving feedback from the community enhances the process by allowing the experts who live in the area to provide the information and issues that are evaluated in the plan. Opportunities were provided for members of the community to voice their opinions on the direction of their neighborhood and begin to strategize ways in which to change or maintain that direction.

Resource Teams

The advice and expertise of three advisory teams were used throughout the planning process - the Neighborhood Resource Team, the Planning Resource Team, and the Staff Resource Team. These teams met throughout the process to offer input and advice, and assist with the planning process including public outreach.

Neighborhood Resource Team

The Neighborhood Resource Team is made up of 15 individuals that represent the Southwood Valley Neighborhood Association, Edelweiss Estates, and Brandon Heights. Additionally, members from College Station Independent School District and Texas A&M University student organizations served on the team. The team served as an advisory board during the planning process, and to encourage community participation in the planning process.

Members were chosen out of a pool of interested individuals based primarily on having as many different geographic areas of the planning area represented, along with ensuring representation from the business community, student residents, and institutions in the area.

The Neighborhood Resource Team met on a monthly basis during the process to provide feedback on the direction of the plan.

PLANNING PROCESS

The Central College Station Neighborhood Plan was developed over the course of ten months, beginning in late August, 2009. The process was broken into four phases, each with specific functions.

Phase 1, Pre-Planning (August – September, 2009): The pre-planning phase is the first step in neighborhood planning. This phase focused on the mechanics of getting a plan started and moving it forward. During this stage of the plan, the draft boundaries were identified, a timeline established, resource teams were established, and public outreach efforts were identified.

Phase 2, Existing Conditions and Planning Vision (September – November, 2009): This phase focused on public outreach and determining the goals for the plan. Two public meetings and two additional neighborhood resource team meetings were held during this time frame to develop the planning goals. Additionally, the existing conditions analysis was conducted to establish some of the baseline data for tracking plan implementation.

Phase 3, Plan Development (December, 2009 – April, 2010): The plan development phase focused on the development of the plan chapters, utilizing the goals and existing conditions that were developed during the previous phase. Draft strategies and actions were developed to achieve the stated goals. At the end of the process, a third meeting was held with the community to gauge acceptance and interest in the strategies.

Phase 4, Adoption and Implementation (June, 2010 and ongoing): The final phase began with the adoption of the plan by the City Council. A public hearing was held on June 3rd with the Planning and Zoning Commission and June 10th with the City Council to adopt the plan. After adoption, implementation will be on-going for the duration of the time period of the plan (five to seven years). Implementation may be tracked on the plan's website: <http://www.cstx.gov/centralplan>.

Members

Steve Arden, Edelweiss Estates
 Mike Ashfield, Planning and Zoning Commission
 Kyle Bryson, Off-Campus Aggies
 Maggie Charleton, Southwood Valley
 Luis Cifuentes, Brandon Heights
 Sandra Goldap, Southwood Valley
 Kristiana Hamilton, Southwood Valley Elementary
 Boyd Larson, Southwood Valley
 Mike Martindale, Rock Prairie Elementary
 Nancy Preston, Southwood Valley
 Hector Silva, CSISD Transportation
 Neil Van Stavern, Van Stavern Small Animal Hospital
 Chris Tucker, Texas A&M University student
 John Westbrook, Southwood Valley
 George Wright, Southwood Valley

Planning Resource Team

The Planning Resource Team worked throughout the planning process to provide technical assistance in planning and related fields, as well as oversight and guidance throughout the planning process. This team assisted in the development of the Citizen Engagement Plan, plan timeline, neighborhood outreach, and maps, as well as worked as facilitators and other group leaders during public meetings. This team was made up of City employees within the Planning and Development Services Department.

Members

Lindsay Kramer, AICP, Senior Planner - Plan Manager
 Bob Cowell, AICP, CNU-A, Director Planning & Development Services
 Venessa Garza, Greenways Program Manager
 Joe Guerra, AICP, PTP, Transportation Planning Coordinator
 Barbara Moore, Neighborhood Services Coordinator
 Matt Robinson, Staff Planner

Staff Resource Team

During the planning process, a Staff Resource Team was assembled to provide additional expertise on issues and opportunities related to their specific departments and fields. The team met once at the beginning of the process to go through the planning process. Additional meetings were held with specific staff as needed throughout the process.

This team was made up of City employees from across the many City departments that provide services to the planning area.

Members

Lt. Steve Brock, Police
 Danielle Charbonnet, EIT, Capital Projects
 David Coleman, PE, Water/Wastewater Services
 Jim Giles, Code Enforcement
 Jennifer Nations, Water Resource Conservation

Lt. Mike Panelka, Police
Troy Rother, PE, Traffic
David Schmitz, Parks and Recreation
Mark Smith, PE, Public Works

Neighborhood Plan Kick-off Meeting

In September, 2009, the first community-wide event was held at Southwood Valley Elementary. The Neighborhood Plan Kick-off Meeting was attended by approximately 70 residents from the area. Residents were asked to choose their top priorities for the plan and to provide feedback about why they chose a specific topic. The meeting also served as a way to introduce the planning process to the neighborhood.

A summary of the feedback that was received from this meeting is provided as an appendix to the plan (**Appendix B, Public Input Summary**). Members of the community were made aware of the event through doorhangers, flyers around the neighborhood, and information that was distributed through the neighborhood organizations.

Additionally, a survey of the participants was conducted to determine how valuable the event was and how participants heard about the event. This allowed the Planning Resource Team to evaluate how best to utilize resources in publicizing different events.

Survey

After the Kick-off meeting, an on-line survey was made available for residents at the plan's website: <http://www.cstx.gov/centralplan>. Responses were recorded with the documentation from the kick-off meeting.

Issues and Opportunities Meeting

A second community-wide event was the Issues and Opportunities Meeting - held on October 22, 2009, at Peace Lutheran Church. The purpose of the meeting was to collect more in-depth information about what is positive about the neighborhood and where there is room for improvement.

Participants from the Kick-off Meeting were provided information about the date and time of the meeting, and promotional materials were provided to the Neighborhood Resource Team for distribution.

Open House

A community-wide Open House was held on March 30 and 31, 2010, to receive feedback on the draft plan. Participants were able to view some of the draft language, maps, and strategies, as well as converse directly with Staff about any of the Plan components.

Residents were notified by flyers that were sent home through the school district, as well as promotional materials provided to the Neighborhood



Resource Team for distribution.

PLAN COMPONENTS

The plan is broken down into four subject areas that represent each chapter in the plan and a final implementation chapter. Below are summaries of each of the chapters.

Chapter 1: Community Character

This chapter focuses on strategies relating to image corridors and compatible existing and proposed land uses *to promote and protect the suburban residential character in the core of Central College Station balanced with the need to provide denser redevelopment options along the neighborhood fringe.*

The strategies proposed in this chapter include zoning change, the establishment of new zoning districts, property acquisition, and comprehensive plan changes that are needed to ensure that development and redevelopment in this area are compatible with existing residential subdivisions in the neighborhood.

Chapter 2: Neighborhood Integrity

This chapter focuses on strategies relating to neighborhood image, strong organizations, property maintenance, and emergency response and law enforcement *to improve property maintenance and City code compliance to elevate the attractiveness of Central College Station's subdivisions as an affordable, family-friendly neighborhood.*

The strategies in this chapter are focused on promoting owner-occupied areas of the neighborhood by building strong and lasting neighborhood organizations, creating focused code enforcement programs, and prioritizing community investment in the area for owner-occupied areas.

Chapter 3: Mobility

This chapter focuses on strategies relating to vehicular, pedestrian, bicycle, and transit networks *to promote a safe, well-connected, multi-modal transportation system to better connect Central College Station to the rest of the community and its local neighborhood centers.*

The strategies in this chapter focus on infrastructure analysis and improvements like traffic signalization studies and bicycle lane improvements that will improve connectivity and encourage multi-modal transportation options where possible.

Chapter 4: Sustainability

This chapter focuses on strategies that relate to resource conservation efforts like recycling, stormwater management, and utility consumption in an effort *to increase awareness and participation in resource conservation efforts.*

The strategies in this chapter are focused on ways to increase responsible use of natural resources by residents in Central College

Station such as developing a residential xeriscape plant list guide, promoting existing programs to residents and providing grant funding for sustainable neighborhood practices such as replanting drought-resistant plants or replacing inefficient irrigation systems.

Chapter 5: Implementation

The final chapter is a review of all of the strategies and actions that are proposed in the plan. The plan implementation period is five years. Specifically, it assigns the cost of implementing a particular strategy, a timeframe for when the strategy will be implemented, and the entity that is responsible for implementing the strategy.

COMMUNITY CHARACTER



1

Community character relates to the stability, sustainability, and vitality of an area through the appropriate placement and interaction between land uses. Community character identifies the location of future land uses and appropriate locations for redevelopment in order to create, protect, and enhance places of distinction throughout the community.

The Central College Station Neighborhood has a suburban, single-family character, ringed by both regional and neighborhood commercial uses, with a more urban-scale multi-family component closest to Texas A&M University. Those areas that ring the neighborhood may be appropriate for redevelopment, as buildings age and infrastructure needs replacement.

The purpose of this chapter is to outline strategies to support the neighborhood's community character. Public input relating to community character illustrated concerns with single-family adjacency to incompatible land uses, the need to retain the single-family character of the neighborhood, and looking to the future for changes in land uses on older properties that would improve the overall quality of the neighborhood. In considering this input, the following goal was developed for this chapter:

Promote and protect the suburban residential character in the core of Central College Station balanced with the need to provide denser redevelopment options along the neighborhood fringe.

This chapter focuses on two components of community character - first, the impact of adjacent transportation networks on the surrounding land uses, and second, the pattern of land use - both existing and planned, within the neighborhood. Ultimately, the strategies and actions developed for this chapter illustrate the changes that should be made in order to ensure the continued residential character of the area and provide planning direction for future development and redevelopment in the area.

This chapter first outlines basic planning information relating to community character. This information is in addition to the pertinent information in the **Existing Conditions Report** (Appendix A). Second, the chapter covers Image Corridors, including definitions, and proposed strategies to achieve the Image Corridor Plan. Finally, the Land Use section of this chapter outlines changes to the Comprehensive Plan, existing zoning, site development standards, and floodplain management policies to support the overall goal for the chapter. This chapter outlines the details of the strategies and actions; however, specific information about timelines, responsible parties, and costs is reflected in **Chapter 5, Implementation**.

Planning Information

This section identifies key information that impacts community character in the Central College Station neighborhood. It outlines key public investments being made in the area and a description of the land use that should be taken into account as strategies are developed to protect and promote the existing character of Central College Station.

Capital Investments

Capital investments are projects that are proposed to be completed in this planning area within the timeframe of this plan. These are projects on public property and will have an impact on adjacent land uses. These projects are funded through a bond package that was approved by voters in 2008 as well as state and federal transportation funding through the Texas Department of Transportation (TxDOT). Additional information about these projects is available in the **Existing Conditions Report**.



Larry J. Ringer Library is scheduled for expansion in 2013

Brothers Pond Park - This project will replace the crushed granite jogging loop with concrete and replace and expand a damaged sidewalk at the Deacon Drive entrance.

Larry J. Ringer Library - This project includes the expansion of the existing library on Harvey Mitchell Parkway South, which will increase the library area by 15,000 square feet and add additional parking.

Bee Creek Channel Improvements (Ph IV & V) - This project will involve the construction of drainage infrastructure or other methods to mitigate flood risk along Bee Creek between Brothers Boulevard and Texas Avenue South.

Transportation Capital Projects - There are several transportation projects recently completed or planned in this area. The following is a list of those projects. Additional information about the projects is available in the **Existing Conditions Report** and **Chapter 3, Mobility**.

- Wellborn Road/Harvey Mitchell Parkway South interchange
- Harvey Mitchell Parkway South median project
- Longmire Drive/Harvey Mitchell Parkway South pedestrian and intersection improvements
- Harvey Mitchell Parkway South multi-use path

Types of Land Uses

The following is a description of the land uses in the Comprehensive Plan for the Central College Station planning area. **Map 1.1, Community Character and Future Land Use** depicts the existing locations of these uses.

Neighborhood Conservation - This land use designation is generally for areas that are built-out and are not likely to be the focus of extensive infill development or redevelopment. Further, these areas often were platted before current development regulations were in place often resulting in non-conforming situations. These areas are appropriate for overlays or zoning classifications that provide additional character protection and address non-conforming issues.

Suburban Commercial - This land use designation is generally for concentrations of commercial activities that cater primarily to nearby

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residents versus the larger community or region. These areas tend to be small in size and located adjacent to major roads (arterials and collectors). Design of these structures is compatible in size, roof type and pitch, architecture, and lot coverage with the surrounding single-family residential uses.

General Suburban - This land use designation is generally for areas that should have an intense level of development activities. These areas will tend to consist of high-density single-family residential lots (minimum 5,000 square feet).

Urban - This land use designation is generally for areas that should have a very intense level of development activities. These areas will tend to consist of townhomes, duplexes, and high-density apartments.

Natural Area – Protected - This land use designation is generally for areas permanently protected from development. Such areas are preserved for their natural function or for park, recreation, or greenway opportunities. These include areas such as regulatory floodway, publicly owned open space, conservation easements, and public parks.

Natural Area – Reserved - This land use designation is generally for areas that represent a constraint to development and that should be preserved for their natural function or open space qualities. These areas include floodplains and riparian buffers, as well as recreation facilities.



The majority of Central College Station is Neighborhood Conservation, intended for established neighborhoods like Southwood Valley.

Key Planning Considerations

Image Corridors

Image corridors are major transportation routes throughout the community that carry visitors to important or significant destinations. These corridors provide opportunities for open space preservation, links between districts, and unified identification, landscaping, and wayfinding. Gateways are key points along such corridors that serve to mark entrances into the community as well as provide opportunities for enhanced identification and wayfinding that relates to the corridor and community as a whole.

The overall beautification and wayfinding plan for a corridor should be set by a comprehensive corridor plan; however, this plan explores ways to preserve areas for gateway and corridor plantings, signs, and other design elements, as well as tie those elements into entrances and corridors within the neighborhood. **Comprehensive Plan Map 2.3, Community Assets and Image Corridors**, illustrates the locations of the following corridors:

Wellborn Road - Wellborn Road serves as a primary image corridor along

the entire western side of the planning area. This corridor serves to move residents and visitors onto the Texas A&M University campus – the City's major employer and destination for many visitors. This corridor is currently being widened by Texas Department of Transportation (TxDOT), limiting any immediate ability to provide beautification and enhancement to this corridor in the planning area.

The intersection of Wellborn Road and Harvey Mitchell Parkway South also serves as a secondary welcoming gateway, and should serve as a location for substantial enhancements that visually alert a traveler to the proximity to destinations. These enhancements include landscaping, monument signs, flags, and trees.

TxDOT has included enhanced design of the Wellborn Road/Harvey Mitchell Parkway South interchange to assist in improving the aesthetics of this intersection. Landscaping will be incorporated as part of an urban forest by the City once the project is complete.

Harvey Mitchell Parkway South - Harvey Mitchell Parkway also serves as a primary image corridor along the entire north side of the planning area. The intersection of Texas Avenue South and Harvey Mitchell Parkway is identified as a Key Image/Design Intersection. Landscaping has been installed by the City at this intersection to begin defining this intersection as a gateway. A median project is proposed for this corridor by TxDOT.



Landscaping at a gateway intersection – Texas Avenue South and Harvey Mitchell Parkway South

Texas Avenue South - Texas Avenue South/Earl Rudder Freeway is a Primary Image Corridor that borders the entire east side of the planning area. This corridor provides north/south connectivity through the entire community with connections to several other corridors. The intersection of Texas Avenue South and State Highway 6 interchange is a Primary Arrival Gateway. This gateway should be enhanced with significant landscaping, lighting, fountains, public art, or signage to signify a main entrance into the

community. The development and redevelopment of the properties surrounding this gateway should utilize common elements from the design of the intersection to compliment the gateway.

Overall, there are no needed changes to the existing designated image corridors; however, additional neighborhood level image corridors should be added to the plan. Deacon Drive and Rio Grande Boulevard serve as the major axes for the neighborhood. Most residents travel these thoroughfares on a daily basis and visitors to the neighborhood will often use these corridors to and from the neighborhood. These streets should be designated as neighborhood corridors. This designation is intended to promote these thoroughfares for focused improvements to enhance the identity, functionality, and aesthetics of these corridors, and their connections to the overall image corridor system.

Image Corridor Strategies:

- **Corridor and Gateway Image Plan (CC1.1)** - Develop *Corridor and Gateway Image Plan* with the following considerations:
 - Landscape Plan that focuses on native plantings that are tolerant to our climate and need little or no on-going irrigation.
 - Implementation schedule that focuses on aligning capital outlays to time with appropriate planting seasons.
- **Create and adopt zoning overlays (CC1.2)** - Develop zoning overlays for vacant commercial properties that are not zoned in compliance with the Comprehensive Plan to minimize incompatible development along primary image corridors (See *Zoning Area 7* for specific information).
- **Construct context-sensitive street improvements (CC1.3)** - Work with TxDOT to incorporate landscaping, or preserve landscaping opportunities in Harvey Mitchell Parkway South median project similar to landscaping projects along Texas Avenue South.
- **Amend Community Assets and Image Corridors Map (CC1.4)** - Designate Deacon Drive and Rio Grande Boulevard as neighborhood image corridors. These corridors should be the focus of mobility enhancements (See **Chapter 3**, Mobility - Thoroughfares for more information).

Land Use

Land Use is a key component of establishing the character of an area. In determining appropriate land uses, the existing use, zoning and current Community Character designations should all be considered. As part of maintaining the suburban residential character of the Central College Station neighborhood, this plan evaluates the existing and proposed uses to identify discrepancies and other factors that could lead to unintended development and redevelopment. The Land Use component of this Plan evaluates the following four components relating to the utilization and development of land: future land use assumptions, existing zoning, site development, and floodplain management. Because there are no known issues with the ability to provide utility service in this area, the plan is able to focus specifically on changes needed to ensure the desired pattern of land development.

Future Land Use Assumptions – Community Character

During the planning evaluation process, a number of areas were identified where the Comprehensive Plan designation or future land use conflicted with the existing zoning, existing development, or existing surrounding uses in some way that a change to the Comprehensive Plan is warranted.

In evaluating the existing Comprehensive Plan, there are eight areas identified for potential modification (See **Map 1.2**, Community Character Areas of Change for more information about each area). Strategies for these properties focus on amending the City's **Community Character and Future Land Use** map to reflect more appropriate future land uses that are reflective of market opportunities for the property, future land use needs, and are responsive to neighborhood compatibility.

Community Character Area 1: Laredo Court and Balcones Drive

This area is made up of 16 properties located generally at the western corner of the intersection of Balcones Drive and Rio Grande Boulevard. It is a mix of single-family attached and detached uses along with a commercial daycare. The properties are designated as Neighborhood Conservation; however, given the density, rate of rental occupancy, and proximity to other multi-family, this area more accurately reflects an Urban character. The existing Natural Area - Preserved should continue to be designated for future protection of the floodplain in this area. **Map 1.3, Community Character Area 1** illustrates the existing character and zoning as well as the proposed character as recommended in the strategy for this area.

*Strategy:*

Community Character and Future Land Use Amendments (CC2.1) - Amend the Comprehensive Plan's Community Character and Future Land Use Map for the non-floodplain impacted areas to reflect a future Urban character.

Community Character Area 2: Texas Avenue South at Deacon Drive

This planning area is located south of the intersection of Deacon Drive and Texas Avenue South/State Highway 6. This area is

made up of three properties on seven acres with frontage on Deacon Drive and State Highway 6 frontage road. This area is likely to redevelop in the life of the current Comprehensive Plan, and a strategy is provided to assist in identifying uses and development that fit within the context of the neighborhood. **Map 1.4, Community Character Area 2** illustrates the existing character and zoning as well as the proposed character as recommended in the strategy for this area.

Due to limited visibility, redevelopment opportunities for regionally serving commercial opportunities intended for General Commercial may be limited. An Urban character designation would allow the flexibility of multi-family options if the properties were to redevelop, while maintaining commercial opportunities for the property.

Strategy:

Community Character and Future Land Use Amendments (CC2.2) - Amend the Comprehensive Plan's Community Character and Future Land Use Map to reflect an Urban character. Urban development in this area can incorporate commercial, multi-family, or a mix of the two uses. This use can be considered an expansion of the multi-family properties along Longmire Drive, if this stretch of properties were consolidated in their entirety.

Community Character Area 3: 1814 Sara Drive

Community Character Planning Area 3 is a single property located at the intersection of the State Highway 6 frontage road and Sara Drive. The property is identified as General Commercial, zoned R-4, Multi-Family and developed as a daycare. Both the use and zoning are more compatible with the Urban development character. The adjacent properties to the west are all duplex and four-plexes, zoned R-4, Multi-Family and designated Urban. It is adjacent to commercial uses to the south that are designated General Commercial. **Map 1.5, Community Character Area 3** illustrates the existing character and zoning as well as the proposed character as recommended in the strategy for this area.



Strategy:

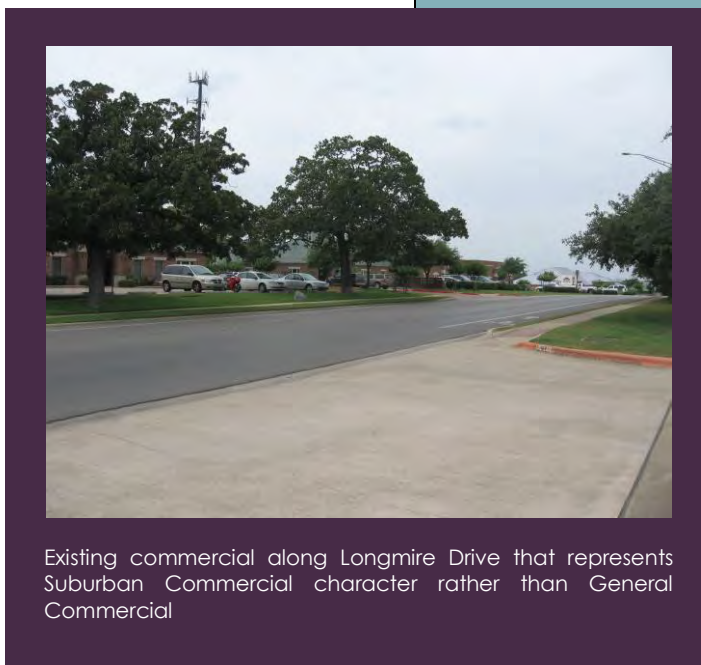
Community Character and Future Land Use Amendments (CC2.3) -

Amend the Comprehensive Plan's Community Character and Future Land Use Map to reflect a future Urban character.

Community Character Areas 4 & 5: Longmire/Pinion/Ponderosa Drives

Community Character Planning Areas 4 & 5 are made up of a wide mix of commercial, office, industrial, and research ventures on approximately 30 acres generally located at the intersection of Rock Prairie Road and State Highway 6 at the southeast side of the neighborhood. The entire area is designated as General Commercial. The area extends from just north of Ponderosa Drive to Rock Prairie Road and includes properties on both sides of Longmire Drive. Within this area, there are two vacant tracts, and a mix of both new and aging developments. The zoning of this area is C-2, Commercial-Industrial which would allow development and redevelopment that does not fit the context or character of the surrounding commercial and residential areas.

Lack of visibility to the highway makes these properties unlikely candidates for dense commercial and retail uses. With their proximity to residential areas, this area should be designated as Business Park along the east side of Longmire Drive for research and development types uses, provided that they have a more residential office character. Properties that are directly adjacent to residential properties should be designated as Suburban Commercial to encourage any future redevelopment to be more



Existing commercial along Longmire Drive that represents Suburban Commercial character rather than General Commercial

compatible with the residential area, but provide commercial opportunities given the traffic volumes along Longmire Drive.

Map 1.6, Community Character Area 4 & 5 illustrates the existing character and zoning as well as the proposed character as recommended in the strategy for this area.

Strategy:

Community Character and Future Land Use Amendments (CC2.4) -

Amend the Comprehensive Plan's Community Character and Future Land Use Map to reflect a range of commercial uses transitioning from more intense General Commercial uses along the frontage road backing up to Business Park uses along the east side of Longmire Drive, then to more neighborhood appropriate Suburban Commercial uses along the west side of Longmire. While the uses may be more Business Park in nature, they should be designed with Suburban Commercial building and site standards. This would include lower building heights, residential design components and roof tops, and adequate landscaping to lend a more residential feel to the developments. This should be accomplished through a Planned Development district zoning classification, or the application of a Suburban Commercial overlay (See **Image Corridor** strategies).



Single-family homes on Sophia Lane

Community Character Area 6: Sophia Lane

Currently, ten lots in the Edelweiss Estates subdivision are identified as Urban on the Comprehensive Plan Community Character and Future Land Use Map. These lots are developed as single-family homes, and are all owner-occupied. These lots would be more compatible with the surrounding neighborhood which is designated as Neighborhood Conservation. **Map 1.7**, Community Character Area 6 illustrates the existing character and zoning as well as the proposed character as recommended in the strategy for this area.

Strategy:

Community Character and Future Land Use Amendments (CC2.5) -

Amend the Comprehensive Plan's Community Character and Future Land Use Map to designate this area as Neighborhood Conservation.

Community Character Area 7: Wellborn Suburban Commercial

The changes recommended in this area in regards to the Comprehensive Plan relate to three properties that have no frontage on Wellborn Road. If they were to develop with the adjacent properties that have frontage, Suburban Commercial uses would be compatible and appropriate. With Balcones Drive intended to extend to Wellborn Road along the northern edge of the property,

opportunities for multi-family urban style development would be available; however, this land use option should only be available once Balcones is constructed through to Wellborn. **Map 1.8, Community Character Area 7** illustrates the existing character and zoning as well as the proposed character as recommended in the strategy for this area.

Strategy:

Community Character and Future Land Use Amendments (CC2.6) -

Amend the Comprehensive Plan's Community Character and Future Land Use Map to support Urban character development opportunities on this property upon the extension of Balcones Drive.

Community Character Area 8: Pintail Loop

Currently, there are 35 lots in the Steeplechase subdivision identified as Urban on the Community Character and Future Land Map. These lots are zoned R-1, Single-Family Residential and developed as single-family homes. The properties are largely rental, and have a density of 5.6 units/acre which would be more compatible with the General Suburban character classification. **Map 1.9, Community Character Area 8** illustrates the existing character and zoning as well as the proposed character as recommended in the strategy for this area.

Strategy:

Community Character and Future Land Use Amendments (CC2.7) -

Amend the Comprehensive Plan's Community Character and Future Land Use Map to designate this area as General Suburban.

Existing Zoning

The majority of property zoning was found to be in compliance with the future land use assumptions found in the Comprehensive Plan, with the exception of nine areas (See **Map 1.10, Zoning Compliance Areas**). Strategies for these areas are focused on zoning changes to bring these areas into compliance with their existing use and/or the Community Character and Future Land Use Plan.

Zoning Area 1: Hawk Tree and Hillside Drives



There are 197 duplex properties located in the planning area that are zoned for higher density multi-family uses (R-6, High Density Multi-Family) with some lot consolidation already taking place. Duplex uses are allowed in multi-family districts, but represent an underutilization of the maximum density allotments for the district. The Hawk Tree

and Hillside Drive area is designated for Urban land uses which include a variety of different multi-family uses from duplexes up to high-density apartments. This particular area also creates a transition between the

heavier general commercial uses and the existing single-family homes.

See **Map 1.11, Zoning Area 1** for existing zoning and character, as well as proposed zoning as recommended in the strategy for this area.

Strategy:

Initiate Rezoning (CC3.1) - Initiate a rezoning on properties adjacent to single-family areas to R-2, Duplex to reflect the existing uses and minimize future redevelopment impacts on adjacent properties.

Zoning Area 2: Airline Drive

This area is made up of a portion of two lots on approximately two acres at the south side of the intersection of Longmire Drive and Airline Drive. This area is identified for Urban character development, and has an existing apartment complex on the properties that was developed in the late 1970s. The portion of this development in the planning area is zoned C-1, General Commercial, and the remaining area of the lots are zoned R-6, High Density Multi-Family.

The existing apartments developed at a time when apartments were allowed in commercially zoned property. This is no longer allowed in the City and the property use is legally non-conforming. Under current City regulations, redevelopment of this property for Urban uses would be difficult because of the non-conforming zoning.

See **Map 1.12, Zoning Area 2** for existing zoning and character, as well as proposed zoning as recommended in the strategy for this area.

Strategy:

Initiate Rezoning (CC3.2) - Initiate a rezoning to R-6, High Density Multi-Family for the C-1, General Commercial portions to encourage any redevelopment to be in compliance with the Urban character designation.

Zoning Area 3: Capistrano Court

This area is made up of seven single-family lots in the Southwood Forest Subdivision. The properties are zoned R-4, Multi-Family and were developed in the late 1980s. The current character designation on the property is Neighborhood Conservation, which is indicative of the existing single-family nature of these and surrounding single-family properties. The existing zoning allows for multi-family uses like duplexes, townhomes, and apartments to be constructed on the lots. While there has not been any development pressure on these lots, rezoning to a more appropriate R-1, Single-Family



Home on Capistrano Court

district would insure that these areas remain single-family for the life of the Comprehensive Plan. Additionally, rezoning to R-1, Single-Family would provide for required buffering for adjacent properties that develop or redevelop – under current standards, no residential buffering is required.

See **Map 1.13, Zoning Area 3** for existing zoning and character, as well as proposed zoning as recommended in the strategy for this area.

Strategy:

Initiate Rezoning (CC3.3) - Initiate a rezoning to R-1, Single-Family to ensure properties will remain in compliance with surrounding single-family character.

Zoning Area 4: Callie Circle

Like Zoning Area 3, Callie Circle is also an isolated pocket of R-4, Multi-family on existing single-family developed properties. This cul-de-sac is made up of six lots that were developed in the early 1990s. This area is also appropriately designated as Neighborhood Conservation; however, the existing zoning reflects allowable uses that would not be in compliance with this designation.

See **Map 1.14, Zoning Area 4** for existing zoning and character, as well as proposed zoning as recommended in the strategy for this area.

Strategy:

Initiate Rezoning (CC3.4) - Initiate a rezoning to R-1, Single-Family to ensure properties will remain in compliance with surrounding single-family character.

Zoning Area 5: Rock Prairie Road and Wellborn Road

The northeast corner properties of Rock Prairie Road and Wellborn Road currently are developed as a gas station and veterinary clinic. The Comprehensive Plan Character Map identifies this entire section of the Rock Prairie Road corridor as Suburban Commercial. These uses are, generally, appropriate to the character classification; however, the existing C-1, General Commercial zoning allows many other uses that would not be compatible with the character.

See **Map 1.15, Zoning Area 5** for existing zoning and character, as well as proposed zoning as recommended in the strategy for this area.

Strategy:

Create and adopt zoning overlays (CC3.5) - Develop an image corridor Suburban Commercial Overlay to apply to this and similarly situated properties. This district would be appropriate for areas that are anticipated for Suburban Commercial development, but have existing zonings that are more intense than the Suburban Commercial character would allow. This overlay would address design issues like roof pitch, architectural style, materials, building height, landscaping, parking lot design, and sign location to create commercial areas that are more compatible with neighboring single-family residences. These standards would apply upon future redevelopment on the property and would not

affect current operations and maintenance of the existing sites and structures.

Zoning Area 6: 2815 Welsh Avenue

The existing church is compatible with both the existing zoning and the Community Character and Future Land Use Plan as worship facilities are allowed within all zoning districts and character classes. The existing zoning, however, would provide for an opportunity to redevelop the site for multi-family uses if the existing facility were to relocate. A rezoning to R-1, Single-Family would not adversely impact the worship facility, and would maintain single-family uses on the property if it were to redevelop.

See **Map 1.16, Zoning Area 6** for existing zoning and character, as well as proposed zoning as recommended in the strategy for this area.

Strategy:

Initiate rezonings (CC3.6) - Initiate a rezoning to R-1, Single Family to ensure properties will remain in compliance with surrounding single-family character.

Zoning Area 7: Wellborn Road

The Wellborn Road Suburban Commercial Area is a 25-acre area made up of nine, mostly vacant and residential, properties along Wellborn Road from Deacon Drive to Sallie Lane. Most of the non-conforming properties in this area were developed prior to annexation into the City limits and can legally continue. Planning guidance is provided to identify how this area should develop, taking into consideration single-family adjacency issues and non-conforming tracts. This area will also be impacted by a future crossing of Deacon Drive as designated by the Thoroughfare Plan.

See **Map 1.17, Zoning Area 7** for existing zoning and character, as well as proposed zoning as recommended in the strategy for this area.

Strategy:

Create and adopt zoning overlays (CC3.7) - Develop an image corridor Suburban Commercial Overlay to apply to this and similarly situated properties. This district would be appropriate for areas that are anticipated for Suburban Commercial development, but have existing zonings that are more intense than the Suburban Commercial character would allow. This overlay would address design issues like roof pitch, architectural style, materials, building height, landscaping, parking lot design, and sign location to create commercial areas that are more compatible with neighboring single-family residences. These standards would apply upon future redevelopment on the property and would not affect current operations and maintenance of the existing sites and structures.

Zoning Area 8: Rock Prairie Road Suburban Commercial Medical Area

The Rock Prairie Road Suburban Commercial Medical Area is a 20 acre area made up of five tracts. This area is located west of Rio Grande Boulevard and adjacent to the Southwood Forest subdivision.

The area includes a church, two nursing homes, a vacant tract, and a medical office site. The existing zoning and buffering concerns should be evaluated to ensure that properties continue to develop in a way that is sensitive to the surrounding residential uses.

See **Map 1.18, Zoning Area 8** for existing zoning and character, as well as proposed zoning as recommended in the strategy for this area.

The existing nursing home facilities are developed on tracts zoned R-4, Multi-Family and are directly adjacent to single-family development in the Southwood Forest subdivision. An existing church is located on property zoned A-O, Agricultural Open. Additionally, a dental complex exists as a PDD, Planned Development District, and a single, vacant A-P, Administrative Professional tract completes the area. All of the tracts are designated as Suburban Commercial for future land uses.

The existing uses on the site are compatible with the existing zoning; however, the existing R-4, Multi-Family zoning would allow for multi-family development on the tracts developed as nursing homes. Additionally, the worship facility property is zoned A-O, Agricultural Open and is not in compliance with the Community Character and Future Land Use Plan. The vacant A-P, Administrative Professional property would allow development that may be incompatible with the nearby single-family uses because of a lack of height restrictions and buffer requirements that the property is not subject to because it is not directly adjacent to single-family uses. A Suburban Commercial zoning classification should be placed on the property to ensure development and redevelopment that is compatible with both the surrounding uses and the Land Use Plan.

Strategies:

- **Create and adopt zoning districts (CC3.8)** - Adopt Suburban Commercial zoning district to limit building height and style of development to be compatible with the suburban character of this area.
- **Initiate rezonings (CC3.9)** - Approach property owners (except PDD site) to rezone property to future Suburban Commercial district upon adoption.

Zoning Area 9: Harvey Mitchell Parkway South

Friends United Church of Christ and Peace Lutheran Church own adjacent property along Harvey Mitchell Parkway South in this area. These properties are both designated as Suburban Commercial on the Comprehensive Plan Character Map. Both properties are zoned R-6, High Density Multi-Family. The existing uses are compatible with both the zoning and Comprehensive Plan; however, if the churches were to relocate, the existing zoning is not compatible with the commercial development that is planned for the area.

See **Map 1.19, Zoning Area 9** for existing zoning and character, as well as proposed zoning as recommended in the strategy for this area.

Strategies:

- **Create and adopt zoning districts (CC3.10)** - Adopt a Suburban Commercial zoning district to limit building height and style of

development to be compatible with the suburban character of this area.

- **Initiate rezonings (CC3.11)** - Approach property owners to rezone property to future Suburban Commercial district upon adoption.

Zoning – All Areas

The current zoning on property across the area, while generally compatible with the recently adopted Community Character and Future Land Use Plan, are not specifically character-based and may result in future redevelopment that is out of character with surrounding land uses. For example, in existing R-1, Single Family Residential there are no building mass or lot coverage requirements. In a developed single-family neighborhood with a vacant or redeveloping property, this could result in a new home that has massing or lot coverage that is out of character with the surrounding neighborhood.

In order to continue the existing land use patterns, and ensure character-compatible development, zoning districts that are more responsive to character issues should be developed to address infill redevelopment concerns. These districts could then be applied to areas within Central College Station as appropriate to their character designation. For instance, a new Neighborhood Conservation zone should be developed that provides clear standards on character-appropriate building massing, lot size, and other residential standards so that the subdivision and redevelopment of existing lots are compatible with surrounding existing uses. This district could then be applied to all areas designated Neighborhood Conservation on the Community Character and Future Land Use Plan. This process can be utilized for all character designations in the neighborhood.

Strategies:

- **Create and adopt zoning districts (CC3.12)** - Adopt character-specific zoning district in line with the Community Character and Future Land Use plan.
- **Initiate rezonings (CC3.13)** - Initiate rezonings to new zoning districts to ensure properties remain in compliance with their established Community Character and Future Land Use designation upon adoption of new zoning districts.

Site Development

The neighborhood plan identifies one area where site development may need to be upgraded to maintain the attractiveness and opportunities for small businesses. This area is made up of several properties with frontage on Texas Avenue South between Brothers Boulevard and Deacon Drive (see **Map 1.20, Site Development**). Strategies for this area focus on site improvement programs that will incent continued investment in the area by property owners. The area is made up of 15 properties on approximately nine acres and a total of 12 businesses. These properties were largely developed in the mid- to late-1980s with few improvements in the area since that time. The properties are somewhat separated from Texas Avenue South because of the existing frontage road which also provides access to the properties. Many businesses share parking facilities and also have

access from a private alley in the rear of the properties. Both of these circulation facilities are in need of repair.

Strategies:

- **Feasibility Study (CC4.1)** - Investigate the feasibility of a site and façade improvement program that provides matching funds to encourage reinvestment in the existing properties. This should include identification of funding sources and opportunities for alternative financing such as a tax increment finance district (TIF) or public improvement district (PID) (See **Chapter 5, Implementation** for more details about these funding opportunities). Examples of projects could involve repainting, façade repairs or replacements for materials, window and door replacement, or site improvements like additional landscaping, sidewalk repair, uniform building signage, or parking lot maintenance.
- **Coordinated Public Investment (CC4.2)** – Repair parking and circulation facility in front of existing businesses in this area.

Floodplain Management

This section identifies the properties located in areas that are designated floodplain or should be reserved for environmental or recreational purposes. **Map 1.21, Floodplain and Open Space** highlights the properties that are identified as Natural Area – Reserved or Preserved.

The planning area is impacted by two segments of Bee Creek. Proposed strategies focus on strategic property acquisition where adjacent to existing public facilities, and the development of floodplain management strategies aimed at reducing the impact that development has on these waterways and the developed land uses within and adjacent to the floodplain.

Floodplain Management Area 1: Balcones Drive

This area is made up of a single vacant lot off Balcones Drive that has significant floodplain on the property. The property is approximately one acre and is adjacent to the Larry J. Ringer Library property. This property provides opportunities for additional open space within the planning area, floodplain management by eliminating development opportunities that could lead to increased stormwater run-off, and connection to the library property from within the neighborhood. The property is currently zoned R-4, Multi-Family and has an existing driveway connecting two apartment buildings.



Strategy:

Property Acquisition (CC5.1) - Pursue purchase of the property through the Greenways acquisition program.

Floodplain Management Area 2: 3020 Texas Avenue South

The property in this area is approximately 1.5 acres that was previously developed as a landscaping business but is now vacant. The property is completely located within the floodplain, adjacent to Longmire Park, which provides opportunities to expand open space in the neighborhood and the ability to connect to Texas Avenue South between Brothers Boulevard and Deacon Drive.

Strategy:

Property Acquisition (CC5.2) - Pursue purchase of the property through the Greenways acquisition program.



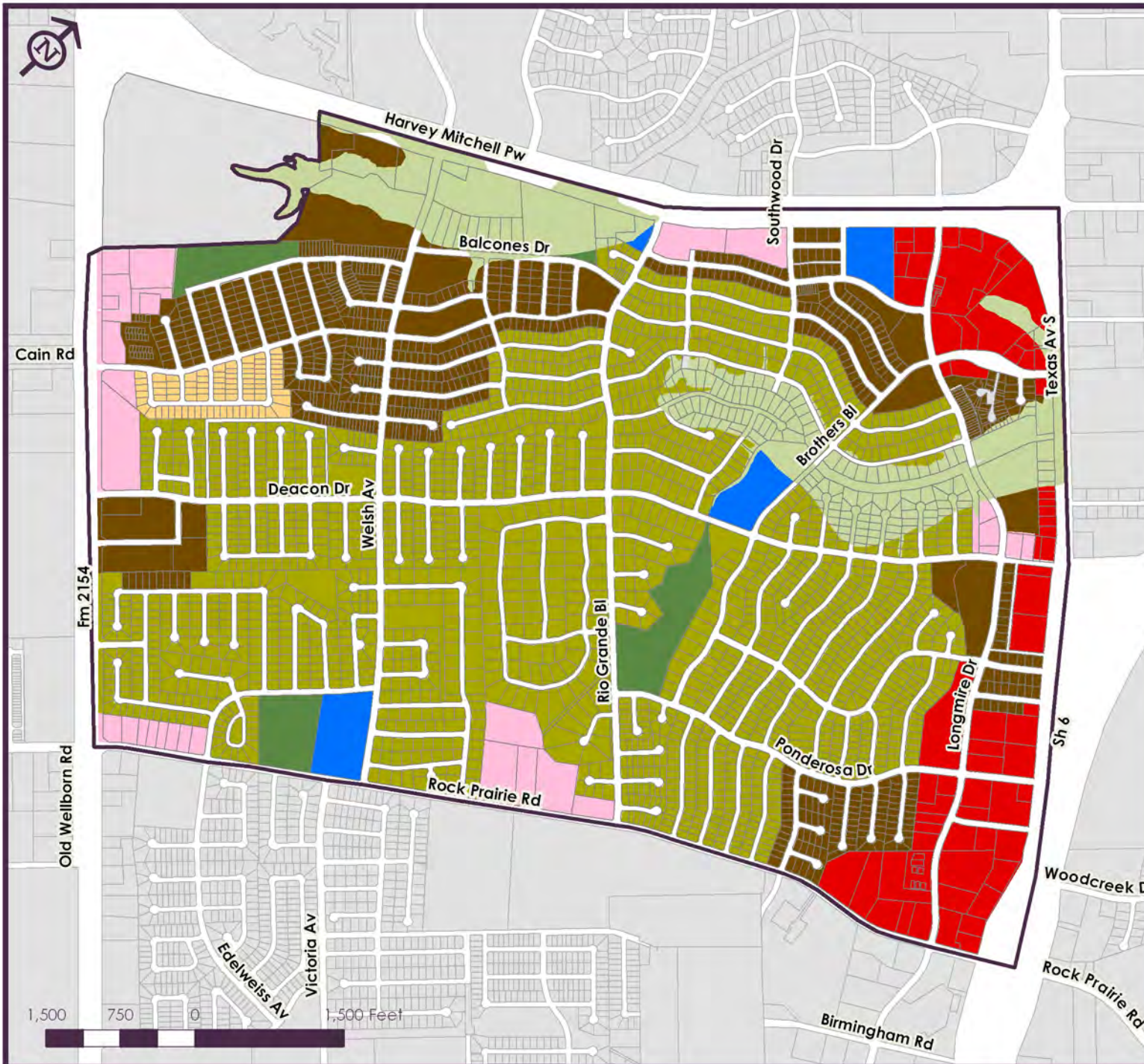
Floodplain Management Area 3: Natural Areas

There are 165 single-family properties and 462 apartment units impacted by floodplain in the planning area. These uses are all in compliance with their existing zoning on the property. Five park properties are also located in the floodplain, with only three shown in their entirety as Preserved. Additionally, several places of worship, a gas station, Fire Station

#2, and the Ringer Library are also located within the floodplain. These uses are allowed in any zoning district, and all but the Fire Station have zoning compatible with other Comprehensive Plan Designations that are on the property.

Strategy:

Floodplain Management Policy (CC5.3) - Create a comprehensive floodplain management program that will reduce flood risk to developed floodprone areas. This program could include land acquisition, channelization such as the Bee Creek capital project, and creek restoration to lessen flood risk to developed or developable areas from the floodplain.



Map 1.1

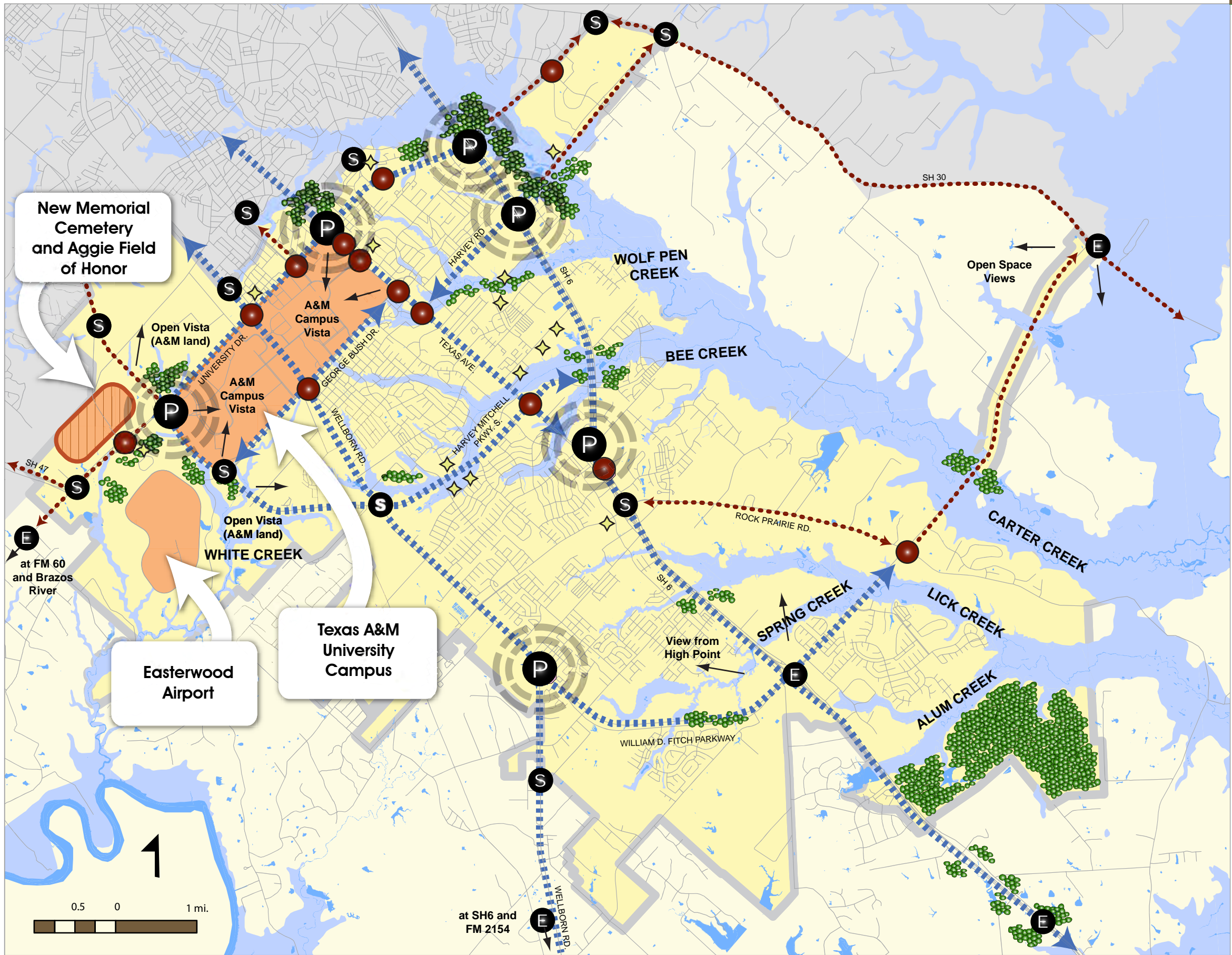
Community Character
and Future Land Use

- Planning Area
- Central College Station (2009)
- Property Boundaries
- Community Character**
- Neighborhood Conservation
- General Suburban
- Urban
- General Commercial
- Suburban Commercial
- Institutional/Public
- Natural Areas - Protected
- Natural Areas - Reserved

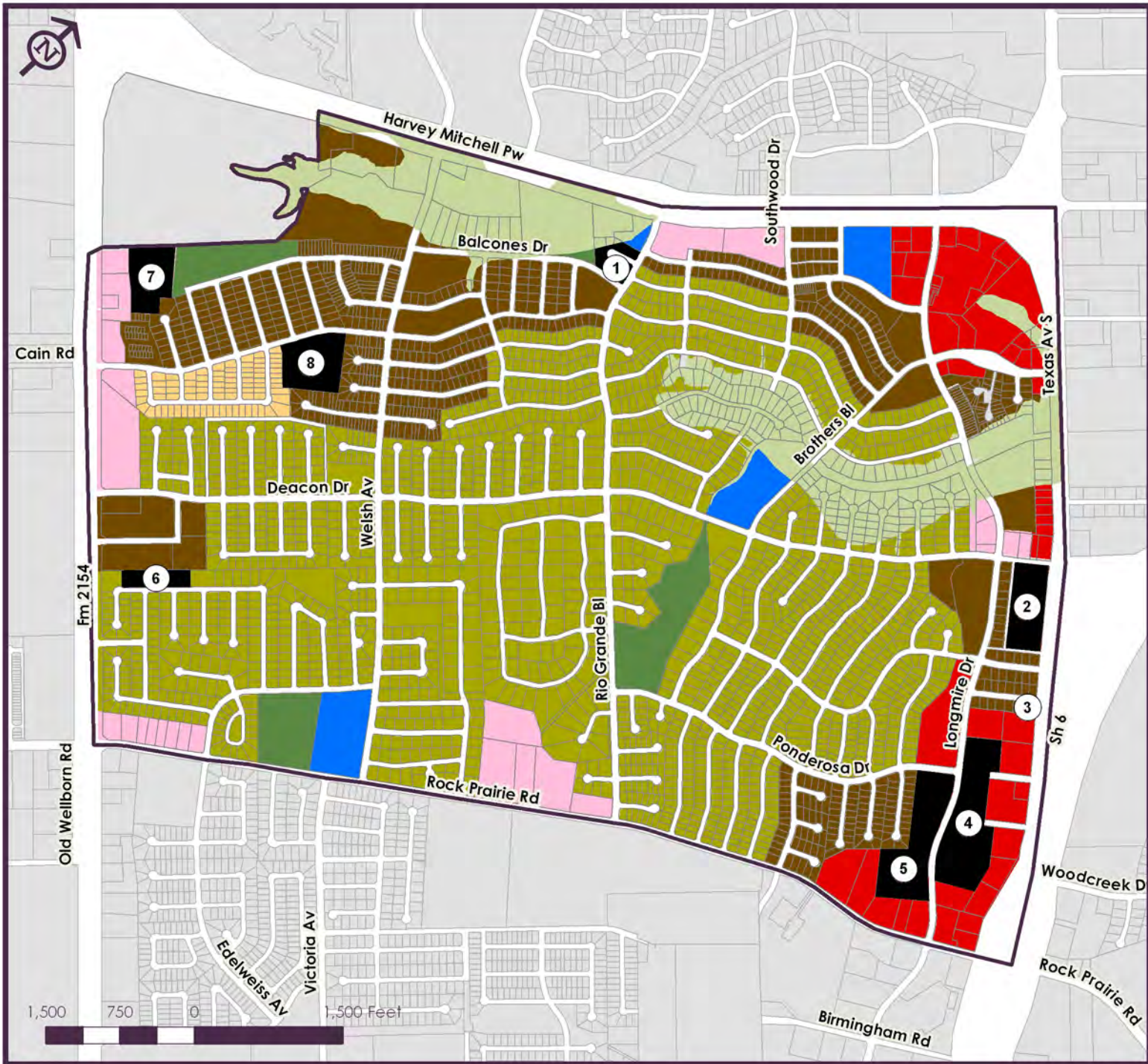
Adopted June 10, 2010

Map 2.3

Community Assets and Image Corridors



- City Limits
- Extraterritorial Jurisdiction (ETJ)
- Primary Image Corridor
- Secondary Image Corridor
- Key Image / Design Intersection
- Primary Arrival Gateway
- Secondary Welcoming Gateway
- Early Image-Setting Gateway
- Gateway / Corridor Forested Areas
- Floodplain
- Public Art Location
- Existing Unique Community Asset Area
- Emerging/ Potential Unique Community Asset Area

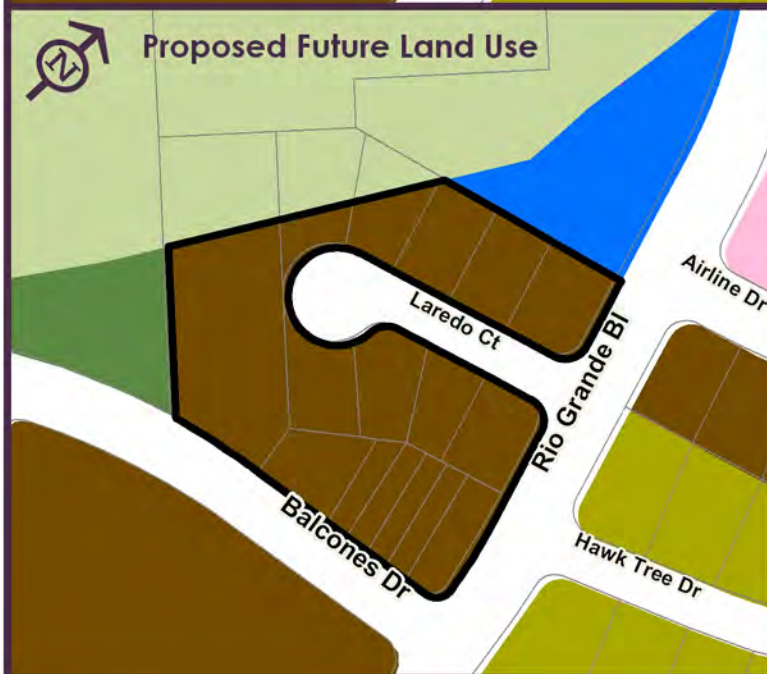
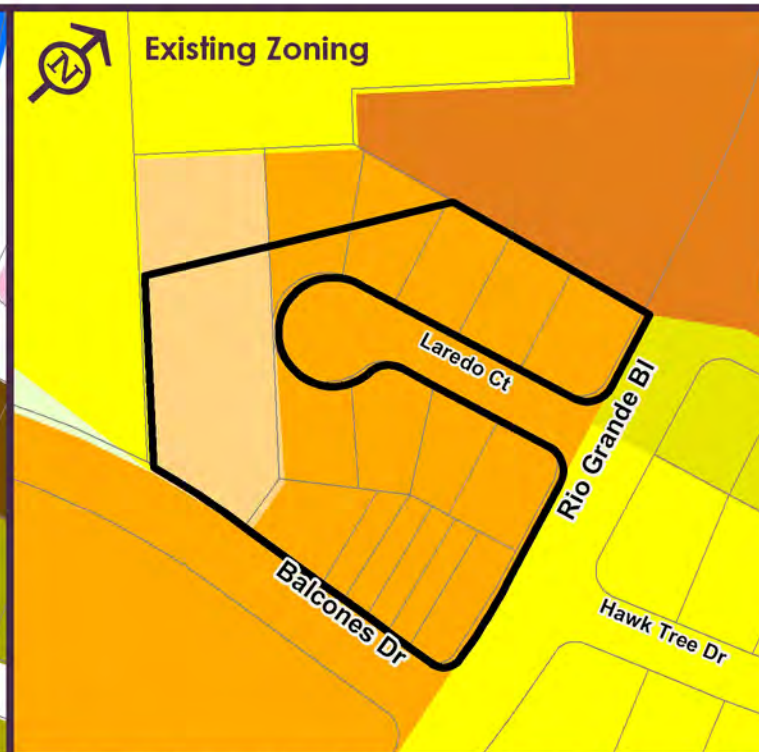
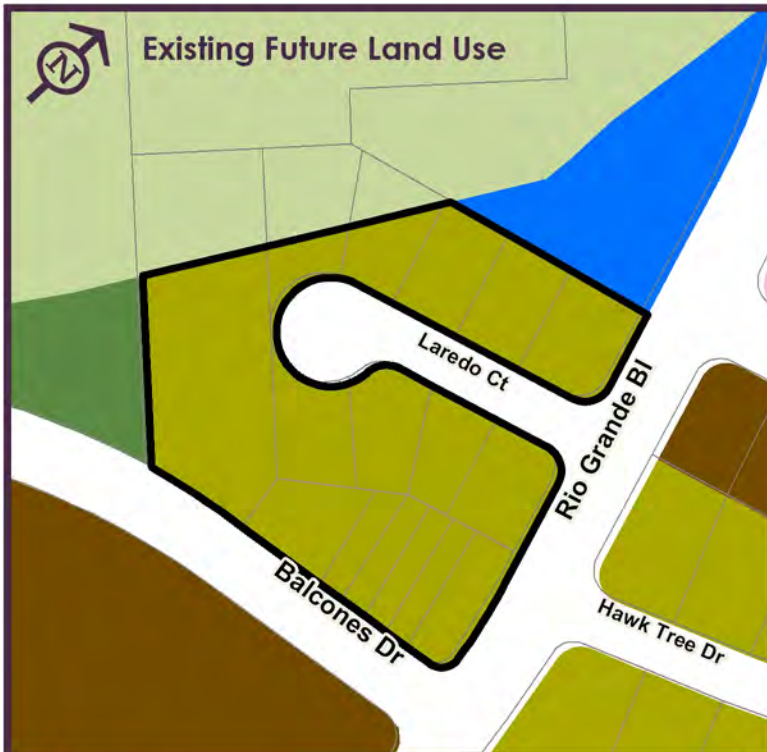


Map 1.2

Community Character
Areas of Change

- Planning Area
- Central College Station (2009)
- Property Boundaries
- Character Change Areas
- Community Character**
- Neighborhood Conservation
- General Suburban
- Urban
- General Commercial
- Suburban Commercial
- Institutional/Public
- Natural Areas - Protected
- Natural Areas - Reserved

Adopted June 10, 2010



Map 1.3

Community Character
Area 1

- Central College Station (2009)
- Community Character Area
- Community Character**
 - Neighborhood Conservation
 - Urban
 - Suburban Commercial
 - Institutional/Public
 - Natural Areas - Protected
 - Natural Areas - Reserved
- Existing Zoning**
 - A - O, Agricultural Open
 - R - 1, Single-Family Residential
 - R - 2, Duplex
 - R - 3, Townhome
 - R - 4, Multi-Family
 - R - 6, High Density Multi-Family

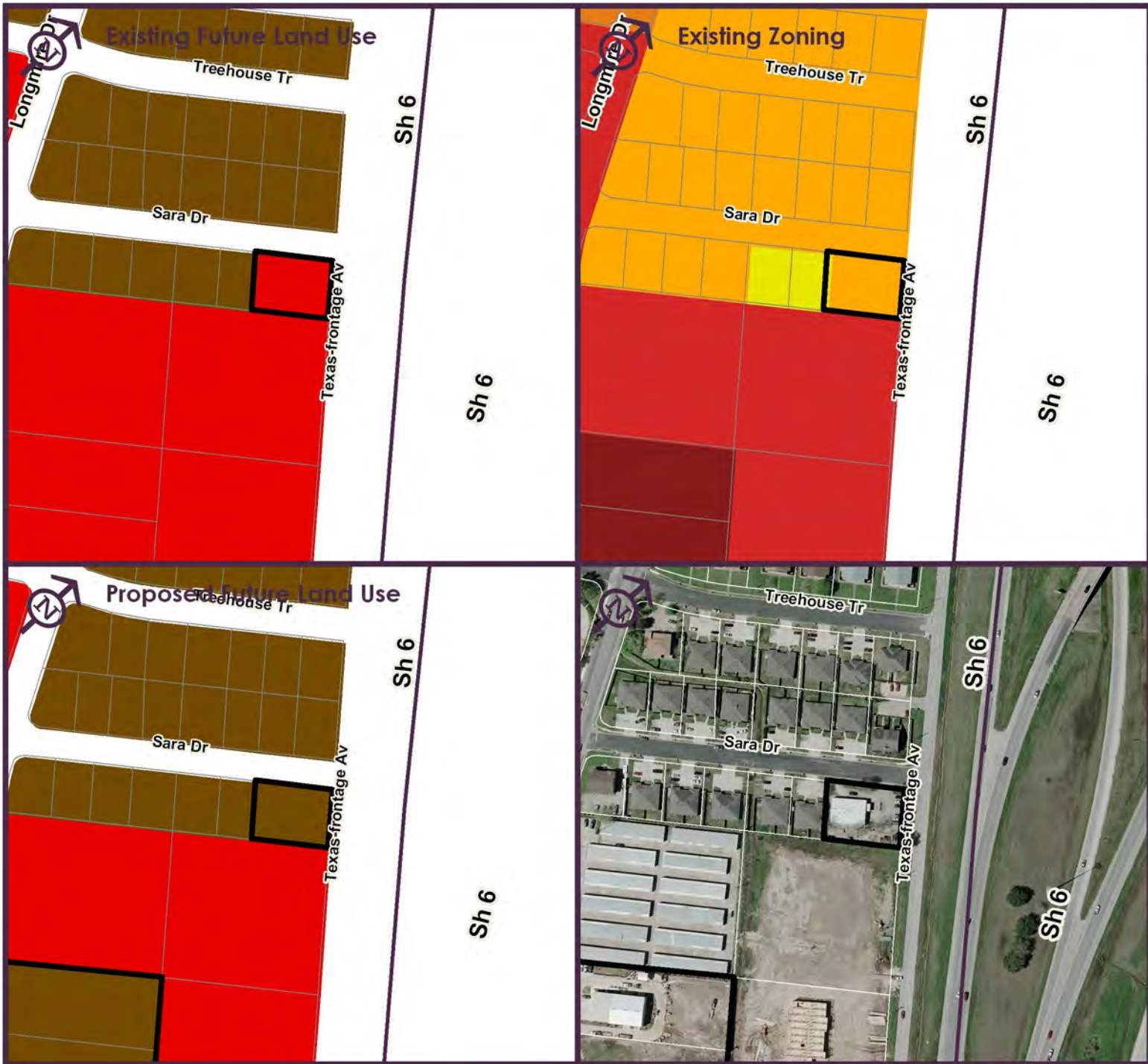
Adopted June 10, 2010



Map 1.4

Community Character
Area 2

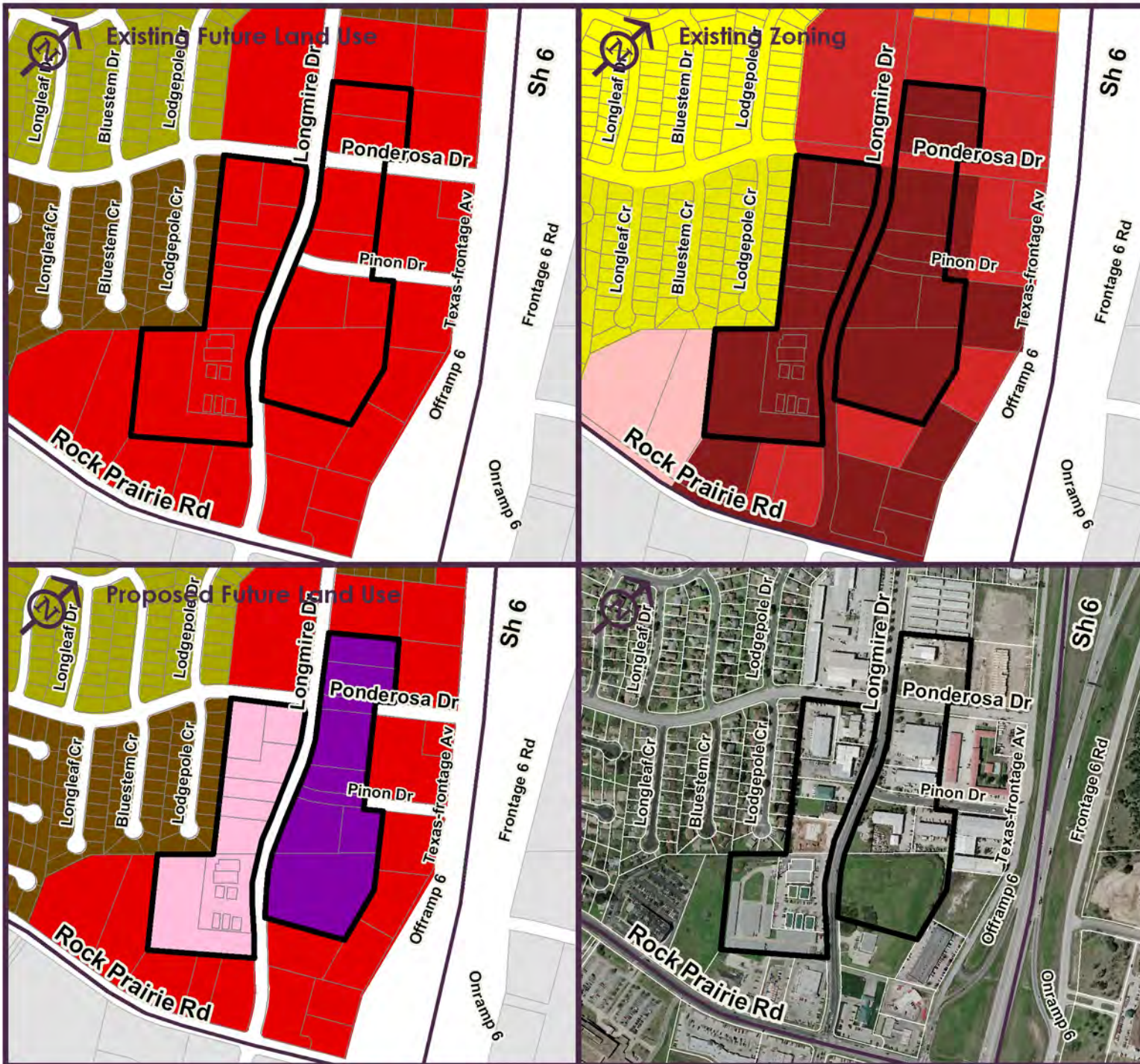
- Planning Area
- Central College Station (2009)
- Property Boundaries
- Community Character Area
- Community Character**
- Neighborhood Conservation
- Urban
- General Commercial
- Suburban Commercial
- Existing Zoning**
- C - 1, General Commercial
- C - 3, Light Commercial
- R - 1, Single-Family Residential
- R - 4, Multi-Family
- R - 6, High Density Multi-Family



Map 1.5

Community Character
Area 3

- Planning Area
- Central College Station (2009)
- Community Character Area
- Community Character**
 - Urban
 - General Commercial
- Existing Zoning**
 - C - 1, General Commercial
 - C - 2, Commercial Industrial
 - R - 2, Duplex
 - R - 4, Multi-Family
 - R - 6, High Density Multi-Family



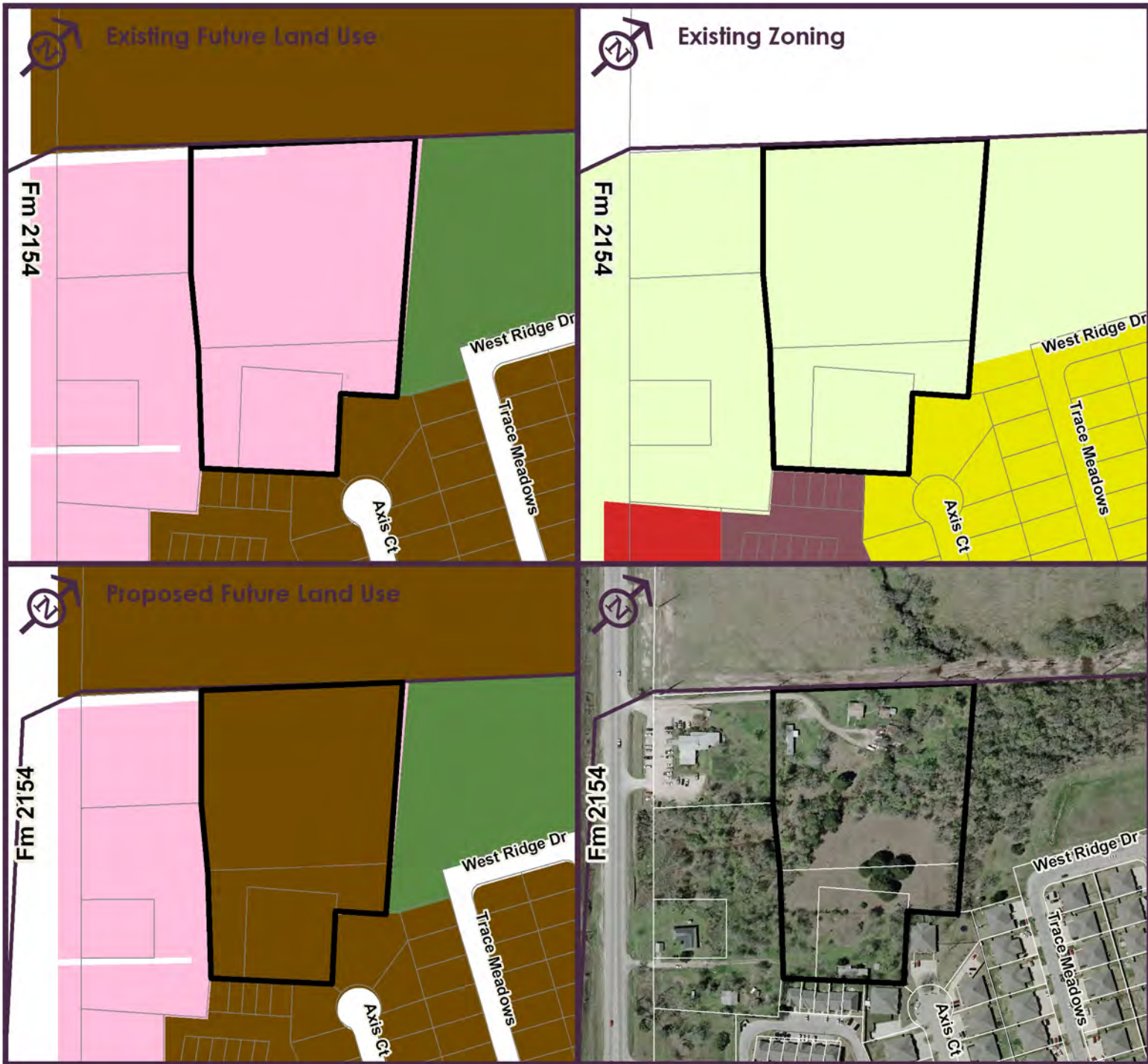
Adopted June 10, 2010



Map 1.7

Community Character
Area 6

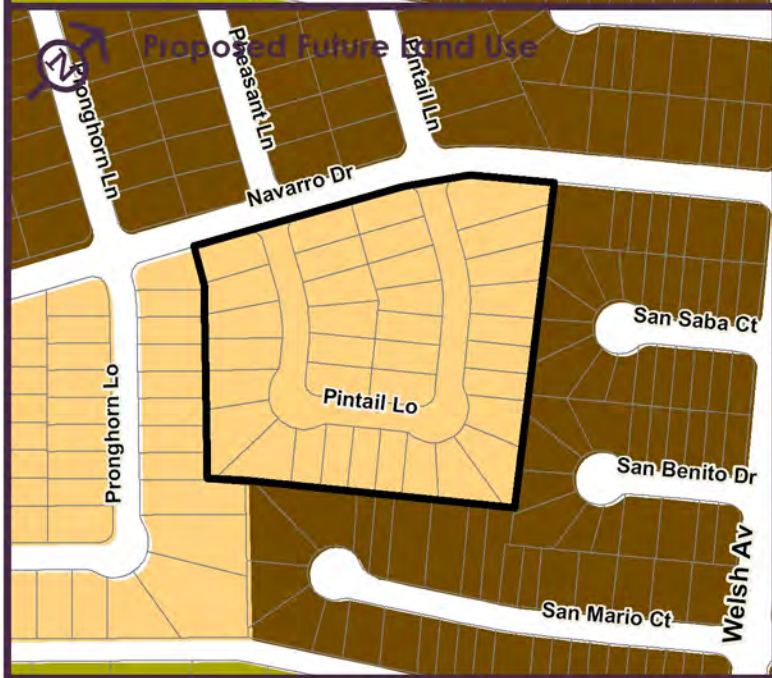
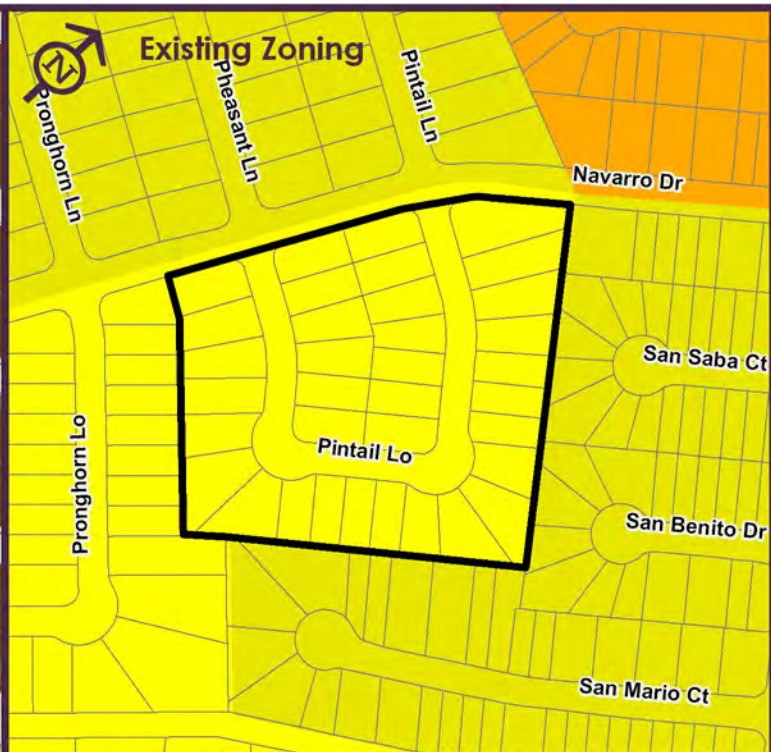
- Central College Station (2009)
- Community Character Area
- Community Character**
 - Neighborhood Conservation
 - Urban
- Existing Zoning**
 - R - 1, Single-Family Residential
 - R - 4, Multi-Family



Map 1.8










Community Character
Area 7

- Planning Area
- Central College Station (2009)
- Community Character Area
- Community Character
 - Urban
 - Suburban Commercial
 - Natural Areas - Protected
- Existing Zoning
 - A - O, Agricultural Open
 - C - 1, General Commercial
 - PDD, Planned Development
 - R - 2, Duplex

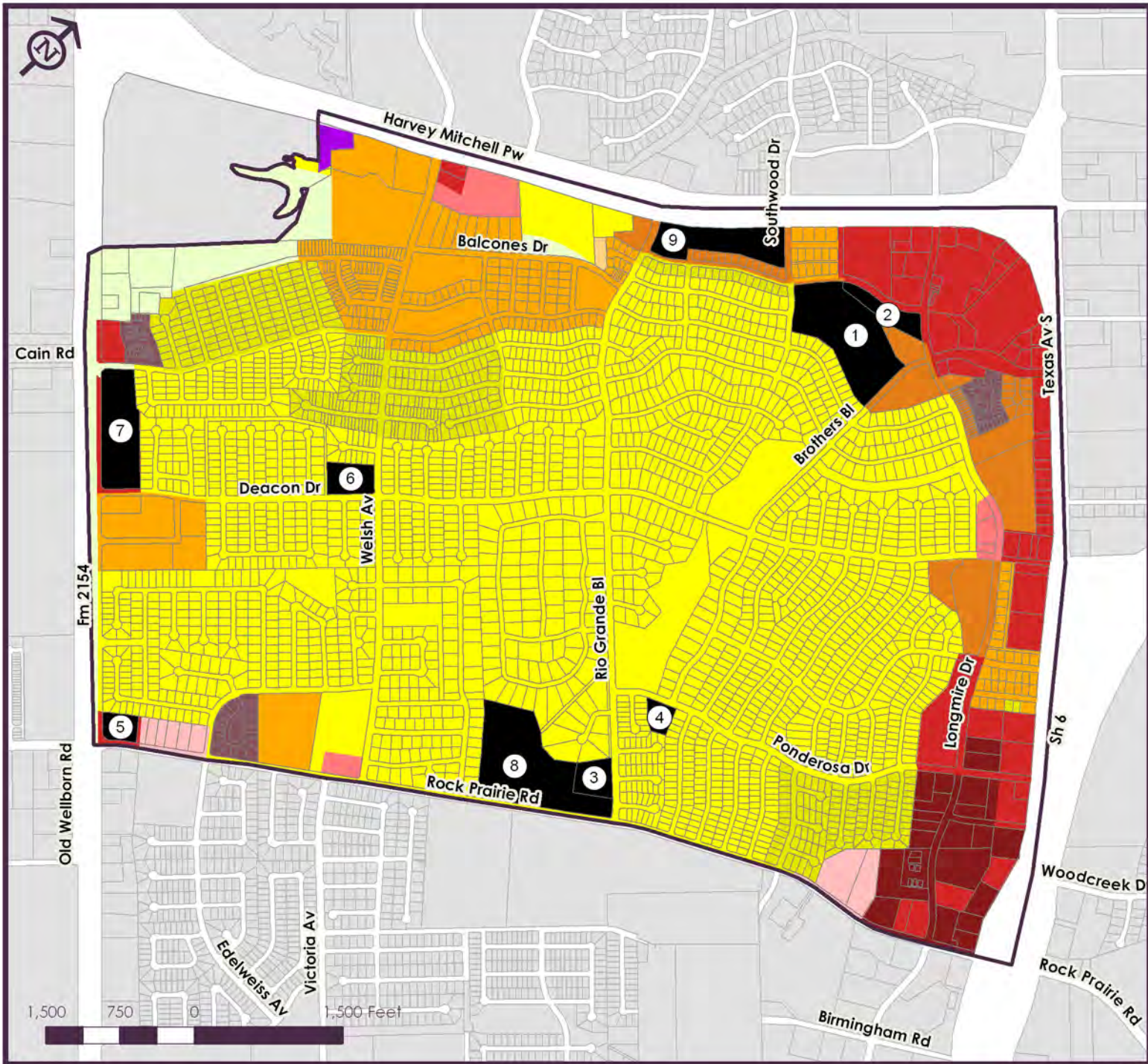


Map 1.9

Community Character
Area 8

-  Central College Station (2009)
-  Community Character Area
- Community Character**
-  111 - Neighborhood Conservation
-  110 - General Suburban
-  120 - 250 - Urban
- Existing Zoning**
-  R - 1, Single-Family Residential
-  R - 1B, Single-Family Residential
-  R - 2, Duplex
-  R - 4, Multi-Family

Adopted June 10, 2010



Map 1.10

Zoning Areas
of Change

- Planning Area
- Central College Station (2009)
- Property Boundaries
- Zoning Change Area
- Existing Zoning**
- A - O, Agricultural Open
- A - P, Administrative Professional
- C - 1, General Commercial
- C - 2, Commercial Industrial
- C - 3, Light Commercial
- M - 1, Light Industrial
- PDD, Planned Development
- R - 1, Single-Family Residential
- R - 1B, Single-Family Residential
- R - 2, Duplex
- R - 3, Townhome
- R - 4, Multi-Family
- R - 6, High Density Multi-Family

Adopted June 10, 2010



Map 1.11

Zoning
Area 1

- Central College Station (2009)
- Zoning Change Area
- Zoning**
- C - 1, General Commercial
- R - 1, Single-Family Residential
- R - 2, Duplex
- R - 4, Multi-Family
- R - 6, High Density Multi-Family



Map 1.12

Zoning
Area 2

- Central College Station (2009)
- Zoning Change Area
- Zoning**
 - C - 1, General Commercial
 - R - 1, Single-Family Residential
 - R - 2, Duplex
 - R - 4, Multi-Family
 - R - 6, High Density Multi-Family
- Community Character**
 - Neighborhood Conservation
 - Urban
 - General Commercial
 - Institutional/Public

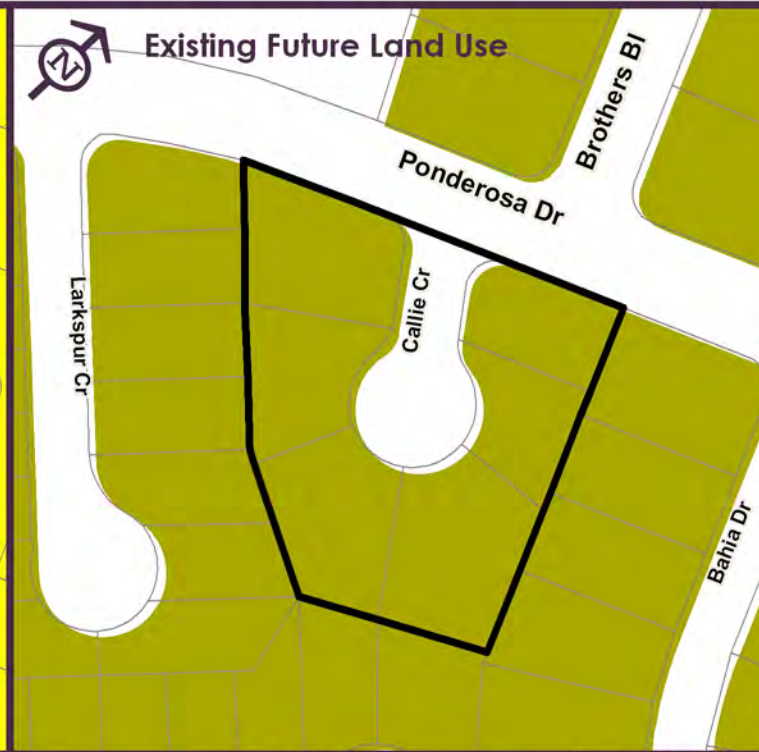
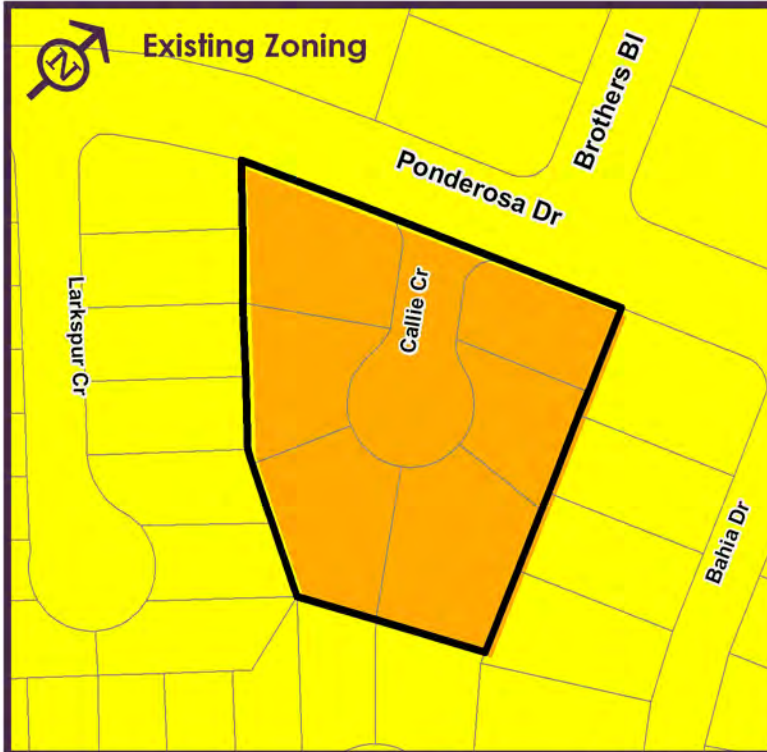


Map 1.13

Zoning
Area 3






- Central College Station (2009)
- Zoning Change Area
- Zoning**
- PDD, Planned Development
- R - 1, Single-Family Residential
- R - 4, Multi-Family
- Community Character**
- Neighborhood Conservation
- Suburban Commercial

Adopted June 10, 2010

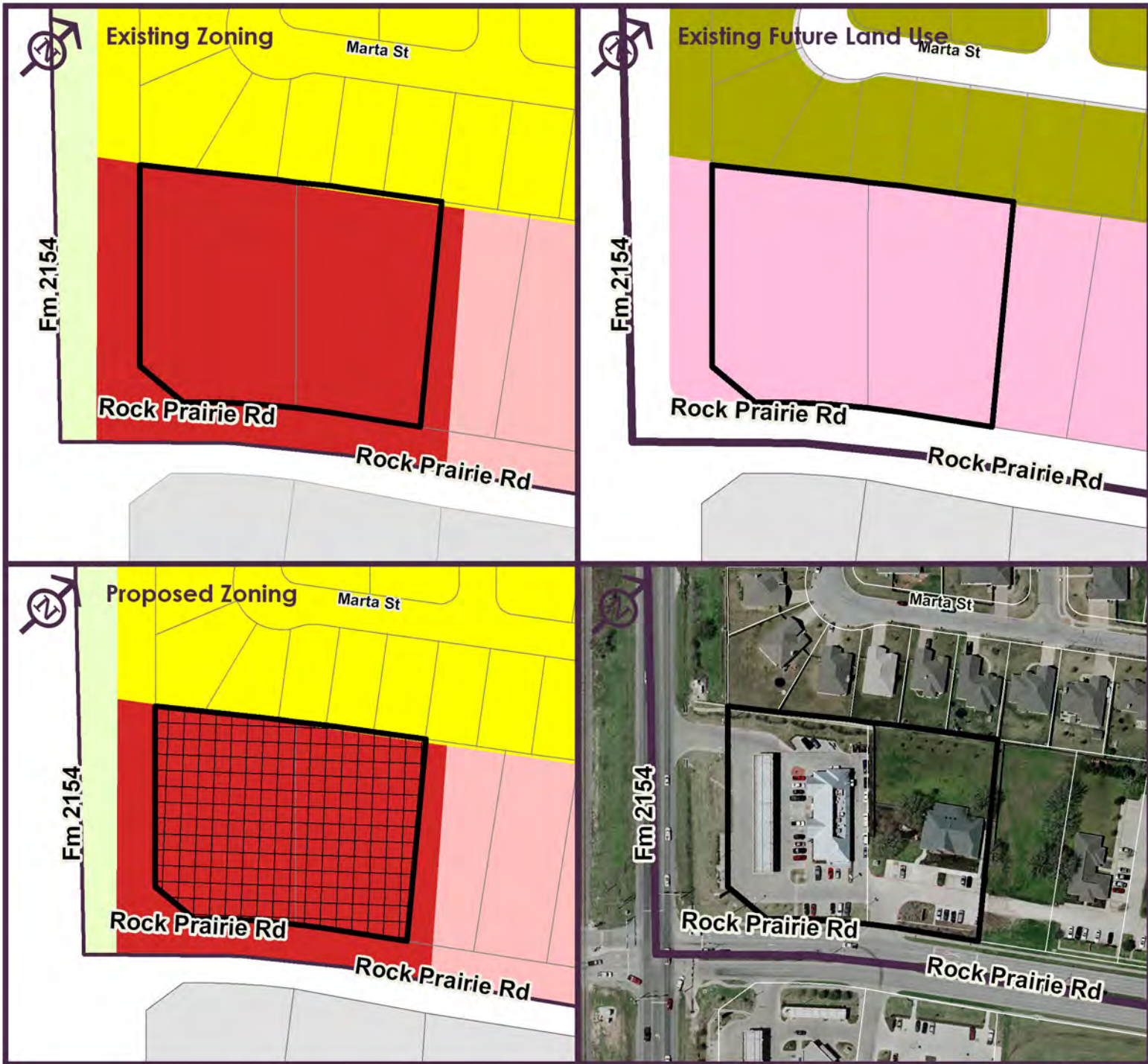


Map 1.14

Zoning
Area 4

-  Central College Station (2009)
-  Zoning Change Area
- Zoning**
 -  R - 1, Single-Family Residential
 -  R - 4, Multi-Family
- Community Character**
 -  Neighborhood Conservation

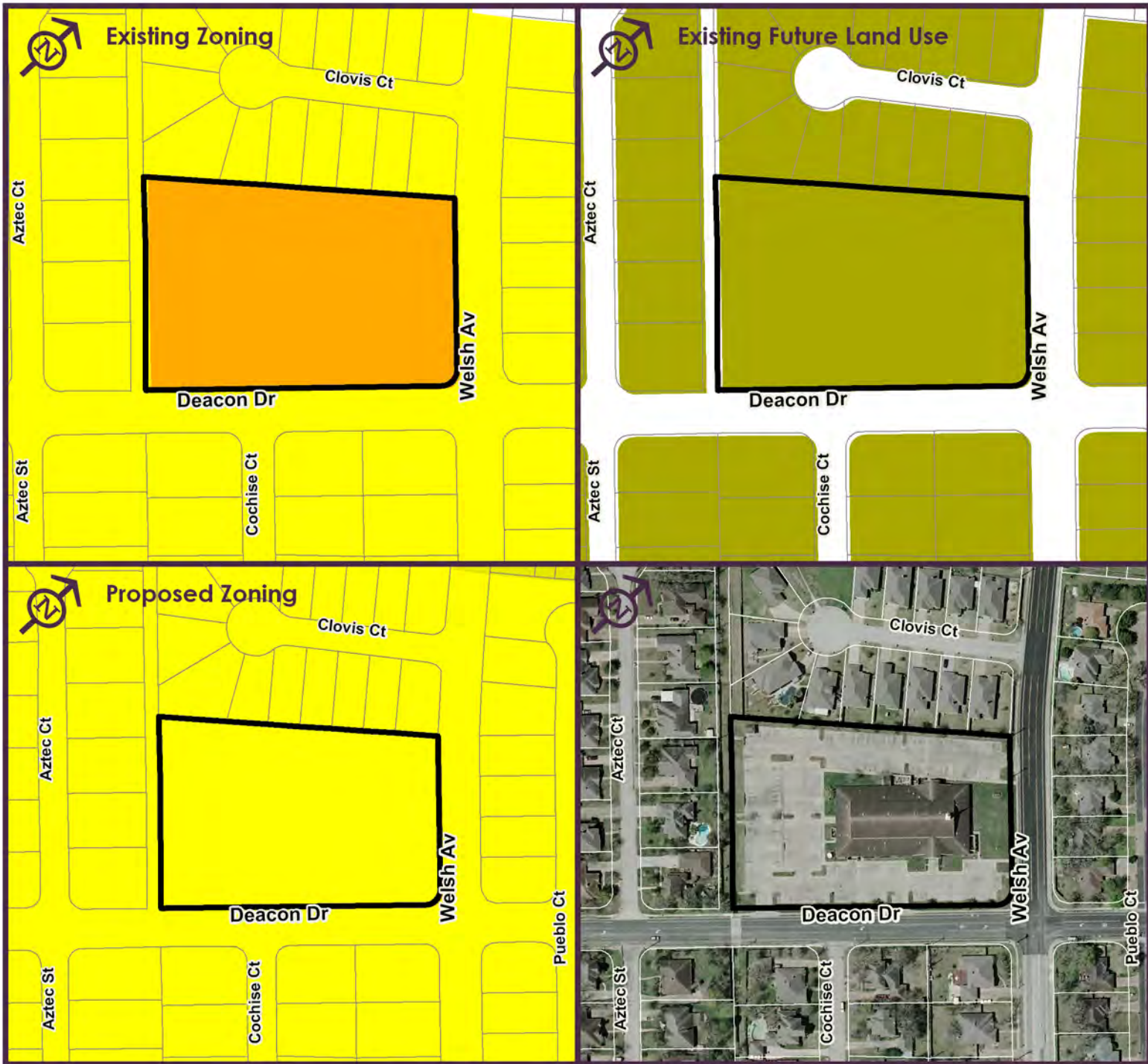
Adopted June 10, 2010



Map 1.15




Zoning
Area 5

- Planning Area
- Central College Station (2009)
- Property Boundaries
- Zoning Change Area
- Zoning**
- A - O, Agricultural Open
- A - P, Administrative Professional
- C - 1, General Commercial
- R - 1, Single-Family Residential
- SC, Suburban Commercial Overlay
- Community Character**
- Neighborhood Conservation
- Suburban Commercial



Map 1.16

Zoning
Area 6

-  Central College Station (2009)
-  Zoning Change Area
- Zoning**
-  R - 1, Single-Family Residential
-  R - 4, Multi-Family
- Community Character**
-  Neighborhood Conservation

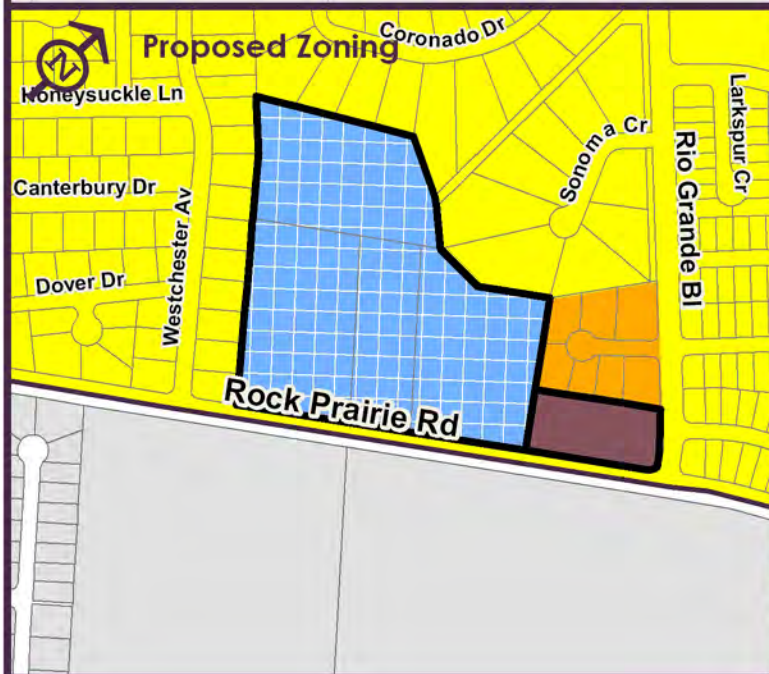
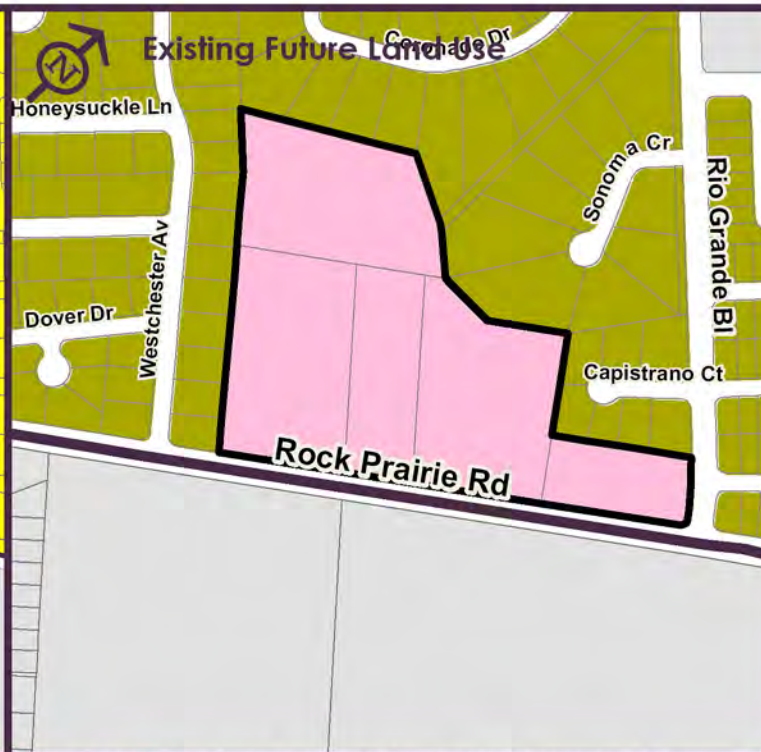
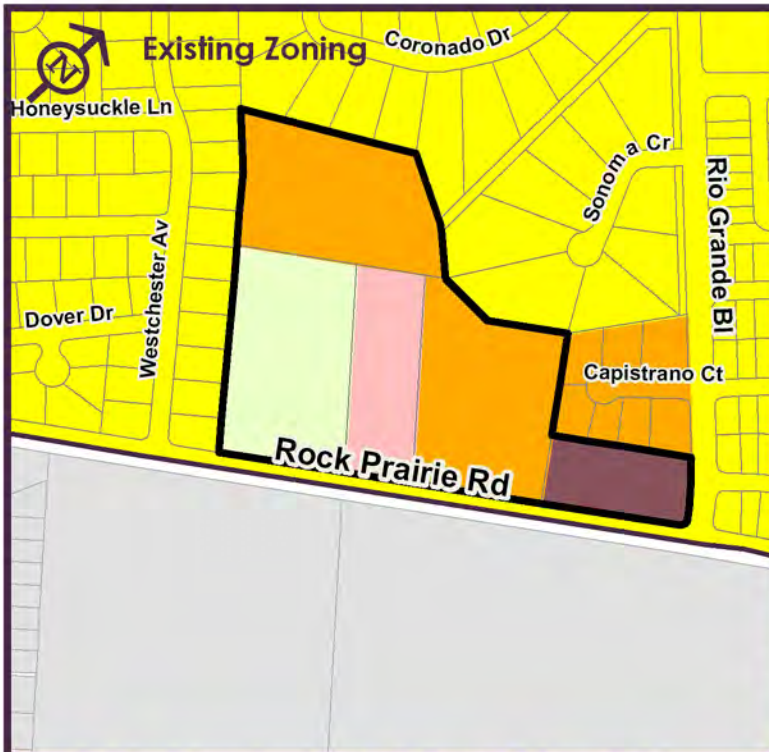


Map 1.17

Zoning
Area 7













- Planning Area
 - Central College Station (2009)
 - Property Boundaries
 - Zoning Area Change
- Zoning**
- A - O, Agricultural Open
 - C - 1, General Commercial
 - PDD, Planned Development
 - R - 1, Single-Family Residential
 - R - 1B, Single-Family Residential
 - R - 2, Duplex
 - R - 4, Multi-Family
 - SC, Suburban Commercial Overlay
- Community Character**
- Neighborhood Conservation
 - General Suburban
 - Urban
 - Suburban Commercial

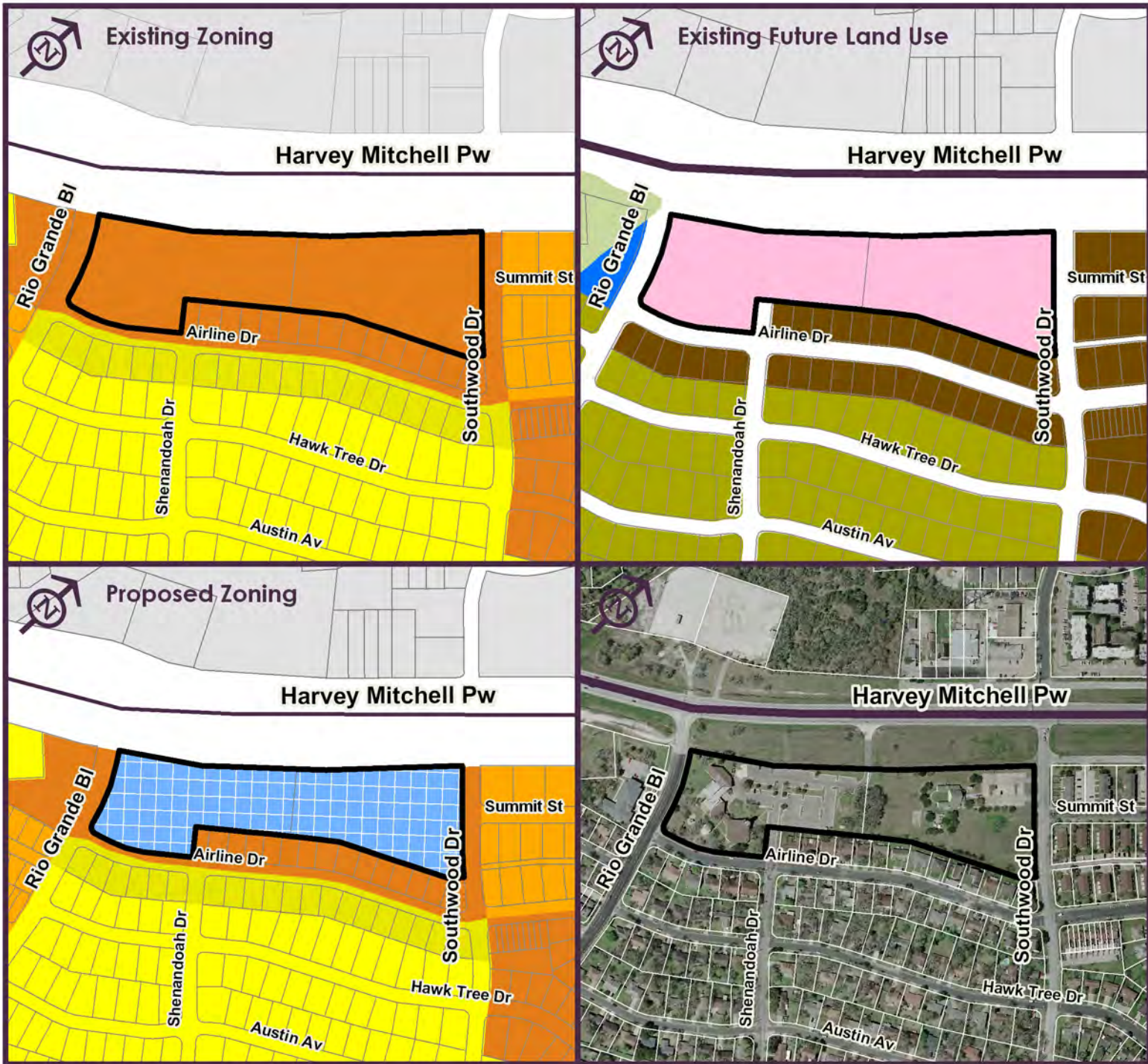
Adopted June 10, 2010



Map 1.18

Zoning
Area 8

-  Planning Area
-  Central College Station (2009)
-  Property Boundaries
-  Zoning Area Change
- Zoning**
 -  A - O, Agricultural Open
 -  A - P, Administrative Professional
 -  PDD, Planned Development
 -  R - 1, Single-Family Residential
 -  R - 4, Multi-Family
 -  SC, Suburban Commercial
- Community Character**
 -  Neighborhood Conservation
 -  Suburban Commercial



Map 1.19

Zoning
Area 9

- Planning Area
- Central College Station (2009)
- Property Boundaries
- Zoning Change Area
- Zoning**
 - R - 1, Single-Family Residential
 - R - 2, Duplex
 - R - 4, Multi-Family
 - R - 6, High Density Multi-Family
 - SC, Suburban Commercial
- Community Character**
 - Neighborhood Conservation
 - Urban
 - Suburban Commercial
 - Institutional/Public
 - Natural Areas - Reserved

Adopted June 10, 2010



Map 1.20

Site Development

- Planning Area
- Central College Station (2009)
- Property Boundaries
- Site Development Area

Adopted June 10, 2010



Map 1.21

Floodplain and
Open Space

- Planning Area
- Central College Station (2009)
- Property Boundaries
- Community Character**
- Natural Areas - Protected
- Natural Areas - Reserved

Adapted June 10, 2010

NEIGHBORHOOD INTEGRITY



2

Neighborhood integrity is the all-encompassing term for different measures of quality of life in a neighborhood area. These measures include such elements as quality parks, safe roads, property maintenance, and code compliance that all work together to create neighborhood integrity. Neighborhood integrity should be used to build relationships among various groups so that a neighborhood adapts and addresses issues in a proactive and positive manner.

To improve neighborhood integrity, the goal of this chapter is to **improve neighborhood organizations, property maintenance and City code compliance in owner-occupied areas to elevate the attractiveness of Central College Station's subdivisions as an affordable, family-friendly neighborhood.** Through public input, the residents of Central College Station have highlighted special interests in property maintenance and neighborhood image.

To achieve the stated goal, this chapter focuses on strategies that stabilize and enhance owner-occupied areas within Central College Station. The strategies in this chapter are intended to maintain owner-occupancy in the neighborhood by developing enhanced efforts in owner-occupied areas, while continuing to maintain current service levels in primarily renter-occupied areas. A secondary focus is placed on building stronger neighborhood organizations to effectively address issues that arise between residents.

This chapter outlines some of the key issues facing Central College Station as they relate to neighborhood integrity and outline strategies to meet the goal set by this plan. Information about budget constraints and responsible parties can be found in **Chapter 5, Implementation.**

Planning Areas

In order to effectively plan for enhanced services, the neighborhood has been divided into single-family service provision areas based on subdivision boundaries, types of neighborhood organizations in place, and common issues that face different areas of the neighborhood. Areas with similar issues are grouped together with strategies determined for each group based on the group characteristics.

The identifiers used in this chapter are not a ranking of the different areas in the neighborhoods or a method of designating a preferred area. These identifiers were used to group areas with similar characteristics to best establish service provision models based on the needs of the areas. The purpose for the service delivery model is to tailor specific services to continue to promote home-ownership in existing owner-occupied areas. In addition to these areas, there are also properties that are multi-family, commercial, or not generally associated with a single-family subdivision. These areas will continue to be maintained through existing services, except where they are adjacent to single-family service provision areas. In such cases, enhanced efforts for these properties will be addressed with strategies for the area to which it is adjacent.

Neighborhood Service Provision Areas**Area A**

Areas designated "A" have the following characteristics:

- Existing active homeowner association
- Low rates of rental properties (more than 95% owner occupied)
- Low rates of property maintenance code cases in the past 5 years
- Shares no borders with rental-occupied areas

Area B

Areas designated "B" have the following characteristics:

- Existing inactive homeowner association
- Higher rates of rental property than area A
- Moderate increase in property maintenance code cases in past 5 years
- May have limited borders with rental-occupied areas

Area C

Areas designated "C" have the following characteristics:

- Existing active Neighborhood Association
- High rates of owner-occupancy
- Low to moderate levels of property maintenance code cases in past 5 years
- Has limited borders with adjacent multi-family or rental property

Area D

Areas designated "D" have the following characteristics:

- Existing active Neighborhood Association
- Moderate to high rates of owner-occupancy
- Moderate rises in property maintenance code cases in past 5 years
- Has increased areas which border adjacent multi-family, rental, or commercial properties

Area E

Areas designated "E" have the following characteristics:

- No existing or known neighborhood or homeowner association
- High rates of owner-occupancy
- Low to moderate rises in property maintenance code cases in past 5 years

Area F

Areas designated "F" have the following characteristics:

- No existing or known neighborhood or homeowner association
- Moderate rates of owner-occupancy with pockets of both high and low rates of rental-occupancy
- Moderate rises in property maintenance code cases in past 5 years

Area G

Areas designated "G" have the following characteristics:

- May or may not have existing neighborhood organization
- High rates of renter-occupied housing
- Moderate to high rates of property maintenance code cases in past 5 years

Each of these areas has specific issues and opportunities to address in order to meet this goal. The adjacent list identifies each area with a short description of the elements used to group particular areas within the neighborhood. **Map 2.1, Neighborhood Service Provision Areas** provides an illustration of where these areas are located.

Key Planning Considerations

The majority of issues raised by citizens in Central College Station for neighborhood integrity are tied to the impact of renter-occupied properties within and around the neighborhood. Owner-occupiers expressed concerns with lawn and property maintenance, traffic and parking, as well as behavioral issues with renters that include trash and loud parties.

The combination of limited on-campus housing and market forces in the last decade led to an increase in investor-owned property throughout College Station. The Central College Station area is home to 2,426 apartment and duplex units (50% of all dwelling units in the area) and 17% of rented single-family homes within the City (551 units in Central College Station and 3,160 housing units in College Station, respectively). Overall, rental units make up 59.6% of the housing stock in Central College Station and 24.8% of the single-family housing stock (See **Existing Conditions Report** for more information about rental properties in this area). **Map 2.2, Rental Rates by Street** illustrates the amount of rental single-family property in the area.

This section is organized into broad categories to address the following issues: Effective Organizations, Proactive Code Enforcement and Property Maintenance, Neighborhood Image, and Emergency and Law Enforcement Services.

Effective Organizations

In considering strategies to strengthen owner-occupancy, this plan recognizes that the success and sustainability of the neighborhood and homeowner associations significantly impact the future success of any new programs aimed at improving neighborhood integrity. Without effective partners in the area, new strategies will be

difficult to implement and less effective in achieving the goals of this plan.

None of the organizations in this area are particularly engaged in the political process and have had trouble remaining effective during times when there are not specific issues to rally behind. These characteristics make it increasingly difficult for the organizations to remain a proactive partner in solving neighborhood problems since interest and involvement at the organizational level wanes without a strong focus and agenda.

There are five registered neighborhood organizations in Central College Station representing a variety of different property types. There are four homeowner associations and one neighborhood association (see **Map 2.3, Existing Neighborhood Organizations**).

Neighborhood organizations play a valuable role in helping maintain neighborhood integrity. Registered neighborhood groups receive information from the City relating to development activity in the area and are eligible for neighborhood matching grants to assist with various projects. Effective neighborhood groups are important to promoting the integrity of a neighborhood since they provide existing organizational structure capable of effectively and efficiently addressing problems that may arise in and around the neighborhood.

Effective training is necessary to build and improve these organizations in Central College Station. In doing so, the City has opportunities to help address neighborhood and subdivision level issues and can work to build more effective working relationships with its citizens.

Currently, the City works with neighborhood and homeowner associations through the Neighborhood Partnership Program run by Planning and Development Services through its Neighborhood Services business unit. Registered partners are eligible for small grants, have access to special training and seminars, receive updates about development activity in their area, and other support from Neighborhood Services. The Neighborhood Services Coordinator also works closely with Texas A&M University (TAMU) organizations through Aggie-Up to work directly on student and student-rental issues that impact neighborhoods.

Effective Organization Strategies:

The strategies in this section focus on increasing existing organization capacity and developing new organizations within this area. These strategies outline opportunities to provide new training and activities for neighborhood partnership organizations to increase leadership and

What are Homeowner Associations (HOA) and Neighborhood Association (NA)

A **Homeowner Association**, or HOA, is usually a non-profit entity created to manage the common lands and interests of property owners within a subdivided area. HOAs may have adopted Covenants and Restrictions (or deed restrictions) that encompass property maintenance and development activities allowed on the property within the area governed by the HOA. HOAs are generally governed by an elected executive committee that also works to enforce the deed restrictions. When purchasing a home in an area with an HOA, membership is required as part of the deed unless at some point the HOA is dissolved.

A **Neighborhood Association** is an organization that is also created to manage the interests of property owners within a subdivided area, but does not have the authority to enforce any deed restrictions. Membership in neighborhood associations is voluntary, and these organizations are typically more social in nature than an HOA; however, HOAs may also host social activities in a neighborhood.

participation.

- **Program Continuation (NI1.1)** - Continue to implement strategies and programs in the Strong and Sustainable Neighborhoods Initiative. *(All Areas)*
- **Realign Neighborhood Partnership Program (NI1.2)** - Realign the Neighborhood Partnership program to develop responsibilities for

participating organizations to create a true partnership program, i.e., provide regular updates to Neighborhood Services with contact information for the organization, future meetings, next elections, and other pertinent information so that City services can be aligned based on the organizations' schedules and priorities. *(All Areas)*

- **Create More Detailed Online Presence (NI1.3)** - Create an online clearinghouse for neighborhood organization information, i.e., contact information, dates and times of meetings, programs, and other pertinent information obtained through the Neighborhood Partnership Program to provide a centralized location for residents to access neighborhood information. *(All Areas)*

- **Realign Neighborhood Partnership Program (NI1.4)** - Utilize the Neighborhood Partnership program to create an organizational mentoring program for additional support to new or struggling organizations. *(All Areas)*

- **Realign Neighborhood Partnership Program (NI1.5)** - Create a civic engagement component to the Neighborhood Partnership program to increase neighborhood participation in local governance. This could include

required participation in Citizens University, attending Citizens Police and Fire Academy, or regularly attending City Council or other citizen committee meetings. *(All Areas)*

- **Realign Neighborhood Partnership Program (NI1.6)** - Utilize existing contact information like new residential utility connections to make contact with residents that may be new to the area to promote neighborhood services and online resources. *(All Areas)*
- **Provide Technical Support for New Neighborhood Programs (NI1.7)** - Work with existing organizations to create a Know Your Neighbor campaign to increase active participation in these organizations. This campaign can build on existing programs that encourage neighborhood awareness like National Night Out. *(All Areas)*
- **Ongoing evaluation and indicator program (NI1.8)** - Create an ongoing evaluation process of neighborhood characteristics to readjust service provisions and evaluate effectiveness. This should be included as part of a comprehensive indicator program for

Aggie Up

The Aggie Up program was implemented in 2008 as a collaboration between City of College Station, City of Bryan, and Texas A&M University. The group brings representatives from Fire, Police, Code Enforcement, and Neighborhood Services together with TAMU Student Services representatives to address issues relating to off-campus student behavior. This program is responsible for the successful implementation of the Noise Abatement Program, as well as several promotional campaigns to educate students on neighborhood citizenship.

Strong and Sustainable Neighborhood Initiative

The Strong and Sustainable Neighborhood Initiative began in Fall, 2007. The program focuses on the realignment of City services like code enforcement and neighborhood services to support and strengthen local neighborhoods. The program began from policy debates within the community relating to the influx of students and renters in owner-occupied areas. Focus groups with owner-residents, property managers, and students provided insight on several areas where services could be improved to minimize the impacts from student behavior issues. Aggie Up is a program developed from the Strong and Sustainable Neighborhood Initiative.

neighborhoods. *(All Areas)*

- **Provide effective organization support and training opportunities (NI1.9)** - Develop leadership training programs for newly elected homeowner association officers and committee members. Program should specifically address developing agendas, setting priorities, and establishing communication strategies for those agendas. *(Area A)*
- **Provide effective organization support and training opportunities (NI1.10)** - Provide technical assistance to homeowner associations for succession planning to allow for successful change of leadership without diminishing organizational capacity. Focus should be placed on assisting with the creation of standard operating procedures and other training documents for newly elected officers. *(Area A)*
- **Provide effective organization support and training opportunities (NI1.11)** - Work with organization leadership to identify and provide technical assistance in recruitment of key leaders in the area to fill vacant leadership positions on existing executive committees. *(Area B)*
- **Expand Neighborhood Grant opportunities (NI1.12)** - Provide in-depth training similar to the new organization program for reorganized executive committee. *(Area B)*
- **Provide effective organization support and training opportunities (NI1.13)** - Allow use of neighborhood grant funds for neighborhood organizing in these areas when applications are accompanied by a clear and comprehensive organizational strategy outlining how the organization will reach out to its constituents. *(Area B)*
- **Provide effective organization support and training opportunities (NI1.14)** - Develop training on effective deed restriction enforcement. *(Area B)*
- **Provide effective organization support and training opportunities (NI1.15)** - Where there is interest and at or near 100% owner-occupancy, work with residents through the Neighborhood Partnership program to convert the existing neighborhood associations to homeowner associations. *(Area C)*
- **Expand Neighborhood Grant opportunities (NI1.16)** - Allow use of neighborhood grant funding for legal consultations in association with developing covenants and deed restrictions. *(Area C)*
- **Provide effective organization support and training opportunities (NI1.17)** - Create a specific support program for new organizations. This program should focus on providing specific technical assistance to organizations to ensure their viability over time. The program should include an annual meeting schedule and agendas, assistance in the development of a communications plan and strategy, training on how to develop agendas and projects, and specific meetings with City Staff. *(All Areas – especially Area D, E, and F)*
- **Provide effective organization support and training opportunities (NI1.18)** - Develop training for communication plan development to make sure organizations are providing pertinent information to their constituents about meetings and events, as well as disseminating announcements from Neighborhood Services. *(Areas A, B, C, & D)*
- **Provide effective organization support and training opportunities (NI1.19)** - Work with residents to develop a new neighborhood

organization or incorporate these areas into an existing nearby neighborhood association. *(Areas E & F)*

- **Program Continuation (NI1.20)** - Continue to work with Aggie Up and other TAMU and Blinn College student groups to find proactive methods to reach out to off-campus students. *(Area G)*
- **Program Continuation (NI1.21)** - Continue to identify and utilize opportunities to develop other tenant and property owner associations. *(Area G and other Areas)*

Proactive Code Enforcement and Property Maintenance

Code and property maintenance enforcement play a significant role in the perception of neighborhood integrity. Issues like lawn maintenance, trash around yards, and upkeep on a home play a role in how property owners make decisions about investments for improving their own property.

Existing Regulations and Enforcement

There are a variety of ordinances that affect residential properties. The following are an outline of some regulations the City has in place.

Property Maintenance (International Building Code 2009) – The following list are items that are part of the Property Maintenance Code that relate to property sites. Some of these items overlap other City Ordinances. The Property Maintenance Code has been in effect since 2006.

- Properties shall be maintained in a clean, safe, and sanitary condition
- Sites shall be graded to prevent erosion and water stagnation
- Sidewalks and driveways shall be kept in repair and free of hazardous conditions
- Property should be free of weeds in excess of 12-inches
- Rodents shall be properly exterminated
- Vents and other pipes/duct work shall not discharge gaseous or particulate waste beyond property lines
- Accessory structures shall be in good repair
- Inoperable vehicles may not be stored on premise
- Defacement of property is prohibited
- Swimming pools shall be properly maintained
- Structures containing more than 24-inches of water are required to have a 48" fence

There are additional requirements that relate to the safe maintenance of the exterior and interior of a structure. These requirements can be found in the International Building Code, and for brevity have not been included. These standards do require that exterior structure components be maintained safely and free of cracks or other defects.

The City of College Station has minimum requirements regarding how properties should be maintained to meet basic health, safety, and welfare needs. These include standards for the upkeep on structures on the property through the International Building Code, as well as standards for yard maintenance, junk vehicles, parking, and trash in the City's Code of Ordinances. Compliance with these regulations is monitored through a joint effort between Code Enforcement, Police, and residents. Code Enforcement officers visit each property in their area on a weekly basis, but also investigate citizen complaints. College Station's Police Department works closely with Code Enforcement and Neighborhood Services to ensure safety within neighborhood specific areas, called beats.

Frequent Occurrences

Between 2005 and 2009, rented single-family homes had an average of 3.7 total violations per unit while owner-occupied single-family homes had an average of 1.2 violations per unit during the same time period. Most repeat offenders were located in Areas F and G where there are higher percentages of rental property.

The most frequent code violation cases the City deals with are sanitation cases. These violations include trash on lawns, garbage cans that are not removed promptly, or other issues dealing with trash. Since 2005, there were 3,588 sanitation code violation cases investigated in Central College Station,

making it the most common violation reported for each subdivision in Central College Station.

The second most frequent violation found is Health and Safety violations which are primarily issued when grass and weeds exceed the allowable height specified in the Code of Ordinances. In this neighborhood, more than 1,600 cases were investigated between 2005 and 2009. The minimum standard set by the Code of Ordinances requires yards to be mowed and tickets are issued when lawns are over 12-inches tall across the entire yard. In Central College Station, there were five times more health and sanitation violations per rented single-family home than for owner-occupied single-family homes from 2005 to 2009 (0.96 violations/unit and 0.17 violations/unit, respectively). Overall, there were 449 violations for rented single-family and 375 violations for owner-occupied single-family.

Property maintenance cases made up only 1% of cases in this area between 2005 and 2009. Property maintenance cases are primarily focused on maintenance of the structure(s) on the property.

Code Enforcement Strategies:

The strategies for this section focus on enhancing code enforcement activity and promoting more proactive solutions-based enforcement in owner-occupied areas. These strategies are an effort to promote continued owner investment in their property by ensuring that neighboring properties are properly maintained in accordance with City regulations.

- **Ongoing evaluation and indicator program (NI2.1)** - Create an indicator system that tracks code enforcement and property maintenance activity to identify frequent violations, specific properties, and time periods. *(All Areas)*
- **Provide effective organization support and training opportunities (NI2.2)** - Incorporate code enforcement training for organizations so they can better understand local and state legal requirements for pursuing enforcement action on a property as well as how to report and follow up on enforcement cases. *(All Areas)*
- **Increase neighborhood notification processes (NI2.3)** - Create a neighborhood oversight process to alert organizations of significant code enforcement and property maintenance activity and the outcome of the activity. *(Areas A, B, C, D, E, and F)*
- **Create proactive code enforcement procedures (NI2.4)** - Require at least annual face to face contact by Code Enforcement officers with rental property occupants to make sure occupants are aware of code requirements while living in a single-family home. Reduce use of warnings in these areas where there is no legal requirement to do so. *(Areas A, B, C, D, E, and F)*
- **Create proactive code enforcement procedures (NI2.5)** - Develop more robust property maintenance enforcement program for these areas to include specific training on the International Property Maintenance Code and cross-training with Police, Fire, and Utilities to identify issues and respond before they become a code violation. *(Areas A, B, C, D, E, and F)*
- **Create proactive code enforcement procedures (NI2.6)** - Create a proactive health and sanitation violation program to alert residents

to possible future violations before enforcement to allow an opportunity to address the issues before action is necessary. A secondary focus for the program should be to evaluate why a particular activity is occurring and identifying if there are programs or other community assistance available to ensure on-going code compliance. *(Areas A, B, C, D, E, and F)*

Neighborhood Walk and Talk

The Neighborhood Walk and Talk program is a coordinated effort between Neighborhood Services, Aggie Up, Code Enforcements, and Police to contact residents directly about issues in a neighborhood. A neighborhood walk and talk consists of representatives from each of the above divisions and departments walking through a neighborhood together to meet with residents one on one and educate, discuss and resolve issues about property maintenance, parking, noise control, and other issues that may be of concern. Typically, three to four areas are targeted during a school semester.

- **Increase neighborhood notification processes (NI2.7)** - Utilize rental registration program information to provide annual reminders to rental property residents about code requirements. Reduce use of warnings in these areas upon a second violation at the same property. *(Area G)*
- **Increase neighborhood notification processes (NI2.8)** - Utilize rental registration program information to notify property owners of significant enforcement activity occurring on their properties. *(Area G)*
- **Program Continuation (NI2.9)** - Continue neighborhood walk and talk program to provide reminders to students and renters about responsibilities and requirements of living in a single-family home. *(All Areas – Specifically Area G)*
- **Create proactive code enforcement procedures (NI2.10)** - Work with Aggie Up organizations to reinvigorate student mediation program to allow students to work with other students about appropriate behavior and property maintenance in these areas. *(All Areas – especially Area G)*
- **Create proactive code enforcement procedures (NI2.11)** - Increase monitoring of properties adjacent to areas A, B, C, and D, to ensure property maintenance is not negatively impacting owner-occupied areas. *(Area G and Other Areas)*

Neighborhood Image

Neighborhood image is made up of a variety of elements like public and private landscaping, park development and maintenance, fencing, sidewalk and public facility maintenance, and signage that serve to enhance an area's aesthetic quality. These elements combine to provide a distinct image to different areas. Maintaining or improving that image is important to promoting the long-term viability of a neighborhood. Overall, these elements should work together - providing a safe and inviting public realm.

Public comments made during the planning process relating to neighborhood image included providing more street trees, increasing yard maintenance, better landscaping, and park development opportunities.

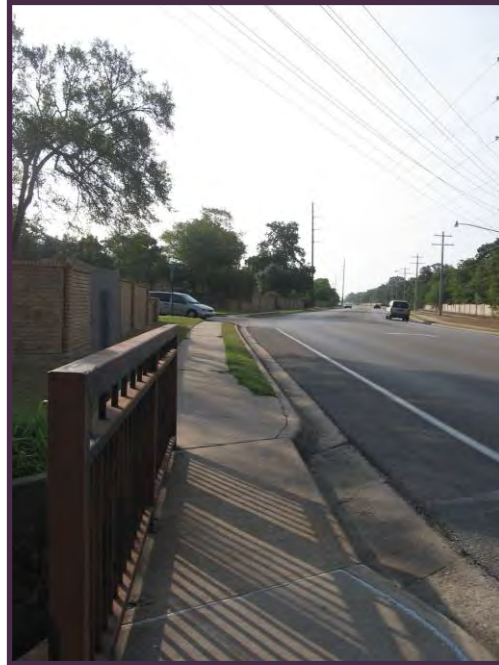
Image elements are located through some parts of the neighborhood with existing elements like masonry walls and streetscaping that was established with more recent subdivisions like Southwood Forest and Edelweiss Estates. Building on those elements throughout the neighborhood can strengthen the overall image of the area.

The City currently offers matching grants to partnership organizations for beautification projects like signage and landscaping. Funding is available on a semi-annual basis. A variety of factors may impact whether or not an organization takes advantage of the program. Neighborhood associations may find themselves at a disadvantage because of on-going maintenance costs associated with installing landscaping since these organizations cannot require membership in the organization. Other factors may be contributed to organizational capacity to complete a project, lack of knowledge about developing projects that would be available for funding, or difficulties in working through the permitting process.

Neighborhood Image Strategies:

The strategies for this section are appropriate for most subdivisions within the planning area; however, their effectiveness is dependent upon successful implementation of the [Effective Organizations](#) strategies to build capacity to implement the proposed programs in this section. The focus of these strategies is primarily on assisting neighborhoods in developing and executing sustainable neighborhood image improvement projects, but also includes public investment in neighborhood image maintenance and improvements.

- **Corridor and Gateway Image Plan (NI3.1)** - Incorporate a *Neighborhood Image Corridor Improvement Plan* in coordination with the overall corridor and gateway image plan as mentioned in **Chapter 1, Community Character** with the following considerations: *(All Areas)*
 - a. Landscape Plan that focuses on xeriscaping and native plantings that are tolerant to our climate and need little or no on-going irrigation;
 - b. Implementation schedule that focuses on aligning capital outlays to time with appropriate planting seasons;
 - c. Utilization of existing resources from community partners, and assistance from neighborhood organization to reduce municipal costs;
 - d. Intersection and road improvements along Deacon Drive and Rio Grande Boulevard as outlined in **Chapter 3, Mobility**; and
 - e. Ongoing maintenance and ownership of improvements
- **Identify opportunities to expand funding sources (NI3.2)** - Identify and apply for funding opportunities to increase grants and matching funds available for sustainable landscaping projects. *(All Areas)*
- **Streamline City permitting processes (NI3.3)** - Streamline process for



obtaining Permit for Private Improvements in Public Right-of-Way for neighborhood projects.

- **Program Continuation (NI3.4)** - Continue to provide technical assistance to neighborhoods applying for neighborhood grants. Incorporate training for organizations on developing projects that would be available for funding, and prioritize funding for projects that are in line with the improvement plan. *(All Areas)*
- **Community Partnership Opportunities (NI3.5)** - Identify and work with key community partners like Big Event, Aggie Replant, and Keep Brazos Beautiful to assist with neighborhood beautification projects. *(All Areas)*
- **Program Continuation (NI3.6)** - Continue to monitor maintenance of existing neighborhood image investments in this area through the following: *(Area A, & B)*
 - Work with organizations to make sure long-term homeowner association areas are being properly maintained;
 - Identify opportunities to improve sustainable landscaping practices, like xeriscaping, native planting, and irrigation; and
 - Work with organizations to apply for neighborhood grants and other funding to make landscape changes for sustainability purposes.
- **Coordinated Public Facility Investment (NI3.7)** - Where investments are being made to install new or upgraded public facilities like roads, sidewalks, and bike lanes, neighborhood service areas should be incorporated into the prioritization process for funding. Where possible, thoroughfare improvements should incorporate context elements outlined in the City's Comprehensive Plan. *(Areas A, B, C, D, and E)*
- **Coordinated Public Facility Maintenance (NI3.8)** - Develop an increased monitoring program for public facilities like drainage ways, sidewalks, and roads and prioritize improvements to owner-occupied areas except in the case of imminent health and safety issues. *(Areas A, B, C, D, and E)*
- **Identify opportunities to expand funding sources (NI3.9)** Identify grant and other funding opportunities to improve safety and aesthetics of drainage channels. This would include aesthetic improvements to safety features at street level (i.e., guardrails) as well as other improvements outlined in **Chapter 1, Community Character** relating to floodplain and drainage. *(Areas A, B, C, D, and E)*
- **Provide Technical Support for New Neighborhood Programs (NI3.10)**
 - Work with organizations to develop neighborhood improvement projects to repair fences, drainage ways, signs, and other neighborhood image elements. *(Area C, D, E, & F)*
- **Provide Technical Support for New Neighborhood Programs (NI3.11)**
 - Develop neighborhood clean-up program with Sanitation, Recycling, and neighborhood organizations to encourage active neighborhood participation in maintaining and improving neighborhood image. The program should include a once-a-year event that brings neighborhood together to improve the overall image of the neighborhood. Such a program could be done in conjunction with Big Event, Earth Day, or other events that capitalize on partnerships with other community organizations. *(Area C, D, E, & F)*

Emergency and Law Enforcement Services

The final section of this chapter deals with the coordination and improvement of law enforcement and emergency service response in the planning area. The primary concerns raised by residents relate to noise and on-street parking. This section also includes information about property security which is often an issue throughout College Station.

Noise

Noise complaints are an issue throughout College Station. Central College Station is no different with loud party and music complaints falling in the top ten most frequent activities from Police reporting. The City prohibits loud noises when heard outside the structure in which they occur, or beyond the property where the noise takes place higher than 65 decibels from 7am to 10pm and 55 decibels from 10 pm to 7 am. Included in these regulations are loud noises coming from cars. Noise complaints have held relatively stable in the Central College Station neighborhood for the past five years, with an average of 253 calls per year.

The City currently participates as a partner in the Aggie Up Noise Abatement Class offered through Student Services at Texas A&M University. This program is a day-long course aimed at educating students who receive tickets about appropriate behavior, applicable laws and regulations, and making positive decisions in the future. Classes are held monthly and can be used for deferred adjudication for the ticket on first time offenses. Students are still held accountable for the violation but can have the violation removed from their criminal record. Currently, classes are operating at capacity and monitoring of class size and waiting lists should be on-going to identify if more resources are necessary to the program.

On-street parking

Excessive on-street parking was a concern voiced by many residents during the planning process. Often on-street parking problems are due to the prevalence of rental property in the area. On-street parking can cause difficulties when cars block driveways, trash cans, and mailboxes, but particularly when emergency vehicles have difficulty accessing the area.

Because of the lack of sidewalks on many local streets, especially in older areas of the neighborhood, on-street parking has forced pedestrians and bicyclists to walk and ride with through traffic.

Figure 2.1
Parking Complaints

Year	Incidents
2009	103
2008	24
2005	40

Source: COCS Police

However, there are very few parking complaint calls made to the Police department for this area. However, in 2009, there was a 329% increase from 2008 and 158% increase from 2005. (See **Figure 2.1, Parking Complaints** for numbers)

On-street parking does, however, have benefits. Parked cars are a method of traffic calming. Because they visually

CHAPTER 2 – NEIGHBORHOOD INTEGRITY | ADOPTED 06-10-10

crowd the through lanes, drivers will typically slow down and pay better attention to the road and the surrounding cars. Additionally in a more suburban environment like Central College Station, it provides for guest parking for gatherings that would otherwise not be available if on-street parking were removed.

Existing Regulations:

The City of College Station allows parking on all local streets unless otherwise signed. College Station local streets must currently be constructed with 27-foot pavement width which can accommodate two-way traffic with parking. All Central College Station local streets are built to this standard. City streets are public property and open to the public for parking. Parked cars may not be located within 20-feet of street intersections or be parked facing the wrong direction. Parked cars may not block a driveway, mailbox, dumpster, or alley, and parking is not permitted on bike lanes or yards. Parking can be removed by action of the City Council through the Neighborhood Traffic Calming Program.

Because of the difficulties that are incurred by residents when on-street parking is removed within an area, on-street parking should not be removed in this area unless there is an impact to emergency service response times or accessibility to fire hydrants. Continued monitoring of the parking situation would allow for more proactive response to parking issues within the neighborhood. Sidewalks and bicycle lane improvements outlined in **Chapter 3, Mobility** should be made to provide safe routes for pedestrians and bicyclists.

Property Security

Property security is a concern in many college communities because of the seasonal effects of school breaks that leave a large number of homes empty, creating easy targets for break-ins and burglary. Burglaries of a vehicle or habitation are a consistent issue throughout the community. In Central College Station, burglaries have been increasing since 2007.

In 2009, the majority of burglaries and thefts occurred on Airline Drive, Austin Avenue, Brothers Boulevard, Longmire Drive, Navarro Drive, Pierre Place, Todd Trail, and Welsh Avenue. These streets are home to multi-family units or directly adjacent to those units. **Figure 2.2, Burglary and Theft Activity**, illustrates the overall reported burglary and theft activity in the area.

College Station Police implemented a community policing system in 2009, where officers are assigned to beats and work closely with residents and organizations to identify and address security issues.

Emergency and Law Enforcement Services Strategies:

The strategies in this section are focused on improving outreach and education through neighborhood and student organizations about

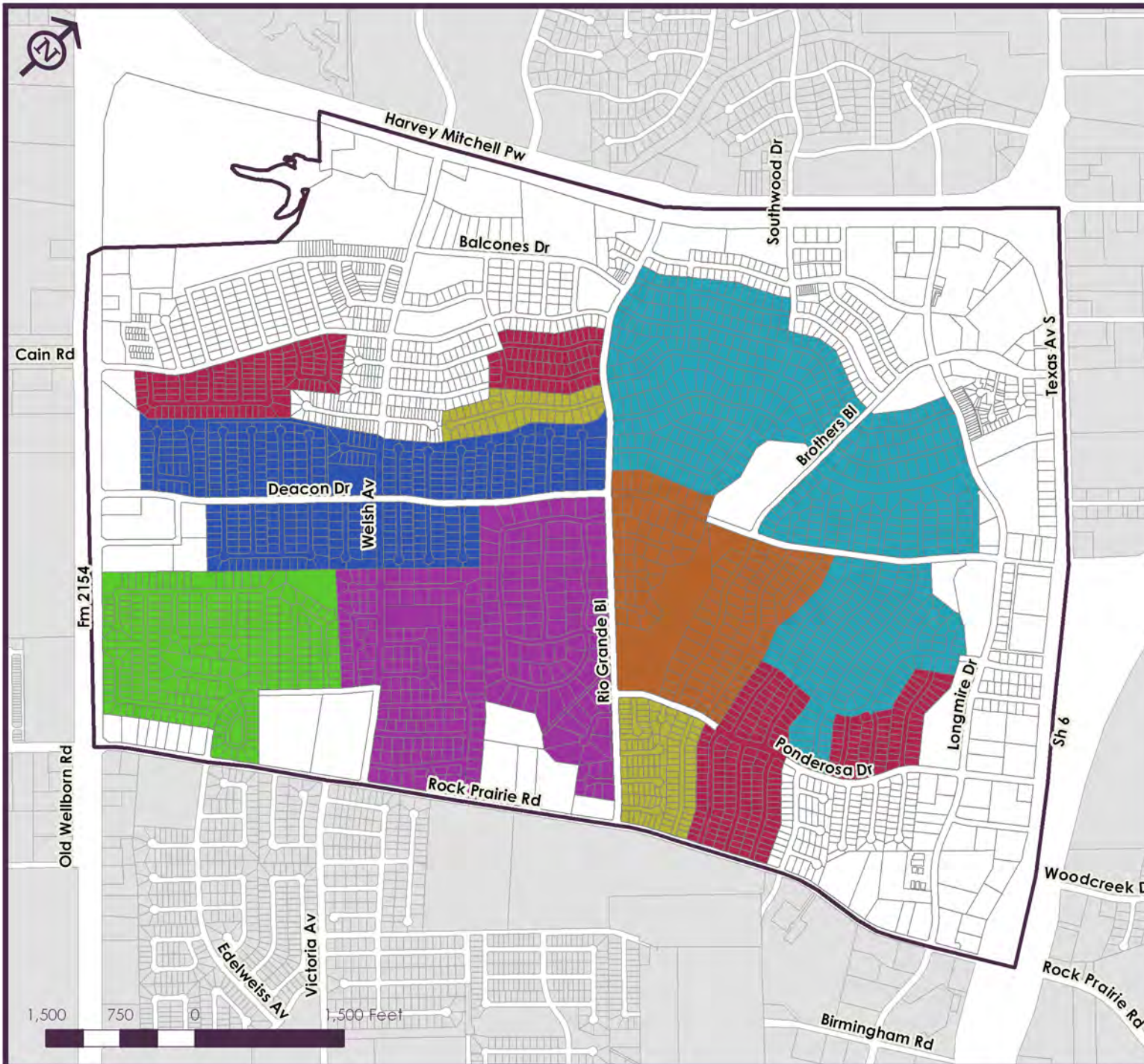
Figure 2.2
Burglary & Theft Activity

Year	Incidents
2009	399
2008	387
2005	446

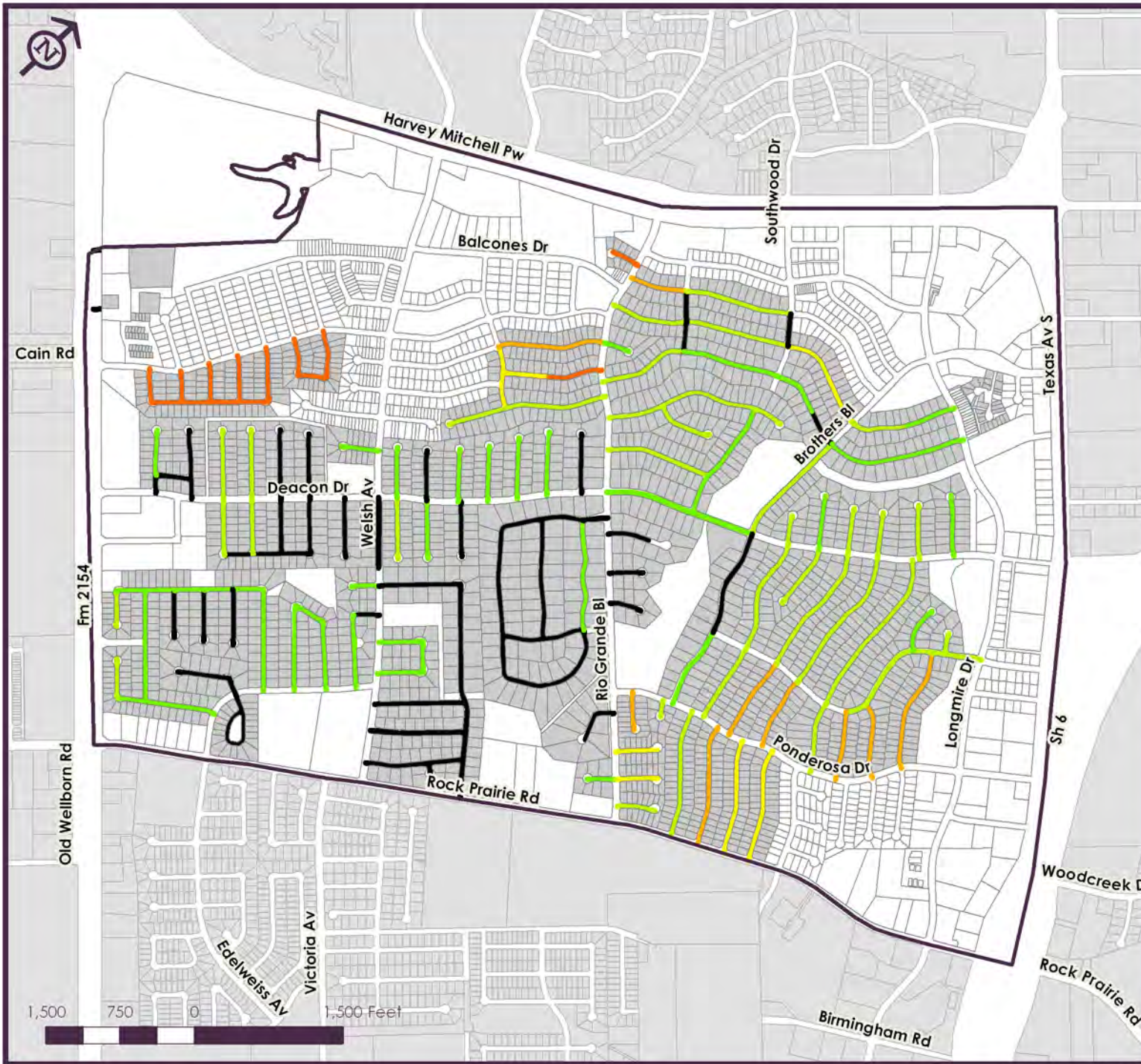
Source: COCS Police

property security and emergency response to ensure appropriate response times and effective law enforcement.

- **Program Continuation (NI4.1)** - Continue to promote community policing and provide opportunities for residents to interact with police personnel about security issues around the neighborhood. *(All Areas)*
- **Provide effective organization support and training opportunities (NI4.2)** - Increase education to neighborhoods and student organizations about property crimes and security during school breaks. *(All Areas)*
- **Provide Technical Support for New Neighborhood Programs (NI4.3)** - Utilize Know Your Neighbor campaigns to ensure that residents know who lives around them and can more easily identify suspicious activity. *(Areas A, B, C, D)*
- **Provide Technical Support for New Neighborhood Programs (NI4.4)** - Work with established organizations to develop or reinstate neighborhood watch or other neighborhood policing programs that would create opportunities for organizations to assist law enforcement and emergency responders. *(Areas A, B, C, D)*
- **Ongoing evaluation and indicator program (NI4.5)** - Develop an on-going parking monitoring program in conjunction with the Neighborhood Traffic Calming Program and emergency responders to monitor on-street parking issues and take proactive actions to address issues. This program should set up regularly scheduled review of parking in owner-occupied areas by visual inspection and tracking of parking complaints. *(All Areas)*
- **Program Continuation (NI4.6)** Continue to work with Aggie Up and student organizations to educate students about noise, parking, and property security. *(All Areas-specifically F and G)*
- **Program Continuation (NI4.7)** Continue notifications to registered neighborhood organizations of noise violations and police response; incorporate notifications of other significant police activity so that neighborhoods may focus their neighborhood watches on particular areas. *(Areas A, B, C, D)*
- **Ongoing evaluation and indicator program (NI4.8)** - Develop nuisance monitoring and enforcement programs in line with state and local requirements. *(All Areas)*
- **Expand Neighborhood Grant opportunities (NI4.9)** - Amend neighborhood grant program to include funding for neighborhood watch programs for signage, or incidental costs. *(Areas A, B, C, D)*
- **Increase neighborhood notification processes (NI4.10)** - Increase notifications to property owners about noise violations and other significant activity on a property. *(Areas A, B, C, D)*
- **Program Continuation (NI4.11)** - Continue to support the Aggie Up Noise Abatement class. Work with Municipal Court to track rates of recidivism to evaluate efficacy of the program. *(All Areas)*
- **Program Continuation (NI4.12)** - When staffing allows, continue to utilize police "party patrols" especially during game, back to school, and end of semester weekends to monitor and address noise and other illegal activity during time periods with frequent parties. *(All Areas)*



Adopted June 10, 2010

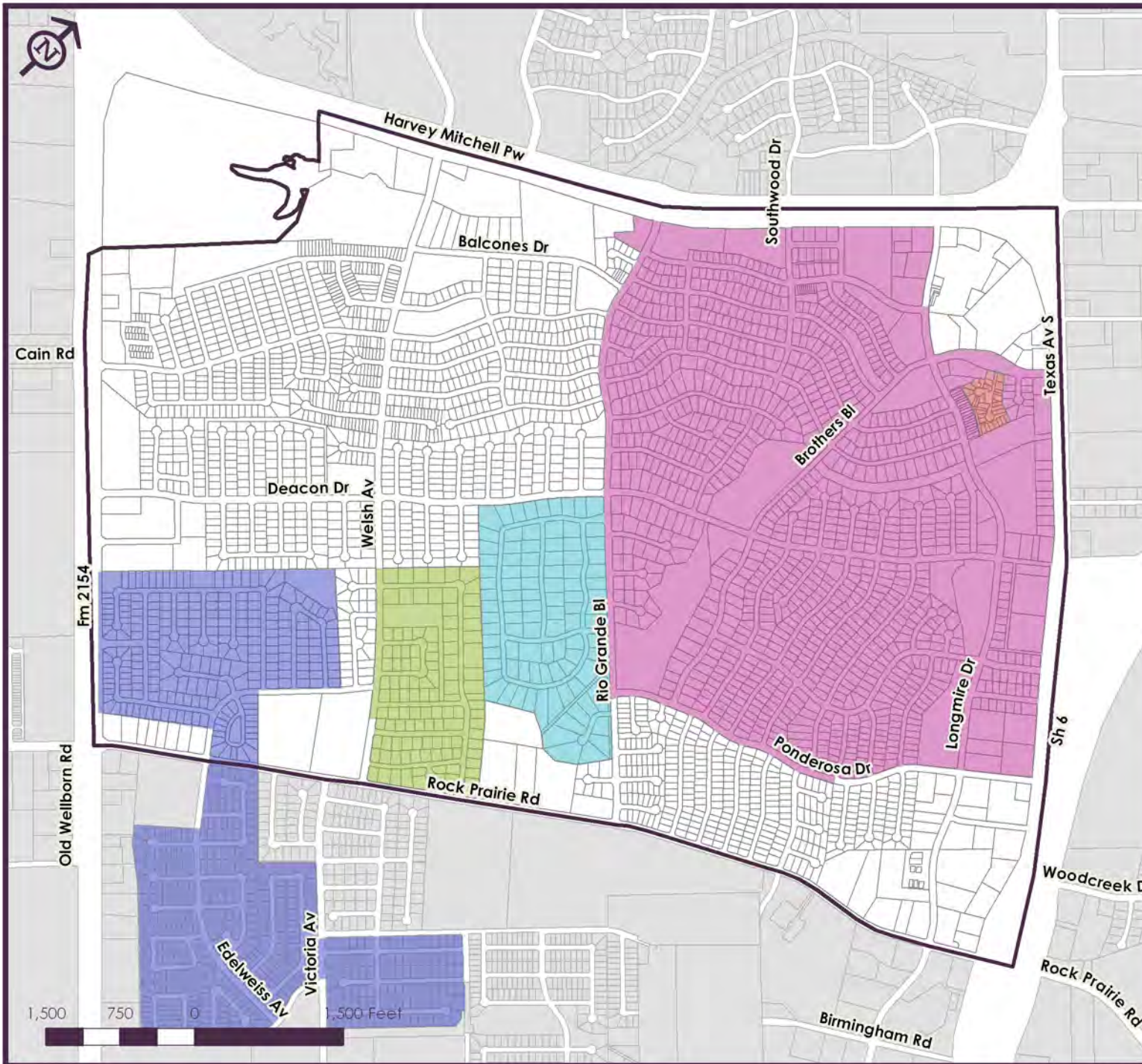


Map 2.2

Rental Rates by Street
(2009)

- Planning Area
- Central College Station (2009)
- Property Boundaries
- Single Family Property
- Rental Rates by Street**
% Owner Occupied
- less than 20%
- 20% to 39%
- 40% to 49%
- 50% to 59%
- 60% to 79%
- 80% to 99%
- 100%

Adopted June 10, 2010



Map 2.3

Existing Neighborhood Organizations

- Planning Area
- Central College Station (2009)
- Property Boundaries
- Registered Organizations**
 - Brandon Heights
 - Edelweiss
 - Regency South
 - Southwood Forest
 - Southwood Valley

Adopted June 10, 2010

MOBILITY



3

Neighborhood mobility addresses pedestrian, bicycle, and vehicular movement within and through an area. Whether for transportation or recreation, good connectivity improves the quality of life for neighborhood residents. The purpose of mobility in neighborhood planning is to ensure that all modes and routes of transportation, including designated bike routes, an extensive sidewalk network, and local transit services are safe, reliable and minimize stress on the road system.

The Central College Station neighborhood has a relatively dense network of thoroughfares, sidewalks, and bikeways that provide connection to neighborhood centers as well as to the surrounding community. Gaps or lack of service in some areas make it difficult for some residents to utilize all mobility options in the neighborhood. The vast majority of residents live within 1,500 feet (ten minute walk range) of a neighborhood center like a school, park, or commercial area. However, despite the existing networks, most residents only utilize vehicular transportation to those centers.

Neighborhood centers are common, centrally located destinations for surrounding residents. They generally provide some necessary service, ideally within walking distance, and a means to connect people.

Typically neighborhood centers are parks, schools, or commercial clusters.



Miller Park is an example of one of the neighborhood centers in Central College Station

The purpose of this chapter is to outline strategies to support improved mobility in and through the Central College Station neighborhood. This chapter identifies key planning issues facing the neighborhood in relation to mobility and further identifies opportunities to address those issues. The goal for this chapter is as follows:

A safe, well-connected, context-sensitive, multi-modal transportation system to better connect Central College Station to the rest of the community and its local neighborhood centers.

This chapter focuses on the following three areas of mobility: thoroughfare efficiency, bicycle and pedestrian network enhancement, and bus transit opportunities. Thoroughfare efficiency evaluates if the existing thoroughfare network is functioning as intended - that streets are built to the correct capacity and context, are properly maintained, and existing intersections are safe. Bicycle and pedestrian network enhancements focus on improvements to the sidewalks and bicycle networks to improve connectivity within the neighborhood as well as to areas outside the neighborhood. Finally, transit opportunities focus on opportunities to promote ridership within the neighborhood.

Planning Information

This section outlines existing public projects that may impact mobility in the planning area. The locations of these projects are illustrated on **Map 3.1, Current and Proposed Transportation Projects.**

Capital Projects

Wellborn Road/Harvey Mitchell Parkway South Interchange - This project is a Texas Department of Transportation (TxDOT) funded project currently under construction. The purpose of this project is to separate vehicular traffic from interacting with rail traffic at the interchange of Wellborn Road and Harvey Mitchell Parkway South. Harvey Mitchell Parkway South will be elevated and new exit ramps will allow for movement on and off of Wellborn Road.

Metropolitan Planning Organization

The Bryan/College Station Metropolitan Planning Organization (MPO) conducts regional transportation planning efforts. The organization is required for urbanized areas of more than 50,000 people by federal mandate in order to receive federal transportation funding. The organization is tasked with developing long-range transportation plans to serve the metropolitan region in collaboration with the various governmental entities of the region. These plans are utilized to obtain TxDOT funding for new and existing roads. All federally funded projects must be identified in a MPO transportation plan.

Metropolitan Transportation Plan

The Metropolitan Transportation Plan is a 25-year plan for transportation needs within the Bryan/College Station urbanized area developed by the MPO. The current plan was adopted in 2009. The goals and objectives were developed from input from public stakeholders such as the City of College Station as well as private sector interests. The adopted plan identifies over \$297,000,000 of transportation improvements that are necessary over the next 25 years.

Harvey Mitchell Parkway South Median Project - The 2010-2035 Metropolitan Transportation Plan identified the need to construct medians along Harvey Mitchell Parkway South between Texas Avenue South and Wellborn Road. This project will help improve safety through better access management. This project was funded by TxDOT and design is likely to begin in 2010, with construction scheduled for Spring, 2011. Stakeholder input will be coordinated by TxDOT during the planning and design phases.

Longmire Drive/Harvey Mitchell Parkway South - The City recently completed intersection improvements at Longmire Drive and Harvey Mitchell Parkway South to facilitate bicycle and pedestrian traffic. The project includes bike lanes from Airline Drive to Longmire Court, a bridge crossing at Bee Creek, and improved intersection design. This project is in conjunction with the Harvey Mitchell Parkway South multi-use path to facilitate multi-modal transportation options along this corridor.

Harvey Mitchell Parkway South Multi-Use Path - The City is currently in the design phase for a multi-use path to follow along the northwest side of Harvey Mitchell Parkway South from Welsh Avenue to Texas Avenue South. This corridor will provide connectivity to key destinations including A&M Consolidated High School, Bee Creek Park, and commercial property such as Wal-Mart (crossing at Longmire Drive).

Design is anticipated to be completed in FY2010.

Safe Routes to School

College Station ISD, in conjunction with the City of College Station has submitted grant applications for funding for the two schools located within the Central College Station neighborhood: Southwood Valley Elementary and Rock Prairie Elementary, in addition to College Station Middle School, which is located across Rock Prairie Road. As part of these applications, a Safe Route to School problem is required to be identified along with any obstacles (physical or perceived) to walking/biking to school and any risks or hazards facing children who bike or walk to school. In addition, a description of how the proposed project improves safety within two miles of the school is required along with plans for monitoring and evaluating the impact the project has made on walking and biking to school. City staff identified and proposed the following projects for each campus:

Rock Prairie Elementary - Bicycle and pedestrian crossing on Welsh at Edelweiss Ave consisting of pavement markings, signage and flashers.

Southwood Valley Elementary - Bicycle and pedestrian crossings on Brothers Boulevard at Longmire Drive, Deacon Drive, Treehouse Trail, Todd Trail, and Ponderosa Drive consisting of pavement markings, signage and flashers.

College Station Middle School - Bicycle and pedestrian crossings at the intersections of Rock Prairie Road at Rio Grande Boulevard, Normand Drive and Westchester Avenue consisting of pavement markings, signage and flashers.

Grant funding for Safe Routes to School projects will be awarded by the end of May, 2010. If funding is awarded for the three proposed projects, there is a two year timeframe in which the funding for the projects must be spent.

The **Safe Routes to School** program was contained in the 2005 federal transportation bill SAFETEA-LU, in an effort to provide a healthy alternative to riding the bus or being driven to school. As part of this program, each state receives funding based on the percentage of the national total of children in grades K-8. Safe Routes to School projects are designed to reduce traffic, fuel consumption and air pollution near primary and middle schools.

Development Impact – Wal-Mart Redevelopment

Central College Station residents also expressed concerns about traffic from the redeveloped Wal-Mart site after the planned expansion is completed. The City requires a Traffic Impact Analysis (TIA) to be performed on certain types of non-residential projects to determine any traffic impacts on surrounding roads and mitigation for those impacts. In the redevelopment planning of the Wal-Mart site, a TIA was conducted by HDR for Wal-Mart.

In its findings, a right turn deceleration lane to the driveway on Texas Avenue was identified as part of the mitigation required. The analysis also suggested a traffic signal at the driveway on Texas Avenue; however, this location does not meet optimal spacing to the Harvey Mitchell Parkway South and Texas Avenue South intersection. Instead, the signal will be placed at the Brothers Boulevard and Texas Avenue South intersection when Dartmouth Street is extended to that intersection. The intersection of Longmire Drive and Brothers Boulevard did not meet traffic signal warrant criteria, but will be studied again

once the Wal-Mart construction is complete and traffic returns to a normal pattern.

Key Planning Considerations

Thoroughfares

As set out in the City's Comprehensive Plan, context sensitive thoroughfares are proposed to meet the City's transportation needs and support its land use and character objectives. Context sensitive planning provides a functional classification of streets, which is based on the traffic service function they are intended to provide; a context through which the streets travel; the thoroughfare type, which outlines the design criteria of the street; and a specific cross-section design for the street or street segment.



Rio Grande Boulevard is a General Suburban 2-lane major collector street on the City's Thoroughfare Plan, and provides north/south connection within the neighborhood to larger arterials on the perimeter. It also provides for pedestrian and some bicyclist connectivity.

The following is a description of the classification of streets in the Comprehensive Plan for the Central College Station planning area. **Maps 3.2, Thoroughfare Functional Classification, 3.3, Thoroughfare Context and 3.4, Thoroughfare Type**, depict the existing location, functional classification, context, and thoroughfare type for streets in the planning area.

Functional Classification

Street classifications are based on the traffic service function it is intended to provide and are grouped into classes based on the character of traffic and degree of land access they allow. College Station streets are classified into five categories: freeway/expressway; major

arterial, minor arterial; major collector; minor collector; and local or residential streets. The functional classification identifies the necessary right-of-way width, number of lanes, and design speed for the streets. Collector streets are designed to collect traffic from residential streets and distribute the traffic to a higher classified street, such as an arterial or freeway in a safe and efficient manner.

The Central College Station Neighborhood has three functional classes of streets that serve the neighborhood: major collectors, minor collectors and local streets. Within the neighborhood, the existing functional classifications are adequate to serve the neighborhood, and no functional classification upgrades were deemed necessary.

Major Collector Streets - There are four major collector thoroughfares located in the neighborhood and they include Welsh Avenue, Rio Grande Boulevard, Longmire Drive, and Deacon Drive east of its intersection with Welsh Avenue. These streets are designed to serve vehicle traffic in the range of 5,000 to 10,000 vehicles per day. Currently, parking is prohibited along major collectors in the neighborhood.

Minor Collector Streets - There are five minor collector thoroughfares in the neighborhood, which include Brothers Boulevard, Balcones Drive, Edelweiss Avenue, Ponderosa Drive, and Deacon Drive west of Welsh Avenue. These streets are designed to serve vehicle traffic in the range of 1,000 to 5,000 vehicles per day.

Figure 3.1

Central College Station Thoroughfares

Street Name	Cross Streets	Location	Context	Functional Classification	Type
Harvey Mitchell Pkwy S	Wellborn Rd to Welsh Ave	Perimeter	Urban	Major Arterial	Boulevard
Harvey Mitchell Pkwy S	Welsh Ave to Texas Ave S	Perimeter	General Suburban	Major Arterial	Boulevard
Texas Ave S	Harvey Mitchell Pkwy S to SH 6	Perimeter	General Suburban	Major Arterial	Boulevard
SH 6	Texas Ave S to Rock Prairie Road	Perimeter	-	Freeway	Freeway
Rock Prairie Road	SH6 to Wellborn Rd	Perimeter	General Suburban	Minor Arterial	Avenue
Wellborn Road	Rock Prairie Rd to Deacon Dr	Perimeter	General Suburban	Major Arterial	Avenue
Wellborn Road	Deacon Dr to Harvey Mitchell Pkwy S	Perimeter	Urban	Major Arterial	Boulevard
Welsh Ave	Harvey Mitchell Pkwy S to Rock Prairie Rd	Internal	General Suburban	Major Collector	Street
Rio Grande Blvd	Harvey Mitchell Pkwy S to Rock Prairie Rd	Internal	General Suburban	Major Collector	Street
Southwood Dr	Harvey Mitchell Pkwy S to Todd Trail	Internal	General Suburban	Minor Collector	Street
Longmire Dr	Harvey Mitchell Pkwy S to Rock Prairie Rd	Internal	General Suburban	Major Collector	Street
Brothers Blvd	Texas Ave S to Ponderosa Dr	Internal	General Suburban	Minor Collector	Street
Deacon Dr	Texas Ave S to Welsh Ave	Internal	General Suburban	Major Collector	Street
Deacon Dr	Welsh Ave to Wellborn Rd	Internal	General Suburban	Minor Collector	Street
Balcones Dr	Welsh Ave to Wellborn Rd	Internal	General Suburban	Minor Collector	Street
Ponderosa Dr	SH 6 to Rio Grande Blvd	Internal	General Suburban	Minor Collector	Street
Edelweiss Ave	Welsh Ave to Rock Prairie Road	Internal	General Suburban	Minor Collector	Street

Surrounding Streets - There are four thoroughfares that bound the Central College Station neighborhood and connect the neighborhood to the remainder of the City and region. These roads consist of two major arterials, Harvey Mitchell Parkway South and Wellborn Road; one minor arterial, Rock Prairie Road; and a freeway, State Highway 6. Traffic volumes along major arterials are generally in the range of 20,000 to 60,000 vehicles per day, while minor arterials operate with traffic volumes of 5,000 to 30,000 vehicles per day.

Context

Context refers to the land use and character through which a street travels. There are five context classes within the City. The Central College Station neighborhood context is classified as General Suburban. General suburban context should focus on more residential activity on and around the street itself, and place an emphasis on preserving the residential character that surrounds it.

Thoroughfare Type

Thoroughfare type combines the information related to functional classification and context and establishes the design criteria of the street. There are two thoroughfare types identified in the City's Comprehensive Plan for the neighborhood: avenues and streets. An avenue integrates moderate traffic volume and speeds (not to exceed 35 miles per hour) with multi-modal transportation, such as transit, bicycling and walking. Streets are low speed, low volume roadways

that have a great deal of access to surrounding land uses with speeds not exceeding 30 miles per hour.

Figure 3.1, Central College Station Thoroughfares, provides information regarding the functional classification, context and thoroughfare type for each thoroughfare within the neighborhood.

Presently, all existing thoroughfares within the neighborhood operate at or below their designed traffic service function in terms of traffic volume. The thoroughfares, as constructed, meet the minimum lane requirements, but do not have adequate right-of-way to fully implement the context requirements as outlined in the Comprehensive Plan. The lack of right-of-way mainly impacts the roadside zones where sidewalks, street trees, and other street furniture could be placed (See **Comprehensive Plan Chapter 6, Transportation** for adopted street cross sections). Because of the difficulty in retrofitting all of the thoroughfares, priority is placed on Deacon Drive and Rio Grande Boulevard as primary image corridors in the area. Additionally, road diets, or the reduction of pavement width, may be appropriate to accommodate context-sensitive street design.

Context-sensitive improvements can be made to streets, or segments of streets, within the neighborhood. The Comprehensive Plan calls for parking, bike lanes, and large roadside zones to accommodate safe and inviting pedestrian sidewalks on General Suburban major and minor collectors. Medians may also be appropriate in some instances, particularly when driveway spacing is insufficient for the thoroughfare type. Where driveways are too close, the median allows for limited access in order to reduce the number of turning movements that lead to most traffic incidents. However, retrofitted medians may impact traffic patterns and shift traffic to more accessible routes. Currently, Welsh Avenue, Deacon Drive, and Rio Grande Boulevard have sections where driveway spacing is insufficient to meet current standards.

A **warrant or engineering study** is used to analyze and provide justification for all traffic control signals and multi-way stop controls at intersections. As part of these studies, traffic conditions, pedestrian characteristics, and physical characteristics of the location are examined. In order to justify a traffic control signal the following factors are considered: eight-hour vehicular volume, four-hour vehicular volume, peak hour, pedestrian volume, school crossing, coordinated signal system, crash experience, and the roadway network.

Intersections

Through the public open house meetings, input from the Neighborhood Resource Team, and Staff evaluation, three intersections were identified for studies to evaluate the necessity for four-way stops. These intersections include Brothers Boulevard at Longmire Drive, Ponderosa Drive at Longmire Drive, and Brothers Boulevard at Deacon Drive (See **Map 3.5, Intersection Evaluation Areas**). Additionally, potential traffic control signal studies were identified for the following intersections: Deacon Drive at Wellborn Road, Brothers Boulevard at Deacon Drive, and Edelweiss Avenue at Rock Prairie Road.

Maintenance

Street maintenance is provided through the Public Works department. On an annual basis, the Streets and Drainage division conduct an inventory of streets, and rate each street on a variety of criteria like cracking, potholes, and other maintenance issues that require maintenance. When

a rating falls below a specified level, the street is then programmed for maintenance.

In 2009, a variety of improvements were made to the street network in Central College Station based on the rating system and citizen complaint, identified on **Map 3.6, 2009 Street Maintenance**. The majority of these improvements repaired potholes, and several streets also received seal coats.

In 2009, the City's annual evaluation process identified street sections for maintenance as shown in **Figure 3.2, Street Maintenance Needs**.

Figure 3.2
Street Maintenance Needs

Street	Cross Streets
Hilltop Dr	None
Airline Dr	Southwood Dr and Longmire Dr
Hillside Dr	None
Hawk Tree Dr	Southwood Dr and Brothers Blvd
Austin Ave	Southwood Dr and Brothers Blvd
Brothers Blvd	Todd Trail and Deacon Dr
Rio Grande Blvd	Harvey Mitchell Pkwy S and Airline Dr
Balcones Dr	Welsh Ave and Bandera Dr
San Saba Dr	East of Welsh Ave
San Benito Dr	East of Welsh Ave
Pierre Pl	Deacon Dr and Treehouse Trail
Sara Dr	None
Pinon Dr	None
Wildrye Dr	None
Bahia Dr	None

Thoroughfare Strategies:

The strategies developed for thoroughfares focus on bringing thoroughfares into compliance with context-sensitive design guidelines as outlined in the Comprehensive Plan, and ensuring roads and intersections are operating safely and maintained properly.

- **Program Continuation (M1.1)** - Continue to identify streets in need of maintenance or rehabilitation.
- **Coordinated Public Facility Maintenance (M1.2)** - Maintain and rehabilitate identified streets. Prioritization of projects should be based on health and safety first. Where streets have similar scores and maintenance is not health and safety, owner-occupied areas outlined in **Chapter 2, Neighborhood Integrity** should be prioritized for maintenance.
- **Coordinated Public Facility Investment (M1.3)** - Identify intersections that warrant further study for signalization or improved design for safety concerns, and conduct warrant studies.
- **Coordinated Public Facility Investment (M1.4)** - Conduct studies of intersections for safety improvements. Prioritize and program these improvement projects based on health and safety. Areas with higher traffic incidents should be studied first. Where intersections are rated equally, owner-occupied areas outlined in **Chapter 2, Neighborhood Integrity** should be prioritized. **Figure 3.3, Warrant**

Study Areas identifies intersections for study during the planning process.

Figure 3.3
Warrant Study Areas

Street	Study Type
Longmire Dr & Brothers Blvd	4-way stop
Ponderosa Dr & Longmire Dr	4-way stop
Edelweiss Ave & Rock Prairie Rd	Traffic signal
Deacon Dr & Wellborn Rd	Traffic signal
Brothers Blvd & Deacon Dr	Traffic signal

- **Community Partnership Opportunities (M1.5)** - Partner with the Metropolitan Planning Organization (MPO) to collect relevant traffic data.
- **Construct context-sensitive street improvements (M1.6)** - Identify and construct context-sensitive improvements, like medians, wider sidewalks, landscaping to bring streets into compliance with street design cross-sections outlined in the Comprehensive Plan. See **Figure 3.4**, Context-Sensitive Street Projects for possible projects.

Figure 3.4
Context-Sensitive Street Projects

Improvement	Road	Purpose
Median	Deacon Drive	Traffic Safety
Median	Rio Grande Boulevard	Traffic Safety and Bicycle Safety
Median	Welsh Avenue	Traffic Safety
Sidewalk	Edelweiss Avenue	Pedestrian Safety
Bicycle Lane	Deacon Drive	Bicycle Safety
Bicycle Lane	Rio Grande Boulevard	Bicycle Safety
Landscaping	where ROW width allows	Neighborhood Image
Road Diets	where necessary to accomplish bicycle or pedestrian improvements, and not needed for travel lanes	All

- **Construct context-sensitive street improvements (M1.7)** - Implement the **Gateway and Image Corridor Plan** identified in **Chapter 1**, Community Character to increase attractiveness and usability of multi-modal transportation opportunities.

Bicycle and Pedestrian Mobility

Bicycle and pedestrian connectivity is part of a multi-modal transportation network that allows for the movement of people to and through the neighborhood as an alternative to vehicular travel. These non-vehicular modes of travel can help reduce overall vehicle miles traveled, congestion, pollution, and the costs associated with roadway expansion.

In an effort to improve bicycle and pedestrian mobility, the City recently adopted the **Bicycle, Pedestrian, and Greenway Master Plan**.

ADOPTED 06-10-10 | Central College Station Neighborhood Plan

This plan identifies and prioritizes improvements to the existing systems to enhance and encourage multi-modal transit. That plan identified a number of improvements for the Central College Station neighborhood that are outlined in their respective sections of this Plan.

Types of Facilities

Bicycle and pedestrian facilities can include a variety of items. The following define the various types of bicycle and pedestrian facilities that are utilized or are currently proposed for the Central College Station neighborhood:

Bike Lane - a designated part of the roadway that is striped, signed, and has pavement markings to be used exclusively by bicyclists.

Bike Route - a roadway that is shared by both bicycles and motor vehicles. Wide outside lanes and shoulders can serve as bike routes with signage.

Sidewalks - walkways alongside roads, typically five to eight feet wide, for pedestrians.

Side Path (Multi-use Path) - a wider sidewalk (10-12 feet wide) alongside a road with minimal cross flow by motor vehicles.

Greenway Trail (Multi-use Path) - all-weather and accessible paths for pedestrian and bicyclists. These are typically 10-12 feet in width.

Additional bicycle and pedestrian facilities include crosswalks, ramps, medians, signage, shelters and signals. These items all contribute to the overall identification, accessibility and safety of bicyclists and pedestrians.



Bicycle and pedestrian facilities on Longmire Drive

Bicycle Connectivity

Bicycle connectivity in the Central College Station neighborhood in general is strong due to a relatively dense network of through streets within the neighborhood. Connectivity to all identified neighborhood centers is provided, with the exception of the following not having direct access via an existing bike route or lane: Navarro West Center, Steeplechase Park and the Larry J. Ringer Library. Connectivity to the remainder of the City is very strong to the north and south across Harvey Mitchell Parkway South and Rock Prairie Road. Bike lanes extend across Welsh Avenue and Longmire Drive to the north and south, with the bike lane on Rio Grande Boulevard connecting to a proposed multi-use path across Rock Prairie Road at Southwood Athletic Park. In addition, a bike route currently exists along Southwood Drive that crosses Harvey Mitchell Parkway South.

Map 3.7, Planned Bicycle Improvements, shows existing bicycle facility improvements and any proposed improvements identified in the Bicycle, Pedestrian and Greenways Master Plan. Gaps in service are

identified along Rio Grande Boulevard adjacent to Brothers Park and Deacon Drive adjacent to Brothers Park and Southwood Elementary School. Additionally, the [Bicycle, Pedestrian and Greenways Master Plan](#) proposes bike lanes along Edelweiss Avenue, Brothers Boulevard east of Longmire Drive and along Navarro Drive, which will connect to planned intersection improvements at Wellborn Road.

Pedestrian Connectivity

Pedestrian connectivity within the neighborhood varies from strong to weak. In general, connectivity in the Steeplechase and Edelweiss subdivisions is strong with sidewalks located along most streets, with the exception being along cul-de-sac streets. In contrast, the area that is bounded by Brothers Boulevard, Deacon Drive, Rio Grande Boulevard and Airline Drive lack sidewalks on the majority of streets, with existing sidewalk segments only along portions of Todd Trail and two separate segments of Airline Drive. As shown in [Map 3.8, Planned Pedestrian Improvements](#), pedestrian connectivity exists to all neighborhood centers, with one caveat - in order for pedestrians in certain areas to

get to designated neighborhood centers via a sidewalk, a long and indirect route is necessary. During the planning process, several areas were also identified where there were gaps in the sidewalk network.

Bicycle and Pedestrian Strategies:

During the planning process, specific concerns were raised regarding safety, connectivity and accessibility in the neighborhood. As such, strategies in this section focus on improving upon those three aspects. These strategies incorporate elements identified in the [Bicycle, Pedestrian and Greenways Master Plan](#), in addition to those identified during the planning process.

Bicycle Strategies:

- **Coordinated Public Facility Investment (M2.1)** - Stripe, mark, and sign bike lanes in compliance with the [Bicycle, Pedestrian and Greenways Master Plan](#).
- **Coordinated Public Facility Investment (M2.2)** - Provide signage for existing bicycle routes where signage is missing in compliance with the [Bicycle, Pedestrian, and Greenways Master Plan](#). No changes to the existing prioritization from the Plan were identified.
- **Coordinated Public Facility Investment (M2.3)** - Continue bicycle lanes where there are current gaps in service for the bicycle network primarily on Deacon Drive and Rio Grande Boulevard.
- **Program Continuation (M2.4)** - Provide continued maintenance of roadways, markers and signage for bicycle transportation network.
- **Construct context-sensitive street improvements (M2.5)** - Enhance bicycle safety along thoroughfares through the neighborhood by utilizing traffic calming methods such as road diets and landscaped medians (See [Thoroughfare Strategies](#) for more information).



Streets like Southwood Drive in the older are of Central College Station do not have any existing sidewalks

Pedestrian Strategies:

- **Bicycle, Pedestrian, and Greenways Master Plan Amendments (M2.6)** - Amend the location of the proposed sidewalk that was identified in the Bicycle, Pedestrian, and Greenways Master Plan to adjust the proposed sidewalk on Adrienne Drive to Normand Drive, providing for more direct route from Deacon Drive to Rock Prairie Road, add sidewalks to Todd Trail between Brothers Boulevard and Longmire Drive, and sections of Fraternity Row and Deacon Drive.
- **Coordinated Public Facility Maintenance (M2.7)** - Identify and install or repair gaps or failing sidewalks and crosswalks in the existing sidewalk network. Priorities should be placed on health, safety, and ADA compliance first. Upon completion of those repairs, prioritization should next be placed on owner-occupied areas outlined in **Chapter 2**, Neighborhood Integrity.
- **Coordinated Public Facility Investment (M2.8)** - Install new sidewalks and associated crosswalks in compliance with the Bicycle, Pedestrian, and Greenways Master Plan.
- **Program Continuation (M2.9)** - Continue to provide maintenance of pedestrian facilities, including breaks or cracks in sidewalks, pavement markings and signage.

Bicycle and Pedestrian Strategies:

- **Bicycle, Pedestrian, and Greenways Master Plan Amendments (M2.10)** - Amend the plan to include a multi-use path connection between Balcones Drive to Larry J. Ringer Library within Georgie Fitch Park in addition to the previously planned multi-use path from Steeplechase to Rio Grande Boulevard.
- **Coordinated Public Facility Investment (M2.11)** - Construct multi-use paths identified in the Bicycle, Pedestrian, and Greenways Master Plan.
- **Coordinated Public Facility Investment (M2.12)** - Identify and retrofit intersections with multi-modal uses for safety and accessibility improvements. See **Figure 3.5**, Intersection Improvements for list of potential projects.

Figure 3.5

Intersection Improvements

Intersections
Airline Drive and Shenandoah Drive
Airline Drive and Southwood Drive
San Pedro Drive and Welsh Avenue
San Pedro Drive and West Creek Lane
West Ridge Drive and San Pedro Drive
West Ridge Drive and West Creek Lane
West Ridge Drive and Welsh Avenue
Normand Drive and Deacon Drive
Normand Drive and Treehouse Trail
Normand Drive and Ponderosa Drive
Val Verde Drive and Rio Grande Boulevard
Val Verde Drive and Pedernales Drive
San Benito Drive and Pedernales Drive

- **Identify opportunities to expand funding sources (M2.13)** - Utilize grant sources such as Safe Routes to School and Texas State Wide Enhancement Programs, to enhance funding opportunities beyond the general fund and bonds.

Current TAMU Transit signs indicate the route number, website and phone number.



More comprehensive signage could include how to find route information or the pick-up time. This example, from Park City Utah, provides a stop times for the route.



Bus Transit

As mentioned in the Existing Conditions Chapter, the Central College Station Neighborhood is served by two transit services: Texas A&M University (TAMU) and The Brazos Transit District. Within the neighborhood there are two TAMU bus routes and one scheduled route for Brazos Transit District. TAMU Transit currently primarily provides off-campus service to students, faculty and staff, while Brazos Transit District provides fixed route, paratransit and demand service throughout the City for the general public.

There are three existing bus shelters within the neighborhood, with two located along Longmire Drive and one on Welsh Avenue. In addition, a bus shelter is located just outside the neighborhood across Rock Prairie Road at the College Station Medical Center. The Welsh Avenue bus shelter is currently only utilized by TAMU riders, while the remaining bus shelters are utilized solely by District riders. This is primarily due to non-overlapping bus stops or having stops located across the street from one another.

Map 3.9, Bus Transit Network shows the existing bus routes and stops in the area and any identified bus shelters. Overall, there are 18 TAMU Transit stops, and five Brazos Transit District stops in the neighborhood.

Brazos Transit District and TAMU Transit are currently evaluating the feasibility of operating an integrated bus system, whereby all residents could utilize both systems through a co-ridership partnership between the entities. This opportunity could reduce inefficiency in overlapping services. Additionally, a unified system would allow Transit District funding to be utilized for the upgrade of existing TAMU Transit stops.

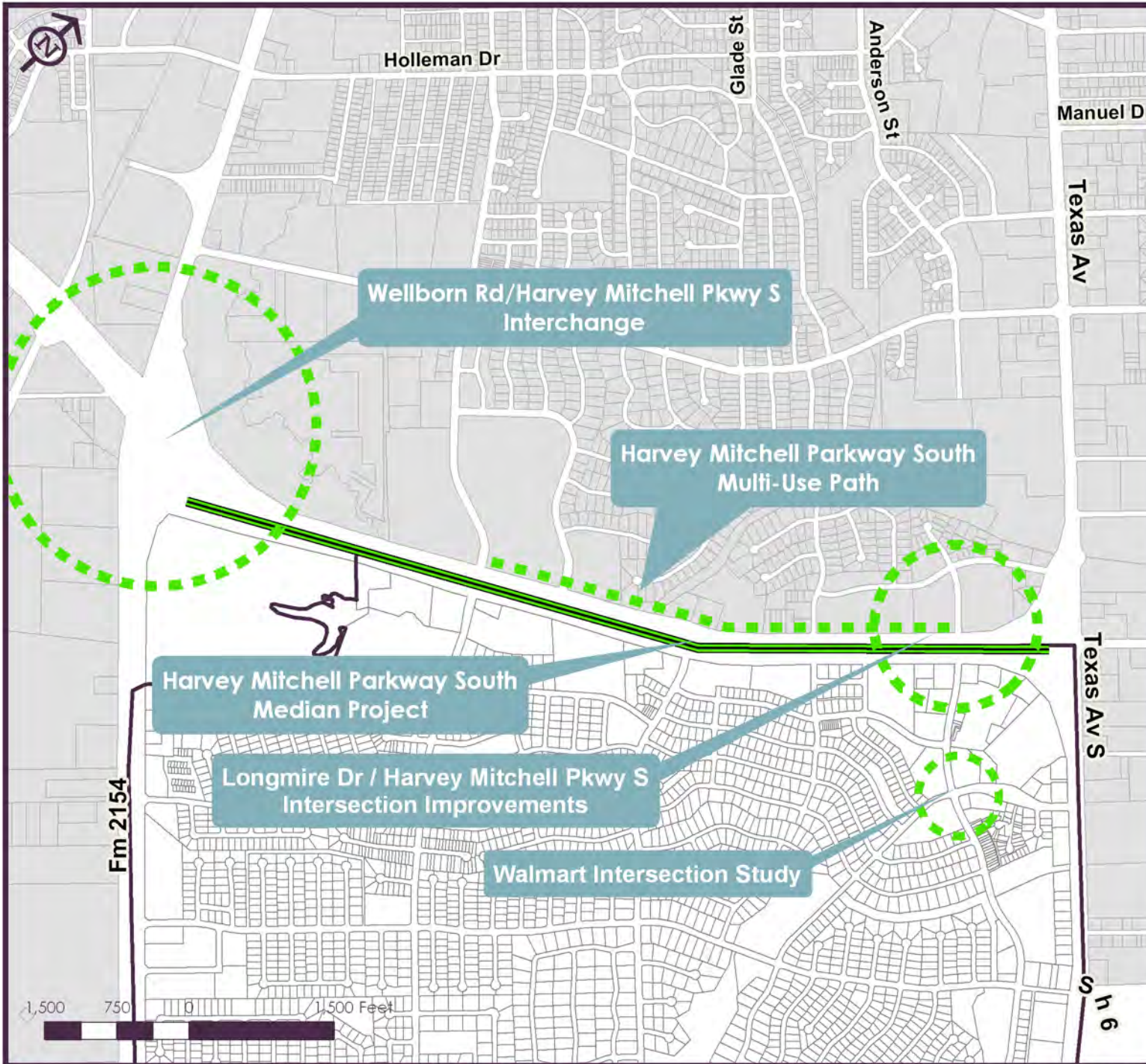
Current potential obstacles to ridership include the lack of information regarding existing bus stops and routes, lack of clearly defined bus stops, length of bus routes and time it takes to arrive at a destination, and the lack of bus

shelters.

Bus Transit Strategies:




The strategies in this section focus on promoting and increasing transit ridership within the neighborhood. These strategies provide opportunities for coordination of transit routes between the different entities, as well as transit stop improvements.

- **Community Partnership Opportunities (M3.1)** - Identify opportunities to collaborate and promote a co-ridership program between TAMU Transit and the Brazos Transit District.
- **Coordinated Public Facility Investment (M3.2)** - Coordinate with TxDOT, Brazos Transit District, TAMU Transit and CSISD to include transit services in capital projects, which would include items such as bus shelters, crosswalks and bus pull outs.
- **Coordinated Public Facility Investment (M3.3)** - Relocate existing bus shelter on Longmire Drive in from the east side of Longmire Drive to the west in order to better serve the TAMU Transit stop on opposite side of street.
- **Ongoing evaluation and indicator program (M3.4)** - Work with TAMU Transit and Brazos Transit District to identify existing stops with high-ridership to upgrade to a shelter.
- **Community Partnership Opportunities (M3.5)** - Coordinate with TAMU Transit and Brazos Transit District to provide signage and route information at scheduled bus stops.
- **Coordinated Public Facility Investment (M3.6)** - Provide crosswalks at locations where pedestrians will be crossing major thoroughfares in the neighborhood to reach a designated bus stop.
- **Identify opportunities to expand funding sources (M3.7)** - Work with Brazos Transit District to obtain FTA/FHWA Livability Project Grants and other like programs to enhance funding opportunities for transit improvements beyond the general fund and bonds.

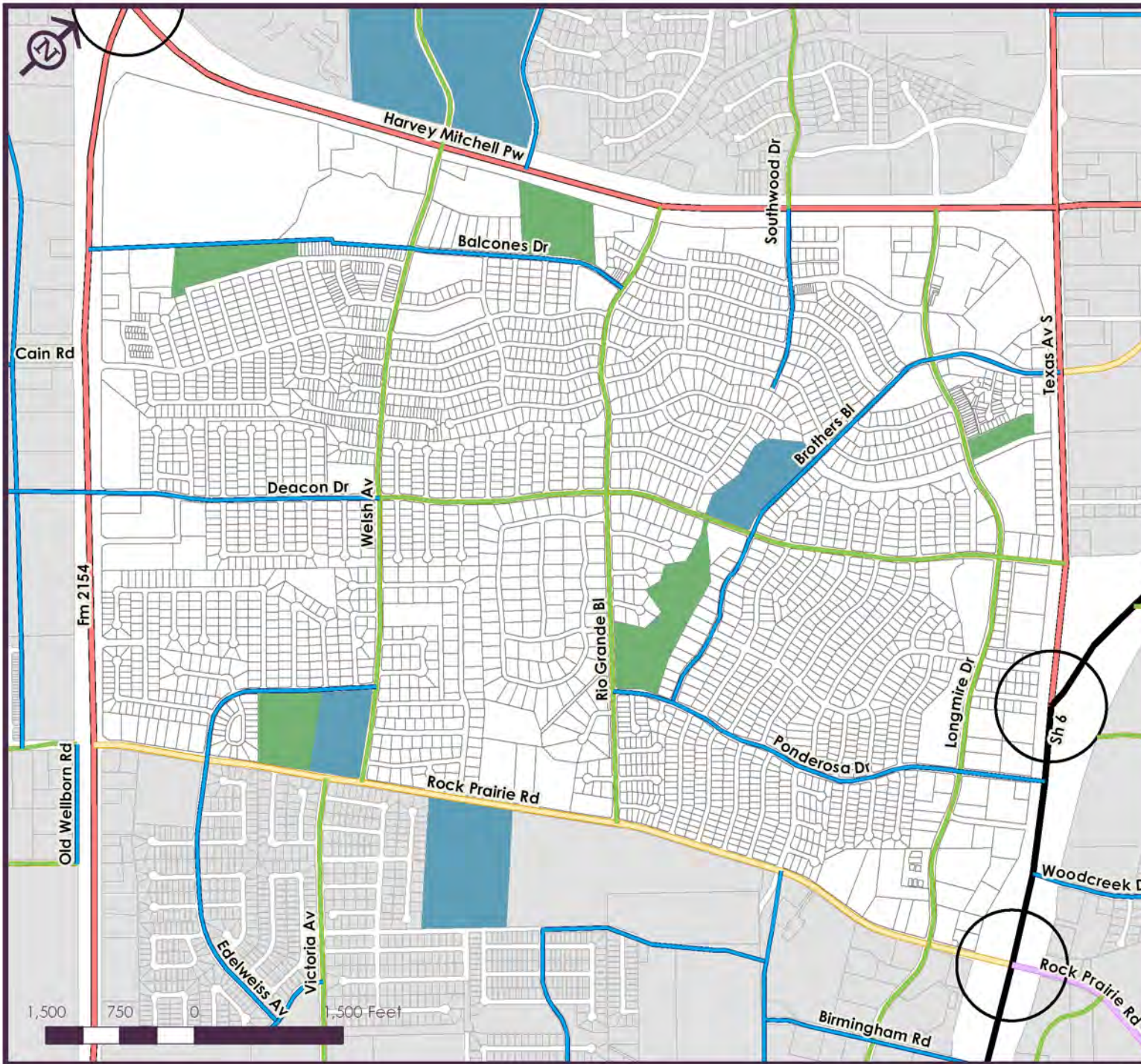


Map 3.1

Current and Proposed
Transportation Projects

-  Planning Area
-  Central College Station (2009)
-  Property Boundaries

Adopted June 10, 2010

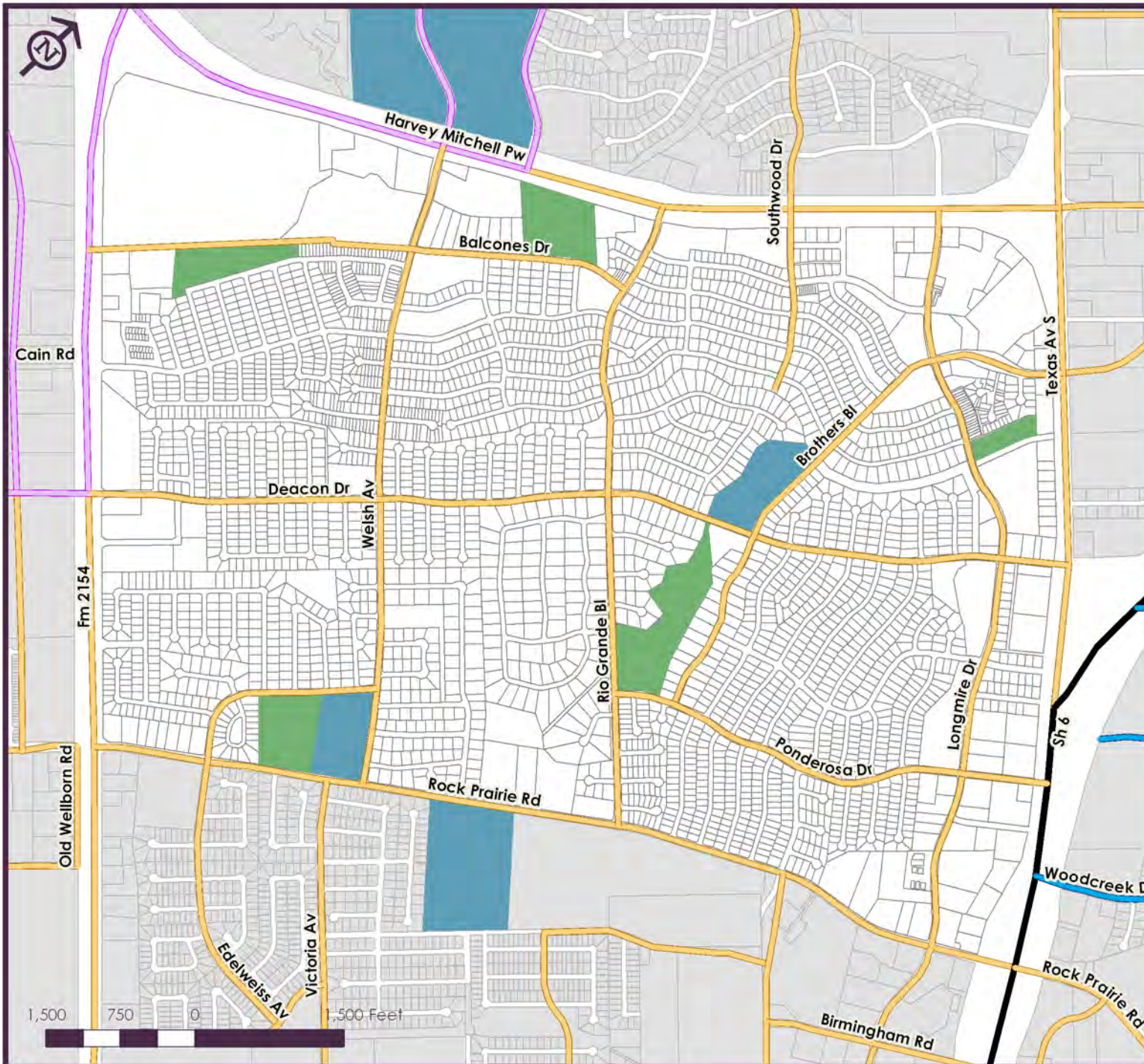


Map 3.2

Thoroughfare
Functional Classification

- Central College Station (2009)
- ▭ Property Boundaries
- CSISD Property
- Parks
- Functional Classification**
- Grade Separation
- Freeway/Expressway
- 6 Lane Major Arterial
- 4 Lane Major Arterial
- 4 Lane Minor Arterial
- 4 Lane Major Collector
- 2 Lane Major Collector
- 2 Lane Minor Collector

Adopted June 10, 2010

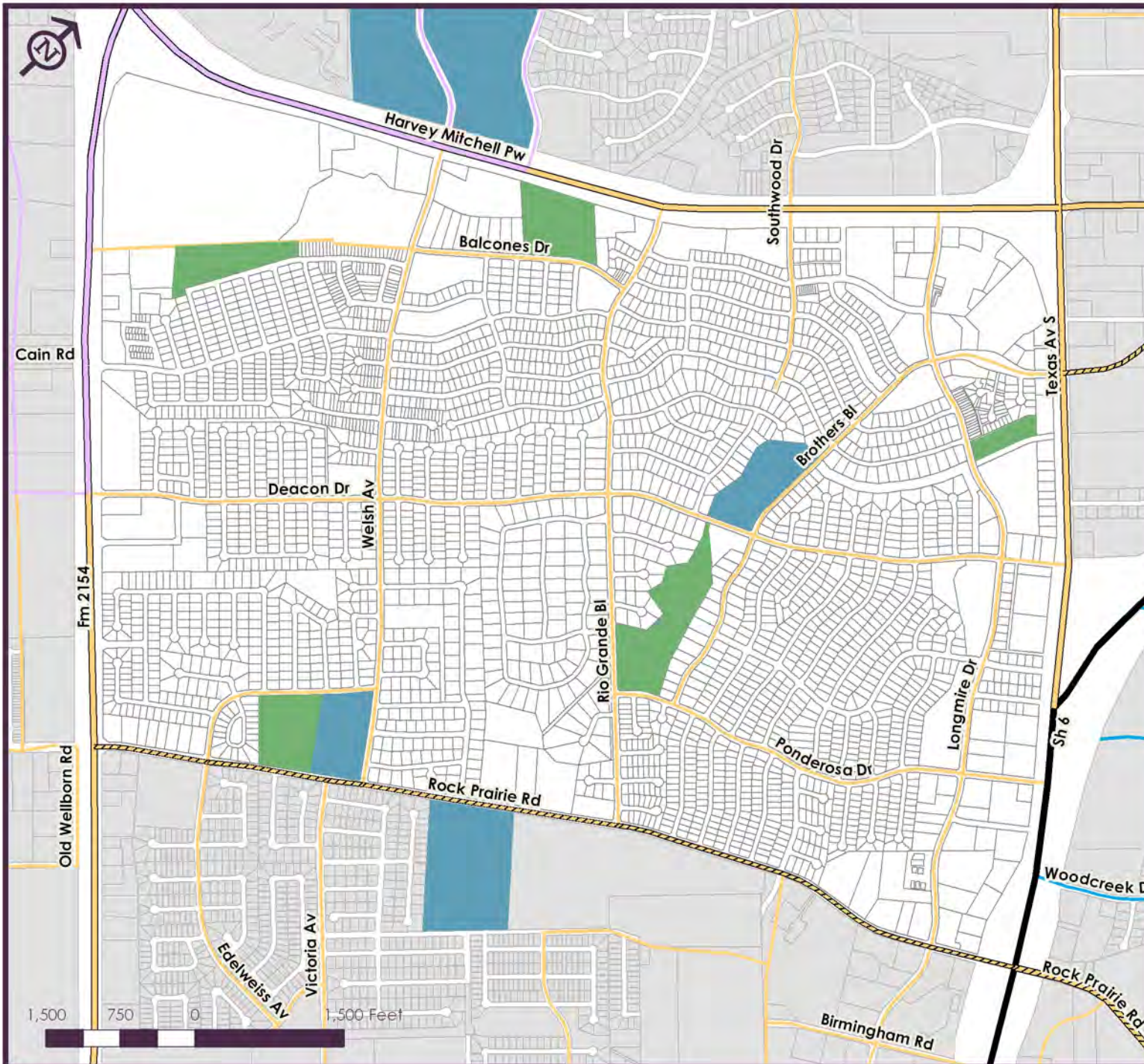


Map 3.3

Thoroughfare Context

- Central College Station (2009)
- Property Boundaries
- Parks
- CSISD Property
- Context Class**
- Highway
- Mixed Use Urban
- Urban
- Restricted Suburban
- General Suburban
- Estate/Rural

Adopted June 10, 2010

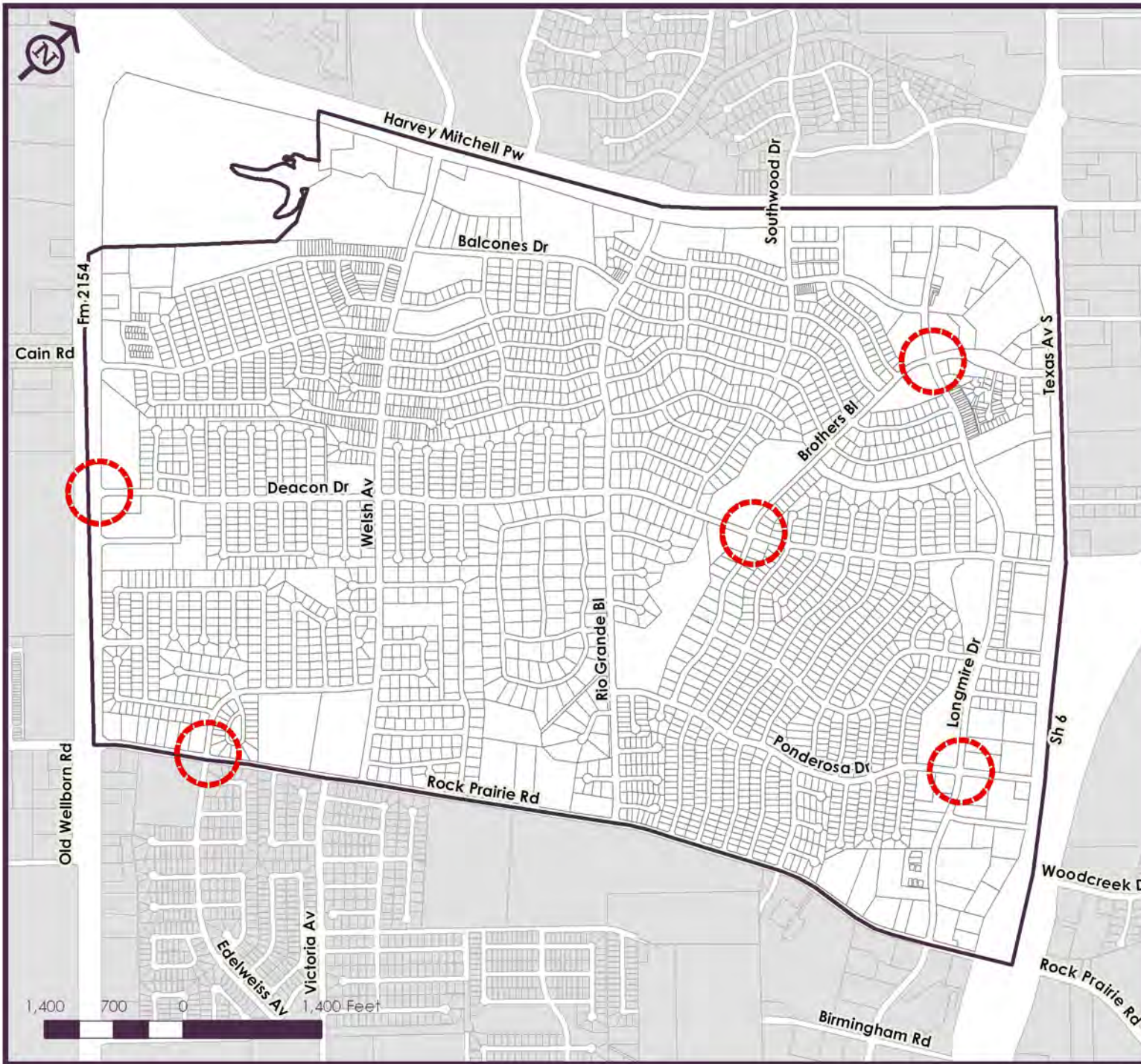


Map 3.4

Thoroughfare Type

- Central College Station (2009)
- Property Boundaries
- Parks
- CSISD Property
- Avenue, 4 Lane**
 - Mixed Use Urban
 - Urban
 - General Suburban
 - Restricted Suburban
 - Estate/Rural
- Boulevard, 4 Lane**
 - Mixed Use Urban
 - Urban
 - General Suburban
 - Restricted Suburban
 - Estate/Rural
- Boulevard, 6 Lane**
 - Mixed Use Urban
 - Urban
 - General Suburban
 - Restricted Suburban
 - Estate/Rural
- Freeway/Expressway**
 - Freeway/Expressway
- Street, 2 Lane**
 - Mixed Use Urban
 - Urban
 - General Suburban
 - Restricted Suburban
 - Estate/Rural

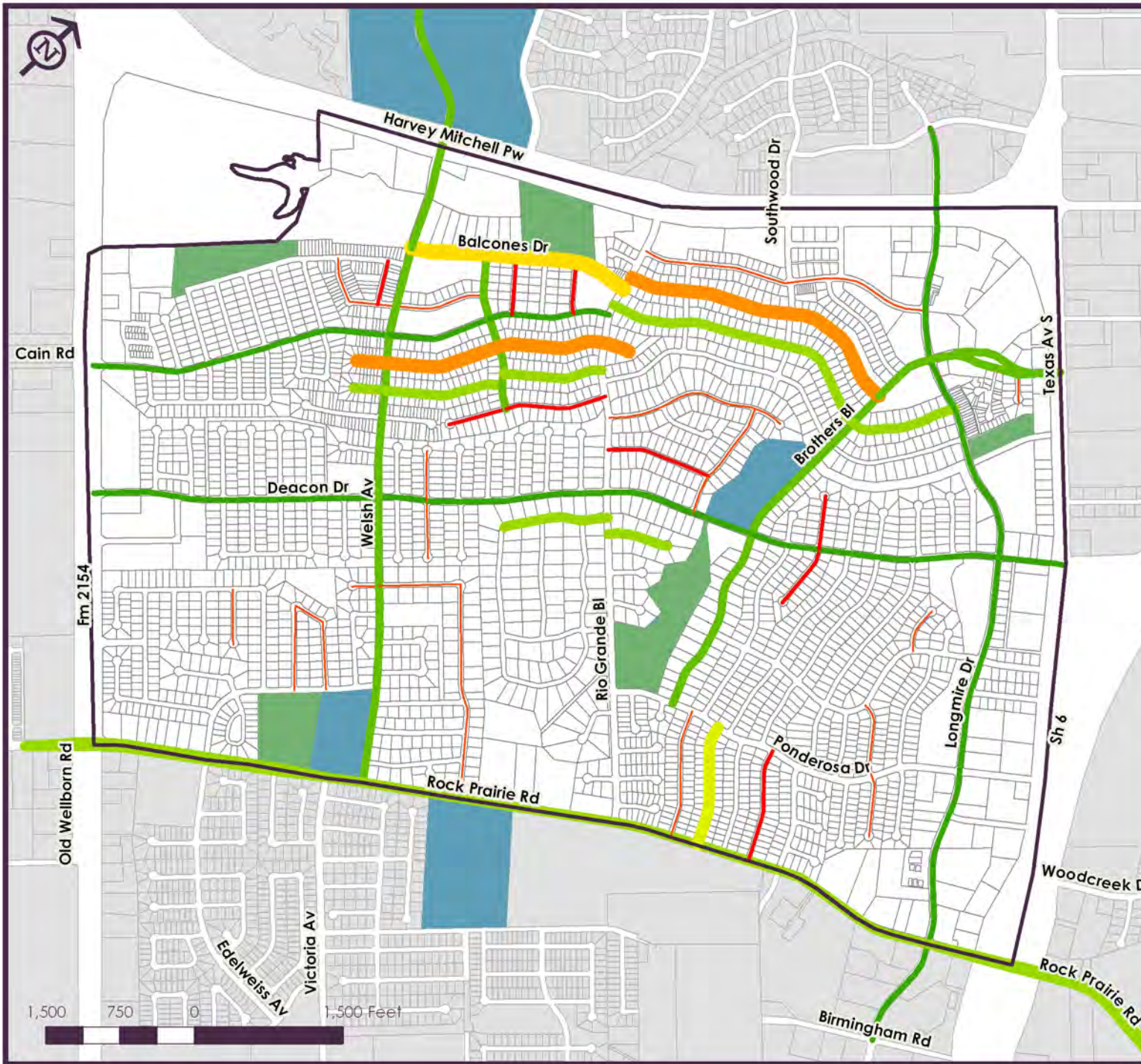
Adapted June 10, 2010



Map 3.5
Intersection
Evaluation Areas

- Planning Area
- Central College Station (2009)
- Property Boundaries

Adapted June 10, 2010

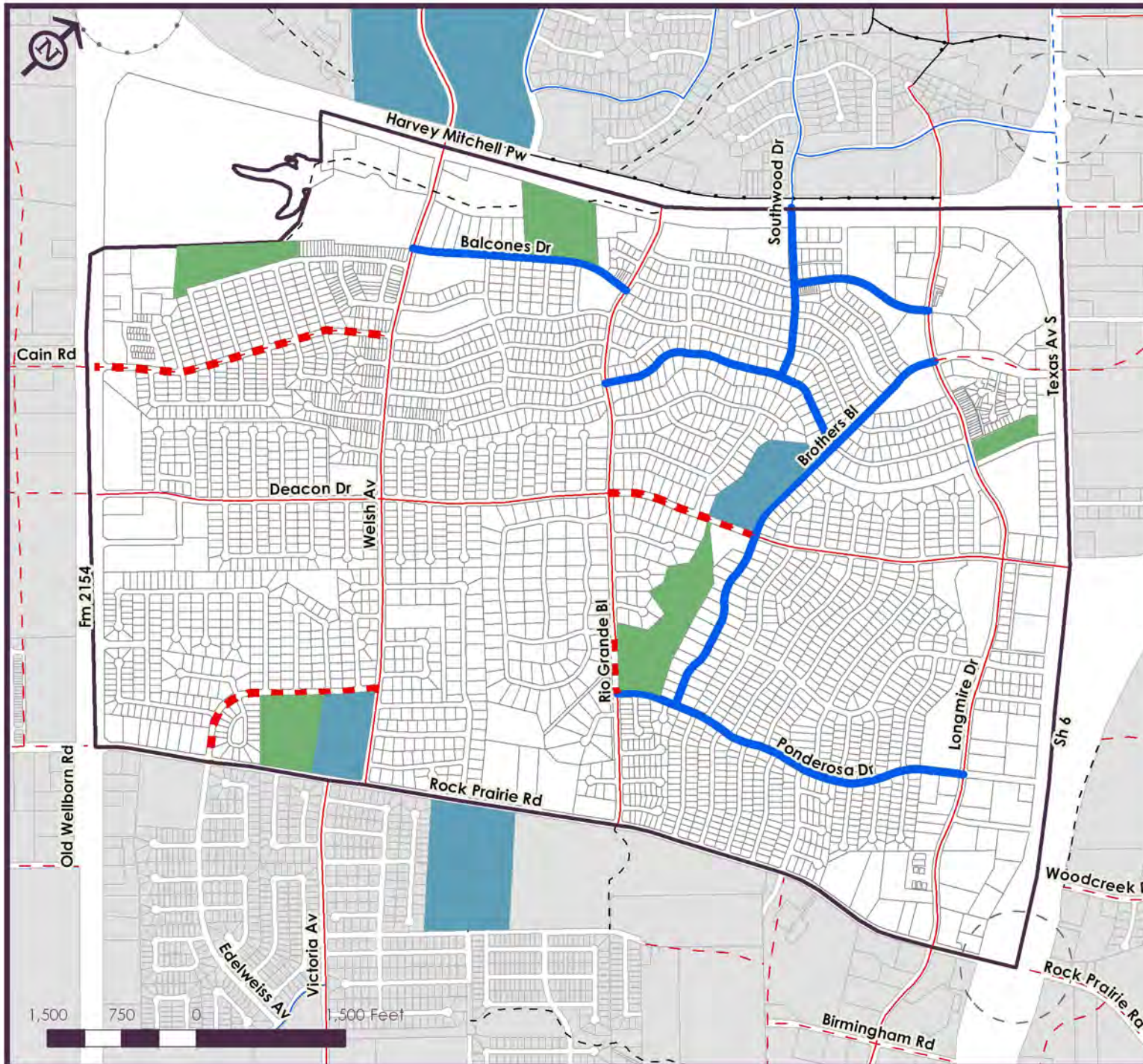


Map 3.6

2009
Street Maintenance

- Planning Area
- Central College Station (2009)
- Property Boundaries
- Parks
- CSISD Property
- Number of Work Orders**
 - = 1
 - = 2
 - = 3
 - = 4
 - = 5
 - = 6
 - = 8
 - = 16

Adopted June 10, 2010

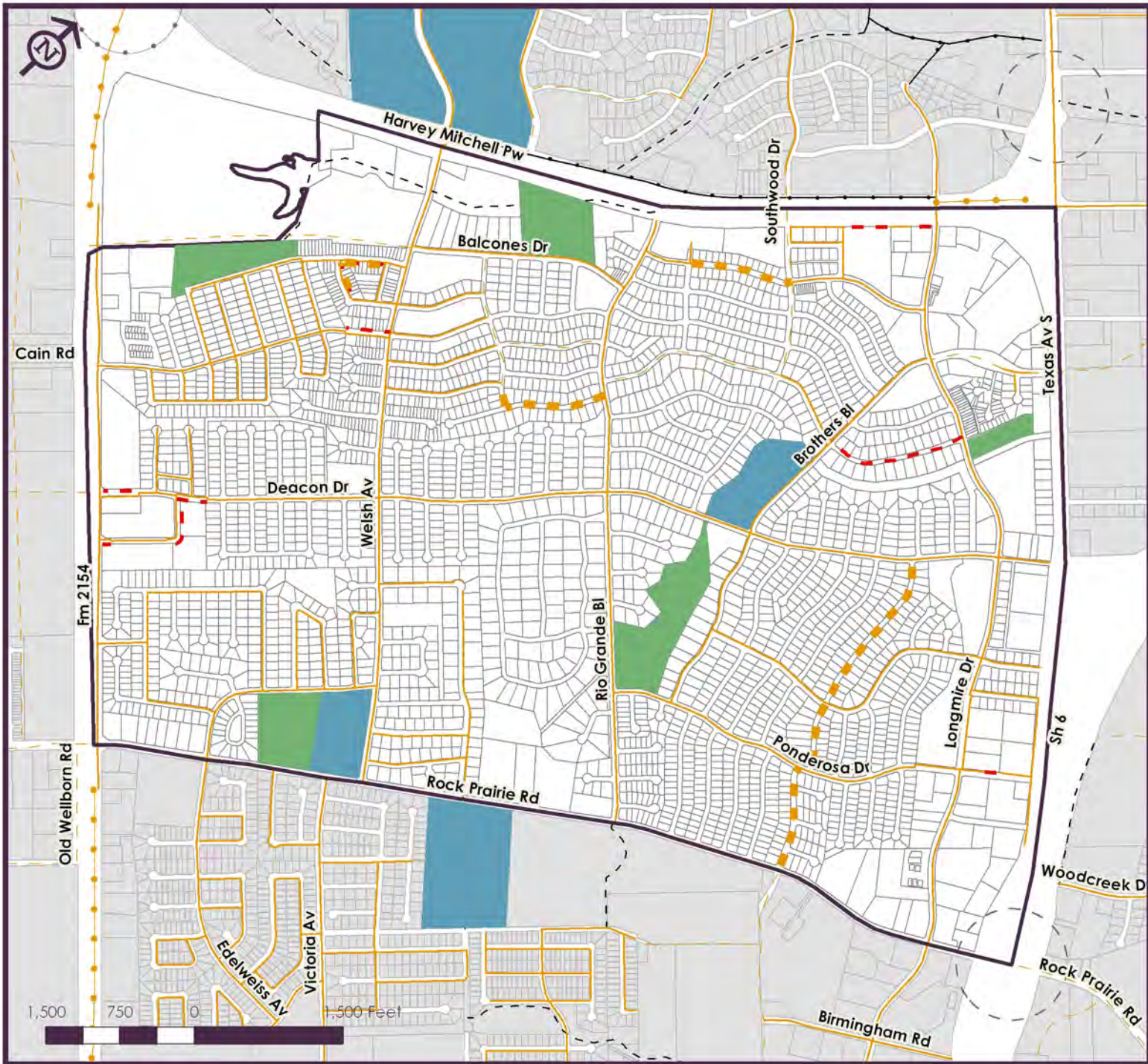


Map 3.7

Planned
Bicycle Improvements

- Planning Area
- Central College Station (2009)
- Property Boundaries
- Parks
- CSISD Property
- Improvements**
- Bike Lanes Proposed
- Bike Route Signage
- Bike Lane Proposed
- Bike Route Signage
- Proposed Additional Multi-use Path
- Bike Lane Existing
- Bike Lane Funded
- Bike Route Existing
- Bike Route Proposed
- Multi-Use Path Existing
- Multi-Use Path Funded
- Multi-Use Path Proposed
- Proposed Grade Separation
- Funded Grade Separation
- Existing Grade Separation

Adopted June 10, 2010

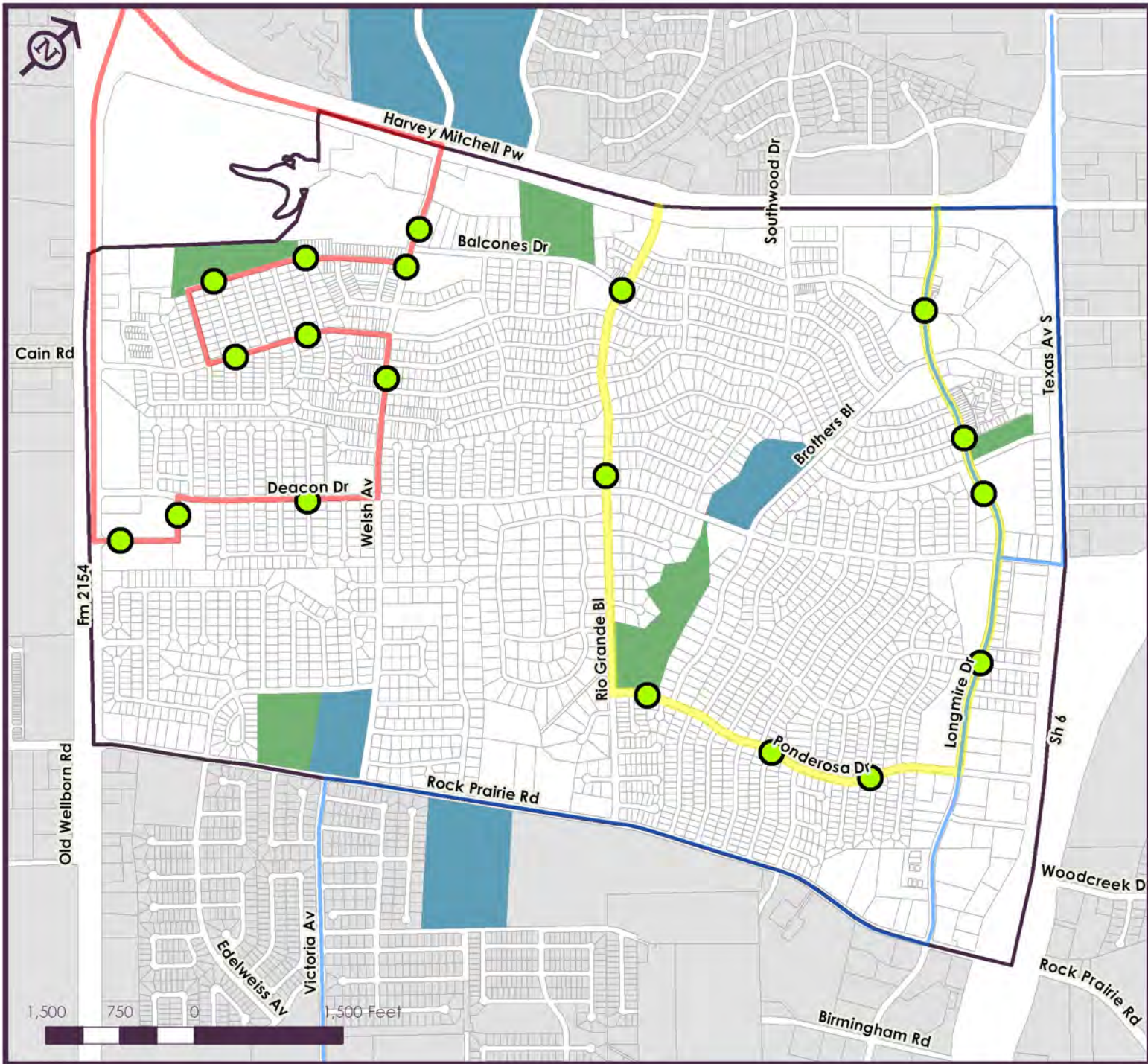


Map 3.8

Planned Pedestrian Improvements

- Planning Area
- Central College Station (2009)
- Property Boundaries
- Parks
- CSISD Property
- Improvements**
 - Sidewalks Proposed
 - Proposed Additional Sidewalks
 - Proposed Additional Multi-use Path
 - Sidewalks Existing
 - Sidewalks Funded
 - Sidewalks Proposed
 - Multi-Use Path Existing
 - Multi-Use Path Funded
 - Multi-Use Path Proposed
 - Proposed Grade Separation
 - Funded Grade Separation
 - Existing Grade Separation

Adapted June 10, 2010



Map 3.9

Bus Transit Network

- Planning Area
- Central College Station (2009)
- Property Boundaries
- Parks
- CSISD Property
- Transit Routes**
- Brazos Transit District
- TAMU Bus Route - Fish Camp
- TAMU Bus Route - Texas Aggies
- Transit Stops

SUSTAINABILITY



4

Neighborhood sustainability refers to the responsible use of the area's natural resources to meet the needs of the present without compromising the ability of future generations to meet their own needs. It addresses environmental issues concerning resource conservation, preservation of natural corridors, and guiding new growth into the existing community. The purpose of sustainability in neighborhood planning is to develop strategies and actions that encourage sustainable living and building practices across the planning area.

Central College Station residents expressed a strong interest in learning more about sustainability. The purpose of this chapter is to outline the variety of opportunities that exist to encourage sustainable living practices and strategies to help promote and educate residents about the benefits of sustainable living.

The goal of this chapter is to outline strategies and actions that will **increase awareness and participation in resource conservation efforts.**

Key Planning Considerations

There are several considerations in relation to sustainability. Specifically, this area is impacted by the following issues: recycling, water and energy conservation, stormwater management, and alternative transportation.

Recycling

Recycling is an important component to conservation efforts. By recycling basic household items, residents are preserving landfill space and keeping potentially harmful items out of existing landfills. Recycling also helps to extend the life of scarce resources, like oil, which is utilized to make many plastics and reduces energy waste that is needed to produce new items from raw materials. In maximizing space in municipal landfills, the City can utilize existing infrastructure for longer periods of time and minimize capital costs of purchasing land and constructing additional landfills.

The City of College Station currently offers curbside recycling collection and a E-waste drop-off center to its residents. The City recycles newspaper, magazines, white paper, aluminum and steel cans, #1 and #2 plastic, clear and brown glass, and lead acid car batteries curbside. Recyclables are required to be pre-sorted and are not collected if not sorted correctly. To participate in curbside recycling, residents sign-up online to receive bags. Recycling is picked up once a week on the same day as brush and bulky pickup. This service is only provided to residences with curbside trash pickup which includes all single-family and duplex residences. Additionally, the City provides annual curbside Christmas tree recycling. City participation in curbside recycling is around 60%, but no data exists to monitor neighborhood level participation.

Drop-off service is available at the City of Bryan Drive-in Recycle Center located at Wal-Mart on Villa Maria, and at the Texas A&M University Physical Plant on South College.

College Station also offers a drop off site for small E-Waste, rechargeable batteries, catalogues, and phone books, located behind the Police Department on W. King Cole Dr. The City also offers a 24 Hour Do-It-Yourself Used Motor Oil and Oil Filter Center. Recycling used oil is the only legal method of oil disposal.

The City does not offer recycling pick-up service at commercial or multi-family locations. However, the City is currently proposing a drop-off facility for commercial and multi-family complexes. City Council has requested a funding request for the FY2011 budget, but there are currently no dedicated funds for this project.

During 2002, a multi-family recycling pilot program was conducted by the City. This program provided valuable information about the cost efficiency of multi-family recycling. The program utilized two different methods of providing on-site drop-off containers at different apartment complexes in town. Both methods had high rates of contamination which raise the cost of providing the service because of the labor involved in sorting and decontaminating the recyclable materials. On-site recycling for apartments will not be financially feasible for College Station until such a time that single-stream recycling can be made available. Single-stream recycling would allow for all recyclable materials to be bagged and picked up together and sorted at a separate facility. This service is unlikely to happen without partnerships with the City of Bryan and Brazos Valley Solid Waste Management Agency (BVSWMA) to make the service cost-effective.

Recycling of white goods, or large appliances with freon, is available at the BVSWMA landfill on Rock Prairie Road with a charge for freon extraction. There is also a drop-off location for used motor oil and oil filters. Recycled motor oil can be reprocessed into industrial burner fuel or refined into gasoline, home heating oil, or new motor oil.

The City also offers a Borrow-A-Bin program for large events, where groups can borrow up to eight recycling bins for free to offer recycling opportunities at large gatherings like picnics or other neighborhood events. The Cash for Trash program rewards residents that participate in the recycling program. Once a quarter, the City monitors addresses on a randomly drawn street and those houses that recycle that week are entered into a drawing for \$250.

Composting

Composting is a second method to increase sustainability through the reuse of existing materials. Green waste, such as food and yard waste which make up a large portion of the waste stream, are kept out of the landfill and utilized to create compost. The process of composting utilizes natural decomposition processes to create nutrient-rich soil that can be used in gardening and lawn maintenance without creating additional waste. Brazos Valley Solid Waste Management Agency (BVSWMA) offers Master Composting Classes to all residents of the Brazos Valley. This program offers College Station residents more in-depth information about proper composting. Currently, the class costs \$15, is offered twice a year and has a maximum capacity of 15 people per class. The fee also includes a compost bin. The BVSWMA website

also offers step-by-step instructions on how to construct your own vermicomposting bin which utilizes worms to create the compost.

In addition to these programs, as a College Station Utility (CSU) customer, residents are also offered two free green waste drop-offs a month at the City of Bryan Compost Facility. This service is included as part of the residential sanitation fee. In addition to drop-off, the facility also offers the purchase of compost for reduced rates.

Hazardous Waste

Brazos Valley Solid Waste Management Agency offers a Bi-Annual Household Hazardous Waste Collection at no charge to all residents of the Brazos Valley. This event offers the opportunity to safely dispose of harmful chemicals and products and without harm to the environment. Residents can find out about this service by checking their monthly utility bill insert, keeping up with municipal news on the website (www.cstx.gov) or watching local media.

Recycling Strategies:

- **Increase neighborhood notification processes (\$1.1)** - Develop a neighborhood recycling communication program to ensure that organizations are getting up-to-date information about existing programs that are offered, and also provide information back to the neighborhood about the effectiveness of their programs.
- **Provide effective organization support and training opportunities (\$1.2)** - Work with established neighborhood organizations to develop a standing green committee that works on developing projects that encourage recycling, participation in green events, and promoting sustainable living practices.
- **Program Continuation (\$1.3)** - Continue to promote existing programs like Household Hazardous Waste Collection and Master Composting Classes. Work with neighborhood organizations to provide more effective communication about programs and encourage more participation.
- **Ongoing evaluation and indicator program (\$1.4)** Begin tracking recycling participation rates at a neighborhood level to provide baseline data for evaluating program effectiveness.
- **Provide Technical Support for New Neighborhood Programs (\$1.5)** - Explore opportunities to create a community gardening project that would allow neighborhood organizations to utilize public spaces like parks to host community gardens.
- **Program Continuation (\$1.6)** Continue to evaluate feasibility of providing drop-off location for multi-family and commercial recycling.
- **Program Continuation (\$1.7)** Continue to evaluate fiscal feasibility of operating a single-source recycling program to allow residents in apartments the opportunity to recycle.
- **Program Continuation (\$1.8)** Continue to contact new residential utility customers to educate about recycling programs and encourage participation in curbside recycling. Provide information about recycling opportunities on clearinghouse website (See **Chapter 2, Neighborhood Integrity**).

Utility Conservation

Water Conservation

Water conservation is a large part of sustainability, while water is a renewable resource; College Station relies on water drawn from aquifers. Texas aquifers have been an abundant supply of potable water for the state; however, production from aquifers must be carefully monitored so that the rate of extraction of the water does not exceed the rate of recharge. The City currently has capacity to produce 23 million gallons of drinking water each day with seven different wells. During drought conditions and dry summer months, daily water usage has reached full capacity of the existing system. To increase the existing capacity, the City currently has a new well under construction to provide additional capacity; however, water conservation is still the best method to provide additional capacity to the water supply and continue to protect the City's water sources from over-extraction.

Water usage is monitored by College Station Utilities on a daily basis. Summer months have the highest water usage due to irrigation and pool usage. Overall, the majority of the Central College Station Planning area has average water usage, but two areas – Southwood Forest and Brandon Heights – have significantly higher than average water usage (See **Existing Conditions Report, Water Consumption**), generally because of larger lot and house size and the presence of pools. **Map 4.1, Water Consumption** illustrates water usage for properties in the Central College Station Area.

Improving water conservation

Improving water conservation is not only important to preserving future capacity of the City's water resources, but also can save residents money. Additionally, by preserving the capacity in our existing wells, residents can help lower capital expenditures for additional wells and expand the current supply. In order to help improve water conservation efforts, the City has instituted a tiered water rate

Reducing Water Consumption

One of the easiest ways to reduce water use is to modify household irrigation systems. Overwatering, especially during the summer months, is a significant contributor to the City's water consumption rates. There are a variety of methods that can be utilized to reduce the amount of water used for irrigation. One way is to perform an irrigation audit and make sure that water is not running off the property after irrigating.

Generally, lawns only need to be watered once a week. The City of College Station's website offers detailed information on how to determine how long to run the irrigation system to adequately irrigate different types of lawns. The length of time depends on the output rate of the system, the type of sun exposure of the lawn, and the type of lawn being irrigated. Residents and Homeowner Associations can also invest in irrigation systems that have rain sensors to keep them from running during or immediately after a rain event.

Residents that wish to make a significant impact on water conservation can invest in installing xeriscaping or native lawns that are more suited to the climate and require less watering. Xeriscaping is a type of landscaping that emphasizes the use of plant material that is appropriate to the local climate while working to avoid water evaporation and run-off through grading. Texas Agricultural Extension Services website provides information about how to utilize xeriscaping to become more water efficient. Planting a native lawn that requires less watering is one component of xeriscaping. Native lawns utilize grasses that are compatible with the local climate. Once planted, a native lawn can reduce both the amount of water needed to maintain it and the frequency in which it needs to be mowed.

Simple adjustments like low-flow shower heads and aerators, repairing water leaks, and using a toilet tank bank are small and inexpensive improvements that can make a home more water efficient. More expensive methods include installing more water efficient toilets, washing machines, pool covers, and tankless water heaters. Everyday habits like turning off the water faucet when washing hands or brushing teeth, and making sure to only wash full loads of laundry can also improve water conservation.

system that places higher rates on monthly usage that is over 10,000 gallons.

To improve City water conservation, the City has invested in the development of a grey water irrigation system at Veterans Park to irrigate its athletic fields. Residents can also capture water run-off and utilize rainwater harvesting to offset the need to irrigate by installing rain barrels. Residential rain barrels are generally attached to a home's gutter system and collect rain water that can then be utilized to irrigate gardens and lawns.

The City offers free water audits to its residents to help identify ways to conserve water within the home. Of the 43 water audits conducted by the City in 2009, only three were in the Central College Station Neighborhood. Making better use of this resource will assist in meeting water conservation and sustainability goals.

To encourage investment in water conservation, College Station Utilities currently offers rebate programs for the purchase of rain barrels and low-flow toilets. The City also works with the top 1% residential water users to schedule water audits and ensure that water resources are being used as efficiently as possible.

Energy Conservation

College Station Utilities (CSU) is the sole energy provider in Central College Station. CSU is a wholesale power purchaser with no generation capabilities; the City's power supply is purchased from American Electric Power. In 2009, Central College Station averaged 34.73 kilowatt hours per account per day, slightly more than the city-wide daily average of 30 kilowatt hours per day. Total average usage ranged from a monthly low in March of 22.23 kilowatt hours to a high of 56.39 kilowatt hours in July. The highest energy users were in areas with larger homes like Southwood Forest, Edelweiss Estates, and Brandon Heights (See also **Existing Conditions Report**, Electric Consumption).

Improving Energy Conservation

Conserving energy resources can also have an impact on household budgets. Energy consumption in Texas averages nine percent of household after-tax income (2009 estimate, Source: www.americaspower.org). Reducing household energy waste not only lowers individual costs, but preserves natural resources that are used to create electricity.

Heating and cooling a home typically has the most impact on energy consumption. Installing energy efficient HVAC systems and utilizing programmable thermostats can help to reduce residential energy consumption. Other methods to reduce energy include installing



Rain barrels, such as the one above, are one method of reducing water consumption by utilizing rain water to irrigate lawns and landscaped areas.

efficient doors, windows, and insulation, as well as sealing air leaks around a home. Although the City does not provide rebates for these types of improvements, there are existing tax credits for installing energy efficient HVAC units, water heaters, doors, windows, and insulation. More information is available through www.energystar.gov.

The City now provides rebates for the installation of solar panels, and the availability of net metering. Solar panels create energy from sunlight that is used to provide electricity to a home. Net metering allows for individuals with solar panels to receive payment for excess electricity that is produced beyond what is needed for the home. In addition to City rebates, other federal rebates exist to encourage the use of solar panels. There are currently four homes in the City that have been issued permits for solar panel installation, one of which is located in Central College Station in Edelweiss Estates.



The City of College Station now offers rebates for residential solar voltaic panel installation (Source: www.nachi.org)

To encourage customers to invest in energy conservation, College Station offers rebate programs on the cost of CFL bulbs and energy-efficient air conditioning units. CSU also offers voluntary participation in the Wind Watts program which allows customers to purchase power solely from wind energy sources. This program costs at most \$0.02 more per kilowatt hour, but a portion of the wind energy premium goes to a tree-planting fund for the City of College Station. Additionally, CSU offers free energy audits to help residents reduce their energy consumption. In FY2009, the City conducted 150 energy audits, and issued 144 air conditioner rebates and 72 CFL rebates. In the current fiscal year, 137 audits have already been conducted, and 178 rebates for air conditioners have been processed.

Conservation Strategies:

- **Expand Neighborhood Grant opportunities (S2.1)** - Expand neighborhood grant funding to allow for neighborhood organizations to conduct water and energy audit campaigns, installation of efficient irrigation systems, or replanting drought-resistant plants in community areas.
- **Program Continuation (S2.2)** Continue to fund and promote rebates for CFLs, solar panel installation, rain barrels, and low-flow toilets. Explore opportunities to expand funding for popular rebate programs.
- **Provide Technical Support for New Neighborhood Programs (S2.3)** - Work with neighborhood organizations to develop a green work day for rain barrel or xeriscaping installation or other like projects as neighborhood building activities.

- **Provide effective organization support and training opportunities (\$2.4)** - Promote and education neighbors about water and energy audits through neighborhood organizations.
- **Community Partnership Opportunities (\$2.5)** - Work with community partners like Keep Brazos Beautiful, Brazos County Agricultural Extension, and other organizations to develop a residential xeriscaping and native lawn planting list for area residents to use as a guide when landscaping. Work with local landscape retailers to make lists available.
- **Realign Neighborhood Partnership Program (\$2.6)** - Incorporate green seminar participation as a part of Neighborhood Partnership program participation responsibilities.
- **Streamline City permitting processes (\$2.7)** - Explore opportunities and fiscal feasibility to reduce or eliminate permitting fees for LEED certifiable homes, solar voltaic panel installation, and other green building upgrades.
- **Ongoing evaluation and indicator program (\$2.8)** - Begin tracking utility use, Wind Watts participation, utility audits, and rebate participation through neighborhood indicator program to obtain a better knowledge of program participation and effectiveness.
- **Identify opportunities to expand funding sources (\$2.9)** - Explore opportunities and fiscal impact of property assessed clean energy (PACE) financing to incent local investment in clean energy alternatives.
- **Program Continuation (\$2.10)** Continue to monitor water use for high users and work with users to conduct a water audit.
- **Program Continuation (\$2.11)** Continue to utilize tiered water rates as a water conservation measure.

Stormwater Management

Stormwater management plays a role in maintaining healthy streams and creeks, preserving natural habitats, and ensuring safe water supplies for downstream users. Stormwater management aims to improve the quality of stormwater run-off, or water from a rain event that flows over the ground. During and after a rain event, stormwater can pick up debris, fertilizers, chemicals, and other household pollutants as it flows across both pervious and impervious cover and pollute local streams and creeks.

Under the regulation of the Clean Water Act of 1972, which is to "restore and maintain the chemical, physical and biological integrity of the Nation's waters," the City has begun implementing programs and practices to control polluted storm water runoff. The program intends to eliminate the discharge of pollutants to the maximum extent practicable; protect water quality; satisfy the appropriate water quality requirements of the Clean Water Act; and manage storm water activities through the Storm Water Management Plan. The Plan includes public education, participation and outreach, pollution prevention, construction site runoff control and post construction site runoff control.

Residential property owners can help improve stormwater quality by reducing the use of chemicals in maintaining landscape, properly

containing exposed soil and mulch to reduce erosion from water run-off, safely disposing of household waste like used motor oil and other contaminants, and not littering in drainage ways and creek beds. In urbanized areas like Central College Station, the largest contributor to declining stormwater quality comes from over-irrigation and over-fertilization of lawns. By utilizing water conservation methods to reduce over-watering, residents can make a large impact on the quality of stormwater run-off and improve the natural habitats of the creeks and streams to which it flows.

Increased stormwater can also have a detrimental impact on the health of natural corridors. Development and impervious cover (i.e., rooftops, roads, driveways) increase stormwater run-off into these corridors without the opportunity to utilize the ground to naturally filter many common pollutants. While much of the area within Central College Station is built out, minimizing the negative impact on the existing floodplain and drainage ways reduces flooding and improves the quality of the floodplain so that it will operate effectively to convey floodwaters without harm to the community. Existing floodplain areas in the neighborhood are identified in **Chapter 1, Community Character**.

Residents can also assist in managing stormwater run-off by limiting additions to homes that add rooftop area, and by installing pervious materials for patios, sidewalks, and driveways. The **Existing Conditions Report** outlines the average lot coverage by subdivision in this neighborhood. Finding ways to reduce the percentage of impervious lot coverage reduces stormwater runoff and potential contamination.

Stormwater Management Strategies:

- **Provide effective organization support and training opportunities (S3.1)** - Include stormwater management education in other sustainable neighborhood education programs.
- **Provide Technical Support for New Neighborhood Programs (S3.2)** - Develop promotional activities for neighborhoods like a creek clean-up or a chemical free fertilizer campaign to increase awareness and participation in stormwater management practices.
- **Program Continuation (S3.3)** - Continue to monitor water quality in neighborhood creeks and include in neighborhood indicator program.
- **Coordinated Public Facility Investment (S3.4)** - Where road diets are encouraged in **Chapter 3, Mobility**, consider the utilization of rain gardens and other stormwater management techniques to reduce pavement and provide additional opportunities for water filtration.

Pervious materials are materials that permit water to enter the ground by virtue of their porous nature or by large spaces in the material.



Examples of Modular Porous Pavers
(From Georgia Stormwater Management Manual, Volume 2, Chapter 3, Section 3.3-44)

- **Floodplain Management Policy (\$3.5)** - Create a comprehensive floodplain management program as identified in **Chapter 1, Community Character**, to create standards that relate to better site design and stormwater management for floodplain protection.
- **Increase neighborhood notification processes (\$3.6)** - Work with Neighborhood Partnership organizations to include neighborhood residents in developing additional stormwater management standards.

Alternative Transportation and Land Use

Transportation and land use also impact sustainability. The ability to walk or ride a bicycle to nearby destinations not only relieves congestion on local roads but reduced energy consumption and encourages exercise. Promoting alternative transportation options and efficient land use patterns is an important component to responsible use of natural resources.

Because of the suburban style land use pattern of the Central College Station neighborhood, the alternative transportation network is disjointed. A lack of sidewalks on cul-de-sacs, gaps in bicycle lanes and sidewalks, lack of destinations, and limited bus service makes vehicular travel the preferred method of transportation for most households.

Future land use designations exist to provide more dense housing options along the perimeter of the neighborhood (See **Chapter 1, Community Character**). Because the majority of properties in these areas are built out, existing opportunities to increase density are mostly limited to redevelopment. While the existing land use pattern presents obstacles to a more fully sustainable neighborhood, a majority of the residents of Central College Station live within walking or biking distance of commercial or retail uses or a park or school. These areas serve as neighborhood centers where it is likely residents will interact with each other. Providing a complete alternative transportation network, and promoting the use of these areas as neighborhood centers will positively impact neighborhood sustainability.

Chapter 3, Mobility focuses on the three primary alternative transportation networks – walking, bicycling, and bus transit. Neighborhoods can also organize to promote the management of these systems, as well as other methods like carpooling, carsharing, or hosting a No Drive day for their residents.

Alternative Transportation and Land Use Strategies:

- **Coordinated Public Facility Investment (\$4.1)** - Continue to expand open space, bicycle, and pedestrian connections through the implementation of the Bicycle, Pedestrian, and Greenways Master Plan and the strategies outlined in **Chapter 3, Mobility**.
- **Coordinated Public Facility Investment (\$4.2)** - Promote transit opportunities outlined in **Chapter 3, Mobility**.

- **Feasibility Study (\$4.3)** - Explore opportunities and feasibility of having a carshare program like U Car Share or Zipcar in College Station.
- **Provide Technical Support for New Neighborhood Programs (\$4.4)** - Promote Bike to Work Week, or develop a No Drive day to encourage biking, walking, and bus ridership.
- **Provide Technical Support for New Neighborhood Programs (\$4.5)** Work with neighborhood organizations to develop work or shopping carpools or rideshare programs.
- **Expand Neighborhood Grant opportunities (\$4.6)** Amend neighborhood grant program to allow funds to be utilized for installation of bike racks or other similar efforts to enhance alternate transportation use at local businesses.

Education

Education is another important component to sustainability. Outreach to residents is important to help emphasize the importance of preserving natural resources, and the impact it has on the cost of providing services. There are a variety of educational opportunities offered by the City. The latest addition is the Green Seminars Series being offered through the City's Recycling Division. This series is currently offered during the first half of the year and features monthly brown-bag seminars with topics about conservation and sustainability. They are free to the public, and dates and topics can be found on the College Station Recycling website.

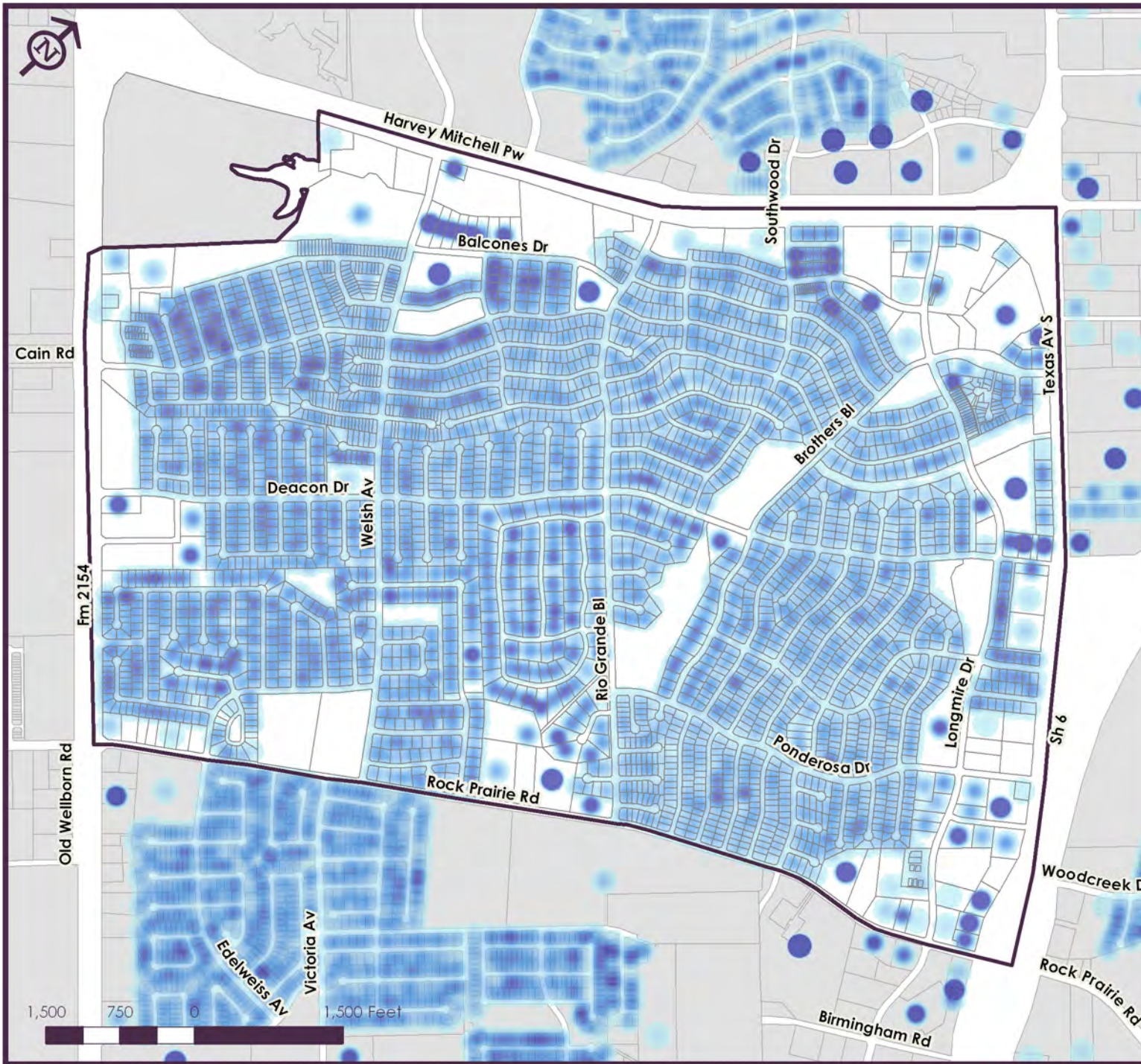
College Station is also a sponsor of the Brazos Valley Earth Day celebration every April that highlights different programs, services, and sustainable practices that are available to residents of the Brazos Valley.

Additionally, College Station has several staff members dedicated to conservation efforts in the City. These staff members have a variety of educational programming, presentations, and literature that are available on request to neighborhoods and residents. Recycling has a mascot that is available for children's events, and other materials specifically geared towards educating children on the importance of recycling. CSU Water and Energy divisions, along with BVSWMMA also have a variety of education and informational material that is highlighted in the monthly Utility bill insert. Hands on experience with City services through tours of facilities like Carter Creek Wastewater Treatment Facility or the BVSWMMA landfill are also available.

Education Strategies:

- **Provide effective organization support and training opportunities (\$5.1)** - Create a green seminar to incorporate into the neighborhood seminar supper program.
- **Provide effective organization support and training opportunities (\$5.2)** - Incorporate green education into new organization training.
- **Provide effective organization support and training opportunities (\$5.3)** - Promote the Green Seminar Lunch series to neighborhoods through the neighborhood partnership program.

- **Community Partnership Opportunities (\$5.4)** - Work with community organizations like Keep Brazos Beautiful to bring education and other sustainability opportunities to neighborhoods.
- **Ongoing evaluation and indicator program (\$5.5)** - Create a green score program that rates neighborhood sustainability through sustainable living practices.
- **Program Continuation (\$5.6)** - Continue to fund and promote other existing education programs.



Adopted June 10, 2010

IMPLEMENTATION



5

The long term success of the Central College Station Neighborhood Plan requires the commitment of the City and the neighborhood to promote the goals of this Plan. This can only be accomplished through an understanding of what is required to implement and achieve all of the goals, strategies, and action items outlined in this Plan. This chapter sets the course for how to turn recommendations from the various chapters into reality to generate change over the next five to seven years. It outlines the timeframe; establishes implementation responsibilities and administration; determines possible funding sources; and sets the framework for evaluation procedures for the Plan as it progresses.

Timeframe

Implementation of the Central College Station Neighborhood Plan is anticipated to take five to seven years. **Figure 5.1, Neighborhood Plan Implementation**, outlines 25 strategies that must be completed to meet the goals of the plan. The plan implementation is broken down into three time frames - short term (1 to 2 years), mid-term (3 to 4 years), and long term (5 to 7 years). Additionally, there are some items in the Plan that may not be completed before the end of the planning horizon. Priorities were placed on items relating to neighborhood integrity because of the interest placed on this subject area from the public and the Neighborhood Resource Team. Additionally, because of current budget constraints, prioritization for the short term projects was also placed on items that can be achieved with existing resources. A short-term priority list for individual tasks is also incorporated as **Appendix C** of this Plan. This list will be evaluated annually as part of the on-going review and evaluation of the plan and reflects only those tasks underway in the current implementation period of the plan.

Implementation and Coordination Roles

Collaboration will need to occur on a number of levels in order to accomplish what is recommended in this Plan. This includes neighborhood organizations as well as other government and community agencies. Outlined are several partners and the types of actions in which they should participate.

City Council will take the lead in the following areas:

- Adopt and amend the Plan by ordinance after receiving recommendations from the Planning and Zoning Commission;
- Support and act as champions for the Plan;
- Adopt new or amended ordinances and regulations to implement the Plan;
- Consider and approve the funding commitments that will be required to implement the Plan;
- Provide final approval of projects and activities with associated costs during the budget process;
- Adopt and amend policies that support and help implement the Plan; and
- Provide policy direction to the Planning and Zoning Commission, other appointed City boards and commissions and City staff.

Planning and Zoning Commission will take the lead in the following areas:

- Adopt, amend or modify the Plan for subsequent approval and adoption by the City Council;
- Recommend changes in development code and the zoning ordinance to the City Council that reflects the Plan's goals, strategies, and action items; and
- Review applications for consistency with this Plan and the Comprehensive Plan that reflect the Plan's goals and strategies.

Neighborhood Organizations will take the lead in the following areas:

- Support and act as champions for the plan;
- Promote new and existing programs to their constituents;
- Communicate news and other information about projects and the Plan to their constituents;
- Develop and carry-out neighborhood improvement projects consistent with this Plan;
- Assist in monitoring the plan, and participate in the annual review process of the plan;
- Maintain and expand organization membership and resident involvement; and
- Assist Staff in developing new training, programs, and project opportunities to implement the plan

City Staff will take the lead in the following areas:

- Manage day-to-day implementation of the Plan, including periodic coordination through an interdepartmental Plan implementation committee (similar to the Staff Resource Team, or SRT, used for the development of this Plan);
- Support and carry out capital improvement and public works project efforts and programming;
- Manage the drafting of new or amended regulations and ordinances that further the goals of the Plan;
- Conduct studies and develop additional plans;
- Review development applications for consistency with this Plan and the Comprehensive Plan;
- Administer collaborative programs and ensure open channels of communication with various private, public, and non-profit implementation partners; and
- Maintain an inventory of potential Plan amendments as suggested by City staff and others for consideration during annual and periodic Plan review and updates to the Planning and Zoning Commission, and City Council.

Other Partners

A variety of other partners will need to be engaged in the successful implementation of the Plan. Community organizations should be involved in a variety of different strategies to best leverage existing community resources. Partnerships should continue to be strengthened with Texas A&M University, specifically Student Services and Transit, as well as Texas Department of Transportation, Metropolitan Planning

Organization, College Station ISD, and the Brazos Transit District for the implementation of programs involved with overlapping interests.

Funding

The availability of funding will play an integral role in the success of the Plan. Due to current budget constraints, an emphasis was placed on developing strategies that can be implemented largely with existing Staff and financial resources; however, implementing these strategies has an overall cost that will impact other programs and responsibilities. It is estimated that the implementation of the Plan from the City with existing resources will equate to approximately 7 full-time employees, dispersed through a variety of existing positions within the organization.

Some strategies will have additional costs to implement, and estimated costs are provided in **Figure 5.1**. The primary sources for funding opportunities are outlined below:

- **General Fund** - The most common source of funding for municipalities is through the General Fund. This fund consists of a collection of property taxes, sales taxes, fines, and fees. This fund usually covers the day to day operational needs of the City such as salaries, supplies, etc.
- **Capital Projects Fund** – Capital project funds typically help maintain, improve, or construct new infrastructure such as streets, parks, trails, other public facilities, and associated land acquisition. This fund typically consists of debt service funds (general obligation bonds) and special revenue funds (like Drainage Utility District funds) as described on the following page.
 - **General Obligation Bonds** – This is a municipal bond approved by voter referendum that is secured through the taxing and borrowing power of a jurisdiction. It is repaid by levy through a municipal pledge. Bonds can be used for land acquisition and/or construction of facilities. Some communities pass referendums specifically for open space, watershed protection, and trail projects. Street, bicycle, pedestrian, and greenway projects are typically implemented through this funding source.
 - **Drainage Utility District** – The City currently uses the existing revenue from the drainage utility fee for capital construction projects that improve drainage. It is a flat fee system and can be used for acquisition and maintenance of floodways and floodplains in areas that are directly affected by drainage-related problems. Funds are currently used for minor unscheduled drainage projects that arise throughout the year.
 - **Public Improvement Districts** – These districts use property assessments to finance public improvement projects within a specific area, or district. Properties within the designated area are generally assessed proportional to the assessed value of their property. The additional funds would be utilized to fund a specified public improvement project like landscaping, distinctive lighting, pedestrian ways, and mass transportation facilities.
 - **Tax Increment Financing Districts** – These districts use taxes generated from redevelopment through private investment to finance public improvement projects. An example within the City

is the Wolf Pen Creek TIF which ends in 2010. New districts could be utilized to finance additional improvements being proposed in the planning area.

- **Sidewalk Fund** – This potential fund would allow for funds that would otherwise go to the construction of a sidewalk in a developing area, where it may not be fully utilized by the public, to go instead into a fund for the maintenance or construction of sidewalks in that area of the City.
- **State and Federal Governments/Grants** – Funding opportunities from the state and federal government are also available, particularly in the areas of transportation and the environment. These funds are primarily available through grants, but may also be through specific budget appropriations. Often, grant funding includes local matching requirements.

Overall, the estimated additional cost (beyond existing funding) of implementing the plan is approximately \$1,300,000. Construction costs were for infrastructure projects were based on construction costs for recently completed projects similar to those presented in this plan plus an additional 20% design costs where appropriate. Costs were adjusted for a 3% annual inflation for each year of the plan. Projects that are scheduled for implementation beyond the scope of this Plan do not have estimated costs associated.

The overall cost for the implementation is primarily based on construction costs for improved transportation infrastructure – bike lane and route construction or retrofits, sidewalks, and traffic safety projects. A portion of this figure is made up of warrant study implementation costs. The construction costs for signalized or signed intersections makes up roughly 25% of the overall cost estimate, but may not be necessary dependent upon the outcome of the warrant study. Due to the cost of the improvements recommended in this area, the implementation of these items has been slated for action during the five to seven year implementation period because of the need to finance through bonds. Where possible, alternative financing like Public Improvement Districts will be explored to expand funding opportunities.

Administrative Costs

Currently, the administration of the plan can be absorbed into the existing organization, but as more neighborhood, district, and corridor plans are completed, additional staffing will be necessary to properly manage the additional programming that is recommended in this and other similar plans. Additionally, if funding is not readily available, particular strategies may not be implemented, which in turn impacts the ability to achieve the stated goals of this plan.

Tasks

The Central College Station Neighborhood Plan contains recommendations for over 150 tasks. **Figure 5.1** represents broader strategies that describe the tasks that should be completed to implement the Plan. Each strategy may have several specific actions that are associated to achieve the stated objective. **Appendix C** further delineates the specific tasks underway for the current

implementation period. A final document, **Appendix D**, outlines all of the tasks associated with the plan and their current scheduled implementation, costs, and funding sources.

In addition to the tasks outlined in these figures, there are also over 30 existing programs and projects that are used to implement the Plan. Currently, these programs and projects are already programmed into the existing budget, and should remain funded in order to fully execute the Plan.

In prioritizing specific capital expenditures, the first focus will remain health and safety of all College Station citizens. Where health and safety are not the purpose of the recommended improvement, priority will be placed on projects that focus on enhancing owner-occupied areas within the neighborhood.

Ongoing Evaluation

As part of any planning process, ongoing evaluation must be incorporated into the implementation program. Continued evaluation of conditions and opportunities in a neighborhood allows a plan to adapt and remain relevant over the course of the Plan's life. Successful evaluation incorporates the establishment of descriptive indicators that track the efficacy of the proposed tasks, understanding changed conditions, and potential reprioritization of tasks and funding based on the findings of the evaluation.

To ensure the ongoing relevance of the Central College Station Neighborhood Plan, the Plan should be evaluated annually as part of the annual Comprehensive Plan review. Plan updates should include the following components:

- Updated existing conditions;
- Progress toward reaching goals, as determined through specific indicators;
- Report on any completed tasks;
- Status update of all tasks underway for the current implementation period;
- Outline of remaining tasks scheduled the remainder of the current implementation period;
- Potential changes to costs; and
- Recommendations for changes in implementation schedule or task list.

As part of the annual evaluation, neighborhood representatives, the Planning and Zoning Commission, and the City Council should be involved in the review of the Plan.

Figure 5.1, Neighborhood Plan Implementation

Chapter				Strategy			Number of Tasks	Implementation and Coordination Roles				Funding					
Community Character	Neighborhood Integrity	Mobility	Sustainability					City Department	Neighborhood Orgs.	External Partners	Consultant	Additional Est. Cost	Staff Costs	Source			
														General Fund	Capital Budget	Other Governments	Grants
x				S1	Amend Community Assets and Image Corridors Map	1	PDS				\$0	0					
		x		S2	Bicycle, Pedestrian, and Greenways Master Plan Amendments	2	PDS				\$0	0					
x				S3	Community Character and Future Land Use Amendments	6	PDS				\$0	0					
	x	x	x	S4	Community Partnership Opportunities	6	PDS	x			\$0	0.25					
x		x		S5	Construct context-sensitive street improvements	4	PDS-PW-CIP	x	x		\$340,000	0.15		x		x	
	x	x	x	S6	Coordinated Public Facility Investment	16	PDS-PW-CIP		x		\$805,000	0.5		x	x	x	
	x	x		S7	Coordinated Public Facility Maintenance	3	PDS-PW				\$0	0.1					
x	x	x	x	S8	Corridor and Gateway Image Plan	3	PDS-PARD		x	x	\$100,000	1	x				
x				S9	Create and adopt zoning districts	2	PDS				\$400	0.5	x				
x				S10	Create and adopt zoning overlays	3	PDS	x			\$200	0.1	x				
	x			S11	Create proactive code enforcement procedures	5	PDS				\$0	0.15					
	x		x	S12	Expand Neighborhood Grant opportunities	4	PDS				\$0	0.1					
x			x	S13	Feasibility Studies	2	PDS-ED				\$0	0.25					
x				S14	Floodplain Management Policy	1	PDS-PW-CIP	x			\$0	0.25					
	x	x	x	S15	Identify opportunities to expand funding sources	5	PDS-ED				\$0	0.2					
	x		x	S16	Increase neighborhood notification processes	6	PDS-PD				\$7,500	0.25	x				
x				S17	Initiate Rezonings	7	PDS				\$10,400	1.5	x				
	x	x	x	S18	Ongoing evaluation and indicator program	8	PDS	x	x		\$0	0.5					
	x			S19	Online Presence	1	PDS				\$0	0.1					
	x	x	x	S20	Program Continuation	23	ALL	x			\$0	0					
x				S21	Property Acquisition	2	PDS				\$0	0.1					
	x		x	S22	Provide effective organization support and training opportunities	18	PDS	x			\$0	0.4	x				
	x		x	S23	Provide Technical Support for New Neighborhood Programs	10	PDS	x	x		\$1,000	0.25	x				
	x		x	S24	Realign Neighborhood Partnership Program	5	PDS	x			\$0	0.25	x				
	x		x	S25	Streamline City permitting processes	2	PDS				\$0	0.1					

APPENDIX A EXISTING CONDITIONS

A

The Central College Station neighborhood was annexed into the City of College Station starting in 1969. Since that time, Central College Station has reached near build-out. The growth and development of Central College Station has followed the overall growth of the City of College Station - historically tied to enrollment trends at Texas A&M University. In the 1960s, enrollment was opened to women and racial minorities, and the need for additional housing for new faculty and students was apparent.

Southwood Valley began development in what is now the Central College Station Planning area in 1974 by the Area Progress Corporation led by William Fitch. The master plan for Southwood Valley encompassed 371 acres and provided a mix of commercial, single-family, multi-family, and institutional uses for the area south of the core of College Station.

Over the course of the next 35 years, Central College Station has grown to encompass 1,450 acres. Central College Station has over 4,800 housing units. Overall, 12 residential subdivisions, and a portion of Edelweiss Estates are located in the planning area.

Figure EC.1

Central College Station Subdivisions

Subdivision	Lots	Year
Southwood Valley	1,810	1974
Southwood Terrace	312	1976
West Ridge	150	1981
Regency South	31	1983
Villas on the Rio Grande	14	1983
Southwood Forest	106	1987
Brandon Heights	48	1990
Elm Crest	31	1994
Oakbrook Valley	37	1994
Edelweiss Estates	248	1996
Brittain Court	10	1997
Steeplechase	268	1999

Source: City of College Station, P&DS (2009)

Demographics

Over 11,500 College Station residents now call the Central College Station planning area home - 12.4% of all College Station residents. This is a 50% increase in residents since 1990.

Age

Central College Station does not follow the overall age distribution of the City as a whole, which is primarily influenced by the large number of college-aged residents in the City.

While the overall percentage of college-aged residents fell between the 1990 and 2000 Census in College Station, the same percentage increased in Central College Station. However, the Central College Station population has a much lower percentage of college-aged students compared to the entire City - in 2000, 51% of the City's population was between the ages of 18 and 24, compared to 31% in Central College Station. Central College Station also has a higher percentage of primary and secondary school-aged children than College

Station as a whole (See **Figure EC.2**, 1990 and 2000 Census Comparison, at the end of this appendix).

Other statistics:

- The educational attainment of residents in Central College Station over the age of 25 is similar to the City as a whole, with a high percentage of individuals with a bachelor degree or higher.

- Average family and household size is larger in Central College Station than in the City as a whole.
- Central College Station has lower vacancy rates than the City as a whole.
- Central College Station has a lower percentage of renter-occupied housing units than the City as a whole.
- The percentage of owner-occupied housing rose between 1990 and 2000 in Central College Station.
- Median rent and ownership costs are higher than the City overall in the western side of Central College Station where housing has been constructed more recently, whereas rents and ownership costs are lower than the City overall in older sections on the east side of Rio Grande Boulevard.
- Average family and per capita income are higher in Central College Station than in the City as a whole, but not the highest area of the City.

Figure EC.3
Central College Station Population

Year	Housing Units	Population
1990 ⁽¹⁾	3,360	8,226
2000 ⁽¹⁾	4,454	11,142
2009 ⁽²⁾	4,882	11,526

Source: 1 – US Census Bureau, 2 – City of College Station (2009)

(Complete Census Data can be found in **Figure EC.2**)

Community Character

As of 1990, 3,360 housing units had been built in Central College Station, housing over 8,000 residents of College Station. These residents accounted for over 15% of the total population of College Station. By 2000, 1,100 new housing units were added and the total population grew to over 11,000. Since the 2000 Census, the planning area has reached near build-out, with 2,228 single-family residences, 2,426 duplex and multi-family units, 63,890 square feet of institutional uses, and 1,152,459 square feet of commercial and office space (Brazos County Appraisal District, 2009)

Figure EC.4
Central College Station Zoning

Zoning District	Acres	%
R-1, Single Family Residential	801.83	57.7%
R-4, Multi-Family	156.95	11.3%
C-1, General Commercial	119.63	8.6%
R-2, Duplex Residential	103.7	7.5%
R-6, High Density Multi-Family	70.04	5.0%
A-O, Agricultural Open	50.08	3.6%
C-2, Commercial-Industrial	39.81	2.9%
PDD, Planned Development	16.23	1.2%
A-P, Administrative/Professional	15.75	1.1%
C-3, Light Commercial	12.79	0.9%
M-1, Light Industrial	2.39	0.2%
R-3, Townhouse	0.87	0.1%
Total	1,390	100%

Source: City of College Station, P&DS (2009)

Zoning & Land Use

Zoning

Central College Station is primarily a neighborhood of single-family residences, and as such, the zoning distribution reflects this.

Figure EC.4, Central

College Station Zoning breaks down the zoning classifications of land in Central College Station. **Map EC.1, Zoning** depicts the locations of those zoning districts.

Comprehensive Plan

The City's most recent Comprehensive Plan was adopted in May, 2009. The planning area is part of the Concept Plan (Neighborhood Plan Area). **Figure EC.5, Central College Station Comprehensive Plan Designations** on the following page breaks down the land use classifications in Central College Station. **Map 1.1, Community Character and Future Land Use** shows the locations of those designations

Non-conforming uses

Nearly 100-percent of land in the Central College Station Planning area is conforming to the existing zoning on the property. The one exception is the Landmark on Longmire Apartments located at the intersection of Longmire Drive and Brothers Boulevard. This property developed in 1977 and a portion of it is zoned C-1, General Commercial. At the time of development, multi-family was an allowable use in a commercial zoning district, however, it is now currently a legally non-conforming use. Any expansion of the apartment structures would not be allowed in accordance with the current Unified Development Ordinance (See **Map EC.2, Zoning Conformance** for all non-conforming zoning locations).

The majority of property also conforms to its current Comprehensive Plan designation; however, there are 192 single-family lots and 42 commercial lots designated as natural areas due to their location within the floodplain. Also, the planning area has a number of single-family residences that are designated as urban, typically such uses would not be found in urban-designated areas, however, these particular homes are located in a predominantly student residence area (See **Map EC.3, Existing Land Use Use Conformance** for all non-conforming uses based on the Comprehensive Plan).

Vacant Land

The Brazos County Appraisal district identifies 25 parcels as vacant in the Central College Station planning area. Of these, only 16 are buildable lots. The remaining lots are drainage facilities, floodplain or other common areas. The total amount of buildable vacant property is 40.69 acres (2.8% of the planning area). **Map EC.4, Vacant Property** depicts the locations of vacant property in the planning area.

Figure EC.5

Central College Station Comprehensive Plan Designations

Comprehensive Plan	Acres	%
Neighborhood Conservation	542.77	46.9%
Urban	224.53	19.4%
Natural, Protected	135.12	11.7%
General Commercial	113.04	9.8%
Suburban Commercial	66.36	5.7%
Natural, Reserved	35.93	3.1%
Institutional/Public	24.74	2.1%
General Suburban	15.32	1.3%
Total	1157.8	100.0%

Source: City of College Station, P&DS (2009)

Recent Development Activity

The following development has taken place in the last year in and around Central College Station:

Wal-mart (expansion/redevelopment) – Wal-mart, located at the intersection of Texas Avenue South and Harvey Mitchell Parkway South recently purchased adjacent property previously occupied by Albertsons. The company is currently in the process of expanding their operations at the site and joining the two buildings to create space for a Super Wal-mart, additional retailer space, and warehousing for Wal-mart.

Esperanza (expansion) – The nursing home located on Rock Prairie Road adjacent to Southwood Forest is currently undergoing an expansion to add 27 beds. There is no reconfiguration of driveways, and traffic is not anticipated to increase due to the development. The site is restricted by residential buffers and commercial height limitations to minimize the visual impact of the development on adjacent residential uses.

Campus Village – This property is located outside the planning area on the north side of Harvey Mitchell Parkway, on the commercial property south of The Woodlands apartments. A mixed-use project has been approved by the City Council for this location.

Neighborhood Centers

Neighborhood centers are locations within a neighborhood that are centrally located destinations for area residents. Functioning centers provide locations for social interaction between residents and, ideally, would foster a sense of connection with a place and the people that live there. These centers can be civic, social, or commercial as long as they are easily accessible to the surrounding residents.

Central College Station is served by eight neighborhood centers. They are: Larry J. Ringer Library, Wal-mart Center, Longmire Park, Walgreens commercial center, Rock Prairie Elementary and Park, Navarro West commercial center, Georgie K. Fitch Park, and Southwood Valley Elementary/Brothers Pond Park (See **Map EC.5, Neighborhood Centers** for locations). While there are other commercial areas within the planning area, they are not easily accessible on foot, or do not cater to neighborhood residents.

CIP and Maintenance Projects

The City of College Station has several infrastructure and municipal facility improvements planned within the next five years in the Central College Station planning area. In addition to these improvements, the Texas Department of Transportation (TxDOT) also has two projects currently under construction that impact this area.

Bee Creek Channel Improvements (Ph IV & V) - The City currently has funding budgeted from the 2008 bond to design and construct infrastructure for flood mitigation and prevention for Bee Creek between Brothers Boulevard and Texas Avenue South. Currently, the

City is evaluating the feasibility of the project, and no design work has been completed.

Larry J. Ringer Library - Expansion of the Larry J. Ringer Library was also approved as part of the 2008 bond. The expansion will increase the library floor area by 15,000 square feet and add additional parking. Design is anticipated to begin in FY2011 and construction is anticipated to be complete in 2013.

Brothers Pond Park - The 2008 bond included funding for neighborhood park improvements to Brothers Pond Park. This project will replace the existing jogging loop with concrete and replace and expand a damaged sidewalk at the Deacon entrance. The project also includes a retaining wall and lighting along the trail. These improvements are scheduled to be constructed during 2010. A site plan for the project is currently under review by Planning and Development Services.

Skate Park - The City of College Station is currently working on design of a skate park to be located at the Southwood Athletic Complex. The project is in the preliminary design and public input phase. The project is anticipated to be completed within 2010.

Longmire Drive/Harvey Mitchell Parkway South - The City recently completed intersection improvements at Longmire Drive and Harvey Mitchell Parkway South to facilitate bicycle and pedestrian traffic. The project includes bike lanes from Airline to Longmire Court, and improved intersection design, and a bridge crossing at Bee Creek. This project is in conjunction with the Harvey Mitchell Parkway South multi-use path to facilitate multi-modal transportation options along this corridor.

Harvey Mitchell Parkway South Multi-Use Path - The City is currently in the design phase for a multi-use path to follow along the northwest side of Harvey Mitchell Parkway South from Welsh Avenue to Longmire Drive and possibly to Texas Avenue South. This corridor will provide connectivity to key destinations including A&M Consolidated High School, Bee Creek Park and commercial property such as Wal-mart (crossing at Longmire Drive). Construction is anticipated to begin in 2010.

Wellborn Road/Harvey Mitchell Parkway South Interchange - This project is a TxDOT funding project currently under construction. The purpose of this project is to separate vehicular traffic from interacting with rail traffic at the interchange of Wellborn Road and Harvey Mitchell Parkway South. Harvey Mitchell Parkway South will be elevated and new exit ramps will allow for movement on and off of Wellborn Road.

Harvey Mitchell Parkway South Median Project - The 2010-2035 Metropolitan Transportation Plan identified the need to construct medians along Harvey Mitchell Parkways South between Texas Avenue South and Wellborn Road. This project will help improve safety through better access management. This project was funded by TxDOT and design is likely to begin in 2010, with construction scheduled for Spring, 2011. Stakeholder input will be coordinated by TxDOT during the planning and design phases.

Public Property/Easements

The City owns 59 acres of property in Central College Station. The majority of that is held as parks and the City's library, but several tracts that are owned are drainage channels that the City maintains. In addition to those properties, the City also holds rights to a variety of easements across the planning area. The majority of these easements are public utility easements located along the rear of all platted lots which are utilized by College Station Utilities, Atmos, Verizon, and Suddenlink to provide service to individual lots. Several drainage easements are also located throughout the area and maintained by the City of College Station.

Map EC.6, City Property and Easements depicts these locations.

City Facilities

Fire Station #2 - Fire Station #2 is a 7,000 square foot station located at 2200 Rio Grande Boulevard. Constructed in 2000, this fire station serves the Central College Station planning area and areas as far north as Southwest Parkway, west of Texas Avenue South. Fire Station #2 staffs ten fire department personnel a shift. The station responded to 2,532 calls in FY2008, and 2,729 calls in FY2009 - a 7.8% increase.

Larry J. Ringer Library - Larry J. Ringer Library is a 14,000 square foot library that is part of the Bryan-College Station Public Library System. The library is located at 1818 Harvey Mitchell Parkway South and is the only branch of the public library system located in College Station. Built in 1998, the library holds 87,550 items and was visited by 240,362 people in FY2008. The recent 2008 bond issue included the expansion of the Ringer Library (see CIP projects previously).

Brothers Pond Park - Brothers Pond Park is classified as a neighborhood park. Located at 3100 Rio Grande Boulevard, the 16.12 acre park has several amenities: practice fields, half basketball court, trails, exercise station, playground, picnic shelter, and pond. The park was acquired in 1977 and 1978 and was developed in 1981. The recent 2008 bond included funds for improvements to Brothers Pond Park.

Georgie K. Fitch Park - Fitch Park is a neighborhood park located at 1100 Balcones Drive. The park is 11.3 acres and was acquired in 1977. The park amenities include a basketball court, softball fields, picnic areas and shelter, playground, and trails. Fitch Park is adjacent to the Ringer Library; however no maintained path exists to cross the creek.

Longmire Park - Longmire Park is located at 2600 Longmire Drive. The park is a 4.16 acre neighborhood park with sidewalks and picnic areas. The park was acquired in 1977.

Jack and Dorothy Miller Park - Formerly Westchester Park, the Jack and Dorothy Miller Park is a joint park project with College Station Independent School District (CSISD). The park is directly adjacent to Rock Prairie Elementary School on Rock Prairie Road and functions as a playground and athletic fields for the school during school hours and is open to the public otherwise. Miller Park is a 10 acre park with playgrounds, a shelter, basketball court, jogging track, fitness court,

picnic tables, and practice fields. The park was acquired in 1988 with the development of Westchester Subdivision.

Steeplechase Park - Steeplechase Park is a nine acre park located at 301 Westridge Drive. The park was completed in 2006 and includes a playground, basketball court, and a dog park.

Neighborhood Integrity

Housing Data

A variety of housing types are located within Central College Station. **Figure EC.6, Number of Housing Units by Subdivision** identifies the number of units by type. The majority of duplexes are found in Southwood Terrace and Southwood Valley. All of the apartment complexes are found in Southwood Valley. **Map EC.7, Multi-Family Properties** depicts the locations of duplexes, and apartment properties.

Figure EC.6

Number of Housing Units by Subdivision, Central College Station

Housing Units	Single-Family	Duplex	Multi-Family	Group Quarters	Total
Brandon Heights	110				110
Brittain Court	0	20			20
Edelweiss Estates	237				237
Elm Crest	31				31
Unplatted	3				3
Oakbrook Valley	37				37
Regency South	27				27
Southwood Forest	103				103
Southwood Holdings				183	183
Southwood Terrace	209	218			427
Southwood Valley	1,307	448	1,356	45	3,156
Steeplechase	149	232			381
Villas on the Rio Grande	15				15
West Ridge		152			152
Total	2,228	1,070	1,356	228	4,882

Source: City of College Station, P&DS (2009)

Within the single-family category, there is also a variety of home and lot sizes. Single-family home size varies by subdivision with the largest houses and lot size in Southwood Forest, and the smallest in Southwood Terrace (See **Figure EC.7, Single-Family Property Data** on following page). Overall single-family density in the planning area is just under four dwelling units per acre, but varies between 1.6 and 9.6 dwelling units per acre.

Property Value

Residential property values are higher in the subdivisions with larger lot and home size (see **Figure EC.7**, Single-Family Property Data. The

Figure EC.7

Single-Family Property Data, Central College Station

Subdivision	Avg. Lot Size	Avg. Home Size	Avg. Prop. Value	Net Acres	Total Lots	Density
Brandon Heights	16,098.93	2,810.76	\$287,625	40.65	110	2.71
Edelweiss Estates	11,215.64	2,285.98	\$226,340	60.76	236	3.88
Elm Crest	12,219.74	2,389.25	\$222,197	8.70	31	3.56
Oakbrook Valley	11,088.76	1,970.72	\$181,676	9.42	37	3.93
Regency South	4,559.89	1,665.89	\$153,173	2.83	27	9.55
Southwood Forest	26,579.94	3,844.76	\$422,163	62.85	103	1.64
Southwood Terrace	7,629.73	1,205.41	\$112,793	36.61	209	5.71
Southwood Valley	11,606.89	1,753.02	\$149,193	347.99	1306	3.75
Steeplechase	7,801.44	1,393.29	\$132,928	20.95	117	5.58
Villa on the Rio Grande	5,918.87	1,172.40	\$93,416	2.04	15	7.36
Total	11,785.70	1,898.05	\$174,193	592.80	2191	3.70

Note: Table only includes single-family neighborhoods
Source: Brazos County Appraisal District (2009)

highest values are found in Southwood Forest, where lot sizes are an average of a just over a half acre. Property values are higher in Central College Station compared to College Station as a whole by almost \$20,000 (College Station average single-family property value is \$154,552).

Map EC.8, Single-Family Property Value depicts the range of single-family property value in Central College Station.

The average commercial assessed value in Central College Station is \$894,000.

Housing Age & Maintenance

The average age of a single-family residence in Central College Station is 23 years; however, the range is from 35 years to brand new construction (see **Figure EC.8**, Age of Single-Family Structures for breakdown by subdivision). Residential development took off early

Figure EC.8

Age of Single-Family Structures, Central College Station

Subdivision	Age (Years)		
	Average	Minimum	Maximum
Brandon Heights	17.12	13	19
Edelweiss Estates	8.71	2	13
Elm Crest	13.87	6	15
Oakbrook Valley	13.35	11	15
Regency South	12.48	5	26
Southwood Forest	18.75	5	22
Southwood Terrace	26.36	18	33
Southwood Valley	27.48	Unk.	35
Steeplechase	8.57	8	10
Villas on the Rio Grande	24.56	19	26
West Ridge	12.00	12	12

Source: City of College Station, P&DS (2009)

in the neighborhood's history, averaging almost 150 permits a year between 1976 and 1983, but slowing to an average of 50 per year until 2001 with the development of later phases of Edelweiss Estates. **Map EC.9, Age of Single-Family Structure** identifies the year of construction for primary structures by lot.

Property maintenance enforcement made up just over 1% of the code enforcement cases in 2008/9 (See **Figure EC.11, Central College Station Code Enforcement** on the following page). The majority of these cases were located in Southwood Valley. **Map EC.10, Property Maintenance Cases (2008-2009)** identifies those case locations.

Rental Registration

In 2009, the City of College Station began implementing a rental registration program for single-family and duplex units. There are a total of 1,555 units registered in the planning area, equal to 47.9% of all duplex and single-family structures in the neighborhood. Overall, 35% of those units are single-family homes (551 units), and the remainder are duplex units. The majority of these units are located in the Southwood Terrace and Steeplechases areas where there large number of duplexes. **Figure EC.9, Registered Rental Properties**, identifies the number of rental units per subdivision.

Figure EC.9
Registered Rental Properties by Subdivision, 2009

Subdivision	Total Registered Units								Total Units		Total Single-Family Units	
	Single-Family		Duplex		Single Lot Duplex		Total					
	#	%	#	%	#	%	#	%	#	% REG	#	% REG
Brandon Heights	2	0.4%	-	0%	-	0%	2	0.1%	110	1.8%	110	1.8%
Brittain Court	-	0%	20	2.3%	-	0%	20	1.3%	20	100%	-	-
Edelweiss Estates	20	3.6%	-	0%	-	0%	20	1.3%	237	8.4%	237	8.4%
Elm Crest	3	0.5%	-	0%	-	0%	3	0.2%	31	9.7%	31	9.7%
Oakbrook Valley	1	0.2%	-	0%	-	0%	1	0.1%	37	2.7%	37	2.7%
Regency South	7	1.3%	-	0%	-	0%	7	0.5%	27	25.9%	27	25.9%
Southwood Forest	2	0.4%	-	0%	-	0%	2	0.1%	103	1.9%	103	1.9%
Southwood Terrace	91	16.5%	191	22.3%	-	0%	282	18.1%	427	66.0%	209	43.5%
Southwood Valley	329	59.7%	383	44.7%	43	29.1%	755	48.6%	1,709	44.2%	1,307	25.2%
Steeplechase	89	16.2%	232	27.1%	-	0%	321	20.6%	381	84.3%	149	59.7%
Villas on Rio Grande	7	1.3%	-	0%	-	0%	7	0.5%	15	46.7%	15	46.7%
West Ridge	-	0%	30	3.5%	105	70.9%	135	8.7%	152	88.8%	-	-
Total	551	100%	856	100%	148	100%	1,555	100%	3,249	47.9%	2,225	24.8%

Source: City of College Station (2009)

Code Enforcement

The City of College Station's Code Enforcement division is responsible for ensuring code compliance with the City's ordinances and regulations. There are two code enforcement officers assigned to the

Central College Station area. Southwood Valley subdivision has the most total number of violations (59.9%); however, Steeplechase neighborhood has the highest violations on a per lot basis (See **Figure EC.10, Central College Station Code Violations Per Lot**).

Figure EC.10
Central College Station Code Violations Per Lot

Subdivision	Lots	Code Violations	Violations Per Lot
Steeplechase	268	540	2.01
Southwood Terrace	312	536	1.72
West Ridge	150	195	1.30
Southwood Valley	1,810	2,185	1.21
Villas on the Rio Grande	14	11	0.79
Brandon Heights	48	20	0.42
Elm Crest	31	10	0.32
Edelweiss Estates	248	59	0.24
Oakbrook Valley	37	7	0.19
Southwood Forest	106	18	0.17
Regency South	31	0	0.00

Source: City of College Station, P&DS (2009)

The most prominent code violation in the Central College Station area is a sanitation violation (See **Figure EC.11, Central College Station Code Enforcement Cases** on the following page). Sanitation violations are enforcement cases relating to the proper use of trash containers. These violations are often issued for failure to remove the container from the street within 24-hours of pick-up, or from excess trash around the container. Violations are most likely to occur in winter months (December through February). Additionally, violations were most frequently documented on Tuesdays, 24 hours after trash pick-up in this area.

The streets with the most violations are located in areas where it is predominately rental. The following streets had more than 100 violations in the past 2 years: Hawk Tree Drive (186),

Figure EC.11
Central College Station Code Enforcement Cases (2008 – 2009)

	Brandon Heights	Brittain Court	Edelweiss Estates	Elm Crest	Un platted	Oakbrook Valley	Ponderosa Place	Southwood Forest	Southwood Terrace	Southwood valley	Steeplechase	Villas on the Rio Grande	West Ridge	Total
Brush/Bulky Items/Litter									1	2				3
Fire Protection	11		18	5	2			15	23	120			1	195
Health & Sanitation Violation		4			3	1			78	264	34		19	403
Property Maintenance		1	1	1		1			4	24	7			39
Public Nuisance Violation			3						72	168	18		17	278
Utility Easement										2				2
Rental Registration						2				183	121	4	40	350
Sanitation Violation	7	25	35	4	1	2	1	3	340	1,260	355	7	115	2,155
Traffic Code	1		2		1	1			18	98	5		2	128
Unified Development Ordinance	1				7		4			34			1	47
Total	20	30	59	10	14	7	5	18	536	2,155	540	11	195	3,600

Source: City of College Station, P&DS (2009)

San Benito Drive (181), San Saba Drive (173), San Mario Court (160), Navarro Drive (148), Antelope Lane (145), Airline Drive (140), Austin Avenue (131), Trace Meadows (121), Hillside Drive (117), Axis Court (116), Normand Drive (106), and Todd Trail (100) (See **Map EC.11**, Code Enforcement Cases (2008-2009))

Criminal Activity

Property security is also a concern in college communities because of the seasonal effects of school breaks that leave a large number of homes empty, creating easy targets for break-ins and burglary. Burglaries of a vehicle or habitation are consistent problems throughout the community. In Central College Station, burglaries have been increasing steadily from a relative low in 2007.

In 2009, the majority of burglaries, robberies, and thefts occurred on Airline Drive, Austin Avenue, Brothers Boulevard, Longmire Drive, Navarro Drive, Pierre Place, Todd Trail, and Welsh Avenue. These streets are home to multi-family units, or directly adjacent to those units.

Map EC.12, Significant Activity (2009), identifies the locations of 2009 activity in the Central College Station neighborhood.

Noise/Loud Parties

College Station Police responded to 237 noise complaints in 2009. This is 13% of all calls across the entire City. The majority of these calls were located in areas with higher percentages of rentals such as Steeplechase and Southwood Terrace.

Mobility

Streets

Central College Station has 42 miles of streets and alleys within and surrounding the neighborhood, of which 15 miles are thoroughfares designed to carry additional traffic to and through the neighborhood. The City's Comprehensive Plan identifies the functionality, context, and type of thoroughfares needed to carry the traffic generated by the various land uses in and around the City.

Figure EC.12, Street Classifications, on the following page, lists the functional classification, context and thoroughfare type of the major thoroughfares in the Central College Station area. In addition, information regarding the type of striping on each thoroughfare is included. All streets are grouped into a class depending on the character of traffic and the degree of land access they allow. There are three functional classes of streets that run through the neighborhood. They consist of major collector, minor collector and local streets. While the thoroughfares may not be constructed to the specified right-of-way widths and design standards listed in the Comprehensive Plan, each of the thoroughfares are functioning at the level called for in the Comprehensive Plan. The only exception to this is Balcones Drive, which does not currently extend west of Welsh Avenue through to Wellborn Road.

Figure EC.12
Street Classifications

Street	Functional Classification	Context	Thoroughfare Type	Existing Striping
Welsh Ave.	2-Lane Major Collector	Suburban	Suburban Avenue, 2-Lane	Striped for 2-lanes, with center turn lane and bike lanes
Rio Grande Blvd.	2-Lane Major Collector	Suburban	Suburban Avenue, 2-Lane	Striped for 2-lanes, with center turn lane and bike lanes
Longmire Dr.	2-Lane Major Collector	Suburban	Urban Avenue, 2-Lane	Striped for 2-lanes, with center turn lane and bike lanes
Deacon Dr. (East of Welsh Ave.)	2-Lane Major Collector	Suburban	Suburban Avenue, 2-Lane	Striped for 2-lanes, with center turn lane and bike lanes
Deacon Dr. (West of Welsh Ave.)	2-Lane Minor Collector	Suburban	Suburban Avenue, 2-Lane	Striped for 2-lanes, with center turn lane and bike lanes
Brothers Blvd.	2-Lane Minor Collector	Suburban	Suburban Street	No striping
Balcones Dr.	2-Lane Minor Collector	Suburban	Suburban Avenue, 2-Lane	No striping
Edelweiss Ave.	2-Lane Minor Collector	Suburban	Suburban Street	No striping
Ponderosa Dr.	2-Lane Minor Collector	Suburban	Suburban Street	No striping

Source: City of College Station (2010)

Sidewalks

There are numerous streets in the Central College Station Area that would be required to have sidewalks located on them as part of the City's current subdivision regulation requirements. Missing sidewalks are depicted in the dashed grey lines in **Map EC.13, Sidewalks**. If those areas were to be developed under current City requirements, sidewalks would be required to be placed on at least one side of each street with a right-of-way width of 50 feet, and on both sides of each street with a right-of-way width of 60 feet or greater. Sidewalks are not required along cul-de-sac streets unless needed for pedestrian through access.

Sidewalk Locations

In general, sidewalks are located along all thoroughfares identified on the thoroughfare plan that run through the Central College Station area. This includes Deacon Drive, Welsh Avenue, Rio Grande Blvd, Longmire Drive, Ponderosa Drive, Southwood Drive, Balcones Drive and Edelweiss Avenue. Portions of some of these roads have breaks in the continuity of the sidewalks or have no sidewalk at all. These include Brothers Boulevard and Ponderosa Drive, to the east of Longmire Drive, and Deacon Drive, to the west of Welsh Avenue (See **Map EC.13, Sidewalks**).

Sidewalks in the neighborhood are for the most part only along major thoroughfares at the perimeter of each subdivision or subdivision phase, with a few exceptions. For example, the Steeplechase subdivision has sidewalks on at least one side of the street on all streets within the subdivision.

Sidewalks are located at the perimeter of the neighborhood only along Rock Prairie Road, which is functionally classified as a 4-Lane Minor Arterial in the City's Comprehensive Plan. The other three perimeter right-of-ways, which include Wellborn Road, Harvey Mitchell Parkway South and Texas Avenue South, all have functional classifications as 6-Lane Major Arterials.

Intersections per Square Mile

There are a total of 204 intersections located within or at the boundary of the Central College Station area. This equates to approximately 90 intersections per square mile for the neighborhood. Of the 204 total intersections, approximately 14 are controlled by either a lighted traffic signal or a four-way stop sign. Additionally, all intersections controlled by a lighted traffic signal are located at or near the periphery of the neighborhood.

Perimeter Block length

Block lengths in the Central College Station area can vary greatly across the neighborhood. In newer areas, such as the Steeplechase and Edelweiss Estates subdivisions, block length tends to be larger than those in older subdivisions. Block length was measured and calculated as an average for the residential portion of the neighborhood. Non-residential land uses were not included in the calculation, except when part of block that included residential development. Overall, an average perimeter block length of 3,584 feet was calculated. This calculation includes blocks that while technically separate, do not have thoroughfares that provide through access either east-west or north-south. For example, the Brandon Heights and Southwood Forest subdivisions located in the south central area of the neighborhood, which would be considered part of one larger block.

Street Maintenance

Streets in the neighborhood are generally in good condition. **Map 3.6, Street Maintenance**, shows the number of work orders from 2009 to the Central College Station Area. In addition, a list of completed street maintenance work orders can be found in **Figure EC.17, Completed Maintenance Service Requests (2009)** at the end of this document.

Bike Routes

Bike routes currently exist along six right-of-ways in the Central College Station area. These include routes along Balcones Drive, Ponderosa Drive, Brothers Boulevard, Southwood Drive, Todd Trail and a portion of Airline Drive. **Map EC.14, Bicycle Network**, shows all bike routes, bike lanes and multi-use paths, that exist and that are proposed in the area. Currently, all bike routes connect to streets with existing bike lanes.

Walking Distance to Centers

As shown in **Map EC.5, Neighborhood Centers**, most of the neighborhood is located within a 1,500 foot radius of a neighborhood center. A neighborhood center is classified as a school, park, or a commercial area catering to the local neighborhood. Examples in this neighborhood include Southwood Valley Elementary, Steeplechase Park and the Navarro West Center. The distance from the neighborhood center is measured as a direct point to point distance and does not follow an existing sidewalk or street. As such, actual walking or driving distance will be greater in some instances.

Bus Routes

The Central College Station area is served by three bus systems, which are run by College Station ISD, Texas A&M University, and Brazos Transit District. College Station ISD serves the area with three buses, which transport students to Cypress Grove Intermediate School, College Station Middle School and A&M Consolidated High School, which are all located outside the neighborhood. There are two buses serving Cypress Grove and College Station Middle School, with one providing service to parts of the neighborhood north of Deacon Drive, and the other providing limited service to the Southwood Forest subdivision and other areas east of Brothers Boulevard. A&M Consolidated High School has one bus that serves the area with bus stops primarily east of Rio Grande Boulevard.

Texas A&M University operates two buses that run through the neighborhood. These buses serve the Steeplechase subdivision, Fraternity Row, Longmire Drive and Rio Grande Boulevard areas on a set schedule from Monday through Friday during the school year.

Brazos Transit District provides fixed route service to the east and south side of the neighborhood, along Texas Avenue South, Longmire Drive and Rock Prairie Road. In addition, paratransit and demand service is available throughout the city on an appointment basis (See **Map 3.9, Bus Transit Network**, for TAMU and Brazos Transit route locations and bus stops).

Traffic Incidents

Traffic accidents as shown in **Map EC.15, Traffic Incidents** primarily occur at the perimeter of the neighborhood, specifically at major intersections. The intersections of Harvey Mitchell Parkway South and Texas Avenue South, Harvey Mitchell Parkway South and Welsh Avenue, Rock Prairie Road and Wellborn Road, Rock Prairie Road and Longmire Drive, and Rock Prairie Road at State Highway 6 had the greatest number of accidents. There are several other accident points of interest, including Navarro Drive and Wellborn Road, which is a major access point for the rental properties off of Navarro Drive; along Rock Prairie Road where there is an elementary and junior high school within a short proximity of one another; and the State Highway 6 feeder road where there are numerous access points for commercial and residential properties. For 2008, 9.3% of all reportable accidents occurred in or at the perimeter of the Central College Station

neighborhood. There were no reported accidents that resulted in a fatality in the area.

For 2008, 9.3% of all reportable accidents occurred in or at the perimeter of the Central College Station neighborhood. There were no reported accidents that resulted in a fatality in the area.

Sustainability

Utilities

Water Consumption

The water consumption for each subdivision is shown as an average over calendar years 2008 and 2009 in **Figure EC.13, Water Consumption by Subdivision**. As shown in the table, the subdivisions of Southwood Forest and Brandon Heights consume the most water on average on both a monthly and yearly basis. In comparison, in some of the areas with a higher portion of renters, water consumption was significantly less. For example, the West Ridge and Steeplechase subdivisions primarily consist of duplex dwellings and a large contingent of renters. This could potentially be attributed to the larger lot sizes in Southwood Forest and Brandon Heights, which requires more irrigation, in addition to a large number of pools being located within these two subdivisions. Another potential factor is the vacancy in the summer months of many non-owner occupied properties. Overall, the highest amount of water consumption takes place in the spring and summer months, with peak usage taking place in the months of June through September.

Figure EC.13
Water Consumption by Subdivision

Subdivision	Avg/Year	Avg/Month
Southwood Valley	112	9.3
Southwood Forest	300	25
Southwood Terrace	61	5
Villa on the Rio Grande	62	5.2
Steeplechase	64	5.4
Brandon Heights	213	17.8
Edelweiss Estates	140	11.7
Elm Crest	160	13.3
Oakbrook Valley	130	10.8
Regency South	70	5.9
West Ridge	49	4.1

*Figures in thousand gallons

*Average over calendar years 2008 and 2009

Source: City of College Station, CSU (2009)

Water Quality

In general, the water quality in the Central College Station area is very

Figure EC.14
Water Quality Indicators

Chlorine	1.59 ppm to 1.63 ppm
Temperature	depending on the time of year 61 to 89 degrees
pH	ranges from 8.21 to 8.70
Turbidity	changes throughout the year depending on water usage 0.14 to 0.31
Fluoride	found naturally in the water, but is added to maintain a 1.00 ppm

*The pH of the water refers to how acidic (0) or alkaline (14) the water is. A pH of 7 is neutral and in general most natural waters fall within the range of 4 to 9.

*Turbidity is in reference to how clear or transparent the water is, with a lower number indicating higher clarity.

good. On average, water quality in the neighborhood is sampled two times a month. From October, 2008, to October 2009, approximately 156 bacteria test samples were taken with no positive bacteria samples found. During sample days, the following items are checked; chlorine, temperature, pH, turbidity, and fluoride. **Figure EC.14, Water Quality Indicators**, shows the averages for these categories within the neighborhood.

Water and Sewer Capacity

At this time, there are no water or sewer capacity issues within in the neighborhood. In addition, at this time there is no planned rehabilitation projects located in the area.

Electric Consumption

Electric consumption, in terms of average kilowatt hours per subdivision for 2009 is shown in **Figure EC.15, Electric Consumption by Subdivision** on the following page. In general, electric consumption tends to mirror water consumption, as the Southwood Forest and Brandon Heights subdivisions once again consume the highest amounts. In addition, non-owner occupied properties; specifically in the West Ridge, Steeplechase, and Southwood Terrace areas the electric consumption is much lower. Higher consumption in the Southwood Forest and Brandon Heights subdivisions can largely be explained by the larger houses in those areas and the need for heating and cooling them. In addition, a large portion of non-owner occupied housing sits vacant in the summer months. Overall, peak electric consumption in neighborhood takes place during the months of June through September.

Figure EC.15

Electric Consumption by Subdivision

Subdivision	Avg/Month
Southwood Valley	1,025.74
Southwood Forest	2,231.82
Southwood Terrace	9,66.31
Villa on the Rio Grande	1,075.64
Steeplechase	907.83
Brandon Heights	1,808.51
Edelweiss Estates	1,181.74
Elm Crest	1,425.17
Oakbrook Valley	1,155.85
Regency South	993.64
West Ridge	942.38

Figures in kilowatt hours (kWh)

Average is for calendar year 2009

Source: City of College Station, CSU (2010)

Impervious Cover

Impervious cover refers to artificial structures such as pavement, driveways and sidewalks that are covered by impenetrable materials such as brick, stone and rooftops which prohibit infiltration into the underlying soil. For the Central College Station area, impervious cover was calculated for eight single-family subdivisions. The calculations include the overall area of the single-family structure and estimated driveway area. Due to wide variations in driveway lengths and widths, driveway sizes were estimated at the size of a typical driveway that can accommodate four vehicles (20'x 40'). The two exceptions, to this are the Brandon Heights and Southwood Forest subdivisions, which have significantly larger lot sizes and tend to have larger driveways. As such,

driveway coverage is estimated at 10% of the average lot size for those two subdivisions. **Figure EC.16, Lot Coverage** provides a detail regarding the average building coverage, driveway size, average lot size and the average impervious lot coverage. Calculations do not include accessory structures, detached garages and pool facilities.

In terms of overall lot coverage, the numbers are fairly consistent across the board with Southwood Forest and Southwood Valley having the lowest average impervious lot coverage. However, there are many homes in the Southwood Forest subdivision that have pool facilities, detached garages and other accessory structures that are not being included in the calculation.

Figure EC.16

Lot Coverage by Subdivision

Subdivision	Avg. Building Coverage	Driveway Size	Avg. Lot Size	Avg. Lot Coverage
Edelweiss Estates	3,371	800	11,210	37.2%
Southwood Forest	4,334	2,619	26,191	26.5%
Southwood Valley	2,673	800	11,733	29.6%
Elm Crest	3,494	800	12,229	35.1%
Oakbrook Valley	3,009	800	10,944	34.8%
Steeplechase	1,873	800	7,748	34.5%
Southwood Terrace	1,972	800	7,650	36.2%
Brandon Heights	3,791	1,739	17,391	31.8%

Source: City of College Station (2010)

Street Lighting

There are three primary street light types utilized in and around the Central College Station area. Street lights are installed with 100-watt, 200-watt or 400-watt high pressure sodium bulbs. The 100-watt bulbs are primarily used within each subdivision and along local streets. In general, the 200-watt bulbs are utilized in the neighborhood along collector streets, specifically Deacon Drive, Welsh Avenue, Rio Grande Boulevard and Longmire Drive. The 400-watt bulbs are primarily in place along the major thoroughfares at the perimeter of the neighborhood including, Rock Prairie Road, Harvey Mitchell Parkway and Texas Avenue, with a few placed along the collector streets in the neighborhood. **Map EC.16, Street Lighting**, provides locations of the street lights, including the amount of each type of bulb.

Floodplain

FEMA-identified floodplain is located within two primary areas of the Central College Station area, with both being tributaries of Bee Creek. This includes the northwest portion of the neighborhood along Harvey Mitchell Parkway to the intersection of Welsh Avenue and Balcones Drive. Property immediately west of Welsh Avenue and generally most

of the property east of Welsh Avenue to Rio Grande Boulevard is also included. This area is predominantly in the 100-year floodplain.

Additionally, FEMA-identified floodplain is located along Texas Avenue and includes portions of property to the west and extending past Southwood Valley Elementary. Roughly half of the floodplain in this area is classified as 500-year floodplain (See **Map EC.17, Floodplain**).

Energy Audits

The City of College Station provides no cost, on-site energy surveys to commercial and residential properties located within the City. These surveys are used to evaluate and pinpoint energy conservation measures particular to the customer's location and patterns suggesting methods to reduce utility costs. Examples of items that have been identified to help conserve energy in the area include air conditioning repair or replacement, adding attic insulation, repairing siding and not operating the pool continuously. Approximately 19% of all audits performed from October, 2008, to October, 2009, were from the Central College Station Area. This translates in real numbers to 28 residential and commercial properties in the area participating in the program.

Recycling Participation

Recycling collection for the City is provided once a week, on the same day as bulky items and clean green brush collections. Each eligible residence is provided with clear plastic recycling bags that the resident uses to sort and store the recyclable materials. At this time, recycling participation is limited to single-family, duplex and four-plex dwellings only. Exact figures were not available for the area, but as a whole, 60% of all eligible residences in the City recycle. Items that are currently accepted for recycling include newspapers and magazines, aluminum and steel food cans, clear and brown glass, plastic bottles, and lead acid car batteries.

Wind Watts Participation

In an effort to make College Station a greener and more sustainable community, the City offers its residential utility customers the option to purchase some or all of their electricity from wind power. The City's Wind Watts are purchased from the South Trent wind farm in West Texas. Approximately 17.9% of all households participating in the Wind Watts program come from the Central College Station area. This translates in real numbers to 28 households within the neighborhood participating in the program.

Figure EC.2: 1990 and 2000 Census Comparison

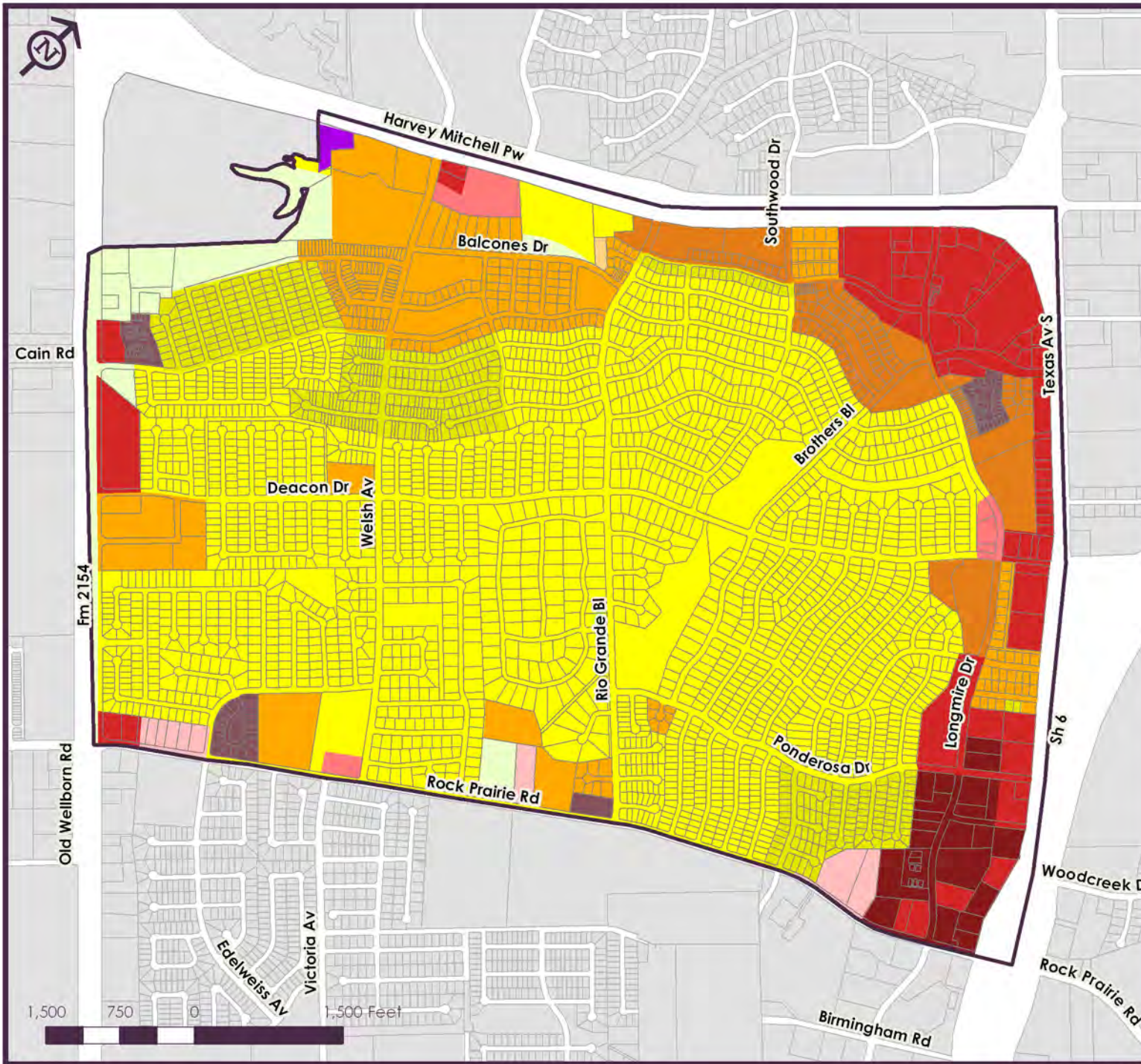
	1990						2000				1990-2000	
	CCS (Tract 18)		College Station		%	of City	CCS (1)		College Station		%	of City
	No.	%	No.	%			No.	%	No.	%		
Total Population	8,226	100.0%	52,456	100.0%	15.7%	11,142	100.0%	67,890	100.0%	16.41%	35.45%	29.42%
18-24 years old	2,423	29.5%	28,344	54.0%	8.6%	3,440	30.9%	34,765	51.2%	9.90%	41.97%	22.65%
5-17 years old	1,392	16.9%	4,863	9.3%	28.6%	1,772	15.9%	6,757	10.0%	26.22%	27.30%	38.95%
Population 25+	3,753	100.0%	16,788	100.0%	22.4%	5,280	100.0%	23,301	100.0%	22.66%	40.69%	38.80%
Less than 9th grade	34	0.9%	412	2.5%	8.3%	68	1.3%	485	2.1%	14.02%	100.00%	17.72%
Some HS, no diploma	27	0.7%	634	3.8%	4.3%	131	2.5%	953	4.1%	13.75%	385.19%	50.32%
HS graduate	531	14.2%	1,747	10.4%	30.4%	766	14.5%	2,845	12.2%	26.92%	44.26%	62.85%
Some college, no degree	770	20.5%	3,359	20.0%	22.9%	947	17.9%	4,323	18.6%	21.91%	22.99%	28.70%
Associate degree	181	4.8%	745	4.4%	24.3%	343	6.5%	1,156	5.0%	29.67%	89.50%	55.17%
Bachelor's degree	1,143	30.5%	4,634	27.6%	24.7%	1,544	29.2%	6,647	28.5%	23.23%	35.08%	43.44%
Graduate/professional degree	1,067	28.4%	5,257	31.3%	20.3%	1,481	28.1%	6,892	29.6%	21.49%	38.80%	31.10%
Families	1,870	X	7,529	X	24.8%	2,369	X	10,368	X	22.85%	26.68%	37.71%
Avg. Family Size	3.13	X	3.01	X	x	x (2)	X	2.98	X	x	x	x
Households	3,150	X	17,878	X	17.6%	4,267	X	24,691	X	17.28%	35.46%	38.11%
Avg. HH Size	x	X	x	X	X	x (3)	X	2.32	X	x	x	x
Total Housing Units	3,360	100.0%	19,845	100.0%	16.9%	4,454	100.0%	26,054	100.00%	17.10%	32.56%	31.29%
Vacant	210	6.3%	1,967	9.9%	10.7%	187	4.2%	1,363	5.2%	13.72%	-10.95%	-30.71%
Occupied	3,150	93.8%	17,878	90.1%	17.6%	4,267	95.8%	24,691	94.8%	17.28%	35.46%	38.11%
Owner occupied	1,148	34.2%	4,286	21.6%	26.8%	1,891	42.5%	7,546	29.0%	25.06%	64.72%	76.06%
Renter occupied	2,002	59.6%	13,592	68.5%	14.7%	2,376	53.4%	17,145	65.8%	13.86%	18.68%	26.14%
Median monthly owner costs												
Housing units w/ a mortgage	\$871	x	\$859	x	x	x (4)	x	\$1,185	x	x	x	37.95%
Housing units w/o a mortgage	\$299	x	\$282	x	x	x (5)	x	\$394	x	x	x	39.72%
Median contract rent	\$476	x	\$428	x	x	x (6)	x	\$516	x	x	x	20.56%
Median household income	\$ 25,911	x	\$ 14,481	x	x	x (7)	x	\$ 21,180	x	x	x	46.26%
Per capita income	\$ 12,321	x	\$ 9,262	x	x	x (8)	x	\$ 15,170	x	x	x	63.79%

Source: US Census Bureau (www.census.gov), 2009

- 1 - In 2000, the CCS Area was split into two Census tracts - 18.01 and 18.02
- 2 - Average Family Size Tract 18.01 (3.03)/Average Family Size Tract 18.02 (3.17)
- 3 - Average HH Size Tract 18.01 (2.45)/Average Family Size Tract 18.02 (2.67)
- 4 - Median Monthly Costs w/mortgage Tract 18.01 (\$968)/Median Monthly Costs w/mortgage Tract 18.02 (\$1,374)
- 5 - Median Monthly Costs w/o a mortgage Tract 18.01 (\$384)/Median Monthly Costs w/o a mortgage Tract 18.02 (\$503)
- 6 - Median Contract Rent Tract 18.01 (\$556)/Median Contract Rent Tract 18.02 (\$563)
- 7 - Median HH Income Tract 18.01 (\$37,773)/Median HH Income Tract 18.02 (\$46,295)
- 8 - Per capita income Tract 18.01 (\$19,409)/Per capita Income Tract 18.02 (\$22,863)

Figure EC.17: Completed Maintenance Service Requests (2009)

Street	Erosion Repair	Failures	Type of Repair		Repair Utility Cut	Total
			Level Up	Pothole		
Airline Dr				1		1
Austin Ave			1	3		4
Bahia Dr				1		1
Balcones Dr		1		14		15
Bandera Dr				2		2
Blanco Ln		2				2
Bluestem Cir/Dr					1	1
Brittain Ct				1		1
Brothers Blvd			1	2	1	4
Carmel Ct		4		1		5
Celinda Cir				1		1
Coastal Dr				2		2
Deacon Dr	1	1				2
Haley Pl				1		1
Hawk Tree Dr			1	7		8
Henry Ct				1		1
Innsbruck Cir		1				1
Ivy Cv				1		1
Liesl Ct				1		1
Longmire Dr		2		1		3
Navarro Dr		2		1		3
Pedernales Dr		1		3		4
Rayado Ct				1		1
Rock Prairie Road		1	1	3		5
San Benito Ct/Dr		1		4		5
San Felipe Dr		1				1
San Pedro Dr				1		1
San Saba Cir/Ct/Dr		2		6		8
Todd Trail			1	7		8
Treehouse Trail				2	1	3
Val Verde Dr		1		1		2
Van Horn Dr		1		1		2
Welsh Ave				2	1	3
West Creek Ln				2		2
Westchester Ave				1		1
Wildrye Dr				6		6
Total	1	21	5	81	4	112

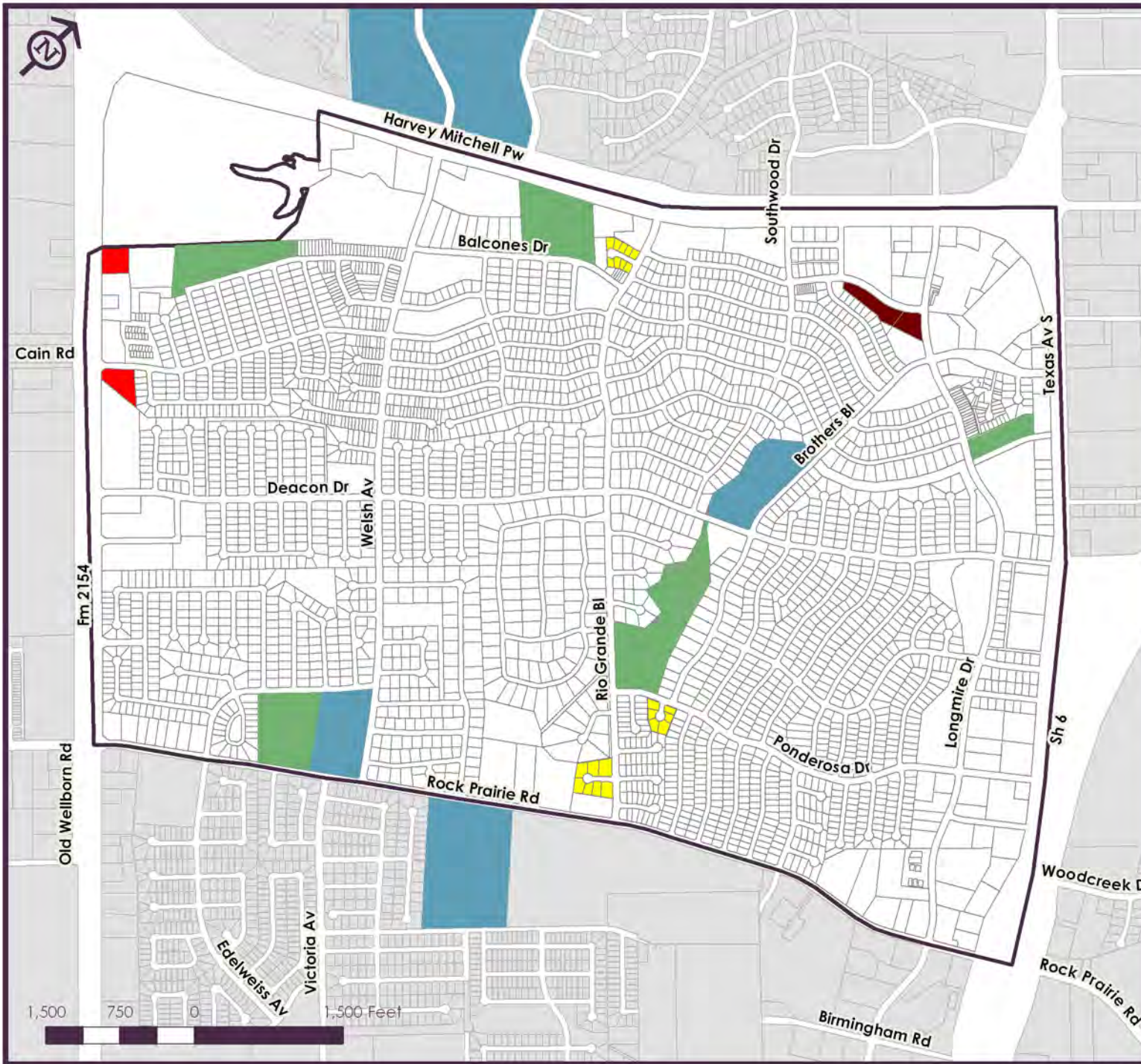


Map EC.1

Zoning

- Planning Area
- Central College Station (2009)
- Property Boundaries
- Existing Zoning**
 - A - O, Agricultural Open
 - A - P, Administrative Professional
 - C - 1, General Commercial
 - C - 2, Commercial Industrial
 - C - 3, Light Commercial
 - M - 1, Light Industrial
 - PDD, Planned Development
 - R - 1, Single-Family Residential
 - R - 1B, Single-Family Residential
 - R - 2, Duplex
 - R - 3, Townhome
 - R - 4, Multi-Family
 - R - 6, High Density Multi-Family

Adopted June 10, 2010



Map EC.2

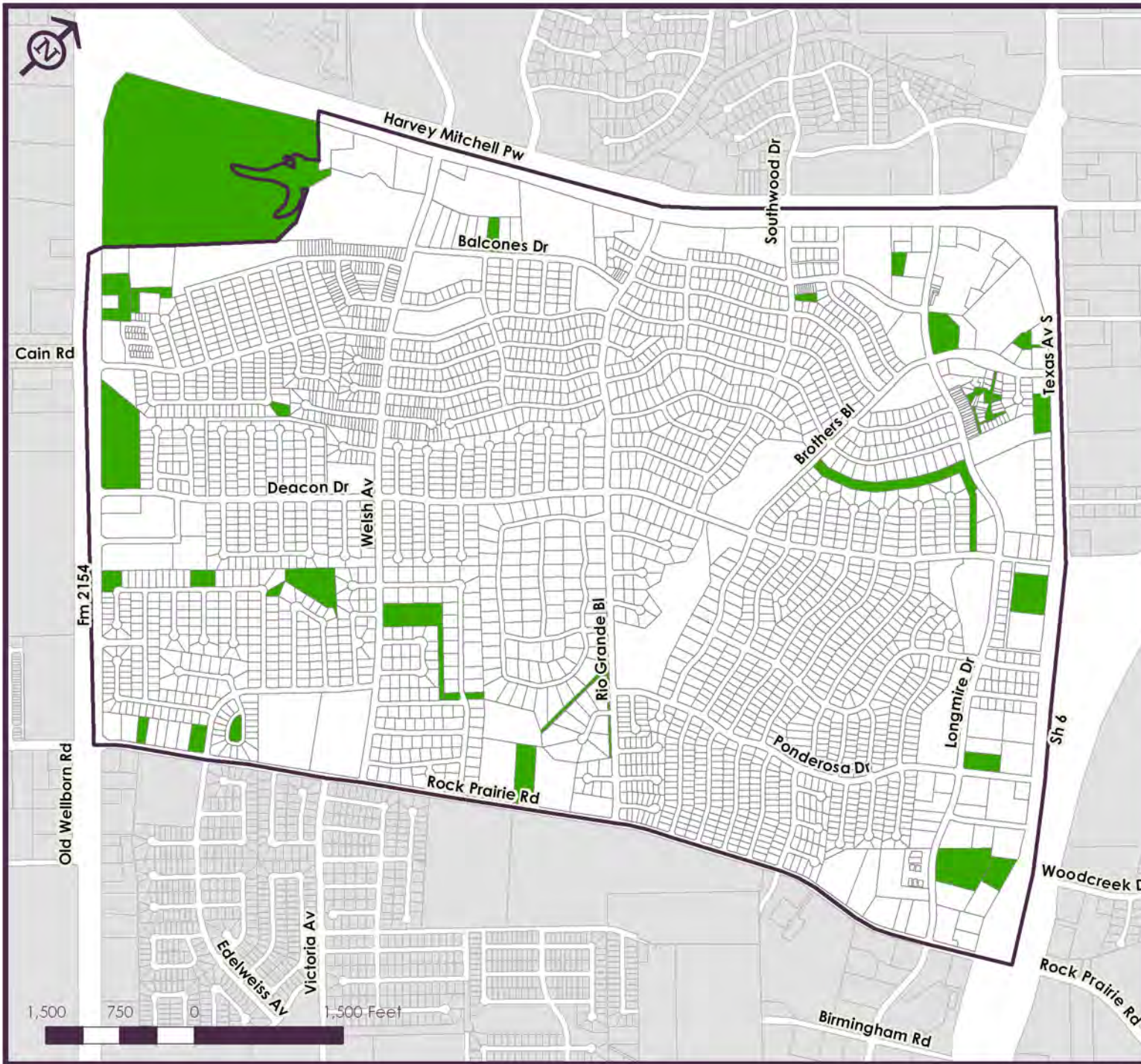
Zoning Conformance

- Planning Area
- Central College Station (2009)
- Property Boundaries
- Parks
- CSISD Property
- Single-Family Properties
- Commercial Properties
- Multi-Family Properties

Adopted June 10, 2010



Adopted June 10, 2010

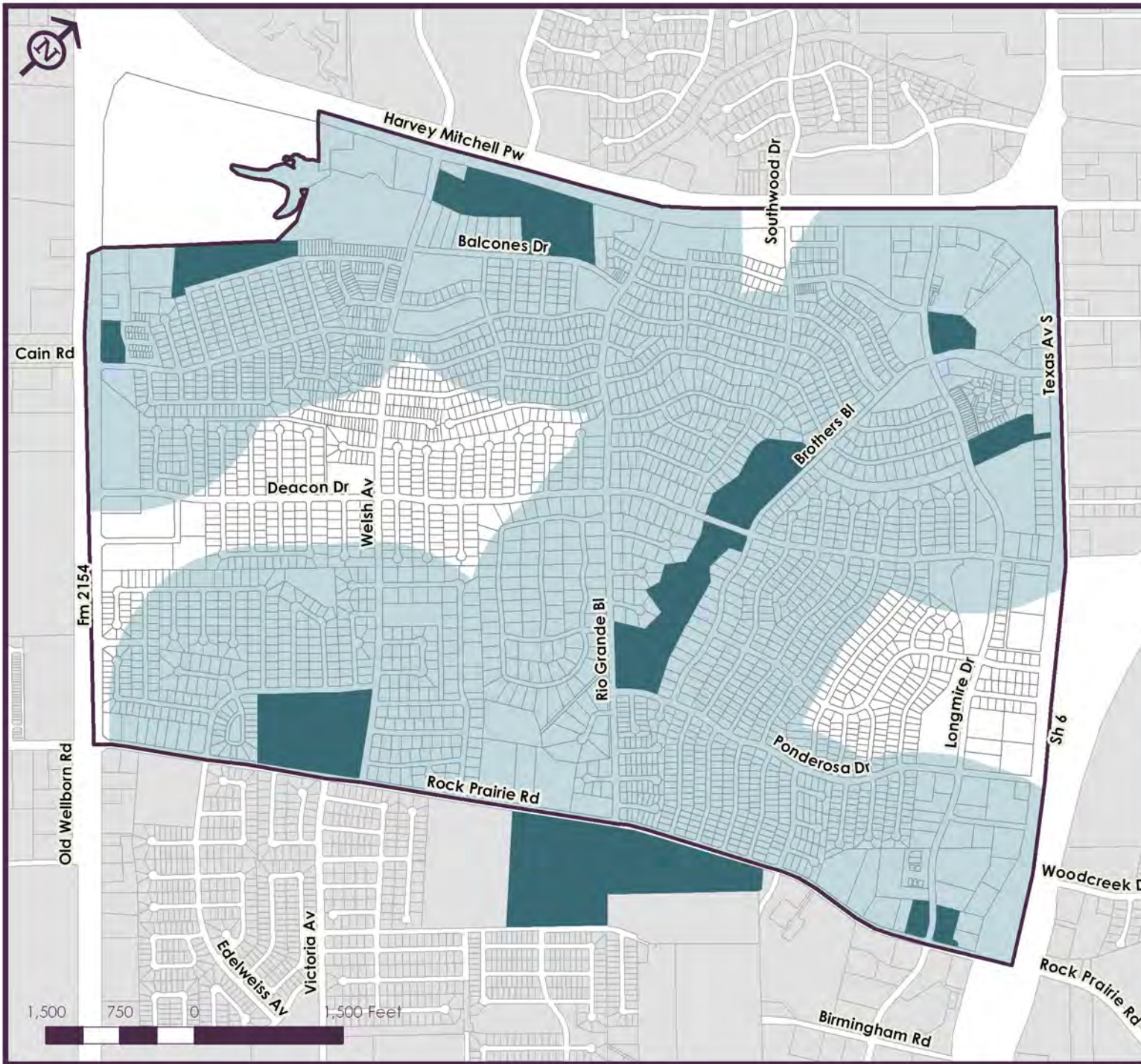


Map EC.4

Vacant Property

-  Planning Area
-  Central College Station (2009)
-  Property Boundaries
-  Vacant Property

Adopted June 10, 2010



Map EC.5

Neighborhood Centers

- Planning Area
- Central College Station (2009)
- Property Boundaries
- Neighborhood Centers
- Walking Radius

Adopted June 10, 2010

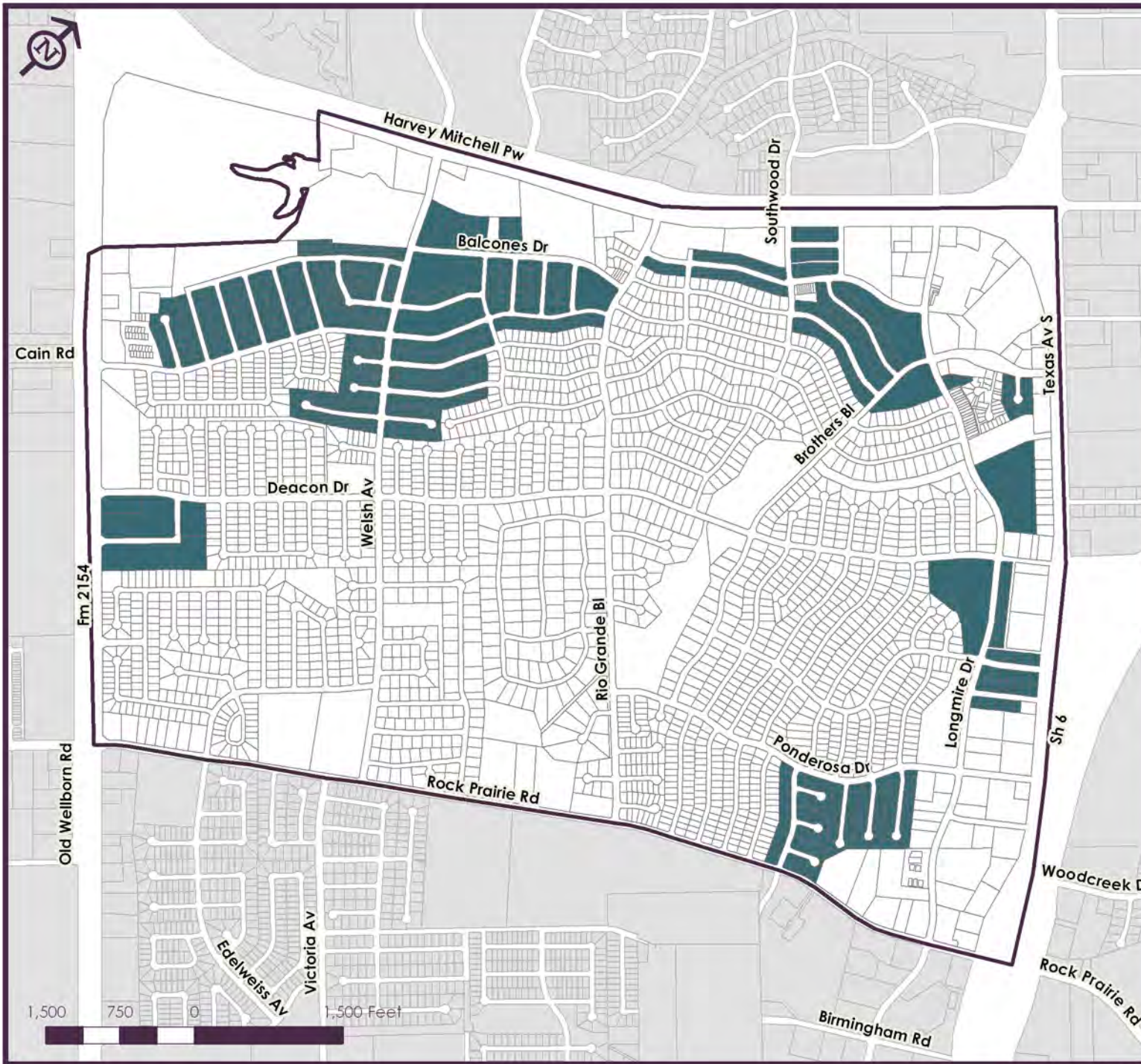


Map EC.6

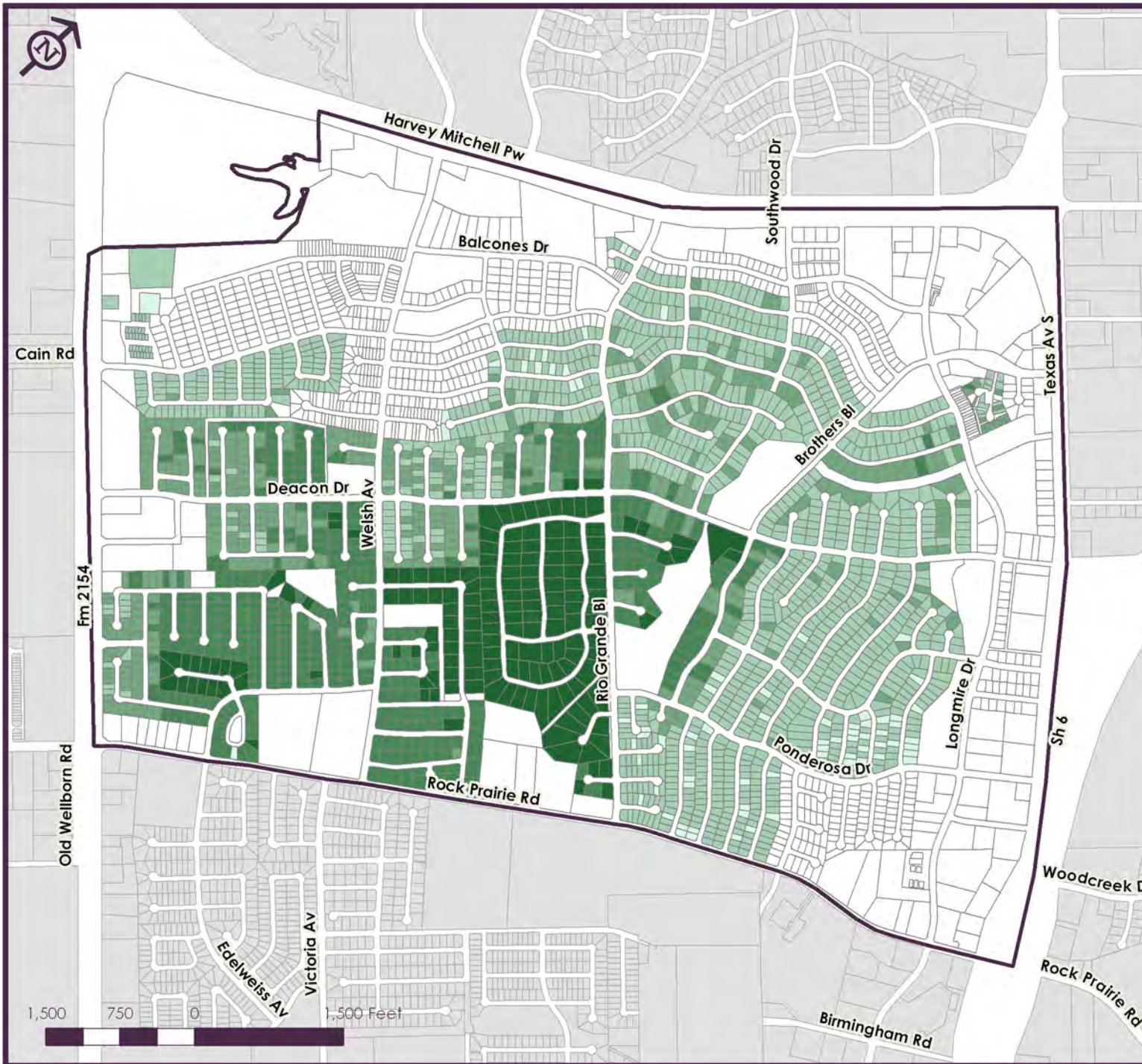
City Facilities
and Easements

- Planning Area
- Central College Station (2009)
- Property Boundaries
- Public Property
- Easements

Adopted June 10, 2010



Adopted June 10, 2010

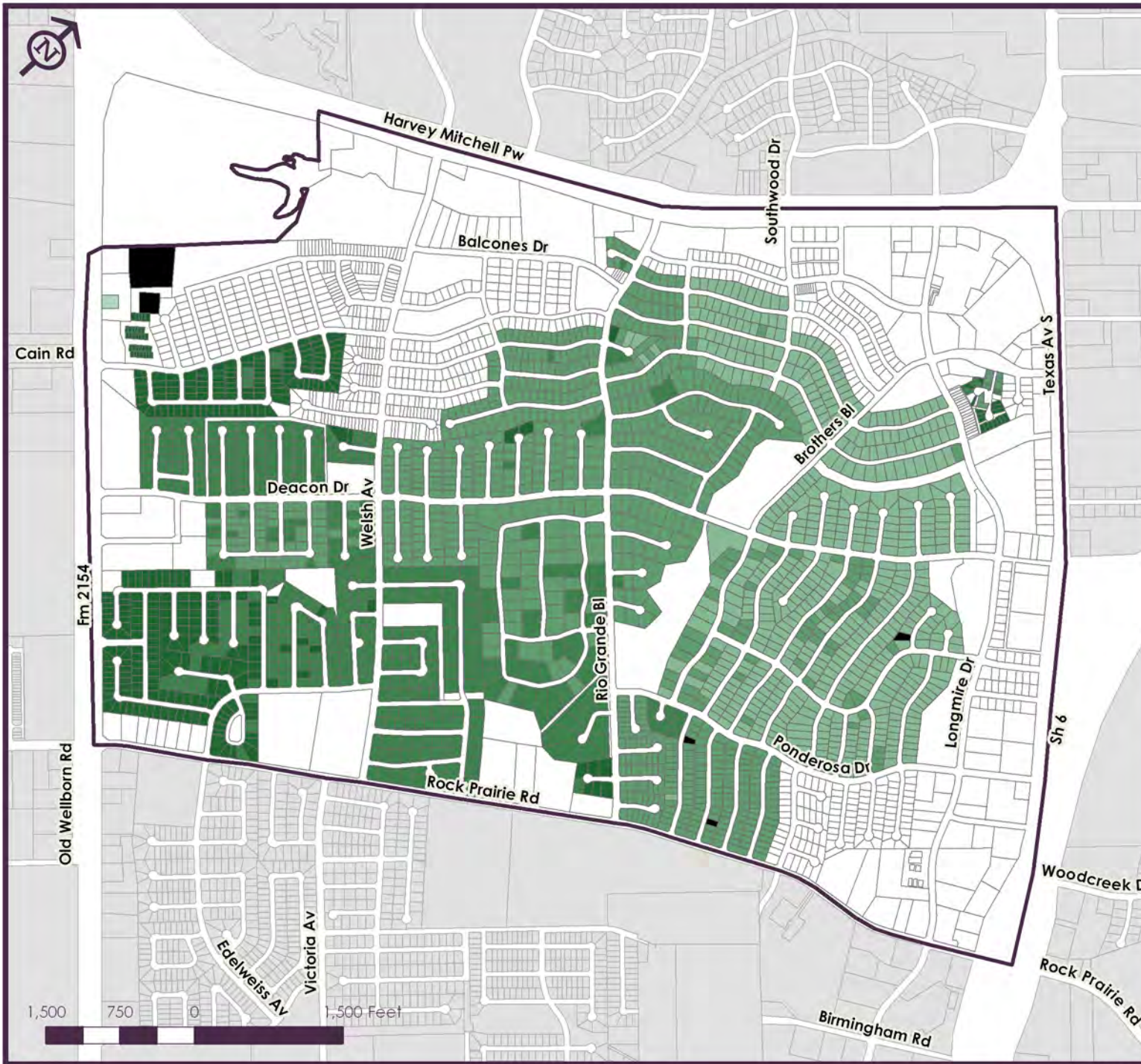


Map EC.8

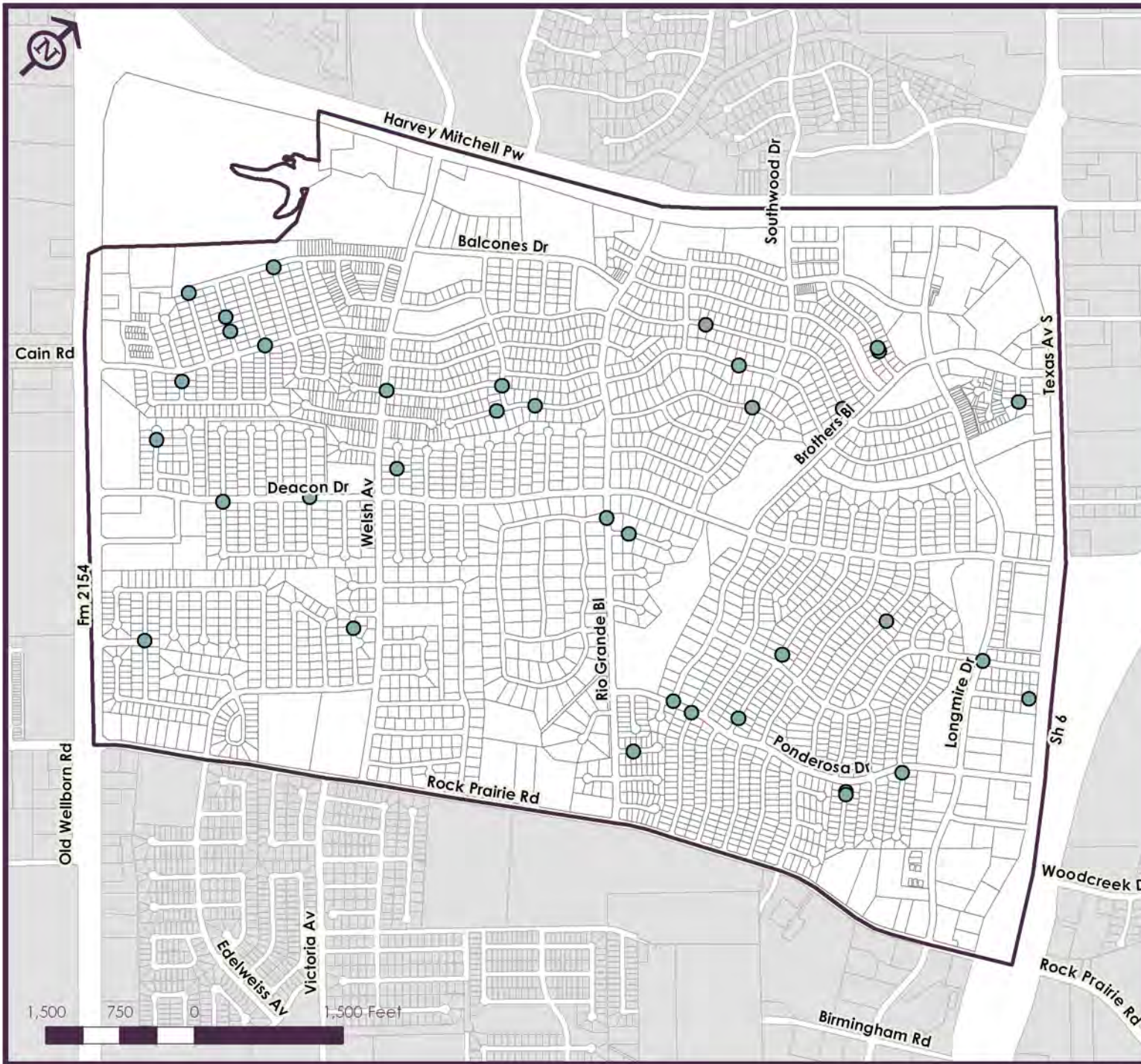
Single-Family
Property Value
(2009)

- Planning Area
- Central College Station (2009)
- Property Boundaries
- Single-Family Property**
Assessed Value (2009)
- less than \$100,000
- \$100,000 to \$149,999
- \$150,000 to \$199,999
- \$200,000 to \$299,999
- \$300,000 or more

Adopted June 10, 2010



Adopted June 10, 2010



Adapted June 10, 2010

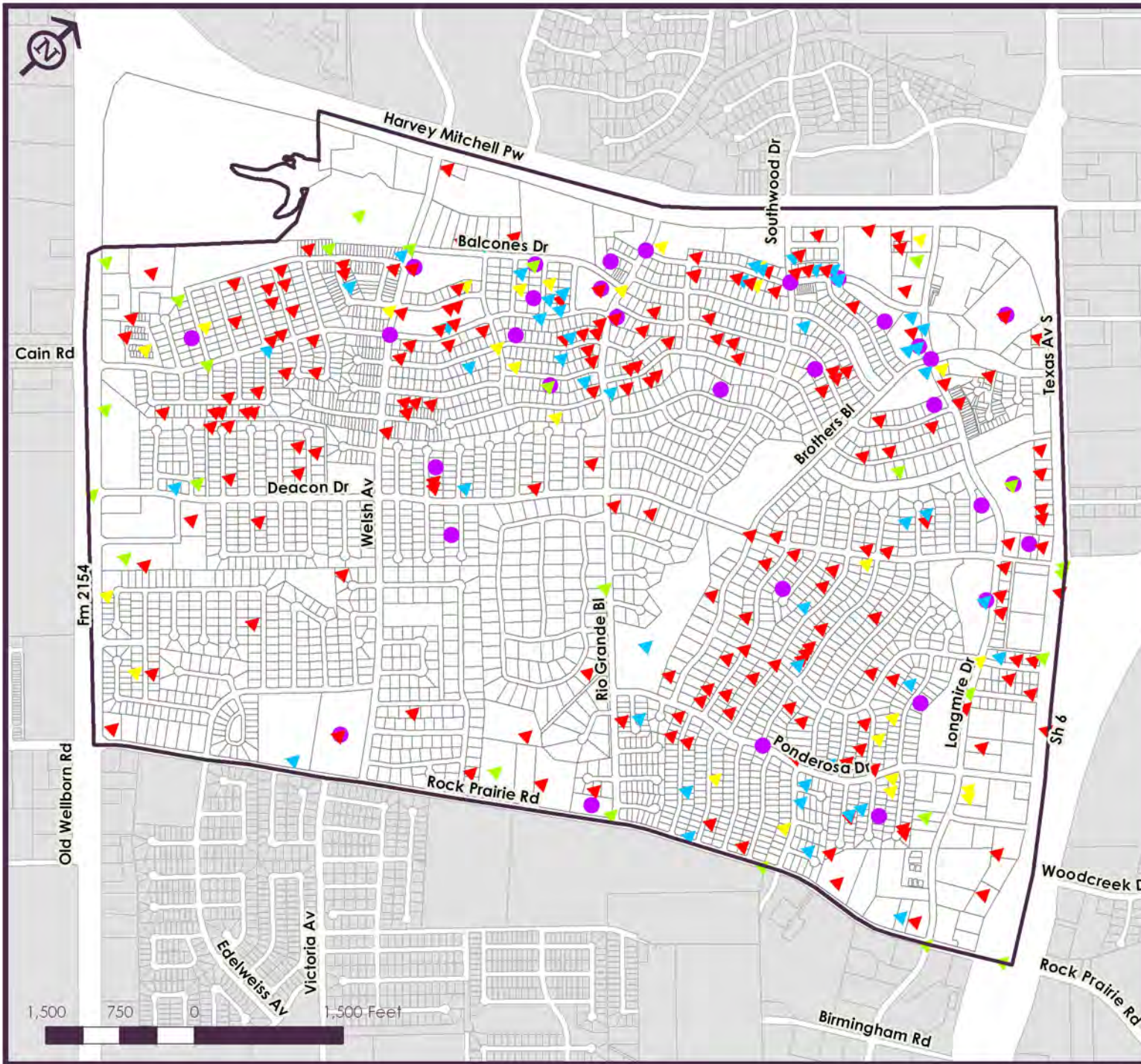


Map EC.11

Code Enforcement Cases
(2008-2009)

- Planning Area
- Central College Station (2009)
- Property Boundaries
- Code Enforcement Cases

Adopted June 10, 2010

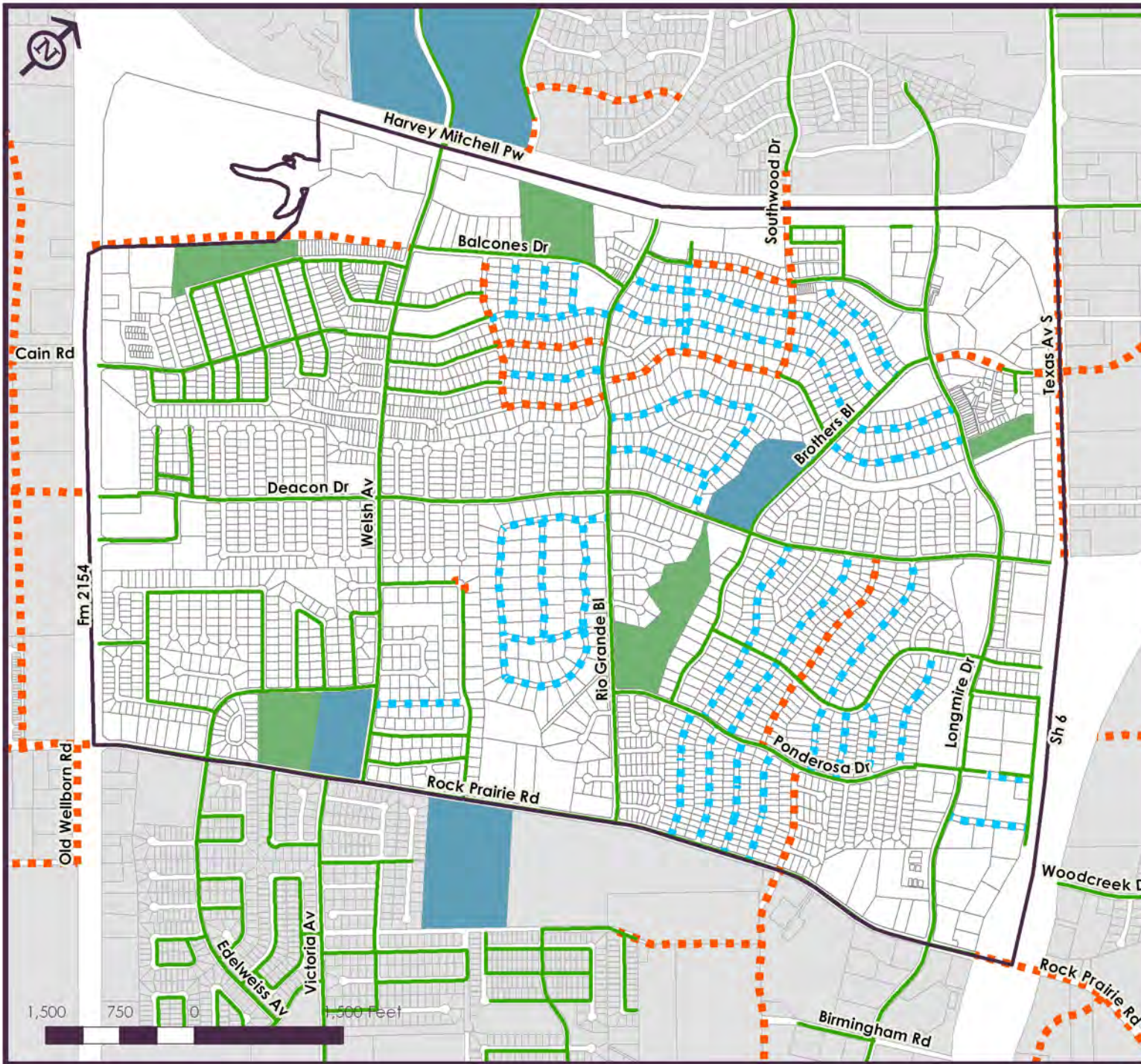


Map EC.12

Significant Activity
(2009)

- Planning Area
- Central College Station (2009)
- Property Boundaries
- Significant Activity Data**
 - ▲ Assault Offenses
 - ▲ Burglary/Robbery/Theft Offenses
 - ▲ Drug Offenses
 - ▲ Alcohol/Party Offenses
 - Suspicious Person Calls

Adapted June 10, 2010

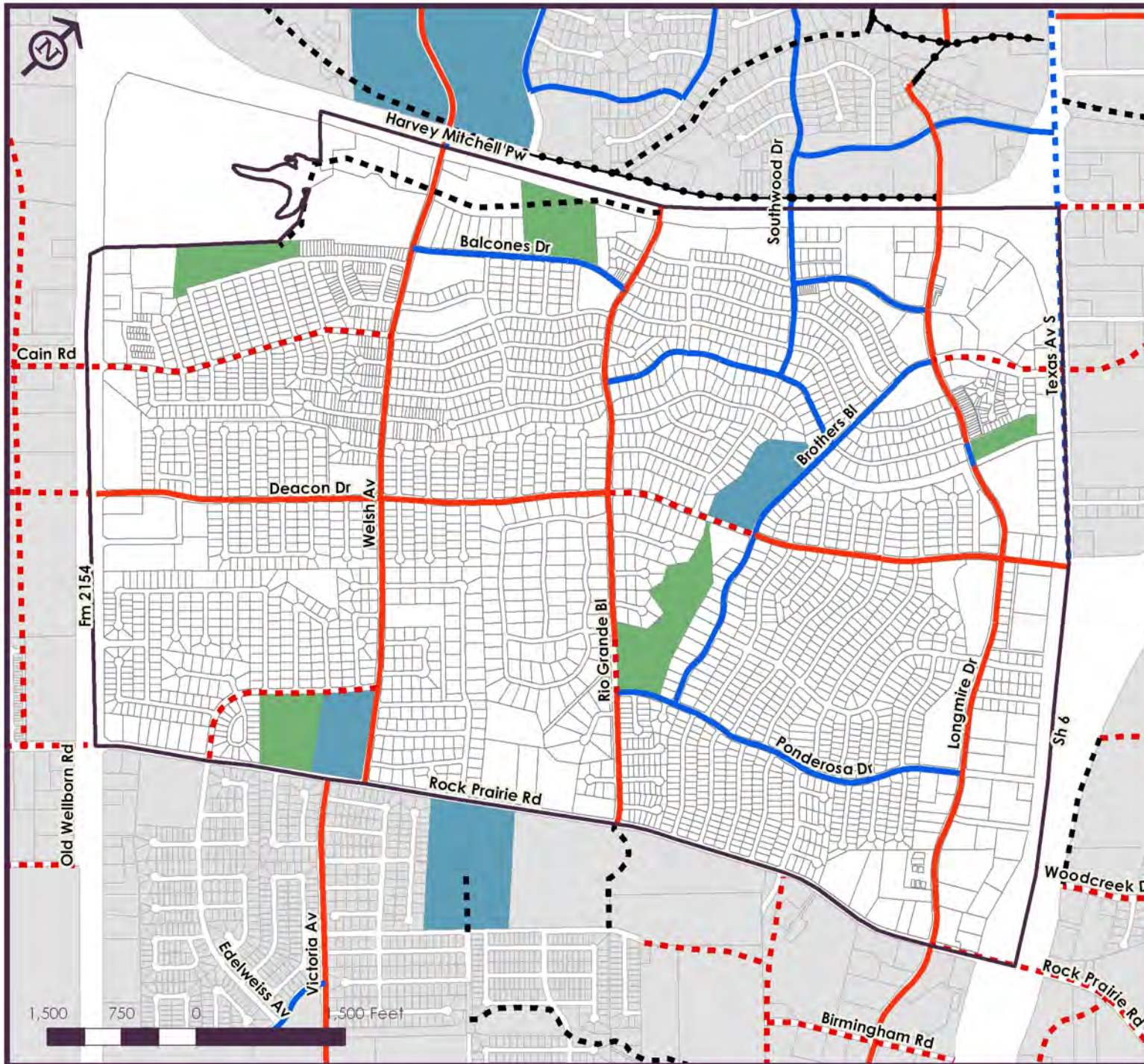


Map EC.13

Sidewalks

- Planning Area
- Central College Station (2009)
- Property Boundaries
- CSISD Property
- Parks
- Existing Sidewalks
- Proposed Sidewalks
- Subdivision Required Sidewalks

Adopted June 10, 2010

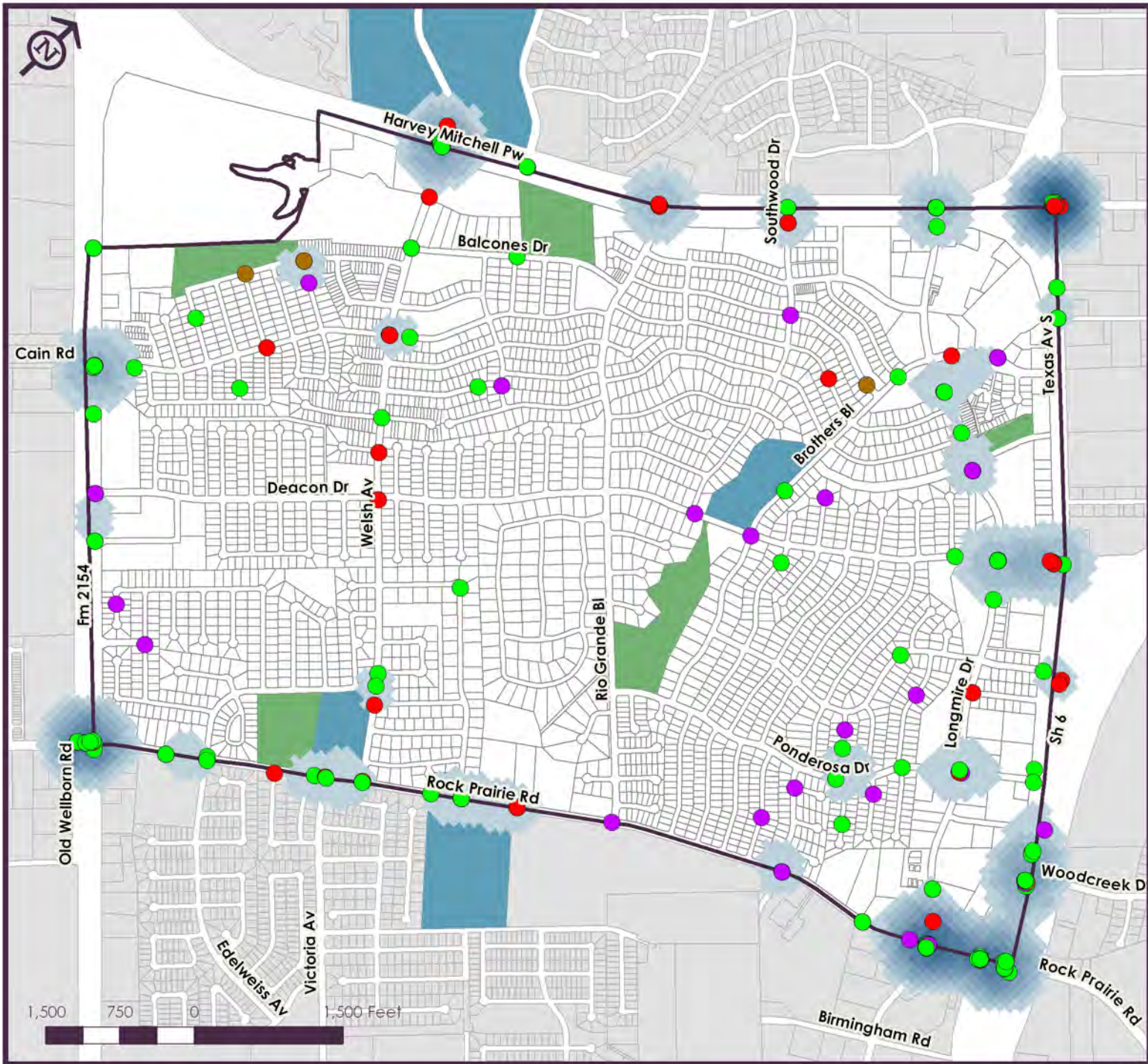


Map EC.14

Bicycle Network

- Planning Area
- Central College Station (2009)
- Property Boundaries
- CSISD Property
- Parks
- Bicycle Facilities**
- Bike Lane Existing
- Bike Lane Funded
- Bike Lane Proposed
- Multi-use Path Existing
- Multi-use Path Funded
- Multi-use Path Proposed
- Bike Route Existing
- Bike Route Proposed
- Proposed Grade Separation
- Existing Grade Separation
- Funded Grade Separation

Adopted June 10, 2010

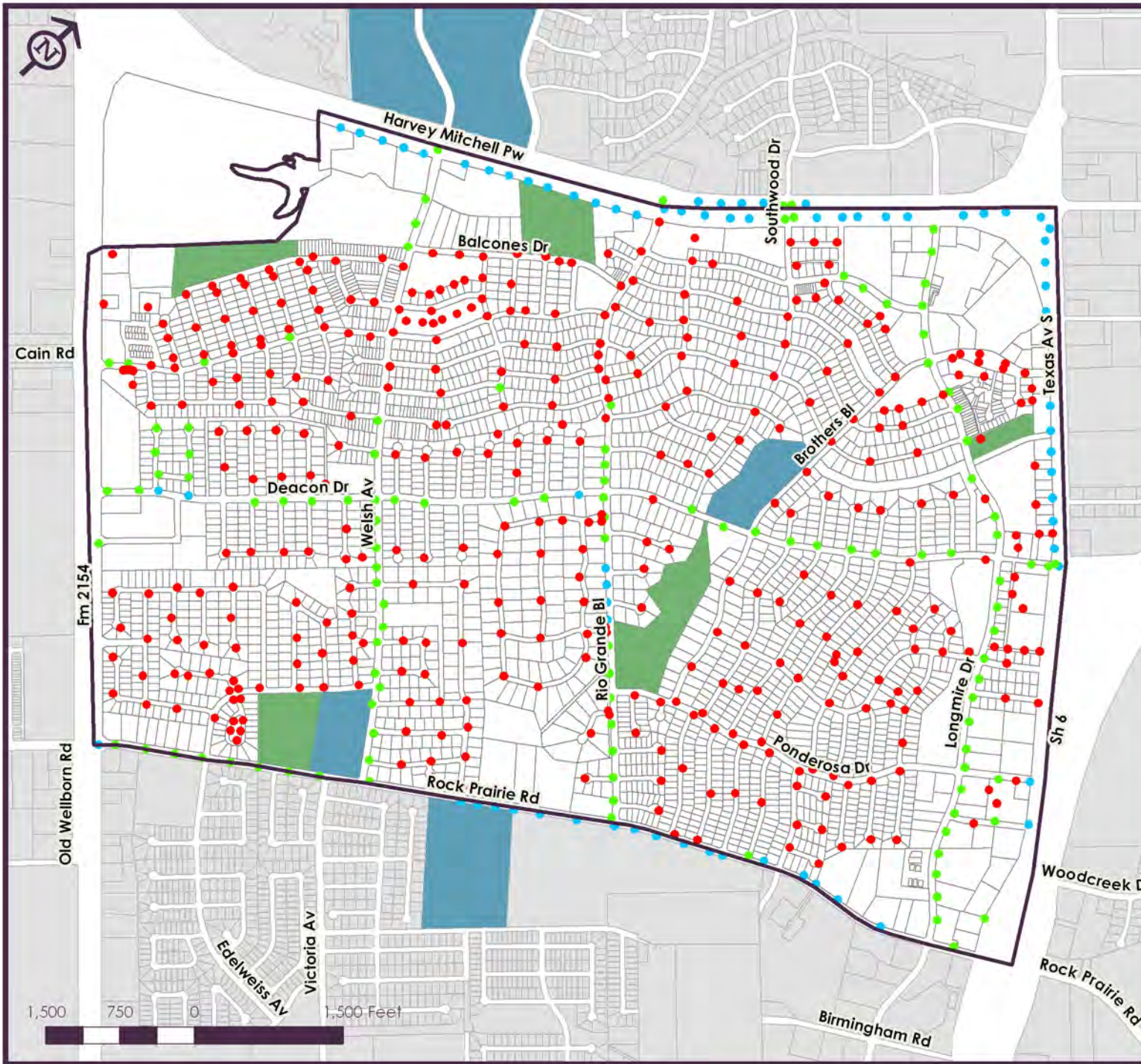


Map EC.15

Traffic Incidents

- Planning Area
- Central College Station (2009)
- CSISD Property
- Parks
- Property Boundaries
- Traffic Incidents**
 - DWI - 4
 - Hit & Run - 27
 - Major Accident - 53
 - Minor Accident - 147
- Traffic Accident Density**
 - Approx. 20 Accidents
 - Approx. 10 Accidents
 - Approx. 10 Accidents
 - Approx. 10 Accidents
 - Approx. 10 Accidents
 - Approx. 0 - 1 Accidents

Adopted June 10, 2010



Map EC.16

Street Lighting

- Planning Area
- Central College Station (2009)
- Property Boundaries
- CSISD Property
- Parks
- 100 Watt Street Lights
- 200 Watt Street Lights
- 400 Watt Street Lights

Adopted June 10, 2010



Map EC.17

Floodplain

- Planning Area
- Central College Station (2009)
- Property Boundaries
- Flood Hazard Areas**
 - Floodway
 - 100-Year Floodplain
 - 500-Year Floodplain
- Community Character**
 - Natural Areas - Protected
 - Natural Areas - Reserved

Adapted June 10, 2010

APPENDIX B

PUBLIC INPUT SUMMARIES

B

Chart B.1, **Survey Question 1**
What is the most important issue facing your neighborhood?

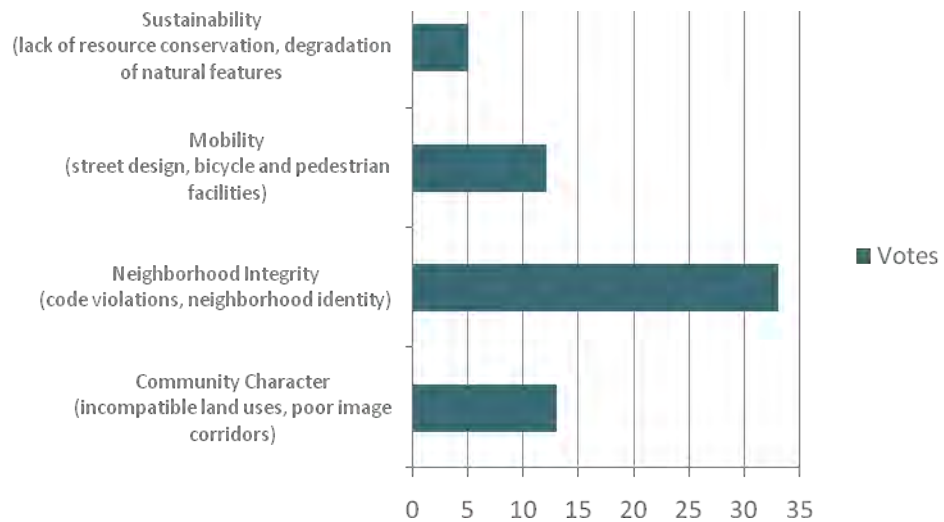
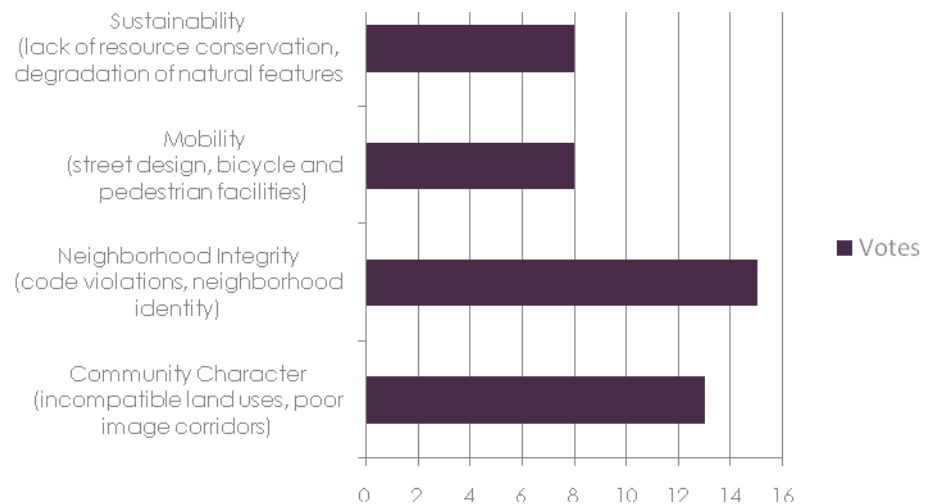


Chart B.2, **Survey Question 2**
What is the second most important issue facing your neighborhood?



Community Character

Kick-off Meeting Comments

Keep use of eminent domain to minimum

Issues and Opportunities Meeting

Preserve/protect

- Do not want McMansions
- Maintain affordable family oriented feeling
- No additional multi-family units
- Preserve feeling of safety on our sidewalks
- Neighborhood parks
- Medium density SF
- Houses of similar size, style, and architecture
- Walkability
- Mix of commercial and residential
- Park like character of neighborhoods
- ID areas for redevelopment as properties age
- Preserve walkability
- Retain range of affordable housing options as redevelopment occurs

Change:

- More sidewalks
- More thought into traffic flows around neighborhood
- Redevelop older duplexes
- Street trees and vegetation along ROW
- Industrial/commercial along Longmire to residential type commercial
- Better streetscape plan for the apartments and urban density
- Put sidewalks on more streets around school
- Retain light commercial neighborhood character on Longmire between RP and Deacon

Neighborhood Integrity

Kick-off Meeting

- Less parking on both sides of street
- Too many big trucks in driveways and on streets
- Businesses operating in homes
- Code enforcement
- Less parking
- Trash in parking lots
- Would like a neighborhood association
- Loud parties
- Parking in front of mailbox and trash can
- Too many cars because of number of residents in one home
- Failure to maintain property/yard
- Loud music and racing cars late at night
- Trucks parking on street
- Too many people living in a house
- Trash (beer bottles, etc) scattered everywhere
- Fire safety
- Promote homeownership
- Parking on the street
- Businesses run out of the home
- Late parties
- Students
- Trucks
- Noise
- Businesses run out of home – taxi service
- Section 8 apartments
- Code enforcement should not be done by neighborhood
- 4-plexes are loud, music from parties and cars/property maintenance
- Do not want homeowner association
- Number of cars parked at residences
- Number of unrelated individuals
- Lawn maintenance
- Bulky item pickup
- Control of pests (rats, etc) and insects
- Rental home lawn maintenance during summer
- More parks more nature trails
- Bathroom at park

Issues and Opportunities Meeting

Aspects Like:

- Police bike patrols
- Proximity to locations
- Affordability
- Family atmosphere
- Schools
- Parks
- Proximity to businesses
- Number of people that walk/jog/bike
- Upkeep of homes
- Location
- Neighborhood policing

Aspects Do Not Like:

- No street trees
- Need safe routes to schools
- NA/HOA organizational help
- Have once a month meetings
- Quality of street paving is inconsistent
- Tracking rents compared to rest of city
- More rentals
- Less property maintenance
- More noise complaints
- Pets that aren't taken care of
- On-street parking
- Lack of neighborhood pride

Mobility

Kick-off Meeting Comments

- More sidewalks and bikeways – impossible to safely walk and bike
- More bike ways and sidewalk, develop decent bus service
- More sidewalks with width increased to accommodate passing another walker
- More sidewalks along all streets not just major ones
- More sidewalks on neighborhood streets
- Wal-mart traffic is dangerous
- Make Deacon and Longmire a parkway with grassed medians
- Uniform speed limit on Deacon
- Improve congestion around Wal-mart
- Traffic sign on Deacon/Welsh
- Traffic around Wal-mart
- Traffic at the Super Wal-mart
- Bike lanes that go somewhere besides parks/Bike lanes that don't disappear at intersections
- Traffic light at Deacon and Wellborn/Reduce speed limit on Deacon from Welsh to Wellborn
- Traffic light at Deacon and Wellborn/Reduce speed limit on Deacon from Welsh to Wellborn
- Speeding vehicles on San Felipe
- Speed limit reduced on deacon
- Traffic at Super Wal-mart

Issues and Opportunities Meeting

Works Well:

- Bike lanes and pedestrian safety
- Improvements to busy intersections for pedestrians and kids
- Main roads are well lit and wide

Improvements:

- Rio Grande needs same improvements as @ Longmire and Welsh on 2818
- 6/Rock Prairie – Eastbound traffic is awful past hospital
- Divert non-neighborhood traffic away from neighborhood
- Improve walkability on Rock Prairie
- More bike lanes
- Improve RP/Wellborn intersection
- Turning movement at Brothers and Longmire
- Reconfigure intersections to be more pedestrian friendly
- More lanes on overpass at RPR/6
- Reroute traffic around neighborhood
- Safer routes for children to CSMS or RP Elementary
- Congestion @ Welsh/Deacon
- Congestion @ SWV Elementary
- Signs for children crossing at Eagle/Victoria

Sustainability

Kick-off Meeting

- Continue to control drainage
- Drainage area on Welsh near Westchester needs improvement
- Selling rain barrels for residents to harvest rainwater
- Discount for planting native species
- Emphasis on use of native TX grasses, reduce watering and excessive mowing
- Rain water harvesting
- Allow for different water rates for lawn watering
- Recycling in multi-unit/apartments

Issues and Opportunities Meeting

Actions to Promote:

- Recycling/bulk bins with no sorting
- Composting
- Rain water harvesting
- Training for recycling/composting/rain water harvesting
- Recycling for multi-family housing
- Hazardous waste events
- Energy efficiency rewarding
- Promote recycling more
- Recycling programs for multi-family
- Water conservation
- Educational efforts
- Drought tolerant landscaping education
- Curbside recycling
- Expand recycling to include cardboard and wood (construction debris)
- Expand recycling to include multi-family
- Promote recycling
- Rainwater harvesting
- Hazardous waste recycling
- Energy Efficiency rebate program

Improvements:

- More water conservation
- Native lawns
- Education
- Alternative energy
- Promote reduction of lawns/encourage prairie plantings
- Promote solar panels
- Promote HOAs to adopt rain sensors for irrigation systems
- Water conservation needs to be reinforced-keep raising rates
- Solar panels for homes
- Alternative energy efforts
- Make it easier to recycle with bulk bins
- Manage over-watering
- Sidewalks to encourage walking
- Education for sustainable practices

Chapter	Section	Area	Strategy	Action Number	Action	Implementation Schedule				Implementation and Coordination Roles					Funding				
						Short (1-2 years)	Mid (3-5 Years)	Long (5 - 7 Years)	Beyond Plan	City Department	City Boards	Neighborhood Organization	External Partners	Assistance from a Consultant	Additional Est. Cost	Source			
																General Fund	Capital Budget	Other Governments	Grants
1: Community Character	Image Corridor		S10	CC1.2	Develop and adopt an Image Corridor Suburban Commercial Overlay					PDS	P&Z-CC				\$200	X			
			S5	CC1.3	Incorporate landscaping into Harvey Mitchell Road median project					PDS-PARD-PW-CIP	CC		X		(1)	X	X		
			S1	CC1.4	Designate Deacon Dr. and Rio Grande Blvd. as neighborhood image corridors					PDS	P&Z-CC				-				
	Comp Plan	1-8	S3	CC2.1-7	Amend the Comprehensive Plan					PDS	P&Z-CC				-				
	Zoning	8 & 9	S10	CC3.8,10	Adopt Suburban Commercial zoning district					PDS	P&Z-CC				\$200	X			
	Floodplain	1&2	S21	CC5.1-2	Pursue purchase of the property					PDS	CC				(2)		X		
		3	S14	CC5.3	Develop comprehensive floodplain management policy - Residential					PDS-PW-CIP	P&Z-CC	X			-				
2: Neighborhood Integrity	Effective Organizations		S24	NI1.2	Create neighborhood partnership requirements					PDS	CC	X			-				
			S23	NI1.7	Know Your Neighbor program					PDS-PD	-	X			-				
			S22	NI1.9	Create leadership training					PDS	-				-				
			S22	NI1.11	Create training to for how to fill vacant positions					PDS	-				-				
			S22	NI1.12	Create executive committee training					PDS	-				-				
			S22	NI1.17	Create new organization training					PDS	-				-				
			S22	NI1.19	Create neighborhood associations					PDS	-	X			-				
			S12	NI1.13 & 16	Amend neighborhood grant opportunities					PDS	CC				-				
	Code Enforcement		S18	NI2.1	Track code enforcement and property maintenance case activity					PDS	-				-				
			S16	NI2.3	Create notification program for significant code enforcement activity					PDS	-				-				
			S11	NI2.4	Establish face to face proactive enforcement contact program					PDS	-				-				
			S11	NI2.5	Focused property maintenance code enforcement					PDS	-				-				
			S11	NI2.6	Health and Sanitation pre-violation contact program					PDS	-		X		-				
			S11	NI2.10	Reinstate student mediation program					PDS	-		X		-				
			S11	NI2.11	Increased monitoring of rental adjacent to owner-occupied areas					PDS	-				-				
	Neighborhood Image		S7	NI3.8	Establish on-going infrastructure monitoring					PDS-PW	-	X			-				
			S23	NI3.11	Develop neighborhood clean-up program					PDS	-		X		-				
			S22	NI4.2	Property crime education					PDS-PD	-		X		-				
			S18	NI4.5	Develop an on-going parking monitoring program					PDS-PW-Fire	-	X			-				
			S12	NI4.9	Amend neighborhood grant opportunities					PDS	CC				-				
3: Mobility	Thoroughfares		S7	M1.2	Maintain streets and thoroughfares					PW-PDS	CC				-	X	X		
			S6	M11.3	Identify intersections for traffic warrant studies					PDS-PW	CC				-				
			S6	M11.4	Warrant Study: Brothers Boulevard and Deacon Drive					PW	CC		X		\$8,800 (3)	X			
			S6		Warrant Study: Longmire Drive and Brothers Boulevard					PW	CC		X		\$8,800 (3)	X			
			S6		Warrant Study: Ponderosa Drive and Longmire Drive					PW	CC		X		\$8,800 (3)	X			
			S6		Warrant Study: Edelweiss Avenue and Rock Prairie Road					PW	CC		X		(4)		X		
			S6		Warrant Study: Deacon Drive and Wellborn Road					PW	CC		X		(4)		X		
			S6		Warrant Study: Brothers Boulevard and Deacon Drive					PW	CC		X		(4)		X		
	Bike/Ped		S2	M2.6, 2.10	Amend Bicycle, Pedestrian, and Greenways Master Plan					PDS	P&Z-CC				-				
	Transit		S18	M3.4	Monitor ridership for shelter upgrades					PDS	-		X		-				
4: Sustainability	Utilities		S12	S2.1	Expand neighborhood grant opportunities for green projects					PDS-PW	CC				-				
			S18	S2.8	Track utility use and rebate participation					PDS-PW	-				-				
	Education		S22	S5.1	Incorporate green seminar education into seminar supper program					PDS-PW	-		X		-				
			S22	S5.2	Incorporate green education components into new organization training					PDS-PW	-		X		-				
			S22	S5.3	Promote Green Seminar Lunch series					PDS-PW	-	X			-				
			S4	S5.4	Identify partnership education opportunities					PDS-PW	-	X	X		-				

(1) May have associated costs, project is currently in preliminary design - focus is on preserving opportunities to install landscaping in the future

(2) Brazos Appraisal District currently has appraised these properties for \$324,000; however, funding for greenway acquisition was provided through the 1999-2000 bond program

(3) These costs are contingent upon the findings of the associated warrant study and will only be necessary if installing a four-way intersection is required

(4) Costs for the installation of signal lights at these intersection is anticipated in the third implementation period because of the need for bond financing

Appendix D, Complete Task List

Chapter	Section	Area	Strategy	Action Number	Action	Implementation Schedule				Implementation and Coordination Roles					Funding				
						Short (1-2 Years)	Mid (3-5 Years)	Long (5 - 7 Years)	Beyond Plan	City Department	City Boards	Neighborhood Organization	External Partners	Assistance from a Consultant	Additional Est. Cost	Source			
																General Fund	Capital Budget	Other Governments	Grants
1: Community Character	Image Corridors		S1	CC1.1	Develop Image Corridor and Gateway Image Plan/Update Streetscape Plan (Includes NI3.1)					PDS-PARD-PW-CIP	CC			X	\$100,000	X			
			S10	CC1.2	Develop and adopt an Image Corridor Suburban Commercial Overlay					PDS	P&Z-CC				\$200	X			
			S5	CC1.3	Incorporate landscaping into Harvey Mitchell Road median project					PDS-PARD-PW-CIP	CC		X		(1)	X	X		
			S1	CC1.4	Designate Deacon Dr. and Rio Grande Blvd. as neighborhood image corridors					PDS	P&Z-CC				-				
	Comp Plan	1-8	S3	CC2.1-7	Amend the Comprehensive Plan					PDS	P&Z-CC				-				
	Zoning	1,2,3,4,6	S17	CC3.1,2,3,4,6	Rezone properties in compliance with Plan					PDS	P&Z-CC				\$4,000	X			
		5 & 7	S17	CC3.5,7	Rezone properties in compliance with Plan					PDS	P&Z-CC				\$1,600	X			
		8 & 9	S10	CC3.8,10	Adopt Suburban Commercial zoning district					PDS	P&Z-CC				\$200	X			
			S17	CC3.9,11	Rezone properties in compliance with Plan					PDS	P&Z-CC				\$800	X			
			S10	CC3.12	Adopt character-based zoning districts					PDS	P&Z-CC				\$200	X			
		All Areas	S17	CC3.13	Rezone properties in compliance with Plan					PDS	P&Z-CC				\$4,000	X			
	Site Development		S13	CC4.1	Investigate the feasibility of a site and façade improvement program					PDS-ED	-				-				
			S6	CC4.2	Repair parking and circulation facilities					PDS-PW	CC				(2)	X	X	X	X
	Floodplain	1&2	S21	CC5.1-2	Pursue purchase of the property					PDS	CC				(3)		X		
		3	S14	CC5.3	Develop comprehensive floodplain management policy - Residential					PDS-PW-CIP	P&Z-CC	X			-				
			S14	CC5.3	Develop comprehensive floodplain management policy - Multi-family/Commercial					PDS-PW-CIP	P&Z-CC				-				
2: Neighborhood Integrity	Effective Organizations		S24	NI1.2	Create neighborhood partnership requirements					PDS	CC	X			-				
			S24	NI1.4	Organization mentoring program					PDS	CC	X			-				
			S24	NI1.5	Civic participation program					PDS	CC	X			-				
			S24	NI1.6	New resident contact program					PDS	CC	X			-				
			S18	NI1.8	Create an ongoing evaluation process of neighborhood characteristics					PDS	-	X			-				
			S19	NI1.3	Create an online clearinghouse for neighborhood organization and tracking information					PDS	-				-				
			S23	NI1.7	Know Your Neighbor program					PDS-PD	-	X			-				
			S22	NI1.9	Create leadership training					PDS	-				-				
			S22	NI1.10	Create succession planning training					PDS	-				-				
			S22	NI1.11	Create training to for how to fill vacant positions					PDS	-				-				
			S22	NI1.12	Create executive committee training					PDS	-				-				
			S22	NI1.14	Create deed restriction enforcement training					PDS	-				-				
			S22	NI1.15	Create homeowner associations					PDS	-	X			-				
			S22	NI1.17	Create new organization training					PDS	-				-				
			S22	NI1.18	Create communication plan training					PDS	-				-				
			S22	NI1.19	Create neighborhood associations					PDS	-	X			-				
			S12	NI1.13 & 16	Amend neighborhood grant opportunities					PDS	CC				-				
			Code Enforcement		S18	NI2.1	Track code enforcement and property maintenance case activity					PDS	-				-		
	S23	NI2.2			Create code enforcement training					PDS	-				-				
	S16	NI2.3			Create notification program for significant code enforcement activity					PDS	-				-				
	S16	NI2.8			Registered rental code enforcement notification program					PDS	-				-				
	S11	NI2.4			Establish face to face proactive enforcement contact program					PDS	-				-				
	S11	NI2.5			Focused property maintenance code enforcement					PDS	-				-				
	S11	NI2.6			Health and Sanitation pre-violation contact program					PDS	-		X		-				
	S11	NI2.10			Reinstate student mediation program					PDS	-		X		-				
	S11	NI2.11			Increased monitoring of rental adjacent to owner-occupied areas					PDS	-				-				

Appendix D, Complete Task List

Chapter	Section	Area	Strategy	Action Number	Action	Implementation Schedule				Implementation and Coordination Roles					Funding				
						Short (1-2 years)	Mid (3-5 Years)	Long (5 - 7 Years)	Beyond Plan	City Department	City Boards	Neighborhood Organization	External Partners	Assistance from a Consultant	Additional Est. Cost	Source			
																General Fund	Capital Budget	Other Governments	Grants
2: Neighborhood Integrity	Neighborhood Image		S15	NI3.2	Identify additional funding and matching fund opportunities for beautification projects					PDS	-	X			-				
			S15	NI3.9	Identify additional funding and matching fund opportunities for drainage improvements					PDS	-				-				
			S24	NI3.3	Streamline PIP process for neighborhood projects					PDS-PW-Legal	CC				-				
			S4	NI3.5	Incorporate community partnerships into neighborhood image improvement projects					PDS	-	X	X		-				
			S7	NI3.8	Establish on-going infrastructure monitoring					PDS-PW	-	X			-				
			S23	NI3.10	Develop neighborhood improvement projects					PDS	-	X	X		-				
			S23	NI3.11	Develop neighborhood clean-up program					PDS	-		X		-				
	Emergency and Law Enforcement Services		S22	NI4.2	Property crime education					PDS-PD	-		X		-				
			S23	NI4.4	Develop neighborhood policing program					PDS-PD	-	X			\$1,000	X			
			S18	NI4.5	Develop an on-going parking monitoring program					PDS-PW-Fire	-	X			-				
			S16	NI4.8	Develop nuisance monitoring and enforcement programs					PDS-Legal	-	X			-				
			S12	NI4.9	Amend neighborhood grant opportunities					PDS	CC				-				
	S16	NI4.10	Neighborhood notification process for noise and other police activity					PDS-PD	-				-						
3: Mobility	Thoroughfares		S7	M1.2	Maintain streets and thoroughfares					PW-PDS	CC				-	X	X		
			S6	MI1.3	Identify intersections for traffic warrant studies					PDS-PW	CC				-				
			S6	MI1.4	Warrant Study: Brothers Boulevard and Deacon Drive					PW	CC		X		\$8,800 (4)	X			
			S6		Warrant Study: Longmire Drive and Brothers Boulevard					PW	CC		X		\$8,800 (4)	X			
			S6		Warrant Study: Ponderosa Drive and Longmire Drive					PW	CC		X		\$8,800 (4)	X			
			S6		Warrant Study: Edelweiss Avenue and Rock Prairie Road					PW	CC		X		\$140,000 (4)		X		
			S6		Warrant Study: Deacon Drive and Wellborn Road					PW	CC		X		\$140,000 (4)		X		
			S6		Warrant Study: Brothers Boulevard and Deacon Drive					PW	CC		X		\$140,000 (4)		X		
			S5	M1.6	Install Deacon Drive median					PDS-PW-CIP	CC				\$224,774		X		
			S5		Install Rio Grande Boulevard median					PDS-PW-CIP	CC				\$28,102		X		
			S5		Install Welsh Avenue median					PDS-PW-CIP	CC				\$84,295		X		
	Bicycle and Pedestrian		S6	M2.1	Navarro Drive bike lane installation					PDS-PW	CC		X		\$6,100		X		
			S6		Edelweiss Avenue bike lane installation					PDS-PW	CC		X		\$4,400		X		
			S6	M2.2	Southwood Drive bike route signage					PDS-PW	CC		X		\$6,500		X		
			S6		Brothers Boulevard bike route signage					PDS-PW	CC		X				X		
			S6		Todd Trail bike route signage					PDS-PW	CC		X				X		
			S6		Ponderosa Drive bike route signage					PDS-PW	CC		X				X		
			S6		Balcones Drive bike route signage					PDS-PW	CC		X				X		
			S6		Deacon Drive bike lane gap					PDS-PW	CC		X		\$15,550		X		
			S6	M2.3	Rio Grande bike lane gap					PDS-PW	CC		X		\$3,100		X		
			S2	M2.6, 2.10	Amend Bicycle, Pedestrian, and Greenways Master Plan					PDS	P&Z-CC				-				
			S7	M2.7, 2.11	San Pedro Drive sidewalk					PDS-PW	CC		X		\$31,600		X		
			S7		West Ridge Drive sidewalk					PDS-PW	CC		X		\$33,000		X		
			S6	M2.8, 2.11	Airline Drive sidewalk					PDS-PW	CC		X		\$78,500		X		
			S6		Normand Drive sidewalk					PDS-PW	CC		X		\$73,400		X		
			S6		Normand Drive sidewalk					PDS-PW	CC		X		\$154,500		X		
			S6		Val Verde Drive sidewalk					PDS-PW	CC		X		\$71,300		X		
			S6		Perdemales Drive sidewalk					PDS-PW	CC		X		\$23,900		X		
			S6		M2.11	Multi-use paths					PDS-PW-CIP	CC				(5)		X	

Appendix D, Complete Task List

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						Short (1-2 years)	Mid (3-5 Years)	Long (5 - 7 Years)	Beyond Plan	City Department	City Boards	Neighborhood Organization	External Partners	Assistance from a Consultant	Additional Est. Cost	Source			
																General Fund	Capital Budget	Other Governments	Grants
3: Mobility	Transit		S4	M3.1	Promote co-ridership program					PDS	-		X		-				
			S6	M3.3	Bus shelter relocation on Longmire Dr					PDS	-		X		-				
			S18	M3.4	Monitor ridership for shelter upgrades					PDS	-		X		-				
			S3	M3.5	Promote upgraded signage					PDS	-		X		-				
			S6	M3.6	Promote installation of pedestrian crosswalks for bus shelters					PDS	-		X		-				
4: Sustainability	Recycling		S16	S1.1	Develop neighborhood recycling notification program					PDS-PW	-				-				
			S22	S1.2	Develop a standing neighborhood green committees					PDS-PW	-	X	X		-				
			S18	S1.4	Begin tracking recycling participation					PDS-PW	-		X		-				
			S23	S1.5	Develop green neighborhood projects like community gardens					PDS-PARD	-	X	X		-				
	Utility Conservation		S12	S2.1	Expand neighborhood grant opportunities for green projects					PDS-PW	CC				-				
			S23	S2.3	Develop neighborhood green work days					PDS	-	X	X		-				
			S22	S2.4	Promote water and energy audits through neighborhood organizations					PDS	-				-				
			S4	S2.5	Develop a residential xeriscaping and native lawn planting guide					PDS-PARD-PW	-		X		-				
			S24	S2.6	Green seminar participation					PDS	-	X			-				
			S25	S2.7	Explore opportunities to eliminate fees for green building upgrades					PDS-Finance	-				-				
			S18	S2.8	Track utility use and rebate participation					PDS-PW	-				-				
			S15	S2.9	Explore alternate financing opportunities and grants to incent residential sustainable investments					PDS	-		X		-				
	Stormwater Management		S22	S3.1	Develop neighborhood stormwater education					PDS-PW	-	X	X		-				
			S23	S3.2	Develop stormwater promotional activities					PDS-PW	-	X	X		-				
			S6	S3.4	Identify opportunities to utilize rain gardens and other stormwater management techniques					PDS-PW	CC				-				
			S16	S3.6	Develop neighborhood input program for stormwater management plan					PDS-PW	-	X			-				
	Alt. Transportation		S13	S4.3	Feasibility study for carshare program					PDS	-		X		-				
			S23	S4.4	Develop sustainable transit promotional programs, ie, No Ride Day, carshares, etc					PD	-	X	X		-				
			S23	S4.5	Develop carpools					PDS	-	X	X		-				
	Education		S22	S5.1	Incorporate green seminar education into seminar supper program					PDS-PW	-		X		-				
			S22	S5.2	Incorporate green education components into new organization training					PDS-PW	-		X		-				
			S22	S5.3	Promote Green Seminar Lunch series					PDS-PW	-	X			-				
			S4	S5.4	Identify partnership education opportunities					PDS-PW	-	X	X		-				
			S18	S5.6	Create a green score program					PDS	-	X			-				

- (1) May have associated costs, project is currently in preliminary design - focus is on preserving opportunities to install landscaping in the future
- (2) Costs are unknown at this time. Additional analysis and needs assessment to be completed. Additional update to cost estimates will be provided prior to this item scheduled for implementation
- (3) Brazos Appraisal District currently has appraised these properties for \$324,000; however, funding for greenway acquisition was provided through the 1999-2000 bond program
- (4) These costs are contingent upon the findings of the associated warrant study and will only be necessary if installing a four-way stop or signalized intersection is required
- (5) Not calculated, will not be constructed during timeframe of this plan

Abbreviations: PDS-Planning and Development Services; PARD-Parks and Recreation Department; PW-Public Works; CIP-Capital Projects; PD-Police Department; CC-City Council; P&Z-Planning and Zoning Commission