



College Station, TX

Meeting Agenda

Planning and Zoning Commission

1101 Texas Avenue, College Station, TX 77840

Internet: www.microsoft.com/microsoft-teams/join-a-meeting

Meeting ID: 242 663 945 277 | Passcode: ov9Sa9Ed

Phone: 833-240-7855 | Phone Conference ID: 960 422 366#

The City Council may or may not attend this meeting.

February 20, 2025

6:00 PM

City Hall Council Chambers

Notice is hereby given that a quorum of the meeting body will be present in the physical location stated above where citizens may also attend in order to view a member(s) participating by videoconference call as allowed by 551.127, Texas Government Code. The City uses a third-party vendor to host the virtual portion of the meeting; if virtual access is unavailable, meeting access and participation will be in-person only.

1. Call to Order, Pledge of Allegiance, Consider Absence Request.

2. Hear Visitors

At this time, the Chairperson will open the floor to visitors wishing to address the Commission on issues not already scheduled on tonight's agenda. The visitor presentations will be limited to three minutes in order to accommodate everyone who wishes to address the Commission and to allow adequate time for completion of the agenda items. The Commission will receive the information, ask city staff to look into the matter, or will place the matter on a future agenda for discussion. (A recording is made of the meeting; please give your name and address for the record.)

3. Consent Agenda

All matters listed under the Consent Agenda, are considered routine by the Commission and will be enacted by one motion. These items include preliminary plans and final plats, where staff has found compliance with all minimum subdivision regulations. All items approved by Consent are approved with any and all staff recommendations. Since there will not be separate discussion of these items, citizens wishing to address the Commission regarding one or more items on the Consent Agenda may address the Commission at this time as well. If any Commissioner desires to discuss an item on the Consent Agenda it may be moved to the Regular Agenda for further consideration.

3.1. Consideration, discussion, and possible action to approve meeting minutes:

Attachments: 1. February 6 2025

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

5. Regular Agenda

5.1. Presentation, discussion, and possible action regarding waiver requests to the Unified Development Ordinance Section 8.4.C.8.a, 'Geometric Standards, Street Design Criteria' and presentation, discussion, and possible action regarding a Preliminary Plan for College Station West Subdivision on approximately 41.8 acres of land, generally located northeast of the

intersection of Jones Road and Raymond Stotzer Parkway in the city's Extraterritorial Jurisdiction.
Case #PP2024-000014.

Sponsors: Jeff Howell

Attachments:

1. Staff Report
2. Waiver Request
3. Applicant's Supporting Information
4. Aerial and Small Area Map
5. Preliminary Plan

6. Informational Agenda

- 6.1. Presentation, discussion, and possible action regarding a recap of the public engagement last November and December for the Active Transportation Master Plan.

Sponsors: Jesse Dimeolo

Attachments:

1. Memorandum
2. Community Vision Board
3. Online & In-Person Pedestrian Comments
4. Online & In-Person Bicycle Comments

- 6.2. Discussion of new development applications submitted to the City.

New Development Link: www.cstx.gov/newdev

- 6.3. Presentation and discussion regarding an update on items heard:

- A rezoning of approximately four acres of land located at 15305 FM 2154 from R Rural to WC Wellborn Commercial. The Planning & Zoning Commission heard this item on January 16, 2025 and voted (6-0) to recommend approval. The City Council heard this item on February 13, 2025 and voted (7-0) to approve the request.
- A rezoning of approximately 12 acres of land located at 2950 Rock Prairie Road West from R Rural to MU Mixed-Use. The Planning & Zoning Commission heard this item on January 16, 2025 and voted (6-0) to recommend approval. The City Council heard this item on February 13, 2025 and voted (7-0) to approve the request.

- 6.4. Presentation and discussion regarding the P&Z Calendar of Upcoming Meetings:

- Tuesday, February 18, 2025 ~ Northgate Small Area Plan Committee Meeting ~ 3:00 p.m.
- Thursday, February 27, 2025 ~ City Council Meeting ~ Council Chambers ~ Open Meeting 6:00 p.m.
- Tuesday, March 4, 2025 ~ Northgate Small Area Plan Committee Meeting ~ 3:00 p.m.
- Thursday, March 6, 2025 ~ P&Z Meeting ~ Council Chambers ~ 6:00 p.m.
- Thursday, March 13, 2025 ~ City Council Meeting ~ Council Chambers ~ Open Meeting 6:00 p.m.
- Tuesday, March 18, 2025 ~ Northgate Small Area Plan Committee Meeting ~ 3:00 p.m.
- Thursday, March 20, 2025 ~ P&Z Meeting ~ Council Chambers ~ 6:00 p.m.

- 6.5. Discussion and review regarding the following meetings: Design Review Board and BioCorridor Board.

- None

7. Discussion and possible action on future agenda items.

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

8. Adjourn.

The Planning and Zoning Commission may adjourn into Executive Session to consider any item listed on the agenda if a matter is raised that is appropriate for Executive Session discussion.

I certify that the above Notice of Meeting was posted on the website and at College Station City Hall, 1101 Texas Avenue, College Station, Texas, on February 17, 2025 at 9:00 a.m.



Deputy City Secretary

This building is wheelchair accessible. Persons with disabilities who plan to attend this meeting and who may need accommodations, auxiliary aids, or services such as interpreters, readers, or large print are asked to contact the City Secretary's Office at (979) 764-3541, TDD at 1-800-735-2989, or email adaassistance@cstx.gov at least two business days prior to the meeting so that appropriate arrangements can be made. If the City does not receive notification at least two business days prior to the meeting, the City will make a reasonable attempt to provide the necessary accommodations.

Penal Code § 30.07. Trespass by License Holder with an Openly Carried Handgun.

"Pursuant to Section 30.07, Penal Code (Trespass by License Holder with an Openly Carried Handgun) A Person Licensed under Subchapter H, Chapter 411, Government Code (Handgun Licensing Law), may not enter this Property with a Handgun that is Carried Openly."

Codigo Penal § 30.07. Traspasar Portando Armas de Mano al Aire Libre con Licencia.

"Conforme a la Seccion 30.07 del codigo penal (traspasar portando armas de mano al aire libre con licencia), personas con licencia bajo del Sub-Capitulo H, Capitulo 411, Codigo de Gobierno (Ley de licencias de arma de mano), no deben entrar a esta propiedad portando arma de mano al aire libre."

**Minutes
Planning and Zoning Commission
Regular Meeting
February 6, 2025**

COMMISSIONERS PRESENT: Chairperson Jason Cornelius, Commissioners Aron Collins, Marcus Chaloupka, Warren Finch, David Higdon, Michael Buckley, and Tre Watson

COUNCILMEMBERS PRESENT: Councilmember Melissa McIlhaney

CITY STAFF PRESENT: Director of Planning & Development Services Anthony Armstrong, Assistant Director of Planning & Development Services Molly Hitchcock, Transportation Planning Coordinator Jason Schubert, Land Development Review Administrator Robin Macias, Senior Planner Jeff Howell, Staff Planner Garrett Segraves, Deputy City Attorney Leslie Whitten, Administrative Support Specialist Kristen Hejny, and Technology Services Specialist Roxanna Duran

1. Call Meeting to Order, Pledge of Allegiance, Consider Absence Request.

Chairperson Cornelius called the meeting to order at 6:00 p.m.

2. **Hear Visitors**

No visitors spoke.

3. **Consent Agenda**

- 3.1 Consideration, discussion, and possible action to approve meeting minutes.

- January 16, 2025

Commissioner Chaloupka moved to approve the Consent Agenda, Commissioner Finch seconded the motion, the motion passed 7-0.

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

No items were removed from the Consent Agenda for discussion.

5. **Regular Agenda**

- 5.1 Public Hearing, presentation, discussion, and possible action regarding an ordinance amending Appendix A, Unified Development Ordinance, Article 4, "Zoning Districts," Section 4.2 "Official Zoning Map," of the Code of Ordinances of the City of College Station, Texas by changing the zoning district boundary from GS General Suburban to GS General Suburban and ROO Restricted Occupancy Overlay on approximately 11.52 acres

being 33 lots within Glenhaven Estates Phase 2 Subdivision, save and except Glenhaven Drive, Fernhaven Circle, Francis Circle, and Springhaven Circle, generally located between Brazoswood Drive and Summer Glen Drive. Case #REZ2024-000028 (Note: Final action of this item will be considered at the February 27, 2025 City Council meeting – Subject to change)

Senior Planner Howell presented the rezoning to the Commission.

Commissioner Collins asked for additional information on rental registration grandfathering, asking if a property that is not currently on the rental registration list, would have time to register the property prior to the Restricted Occupancy Overlay going into effect.

Senior Planner Howell clarified that the rental registration would have to be in place prior to the Restricted Occupancy Overlay being adopted by City Council.

Commissioner Chaloupka asked for the number of properties registered with the rental registration program in the proposed overlay boundary.

Senior Planner Howell confirmed that there are currently three active rental registrations within the neighborhood.

Commissioner Collins asked for additional information on the calls staff have received in opposition.

Senior Planner Howell clarified that calls received in opposition expressed concerns that a restricted occupancy overlay is discriminatory toward students.

Chairperson Cornelius asked if an unmarried couple with children are considered a family.

Senior Planner Howell confirmed that would be considered a family under the definition of a family, identified through guardianship.

Chairperson Cornelius asked for additional information on the neighborhood prevailing overlay.

Senior Planner Howell clarified that the old zoning district overlay established in 2008, was used to preserve the neighborhood, identifying lot and open space standards. Mr. Howell confirmed that there are no longer neighborhood prevailing overlays in the code.

Chairperson Cornelius asked why 13 signatures were not collected on the petition and asked if any of them are listed on the rental registration list.

Senior Planner Howell deferred to the applicant.

Laurie Chapkin, Applicant/Committee President, Glenhaven Estates Phase 2, was available to answer questions from the Commission.

Commissioner Higdon asked if the subdivision currently has a Homeowner's Association (HOA).

Ms. Chapkin confirmed that there is currently no HOA.

Commissioner Finch asked why 13 signatures were not collected on the petition.

Ms. Chapkin confirmed that four were non-resident owners of which, three are on the rental registration list, four declined signing the petition, and the committee was unable to reach five occupants.

Commissioner Finch asked if the committee did a mail-out that would have included the five occupants that were unreachable.

Ms. Chapkin confirmed that literature was attached to doors and notices were mailed to all homes.

Chairperson Cornelius asked why four occupants declined signing the petition.

Ms. Chapkin stated that they declined signing the petition citing concerns for property values, lack of knowledge of the Restricted Occupancy Overlay, and two gave no reason.

Chairperson Cornelius opened the public hearing.

David Belanger, Glenhaven Estates Phase 2, spoke in opposition the restricted occupancy overlay citing that he was one of the four who had concerns for discrimination toward students.

Mary Morgan, Glenhaven Estates Phase 2, spoke in opposition to the restricted occupancy overlay citing concerns for discrimination toward students.

Brian Ly, Glenhaven Estates Phase 2, spoke in opposition to the restricted occupancy overlay citing concerns for discrimination toward students.

Chairperson Cornelius closed the public hearing.

Commissioner Finch moved to recommend approval of the rezoning, Commissioner Chaloupka seconded the motion.

Commissioner Buckley asked if the submitted application is complete.

Senior Planner Howell confirmed that the application was correct, and all criteria have been met.

Commissioner Watson expressed support for the Restricted Occupancy Overlay.

Commissioner Collins expressed general opposition for Restricted Occupancy Overlays but explained that this is a process available to the citizens set forth by the City Council, and the application meets all criteria.

Commissioner Chaloupka asked for clarification on what would happen if a family did not have one of their children living in the home with other students, if they would be able to continue living there.

Senior Planner Howell clarified that the Restricted Occupancy Overlay will limit properties to no more than two unrelated occupants and if the property is listed on the rental registration list they would be allowed to continue.

Chairperson Cornelius expressed support for students and reiterated that all criteria for this Restricted Occupancy Overlay have been met.

The motion passed 7-0.

- 5.2 Public Hearing, presentation, discussion, and possible action regarding an ordinance amending the Comprehensive Plan - Future Land Use & Character Map from Estate Residential to Neighborhood Commercial for approximately 3.60 acres at 3768 McCullough Road, generally located northeast of the intersection of Wellborn Road and McCullough Road. Case #CPA2024-000004 (Note: Final action of this item will be considered at the February 27, 2025 City Council Meeting- Subject to change).

Senior Planner Howell presented the comprehensive plan amendment to the Commission recommending approval.

Commissioner Collins asked for the use of the property to the south.

Senior Planner Howell confirmed that this property belongs to the Wellborn Baptist Church.

Commissioner Collins asked if a church can go on an estate residential land use designated property.

Senior Planner Howell confirmed that places of worship are allowed in any zoning district or land use designation.

Commissioner Finch asked for the nature of the call in opposition.

Senior Planner Howell stated that callers in opposition cited concerns for not being notified of the comprehensive plan change and expressed a desire to keep Wellborn rural.

Commissioner Finch asked if the applicant wants to use the property for a storage facility.

Senior Planner Howell confirmed that the applicant would like to rezone the property in the future to expand the storage facility.

Commissioner Chaloupka stated that this is a land locked property, asking if additional access will be added.

Senior Planner Howell clarified that both this property and the adjacent property would have to be subdivided.

Commissioner Higdon asked if staff received any objections from adjacent property owners.

Senior Planner Howell confirmed that there were no objections.

Glenn Jones, Applicant, J4 Engineering, was available for questions from the Commission.

Chairperson Cornelius opened the public hearing.

Mike McCleary, 3649 Barron Cut-Off Road, spoke in opposition of the comprehensive plan amendment citing concerns with a storage facility fitting into a rural community.

Commissioner Higdon asked if access to this property will go through Mr. McCleary's property.

Mr. McCleary clarified that currently the church parking lot backs up to this lot and is unaware if access will be granted from Wellborn Road.

Tom Marty, Estates of Royder Ridge, spoke in favor of the comprehensive plan amendment and provided the Commission information on access to the property.

Commissioner Collins asked for clarification that this item is for a comprehensive plan amendment only.

Senior Planner Howell confirmed that this item is for a comprehensive plan amendment.

Chairperson Cornelius asked if the property is being sold to the same owner as the adjacent property.

Senior Planner Howell confirmed that it is staff's understanding that the property is being sold to the same owner.

Commissioner Higdon asked about the notification process for the public hearing.

Senior Planner Howell clarified that all property owners within 200 feet of the property were notified.

Chairperson Cornelius closed the public hearing.

Commissioner Chaloupka asked if the Texas Department of Transportation has granted access to the property from Wellborn Road (FM 2154).

Senior Planner Howell clarified that access would be coordinated as part of the site plan for the adjacent property zoned PDD Planned Development District.

Director Armstrong further clarified that the existing driveway was approved with the current concept plan as an access point, there is no change in access point.

Commissioner Collins moved to recommend approval of the comprehensive plan amendment, Commissioner Buckley seconded the motion, the motion passed 7-0.

- 5.3 Public Hearing, presentation, discussion and possible action regarding an ordinance amending Appendix A, Unified Development Ordinance, Article 4, "Zoning Districts," Section 4.2 "Official Zoning Map," of the Code of Ordinances of the City of College Station, Texas by changing the zoning district boundaries from R-4 Multi-Family to GC General Commercial on approximately 2.3 acres generally located at 810 Southwest Parkway East. Case #REZ2024-000029 (Note: Final action of this item will be considered at the February 27, 2025 City Council Meeting – Subject to change).

Staff Planner Segraves presented the rezoning to the Commission recommending approval.

Chairperson Cornelius asked for clarification on why a place of worship is zoned as R-4 Multi-Family.

Staff Planner Segraves clarified that places of worship are allowed in any zoning district.

Deven Doyen, Applicant, Schultz Engineering, was available to address and answer questions from the Commission.

Chairperson Cornelius opened the public hearing.

No visitors spoke.

Chairperson Cornelius closed the public hearing.

Commissioner Collins asked if staff received any calls of opposition to the rezoning.

Staff Planner Segraves confirmed that no calls of opposition were received by staff.

Commissioner Finch moved to recommend approval of the rezoning Commissioner Chaloupka seconded the motion, the motion passed 7-0.

6. Informational Agenda

6.1 Discussion of new development applications submitted to the City.

New Development Link: www.cstx.gov/newdev

There was no discussion.

6.2 Presentation and discussion regarding an update on items heard:

- A comprehensive plan amendment for approximately 1.047 acres of land located at 3423 Cain Road and 3197 Holleman Drive South from Mixed Residential to General Commercial. The Planning & Zoning Commission heard this item on January 16, 2025 and voted (6-0) to recommend approval. The City Council heard this item on January 23, 2025 and voted (7-0) to approve the request.
- A rezoning of approximately 3.3 acres of land located at 3417 and 3423 Cain Road and 3197 Holleman Drive South from R Rural and T Townhouse to T Townhouse and GC General Commercial. The Planning & Zoning Commission heard this item on January 16, 2025 and voted (6-0) to recommend approval. The City Council heard this item on January 23, 2025 and voted (7-0) to approve the request.
- A recommendation for appointments to the Comprehensive Plan Evaluation Committee and the BioCorridor Board. The Planning & Zoning Commission heard this item on January 16, 2025 and voted (6-0) to recommend Commissioners Buckley, Watson, and Finch as appointees to the Comprehensive Plan Evaluation Committee, and Commissioners Collins and Higdon as appointees to the BioCorridor Board. The City Council heard this item on January 23, 2025 and voted (7-0) to approve the recommendations.

There was no discussion.

6.3 Presentation and discussion regarding the P&Z Calendar of Upcoming Meetings:

- Thursday, February 13, 2025 ~ City Council Meeting ~ Council Chambers ~ Open Meeting 6:00 p.m.
- Thursday, February 20, 2025 ~ P&Z Meeting ~ Council Chambers ~ 6:00 p.m.
- Thursday, February 27, 2025 ~ City Council Meeting ~ Council Chambers ~ Open Meeting 6:00 p.m.

- Thursday, March 6, 2025 ~ P&Z Meeting ~ Council Chambers ~ 6:00 p.m.

There was no discussion.

6.4 Discussion and review regarding the following meetings: Design Review Board and BioCorridor Board.

- None

There was no discussion.

7. **Discussion and possible action on future agenda items.**

Commissioner Chaloupka asked for an update on shared housing and student housing.

Director Armstrong stated that the City's Community Service Department is preparing that information as part of a presentation to the City Council, information will be passed to the Commission as well.

Chairperson Cornelius asked for High Occupancy and Restricted Occupancy Overlays to be mapped on the City's website.

Director Armstrong stated an update on maps with overlays will be performed with the existing conditions update and the Comprehensive Plan 5-year Update.

8. **Adjourn**

The meeting adjourned at 6:50 p.m.

Approved:

Attest:

Jason Cornelius, Chairperson
Planning & Zoning Commission

Kristen Hejny, Board Secretary
Planning & Development Services



**Preliminary Plan
for
College Station West
PP2024-000014**

Scale	Three residential (multifamily) lots, one commercial lot and common areas on approximately 41.8 acres of land
Location	Generally located east of the intersection of Jones Road and Raymond Stotzer Parkway, on the south side of Raymond Stotzer Parkway in the city's extraterritorial jurisdiction (ETJ).
Applicant	Lexie England (Kimley-Horn)
Project Manager	Jeff Howell, Senior Planner jhowell@cstx.gov
Project Overview	The original preliminary plan was approved in May 2023. This revised preliminary plan includes the reduction of the number of lots, the creation of two common areas, and updated cross-sections for the private streets within the development. Waivers are being requested for right-of way width, as well as the updated cross-section for rural residential street standards. Since the original waivers included specific details of the cross-sections, that is the reason the waivers are requested again in order to update the information. The preliminary plan layout shows three privately maintained roadways (50' R.O.W) to be projected off the extension of Health Science Center Parkway. Towards the middle of the development, Scott Street is proposed to have a reduced right-of-way width (50') with 33' of pavement, which includes on-street parking on one side, and a raised curb and gutter and a 5' sidewalks on both sides. Mandy Lane towards the bottom of the development is proposed to have a reduced right-of-way width (50') with 24' of pavement, no shoulder or open ditches and sloped towards the center of the road. Robin Road at the end of the development is also proposed to have a reduced right-of-way width (50') with 24' of pavement, no shoulder or open ditches, and sloped to one side. Therefore, the applicant is requesting modifications to both requirements for each roadway, which are to be privately maintained. Several waivers are requested to amend street standards found in UDO Section 8.4. In all, six subdivision regulation

	waivers are being requested to develop the multifamily community.
Parkland Dedication	Parkland dedication fees will be paid prior to recording of the final plat at a rate of \$3,154 per residential lot.
Traffic Impact Analysis	A Traffic Impact Analysis (TIA) was not required.
Compliant with Comprehensive Plan (including Master Plans) and Unified Development Ordinance	The preliminary plan is not compliant with the newly updated Comprehensive Plan Future Land Use and Character Map, however this property is located outside of the City limits in the extra-territorial jurisdiction where the City has no land use authority.
Compliant with Subdivision Regulations	Yes, with the exception of six waiver requests previously approved in 2023 and the new updated requests: the first three related to the rural residential street standards regarding right-of-way width in UDO Section 8.4.C.8.a Geometric Standards, Street Design Criteria requirements, which were already approved as part of the previous Preliminary Plan (50' width). The last three waivers related to the updated details of the cross-section of the rural residential street standards found in the 2020 B/CS Unified Design Guidelines for the same roadways.
Staff Recommendation	Staff recommends approval of the waivers and the Preliminary Plan.

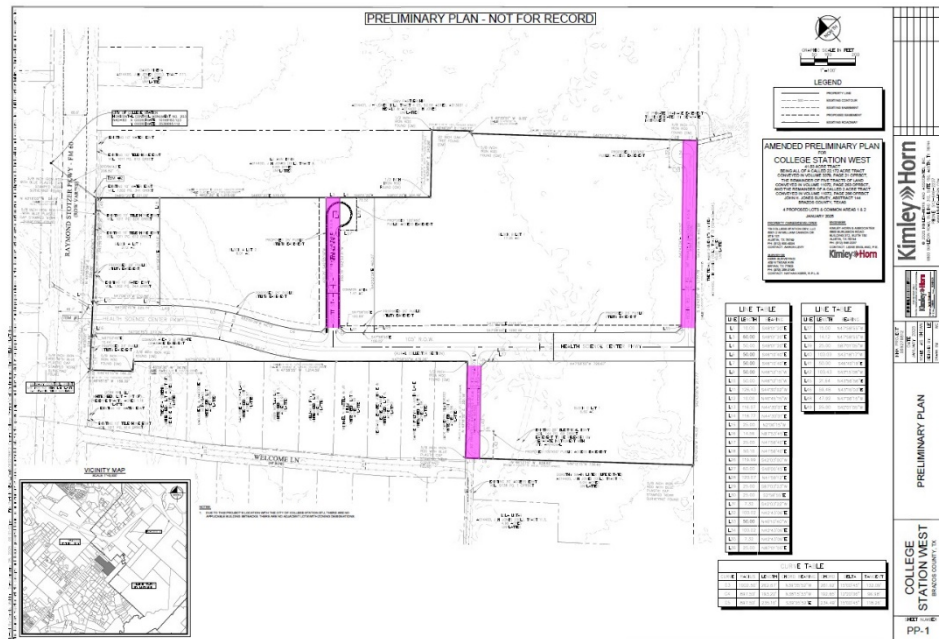
Supporting Materials

1. Waiver Request
2. Applicants Supporting Information
3. Aerial and Small Area Map
4. Preliminary Plan

SUBDIVISION WAIVER REQUESTS

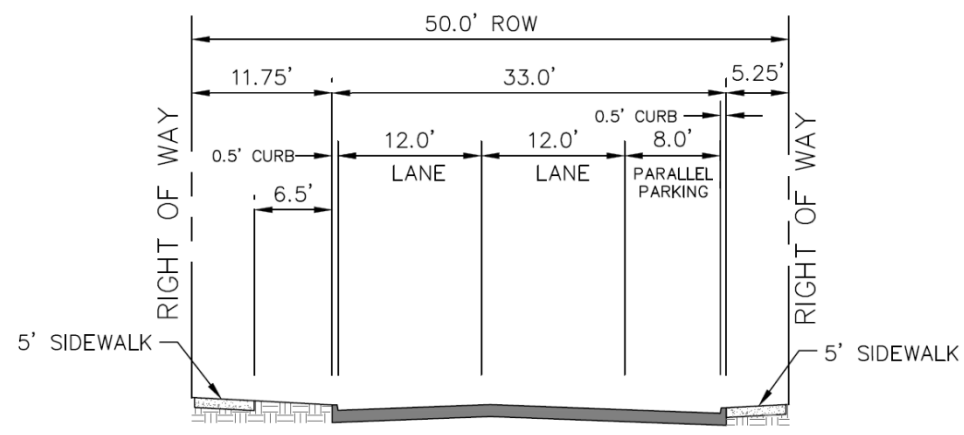
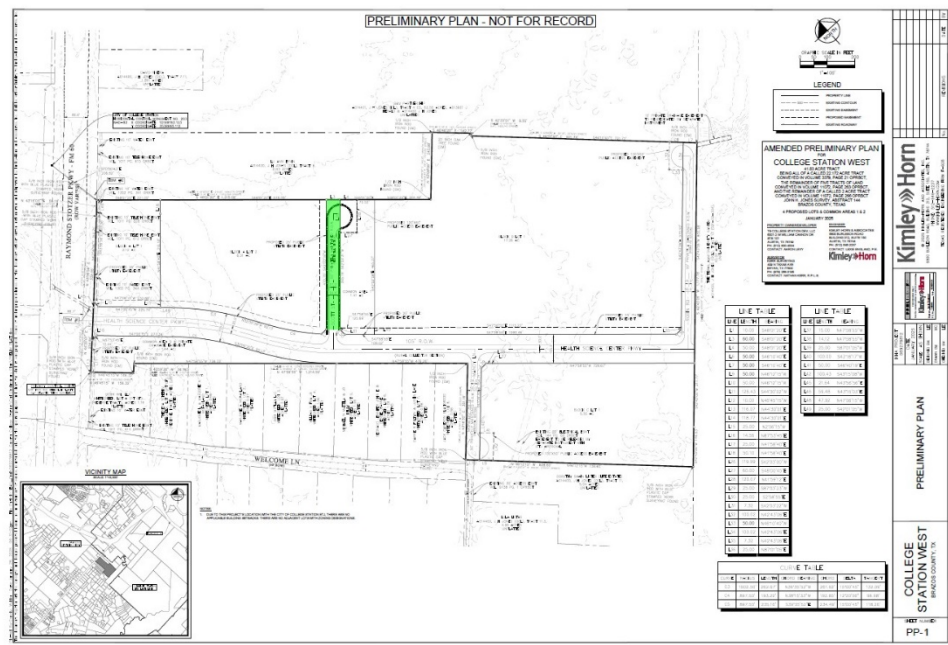
The proposed Preliminary Plan is in compliance with the applicable Subdivision Regulations contained in the UDO except for the following waiver requests:

UDO Section 8.4.C.8.a 'Geometric Standards, Street Design Criteria' - Per the requirements of this section, right-of-way width for the rural residential street should be 70'. As shown in the attached waiver requests, the first waiver requests are for right-of-way width for Scott Street, Mandy Lane, and Robin Road along the extension of Health Science Center Parkway. This request is to reduce the right-of-way width to 50'. This is below the requirement by 20 feet. While this was previously approved, due to the updated cross-sections, the waiver to the width is being requested again. The applicant is requesting these waivers as their intention is to increase the developable area, accommodate privately maintained roadways, and provide pedestrian access for multifamily communities.



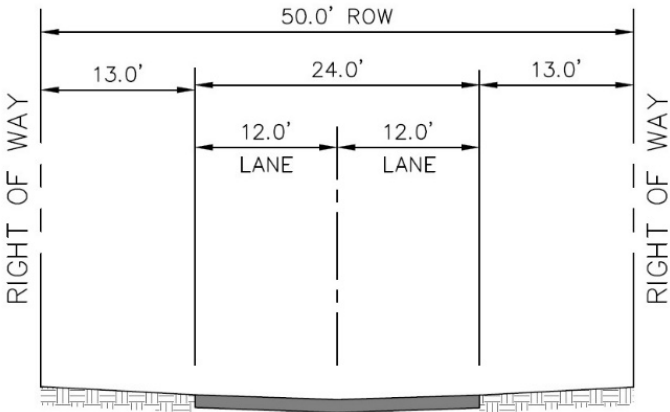
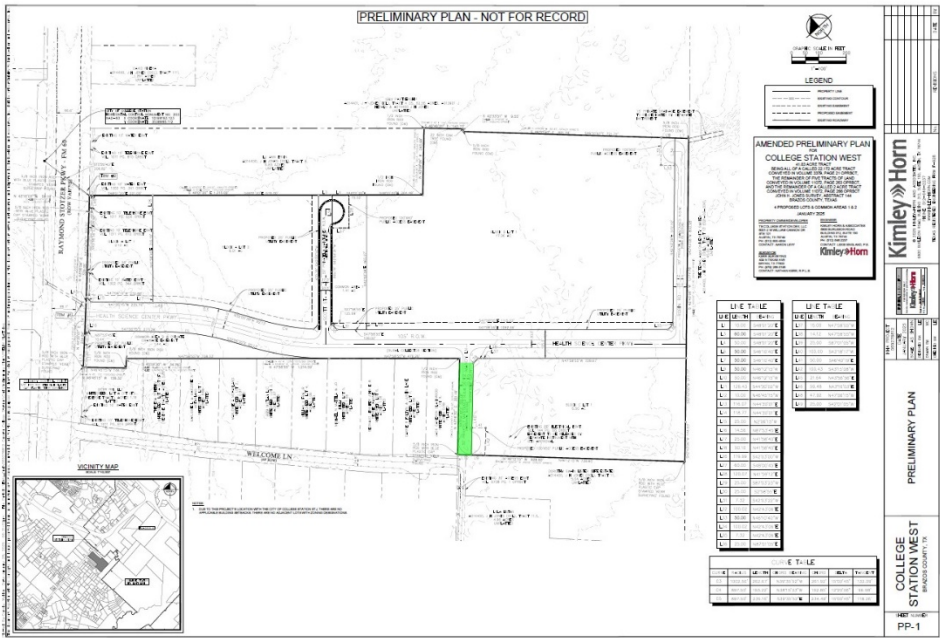
UDO Section 8.4.C.8.a ‘Geometric Standards, Street Design Criteria’ -Per the requirements of UDO Section 8.4.C.8, streets shall be constructed to the rural residential standard. As indicated in the 2020 B/CS Unified Design Guidelines, rural residential streets are to have 24’ of pavement width with a 2’ shoulder (ribbon curb) and no sidewalks on either side. As shown in the attached waiver requests, the next waiver requests are for the cross-section for, Scott Street, Mandy Lane, and Robin Road connecting to the extension of Health Science Center Parkway.

Scott Street is proposed to have 33’ of pavement width, which includes 24’ of pavement for drive lanes, 8’ parallel parking, 0.5’ pavement to include a curb (raised) and gutter, and a 5’ sidewalk on both sides. This is meeting the 24’ pavement width requirement, however a raised curb, gutter, on-street parking and sidewalks (urban street design elements) are proposed.



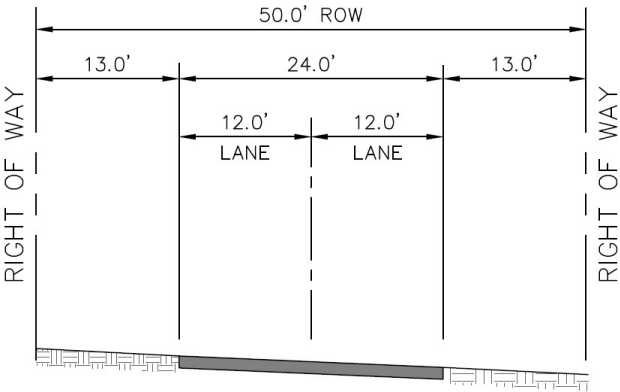
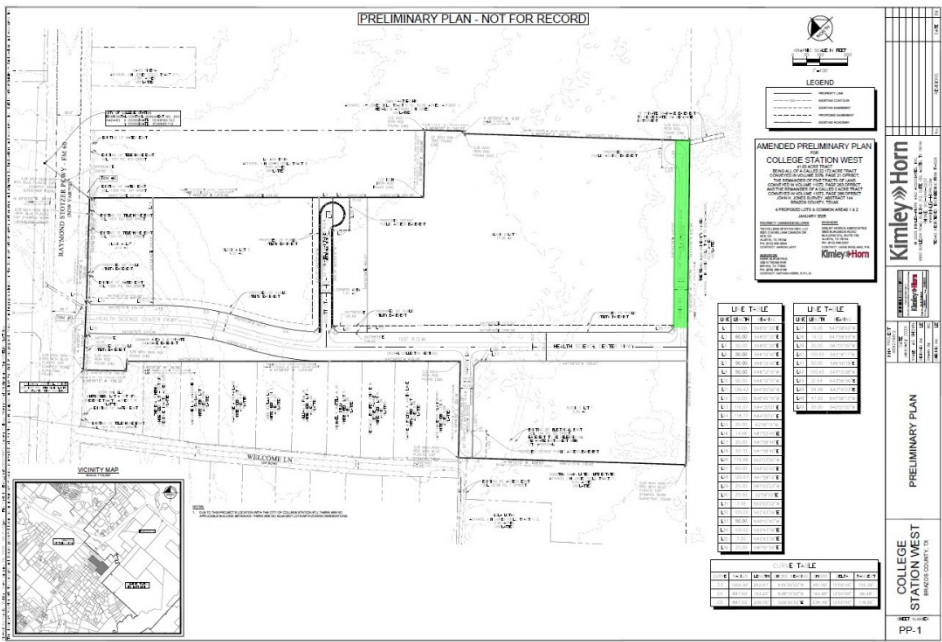
SCOTT STREET
(RURAL RESIDENTIAL – PRIVATELY MAINTAINED)

Mandy Lane is proposed to have with 24' of pavement with no shoulder or open ditch, with the roadway sloped toward the center. This is below the pavement requirement by 3 feet and provides no shoulder or ditch.



MANDY LANE
(RURAL RESIDENTIAL – PRIVATELY MAINTAINED)

Robin Road is proposed to have with 24' of pavement with no shoulder or open ditch, with the roadway sloped to one side. This is below the pavement requirement by 3 feet and provides no shoulder or ditch.



ROBIN RD SECTION
(RURAL RESIDENTIAL — PRIVATELY MAINTAINED)

The applicant is requesting these waivers as their intention is to provide pedestrian access for a multifamily community, while providing right-of-of way to meet block length requirements. The applicant states that they are to construct a non-standard, privately maintained road section with curb, gutter, and sidewalks to provide desired frontage for residents of future multifamily communities and amenities (Scott St.). Also, that in the case of the minimal roadway sections, Mandy Ln. is to provide secondary access and fire access to the multifamily development as well as a future connection to Welcome Ln., while Robin Rd. is not an access road for residents and is intended for maintenance.

In accordance with the Subdivision Regulations, when considering a waiver, the Planning and Zoning Commission should make the following findings to approve the waiver:

- 1) That there are special circumstances or conditions affecting the land involved such that strict application of the provisions of this chapter will deprive the applicant of the reasonable use of his land;**

As this property is located in the extraterritorial jurisdiction, the right-of-way is being dedicated to Brazos County in order to meet the block length requirements. To increase the amount of developable area for future residents, the applicant is proposing modified roadway width, along with a modified cross-sections (which includes sidewalk, curb and gutter, and on-street parking) that is more desirable for the proposed multifamily development. While sidewalks are not included and these other items shown in the proposed cross-sections are not the standard sections of the rural residential street, Brazos County has determined the privately maintained roadway sections are acceptable and have reviewed the Preliminary Plan as well.

- 2) That the waivers are necessary for the preservation and enjoyment of a substantial property right of the applicant;**

If the waivers are not granted, the subject property can still be subdivided. However, the applicant has stated that granting the waivers are necessary for the increase in developable area, as well as to make offer a better experience, more parking and access for future residents and guests of the multifamily communities. They have indicated that the Mandy Lane proposed road section will offer a better experience to future residents. They have also indicated that the other modified cross-section (Robin Rd.) will help signal that this particular roadways is not to be used as a access drive for residents.

- 3) The granting of the waiver will not be detrimental to the public health, safety, or welfare, or injurious to other property in the area, or to the City in administering this chapter; and**

The granting of these waivers would not be detrimental to the public health, safety, or welfare of other properties in the area as this development will comply with all other standards and requirements found in the subdivision standards of the Unified Development Ordinance as they apply to properties in the extraterritorial jurisdiction.

The applicant has stated that the roadways will still meet the functional requirements of the rural residential street standard ((drainage, lane widths, pavement design), while also providing a sidewalk on those specific streets for future residents. Since the roadways being privately maintained, there is also no cost burden to the City or County for the modified sections.

Based on the 2020 B/CS Unified Design Guidelines, the proposed streets in which waivers are being requested are more closely aligned with those standards for typical urban streets found within the City limits, particularly for Residential and Neo-Traditional Design (NTD) Residential streets.

- 4) That the granting of the waivers will not have the effect of preventing the orderly subdivision of other land in the area in accordance with the provisions of this chapter.**

These waivers will not have a negative effect on the orderly subdivision of land in the area. The right-of-way for these modified streets is being provided in order to meet the block length requirements, which provides for future connection to adjacent un-platted properties to the north and south of the subject property.



PRELIMINARY PLAN APPLICATION SUPPORTING INFORMATION

Name of Project: SUBDIVISION FOR A PROPOSED MIXED USE DEVELOPMENT

Address:

Applicant:: Lexie England

Property Owner: LIGHTSEY THOMAS WHITT ETAL

Legal Description: A014400, J H JONES (OCL), TRACT 4, 18.7 ACRES

Total Acreage: 41.83 **Total No. of Lots:** 6

ROW Acreage: 6.83 **Floodplain Acreage:** 0.00

Number of requested waiver(s) to subdivision regulations, if applicable: 6

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

This waiver is for the proposed residential roadway referred to as Scott Street on the preliminary plan.

Section 8.4.C.8a of City of College Station Code of Ordinances - We're requesting a waiver for the minimum 70' ROW to reduce to 50' in order to accommodate a proposed privately maintained residential roadway section and increase the amount of developable area on this project.

Regarding the waiver request, explain the following:

- 1. There are special circumstances or conditions affecting the land involved such that strict application of the subdivision regulations will deprive the applicant of the reasonable use of his land.** The public right of way is being dedicated to Brazos County to meet College Station maximum block length requirements. The desired roadway section for the frontage of the proposed multifamily communities includes a sidewalk and curb and gutter. This section is not a Brazos County standard section but has been determined acceptable to Brazos County with a private maintenance agreement. The proposed section only requires a 50' ROW width.
- 2. The waiver is necessary for the preservation and enjoyment of a substantial property right of the applicant.**

The proposed road section will offer a better experience to future residents of the multifamily communities and the reduction of ROW width will provide the property owner with more developable area for the multifamily lots.

3. **The granting of the waiver will not be detrimental to the public health, safety, or welfare, or injurious to other property in the area, or to the City in administering subdivision regulations.**
There are no negative consequences to public health and safety by reducing the ROW width for the residential roadway. The proposed road section meets all functional requirements of the Brazos County standard section (drainage, lane widths, pavement design, landscape buffer) and provides sidewalks for the residents. The road sections will be privately maintained so there will be no cost burden on the City or the County from the addition of curb and gutter and sidewalks.
4. **The granting of the waiver will not have the effect of preventing the orderly subdivision of other land in the area in accordance with the provisions of the Unified Development Ordinance.**
This project is meeting all block length requirements and providing required ROW frontage to adjoining lots. The project also complies with the MPO thoroughfare plan.

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

N/A

Detailed explanation of condition identified above:

Requested Oversize Participation:

Parkland Dedication due prior to filing the Final Plat, if applicable:

Parkland Development Fee:

No. of acres to be dedicated:

No. of acres in floodplain:

No. of acres in detention:

No. of acres in greenways:

Parks & Recreation Advisory Board approval date:



PRELIMINARY PLAN APPLICATION SUPPORTING INFORMATION

Name of Project: SUBDIVISION FOR A PROPOSED MIXED USE DEVELOPMENT

Address:

Applicant:: Lexie England

Property Owner: LIGHTSEY THOMAS WHITT ETAL

Legal Description: A014400, J H JONES (OCL), TRACT 4, 18.7 ACRES

Total Acreage: 41.83 **Total No. of Lots:** 6

ROW Acreage: 6.83 **Floodplain Acreage:** 0.00

Number of requested waiver(s) to subdivision regulations, if applicable: 6

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

This waiver is for the proposed residential roadway referred to as Mandy Lane on the preliminary plan.

Section 8.4.C.8a of City of College Station Code of Ordinances - We're requesting a waiver for the minimum 70' ROW to reduce to 50' in order to accommodate a proposed privately maintained residential roadway section and increase the amount of developable area on this project.

Regarding the waiver request, explain the following:

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

The purpose of this roadway is to provide secondary access and optimal fire access to future multifamily communities as well as a future connection to Welcome Ln. The public right of way is being dedicated to Brazos County to meet College Station maximum block length requirements. The desired roadway section for the frontage of the proposed multifamily communities features an inverted crown. This section is not a Brazos County standard section but has been determined acceptable to Brazos County with a private maintenance agreement. The proposed section only requires a 50' ROW width.

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

The proposed road section will offer a better experience to future residents of the multifamily communities and the reduction of ROW width will provide the property owner with more developable area for the multifamily lots.

3. **The granting of the waiver will not be detrimental to the public health, safety, or welfare, or injurious to other property in the area, or to the City in administering subdivision regulations.**
There are no negative consequences to public health and safety by reducing the ROW width for the residential roadway. The proposed road section meets all functional requirements of the Brazos County standard section (drainage, lane widths, pavement design). The road sections will be privately maintained so there will be no cost burden on the City or the County.
4. **The granting of the waiver will not have the effect of preventing the orderly subdivision of other land in the area in accordance with the provisions of the Unified Development Ordinance.**
This project is meeting all block length requirements and providing required ROW frontage to adjoining lots. The project also complies with the MPO thoroughfare plan.

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

N/A

Detailed explanation of condition identified above:

Requested Oversize Participation:

Parkland Dedication due prior to filing the Final Plat, if applicable:

Parkland Development Fee:

No. of acres to be dedicated:

No. of acres in floodplain:

No. of acres in detention:

No. of acres in greenways:

Parks & Recreation Advisory Board approval date:



PRELIMINARY PLAN APPLICATION SUPPORTING INFORMATION

Name of Project: SUBDIVISION FOR A PROPOSED MIXED USE DEVELOPMENT

Address:

Applicant:: Lexie England

Property Owner: LIGHTSEY THOMAS WHITT ETAL

Legal Description: A014400, J H JONES (OCL), TRACT 4, 18.7 ACRES

Total Acreage: 41.83

Total No. of Lots: 6

ROW Acreage: 6.83

Floodplain Acreage: 0.00

Number of requested waiver(s) to subdivision regulations, if applicable: 6

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

This waiver is for the proposed maintenance roadway referred to as Robin Road on the preliminary plan.

Section 8.4.C.8a of City of College Station Code of Ordinances - We're requesting a waiver for the minimum 70' ROW to reduce to 50' in order to accommodate a proposed privately maintained residential roadway section and increase the amount of developable area on this project.

Regarding the waiver request, explain the following:

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

The public right of way is being dedicated to Brazos County to meet College Station maximum block length requirements. The proposed roadway will not provide residential access to the proposed development or any neighboring developments at this time. The proposed 24' wide asphalt section is not a Brazos County standard section but has been determined acceptable to Brazos County with a private maintenance agreement. The proposed section only requires a 50' ROW width.

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

The proposed road section will provide the property owner with more developable area for the multifamily lots. Because the proposed roadway will not provide access to the residential development, the applicant prefers to keep a minimal road section to visually signal that it is not an access road for residents.

3. **The granting of the waiver will not be detrimental to the public health, safety, or welfare, or injurious to other property in the area, or to the City in administering subdivision regulations.**
There are no negative consequences to public health and safety by reducing the ROW width for the residential roadway. The proposed road section meets all functional requirements of the rural residential section (drainage, lane widths, pavement design, landscape buffer). The road sections will be privately maintained so there will be no cost burden on the City or the County for the road maintenance
4. **The granting of the waiver will not have the effect of preventing the orderly subdivision of other land in the area in accordance with the provisions of the Unified Development Ordinance.**
This project is meeting all block length requirements and providing required ROW frontage to adjoining lots. The project also complies with the MPO thoroughfare plan.

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

N/A

Detailed explanation of condition identified above:

Requested Oversize Participation:

Parkland Dedication due prior to filing the Final Plat, if applicable:

Parkland Development Fee:

No. of acres to be dedicated:

No. of acres in floodplain:

No. of acres in detention:

No. of acres in greenways:

Parks & Recreation Advisory Board approval date:



PRELIMINARY PLAN APPLICATION SUPPORTING INFORMATION

Name of Project: SUBDIVISION FOR A PROPOSED MIXED USE DEVELOPMENT

Address:

Applicant:: Lexie England

Property Owner: LIGHTSEY THOMAS WHITT ETAL

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Number of requested waiver(s) to subdivision regulations, if applicable: 6

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

This waiver is for the proposed residential roadway referred to as Scott Street on the preliminary plan.

Section 8.4.C.8a of City of College Station Code of Ordinances - We're requesting a waiver for the requirement to construct local streets to the rural residential street standards in order to construct a non-standard, privately maintained road section with curb, gutter, and sidewalk to provide desired frontage for residents of future multifamily communities.

Regarding the waiver request, explain the following:

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

According to the Bryan/College Station's 2024 Unified Design Guidelines - Street and Alleys Table III and Figure 2, Scott Street will be classified as a privately maintained, rural residential roadway. Differences between the rural residential section described in the Unified Design Guidelines include be no open ditches on either side of the roadway, a 6 inch curb and gutter on either side of the roadway, one lane of the roadway will be a total of twenty feet to account for eight feet of parallel parking, and five foot sidewalks included on both sides of the road.

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

The proposed road section will offer a better experience, more parking and access for future residents and guests of the multifamily communities.

3. **The granting of the waiver will not be detrimental to the public health, safety, or welfare, or injurious to other property in the area, or to the City in administering subdivision regulations.**
There are no negative consequences to public health and safety by implementing these differences to the rural residential roadway design detail. The proposed road section meets all functional requirements of the Brazos County standard section (drainage, lane widths, pavement design, landscape buffer) and provides sidewalks for the residents. The road sections will be privately maintained so there will be no cost burden on the City or the County from the addition of curb and gutter and sidewalks.
4. **The granting of the waiver will not have the effect of preventing the orderly subdivision of other land in the area in accordance with the provisions of the Unified Development Ordinance.**
This project is meeting all block length requirements and providing required ROW frontage to adjoining lots. The project also complies with the MPO thoroughfare plan.

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

N/A

Detailed explanation of condition identified above:

Requested Oversize Participation:

Parkland Dedication due prior to filing the Final Plat, if applicable:

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No. of acres to be dedicated:

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Parks & Recreation Advisory Board approval date:



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

This waiver is for the proposed residential roadway referred to as Mandy Lane on the preliminary plan.

Section 8.4.C.8a of City of College Station Code of Ordinances - We're requesting a waiver for the requirement to construct local streets to the rural residential street standards in order to construct a non-standard, privately maintained road section with an inverted crown to provide desired drainage for residents of future multifamily communities.

Regarding the waiver request, explain the following:

- 1. There are special circumstances or conditions affecting the land involved such that strict application of the subdivision regulations will deprive the applicant of the reasonable use of his land.** According to the Bryan/College Station's 2024 Unified Design Guidelines - Street and Alleys Table III and Figure 2, Mandy Lane will be classified as a privately maintained and rural residential roadway. Differences between the rural residential section described in the Unified Design Guidelines include, no open ditches or two foot ribbon curbs on either side of the road and the roadway is sloped towards the center and not crowned.
- 2. The waiver is necessary for the preservation and enjoyment of a substantial property right of the applicant.**
The proposed road section will offer a better experience to future residents of the multifamily communities.

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

The purpose of this roadway is to provide secondary access and optimal fire access to future multifamily communities as well as a future connection to Welcome Ln. There are no negative consequences to public health and safety by implementing these differences to the rural residential roadway design detail. The proposed road section meets all functional requirements of the Brazos County standard section (drainage, lane widths, pavement design). The road sections will be privately maintained so there will be no cost burden on the City or the County from the anon-standard section.

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

This project is meeting all block length requirements and providing required ROW frontage to adjoining lots. The project also complies with the MPO thoroughfare plan.

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

N/A

Detailed explanation of condition identified above:

Requested Oversize Participation:

Parkland Dedication due prior to filing the Final Plat, if applicable:

Parkland Development Fee:

No. of acres to be dedicated:

No. of acres in floodplain:

No. of acres in detention:

No. of acres in greenways:

Parks & Recreation Advisory Board approval date:



PRELIMINARY PLAN APPLICATION SUPPORTING INFORMATION

Name of Project: SUBDIVISION FOR A PROPOSED MIXED USE DEVELOPMENT

Address:

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

This waiver is for the proposed maintenance roadway referred to as Robin Road on the preliminary plan.

Section 8.4.C.8a of City of College Station Code of Ordinances - We're requesting a waiver for the requirement to construct local streets to the rural residential street standards to provide a privately maintained road section.

Regarding the waiver request, explain the following:

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

According to the Bryan/College Station's 2024 Unified Design Guidelines - Street and Alleys Table III and Figure 2, Robin Road will be classified as a privately maintained and rural residential roadway. Differences between the rural residential section described in the Unified Design Guidelines include, a flow spreader on the side of the road that borders the property line, no two-foot ribbon curb on either side of the roadway, and roadway itself will not be crowned but sloped downwards towards the flow spreader.

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

The proposed road section will provide the property with an effective method to sheet flow rainwater off-site into the existing creek adjacent to the site. Because the proposed roadway will not provide access to the residential development, the applicant prefers to keep a minimal road section to visually signal that it is not an access road for residents.

3. **The granting of the waiver will not be detrimental to the public health, safety, or welfare, or injurious to other property in the area, or to the City in administering subdivision regulations.**
There are no negative consequences to public health and safety by implementing these design changes to the rural residential roadway. The proposed road section meets all functional requirements of the rural residential section (drainage, lane widths, pavement design, landscape buffer). The road sections will be privately maintained so there will be no cost burden on the City or the County for the road maintenance
4. **The granting of the waiver will not have the effect of preventing the orderly subdivision of other land in the area in accordance with the provisions of the Unified Development Ordinance.**
This project is meeting all block length requirements and providing required ROW frontage to adjoining lots. The project also complies with the MPO thoroughfare plan.

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

N/A

Detailed explanation of condition identified above:

Requested Oversize Participation:

Parkland Dedication due prior to filing the Final Plat, if applicable:

Parkland Development Fee:

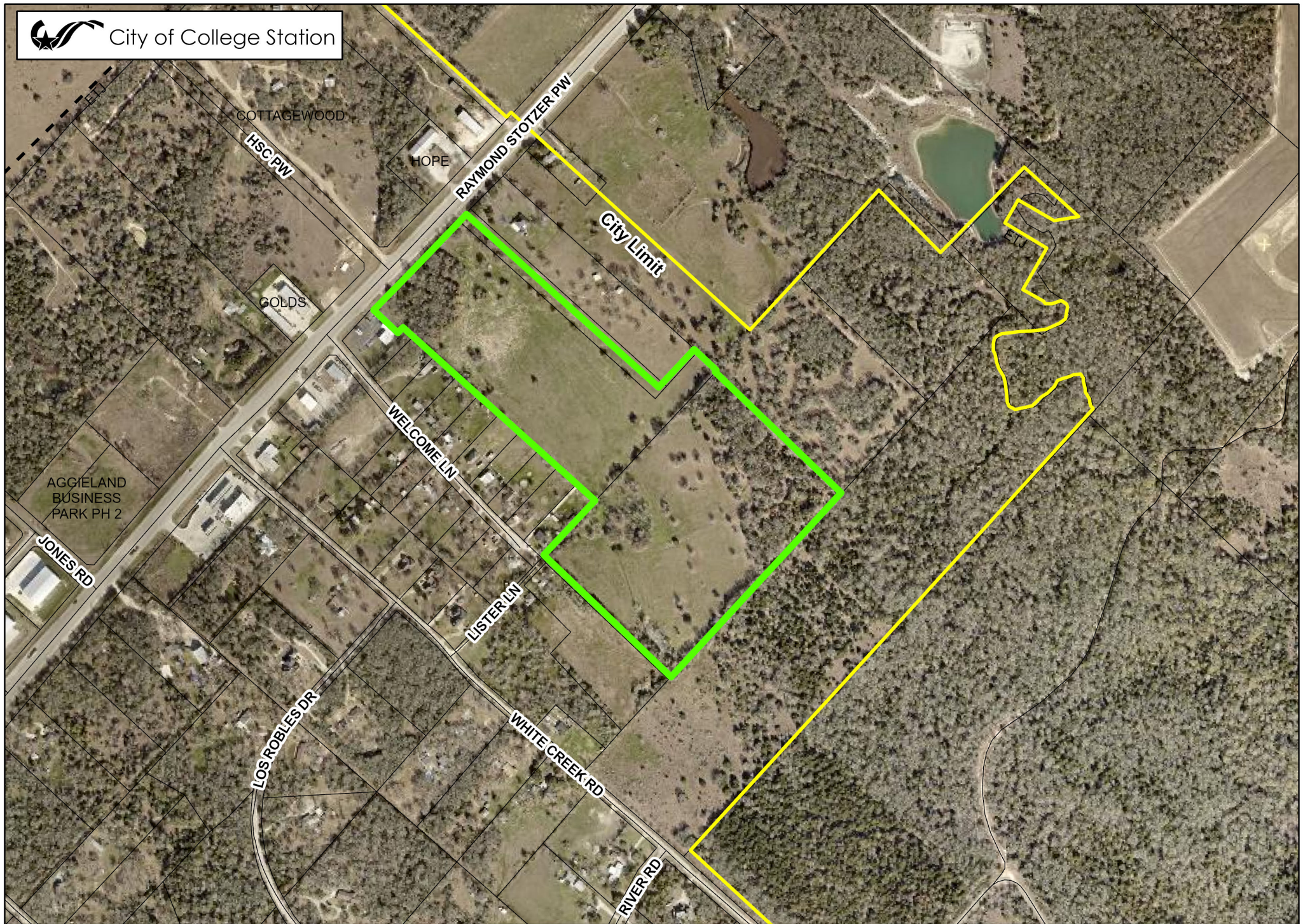
No. of acres to be dedicated:

No. of acres in floodplain:

No. of acres in detention:

No. of acres in greenways:

Parks & Recreation Advisory Board approval date:

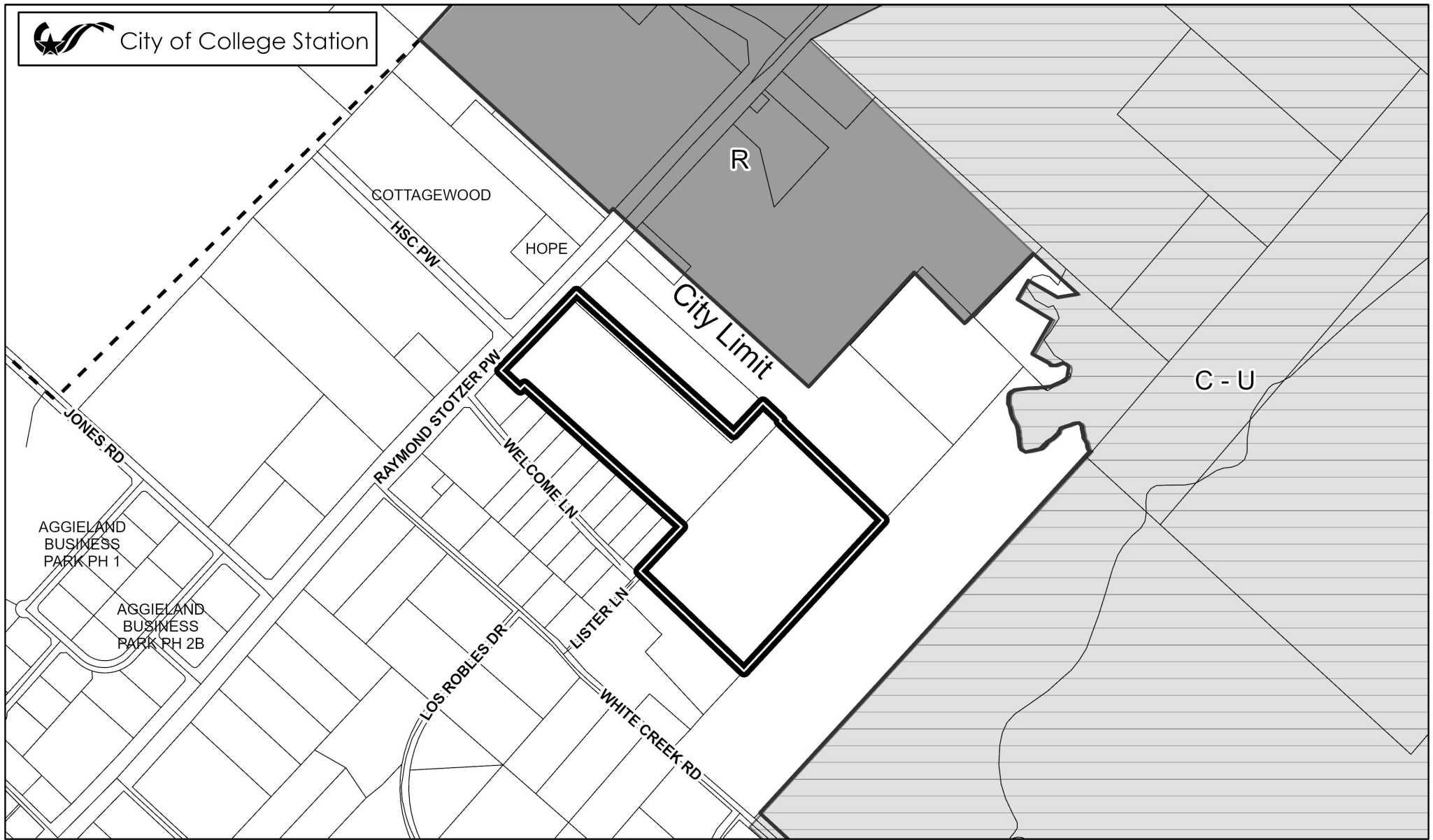


0 500 1,000 Feet

COLLEGE STATION WEST

Case:
PP2024-000014

PRELIMINARY PLAN



ZONING DISTRICTS (In Grayscale)

Residential		
R	Rural	MH Middle Housing
WE	Wellborn Estate	MF Multi-Family
E	Estate	MU Mixed-Use
WRS	Wellborn Restricted Suburban	MHP Manufactured Home Pk.
RS	Restricted Suburban	
GS	General Suburban	
D	Duplex	
T	Townhome	

Non-Residential

NAP	Natural Area Protected
O	Office
SC	Suburban Commercial
WC	Wellborn Commercial
GC	General Commercial
CI	Commercial Industrial
BP	Business Park
BPI	Business Park Industrial
C-U	College and University

Planned Districts

P-MUD	Planned Mixed-Use Dist.
PDD	Planned Develop. Dist.

Design Districts

WPC	Wolf Pen Creek Dev. Cor.
NG-1	Core Northgate
NG-2	Transitional Northgate
NG-3	Residential Northgate

Overlay Districts

OV	Corridor Ovr.
RDD	Redevelopment District
ROO	Restricted Occupancy Ovr.
HOO	High Occupancy Ovr.
NPO	Nbrhd. Prevailing Ovr.
NCO	Nbrhd. Conservation Ovr.
HP	Historic Preservation Ovr.

Retired Districts

R-1B	Single Family Residential
R-4	Multi-Family
R-6	High Density Multi-Family
C-3	Light Commercial
RD	Research and Dev.
M-1	Light Industrial
M-2	Heavy Industrial

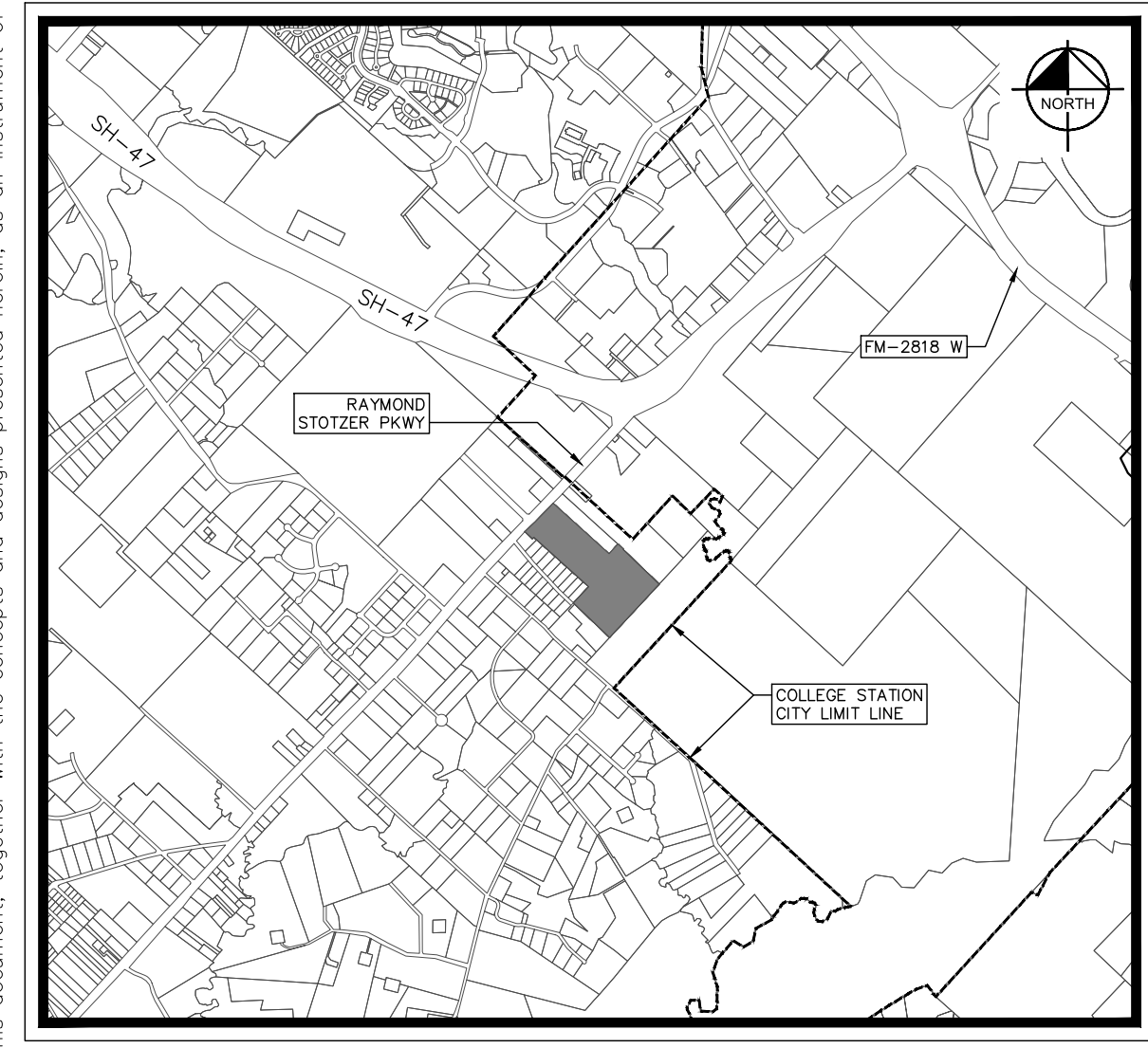


0 500 1,000 Feet

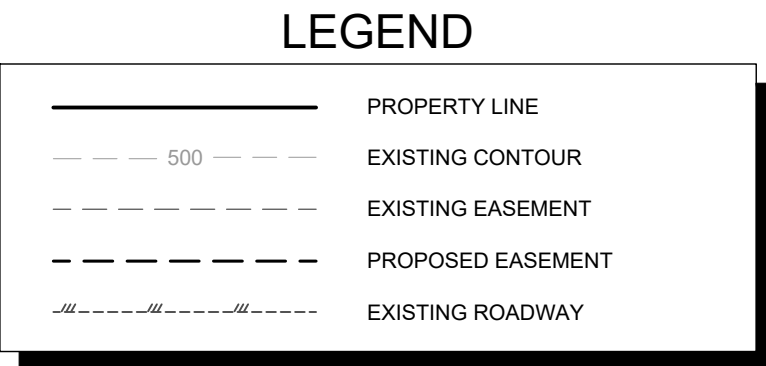
COLLEGE STATION WEST

Case:
PP2024-000014

PRELIMINARY PLAN



1. DUE TO THIS PROJECT'S LOCATION WITH THE CITY OF COLLEGE STATION ETJ, THERE ARE NO APPLICABLE BUILDING SETBACKS. THERE ARE NO ADJACENT LOTS WITH ZONING DESIGNATIONS



41.83 ACRE TRACT
BEING ALL OF A CALLED 22.172 ACRE TRACT
CONVEYED IN VOLUME 3379, PAGE 08 PRBCT,
THE REMAINDER OF FIVE TRACTS OF LAND
CONVEYED IN VOLUME 11072, PAGE 263 PRBCT,
AND THE REMAINDER OF A CALLED 2 ACRE TRACT
CONVEYED IN VOLUME 11072, PAGE 266 PRBCT
JOHN H. JONES SURVEY, ABSTRACT 144
Brazos County, Texas

4 PROPOSED LOTS & COMMON AREAS 1 & 2

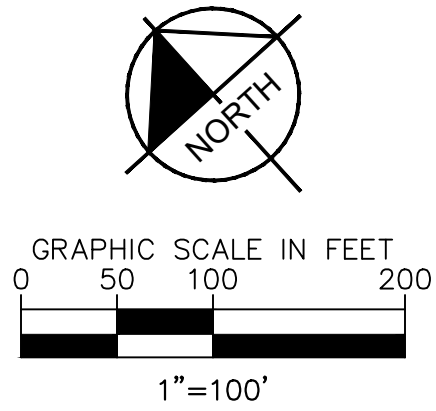
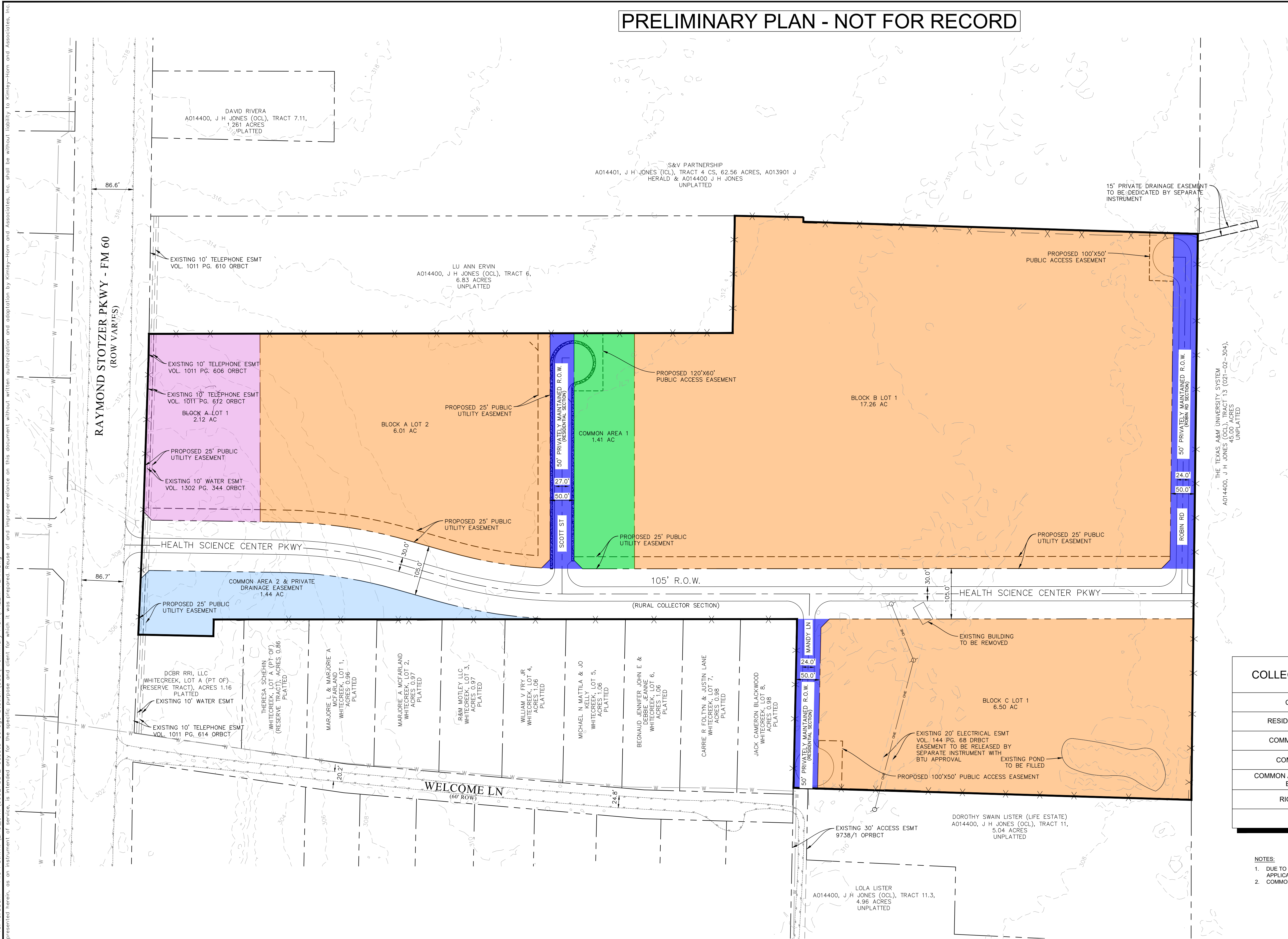
JANUARY 2025

PROPERTY OWNER/DEVELOPER	ENGINEER
TB COLLEGE STATION, DEV. LLC 6001 N. W. WILLIAM CANNON DR STE 101 AUSTIN, TX 78749 PH: (512) 860-4534 CONTACT: AARON LEVY	KIMLEY-HORN & ASSOCIATES 8800 BURLINGTON ROAD BUILDING 312, SUITE 150 AUSTIN, TX 78744 PH: (512) 646-2327 CONTACT: LEVIE ENGLAND, P.E.
SURVEYOR KEIR SURVEYING 408 N TEXAS AVE BRYAN, TX 77803 PH: (817) 288-1518 CONTACT: NATHAN KEIR, R.P.L.S.	

LINE TABLE		
LINE	LENGTH	BEARING
L37	15.00	N47°58'55"W
L38	14.12	N47°58'55"W
L39	25.00	S87°01'05"W
L40	100.00	S43°18'17"W
L41	50.00	S46°40'19"E
L42	100.43	S43°15'08"W
L45	21.64	N43°56'56"E
L46	59.48	N43°16'03"E
L48	47.92	N47°06'15"W
L49	25.00	S42°01'05"W

[illegible]

PRELIMINARY PLAN - NOT FOR RECORD



LEGEND	
	PROPERTY LINE
	EXISTING CONTOUR
	EXISTING EASEMENT
	PROPOSED EASEMENT
	EXISTING ROADWAY
	RESIDENTIAL LOT
	COMMERCIAL LOT
	AMENITIES LOT
	OPEN SPACE/DETENTION/ DRAINAGE LOT
	PRIVATELY MAINTAINED ROAD

AMENDED PRELIMINARY PLAN
FOR
COLLEGE STATION WEST
41.83 ACRE TRACT
BEING ALL OF A CALLED 22.172 ACRE TRACT
CONVEYED IN VOLUME 3379, PAGE 21 OPRBCT,
THE REMAINDER OF FIVE TRACTS OF LAND
CONVEYED IN VOLUME 11072, PAGE 263 OPRBCT,
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CONVEYED IN VOLUME 11072, PAGE 266 OPRBCT
JOHN H. JONES SURVEY, ABSTRACT 144
BRAZOS COUNTY, TEXAS
4 PROPOSED LOTS & COMMON AREAS 1 & 2
JANUARY 2025

PROPERTY OWNER/DEVELOPER TB COLLEGE STATION DEV. LLC 6001-2 W WILLIAM CANNON DR STE 101 AUSTIN, TX 78749 PH: (512) 800-4534 CONTACT: AARON LEVY	ENGINEER KIMLEY-HORN & ASSOCIATES 6800 BURLESON ROAD BUILDING 312, SUITE 150 AUSTIN, TX 78744 PH: (512) 646-2237 CONTACT: LEXIE ENGLAND, P.E. Kimley»Horn
---	---

SURVEYOR
KERR SURVEYING
409 N TEXAS AVE
BRYAN, TX 77803
PH: (979) 268-3195
CONTACT: NATHAN KERR, R.P.L.S.

COLLEGE STATION WEST LAND USE SUMMARY

CATEGORY	PRELIMINARY PLAN ACREAGE	PERCENTAGE OF TOTAL AREA
RESIDENTIAL (3 LOTS)	29.78	71.19%
COMMERCIAL (1 LOT)	2.12	5.07%
COMMON AREA 1	1.41	3.37%
COMMON AREA 2 & DRAINAGE EASEMENT	1.44	3.44%
RIGHT OF WAY	7.08	16.93%
TOTAL	41.83	100.00%

- NOTES:
1. DUE TO THIS PROJECT'S LOCATION WITH THE CITY OF COLLEGE STATION ET.J, THERE ARE NO APPLICABLE BUILDING SETBACKS. THERE ARE NO ADJACENT LOTS WITH ZONING DESIGNATIONS.
 2. COMMON AREA 2 & DRAINAGE LOT, IS RESERVED FOR DRAINAGE DETENTION AND CONVEYANCE.

Kimley»Horn

© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
6800 BURLESON ROAD, BUILDING 312, SUITE 150, AUSTIN, TX 78744
PHONE: 512-646-2237
WWW.KIMLEY-HORN.COM
TEXAS REGISTERED ENGINEERING FIRM F-928



KHA PROJECT 069278812	DATE JANUARY 2025
SCALE: AS SHOWN	DESIGNED BY: LE
DRAWN BY: WC	CHECKED BY: LE

PRELIMINARY
LAND USE PLAN

COLLEGE
STATION WEST
BRAZOS COUNTY, TX

SHEET NUMBER
PP-2

NO.	REVISIONS	DATE	BY

	PROPERTY LINE
	EXISTING CONTOUR
	EXISTING EASEMENT
	PROPOSED EASEMENT
	EXISTING ROADWAY
	EXISTING WATER LINE
	PROPOSED PUBLIC WATER LINE
	PROPOSED PRIVATE WATER LINE
	EXISTING WASTEWATER LINE
	PROPOSED PRIVATE WASTEWATER LINE
	PROPOSED WW MANHOLE
	PROPOSED STORM LINE
	PROPOSED HEADWALL

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BRAZOS COUNTY, TEXAS

PROPERTY OWNER/DEVELOPER
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6001-2 W WILLIAM CANNON DR
STE 101
AUSTIN, TX 78749
PH: (512) 800-4534
CONTACT: AARON LEVY

SURVEYOR
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PHONE: 512-646-2237
WWW.KIMLEY-HORN.COM

TEXAS REGISTERED ENGINEERING FIRM F-928

KHA PROJECT	DATE	SCALE: AS SHOWN	DESIGNED BY: LE	DRAWN BY: WC	CHECKED BY: LF
069278812	JANUARY 2025				

FOR REVIEW ONLY
Not for construction or permit purposes.

Kimley»»Horn

Little England
Engineers

P.E. No. 128595 Date: 1/29/2025

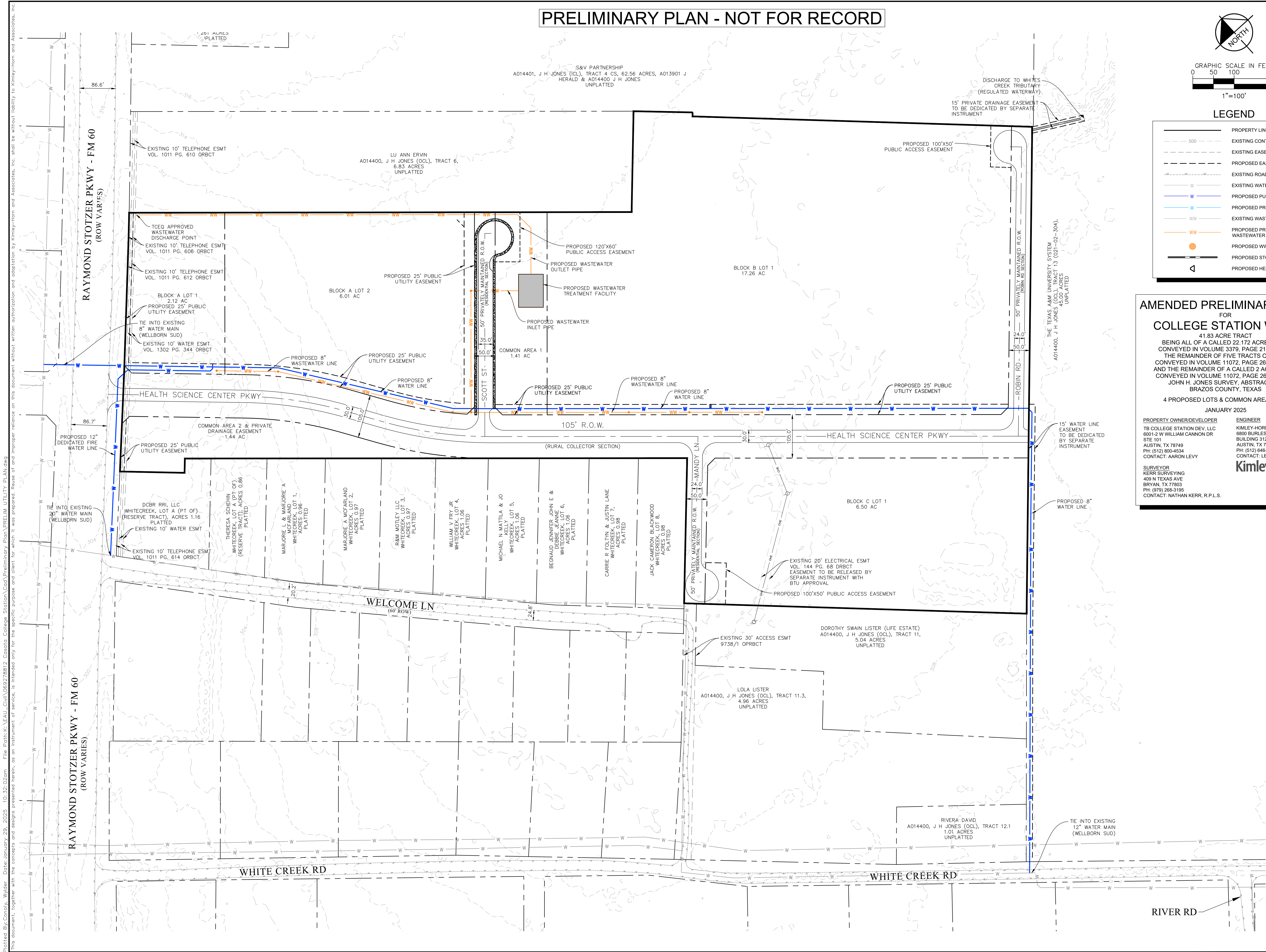
PROJECT INFORMATION

PRELIMINARY UTILITY PLAN

COLLEGE
STATION WEST
BRAZOS COUNTY, TX

SHEET NUMBER
PP-3

36 of 67



Plotted By:Conoly, Wyder Date:January 28, 2025 06:31:27pm File Path:K:\EAU-Civil\069278812_Cosito College Station\Coa\Preliminary Plan\GEN NOTES.dwg
This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.

GENERAL NOTES

1. ACCORDING TO FEMA FLOOD INSURANCE RATE MAPS FOR BRAZOS COUNTY, TEXAS, MAP NO. 48041C0285E, EFFECTIVE DATE 05/16/2012, NO PART OF THIS TRACT IS LOCATED WITHIN THE 100-YEAR FLOOD HAZARD AREA.
2. EXISTING TOPOGRAPHY PROVIDED IS BASED ON CONTOURS DERIVED FROM LIDAR DATA COLLECTION.
3. THE EXISTING SITE IS UNDEVELOPED.
4. DUE TO THE SITE'S LOCATION WITHIN THE CITY OF COLLEGE STATION'S ETJ, IT DOES NOT HAVE A ZONING DESIGNATION.
5. THERE ARE NO PHASES PROPOSED WITH THIS PROJECT; THE ENTIRE DEVELOPMENT IS TO BE BUILT SIMULTANEOUSLY.
6. COMMON AREAS WILL BE OWNED AND MAINTAINED BY THEIR RESPECTIVE PROPERTY OWNERS ASSOCIATIONS (POA). POA DOCUMENTS WILL BE PROVIDED WITH THE FINAL PLAT IN ACCORDANCE WITH UDO SECTION 8.4.S "OWNERS ASSOCIATIONS FOR COMMON AREAS AND FACILITIES."
7. ALL PROPOSED IMPROVEMENTS ILLUSTRATED ON THESE PLANS ARE PRELIMINARY IN NATURE AND ARE SUBJECT TO FINAL DESIGN MODIFICATIONS WITH FINAL DESIGN AND PLATTING.
8. MAIL SERVICE WILL BE ACCOMMODATED BY CLUSTER MAILBOXES LOCATED THROUGHOUT THE DEVELOPMENT. FINAL LOCATIONS WILL BE COORDINATED WITH THE UNITED STATES POSTAL SERVICE AND THE CITY OF COLLEGE STATION AS APPROPRIATE.
9. ALL LOTS SHALL BE GRADED SUCH AS TO PROVIDE POSITIVE DRAINAGE AWAY FROM ALL BUILDINGS. LOT GRADING SHALL BE PROVIDED SUCH AS TO AVOID DRAINING ONTO ADJACENT DEVELOPABLE LOTS OR PROPERTY. A DETAILED GRADING PLAN SHALL BE PROVIDED WITH THE CONSTRUCTION DOCUMENTS.
10. COORDINATES AND BEARING SYSTEM SHOWN ARE NAD83 (TEXAS STATE PLANE CENTRAL ZONE GRID NORTH) BASED ON THE PUBLISHED COORDINATES OF THE CITY OF COLLEGE STATION CONTROL MONUMENT NO. 203 AND ESTABLISHED BY GPS OBSERVATION.
11. THE EXISTING POND AND ALL EXISTING STRUCTURES ARE TO BE REMOVED.
12. BUILDING SETBACKS SHALL BE ESTABLISHED IN ACCORDANCE WITH THE BRAZOS COUNTY SUBDIVISION REGULATIONS, ARTICLE 7, SECTION A-2.
13. THE ORIGINAL VERSION OF THIS PRELIMINARY PLAN AND THE FOLLOWING WAIVERS WERE APPROVED BY THE CITY OF COLLEGE STATION AND THE PLANNING AND ZONING ON 5/18/2023:
 - 13.1. SCOTT STREET ROW WAIVER - REDUCED SECTION 8.4.C.8a OF CITY OF COLLEGE STATION CODE OF ORDINANCES ROW WIDTH REQUIREMENT FROM 70' TO 50' FOR SCOTT STREET.
 - 13.2. MANDY LANE ROW WAIVER - REDUCED SECTION 8.4.C.8a OF CITY OF COLLEGE STATION CODE OF ORDINANCES ROW WIDTH REQUIREMENT FROM 70' TO 50' FOR MANDY LANE.
 - 13.3. ROBIN ROAD ROW WAIVER - REDUCED SECTION 8.4.C.8a OF CITY OF COLLEGE STATION CODE OF ORDINANCES ROW WIDTH REQUIREMENT FROM 70' TO 50' FOR ROBIN ROAD.
 - 13.4. SCOTT STREET ROAD SECTION WAIVER - ALLOWS SCOTT STREET TO BE CONSTRUCTED AS A RURAL RESIDENTIAL STREET INSTEAD OF A LOCAL STREET PER SECTION 8.4.C.8a OF CITY OF COLLEGE STATION CODE OF ORDINANCES.
 - 13.5. MANDY LANE ROAD SECTION WAIVER - ALLOWS MANDY LANE TO BE CONSTRUCTED AS A RURAL RESIDENTIAL STREET INSTEAD OF A LOCAL STREET PER SECTION 8.4.C.8a OF CITY OF COLLEGE STATION CODE OF ORDINANCES.
 - 13.6. ROBIN ROAD ROAD SECTION WAIVER - ALLOWS ROBIN ROAD TO BE CONSTRUCTED AS A RURAL RESIDENTIAL STREET INSTEAD OF A LOCAL STREET PER SECTION 8.4.C.8a OF CITY OF COLLEGE STATION CODE OF ORDINANCES.
14. 1/2 INCH IRON RODS WITH BLUE PLASTIC CAPS STAMPED "KERR SURVEYING" SET AT ALL LOT CORNERS AND ANGLE POINTS UNLESS IN CREEK OR OTHERWISE NOTED.
15. (CM) INDICATES CONTROLLING MONUMENT FOUND AND USED TO ESTABLISH PROPERTY LINES.
16. DISTANCES SHOWN HEREON ARE SURFACE DISTANCES UNLESS OTHERWISE NOTED. TO OBTAIN GRID DISTANCES (NOT AREAS) DIVIDE BY A COMBINED SCALE FACTOR OF 1.00010246501640 (CALCULATED USING GEOID12B).

WATER AND SANITARY SEWER NOTES

1. THIS SITE IS TO RECEIVE WATER UTILITY SERVICES FROM THE WELLBORN SPECIAL UTILITY DISTRICT. ALL PROPOSED PUBLIC WATER LINES WILL BE OWNED, OPERATED AND MAINTAINED BY THE WELLBORN SPECIAL UTILITY DISTRICT UPON ACCEPTANCE OF SUCH.
2. THE SITE IS TO BE SERVED BY A PROPOSED PACKAGE PLANT. TREATED WASTEWATER DISCHARGE HAS BEEN APPROVED BY TCEQ UNDER PERMIT NO. WQ0016377001. BATCH PLANT LOCATION AND DISCHARGE POINT ARE SHOWN FOR REFERENCE ONLY. FINAL DESIGN WILL BE REVIEWED AND APPROVED BY TCEQ.
3. ON-SITE SEWAGE DISPOSAL SYSTEMS (PRIVATE SEPTIC SYSTEMS), IF USED, SHALL BE DESIGNED TO AND MEET ALL REQUIREMENTS OF THE COUNTY HEALTH DEPARTMENT. THESE SYSTEMS SHALL BE LICENSED THROUGH THE SAME AGENCY AND THE LICENSE SHALL BE KEPT CURRENT.
4. WATER AND SANITARY SEWER SHOWN ON THE PRELIMINARY PLAN ARE SHOWN FOR REFERENCE ONLY AND ARE SUBJECT TO CHANGE. A MASTER HYDRAULIC ANALYSIS FOR EACH SYSTEM WILL BE PROVIDED AT THE FINAL STATES OF PLATTING WHICH WILL DETERMINE RESPECTIVE LINE SIZE(S).

STORM DRAINAGE AND DETENTION NOTES

1. STORM WATER RUNOFF WILL BE CAPTURED AND CONVEYED BY SWALES AND UNDERGROUND STORM SEWER SYSTEMS TO PROPOSED DETENTION FACILITIES ONSITE. THE DETENTION PONDS WILL BE DESIGNED AND CONSTRUCTED SUCH AS TO CONTROL THE PEAK RUNOFF DISCHARGE TO PRE-DEVELOPED FLOW RATES PER THE REQUIREMENTS OF THE 2012 BCS UNIFIED DEVELOPMENT GUIDELINES, STANDARDS, AND SPECIFICATIONS UNLESS OTHERWISE INDICATED BY WAY OF A VARIANCE.
2. PRIVATE DRAINAGE SWALES, DETENTION FACILITIES, AND STORM SEWER BEYOND THE LIMITS OF RIGHT OF WAY WILL BE MAINTAINED BY THE DEVELOPER.

PAVING NOTES

1. THE PROPOSED EXTENSION TO HEALTH SCIENCE CENTER PARKWAY (SEE RURAL COLLECTOR SECTION VIEW THIS SHEET) WILL BE OWNED, OPERATED, AND MAINTAINED BY BRAZOS COUNTY UPON ACCEPTANCE OF SUCH. ALL REMAINING PROPOSED ROADWAYS, ALTHOUGH DESIGNATED AS PUBLIC, WILL BE PRIVATELY MAINTAINED IN ACCORDANCE WITH ARTICLE 8 OF THE BRAZOS COUNTY SUBDIVISION REGULATIONS.
2. CUL-DE-SAC PAVEMENT RADI WILL BE 40' IN DIAMETER, UNLESS OTHERWISE NOTED ON THE PLANS.
3. ALL PROPOSED STREETS ARE TO BE MADE OF ASPHALT PAVEMENT.

EXISTING EASEMENT NOTES

1. ELECTRICAL EASEMENT TO THE CITY OF BRYAN (VOL. 144, PG. 68 DRBCT) DOES AFFECT THE PORTION OF THIS TRACT CONVEYED IN DEED VOL. 3379, PG. 21 OPRBCT. THIS EASEMENT IS BLANKET IN NATURE AND CALLED TO BE 20' WIDE CENTERED ON AERIAL ELECTRIC LINES AS INSTALLED AND AS SHOWN HEREON.
2. ELECTRICAL EASEMENT TO THE CITY OF BRYAN (VOL. 144, PG. 109 DRBCT) DOES AFFECT THE PORTION OF THIS TRACT CONVEYED IN DEED VOL. 11072, PG. 263 OPRBCT. THIS EASEMENT IS BLANKET IN NATURE AND CALLED TO BE 20' WIDE CENTERED ON AERIAL ELECTRIC LINES AS INSTALLED AND CANNOT BE PLOTTED AS NO EXISTING AERIAL ELECTRIC LINES WERE FOUND IN THIS AREA.
3. TELEPHONE EASEMENT TO GENERAL TELEPHONE COMPANY OF THE SOUTHWEST (VOL. 1011, PG. 606 ORBCT) DOES AFFECT THE PORTION OF THIS TRACT CONVEYED IN DEED VOL. 11702, PG. 286 OPRBCT AS SHOWN HEREON.
4. TELEPHONE EASEMENT TO GENERAL TELEPHONE COMPANY OF THE SOUTHWEST (VOL. 1011, PG. 612 ORBCT) DOES AFFECT THE PORTION OF THIS TRACT CONVEYED IN DEED VOL. 11702, PG. 283 OPRBCT AS SHOWN HEREON.
5. WATERLINE EASEMENT TO BRUSH WATER SUPPLY CORP. (VOL. 1302, PG. 341 ORBCT) DOES AFFECT THE PORTION OF THIS TRACT CONVEYED IN DEED VOL. 11072, PG. 268 OPRBCT. THE DESCRIBED APPROXIMATE LOCATION OF THIS EASEMENT IS SHOWN HEREON. ACTUAL LOCATION OF EASEMENT TO CENTERED ON THE INSTALLED PIPE. BRUSHY WATER SUPPLY CORP ASSIGNED THIS EASEMENT TO WSUD IN VOL. 10359, PG. 62.
6. WATERLINE EASEMENT TO BRUSH WATER SUPPLY CORP. (VOL. 1302, PG. 344 ORBCT) DOES AFFECT THE PORTION OF THIS TRACT CONVEYED IN DEED VOL. 11702, PG. 283 OPRBCT. THE DESCRIBED APPROXIMATE LOCATION OF THIS EASEMENT IS SHOWN HEREON. ACTUAL LOCATION OF EASEMENT TO CENTERED ON THE INSTALLED PIPE. BRUSHY WATER SUPPLY CORP ASSIGNED THIS EASEMENT TO WSUD IN VOL. 10359, PG. 62.

PRIVATELY MAINTAINED STREETS NOTES:

1. IT IS UNDERSTOOD THAT ON APPROVAL OF THIS PRELIMINARY PLAN BY THE COMMISSIONER'S COURT OF BRAZOS COUNTY, TEXAS, THE BUILDING OF ALL STREETS, ROADS AND OTHER PUBLIC THOROUGHFARES DELINEATED AND SHOWN ON THIS PRELIMINARY PLAN AS PRIVATELY MAINTAINED, AND ALL BRIDGES AND CULVERTS NECESSARY TO BE CONSTRUCTED OR PLACED IN SUCH STREETS, ROADS OTHER PUBLIC THOROUGHFARES, OR IN CONNECTION THEREWITH, SHALL REMAIN THE RESPONSIBILITY OF THE OWNER, HOMEOWNERS ASSOCIATION/PROPERTY OWNERS ASSOCIATION, OR OTHER MAINTENANCE ENTITY AND/OR APPLICANT OF THE TRACT OF LAND COVERED BY THIS PRELIMINARY PLAN, IN ACCORDANCE WITH PLANS AND SPECIFICATIONS PRESCRIBED BY THE COMMISSIONER'S COURT OF BRAZOS COUNTY, TEXAS. THE COMMISSIONER'S COURT ASSUMES NO OBLIGATION TO BUILD THE STREETS, ROADS AND OTHER PUBLIC THOROUGHFARES SHOWN ON THIS PLAT, OR OF CONSTRUCTING ANY BRIDGES OR CULVERTS IN CONNECTION THEREWITH.
2. PRIVATELY MAINTAINED STREETS SHALL BE MAINTAINED TO SUCH A STANDARD WHICH WILL ALLOW EMERGENCY VEHICLES ACCESS FOR THE ROAD DESIGN SPEED IN PERPETUITY BY THE OWNER AND ALL FUTURE OWNERS OF PROPERTY WITHIN THIS SUBDIVISION.
3. CERTAIN COUNTY SERVICES MAY NOT BE PROVIDED FOR PRIVATELY MAINTAINED STREETS, AMONG THE SERVICES WHICH MAY NOT BE PROVIDED ARE: ROUTINE LAW ENFORCEMENT PATROLS, ENFORCEMENT OF TRAFFIC AND PARKING REGULATIONS, AND PREPARATION OF ACCIDENT REPORTS.
4. THE HOMEOWNERS ASSOCIATION/PROPERTY OWNERS ASSOCIATION OR DISTRICT, AS OWNER OF THE PRIVATELY MAINTAINED STREETS AND APPURTENANCES, AGREES TO RELEASE, INDEMNIFY, DEFEND AND HOLD HARMLESS THE COUNTY, ANY OTHER GOVERNMENTAL ENTITY, AND ANY PUBLIC UTILITY ENTITY FOR DAMAGES TO PRIVATELY MAINTAINED STREETS THAT MAY BE OCCASIONED BY THE REASONABLE USE OF THE PRIVATELY MAINTAINED STREETS BY SAME, OR FOR DAMAGES AND INJURY (INCLUDING DEATH) ARISING FROM THE CONDITION OF THE PRIVATELY MAINTAINED STREETS, USE OF ACCESS GATES OR CROSS-ARMS, OR USE OF THE SUBDIVISION BY THE COUNTY OR ANY OTHER GOVERNMENTAL OR UTILITY ENTITY.
5. EVERY DEED SHALL CONTAIN A NOTICE TO THE GRANTEE THAT THE PROPERTY OWNERS SHALL BE PERPETUALLY LIABLE FOR MAINTENANCE OF ALL STREETS DESIGNATED AS PRIVATELY MAINTAINED, AND THAT THE QUALITY OF THE ROADS MUST BE MAINTAINED AS TO NOT AFFECT ACCESS BY PUBLIC SERVICE AGENCIES SUCH AS POLICE, FIRE, AND EMERGENCY MEDICAL SERVICES.

BRAZOS COUNTY SUBDIVISION REGULATIONS

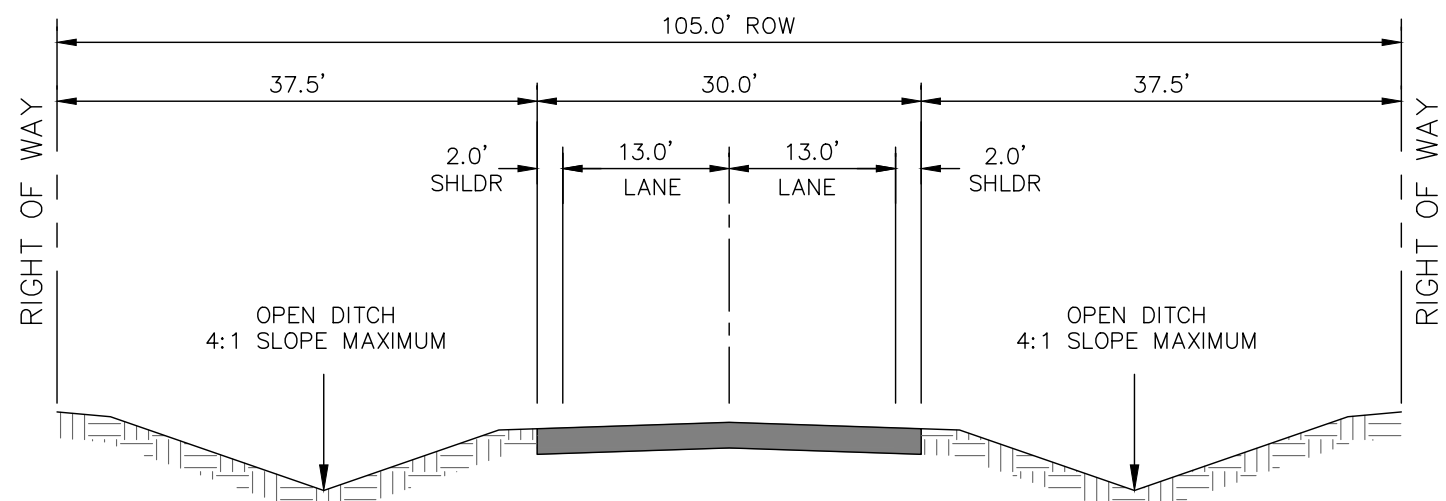
APPENDIX G.4 - OWNER'S RESPONSIBILITIES

IT IS THE RESPONSIBILITY OF THE OWNER, NOT THE COUNTY, TO ASSURE COMPLIANCE WITH THE PROVISIONS OF ALL APPLICABLE STATE, FEDERAL AND LOCAL LAWS AND REGULATIONS RELATING TO THE PLATTING AND DEVELOPMENT OF THIS PROPERTY.
THE COUNTY ASSUMES NO RESPONSIBILITY FOR THE ACCURACY OF REPRESENTATIONS BY THE OTHER PARTIES IN THIS PLAT. FLOODPLAIN DATA, IN PARTICULAR, MAY CHANGE. IT IS FURTHER UNDERSTOOD THAT THE OWNERS OF THE TRACT OF LAND COVERED BY THIS PLAT MUST INSTALL AT THEIR OWN EXPENSE ALL TRAFFIC CONTROL DEVICES AND SIGNAGE THAT MAY BE REQUIRED BEFORE THE ROADS IN THE SUBDIVISION HAVE FINALLY BEEN ACCEPTED FOR MAINTENANCE BY THE COUNTY.

PRELIMINARY PLAN - NOT FOR RECORD

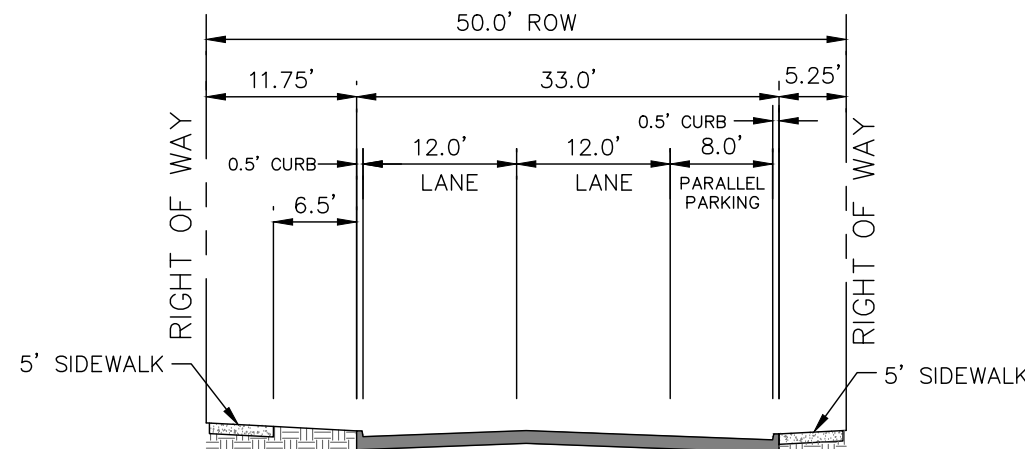
ROADWAY TYPICAL SECTIONS

(NOT TO SCALE)



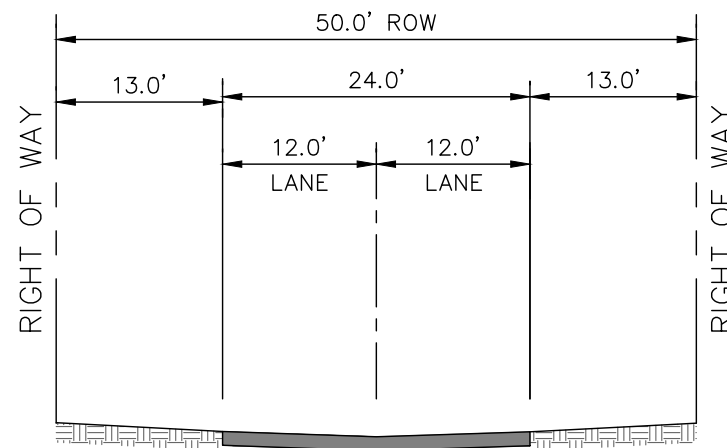
HEALTH SCIENCE CENTER PARKWAY

(RURAL COLLECTOR - MAINTAINED BY BRAZOS COUNTY)



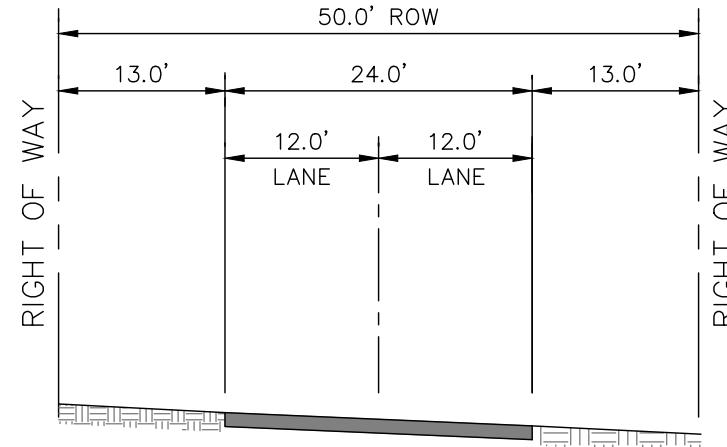
SCOTT STREET

(RURAL RESIDENTIAL - PRIVATELY MAINTAINED)



MANDY LANE

(RURAL RESIDENTIAL - PRIVATELY MAINTAINED)



ROBIN RD SECTION

(RURAL RESIDENTIAL - PRIVATELY MAINTAINED)

AMENDED PRELIMINARY PLAN

FOR

COLLEGE STATION WEST

41.83 ACRE TRACT
BEING ALL OF A CALLED 22.172 ACRE TRACT
CONVEYED IN VOLUME 3379, PAGE 21 OPRBCT,
THE REMAINDER OF FIVE TRACTS OF LAND
CONVEYED IN VOLUME 11072, PAGE 263 OPRBCT,
AND THE REMAINDER OF A CALLED 2 ACRE TRACT
CONVEYED IN VOLUME 11072, PAGE 266 OPRBCT
JOHN H. JONES SURVEY, ABSTRACT 144
BRAZOS COUNTY, TEXAS

4 PROPOSED LOTS & COMMON AREAS 1 & 2

JANUARY 2025

PROPERTY OWNER/DEVELOPER

TB COLLEGE STATION DEV. LLC
8001-2 W WILLIAM CANNON DR
STE 101
AUSTIN, TX 78749
PH: (512) 800-4534
CONTACT: AARON LEVY

ENGINEER

KIMLEY-HORN & ASSOCIATES
6800 BURLESON ROAD
BUILDING 312, SUITE 150
AUSTIN, TX 78744
PH: (512) 646-2237
CONTACT: LEXIE ENGLAND, P.E.

KimleyHorn

SURVEYOR

KERR SURVEYING
469 N TEXAS AVE
BRYAN, TX 77803
PH: (979) 268-3195
CONTACT: NATHAN KERR, R.P.L.S.

NO.	REVISIONS	DATE	BY

KimleyHorn

© 2025 KIMLEY-HORN AND ASSOCIATES, INC.
6800 BURLISON ROAD, BUILDING 312, SUITE 150, AUSTIN, TX 78744
PHONE: 512-646-2237
WWW.KIMLEY-HORN.COM

TEXAS REGISTERED ENGINEERING FIRM F-928



KHA PROJECT	069278812
DATE	JANUARY 2025
SCALE	AS SHOWN
DESIGNED BY:	LE
DRAWN BY:	WC
CHECKED BY:	LE

GENERAL NOTES

COLLEGE
STATION WEST
BRAZOS COUNTY, TX

SHEET NUMBER

PP-4



MEMORANDUM

February 20, 2025

TO: Members of the Planning and Zoning Commission

FROM: Jesse DiMeolo
Senior Planner, Planning & Development Services

SUBJECT: Active Transportation Master Plan Initial Public Engagement Recap

Item:

Presentation, discussion, and possible action regarding a recap of the public engagement last November and December for the Active Transportation Master Plan.

Summary:

Last November, the City of College Station Planning and Development Services opened online engagement and an in-person meeting to receive feedback from citizens on the City's current and proposed pedestrian and bicycle facilities. Attendees also provided comments on their vision for the community and how to increase bicycle and pedestrian activity. The online engagement was active for one month, from November 4th to December 4th. The in-person meeting was on November 20th at City Hall. We collected 202 online comments and 151 comments from the in-person meeting. All these comments can be viewed in the two attached excel spreadsheets. If there is no sticker number, the comment was made online, or a sticker wasn't placed when a route was drawn. If a comment is blank or states "NC," no comment was given, just an indication of like, dislike or a route drawn.

The three most common responses to the Community Vision Board were increased shade and landscaping to improve comfort levels, more separated bike lanes, and increased safety for all ages and abilities. The common themes from the comment cards are as follows:

Bicycle-Related Themes

1. Safety Issues:
 - a. Unsafe bike lanes due to fast-moving traffic and poor separation from vehicles.
 - b. Frequent conflicts with turning cars and unclear intersection rules.
 - c. Visibility challenges and hazardous conditions due to debris or weather-related issues.
2. Infrastructure Improvements:
 - a. Requests for protected bike lanes and multi-use paths for safer cycling.
 - b. Grade-separated crossings to reduce interaction with vehicular traffic.
 - c. Better bike lane maintenance, such as repainting and surface smoothing.

Planning & Development Services • 1101 Texas Avenue, PO Box 9960 • College Station, TX 77840
Office 979.764.3570 / Fax 979.764.3496

3. Connectivity and Accessibility:
 - a. Need for continuous bike lanes connecting key areas like campus, residential neighborhoods, and shopping centers.
 - b. Suggestions for bike racks at parks and public locations.
 - c. Desire for bike-friendly infrastructure that supports commuting as a primary mode of transport.

Pedestrian-Related Themes

1. Safety Issues:
 - a. Dangerous intersections for pedestrians due to high traffic speeds and poor driver awareness.
 - b. Lack of crosswalks or unsafe crossing points near major roads and bus stops.
 - c. Poor visibility at corners and congested areas, leading to hazardous situations for pedestrians.
2. Infrastructure Improvements:
 - a. Requests for more sidewalks, particularly in areas near schools, parks, and residential neighborhoods.
 - b. Suggestions for pedestrian bridges or underpasses to improve crossing safety.
 - c. Maintenance concerns, such as overgrown paths and uneven sidewalks.
3. Connectivity:
 - a. Desire for pedestrian paths connecting parks, neighborhoods, and public amenities.
 - b. Calls for efficient pedestrian routes with green spaces incorporated for a better walking experience.

If interested in seeing all responses collected from the engagement in a more visual representation, please use the following link for the pedestrian plan comments:

<https://cstx.maps.arcgis.com/apps/dashboards/d187321fa6f1499191ac864c15d83ad9>

Use this link to view comments on the bicycle plan:

<https://cstx.maps.arcgis.com/apps/dashboards/94faa91da2ca4a7890c5d445a8289f68>

After opening the webpages, click on any object ID and it will automatically zoom to where the comment was made.

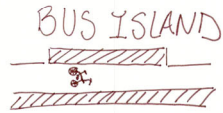
At the next Bicycle, Pedestrian, and Greenways Advisory Board meeting, city staff will propose a draft community vision and goals document with the aim of this being the statement that helps guide all future master planning efforts.

Attachments:

1. Memorandum
2. Community Vision Board
3. Online & In-Person Bicycle Comments
4. Online & In-Person Pedestrian Comments

COMMUNITY VISION BOARD

✓ Bike Racks on Buses **yes!**
seconded!!



MORE SHADE

Connectivity!

Physical Separation of bike lanes from road ways

Bike lane near major roads (Lubbock) - not sidewalks
lines on bike paths - way open to car pollution making some trees

bike/ped connectivity through shared use paths!

Grade separated pedestrian crossings on Hwy 6 please!

Dutch Intersection/ Bike Lights

Multi-Use Trails

1. Shaded infrastructure
2. Protected bike lanes
3. Bus shelters
4. Specific Strategy to achieve Silver Status Bike Friendly Community
5. Pursue grant funding more aggressively.
6. Reflective Pavement Coatings
7. Light rail w/ metro centers

Safe Routes for Kids & Elderly!

Beautifully landscaped paths

Shaded Sidewalks & Paths!

NO EAST SIDE MNR LOOP

SAFE

Round About

Smooth Sidewalks & fewer bike lane potholes

WALK BIKE ROLL



Safe Roads for Bikes
- Sharrow
- Bike lanes

shade

Separated Bike lanes/paths - remove car parking minimums.

Bike/car Separation Barrier YES!

Dedicated Velo way

lighted paths.

Safe bike route on E side of Hwy 6 (Haney Rd)



wellborn sidewalk!

Safe, Separated Paths!

Better sidewalk to bike lane transition.

Rumble strip to alert drivers of bike lane.

Bike lanes in place of "bike routes"

Sharrow instead of tiny signs to indicate bike routes

make Texas Ave navigable by bike/foot! **yes!**

second this

Pedestrian Point Comments - Place A Point and Make A Comment Using The Types: I Like This, I Have Concerns About This, I Have An Idea Or Alternative

Sticker # (In-Person Meeting Comments Only)	Comments	Type	Input Type
1	I would use this to walk to HEB from colleges hills neighborhood because you wouldnt need to wait at light with groceries.	I like this	In-Person
2	would be cool to connect mall to campus via existing trails.	I have an idea or alternative	In-Person
3	Here no sidewalks on the west side of hwy 6 down harvey road	I have concerns about this	In-Person
4	Safe pedestrian travel on east side of hwy 6 on harvey is needed!	I have concerns about this	In-Person
5	there NEEDS to be a sidewalk on both sides of south college ave. Closer to university. I see students who live at U centre traversing a parking lot to get to the intersection to get to class. This is extremely dangerous because of reckless drivers and theres no designated walkway for pedestrians.	I have an idea or alternative	In-Person
6	Empty land that has yet to be developed in northgate has no sidewalks. A temporary solution should be put in place in these areas like jersey barriers in the road or even a temporary sidewalk that is kept in place while the lot sits empty and goes through the development process. This is also important to consider for smaller projects such as sidewalk repair that close sidewalks.	I have an idea or alternative	In-Person
7	this is a busy intersection that could really benefit from increasing pedestrians and bikers safety. There would definitely be an increase in walking and biking traffic then. I would use this intersection more if there was a pedestrian bridge or safe, protected bike lanes.	I like this	In-Person
8	Would love to have this for running or walking. Especially great if connected to veterans or lick creek	I like this	In-Person
9	There is no sidewalk on this road connecting CS and Bryan, I work at amarillo national bank and take this route to walk or bike to restaurants for lunch. The bridge makes it hard to travel by foot.	I have concerns about this	In-Person
13	Since this crossing would be pretty short in length, i think a pedestrian bridge over the road would be really cool and safe	I have an idea or alternative	In-Person

Sticker # (In-Person Meeting Comments Only)	Comments	Type	Input Type
14	Great use green space. However, i feel this pathway needs better maintenance. I love wide sidewalks!	I like this	In-Person
25	Ped bridge needed. Bee creek install the bridge first before the pedestrian path. The path is currently use by dog walkers runners and cyclists.	I like this	In-Person
	There shoule be another crosswalk somewhere between Southwest and Welsh, I constantly see people dodging traffic to cross, esp. to make it to a bus stop	I have an idea or alternative	Online
	The city expanded it's parkland in this area. Would greatly like to see trails built out in this area that connect with Raintree park.	I have an idea or alternative	Online
	The existing greenway is the perfect area for easily expanding on the available walk/run/bike trails thru the neighborhood. Would like to see the raintree sidewalks to nowhere expanded to actual trails.	I have an idea or alternative	Online
	Make this connection part of the SE Park Improvements	I have an idea or alternative	Online
	Stripe & sign cross walk to Brothers park	I have an idea or alternative	Online
	Install receiving ped ramp. Sign & stripe cross walk	I have an idea or alternative	Online
	this path is not mowed with any frequency and can get overgrown making it difficult to walk through	I have concerns about this	Online
	this intersection is very difficult to cross on foot or bike. Cars are driving too fast to make it safe.	I have concerns about this	Online
	This intersection is ROUGH. The blinking orange arrows cause near collisions with pedestrians and left turning cars DAILY. The right hand slip lanes cause pedestrians to almost be hit as well.	I have concerns about this	Online
	Cars regularly refuse to stop for pedestrians (mostly children walking to school) to safely use the crosswalk.	I have concerns about this	Online
	This is a difficult point to cross as well. LOTS of traffic and pedestrians must look out for cars coming through the crosswalk in multiple directions	I have concerns about this	Online
	This corner is nearly blind and congested with cars	I have concerns about this	Online

Sticker # (In-Person Meeting Comments Only)	Comments	Type	Input Type
	This whole area is a problem. The protected lanes in/out of Havarty's/Target to Holleman are difficult to navigate. Pedestrians cross Holleman in the middle of the street to get to the apartments in the area. It is very dangerous.	I have concerns about this	Online
	The pedestrian ramp is too narrow and an awkward angle for anyone not walking. Part of the curb needs to be removed.	I have concerns about this	Online
	A reasonable way to walk from here to New Main Drive would be greatly appreciated	I have concerns about this	Online
	Rare that cars actually know what to do in this intersection.	I have concerns about this	Online
	This intersection is pretty unclear. Some cars will stop for pedestrians others fly by. Some pedestrians stop, others wait for cars.	I have concerns about this	Online
	not sure if the far right lane is a slip lane but it should not be and "No Right on Red". Drivers constantly ignore stop line and block crosswalk without regard if there are pedestrians or not.	I have concerns about this	Online
	The all weather crossings on Butterfly Alley keep washing out.	I have concerns about this	Online
	This path crosses my private property. How much ROW is going to be taken, and will I still be able to use the private drive it runs down?	I have concerns about this	Online
	Prior to construction on Francis, the cyclepath extended north from Munson all the way to the end of Francis. There is no longer a cycle path along this stretch but one is needed for safe access to and from College Hill Elementary and Texas A&M	I have concerns about this	Online
	Traffic on Francis travels much too quickly. This is unsafe for cyclists and pedestrians. Traffic calming measures are needed on this road.	I have concerns about this	Online
	Drivers turning west on University do not respect pedestrian light. Solution: When walk button is activated by pedestrian, drivers need to have a RED light, not green.	I have concerns about this	Online
	Really excited to have sidewalks here so I can easily get to Blue Baker from City Hall!	I like this	Online
	I like the idea of a better bike path/walking path for students to College Station Middle School	I like this	Online

Sticker # (In-Person Meeting Comments Only)	Comments	Type	Input Type
	I would LOVE a multi use path on this part of Rock Prairie Road!	I like this	Online
	I would LOVE to have a multi use path on this side of Harvey Mitchell Pkwy too!	I like this	Online
	this path would be great for my commute biking my son to daycare	I like this	Online
	Fairview has needed a sidewalk for a long time. Especially for game days.	I like this	Online
	The Lick Creek Shared Use Path is a gem of a facility. I walk and ride it regularly!	I like this	Online
	The path at Central Park is a wonderful facility!	I like this	Online
	I walk regularly at Gabbard park sidewalk and enjoy the pond and community interaction.	I like this	Online

Ped Route Comments - Draw A Route You Currently Walk or Would Like To Walk

63	NC	Route I Currently Walk	In-Person
1	Walking to independence park from fitch, off of bike path	Route I Would Like To Walk	In-Person
2	Need a bridge to cross bee creek to get to the park.	Route I Would Like To Walk	In-Person
3	3. rio grande through SW valley is overbuilt and cars go too fast for a neighborhood. Take out turn lane, introduce separated shared use path	Route I Would Like To Walk	In-Person
4 17 25 5 46 and 48	4. lick creek access, not through pebble creek 17. Veterans park to texas independence park through utility easement shared use path 5. carter creek greenway 48. We would like to be able to walk to veterans park from rain tree	Route I Would Like To Walk	In-Person
6	6. ped access to jones crossing from holleman	Route I Would Like To Walk	In-Person
7 20 and 47	grade separated crossings at harvey mitchell, rio grande or welsh 47. We would like to be able to walk to veterans park from rain tree	Route I Would Like To Walk	In-Person

Sticker # (In-Person Meeting Comments Only)	Comments	Type	Input Type
13	I would like a safe and fast way to walk to HEB. Currently the high speed limit on texas deters me because it is so loud and the stroad is dangerous, cross walk times are slow.	Route I Would Like To Walk	In-Person
14	14. More ped friendly access to lick creek greenway	Route I Would Like To Walk	In-Person
15	New castle rock greenway trail	Route I Would Like To Walk	In-Person
16	16. Expand paths in lick creek. City owns more land that is underutilized, expand the park for more recreation and capacity.	Route I Would Like To Walk	In-Person
18	18. Bee creek to central park path	Route I Would Like To Walk	In-Person
19 and 34	19. Bachmann park to greenway	Route I Would Like To Walk	In-Person
29	I constantly have to cross and see people cross southwest between welsh and southwest. With that distance and with all the apartments, bus stops, restaurants, and park there needs to be a crosswalk somewhere in a halfway point.	Route I Currently Walk	In-Person
33	In my opinion, rock prairie road is practically unwalkable. Cars are too fast, too loud, and arent paying attention when turning on/off the main road. The most ridiculous thing (and by ridiculous, i mean insulting) is the “press button to cross” crossing in front of st. Joseph hospital. I'm never going to use it because I dont trust drivers to notice me or the flashing lights or slow down for me.	Route I Would Like To Walk	In-Person
35	I think its important to create ped routes that are efficient, but also incorporate plants/green spaces. Maintenance of ped routes (sidewalks, tree limbs etc..) must be considered.	Route I Would Like To Walk	In-Person
37	Two areas in lick creek park 1. raccoon run trail needs upgrading to the muddy areas (fixing raised walkways) 2. yaupon loop needs some better signage. The area between signs 12 and 13 have some off shoots and its easy to go off the trail.	Route I Would Like To Walk	In-Person

Sticker # (In-Person Meeting Comments Only)	Comments	Type	Input Type
50	I would love to have a bridge across bee creek to access the park here. This would make the park more accessible to nearby neighborhoods. A path along the easement would be nice too. Dirth path is fine!	Route I Currently Walk	In-Person
51	Regarding the stretch of harvey road from merry oaks to george bush drive east, it would be helpful to have at least one side of the street with a continuous sidewalk so that peds dont have to track through the grass for safe passage.	Route I Currently Walk	In-Person
52	NC	Route I Currently Walk	In-Person
53	There is a sidewalk on longmire that ends abruptly, it would be nice to have that continue	Route I Currently Walk	In-Person
54	Crossing rock prairie at normand is like playing chicken, its very heavy traffic and no ped safe infrastructure. Luckily, i can run fast enough to get to the other side, but its not safe for most people. Even a flashing ped crossing sign wouldnt catch enough attention because speeds are so high and the lanes are so wide.	Route I Currently Walk	In-Person
61	The lights along university all take far too long to change for peds. It encourages people to risk crossing when the light is red. The lights also only change once the button is pressed. Meaning that if you come up on it just a second late, you have to sit through a whole other cycle.	Route I Currently Walk	In-Person
68 and 49	I think its important to create ped routes that are efficient, but also incorporate plants/green spaces. Maintenance of ped routes (sidewalks, tree limbs etc..) must be considered. Never had issues walking here prior to today (usually walk during day) but this evening me and my friend were almost side swipe by a car turning from texas onto francis.	Route I Currently Walk	In-Person

Sticker # (In-Person Meeting Comments Only)	Comments	Type	Input Type
69	The existing sidewalks on francis and glenhaven are great! There are many people that use them throughout the year. The 8 foot walk on francis is wonderful. It has had a definite impact upon the neighborhood for the better. There needs to be designated bike lanes on both streets for bikes, scooter and skateboards. Thank you!	Route I Currently Walk	In-Person
	This is my current running route. I love it, but a sidewalk along Victoria would be much appreciated	Route I Currently Walk	Online
	I frequently walk this route for school drop off/pick up and to use the park after school hours. Crossing Deacon Dr and Edelweiss Ave are the most stressful point on this walk. Other families I know try to walk this route as little as possible because of these difficult crossings.	Route I Currently Walk	Online
	Currently walk this neighborhood (Wilderness Dr loop) as the sidewalk path connected to raintree park is too short.	Route I Currently Walk	Online
	A sidewalk connection here connecting lick creek and william d fitch would be great	Route I Currently Walk	Online
	"Parks-Connect" route. Approx. 6 miles according to google maps estimate. Excellent walking route. Many restrooms along the way. The route requires crossing Texas Ave. twice (possible deterrent).	Route I Currently Walk	Online
	Would love to see a sidewalk down Arboleda and Quail Run.	Route I Currently Walk	Online
	daily commute to daycare + neighborhood walking. for the most part it feels safe with a lot of other kids commuting by bike	Route I Currently Walk	Online
	daily commute with bike to campus	Route I Currently Walk	Online
	To and From Gameday	Route I Currently Walk	Online
	main access route into campus from College Hills Estates lacks sidewalk making so it is very unsafe for pedestrians.	Route I Currently Walk	Online
	Sidewalk on glade is not always safe due to cracks, unlevel surface, etc.	Route I Currently Walk	Online

Sticker # (In-Person Meeting Comments Only)	Comments	Type	Input Type
	I would love to use the multi-use path on GPR, but I don't feel safe walking here without sidewalk. I feel safer walking up Victoria without sidewalks.	Route I Would Like To Walk	Online
	There is no sidewalk on this side of the road, But there IS a well worn path in the grass/dirt. We should pave it!	Route I Would Like To Walk	Online
	Would like to be able to walk on sidewalks from raintree park to the Emerald Forest Park. The greenways that are already cleared would be perfect to extend as a running/walking path.	Route I Would Like To Walk	Online
	If WPC trail could connect with trails built around the raintree park as well as continued walk/run/bike paths along the existing greenways, that would vastly improve the length & quality of the trails in the city. However the biggest hurdle here is the highway. If there was a way to connect the two sides via a pedestrian only path, then this could be a great addition.	Route I Would Like To Walk	Online
	I live near the Southwest Park. Going through Welsh avenue and then through South Dexter Drive is the only way for me to walk to campus especially on weekends and holidays. The portion of S Dexter Drive I highlighted does not have a sidewalk and would really appreciate if you guys could build one.	Route I Would Like To Walk	Online
	Connecting the sidewalk/shared use path across Wellborn Rd at 2818 to make a continuous path from hwy 6 to University Dr.	Route I Would Like To Walk	Online
	side walk on the west side of Wellborn.	Route I Would Like To Walk	Online
	End of Holleman is narrow road with deep ditches. Need safe place to walk for kids to get to school.	Route I Would Like To Walk	Online
	Missing sidewalk	Route I Would Like To Walk	Online
	Would like an all weather path connecting the neighborhood to Lick Creek Park	Route I Would Like To Walk	Online
	Many families live in this neighborhood but lack safe space to walk	Route I Would Like To Walk	Online
	families live on this road but cannot walk safely to/from school	Route I Would Like To Walk	Online
	neighborhood lacks safe access the Thomas Park	Route I Would Like To Walk	Online
	sidewalks needs in this family-orientated neighborhood surrounding Parkway Park	Route I Would Like To Walk	Online

Sticker # (In-Person Meeting Comments Only)	Comments	Type	Input Type
	but it is too busy	Route I Would Like To Walk	Online

Bicycle Point Comments - Place a Point and Make a Comment Using the Types:

I Like This, I Have Concerns About This, I Have An Idea Or Alternative

Sticker # (In-Person Meeting Comments Only)	Comments	Type	Input Type
1	Add ped signal/crosswalk where bike route intersects big roads (dexter/holleman)	I have an idea or alternative	In-Person
2	I have nearly been hit by a right turning car every time i have crossed TX northbound. Crossing southbound, left turning cars will keep going after the red, then right turning cars will take over, so the entire time the ped signal is on, its been taken by turning cars.	I have concerns about this	In-Person
3	There are a lot of 3rd spaces existing down rock prairie that should be easily accessible by foot or bicycle	I like this	In-Person
6	I love the idea of using the easement for a shared use path! I would ride this all the time.	I like this	In-Person
9	southwood valley, paths along drainage away from road	I like this	In-Person
11	Bike lanes/connection on wellborn (shared path)	I have an idea or alternative	In-Person
12	Bike lanes/connection on wellborn (shared path)	I have an idea or alternative	In-Person
13	Bus island. So bikes do not come into conflicts with buses/peds/cars. Especially at #13, the hill by park west. When you are going downhill you gain a lot of speed and are forced to make a quick decision to go into the car lane or sidewalk. This could lead to a crash. When a bike is going up hill if they have to stop due to a bus they lose momentum and may be forced to walk up hill.	I have an idea or alternative	In-Person
25	Bike activated sensor loop in bike lane to activate a change in traffic light at the following intersections: Anderson & Southwest, Anderson & Holleman, Welsh & Southwest, Welsh & 2818, Arrington & Fitch	I have concerns about this	In-Person
26	Tarrow street/east 29th. Needs better pedestrian sidewalks connecting to Bryan	I have an idea or alternative	In-Person
36	Would love this for commuting/fun	I like this	In-Person

Sticker # (In-Person Meeting Comments Only)	Comments	Type	Input Type
44	The housing units (woodlands) campus village, lake ridge, red point, gateway etc... are kind of gridlocked by wellborn and harvey mitchell! It would be great to have a bike route directly to HEB on wellborn. It is so annoying going a roundabout way, when the route to HEB (as the crow flies) is much shorter and suitable for micromobility	I have an idea or alternative	In-Person
73	Grade separation would be great down university/raymond stotzer. Especially with the traffic congestion.	I have concerns about this	In-Person
74	Grade separation would be great down university/raymond stotzer. Especially with the traffic congestion.	I have an idea or alternative	In-Person
75	the bike lane on university between hwy 6 and hwy 30 should be protected!	I have concerns about this	In-Person
76	I commute on university east of hwy 6 and the bike lane is nice BUT often too dirty/bumpy so I ride the sidewalk. The bike lane still provides a buffer from the sidewalk making the commute better.	I like this	In-Person
78	Safe biking on Harvey Road also pedestrian travel safely would be good.	I have an idea or alternative	In-Person
78	This intersection and many others in town don't detect or change for bikes despite having bike lanes on either side.	I have concerns about this	In-Person
79	need lick creek path crosswalk for when path is flooded. See council minutes!	I have concerns about this	In-Person
85	Rock prairie and wellborn road has no bike options east of wellborn road. Theres a sidewalk but not appropriate bike paths.	I have concerns about this	In-Person
86	Grade separation would be great down university/raymond stotzer. Especially with the traffic congestion.	I like this	In-Person
87	This would be amazing recreationally and would remove a dangerous part of my commute	I have concerns about this	In-Person
88	Please connect bryan and college station with some kind of bike lane here. Its a blind curve with no sidewalk or bike lane, hardly a shoulder.	I have concerns about this	In-Person

Sticker # (In-Person Meeting Comments Only)	Comments	Type	Input Type
90	There is green painted for bike use at this underpass, but it is still very dangerous at night visibility is challenging with bright tunnel and dark outside. And students don't pay much attention when passing westside of underpass, bike lane disappears and makes you cross parking garage entrance.	I have concerns about this	In-Person
91	harvey road at post oak mall sign. Need sidewalk or ADA access up the hill!	I have concerns about this	In-Person
92	Dutch intersection	I have an idea or alternative	In-Person
99	At the intersection of welsh and southwest, there is sand for a longtime now. This resulted in falling of couple of bikers including me. So if we can keep the red light intersections clean of mud and sand, it will be very helpful. RAJA.	I have concerns about this	In-Person
	Jones Buttler under 2818 and out to Holleman should be developed as a major bicycle route. It has incredibly easy access to campus and tons of student housing	I have an idea or alternative	Online
	could the middle turning lane be changed to a through lane for cars trying to pass the school, and the existing lane be used as the place to queue the parents trying to drop off students at the school? Thus freeing the bike lane for cyclist's use?	I have an idea or alternative	Online
	There needs to be a safe way to cross Holleman while traveling the bike route	I have an idea or alternative	Online
	Bike/ ped bridge to the grocery store	I have an idea or alternative	Online
	Bus Island to avoid conflicts with aggie spirit and bike/escooter/ebike commuters. The downhill just makes it so hard to stop, and you have to choose between the sidewalk where peds are, or the street where cars whiz by	I have an idea or alternative	Online
	Dutch style intersection	I have an idea or alternative	Online
	Bus Island	I have an idea or alternative	Online

Sticker # (In-Person Meeting Comments Only)	Comments	Type	Input Type
	Dutch Intersection. This intersection is chaos.	I have an idea or alternative	Online
	Bike lane does not exist on the direction towards park west	I have an idea or alternative	Online
	bus island	I have an idea or alternative	Online
	curbs separating bikes from cars. Cars go really fast on this road due to wide lanes, and minimal traffic	I have an idea or alternative	Online
	The Bike lane going towards John Crompton needs a curb. It is so narrow, and the paint is pretty much gone. A curb would allow physical separation, and would not need to be repainted as often	I have an idea or alternative	Online
	This road needs to be car free during the day honestly. Buses and bikes should be able to freely flow through here, or there needs to be designated space for bikes with curb separation. I would suggest a light, but people are always running late for class I think it would make people angry or they wouldn't follow the rule. Maybe a ped bridge? But it would have to be accessible for disabled folks as well	I have an idea or alternative	Online
	shared use path for bikes could be on smoother surfaces. Its hard to pedal uphill, and the bumps in the sidewalk kind of slow you down.	I have an idea or alternative	Online
	There should be a bicycle priority transportation cross section type that provides for buffered bicycle lanes and cycle tracks. With this type we should designate a priority buffered bicycle spine running north-south along Welsh & Victoria that is all ages and abilities.	I have an idea or alternative	Online
	This bicycle plan treats all on-street bicycle facilities the same. There needs to be distinctions between a stripe on the road and temporary and permanent buffered bicycle lanes that are for all ages and abilities.	I have an idea or alternative	Online

Sticker # (In-Person Meeting Comments Only)	Comments	Type	Input Type
	Can you create more distinction in your bicycle map like the City of Austin has? More nuanced planning will make for better on the ground outcomes: https://austin.maps.arcgis.com/apps/webappviewer/index.html?id=c7fecf32a2d946fabdf062285d58d40c&extent=3052120.7123%2C10036958.1486%2C3179054.0456%2C10097891.4819%2C102739	I have an idea or alternative	Online
	Can we have grade separation just for bicycles along key routes? It looks like your grade separation is only based on cars but separate grade separations for bicycles would be really beneficial (and cheaper).	I have an idea or alternative	Online
	The path should go under Texas Ave. here where the creek goes underneath. Crossing Texas Ave. here is difficult. The pedestrian green light turns green while Harvey traffic also has a green light.	I have an idea or alternative	Online
	Please put a "dead end" sign where the path splits (around the baseball fields and the dead end) for bikers/peds until the bee creek path gets built. Every week I hope the path has been created here and I always forget it doesn't exist.	I have an idea or alternative	Online
	This bike lane should not exist. Instead it should continue NE along New Main. There should be an extended right turn lane on New Main with a bike lane to its left, providing an extended stretch of straight road where bikes can move across the right turn lane and continue straight.	I have an idea or alternative	Online
	Bicycles and pedestrians proceeding southeast along the multi-use path must cross the turning lane at an awkward location, guessing which cars are going to turn. It would be much safer to have curb ramps and a marked crossing where the turning ramps intersect New Main Drive, even though there wouldn't be a traffic light there.	I have an idea or alternative	Online
	Bike route all along Southwest Pkwy is not very safe when sharing road with vehicles exceeding speed limit.	I have concerns about this	Online
	40mph speed limit too high for residential area.	I have concerns about this	Online
	traffic calming measures need to be implemented due to speed limit not being followed	I have concerns about this	Online

Sticker # (In-Person Meeting Comments Only)	Comments	Type	Input Type
	MISSING SIDEWALK BIG BIG BIG PROBLEM HERE	I have concerns about this	Online
	No sidewalk here, occasional problem	I have concerns about this	Online
	I hate the curb cuts here they're bumpy	I have concerns about this	Online
	Ped island gets awkward with more than one bike in it	I have concerns about this	Online
	Coming from Bryan and trying to make a left hand turn onto New Main here sucks. *Modified for inappropriate language.*	I have concerns about this	Online
	Trying to turn left onto GB from Bizzell sucks	I have concerns about this	Online
	ped signal hard to hit on a bike	I have concerns about this	Online
	right turning traffic has no respect for peds, bikes, or human life in general	I have concerns about this	Online
	There's a retaining wall somewhere in this area that makes this sidewalk really narrow when attempting to pass a ped or another bike	I have concerns about this	Online
	lotta disrepect from the cars in this spot	I have concerns about this	Online
	double 90 degree angle in a bit of sidewalk around here. Completely (messes up) bikes. *Modified for inappropriate language.*	I have concerns about this	Online
	I'm putting another one here because I want you to understand this missing piece of sidewalk is going to be the death of me one day. I will get hit and killed in a car behind the Caldwell Banker and it will be because there's no sidewalk here	I have concerns about this	Online
	Not much protection for bikers to cross here. Cars are not looking for cyclists and pedestrians.	I have concerns about this	Online
	cars drive/ park in this bike lane daily, despite the signage saying not to.	I have concerns about this	Online

Sticker # (In-Person Meeting Comments Only)	Comments	Type	Input Type
	Bike lane randomly disappears here	I have concerns about this	Online
	There is currently no bike rack to lock bikes at Thomas Park. I think there was a rack at the old swimming pool. It must have been removed along with the swimming pool.	I have concerns about this	Online
	I appreciate the pedestrian crosswalk located here at Harvey Rd. and Oak park. However, the traffic sign here is confusing. It's either a stop sign or its not. Some cars stop and others do not. If one car stops there is still another lane that may not be visible. The cars may not stop in that other lane. Perhaps a flashing light or red light for traffic to stop when pedestrians push a button to cross would be a better idea. The sign is confusing as a driver too. Is it a stop sign or not? I feel a yield to pedestrians makes more sense.	I have concerns about this	Online
	Sidewalk ramp is blocked partially by curb and is awkward to anyone not walking. The curb needs to be partially removed to accommodate everyone.	I have concerns about this	Online
	Map is incorrect: there is no existing bike lane on this dangerous 150' stretch of New Main Dr	I have concerns about this	Online
	Waiting to cross Texas is scary with cars turning left from University and coming within three feet of where you wait. There's no protection.	I have concerns about this	Online
	Making a left from New Main onto Lamar is challenging. There's no bike lane for turning left, and the traffic lights are timed so that an armada of cars arrives from turning left from Texas Ave just as you're trying to cross lanes of traffic to get on the left side of the road.	I have concerns about this	Online
	the bike lane is fine as is, what i dont like is why arent the rest of the bike lanes in College Station the same?	I have concerns about this	Online
	this street is currently used as a parking lot for people riding the bus that stops on Rock Prairie. Monday - Thursday there is usually 10 - 12 cars parked on both sides of the street during daylight hours. There is no room for a bike lane unless an alternative parking area is provided for bus riders.	I have concerns about this	Online

Sticker # (In-Person Meeting Comments Only)	Comments	Type	Input Type
	CSISD bond was approved to create a new parking and student drop off area on Edelweiss and Welch. This needs to be taken into consideration when planning for a bike lane. Many parents park on both sides of the street when attending events at the school.	I have concerns about this	Online
	What does this "bike route" entail? cars still drive through here going 75 mph and even if there is a wide shoulder it still doesn't feel safe.	I have concerns about this	Online
	was almost hit here because a car wasn't looking for me on their right hand turn.	I have concerns about this	Online
	this intersection is the wild west during classes. I have seen so many scooter and bike wrecks here because they cross without looking around at all.	I have concerns about this	Online
	I got knocked over by a car here last week pulling out of this parking lot. There are several parking lots along this part of university that cars frequently pull out of without checking for peds/bikes on the sidewalk!	I have concerns about this	Online
	I agree with the other person. This small section of no sidewalk has made my bike commute significantly worse	I have concerns about this	Online
	Glad to have a bike lane here but the traffic is pretty fast so it should be protected bike lane from 30 to 6.	I have concerns about this	Online
	I agree with the other person I've almost been run over by a pickup here while I was on a bike.	I have concerns about this	Online
	My buddy got bumped by a pickup here while they were turning left from ross onto new main. Biking. Needs a left turn bike lane or something.	I have concerns about this	Online
	Narrow and somewhat unsafe to turn into	I have concerns about this	Online
	Very narrow - Cannot be shared between pedestrians and bicyclists simultaneously.	I have concerns about this	Online
	Same comment posted on pedestrian map. Drivers turning west on University do not respect the WALK light. Many times they turn in front of me on bike or walking/running. Possible "solution": When walk light is activated, the traffic light should remain RED!	I have concerns about this	Online

Sticker # (In-Person Meeting Comments Only)	Comments	Type	Input Type
	Southwest Parkway is a bike route, but is not safe. Signage needs to be more noticeable, more frequent along the corridor, and give uninformed vehicle drivers and cyclists more education about the right of way. For example. "Cyclists can use full lane" would be nice since there is not a bike lane.	I have concerns about this	Online
	waves cane I remember when there wasn't a left turn for bikes here and it sucked. Thank you so much for putting a left turn lane for bikes here. *Modified for inappropriate language*	I like this	Online
	I love this bridge. It was life changing when I lived in CS	I like this	Online
	There's a bit of sidewalk here that's just enough of a bump that if your bike is light enough and you go fast enough it feels like you might catch some air and I love it	I like this	Online
	Anywhere y'all want to build a shared use paths is fine by me! I LOVE using them!!	I like this	Online
	yes please! more multi use paths!	I like this	Online
	proposed path will be excellent addition to the City's recreation opportunities	I like this	Online
	connecting this to Reatta Meadows would be great!	I like this	Online
	I really hope this proposed path along bee creek is created in my lifetime.	I like this	Online
	College Station and Bryan need to cooperate on a multi-use path and bridge over Burton Creek. This is the only existing route from north College Station to Bryan, and it's dangerous with a narrow, turning, low-visibility, high-speed road in 29th Street.	I like this	Online
	yes please bring this path to life! even a minimal gravel path would work for me.	I like this	Online
	love that this path was created!! the finish around the field will make it perfect/	I like this	Online
	This would be great because there is not a good long walking/biking path that is not in the street in the nearby neighborhoods.	I like this	Online
	It would be nice to have another trail here, esp. if it goes under HWY 6.	I like this	Online
	I like that these neighborhoods and new park will be connected to a well used trail	I like this	Online
	cycling on the street would be safer than using the shared use path, as the cyclist would then have right-of-way instead of having to use so much caution at each of the street crossings along ws phillips through castlegate ii	I like this	Online
	A multi use on Harvey would be so great. Especially if it connected to university before hwy 6.	I like this	Online

Sticker # (In-Person Meeting Comments Only)	Comments	Type	Input Type
	This shared use trail connecting harvey and university after veterans park would make me love college station!!!	I like this	Online
	Please put this awesome trail in. I would cry tears of joy and walk/bike/run it every day. I could even use it to get to work I think.	I like this	Online
	I agree with the other person. We need a lane connecting B and CS. They wrote it better than I.	I like this	Online
	This would be sick	I like this	Online
	This rural loop proposal would be awesome. I used to live out here and could have commuted to work would it been there. If it goes in now, ill bike it recreationally	I like this	Online

Bike Route Comments - Draw A Route You Currently Bike or Would Like To Bike

1	Biking to the new independence park along RP from fitch	Route I Would Like To Bike	In-Person
2	I have nearly been hit by a right turning car every time i have crossed TX northbound. Crossing southbound, left turning cars will keep going after the red, then right turning cars will take over, so the entire time the ped signal is on, its been taken by turning cars.	Route I Would Like To Bike	In-Person
3	NC	Route I Would Like To Bike	In-Person
7	put an underpass or overpass at holleman and hwy 6 to switch station road to appomattox to east harvey road to avoid crossing under hwy 6 at harvey (east and west)	Route I Would Like To Bike	In-Person
8	I would love holleman and southwest to be a little safer for bikes!	Route I Currently Bike	In-Person

Sticker # (In-Person Meeting Comments Only)	Comments	Type	Input Type
13	On lick creek greenway, there are two areas that need to be improved for bikes. The first and main one is the undercrossing under midtown road. Whenever it rains the water builds up there and with enough rain it becomes muddy and impassable for bikes and peds. The city just finished a major project there, but didnt fix that issue. I was very surprised at that! Some type of raised grate would work.	Route I Would Like To Bike	In-Person
14	More access and safer parking in major city centers. Things like grocery stores would be somewhere I'd like to cycle to more often. Cycling is NOT just exercise or sport, it can be a main source of transportation.	Route I Would Like To Bike	In-Person
15	When riding north along the east side of hwy 6, there are basically two ways to get from south to north. 1, via booneville/30, and 2. back streets, with a short section on the frontage road between raintree and horse haven. However, in the southbound direction its impossible to make the connection between horse haven and raintree, which makes booneville/30 the only option. By adding a short connector between these two streets it would open up this whole route and make it much safer!	Route I Currently Bike	In-Person
15		Route I Would Like To Bike	In-Person
17	NC	Route I Would Like To Bike	In-Person
19	Bike lane combines car lane where people mostly turn right, its hard to go straight.	Route I Currently Bike	In-Person
19	Bike lane on university drive from lincoln to summerglen to improve access to BSW clinic at 1700 university	Route I Would Like To Bike	In-Person
20	NC	Route I Would Like To Bike	In-Person

Sticker # (In-Person Meeting Comments Only)	Comments	Type	Input Type
26	I park at elmo weeden and hwy 30 and bike fo amarillo national bank. I would like to bike down elmo weeden but hwy 30 is a bit too dangerous in the mornings as is elmo weeden If university had a separated/protected bike lane, I'd feel more comfortable on that road. Many of my friends bike from around TAMU to veterans	Route I Currently Bike	In-Person
30	Bee creek area steets can get kind of rough on a bike but lanes down to south college station are pretty good!	Route I Currently Bike	In-Person
32	Walking or biking from arrington road traffic circle further on private drive C into HEB parking lot there are not helpful ramps if you are using sidewalks. For example, if you need to cross private drive from other side you have to bike off the curb. But there are many terrible spots.	Route I Currently Bike	In-Person
38	I live off of hardy weedon and bike to commute once or twice a week to TAMU. I would like a protected shared use path/bike lane on hwy 30. Also, a protected lane on university between hwy 30 and hwy 6. the traffic moves really fast here and the lane can feel unsafe! I do enjoy my bike commute, and these changes would go a long way towards making me feel more safe.	Route I Currently Bike	In-Person
39	More access and safer parking in major city centers. Things like grocery stores would be somewhere I'd like to cycle to more often. Cycling is NOT just exercise or sport, it can be a main source of transportation.	Route I Currently Bike	In-Person
41	Rock prairie west to longmire	Route I Currently Bike	In-Person
42	NC	Route I Currently Bike	In-Person

Sticker # (In-Person Meeting Comments Only)	Comments	Type	Input Type
49	Most of the route i bike is well paved as i mainly commute from my apartment near campus to classes. I feel much safer biking on campus than off campus. Even though there are sidewalks along texas ave, i will usually drive to places along texas ave because its safer. I would bike more in CS if i felt like it was safe	Route I Currently Bike	In-Person
53	Rock prairie at welsh and victoria is a disconnect that needs to be addressed in order for this corridor to be effective.	Route I Currently Bike	In-Person
54	Rock prairie at welsh and victoria is a disconnect that needs to be addressed in order for this corridor to be effective.	Route I Currently Bike	In-Person
64	Harvey mitchell and southwest are annoying to cross. They add 1-2 minutes or more if you get caught at the light. Welsh is decent, and i could see it being a major cycling corridor if made safer and more appealing. Separated lanes and more shade would go a long way to making routes more appealing.	Route I Currently Bike	In-Person
73	After a heavy rain, sand and soil wash onto the path at this curve and it becomes hazardous riding a bike through there. Some type of barrier should be built.	Route I Would Like To Bike	In-Person
74	Connect north forrest road/switch station to nunn jones to allow access to rural east side	Route I Would Like To Bike	In-Person
85	This route is to shopping at jones crossing. The circle i drew at wellborn and rock prairie has very poor bike options. There is a path west of wellborn road on RP but there is no path to the east. Theres a multiuse path north on wellborn but it has some unsafe intersections.	Route I Would Like To Bike	In-Person
86	There is a nice shared use path on the otherside of hwy 6 here, but this intersection is hard to navigate safely on bike or walking	Route I Would Like To Bike	In-Person

Sticker # (In-Person Meeting Comments Only)	Comments	Type	Input Type
62 and 48	Riding in the neighborhood streets is usually okay, sometimes people drive fast. Sharrows would help remind drivers that people bike here. Only needed on highest bike traffic roads (bike routes) Crossing major roads can be tough All along this route there are lights that don't automatically detect cyclists despite there being bike lanes before and after the lights. This seems like a no-brainer to me. I also design this route to have as many bike paths as possible but am disappointed that they are only built in parks and don't extend or connect beyond.	Route I Currently Bike	In-Person
	Would love to see safer crossing for Harvey Mitchell, there are kids who cross here alone to get to school.	Route I Currently Bike	Online
	Glade should have no parking for cars or raised barrier. So many kids cycle to school here alone and could use the extra safety.	Route I Currently Bike	Online
	Look I got places to go and everything is on Texas Ave	Route I Currently Bike	Online
	I bike this way to drop off my kindergartener every school day.	Route I Currently Bike	Online
	I bike from RP elementary to AMCHS to go to work every morning	Route I Currently Bike	Online
	love the path through park to library, super fun with the kids	Route I Currently Bike	Online
	bridges over creeks are cool features	Route I Currently Bike	Online
	love the greenways	Route I Currently Bike	Online
	lick creek greenway and park are awesome	Route I Currently Bike	Online
	The way I get to campus	Route I Currently Bike	Online

Sticker # (In-Person Meeting Comments Only)	Comments	Type	Input Type
	so many people that live at ucenter bike to zach. They just take up the space in the parking lot, but with that lot being bought out, there might not be space on the road for them to continue bike commuting	Route I Currently Bike	Online
	Would love if university had some bike lanes/traffic calming. I would love to sit outside carport coffee, or the zachbucks, be able to study outside in peace without the hearing the revving of an engine. University is so noisy, and so many businesses would be so much more appealing if this was more pedestrian friendly.	Route I Currently Bike	Online
	Work Commute	Route I Currently Bike	Online
	Loop	Route I Currently Bike	Online
	Commute to/from work	Route I Currently Bike	Online
	Route home from Bryan	Route I Currently Bike	Online
	Route from home to Bryan	Route I Currently Bike	Online
	Common after-work route	Route I Currently Bike	Online
	Route home from southern College Station	Route I Currently Bike	Online
	Recreational route	Route I Currently Bike	Online
	HEB route	Route I Currently Bike	Online
	Recreational route	Route I Currently Bike	Online

Sticker # (In-Person Meeting Comments Only)	Comments	Type	Input Type
	Alternate recreational route	Route I Currently Bike	Online
	Route to/from airport	Route I Currently Bike	Online
	Route to/from Bryan	Route I Currently Bike	Online
	Starbucks route	Route I Currently Bike	Online
	Hopdoddy route	Route I Currently Bike	Online
	current commute to work. Glade feels safe to bike on. Wide street and cars give space.	Route I Currently Bike	Online
	exercercise route. wellborn and the roads around millican often don't have wide enough shoulders. can be scary when a huge dually blows smoke past you.	Route I Currently Bike	Online
	home to work route	Route I Currently Bike	Online
	home to grocery store	Route I Currently Bike	Online
	This is a pleasant bike other than Hardy Weedon and highway 30. If we could get a bike lane on Hardy Weeden that'd be awesome.	Route I Currently Bike	Online
	Route to work	Route I Currently Bike	Online
	Route to MSC (meeting spot)	Route I Currently Bike	Online
	This is a popular route for local cyclists.	Route I Currently Bike	Online

Sticker # (In-Person Meeting Comments Only)	Comments	Type	Input Type
	Glade is a sketchy route option during times of the day where there is heavy vehicular traffic and cars parked on both sides of the street. This section has so much potential to be a safe, easy to navigate major bike connector. Consider restricting parking to one side of the street.	Route I Currently Bike	Online
	Connects walking path to both sides of Wellborn Rd	Route I Would Like To Bike	Online
	I would like to bike down this portion of Rock Prairie Road safely. Cars refuse to share the road, and the sidewalks are too narrow to share with pedestrians.	Route I Would Like To Bike	Online
	There should be a way for peds/bikes to get along Wellborn	Route I Would Like To Bike	Online
	Would cut Bryan biking time by five minutes	Route I Would Like To Bike	Online
	Would complete a rural loop	Route I Would Like To Bike	Online
	Too dangerous to ride	Route I Would Like To Bike	Online
	Need some way to get from Indian Lakes to South College Station that doesn't involve dangerous Arrington	Route I Would Like To Bike	Online
	Need more bike lanes/side walks	Route I Would Like To Bike	Online
	I ride these roads often for exercise, but it is pretty sketchy without any existing infrastructure. I'm just riding on the tiny shoulder.	Route I Would Like To Bike	Online
	It would be nice to have the trails in this park loop. It would also give better access to the shops on Arrington Rd.	Route I Would Like To Bike	Online
	This appears to be wide enough for a trail.	Route I Would Like To Bike	Online
	continuation of the existing George Bush Dr W bike lanes	Route I Would Like To Bike	Online

Sticker # (In-Person Meeting Comments Only)	Comments	Type	Input Type
	SW Parkway bike lane (would greatly increase cyclist mobility & safety)	Route I Would Like To Bike	Online
	Hardy Weedon/Hwy 30 feel unsafe to bike in the morning	Route I Would Like To Bike	Online
	The all weather crossing along this path keeps washing out. Additionally the surface is very rough and washing away.	Route I Would Like To Bike	Online
	The surface is very uncomfortable to ride on and the drainage crossings are washing out.	Route I Would Like To Bike	Online