



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: 287 510 910 141 59 | Passcode: S2Dc7PU7
Phone: 833-240-7855 | Phone Conference ID: 608 651 190#

The City Council may or may not attend this meeting.

April 2, 2026

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 thirdparty 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. 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 19 2026

Speaker Protocol

An individual who desires to address the Planning & Zoning Commission regarding any agenda item must register with the Commission Secretary two (2) hours before the meeting being called to order. Individuals shall register to speak or provide written comments at <https://forms.cstx.gov/Forms/CSCouncil> or provide a name and phone number by calling 979-764-3570. Upon being called to speak an individual must state their name and city of residence, including the state of residence if the city is located out of state. Speakers are encouraged to identify their College Station neighborhood or geographic location. Please do not carry purses, briefcases, backpacks, liquids, foods or any other object other than papers or personal electronic communication devices to the lectern, nor advance past the lectern unless you are invited to do so. Comments should not personally attack other speakers, Commissioners, or staff. Each speaker's remarks are limited to three

(3) minutes. Any speaker addressing the Planning & Zoning Commission using a translator may speak for six (6) minutes. The speaker's microphone will mute when the allotted time expires and the speaker must leave the podium.

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 a discretionary item to the Unified Development Ordinance Section 8.4.C.4.b 'Adequate Street Access', and presentation, discussion, and possible action regarding a Final Plat for Lakeside at Millican Reserve Phase 5 on approximately 8.25 acres, generally located in the City's Extraterritorial Jurisdiction, north of the intersection of Wellborn Road and Millican Creek Trail. Case #FP2025-000040

Sponsors: Garrett Segraves

Attachments: 1. Memorandum
2. Final Plat

5.2. Public Hearing, presentation, discussion, and possible action regarding an ordinance amending Appendix A, Unified Development Ordinance, Article 11 "Definitions", Section 11.2 "Defined Terms" and Article 6 "Use Regulations", Section 6.3.C "Use Table" of the Code of Ordinances of the City of College Station, Texas, by amending certain sections relating to shared housing. Case #ORDA2026-000001 (Note: Final action on this item will be considered at the April 23, 2026, City Council meeting - Subject to change).

Sponsors: Robin Macias

Attachments: 1. UDO Section 11.2 Defined Terms redlines
2. UDO Section 6.3 Types of Use redlines

5.3. Public hearing, presentation, discussion, and possible action regarding an ordinance amending the Comprehensive Plan by amending the Thoroughfare Plan and Bicycle, Pedestrian, and Greenways Master Plan to remove the future extension of Pebble Creek Parkway, a Minor Arterial, between St. Andrews Drive and the future Minor Arterial to the south including associated future bike lanes and sidewalks. Case #CPA2026-000005 (Note: Final action of this item will be considered at the April 9, 2026, City Council Meeting - Subject to change).

Sponsors: Jason Schubert

Attachments: 1. Thoroughfare Plan Amendment Exhibit
2. Bicycle Plan Amendment Exhibit
3. Pedestrian Plan Amendment Exhibit
4. Pebble Creek Master Development Plan and Thoroughfares
5. Travel Demand Modeling Summary Memo
6. Emergency Response Routes and Times

5.4. 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 R Rural to RS Restricted Suburban, for approximately 222 acres, generally located on Greens Prairie Road, east of the intersection of Greens Prairie Road and W.S. Phillips Parkway. Case #REZ2026-000003 (Note: Final action of this item will be considered at the April 23, 2026 City Council Meeting – Subject to change).

Sponsors: Robin Macias

- Attachments:
1. Aerial and Small Area Map
 2. Rezoning Map
 3. Existing Future Land Use
 4. Background Information
 5. Rezoning Exhibit
 6. Applicant's Supporting Information

6. Informational Agenda

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

6.2. Presentation and discussion regarding an update on items heard:

- An ordinance amending the College Station Comprehensive Plan by adopting the updated Economic Development Master Plan. The Planning & Zoning Commission heard this item on February 19, 2026 and voted (4-3) to recommend approval. The City Council heard this item on February 26, 2026 and voted (7-0) to approve the request.

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

- Thursday, April 9, 2026 ~ City Council Meeting ~ Council Chambers ~ Open Meeting 6:00 p.m.
- Thursday, April 16, 2026 ~ P&Z Meeting ~ Council Chambers ~ 6:00 p.m.
- Thursday, April 23, 2026 ~ City Council Meeting ~ Council Chambers ~ Open Meeting 6:00 p.m.
- Thursday, May 7, 2026 ~ P&Z Meeting ~ Council Chambers ~ 6:00 p.m.

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

- March 27, 2026 ~ Design Review Board ~ Kraken's Revenge ~ 508 Earl Rudder Freeway South

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 March 26, 2026 at 5:00 p.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.

**Minutes
Planning and Zoning Commission
Regular Meeting
February 19, 2026**

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

COUNCILMEMBERS PRESENT: Melissa McIlhaney

CITY STAFF PRESENT: Director of Planning & Development Services Anthony Armstrong, Assistant Director of Planning & Development Molly Hitchcock, City Engineer Carol Cotter, Assistant Director of Economic Development Brian Piscacek, Economic Development Manager Wendee Anderson, Senior Planner Jeff Howell, Staff Planner Gabriel Schrum, Long Range Planning Administrator Christine Leal, Sr. Assistant City Attorney Aaron Longoria, Administrative Support Specialist Kristen Hejny, and Technology Services Specialist Trey Bransom

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 15, 2026

Commissioner Higdon moved to approve the Consent Agenda, Commissioner Watson 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 the College Station Comprehensive Plan by adopting the updated Economic Development Master Plan. Case #CPA2026-000002 (Note: Final action on this item will be considered at the February 26, 2026, City Council Meeting - Subject to change.)

Assistant Director of Economic Development Piscacek provided a brief overview of the item to the Commission and introduced John Karras and Erica Colston from TIP Strategies Inc. to present the updated Economic Development Master Plan to the Commission recommending approval for forwarding to the City Council.

Commissioner Higdon asked how it is planned to leverage Texas A&M University (TAMU).

Ms. Colston stated that leveraging TAMU is related to highlighting assets within the community from a cultural standpoint.

Commissioner Higdon asked where housing comes into the equation when attracting new businesses.

Assistant Director Piscacek clarified that the plan refers to existing to planning methods being implemented with the Housing Action Plan.

Commissioner Higdon asked if staff have made a comparison on the economic impact of new housing verses the sales tax and property tax impact.

Assistant Director Piscacek stated that the plan focuses on the quality of life and identity.

Commissioner Higdon asked if there will be a comparison where the 2021 plan fell short.

Assistant Director Piscacek stated that the previous plan was incorporated into the development of the current plan.

Commissioner Chaloupka expressed concern for not seeing a difference in the current plan, from past plans.

Commissioner Watson requested information on the quality of living for current and generational residents.

Commissioner Collins asked if there is any initiative in collaborating with the City of Bryan.

Ms. Colston clarified that there is coordination with sister cities such as the City of Bryan which is a key purpose of the ignition goal.

Mr. Karras included references with collaboration with the two cities via the Greater Brazos Partnership.

Commissioner Collins requested regular collaboration between the City of College Station and City of Bryan Planning & Zoning Commissioners.

Chairperson Cornelius opened the public hearing.

No visitors spoke.

Chairperson Cornelius closed the public hearing.

Commissioner Finch moved to recommend approval of the Economic Development Master Plan. Commissioner Collins seconded the motion.

Commissioner Chaloupka expressed that he will not support the adoption of the update.

Commissioner Collins requested a strategic outline on the City of Bryan being incorporated in the planning process, more information on the quality of life for citizens aged 22-35, and emphasis on the success of current businesses.

Commissioner Buckley asked for additional information and evaluation on why the City of College Station Economic Plan has not been successful.

Commissioner Higdon expressed that he will not support the adoption of the update.

Chairperson Cornelius asked what would happen to the timeline on this item if the Commission tabled the item for further discussion.

Director Armstrong clarified that the Commission could vote as they see fit and the item will move to the City Council's discretion.

The motion was approved 4-3 with Commissioners Chaloupka, Buckley, and Higdon voting in opposition.

- 5.2 Public Hearing, presentation, discussion, and possible action regarding an ordinance amending Appendix A, Unified Development Ordinance, Article 3 "Development Review Procedures", Section 3.5 "Concept Plans (P-MUD and PDD Districts)" of the Code of Ordinances of the City of College Station, Texas, by amending certain sections relating to requirements, concept plans, and community benefits for PDD Planned Development Districts. Case #ORDA2024-000004 (Note: Final action on this item will be considered at the March 26, 2026, City Council meeting - Subject to change).

Senior Planner Howell presented the ordinance amendment to the Commission recommending approval.

Commissioner Collins asked who approves offsets.

Senior Planner Howell clarified that offsets are approved by the City Council.

Chairperson Cornelius asked for clarification on the last time this ordinance was updated.

Senior Planner Howell confirmed that in late 2024 the City Council directed staff to gather additional input on the amendment.

Commissioner Chaloupka requested clarification on the justification and policing of the ordinance benefits.

Senior Planner Howell stated that previously there was a point system associated with the benefits, currently there is a list of suggestions dependent on the size and nature of the development.

Commissioner Collins asked for clarification that this allows for more flexibility but still preserves the City Council's ability for discretion.

Senior Planner Howell confirmed that this modification allows for more flexibility.

Chairperson Cornelius opened the public hearing.

Veronica Morgan, Mitchell & Morgan Engineers, College Station, spoke in support of the ordinance changes and modifications.

Chairperson Cornelius closed the public hearing.

Commissioner Collins moved to recommend approval of the ordinance amendment. Commissioner Chaloupka seconded the motion; the motion was approved 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 boundary from CI Commercial Industrial to P-MUD Planned Mixed Use District for approximately 1.24 acres at 200 Texas Avenue, generally located northwest of the intersection of Texas Avenue and University Drive. Case #REZ2025-000021 (Note: Final action of this item will be considered at the March 26, 2026, City Council Meeting – Subject to change).

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

Commissioner Cornelius asked why the applicant is requesting a modification that the ground floor area of structures be 18% of the lot area instead of the required minimum 25%.

Staff Planner Schrum clarified that it was staff's discretion that the community benefits combined with the modifications, aligned with the request.

Arjun Demla, Owner, Dallas, Texas, was available to answer questions from the Commission.

Rishi Kaithala, Applicant, Triangle Engineering, Allen, Texas, was available to answer questions from the Commission.

Humberto Lopez, Architect, Type Six Design, Grapevine, Texas, was available to answer questions from the Commission.

Chairperson Cornelius asked why the applicant is requesting modifications to the requirements from 25% to 18%.

Mr. Demla explained that the required hotel porte-cochere and pool elements require a lot of space, further explaining that the development would be built more vertically than other Hilton developments.

Commissioner Collins asked for clarification on the number of stories in the development.

Mr. Demla confirmed that the development will be six-stories in height.

Chairperson Cornelius opened the public hearing.

No visitors spoke.

Chairperson Cornelius closed the public hearing.

Commissioner Finch moved to recommend approval of the rezoning. Commissioner Chaloupka seconded the motion; the motion was approved 7-0.

- 5.4 Public Hearing, presentation, discussion, and possible action regarding an ordinance amending the Comprehensive Plan - Future Land Use & Character Map from Neighborhood Center to Urban Residential for approximately 7.02 acres at 8650 Turkey Creek Road. Case #CPA2025-000002 (Note: Final action of this item will be considered at the March 26, 2026, City Council Meeting - Subject to change).
- 5.5 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 Rural to MF Multi-Family for approximately 7.02 acres generally located southwest of the intersection of Turkey Creek Road and Health Science Parkway. Case #REZ2025-000027 (Note: Final action of this item will be considered at the March 26, 2026, City Council Meeting – Subject to change).

Presentations, discussions, and public hearings on agenda items #5.4 and #5.5 were held together.

Staff Planner Schrum presented the comprehensive plan amendment and rezoning to the Commission recommending approval.

Commissioner Collins asked if this proposed development is similar to the adjacent property.

Staff Planner Schrum confirmed the similarity.

Chairperson Cornelius opened the public hearing.

Payton Holt, Pebble Creek Subdivision, College Station, spoke in opposition to the rezoning citing concerns for the master plan and lack of a business center hub.

Chairperson Cornelius closed the public hearing.

Commissioner Finch moved to recommend approval of the comprehensive plan amendment. Commissioner Chaloupka seconded the motion; the motion was approved 6-1 with Commissioner Higdon voting in opposition.

Commissioner Watson moved to recommend approval of the rezoning. Commissioner Buckley seconded the motion; the motion was approved 6-1 with Commissioner Higdon voting in opposition.

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:

- An ordinance amending Appendix A, Unified Development Ordinance, Article 11, "Definitions," Section 11.2 "Defined Terms" of the Code of ordinances of the City of College Station, Texas, regarding the definition of family. The Planning & Zoning Commission heard this item on January 15, 2026 and voted (5-0) to recommend approval of the rezoning. The City Council heard this item on January 22, 2026 and voted (7-0) to approve the request.

There was no discussion.

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

- Thursday, February 26, 2026 ~ City Council Meeting ~ Council Chambers ~

- Open Meeting 6:00 p.m.
- Thursday, March 19, 2026 ~ P&Z Meeting ~ Council Chambers ~ 6:00 p.m.
- Thursday, March 26, 2026 ~ City Council Meeting ~ Council Chambers ~ Open Meeting 6:00 p.m.

There was no discussion.

6.4 Discussion and review regarding the following meetings: Design Review Board, BioCorridor Board, and Impact Fee Advisory Committee.

- An ordinance amending Chapter 107, “Impact Fees”, Article II, “System-Wide Impact Fees”, Section 107-73, “System-Wide Roadway Impact Fees”, of the Code of Ordinances of the City of College Station, Texas, to amend the roadway impact fee collection rates to zero. The Impact Fee Advisory Committee heard this item on January 7, 2026 and voted (4-2) to recommend setting the Roadway Impact Fees to \$0.00. The City Council heard this item on January 22, 2026 and voted (5-2) to maintain the existing rates.

There was no discussion.

7. Discussion and possible action on future agenda items.

Chairperson Cornelius requested a joint City of College Station and City of Bryan Planning & Zoning Commission meeting.

8. Adjourn

The meeting adjourned at 8:14 p.m.

Approved:

Attest:

Jason Cornelius, Chairperson
Planning & Zoning Commission

Kristen Hejny, Board Secretary
Planning & Development Services



MEMORANDUM

February 27, 2026

TO: Members of the Planning & Zoning Commission

FROM: Garrett Segraves
Staff Planner, Planning & Development Services

SUBJECT: UDO amendment regarding Emergency Access

Item:

Presentation, discussion, and possible action regarding a discretionary item to the Unified Development Ordinance Section 8.4.C.4.b 'Adequate Street Access', and presentation, discussion, and possible action regarding a Final Plat for Lakeside at Millican Reserve Phase 5 on approximately 8.25 acres, generally located in the City's Extraterritorial Jurisdiction, north of the intersection of Wellborn Road and Millican Creek Trail. Case# FP2025-000040.

Summary:

This Final Plat is for the second of 8 phases in the Lakeside at Millican Reserve subdivision and is platting 29 single-family lots. The plat shows Waxing Way, which connects to Moonlit Hollow Drive in Phase 1, and Lakeside Club Drive, which connects to the future Briar Ridge Trail to the east.

This Final Plat includes a discretionary item related to street connections in the Unified Development Ordinance Section 8.4.C.4.b 'Adequate Street Access'. Per this section, the Planning and Zoning Commission may allow remote emergency access where development phasing prevents the provision of a second street connection.

This subdivision is proposing to provide a temporary public emergency access easement on lot 11 of block 6. This is required due to the first and second phases of development currently proposing a total of 55 single-family lots with one external street connection. Section 8.4.C.4 'Adequate Street Access' of the UDO states that when there are more than thirty lots to be served by external street connections, a minimum of two street connections to external paved public streets shall be required.

The temporary public emergency access easement would provide two external street connections to Millican Creek Trail from Waxing Way and Moonlit Hollow Drive. With future phasing, the proposed subdivision will remove the temporary public emergency access easement once two permanent external street connections are constructed.

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

Staff is recommending approval of the discretionary item as current phasing prevents the provision of a second street connection, and there will be sufficient connections with future phasing.

Supporting Materials:

1. Final Plat

CURVE TABLE						
CURVE	DELTA	RADIUS	LENGTH	TANGENT	CHORD BRG.	CHORD DIST.
C1	8°15'53"	2900.00'	418.32'	209.52'	N 19°33'56" W	417.95'
C2	3°41'49"	673.00'	43.43'	21.72'	N 74°09'39" E	43.42'
C3	10°41'04"	225.00'	41.96'	21.04'	S 12°20'44" E	41.90'
C4	73°18'19"	350.00'	447.80'	260.43'	S 29°38'58" W	417.87'
C5	8°10'40"	2735.00'	390.36'	195.51'	S 19°36'33" E	390.03'
C6	8°08'57"	2685.00'	381.89'	191.27'	N 19°37'24" W	381.57'
C7	83°59'23"	175.00'	256.53'	157.54'	S 24°18'26" W	234.17'
C8	73°18'19"	225.00'	287.87'	167.42'	N 29°38'58" E	268.63'
C9	8°30'18"	2560.00'	380.01'	190.35'	S 19°47'56" E	379.66'
C10	8°14'40"	2860.00'	411.54'	206.13'	N 19°34'32" W	411.18'
C11	11°45'16"	42.00'	8.62'	4.32'	N 59°15'53" E	8.60'
C12	17°00'59"	347.10'	103.08'	51.92'	N 61°53'44" E	102.71'
C13	56°12'53"	156.01'	153.07'	83.33'	N 42°30'41" E	147.00'

LINE TABLE			LINE TABLE		
LINE	BEARING	DISTANCE	LINE	BEARING	DISTANCE
L1	S 17°41'16" E	70.10'	L8	S 61°00'36" W	50.21'
L2	S 62°41'16" E	35.36'	L9	S 66°18'08" W	125.00'
L3	S 17°41'16" E	50.00'	L10	S 54°23'19" W	40.88'
L4	S 27°18'44" W	35.36'	L11	N 23°41'52" W	20.35'
L5	S 17°41'16" E	64.05'	L12	N 68°41'52" W	35.36'
L6	S 27°10'37" E	39.21'	L13	N 21°18'08" E	35.36'
L7	S 62°49'23" W	32.44'	L14	N 72°18'44" E	40.00'

FIELD NOTES

Being all that certain tract or parcel of land lying and being situated in the THOMAS HENRY SURVEY, Abstract No. 130, the J.P. MITCHELL SURVEY and the DIADEM MILLICAN SURVEY, Abstract No. 178, Abstract No. 179, Brazos County, Texas and being part of the called 24,995 acre tract described in the deed from Millican Land Development, LLC to KPG P70, LLC recorded in Volume 19654, Page 1 of the Official Public Records of Brazos County, Texas (O.P.R.B.C.) and being more particularly described by metes and bounds as follows:

BEGINNING: at a found 1/2-inch iron rod marking the common south corner of this herein described tract and the called 24,995 acre KPG P70, LLC tract, said iron rod also marking an interior corner of the called 858.0 acre Millican Land Development, LLC remainder tract recorded in Volume 14776, Page 238 (O.P.R.B.C.) and being in the east margin of Millican Creek Trail;

THENCE: along the east margin of said Millican Creek Trail for the following two (2) calls:

- 1) N 23° 41' 52" W for a distance of 274.52 feet to a found 1/2-inch iron rod marking the Point of Curvature of a curve to the right, and
- 2) 418.32 feet along the arc of said curve having a central angle of 08° 15' 53", a radius of 2900.00 feet, a tangent of 209.52 feet and long chord bearing N 19° 33' 56" W at a distance of 417.95 feet to a found 1/2-inch iron rod marking the common west corner of this tract and the called 24,995 acre KPG P70, LLC tract, said iron rod also marking the north corner of the called 24,997 acre KPG P70, LLC tract recorded in Volume 19144, Page 49 (O.P.R.B.C.);

THENCE: along the common line of this tract and the called 24,997 acre KPG P70, LLC tract for the following three (3) calls:

- 1) N 76° 00' 33" E for a distance of 264.03 feet to a found 1/2-inch iron rod marking the Point of Curvature of a curve to the right, and
- 2) 43.43 feet along the arc of said curve having a central angle of 03° 41' 49", a radius of 673.00 feet, a tangent of 21.72 feet and long chord bearing N 74° 09' 39" E at a distance of 43.42 feet to a found 1/2-inch iron rod marking the Point of Tangency, and
- 3) N 72° 18' 44" E for a distance of 262.23 feet to a 1/2-inch iron rod set for the north corner of this herein described tract, from whence a found 1/2-inch iron rod marking a common corner of the called 24,995 acre KPG P70, LLC tract and the called 24,997 acre KPG P70, LLC tract bears N 72° 18' 44" E at a distance of 40.00 feet for reference;

THENCE: into and through the called 24,995 acre KPG P70, LLC tract for the following ten (10) calls:

- 1) S 17° 41' 16" E for a distance of 70.10 feet to a 1/2-inch iron rod set for angle,
- 2) S 62° 41' 16" E for a distance of 35.36 feet to a 1/2-inch iron rod set for angle,
- 3) S 17° 41' 16" E for a distance of 50.00 feet to a 1/2-inch iron rod set for angle,
- 4) S 27° 18' 44" W for a distance of 35.36 feet to a 1/2-inch iron rod set for angle,
- 5) S 17° 41' 16" E for a distance of 64.05 feet to a 1/2-inch iron rod set for the Point of Curvature of a curve to the right,
- 6) 41.96 feet along the arc of said curve having a central angle of 10° 41' 04", a radius of 225.00 feet, a tangent of 21.04 feet and long chord bearing S 12° 20' 44" E at a distance of 41.90 feet to a 1/2-inch iron rod set for the Point of Tangency,
- 7) N 82° 59' 49" E for a distance of 125.00 feet to a 1/2-inch iron rod set for the east corner of this tract and the Point of Curvature of a curve to the right,
- 8) 447.80 feet along the arc of said curve having a central angle of 73° 18' 19", a radius of 350.00 feet, a tangent of 260.43 feet and long chord bearing S 29° 38' 58" W at a distance of 417.87 feet to a 1/2-inch iron rod set for the Point of Tangency,
- 9) S 61° 18' 08" W for a distance of 100.88 feet to a 1/2-inch iron rod set for an interior corner of this tract,
- 10) S 27° 10' 37" E for a distance of 39.21 feet to a 1/2-inch iron rod set for an exterior corner of this tract, said iron rod also being in an interior northwest line of the called 858.0 acre Millican Land Development, LLC remainder tract, from whence a found 1/2-inch iron rod marking an angle point of the called 24,995 acre KPG P70, LLC tract bears N 62° 49' 23" E at a distance of 294.46 feet for reference;

THENCE: along the common line of this tract and the called 858.0 acre Millican Land Development, LLC remainder tract for the following four (4) calls:

- 1) S 62° 49' 23" W for a distance of 32.44 feet to a found 1/2-inch iron rod marking an angle point of this tract,
- 2) S 61° 00' 36" W for a distance of 50.21 feet to a found 1/2-inch iron rod marking an angle point of this tract,
- 3) S 66° 18' 08" W for a distance of 125.00 feet to a found 1/2-inch iron rod marking an angle point of this tract, and
- 4) S 54° 23' 19" W for a distance of 40.88 feet to the POINT OF BEGINNING and containing 8,251 acres of land.

CERTIFICATE OF OWNERSHIP AND DEDICATION

STATE OF TEXAS

COUNTY OF BRAZOS

I (we), Jesse C. Durden, Manager of KPG P70, LLC, owner(s) and developer(s) of the land shown on Sheet 1 of this plat, and designated herein as the LAKESIDE AT MILLICAN RESERVE PHASE 5 subdivision to the City of College Station, Texas, and whose name(s) is/are subscribed hereto, hereby dedicate to the use of the public forever, all streets, alleys, parks, greenways, infrastructure, easements, and public places thereon shown for the purpose and consideration therein expressed.

Jesse C. Durden, Manager of KPG P70, LLC

STATE OF TEXAS

COUNTY OF BRAZOS

Before me, the undersigned authority, on this day personally appeared Jesse C. Durden, Manager of KPG P70, LLC, known to me to be the person(s) whose name(s) is/are subscribed to the foregoing instrument, and acknowledged to me that he/they executed the same for the purpose and consideration therein stated.

Given under my hand and seal on this day of , 20 .

Notary Public, Brazos County, Texas

CERTIFICATE OF SURVEYOR

STATE OF TEXAS

COUNTY OF BRAZOS

I, Cody Karisch, Registered Professional Land Surveyor No. 7004, in the State of Texas, hereby certify that this plat is true and correct and was prepared from an actual survey of the property and that property markers and monuments were placed under my supervision on the ground.

Cody Karisch, R.P.L.S. No. 7004

CERTIFICATE OF CITY ENGINEER

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

City Engineer
City of College Station

GENERAL NOTES

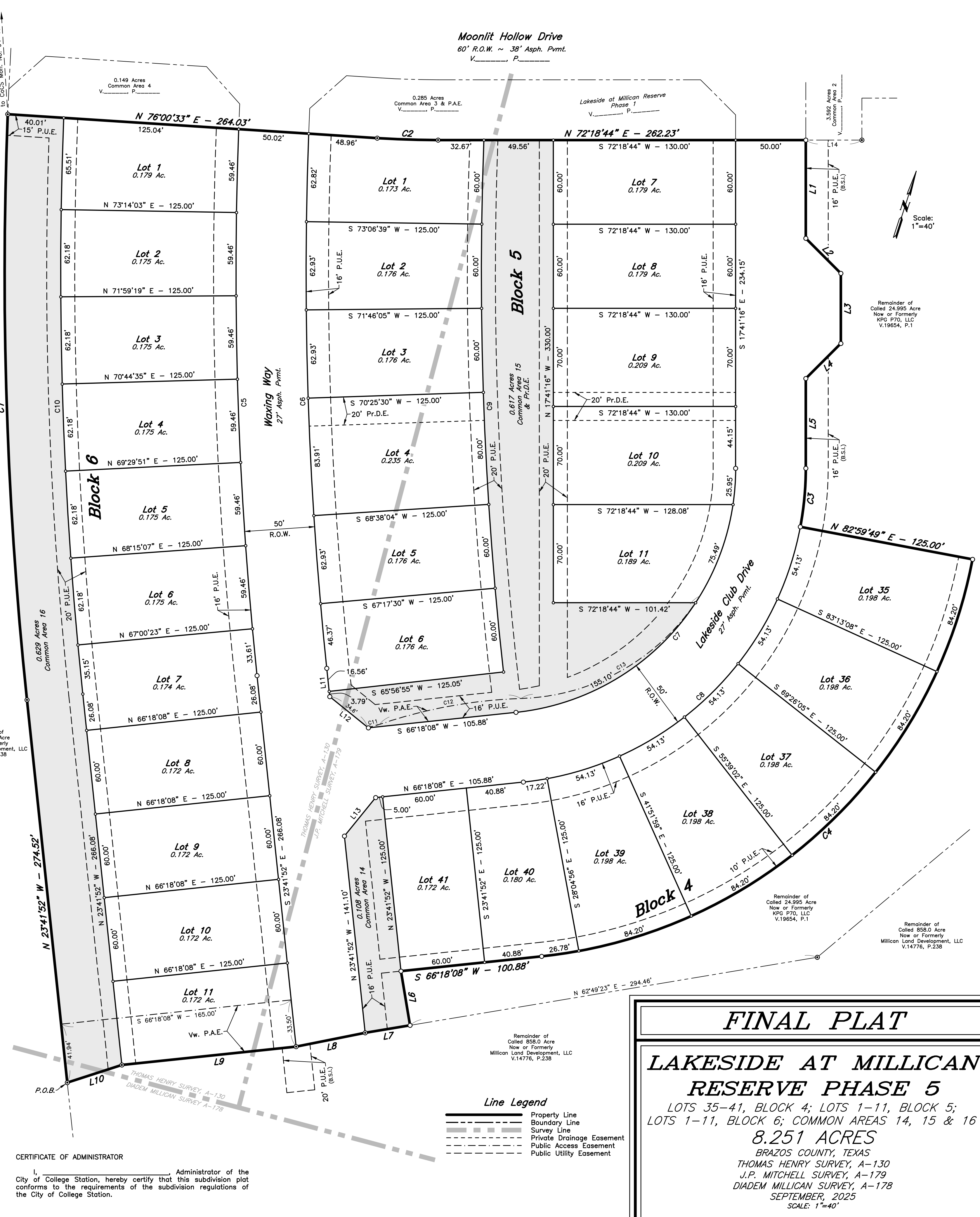
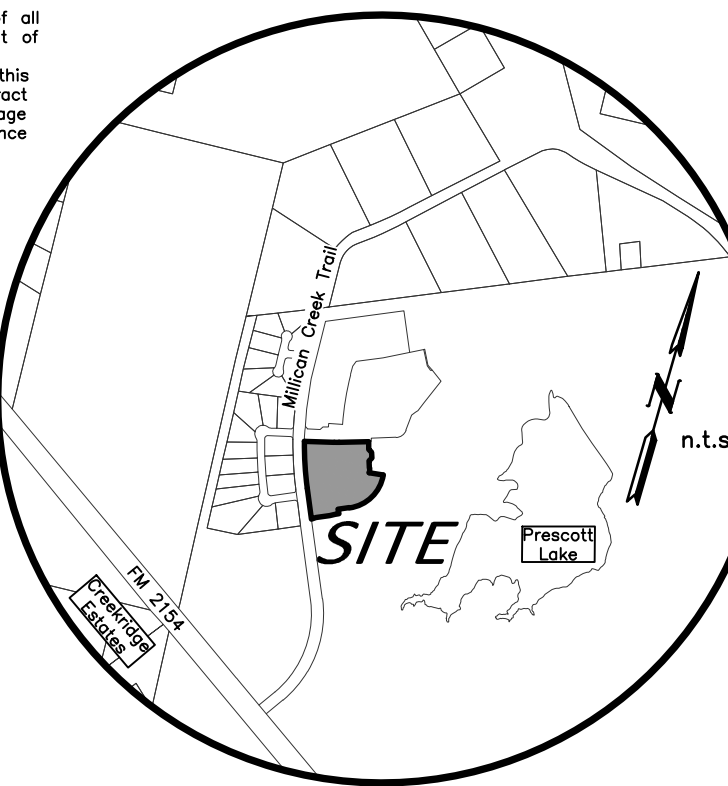
1. ORIGIN OF BEARING SYSTEM: The bearing system shown hereon is Grid North, Texas State Plane Coordinate System, Central Zone, NAD83 per GPS observations and actual measurements to the monuments are consistent with the Deed of the called 24,995 acre KPG P70, LLC tract recorded in Volume 19654, Page 1 of the Official Public Records of Brazos County, Texas.
2. According to the Flood Insurance Rate Maps for Brazos County, Texas and Incorporated Areas, Map Number 48041C0375E, Map Revised May 16, 2012, this property is not located in a Special Flood Hazard Area.
3. All lots will meet setback and other requirements as specified in the city of College Station Development Agreement per Planning for the zoning classification in which they lay.
4. All distances shown along curves are arc lengths.
5. Each lot will provide a minimum of 2" trees of at least 2" in caliper or 1 tree of 4" caliper.
6. Private Drainage Easements will be maintained by the lot owners or the Home Owners' Association (HOA). Landscapes, fences, structures, grading, etc. cannot impede the flow of the Private Drainage Easements.
7. Common Areas will be owned and maintained by the Home Owners' Association.
8. Fencing is not allowed around the detention areas.
9. The water supply for the Wellborn Special Utility District. The waterlines will be designed and constructed to City of College Station specifications and standards and will be located in utility easements at the front of the residential lots. These waterlines will provide the required flow to fire hydrants to meet fire protection requirements.
10. City-wide wastewater, and rocky impact fees apply to this tract and will be assessed with the building permits.
11. Storm sewer system, including drainage channels, underground stormwater conveyance systems, and detention ponds will be maintained by Brazos County Municipal Utility District No. 2.
12. In locations with cross lot drainage of stormwater runoff, a drainage way shall be provided that the flow is not impeded by fences, structures or other facilities.
13. Six foot sidewalks shall be installed on both sides of Waxwing Way and Lakeside Club Drive according to the approved construction plans. Additional trails in common areas will be constructed to meet subdivision requirements as listed on the approved Preliminary Plan. Sidewalks and Trails shall be maintained by the HOA, including those located within P.A.E.
14. Compaction of fill or an engineered slab is required for lots that have greater than 2 feet of fill.
15. In order to comply with Section 8.3.3 "Single-Family Residential Requirements for Platting", option standard street will be used. Parking will be removed from the southeast side of Lakeside Club Drive. The location of the removed parking is shown on the construction plans.
16. The existing structures on the subject property will be demolished and removed at the time of final plat.
17. Electric service and street lighting will be provided by Brazos County Utilities.
18. No structure or land within this plot shall hereafter be located or altered without first obtaining a Development Permit from the Brazos County floodplain administrator.
19. The operation and maintenance of the local and major streets is based on an executed inter-local agreement between Brazos County and Brazos County Municipal Utility District No. 2.
20. The minimum lowest finished floor elevation shall be one (1) foot higher than the highest spot elevation that is located within five (5) feet outside the perimeter of the building, or two (2) feet above the Base Flood Elevation ("BFE"), whichever is higher.
21. For Single-Family Residential Development of Manufactured Home Communities, Neighbor Delivery and Collection Box Units ("NDCBUs"), or community mailboxes, shall be required. If these mailbox units should be installed on low volume intersecting roadways or an private property. Locations for the NDCBUs shall be shown on the construction Plans.
22. In approving this plat by the Commissioner's Court of Brazos County, Texas, it is understood that the building of all roads, and other public thoroughfares and any bridges or culverts necessary to be constructed or placed is the responsibility of the owner(s) of the tract of land covered by this plat in accordance with the provisions prescribed by the Commissioner's Court of Brazos County, Texas. Said Commissioner's Court assumes no obligation to build any of the roads, or other public thoroughfares shown on this plat, or of constructing any of the bridges or drainage improvements in connection therewith. The County will assume no responsibility for drainage ways or easements in the subdivision, other than those draining or protecting the road system.
23. Block length and access way waivers apply to this tract as approved with the Preliminary Plan by City of College Station Planning and Zoning Commission on July 20, 2023.
24. 50-foot Access Easement (Exhibit D) recorded in Volume 9286, Page 49, Official Records, Brazos County, Texas is to be abandoned prior to the filing of this final plat.
25. 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.
26. Mailbox cluster will be located within Common Area 2. Final Location to be coordinated with US Postal Service and Brazos County Engineer.
27. Monumentation: Unless otherwise indicated, all lot corners are marked with 1/2" Iron Rods.
 O = 1/2" Iron Rod Found (CM)
 O = 1/2" Iron Rod Set
28. Abbreviations:
 B.S.I. = By Separate Instrument
 P.A.E. = Public Access Easement
 P.O.B. = Point of Beginning
 P.U.E. = Public Utility Easement
 P.A.E. = Private Access Easement
 P.D.E. = Private Drainage Easement
 V.M. = Variable Monument
 C.M. = Controlling Monument
29. This survey does not constitute a title search by Surveyor. All information regarding record easement and other documents that might affect the quality of title to tract shown hereon was gained from commitment of No. 24112007, effective date of January 6, 2023 by University Title Company. The following items from the title report affect the subject property. The remaining items from the title report do not and, therefore, are not stated:
 Schedule B Items:
 a. Restrictive Covenants recorded in Volume 13020, Page 62; Volume 17116, Page 172; Volume 17723, Pages 269 and 283; Volume 19418, Page 255, Official Records, Brazos County, Texas.
 b. Easement from P.P. Prescott to Lone Star Gas Company, dated January 16, 1951, recorded in Volume 148, Page 485, Deed Records, Brazos County, Texas. (No existence of Gas line at time of survey)
 c. Right-of-Way Easement from P.P. Prescott to the City of Bryan, dated September 9, 1961, recorded in Volume 215, Page 576, Deed Records, Brazos County, Texas; Amended in Volume 10052, Page 8, Official Records, Brazos County, Texas. (Blank)
 d. Easement from J.W. McCorone to Wesco Pipeline Co., dated April 22, 1951, recorded in Volume 481, Page 707, Deed Records, Brazos County, Texas. (Not located on subject tract)
 e. Easement from Millican Land Development, LLC to Brazos County Municipal Utility District No. 2, dated September 3, 2013, recorded in Volume 11593, Page 215, Official Records, Brazos County, Texas. (Not located on subject tract)
 f. Easement from Peach Creek Partners, Ltd. to Qwest Communications Company, LLC 1/4/a Qwest Communications Corporation, dated February 12, 2015, recorded in Volume 12713, Page 87, Official Records, Brazos County, Texas.
 g. Easement from Peach Creek Partners, Ltd. to Sprint Communications Company, LP, dated February 20, 2015, recorded in Volume 12824, Page 69, Official Records, Brazos County, Texas. (Not located on subject tract)
 h. Easement from Millican Land Development, LLC to Wellborn Special Utility District, dated May 22, 2020, recorded in Volume 16095, Page 171, Official Records, Brazos County, Texas. (Not located on subject tract)
 i. Easement from Millican Land Development, LLC to Wellborn Special Utility District, dated May 22, 2020, recorded in Volume 16095, Page 197, Official Records, Brazos County, Texas. (Not located on subject tract)
 j. Easement from Millican Land Development, LLC to Wellborn Special Utility District, dated May 22, 2020, recorded in Volume 16095, Page 214, Official Records, Brazos County, Texas. (Not located on subject tract)
 k. Easement from Millican Land Development, LLC to Brazos County Municipal Utility District No. 2, dated September 10, 2024, recorded in Volume 19454, Page 132, Official Records, Brazos County, Texas. (Shown on survey)
 l. Easement from Millican Land Development, LLC to Brazos County Municipal Utility District No. 2, dated September 10, 2024, recorded in Volume 19454, Page 166, Official Records, Brazos County, Texas. (Shown on survey)
 m. Easement from Millican Land Development, LLC to Brazos County Municipal Utility District No. 2, dated September 10, 2024, recorded in Volume 19454, Page 179, Official Records, Brazos County, Texas. (Not located on subject tract)
 n. Terms, Conditions and Stipulations in the Temporary Easement Agreement for Access by and between Peach Creek Partners, Ltd.; RB Ventures II, LLC; Brandon Wayne Jones; Ariana Loren Jones; William Wayne Jones and Janice Glenn Jones, dated May 16, 2016, recorded in Volume 13365, Page 255, Official Records, Brazos County, Texas. (Shown on plot)
 o. Terms, Conditions and Stipulations in the Temporary Easement Agreement for Access by and between Peach Creek Partners, Ltd.; RB Ventures II, LLC and Cedar Bend Developments, LLC, dated April 28, 2017, recorded in Volume 13992, Page 8, Official Records, Brazos County, Texas. (Shown on plot)
 p. Terms, Conditions and Stipulations in the Temporary Easement Agreement for Access by and between Peach Creek Partners, Ltd.; RB Ventures II, LLC; Frank M. Hons and Tamara K. Hons, dated May 9, 2017, recorded in Volume 14014, Page 177, Official Records, Brazos County, Texas. (Shown on plot)
 q. Terms, Conditions and Stipulations in the Temporary Easement Agreement for Access by and between Peach Creek Partners, Ltd.; RB Ventures II, LLC; Dennis I. Gregarek and Elizabeth Gregarek, dated June 30, 2017, recorded in Volume 14124, Page 285, Official Records, Brazos County, Texas. (Shown on plot)
 r. Terms, Conditions and Stipulations in the Temporary Easement Agreement for Access by and between Peach Creek Partners, Ltd.; RB Ventures II, LLC; London C. Reneau and Hilary A. Turner, dated August 24, 2017, recorded in Volume 14332, Page 173, Official Records, Brazos County, Texas. (Shown on plot)
 s. Terms, Conditions and Stipulations in the Temporary Easement Agreement for Access by and between Peach Creek Partners, Ltd.; RB Ventures II, LLC; Jared Whitaker and Maegan Whitaker, dated May 2, 2017, recorded in Volume 14004, Page 93, Official Records, Brazos County, Texas. (Shown on plot)

Brazos County Subdivision Regulations:

- 8.1. Development Note:
No structure or land within this plot shall hereafter be located or altered without first obtaining a Development Permit from the Brazos County floodplain administrator.
- 8.2. Roadway Construction:
In approving this plat by the Commissioner's Court of Brazos County, Texas, it is understood that the building of all roads, and other public thoroughfares and any bridges or culverts necessary to be constructed or placed is the responsibility of the owner(s) of the tract of land covered by this plat in accordance with the plans and specifications prescribed by the Commissioner's Court of Brazos County, Texas. Said Commissioner's Court assumes no obligation to build any of the roads, or other public thoroughfares shown on this plat, or of constructing any of the bridges or drainage improvements in connection therewith. The County will assume no responsibility for drainage ways or easements in the subdivision, other than those draining or protecting the road system.
- 8.3. 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.

CERTIFICATE BY THE COUNTY CLERK

I, , County Clerk, Brazos County, Texas



FINAL PLAT

LAKESIDE AT MILLICAN RESERVE PHASE 5

LOTS 35-41, BLOCK 4; LOTS 1-11, BLOCK 5;
LOTS 1-11, BLOCK 6; COMMON AREAS 14, 15 & 16

8.251 ACRES

BRAZOS COUNTY, TEXAS
THOMAS HENRY SURVEY, A-130
J.P. MITCHELL SURVEY, A-179
DIADEM MILLICAN SURVEY, A-178
SEPTEMBER, 2025
SCALE: 1"=40'

Texas Firm Registration No. 10103300
Surveyor:
McClure & Browne Engineering/Surveying, Inc.
1008 Woodcreek Dr., Suite 103
College Station, Texas 77845
(979) 693-3838

Owner:
KPG, P70 LLC
18965 Meadows Overlook Lane
College Station, Texas 77845

VICINITY MAP

April 2, 2026
Item No. 5.2.
Ordinance Amendment - Shared Housing

Sponsor: Robin Macias, Land Development Review Administrator

Reviewed By CBC: N/A

Agenda Caption: Public Hearing, presentation, discussion, and possible action regarding an ordinance amending Appendix A, Unified Development Ordinance, Article 11 “Definitions”, Section 11.2 “Defined Terms” and Article 6 “Use Regulations”, Section 6.3.C “Use Table” of the Code of Ordinances of the City of College Station, Texas, by amending certain sections relating to shared housing. Case #ORDA2026-000001 (Note: Final action on this item will be considered at the April 23, 2026, City Council meeting - Subject to change).

Relationship to Strategic Goals:

- Neighborhood Integrity
- Diverse Growing Economy

Recommendation(s): Staff recommends approval of the proposed Unified Development Ordinance amendment.

Summary: Senate Bill 1567 (SB 1567), which took effect September 1, 2025, prohibits Texas cities from regulating how many people may live in a home based on their relation to one another. With the passing of SB 1567, the City can no longer regulate a shared housing use based on the current definition. An ordinance amendment was brought forward in September 2025 to amend the use table found in Section 6.3 of the UDO by removing shared housing from being permitted in some zoning districts.

This item was heard at the November 23, 2025 City Council meeting, where staff presented several different options to modify the definition of shared housing. Council directed staff to move forward with defining shared housing as a congregate living facility.

This proposed Unified Development Ordinance amendment proposes changes to the definition of shared housing in Section 11.2 of the UDO to define shared housing as a congregate living facility and the use table in Section 6.3 of the UDO to designate what zoning districts the shared housing use is permitted.

Budget & Financial Summary:

Attachments:

1. UDO Section 11.2 Defined Terms redlines
2. UDO Section 6.3 Types of Use redlines

Sec. 11.2. Defined Terms.

Shared Housing: A residential ~~structure, known as a congregate living facility as defined by the International Building Code (IBC), dwelling unit providing complete, independent living facilities designed to exceed occupancy levels of more than one (1) family.~~ Such use may be identified and differentiated from other residential uses by considering a combination of structure or property characteristics that may be used to increase occupancy ~~to more than one (1) family,~~ such as:

- (1) A residential ~~dwelling unit~~structure containing more than four (4) bedrooms generally of a similar size or able to house more than four (4) people using other rooms such as dens, offices, game rooms, or similar spaces that have the potential to be used for sleeping purposes in accordance with the International ~~Residential Building Code (IRCB)~~ definition of habitable space, as adopted;
- (2) A residential ~~structuredwelling unit~~ containing a similar bedroom-to-bathroom parity in excess of four (4);
- (3) A residential ~~structuredwelling unit~~ containing a high quantity of bathrooms, usually in excess of four (4), of which most can only be accessed through a bedroom or other room such as a den, office, game room, or similar space;
- (4) A residential ~~structuredwelling unit~~ that is in excess of one (1) story for the purpose of limiting the building footprint on the lot to meet impervious cover requirements;
- (5) The property where the residential ~~dwelling unit~~structure is located does not contain a garage, or if it contains a garage, can support additional living space; and/or
- (6) The property where the residential ~~structuredwelling unit~~ is located contains a parking area that will allow parking in excess of four (4) vehicles.

Shared Primary Entrance: A common front/primary entry to the interior of a structure through which all occupants enter. Separate dwelling units in the structure take access off a shared internal corridor.

Shopping Center: A building plot developed or ultimately to be developed with two (2) or more stores, shops, or commercial enterprises which has shared parking facilities or access.

Shooting Range: A facility to be utilized for discharging firearms for purpose of testing the firearm or ammunition, developing or enhancing shooter skills for recreation or other need, which is organized and equipped for the safety of persons utilizing the facility and the general public.

Shrub: A woody perennial plant differing from a perennial herb by its woodier stem and from a tree by its low stature and habit of branching from the base.

Sign: Any written or graphic representation, decoration, form, emblem, trademark, flag, banner, or other feature or device of a similar character that is used for the communication of commercial information, or communication of ideas or subjects of political significance.

Sign, Apartment/Condominium/Manufactured Home Park Identification: An attached sign or a freestanding monument sign with permanent foundation or moorings, designed for identification of a multi-family residential project or a manufactured home park project, and where adequate provision is made for permanent maintenance.

Sec. 6.3. Types of Use.

- A. Uses of land or structures which are not expressly listed in the Use Table as permitted uses (P), permitted uses subject to specific use standards (P*), or conditional uses (C) in a zoning district or planned development are prohibited uses and shall not be established in that district or planned development.
- B. The Administrator shall determine whether or not an unlisted use, that is otherwise prohibited, as stated above should be processed. In doing so, the Administrator shall utilize purpose statements adopted herein in conjunction with the applicable zoning district, and consideration of the following criteria:
 - 1. The actual or anticipated characteristics of the activity based on known characteristics of similar projects in standard planning practice;
 - 2. The relative amount of site area, floor space, and equipment;
 - 3. Relative volumes of sales from each activity;
 - 4. The customer type for each activity;
 - 5. The relative number of employees in each activity;
 - 6. Hours of operation;
 - 7. Building and site arrangement;
 - 8. Vehicles used with the activity and the relative number of vehicle trips generated by the use; and
 - 9. How the use advertises itself.

C. Use Table.

Except where otherwise specifically provided herein, regulations governing the use of land and structures with the various zoning districts and classifications of planned developments are hereby established as shown in the following Use Table.

1. Permitted Uses.

A "P" indicates that a use is allowed by right in the respective district. Such uses are subject to all other applicable regulations of this UDO.

2. Permitted Uses Subject to Specific Standards.

A "P*" indicates a use that will be permitted, provided that the use meets the provisions in the Specific Use Standards Section below. Such uses are also subject to all other applicable regulations of this UDO.

3. Conditional Uses.

A "C" indicates a use that is allowed only where a conditional use permit is approved by the City Council. The Council may require that the use meet the additional standards enumerated in the Specific Use Standards Section below. Conditional uses are subject to all other applicable regulations of this UDO.

USE TABLE																				
Specific Uses																				
<p>KEY: P= Permitted by Right, P*= Permitted Subject to Specific Use Standards C= Conditional Use, **= District with Supplemental Standards (refer to Article 5) *** Commercial, Office, and Retail Uses in MH Middle Housing are allowed in Live-Work Units Only</p>																				
Assisted Living/Residential Care Facility																				
Boarding and Rooming House																				
Courtyard House																				

April 2, 2026

Item No. 5.3.

Pebble Creek Parkway Extension Thoroughfare Plan Amendment

Sponsor: Jason Schubert

Reviewed By CBC: Planning & Zoning Commission

Agenda Caption: Public hearing, presentation, discussion, and possible action regarding an ordinance amending the Comprehensive Plan by amending the Thoroughfare Plan and Bicycle, Pedestrian, and Greenways Master Plan to remove the future extension of Pebble Creek Parkway, a Minor Arterial, between St. Andrews Drive and the future Minor Arterial to the south including associated future bike lanes and sidewalks. Case #CPA2026-000005 (Note: Final action of this item will be considered at the April 9, 2026, City Council Meeting - Subject to change).

Relationship to Strategic Goals:

- Improving Mobility
- Core Services and Infrastructure

Recommendation(s): The Bicycle, Pedestrian, and Greenways Advisory Board will consider this request at their March 30, 2026 meeting and make a recommendation based on its impact to biking, walking, and greenways. Their recommendation will be provided to the Commission at the meeting. Based on a technical review of the amendment, staff recommends denial of the item due to the long-term negative impact that removing the future extension will have on the transportation network, connectivity, and emergency response in this area of the City.

Summary: A future agenda item was requested by City Council on August 14, 2025 to have a discussion regarding the future extension of Pebble Creek Pkwy at the September 25, 2025 Council meeting. Staff presented the background related to Pebble Creek Pkwy on the Thoroughfare Plan for discussion. There were 40 speakers that spoke in opposition to the future extension of the roadway and the potential widening to four lanes citing significant concerns regarding safety and neighborhood integrity. The majority of the Council directed staff to return with options to the Thoroughfare Plan, with the condition that Pebble Creek Pkwy not extend to the south except to allow for emergency vehicles and to amend the Thoroughfare Plan to remove existing Pebble Creek Pkwy from being a future 4-lane road.

Staff have since had analysis performed to consider options regarding the impact to the future thoroughfare network and emergency response in the area and are including this information for consideration. Staff hosted a public meeting on March 24, 2026 to share the background and analysis that has been performed. There were 23 residents that attended with most being opposed to Pebble Creek Pkwy being extended to the south in the future.

Approval of this item would remove the future extension from the Thoroughfare Plan to the south along with the associated future bike lanes and sidewalks that are planned along that section of street. A future shared use path along what has been known as the Gulf States utility corridor would remain. The change of the thoroughfare classification of existing Pebble Creek Pkwy from a Minor Arterial to a Major Collector and removal of Map 6.1 in the Comprehensive Plan that shows the future number of lanes of thoroughfares will be included as part of the update to the Comprehensive Plan scheduled to be considered in May.

REVIEW CRITERIA

1. **Changed or changing conditions in the subject area of the City:** With the approval of the Master Development Plan for the Pebble Creek subdivision in 1991, Pebble Creek Pkwy was shown as a thoroughfare that was planned to continue to the south of the subdivision (see attached master plan documents). The development of the subdivision continued, and Pebble Creek Pkwy was extended with sidewalks as phases occurred and buffered bike lanes were later installed by the City. The southern portion of the existing roadway is half constructed, with the other half boulevard section anticipated at a future time in which the same street cross-section would continue buffered bike lanes and sidewalks with a shared use path along the western side. The roadway has been stubbed to the adjacent tract to the south that would extend as development continues as is customary as areas of the City develop and transportation and utility networks are extended to accommodate the growth.

The Thoroughfare Plan was updated in 2017 and one of the changes redesignated Pebble Creek Pkwy from a Major Collector to a Minor Arterial to align with the newly established 2050 Thoroughfare Concept developed by the Bryan/College Station Metropolitan Planning Organization (MPO). A Minor Arterial is the smallest classification that appears on the MPO plan. In the Comprehensive Plan, Minor Arterials were designated as 4-lane roads, though this standard was removed in 2017. A map in the Comprehensive Plan showing the future number of lanes was updated with the new Comprehensive Plan in 2021 and depicted all Minor Arterials as 4-lane roadways which was not intended. Bike lanes and sidewalks with an accompanying shared use path along the Gulf States utility corridor remained along the existing and future roadway extension.

As areas of the City grow, changing traffic patterns and volumes can necessitate changes in how intersections and crossings should operate. Traffic-calming measures have been evaluated and implemented in recent years in different parts of the Pebble Creek subdivision to respond to traffic concerns within the neighborhood. The City has secured funding from TxDOT for a traffic signal at the intersection of William D. Fitch Pkwy and Pebble Creek Pkwy that will start construction later this year. While this area of the City has and will continue to grow, this growth has occurred in a pattern that has been expected.

2. **Compatibility with the existing uses, development patterns, and character of the immediate area concerned, the general area, and the City as a whole:** Residents in the area have expressed significant concern regarding the extension of Pebble Creek Pkwy to the south and the implications that increased vehicular traffic will have on the safety and neighborhood integrity of their subdivision. Buffered bike lanes, sidewalks, and shared use path exist on all portions of Pebble Creek Pkwy and extending them to the south would continue that pattern.

Chapter 3 of the Comprehensive Plan, Strong Neighborhoods, is known as the neighborhood integrity chapter of the plan and addresses a variety of related issues. Cut-through traffic, on-street parking, and adequate bicycle and pedestrian infrastructure are common items to be addressed in a context-sensitive manner. Thoroughfares have been designed to limit their impact on residential properties as access and frontage to these streets are restricted since

they are designed to carry more traffic than residential streets and connect neighboring subdivisions and areas of the City together. With development of the Pebble Creek subdivision, Pebble Creek Pkwy was designed and intended to function in this manner and extend beyond the subdivision. In this chapter of the Comprehensive Plan, it states, “connectivity in and around neighborhoods should be encouraged to help disperse traffic rather than funnel it onto one or two major roads” (page 62). As discussed within Review Criteria #4 below, removal of the Pebble Creek Pkwy extension would be expected to lower daily traffic volume than if it were extended. It is expected, however, to also result in an increase in traffic from the Pebble Creek subdivision on St. Andrews Dr and Birkdale Dr, smaller Minor Collector thoroughfares, to travel south in place of the removed Pebble Creek Pkwy.

The presence of traffic originating from adjacent subdivisions passing through each other is not an issue of neighborhood integrity on its own as this is how the transportation network is intended to operate. Issues can arise if traffic volumes and patterns trend outside of what they are designed and intended. Refinements to the transportation system can be implemented to mitigate issues that may arise to address intersection control, turn lanes, types or upgrades to crossings, and traffic calming measures.

3. **Impact on environmentally sensitive and natural areas:** The extension of Pebble Creek Pkwy to the south will likely necessitate a bridge crossing at Alum Creek. This crossing would have a greater impact on the creek than if the extension were removed. It is common, however, for thoroughfares to cross creeks and connect areas of the city together. In the absence of the roadway extension, an emergency access connection and/or a shared use path could cross the creek and likely impact to a lesser extent. The design of a crossing of any kind would be done in accordance with federal standards and City requirements that prohibit adverse impacts related to the floodplain.
4. **Impacts on infrastructure including water, wastewater, drainage, and the transportation network:** The proposed amendment is not anticipated to impact water or wastewater services, or drainage in the area. Between State Highway 6 and Rock Prairie Road to the east, Lakeway Dr and Pebble Creek Pkwy are the only two roadways planned to cross Alum Creek over a 2.5-mile distance. Typically, over this distance there would be many more street connections though Lick Creek, Alum Creek, Lick Creek Park, and developed property limit additional connection opportunities, emphasizing the importance these planned connections serve.

As part of the analysis performed since the September 2025 Council Workshop discussion, staff contracted with a consultant to run four scenarios in the travel demand model to assess the impact that removing the future extension of Pebble Creek Pkwy would have on the future thoroughfare network in the year 2045. The full summary memo has been attached for reference. The travel demand model was last updated in 2021, so the first step was to verify the population and employment projections in this area for 2045 and adjustments were made based mostly on planned growth in the Midtown area and the potential Savannah Oaks tract to the south of the Pebble Creek subdivision. The first scenario utilized the updated projections and the adopted Thoroughfare Plan as the future network, with the second scenario having Pebble Creek Pkwy as a two-lane road to establish a baseline. The third scenario removed the future extensions of Pebble Creek Pkwy to the south and Corporate Pkwy to the north. The fourth scenario is a type of worst case that includes the removals from scenario 3 and removing two future thoroughfares connecting into the ETJ that are becoming less likely to occur with changes to State law related to annexation and cities ability to regulate the ETJ.

The travel demand model scenario outputs show that with full build out of the surrounding area in 2045 that roughly 9,500 vehicles per day would utilize the connection of Pebble Creek Pkwy to the south. If the connection were removed, those vehicles would shift to:

- 1,800 more vehicles per day on Birkdale Dr;
- 3,400 more vehicles per day through the Savannah Oaks development;
- 1,300 more vehicles per day on Southern Pointe Pkwy; and
- 3,000 more vehicles per day on the future ETJ thoroughfare over to Rock Prairie Rd.

With the development build-out and full thoroughfare network in 2045, the two future ETJ thoroughfares are expected to carry a combined 6,900 vehicles per day. As part of scenario 4, those two future thoroughfares are removed to consider a worst-case scenario. The resulting traffic volume shift in 2045 on the reduced thoroughfare network would be:

- 3,600 more vehicles per day on Birkdale Dr;
- 6,200 more vehicles per day through the Savannah Oaks development; and
- 4,100 more vehicles per day on Southern Pointe Pkwy.

The removal of the Pebble Creek Pkwy extension increases traffic on the Lakeway Dr and Midtown Dr corridor. Lakeway Dr is observed to have five of its nine segments in 2045 be Nearing Congestion or Congested. With removal of the Pebble Creek Pkwy extension, the number of segments that are Nearing Congestion to Congested increases to seven of the nine segments. It remains seven of the nine segments in scenario 4 though each has a higher volume to capacity ratio numbers within those thresholds. The traffic congestion on Lakeway Dr in 2045 would be comparable to how Holleman Dr between Texas Ave and Wellborn Rd currently operates. Portions would be congested in peak times and not a desired circumstance. The City could amend the thoroughfare classification of Lakeway Drive to be a Minor Arterial to overset this.

If the Pebble Creek Pkwy extension were to remain and be two lanes, it is anticipated to be in the Nearing Congestion threshold within the Pebble Creek subdivision as the projected volume to capacity ratio is above 0.65 but still below 1.0. In observing the existing segments within the subdivision, most are just above the Acceptable threshold of a volume to capacity ratio below 0.65.

The impact on emergency response is another analysis that was performed. A good thoroughfare network aids in emergency response and response time is a critical component of providing adequate public safety. The Fire Department evaluated response time to the future Savannah Oaks development to the south of the Pebble Creek subdivision from the nearest Fire Station No. 5 located on William D. Fitch Pkwy. Response times were evaluated using the RAND Institute Travel Time Equation, the industry standard used by the Insurance Services Organization (ISO) to determine fire engine emergency response times. Additionally, the NFPA 1710 standards for call processing (90 seconds) and turnout time (80 seconds) were incorporated to estimate the Total Response Time.

The response time analysis included four locations within the Savannah Oaks development, and five response routes were evaluated for each location. For most locations, the response

time increased by approximately two minutes or more when not utilizing the extension of Pebble Creek Pkwy. The analysis of emergency response routes and estimated times are attached. The response analysis clearly demonstrates that the extension of Pebble Creek Pkwy provides the best overall response time to the proposed Savannah Oaks development.

Loss of the future extension of Pebble Creek Pkwy will have a negative impact on the remaining thoroughfare network, connectivity, and emergency response in this area of the City. In its absence, substantial investment by the City is likely needed to mitigate the degradation in emergency response time and redundancy and increased traffic congestion on corridors and intersections resulting from a reduced thoroughfare network.

5. **Consistency with the goals and strategies set forth in the Comprehensive Plan:** The Comprehensive Plan has goals and strategies for the various components to help obtain the desired community character, infrastructure, and services. This item can be seen as competing goals related to neighborhood integrity, implementation of the Thoroughfare Plan, and maintaining good emergency response. A discussion regarding neighborhood integrity is stated in Review Criteria #2 above while a discussion of the impact on traffic congestion, connectivity, and emergency response is provided as part of Review Criteria #4. In Chapter 6, Integrated Mobility, of the Comprehensive Plan, it states “poor street connectivity can degrade the overall efficiency of the mobility system as trips are funneled to fewer corridors and may cause the need for more substantial improvements” (see page 86).

City-wide citizen surveys have consistently listed managing traffic congestion as one of the highest priority services needs along with emergency services. In the 2025 citizen survey, 98% of respondents stated managing traffic congestion as a high priority but only 21% felt it was being managed in a good or excellent manner, the largest discrepancy in the survey of importance of the service compared to the quality provided.

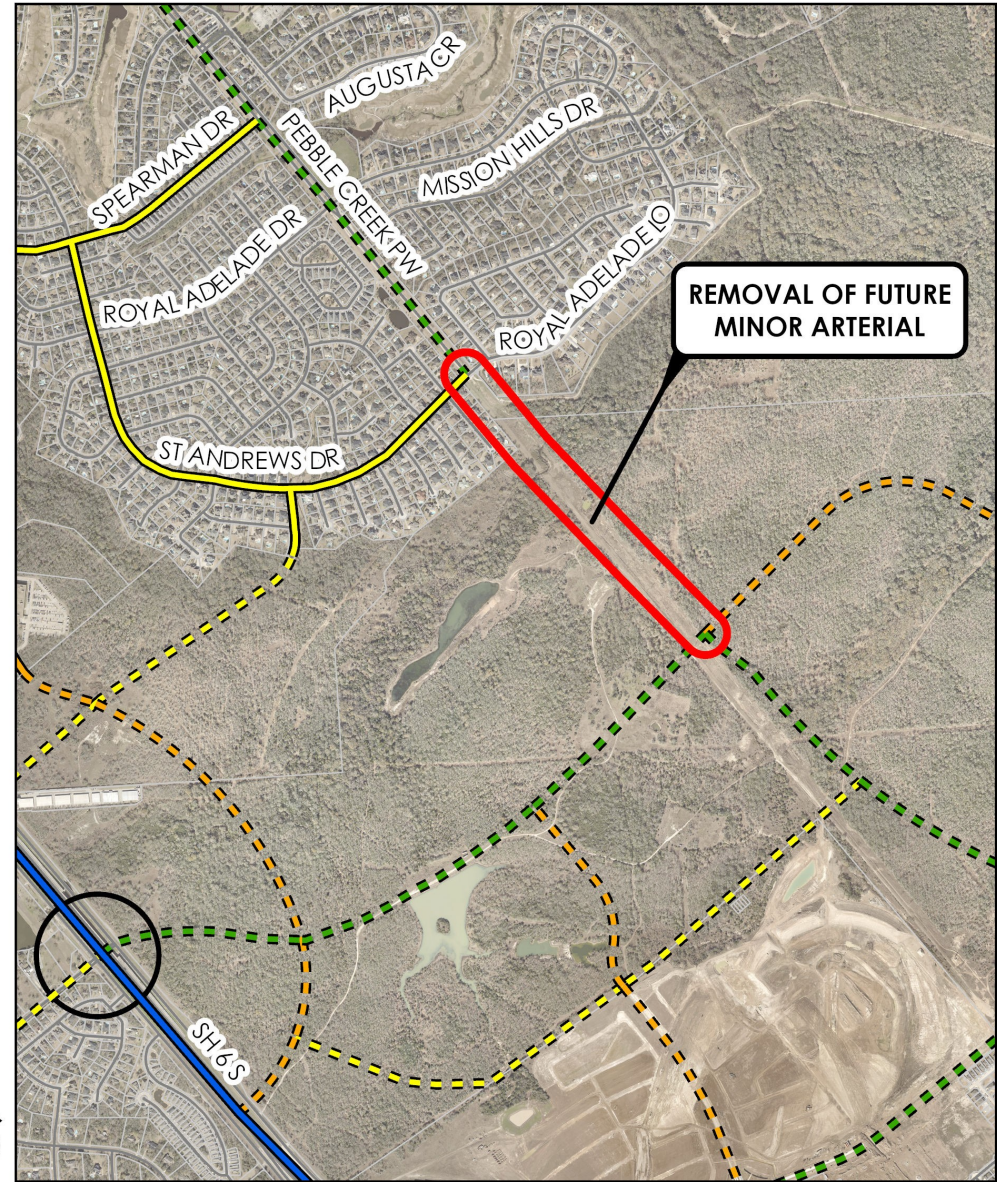
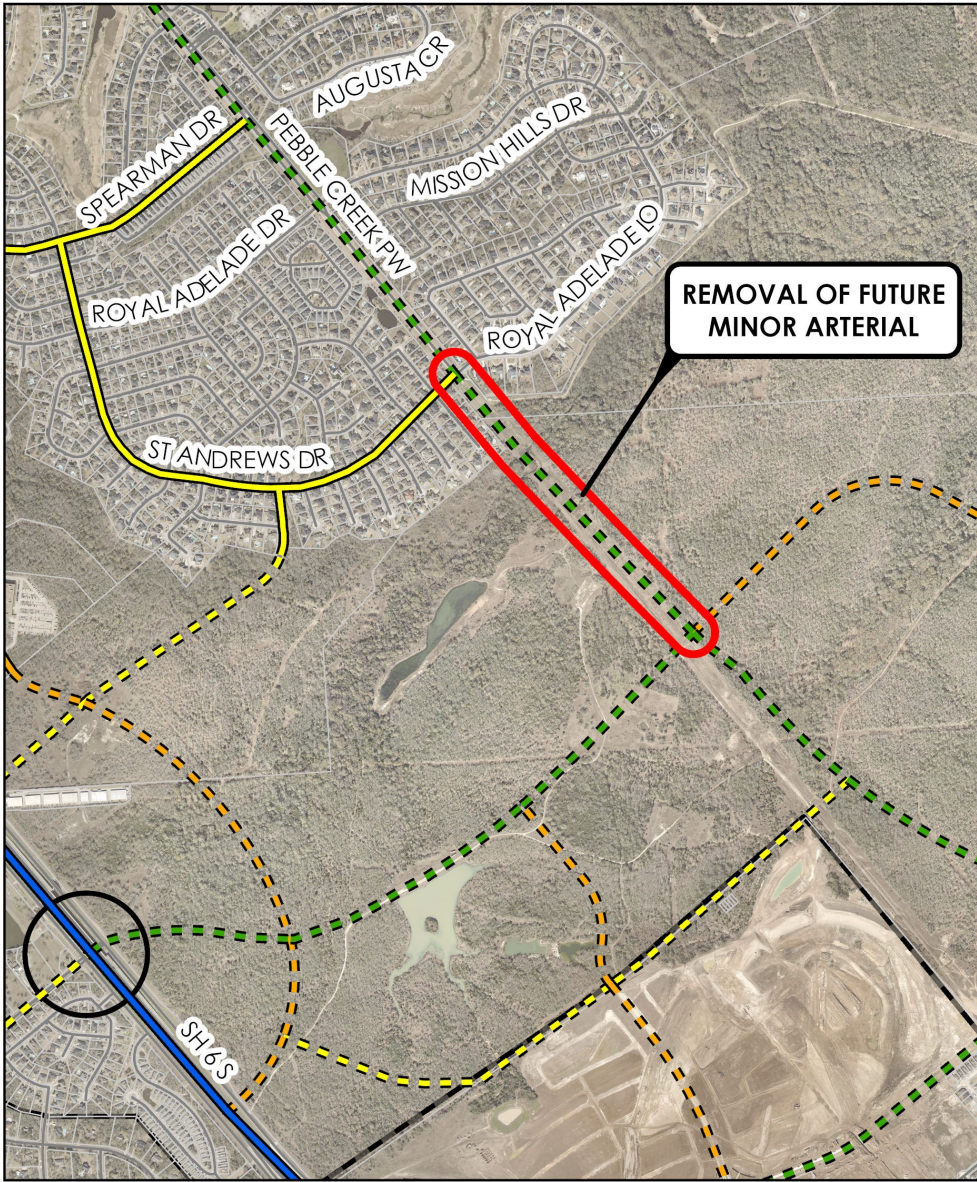
Budget & Financial Summary:

Attachments:

1. Thoroughfare Plan Amendment Exhibit
2. Bicycle Plan Amendment Exhibit
3. Pedestrian Plan Amendment Exhibit
4. Pebble Creek Master Development Plan and Thoroughfares
5. Travel Demand Modeling Summary Memo
6. Emergency Response Routes and Times

EXISTING THOROUGHFARE PLAN

PROPOSED THOROUGHFARE PLAN

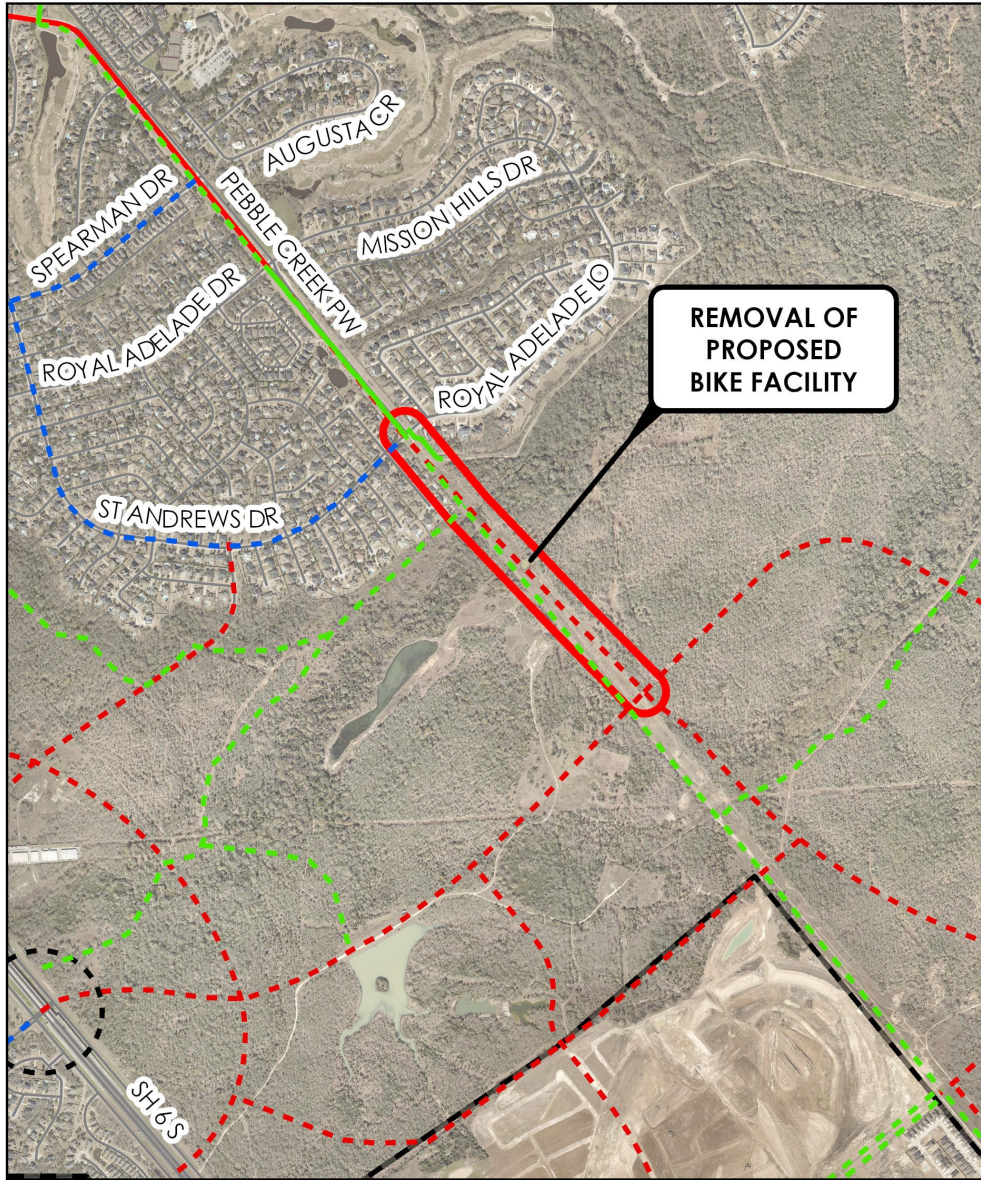


Proposed Thoroughfare Plan Amendment - Pebble Creek Parkway

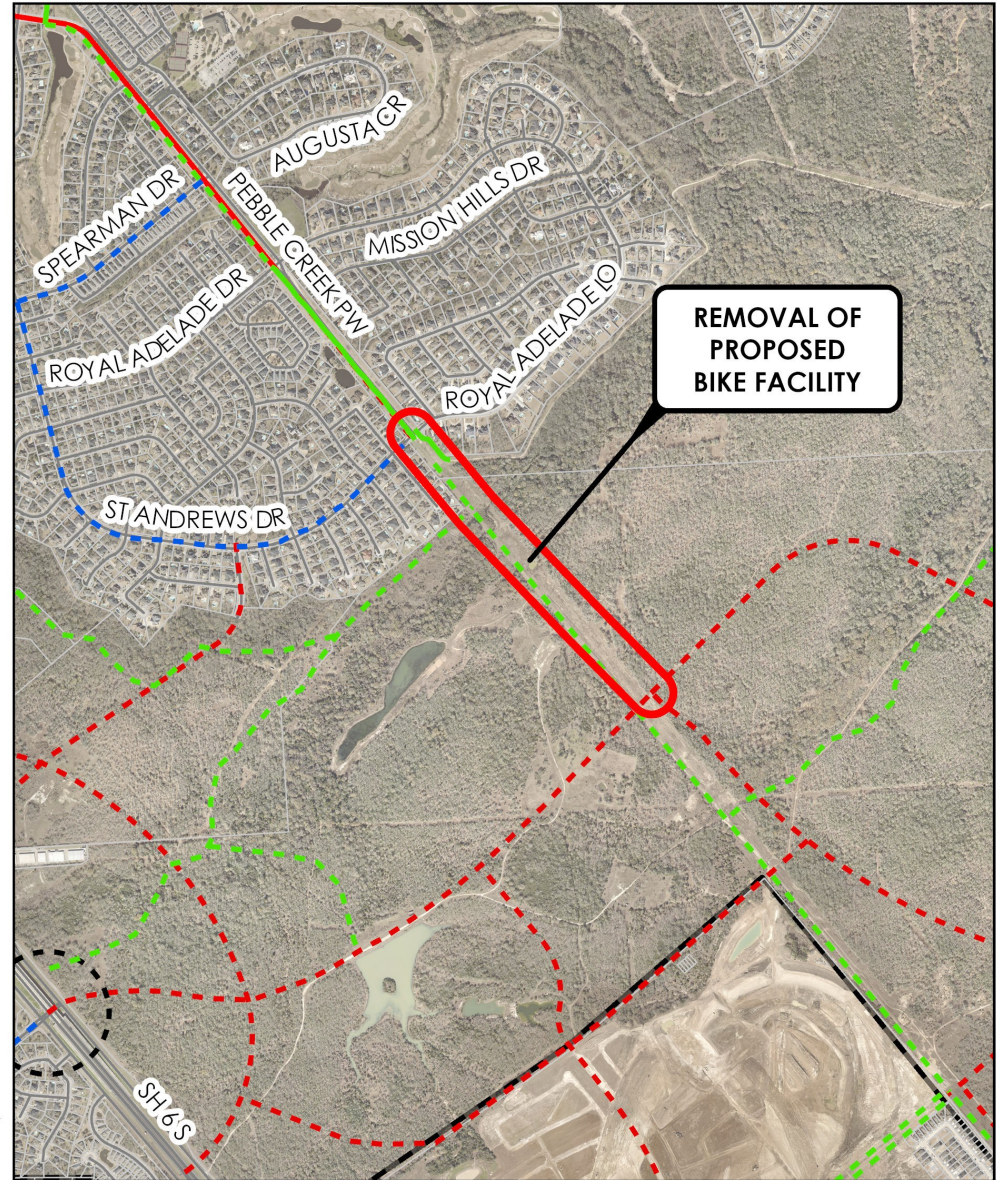
- / ◌ Grade Separation - Existing/Proposed
- / - - - Freeway/Expressway - Existing/Proposed
- / - - - 6 Lane Major Arterial - Existing/Proposed
- / - - - 4 Lane Major Arterial - Existing/Proposed
- / - - - Minor Arterial - Existing/Proposed
- / - - - Major Collector - Existing/Proposed
- / - - - Minor Collector - Existing/Proposed







EXISTING BICYCLE PLAN

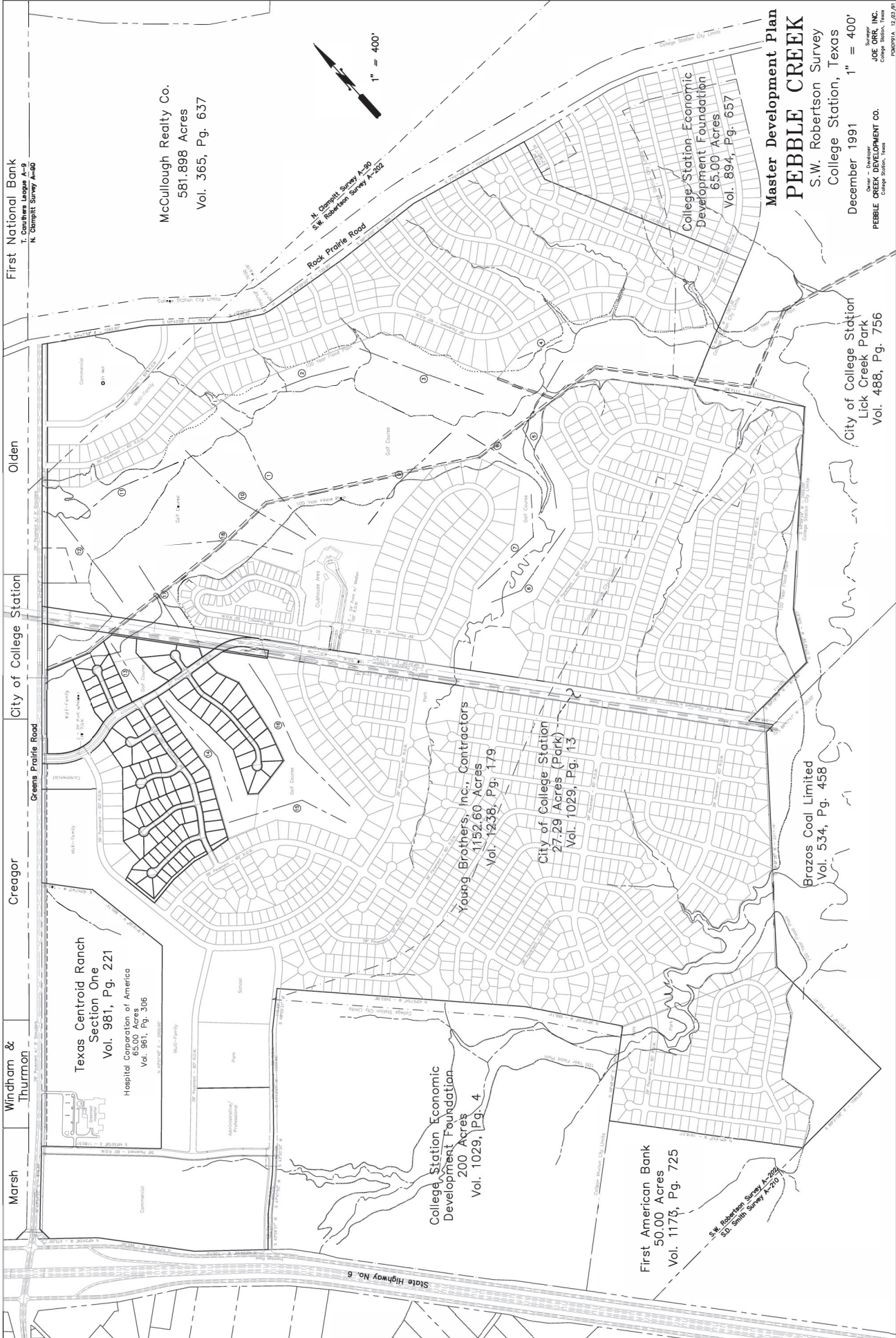


PROPOSED BICYCLE PLAN



Proposed Bicycle Plan Amendment - Pebble Creek Parkway

-  Bike Facility - Existing/Funded/Proposed
-  Bike Route - Existing/Proposed
-  Shared-use Path - Existing/Funded/Proposed
-  Grade Separation - Existing/Funded/Proposed



First National Bank
T. Conners League A-9
N. Campbell Survey A-40

Olden

City of College Station

Creagor

Windham & Thurmon

Marsh

McCullough Realty Co.
581.898 Acres
Vol. 365, Pg. 637



N. Campbell Survey A-90
S.W. Robertson Survey A-202

Rock Prairie Road

Texas Centroid Ranch
Section One
Vol. 981, Pg. 221
Hospital Corporation of America
65.00 Acres
Vol. 961, Pg. 306

College Station Economic
Development Foundation
200 Acres
Vol. 1029, Pg. 4

Young Brothers, Inc., Contractors
1152.60 Acres
Vol. 1238, Pg. 119

City of College Station
27.29 Acres (Park)
Vol. 1029, Pg. 13

First American Bank
50.00 Acres
Vol. 1175, Pg. 725

S.W. Robertson Survey A-700
S.D. Smith Survey A-720

College Station Economic
Development Foundation
65.00 Acres
Vol. 894, Pg. 657

**Master Development Plan
PEBBLE CREEK**

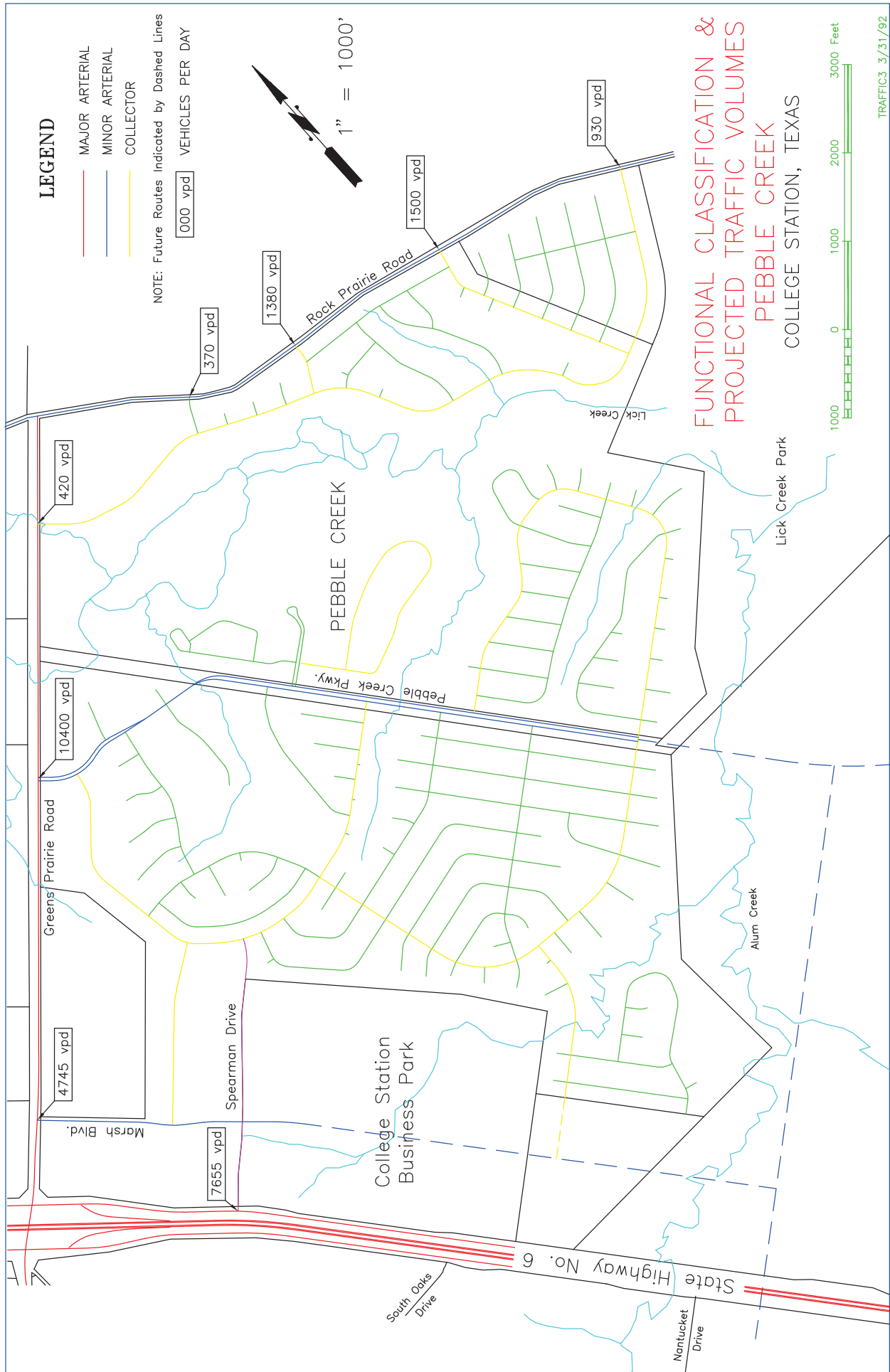
S.W. Robertson Survey
College Station, Texas

December 1991 1" = 400'

Owner - Developer
JOE ORR, INC.
College Station, Texas
PEBBLE CREEK DEVELOPMENT CO.
College Station, Texas
PCD0019A 12/23/91

City of College Station
Lick Creek Park
Vol. 488, Pg. 756

Brazos Coal Limited
Vol. 534, Pg. 458



FUNCTIONAL CLASSIFICATION & PROJECTED TRAFFIC VOLUMES
PEBBLE CREEK
 COLLEGE STATION, TEXAS



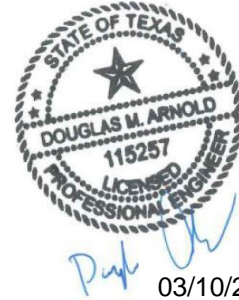
TRAFFIC3 3/31/92

MEMORANDUM

To: Jason Schubert, AICP
Transportation Planning Administrator
Planning & Development Services
City of College Station

From: Douglas Arnold, P.E.
Kimley-Horn and Associates, Inc.

Date: March 10, 2026
Subject: Travel Demand Model Update
City of College Station, Texas



Introduction

The purpose of this memorandum is to document updates to the travel demand model as part of the thoroughfare planning process based on updated socioeconomic data (demographics) and the evaluation of potential thoroughfare revisions related to Pebble Creek Parkway and Corporate Parkway. A sub-area model analysis of the Bryan-College Station MPO was performed to evaluate the impacts of removing two thoroughfares that are currently within the City's Master Thoroughfare Plan:

- **Pebble Creek Parkway** – Removal of the thoroughfare from its current terminus just south St Andrews Drive / Royal Adelaide Loop, eliminating any connections to future developments to the south of the Pebble Creek neighborhood.
- **Corporate Parkway** – Removal of the future thoroughfare between Midtown Drive and William D. Fitch Parkway.

The following memo provides a detailed summary of the model updates and scenarios considered.

Background

The Bryan-College Station MPO travel demand model was developed by TxDOT as part of the Texas Package Suite (TexPACK). As part of the previous bond prioritization project for the City of College Station, Kimley-Horn provided an update to the TexPACK model which included calibration to existing year conditions (2017), development of future socioeconomic data (demographics), and modeled the future year forecast using the then current Master Thoroughfare Plan (MTP).

A second update was performed in 2021 to review and refine future demographics within the city limits of College Station, and the thoroughfare plan was updated based on input from City staff. Multiple alternatives were evaluated for inclusion/exclusion of future thoroughfare roadway and functional classifications. There were alternatives evaluated and some of them were incorporated into the currently adopted Master Thoroughfare Plan.

Sub-Area Model Updates

Socioeconomic Data (Demographics)

The sub-area modeling included a review of future land use projections in the general area of SH 6 and William D Fitch. Parkway includes two large developments in the southern portion of the study area (Southern Pointe and Savannah Oaks). Additionally, the Midtown development and surrounding area was updated based on recent and planned growth. This included splitting a large traffic analysis zone (TAZ 433) into six smaller, more refined zones. The general area of study and traffic analysis zones is provided in **Exhibit 1** (attached).

City staff reviewed the data and provided recommended changes to the 2045 demographics. In total, an additional 1,500 households and 1,585 employees were added to the study area. **Table 1** provides a summary of the changes to the 2045 demographics.

Table 1: 2045 Demographic Updates

TAZ	2045 Households (Current)	2045 Population (Current)	2045 Households (Proposed)	2045 Population (Proposed)	2045 Employment (Current)	2045 Employment (Proposed)	2045 Basic Employment	2045 Retail Employment	2045 Service Employment
NORTH OF WILLIAM D. FITCH PARKWAY									
475	96	228	0	0	702	702			
269	121	288	0	0	1,971	1,971			
264	66	157	555	1,320	1,186	1,186			
388	286	681	564	1,343	1,399	1,399			
493	170	170	1,015	2,405	126	126			
391	185	439	185	439	399	399			
492	10	10	324	769	626	626			
476	6	6	0	0	1,111	1,111			
410	304	710	212	495	1,687	1,687			
395	10	24	0	0	488	488			
501	17	40	0	0	77	77			
SOUTH OF WILLIAM D. FITCH PARKWAY									
500	55	169	0	0	2,157	2,157			
419	553	1,703	553	1,703	210	210			
434	166	511	166	511	2,439	2,439			
426	361	1,112	361	1,112	0	0			
411	123	293	123	293	0	0			
465	615	1,464	425	1,012	587	587			
407	246	585	246	585	0	0			
413	364	866	284	676	0	0			
418	71	169	71	169	0	0			
433	6,073	18,098	50	149	1,686	80	80	0	0
118*			459	1,368		145	0	56	89
120*			0	0		1,552	0	597	955
123*			2,897	3,475		1,274	114	442	718
124*			1,166	8,633		185	88	19	78
125*			1,745	5,200		35	35	0	0

Note *: Due to model limitations for adding new zones, TAZs 118, 120, 123, 124, and 125 were zones that were relocated from Downtown Bryan.

Travel Demand Model Network

The demographic data is assigned to the model highway network through centroid connectors, which represents connections to the TAZs to the network. Based on a review of how the centroid connectors were loading to the network, many of them were updated in the study area east of SH 6, north and south of William D. Fitch Parkway. The model network was reviewed to ensure it was consistent with the City's currently adopted Master Thoroughfare Plan.

Scenario Modeling

The following scenarios were evaluated using the 2045 travel demand model, considering the updated to the demographic data and model network as described previously in this memo:

- **Scenario 1** – 2045 Model Run using the refined demographics and the currently adopted Master Thoroughfare Plan roadways.
- **Scenario 2** – 2045 Model Run assuming that Pebble Creek Parkway is a two-lane facility (current cross section).
- **Scenario 3** – 2045 Model Run performed for Scenario 2 with the removal of Pebble Creek Parkway and Corporate Parkway.
- **Scenario 4** – 2045 Model Run performed for Scenario 3, and the removal of ETJ roadways in the far southeast part of the model area.

The results of the scenario modeling are provided in **Exhibit 2** through **Exhibit 9** (attached); see below for detail of the content for each exhibit:

- **Exhibit 2** – Scenario 1 Daily Volumes
- **Exhibit 3** – Scenario 1 Daily Volume-to-Capacity ratios
- **Exhibit 4** – Scenario 2 Daily Volumes
- **Exhibit 5** – Scenario 2 Volume-to-Capacity ratios
- **Exhibit 6** – Scenario 3 Daily Volumes
- **Exhibit 7** – Scenario 3 Volume-to-Capacity ratios
- **Exhibit 8** – Scenario 4 Daily Volumes
- **Exhibit 9** – Scenario 4 Volume-to-Capacity ratios

Each scenario has an exhibit that shows the projected 2045 daily model volumes, as well as an exhibit showing the volume-to-capacity ratio of the model network links. The link LOS was broken down into Acceptable (v/c of 0.65 or less), Nearing Congested (v/c of 0.66 to 0.99), and Congested (v/c greater than 0.99), with a general service volumes assumptions as follows: 15,000 vehicles per day (vpd) for 2-lane roadways, 30,000 vpd for 4-lane roadways, and 45,000 vpd for 6-lanes roadways.

Summary of Results

The following section will discuss the results of each of the scenarios that were performed.

Scenario 1 – Base Condition

The model results show that Pebble Creek Parkway has a projected daily volume of 20,100 vpd near William D. Fitch Parkway and 15,500 vpd through the southern extension south of St. Andrews Drive. These volumes are quite a bit higher than existing volumes, and the increase is largely contributed to the developments proposed to the south (Southern Pointe and Savannah Oaks).

This elevates the section of Pebble Creek Parkway from William D. Fitch Parkway and Spearman Drive to Nearing Congested conditions in the 2045 model scenario.

The projected daily volume of Corporate Parkway between Midtown Drive and William D. Fitch Parkway is projected to be 5,500 vpd in 2045. Due to the floodplain in the area of this future alignment, this connection is not expected to provide significant local access to surrounding land uses and rather just serves as a connection to the two thoroughfares of Midtown Drive and William D. Fitch Parkway.

In this scenario, Midtown Drive from Town Lake Drive to William D. Fitch Parkway and Lakeway Drive from William D. Fitch Parkway to Gateway Boulevard are showing to be at either Nearing Congested or Congested conditions for the 2045 model year, assuming a 2-lanes for Midtown Drive.

The future alignment of Mather Parkway between the future extension of Nantucket Drive and Southern Pointe Parkway is projected to be at Nearing Congested conditions in the 2045 model.

Scenario 2 – Base Condition + Reduction of Pebble Creek Parkway to Two-Lanes

The purpose of this model scenario was to evaluate the impacts to future volume projections if Pebble Creek Parkway were to be downgraded from a 4-Lane Minor Arterial to a 2-Lane Major Collector (such as Midtown Drive/Lakeway Drive). This scenario kept the ETJ roadways in the model network.

The model results show that Pebble Creek Parkway has a projected daily volume of 11,300 vpd near William D. Fitch Parkway and 9,500 vpd through the southern extension south of St. Andrews Drive. These volumes projections would still show Pebble Creek Parkway in the Nearing Congested conditions range with these 2045 model volume projections.

Scenario 3 – Base Condition + Reduction of Pebble Creek Parkway to Two-Lanes + Removal of Pebble Creek Parkway and Corporate Parkway

The model results show that Pebble Creek Parkway has a projected daily volume of 7,700 vpd near William D. Fitch Parkway and volumes dropping as you approach St. Andrews Drive. This results in Pebble Creek Parkway to be performing with Acceptable conditions. Similar results can be expected for Midtown Drive and Lakeway Drive in this scenario as compared to Scenario 1 and Scenario 2, where some links are expected at Nearing Congested conditions and others are expected at Congested conditions.

A comparison of model volumes was performed for Scenario 2 and Scenario 3 to determine where the volumes along Pebble Creek Parkway would redistribute if the link south of St. Andrews Drive were to be removed. The results are provided in Exhibit 10 (attached) and described further below:

- An increase of 3,000 vehicles per day is anticipated on the future extension of Southern Pointe Parkway to Rock Prairie Road.
- An increase of 6,500 vehicles per day west to Lakeway Drive and SH 6 via Southern Pointe Parkway, Nantucket Drive, and future Misty Lane.

Scenario 4 – Base Condition + Reduction of Pebble Creek Parkway to Two-Lanes + Removal of Pebble Creek Parkway and Corporate Parkway + Removal of ETJ Roadways

This model scenario was performed to determine the impacts of removing the ETJ roadways in the southeast part of the model area, assuming all of the network changes from Scenario 3. With this scenario, the east-west sections of Southern Pointe Parkway and Nantucket Drive east of Lakeway Drive are anticipated to go from Acceptable conditions to Nearing Congested conditions. The sections of Pebble Creek Parkway are still expected at Acceptable conditions.

Conclusions and Recommendations

Based on the preceding scenario modeling for the removal of Pebble Creek Parkway (south of St. Andrews Drive) and Corporate Parkway (between Midtown Drive and William D. Fitch Parkway), the following recommendations should be considering in the decision-making process:

- *Pebble Creek Parkway Removal*
 - Scenario 1 shows model volumes along Pebble Creek Parkway to be in the Tolerable LOS condition with 2045 model volumes ranging from 15,500 vpd to 20,100 vpd.
 - Scenario 2 shows that when reducing Pebble Creek Parkway to a 2-lane cross section (as it is today), the projected volumes in 2045 range from 9,500 vpd to 11,300 vpd.
 - With the removal of the two thoroughfares, and the reclassification of Pebble Creek Parkway to a 2-lane cross section, the volumes along Pebble Creek Parkway are reduced to 7,700 vpd near William D. Fitch Parkway. This results in conditions improving from Nearing Congested conditions to Acceptable conditions.
- *Corporate Parkway Removal*
 - The projected volume on Corporate Parkway, between Midtown Drive and William D. Fitch Parkway is 5,500 vpd in the 2045 model scenario. With the removal of the thoroughfare, the surrounding roadway network does not experience a significant impact in LOS.
- *Impacts on Midtown Drive / Lakeway Drive*
 - The 2045 model results generally show through all scenarios that Midtown Drive between Town Lake Drive and Gateway Boulevard is anticipated to operate in the Nearing Congested conditions to Congested conditions.
 - The only change of operating conditions of Midtown Drive / Lakeway Drive between the various scenarios is the section of Lakeway Drive from Venture Drive and Gateway Boulevard, where the LOS is anticipated to degrade from Nearing Congested conditions to Congested conditions with the removal of the thoroughfares.
 - A change in the thoroughfare classification is not recommended since the roadway projections show it to be just over the Nearing Congested conditions; however, the intersections along Lakeway Drive at Venture Drive and Gateway Drive should be monitored in the future for additional intersection traffic control options.

Based on the preceding sub-area modeling, the removals of Pebble Creek Parkway (south of St. Andrews Drive) and Corporate Parkway (between Midtown Drive and William D. Fitch Parkway) do not have a significant impact on the operating conditions of the surrounding thoroughfares in the area, even with considerations for future development potential.

The model results should be only a part of the decision-making process for any changes to the adopted Master Thoroughfare Network. Other impacts such as emergency response times, multi-modal network connectivity, public and stakeholder input, economic development, and right-of-way and easements.



**EXHIBIT 1
STUDY AREA AND TAZ MAP
CS TDM UPDATE 2026**

— = THOROUGHFARE ROADWAY
- - - = CENTROID CONNECTOR

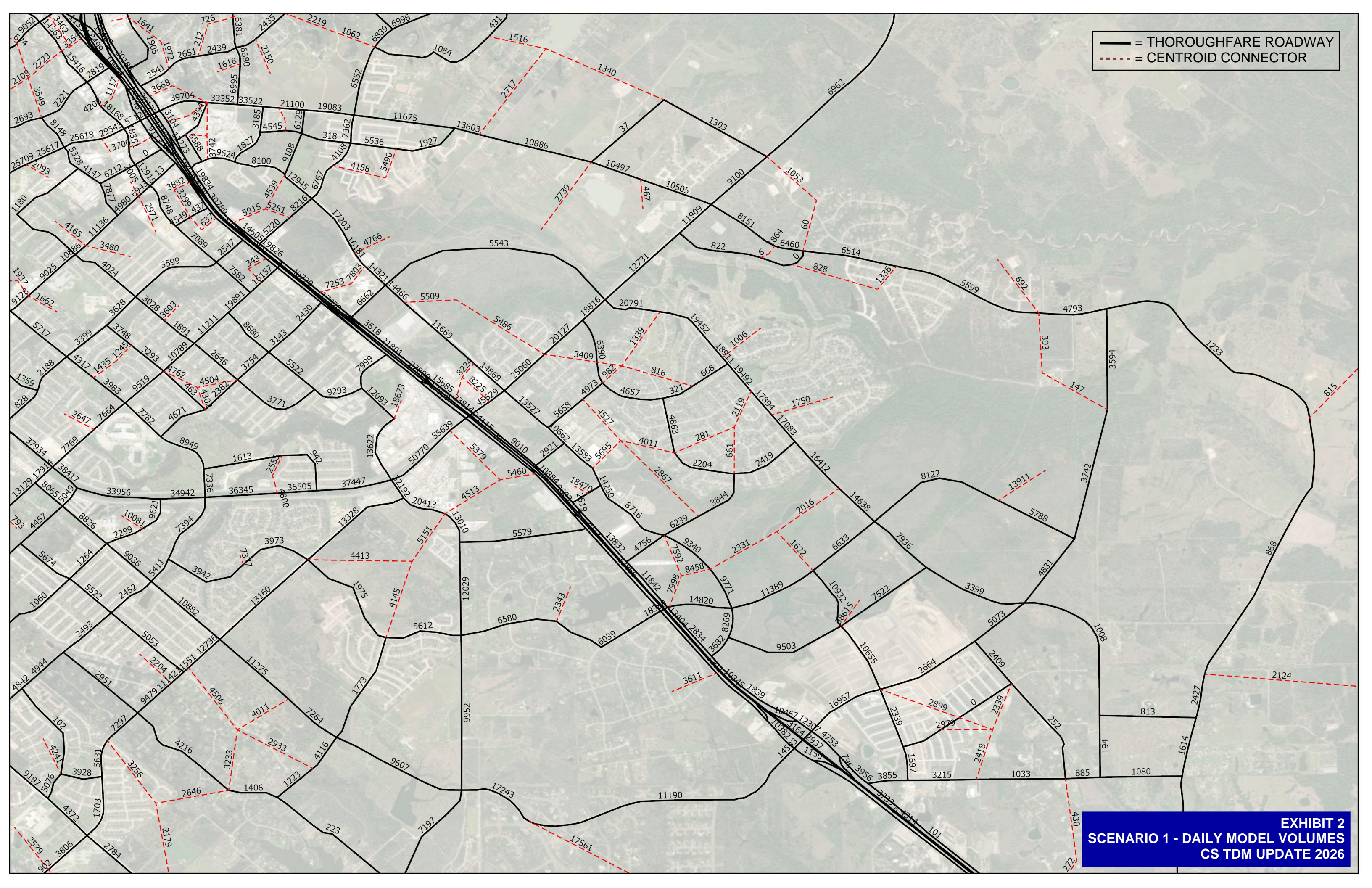


EXHIBIT 2
SCENARIO 1 - DAILY MODEL VOLUMES
CS TDM UPDATE 2026

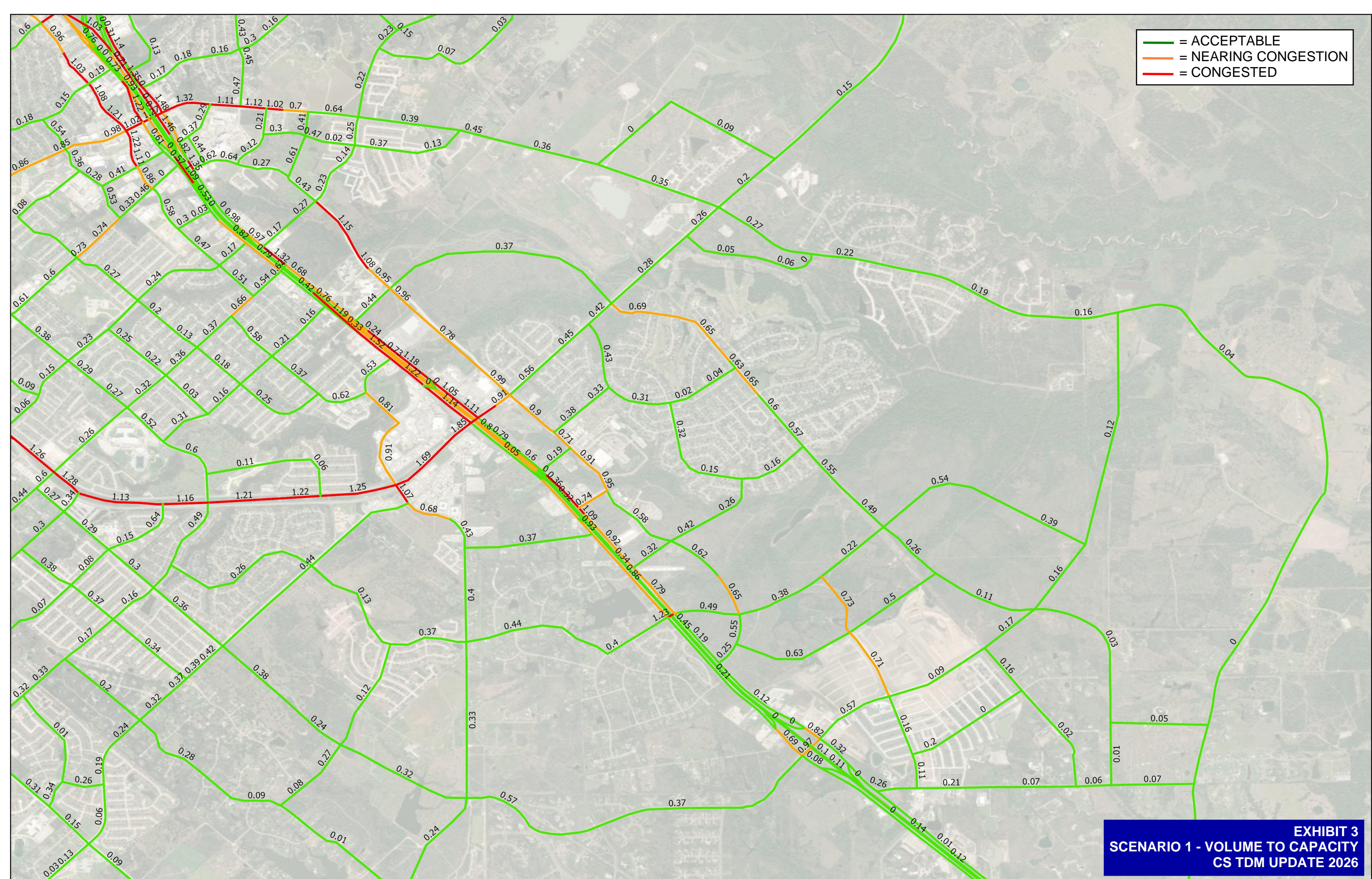
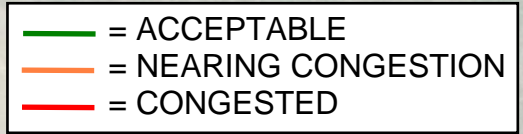


EXHIBIT 3
SCENARIO 1 - VOLUME TO CAPACITY
CS TDM UPDATE 2026

— = THOROUGHFARE ROADWAY
- - - = CENTROID CONNECTOR

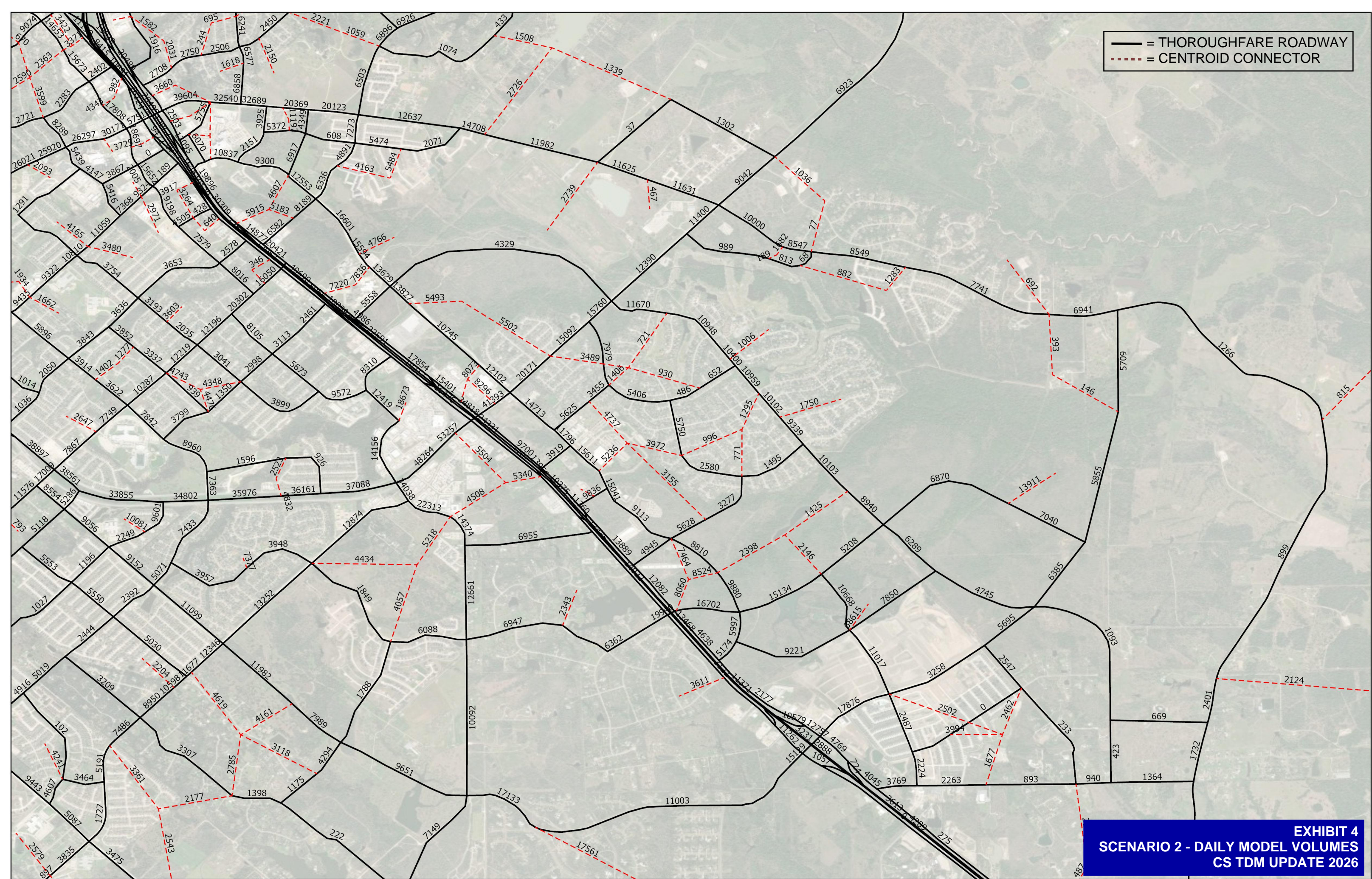


EXHIBIT 4
SCENARIO 2 - DAILY MODEL VOLUMES
CS TDM UPDATE 2026

- = ACCEPTABLE
- = NEARING CONGESTION
- = CONGESTED

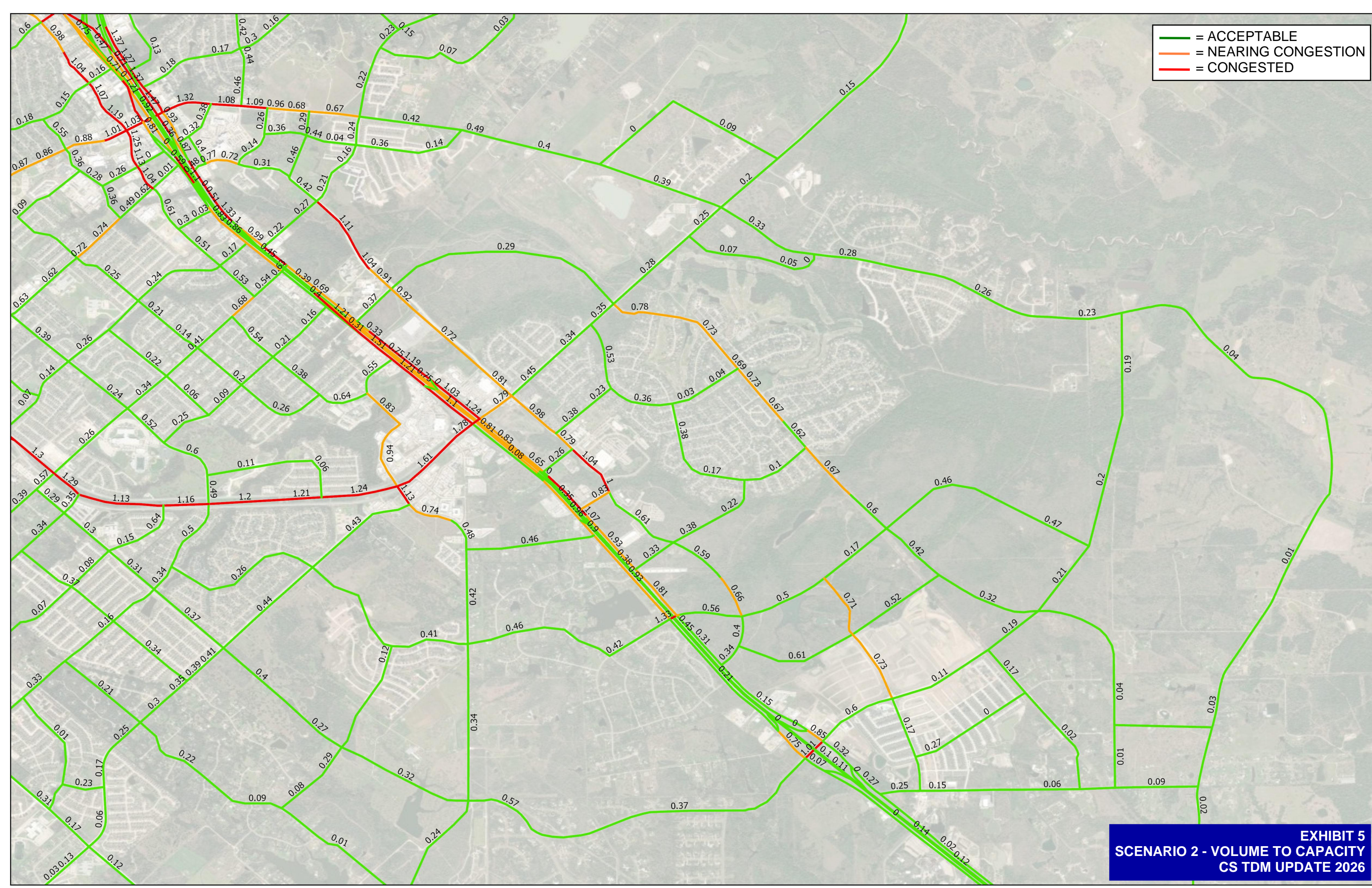


EXHIBIT 5
SCENARIO 2 - VOLUME TO CAPACITY
CS TDM UPDATE 2026

— = THOROUGHFARE ROADWAY
- - - = CENTROID CONNECTOR

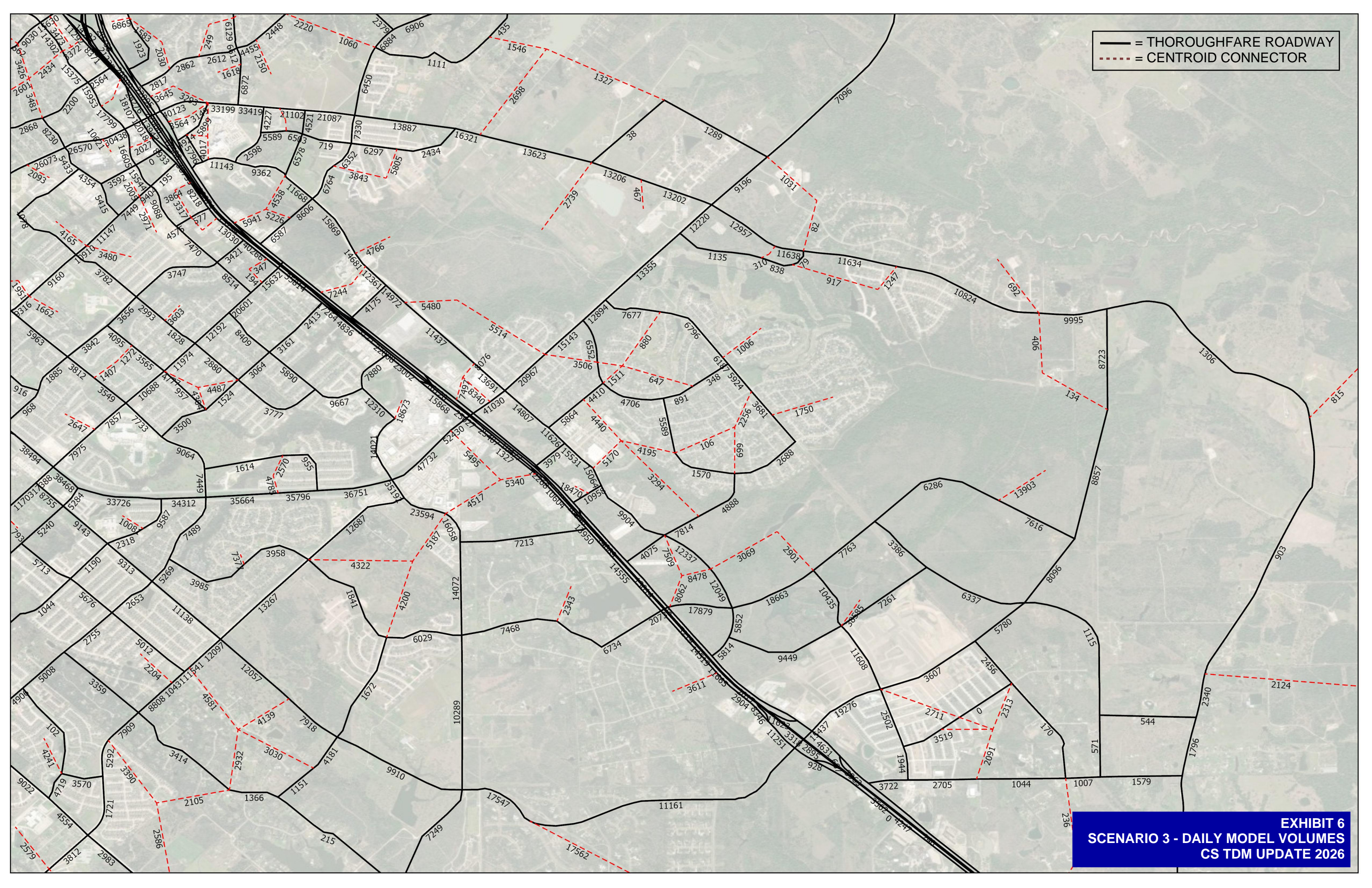


EXHIBIT 6
SCENARIO 3 - DAILY MODEL VOLUMES
CS TDM UPDATE 2026

— = ACCEPTABLE
— = NEARING CONGESTION
— = CONGESTED

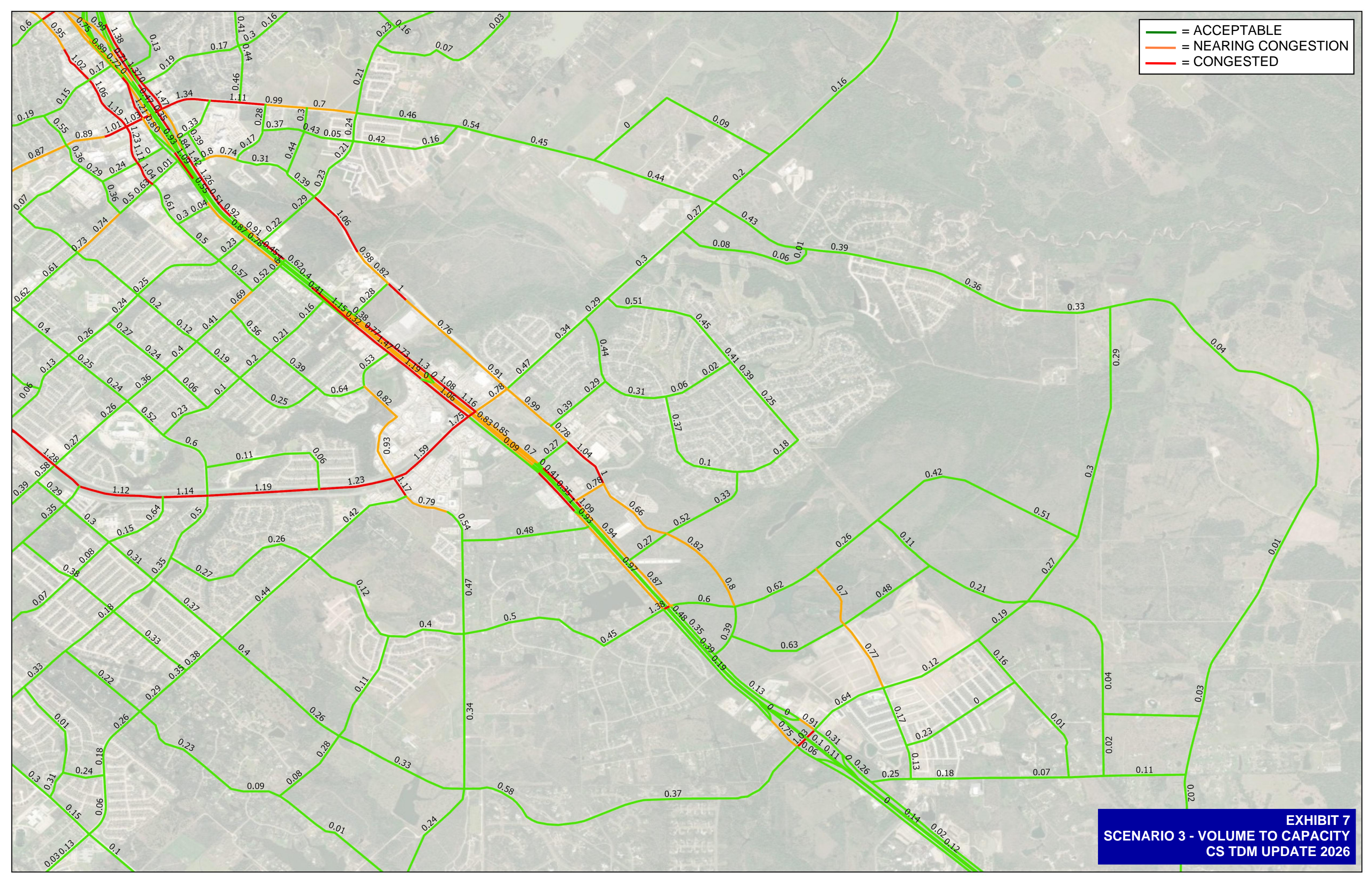


EXHIBIT 7
SCENARIO 3 - VOLUME TO CAPACITY
CS TDM UPDATE 2026

— = THOROUGHFARE ROADWAY
- - - = CENTROID CONNECTOR

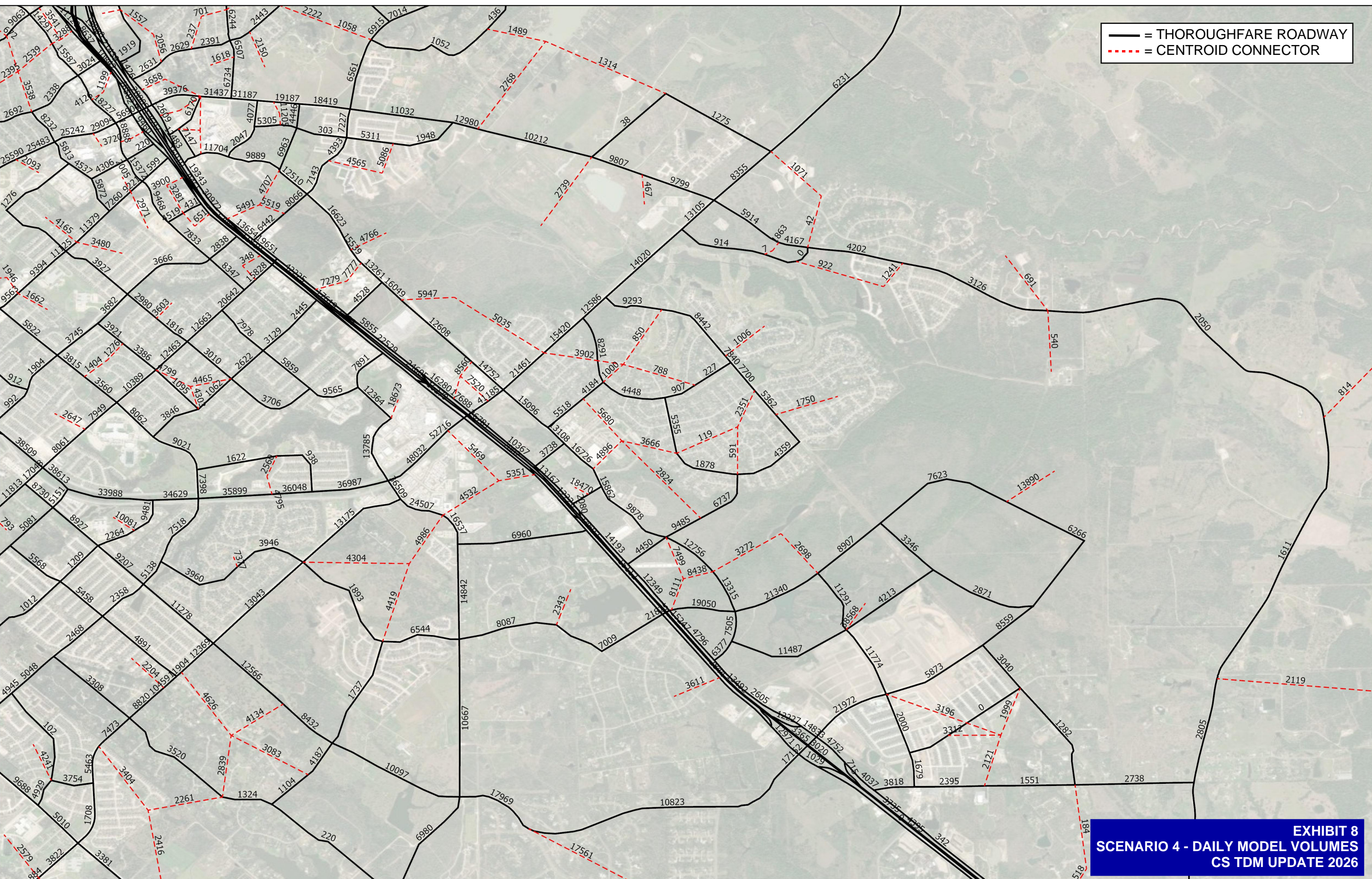


EXHIBIT 8
SCENARIO 4 - DAILY MODEL VOLUMES
CS TDM UPDATE 2026

- = ACCEPTABLE
- = NEARING CONGESTION
- = CONGESTED

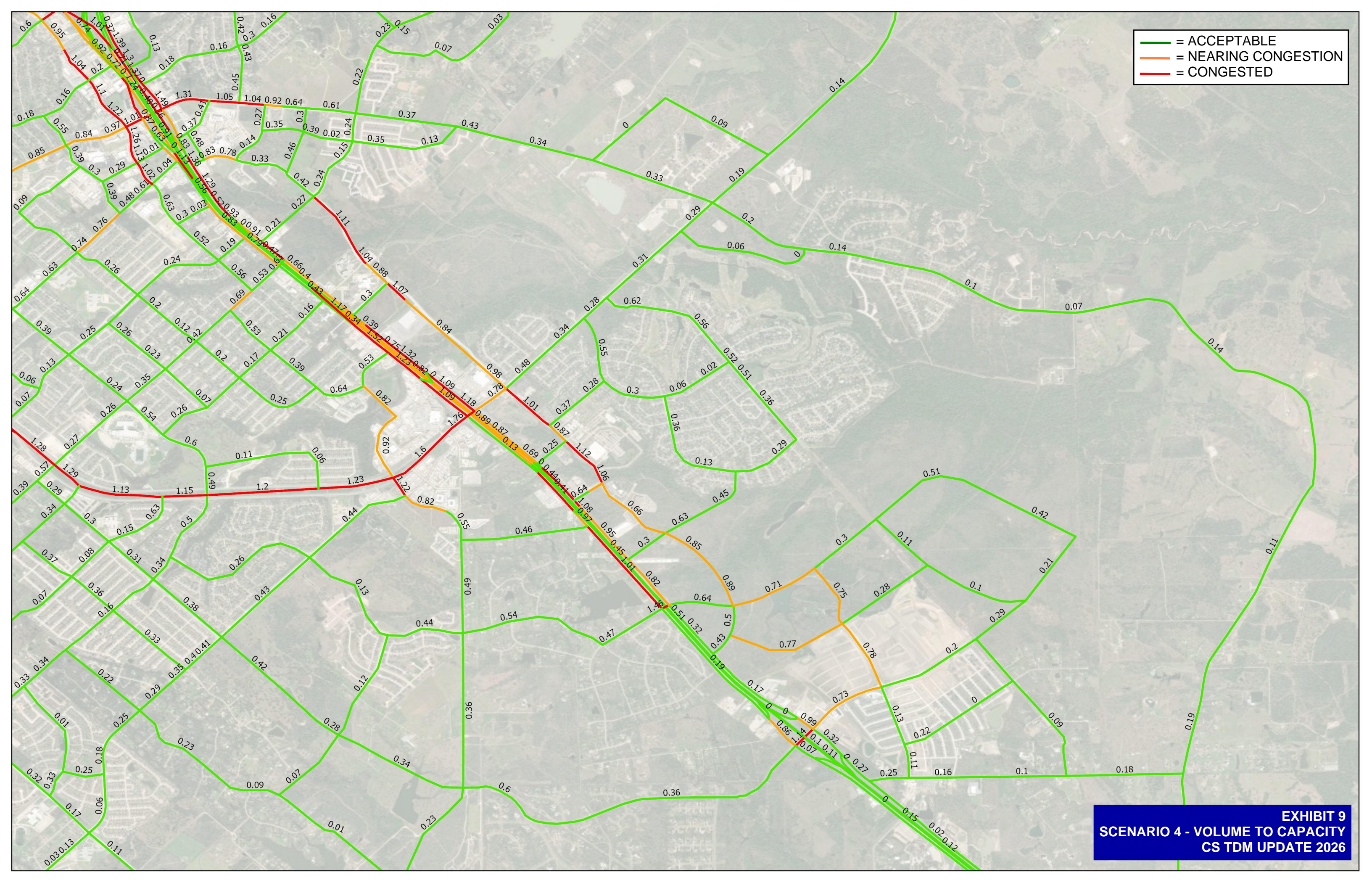
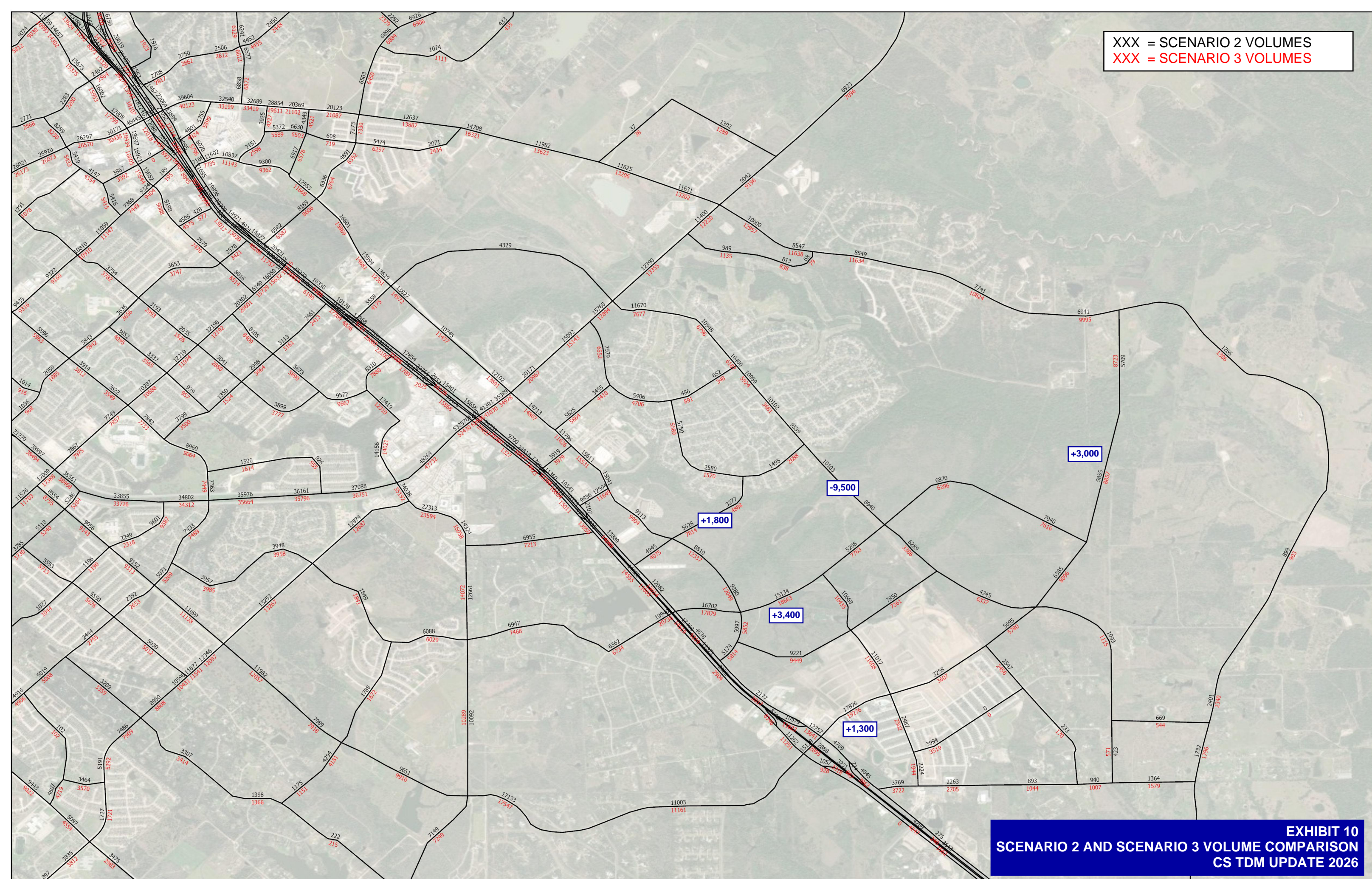


EXHIBIT 9
SCENARIO 4 - VOLUME TO CAPACITY
CS TDM UPDATE 2026

XXX = SCENARIO 2 VOLUMES
XXX = SCENARIO 3 VOLUMES



+3,000

-9,500

+1,800

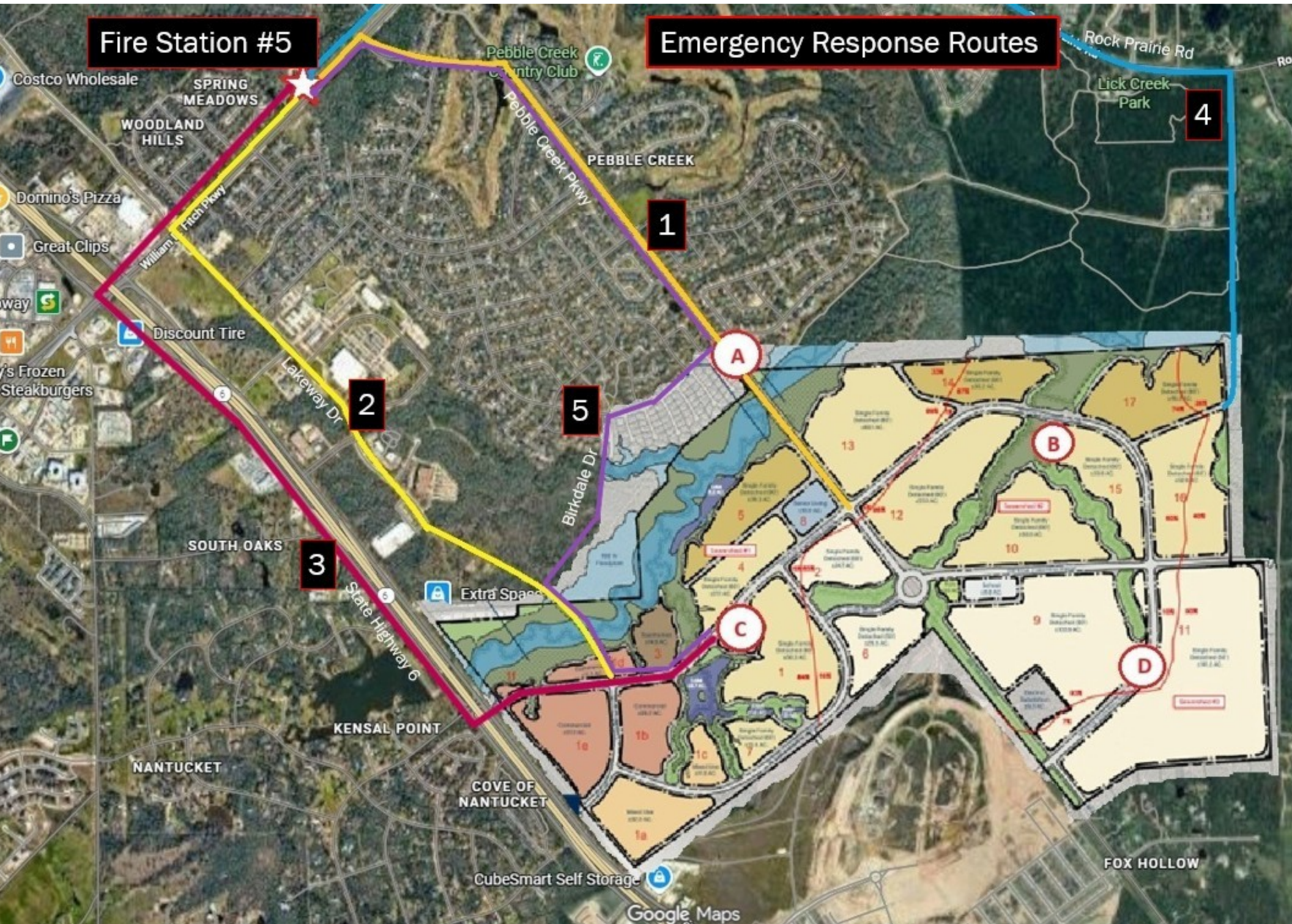
+3,400

+1,300

EXHIBIT 10
SCENARIO 2 AND SCENARIO 3 VOLUME COMPARISON
CS TDM UPDATE 2026

Fire Station #5

Emergency Response Routes



Emergency Response Times

1

2

From Station 5:

			Via Pebble Creek Prkwy Extention		
	Est. Density (4 homes/ac)		Distance (miles)	Travel Time (minutes)	Total Response Time (minutes)
Area A	Current		1.6	3:22	6:12
Area B	330 Acres	1320 homes	2.8	5:25	8:15
Area C	245 Acres	980 homes	2.7	5:14	8:04
Area D	177 Acres	708 homes	3.4	6:26	9:16

			Via Lakeway Extention		
	Est. Density (4 homes/ac)		Distance (miles)	Travel Time (minutes)	Total Response Time (minutes)
Area A	Current		3.6	6:46	9:36
Area B	330 Acres	1320 homes	3.9	7:17	10:07
Area C	245 Acres	980 homes	2.6	5:04	7:54
Area D	177 Acres	708 homes	4.5	8:18	11:08

			Via Hwy 6 Feeder Road		
	Est. Density (4 homes/ac)		Distance (miles)	Travel Time (minutes)	Total Response Time (minutes)
Area A	Current		4.2 miles	7:47	10:37
Area B	330 Acres	1320 homes	4.4 miles	8:08	10:58
Area C	245 Acres	980 homes	3.1 miles	5:55	8:45
Area D	177 Acres	708 homes	4.8 miles	8:49	11:39

			Via Rock Prairie Access		
	Est. Density (4 homes/ac)		Distance (miles)	Travel Time (minutes)	Total Response Time (minutes)
Area A	Current		5.6 miles	10:10	13:00
Area B	330 Acres	1320 homes	4.3 miles	7:58	10:48
Area C	245 Acres	980 homes	5.6 miles	10:10	13:00
Area D	177 Acres	708 homes	4.7 miles	8:38	11:28

			Via PCP-St. Andrews-Birkdale-Lakeway		
	Est. Density (4 homes/ac)		Distance (miles)	Travel Time (minutes)	Total Response Time (minutes)
Area A	Current		1.6 miles	3:22	6:12
Area B	330 Acres	1320 homes	4.62 miles	8:30	11:20
Area C	245 Acres	980 homes	3.25 miles	6:11	9:01
Area D	177 Acres	708 homes	5.06 miles	9:15	12:05

3

4

5

April 2, 2026
Item No. 5.4.
Windham Tract Rezoning

Sponsor: Robin Macias, Land Development Review Administrator

Reviewed By CBC: N/A

Agenda Caption: 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 R Rural to RS Restricted Suburban, for approximately 222 acres, generally located on Greens Prairie Road, east of the intersection of Greens Prairie Road and W.S. Phillips Parkway. Case #REZ2026-000003 (Note: Final action of this item will be considered at the April 23, 2026 City Council Meeting – Subject to change).

Relationship to Strategic Goals:

- Diverse Growing Economy

Recommendation(s): Staff recommends approval of this rezoning request.

Summary: This request is to rezone approximately 222 acres of land, generally located on Greens Prairie Rd east of the intersection of Greens Prairie Rd and WS Phillips Pkwy, from R Rural to RS Restricted Suburban. The tract proposed to be rezoned consists of an unplatted property and is currently undeveloped. The intent of the rezoning is to build a residential subdivision consisting of approximately 886 lots.

A request to rezone the subject property from R Rural to GS General Suburban was heard at the November 13, 2025 City Council meeting, where the request was denied. At the direction of Council, the proposed zoning to RS would reduce the maximum density from the previously requested 8 dwelling units per acre to 4 dwelling units per acre.

REZONING REVIEW CRITERIA

1. Whether the proposal is consistent with the Comprehensive Plan:

The Comprehensive Plan Future Land Use and Character Map designates the subject property as Suburban Residential. The Comprehensive Plan generally describes the Suburban Residential land use designation as follows:

Single family residential areas that consist of low to moderate density single family lots. Development types tend to be highly consistent within a subdivision or neighborhood.

The intent of the district is to:

- o Encourage community facilities, parks, and greenways within neighborhoods
- o Accommodate streetscape features such as sidewalks, street trees, and lighting
- o When establishing new residential areas or expanding existing developments, provide pedestrian and vehicular connectivity between adjacent developments

The zoning districts that are generally appropriate for within the Suburban Residential land use

include: RS Restricted Suburban and GS General Suburban.

The goal of Chapter 3 of the Comprehensive Plan is to have viable and attractive neighborhoods that maintain long-term neighborhood integrity while collectively providing a wide range of housing options and other services for a diverse population. Chapter 3 states that new neighborhoods should be designed to fit within the existing fabric of the community and complement the natural environment. Sustainable neighborhoods should be developed with integrated parks that are easily and safely reached on foot or bicycle. Development policies should encourage the clustering of homes to reduce the environmental impacts on sensitive areas like floodplain.

The proposed rezoning request from R Rural to RS Restricted Suburban aligns with the Comprehensive Plan.

2. Whether the uses permitted by the proposed zoning district will be appropriate in the context of the surrounding area:

The property has frontage to Greens Prairie Rd. Adjacent properties are zoned PDD Planned Development District to the north and northeast, RS Restricted Suburban to the east, R Rural to the southeast, the City of College Station's Extraterritorial Jurisdiction to the south, and GS General Suburban to the west.

The adjacent properties to the north, east, and west are currently developed as residential subdivisions. The property to the northeast of the subject property is currently undeveloped. The properties to the south are located in the City's ETJ

The RS Restricted Suburban zoning district is intended to provide land for detached medium-density, single-family residential development.

The proposed zoning district is appropriate for the surrounding area as it would continue the use of suburban residential subdivisions.

3. Whether the property to be rezoned is physically suitable for the proposed zoning district:

The size and location of the subject property is suitable for uses allowed within the proposed zoning district. The site has adequate space to meet the minimal dimensional standards for RS Restricted Suburban.

4. Whether there is available water, wastewater, stormwater, and transportation facilities generally suitable and adequate for uses permitted by the proposed zoning district:

The existing water and wastewater infrastructure is adequate to support the future extension needs of this development. The design of extensions to the City's Water and Wastewater systems will be reviewed with platting of the tract. Drainage and any other infrastructure required with site development shall be designed and constructed in accordance with the BCS Unified Design Guidelines. The subject property is generally located on Greens Prairie Rd. Right of Way alignments and dedications would be determined during the preliminary plan. The subject tract has frontage on Greens Prairie Road and the future extension of W.S. Phillips Parkway and Oldham Oaks Avenue. W.S. Phillips Parkway has a thoroughfare classification of minor arterial, and Oldham Oaks Avenue is

listed as a minor collector. Both will be extended with the platting of the tract and eventually intersect on the southeastern edge of the development. A traffic impact analysis (TIA) has been completed with this project with a total build out estimated for 2035. The site's assumed trip generation and traffic mitigation recommendations outlined in the TIA will be fulfilled as buildout happens.

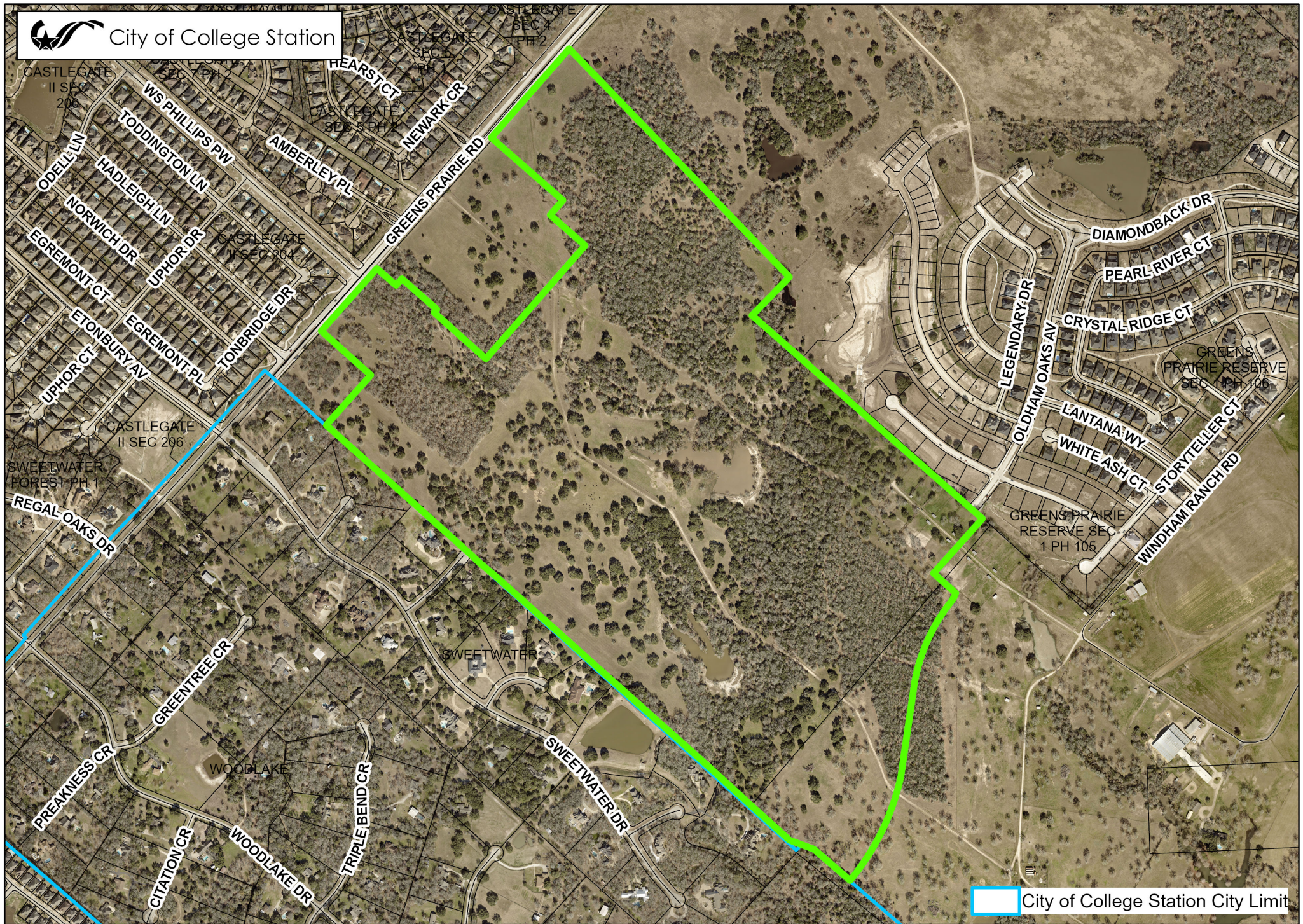
5. The marketability of the property:

The existing zoning of R Rural does not comply with the Future Land Use of Suburban Residential and the applicant states the current zoning is not suitable for the type of development the City intends for this area. However, the proposed zoning district would allow for greater density of single family homes, making it more marketable.

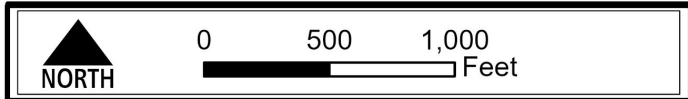
Budget & Financial Summary:

Attachments:

1. Aerial and Small Area Map
2. Rezoning Map
3. Existing Future Land Use
4. Background Information
5. Rezoning Exhibit
6. Applicant's Supporting Information



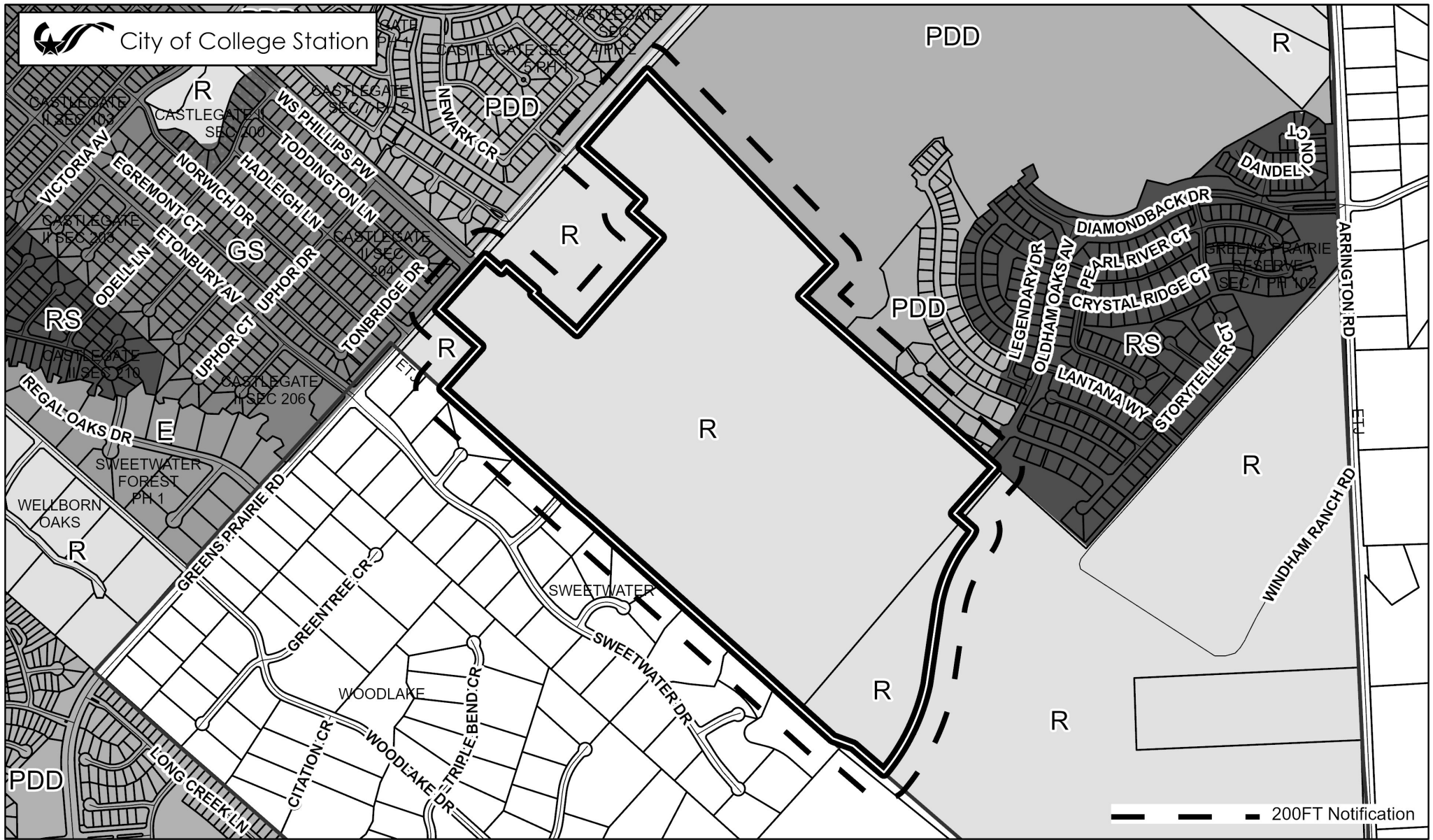
City of College Station City Limit



WINDHAM TRACT

Case:
REZ2026-000003

REZONING
Page 67 of 76



200FT Notification

ZONING DISTRICTS (In Grayscale)

Residential	MH	Middle Housing
R	MF	Multi-Family
WE	MU	Mixed-Use
E	MHP	Manufactured Home Pk.
WRS		Wellborn Restricted Suburban
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
NPO	Nbrhd. Prevailing Ovr.
NCO	Nbrhd. Conservation Ovr.
HP	Historic Preservation Ovr.

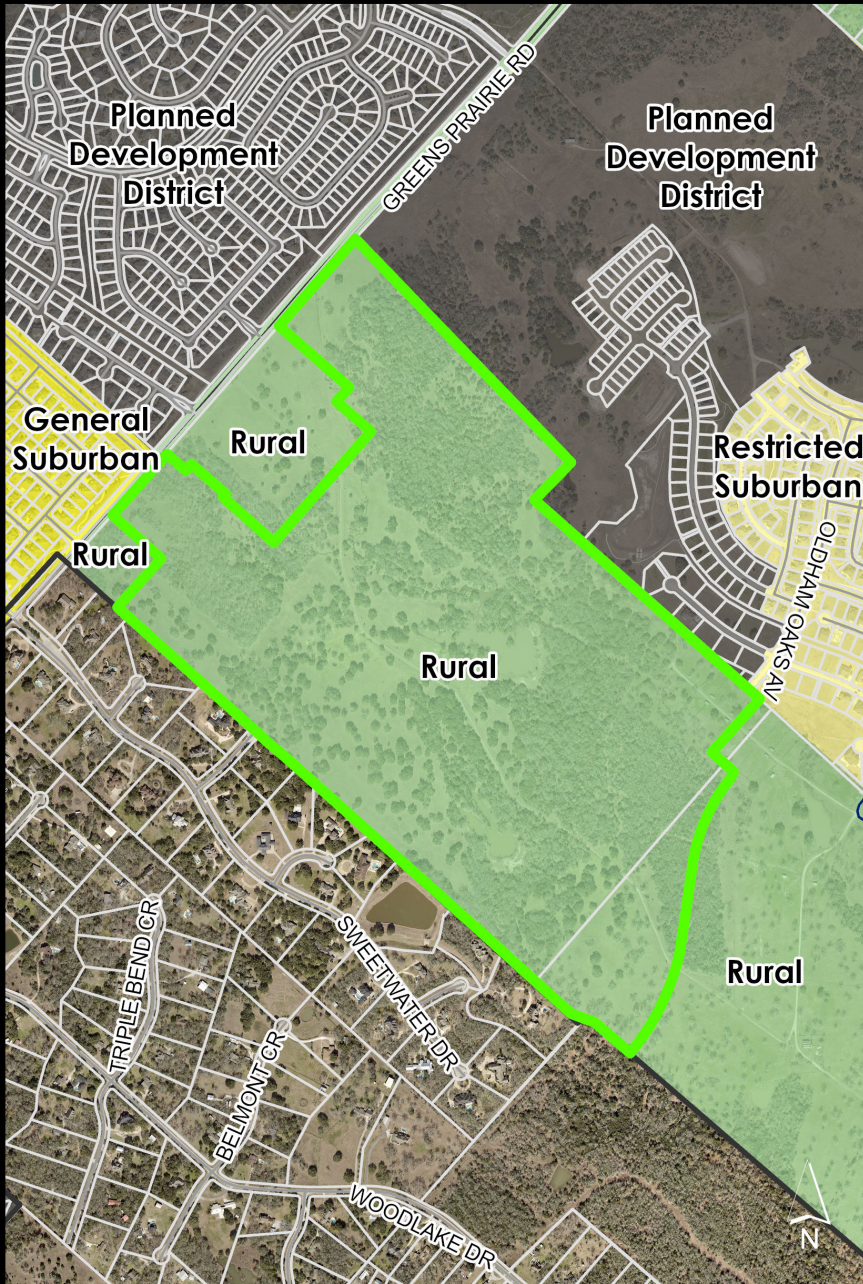
Retired Districts	
R-1B	Single Family Residential
R-4	Multi-Family
R-6	High Density Multi-Family
C-3	Light Commercial
RD	Research and Dev.
M-1	Light Industrial
M-2	Heavy Industrial



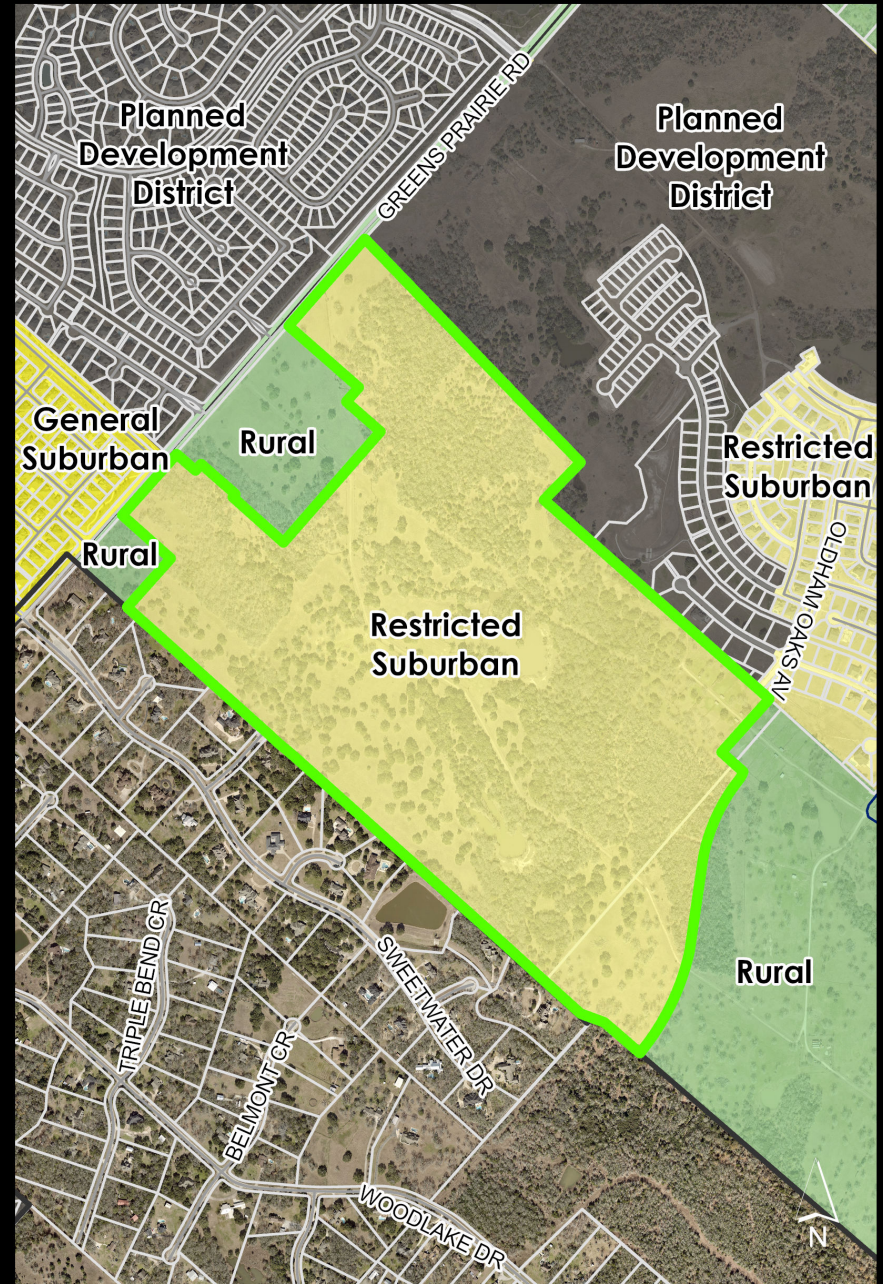
WINDHAM TRACT

Case: REZ2026-00003 **REZONING**

EXISTING Zoning



PROPOSED Zoning



NOTIFICATIONS

Advertised Commission Hearing Date: April 2, 2026
 Advertised Council Hearing Dates: April 23, 2026

The following neighborhood organizations that are registered with the City of College Station’s Neighborhood Services have received a courtesy letter of notification of this public hearing:

- Castlegate
- Castlegate II
- Greens Prairie Reserve
- Sweetwater
- Sweetwater Forest

Property owner notices mailed: 47

Contacts in support: None at the time of this report
 Contacts in opposition: None at the time of this report
 Inquiry contacts: 3

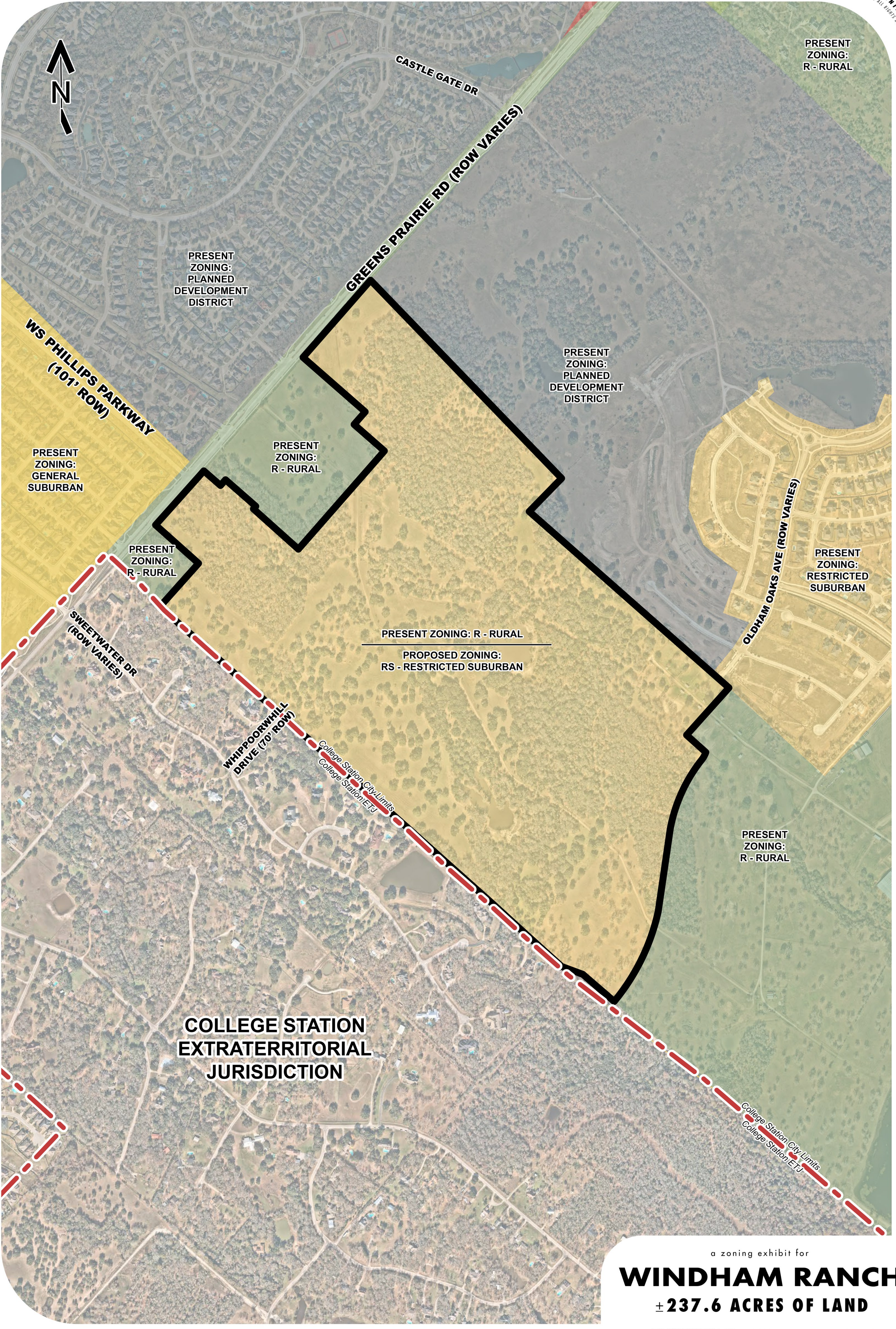
ADJACENT LAND USES

Direction	Comprehensive Plan	Zoning	Land Use
North	Suburban Residential, and Natural & Open Areas	Planned Development District (PDD)	Single-family Residential Development
East	Suburban Residential, and Natural & Open Areas	Restricted Suburban (RS)	Single-family Residential Development
South	Suburban Residential, Estate Residential, and Natural & Open Areas	City of College Station’s Extraterritorial Jurisdiction (ETJ)	Single-family Residential Development
West	Suburban Residential, Natural & Open Areas, Parks & Greenways	Rural (R), General Suburban (GS)	Greens Prairie Rd (minor arterial) and Single-Family Residential Development

DEVELOPMENT HISTORY

Annexation: 2002
Zoning: A-O Agricultural Open Space upon annexation
 A-O Agricultural Open space renamed to R Rural (2013)
Final Plat: The property is currently unplatted.

Site development: The property is currently undeveloped.



PRESENT ZONING: R - RURAL

PRESENT ZONING: PLANNED DEVELOPMENT DISTRICT

PRESENT ZONING: PLANNED DEVELOPMENT DISTRICT

PRESENT ZONING: GENERAL SUBURBAN

PRESENT ZONING: R - RURAL

PRESENT ZONING: R - RURAL

PRESENT ZONING: RESTRICTED SUBURBAN

PRESENT ZONING: R - RURAL

PRESENT ZONING: R - RURAL

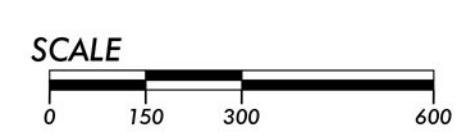
PROPOSED ZONING: RS - RESTRICTED SUBURBAN

**COLLEGE STATION
EXTRATERRITORIAL
JURISDICTION**

a zoning exhibit for
WINDHAM RANCH
± 237.6 ACRES OF LAND



24285 Katy Freeway, Ste. 525
Katy, Texas 77494
Tel: 281-810-1422



HOU-21044
MARCH 18, 2026

THIS DRAWING IS A GRAPHIC REPRESENTATION FOR PRESENTATION PURPOSES ONLY AND IS NOT FOR COMPUTATION OR CONSTRUCTION PURPOSES. SAID DRAWING IS A SCANNED IMAGE ONLY AND IS SUBJECT TO CHANGE WITHOUT NOTICE. META PLANNING + DESIGN MAY OR MAY NOT INTEGRATE ADDITIONAL INFORMATION PROVIDED BY OTHER CONSULTANTS, INCLUDING BUT NOT LIMITED TO THE TOPICS OF ENGINEERING AND DRAINAGE, FLOODPLAINS, AND/OR ENVIRONMENTAL ISSUES AS THEY RELATE TO THIS DRAWING. NO WARRANTIES, EXPRESSED OR IMPLIED, CONCERNING THE PHYSICAL DESIGN, LOCATION, AND CHARACTER OF THE FACILITIES SHOWN ON THIS MAP ARE INTENDED. ADDITIONALLY, NO WARRANTY IS MADE TO THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.



REZONING APPLICATION SUPPORTING INFORMATION

Name of Project: WINDHAM TRACT (REZ2026-000003)

Address:

Legal Description: A007101, J BLEDSOE (ICL), TRACT 1, 227.98 ACRES, & A010100 WM CLARK

Total Acreage: 221.95

Applicant:: META PLANNING & DESIGN

Property Owner: Jerry and Patricia Windham

List the changed or changing conditions in the area or in the City which make this zone change necessary.

The tract is currently vacant and proposes residential development with a variety of lot widths and areas which will meet the standards outlined in the Restricted Suburban zoning district. The variation in lot sizes will allow for a range of homes at different prices points, appealing to a wider range buyers in the housing market.

Indicate whether or not this zone change is in accordance with the Comprehensive Plan. If it is not, explain why the Plan is incorrect.

This rezoning request is in compliance with the College Station Comprehensive Plan, adopted October 14, 2021. The adopted Future Land Use and Character map calls for this vacant acreage to be Suburban Residential, which both General Suburban and Restricted Suburban zoning districts comply with, per the Future Land Use categories section within the Comprehensive Plan.

How will this zone change be compatible with the present zoning and conforming uses of nearby property and with the character of the neighborhood?

The current zoning district, Rural (R), does not allow for suburban type residential development as called for by the Future Land Use and Character map. This is a temporary zoning classification that is applied to property when it is annexed into the city limits. The Rural zoning district is intended to be rezoned when development is proposed. The current zoning is not suitable for the type of development the City of College Station intends for this area.

Explain the suitability of the property for uses permitted by the rezoning district requested.

The proposed Restricted Suburban zoning will serve as a transition from the PDD to the north and large lot residential (within ETJ) to the south. The proposing rezoning will complement the existing Restricted Suburban to the east by adhering to the same zoning standards. General Suburban zoning exists to the west of the tract across Greens Prairie Road. Single-family residential and large lot residential (ETJ) are the immediate and adjacent uses. The proposed allowance of single-family residential and associated parkland is suitable for the zoning district requested.

Explain the suitability of the property for uses permitted by the current zoning district.

The proposed Restricted Suburban zoning will serve as a transition from the PDD to the north and large lot residential (within ETJ) to the south. The proposing rezoning will complement the existing Restricted Suburban to the east by adhering to the same zoning standards. General Suburban zoning exists to the west of the tract across Greens Prairie Road. Single-family residential and large lot residential (ETJ) are the immediate and adjacent uses. The proposed allowance of single-family residential and associated parkland is suitable for the zoning district requested.

Explain the marketability of the property for uses permitted by the current zoning district.

The frontage on Greens Prairie Road, which provides quick and direct access to William D. Fitch Parkway and Highway 6, along with the variety of lots sizes make this a marketable area for new residential development. Extensions of both minor arterial and minor collector roadways within the project, per the adopted Major Thoroughfare Plan, will improve access within the area by providing additional access points to Greens Prairie Road and Arrington Road (via Oldham Oaks and Diamondback Drive).

List any other reasons to support this zone change.

The project will bring new housing stock to College Station, proposes improve drainage in the immediate area through drainage and detention improvements within the project, will expand parks and pedestrian amenities in south College Station, and is in compliance with the Comprehensive Plan.