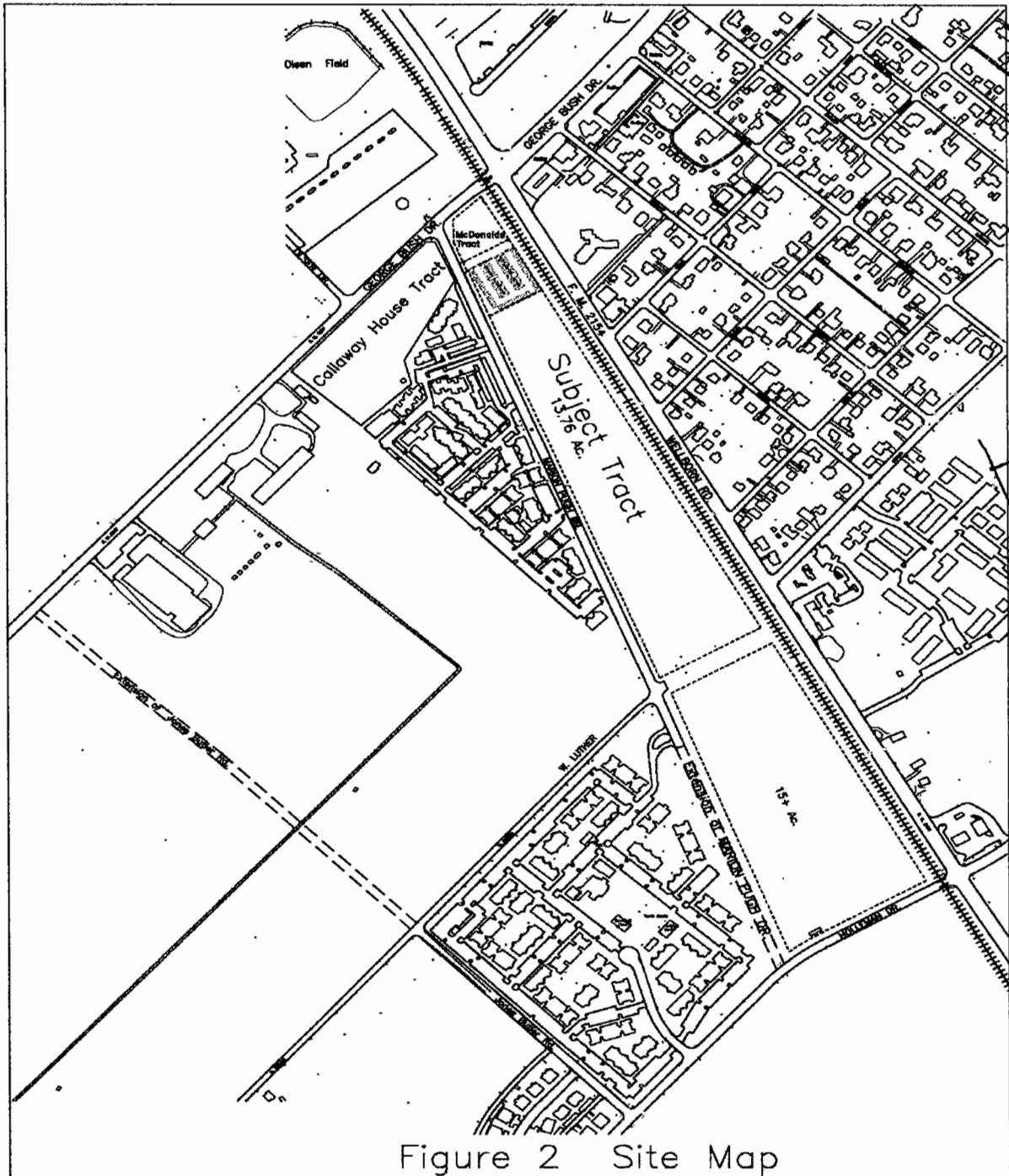


Executive Summary

A comprehensive traffic impact analysis has been completed for the proposed residential development of the Callaway Tract. This 13.76 acre tract adjacent to Marion Pugh Drive south of George Bush Drive will provide 704 bedrooms and will generate traffic accordingly. The study of the area shown below included traffic counts of several intersections and the gathering of data



including traffic information and proposed improvement information from the Texas Department of Transportation (TxDOT) and the gathering of data from the City of College Station including zoning restrictions, traffic signal data and information on the City Thoroughfare Plan. Discussions were had with City staff and TxDOT planners to develop some of the information presented herein.

Trip generation calculations for the residential development were made based on accepted Institute of Transportation Engineers data. Data collected on bus ridership and student residence occupancies in the study area indicated that net production of vehicle trips would be reduced by 34% considering the multi-modal transportation methods that students make use of, such as pedestrian connections to the on campus shuttle and the off campus transit system operated by Texas A&M University (TAMU.) The net result in daily trip ends for various potential uses of the site are summarized in Table A below:

Table A
Daily Trip End Generation
For Development Alternatives

Development	Size	Daily Traffic (Vehicles per day)
Student Residences	704 Persons	1614 VPD
Office Park	13.7 Acres	2740 VPD
Tire Store	85 KSF	2295 VPD
Lumber Store	85 KSF	3825 VPD
Garden Center	85 KSF	4420 VPD

These data show that the proposed development would have much less traffic impact than a number of other tenable uses of the tract.

Capacity of the receiving traffic stream was studied including the intersections of Marion Pugh at George Bush, Holleman at Wellborn Road, and the new intersection to be provided by the proposed connection of Marion Pugh Drive to Holleman Drive which will be completed for this project. These intersections are currently near capacity during the peak two to three hours of the day, however, adequate capacity remains to accommodate the traffic generated by this project. During off peak hours capacity remains in all intersections to handle the additional traffic from this residential development with little additional congestion. Levels of service (LOS) will remain at current levels.

Improvements in the area are proposed by TxDOT in the form of a grade separation of Wellborn Road at George Bush Drive for construction in the next five years. Additional improvements such as the connection of Jones Butler Road to George Bush Drive are shown on the City Thoroughfare Plan and have been studied and recommended in report to TAMU in 2000.

Conclusions and Recommendations

1. The traffic volumes generated by the proposed residential development of the Callaway tract can be accommodated by the existing transportation system without significant adverse effects, assuming the connection of Marion Pugh Drive is made to Holleman Drive.
2. The presence of the connection of Marion Pugh Drive to Holleman Drive will stop the cut through traffic that currently uses routes through private property to access Holleman Drive. This will improve safety in the area.
3. Other types of commercial development allowed under the current zoning restrictions would cause more traffic problems in the immediate area than the proposed residential development of the subject tract.
4. The Level of Service of the Holleman Drive - Wellborn Road intersection will remain at LOS D during the peak hours given the addition traffic directed to it from the subject tract.
5. Minor adjustments to the traffic signal timing at Holleman Drive may be required to balance the traffic flow there.
6. The intersection of Marion Pugh Drive and George Bush Drive has limited capacity during the morning and evening peak periods to receive additional traffic in great quantities.
7. The accommodation of small amounts of additional traffic at this intersection will become possible from the reductions in traffic that are expected from the connection of Marion Pugh to Holleman Drive.
8. The intersection of Marion Pugh Drive and George Bush Drive has the necessary additional capacity to handle the traffic generated by the subject tract in the off peak hours of the day.
9. No significant negative effects of the additional traffic generated by the residential development of the subject tract should be noticeable.
10. The presence of multi-modal outlets, including pedestrian access to the on campus shuttle and the off campus transit system will greatly reduce the traffic generation of the subject tract if developed as a student residence development.
11. The connection of Jones Butler Road to George Bush Drive should be a high priority element of the transportation system improvements planned for College Station and Texas A&M University.
12. The construction of the grade separation of Wellborn Road and George Bush Drive will solve many of the current traffic congestion problems in southern and western College Station.



CITY OF COLLEGE STATION

MEMORANDUM

March 7, 2005

TO: Planning & Zoning Commission

FROM: Joey Dunn, Director of Planning & Development Services

SUBJECT: **Callaway Phase II Rezoning**

As the Zoning Administrator for the City of College Station, I am initiating a rezoning request for a portion of Luther Street Right-of-Way from C-1 General Commercial to R-6 High Density Multi-Family. This request is in conjunction with the rezoning request for the Callaway property located on the east side of Marion Pugh Drive.

This area is planned for the development of an apartment project. This portion of the Luther Street Right-of-Way is required to be abandoned prior to moving forward with the platting and site planning of this property.

The rezoning of the Luther Street Right-of-Way is not an approval of the Right-of-Way abandonment.