

# **Jamespoint Management Company**

**Division of Charlan Enterprises, Inc.**

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Ms. Jennifer Prochazka  
Staff Planner City Planning Office  
City of College Station  
1101 Texas Avenue South  
P O Box 9960  
College Station, TX 77842

Re: Rezoning of 14 ac. Tract at 305 Marion Pugh Dr.

Dear Ms. Prochazka,

I am writing in response to your notice of a proposed rezoning of the above captioned tract from C-1 Commercial to R-6 High Density Multi-family.

We operate the Meadows Point Apartment complex at 800 Marion Pugh along with nine other apartment complexes across College Station. Speaking on behalf of the property owners and our own experience in the community since 1981, we strongly oppose this rezoning request for the following reasons:

Traffic congestion.

Marion Pugh starts at George Bush and ends at our property entrance. The traffic congestion at Marion Pugh and George Bush is already unbearable and is further congested by the railroad grade crossing on George Bush. At the south end, traffic is already cutting through our complex to get to the homes, duplexes and apartment complexes located between Meadows Point and FM 2818, the Harvey Mitchell Parkway. Luther Street, adjacent to our property, is under utilized in part due to invisibility of the intersection, in part due to limited development along Luther and in part due to the traffic attracting entrance design of Meadows Point Apartments.

The addition of 14 acres of high density multi-family housing will exceed the capacity of Marion Pugh to handle traffic and turn our apartment complex driveways into traffic arteries for persons trying to avoid the permanent bottleneck that will be created at Marion Pugh and George Bush. A bottleneck that will become catastrophic each time one of the several trains per day crosses that intersection. If this zoning change is granted, how does the City and developer propose reimbursing Meadows Point for damages to our driveways and loss of property value resulting from this excessive traffic?

Also, as I understand your notice, the right of way to extend Luther Street across the railroad tracks will be lost, eliminating this corridor as a means to relieve traffic at the south end of Marion Pugh.

Perhaps the developer will pay for extending Marion Pugh to FM 2818. It is not reasonable to expect the citizens to pay for extending Marion Pugh, as development under the present commercial zoning will not overload Marion Pugh's traffic capacity.

Train noise pollution.

The present zoning is compatible with trains moving adjacent to the long axis of the property. Residential zoning is not. Visit the web site: [apartmentratings.com](http://apartmentratings.com) and view the resident's complaints about train noise at Sterling University. The property's desirability and value has suffered from its proximity to the rail lines. Consider, that Sterling is not piled on the tracks, as this development would be. A high priority for thirty years has been to move the rail lines further west to the mutual benefit of the rail operators and the city. No progress has been made. If that move is ever made, a rezoning request of this nature will make more sense, due to the parcel's proximity to Texas A&M.

Multi-family development tracts.

Several parcels of multi-family zoned property are available along the east side of Wellborn. They offer some relief from the noise issue and should be developed before more land is changed to multi-family use. College Station has several apartment development sites with adequate road and utility infrastructure to meet a developer's needs; sites that also offer a reasonable environment for the occupants. College Station has an oversupply of existing multi-family housing and a supply of vacant land zoned for multi-family development. The community doesn't need to ferret out potential development sites to meet a pent up demand for housing. I can't speak to commercial development needs, except to state the present zoning appears in all respects to be properly zoned.

Sincerely,

Charles Laningham  
President