

Item Background: This comprehensive plan amendment application has been filed in response to a denied rezoning request from A-P to R-4. Among the reasons cited was non-compliance with the Future Land Use Plan. In response to this application, the City of College Station is taking the opportunity to expand the study area and assess the land use plan.

The land use plan has not changed in this since the Comprehensive Plan was adopted in 1997. The following chart shows a breakdown of the future land use plan classifications in the Study Area, based on existing and proposed conditions.

Future Land Use Plan	Existing		Proposed	
	Number of Acres	Percent of Total	Number of Acres	Percent of Total
Retail Regional	33.98	72.8%	27.45	58.8%
S.F. Residential High Density	7.81	16.8%		
Residential Attached			10.69	22.9%
Office	0.57	1.2%	4.22	9.0%
Floodplain & Streams	4.28	9.2%	4.28	9.2%
Total	46.65	100.0%	46.64	100.0%

Existing land uses in the area consist primarily of retail commercial and office uses that compliment the corridor’s position as a primary gateway into College Station and TAMU. Much of the development that is occurring in the area, particularly east of East Tarrow Street has taken place since 2000, and is ongoing. Several parcels in the study area are currently undergoing development, redevelopment, or modifications. New construction includes Comfort Suites, AudioVideo and the former State Farm Service Center is being redeveloped as David Gardner Jewelers. University Title is undergoing modifications. University Town Center is under development on the south side of University Drive East. Multi-family residential uses line both sides of Spring Loop and are served by the University’s transit system.

Breakdown of Existing Land Use	Land Use Code	Number of Acres	Percent of Total
Multi-Family	130	4.15	9.0%
Commercial – Retail	210	17.34	37.4%
Commercial – Office	220	15.48	33.4%
Transportation / Utilities / Communications	500	0.17	0.4%
Unimproved	920	9.18	19.8%
Total		46.32	100.0%

The current zoning pattern in the area is shown in the table below; the majority of the Study Area is zoned C-1, General Commercial.

Current Zoning Pattern	Number of Acres	Percent of Total
A - P	12.62	27.1%
C - 1	27.17	58.3%
R - 4	6.82	14.6%
Total	46.62	100.0%

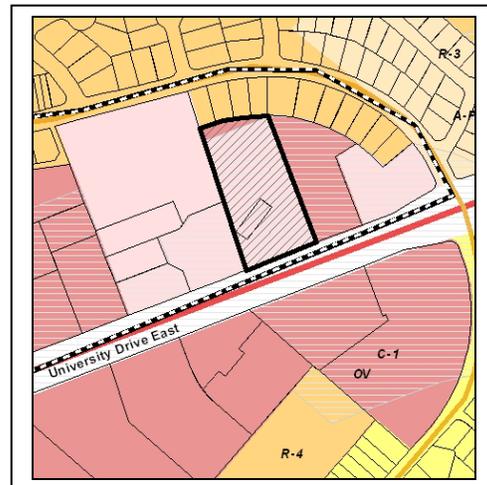
The previous Comprehensive Plan designated a combination of Medium Density Residential, Office Commercial and Retail Commercial. The Medium Density Residential designation included both sides of Spring Loop. According to the Development Guide land use policies (adopted in 1990) medium density residential areas could consist of a variety of housing types, including, but not limited to apartments, townhomes and duplexes. Gross densities were not to exceed 14 to 16 units per acre.

Also of consideration in the assessment of this request is the University Drive Corridor Study, which was adopted in June, 1991. The purpose of this study was to review the recommendations of the 1985 University Drive Land Use Study to see if modifications should be made, and the Council's emphasis "that University Drive [was] the last major thoroughfare in the City that [was] still largely undeveloped and that Staff should keep in mind its function as an entryway into the City when reviewing the 1985 study."

Two of the eleven 1985 land use and zoning recommendations related to this request, as follows:

- The existing land uses reflected on the Land Use Plan on the north side of University from Tarrow east to Spring Loop were appropriate.
- Tract C should be left as R-4 or rezoned to A-P.

Tract C, shown at right, referred to a 3.219-acre tract east of the subject tract. The R-4 zoning remained until 2001 when an application for A-P zoning was initiated by the property owner. Unlike the subject tract, this tract has no access or frontage to Spring Loop.



The primary result of the University Drive Corridor Study was the creation of an Overlay District that remains in effect today. According to the Study, "the properties affected by this district would be those with frontage along University Drive." The Overlay was designed to increase building and parking setbacks and increase landscaping requirements without changing the uses allowed on properties currently zoned appropriately. Among the additional recommendations identified in the Study were as follows:

- The existing land uses reflected on the Land Use Plan on the north side of University Drive from Tarrow Street east to Spring Loop [were] still appropriate. These consist[ed] of commercial and office uses and medium density residential uses. As in the original study, limit areas reflected on the land use plan for multi-family to R-3 or R-4 with A-P as a possible alternative; leave Tract C as R-4 or rezone it to A-P.

The range of permitted residential densities would change as a result of the proposed land use plan changes. A summary of the existing and proposed conditions is as follows, where existing refers to the range of dwelling units shown on the land use plan, and proposed refers to the amended plan advocated by staff:

Density	Existing		Proposed	
	Acres	Dwelling Units	Acres	Dwelling Units
SF Res High (7-9)	7.81	49 - 63	0	0
Residential Attached (10-20)	0	0	10.69	100-200

The Single-family density is based on net density, and the residential attached is based on gross density. There are 76 multi-family dwelling units in the study area. Located along Spring Loop, this number of existing dwelling units exceeds what is proposed by the current land use plan.

Spring Loop is classified as a Major Collector on the Thoroughfare Plan with a volume range of 5,000 to 10,000 vehicles per day. Based on recent traffic counts, Spring Loop currently carries about 8,000 vehicles per day. Based on the proposed land use plan, the residential attached land use area could accommodate up to 175 residential units (76 exist). Using common trip generation rates, the amended plan would potentially result in approximately 650 additional trips per day based on new dwelling units. When considering that some of these trips would be accommodated by the TAMU transit service, the total traffic on Spring Loop would be about 8,600 vehicles per day.

It should be noted that there is a significant amount of traffic that uses Spring Loop as an alternate route between University Drive and Tarrow Street during the morning and afternoon peak hours. Because the development of multi-family attached units would primarily serve college students, and the commuting patterns of college students are different from the traditional morning and afternoon peaks, staff believes that this additional traffic would be handled by the transportation system without significant adverse impacts.