

**August Babilie Part A - Item Background:**

The Comprehensive Plan, adopted in 1997, projected that College Station would continue to grow in a linear pattern to the southeast along the SH 6 corridor. Still, few roadways exist to handle increasing traffic and most of the burden continues to be handled by SH 6, Texas Avenue, and Wellborn Road. Each of these facilities is currently being improved by TxDOT. Rapid population growth in south College Station has led to an increase in development pressure for non-residential development; so too has future SH 40 that will connect SH 6 to FM 2154. The adopted land use plan was based on the development of preferred development scenario. The Preferred Scenario proposed future commercial/retail in close proximity to future residential to the south to help minimize additional traffic congestion in existing high-traffic areas. Thus the Land Use Plan should provide adequate locations for the development of support retail and business services in proximity to future residential developments in order to decrease the need of traveling to the existing “core” of College Station for those services.

The applicant’s request may be summarized as follows:

	Existing	Proposed	Existing Overall	Percent of Total Comprehensive Land Use
Institutional	22.8	0	693.7	2.58
Regional Retail	3.5	26.3	1616.3	6.01

The Comprehensive Plan defines Regional Retail as areas permitting regional scale development of tax-generating developments such as retail centers, service commercial, restaurants, etc. These uses are generally dependent on good access to highways and major arterials.

The existing Institutional designation is generally regarded as a “holding” designation noting the future need within developments such as schools, churches, hospitals, and other quasi public uses and represents approximately 22 acres in the request. These are usually neighborhood scale developments from 5 to 10 acres and use local streets for access. A rural fire station exists at the corner of Arrington and Greens Prairie but this site would be incorporated into the overall development as Arrington will be rerouted.

Arrington Road is shown as a Major Collector on the City’s Thoroughfare Plan. It is not yet built to this standard but is beginning to function as a Minor Arterial being the only artery for north south transportation in this part of the community. With the construction of SH 40, Arrington Road will be realigned to intersect with SH 40 further to the west, at grade, but is projected for a grade separation.

In January 2004, acreage to the south along SH 6 was amended to reflect Regional Retail.

The location of the request has frontage to Greens Prairie Road and the future SH 40 as well as the existing alignment of Arrington Road.

**August Babilie Part B - Item Background:**

The Comprehensive Plan, adopted in 1997, projected that College Station would continue to grow in a linear pattern to the southeast along the SH 6 corridor. Still, few road ways exist to handle increasing traffic and most of the burden continues to be handled by SH 6, Texas Avenue, and Wellborn Road. Each of these facilities is currently being improved by TxDOT. Rapid population growth in south College Station has led to an increase in development pressure for non-residential development; so too has future SH 40 that will connect SH 6 to FM 2154. The adopted land use plan was based on the development of Preferred Development Scenario, which proposed future commercial/retail in close proximity to future residential to the south to help minimize additional traffic congestion in existing high-traffic areas. Thus the Land Use Plan should provide adequate locations for the development of support retail and business services in proximity to future residential developments in order to decrease the need of traveling to the existing “core” of College Station for those services.

The applicant is requesting the following amendments, and summarized in the second table:

	From	To	Acres	
Tract 1	SF Residential	Residential Attached	16.29	
Tract 2	SF Residential	Regional Retail	35.79	
Tract 3	Regional Retail SF Residential	Regional Retail	1.663	
Tract 4	SF Residential	Regional Retail	2.218	
City of CS	SF Residential	Regional Retail	Less than 1 acre	

  

	Existing	Proposed	Existing Overall Acres	Percent of Total Comprehensive Land Use
Single-family Residential	55.9	0	6150.7	22.9
Residential Attached	0	16.3	1087.1	4.04
Regional Retail	0	39.6	1616.3	6.01

The Comprehensive Plan defines Regional Retail as areas permitting regional scale development of tax generating developments such as retail centers, service commercial, restaurants, etc. These uses are generally dependent on good access to highways and major arterials.

The Comprehensive Plan defines the Residential Attached classification as containing exclusively multi-family residential developments, with densities ranging from 10 to 20 dwelling units per acre. “Multi-family Residential” developments are similar to existing apartment, duplex and quadplex residential developments in Southwood Valley and other areas of the City.

While integrating the Residential Attached land use plan designation would function as a step-down land use approach to provide buffer for the existing and planned residential

uses to the southwest, the preferred land use scenario encourages higher densities closer to the University. Further, with proper buffering, single-family detached land uses may be compatible with single-family attached, office, institutional and neighborhood retail uses. An active oil well site exists on a portion of this tract.

Arrington Road is shown as a Major Collector on the City's Thoroughfare Plan. It is not yet built to this standard but is beginning to function as a Minor Arterial being the only artery for north-south transportation in this part of the community. With the construction of SH 40, Arrington Road will be realigned to intersect with SH 40 further to the west, at grade, but is projected for a grade separation. Greens Prairie Road (Minor Arterial) will "T" into realigned Arrington Road on subject tract. The boundary between Tract 2 and Tracts 1 and 4 represents the proposed centerline resulting from the realignment of Arrington Road.

In January 2004, acreage to the south along SH 6 was amended to reflect Regional Retail.