



February 19, 2015

**Comprehensive Plan Amendment CPA14-04: City of Bryan**

**CASE DESCRIPTION:** a proposal to amend the City of Bryan's Thoroughfare Plan, specifically to realign suggested collector and arterial street connections

**LOCATION:** an area generally located south of Sandy Point Road and Texas State Highway 21 between Harvey Mitchell Parkway/Texas State Highway 2818, North of Raymond Stotzer Parkway / Texas State Highway 50 and east of the Brazos River

**BACKGROUND:**

The Planning and Zoning Commission recommended approval of an almost identical proposal to amend the thoroughfare plan during their regular meeting January 15<sup>th</sup>, 2015. Subsequent to the recommendation of approval by the P&Z and prior to consideration by the City Council, several items were discovered that could be interpreted as inconsistencies between the text of the proposal and the supporting graphics. The attached amended request is being offered to clarify those items.

The Texas Local Government Code requires that cities wishing to govern land use within their corporate limits do so in accordance with a Comprehensive Plan. It is in the context of this plan that zoning ordinances and other development regulations can be adopted and have legal standing. Among other things, the Comprehensive Plan assesses the growth that Bryan has experienced and estimates the likely growth that the City will have to manage in the future. A current and accurate plan is essential to the planning process. The Comprehensive Plan provides a vision to guide Bryan's growth and development in the near term and for years to come.

The Transportation segment of the 2007 Comprehensive Plan identified as its number one goal the need to provide a safe, efficient and convenient transportation system. The first objective in the process of achieving that goal is the development of a unified thoroughfare system linked to land use. According to the plan, two actions are crucial to the accomplishment of that objective:

- 1.) to refine the level of detail for the extension of thoroughfares into the ETJ; and
- 2.) to update the Thoroughfare Plan annually.

City staff from the Development and Engineering Services and Departments has been working to identify specific elements of the adopted Thoroughfare Plan that, were they to be adjusted, will make for a more useable, common sense planning tool. In small segments, the staff proposes to present to the Planning and Zoning Commission and City Council, amendments that will both refine and update the existing Thoroughfare Plan. These plan amendments will be organized generally by geographic area and the sequence in which they are presented is not intended to denote any order of importance. The area of the proposed amendments described in this staff report and depicted on the attached maps is generally bound by Sandy Point Road and SH-21, Harvey Mitchell Parkway/SouthH-2818, Raymond Stotzer Parkway/SH-50 and the Brazos River.

Acting on behalf of the general public, only the City Council is authorized to officially amend the City of Bryan's Thoroughfare Plan through a Comprehensive Plan amendment. The Planning and Zoning Commission hears and makes a recommendation on proposals to amend the Thoroughfare Plan.

**PROPOSED AMENDMENTS TO THE THOROUGHFARE PLAN, case no. CPA14-04:  
(Please note that the item numbers below correspond to the number symbols on the attached map.)**

- 1 Remove a major collector proposed to run along the Still Creek floodplain between North Harvey Mitchell Parkway / SH 2818 west to a proposed major collector.
- 2a Remove a portion of the proposed major collector between the proposed extension of Smetana Road, crossing SH-21 and the Union Pacific tracks. Neither an at-grade highway crossing or a new railroad crossing would be advisable due to safety issues and cost.
- 2b Remove a 1 ½ - mile segment of a proposed major collector between Sandy Point Road and Dobrovolny Road.
- 2c Realign the proposed route of Pleasant Hill Road east of Sandy Point Road to intersect with a proposed major collector.
- 3 Place a major collector west of North Harvey Mitchell Parkway / SH-2818 running between Sandy Point Road and SH-21.
- 4 Remove two major collectors southeast of the angle created by the intersection of SH-21 and SH-47.
- 5 Remove major collector that runs from south of SH-21 to North Harvey Mitchell Parkway / FM 2818 and crosses SH-21 and the Union Pacific tracks southwest of Pleasant Hill Road. Neither an at-grade highway crossing nor a new railroad crossing would be advisable due to safety issues and cost.
- 6 Realign proposed arterial between Pleasant Hill Road and Sandy Point Road.
- 7 Place a proposed major collector to intersect with SH 21 1/3 mile east of FM 2818 and run north and intersect with a planned major arterial to be located south of Sandy Point Road.
- 8 Realign a proposed minor arterial, shifting the route west, to join another minor arterial approximately 2000 feet north of SH-21.
- 9 Remove a section of a proposed major collector from SH-21 north to proposed minor arterial, formerly a major collector, which was realigned in item 8.
- 10 Reroute a major collector proposed to run along Still Creek floodplain between North Harvey Mitchell Parkway / SH 2818 west to a proposed minor arterial.
- 11 Remove a proposed major collector planned to intersect SH 21 500 feet west of FM 2818 and run north. The proposed route passes over a large area of floodplain and is impractical.
- 12 Remove the major collector that would have extended Independence Avenue to Pleasant Hill Road. The route bisected an existing industrial site and passed along floodplain.
- 13 Realign a proposed minor arterial that would extend Shiloh Avenue through the Sanderson Farms facility. The realignment toward the south will also allow for a better floodplain crossing.
- 14 Remove a segment of a proposed major collector south of Cottonwood Branch for a distance of approximately a mile. The proposed route passes through the Sanderson Farms Property.

- 15 Alter the alignment of a major collector to avoid passing along Silkwood Drive and Suncrest Street.
- 16 Remove westernmost ¼ mile segment and the ½ mile segment immediately west of SH-47 of the proposed major collector that extends Linda Lane / Bush Lane. There would be no possibility that the segment nearest SH-47 would get a grade separation.
- 17 Relocate the easternmost segment of a proposed major collector to align with Linda Lane and extend Linda Lane northeast as a major collector to intersect with the proposed minor arterial southwest of the Brazos County Industrial Park.
- 18 Remove a segment of the proposed major collector from Leonard Road north due to the related realignment of the extension of Pleasant Hill Road.
- 19 Realign section of proposed major arterial extension of Pleasant Hill Road from Leonard Road south to the West Villa Maria Road, Traditions Boulevard intersection. The new route creates a future commercial intersection.
- 20 Realign and offset a proposed major arterial extension of Leonard Road to connect with County Road 264 in Burleson County.
- 21 Remove the westernmost segment of a proposed major collector in conjunction with realignment of Leonard Road to Burleson County. Also remove a 1/2 -mile section of a proposed intersecting major collector south of Leonard Road.
- 22 Remove a segment of a major collector proposed to cross SH-47. The proposed segment would require a grade separation that is too close to one existing at West Villa Maria Road.
- 23 Realign segment of a proposed major collector to support pending development and the realignment of a minor arterial traditions Boulevard to Leonard Road.
- 24 Realign section of proposed major collector toward the north to the proposed minor arterial extension of Chick Lane. The realignment will stay out of floodplain and provide for improved spacing along R.A. Galindo Parkway, a minor arterial.
- 25 Realign a proposed minor arterial extending from the west end of West Villa Maria Road to a route south of and parallel to Foster Road.
- 26 Realign a segment of proposed major collector to follow Jones Road (west of SH-47) rather than cross SH-47 due to an improbable grade separation at the originally proposed location.
- 27 Realign proposed major collector to follow existing Autumn Lake Drive alignment in the Autumn Lake Subdivision. The currently proposed route would go through existing houses.
- 28 Realign a proposed minor arterial to utilize the route of the new R.A. Galindo Boulevard in Dominion Oaks II.
- 29 Remove proposed minor arterial from North Harvey Mitchell Parkway to Westwood Main that would cut through the new Wal-Mart development.
- 30 Realign a segment of a proposed minor arterial to avoid cutting through Thompsons Creek Wastewater Treatment Plant.
- 31 Place a major collector extending the south end of Jones Road from its intersection with West Villa Maria Road.
- 32 Realign the northern segment of a proposed major collector to pass through the westernmost part of Traditions to follow the future road alignment of Boxelder Drive and Balsam Court. Extend the segment along the north side of the A&M Health Science Center Property to intersect the future extension of Club Drive.

- 33 Remove a segment of a proposed major collector intersecting South SH-47 ½ mile south of West Villa Maria Road. No at-grade crossing would be allowed and the spacing too close for a future grade separation.
- 34 Reclassify Traditions Boulevard and South Traditions Drive from a major collector to a minor arterial. Extend the classification to HSC Parkway.
- 35 Realign the route of the proposed minor arterial of South Traditions Drive to reflect its actual alignment from Club Drive along HSC Parkway to Turkey Creek Road.
- 36 Extend HSC Parkway southwest from the grade separation at SH 47 to a future minor arterial west of Jones Road.

#### **ANALYSIS:**

As development patterns progress and conditions change over time, plan amendments reflecting those changes and refining the level of detail in a specific area will ultimately result in improved opportunities for orderly development. Individually and as a whole the proposed plan amendments will serve to create a more useable, common sense planning tool.

Potential disadvantages to the proposals include how new alignments could potentially affect property owners that were not previously affected or conversely had long range plans that relied upon original alignments. Staff contends that the nature of the proposed changes is such that negative effects would be unlikely.

#### **RECOMMEDATION:**

Staff recommends **approving** the proposed amendment to the City of Bryan's Thoroughfare Plan, as presented. These proposed Thoroughfare Plan amendments preserve thoroughfares for future growth while also maximizing the potential of future development.