

# Cities of Bryan and College Station Joint Planning and Zoning Commission Subcommittee

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Common Gateways and Corridors Report  
April 2009



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Bryan Planning and Zoning Commission

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# Introduction

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In recent years, the Planning and Zoning Commissions from the cities of Bryan and College Station have met on a semi-annual basis to discuss items of common planning interest. In the fall of 2007, a presentation was given at a joint Commission meeting which provided an overview of gateways and corridors that were common to both cities. It was determined that subcommittees from each Commission should be formed to meet and explore opportunities for collaboration and mutual benefit.

The subcommittees were formed by each Commission and the initial subcommittee meeting was held in March 2008. Seven areas were identified:

SH 47 / FM 2818 area

South College Avenue / Northgate area

Texas Avenue

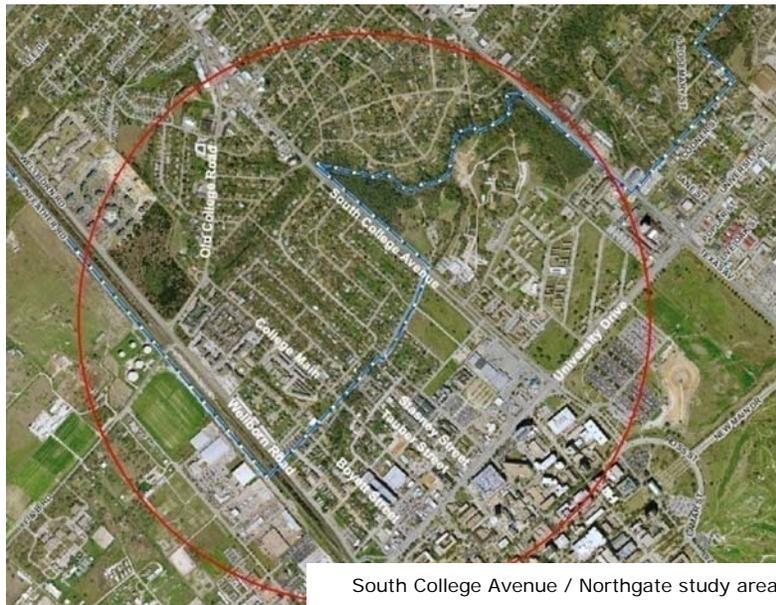
East 29<sup>th</sup> / Tarrow Street

SH 6 (Earl Rudder Freeway)

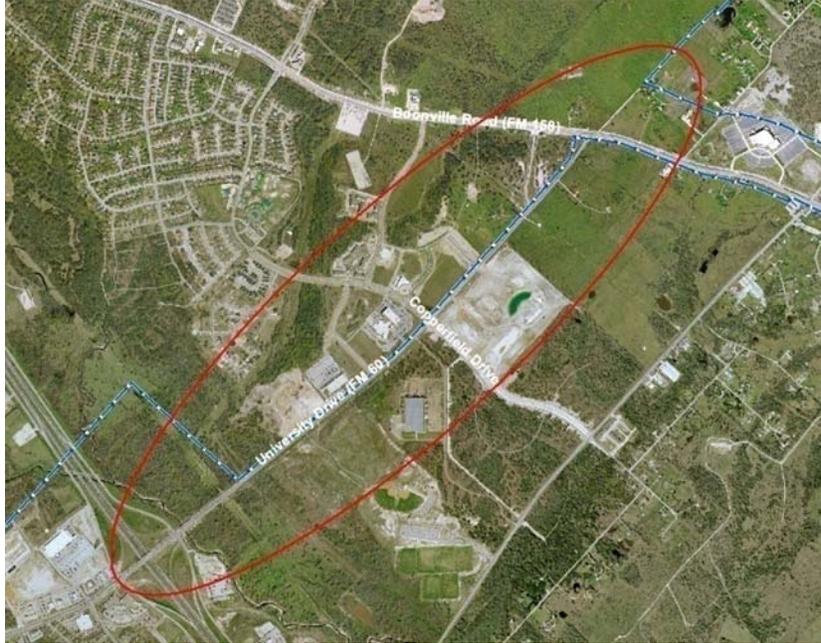
University Drive East (FM 60) and Booneville Road (FM 158)

SH 30

The joint subcommittee decided to focus on two areas: South College / Northgate and University Drive East / Booneville Road. The South College / Northgate area was chosen due to a desire for additional redevelopment and revitalization of this older area and to address pedestrian and bicycle connectivity and safety concerns. The University Drive East / Booneville Road area was chosen since these roadways serve as a linear boundary between the cities and therefore compatible development standards are more important. In addition, connectivity between Veterans Park, Park Hudson and other potential park facilities was recognized.



South College Avenue / Northgate study area



University Drive East (FM 60) / Boonville Road (FM 158) study area

The subcommittee met in June 2008 to focus on the South College / Northgate area and met again in August 2008 to focus on the University Drive East (FM 60) / Booneville Road (FM 158) area. A summary of issues and recommendations related to each area are provided below with additional details provided in the appendices that follow. The agenda of the joint meeting of the full Commissions in October 2008 focused on the proposed Texas A&M University Health Science Center. A general summary of that area (SH 47 / FM 2818) and recent developments is also provided.



SH 47 / FM 2818 study area

# Summary and Recommendations

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## Land Use

Currently, land use regulations in general for the cities of Bryan and College Station are compatible for new development within the corridors studied. In the South College / Northgate area, much of the disparity results from land use patterns that have developed over decades and are not conforming to current regulations. Much of the property fronting South College Avenue is developed as detached single family dwellings or owned by Texas A&M University and generally not within the regulatory control of municipal governments. In College Station, the Northgate area is a special design district that consists of a specific set of design standards intended to create an urban character and environment. As the Northgate districts transition to the north away from Texas A&M University, the NG-3 Residential Northgate district is utilized and consists of most of the zoning that abuts the common city limit boundary. In Bryan, the majority of the area studied that is east of College Main consists of detached single family residences. As developed and zoned, it is unlikely that this area will change significantly in uses in the foreseeable future. The area west of College Main to Wellborn Road consists mostly of multi-family and commercial developments. As properties develop or redevelop, existing regulations are imposed that mitigate incompatible effects through standards such as buffers between incompatible uses and density requirements.

- **The subcommittee recommends continued application and enforcement of current development regulations.**

The University Drive East / Booneville Road corridor requires more consideration for the cities since each city abuts this linear corridor. Incompatible land development standards and regulations can have a larger impact visually when placed in proximity to each other. The City of Bryan has implemented corridor overlay standards along Booneville Road (see Appendix B) which are equally as stringent as many of the general development regulations of the City of College Station. In addition, much of the property in the City of Bryan fronting University Drive East is already zoned Planned Development and subject to additional standards.

- **The subcommittee recommends that the cities of Bryan and College Station review development regulations for consistency if ordinance amendments are sought and if land use changes are requested to ensure this compatibility remains.**

Finally, within the SH 47 / FM 2818 area, the City of Bryan recently adopted the Southwest Bryan Highest and Best Use Study for this area of the City. As part of the Comprehensive Plan soon to be adopted by the City of College Station, the land between Easterwood Airport and the Health Science Center and Traditions areas are mostly designated as Business Park and with some Suburban Commercial. This general area has been identified as the West Texas A&M University district and College Station anticipates preparing a small area plan as identified in the City of College Station's Comprehensive Plan. The plan will provide more detail for this area

in association with the adjacent airport, Texas A&M University, Health Science Center, and Traditions developments.

- **The subcommittee recommends that each City continue to work toward formulating and implementing these plans within this area so that each plan considers the entire context of this region of the community.**

### Connectivity

In each study area, adequate vehicle, bicycle, and pedestrian connectivity was considered. Multi-modal connectivity should continue to be important when any expenditure is made on street and sidewalk improvements in the study area. In the South College / Northgate study area, the subcommittee recognized minimal bicycle and pedestrian facilities exist. Since the formation of the subcommittee, the City of Bryan has established a formal Capital Improvement Program. The following projects have been identified in Bryan's Capital Improvement Program:

- a complete reconstruction of College Main, including sidewalks, is slated for the 2010 fiscal year capital improvement budget; and
- the construction of at least 5 ft width sidewalks along South College (both sides) from Carson Street to the City Limits near Hensel Park is slated for the 2011 fiscal year capital improvement budget. The project will consider decorative street lights and some landscaping at strategic locations.

The following projects have been completed or identified in College Station's Capital Improvement Program:

- reconstruction of Church Street with sidewalks was completed in 2008;
- reconstruction of the College Main street section has been completed and additional sidewalks were completed in late 2008. There is an area within floodplain near the city limits that does not have sidewalks. This area needs additional design consideration of the standard brick paver sidewalk before a project be created to complete them;
- reconstruction of Tauber Street and Stasney Street with their associated utilities has been funded and is in the process of being designed. Anticipated completion of this project is in 2010; and
- Phase 1 of the University Drive Improvement project has been funded and will improve pedestrian movement across University Drive from Wellborn Road to Boyett Street. Funding for Phases 2 through 5 from Boyett Street to South College Avenue was approved through the 2008 City of College Station bond election and will be developed in the coming years as bonds are issued.

In addition to the described improvements in these corridors:

- **the subcommittee recommends that the creation of bicycle and pedestrian facilities continue to be a priority as capital projects are designed and constructed.**

In the University Drive East / Booneville Road corridor, connectivity should continue to improve as development occurs and fragmented pieces are linked. Roadway connectivity in the area will also improve with the widening project of University Drive (FM 60), which is a joint project between the Cities of Bryan, College Station, and Texas Department of Transportation.

Aside from roadway connectivity, park and recreation trails are also a high priority. A pedestrian underpass should be provided at one of the two bridges near SH 6 to facilitate hike and bike movement between Veteran's Park in College Station, the Park Hudson trail system in Bryan, and potential future trails. This project would require joint cooperation between the Cities of Bryan and College Station, Bryan/College Station Metropolitan Planning Organization, and Texas Department of Transportation. As part of the Comprehensive Plan being adopted by College Station, the Carter Creek corridor is identified as a natural corridor and can provide opportunity for recreation and trail facilities through it which potentially could also be in connection with the existing Gulf States easement through the area. As park and greenways plans are updated, these and other connections are to be identified and given high priority to connect existing park facilities into a larger, more regional network. To develop such a network, however, grade separation for pedestrian crossings from the intersecting arterial roadways are an important safety component and necessary for the network to function in a viable manner.

- **The subcommittee recommends a connection to facilitate hike and bike movement between Veteran's Park in College Station and the Park Hudson trail system in Bryan. These potential future trails should be a priority.**
- **The subcommittee recommends shared natural corridors be utilized for trail and greenway development.**

Connectivity in the SH 47 / FM 2818 area will continue as the West Texas A&M University, Health Science Center, and Traditions master plans are developed and implemented.

- **The subcommittee recommends appropriate connections are to be made to existing or planned facilities so these master plans complement one another.**

### **Capital Improvement Expenditures**

The subcommittee has noted that many substantial neighborhood improvements may only be accomplished through capital improvement expenditures.

- **The subcommittee recommends that when capital improvement expenditures are made, integration with the surrounding area should occur and transitions should be as seamless as possible.**

## Appendix A-

### Background and Current Regulations in the South College / Northgate Study Area

#### Aerial of Study Area:



#### Zoning Districts / Land Use in Bryan

##### SC-B South College – Business

The SC-B, South College Business District is established to provide locations for various types of general retail trade, business and service uses. The district allows uses which are generally compatible near or adjacent to, but not usually directly in, residential neighborhoods. These areas should utilize established landscape and screening requirements to be compatible with residential uses while adding diversity to the South College Corridor.

### **SC-R South College – Residential**

The South College – Residential district is intended to be composed of detached, single-family dwelling units. Single-family dwellings are designed primarily for residential use and do not easily lend themselves to other types of nonresidential uses. Other uses may be permitted in this district which are compatible to single-family uses and that will enhance the overall aesthetics of the South College Corridor. The uses permitted conditionally shall be designed for their intended use and not infringe upon the residential uses.

### **RD-5 Residential District – 5000/Residential Neighborhood – Conservation**

The Residential District – 5000, is intended to provide for development of detached dwelling units on lots of not less than 5,000 square feet. Other uses, such as religious and educational facilities, and open spaces are provided to maintain a balanced, orderly, convenient, and attractive residential area. Certain uses, such as duplexes, may be permitted if used in a compatible manner with areas. The RN-C District is virtually identical to the RD-5 District, but limits the number of unrelated persons to 2.

### **MF Multiple-Family Residential Districts**

The Multiple-Family Residential District, is a residential district intended to provide the highest residential density of a maximum of 25 dwelling units per acre. The principal permitted land uses will include low-rise multiple family dwellings, garden apartments, condominium, duplexes, and townhouses. Recreational, religious, health and education uses normally located to service to residential areas are also permitted in this district. This district should be located adjacent to an arterial or collector, as shown on the Major Thoroughfare Plan, and serve as a buffer between retail/commercial development or heavy automobile traffic, and medium or low density residential development.

### **General Zoning/Use Notes for Bryan**

All zoning classification requires 100% non-metallic facades.

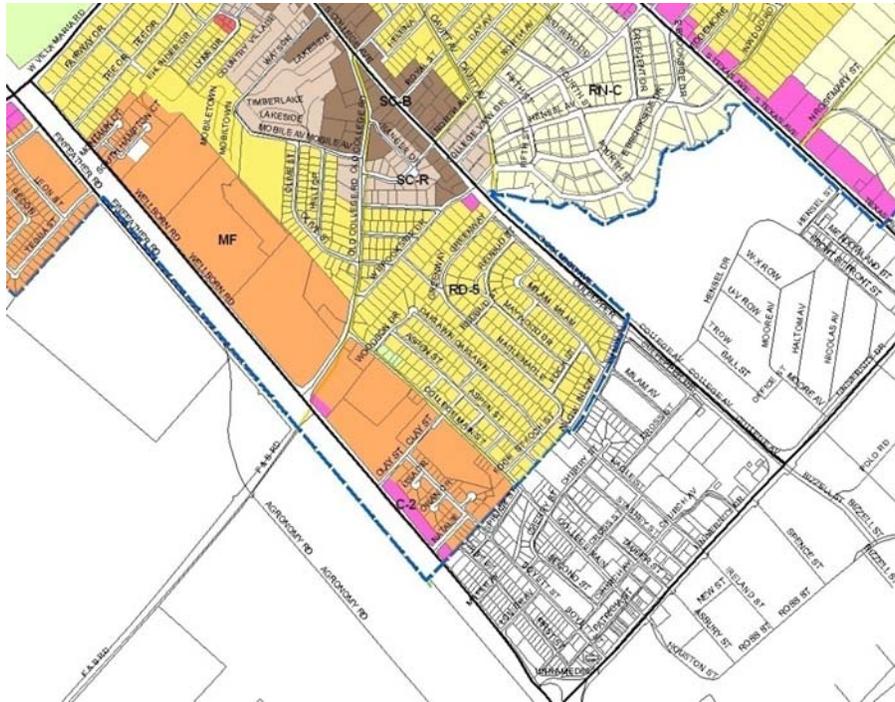
There are specific site design standards for South College – Business (SC-B) which includes locating required parking in the rear of the business and a live oak tree to be planted on the property line, every 50 feet of street frontage.

The MF district is roughly bounded by College Main on the west and Wellborn Road (FM 2154) on the east.

The RD-5 district is the largest in this area, bounded by College Main on the west, South College Avenue to the east, the City of College Station on the south and Old College Road on the north.

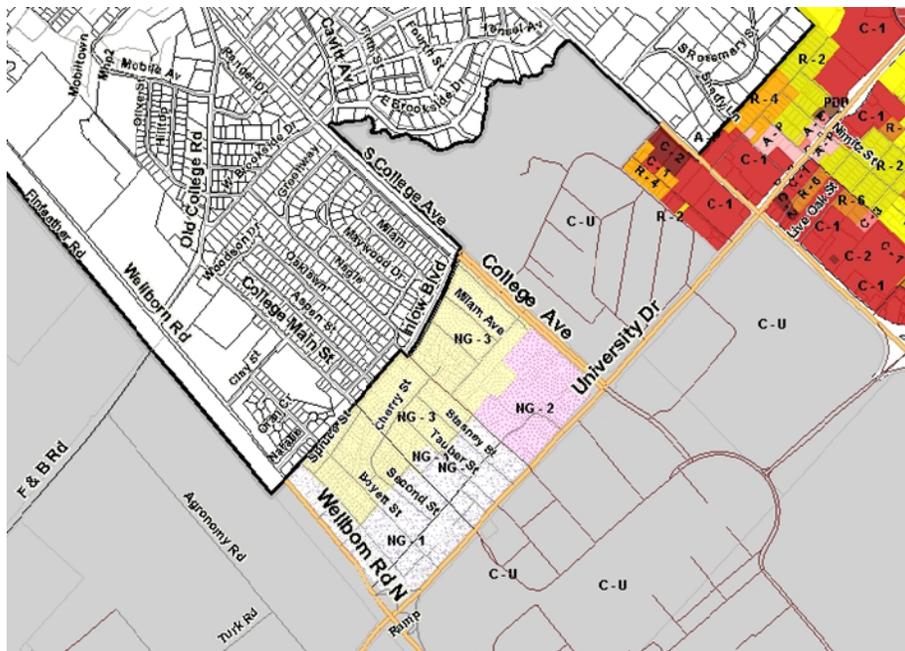
The South College – Business follows South College Avenue, on both sides to downtown Bryan.

Zoning Map



(Bryan)

Zoning (College Station)



## Zoning Districts / Land Use in College Station

### NG-1 Core Northgate

This mixed-use district applies to areas containing a diversity of pedestrian-oriented retail, dining/restaurant, housing, and entertainment businesses that are in close proximity to on- and off-campus dormitories. Regulations are designed to aid structural rehabilitation and redevelopment while promoting new high density, mixed use, pedestrian-oriented infill development with an urban character.

### NG-2 Transitional Northgate

This district is intended for areas in Northgate containing larger retail commercial uses and undeveloped land. This district also serves to transition from suburban-style commercial development to high density, mixed-use redevelopment. This zoning district shall incorporate regulations designed to aid mixed-use development, pedestrian circulation, and redevelopment with an urban character. Any development in NG-2 may develop under the standards herein of NG-1.

### NG-3 Residential Northgate

This is intended for areas in Northgate containing a variety of residential uses and structures. This district applies to areas determined to be suitable for higher density residential developments due to its close proximity to Texas A&M University. NG-3 incorporates regulations designed to aid pedestrian-oriented redevelopment for high density residential and limited commercial uses.

### General Zoning/Use Notes for College Station

Northgate is a special design district in College Station and there are additional use and design standards that apply to each district beyond the Use Table.

None of the Northgate zoning districts permit single-family detached dwellings.

The NG-3 district borders the City of Bryan from South College Avenue on the east to First Street on the west. NG-1 also borders the City of Bryan for one block from First Street to Wellborn Road.

NG-3 is along the western side of South College Avenue about half of the distance between University Drive. All of this NG-3 property, however, is owned by Texas A&M University.

The remaining frontage along South College Avenue south of the NG-3 is zoned NG-2 and is currently developed as a shopping center and freestanding restaurants.

All of the property on the eastern side of South College Avenue is owned by Texas A&M University.

### Infrastructure in Bryan

Sidewalks are required anytime replatting is required. Replatting is required when land previously un-platted is being developed, or when previously platted land is redeveloped or developed that changes the existing configuration of a plat.

**Infrastructure in College Station**

Sidewalks are required along both sides of all rights-of-way for all development and redevelopment projects in Northgate. A minimum 12-foot wide sidewalk is required along University Drive and South College Avenue, 10-foot wide sidewalk along Church Street and College Main, and 8-foot wide sidewalk on all other streets in Northgate.

**Capital Improvement Projects in Bryan**

The City of Bryan has compiled project list and has adopted a Capital Improvement Program.

The South College Master Plan calls for a complete reconstruction of South College Avenue.



City of Bryan  
2009- 2013 Capital Improvement Program  
Project: ST\_09\_021



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**Project Name:** College Main

**Location:** Old College to City Limits (near Spruce St in C.S.)

**CIP Project:** 5  
**Council District:** 5  
**Type / Source:** Streets / Staff  
**CIP Ranking:** 8  
**Projected Cost Year:** 2010  
**Projected Cost:** \$4,300,000



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**Description**

This project includes the reconstruction of College Main from Old College to the City Limits. The road is classified as a Collector and provides a major connection between University Drive and TAMU to Old College (which connects South College and Welborn Drive). The project would also include new utilities, curb and gutter, storm sewer, sidewalks and/or bike paths.

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**Justification**

The road sees a significant amount of bike and pedestrian traffic and currently has no facilities for this traffic. By reconstructing, and providing a more attractive and functional road would improve the image of Bryan as there is a stark contrast from the appearance and functionality between this section and the section of College Main in College Station.

There is also a potential economic impact that might be realized by making the improvements as retail development and/or increased housing density might occur. This area is adjacent to the City of College Station's Northgate redevelopment. It is very possible that some of that redevelopment could extend into the City of Bryan.

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**Funding**

Type	Original	Source	2009	2010	2011	2012	2013
Street	\$1,566,348	General	\$0	\$1,695,000	\$0	\$0	\$0
Water	\$350,000	Water	\$0	\$379,000	\$0	\$0	\$0
Wastewater	\$350,000	Wastewater	\$0	\$379,000	\$0	\$0	\$0
Street	\$1,707,652	Transportation	\$0	\$1,847,000	\$0	\$0	\$0
<b>Const/ROW</b>	<b>\$3,974,000</b>		<b>\$0</b>	<b>\$4,300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Total</b>	<b>\$3,974,000</b>		<b>\$0</b>	<b>\$4,300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>

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**Funding Source Summary**

Source	Original	2009	2010	2011	2012	2013
General	\$1,566,348	\$0	\$1,695,000	\$0	\$0	\$0
Water	\$350,000	\$0	\$379,000	\$0	\$0	\$0
Wastewater	\$350,000	\$0	\$379,000	\$0	\$0	\$0
Transportation	\$1,707,652	\$0	\$1,847,000	\$0	\$0	\$0
<b>Total</b>	<b>\$3,974,000</b>	<b>\$0</b>	<b>\$4,300,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>





City of Bryan  
2009- 2013 Capital Improvement Program  
Project: SP\_09\_002



**Project Name:** G. College Sidewalk and Streetscaping Ph.2  
**Location:** Carson to City Limits (Hensel Park area)  
**Project Year:** 2011  
**CIP Project:**  
**Council District:** 1,5  
**Type / Source:** Special Projects  
**CIP Ranking:** 18

**Description**

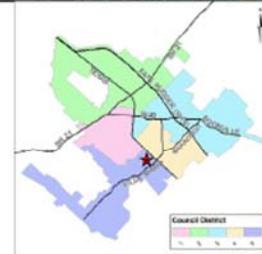
This project includes the construction of at least 5 ft width sidewalks along South College (both sides) from Carson to the City Limits near Hensel Park. The project will look at possible installation of decorative street lights and some landscaping at strategic locations. The City will work with BTU and other overhead utilities to try to move or reduce the overhead clutter. Some right-of-way will need to be acquired for this project.

**Justification**

This is a significant corridor as it ties Texas A&M University to City of Bryan's Downtown and it also provides for an additional north-south transportation route. The City is working to improve non-vehicle transportation routes within the City and this corridor is ideal for such a route. The City is also interested in improving image and these improvements would satisfy that area of emphasis.

**Funding**

Funding	Original	Source	2011
General	\$150,000	General Fund	\$150,000
<b>Design/Survey</b>	<b>\$150,000</b>	General Fund	<b>\$150,000</b>
Sidewalk	\$700,000	General Fund	\$728,000
<b>Const/ROW</b>	<b>\$700,000</b>		<b>\$728,000</b>
<b>Total</b>	<b>\$850,000</b>		<b>\$884,000</b>



Source	Original	2011
General Fund	\$850,000	\$884,000
<b>Total</b>	<b>\$850,000</b>	<b>\$884,000</b>

**Capital Improvement Projects in College Station**

A project to fund and design sidewalks along College Main has been approved.

A project to reconstruct Tauber Street and Stasney Street with sidewalks has been funded and is currently in design.

Phase 1 of the University Drive Pedestrian Improvements has been funded and will improve pedestrian movements from Wellborn Road to Boyett Street. Funding for Phases 2 through 5 from Boyett Street to South College Avenue were approved through the 2008 City of College Station bond election and will be developed in the coming years.

**Parks/Landscaping in Bryan**

There are no parks within close proximity of this area. The nearest is the Municipal Golf Course.

The South College – Business District (SC-B) requires live oaks planted along every 50 feet of street frontage.

The landscaping section of the ordinance requires 15% of developed land to be counted towards landscape points. This doesn't count for single-family residential.

**Parks/Landscaping in College Station**

Northgate Park: the land for park in Northgate (at 306 Spruce Street) was purchased in 2007 and is currently undeveloped. It is about 0.8 acres in area.

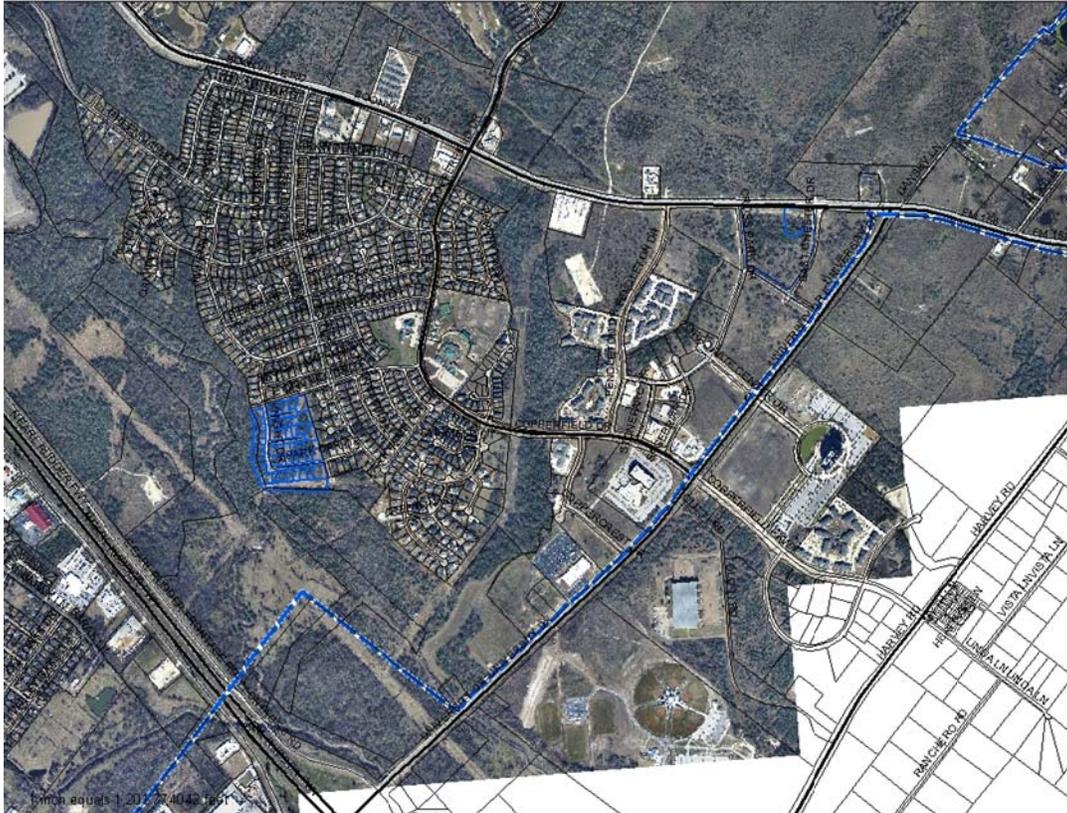
Hensel Park is located adjacent to South College Avenue and is owned by Texas A&M University.

As part of development or redevelopment projects in the Northgate districts, a landscape plan is required. If not already present, streetscape trees are required to be placed in tree wells or planter boxes within in the sidewalk in the right-of-way and spaced 25 feet apart.

## Appendix B-

### Background and Regulations in University Drive East / Booneville Rd Study Area

#### Aerial of Study Area



#### Zoning Districts / Land Use in Bryan

##### A-O Agricultural-Open

This district is intended to provide a location for principally undeveloped or vacant land situated on the fringe of an urban area and used primarily for agricultural purposes, but may become an urban area in the future. Generally, the A-O, Agricultural-Open District, will be near development, therefore the agricultural activities conducted in the A-O, Agricultural-Open District, should not be detrimental to urban land uses. The types of uses, area, and intensity of uses permitted in this district encourage and protect agricultural uses until urbanization is warranted and the appropriate change in district classification is made. The A-O, Agricultural-Open District is also intended to protect areas that may be unsuitable for development because of physical problems, lack of infrastructure, space constraints, or potential health or safety hazards such as flooding, as well as providing for preservation of natural open space areas.

### **C-2 Retail**

The C2, Retail District is established to provide locations for various types of general retail trade, business and service uses. The district allows shopping areas or uses which are generally compatible near or adjacent to, but not usually directly in, residential neighborhoods. These shopping areas should utilize established landscape and buffering requirements and generally be limited to two stories in height. The Retail District should be located along or at the intersection of major collectors or arterials to accommodate higher traffic volumes. Under certain conditions, high-rise offices may be permitted if proper buffering and transition treatment is provided from residential districts.

### **MF Multiple-Family Residential**

The MF, Multiple-Family Residential District, is a residential district intended to provide the highest residential density of a maximum of 25 dwelling units per acre. The principal permitted land uses will include low-rise multiple-family dwellings, garden apartments, condominiums, duplexes, and townhouses. Recreational, religious, health and educational uses normally located to service residential areas are also permitted in this district. This district should be located adjacent to an arterial or collector, as shown on the Major Thoroughfare Plan, and serve as a buffer between retail/commercial development or heavy automobile traffic, and medium or low density residential development.

### **RD-5 Residential 5000**

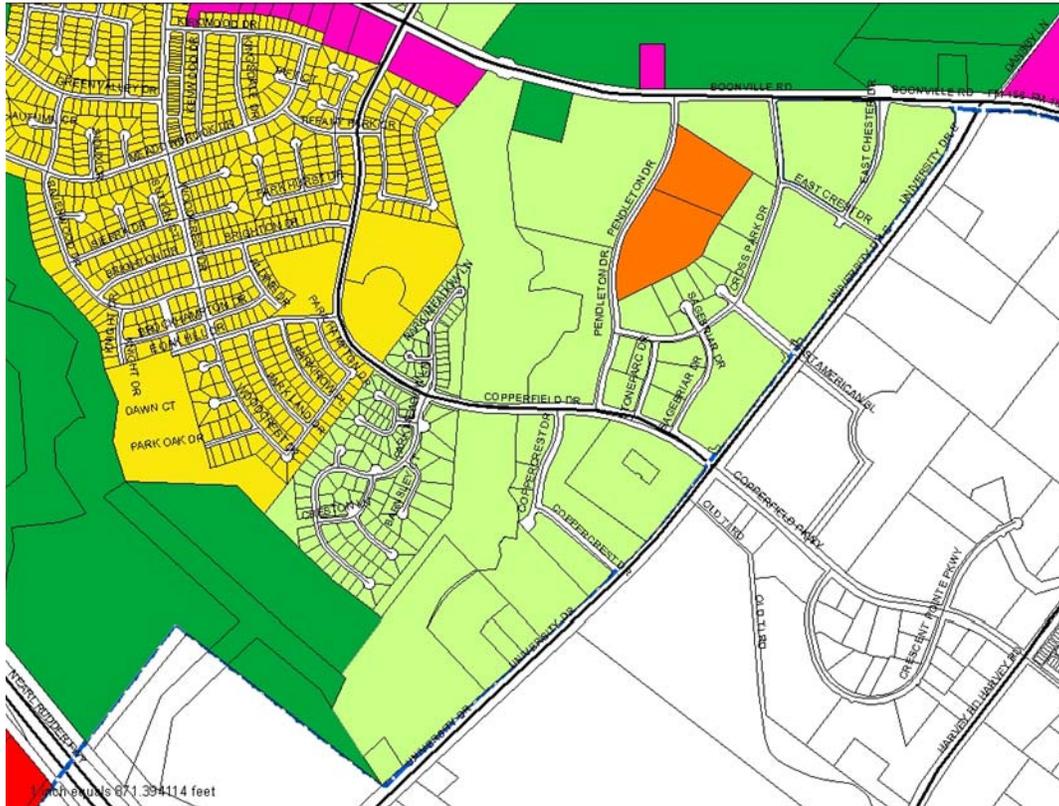
The Residential District - 5000, is intended to provide for development of detached dwelling units on lots of not less than 5,000 square feet. Other uses, such as religious and educational facilities, and open spaces are provided to maintain a balanced, orderly, convenient, and attractive residential area. Certain uses, such as duplexes, may be permitted if used in a compatible manner with areas.

### **PD Planned Development**

The PD, Planned Development District, accommodates planned associations of uses developed as integral land use units such as general office and retail, with specific landscaping requirements to compensate for a smaller street. This district may also include charitable organizations, laboratories, medical facilities, or government-owned structures and uses. A Planned Development District may be used to permit new or innovative concepts in land utilization not permitted by other zoning districts in this chapter. While greater flexibility is given to allow special conditions or restrictions which would not otherwise allow the development to occur, procedures are established herein to ensure against misuse of increased flexibility.

The Park Hudson Planned Development is a mixed use development generally allowing single-family residences, apartments, and general office and retail uses. Some manufacturing, such a printing shops and cabinet makers are allowed. All development standards found in the Land and Site Development Ordinance must be adhered to, along with the corridor overlay standards.

## Zoning (Bryan)



### Zoning/Use Notes for Bryan

The PD district is the largest in this area, roughly bounded by Boonville Road to the east, University Drive to the South, and Park Hampton Drive to the north.

The MF district runs along Pendleton Drive between Cross Park Drive and Boonville Road.

There are several clusters of C-2 districts that run along the east side of Boonville Road between Dansby Lane and Hicks Lane, between Pendleton Drive and Copperfield Drive, and on the west side of Boonville Road between Copperfield Drive and Woodcrest Drive. C-2 requires 50% non-metallic facades.

## Zoning Districts / Land Use in College Station

### **Agricultural-Open (A-O)**

This district includes lands within the corporate limits of the City, which are not subdivided and are relatively undeveloped. This district is intended to be applied to land which is used for agricultural, very low-intensity residential, or open space uses, but which is projected in the Comprehensive Plan for conversion to more intensive urban uses at such time as community services are available and community needs for such uses are present. As such, it is a reserved area in which the future growth of the City can occur.

### **Single-Family Residential (R-1)**

This district includes lands planned for single-family residential purposes and accessory uses. This district is designed to accommodate sufficient, suitable residential neighborhoods, protected and/or buffered from incompatible uses, and provided with necessary and adequate facilities and services.

### **General Commercial (C-1)**

This district is designed to provide locations for general commercial purposes, that is, retail sales and service uses that function to serve the entire community and its visitors.

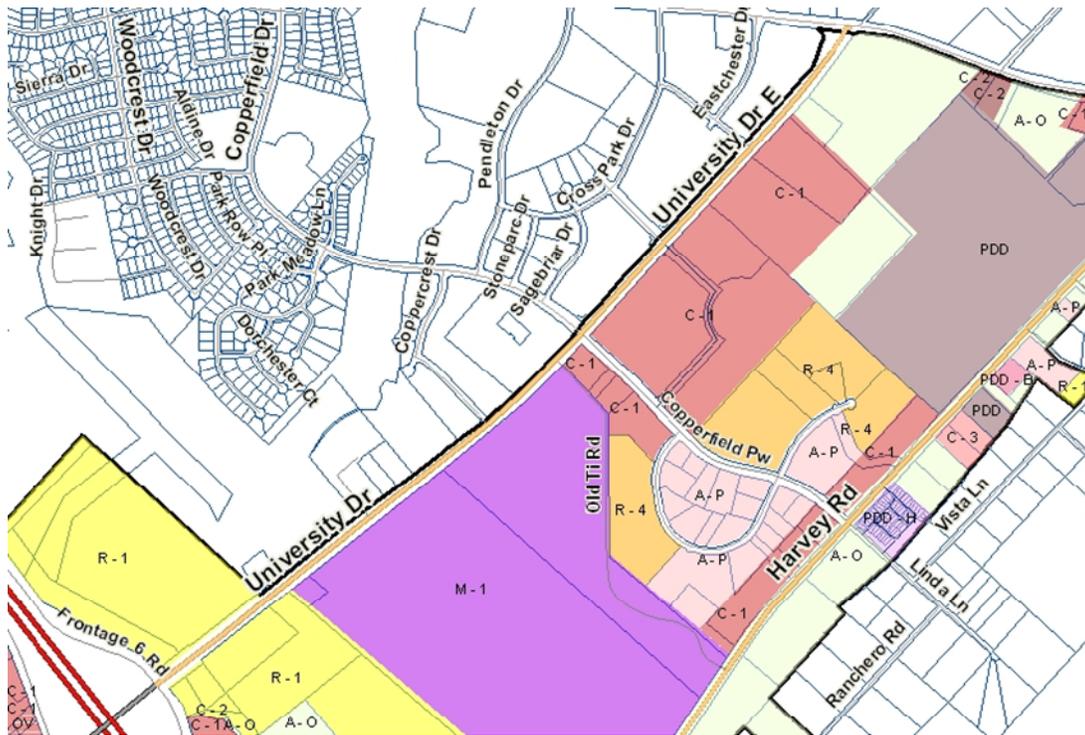
### **Commercial-Industrial (C-2)**

This district is designed to provide a location for outlets offering goods and services to a limited segment of the general public. The uses included primarily serve other commercial and industrial enterprises.

### **Light Industrial (M-1)**

This district is provided for offices, research and development activities and high technological, light manufacturing, non-polluting industries that are self-contained. It is further intended that the Light Industrial District may be compatible with adjacent uses in any other district, depending upon the character of the operation and the conditions imposed.

### Zoning (College Station)



#### Zoning/Use Notes for College Station

The A-O zoning district is the base zoning district when property is annexed into the City. As such, it is generally considered a holding zoning unless it functions to preserve floodplain, greenways or other natural corridors. The A-O zoning within this study area is designated as General Commercial on the Comprehensive Plan.

The R-1 within this area has remained since it was annexed into the City and represents undevelopable property restricted by floodplain and floodway areas.

The M-1 property within this area has been developed as Veteran's Park, a Texas A&M affiliated facility and a small office building.

Property zoned C-1 and C-2 are required to comply with the Non-Residential Architecture Standards which requires minimums and maximums of building materials and colors and provision of architectural design elements for visual interest.

### **Infrastructure in Bryan**

Sidewalks are required anytime platting is required. Replatting is required when land previously unplatted is being developed, or when previously platted land is redeveloped or developed that changes the existing configuration of a plat.

### **Infrastructure in College Station**

Sidewalks are required along both sides of all rights-of-way when land is initially platted and/or subdivided or if a platted lot is replatted.

### **Capital Improvement Projects Bryan**

The City of Bryan's 5 year CIP does not show any major projects within this vicinity, primarily due to the modern infrastructure.

### **Capital Improvement Projects in College Station**

Besides additional development of the Veteran's Park facilities, no major CIP project is currently scheduled for this area.

### **Parks/Landscaping in Bryan**

There is one park in proximity to the area, which is Tiffany Park. This park is overlaid in the RD-5 district between Copperfield Road and the PD district.

The landscaping section of the ordinance requires 15% of developed land to be counted towards landscape points. This doesn't count for single-family residential, which in this case includes the RD-5 district.

### **Parks/Landscaping in College Station**

Veterans Park and Athletic Complex is a 150-acre regional park offering soccer and softball athletic fields, the Veterans Memorial, large pavilions, concessions stands and walking and bicycle trails.

The Gulf States easement is located near Veterans Park and has been on the greenways plan for potential greenway trail system. The Bicycle, Pedestrian and Greenways Master Plan is currently being updated and is anticipated to be completed in Fall 2009. Revised and/or additional greenway and trail facilities will be identified and prioritized as part of this master plan.

A Crescent Point Park, a neighborhood park, has been dedicated within the Crescent Pointe Subdivision but has not yet been developed.

As part of all non-residential and multi-family development projects, a landscape plan is required. Streetscape trees are required to be placed within 50 feet of the right-of-way and at an interval of one canopy tree for every 25 feet along a major arterial such as University Drive East.

### FM 158 Corridor Overlay District in Bryan

General purpose and description.

This district is limited to specified areas encompassing land that has already been assigned conventional zoning district classifications. It supplements the standards of the underlying conventional districts with new or different standards, which may be more restrictive. The intent is to exercise greater control over the aesthetic and functional characteristics of development along major thoroughfares, which serve as major entrances to the community where higher development standards can effectively enhance the city's image as a desirable place to live, work, and shop.

#### Lot and setback standards

**Perimeter fencing** - Except for retaining walls required for soil stabilization and walls along the side or rear of lots, all fences and walls over three feet high shall be set back a specific number of feet from any street right-of-way line, or on private property a specific distance from the edge of the adjacent paved street surface.

**Off-street parking** - All off-street parking, maneuvering, and loading areas shall be set back 25 feet from any street right-of-way line.

**Building and signage** - Building and signage shall not be permitted within setbacks.

**Impervious surfaces** - Buildings, parking areas, or other impervious surfaces, except for paved pedestrian or bicycle paths and recreational amenities such as picnic tables, shall not be located within the floodway portion of the 100-year floodplain or within 50 feet of the top of the bank, whichever is greater as determined by the city engineer or his or her designee, of existing water features (ponds, creek channels, or tributaries thereof) in the locations identified on the maps.

#### Landscape standards

Standard	FM 158
Landscaped lot	At least 17 percent
New landscaping	At least 8 feet in height, 2 1/2 inches in caliper, and a minimum of 75 percent having year-round foliage
Irrigation systems	Required

#### Sign standards

**(a) Roof signs** - Roof signs shall not extend above the highest point of the roof visible from the nearest street toward which the sign faces.

**(b) Moving signs** - Signs shall not have visible parts that move, swing, or rotate.

**Automatic signs** - Except for permitted automatic changeable copy signs, signs having revolving, flashing, blinking, or traveling lights are prohibited.

**Subdivision development signs** - In the AO, RD-5, RD-7, and MF districts, permitted subdivision or development identification signs shall not exceed a maximum height and size, as prescribed by the table in subsection (f) of this section. Landscaping is

required around the base of freestanding sign support structures as provided in section 62-429.

Standard	District	FM 158
Signs	AO, RD-5, RD-7, MF	Maximum height of 5 feet and maximum size of 60 square feet
	C1, C2, I	Maximum height of 10 feet and maximum size of 150 square feet
	C3	Maximum height of 15 feet and maximum size of 200 square feet

### Access and off-street parking standards

**Direct access** - Direct access is prohibited onto the specified thoroughfares from single-family residential uses on lots of a maximum amount of frontage located within the corridor.

**Public sidewalks** - All public sidewalks along a specified thoroughfare shall be at least six feet wide.

**Number of driveways** - The maximum number of driveways permitted for each lot shall not exceed the following limits, as prescribed by the table in subsection (f) of this section.

**Parking rows** - The length of rows of parking spaces between end islands or peninsulas shall not exceed a certain number of feet and, in outdoor parking areas having spaces for more than a specified number of vehicles where such islands or peninsulas are required, the distance from any parking space to a landscaped end island or peninsula shall not exceed 180 feet.

Standard	FM 158
One access point	Lot frontages less than 200 feet
Two access points	Lot frontages of 201--400 feet
Three access points	Lot frontages of 401--600 feet
Four access points	Lot frontages greater than 600 feet

FM 158 Corridor Overlay

