

**October 5, 2017
Regular Agenda
Comprehensive Plan Amendment –
Thoroughfare Alignment at Arrington Road & Harpers Ferry Road**

To: Planning & Zoning Commission

From: Jason Schubert, AICP, Transportation Planning Coordinator

Agenda Caption: Public hearing, presentation, possible action, and discussion regarding an ordinance amending the Comprehensive Plan by amending the Thoroughfare Plan to realign a future minor collector roadway planned to intersect Arrington Road from the west between South Oaks Drive and Harpers Ferry Road to align with Harpers Ferry Road. Case #CPA2017-000012 (Note: Final action of this item will be considered at the October 12, 2017 City Council Meeting- Subject to change.)

Recommendation: Staff recommends approval of the amendment to the Comprehensive Plan to amend the Thoroughfare Plan.

Summary: The proposed thoroughfare plan amendment adjusts the location of where a future minor collector is planned to intersect Arrington Road by realigning it to Harpers Ferry Road. The application is necessary as the proposal affects the alignment relationship of two thoroughfares and realigns a planned thoroughfare more than 1,000 feet, which is the maximum the Unified Development Ordinance allows staff the discretion to consider. The application was submitted by Brazos County as part of their effort to complete the design and reconstruction of a portion of Arrington Road. Additional background regarding prior land use and thoroughfare planning efforts in the area are provided as part of the attached Background Information.

REVIEW CRITERIA

1. **Changed or changing conditions in the subject area or the City:** In recent years, development activity has increased along the Arrington Road corridor. Brazos County is the process of design for reconstructing a portion of Arrington Road and has requested the amendment to assist with their design and help improve safety and efficiency along the Arrington Road corridor by eliminating a potential offset of thoroughfare intersections.
2. **Scope of the request:** The request is to amend the Thoroughfare Plan to realign a future minor collector roadway planned to intersect Arrington Road from the west between South Oaks Drive and Harpers Ferry Road to align with Harpers Ferry Road instead.
3. **Availability of adequate information:** A Travel Demand Model analysis has been provided by the applicant to assess the anticipated impact of realigning the minor collector and has been attached as part of the application.

4. **Consistency with the goals and strategies set forth in the Plan:** The Comprehensive Plan consists of several components and provides a framework for evaluating various, sometimes competing, goals and objectives. The Vision Statement in the Plan serves as the basis on which the Plan was developed and the following selected statements from the Vision are applicable to the request:
- “Ensure safe, tranquil, clean, and healthy neighborhoods with enduring character;”
 - “Increasing and maintaining mobility of College Station citizens through well planned and constructed inter-modal transportation system;” and
 - “Developing and maintaining quality cost-effective community facilities, infrastructure and services which ensure our City is cohesive and well connected.”

While each of these statements can be considered in isolation to the detriment of another, the Comprehensive Plan attempts to balance land use and transportation needs and impacts so each can be reasonably achieved. The proposed amendment seeks to align two minor collectors, the smallest thoroughfare classification, which consist of two travel lanes that are suitable for residential neighborhood environments. Arrington Road is currently designated as a major collector and is intended to serve a greater transportation demand. Based on the Travel Demand Model analysis provided, the proposed realignment maintains the how the subject and surrounding thoroughfares are intended to function.

5. **Consideration of the Thoroughfare Plan and Bicycle, Pedestrian and Greenways Master Plan:** The proposed amendment adjusts a future minor collector to align with Harpers Ferry Road, which is designated as a minor collector. According to the Bryan/College Station Unified Design Guidelines, a minor collector can accommodate between 1,000 and 5,000 vehicles per day. As intersections are a limiting factor in roadway capacity, if turn lanes are added at intersections, a minor collector can accommodate a larger volume of traffic and function similar to a major collector. The proposed amendment is in keeping with the traffic demands anticipated for the planned thoroughfare network.

The current Thoroughfare Plan specifies the future minor collector is to be offset from Harpers Ferry Road along Arrington Road. As the City has grown, offset intersections have created traffic operations challenges for the roadway they intersect. Some examples of offset intersections include Dartmouth Street and Munson Avenue along Harvey Road, Glade Street and Southwood Drive along Southwest Parkway, and Welsh Avenue and Victoria Avenue along Rock Prairie Road. Aligning the two minor collectors will remove the potential of creating another offset of two 3-way intersections and allow one 4-way intersection. It is anticipated that this will be an improvement to short-term and long-term traffic operations in this area.

Sidewalks and bicycle facilities are anticipated along minor collectors within the City limits and, if approved, will be adjusted with an upcoming amendment to the Bicycle, Pedestrian, and Greenways Master Plan to reflect the realignment.

6. **Compatibility with the surrounding area:** Due to the anticipated traffic volumes, width and design speed, minor collector thoroughfares are compatible with residential neighborhoods. As tracts adjacent to existing developments are developed, frequently concerns regarding potential traffic issues are expressed. As surrounding areas develop, the incomplete thoroughfare network continues to grow as additional roadway connections are made and alternative routes are provided.
7. **Impacts on infrastructure including water, wastewater, drainage, and the transportation network:** Realignment of the future minor collector will not impact wastewater or drainage. The Water Master Plan indicates an 8-inch water main that follows the alignment of the minor collector and will be adjusted to the new alignment. The connectivity anticipated by the thoroughfare is maintained and the impact of the realignment is provided as part of the Travel Demand Model analysis attached with the application.
8. **Impact on the City's ability to provide, fund, and maintain services:** The proposed amendment does not negatively impact the City's ability to provide, fund, and maintain services.
9. **Impact on environmentally sensitive and natural areas:** There is not FEMA designated floodplain along the existing or proposed alignment and impact on environmentally sensitive and natural areas are not anticipated.
10. **Contribution to the overall direction and character of the community as captured in the Plan's vision and goals:** The proposed amendment contributes to the overall direction and character of the community by enhancing the safety and efficiency of the Arrington Road corridor while maintaining the anticipated traffic demands on minor collectors in residential neighborhood areas.

SUPPORTING MATERIALS

1. Vicinity Map & Thoroughfare Exhibit
2. Background Information
3. Application
4. Travel Demand Model Analysis