

Wellborn Community Plan

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2013-2023



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INTRODUCTION

1



Figure 1.1 Wellborn Planning Area
Source: City of College Station Staff

The Wellborn Community Plan is the fourth plan in an on-going series of neighborhood, district, and corridor plans that will assist in implementing the goals and strategies of the City's Comprehensive Plan. The neighborhood planning process offers the opportunity to develop an in-depth knowledge of an area and develop area-specific approaches to implementing the Comprehensive Plan.

The planning area is located in the southwestern portion of the City and includes much of what remains of the historic Wellborn Community. In recent years the Wellborn area has seen extensive new residential construction develop around its boundaries that threaten the rural character of the area. The planning area is comprised of the area that was most recently annexed by the City of College Station in April of 2011, as well as adjacent properties that signed non-annexation development agreements. The annexation of the Wellborn Community was a contentious process, with citizens from the community raising a variety of issues and concerns. Throughout the annexation process, residents, land-owners and business owners were told that they would be given an opportunity to create a plan for the area to help preserve the rural character and elements of the area. This planning process was initiated to work with these stakeholders to identify and retain elements of the community that contribute to its rural character, as well as to guide future development within the area.

PLANNING PRINCIPLES

The intent of the small area planning process is to plan for future growth and development and its impact, while promoting and protecting the character and identity of places of distinction. The process furthers College Station's goals of "creating and protecting unique districts and corridors; and protecting natural features and the rural character of certain areas in and surrounding the City."

The Wellborn Community plan has a planning horizon of ten years, although changes with longer-term implications are considered during the process. The City's various Master Plans, including the Thoroughfare Plan, Bicycle, Pedestrian, and Greenways Master Plan, and others, will be amended and implemented as approved – though specific details, such as exact location and design, may be further defined through the planning process.

ABOUT THE WELLBORN COMMUNITY

The Wellborn planning area is made up of over 929 acres (1.45 square miles) located in the southwestern most portion of the City. It is bounded by I&GN Road, Greens Prairie Road West, Royder Road, Barron Cut-Off Road and Capstone Drive. This area includes a mix of ranch and acreage lots, with commercial uses located along the primary thoroughfare (F.M. 2154). The area is home to approximately 300 residents (US Census 2010).

Housing and Business

Housing stock within the Wellborn planning area includes a variety of styles and type. Traditional brick single-family homes, mobile homes, and ranchettes can all be found in the area and all on varying sizes of property. Most property in the planning area is unplatted, with the three subdivisions listed below containing most residential development:

Benjamin Graham Subdivision

The Benjamin Graham subdivision consists primarily of commercial, office and industrial type uses, with a few single-family residences. It includes land on both sides of the railroad / F.M. 2154, located along Koppe Bridge Road, Greens Prairie Road and Live Oak Street.

Turnberry Place Subdivision

The Turnberry Place subdivision is the newest residential subdivision in the planning area. It is located along Greens Prairie Road West and faces the Wellborn Oaks subdivision. This subdivision was platted in 2001 and consists of 8 lots, which are all one acre or greater in size.

Shiloh Subdivision

The Shiloh Subdivision is located on the west side of the railroad tracks across from Barron Cut-Off Road. This subdivision was platted in 1970 and consists of single-family homes and ranches that vary in size, with most being three acres or more in size.

The planning area includes more than 438 acres of land that is currently undeveloped and that is predominantly classified as agricultural or ranch land on the Brazos County Appraisal District tax rolls. Commercial uses are primarily located along its major travel corridor (F.M. 2154) and predominantly on the east side of the railroad tracks. These uses include a feed store, a stone and turf business, furniture store, gas station, two restaurants, a small grocery store, and liquor store.

Schools and Institutions

There are no schools currently located within the planning area; however Greens Prairie Elementary is located just outside the planning boundary to the south. Additionally, College Station ISD owns property within the planning area that could potentially be used for a new school. In general, students in the planning area are zoned to attend Greens Prairie Elementary, Cypress Grove Intermediate School, College Station Middle School, and the new College Station High School.

The Wellborn Community Center and Wellborn Cemetery are also located within the planning area. The Community Center is utilized as primary gathering point for community meetings, while the cemetery is recognized with a Texas Historical Marker. Emergency Services come from outside of the planning area boundaries. Fire and ambulance services are generally provided from Fire Station #4 located on Barron Road; as well as through a mutual aid agreement with the South Brazos County Volunteer Fire Department, which has a station located within the planning area.

The Wellborn Community is within Police Sector C and is divided into community policing Beat 80. The area is also served by the Code Enforcement division which monitors violations such as litter and property maintenance.

This area is home to two Baptist churches:

- Wellborn Baptist Church on FM 2154,
- Salem Missionary Baptist Church on Royder Road,

Natural Features

The planning area is part of Neighborhood Park Zones 13 and 20, as well as Community Park Zones A and B. Within these park zones, the City maintains approximately 14 acres of park space, with none currently located within the planning boundaries. A privately owned and maintained park is currently located adjacent to the Wellborn Community Center and Wellborn Cemetery.

PLANNING PROCESS

The Wellborn Community Plan was developed over the course of a year, beginning in late 2011. The process was broken into four phases, each with a specific function.

Phase 1, Pre-Planning (November 2011 – January 2012): The pre-planning phase was the first step in small area planning. This phase focused on the mechanics of getting a plan started and moving it forward. During this stage of the Plan, the boundaries were identified, a timeline established, existing conditions analysis was done, and public outreach efforts were identified.

Phase 2, Existing Conditions and Planning Vision (February 2012 – November 2012): This phase focused on data collection, public outreach, and determining the goals for the Plan. Five public meetings and 13 Wellborn Resource Team meetings were held during this time to educate the community on land use, zoning, thoroughfares, roles of the various city departments, the planning process and to develop the planning goals.

Phase 3, Plan Development (November – February 2013): This plan development phase focused on the development of the Plan chapters, utilizing the goals and existing conditions that were developed during the previous phase. Draft strategies and actions were developed to achieve the stated goals and were presented at three Wellborn Resource Team meetings. A Design Workshop was held to formulate a vision for the commercial corridor along F.M. 2154 and gateway sign elements. At the end of the process, an Open House meeting was held in March to present the draft Plan at an area-wide meeting and gauge acceptance of the proposed strategies.

Phase 4, Adoption and Implementation (April 2013 and ongoing): After adoption, implementation will be on-going for the duration of the time period of the Plan (ten years) and may be tracked on the Plan's website at: <http://www.cstx.gov/ndcplanning>.

WELLBORN COMMUNITY PLAN DEVELOPMENT

PUBLIC PARTICIPATION

Public input is critical in the planning process. Receiving information and feedback from the community enhances the process by allowing those who know the area best – the residents, property owners, and

business owners- to identify issues facing their community and possible solutions. Ample opportunity was provided for members of the community to voice their opinions on the direction of the community and discuss ways in which to change or maintain that direction and character of the area.

Feedback received during the planning process is provided as an appendix to the Plan (**Appendix C, Public Input Summary**).

Community Plan Kick-off Meeting

The Wellborn Community Plan Kick-Off Meeting was held to introduce the planning process and provide information about City services. Maps of existing conditions within the planning area were displayed, including information such as development activity, traffic incidents, vacant property, and existing land uses. Those interested in becoming more involved in the planning process were encouraged to volunteer for the Wellborn Resource Team.

A survey was distributed during the Kick-Off Meeting. Those in attendance were asked to complete the survey to identify the most important issues facing the area. Information from the survey was used to determine discussion topics at future meetings.

The Kick-Off Meeting was held on February 6, 2012 at the Wellborn Community Center and was attended by approximately 75 residents and property owners from the area. The meeting was publicized to the community through postcards, signage posted throughout the planning area, the City's website, and information distributed to area organizations.

Issues and Opportunities Meeting

A second area-wide meeting was held to collect more in-depth information about the issues that were identified through the survey at the Kick-Off Meeting. These issues included code enforcement, public safety, infrastructure, biking and walking, development, and preservation.

The Issues and Opportunities Meeting was held on April 10, 2012 at the Wellborn Community Center and was attended by over 29 residents and property owners. The meeting was publicized to the community through an email to Kick-Off Meeting attendees, signage placed in the area, and information on the City's website.

Area Meetings

Two additional area-wide meetings were held to discuss proposed land



Fig. 1.2 – Kick-Off Meeting

use concepts and strategies, as well as parks, open space and corridor improvements. These meetings gave those citizens that were not involved with the Wellborn Resource Team an opportunity to provide feedback on proposals and concepts. From these meetings, feedback was discussed with the Wellborn Resource Team and any tweaks to plan documents would be made.

These two meetings were held on June 19, 2012 and November 13, 2012 at the Wellborn Community Center. These meetings were attended by approximately 20 residents and property owners for the June 19th meeting, and approximately 30 residents and property owners for the November 13th meeting. These meetings were publicized to the community through an email to contacts within the area, signage placed in the area, and information on the City's website.

Design Workshop

The City hosted a Design Workshop in conjunction with area design professionals from the fields of Architecture, Landscape Design and Planning. The workshop was focused on gathering input and ideas from residents in order to provide a guiding vision for the look and character of the commercial areas along F.M. 2154, as well as the key entry points into the community. Residents, property owners, and business owners were invited to attend the one day workshop, which culminated in a public presentation the following day on the results of the workshop.

The Design Workshop was held at the Wellborn Community Center on February 18th and lasted the entire day. A public presentation was held at the Wellborn Community Center on February 19th to present the results and conceptual ideas that came about from the workshop. Overall, there were approximately 20 residents and property owners that took part in the workshop. The meetings were publicized to the community through a

direct mail out to all property owners, business owners and residents in the area, flyers posted at commercial businesses, area signage, information on the City's website and information distributed to the Wellborn Resource Team.

Open House

A final area-wide Open House Meeting was held to present the draft Plan and receive feedback. Participants discussed recommended actions with City staff and Wellborn Resource Team members.

The final Open House meeting was held on March 5, 2013 at the Wellborn Community Center and more than 25 residents, property



Fig. 1.3 – Design Workshop

owners, and business owners were in attendance. The meeting was publicized to the community through a direct mail out to all property owners and residents in the area, area signs, and information on the City's website.

RESOURCE TEAMS

The advice and expertise of two advisory teams were used throughout the planning process - the Planning Resource Team and the Wellborn Resource Team. These teams met to offer input and advice, and assist with the planning process, including public outreach.

Planning Resource Team

The purpose of the Planning Resource Team is to provide technical assistance in planning and related fields, as well as oversight and guidance throughout the planning process. This team assisted in the development of the citizen engagement plan, plan timeline, outreach, facilitation of public meetings, and development of the Plan document. This team is made up of City employees within the Planning and Development Services Department. In addition, there were several other members of City staff that contributed or assisted in the development of the Plan.

Plan Manager – Matt Robinson, AICP, Senior Planner

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Molly Hitchcock, AICP, Assistant Director

Lauren Hovde, AICP, Staff Planner

Venessa Garza, Greenways Program Manager

Kristen Hejny, Staff Assistant

Mandi Alford, Staff Assistant

Joe Guerra, AICP, PTP, Transportation Planning Coordinator

Barbara Moore, Neighborhood Services Coordinator

Jenifer Paz, Planning Technician

Wellborn Resource Team

The Wellborn Resource Team consisted of approximately 20 individuals that included residents, property owners and business owners in and around the planning area. The team of volunteers typically met twice monthly and served as an advisory board for the Plan Manager during the planning process. Members provided feedback on the direction of the Plan and served as community champions for the Plan by encouraging their neighbors to become active and involved in the planning process.

David Alexander, Wellborn Area Property Owner

Jane Cohen, Wellborn Area Resident

Renee Evans, Wellborn Area Property Owner

Walter Evans, Wellborn Area Property Owner

Bob Fountain, Wellborn Area Resident

Carol Fountain, Wellborn Area Resident

Keith Franze, Wellborn Area Resident

David Gerling, Wellborn Area Resident *(outside planning area)

Patricia Gerling, Wellborn Area Resident *(outside planning area)

Darren Hartl, Wellborn Area Resident *(outside planning area)

Linda Hale, Wellborn Area Resident

Dale Holocek, General Area Resident *(outside planning area)

Mary Ann Nagyvary, Wellborn Area Resident

Alton Ofczarak, Wellborn Area Business Owner

Rich Risbon, Wellborn Area Business Owner

Sydney Risbon, Wellborn Area Business Owner

Lynn Ruoff, Wellborn Area Resident

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Kristin Schaefer, Wellborn Area Resident *(outside planning area)

Craig Hall, Planning & Zoning Commission Representative

Mike Ashfield, Planning & Zoning Commission Representative

PLAN CONTENTS

The Wellborn Community Plan includes four chapters, described below. Within the chapters, information related to citizen discussions that formed the Plan recommendations is included. Each chapter has a goal that is supported by a series of strategies and action items that reflect the work of the Wellborn Resource Team.

Chapter 1: Introduction

This chapter describes the Wellborn Community and its unique history and outlines the neighborhood planning process.

Chapter 2: Community Character

Community character relates to the stability, sustainability, and vitality of an area through the appropriate placement and interaction of land uses. The Community Character section of this chapter identifies the location of future land uses and appropriate locations for new development in order to create, protect, and enhance places of distinction throughout the community.

This chapter focuses on land use, development, and character preservation, with an established **Community Character Goal** for the Wellborn Community **to be a community of rural character positioned for contextually appropriate growth that embodies and sustains the uniqueness and history of the area.**

The strategies in this chapter focus on the creation of Wellborn specific zoning districts, the creation of commercial development standards that promote and continue the rural character of the area, and the designation of the Wellborn community as a place of distinction.

Chapter 3: Mobility

Mobility addresses vehicular, bicycle, and pedestrian movements within and through an area. Whether for transportation or recreation, good connectivity improves the quality of life for neighborhood residents. The purpose of mobility in the planning process is to ensure that all modes and routes of transportation are safe and reliable, and minimize congestion on the road system including an adequate and efficient street network, designated bike routes, and a sufficient sidewalk network.

This chapter focuses on the function and design of streets, accessibility, and pedestrian and bicycle safety, with an established Mobility Goal for the Wellborn Community **to promote a multi-modal transportation network that responds to the low density, rural context of the community.**

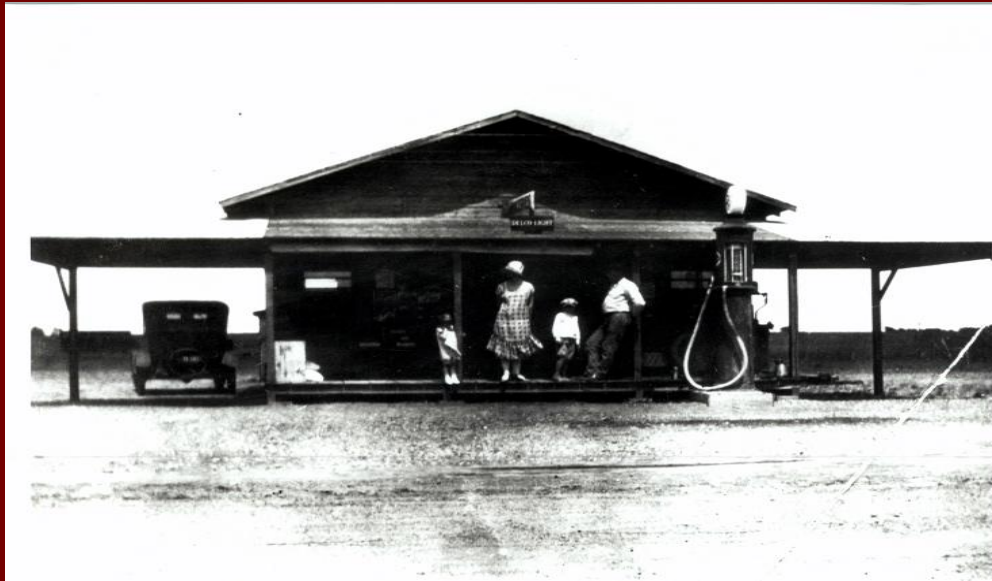
The strategies in this chapter focus on maintaining the character of the existing street network, increasing vehicle safety adjacent to the railroad, intersection improvements, and increasing pedestrian and bicycle safety and accessibility.

Chapter 4: Implementation

The final chapter includes all of the strategies and actions that are proposed in the Plan. The plan implementation period is six to ten years. Specifically, this chapter assigns the estimated cost of implementing a particular strategy, a timeframe for when the strategy will be implemented, and the entity that is responsible for implementing the strategy.

COMMUNITY CHARACTER

2



Wellborn Gas Station (1920's)
Source: City of College Station (Project Hold)

Throughout the development of the College Station Comprehensive Plan, residents expressed a desire to develop, enhance, and protect unique corridors and districts. More specifically, to create or protect places with unique character and identity. Included in this is the protection of rural areas. As directed by the Comprehensive Plan, places of distinction – those unique areas that set College Station apart from other cities – are being studied to find how to best enhance, preserve, and promote their vibrancy. In this Plan, the Wellborn Community is distinguished as one such area due to its history, individual identity, and unique character.

Community character relates to the stability, sustainability, and vitality of an area through the appropriate placement and interaction of land uses. The Community Character section of this chapter identifies the location of future land uses and appropriate locations for both additional development opportunities and character preservation.

PURPOSE OF THE CHAPTER

The purpose of this chapter is to outline a set of strategies to preserve and enhance the integrity and character of the Wellborn Community. Based on the public input that was received during the planning process, and the desire to focus on the preservation of Wellborn while understanding that the potential growth in the area, the Community Character Goal for the Wellborn Community is:

“To be a community of rural character positioned for contextually appropriate growth that embodies and sustains the uniqueness and history of the area.”

Contents of the Chapter

This chapter is organized into five broad categories:

- Area Character
- Preservation of Community Resources
- Land Use & Development
- Zoning
- Community Design and Appearance

This chapter describes these five components and their relationship to the Wellborn Community. This information is supported by **Appendix A, Existing Conditions** which supplies supplementary qualitative data about the Community, and **Appendix C, Public Input Summary**. This chapter describes some of the key issues facing the Wellborn Community and provides information and opinions garnered through the engagement process. At the end of the chapter, strategies are identified to assist the planning area in moving toward the chapter goal. The broad strategies are accompanied by recommended actions that support changes to the Comprehensive Plan, zoning options available to the neighborhood, and considerations for future development in the area. Specific information about timelines, responsible parties, and estimated costs are reflected in **Chapter 4, Implementation**.

AREA CHARACTER

The Wellborn Community is known for its rural environment and long history. Though it is the newest addition to College Station, the Wellborn settlement actually pre-dates Texas A&M University and the City. Due to development pressure within the Wellborn planning area increasing during the recent past, the City of College Station took the initiative to annex the area into the City limits so that zoning and building codes could be applied to new development. Through the Wellborn Community Plan process, there is an opportunity to preserve the rural character that is cherished by so many and distinguish those areas from others which have more development opportunities benefiting the property owner, community, and City.

Area Conditions

Property Values

Residential property values, in general, are significantly higher for properties that contain a typical single-family detached residence as opposed to properties containing a mobile home. The average property value difference is roughly \$95,000 for single-family residences versus mobile homes. This difference is approximately \$90,000 on single-family

4-25-13 | COMMUNITY CHARACTER

residential ranchland versus mobile home ranchland. Some of these differences may be attributable to larger lot/parcel sizes or home sizes for single-family residences. (See **Figure EC.7, Existing Land Use**).

Map EC.8, Single-Family Property Values depicts the range of single-family property values in the Wellborn planning area.

The average commercial assessed value in the Wellborn planning area is \$537,549.

Property Maintenance

The City's Code Enforcement Unit is responsible for premise code enforcement and compliance with City codes and ordinances. Since the area is currently zoned A-O Agricultural-Open, Code Enforcement has different regulatory standards than in more central and populated portions of the City.

Enforcement is generally complaint-based, meaning that Code officers generally do not seek out violations but instead react to resident complaints. Issues that have arisen since annexation include property maintenance and trash, but a historical pattern of enforcement has not yet been established due to the limited amount of time since College Station's annexation of the Wellborn Community.

Traffic Management

During the planning process, an early concern expressed by residents was the potential widening of Wellborn Road beyond the planned four traffic lanes. The residents voiced a strong opposition to this widening due to character deterioration and the way that right-of-way would be acquired. Due to the presence of the railroad on one side of the Wellborn Road right-of-way, the Texas Department of Transportation (TxDOT) would be required to acquire additional right-of-way from only the eastern side. This side of the roadway is home to many existing businesses and residents that would suffer greatly from a reduction in setback. Such consequences would include, but would not be limited to, loss of on-site parking, possible right-way encroachments, and reduction in business facility expansion opportunities. This topic, among others related to transportation to and through the Wellborn Community is discussed in greater detail within the **Chapter 3 Mobility** of this Plan.

PRESERVATION OF COMMUNITY RESOURCES

The original community of Wellborn was established in 1867 and quickly became a thriving railroad community with a grocery store, post office, saloon, school, and many other local amenities that lasted until the late to mid 1900's.

Many of the original sites of this era have been demolished over the years, minus a few homesteads and the Wellborn school which are all held in private ownership. The Wellborn Community does boast one Texas Historical Commission marker which can be found at the Wellborn Cemetery.

According to the first documented burial, two-year-old Newton Farquhar, a cemetery was in existence by 1874, to serve the community. The grounds contain the graves of community leaders (including brothers and business partners Thomas Harvey Royder and John Horace Royder), veterans from armed conflicts dating back to the Civil War; Brazos County pioneers; and members of fraternal organizations (Brazos County Historical Commission). Though this is the only marker that exists within the planning area, the Wellborn Community is one of rich, deep history and is home to residents that are still able to recall the high times of the once thriving community.

Character Preservation

The Wellborn Community is one of age and unique character. Outside of being rural in nature, the exact character was challenging for residents to describe. In short it is one where families come to grow, seniors come to retire, and the stars can still be seen at night. Community members expressed a desire to maintain the ability to hold acreage without the concern that abutting properties could be subdivided and developed into high-density single family or multi-family developments. There was a concern regarding property values if such development occurred, as well as the destruction of the rural character and lifestyle residents and property owners currently enjoy.

LAND USE AND DEVELOPMENT

Citizens of the Wellborn Community have overwhelmingly identified the long-term character of Wellborn as being one of a rural nature with open space that is both privately and publicly held. The citizens see the area continuing as a place where local stores survive and low-density large acreage homesteads remain. This character has been further defined by the land use designations created by the residents. Some designations are unique to the Wellborn Community and some can similarly be found in other parts of College Station. However, each represents something unique about the Wellborn Community and will contribute to the preservation of its Character.

The following is a description of the existing land use designations found in the planning area based on the City's adopted Comprehensive Plan, as shown in **Map EC.2, Existing Future Land Use and Community Character Map**.

4-25-13 | COMMUNITY CHARACTER

Future land use and character designations are grounded in the historical and existing use of land in the area and the prevailing character in the area.

Rural – Area that currently exist in and around College Station include areas that exhibit countryside, agricultural, and natural character. Countryside is typically dominated by a few lots of estate size fronting a road surrounded by agricultural and natural lands. The latter two tend to be determined by uses – crop or ranching in agricultural area and wooded or savannah lands in natural areas. Rural areas tend to be more sensitive than other character areas to intrusions from incompatible development.

Restricted Suburban – This land use designation is generally for areas that should have a moderate level of development activities. These areas will tend to consist of medium-density single-family residential lots (average 8,000 square feet) when clustered around open space, or larger lot sizes when not clustered. Townhomes, neighborhood commercial, and office uses may also be permitted as an element of a planned development.

Future Land Use and Character Map

Land use helps both describe and establish the character of an area. In determining appropriate land use classifications, the existing use, current land use, and character were all considered. The planning process yielded multiple discussions about future land use in the Wellborn Community. The result of those discussions is that the rural pattern of land use and density should be preserved in much of the Wellborn Community, but that the opportunity exists for portions of the area to be developed more intensely. (See **Map 2.1, Proposed Future Land Use and Character**).

Wellborn Rural – This land use designation is generally for areas that, due to public service limitations or a prevailing rural character, should have limited development activities. These areas will tend to consist of low-density single-family residential lots of three acres or more.

Wellborn Estate – This land use designation is generally for areas that, due to public service limitations or a prevailing rural character, should have limited development activities. These areas will tend to consist of low-density single-family residential lots of two acres or more.

Wellborn Estate-Open – This land use designation is generally for areas that, due to public service limitations or a prevailing rural character, should have limited development activities. These areas will tend to consist of low-density single-family residential lots of two acres or more but may be one acre if clustered around undeveloped open space. Open space should be provided so as to that density is not increased

when using the cluster option. Open space should be provided against areas of lower residential density through the cluster and open space option or through a buffer requirement.

Wellborn Preserve – This land use designation is generally for areas that, due to public service limitations or a prevailing rural character, should have limited development activities. These areas will tend to consist of low-density single-family residential lots of one acre or more.

Wellborn Preserve-Open – This land use designation is generally for areas that, due to public service limitations or a prevailing rural character, should have limited development activities. These areas will tend to consist of low-density single-family residential lots of one acre or more but may be reduced to 20,000 square feet if clustered around undeveloped open space. Open space should be provided so as to that density is not increased when using the cluster option. Open space should be provided against areas of sensitivity such as natural or historic features through the cluster and open space option or through a buffer requirement.

Wellborn Restricted Suburban – This land use designation is generally for areas that should have a moderate level of development activities. These areas tend to consist of medium-density single-family residential lots (minimum 20,000 square feet) and may be clustered for reduced lot sizes (minimum 8,000 square feet). Open space should be provided so as to that density is not increased when using the cluster option. Such open space should be in addition to a general open space requirement of 15% of the developing area. Townhouses, office, and light commercial activity may also occur within 15% of the developing area, and should generally be located in a fashion to limit the visual and character impact on surrounding residential uses.

Wellborn Suburban – This land use designation is generally for areas that should have an intense level of development activities. These areas will tend to consist of high-density single-family residential lots (minimum 5,000 square feet). Development features should be incorporated such as greenbelts, garages, and limited lot coverage to reduce the character impact on surrounding residential uses.

Wellborn Commercial – This land use designation is generally for concentrations of commercial activities that focus primarily on the nearby residents versus the larger community. Such uses should be limited in size and not accommodate for drive-thru services. Specific design elements, as described in this Plan, should be incorporated into such development so as to limit the visual impact on the community and enhance the defined character.

Wellborn Business Park – This land use designation is generally for areas that include office, research, and related used planned and developed

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as a unified project. Specific design elements, as described in this Plan, should be incorporated into such development so as to limit the visual impact on the community and enhance the defined character.

Wellborn Institutional /Public – This land use designation is generally for areas that are, and likely to remain, in some form of institutional or public activity. It should also apply to privately held property that is specifically used for the public use, and is likely to remain so.

Zoning

Existing Zoning

The following is a description of the existing zoning districts found in the Wellborn Planning Area, as identified in **Map EC.1 Existing Zoning**.

Agricultural-Open – This district is for property that is either not subdivided or is relatively undeveloped, and is intended to be applied to land which is used for agricultural, very low-density residential or open space. The Agricultural-Open zoning district was put in place upon annexation of the Wellborn Community and is reserved area in which the future growth of the City can occur.

Compatibility with Existing Development

Upon the annexation of the Wellborn Community, the properties within the area were zoned A-O Agricultural-Open which allows for single-family residential development and agricultural activities. This zoning is standard for all annexation that occurs in College Station and was not specifically intended to accommodate for the land uses within the Wellborn Community. It is known that multiple uses within the area are not appropriate for an A-O zoning district. Such uses are identified below. It is not the City's intention to actively rezone property beyond currently developed property that is in compliance with the proposed land use plan, but the information below should provide guidance and act as a recommendation for future rezoning requests made by the property owners. **Map EC.3, Existing Zoning Non-Conformance**, provides a graphic representation of specific properties that are currently operating under this status.

Commercial along Wellborn Road

To date, there are approximately 20 commercial businesses within the Wellborn Community. The A-O zoning in place on these properties makes each a non-conforming use that is allowed to continue as long as the use stays active. Under this status, the use is unable to expand which could be limiting to the growth of the Wellborn Community. The City will pursue rezoning of existing commercially developed property in compliance with the proposed land use plan, once the new

Wellborn Commercial zoning district has been created.

Citizens of the Wellborn Community and surrounding areas have identified the desire to maintain the existing level of commercial activity. Though more commercial is amenable to residents, such commercial activity should not be more intense than what can be found in the Community today. Future zoning for commercial properties should limit the use of large structures and prohibit drive-thru options. Development patterns should be closer to those found along F.M. 2154, with the exception of structures exceeding 4,000 square feet in area. In general, new commercial opportunities should be provided to promote local, neighborhood-oriented businesses that are area appropriate in scale and character to the Wellborn Community and should represent the rural nature of the area through the use of open space and design. In order to accomplish this recommendation, the creation of a new zoning district may be required that is specific to the Wellborn Community. Other examples of this approach to zoning may be found in Wolf Pen Creek and Northgate.

Light Industrial Uses

There are currently three businesses within the Wellborn Community that resemble or incorporate industrial activity. Each of these uses are slightly different in function and were considered separately by neighborhood representatives during the planning process.

TDI Brooks Private Research Campus began development while still located within the bounds of the City of College Station Extraterritorial Jurisdiction (ETJ). The development includes private properties used as a private research campus consisting of assorted structure and recreational uses for the use. Much of the property is intended to remain as open space as the development continues. The residents of the Wellborn Community view this development as a positive attribute to the community that has developed sensitively to its rural and residential surroundings. The Master Planned campus may continue to develop under the current A-O zoning that is in place due to property rights related to annexation. To vary from this plan, would require a rezoning of the property, which would need to align with the land uses called for in City's Comprehensive Plan.

Elliott Construction is an established business that does excavation work, site utility work, and construction services. This business has been in operation for several years prior to annexation. As such, this development is allowed to continue under the current A-O zoning due to property rights related to annexation. Additional development on the site would require a rezoning of the property.

Wellborn Business Park is a planned and permitted development that began prior to annexation and that is allowed to continue in a way that

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is compliant with the original development plan. This development is dense in structure, but it intended to contain low-intensity light industrial and storage types uses. The development is permitted to continue under the current A-O zoning that is in place due to property rights related to annexation.

To vary from the original development plan, would require a rezoning of the property, which would need to align with the land uses called for in City's Comprehensive Plan.

Residential Subdivisions

There are hundreds of acres of unsubdivided and unimproved land within the Wellborn Community, which defines the character as being one of rural nature with open space and vegetation for all community members to enjoy visually. However, some areas have been developed as single-family residential subdivisions resulting in the division of land being less than five acres which is not compliant with the A-O zoning put in place upon annexation. Such developments include the Shiloh Subdivision, and unplatted portions of Creek Meadows. Such areas may continue under the current zoning, but future development potential is limited until the property is rezoned in accordance with the land use.

COMMUNITY DESIGN AND APPEARANCE

Image Corridors and Gateways

F.M. 2154 is designated as a Primary Image Corridor by the College Station Comprehensive Plan Community Assets and Image Corridors Map. This designation signifies that the roadway carries a high amount of traffic and facilitates the movement of traveler to and through the some of the City's most significant assets. As such, particular attention should be made to both the appearance and functionality of this major thoroughfare. The Wellborn Community as a whole is designated as an Early Image-Setting Gateway (**Comprehensive Plan Map 2.3, Community Assets and Image Corridors**), which means that the Wellborn Community is one of the entry points into the City area where visitors will have the first opportunity to be engaged and experience the College Station identity.

For the Wellborn planning area, there are two types of gateways/image corridors identified, Community Arrival Gateways and Community Welcoming Gateways (see **Map 2.2 Image Gateways**).

Community Arrival Gateways

Community arrival gateways signify the primary entry points into the Wellborn Community. These types of gateways are typically defined by having a large monument sign and are accompanied by landscaping beds.

Community Welcoming Gateways

Community Welcoming gateways signify secondary entry points into the Wellborn Community. These are typically defined by having signage and landscaping, similar to the Community Arrival Gateways, but on a much smaller scale.

Design Workshop

The City hosted a design workshop to give residents, property owners, and business owners an opportunity to provide a vision for how the gateway elements and commercial areas along F.M. 2154 might look in the future. The all-day design workshop was hosted by City staff and local professionals specializing in the fields of architecture, landscape design, and planning. The workshop was capped off with a public presentation to the community that showed the results from the workshop.



Fig.1.1 –Central Sign Element Concept

For the image corridor and gateway portion of the design workshop, attendees expressed their desire to embrace the community's rural and railroad history. With the community originally created as a result of the railroad, residents felt it was key component that should be utilized in the creation of any identifying features. In addition to railroad elements being utilized in identifying features, residents also wanted to make sure that the rustic country feel was not lost. As a result, identifying features for gateway elements should incorporate items such as railroad ties, fences and hitching posts. Information on the gateway sign elements should utilize "Wellborn Community" to

reinforce the sense of community in the area, in addition to incorporating the date of establishment, and a logo that could be used throughout the planning area. The primary gateway elements would be placed generally around the Barron Cut-Off Road and F.M. 2154 intersection, and south of the Greens Prairie Trail and F.M. 2154 intersection. Secondary gateway elements, which would be smaller in scale, would be placed at the intersection of I&GN Road and South Dowling Road, the intersection of I&GN Road and Koppe Bridge Road, and at the intersection of Greens Prairie Road and Greens Prairie Road West.

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To tie gateway and identifying elements together, unified planting (such as wildflowers, or some other planting that lasts throughout the year) that leads from the gateway elements to the central point of the community should be utilized. Ultimately, these would lead to a larger sign element (See **Fig. 1.1 - Central Sign Element Concept**) that would be placed within the core of the community (generally located around the Post Office). This sign element would convey historical information about Wellborn, would incorporate a community message board and could be used as a central gathering place.

The results of the commercial corridor discussion of the design workshop focused on creating a more pedestrian friendly, village-type environment with small scale businesses located along Live Oak Street. Of note, however was the desire to not have businesses turn away from F.M. 2154 and the railroad, but to incorporate side streets, front and rear building access, and to avoid having continuous backs of buildings along the primary thoroughfare of the community. As mentioned previously, attendees sought to embrace the community's history with the railroad and not turn their back to it.

Within the commercial area along Live Oak Street, the desire is to create more rural town-like buildings, with less formal requirements for lot size, building placement and arrangement. The sentiment expressed by residents was to not have a typical strip retail center type development, but to have commercial development that was more reflective of the rural character of the area.

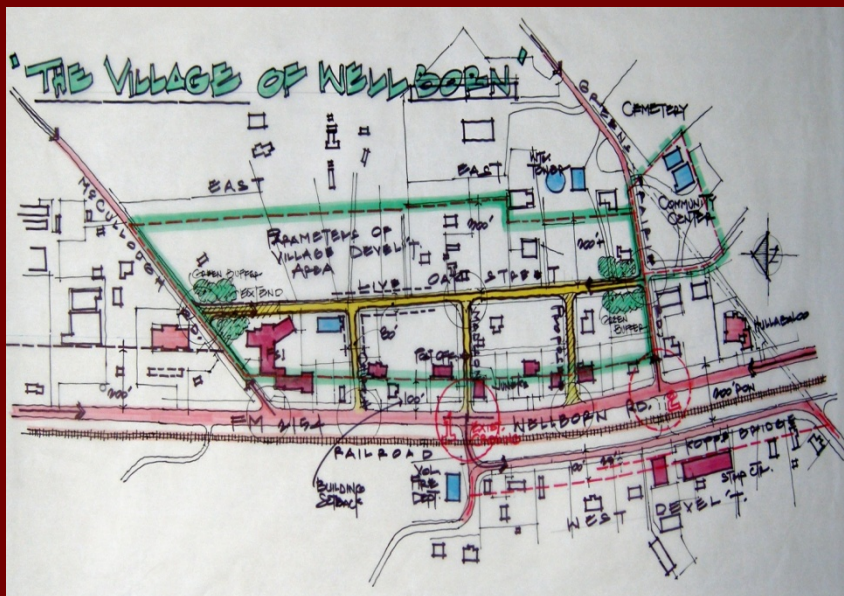


Fig. 1.2 – Rural Community Concept

With regards to building design and aesthetics, the general sentiment was to retain flexibility on the types of materials and size of buildings north of McCullough Road and generally south of Greens Prairie Road West. The core village area would incorporate smaller scale buildings, green space and a more pedestrian friendly environment.

Larger buildings with a rustic/rural look would be permitted along F.M. 2154, to coincide with existing buildings and uses already in place (i.e. America's Country Store and the gas station at the corner of McCullough Road and F.M. 2154). Architectural standards for these would focus on incorporating items already prevalent within the area (i.e. the use of metal panels and wood facades).

New buildings would need to continue the deep setbacks set forth by the most recent development in order to accommodate expansion of F.M. 2154.

GOAL, STRATEGIES, AND ACTIONS FOR THE WELLBORN COMMUNITY

The **Community Character Goal** for the Wellborn Community is **to be a community of rural character positioned for contextually appropriate growth that embodies and sustains the uniqueness and history of the area.** Strategies have been developed to progress toward this goal. Each strategy has a series of action recommendations designed to implement the strategy.

Strategy CC 1 – Preserve the Wellborn Community's existing development pattern, where possible, while allowing opportunities for development and growth to accommodate the increasing number of people moving to the community.

- **Action CC 1.1** – Amend the Future Land Use and Character Map in the Comprehensive Plan to the land uses proposed within this chapter that suit the character and situation of the Wellborn Community.

Strategy CC 2 – Focus on character preservation within the Wellborn Community.

- **Action CC 2.1** – Amend the Unified Development Ordinance to include Wellborn Residential zoning districts that allows the area to develop in a unique pattern that is specific to the Wellborn Community.
- **Action CC 2.2** – Amend the Unified Development Ordinance to include a Wellborn Commercial district that allow the area to develop in way as to maintain a visible distinction between traditional College Station commercial and the Wellborn Community.
- **Action CC 2.3** – Amend the Unified Development Ordinance to include a Wellborn Business Park district that allows the area to develop in a way that is sensitive the rural character of the Wellborn Community.
- **Action CC 2.4** – Explore opportunities for distinguishing areas of historical significance within the Wellborn Community.

Strategy CC 3 – Ensure future development in the Wellborn Community is consistent with the Comprehensive Plan

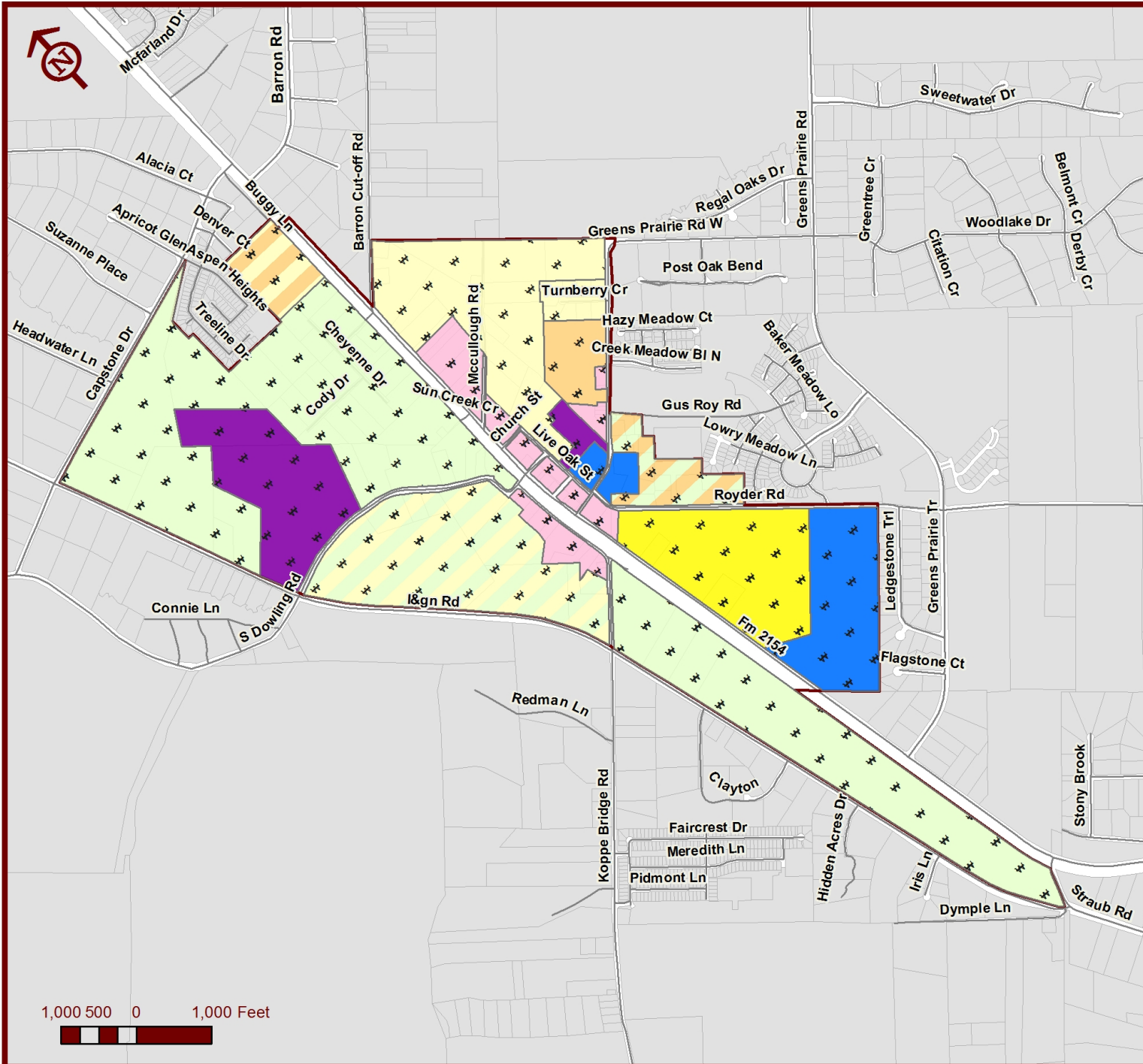
- **Action CC 3.1** – Create design standards for commercial development that promote and continue the rural character of the area.
- **Action CC 3.2** – Pursue rezonings to bring existing developed properties into conformance with proposed zoning districts.

Strategy CC 4 – Designate the Wellborn Community as a place of distinction.

- **Action CC 4.1** – Create a district identification package for the Community Arrival Gateways and secondary Welcome Gateways, complete with signage detail, color, hardscaping, and landscaping, that is specific to the Wellborn Community and its unique character.
- **Action CC 4.2** – Create a Central Gateway element near the Post Office to convey the history and character of the community, and that would incorporate a community message board.

Strategy CC 5 – Provide an ongoing evaluation and indicator program.

- **Action CC 5.1** – Track code enforcement and property maintenance case activity in the planning area to identify frequent violations.

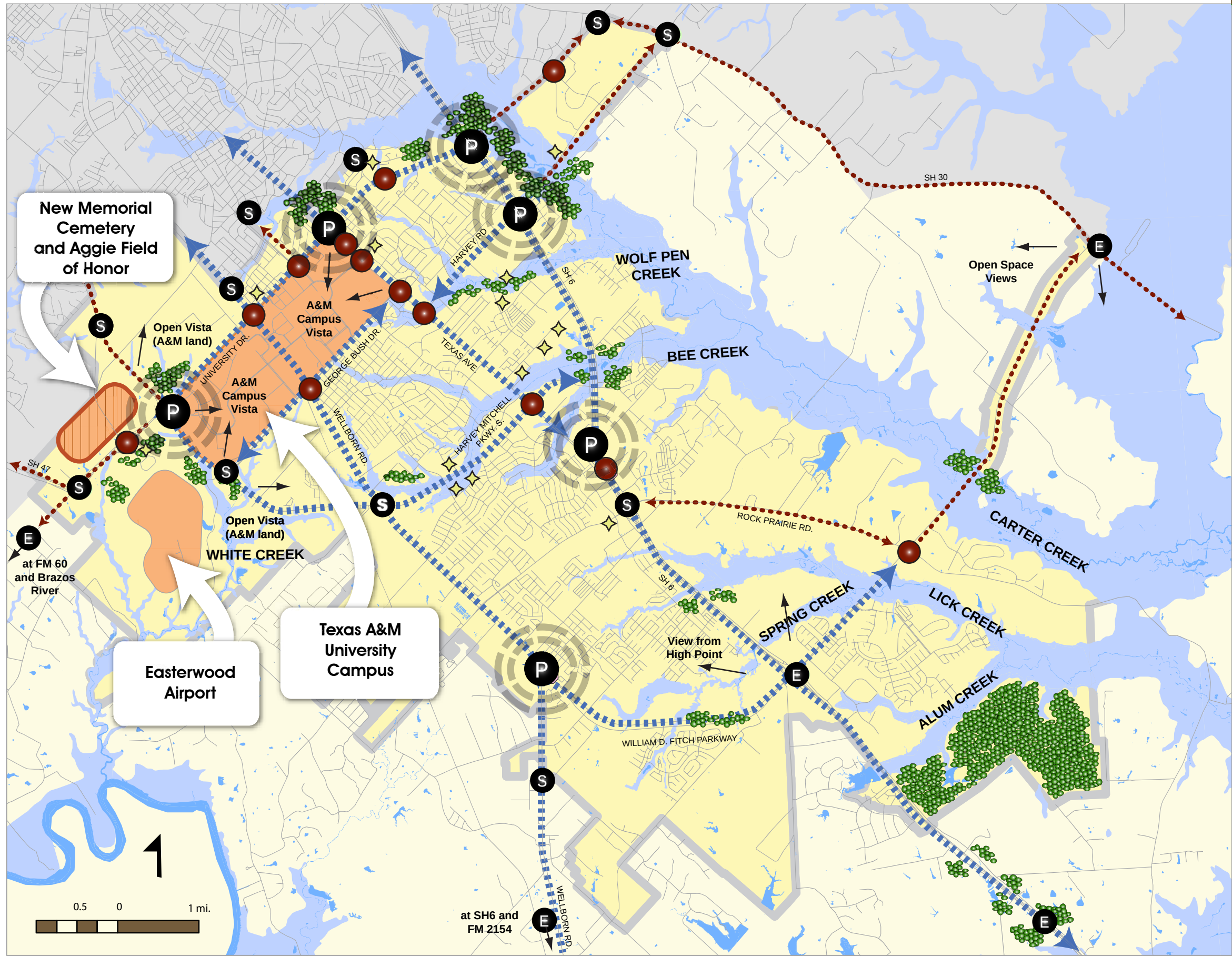


Wellborn Community Plan

Map 2.1

Proposed Future Land Use & Character Map

- Landuse
- Wellborn Business Park
 - Wellborn Commercial
 - Wellborn Institutional/Public
 - Wellborn Rural
 - Wellborn Preserve
 - Wellborn Preserve - Open
 - Wellborn Estate
 - Wellborn Estate - Open
 - Wellborn Restricted Suburban
 - Wellborn Suburban
 - Planning Area



Map 2.3

Community Assets and Image Corridors

City Limits

Extraterritorial Jurisdiction (ETJ)

Primary Image Corridor

Secondary Image Corridor

Key Image / Design Intersection

Primary Arrival Gateway

Secondary Welcoming Gateway

Early Image-Setting Gateway

Gateway / Corridor Forested Areas

Floodplain

Public Art Location

Existing Unique Community Asset Area

Emerging/ Potential Unique Community Asset Area

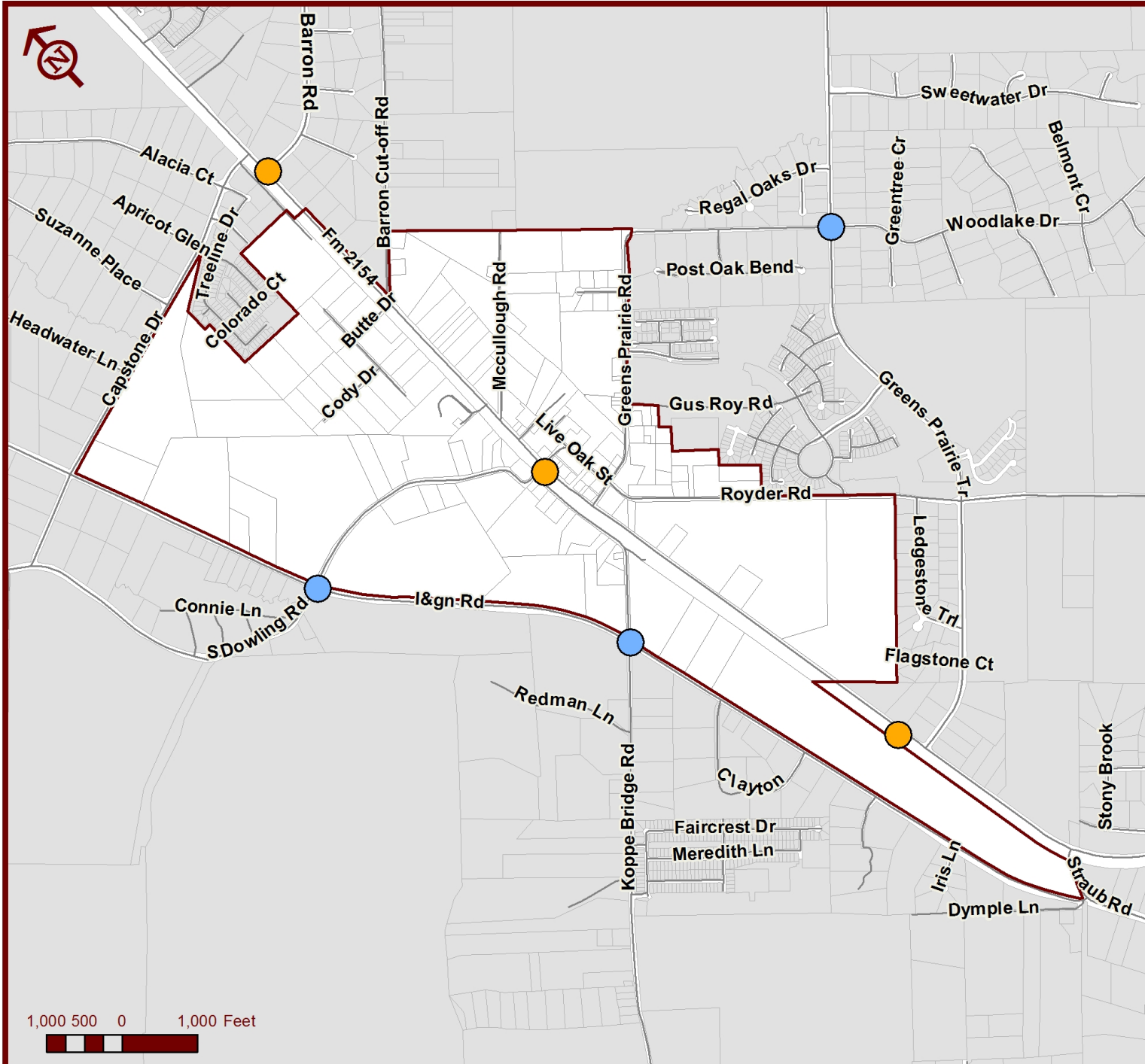
KENDIG KEAST COLLABORATIVE

CITY OF COLLEGE STATION

Wellborn
Community Plan

Map 2.2

Image Gateways



-  Community Welcome Gateway
-  Community Arrival Gateway
-  Planning Area

Mobility addresses vehicular, bicycle, and pedestrian movements within and through an area. Whether for transportation or recreation, good connectivity improves the quality of life for area residents. The purpose of mobility is to ensure that all modes and routes of transportation are safe, reliable, and minimize congestion on the road system. This is accomplished by providing an adequate and efficient street network, designated bike facilities, sidewalk network, and local transit services.



The rural setting and history of the Wellborn Community can be seen through the context of the local transportation network. Traditionally people view a transportation network as a means to move vehicular traffic through a corridor in the most efficient manner. However, a transportation network can be more than just a means to move vehicular traffic. It can reflect the history, context and the future ambitions of a local community. Through this Plan, the Wellborn Community has an opportunity to preserve the rural character that is cherished and reflected through the transportation network.

The community of Wellborn was established and tied to a transportation corridor. The Union Pacific Railroad (UPRR) line that parallels F.M. 2154/Wellborn Road can be traced back to 1867 and the old Houston and Texas Central Railroad. The post office opened in 1867 under the name of Wellborn Station.

Along with the UPRR and F.M. 2154/Wellborn Road mentioned above, the transportation network within the Wellborn planning area consists of paved and unpaved roads. During the planning process, an early concern expressed by residents was the potential widening of F.M. 2154 beyond the four traffic lanes indicated on the City's Thoroughfare Plan (**Map 3.1 Existing Thoroughfare Plan**). Additional concerns, focused on the future configuration of the network of paved and unpaved roads.



This Plan considers the rural character and history; the future land uses, traffic generated, different modes of travel and the desires of the community, and that the transportation network would function accordingly in the future.

PURPOSE OF THE CHAPTER

Goal

The purpose of this chapter is to outline a set of strategies that provide for needed transportation improvements, while remaining sensitive to the desire to preserve the unique character and elements of the historic Wellborn Community. Based on the public input that was received by staff from area residents and property owners during the planning process, the desire is to focus on maintaining the rural, country lifestyle of the area. The Mobility Goal for the Wellborn Community is,

“To promote a multi-modal transportation network that responds to the low density, rural context of the community”

Public input gathered during the planning process highlighted concerns with the existing transportation network and future thoroughfare designations, as well as proposed bicycle and pedestrian improvements. The process yielded varying opinions and discussions that are included throughout the chapter.

This chapter focuses on the following areas of mobility: thoroughfares and their context; trip or traffic generation based on proposed land uses; and the bicycle and pedestrian network. A series of strategies and action items are included at the end of the chapter. Implementation of these mobility improvements are discussed in **Chapter 4, Implementation**, and will be broken up into short term, mid-term and long term initiatives.

The trip or traffic discussion evaluates the proposed land uses to make sure the land uses proposed will not necessitate expanding F.M. 2154 beyond the four lanes proposed in the City of College Station Thoroughfare Plan. This is followed by the modification of the Thoroughfare Plan based on stakeholder comments and evaluation, to include the discussion of context both rural and suburban. The discussion on the bicycle and pedestrian network focuses on the location and type of improvements necessary to advance connectivity within and around the Wellborn Community, primarily south and east of Live Oak Street, while maintaining the character of the area.

STREET NETWORK

Wellborn has approximately 7.4 miles of streets and alleys within and surrounding the district. Of these approximately 5.7 miles are thoroughfares designed to carry higher amounts of traffic to and through the area as displayed in **Map 3.1, Existing Thoroughfare Plan**. Of these, F.M. 2154 is owned and maintained by the Texas Department of Transportation (TxDOT). Streets not designated on the Thoroughfare Plan are considered to be local or neighborhood streets.

Functional Classification, Context Class, & Thoroughfare Types

The functional classification of streets is based on the traffic service function they are intended to provide and the degree of land access they allow. These classifications include freeway/expressways, major arterials, minor arterials, major collectors, and minor collectors. The functional classifications of thoroughfares are used to identify the volume capacities, necessary right-of-way (ROW) widths, number of lanes, and design speeds for the streets.

The Comprehensive Plan goes a step further and identifies the context class along each segment of thoroughfare in the City based on the character through which a street travels, as well as the character of the street itself. Context classes in College Station include Mixed Use Urban, Urban, General Suburban, Restricted Suburban, and Estate/Rural. In the Wellborn planning area, there are generally two context classes, Estate/Rural and General Suburban. In general, the Estate/Rural context is in the western portion of the planning area west of F.M. 2154, and the General Suburban context can be found in the southeastern portion of the planning area, east of F.M. 2154. This information is exhibited in **Map 3.2, Existing Thoroughfare Context**.

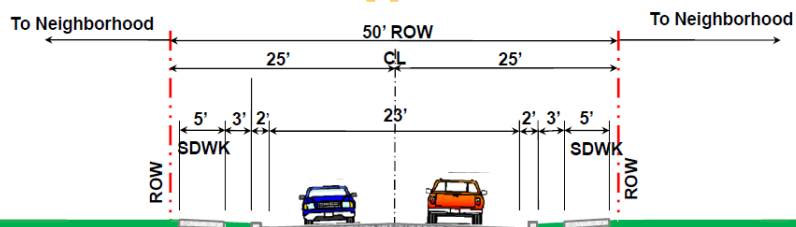
With the functional classification and context class defined, the thoroughfare type can be defined. There are three thoroughfare types in College Station: Boulevard, Avenue, and Street. Streets and Avenues (collectors) are designed to collect traffic from neighborhood streets and distribute the traffic to a higher level thoroughfare types, such as boulevards or highways in a safe and efficient manner.

Figure EC.8, Street Classifications, in Appendix A - Existing Conditions lists the functional classification, context and thoroughfare type of the major thoroughfares in the Wellborn planning area. All streets are grouped into a class depending on the, capacity of the roadway, and the degree of land access they allow and character of traffic produced by the surrounding land uses.

Context Sensitive Solutions

Throughout the planning process there was much discussion regarding the preservation of the rural character in Wellborn. One of the components that contribute to the rural character in the area is the width and design of streets.

Suburban Context Residential Street Typical Sections



STANDARD SECTION

Concrete Pavement, Curb & Gutter, 23' Pavement,
Underground Storm Sewer System

Figure 3.1 Suburban Street Context

Under the City's currently adopted Thoroughfare Plan, the majority of streets within the planning area are classified as having a Suburban context. The City's guidelines for these types of streets include the addition of curb and gutter, with an underground storm sewer system, as well as sidewalks (see **Figure 3.1**). For a rural context roadway, the City's guidelines for these types of roadways would consist of open drainage ditches on either side of the roadway and no sidewalks or bike lanes (see **Figure 3.2**). Implications that were described and discussed with the resource team included ROW widths for the different street contexts. Generally there is less ROW width required for a suburban context roadway than a rural context roadway. The need for gradual sloped ditches is the major reason for the difference. In a rural context, the ditches on each side of the roadway convey storm water runoff. However, there is also a safety issue consideration with the design of the ditches. The desirable slope for the ditches is a 6:1 slope that allows a wayward motorist an opportunity to correct themselves when driving off the pavement and get back on the paved surface. In a suburban context the storm water is conveyed through an underground storm sewer system via inlets and curb and gutter negating the need for ditches and condensing the other roadway elements into a narrower ROW width.

Generally, the majority of roadways in the Wellborn planning area are currently rural context roadways. Through this planning process that consisted of numerous neighborhood resource team meetings and area-wide meetings, it was agreed that local streets and thoroughfares would be constructed or reconstructed to a suburban context east of F.M. 2154, because of the suburban type of development currently being constructed, and because of proposed land uses; and to a rural context west of F.M. 2154 because of the rural/estate land uses proposed for that area. However, it was also agreed that McCullough Road would remain a rural context roadway.

Minor Collector Thoroughfare Rural Context Typical Section

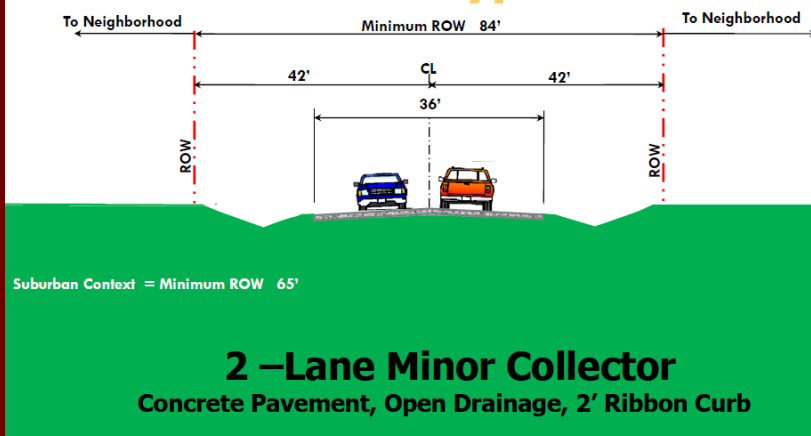


Figure 3.2 Minor Collector Thoroughfare Rural Context

The context of F.M. 2154 was specifically discussed numerous times with the resource team and with the larger planning area-wide group. The context would have some bearing on the potential for ROW acquisition and possible impacts to existing business to the east of F.M. 2154. Currently, F.M. 2154 parallels UPRR. As part of the annexation of Wellborn the City hired a land surveyor to do title searches and survey the area that was annexed. In that effort it was identified that the current location of F.M. 2154 resides entirely on ROW that belongs to UPRR. TxDOT is aware that any future project for F.M. 2154 would involve negotiations with UPRR.

By providing direction and opinions on roadway context and by ensuring land uses would not generate traffic beyond a need for additional capacity beyond the four lanes in the Thoroughfare Plan, TxDOT (see Roadway Capacity discussion) will be better situated in those negotiations with UPRR. With the understanding of ROW width implications the general feeling of the neighborhood resource team and Wellborn area-wide citizens was that a hybrid solution should be explored, one that would provide for the rural context and yet minimize ROW acquisition with minimal impact to existing business. Part of that hybrid would be no sidewalks or bike lanes and the potential for curb and gutter with an underground storm sewer system to negate the need for roadway ditches to minimize ROW acquisition.

Thoroughfare Plan Modifications

The City of College Station Neighborhood and District planning efforts enables fine tuning of the City's Land Use Plan and Thoroughfare Plan. This is based upon discussions, and analysis with the neighborhood resource team and the planning area residents (see **Map 3.3 - Thoroughfare Plan Version 1, Map 3.4 - Thoroughfare Plan Version 2** and **Map 3.5 Proposed Thoroughfare Context**).

The following changes are based on resident's input and their input on mobility has been analyzed:

- McCullough Road functional classification changed from a major collector to a minor collector. The difference between a minor collector and a major collector would entail eliminating a continuous center left turn lane, and reduction in roadway capacity. McCullough Road's context would be rural.
- Removal of the proposed thoroughfare that runs north and south between McCullough Road and Greens Prairie Road from the Thoroughfare Plan.
- Add Live Oak Street to the Thoroughfare Plan and convert from a local residential street to a minor collector providing "back-age" road access and bike lanes and sidewalks or multi-use path to business along the east side of F.M. 2154. (See bike/pedestrian discussion)
- Relocate the four lane minor arterial that ran east and west and located to the west of UPRR to run along the north property line that it split in two. Because the land uses west of F.M. 2154 are proposed to remain rural with a minimum of one acre lots, the classification of the roadway has been downgraded from a four lane minor arterial to a major collector. A major collector would consist of two travel lanes in each direction with a continuous center left turn lane.
- Reclassify the thoroughfare on the south property line of the same property mentioned above from a minor collector to a major collector to ensure the capacity of the transportation network not be compromised by re-classifying the four lane minor arterial to a major collector.
- Finally, the re-location of the existing railroad crossing at South Dowling Road and F.M. 2154 to F.M. 2154 and Greens Prairie Road. Currently the approach to the railroad crossing meanders and provides very little queuing space on the west

side of F.M. 2154. On the east side of F.M. 2154 the approach is short and ends at Live Oak Street. By relocating the railroad crossing, the approaches would be longer and the crossing would be part of a longer corridor, (see **Map 3.3 - Thoroughfare Plan Version 1**). This change would require negotiations with UPRR. Thoroughfare Plan Version 2 would keep the railroad crossing in its current location if negotiations with UPRR are not fruitful; (see **Map 3.4 – Thoroughfare Plan Version 2**).

The changes in the Thoroughfare Plan would be implemented (constructed) by development as it occurs or by the City in the future. Short term, mid-term and long term City or TxDOT projects are discussed in the implementation chapter, and are based on dialogue and analysis through this planning process, with Wellborn area residents', issues and concerns. Furthermore, Brazos County will be developing a Thoroughfare Plan for areas outside of both Bryan and College Stations incorporated areas. Potential tweaks to thoroughfares or UPRR crossings could be part of the County effort. City of College Station staff will be part of the coordinated study to ensure this planning effort is incorporated into the County's endeavor.

Roadway Capacity

One of the major discussion items that occurred as part of the planning process was the future of F.M. 2154. F.M. 2154 is a TxDOT facility, and immediately north of the Wellborn Community TxDOT has recently completed an upgrade of that facility to a six lane suburban context roadway that included a raised median, curb and gutter, an underground storm sewer system and sidewalks. The existing section of F.M. 2154 along the planning study area consists of a two lane farm to market roadway. The City's current Thoroughfare Plan designates the section of F.M. 2154 through the study area as a future four lane major arterial, (see **Map 3.1 Existing Thoroughfare Plan**). For the future F.M. 2154 to not need to be upgraded beyond the four lanes proposed in the City's Thoroughfare Plan, the future capacity of the roadway had to be analyzed. A comparison was made as part of the analysis to the future land uses proposed and the trips generated by those land uses, (see **Appendix B- Roadway Capacity Analysis**) for analysis details.

The primary concern was that along F.M. 2154 significant small scale commercial would be proposed that would generate trips beyond the roadway capacity of the future four-lane F.M. 2154. The small scale commercial land use would be the highest trip generator proposed in the area. The rural/estate single family designations with one acre lots or greater would generate a small portion of the trips generated by the proposed land uses. As part of the land use discussion with the neighborhood resource team, thresholds were calculated to reflect the number of acres of small scale commercial F.M. 2154 could accommodate with its four lane major arterial configuration. Approximately 60 acres was determined to be the maximum small scale commercial that F.M. 2154 could accommodate and keep Levels of Service (LOS) acceptable. The final discussion revolved around how much growth in the Wellborn planning

Level of Service (LOS) is a measure of effectiveness that is based on volumes versus capacity. The scale ranges from LOS A to LOS F, with LOS A being the best LOS (free flow traffic) and LOS F being the worst LOS (bumper to bumper traffic). 2/3rds of the roadways capacity is LOS D, which is an acceptable LOS.

area could occur before TxDOT would be forced to upgrade F.M. 2154 to its four-lane major arterial configuration.

Thresholds were also calculated for this scenario; (see **Appendix B-Roadway Capacity Analysis**). Based on existing traffic and the current configuration of F.M. 2154 an additional 11,968 vehicles per day (vpd) can be accommodated. It will be important to monitor future traffic based on development in the area, and coordination with TxDOT and the Bryan College Station Metropolitan Planning Organization to plan and program the expansion of F.M. 2154.

F.M. 2154 Safety Issues

With many opportunities for public input, one major theme, safety, was mentioned several times. The issue became prevalent with the opening of the new elementary school located at the corner of Royder Road and Greens Prairie Trail. With F.M. 2154 being the major north and south corridor motorists are having trouble making left and right turns at F.M. 2154 and Greens Prairie Trail for their commute eastbound to the new elementary school. As part of the permit process for the new elementary school College Station ISD submitted a traffic impact analysis. The analysis indicated a traffic signal was not warranted at the intersection in question. However, with the amount of comment through this planning process another look at this intersection is recommended. Along with a new signal warrant analysis, the feasibility of adding a dedicated left turn and a dedicated right turn should be explored. Coordination with TxDOT will also be recommended.

A warrant or engineering study is used to analyze and provide justification for all traffic control signals and multi-way stop controls at intersections. As part of these studies, traffic conditions, pedestrian characteristics, and physical characteristics of the location are examined. In order to justify a traffic control signal the following factors are considered: eight-hour vehicular volume, four-hour vehicular volume, peak hour, pedestrian volume, school crossing, coordinated signal system, crash experience, and the roadway network.

BICYCLE & PEDESTRIAN MOBILITY

Bicycle and pedestrian connectivity is part of a multi-modal transportation network allowing for the movement of people to and through areas as an alternative to vehicular travel. In addition to promoting health and wellness, these non-vehicular modes of travel can help reduce overall vehicle miles traveled, congestion, pollution, and the costs associated with roadway expansion. In the most recent effort to improve bicycle and pedestrian mobility, the City adopted the Bicycle, Pedestrian, and Greenway Master Plan in 2010. That plan identified and prioritized improvements to the existing City-wide systems to enhance and encourage multi-modal transportation.

Due to the rural character of Wellborn and its history of being outside the City limits, bicycle and pedestrian facilities are almost non-existent. These facilities were neither required nor installed at the time of development. Streets within the planning area have open ditches on each side, narrow pavement widths, and in some cases consist of a gravel surface.

Discussions with the Resource Team and larger planning area tended to focus on maintaining a rural character, with open ditch street sections. In parts of the planning area with higher densities (generally east of the railroad), residents saw the need to accommodate bicyclists and pedestrians. This is due in large part to having large residential subdivisions just outside the planning area, the existing commercial development along F.M. 2154, the existing elementary school, planned future schools and nearby park/community center.

Types of Facilities

Bicycle and pedestrian facilities can include a variety of items. The following define the various types of bicycle and pedestrian facilities that are utilized or are currently proposed for the Central College Station neighborhood:

Bike Lane - a designated part of the roadway that is striped, signed, and has pavement markings to be used exclusively by bicyclists.

Bike Route - a roadway that is shared by both bicycles and motor vehicles. Wide outside lanes and shoulders can serve as bike routes with signage.

Sidewalks - walkways alongside roads, typically five to eight feet wide, for pedestrians.

Additional bicycle and pedestrian facilities include crosswalks, ramps, medians, signage, shelters and signals. These items all contribute to the overall identification, accessibility and safety of bicyclists and pedestrians.

Bicycle and Pedestrian Plan Modifications

The following changes are proposed to the existing Bicycle, Pedestrian and Greenways Master Plan (See **Map 3.6 Proposed Bicycle Plan** and **Map 3.7 Proposed Pedestrian Plan**):

- Add a sidewalk along Live Oak Street from Greens Prairie Road West to McCullough Road. This sidewalk would provide access to the commercial areas along F.M. 2154 and connect to the planned sidewalk along Royder Road that will extend to Greens Prairie Elementary.
- Add a bike route along Live Oak Street from Greens Prairie Road West to McCullough Road. This route will provide access to the commercial areas along F.M. 2154 and connect to the planned bike lanes along Greens Prairie Road West and Royder Road.
- Remove planned sidewalks along I&GN Road and South Dowling Road. This is due to the rural street context, proposed low density residential uses (1-acre +) and the desire to maintain a rural character west of the railroad.
- Remove planned sidewalk and bike lane along McCullough Road. The thoroughfare context is proposed to change to rural and as such would not accommodate sidewalks or bike lanes.

- Remove planned sidewalk and bike lane from Greens Prairie Road West to McCullough road. The thoroughfare, which would have included sidewalks and bike lanes, is proposed to be removed from the thoroughfare plan.
- Change proposed bike lanes along South Dowling Road and I&GN Road to bike routes. This is due to the proposed rural thoroughfare contexts, which would not accommodate bike lanes.
- Remove designated bike route along F.M. 2154 from William D. Fitch Parkway to Greens Prairie Trail, but explore opportunities for bike accommodations when the roadway is widened.

Area Transit

The Wellborn Community has access to one transit service, which is operated by the Brazos Transit District (The District). The District provides fixed route, para-transit and demand service throughout the City. However, there are no fixed routes within the Wellborn planning area at this time and given the planned low density rural nature of the area, is unlikely to change in the future.

INFRASTRUCTURE MAINTENANCE & IMPROVEMENTS

Street Maintenance

Street maintenance within the Wellborn planning area is provided by three separate entities: the City's Public Works Department, Brazos County Road & Bridge, and the Texas Department of Transportation (TxDOT). Streets that are the maintenance responsibility of Brazos County or TxDOT include the following: F.M. 2154, Capstone Drive, I&GN Road, Koppe Bridge Road, and a portion of Greens Prairie Trail.

As mentioned in the **Appendix A - Existing Conditions** and as part of the annexation service plan, the City is responsible for maintaining public roads and streets at a level comparable to the maintenance prior to annexation. These services include emergency pavement repair and preventative street maintenance.

At the City level, regular evaluation of streets are conducted with each street given a rating based on a variety of criteria, such as cracking and potholes. When a street falls below an acceptable rating (85), the street is programmed for maintenance. Typically these repairs consist of filling pot holes and providing a seal coat.

Capital Improvements in the Wellborn Planning Area

For infrastructure improvements requiring funding above what can be supported by the City's general operating budget, the City of College Station has a multi-year Capital Improvement Plan that addresses infrastructure needs. These projects are typically funded through General Obligation Bonds (GOB), which are authorized by voter approval in a bond authorization election or Certificates of Obligation (COs),

Maintenance of Public Roads and Streets – As part of the annexation service plan, the City will within two and one-half (2-1/2) years of the effective date of annexation (4/14/2011), provide a two course seal coat for the following gravel roads and streets:

- McCullough Road
- Church Street
- Madison Street
- Live Oak Street
- Royder Road

GOAL, STRATEGIES, AND ACTIONS FOR THE WELLBORN COMMUNITY

The **Mobility Goal** for the Wellborn Community is to *promote a multi-modal transportation network that responds to the low density, rural context of the community*. Strategies have been developed to progress toward this goal. Each strategy has a series of action recommendations designed to implement the strategy.

Strategy M1 – Maintain the rural character and context of existing streets in the Wellborn Community, where possible.

- **Action M1.1 (Thoroughfare Plan Amendments)** – Amend the Thoroughfare Plan as follows:
 - Designate Live Oak Street as a minor collector (General Suburban context). This street will connect McCullough Road to Royder Road and provide a parallel street to F.M. 2154.
 - Remove the connection from Greens Prairie Road West to McCullough Road.
 - Reclassify McCullough Road from a major collector to a minor collector (Rural context).
 - Reclassify Barron Cut-off Road from a major collector to a minor collector (General Suburban context).
 - Realign the planned thoroughfare west of South Dowling Road to straddle the property line on the north side of the tract.
 - Reclassify the planned thoroughfare west of South Dowling Road from a four lane major arterial to a major collector (Rural context).
 - Reclassify the planned Greens Prairie Road extension west of F.M. 2154 from a minor collector to major collector (Rural context).

- Reclassify street contexts for F.M. 2154, McCullough Road, South Dowling Road, and Koppe Bridge Road to incorporate an appropriate rural street cross-section.
- **Action M1.2** – Maintain and rehabilitate streets identified on street inventory as funding permits.

Strategy M2 – Increase safety at intersections within and surrounding the Wellborn planning area.

- **Action M2.1** – Approach the railroad about relocating the crossing at South Dowling Road and F.M. 2154 to align with the intersection of Greens Prairie Road and F.M. 2154.
- **Action M2.2** – Evaluate intersections that merit further study for signalization or improved design for safety concerns. These include:
 - Intersection of South Dowling Road and F.M. 2154 (if relocation of intersection is not possible)
 - Intersection of Greens Prairie Trail and F.M. 2154

Strategy M3 – Coordinate public facility investment for street projects.

- **Action M3.1 (Coordinated Public Facility Investment)** – Prioritize capital projects for street rehabilitation and construction. These projects include the rehabilitation of Royder Road from Greens Prairie Road West to Greens Prairie Trail, rehabilitation and extension of Live Oak Street from Royder Road to McCullough Road, rehabilitate Greens Prairie Trail from F.M. 2154 to Greens Prairie Road, and rehabilitation of Greens Prairie Road West from F.M. 2154 to Greens Prairie Trail.

Strategy M4 - Partner with local agencies on transportation planning efforts.

- **Action M4.1** – Partner with the Metropolitan Planning Organization (MPO) to collect relevant traffic data.
- **Action M4.2** - Be part of Brazos County's effort in developing the County's Thoroughfare Plan and ensure this planning effort is incorporated into the County's endeavor.

Strategy M5 – Remove proposed pedestrian facilities from the Master Plan in areas with a rural context, and add facilities in areas proposed to have a suburban context.

- **Action M5.1** – Amend the proposed pedestrian facilities identified in the **Bicycle, Pedestrian, and Greenways Master Plan** as follows:

- Add sidewalks along Live Oak Street, from its intersection with McCullough Road and Greens Prairie Road West.
- Remove proposed sidewalk from the connection of Greens Prairie Road West and McCullough Road.
- Remove the proposed sidewalk along McCullough Road.
- Remove the proposed sidewalk along I&GN Road.
- Remove the proposed sidewalk along South Dowling Road.

Strategy M6 – Coordinate public facility investment on pedestrian improvements.

- **Action M6.1** – Install new sidewalks and associated crosswalks in compliance with the **Bicycle, Pedestrian, and Greenways Master Plan**. Timing of improvements will occur with road rehabilitation projects (Royder Road, Greens Prairie Road West, Live Oak Street).

Strategy M7 - Remove proposed bicycle facilities from the Master Plan in areas with a rural context, and add facilities in areas proposed to have a suburban context.

- **Action M7.1** – Amend the proposed bicycle facilities identified in the **Bicycle, Pedestrian, and Greenways Master Plan** as follows:
 - Add bike route along Live Oak Street, from its intersection with McCullough Road and Greens Prairie Road West.
 - Remove bike lanes along South Dowling Road and change to bike route.
 - Remove bike lanes along I&GN Road and change to bike route.
 - Remove bike lanes along McCullough Road.
 - Remove bike route along F.M. 2154, but explore opportunities for bike accommodations when road is widened.
 - Remove proposed bike lanes from the connection of Greens Prairie Road West to McCullough Road.

Strategy M8 – Coordinate public facility investment and maintenance for bicycle improvements.

- **Action M8.1** – Stripe, mark, and sign bike lanes and routes in compliance with the **Bicycle, Pedestrian, and Greenways Master Plan** and the Manual on Uniform Traffic Control Devices. Timing of improvements will take place with road rehabilitation projects.
- **Action M8.2** – Provide continued maintenance of roadways, markers, and signage for bicycle transportation network.

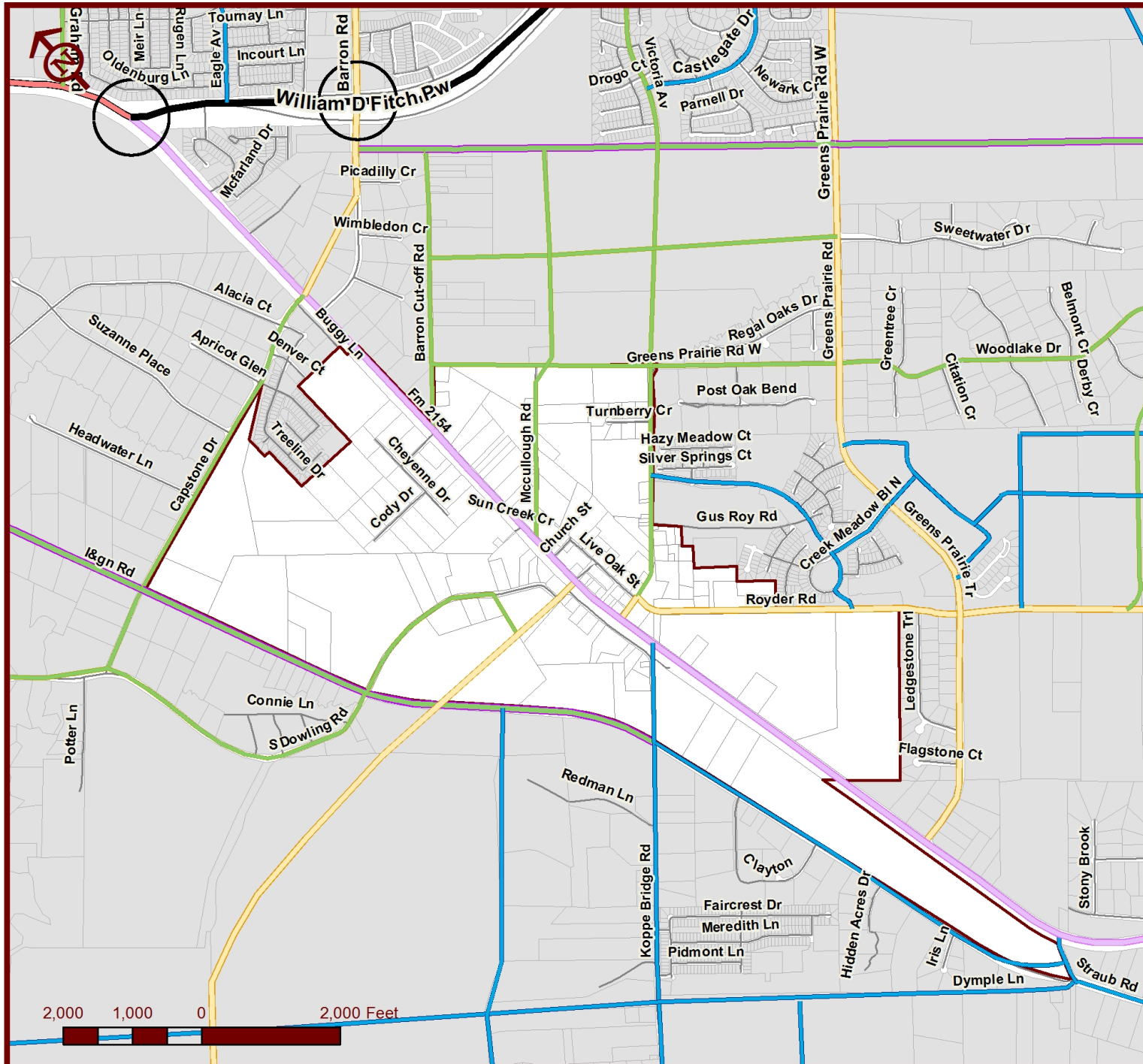
Strategy M9 - Find alternative funding sources to facilitate bicycle and pedestrian improvements.

- **Action M9.1** – Utilize grant sources such as Safe Routes to School and Texas State Wide Enhancement Programs, to expand funding opportunities beyond the general fund and bonds.

Wellborn Community Plan

Map 3.1

Existing Thoroughfare Plan



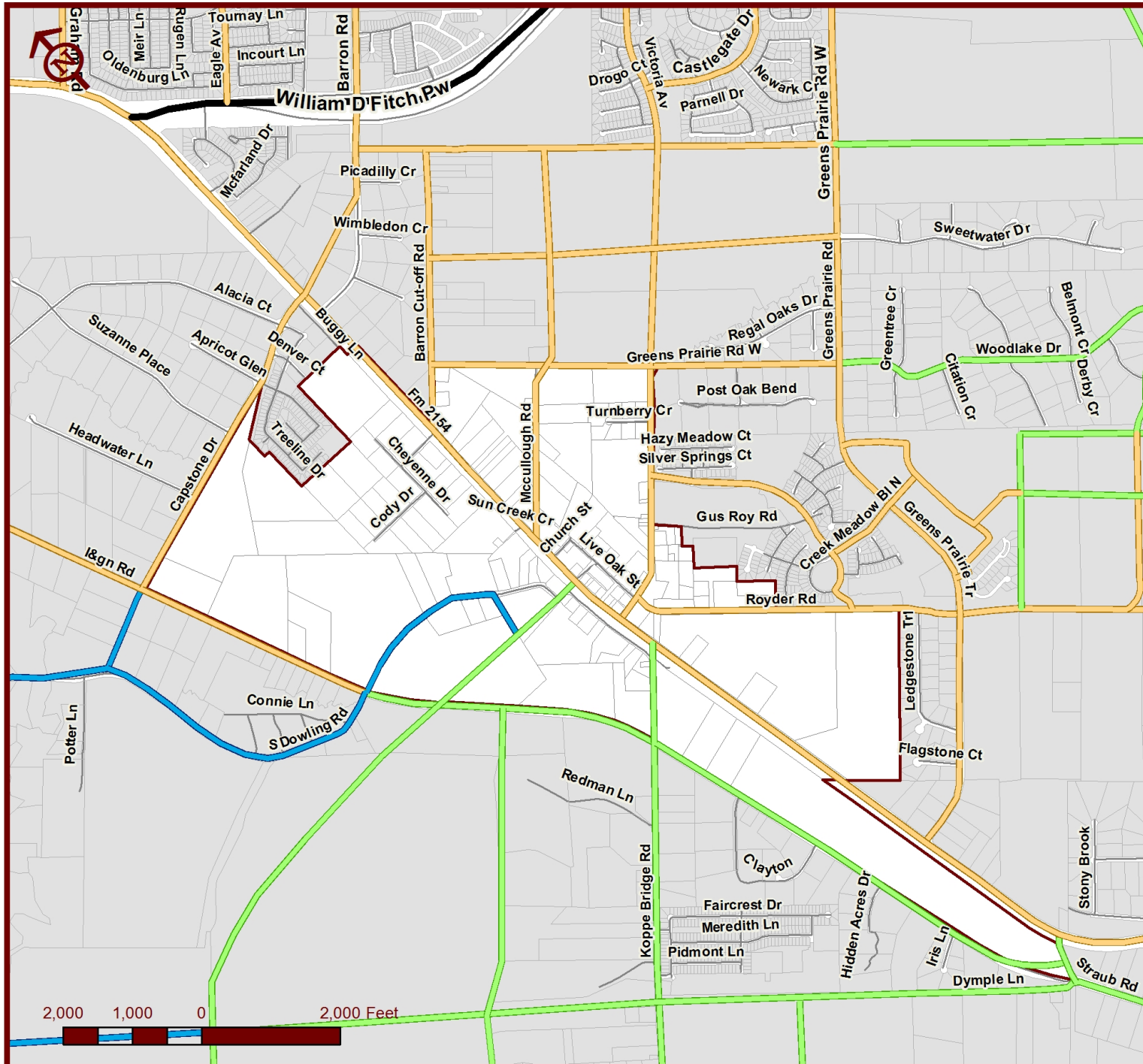
Thoroughfare Plan

- Grade Separation
- Freeway/Expressway
- 6 Lane Major Arterial
- 4 Lane Major Arterial
- 4 Lane Minor Arterial
- 4 Lane Major Collector
- 2 Lane Major Collector
- 2 Lane Minor Collector
- Planning Area

Wellborn Community Plan

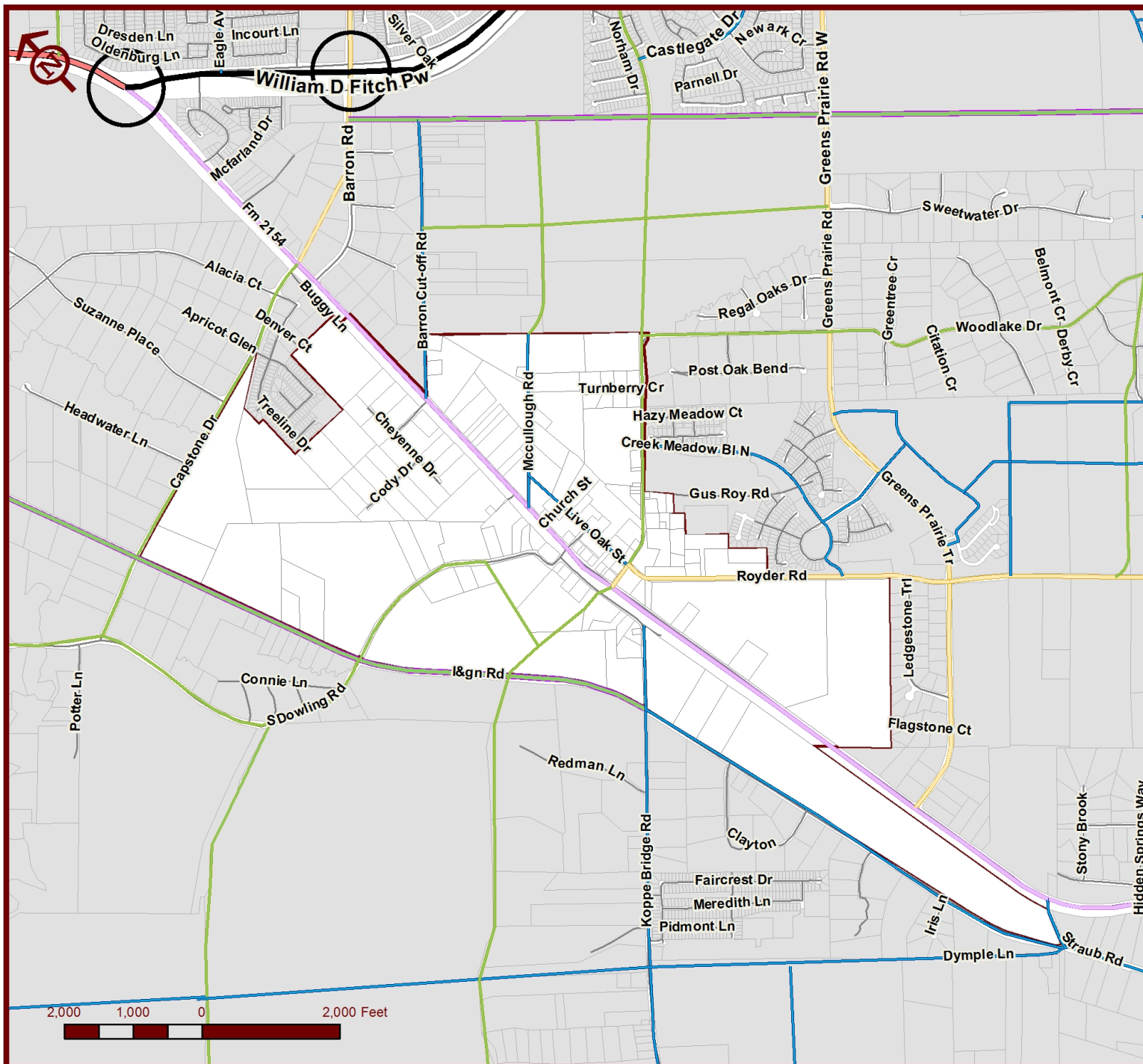
Map 3.2

Existing Thoroughfare Plan Context



Thoroughfare Plan - Context

- Highway
- Mixed Use Urban
- Urban
- Restricted Suburban
- General Suburban
- Estate/Rural
- Planning Area



Wellborn Community Plan

Map 3.3

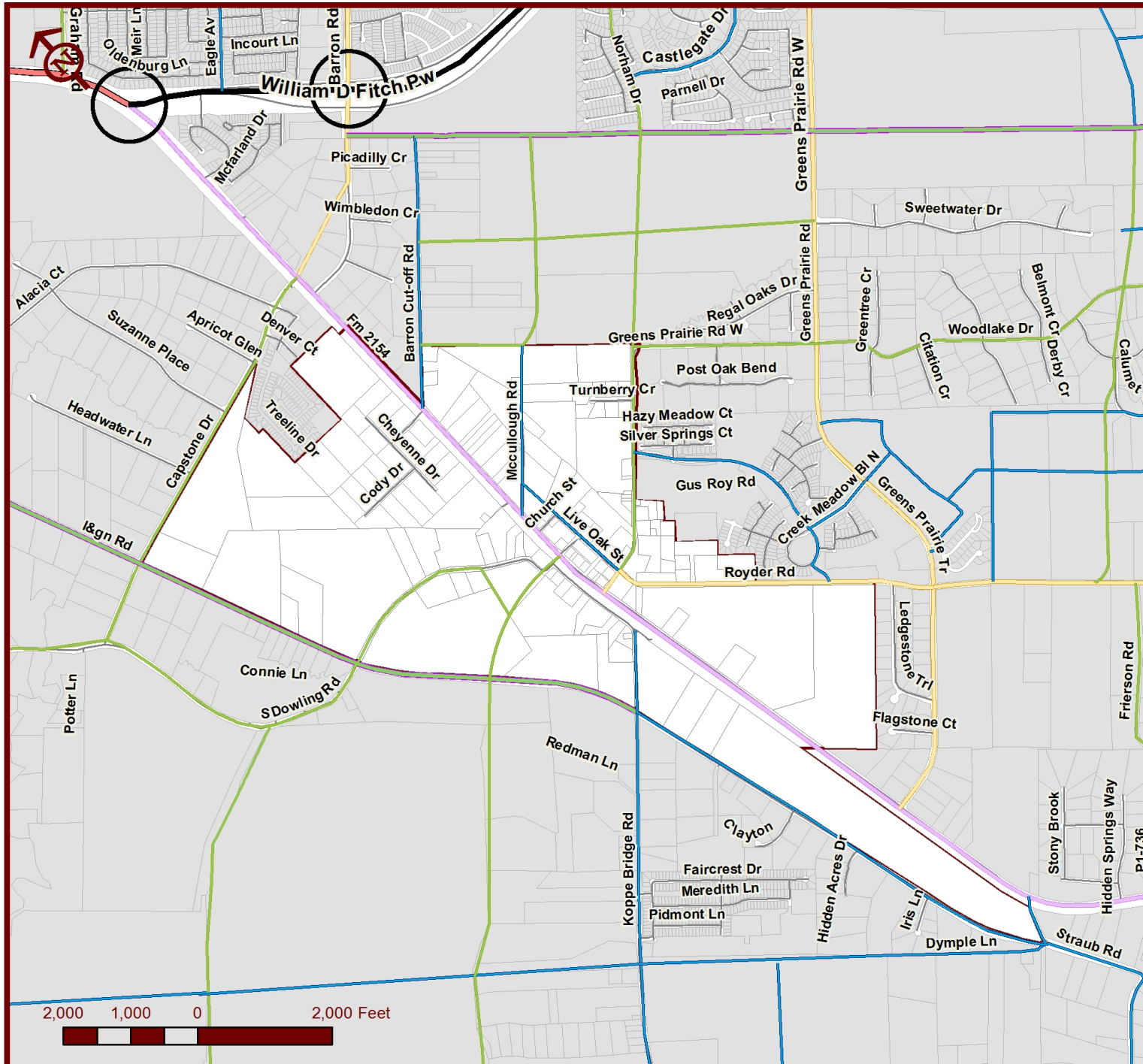
Proposed Thoroughfare Plan Version 1

- Grade Separation
- Freeway/Expressway, Existing
- 6 Lane Major Arterial, Existing
- 4 Lane Major Arterial
- 4 Lane Minor Arterial
- 4 Lane Major Collector
- 2 Lane Major Collector
- 2 Lane Minor Collector
- Planning Area

Wellborn Community Plan

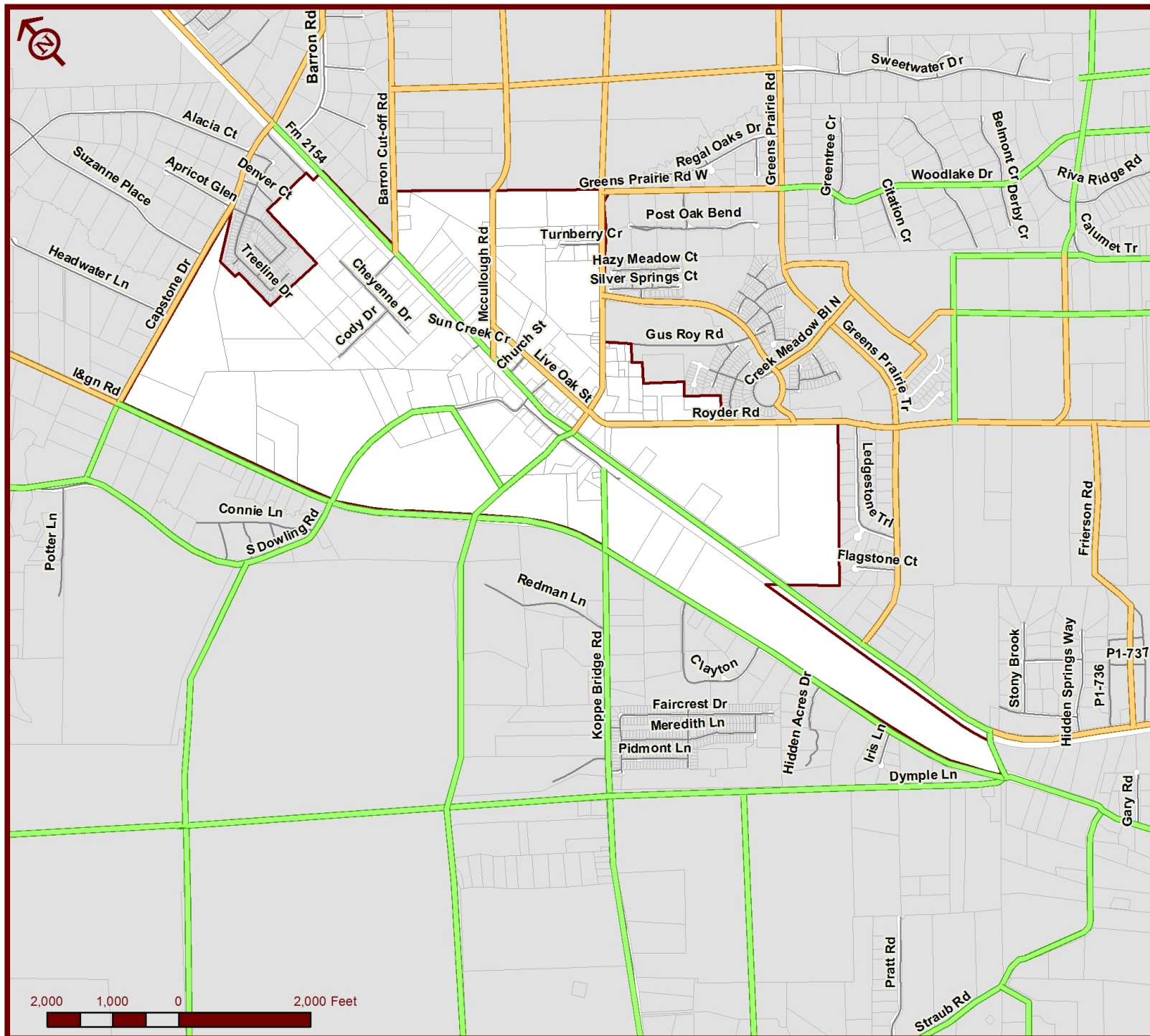
Map 3.4

Proposed Thoroughfare Plan Version 2



Thoroughfare Plan Versions 2

-  Grade Separation
-  Freeway/Expressway, Existing
-  6 Lane Major Arterial, Existing
-  4 Lane Major Arterial
-  4 Lane Minor Arterial
-  4 Lane Major Collector
-  2 Lane Major Collector
-  2 Lane Minor Collector
-  Planning Area



Wellborn Community Plan

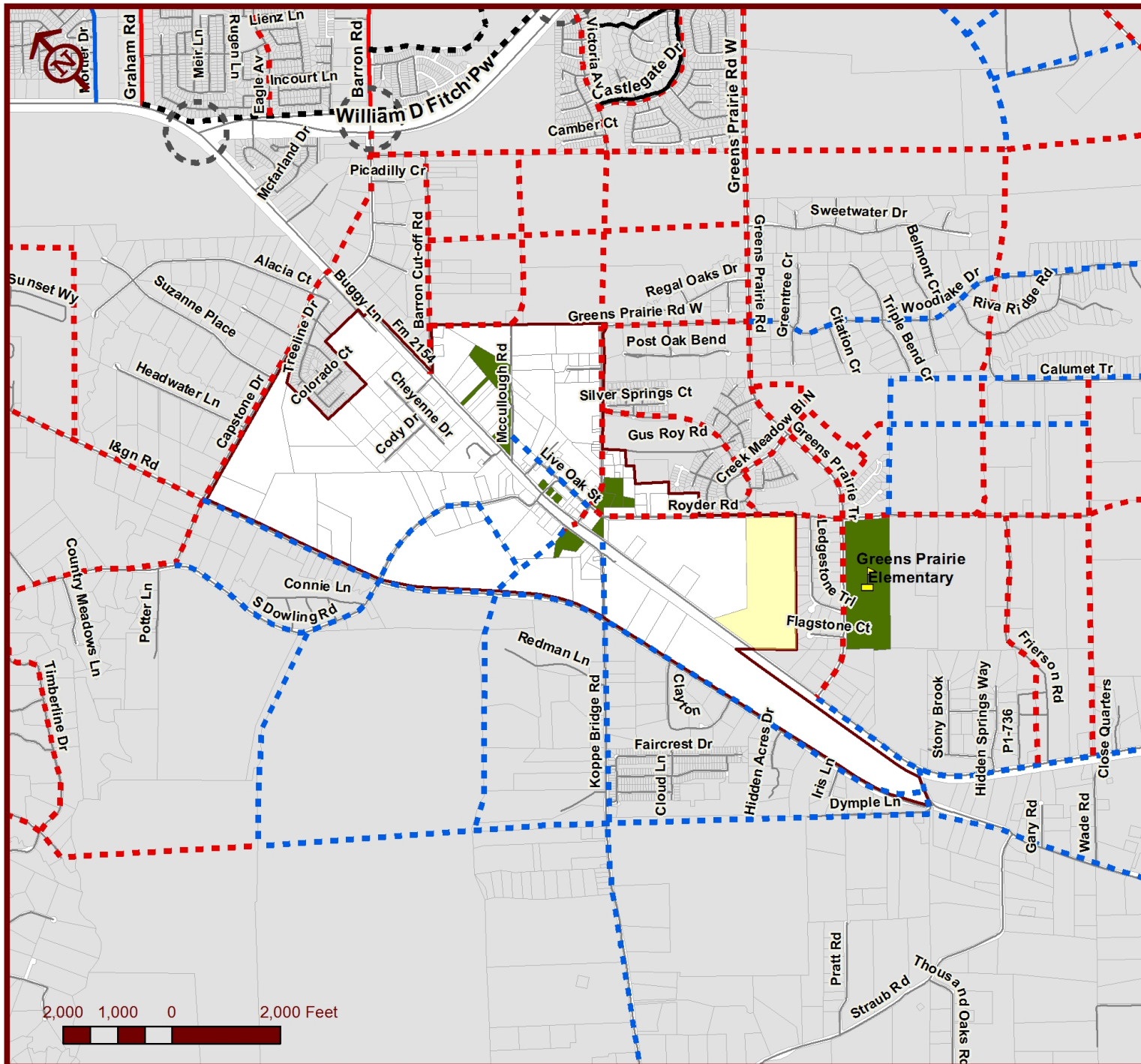
Map 3.5

Proposed
Thoroughfare Plan
Context - Version 1

Wellborn Community Plan

Map 3.6

Proposed Bicycle Plan

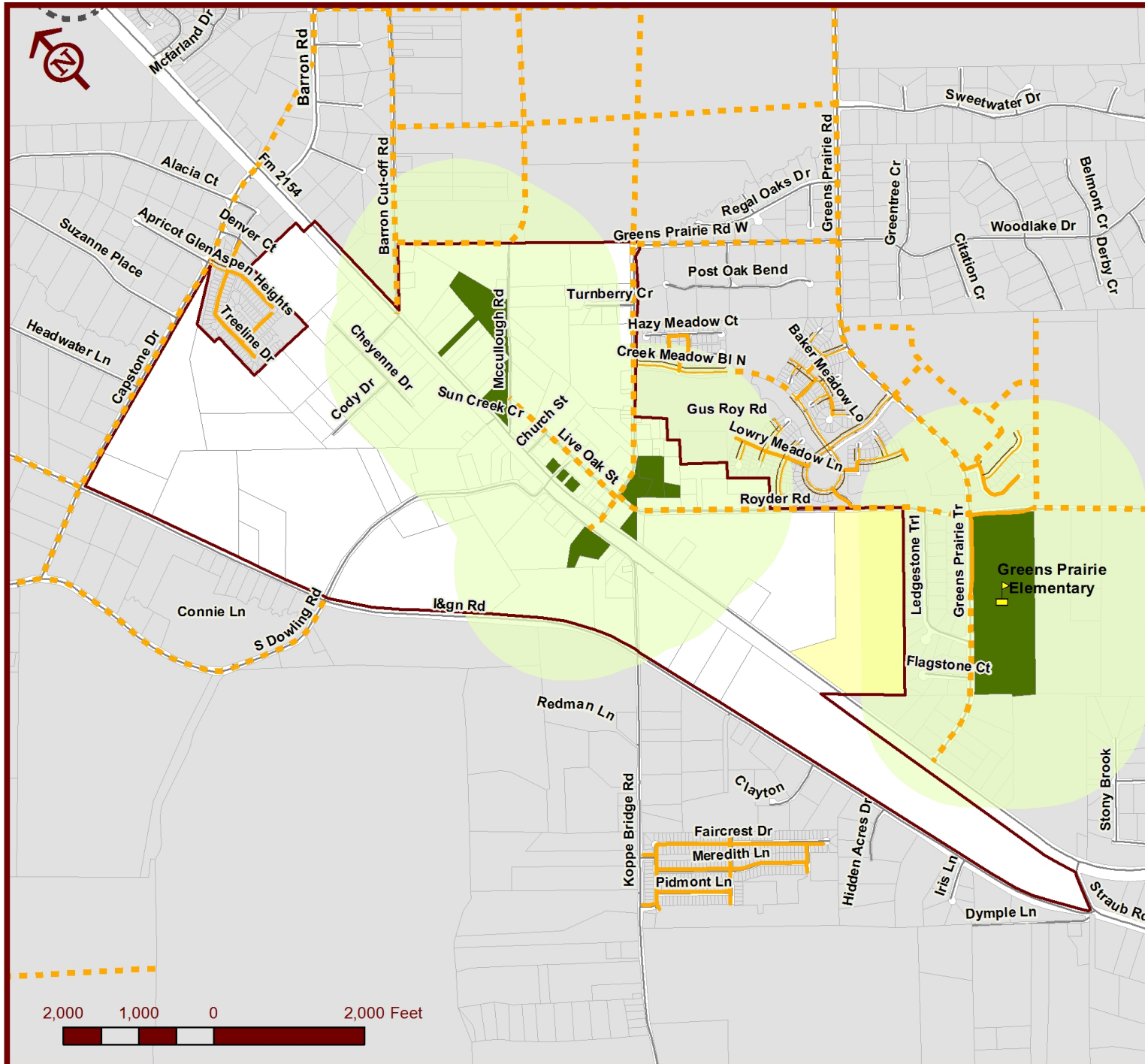


- Bike Lane Existing
- - - Bike Lane Funded
- - - Bike Lane Proposed
- Bike Route Existing
- - - Bike Route Proposed
- Multi-use Path Existing
- - - Multi-use Path Funded
- - - Multi-use Path Proposed
- Grade Separation Existing
- - - Grade Separation Funded
- - - Grade Separation Proposed
- Future School Site
- Neighborhood Centers
- Planning Area

Wellborn Community Plan

Map 3.7

Pedestrian Plan



- Sidewalk Existing on One Side
- Sidewalk Existing on Both Sides
- Sidewalk Funded
- - Sidewalk Proposed
- Multi-use Path Existing
- Multi-use Path Funded
- - Multi-use Path Proposed
- Grade Separation Existing
- Grade Separation Funded
- - Grade Separation Proposed
- Neighborhood Centers
- Future School Site
- Walking Radius 1,500 feet
- Planning Area

IMPLEMENTATION

4

The long term success of the Wellborn Community Plan requires the commitment of the City and the community to promote the goals of this Plan. This can only be accomplished through an understanding of what is required to implement and achieve all of the goals, strategies, and action items outlined in this Plan. This chapter sets the course for how to turn recommendations from the various chapters into reality to generate change over the next six to ten years. It outlines the timeframe; establishes implementation responsibilities and administration; determines possible funding sources; and sets the framework for evaluation procedures for the Plan as it progresses.

Timeframe

The Wellborn Community Plan is anticipated to be implemented over a seven to ten year time frame. The plan implementation is broken down into three time frames - short term (1 to 3 years), mid-term (3 to 6 years), and long term (6 to 10 years). Additionally, there are some items in the Plan that may not be completed before the end of the planning horizon. Where strategies are sequential, they were prioritized in relative chronological order. Due to budget constraints, emphasis was made to make prioritization for the short term projects on items that can be achieved with existing resources. **Figure 4.1, Complete Task List** summarizes the strategies in table form with a proposed implementation schedule. This list will be evaluated annually as part of the on-going review and evaluation of the plan, and reflects only those tasks underway in the current implementation period of the plan.

Implementation and Coordination Roles

Collaboration will need to occur on a number of levels to accomplish what is recommended in this Plan. Outlined are several partners and the types of actions in which they should participate.

City Council will take the lead in the following areas:

- Adopt and amend the Plan by ordinance after receiving recommendations from the Planning and Zoning Commission;
- Support and act as champions for the Plan;
- Adopt new or amended ordinances and regulations to implement the Plan;
- Consider and approve the funding commitments that will be required to implement the Plan;
- Provide final approval of projects and activities with associated costs during the budget process;
- Adopt and amend policies that support and help implement the Plan; and
- Provide policy direction to the Planning and Zoning Commission, other appointed City boards and commissions and City staff.

Planning and Zoning Commission will take the lead in the following areas:

- Adopt, amend or modify the Plan for subsequent approval and adoption by the City Council;
- Recommend changes in development code and the zoning ordinance to the City Council that reflects the Plan's goals, strategies, and action items; and
- Review applications for consistency with this Plan and the Comprehensive Plan that reflect the Plan's goals and strategies.

Area Organizations will take the lead in the following areas:

- Support and act as champions for the plan;
- Promote new and existing programs to their constituents;
- Communicate news and other information about projects and the Plan to their constituents;
- Develop and carry-out neighborhood improvement projects consistent with this Plan;
- Assist in monitoring the plan, and participate in the annual review process of the plan;
- Maintain and expand organization membership and resident involvement; and
- Assist Staff in developing new training, programs, and project opportunities to implement the plan

City Staff will take the lead in the following areas:

- Manage day-to-day implementation of the Plan, including periodic coordination through an interdepartmental Plan implementation committee;
- Support and carry out capital improvement and public works project efforts and programming;
- Manage the drafting of new or amended regulations and ordinances that further the goals of the Plan;
- Conduct studies and develop additional plans;
- Review development applications for consistency with this Plan and the Comprehensive Plan;
- Administer collaborative programs and ensure open channels of communication with various private, public, and non-profit implementation partners; and
- Maintain an inventory of potential Plan amendments as suggested by City staff and others for consideration during annual and periodic Plan review and updates to the Planning and Zoning Commission, and City Council.

Funding

The availability of funding will play an integral role in the success of the Plan. Due to current budget constraints, an emphasis was placed on developing strategies that can be implemented largely with existing Staff and financial resources; however, implementing these strategies has an overall cost that could impact other programs and responsibilities.

Some strategies will have additional costs to implement, and estimated costs are provided in **Figure 4.1, Complete Task List**. The primary sources for funding opportunities are outlined below:

- **General Fund** - The most common source of funding for municipalities is through the General Fund. This fund consists of a collection of property taxes, sales taxes, fines, and fees. This fund usually covers the day to day operational needs of the City such as salaries, supplies, etc.
- **Capital Projects Fund** - Capital project funds typically help maintain, improve, or construct new infrastructure such as streets, parks, trails, other public facilities, and associated land acquisition. This fund typically consists of debt service funds (general obligation bonds) and special revenue funds (like Drainage Utility District funds) as described below.
- **General Obligation Bonds** - This is a municipal bond approved by voter referendum that is secured through the taxing and borrowing power of a jurisdiction. It is repaid by levy through a municipal pledge. Bonds can be used for land acquisition and/or construction of facilities. Some communities pass referendums specifically for open space, watershed protection, and trail projects. Street, bicycle, pedestrian, and greenway projects are typically implemented through this funding source.
- **Drainage Utility District** - The City currently uses the existing revenue from the drainage utility fee for capital construction projects that improve drainage. It is a flat fee system and can be used for acquisition and maintenance of floodways and floodplains in areas that are directly affected by drainage-related problems. Funds are currently used for minor unscheduled drainage projects that arise throughout the year.
- **Sidewalk Fund** - This mechanism allows for funds that would otherwise go to the construction of a sidewalk in a developing area, where it may not be fully utilized by the public, to go instead into a fund for the maintenance or construction of sidewalks in that area of the City.
- **State and Federal Governments/Grants** - Funding opportunities from the state and federal government are also available, particularly in the areas of transportation and the environment. These funds are primarily available through grants, but may also be through specific budget appropriations. Often, grant funding includes local matching requirements. Included in this funding source is Community Development Block Grants (CBDG) funds. A portion of the Wellborn area is eligible for this funding source.

Overall, the estimated additional cost of implementing the Plan (which includes already planned street improvements) is approximately \$24 million. The primary cost of implementation is based on construction costs for transportation infrastructure such as the rehabilitation or extension of streets, construction or retrofit of bike lanes, bike routes and sidewalks, and other traffic safety studies or projects.

Administrative Costs

Currently, the administration of the plan can be absorbed into the existing organization, but as more neighborhood, district, and corridor plans are completed, additional staffing will be necessary to properly manage the additional programming that is recommended in this and other similar plans.

Tasks

The Wellborn Community Plan contains recommendations for 19 different tasks. **Figure 4.1, Complete Task List** delineates the specific tasks and provides an implementation schedule along with estimated costs, and potential funding sources. Additionally, if funding is not readily available, particular actions may not be implemented, which in turn impacts the ability to achieve the stated goals of this Plan.

Ongoing Evaluation

As part of any planning process, ongoing evaluation must be incorporated into the implementation program. Continued evaluation of conditions and opportunities in a neighborhood allows a plan to adapt and remain relevant over the course of the Plan's life. Successful evaluation incorporates the establishment of descriptive indicators that track the efficacy of the proposed tasks, understanding changed conditions, and potential reprioritization of tasks and funding based on the findings of the evaluation.

To ensure the ongoing relevance of the Wellborn Community Plan, the Plan should be evaluated annually as part of the annual Comprehensive Plan review. Plan updates should include the following components:

- Updated existing conditions;
- Progress toward reaching goals, as determined through specific indicators;
- Report on any completed tasks;
- Status update of all tasks underway for the current implementation period;
- Outline of remaining tasks scheduled the remainder of the current implementation period;
- Potential changes to costs; and
- Recommendations for changes in implementation schedule or task list.

As part of the annual evaluation, area representatives, the Planning and Zoning Commission, and the City Council should be involved in the review of the Plan.

Fig. 4.1 Complete Task List

Chapter	Section	Area	Action Number	Action	Implementation Schedule				Implementation and Coordination Roles					Funding				
					Short (1-3 years)	Mid (3-6 Years)	Long (6 - 10 Years)	Beyond Plan	City Department	City Boards	Neighborhood Organization	External Partners	Assistance from a Consultant	Additional Est. Cost	Source			
															General Fund	Capital Budget	Other Governments	Grants
2: Community Character	Land Use		CC1.1	Amend the Comprehensive Plan					PDS	P&Z-CC				-				
	Zoning		CC2.1	Create Wellborn Residential Zoning Districts to implement proposed land uses					PDS	P&Z-CC				-				
			CC2.2	Create Wellborn Commercial Zoning District to implement proposed land use					PDS	P&Z-CC				-				
			CC2.3	Create Wellborn Business Park Zoning District to implement proposed land use					PDS	P&Z-CC				-				
			CC3.1	Create design standards for Wellborn Commercial Zoning District					PDS	P&Z-CC				-				
	Image Corridor		CC3.2	Pursue rezoning of existing developed properties					PDS-PW	CC				-				
			CC4.1, CC4.2	Create identification & notification package for Gateway elements					PDS-PW	CC				\$11,000-\$44,000		X		X
	Code Enforcement		CC5.1	Track code enforcement and property maintenance case activity					PDS	-				-				
3: Mobility	Thoroughfares		M1.1	Amend the Thoroughfare Plan					PDS	P&Z - CC				-				
			M1.2, M8.2	Coordinate with Public Works on Public Facility Maintenance					PW	CC				-	X			
			M2.1	Relocate S. Dowling & F.M. 2154 R.R. Crossing to align w/ Greens Prairie Road West					PW-PDS	CC		TxDOT/R.R.		\$1,437,200			X	
		M2.2		Conduct Intersection Study & Improvements: South Dowling Road and F.M. 2154					PW-PDS	-		TxDOT		\$187,000			X	
				Conduct Intersection Study and Improvements: Greens Prairie Trail and F.M. 2154					PW-PDS	-		TxDOT		\$281,700			X	
		M3.1		Rehabilitate Royder Road from Greens Prairie Road West to Greens Prairie Trail					PW-PDS	CC				\$5,518,139		X		
				Rehabilitate Greens Prairie Road West from F.M. 2154 to Greens Prairie Trail					PW-PDS	CC				\$6,586,339		X		
				Rehabilitate Greens Prairie Trail from F.M. 2154 to Greens Prairie Road					PW-PDS	CC		Brazos County		\$9,357,400		X		
				Rehabilitate Live Oak Street					PW-PDS	CC				\$839,421		X		
	Bike/Ped		M5.1, M7.1	Amend the Bicycles, Pedestrian, and Greenways Master Plan for Bike/Ped facilities					PDS	P&Z - CC				-				
		M8.1		Live Oak Street bike route signage					PW-PDS	CC				\$1,080		X		
				South Dowling Road bike route signage					PW-PDS	CC				\$2,280		X		
				Koppe Bridge Road bike route signage					PW-PDS	CC		Brazos County		\$840		X		
			M9.1	Identify opportunities to expand funding sources					PDS	-				-				

APPENDIX A

EXISTING CONDITIONS

A

As the City of College Station continues to grow, development pressure in the southern portion of the City is increasing and is beginning to encroach into the historic Wellborn Community. The Wellborn Community was annexed into the City of College Station in April 2011, becoming the City's oldest residential and commercial area. Little remains of the 1800's community, but the unique character of the area is an element that the residents and City officials have expressed a strong preference to retain.

The community of Wellborn was established in 1867 as part of a railroad construction camp of the Houston and Texas Central Railroad, and is thought to be named after General William W. Wellborn, a veteran of the War of 1812. With the expansion of the railroad north from Millican, Wellborn grew to include several businesses and a post office. By the late 1800's, over 800 people received their mail here. Today, the Wellborn Area, as exhibited in **Figure EC.1 Wellborn Planning Area**, has expanded beyond its origins as a railroad town to include a variety of housing types and businesses, while still maintaining elements of its rural heritage.

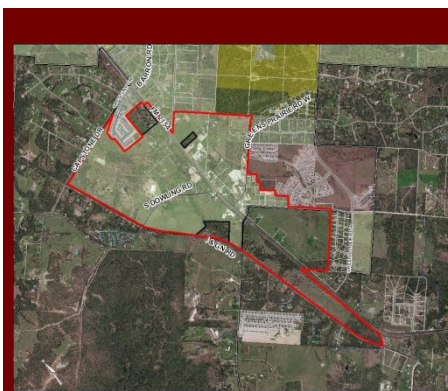


Figure EC.1 Wellborn Planning Area
Source: City of College Station (2013)

Demographics

The Wellborn area has seen moderate growth over the last decade, as shown in **Figure EC.2 Population**, and currently is comprised of approximately 300 residents, roughly 0.3% of the College Station population (based on Planning and Development Services population estimates from March 2012).

Year	Housing Units	Population
2000	85	209
2010	115	296

Figure EC.2 Population
Source: US Census Bureau

Age

Residents between the ages of 0-59 years of age make up approximately 83% of the total population in the Area. The age of the population is well distributed throughout this range with an average age for the Wellborn Area population being 38 years according to the 2010 US Census.

The Wellborn planning area has a much lower percentage of college-aged residents compared to the City as a whole. In 2010, 47% of the City's population was between the ages of 18 and 24, compared to 10% in the Wellborn Planning Area. In addition, approximately 17% of the Wellborn population consists of primary and secondary school-aged children, which is in contrast to less than 10% for College Station as a whole.

Zoning & Land Use

Zoning

The Wellborn area is primarily a mixture of low-density residential, agricultural, and commercial uses. The existing zoning is primarily a function of the recent annexation

in the area, as land is zoned A-O Agricultural-Open upon annexation into the City. **Figure EC.3, Zoning Designations** breaks down the zoning classifications of land in the Wellborn planning area. This includes areas that have signed non-annexation development agreements and areas that are still located in the City's extraterritorial jurisdiction. **Map EC.1, Existing Zoning** depicts the locations of these zoning districts within the planning area.

Zoning	Acres	%
A-O, Agricultural Open	647.63	69.70%
ETJ	245.61	26.43%
A-O (10-yr Non-Annexation Development Agreement)	35.9	3.86%
Total	929	100.0%

Figure EC.3 Zoning Designations
Source: City of College Station, P&DS (2013)

Comprehensive Plan

The City's most recent Comprehensive Plan was adopted in May of 2009 and created a focus on creating places of distinction. This includes the creation of unique planning districts and corridors, such as the Wellborn Community Area, which is identified on the Community Character Concept Map of the Comprehensive Plan. **Figure EC.4, Comprehensive Plan Designations** lists the land use classifications in the Wellborn area. **Map EC.2, Future Land Use & Character** illustrates the locations of those designations.

Comprehensive Plan	Acres	%
Rural	791.98	85.3%
Restricted Suburban	137.02	14.7%
Total	929	100.0%

Figure EC.4 Comprehensive Plan Designations
Source: City of College Station, P&DS (2013)

Non-conforming uses

Given the recent annexation of a majority of the Wellborn planning area, issues regarding non-conforming uses can be expected. This is due in part to land being zoned A-O Agricultural-Open upon annexation into the city and the lack of land use controls within the County. **Map EC.3, Zoning Conformance** identifies areas of non-conformity to zoning use regulations. The majority of property conforms to its current Comprehensive Plan designation; (See **Map EC.4, Future Land Use & Character Conformance** for uses that non-conforming based on the Comprehensive Plan).

Vacant Land

There are 39 parcels, or approximately 438.73 acres, identified as vacant within the Wellborn planning area. For the purposes of the plan, vacant properties are those identified by the Brazos County Appraisal district as being vacant and/or those that do not currently have structures placed upon them. This includes land identified as agricultural or ranch land. Of the vacant parcels that have been identified, two have been preliminary planned; Creek Meadows and

4-25-13 | APPENDIX A – EXISTING CONDITIONS

Wellborn Business Park. **Map EC.5, Vacant Property** depicts the locations of vacant property in the planning area.

Development Activity

Though subdivision of land has occurred in the Wellborn area since the mid-1800's, much of the land has not been formally platted. Within the last decade portions of the planning area have undergone the subdivision or platting of land (**Figure EC.5 Subdivisions**).

The following development has taken place in the last year within the Wellborn planning area:

Wellborn Business Park – A Preliminary Plan and subsequent Final Plat have been approved for one A-O lot along McCullough Road. In addition, as of March 2012 a site plan has been submitted for development of offices with warehouse/interior storage areas. This development began prior to annexation and as such is allowed to continue as such provided all applicable City requirements are met.

TDI Brooks International Center – A Final Flat and Site Plan for a 53-acre private industrial campus has been approved. This development includes several buildings and began prior to annexation. Development of this site is still underway.

Development activity from 2011-2012 within the planning area is listed in **Figure EC.6, Recent Development Activity**. Additionally, **Map EC.6, Development Activity** depicts the locations of recent development activity.

Neighborhood Integrity

Housing Data

The Wellborn area is primarily made up of a mixture of detached single-family residences, mobile homes, farm and ranchland, or some combination thereof. **Map EC.7, Existing Land Use** identifies the existing land uses by their state appraisal code. The average lot or parcel size, average property value, and total acreage for the existing land uses is listed in **Figure EC.7, Existing Land Use**.

Property Value

Residential property values, in general, are significantly higher for properties that contain a typical single-family detached residence as opposed to properties containing a mobile home. The average

Subdivision Name	Lots	Year of Last Plat
Wellborn Business Park	1	2012
TDI Brooks International Center	1	2012
Wellborn Landing	2	2009
The Gardens	2	2004
Turnberry Place	8	2001
Creek Meadows	2	2009
Benjamin Graham	3	2003
Shiloh	18	1970
A&M Super Storage	1	2008
Wellborn	Unknown	Unknown

Figure EC.5 Subdivisions

Source: City of College Station, P&DS (2013)

Name of Development	Type	Area	Land Use
Wellborn Business Park	Final Plat	4.1 ac	Office/warehouse/storage
Wellborn Business Park	Site Plan	4.1 ac	Office/warehouse/storage
TDI Brooks International Center	Final Plat	53.3 ac	Industrial Campus
TDI Brooks International Center Laboratory	Site Plan	51.7 ac	Industrial Campus
TDI Brooks International Center Office	Site Plan	51.7 ac	Industrial Campus

Figure EC.6 Recent Development Activity

Source: City of College Station, P&DS (2011-February 2013)

property value difference is roughly \$95,000 for single-family residences versus mobile homes. This difference is approximately \$90,000 on single-family residential ranchland versus mobile home ranchland. Some of these differences may be attributable to larger lot/parcel sizes or home sizes for single-family residences. (See **Figure EC.7, Existing Land Use**, on previous page). **Map EC.8, Single-Family Property Values** depicts the range of single-family property values in the Wellborn planning area.

The average commercial assessed value in the Wellborn planning area is \$537,549.

Existing Land Use	Avg Parcel/Lot Size	Avg Prop. Value	Total Acres	% of Planning Area
Single-Family Residential	1.96 ac	\$152,148	106.29	11.4%
Mobile Home	1.34 ac	\$56,870	12.06	1.3%
Single-Family Residential – Ranchland	9.37 ac	\$280,150	159.43	17.2%
Mobile Home – Farm/Ranchland	8.12 ac	\$190,938	40.61	4.4%
Farm / Ranchland	24.30 ac	\$341,569	340.24	36.6%

Figure EC.7 Existing Land Uses
Source: Brazos County Appraisal District (2012)

Housing Age & Maintenance

The average age of a single-family residence in Wellborn is 35 years. **Map EC.9, Age of Residential Structure**, and **Map EC.10, Age of Non-Residential Structure**, identify the year of construction of primary structures by parcel/lot.

Criminal Activity

Following annexation, the majority of criminal activity in the planning area consisted of burglary, robbery and theft offenses. This activity was primarily concentrated on the east side of FM 2154 between Barron Cut-off Road and Greens Prairie Road, where a majority of the commercial businesses and offices in the Wellborn area are located.

Map EC.11, Significant Criminal Activity Post Annexation, identifies the locations of activity in the Wellborn area post annexation (April 14, 2011).

Transportation

Streets

The Wellborn area has approximately 7.4 miles of streets and alleys within and surrounding the district. Of this approximately 5.7 miles are thoroughfares designed to carry higher amounts of traffic to and through the area. The College Station Thoroughfare Plan identifies the functionality, context, and type of thoroughfares needed to carry the traffic generated by the various land uses in and around the City.

Figure EC.8, Street Classifications, lists the functional classification, context and thoroughfare type of the major thoroughfares in the Wellborn planning area. All streets are grouped into a class depending on the character of traffic and the degree of land access they allow.

Street	Functional Classification	Context	Thoroughfare Type	Existing Street Width	Paved	Existing ROW Width
South Dowling Rd.	2-Lane Major Collector	Restricted Suburban	Rural Avenue	22'	Yes	60'-95'
McCullough Rd.	2-Lane Major Collector	Suburban	Rural Street	22'	No	50'
FM 2154	4-Lane Major Arterial	Suburban	Rural Boulevard	32'	Yes	100'
Barron Cut-Off Rd.	2-Lane Major Collector	Suburban	Suburban Avenue	22'	Yes	50'-60'
Greens Prairie Rd. W	2-Lane Major Collector	Suburban	Rural Avenue	22'	Yes	60'-80'
Royder Rd.	4-Lane Minor Arterial	Suburban	Rural Avenue	22'	No	65'-75'

Figure EC.8 Street Classifications
Source: City of College Station, P&DS (2013)

There are four functional classes of streets that run through the district. They consist of major arterial, minor arterial, major collector, and local streets. Several of the thoroughfares listed are not currently paved, nor are they functioning to the level that the Comprehensive Plan identifies. These thoroughfares include McCullough Road, which is currently a dead end street, and Royder Road, which is a narrow gravel road. Existing ROW width information is from the City's Geographic Information System (GIS) platting information. Existing fence lines currently in place may not represent platted property lines.

Sidewalks

There are currently no public sidewalks provided within the Wellborn Planning Area. As part of the City's Subdivision Regulations, all streets are required to have sidewalks on them, with exceptions for streets having an Estate or Rural land use context. Most streets would be required to have them due to their current Thoroughfare designation.

Map EC.12, Pedestrian Facilities, identifies proposed locations of sidewalks and multi-use paths as set forth in the Bicycle, Pedestrian and Greenways Master Plan.

Bike Routes

There are currently no designated bike routes (designated route signage) or striped bike lanes within the Wellborn planning area. However, as part of the Bicycle, Pedestrian and Greenways Master Plan there are future bike routes and bike lanes proposed. These are illustrated on **Map EC.13, Bicycle Network**.

Street Maintenance

As part of the annexation service plan, the City is responsible for maintaining public roads and streets at a level comparable to the maintenance prior to annexation. These services include emergency pavement repair and preventative street maintenance. In addition,

several roads that are located within or border the planning area fall under the maintenance responsibility of either Brazos County or TxDOT. Roads that are the maintenance responsibility of Brazos County or TxDOT include the following: FM 2154, Capstone Drive, I&GN Road, Koppe Bridge Road, and a portion of Greens Prairie Trail.

As part of the City's Capital Improvement Plan, the City will be providing a two course seal coat for the following gravel roads and streets: McCullough Road, Church Street, Madison Street, Live Oak Street, and Royder Road. The specified timeframe for the work to be completed is within two and a half (2.5) years of the effective date of annexation (April 14, 2011).



Hullabaloo's Diner in Wellborn

Walking Distance to Centers

As shown in **Map EC.14, Neighborhood Centers**, roughly half of the Wellborn Planning Area is located within a 1,500 foot radius of a neighborhood center. For the purposes of this plan, a neighborhood center is classified as a school, church, commercial area, or gathering point that primarily caters to nearby residents. This includes centers within the Wellborn area and those located just outside the planning area. Examples include the Wellborn Community Center, Greens Prairie Elementary School, Wellborn Grocery, Wellborn Baptist Church, and the restaurant formally known as Juneke's BBQ restaurant. The distance from the neighborhood center is measured as a direct point to point distance and does not follow an existing street. As such, actual walking or driving distance will be greater in some instances.

Bus Routes

The Wellborn area is served by two bus systems, which are run by College Station ISD and the Brazos Transit District. College Station ISD serves the area with three buses, which transport students to Greens Prairie Elementary School, Cypress Grove Intermediate School, College Station Middle School, and A&M Consolidated High School, which are all located outside the Wellborn area. College Station High School opened in August of 2012, with the attendance zone for that school encompassing the Wellborn area.

The Brazos Transit District provides paratransit and demand service throughout the City on an appointment basis only. There are no fixed routes within the Wellborn District.

Traffic Incidents

Traffic accidents as shown in **Map EC.15, Traffic Accidents**.

Utilities

Map EC.16, College Station Water CCN, show the boundaries of the City's water service area. Water service for the Wellborn Planning Area is provided by the Wellborn Special Utility District (SUD). Water is

supplied by both surface and ground water sources, and comes from the Navasota River and Yegua Aquifer.

Water Consumption

Per the Wellborn Special Utility District (SUD), average daily consumption of water for the entire Wellborn SUD service area is 1.064 millions of gallons a day.

Water and Sewer Capacity

The total Wellborn SUD production is 2.132 millions of gallons per day, with a maximum total storage capacity of 1.633 million gallons using both elevated storage and pressure tank facilities.

The majority of the Wellborn planning area is served by individual septic systems, however a small portion of the planning area falls within the City of College Station's Wastewater CCN, as shown in **Map EC.17, College Station Wastewater CCN**.

Electric Utilities

The Wellborn Planning area falls outside the College Station Utilities service boundary for electrical service. As such electrical service is provided by Bryan Texas Utilities (BTU).

Street Lighting

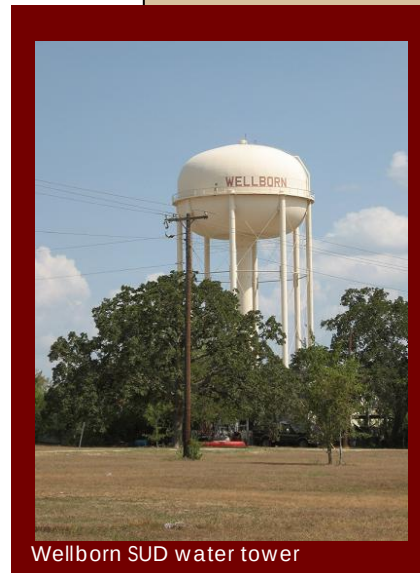
BTU currently has no pending street light projects within the planning area. However, new facilities are provided on an as-requested basis and with the development of new subdivisions.

Energy Efficiency

Energy efficiency counseling is available upon request through BTU. In addition, site visits for energy auditing is a service that may be requested with associated fees. There is also a variety of rebate options offered to both residential and commercial consumers through the Green+ Energy Efficiency and Conservation programs for renewable energy generation and energy efficiency. Residential Green+ programs include the Photovoltaic (PV) Solar Rebate, Solar Thermal (water heating) Rebate, Compact Fluorescent Lighting (CFL) Rebate, Light Emitting Diode (LED) Lighting Rebate, HVAC and Heat Pump Rebate, and a variety of energy efficiency Loan Programs. Programs available for commercial customers are Commercial Solar (PV) Rebate, Commercial Lighting Rebate, and the Reflective Roof Coating Rebate.

Floodplain

There is no FEMA-identified floodplain within the planning area. Drainage is generally within the tributaries of the Peach Creek Drainage Basin.



Wellborn SUD water tower

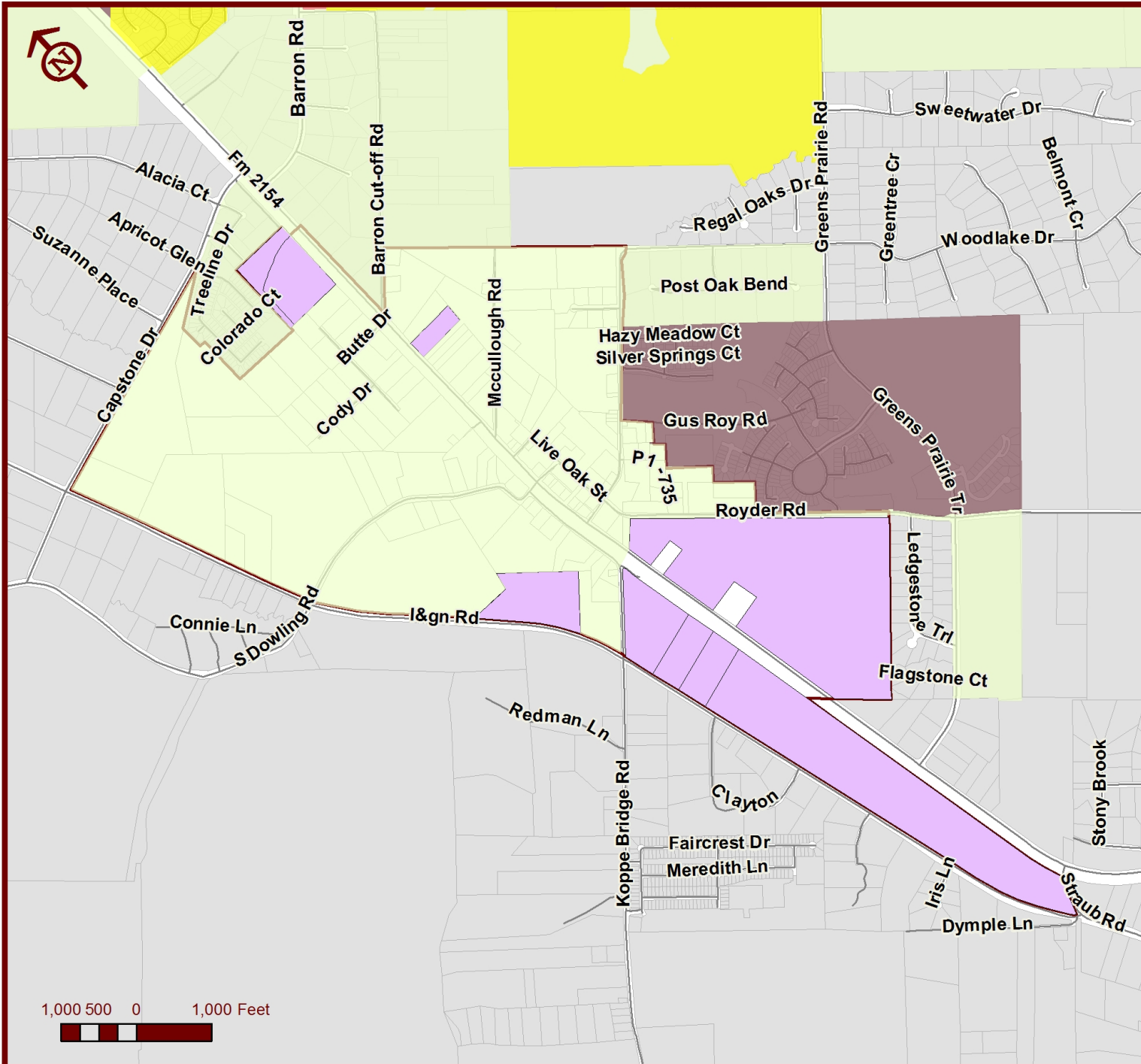
Recycling Participation

Recycling collection for the City is provided once a week, on the same day as bulky items and clean green brush collections. Each eligible residence is provided with clear plastic recycling bags that the resident uses to sort and store the recyclable materials. In previous years, recycling participation was limited to single-family, duplex and four-plex dwellings only. Additional opportunities have now been become available to commercial and multi-family establishments. Such establishments may chose to contract with an authorized recycling franchisee for collection services. As of 2012, 24 households and four businesses within the newly annexed area had registered for this service. Items that are currently accepted for recycling include newspapers and magazines, aluminum and steel food cans, clear and brown glass, plastic bottles, and lead acid car batteries.

Wellborn
Community Plan

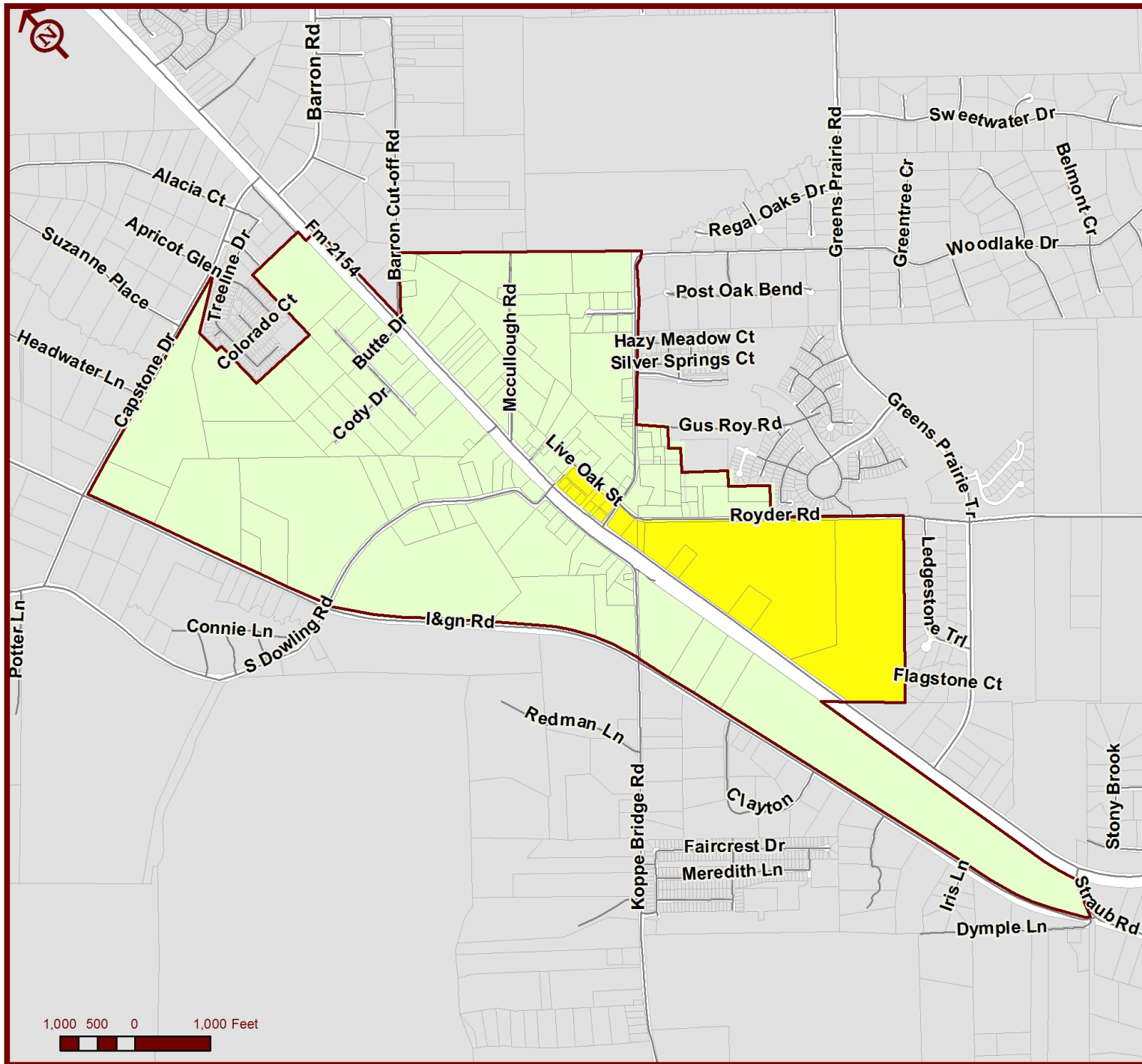
Map EC. 1

Existing Zoning



Zoning

- A - O Agricultural Open
- C - 3 Light Commercial
- PDD Planned Development District
- PDD - H Planned Development Housing
- R - 1 Single Family Residential
- R - 1B Single Family Residential
- Development Agreements (No Zoning)
- Planning Area



Wellborn
Community Plan

Map EC. 2

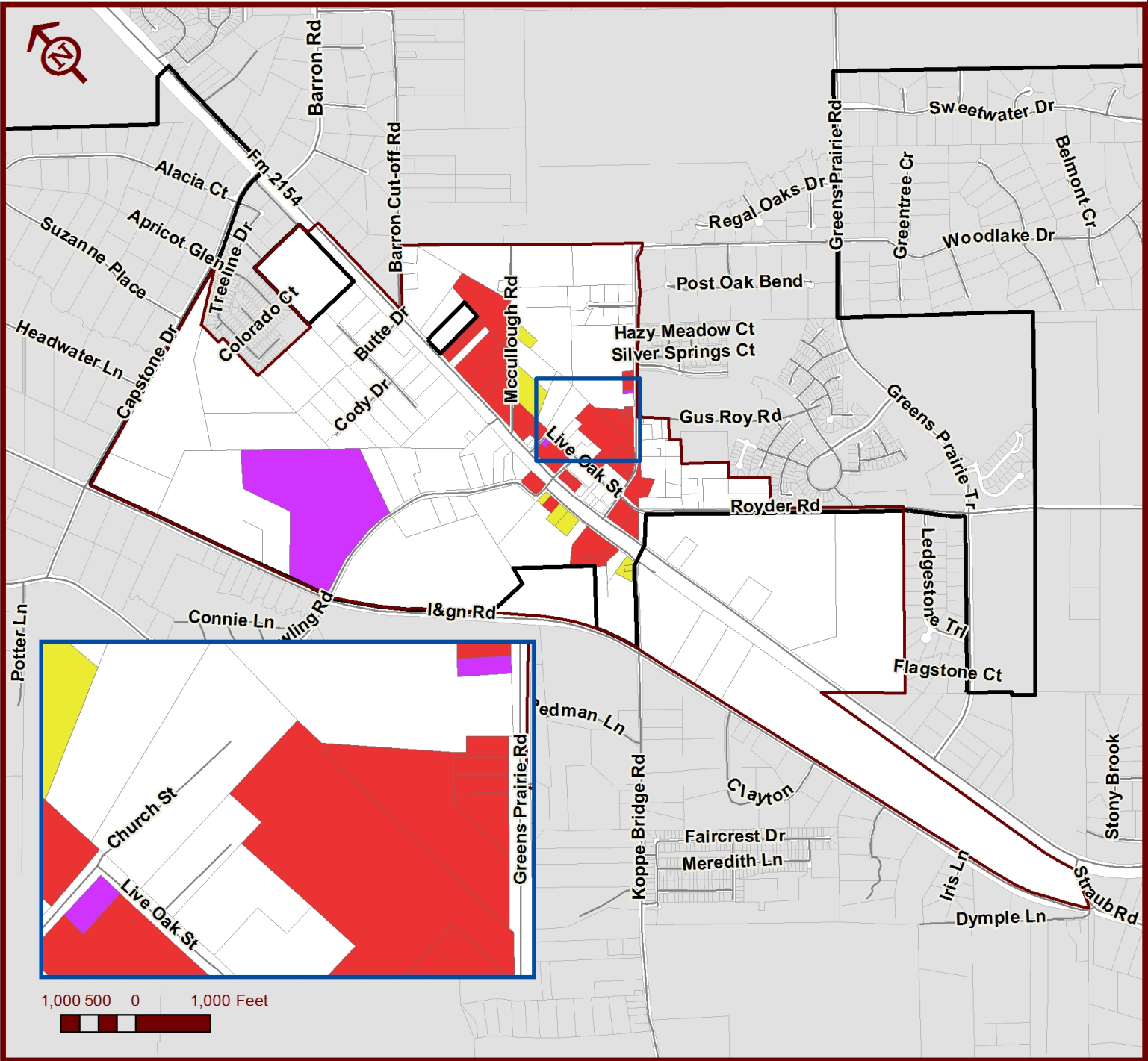
Future Land-Use
& Character

- Comprehensive Land Use**
- Rural
 - Restricted Suburban
 - Planning Area

Wellborn
Community Plan

Map EC. 3

Zoning
Conformance



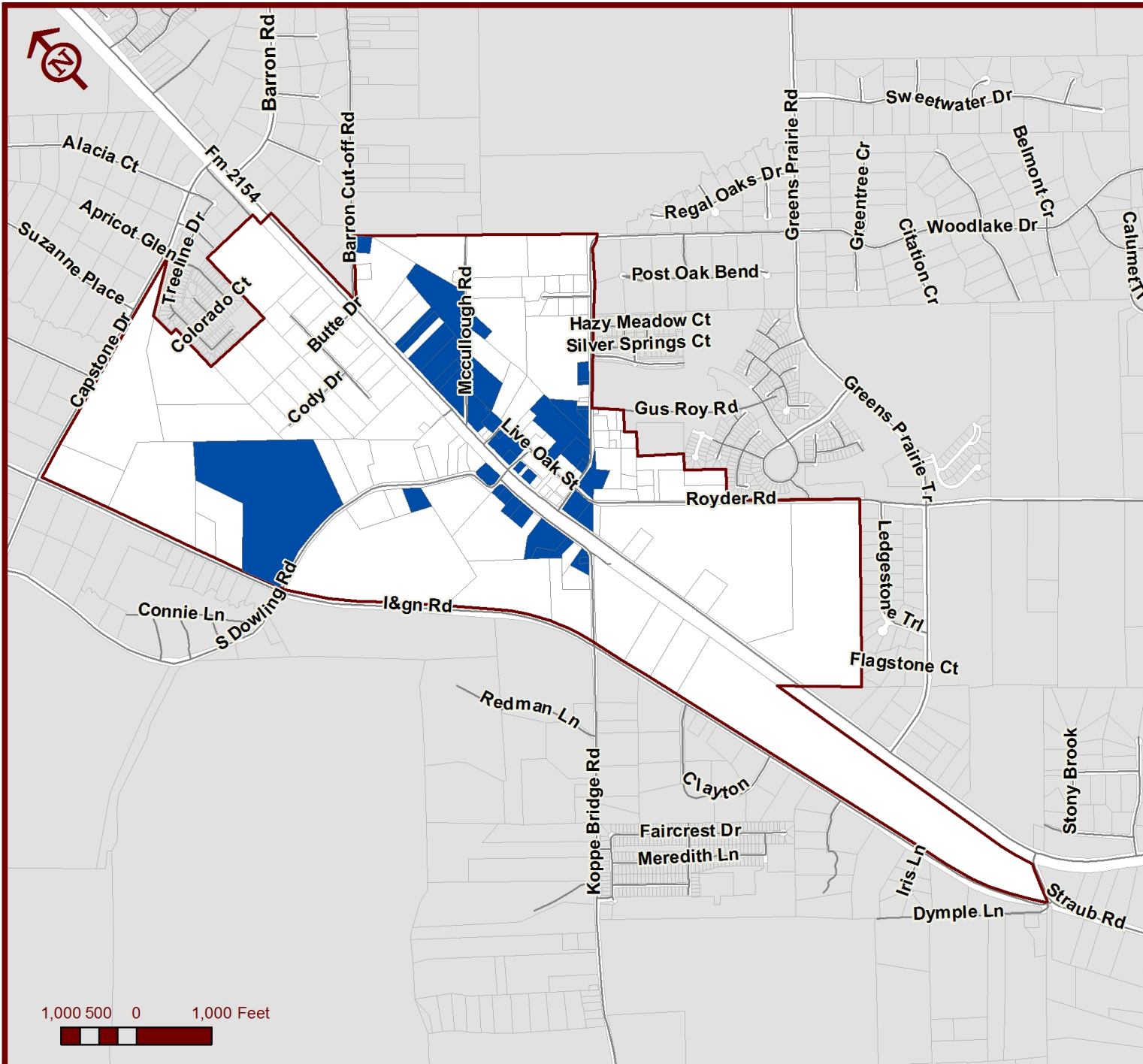
Non-Conforming Use

- Mobile Homes
- Commercial
- Industrial
- Planning Area

Wellborn
Community Plan

Map EC. 4

Future Land-Use
& Character
Conformance

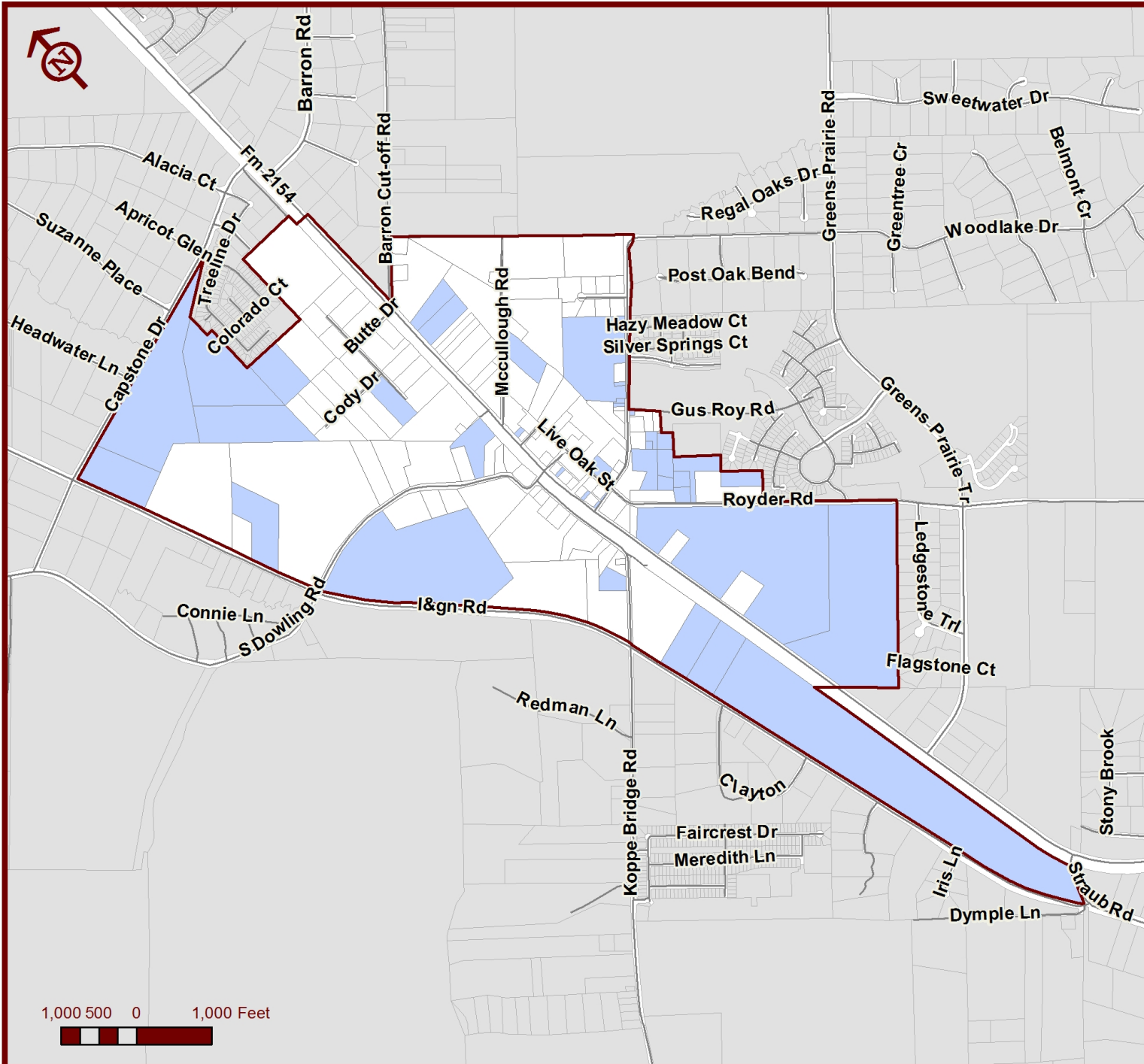


- Non-Conforming Land Use
- Planning Area

Wellborn
Community Plan

Map EC. 5

Vacant Property



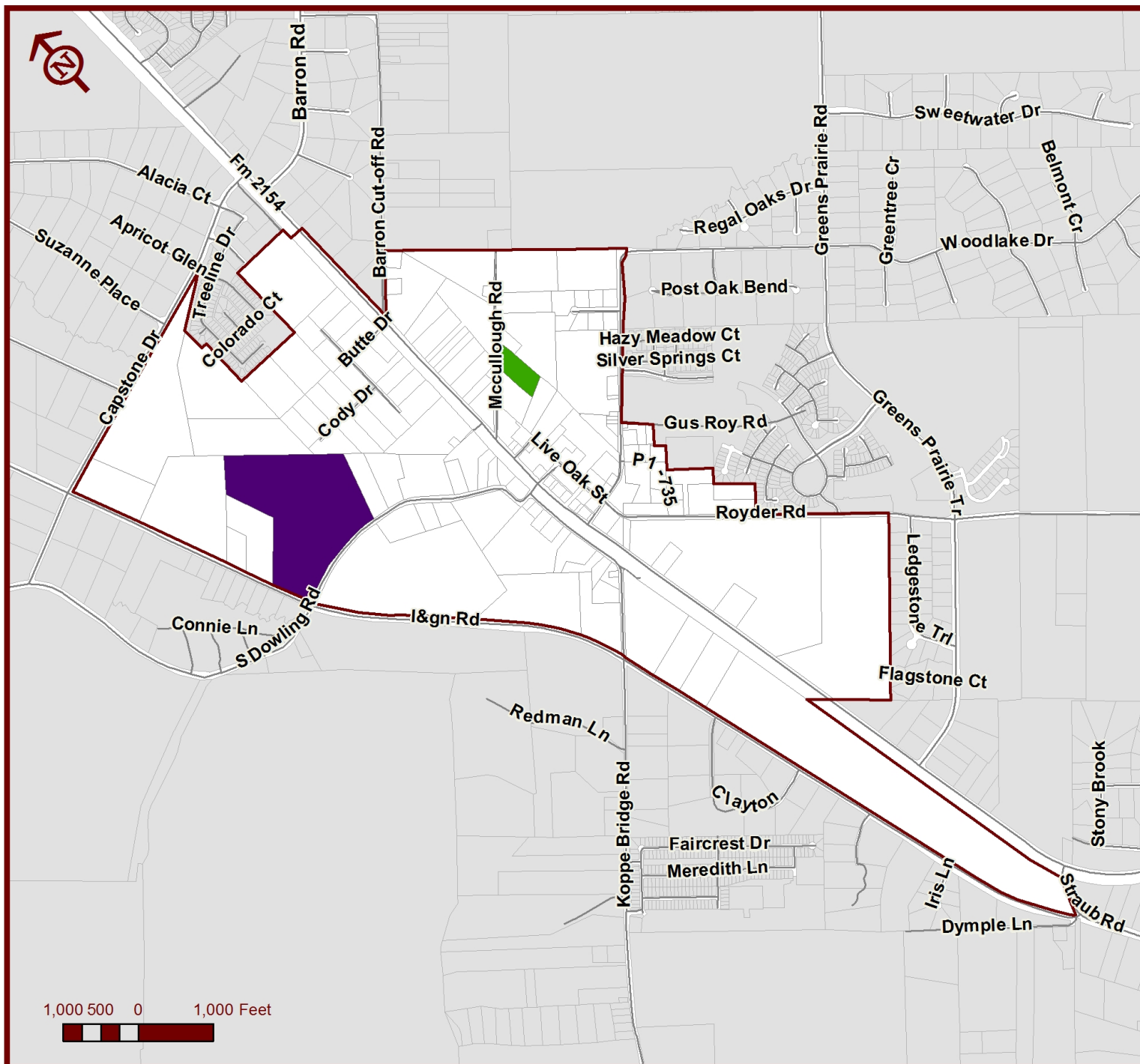
- Vacant Land
- Planning Area

Wellborn
Community Plan

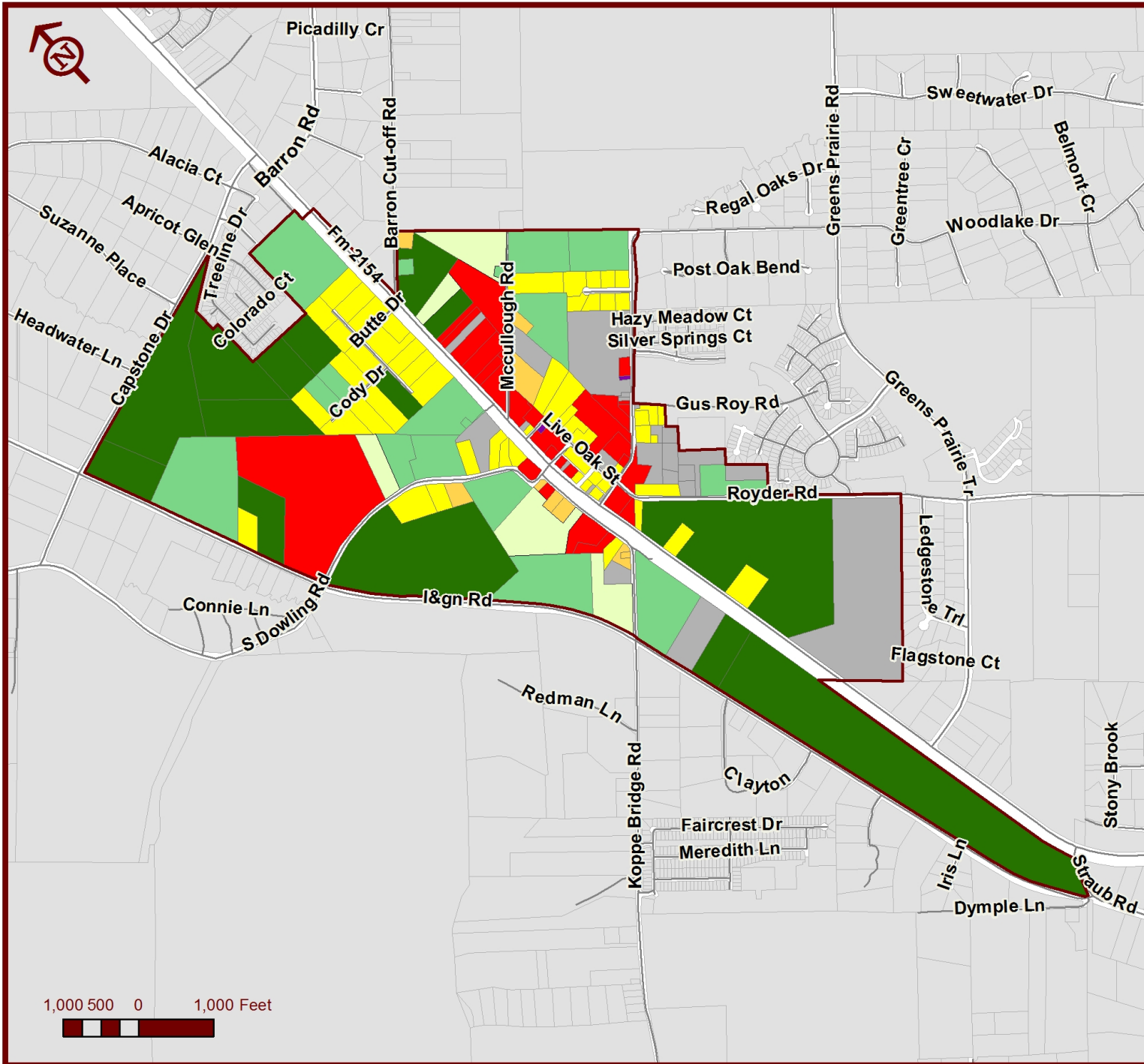
Map EC. 6

Development Activity

2010-2012



- TDI Brooks International Center
- Wellborn Business Park
- Planning Area



Wellborn Community Plan

Map EC. 7

Existing Land Use

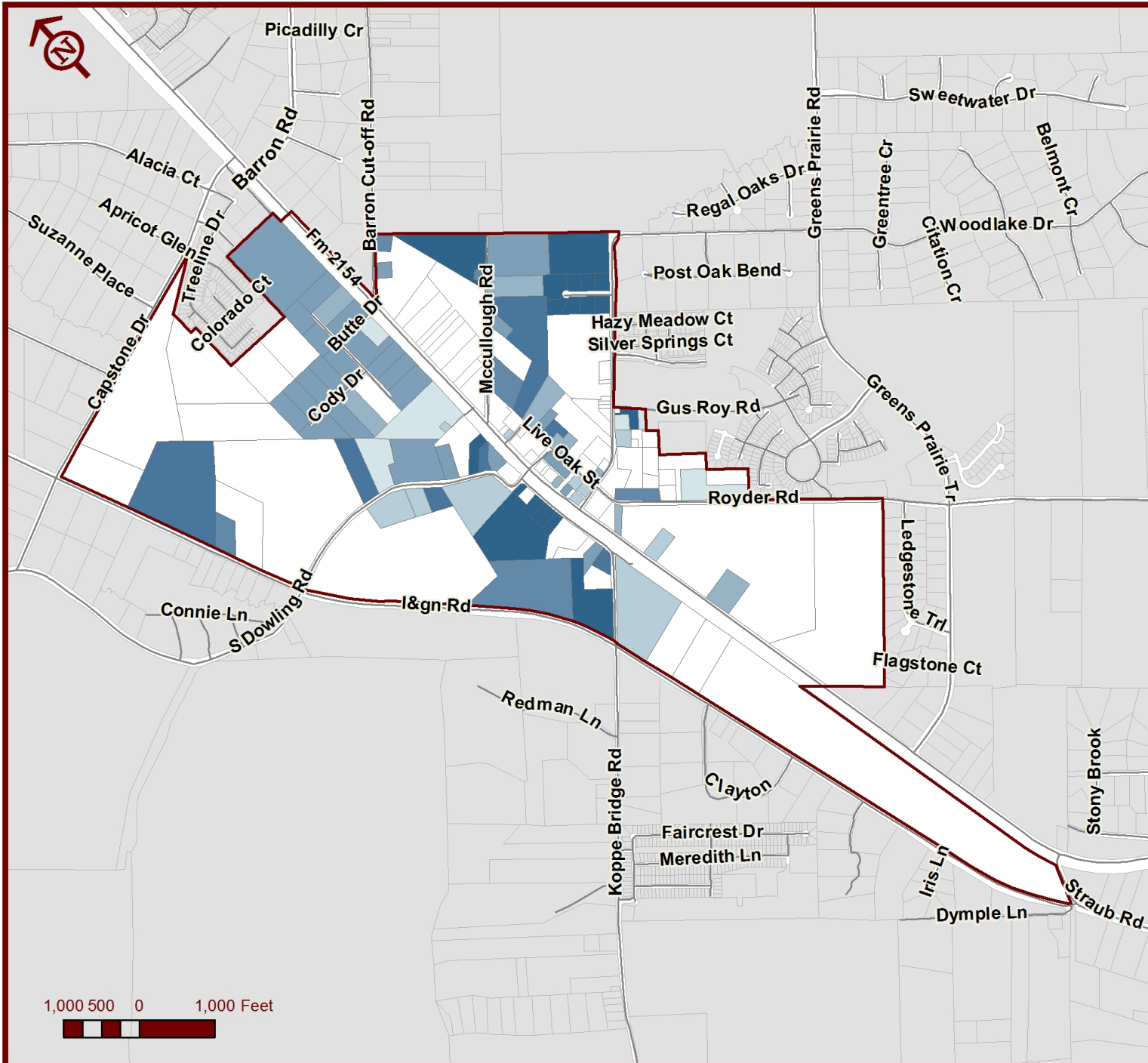
Existing Land Use

- Single Family Residential (SFRES)
- Mobile Home
- SFRES - Ranchland
- Mobile Home - Farm & Ranchland
- Farm & Ranchland
- Commercial
- Industrial
- Vacant Land
- Planning Area

Wellborn
Community Plan

Map EC. 9

Age of
Residential Structure



Year of Construction

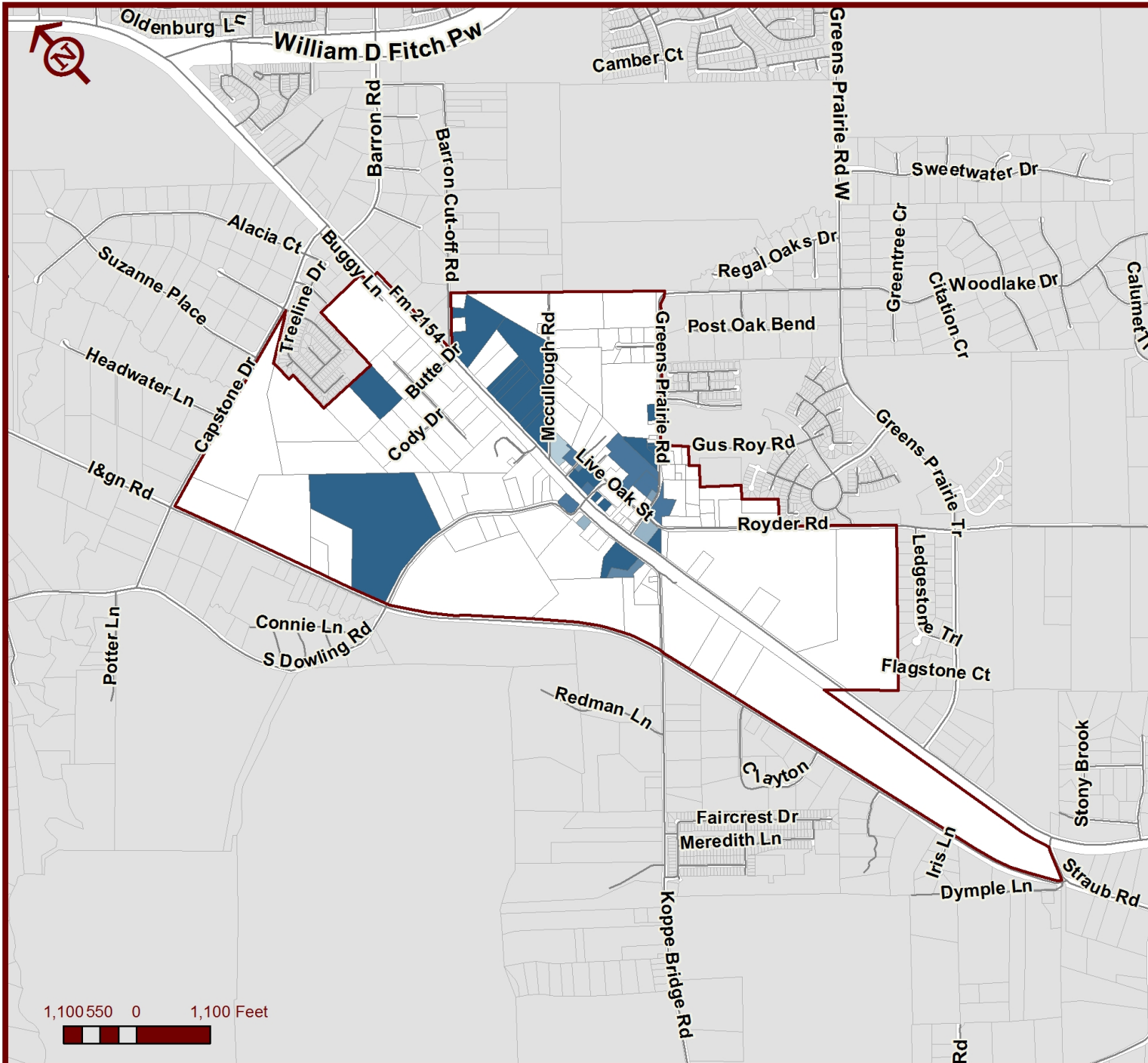
- 1940 - 1950
- 1951 - 1960
- 1961 - 1970
- 1971 - 1980
- 1981 - 1990
- 1991 - 2000
- 2001 - 2010

Planning Area

Wellborn
Community Plan

Map EC. 10

Age of
Non-Residential
Structure



Year of Construction

- 1940 - 1950
- 1951 - 1960
- 1961 - 1970
- 1971 - 1980
- 1981 - 1990
- 1991 - 2000
- 2001 - 2010

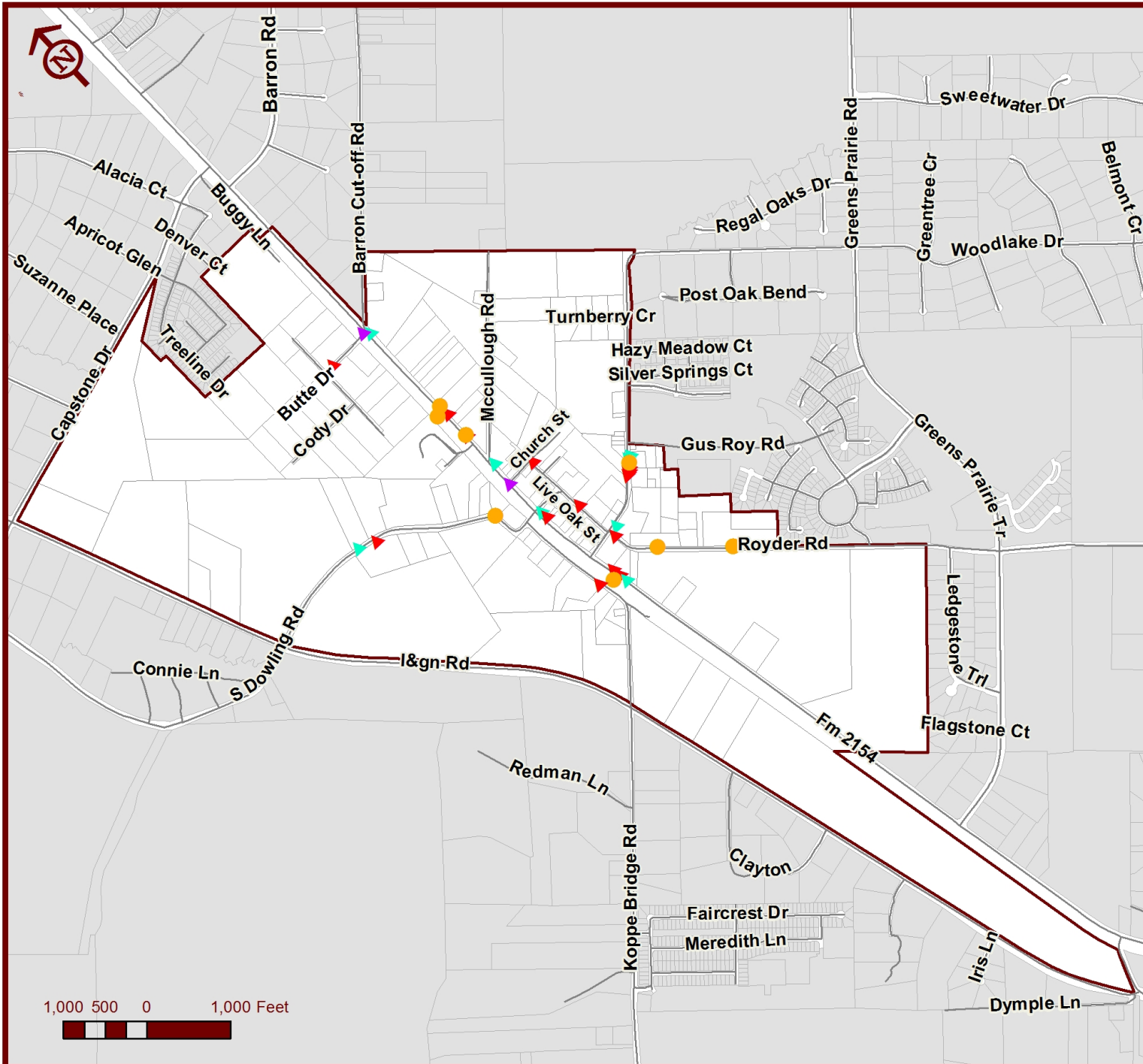
□ Planning Area

Wellborn
Community Plan

Map EC. 11

Significant Criminal
Activity

Post Annexation
(April 14, 2011-
December 2012)

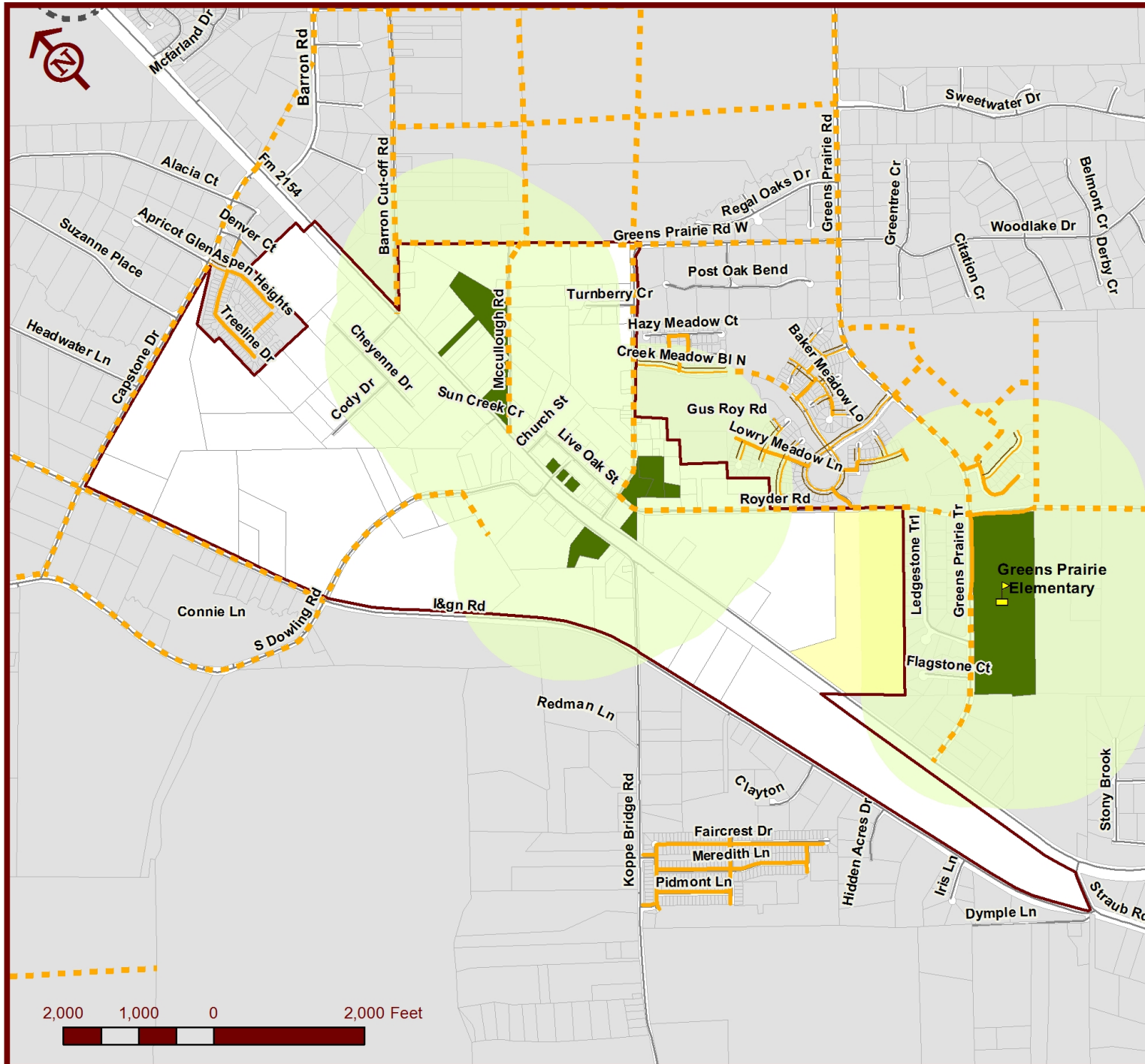


- Criminal Activity**
- ▲ Burglary/Robbery/Theft Offenses - 19
 - ▲ Assault Offenses - 8
 - ▲ Drug Offenses - 2
 - Criminal Trespass - 8
 - Planning Area

Wellborn Community Plan

Map EC 12

Pedestrian Facilities



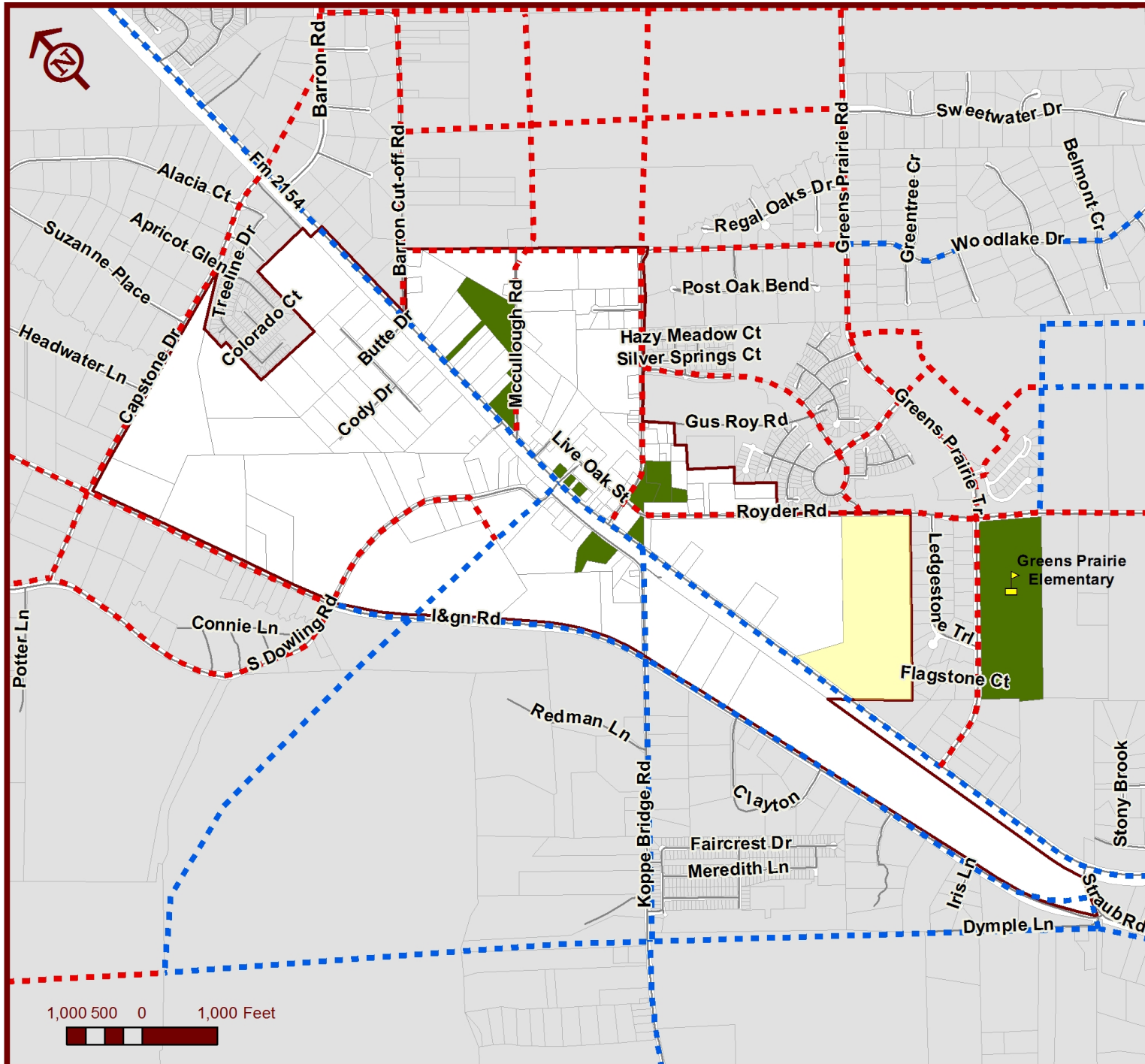
Pedestrian Plan

- Sidewalk Existing on One Side
- = Sidewalk Existing on Both Sides
- - - Sidewalk Funded
- . . . Sidewalk Proposed
- Multi-use Path Existing
- - - Multi-use Path Funded
- . . . Multi-use Path Proposed
- Grade Separation Existing
- - - Grade Separation Funded
- . . . Grade Separation Proposed
- Neighborhood Centers
- Future School Site
- Walking Radius 1,500 feet
- Planning Area

Wellborn
Community Plan

Map EC. 13

Bicycle Facilities



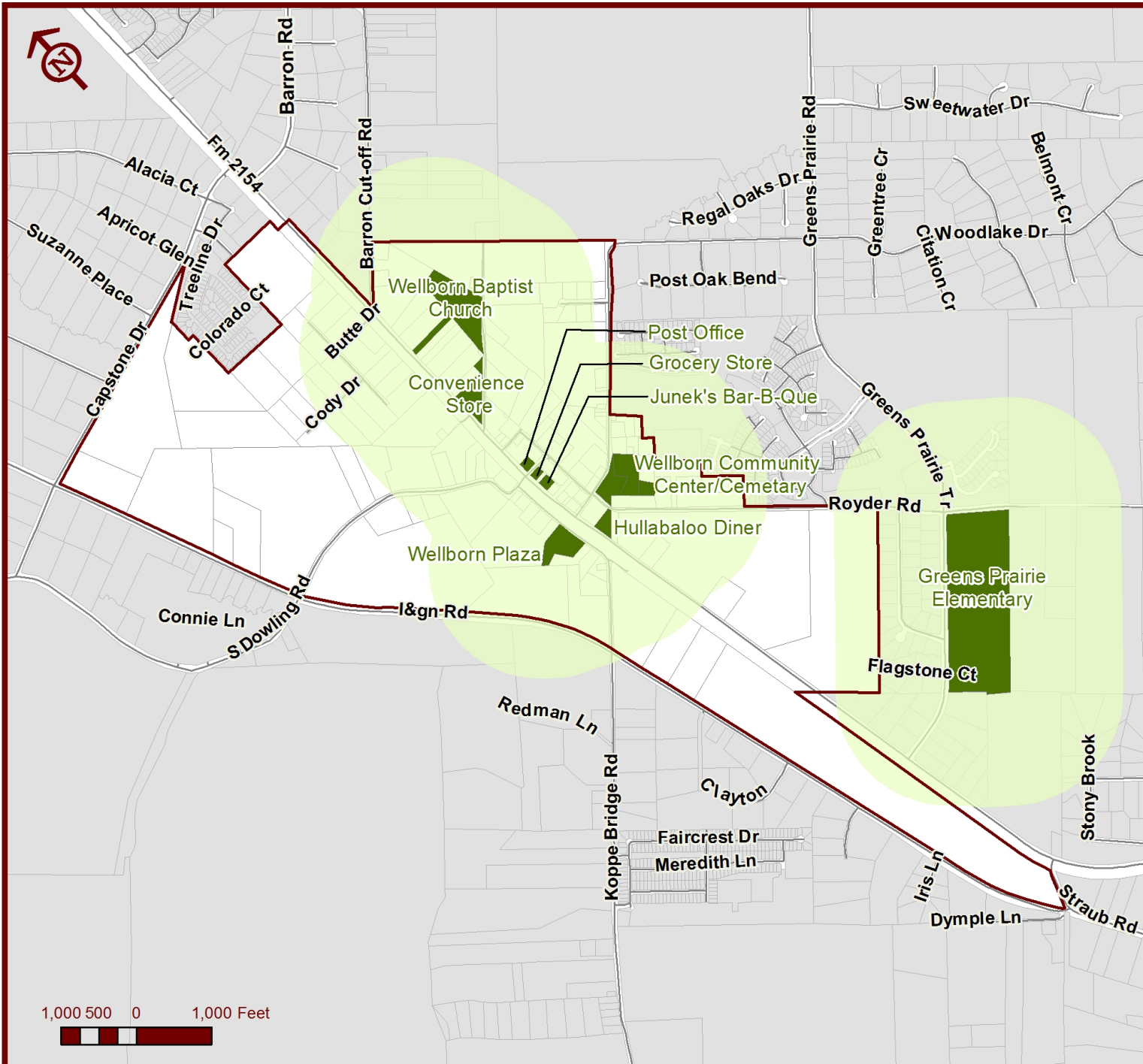
Bicycle Plan

- Bike Lane Proposed
- Bike Route Proposed
- Future School Site
- Neighborhood Centers
- Planning Area

Wellborn
Community Plan

Map EC. 14

Neighborhood Centers

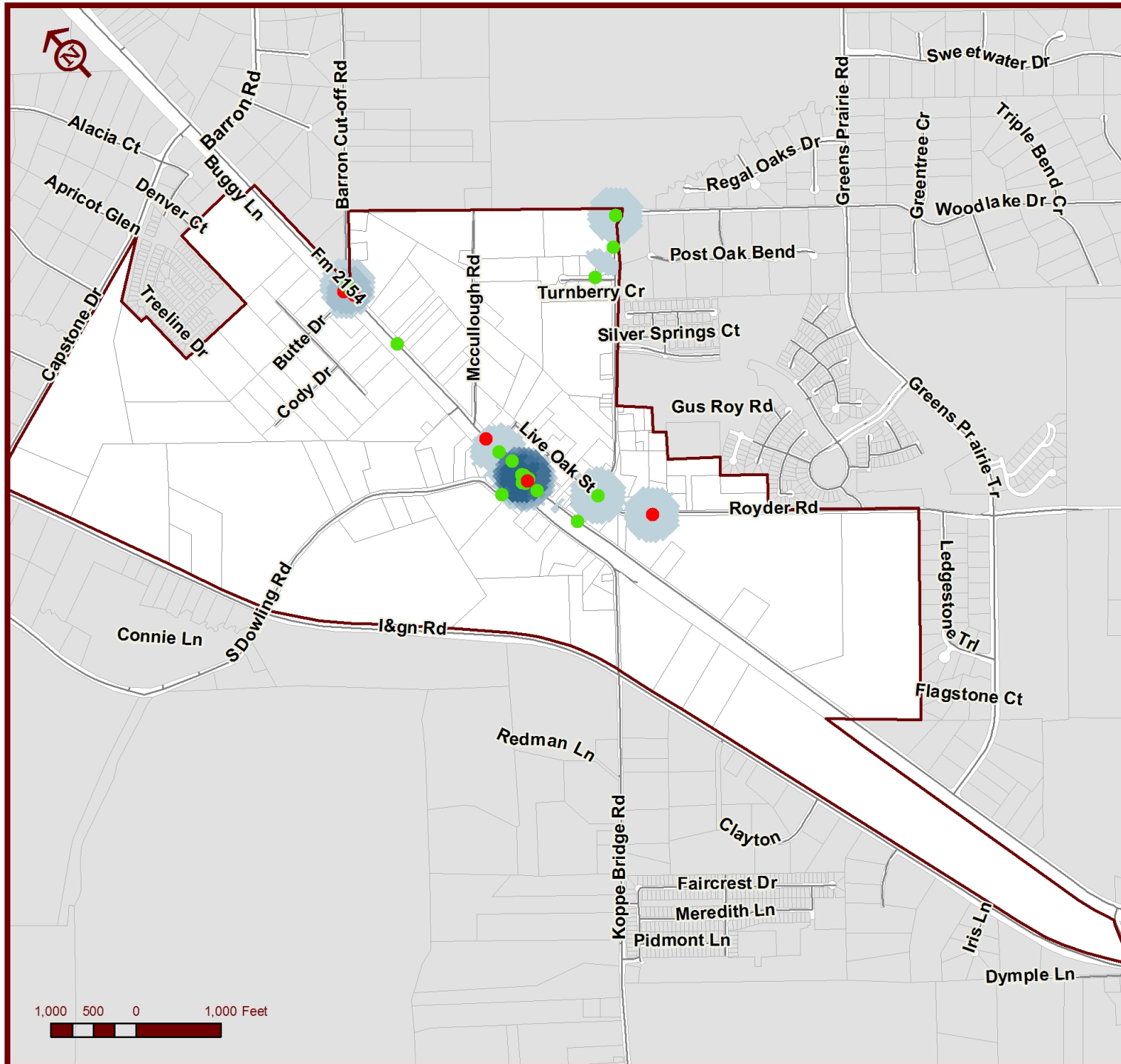


- Neighborhood Centers
- Walking Radius 1,500 feet
- Planning Area

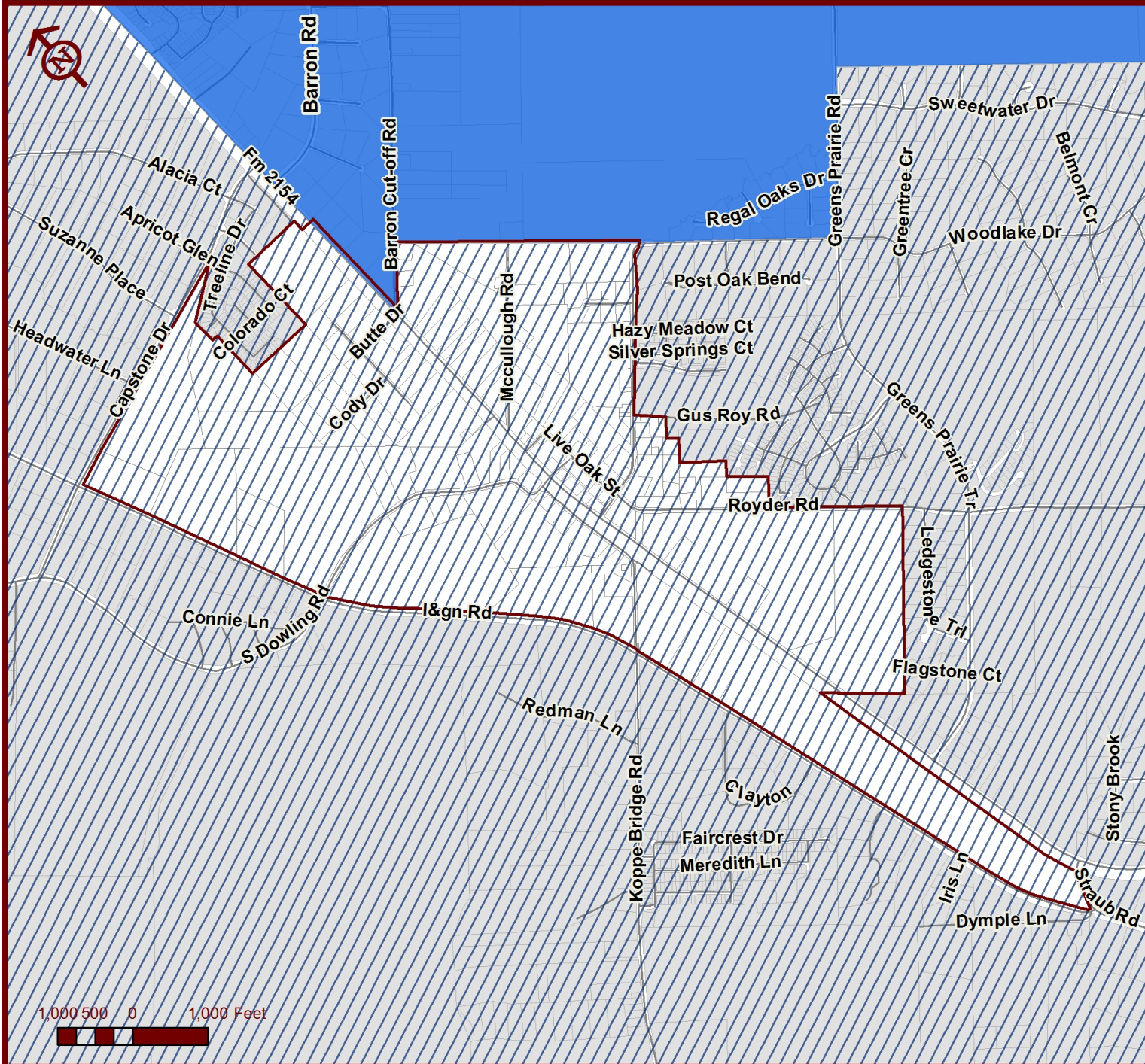
Wellborn Community Plan

Map EC. 15

Traffic Accidents
(2010-2011)



Source: College Station PD & Brazos County 911



Wellborn Community Plan

Map EC. 16

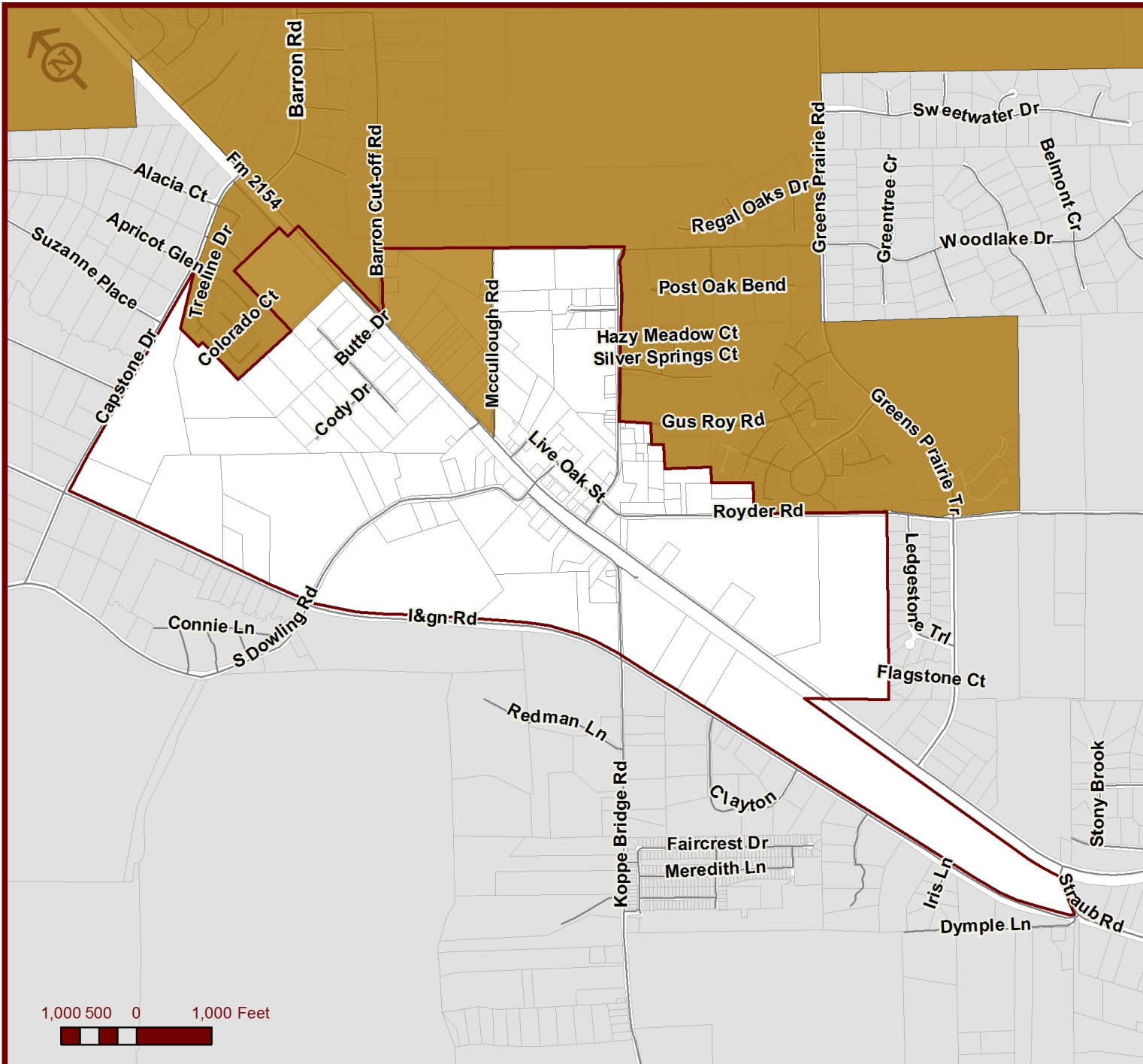
College Station
Water
Certificate of
Convenience
&
Necessity
(CCN)

- College Station Water CCN
- Wellborn Special Utility District
- Planning Area

Wellborn
Community Plan

Map EC. 17

College Station
Wastewater
Certificate of
Convenience
&
Necessity
(CCN)



College Station Wastewater CCN
Planning Area

APPENDIX - B THOROUGHFARE CAPACITY ANALYSIS

B

Mobility addresses vehicular, bicycle, and pedestrian movements within and through an area. Whether for transportation or recreation, good connectivity improves the quality of life for area residents. The purpose of mobility is to ensure that all modes and routes of transportation are safe, reliable, and minimize congestion on the road system. This is accomplished by providing an adequate and efficient street network, designated bike facilities, sidewalk network, and local transit services.

Wellborn Land Use Thoroughfare Capacity Analysis

This planning process considered the rural character and history; the future land uses proposed in the plan, traffic generated, different modes of travel and developed a plan that would reflect the desires of the community and ensure that the transportation network would function accordingly in the future.

One of the major discussion items that occurred as part of the planning process was the future of F.M. 2154. F.M. 2154 is a TxDOT facility and the existing section of F.M. 2154 along the planning study area consists of a two lane farm to market roadway. The City's current Thoroughfare Plan designates the section of F.M. 2154 through the study area as a future four lane major arterial (**Map 3.1 Existing Thoroughfare Plan**). For the future of F.M. 2154 not to require upgrade beyond the four lanes proposed in the City's Thoroughfare Plan, the future capacity of the roadway had to be analyzed and compared to the future land uses proposed and the trips generated by those land uses. The concern from City Staff was that along F.M. 2154 significant small scale commercial would be proposed that would generate trips beyond the roadway capacity of the future four-lane F.M. 2154. Below is the analysis:

Assumptions

- The 68 acre Edison property was divided into three sub land uses: 15% small scale commercial, 15% open space and 70% restricted suburban with 15,000 sq. ft lots.
- The land use "Institutional/Public" assumed one elementary school with 620 students, one middle school with 904 students and the remaining land use as small scale commercial (i.e. Wellborn Community Center, Post Office, etc).
- The existing traffic counts on F.M. 2154 were from TxDOT data.

- The trip distribution assumptions are illustrated in **Figure B.2 Trip Distribution**.
- The trip generation rates are from the *Institute of Transportation Engineers Report 8th Edition* and translated and extrapolated to vehicles per day per acre.
- Allowable land use “units” per acre were from the City of College Station *Unified Development Ordinance*.
- The volume capacity per thoroughfare classification was used from the *Bryan/College Station Design Guidelines*.
- Internal trip capture between uses is assumed to be 10%

Wellborn Area Land Uses Proposed and Trips Generated

Land Use	Land Use Code	Trip Generation Vehicles Per Day
Rural 1 Acre Lots = 565 acres	210	5,407 vpd
Eidson Property:		
Small Scale Commercial = 11.23 acres	820	5,305 vpd
Open Space = 11.23 acres		0 vpd
Wellborn Restricted Suburban 15,000 sq ft lots = 52.31 acres	210	1,455 vpd
1 acre clustered = 24.44 acres	210	230 vpd
Clustered greater than .5 acres = 19.9 acres	210	381 vpd
Institutional/Public = 75.3 acres	520, 522, 820	2,857 vpd
Small Scale Commercial = 46.03 acres	820	21,740 vpd
Wellborn Business Park = 66.71 acres	770	13,620 vpd
Creek Meadows - 5,000 sq. ft lots residential = 19.01 acres	210	1,455 vpd
	Sub total	52,450 vpd
Existing traffic on F.M. 2154		4,032 vpd
	Total Trips	56,482 vpd
Internal trip capture (trip reduction)	10%	Adj trips 50,834 vpd

Figure B.1 Trip Generation

Trip Distribution

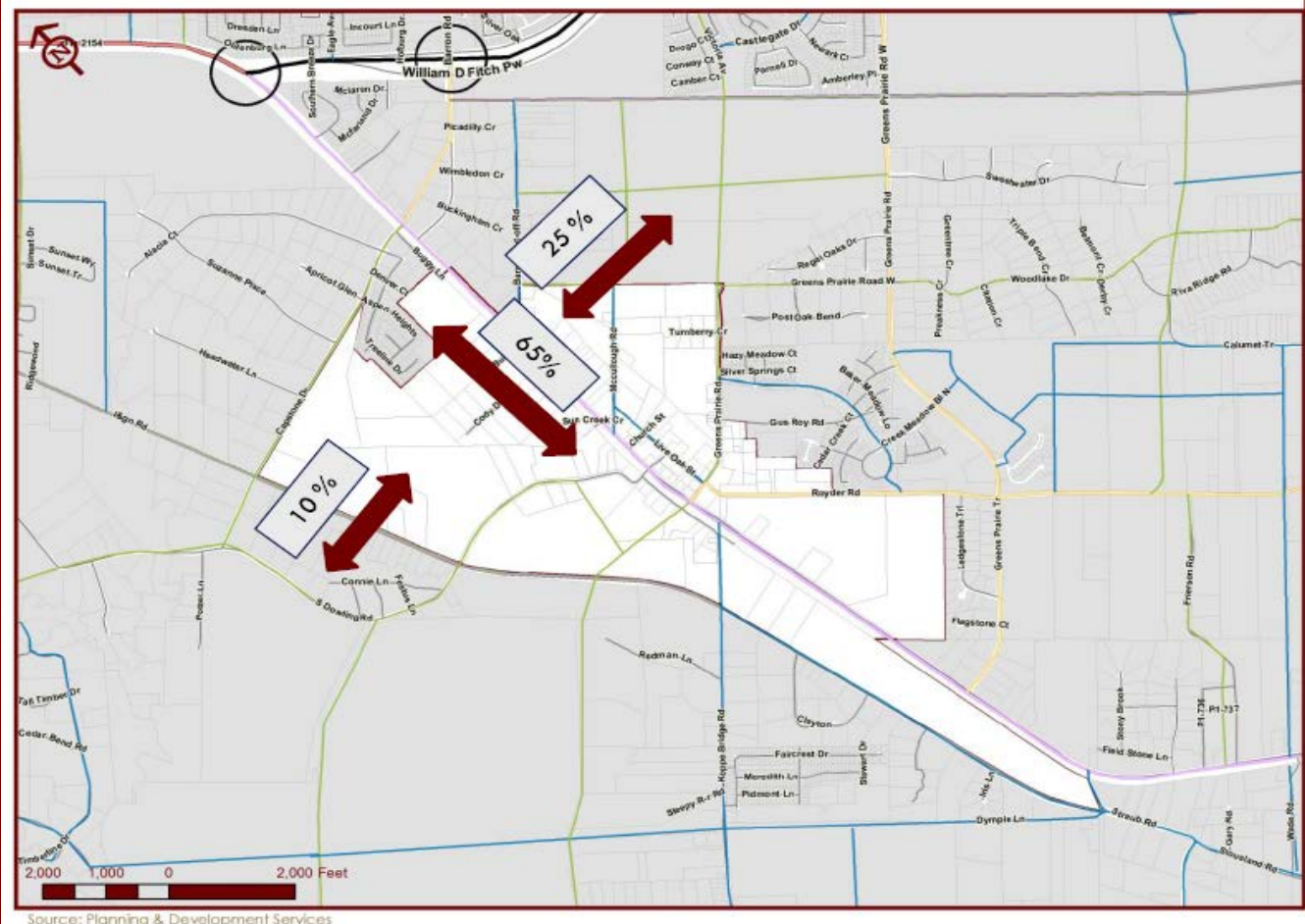


Figure B.2 Trip Distribution

Thoroughfare Classification, Capacity & Level of Service (LOS) "D"

- F.M. 2154 - 65% = 33,042 vpd LOS "D" = 33,000 vpd for a 4 lane major arterial.
- Some of this traffic will utilize IGN Road. Remaining traffic east and west bound east of F.M. 2154 = 8,260 vpd (25%)
- Remaining traffic east and westbound west of F.M. 2154 = 3,304 vpd (10%)

Observations, Conclusions and Recommendations

Based on the trips generated by the proposed land uses, the proposed four lane major arterial classification for F.M. 2154 will remain adequate into the future and build out of this plan. LOS will remain at acceptable levels. The transportation network east and west of F.M. 2154 will function at LOS or better than the acceptable levels. However, F.M. 2154 at its current state will not support build-out of this plan. The recommendation is to phase development and monitor LOS so development can occur concurrently to the widening of F.M. 2154. F.M. 2154 is a TxDOT facility and coordination with TxDOT must be maintained. An example of phasing development is as follows:

- Current capacity of F.M. 2154 based on two lanes of a four lane major arterial is 20,000 vpd LOS “D” 16,000 vpd
- Current traffic on F.M. 2154 is 4,032 vpd
- Capacity available to keep LOS “D” is 11,968 vpd
- Recommendation as part of the plan is to limit development based on capacity of F.M. 2154 until TxDOT upgrades F.M. 2154 to four lane major arterial.

This equals to 25 acres of additional small scale commercial or a combination thereof such as 15 acres of Wellborn Business Park and 19 acres of small scale commercial.

APPENDIX C PUBLIC INPUT SUMMARY

C

The results of the planning process reverberate in all aspects of the City and have lasting implications in the community's quality of life. The goal of a participatory planning effort, like the Wellborn Community Plan, is to ensure the vision for the community's future responds to the residents' and property owners' will. Participation allows for informed input and strategies tailored to community goals. By working together, neighbors and property owners craft a viable image of the future of the community.

Public participation in the planning process allows community members to share the responsibility of their joint future while being critical of their own role as neighbors.

The Wellborn Community Plan was structured to get a constant stream of public input and feedback throughout the planning process. There were a total of 4 area meetings, 17 Wellborn Resource Team meetings, 2 Design Workshop meetings and an Open House during the process.

Information on current events, frequently asked questions and previous meetings was and is available on the City's website for further review. www.cstx.gov/ndcplanning.

Kick-Off Meeting and Survey, Tuesday, February 6, 2012

The Wellborn Community plan began the public engagement process with an introduction by Mayor Nancy Berry. The meeting was held at the Wellborn Community Center and all property owners, business owners and residents within the Wellborn area were notified of this public meeting and invited to attend. Post cards, announcements on the City's webpage and signage located throughout the planning area were used to notify for the meeting.

The objective of the Kick-Off Meeting was to show the boundary of the planning area and present the current state of things to its residents. Thus setting the stage for collectively establishing what would be accomplished. Maps of existing conditions in the planning area were displayed during this meeting, including information on traffic incidents, existing land uses, and vacant property, among others. City planners, along with City staff from Water Services, Sanitation, Recycling, Code Enforcement and Police were present to provide information on City services and answer planning related questions. In addition, Glenn D. Davis, author of "How We Lived in Wellborn Before Television," gave a presentation on the history of Wellborn and his experience growing up in the community. Those interested in becoming more involved in the planning process were encouraged to volunteer for the Wellborn Resource Team.

Attendees of the meeting were asked to complete a written survey to identify the most important issues facing their neighborhood. The survey focused on positive and negative aspects of the area. Information from the survey was used to determine discussion topics at future meetings.

Wellborn Resource Team Meeting, Monday, March 26, 2012

This meeting was to introduce resource team members to the process, go over the Existing Conditions report, and plan for the next meetings.

Wellborn Resource Team Meeting, Monday, April 9, 2012

This meeting was held at Hullabaloo Diner and was used to discuss the upcoming Issues & Opportunities Meeting and cover the basic principles and requirements of the plan. These requirements included such things as following adopted City codes and policies (i.e. Thoroughfare Plan and Code of Ordinances).

Issues & Opportunities Meeting, Tuesday, April 10, 2012

This meeting was open to the general public. Participants were provided with fact sheets on four main topics, which were taken from survey responses at the Kick-Off Meeting. Topics available for further discussion and comment were Infrastructure, Public Safety, Land Use, and Resource Protection.

Attendees rotated through the four main topics taking part in a discussion workshop. Both oral and written comments were collected. These comments were organized under the specific topics and at the conclusion of the workshops, attendees were asked to vote on those items that were of most importance to them.

Wellborn Resource Team Meeting, Tuesday, April 24, 2012

Resource Team members met to discuss the results from the Issues & Opportunities meeting and began discussing potential solutions. The resource team was provided copies of all comments that were recorded at the meeting and the ranking that was given.

General discussion centered on trend identification and clarification of the community's concerns. Items that were identified most frequently and ranked highest focused on limiting or not allowing higher density development in the area, and intersection and road safety at specified locations.

Wellborn Resource Team Meeting, Monday, May 23, 2012

City staff led discussion regarding land use, zoning, and general development requirements. This discussion was used to inform Resource Team members and give a background on future land use discussions. Additionally, the Resource Team was provided with the final draft of the Existing Conditions Report for any final comments.

Wellborn Resource Team Meeting, Monday, May 31, 2012

City staff continued the discussion regarding land use, zoning, and general development requirements. Comments related to land use that were received at the Issues & Opportunities Meeting were utilized to facilitate discussion on land use strategy.

Wellborn Resource Team Meeting, Monday, June 18, 2012

Discussion focused on land use strategies and the creation of conceptual land use maps in preparation for the area meeting the following night.

Wellborn Area Meeting, Tuesday, June 19, 2012
Meeting was to present land use concept maps to the public for comment and the respective land uses designations that are currently utilized by the City. Oral and written comments were recorded by staff.

Wellborn Resource Team Meeting, Monday, July 9, 2012
Discussion centered on comments received at the area meeting and how the desired and/or existing land uses aligned with the City's current land use designations.

Wellborn Resource Team Meeting, Monday, August 6, 2012
Resource Team continued discussions on land uses for the planning area.

Wellborn Resource Team Meeting, Monday, August 20, 2012
Resource Team continued discussions on land uses for the planning area. The Developer of Creek Meadows subdivision attended the meeting and discussed the potential for doing less intense residential development for the portion of their development that is located within the planning area.

Wellborn Resource Team Meeting, Monday, September 10, 2012
The Resource Team wrapped up the discussions regarding land uses and made final revisions to the draft land use map in preparation for the next area wide meeting for public comment.

Wellborn Resource Team Meeting, Monday, September 24, 2012
The Resource Team discussed potential location of parks, open space and corridor improvements. This discussion included the types of parks and location of sign elements within the planning area. It was acknowledged that the existing park would remain privately owned and maintained.

Bicycle, Pedestrian, and Greenways Advisory Board, Monday, October 1, 2012
City staff updated the board regarding discussions about proposed changes to the Bicycle, Pedestrian and Greenways Master plan for the Wellborn area.

Wellborn Resource Team Meeting, Monday, October 8, 2012
The Resource Team wrapped up the parks and corridor improvement discussion and began discussion on infrastructure. The infrastructure discussion focused on trip generation based on the proposed land uses in the planning area, trip distribution, and thoroughfare width and context.

Wellborn Resource Team Meeting, Monday, October 22, 2012
Resource Team continued the discussion regarding infrastructure, with discussion focusing on the context and character of the streets (rural versus suburban). This discussion segued into sidewalk locations and accessibility.

Wellborn Resource Team Meeting, Monday, November 12, 2012
Discussion focused on wrapping up elements regarding proposed changes to the Thoroughfare Plan, and bicycle and pedestrian improvements.

Water Services Director David Coleman gave an update regarding the sewer line project that is part of the Annexation Service Plan for Wellborn. Parks Director David Schmitz also gave an update to the Resource Team on parks facilities and programs.

Wellborn Area Meeting, Tuesday, November 13, 2012
The Area meeting was held to go over the proposed land use map and designations, as well as to cover Resource Team discussions regarding parks, open space and corridor improvements.

Wellborn Resource Team Meeting, Monday, December 3, 2012
Resource Team members discussed comments from the area meeting. Specifically, if there were any adjustments that were warranted based on the comments received. City staff brought up the potential for a design workshop in order to create a vision for the commercial corridor and gateway sign elements.

Planning & Zoning Commission Meeting, Thursday, December 6, 2012
The Planning & Zoning Commission was given an update on the status of the plan, specifically discussed was the process, discussion and results to that point. Information regarding the proposed land uses and changes to the Thoroughfare Plan and Bicycle, Pedestrian, and Greenways Master Plan were also covered.

Wellborn Resource Team Meeting, Tuesday, January 15, 2013
Discussion related to implementation of the plan, including funding sources and timeline. Resource Team members were given sample sheets of implementation tasks, schedule and identified funding sources.

Wellborn Resource Team Meeting, Monday, February 11, 2013
The Resource Team discussed the list of implementation strategies and their time line for implementation. Additionally, details of the Design Workshop were discussed with the Resource Team and packets for the workshop distributed.

Wellborn Design Workshop, Monday, February 18, 2013
Workshop with area professionals in architecture, landscape architecture, and planning to create a vision for the commercial corridor along F.M. 2154 and gateway sign elements. Area residents, business owners, land owners were invited to attend the all-day workshop.

Wellborn Design Workshop, Tuesday, February 19, 2013
Public presentation of the results of the Design Workshop was held at the Wellborn Community Center, with attendance from the general public and Wellborn Resource Team, as well as Mayor Berry, Council

members Brick and Nichols, and Planning & Zoning Commissioner Ashfield.

Bicycle, Pedestrian, and Greenways Advisory Board, Monday, March 4, 2013

The BPG Board had the opportunity to discuss the draft Mobility Plan chapter and ask questions of staff prior to providing a final recommendation on the mobility components of the plan at their April 1st meeting. At this meeting questions were asked regarding bicycle connectivity and accessibility along F.M. 2154.

Open House Presentation, Tuesday, March 5, 2013

Public presentation of the draft Wellborn Area Plan was held at the Wellborn Community Center, with an approximate attendance of 20 citizens from the community. All Wellborn area property owners and residents were notified by mail via postcards, through signage posted throughout the planning area, information posted on the City's website.

The Open House format allowed attendees to review plan information and had the opportunity of interacting with city planners who could answer questions and provide insight into the process. Both oral and written comments were collected for later review.