

Pebble Creek Parkway

Corporate Parkway Extension
Southern Pointe Extension

1

From *The Next 10*, a City of College Station publication commissioned and approved by the Council. Chapter 3, Strong Neighborhoods, page 60

NEIGHBORHOOD TRAFFIC MANAGEMENT

During the public input process, citizens also expressed concern regarding cut-through traffic within neighborhoods, on-street parking, and access to adequate bicycle facilities and pedestrian paths.

2

The Next 10, Chapter 10, Plan Implementation, page 153

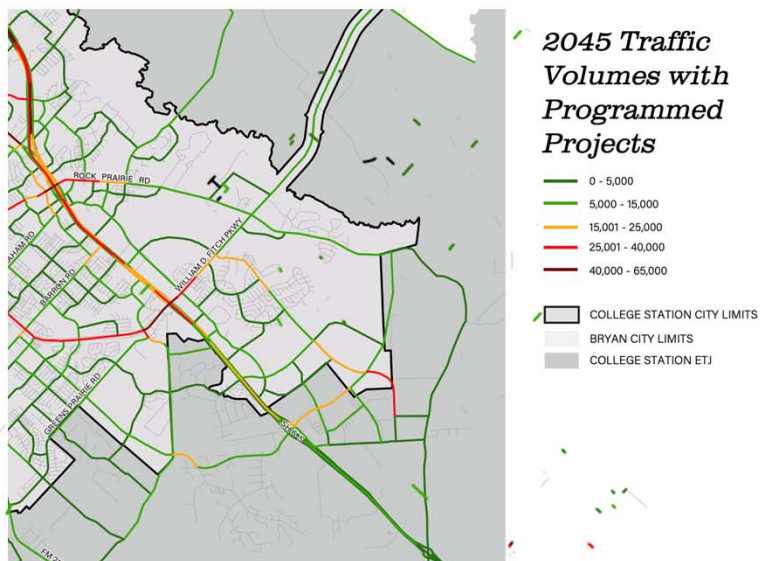
The Comprehensive Plan is the City of College Station's broadest and most long-term policy guide. It serves as a statement of the community's vision for the future. The plan details goals, policies, and actions on a broad range of topics and provides strategic direction to guide the City's physical growth while maintaining a high quality of life.



Implementation is not simply a list of action items. The Comprehensive Plan must be referred to frequently to guide decision-making and ensure the community's vision and goals are ultimately achieved. Effective plan implementation requires the commitment of the City's elected and appointed officials, staff, residents, business owners, Texas A&M University, other levels of government, and other organizations and individuals who serve as champions of the plan and its direction and strategies. Equally important are formal procedures for the ongoing monitoring and reporting of successes achieved, difficulties encountered, new opportunities and challenges that emerge, and any other changing conditions that require rethinking priorities.

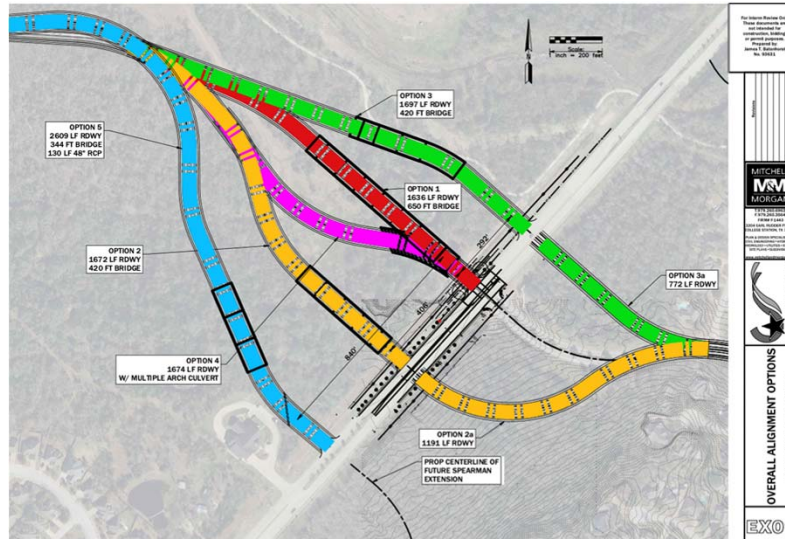
3

Overview of proposed north and south extensions



4

Consultants plan to modify PC entrance and tie-in to proposed Corporate Parkway extension, including an option to tie-in to Spearman Drive (**blue**), or to **force an expensive relocation** of Pebble Creek's entrance (**green** and **orange**)



5

From Councilman Crompton's email reply

January 6 email to Lloyd Davis

The reason I became engaged with city government 30 years ago was because the city transformed my neighborhood street (Munson Street) into a **minor arterial** and extended it from a cul-de-sac to a through street to link up to Lincoln and then to University so it became a north/south cut through from Harvey to University. The city planners indicated the maximum traffic load would be 700 a day--at the time it was 300. 10 years later the count was 8,000 on this narrow neighborhood street and **the neighborhood was destroyed**, quickly turning over to rental property. **Like most other residents, I moved out** and we have since lived in Foxfire.

6

From Councilman Nichols' email replies

January 6 email to Lloyd Davis

Regarding Corporate Parkway, I agree that a connection to Harvey Mitchell (*I believe this is a typo, and that Councilman Nichols is referring to William D. Fitch*) at Spearman is a mistake. However, there are a number of expensive design problems to cross Lick Creek at Pebble Creek Parkway to consider. I raised my concern about the possible Spearman connection at the Council meeting when we adopted the plan. Staff was directed to go back and study options.

It is important to note that the Midtown Business Park being developed along the proposed extension of Corporate Parkway must include a connection to William D Fitch. That land cannot be developed for this or any other purpose without the southern connection. The question is where.

July 7 email to Larry Keller

- This was discussed late last year when we adopted an updated City thoroughfare plan. I opposed that idea as Spearman is not a logical connecting point. The Pebble Creek Owners Association agrees***. Others on Council agreed with me, so the "line on the map" is where it was and the City engineers and planners are looking at feasibility and cost to complete as planned or offer other options. When these studies are done, the Council will be asked to review and select the best option.
- It is also important to note that the extension of Pebble Creek Parkway to the south has been on the City Thoroughfare Plan almost from the beginning of the development of Pebble Creek. This is not new information. It is intended as a connector for residential neighborhoods, much like other streets of its type in the City. While trucks may travel it in the future, there is no real expectation that a truck exiting Corporate Parkway to head south on Texas 6 would choose that route.
- I don't think any construction on Corporate Parkway intersection with WD Fitch will happen for a number of years and until the City-owned Mid Town Business Park along the extension of Corporate Parkway begins to build out. So there is plenty of time for public input and discussion. I have asked Staff to present an update on their work at a Council Workshop meeting which is now scheduled as an "information only" workshop item on the July 14 City Council meeting. This will be an update only with no requests for a decision at this time.
- ***The PCOA BOD informed the City Council that we opposed any and all of the city's options tying Corporate Parkway into Pebble Creek Parkway, not just the Spearman option.

7

A recent letter from Mayor Mooney...

- Karl Mooney, CS Mayor, emailed this to one of our neighbors who live on Augusta.

Ms. (redacted),

The folks who initially fed the fire have not considered all of the plans for transportation in the area.

My late wife and I built a home in Pebble Creek in 1997. At that time Royal Adelaide hadn't been built and St Andrews stopped at Berry Creek. Still, the future maps then, showed how Pebble Creek Parkway would eventually go across Greens Prairie Road (since renamed Wm Fitch) and south to Peach Creek.

Since then, some 25 years ago, no plans to achieve that have been altered, no surveys of land have been conducted, nor have any funds been spent or budgeted for such an extension of Pebble Creek Parkway. Nothing has been done and will not be done in the near future. I doubt that

As for claims about large trucks going up and down Pebble Creek Parkway, those making that claim are not aware of or taking into consideration the 50 year thoroughfare plan. Those who have studied that plan that has the endorsement of TXDOT and the Brazos Valley Metropolitan Planning Organization know that claims of heavy commercial traffic on Pebble Creek Parkway are being made without full knowledge of what is being planned. Highway 6 is about to be widened and the frontage roads will be improved so that local traffic won't have to get on the primary part of Hwy 6. Local traffic will be able to drive on the frontage roads from Wm Fitch to OSR in north Bryan without having to stop at a traffic light. As a result heavy commercial traffic will want to stay on the faster, more direct Hwy 6. There are also plans to have two separate loops around Bryan/College Station. One will likely begin far south of what is now considered College Station's southern border, wind around to Hwy 30, go north above the City of Bryan and bend southwest toward the Brazos River and east of Snook. From the Snook area it will continue to south of College Station.

Interstate 14's loop 214 will be even farther out. Commercial traffic some 30 to 50 years from now will find loop 214 to be the best way to circumnavigate the growing BCS area.

In summation, the recent concepts on the Comprehensive Plan about Pebble Creek Parkway have not been recently created. It is only a plan that can and likely will change over the years and decades ahead. It is not a commitment to designate funds, design or build an extended Pebble Creek Parkway. If that were to happen, it would be many, many years from now. Other roadway changes and improvements in B/CS will certainly occur that would eliminate or enable restrictions to be placed on the use of Pebble Creek Parkway, even if, many years from now, changes occurred.

Karl Mooney

8

Concerns

- Tying Corporate Parkway into William D. Fitch will drive more traffic into one of CS' busiest intersections (see Map 6.4, Hwy. 6 and Fitch)
- Corporate Parkway tying into Pebble Creek Parkway or Spearman will allow 18-wheelers direct, convenient access into our residential neighborhood as they seek alternative routes to Houston **once the southern extension is complete**. I have no doubt that if we allow the PCP/Corporate Parkway connection, this council or a future one will look at the southern extension as a logical next step. **THE TWO ARE INTERTWINED.**
- Having Spearman Dr. shown as an option for the Corporate Parkway tie-in is a bad idea for so many reasons that it concerns me as to how it is considered an option, or was allowed to remain on the drawing at all.
- If the goal is to add an additional exit from the new industrial park to Hwy. 30, this additional exit should be further east. Rock Prairie is an obvious choice; it still allows access to Fitch, but better serves traffic moving to Hwy 30. It is a saves millions of taxpayer dollars (no moving of the Pebble Creek entrance, no destruction of homeowner property values) and doesn't negatively impact thousands of CS residents.
- Tying Pebble Creek Parkway into Southern Pointe will add thousands of additional vehicles to a residential street in our golf course community on a daily basis. Lakeway Dr. may be a better option, with the money saved being enough to solve the drop-off/pick-up issues for Pebble Creek Elementary School. However, **the best option may be to do neither**, connecting Southern Pointe via the planned Rock Prairie connection, spending the taxpayer dollars saved to repave and widen it, as needed.

9

Concerns, continued

- Theft, vandalism, and traffic violations will all increase in Pebble Creek with an additional outlet to Hwy. 6 and Houston.
- Understanding that "Continuity" is a stated goal, this can be achieved via Rock Prairie for fewer taxpayer dollars, without damaging thousands of College Station residents, including the 3,635 registered voters in Precinct 64.
- Homeowners that back up to PCP, Spearman, 12th Man Circle and Winged Foot are particularly vulnerable to these issues. In some cases, the city will spend huge dollars to add lanes to PCP, bringing it more than 40' closer to Quarry Oaks homeowners' property.
- **Quality of Life** issues will also arise in this golf course community, as well as safety for children that walk to school and families/golfers/workers who use carts and cross PCP regularly. Noise, traffic, speeding, and property crimes are concerns that will drive property values down, and negatively impact resident satisfaction.
- While we understand that this project is not yet funded, we also know that **the city continues to spend taxpayer dollars to develop the plan**. The **recently funded** consultant plan to tie Corporate Parkway into our neighborhood is a **clear signal** that the city is serious about moving forward, forever damaging our quality of life. It is clear that a northern tie-in to Corporate Parkway makes a southern extension to Southern Pointe **MUCH** more likely and "logical" to those who do not live with the implications of these decisions. **STOP BOTH EXTENSIONS NOW.**

10

Suggested Next Steps

- Instruct the Planning Department to take these concerns seriously and to examine and present other solutions, that do not require the relocation of the Pebble Creek Entrance or a Corporate Parkway tie-in to either Spearman Dr. or Pebble Creek Parkway.
- Remove the plans for this cut-through from both the Thoroughfare Plan, and The Next 10, adhering to both the direct verbiage and implied spirit of The Next 10.
- If pushback arises from either the Planning Department or the consultants as to the removal of the cut-through, then direct them to remove it now, while preparing detailed, and public, analysis showing the costs, impact on property values, crime rates and the overall quality of life and neighborhood satisfaction, holding public meetings before you allow it to be added back to either document.
- In any event, schedule a Stakeholder Workshop for concerned residents, discussing all possible options, with an open back and forth on pros, cons, possible unintended consequences, etc.
- Work with us in an open way at each step of the process. Trust has been damaged, and Transparency is lacking. These two items are the building blocks of any relationship, and this foundation must be repaired before we can move on.
- Have our City Manager, or a person you designate, respond to us (Erica Roberts or I can act as point of contact) as to your responses to our concerns, by EOM July