SLATE
REAL ESTATE PARTNERS

June 2024

Current zoning is PD-M which allows for townhomes and twin homes with standard City of Bryan bldg. setbacks, architectural & landscaping requirements

We are asking for a revision to the current zoning to include multifamily

Three main stakeholders in the discussion

Miramont

Primary concerns are view from their homes, landscape buffers, elimination of access from Concordia, protection of creek area and general quality of the buildings

Copperfield

Primary concerns are traffic and effect on schools

Retail proponents

Primary concerns are compatibility with Bryan 2040 plan which designates this entire tract as retail

One Bedrooms	226	63%
Two Bedrooms	130	36%
Three Bedrooms	4	1%
Total Units	360	
Total Parking Spaces	520	


Miramont neighbors in support
Site
Bethel Lutheran Church
Hillcrest Baptist Church
Tilted Pint

MIRAMONT CONCERNS

Height Limitations

Height limitations to two stories on north portion of the site

Greenbelt preserve

4.34 acre natural preserve with private agreement in place with Miramont.

This agreement provides for penalties in the event trees are removed and is binding on all future owners of the land into perpetuity

Landscape buffers/setbacks

75’ landscape buffer along Copperfield with over city minimum plantings

Building setback from the North per plan is now 45’ with average setback at 60’+. Current zoning allows 7.5’

MIRAMONT CONCERNS

Curb cut elimination

Existing curb cut at north of property will be eliminated

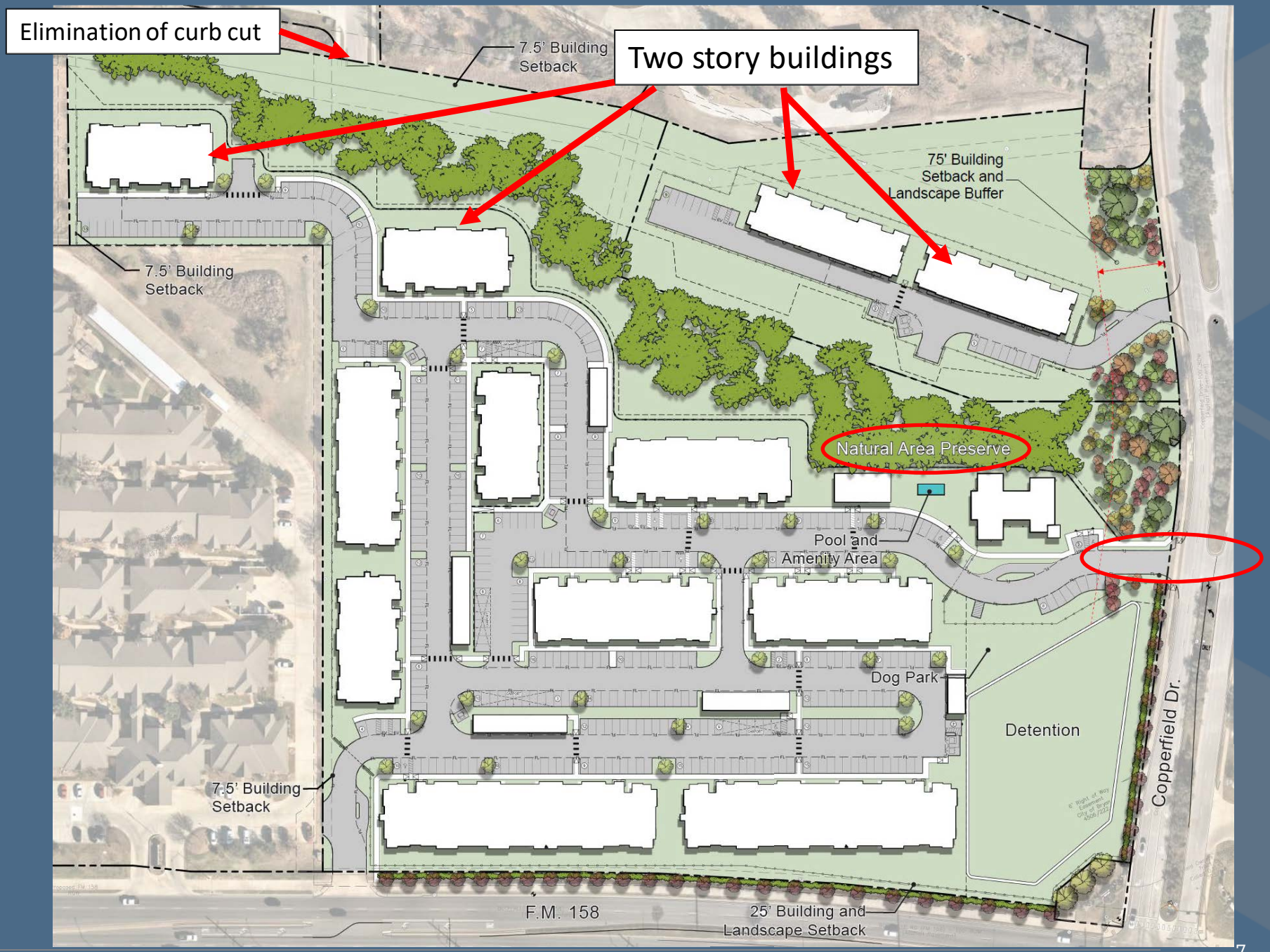
Building and site appearance

Heightened masonry requirements

Screening of trash, AC condensers and lights

Fencing

8’ fence will be built along the north property line


Elimination of curb cut
7.5' Building Setback
Two story buildings
75' Building Setback and Landscape Buffer
7.5' Building Setback
Natural Area Preserve
Pool and Amenity Area
Dog Park
Detention
Copperfield Dr.
7.5' Building Setback
F.M. 158
25' Building and Landscape Setback


Natural Preserve
Project Site

COPPERFIELD CONCERNS:

Traffic

Worked with the City, our engineers and TXDOT to do all we can to minimize delays. Steps we have taken:

- Three exits/entrances into our project
- Timing of the traffic lights in the area
- Extension of turn lane on east bound Boonville
- New turn lane northbound on Copperfield
- Addition of hooded left turn lanes on Boonville


DRIVEWAY 2
DRIVEWAY 1
DRIVEWAY 3
NEW NORTHBOUND COPPERFIELD LEFT TURN LANE
~254 SY ADDITIONAL PAVEMENT
180.0' TRANSITION 100.0' TURN LANE
EASTBOUND BOONVILLE LEFT TURN LANE EXTENSION
BOONVILLE RD
HOODED LEFT TURN LANES
~306 SY ADDITIONAL PAVEMENT
~202.0 TURN LANE EXTENSION

COPPERFIELD CONCERNS:

Traffic

Methodology

Traffic Impact Analysis has been prepared by a licensed engineer and reviewed by City of Bryan and is based on formulas and data input

We have taken car counts twice. (March 2023 and March 2024) to ensure that our data is good (both data sets were not during Spring Break)

Traffic Analysis

Current level of service at the intersection of Boonville and Copperfield is LOS D with a 46 sec wait in the am and 34 sec wait in the pm

With the following assumptions input into the model:

- Current traffic load (counted twice)
- City of Bryan inputs on what traffic loads will be in the future
- Our development assumptions
- Our mitigation efforts
- Result: Light remains at a LOS D with a 42 sec wait in the am and a 35 sec wait in the pm.

The wait difference is 3.6 seconds faster in the am and 1.6 seconds slower in the pm.

Data Set	Current Delay		With Mitigation		Difference in Seconds	
	AM	PM	AM	PM	AM	PM
2023	48.3	36.1	53.8	43.4	5.5	7.3
2024	45.8	33.6	42.2	35.2	-3.6	1.6

Table 7 – Peak Hour Traffic Operational Results

Intersection	2023 Existing				2025 No-Build				2025 Build-Out				2025 Mitigation			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS
Boonville Road (FM 158) & Copperfield Drive[2]	48.3	D	36.1	D	52.3	D	38.8	D	61.3	E	43.4	D	53.8	D	43.4	D
Copperfield Drive & South Commercial Driveway	8.9	A	9.7	A	9.0	A	9.8	A	9.2	A	9.9	B	9.2	A	9.9	A
Copperfield Drive & Driveway 1 / North Commercial Driveway	12	B	10.8	B	12.3	B	11.0	B	16.6[3]	C[3]	13.8[3]	B[3]	16.5[3]	B[3]	13.7[3]	B[3]
Copperfield Drive & Driveway 2									10.0[3]	B[3]	8.9[3]	A[3]	10.0[3]	B[3]	8.9[3]	A[3]
Boonville Road (FM 158) & Driveway 3									14.1[3]	B[3]	13.3[3]	D[3]	14.1[3]	D[3]	13.3[3]	D[3]

[1] Delay is reported as HCM delay in seconds per vehicle.
[2] Delay is reported for the overall intersection.
[3] Maximum delay for the two stop-controlled approaches is reported.

2024 Peak Hour Traffic Operational Results WITHOUT Commerical

Intersection	2024 Existing				2025 No-Build				2025 Build-Out				2025 Mitigation			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS	Delay[1]	LOS
Boonville Road (FM 158) & Copperfield Drive[2]	45.8	D	33.6	C	47.6	D	34.4	C	52.2	E	35.2	D	42.2	D	35.2	D
Copperfield Drive & South Commercial Driveway	8.9	A	9.7	A	8.9	A	9.7	A	9.0	A	9.7	B	9.0	A	9.8	A
Copperfield Drive & Driveway 1 / North Commercial Driveway	12.0	B	10.9	B	12.1	B	11.0	B	14.2[3]	B[3]	12.8[3]	B[3]	14.2[3]	B[3]	13.7[3]	B[3]
Copperfield Drive & Driveway 2									10.0[3]	B[3]	9.2[3]	A[3]	10.0[3]	B[3]	8.9[3]	A[3]
Boonville Road (FM 158) & Driveway 3									13.9[3]	B[3]	13.8[3]	D[3]	13.9[3]	D[3]	13.1[3]	D[3]

[1] Delay is reported as HCM delay in seconds per vehicle.

[2] Delay is reported for the overall intersection.

[3] Maximum delay for the two stop-controlled approaches is reported.

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COPPERFIELD CONCERNS

Schools

- The project is not designed for young families

  Units mix is heavily weighted toward one bedrooms (63%)

  Amenities are not kid friendly…no playground, sophisticated amenity package

  Our experience has been that a very small percentage of young families will choose apartments when relatively affordable single family options are available nearby

- The by right townhome use would have a much greater impact on the schools in the area as it would likely be designed to capture young families

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RETAIL USE ISSUES

- Will increase traffic, which is counter to neighborhood wishes

- Local and national expert input would indicate that this site is difficult to develop given access challenges, geometry issues and current state of retail market

- The large, well positioned retail tracts in the area (HEB and Oakmont mixed use) will absorb any retail demand in the area

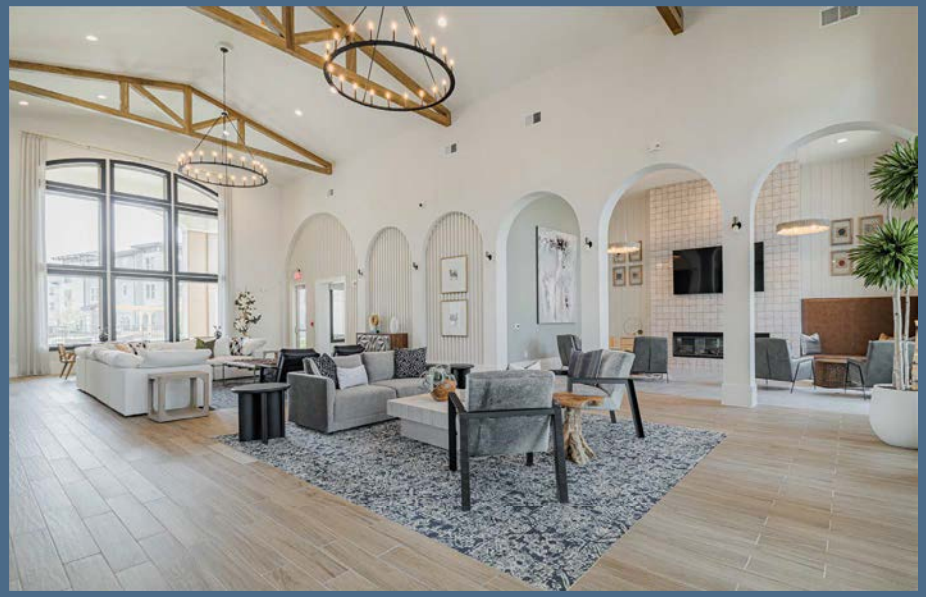
- Once it's zoned commercial, all stakeholders lose some control over what goes there. Given site challenges this could lead to less than desirable retail uses.

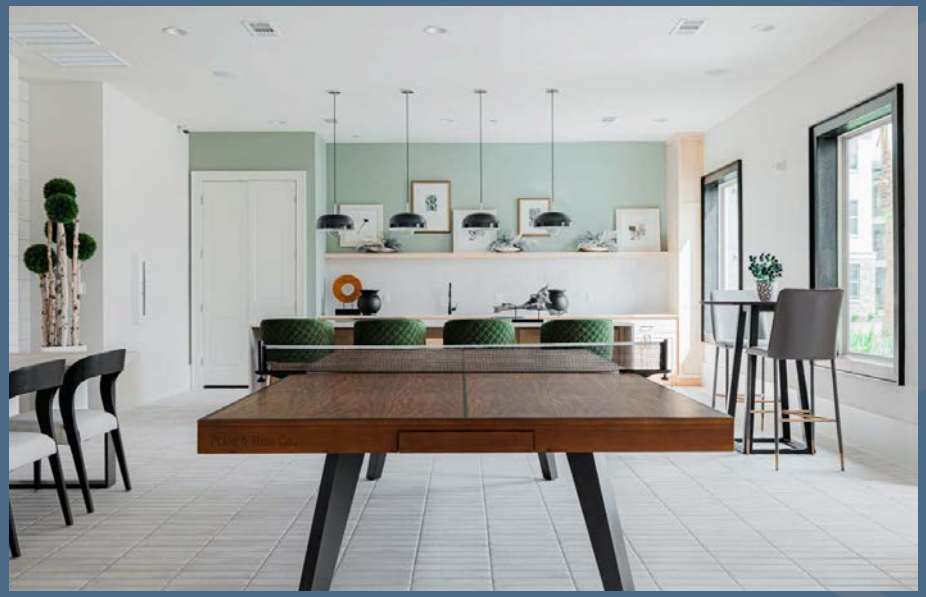

LEGEND
Major Collector
Major Arterial
Proposed Major Arterial
Super Arterial
FM 1179
Canterbury Drive
University Drive East
Future H-E-B
Site
Oakmont: Area III
Mixed-Use
29 Acres
15.8 Acres
C-2
Brazos County
C-2 Retail
Copperfield Drive
Pendleton Drive
GC
General
Commercial
College
Station

Copperfield and Booneville - NW

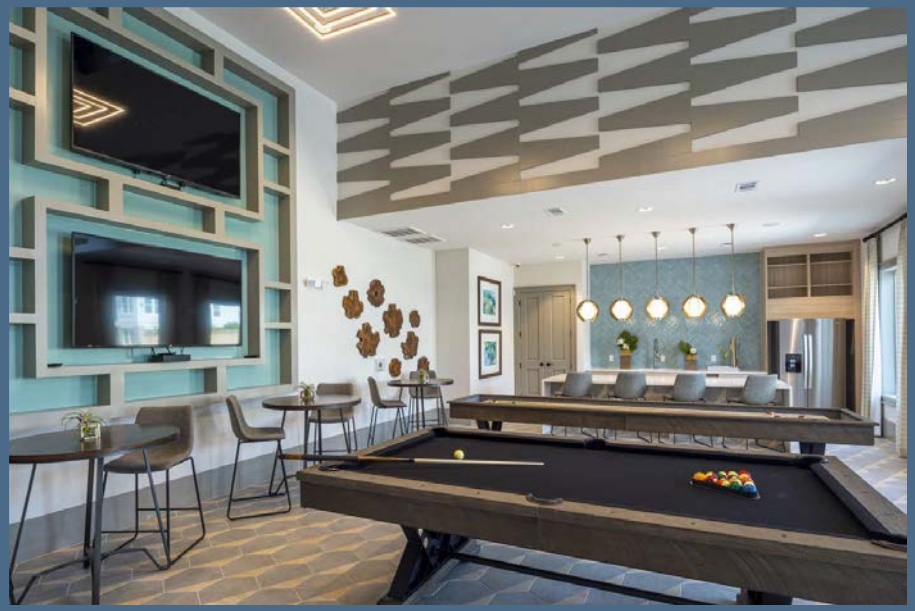
Copperfield and Booneville - N

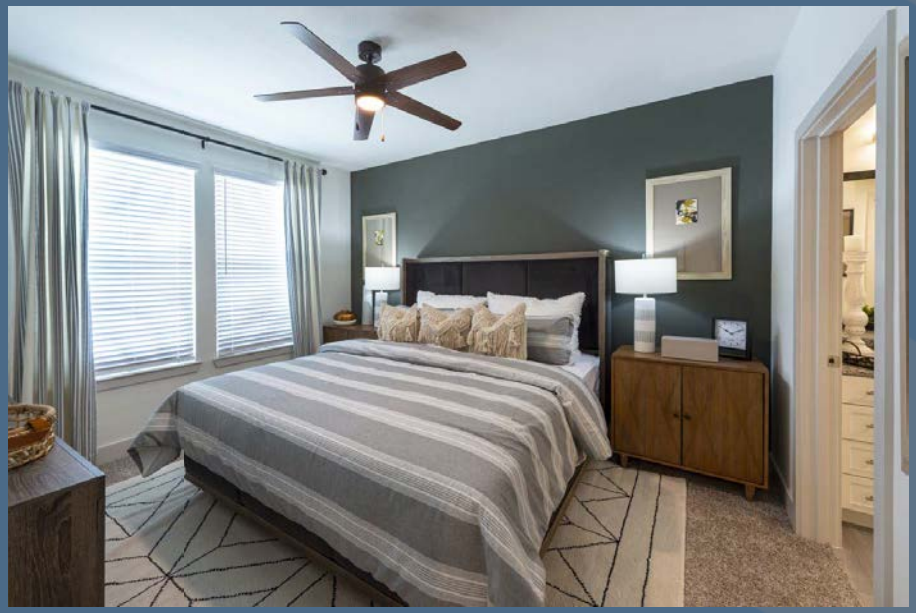
Comparable Projects- Lakecrest





Comparable Projects- The Westover





Comparable Projects- Lakecrest

Comparable Projects- Lakecrest

Miramont | Bryan, TX

CONCLUSION

We believe PD-H (MF) is the best use on this site given what can be developed by right. The stakeholders get:

- Greenbelt protection
- Traffic mitigation
- Architectural controls
- Building height limitations
- Increased setbacks, fencing and landscaping
- Product that has lower impact on schools

Thank you

SLATE
REAL ESTATE PARTNERS