



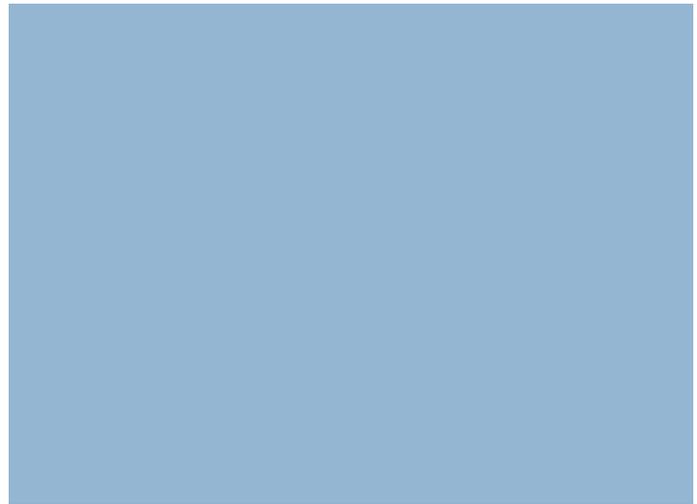
CITY OF COLLEGE STATION  
Home of Texas A&M University®

# Eastgate Neighborhood Plan

Adopted: June 23, 2011



2011-2018



CITY OF COLLEGE STATION

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# TABLE OF CONTENTS

<b>ACKNOWLEDGEMENTS</b> .....	<b>i</b>
<b>TABLE OF CONTENTS</b> .....	<b>ii</b>
<b>LIST OF MAPS AND FIGURES</b> .....	<b>iii</b>
<b>INTRODUCTION</b> .....	<b>I-1</b>
ABOUT EASTGATE.....	I-1
SELECTION.....	I-3
PUBLIC INPUT.....	I-4
PLAN COMPONENTS.....	I-7
<b>CHAPTER 1: COMMUNITY CHARACTER</b> .....	<b>1-1</b>
PLANNING INFORMATION.....	1-1
FUTURE LAND USE.....	1-4
ZONING.....	1-8
SITE DEVELOPMENT.....	1-15
FLOODPLAIN MANAGEMENT.....	1-16
<b>CHAPTER 2: NEIGHBORHOOD INTEGRITY</b> .....	<b>2-1</b>
EFFECTIVE NEIGHBORHOOD ORGANIZATIONS.....	2-2
CONSERVATION OF NEIGHBORHOOD RESOURCES.....	2-3
ENHANCED NEIGHBORHOOD IDENTITY AND INVESTMENT.....	2-5
PROACTIVE PROPERTY MAINTENANCE AND CODE ENFORCEMENT.....	2-8
EMERGENCY AND LAW ENFORCEMENT SERVICES.....	2-9
<b>CHAPTER 3: MOBILITY</b> .....	<b>3-1</b>
PLANNING INFORMATION.....	3-1
THOROUGHFARES.....	3-2
LOCAL STREETS.....	3-6
BICYCLE AND PEDESTRIAN MOBILITY.....	3-11
BUS TRANSIT.....	3-15
<b>CHAPTER 4: SUSTAINABILITY</b> .....	<b>4-1</b>
RECYCLING.....	4-1
UTILITY CONSERVATION.....	4-3
STORMWATER MANAGEMENT.....	4-6
GREENWAYS AND OPEN SPACE.....	4-7
ALTERNATIVE TRANSPORTATION AND LAND USE.....	4-9
EDUCATION.....	4-10
<b>CHAPTER 5: IMPLEMENTATION</b> .....	<b>5-1</b>
TIMEFRAME.....	5-1
IMPLEMENTATION AND COORDINATION ROLES.....	5-1
FUNDING.....	5-2
TASKS.....	5-4
ONGOING EVALUATION.....	5-5
<b>APPENDIX A: EXISTING CONDITIONS</b> .....	<b>A-1</b>
<b>APPENDIX B: PUBLIC INPUT SUMMARIES</b> .....	<b>B-1</b>
<b>APPENDIX C: JAMES PKWY AND PURYEAR DR ALTERNATIVE ANALYSIS</b> .....	<b>C-1</b>

**CHAPTER 1: COMMUNITY CHARACTER**

EXISTING ZONING.....	Map EC.1
FUTURE LAND USE AND COMMUNITY CHARACTER.....	Map EC.3
COMMUNITY CHARACTER AREAS OF CHANGE.....	Map 1.1
COMMUNITY CHARACTER AREA 1.....	Map 1.2
COMMUNITY CHARACTER AREA 2.....	Map 1.3
COMMUNITY CHARACTER AREA 3.....	Map 1.4
COMMUNITY CHARACTER AREA 4.....	Map 1.5
COMMUNITY CHARACTER AREA 5.....	Map 1.6
COMMUNITY CHARACTER AREA 6.....	Map 1.7
COMMUNITY CHARACTER AREA 7.....	Map 1.8
NEIGHBORHOOD CONSERVATION AREAS.....	Map 1.9
ZONING AREA 1.....	Map 1.10
ZONING AREA 2.....	Map 1.11
REDEVELOPMENT AREAS.....	Map 1.12
SITE DEVELOPMENT AREA 1.....	Map 1.13
SITE DEVELOPMENT AREA 2.....	Map 1.14
FLOODPLAIN AND OPEN SPACE.....	Map 1.15

**CHAPTER 2: NEIGHBORHOOD INTEGRITY**

SINGLE-FAMILY OWNERSHIP PERCENTAGE BY STREET.....	Map 2.1
EXISTING NEIGHBORHOOD ORGANIZATIONS.....	Map 2.2
COLLEGE STATION HISTORICAL MARKERS IN EASTGATE.....	Map 2.3
POTENTIAL HISTORIC DISTRICTS AND LANDMARKS.....	Map 2.4
BURGLARY AND THEFT ACTIVITY IN 2009 AND 2010.....	Map 2.5

**CHAPTER 3: MOBILITY**

THOROUGHFARE FUNCTIONAL CLASSIFICATION.....	Map 3.1
THOROUGHFARE CONTEXT.....	Map 3.2
THOROUGHFARE TYPE.....	Map 3.3
STATUS OF EASTGATE LOCAL STREETS.....	Map 3.4
INTERSECTION EVALUATION AREAS.....	Map 3.5
2010 STREET INVENTORY.....	Map 3.6
PLANNED BICYCLE IMPROVEMENTS.....	Map 3.7
PLANNED PEDESTRIAN IMPROVEMENTS.....	Map 3.8
BUS TRANSIT NETWORK.....	Map 3.9
EASTGATE THOROUGHFARES.....	Figure 3.1
EASTGATE LOCAL STREET NOT MEETING CURRENT STANDARD.....	Figure 3.2
STREET MAINTENANCE RATINGS FROM 2010 ST. INVENTORY.....	Figure 3.3
INTERSECTION EVALUATION AREAS.....	Figure 3.4

**CHAPTER 4: SUSTAINABILITY**

NONE.....	
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**CHAPTER 5: IMPLEMENTATION**

COMPLETE TASK LIST.....	Figure 5.1
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**APPENDIX A: EXISTING CONDITIONS**

EXISTING ZONING.....	Map EC.1
CONCEPT MAP.....	Map EC.2
FUTURE LAND USE AND CHARACTER MAP.....	Map EC.3
LAND USE CONFORMANCE.....	Map EC.4
VACANT PROPERTY.....	Map EC.5
RECENT DEVELOPMENT ACTIVITY.....	Map EC.6
KEY DESTINATIONS.....	Map EC.7
PUBLIC PROPERTY AND EASEMENTS.....	Map EC.8
MULTI-FAMILY PROPERTIES.....	Map EC.9
SINGLE-FAMILY PROPERTY VALUE (2009).....	Map EC.10
AGE OF SINGLE-FAMILY STRUCTURE.....	Map EC.11
PROPERTY MAINTENANCE CASES.....	Map EC.12
CODE ENFORCEMENT CASES BY TYPE (2007 – 2010).....	Map EC.13
PARKING AND TRAFFIC VIOLATIONS (2009-2010).....	Map EC.14
SIGNIFICANT ACTIVITY (2009-2010).....	Map EC.15
NOISE VIOLATIONS (2009-2010).....	Map EC.16
STREET LIGHTING.....	Map EC.17
PEDESTRIAN FACILITIES.....	Map EC.18
BICYCLE FACILITIES.....	Map EC.19
BICYCLE PARKING.....	Map EC.20
TRANSIT ROUTES.....	Map EC.21
FLOODPLAIN.....	Map EC.22
EASTGATE NEIGHBORHOOD PLAN AREA.....	Figure EC.1
1990 AND 2000 CENSUS COMPARISON.....	Table EC.1
EASTGATE ESTIMATED POPULATION.....	Table EC.2
EASTGATE SUBDIVISIONS.....	Table EC.3
ZONING.....	Table EC.4
COMMUNITY CHARACTER AND FUTURE LAND USE.....	Table EC.5
NUMBER OF HOUSING UNITS BY SUBDIVISION.....	Table EC.6
SINGLE-FAMILY PROPERTY DATA.....	Table EC.7
AGE OF SINGLE-FAMILY STRUCTURES.....	Table EC.8
REGISTERED RENTAL PROPERTIES BY SUBDIVISION (2010).....	Table EC.9
CODE VIOLATIONS PER LOT (2007-2010).....	Table EC.10
CODE ENFORCEMENT CASES BY TYPE (2007-2010).....	Table EC.11
STREET CLASSIFICATIONS.....	Table EC.12
SURVEY RESULTS OF SELECT STREETS.....	Table EC.13
LOT COVERAGE BY SUBDIVISION.....	Figure EC.14

**APPENDIX B: PUBLIC INPUT SUMMARIES**

OVERALL VOTES BY PLAN ELEMENT.....	Chart B.1
OVERALL PRIMARY ISSUE VOTES BY PLAN ELEMENT.....	Chart B.2
VOTES BY INDIVIDUAL TOPIC.....	Chart B.3
VOTES BY GENERAL CATEGORY.....	Chart B.4
RESIDENTIAL CHARACTER SURVEY RESPONSES.....	Chart B.5



The Eastgate Neighborhood Plan is the second neighborhood 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.

### ABOUT EASTGATE

The Eastgate Neighborhood Planning Area is made up of 567 acres located in the original core of College Station. Loosely bounded by University Drive East, Texas Avenue South, Dominik Drive, and Munson Avenue, this area includes 25 residential subdivisions, and is home to more than 2,789 residents. The area includes a redevelopment district along the northern and western perimeter and the Hospitality Corridor along portions of the northern border as identified in the City's Comprehensive Plan Concept Map (See **Map EC.2, Concept Map**). This section outlines some of the existing conditions in Eastgate; however, more in-depth information can be found in the Existing Conditions Report, an appendix to this Plan (See **Appendix A – Existing Conditions**).

### Housing and Business

The Eastgate Neighborhood is one of the earliest residential areas in College Station, but experienced a major development boom following World War II. Recent additions are the University Preserve gated residential subdivision and Dominion Townhomes, but the earliest development began in 1919 in the residential neighborhood between Lincoln Avenue and University Drive.



Eastgate has 518,000 s.f. of commercial and office space and more than 1,200 dwelling units.



The area holds more than 518,000 square feet of commercial and business space and 799 single-family homes, 110 duplexes, and 359 other multi-family units. The planning area is primarily residential, but is surrounded by commercial space along the perimeter. Commercial establishments are located at Texas Avenue South, University Drive East, and Dominik Drive. The commercial activity along these thoroughfare ranges from office, retail, and restaurant uses.

Education and Institutions

All neighborhoods in the planning area are zoned for attendance at College Hills Elementary, Oakwood Intermediate, A&M Consolidated Middle Schools, and A&M Consolidated High School,

Eastgate is home to College Station City Hall, and several public parks including Eastgate Park, Lion Park, Parkway Park, and Thomas Park. The City will be erecting Fire Station #6, located next to Lions Park at the intersection of University Drive East and Tarrow Street, to serve the entire planning area. For community policing, the area is located in Sector A, Beat 20.

Natural Features

In the planning area, approximately 40 acres are identified on the City's Comprehensive Plan as Natural Areas – Protected and Natural Areas –

Reserved. These areas generally cover the floodplain for two Wolf Pen Creek tributaries that touch the south and east section of the planning area. Overall, the planning area is relatively flat, with two FEMA-identified floodplain areas associated with Wolf Pen Creek. The City of College Station maintains approximately 21 acres of park space in this area. The planning area is part of Neighborhood Park Zone 2 and Community Park Zone C. Overall, there are about 7.5 acres of park for every 1,000 residents.



Mature trees make Eastgate one of the most charming areas of College Station.

Mobility

Eastgate is served by 17 miles of road. The area is bounded by two arterials –Texas Avenue South and University Drive East. Within the planning area, Eisenhower Street, Foster Avenue, and Tarrow Street provide north-south collector connectivity, while George Bush Drive

East, Dominik Drive, Foster Avenue, Francis Drive, Lincoln Avenue, and Walton Drive provide east-west collector connectivity. There are numerous local roads that traverse the planning area, most notably: Gilchrist Avenue, Kyle Avenue, Munson Avenue, Nimitz Street, and Puryear Drive.

The planning area is served by three bus systems. Texas A&M University serves students living in this area with bus routes that run between 7am and midnight on weekdays during the regular fall and spring semesters. College Station Independent School District (CSISD) provides buses in this area for students attending College Hills Elementary, Oakwood Intermediate, A&M Consolidated Middle, and A&M Consolidated High schools.

The Brazos Valley Transit District provides limited general public service to this area along Texas Avenue, Tarrow Street, George Bush Drive East, Lincoln Avenue and University Drive.

The area is also served by a sporadic network of bicycle lanes, bicycle routes, and sidewalks.

### Community Investment

There are a few public projects underway or planned for construction in the near future in Eastgate. The Lincoln Avenue sidewalk and utility rehabilitation of Eastgate Phase IV are slated to begin in 2012. Sidewalks will eventually extend from future Eisenhower Street to Grand Oaks Circle along the north side of Lincoln Avenue. Funds from the 1998 capital bond have been budgeted for the signalization George Bush Drive East and Dominik Drive intersection. This installation is anticipated for fall 2011. Construction of Fire Station #6, located at the intersection of University Drive East and Tarrow Street, has been budgeted and design has been approved. The Fire Station is anticipated to begin construction in fall 2011.

### SELECTION

The Eastgate Neighborhood Planning Area was selected for the development of a neighborhood plan because of its diversity of housing type and age, mix of residential and commercial uses, opportunities for redevelopment, and the importance of this neighborhood for the overall character of the community. This planning area also offers the opportunity to better understand the factors leading to changes from owner- to renter-occupied homes.

The physical boundaries of this planning area were based on the contiguous area of neighborhood conservation identified in this area of the City in the Comprehensive Plan, and the surrounding redevelopment areas. Major roads serve as effective boundaries to delineate this area from other areas of the City. Though a few subdivisions comprise the majority of the area, there are over two dozen total subdivisions within the planning area. While none of these subdivisions are exactly alike in age or character, they all share the same network of public infrastructure and are similarly affected by the same infill, redevelopment, and commercial development.



Thomas Park is well used facility complete with a walking track, exercise equipment, playground, pavilion, pool, basketball court, and tennis court.

## PUBLIC INPUT

Public input is critical in the planning process. Receiving feedback from the community enhances the process by allowing the experts who live in the area to provide the information and issues that are evaluated in the plan. Opportunities were provided for members of the community to voice their opinions on the direction of their neighborhood and begin to strategize ways in which to change or maintain that direction.

## PLANNING PROCESS

The Eastgate Neighborhood Plan was developed over the course of nine months, beginning in late summer 2010. The process was broken into four phases, each with a specific function.

**Phase 1, Pre-Planning (August – October 2010):** The pre-planning phase is the first step in neighborhood planning. This phase focused on the mechanics of getting a plan started and moving it forward. During this stage of the Plan, the draft boundaries were identified, a timeline established, resource teams were established, and public outreach efforts were identified.

**Phase 2, Existing Conditions and Planning Vision (September 2010 – January 2011):** This phase focused on public outreach and determining the goals for the Plan. Five public meetings and three Neighborhood Resource Team meetings were held during this time frame to develop the planning goals. Additionally, the existing conditions analysis was conducted to establish some of the baseline data for tracking plan implementation.

**Phase 3, Plan Development (February – May 2011):** The 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 presented at three Neighborhood Resource Team meetings. At the end of the process, Open Houses were held on April 26 & 27, 2011 to present the draft Plan at a neighborhood-wide meeting and gauge acceptance of the proposed strategies.

**Phase 4, Adoption and Implementation (June 2011 and ongoing):** The Bicycle, Pedestrian, and Greenways Advisory Board provided a recommendation at their June 6th meeting. A public hearing was held and recommendation provided at the Planning and Zoning Commission on June 16th and after a public hearing the City Council adopted the Plan on June 23rd. After adoption, implementation will be on-going for the duration of the time period of the Plan (five to seven years) and may be tracked on the Plan's website at: <http://www.cstx.gov/ndcplanning>.

## Project Teams

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

### **Neighborhood Resource Team**

The Neighborhood Resource Team consisted of 13 individuals that included residents located in the College Hills Neighborhood

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Association, College Hills Estates Homeowners Association, College Hills Woodlands Neighborhood Association, and University Preserve Homeowners Association. The Neighborhood Resource Team served as an advisory board during the planning process, and helped encourage neighborhood participation in the planning process.

Members were chosen out of the group of interested individuals that represented the various geographic parts of the planning area.

Generally, the Neighborhood Resource Team met on a monthly basis during the process to provide feedback on the direction of the plan.

### **Members**

David Boatcalie, Churchill Estates  
Marcus Copelyn, Lloyd Smith subdivision  
Ken Fogle, College Hills Estates  
Quint Foster, College Hills Estates  
Hunter Goodwin, University Preserve  
Mildred Martin, Prairie View Heights  
Leslie Miller, College Hills Woodlands  
Stephen Miller, Woodland Acres  
Kam Owens, Prairie View Heights  
David Sahm, College Hills Estates  
Ben Sperry, Student Representative  
Tres Watson, College Hills Estates  
Brooke Woodruff, College Hills Woodlands

### **Project Planning Team**

The Project Planning Team worked throughout the planning process to provide technical assistance as well as oversight and guidance throughout the planning process. This team assisted in the development of the plan timeline, neighborhood outreach, maps, facilitators and group leaders during public meetings, and was responsible for the general development of the Plan. This team was made up of City employees within the Planning and Development Services (P&DS) Department. In addition, there were several other members of City staff that contributed or assisted in the development of the Plan.

### **Members**

Jason Schubert, AICP, Senior Planner - Project Manager  
Bob Cowell, AICP, CNU-A, Director Planning & Development Services  
Venessa Garza, Greenways Program Manager  
Joe Guerra, AICP, PTP, Transportation Planning Coordinator  
Barbara Moore, Neighborhood Services Coordinator  
Matt Robinson, AICP, Senior Planner  
Lindsay Kramer, AICP, Senior Planner  
Michael Trevino, GIS Technician  
Kristen Hejny, Staff Assistant

### **Neighborhood Plan Kick-off Meeting**

In September 2010, the first neighborhood-wide event was held at College Hills Elementary. The Neighborhood Plan Kick-off Meeting was

attended by more than 75 residents from the area. Residents were asked to choose their top priorities for the plan and to provide feedback about why they chose a specific topic. The meeting also served as a way to introduce the planning process to the neighborhood.



Residents meet with City Staff to discuss planning concepts at the Kick-Off Meeting.

A summary of the feedback that was received from this Kick-Off Meeting and other public meetings is provided as an appendix to the Plan (**Appendix B, Public Input Summary**). Members of the community were made aware of the event through postcards, notification signage, City television channel, flyers sent with utility bills, and information that was distributed to neighborhood organizations.

### Surveys

After the Kick-off meeting, an on-line survey was made available for residents at the plan's website: <http://www.cstx.gov/ndcplanning>. Responses were recorded with the documentation from the Kick-Off meeting.

### Issues and Opportunities Meeting

A second neighborhood-wide event was the Issues and Opportunities Meeting held on October 26, 2010 at College Station City Hall. The purpose of the meeting was to collect more in-depth information about what is positive about the neighborhood and where there is room for improvement.

Participants from the Kick-off Meeting were provided information about the date and time of the meeting, and promotional materials were provided to the Neighborhood Resource Team for distribution.

### Neighborhood Area Meetings

As residents contributed to the planning process, it was realized that areas of the neighborhood faced different pressures or were expressing different responses to similar concerns. As a result, neighborhood area meetings were held in late January 2011, one each at College Hills Elementary, City Hall, and College Hill Missionary Baptist Church. The purpose of these meetings was to receive more in-depth feedback from each of the neighborhood areas regarding the concerns of their area. Residents of each area were sent a postcard invitation for the meeting held in their part of the neighborhood.

### Open House

Neighborhood-wide Open Houses were held at College Hills Elementary on April 26 & 27, 2011 to receive feedback on the draft Plan. With more than 80 in attendance, participants were able to view the draft language, maps, and strategies, as well as converse directly with Staff about any of the Plan components.

Residents were notified through postcards, notification signage, and promotional materials provided to the Neighborhood Resource Team

for distribution.

## PLAN COMPONENTS

The plan is broken down into four subject areas that represent each chapter in the plan and a final implementation chapter. Below are summaries of each of the chapters.

### Chapter 1: Community Character

This chapter focuses on strategies that will *maintain a diverse mix of housing types, preserve larger lot sing-family development patterns, reduce character impact from rental housing in the neighborhood, and promote redevelopment around the perimeter of the neighborhood that meets community needs and is complimentary to the neighborhood.*

The strategies proposed in this chapter include Comprehensive Plan amendments, zoning changes, the establishment of new zoning districts, and that are needed to ensure that development and redevelopment in this area are compatible with existing residential subdivisions in the neighborhood.

### Chapter 2: Neighborhood Integrity

This chapter focuses on strategies relating to *effective neighborhood organizations, conservation of neighborhood resources, enhanced neighborhood identity and investment, proactive property maintenance and code enforcement, and targeted emergency and law enforcement services to enhance the appeal of the Eastgate neighborhood as a desired, family-friendly destination.*

The strategies in this chapter are intended to help encourage owner-occupied housing and stabilizing the neighborhood by strengthening neighborhood organizations, prioritizing community investment, and creating focused code enforcement programs, and in the area.

### Chapter 3: Mobility

This chapter focuses on strategies relating to vehicular, bicycle, pedestrian, and transit networks to *maintain a safe and efficient street network while improving multi-modal transportation options by increasing bicycle and pedestrian connections to key destinations within and around the neighborhood.*

The strategies in this chapter focus on infrastructure analysis and improvements like traffic warrant studies, street rehabilitation, and bicycle lane and sidewalk improvements that will improve connectivity and encourage multi-modal transportation options where possible.

### Chapter 4: Sustainability

This chapter focuses on strategies that relate to resource conservation efforts like recycling, stormwater management, and utility consumption in an effort to *increase awareness and participation in resource conservation efforts.*

The strategies in this chapter are focused on creating tracking methods and programs to help increase responsible use of natural resources by residents in Eastgate and throughout the City.

**Chapter 5: Implementation**

The final chapter is a listing of the strategies and actions that are proposed in the Plan. The plan implementation period is five to seven years. Specifically, this chapter assigns the 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



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

The Eastgate Neighborhood primarily consists of a suburban, single-family character with some areas having more urban characteristics. The neighborhood is bounded by commercial uses along Texas Avenue and University Drive East with much of this perimeter area identified for redevelopment in the [Comprehensive Plan](#).

The purpose of this chapter is to outline a set of strategies to support the preservation of the neighborhood's character. Public input relating to character illustrated concerns of retaining the single-family character of the neighborhood, minimizing the impact of commercial and multi-family redevelopment, and encouraging compatible infill development. Based on these concerns, the following goals were developed for this chapter:

- ***Maintain a diverse mix of housing types;***
- ***Preserve larger lot single-family development patterns;***
- ***Reduce character impact of rental housing in the neighborhood; and***
- ***Promote redevelopment around the perimeter of the neighborhood that meets community needs and is complimentary to the neighborhood.***

This chapter focuses on four land use components that influence character:

- First, the anticipated, or future, land use assumptions within the neighborhood;
- Second, the existing zoning, or land use regulations, that impact how property is currently entitled to be developed;
- Third, site and redevelopment opportunities around the perimeter of the neighborhood; and
- Fourth, floodplain and greenway conservation.

This chapter first outlines basic planning information relating to each of the four components listed above. This information is in addition to the pertinent information found in [Appendix A, Existing Conditions Report](#). Following this information, the chapter outlines changes recommended for the [Comprehensive Plan](#), zoning options available to the neighborhood, site and development considerations for redevelopment areas, and floodplain management and greenway policies to support the overall goals of the chapter. This chapter outlines the details of strategies and actions to achieve the stated goals. Specific information about timelines, responsible parties, and estimated costs are reflected in [Chapter 5, Implementation](#).

## PLANNING INFORMATION

This section identifies key information that impacts the character of the Eastgate Neighborhood. It outlines public facility investments made in the area and a description of the land uses that were considered during the development of the strategies and actions for the Plan.

## Capital Investments

**Fire Station #6** - Funding to construct Fire Station #6 to serve the northeastern portion of College Station was approved in the 2008 bond election. The Fire Station will be constructed on vacant City-owned property located adjacent to Lions Park at the intersection of Tarrow Street and University Drive East. The project has been designed and construction is anticipated to commence in mid-2011.

## Types of Land Uses

The following are descriptions of the existing character designations found in the planning area based on the City's adopted Comprehensive Plan. The locations of these designations are shown in **Map EC.3, Future Land Use and Community Character Map (Appendix A, Existing Conditions)**.

**Institutional/Public** - This land use designation is generally for areas that are, and are likely to remain, in some form of institutional or public activity. Examples include schools and libraries.



The majority of Eastgate is designated Neighborhood Conservation, which intends to preserve established neighborhoods.

**Natural Area – Protected** - This land use designation is generally for areas permanently protected from development. Such areas are preserved for their natural function or for park, recreation, or greenway opportunities. These include areas such as regulatory floodway, publicly owned open space, conservation easements, and public parks.

**Natural Area – Reserved** - This land use designation is generally for areas that represent a constraint to development and should be preserved for their natural function or open space qualities. These areas include floodplains and riparian buffers, as well as recreation facilities.

**Neighborhood Conservation** - This land use designation is generally for areas that are built-out and are not likely to be the focus of extensive infill development or redevelopment. Further, these areas were typically platted before current development regulations were in place which often results in non-conforming situations. These areas are appropriate for overlays or zoning classifications that provide additional character protection and address non-conforming issues.

**Redevelopment Area II: Texas Avenue, University Drive, and Harvey Road** - This area includes a number of underperforming land uses that, due to their proximity to two of the busiest corridors in the City, are poised for redevelopment. Much of the area is currently subdivided into small lots, making it difficult to assemble land for redevelopment. A portion of this area includes the current City Hall, which offers the opportunity to redevelop a larger parcel if City Hall is relocated to the Municipal Center District. The proximity of existing neighborhoods and

the Texas A&M University campus requires careful site planning and appropriate building design. These efforts should be complimentary to the Area V: Hospitality corridor plan, the neighborhood plan for the Eastgate area, and the Texas A&M University Campus Master Plan and should focus on bringing vertical mixed-use and other aspects of urban character to this portion of the City.

**Urban** - This land use designation is generally for areas that should have a very intense level of development activities. These areas will tend to consist of townhomes, duplexes, and high-density apartments.

**Urban Mixed Use** - This land use designation is generally for areas that should have the most intense development activities. These areas will tend to consist exclusively of residential, commercial, and office uses in vertical mixed-use structures.

### Existing Zoning

The following are descriptions of the existing zoning districts found in the Eastgate Planning Area. The locations of these zoning areas are identified in **Map EC.1, Existing Zoning (Appendix A, Existing Conditions)**.

**Single-Family Residential (R-1)** - This district includes lands planned for single-family residential purposes and accessory uses. This district is designed to accommodate sufficient, suitable residential neighborhoods, protected and/or buffered from incompatible uses, and provided with necessary and adequate facilities and services.

**Duplex Residential (R-2)** - This district contains land that has been planned for duplex residential purposes and associated uses. Characterized by moderate density, it may be utilized as a transitional zone.

**Townhouse (R-3)** - This district contains land that is to be used for a unique type of dwelling, typically designed for individual ownership, or ownership in-groups of single-family attached residences constructed on individually-platted lots.

**Multi-Family (R-4)** - This district provides land for development of apartment and condominium units at low to medium densities. This district may serve as a transitional zone between lower density residential areas and other residential or non-residential areas.

**High Density Multi-Family (R-6)** - This district contains land used for a variety of housing types, but primarily multiple family dwellings. This district is designed to provide the highest density in the community for developments in close proximity to the University.

**Administrative-Professional (A-P)** - This district accommodates select commercial businesses that provide services rather than sell products, either retail or wholesale. The uses allowed have relatively low traffic generation and require limited location identification.

**General Commercial (C-1)** - This district provides locations for general commercial purposes that is, retail sales and service uses that function to serve the entire community and its visitors.

**Commercial-Industrial (C-2)** - This district provides locations for outlets

offering goods and services to a limited segment of the general public. The uses included primarily serve other commercial and industrial enterprises.

**Light Commercial (C-3)** - This district provides locations for commercial sites that are too small for many permitted uses in the C-1, General Commercial District. These are moderately low traffic generators that have little impact on adjacent areas or on adjacent thoroughfares.

**Planned Development District (PDD)** - The purpose of the Planned Development District is to promote and encourage innovative development that is sensitive to surrounding land uses and to the natural environment. If this necessitates varying from certain standards, the proposed development should demonstrate community benefits.

The PDD is appropriate in areas where the land use plan reflects the specific commercial, residential, or mix of uses proposed in the PDD. A PDD may be used to permit new or innovative concepts in land utilization not permitted by other zoning districts. While greater flexibility is given to allow special conditions or restrictions that would not otherwise allow the development to occur, procedures are established to ensure against misuse of increased flexibility.

## KEY PLANNING CONSIDERATIONS

### Future Land Use

Land use is a key component of describing and establishing the character of an area. In determining appropriate land use classifications, the existing uses, zonings, and current land use and character classifications are all considered. As part of preserving the residential character of the interior Eastgate area, this plan identifies several areas where discrepancies in the existing **Comprehensive Plan**, zoning, and other factors could lead to unintended development scenarios that are contrary to the character desired by residents that live in the neighborhood.

### ***Future Land Use Assumptions – Community Character***

During the planning evaluation process, a number of areas were identified where the future land use designation conflicts with the existing zoning, existing development, or existing surrounding uses.

In evaluating the existing **Comprehensive Plan**, there are seven areas identified for modification (See **Map 1.1, Community Character Areas of Change**). Strategies for preserving the character of these properties focus on amending the City's **Future Land Use and Character Map** to reflect more appropriate future land uses that are reflective of market opportunities for the property and future land use needs while being responsive to neighborhood compatibility.

### **Community Character Area 1 – Pasler Area**

This area generally consists of four subdivisions – Lloyd Smith, Lauterstein, Pasler, and Prairie View Heights and is bounded by Pasler Street, Lincoln Avenue, Tarrow Street, Peyton Street, and Chappel Street and the single-family properties that have frontages to these

streets. Some of the properties within this area were originally platted in 1919 and are some of the oldest subdivisions in College Station. The neighborhood has been historically African-American since its early development, and is still home to second and third generations of the original families that have made this neighborhood their home.

This area has seen major changes in the past decade with several houses demolished after purchase to convert to rental property. Because of this shift and the proximity to the University, this area has been designated for high density single-family or urban multi-family uses on the City's adopted plans since 1997.

Feedback from owner-occupants in the area during the planning process made it clear that additional rentals or potential for multi-family units would be detrimental to preserving the history and character of this core area. To assist in the preservation of this area as a single-family neighborhood, several strategies must be implemented to retain the existing single-family zoning, reduce the impact of rental properties on the community, and promote maintenance and home-ownership.

To help protect the existing character in this area, the future land uses should be amended to reflect the existing single-family land use. Second, public and private neighborhood protection standards should be explored to establish expectations for new development that occurs within the defined area (See [Neighborhood Conservation Area 3: Pasler Area](#) for more discussion on this topic). **Map 1.2, Community Character Area 1** illustrates the existing character and zoning as well as the proposed character, as recommended in the strategy for this area. Additional strategies for investing in public infrastructure and property maintenance will be explored in **Chapter 2, Neighborhood Integrity** and **Chapter 3, Mobility**. Amending the Comprehensive Plan will ensure that future development opportunities will be limited to zoning districts that support single-family use of the area and set the stage for additional protections for owner-occupied homes.

**Strategy CC1.1** - Amend the Future Land Use and Character Map in the Comprehensive Plan in the Pasler area from Urban and General Suburban to Neighborhood Conservation. Also, move the Redevelopment line to the west so that it is behind the single-family lots that have frontage to Pasler Street and Banks Street.

### Community Character Area 2 – Lincoln Avenue

The area along Lincoln Avenue between Tarrow Street and University Drive East consists mostly of homes that front Lincoln Avenue with rear alley access. These homes are separated by a vacant 7.5-acre tract that backs up to the University Town Center. This area also faces large residential lots across Lincoln Avenue on Ashburn Avenue and Munson



Construction of single-family residences designed specifically as rental units has placed additional strain on the character of many College Station neighborhoods including Eastgate.

Avenue.

Currently, these properties along Lincoln Avenue are designated as Urban in the City's **Comprehensive Plan**. This designation supports a change to denser, multi-family development. Based on feedback from the neighborhood and land owner, increased density in this area is not a desired character directly across from single-family residential. To help ensure the character remains compatible with the existing single-family in the area, while acknowledging market opportunities and adjacent non-residential development, a change to the **Future Land Use and Character Map** is necessary. **Map 1.3, Community Character Area 2** illustrates the existing character and zoning as well as the proposed character, as recommended in the strategy for this area. Additional issues of site access and configuration of land uses are discussed later in this chapter (See **Site Development Area 1 – Lincoln Avenue**).

**Strategy CC1.2** - Amend the **Future Land Use and Character Map** in the **Comprehensive Plan** for the properties in the planning area along Lincoln Avenue east of Tarrow Street from Urban to General Suburban at an approximate depth of a single-family lot.

### **Community Character Area 3 – Grand Oaks**

Two lots in the Grand Oaks residential subdivision were incorrectly designated when the **Comprehensive Plan** was adopted in 2009. The property at 903 Grand Oaks Circle was designated General Commercial but developed as a single-family home in 1999 and should be classified for a residential use compatible with the surrounding residential uses. The property at 926 Grand Oaks Circle was designated both Neighborhood Conservation and General Suburban and should be designated entirely General Suburban to be consistent with the rest of the subdivision. **Map 1.4, Community Character Area 3** illustrates the existing character and zoning as well as the proposed character, as recommended in the strategy for this area.

**Strategy CC1.3** - Amend the **Future Land Use and Character Map** in the **Comprehensive Plan** from General Commercial to General Suburban for the single-family lot at 903 Grand Oaks Circle and from General Suburban and Neighborhood Conservation to General Suburban for the single-family lot at 926 Grand Oaks Circle in the Grand Oaks subdivision.

### **Community Character Area 4 – Gilchrist Avenue**

Three residential properties located adjacent to College Hills Elementary School on Gilchrist Avenue are identified as Institutional on the City's **Future Land Use and Character Map**. This designation is typically reserved for uses such as schools or other community institutions that are unlikely to relocate. The designation of these properties was most likely a mapping error, and should be corrected for continuity with the surrounding residential land uses. **Map 1.5, Community Character Area 4** illustrates the existing character and zoning as well as the proposed character, as recommended in the strategy for this area.

**Strategy CC1.4** - Amend the Future Land Use and Character Map in the Comprehensive Plan from Institutional to Neighborhood Conservation for the residential properties along Gilchrist Avenue adjacent to College Hills Elementary.

**Community Character Area 5 – Properties north of George Bush Drive East**

With the extension of George Bush Drive East, several properties were acquired by the City to accommodate the larger right-of-way. The remainder of these properties are vacant and are being developed in partnership with Keep Brazos Beautiful as a demonstration garden for the community. The area is currently designated for Urban and Redevelopment.

**Map 1.6, Community Character Area 5** illustrates the existing character and zoning as well as the proposed character, as recommended in the strategy for this area.

**Strategy CC1.5** - Amend the Future Land Use and Character Map in the Comprehensive Plan from Urban to Natural Areas – Protected for the properties along the northwest side of George Bush Drive East between Texas Avenue South and Foster Avenue.



This area along George Bush Drive East is primarily utilized as a Keep Brazos Beautiful demonstration garden.

**Community Character Area 6 – Block south of George Bush Drive East**

The block bounded by George Bush Drive East, Texas Avenue South and Dominik Drive is split with two character designations. The lots on the north side of the block that front George Bush Drive East are designated as Urban and Redevelopment in the Comprehensive Plan and are developed as single-family residential. The lots on the block face fronting Dominik Drive are designated as Urban Mixed Use and Redevelopment and are developed with commercial uses. With aging commercial properties and single-family rental dwellings, the area is poised for redevelopment and consolidation of property on both sides of the block. In addition, given the block's location in the City and proximity to major thoroughfares, Texas Avenue South (six-lane major arterial) and George Bush Drive East (four-lane major collector), more intense development is anticipated. To create more consistency in the future development pattern, both block faces should be designated Urban with an emphasis on creating mixed-use opportunities. Additional description regarding the general scale, orientation, and relationship to nearby Neighborhood Conservation areas is discussed later in this chapter (See Redevelopment Areas). **Map 1.7, Community Character Area 6** illustrates the existing character and zoning as well as the proposed character, as recommended in the strategy for this area.

**Strategy CC1.6** - Amend the Future Land Use and Character Map in the Comprehensive Plan from Urban Mixed Use to Urban for the lots along the north side of Dominik Drive between Texas Avenue South and George Bush Drive East.

### Community Character Area 7 – Dominion on Dominik

Except for one Neighborhood Conservation area at the intersection of George Bush Drive East and Dominik Drive, properties located along both sides of Dominik Drive east of this intersection have an Urban designation. Prior to the adoption of the **Comprehensive Plan** in 2009, the property was rezoned to R-3 Townhouse and developed as multi-story townhomes in 2007. This development pattern is consistent with the Urban designation of other properties along Dominik Drive which are zoned and developed for multi-family and non-residential uses. In addition, since the Wolf Pen Creek tributary is located on the opposite side of Puryear Drive, there are no natural features located on the townhome properties; therefore, the Natural Areas – Reserved designation can be removed. **Map 1.8, Community Character Area 7** illustrates the existing character and zoning as well as the proposed character, as recommended in the strategy for this area.

**Strategy CC1.7** - Amend the Future Land Use and Character Map in the **Comprehensive Plan** from Neighborhood Conservation and Natural Areas – Reserved to Urban for the townhome properties located at the intersection of George Bush Drive East, Dominik Drive, and Puryear Drive.

#### Zoning

#### **Compatibility with Land Use & Character Designation**

This section outlines areas where the existing zoning does not support the future land use assumptions for the area.

#### **Neighborhood Conservation Areas**

The majority of single-family residential areas in the planning area are designated as Neighborhood Conservation. These areas are made up of three main subareas, each with a unique character and development pattern. **Map 1.9, Community Character Neighborhood Conservation Areas** illustrates the three identified neighborhood conservation areas.

#### **Neighborhood Conservation Area 1 – Woodland Acres/College Hills Woodlands**

Woodland Acres/College Hills Woodlands is an area platted in 1939 and 1940 that is made up of larger wooded lots along Munson Avenue, Ashburn Avenue, and Marsteller Avenue. Properties to the north of Francis Drive are large lots with an average lot size of 41,500 square feet, while those south of Francis Drive are smaller with an average lot size of 19,400 square feet.

In 2010, this area was the subject of a citizen-initiated rezoning effort for a Neighborhood Prevailing Overlay. The proposed overlay would have placed additional requirements on all new development in order to maintain a pattern of development. The application was ultimately withdrawn due to opposition regarding several provisions of the ordinance. The primary objections to the rezoning were restrictions on building height and expansions into the backyard. Other concerns with the proposed district included tree preservation and garage

orientation requirements.

During the process of this plan, the residents of this area identified several defining characteristics of the neighborhood that could be the focus of a conservation district - mature trees, open space around the houses that are not all paved, and large lots. A new type of conservation overlay could be created to incorporate development standards such as:

1. Increased lot size to minimize subdivision of lots into much smaller building lots;
2. Preservation of large trees such as those along the first fifteen feet of property depth of a property (20-inch caliper or greater);
3. Limited size of parking "pads" in front yards;
4. Allow rear yard expansions to not be subject to maximum lot coverage requirements;
5. Require new home construction to meet maximum lot coverage requirements that is complimentary to the existing developed character; and
6. Allow new homes to reduce front contextual setback requirements if they maintain greater side setbacks.

Wildlife and nature conservation were also areas of concern to residents in this neighborhood. In addition to the above standards, conservation easements could be established by the property owners along the floodplain behind the Ashburn Avenue lots to protect sensitive wooded and natural areas from future development (See [Floodplain Management Area 1 – Ashburn Avenue](#)). All of the property located within Neighborhood Conservation Area 1 is currently zoned R-1 Single-Family Residential.

**Strategy CC 2.1** - Develop/amend the single-family overlay ordinance options for Neighborhood Conservation Area 1 to incorporate items such as those referenced above and work with neighborhood associations to pursue a new overlay rezoning.

### **Neighborhood Conservation Area 2 – College Hills Estates**

The College Hills Estates subdivision began development in 1938. It has an overall density of 2.83 units per acre and is generally made up of single-family residential properties between Lincoln Avenue and Dominik Drive and Walton Drive and Foster Avenue. This subdivision surrounds Thomas Park, which is in an integral part of the neighborhood.

The percentage of rental properties is higher in this area than in the Woodland Acres/College Hills Woodlands area to the east, and many homes are being redeveloped or restored for rental investment properties, particularly west of Puryear Drive toward Texas Avenue.

Redevelopment of older properties has generally been viewed positively by many residents, bringing much needed improvements to substandard structures. Most input received from this area during the public input process emphasized the need to maintain different housing types, including student rentals. The need to minimize the visual impact associated with rental properties was emphasized such as excessive on-street parking and property maintenance. These issues are generally resolved through appropriate code enforcement and monitoring

policies and procedures which are covered in **Chapter 2, Neighborhood Integrity**.

Items such as parking pads, building placement, and lot coverage could be addressed through a neighborhood conservation district. A neighborhood conservation district could be established for the College Hills Estates area that incorporates the following elements:

1. Redevelop properties using previous structure setbacks to maintain eclectic layout of structures within the subdivision;
2. Decrease the allowable density from eight dwelling units per acre to five units per acre to maintain the existing developed density of the subdivision; and
3. Limit size of parking pads in front yards to maintain single-family visual character of neighborhood.

**Strategy CC2.2** - Develop/amend the single-family overlay ordinance options for Neighborhood Conservation Area 2 to incorporate items such as those referenced above. Work with neighborhood residents to identify and resolve roadblocks to adopting or implementing a new type of neighborhood overlay.

#### **Zoning Area 1 – Foster Avenue**

A portion of Neighborhood Conservation Area 2 is not currently zoned R-1 Single-Family Residential. Nine properties located on the east side of Foster Avenue between Walton Drive and Francis Drive are currently zoned R-6 High Density Multi-Family. Eight of the nine properties are developed as single-family and one is developed as a duplex. The single-family properties are currently non-conforming uses, as single-family is not permitted in R-6 High Density Multi-Family districts. If redevelopment to more intensive multi-family uses were to occur, it may begin a trend that negatively impacts the integrity of this Neighborhood Conservation area. Based on the configuration of these properties however, large scale multi-family development is not likely. Rezoning to R-3 Townhouse district would allow most of the current uses to become conforming, as single-family is permitted in R-3 Townhouse, while preserving additional development potential that exists with the current zoning. **Map 1.10, Zoning Area 1** illustrates the existing zoning and character as well as the proposed zoning, as recommended in the strategy for this area.

**Strategy CC2.3** - Approach property owners to discuss rezoning the R-6 High Density Multi-Family zoned portions along Foster Avenue between Walton Drive and Francis Drive to R-3 Townhouse to allow most of the existing uses to become conforming and encourage future development activity to be consistent with the single-family nature of the neighborhood conservation designation.

#### **Neighborhood Conservation Area 3 – Pasler Area**

The Pasler area is a residential neighborhood made up of portions of four different subdivisions – Lloyd Smith, Lauterstein, Pasler, and Prairie View Heights with an overall density of 7.62 units per acre. This area was developed as a single-family neighborhood and has been

historically African-American since its development.

This area has a higher percentage of rental properties than other portions of the planning area, but remains home to many families that originally purchased property in these subdivisions.

The area began developing in 1919 and has average lot sizes between the four subdivisions that range between 5,100 square feet in Prairie View Heights (Columbus Street to the northwest) to 8,300 in Lloyd Smith (Churchill Street to Tarrow Street).

The area has seen a number of properties demolished or converted for rental or investment. Residents of the area commented during planning process on the desire to minimize additional encroachment of rental properties into the neighborhood. Strategies supporting home-ownership are discussed in **Chapter 2, Neighborhood Integrity**, while this Chapter will focus on the zoning aspect to ensure that new development is compatible in form and size to the existing homes.

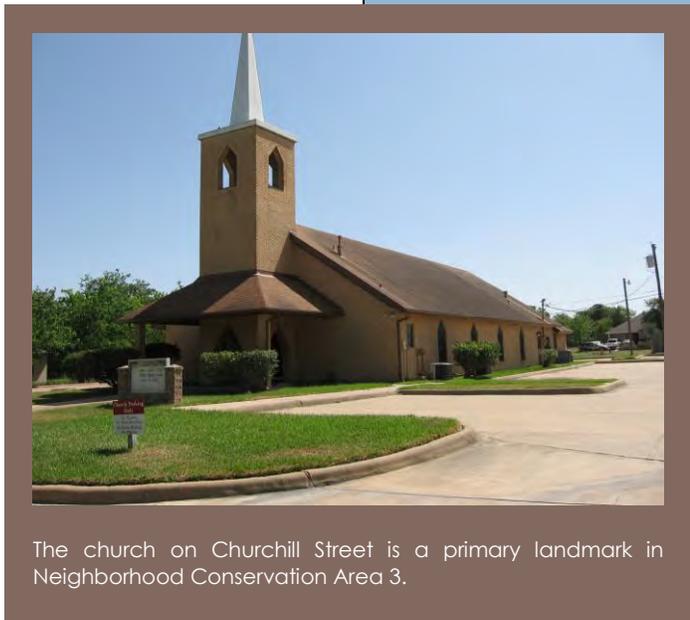
Many of the concerns raised about the new construction in the area relate to buildings being built too close to the street due to existing non-conforming conditions, new structures being too tall compared to older structures, and the amount of paved or built area being too large compared to older structures and lot configurations.

With an amendment to the single-family overlay ordinance, this area would be eligible for a conservation district that could provide additional standards for new development. It is important to consider that given the development pressure for this area, a conservation district may have an impact on housing and property values in this area.

If a neighborhood conservation district were pursued, the following standards are example of items that could be appropriate for this area:

1. Height limitations to minimize privacy and massing concerns for new development and expansions;
2. Adjusted setback requirements for structures to better compliment the surrounding area;
3. Maximum lot coverage restrictions to preserve open spaces on the perimeter of lots; and
4. Increased minimum lot size to limit new subdivisions of properties.

**Strategy CC2.4** - Work with neighborhood representatives in Neighborhood Conservation Area 3 to develop/amend the single-family overlay ordinance to create an appropriate neighborhood overlay district for the area. Provide information to residents about potential impacts of implementing an overlay and support efforts by residents to pursue a zoning overlay.



The church on Churchill Street is a primary landmark in Neighborhood Conservation Area 3.

### Zoning Area 2 – 604 Tarrow Street

A portion of the proposed Neighborhood Conservation Area 3 is not currently zoned R-1 Single-Family Residential. While the R-1 Single-Family Residential district by itself does not guarantee fulfillment of potential neighborhood conservation objectives described above, it provides an important underlying zoning for which an overlay can supplement. Approximately 0.20 acres at the northeast corner of Banks Street and Tarrow Street is zoned C-3 Light Commercial. While the 0.20 acres does not have much development potential, if a commercial use were developed, it may impact this Neighborhood Conservation area in a negative fashion. **Map 1.11, Zoning Area 2** illustrates the existing zoning and character as well as the proposed zoning, as recommended in the strategy for this area.

**Strategy CC2.5** - Approach the property owner at 604 Tarrow Street to discuss rezoning from C-3 Light Commercial to R-1 Single-Family Residential to encourage any development activity to be more compatible with the neighborhood conservation designation.

### Redevelopment Areas

The areas designated for redevelopment along the University Drive and Texas Avenue corridors on the edges of the planning area have a wide range of uses, lot sizes, and zoning classifications. In order to implement the goals of the **Comprehensive Plan** to create redevelopment opportunities in these areas, the consolidation of properties, infrastructure investments, and creation of zoning districts should be explored to ensure appropriate and compatible redevelopment of this area.

Based on the proximity to major thoroughfares or neighborhood conservation areas, parts of the redevelopment area should allow varying degrees of vertical mixed use, commercial, or multi-family opportunities. Increasing density and creating more attractive redevelopment opportunities within the core of the City can reduce pressure on greenfield development for apartments and other student-oriented rentals toward the fringe of the City. However, in order to facilitate this redevelopment, the City's infrastructure will also need to be upgraded to meet the increased demands – including water and sanitary sewer infrastructure upgrades, extension of Eisenhower Street, improvements to Lincoln Avenue and Foster Avenue, as well as bicycle and pedestrian facilities to move residents in and around the area.

In addition to investment in public infrastructure, various land use tools could be implemented to facilitate appropriate redevelopment. For example, a redevelopment overlay could be created to specify items such as type and scale of uses, building orientation, design criteria, and building height requirements that are appropriate when considering the adjacent neighborhood conservation areas. A graduated density zoning tool could also be considered. This would allow for scaled density by lot size, allowing greater densities with larger lot sizes and thereby providing incentive for consolidation of property. The graduated zoning tool could help minimize impact to existing single-family residences until such a time when properties are

consolidated for redevelopment.

Additional descriptions and details regarding specific portions of the redevelopment area are provided in the three general subareas identified below. **Map 1.12, Community Character Redevelopment Areas** illustrates the three identified redevelopment areas. While this Plan provides some guidance to the redevelopment areas, it is not intended to constitute a comprehensive redevelopment plan for the area, which will be necessary to assist in making the desired redevelopment opportunities a reality.

### Redevelopment Area 1 – Texas Avenue to Foster Avenue

Redevelopment Area 1 consists of the first block of properties parallel to Texas Avenue between Lincoln Avenue and George Bush Drive East. This area was originally platted as part of the College Hills Estates subdivision and contains a mixture of commercial, office, multi-family, and single-family uses. Walton Drive is a primary gateway into the neighborhood with small-scale commercial uses and Eastgate Park opposite New Main Drive into the Texas A&M University campus. The block containing the College Station City Hall and the Economic & Community Development building (old Fire Station #1) has become more prominent over time as City Hall has expanded and additional properties have been acquired along Foster Avenue. The blocks between Gilchrist Avenue and George Bush Drive East (old Kyle Avenue) contain single-family uses that are largely utilized as rental units.

While these blocks have frontage on Texas Avenue and are across from the University campus, the blocks are roughly 400 feet deep and are adjacent to the front edge of Neighborhood Conservation Area 2 – College Hills Estates. While consideration should be given to market opportunities that exist with the location, these opportunities must also be balanced with the impact redevelopment will have on Neighborhood Conservation Area 2.

The properties fronting Texas Avenue along the two blocks north of Francis Drive provide smaller scale neighborhood and regional serving commercial uses. Though aging and somewhat underutilized, the businesses at Walton Drive serve as a gateway to the neighborhood and appear to compliment it well. Redevelopment or expansion of these properties will likely be hindered as much of their parking is located in public right-of-way. Additional study of this area and its related parking should be initiated to assist in maintaining its vitality as a commercial area.

Although this plan does not recommend whether City Hall should remain in its existing location or moved to the Municipal Center district off of Krenek Tap Road, public input was received on the potential redevelopment of the City Hall block and other nearby commercial areas. Many residents expressed the desire for City Hall to remain in its current location. One idea included the possibility of locating a satellite branch of the library in the area, potentially as part of City Hall. When

#### What is graduated density zoning?

Graduated density zoning is a method to encourage voluntary land assembly for infill redevelopment. The incentive to assemble land is created as higher density is permitted on larger sites, and thereby it is to the benefit of neighboring property owners to cooperate in land assemblage as greater value can be obtained through consolidation of property than with their separate, individual properties.

By requiring lower densities on smaller sites, graduated density zoning also helps protect redevelopment areas from overbuilding on single lots before larger redevelopment efforts occur.

redevelopment options were discussed, feedback included the desire that non-residential uses have more emphasis on being businesses that operate during daytime hours and are lower traffic generators, particularly for areas closer to single-family, with more intense uses oriented toward Texas Avenue. Large scale and big box type commercial development would not be appropriate in this area. Residential uses could occur as part of vertical mixed use on Texas Avenue and would have more emphasis along Foster Avenue. Neighborhood-oriented commercial uses would be possible along Foster Avenue if they were less intense, served the neighborhood, utilized design criteria, and were subjected to height restrictions.



Due to the significant redevelopment implications, further study regarding the potential of the City Hall block should occur to assist in the decision-making process.

The blocks between Gilchrist Avenue and George Bush Drive East consist of single-family uses. The lots facing George Bush Drive East were acquired for the widening of the street with the remaining portion of the lots used by Keep Brazos Beautiful as a demonstration garden in partnership with the City. While most of the remaining single-family units are rental, a few of the properties are still owner occupied. It is

anticipated that these single-family blocks will face increasing market pressure to convert to other uses. Though a City-initiated rezoning is not recommended as part of this Plan, these blocks could receive further consideration as part of the redevelopment plan for this area. Graduated density zoning could also be utilized to help these blocks minimize the impact to existing single-family residences until such a time when properties are consolidated for redevelopment.

### **Redevelopment Area 2 – Eisenhower Street to Pasler Street**

Specific consideration should also be given to this redevelopment area due to its close proximity and influence to Neighborhood Conservation Area 2 – College Hills Estates and Neighborhood Conservation Area 3 – Pasler Area. This Urban and Redevelopment area consists of commercial uses along University Drive, duplexes and single-family at the core of the area, and a couple of multi-family complexes along Lincoln Avenue. This area should have lower density allowances and greater height restrictions than other Urban and Urban Mixed Use areas in order to help create a transition to the more suburban residential character in the adjacent neighborhood areas. Uses in this area should be primarily oriented towards single-family lot configurations rather than multi-family structures except for the commercial properties fronting University Drive East, where mixed use opportunities, may exist and for the existing multi-family complexes fronting Lincoln Avenue. The graduated density tool may be appropriate to help incentivize redevelopment of the existing R-2 Duplex-zoned properties along Poplar Street, Live Oak Street, and Ash Street.

### **Redevelopment Area 3 – Cornerstone Areas: Texas Avenue, University Drive, and George Bush Drive East**

This redevelopment area consists of the remaining portions not included in Redevelopment Areas 1 or 2 that are at the corners of the planning area. Redevelopment Area 3 includes two parts, one area is north of Lincoln Avenue between Texas Avenue and Eisenhower Street and the other is the block south of George Bush Drive East to Dominik Drive. With proximity to major thoroughfares, the University campus, and major shopping areas, these redevelopment areas will contain the most intensive development patterns in the Eastgate. While much of the redevelopment area is currently developed in a single-story suburban commercial pattern, it is anticipated that they will convert over time to multi-story commercial and mixed use developments with an emphasis on vertical mixed use. To promote the redevelopment, upgrades and rehabilitation of utilities, including water and sanitary sewer infrastructure and the extension of Eisenhower Street will need to occur.

#### *Redevelopment Area Strategies:*

**Strategy CC 2.6** - Incorporate the guidance identified in this Plan, into the redevelopment plan including a market analysis for the areas identified in **Redevelopment Area II: Texas Avenue, University Drive, and Harvey Road** in the **Comprehensive Plan**. The market analysis for the redevelopment plan should include a concept plan for the block containing City Hall to gauge the development potential of the block under multiple development scenarios including redevelopment of the entire block, expansion or relocation of City Hall within the block, and redevelopment of only portions of the block.

**Strategy CC 2.7** - Identify strategies regarding the existing parking in the right-of-way for the commercial properties at the intersection of Texas Avenue and Walton Drive to help maintain and increase the viability of these neighborhood serving areas. This may include removal or reduction of off-street parking requirements for this area since the existing parking serves the uses.

#### Site Development

##### **Site Development Area 1 – Lincoln Avenue**

Based on input received during the planning process, specific consideration should be given to the area north of Lincoln Avenue between Tarrow Street and Munson Avenue. The existing developed properties fronting Lincoln Avenue consist of single-story homes with rear alley access. Given the recommended General Suburban designation (See **Community Character Area 2 – Lincoln Avenue**), this single-family and rear alley pattern should continue across the portion of the vacant 7.5-acre tract that fronts Lincoln Avenue.

The remainder of the vacant 7.5-acre tract may develop with multi-family and/or non-residential uses. Vehicular access between these uses and the future single-family homes fronting Lincoln Avenue will be restricted so the potential for additional through traffic movements can be mitigated. The multi-family and commercial uses will receive vehicular access through the private drives of University Town Center as well as Vassar Court and Wellesley Court that are stubbed along the

western edge of the tract. When the tract develops, Wellesley Court and Vassar Court should be looped together to provide additional alternatives for vehicular access. In addition to these routes, bicyclists and pedestrians will be accommodated through the planned multi-use path to connect Lincoln Avenue and University Town Center. **Map 1.13, Site Development Area 1** illustrates the general location of this area.



The 7.5-acre tract on Lincoln Avenue behind University Town Center is the largest undeveloped property in Eastgate.

**Strategy CC3.1** - Ensure that future development proposals address land use and access concerns through a PDD Planned Development District zoning that incorporates single-family along Lincoln Avenue, multi-family and/or commercial behind these uses to University Town Center, the extensions of Wellesley Court and Vassar Court, and the identified access restrictions.

**Site Development Area 2 – Avenue A**

Avenue A is located along Lincoln Avenue between Nimitz Street and the future extension of Eisenhower Street and consists of 17 single-family lots. The street is roughly 500

feet in length and currently dead ends without a cul-de-sac bulb or stub for future extension. Fire code regulations require turnarounds on streets or fire lanes in excess of 100 feet in length. As part of Redevelopment Area 2, the properties on this street are designated for Urban character. The properties near the end of Avenue A may redevelopment for more intense uses such as duplex, townhouse or multi-family if Avenue A is extended to the future Eisenhower Street to the west or a cul-de-sac bulb provided to help facilitate compliance with the fire code. **Map 1.14, Site Development Area 2** illustrates the general location of this area.

**Strategy CC3.2** - Ensure that future development proposals near the end of Avenue A address emergency access concerns through a PDD Planned Development District zoning that could incorporate duplex, townhouse, or multi-family uses and extends Avenue A to future Eisenhower Street to the west or provides a cul-de-sac for the street.

**Floodplain Management**

This section identifies properties located in areas that are designated floodplain or should be reserved for environmental or recreational purposes. **Map 1.15, Floodplain and Open Space** highlights the properties in the area that are identified as Natural Areas – Reserved or Natural Areas – Protected.

The planning area is impacted by two tributaries of Wolf Pen Creek and a small finger of a tributary to Burton Creek. Proposed strategies focus on the creation of conservation easements to preserve these areas.

### Floodplain Management Area 1 – Ashburn Greenway

The most significant tributary of Wolf Pen Creek in the planning area is designated as Natural Areas – Reserved and can be generally described as the creek area behind or within the lots along the west side of Ashburn Avenue. The City currently owns two lots that are part of this tributary, Lots 17 & 18, Block 5, University Oaks subdivision at 733 & 801 Dominik Drive. All of the remaining Natural Areas – Reserved portions in the planning area are currently zoned R-1 Single-Family Residential on privately owned property as part of single-family lots, on the College Hills Elementary property, or within the 7.44-acre property owned by Texas A&M University System at 906 Ashburn Avenue.

Residents in the area have stated some of the unique features of the neighborhood include the mature trees, wooded areas, and wildlife. To help protect these features, a conservation easement could be dedicated along the floodplain of the creek so that it and associated wooded areas are preserved in a natural state while staying in private ownership. Completion of this effort will help the residents protect this important characteristic of the neighborhood while reserving the remainder of their lots for typical single-family use.

**Strategy CC4.1** - Develop a conservation easement program to help preserve floodplain and riparian areas for their natural function.

**Strategy CC4.2** - Encourage and assist property owners along the Ashburn Greenway to voluntarily participate in the dedication of conservation easements to help preserve the creek, floodplain, and wooded riparian areas.

### Floodplain Management Area 2 – 400 Kyle Avenue and 401 Dominik Drive

The second Wolf Pen Creek tributary in this planning area is contained mostly in Thomas Park. As discussed in **Chapter 3, Mobility**, installation of curb, gutter, and underground stormwater system are proposed on portions of Puryear Drive and James Parkway in part to help resolve drainage issues in the area. Downstream of Thomas Park, a church currently owns the properties at 400 Kyle Avenue and 401 Dominik Drive which include wooded areas located in the floodplain. Conservation easements on the floodplain portion of these properties will help maintain the natural function of the creek and protect the wooded area.

**Strategy CC4.3** - Encourage and assist the property owner at 400 Kyle Avenue and 401 Dominik Drive to voluntarily participate in the dedication of a conservation easement to help preserve the creek, floodplain, and wooded riparian areas south of Thomas Park.



Riparian areas such as this one south of Thomas Park should be protected for their natural function and open space.

# Eastgate Neighborhood Plan

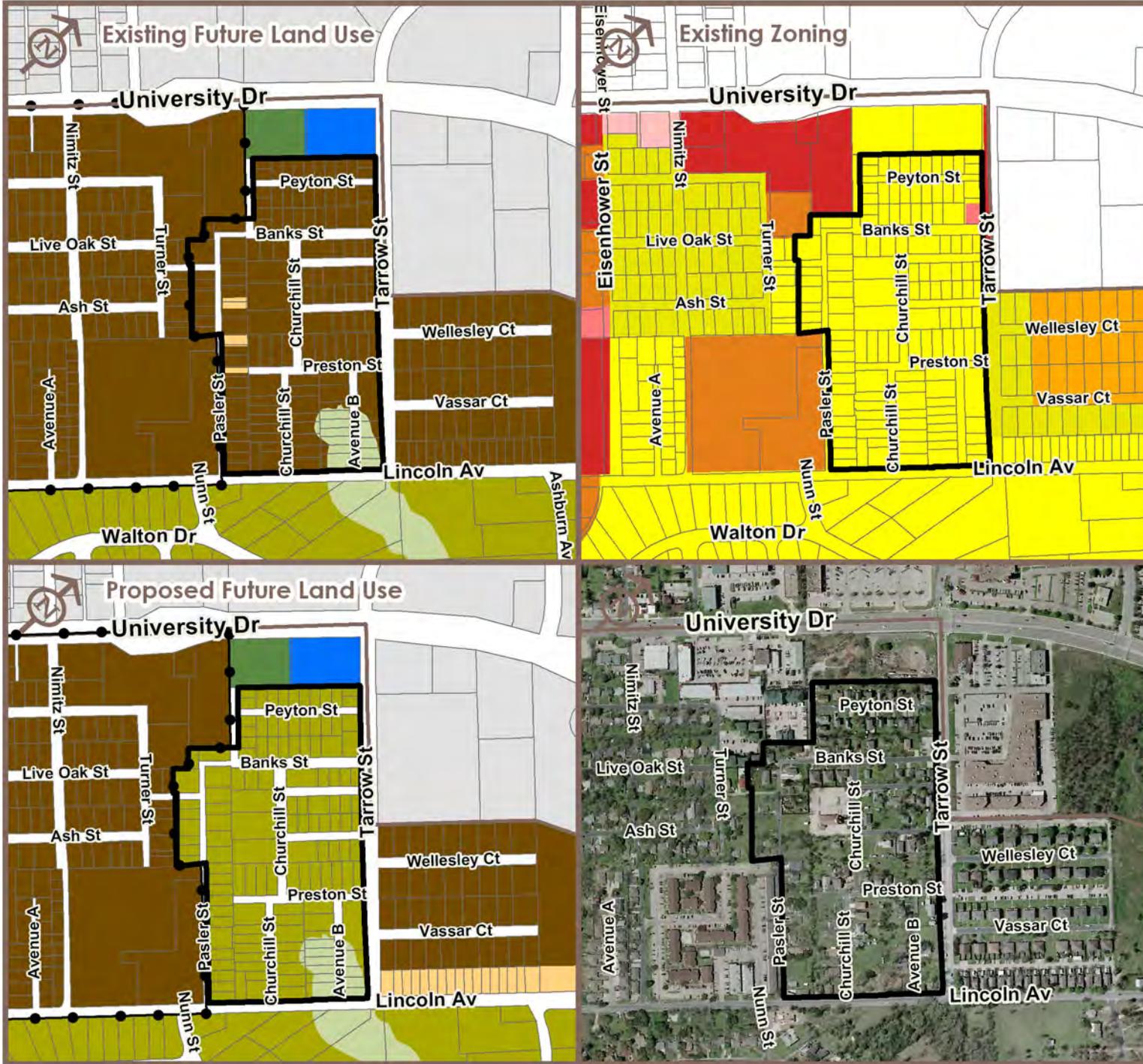
## Map 1.1 Community Character Areas of Change



Eastgate  
Neighborhood Plan

Map 1.2

Community Character  
Area 1



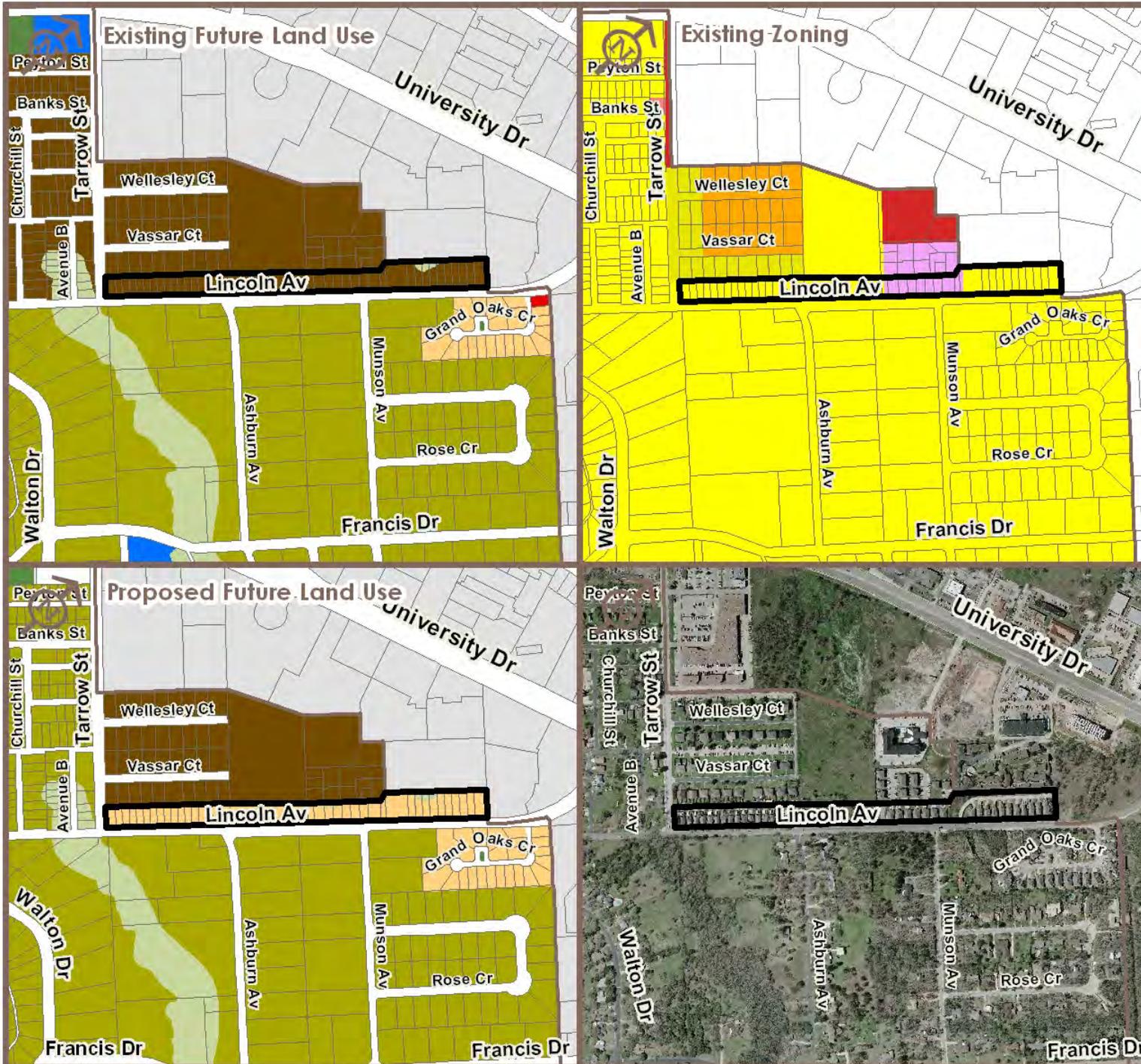
- Planning Area
  - Community Character Area
- Zoning**
- A - P, Administrative Professional
  - C - 1, General Commercial
  - C - 3, Light Commercial
  - R - 1, Single-Family Residential
  - R - 2, Duplex
  - R - 4, Multi-Family
  - R - 6, High Density Multi-Family
- Community Character**
- Neighborhood Conservation
  - General Suburban
  - Urban
  - General Commercial
  - Institutional/Public
  - Natural Areas - Protected
  - Natural Areas - Reserved



Eastgate  
Neighborhood Plan

Map 1.3

Community Character  
Area 2



Community Character Area

Planning Area

Zoning

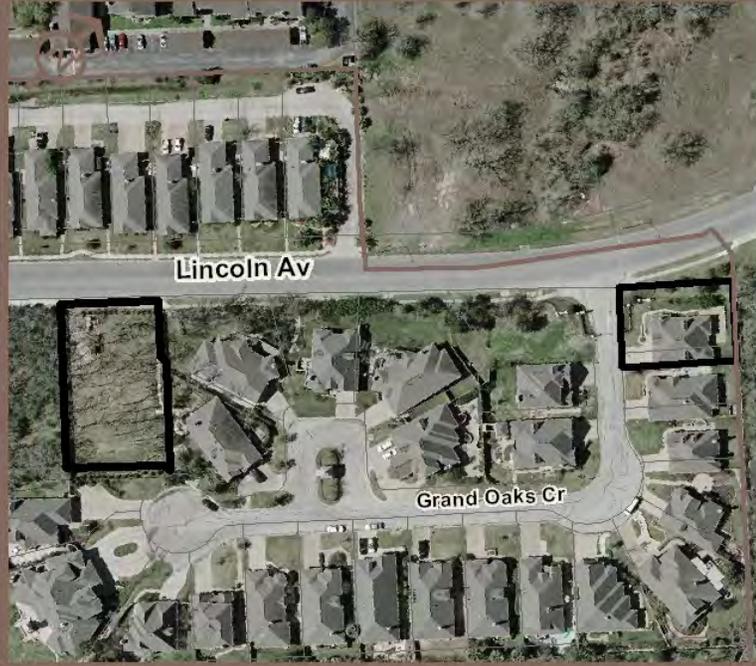
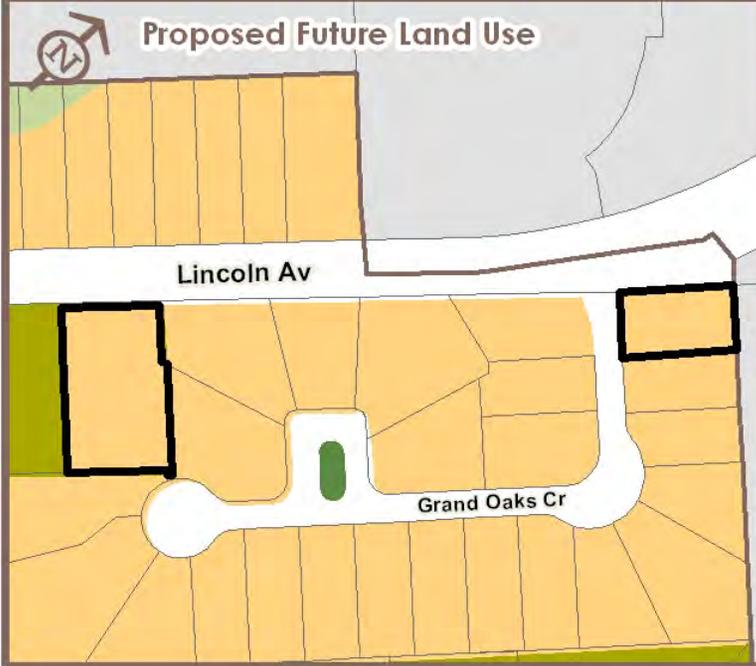
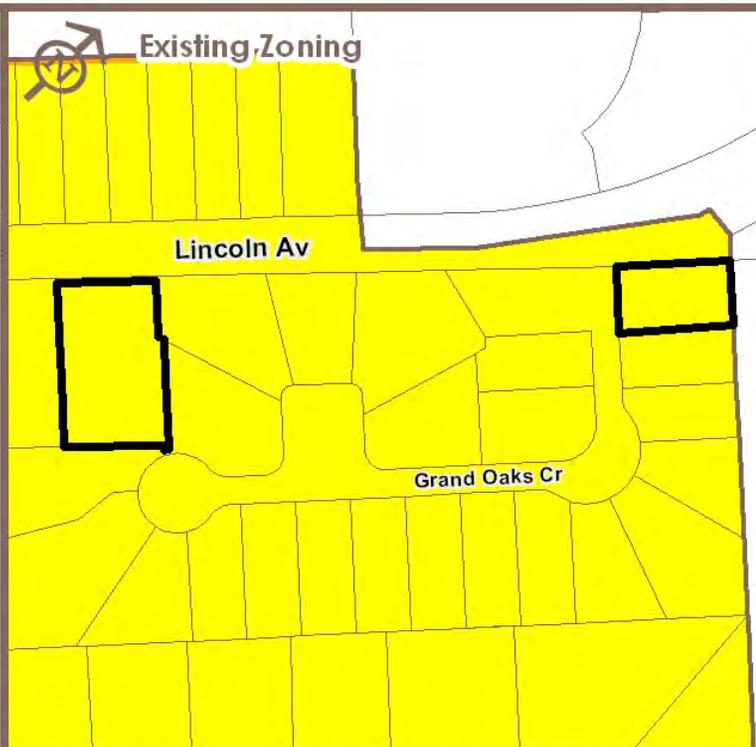
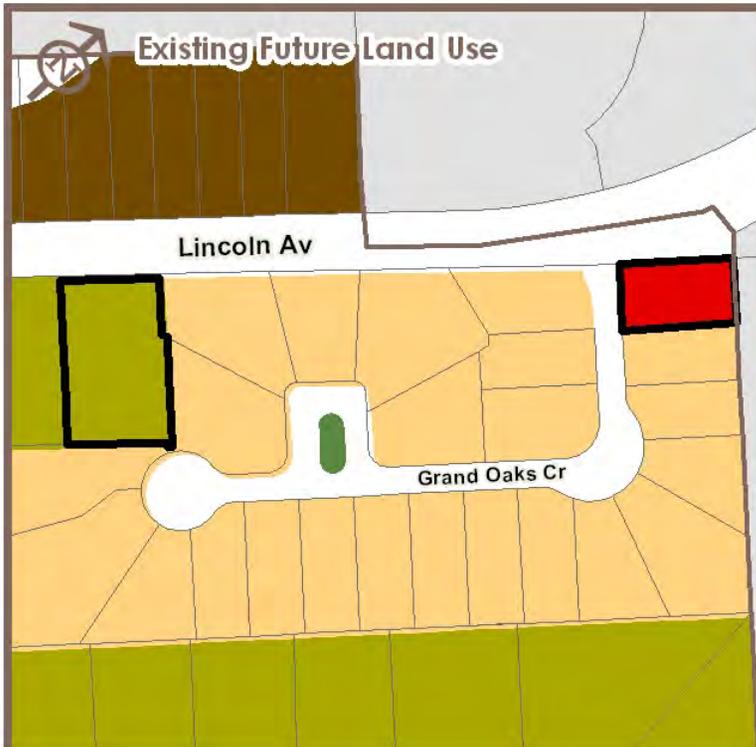
- C - 1 General Commercial
  - C - 3 Light Commercial
  - PDD - H Planned Development District
  - R - 1 Single-Family Residential
  - R - 2 Duplex
  - R - 4 Multi-Family
  - R - 6 High Density Multi-Family
- Community Character
- Neighborhood Conservation
  - General Suburban
  - Urban
  - General Commercial
  - Institutional/Public
  - Natural Areas - Protected
  - Natural Areas - Reserved



Eastgate  
Neighborhood Plan

**Map 1.4**

Community Character  
Area 3



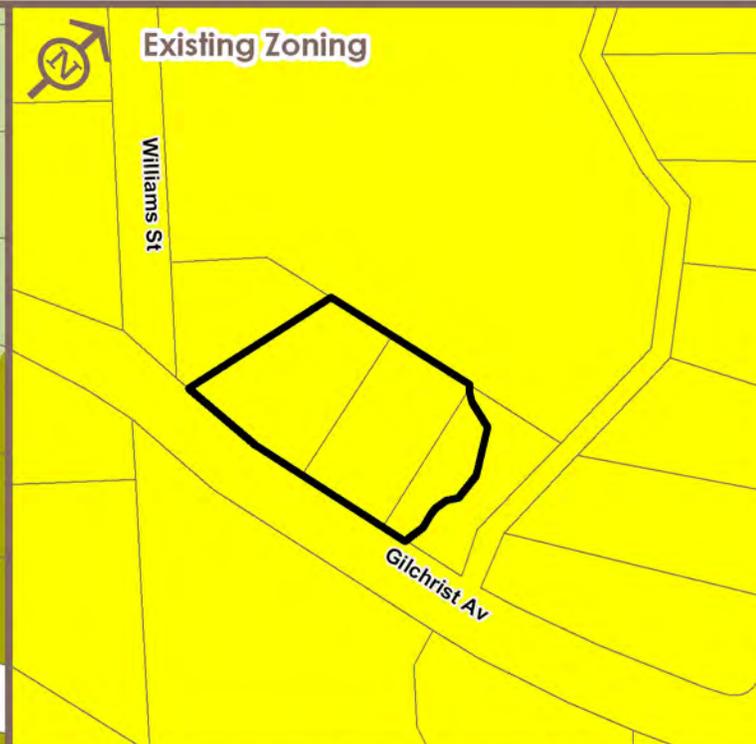
- Planning Area
- Community Character Area
- Zoning**
- R - 1, Single-Family Residential
- R - 4, Multi-Family
- Community Character**
- Neighborhood Conservation
- General Suburban
- Urban
- General Commercial
- Natural Areas - Protected



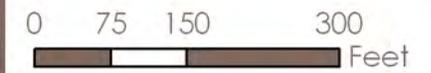
Eastgate  
Neighborhood Plan

**Map 1.5**

Community Character  
Area 4



- Planning Area
- Community Character Area
- Zoning**
  - R - 1, Single-Family Residential
  - R - 2, Duplex
- Community Character**
  - Neighborhood Conservation
  - Urban
  - Institutional/Public
  - Natural Areas - Reserved



Eastgate  
Neighborhood Plan

**Map 1.6**

Community Character  
Area 5



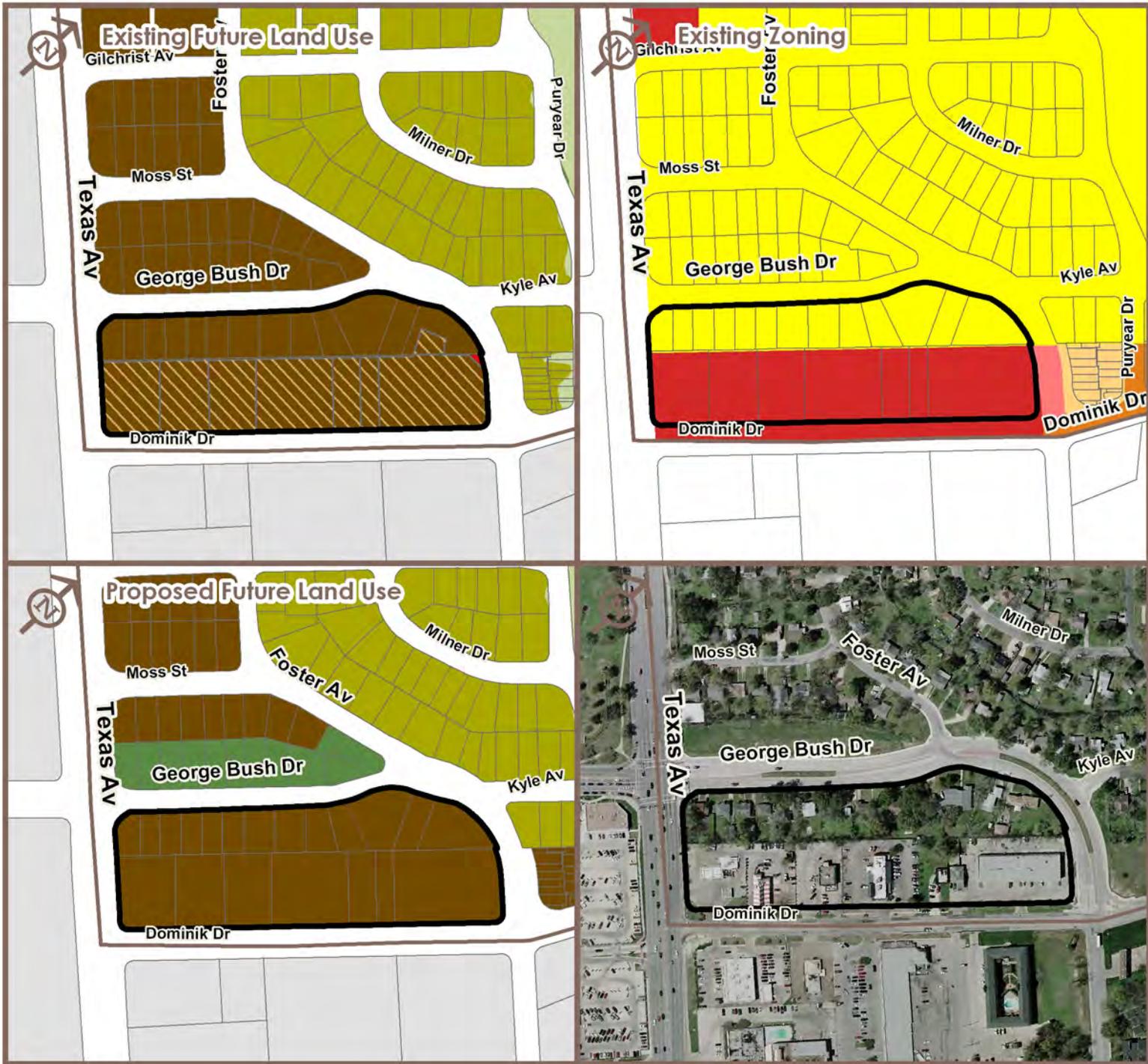
- Planning Area
- Community Character Area
- Zoning**
- C - 1, General Commercial
- R - 1, Single-Family Residential
- Community Character**
- Neighborhood Conservation
- Urban
- Urban Mixed Use
- Natural Areas - Protected



Eastgate  
Neighborhood Plan

**Map 1.7**

Community Character  
Area 6



- Planning Area
- Community Character Area
- Zoning**
- C - 1, General Commercial
- C - 3, Light Commercial
- R - 1, Single-Family Residential
- R - 3, Townhouse
- R - 6, High Density Multi-Family
- Community Character**
- Neighborhood Conservation
- Urban
- Urban Mixed Use
- Natural Areas - Protected
- Natural Areas - Reserved



Eastgate  
Neighborhood Plan

**Map 1.8**

Community Character  
Area 7

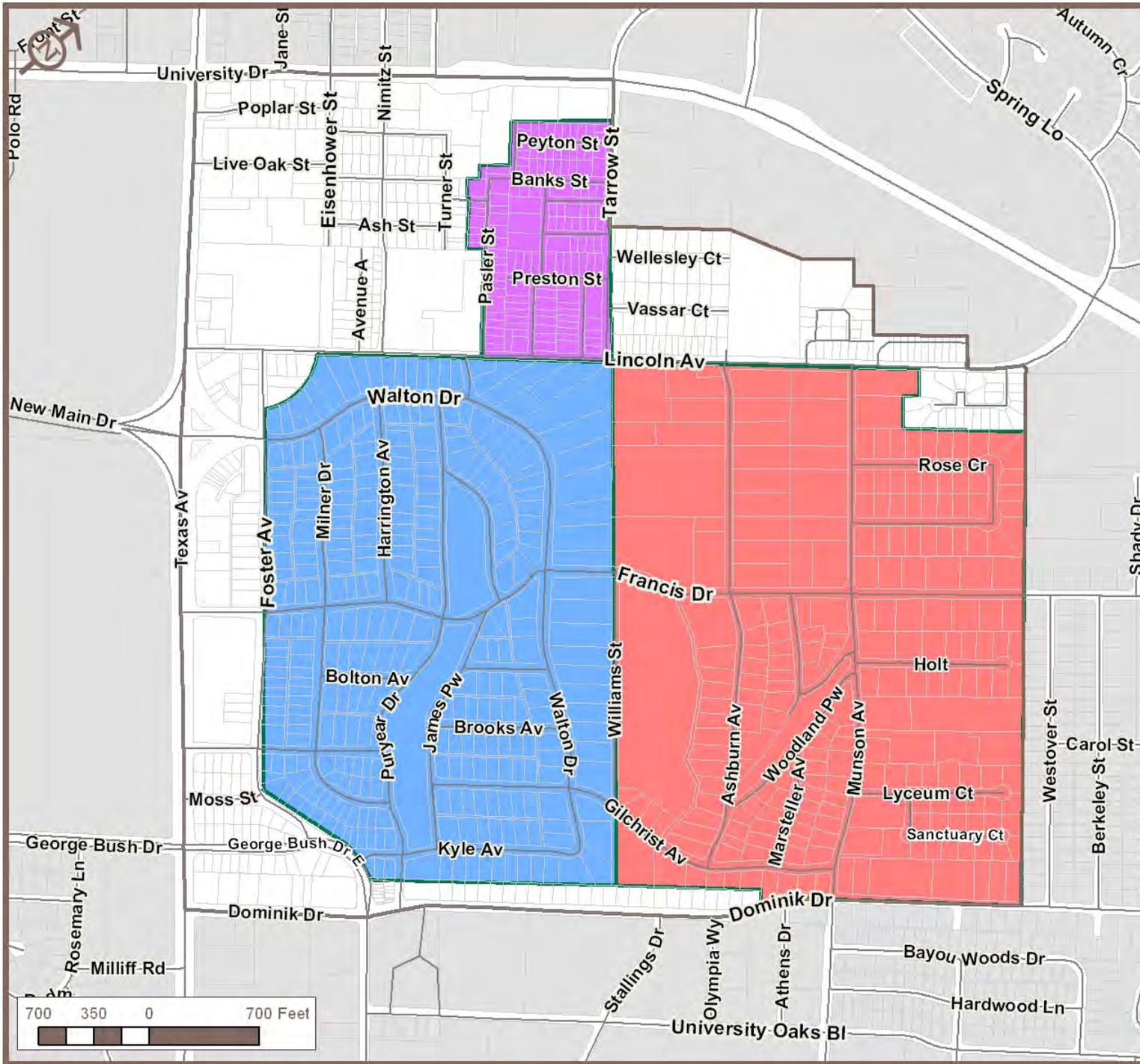


- Planning Area
- Community Character Area
- Zoning**
- C - 1, General Commercial
- C - 3, Light Commercial
- R - 1, Single-Family Residential
- R - 2, Duplex
- R - 3, Townhouse
- R - 6, High Density Multi-Family
- Community Character**
- Neighborhood Conservation
- Urban
- Urban Mixed Use
- General Commercial
- Natural Areas - Protected
- Natural Areas - Reserved

0 50 100 200  
Feet

Eastgate  
Neighborhood Plan

Map 1.9  
Neighborhood Conservation  
Areas



- Planning Area
- Neighborhood Conservation Areas**
- Area 1: Woodland Acres/  
College Hills Woodlands
- Area 2: College Hills Estates
- Area 3: Pasler Area



Eastgate  
Neighborhood Plan

Map 1.10

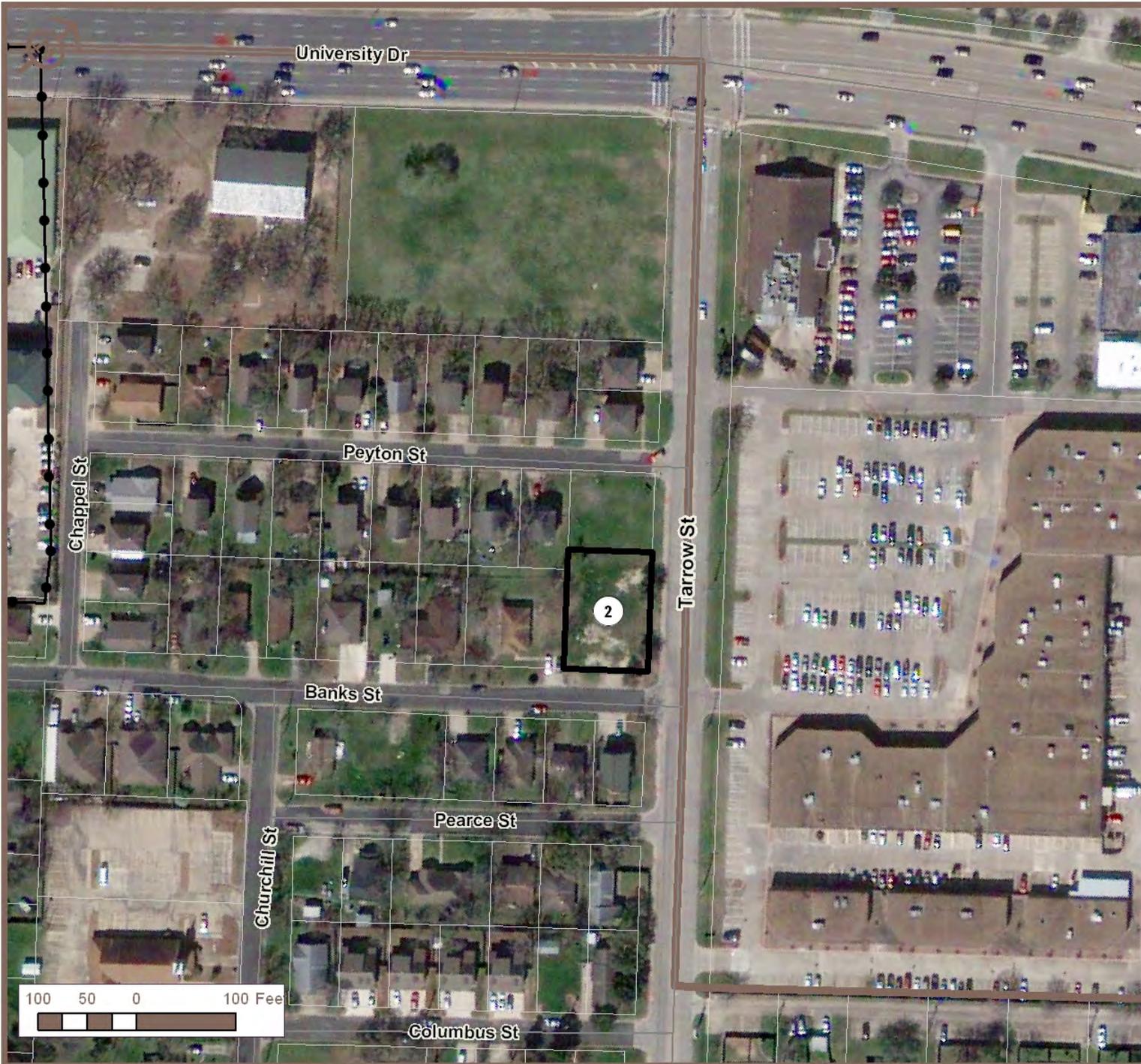
Zoning Area 1

-  Planning Area
-  Zoning Area
-  Redevelopment Areas

Eastgate  
Neighborhood Plan

Map 1.11

Zoning Area 2



- Planning Area
- Zoning Area
- Redevelopment Areas

# Eastgate Neighborhood Plan

## Map 1.12

### Redevelopment Areas

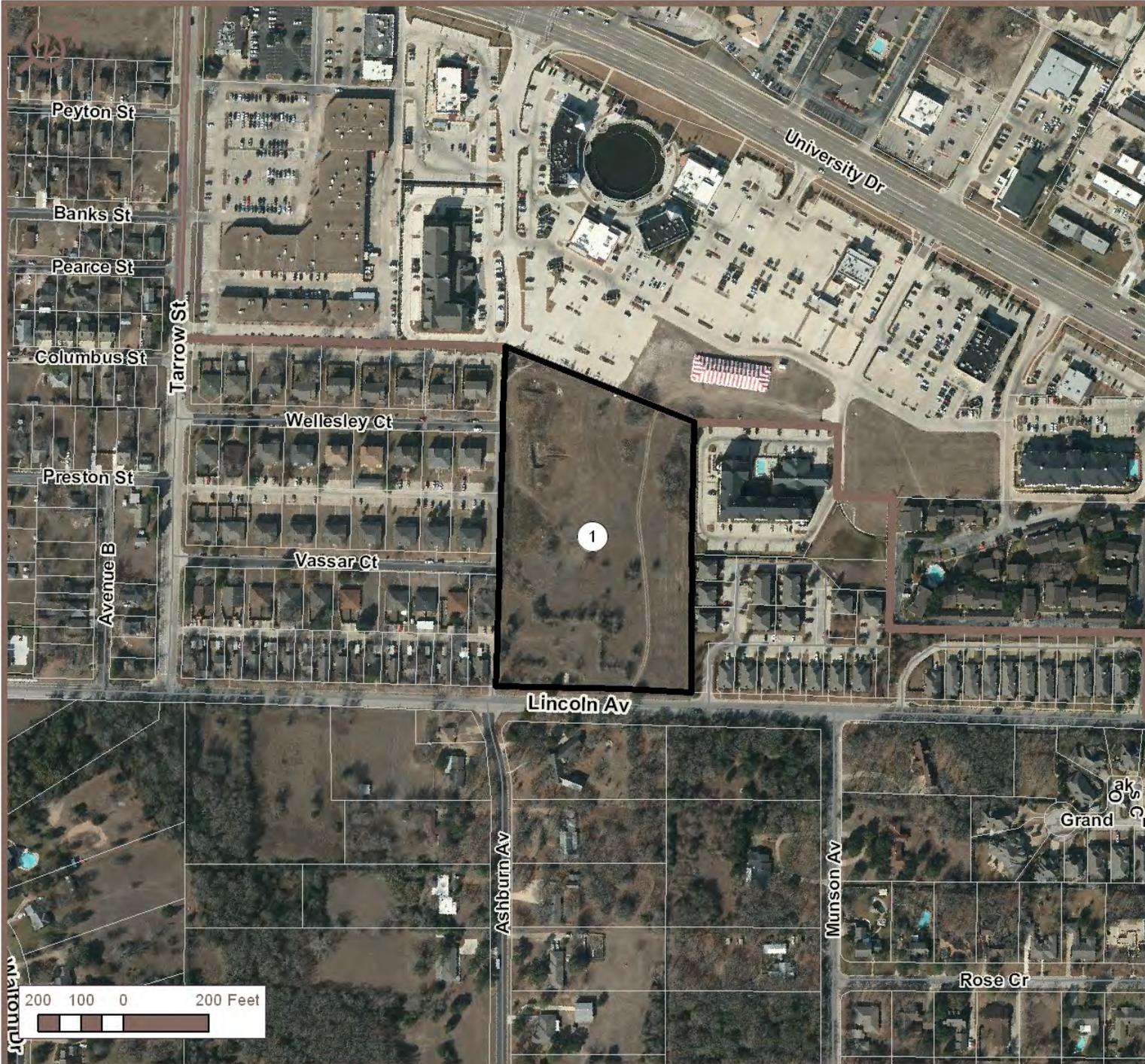


- Planning Area
- Redevelopment Areas
  - Area 1
  - Area 2
  - Area 3
- ⬮ Redevelopment Areas

Eastgate  
Neighborhood Plan

Map 1.13

Site Development  
Area 1



- Planning Area
- Site Development Areas
- Redevelopment Areas

Eastgate  
Neighborhood Plan

Map 1.14

Site Development  
Area 2

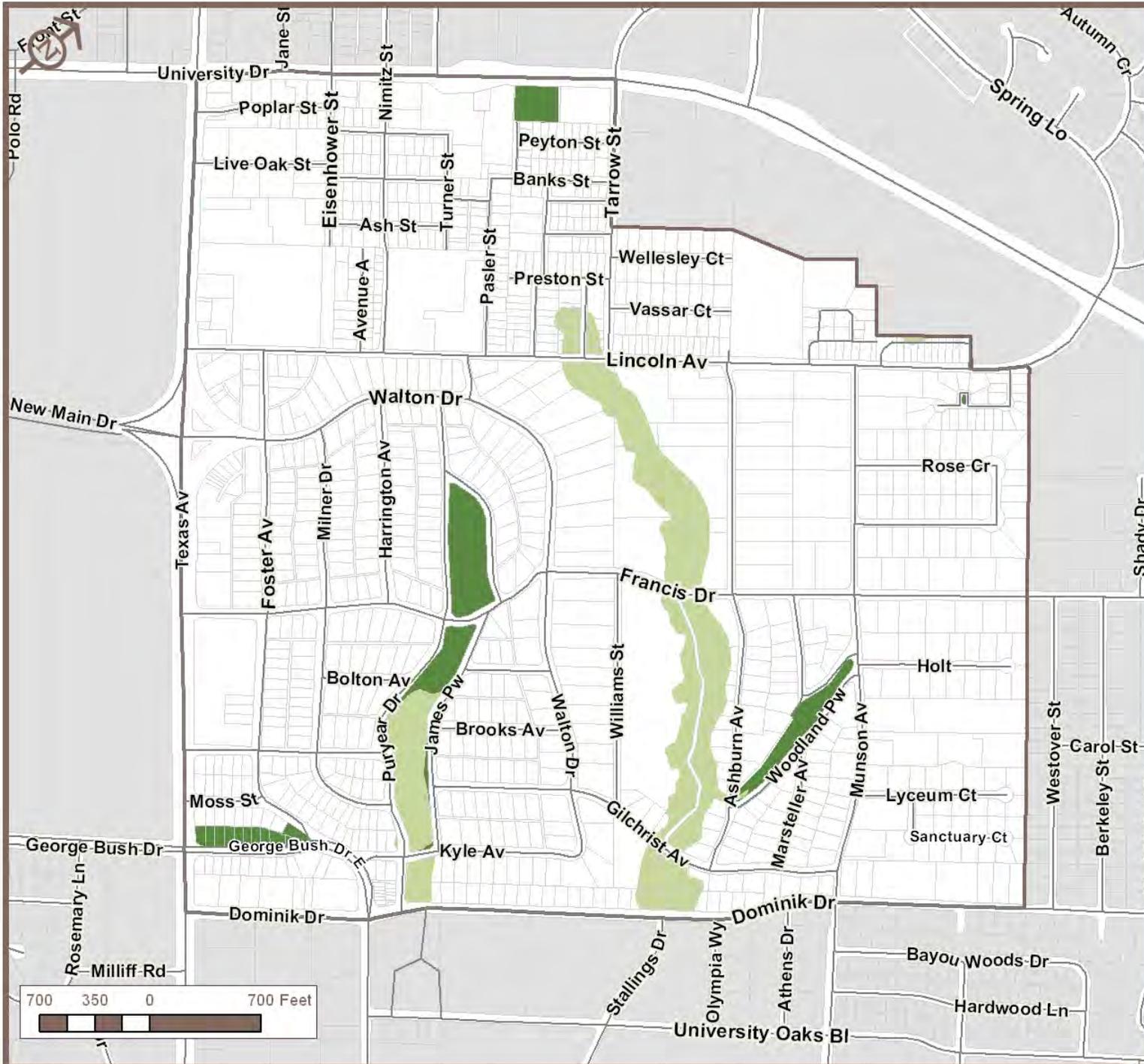


- Planning Area
- Site Development Areas
- 456 - Redevelopment Areas

# Eastgate Neighborhood Plan

## Map 1.15

### Floodplain and Open Space



- Planning Area
- Proposed Community Character
- Natural Areas - Protected
- Natural Areas - Reserved

# NEIGHBORHOOD INTEGRITY



Neighborhood integrity can be summarized as a measure of quality of life in a neighborhood. Neighborhood integrity includes elements such as resident involvement, preservation of neighborhood resources, neighborhood identity and investment, good property maintenance, and adherence to adopted codes. Neighborhood integrity should build relationships among various neighborhood groups so that a proactive and positive interaction occurs to address issues and work toward common goals.

To improve neighborhood integrity, the goals of this chapter are **effective neighborhood organizations, conservation of neighborhood resources, enhanced neighborhood identity and investment, proactive property maintenance and code enforcement, and targeted emergency and law enforcement services to enhance the appeal of the Eastgate neighborhood as a desired, family-friendly destination.** Through citizen engagement efforts, area residents have affirmed their interests in maintaining Eastgate as a unique neighborhood in the core of the City.

This chapter focuses on multiple strategies to achieve the stated goals. Encouraging owner-occupied housing and stabilizing the neighborhood are important components to increased quality of life in Eastgate. This chapter describes some of the key issues facing Eastgate and outlines strategies to meet the goals set by this Plan.

## Key Planning Considerations

The majority of issues raised by residents in Eastgate regarding neighborhood integrity are tied to the impact of renter-occupied properties within and around the neighborhood. Owner-occupants have expressed concerns with lawn and property maintenance, traffic and parking impacts, as well as other behavioral issues of some renters. While not having the ability to restrict rental units, strategies within this Plan can provide influence that become more effective when used in conjunction with action by neighborhood partners.

Limited on-campus housing for area college students and an increasing shift in market forces to satisfy student housing demands via investor-owned single-family property is a significant threat to neighborhood integrity in many parts of the City. The Eastgate area is home to 359 multi-family and 110 duplex units (almost 40% of all dwelling units in the area). Approximately half of the single-family housing units in the planning areas are currently used as rental units. **Map 2.1, Single-Family Ownership Percentage by Street,** illustrates the amount of rental single-family property in the area.

This chapter is organized into five broad categories:

- Effective Neighborhood Organizations;
- Conservation of Neighborhood Resources;
- Enhanced Neighborhood Identity and Investment;
- Proactive Property Maintenance and Code Enforcement; and
- Targeted Emergency and Law Enforcement Services.

## Effective Neighborhood Organizations

In considering strategies to strengthen the integrity of the neighborhood, this Plan recognizes that the success of neighborhood and homeowner associations significantly impact the future success of improving the neighborhood. Without effective citizen-partners in the area, strategies will be difficult to implement and less effective in achieving the goals of this Plan.

### What are Homeowner Associations (HOA) and Neighborhood Associations (NA)?

A **Homeowner Association**, or HOA, is usually a non-profit entity created to manage the common lands and interests of property owners within a subdivided area. HOAs may have adopted Covenants and Restrictions (or deed restrictions) that encompass property maintenance and development activities allowed on the property within the area governed by the HOA. HOAs are generally governed by an elected executive committee that also works to enforce the deed restrictions. When purchasing a home in an area with an HOA, membership is required as part of the deed unless at some point the HOA is dissolved.

A **Neighborhood Association** is an organization that is also created to manage the interests of property owners within a subdivided area, but does not have the authority to enforce any deed restrictions. Membership in neighborhood associations is voluntary. As a result, these organizations are typically more social in nature than an HOA, though each type commonly hosts social activities in a neighborhood.

There are four registered neighborhood organizations in Eastgate representing a variety of different property types. Two are homeowner associations while the other two are neighborhood associations (see **Map 2.2, Existing Neighborhood Organizations**).

Neighborhood organizations play a valuable role in helping maintain neighborhood integrity. Neighborhood groups registered with the City receive information related to development activity in the area and are eligible for neighborhood matching grants to assist with various projects. Effective neighborhood groups are important for promoting the integrity of a neighborhood since they provide existing organizational structure capable of effectively and efficiently addressing problems that may arise in and around the neighborhood. More specifically, homeowner associations have the ability to create and enforce covenants and deed restrictions for types of neighborhood-appropriate regulations for which the City does not have the authority.

Effective training can help build and improve these organizations in the Eastgate area. In doing so, the City has opportunities to help address neighborhood and subdivision level issues, and can build more effective working relationships with its citizens.

Currently, the City works with neighborhood and homeowner associations through the Neighborhood Partnership Program run by Planning and Development Services through its Neighborhood Services division. Registered partners are eligible for small grants, have access to special training and seminars, receive updates about development activity in their area, and other support from Neighborhood Services. The Neighborhood Services Coordinator also works closely with Texas A&M University (TAMU) organizations through Aggie Up to address on student and student-rental issues that negatively impact neighborhoods.

### *Effective Organization Strategies*

The strategies in this section focus on increasing organizational capacity for the existing organizations within this area. These strategies

outline opportunities to provide new training and activities for neighborhood partnerships to increase leadership and participation.

- **Program Continuation (NI1.1)** - Continue to implement strategies and programs in the Strong and Sustainable Neighborhoods Initiative.
- **Provide effective organization support and training opportunities (NI1.2)** - Where there is interest at or near 100% owner-occupancy; work with residents through the Neighborhood Partnership program to convert the neighborhood associations to homeowner associations.
- **Provide technical support to homeowner associations (NI1.3)** - Work with homeowner associations to create deed restrictions and covenants that seek to address neighborhood integrity issues that the City does not have the authority to regulate and/or that compliment City regulatory efforts.
- **Provide effective organization support and training opportunities (NI1.4)** - Develop training on effective deed restriction enforcement.
- **Ongoing evaluation and indicator program (NI1.5)** - Create an ongoing evaluation process of neighborhood characteristics to readjust service provisions and evaluate effectiveness. This should be included as part of a comprehensive indicator program for neighborhoods.
- **Program Continuation (NI1.6)** - Continue to work with Aggie Up and other TAMU and Blinn College student groups to find proactive methods to reach out to off-campus students.

### Conservation of Neighborhood Resources

As one of first developed areas of the City, Eastgate is home to buildings and places of local architectural, historical, and cultural value. Preservation or protection of these resources can stabilize development pressure, enhance property value, promote heritage conservation, and provide educational opportunities. Two initiatives have been undertaken in the City: a historical marker program and historical preservation enabling ordinance. Other aspects of the conservation of neighborhood characteristics are considered as part of the Neighborhood Conservation areas identified in **Chapter 1, Community Character**.

In 1986, the City of College Station Historic Preservation Advisory Committee was created to aid in the collection and preservation of items of historical significance in the City. One initiative created by the

#### Aggie Up

The Aggie Up program was implemented in 2008 as a collaboration between the City of College Station, City of Bryan, and Texas A&M University. The group brings representatives from Fire, Police, Code Enforcement, and Neighborhood Services together with TAMU Student Services representatives to address issues relating to off-campus student behavior. This program is responsible for the successful implementation of the Noise Abatement Program, as well as several promotional campaigns to educate students on neighborhood citizenship.

#### Strong and Sustainable Neighborhood Initiative

The Strong and Sustainable Neighborhood Initiative began in Fall 2007. The program focuses on the realignment of City services like code enforcement and neighborhood services to support and strengthen local neighborhoods. The program began from policy debates within the community relating to the influx of students and renters in owner-occupied areas. Focus groups with owner-residents, property managers, and students provided insight on several areas where services could be improved to minimize the impacts from student behavior issues. Aggie Up is a program developed from the Strong and Sustainable Neighborhood Initiative.

Committee is the College Station Historical Marker Program that recognizes sites, persons, objects, events, or buildings that are significant to the history of College Station, yet may not meet the criteria for historic marker designation at the state or federal level. As such, the program is separate from the federal inventory of historic properties (National Register of Historic Places) and separate from the state marker program (Official Texas Historical Markers). Unlike possible historic preservation measures discussed later, the College Station historical markers are solely for historical interest and educational purposes and do not provide regulatory limitations regarding the ability to alter or add improvements to the properties or structures. Properties in the Eastgate planning area that have received a College Station Historical Marker are identified on **Map 2.3, College Station Historical Markers in Eastgate.**



This structure at 903 Texas Avenue was identified for further evaluation as a potential historic landmark.

The City recently initiated a windshield survey of potential historic resources in select areas of the City. The study, *City of College Station Historic Resources Windshield Survey of the Eastgate and Southside Neighborhoods*, was completed in September 2008. This survey identified three potential historic districts and two individual landmarks in the Eastgate neighborhood. The potential district and landmark are identified on **Map 2.4, Potential Historic Districts and Landmarks.**

In 2008, the City adopted a comprehensive historic preservation ordinance that provides the opportunity for additional historic preservation protections. The City's **Comprehensive Plan** identifies historic preservation as an important component of community character. Preservation of historic properties provides for the

protection and preservation of places and areas of historical, cultural, and architectural importance and significance, as well as promotes sustainability through the reuse or adaptation of historic structures for contemporary uses.

*Conservation of Neighborhood Resources Strategies:*

**Program Continuation (NI2.1)** - Continue the College Station Historical Marker Program to promote the recognition and retention of structures of historical significance.

**Neighborhood Resource Education (NI2.2)** - Conduct educational sessions with potential historic district and landmark property owners to gauge interest in pursuing historic preservation regulations.

## Enhanced Neighborhood Identity and Investment

Neighborhood identity is made up of a variety of elements including public and private landscaping, community gathering places, park development and maintenance, fencing, drainage, sidewalk and public facility maintenance, and signage that serves to enhance an area's aesthetic quality. Together these elements can provide a distinct image for an area. Maintaining or improving that identity is important to promoting the long-term viability and attractiveness of a neighborhood. Overall, these elements should work together - providing a safe and inviting public realm.

Plan participants provided input during the planning process regarding neighborhood image and identity, including a desire for community gardens, community bulletin boards, and park improvements. In addition, public investments such as utility and street rehabilitation, drainage improvements, and streetlight programs can support neighborhood investment. Building on these elements throughout the neighborhood can strengthen its overall image and identity.

The City currently offers matching grants to partnership organizations for beautification projects such as signage and landscaping with funding available on a semi-annual basis. Various factors may impact whether or not an organization takes advantage of the grant program. Neighborhood associations are generally at a disadvantage because of on-going maintenance costs associated with installation of landscaping as these organizations cannot require membership or dues for their organization. Other factors such as organizational capacity to complete a project, and lack of knowledge about developing projects for which funding would be available may also be contributing factors.

### **Community Facilities**

An important aspect of neighborhood integrity is a sense of community and place. Public and private community facilities can provide unique identifying features to a neighborhood area and provide places to gather and interact. Through discussions that occurred during the planning process, an effort to initiate a community garden in a vacant lot on Pasler Street behind the College Hill Missionary Baptist Church has begun. This effort should be supported as it will provide an outdoor place to gather and an opportunity for neighborhood residents to work together toward a common goal.

The need for community bulletin boards was also identified. These could be used to help promote communication of and participation in events and activities in the neighborhood. The potential community garden site and Thomas Park, which has an existing board, are possible locations for community bulletin boards.



Park facilities significantly contribute to neighborhood identity in Eastgate.

Park facilities provide significant identity to the Eastgate neighborhood. Though smaller than a typical community park, Thomas Park serves as a community park for this quadrant of the City. As part of the **Parks and Recreation Master Plan**, individual park master plans, or development plans, are anticipated. These plans could identify needs that a specific park may have while seeking to achieve the goals of the overall Master Plan. These plans will also identify possible opportunities for investment in the Eastgate neighborhood parks of Thomas Park, Lions Park, Woodland Park, and Eastgate Park. During the planning process, providing additional parking, upgrading of the pool bath house area, and fixing drainage-related issues around Thomas Park were identified. Solutions to parking and drainage issues are proposed with the rehabilitation of James Parkway and Puryear Drive in **Chapter 3, Mobility**. A previous effort to remodel the Thomas Park bathhouse area

was not successful as funds needed to be transferred to the Adamson Lagoon bathhouse project when it exceeded its expected budget. The need for remodeling the Thomas Park bathhouse area still exists and should be explored with its park plan. Increased access to Lions Park, which only has access via Chappel Street, was also acknowledged.

The Eastgate planning area consists of about thirty separate subdivisions, which results in a lack of consistent identity for the area. The presence of neighborhood signage may help unify the area and indicate to visitors that they are entering a neighborhood. This opportunity could be supported by the City's Gateway Grant program to offer matching funds. Signage could be placed at gateways into the neighborhood, which include the following possible locations: Eastgate Park on Walton Drive between Texas Avenue and Foster Avenue, Munson Avenue at Dominik Drive, Lincoln Avenue at Munson Avenue, Lincoln Avenue at Foster Avenue, and George Bush Drive East in the Keep Brazos Beautiful demonstration garden area east of Texas Avenue.

Drive between Texas Avenue and Foster Avenue, Munson Avenue at Dominik Drive, Lincoln Avenue at Munson Avenue, Lincoln Avenue at Foster Avenue, and George Bush Drive East in the Keep Brazos Beautiful demonstration garden area east of Texas Avenue.

**Public Facilities**

Reliable utilities and adequate public services are significant components of maintaining the vitality of a neighborhood area; therefore, continued public investment in maintaining water, wastewater, electric, stormwater facilities, and street lights are important.

In 1998, an Eastgate Utility Master Plan was created to identify utility rehabilitation needs for the aging water and wastewater infrastructure of this area. Portions of the Master Plan have been completed as immediate issues were resolved, though many of the recommendations have not yet been accomplished. Funding for rehabilitation of Phase IV water and wastewater facilities is anticipated in the budget for the 2011-2012 fiscal year. The Phase IV area is generally bounded by Texas Avenue, Lincoln Avenue, Walton Drive, and Francis Drive to the south. Other Eastgate phases should be prioritized to provide reinvestment



Opportunities to reinvest in public facilities include a remodel of the Thomas Park bathhouse and surrounding area.

into this area of the City. Specifically, Phase V, which includes the Thomas Park area south of Francis Drive, should be funded to coincide with the proposed rehabilitation of James Parkway and Puryear Drive as discussed in **Chapter 3, Mobility**.

Besides the southern portion of Thomas Park already described, a few intersections were identified for potential drainage improvement. After further inspection of these intersections, however, it was determined that significant drainage improvements did not appear to be warranted.

Two primary types of street lighting exist in Eastgate, standard lighting and decorative lighting. Decorative lighting was installed on several streets as part of the implementation of the 2000 Eastgate Neighborhood Plan; however, opposition to the decorative lighting has limited full implementation of the lighting plan. Input received during the planning process confirmed that there was not a consensus to attempt to continue the decorative lighting program.

*Enhanced Neighborhood Identity and Public Investment Strategies:*

- **Program Continuation (NI3.1)** - Continue to provide technical assistance to neighborhood organizations applying for neighborhood grants. Incorporate training for organizations on developing projects that would be available for funding.
- **Support Neighborhood Community Facilities (NI3.2)** - Support efforts for a community garden on Pasler Street by providing organizational assistance as needed.
- **Support Neighborhood Community Facilities (NI3.3)** - Support community bulletin board concept by providing organizational assistance and possible neighborhood grant funding. Potential locations could include the existing board at Thomas Park and the proposed community garden site.
- **Coordinated Public Facility Investment (NI3.4)** - Implement the Parks and Recreation Master Plan by performing individual park master plans in the Eastgate area to identify park needs and opportunities for park facility improvements.
- **Support Neighborhood Community Facilities (NI3.5)** - Encourage neighborhood organizations to pursue common neighborhood signage for greater neighborhood identity and image. Neighborhood grant funding opportunities should be supported.
- **Coordinated Public Facility Investment (NI3.6)** - Implement the Water Master Plan and Waste Water Mater Plan by completing Phase IV of the Eastgate Utility Master Plan water and wastewater upgrades. Prioritize funding for Phase V in future years to coincide with proposed rehabilitation of James Parkway and Puryear Drive south of Francis Drive.
- **Identify opportunities to expand funding sources (NI3.7)** - Identify and apply for funding opportunities to increase grants and matching funds available for sustainable landscaping projects.
- **Community Partnership Opportunities (NI3.8)** - Identify and work with key community partners like Big Event, Aggie Replant, and Keep Brazos Beautiful to assist with neighborhood beautification projects.

## Proactive Property Maintenance and Code Enforcement

Property maintenance and code enforcement play a significant role in the perception of neighborhood integrity. Issues like lawn maintenance, trash around yards, and upkeep of homes play a role in how surrounding property owners make decisions about investments for improving their own property.

The City receives federal funds from the Department of Housing and Urban Development (HUD) through the Community Development Block Grant (CDBG) and the HOME Investment Partnership (HOME) Grant. These funds are managed through the Economic and Community Development Department where programs are offered to provide assistance for minor repairs, rehabilitation, and other programs to owner-occupied single-family housing. As these programs involve federal funds, there are many eligibility and usage limitations. Where possible, availability of these programs should be expanded to provide targeted assistance to owner-occupied dwellings in the planning area.



Property maintenance and reinvestment is an on-going endeavor in older residential areas.

The City has minimum requirements regarding how properties should be maintained to meet basic health, safety, and welfare needs. These include standards for the upkeep of structures on the property through the [International Property Maintenance Code](#), as well as standards for yard maintenance, junk vehicles, parking, and trash. Compliance with these regulations is monitored through a joint effort between Code Enforcement, Police, and residents. Code Enforcement officers typically visit each property in their area on a weekly basis, but also investigate citizen complaints. College Station's Police Department works closely with Code Enforcement and Neighborhood Services to ensure safety within neighborhood specific areas, called beats.

### Code Enforcement Trends

The most frequent code violation cases the City deals with are sanitation cases. These violations include trash on lawns, garbage cans that are not removed promptly, or other issues regarding trash. Since 2007, there were 1,020 sanitation code violation cases investigated in Eastgate, making it the most common violation reported.

The second most frequent violation found under Health and Safety violations are primarily issued when grass and weeds exceed the allowable height specified in the Code of Ordinances. In this neighborhood, more than 731 cases were investigated between 2007 and 2010. The minimum standard set by the Code of Ordinances requires yards to be mowed and tickets are issued when lawns are over 12 inches tall across the entire yard.

Property maintenance cases are more complicated to enforce and

made up only 2.6% of cases in this area between 2007 and 2010. Property maintenance cases are primarily focused on maintenance of structures on the property.

*Property Maintenance and Code Enforcement Strategies:*

The strategies for this section focus on enhancing code enforcement activity in an effort to promote continued owner investment in their property by ensuring that neighboring properties are properly maintained in accordance with City regulations.

- **Increased Program Awareness (NI4.1)** - Utilize organized neighborhood associations and other communication mechanisms to increase awareness of available housing assistance programs offered by the City.
- **Program Assessment (NI4.2)** - Evaluate the availability of existing housing assistance programs offered for single-family owner-occupied housing and expand programs or make adjustments to increase program effectiveness.
- **Ongoing evaluation and indicator program (NI4.3)** - Create an indicator system that tracks code enforcement and property maintenance activity to identify frequent violations, specific properties, and time periods.
- **Provide effective organization support and training opportunities (NI4.4)** - Incorporate code enforcement training for organizations so they can better understand local and state legal requirements for pursuing enforcement action on a property, as well as how to report and follow up on enforcement cases.
- **Create proactive code enforcement procedures (NI4.5)** - Develop a more robust property maintenance enforcement program to include specific training on the International Property Maintenance Code and cross-training with Police, Fire, and Utilities to identify issues and respond before they become a code violation.
- **Increase neighborhood notification processes (NI4.6)** - Utilize rental registration program information to provide annual reminders to rental property residents about code requirements and to notify property owners of significant enforcement activity occurring on their properties.
- **Program Continuation (NI4.7)** - Continue neighborhood walk and talk program to provide reminders to students and renters about responsibilities and requirements of living in a single-family home.

**Targeted Emergency and Law Enforcement Services**

The final section of this chapter deals with the coordination and improvement of law enforcement and emergency service response in the planning area. The primary concerns raised by residents relate to on-street parking, speeding, and property security.

**Neighborhood Walk and Talk**

The Neighborhood Walk and Talk program is a coordinated effort between Neighborhood Services, Aggie Up, Code Enforcements, and Police to contact residents directly about issues in a neighborhood. A neighborhood walk and talk consists of representatives from each of the above divisions and departments walking through a neighborhood together to meet with residents one-on-one to educate, discuss, and resolve issues about property maintenance, parking, noise control, and other issues that may be of concern. Typically, three to four areas are targeted during a school semester.

### **On-street Parking**

On-street parking is a concern voiced by many residents during the planning process. Often, on-street parking problems are due to the prevalence of rental properties in the area. On-street parking can cause difficulties when cars block driveways, trash cans, and mailboxes, but particularly for emergency vehicles. Illegal parking in bike lanes is also a concern.



Excessive on-street parking can be detrimental to traffic circulation and access by emergency services.

Because of the lack of sidewalks on most local streets in the area, on-street parking has forced pedestrians and bicyclists to walk and ride within the street. On-street parking can, however, have benefits. Parked cars are a method of traffic calming. Because they visually crowd the through lanes, drivers will typically slow down and pay better attention to the road and the surrounding cars. Additionally, in a more suburban environment like the single-family portions of Eastgate, on-street parking provides spaces for guests that would otherwise not be available if on-street parking was removed.

The City generally allows parking on all local streets unless otherwise signed. The current right-of-way standard in the City for a local street is a 27-foot pavement width, which usually accommodates two-way traffic with

parking. As provided in **Figure 3.2, Eastgate Local Streets Not Meeting Current Standard** in **Chapter 3, Mobility**, there are a number of local streets in Eastgate that are not built to this standard. In many instances, parking is already prohibited on one or both sides of these streets. City streets are public property and open to the public for parking. Parked cars may not be located within 20 feet of street intersections or be parked facing against the flow of traffic. Parked cars may not block a driveway, mailbox, dumpster, or alley, and parking is not permitted on bike lanes or unimproved areas. Parking can be removed by action of the City Council through the Neighborhood Traffic Calming Program.

Because of the difficulties that are incurred by residents when on-street parking is removed within an area, on-street parking should not be removed in areas unless there is an impact to emergency service response times or accessibility to fire hydrants. Continued monitoring of the parking situation will allow for a more proactive response to parking issues within the neighborhood. Sidewalks and bicycle lane improvements outlined in **Chapter 3, Mobility** should be made to provide safe routes for pedestrians and bicyclists.

### **Speeding**

Traffic issues, specifically speeding, in and around the neighborhood were frequently cited as a concern. A safe and efficient street network is a significant factor that contributes to a positive quality of life for neighborhood residents. As mentioned in **Chapter 3, Mobility**, a number of local streets in the planning area do not meet the current pavement

width standard of the street. One of the identified strategies is to evaluate whether the posted speed limit on these narrower streets should be lowered. As motorists respond to a lower speed limit, traffic will be calmed to the appropriate design speed of the street.

An on-going task of local law enforcement officers is speed limit enforcement in neighborhoods and throughout the City. A way to help encourage compliance with the speed limit is to increase the awareness of the posted speed limit. One opportunity to increase awareness includes the temporary placement of radar speed limit signs in targeted areas that display the speed of passing vehicles on the typical speed limit sign. In addition to increasing speed awareness, this tool can be used to assess whether there is a speeding issue and to collect data for traffic count and pattern analysis.

### **Property Security**

Property security is a concern in many college communities because of the seasonal effects of school breaks that leave a large number of homes empty, creating easy targets for break-ins and burglary. Burglaries of a vehicle or habitation are a consistent issue throughout the community. In Eastgate, these crimes decreased in 2007 and 2008, but then returned to pre-2007 levels in recent years. **Map 2.5, Burglary and Theft Activity in 2009 through 2010**, illustrates the overall reported burglary and theft activity in the area.

College Station Police implemented a community policing system in 2009, where officers are assigned to beats and work closely with residents and organizations to identify and address security issues. Neighborhood efforts including neighborhood watch could assist in these efforts.

### *Targeted Emergency and Law Enforcement Services Strategies:*

The strategies in this section are focused on improving outreach and education through neighborhood and student organizations about property security and emergency response to ensure appropriate response times and effective law enforcement.

- **Program Continuation (NI5.1)** - Continue to promote community policing and provide opportunities for residents to interact with police personnel about security issues around the neighborhood.
- **Provide effective organization support and training opportunities (NI5.2)** - Increase education to neighborhoods and student organizations about property crimes and security during school breaks by utilizing efforts such as Know Your Neighbor campaigns to ensure that residents know who lives around them and can more easily identify suspicious activity.
- **Provide Technical Support for New Neighborhood Programs (NI5.3)**
  - Work with established organizations to develop or reinstate



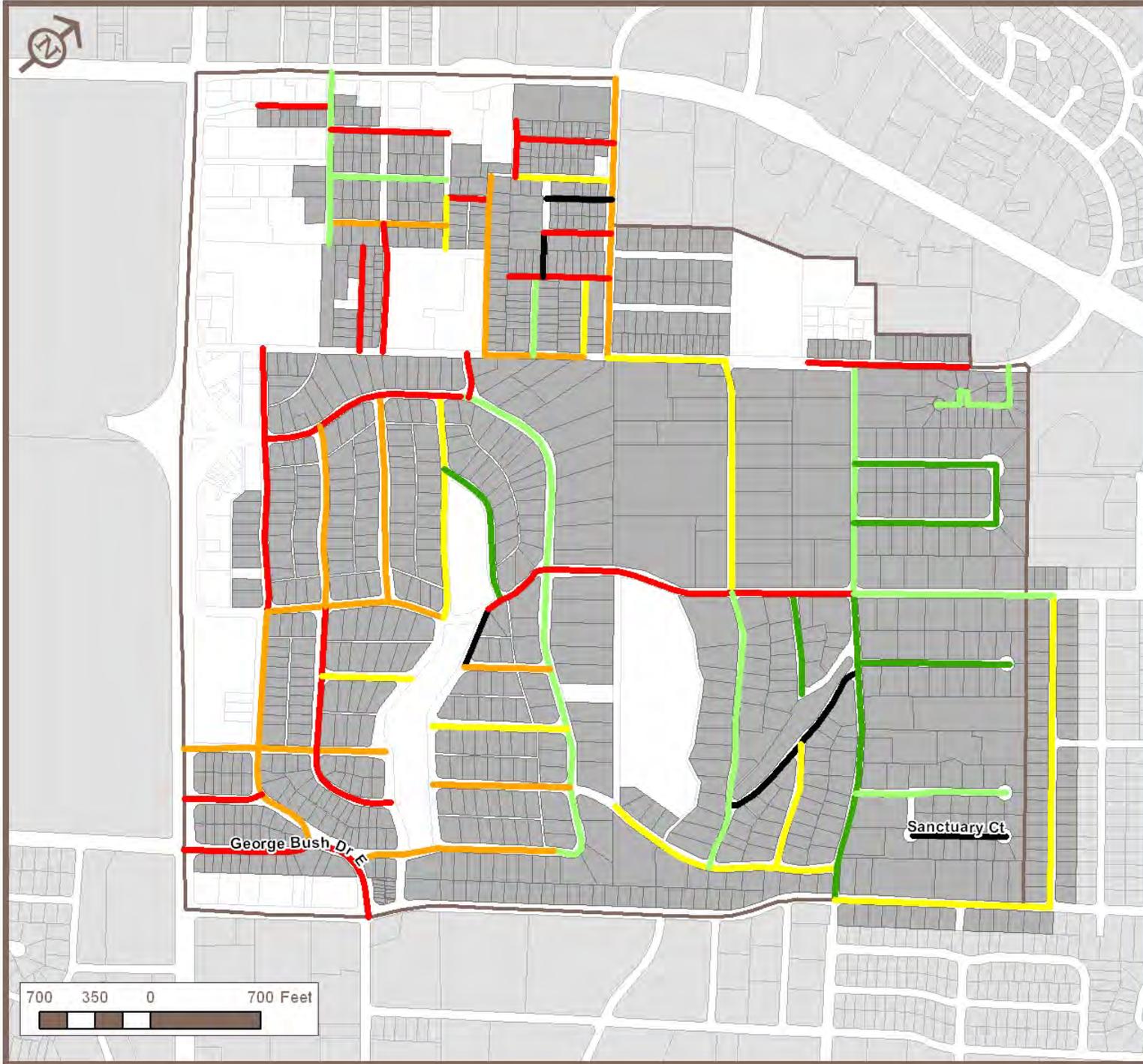
Awareness and enforcement of speed limits increase safety and quality of life in neighborhood areas.

neighborhood watch or other neighborhood watch or other similar programs that would create opportunities for organizations to assist law enforcement and emergency responders.

- **Ongoing evaluation and indicator program (NI5.4)** - Develop an on-going parking monitoring program in conjunction with the Neighborhood Traffic Calming Program and emergency responders to monitor on-street parking issues and take proactive actions to address issues. This program should set up regularly scheduled review of parking by visual inspection and tracking of parking violations including parking in bike lanes.
- **Create neighborhood speed limit awareness program (NI5.5)** - Develop a speed awareness program by acquiring radar speed signs to utilize at targeted locations to increase awareness of the posted speed limit in neighborhood areas and collect other traffic data.
- **Program Continuation (NI5.6)** - Continue to work with Aggie Up and student organizations to educate students about parking, noise, and property security.
- **Program Continuation (NI5.7)** - Continue notifications to registered neighborhood organizations of noise violations and police response. Incorporate notifications of other significant police activity so that neighborhoods may focus their neighborhood watches on particular areas.

# Eastgate Neighborhood Plan

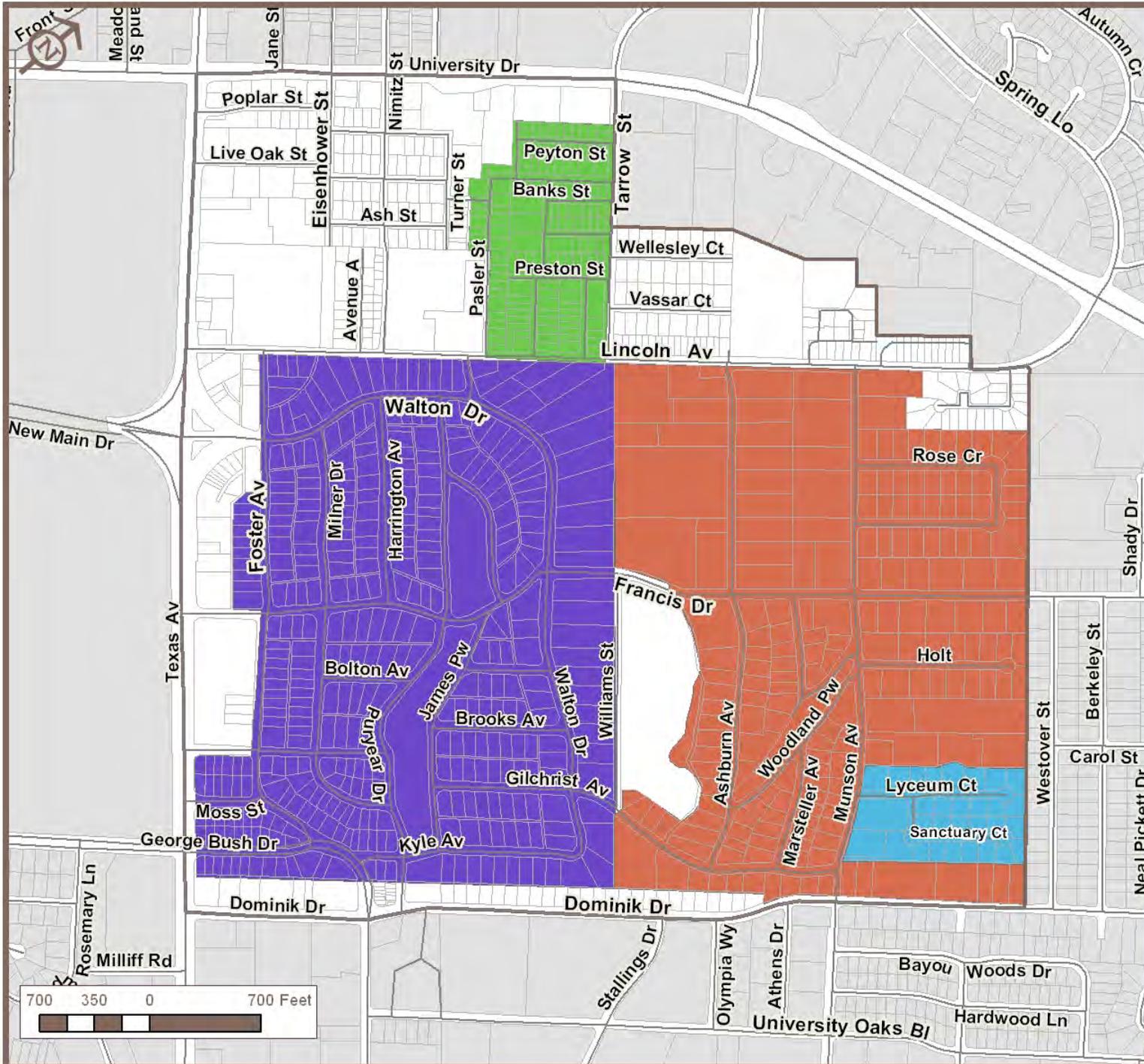
## Map 2.1 Single-Family Ownership Percentage By Street



- Planning Area
- Single Family Property
- Owner Occupied By Street**
- % Owner Occupied
- Less than 20%
- 20% to 39%
- 40% to 59%
- 60% to 79%
- 80% to 99%
- 100%

# Eastgate Neighborhood Plan

## Map 2.2 Existing Neighborhood Organizations



- Planning Area
- Registered Organizations**
- College Hills
- College Hills Estates
- College Hills Woodlands
- University Preserve

Eastgate  
Neighborhood Plan

Map 2.3

College Station Historical  
Markers in Eastgate



- Planning Area
- Historical Markers

Eastgate  
Neighborhood Plan

Map 2.4

Potential Historic Districts  
and Landmarks

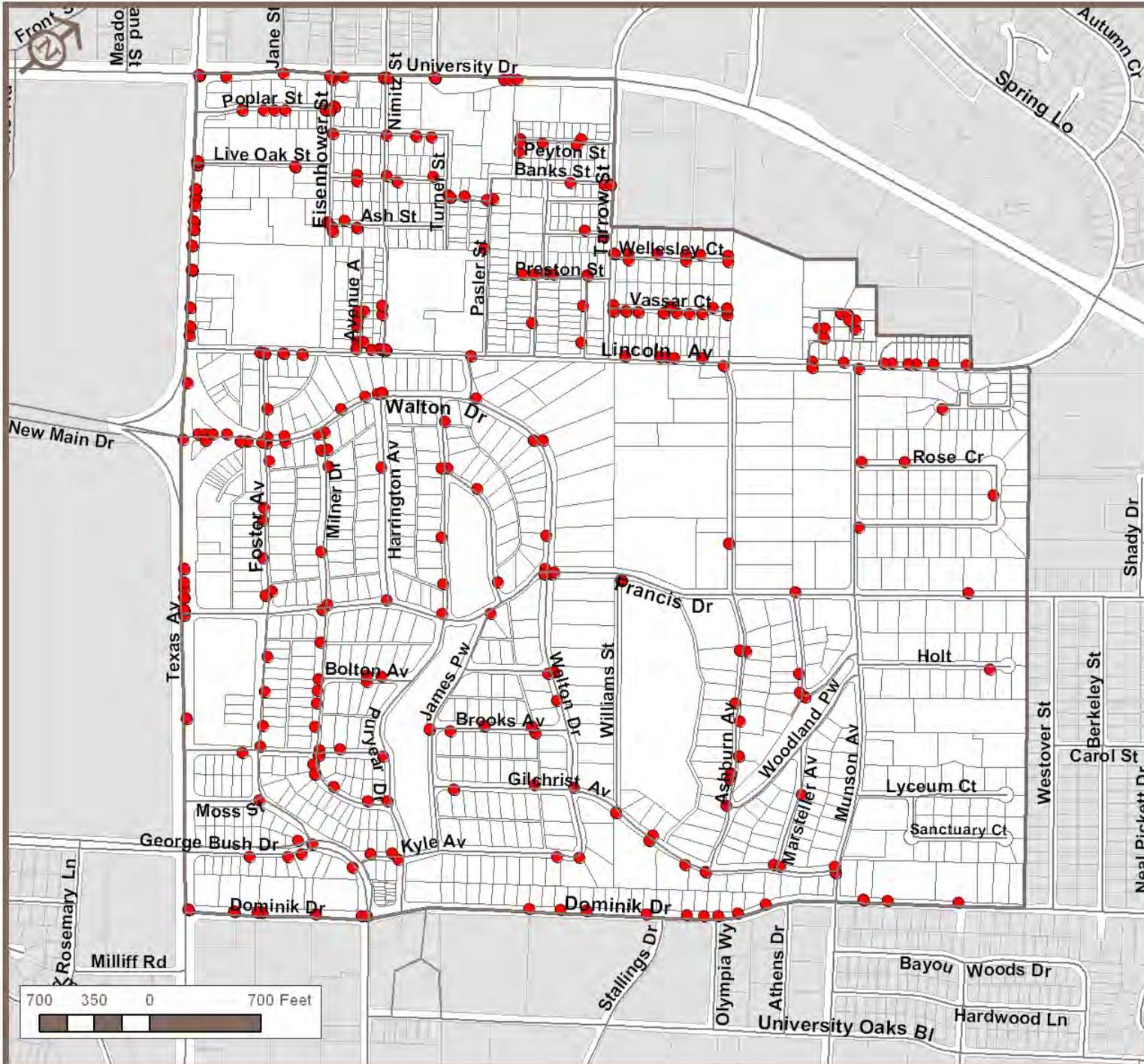


- Planning Area
- Potential Historic Landmarks
- Potential Historic Districts**
- College View
- College Hills Woodlands
- College Hills Estates

Eastgate  
Neighborhood Plan

Map 2.5

Burglary and Theft Activity  
(2009 - 2010)



- Planning Area
- Burglary/Theft



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 neighborhood planning is to ensure that all modes and routes of transportation, including an adequate and efficient street network, designated bike routes, a sufficient sidewalk network, and local transit services are safe, reliable, and minimize congestion on the road system.

The Eastgate neighborhood has a dense and connected network of streets. However, gaps or lack of bicycle and pedestrian facilities exist making it difficult for some residents to utilize all mobility options to access key destinations in the neighborhood and the surrounding community. The majority of residents live within 1,500 feet (ten minute walk range) of a key destination like a school, park, place of worship, or commercial area, however, most residents only utilize vehicular transportation to those destinations.

Key Destinations generally provide some necessary service, ideally within walking distance, and a means to connect people.

Key destinations are commonly parks, schools, places of worship, or neighborhood-serving commercial areas.



Thomas Park is an example of a key destination in Eastgate.

The purpose of this chapter is to outline strategies to support mobility improvement within and through the Eastgate neighborhood. This chapter identifies key planning considerations facing Eastgate in relation to mobility and further identifies opportunities to address those issues. The goal for this chapter is to:

***Maintain a safe and efficient street network while improving multi-modal transportation options by increasing bicycle and pedestrian connections to key destinations within and around the neighborhood.***

This chapter focuses on the following three areas of mobility: thoroughfare and local streets, bicycle and pedestrian network enhancement, and bus transit opportunities. The thoroughfare and local street section evaluates if the existing street network is functioning as intended - that streets are built to the correct standard and context, are properly maintained, and existing intersection are operating safely. Bicycle and pedestrian network enhancements focus on improvements to the bicycle and sidewalk facilities to improve connectivity within and around the neighborhood. Finally, transit opportunities focus on opportunities to promote ridership within the neighborhood.

### Planning Information

This section outlines existing public projects that impact mobility in the planning area.

**Lincoln Sidewalks** – Funding has been allocated for the extension of sidewalks on the north side of Lincoln Avenue from the future Eisenhower Street to University Drive East. This project is anticipated to begin with utility rehabilitations scheduled with the Eastgate Phase IV utility rehabilitation projects in 2012.

**George Bush Drive East/Dominik Drive Intersection Signalization** – Funds from the 1998 capital bond issue were budgeted for the 2010-11 fiscal year for a warrant study and possible signalization of the intersection of George Bush Drive East and Dominik Drive. A previous warrant study concluded that traffic volumes did not warrant a signal. However, with the completion of the Texas Avenue widening project, a second study concluded that upgrading this intersection from a four-way stop to a signaled intersection was warranted. Installation of the traffic signal is anticipated in fall 2011.

### Key Planning Considerations

#### Thoroughfares

As set out in the City's *Comprehensive Plan*, context sensitive thoroughfares are proposed to meet the City's transportation needs and support its land use and character objectives. Context sensitive planning provides a functional classification of streets, which is based on the traffic service function they are intended to provide; a context through which the streets travel; the thoroughfare type, which outlines the design criteria of the street; and a specific cross-section design for the street or street segment.

The following is a description of the classification of streets in the *Comprehensive Plan* for the Eastgate planning area. **Map 3.1**, Thoroughfare Functional Classification, **Map 3.2**, Thoroughfare Context and **Map 3.3**, Thoroughfare Type, depict the existing location, functional classification, context, and thoroughfare type for streets in the planning area.

#### Functional Classification

Street classifications are based on the traffic service function they are intended to provide and are grouped into classes based on the character of the surrounding development and degree of land access they allow. College Station streets are classified into six categories: freeway/expressway, major arterial, minor arterial, major collector, minor collector, and local or residential streets. The functional classifications identify the necessary right-of-way widths, number of lanes, and design speeds for the streets. Collector streets are designed to collect traffic from local streets and distribute the traffic to a higher classified street, such as an arterial or freeway in a safe and efficient manner.

Within the Eastgate neighborhood, three functional classes of streets serve the neighborhood: major collectors, minor collectors and local streets. The existing functional classifications are adequate to serve the neighborhood; however, it was recognized that a number of the collectors and local streets are not constructed to current street cross-section standard. The substandard nature of these streets will be

discussed later in this chapter.

**Major Collector Streets** - There are six major collector thoroughfares designated in the neighborhood: Dominik Drive, Eisenhower Street, Foster Avenue, George Bush Drive East, Lincoln Avenue, and Tarrow Street. Major collector streets are intended to be designed to serve vehicle traffic in the range of 5,000 to 10,000 vehicles per day.

**Minor Collector Streets** - There are two minor collector thoroughfares – Francis Drive and Walton Drive – designated in the neighborhood. These thoroughfares meet current paving width standards but lack all of the associated bicycle and pedestrian facilities. Minor collectors are designed to serve vehicle traffic in the range of 1,000 to 5,000 vehicles per day.

**Perimeter Streets** - There are three thoroughfares that bound the Eastgate neighborhood and connect the neighborhood to the remainder of the City and region. These roads consist of two major arterials (Texas Avenue and University Drive East) and one major collector (Dominik Drive). Traffic volumes along major arterials are generally in the range of 20,000 to 60,000 vehicles per day, while major collectors can operate with traffic volumes of 5,000 to 10,000 vehicles per day.

### **Thoroughfare Context**

Context refers to the land use and character through which a street travels. There are five context classes within the City. The Eastgate neighborhood is classified into two context areas of Urban and Restricted Suburban. Urban context should focus on creating multi-modal facilities due to the intense development patterns that the street is intended to serve and the higher concentration of non-vehicular trips that occur. Restricted Suburban context should focus on more residential activity on and around the street itself, and place an emphasis on preserving the surrounding residential character.

All of the thoroughfares in the planning area are classified with an Urban context, except for Francis Drive from Walton Drive to Glenhaven Drive, which is classified with a Restricted Suburban context. The other portions of Walton Drive and Francis Drive within the Neighborhood Conservation-designated areas should also be classified with the Restricted Suburban context.

### **Thoroughfare Type**

Thoroughfare type combines the information related to functional classification and context, and establishes the design criteria of the street. There are two thoroughfare types identified in the City's **Comprehensive Plan** for the neighborhood: avenues and streets. An avenue integrates moderate traffic volume and speeds (not to exceed 35 miles per hour) with multi-modal transportation, such as transit, bicycling and walking. Streets are low speed, lower volume roadways that provide access to surrounding land uses with speeds not exceeding 30 miles per hour.

George Bush Drive East is classified as four-lane Urban Avenue type. All of the other thoroughfares in the neighborhood are classified with an

Urban street type, except for Francis Drive from Walton Drive to Glenhaven Drive, which is classified with a Restricted Suburban street type. Like thoroughfare context, the other portions of Walton Drive and Francis Drive within the Neighborhood Conservation-designated areas should also be classified with the Restricted Suburban street type.

### **Substandard Thoroughfares**

Many of the thoroughfares within the neighborhood are not constructed to the full cross-section to handle the vehicular, bicycle, and pedestrian traffic volume anticipated with the long-term build-out and redevelopment of the area. **Figure 3.1, Eastgate Thoroughfares**, provides information regarding the functional classification, context,

and thoroughfare type of each thoroughfare within and around the neighborhood and identifies what types of deficiencies exist for each. As currently constructed, some thoroughfares do not have the minimum right-of-way, anticipated number of lanes, bicycle and pedestrian facilities, or adequate right-of-way to fully implement the context requirements as outlined in the **Comprehensive Plan**. The lack of right-of-way mainly impacts the roadside zones where sidewalks, street trees, and other street furniture could be placed (See **Comprehensive Plan Chapter 6, Transportation** for street cross sections).

Dominik Drive, George Bush Drive East, and Tarrow Street meet the number of lanes though are lacking some bicycle and pedestrian facilities or other context-sensitive elements. Lincoln Avenue is constructed to a minor collector width while the existing portion of Eisenhower Street and Foster Avenue are only constructed to local street widths. The construction of Eisenhower Street between Ash Street and Lincoln Avenue will be important for redevelopment opportunities in the area (See **Redevelopment Areas in Chapter 1, Community Character**). The need for improvements to Lincoln Avenue and Foster Avenue will increase as redevelopment occurs. Given that these streets are located in developed areas, acquiring the

full right-of-way becomes more difficult and costly to obtain. A cost effective method, while seeking to improve the efficiency of these thoroughfares, may be acquisition of right-of-way at key intersections to allow turn lanes to be installed which will reduce the total amount of right-of-way acquisition along the length of the street.

Context-sensitive improvements can be made to streets, or segments of streets, within the neighborhood. The **Comprehensive Plan** calls for parking, bike lanes, and large roadside zones to accommodate safe and inviting pedestrian sidewalks on Restricted Suburban major and minor collectors. Medians may also be appropriate in some instances, particularly when driveway spacing is insufficient for the thoroughfare type. Where driveways are too close, medians allow for limited access in order to reduce the number of left turning movements that lead to most traffic incidents.



Eisenhower Street currently ends at Ash Street but is planned to continue through to Lincoln Avenue.

Though many of the Eastgate thoroughfares lack some features when compared to current standard, much of the demand for these improvements will come as the perimeter of the neighborhood redevelopments. Therefore, besides the construction of the remainder of Eisenhower Street and other intersection, bicycle, and pedestrian improvements identified elsewhere in this chapter, strategies regarding improvements to these thoroughfares are not included within this Plan but will be addressed as part of the anticipated redevelopment plan that includes this area.

**Figure 3.1 – Eastgate Thoroughfares**

Street Name	Cross Streets	Functional Classification	Context	Type	Deficiencies to Current/Proposed Standard
Texas Ave	University Dr to Dominik Dr	Major Arterial	Urban	Blvd	None
University Dr E	Texas Ave to Tarrow St	Major Arterial	Urban	Blvd	Raised Center Median; Continuous Sidewalks
Dominik Dr	George Bush Dr E to Munson Ave	Major Collector	Urban	St	Center Left Turn Lane; Bike Lanes; Continuous Sidewalks
Eisenhower St	University Dr E to Lincoln Ave	Major Collector	Urban	St	Portion Unconstructed; Right-of-Way Width; Pavement Width for Center Left Turn Lane; Bike Route; Continuous Sidewalks
Foster Ave	Lincoln Ave to George Bush Dr E	Major Collector	Urban	St	Right-of-Way Width; Pavement Width for Center Left Turn Lane; Bike Route Continuous Sidewalks
George Bush Dr E	Texas Ave to Dominik Dr	Major Collector	Urban	Ave	None
Lincoln Ave	Texas Ave to University Dr E	Major Collector	Urban	St	Right-of-Way Width; Pavement Width for Center Left Turn Lane; Continuous Bike Lanes; Continuous Sidewalks
Tarrow St	University Dr E to Lincoln Ave	Major Collector	Urban	St	Pavement width for Bike Lanes; Continuous Sidewalks
Francis Dr	Texas Ave to Ashburn Ave	Minor Collector	Urban / Restricted Suburban	St	Bike Lanes
Francis Dr	Ashburn Ave to Glenhaven Dr	Minor Collector	Restricted Suburban	St	Bike Route
Walton Dr	Texas Ave to Francis Dr	Minor Collector	Urban	St	Bike Route; Continuous Sidewalks

## Local Streets

Though most of the local streets in the planning area were constructed early in the City's history, many of them meet the current pavement width standard and have curb and gutter systems. All streets, however, do not meet the current standard for sidewalks on both sides of the street, which will be discussed further in the Bicycle and Pedestrian Mobility section of this chapter. **Map 3.4**, Status of Eastgate Local Streets and **Figure 3.2**, Eastgate Local Streets Not Meeting Current Standard, provide an illustration and detailed information regarding the existing local streets that were identified as deficient to the current minimum right-of-way, pavement width or curb and gutter requirements.

**Figure 3.2 Eastgate Local Streets Not Meeting Current Standard**

Local Street	Existing Right of Way Width	Approximate Pavement Width	Curb & Gutter
Narrower Right-of-Way, Pavement, or No Curb			
Avenue A	<30'	22'	No
Chappel St	40'	22'	Yes
Gilbert St	30'	12'	No
James Pkwy (south of Francis Dr)	60'	20'	No
Nimitz St	40'-50'	20'-24'	No
Pasler St	40'	22'	Yes
Puryear Dr (south of Francis Dr)	60'	20'	No
Turner St	29'-50.5'	14'-20'	No
Woodland Pkwy	40'	22'; 12' gravel section	No
Narrower Right-of-Way Only			
Avenue B	40'	27'	Yes
Banks St	40'	27'	Yes
Churchill St	30'-40'	27'	Yes
Columbus St	40'	27'	Yes
Live Oak St (west of Eisenhower St)	44'	30'	Yes
Pearce St	40'	27'	Yes
Peyton St	40'	27'	Yes
Preston St	~35'-40'	27'	Yes

Participants in the planning process provided input on many of these substandard streets. In a number of instances, there was a desire to maintain the current or a similar street cross section and not widen or otherwise address the deficiency. As some local streets are anticipated to continue with narrower pavement widths, the posted

speed limits for these streets should be evaluated and lowered as necessary. Described in this section are some of the local streets in which discussion occurred or a particular action was identified.

**Avenue A** - Avenue A is located along Lincoln Avenue between Nimitz Street and the future extension of Eisenhower Street. The street is roughly 500 feet in length, has minimal right-of-way, no curbs and currently dead ends without a cul-de-sac bulb or stub for future extension. Fire code requires turnarounds on streets or fire lanes when they are in excess of 100 feet in length. To help facilitate compliance with the fire code, as the properties near the end of Avenue A redevelop, the street should be extended to the future Eisenhower Street to the west or a cul-de-sac bulb provided (See Site Development Area 2 in **Chapter 1**, Community Character).

**Gilbert Street** - Gilbert Street connects Pasler Street and Turner Street and is approximately 250 feet in length with one travel lane and no curbs. Residents in the area expressed concerns about Gilbert Street being widened, the one-lane nature of the existing street, the possibility of additional right-of-way acquisition to bring the street to current standard, and the increased potential for through traffic that may result from the improvement. The necessity for the standard pavement width of 27 feet can be minimized with the removal of parking. This street should be rehabilitated to function similar to an alley but with the addition of curbs.

**James Parkway and Puryear Drive** - James Parkway and Puryear Drive north of Francis Drive are constructed to current pavement standards. The sections of these streets south of Francis Drive have substandard pavement width and lack curb and gutter. Based on feedback received, these streets were further discussed in relation to parking deficiency and drainage issues around the adjacent Thomas Park and pedestrian and bicycle safety concerns for the portion of Puryear Drive between Kyle Avenue and Dominik Drive.

While a rehabilitation of the southern portion of these streets to the current width standard with curb and gutter facilities will help resolve drainage issues, this option will not result in the most beneficial parking solution and will likely be detrimental to the mature trees that surround the park. Feedback received from Plan participants stated that all reasonable efforts need to be made to preserve the existing trees. The most beneficial option included James Parkway and Puryear Drive becoming a one-way pair south of Francis Drive. This alternative provides a narrower pavement width to limit the impact on mature trees, creates substantially more parking with parallel parking along the park side, and helps alleviate drainage issues with the installation of curb and gutter with underground storm water system. The exercise of possible alternatives performed by the Eastgate Neighborhood Resource Team is included as **Appendix C: James Parkway and Puryear**



Gilbert Street is a one-lane street that connects Pasler Street to Turner Street.

## Drive Alternative Analysis.



Rehabilitation of Puryear Drive and James Parkway to a one-way street pair was identified as a potential solution to the existing parking and drainage issues around Thomas Park while limiting impact to mature trees that line the streets.

Concerns regarding on-street parking and speeding were also expressed for the portions of James Parkway and Puryear Drive north of Francis Drive. With the rehabilitation of the southern portions of these streets, traffic calming measures on the north side could also be made to ultimately reduce the posted speed limit and address parking issues.

**Munson Avenue** - Though Munson Avenue does not have a substandard local street right-of-way, pavement width, or lacks curbs, it was identified on several occasions as requiring additional attention. Munson Avenue within the planning area between Lincoln Avenue and Dominik Drive is classified as a local street, while the portion outside of the planning area between Dominik Drive and Harvey Road is classified and constructed as a minor collector. Many

concerns cited by Plan participants related to speeding and excessive volumes of traffic. Previous efforts to minimize these effects have been to reduce the speed limit and close off portions of Munson Avenue to through traffic. In response to the street closure, a citizen initiative began and signatures were gathered and submitted to the City. The initiative was voted on and passed by College Station residents in the May 1, 1999 general election and is codified as Ordinance No. 2392 as adopted May 7, 1999 which states:

“That the City of College Station shall not block or restrict, or impair or discourage by use of barrier, speed humps, repetitive stop signs or otherwise, vehicular travel on to, over or via any portion of Munson Avenue, between Lincoln Drive (Street/Avenue) and Harvey Road (State Highway 30), provided that this Ordinance shall not prohibit or restrict: (a) temporary closings for improvement or repair of street facilities or utilities, (b) the establishment and enforcement of vehicular speed limits, or (c) the use of traffic safety controls or devices consistent with standards commonly applied to other City thoroughfares, provided such limits, controls and devices are primarily intended to enhance the overall safety of such travel and not to discourage such travel.”

Due to this citizen-led initiative ordinance, the City will not seek to alter Munson Avenue as expressed in the ordinance.

**Nimitz Street** - Nimitz Street between Lincoln Avenue and Ash Street has substandard width and most of it does not have curbs. This section of street is unique in that a portion of the pavement was placed on the properties along the western edge of the street. As these properties have redeveloped, they have dedicated right-of-way to the edge of existing pavement. Due to the lot configuration, setback variances were granted by the Zoning Board of Adjustment and have

resulted in structures being located within five to ten feet of the edge of pavement. Rehabilitation of the street and adding curbs to this approximately 780-foot long section of Nimitz Street will help increase safety due to the close proximity of the structures to the street. Since twenty feet of right-of-way was dedicated on Nimitz Street from the multi-family property when it was replatted in 1982, the potential exists to move the edge of the street away from the structures on the western side of the street.

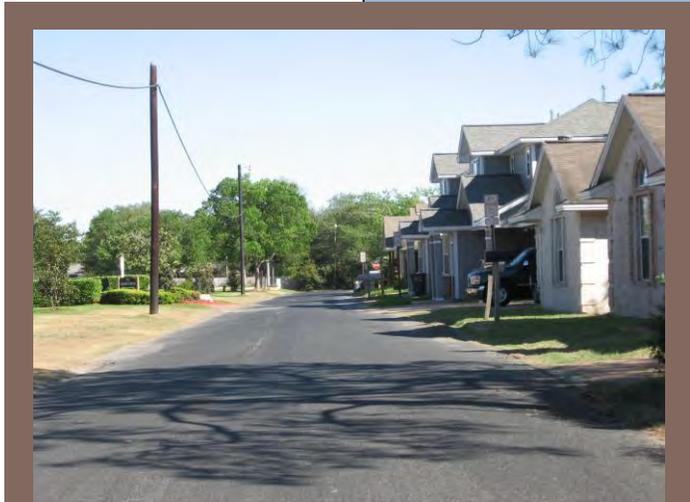
### Intersections

Through public input and staff review, a few intersections were identified for study to evaluate the necessity for all-way stops or other improvements. The intersections identified for warrant studies include Walton Drive and Francis Drive, Foster Avenue and Francis Drive, Lincoln Avenue and Tarrow Street, and Lincoln Avenue and Munson Avenue. **Map 3.5, Intersection Evaluation Areas** illustrates the location of these intersections. A traffic control signal has already been programmed for the intersection of George Bush Drive East and Dominik Drive.

In addition to potential functional changes to intersections, concerns were raised regarding existing sight distance limitations at certain intersections. Generally, intersections with sight distance limitations are a safety hazard as drivers have inadequate visibility to see on-coming vehicles and enough time to stop or properly react to them. Specifically, the intersection of Tarrow Street and Lincoln Avenue, Munson Avenue and Lincoln Avenue, Nunn Street and Lincoln Avenue, and Foster Avenue and Francis Drive were identified. Some of these intersections have been identified for a warrant study and sight distance limitations may be resolved if the intersection operation is changed to an all-way stop. Street intersections will be evaluated for proper sight distance and obstructions removed or the function of the intersection changed accordingly.

### Maintenance

Street maintenance is provided through the Public Works Department. On an annual basis, the Streets and Drainage division conduct an inventory of streets, and rate each street on a variety of criteria such as cracking, potholes, and other issues that require maintenance. When a rating falls below 85, see **Map 3.6, 2010 Street Inventory**, the street is then programmed for maintenance. This map confirms much of the feedback received from Plan participants with regard to street maintenance. The majority of these improvements will consist of repairing potholes or receiving seal coats.



The Nimitz Street pavement edge is within a few feet of the front of several single-family dwellings.

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.

In 2010, the City's annual evaluation process identified street sections for maintenance as summarized in **Figure 3.3, Street Maintenance Rating from 2010 Street Inventory**. Sections of street that fall below an 85 rating should be addressed in the near term before additional pavement failures occur. Street sections with a rating between 85 and 90 should be monitored more closely and repairs made as funding permits.

**Figure 3.3 – Street Maintenance Ratings from 2010 Street Inventory**

Street	From	To
Rating Less than or Equal to 85		
Walton Dr	Nunn St	Francis Dr
Rating Between 85 and 90		
Ashburn Ave	Lincoln Ave	~820' south of Lincoln Ave
Bolton Ave	James Pkwy	Walton Dr
Gilbert St	Turner St	Pasler St
Holt St	Munson Ave	End of Holt St
James Pkwy	Bolton Ave	Gilchrist Ave
Lincoln Ave	Texas Ave	Foster Ave
Lincoln Ave	Nimitz St	Nunn St
Milner Dr	Bolton Ave	Gilchrist Ave
Moss St	Texas Ave	Forster Ave
Munson Ave	Rose Cir	Francis Dr
Munson Ave	Woodland Pkwy	Lyceum Ct
Puryear Dr	Bolton Ave	Dominik Dr
Woodland Pkwy	Marsteller Ave	Munson Ave

*Thoroughfare and Local Street Strategies:*

- **Thoroughfare Plan Amendments (M1.1)** - Amend the Thoroughfare Plan to:
  - Designate Walton Drive between Foster Avenue and Francis Drive with a Restricted Suburban context and street type; and
  - Designate Francis Drive between Foster Avenue and Walton Drive with a Restricted Suburban context and street type.
- **Coordinated Public Facility Maintenance (M1.2)** - Maintain and rehabilitate streets identified on street inventory as funding permits.
- **Coordinated Intersection Analysis (M1.3)** - Evaluate intersections that merit further study for all-way stops or sight distance modifications to address safety concerns. See **Figure 3.4, Intersection Evaluation Areas**.
- **Substandard Local Street Speed Analysis (M1.4)** - Evaluate local streets with pavement widths that are narrower than current standard and reduce the posted speed limit if warranted.
- **Coordinated Public Facility Investment (M1.5)** - Prioritize capital projects for street rehabilitation and extension. These projects

include the extension of the remaining portion of Eisenhower Street, rehabilitation of Nimitz Street between Lincoln Avenue and Ash Street, rehabilitation of Gilbert Street, and rehabilitation of James Parkway and Puryear Drive south of Francis Drive into a one-way pair. Due to the lack of available funding, the James Parkway/Puryear Drive rehabilitation should be placed on the next bond election. Eisenhower Street, Nimitz Street, and Gilbert Street projects may be eligible for CDBG funding.

- **Community Partnership Opportunities (M1.6)** - Partner with the Metropolitan Planning Organization (MPO) to collect relevant traffic data.

**Figure 3.4 – Intersection Evaluation Areas**

Street Intersection	Evaluation Type(s)
Walton Drive and Francis Drive	4-way stop
Foster Avenue and Francis Drive	4-way stop / Sight Distance
Lincoln Avenue and Tarrow Street	3-way stop / Sight Distance
Lincoln Avenue and Munson Avenue	3-way stop / Sight Distance
Lincoln Avenue and Nunn Street	Sight Distance

### Bicycle and Pedestrian Mobility

Bicycle and pedestrian connectivity is part of a multi-modal transportation network that allows for the movement of people to and through the neighborhood 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.

The Eastgate neighborhood area is older than most neighborhood areas and was developed at a time when the installation of substantial bicycle and pedestrian facilities were not required. Though much of the planning area is known for its eclectic housing stock, curvy street patterns, mature trees, and close proximity to a number of community destinations, bicycle and pedestrian facilities and connections are lacking. One emphasis of neighborhood conservation is to maintain and encourage owner-occupied and family-occupied housing. As potential home buyers weigh various purchase and location options around the City, a lack of bicycle and pedestrian facilities may place this area at a market disadvantage when comparing other neighborhood areas where these facilities are more readily available. In addition, as the perimeter of the planning area redevelops, these facilities will become more essential to connect and serve the needs of this area.

During the planning process, most of the bicycle and pedestrian facilities identified in the [Bicycle, Pedestrian, and Greenways Master Plan](#) were affirmed while a number of facilities are recommended to be added or removed. In general, participants desired greater pedestrian

access to key destinations within the neighborhood and along its perimeter. The item of greatest discussion and concern was the planned multi-use path and associated greenway connecting Lincoln Avenue at Tarrow Street through to Dominik Drive near Stallings Drive. Most of the concerns expressed regarding the planned multi-use path stemmed from its location on the rear of existing single-family lots along Ashburn Avenue and the general through movement intended for the path. Due to strong opposition received and the difficult nature of acquiring parts of numerous properties, the planned multi-use path is recommended to be removed. While the path was intended to serve a larger area, it would also provide needed bicycle and pedestrian facilities within the neighborhood. As a result of its removal, these facilities will continue to remain deficient in this area of the neighborhood. It is recommended that the Natural Areas – Reserved designation remain for this entire corridor to recognize the environmental sensitive nature of this area. In addition, with the extension of Eisenhower Street from Ash Street to Lincoln Avenue, the planned multi-use path along this section can be converted to planned sidewalks and bike route to match the planned facilities for the existing portion of Eisenhower Street. Additional bicycle and pedestrian strategies for the Eastgate neighborhood are provided, as outlined in their respective sections of this chapter.

### **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 proposed for the Eastgate 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.

**Side Path (Multi-use Path)** - a wider sidewalk (10-12 feet wide) alongside a road with minimal cross flow by motor vehicles to be used by bicyclists and pedestrians.

**Greenway Trail (Multi-use Path)** - all-weather and accessible paths for pedestrian and bicyclists. These are typically 10-12 feet in width.

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

### *Bicycle Connectivity*

Although the Eastgate neighborhood street system is generally well-connected, the existing bicycle connectivity is inadequate due to a lack of a bicycle facility network provided on or along streets within the neighborhood. **Map 3.7, Planned Bicycle Improvements**, illustrates existing bicycle facility improvements and the proposed revisions to the **Bicycle, Pedestrian and Greenways Master Plan**. It was identified in the planning process that the planned bike lane along Lincoln Avenue between future Eisenhower Street and Tarrow Street currently exists. Also, planned bike lanes on Walton Drive between Nunn Street and Gilchrist Avenue and on Francis Drive between Ashburn Avenue and Glenhaven Drive could be reclassified as bike routes if the remaining planned bike lane on Francis Drive is retained and enhancements are made to the planned bike route on Foster Avenue.

Enhancements were identified for the bike route on Foster Avenue from George Bush Drive East to Walton Drive. In addition to the intersection evaluation at Foster Avenue and Francis Drive, sharrows and other bicycle markings could be utilized. This will be advantageous for bicyclists commuting to and from key destinations in the area.

### *Pedestrian Connectivity*

Pedestrian connectivity within the neighborhood is inadequate due to a lack of facilities. Uninterrupted sidewalks exist only along a few streets while some other streets have discontinuous sidewalks. During the planning process, several areas were identified to provide pedestrian connections to key destinations such as parks, schools, and commercial areas along the perimeter of the neighborhood as well as to fill gaps in the sidewalk network. As shown in **Map 3.8, Planned Pedestrian Improvements**, pedestrian connectivity is proposed to key destinations and neighborhood centers. Current development standards require new sidewalks to be constructed on both sides of all streets. In retrofitting a developed area that lacks a substantial sidewalk network, sidewalk installation will most likely occur only on one side of the street to minimize the disruption to existing improvements and vegetation while maximizing the number of streets where facilities can be provided given budget constraints.

### *Bicycle and Pedestrian Strategies*

During the planning process, specific concerns were raised regarding safety, connectivity, and accessibility in the neighborhood. As such, strategies in this section focus on improving upon those three aspects. These strategies incorporate elements identified in the **Bicycle, Pedestrian, and Greenways Master Plan**, in addition to those identified during the planning process.



*Bicycle Strategies:*

- **Bicycle, Pedestrian, and Greenways Master Plan Amendments (M2.1)** - Amend the proposed bicycle facilities identified in the Bicycle, Pedestrian, and Greenways Master Plan:
  - Replace the planned bike lane on Walton Drive between Nunn Street and Gilchrist Avenue with a planned bike route;
  - Replace the planned bike lane on Francis Drive between Ashburn Avenue and Glenhaven Drive with a planned bike route; and
  - Reclassify the bike lanes on Lincoln Avenue between future Eisenhower Street and Tarrow Street from proposed to existing.
- **Coordinated Public Facility Investment (M2.2)** - Stripe, mark, and sign bike lanes in compliance with the Bicycle, Pedestrian, and Greenways Master Plan and the Manual on Uniform Traffic Control Devices. Priority and timing of specific improvements are identified in **Chapter 5, Implementation, Figure 5.1 Complete Task List.**
- **Coordinated Public Facility Investment (M2.3)** - Provide signage for existing bicycle routes where signage is missing in compliance with the Bicycle, Pedestrian, and Greenways Master Plan and the Manual on Uniform Traffic Control Devices. Priority and timing of specific improvements are identified in **Chapter 5, Implementation, Figure 5.1 Complete Task List.**
- **Program Continuation (M2.4)** - Provide continued maintenance of roadways, markers, and signage for bicycle transportation network.

*Pedestrian Strategies:*

- **Bicycle, Pedestrian, and Greenways Master Plan Amendments (M2.5)** - Amend the location of proposed sidewalks identified in the Bicycle, Pedestrian, and Greenways Master Plan to add sidewalks along the following streets:
  - University Drive East (south side);
  - Eisenhower Street from Lincoln Avenue to Ash Street;
  - Foster Avenue;
  - Dominik Drive from Texas Avenue to George Bush Drive East;
  - Gilchrist Avenue from Texas Avenue to Foster Avenue;
  - James Parkway north of Francis Drive to fill in the gap to the park walking loop;
  - Live Oak Street from Texas Avenue to Eisenhower Street;
  - Nimitz Street from Lincoln Avenue to Ash Street;
  - Nunn Street;
  - Puryear Drive from Dominik Drive to Kyle Avenue;
  - Puryear Drive from Walton Drive to James Parkway; and
  - Wellesley Court.
- **Coordinated Public Facility Maintenance (M2.6)** - Identify and install or repair gaps or failing sidewalks and crosswalks in the existing sidewalk network. Priorities should be placed on health, safety, and Americans with Disabilities Act (ADA) compliance first. Priority and timing of specific improvements are identified in **Chapter 5, Implementation, Figure 5.1 Complete Task List.**
- **Coordinated Public Facility Investment (M2.7)** - Install new sidewalks and associated crosswalks in compliance with the Bicycle, Pedestrian, and Greenways Master Plan. Priority and timing

of specific improvements are identified in **Chapter 5, Implementation, Figure 5.1 Complete Task List.**

- **Program Continuation (M2.8)** - Continue to provide maintenance of pedestrian facilities, including breaks or cracks in sidewalks, pavement markings, and signage.

*Bicycle and Pedestrian Strategies:*

- **Bicycle, Pedestrian, and Greenways Master Plan Amendments (M2.9)** - Amend the plan regarding multi-use paths to:
  - Remove the planned multi-use path between Lincoln Avenue and Dominik Drive, while retaining the Natural Areas – Reserved designation for this greenway; and
  - Replace the planned multi-use path along future Eisenhower Street between Lincoln Avenue and Ash Street with planned sidewalks and bike route.
- **Coordinated Public Facility Investment (M2.10)** - Construct multi-use paths identified in the Bicycle, Pedestrian, and Greenways Master Plan. Priority and timing of specific improvements are identified in **Chapter 5, Implementation, Figure 5.1 Complete Task List.**
- **Identify opportunities to expand funding sources (M2.11)** - 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.

**Bus Transit**

The Eastgate Neighborhood has access to three fixed bus routes operated by the Brazos Transit District (The District) while Texas A&M University (TAMU) Transportation Services operates one fixed route in the planning area. The District provides fixed route, paratransit, and demand and response service throughout the City for the general public while Texas A&M University Transportation Services primarily provides off-campus service to students, faculty, and staff.

The District has fixed routes on Texas Avenue, University Drive, and Lincoln Avenue. The yellow route travels between Texas Avenue at Villa Maria Road to Graham Road at Victoria Avenue. On the return trip to Villa Maria Road, this route travels Lincoln Avenue and Tarrow Street before returning through Northgate via University Drive. The brown route primarily services neighborhoods south of Texas A&M University via Texas Avenue along the boundary of the Eastgate neighborhood, and the Purple route services mostly Bryan neighborhoods but is accessible on University Drive across from Eastgate.

TAMU Transportation Services operates one fixed route to this area on Lincoln Avenue – Route 12, Reveille. There are eight identified fixed stops



Texas A&M University Transportation Services provides bus transit on Lincoln Avenue.

on the route in the planning area. These stops are in each direction on Lincoln Avenue at Foster Avenue, at the University Square/Eastgate Apartments, near Tarrow Street, and at Munson Avenue. Additionally, TAMU Transportation Services operates game day transportation during the football season between Post Oak Mall on Harvey Road and Kyle Field through Walton Drive and Puryear Drive.

**Map 3.9, Bus Transit Network** illustrates the existing bus routes and stops in the neighborhood. Potential obstacles to ridership include the lack of information regarding existing bus stops and routes, lack of clearly defined bus stops, lack of pedestrian facilities for safer access to the bus stops, length of bus routes and time it takes to arrive at a destination, and the lack of bus shelters.

The District and TAMU Transportation Services are currently evaluating the feasibility of operating an integrated bus system, whereby all residents could utilize both systems through a co-ridership partnership between the entities. This opportunity could reduce inefficiency in overlapping services. Additionally, a unified system would allow The District funding to be utilized for the upgrade of existing TAMU Transportation Services stops.

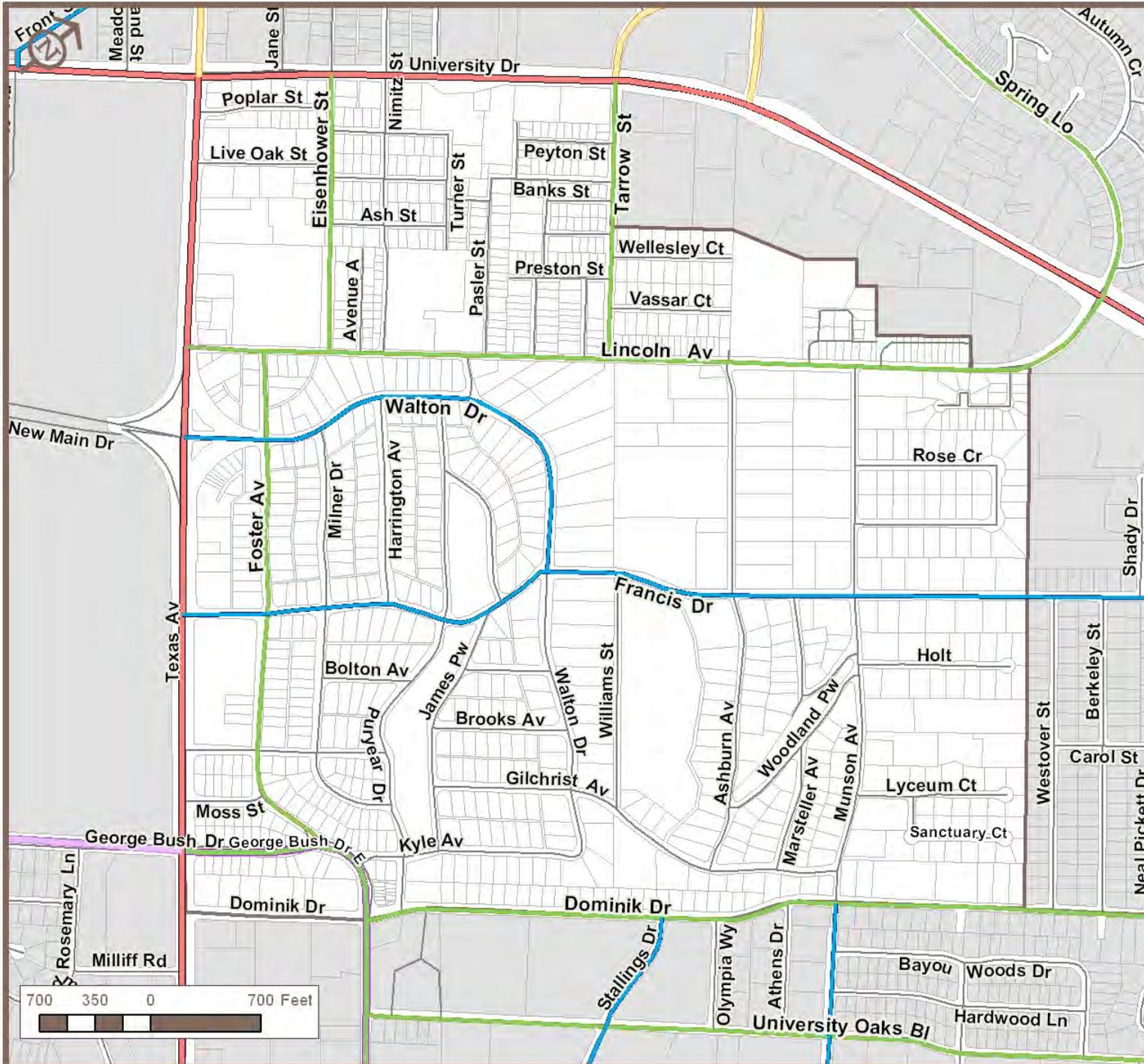
*Bus Transit Strategies:*

The strategies in this section focus on promoting and increasing transit ridership within the neighborhood. These strategies provide opportunities for coordination of transit routes between the different entities, as well as transit stop improvements.

- **Community Partnership Opportunities (M3.1)** - Identify opportunities to collaborate and promote a co-ridership program between TAMU Transit and the Brazos Transit District.
- **Ongoing evaluation and indicator program (M3.2)** - Work with TAMU Transit and Brazos Transit District to identify existing stops with high-ridership to upgrade to a shelter.
- **Identify opportunities to expand funding sources (M3.3)** – Work with Brazos Transit District to obtain FTA/FHWA Livability Project Grants and other like programs to enhance funding opportunities for transit improvements beyond the general fund and bonds.

Eastgate  
Neighborhood Plan

Map 3.1  
Thoroughfare Functional  
Classification

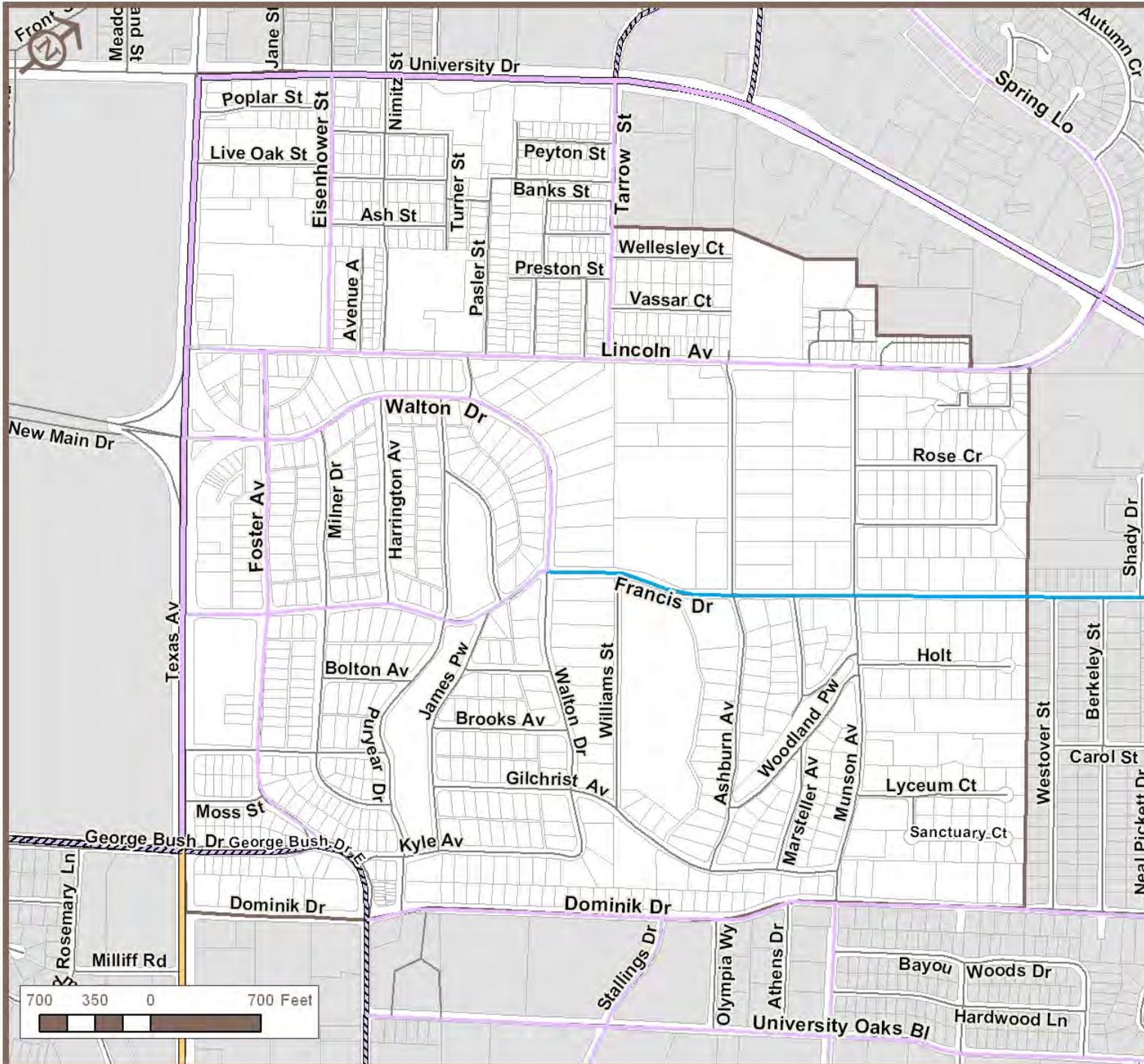


- Planning Area
- Functional Classifications**
- 6 Lane Major Arterial
- 4 Lane Major Arterial
- 4 Lane Minor Arterial
- 4 Lane Major Collector
- 2 Lane Major Collector
- 2 Lane Minor Collector



Eastgate  
Neighborhood Plan

Map 3.3  
Thoroughfare Type

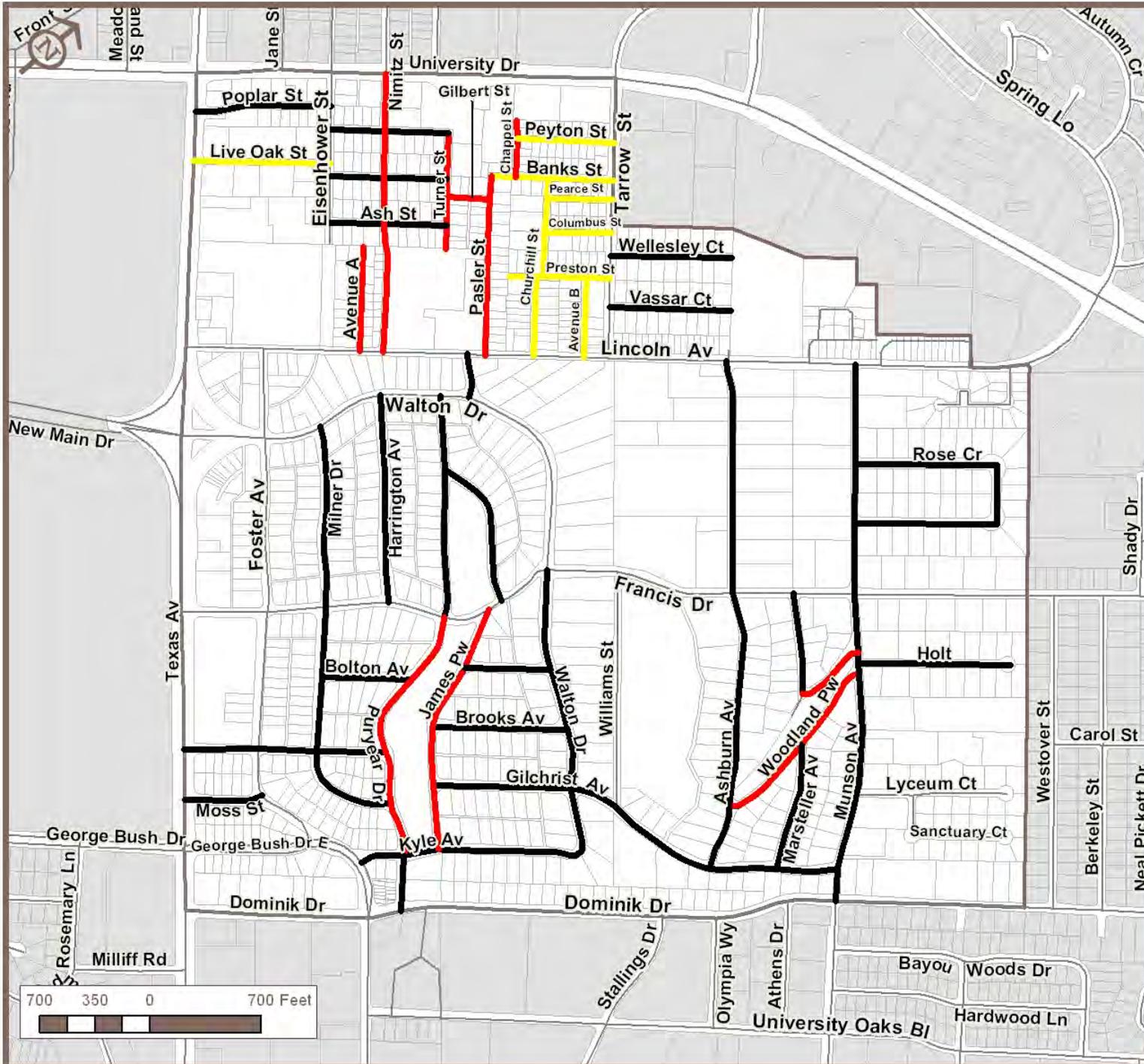


- Planning Area
- Thoroughfare Type**
- Highway
- Boulevard, 6 Lane
- Urban
- General Suburban
- Boulevard, 4 Lane
- Mixed Use Urban
- Urban
- Avenue, 4 Lane
- Urban
- Street, 2 Lane
- Urban
- Restricted Suburban

Eastgate  
Neighborhood Plan

Map 3.4

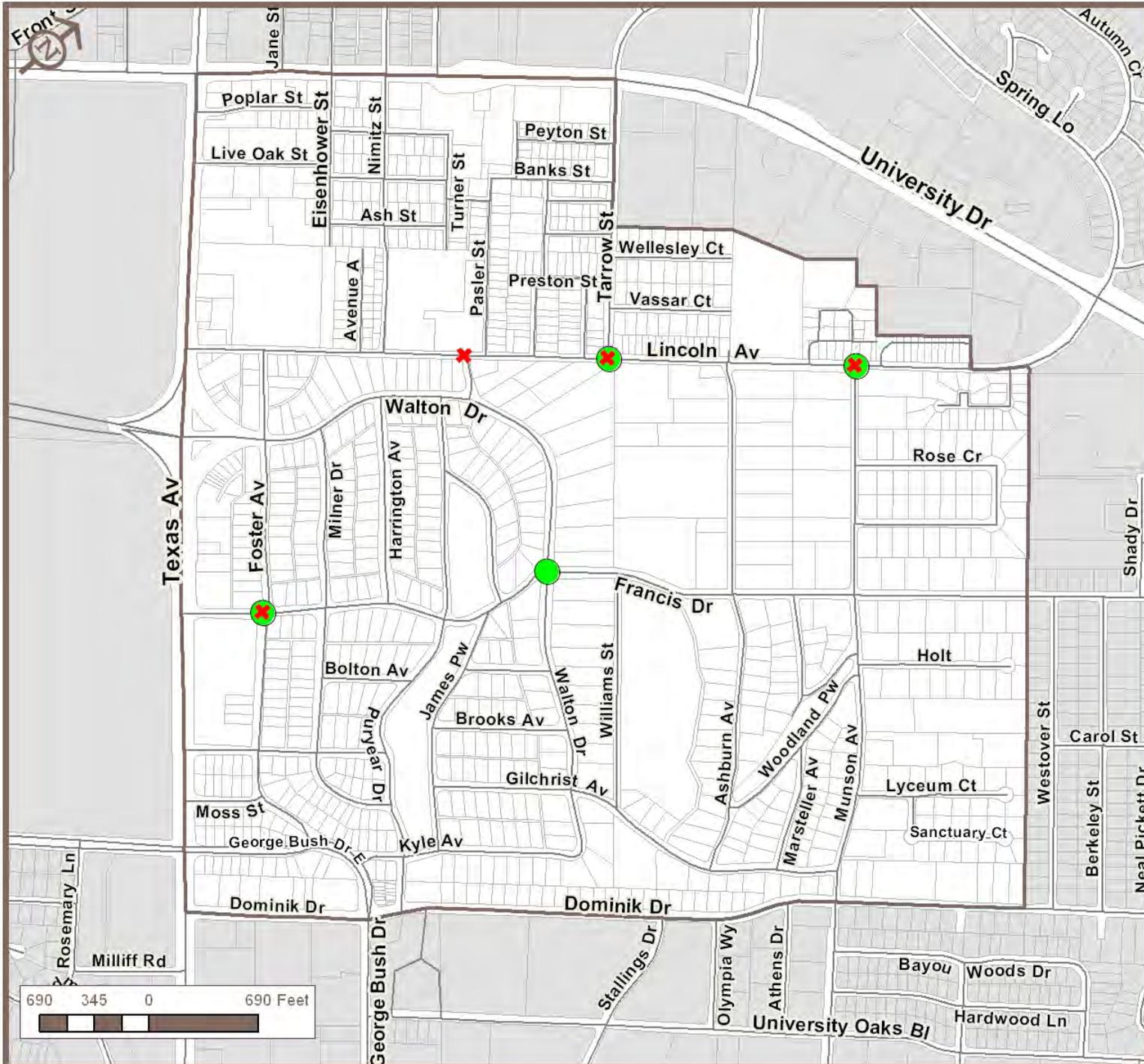
Status of Eastgate  
Local Streets



Eastgate  
Neighborhood Plan

Map 3.5

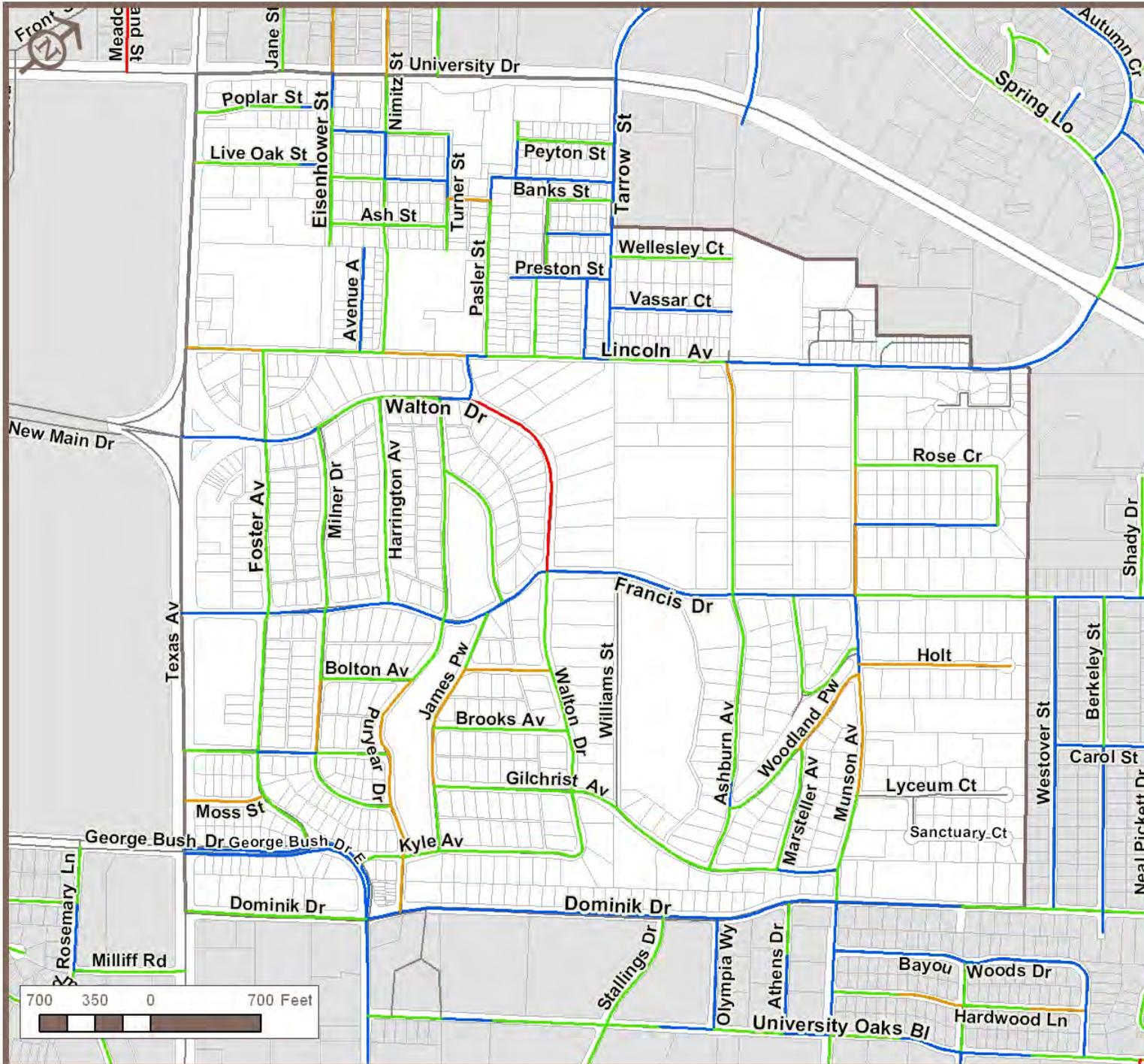
Intersection Evaluation  
Areas



- Planning Area
- Type of Evaluation**
- ✘ Limited Sight Distance
- Warrant Study

Eastgate  
Neighborhood Plan

Map 3.6  
Street Inventory  
(2010)



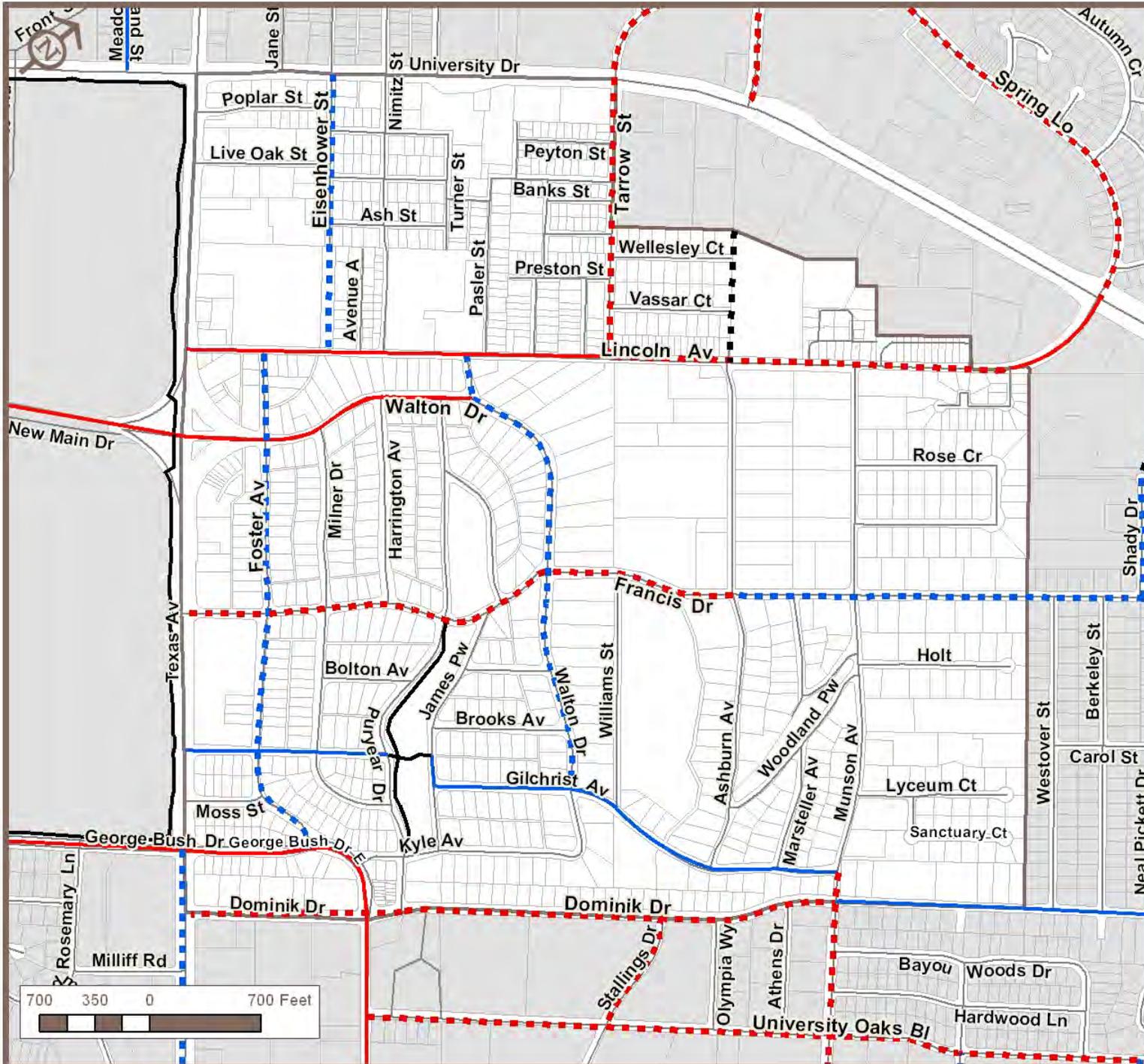
□ Planning Area

**Street Inventory**

- <85
- 85 - 90
- 90 - 95
- >95

Eastgate  
Neighborhood Plan

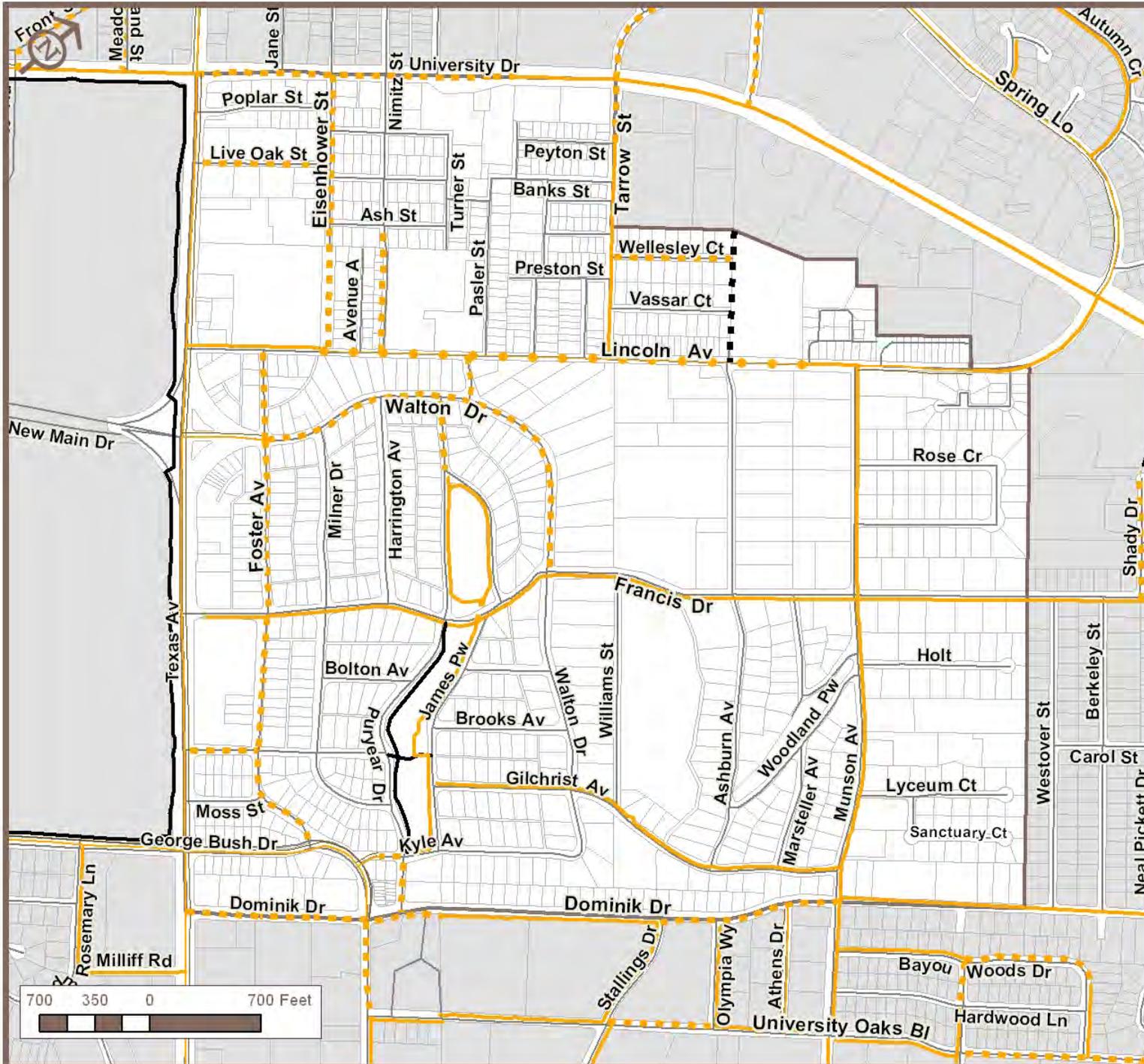
Map 3.7  
Planned Bicycle  
Improvements



- Planning Area
- Bicycle Plan**
- Bike Lane Existing
- - - Bike Lane Proposed
- Bike Route Existing
- - - Bike Route Proposed
- Multi-use Path Existing
- - - Multi-use Path Proposed
- - - Grade Separation Proposed

Eastgate  
Neighborhood Plan

Map 3.8  
Planned Pedestrian  
Improvements

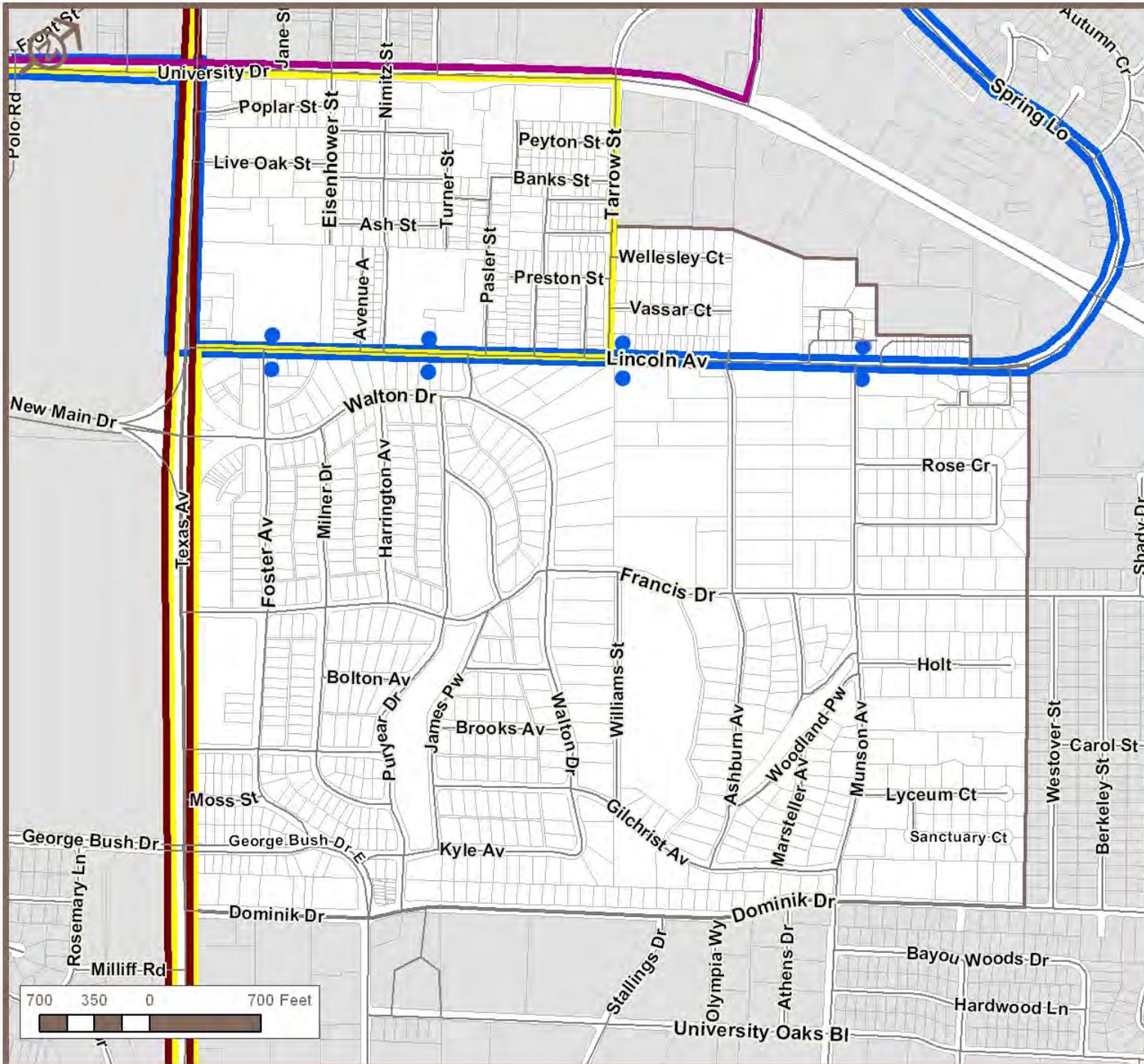


- Planning Area
- Pedestrian Plan**
- Sidewalk Existing on One Side
- Sidewalk Existing on Both Sides
- Sidewalk Funded
- Sidewalk Proposed
- Multi-use Path Existing
- Multi-use Path Proposed
- Grade Separation Proposed

Eastgate  
Neighborhood Plan

Map 3.9

Bus Transit Network



- Planning Area
- Transit Stops
- District - Purple
- District - Brown
- District - Yellow
- TAMU - Reveille



Neighborhood sustainability refers to the responsible use of the area's natural resources to meet the present needs without compromising the needs of future generations. It addresses environmental issues concerning resource conservation, preservation of natural corridors, and guiding new growth into the existing community. The purpose of sustainability in neighborhood planning is to develop strategies and actions that encourage sustainable living and building practices across the planning area.

Residents of the Eastgate neighborhood expressed an interest in learning more about sustainability. The purpose of this chapter is to outline the variety of opportunities that exist to encourage sustainable living practices and strategies to help promote and educate residents about the benefits of sustainable living.

The goal of this chapter is to outline strategies and actions that will **increase awareness and participation in resource conservation efforts.**

### Key Planning Considerations

There are several considerations in relation to sustainability. Specifically, this area is impacted by the following issues: recycling, water and energy conservation, stormwater management, greenways and open space, alternative transportation, and education.

#### Recycling

Recycling is an important component of conservation efforts. By recycling basic household items, residents are preserving landfill space and keeping potentially harmful items out of existing landfills. Recycling also helps to extend the life of scarce resources, like oil, which is utilized to make many plastics, and reduces energy waste that is needed to produce new items from raw materials. In maximizing space in municipal landfills, the City can utilize existing infrastructure for a longer period of time and minimize capital costs of purchasing land and constructing additional landfills.

The City currently offers curbside recycling collection and an E-waste drop-off center to its residents. The City recycles newspaper, magazines, white paper, aluminum and steel cans, #1 and #2 plastic, clear and brown glass, and lead acid car batteries curbside. Recyclables are required to be pre-sorted and are not collected if incorrectly sorted. To participate in curbside recycling, residents sign-up online to receive bags. Recyclable materials are picked up once a week on the same day as the brush and bulky pick-up. This service is only provided to residences with curbside trash pickup which includes all single-family and duplex residences. Additionally, the City provides annual curbside Christmas tree recycling. City participation in curbside recycling is around 60%, but no data exists to monitor neighborhood-level participation.

Through a partnership with the City of Bryan and Texas A&M University, drop-off service is available at the City of Bryan Drive-in Recycle Center located at

the Wal-Mart on Briarcrest Drive, and at the Texas A&M University Physical Plant on South College Avenue.

The City offers a drop-off site for small E-Waste, rechargeable batteries, catalogues, and phone books behind the Police Department on William King Cole Drive. The City also offers a 24-Hour Do-It-Yourself Used Motor Oil and Oil Filter Center. Recycling used oil is the only legal method of oil disposal. Recycled motor oil can be reprocessed into industrial burner fuel or refined into gasoline, home heating oil, or new motor oil. Recycling of white goods, or large appliances containing freon, is available at the BVSWMA landfill on Rock Prairie Road with a charge for freon extraction.

The City does not offer recycling pick-up service at commercial or multi-family locations. While City Council considered a funding request for the FY2011 budget, there were no dedicated funds for a drop-off facility for commercial and multi-family complexes.

During 2002, a multi-family recycling pilot program was conducted by the City. This program provided valuable information about the cost efficiency of multi-family recycling. The program utilized two different methods of providing on-site drop-off containers at different apartment complexes in the City. Both methods had high rates of contamination which raises the cost of providing the service because of the labor involved in sorting and decontaminating the recyclable materials. On-site recycling for apartments will not be financially feasible for College Station until that the option of single-stream recycling can be made available. Single-stream recycling would allow for all recyclable materials to be bagged and picked up together for sorting at a separate facility. This service is unlikely to happen without partnerships with the City of Bryan and Brazos Valley Solid Waste Management Agency (BVSWMA) to make the service cost-effective. While the City currently does not provide recycling services to multi-family complexes, there are two businesses within the College Station area that provide curbside service for a fee.

The City also offers a Borrow-A-Bin program for large events, where groups can borrow up to eight recycling bins free of charge to offer recycling opportunities at large gatherings or other neighborhood events.

### **Composting**

Composting is another method used to increase sustainability through the reuse of existing materials. Green waste, such as food and yard waste, which make up a large portion of the waste stream, are kept out of the landfill and utilized to create compost. The process of composting utilizes natural decomposition processes to create nutrient-rich soil that can be used in gardening and lawn maintenance without creating additional waste. Brazos Valley Solid Waste Management Agency (BVSWMA) offers Master Composting Classes to all residents of the Brazos Valley. This program offers residents more in-depth information about proper composting. Currently, the class costs \$15, is offered twice a year, and has a maximum capacity of 15 people per class. The fee also includes a compost bin. The BVSWMA website also

offers step-by-step instructions on how to construct your own vermicomposting bin which utilizes worms to create the compost.

In addition to these programs, College Station Utility (CSU) customers are also offered two free green waste drop-offs a month at the City of Bryan Compost Facility. This service is included as part of the residential sanitation fee. In addition to drop-off, the facility also offers the purchase of compost for reduced rates.

### **Hazardous Waste**

Brazos Valley Solid Waste Management Agency offers a Bi-Annual Household Hazardous Waste Collection at no charge to all residents of the Brazos Valley. This event offers the opportunity to safely dispose of harmful chemicals and products and without harm to the environment. Residents can find out about this service by checking their monthly utility bill insert, keeping up with municipal news on the City's website ([www.cstx.gov](http://www.cstx.gov)), or watching local media.

### *Recycling Strategies:*

- **Provide effective organization support and training opportunities (S1.1)** - Work with established neighborhood organizations to develop a standing green committee that works on developing projects that encourage recycling, participation in green events, and promoting sustainable living practices.
- **Program Continuation (S1.2)** - Continue to promote existing programs like Household Hazardous Waste Collection and Master Composting Classes. Work with neighborhood organizations to provide more effective communication about programs and encourage more participation.
- **Ongoing evaluation and indicator program (S1.3)** - Begin tracking recycling participation rates at a neighborhood level to provide baseline data for evaluating program effectiveness.
- **Program Continuation (S1.4)** - Continue to evaluate feasibility of providing drop-off location for multi-family and commercial recycling.
- **Program Continuation (S1.5)** - Continue to evaluate fiscal feasibility of operating a single-source recycling program to allow residents in apartments the opportunity to recycle.
- **Program Continuation (S1.6)** - Continue to contact new residential utility customers to educate about recycling programs and encourage participation in curbside recycling.

### **Utility Conservation**

#### **Water Conservation**

Water conservation is a large part of sustainability, while water is a renewable resource; College Station relies on water drawn from aquifers. Texas aquifers have been an abundant supply of potable water for the State; however, production from aquifers must be carefully monitored so that the rate of water extraction does not exceed the rate of recharge. The City currently has capacity to produce 30 million gallons of drinking water each day with eight different wells. During drought conditions and dry summer months, daily

water usage has reached near full capacity of the existing system. Water conservation is still the best method to provide additional capacity to the water supply and continue to protect the City's water sources from over-extraction.

### Reducing Water Consumption

One of the easiest ways to reduce water use is to modify household irrigation systems. Overwatering, especially during summer months, is a significant contributor to the City's water consumption rates. There are a variety of methods that can be utilized to reduce the amount of water used for irrigation. One way is to perform an irrigation audit and make sure that water is not running off the property after irrigating.

Generally, lawns only need to be watered once a week. The City's website offers detailed information on how to determine how long to run the irrigation system to adequately irrigate different types of lawns. The length of time depends on the output rate of the system, the type of sun exposure of the lawn, and the type of lawn being irrigated. Residents and Homeowner Associations can also invest in irrigation systems that have rain sensors to keep them from running during or immediately after a rain event.

Residents that wish to make a significant impact on water conservation can invest in installing xeriscaping or native lawns that are more suited to the climate and require less watering. Xeriscaping is a type of landscaping that emphasizes the use of plant material that is appropriate to the local climate while working to avoid water evaporation and run-off through grading. Texas Agricultural Extension Services website provides information about how to utilize xeriscaping to become more water efficient. Planting a native lawn that requires less watering is one component of xeriscaping. Native lawns utilize grasses that are compatible with the local climate. Once planted, a native lawn can reduce both the amount of water needed to maintain it and the frequency in which it needs to be mowed.

Simple adjustments like low-flow shower heads and aerators, repairing water leaks, and using a toilet tank bank are small and inexpensive improvements that can make a home more water efficient. More expensive methods include installing more water efficient toilets, washing machines, pool covers, and tankless water heaters. Everyday habits like turning off the water faucet when washing hands or brushing teeth, and making sure to only wash full loads of laundry can also improve water conservation.

Water usage is monitored daily by College Station Utilities. Typically, highest water usage occurs during the summer months due to irrigation and pool usage.

### Improving Water Conservation

Improving water conservation is not only important to preserving the future capacity of the City's water resources, but it can also save residents money. Additionally, by preserving the capacity in our existing wells, residents can help lower capital expenditures for additional wells to expand the current supply. In order to help improve water conservation efforts, the City has instituted a tiered water rate system that places higher rates on monthly usage that is over 10,000 gallons.

To improve City water conservation, the City has invested in the development of a grey water irrigation system at Veteran's Park to irrigate its athletic fields. Residents can also capture water run-off and utilize rainwater harvesting to offset the need to irrigate by installing rain barrels. Residential rain barrels are generally attached to a home's gutter system and collect rain water that can then be utilized to irrigate gardens and lawns.

The City offers free water audits to its residents to help identify ways to conserve water within the home. Making better use of this resource will assist in meeting water conservation and sustainability goals.

To encourage investment in water conservation, College Station Utilities currently offers rebate programs for the purchase of rain barrels and low-flow toilets. The City also works with the top 1% residential water users to schedule water audits and ensure that water resources are being used as efficiently as possible.

## Energy Conservation

Conserving energy resources can have an impact on household budgets. Energy cost in Texas consume an average of nine percent of household after-tax income (2009 estimate, Source: [www.americaspower.org](http://www.americaspower.org)). Reducing household energy waste not only lowers individual costs, but preserves natural resources that are used to create electricity.

Heating and cooling a home typically has the most impact on energy consumption. Installing energy efficient HVAC systems and utilizing programmable thermostats can help to reduce residential energy consumption. Other methods to reduce energy consumption include installing energy efficient doors, windows, and insulation, as well as sealing air leaks around a home. In addition, general home maintenance and repair of roofs and exterior walls as well as planting shade trees around a home, can help reduce energy consumption.

College Station Utilities does provide rebates for newly installed efficient HVAC units. Federal tax credits exist for improvements such as installing energy efficient HVAC units, water heaters, doors, windows, and insulation. More information is available through [www.energystar.gov](http://www.energystar.gov).

The City currently offers rebates for the installation of solar panels and offers net metering. Solar panels create energy from sunlight that is then used to provide electricity to a home. Net metering allows for individuals with solar panels to receive payment for excess electricity that is produced beyond what is needed for the home. In addition to City rebates, other federal rebates exist to encourage the use of solar panels.

To encourage customers to invest in energy conservation, College Station Utilities offers rebate programs on the cost of CFL bulbs and energy-efficient air conditioning units. Over 406 rebates were processed in 2010, with 13 Eastgate neighborhood residences taking part in the programs. College Station Utilities also offers voluntary participation in the Wind Watts program which allows customers to purchase power solely from wind energy sources. This program costs about \$0.02 more per kilowatt hour, but a portion of the wind energy premium goes to a tree-planting fund for the City. Presently, 32 households within the neighborhood



Rain barrels, such as the one above, are one method of reducing water consumption by utilizing rain water to irrigate lawns and landscaped areas.



The City of College Station now offers rebates for residential solar voltaic panel installation (Source: [www.nachi.org](http://www.nachi.org))

participate in the program. Additionally, CSU offers free energy audits to help residents reduce their energy consumption. In 2010, the City conducted 245 energy audits, of which 8 were customers residing in the Eastgate neighborhood.

#### **Conservation Strategies:**

- **Program Continuation (S2.1)** Continue to fund and promote rebates for CFLs, solar panel installation, rain barrels, and low-flow toilets. Explore opportunities to expand funding for popular rebate programs.
- **Provide Technical Support for New Neighborhood Programs (S2.2)** - Work with neighborhood organizations to develop a green work day for rain barrel or xeriscaping installation or other like projects as neighborhood-building activities.
- **Provide effective organization support and training opportunities (S2.3)** - Promote and educate neighbors about water and energy audits through neighborhood organizations.
- **Ongoing evaluation and indicator program (S2.4)** - Begin tracking utility use, Wind Watts participation, utility audits, and rebate participation through neighborhood indicator program to obtain a better knowledge of program participation and effectiveness.
- **Identify opportunities to expand funding sources (S2.5)** - Explore opportunities and fiscal impact of Property Assessed Clean Energy (PACE) financing to incent local investment in clean energy alternatives.
- **Program Continuation (S2.6)** Continue to monitor water consumption for high users and work with users to conduct a water audit.
- **Program Continuation (S2.7)** Continue to utilize tiered water rates as a water conservation measure.

#### **Stormwater Management**

Stormwater management plays a critical role in maintaining healthy streams and creeks, preserving natural habitats, and ensuring safe water supplies for downstream users. Stormwater management aims to improve the quality of stormwater run-off, or water from a rain event that flows over the ground. During and after a rain event, stormwater run-off can pick up debris, fertilizers, chemicals, and other household pollutants as it flows across both pervious and impervious cover and pollute local streams and creeks.

Under the regulation of the Clean Water Act of 1972, which seeks to “restore and maintain the chemical, physical and biological integrity of the Nation's waters,” the City has begun implementing programs and practices to control polluted stormwater run-off. The program intends to eliminate the discharge of pollutants to the maximum extent practical, protect water quality, satisfy the appropriate water quality requirements of the Clean Water Act, and manage stormwater activities through the Storm Water Management Plan. The Plan includes public education, participation and outreach, pollution prevention, construction site run-off control, and post construction site run-off control.

Residential property owners can help improve stormwater quality by reducing the use of chemicals in maintaining landscape, properly containing exposed soil and mulch to reduce erosion from water run-off, safely disposing of household waste like used motor oil and other contaminants, and not littering in drainage ways and creek beds. In urbanized areas like the Eastgate neighborhood, the largest contributor to declining stormwater quality comes from over-irrigation and over-fertilization of lawns. By utilizing water conservation methods to reduce over-watering, residents can make a large impact on the quality of stormwater run-off and improve the natural habitats of the creeks and streams to which it flows.

Residents can also assist in managing stormwater run-off by limiting additions to homes that add rooftop area, and by installing pervious materials for patios, sidewalks, and driveways. The Existing Conditions Report in **Appendix A** outlines the average lot coverage by subdivision in this neighborhood. Finding ways to reduce impervious lot coverage reduces stormwater run-off and potential for contamination.

Pervious materials are materials that permit water to enter the ground by virtue of their porous nature or by large spaces in the material.



Examples of Modular Porous Pavers  
(From Georgia Stormwater Management Manual,  
Volume 2, Chapter 3, Section 3.3-44)

### Stormwater Management Strategies:

- **Provide effective organization support and training opportunities (S3.1)** - Include stormwater management education and other sustainable neighborhood programs such as creek clean-up or a chemical-free fertilizer campaign to increase awareness and participation in stormwater management practices.
- **Program Continuation (S3.2)** - Continue to monitor water quality in neighborhood creeks and include in neighborhood indicator program.
- **Increase neighborhood notification processes (S3.3)** - Work with Neighborhood Partnership organizations to include neighborhood residents in developing additional stormwater management standards.

### Greenways and Open Space

Greenways along streams and rivers help with floodplain management, protect open space and riparian areas, maintain corridors for wildlife and plant habitat, and improve water quality.

Greenways protect open space for their natural function that could otherwise be lost to development. They serve to prevent development from encroaching in flood-prone areas that need to remain in their natural state to function properly and provide necessary flood water storage capacity. Development can also have an adverse impact on

streams through stream channelization, tree canopy removal, and stream bank erosion from increased flows. Wildlife and plant habitats that receive food, shelter, and overall protection from these open spaces may also be affected. Greenways serve to mitigate these negative impacts by filtering pollutants in the water and air, retaining water to help prevent erosion, and sustaining their ecological importance for wildlife and plants. They also allow for the reclamation and restoration of degraded stream channels, provide vegetated buffers between different land uses, and create opportunities for environmental education.

Development and impervious cover (e.g., rooftops, roads, and driveways) increase stormwater run-off into these corridors without the opportunity to utilize the ground to naturally filter many common pollutants. While much of the area within the Eastgate neighborhood is built out, minimizing the negative impact on the existing floodplain and drainage ways reduces flooding and improves the quality of the floodplain so that it will operate effectively to convey floodwaters without harm to the community. The preservation of greenways and creation of open spaces can also serve to complement the City's parks and recreation system.

A tributary of Wolf Pen Creek exists behind and within the lots along the west side of Ashburn Avenue is the most significant portion of floodplain in the neighborhood. Most of the areas along the creek are part of privately-owned residential lots or properties owned by College Station ISD or Texas A&M University. Strategies are proposed in **Chapter 1, Community Character**, to help preserve the creek and wooded areas in the floodplain through voluntary conservation easement dedication.

Keep Brazos Beautiful, in conjunction with the City, has developed a portion of property along George Bush Drive between Texas Avenue and Foster Avenue as a demonstration garden. While only the first phase has been developed at this time, the garden will ultimately consist of native tree species, a walking path and other amenities. Demonstration gardens can be used to showcase a variety of different aspects of gardening and planting, such as native plantings and hardscaping.

One area that has been identified, and is currently proposed, as a community garden is the property owned by College Hill Missionary Baptist Church at 621 Pasler Street. The community garden proposed is a collaborative effort between the College Hill Neighborhood Association and the church.

#### **Greenways and Open Space Strategies:**

- **Preserve Open Space and Greenways (S4.1)** - Preserve open space and greenways through conservation easements as identified in **Chapter 1, Community Character**, in order to maintain and protect natural function of the creek and wooded areas within the floodplain.
- **Provide Technical Support for New Neighborhood Programs (S4.2)** - Explore opportunities to create a community gardening

project that would allow neighborhood organizations to utilize public spaces like parks to host community gardens.

- **Partnership Continuation (\$4.3)** - Continue partnership with Keep Brazos Beautiful and promote the development of demonstration gardens.

### Alternative Transportation and Land Use

Transportation and land use also impact sustainability. The ability to walk or ride a bicycle to nearby destinations not only relieves congestion on local roads, but also reduces energy consumption and encourages health and wellness. Promoting alternative transportation options and efficient land use patterns is an important component to responsible use of natural resources.

The existing land use pattern of the Eastgate neighborhood is generally suburban in nature with the existing alternative transportation network is disjointed. The limited number of bicycle facilities and transit service stops only serve to reinforce the use of personal vehicles as the most viable transportation method.

Future land use designations promote more urban densities along the perimeter of the neighborhood, including vertical mixed-use opportunities. (See **Chapter 1, Community Character**). As the majority of properties are built out, existing opportunities to increase density are mostly limited to redevelopment. While the existing land use pattern presents obstacles to a more sustainable neighborhood, most of the residents of the Eastgate neighborhood live within walking or biking distance of commercial uses, park, or school. These areas serve as key destinations where it is likely residents will interact with each other. Providing a complete alternative transportation network and promoting the use of these areas as neighborhood centers will positively impact neighborhood sustainability.

**Chapter 3, Mobility** includes three primary alternative transportation networks – walking, bicycling, and bus transit. Neighborhoods can also organize to promote the management of these systems, as well as other methods like carpooling, carsharing, or hosting a No Drive Day for their residents.

#### Alternative Transportation and Land Use Strategies:

- **Coordinated Public Facility Investment (\$5.1)** - Continue to expand open space and bicycle and pedestrian connections through the implementation of the Bicycle, Pedestrian, and Greenways Master Plan and the strategies outlined in **Chapter 3, Mobility**.
- **Coordinated Public Facility Investment (\$5.2)** - Promote transit opportunities outlined in **Chapter 3, Mobility**.
- **Feasibility Study (\$5.3)** - Explore opportunities and feasibility of having a carshare program like U Car Share or Zipcar.
- **Provide Technical Support for New Neighborhood Programs (\$5.4)** - Promote Bike to Work Week, or develop a No Drive Day to encourage biking, walking, and bus ridership.

## Education

Education is an important component of sustainability. Outreach to residents helps emphasize the importance of preserving natural resources and the impact it has on the cost of providing services. There are a variety of educational opportunities offered by the City. The latest addition is the Green Seminars Series being offered through the City's Recycling division. This series is offered during the first half of the year and features monthly brown-bag seminars with topics about conservation and sustainability. They are free to the public and dates and topics can be found on the City's Recycling website.

The City is also a sponsor of the Brazos Valley Earth Day celebration every April that highlights different programs, services, and sustainable practices that are available to residents of the Brazos Valley.

Additionally, the City has staff members dedicated to conservation efforts in the City. These staff members have a variety of educational programming, presentations, and literature that are available on request to neighborhoods and residents. Recycling has a mascot that is available for children's events, and other materials specifically geared towards educating children on the importance of recycling. CSU Water and Energy divisions, along with BSWMA also have a variety of education and informational material that is highlighted in the monthly Utility bill insert. Hands-on experience with City services through tours of facilities like Carter Creek Wastewater Treatment Facility or the BSWMA landfill are also available.

### **Education Strategies:**

- **Provide effective organization support and training opportunities (S6.1)** - Incorporate green education into new organization training.
- **Provide effective organization support and training opportunities (S6.2)** - Promote the Green Seminar Lunch series to neighborhoods through the neighborhood partnership program.
- **Community Partnership Opportunities (S6.3)** - Work with community organizations like Keep Brazos Beautiful to bring education and other sustainability opportunities to neighborhoods.
- **Ongoing evaluation and indicator program (S6.4)** - Create a green score program that rates neighborhood sustainability through sustainable living practices.
- **Program Continuation (S6.5)** - Continue to fund and promote other existing education programs.



The long term success of the Eastgate Neighborhood Plan requires the commitment of the City and the neighborhood 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 five to seven 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 Eastgate Neighborhood Plan is anticipated to be implemented over a five to seven year time frame. The plan implementation is broken down into three time frames - short term (1 to 2 years), mid-term (3 to 5 years), and long term (5 to 7 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 5.1, 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 in order 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.

**Neighborhood 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 5.1, 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 are Community Development Block Grants (CBDG), as a portion of the Eastgate neighborhood is eligible for this funding source.

Overall, the estimated additional cost of implementing the Plan (not including projects already identified in other adopted plans) is approximately \$3.7 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 Eastgate Neighborhood Plan contains recommendations for almost 100 different tasks. **Figure 5.1, 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 Eastgate Neighborhood 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, neighborhood representatives, the Planning and Zoning Commission, and the City Council should be involved in the review of the Plan.

Chapter	Section	Area	Action Number	Action	Implementation Schedule				Implementation and Coordination Roles					Funding				
					Short (1-2 years)	Mid (3-5 Years)	Long (5 - 7 Years)	Beyond Plan	City Department	City Boards	Neighborhood Organization	External Partners	Assistance from a Consultant	Additional Est. Cost	Potential Source			
															General Fund	Capital Budget	Other Governments	Grants
1: Comm. Char.	Land Use	1-7	CC1.1-7	Amend the Comprehensive Plan					PDS	P&Z-CC				-				
	Zoning	NC 1,2,3	CC2.1,2,4	Develop/Amend Single-Family Overlay Ordinance for Neighborhood Conservation Areas 1, 2, & 3					PDS	P&Z-CC	X			\$200	X			
		NC 2,3	CC2.3,5	Approach property owners to rezone properties in compliance with Plan					PDS	P&Z-CC				\$400	X			
		Redev. 1,2,3	CC2.6	Prepare redevelopment plan w/ market analysis for Redevelopment Area II in Comprehensive Plan					PDS-ECD	P&Z-CC	X		X	\$50,000-\$75,000	X			X
		CC2.7	Identify strategies for parking requirements for the shopping center at Walton Drive					PDS	P&Z-CC				\$200	X				
Floodplain Manage.		CC4.1	Develop and implement a conservation easement program					PDS-Legal	CC	X	X		-					
2: Neighborhood Integrity	Effective Neighborhood Organizations		NI1.2	Encourage creation of homeowner associations					PDS	-	X			-				
			NI1.3	Assist homeowner associations in creating deed restrictions					PDS-Legal	-	X		X	\$2,000	X			
			NI1.4	Develop deed restriction enforcement training					PDS-Legal	-	X			-				
			NI1.5	Create an ongoing evaluation process of neighborhood characteristics					PDS	-	X			-				
			NI1.6	Amend neighborhood grant opportunities					PDS	CC	X			-				
	Conservation of NBH'D Resources		NI2.2	Conduct educational sessions regarding historic preservation opportunities					PDS	LC	X			-				
	Enhanced Neighborhood Identity and Investment		NI3.2	Support community garden efforts					PDS-PARD	-	X			\$2,000	X			X
			NI3.3	Support community bulletin board concept					PDS-PARD	-	X			\$500				X
			NI3.4	Update individual park master plans for potential park improvements					PARD-PDS	-	X			-				
			NI3.5	Encourage neighborhood identification signage					PDS	CC	X			\$15,000	X			
			NI3.6	Implement Water and Wastewater Master Plan by completing identified rehabilitation projects					CSU-PDS	P&Z-CC			X	\$4,744,000 (1)		X		X
	Proactive Property Maintenance and Code Enforcement		NI4.1	Increase awareness of housing assistance programs					ECD-PDS	-	X			-				
			N4.2	Evaluate and expand availability of housing assistance programs					ECD-PDS	CC	X			-				
			NI4.3	Create indicator program for significant code enforcement activity					PDS	-				-				
			NI4.4	Provide code enforcement training to neighborhood organizations					PDS	-	X			-				
			NI4.5	Focused property maintenance code enforcement					PDS	-				-				
			NI4.6	Health and sanitation pre-violation contact program					PDS	-	X	X		-				
	Targeted Emergency and Law Enforcement Services		NI5.2	Property crime education					PD-PDS	-		X		-				
			NI5.3	Implement neighborhood watch program					PD-PDS	-	X			\$1,000	X			
			NI5.4	Develop an on-going parking monitoring program					PDS-PW-Fire	-	X			-				
		NI5.5	Create speed awareness program					PD-PDS-PW	-				\$12,800	X			X	
3: Mobility	Thoroughfares and Local Streets		M1.1	Amend the Thoroughfare Plan					PDS	P&Z-CC				-				
			M1.2	Maintain and rehabilitate streets					PW	CC				-	X			
		M1.3		Warrant Study: Walton Drive and Francis Drive					PW-PDS	CC		X	X	\$6,500 (2)	X			
				Warrant Study: Foster Avenue and Francis Drive					PW-PDS	CC		X	X	\$6,500 (2)	X			
				Warrant Study: Lincoln Avenue and Tarrow Street					PW-PDS	CC		X	X	\$6,500 (2)	X			
				Warrant Study: Lincoln Avenue and Munson Avenue					PW-PDS	CC		X	X	\$6,500 (2)	X			
		M1.4	Evaluate substandard local streets for possible reduction to posted speed limit					PW-PDS	CC				\$2,000	X				
		M1.5		Nimitz Street rehabilitation between Lincoln Avenue and Ash Street					PW-PDS	CC			X	\$569,000 (4)		X		X
			Eisenhower Street extension between Lincoln Avenue and Ash Street					PW-PDS	CC			X	\$760,000 (3)(4)		X		X	
			Gilbert Street rehabilitation					PW-PDS	CC			X	\$171,000 (4)		X		X	
		Puryear Drive/James Parkway rehabilitation south of Francis Drive into one-way pair					PW-PDS	CC	X		X	\$1,650,000		X				
	Bicycle and Pedestrian	M2.1,5,9	Amend Bicycle, Pedestrian, and Greenways Master Plan for bicycle and pedestrian facilities					PDS	P&Z-CC				-					
		M2.2		Dominik Drive bike lane installation					PW-PDS	CC				\$15,000 (5)		X		
				Francis Drive bike lane installation					PW-PDS	CC				N/A (5)		X		
				Lincoln Avenue bike lane gap					PW-PDS	CC				\$7,000 (5)		X		
			Tarrow Street bike lane installation					PW-PDS	CC				N/A (5)		X			
M2.3			Eisenhower Street bike route signage					PW-PDS	CC				\$400 (5)		X			
			Foster Avenue bike route signage					PW-PDS	CC				\$4,000 (5)		X			
			Francis Drive bike route signage					PW-PDS	CC				N/A		X			
		Walton Drive/Nunn Street bike route signage					PW-PDS	CC				N/A (5)		X				

Figure 5.1 Complete Task List

Chapter	Section	Area	Action Number	Action	Implementation Schedule				Implementation and Coordination Roles					Funding			
					Short (1-2 Years)	Mid (3-5 Years)	Long (5 - 7 Years)	Beyond Plan	City Department	City Boards	Neighborhood Organization	External Partners	Assistance from a Consultant	Additional Est. Cost	Potential Source		
															General Fund	Capital Budget	Other Governments
3: Mobility	Bicycle and Pedestrian	M2.6	Dominik Drive sidewalk gaps					PW-PDS	CC				\$270,000 (5)		X	X	
			James Parkway sidewalk gap north of Francis Drive					PW-PDS	CC				N/A		X		
			Kyle Avenue sidewalk gap between George Bush Drive E and Puryear Drive					PW-PDS	CC				N/A (5)		X		
			Lincoln Avenue sidewalk gaps between future Eisenhower Street and Munson Avenue					PW-PDS	CC				\$250,000 (5)		X	X	
			Puryear Drive sidewalk gap between Kyle Avenue and Dominik Drive					PW-PDS	CC				N/A (6)		X		
			Tarrow Street sidewalk gap between University Drive E and Peyton Street					PW-PDS	CC				N/A (5)		X	X	
			University Drive East sidewalk gaps					PW-PDS	CC				\$221,000		X	X	
		M2.7	Eisenhower Street sidewalk					PW-PDS	CC				\$80,000 (5)		X	X	
			Foster Avenue sidewalk					PW-PDS	CC				N/A		X		
			Gilchrist Avenue sidewalk between Texas Avenue and Foster Avenue					PW-PDS	CC				N/A		X		
			Live Oak Street sidewalk between Texas Avenue and Eisenhower Street					PW-PDS	CC				\$73,000		X	X	
			Nimitz Street sidewalk between Lincoln Avenue and Ash Street					PW-PDS	CC				N/A (6)		X	X	
			Nunn Street sidewalk					PW-PDS	CC				\$35,000		X		
			Puryear Drive sidewalk between Walton Drive and James Parkway					PW-PDS	CC				\$52,000		X		
			Walton Drive sidewalk between Foster Avenue and Francis Drive					PW-PDS	CC				N/A (5)		X		
M2.10	Wellesley Court sidewalk					PW-PDS	CC				N/A		X				
Transit	M3.1	Lincoln Avenue to University Town Center multi-use path					PW-PDS	CC				N/A (5)		X			
	M3.2	Promote co-ridership program					PDS	-		X		-					
4: Sustainability	Recycling	S1.2	Monitor ridership for possible installation of shelters					PDS	-		X		-				
		S1.4	Develop standing neighborhood green committees					PDS	-	X	X		-				
	Utility Conservation	S2.2	Begin tracking recycling participation					PDS-PW	-		X		-				
		S2.3	Develop neighborhood green work days					PDS	-	X	X		-				
		S2.4	Promote water and energy audits through neighborhood organizations					PDS-CSU	-	X			-				
		S2.5	Track utility use and rebate participation					PDS-CSU	-	X			-				
	Stormwater Management	S3.1	Explore alternate financing opportunities and grants to incent residential sustainable investments					PDS	-		X		-				
		S3.3	Develop neighborhood stormwater education and promotional activities					PDS-PW	-	X	X		-				
	Greenways and Open Space	S4.2	Develop neighborhood input program for stormwater management plan					PDS-PW	-	X		-					
	Alternative Transportation	S5.3	Explore opportunities for neighborhood organizations to utilize public spaces for community gardens					PDS-PARD	-	X			-				
		S5.4	Explore feasibility of carshare program					PDS	-		X		-				
	Education	S6.1	Develop sustainable transit promotional programs, i.e., No Ride Day, carshares, etc					PDS	-	X	X		-				
		S6.2	Incorporate green education components into new organization training					PDS-PW	-	X			-				
		S6.4	Promote Green Seminar Lunch series					PDS-PW	-	X			-				
		S6.4	Create a green score program					PDS	-				-				

- (1) These rehabilitation projects have been identified in respective Water and Waste Water Master Plans.
  - (2) These costs are contingent upon the findings of the associated warrant study and will only be necessary if installing a four/three-way stop intersection is required.
  - (3) Eisenhower Street extension is identified on Thoroughfare Plan; City already owns right-of-way.
  - (4) Cost estimates include rehabilitation of water and sanitary sewer lines along the section of rehabilitated street.
  - (5) Improvement is identified in existing Bicycle, Pedestrian, and Greenways Master Plan.
  - (6) Sidewalk included in street rehabilitation project estimate.
- N/A: Not calculated, will not be constructed during timeframe of the Plan.

# APPENDIX A EXISTING CONDITIONS

The Eastgate neighborhood is primarily made up of single-family residential subdivisions, many of which were some of the first annexed areas into the City in 1939. The entire planning area was part of the City by 1956 and by 1960 over half of the area was already developed. The growth and development of Eastgate follows the historic growth of the City which has historically been tied to that of Texas A&M University.

The first subdivision that was platted in the Eastgate area is the D.A. Smith subdivision which was subdivided in 1919. The largest subdivision, College Hills, began developing in 1938 by J.C. Culpepper, an area of over 120 acres and an original layout of 421 residential lots.

Since that time, the Eastgate area has grown to encompass 567 acres. The area is home to over 1,200 housing units. Overall, 25 residential subdivisions are located in the planning area.

## DEMOGRAPHICS

Over 2,700 College Station residents live in the Eastgate neighborhood planning area – almost 3% of all residents. The population within Eastgate has remained relatively stable since 1990.



Figure EC.1, Eastgate Neighborhood Plan Area

## Age

The Eastgate area does not follow the overall age distribution of the City as a whole, which is primarily influenced by the large number of college-aged residents in the City.

The percentage of college-aged students as a percentage of both Eastgate and the City fell between the 1990 and 2000 Census; however, Eastgate shows a much lower percentage (26.6%) of college-aged students compared to the entire city (51.2%). Eastgate also has a higher percentage of primary and secondary school-aged children, as well as retirement aged residents than College Station as a whole (See **Table EC.1, 1990 and 2000 Census Comparison**).

## Other statistics

- The educational attainment of residents in Eastgate over the age of 25 is similar to the City as a whole, with a high percentage of individuals with a bachelors degree or higher.

Eastgate Neighborhood Plan

Table EC.1  
1990 and 2000 Census Comparison

	1990												2000												1990 to 2000	
	Eastgate						College Station						Eastgate						College Station						Eastgate % Increase	College Station % Increase
	No.	No.	No.	No.	No.	%	No.	No.	No.	No.	No.	%	No.	No.	No.	No.	No.	%	No.	No.	No.	%				
Total Population	1,444	786	421	864	3,515	100.0%	\$2,456	100.0%	6.7%	1,642	867	1,227	3,736	100.0%	6,790	100.0%	5.5%	6.3%	29.4%							
5 to 17 years old	250	71	54	134	509	14.5%	4,863	9.3%	10.5%	254	75	182	511	13.7%	6,743	9.9%	7.6%	0.4%	38.7%							
18 to 24 years old	385	347	102	196	1,030	29.3%	28,344	54.0%	3.6%	321	374	300	995	26.6%	34,740	51.2%	2.9%	-3.4%	22.6%							
65 years and older	120	47	55	101	323	9.2%	1,470	2.8%	22.0%	188	72	119	379	10.1%	2,597	3.8%	14.6%	17.3%	76.7%							
Population 25+	784	268	232	533	1,817	100.0%	16,788	100.0%	10.8%	895	410	626	1,931	100.0%	23,301	100.0%	8.3%	6.3%	38.8%							
Less than 9th Grade	0	31	0	17	48	2.6%	412	2.5%	11.7%	0	14	8	22	1.1%	485	2.1%	4.5%	-54.2%	17.7%							
Some HS, no diploma	25	19	39	17	100	5.5%	634	3.8%	15.8%	25	44	51	120	6.2%	953	4.1%	12.6%	20.0%	50.3%							
HS graduate	88	37	0	29	154	8.5%	1,747	10.4%	8.8%	80	122	37	239	12.4%	2,845	12.2%	8.4%	55.2%	62.9%							
Some college, no degree	200	72	31	114	417	22.9%	3,359	20.0%	12.4%	199	64	115	378	19.6%	4,323	18.6%	8.7%	-9.4%	28.7%							
Associate degree	47	10	0	34	91	5.0%	745	4.4%	12.2%	25	17	18	60	3.1%	1,246	5.3%	4.8%	-34.1%	67.2%							
Bachelor's degree	196	37	48	172	453	24.9%	4,634	27.6%	9.8%	204	48	195	447	23.1%	6,874	29.5%	6.5%	-1.3%	48.3%							
Graduate/professional degree	228	62	114	150	554	30.5%	5,257	31.3%	10.5%	362	101	202	665	34.4%	6,892	29.6%	9.6%	20.0%	31.1%							
Families	356	107	83	195	741	X	7,529	X	9.8%	414	139	247	800	X	10,368	X	7.7%	8.0%	37.7%							
Avg. Family Size	3.01	3.31	3.19	3.06	3.09	X	3.01	X	X	2.92	2.86	3.02	2.94	X	2.98	X	X	X	X							
Households	539	375	173	327	1,414	X	17,878	X	7.9%	663	412	504	1,579	X	24,691	X	6.4%	11.7%	38.1%							
Avg. HH Size	X	X	X	X	X	X	X	X	X	2.47	2.10	2.43	2.36	X	2.32	X	X	X	X							
Total Housing Units	555	430	179	343	1,507	100.0%	19,845	100.0%	7.6%	636	417	521	1,574	100.0%	26,008	100.0%	6.1%	4.4%	31.1%							
Vacant	16	55	6	16	93	6.2%	1,967	9.9%	4.7%	21	21	24	66	4.2%	1,351	5.2%	4.9%	-29.0%	-31.3%							
Occupied	539	375	173	327	1,414	93.8%	17,878	90.1%	7.9%	615	396	497	1,508	95.8%	24,657	94.8%	6.1%	6.6%	37.9%							
Owner occupied	280	79	86	156	601	39.9%	4,286	21.6%	14.0%	408	49	272	729	48.3%	7,573	29.1%	9.6%	21.3%	76.7%							
Renter occupied	259	296	87	171	813	53.9%	13,592	68.5%	6.0%	207	347	225	779	51.7%	17,084	65.7%	4.6%	-4.2%	25.7%							
Median Monthly Owner Costs	\$706	\$593	\$823	\$633	X	X	\$859	X	X	\$1,166	\$650	\$910	X	X	\$1,185	X	X	X	38.0%							
Housing units with a mortgage	\$401	\$165	\$207	\$271	X	X	\$282	X	X	\$385	\$248	\$269	X	X	\$394	X	X	X	39.7%							
Housing units without a mortgage	\$461	\$331	\$381	\$424	X	X	\$356	X	X	\$588	\$406	\$757	X	X	\$516	X	X	X	44.9%							
Median contract rent	\$43,203	\$9,872	\$32,344	\$30,515	X	X	\$14,481	X	X	\$48,385	\$17,228	\$41,250	X	X	\$21,180	X	X	X	46.3%							
Median household income	\$16,910	\$7,270	\$14,038	\$15,235	\$13,999	X	\$9,262	X	X	\$28,296	\$10,622	\$23,831	\$22,728	X	\$15,170	X	X	62.4%	63.8%							

Source: US Census Bureau

Table EC.2

**Eastgate Estimated Population**

Year	Housing Units	Population
1990	1,171	2,711
2000	1,216	2,705
2010	1,268	2,789

Source: City of College Station, P&DS (2010)

- Average family size is smaller in Eastgate than in College Station as a whole; however average household size is larger.
- Eastgate has lower vacancy rates than the City as a whole.

- The percentage of owner-occupied housing rose between 1990 and 2000 in Eastgate.
- Median ownership costs are lower in Eastgate than in College Station, but median contract rent is higher in the areas southeast of Lincoln Avenue.
- Average per capita income is higher than College Station for most of Eastgate except areas northwest of Lincoln Avenue.

(Complete Census Data can be found in **Table EC.1**, 1990 and 2000 Census Comparison)

**COMMUNITY CHARACTER**

As of 1990, 1,171 housing units had been built in Eastgate, housing an estimated 2,711 residents. These residents accounted for 2.2% of the total population of College Station. By 2000, an additional 45 units had been constructed, but the estimated population fell to 2,705. The Eastgate neighborhood has been essentially built-out since 2000, by which time 87% of the housing units had been constructed. Overall, there are 799 single-family units, 110 duplex units, 359 multi-family units, and approximately 518,000 square feet of commercial and office space in the planning area (Brazos County Appraisal District, 2010).

**Zoning & Land Use**

*Zoning*

Eastgate is primarily a neighborhood of single-family residences, and as such, the zoning distribution reflects this. **Table EC.4**, Eastgate Zoning, on the following page breaks down the zoning classifications of land in Eastgate. **Map EC.1**, Zoning, depicts the locations of these zoning districts.

Table EC.3

**Eastgate Subdivisions**

Subdivision	Lots	Year
D.A. Smith	37	1919
Pasler	31	1936
College Heights	6	1938
College Hills	396	1938
College Hills Woodlands	79	1939
Woodland Acres	27	1940
College Vista	56	1942
Holt	14	1947
Lloyd Smith	33	1948
Pearce	11	1948
Lauterstein	9	1949
Armstrong	10	1952
Visoski	5	1952
Christy	4	1961
Leon Gibbs	3	1968
Woodland Estates	30	1968
Culpepper Plaza	19	1969
Sweet Briar	39	1970
University Oaks	25	1970
404 University Center	1	1979
Lincoln Fourplexes	4	1980
Lincoln Place	54	1981
Eastgate Square	2	1982
Prairie View Heights	58	1983
Henton	19	1994
Two Lincoln Place	11	1994
Texas 707	2	1996
Grand Oaks	24	1997
Churchill Estates	3	1998
Baker	3	1999
Lone Star Pavilion	2	2000
University Preserve	28	2002
University Town Center	1	2006
College Hills Elementary	2	2009
Carter	3	Unk

Source: City of College Station, P&DS (2010)

Table EC.4  
Zoning

Zoning	Acres	%
R-1, Single-Family Residential	432.27	78.3%
C-1, General Commercial	53.33	9.7%
R-2, Duplex Residential	27.63	5.0%
R-6, High Density Multi-Family	24.16	4.4%
R-4, Multi-Family	7.46	1.4%
PDD, Planned Development	3.31	0.6%
C-3, Light Commercial	1.24	0.2%
A-P, Administrative/Professional	1.15	0.2%
C-2, Commercial-Industrial	0.89	0.2%
R-3, Townhouse	0.70	0.1%
<b>Total</b>	<b>552.14</b>	<b>100.0%</b>

Source: City of College Station, P&DS (2010)

Table EC.5  
Community Character and Future Land Use

Comprehensive Plan	Acres	%
General Commercial	0.38	0.1%
General Suburban	5.10	0.9%
Institutional/Public	13.17	2.3%
Natural Areas - Protected	10.14	1.7%
Natural Areas - Reserved	30.70	5.3%
Neighborhood Conservation	249.71	42.8%
Redevelopment Areas	127.65	21.9%
Urban	141.22	24.2%
Urban Mixed Use	4.86	0.8%
<b>Total</b>	<b>582.94</b>	<b>100.0%</b>

Source: City of College Station, P&DS (2010)

### Comprehensive Plan

The City's Plan was updated in May 2009. The planning area is made up of a portion of a neighborhood plan area identified in Comprehensive Plan Concept Map (See **Map EC.2**, Concept Map). **Table EC.5**, Community Character and Future Land Use, breaks down the future land use classifications in the Eastgate neighborhood. **Map EC.3**, Future Land Use and Character, shows the locations of those designations in Eastgate.

### Non-conforming uses

Approximately 98% of the existing land uses in the Eastgate planning area is in compliance with the existing zoning - regulatory land use entitlements - on the property. The majority of the properties that are not in compliance with the existing zoning are commercial properties were all or portions of the property are zoned for multi-family uses.

In comparison to the Comprehensive Plan, only 69% of the existing land uses in the Eastgate plan are in compliance with the anticipated future land uses in the area. The primary area where existing uses are not in compliance are located northwest of Lincoln Avenue where the majority of properties are developed for single-family structures, but are identified as Urban and Redevelopment on the Comprehensive Plan which calls for duplexes, townhomes, high density multi-family, and vertical mixed-use development

in the area. The existing commercial properties along Dominik Drive at Texas Avenue are identified for Urban Mixed Use which anticipates vertical mixed used in this area. There are also a number of properties that are developed and located in part or whole in the floodplain.

Additionally, in these same locations, the existing zoning does not support the anticipated future land uses identified in the

City's Comprehensive Plan. **Map EC.4**, Land Use Conformance, identifies the locations of these areas.

#### *Vacant Land*

The Brazos County Appraisal District identifies 106 parcels as vacant in the Eastgate planning area. Of these, 69 are buildable lots. The remaining properties are parks, greenways, common areas, or lots that may have floodplain on the property. The total amount of buildable vacant property is 32.41 acres (5.7% of the planning area). **Map EC.5**, Vacant Property, depicts the locations of vacant property in the planning area.

#### Recent Development Activity

The following development has taken place in the last five years in and around the Eastgate neighborhood. **Map EC.6**, Recent Development Activity, depicts the location of these projects.

#### *Commercial/Institutional*

- **Fuego Tortilla Grill – 108 Poplar Street** – a 27,377 foot site with a 3,000 square foot restaurant was constructed in 2010 as a 24-hour Mexican restaurant. The redevelopment of the site included demolition of a vacant commercial structure that had previously occupied the site. Redevelopment of the site included a variance granted for maximum height requirements adjacent to single-family.
- **Jimmy John's – 200 University Drive East** – Jimmy John's Gourmet Sandwiches located a second College Station franchise location in College Station in the Eastgate Neighborhood. The property fronts on University Drive East but connects to Poplar Street. This development was a renovation of an existing 19,554 square foot property and 1,520 square foot restaurant building.
- **Raising Canes – 1045 Texas Avenue** – Raising Cane's is a 3,525 restaurant that was redeveloped in 2006 on a site previously developed as a restaurant.
- **College Hills Elementary – 1101 Williams Street** – College Station Independent School District recently completed reconstruction of College Hills Elementary for the 2009-10 school year. The new school replaced the existing school on the same site.
- **Brake Check – 104 University Drive East** – Brake Check is a auto repair and service business which was constructed in 2007 following the demolition of the existing Sonic restaurant.
- **University Town Center – 900 University Drive East** – University Town Center is a large scale retail center that began development in 2004 on vacant property on University Drive East. The property is currently occupied by 12 restaurants, with additional planned retail space to locate behind the restaurants. There are also two hotels on site. The overall site plan calls for 60,000 square feet of retail to be constructed on the 17.63 acre site.
- **Red Lobster – 1200 University Drive East** – Red Lobster moved from its previous location in front of Best Buy on Texas Avenue to a new location at the corner of Lincoln Avenue and University Drive East in 2008. The new restaurant is approximately 6,800 square feet on a 3.39 acre site. An additional retail site is available along Lincoln Avenue.

- **Central Station – 1701 Texas Avenue South** – Central Station shopping center began façade improvements and additions in 2006. Originally, the Culpepper Plaza shopping center, the new retail center is home to Kohl's, Chick-fil-A, AT&T Wireless Retail, and Specs. Additionally, several local restaurants opened in refurbished spaces in the center.

#### *Residential*

- **University Preserve** – The University Preserve subdivision began developing in 2002 and is made up of 27 lots on 14 acres located on Munson Avenue just north of Dominik Drive. The subdivision is a private, gated subdivision with 17 homes currently constructed.
- **Dominion Townhomes** – The Dominion Townhome project developed in 2007. The project is made up of 10 lots on 0.5 acres at the intersections of George Bush Drive East, Dominik Drive and Puryear Drive. Currently, six of the ten townhomes have been constructed in the subdivision.
- **Other residential development** – 27 new single-family residences have been constructed in Eastgate since 2005. These are primarily located in the Pasler subdivision north of Lincoln Avenue, as well as construction on Nimitz Street, Milner Drive, Gilchrist Avenue, and Francis Drive.

#### Key Destinations

Key destinations are locations within or surrounding a neighborhood that are neighborhood centers for area residents. Functioning centers provide locations for social interaction between residents, and ideally, would foster a sense of connection with a place and the people that live there. These centers can be civic, social, or commercial as long as they are easily accessible to the surrounding residents.

Eastgate is served by six key destinations. They are: Thomas Park, Eastgate Commercial center, Eastgate Park, Lions Park, College Hills Elementary, Woodland Park, and City Hall (see **Map EC.7, Key Destinations** for locations). While there are other commercial areas within and around the planning area, they are not easily accessible on foot, or do not primarily cater to neighborhood residents.

#### CIP and Maintenance Projects

The City has several municipal improvements planned within the next five years in the Eastgate planning area.

**Fire Station #6** – The City currently has funding to construct Fire Station #6 to serve the northeastern portion of College Station. The Fire Station is to be constructed on vacant City-owned property located adjacent to Lions Park at the intersection of Tarrow Street and University Drive East. Design work is currently underway, with construction anticipated to commence in mid-2011.

**Lincoln Sidewalks** – \$150,000 in capital funding is available for the extension of sidewalks on Lincoln Avenue from future Eisenhower Street to Grand Oaks Circle. This project is anticipated to begin with utility

rehabilitations scheduled with the Eastgate Phase IV utility rehabilitation projects in 2012.

**Eastgate Utility Rehabilitation** – Utility funding is currently budgeted for \$4.7 million in utility upgrades for water and wastewater facilities in the Eastgate neighborhood. Phase IV (area bounded by Lincoln Avenue, Walton Drive, Francis Drive, and Texas Avenue) of the project has been funded and includes rehabilitation of water lines on:

- **Lincoln Avenue** between Foster Avenue and Nunn Street;
- **Walton Drive** between Foster Avenue and Francis Drive;
- **Milner Drive** between Walton Drive and Francis Drive;
- **Harrington Avenue** between Walton Drive and Francis Drive;
- **Puryear Drive** between Walton Drive and Francis Drive; and
- **James Parkway** between Puryear Drive and Francis Drive.

Sanitary sewer line rehabilitation is also funded. The majority of the sanitary sewer lines in Phase IV are located along utility alleys and utility easements at the rear of these properties.

Additionally, many of the remaining residential water and sanitary sewer lines in the Eastgate neighborhood have been identified for rehabilitation; however, funding is not currently available.

Rehabilitation of these utility lines is necessary to reduce service disruptions because of deteriorating lines, to reduce inflow and infiltration to sanitary sewer lines, and to improve fire protection due to insufficient line size and hydrant spacing.

**George Bush Drive East/Dominik Drive Intersection Signalization** – Funds from the 1998 capital bond issue were budgeted for the 2010-11 fiscal year for a warrant study and possible signalization of the intersection of George Bush Drive East and Dominik Drive. A previous warrant study concluded that traffic volumes did not warrant a signal. However, with the completion of the Texas Avenue widening project, a second study concluded that upgrading this intersection from a four-way stop to a signaled intersection was warranted. Installation of the traffic signal is anticipated in fall 2011.

### Public Property and Easements

The City owns 41.1 acres of property in Eastgate. The majority of that is held as parks and the City Hall block. In addition to these properties, the City holds rights to a variety of easements across the planning area. Many of these easements are public utility easements located along the rear of all platted lots which are utilized by College Station Utilities, Atmos, Verizon, and Suddenlink to provide service to individual lots.

Public utility easements are located primarily in the eastern side of the planning area where properties were platted after the adoption of subdivision standards. Areas that platted before the incorporation of the City have utility alleys behind many of the lots that serve the same purpose. Typically, these alleys are not developed for vehicular access.

**Map EC.8**, Public Property and Easements, identifies the locations of these facilities.

*City Facilities*

**City Hall** – The City Hall complex is made up of two buildings located at 1101 Texas Avenue. The main City Hall building was originally constructed in phases beginning in 1969. City Hall currently houses the City Manager, City Secretary, Legal, Public Communications, Fiscal Services, and Planning and Development Services departments. In addition to these offices, Council Chambers is located in City Hall. The original College Station Fire Station is also part of the City Hall Complex and houses offices for Code Enforcement, Community and Economic Development as well as space for Facilities Maintenance.

Table EC.6  
Housing Units by Subdivision - Eastgate

Subdivision	Single-Family	Duplex	Multi-Family	Total
Armstrong	7			7
Baker	1			1
Carter	1			1
Christy	3			3
Churchill Estates	3			3
College Heights	1			1
College Hills Estates	337	12	4	353
College Hills Woodlands	78			78
College Vista	52	6		58
Culpepper Plaza	6			6
D.A. Smith	22		255	277
Grand Oaks	23			23
Henton	7	14		21
Holt <sup>(1)</sup>	11			11
Lauterstein Addition	8			8
Leon Gibbs <sup>(1)</sup>	3			3
Lincoln Fourplexes			16	16
Lincoln Place	17	32	84	133
Lloyd Smith	21			21
Pasler	21			21
Pearce	9			9
Prairie View Heights	50			50
Sweet Briar	38			38
Two Lincoln Place	11			11
University Oaks		46		46
University Preserve	18			18
Woodland Acres	23			23
Woodland Estates	28			28
<b>Total</b>	<b>799</b>	<b>110</b>	<b>359</b>	<b>1268</b>

**Thomas Park** – Thomas Park is a 16 acre community park located within College Hills Estates subdivision between Kyle Avenue and Walton Drive and between Puryear Drive and James Parkway. The park has basketball courts, exercise stations, picnic shelter, playground, swimming pool, tennis courts, and a walking trail.

**Eastgate Park** – Eastgate Park is a 1.7 acre mini park made up of four separate parcels on Walton Drive at the intersections of Foster Avenue and Texas Avenue. The park is a passive park with public art installations at Walton Drive and Texas Avenue.

**Parkway Park** – Parkway Park is a 1.9 acre mini park between Munson Avenue and Ashburn Avenue along Woodland Parkway. The park is equipped with a playground and picnic tables.

**Lions Park** – Lions Park is 1.5 acre neighborhood park located at the end of Chappel Street. The park is developed with a covered basketball court, picnic area, and playground.

## Neighborhood Integrity

### Housing Data

A variety of housing types are located with Eastgate. **Table EC.6, Housing Units by Subdivision**, identifies the number of housing units by different housing types. The majority of duplexes are located in the Lincoln Place subdivision along Lincoln Avenue, Vassar Court, and Wellesley Court. Additional duplex units are developed along Dominik Drive between Puryear Drive and Munson Avenue. Most apartment units are located to the north of Lincoln Avenue. **Map EC.9, Multi-Family Properties**, depicts the locations of duplexes and apartment properties.

Within the single-family category, there is also a variety of home and lot sizes. Single-family home size varies by subdivision with the largest houses

Table EC.7  
Single-Family Property Data

Subdivision	Avg. Lot Size (sf)	Avg. Home Size (sf)	Ave. Prop. Value	Net Acres	Total Lots	Density
Armstrong	6,846.71	1,121.29	\$64,984.29	1.10	7	6.36
Baker	39,117.00	2,609.00	\$145,520.00	0.90	1	1.11
Carter	23,300.00	997.00	\$89,450.00	0.53	1	1.87
Christy	15,885.00	1,965.00	\$117,643.33	1.09	3	2.74
Churchill Estates	6,965.33	1,524.33	\$125,870.00	0.48	3	6.25
College Heights	9,625.00	1,160.00	\$56,220.00	0.22	1	4.52
College Hills	15,403.44	1,626.77	\$105,116.59	118.11	334	2.83
College Hills Woodlands	19,409.96	1,917.76	\$134,285.26	34.76	78	2.24
College Vista	7,687.88	1,100.23	\$58,560.38	9.18	52	5.67
D.A. Smith	6,140.23	1,299.00	\$85,599.09	3.10	22	7.09
Grand Oaks	9,814.91	2,630.83	\$277,229.57	5.18	23	4.44
Henton	6,786.71	1,615.00	\$136,030.00	1.09	7	6.42
Holt	19,444.36	2,526.55	\$179,869.09	4.91	11	2.24
Lauterstein	7,865.63	1,068.50	\$63,565.00	1.44	8	5.54
Leon Gibbs	25,813.66	2,207.67	\$168,306.67	1.78	3	1.69
Lincoln Place	5,287.29	1,202.18	\$80,568.24	2.06	17	8.24
Lloyd Smith	8,348.52	1,204.43	\$74,510.00	4.03	21	5.22
Pasler	6,973.81	1,202.67	\$82,263.81	3.36	21	6.25
Pearce	6,599.22	1,354.78	\$86,045.56	1.36	9	6.60
Prairie View Heights	5,195.00	1,191.20	\$78,094.00	5.96	50	8.38
Sweet Briar	18,920.18	2,559.76	\$181,790.00	16.50	38	2.30
Two Lincoln Place	9,393.12	1,492.82	\$128,179.09	2.37	11	4.64
University Preserve	19,629.24	3,173.50	\$337,731.88	7.21	16	2.22
Woodland Acres	75,479.20	2,169.65	\$201,451.74	39.85	23	0.58
Woodland Estates	41,479.85	2,541.14	\$205,004.29	26.66	28	1.05
<b>Total</b>	<b>16,210.94</b>	<b>1,706.65</b>	<b>\$121,503.62</b>	<b>293.26</b>	<b>788</b>	<b>2.69</b>

Source: Brazos County Appraisal District (2010)

on average are located with University Preserve (3,173 square feet average), while the largest lots are in the Woodland Acres subdivision along Munson Avenue and Ashburn Avenue north of Francis Drive. These properties have an average lot size of 75,479 square feet per lot. The smallest houses are located in areas north of Lincoln in the Lauterstein addition and on unplatted property in the Carter league (see **Table EC.7, Single-Family Property Data**). Overall single-family density in the planning area is 2.7 units per acre, but ranges between 0.6 units per acre and 8.4 units per acre.

#### *Property Value*

Residential property values are higher in subdivisions with larger lot and home size (see Table EC.6, Single-Family Property Data). The highest values are found in University Preserve, where lot sizes average just under half of an acre. Average property values for the entire area is below the 2010 average property value for College Station as a whole (College Station average single-family property value is \$169,543). **Map EC.10, Single-Family Property Value**, depicts the range of single-family property value in Eastgate.

The average commercial assessed value in Eastgate is \$892,000.

#### *Age and Maintenance*

The average age of a single-family residence in Eastgate is 45 years; however the range of construction is 85 years to new construction (See **Table EC.8, Age of Single-Family Structures**, for breakdown by subdivision). Residential development activity was high in the 1940s and 1950s when over half of the housing was constructed. **Map EC.11, Age of Single-Family Structure**, identifies the decade of construction by primary structure on the lot.

Property maintenance enforcement made up just 2.6% of the code enforcement cases between

Table EC.8  
**Age of Single-Family Structures**

Subdivision	Average	Minimum	Maximum
Armstrong	51	8	59
Baker	70	70	70
College Hills Woodlands	54	10	70
Christy	51	48	55
Churchill Estates	12	12	12
College Heights	56	56	56
College Hills Estates	57	1	82
College Vista	52	10	60
DA Smith	21	6	68
Dominion	3	3	3
Grand Oaks	12	11	13
Henton	9	9	9
Holt	39	21	44
Lauterstein	46	7	72
Leon Gibbs	39	38	39
Lincoln Place	29	29	29
Lloyd Smith	29	2	65
Pasler	26	1	80
Pearce	25	1	75
Prairie View Heights	29	3	62
Sweet Briar	35	15	39
Two Lincoln Place	15	14	15
University Preserve	13	1	70
Woodland Acres	54	11	85
Woodland Estates	47	27	65
<b>Total</b>	<b>45</b>	<b>1</b>	<b>85</b>

Source: Brazos County Appraisal District

2007 and 2010 (See **Table EC.10**, Code Violations Per Lot). The majority of these cases were located in the College Hills Estates Subdivision. **Map EC.12**, Property Maintenance Cases, identifies the locations of these cases.

In 2010, Economic and Community Development conducted a survey of housing conditions within the City. Surveys were completed by meter readers to evaluate the condition of housing structures across the City. This survey found that the majority of the City's housing stock is in excellent or conservable condition with only 461 of 17,978 properties ranked as substandard or dilapidated. Approximately 7% of the properties evaluated were located in Eastgate though 13% of the total substandard structures identified were located in Eastgate.

Table EC.9  
**Registered Rental Properties by Subdivision, 2010**

Subdivision	Total Registered Units						Total Units		Total SF Units	
	Single-Family		Duplex		Total		#	% REG	#	% REG
	#	%	#	%	#	%				
Armstrong	5	1.5%	-	-	5	1.1%	7	71.4%	7	71.4%
Baker	-	-	-	-	-	-	1	0.0%	1	0.0%
Carter	-	-	-	-	-	-	1	0.0%	1	0.0%
Christy	-	-	-	-	-	-	3	0.0%	3	0.0%
Churchill Estates	1	0.3%	-	-	1	0.2%	3	33.3%	3	33.3%
College Heights	1	0.3%	-	-	1	0.2%	1	100.0%	1	100.0%
College Hills Estates	186	56.5%	12	10.8%	198	45.0%	349	56.7%	337	55.2%
College Hills Woodlands	16	4.9%	-	-	16	3.6%	78	20.5%	78	20.5%
College Vista	33	10.0%	6	5.4%	39	8.9%	58	67.2%	52	63.5%
D.A. Smith	15	4.6%	-	-	15	3.4%	22	68.2%	22	68.2%
Grand Oaks	-	-	-	-	-	-	23	0.0%	23	0.0%
Henton	-	-	14	12.6%	14	3.2%	21	66.7%	7	0.0%
Holt	-	-	-	-	-	-	11	0.0%	11	0.0%
Lauterstein	4	1.2%	-	-	4	0.9%	8	50.0%	8	50.0%
Leon Gibbs	-	-	-	-	-	-	3	0.0%	3	0.0%
Lincoln Place	9	2.7%	32	28.8%	41	9.3%	49	83.7%	17	52.9%
Lloyd Smith	6	1.8%	-	-	6	1.4%	21	28.6%	21	28.6%
Pasler	11	3.3%	-	-	11	2.5%	21	52.4%	21	52.4%
Pearce	4	1.2%	-	-	4	0.9%	9	44.4%	9	44.4%
Prairie View Heights	24	7.3%	-	-	24	5.5%	50	48.0%	50	48.0%
Sweet Briar	3	0.9%	-	-	3	0.7%	38	7.9%	38	7.9%
Two Lincoln Place	6	1.8%	-	-	6	1.4%	11	54.5%	11	54.5%
University Oaks	-	-	46	41.4%	46	10.5%	46	100.0%	0	0.0%
University Preserve	-	-	-	-	-	-	16	0.0%	16	0.0%
Woodland Acres	3	0.9%	-	-	3	0.7%	23	13.0%	23	13.0%
Woodland Estates	3	0.9%	-	-	3	0.7%	28	10.7%	28	10.7%
<b>Total</b>	<b>329</b>	<b>100.0%</b>	<b>111</b>	<b>100.0%</b>	<b>440</b>	<b>100.0%</b>	<b>901</b>	<b>48.8%</b>	<b>790</b>	<b>41.6%</b>

Source: City of College Station, P&DS (2010)

### Rental Registration

In 2009, the City began implementing a rental registration program for single-family and duplex units. There are a total of 440 units registered in the planning area, equal to 48.8% of all duplex and single-family structures in the neighborhood. Overall, 88% of those units are single-family homes, and the remaining units are duplex units.

**Table EC.9.** Registered Rental Properties by Subdivision, 2010, identifies the number of rental units per subdivision.

### Code Enforcement

The City's Code Enforcement division is responsible for ensuring code compliance with the City's adopted ordinances and regulations. There is currently one code enforcement officer assigned to the Eastgate neighborhood.

Table EC.10  
Code Violations per Lot, 2007-2010

Subdivision	Lots	Code Violations	Violations Per Lot
Armstrong	10	58	5.80
Baker	3	0	0.00
Carter	3	0	0.00
Christy	4	7	1.75
Churchill Estates	3	10	3.33
College Heights	6	5	0.83
College Hills	396	1144	2.89
College Hills Woodlands	79	133	1.68
College Vista	56	206	3.68
D.A. Smith	37	201	5.43
Grand Oaks	24	0	0.00
Henton	19	5	0.26
Holt	14	5	0.36
Lauterstein	9	20	2.22
Leon Gibbs	3	2	0.67
Lincoln Place	54	45	0.83
Lloyd Smith	33	96	2.91
Pasler	31	93	3.00
Pearce	11	65	5.91
Prairie View Heights	58	259	4.47
Sweet Briar	39	38	0.97
Two Lincoln Place	11	5	0.45
University Oaks	25	0	0.00
University Preserve	28	0	0.00
Woodland Acres	27	48	1.78
Woodland Estates	30	32	1.07
<b>Total</b>	<b>1013</b>	<b>2477</b>	<b>2.45</b>

Source: City of College Station, P&DS (2010)

College Hills has the highest total number of violations (46.2%); however, the Pearce subdivision has the highest number of violations on a per lot basis (See **Table EC.10**, Code Violations Per Lot).

The most prominent code violation in the area is a sanitation violation (See **Table EC.11**, Code Enforcement Cases by Type (2007-2010)). Sanitation violations are enforcement cases relating to the proper use of trash containers. These violations are often issued for failure to remove the container from the street within 24-hours of pick-up, or from excess trash around the container. Violations are most likely to occur in late summer and fall months (August through December). Additionally, violations were most frequently documented on Thursday, 24 hours after trash pick-up in this area.

The streets with the most violations are located in areas where it is predominately rental. The following streets had more than 100 violations in the past 2 years: Avenue A (221), Dominik Drive (176), Foster Avenue (171), Gilchrist Avenue (134), Kyle Avenue (104), Milner Avenue

(255), Peyton Street (114), Popular Street (112), Vassar Court (115) and Walton Drive (237) – See **Map EC.13**, Code Enforcement Cases by Type (2007-2010).

College Station Police responded to 132 parking complaints in the Eastgate neighborhood between January and November, 2010. This represents 4.6% of all complaints in the City during the same time period. The most frequent complaints were located on Walton Drive (25), followed by Vassar Court (17), and Lincoln Avenue (11). The location of parking complaints can be found on **Map EC.14**, Parking and Traffic Violations (2009-2010).

### Crime

Property security is also a concern in college communities because of the season effects of school breaks that leave a large number of homes unoccupied, creating easy targets for break-ins and burglary. Burglaries of a vehicle or habitation are consistent problems throughout the community. In Eastgate, these crimes decreased in 2007 and 2008, but then returned to pre-2007 levels. Current tracking of these types of crime, show that year to date burglary activity is at it lowest since 2005.

**Map EC.15**, Significant Activity (2009-2010), identifies the locations of activity in the Eastgate neighborhood.

### Noise and Loud Parties

College Station Police responded to 77 calls in Eastgate for noise and loud party violations between January and November, 2010. Of those calls, 18 resulted in a citation, 21 resulted in a warning, and the remaining did not have a violation observed. The total number of calls in Eastgate equates to 5.1% of all noise and loud party calls made during the same time period.

The location of the calls for noise and loud party violations can be identified on **Map EC.16**, Noise Violations (2009-2010).

### Street Lighting

There are two primary types of street lighting located in the Eastgate neighborhood – standard lighting and decorative lighting. Decorative lighting was installed on several streets as part of the implementation of the 2001 Eastgate Neighborhood Plan, however opposition to the lighting has limited full implementation of the lighting plan.

The location of street lighting by type can be seen on **Map EC.17**, Street Lighting.

Table EC.11  
**Eastgate Code Enforcement Cases by Type (2007-2010)**

Case Type	Cases
Brush/Bulky Items/Litter	7
Fire Protection	59
Health & Sanitation Violation	731
Property Maintenance	64
Public Nuisance Violation	223
Rental Registration	221
Sanitation Violation	1,020
Traffic Code	129
Unified Development Ordinance	23
<b>Total</b>	<b>2,477</b>

Source: City of College Station, P&DS (2010)

## Mobility

### Streets

Eastgate has approximately 17 miles of streets within and surrounding the neighborhood, of which 6 miles are thoroughfares designed to carry additional traffic to and through the neighborhood. The City's Comprehensive 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.

**Table EC.12, Street Classifications**, lists the functional classification, context and thoroughfare type of the major thoroughfares within the Eastgate area. All streets are grouped into a class depending on the character of traffic and the degree of land access they allow. There are three functional classes of streets that run through the

Table EC.12  
Street Classifications

Street	Functional Classification	Context	Thoroughfare Type	Right of Way Width	Existing Street Width
George Bush Dr. E	4 Lane Major Collector	Urban	Urban Avenue, 4 Lane	86'	74'
Lincoln Ave.	2 Lane Major Collector	Urban	Urban Street, 2 Lane	50'+	38'
Tarrow St.	2 Lane Major Collector	Urban	Urban Street, 2 Lane	60'	38'
Eisenhower St.	2 Lane Major Collector	Urban	Urban Street, 2 Lane	50'	27'
Foster Ave.	2 Lane Major Collector	Urban	Urban Street, 2 Lane	60'	27'
Dominik Dr.	2 Lane Major Collector	Urban	Urban Street, 2 Lane	70'	48'
Walton Dr.	2 Lane Minor Collector	Urban	Urban Street, 2 Lane	60'	38'
Francis Dr.	2 Lane Minor Collector	Restricted Suburban	Restricted Suburban Street, 2 Lane	60'	38'

Source: City of College Station, P&DS (2010)

neighborhood. They consist of major collector, minor collector, and local streets. Although not all constructed to current standard, all of the planned thoroughfares for this area are constructed except the extension of Eisenhower Street from Ash Street to Lincoln Avenue.

### Local Streets

Local streets are of concern in the Eastgate area because some of the streets were constructed before the current local street design standard. **Table EC.13, Survey Results of Select Streets**, identifies the results of a survey of the existing conditions of some local streets.

Table EC.13

**Survey Results of Select Streets**

Street	Existing Right of Way Width	Existing Pavement Width	Curb & Gutter System
Banks Street	40'	27'	Yes
Bolton Avenue	60'	27'	Yes
Gilbert Street	30'	12'	No
Harrington Avenue	60'	27'	Yes
James Parkway	60'	20'	Not south of Francis
Marsteller Avenue	50'	27'	Yes
Milner Street	60'	27'	Yes
Munson Avenue	50'	27'	Yes
Nimitz Street	40'-50'	27'	No
Pasler Street	30'	22'	Yes
Puryear Drive	60'	20'	Not south of Francis
Rose Circle	50'	27'	Yes
Turner Street	29'-50'	20'	No
Woodland Parkway	40'	22'; n/a	No

Source: City of College Station, P&DS (2010)

### Sidewalks

In general, sidewalks are located sparsely throughout the neighborhood. The majority of existing sidewalks are located along thoroughfares, with the exception of portions of Walton Drive, Lincoln Avenue, Tarrow Street, and all of Eisenhower Street that do not have sidewalks. Paths through the College Hills Elementary site and Thomas Park provide additional pedestrian paths for area residents.

Additional sidewalks on local streets are located along Munson Avenue and the eastern portion of Gilchrist Avenue. As most of the neighborhood developed prior to any adopted subdivision development standards, no other local roads have sidewalks. Current street standards require sidewalks on both sides of all streets.

Perimeter sidewalks are constructed on Texas Avenue and University Drive East.

**Map EC.18, Pedestrian Facilities**, identifies the existing and proposed locations of sidewalk and multi-use path facilities for the Eastgate neighborhood.

### Bicycle Facilities

Bicycle facilities are limited within the Eastgate area. Existing bicycle lanes are located on Lincoln Avenue from Texas Avenue to Tarrow Street, Walton Drive from Texas Avenue to Nunn Street, and on George Bush Drive East from Texas Avenue to Dominik Drive. A single bicycle route exists on Gilchrist Avenue from Munson Avenue to Texas Avenue,

through Thomas Park.

**Map EC.19, Bicycle Facilities**, identifies the location of existing and proposed bicycle transportation facilities for the Eastgate neighborhood.

#### *Bicycle Parking*

Bicycle parking in the Eastgate neighborhood is limited to commercial areas long Texas Avenue, apartments on Lincoln Avenue, and College Hills Elementary.

**Map EC.20, Bicycle Parking**, identifies the location of existing bicycle parking facilities.

#### Walking Distance to Centers

As shown in **Map EC.7, Key Destinations**, most of the neighborhood is located within a 1,500 foot radius of a neighborhood center. A neighborhood center is classified as a school, park, or a commercial area catering to the local neighborhood. Examples in this neighborhood include City Hall, Eastgate Commercial center, Eastgate Park, Thomas Park, College Hills Elementary, and Lions Park.

The distance from a key destination is measured as a direct point to point distance and does not follow an existing sidewalk or street. As such, actual walking or driving distance will be greater in some instances.

#### Transit Routes

The Eastgate Neighborhood has access to three Brazos County Transit District (The District) fixed bus routes that run on Texas Avenue, University Drive and Lincoln Avenue. The yellow route travels between Texas Avenue at Villa Maria Road and Graham Road at Victoria Drive. On the return trip to Villa Maria Road, this route travels Lincoln Avenue and Tarrow Street before returning through Northgate via University Drive. The brown route primarily services neighborhoods south of Texas A&M University via Texas Avenue along the boundary of the Eastgate neighborhood, and the Purple route services mostly Bryan neighborhoods but is accessible from University Drive across from the neighborhood.

Texas A&M University Transportation Services operates one fixed route to this area – Route 12, Reveille. This route runs through the neighborhood on Lincoln Avenue. There are eight identified fixed stops on the route at Foster Avenue, at the Eastgate Apartments, at Tarrow Street, and at Munson Avenue.

The location of these routes and stops are shown on **Map EC.21, Transit**.

Additionally, Texas A&M University operates game day transportation during the football season between Post Oak Mall on Harvey Road and Kyle Field through Walton Drive and Puryear Drive.

## Sustainability

### Energy Audits

College Station Utilities offers free energy audits to its customers. Audits can assist in identifying ways to reduce electric consumption and thereby reducing utility costs to the consumer. Energy audits were conducted for 245 customers in 2010. Of those audits, 3.3% were customers residing in the Eastgate neighborhood.

### Utility Rebates

College Station Utilities offers a variety of rebates to incent energy efficiency. Rebates are offered for purchase of compact florescent light bulbs, energy efficient HVAC systems, and for solar voltaic panel installation. Over 460 rebates have been processed in 2010 for these programs. Only 13 Eastgate neighborhood residences participated in these programs.

### Impervious Cover

Impervious cover refers to artificial structures such as pavement, driveways, and sidewalks that are covered by impenetrable materials such as brick, stone, and rooftops which prohibit infiltration of water into the underlying soil. Impervious building cover was calculated for the single-family subdivisions within the neighborhood. **Table EC.14, Lot Coverage by Subdivision**, provides detail on the average building coverage, lot size, and percentage of building coverage.

In building coverage, the amount of coverage ranges from 4% coverage in Woodland Acres to almost 30% coverage in Grand Oaks, with the overall average in the entire area being 15% building coverage. Lots south of Lincoln Avenue have an average building coverage around 11% where lots north of Lincoln Avenue have higher coverage amounts closer to 30%.

Table EC.14  
**Lot Coverage by Subdivision**

Subdivision	Avg. Building	Avg. Lot Size	Avg. Lot Coverage
Armstrong	1,121.29	6,846.71	16.5%
Baker	2,609.00	39,117.00	6.7%
Carter	997.00	23,300.00	4.3%
Christy	1,965.00	15,885.00	12.4%
Churchill Estates	1,524.33	6,965.33	22.0%
College Heights	1,160.00	9,625.00	12.1%
College Hills	1,626.77	15,403.44	12.2%
College Hills Woodlands	1,917.76	19,409.96	11.5%
College Vista	1,100.23	7,687.88	14.6%
D.A. Smith	1,299.00	6,140.23	26.3%
Grand Oaks	2,630.83	9,814.91	29.8%
Henton	1,615.00	6,786.71	24.2%
Holt	2,526.55	19,444.36	13.3%
Lauterstein	1,068.50	7,865.63	15.9%
Leon Gibbs	2,207.67	25,813.66	8.6%
Lincoln Place	1,202.18	5,287.29	23.2%
Lloyd Smith	1,204.43	8,348.52	15.4%
Pasler	1,202.67	6,973.81	19.1%
Pearce	1,354.78	6,599.22	23.4%
Prairie View Heights	1,191.20	5,195.00	24.9%
Sweet Briar	2,559.76	18,920.18	13.8%
Two Lincoln Place	1,492.82	9,393.12	17.8%
University Preserve	3,173.50	19,629.24	20.1%
Woodland Acres	2,169.65	75,479.20	4.0%
Woodland Estates	2,541.14	41,479.85	7.0%

Source: Brazos County Appraisal District (2010)

## Floodplain

FEMA-identified floodplain is located within two areas of the Eastgate planning area, with both being tributaries of Wolf Pen Creek. The primary floodplain in this area is a tributary located between Lincoln Avenue and Dominik Drive and between Walton Drive and Ashburn Avenue. This floodplain is primarily located between College Hills Elementary and single-family residences on Ashburn Avenue between Lincoln Avenue and Dominik Drive. The portion behind the school has a nature trail that runs behind the school.

A second, smaller tributary is located along Puryear Drive at between Thomas Park and Dominik Drive that is fed by drainage from the Thomas Park area.

The locations of these areas are depicted on **Map EC.22, Floodplain**.

## Recycling

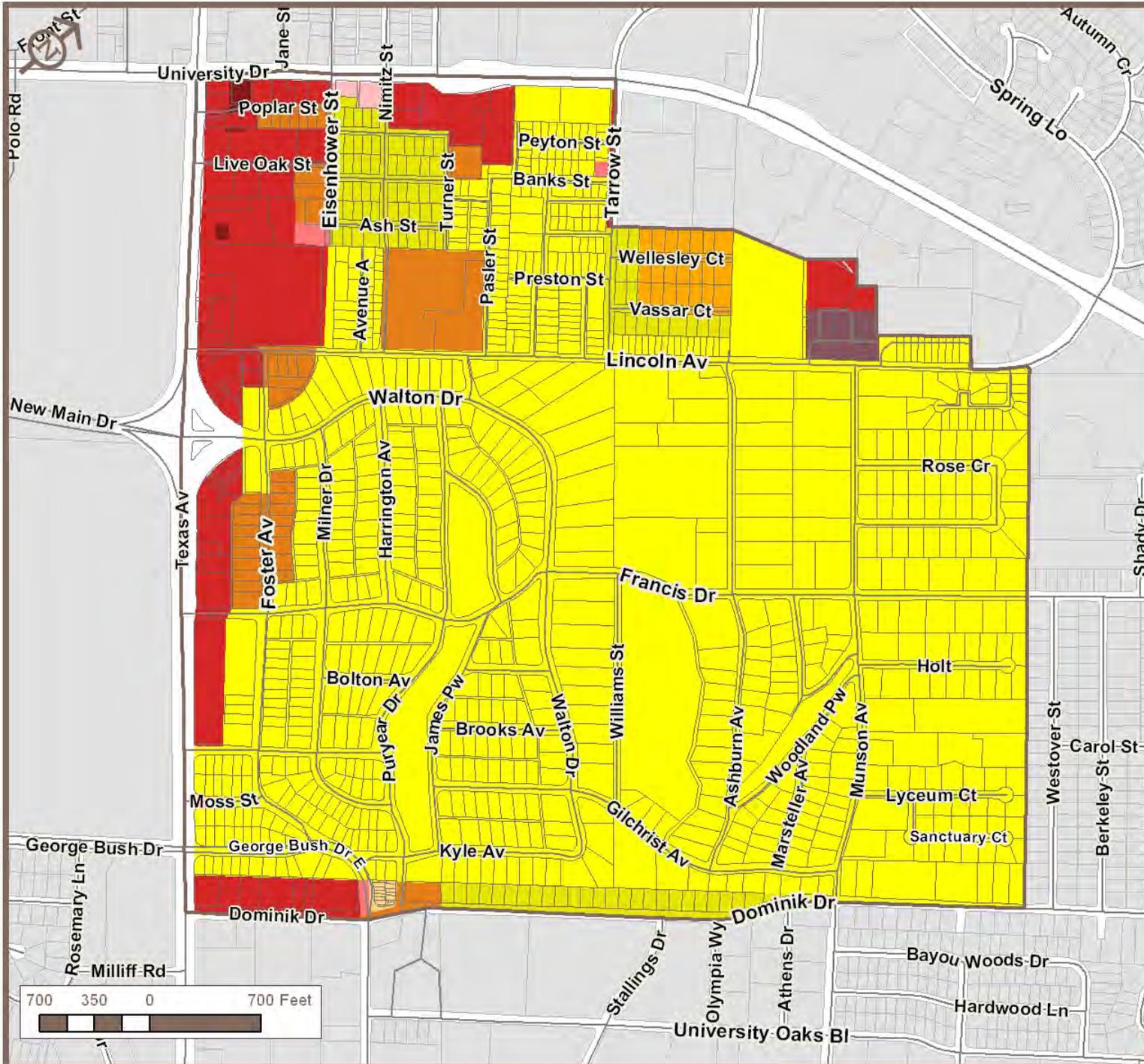
Recycling collection for the City is provided once a week, on the same day as bulky items and clean green brush collections. Each eligible residence is provided with clear plastic recycling bags that the resident uses to sort and store the recyclable materials. At this time, recycling participation is limited to single-family, duplex, and four-plex dwellings only. Exact figures are not available for this area, but as a whole, 60% of all eligible residences in the City recycle. Items that are currently accepted for curb-side recycling include newspapers and magazines, aluminum and steel food cans, clear and brown glass, plastic bottles, and lead acid car batteries.

## Wind Watts

In an effort to make College Station a greener and more sustainable community, the College Station Utilities offers its residential utility customers the option to purchase some or all of their electricity from wind power. The City's Wind Watts are purchased from the South Trent wind farm in west Texas. Approximately 5.5% of all households participating in the Wind Watts program reside in the Eastgate neighborhood. This translates in real numbers to 32 households within Eastgate that participate in the program.

# Eastgate Neighborhood Plan

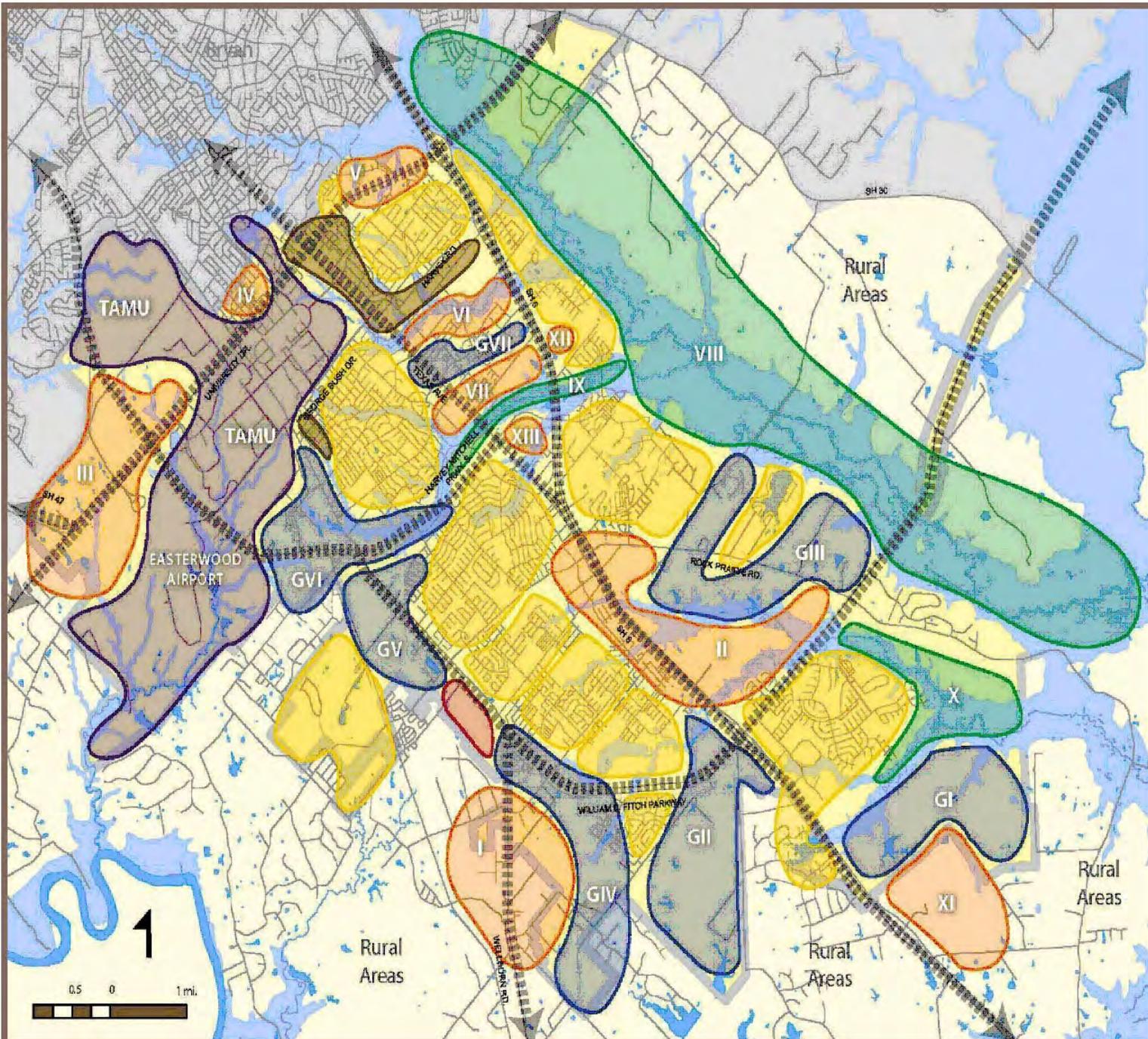
## Map EC. 1 Existing Zoning



- Planning Area
- Administrative Professional
- General Commercial
- Commercial Industrial
- Light Commercial
- College-University
- Corridor Overlay
- Redevelopment Overlay
- Planned Development
- Single Family Residential
- Duplex Residential
- Townhome Residential
- Multi-family Residential
- High Density Multi-family Residential

# Eastgate Neighborhood Plan

## Map EC. 2 Concept Map



- Neighborhood Plans**  
NEIGHBORHOODS & AREAS OF INFLUENCE
- District Plans**  
WALKABLE, MIXED USE CENTERS WITH UNIQUE FOCUS
- Corridors**  
IDENTITY CORRIDORS OR NATURAL CORRIDORS
- Redevelopment Areas**  
REQUIRE CITY INTERVENTION
- Rural Areas**  
SURROUNDING CITY, ESTATE WITHIN CITY

- Redevelopment Area
- Neighborhood Planning Area
- Growth Area  
GI - GVIII
- Planning District/Corridor
  - I WFL BORN COMMUNITY AREA
  - II SPRING CREEK DISTRICT
  - III PRESIDENTIAL CORRIDOR GATTWAY DISTRICT
  - IV NORTHGATE DISTRICT
  - V HOSPITALITY CORRIDOR
  - VI WOLFPTM CREEK DISTRICT
  - VII MUNICIPAL CENTER
  - XI SPFDWAY DISTRICT
  - XII COLLEGE STATION SCIENCE PARK
  - XIII HARVEY MITCHELL DISTRICT
- Natural Planning Corridor
  - VIII CARTER CREEK CORRIDOR
  - IX BEE CREEK CORRIDOR
  - X LICK CREEK CORRIDOR
- Business Park
- Texas A&M University
- Floodplain

# Eastgate Neighborhood Plan

## Map EC. 3

### Future Land-Use & Character



- Planning Area
- Future Land Use & Character**
- Neighborhood Conservation
- General Suburban
- Urban
- Urban Mixed Use
- General Commercial
- Suburban Commercial
- Institutional/Public
- Texas A&M University
- Natural Areas - Protected
- Natural Areas - Reserved

# Eastgate Neighborhood Plan

## Map EC. 4

Land Use  
Conformance



- Planning Area
- ▨ Floodplain
- Non-compliance

Eastgate  
Neighborhood Plan

Map EC. 5  
Vacant Property



- Planning Area
- Vacant

# Eastgate Neighborhood Plan

## Map EC. 6 Recent Development Activity



- Planning Area
- ◆ New Development
- Single-family Construction

Eastgate  
Neighborhood Plan

Map EC. 7

Key Destinations



- Planning Area
- Key Destinations

# Eastgate Neighborhood Plan

## Map EC. 8 Public Property & Easements



- Planning Area
- City-owned Property
- Easements

Eastgate  
Neighborhood Plan

Map EC. 9

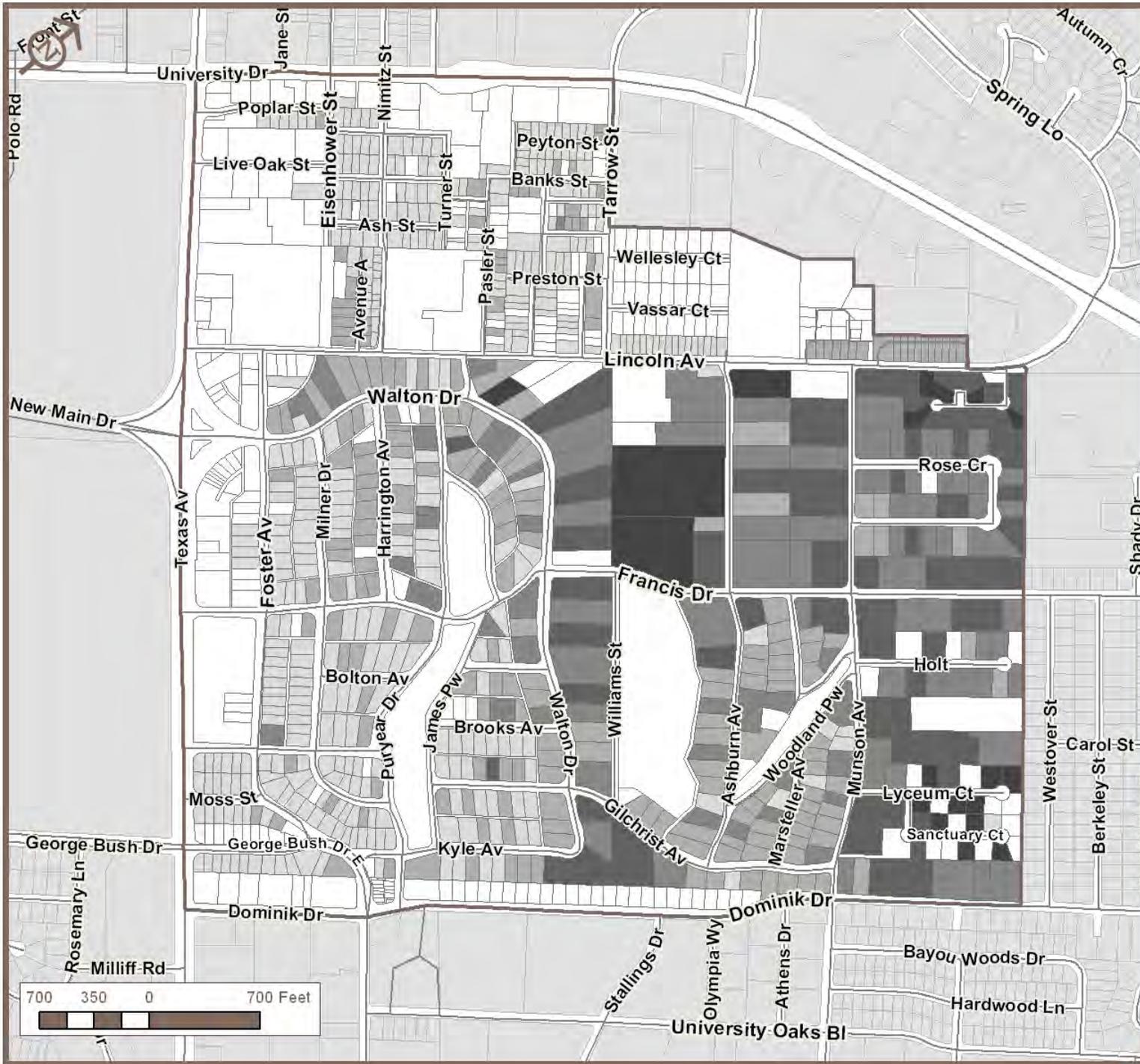
Multi-Family Properties



- Planning Area
- Multi-Family Properties

**Eastgate  
Neighborhood Plan**

**Map EC. 10**  
Single-Family Property  
Value (2010)



- Planning Area
- Single-Family Property**  
Assessed Value (2010)
- less than \$100,000
- \$100,000 to \$149,999
- \$150,000 to \$199,999
- \$200,000 to \$299,999
- \$300,000 or more

Eastgate  
Neighborhood Plan

Map EC. 11  
Age of Single-Family  
Structure



- Planning Area
- Single-Family Property**
- Year of Construction
- before 1950
- 1950 to 1959
- 1960 to 1969
- 1970 to 1979
- 1980 to 1989
- 1990 to 1999
- 2000 or later

# Eastgate Neighborhood Plan

## Map EC. 12 Property Maintenance Cases



- Planning Area
- Property Maintenance Cases

## Eastgate Neighborhood Plan

### Map EC. 13

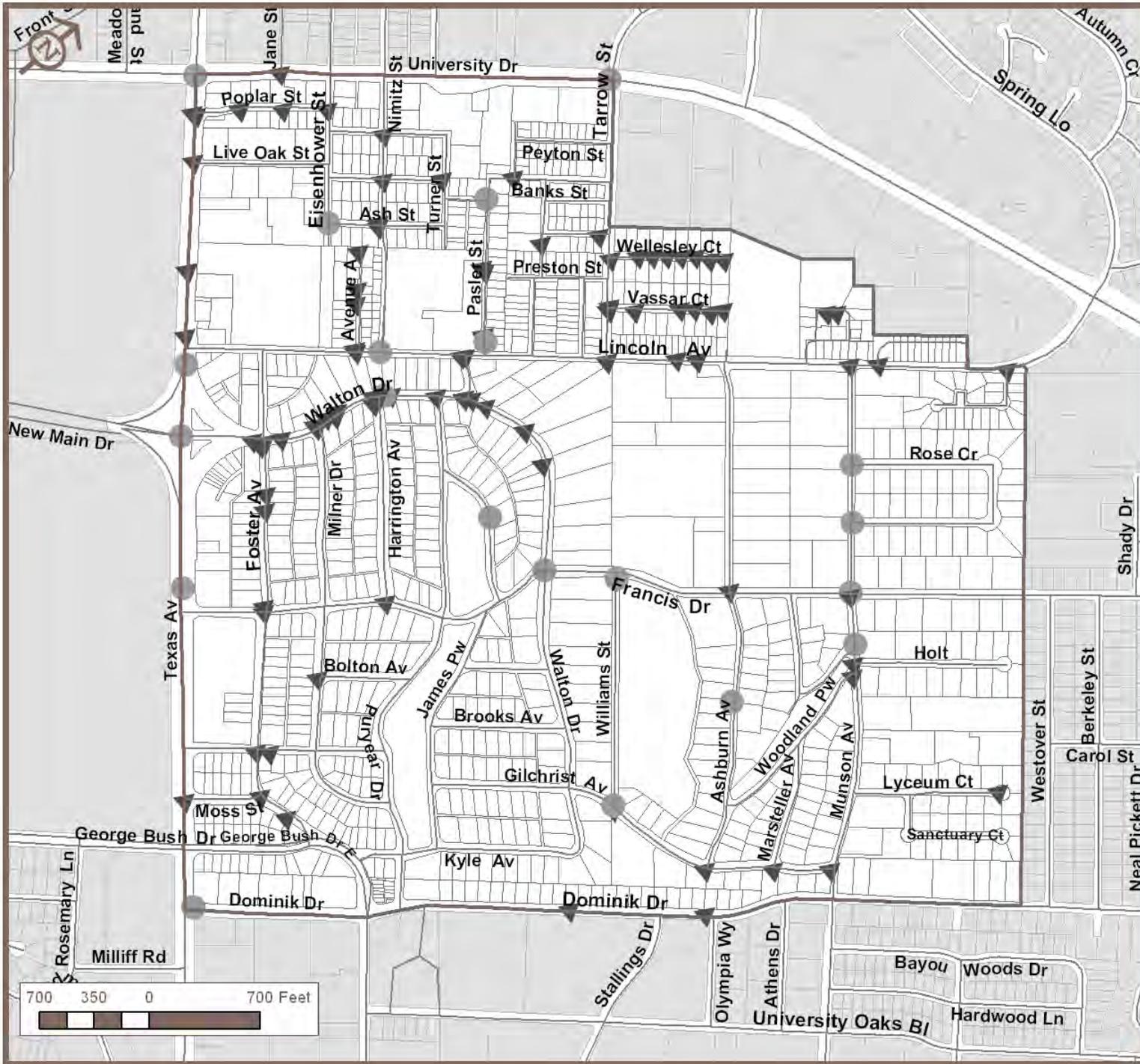
Code Enforcement Cases  
By Type (2007 - 2010)



- Planning Area
- Code Enforcement Cases**
- Brus/Bulky/Frig/HZMT/Litter/Oi
- Fire Protection
- Health & Sanitation Violation
- Property Maintenance
- Public Nuisance Violation
- Rental Registration
- Traffic Code
- Unified Development Ordinance

Eastgate  
Neighborhood Plan

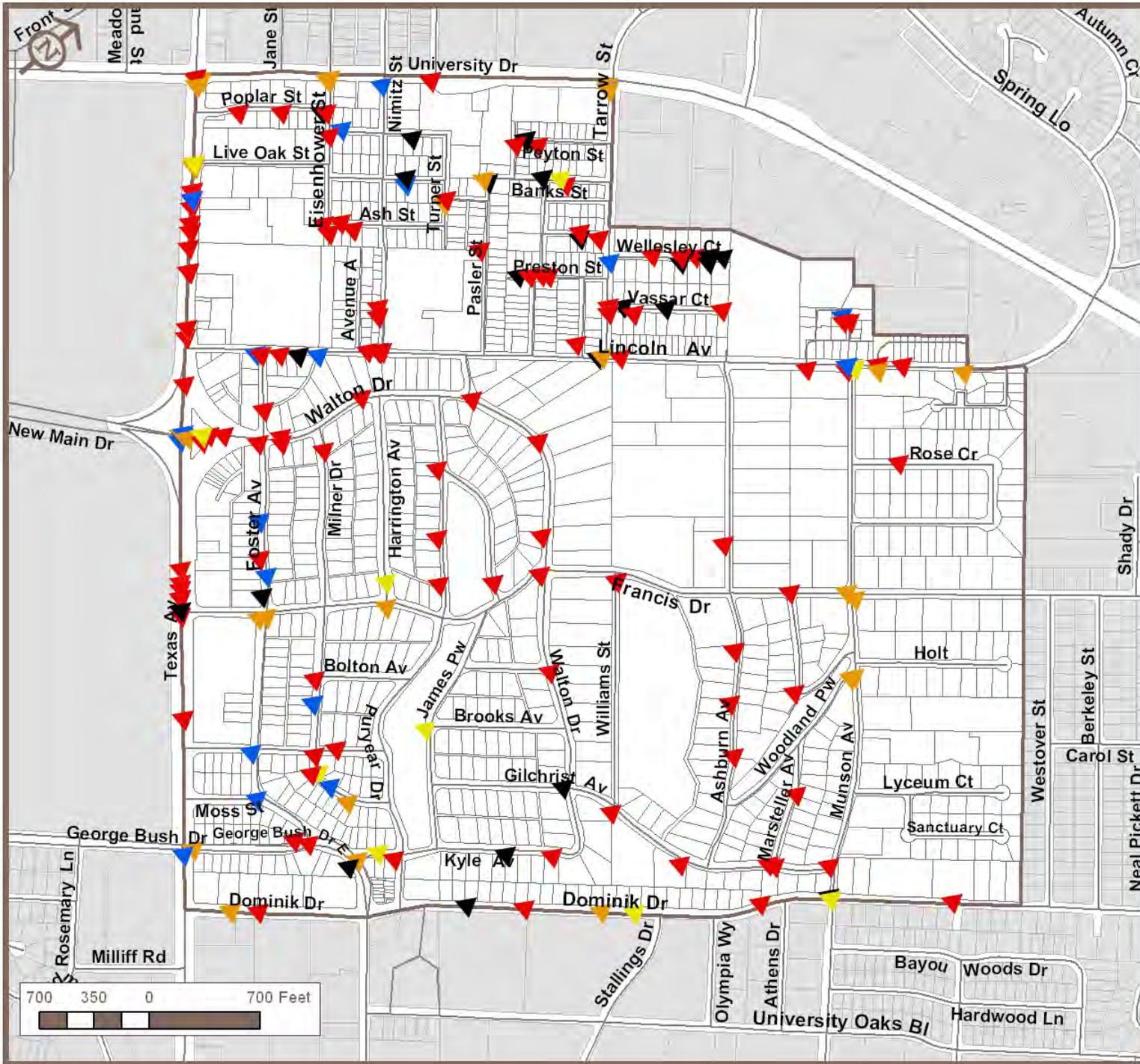
Map EC. 14  
Parking & Traffic Violations  
(2009 - 2010)



- Planning Area
  - ▲ Parking
  - Traffic
- Parking and Traffic Complaints

Eastgate  
Neighborhood Plan

Map EC. 15  
Significant Activity  
(2009 - 2010)



- Planning Area
- Significant Activity**
- ▲ Assault Offenses
- ▲ Burglary/Robbery Offenses
- ▲ Drug Related Offenses
- ▲ Alcohol Related Offenses
- ▲ Suspicious Activity Reports



# Eastgate Neighborhood Plan

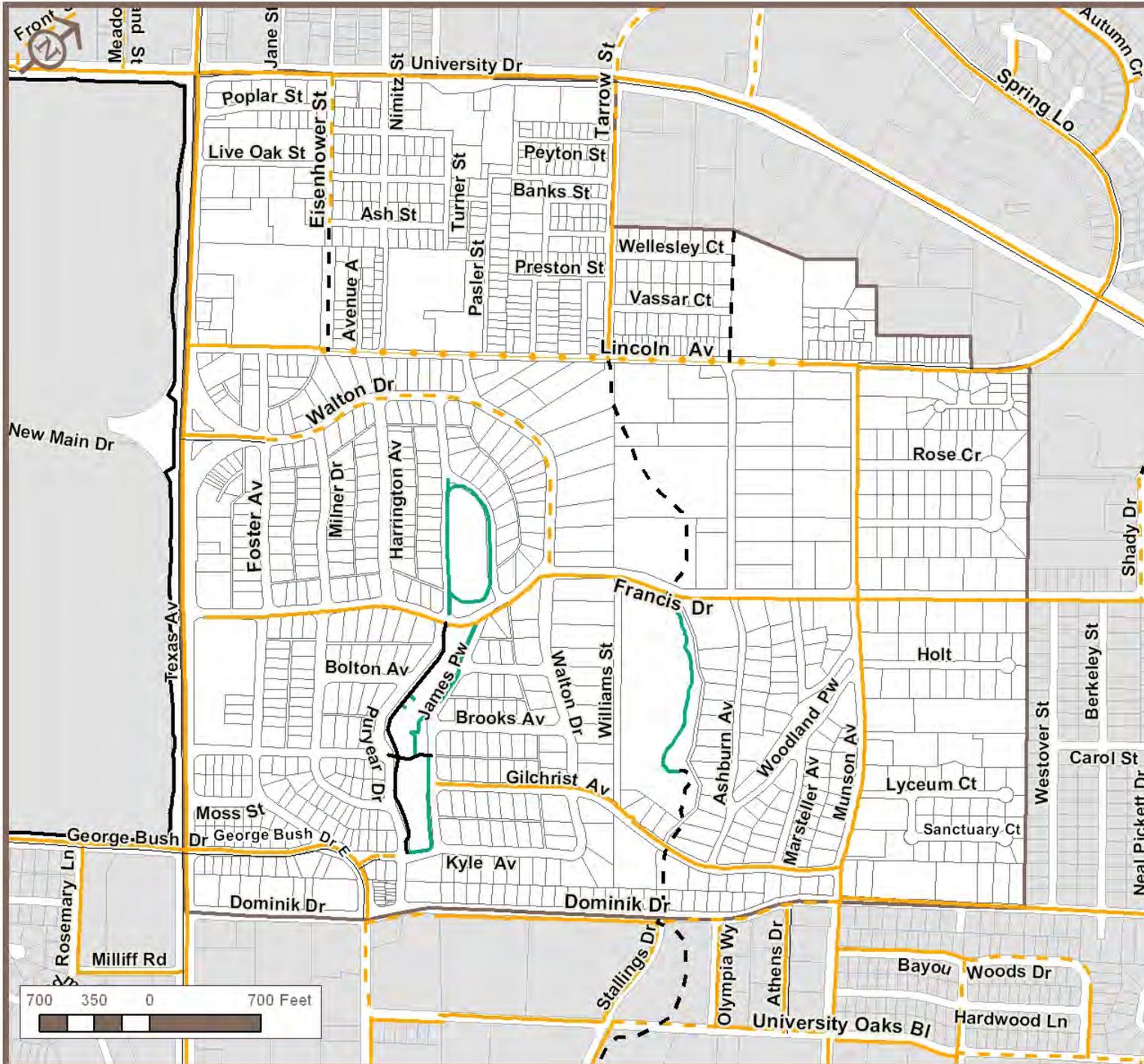
## Map EC. 17 Street Lighting



- Planning Area
- ◆ Standard Street Lighting
- ◆ Decorative Street Lighting

# Eastgate Neighborhood Plan

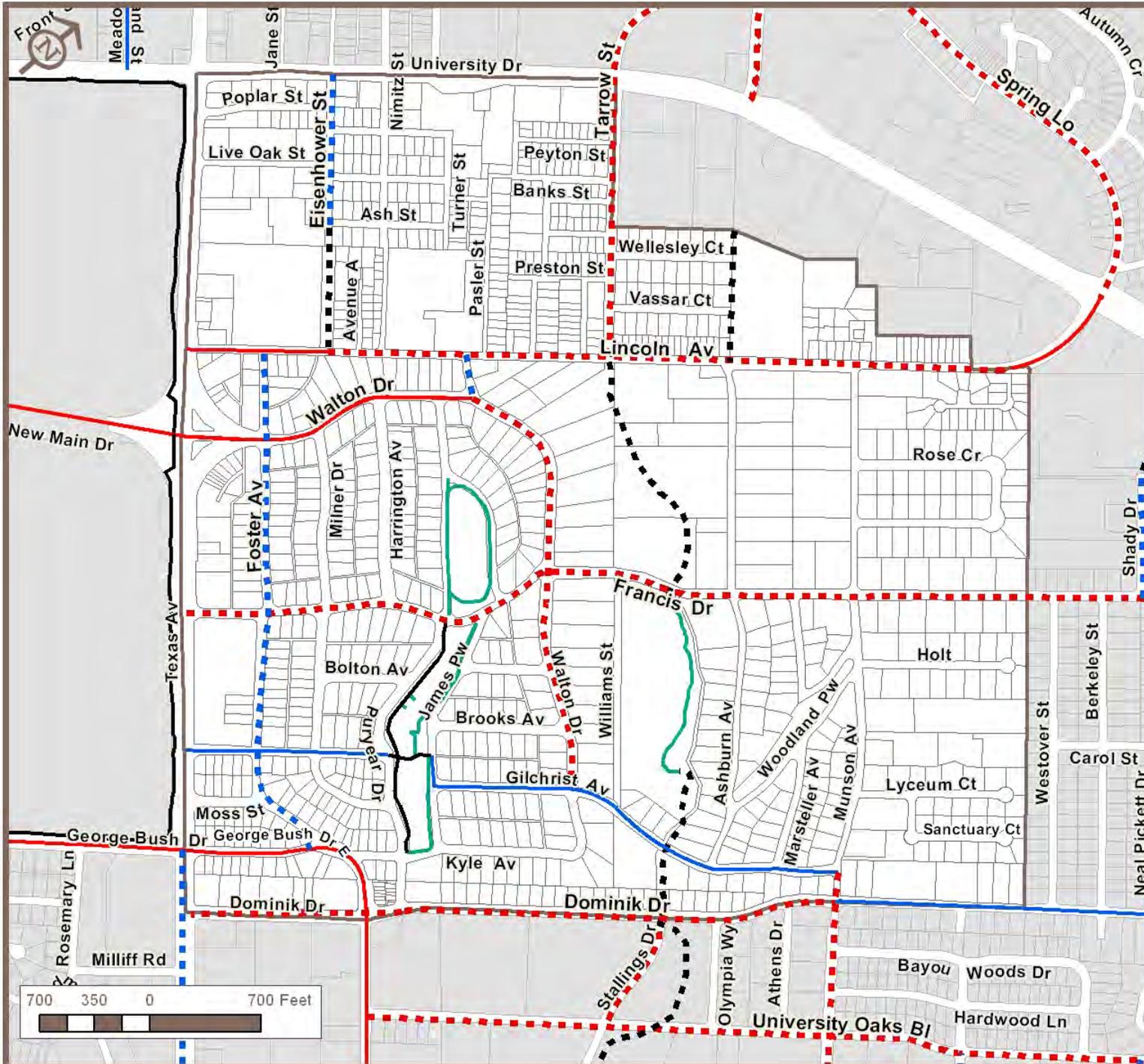
## Map EC. 18 Pedestrian Facilities



- Planning Area
- Sidewalk on Both Sides Existing
- Sidewalk on One Side Existing
- Sidewalk Funded
- Sidewalk Proposed
- Multi-use Path Existing
- Multi-use Path Proposed
- Grade Separation Existing
- Grade Separation Proposed
- Other Existing Paths

# Eastgate Neighborhood Plan

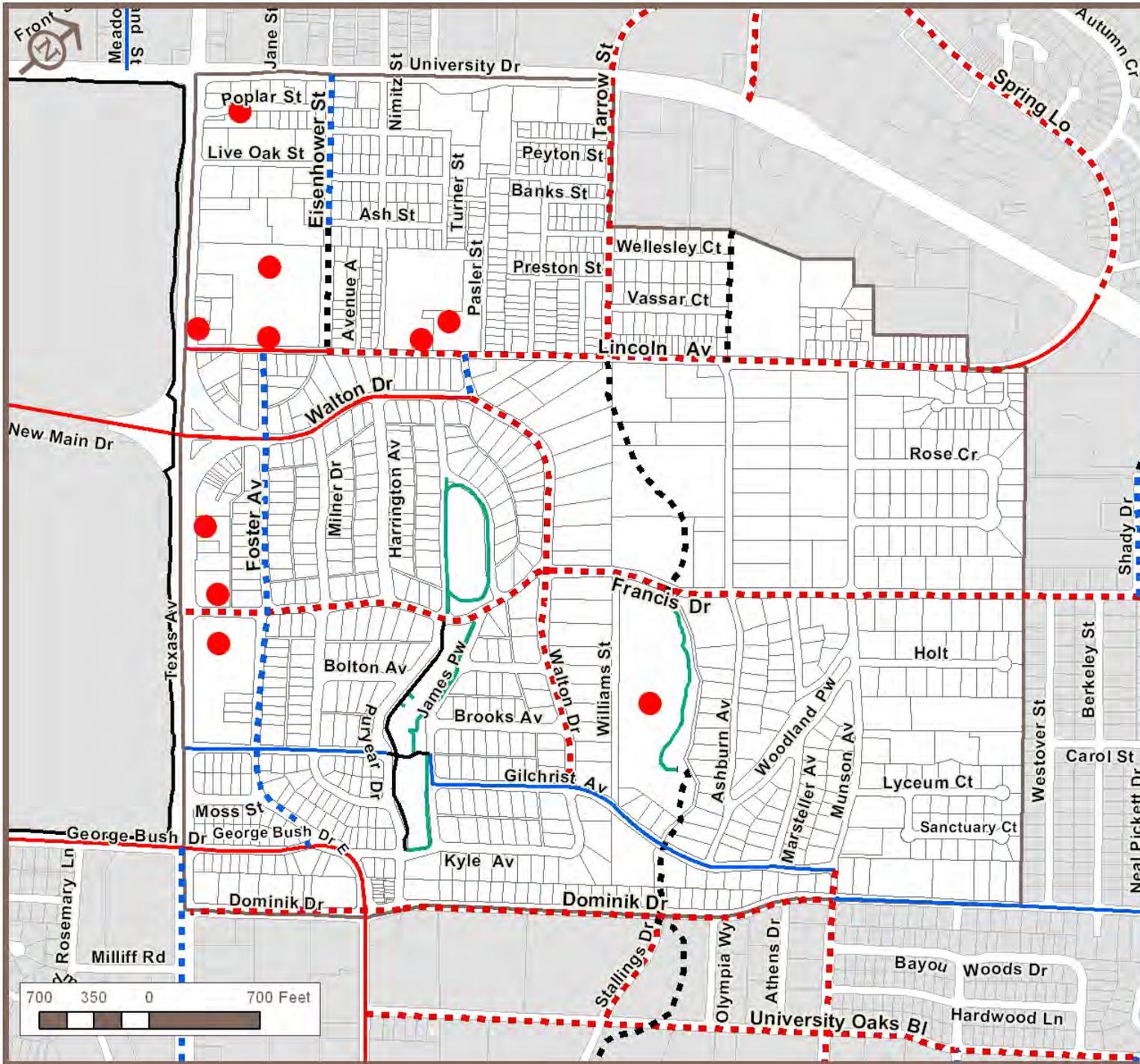
## Map EC. 19 Bicycle Facilities



- Planning Area
- Bike Lane Existing
- - - Bike Lane Proposed
- Bike Route Existing
- - - Bike Route Proposed
- Multi-use Path Existing
- - - Multi-use Path Proposed
- - - Grade Separation Proposed
- Other Existing Paths

# Eastgate Neighborhood Plan

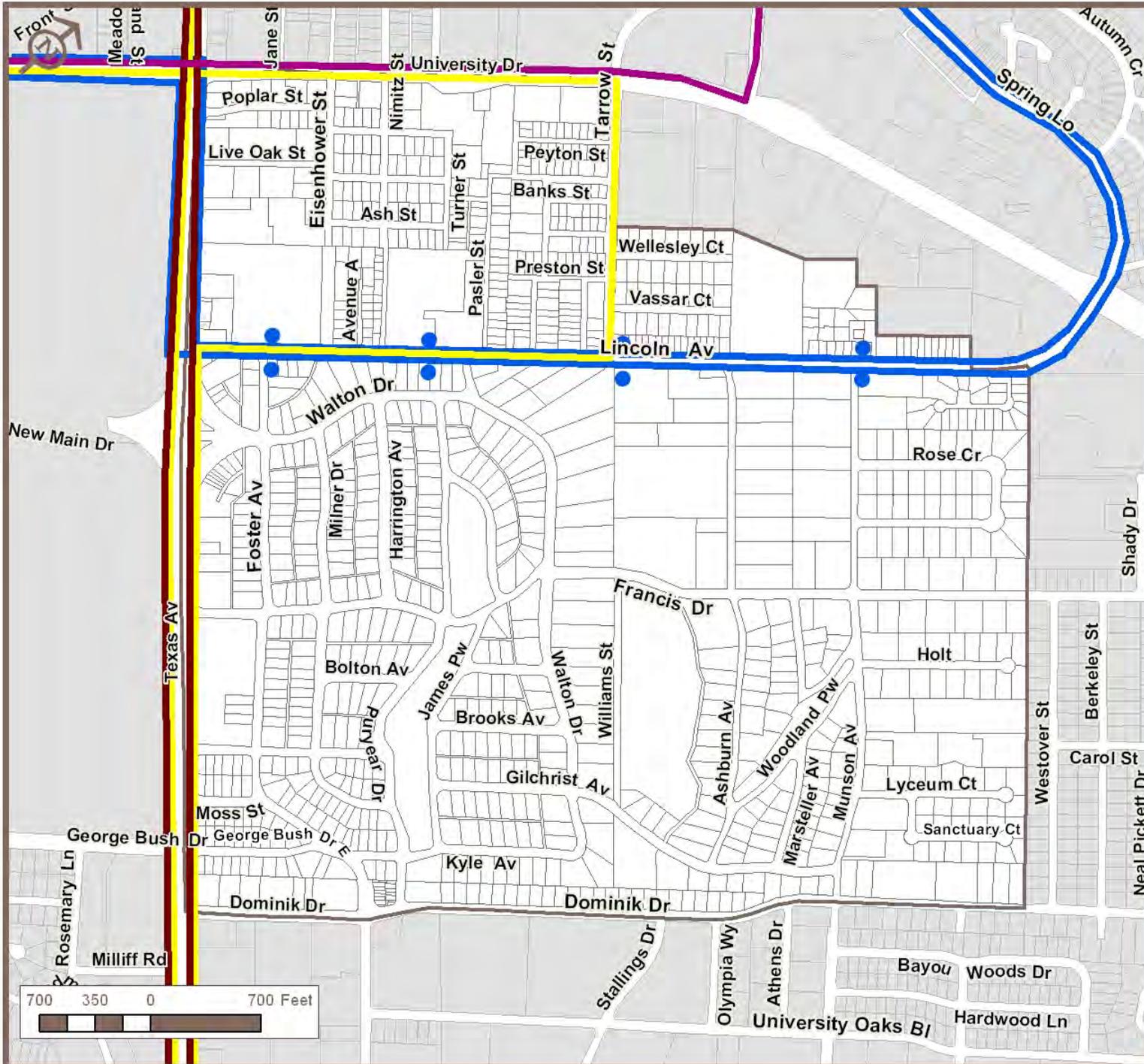
## Map EC. 20 Bicycle Parking



- Planning Area
- Bicycle Parking
- 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
- Other Existing Paths

# Eastgate Neighborhood Plan

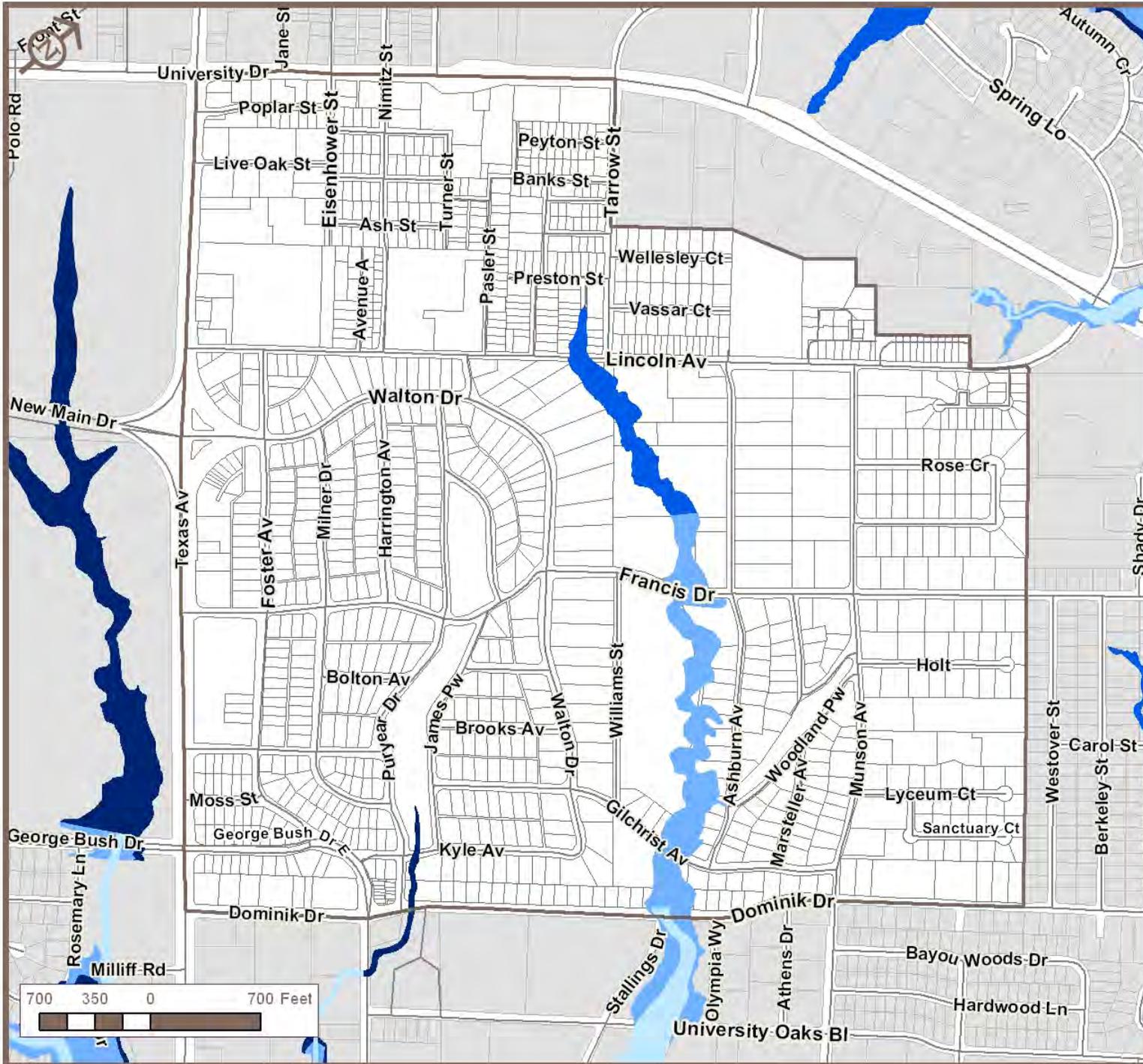
## Map EC. 21 Transit Routes



- Planning Area
- Transit Stops
- District - Purple
- District - Brown
- District - Yellow
- TAMU - Reveille

# Eastgate Neighborhood Plan

## Map EC. 22 Floodplain



- Planning Area
- Zone AE - Floodway
- Zone AE
- Zone A
- 0.2% Annual Chance of Flood

# APPENDIX B PUBLIC INPUT SUMMARY

## Overall Comment Summaries

Chart B.1, **Overall Votes by Plan Element**  
Issues and Opportunities Meeting Overall Category Vote Tabulation

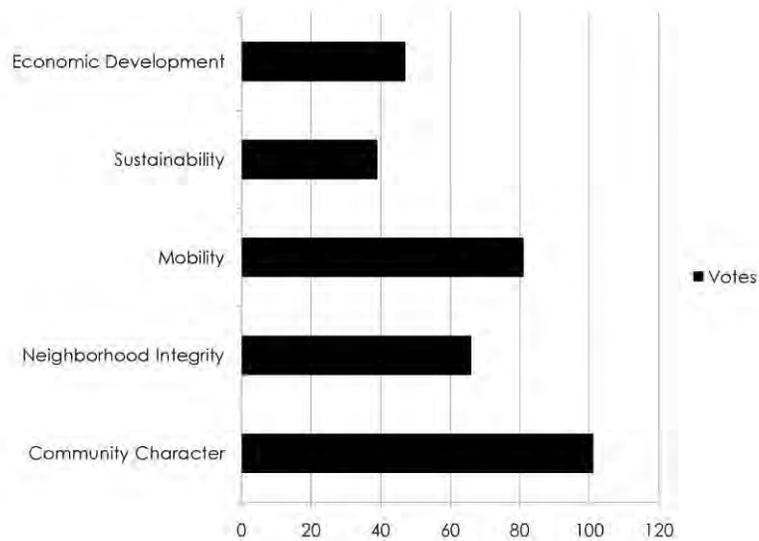


Chart B.2, **Overall Primary Issue Votes by Plan Element**  
Issues and Opportunities Meeting Overall Primary Issue Vote Tabulation

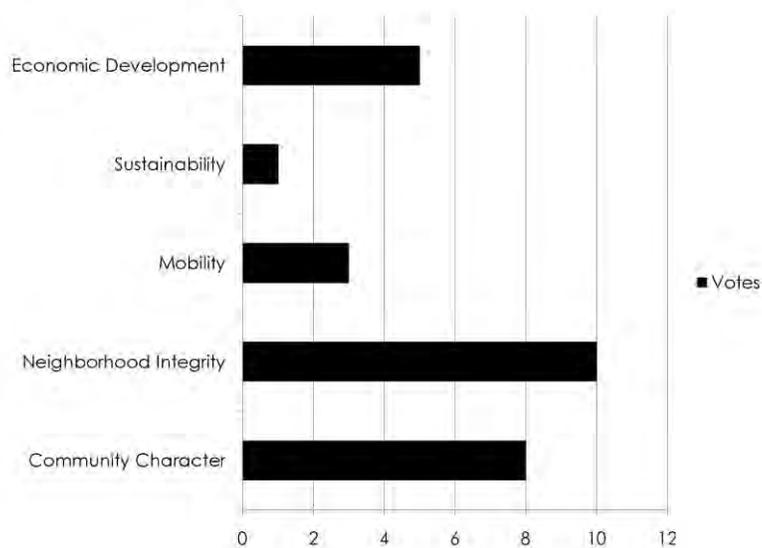


Chart B.3, **Votes by Individual Topic**  
 Issues and Opportunities Meeting Overall Votes by Topic

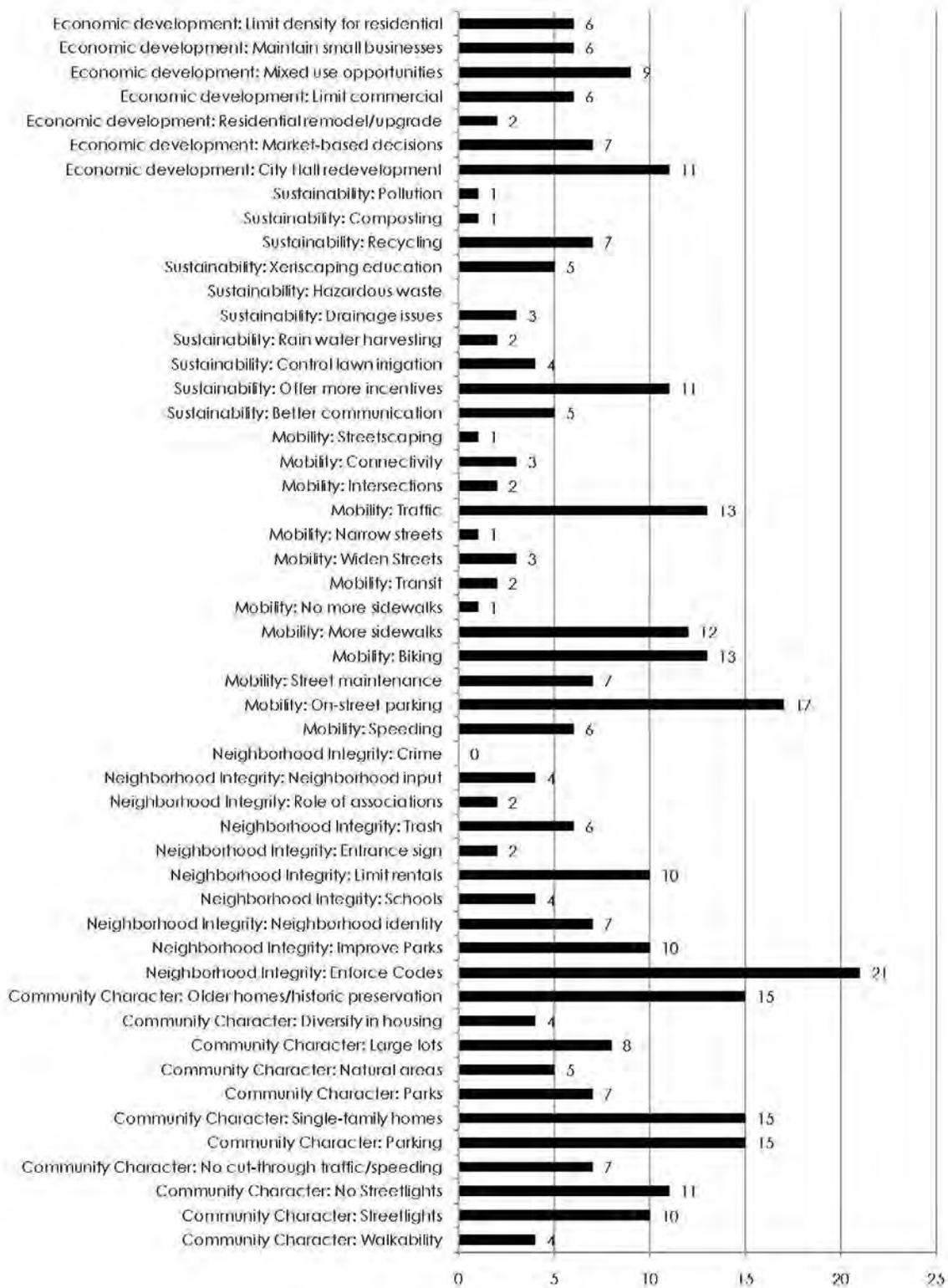
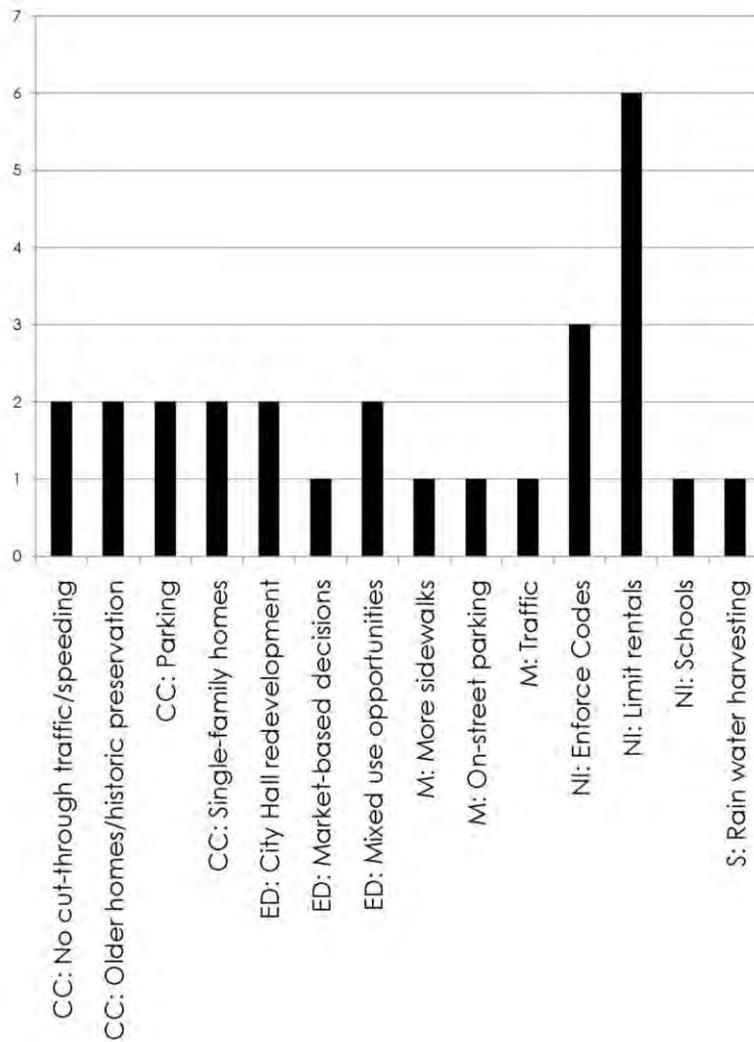


Chart B.4, **Votes by Individual Topic**  
 Issues and Opportunities Meeting Primary Issue Votes by Topic



### Issues and Opportunities Meeting Full Comment List

#### Community Character

##### Walkability

- Walkable
- Need a way to get back to wolf Creek Park. Add sidewalks along Dominik and Harvey
- Walkability to school
- Pedestrian access businesses
- Walking access to perimeter mixed use areas
- We walk daily at the veterans park
- Because we like veterans park. It has nature & is relatively uncrowded
- No sidewalks are good – not needed
- Sidewalk/pedestrian access to retail/commercial areas

- Dominik is not safe to walk on. It's too fast & has no safe place (no sidewalk) to walk

#### *Streetlights*

- Street Lights
- More street lights
- Would like more street lights, please
- Lighting
- Expand lighting
- Finish street lights
- We need a good illuminated streets as this keeps neighborhoods safe. No colonial lights! Those could be add decoration but not the only street lights.
- Improve Lighting

#### *No Streetlights*

- No street lights
- Street lighting – already underway
- Start or research a “save the night sky” to reduce light pollution and save energy
- Remove “new” street lights that are short and don't work well

#### *No Cut-through Traffic/Speeding*

- Don't like cut-through
- Traffic. Speeding is a problem
- Traffic is a problem
- Traffic
- Slower speed around park
- Speed reduction
- Eastgate improvement speeding
- Traffic on Foster
- Munson divides the neighborhood. Traffic awful
- Too many renters – unrelated – to a house

#### *Parking*

- Don't like lots of student parking
- Infill. New houses need enough parking in the back. It would be nice to have family not student housing
- Code enforcement parking
- More street parking rules nighttime?
- Traffic parking
- Change Lincoln to parking on one side of street

#### *Single Family Homes*

- Single families
- Want same density. No subdivision of lots
- Design of new SF is for renters
- Families
- Change the terminology. Not “regular” homes vs. rent homes. They are all homes and should all have the same rights & responsibilities of the occupant

### *Parks*

- Parks
- Parks
- Parks for kids in walking distance
- Thomas park
- Most of Bryan parks are better than CS parks, most of CS parks are better than Thomas park
- Good green space between George Bush & Dominik
- Don't remove steel slide from Thomas Park
- Thomas Park is a definite part of the character

### *Natural Areas*

- Change the proposed "reserved natural area" behind College Hills to "protected natural area"
- Trees
- Trees
- Natural landscaping (vegetation)
- Trees
- Wildlife
- Wildlife
- No more develop
- Trees
- Integrity: wildlife
- Wildlife
- Organic neighborhood around. Wildlife conservation projects
- Natural areas
- Floodplain conservation
- Green space

### *Large Lots*

- Large lot sizes
- Large lots
- Large lot sizes
- Large lots
- Redevelopment that is occurring is high density as compared to the original structures
- Large lots

### *Diversity in Housing*

- Diversity
- Diverse appearance
- Diverse housing types
- Like different types/looks of houses
- Mixed home sizes
- Very established neighborhood. Variety of architecture
- Neighborhood reminds me of "leave it to beaver" which is why I bought there
- Houses of different character
- Variety
- Bigger homes
- Diverse
- Variety of home types

*Older Homes/ Historic Preservation*

- Older homes
- Older homes
- Older Homes
- Yes history should be preserved. Work and it as is to be better. I would miss my neighborhood because it is a wonderful neighborhood. What elements is, that it is a wonderful neighborhood. Community character is wonderful.
- Are historic homes already preserved (I see plaques?)
- Eastgate attraction: old homes
- Compact neighborhood, old trees, walkable, diverse (not cookie-cutter). Close to campus

*Neighborhood Integrity**Enforce Code*

- Enforce building maintenance code
- Lack of code enforcement
- Some poor home/garden maintenance
- Quiet
- Code enforcement (notify, expand)
- Noise abatement
- Code enforcement. Development Oversight
- Stronger Code Enforcement
- Need code enforcement
- Define and enforce "single" family housing. 4 college kids plus boy/girl friends with 8 vehicles is NOT single family
- Code enforcement must mean code enforcement

*Improve Parks*

- Speed reduction. Parks better maintained (lights) grass, playground equipment
- Lions Park. City Trees & grass. Bathrooms needed in park
- Bad. Loss of park trees cut down
- More parking space at Thomas Park
- Lion Club Park improvements (play equipment)
- Invest in Thomas park
- Center: Thomas Park
- Invest in Thomas Park
- Shelter at Playground
- Keep Ashburn Park
- Parking at Park
- Parking at Park
- Adopt a park for neighborhood association to clean up trash
- Too much in natural area. Adopt-a-park?
- Improvements to Thomas Park

*Neighborhood Identity*

- Lack of neighborhood
- Define the 'neighborhood'
- History of neighborhood
- Pride of ownership
- Proximity to TAMU attracted me to Eastgate

## ADOPTED 06-23-11 | Eastgate Neighborhood Plan

- Proximity to A&M
- Distance from TAMU
- Born & raised in the community
- Centrally located
- History of Eastgate should be presented & honored
- Safe Neighborhood. Nice educated people. Privacy on neighborhood. Close access to everything in College Station- Markets Pharmacies- Schools, Restaurants.
- Lot coverage in neighborhood conservation district
- Closeness to College Hills & A&M
- Character. Given that we are next to one of the largest universities in the USA, I think there is a good balance between the interest of students and families

### *Schools*

- College Hills Elementary
- Elementary school. Zoning change
- School was considered best, not it was slammed by rezoning. New families not attracted
- Good. Thomas Park. Large old trees schools

### *Limit Rentals*

- Limited unrelated in S.F. rentals
- Renters
- For free development of something being called "single family" are nothing more than small dorms. City Codes (not using deed restrictions) are ruining the area
- Rental Property
- Rental properties discourage single families
- Student renters
- I would leave if the neighborhood majority became driven by profit and stopped being a neighborhood
- Rentals
- Go elsewhere: student-dominated houses
- Stop the "4 bedroom single family rental units" These are condominiums
- I would leave if over student populated loss of a good balance
- Move somewhere else, too many students

### *Entrance Sign*

- Need neighborhood entrance sign

### *Trash*

- Trash Remedy
- Beer bottle litter

### *Association Process*

- Community Gardens
- Go door to door to meet neighbors
- Neighborhood organization. Community gardens
- Welcome committees to welcome new residents
- Community bulletin board at Thomas park

- Gardening materials. Set up a “big exchange” neighborhood meets in Thomas Park and exchanges paints, constructive materials etc. With each other.
- Community park board for announcements and news

#### *Neighborhood Input*

- Social neighborhood association
- Participation social events and personal connections
- Social Events for neighborhood
- More neighborhood meetings
- Don't expect neighborhood association to do the city's job

#### *Crime*

- Leave: Crime

#### *Mobility*

##### *Speeding*

- Speeding is becoming an issue
- Speed limit and enforcement
- Check speeding we need that. Too fast
- How do you get a speed gizmo on your street. No need for side walk
- Slower speed around Thomas Park
- Cut through speeding on Walton
- Speed bumps
- Speed bumps on Munson or better enforcement of speed limit
- The speed limit should be lowered to 25 MPH on most (or maybe all) residential streets except for ‘major collectors’ such as Lincoln, Dominik, or George Bush E.
- Reduce the speed in the area
- Slow traffic on Francis next to Thomas Park
- Reduce speed limit
- Speed signs

##### *On-Street Parking*

- At Thomas Park along Puryear. Parking along one side of street
- No parking on Gilchrist. Dangerous
- On-street parking regulates speeding
- On-street parking
- Students are fine living there, they are respectful and until now, at least on Gilchrist there are no problems with them. But the big problem is the parking on both sides of the street
- Are there issues for emergency vehicles?
- Permit parking for large events
- You may need to have more parking on one side of the street on some major streets but I think it should be rare to prohibit parking on both sides of the street because many older houses don't have large driveways
- On street parking regulates speeds
- Parking is a major problem-narrow streets-Cars on both sides

- Limit parking (by limiting number of renters on rental property) therefore less parking in street. If parking on street maybe permit parking
- Streets are too narrow to permit parked cars on both sides and to have both ways traffic
- On-street parking 24/7/365 is the greatest mobility issue. It isn't safe for walkers, drivers, or people trying to get out of their driveways
- Off-street parking must be provided by owners of property. Code enforcement needs to treat early & often
- Spacious parking especially around Thomas Park on both sections

#### *Street Maintenance*

- Some of the streets are in need of repair
- Street repair
- Curb streets around Thomas Park with parking areas. Save Trees
- Francis St wavy/Rough near Glen Haven
- Chip sealing was messy and prevented kids from using street, scooter/roller blades
- Some street and curb work need in a number of places
- Road improvement
- Improve drainage
- Surface (road) on Walton
- Big hump going south/north on Puryear at Francis
- I was almost killed by a large hunk of wood sticking out of a trash can in a bike lane. Education? Better enforcement.
- Water drainage at south end of Puryear. Heavy rain-many lakes

#### *Biking*

##### **Bike Lanes**

- Bike lane on Frances (Many bicyclists to College Hills & A&M Campus)
- Add more Bike lanes, especially on Francis St on School side
- Need to have a safe way to bike on Lincoln
- Well marked bike lanes with road-bumps
- Area is becoming hard to ride bikes in area
- More bike lane
- No bike lanes
- Bike needed on Lincoln
- Bike lanes look to cities like Seattle and Portland for examples
- Bikes space around the park and all along Puryear as there is more bike traffic from Lincoln & Harvey coming from University
- Bike paths: more & well unmarked, including Munson

##### **Bike Routes**

- Marked bike routes down Foster
- Need designated bike routes (No riding on sidewalks)
- Wow-it would be so nice to be able to bike to Wolf Pen Creek Park from our area!

##### **Bike Enforcement**

- Bike lane enforcement
- Enforced Bike lanes

- Keep cars out of bike lanes

### Education

- Lack of acknowledgment of bikes/pedestrians by cars

### Encouragement

- Provide incentives for biking and walking. Tax deductions? Air pump stations? Education
- Sponsor a bike club
- Offer bicyclists tax rebates
- If people walked or biked more, they wouldn't have as much traffic to complain about! Encourage biking or walking to local businesses

### *More Sidewalks*

#### In General

- Sidewalks
- Better sidewalks
- Sidewalks
- Some more sidewalks
- Sidewalk. (safety and children walk to school)
- No sidewalk in the community
- Area has become hard to walk
- Sidewalks on both sides of streets
- Sidewalks n the perimeter streets of the neighborhood
- Major sidewalks should be multimodal
- Sidewalks both sides of the streets

#### Specific Locations

- Sidewalks all the way down foster
- Sidewalk on Lincoln would be great
- Sidewalks on Lincoln
- More sidewalks & wider sidewalk on Munson. Need sidewalk on Walton and on Tarrow and Rose Circle
- Need to walk from Eastgate area to Wolf Pen Creek park. Need a safe way across Harvey
- Need sidewalks on Foster/Lincoln
- Sidewalks on Walton past the park would help improve workability to campus
- Sidewalks on major pedestrian collector streets. Walton & Lincoln

### *No More Sidewalks*

- New sidewalks may kill mature trees

### *Conflicts on Multiuse Paths*

- Do not put a bike lane through the natural area behind College Hills. Leave it a natural buffer zone
- Thomas Park problem: Jogging path used by bicyclists
- Problem: biking on sidewalk of Thomas park. Kids not a problem its workers at Blue Baker, etc. who use sidewalk

- Can we get bikes out of a park walk?

#### *Transit*

- Transit is well/good
- Bus system to reduce amount of car use
- We have transit good. A&M bus good
- Bus top along George Bush near Dominik
- Change game day bus rout
- Bus traffic on game day
- Slow busses down on Walton

#### *Widen Streets*

- Widen Streets
- Widen roads means some loss to owners
- Some roads are much narrower than others

#### *Narrow Streets*

- Narrow Streets
- Winding streets
- Narrowing Dominik to calm traffic has not worked! It is extremely dangerous with no striping on-street parking

#### *Traffic*

- Traffic on Foster
- Street development streets are becoming a problem
- Munson is a severe problem for those who live on it
- Less traffic on Munson is needed
- Sync traffic lights

#### *Intersections*

- Four way stop at Walton & Francis
- Need a safe way to get across Dominik with stroller. Bumpy & grassy now
- Put a crosswalk to cross Lincoln into Best Buy parking lot
- My friend who lives on Dartmouth cannot cross to get bus on Harvey because of right hand through traffic
- Access management problematic for George Bush/Dominik

#### *Connectivity*

- How will Wellesley & Vassan Ct connect to the new development to the east? How about how I t connects to Lincoln?
- Extend Foster south through to Dominik
- Dense street network is good
- Streets are generally safe

#### *Streetscaping*

- Center divides (planted) on wider roads
- Code enforcement on corners blocked by planting or fences

#### *Sustainability*

*Better Communication*

- Better publicity of current city programs
- Encourage property management companies to ask tenants for the permission to share their email addresses with the city & neighborhood associations so newcomers can be in the loop automatically
- City needs more communication with the community. What is available (resources)
- Community with the students helps to keep issues under control
- Post rebates in utility bill newsletter
- Fliers and hazmat
- Link of the front-page of website to E-notify
- Offer workshops on how to research alternative energy (solar)
- Notification by city of lot? In place for building projects
- Include students
- Improve relations with student renters
- Find average electrical usage for neighborhoods Put a ☺ or ☹ on each person's bill if they use more or less than the average

*Offer More Incentives*

- Offer Rebates (solar)
- Insulation rebates for existing homes
- Offer incentives to replace 5 gal flush toilets
- Existing home insulation rebate
- Reverse charge. Solar incentive
- Encourage solar panels
- Offer rebates for other items. Metal roofs, added insulation
- Offer an incentive to reduce water consuming landscape
- Less water incentives. Reward program "water & energy rewards"
- Rebates for water efficiency. Improvements. Rain barrels, water saver toilets.ect
- For water or hot water on demand rebates

*Control Lawn Irrigation*

- Controlled better watering of lawns (lots of run-off)
- Water Lawns less
- Save the oaks. Stop irrigating
- Water meter separation. Irrigation and water meter service

*Rain Water Harvesting*

- Reducing water harvesting
- Rain barrel rebates
- Collection of rain water to help conservation. City Proceed
- Offer rain barrel training
- Rain water harvesting projects
- Rainwater collection rebate program
- Rainwater collection – perhaps with city helping in funding
- Water conservation projects
- Rain water collection system

*Drainage Issues*

- Drainage problems on Tarrow at banks & at Lincoln

## ADOPTED 06-23-11 | Eastgate Neighborhood Plan

- Richard Carter Park (and other parks too) are very dry why doesn't the city lead the way and use the parks as 'demonstrations' showing how the citizens can help.
- The city has the equipment & personnel to keep dead wood & trash removed so that the water doesn't reach up on residents like the men behind the homes on Berkley & near Pickett & marry oaks
- I would like to know how to fix the drainage on my property
- Concrete drainage
- Mosquito control needed
- Standing water
- What can you do when you have lots of drainage around your house

### *Hazardous Waste*

- More frequent hazardous waste collection

### *Xeriscaping Education*

- Xeriscaping education saving "oaks" project
- Rewards for xeriscaping
- Community xeriscaping education
- Plants in CS parks that require less water/maintenance
- Offer classes in xeriscaping

### *Recycling*

- More plastic numbers recycled
- Charge money for people who don't recycle
- Expand recycling programs for more items plastics glass
- Recycle bins
- Recycling energy rebate water conservation. Ecofriendly
- Recycle green bottles
- Recycle cardboard
- Recycling multi-family
- Use container Bins instead of plastic bags for recycling
- Recycle more. Recycle info. Let people know what is & isn't recycled cardboard
- Boxboard recycling. I see a lot of cardboard being thrown away on curb
- Better marketing for recycling program to newcomers
- Increased info about recycling opportunities

### *Composting*

- Compost facility nearby

### *Pollution*

- Small treatment plant. Problem getting worse
- Creek behind elementary is polluted (according to A&M biologist friend of mine) maybe we could limit fertilizer & pests.
- Improve bad smell from sewer treatment plant on spring loop

## Economic Development

### *City Hall Redevelopment*

- Redevelopment of City Hall location
- Keep the city Hall where it is now. It serves as buffer zone
- Keep the land behind city hall empty of development. Turn it into parkland
- Keep buffer around neighborhood. When C.S. sells current offices/land don't put in large retail center.

#### *Market – Based Decisions*

- Commercial development is at owners judgment
- Infill should be at the owners judgment

#### *Residential Remodel/Upgrade*

- Redevelopment: We should encourage remodeling & upgrades of older residences like we have seen at Southgate
- Using land appropriately for both property owners & residents has to make sense. Use of wide buffers & moderate development makes sense. Re-development using up-grade (Nice homes) i.e. Southside- when individuals can capitalize on the proximity to the university

#### *Limit Commercial*

- No business or commercial in areas where I live
- No big boxes on fringes of our area
- No development in neighborhood
- Business not appropriate, bars opened late at night
- Weight of commercial zoning in and around residential area west of Tarrow
- No Bars- no kind of business to affect the school
- Limit development like large restaurants across from Hilton. No fountains (large scale)
- I have concerns about commercial business located on Lincoln and Kyle areas
- Land use transitions are good
- Commercial on Texas Ave limit height & have exterior design guideline character/curb appeal
- Less commercial in neighborhood
- No bars or nightclubs
- Would not like the mix of commercial options
- Building dwellings that are negative to property value
- Manufacturing. Chain store. Restaurants

#### *Mixed Use Opportunities*

- Ok mixed use options on University & Texas
- Culpepper Plaza- would be great as a commercial center for out area. It's of little value now
- Mixed use near campus would be a positive redevelopment
- We need a downtown. Texas Ave including the old hotel at Texas & University
- Eastgate is different because of the mixed commercial around the edges
- Be innovative- look at cities that have built smart commercial mixed use structures- ones that give downtown feel (San Diego, Oregon)

## ADOPTED 06-23-11 | Eastgate Neighborhood Plan

- Need community stores; Groceries, Post office, Library Satellite \*Culpepper Plaza\*
- Mixed Use
- Study existing towns in northeast and how they developed
- Downtown square idea in Eastgate town center. Look at Sugar Land
- Harvey Road Business – not walkable

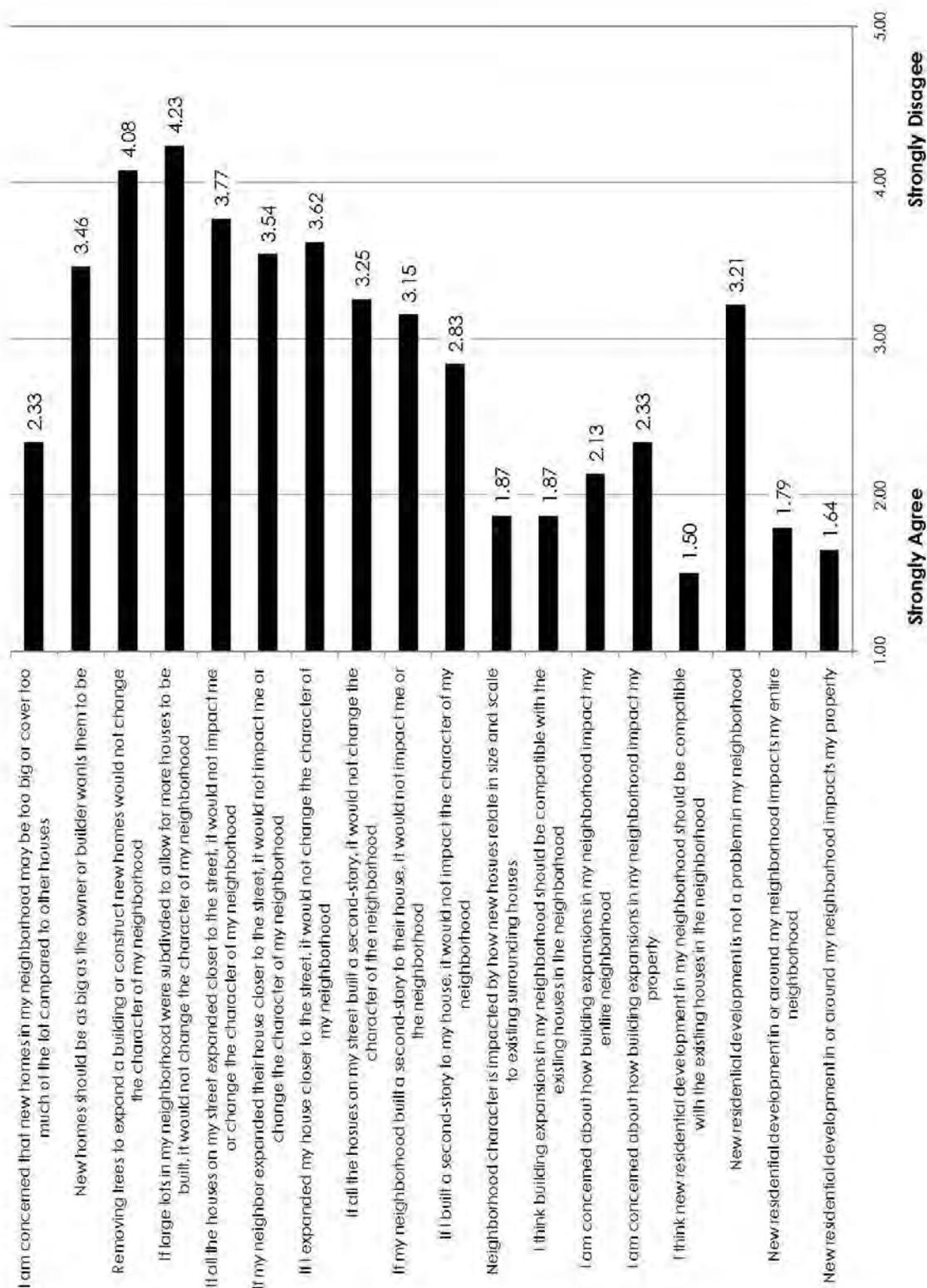
### *Maintain Small Businesses*

- Maintain small business properties/opportunities
- Grocery/produce or meat market. Farmers market i.e. somewhere to buy groceries
- Desired business: pharmacy/small convenience
- Small businesses. No big box stores
- Boutique retail/restaurants
- Post Office, grocery store, café, community center, library satellite in culpepper and Eastgate
- Galleries, educational
- More Café in area
- Office space, small store, restaurants (non-chain mixed Use)

### *Limit Density for Residential*

- Limit high density residential
- Keep apartments off Texas/University
- No apartments
- Infill, people should be allowed to build whatever they would like as long as it is single family
- Build in the same style do not build multiple apartment units in single family zone
- Line between Texas Ave & single family should be green area

Chart B.5, Residential Character Survey Responses



## Neighborhood Conservation Responses

**Question 1:** What specific attributes do you **like** about your neighborhood?

- This is a neighborhood with a "history." Everything from street names to lamp posts, it has character. I would define "East Gate" differently from the city map I received. I would say the boundaries should be Lincoln St. to Dominik and Texas Ave. to Glenhaven or even to the bypass 6. North of Lincoln and south of Dominik are very different and as a long time resident, I have never considered those as part of "East Gate."
- Number of commercial/restaurant within walk distance. Walking distance to A&M. Thomas park
- It has tremendous rarities which it has achieved without any independence
- Nearby college hills. Great School. Proximity to A&M
- Character of the neighborhood, the sense of the history of this town. It is close to many things. In the center of the town
- Large lots with older trees. Green space. Strong sense of community. Older houses. Light traffic
- Quiet and well preserved. Close to what CS has to offer. Commitment to maintaining the character of the neighborhood

**Question 2:** What are the attributes that make your neighborhood unique and special?

- Large lots, big trees, t-streets that limit traffic speed, new elementary school. Proximity to the University, the airport, shopping on both University and Harvey Rd. Older established community. Mix of old and young occupants.
- Good character. Mix of housing/residents
- We have been free to improve our houses & land as we see fit
- Centrally located, near Highway 6, University Ave.
- Old houses give the unique character to the neighborhood. Closeness to the University makes it special as well
- Large lots with older trees. Green space. Strong sense of community. Older houses. Light traffic
- Older structures, for the most part, have been maintained. Quiet and peaceful

**Question 3:** What about your neighborhood do you currently **dislike**?

- On-street parking is a huge problem. With a denser population, multiple vehicles parked on both sides of the street make navigating the streets dangerous. It also poses a problem to residents trying to back out of a driveway with a car parked immediately opposite the drive. Cars/trucks often park on the wrong side of the street and can pull out in front of an on-coming car without warning. These are also problems for the trash truck and would be impossible for fire trucks to get through
- Lack of sidewalks on Lincoln/Foster
- People stirring up trouble and interfering in other people's business & rights

- Temporary residents in neighborhood-too many to a house. Too many cars in driveways/street
- The neighborhood is becoming too crowded. It was designed and built for single families. 4-6 trucks parked in a front of a house changes the street into a giant parking lot
- Infilling/threat of infilling. Increasing number of rentals (transient residents)
- Thomas park could be improves-it doesn't seem like maintenance has kept up with use

**Question 4:** If you came back in twenty years, what would you **not** like to see changed?

- I would not want to see the large lots divided into multiple smaller ones with tiny houses or apartments that lower the value of the property they border. We have already begun to see tiny houses with no garages being erected cheapening the area. I would hope the parks and public areas would be maintained beautifully and that the Thomas Park Pool would continue to be maintained appropriately. Neighborhood integrity matters!
- Development density. Commercial mix
- I would like it to remain a family oriented single family neighborhood where people are free to improve the land and homes as they see fit
- Preservation of Thomas Park with its pool, as well as other little park areas
- Character of the neighborhood
- Large lots with older trees. Green space. Strong sense of community. Older houses. Light traffic
- I would not like to see removal of the old homes with replacement by the typical modern subdivision housing such as present in South College Station

**Question 5:** Have there been recent changes in the neighborhood that you feel **take away** from the character? If so, what are those changes?

- See the item above. Add to that, the narrowing of Dominik Dr. has created a dangerous street with on-street vehicles that limit visibility and make meeting a large vehicle hard to pass beside. No stripes on the street make it even worse. Sorority and fraternities are using large residential homes for members (who knows how many really live there) are circumventing the C.S. policy on numbers of occupants. Trash in yards is dreadful. Code enforcement needs to monitor and ticket regularly
- None
- Yes, the development of the Culpepper estate & the consequent division & replaying of that followed by the construction of a house not conforming to ??? others in the neighborhood
- Degraded neighborhood by the tremendous amount of traffic on Munson. To a lesser extent temporary & numerous residents temporarily in a house.
- New big houses built just for rent without enough parking spaces in the back. Students park in the street, that makes it difficult and

dangerous to walk and difficult and in some streets almost impossible to drive

- Loss of older trees to oak blight, less watering. Infilling/threat of infilling. Increasing number of rentals (transient residents)
- We are new to the neighborhood (purchased a home 30 days ago) and cannot comment

**Question 6:** Have there been recent changes in the neighborhood that you feel **enhance** the character? If so, what are those changes?

- Sidewalks and bike lanes are an asset. More sidewalks would be even better! Establishing Richard Carter Park is an enhancement; not maintaining it properly is not. It needs playground equipment for young children, too
- None
- People ????????, remodeling & rebuilding older homes
- It has degraded...but the additions years back of sidewalks was great
- Historical lighting in College Hills area. Renovations of some of the old houses without overly changing their character
- (blank)
- We are new to the neighborhood (purchased a home 30 days ago) and cannot comment

### Mobility Checklist Responses

#### Streets

##### Walton

- Lack of sidewalk on Walton, especially near retail at Texas Intersection
- Speeding

##### Purveyer

- Degraded Pavement
- Parking issues during TAMU gamedays
- Call for curbs on street
- Speeding

##### Francis

- Parking issues during TAMU gamedays
- Speeding

##### Munson

- Lack of sidewalk
- Excessive traffic flow

##### Lincoln

- High traffic with no sidewalks
- Dangerous to walk on gamedays with TAMU buses

##### Ashburn

- Lack of sidewalk
- Speeding

##### Gilchrist

- Degraded Pavement

##### Milner

- Lack of Sidewalk
- Call for curbs on street

## Intersections

### Walton & Texas

- Bike lane on TAMU side is dangerous when crossing during high traffic

### Walton & Francis

- Possible 4 way stop

### Individual Additional Comments:

- Bike lane on TAMU side of intersection can be difficult to maneuver if vehicles traffic is high because cars fly by and you must look over your shoulder at the turning lanes.
- Narrow roadways are a great thing, in my opinion, for traffic calming.
- Do not remove on street parking
- All roadways need to have curbs
- Need sidewalk connections to retail at Culpepper Plaza and at Walton/Texas Ave.
- Curbs along Puryear without making street wider. Need to save trees with street improvements
- There is fast pace traffic on Lincoln and no place to walk
- Traffic is not too bad (Lincoln), but on football weekends, the TAMU buses make it dangerous to walk
- Through traffic on Munson is excessive. A possible partial solution would be a 3 way stop at Munson and Lincoln. This would slow down the through traffic and possibly divert some of the north-south flow to the feeder road of the bypass 6
- The “S-curve” heading South on Munson just before Dominik should be straightened out.
- Consider 4 way stop at Walton and Francis

## Summary of Comments at Neighborhood Area Meetings

### Area 1 Meeting – College Hills Woodlands/Woodland Acres

(1/25/11 at College Hills Elementary)

- About 35 citizens in attendance.
- Neighborhood plan will recommend to remove proposed multi-use path along the back of the lots along Ashburn Ave.
- If came back in 20 years, would like the following to stay the same:
  - Desire to preserve environmental/natural areas in neighborhoods.
  - Residential character
  - Mature trees
  - Winding streets
  - Dark at night (not more streetlights)
  - Open space on lots
  - Wildlife
  - No more subdivision of property
- If came back in 20 years, would like the following to change or not occur:
  - Paving (parking) in back yards

- Conversion of surrounding areas that exacerbate traffic problems
- Tear downs
- School district zoning of College Hills Elementary for high percentage of low SES students
- Student rentals
- Area north of Lincoln Avenue would like to have new multi-family and commercial get access from University Drive or through other multi-family in the area; not access Lincoln Avenue to add traffic through neighborhood.
- Concerned about commercial creep into neighborhood.
- “Leave us alone.” (don’t want additional regulation)
- Area or part of area could do their own deed restrictions.
- Regarding City Hall property and redevelopment area:
  - Having 9-5 (daytime) businesses, offices ok; restaurants may be ok.
  - City property could serve as buffer to neighborhood.
  - Need more community meeting rooms.

**Area 2 Meeting - College Hills Estates**  
(1/26/11 at City Hall)

- About 35 citizens in attendance.
- Why is Foster Ave the dividing line between redevelopment and neighborhood? Would have single family across the street from multi-family or commercial. Allow townhomes on east side of Foster Ave with certain form and buffer standards.
- Regarding City Hall property and redevelopment area:
  - Don’t want 24 hour uses but quieter, more 9-5 type uses.
  - Some want City Hall to stay in the same place.
- Need sidewalk along Foster Ave, on Puryear over to Dominik Dr, and on Nunn St between Walton and Lincoln.
- If Foster Ave is widened it needs to be widened all the way through.
- Don’t add new rules until City enforces existing codes (like parking in bike lane, etc).
- Milner is too narrow when cars are parked on both sides.
- Don’t want repeat of buildings along Nimitz that are right up to roadway.
- Like area for having deep lots and older, mature trees.
- Thomas Park area:
  - Fix drainage issues
  - Parking is only a problem for summer swim classes and pick-up soccer games.
  - May consider Puryear Dr/James Pkwy one-way pair, need to see what it would look like
- Bus stops along Lincoln Ave can be a problem to function of street, want to have bus pull-offs.
- Have four-way stop at Francis Dr and Walton Dr.
- Poor sight visibility at the intersection of Lincoln Ave and Tarrow St.
- There is opposition to the proposed bike lanes on Walton Dr and Francis Dr.

- Parking problems on Gilchrist by school as parents park on both sides.
- Sight Distance issue on Lincoln and Tarrow.
- No priority on Eisenhower extension, wait till redevelopment.

**Area 3 Meeting – Pasler Area/ College Hill Neighborhood Association**  
(1/31/11 at College Hill Missionary Baptist Church)

- About 24 citizens in attendance.
- Want to see core ownership area in Pasler neighborhood to stay single family.
- Interested in getting historical markers for structures in the area.
- Concerned about gentrification of neighborhood and eminent domain power of City.
- Church has been located in area for 65 years.
- Want more area for kids to play, perhaps more amenities at Lions Park or better pedestrian access to Thomas Park.
- How to help core ownership area remain :
  - City can help owners upgrade current homes.
  - Area can create deed restrictions to limit rental or number of unrelated renters.
  - City can maintain streets and park area better.
  - Enforce number of unrelated renters in and around neighborhood.
- Drainage problems on older streets, particularly Pearce St and Banks St at Tarrow St.
- Don't want to widen street to meet current standard, narrow streets help slow down traffic.
- Don't use seal coat (tar and gravel) to repair streets, do an overlay instead.
- If parking is removed from street, need to install traffic calming measures to limit speeding.
- A lot of speeding occurs on Banks St.
- Keep Gilbert St open; widen/improve if possible but do not take additional land to do so as adjacent lots are fairly small already.
- Pasler and Turner streets, preference to remain narrow if rehabilitated same cross section and width of pavement should remain.
- When parking is removed traffic calming should be employed.
- Speed limit reduced to 25 on Banks.
- Seal coats problematic would prefer overlays.
- Gilbert should remain as an alley and not a street if it gets rehabilitated.
- Drainage issues at intersection of Banks and Tarrow.

## Open House Mobility Survey Results and Comments

**Question 1:** With regard to James Parkway and Puryear Drive south of Francis Drive, do you agree or disagree that the preferred Option (one-way pair option with parallel parking on Thomas Park side) vetted through the Neighborhood Resource Team is the best option to address drainage issues by providing curb and gutter, create additional parking and preserve the mature trees along Thomas Park?

Total Survey Responses: 46

- 23 - Agree (57%)
- 17 - Disagree (43%)
- 6 - No Opinion / No Response

Survey Responses in Area: 20

- 13 - Agree (65%)
- 7 - Disagree (35%)

### Agree Comments

- 20mph/speed bumps!
- Probably least expensive and safest but don't put striped bike lanes – only route. Additional sidewalk not needed since one in park already.
- Existing situation is dangerous with no way to get to sidewalks with stroller or wheelchair. Would decrease parking in yard. Help with cut through. Improve aesthetics.
- Also introduce lower speed limit all around park. Crosswalks with clear "stop for peds" signs across Francis to allow continuity of walkers
- I do not agree that there needs to be more parking created.
- Not a strong opinion on this – the priority of adding the curb & gutter would be lower, I think, then upgraded overloaded sewer.
- Goals: save trees – improve road.
- We like the one-way traffic lowering volume of cars & we like the parallel parking.

### Disagree Comments

- I'm concerned that the one-way streets would create an unneeded inconvenience. Is there any possibility of expanding the current lot and keeping the two-way streets? I like the current set up of some gravel lots and parallel parking around the park with two-way streets.
- I am on the resource board and I vetted my strong opinion against. After talking to my neighbors, they would rather see the speed limit reduced to 20mph and speed humps placed in. Making a one-way is not perceived as good.
- Bad idea. The live oak trees can be saved. The speed limit should be reduced on Puryear & James Parkway. 30mph is too fast!
- This is a terrible idea! It would be a much better idea to lower the speed, install speed bumps, and enforce!
- This is a neighbor park – not an athletic complex!
- Can you look at potential purchase of part of the vacant lots across James Parkway from the tennis courts?

- We are at Thomas Park almost daily and it is a well used park – and we have never had trouble parking or noticed water standing in the street. This seems like a huge and unnecessary expense, especially at a time when funds should be used carefully.
- Traffic two-way but parking only on one side.
- Parallel parking is a bit dangerous on road – people & kids getting in & out of cars.
- Let the owners around the park decide. I like the natural, curbsless, tree'd look now.
- Instead of making Puryear & James Pkwy one-way – make it a 20mph speed zone with flashing yellow pedestrian warnings.
- The resident around Thomas Park and the users of Thomas Park should not be used as sacrificial lambs in order for drivers to get to a destination a few minutes sooner. Texas Avenue was widened significantly in order to accommodate the population growth of College Station. It should not be considered an option to funnel traffic through a neighborhood to accommodate impatient drivers.
- Reduce the speed limit around Thomas Park. One way traffic on Puryear and James is a very bad idea!
- No one way on Puryear & James Parkway!!!! Keep Thomas Park a neighborhood not an athletic complex. Plant trees Thomas Park. Reduce speed on Puryear & James Parkway.
- The more concrete, the more run-off, and faster. This can adversely affect property downstream. This area has been working fine for a long time!

**Question 2:** Do you agree or disagree that one-way pair option for Puryear Drive and James Parkway should be extended north of Francis Drive?

Total Survey Responses: 46

- 23 - Agree (57%)
- 17 - Disagree (43%)
- 6 - No Opinion / No Response

Survey Responses in Area: 20

- 13 - Agree (65%)
- 7 - Disagree (35%)

#### Agree Comments

- 20mph/speed bumps.
- Not strong opinion.
- Only with lower speed limit.
- I think the need for parking north of Francis Drive is almost as much as south of Francis Drive.
- Less confusing if both sides one-way pairs.
- Too confusing otherwise.
- Seems logical.

#### Disagree Comments

- I believe it would be too inconvenient for the many houses around that end of the park.

- I live on the N end of James and it would be a major inconvenience.
- This will create more traffic for the folks that use Thomas Park. Driving around to get to each side. I believe this is a very bad idea.
- This is also a bad idea – it will force all the heavy traffic from Puryear to James. Drivers go much too fast on Puryear and the speed needs to be regulated.
- If you must go with the one-way, and if the homeowners facing the park agree – then I'd feel differently. But they north side access by the homeowners is different than the south. It would be awkward for them to have to drive around.
- There is no reason to extend it and it would be quite inconvenient for homeowners on those streets.
- I'd rather not see it become a feeder/faster route.
- If one way I think it should all be one way.

**Question 3:** Providing sidewalks on Pasler Street and Banks Street would require a small amount of land acquisition due to limited right-of-way widths. Would you like a sidewalk on one side of these streets to increase pedestrian access?

Total Survey Responses: 46

- 22 - Agree (61%)
- 14 - Disagree (39%)
- 10 - No Opinion/No response

Survey Responses in Area: 14

- 5 - Agree (36%)
- 9 - Disagree (64%)

#### Agree Comments

- Good idea, that would be a priority. However, it would have to be carefully vetted to ensure that adequate set back was provided and that concerned residents were properly involved in planning.
- This would be an improvement to the neighborhood.
- If the sidewalks are on the apartment side.
- As long as the property at the back side of the apt complex is used, not my property.
- I think there is enough space on either side of the street for a sidewalk.
- If sidewalk is on apartment side of the street.
- If ok with area.
- But would prefer them on the north side of the street but also on Chappel headed to the park
- Yes, would be nice for my granddaughter to be able to ride bike etc.

#### Disagree Comments

- We do not need sidewalks. Street too small.
- The street is too small – I'd change my mind if 100% of homeowners on the street wanted it.
- Not enough fast traffic to warrant the \$ and impact on homes/yards.
- An increase in pedestrian walking has cause, and will cause an increase in crime in our area.

- We don't have a lot of pedestrian traffic, we have problems with students speeding, we need speed bumps.
- Putting sidewalk on our street will not only increase crime in our area, but it will also cause us to lose some of our property.
- Don't see the need.
- Chappel St must be added to this first.

#### No opinion Comments

- This should be decided by the families that live in the neighborhood.
- I don't walk there, but I hope the City will respect the wishes of the homeowners on those streets.
- The property owners in that area should decide.

**Question 4:** An enhanced bike route on Foster Avenue from George Bush Drive East to Walton Drive is proposed. This would create a corridor that would optimize bicycle traffic by allowing free-flow travel and assign right-of-way movement to Foster Avenue. Instead of the stop signs on Foster Avenue, they will be oriented to Gilchrist Avenue and Francis Drive. This would help bicyclists commuting to and from key destinations in the area. Traffic calming devices may need to be considered for this improvement such as valley gutters. Do you agree or disagree with this change?

Total Survey Responses: 46

- 26 - Agree (67%)
- 13 - Disagree (33%)
- 7 - No Opinion/No response

Survey Responses in Area: 20

- 12 - Agree (60%)
- 8 - Disagree (40%)

#### Agree Comments

- Good idea.
- No cut through for cars – which this
- That will perhaps get more bikes off TX Ave.
- This sounds like a beneficial plan!
- Good idea to swap the stops.
- Although maybe 4-way stops? Those intersections are already confusing with people assuming 4-way.
- If safer, yes!
- This should be done to Munson Ave. as well.
- I agree

#### Disagree Comments

- I do not like the idea of changing the stop sign on Francis. Many of us who live in the area use Francis regularly when coming from the George Bush Dr./Texas Ave. intersection. It would be very inconvenient.
- The bike lanes/paths is a good idea. I am opposed to changing the direction of the stop signs. Primarily, the stop signs on Foster

force the traffic to slow down and stop. Foster is too busy for its width, not to have the stop signs.

- By changing the stop signs – people will be confused and run the sign.
- Foster is too narrow & has too much motorcycle & auto traffic for bike access – maybe make Foster one way north – changing stop signs from Foster to Francis will not improve matters. Make Francis & Foster a 4-way stop and use a central traffic calming device (traffic circle).
- Traffic gets slowed down because of the stop signs.
- Partial agreement – the marked intersections should have 4-way stop signs. I don't think Foster Ave. is wide enough now for designated bike lanes.
- Stop signs on Foster keeps traffic going slower.

**Other Miscellaneous Comments on Survey Forms:**

- I have some concerns about the multi-use path between Williams & Tarrow – need a crossing guard to cross Lincoln for kids, no visibility for kids walking to school this way. Also, speed limit on Lincoln may need to be lowered between Ashburn and Texas? I still like the 35 speed limit going toward University. Is it necessary to pave this unique wooded area when bikes can use Ashburn & Walton close by. I would prefer a nature trail for walking (unpaved).
- One way traffic around Thomas Park would be a great mistake. Lowering the speed limit would create a safer environment for homeowners/renters and visitors.
- Traffic around not only Thomas Park, but ALL city parks should be enforced at a 20mph maximum speed in order to protect park users. Neighborhoods should not be sacrificed in order to allow drivers to reach a destination a few minutes sooner. Texas Ave. was widened significantly in order to accommodate increased volume due to increased population.
- Keep Thomas Park a neighborhood park – not an athletic complex – plan more trees in Thomas Park.
- Walton – back of curb. Children – location, have to look twice.
- I appreciate the chance to provide input.
- We have serious concerns about the multi-use path planned between Lincoln and Francis. Crossing Lincoln would be very unsafe for children and even adults. The path would not be used much by children getting to school. Plus we can't imagine any of those homeowners on Walton or Ashburn would like a public path in their back yard! That needs to be removed from the plan!
- Please do not overlook the dangerous situation on Puryear between Kyle and Dominik. It is a bottle-neck – very bad for pedestrians and bicyclists. Even a cheap clearing of trees near Kyle and putting some gravel for pedestrians to walk off the street would help save lives.
- Thank you for all the hard work & planning & materials & staff availability Tues & Wed.
- One way traffic around Thomas Park (north & south) would help traffic congestion.
- Don't want changes, or more restrictions on the neighborhood. Like its character as is.

**Comments from Open House Comments & Suggestions Cards:**

- Need to take down the fence at Foster & Francis, (cannot see)
- Behind my house and the houses behind me on Live Oak there is a drainage problem after a big rain.
- A presentation by city explaining proposed changes prior to walk about info would have been helpful. One-way around Thomas Park seems to be expensive solution to something that is not that big of a problem. The \$ could be better used in improving other areas in the neighborhood. The very real problem of housing with unlimited parking to house maximum of people because of a lack of an ordinance needs to be addressed if there's any chance for successful neighborhood preservation.
- The city should leave College Hills alone. Why cram a bunch of student/singles into a family neighborhood?
- Enforce the speed limit on Dominik, Glenhaven, and Francis Drive. Speed bumps and turnout lanes would help slow the traffic in this neighborhood.
- Enforce speed limits in the neighborhood – especially Francis & Dominik where speeding occurs daily. Enforce parking on one side of the street on Westover, Berkley, etc. It is one way driving at night on these streets. Fire trucks could not get through. It concerns me that this City Council has so little power when it comes to zoning.
- Do not mix bicycle and pedestrian traffic!  
Putting bike lanes on Francis & adding a center stripe would help calm traffic. Also Dominik would benefit from this treatment as well.
- Appreciate the open house. There are a number of sensitive issues. I really hope that you get some good input and can put together an agreed plan.
- Putting the signs up in the neighborhood & the post cards are the better ways to notify us of the meetings impacting our neighborhood. You ought to ensure a City Council rep at every neighborhood meeting so they can hear people's concerns. The displays were good – thanks for the great explanations. Signs showing which entrance to use to come into the school would have been good as the front doors were locked.
- The planned multi-use path between Lincoln and Francis needs serious reconsideration! No homeowner would want a public path through their back yard! That infringes on their privacy and also creates safety issues. Lincoln traffic is heavy and fast – what a dangerous street to cross on foot. There are already plenty of other ways people can get from Lincoln to Francis without adding this path. It would affect the wildlife we enjoy in our area and does not seem to be a good use of tax payer money.
- Traffic on Francis Drive. Munson – Thru traffic going to Scott & White to get of University Drive & to the bypass to go by Scott & White pharmacy.
- We would oppose the pedestrian path between Lincoln and Francis at Tarrow. We would also dislike bike lanes in front of our house because of parking issues for our guests.
- Strongly favor 1 way on Puryear & James.
- Land Use – Area 1 needs to be Neighborhood Conservation. Sidewalks on Lincoln good idea. Sidewalks on Walton good idea if that is in addition to current bike lane & not in lieu of. Stop allowing property owners to pave entire yards for parking.

- Our neighborhood families would highly opposed for 604 Tarrow to be Zone to R-1 Single-Family but what we would love to see is a small sub-police station on the lot because our neighborhood is so heavily populated with students.
- Sidewalks on Lincoln St. are a very good idea. Also sidewalks on the apt. side of Pasler is good. As far as the rezoning of 604 Tarrow St. from C-3 to R-1 I am totally opposed to it due to our neighbor already being heavily populated with students already. Adding more students is not the thing to do and we don't want them.
- Land Use- Area 1 – Change Pasler to neighborhood conservation. Sidewalk on Lincoln – great idea.
- Thank you for seeking the neighborhood owner's input.
- I am very pleased to see Conservation areas. Some of the redevelopment plans concern me greatly. Already, land use appear to be circumvented by the building of what appears to be single family, two story residences; but closer examination will reveal those properties are, in reality, apartments. You will see private keyed locks on bedroom doors and common areas shared. These same properties have no storage or garages and inadequate off-street parking. With this condition already happening, changing zoning to high density and/or townhomes, etc will only drive up traffic on already narrow streets. The on-street parking from Munson to Glenhaven and from Dominik to Lincoln is already an enormous safety problem. The striping on Lincoln has helped somewhat, but with the sidewalks being added to Dominik & the street being narrowed with no striping makes driving very difficult especially at night.

## APPENDIX C



Based on feedback from several neighborhood meetings, James Parkway and Puryear Drive were identified as one of the major street concerns in the Eastgate neighborhood. In finding a solution, alternative options were evaluated based on the following five criteria:

- 1) Safety and emergency response including enhancement of bicycle and pedestrian accommodations, emergency response time, and driver expectancy;
- 2) Mobility and access including providing access to and additional parking at Thomas Park, and enhancing connectivity;
- 3) Community and environment including minimizing right-of-way acquisition and impacts to trees at Thomas Park;
- 4) Design including maintaining the winding road concept, providing curb and gutter, addressing drainage issues, and meeting the design width; and
- 5) Cost effectiveness of construction.

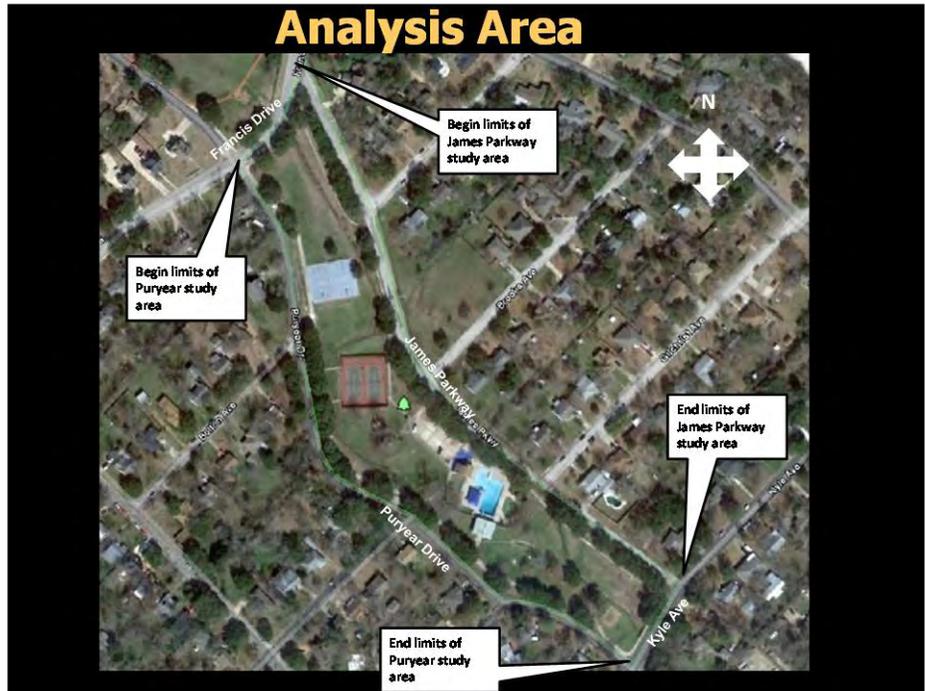
The criteria were chosen based on feedback from the neighborhood residents. In addition to transportation concerns, other related issues regarding additional parking, drainage, and tree preservation at Thomas Park were also important considerations in the analysis.

Following is the James Parkway and Puryear Drive Analysis presented March 7, 2011 at the Eastgate Neighborhood Resource Team Meeting.

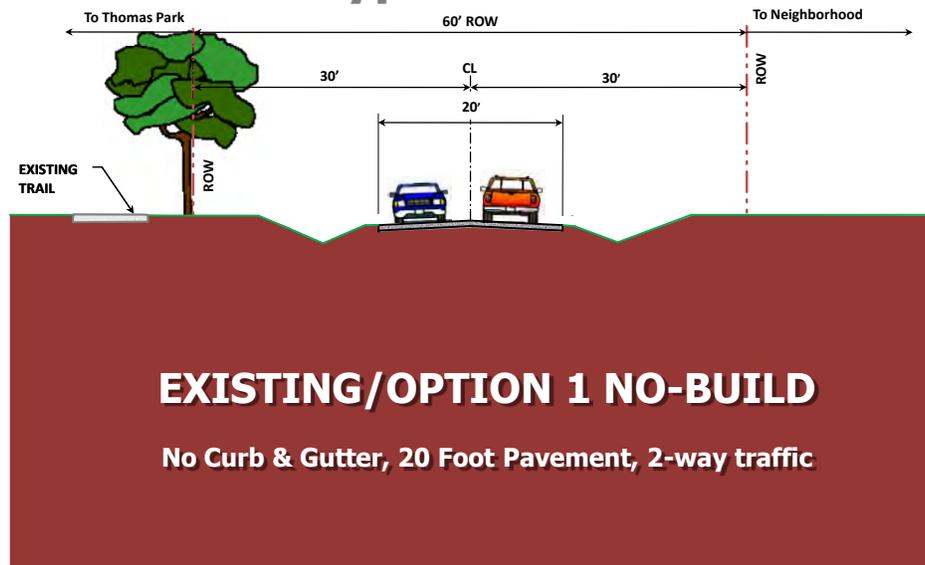


### James Parkway and Puryear Drive Alternative Analysis

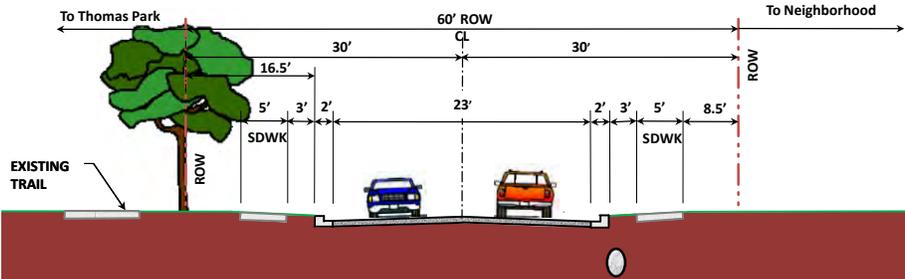
Eastgate Neighborhood Resource Team  
Meeting  
March 7, 2011



## James Pkwy and Puryear Typical Sections



## James Pkwy and Puryear Typical Sections



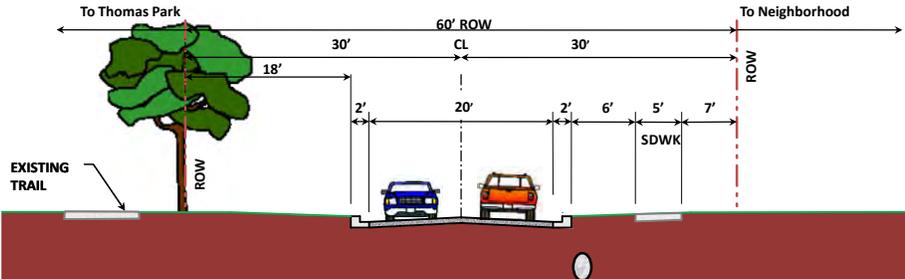
### STANDARD SECTION

Rehab Add Curb & Gutter, 23 Foot Pavement, 2-Way Traffic,  
Underground Storm Sewer System

**Standard Section**

The Standard Section is based on the Bryan/College Station Unified Design Guidelines for a roadway classified as a local residential street.

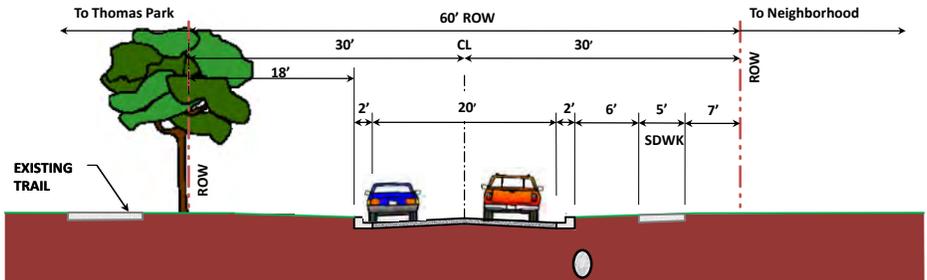
## James Pkwy and Puryear Typical Sections



### Option 2

Rehab Add Curb & Gutter, 20 Foot Pavement, 2-Way Traffic,  
Underground Storm Sewer System, And No Parking

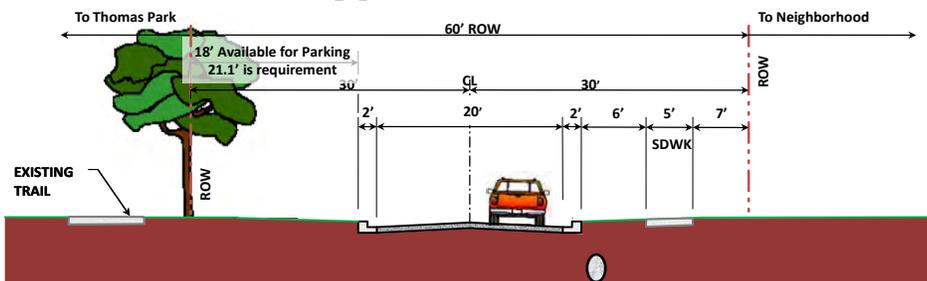
## James Pkwy and Puryear Typical Sections



### Option 3

Rehab Add Curb & Gutter, 20 Foot Pavement, 1-Way Traffic,  
Underground Storm Sewer System, Parallel Parking on  
Thomas Park Side

## James Pkwy and Puryear Typical Sections

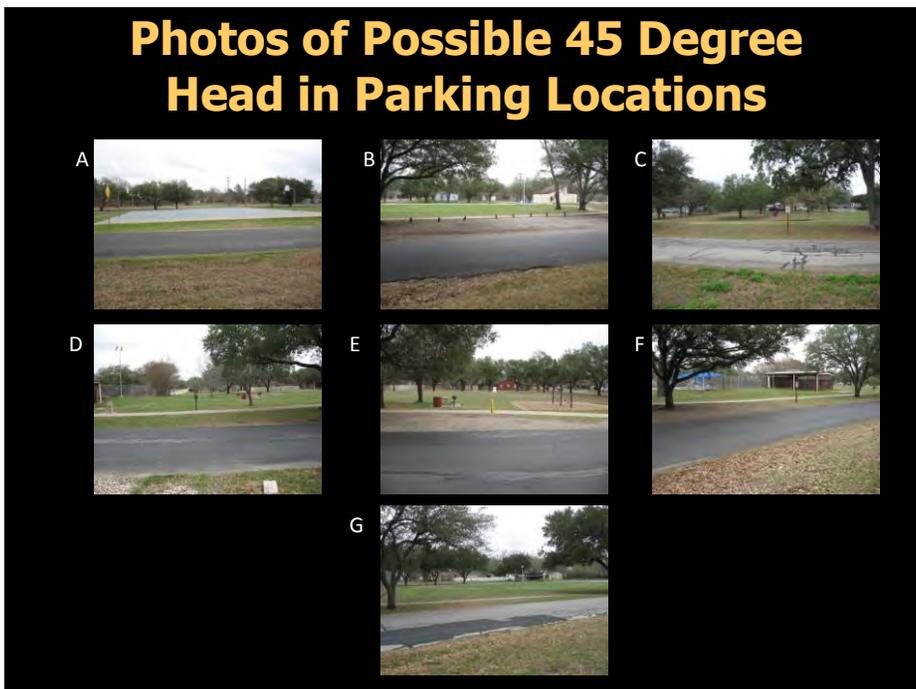


### Option 4

Rehab Add Curb & Gutter, 20 Foot Pavement, 1-Way Traffic,  
Underground Storm Sewer System,  
45 degree Head in Parking at Thomas Park at Targeted  
Locations



This map also depicts the one-way pair traffic operations. Traffic would travel one way northbound on James Parkway and southbound on Puryear Drive. Both Francis Drive and Kyle Avenue would remain two-way.

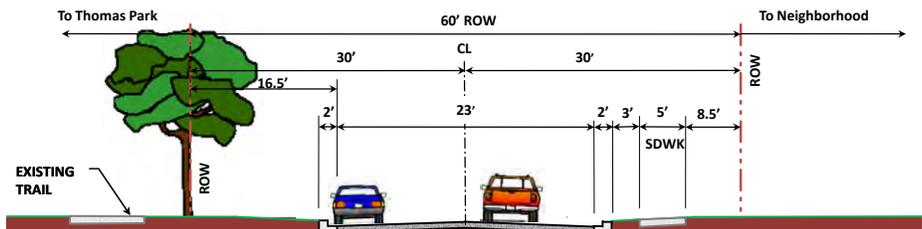


The majority of these locations are currently being used as unimproved head-in parking.

## Example of 45 Degree Head in Parking Configuration



## James Pkwy and Puryear Typical Sections



### Option 5

Rehab Add Curb & Gutter, Standard Pavement Width, 1-Way Traffic, Underground Storm Sewer System, Parallel Parking on Thomas Park Side

## Preliminary Option Planning Level Construction Estimates, Parking Totals & Vehicle Per Day Traffic Counts

### Construction Costs

- Option 1 = \$0
- Option 2 = \$2.079 million
- Option 3 = \$2.079 million
- Option 4 = \$2.126 million
- Option 5 = \$2.339 million

### Parking

- Parallel = 145 Spaces
- 45° Head-In = 35 Spaces

### Traffic

- Vehicles Per Day (VPD)
- Local Road Capacity 2-Way= 1000 VPD
- Local Road Capacity 1-Way = 500 VPD

### 2-Way Traffic Counts

- James Pkwy = 283 VPD
- Puryear = 770 VPD

### 1-Way Traffic Counts

- James Pkwy = 142 VPD
- Puryear = 385 VPD

Costs based on 2011 dollars. Traffic counts were taken on the week of March 7, 2011. Vehicles per day capacity are based on guidelines from the Institute of Transportation Engineers.

## Screening Matrix

Eastgate Neighborhood Plan James Parkway and Puryear Drive Analysis

PRELIMINARY Screening and Evaluation Matrix		Option 1	Option 2	Option 3	Option 4	Option 5					
		No Build	2 way option 20' pave no park	1 way option parallel park 20 pave	1 way option 45° park 20 pave	1 way option parallel park 23' pave					
Criteria by Goal	Measure	Est	Est	Est	Est	Est					
<b>Safety &amp; Emergency Response Goal</b>											
Enhances Bicycles, Pedestrians Accommodations	1, 0, -1	-1	1	1	1	1					
Enhances Emergency Response Time	1, 0, -1	-1	0	0	1	1					
Enhances Driver Expectancy	1, 0, -1	1	1	0	0	0					
<b>Mobility &amp; Access Goal</b>											
Provides Access to Thomas Park	1, 0, -1	0	0	1	1	1					
Enhances Connectivity	1, 0, -1	0	1	-1	-1	-1					
Provides for Additional Parking at Thomas Park	parking spaces	0	-1	0	-1	145	1				
<b>Community &amp; Environment Goal</b>											
Minimizes Right of Way Acquisition	potential acreage	0	1	0	1	0	1				
Minimizes Impacts to Trees at Thomas Park	number of trees	0	1	0	1	0	1				
<b>Design Goal</b>											
Keeps Winding Road Concept	1, 0, -1	1	1	1	1	1					
Provides Curb & Gutter	1, 0, -1	-1	1	1	1	1					
Address Drainage Issues along James Pkwy & Puryear	1, 0, -1	-1	1	1	1	1					
Meets City Design Standard Width	1, 0, -1	-1	-1	-1	-1	1					
<b>Cost Effectiveness Goal</b>											
Construction Cost	Millions	\$0	1	\$2.079	0	\$2.079	0	\$2.126	0	\$2.339	-1
<b>Total</b>			-1	6	6	6	6				

\* On neighborhood side along Puryear.

**LEGEND:**

Least Impacts/Most Desirable	1	Neutral Impacts	0	Most Impacts/Least Desirable	-1
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## Next Steps

This exercise will be added to the Mobility Chapter and a recommendation will be added to the draft. As part of the draft review, additional comments will be solicited.

On March 7, 2011, the Neighborhood Resource Team provided the following comments on the alternative options discussed during the presentation. The Team preferred the option having more parking, 145 parallel parking spaces, along these streets. They proposed that no sidewalks be built on the neighborhood side of the streets in order to reduce costs and impact to vegetation. They asked that the City strongly consider the impact to trees on the neighborhood side. They suggested that both James Parkway and Puryear Drive continue as one-way streets on the north side of Francis Drive. The team also suggested converting both James Parkway and Puryear Drive to one-way streets in the near-term to determine feasibility instead of waiting until funding via a future bond election and construction rehabilitation of these roadways. Overall, Option 3 was preferred based on the feedback received at the meeting.

Results of this analysis and recommendations are discussed in the **Chapter 3, Mobility**.