



## COLLEGE STATION CITY CENTER UPDATE

MEMORANDUM TO COLLEGE STATION MAYOR AND CITY COUNCIL

Submitted by:

Bottino Grund Architects and Walter P. Moore Associates

May 12, 2005

**BOTTINOGRUND**  
Architects

## MEMORANDUM

**To:** Honorable Mayor and Council

**From:** Nestor Bottino, Bottino Grund Architects

**CC:** Thomas E. Brymer, College Station City Manager  
Don Fazzino, Manager of Special Projects and Legislative Affairs

**Date:** May 12, 2005

**Subject:** College Station City Center Update

The following memorandum is a summary of the activities and accomplishments of the design team working with the City Center Committee and City staff in developing the College Station City Center. An initial Conceptual Site Plan was presented by Bottino Grund Architects to the Council on November 23, 2004 at a Council workshop. The Council voted unanimously, 6-0, to approve the Conceptual Site Plan.

In reviewing the plan, the Council asked for further investigation of the following topics:

- The effect of the proposed development on traffic flow along Dartmouth including the feasibility of a traffic roundabout,
- The interaction of pedestrian movement with vehicular traffic in the City Center,
- The size, maintenance program, and cost for the proposed lake, and
- How the Dartmouth Street extension could best cross the proposed lake

The City Center Committee established a scope of services for the next phase in development of the project including addressing the topics raised by Council. An amendment to Bottino Grund Architects' contract to complete the City Center Conceptual Plan was approved by Council at the February 10, 2005 meeting. Walter P. Moore, Engineers & Consultants, have formed part of the design team working on this phase of the work.

The findings of this design team are as follows:

**Traffic study: The roundabout will function properly for the foreseeable traffic volumes.**

- Dartmouth is classified as a minor arterial in College Station's Thoroughfare Plan. The classification of minor arterial applies to roadways that may have traffic volume reaching as many as 30,000 vehicle trips per day.
- The analysis by Walter P. Moore indicates that because of Dartmouth Street's physical limits on expansion to the north and the proximity of Texas Ave. and State Highway 6, under any foreseeable conditions Dartmouth will never have a volume of 30,000 vehicles per day. Only two streets in College Station, Texas Ave. and University Drive have a traffic volume of 30,000 vehicle trips per day or more.
- The proposed roundabout can adequately handle any foreseeable volume of traffic on Dartmouth and can function effectively up to at least 85% of the classification maximum of Dartmouth Street.
- The roundabout will have a traffic calming effect on this section of Dartmouth.
- The elongated shape of the proposed roundabout does not affect the function or capacity of the roundabout.



**Pedestrian Crossing at Dartmouth and Lakefront Promenade: A separation of pedestrian and vehicular traffic is recommended.**

- An at-grade crossing of vehicular and pedestrian traffic is possible and less expensive. This is not the preferable option.
- Separating the pedestrian and vehicular crossings creates a more functional intersection. The lower, pedestrian level brings the pedestrians closer to the water enhancing the lakeside experience. City staff and the consultants visited a similar arrangement at the Woodlands and found to be effective and pleasing. The crossing of the Dartmouth roadway over the promenade will require that the roadway be a bridge structure at this location. This will add some cost to the roadway construction.

**Lake Issues: A 20-acre lake independent of Bee Creek is recommended**

- The extension of Dartmouth Street through the City Center site requires that the roadway be elevated above existing grade to cross Bee Creek and to adequately meet FM 2818. Mitchell & Morgan estimated in their study that at least 63,760 cubic yards of dirt will be required to elevate the grade for the Dartmouth Street extension. If the dirt for Dartmouth is excavated on the site, a lake that is 6 feet deep and 6.6 acres in area will result.
- Two lake sizes were evaluated: a 20 acre lake as shown in the November 2004 Conceptual Site Plan and a 10-acre lake which was deemed the smallest feasible lake for a lakeside promenade.
- After visiting and evaluating the 20 acre lake at the Woodlands, the City Center Committee, City staff, and the design team felt that a 20 acre lake was more appropriate for the overall scale of the City Center development.
- The lake depth needs to be a minimum of 6 feet to maintain water quality of the lake.
- The potential costs of the two lake sizes were calculated. The 20-acre lake is estimated to cost approximately \$2.6 million and the cost of a 10-acre lake is estimated at \$1.65 million. These estimated costs include a hard edge along the promenade and stabilized earth edges around the remaining lake perimeter. The estimates do not include the cost to put into place silt screening lakes or other features to minimize the accumulation of silt from ground run-off. The costs of these potential items will be determined during the next phase of work.

**Dartmouth Street: Construction of Dartmouth Street with an embankment across the lake is recommended.**

- The original budget for the Dartmouth Street extension was \$3.6 million. This budget was to cover the cost of extending Dartmouth from Krenek Tap Road to Harvey Mitchell Parkway.
- The addition of the proposed lake necessitates a method for Dartmouth to cross the lake.
- The new plan proposes that Dartmouth be built on an earthen embankment with arched culverts to connect the two sections of the lake. A short roadway bridge will be required over the promenade. The project cost for Dartmouth and the embankment in the revised plan is estimated at approximately \$5.6 million.

**Conclusions of Phase 2A Study:**

- The total cost to build the larger lake and the Dartmouth extension at the same time is estimated to be approximately \$8.2 million.
- The cost estimate to build the smaller lake and the Dartmouth extension at the same time is estimated to be approximately \$7.3 million.
- It is preferable to build the Dartmouth extension and the lake at the same time to utilize available dirt, avoid additional costs for dirt removal, simplify the engineering, and eliminate later disruption on the site.

- These estimates include professional services and construction contingencies, but do not include costs for landscaping, or for any public art or for signage.

**Next Phase of Work:**

Bottino Grund Architects recommends that the project move from the Conceptual Site Plan stage to the preparation of a Site Development Master Plan for the entire City Center site. A Site Development Master Plan will:

- Establish phasing of the City Center Development
- Determine the primary land uses for public and private development
- Establish land development guidelines
- Establish the architectural character for Dartmouth and the lake
- Establish the streetscape and urban design guidelines for the development
- Identify other capital improvements
- Identify other public uses

Bottino Grund Architects recommends that a community input process be implemented as early as possible during the Master Planning phase of the project. This process will inform the community of the proposals made to date and encourage them to have a role in determining how the project moves forward.