

Neighborhood Empowerment Zone #4 Eastridge Neighborhood

Development Guidelines

Based on the Eastridge Neighborhood Plan, adopted 2022

DEVELOPMENT PATTERNS IN THE EASTRIDGE NEIGHBORHOOD PLAN AREA

Eastridge was developed to support the Amarillo Air Force Base which opened in 1951. The homes date from 1950 to 1980 and are mostly single-family traditional construction homes on pier and beam foundations. Refugees first began settling in this area in the 1970s after the Vietnam War and the area is now recognized as a refugee community. The percentage of owner-occupied housing in Eastridge is surprisingly high at 62%, which is slightly higher than the City's overall at 60%. The area suffers from deferred maintenance and large multi-family structures that are in very poor condition. Many homes are in need of repair and the area has a moderate-to-high number of code violations. The area has a non-traditional street pattern and while the sidewalk network is better than many of the other older neighborhoods, connectivity both internally and externally is inadequate.

Amarillo Boulevard serves as the primary commercial corridor. A number of significant Route 66 resources remain in the plan boundary on the Boulevard. The Fritch Highway bisects the area diagonally and is lined with more intensive commercial uses to the west – along the railroad tracks -- and vacant land to the east. A large amount of vacant land poised for commercial development lies to the east near the new Amazon distribution facility and Centerport Business Park.

DESIRABLE PROJECT TYPES

- New, quality constructed, single-family residential development is desirable to the Eastridge neighborhood.
- Amarillo Boulevard should not be an industrial corridor, it should be redeveloped to serve the adjoining neighborhood as a retail corridor as well as provide business services and amenities appropriate to Route 66 travelers driving the historic highway.
- The neighborhood should feature a compatible transition to the east across Whitaker as it moves from single-family residential to commercial. Parks and trails have been suggested as ways to connect to future commercial.
- The current industrial area along the railroad tracks and the Fritch Highway should be transitioned where possible to a mix of residential, retail, and commercial uses to be more compatible to future residential. The areas east of the Fritch Highway moving towards Eastern are suitable for residential redevelopment.
- The amount of vacant land along the Fritch Highway presents some interesting opportunities for innovative redevelopment as a mix of urban farming tracts and related commercial uses. One-to-five-acre tracts could be platted and sold specifically as urban farms to meet the needs expressed by refugees. Larger commercial and industrial facilities in the vicinity could be repurposed into a mixed-use complex offering craft manufacturing, business incubation, commercial kitchen, packaging/shipping, and market/event space.

DESIGN GUIDELINES

The following design guidelines shall be met when applicable to the project scope.

- No metal façade buildings
 - Architectural metal materials may be used in conjunction with other façade materials if it complements the architectural character of the project and surrounding area.
- Architectural design should be compatible with characteristics of the neighborhood.
- Non-residential projects must be located within an appropriate zoning district.
- Non-residential building edge shall be articulated for pedestrian interactions over vehicular interactions and provide significant transparency.
- Buildings shall have architecturally defined and covered front entrances.
- Garages shall not extend beyond the building face.
- For residential projects, all vehicular access and parking shall be located adjacent to a side lot line. No driveways or parking shall end at a section of the home that is not a garage.
- Setbacks shall be consistent with the prevailing setbacks on the block.
- Roof pitch and design shall be consistent with the rest of the block.
- No chain link fencing within the front yard setback. Fencing within the front yard setback shall provide at least 50% transparency.