HISTORIC NEIGHBORHOOD DISTRICT

HISTORIC NEIGHBORHOOD DISTRICT

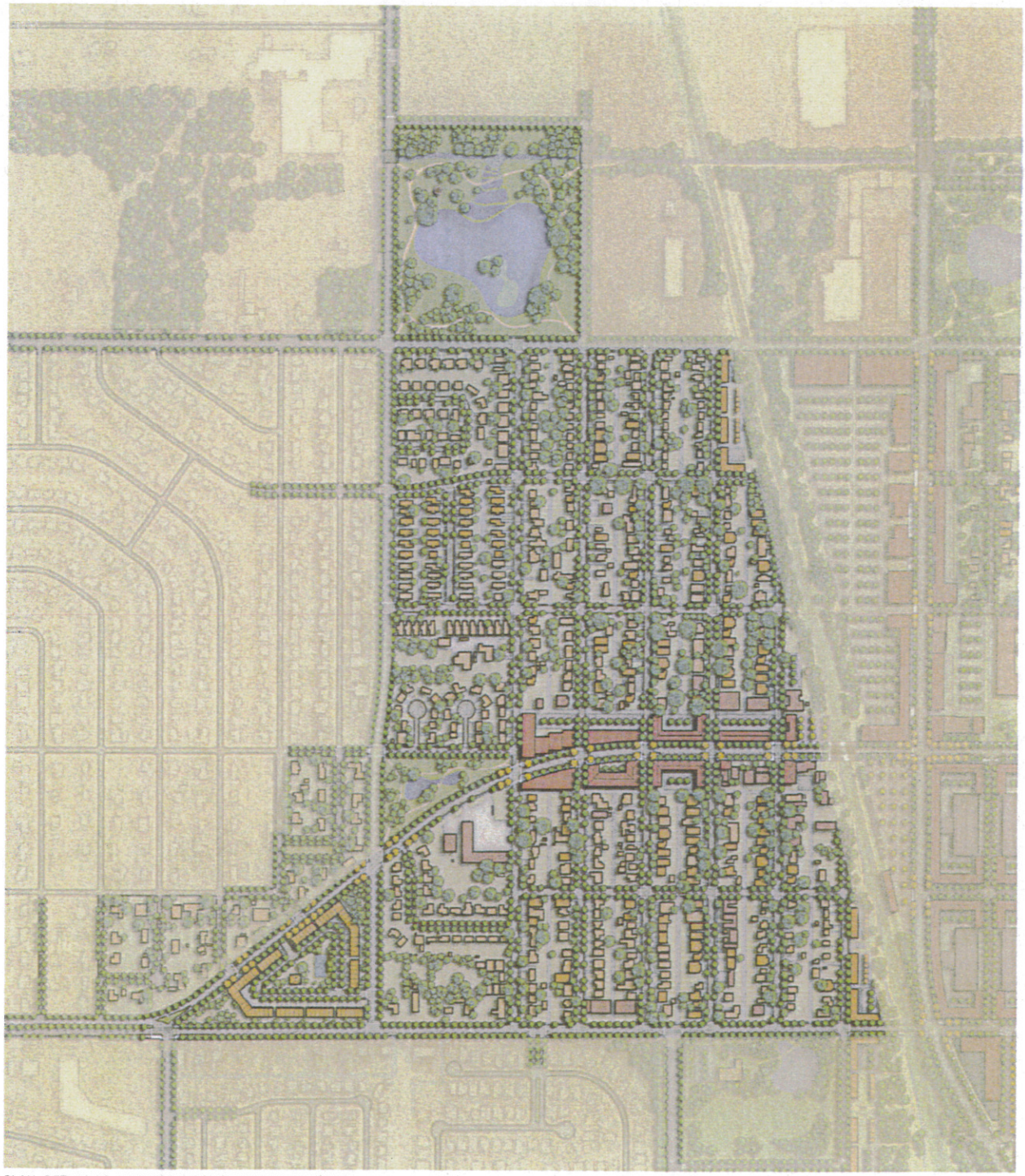
The Historic Neighborhood District, located in the northwest quadrant of Old Town will remain primarily single-family detached residential while allowing the south border of the district to remain the western edge of the Broadway/Walnut couplet. Infrastructure improvements and connectivity, district identity, and additional amenities for the neighborhood are the primary visible interventions within this district. The district will consist mostly of existing

the modified original street grid. Minor on-street connections have been made for the purpose of safety, access and linking of the neighborhood streets. Major city-wide connections have been readdressed and a one way couplet system established with Broadway and Walnut. The centralized business and retail corridors along Broadway will provide walkable support services, dining, shopping, and daily business support for the residents of the Historic Neighborhood and the Existing Neighborhood District, as well as the citizens of the Old Town as a whole.

In neighborhoods, it is important to address physical infrastructure for utilitarian purposes as well as quality of life issues for the longevity and sustainability of the district. For the Historic Neighborhood District, the neighborhood streets, alleys and connections to adjoining neighborhoods link amenities, which also address drainage issues. Parks and open space will not only handle drainage, detention and retention areas (conceptually located to the north, west, and south of the district) but also become a social amenity including gathering places, recreation, special events, and community identity. The northern edge adopts primarily vacant land to provide an extension of the Old Town ditch and terminate it into a park. This Park will contain a detention/retention pond, designed as a water feature. Although the park will be passive in nature, it may contain amenities for gathering, picnics, walking, and informal recreation. The western edge of the area is bounded by the railroad corridor to be transformed into a linear greenway utilizing the right-of-way to accommodate trails, picnic areas, informal gathering spaces, habitat and eventual drainage to Mary's Creek.

HISTORIC NEIGHBORHOOD DISTRICT

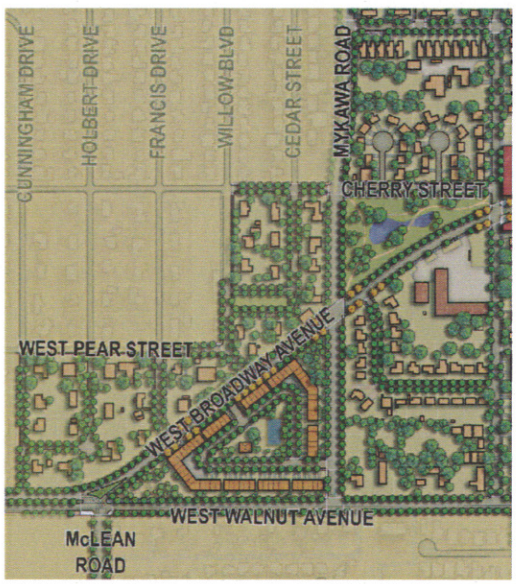
CUL-DE-SAC CREATED AT SACRAMENTO



PLAN DETAIL OF HISTORIC NEIGHBORHOOD DISTRICT

HISTORIC NEIGHBORHOOD DISTRICT

CONNECTION TO MYKAWA STREET



DEVELOPMENT AT THE END OF THE COUPLET AVENUES

BOUNDARIES

Old Town Ditch to Walnut Street;
Railroad tracks west to Mykawa Road

RECOMMENDATIONS

Select a name for the neighborhood and develop a historic district theme, identity and character for the defined area

Retain general area as primarily residential with a mixed-use commercial corridor along Broadway

Support incremental renovation of existing housing

Support the continuation of infill housing including single family, townhouses, and condominiums

Complete a detailed study of the drainage issues and complete improvements to rectify drainage problems as a result of existing public sector improvements or natural causes

Improve all key neighborhood streets to traditional neighborhood streets standards with one lane in each direction, parallel parking, tree lawn, street lights and street trees

Open, renovate and maintain existing alley system throughout residential area

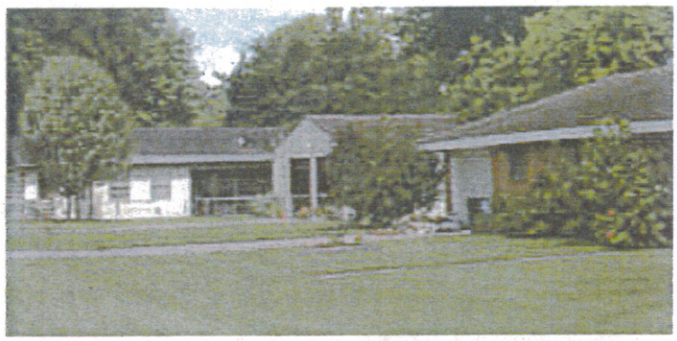
Broadway Street to be a two lane (max. three lane) one way avenue with parking, sidewalks, trees, zero lot line buildings & parking behind buildings

Allow for incremental transformation of existing buildings along Broadway

Walnut Street to be two lane (max. three lane) one way avenue with parallel parking, sidewalks, street trees, lights, bump-outs and pedestrian crossings

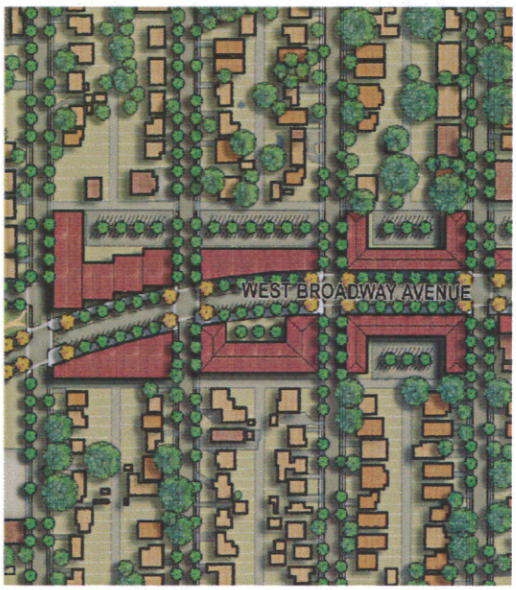
Mykawa Road to be extended through to Walnut Street per the comprehensive plan

Consider extending Plum Street to provide access to the linear park and neighborhood street connectivity

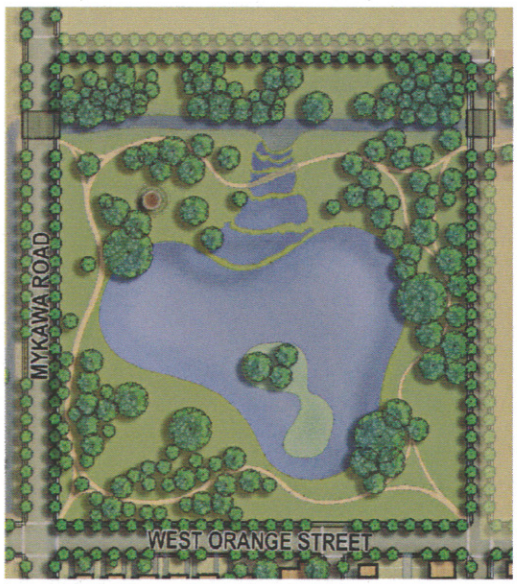


HISTORIC NEIGHBORHOOD DISTRICT CHARACTER IMAGES

HISTORIC NEIGHBORHOOD DISTRICT



DEVELOPMENT ALONG BROADWAY AVENUE



PROPOSED PARK AT MYKAWA AND ORANGE

Consider rezoning & reconnecting existing underutilized areas to adjacent residential neighborhoods in the Broadway/Walnut triangle

Consider extending Texas Street to Plum Street and providing infill housing and connection to Mykawa Road

Consider realigning the Old Town Ditch as a greenway system

Consider developing a park to the north of Orange street as part of the Old Town Ditch greenway system

Develop a north-south linear park with trails, landscape & detention/retention ponds adjacent to rail line to connect Mary's Creek to Old Town Ditch

Relocate switching station from center of Old Townsite.

Provide safe at grade pedestrian and vehicular railroad crossings at Orange, Broadway and Walnut Streets

Complete the upgrade and placement of all utilities and infrastructure in underground service corridors

Upgrade and design all major thoroughfares to incorporate walking paths, street trees, four-way stops, pedestrian crossings, and parallel parking where appropriate

Consider providing connections to adjacent neighborhoods to the south and west through Orange Street, McLean Road, Walnut Bend Boulevard, Vetrans Drive and Sacramento Street.

Develop a public sector funded program to implement infrastructure improvements

Develop a neighborhood organization to partner with the city to implement the plan

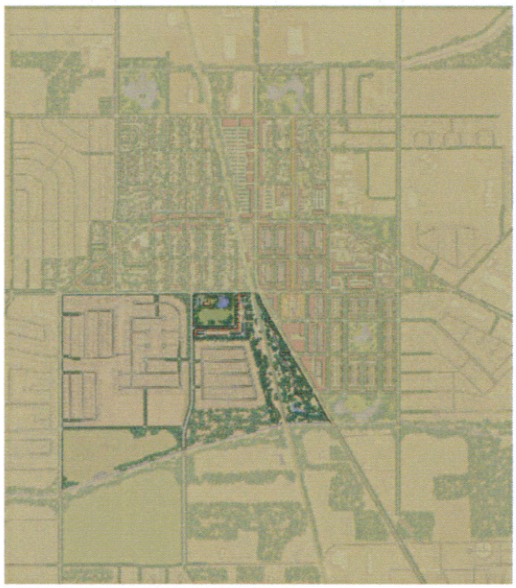
Develop a business loan program to support existing compatible neighborhood-friendly businesses

Develop a home improvement loan program limited to home ownership

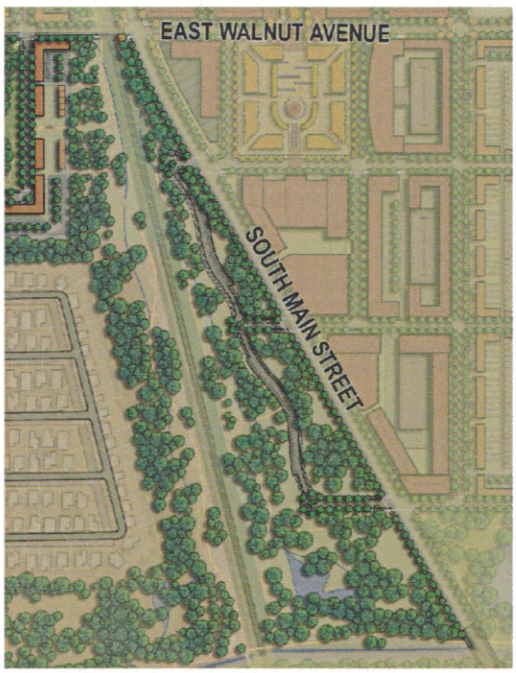
Consider a property tax limit for retired residents

HISTORIC NEIGHBORHOOD DISTRICT CHARACTER IMAGES

EXISTING NEIGHBORHOOD DISTRICT



EXISTING NEIGHBORHOOD DISTRICT



LINEAR PARK ADJACENT TO NEW TOWN CENTER

EXISTING NEIGHBORHOOD DISTRICT

The Existing Neighborhood District, located in the southwest quadrant of Old Town will remain primarily residential. Infrastructure improvements, connectivity, and additional amenities for the neighborhood are the primary visible interventions within this district. The area includes a number of existing residential developments. Whenever possible, these subdivisions should be linked via trails and pedestrian or on-street connections. It is recommended that traditional Neighborhood Development Standards apply to any new projects within this area. The proposed new neighborhood at Veterans and Walnut will provide district wide connectivity to the railroad greenway park system for users and drainage infrastructure. It will also establish the park containing district amenities for gathering, picnics, walking, and formal recreation through a multipurpose recreational field. This Park will contain a detention/retention pond, designed as a passive landscaped water feature. The western edge of the area is bounded by the railroad corridor to be transformed into a linear greenway utilizing the right-of-way to accommodate trails, picnic areas, informal gathering spaces, habitat and eventual drainage to Mary's Creek. The park trails will link to this greenway and thus to the broader system to the south through Mary's Creek and Centennial Park, a city-wide asset. Trails to the North connect to the Old Town Ditch.

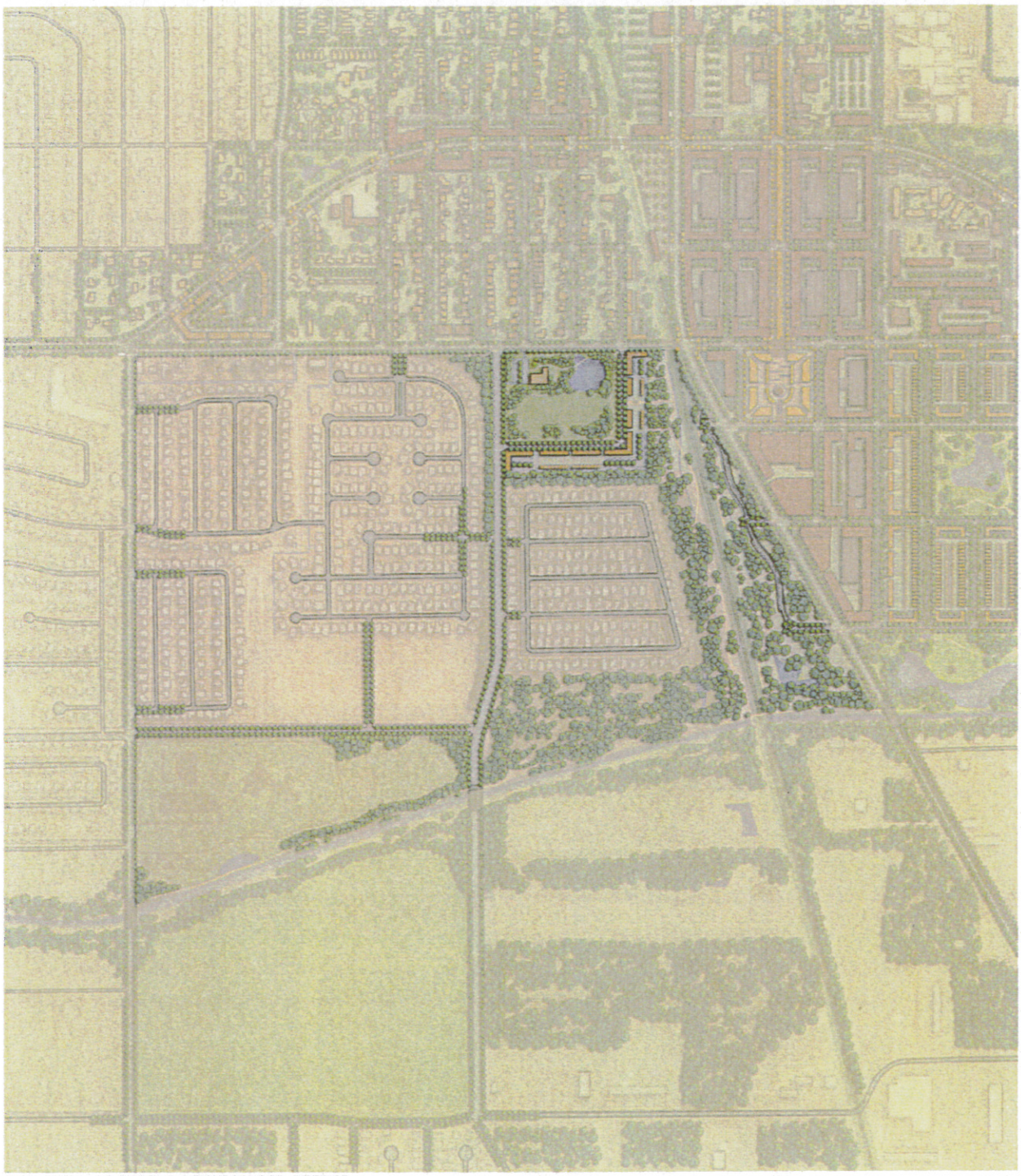
BOUNDARIES

Walnut Street to Mary's Creek;
Rail tracks west to McLean Road

RECOMMENDATIONS

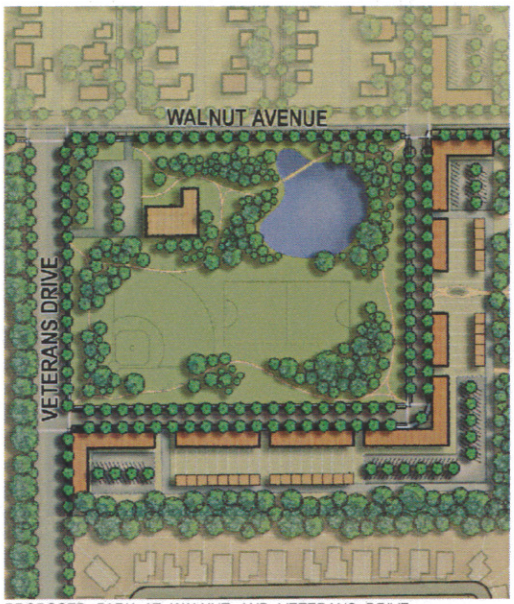
Walnut Street to be two lane (max. three lane) one way avenue with parallel parking, sidewalks, street trees, lights, bump-outs and pedestrian crossings

Veterans Drive to be improved per the comprehensive plan as a major thoroughfare but without the direct connection to Mykawa Road. Provide tree-lined street with pedestrian sidewalks and trails



PLAN DETAIL OF EXISTING NEIGHBORHOOD DISTRICT

EXISTING NEIGHBORHOOD DISTRICT



PROPOSED PARK AT WALNUT AND VETERANS DRIVE

EXISTING NEIGHBORHOOD CHARACTER IMAGE

PARK AND TRAIL CONNECTIONS CHARACTER IMAGE

McLean Road to be improved as a major thoroughfare. Provide tree-lined street with pedestrian sidewalks and trails

Develop all new neighborhood streets with traditional neighborhood street standards with one lane in each direction, parallel parking, tree lawn, street lights and trees

Increase connectivity between existing sub-divisions and to adjacent major thoroughfares

Consider providing connections to existing neighborhoods through McLean Road, Walnut Bend Boulevard, Vetrans Drive and Fite Road

Consider re-zoning area south of Mary's Creek and north of Magnolia Road as a traditional neighborhood development zone

Develop new park around the existing VFW with adjacent townhouse and condominium development

Develop a north-south linear park with trails, landscape & detention/retention ponds adjacent to rail line to connect Mary's Creek to Old Town Ditch

Develop Mary's Creek into a major greenway with walkways, trails, retention ponds, nature areas, recreation amenities, parking, etc.

Consider expanding Centennial Park as a major district park

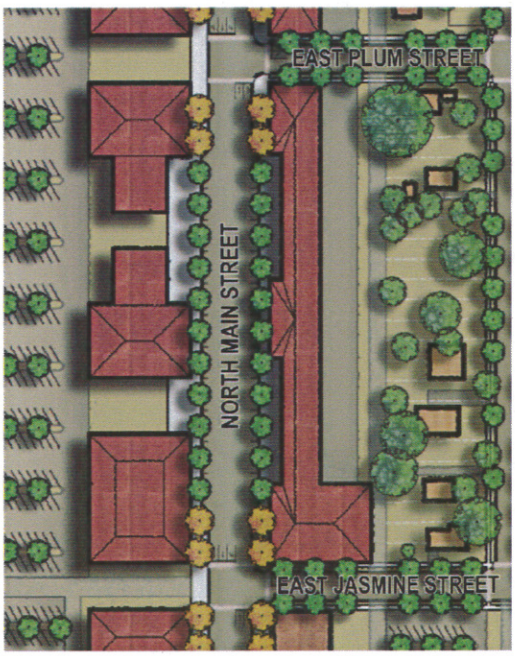
Support the establishment of a nature center adjacent to Centennial Park

Complete a detailed study of the drainage issues and complete improvements to rectify drainage problems as a result of existing public sector improvements or natural causes

TYPICAL EXISTING NEIGHBORHOOD CHARACTER IMAGES

ARTS CULTURE AND EDUCATION DISTRICT

ARTS, CULTURE AND EDUCATION DISTRICT



PLAN DETAIL OF MAIN STREET

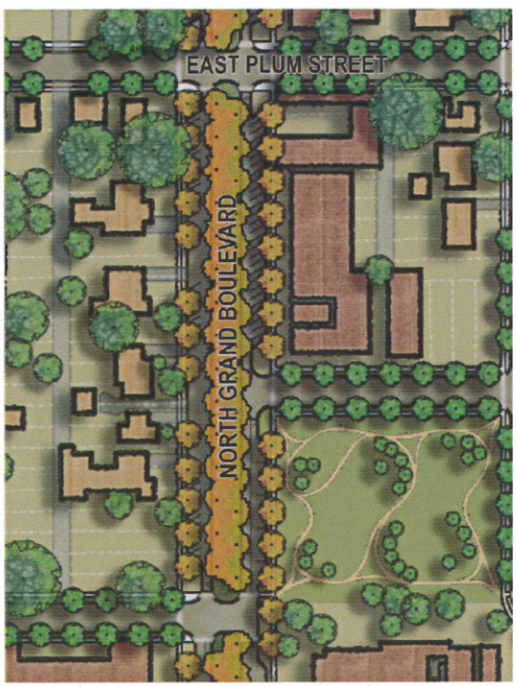
ARTS, CULTURE, AND EDUCATION DISTRICT

The Arts, Cultural, and Education District is located in the northeast quadrant of Old Town. Along with mostly single-family detached residential dwellings, it will continue to house most of the existing anchors of Old Town along Grand Boulevard – schools (daycare, Montessori, elementary, junior high, and the community college), and the faith-based institutions and their amenities (theater/auditoriums, halls, libraries, galleries and plazas). These anchors will begin to establish the equitable centers from which to draw residents and visitors to the area and will be positioned as established new "front doors" onto the community's promenade, Grand Boulevard. Here, cross-generational groups will be able to experience local and regional cultural happenings.

Major city-wide connections have been readdressed and strengthened by establishing a traditional Main Street commercial/retail/business services corridor along SH 35 from Broadway to Orange (providing direct access to Beltway 8); and allowing FM 518 to become a one way east-west couplet system with Broadway and Walnut through Old Town. The mixed-use business and retail corridors along Main Street, Broadway, Walnut, Grand Boulevard, and the town center's mixed use quadrant will provide services, residential, entertainment, dining, shopping, and daily business support for the residents of the district, as well as the citizens of Old Town and the City as a whole. For the district, the neighborhood streets, alleys and connections to adjoining neighborhoods link amenities which also address drainage issues. The existing Zychlinski Park, the new proposed park and Grand Boulevard will not only handle drainage issues but also become social amenities including: gathering places, recreation, special events spaces, and will help to anchor the community identity. Grand Boulevard extends from Broadway to Orange at the district's northern edge to provide a formal termination in a park containing a detention/retention pond, designed as a water feature to link into the Old Town Ditch.

ARTS CULTURE AND EDUCATION DISTRICT

PLAN DETAIL OF GRAND BOULEVARD



PLAN DETAIL OF GRAND BOULEVARD

BOUNDARIES

Broadway north to Old Town Ditch;
Railroad tracks east to Galveston

RECOMMENDATIONS

Select a name and develop a historic district theme, identity and character for the defined area

Develop a mixed-use district in the area from the rail tracks to Old Alvin Road, and from Orange to Broadway

Complete improvement plan for Main Street north of Orange Street to Beltway 8 in order to beautify and control adjacent undesirable building types and uses. Beyond the Old Town, Main Street is to have a well-landscaped median

Improve Main Street (2 lanes in each direction) with parallel parking, sidewalks, street trees, light and furniture. Allow for optional no parking at peak times of day and signalized intersections. Provide zero lot line mixed-use zoning along Main Street. Parking to be located behind buildings with access off Orange Street

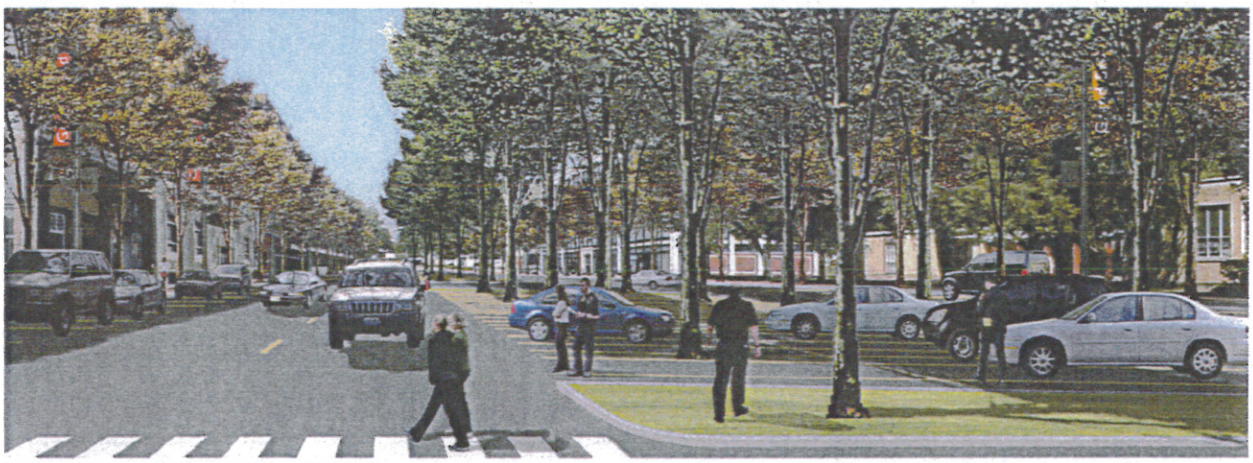
Improve all key neighborhood streets to be one lane in each direction with parallel parking, sidewalks, curb & gutter and with street trees, lights and furniture

Renovate and maintain existing alley system throughout the district

Renovate, expand and operate Alvin Community College as an educational center. Consider expanding programming to serve the larger and immediate community, the arts and possibly a community theater. Consider closing Park Avenue for one block and developing a campus environment with off-street parking

Renovate Grand Boulevard as a major public space. North of Jasmine Street, Grand Boulevard will include a grass median with street trees, historic lights, parallel parking and brick paving. Between Broadway and Jasmine Street,

EXISTING GRAND BOULEVARD PERSPECTIVE



PROPOSED GRAND BOULEVARD PERSPECTIVE

PROPOSED GRAND BOULEVARD DURING AN EVENT PERSPECTIVE

ARTS CULTURE AND EDUCATION DISTRICT

STREETSCAPE CHARACTER IMAGE

PARK CHARACTER IMAGE

CHARACTER IMAGE

Grand Boulevard to be a brick paved plaza with tree canopy and historic lighting

Support the continued renovation and expansion of the United Methodist Church. Consider closing Houston Avenue for one block and developing a campus environment with off-street parking and new buildings along Main Street.

Over the long-term Pearland Junior High West should expand to have a Broadway address with a well-landscaped front entrance. Expand the role of the school in the community with cross programming in relationship to the community college and other local facilities

Continue to develop Zychlinski Park with additional trees, sidewalks and other amenities

Consider creating a new neighborhood park at the end of Grand Boulevard and north of Orange street in order to link to the Old Town Ditch

Complete a detailed study of the drainage issues and complete improvements to rectify drainage problems as a result of existing public sector improvements or natural causes

Complete the upgrade and placement of all utilities and infrastructure in underground service corridors

Develop a business loan program to support existing compatible neighborhood-friendly businesses

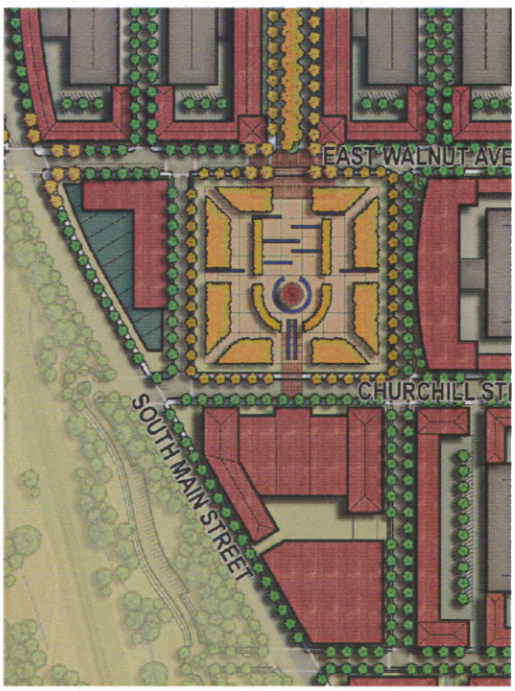
Develop a home improvement loan program limited to home ownership

Consider a property tax limit for retired residents

TYPICAL ARTS, CULTURE AND EDUCATION DISTRICT CHARACTER IMAGES

NEW TOWN CENTER

NEW TOWN CENTER DISTRICT



PLAZA IN NEW TOWN CENTER

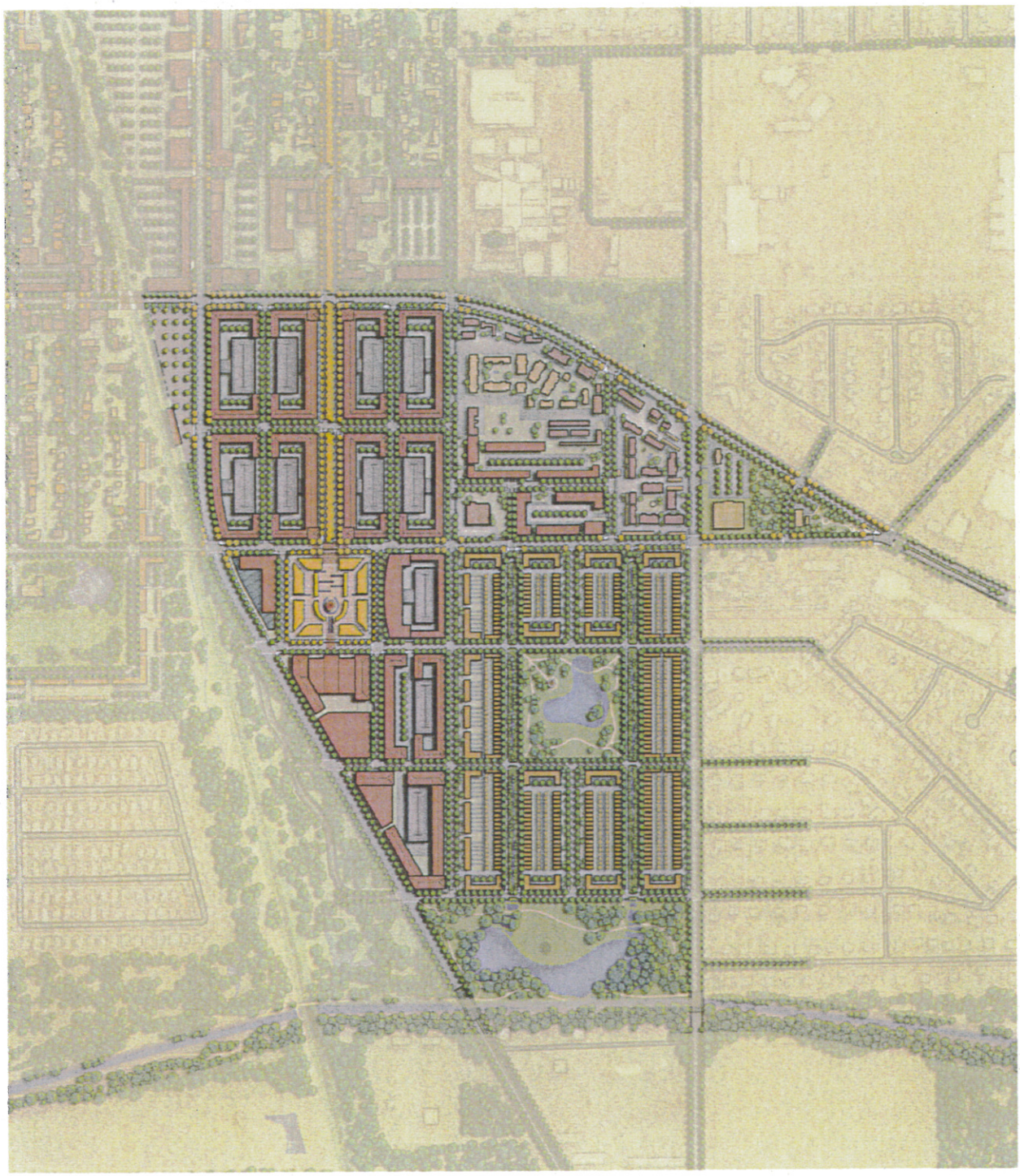
NEW TOWN CENTER DISTRICT

One quality that differentiates an urban town center from a more typical suburban environment is the importance that the urban town center places upon creating a high quality pedestrian environment. This environment, in turn, is best described in terms of the quality of the frontages along the street edges. The frontage can best be described as the space between the façade of the building and the lot line. This area can vary based on the depth of the space and the combination of architectural elements such as fences, porches, landscaping, and colonnades which are the conditions that the pedestrian experiences when walking along the sidewalks of the street.

A true town core is organized around a matrix of buildings and spaces that form a functional and formal structuring system. Two types of uses need to be programmed into the Town Center's growth with land set aside for those needs. The first use is civic buildings, which include governmental, cultural and other public facilities. The second use is civic space, which would include dedicated and designated open areas for a range of public activities.

In order to create the critical mass needed for a lively town center, to have a recognizable structure, and to support multiple layers of commerce and service it will be necessary to introduce a higher level of density to the district. The infrastructure – utilities and streets – will have to be adequate to support an increased density. Increased densities would add to the number of people in the Old Town and thus to its activity.

The proposed town center is to be primarily a pedestrian oriented district. Within this concern for the pedestrian is the need to enhance the quality of pedestrian activity and to improve the quality of the pedestrian experience. An active street life depends on the number and frequency of connections between buildings and the street. The kinds of activities and building uses and their relationship to parking and transportation will similarly impact the quality of pedestrians on the street. The amount of pedestrian activity will be a way to measure the health of the downtown.



PLAN DETAIL OF NEW TOWN CENTER