

SCREEN CAPTURE OF CITY'S FEMA MAP FROM WEBSITE



FEMA MAPS SHOWING NO FLOODPLAIN WITHIN THE BOUNDARIES OF THE OLD TOWN SITE

ANALYSIS OF EXISTING CONDITIONS



TREES ON PRIVATE PROPERTY



STREET TREES



PLAYGROUND IN ZYCHLINSKI PARK

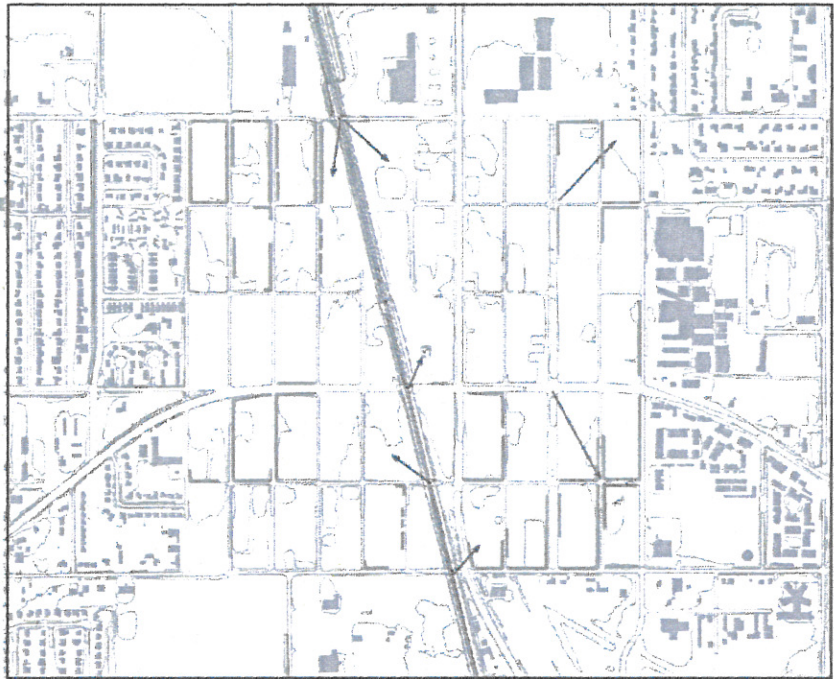
upstream in the upper end of the watershed, the flood plain is more contained where the creek has been channelized. The flood plain also narrows downstream from S.H. 35. A secondary drainageway is the Old Town Ditch, running parallel north of Orange Street and turning perpendicular at Mykawa Road.

LANDSCAPE/OPEN SPACE

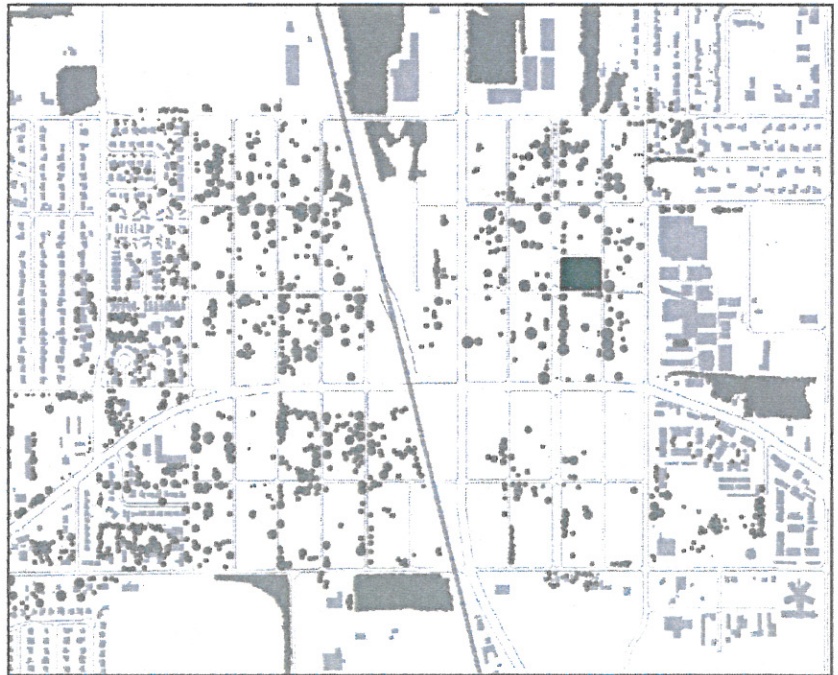
The Old Town has an abundance of existing trees on privately owned land. The area is populated by many species of trees with canopies extending over the streets. Existing trees on residential lots shade many of the neighborhood streets. However, the two most prominent thoroughfares are sorely lacking trees and overall there is very little public landscape. Within the project area, seven trees have been identified as being historic. There is currently no official protection for these trees other than mitigation requirements. Other historic trees are located outside the project area.

On a broader scale, there is very little formal or informal open space located within Old Town. As a whole and even with the somewhat recent addition of Independence and Centennial Parks – comprising 96+ acres, the City is below the standards of park and open space according to NRPA standards of 10-12 acres per thousand people.

In regards to national/regional standards, as well as residents' needs, the Old Townsite is lacking in mini or pocket parks, neighborhood parks, parkways, linear parks, and adequate drainage facilities. Only one small park, Zychlinski Park is located within Old Town, however, it is not owned by the City. It is a small-scale park that is not designed for public gatherings or events. The park has recently been upgraded and has walking paths, a children's playground and a basketball court. The next closest parks are Centennial Park in the southwest, and Independence Park located to the southeast of Old Town. These are larger scale parks, which hold community events. There are some officially marked bike lanes along FM 518 starting at the intersection with SH 35 but they do not continue and connect to the parks. There is an immediate need for the development of a city-wide open space system of trails and greenways that connect the entire City of Pearland together.



DRAINAGE DIAGRAM



PARK AND TREE COVER

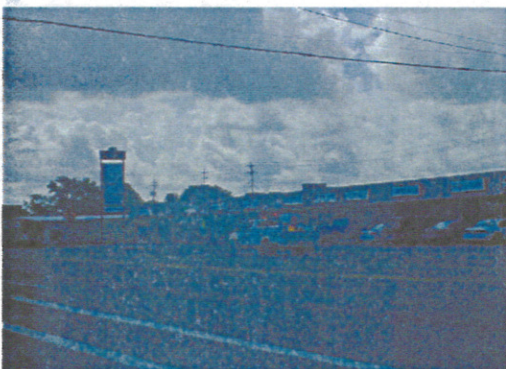
ANALYSIS OF EXISTING CONDITIONS



OFFICE BUILDING ON GRAND BOULEVARD



SINGLE FAMILY RESIDENTIAL



STRIP RETAIL ON BROADWAY STREET

BUILDING ANALYSIS

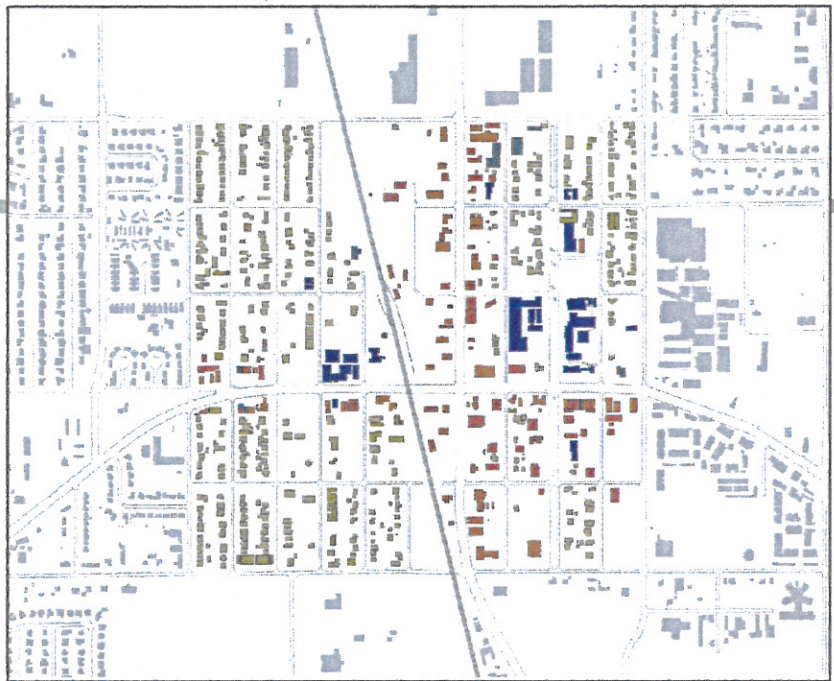
Building Use

The existing zoning in Pearland has led to segregated uses within the Old Town and the city as a whole. The Old Town has a mix of segregated uses including educational, light industrial, and small-scale commercial and retail uses along Main Street and Broadway Street. There is a predominance of institutional uses including a number of religious buildings along Grand Boulevard. Civic uses within the district include: five churches, an Adult Reading Center, the Pearland Neighborhood Center, and the Melvin Knapp Activities Building. Institutional uses include: Alvin Community College, Montessori School of Downtown, First Christian Academy, and the United Methodist Daycare. A few institutional uses are located to the west of the railroad tracks but the primary location for institutional uses is along Grand Boulevard.

Residential uses are located primarily to the west of the railroad tracks and in the northeast corner of the site. Old Town is typically comprised of single-family residential consisting of one-story ranch-style homes with a few cottage-style structures. A few two-story apartment buildings, two-family homes and some townhouses are located in the area.

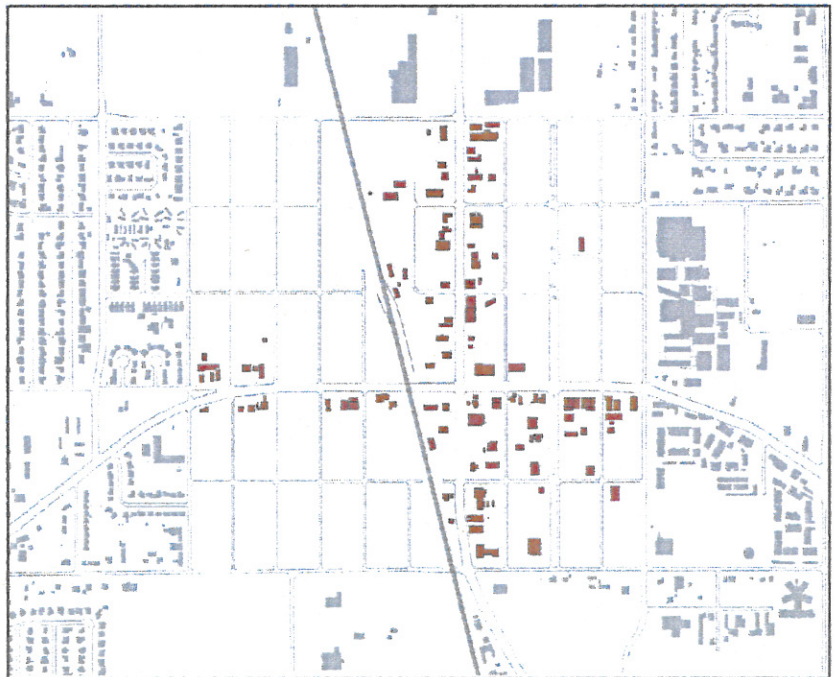
Although there is a focus of retail and commercial uses along Main Street and Broadway Street, other small scale retail and commercial uses are scattered throughout the area. Fast food and small scale strip malls make up most of the retail uses along Main and Broadway. Other businesses are located in the southeast corner of the district. Some businesses are located in former residential buildings. Office uses are mixed in with the retail and commercial. Most of the commercial and office uses tend to be in isolated individual buildings. There are very few vacant structures located within the area. Vacant land which is more substantial is scattered throughout the downtown area and ranges from informal parking areas to grass covered open space. The majority of the vacant land is south of Broadway and east of the rail tracks.

- SINGLE FAMILY
- MULTIPLE FAMILY



BUILDING USE: RESIDENTIAL

- RETAIL
- COMMERCIAL/OFFICE



BUILDING USE: COMMERCIAL

ANALYSIS OF EXISTING CONDITIONS



ONE AND A HALF STORY APARTMENT BUILDINGS



TWO STORY CHURCH



SINGLE STORY RESIDENTIAL

Building Height

Buildings in the Old Town area tend to be single story with very few two or more story structures. Larger religious institutions, a few apartment buildings and townhouses, and a handful of single family residential are two stories or more within the district. These structures are scattered throughout the area and do not form a higher density area.

Building Condition

Buildings in the downtown range from excellent to poor condition. The mix of building materials and styles varies throughout the downtown. Along Main Street and Broadway Street, the buildings are a larger scale commercial-style construction. Quite a few are stand-alone structures with parking surrounding them. Others are in a strip design with multiple commercial uses in one structure.

Many of the homes in the residential neighborhoods have had recent improvements with some due to flooding damage. A number of new homes have been built in the area either on vacant land or in place of an existing structure that was removed. Others have made façade improvements and small additions.

POLITICAL & FINANCIAL JURISDICTIONS

The Old Town district is located within a few key jurisdictions. The entire area is located within Brazoria County Precinct 3 and within the Pearland Independent School District. Currently there are no TIF or TIRZ districts that effect the area. The Old Townsite is also not located within an empowerment or enterprise zone. However, parts of the Old Town boundaries have extended to include International Free Enterprise Zones.

PROPERTY OWNERSHIP

The Old Townsite district is primarily made up of parcels of land that are privately owned. There are very few sites that are publicly owned and those are scattered throughout the district.



BUILDING HEIGHT: ONE STORY



BUILDING HEIGHT: MULTIPLE STORIES

ANALYSIS OF EXISTING CONDITIONS



MAIN STREET/ SH 35



BROADWAY STREET/ FM 518



CENTER TURN LANE ON BROADWAY STREET

BLOCKS, LOTS, STREETS & ALLEYS

Block Pattern & Lots






In 1894, the Old Townsite was originally subdivided in a five by ten block structure with the streets oriented on a north/south, east/west grid. The original boundaries were Orange, Walnut, Austin, and Galveston. This block structure in Old Town remains. The typical lot size for most of the Old Town site is only 25 feet wide by 125 feet deep (3,125 square feet). Larger residential-sized lots can be found in the northernmost portion of the northeast quadrant. The generally small lot size has resulted in fragmented land ownership patterns over time making it more difficult to assemble larger tracts for singular uses. Although land ownership patterns have deterred development of a true central business district, they have helped to retain the overall small scale associated with historic town sites.

Street Type

Based on the existing City comprehensive plan, there are four different types of streets: Major Thoroughfares, Secondary Thoroughfares, Major Collector Streets and Minor Collector Streets. These four street types run through or are adjacent to the study area. In addition to those streets, there are also local neighborhood streets within the district. Thoroughfare streets include: SH 35/ Main Street, FM 518/ Broadway Street, Mykawa Road, and Veterans Drive. Collector streets include: Grand Boulevard, Walnut Street, Orange Street, and Galveston Avenue. Most of the interior neighborhood streets have a 60 foot right-of-way, narrow pavement widths, and open drainage ditches. Grand Boulevard has a 120 foot right-of-way width. This five block long street has a center esplanade that is landscaped in the outer two blocks and used for parking in the middle three blocks. The two major thoroughfares, Broadway/FM 518 and State Highway 35 /Main have 100 foot rights-of-way. Texas Department of Transportation has plans to widen Main Street north of Broadway.

Historic Alley Location

Alleys were originally platted throughout Old Town. The original plat defined alley rights-of-way as 20 feet wide; however, with few exceptions they have not been paved,

-  LOCAL
-  MAJOR COLLECTOR
-  MINOR COLLECTOR
-  MAJOR THOROUGHFARE
-  SECONDARY THOROUGHFARE



STREET PATTERNS



HISTORIC ALLEY LOCATION

ANALYSIS OF EXISTING CONDITIONS



CROSSWALK ADJACENT TO BROADWAY



TRAFFIC CIRCULATION AT STREET INTERSECTIONS



BICYCLIST ON TRAIL IN CENTENNIAL PARK AT MARY'S CREEK

and several have been abandoned. Residential blocks within the district primarily run north and south with the alleys running down the center of the block. The blocks that end on Broadway have a "t" shaped alley that also runs east and west behind the businesses on Broadway. Many of the alleys are still in existence today but have been unimproved over the years. Several of the alleys have been fenced in as part of rear yards or are seriously overgrown. Very few of the alleys still serve vehicular traffic.

ACCESS, CIRCULATION & PARKING

Traffic Circulation

All streets within the study area are two-way with the exception of a small section leading off of Broadway onto Cherry Street at the intersection with Austin Avenue. Grand Boulevard is separated by a median and parking but functions as a two way street. Very few crosswalks are located within the district. Crosswalks are located on Houston Avenue and Grand Boulevard just to the north and south of the intersections with Broadway. There are also some crosswalks across Galveston Avenue from the schools to parking lots. Two-way stop intersections are predominant throughout the neighborhood allowing through traffic in one direction. Four-foot wide bike lanes are located along Broadway Street east of Main Street.

Sidewalks

There is no consistent pattern of sidewalk placement or connectivity. Sidewalk width is primarily four feet and located at varying distances from the edge of the street. The northwest quadrant is the most consistent in having sidewalks around full blocks. The southwest quadrant has a number of north-south sidewalks but no full block sidewalks. The area to the east of the railroad tracks has very few sidewalks and their locations are sporadic.

Railroad

The Atchison Topeka and Santa Fe Railroad runs through the district coming from the northwest to the southeast. Three at-grade crossings exist at Orange Street, Broadway Street, and Walnut Street. All other east-west street connections have been broken by the railroad and the street