

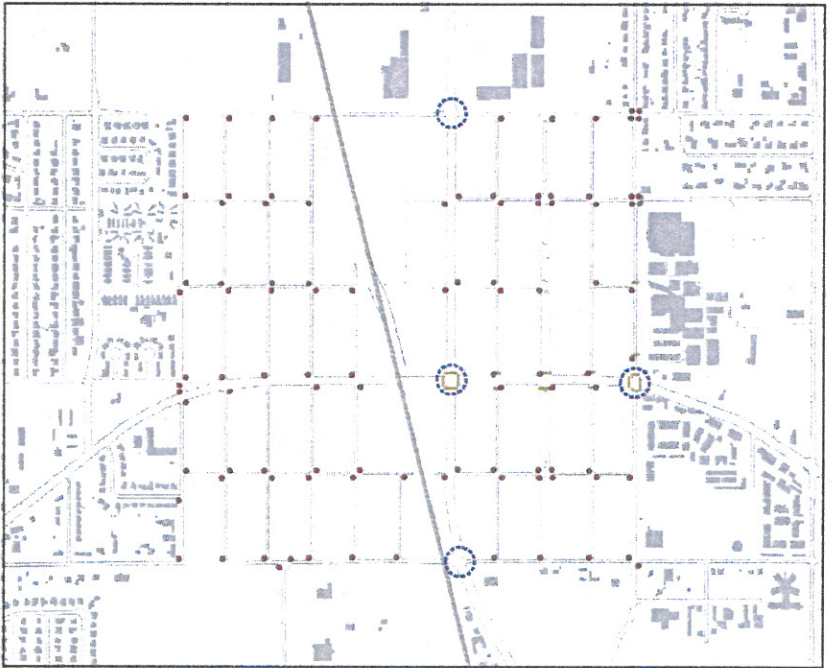




-  BIKE LANE
-  SIDEWALK

SIDEWALKS



-  TRAFFIC SIGNAL
-  STOP SIGN
-  CROSS WALK

TRAFFIC DEVICES

ANALYSIS OF EXISTING CONDITIONS



RAILROAD TRACKS CUTTING THROUGH STREET SYSTEM

grid does not continue. Approximately twenty-seven trains per day come through the area. The rail line is located on a high point of district in what is a relatively flat topography. There is currently no potential for grade separation at Broadway due to the close proximity of major intersections such as the one with SH 35. This section of the railroad line is also the location of a switching station which runs alongside the rail line. The FM 518 Corridor Access Management Plan recommends better traffic signal coordination with train signals and long term ITS installation to provide advance warnings for motorists of approaching trains.

Parking

Due to the existing width of the street, there is no on-street parking within the context of the Old Town area. Most residential units have a driveway and a garage or parking pad. If additional parking is needed, many times people park over the sidewalk area in the front yards. The commercial and retail areas have off-street single-use parking lots. A number of the parking lots located in front of the strip commercial are pull-in parking directly off the street. This configuration usually has more curb cuts and driveways than a typical parking lot. Most off-street parking is in formal paved and striped lots. There are, however, a few informal lots, paved and unpaved, throughout the area.



PARKING ALONG GRAND BOULEVARD



PARKING ON GRAND BOULEVARD



RAILROAD



PARKING

ANALYSIS OF EXISTING CONDITIONS



INTERSECTION OF MAIN AND BROADWAY STREETS



LAND ADJACENT TO THE RAILROAD TRACKS



ORANGE STREET

CURRENT PLANS & PROPOSALS

SH 35 CORRIDOR STUDY

The state corridor study is currently proposing widening of the existing right-of-way. The proposal includes expansion of SH 35 to seven lanes of traffic with one of the lanes being a center turn lane. Medians have also been proposed instead of the center turn lane in one option of the study. Some right-of-way acquisition will need to take place in order to develop the proposed corridor plan and it will affect some properties along SH 35. The City is planning on addressing issues such as sidewalks, landscaping, and lighting upgrades along the corridor.

SH 35 MAJOR CORRIDOR FEASIBILITY STUDY (BY-PASS)

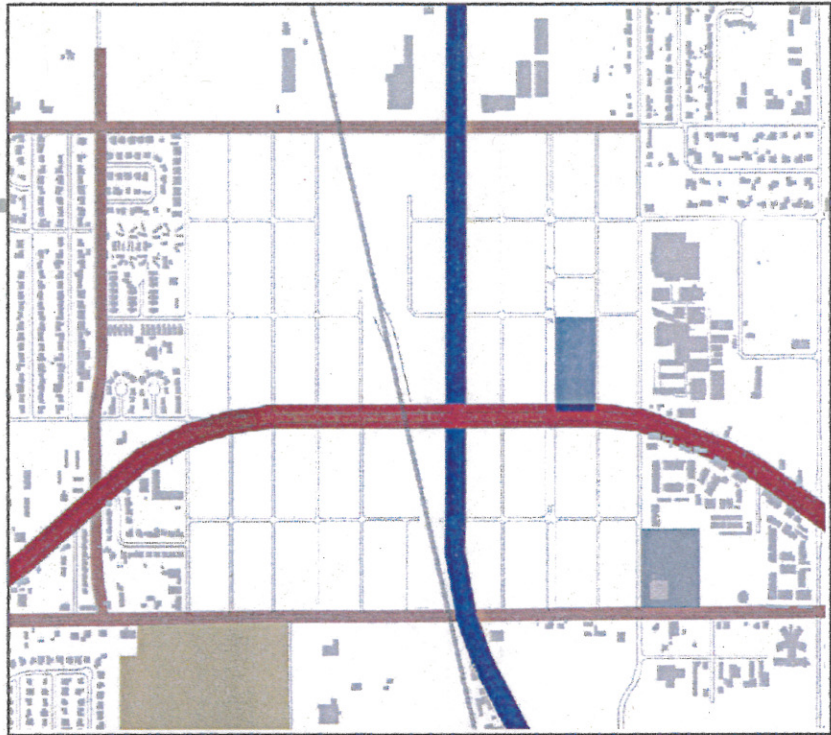
Alignment options are currently being evaluated and one of several alternatives would be to develop a toll road adjacent to the railroad right-of-way.

FM 518 CORRIDOR ACCESS MANAGEMENT PLAN

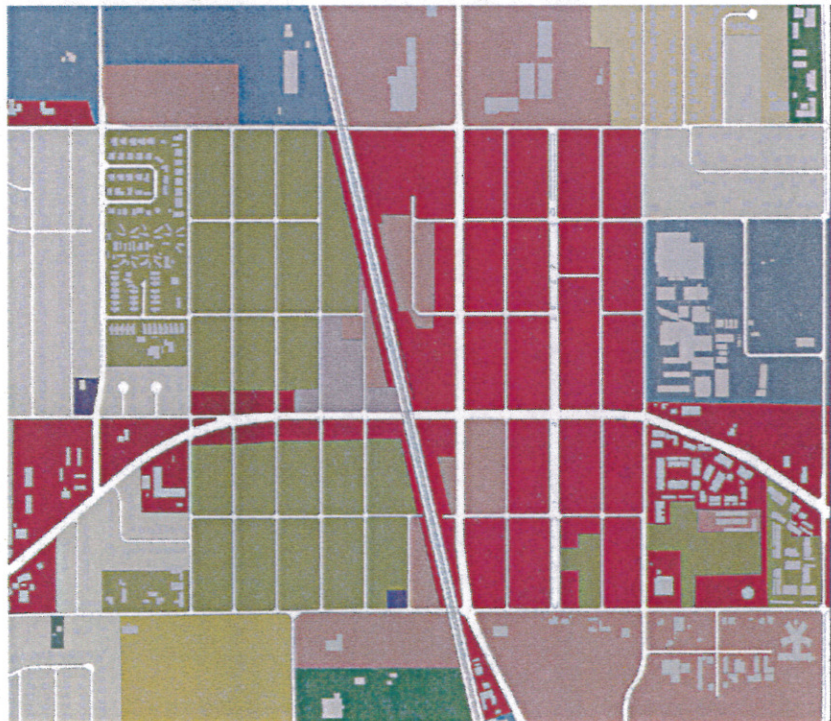
The plan is proposing additional turn lanes at key intersections along FM 518/ Broadway Street. Future boulevard medians have been proposed along some blocks. Consolidation of driveways and signal timing improvements are two other key recommendations of the plan.

OTHER PLANS & PROPOSALS

The City of Pearland has developed a Thoroughfare Plan. Veterans Drive, Magnolia Road, Orange Street, Walnut Street, and Mykawa Road have been identified for future road restructuring, widening and/or beautification. The City of Pearland has recently completed a Facilities Plan which developed four options on how to address the City's future need for staff, departmental, and police/fire services. At this point in time there has been no formal decision on any of the options. The City is also beginning a parks master planning process. Other initiatives include: Alvin Community College has received a \$1 million remodeling grant for their campus on Grand Boulevard; the Pearland Post Office, which is located just outside the southeast corner of the district, is adding a location in the west end of the City; and lastly, in coordination with this plan, a Unified Development Code has been developed for the entire city.



CURRENT PLANS AND PROPOSALS



EXISTING ZONING DISTRICTS

ANALYSIS OF EXISTING CONDITIONS



PEOPLE IN CENTENNIAL PARK



KIDS PLAYING ON A NEIGHBORHOOD STREET



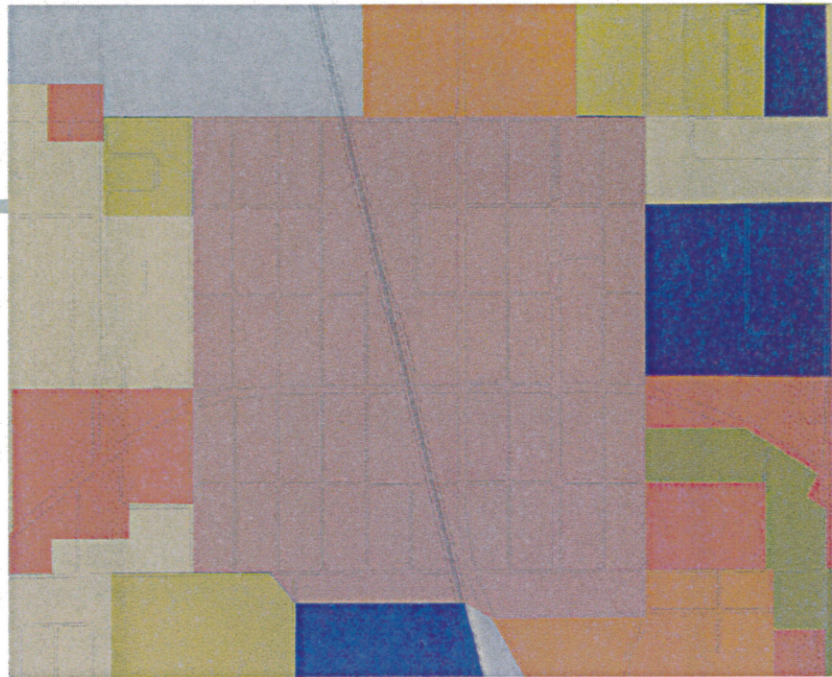
FAMILY IN CENTENNIAL PARK

COMPREHENSIVE PLAN

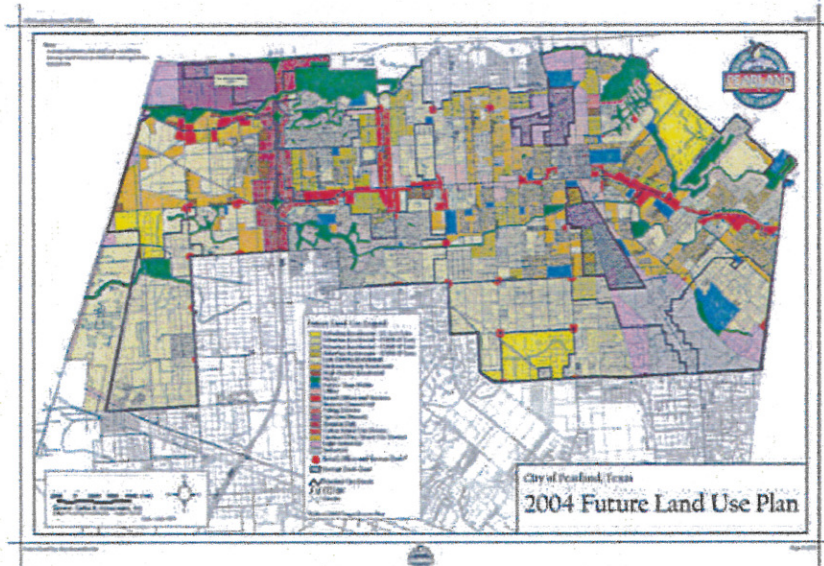
The 1999 Comprehensive Plan and the 2004 Comprehensive Plan Update concluded that the Old Town site needed to be addressed in a proactive and unique manner. Some of the key principles and recommendations were:

- Reinvent the Old Town as a modern [town center] with a compatible mix of residential and non residential uses.
- Utilize the present street & alley grid as a framework.
- Develop a corridor of large shade trees along Broadway and Main within the limits of the district.
- Devise zoning standards that are both more flexible and more sensitive to design issues than conventional zoning.
- Identify, preserve and protect historical buildings, which reflect Pearland's heritage.
- Recognize and enhance the individual character of each of the four quadrants that comprise the area.
- Each neighborhood should contain a central focus area such as a square or park that is of appropriate size and that is centrally located within the neighborhood.
- Neighborhoods along {water} should be encouraged to provide parks, walking trails and areas along the waterfront accessible to the public. Lakes should be designed such that they are visible from streets and enhance the character of the entire development.
- The district should include a well-planned and integrated mix of residential, business and public/ semi-public uses.
- Create a unique, inner-city community that contrasts with and provides an alternative to standard land development patterns seen elsewhere throughout the City.
- The City should develop a master street tree planting plan.

-  LIGHT RESIDENTIAL
-  MEDIUM RESIDENTIAL
-  HIGH RESIDENTIAL
-  GENERAL BUSINESS
-  COMMERCIAL/OFFICE/RETAIL
-  PARKS & RECREATION
-  VILLAGE DISTRICT
-  PUBLIC/SEMI PUBLIC
-  LIGHT INDUSTRIAL



2004 FUTURE LAND USE PLAN



2004 FUTURE LAND USE PLAN - CITY OF PEARLAND

ANALYSIS OF EXISTING CONDITIONS



OPEN SPACE DEVELOPMENT IS PART OF THE COMPREHENSIVE PLAN



OPEN SPACE CAN FACILITATE CITY DRAINAGE ISSUES

- Acquire public open space along the west side of the railroad to develop a heavily treed landscape buffer. A visual buffer from the railroad would also encourage development of currently vacant lots.
- Incorporate smaller sized gathering places within private developments.
- Creating meaningful open spaces is important to the overall design of local neighborhoods.
- Future roads should be planned to enhance the image of the City.
- Also, the multiple-family dwelling units would have to be provided as part of a mixed use development, wherein retail and/or office uses would be located at least on the ground level with apartment, loft-type residences located on the floor(s) above.
- Public spaces such as a park or formalized outdoor space should be integrated into any TND development.

CONCLUSION

Although their downtown does not exist as one thinks of a traditional downtown, the residents and citizens in Beardland



OPEN SPACE CAN FACILITATE CITY DRAINAGE ISSUES



PEOPLE ENJOYING CENTENNIAL PARK

Center, their downtown worked towards building businesses and homes. There have been some notable successes but downtown still faces a number of challenges from the railroad (Diagram 2). These conditions and public measures to build upon have been discussed in detail in the Summary Report.

As the region grows, Beardland's commercial areas to the east and especially to the west are drawing residents and users away from Old Town bisected, vacating its contemporary appeal (Diagram 3). Therefore, it is perceived that Old Town must be more proactive in its development as a declining area. Development

Over the years, citizens have worked off the existing assets to develop new neighborhoods in the area. While there have been successes resulting from this work, there have also been a variety of challenges including the lack of identity. Through the analysis of existing conditions and public meetings, the opportunities from which new neighborhoods can be identified, as well as the issues that need to be addressed in the area. These were listed in great detail in the Summary Report of Public Meetings in the Appendix.

Beardland's new outlying residential/ commercial areas to the east, and especially to the west, are drawing residents and users away from Old Town bisected, vacating its contemporary appeal (Diagram 3). Therefore, it is perceived that Old Town must be more proactive in its development as a declining area. Development



DIAGRAM 1

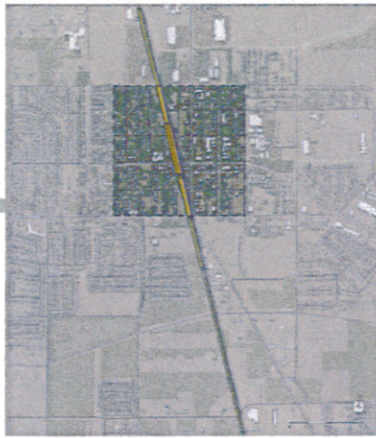


DIAGRAM 2



DIAGRAM 3

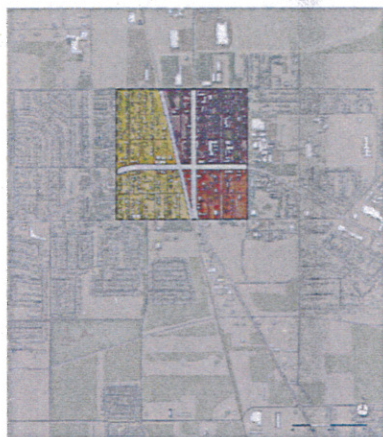


DIAGRAM 4

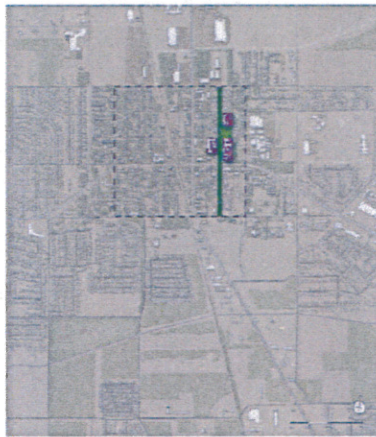


DIAGRAM 5



DIAGRAM 6

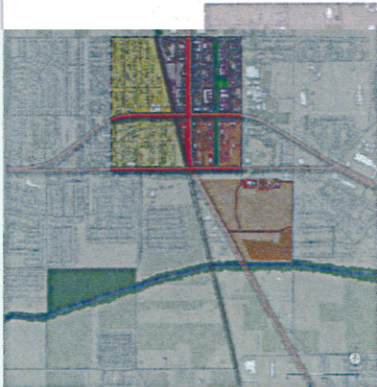


DIAGRAM 9

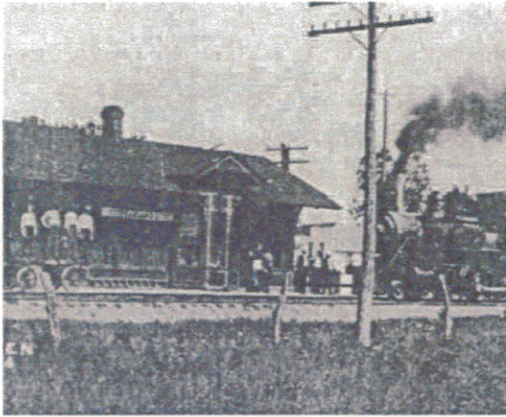


DIAGRAM 7



DIAGRAM 8

ANALYSIS OF EXISTING CONDITIONS



SANTA FE TRAIN AT THE PEARLAND DEPOT



PEARLAND CITY HALL



DOWNTOWN FESTIVALS AND EVENTS

strengthening its institutions, visual and specialty market appeal and it must broaden the target users that it addresses to do so. At the same time, it must also nurture new uses in existing buildings and update the public infrastructure for use and aesthetics. The existing development, permitting, and regulating process needs to be organized to assure a straight forward process for new or the renovation of existing buildings (Diagram 5).

Old Town, though surrounded by residential neighborhoods, does not have a significant residential population. Having a significant number of people living, working, and enjoying a downtown area will help improve the overall business environment and vitality. Downtown residents help provide an atmosphere of activity and occupation that will help to overcome perceptions of crime and safety. The lack of a safe, comfortable pedestrian environment for walking within the downtown or connecting to adjacent neighborhoods can have a negative effect on bringing people back to the area (Diagram 4).

Services such as grocery stores, drug stores, banks, hairdressers, bakeries, health clubs, doctors offices, restaurants, specialty retail and entertainment venues also need to exist for those choosing to live in or near the downtown. These provide the impetus for residents to begin constructing their social community. They will continue to utilize their lifestyle centers for not only their everyday necessities, but also interactions with others and their personal choices of goods and services.

There is a large amount of undeveloped land, however the property holders are many and mostly private citizens, and the parcels tend not to be adjacent. The incentive for the development is "market exclusivity" and an "anchor development of scale" (Diagram 9) to support and assist the incremental change. The market niche that the Old Town could adapt to is a primarily residential town center supported by a civic/government anchor and adjacent Traditional Neighborhood Developments.

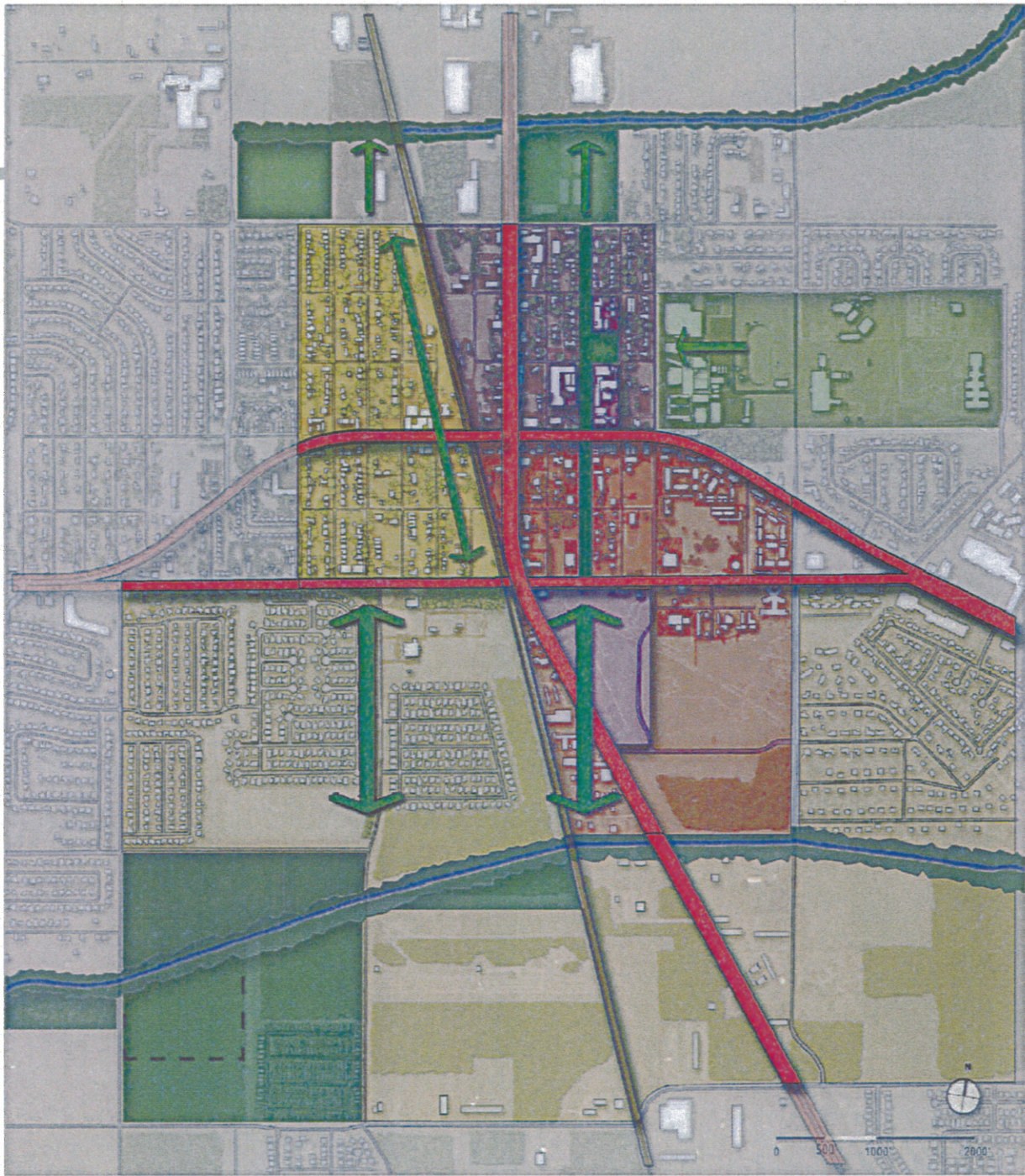


DIAGRAM 10: OPPORTUNITIES AND CHALLENGES