BROADWAY CORRIDOR REDEVELOPMENT PLAN

BUILDING A BETTER
broadway

CITY COUNCIL/ PLANNING COMMISSION MEETING

10_26_2017

BROADWAY: Agenda

- PROJECT OVERVIEW
- PUBLIC MEETINGS 1+2 - REVIEW
- BROADWAY DEVELOPMENT GUIDELINES
- DISCUSSION

BROADWAY:
Project Overview

- ✓ PROJECT INTRODUCTION
- ✓ PROJECT TEAM
- ✓ PROJECT SCHEDULE
- ✓ PROJECT COMPONENTS

BROADWAY:
Project Introduction

Why is the City of Galveston conducting this plan?

- To provide a safe place to live, to visit and to recreate.
- To integrate green infrastructure and multi-purpose amenities.
- To improve mobility and accommodate commuter traffic.
- To create safe and walkable commercial areas that are accessible for both pedestrians and vehicles.
- To revisit and update existing corridor guidelines that are tailored to specific segments of Broadway.
- To establish an innovative mixture of land uses that attracts both residents and visitors.
- To generate a positive return on investment for the City of Galveston and regional community.

BROADWAY: Team

CITY OF GALVESTON

BROADWAY AD HOC COMMITTEE

BROADWAY BUSINESS ALLIANCE + PUBLIC

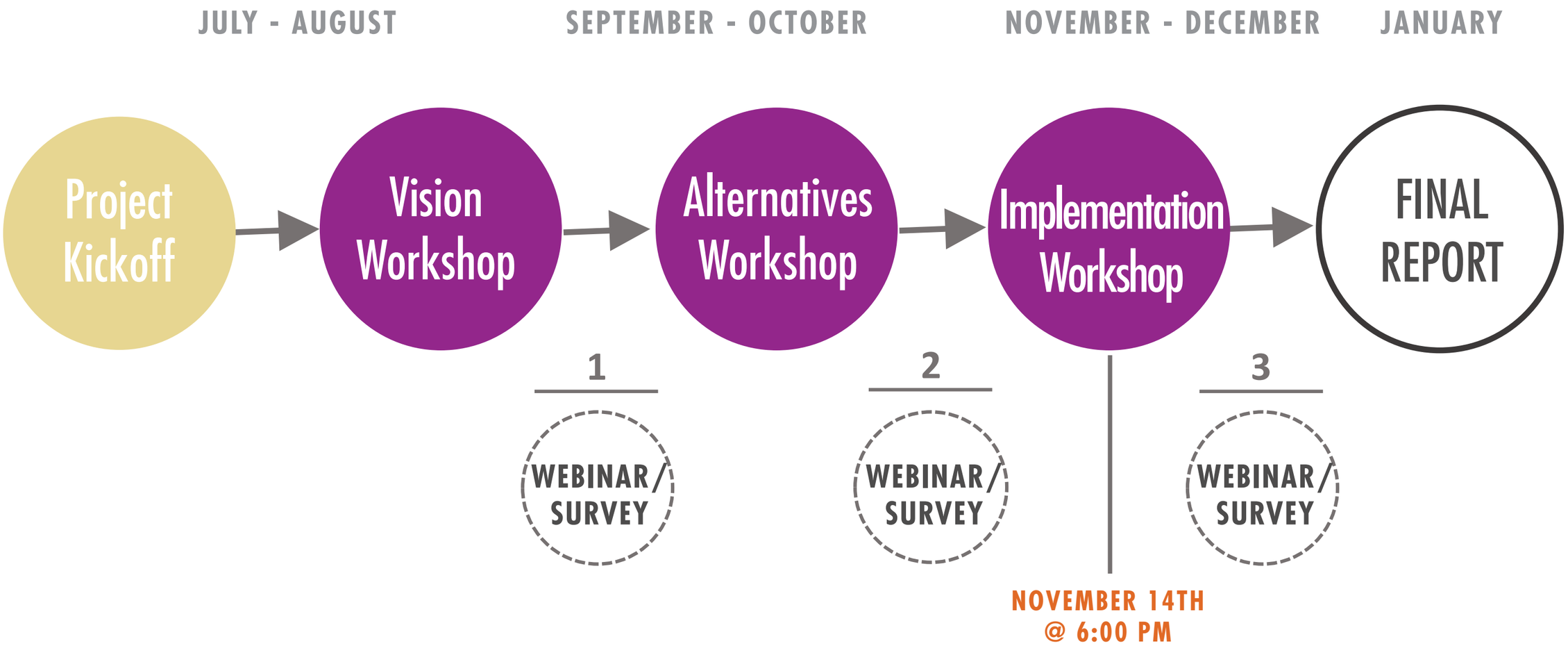
DESIGN WORKSHOP

- Strategic Planning
- Design Guidelines
- Streetscape Design
- Stakeholder Engagement

THE GOODMAN CORPORATION

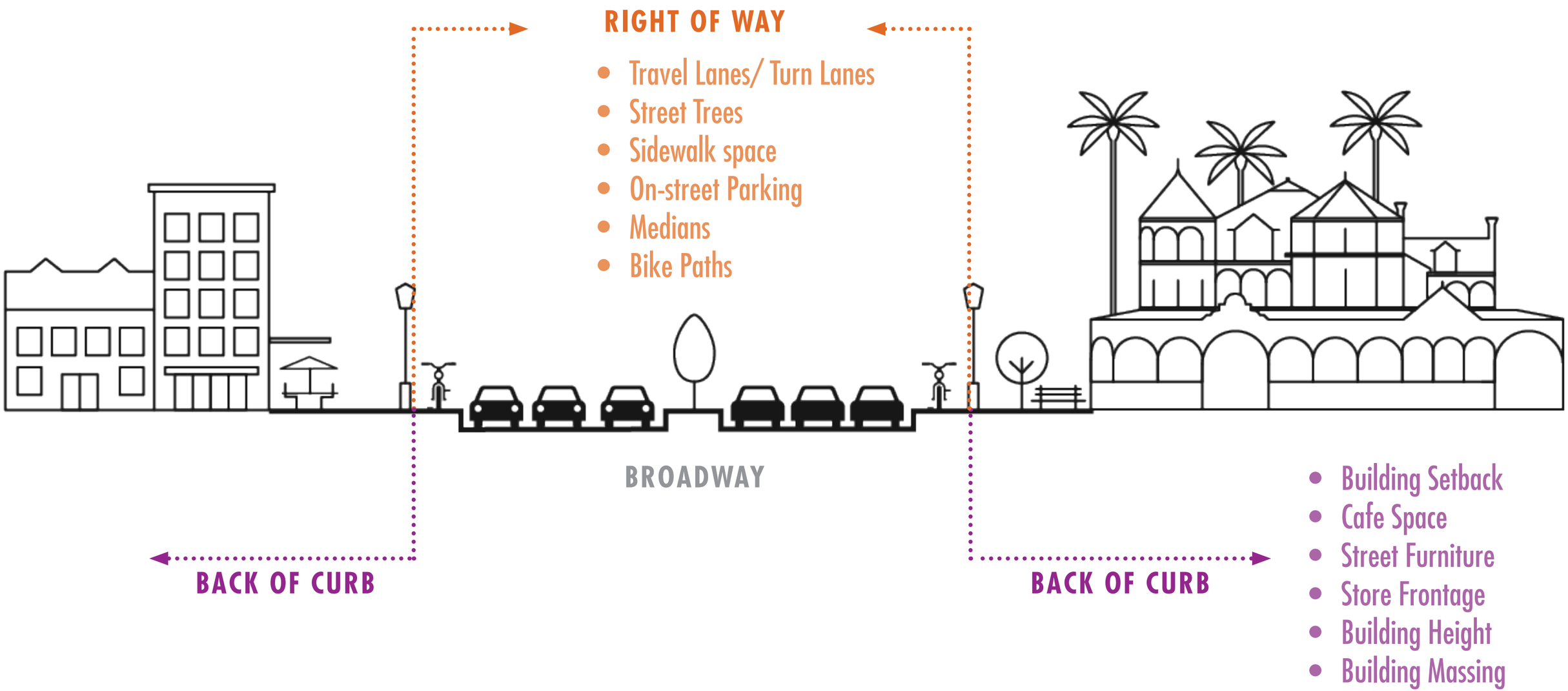
- Market Research
- Traffic Analysis
- Mobility Planning

BROADWAY: Schedule



BROADWAY: Schedule

BROADWAY: Project Components



BROADWAY:
Public Meetings 1+2 Review

- ✓ KEY FINDINGS ON PROJECT GOALS
- ✓ PROJECT VISION STATEMENT
- ✓ KEY FINDINGS ON EXISTING CONDITIONS
- ✓ KEY FINDINGS - STREETSCAPE CONFIGURATIONS
- ✓ KEY FINDINGS - DEVELOPMENT GUIDELINES

BROADWAY: Project Goals Key Findings

- Synchronized signalization, diversion of commuter/ industry traffic.
- Multimodal transportation options, improved evacuation routes.
- Consistent landscaping, lighting and sidewalk path.
- Local destination for shopping, recreating, food.
- Uniform theming along corridor with distinct segments and gateways.
- Broadway as a “Grand Boulevard” or “Main Street.”
- Deregulation + incentives for reconstruction/ investments.
- Seasonality.
- Designated on-street parking/ parking to rear.
- Trolley system to come back (in some manner).
- Drainage improvements.
- Critical mass and Density.
- No industry or auto repair businesses, less big box businesses.

BROADWAY: Project Vision

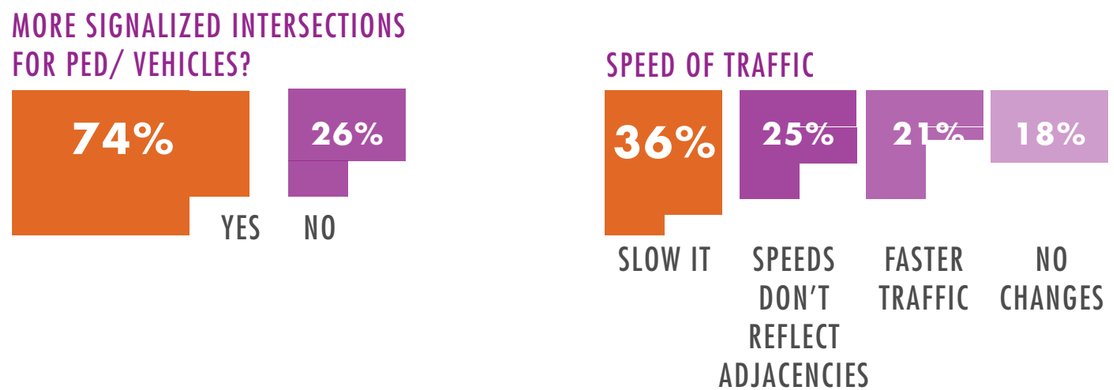
The Broadway Corridor is a collection of dynamic and distinct neighborhoods and economic centers within Galveston. It provides new opportunities to link communities together and integrate social centers with revitalized places inspired by the once 'Grand Boulevard.'

INSPIRING. DIVERSE. CONNECTED. SUSTAINABLE.

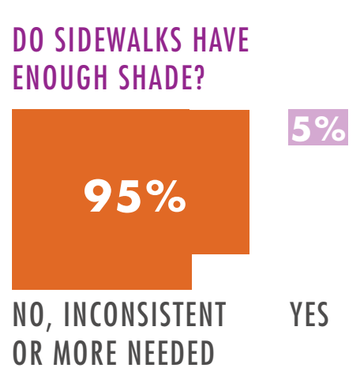
BROADWAY: Existing Conditions Key Findings

MULTI-MODAL ACCESS

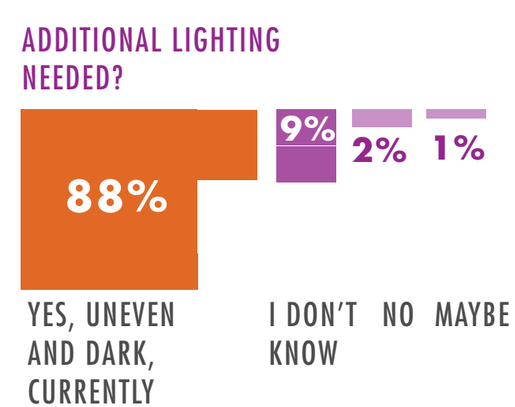
TRAFFIC



VEGETATION

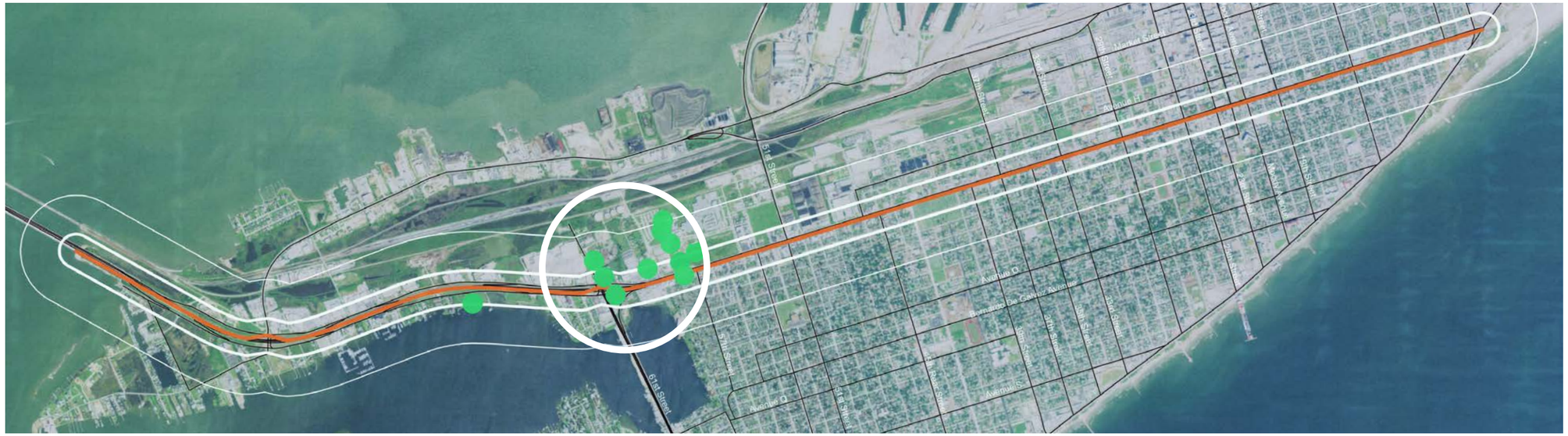


LIGHTING

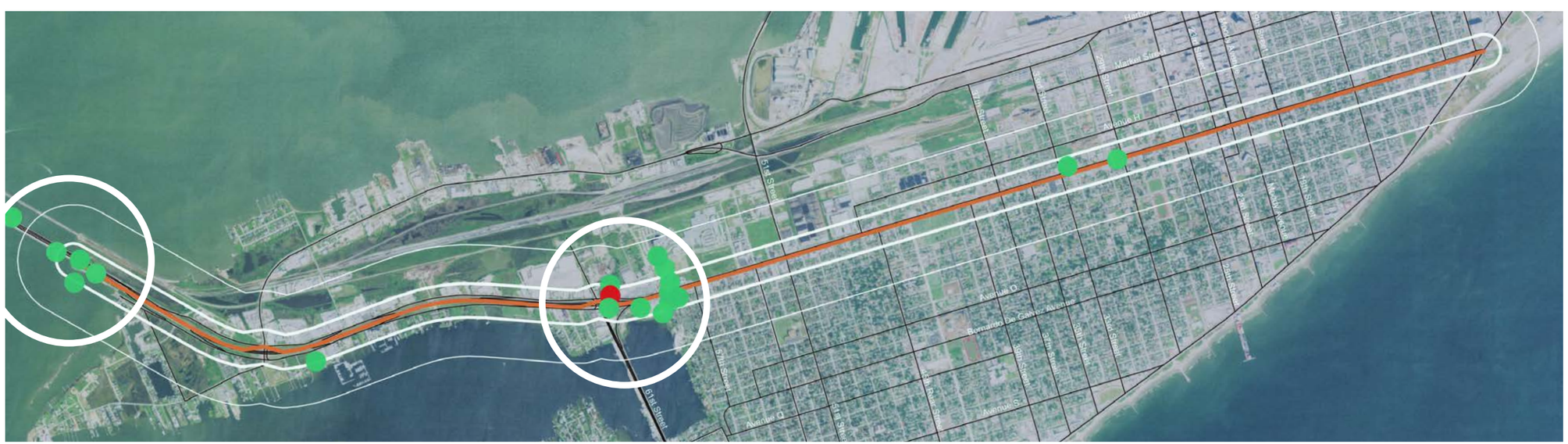


BROADWAY: Point of Arrival

BROADWAY BUSINESS ALLIANCE

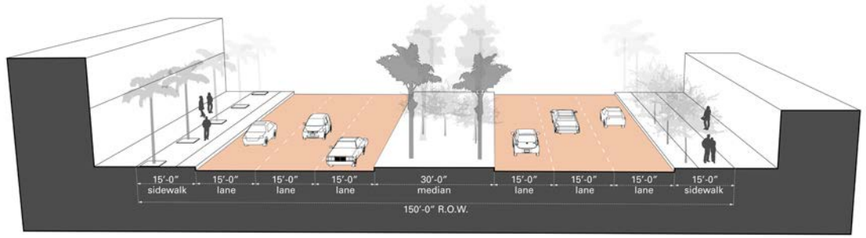


PUBLIC MEETING

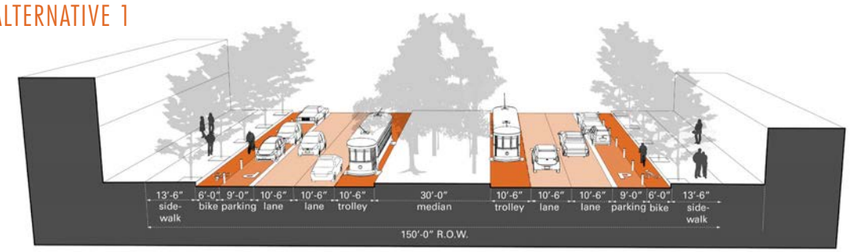


BROADWAY: Preferred Streetscape

EXISTING



ALTERNATIVE 1



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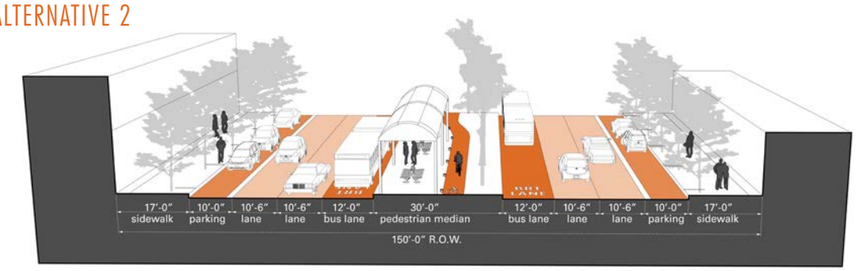
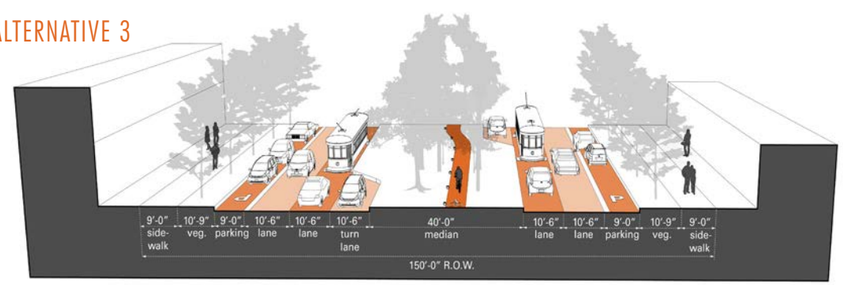
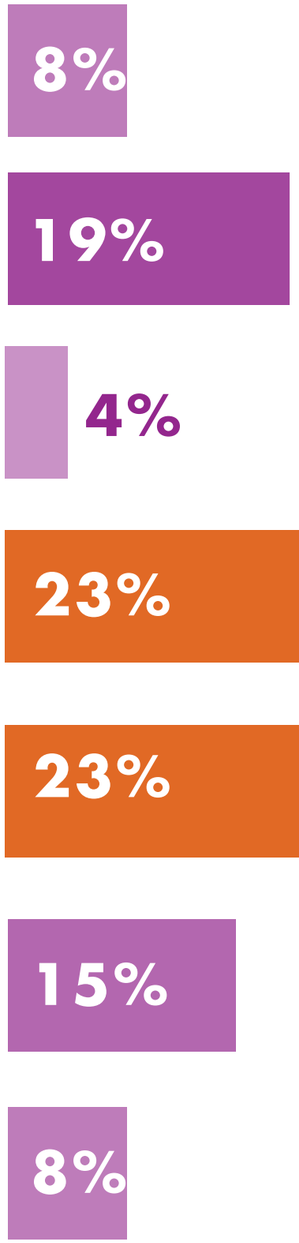


ALTERNATIVE 3





IT'S FINE AS IS

ALTERNATIVE 1

ALTERNATIVE 2

ALTERNATIVE 3

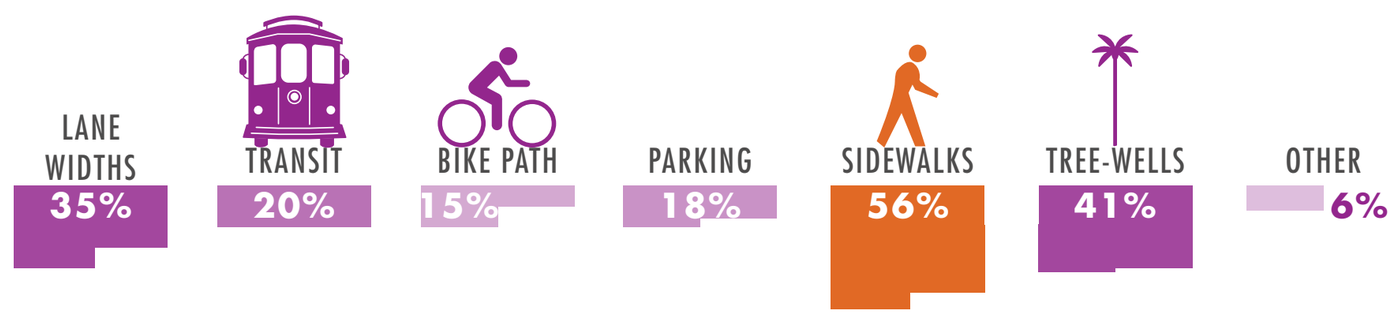
I LIKE COMPONENTS OF ALL

NONE OF THE ABOVE

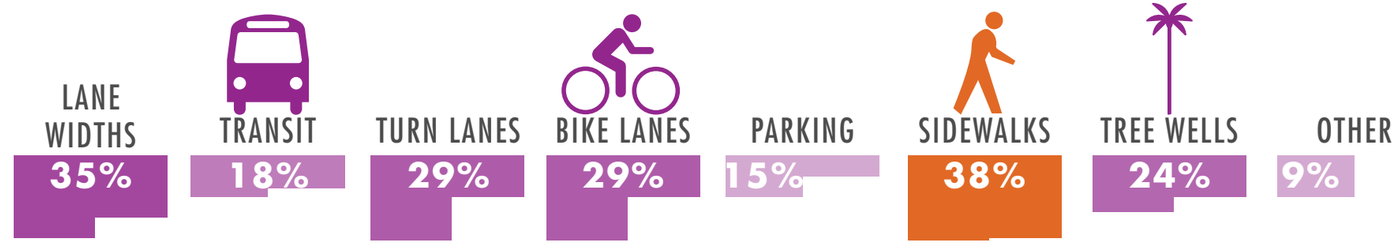
OTHER

BROADWAY:
Preferred Streetscape

ALTERNATIVE 1



ALTERNATIVE 2

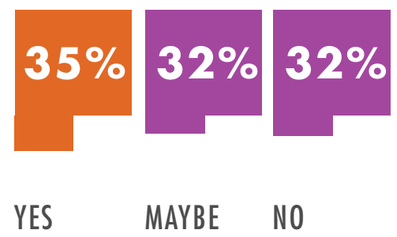


ALTERNATIVE 3

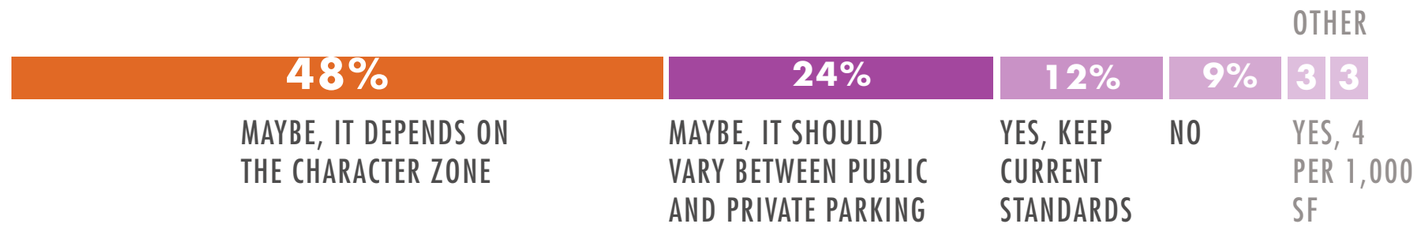
BROADWAY: Development Guidelines

MINIMUM HEIGHT

SHOULD THERE BE A MINIMUM HEIGHT REGULATION?

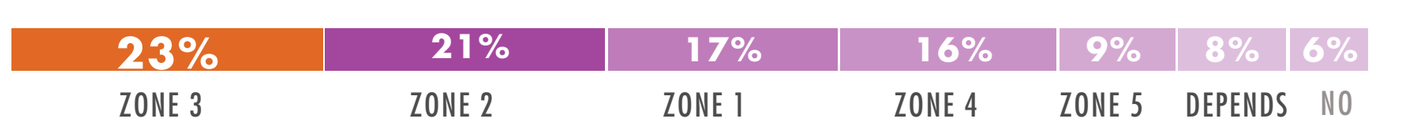


PARKING: SHOULD THERE BE A MAXIMUM LIMIT FOR PARKING?



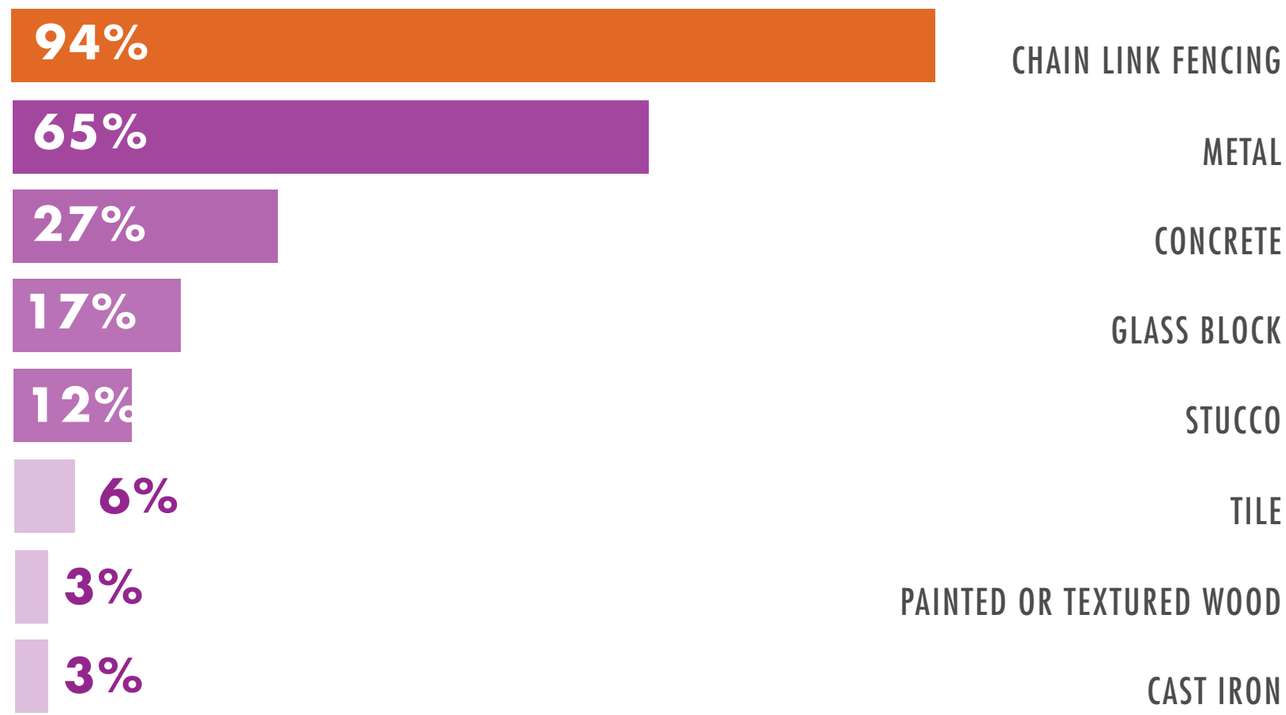
PARKING: WHAT TYPE OF PARKING WOULD YOU LIKE TO SEE MORE OF ALONG BROADWAY?

BUILD-TO-LINE: WHICH SEGMENTS OF BROADWAY ARE MOST APPROPRIATE FOR BUILDINGS TO BE CONSTRUCTED AT THE PROPERTY LINE?



BROADWAY: Development Guidelines

MATERIALS: WHAT MATERIALS/CHARACTER SHOULD NOT BE ALLOWED ON THE BROADWAY CORRIDOR?



VEGETATION: WHICH OF THESE LANDSCAPE BEST PRACTICES DO YOU THINK SHOULD BE ENCOURAGED AS A CATALYST FOR POSITIVE CHANGE ON BROADWAY?

BROADWAY: Development Guidelines

ENCROACHMENTS: SHOULD THERE BE REGULATIONS ON HOW ENCROACHMENTS (IE: CAFE SPACE, STREET FURNITURE) INTERACT WITH THE PUBLIC REALM?

SIGNAGE: SHOULD THERE BE CHANGES TO REGULATIONS REGARDING SIGNAGE?

LAND USE: HOW WOULD YOU DESCRIBE THE PRESENCE OF BLIGHT (VACANT AND DILAPIDATED BUILDINGS AND LAND) ALONG THE CORRIDOR CURRENTLY?

BROADWAY:
Development Guidelines

- ✓ CURRENT ZONING REGULATIONS
- ✓ CURRENT DESIGNATIONS
- ✓ EXISTING DEVELOPMENT FRAMEWORK
- ✓ EXISTING CHARACTER ZONES
- ✓ PROPOSED CHARACTER ZONES
- ✓ FORM-BASED CODE HYBRID APPROACH
- ✓ PROPOSED DEVELOPMENT FRAMEWORK
- ✓ THE BROADWAY TRANSECT
- ✓ BROADWAY GUIDELINES

Current Zoning

- Nearly 60% of the corridor carries similar overlays for use (commercial and urban neighborhood).
- The team is seeking to understand the supply and breakdown of commercial uses and demand per the Island's population.
- Single-use patterns on current zoning needs to work in tandem with street improvements. How do we do that?

Example Standards

COMMERCIAL ZONING (C)

Minimum Lot Standards

Area:	0 square feet
Width:	40 feet
Depth:	100 feet

Setbacks

Front:	0 – 10 feet; On Broadway (between eastside of 23rd St. and west side of 19th St. and the 2300 to 2600 blocks) a 25 foot to 45 foot build-to-line is required
Side:	5 feet
Rear:	0 feet; 10 feet if development abuts a residential zone

Building Height

Maximum:	50 feet, measured from base flood elevation

Parking*

Residential:	Minimum 1.5 per unit
Non-Residential:	Minimum 1 per 300 square feet of gross floor area
Lodging:	Minimum .75 per unit
Parking Location:	Rear of building

** See note #13 for properties located 2600-2700 Block of Market/Avenue D and 2600 block of Mechanic/Avenue C*

Landscaping

Refer to Article 9, Landscaping of the City's Land Development Regulations.

Figure XX: Zoning Standard by Use
Source: Land Development Regulations, 2015 - Note: Images and as

ZONING MAP

Figure XX: Zoning Map
Source: City of Galveston, 2015 Land Development Regulations

EXISTING ZONING STANDARDS BY USE

In March, 2015, the City of Galveston adopted the *Land Development Regulations* that replaced the *1991 Zoning Standards*. The planning codes adopted in the 2015 regulations document ordinances that guide development and redevelopment processes on the island, including but not limited to, zoning districts, appropriate land uses, yard, lot, and setback, PUD (planned unit development), signage, subdivision development, lighting, parking, landscaping, Historic neighborhood standards and permit requirements. While the zoning ordinances provide an overlay for uses along Broadway, a majority of the coverage focuses heavily on commercial purposes (nearly 35%) and the 'Urban Neighborhood' category (24%), which inevitably carries similar development programs. It is important for the proposed standards to build on the *Land Development Regulations*, by seeking to understand, for example, the supply of commercial activity along Broadway in relation to the demand of the island's current population (50,550 total, 2016).

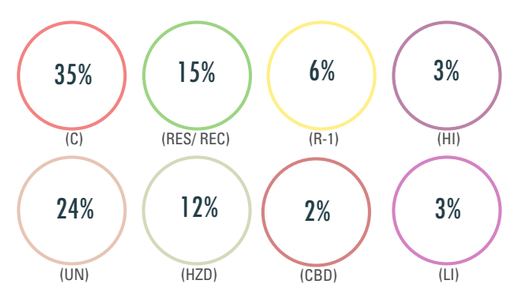


Figure XX: Zoning Standard by Use within Broadway's one-block radius

LEGEND

- Broadway Corridor/ Avenue J
- One-block Radius
- Height-Density of Development Zones (HDDZ)
- Commercial (C)
- Central Business District (CBD)
- Historic (R03)
- Industrial, Heavy (HI)
- Industrial, Light (LI)
- Resort/ Recreation (RES/REC)
- Urban Neighborhood (UN)
- Traditional Neighborhood (TN)
- Residential, SF (R-1)
- Residential, Duplex (R-2)
- Multifamily (MF)
- Residential, SF Detached (R-0)

Current Designations

- Height and Density Development Zones overlay current zoning.
- These zones restrict the type of use and form of development in certain areas.
- Significant in understanding the character zones along Broadway to preserve.

Figure XX: Historic Zones/ Height and Density of Development Zones (HDDZ)
Source: City of Galveston, 2017

LEGEND

- Broadway Corridor/ Avenue J
- One-block Radius
- Height and Density Development Zone (HDDZ)
- Galveston Landmarks
- National Register and Local HIstoric Districts

1. DENVER COURT
[BOUNDED BY 43RD STREET, MARY MOODY NORTHEN, AVENUE S AND AVENUE U]

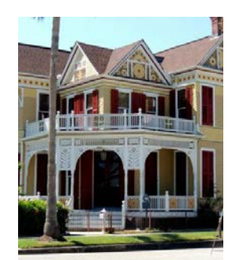
IMAGE OF CEDAR LAWN

2. CEDAR LAWN
[BOUNDED BY AVENUE N1/2, AVENUE L, 45TH AND 48TH STREETS]

3. CEMETERY
[BOUNDED BY 43RD STREET, 40TH STREET, BROADWAY AND AVENUE L]

IMAGE OF SILK STOCKING

4. SILK STOCKING (1975)
[BOUNDED BY 27TH, 24TH, AVE L AND BERNARDO DE GALVEZ]



5. STRAND/ MECHANIC (1985)
[BOUNDED BY HARBORSIDE DRIVE, MECHANIC STREET, 26TH AND 20TH STREETS]

IMAGE OF LOST BAYOU

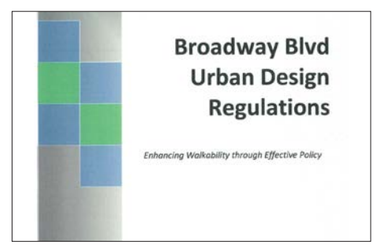
6. EAST END (1971)
[BOUNDED BY 21ST STREET, 10TH STREET, MECHANIC STREET AND BROADWAY]

7. LOST BAYOU
[BOUNDED BY 20TH STREET, 15TH STREET, BROADWAY, AND AVENUE M]

Existing Development Framework

- Guidelines developed as overlays to the 2015 Land Development Regulations.
- Governs design and character across Island.
- 2015 Urban Design Guidelines only provides a 'one-size fits all' approach.
- Revised Guidelines to be tailored to specific character zones along Corridor.

A number of guidelines have been developed as overlays to the 2015 Land Development Regulations in order to govern future development on the Island. However, overlays specific to character zones along Broadway are currently lacking.



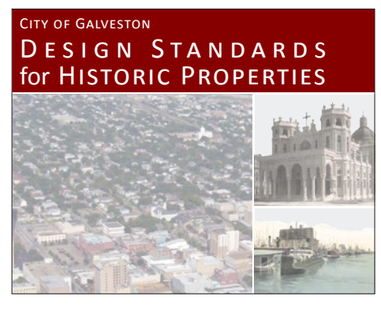


Figure XX: Existing Development Methodology Chart

Existing Character Zones

- Broadway Ad Hoc Committee defined character zones as a response to the 2015 Urban Design Guidelines.
- Character Zones were, however, located in terms of today's condition rather than by a development vision for the future of Broadway.

Figure XX: Existing Character Zones
Source: City of Galveston, 2015

LEGEND

- Broadway Corridor/ Avenue J
- One-block Radius
- 59th - Causeway
- 51st - 59th
- 43rd - 51st
- 27th - 43rd
- 21st - 27th
- 21st - 7th

BROADWAY AD HOC COMMITTEE IDENTIFIED ZONES

When the 2015 Broadway Design Guidelines were adopted, City Council members and the Ad Hoc Committee indicated a need to refine these guidelines according to specific character districts along Broadway rather than applying a "one-size- fits-all" approach. It was stongly believed that articulation of the these character areas will re-activate the corridor according to relevant density and identifiable characteristics. For example, the segment between 27th and 11th Streets will require a different formula for density, massing, architectural quality and setbacks, grounded in the preservation of historic development. This will differ significantly from the segment between the Causeway and 59th Street where larger blocks suggest large-scale development. In essence, the Committee agreed on the recommendation that there be six existing character zones with design parameters and guidelines adjusted to meet the particular character of each area:

IMAGE OF ZONE 1

IMAGE OF ZONE 2

IMAGE OF ZONE 3

IMAGE OF ZONE 4

IMAGE OF ZONE 5

IMAGE OF ZONE 6

Proposed Character Zones

- DW design team, in essence, shifted some of the boundary edges to articulate zones in a holistic manner.
- Built on the existing character zones and developed according to the anticipation for future growth.

Figure XX: Proposed Character Zones

PROPOSED CHARACTER ZONES FOR FUTURE GROWTH

Taking into consideration the segments dictated by the Broadway Ad Hoc Committee, the proposed character zones are articulated according to a more holistic manner, one that is rooted in the future growth of Broadway and less driven by how character zones are perceived today with existing development. Understandably, a 10-year projection of the Island may warrant the need to envision the character zones along Broadway as areas for which there are particular goals and objectives in mind. For example, in order to build on the walkable nature of the historic segment of Broadway (proposed to be named "Preservation District"), a segment may extend to host a "main street" town center gathering area, central to the island's tourist and resident gathering and one which is currently lacking along the Corridor. The proposed character zones are as follows:

IMAGE OF ZONE 1

IMAGE OF ZONE 2

IMAGE OF ZONE 3

IMAGE OF ZONE 4

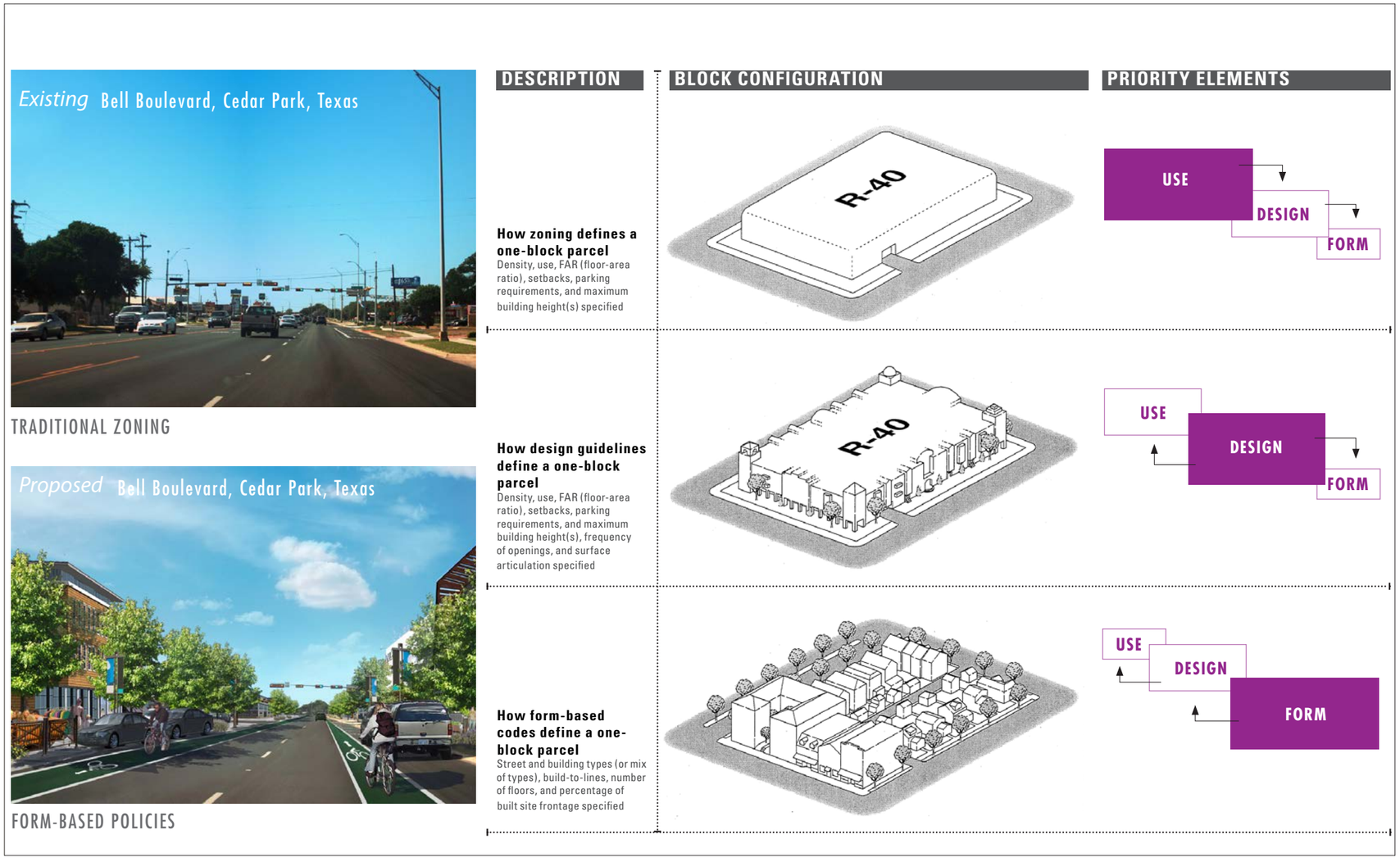
IMAGE OF ZONE 5

LEGEND

- Broadway Corridor/ Avenue J
- One-block Radius
- Designated Historic Landmarks
- Causeway - 59th [Entrance to the City]
- 59th - 43rd [The West End]
- 43rd - 27th [Broadway Main]
- 27th - 11th [Preservation District]
- 11th - 7th [Gateway to Gulf]

Traditional Zoning vs. Form-based Code

- Exploration of Form-based Code as a method of development regulation that emphasizes physical form, not simply use/ design.
- Presents a platform for building critical mass and flexibility for private investment.
- FBC emphasizes relationship to streetscape and de-emphasizes single-use (traditional zoning).
- May be used as alternative to traditional zoning, which can slow development review process.



Transect Zones

- FBC relies on the use of transect zones (T-zones).
- Prescribes development patterns according to a natural transition between rural to urban habitats.
- Can provide real neighborhood structure containing:
    1. Walkable Streets.
    2. Mix of Uses.
    3. Transportation options.
    4. Housing Diversity.
- The City's grid system already presents a good opportunity.

Figure XX: Form-based Code Transects
Source: Form-based Code Institute

Proposed Development Framework

- In order to retain some control over uses, while underscoring importance of built form, a FBC hybrid is recommended.
- Similar to an overlay
- To pair with the 2015 Land Development Regulation and the 2012 Historic Design Guidelines.
- To address (ie:) building types, build-to-lines, street types, setbacks and % of built site frontage according to T-zone.

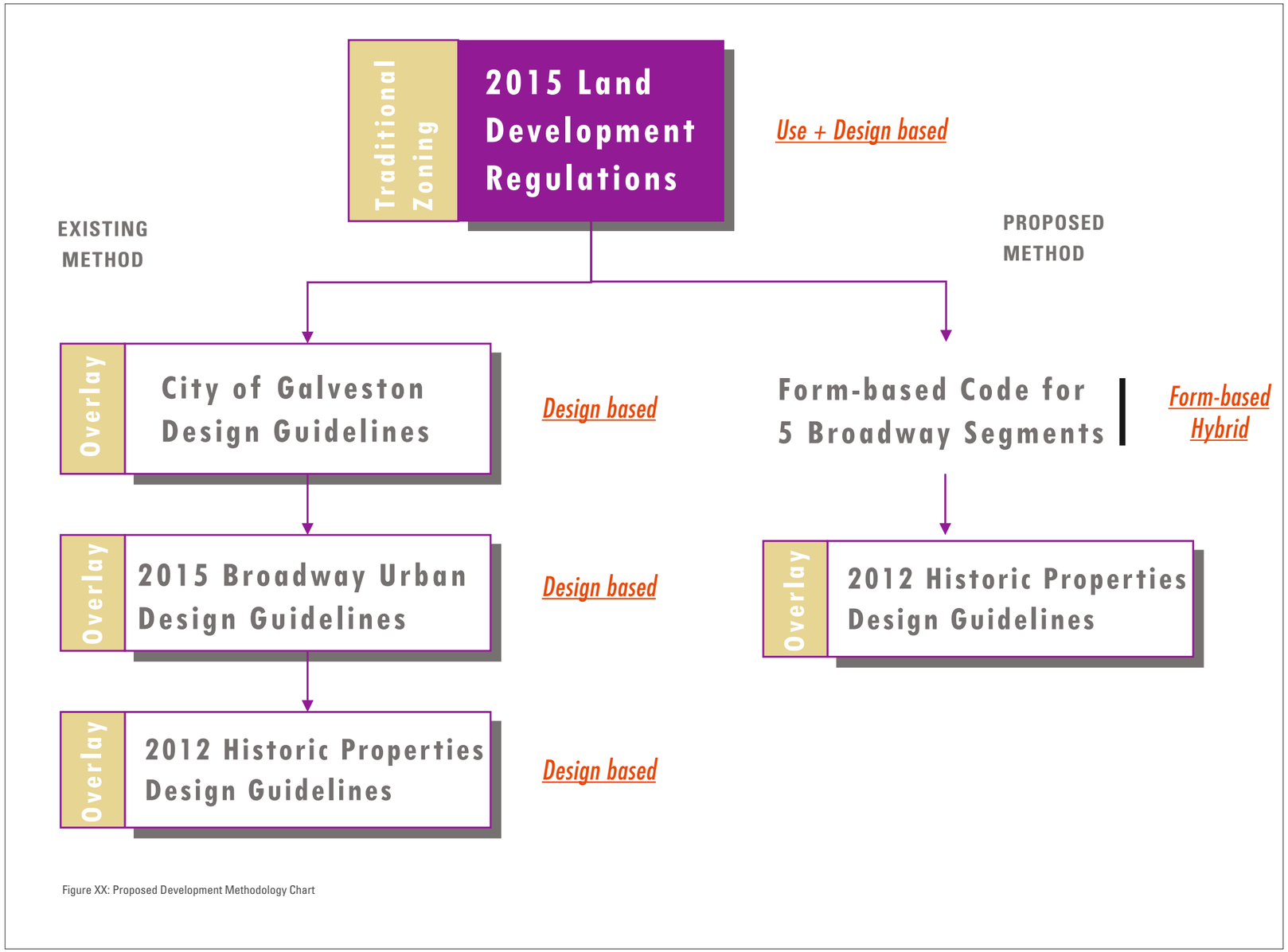


Figure XX: Proposed Development Methodology Chart

Regulating Plan

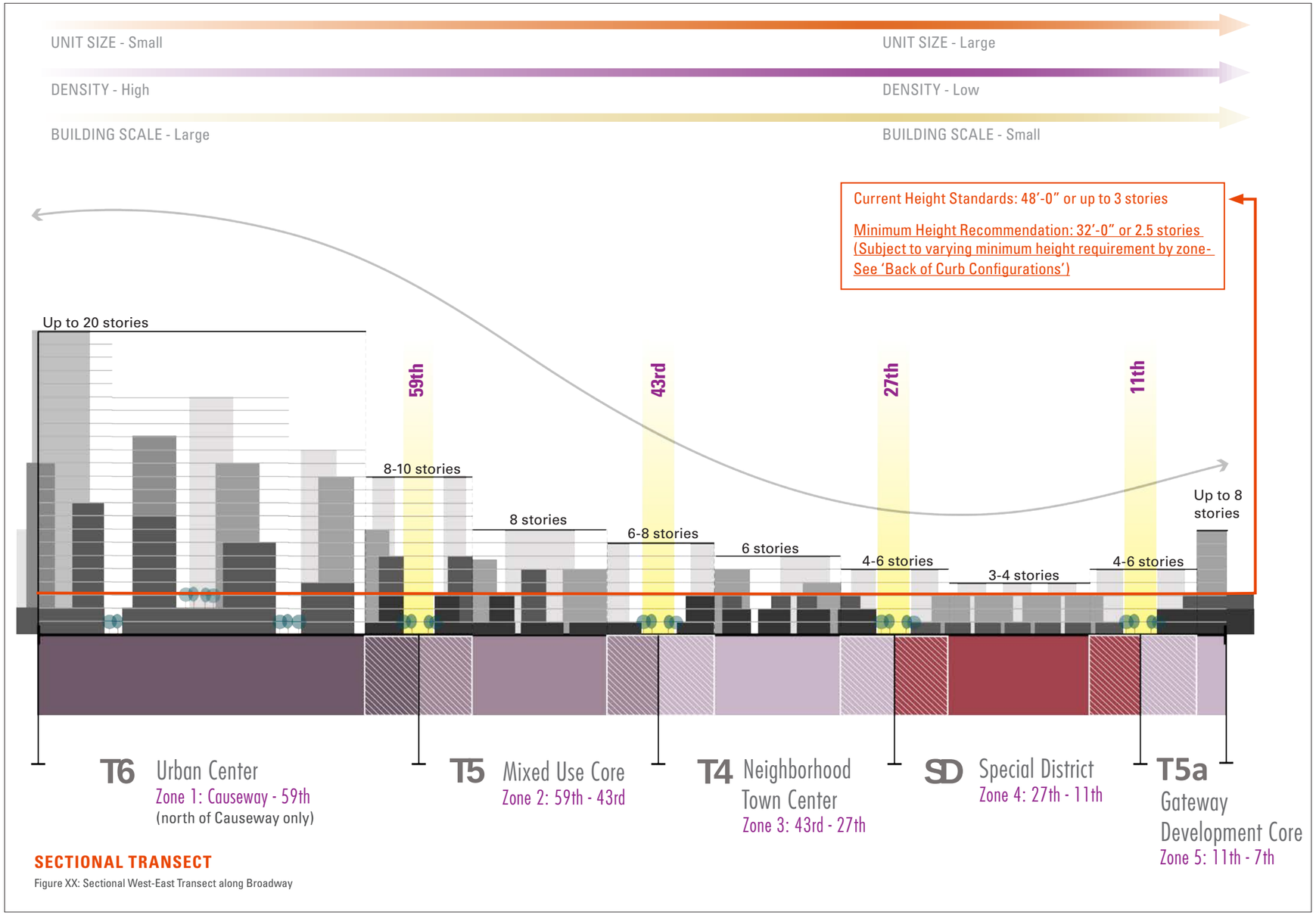
- Transect Zones depict density.
- Regulating Plan helps illustrate density in plan with 1/4-mile nodes between transition zones.
- 5 Transect Zones along Broadway.
- Consider lot consolidation in areas west of 43rd for the encouragement of mixed-use, larger scale development.
- West to east - high to low density generally.

PLAN TRANSECT

Figure XX: Plan Transect along Broadway

Proposed Height

- Capture the point of arrival with urban form at 'Entrance to the City' - north of Causeway.
- Allowable height to fluctuate to give visual character and influence development type.
- Replace the max. 3- story limit across Corridor with:
  1. Variation in height by Transect zone.
  2. Introducing a minimum height regulation of 2.5 stories (incl. BFE).



Proposed Massing

- Build on 2015 recommendations for a distinct base, middle and top building facades.
- Facade treatment + building typology by scale and T-zone.
- Ensuring buildings are ADA accessible.
- Activated streetfront and providing pedestrian scale *(the West End, Broadway Main and Gateway to the Gulf Districts)*.

    1. Deep Openings.
    2. Continuous Building Fabric.
    3. Canopies and shadow lines.
    4. Variation of Facade dimensions by T- zone.

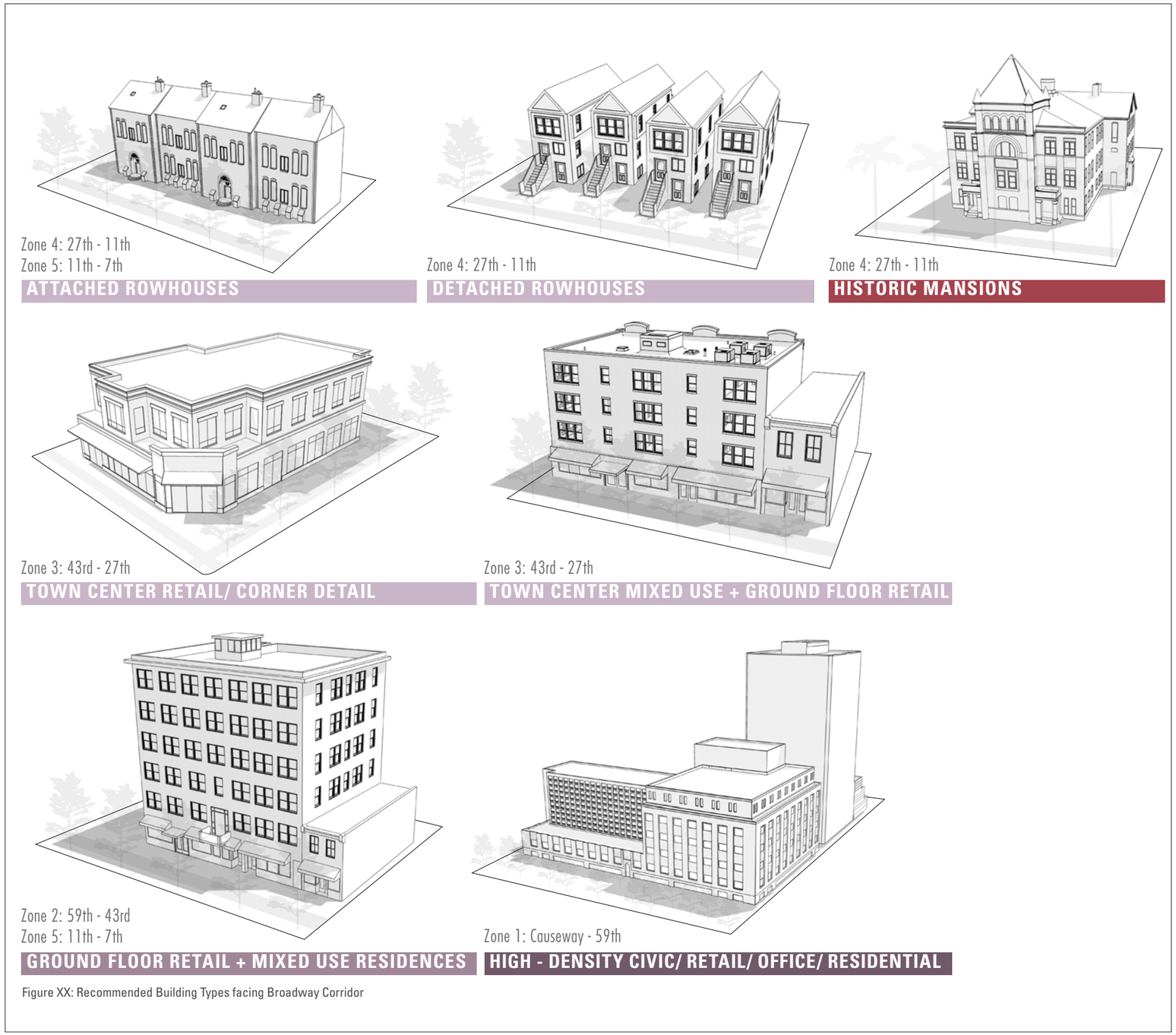
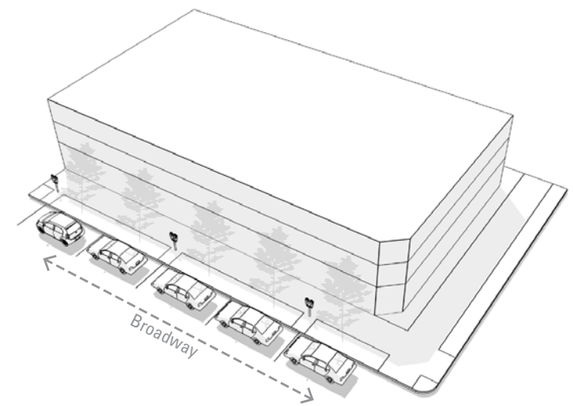


Figure XX: Recommended Building Types facing Broadway Corridor

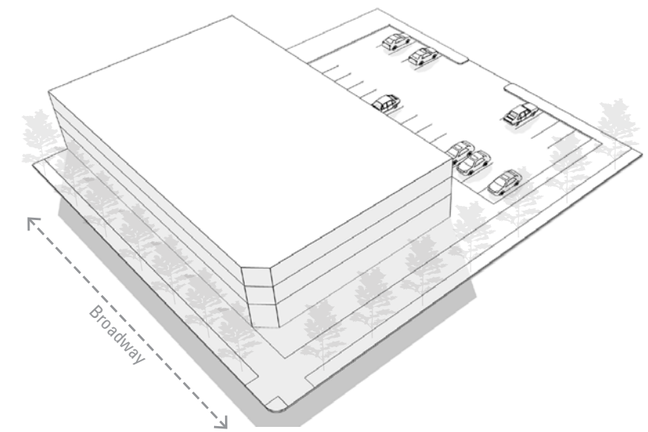
Proposed Parking Strategy

- Limit large surface parking and remove informal parking.
- 3.5 spaces per 1000 sf (non-residential).
- Designated on-street parking.
- Minimize curb-cuts.
- No parking lots on corners.
- Some teaser parking in the west with potential for structured parking.
- Encourage parking lots to the rear of development.
- Support for shared parking facilities.
- Parking to be met with ample shade, landscape and screening.



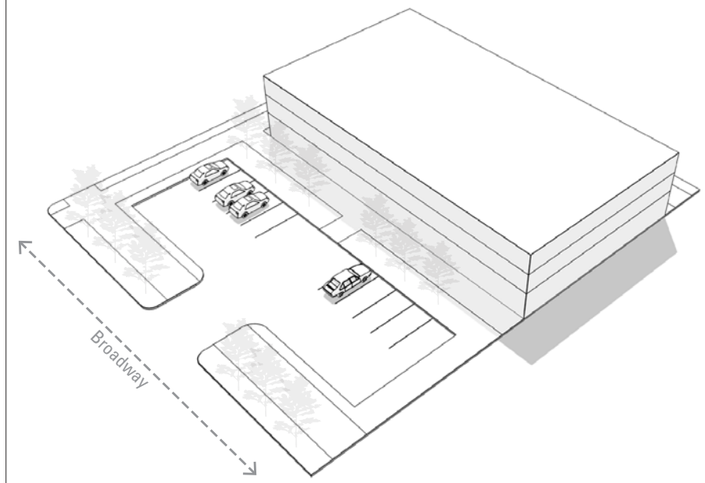
T5 T5a T4 SD Preferred Use

DESIGNATED ON-STREET PARKING



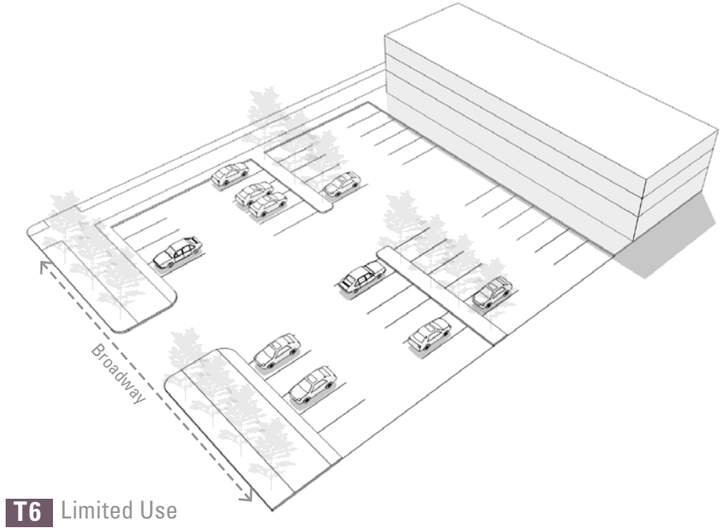
T6 T5 T5a T4 SD Preferred Use

PARKING FIELD REAR OF PARCEL



T6 T5 Limited Use

TEASER PARKING*



T6 Limited Use

PARKING FIELDS IN FRONT*

*Note: Teaser parking and parking fields should be limited in its use along Broadway. Parking fields shall only be considered along the I-45 Causeway service road with a limit of two drive aisles (3.5 spaces per 1000sf). Otherwise, surface parking shall be maintained in the rear of properties or in parking garages.

Figure XX: Recommended Parking Types facing Broadway Corridor

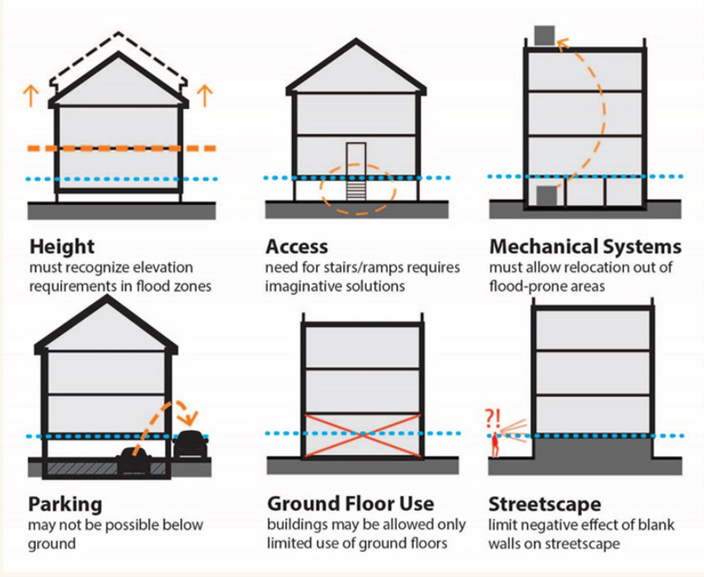
Flood Risk Management

- Building Broadway for Resilience.
- NYC Department of City Planning best practice strategies for flood-prone cities.
- FEMA Ordinance 7 - Developers and property owners to consider building above BFE with the incentive of lower insurance rates.

2017 NYC DEPARTMENT OF CITY PLANNING (DCP)

DEVELOPING FOR FLOOD RISKS - ZONING CHANGES

"The NYC DCP has been working to ensure that zoning does not impose requirements that make it difficult to comply with flood resilient construction. These changes allow buildings to be designed to be more resilient to future floods and receive lower flood insurance premiums." The graphics below referenced from the NYC DCP are general applications and best practices to consider when building for flood-prone cities. The aim is to reduce flood risk, promote resilient, vibrant neighborhoods through practical design elements, and plan for adaptation over time.



FEMA ORDINANCE ADMINISTRATION - *INSURANCE RATES*

Figure 7-7. Pre-FIRM building—1995 insurance rate: $595

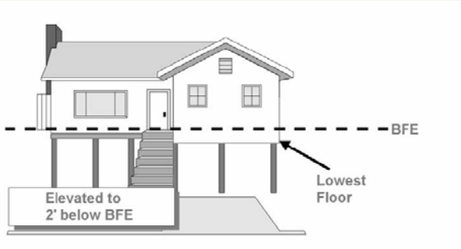


Figure 7-10. Repaired—variance allowed.
Elevated to 2' below BFE; actuarial rate: $1,140

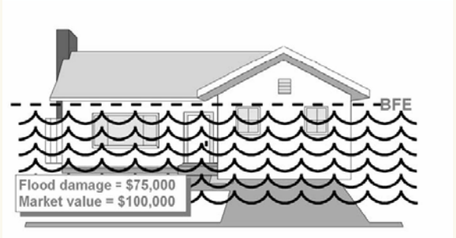


Figure 7-8. Pre-FIRM building—substantially damaged by 1997 flood

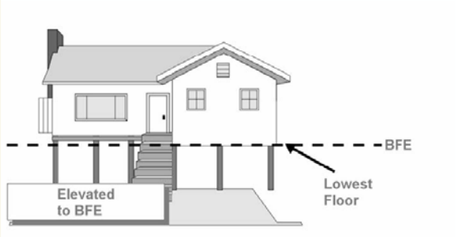


Figure 7-11. Repaired—elevated to BFE; actuarial rate: $351

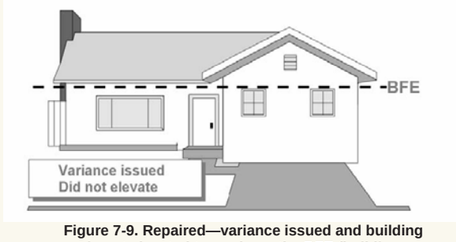


Figure 7-9. Repaired—variance issued and building is not elevated to or above the BFE (building is 7 feet below BFE); actuarial rate: $3,090

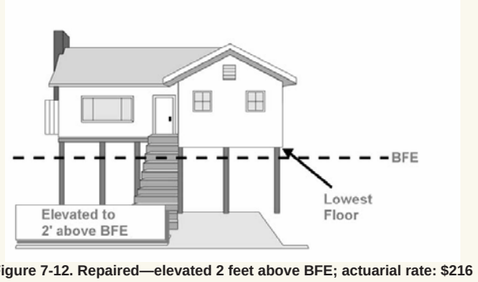
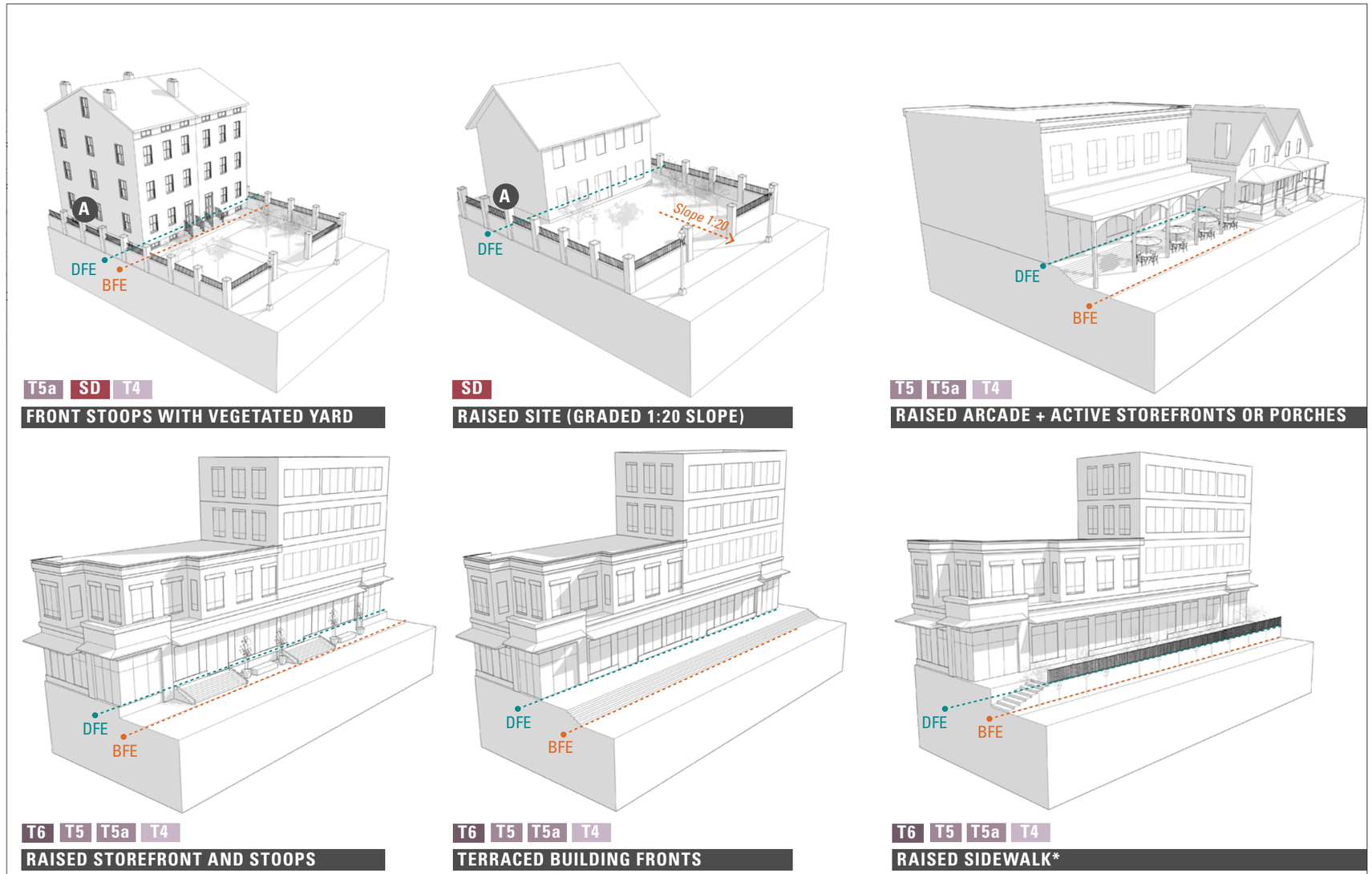


Figure 7-12. Repaired—elevated 2 feet above BFE; actuarial rate: $216

Proposed Grade Changes

- Retroffit and develop building standards for flood protection.
- But, must be cognizant of solid wall exposure when building above BFE.
- Ensure connections from entryways to public sidewalks.
- Maintain continued street vibrancy.

1. Stoops
2. Raised Grade
3. Arcades, Galleries
4. Terraced Porches
5. Raised Storefronts



A Conditions where a basement level may be applied for mechanical systems and/or storage. T5 and T6 zones may also apply basement levels (below grade) appropriate for underground parking garages.

*Note: Raised sidewalks should be minimally utilized to prevent solid walls, thereby, inactivity in the public realm.

Figure XX: Flood Zone Streetfront Character by Transect Zone (T-zones)

Proposed Materiality

- Advocate for materials that are most tolerant of climate and natural disaster-prone areas.
    1. Brick Masonry
    2. Stucco Cladding
    3. Fiber Cement
    4. Impact-resistant Glass
    5. Prohibit Metal Siding
- Restrict use of chainlink and wood fences. *Fences are limited to Preservation District.*
- Ensure the appropriate construction application for all materials.

EXTERIOR CLADDING COMPONENTS AND BEST PRACTICES (FEMA)

T5a SD

- Wood or vinyl siding, commonly seen in residential properties, can protect properties, if properly installed.
- Builders should choose siding that is rated for high winds of up to 110mph.
- Ensure fasteners and other hardware are properly applied will be critical.

T6 T5 T5a T4 SD

- Concrete walls are valued in coastal construction for their ability to resist high wind loads.
- When applied, FEMA recommends that a properly installed cladding system with water resistive barriers such as side panels (fiber-cement siding, textured plywood and stucco).

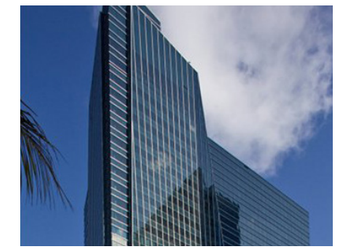
T6 T5 T5a T4 SD

- Brick masonry and brick veneers provides solid protection from high winds in addition to maintaining aesthetic appeal.
- It is important to ensure construction of brick masonry require ties that support no more than 2sqft of wall area.

T6 T5 T5a T4 SD

- Stucco cladding over masonry and fiber cement typically perform well during high winds, fires and flash floods.
- Cast iron, mainly in historic properties often rust. Such materials should not be used for new construction.

T6 T5



- When building with glass, Impact resistant glass is, though costly, provide the best option in hurricane-prone areas.
- Example: 1450 Brickell project in Miami, Florida, where the structure withstands wind speeds of up to 300mph.

ROOFING MATERIALS

T5a T4 SD

- Metal roofing, typically applied in long, standing seam panels, may be used.
- Concrete and asphalt (tiles or sheets) are best used for non-residential structures with their water-proof, fire-resistant qualities.
- All roof materials should be installed with proper construction techniques to maximize structural safety long-term and during natural disasters.

FENCING

T5a SD

- Fences shall be limited to zone SD and minimally in zone T5a (private residential properties).
- Fences should be fireproof and wind-resistance.
- Materials shall be limited to the use of brick masonry, stone, or treated cast iron. Chainlink fences and wood fences should be prohibited.

Figure XX: Exterior Cladding Components and Best Practices
Source: FEMA, 2017

Proposed Tree Planting

- Promote the health of tree plantings and vegetation by placing according to soil volume.
- Spacing is important for size of trees and soil volume amount.
- Consistent amount of trees, not necessarily consistent spacing across the Corridor.
- Planting in groups will allow for resistance against wind damage.

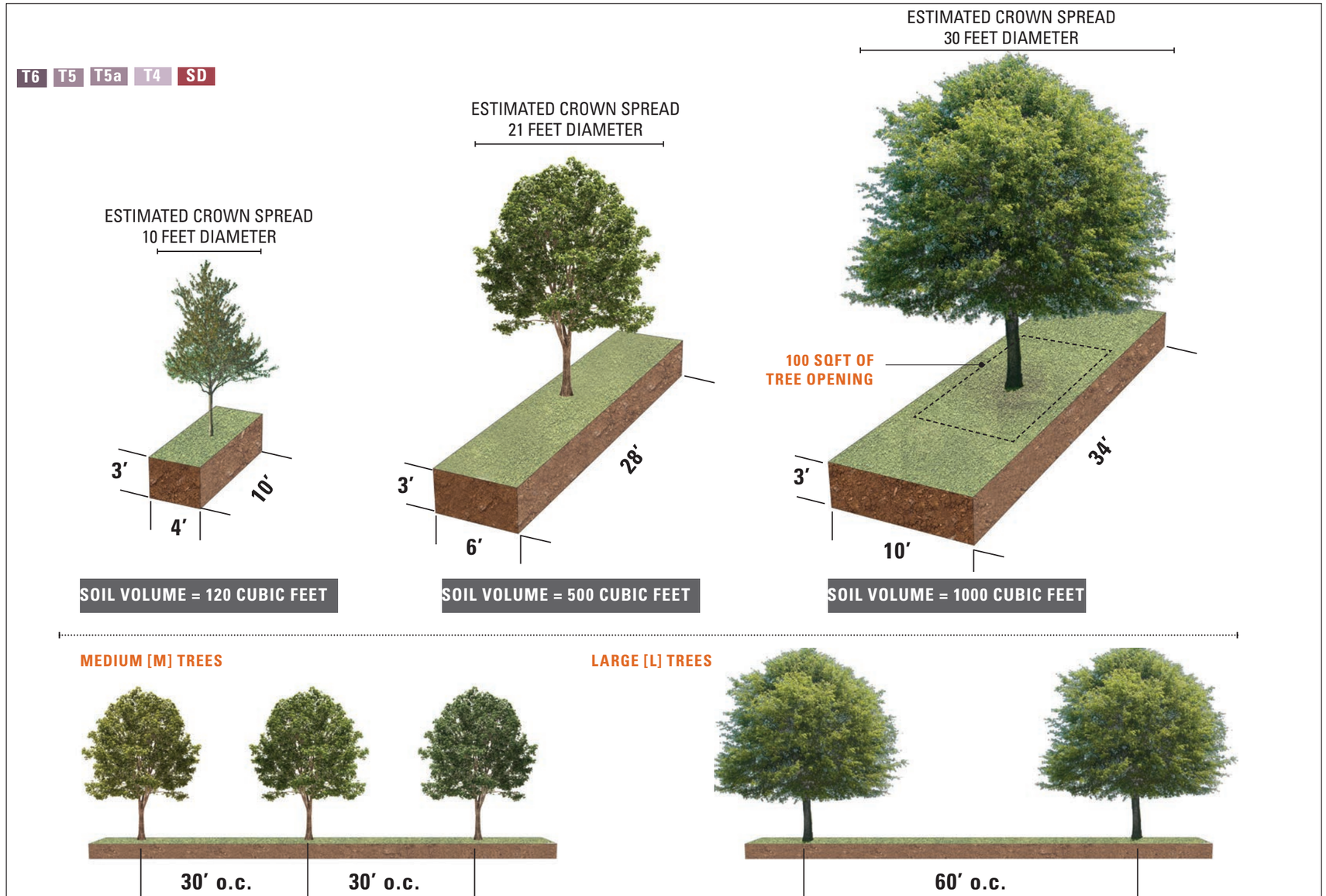


Figure XX: Recommended Tree Planting Standards for soil volume

Proposed Low-impact Development Practices

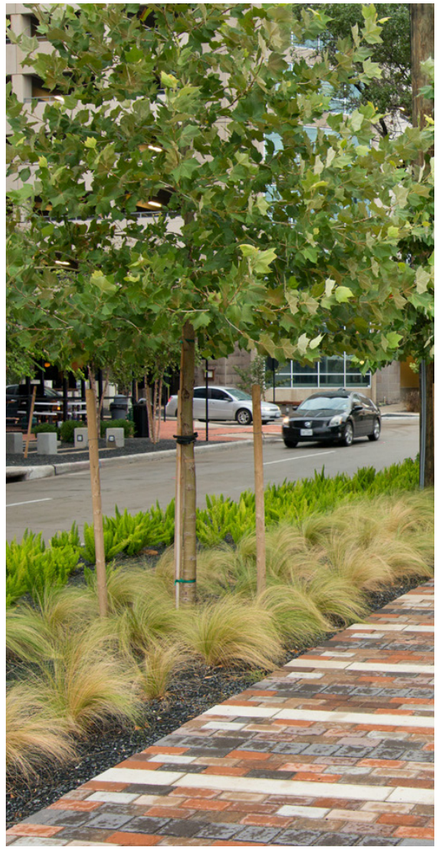
- LID practices is a long term cost-saving approach to help manage stormwater.
- Flooding causes erosion, infrastructure damage and distribution of pollutants.
- Mitigation by providing a range of landscape interventions and increasing permeability.

HURRICANE-TOLERANT TREES

T6 T5 T5a T4 SD

BIOSWALES + RAIN GARDENS

T6 T5a SD



URBAN TREEWELL/ TRENCH DRAINS

T5 T4

PERMEABLE PAVERS/ CELL PAVERS

T6 T5 T5a T4 SD

Proposed Signage

- Promote the use of clear and coherent signage types.
- Recommendations build on the 2015 Land Development Regulations for allowed signage components and prohibited.
- May require development of future signage standards along Corridor.
- Maintain a vital streetscape through signage.

***RECOMMENDED SIGNAGE TYPES ALONG BROADWAY ZONES**

T6 T5 T5a T4 SD

1. DIRECTIONAL SIGNAGE
- Informs people of their surroundings at strategic points along the corridor.
- Displays directional information and are often regulatory in nature (bike signs, no parking, etc).

T6 T5 T5a T4 SD

2. BRANDED SIGNAGE/ WAYFINDING
- Directional signage that is branded for a sense of place.
- Displays informational location about points of interest and distances to reach them.

T6 T5 T5a T4 SD

3. HANGING/ MOUNTED SIGNS
- Displayed on private property to advertise goods or services.
- Appropriate signs may be hanging or mounted displays.

T6

4. BUSINESS BOARD DISPLAYS
- Displayed on property to advertise goods or services.
- Often displayed on stable and refined structural support.

T5 T5a T4

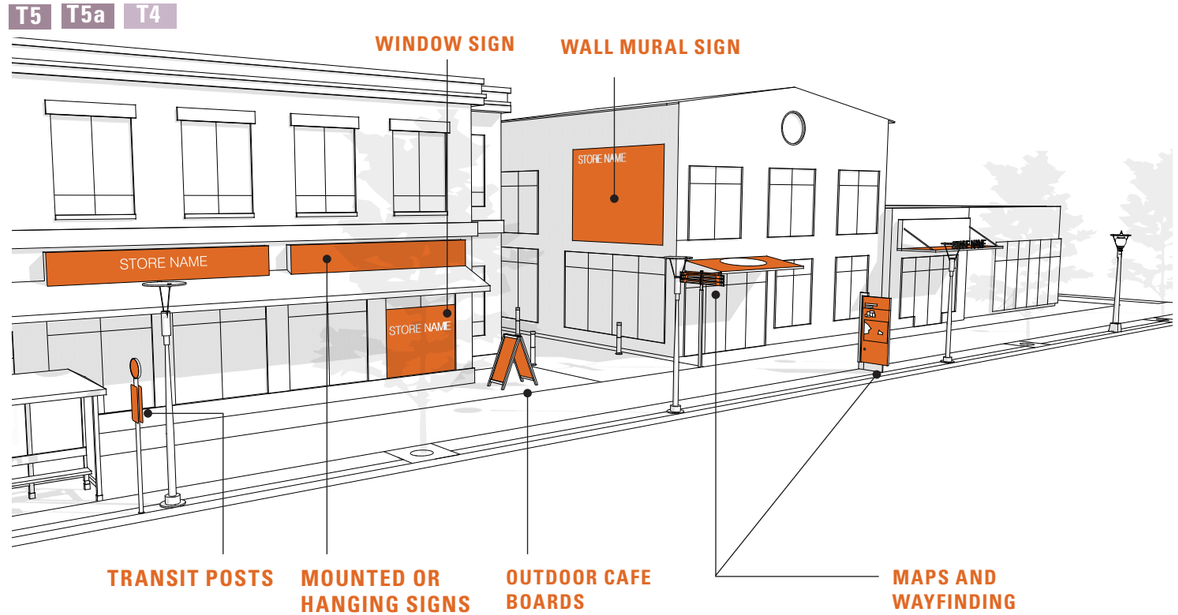
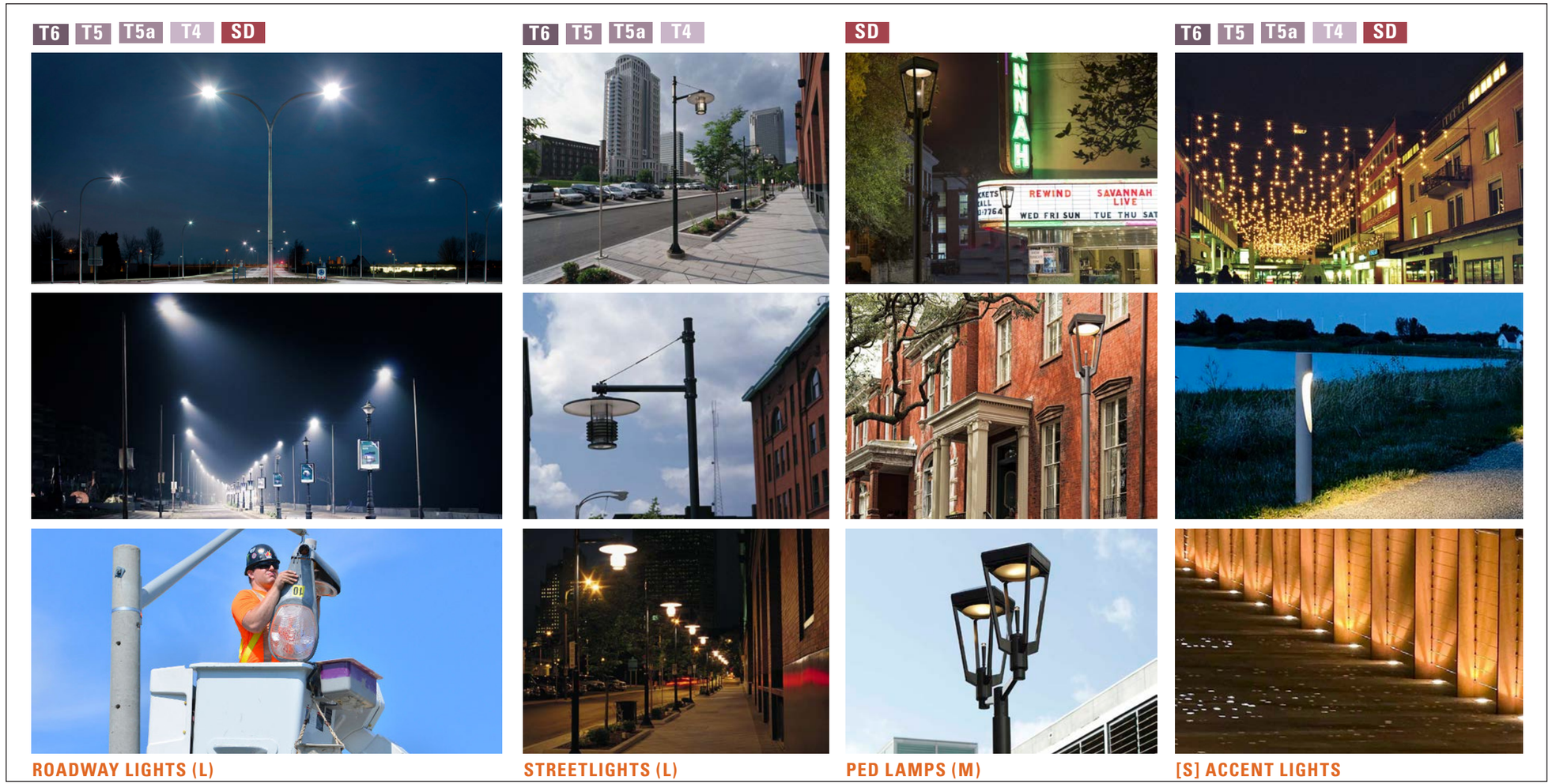


Figure XX: Allowed Signage Components

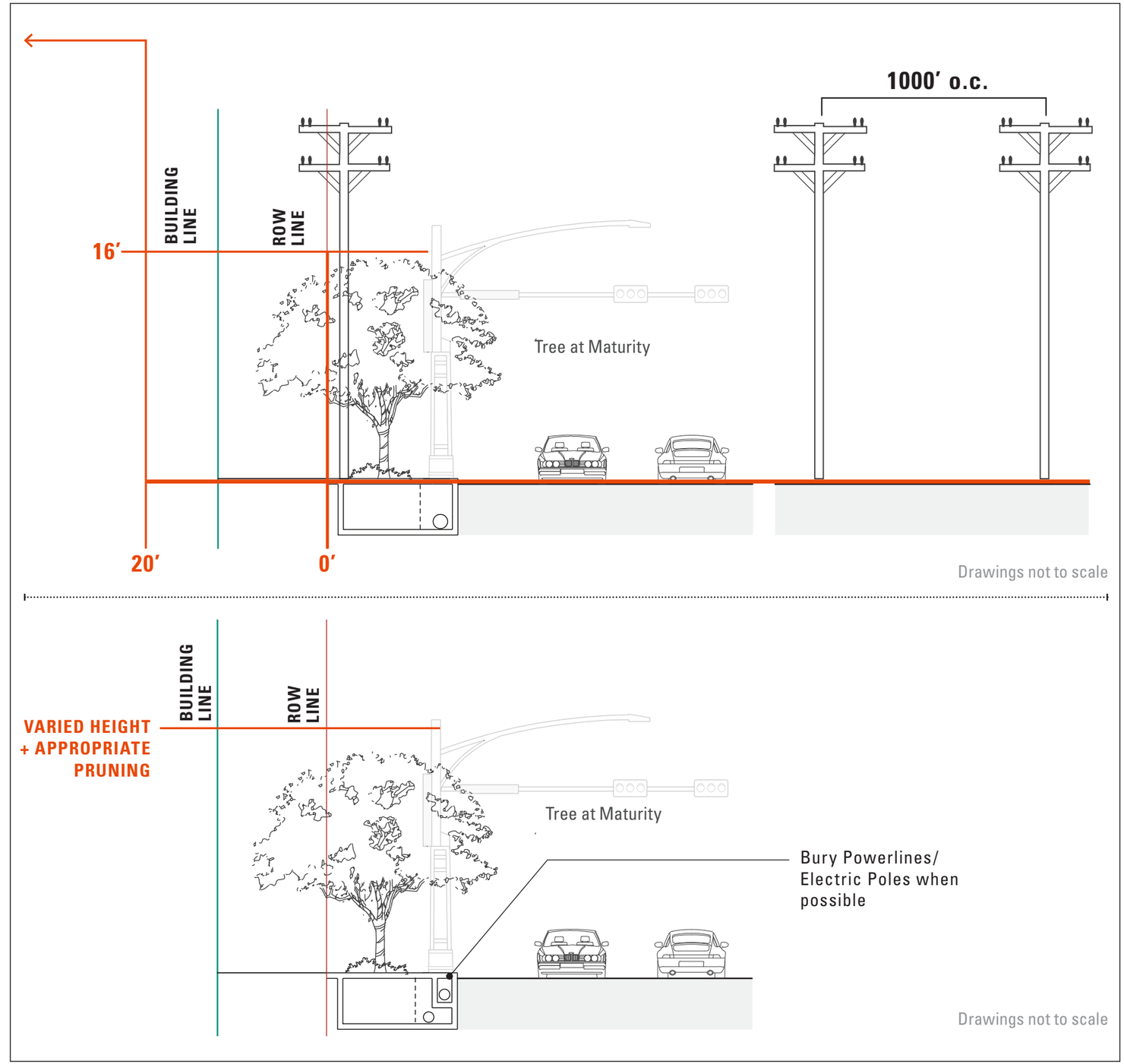
Proposed Lighting

- Recommendations emphasize differentiation of lighting by:
  1. Type of Space (median, sidewalk, private realm).
  2. Lighting Types by T-zone (roadway, streetlights, streetlamps, bollards).
  3. Organization Zone on Sidewalk.
- Replacement of fixtures should be considered for LED (if not already).
- May require additional studies for specific lighting design to achieve uniformity and prevent dark spaces.



Proposed Utilities Structure

- Utilities and overhead powerlines are minimal running east-west along Broadway.
- In cases of north-south running utilities or for any future occurrences:
  1. Trees in the street ROW not to exceed height of 16′-0.″
  2. Overhead powerlines to be spaced at least 1000 feet off-center.
  3. Maintain appropriate tree-trimming practices (CenterPoint's "Tree Trimming Practices").
  4. Bury Powerlines when possible.



Zone 1 Proposed Back of Curb

Entrance to the City (Causeway-59th)

EXISTING

- Raised surface parking lots
- Some vegetation

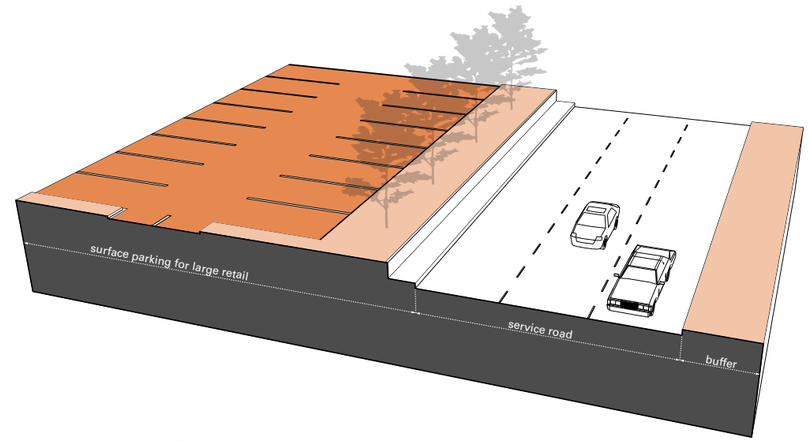
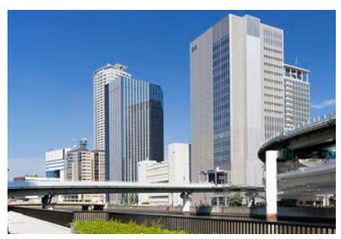


Figure XX: Existing Zone 1 Back of Curb Configuration

PROPOSED

- Raised development (back of development to face surface road)
- Surface parking to be located inland through an arterial road
- Vegetated setback with tree planting
- All back of curb circulation must be ADA-compliant



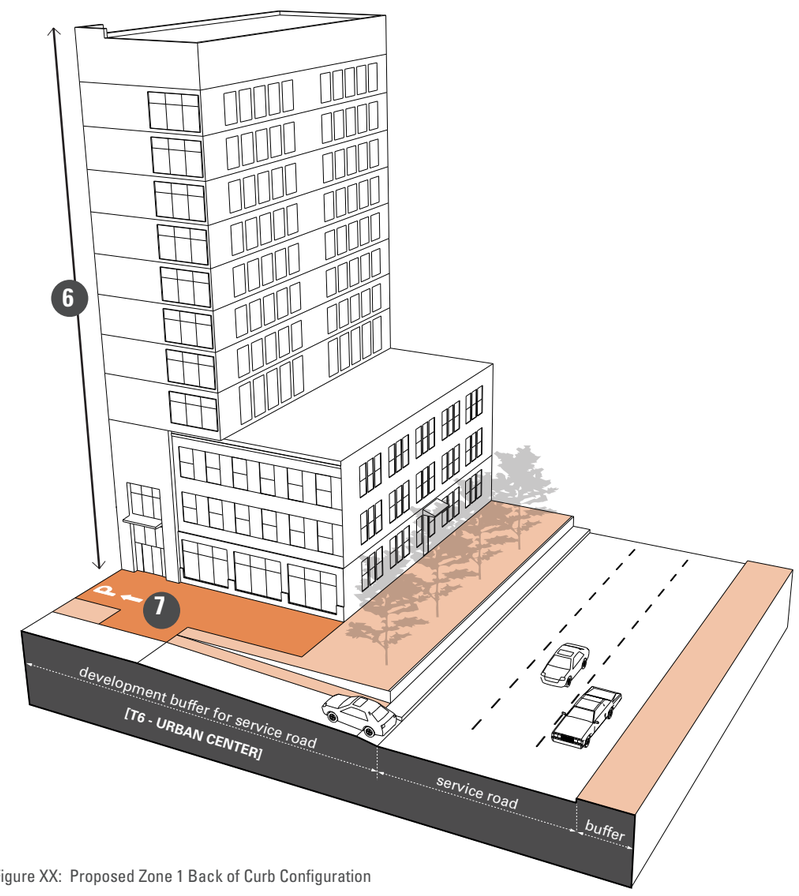
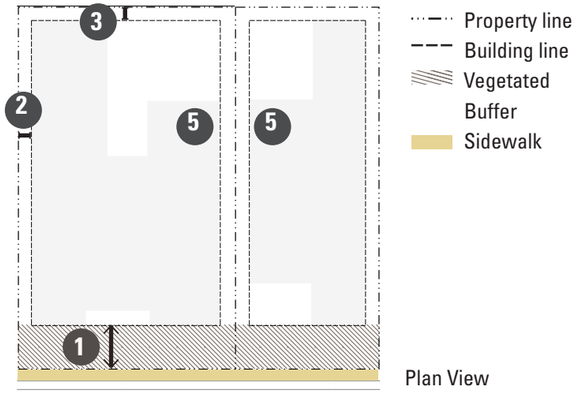


Figure XX: Proposed Zone 1 Back of Curb Configuration

T6 - GUIDELINES	
I. SETBACKS	
1. FRONT SETBACK:	10'-0" - 20'-0" max
2. SIDE SETBACK:	5'-0" - 10'-0" max
3. REAR SETBACK:	5'-0" - 10'-0" max
4. FRONTAGE BUILDOUT:	70% min at setback
5. LOT COVERAGE:	60% max
II. HEIGHTS	
6.BUILDING HEIGHT:	min. 32'-0"/ (~2.5 stories) max. 220'-0"/ (~20 stories)
III. PARKING	
7. TYPE:	Rear or Garage/ On-street parking along secondary thoroughfares
8. RATIO:	up to 4 spaces per 1,000 sqft of GFA or 1.5 space per unit
IV. BUILDING FUNCTION	
Mixed-use (Residential and Hospitality [upper floors], Office, Public Services, some Retail [along secondary streets])	
V. GRADING	
9. FINISHED FLOOR:	2'-4' above flood elevation
VI. FRONTAGES	
10. PERMITTED:	Forecourt, Shopfront , Awning, Gallery, Arcade
11. NOT PERMITTED:	Common Lawn, Parking Lot, Stoop, Terrace, Porch/Fence
12. MISC.	1/4-mile transition nodes will require build-to-lines with parking to the rear of structure



Plan View

Zone 2 Proposed Back of Curb

The West End (59th- 43rd)

EXISTING

- Wide and frequent Curb Cuts
- Surface parking facing Broadway
- One story retail and large setbacks
- Lack of visible sidewalks

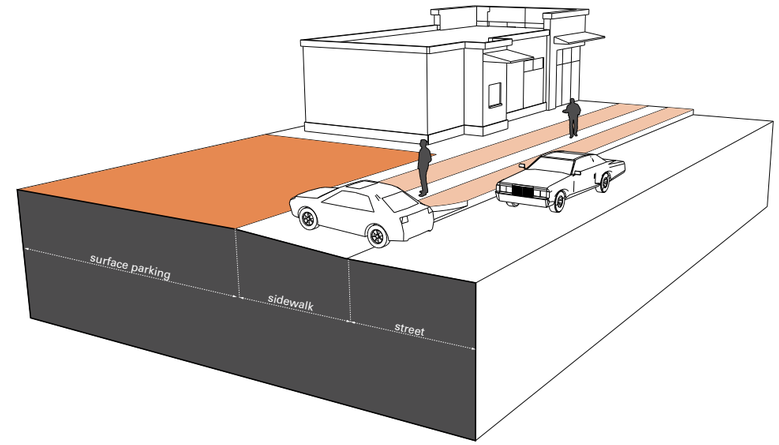


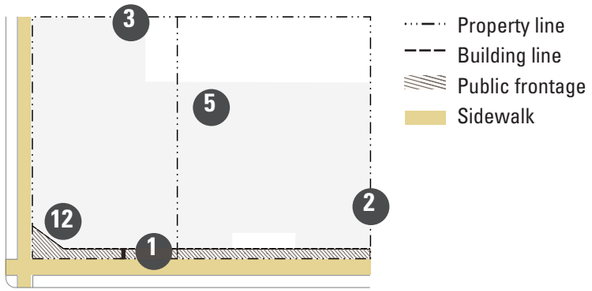
Figure XX: Existing Zone 2 Back of Curb Configuration

PROPOSED

- Minimal setbacks and retail building fronts
- Active retail front and wide ADA-accessible sidewalks
- Tree wells (min. 5'-0") and trench drains
- Sufficient pedestrian lighting
- Mixed-use development with existing lot consolidation

Figure XX: Proposed Zone 2 Back of Curb Configuration

T5 - GUIDELINES	
I. SETBACKS	
1. FRONT SETBACK:	3'-0" - 5'-0" max (with vegetation)
2. SIDE SETBACK:	0'-0"
3. REAR SETBACK:	0'-0" or 10'-0" max if property abuts residential
4. FRONTAGE BUILDOUT:	80% min at setback
5. LOT COVERAGE:	70% max
II. HEIGHTS	
6.BUILDING HEIGHT:	min. 32'-0"/ (~2.5 stories) max. 96'-0"/ (~8 stories)
III. PARKING	
7. TYPE:	On-street/ Garage
8. RATIO:	up to 3 spaces per 1,000 sqft of GFA or 1.25 space per unit
IV. BUILDING FUNCTION	
Mixed-use (Residential and Lodging [upper floors], Office, Public Services and Civic, Retail)	
V. GRADING	
9. FINISHED FLOOR:	2'-4' above flood elevation
VI. FRONTAGES	
10. PERMITTED:	Forecourt, Shopfront , Awning, Gallery, Arcade
11. NOT PERMITTED:	Common Lawn, Parking Lot, Stoop, Terrace, Porch/Fence
12. MISC.	1/4-mile transition nodes will require build-to-lines with parking to the rear of structure



Zone 3 Proposed Back of Curb

Broadway Main (43rd- 27th)

EXISTING

- Wide and frequent curb cuts
- Surface parking facing Broadway
- One story commercial and large setbacks
- Little to no visible sidewalks
- Inefficient use of space

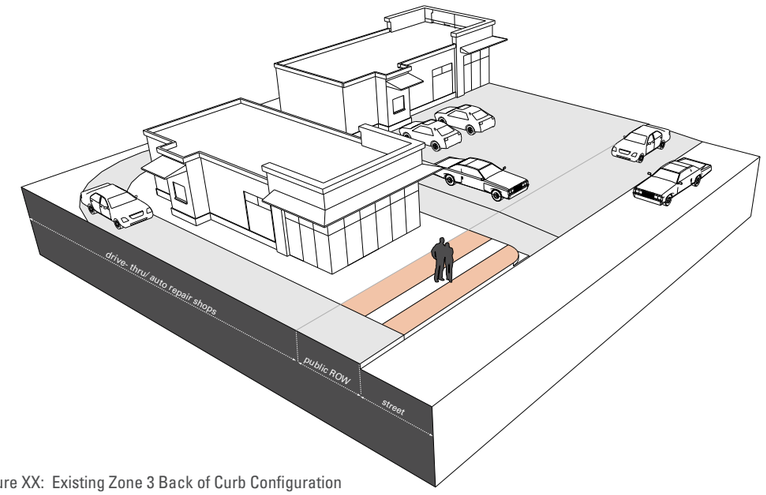
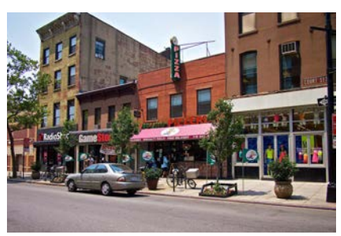


Figure XX: Existing Zone 3 Back of Curb Configuration

PROPOSED

- Minimal setbacks and raised retail building fronts
- Active retail front and wide ADA-accessible sidewalks
- Tree wells (min. 5'-0"), trench drains and sufficient pedestrian lighting
- Broadway 'Main' Street with town center
- Extended awnings for shade and cafe space



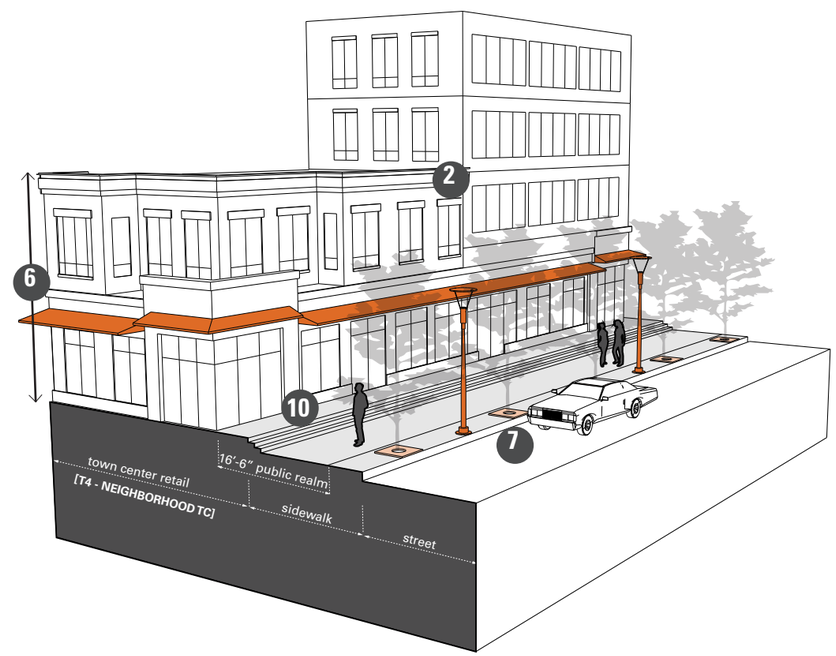


Figure XX: Proposed Zone 3 Back of Curb Configuration

T4 - GUIDELINES

I. SETBACKS

1. FRONT SETBACK:	3'-0" - 10'-0"* max
2. SIDE SETBACK:	0'-0"
3. REAR SETBACK:	0'-0" or 10'-0" max if property abuts residential
4. FRONTAGE BUILDOUT:	70% min at setback
5. LOT COVERAGE:	70% max

II. HEIGHTS

6.BUILDING HEIGHT:	min. 32'-0"/ (~2.5 stories) max. 72'-0"/ (~6 stories)

III. PARKING

7. TYPE:	On-street/ Rear Surface Parking
8. RATIO:	up to 3.5 spaces per 1,000 sqft of GFA or 1.5 space per unit

IV. BUILDING FUNCTION

Mixed-use (Residential and Lodging [upper floors], Office, Public Services and Civic, Retail)

V. GRADING

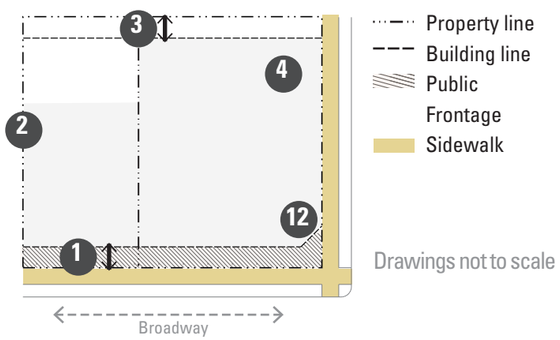
9. FINISHED FLOOR:	2'-4' above flood elevation

VI. FRONTAGES

10. PERMITTED:	Shopfront, Terrace, Gallery, Porch, Forecourt
11. NOT PERMITTED:	Common Lawn, Fence, Stoop, Arcade, Parking lot
12. MISC.	1/4-mile transition nodes will

require build-to-lines with parking to the rear of structure

*Development should exhibit public spaces related to outdoor dining and recreation for frontage setbacks greater than 3'-0".



Zone 4 Proposed Back of Curb

Preservation District (27th- 11th)

EXISTING

- Minimal setbacks and vegetation buffer between public streetscape and private homes
- Minimal shade and infrequent palm trees

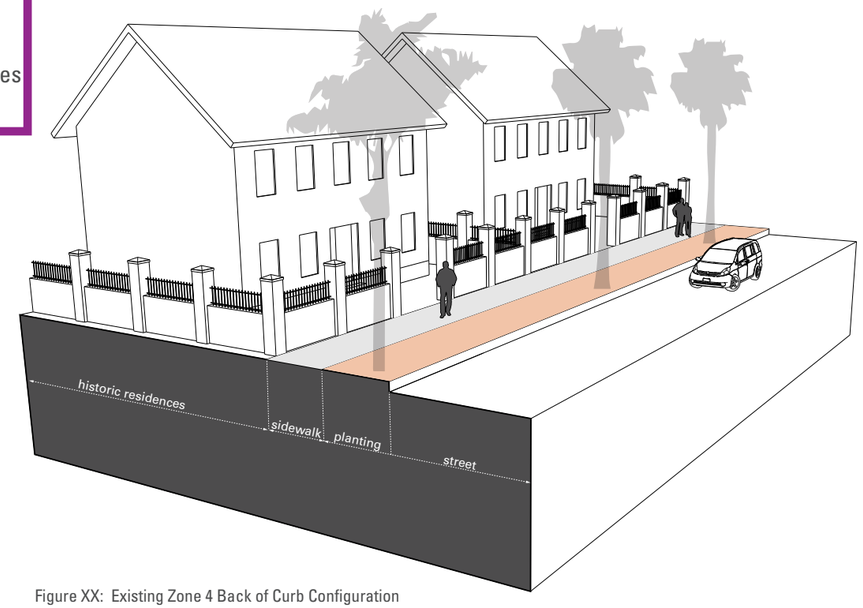


Figure XX: Existing Zone 4 Back of Curb Configuration

PROPOSED

- Larger setbacks with sloped grade or steps to finished floor
- Vegetated buffer/trees between private homes and sidewalk
- Wide ADA-accessible sidewalks, bio swale planted strips (min. 6'-0") and pedestrian lighting

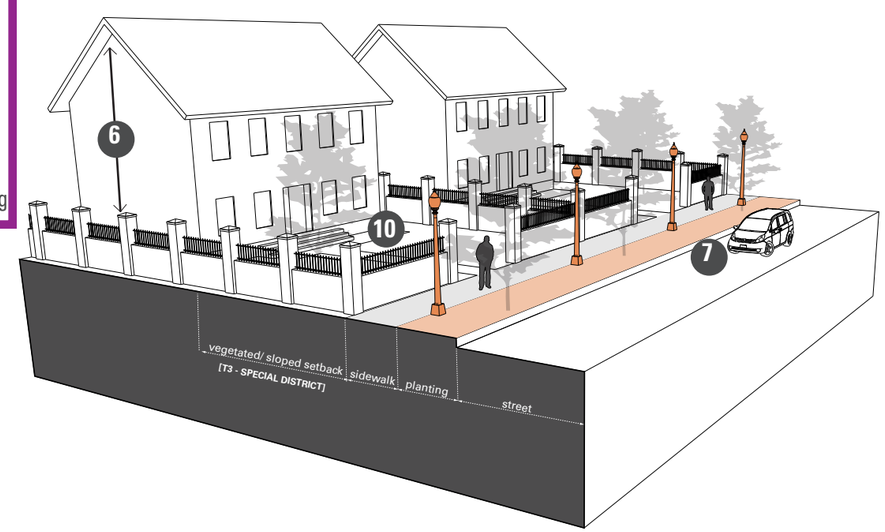
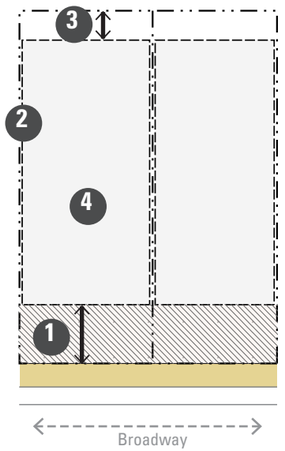


Figure XX: Proposed Zone 4 Back of Curb Configuration

T5a - GUIDELINES	
I. SETBACKS	
1. FRONT SETBACK:	15'-0" - 20'-0"max
2. SIDE SETBACK:	1'-0" - 5'-0" max.
3. REAR SETBACK:	1'-0" or 10'-0" max if property abuts residential
4. FRONTAGE BUILDOUT:	40% min at setback
5. LOT COVERAGE:	60% max
II. HEIGHTS	
6.BUILDING HEIGHT:	max. 48'-0"/ (~3 stories)
III. PARKING	
7. TYPE:	On-street/ Teaser
8. RATIO:	up to 3.5 spaces per 1,000 sqft of GFA or 1.5 space per unit
IV. BUILDING FUNCTION	
Single- use (Residential and Lodging, Offices (limited), Public Services and Civic)	
V. GRADING	
9. FINISHED FLOOR:	1'-3' above flood elevation
VI. FRONTAGES	
10. PERMITTED:	Porch and Fence, Terrace, Stoop,
11. NOT PERMITTED:	Common Lawn, Arcade, Shopfront, Forecourt, Gallery
12. MISC. Development shall adhere to *City of Galveston, Design Standards for Historic Properties*	



Property line
Building line
Front Yard

Drawings not to scale

Zone 5 Proposed Back of Curb

Gateway to the Gulf (11th- 7th)

EXISTING

- Large setbacks to existing shops and yards
- Little to no street trees and minimal sidewalk space

Figure XX: Existing Zone 5 Back of Curb Configuration

PROPOSED

- Minimal setbacks with raised finished floor
- Active street fronts with cafe spaces/ boutique shopfronts
- Wide ADA-accessible sidewalks, vegetated rain gardens and/ or bioswales (min. 8'-0")
- Well-lit by pedestrian lights

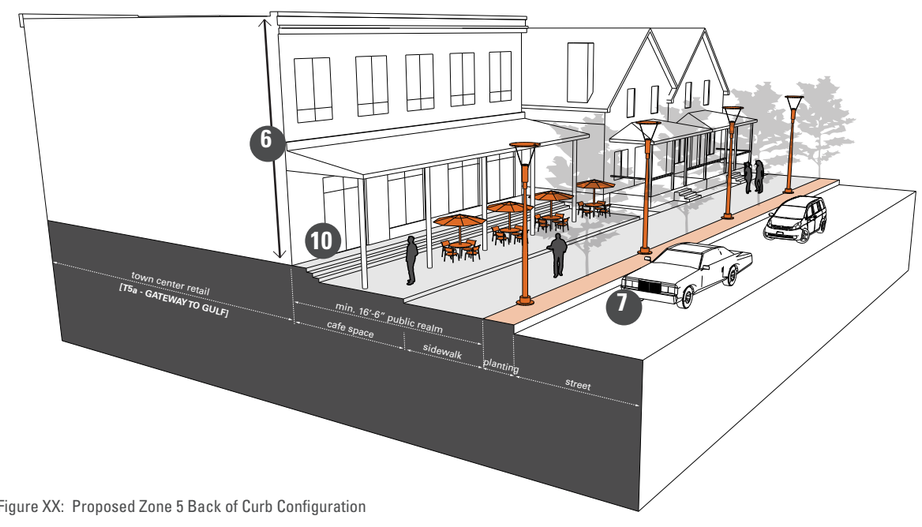
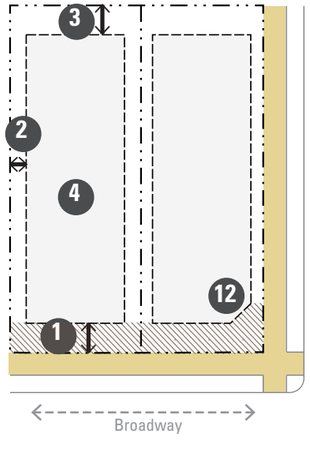


Figure XX: Proposed Zone 5 Back of Curb Configuration

T5a - GUIDELINES	
I. SETBACKS	
1. FRONT SETBACK:	5'-0" - 10'-0"max
2. SIDE SETBACK:	0'-0" - 5'-0" max.
3. REAR SETBACK:	0'-0" or 10'-0" max if property abuts residential
4. FRONTAGE BUILDOUT:	65% min at setback
5. LOT COVERAGE:	70% max
II. HEIGHTS	
6.BUILDING HEIGHT:	min. 32'-0"/ (~2.5 stories) max. 96'-0"/ (~8 stories)
III. PARKING	
7. TYPE:	On-street/ Teaser
8. RATIO:	up to 4.0 spaces per 1,000 sqft of GFA or 1.5 space per unit
IV. BUILDING FUNCTION	
Mixed-use (Residential and Lodging [upper floors], Office, Public Services and Civic, Retail)	
V. GRADING	
9. FINISHED FLOOR:	2'-3' above flood elevation
VI. FRONTAGES	
10. PERMITTED:	Porch and Fence, Terrace, Forecourt, Stoop, Shopfront Awning, Gallery
11. NOT PERMITTED:	Common Lawn, Arcade
12. MISC.	1/4-mile transition nodes will
require build-to-lines with parking to the rear of structure	



Property line
Building line
Public Frontages
Sidewalks

Drawings not to scale

BROADWAY CORRIDOR REDEVELOPMENT PLAN

BUILDING A BETTER
broadway

QUESTIONS/COMMENTS?