

# **T O M B A L L**

## **DOWNTOWN SPECIFIC PLAN**



# **Public Hearing Draft Downtown Specific Plan**

**August 2012**

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# Acknowledgements

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# EXECUTIVE SUMMARY

The Tomball Downtown Specific Plan (DSP) regulates and directs land use planning and development within the Old Town area as defined in the Tomball Comprehensive Plan. The Old Town area has been the focus of study starting in 2002 with the completion of the Old Town Tomball Master Plan and again in 2009 when the City of Tomball adopted the Livable Centers Downtown Plan. All three of these planning efforts built upon concepts and identified recommended projects for revitalization. The City has begun implementing some of the public projects identified in these planning efforts including the Depot Plaza and public parking lots. Additionally, as a result of these efforts, significant private investment has been made in the area since 2002.

In February 2008, the City of Tomball adopted its first Zoning Ordinance and land use map. This effort was a major step in identifying appropriate regulations to ensure future development in the City, including the Old Town area, is compatible with existing land uses and aligns with Tomball's character. The Old Town and Mixed Use zoning designation assigned to most of the DSP study area was created to honor the diverse land uses and support the continuation of the existing development pattern. As a result of the discussions during the Comprehensive Plan process, it was identified this zoning designation did not provide enough protection for the existing neighborhoods from incompatible development, address the unique development constraints (such as lot sizes in the downtown), provide clear design guidance, or allow enough flexibility for quality projects to develop.

The DSP is intended to address these issues. It identifies an appropriate mix of land use intensities and establishes development and design standards for new development and redevelopment. The intent is to ensure long-term economic vitality and protect the quality of life within the study area. Where the Old Town and Mixed Use zoning designation attempted to apply the same standards across a diverse area, the DSP area is divided into six character areas with specific standards related to the unique characteristics of each area. The DSP looks comprehensively at development while tailoring standards related to height, setbacks, design, signage, and massing within each character area. The DSP focuses on compatibility and how the transition of development occurs from lot-to-lot, or how the intensity of development changes (i.e. from one land use to another).

The DSP comprehensively links land use, circulation, infrastructure, and economic development. Past planning studies have identified major obstacles to new development/redevelopment, such as drainage. The DSP presents a Capital Improvement Plan (CIP) specifically tailored to address the Old Town area's infrastructure needs. The CIP identifies specific projects, potential funding sources, and priorities for development. The DSP also identifies multi-modal transportation standards

unique to the Old Town area directly related to the land uses within each character area. The DSP recognizes land use and design standards are zoning district specific, while circulation and infrastructure are relevant throughout the entire study area.

It is important to note though the DSP includes planning level discussions regarding infrastructure, transportation, and economic development, it is a regulatory document. Following the adoption of the DSP, the zoning districts in downtown will change from “Old Town and Mixed Use” to the six DSP zoning districts corresponding to the six character areas. The new zoning districts are:

- DSP-HMS      Historic Main Street District
- DSP-OTP      Old Town Plaza Area District
- DSP-OTC      Old Town Commercial District
- DSP-MUT      Mixed Use Transition District
- DSP-OTR      Old Town Residential District
- DSP-MC        Museum Center District

Following are highlights of the characteristics of the new zoning districts the DSP further defines.

Historic Main Street (DSP-HMS) is located between Pine and Elm streets and extends one block north and south of Main Street/FM 2920 and is intended to encourage a vertical mix of land uses (residential, office, service, retail, recreation/education/public assembly, institutional/government, and general commercial). Allowable height limits remain the same as the current Zoning Ordinance with the ability to get additional height by a specific permitting process. The district improves the building frontage on the street side while opening up the buildings on the backside to the alleys. The DSP identifies appropriate building materials and architectural detailing that improves building façades and creates a lively pedestrian-scaled environment. Public streetscape elements (trees, lighting, street furniture) within the public right-of-way are encouraged. Private streetscape improvements (planters, building lighting, signage, and street furniture) are encouraged on private property within the building frontage near the public right-of-way. Building awnings that extend over the sidewalk right-of-way are desired and encouraged but require approval from the Texas Department of Transportation (TxDOT).

Old Town Plaza (DSP-OTP) is located within the blocks between Market and Fannin streets between Pine and Elm streets and south along Cherry Street to include Tomball Independent School District (TISD). It encourages a mix of land uses building upon the public buildings and open space currently within the area. The district encourages the creation of new public spaces and pedestrian connections in and through private development projects. Building heights are limited for projects adjacent to Historic Main Street zoning district to a maximum of two stories, which is consistent with the Old Town area neighborhoods. Outdoor dining or seating is desired and encouraged and the

City has specific standards related to location, timeframes, and appropriateness regarding temporary outdoor display areas.

Old Town Commercial (DSP-OTC) is the area a half block north and south of Main Street/FM 2920 from Baker Drive/School Street to Pine Street. Office, service, retail, recreation/education/public assembly, institutional/government, and general commercial uses are encouraged and building heights can be up to three stories by right. The biggest change desired in this district is moving building frontages closer to Main Street/FM 2920, adding sidewalks, landscaping, and shifting or eliminating parking requirements to create a continuation of the pedestrian-oriented environment from the Historic Main Street character area.

Mixed Use Transition (DSP-MUT) encompasses a variety of areas. Buildings are encouraged to provide vertical mixed use development which includes a combination of uses within a single structure, as well as a mix of uses on adjacent lots. These areas are intended to serve as a buffer between the residential and more intense commercial and public land uses. These areas are required to be designed to match the scale, massing, and aesthetic of the Old Town Residential neighborhoods and the DSP includes strategies to meet these design standards. Building heights are allowed up to three stories when immediately adjacent to the Old Town Commercial zoning district and transition to two stories to match the residential areas.

Old Town Residential (DSP-OTR) represents the balance of the DSP area (except Museum Center) that includes some of Tomball's oldest homes in compact neighborhoods with mature landscaping. The DSP includes scale, massing, setback, and aesthetic standards ensuring new infill residential development enhances the neighborhood character. Instead of dictating an architectural style, the DSP focuses on compatibility standards to ensure the neighborhoods remain stable and infill is appropriate.

Museum Center (DSP-MC) represents Tomball's "best kept secret" and a tremendous heritage tourism attraction that can bring new visitors to the Old Town area. The intent is to allow the Museum Center to continue operating effectively while minimizing any negative impacts to the surrounding residential areas. Pine Street has been identified as a character street to include signature landscaping and special signage leading visitors to the Museum Center. The DSP encourages the completion of a Museum Center master plan, replatting of the property, and obtaining joint use parking agreements for special events. The DSP states if at any time the museum use is no longer viable, the other permitted primary uses would be allowed by right.

With adoption of the DSP, a City-initiated text amendment to the Zoning Ordinance shall be required in order to make the Regulating Map and DSP effective. Additionally, changes to other portions of the Zoning Ordinance, such as the definitions section to address unique aspects of the DSP requirements, shall be necessary. The DSP also

creates new administrative review procedures for certain types of projects intended to streamline the development review process and serve as an incentive to spur new investment.

# CHAPTER 1: INTRODUCTION

## Background and Purpose

The Downtown Specific Plan (DSP) translates long-range planning into regulatory policy necessary for effective implementation. This is a critical step to ensure the implementation of the City's Strategic Plan, Comprehensive Plan, and Livable Centers Downtown Plan. The DSP is not intended to reinvent past planning efforts, but to move forward with concepts identified by creating a regulatory instrument to ensure implementation.

The City Council has identified downtown as a priority focus within the City's Strategic Plan and identified the DSP as an important project to ensure revitalization of the area. The DSP is a regulatory document with ordinance authority to address the unique development constraints of downtown Tomball. The Comprehensive Plan provides the broad vision for the community and identifies the importance of positioning downtown Tomball as an economic hub and community destination while preserving its character and neighborhoods. The DSP process further defines the community vision by creating an effective tool and regulatory document used to determine appropriate development and redevelopment within the downtown area.

The Tomball DSP...

- Is a regulatory document;
- Provides specific zoning for downtown;
- Addresses land use and design standards; and
- Addresses unique downtown patterns.

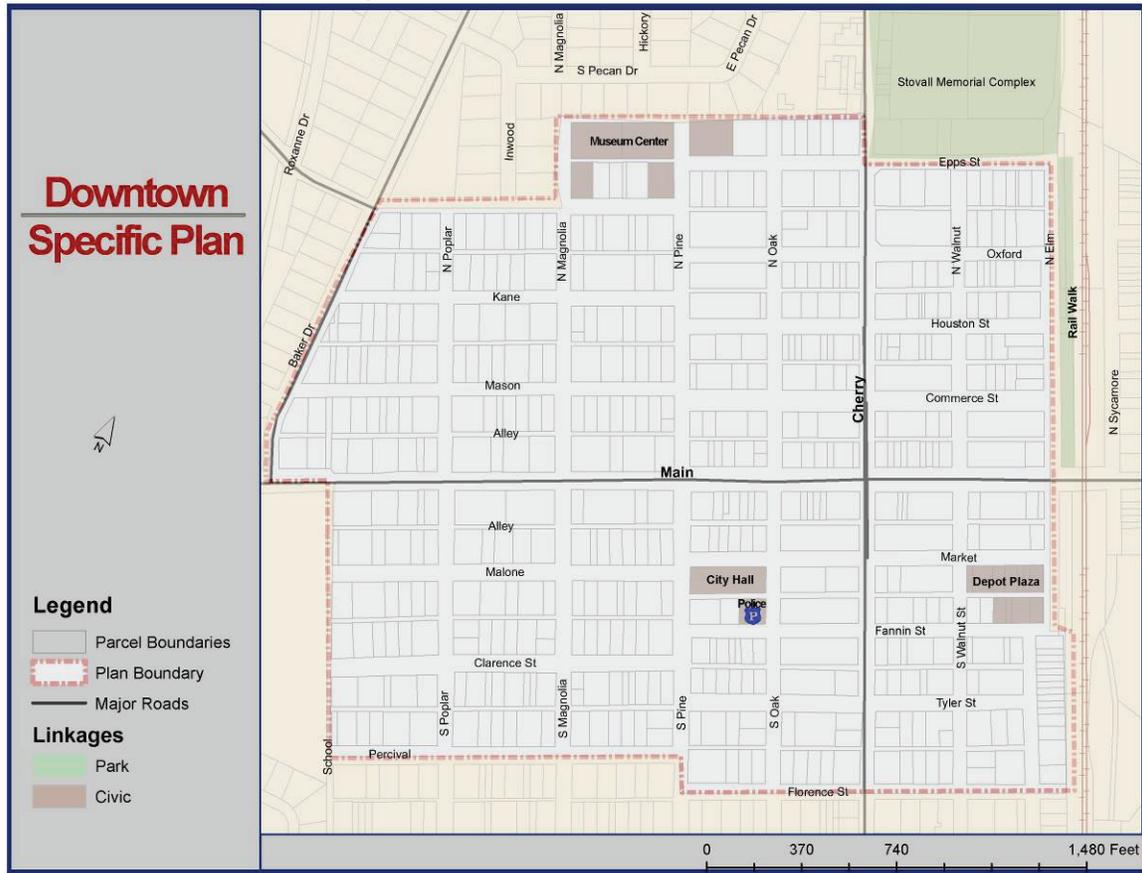
The Tomball DSP is not...

- A planning document;
- A section of the Comprehensive Plan;
- Focused on the City as a whole;
- Set in stone; it is continually changing and evolving; or
- Intended to take a "one-size-fits-all" approach to downtown development.

# Location and Overview

The DSP boundary (Exhibit 1-A) follows the Old Town area designation in the Comprehensive Plan. The DSP area is bound by School Street and Baker Drive on the west; Hicks and Epps streets on the north (with a small jog north of Epps Street to capture the Museum Center); Elm Street and the railroad on the east; and, Percival and Florence streets on the south. The DSP area is significantly larger than the Livable Centers Downtown Plan that covered approximately four square blocks.

**Exhibit 1-A: DSP Boundary**



# Planning Building Blocks

The City of Tomball has made diligent efforts to promote community planning over the last decade. Many of these community planning efforts identified the importance of the downtown area. Residents and business owners have referred to the area as the “heart of Tomball” and have called for the revitalization and protection of its unique character. The DSP builds upon these past planning efforts, fine-tunes the concepts, and creates a regulatory framework for implementation. The following is a brief summary of recent planning efforts that create the DSP building blocks.

## Tomball Comprehensive Plan: Vision 2030

A statement of public policy and an expression of the community’s vision, the Tomball Comprehensive Plan adopted in December 2009 is a tool to guide and shape the community’s future growth and redevelopment. One of the Comprehensive Plan’s principal vision elements is the desire for a vibrant downtown, and as such, it provided special focus to the downtown core through a special land use category: Old Town.

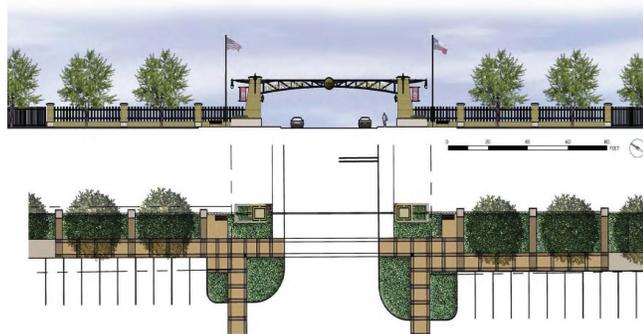
While the Comprehensive Plan provides guidelines for development and redevelopment in and adjacent to the City of Tomball, and specifically within the Old Town area, it recommends the City move forward with a specific area plan for downtown. The DSP provides the regulatory framework necessary to facilitate the vibrant resurgence of the City’s core. In late 2010, Tomball’s City Council approved moving forward with this recommendation, and early in 2011, the DSP was initiated.

## Livable Centers Downtown Plan

The City of Tomball, in partnership with the Houston-Galveston Area Council (H-GAC), completed the Tomball Livable Centers Downtown Plan in 2009 to provide recommendations on improving the livability of its downtown core. The Livable Centers Downtown Plan encompassed a four square block area bound by Houston Street to the north, Fannin Street to the south, Pine Street to the west, and the railroad to the east.

Building upon mobility improvements recommended in the FM 2920 Access Management Study, the Livable Centers Downtown Plan outlines

**Exhibit 1-B: Downtown Gateway Concept**  
Livable Centers Downtown Plan (2009)



recommendations for streetscape improvements, street and alley design, gateway (see Exhibit 1-B) and wayfinding concepts, parking layouts, and Depot Plaza improvements.

The Livable Centers Downtown Plan’s mission is to *develop the downtown public realm to preserve, promote, and enhance the Tomball “sense of place” as the identifiable physical, social, and cultural heart of Tomball.*

The following goals were identified within the Livable Centers Downtown Plan:

- Preserve the eclectic and historic main street classic “Americana” character of the commercial downtown and the historical small town atmosphere of the residential development.
- Promote a diverse and balanced mixed-use, commercial retail “work, live, shop, and play” pedestrian-oriented downtown environment.
- Enhance the collective sense of community pride and heart in the social interaction, celebrations, gatherings, and traditions that define the identity and character of the Tomball community.

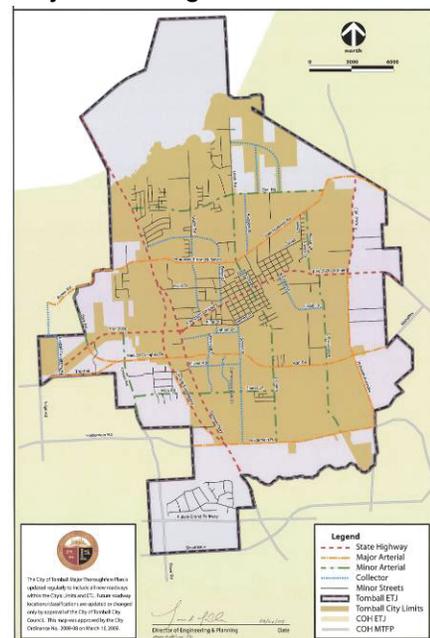
The following objectives were also outlined within the Livable Centers Downtown Plan:

- Develop the Depot/Open Space Plaza into “The Downtown Destination” as an active multi-use event and gathering space, a public park in the heart of downtown, and a cultural platform to celebrate the history and tradition of Tomball.
- Develop a hierarchy of streetscape enhancements and pedestrian linkages properly defining and connecting the main street corridor, commercial zones, community and civic spaces, and residential neighborhoods.
- Develop a combination of clearly visible and accessible public open-lot parking, on-street parking, and retail loading options properly scaled to the downtown environment, providing clear pedestrian access to adjacent streetscape.

## Tomball Major Thoroughfare Plan

The 2009 Major Thoroughfare Plan (MTP) depicted in Exhibit 1-C identifies a classification system for designating major transportation routes in and around the community and serves as a planning tool to identify new roadway connections and infrastructure. As part of the effort, Harris County’s Major Thoroughfare right-of-way requirements,

**Exhibit 1-C:**  
Major Thoroughfare Plan



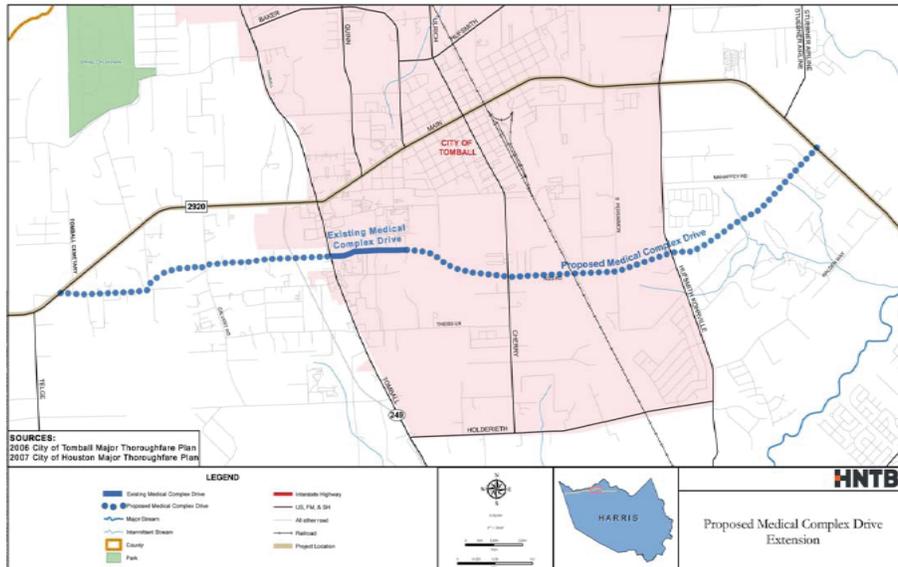
Houston’s Major Thoroughfare and Freeway Plan, and the preliminary engineering report for Medical Complex Drive were considered. The MTP’s hierarchy system identifies five roadway classifications: state highway (SH/FM), major arterial, minor arterial, collector, and local street. Of the roadways traversing the DSP area, Main Street/FM 2920 is classified as a state highway and Cherry Street as a minor arterial.

## FM 2920 Access Management Study

Spurred by dramatic growth in northern Harris County, H-GAC led a study in 2008 to identify solutions for improving mobility, reducing traffic delays and improving safety along the regions key east-west corridor: FM 2920. The City of Tomball, along with study partners Harris County, City of Waller, Houston Northwest Chamber of Commerce, North Houston Association, and the Texas Department of Transportation (TxDOT), served on the project steering committee.

The FM 2920 Access Management Study recommends several improvements specific to Tomball’s downtown area such as removing on-street parking, widening sidewalks, adding raised medians and channelized left turn-lanes, providing an alternative bike route, realigning cross streets, and improving the parallel east-west facility, Medical Complex Drive (see Exhibit 1-D).

**Exhibit 1-D: Proposed Medical Complex Drive Extension**  
 FM 2920 Access Management Study (2008)



# Zoning Ordinance

On February 4, 2008, the City of Tomball adopted its first Zoning Ordinance and land use map. The adoption of the Zoning Ordinance was a critical step in ensuring quality community development occurs in Tomball. The majority of the DSP area has the zoning designation of “Old Town and Mixed Use District.” The intent of this designation is to honor the diverse land uses currently existing and endorse the continuation of the mixture of uses in this area of the City; retail, office, single-family, duplex, and multi-family residential are appropriate uses in the area. The Old Town and Mixed Use District was intended to provide a zoning mechanism for a variety of uses in the original town site and those areas having a diverse mixture of uses.

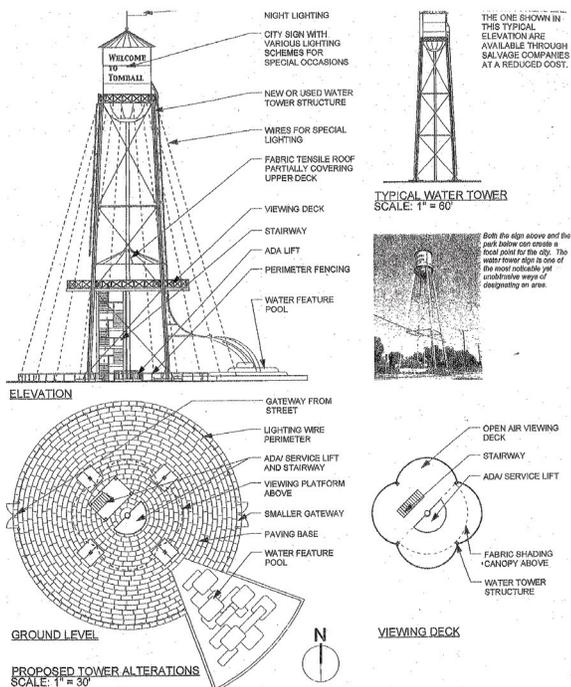
# 2007-2017 Infrastructure Master Plan and Capital Recovery Fee Determination

The City of Tomball uses the Infrastructure Master Plan as a tool to guide growth and to sequence water, wastewater, drainage, parks, and roadway infrastructure. Previous Infrastructure Master Plans were completed for the City in 1969, 1982, 1986, 1996, 1999 and 2002. Using 2007 land use categories, the Infrastructure Master Plan estimated future population and service projections to determine infrastructure improvements needed and the estimated costs of those improvements to recommend appropriate capital recovery fees.

# Old Town Tomball Master Plan

The Old Town Tomball Master Plan was initiated by the City in 2002 for the revitalization of downtown. The study area included the few blocks on either side of Main Street/FM 2920 between Pine Street and the railroad. The Old Town Tomball Master Plan offered recommendations on streetscape design, parking, rail right-of-way improvements, and featured elements at the Depot Plaza and the Cherry Street school site and pointed towards successful downtown redevelopment efforts in Georgetown, Fredericksburg, Round Top, Salado,

**Exhibit 1-E: Proposed Water Tower Feature**  
Old Town Tomball Master Plan (2002)



and Huntsville in which Tomball could emulate. A graphic depicting a proposed water tower feature is presented in Exhibit 1-E.

## Process Summary

Ensuring a wide range of public and stakeholder involvement opportunities on all community planning projects is essential to the City of Tomball. The City of Tomball is dedicated to taking a proactive approach in soliciting citizen and stakeholder comments to ensure the final product is reflective of the community's values, goals, and objectives. The DSP Public Involvement and Communication Plan (PICP) explained the measures for citizen and stakeholder involvement throughout the process. The PICP's goal was to ensure a "we're all in this together" atmosphere promoting understanding and useful input. All those interested in downtown Tomball were recognized for having a stake and their involvement was desired.

## Project Management Team

The Project Management Team (PMT) was comprised of key City and Tomball Economic Development Corporation (TEDC) staff members and the consulting team. The PMT was responsible for overseeing the planning process and worked closely with the consulting team. The PMT provided:

- Appropriate background information and project data;
- Identified potential stakeholders and their perspectives;
- Reviewed and commented on interim products; and
- Provided continuous feedback on the project approach, process, and products.

The PMT consisted of:

- City Manager
- Assistant City Manager
- City Planner
- Assistant City Planner
- City Engineer
- Assistant City Engineer
- Fire Marshal
- Building Official
- Public Works Director
- Finance Director
- TEDC Executive Director

### Downtown Tomball Advisory Committee

The Downtown Tomball Advisory Committee (DTAC) was appointed by City Council on February 21, 2011. Residents and interested stakeholders composed the DTAC and assisted in the DSP development. The DTAC met with the consulting team and City staff throughout the process to provide feedback and direction.



*DTAC meeting participants*

## Events and Activities

### Walk Tomball

To kick off the project, the community was invited to participate in a special Walk Tomball event focused on looking at the Old Town area with a fresh perspective. Participants were directed to take photos and observe characteristics of the DSP area in a “scavenger hunt” format. The City of Tomball hosted a breakfast following the walk where downtown characteristics were discussed.



*Participants of Walk Tomball event*

### Eyes on Downtown Charrette

Throughout the series of Charrette events, participants were asked to provide feedback on each of the unique character areas. Feedback was received principally through a visual preference survey asking specific questions for each character area; in total, 56 surveys were received. Feedback was also received by participants using post-it notes to provide comments on displays and conceptual design ideas, as well as by team members through discussions with residents and stakeholders.



*April 9, 2011 2<sup>nd</sup> Saturday event*

The following summarizes the activities conducted during the four day “Eyes on Downtown” Charrette.

- **Public Workshop**—The Public Workshop kicked off the Eyes on Downtown Charrette and focused on area design features, land uses, and potential opportunities.

- **2<sup>nd</sup> Saturday at the Depot**—The DSP was featured at the April 2011 2<sup>nd</sup> Saturday at the Depot event. An interactive display provided information about the project and participants provided input.
- **Downtown Design Studio**—The planning team set up a Downtown Design Studio at the Community Center where citizens stopped by and provided input concerning the planning process. During the Downtown Design Studio, planners and urban designers from the consulting team worked with City staff, community members, and the public on design concepts and created a downtown design framework for the project area. The purpose was to compile and focus common themes/divergent viewpoints from the planning exercise.
- **Focus Group**—A focus group was conducted with Old Town area merchants to understand issues and opportunities facing the DSP area.



*April 9, 2011 Open House*



*April 11, 2011 downtown merchant focus group*

### **Elected and Appointed Officials/DTAC Committee Workshops**

At key points during the process, workshops were conducted with elected and appointed officials. The workshops provided an opportunity for officials to review and provide input into the process.

### **Public Workshops**

Public Workshops were conducted to present and receive feedback on the key DSP features. Comments received were compiled and common themes and divergent viewpoints were identified.

### **Public Hearings**

Public hearings were held before the Planning and Zoning Commission and City Council prior to the DSP being adopted.

## **DSP Organization**

The DSP is organized around a series of Chapters.

- **Chapter 1: Introduction**  
Provides an overview of what the DSP is and how it will be used. It reviews the previous studies that provide the foundation for the DSP. The introduction also describes the process used to develop the DSP.
- **Chapter 2: Area Analysis**  
The historical context for the DSP area and a synopsis of existing conditions is discussed. This section identifies assets, constraints, potential opportunity areas, and resources for preserving the historic character. A definition of what constitutes historic buildings and a discussion of arts, culture, and entertainment is included.
- **Chapter 3: Regulatory Framework**  
The regulatory framework describes the concepts, vision, and guiding philosophy for the DSP area. Infill incentive strategies and provisions for special events and vendors are also included as part of the Regulatory Framework. This section describes the six unique character areas within the Old Town area and how development is projected to occur within each.
- **Chapter 4: Infrastructure**  
Presents the infrastructure needs for the DSP area. Infrastructure includes water, wastewater, gas, drainage, and roadway classifications as well as right-of-way standards. This chapter includes a discussion concerning DSP multi-modal transportation to support future land use patterns.
- **Chapter 5: Capital Improvement Plan**  
The Capital Improvement Plan (CIP) identifies the necessary improvement projects required to implement the DSP including cost estimates, improvement sequencing, and potential funding sources. Capital improvement projects include circulation improvements; water, wastewater and gas upgrades; and, drainage improvements in the Old Town area.
- **Chapter 6: Implementation**  
Presents economic development strategies targeting businesses including assistance programs, potential funding resources, and recommendations for improving implementation.
- **Chapter 7: Regulating Plan**  
Defines the regulatory standards, identifies the allowable land uses by character area, and standards for site design, such as building types, setbacks, height, and aesthetics.
- **Appendix**  
Includes the regulation summary table for DSP zoning districts, proposed action matrix, sources, definitions, and acronyms.

# CHAPTER 2: AREA ANALYSIS

## Introduction

The City of Tomball, once a quiet, rural community, has become home to families and metropolitan commuters. The Houston Metropolitan Area's growth pressures are beginning to influence Tomball and the surrounding areas. The City of Tomball has grown over 50% since 1990 and over 350% since 1970.

The commercial core of the Downtown Specific Plan (DSP) study area, principally along Main Street/FM 2920, represents a mix of commercial, retail, and office uses. The buildings represent an eclectic mix of architectural styles and quality. Additionally, there is a mix of one- and two-story (attached and detached) buildings.

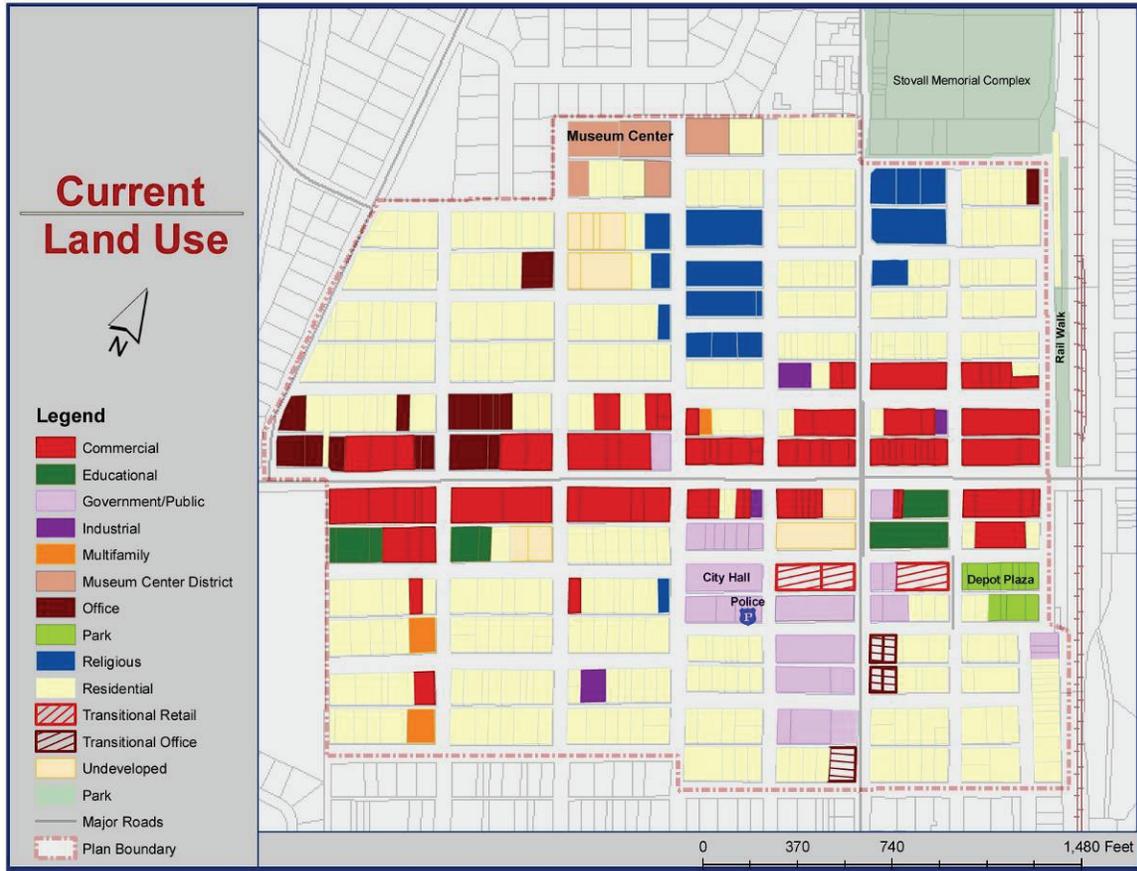
Behind the commercial corridor on Main Street/FM 2920 and many areas along Cherry Street, single-family homes are transitioning to retail and office uses. These buildings are primarily single-story buildings in good condition. There are other sections within the DSP area experiencing a resurgence of investment in housing rehabilitation. Overall, neighborhoods surrounding the commercial core are stable and housing conditions generally good. There are only a few locations within the DSP area where mobile homes, rental properties, or businesses have moved into primarily single-family residential neighborhoods.

The DSP area includes religious facilities, educational institutions, municipal and county governmental uses, parks and recreational areas, civic buildings such as the Masonic Temple (see Exhibit 2-A). There are at least two apartment complexes in good condition and several other multi-family buildings.

The DSP area is also home to the Museum Center and the Depot Plaza. These are two distinct land uses drawing visitors to the DSP area and serve as a place for community celebrations.

The Depot Plaza is a three acre site, encompassing an entire City block, located on the eastern end of the DSP area directly adjacent to the Burlington Northern Santa Fe railroad. The site is anchored by a fully restored train depot. The restoration of the Depot was completed for the Tomball Centennial and represents an important element of the community's history. To the north of the Depot site is a linear stretch of City-owned property along Elm Street, adjacent to the railroad right-of-way. These parcels provide an intuitive linkage from the Plaza area to Wayne Stovall Sports Complex north of Epps Street.

## Exhibit 2-A: Existing Land Use



The Museum Center is located on Epps Street and is managed by the Spring Creek County Historical Association, a non-profit organization. The 10 buildings include Griffin Memorial House, Country Doctor’s Office, Farm Museum, Trinity Evangelical Lutheran Church, Fellowship Hall, log buildings, Henry Theis House, Gazebo, School House, and Oil Camp House. The buildings were acquired by the Historical Association and moved to the Museum Center. The Museum Center is located primarily within a residential neighborhood.

Tomball has long been a regional commerce destination which continues to thrive today. Over time, however, the focus for business activity has shifted from the Old Town area to Four Corners (Main Street/FM 2920 and SH 249).

One indicator of a community’s regional draw is the calculation of per capita sales taxes generated. The regional nature of Tomball’s economy is reflected in its per capita sales tax revenues of over \$790 annually. This compares with the City of Sugar Land at \$464 and Pearland at \$270 (figures derived from city estimates of 2010 population and actual sales tax revenues adjusted to equalize municipal sales tax rates). Tomball should

continue capitalizing upon this historic pattern of people coming to Tomball for goods and services.

The market area population is also growing. According to figures provided by the Tomball Economic Development Corporation (TEDC) from 2008, the number of people residing in the “Tomball Area” was 762,874 and households numbered at 260,083 (“Tomball Area” was defined as within a 30-minute drive). TEDC estimates showed a substantial market area in the year 2000 and projected significant growth within the decade.

<b>Year</b>	<b>3 Mile Radius</b>	<b>5 Mile Radius</b>	<b>10 Mile Radius</b>
2000 Population	14,333	28,732	245,308
2010 Population (estimated)	18,285	55,204	413,489
Change	+27.6%	+92.1%	+68.6%

The “Tomball Area” also compares favorably with the City of Tomball, Harris County, and the State of Texas when it comes to income levels, as demonstrated in the following chart.

	<b>Tomball Area</b>	<b>City of Tomball</b>	<b>Harris County</b>	<b>State of Texas</b>
<b>Average Household Income</b>	\$84,516	\$59,072	\$68,246	\$60,549
<b>Median Household Income</b>	\$73,681	\$50,401	\$52,595	\$49,476
<b>Per Capita Income</b>	\$28,992	\$24,002	\$24,485	\$21,664

In addition to the influx of people seeking goods and services in Tomball, there is also significant inflow of workers to or adjacent to the community. According to TEDC, Hewlett-Packard, Tomball Independent School District (TISD), Lone Star College-Tomball, and Baker Hughes alone employ over 13,000 individuals. The Tomball Regional Medical Center workforce has over 1,600 employees, many of these working a seven day a week, 24 hour a day basis. The surrounding medical support industry employs many more. This steady growth of employees offers the DSP area tremendous economic opportunities.

## Key Assets and Constraints

The Old Town area possesses key strengths contributing to the market potential to become a viable and economically sustainable hub within the region. However, it is also important to understand and address the constraints of the Old Town area from a development standpoint. The following summarizes these assets and constraints.

# Assets

## Sense of Place

The Old Town area is the traditional heart and soul of Tomball. Over time, the Old Town area has served a variety of roles including a regional hub for railroad traffic and commerce. The Old Town area has developed with a pedestrian-oriented scale, mature trees within established neighborhoods, a traditional street grid system, older architecture, and historic destinations including the Depot Plaza.

## Concentration of Civic Uses

Local and regional public services are provided in the Old Town area. Government services are a draw for people coming into the area and the concentration of civic uses make the area convenient for residents.

## Cultural and Institutional Amenities

There are cultural and institutional amenities, both public and private, situated in the Old Town area. The Museum Center, Depot Plaza, and shopping and dining opportunities are important assets drawing residents and visitors. The Old Town area is also a destination for special events such as festivals, farmers markets, and seasonal programs such as Tomball German Christmas and the City of Tomball's annual 5K Bunny Run. The Old Town area is also home to many large religious institutions and civic facilities, including the Masonic Temple.

## Parking Supply

Public parking is currently available in the Old Town area for use by patrons and visitors and to support future development in the area. The City has completed a public parking study and is moving forward with the development of public parking lots to accommodate future parking needs as on-street parking along Main Street/FM 2920 will be removed as roadway improvements are made. Additionally, as an incentive for infill development in the Old Town area, the City of Tomball modified the minimum parking requirements for developments other than single-family residences within the Old Town area.

## Excellent Access

Main Street/FM 2920 provides excellent access to regional transportation networks. Visitors coming to the Old Town area, residents leaving for work, or products needing to get to a customer base have easy access to I-45, SH 249, Beltway 8, and Highway 6. These routes connect Tomball to the Houston area as well as all points within the region. As studies continue to occur concerning an extension of commuter rail from the City of Houston, the Old Town area may become a commuter rail stop located in close proximity to the existing Depot Plaza area. Commuter rail within the Houston region is a continued topic of interest for various regional transportation agencies. While no definitive plans have been developed for the SH 249 corridor, the regional study conducted by Houston-Galveston Area Council (H-GAC) called for continued examination of the corridor once the US 290 commuter rail corridor moved beyond the feasibility analysis phase. That project is currently underway, and efforts to connect Houston to Central Texas may utilize the US 290 corridor, providing a logical connection for commuter rail in the US 290 and SH 249 corridors.

## Regional Draw and Growth

Tomball has historically been a regional employment, commerce, and recreation center serving northwest Harris County and southwest Montgomery County. The opportunity for the Old Town area to continue to draw from a large regional market is great and will likely continue to grow as the populations of surrounding communities increase.

## Constraints

### Growing Regional Competition

As other communities within the region continue to grow and develop, competition for sales tax revenues will increase. Maintaining or growing Tomball's sales tax revenues will become increasingly more important.

### Strip Center Preference

There is a market preference for suburban-style, freeway-frontage development instead of downtown areas. Unless the Old Town area offers a product or ambiance worth driving to, the commercial center of Tomball will continue to be the Four Corners area or other outlying areas and the Old Town area will continue its economic decline.

## Cost of Development

Development within an urban context like the Old Town area on small constrained sites adds significantly to the cost of construction. Until the insufficient infrastructure issues, such as drainage, in the Old Town area are addressed, new infill development will continue to be difficult.

## Site Assembly

For any new development to be viable, site assembly in the Old Town area is critical to achieve a developable site. Currently, the lots are small and have multiple ownerships.

## Community Image

The Old Town area lacks a full range of restaurant, retail, and entertainment uses drawing residents and visitors to the area. Though residents believe the area represents the heart of Tomball, there are few reasons to come to the area regularly.

# Opportunity Areas

The Tomball Comprehensive Plan and Livable Centers Downtown Plan identified the Old Town area as an activity center with great potential for new development, redevelopment, and infill. Activity centers described in the Livable Centers Downtown Plan are places with a concentration of workplaces, shopping, entertainment, and/or housing. Clustering these activities creates opportunities for walking, bicycling, and transit trips, thus reducing the need for car travel and creating a sense of place. In creating this sense of place or downtown destination it is important to create a sense of arrival that can act as an entrance to the Old Town area. By providing this gateway, it clearly communicates that the driver or pedestrian is entering a special place: Old Town. The DSP suggests implementing a hierarchy of gateways or entry features within the area.

To build upon and strengthen the Old Town activity center, the DSP identified numerous key parcels and areas for new development, redevelopment, and infill development. These key parcels and opportunity areas offer tremendous potential to realize the vision set forth in the DSP. These key parcels and opportunity areas include:

- Depot Plaza: Considerable preservation and plaza development has occurred at the Depot. This is an area used for community celebrations, festivals, and functions. The City is currently in the process of developing the plaza concept illustrated in the Livable Center Downtown Plan.

- Southwest parcel on Main Street/FM 2920 and the block from Cherry to Oak Streets, north of Market Street: Located in the Old Town Plaza character area, this is an opportunity area of vacant, privately-held land. A concept for this area was identified during the Comprehensive Plan process to create a public plaza for businesses along Main Street/FM 2920 to open up onto a more pedestrian-friendly area. If this opportunity area is developed for anything other than a public plaza it will be critical to ensure pedestrian orientation of new development flows through and around the project and that public plazas or courtyards are integrated as part of the project. The project serves to transition the development pattern from Main Street/FM 2920 to the lower intensity development to the south. Ensuring this area is connected to the other civic spaces and Depot Plaza is also critical.
- Southeast corner of Main Street/FM 2920 and Cherry Street: Most of the block is publicly owned with only a small portion being privately owned. How development occurs on this site can set the long-term direction for revitalization and development of the Old Town area. The pattern of the buildings in the block between Cherry and Walnut streets from Main Street/FM 2920 to Market Street is underutilized. This area is large enough to redevelop the block into a quality mixed use project with internal courtyards and meandering pedestrian areas that connect to the Depot Plaza area. These parcels, coupled with the area across Cherry Street discussed above, are incredible opportunities for new infill development.
- North Elm Street from Main Street/FM 2920 to Epps Street: This is the area along the Burlington Northern Santa Fe railroad providing an important connection between the Depot Plaza and Stovall Memorial Sports Complex just north of the DSP area. The corridor offers an opportunity to connect the north and south sides of Main Street/FM 2920 and to develop parking, landscaping, and pedestrian ways to strengthen Tomball's image as an accessible community. This corridor could be an opportunity to communicate Tomball's history and culture through historical monuments, art, or other features encouraging visitors to embark on a walking tour along Elm Street.

## Historical Framework

An impetus to develop the Tomball DSP was to preserve the character and history of the community. The Old Town area was the historic center of the City from which development radiated out as the community grew. The DSP illustrates the City's commitment to supporting heritage preservation practices and projects.

The community officially began as the Town of Peck in 1906 which spurred development along the railroad and the expansion of railroad-related services along Main and Elm

streets. In 1907, Peck was renamed Tomball in honor of former U.S. Congressman Thomas Henry Ball, Jr. who was influential in bringing the railroad to the area.

Tomball became known in the early 1930s as “Oil Town, USA” because of the tremendous growth that occurred as a result of regional oil exploration and development. Humble Oil Company was a community leader in expanding and influencing the development patterns. As a result of this growth, new public improvements were made in the Old Town area including sidewalks and street paving as well as recreational amenities.

Tomball’s location within the Houston Metropolitan Area has greatly influenced how the community has grown. In the 1950s, SH 249 (Tomball Parkway) and FM 2920 provided a direct and efficient connection to Houston. These transportation improvements impacted the Old Town area as new development began to move toward these important transportation corridors.

## Historic Tomball

The DSP area encompasses the historic hub of Tomball. It is a mix of small retail shops, restaurants, businesses, civic activities, and residential. There are numerous older buildings in Tomball over 50 years old which is one criterion for designating a building “historic.” However, there has not been a comprehensive historic building survey completed for the City of Tomball. Additionally, many of the older buildings within the DSP area have been structurally modified through the years, altering historic significance.

The restoration of the Depot Plaza area is an example of the City’s commitment to the heritage of Tomball. The first freight stop occurred January 27, 1907, just one year after the community’s founding in 1906. Much of the architecture of this era was railroad-related. Small businesses were developed along Main and Elm streets that included typical support enterprises such as a general store, hotel, and pharmacy. William H. Malone was a developer who followed rail lines at that time and founded the Tomball Townsite Company and changed the town’s name to Tomball in late 1907.

Continuing in this character preservation theme, Tomball reinforces its railroad and agricultural heritage through building design and public investments. Public and private investments have taken this approach by incorporating design details in projects like Whistle Stop and Main Street Crossing.

The success for Tomball in celebrating its heritage is dependent upon being authentic and respecting the past while contributing to the present. Connecting the Museum Center and making it an integral part of the area provides an opportunity to move visitors throughout the area and showcase Tomball’s history. The designation of the

Museum Center character area and Pine Street as a character street helps improve connectivity.

To be eligible for historic designation, buildings or landmarks within Tomball must meet the following criteria. These criteria are intended to be consistent with the Texas and national historic designations.

- The building or structure must be at least 50 years old and have a historical significance.
- The historic architectural integrity must be maintained.
- Improvements or changes to the building or structure must represent the look of its historic period.

The buildings in Tomball that might meet this age criterion may not be able to meet the additional criteria of historic integrity or alterations. Therefore, it is not recommended at this time to pursue designating historic buildings or actively pursuing any historic area designation. Tomball does have some buildings that could be defined as “structures of merit”, which refers to sites, buildings, or structures that contributed to the broader understanding or the historical, archeological, cultural, architectural, community, aesthetic, or artistic heritage of Tomball. A structure of merit might be located anywhere in Tomball. An example within the DSP is the small art deco structure on Cherry and Commerce streets that once served as City Hall.

It is recommended the City of Tomball appoint a committee to define the criteria for Tomball structures of merit and identify the buildings that meet the criteria. The designation will serve to inform individuals about the significance of local architecture and encourage conservation of the historic fabric.

The DSP is intended to celebrate Tomball’s heritage while enhancing its strong sense of place. Preserving structures and buildings offering historic value to the community is important while encouraging the development of complimentary buildings and amenities. The DSP encourages new development to reflect the historic pattern and spirit of the community while paving the way for new infill development. The balance between old and new development creates vibrancy enhancing the area’s livability and sustainability. Ultimately the area must remain economically viable today and into the future.

## Relevant Programs and Agencies

The State of Texas has a strong historic preservation ethic. Communities throughout the State understand the value of preserving their unique history. The following are key programs and agencies the City of Tomball can utilize to promote historic preservation.

## **National Register of Historic Places**

The National Register of Historic Places (NRHP) identifies buildings, structures, objects, sites, and districts worthy of preservation for their significance in American history, architecture, archaeology, and culture. The National Historic Preservation Act of 1966 established the National Register in effort to protect America's historic and archeological resources. Once designated on the NRHP, the properties are eligible for federal grants and tax incentives.

## **Texas Historical Commission**

The Texas Historic Commission (THC) was established in 1953 (under the name Texas State Historical Survey Committee) by the Texas State Legislature to identify important historic sites across the state. Later renamed the Texas Historical Commission in 1973, its responsibilities were expanded to include protective powers and historical education. Today the THC has a number of programs and grants supporting the historic preservation of Texas history, buildings, archaeology, and resources.

## **The Antiquities Code of Texas**

In 1969, the Antiquities Code of Texas was passed by the State of Texas to protect historic buildings and archeological sites on public lands. The THC is responsible for ensuring compliance with the Antiquities Code. The Antiquities Code requires state agencies and political subdivisions of the state to notify THC of any action on public land involving: disturbing five or more acres of ground; moving 5,000 or more cubic yards of earth; or, any project having the potential to disturb a recorded site. Texas also requires the THC to be notified of work (other than normal maintenance) proposed on historic county courthouses or designated buildings.

## **Standards for the Treatment of Historic Properties**

The National Park Service (NPS) identifies standards for four distinct but interrelated approaches to the treatment of historic properties. These approaches are preservation, rehabilitation, restoration, and reconstruction. Standards and attendant guidelines are found on the NPS website. The standards are intended to assist users in making sound historic preservation decisions. Determining the appropriate treatment for a historic property, whether preservation, rehabilitation, restoration, or reconstruction, is critical and the choice depends on the building's characteristics itself, such as historic signification and condition.

## Recorded Texas Historic Landmarks

Historic and architecturally significant buildings are recorded as Texas Historic Landmarks by the THC if the building is at least 50 years old and it is judged worthy of preservation. Recorded Texas Historic Landmark (RTHL) is a legal designation and provides protection for the recorded structure. Once designated, a historical marker can be displayed. General criteria required for a structure to be eligible for RTHL include:

- Fifty years of age;
- Historically significant; and
- Maintained its historic appearance and architectural integrity.

## Certified Local Government

In Texas, a city or county may apply to become a Certified Local Government (CLG). CLG is a collaborative partnership with local, state, and federal agencies for the historic preservation of resources. It is designed to assist cities and counties to develop and apply preservation standards to protect a wide range of Texas resources. Local governments participating in the CLG program create and implement a preservation program tailored to the specific local characteristics and objectives. The CLG program is administered by the THC at the state level and NPS at the federal level. Once designated as a CLG, there are grants and technical assistance available to support the implementation of preservation goals.

The City of Tomball does not currently participate in the CLG program. To qualify in Texas, a local government must complete a historic properties ordinance, establish a commission, inventory historic properties, and ensure public participation in the recommendation process for properties being nominated to the NRHP.

## Texas Main Street Program

The Texas Main Street Program (TMSP) was created in 1981 to implement preservation programs in downtown areas throughout the state. TMSP, part of the THC's Community Heritage Development Division, is a state program operating in affiliation with the National Main Street Center of the National Trust for Historic Preservation. Currently there are 87 official TMSPs operating throughout Texas, and since 1981, these programs have produced over \$2 billion in reinvestment into historic downtowns, added more than 27,000 jobs, and created almost 7,000 new small businesses throughout Texas. TMSPs operate under the National Main Street Center's Four Point Approach™ of organization, promotions, design, and economic restructuring.

# Arts, Culture, and Entertainment

Creating attractions in the Old Town area is critical to its economic success. Cities worldwide have found investments in the arts, culture, and entertainment facilities have added to the economic vitality of their downtown areas. For example, findings from a recent study for the City of Austin “show the cultural sector contributes over \$2.2 billion to the Austin economy and creates 44,000 permanent jobs. The non-measurable impact is even greater, considering contributions the cultural sector makes toward the quality of life and economic development of Austin.”

The U.S. Cultural and Heritage Study, released in 2009, illustrated the economic impact of cultural and heritage tourism on a community. The study found 78% of all U.S. leisure travelers participate in or travel for cultural and/or heritage activities. Additionally, the study indicated these cultural and heritage travelers spend on average nearly \$1,000 per trip and are more frequent travelers than other tourists. The study also indicated 65% of these cultural and heritage travelers are looking for destinations rich with preserved historical character. The study listed the travelers’ activities:

- Historic sites (66%)
- Historical re-enactments (64%)
- Art museums/galleries (54%)
- Art/craft fair or festival (45%)
- Professional dance performance (44%)
- State/national parks (41%)
- Shopping in museum stores (32%)
- Exploring urban neighborhoods (30%)

The City of Tomball can capitalize on these cultural and heritage travelers to strengthen the economic vitality of the Old Town area.

## Key Facilities and Programs

The Old Town area is utilized for most of Tomball’s celebrations and activities. It is the heart and soul of the community. The City of Tomball has made considerable public investment in civic spaces, including the Depot Plaza area that celebrates the City’s history. There are a number of facilities within the Old Town area that serve as a venue for many of the events and celebrations.

### Old Town Area Facilities

- Tomball Museum Center is operated by the Spring Creek County Historical Association and consists of historic buildings located along Epps and Pine streets.

The goal of the facility is to preserve the area's local history and educate visitors about the area's heritage.

- The Depot Plaza is a City-owned facility located on South Elm Street just south of Main Street/FM 2920 in the Old Town area. The Depot Plaza has a refurbished railroad depot, gazebo, public plaza, fountain, splash pad, and landscaped open space. The Livable Centers Downtown Plan envisioned a design for the Depot Plaza area that would incorporate public spaces to cater to a variety of gatherings, celebrations, festivals, and other events. The master plan proposes features such as a fire pit ring, interactive play fountain, and landscaping (see Exhibit 2-B).
- Main Street Crossing located on Main Street/FM 2920 is a non-profit venue that opened in 2004 as an outreach ministry combining food, drink, and live entertainment with Christian values and purposes. It is also a venue for churches to meet and can be rented for special events. It includes 1,400 square feet of meeting space, stage, and seating capacity for 120. It has live country and folk music on Wednesday and Friday evenings. Every Wednesday night, Texas Mix 105.3 hosts a live radio performance.

**Exhibit 2-B: Livable Centers Downtown Plan Depot Plaza Rendering**



## Old Town Area Programs/Events

The following events and programs are held in the Old Town Area:

- Walk Tomball is held every Saturday and primarily consists of a group of residents walking for exercise through the Old Town area.
- Tomball Farmers Market is held seasonally every Saturday from 9 am to 1 pm. The farmers market sells locally-grown produce and products.
- 2<sup>nd</sup> Saturday at the Depot, a City sponsored event, involves family activities and movies at the Depot Plaza.
- German Heritage Festival is held in the spring and is a 2 ½ day music and open-air street fair with over 150 vendors, a carnival, and fireworks. It is sponsored by the City of Tomball and Tomball Sister City Organization.
- Tomball German Christmas is hosted by the City of Tomball and Tomball Sister City Organization annually in December. It is an all-day event with food and music for the whole family.
- Heritage Tea is held in April at the Tomball Museum Center.
- Bunny Run 5K and Kids 1K is held the second Saturday in the month of April.

- Sam Houston Trailriders reception is held annually at the Railroad Depot Plaza in February by the City of Tomball.
- Tomball Night began 39 years ago as a back to school activity to bring folks to town to shop. Today the event has expanded from just shopping to include music and other events. It is sponsored by the Tomball Chamber of Commerce.
- TISD homecoming parade and rally.
- Annual holiday parade.

As communities surrounding Tomball continue to grow and expand, they will likely develop art, cultural, and entertainment venues of their own and will compete with Tomball for visitors and tourism revenue. However, they can also broaden the market area for successful events and venues in Tomball bringing more visitors to town. The Woodlands, within 20 miles of Tomball, is recognized for its arts, culture, and entertainment focus. Facilities such as the Cynthia Woods Mitchell Pavilion, a 16,000-seat performing arts venue and summer home of the Houston Symphony, offers an array of programming. Additionally, The Woodlands has an extensive collection of art in public places with more than 51 outdoor sculptures. The community has annual festivals including the July 4<sup>th</sup> Red, Hot, and Blue activities, Wildflower Festival, The Woodlands Waterway Arts Festival, and Lighting of the Doves during the holiday season serving residents and drawing regional visitors. It will be difficult for Tomball to compete on the same scale as the City of Houston or The Woodlands in terms of arts, culture, or entertainment venues, however, the community must find a comparative advantage in specific events and attractions unique to Tomball.

## Opportunities for the Old Town Area

The Old Town area offers tremendous opportunities for expanding art, culture, and entertainment amenities that will have a positive impact on the community's economic vitality and quality of life. The purpose of the arts, culture, and entertainment focus is to:

- Enhance the arts, culture, and entertainment product that will continue to draw visitors and residents to the Old Town area;
- Create new economic opportunities in the Old Town area by encouraging and supporting private and non-profit investment in Tomball arts, culture, and entertainment; and
- Strengthen the Old Town Area's identity by marketing and packaging the arts, culture, and entertainment amenities effectively.

When thinking about the arts, culture, and entertainment opportunities for the Old Town area, it is important to think about what makes the Tomball experience authentic and unique. Studies have shown visitors are looking for a "real," not a Disneyland-type manufactured, experience when they choose to visit an area. If they want Disneyland

they go see the real product. The Old Town area's authenticity is its history, its people, and home-town amenities. The history is not as evident as in other communities with more historic structures. But Tomball's Museum Center and Depot Plaza provide an opportunity to tell the compelling story of the City's heritage. Continuing to develop Tomball's story through a built environment is important. Implementing a comprehensive program to strengthen the arts, culture, and entertainment opportunities through the development of amenities such as signage, street furniture, historical markers, commemorative trees, public art, and strategic building restoration is critical.

It took leadership and forward thinking to develop the Depot Plaza area and Museum Center. They have become community assets and present a model of how to create a strong sense of place in the Old Town Area. Connecting these assets with new, strategic, and quality development/redevelopment projects is important. Successful downtowns focusing on quality developments/redevelopments, and not simply development at any cost, are able to stand the test of time. Dare to think about and implement new initiatives compatible with their surrounding land uses, large enough to be an attraction for the region, and connected to existing amenities through walkable paths.

Collaboration and promotion within and beyond the City of Tomball is important. The success of the Old Town area's festivals, venues, and businesses are dependent upon bringing in visitors. Clearly defining and consistently communicating the message is important for the City of Tomball.

To achieve these opportunities, the City of Tomball might explore establishing an Arts, Culture, and Entertainment District and committee. The Texas Commission on the Arts can designate cultural districts in cities across Texas. This designation could provide funding and technical assistance support for the expansion of arts, culture, and entertainment in Tomball. As defined by the Texas Commission on the Arts, a cultural district includes a high concentration of cultural facilities attracting visitors or other amenities. Typically the goals of these districts are to revitalize the area, expand arts activities and organizations, support the development of arts, improve safety and quality of life for residents and visitors, and connect arts, culture, and entertainment as part of the overall community and economic development approach.

In Tomball, the arts, cultural, and entertainment district designation is suggested to encompass the Historic Main Street and Old Town Plaza character areas and have a broad focus on arts, culture, and entertainment. The size of the area is small enough to make it easily packaged as a destination. This designation would be an important step in recognizing the importance the arts, culture, and entertainment plays in Tomball's economic vitality.

Why establish a Tomball Cultural District? According to the Texas Arts Commission, cultural districts boost revitalization in many ways:

- Beautify and animate cities;
- Provide employment;
- Attract residents and tourists to the community;
- Compliment adjacent businesses;
- Enhance property values;
- Expand the tax base;
- Attract well-educated employees; and
- Contribute to a creative, innovative environment.

Additionally, the City of Tomball should consider forming an Arts, Culture and Entertainment Advisory Committee responsible for coordinating pertinent aspects of the implementation of the DSP and cultural district. The duties could include:

- Old Town area revitalization;
- Marketing and promotion;
- Address special features gateway centers identified in the Regulatory Plan Map (see Exhibit 3-A);
- Historic character development; and
- Public art program.

# CHAPTER 3: REGULATORY FRAMEWORK

## Introduction

The Downtown Specific Plan (DSP) is organized around six distinct character areas. The character area regulations ensure development strengthens Tomball's overall quality of life and economic viability. A full range of land uses are encouraged to enhance the character and protect the heart of Tomball. The DSP strives to preserve some of the oldest residential neighborhoods as new development occurs and land uses transition. Improving area connectivity with a comprehensive circulation system consisting of roadways and pedestrian/bike pathways is a critical DSP component.

The DSP is designed to enhance and preserve the area by regulating the design and redevelopment of street frontages and block design, site design, architectural form, and type of development. A variety of land uses can be accommodated in the DSP area including single-family residential, neighborhood retail and services, professional office, general retail and services, mixed use, and multi-family residential.

## Vision and Guiding Direction

The Tomball Comprehensive Plan includes goals, objectives, and actions representing the City's planning and development policy. It provides the basis for the City's evaluation of future development proposals and community planning projects. Within the Comprehensive Plan are planning guidelines for the Old Town land use designation, the same area included in the DSP. The DSP builds upon the Comprehensive Plan and further defines the direction for Tomball's Old Town area.

## Vision

The vision for the Old Town area serves as the statement of purpose for the revitalization effort. It describes the City of Tomball's intent for the development or redevelopment of the area as a result of the DSP's implementation. Considerable discussion has occurred concerning citizens' desires and vision for Tomball's Old Town area. Common themes have emerged that the DSP will build upon and are captured in the following vision components.

***Our vision for the Old Town area is...***

- A unique place attracting visitors and residents to shop, celebrate, do business, and live. It is an area built upon its heritage as a railroad community and regional center. It is a distinctively different from surrounding communities, respecting its past while embracing the future.
- A pedestrian-friendly area allowing for people to walk or bike on well-connected roadways and pathways. The neighborhoods are effectively linked to services and retail within the Old Town area. An integrated mix of land uses (civic, retail, office, residential, and cultural) are woven together and connected through a circulation system with pedestrian amenities such as unique lighting, benches, landscaping, and trash receptacles.
- To develop a pedestrian-focused scale where buildings are oriented close to the street resulting in activity and visual interest. Outdoor dining or seating, landscaping, and shade structures in business areas further the pedestrian-friendly environment.
- A hub of activity resulting from its diversity of land uses, lifestyle options, and cultural amenities. Entertainment, civic activities, community celebrations, new jobs, services, and retail are located to attract a variety of age groups to the Old Town area.
- A great downtown area with grand public spaces like the Depot Plaza area that reinforces Tomball's identity, provides an opportunity for residents and visitors to come together for community activities, and enhances the area's natural beauty.

## Guiding Direction

The following principles and objectives provide the direction for the revitalization of the Old Town area. They apply to all new development and redevelopment within the DSP area.

### **Principle 1: Define Character Areas with Unique Identities**

Objectives:

- Define and maintain the character of each of the six areas through the establishment of design standards, public and private improvements, and land uses regulations.
- Preserve the old while creating the new by maintaining appropriate scale, transitions, and connections.
- Ensure compatible design and quality architecture.

## **Principle 2: Improve Circulation to Enhance Connectivity and Flow**

### Objectives:

- Implement street standards for the hierarchy of streets.
- Implement a bus circulator or trolley within and/or through the DSP area.
- Develop bike paths connecting with community and regional trails/paths.
- Eliminate parking on Main Street/FM 2920.

## **Principle 3: Create a Pedestrian-Oriented Environment**

### Objectives:

- Create a walkable, pedestrian-friendly environment throughout the DSP area through placement of sidewalks, landscape and street furniture, inviting storefronts, way-finding signage, and varied uses.
- Modify the character of the roadways to be business- and pedestrian-friendly.
- Create appropriate streetscape within character areas by bringing buildings close to the street and planting canopy street trees in particular character areas.
- Create connections between downtown activities, attractions, businesses, and neighborhoods.
- Create a “park-once” environment by providing shared parking encouraging people to walk and linger as they discover or rediscover downtown within Historic Main Street, Old Town Plaza Area, and Old Town Commercial character areas.

## **Principle 4: Promote Re-Use, Redevelopment, and Infill**

### Objectives:

- Implement standards for complimentary infill development.
- Preserve existing buildings and housing stock while encouraging façade and property improvements.
- Use the scale and massing of buildings to transition between the corridors and surrounding neighborhoods.
- Promote infill development for vacant parcels reflecting the surrounding scale and character.
- Encourage mixed use, both vertically and horizontally, within Old Town Plaza Area and Mixed Use Transition character areas and vertical mixed use in Historic Main Street and Old Town Commercial character areas.

## **Principle 5: Become Economically Competitive and Sustainable**

### Objectives:

- Actively promote new businesses to the area expanding the reasons for residents and visitors to visit downtown.
- Extend the “life cycle” beyond the 8-hour (8 a.m. to 5 p.m.) day to improve the economic vitality of downtown.
- Promote a balanced retail mix by offering more diverse shopping and entertainment opportunities.

## **Principle 6: Enhance and Create Public Open Destinations**

### Objectives:

- Provide new outdoor public spaces including large celebratory areas, small intimate spaces, and informal green areas.
- Connect outdoor civic spaces.
- Utilize the alleys as an extension of public spaces and safe pedestrian connections.

## **Principle 7: Make Strategic Public Investments**

### Objectives:

- Continue to invest in infrastructure improvements that serve as a catalyst for new private investment.
- Create new economic stimulation programs to encourage private investment and reduce impediments for new development.
- Focus on enhancing community identity and a “sense of place.”

# **Regulating Plan**

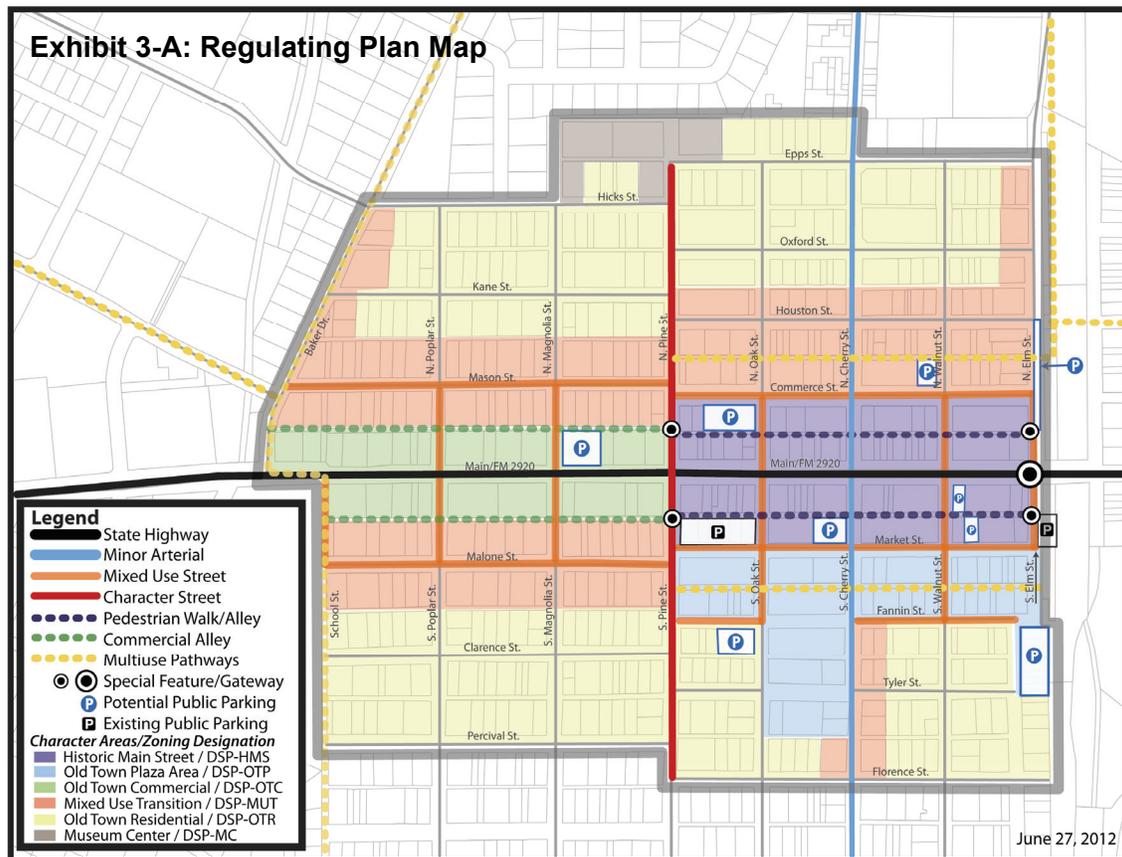
The regulating plan designates the specific character areas and the corresponding regulations applying to those specific areas (see Chapter 7). The boundary lines between the character areas occurs at a street or an alley and the regulations for frontage and block standards will further enhance the unique identity of the area while allowing for the scale and mix of uses to be compatible.

# Zoning Designations

Each of the character areas have a zoning district assigned. Within these zoning districts, regulations have been designed to address future development compatibility.

- DSP-HMS      Historic Main Street District
- DSP-OTP      Old Town Plaza Area District
- DSP-OTC      Old Town Commercial District
- DSP-MUT      Mixed Use Transition District
- DSP-OTR      Old Town Residential District
- DSP-MC      Museum Center District

The DSP regulating plan map is shown in Exhibit 3-A.



# Old Town Infill Incentives

Implementation of the Tomball DSP requires collaboration between the public and private sectors. Much of the land to be developed or redeveloped within the Old Town area is privately owned and would require the cooperation of the property owners through the development process to ensure the DSP is implemented. The DSP is a regulatory document with flexible development standards to encourage quality projects while meeting overall community goals.

Development/redevelopment in an older area or downtown offers more challenges than beginning a development/redevelopment project in a new area where no development has occurred. As discussed in the Tomball Comprehensive Plan and previous studies, the community believes strongly the Old Town area is an important asset. Providing incentives would likely spur interest in development/redevelopment in the Old Town area. This section discusses the City of Tomball's Old Town area infill incentives to encourage new development/redevelopment projects.

## Infill Criteria

The purpose of the Old Town infill incentives is to encourage infill, revitalization, and redevelopment. Incentives are applicable to owners of property within the Old Town area. Projects shall consider the potential impact of the infill development on the adjacent properties, as well as the surrounding area. The City of Tomball may provide incentives to a property owner if the proposed infill development meets the following criteria:

- New construction on a vacant lot, renovation of existing vacant or blighted building, or demolition and reconstruction of underutilized building sites.
- Substantially enhances the economic health of the City of Tomball through:
  - Expanding the tax base;
  - Creating quality jobs;
  - Increasing private capital investment in the community;
  - Spurring development in the Old Town area;
  - Encouraging an appropriate mix of development desirable to enhance the City's economy; or
  - Creates additional housing choices in Old Town.
- Generates revenues for the City which outweigh costs associated with incentives.
- Consistent with all City of Tomball adopted codes and planning documents.
- Demonstrates financial stability and capacity of the property owner to complete the project. Evidence can include financial statements for a corporation or tax statements for an individual.

To receive infill incentives from the City of Tomball, the property owner must make available credible information to enable the City to prepare a determination of the costs and benefits. The recipient will update this information annually during the term of any incentives agreement. Incentives will be considered on a project-by-project basis, in accordance with the criteria set forth in this policy, and at the discretion of the City Council. To be eligible for incentives, property owners must be current on all taxes and obligations (City, County, and School District).

## Types of Infill Incentives

The following are specific infill incentives available to property owners within the Old Town area.

- **Fee Waivers:** A property owner may request a fee waiver, partial fee waiver, or fees deferment for projects that meet the infill criteria within the Old Town area. Approval of any application with a fee waiver, partial fee waiver, or fees deferment is at the discretion of City Council.
- **Expedited Procedures and Processing of Plans and Proposals:** A property owner within the DSP may request an “expedited review process” if, determined by the City Planner, the magnitude of the project lends itself to such a review.
- **Tax Abatement Program**
- **Business Improvement Grant**

## Procedural and Program Guidelines

Applications must demonstrate the project is aligned with the goals and policies of the Tomball Comprehensive Plan and the specific direction of the DSP. Infill incentives within the Old Town area will be administered and interpreted by the City Manager or his/her designee. Fee waivers or taxing incentives shall require City Council approval based on the merits of the proposal submitted and shall be consistent with all City of Tomball adopted codes and planning documents.

Any person, partnership, organization, corporation, or other entity desiring the City of Tomball to consider providing infill incentives shall be required to comply with the above procedural guidelines. No representations made herein are considered binding unless and until approved by City Council.

Applicants shall submit a completed “Application for Infill Development Incentives” for consideration of infill incentives to the City of Tomball.

# Special Events, Vendors, and Peddlers

The Old Town area is the heart of Tomball. As discussed throughout the DSP, the City of Tomball wants to continue to expand activities in Old Town and continue to hold special events, such as street fairs and seasonal celebrations. However, it is critical these events and activities do not impact the surrounding neighborhoods or land uses and are in keeping with the image of the area. This section discusses the appropriateness of special events, vendors, and peddler sales in the Old Town area. It is recommended that the City of Tomball develop a permitting process, application, and fee for special events as well as for vendor/peddler sales. However, it is at the discretion of the City Council to review and approve any permits with the DSP area.

## Special Events

As discussed in the Arts, Culture, and Entertainment section in Chapter 2, conducting special events such as parades, festivals, farmers markets, art shows, and other outdoor events that are appropriate in the Old Town area should be encouraged. However, ensuring that they do not negatively impact surrounding land uses or neighborhoods, traffic flow, or create health or safety issues, the DSP recommends that the City of Tomball require a Special Event Permit. Events or organized activities of 75 or more people that involve street closures or requires coordination of a number of City of Tomball departments or governmental agencies, or will take place on public property, such as Depot Plaza, should be reviewed through the Special Event Permit process. It is important to note that a Special Event Permit is not a permit to violate City codes, ordinances, rules, or regulations such as noise or traffic violations.

Examples of the types of events that could require permitting includes block parties, parades, athletic events, and other planned group special events. These are defined below:

- **Block Party:** A festive gathering that requires the closure of a public street. A special event permit is not required for block parties that do not require street closures.
- **Parade:** A march or procession that interferes with pedestrian and/or vehicular traffic. A special event permit would not be required if the parade has 40 or less participants, stays on the sidewalks, and abides by all traffic regulations and controls.
- **Athletic Events:** An occasion when a group of participants collectively engage in a sport or other forms of physical exercise that interferes with pedestrian or

vehicular traffic. This includes, but is not limited to, bicycle and foot races as well as charity fundraising walks.

- Other Special Events: Street fair, arts and crafts show, carnival, soapbox derby, farmers market, rally, or other event that interferes with pedestrian or vehicular traffic.

The special event permit review process would address event layout, marketing, impact to surrounding areas, proposed street closures or routes, food or alcohol sales/service, and safety issues. The City of Tomball may require an indemnification agreement prior to the issuance of a permit which indemnifies the City of Tomball from any liability that may arise as a result of the special event.

## Vendors/Peddler Sales

The City of Tomball does not want to encourage street vendors, solicitor, or peddler sales (see definitions below) within the Old Town area. However, it is at the discretion of the City Council or designee to review and approve applications for these temporary and mobile sales activities.

It shall be unlawful for any street vendors, solicitors, or peddlers to engage in the business of selling, displaying, offering for sale of any food, beverage, goods, services, or merchandise within the DSP without first obtaining a permit. Peddlers, solicitors, and vendors and their associates will be issued a permit identification card by the City of Tomball showing the individual's name, the address where the vending business is to be conducted, the individual's driver's license number, and the effective period of the permit and shall display the permit identification card on their person at all times.

### Definitions:

- Solicitor or Peddler: Any person who shall sell, offer for or expose for sale, or who shall trade, deal or traffic in any goods or services in the City by going from house to house or from place to place or by indiscriminately approaching individuals.
- Street Vendors: Any person who shall sell food, flowers, nonalcoholic beverages only, and/or other goods or services from non-motorized mobile vending units in Old Town. A mobile vending unit refers to a cart, kiosk, or other device capable of being pushed by one person, with at least two functional wheels and positive wheel-locking devices.

All persons acting as a solicitor, peddler, or street vendor must comply with all applicable laws, ordinances, and regulations, including any health department requirements.

# Character Areas

The DSP regulations guide the development and redevelopment within the character areas to ensure compatibility. The following is an overall description of the character areas and the development intent.

## Historic Main Street

Historic Main Street includes the original commercial hub along Main Street/FM 2920 between Pine and Elm streets, Commerce Street on the north, and Market Street on the south. This area is primarily small retail shops and restaurants serving the local community and visitors.



**Historic Main Street**

The City of Tomball invested in street furniture, improved signage, and landscaping. Main Street/FM 2920 will be improved over time and on-street parking will be removed allowing for turn lanes and a median improving pedestrian crossing. Public parking lots will be constructed within the DSP area to ensure adequate parking to support the commercial hub and the eventual removal of the on-street parking from Main Street/FM 2920.

The use of brick, wood, and stone materials for building façades is desired and should be used to unify the sense of area character. The design of buildings will vary in height to create visual interest and minimize monotony along the street frontage; the maximum building height is four (4) stories by right and five (5) stories with approval of a Conditional Use Permit by City Council. The building façades and details should be designed to create visual interest and avoid large, unbroken wall surfaces.

Sidewalks should be integrated into the overall project design and act as extensions of businesses. The use of awnings and public streetscape elements that create a pedestrian-friendly and interesting experience while promoting a human scale and offering protection from rain or intense heat is encouraged. However, these



*Integrated, architectural features used in the design of Main Street Crossing*

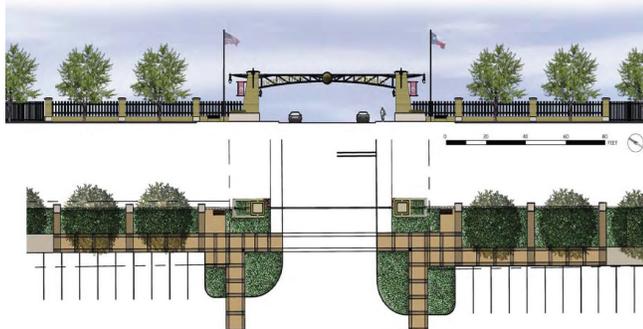
amenities will not be allowed in the State right-of-way along Main Street/FM 2920 without obtaining an encroachment permit from the Texas Department of Transportation (TxDOT).

The backs of buildings shall open up onto pedestrian alleys to serve as second entrances. These areas offer opportunities for activities such as outdoor seating or gallery space, not to be negatively impacted by the traffic noise from Main Street/FM 2920.

Buildings are encouraged to provide vertical mixed use development, including a combination of non-residential and residential uses within a single structure. A vibrant mixed use area would further enhance the live/work environment helping to strengthen the area's economy.

An important objective of the Historic Main Street character area includes creating a strong sense of place and arrival by implementing a hierarchy of gateways or entry features announcing to the driver or pedestrian they have arrived in the Old Town area (see Exhibit 3-B). The Main Street/FM 2920 and Elm Street intersection is identified as the location for the primary special feature gateway. Currently this area includes unique monument signage, decorative "train track" fencing, lighting, and landscape treatments connecting the area to the Depot Plaza. Additional special feature gateways at the pedestrian alley both north and south of Main Street/FM 2920 might include unique paving, landscaping, signage, or lighting. Pine Street is identified as an important character street with special landscaping and amenities guiding visitors to the Museum Center.

**Exhibit 3-B: Downtown Gateway Concept**  
Livable Centers Downtown Plan (2009)



A pedestrian alley is located mid-block behind buildings along Main Street/FM 2920 and parallel to both Market and Commerce streets. These alleys are designated as "pedestrian" because of the adjacent land uses. These alleys are currently used in a variety of ways including service delivery, light vehicular traffic, location of utilities, parking, and some pedestrian access. The alleys are not well maintained and do not include any lighting. Creating pedestrian connections within the

**Exhibit 3-C: Pedestrian Alley**



alley while limiting the vehicular use and enhancing the business activity occurring is an important concept within the Historic Main Street area. The alleys should be paved with distinctive materials suitable for limited vehicular traffic and pedestrians. Buildings along these alleys will open the backs of businesses onto these alleys (see Exhibit 3-C), utilizing them as second entrances, dining or seating spaces, or outdoor gallery space. The alley enhancement would also include enclosures for trash receptacles, business signage, and underground utilities.

## Old Town Plaza Area

Old Town Plaza is an area from Market Street south to Fannin Street between Pine and Elm streets and includes the Depot Plaza and Tomball Independent School District (TISD) property. This area is intended to create a pedestrian connection between the Depot Plaza and governmental/public facilities along Market Street. The Tomball Comprehensive Plan presented the concept of developing a public plaza allowing commercial development along Main Street/FM 2920 to open buildings onto a vibrant public activity space. If development occurs on the privately-held land, this pedestrian connection will be encouraged to be incorporated into the project design.



**Old Town Plaza Area**

Another key design concept within the Old Town Plaza Area is the creation of additional, integrated public open spaces, including expansion of the Depot Plaza as outlined in the Comprehensive Plan. The Depot Plaza area is an important civic place and a celebration of Tomball’s history. This character area encourages the development of new infill or redevelopment incorporating site designs that enhance and connect the public streetscape through the area. Such design techniques include pedestrian plazas, outdoor dining or seating, courtyard areas, and landscaped open spaces offering interesting public places for people to gather and enjoy the area. Enhancing the pedestrian experience is encouraged by requiring trees and other landscaping that improves the appearance and provides naturally shaded areas. This area includes a multiuse pathway (see Exhibit 4-M) designated between South Pine and South Elm streets to encourage alternative use of non-motorized vehicles.

# Old Town Commercial

The Old Town Commercial character area includes development fronting Main Street/FM 2920 west of Pine Street to Baker Drive and School Street. Commercial uses in this area have developed in a typical suburban pattern, substantially different than along Main Street/FM 2920 in the Historic Main Street character area. Main Street/FM 2920 improvements will change the development pattern in this area over time, as access management is implemented and pedestrian amenities developed.



**Commercial**

The roadway improvements planned for Main Street/FM 2920 in the Historic Main Street will be extended through the Old Town Commercial character area. These improvements include 16' medians with dedicated left turn lanes to reduce congestion and improve the streetscape aesthetics. H-GAC's FM 2920 Access Management Study, which limits the ingress/egress points along Main Street/FM 2920, will be implemented over time improving the visual appearance and safety in this area. Trash dumpsters shall be located on private property adjacent to alleyways and should be enclosed/screened to enhance visual appearance.

To reduce the amount of impervious surface and create a more compatible building frontage with Historic Main Street, the DSP eliminates minimum parking requirements for this character area. If a development desires on-site parking as part of a project, placement of the parking shall be located behind or to the side of buildings and not in front of the building, as it is now permitted. Parking areas to the side of the buildings will be screened from the public street with landscape and pedestrian amenities such as street furniture and lighting to soften the break in the building/pedestrian wall. Frontage landscape standards shall be implemented and require the planting of canopy street trees and promote placement of sidewalks, street furniture, pedestrian scale signage, and lighting.

The placement of parking away from Main Street/FM 2920 allows buildings to move closer to the street creating a pedestrian-oriented street frontage. Landscaping and pedestrian amenities, including widened sidewalks, are required on both sides of Main Street/FM 2920. These improvements will continue the pedestrian-friendly environment being created in the Historic Main Street character area.



building characteristics, such as building scale and materials, setbacks, landscaping, design features, and shifting parking to the backs and sides of buildings.

Buildings are encouraged to provide vertical mixed use development which includes a combination of uses within a single structure as well as a mix of uses on adjacent lots. Vertical mixed use is encouraged by limiting the upper floors as residential while the ground floor can be commercial/public type uses. The intent is to ensure businesses in the Mixed Use Transition character area are compatible with the existing neighborhood.

Buildings should have a better street frontage to promote a pedestrian-friendly environment. Sidewalks, bike paths, and landscape features are important amenities to develop throughout this character area to continue the pedestrian-oriented environment throughout the Old Town area. Specific “frontage types” are required to help retain a residential feel while creating a strong street presence of the buildings.

Buildings can be up to three stories in height when immediately adjacent to Old Town Commercial Character Area. Three story buildings should have the upper floors setback from the alley façade to provide more light and space.

Buildings in the Old Town Commercial character area can be up to three stories, and in Historic Main Street, up to four stories by right and five stories with a Conditional Use Permit. Therefore, a “stepping down” of the building height within the Mixed Use Transition District by limiting the specific locations of three story buildings to only those lots that directly abuts the Old Town Commercial and Historic Main Street Zoning Districts may be more appropriate than simply limiting all buildings in the Mixed Use Transition character area to two stories.

Those alleys designated as commercial alleys in the DSP should be improved to provide a secondary vehicular access point and the adjacent buildings should provide a secondary customer access from the alley. Alleys should be improved to accommodate delivery vehicles, trash pick-up (with refuse enclosures), and secondary access to off-street customer parking located at the rear or to the side of the building. Buildings should be designed to provide a secondary customer access from the alley and/or parking areas. Additionally, a multiuse pathway (see Exhibit 4-M) between North Pine and North Elm streets is designated to encourage alternative use of non-motorized vehicles.

Pedestrian amenities such as seating areas, display windows, lighting, and bike racks are encouraged. Awnings at the ground floor are encouraged for better pedestrian comfort and architectural scale along Mason, Commerce, and Malone streets. Outdoor seating or dining is encouraged to provide neighborhood and pedestrian amenities and interest. Extension of the sidewalk may be necessary to connect the building to the street frontage. Outdoor dining is encouraged in the Mixed Use Transition area, but would need to be provided on private property (not within the right-of-way).

# Old Town Residential

The quality of the residential areas within the Old Town area is well regarded and the intent of the DSP is to ensure the area remains stable. The area includes the oldest neighborhoods in Tomball and the character is enhanced by the mature trees and landscaping. The DSP intends to protect the neighborhoods, encourage housing maintenance over time, and ensure compatible residential infill.

New single- and multi-family residential developments should maintain the character of the existing residential neighborhoods, including setbacks, materials, scale, etc.

The building materials must be durable, require low maintenance, and be of the same or higher quality as the surrounding residential structures. The City of Tomball encourages new development to obtain LEED (Leadership in Energy and Environmental Design) certification.

Development is also encouraged to promote four-sided architecture and include requirements for architectural detailing of windows and doors supporting the compatibility of new development with the existing neighborhood design.

The design and materials of a garage, carport, or other accessory building must be compatible with the main structure. Energy efficient building materials requiring less maintenance should be encouraged. The residential structure should have a strong relationship to the neighborhood street and a walkway from the street. Front porches and courtyards are encouraged and must provide a pedestrian connection to the street.

Local street improvements that enhance the neighborhoods and provide better connectivity are desired. The use of natural ditches to convey stormwater helps to create the character of the neighborhood but does raise some concern for vehicles, bicycles, and pedestrians. Paved driveways with culverts are necessary to create a safer street environment.

Conditional uses could be provided in the Old Town Residential neighborhoods without adversely impacting the neighborhood. As a conditional use, multi-family uses, when



*Old Town Residential*

appropriately designed to reflect the mass and scale of single-family residential structure as viewed from the street, could further enhance the neighborhoods and be appropriate infill. Small, attached bungalows and/or condominiums constructed around a central courtyard could be appropriate for corner lots. Larger lots could accommodate larger homes or a multi-family unit appearing as a single-family structure. The DSP requires four-sided architecture and architectural review of these projects.

## Museum Center

The Museum Center is a unique grouping of nine buildings and a gazebo in a park-like setting along Epps Street. The Spring Creek County Historical Association, a non-profit organization, owns and operates the Museum Center. This character area is a tourist attraction with potential to grow in importance over time. However, it is surrounded by residential uses, and ensuring the adjacent neighborhoods are not negatively impacted while protecting this Tomball treasure is critical.



**Museum Center**

Pine Street is identified as a character street specifically to draw the attention of visitors up Pine Street to the museum area. The character street concept involves creating specific streetscape and landscape treatment such as a specific canopy street tree and adding unique way-finding signage. To reduce cut-through traffic in the surrounding neighborhood, off-site signage for the Museum Center should be installed near the intersection of Main Street/FM 2920 and Pine Street to direct traffic to use Pine Street as the way to access the Museum Center.

There are several churches in the immediate vicinity of the Museum Center that have allowed the museum to use their parking lots when a large special event occurs. Rather than altering the rural character of the museum site with a large expanse of asphalt for a minimally used parking lot, the City could require the museum to work with the neighboring properties to acquire a formal parking agreement. Such an agreement could allow the museum to use the off-site parking lots when special events occur, provide a level of assurance to both the City and the neighborhood that parking will not be a nuisance, and ensure events at the museum are properly planned.

By better identifying the preferred Pine Street traffic route and providing additional landscaping and identification signage at the museum, the impact to the surrounding residential neighbors could be negated and the public better assisted.

A small retail shop associated with, and in conjunction to, the museum would be permitted and could be an incidental means of financial support so long as the size, placement, and hours of operation of such retail uses did not adversely impact the neighborhood. Appropriate, and often allowed, retail use such as a bookstore, gift shop, or coffee shop could be an amenity for both the museum and the neighborhood. The potential for such an activity to occur within the Museum Center is currently not permitted. The DSP would allow this type of accessory use, in conjunction with the museum, as a Conditional Use. In the event the museum chooses to relocate or ceases to exist, the Conditional Use would also need to relocate or the Conditional Use Permit be revoked.

The DSP is written to ensure if the museum is ever relocated or ceases to exist as the primary use, all conditional uses shall likewise relocate or cease to exist. For this reason, the identified primary uses of Residential, Museum, Institutional, and Government would be allowed.

## Signage

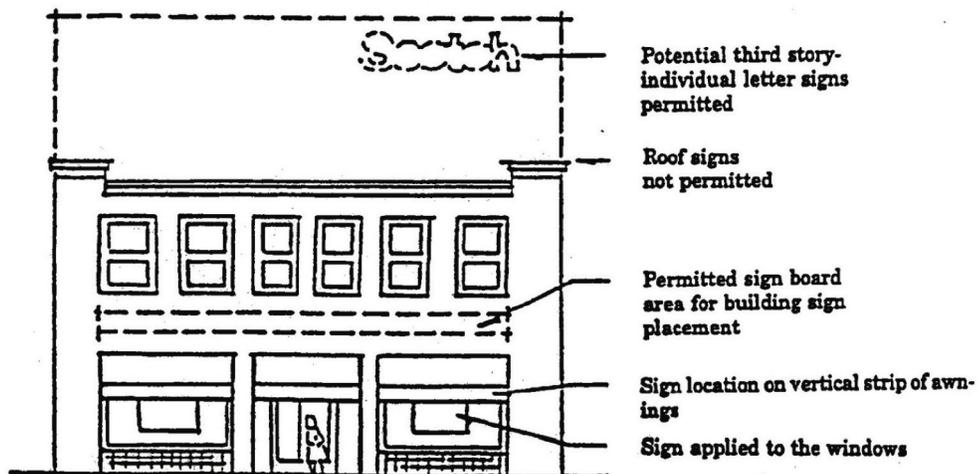
The Tomball DSP envisions to revitalize, redevelop, and create a pedestrian-oriented environment within the Old Town area. With the implementation of the DSP comes the unique opportunity to also improve community signage by updating Chapter 60 - Signs. Signage regulations should encourage creativity and designs that fit the character of the community, the DSP area, and the individual building. Effective signs convey a sense of place and community character. If designed and applied thoughtfully, signs can add several pedestrian-friendly qualities to streetscapes: human scale, complexity, coherence, and sense of place.

Thoughtful and thorough signage regulations should contain: provisions that eliminate confusing, distracting and unsafe signs; establish reasonable regulations to promote economic vitality for local businesses and services; enhance the visual environment of the DSP area; and distinguish between signs that require visibility from automobiles and those that are oriented to pedestrians. The following suggestions should be considered specifically for the DSP area when updating Chapter 60 - Signs.

# DSP Signage

- A. Permitted signage within the DSP area shall be limited to only the following sign types:
  - 1. Awning sign,
  - 2. Temporary banner sign,
  - 3. Monument sign,
  - 4. Marquee sign,
  - 5. Message board sign,
  - 6. Projecting sign,
  - 7. Wall sign (also includes parapet or projecting signs), and/or
  - 8. Window sign.
- B. Off-premise signs, other than official wayfinding signage, shall be prohibited.
- C. The use of pole signs and portable message board signs shall be prohibited within the DSP area.
- D. The use of changeable electronic variable message signs (CEVMS) shall be prohibited within the DSP area.
- E. The method of determining the area of signs shall be per **Section 60 - Signs**.
- F. Signs shall not be located within the public right-of-way, except where permitted by **Chapter 60 - Signs**.
- G. Signs shall not be located in a manner that interferes with or poses a hazard to pedestrian or vehicular travel or is located within the specified “visibility triangle” (see **Illustration 60.x** for example of permitted sign placement).

*Illustration 60.x: Permitted Sign Placement*



# DSP Signage Types

## A. Monument Signs.

1. The maximum overall sign height (including the base and any added ornamentation) shall not exceed five (5) feet.
2. For a single tenant building the sign area shall not exceed one (1) square foot for each two (2) lineal feet of street frontage with the maximum not to exceed twenty-four (24) square feet.
3. For a single building development with multiple tenants the sign shall not exceed one (1) square foot for each two (2) lineal feet of street frontage with the maximum not to exceed thirty-two (32) square feet in area.
4. Monument signs shall be constructed of brick, stone, wood, or similar material.
5. The sign shall be integrated to complement the streetscape and landscaping frontages.



*Monument Signage*

## B. Wall signs.

1. Signs within the DSP-HMS, DSP-OTP, DSP-OTC, and DSP-MUT districts shall comply with the following applicable restrictions:
  - a. Wall signs may be internally illuminated, externally illuminated if illumination is mounted above the sign and pointed downward, or non-illuminated.
  - b. Signage shall be painted on or mounted to the wall or fascia of the building and shall not exceed the height of the building.
  - c. Signage shall not extend horizontally a distance greater than eighty (80) percent of the width of the building wall or sign band on which it is displayed.
  - d. Signage shall not be located on more than two (2) floors/stories of a multi-story building.
  - e. The sign area for one (1) business or individual tenant shall not exceed one (1) square foot for each two (2) linear feet of the primary street or store frontage; maximum not to exceed twenty-four (24) square feet. Signage shall also be permitted on additional building elevations that have frontage on a public side street or alley if the business provides a public entryway from said

street or alley. This additional signage shall not exceed one-half (½) square foot for each two (2) linear feet of street or alley frontage; maximum not to exceed twenty-four (24) square feet.

- f. Any complex or building with three (3) or more businesses shall be required to submit a comprehensive sign plan to be reviewed and approved by City staff.
- 2. Signs within the DSP-OTR and DSP-MU districts shall comply with the following applicable restrictions:
  - a. Wall signs may be externally illuminated if illumination is mounted above the sign and pointed downward or non-illuminated.
  - b. Sign shall not exceed a total aggregate of six (6) square feet. Building number or letter signs for multiple building developments shall be in compliance with Code requirements and shall not be counted as part of the aggregate sign area.

C. Awning Signs.

- 1. A maximum of twenty-five (25) percent of the front face area of the awning may be used for signage.
- 2. Signage may only identify the name of the business. Such signs shall not include advertising copy.



*Awning Signage*

D. Window Signage.

- 1. The total aggregate area of all window signs shall not exceed twenty-five (25) percent of the total area of the windows through which they are visible.



*Window Signage*

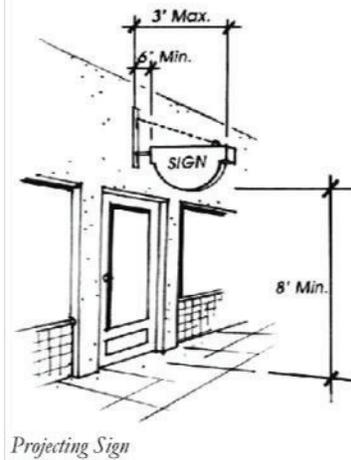
E. Projecting Signs.

- 1. One (1) projecting sign which is designed and oriented primarily for the aid of pedestrians may be allowed per business and shall be located immediately adjacent to the business it identifies.
- 2. Signs shall have an eight (8) foot minimum clearance between the bottom of the sign and the sidewalk.



*Swinging Sign*

3. Projecting signs shall not project less than six (6) inches or more than three (3) feet from the building wall or building face.
4. Projecting signs for each ground floor business, on a street, shall not exceed one (1) square foot for each linear street frontage of business, up to a maximum of fifteen (15) square feet.
5. Signage may only identify the name of the business. Such signs shall not include advertising copy.



**F. Banner Signs.**

1. Banners shall be made of cloth, nylon, or similar flexible material.
2. Banners may be fastened to streetlights specifically designed to accommodate banners. Such banners may advertise a City-authorized special event, a community wide event, or a community message only, but not for individual businesses.
3. All banners shall be reviewed and approved by the City.
4. The duration of signage shall be limited to a maximum of 14 consecutive calendar days for each distinct event.



*Banner Sign*

**G. Message Board Signs.**

1. To be utilized only by religious institutions and schools. Copy shall be individual letters only, not electronic or digital in nature.
2. Religious institutions and schools may use up to one-half (½) the allowed monument sign or message board sign area.
3. Message board signs may only be erected as part of a permanent monument or wall sign.



*Message Board Sign*

**H. Marquee Signs.**

1. Sign shall be mounted to or designed as an integral part of the marquee structure.
2. Signage shall only be changeable copy using individual letters.
3. Signage shall not extend horizontally a distance greater than eighty (80) percent of the width of the marquee structure or sign band on which it is displayed.

# CHAPTER 4: INFRASTRUCTURE

## Introduction

Providing adequate public infrastructure and facilities to meet the needs of redeveloping areas can often be one of the most essential elements of any revitalization planning, especially for the historic core. The infrastructure currently in place within the Downtown Specific Plan (DSP) area is in a state of transition, where several City initiated programs have been undertaken; still more are needed for the area to reach its full potential. This DSP chapter aims to set forth the standards for the DSP Capital Improvement Plan (CIP).

Several different types of facilities can help foster DSP area redevelopment. Pedestrian- and bicycle-friendly streets, as well as regional drainage infrastructure providing the capacity necessary for redevelopment to occur at higher than average lot coverage ratios, are important supporting facilities. Other elements such as water, sewer, and gas are important for redevelopment. The City has recently undertaken several programs to replace/rehabilitate water and sewer infrastructure, and similar activities occur on an annual basis.

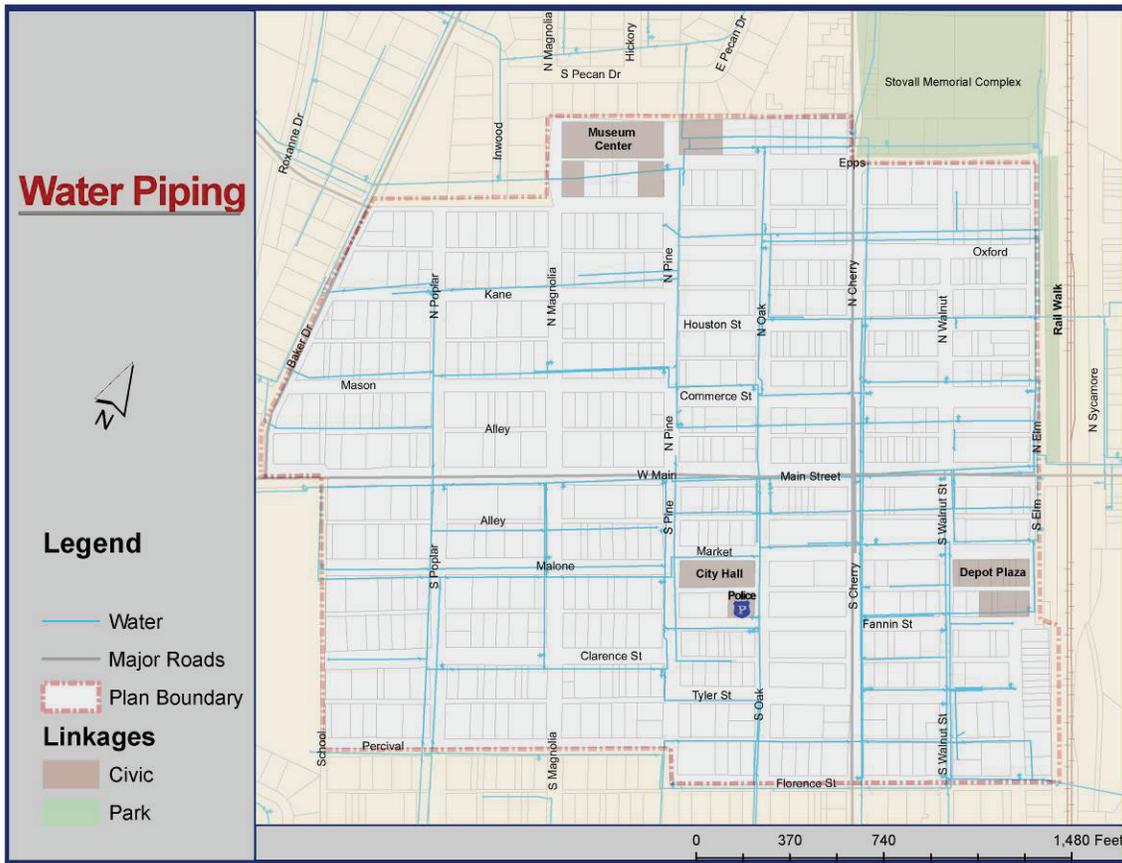
## Water

The City currently depends on groundwater resources. The capacity of the City of Tomball's water supply system consists of ground wells, booster pumps, and storage facilities exceeding current average day demands during normal operations.

Tomball currently has six wells with a total pumping capacity in excess of 5,500 gallons per minute (gpm) exceeding 7.5 million gallons per day (MGD). Additionally, the City has two elevated storage tanks with a capacity of 1.25 million gallons with a current booster pump capacity of 9,115 gpm. The system was recently increased and potentially has capacity to provide adequate infrastructure throughout the planning horizon. In addition, the City is required by the Texas Commission on Environmental Quality (TCEQ) to regularly update the water projections and ensure adequate capacity for projected growth.

Direct utility connections and related water infrastructure located along parcel property boundaries provide for ease of maintenance enhancing redevelopment potential. Exceptions include water infrastructure north of Oxford and Pine streets with predominately less-dense residential housing units (see Exhibit 4-A).

## Exhibit 4-A: Water Infrastructure



The majority of the DSP area is served with 6-8" diameter waterlines. These facilities were designed and installed to industry standards and should provide adequate pressure and flow to meet the needs of the projected increase in development which equates to approximately 200 Living Unit Equivalents (LUE). The LUE assumptions for DSP redevelopment are outlined below. As redevelopment occurs, future water and wastewater analysis will need to confirm these rates and the considerations for adequate facilities.

- Historic Main Street – 12 LUE per acre
- Old Town Plaza Area – 12 LUE per acre
- Old Town Commercial – 2 LUE per acre
- Mixed Use Transition – 6 LUE per acre
- Old Town Residential – 6 LUE per acre

Given these findings, the DSP provides ample redevelopment opportunities within its target boundaries for the ten year planning horizon. Infrastructure planning is a constantly evolving need as areas redevelop, and the City will need to continue to work with specific property owners and redevelopment efforts to ensure the standards set

forth within the City's development Ordinances can be attained given the existing infrastructure.

Therefore, no projects increasing water demand have been included within the DSP CIP. Over time, needs change and projects should be reviewed on a case-by-case basis. However, those needs are not known today, nor has a pattern of redevelopment been established allowing for future site-specific needs to be forecasted and included in the CIP at that time. As more details emerge about the DSP area redevelopment, the needs for water and sewer improvements for a specific parcel may present themselves.

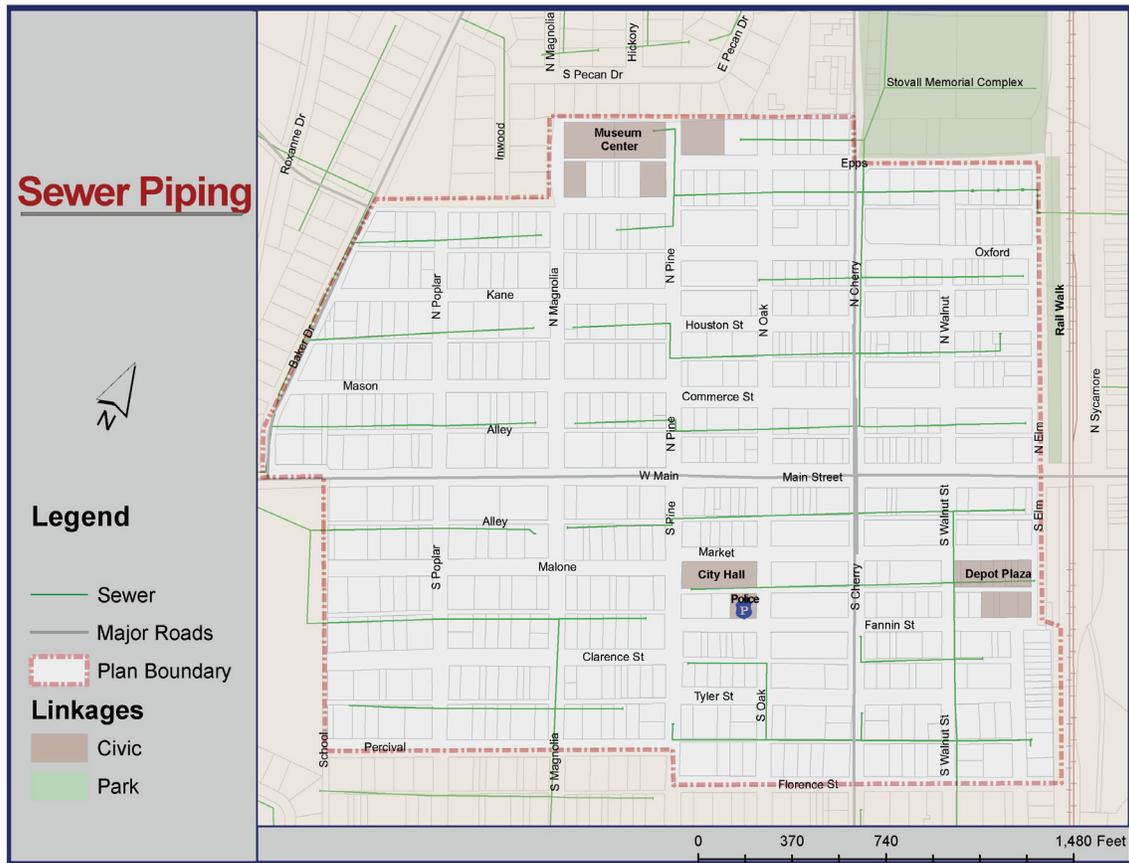
## Wastewater

The DSP area wastewater infrastructure is in significantly different condition than the remainder of the City. Many of the existing wastewater pipes are constructed of clay and are in need of rehabilitation over a period of time exceeding the purview of this effort.

The current capacity of the City's wastewater system is 3 MGD, which is currently operating at approximately 49% capacity (42% north facility and 56% south facility). Based on projections for treatment demand for the City of Tomball using future population and employment estimates and the per capita rates contained within the City's Ten Year Infrastructure Master Plan, it is anticipated the City's treatment system will need to accommodate roughly 5 MGD for development within the City and additional capacity for the development occurring within its extraterritorial jurisdiction (ETJ). ETJ values for 2017 suggest a need for an additional 1 MGD in wastewater treatment capacity which is a 100% increase over the 2007 values. Conservative estimates would suggest the City should plan for 7 MGD in wastewater treatment capacity by 2030 given the lack of zoning controls within the ETJ and need to continue providing efficient services throughout the service area.

Wastewater infrastructure predominately exists east and west through the DSP area with the exceptions located along the North Cherry, North Pine, and South Magnolia streets (see Exhibit 4-B). In general, the existing sanitary sewer system exists along the back of the DSP area parcels, suggesting any modifications to the system would involve significant coordination with the owner/tenant of the parcel to conduct necessary repairs. This is a fairly typical practice, and is not deemed to be a major hurdle to redevelopment within the DSP area.

## Exhibit 4-B: Wastewater Infrastructure



There are no known projects listed within the current CIP or Ten Year Infrastructure Master Plan within the DSP area. The only known project adjacent to the DSP area is the extension of an 8" gravity sewer line along the future Brown-Hufsmith Road intersecting with Baker Drive.

The City of Tomball has recognized the need to either replace, or rehabilitate in place, the existing sewer infrastructure and is currently undertaking the replacement/rehabilitation of wastewater facilities using existing resources on an annual basis. The decision of whether or not to replace the existing pipe or to rehabilitate in place is often dependent on cost. The rehabilitation process involves the lining of the clay pipe with a hardening resin, effectively sealing the pipe within the former casing. The decision point at which to perform this activity is based on depth of pipe, ease of access, and excavation constraints adding significant project cost.

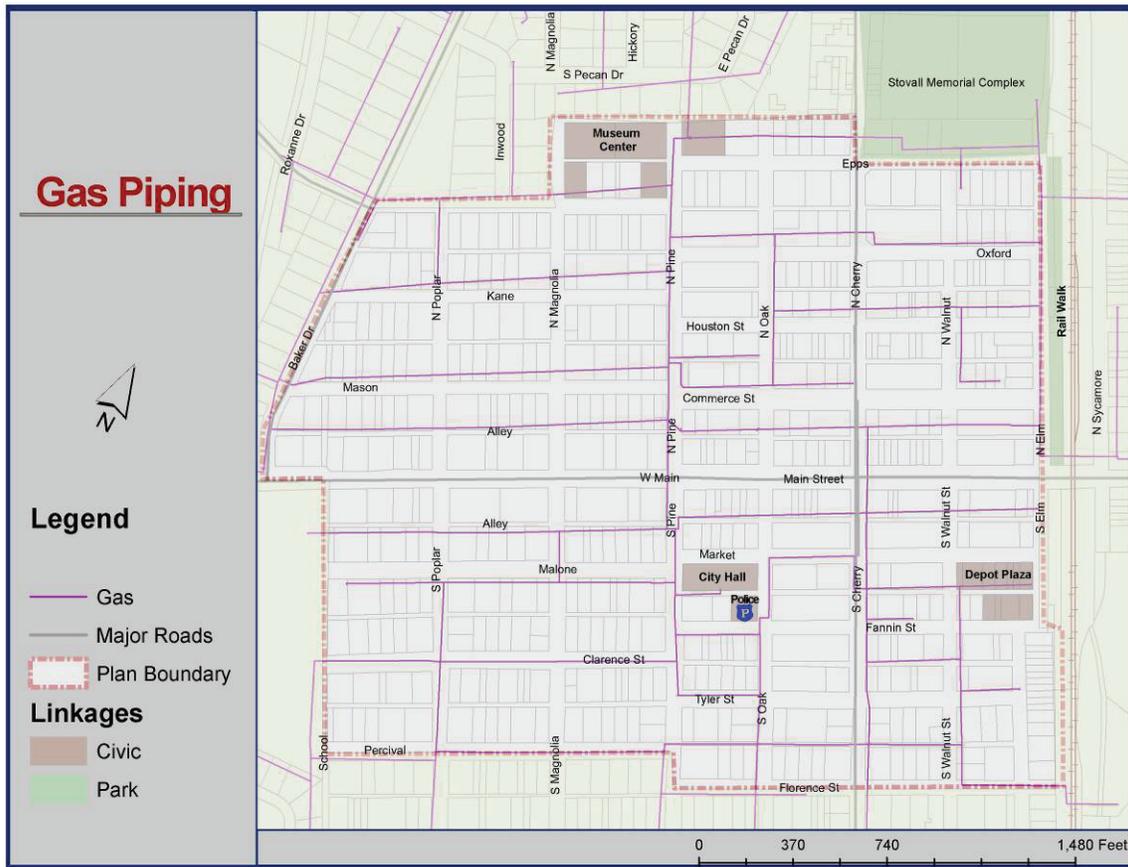
As a policy within the DSP area, the City will continue to invest in the wastewater infrastructure currently in need of replacement/rehabilitation using their annual budgeting process. The focus for these efforts will first fall to those areas shown to be redeveloping, most likely within the Historic Main Street and Old Town Plaza character

areas. By not placing these projects within the DSP CIP, the City is able to address issues as they arise on an annual basis during the budget process. The City can decide at a later time whether or not a large scale replacement is warranted based upon market demand.

# Gas

The City of Tomball maintains a natural gas system and service providing residents with access throughout the City. This system has been developed over the past 50 years and consists primarily of 2" and 4" service lines served by a trunk line system. The DSP area natural gas distribution system (Exhibit 4-C) is fairly extensive; as such, the need for significant improvement in the trunk line distribution system is not recommended. Based on an assessment of current infrastructure and likely demand for increased capacity over the planning horizon, the gas infrastructure within the DSP area should be adequate and provide for ample opportunity to accommodate future development and redevelopment within the defined DSP character areas.

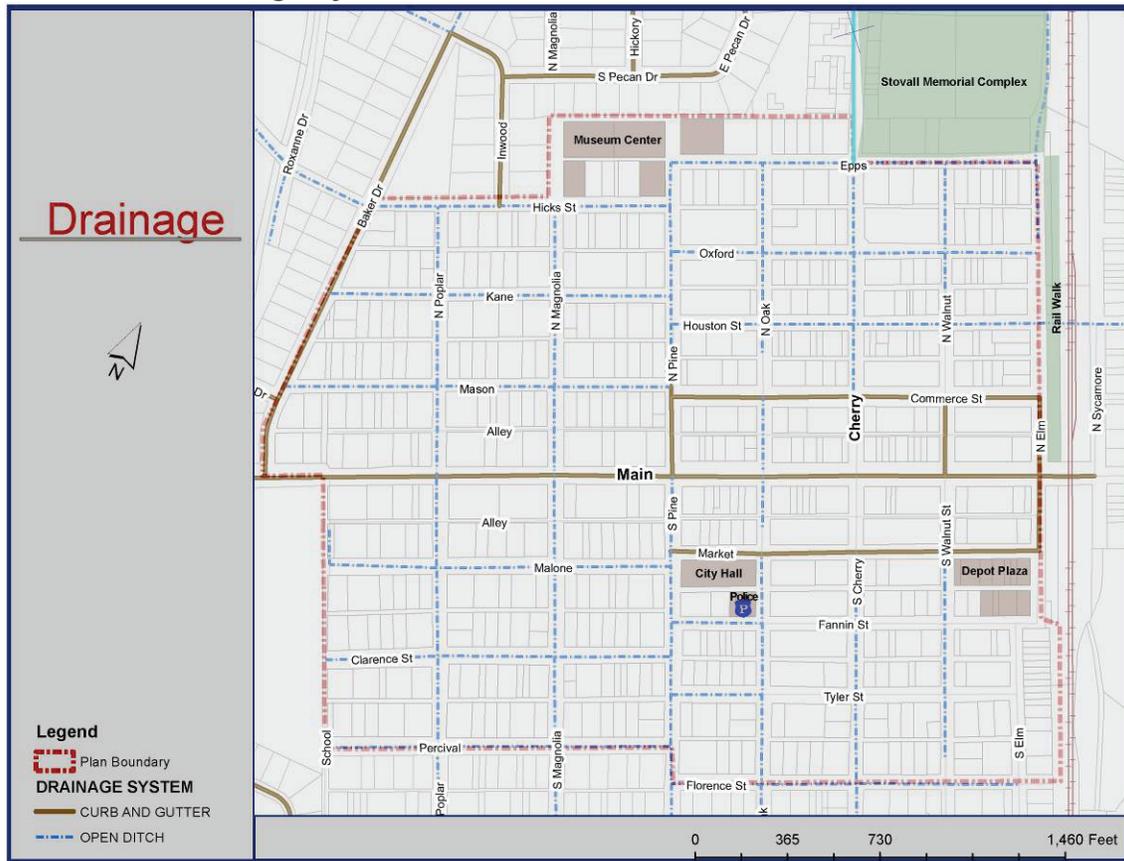
**Exhibit 4-C: Gas Distribution System**



# Drainage

Downtown Tomball’s stormwater drainage is currently serviced by a series of open ditches and culverts allowing for efficient movement of water during low impact rain events (Exhibit 4-D). However, during larger rainfall events the system cannot provide sufficient capacity or connectivity. The DSP area is split into two drainage basins, where Main Street acts as the boundary line given the manner in which it was constructed, therefore the DSP’s two primary drainage outfall areas have been identified as J-131, Boggs Gully, to the north and M-121 drainage to the south.

**Exhibit 4-D: Drainage System**

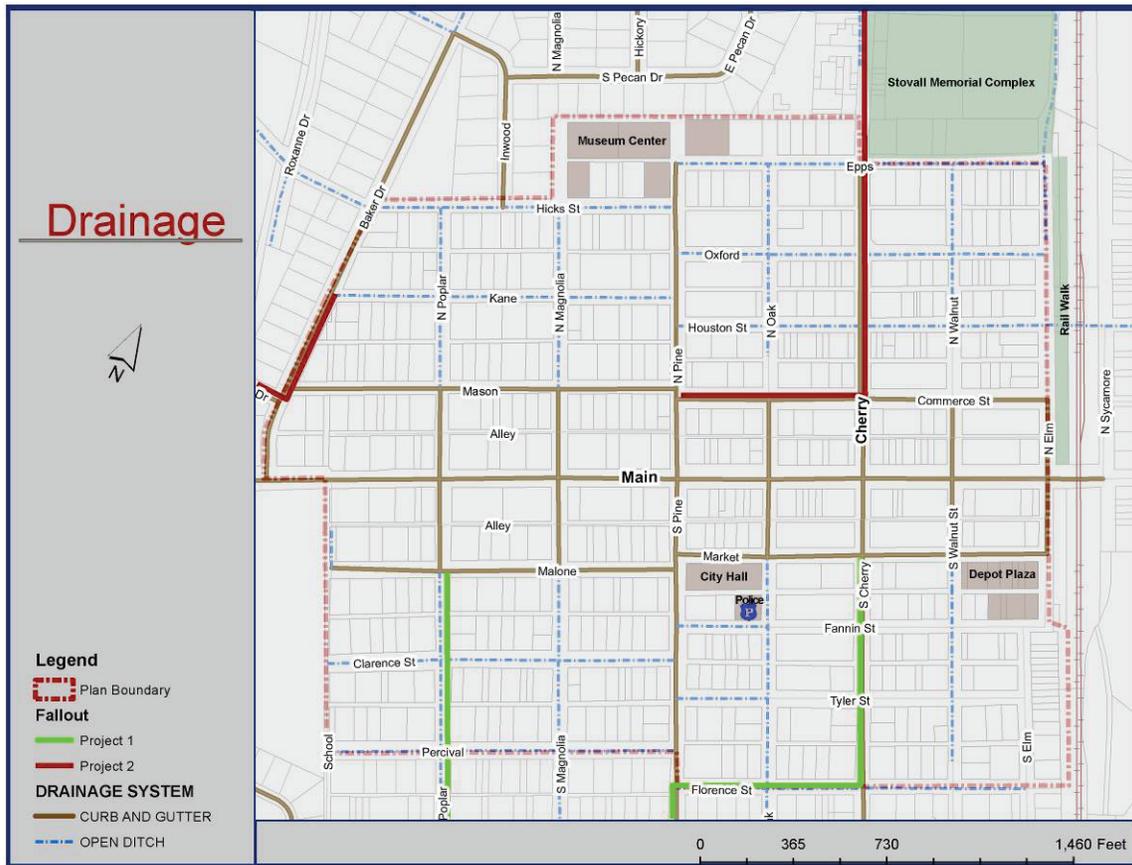


To alleviate unnecessary stress on the system and provide for the continuous stormwater outfall of the DSP during large rainfall events, northern and southern drainage areas were evaluated based on the current street network and natural progression of slopes within the area’s greater drainage basin. The analysis also included an assessment of in-street drainage systems for the DSP area in concert with the street cross sections discussed in the following section. There is not an identified need or desire, at this time, to include curb and gutter drainage facilities for each street within the DSP. However, the more intense character areas utilize curb and gutter facilities to increase the pedestrian amenities within the DSP and facilitate the movement of individuals in a non-motorized fashion.

In addition to the use of the regional detention facilities discussed below, the drainage analysis determined five regional projects would be required in addition to the in-street drainage systems, whether curb and gutter or open ditch, as well as the current City initiated activities concerning M-121. The topography of the area and the availability of City owned rights-of-way suggest facilities located along Baker, Commerce, and North Cherry streets will be required for the northern DSP area. Facilities along South Cherry, Florence, Clayton, Poplar, James, and School streets will be required to access the outfall location for M-121 currently under construction.

The primary avenue for water conveyance north of Main Street/FM 2920 to the proposed outfall and pond location will be Cherry Street with a proposed secondary outfall location near Baker Drive. A triangular parcel at the northwest corner of Cherry Street and Hufsmith Road currently owned by the City will function as the proposed regional detention pond serving the DSP area's north side as well as areas within the watershed outside of the DSP area. Based on topographic constraint, the use of a secondary, smaller, outfall location utilizing Baker Drive will be necessary to facilitate DSP area drainage (see Exhibit 4-E).

**Exhibit 4-E: Future Drainage Facilities**



The southern drainage area is assumed to be split into two outfall locations given the proximity of the proposed M-121 West Drainage facility to South Poplar Street. The original analysis proffered the concept the drainage be directed to M-121 East in addition to M-121 West and it was determined the better engineering solution and more cost effective option was to convey the southern drainage area into the M-121 West channel. As the South Poplar Street conveyance reaches James Street, it is assumed the conveyance will shift to School Street for a distance of three blocks before intersecting the M-121 West structure behind the Tomball Public Works Facility on James Street.

Ongoing and regular updates to the City's drainage plans will determine the ultimate size of the regional detention facilities proposed for M-121 and the two Boggs Gully outfall locations. Harris County Flood Control District standards require regional facilities be built before any storm event enters the larger region-wide drainage system maintained by the County, and the overall pond size needs can only be determined through a comprehensive City-wide watershed and drainage study. ***It is important to note, however, until the larger regional issues have been addressed concerning drainage, the ability to redevelop within the DSP area is dramatically reduced given the current requirements for on-site detention of storm related run-off.*** Therefore it is a DSP recommendation the first CIP related items focus on the drainage elements contained within this document. The costs presented within Chapter 5 illustrate a significant challenge for the City to consider when developing annual budgets, bond programs, and prioritizing funding for infrastructure.

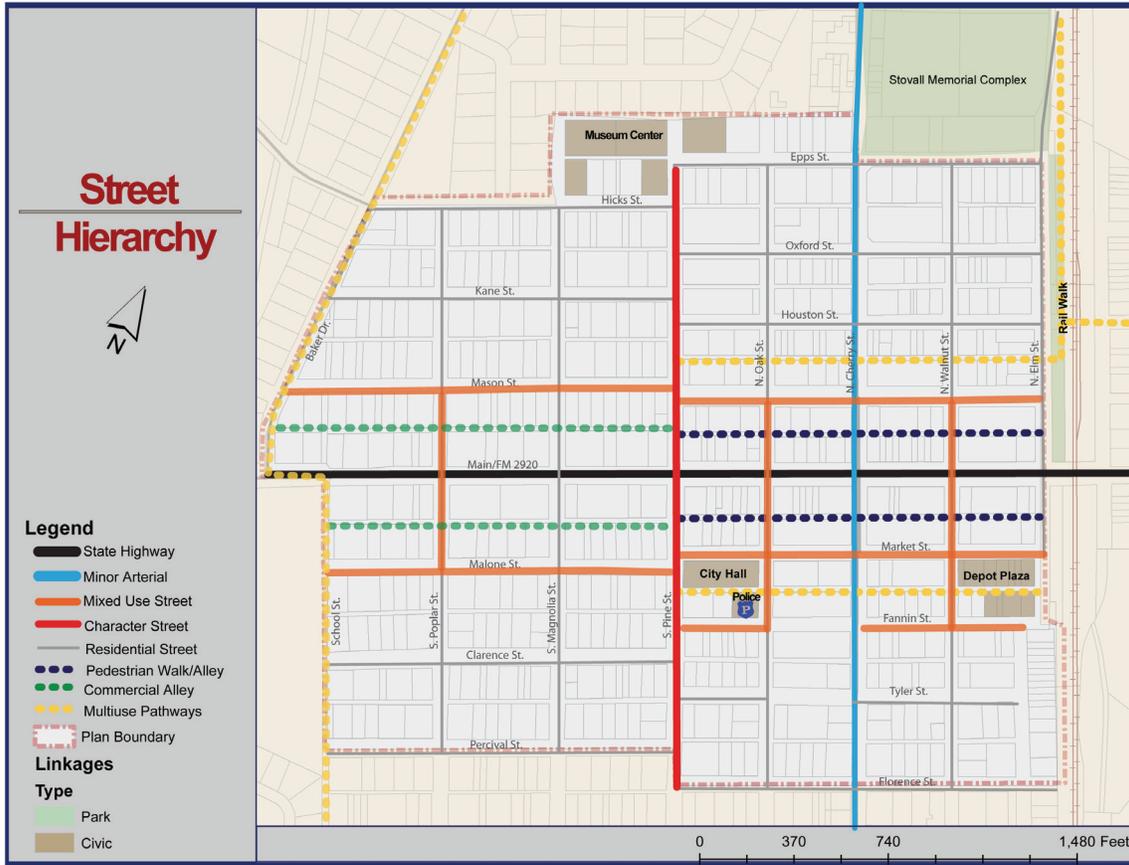
## Circulation

Although predominately characterized by local neighborhood and commercial streets, the primary east-west and north-south access corridors are provided by Main Street/FM 2920 (state highway) and Cherry Street (minor arterial), respectively. Baker Drive is the only collector within the DSP area and provides alternative access to the exteriors of the Old Town area, including SH 249.

Current roadways provide safe and efficient connectivity throughout the DSP area. The exception is congestion on Main Street/FM 2920 resulting in unnecessary traffic delays, reductions in traffic speed, and prolonged wait times at signalized intersections. Main Street/FM 2920 currently functions with significant traffic congestion. The environment also presents significant amounts of conflict points between vehicles and non-motorized users. These conflict points, and the increasing levels of congestion, suggest the need for future improvements like those considered in the FM 2920 Access Management Study.

Sidewalks are rarely found within the DSP area, with the exception of portions of Main Street/FM 2920 and along a few smaller parcels of land, such as City Hall. Although not essential on every street, sidewalks promote safe foot traffic and create an inviting pedestrian realm.

**Exhibit 4-F: Proposed Street Hierarchy**



The City of Tomball does maintain a current trail designation for pedestrian and bicycle traffic. As with automobile traffic, Cherry Street provides the primary north-south corridor for bike traffic. Due to the high speeds of vehicular traffic on Main Street/FM 2920, east-west biking traffic is provided primarily within the northern portion of the DSP area along the streets of Mason, Houston, and Texas. A complete east-west biking corridor does not exist in the southern half of downtown, but does provide access to the north-south corridor of Cherry Street.

Land use and circulation are closely linked within the six defined character areas. Streets, if properly planned for, act as an extension of the greater context enhancing the character areas' overall design and functionality. The DSP street hierarchy (see Exhibit 4-F) is tailored to adequately serve the intended land uses where commercial establishments are more commonly located on larger roadways or provide for greater visibility while residential housing is more commonly found away from larger streets.

However, streets cross character areas and must be designed to compensate for these transitions.

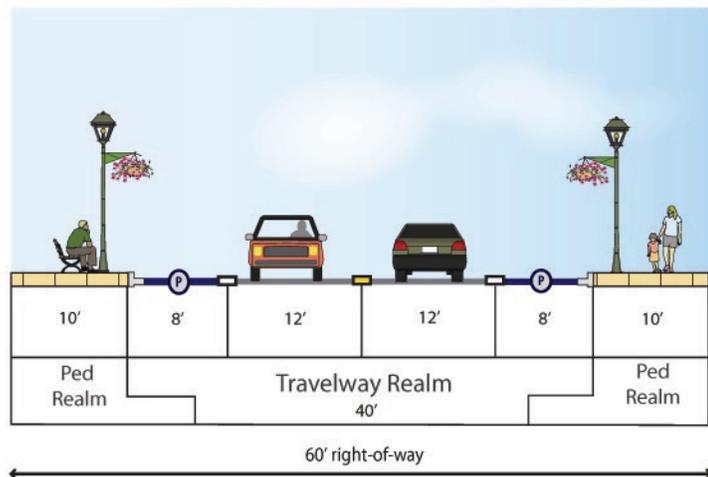
The Municipal Management Agreement (MMA) in place between the City of Tomball and Texas Department of Transportation (TxDOT) illustrates various responsibilities as it pertains to Main Street/FM 2920. TxDOT is responsible for the maintenance of the roadway facility and underlying foundation; however, their maintenance responsibilities end there. The City of Tomball is responsible for the enforcement of right-of-way provisions requiring no infringement upon the State maintained facility along Main Street/FM 2920. This provision requires the City, at the request of TxDOT, to affect changes to any encroachment within the right-of-way. Encroachment impacts TxDOT's ability to maintain or improve the roadway. Some of the items prohibited by the MMA include any street trees, parking, awnings encroaching upon the right-of-way, street furniture, and other objects of a permanent or semi-permanent nature.

All other roadways within the DSP area are the sole responsibility of the City of Tomball, except Cherry Street which is a Harris County right-of-way, and as such, design considerations, construction, and maintenance can be directed by adopted plans and direction from City Council. It is in that regard several of the proposed revisions to the street hierarchy were developed setting the City's expectations for development and infrastructure within the DSP. Implementation of the street standards ensures appropriate linkage occurs between the existing and proposed developments.

## Mixed Use Street Classification

The nature of these mixed use streets is to provide a usable throughway for both residential and commercial land uses through a seamless and cohesive transition between the Mixed Use Transition and Old Town Residential character areas. Mixed use streets therefore are best suited in diverse character areas or where street functionality is in transition. For example, Commerce Street is located in the Historic Main Street and Mixed Use character areas. Market Street is located in the Old Town Plaza and Historic Main Street character areas. Although the intended character of these areas is different, the use of these streets as business and entertainment corridors

**Exhibit 4-G: Mixed Use Street Cross Section**



remain the same. Meanwhile, streets such as Fannin provide a transition between two character areas.

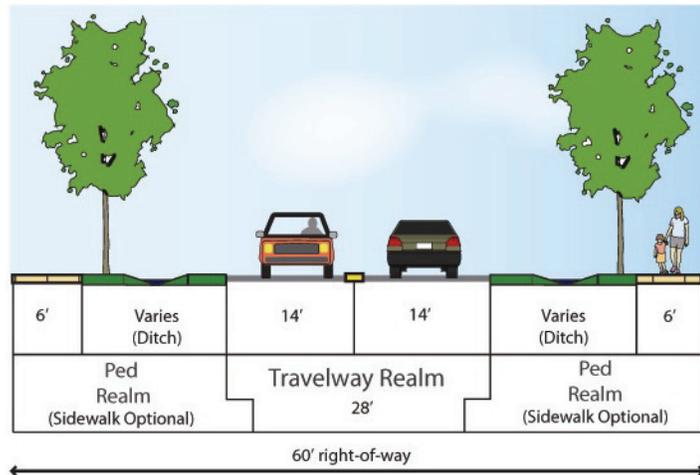
To accommodate heavy pedestrian traffic, 10' sidewalks are proposed providing ample space for street furniture, tasteful storefront sidewalk displays, or restaurant tables if desired. These streets provide for the only cross section which incorporates parking, further emphasizing the general quasi-commercial feel emphasized at varying degrees within each defined character area (see Exhibit 4-G).

## Residential Street Classification

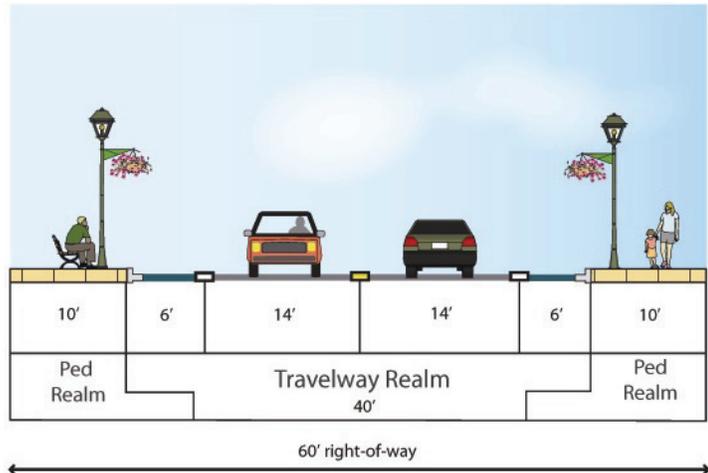
Residential streets (Exhibit 4-H) are intended to serve lower traffic flows and are designed to accommodate limited residential foot traffic. Unlike the other streets provided in this hierarchy, drainage along these streets is provided by an open ditch system where permeable surfaces, such as residential yards, substitute the need for curb and gutter street designs, as recommended for all other street classifications.

Similarly, although the Museum Center is considered a destination location within the downtown, the general context of the surrounding area dictates that it is best served by a residentially-classified corridor.

**Exhibit 4-H: Residential Street Cross Section**



**Exhibit 4-I: Pine Street Cross Section**



## Pine Street Classification

Pine Street is identified as a unique character street providing the connection between Main Street/FM 2920 and the Museum Center. Pine Street parallels the DSP area's primary north-south corridor of Cherry Street which is

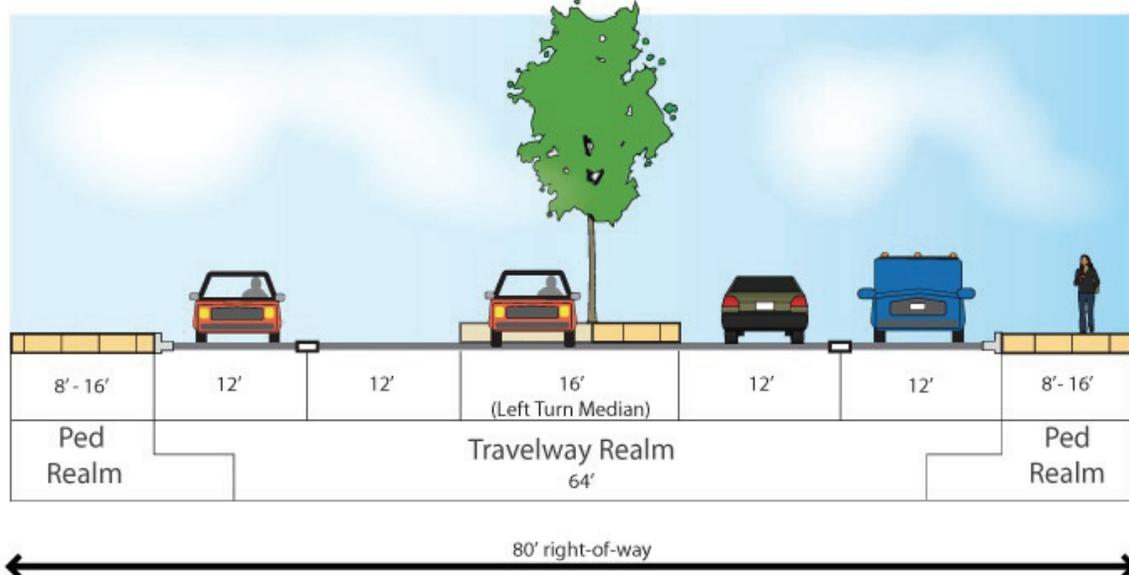
located to the west. Although traffic is not as heavy on this north-south connector, Pine Street provides the only other signalized intersection across Main Street. To encourage this street's use for pedestrians, sidewalks are proposed to be widened to 10'. Additionally, bike lanes provide a secondary north-south bike way option across the DSP (see Exhibit 4-I).

## State Highway Classification

Known locally as Main Street/FM 2920, it is classified as a state highway and as such, is maintained by TxDOT. In 2008, an access management plan was conducted for the FM 2920 corridor by Houston-Galveston Area Council (H-GAC). The DSP reflects the recommendations proposed for the section of corridor which divides Old Town area. When implemented correctly, the recommendations proposed throughout the extent of the study area are expected to enhance the predominately commercial corridor.

The DSP recommends widened sidewalks which, as highlighted in the commercial street discussion, increase the likelihood of pedestrian traffic. The DSP also recommends 16' medians with dedicated left turn lanes. This modification is encouraged as it matches the intended feel of the Historic Main Street character area where planted medians not only reduce congestion on Main Street/FM 2920 by providing essential left turn lanes, but also enhance the overall aesthetic appeal of the street for vehicular and pedestrian traffic (see Exhibit 4-J).

**Exhibit 4-J: Main Street/FM 2920 Cross Section**



Based on the current recommendations provided by the H-GAC's FM 2920 Access Management Study, the proposed median treatment is slated to occur only between

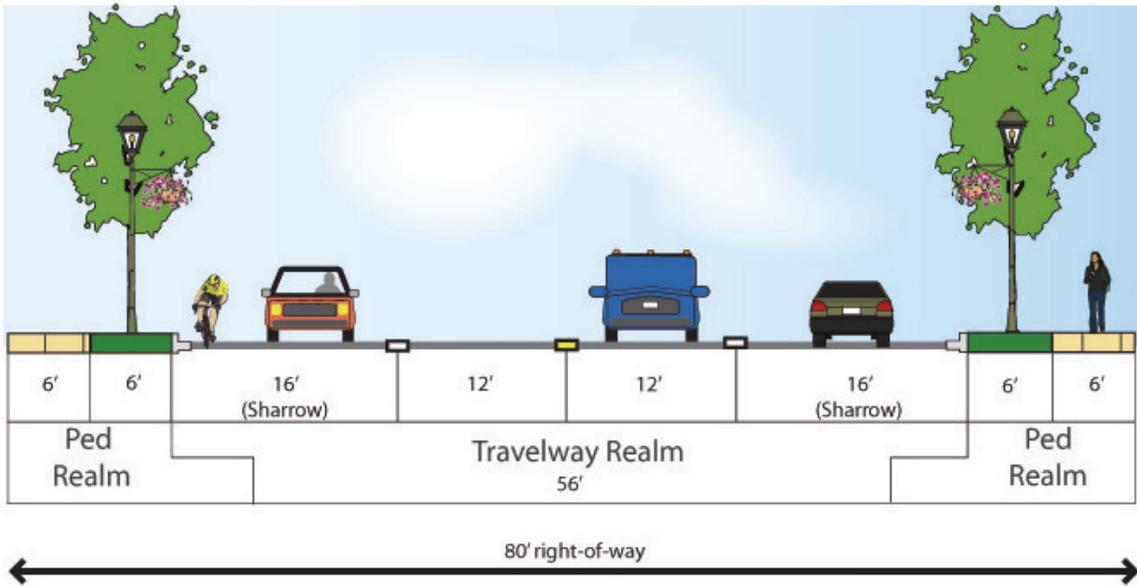
Pine Street and the railroad tracks along the eastern boundary of the study area. Given the importance of this roadway as a primary corridor within the downtown network, it is recommended this treatment be extended throughout the DSP area along Main Street/FM 2920. Future study efforts will be conducted within the corridor to advance the concepts discussed in the H-GAC study and when those corridor scoping meetings and design occur, it is recommended the merits of medians be examined throughout the DSP area.

This cross section for Main Street/FM 2920 details the implementation of access management strategies along this heavily congested corridor. It was deemed that Main Street/FM 2920 was the only viable candidate at this time for access management treatments within the DSP area. As for local traffic calming techniques, the roadway cross sections presented for local and character streets can help to calm through traffic on the lesser traveled streets. Specific installation of traffic calming devices has not been presented in the DSP as implementation often brings mixed results. Creating vibrant streets within the higher use intensities can help to mitigate against high-speed traffic, but ultimately, the implementation of the H-GAC and TxDOT access management plans for Main Street/FM 2920 have the best chance of influencing neighborhood cut through traffic and creating a safer travel environment.

## Cherry Street

Cherry Street is designated as a minor arterial and provides the primary north-south access into the DSP area. Cherry Street intersects four of the six character areas. However, due to its classification as a minor arterial, Cherry Street must maintain a uniform design standard mindful of all character areas, but does not compromise heavier traffic flows. To accommodate pedestrian traffic flows between character areas, it is recommended that a 6' sidewalk and 6' pedestrian buffer be established (see Exhibit 4-K). Pedestrian buffers in this instance provide dual benefits along this highly traveled corridor and include protection from vehicular traffic and landscaped shade. Wide 16' lanes also provide higher speed roadway access to the bike network intersecting the greater Tomball network at this point. All modifications to Cherry Street will need to be coordinated with Harris County.

**Exhibit 4-K: Cherry Street Cross Section**

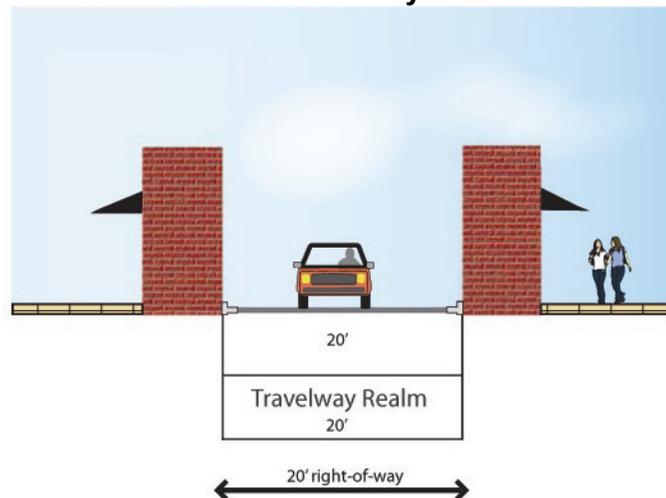


## Alleyways

The DSP maintains a series of alleyways which, if properly planned, increase the overall connectivity of the street network and enhance accessibility commercial industry. As identified in the DSP Regulating Plan, alleyways which intersect the Historic Main Street and Old Town Plaza character areas are designated pedestrian walkways. This designation encourages foot traffic that can further support the retail and commercial uses adjacent to these smaller corridors.

The commercial alleyways (Exhibit 4-L) are intended for some foot traffic, but cater more to the loading and unloading of goods to and from larger commercial, restaurant, and retail shops located on Main Street/FM 2920. Secondly, alleys should be used as a means for ingress and egress to parking lots at the rear and side of buildings (if applicable). As the downtown area continues to mature and attract more business, these alleyways will play an important role in not only providing a terminal for stocking supplies, but also for providing connectivity within commercial and mixed use corridors. As such, it is recommended the travelway be mandated at 20' with limited obstructions.

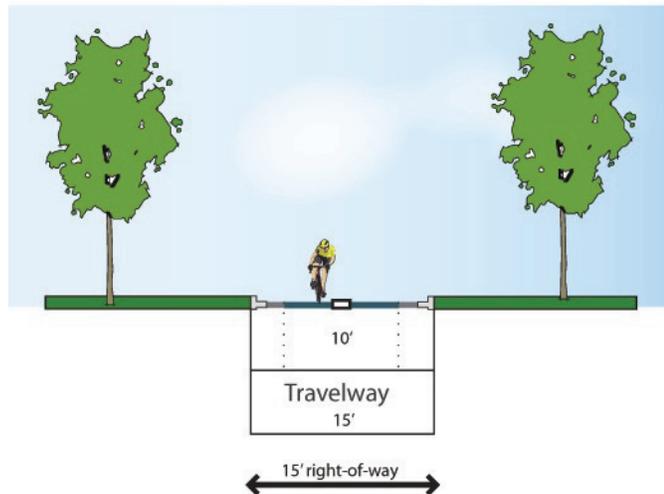
**Exhibit 4-L: Commercial Alley**



Multiuse pathways (Exhibit 4-M) are intended to encourage alternative use of non-motorized vehicles to circumvent residential streets without worry of vehicular traffic. Similarly, these trails may be utilized by other forms of traffic including walking groups, running associations, or bicyclists. The development of the multiuse pathways could be in lieu of developing a sidewalk on one side of the street.

Pedestrian walks/alleys are designed to provide essential connection points between neighborhood commercial retail and local area attractions, such as the Depot Plaza. The intention of these alleys is to provide a separate corridor that encourages walking to local area shops during large festival events while preserving its use for service delivery and light vehicular traffic.

**Exhibit 4-M: Multiuse Pathways**



**Exhibit 4-N: Pedestrian Alley**



## Multi-Modal Infrastructure Improvements

Each of the proposed roadway improvement techniques were also developed in accordance with a desire to increase the ability for pedestrians and bicyclists to safely traverse downtown. These routes also connect to the broader community system identified in the Tomball Comprehensive Plan.

A consistent network of sidewalks and bikeways can facilitate the movement of people in a non-motorized fashion throughout downtown. While these infrastructure improvements are not necessary on every street, the hierarchy (see Exhibit 4-F) proposes significant improvements to the non-motorized infrastructure through the redevelopment of many street rights-of-way as previously discussed within this

circulation discussion and as related within illustrated cross section layouts. These improvements have been proposed for areas likely to experience higher levels of pedestrian traffic given the mix of commercial and residential uses. Finally, the DSP pedestrian and bicycle amenities proposed will promote access to any future commuter rail station located near downtown.

# CHAPTER 5: CAPITAL IMPROVEMENT PLAN

## Introduction

Defining a Capital Improvement Plan (CIP) and financing strategy for a redeveloping area is a dynamic process. Periodic adjustments must be made based on redevelopment, infrastructure demands, and use of existing capacity in a more effective manner. The following section outlines Downtown Specific Plan (DSP) projects that will foster redevelopment through streets and drainage infrastructure improvements. The DSP CIP goes beyond the concept of “update/upgrade as needed” to provide a clearer picture regarding the likely horizon for street and drainage improvements and the associated costs.

As with all CIPs dealing with streets and drainage, there is some degree of overlap inherent in the projects and cost assumptions presented. Several projects from the roadway section are actually designed to act as the secondary conveyance for drainage purposes, and as such, these projects are often refined further once the preliminary design phase has been completed. This overlap provides a conservative analysis and will be refined as projects cycle through the CIP and into the annual budget for capital improvements, also called the capital improvements program.

Another important step in the infrastructure planning process is to determine the priority of larger regional projects and predecessor projects needing to be completed before a facility can be built. For example, drainage related projects where the large regional detention facilities are constructed in advance of the collection system that reaches these outfalls so the drainage improvements meet Harris County standards. The large regional facilities are often expensive. For example, the M-121 West regional facility has over \$11 million allocated for construction in fiscal years (FY) 2011 and 2012 which, to date, is currently pending Council approval.

The City utilizes several project funding mechanisms to implement the replacement/rehabilitation of infrastructure projects, and conducts an update to the citywide master plans for water, sewer, and drainage on a five-year basis. These updates are essential to defining updated project costs, priority, and funding options. The funding mechanisms currently employed by the City include: general fund expenditures; project financing through the collection of water, sewer, and drainage impact fees; bond sales; and, partnerships with other area agencies such as Texas Department of Transportation (TxDOT) and Harris County.

The City maintains a water/sewer/gas enterprise fund that annually programs and funds infrastructure improvements/rehabilitation. The enterprise fund can cover debt service for capital projects funded by the sale of certificates of obligation (bonds). In FY 2010-2011, the enterprise fund received in excess of \$11 million in total operating revenue, and maintained a projected balance within the fund in excess of \$9 million.

## Drainage Projects

The majority of capital projects within the City's existing CIP are large regional detention basins. As discussed earlier in this chapter, this is the single largest impediment to redevelopment within the DSP area. The funding, design, and construction of large scale regional drainage projects is a CIP priority. Exhibit 5-A outlines the five regional projects that will alleviate drainage concerns within the DSP area. These priority projects are:

- Project 1: South Storm Sewer Trunk Line
- Project 2: East Storm Sewer Trunk Line
- Project 3: West Storm Sewer Trunk Line
- Project 4: North Storm Sewer Trunk Line
- Project 5: Detention Pond and Outfall Structure

The analysis was performed using the City of Tomball draft drainage criteria, noting the draft criteria will become effective prior to implementation of the final Master Drainage Plan. The DSP area drains in four different directions (north, east, south, and west). Preliminary flows for each of the drainage areas were determined, as well as the sized drainage infrastructure to convey the flows. Underground storm sewer systems were designed to convey the two-year flow. Remaining flows, up to the 100-year flow, are designed to remain within the street right-of-way. Line work representing future roadway types was obtained from the City of Tomball as part of this project. Preliminary calculations show some of the open ditch roadway sections have enough capacity to convey the two-year flow within the ditches while others do not. Also, based on limited topographic information, it does not appear the open ditch roadway sections along the project alignments have enough capacity to convey the 100-year flow within the right-of-way. Therefore, as part of this study, it has been assumed roadways associated with each project alignment will be upgraded to curb and gutter sections.

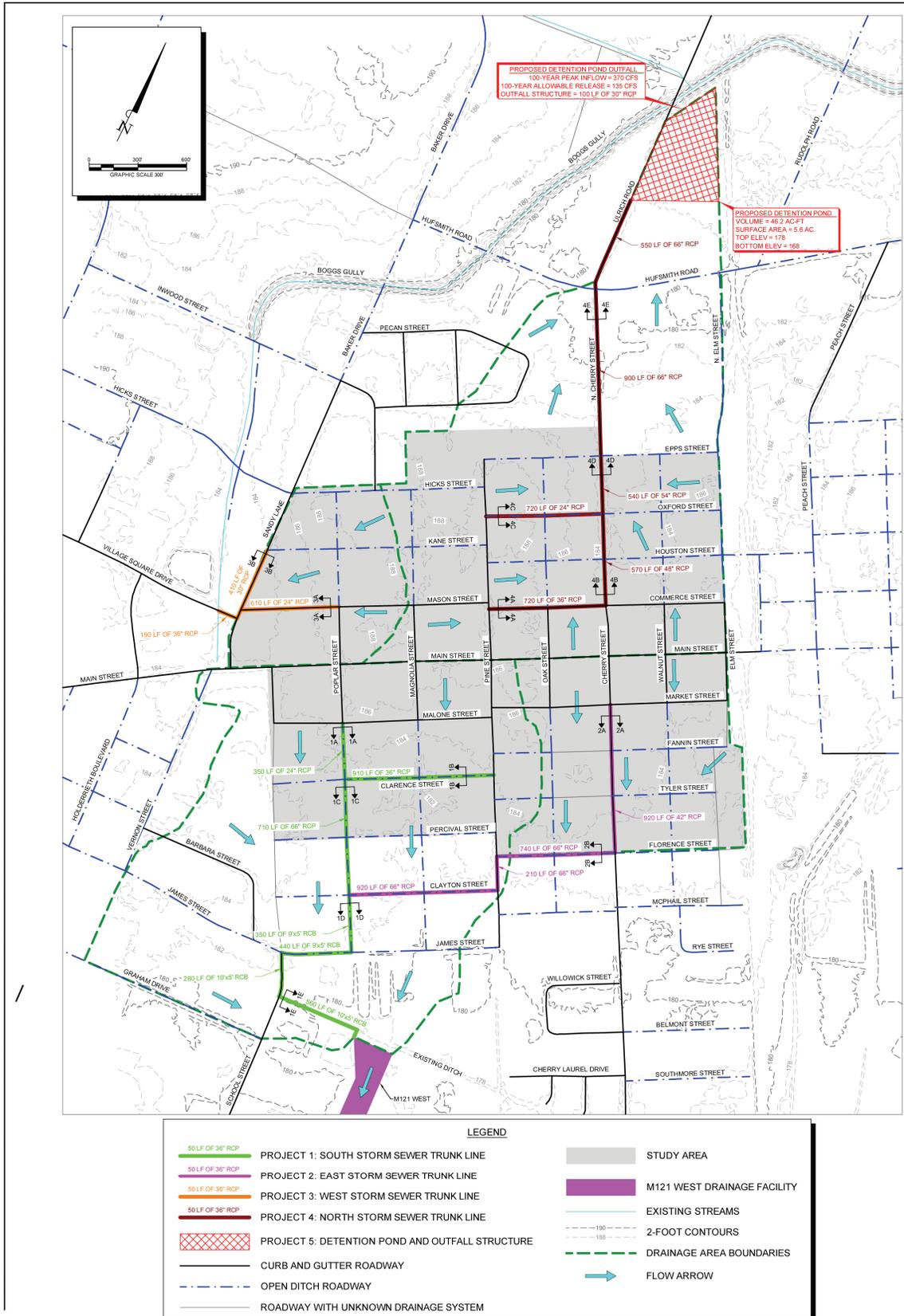
The detention pond volume was determined using 0.55 acre-feet per acre of development as recommended by the City of Tomball draft drainage criteria. Once the design is finalized, coordination between the City and Harris County Flood Control will be required to determine the amount of water that can be released based on the design criteria. The detention pond is intended to serve the northern drainage areas (Projects 3 and 4); therefore, the contributing drainage area is approximately 84 acres. Because Project 3 is being routed around the detention pond, the allowable release rate is based

only on the Project 4 drainage area in existing conditions. Modeling the detention pond will be necessary to determine the actual required volume and allowable release rate for the proposed detention pond.

Opinions of Probable Cost for each proposed project are presented (exhibits 5-B, 5-C, 5-D, 5-E, and 5-F). Please note improvements to modify the open ditch streets to curb and gutter streets are not included in these estimates. A preliminary estimate for how much the curb and gutter streets might cost is approximately \$50 per square yard.

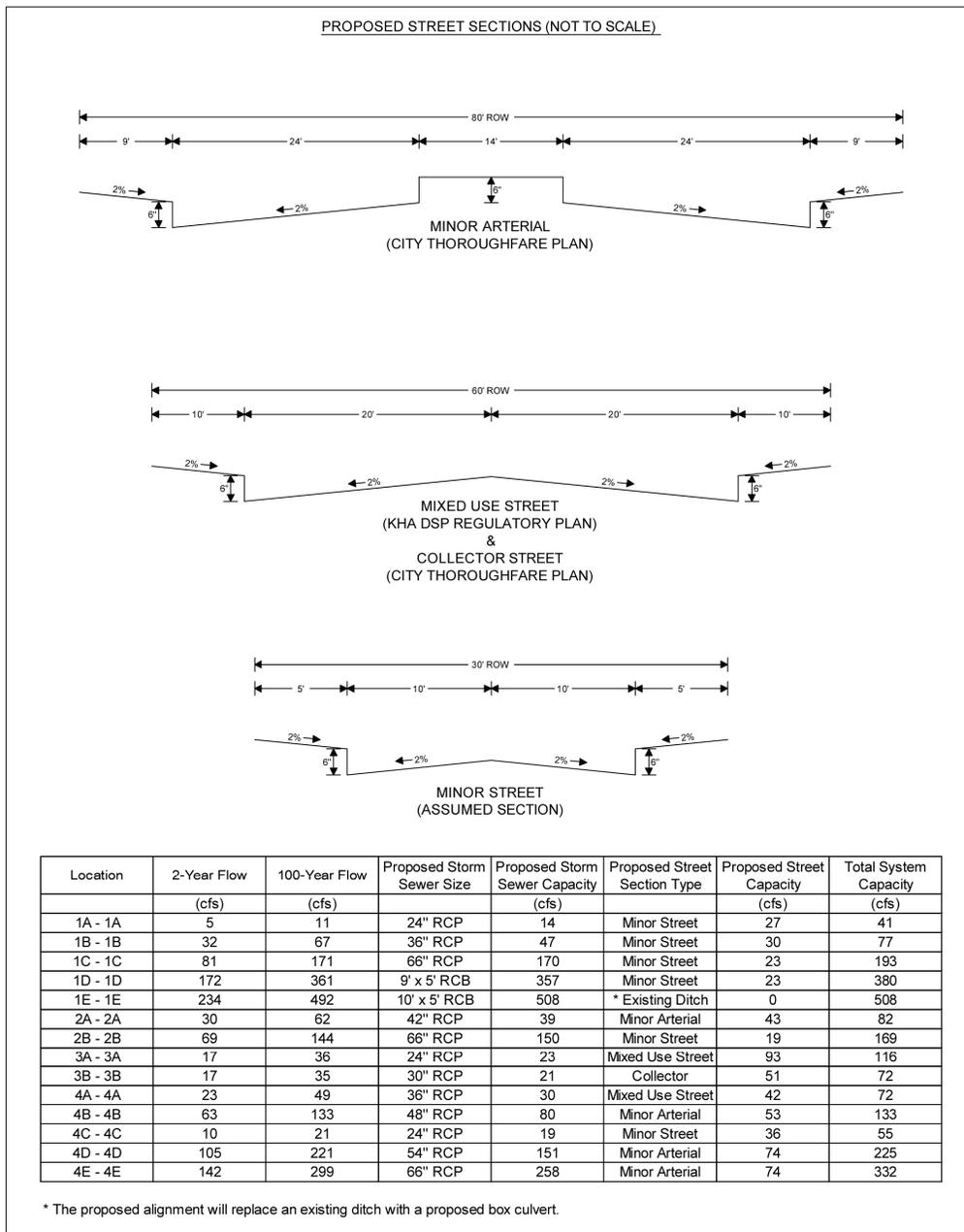
This conceptual master drainage plan is based on: 2' contours, GIS files obtained from the City of Tomball, and assumed roadway and drainage ditch dimensions. A detailed Master Drainage Plan, using on-ground survey information and record drawings, is recommended to be prepared for the Old Town area to verify the assumptions used in this conceptual master drainage plan.

# Exhibit 5-A: Drainage Projects (Page 1)



MADEZ  
 5025 E. 12TH AVENUE, SUITE 100, DENVER, CO 80231  
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# Exhibit 5-A: Drainage Projects (Page 2)



	REVISIONS No. DATE BY
<b>Kimley-Horn and Associates, Inc.</b> 12700 PARKWAY DRIVE, SUITE 1000, DALLAS, TEXAS 75244 PHONE: 972.720.3300 FAX: 972.328.3300 TEXAS REGISTERED ENGINEERING FIRM #268	
<b>PRELIMINARY</b>	
PROJECT No.: 061772801 DATE: AUGUST 2011 SCALE: AS SHOWN DESIGNED BY: KAD DRAWN BY: KAD CHECKED BY: JAV	<b>CITY OF TOMBALL DOWNTOWN DRAINAGE PLAN</b> CITY OF TOMBALL, TEXAS
<b>CONCEPTUAL DRAINAGE INFRASTRUCTURE EXHIBIT</b>	
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**Exhibit 5-B: Project 1 Options of Probable Costs**

<b>Project Information:</b>		<b>Description:</b>	<b>Project No. 06772801</b>
<b>Name:</b>	Project #1: Storm Sewer Infrastructure	<b>This project consists of constructing the storm sewer improvements for the southern quadrant of Old Town Tomball. The project extends from the Old Town area to M121 West.</b>	
<b>Status:</b>	<b>Proposed</b>		
<b>Cost Source:</b>	Projected		

<b>Construction Cost Projection</b>					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
	24" RCP	350	LF	\$ 50.00	\$ 17,500
	36" RCP	910	LF	\$ 70.00	\$ 63,700
	66" RCP	710	LF	\$ 125.00	\$ 88,750
	9' x 5' RCB	790	LF	\$ 270.00	\$ 213,300
	10' x 5' RCB	840	LF	\$ 330.00	\$ 277,200
	Headwall	1	EA	\$ 8,000.00	\$ 8,000
	Manhole	3	EA	\$ 6,500.00	\$ 19,500
	Junction Box	5	EA	\$ 20,000.00	\$ 100,000
	Trench Safety	3,600	LF	\$ 3.00	\$ 10,800
	Remove Existing Pavement	3,970	SY	\$ 10.00	\$ 39,700
	Place Reinforced Concrete Pavement	3,970	SY	\$ 32.00	\$ 127,040
<b>Construction Cost Subtotal:</b>					<b>\$ 965,490</b>
<b>Major Construction Component Allowances:</b>					
No.	Item Description	Notes		Allowance	Item Cost
	Inlets and Laterals		+/-	20%	\$ 193,100
	Mobilization		+/-	10%	\$ 96,500
	Engineering Fees		+/-	10%	\$ 96,500
	Erosion and Traffic Control		+/-	5%	\$ 48,300
	Utility Relocation		+/-	10%	\$ 96,500
	Miscellaneous		+/-	5%	\$ 48,300
<b>Allowance Subtotal:</b>					<b>\$ 579,200</b>
<b>Construction and Allowance Subtotal:</b>					<b>\$ 1,544,690</b>
				<b>Construction Contingency (+/-):</b>	<b>15%</b>
<b>Construction Cost TOTAL:</b>					<b>\$ 1,776,390</b>

<b>Project Cost Summary</b>			
Item Description	Notes:	Allowance	Item Cost
<b>Construction:</b>		N/A	\$ 1,776,390
<b>Engineering/Surveying Fees:</b>	Percent of Construction Cost (+/-):	10%	\$ 177,600
<b>Project Cost TOTAL:</b>			<b>\$ 1,953,990</b>

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

**Exhibit 5-C: Project 2 Options of Probable Costs**

<b>Project Information:</b>		Description:	Project No. <b>067772801</b>
Name:	Project #2: Storm Sewer Infrastructure	This project consists of constructing the storm sewer improvements for the eastern quadrant of Old Town Tomball. The project extends from the Old Town area to a tie-in with Project #1.	
Status:	Proposed		
Cost Source:	Projected		

<b>Construction Cost Projection</b>					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
	42" RCP	920	LF	\$ 85.00	\$ 78,200
	66" RCP	1,870	LF	\$ 125.00	\$ 233,750
	Manhole	6	EA	\$ 6,500.00	\$ 39,000
	Trench Safety	2,790	LF	\$ 3.00	\$ 8,370
	Remove Existing Pavement	3,100	SY	\$ 10.00	\$ 31,000
	Place Reinforced Concrete Pavement	3,100	SY	\$ 32.00	\$ 99,200
<b>Construction Cost Subtotal:</b>					<b>\$ 489,520</b>
<b>Major Construction Component Allowances:</b>					
No.	Item Description	Notes	Allowance	Item Cost	
	Inlets and Laterals		+/- 20%	\$	97,900
	Mobilization		+/- 10%	\$	49,000
	Engineering Fees		+/- 10%	\$	49,000
	Erosion and Traffic Control		+/- 5%	\$	24,500
	Utility Relocation		+/- 10%	\$	49,000
	Miscellaneous		+/- 5%	\$	24,500
<b>Allowance Subtotal:</b>					<b>\$ 293,900</b>
<b>Construction and Allowance Subtotal:</b>					<b>\$ 783,420</b>
<b>Construction Contingency (+/-):</b> 15%					\$ 117,500
<b>Construction Cost TOTAL:</b>					<b>\$ 900,920</b>

<b>Project Cost Summary</b>			
Item Description	Notes:	Allowance	Item Cost
Construction:		N/A	\$ 900,920
Engineering/Surveying Fees:	Percent of Construction Cost (+/-):	10%	\$ 90,100
<b>Project Cost TOTAL:</b>			<b>\$ 991,020</b>

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

**Exhibit 5-D: Project 3 Options of Probable Costs**

<b>Project Information:</b>		<b>Description:</b>	<b>Project No. 06772801</b>
<b>Name:</b>	Project #3: Storm Sewer Infrastructure	<b>This project consists of constructing the storm sewer improvements for the western quadrant of Old Town Tomball. The project extends from the Old Town area to an underground drainage system that outfalls to Boggs Gully.</b>	
<b>Status:</b>	<b>Proposed</b>		
<b>Cost Source:</b>	Projected		

<b>Construction Cost Projection</b>					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
	24" RCP	610	LF	\$ 50.00	\$ 30,500
	30" RCP	410	LF	\$ 60.00	\$ 24,600
	36" RCP	190	LF	\$ 70.00	\$ 13,300
	Headwall	1	EA	\$ 8,000.00	\$ 8,000
	Manhole	3	EA	\$ 6,500.00	\$ 19,500
	Trench Safety	1,210	LF	\$ 3.00	\$ 3,630
	Remove Existing Pavement	1,340	SY	\$ 10.00	\$ 13,400
	Place Reinforced Concrete Pavement	1,340	SY	\$ 32.00	\$ 42,880
<b>Construction Cost Subtotal:</b>					<b>\$ 155,810</b>
<b>Major Construction Component Allowances:</b>					
No.	Item Description	Notes		Allowance	Item Cost
	Inlets and Laterals		+/-	20%	\$ 31,200
	Mobilization		+/-	10%	\$ 15,600
	Engineering Fees		+/-	10%	\$ 15,600
	Erosion and Traffic Control		+/-	5%	\$ 7,800
	Utility Relocation		+/-	10%	\$ 15,600
	Miscellaneous		+/-	5%	\$ 7,800
<b>Allowance Subtotal:</b>					<b>\$ 93,600</b>
<b>Construction and Allowance Subtotal:</b>					<b>\$ 249,410</b>
<b>Construction Contingency (+/-):</b>				15%	\$ 37,400
<b>Construction Cost TOTAL:</b>					<b>\$ 286,810</b>

<b>Project Cost Summary</b>			
Item Description	Notes:	Allowance	Item Cost
<b>Construction:</b>		N/A	\$ 286,810
<b>Engineering/Surveying Fees:</b>	Percent of Construction Cost (+/-):	10%	\$ 28,700
<b>Project Cost TOTAL:</b>			<b>\$ 315,510</b>

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**Exhibit 5-E: Project 4 Options of Probable Costs**

<b>Project Information:</b>		<b>Description:</b>	<b>Project No. 067772801</b>
<b>Name:</b>	Project #4: Storm Sewer Infrastructure	This project consists of constructing the storm sewer improvements for the northern quadrant of Old Town Tomball. The project extends from the Old Town area to Project #5.	
<b>Status:</b>	Proposed		
<b>Cost Source:</b>	Projected		

<b>Construction Cost Projection</b>					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
	24" RCP	720	LF	\$ 50.00	\$ 36,000
	36" RCP	720	LF	\$ 70.00	\$ 50,400
	48" RCP	570	LF	\$ 95.00	\$ 54,150
	54" RCP	540	LF	\$ 110.00	\$ 59,400
	66" RCP	1,450	LF	\$ 125.00	\$ 181,250
	Headwall	1	EA	\$ 8,000.00	\$ 8,000
	Manhole	9	EA	\$ 6,500.00	\$ 58,500
	Trench Safety	4,000	LF	\$ 3.00	\$ 12,000
	Remove Existing Pavement	4,440	SY	\$ 10.00	\$ 44,400
	Place Reinforced Concrete Pavement	4,440	SY	\$ 32.00	\$ 142,080
<b>Construction Cost Subtotal:</b>					<b>\$ 646,180</b>
<b>Major Construction Component Allowances:</b>					
No.	Item Description	Notes		Allowance	Item Cost
	Inlets and Laterals		+/-	20%	\$ 129,200
	Mobilization		+/-	10%	\$ 64,600
	Engineering Fees		+/-	10%	\$ 64,600
	Erosion and Traffic Control		+/-	5%	\$ 32,300
	Utility Relocation		+/-	10%	\$ 64,600
	Miscellaneous		+/-	5%	\$ 32,300
<b>Allowance Subtotal:</b>					<b>\$ 387,600</b>
<b>Construction and Allowance Subtotal:</b>					<b>\$ 1,033,780</b>
<b>Construction Contingency (+/-):</b>					<b>15%</b>
					<b>\$ 155,100</b>
<b>Construction Cost TOTAL:</b>					<b>\$ 1,188,880</b>

<b>Project Cost Summary</b>			
Item Description	Notes:	Allowance	Item Cost
<b>Construction:</b>		N/A	\$ 1,188,880
<b>Engineering/Surveying Fees:</b>	Percent of Construction Cost (+/-):	10%	\$ 118,900
<b>Project Cost TOTAL:</b>			<b>\$ 1,307,780</b>

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

**Exhibit 5-F: Project 5 Options of Probable Costs**

<b>Project Information:</b>		<b>Description:</b>	<b>Project No. 06772801</b>
<b>Name:</b>	Project #5: Detention Pond and Outfall Structure	<b>This project consists of constructing the detention pond and outfall structure to Boggs Gully. Project #4 will outfall into the detention pond.</b>	
<b>Status:</b>	<b>Proposed</b>		
<b>Cost Source:</b>	Projected		

<b>Construction Cost Projection</b>					
No.	Item Description	Quantity	Unit	Unit Price	Item Cost
	30' RCP	100	LF	\$ 60.00	\$ 6,000
	Excavation	74,500	CY	\$ 6.00	\$ 447,000
<b>Construction Cost Subtotal:</b>					<b>\$ 453,000</b>
<b>Major Construction Component Allowances:</b>					
No.	Item Description	Notes	Allowance	Item Cost	
	Mobilization		+/- 10%	\$ 45,300	
	Engineering Fees		+/- 10%	\$ 45,300	
	Erosion Control		+/- 10%	\$ 45,300	
	Utility Relocation		+/- 10%	\$ 45,300	
	Miscellaneous		+/- 5%	\$ 22,700	
<b>Allowance Subtotal:</b>					<b>\$ 203,900</b>
<b>Construction and Allowance Subtotal:</b>					<b>\$ 656,900</b>
<b>Construction Contingency (+/-):</b> 15%					\$ 98,500
<b>Construction Cost TOTAL:</b>					<b>\$ 755,400</b>

<b>Project Cost Summary</b>			
Item Description	Notes:	Allowance	Item Cost
<b>Construction:</b>		N/A	\$ 755,400
<b>Engineering/Surveying Fees:</b>	Percent of Construction Cost (+/-):	10%	\$ 75,500
<b>Project Cost TOTAL:</b>			<b>\$ 830,900</b>

The Engineer has no control over the cost of labor, materials, equipment, or over the Contractor's methods of determining prices or over competitive bidding or market conditions. Opinions of probable costs provided herein are based on the information known to Engineer at this time and represent only the Engineer's judgment as a design professional familiar with the construction industry. The Engineer cannot and does not guarantee that proposals, bids, or actual construction costs will not vary from its opinions of probable costs.

# Multi-Modal Street and Alleyway Projects

**Exhibit 5-G: Multi-Modal Street and Alleyway Infrastructure Options of Probable Costs**

Street Segment	Travelway	Ped / Bike	Utility	Drainage	Allowances	CIP Cost
Main Street/FM 2920 (State Highway)	\$832,856	\$757,142	\$287,714	\$454,285	\$373,120	<b>\$2,705,117</b>
Cherry Street (Minor Arterial)	784,290	241,320	229,254	361,980	258,695	<b>1,875,540</b>
Commerce Street (Mixed Use Portion)	325,401	122,929	137,392	216,934	128,425	<b>931,081</b>
Elm Street (Mixed Use Portion)	135,900	51,340	57,380	90,600	53,635	<b>388,855</b>
Fannin Street (Mixed Use Portion)	226,575	85,595	95,665	151,050	89,422	<b>648,307</b>
Magnolia Street (Mixed Use Portion)	159,672	60,321	67,417	106,448	63,017	<b>456,875</b>
Malone Street (Mixed Use Portion)	302,728	114,364	127,819	201,819	119,477	<b>866,206</b>
Market Street (Mixed Use Portion)	326,479	123,337	137,847	217,653	128,851	<b>934,167</b>
Mason Street (Mixed Use Portion)	338,625	127,925	142,975	225,750	133,644	<b>968,919</b>
Oak Street (Mixed Use Portion)	198,225	74,885	83,695	132,150	78,233	<b>567,188</b>
Pine Street (Character Street)	554,400	209,440	234,080	369,600	218,803	<b>1,586,323</b>
Poplar Street (Mixed Use Portion)	161,338	60,950	68,121	107,559	63,675	<b>461,643</b>
School Street (Mixed Use Portion)	77,850	29,410	32,870	51,900	30,725	<b>222,755</b>
Walnut Street (Mixed Use Portion)	200,475	75,735	84,645	133,650	79,121	<b>573,626</b>
Commercial alleys (20' pavement)		364,542			58,327	<b>422,869</b>
Pedestrian alleys (20' pavement)		290,428			46,469	<b>336,897</b>
Multipurpose pathways (15' pavement & 10' bikeway)		537,600			86,016	<b>623,616</b>
					<b>Total Cost</b>	<b>\$14,569,984</b>

The DSP projects defined in Exhibit 5-G are within the Historic Main Street, Old Town Plaza, Old Town Commercial, and Mixed Use Transition character areas. These areas are likely to see the most marked redevelopment differing in scale than the current built fabric. As such, the roadways serving these areas require improvements to support and reinforce redevelopment efforts. In addition, the concept of pedestrian- and bicycle-friendly alleyways (multipurpose pathways) within the blocks on either side of Main Street/FM 2920 and selected residential rights-of-way help to create a cohesive network of off-street facilities not currently developed within the DSP area.

The street concepts presented in Chapter 4 outline a typical cross section facilitating the movement of people and goods through automobile, pedestrian, and bicycle modes indicative of successful downtowns. The list of projects above is not prioritized at this time; public input is needed to determine which, if any, projects should be included in

the budget process. At least two of these projects, Main Street/FM 2920 and Cherry Street, will need to be developed in conjunction with other agencies, TxDOT and Harris County, respectively.

## Additional Considerations for Main Street/FM 2920

While TxDOT is responsible to maintain Main Street/FM 2920, the City could decide it is in its best interest to implement the proposed improvements in advance of TxDOT receiving construction funds for this corridor. Should that decision occur, several project financing avenues exist. First, the City simply pays for the improvements and builds the facility to TxDOT standards, which is often a more costly endeavor than if the project were developed independent of TxDOT. Second, the City pursues pass-through financing options requiring legislative action at the State level. If approved, this option allows the City to be reimbursed over time from TxDOT for the cost of the improvements, depending on a negotiated schedule and construction value. The facility is still constructed to TxDOT standards, and the City and TxDOT agree upon the cost of the improvements leaving the City responsible should over runs occur. Finally, the City could wait for TxDOT to construct their standard cross section for the revised Main Street/FM 2920, allowing the City to pay only for improvements made above and beyond the TxDOT standard (likely the increased width in proposed sidewalks). While this option is likely the most cost effective for the City, the timeframe for improvements is unknown.

## Additional Considerations for Cherry Street

The Harris County Public Infrastructure Division for Precinct 4 is responsible for all County-maintained facilities within the City of Tomball. The County has historically worked with local governments regarding the financing and construction of local roadway projects showing a distinct public good. The rehabilitation of Cherry Street into a four-lane facility with curb and gutter ditches is the type of project the County undertakes with local partners. This project not only facilitates the movement of cars, bikes, and pedestrians, but it also helps to adequately channel drainage into large regional detention facilities part of the Harris County Flood Control District's overall purview (such as the M-121 and Boggs Gully Regional Facilities, discussed previously). Cities within the County should regularly contact their commissioner and appropriate staff to determine existing or potential partnership opportunities.

# CHAPTER 6: DOWNTOWN SPECIFIC PLAN IMPLEMENTATION

## Introduction

Successful Downtown Specific Plan (DSP) implementation will be a result of a collaborative effort among the private sector, non-profit support organizations, and governmental entities. Improvements to the Old Town area resulting in a vibrant and attractive place to live, work, and play will not occur just because it is desired or a plan has been developed to guide decision making. Economic restructuring must occur so public and private investments are justified and businesses can be profitable.

This Chapter presents additional efforts needed to improve the DSP area. Some of the strategies identified require action by the City of Tomball while others require collaboration or implementation by the private sector or other entities.

## Land Use

The DSP includes considerable discussion about how the variety of land uses should be developed over time. However, there are a few strategies that should be addressed supporting implementation.

Strategies:

- Draft and adopt an ordinance waiving the off-street parking requirements for the entire DSP area (except within the DSP-OTR Zoning District which should still require two spaces per dwelling and parking for non-residential uses such as schools and churches).
- Work with the Museum Center managing group to replat the character area and get a Museum Master Plan approved. This would eliminate the existing lot lines and it would necessitate a future replat and master plan if the museum ever vacated the property and another use wanted to develop. Additionally, formal agreements with surrounding church properties for use of parking should be acquired.
- Plan and develop the multiuse pathways and alleys within the DSP area. This would be in lieu of constructing sidewalks along the street and interrupting or damaging existing street trees.

- Plan and develop a “Street Tree Program” that plants specific trees designated in the DSP regulations for Main Street/FM 2920 (two different sections), Pine Street, and Cherry Street.
- Adopt and/or amend the existing Zoning Ordinance to incorporate the revised/additional regulations in Chapter 60 and Appendix A of the Tomball Zoning Ordinance.
- Develop and adopt an infill incentive process and application.
- Develop and adopt a special events process, application, and fees.
- Create and appoint an Arts, Culture, and Entertainment Advisory Committee.
- Create and appoint a Historic Committee.
- See Appendix B for additional recommendations.

## Circulation

Main Street/FM 2920 right-of-way varies greatly throughout the DSP area. While the current planning documents do not indicate a need to alter the curb line on Main Street/FM 2920, a need may arise to examine the viability of increasing the right-of-way for specific intersections. Detailed engineering plans and studies have not been conducted for the desired median treatment west of Pine Street. While the idea of access management has its merits within this section, a more thorough examination will need to be conducted. In conversations with Texas Department of Transportation (TxDOT) regarding the expansion of the Main Street/FM 2920 medians, they have indicated they would be examining the need for controlled access from SH 249 to FM 2978 and a future study would determine the ultimate recommendations. TxDOT did not have an anticipated timeframe for this next round of analysis and as such it is recommended the City continue the dialogue with TxDOT regarding the ultimate configuration of Tomball’s Main Street/FM 2920.

An additional element to consider during future planning and design efforts along Main Street/FM 2920 will be the provision for additional traffic signals and/or crosswalk signals to ease pedestrian crossings. These improvements have not been fully developed as a component of the DSP. However, locations with pedestrian and bicycle amenities along both sides of Main Street/FM 2920 would prove most beneficial when considering new signals within downtown.

## Economic Development

The planning for land uses, circulation, and infrastructure, along with the development guidelines, will set the table for diversifying and strengthening the Old Town area’s

economic base. However, public action alone can only go so far. Private entrepreneurs, non-profit service providers, civic associations, and volunteers all play key roles.

There are three key activities needing to occur for success in addition to the physical development and redevelopment of downtown. Business support, downtown marketing, and targeting businesses will be necessary along with a clear delineation of what implementation steps each organization and agency will be responsible for. This section will discuss each.

## Business Support

Creating a thriving downtown area will require significant business support services and programs especially in light of the current banking and financial climate. Tomball Economic Development Corporation (TEDC) currently has a matching grant program of \$30,000 per year total for businesses wishing to upgrade their building façades, signage, landscaping, or other eligible property improvements. These types of programs and initiatives will be critical for the downtown, especially initially, to build momentum.

### Strategies:

- Explore expansion of the matching grant program for businesses offered by the TEDC.
- Explore the development of a downtown area block grant program not focused on individual businesses but improving blocks or groupings of properties.
- Explore the expansion of the job incentive program for both primary and non-primary jobs.
- Explore the development of a low interest loan program to facilitate business location and expansion and provide grant-matching funds.
- Continue and expand education and training programs through Lone Star College.
- Consider developing tax incentives and abatements for downtown businesses. Items to be considered could include:
  - Targeted tax relief for rehabilitated structures;
  - Freeze in assessed valuation for a period of time after properties have been improved; and
  - Provide tax abatements for a period of years.
- Consider development of a Tax Increment Financing Zone (TIRZ) to collect and direct funds to projects in the downtown area.
- Consider development of a Public Improvement District targeting public works projects in the downtown area.
- Use targeted infrastructure investment as an incentive for businesses.
- Consider allocating a consistent percentage of the City's capital budget to downtown projects through the Capital Improvements Plan.

- Explore the development of incubator space to help start new businesses to fill vacancies.
- Develop a plan to make strategic land purchases to preserve land for future uses and to provide potential incentives for private investment.

## Downtown Marketing

Promoting the Old Town area as a destination for retail and business activity is important. Effective promotional efforts create a positive image, attract consumers and investors to the commercial center, and build community pride. Individual business advertising should also help to further Old Town’s image. However, most small businesses have a limited ability to adequately advertise and market themselves. Advertising, retail promotions, special events, and marketing campaigns will help to sell the Old Town area to residents and surrounding region. Encouraging individual businesses to develop a consortium approach to joint marketing is essential.

### Strategies:

- Explore options for physical linkages (transit, sidewalks, bike paths) between the medical district and the two Lone Star College campuses (University Park and Tomball) to downtown.
- Develop a marketing approach to bring employees and visitors of the medical district to the downtown area.
- Explore and facilitate joint marketing opportunities for downtown businesses.
- Continue to promote, expand, and create new events drawing residents and visitors to downtown and promoting local businesses.
- Support the development of the commuter rail line with a train station/platform in Tomball.
- Explore a “frequent customer program” to incent residents to frequent downtown businesses.
- Conduct a branding process to identify downtown’s niche and to serve as a basis for other marketing efforts and materials.
- Develop a website or Web page the City, TEDC, and Greater Tomball Area Chamber of Commerce websites link to providing information about the downtown.
- Maintain up-to-date materials for distribution to new residents and visitors marketing the downtown area.

## Targeting Businesses

Successful downtowns contain a healthy mix of businesses including retail shopping, services, and eating establishments serving both residents and visitors. Downtowns

cannot be economically viable long-term based on attracting just one type of user. Though the current specialty and antique stores attract a type of visitor to downtown, expanding the retail mix will broaden the customer attraction opportunities needed to ensure long-term sustainability. Developing an appropriate retail mix requires diligent effort.

Strategies:

- Implement a business recruitment strategy expanding the type of businesses and activities in downtown.
- Develop a downtown business marketing package outlining the benefits and opportunities of locating a business downtown.
- Target businesses promoting a mix of daytime and evening traffic and activity such as entertainment venues, businesses, and restaurants that are compatible with the area.

## Organizational Structure

The City of Tomball, TEDC, and Greater Tomball Area Chamber of Commerce all play key roles in the implementation of the DSP. There are also several entities playing a support and/or coordination role. Understanding of each entity's expectations with regard to the downtown's development is critical to ensure systematic implementation is achieved and important activities are not neglected.

### Level I Partners

Level I Partners are engaged in day-to-day activities to enhance the downtown and implement the DSP. Following are the key roles of each.

#### City of Tomball

Key Roles:

- Maintenance and development of basic infrastructure
- Funding economic and community development efforts
- Maintenance of tax and incentives policies to attract businesses to downtown and facilitate their location
- Maintenance of codes and standards with consistent and equitable implementation
- Maintenance of a business-friendly permitting process
- Regional and state coordination

#### Greater Tomball Area Chamber of Commerce

Key Roles:

- Attracting visitors and area promotion

- Marketing coordination
- Promotion of events
- Support, retention, and expansion of businesses
- Creating business education and training programs
- Regional coordination

## **TEDC**

Key Roles:

- Assistance in funding
- Recruitment of businesses
- Retention of local businesses and jobs
- Creating business education and training programs
- Regional coordination

## **Level II Partners**

Level II Partners are engaged in support and/or coordination activities to enhance the downtown. They include:

### **Lone Star College**

The college is a tremendous local asset providing workforce development and training programs.

### **TxDOT**

Since Main Street/FM 2920 is a state highway, coordinating improvements to this facility with TxDOT is critical as well as connecting FM 2920 to regionally significant roads.

### **Houston-Galveston Area Council (H-GAC)**

H-GAC plays an important role in promoting regional economic development and transportation system development.

### **Harris County**

Provides support for infrastructure development, flood control, and public health and safety efforts.

### **Advocacy groups**

An additional resource many successful downtown areas have assembled is some type of downtown association comprised of representatives from the business community and other partners. The Downtown Tomball Association is such an example. There are several roles it can play including funding, business support, and events coordination. As the DSP's implementation moves forward, the Association can play a strong role moving forward.

# CHAPTER 7: REGULATING PLAN

The following pages contain the Regulating Plan. The Regulating Plan is formatted to be consistent with Tomball's current Zoning Ordinance as it is to be adopted as *Article VII: Downtown Specific Plan*.

**Tomball Zoning Ordinance, Article VII**

**Section 52 Regulating Plan and General Elements .....3**

52.1 Purpose, Intent, Regulating Plan and Zoning ..... 3

52.2 Allowed Land Uses ..... 4

52.3 General Provisions ..... 8

52.4 Architectural Standards ..... 10

52.5 Landscaping Regulations ..... 13

52.6 Lighting Regulations ..... 14

52.7 Block and Street Standards..... 15

**Section 53 Historic Main Street District (DSP-HMS) .....16**

53.1 Building Frontage Standards ..... 16

53.2 Building Placement and Building Form Standards ..... 17

53.3 Allowed Land Uses ..... 18

53.4 Block Design and Site Design Standards ..... 18

53.5 Other Regulations ..... 19

**Section 54 Old Town Plaza District (DSP-OTP) .....20**

54.1 Building Frontage Standards ..... 20

54.2 Building Placement and Building Form Standards ..... 21

54.3 Allowed Land Uses ..... 21

54.4 Block Design and Site Design Standards ..... 22

54.5 Other Regulations ..... 22

**Section 55 Old Town Commercial District (DSP-OTC) .....24**

55.1 Building Frontage Standards ..... 24

55.2 Building Placement and Building Form Standards ..... 25

55.3 Allowed Land Uses ..... 26

55.4 Block Design and Site Design Standards ..... 26

55.5 Other Regulations ..... 26

**Section 56 Mixed Use Transition District (DSP-MUT) .....27**

56.1 Building Frontage Standards ..... 27

56.2 Building Placement and Building Form Standards ..... 28

56.3 Allowed Land Uses ..... 29

56.4 Block Design and Site Design Standards ..... 29



56.5 Other Regulations ..... 30

**Section 57 Old Town Residential District (DSP-OTR) .....31**

57.1 Building Frontage Standards ..... 31

57.2 Building Placement and Building Form Standards ..... 31

57.3 Allowed Land Uses ..... 32

57.4 Block Design and Site Design Standards ..... 32

57.5 Other Regulations ..... 32

**Section 58 Museum Center District (DSP-MC) .....35**

58.1 Building Placement and Building Form Standards ..... 35

58.2 Allowed Land Uses ..... 35

58.3 Block Design and Site Design Standards ..... 35

58.4 Other Regulations ..... 36

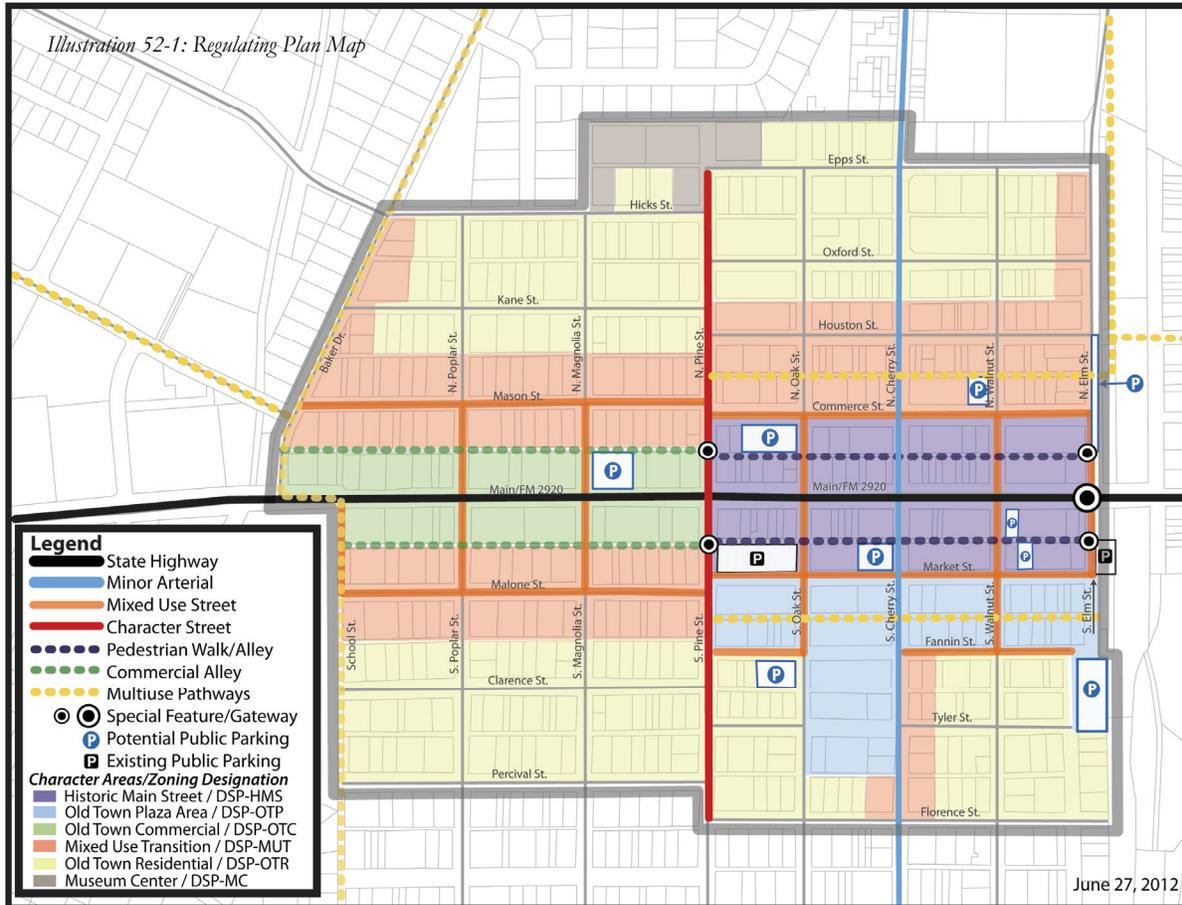


## Section 52: REGULATING PLAN AND GENERAL ELEMENTS

### 52.1 PURPOSE, INTENT, REGULATING PLAN, AND ZONING

- A. Purpose. The Tomball Downtown Specific Plan (DSP) is designed to enhance and preserve the unique and specific character within the Old Town area by establishing flexible development standards, ensuring high quality architecture, taking advantage of the historic development pattern, promoting mixed land uses, clearly defining and creating the public realm by locating buildings to form street edges and corners, and locating buildings to create activity at the street level.
- B. Intent. It is intended that the identified “character areas” depicted on the DSP Regulating Plan Map (**Illustration 52-1**) align with the DSP Zoning Districts.
- C. Regulating Plan. The regulating plan designates the street hierarchy, specific design elements, character areas, and the corresponding DSP Zoning Districts.
- D. Zoning District Boundaries. The zoning district boundary lines shown on the DSP Regulating Plan Map (**Illustration 52-1**) are intended to be along streets, alleys, property lines, or extensions thereof. Where uncertainty exists as to the boundaries of districts as shown on the DSP Regulating Plan Map (**Illustration 52-1**) Section 4.1 A-H of the Zoning Ordinance shall apply. All tables, illustrations, exhibits, and/or maps that follow are hereby adopted and shall be incorporated herein as a part of Article VII of the Zoning Ordinance.
- E. DSP Zoning Districts.
1. DSP-HMS                      Historic Main Street District (**Section 53**)
  2. DSP-OTP                     Old Town Plaza District (**Section 54**)
  3. DSP-OTC                    Old Town Commercial District (**Section 55**)
  4. DSP-MUT                    Mixed Use Transition District (**Section 56**)
  5. DSP-OTR                    Old Town Residential District (**Section 57**)
  6. DSP-MC                      Museum Center District (**Section 58**)





## 52.2 ALLOWED LAND USES

### A. Land Uses and Conditional Uses.

1. The provisions of Article VII shall govern the development and the uses of all buildings, structures, and land within the Tomball DSP area. The City Manager or his/her designee shall make a determination if a use not mentioned can reasonably be interpreted to fit into a use category where similar uses are described.
2. Allowed land uses within each of the DSP zoning districts shall be those listed in **Table 52-1**. **Table 52-1** categorizes land uses and provides an illustrative list of more specific uses for guidance when determining if a use not mentioned is reasonable and appropriate in accordance with **Section 38.1(D)** of the Zoning Ordinance.
3. Uses listed as conditional uses within the DSP require additional review to ensure compatibility of uses, architectural design, and methods to mitigate potential impacts. Any land use needing a Conditional Use Permit (CUP) in the DSP shall be processed per **Section 37** of the Zoning Ordinance.

Key	
<b>P</b>	Designates use permitted (by right) in the zoning district indicated
(blank)	Designates use prohibited (not allowed) in the zoning district indicated
<b>C</b>	Designates use may be permitted in the zoning district indicated by a CUP (see <b>Section 37</b> )
<b>P<sub>1</sub>/C<sub>1</sub></b>	Designates use permitted (with location limits) on the ground floor in the zoning district indicated
<b>P<sub>2</sub>/C<sub>2</sub></b>	Designates use permitted (with location limits) on the upper floors in the zoning district indicated
<b>P<sub>3</sub>/C<sub>3</sub></b>	Designates residential use allowed only on second or upper floors or behind ground floor non-residential street frontage
<b>P<sub>4</sub>/C<sub>4</sub></b>	Designates use permitted only as accessory use and only in conjunction with an established primary use

**Table 52-1: Land Uses**

Allowed Land Uses	HMS	OTP	OTC	MUT	OTR	MC
<b>Residential</b>						
Accessory Building/Structure	<b>P</b>	<b>P</b>		<b>P</b>	<b>P</b>	<b>P</b>
Accessory Dwelling: structure, garage		<b>P</b>		<b>P</b>	<b>P</b>	<b>P</b>
Single Family: detached				<b>P</b>	<b>P</b>	<b>P</b>
Single Family: attached, patio home, town home				<b>P</b>	<b>P</b>	<b>P</b>
Multiple-Family: duplex, condominium	<b>P<sub>2</sub></b>	<b>P<sub>2</sub></b>		<b>P</b>	<b>P</b>	<b>P</b>
Multiple-Family: triplex, apartment	<b>P<sub>2</sub></b>	<b>P<sub>2</sub></b>		<b>C</b>		
Home Occupation	<b>P<sub>3</sub></b>	<b>P<sub>3</sub></b>		<b>P</b>	<b>P</b>	<b>P</b>
Live/Work	<b>P<sub>3</sub></b>	<b>P<sub>3</sub></b>		<b>P<sub>3</sub></b>		
Community Home	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>	<b>P</b>
<b>Office</b>						
Office (24 hour/walk-in): emergency care			<b>P</b>	<b>C</b>		
Office (indoor, with no drive-thru services): administrative and general business, professional services	<b>P</b>	<b>P</b>	<b>P</b>	<b>P<sub>1</sub></b>		
Office (with drive-thru services): bank, savings and loan, credit union, check cashing and loan center			<b>P</b>			



Allowed Land Uses	HMS	OTP	OTC	MUT	OTR	MC
<b>Services</b>						
Personal and Household Services: alteration/seamstress, barber/beauty shop, catering service, florist, laundry, locksmith, mail service, printing and copy shop, shoe repair, travel agency, video rental	P	P	P			
General Services: bed and breakfast inn, hotel, wedding chapel	P	P	P	P	C	C
Social Services: adult day care, assisted living facility, child daycare center, sheltered care facility, skilled nursing facility,			P	C	C	C
<b>Retail</b>						
Specialty Retail (no outside sales, no outside storage, no drive-thru): apparel and accessories, art supply store, artist studio, bakery, bookstore, candy store, coffee shop, delicatessen, gift and card shop, ice cream shop, jewelry store, photo shop, stationery store	P	P	P	P <sub>1</sub>		C <sub>4</sub>
General Retail (no outside storage): antique shop, apparel and accessory store, art gallery, bicycle shop, jewelry store, music store, photography studio, restaurant, sporting goods store, used merchandise/second-hand /consignment shop, video store	P	P	P	P		
General Retail (with outside/open air sales): antique/craft and collectible shop, farmers market, garden shop		P	P	C		
General Retail (with alcoholic beverage service, no drive-thru or drive-in service): bar, night club, restaurant, winery/brewery	P	P	P			
<b>Recreation, Education &amp; Public Assembly</b>						
Recreation (indoors): amusement and arcade, billiards facility, bingo, dance hall/dancing facility, gymnasium, health and fitness facility	C	P	P	C		
Recreation (outdoors): community center, park and/or playground		P		P	P	P
Education: dance/drama/music/performing arts and martial arts schools,	P	P	P	P		



Allowed Land Uses	HMS	OTP	OTC	MUT	OTR	MC
Education: library, museum, college/university/trade/ vocational school (classroom only)	P	P	P	C	C	P
Education: (public or denominational) K-12	P	P	P	P	P	P
Public Assembly (indoors): auditorium, dinner theater, exhibition hall, meeting halls, motion picture theater	P	C	P	C		
<b>Institutional/Governmental</b>						
Civic Center (municipal)	P	P	P	P	P	P
Fraternal Organization			C	C		C
Government Building or Use (County, State or Federal)	P	P	P	P	P	P
Religious Facilities: church, temple, place of worship, rectory or parsonage	P	P	P	P	P	P
<b>Commercial</b>						
General Commercial (with live animals, no outdoor kennels): animal grooming shop, bird and pet shops, veterinarian clinic	P <sub>1</sub>	P <sub>1</sub>	P <sub>1</sub>	P <sub>1</sub>		
General Commercial (no outside sales or storage): appliance repair, book binding, household electronic repair, meat and fish market, news printing, publishing and printing, trophy engraving, radio and/or television studio (no towers),upholstery shop (non-auto), vacuum cleaner sales and repair			P			
General Commercial (with outdoor storage or outdoor activities): auto glass repair/tinting, auto parts and accessories store (no tire sales), building industry/ contractor office and shop, exterminator service, farm supply store, feed and grain store, fix-it shops (engine and equipment), tool and machinery rental			P			
Scientific and Industrial Research Laboratories (non-hazardous):			P			



## 52.3 GENERAL PROVISIONS

### A. Building Permits, Certificates of Occupancy, and Site Plans.

1. A building permit and/or a Certificate of Occupancy shall be required in accordance with **Section 11** of the Zoning Ordinance.
2. Detailed plans, showing all proposed building elevations, shall be submitted for all projects within the DSP area as part of, and in addition to, the plans required by **Section 11** and **Section 12** of the Zoning Ordinance. These plans need to convey the scale, building massing, proportion, building materials, and architectural details to insure the proposed structures meet the DSP design standards.

### B. Screening and Buffering.

1. All mechanical equipment, either roof mounted or installed on the ground, shall be screened from public view with an opaque screen wall, building roofline or other mechanism deemed appropriate by the City Manager or his/her designee. Screening for roof mounted mechanical equipment shall be designed as an integral part of the building design and shall be architecturally compatible in the use of materials and building style.
2. Within the DSP area, all development except single-family residences shall provide screened trash and refuse collection locations adjacent to the public alleys unless other locations are approved by the City Manager or his/her designee.
3. Within the DSP area, opaque screening and/or buffering should be provided between non-residential and residential areas. Screening and/or buffering mechanisms and locations shall be at the discretion of the City Manager or his/her designee.

### C. Off-Street Parking.

1. Within the DSP area, the requirements to provide off-street parking as set out in **Section 39** of the City Code shall not apply, except for single-family and two-family dwellings in the DSP-OTR District where the provisions within **Section 39** of the Zoning Ordinance shall be applicable.
2. Participation in joint use parking lot projects is encouraged.
3. If off-street parking is provided by a development within the DSP, said parking area shall only be located to the side and/or rear of the structures/lot. Joint use parking lots and single and two-family dwellings shall be exempt from this locational requirement. Parking areas developed to the side of a structure and joint use parking lots shall be screened from the public street with landscape and pedestrian amenities such as street furniture and lighting to avoid interrupting the rhythm of the pedestrian environment within the downtown area.
4. If off-street parking is provided by a development within the DSP, said parking area shall be designed in accordance with **Table 39-1** and **Illustration 39-1** of the Zoning Ordinance.

- D. Bicycle parking facilities are encouraged and, if provided, shall be located near the pedestrian space.
- E. Permitted accessory buildings shall not exceed one (1) story or the overall height of the main building, whichever is lower.
- F. All roofs shall be designed to convey stormwater in a manner so the water is not directly conveyed into the pedestrian way. Roof drainage shall be an integral part of, and complimentary to, the overall architectural design of the building.
- G. The building materials shall be durable and be of substantial quality. New buildings are encouraged to obtain Leadership in Energy and Environmental Design (LEED) certification and/or Low Impact Development (LID).
- H. Exterior building design, as well as architectural details related to color, finish, type, and application of materials and building form shall be coordinated for all elevations of a building to achieve harmony and continuity of design on all elevations.
- I. The required build-to-line (BTL) and setbacks shall be measured from the ultimate right-of-way line as designated in the Tomball Major Thoroughfare Plan.
- J. Above ground electric lines on private property shall be run to and located at the rear of the buildings or they shall be buried underground.
- K. Outdoor Dining or Seating Areas.
  - 1. Establishment of non-enclosed outdoor dining or seating areas on private property is encouraged.
  - 2. Outdoor sidewalk dining or seating areas shall not obstruct sidewalk pedestrian traffic or create public health and safety hazards.
  - 3. Roof material covering an outdoor dining or seating areas may be temporary (not to exceed a maximum of 31 consecutive calendar days), fixed, or retractable and shall be opaque.
  - 4. A definable decorative barrier element physically separating the outdoor dining area from adjacent pedestrian traffic shall be provided. The design and materials of such barrier element shall complement and be compatible to the architectural design of the restaurant building façade.
  - 5. Decorative/accent lighting may be incorporated into the outdoor dining or seating structure, awning, or canopy and shall meet all City code requirements.
- L. Allowable Encroachments (except within the DSP-OTR District). The building elements permitted to extend over the BTL or into the required setback, but not into the public right-of-way, are limited to the following unless otherwise specifically allowed:
  - 1. Front encroachments shall be limited to cantilevered shed or colonnade along the building frontage, awnings (whether attached or retractable), building entryway, bay windows, and upper floor balconies.
  - 2. Side street encroachments shall be limited to cantilevered shed or colonnade along the building frontage, awnings (whether attached or retractable), building entryway, bay windows, and upper floor balconies.



3. Rear encroachments shall be limited to awnings (whether attached or retractable), building entryway, and upper floor balconies.

M. Outdoor display areas within the DSP-HMS, DSP-OTP, DSP-OTC, and DSP-MUT districts shall comply with this Chapter within 120 calendar days of its effective date.

52.4 ARCHITECTURAL STANDARDS (not applicable to single and two-family residential land uses)

A. Primary Building Materials. Use vernacular building materials for primary exterior wall surfaces. A minimum of seventy-five (75) percent of any exterior façade of a structure visible from a public right-of-way (excluding windows and doors), shall use the following:

1. Predominate building material shall be brick, stone, decorative concrete block, or other masonry block material. Color shall be integral to masonry material.
2. Cementitious fiberboard, painted or stained wood, and horizontal lap siding may be considered where appropriate to the building style and setting.

B. Secondary Building Materials. The following building materials may not be used as a primary material and shall not comprise more than twenty-five (25) percent of any exterior façade of the structure visible from a public right-of-way (excluding windows and doors):

1. Glass material, tilt slab concrete, stucco, or large expanses of metal.
2. Lintels, sills, cornices, corbels, door jambs, scuppers, down spouts, gutters, and other similar architectural details shall be brick, stone, cast or wrought iron, concrete, wood, or metal.



*Local examples of the use of fire brick, stone, masonry, and wood lap siding for primary building materials. Also note the use of natural and muted colors as well as awnings, colonnades, and porches.*

C. Color.

1. Natural, muted, and earth-toned colors shall be used for all building and roof materials.
2. Brighter accent colors for friezes, doors and door frames, window frames and mullions, awnings, moldings, and other similar architectural features shall be complementary to, and compatible with, the predominate façade colors. The use of accent colors is encouraged to provide a festive and lively streetscape.

D. Window, Doors, and Other Openings.

1. Reflective glass shall not be used for windows of any structure's first floor.
2. Windows shall be embellished by adding architectural features which enhance the elevations such as, but not limited to, gable roof features over windows, recesses, headers, different window designs and styles.
3. Detailing for windows, doors, and other openings shall be wood, glass, or metal material complementary to the period and building style.

4. Primary entrance(s) shall be accentuated with architectural features, such as but not limited to, architectural detailing, breaks in façade rhythm, use of different materials, projecting façade elements, recessed entries, shelter for pedestrians, accent color, lighting, signage, street furniture, plantings, or public art.



*Local examples of detailed windows, recessed entries, and accent colors.*

5. Exterior roof access is prohibited. Roof access shall be from within the building.

E. Awnings, Canopies, and Colonnades.

1. Awnings, canopies, and colonnades shall be appropriate to the scale of the building and add to the comfort and interest of the pedestrian environment at street level.
2. Materials shall complement the building materials to which they are attached. Natural materials such as cloth, canvas, wood, metal, or another material complementary to the building style may be used. The use of plastic is prohibited.
3. Awnings shall extend no more than eight (8) feet and colonnades and canopies shall extend no more than ten (10) feet from the front of the building façade.
4. The bottom edge of awnings, colonnades, and canopies shall be at least eight (8) feet but shall not be more than ten (10) feet above the sidewalk elevation for the ground floor and shall be proportionate to the scale of the building.
5. Awnings, canopies, and colonnades shall take into consideration street trees and lighting.

6. Awnings, canopies, and colonnades shall not encroach upon any public right-of-way without first obtaining permission and the appropriate permits from the public entity with jurisdiction over the right-of-way.
- F. Roof Form and Materials. All roof forms shall have at least two of the following features:
1. On multi-story buildings only, a flat roof with parapet walls designed and constructed in a manner to appear as a solid, three-dimensional form, rather than a veneer;
  2. A substantial cornice or molding to define the parapet wall or roof edge, providing a distinctive cap to the building façade;
  3. Overhanging eaves;
  4. Sloping roofs with a minimum pitch of 4:12; and/or
  5. Multiple roof planes and/or heights.
- G. Scale and Proportion. In order to reduce the building mass and address the scale of the pedestrian, buildings shall provide at least two of the following:
1. Express façade components in ways that help establish an appropriate scale in relation to a building's context, including:
    - a. Define a rhythm and pattern of windows, columns, brickwork, awnings and other architectural features that are proportional to the overall building and the pedestrian.
    - b. Create active storefronts that also provide visual interest to the pedestrians by using lights, quality materials, and creative window displays or decorative wall surfaces.
  2. The primary entrance shall have a human scale by providing a one-story element at the building entrance.
  3. Express the position of each floor in the external skin design of a building to establish a human scale. Articulate structural elements and/or change materials between floors. Large floor plates should be articulated to break down the mass of the building and create visual interest to the building façade.
  4. Use building materials to establish a character appropriate to a building's context. Use materials to provide a fine-grained scale to buildings such as brick in standard module or horizontal lap siding.
  5. All buildings over three (3) stories are encouraged to design the lower floors to be architecturally different from, but still compatible with, the upper floors through level of detail and design and use of materials in order to better relate to the pedestrian scale and street. The base of the building shall be parallel, and not at an angle to the street, except on corner lots.
- H. Location and Orientation of Building Entrances.



*Local example of using façade components to define rhythm and create patterns*

1. The main entrance to a building shall be clearly identifiable. Lighting at the entryway to a business shall be required.
  2. The primary entrance of a building shall be oriented to face a street, plaza, or pedestrian way.
  3. Upper floors shall be served by a common interior entrance lobby accessed from the front or side streets or pedestrian alleyway.
- I. Building Length. Buildings longer than fifty (50) feet shall employ at least two (2) of the following techniques:
1. Define multiple building masses less than fifty (50) feet in length;
  2. Change materials with each building mass;
  3. Change the height of a wall plane or building mass. The change in height shall be at least twenty (20) percent of the vertical height;
  4. Change roof form to express different modules of the building mass; and/or
  5. Change the arrangement of windows and other façade articulation features, such as but not limited to columns, strapping or ironwork, or awning style and materials dividing large wall planes into smaller components.



*Example of: multiple building masses; combination of roof types; proportion; rhythm; and, building entrance oriented to corner.*

## 52.5 LANDSCAPING REGULATIONS

- A. Landscaping shall be required for all DSP zoning districts in accordance with **Section 40** of the Zoning Ordinance, except the following standards shall replace requirements of **Section 40.6** and **Illustration 40-1**, only for properties within the DSP.
- B. Street Trees.
1. The City has identified specific street trees to be used when substantial public improvements are made to several specific streets. The designated street trees shall be as follows:
    - a. Main Street/FM 2920 (from Baker Drive to Pine Street): Shumard Oak.
    - b. Main Street/FM 2920 (from Pine Street to railroad tracks): Live Oak.
    - c. Cherry Street: Redbud, Texas White.
    - d. Pine Street: Grape Myrtle.
  2. Any lot, parcel, or development that has a front or side street (corner) BTL of ten (10) feet or greater shall be required to plant trees, along the street frontage on private property, in a linear pattern achieving the objective of a tree lined

street and shall, at a minimum, consist of one (1) tree for every thirty (30) feet of street frontage.

C. Projects not able to meet the above minimum landscape standards because of required BTL, setbacks, and encroachments may provide planters and/or other landscaping deemed appropriate by the City Manager or his/her designee.



*Example of planters within the pedestrian corridor with a 0' BTL.*

D. The properties located within the Old Town Commercial (DSP-OTC) District shall provide a ten (10) foot landscape buffer along all public rights-of-way (except alleyways).

E. If monument signage is located within the landscape area it shall be integrated into the landscape design.

F. For developments providing off-street parking and for joint use parking lots within the DSP area the landscaping requirements shall be as outlined in **Section 40.6(C)**. All landscape areas shall be depressed from the surrounding parking surface and protected by either a concrete curb or wheel stops. The curbing or wheel stops protecting these landscape areas shall be designed with openings that will allow the stormwater to drain into the landscape area for harvesting the stormwater.

## 52.6 LIGHTING REGULATIONS

A. Any outdoor lighting, except along Main Street/FM 2920, Commerce Street, Market Street, Mason Street and Malone Street, shall preserve the low light level conditions inherently characteristic within the DSP area. Outdoor lighting fixtures shall be limited in quantity and to levels of lighting necessary for safety, security, and the enjoyment of outdoor living. Fixtures shall be directed downward and properly aimed on the targeted areas to maximize their effectiveness, protect against direct glare and excessive lighting, and designed to minimize the total number of lighting fixtures, shielded as necessary.

B. All projects within the DSP area (except for single and two-family residences) intending to install outdoor lighting fixtures shall submit lighting plans as part of, and in addition to, the building plans required by **Section 11** and **Section 12** of the Zoning Ordinance. Plans shall, at a minimum, indicate the location and lighting intensity for proposed outdoor lighting fixtures.

C. Outdoor lighting fixtures shall be either fully or partially shielded so the bulb or light source from the fixture is not visible from an adjoining property or from the street view when viewed horizontally to the fixture.

D. The maximum illumination level for any on-site lighting shall not exceed three (3) footcandles when measured at grade. Adjacent to, or for residential uses, the maximum illumination levels shall not exceed one (1) footcandle measured at the property line.

E. The operation of searchlights or strobe lights is prohibited.

52.7 BLOCK AND STREET STANDARDS

- A. Main Street/FM 2920. Public streetscape elements, including but not limited to trees, lighting, and street furniture within the public right-of-way are encouraged. Private streetscape improvements such as, but not limited to, planters, building lighting, signage, and/or street furniture (tables, benches, and trash containers) shall be required within the building frontage on private property when the design of the building will accommodate such improvements. The City Manager or his/her designee may consider, on a case-by-case basis a reduced Build To Line (BTL) if an encroachment permit from TxDOT for building awnings (attached or retractable) to extend over the sidewalk right-of-way has been granted and a copy of such permits submitted to the City.
- B. Mixed Use (side streets). Public streetscape elements (trees, lighting, and street furniture) within the public right-of-way are encouraged. Private streetscape improvements such as, but not limited to, planters, building lighting, signage, and/or street furniture (tables, benches, and trash containers) shall be required within the building frontage on private property when the design of the building will accommodate such improvements. The City Council may consider, on a case-by-case basis, allowing a reduced Build To Line (BTL) in conjunction with an encroachment permit request for building awnings (attached or retractable) to extend over the City's sidewalk right-of-way.
- C. Pine Street: Public streetscape elements (trees, lighting, and street furniture) within the public right-of-way are encouraged. Private streetscape improvements such as, but not limited to, planters, building lighting, signage, and/or street furniture (tables, benches, and trash containers) shall be required within the building frontage on private property when the design of the building will accommodate such improvements. The City Council may consider, on a case-by-case basis, allowing a reduced Build To Line (BTL) in conjunction with an encroachment permit request for building awnings (attached or retractable) to extend over the City's sidewalk right-of-way.
- D. Cherry Street: Public streetscape elements (trees, lighting, and street furniture) within the public right-of-way are encouraged. Private streetscape improvements such as, but not limited to, planters, building lighting, signage, and/or street furniture (tables, benches, and trash containers) shall be required within the building frontage on private property when the design of the building will accommodate such improvements. The City Manager or his/her designee may consider, on a case-by-case basis, a reduced Build To Line (BTL) if an encroachment permit from Harris County for building awnings (attached or retractable) to extend over the sidewalk right-of-way has been granted and a copy of such permits submitted to the City.

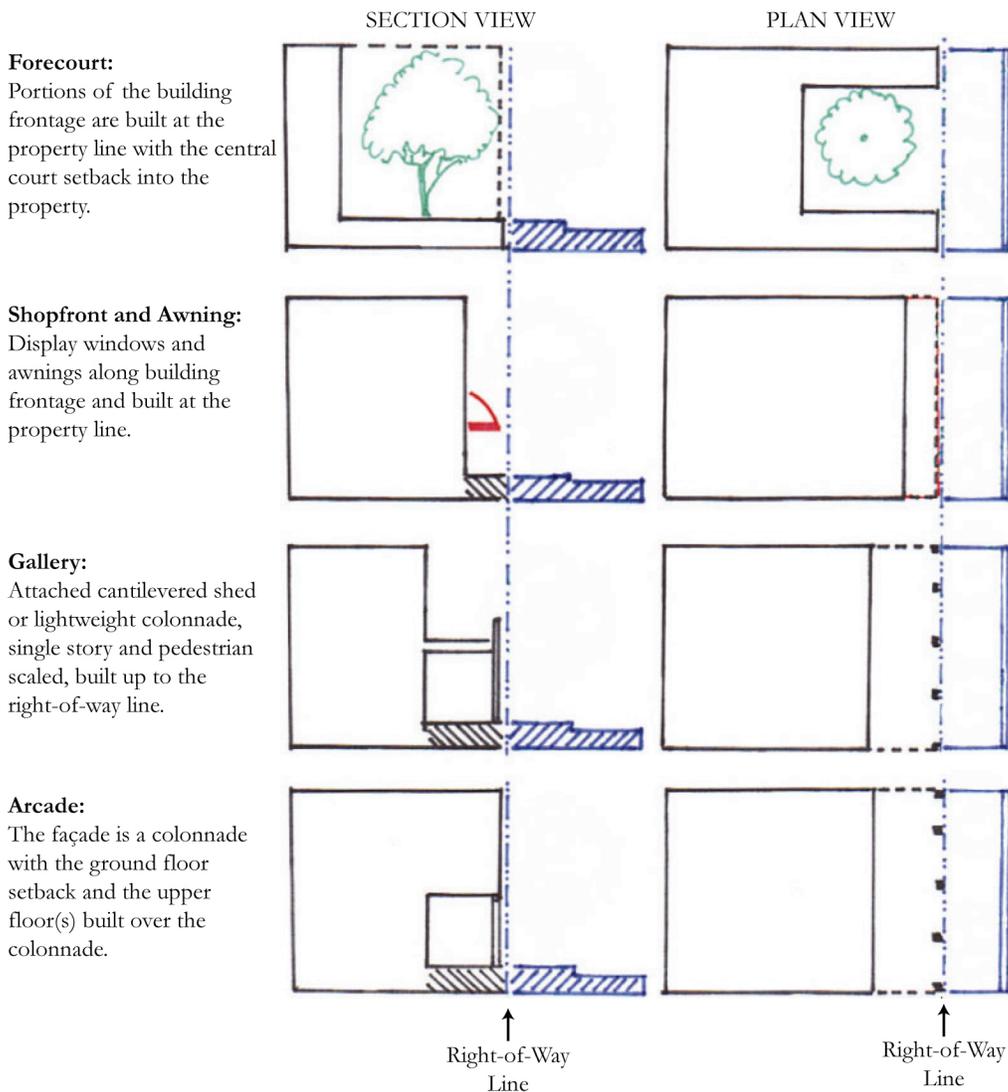


## Section 53: HISTORIC MAIN STREET DISTRICT (DSP-HMS)

### 53.1 BUILDING FRONTAGE STANDARDS

- A. Within the Historic Main Street District any new development or redevelopment shall be limited to buildings incorporating one (1) of the four (4) building frontage types as shown in **Illustration 53-1** below. These building frontage standards shall apply to any building façade(s) facing any public right-of-way (excluding alleyways).

Illustration 53-1: Historic Main Street Building Frontage Types

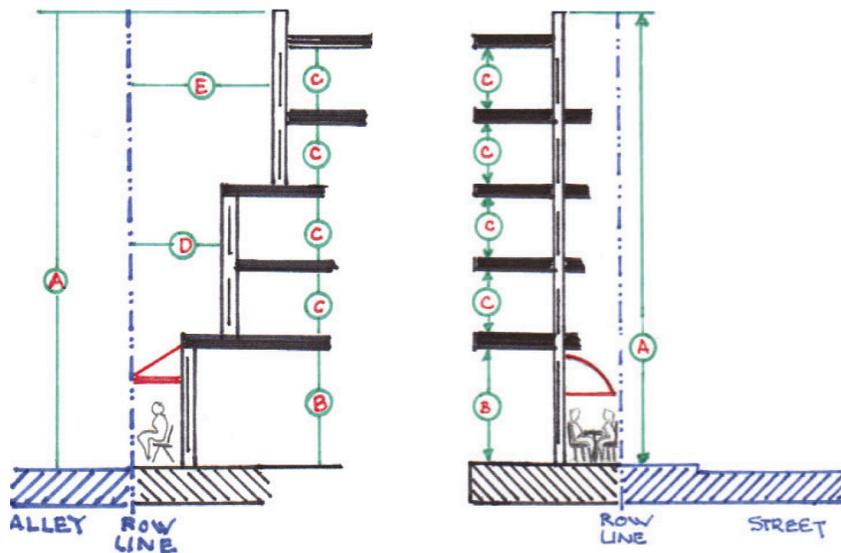


- B. Allowable encroachments shall comply with **Section 52.3(L)**.
- C. Buildings shall provide an inviting public entryway into the building from the pedestrian walk/alley at the rear of the building as shown in **Illustration 53-2**.

53.2 BUILDING PLACEMENT AND BUILDING FORM STANDARDS

Building Placement – Historic Main Street		
Build To Line (BTL)		
Front (Main Street/FM 2920)	0' (Forecourt or Arcade Frontage) 8' (Shopfront and Awning Frontage) 10' (Gallery Frontage)	
Side Street (corner)	0' (Forecourt or Arcade Frontage) 8' (Shopfront and Awning Frontage) 10' (Gallery Frontage)	
Setbacks		
Rear	0' (ground floor) 10' (2 <sup>nd</sup> and 3 <sup>rd</sup> floors) 15' (above 3 <sup>rd</sup> floor)	<b>D</b> <b>E</b>
Side (interior lot)	0' 5' minimum (if any yard is provided)	
Lot Size		
Area	5,000 square feet minimum	
Width	50' minimum	
Depth	100' minimum	
Notes		
Buildings shall be built to BTL, except within required sight visibility triangle(s). (See Section 66.31-34 of the Code of Ordinances and Section 43.6 of this Ordinance)		

Illustration 53-2: Setbacks and Building Heights



<b>Building Form</b>		
<b>Building Height and Pedestrian Scale</b>		
Main Building Height	1 story minimum 4 stories maximum 5 stories (with Conditional Use Permit)	<b>A</b>
Accessory Building Height	1 story or height of main building (maximum)	
Ground Floor Ceiling Height	10' minimum 16' maximum	<b>B</b>
Upper Floor(s) Ceiling Height	8' minimum 12' maximum	<b>C</b>
<b>Notes</b>		
All floors shall have a primary ground floor entrance facing the primary street.		
Any building façade over 50' in length, facing a public right-of-way, shall be designed to appear as several smaller buildings no wider than 50' each.		
Only one (1) main building and one (1) accessory building may be built on each lot.		

53.3 ALLOWED LAND USES

- A. Buildings are encouraged to provide vertical mixed use development which includes a combination of uses within a single structure.
- B. Land uses shall be those listed in **Table 52-1**.

53.4 BLOCK DESIGN AND SITE DESIGN STANDARDS

- A. All block and street standards shall comply with **Section 52.7**. Public street furniture (see **Illustration 53-3**), within the public right-of-way is encouraged.

*Illustration 53-3 Main Street/FM 2920 Streetscape Furniture*



- B. Pedestrian Walk/Alley. Primary use is as a pedestrian walkway with vehicular traffic limited to pick-up/delivery vehicles, trash pick-up, and utility vehicles. Buildings shall provide an inviting formal public entryway from the alley. Buildings shall provide business signage oriented towards the pedestrian alley. Pedestrian amenities such as lighting, display windows, building awnings, and courtyards shall be incorporated into the design of the building. Overhead and/or pedestrian level outdoor lighting for extended evening use shall be required and shall comply with **Section 52.6**.
- C. Temporary outdoor display areas, for merchandise sold on the property, may be permitted provided the display area is located on private property (not within the public right-of-way), the merchandise is displayed in a manner allowing for shopping with a clear walkway, and the merchandise is brought inside at the close of each business day.
- D. Outdoor storage areas are permitted but shall not encroach in the public right-of-way and shall be screened from public view with an opaque fence, decorative wall, or opaque other mechanism deemed appropriate by the City Manager or his/her designee. Materials shall not be stacked, piled, or stored in such a manner as to project above the opaque fence, decorative wall, or opaque other mechanism deemed appropriate by the City Manager or his/her designee.

### 53.5 OTHER REGULATIONS

- A. Signage.
  - 1. Permitted signage within the Historic Main Street Zoning District (DSP-HMS) shall be limited to only the following sign types.
    - a. Awning sign,
    - b. Temporary banner sign,
    - c. Marquee sign,
    - d. Projecting sign,
    - e. Wall sign,
    - f. Window sign.
  - 2. All signage shall comply with Chapter 60 - Signs.
  - 3. Additional signage may be permitted for wall signs along the rear of the building installed at the pedestrian level.
- B. Outdoor Dining or Seating Areas. Shall comply with **Section 52.3(K)**.
- C. Off-Street Parking. Shall comply with **Section 52.3(C)**.

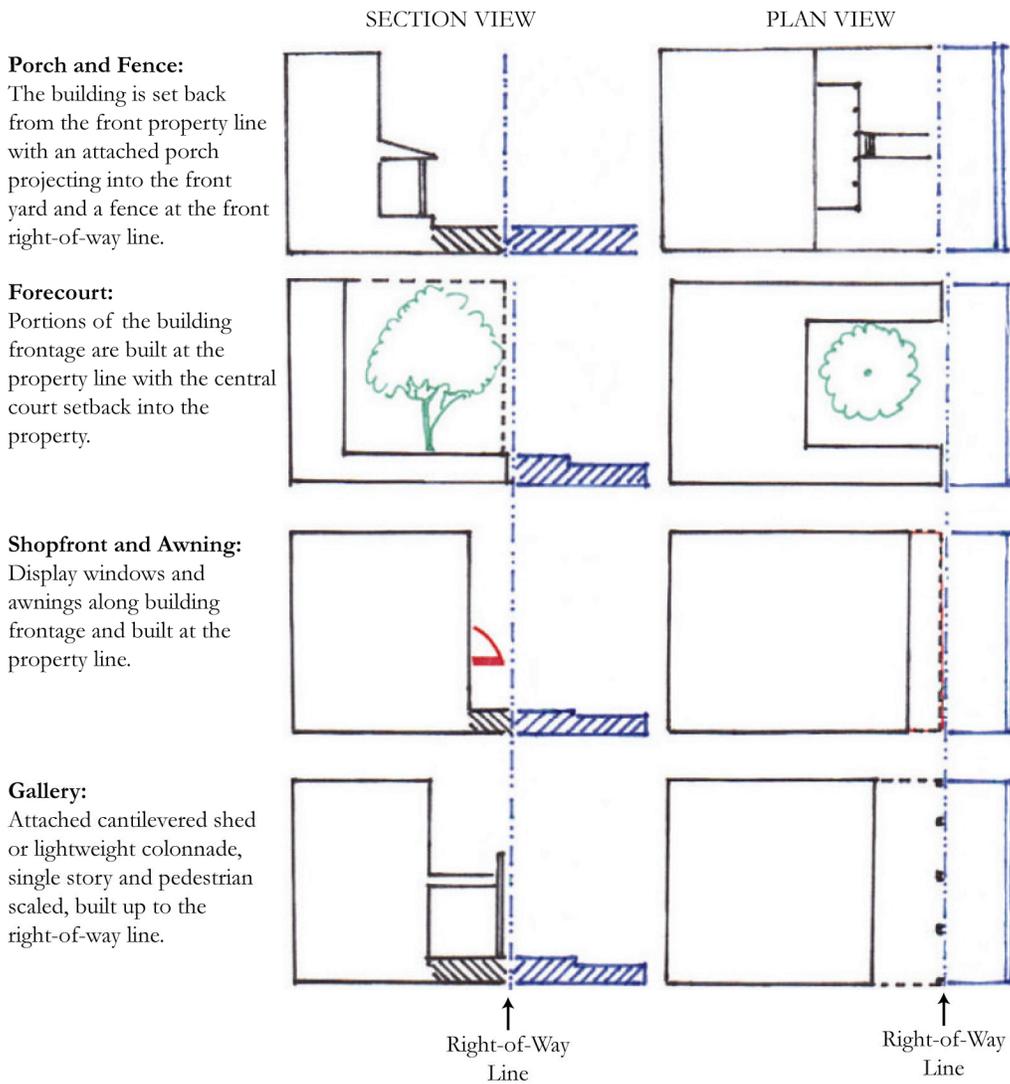


## Section 54: OLD TOWN PLAZA DISTRICT (DSP-OTP)

### 54.1 BUILDING FRONTAGE STANDARDS

- A. Within the Old Town Plaza District any new development or redevelopment shall be limited to buildings incorporating one (1) of the four (4) building frontage types as shown in **Illustration 54-1** below. These building frontage standards shall apply to any building façade(s) facing any public right-of-way (excluding alleyways).

*Illustration 54-1: Old Town Plaza Building Frontage Types*



- B. Allowable encroachments shall comply with **Section 52.3(L)**. Rear yard encroachments may also include an open uncovered deck.
- C. Building façades fronting onto Fannin Street shall be limited to only the “Porch and Fence” building frontage type (**Illustration 54-1**).

54.2 BUILDING PLACEMENT AND BUILDING FORM STANDARDS

**Building Placement – Old Town Plaza**

**Build To Line (BTL)**

Front (Market Street)	0' (Forecourt Frontage)
	8' (Shopfront and Awning Frontage)
	10' (Gallery Frontage)
	20' (Porch and Fence Frontage)
Side Street (corner lot)	0' (Forecourt Frontage)
	8' (Shopfront and Awning)
	10' (Gallery Frontage)
	20' (Porch and Fence Frontage)

**Setbacks**

Side (interior lot)	0'
	5' maximum (if any yard is provided)
Rear	10' (adjacent to a 15' wide alley)

**Lot Size**

Area	5,000 square feet minimum
Width	50' minimum
Depth	100' minimum

**Notes**

Buildings shall be built to BTL except within the required sight visibility triangle(s). (See Section 66.31-34 of the Code of Ordinances and Section 43.6 of this Ordinance)

**Building Form**

**Building Height and Pedestrian Scale**

Main Building Height	1 story minimum
	2 stories maximum
Accessory Building Height	1 story or height of main building (maximum)
Ground Floor Ceiling Height	10' minimum
	16' maximum
Upper Floor(s) Ceiling Height	8' minimum
	12' maximum

**Notes**

All floors shall have a primary ground floor entrance facing the primary street.  
 Any building façade (main or street side) over 50' in length shall be designed to appear as several smaller buildings no wider than 50' each.

54.3 ALLOWED LAND USES

- A. Buildings are encouraged to provide vertical mixed use development which includes a combination of uses within a single structure as well as a mix of uses on adjacent lots.
- B. Land uses shall be those listed in **Table 52-1**.



#### 54.4 BLOCK DESIGN AND SITE DESIGN STANDARDS

- A. All block and street standards shall comply with **Section 52.7**.
- B. Depot Plaza. Open outdoor uses, including outdoor dining or seating areas and entertainment venues, are encouraged (see **Illustration 54-2** for examples of open outdoor spaces).
- C. Local Street. Properties with frontage along a local street shall link structures to the public street or sidewalk, if applicable, with some type of hard surface material extending from the porch or building entrance.
- D. Multiuse Pathway. Properties backing up to this alleyway/bikepath are encouraged to provide pedestrian scaled access to this amenity.
- E. Temporary outdoor display areas, for merchandise sold on the property, may be permitted provided the display area is located on private property (not within the public right-of-way), the merchandise is displayed in a manner allowing for shopping with a clear walkway at least 3' wide, and the merchandise is brought inside at the close of each business day.
- F. Outdoor storage areas are permitted but shall not encroach in the public right-of-way and shall be screened from public view with an opaque fence, decorative wall, or opaque other mechanism deemed appropriate by the City Manager or his/her designee. Materials shall not be stacked, piled, or stored in such a manner as to project above the opaque fence, decorative wall, or opaque other mechanism deemed appropriate by the City Manager or his/her designee.

*Illustration 54-2: Examples of public outdoor spaces around a civic open space/plaza.*



#### 54.5 OTHER REGULATIONS

- A. Signage.
  - 1. Permitted signage within the Old Town Plaza Zoning District (DSP-OTP) shall be limited to only the following sign types:
    - a. Awning sign,
    - b. Temporary banner sign,
    - c. Monument sign,
    - d. Projecting sign,

- e. Wall sign,
  - f. Window sign.
2. All signage shall comply with Chapter 60 - Signs.
- B. Outdoor Dining or Seating Areas. Shall comply with **Section 52.3(K)**.
- C. Off-Street Parking. Shall comply with **Section 52.3(C)**.

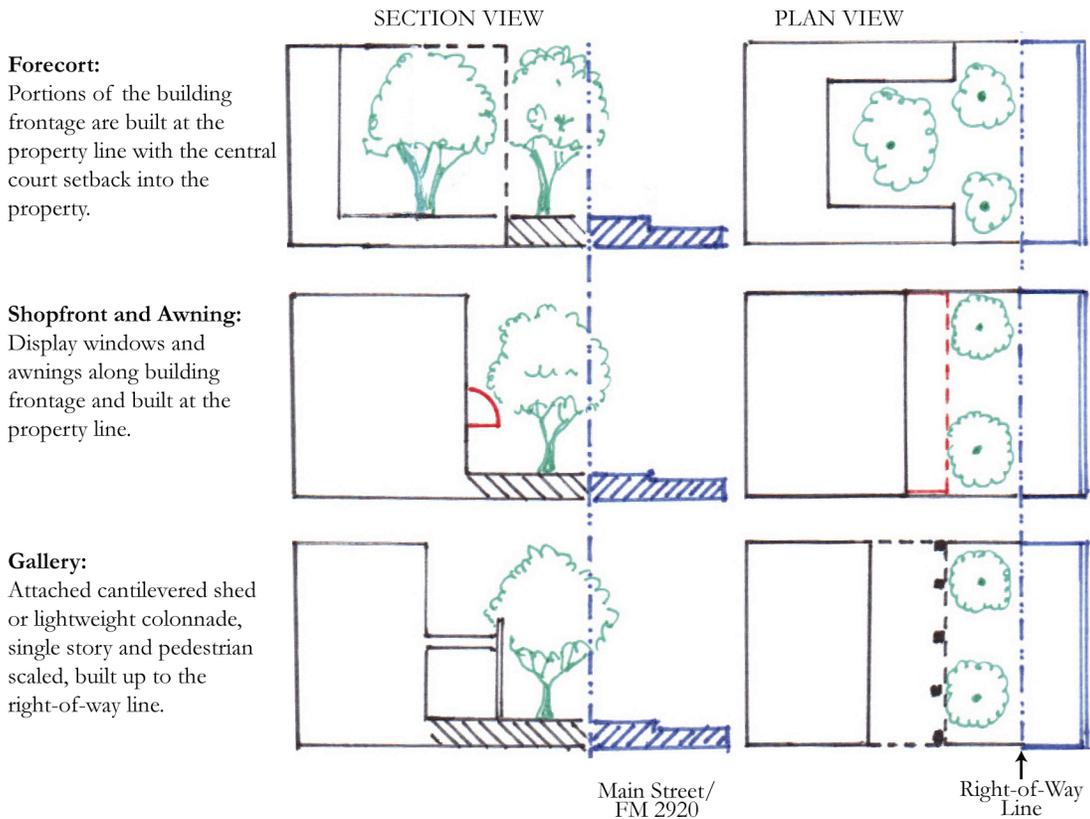


## Section 55: OLD TOWN COMMERCIAL DISTRICT (DSP-OTC)

### 55.1 BUILDING FRONTAGE STANDARDS

- A. Within the Old Town Commercial District any new development or redevelopment shall be limited to buildings incorporating one (1) of the three (3) building frontage types as shown in **Illustration 55-1** below. These building frontage standards shall apply to any building façade(s) facing any public right-of-way (excluding alleyways).

*Illustration 55-1: Old Town Commercial District Building Frontage Types*

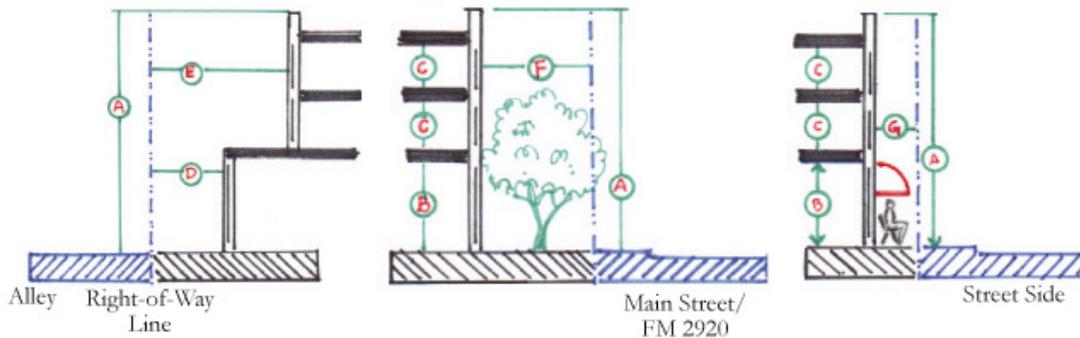


- B. Allowable encroachments shall comply with **Section 52.3(L)** except that no encroachments shall be permitted along the Main Street/FM 2920 building frontage. A ten (10) foot wide landscape strip shall be required within the Main Street/FM 2920 frontage between the building and public right-of-way.

55.2 BUILDING PLACEMENT AND BUILDING FORM STANDARDS

<b>Building Placement – Old Town Commercial</b>		
<b>Build To Line (BTL)</b>		
Front (Main Street/FM 2920)	10' (frontage landscaping required)	<b>F</b>
Side Street (corner lot)	10'	<b>G</b>
<b>Setbacks</b>		
Rear	10' (ground floor) 15' (2 <sup>nd</sup> and 3 <sup>rd</sup> floors)	<b>D</b> <b>E</b>
Side (interior lot)	0' 5' maximum (if any yard is provided)	
<b>Lot Size</b>		
Area	5,000 square feet minimum	
Width	50' minimum	
Depth	100' minimum	
<b>Notes</b>		
Buildings shall be built to BTL except within the required sight visibility triangle(s). (See Section 66.31-34 of the Code of Ordinances and Section 43.6 of this Ordinance)		

Illustration 55-2: Setbacks and Building Heights



<b>Building Form</b>		
<b>Building Height and Pedestrian Scale</b>		
Main Building Height	1 story minimum 3 stories maximum	<b>A</b>
Accessory Building Height	1 story or height of main building (maximum)	
Ground Floor Ceiling Height	10' minimum 16' maximum	<b>B</b>
Upper Floor(s) Ceiling Height	8' minimum 12' maximum	<b>C</b>
<b>Notes</b>		
All floors shall have a primary ground floor entrance facing the primary street.		
Any building façade (main or street side) over 50' in length shall be designed to appear as several smaller buildings no wider than 50' each.		

### 55.3 ALLOWED LAND USES

- A. Buildings are encouraged to provide vertical mixed use development which includes a combination of uses within a single structure.
- B. Land uses shall be those listed in **Table 52-1**.

### 55.4 BLOCK DESIGN AND SITE DESIGN STANDARDS

- A. All block and street standards shall comply with **Section 52.7**.
- B. Commercial Alley. Primary use is as a vehicular access to adjacent businesses, pick-up/delivery vehicles, trash pick-up, and utility vehicles. A public entryway at the rear of the building, from the commercial alley, shall be required. Buildings shall provide business signage oriented towards the commercial alley.
- C. Outdoor display areas are not permitted.
- D. Outdoor storage areas are permitted but shall not encroach in the public rights-of-way and shall be screened from public view with an opaque fence, decorative wall, or opaque other mechanism deemed appropriate by the City Manager or his/her designee. Materials shall not be stacked, piled, or stored in such a manner as to project above the opaque fence, decorative wall, or opaque other mechanism deemed appropriate by the City Manager or his/her designee.

### 55.5 OTHER REGULATIONS

- A. Signage.
  - 1. Permitted signage within the Old Town Commercial Zoning District (DSP-OTC) shall be limited to only the following sign types:
    - a. Awning sign,
    - b. Temporary banner sign,
    - c. Monument sign,
    - d. Projecting sign,
    - e. Wall sign,
    - f. Window sign.
  - 2. All signage shall comply with Chapter 60 - Signs.
- B. Off-Street Parking. Shall comply with **Section 52.3(C)**.

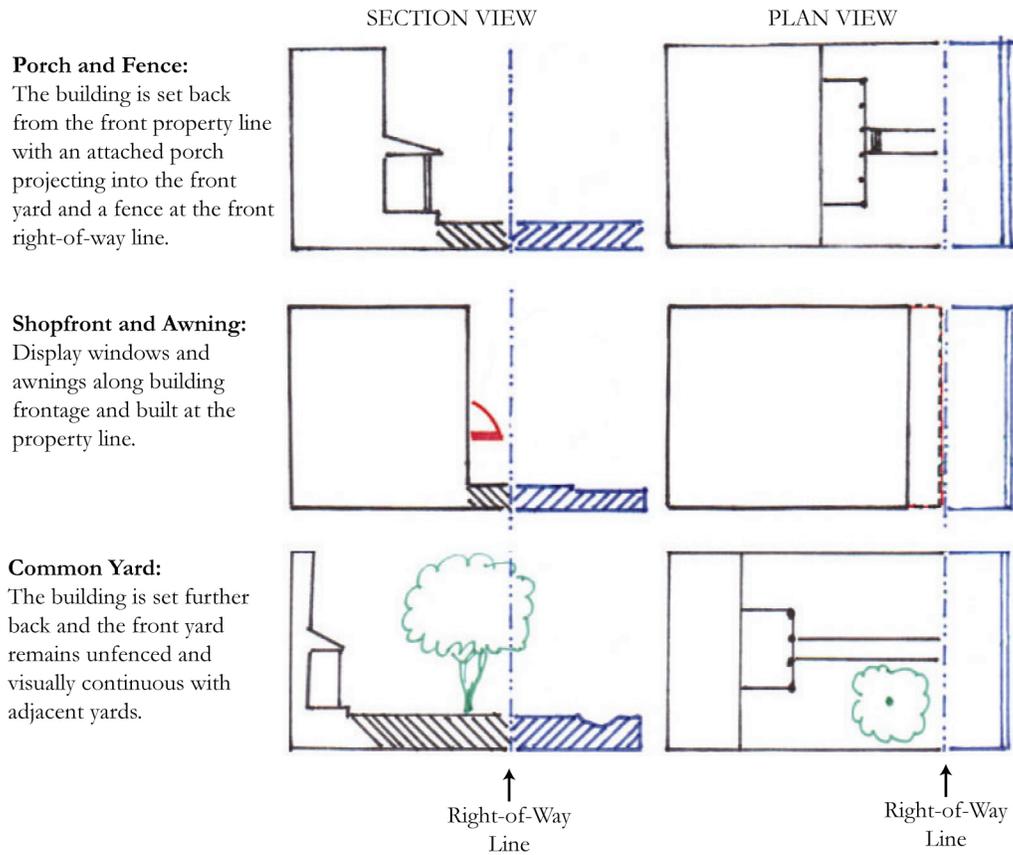


## Section 56: MIXED USE TRANSITION DISTRICT (DSP-MUT)

### 56.1 BUILDING FRONTAGE STANDARDS

- A. Within the Mixed Use Transition District any new development or redevelopment shall be limited to buildings incorporating one of the three (3) building frontage types as shown in **Illustration 56-1** below. These building frontage standards shall apply to any building façade(s) facing any public right-of-way (excluding alleyways).

*Illustration 56-1: Mixed Use Transition District Building Frontage Types*

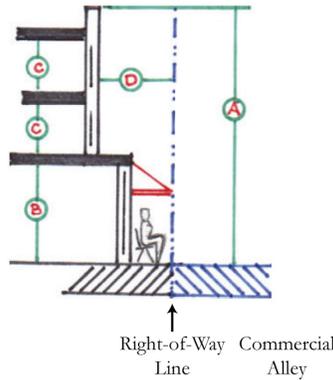


- B. The choice to develop or redevelop a property using the Shopfront and Awning building frontage type, shown in **Illustration 56-1** above, shall be limited to properties having frontage on Commerce Street, Mason Street, and Malone Street. All other properties within the Mixed Use Transition District shall be limited to buildings incorporating one (1) of the two (2) other building frontage types as shown in **Illustration 56-1** above.
- C. Allowable encroachments shall comply with **Section 52.3(L)**.

56.2 BUILDING PLACEMENT AND BUILDING FORM STANDARDS

<b>Building Placement – Mixed Use Transition</b>	
<b>Build To Line (BTL)</b>	
Front	10' (Shopfront and Awning Frontage)
Side Street (corner lot)	10' (Shopfront and Awning Frontage)
<b>Setbacks</b>	
Front	20' (if no BTL required)
Rear	5' (if adjacent to 20' wide alley)
	7.5' (if adjacent to 15' wide alley)
	10' (2 <sup>nd</sup> and 3 <sup>rd</sup> floors)
Side (interior lot)	5'
Side Street (corner lot)	20'
<b>Lot Size</b>	
Area	5,000 square feet minimum
Width	50' minimum
Depth	100' minimum
<b>Notes</b>	
Buildings should be built to BTL except within the required site triangle(s). (See Section 66.31-34 of the Code of Ordinances and Section 43.6 of this Ordinance)	

Illustration 56-2: Setbacks and Building Heights



<b>Building Form</b>	
<b>Building Height and Pedestrian Scale</b>	
Main Building Height	1 story minimum 2 stories maximum 3 stories maximum (only on lots immediately adjacent to the DSP-OTC Zoning District)
Accessory Building Height	1 story or height of the main building (maximum)
Ground Floor Ceiling Height	10' minimum
	16' maximum
Upper Floor(s) Ceiling Height	8' minimum
	12' maximum
<b>Notes</b>	
All floors shall have a primary ground floor entrance facing the primary street.	
Any building façade (main or street side) over 50' in length shall be designed to appear as several smaller buildings no wider than 50' each.	



### 56.3 ALLOWED LAND USES

- A. Buildings are encouraged to provide vertical mixed use development which includes a combination of uses within a single structure (see **Illustration 56-3**) as well as a mix of uses on adjacent lots.
- B. Land uses shall be those listed in **Table 52-1**.

### 56.4 BLOCK DESIGN AND SITE DESIGN STANDARDS

- A. Structures shall adhere to the following special design considerations:
  - 1. Structures (except churches, temples, or places of worship) shall be designed to appear as a single-family residence (style, windows, doors, materials, mass, and design) to be compatible with the diverse neighborhood. Front porches shall be required and shall be linked to the public street with a hard surfaced material to provide a pedestrian connection to the street.
  - 2. Office or service activities should be conducted on the first floor of the building within the portion fronting the street (see **Illustration 56-3**).
  - 3. Residential uses are encouraged as a mixed use with the office or service activities either within the same building, or as an adjacent stand alone use.
- B. All block and street standards shall comply with **Section 52.7**.
- C. Local streets: Properties with frontage along the local street shall link the porch or entryway of the structures to the public street or sidewalk, if applicable, with a hard surfaced material to provide a pedestrian connection to the street.
- D. Commercial Alley. Primary use is as a vehicular access to adjacent businesses, pick-up/delivery vehicles, trash pick-up, and utility vehicles. A public entryway at the rear of the building, from the commercial alley, shall be required. Buildings shall provide business signage oriented towards the commercial alley.
- E. Multiuse Pathway: Properties backing up to this alleyway/bikepath are encouraged to provide pedestrian scaled access to this amenity.
- F. Outdoor display areas are not permitted, except for General Retail (with outside/open air sales) with a Conditional Use Permit per **Table 52-1**.
- G. Outdoor storage areas are permitted but shall not encroach in the public rights-of-way and shall be screened from public view with an opaque fence, decorative wall, or opaque other mechanism deemed appropriate by the City Manager or his/her designee. Materials shall not be stacked, piled, or stored in such a manner as to project above the opaque fence, decorative wall, or opaque other mechanism deemed appropriate by the City Manager or his/her designee.



## 56.5 OTHER REGULATIONS

### A. Signage.

1. Permitted signage within the Mixed Use Transition Zoning District (DSP-MUT) shall be limited to only the following sign types:

- a. Awning sign,
- b. Temporary banner sign,
- c. Monument sign,
- d. Projecting sign,
- e. Wall sign,
- f. Window sign.

2. All signage shall comply with Chapter 60 – Signs.

B. Outdoor Dining or Seating Areas. Shall comply with **Section 52.3(K)**.

C. Off-Street Parking. Shall comply with **Section 52.3(C)**.

D. Landscaping. All developments shall be required to provide landscaping within the frontage and/or setback areas. The following requirements are in addition to those in **Section 52.5**.

1. At least fifteen (15) percent of the frontage shall be landscaped.

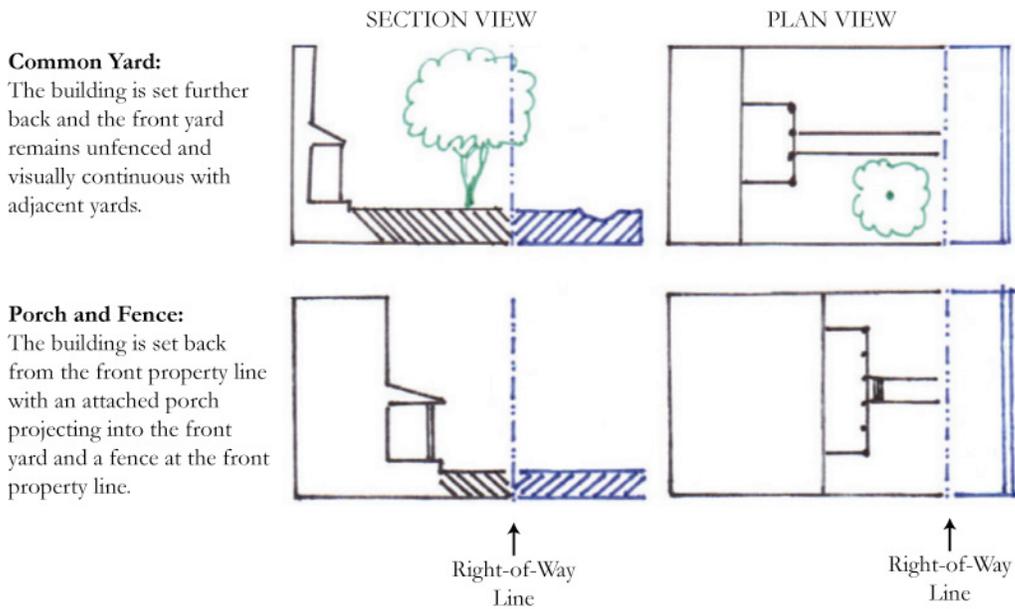


## Section 57: OLD TOWN RESIDENTIAL DISTRICT (DSP-OTR)

### 57.1 BUILDING FRONTAGE STANDARDS

- A. Within the Old Town Residential District any new development or redevelopment shall be limited to buildings incorporating one (1) of the two (2) build frontage types as shown in **Illustration 57-1** below.

*Illustration 57-1: Old Town Residential District Building Frontage Types*



- B. An open porch shall not project into any required front yard further than ten (10) feet.

### 57.2 BUILDING PLACEMENT AND BUILDING FORM STANDARDS

#### Building Placement – Old Town Residential

##### Setbacks

Front	20'
Side (street)	20'
Side (interior)	5' (single-family detached residential) 15' (all other permitted uses)
Rear	7.5' minimum (if lot backs up to a 15' alley) 5' minimum (if lot backs up to a 20' alley)

**Building Placement – Old Town Residential (continued)**

**Lot Size**

Area	5,000 square feet minimum
Width	50' minimum
Depth	100' minimum

**Notes**

Buildings shall not be built within the required sight triangle(s). (See Section 66.31-34 of the Code of Ordinances and Section 43.6 of this Ordinance).

**Building Form**

**Building Height and Pedestrian Scale**

Main Building Height	2 stories maximum
Accessory Building Height	1 story or height of the main building (maximum)

**Notes**

All floors shall have a primary ground floor entrance facing the primary and/or side street.

57.3 ALLOWED LAND USES

Land uses shall be those listed in **Table 52-1**.

57.4 BLOCK DESIGN AND SITE DESIGN STANDARDS

- A. Pine Street: Public street trees within the public right-of-way are encouraged.
- B. Cherry Street: Public street trees within the public right-of-way are encouraged.
- C. Local Street: Properties shall provide a paved connection from the public street to the private driveway over the drainage swale.
- D. The residential structure shall have a strong relationship to the neighborhood street. Front porches shall be required to provide a hard surfaced pedestrian connection to the street.
- E. Duplex units shall be limited to corner lots provided the lot and the dwelling units meet the following standards:
  - 1. Each dwelling unit shall have its address and main entrance oriented toward a separate street frontage.
  - 2. The duplex shall be designed so as to appear as one (1) single-family residential unit.

57.5 OTHER REGULATIONS

- A. Architectural Design: All structures and uses (except churches, temples, or places of worship) shall be designed to appear as a single-family residence (style, windows, doors, materials, mass, and design) to be compatible with the surrounding neighborhoods. The following basic design principles shall be followed:



1. The design and materials of any garage, carport, or accessory building shall be compatible with the residence or main structure.
2. Open gable roofs shall include architectural details such as overhanging eaves, corbels, decorative attic vent detail (see local examples below). Rooflines with differing heights and style combinations, stepping, or different orientations are encouraged.
3. All exterior elevations of a residential structure shall provide architectural detailing, not just the front elevation.
4. Window embellishments shall be provided on all houses by adding architectural features which enhance the elevations (e.g. sturdy synthetic wood substitutes, greater variation of window design, different window styles, recesses, surrounds, lintels and sills, gabled roof features over the windows, etc.). Such features shall be added to all of the exterior elevations of the house to provide interest and relief.



*Local example of a front porch that shades the front door and invites interaction between neighbors*



*Local example of a hard surface walkway connecting the front door to the street other than the driveway*



*Local example of: a paved driveway off of the street; a garage behind the home; architectural details on all elevations; and, embellished windows*



*Example of multi-family housing with front doors and porch space having a presence at the street rather than an open stairway; reflects a single-family design*

## B. Signage:

1. Permitted signage within the Old Town Residential Zoning District (DSP-OTR) for non-residential uses shall be limited to only the following sign types:

- a. Monument sign,
  - b. Message board sign (for use only by churches and schools),
  - c. Wall sign.
2. All signage shall comply with Chapter 60 - Signs.
- C. Off-Street Parking. Shall comply with **Section 52.3(C)**.
- D. Landscaping. All non-residential developments shall be required to provide landscaping within the frontage and/or setback areas. In addition to the requirements of **Section 52.5**, at least fifteen (15) percent of the frontage shall be landscaped and should include trees, shrubs, and groundcovers.



## Section 58: MUSEUM CENTER DISTRICT (DSP-MC)

### 58.1 BUILDING PLACEMENT AND BUILDING FORM STANDARDS

<b>Building Placement – Museum Center</b>	
<b>Setbacks</b>	
Front	20'
Side (street)	20'
Side (interior lot)	5'
Rear	15'
<b>Lot Size</b>	
Area	5,000 square feet minimum
Width	50' minimum
Depth	100' minimum
<b>Notes</b>	
Buildings shall not be built within required sight visibility triangle(s). (See Section 66.31-34 of the Code of Ordinances and Section 43.6 of this Ordinance)	

<b>Building Form</b>	
<b>Building Height and Pedestrian Scale</b>	
Main Building Height	2 stories maximum
Accessory Building Height	1 story or height of the main building (maximum)
<b>Notes</b>	
All floors shall have a primary ground floor entrance facing the primary and/or side street..	

### 58.2 ALLOWED LAND USES

- A. If the existing museum ceases to exist, is relocated from its present location, or the property changes from the present museum use, the allowed land uses shall be limited to those land uses listed in **Table 52-1**.
- B. If the existing museum ceases to exist or is relocated from its present location, any Conditional Use Permit issued in conjunction with the museum shall likewise relocate or the CUP shall be revoked.
- C. The number of retail uses, in conjunction with the museum, with an approved CUP shall be limited to two (2), shall be conducted within an enclosed building, and shall adhere to the same hours of operation as the museum.

### 58.3 BLOCK DESIGN AND SITE DESIGN STANDARDS

Pine Street: Public streetscape elements (trees, lighting, and street furniture) within the public right-of-way are encouraged.



#### 58.4 OTHER REGULATIONS

- A. In order to better differentiate the museum buildings from the adjacent residential neighbors, the museum site shall install identification and wayfinding signage, and use landscaping to buffer the neighbors from the public uses of the museum.
- B. Signage.
  - 1. Permitted signage within the Museum Center Zoning District (DSP-MC) shall be limited to only the following sign types.
    - a. Temporary banner sign,
    - b. Monument sign,
  - 2. All signage shall comply with Chapter 60 - Signs.
- C. Off-Street Parking. Shall comply with **Section 52.3(C)**.



## Appendix A: Regulations Summary for DSP Zoning Districts

### DSP-HMS Historic Main Street District

#### Building Placement

##### Build-to-Line (BTL)

Front (Main Street/FM 2920)	0' (Forecourt or Arcade Frontage) 8' (Shopfront and Awning Frontage) 10' (Gallery Frontage)
Side Street (corner)	0' (Forecourt or Arcade Frontage) 8' (Shopfront and Awning Frontage) 10' (Gallery Frontage)

##### Setbacks

Rear (at alley)**	0' (ground floor) 10' (2 <sup>nd</sup> and 3 <sup>rd</sup> floors) 15' (above 3 <sup>rd</sup> floor)
Side (interior lot)	0' 5' min. (if any yard is provided)

##### Lot Size

Area	5,000 square feet minimum
Width	50' minimum
Depth	100' minimum

##### Notes

Buildings shall be built to BTL, except within required sight visibility triangle(s). (See Section 66.31-34 of the Code of Ordinances and Section 43.6 of this Ordinance)

#### Building Form

##### Building Height and Pedestrian Scale

Main Building Height	1 story minimum 4 stories maximum 5 stories (with Conditional Use Permit)
Accessory Building Height	1 story or height of main building (maximum)
Ground Floor Ceiling Height	10' minimum 16' maximum
Upper Floor(s) Ceiling Height	8' minimum 12' maximum

##### Notes

All floors shall have a primary ground floor entrance facing the primary street.

Any building façade over 50' in length, facing a public right-of-way, shall be designed to appear as several smaller buildings no wider than 50' each.

Only one (1) main building and one (1) accessory building may be built on each lot.

#### Allowed Frontage Types

Forecourt  
Shopfront and Awning  
Gallery  
Arcade



## DSP-OTP Old Town Plaza District

### Building Placement

#### Build-to-Line (BTL)

Front (Market Street)	0' (Forecourt Frontage)
	8' (Shopfront and Awning Frontage)
	10' (Gallery Frontage)
	20' (Porch and Fence Frontage)
Side Street (corner lot)	0' (Forecourt Frontage)
	8' (Shopfront and Awning)
	10' (Gallery Frontage)
	20' (Porch and Fence Frontage)

#### Setbacks

Side (interior lot)	0'
	5' min. (if any yard is provided)
Rear	10' (adjacent to a 15' wide alley)

#### Lot Size

Area	5,000 square feet minimum
Width	50' minimum
Depth	100' minimum

#### Notes

Buildings shall be built to BTL except within the required sight visibility triangle(s). (See Section 66.31-34 of the Code of Ordinances and Section 43.6 of this Ordinance)

### Building Form

#### Building Height and Pedestrian Scale

Main Building Height	1 story minimum
	2 stories maximum
Accessory Building Height	1 story or height of main building (maximum)
Ground Floor Ceiling Height	10' minimum
	16' maximum
Upper Floor(s) Ceiling Height	8' minimum
	12' maximum

#### Notes

All floors shall have a primary ground floor entrance facing the primary street.

Any building façade (main or street side) over 50' in length shall be designed to appear as several smaller buildings no wider than 50' each.

### Allowed Frontage Types

- Porch and Fence
- Forecourt
- Shopfront and Awning
- Gallery



## DSP-OTC Old Town Commercial District

### Building Placement

#### Build-to-Line (BTL)

Front (Main Street/FM 2920)	10' (front landscaping required)
Side Street (corner lot)	10'

#### Setbacks

Rear	10' (ground floor) 15' (2 <sup>nd</sup> and 3 <sup>rd</sup> floors)
Side (interior lot)	0' 5' maximum (if any yard is provided)

#### Lot Size

Area	5,000 square feet (minimum)
Width	50' minimum
Depth	100' minimum

#### Notes

Buildings shall be built to BTL except within the required sight visibility triangle(s). (See Section 66.31-34 of the Code of Ordinances and Section 43.6 of this Ordinance)

### Building Form

#### Building Height and Pedestrian Scale

Main Building Height	1 story minimum 3 stories maximum
Accessory Building Height	1 story or height of main building (maximum)
Ground Floor Ceiling Height	10' minimum 16' maximum
Upper Floor(s) Ceiling Height	8' minimum 12' maximum

#### Notes

All floors shall have a primary ground floor entrance facing the primary street.

Any building façade (main or street side) over 50' in length shall be designed to appear as several smaller buildings no wider than 50' each.

### Allowed Frontage Types

Forecourt  
Shopfront and Awning  
Gallery



## DSP-MUT Mixed Use Transition District

### Building Placement

#### Build-to-Line (BTL)

Front 10' (Shopfront and Awning Frontage)

Side Street (corner lot) 10' (Shopfront and Awning Frontage)

#### Setbacks

Front 20' (if no BTL required)

Rear 5' (if adjacent to 20' wide alley)

7.5' (if adjacent to 15' wide alley)

10' (2<sup>nd</sup> and 3<sup>rd</sup> floors)

Side (interior lot) 5'

Side Street (corner lot)\* 20'

#### Lot Size

Area 5,000 square feet minimum

Width 50'

Depth 100'

#### Notes

Buildings should be built to BTL except within the required site triangle(s). (See Section 66.31-34 of the Code of Ordinances and Section 43.6 of this Ordinance)

### Building Form

#### Building Height and Pedestrian Scale

Main Building Height 1 story minimum

2 stories maximum

3 stories maximum (only on lots immediately adjacent to the DSP-OTC Zoning District.

Accessory Building Height 1 story or height of the main building (maximum)

Ground Floor Ceiling Height 10' minimum

16' maximum

Upper Floor(s) Ceiling Height 8' minimum

12' maximum

#### Notes

All floors shall have a primary ground floor entrance facing the primary street

Any building façade (main or street side) over 50' in length shall be designed to appear as several smaller buildings no wider than 50' each.

### Allowed Frontage Types

Common Yard

Porch and Fence

Shopfront and Awning



## DSP-OTR Old Town Residential District

### Building Placement

#### Setbacks

Front	20'
Side (street)	20'
Side (interior lot)	5' (single-family detached residential) 15' (all other permitted uses)
Rear	7.5' minimum (if lot backs up to a 15' alley) 5' minimum (if lot backs up to a 20' alley)

#### Lot Size

Area	5,000 square feet minimum
Width	50' minimum
Depth	100' minimum

#### Notes

Buildings shall not be built within the required sight triangle(s). (See Section 66.31-34 of the Code of Ordinances and Section 43.6 of this Ordinance)

### Building Form

#### Building Height and Pedestrian Scale

Main Building Height	2 stories maximum.
Accessory Building Height	1 story or height of main building (maximum)

#### Notes

All floors shall have a primary ground floor entrance facing the primary and/or side street.

### Allowed Frontage Types

Common Yard  
Porch and Fence



## DSP-MC Museum Center District

### Building Placement

#### Setbacks

Front	20'
Side (street)	20'
Side (interior lot)	5'
Rear	15'

#### Lot Size

Area	5,000 square feet minimum
Width	50 minimum
Depth	100 minimum

#### Notes

Buildings shall not be built within required sight visibility triangle(s). (See Section 66.31-34 of the Code of Ordinances and Section 43.6 of this Ordinance)

### Building Form

#### Building Height and Pedestrian Scale

Main Building Height	2 stories maximum.
Accessory Building Height	1 story or height of main building (maximum)

#### Notes

All floors shall have a primary ground floor entrance facing the primary and/or side street.



## Appendix B: Proposed Action Matrix

Existing Tomball Zoning Ordinance	DSP Zoning Ordinance	Proposed Action
1. Appendix A summarizes the “area regulations” for each Zoning District.	The text for each new zoning district includes several tables that list Building Placement, Building Form, and Building Frontage Standards	The ordinance that amends the existing Zoning Ordinance (adopting Article VII: Downtown Specific Plan) should also include provisions to adopt the 6 tables in Appendix A as “Table A-3: Regulations Summary for DSP Zoning Districts”
2. Section 45: Definitions	DSP text uses terms that are new to the community (see specific new definitions below)	Amend Section 45 of the Zoning Ordinance to alphabetically incorporate the new definitions
3. Tomball Zoning Map shows OT-MU Zoning	Proposes six (6) new zoning districts to replace the OT-MU Zoning within the DSP area	Subsequent to the adoption of Article VII: Downtown Specific Plan regulations amend the Tomball Zoning Map for the DSP area to rezone the downtown area from “OT-MU” Zoning to the corresponding new DSP Zoning Districts
4. Section 40: Landscape Requirements	Section 52.5 Landscaping Regulations: proposes specific new DSP landscape requirements that amend Section 40.6 of the Zoning Ordinance. Additional regulations are proposed in the text for, OTC, MUT, and OTR districts	Adopt Article VII (the DSP Zoning regulations). Amendments would not be necessary to Section 40 of the Zoning Code until such time as the City considers updating the entire Zoning Ordinance.
5. N/A	Each DSP district has a “Block Design and Site Design Standards” section. Within all of the DSP zoning districts Mixed Use (side streets) and Pine Street states: “Public streetscape elements (trees, lighting and street furniture) within the public right-of-way are desired	The current City policy is to not allow any landscaping within the public right-of-way. If the City desires to create pedestrian friendly and attractive street frontages this policy would need to be amended to allow such amenities to be placed within the pedestrian realm of the right-of-way.
6. Chapter 60 - Signs	Chapter 60 - Signs proposes specific new DSP signage requirements. Limitations on the types of signs permitted are proposed in the text for each DSP Zoning District	The City needs to update Chapter 60 - Signs to include the proposed text for signage within the DSP area. The update should also include the signage definitions (listed below). Careful consideration of the maximum number of signs and the maximum square footage for all allowed signage should be part of the Chapter 60 update.

7. N/A	Within the HMS, OTP, OTC and MUT (for Mixed Use Streets(side streets) and Pine Street, the following text has been included: “The City Council may consider, on a case-by-case basis, encroachment permits for building awnings (attached or retractable) to extend over the City’s sidewalk right-of-way.”	This text has been proposed to create pedestrian friendly and attractive street frontages.
8. Section 34 OT-MU Zoning District	Proposes six (6) new zoning districts to replace the OT-MU Zoning within the DSP area	The City should consider amending Section 34 to rename the OT-MU Zoning District to MU for those areas that are currently zoned OT-MU but are located outside of the Old Town area.

**Definitions and Terms to add to Section 45 of the Zoning Code and/or Chapter 60 of the Tomball City Code.**

1. Allowed Frontages: The ways a building may engage the public realm.
2. Build-to-Line (BTL): A line parallel to the property line where the façade of the building is required to be located.
3. Brick: Includes kiln fired clay or shale brick.
4. Decorative Concrete Block: Includes highly textured finish, such as split faced, indented, hammered, fluted, ribbed or similar architectural finish with its coloration integral to the masonry material and not painted on.
5. Ground Floor Ceiling Height (minimum): The smallest allowed vertical distance between the finished floor and ceiling on the ground floor of a building.
6. Leadership in Energy and Environmental Design (LEED): Is an independent certification program that provides voluntary guidelines for developing high-performance, sustainable buildings. Created by the U.S. Green Building Council (USGBC), the program awards varying levels of certification to buildings that meet LEED rating standards in five major categories: sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality.
7. Low Impact Development (LID): Is a planning and engineering design approach to manage stormwater runoff by emphasizing conservation and use of on-site natural features to protect water quality.

8. **Masonry Materials:** Includes clay brick, stone, decorative concrete block, rock or other materials of equal characteristics laid up unit by unit set in mortar. Masonry materials shall not include fiber-cement or cementitious fiber board siding.
9. **Stone:** Includes naturally occurring granite, marble, limestone, slate, river rock, and other similar hard durable all weather stone that is customarily used in exterior building construction. May also include cast or manufactured stone product provided that such product yields a highly textured stone-like appearance with its coloration integral to the masonry material and not painted on or stain applied.
10. **Streetscape:** Consistent elements or a design theme within and/or adjacent to the public right-of-ways that include the elements of landscaping, signage, lighting, street furniture, fixtures, public art, and the color and texture of paving.
11. **Upper Floor(s) Ceiling Height (minimum):** The smallest allowed vertical distance between finished floor and ceiling on all of the floors of a building above the ground floor.

**Lighting Definitions:**

12. **Eye Illuminance:** The illuminance level (lux/footcandle) measured at the eye in a plane perpendicular to the line-of-sight when measured from a point 66" above grade.
13. **Footcandle (fc):** The amount of illumination within the inside surface area of a 1-foot radius sphere equal to 1 lm/ft<sup>2</sup> (lumen/square foot).
14. **Fully Shielded (Full Cut-Off):** A fixture shielded with an opaque material so that light rays emitted by the fixture, either directly from the lamp or indirectly from the fixture, are projected only below a horizontal plane running through the lowest point on the fixture where light is emitted.
15. **Lumens:** The Standard International (SI) unit of measurement which reflects the varying sensitivity of the human eye to different wavelengths of light.
16. **Opaque:** Impervious to the passage of light and not reflecting light.
17. **Partially Shielded (Partial Cut-Off):** A fixture that allows light rays to be emitted up and down and shielded with an opaque material in such a manner to prevent the bulb from being seen.
18. **Safety Lighting:** Low-level lighting used to illuminate vehicular and pedestrian circulation.

19. Translucent: Admitting and diffusing light so that objects and the light source beyond cannot be clearly perceived.
20. Visual Enjoyment Lighting: Lighting intended to illuminate outdoor living areas.

## Appendix C: Sources

Data in the DSP was collected through August 2011 and was known to be accurate on its collection date. It is important to recognize the information provided in the DSP is only as accurate as its sources. While every attempt has been made to ensure the accuracy of this information, the City of Tomball makes no warranty, expressed or implied, as to its accuracy and expressly disclaims liability for the accuracy thereof.

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## Appendix D: Acronyms

BTL	Build-to-Line
CEVMS	Changeable Electronic Variable Message Signs
CIP	Capital Improvement Plan
CLG	Certified Local Government
CUP	Conditional Use Permit
DSP	Downtown Specific Plan
DSP-HMS	Historic Main Street District
DSP-MC	Museum Center District
DSP-MUT	Mixed Use Transition District
DSP-OTC	Old Town Commercial District
DSP-OTP	Old Town Plaza District
DSP-OTR	Old Town Residential District
DTAC	Downtown Tomball Advisory Committee
ETJ	extraterritorial jurisdiction
fc	footcandles
FM	Farm-to-Market
FY	fiscal year
gpm	gallons per minute
H-GAC	Houston-Galveston Area Council
LEED	Leadership in Energy and Environmental Design
LID	Low Impact Development
LUE	Living Unit Equivalent
lx	lux
MGD	million gallons per day
MMA	Municipal Management Agreement
MTP	Major Thoroughfare Plan
MUP	Minor Use Permit
NPS	National Park Service
NRHP	National Register of Historic Places
PMT	Project Management Team
RTHL	Recorded Texas Historic Landmark
SH	state highway
SI	standard international
TCEQ	Texas Commission on Environmental Quality
TEDC	Tomball Economic Development Corporation
THC	Texas Historical Commission
TIRZ	Tax Increment Financing Zone
TISD	Tomball Independent School District
TMSP	Texas Main Street Program
TxDOT	Texas Department of Transportation