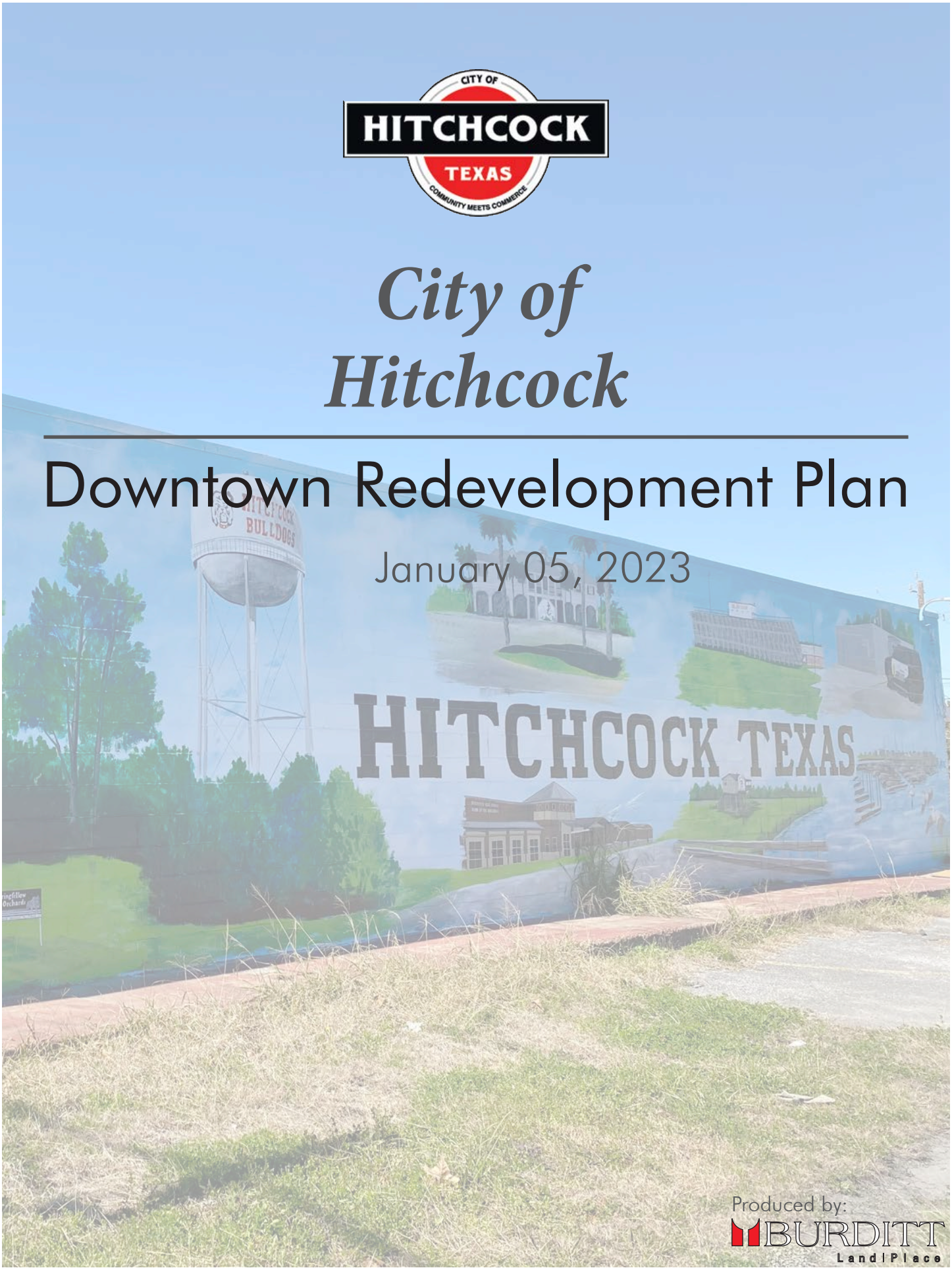

City of Hitchcock

Downtown Redevelopment Plan

January 05, 2023

Produced by:

BURDITT
Land | Place

HITCHCOCK, TEXAS
DOWNTOWN REDEVELOPMENT PLAN

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**note: some images included in this document have been collected from a variety of municipal and other web resources as inspiration and for references purposes.*

Table of Contents

01

INTRODUCTION

Purpose of Plan

02

STUDY OVERVIEW

Historical Context
Community Profile
Downtown Redevelopment Study Area
Existing Conditions & Challenges

03

OPPORTUNITY ANALYSIS

Opportunity Analysis
Marketing Leakage and Surplus
Opportunity Analysis Maps

04

RECOMMENDATIONS

Precedent Downtowns in Texas
Conceptual Master Plan
Exploratory Concepts

05

CAPITAL IMPROVEMENTS PLAN

Summary
Catalyst Projects Probable Cost

06

DESIGN GUIDELINES

Design Guidelines for Downtown Redevelopment
Building Materials Design Guidelines
Landscaping Design Guidelines

07

APPENDICES

01 Introduction

Purpose of the Plan

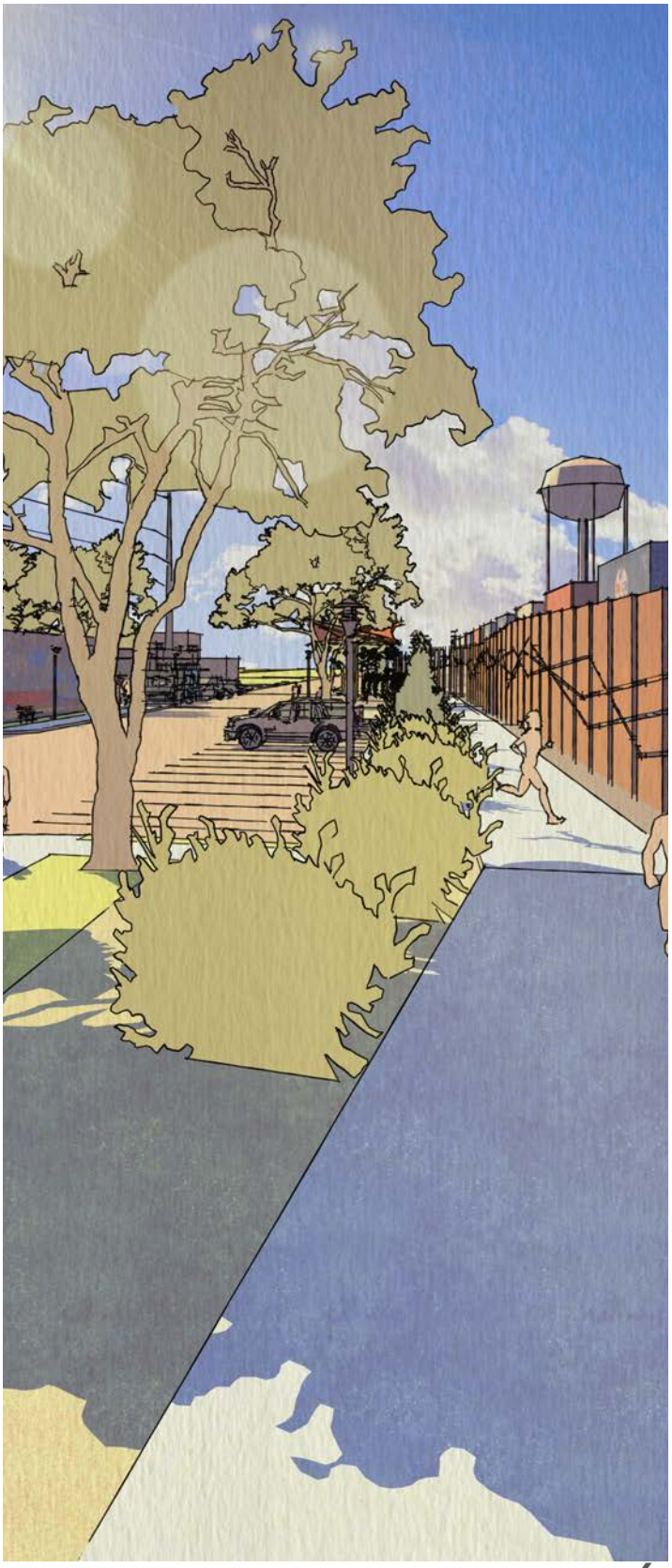
Purpose of the Plan

The City of Hitchcock is a small community situated along the coast of Galveston Bay, along State Highway 6, in Galveston County, Texas. In close proximity to Interstate Highway 45, Hitchcock is ideally suited for growth and development, but the nature of that development should be managed to ensure achieve the desired quality of life that residents desire. With proposed residential development coming in future, it will be important for the City to have shopping, entertainment, and public spaces for residents and visitors to enjoy. On the map, Hitchcock has a defined Historic Downtown District, however with very few historic structures, the District lacks any continuity of character and design that is typical of a small downtown area.

The City has a vision for redevelopment of the Downtown District to create an environment that meets the following objectives:

- Develop a downtown with the character of a mid-century, small, coastal community.
- Attract local business development such as dining, entertainment, and boutique shopping.
- Provide opportunities for offices and residential use within the Downtown District.
- Provide local residents with options for shopping and entertainment close to home.
- Attract new commercial development to the community.

The Hitchcock Downtown Redevelopment Plan serves as a document that is both visionary and pragmatic. The document creates a master site plan for a selected area of Downtown Hitchcock to serve as a catalyst for continued redevelopment across the District. In addition to capturing the vision for Downtown Hitchcock, the plan also provides an Opinion of Probable Cost and a Phasing Strategy for implementation.



"Establish a downtown area as the cultural, social, and economic hub of the City."

- Recommendations - City of Hitchcock Comprehensive plan 2020-2040

"Ensure the beauty, sustainability, and design of the downtown district."

- Recommendations - City of Hitchcock Comprehensive plan 2020-2040

"Protect, preserve, and celebrate the history and culture of Hitchcock."

- Recommendations - City of Hitchcock Comprehensive plan 2020-2040

"We want a downtown area with walkable plazas."

- City of Hitchcock Comprehensive plan 2020-2040

02 Study Overview

Historical Context
Community Profile
Downtown Redevelopment Study Area
Existing Conditions

Historical Context

The area was settled around 1846. On May 31, 1848, Jonas Butler acquired a league of land on Highland Bayou and built a house, part of which still stood in the 1940's. Butler was followed by a group of French settlers, who established homes on the bayou. The community was originally known as Highland for its location on the bayou's high banks. Travelers used the bayou to reach Galveston until the 1870's, when the Gulf, Colorado and Santa Fe Railway built through the settlement.

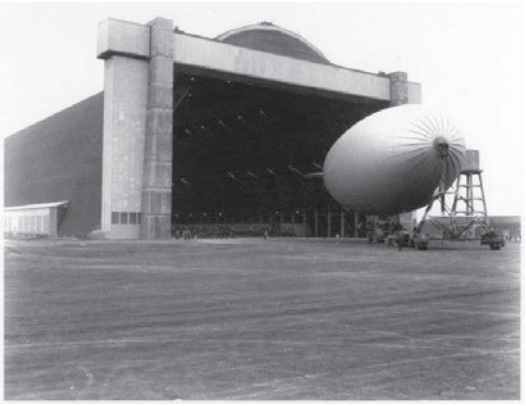
Hitchcock was created as a station of the railroad between Galveston and Houston in 1873 and around the turn of the 19th century became a vegetable shipping center. Local farmers shipped cattle and vegetables. A post office was established in 1884 under the name Hitchcock's, later shortened to Hitchcock. Thomas King platted the town site around 1891, and by 1892 the community reported a population of 275, two grocers, and several fruit growers and commission merchants. Farmers later marketed their vegetables through a cooperative association.

In the 1940's the Hitchcock population level remained steady because of local oil and gas development, the establishment of Camp Wallace, and Navy construction of a local blimp base for surveillance of enemy submarines The camp and base were used as discharge centers after the war, and some of those who passed through became local residents.
During the postwar boom, Hitchcock developed a Chamber of Commerce, sewers, improved roads, natural gas service, a phone system, and multiple churches. In 1948 Hitchcock was made an Independent school district. The community benefited from proximity to petrochemical industry centers at Texas City, Chocolate Bayou, and Freeport.

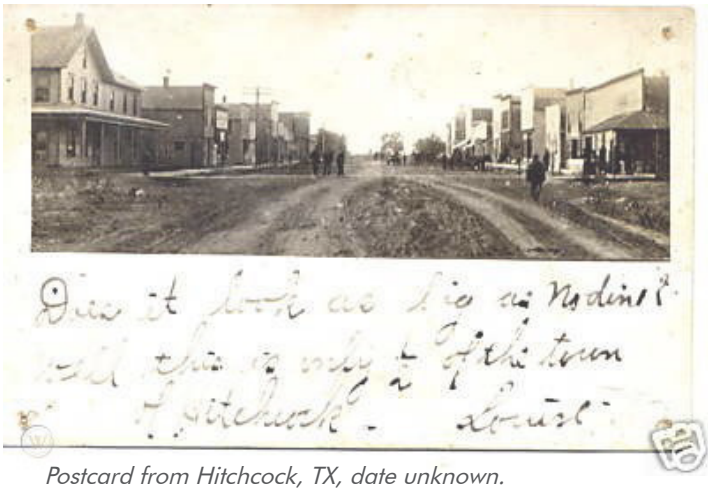
Hitchcock's population jumped to 1,105 after 1954 and increased steadily after 1960, when the town incorporated. In 1968 Hitchcock's population reached a high of 6,954, served by thirty-six businesses.

Hitchcock grew from 5,565 residents and twenty-five businesses in 1972 to 6,405 residents and sixty-seven businesses by 1988. The town offers a small town feel with Annual town events but with close access to Large town amenities. In 2000 Hitchcock reported 214 businesses and a population of 6,386.[1]

1 Hitchcock Economic Development Corporation. https://www.cityofhitchcock.org/departments_/history.php



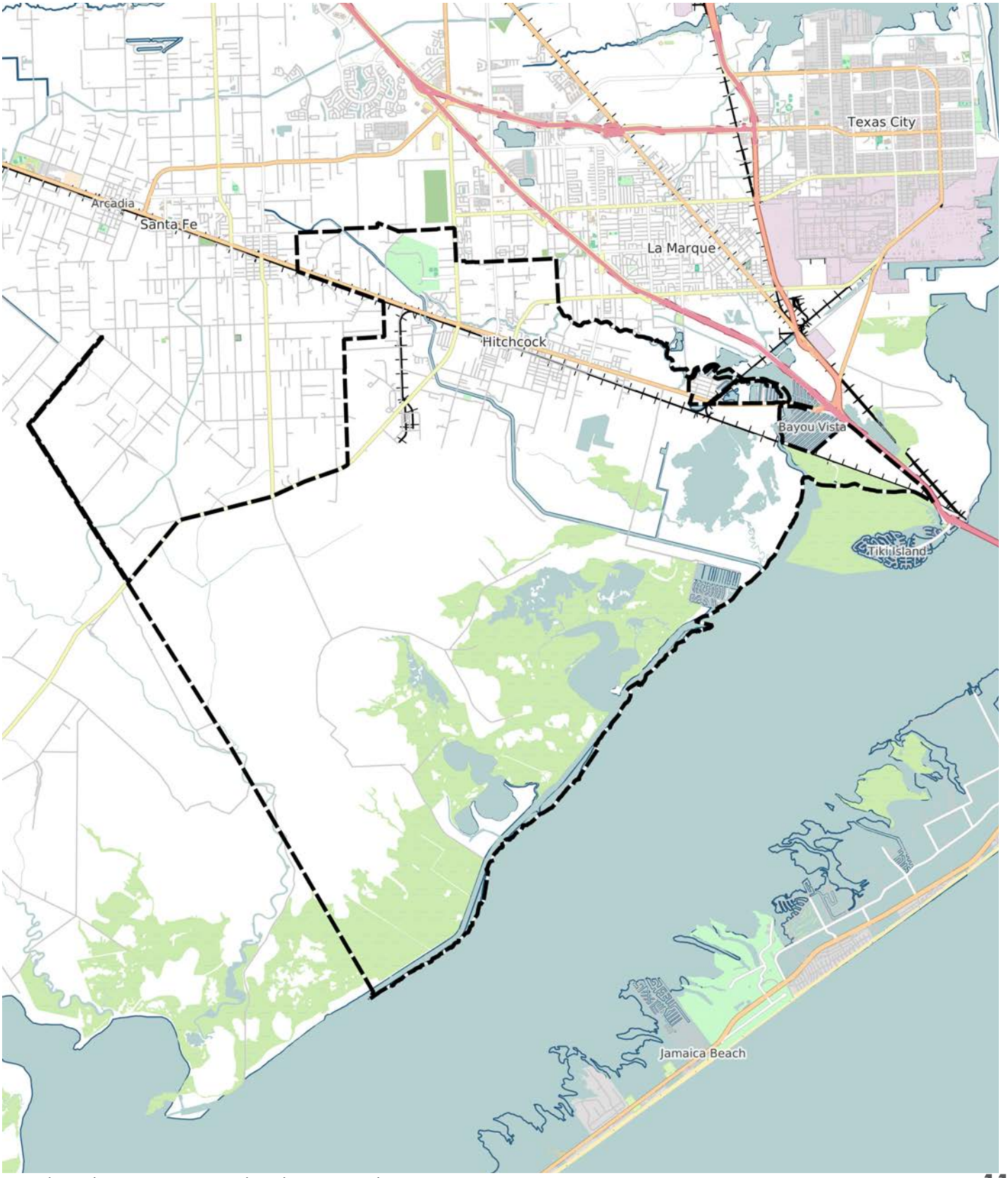
Navy Blimp Base, Hitchcock, TX.



Postcard from Hitchcock, TX, date unknown.

Community Profile

Map of Hitchcock, Texas



Community Profile

Hitchcock is currently home to approximately 7,914 residents within 2,880 households[1]. The community is generally rural in character but within close proximity to the cities of Galveston, Texas City, Houston, League City and other communities.

Situated along State Highway 6, and just 4 miles form Interstate Highway 45, Hitchcock is within close range of significant employment centers. Approximately 90% of the corporate City Limits are undeveloped, much of that land being coastal prairie; however development interest is already planning up to 1,200 new single family homes in the community.

The Highway 6 Commercial District is the primary commercial corridor in Hitchcock. Business along State Highway 6 are a mixture of small retail and service enterprises. The U.S. Census Bureau reports a total of 1,866 jobs within Hitchcock. The most significant employment sectors are manufacturing, educational services, construction, and other services.

Neighborhoods within Hitchcock range from the older neighborhoods in Downtown to rural residential and small single family subdivisions further from town. The Harborwalk subdivision offers waterfront living on West Galveston Bay with a marina and associated amenities.

Proximity to Employment Centers

- Located on Highway 6 and FM 2004
- 4 miles off I-45
- 9 miles to Chocolate Bayou Petrochemical Hub
- 12 miles to Texas City Port/ Petrochemical Hub
- 18 miles to Port of Galveston
- 25 miles to Beltway 8 (Outer loop for Houston)
- 32 miles to Port of Houston
- 35 miles to Deer Park/Ship Channel/ Pasadena Petrochemical/Industrial Hubs
- 38 miles to Freeport and Freeport Petrochemical Hub
- Located 30 miles from Houston Hobby Airport
- Located 59 miles from Houston Intercontinental Airport
- Located close to 5 smaller airports in the region and minutes from 2 heliports

2020 Household Income in Hitchcock, U.S. Census.

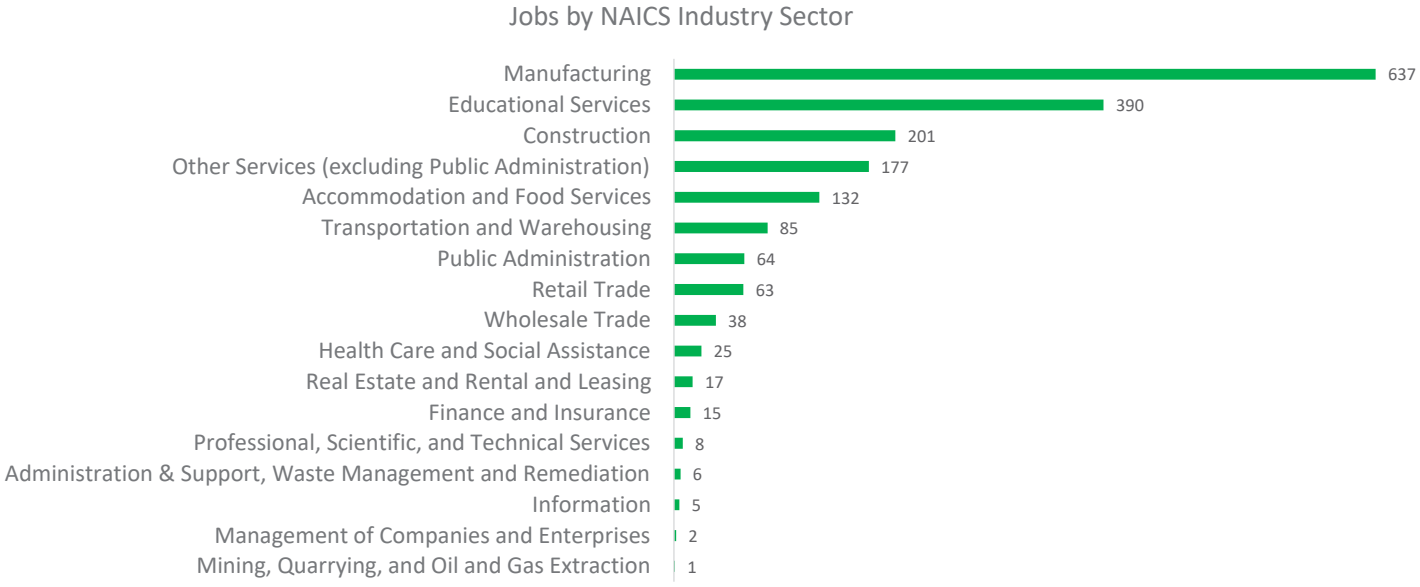
Total Household Income	# of Households
$200,000 or more	137
$150,000 to $199,999	206
$125,000 to $149,999	179
$100,000 to $124,999	258
$75,000 to $99,999	362
$60,000 to $74,999	274
$50,000 to $59,999	188
$45,000 to $49,999	39
$40,000 to $44,999	87
$35,000 to $39,999	73
$30,000 to $34,999	193
$25,000 to $29,999	189
$20,000 to $24,999	189
$15,000 to $19,999	150
$10,000 to $14,999	119
Less than $10,000	237

1 U.S. Census Bureau 2021 Estimates.

Community Profile

Harborwalk subdivision along West Galveston Bay.

Rural residential living along Highland Bayou

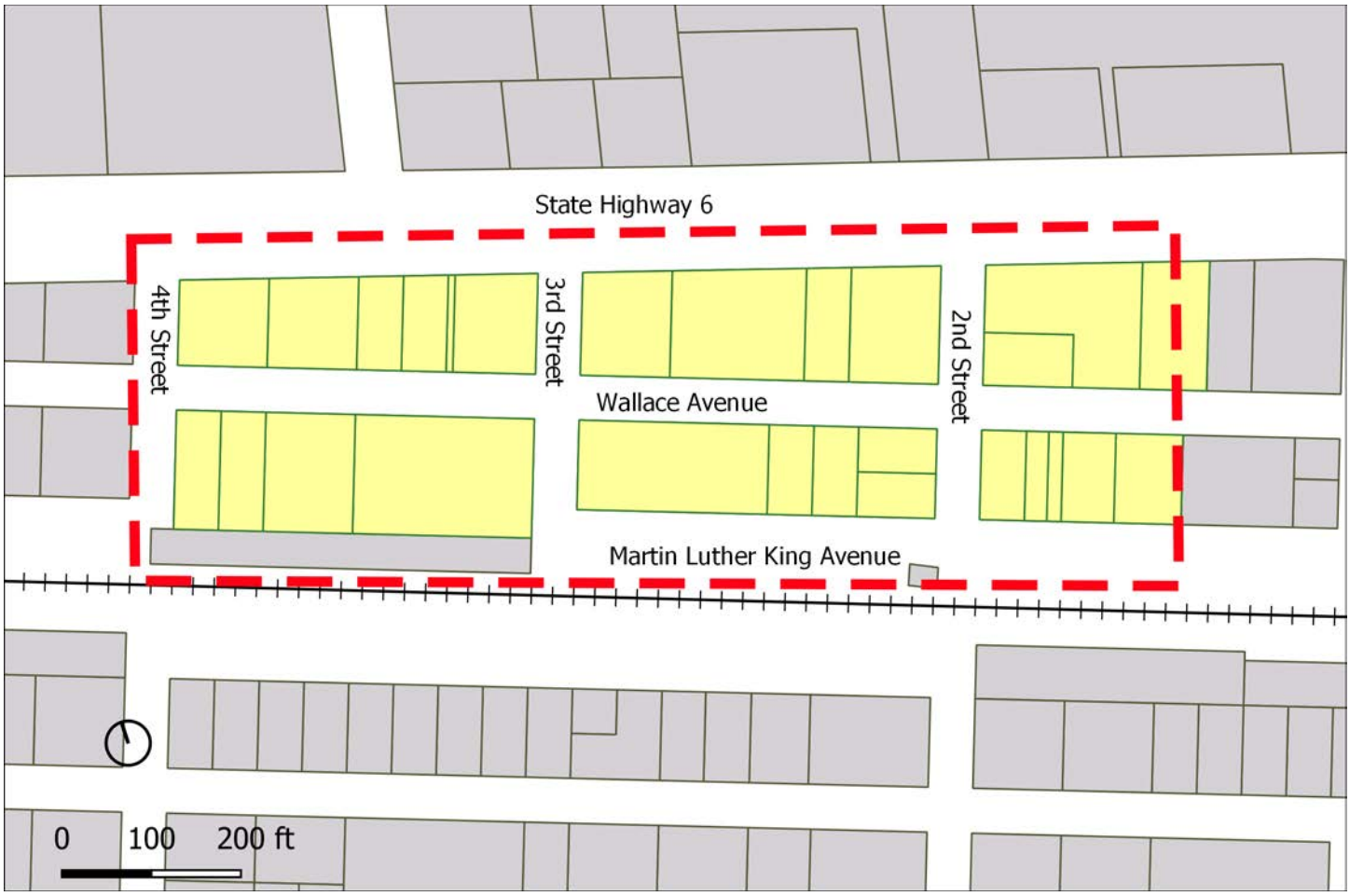


Total jobs by NAICS Industry Sector. Source: U.S Census Bureau On The Map Report 2019.

Downtown Redevelopment Study Area Map

The City of Hitchcock is situated along State Highway 6 just a few miles inland of Galveston Bay. The City encompasses 6.35 square miles of land area within the City Limits, however much of it is undeveloped. Nearby communities include La Porte, Galveston, Santa Fe, League City, and Texas City.

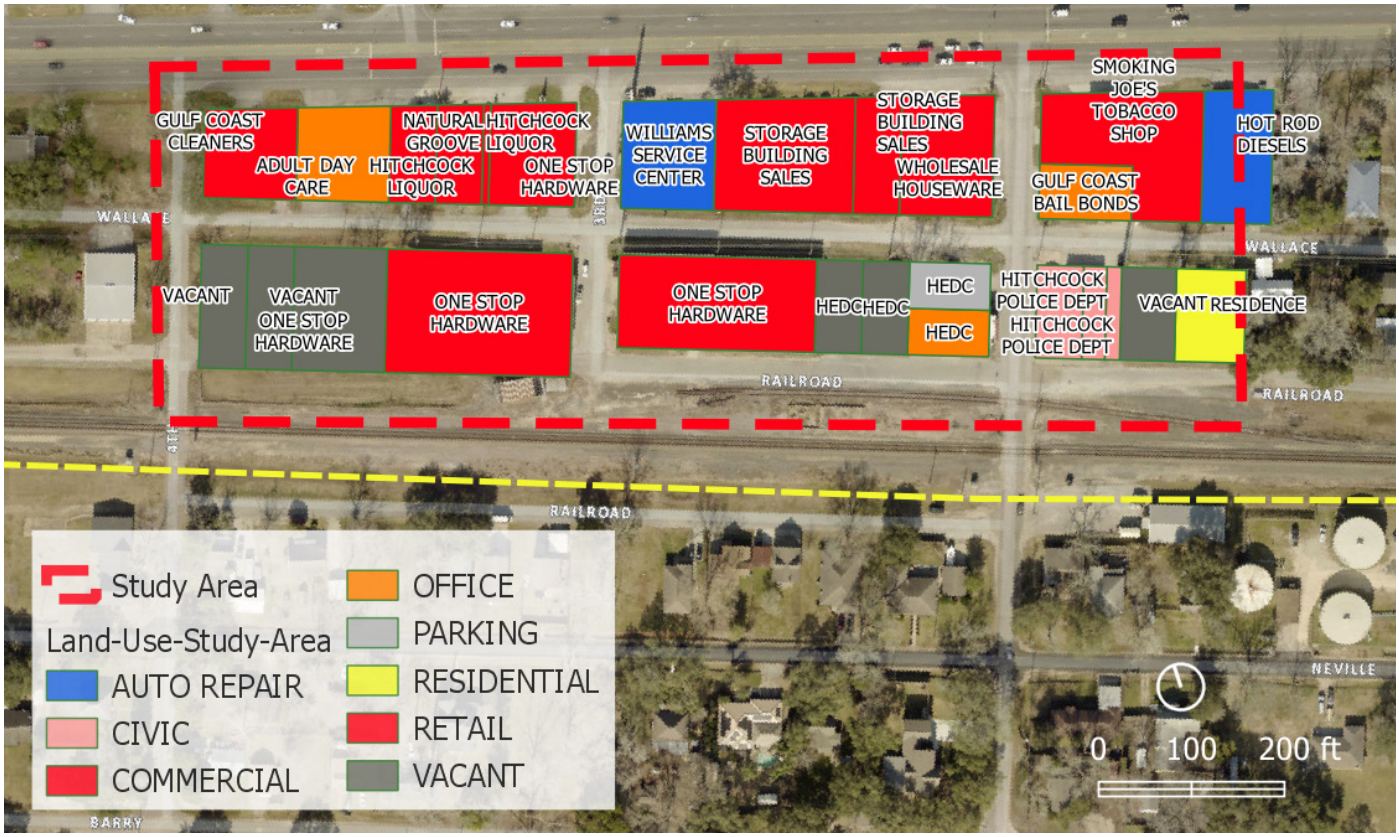
Downtown Redevelopment Study Area



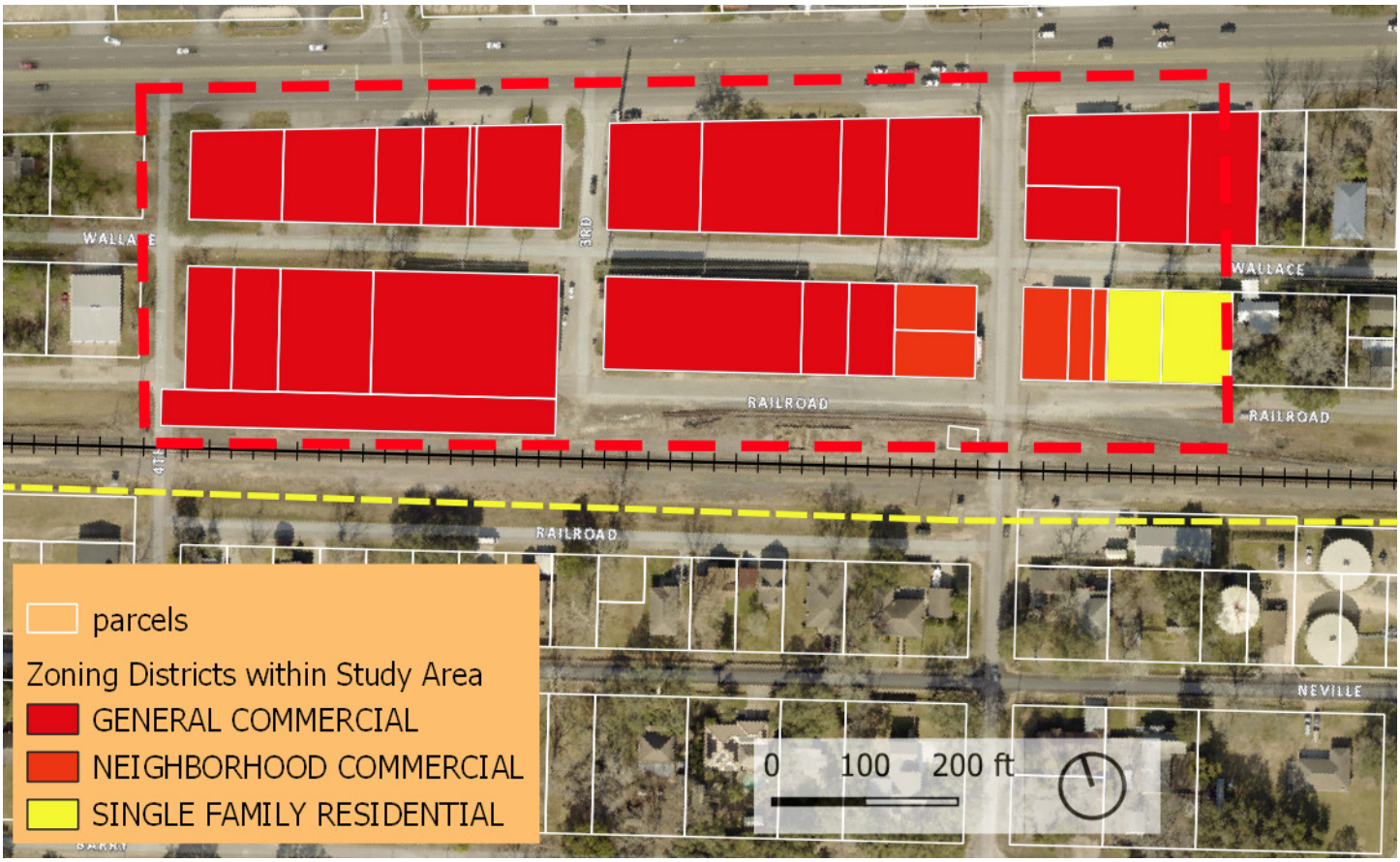
The historical Downtown area of Hitchcock is somewhat indistinct and is currently comprised of diverse small businesses and single family residential properties. The study area selected for this planning process is bounded by State Highway 6 to the north, the Union Pacific Railroad to the south, 4th Street to the west, and 2nd Street to the East. The study area will be planned as the new Downtown core with the option to expand the concept further in the future.

Historic Downtown/Commercial District

Existing Land Use



Zoning Districts



Study Area

The City of Hitchcock has adopted a Downtown Revitalization District that extends from the Union Pacific Railroad on the south to Highland Bayou on the north. The District extends from FM 2004 on the west to Wayne Johnson Avenue on the east. The study area focuses on several blocks within the District that will make up the core of Downtown Hitchcock, and improvements within the study area will serve as a catalyst for continued redevelopment across the District.

Zoning Districts

The adopted zoning districts within Hitchcock will guide the redevelopment and land use within the Downtown area. Current zoning districts within the study area include General Commercial, Neighborhood Commercial, and Single Family Residential. The majority of properties within the study area are zoned as General Commercial, therefore no significant variances are predicted during redevelopment.

Existing Conditions

General Description

The composition of the Hitchcock Historic Downtown Commercial District has varied over the years and has been somewhat piecemeal. The boundaries of the overall District extend from Highland Bayou on the north to the railroad tracks on the south, and then from Drew Street on the east to FM 2004 on the west. The District is a mixture of scattered commercial, mostly along State Highway 6, with interspersed residential, institutional, civic, and vacant properties.

The original Downtown area (the Study Area) along between the railroad and State Highway 6 is less developed then the surrounding area, with most of the original buildings no longer present. The old grocery store at Wallace Avenue and 2nd Street is still standing, and the old building at Martin Luther King Avenue and 2nd Street as well. Other structures within the Original Downtown area appear to have been built sometime between the 1960s and the present.

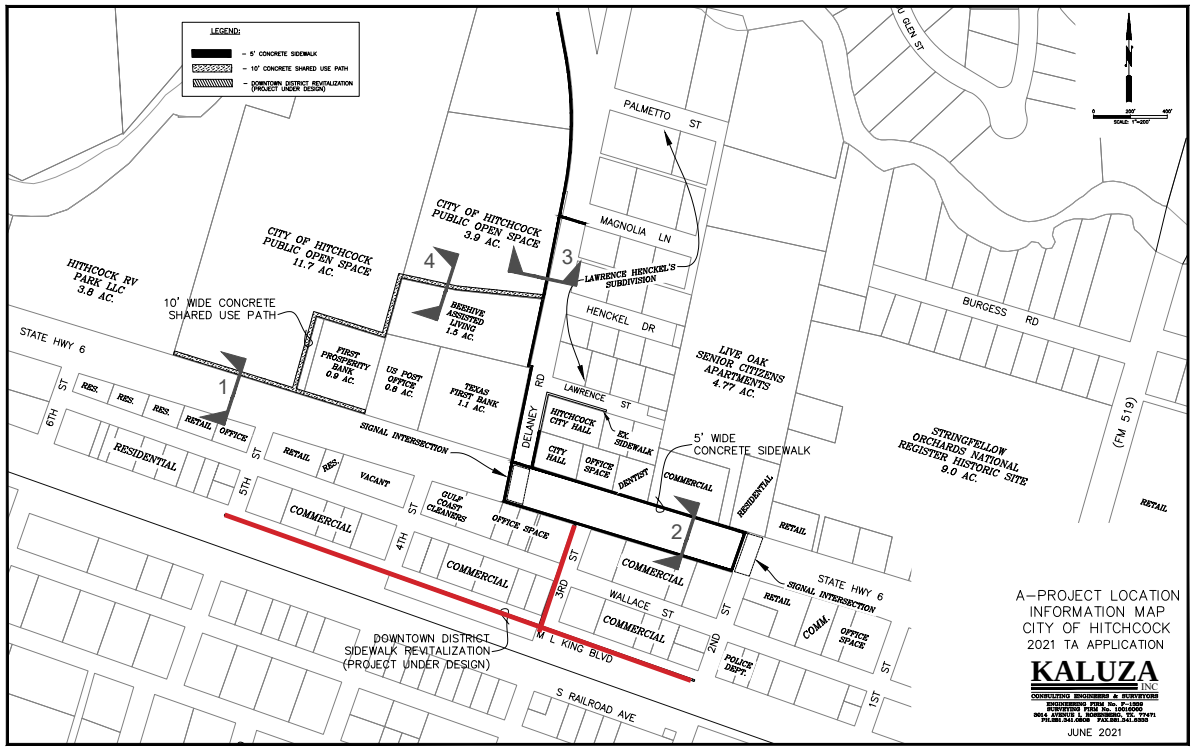
Streetscape

The streets within the Study Area are comprised of two-lane asphalt roads within approximate 50' rights-of-way. The paving is in poor to fair condition and is ready for replacement. Drainage along the streets can be described as "open ditch", however the ditches have filled in substantially over time and do not appear to be adequate for stormwater drainage during significant rain events. Along Wallace Avenue there are existing electrical transmission and distribution lines and poles within the right-of-way. The transmission lines are new and will remain a fixture in the landscape for many years. The distribution lines are candidates for relocation to underground service in the future.

New sidewalks have been installed within the Study Area along Martin Luther King Avenue and 3rd Street as a part of a Texas Department of Transportation Set-Aside Grant (show in red below). These new facilities will be incorporated into proposed concepts for redevelopment in the District.

Existing Parking Supply

Parking spaces are very limited within the Study Area, and many are not well-defined. Approximately 50 parking spaces are available, with overflow parking along streets.



New sidewalks (shown in red) funded by the TXDOT Transportation Set-Aside Grant.

Existing Conditions - Wallace Avenue

View of Wallace Avenue east of 2nd Street facing east.

View at corner of Wallace Avenue and 2nd Street facing west.

Mural on the side of the old grocery store at Wallace Avenue and 2nd Street.

View of Wallace Avenue from 2nd Street facing west.

View along Wallace Avenue facing west.

View along Wallace Avenue facing west.

Existing Conditions - Martin Luther King Avenue

View of Martin Luther King Avenue at 4th Street facing east.

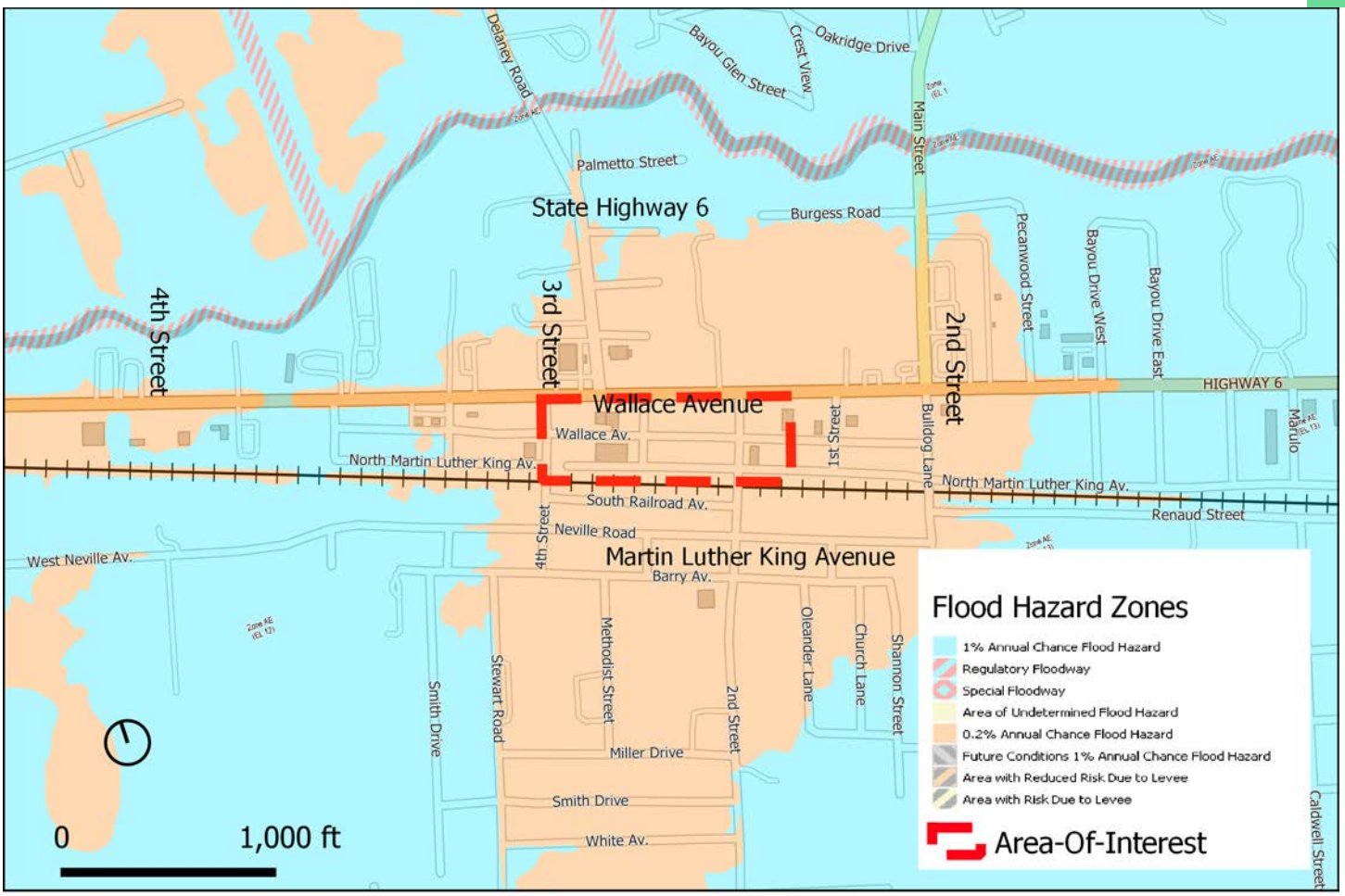
View of Martin Luther King Avenue facing east.

One Stop Hardware and Storage along Martin Luther King Avenue.

View of Martin Luther King Avenue at 2nd Street. New sidewalks have recently been installed.

View of Martin Luther King Avenue along railroad right-of-way facing east.

New sidewalks installed along 3rd Street between Wallace and Martin Luther King Avenues.



Flood Hazard Zones within the Study Area as determined by the FEMA National Flood Hazard Layer. The entirety of the Study Area is within the 0.2% Annual Chance of Flooding Zone. Notably, the majority of land in Hitchcock is within the 1% Annual Chance of Flood Zone.

Flood Hazard Areas

Hitchcock has experienced numerous hurricanes, tropical storms, and other flood events over the years. Much of the City is within the 100-Year Floodplain (1% annual chance of flooding) as determined by FEMA's National Flood Hazard Layer. Notably, the Study Area for downtown redevelopment is outside of the 100-Year Floodplain but resides within the 500-Year Floodplain (0.2% annual chance of flooding). Within any redevelopment efforts, addressing stormwater management infrastructure within the Downtown areas should be a priority.

Stormwater Management Needs

Stormwater within the Downtown District is currently managed by way of sheet flow into ditches. The ditches are of varying depth and effectiveness, and they will likely be insufficient to handle increased runoff from proposed impervious surfaces such as paving and new buildings. An engineering study is needed to identify total stormwater infrastructure requirements that will be a necessary first step in the implementation of improvements in the Downtown District.

Highland Bayou October 2021

03 Opportunity Analysis

Opportunity Analysis
Marketing Leakage and Surplus
Opportunity Analysis Maps

Opportunity Analysis

Creating a New Downtown

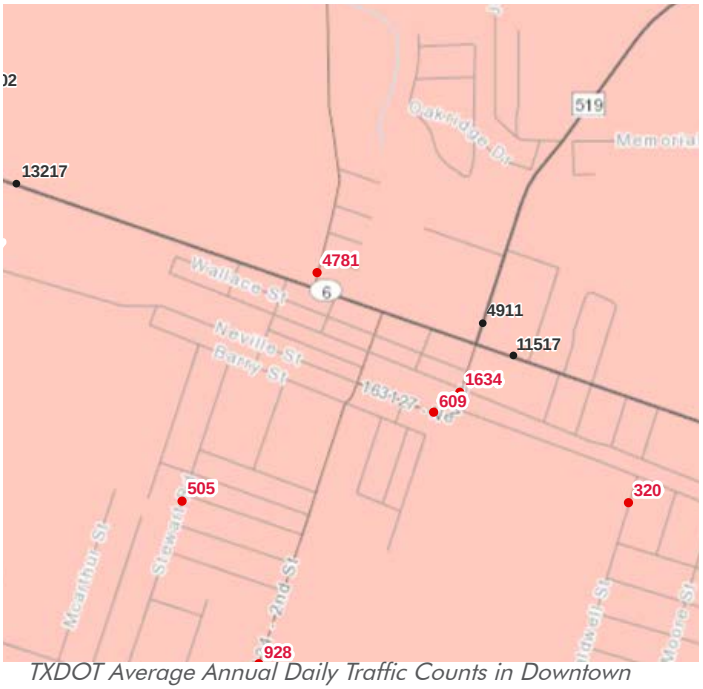
The opportunity to redevelop the downtown area of Hitchcock is somewhat different than the experience that most cities have, in that most of the historical downtown no longer exists. What has replaced the downtown for many years has been a collection of businesses and land uses of varied age and character. These Downtown District lacks continuity of building styles and streetscape elements that are typical of an urban area. This lack of cohesion present the City with the opportunity to "start from scratch" to some degree by defining how the future Downtown will look and function.

Steering Committee Guidance

To guide the development of this plan, a Steering Committee comprised of EDC Staff, City Leadership, and area business owners. The committee met with the planning team at key intervals to establish a vision for the Downtown District and discuss challenges and opportunities. One of the consistent trends in these conversations was the identified need to create a downtown environment for local residents to "have things to do". Residents typically drive to nearby cities such as Galveston and League City to dine and shop. Having places in town for dining, shopping, entertainment, and community events is a primary goal.

Capturing Traffic along SH 6

State Highway 6 is a significant corridor in Hitchcock with an average daily traffic count of 11,517 vehicles passing through Downtown. Strategic use of monuments and wayfinding, decorative paving, and traffic calming tools can help to capture some of this traffic and drive visitors to stop in Downtown Hitchcock for shopping, dining and entertainment.



TXDOT Average Annual Daily Traffic Counts in Downtown Hitchcock. On average, 11, 517 vehicles pass through Downtown Hitchcock along State Highway 6.

Public Investment,Private Investment, & Partnerships

A small downtown area is typically redeveloped through a combination of investments from both the public sector and the private sector. With a master plan in place that illustrates a vision for Downtown Hitchcock, the next step will be to make investments on the public side to activate the area and present an attractive landscape for the private sector. The obvious first steps for public investment include infrastructure such as stormwater and roadway improvements, monuments, signage, and lighting. Additional improvements could include earthworks to provide shovel-ready pad sites for desired private investment. An alternative outcome could be achieved through partnership with a single private developer that takes on the project as a whole, with local incentives from the City provided to make the deal more attractive.

Through discussions with the Steering Committee, the following programming observations have been established to guide development of the plan:

GOALS

- Transformation – Promote the conversion of single –use areas into mixed – use places.
- Connectivity – Integrate mobility alternatives with a focus on pedestrian and bike connections to amenities and destinations.
- Human Scale Design – Design buildings, pubic spaces and streets for pedestrian engagement and comfort.
- Sustainable Design – Apply sustainable design practices to protect natural resources and improve the health of residents.
- Establish a coordinated image for the downtown district
- Utilize architectural forms from the area's historic period of significance
- Provide "things to do in Hitchcock" such as dining, shopping, and entertainment
- Capture revenue from SH6 traffic through mixed-use development

FACTS

- Overhead utilities in right-of-Way
- Study Area is not within floodplain
- City owns properties in SE corner of study area
- Historic depot/section house moved to Santa Fe and is currently a museum
- Residential development is coming
- Amazon Fulfilment Center is 2 miles away
- Recently completed a street and road assessment
- Development along railroad will require BNSF agreement

CONCEPTS

- Close off vehicle traffic along Wallace Ave. from 2nd to 3rd Streets to create pedestrian mall environment
- Decorative screens along railroad
- Special paving and landscaping to identify the Downtown District
- Develop event space within Downtown District
- Incorporate public art into Downtown District

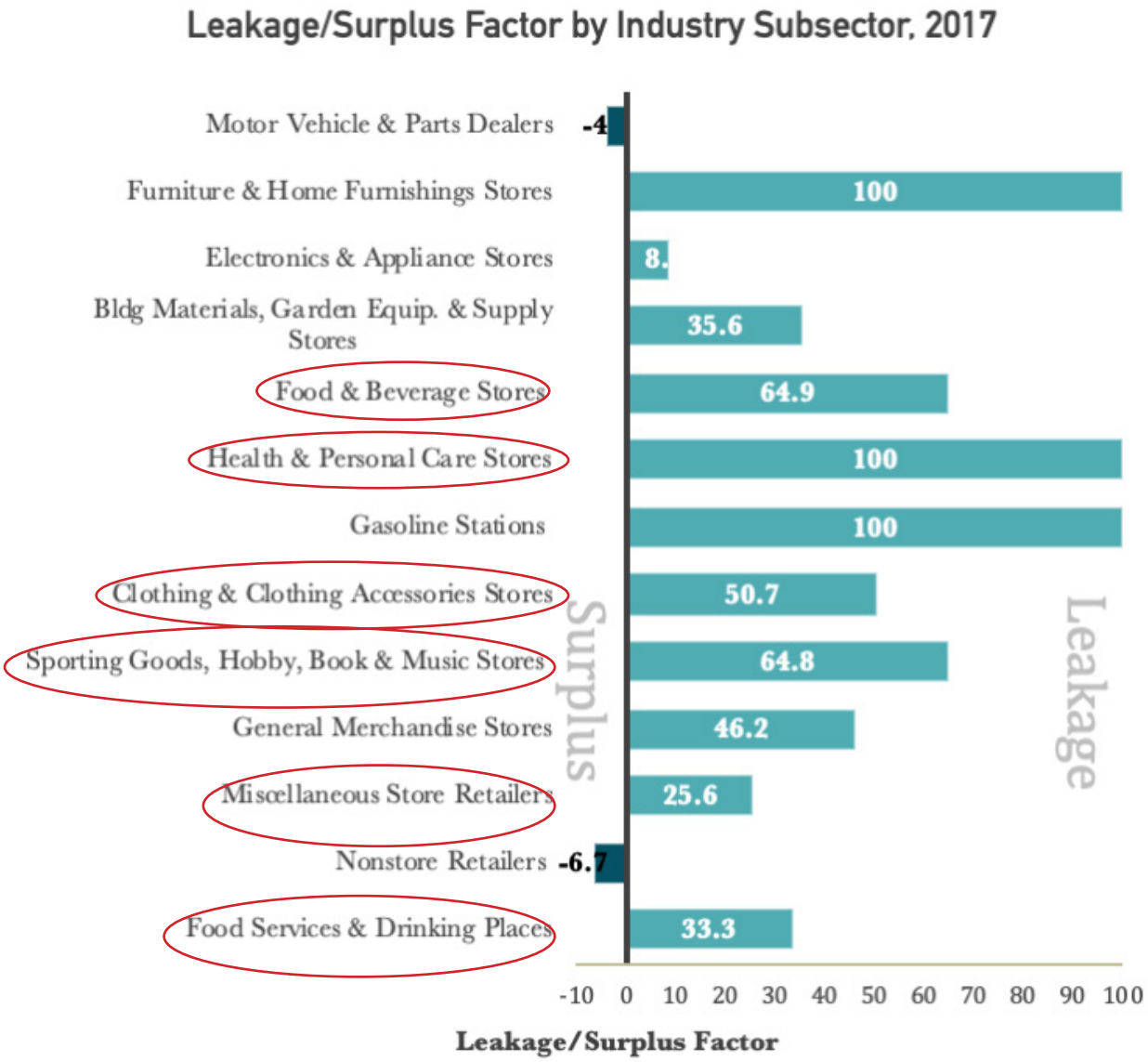
NEEDS

- Service access to businesses when Wallace is closed between 2nd and 3rd Streets.
- Relocate overhead utilities underground where feasible
- Counter the 'strip commercial' trend
- Move stormwater drainage to underground along Wallace Ave.

Market Leakage and Surplus

As with the marketplace of any geographic area, the demand for a product or service will be met by the supply available. Esri's Retail MarketPlace database includes a Leakage/Surplus Factor that measures the balance between volume of retail sales (supply) generated by retail businesses and the volume of retail potential (demand) produced by household spending on retail goods within the same industry.

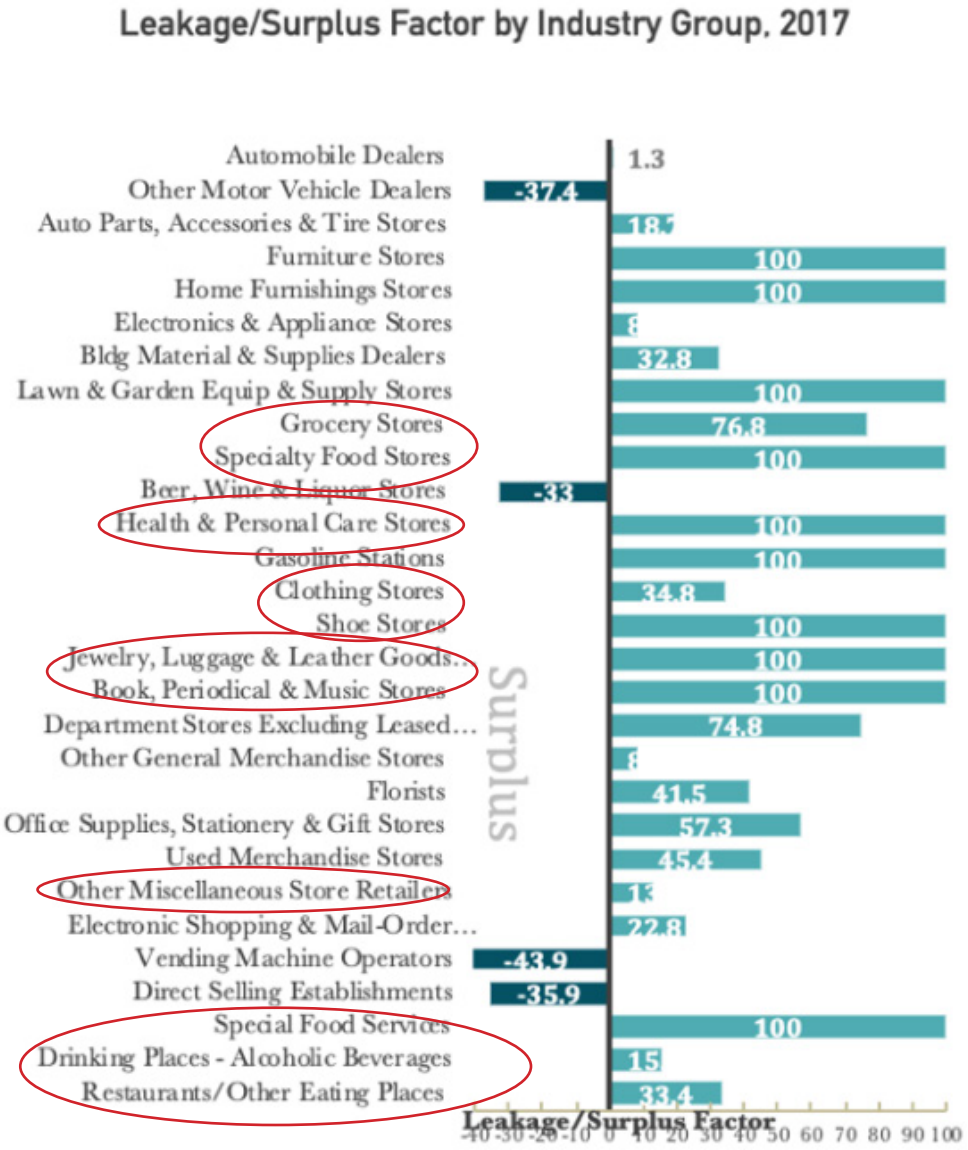
In the following charts, the Leakage/Surplus Factor ranges in value from "-100" to "100", whereby a value of "100" for a given industry indicates a complete leakage of potential retail sales to other markets. A negative Leakage/Surplus Factor is a market with a surplus of retail sales for a given industry. As the value approaches "-100", the proportion of sales to shoppers increases with few local shoppers.



Leakage/Surplus Factor by Industry Subsector, Hitchcock, TX 2017
Source: Esri and Infogroup, Retail MarketPlace, 2017

The charts below summarize the Leakage/Surplus Factor for Hitchcock, Texas by Industry Group for 2017. With very limited local retail establishments, there is significant leakage into other markets for a number of industries, many have complete leakage. Circled in red are the industries that are most appropriate for a small downtown area including:

- Grocery and Specialty Foods
- Clothing Stores
- Book Stores
- Restaurants
- Drinking Places
- Health & Personal Care Stores.

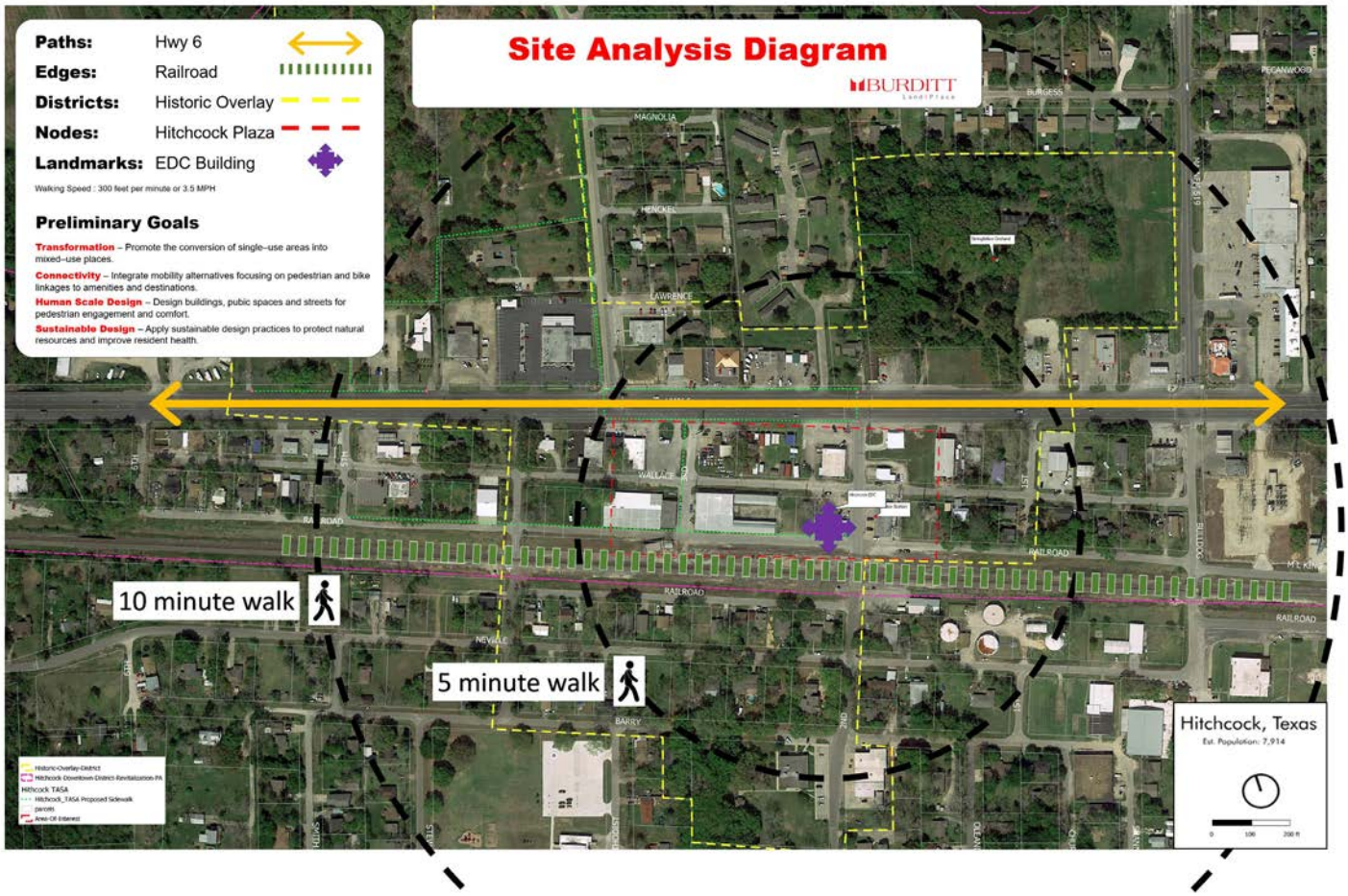


Leakage/Surplus Factor by Industry Group Hitchcock, TX 2017
Source: Esri and Infogroup, Retail MarketPlace, 2017

Site Analysis

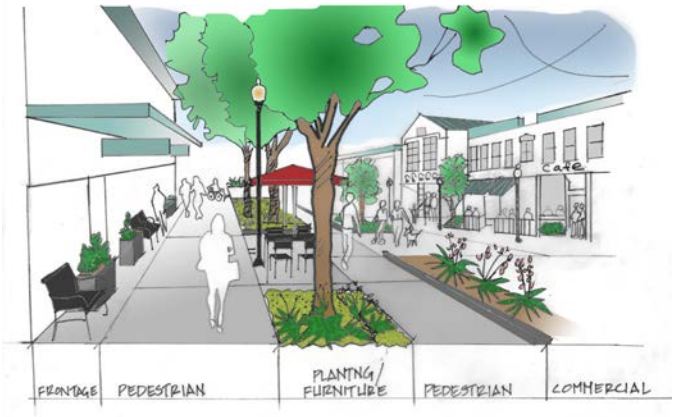
The Study Area of the Downtown District is located between State Highway 6 and the railroad, in close proximity to the historic Stringfellow Orchard, the Good Ole Days Fairgrounds and the future location of Hitchcock City Hall. As a catalyst for future development throughout the Downtown District, improvements should seek to capture traffic from SH 6 as well as the surrounding community through the use of distinctive monuments, signage, and special paving.

Streetscape Concept along Martin Luther King Avenue - Facing West. The concept seeks to capitalize upon the newly-constructed sidewalk along the railroad to create an inviting pedestrian corridor. The photo at left shows the current conditions.

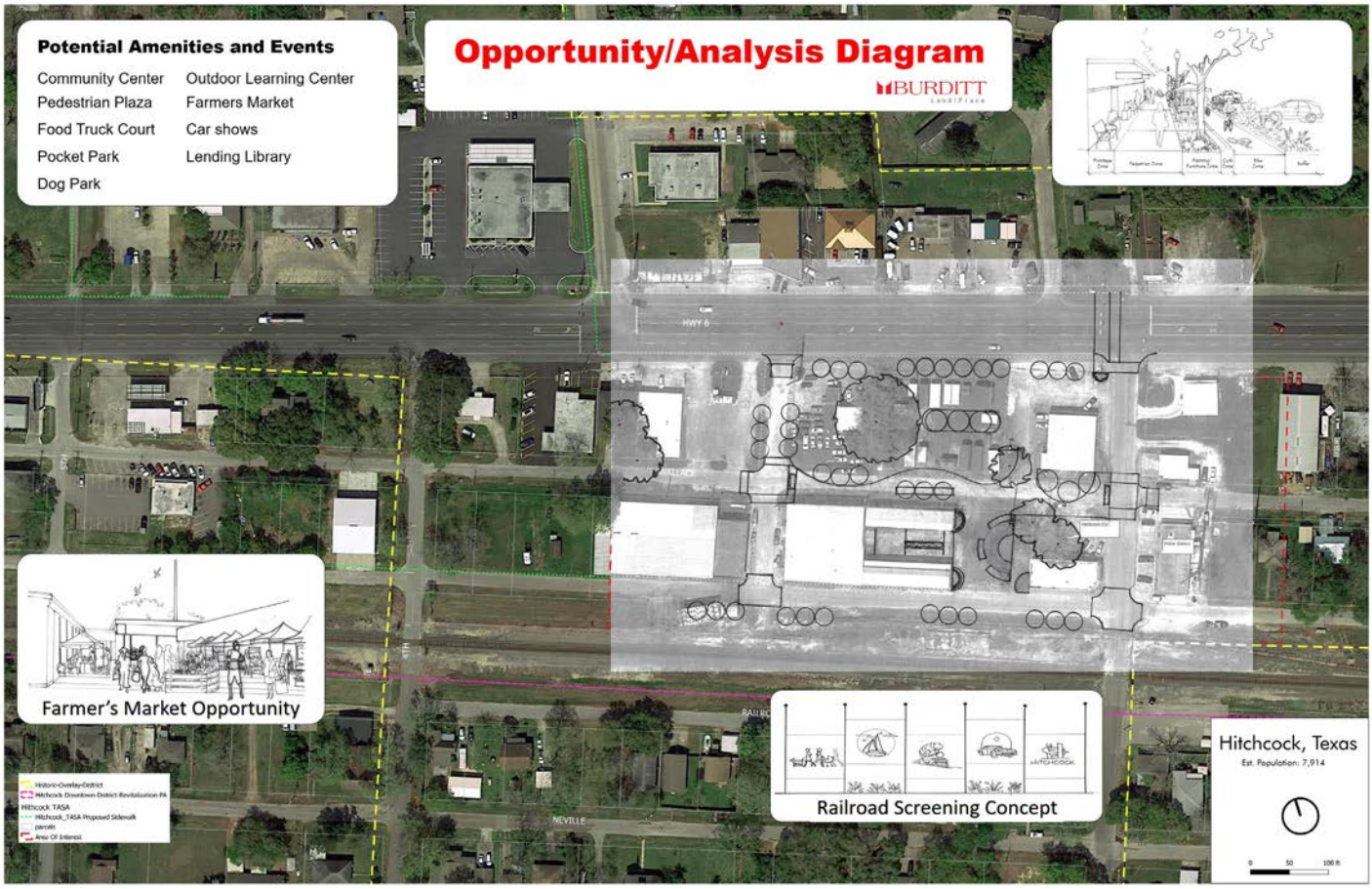


Creating Public Space

A core element of small downtowns is the use of pedestrian-oriented public space. By closing off Wallace Avenue between 2nd Street and 4th Street, a 50' right-of-way is available for creating a multi-use pedestrian mall environment. The concept below explores the idea of using decorative paving elements, landscaping, and site furnishings to create a linear mall/plaza that serves as a space for access to retail and other commercial or residential properties and for community events. Activities such as farmer's markets, small festivals, craft shows, and even outdoor dining would be ideally suited. New buildings should be accessed from both the Wallace Avenue side as well as from SH6 and Martin Luther King Avenue.



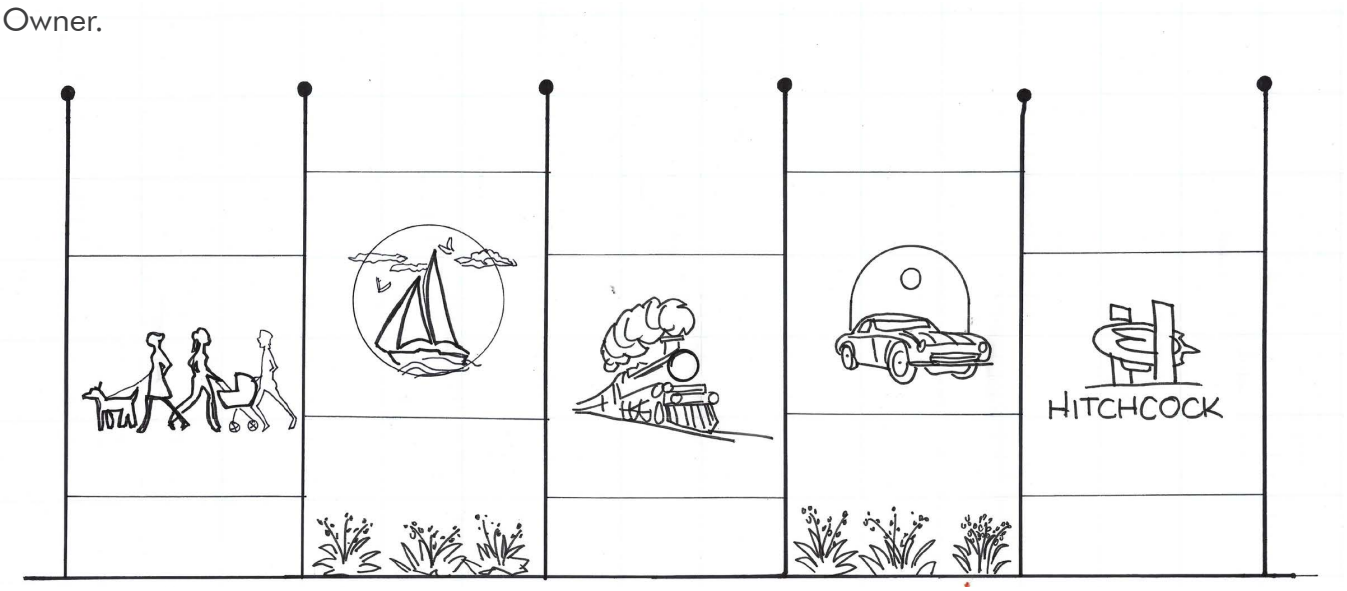
Streetscape Concept along Wallace Avenue creates a Pedestrian Mall with landscaping and site furnishings to create a multi-use space. In this concept, vehicular traffic has been discontinued.



Screening along the Railroad

The land along the railroad adjacent to Martin Luther King Avenue is an underutilized space and opportunity to create something unique in Hitchcock. To create a more pedestrian-oriented environment in Downtown, the railroad needs some type of barrier to promote safety and provide a visual screen against an otherwise industrial space. The land between the road edge and the tracks is owned by the Burlington Northern Santa Fe (BNSF) railroad company, along which a sidewalk was recently constructed under agreement between BNSF and the City. Although sometimes challenging to develop railroad properties, the addition of a physical barrier to pedestrian access may make such a project more attractive to the Owner.

The proposed concept creates a physical and visible screen between the railroad tracks and the roadway in an attractive manner. The use of steel panels with a natural rust/patina surface are proposed with decorative cut-outs of a theme appropriate to Hitchcock. The screen would allow for development of a linear park environment with seating areas, landscaping, and additional parking.



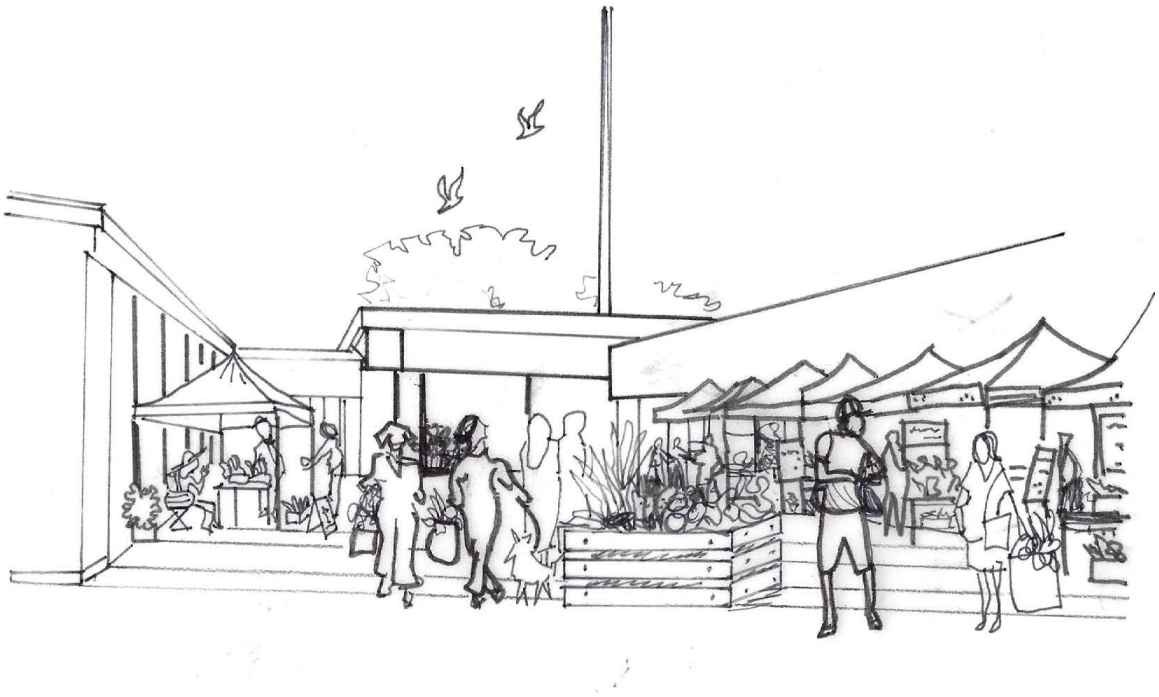
Metal panel screen concept along BNSF railroad.

Consider Multi-Use Spaces

Creating public space is often more focused on the space itself rather than components within. By allowing spaces to be flexible for multiple uses, temporary uses such as Farmer's Markets, Community Festivals, Food Truck Events, and other activities can occur without committing the space to on use only. These spaces include plazas, natural open areas, and even streets.

Temporary use of private space within Downtown can be accomplished through agreements between the City and private property owners. In particular, underutilized spaces may be activated prior to development of properties.

Fulshear Friday Nights Festival. The City of Fulshear, TX hosted a regular event on Friday nights in their downtown area. The event utilized empty lots and yards between businesses in downtown for vendor booths and activities throughout the evening.



Early concept for temporary use of space at One-Stop Storage for hosting a local market event. Such a use would require a collaboration between the Owner and the City.

Funding Opportunities

Local Economic Development Incentives

- Municipal Grants and/or Loans (380 Agreements)
- Tax Abatements
- Freeport Property Tax Exemption
- Public Improvement Districts
- Tax Increment Reinvestment Zone
- Municipal Management Districts
- Empowerment Zone
- Industrial Revenue Bonds
- City Financed Infrastructure Improvements
- 4A Sales Tax Revenue Sharing
- Enterprise Zone Program
- Goods-In-Transit Exemption
- Foreign Trade Zone

HEDC Facade Improvement Grant

The Storefront and Streetscape Improvement Program assists commercial property and/or business owners in rehabilitating their storefronts and the streetscapes located adjacent to their buildings to revitalize neighborhood commercial areas, eliminate blight and enhance the livability of surrounding neighborhoods. Funding is provided by the Hitchcock Economic Development Corporation (the "HEDC").

Program Goals:

- Revitalize and improve the appearance of commercial areas to positively impact the aesthetics, marketability, and perception of Hitchcock.
- Activate the Hitchcock business environment by improving the pedestrian experience.
- Stimulate private investment, while at the same time encouraging a higher level of quality and design of retail, commercial and professional storefronts and streetscapes.

External Funding Sources

The *City of Hitchcock Comprehensive Plan 2020-2040* identifies a number of external funding sources that may be applicable to one or more projects during redevelopment of the Downtown District.

Community Development Block Grant

- Purpose: Formula grants for local governments to carry out community and economic development activities.

Community Restoration and Resiliency Fund

- Purpose: provides immediate and long-term support for initial and ongoing cleanup efforts and helps rebuild vital public spaces: parks, greenways, community gateways, Main Street/ downtown areas, open spaces and more.

Texas Capital Fund (Rural) - Main Street/ Downtown Revitalization Program

- Purpose: Supports rural business development, retention and expansion by providing funds for public infrastructure, real estate development, or the elimination of deteriorated conditions. Provides grant funds for public infrastructure to eliminate deteriorated conditions and foster economic development in historic main street areas and rural downtown areas.

Surface Transportation Block Grant Program

- Purpose: The Surface Transportation Block Grant program (STBG) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.

The Highway Safety Improvement Program

- Purpose: The goal is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

Community Restoration and Resiliency Fund (Keep America Beautiful)

- Purpose: provides immediate and long- term support for initial and ongoing cleanup efforts and helps rebuild vital public spaces: parks, greenways,

Hope VI Main Street Program

- Purpose: Small community grants to assist with downtown revitalization of a historic or traditional central business district by replacing unused commercial space with affordable housing units.

04 Recommendations

Precedent Downtowns in Texas
Conceptual Master Plan
Model Renderings

Precedent Downtowns in Texas

Downtown areas are the true face of small communities. Downtowns are how visitors get their first impression of a community, and they are the center of activity for residents. Inspiration from downtowns in Texas varies from the historic to the contemporary, and often somewhere in between. The streetscape design and architecture of the buildings in any given town may vary significantly, but some important attributes for consideration are as follows:

Building Scale

The number of stories, separation between structures, and facade height can dramatically effect the experience in a downtown space.

Pedestrian Space

Adequate space may be needed for not only walking, but also special events, outdoor dining, and other activities. The design should consider the proximity and connectivity between parking areas and amenities.

Vehicle Circulation and Parking

Most downtowns keep all or most of the streets available for vehicle traffic. How vehicles move through the space and where they park is vital to having functional streets. Angled parking, parallel parking, and even parking structures are considerations for addressing these needs.

Precedent Downtowns

Several methods and styles have been adopted throughout Texas in various community efforts to redevelop their historical or central downtown cores. When existing structures remain in place, communities often choose to maintain the "historical" aesthetic of the dominant buildings. For areas such as Hitchcock, the presence of legacy structures is far more sparse. Based on what buildings still remain and the history of the region as a coastal, mid-20th century, industrial community, we believe that several styles found around the area and even in other towns can serve as either a thematic template or guide for various amenity and behavioral attributes. For example, downtown historical Conroe makes heavy use of angled street parking to capture traffic and help to calm speeds through the area. Rockport employs wide sidewalks in front of businesses that serve to not only help business spaces spill out into the open air but encourage gathering and community

Precedent Downtowns in Texas

View of Downtown Conroe, Texas showing the use of angled on-street parking in front of stores.

Wide sidewalks along the storefronts in Downtown Rockport, Texas

Precedent Downtowns in Texas

The City of Bastrop's Table On Main event utilizing a closed-off Main Street.

Historic structures in Downtown Hutto, Texas have been renewed and are home to thriving local retail businesses.

Precedent Downtowns in Texas

A completely modern approach was taken in Colleyville, Texas to create a downtown from scratch.

Streets are occasionally closed temporarily in Downtown Brenham, Texas for community events.

Conceptual Master Plan

Redevelopment Concepts

A conceptual site plan was developed for the Study Area to illustrate the capacity for development of public space improvements and private commercial within the Downtown District. The Study Area is limited to the area between State Highway 6 (south side), Martin Luther King Avenue, 4th Street, & 2nd Street. Although the Study Area concept is limited to these extents, the theme for land use and public space improvements such as architectural design, paving, landscaping, plazas, and monuments are applicable throughout the Downtown District.

The Study Area for the Downtown District has been broken in discrete blocks for the purpose of targeting projects and associated investment dollars.

Block A – The sidewalks, right-of-way, crosswalks, and building areas defined by east of 2nd St to the west edge of 3rd St

Block B – The sidewalks, right-of-way, crosswalks, and building areas defined by the east edge of 3rd St to the west edge of 4th St

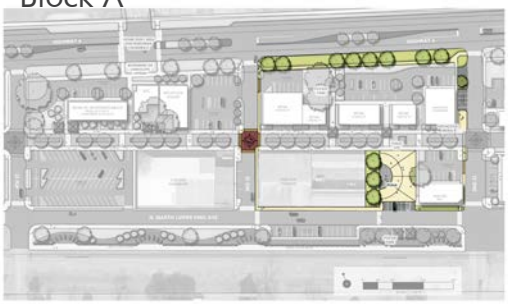
Pedestrian Mall A – The pedestrian and community plaza complex and associated improvements from east of 2nd St to 3rd St

Pedestrian Mall B – The pedestrian and community plaza complex and associated improvements from 3rd St to 4th St

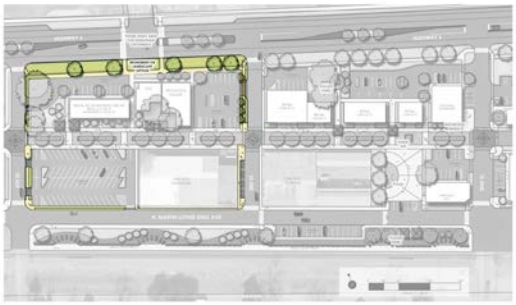
Martin Luther King Avenue – The pedestrian and right-of-way facilities on the southern edge of MLK Ave

Monuments & Features – Entry monuments, turn lane improvements, and parking deck

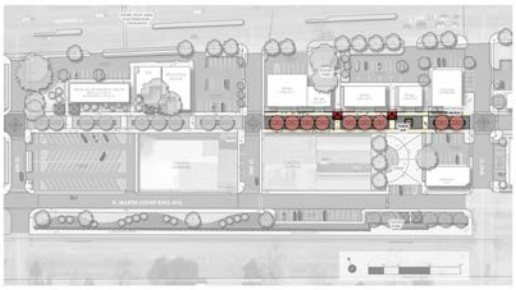
Block A



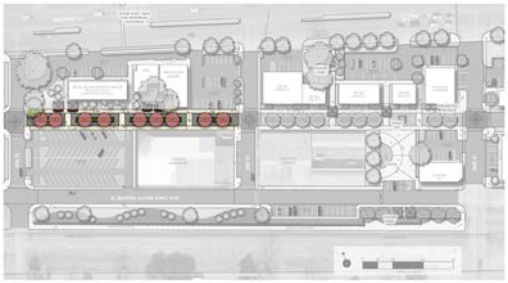
Block B



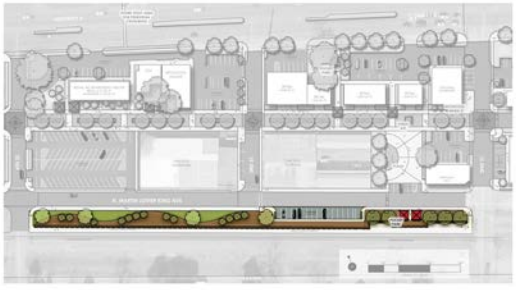
Pedestrian Mall A



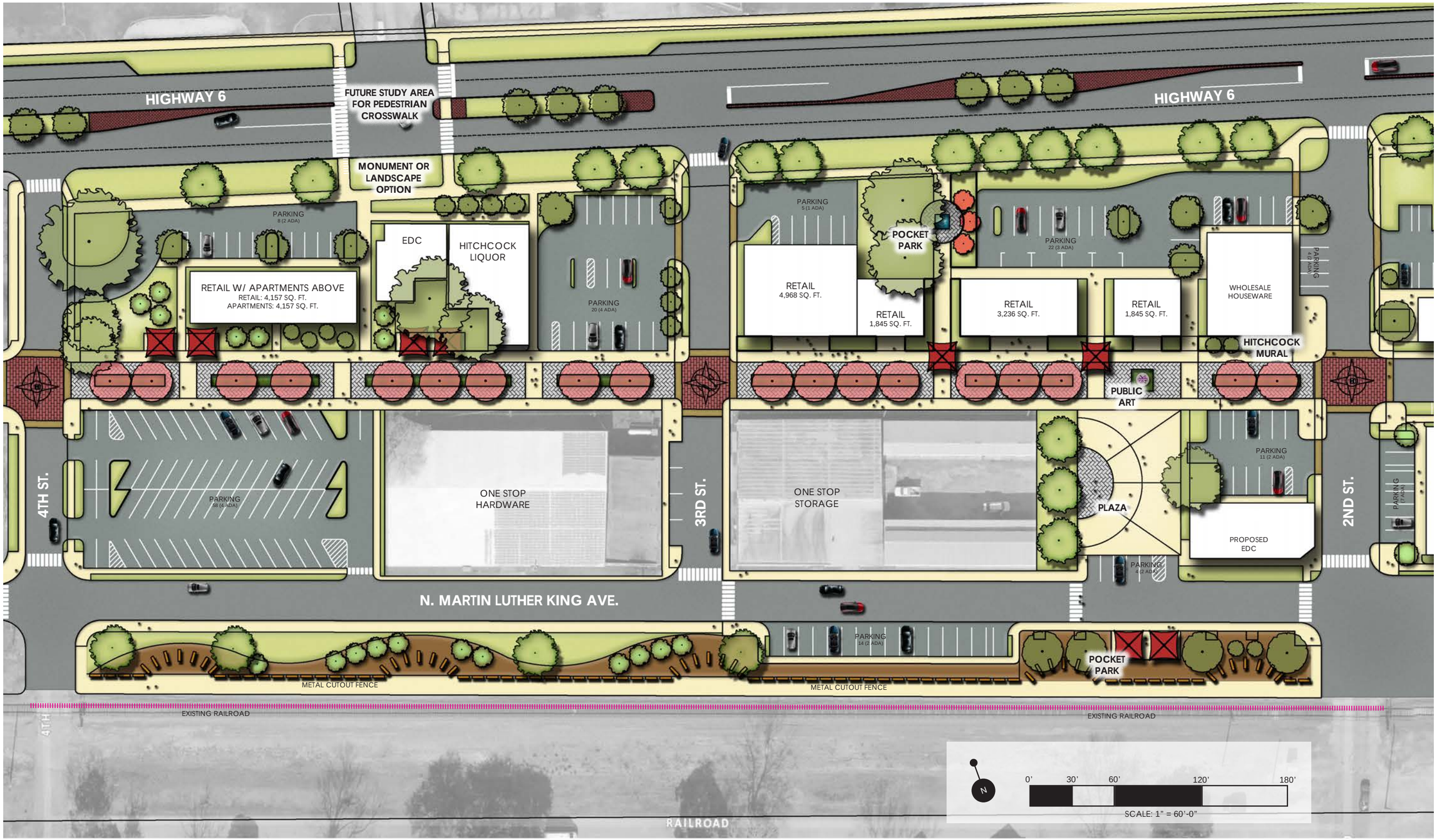
Pedestrian Mall B



Martin Luther King Avenue



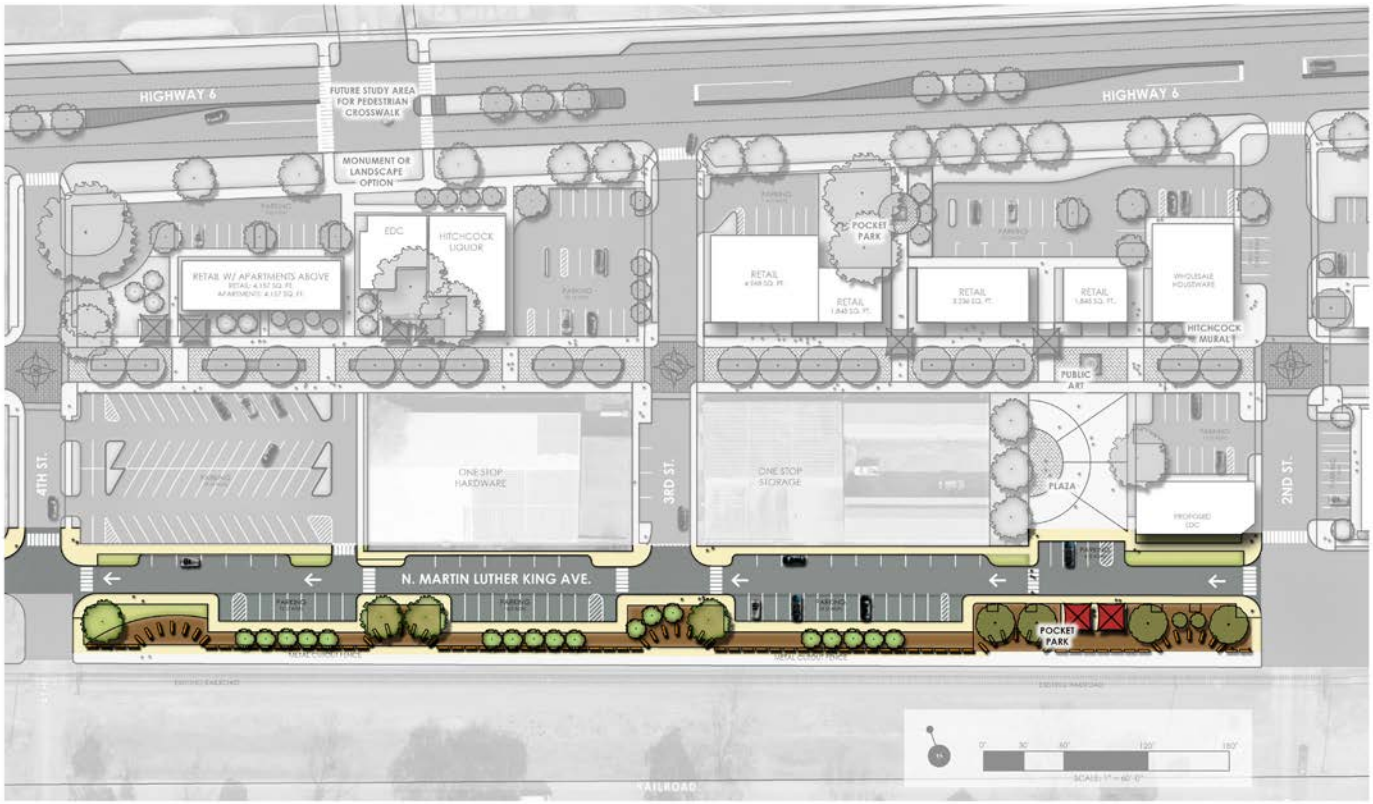
Overall Concept Plan (Two-Way Traffic on N. Martin Luther King Ave.)



Alternative Conceptual Master Plan

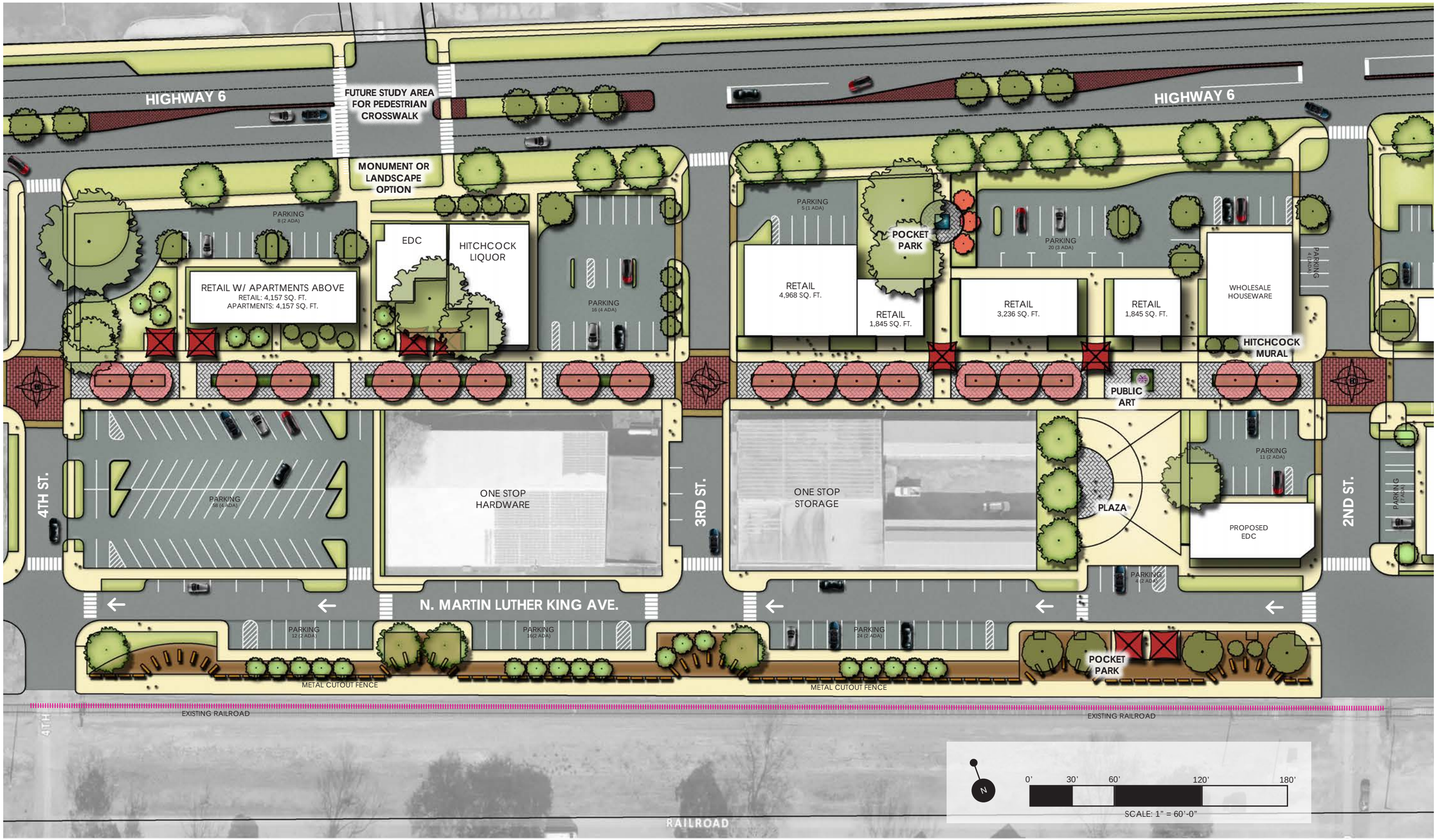
Revised Plan Along N. MLK Ave.

An alternative concept was developed along N. Martin Luther King Avenue to address concerns over parking. This concept would take advantage of current UPRR railroad right-of-way adding additional parking spaces along the south side of the road. An additional 38 parking spaces and 4 ADA parking spaces would be included under this development scenario. It is important to consider that this would significantly modify the recently-constructed sidewalk along the north side of N. Martin Luther King Avenue, which was funded by a grant from the Texas Department of Transportation (TXDOT).

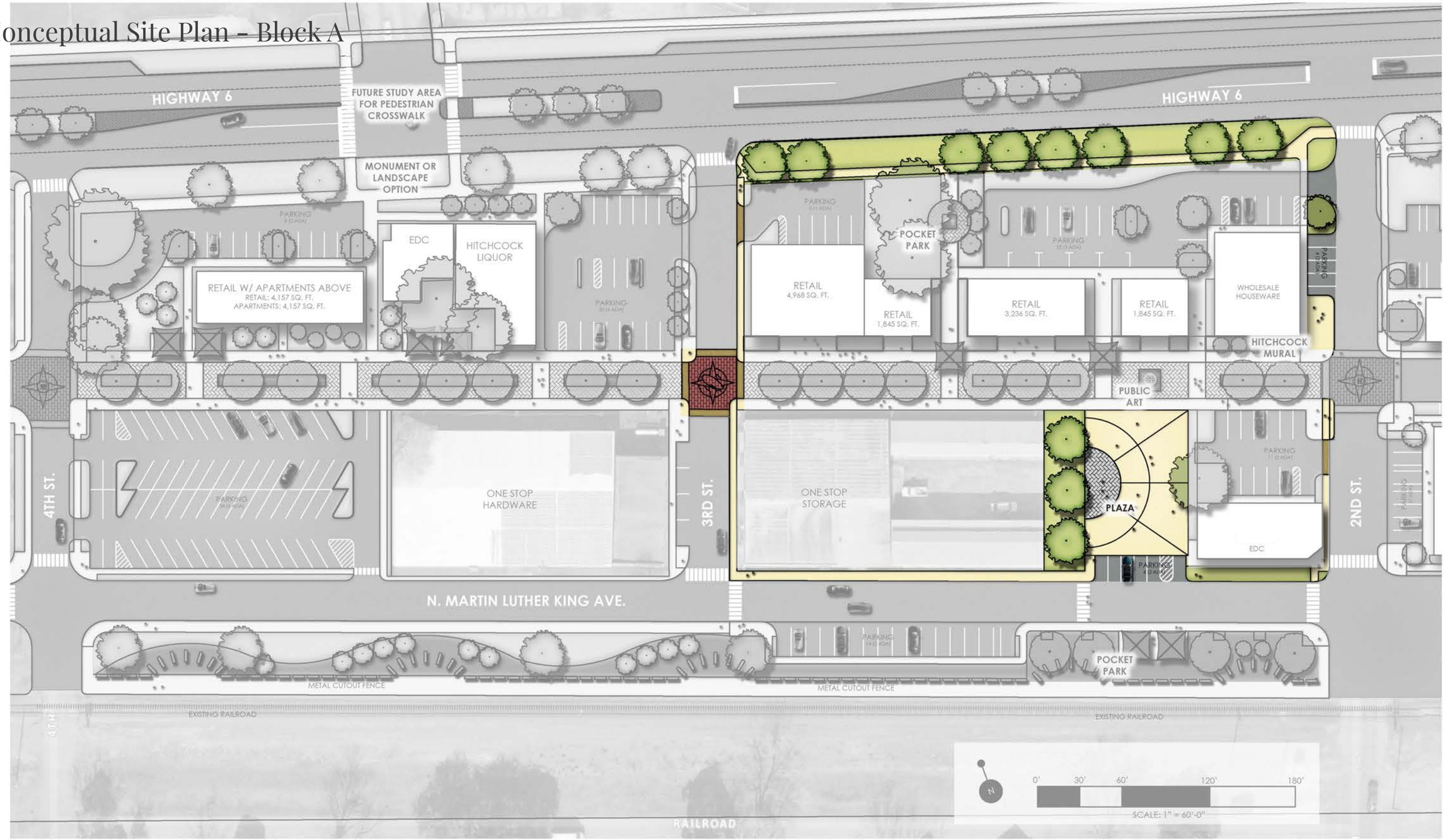


Phasing Option for N. Martin Luther King Avenue Altnerate Concept.

Alternate Overall Concept Plan (One-Way Traffic on N. Martin Luther King Ave. and Additional Parking)



Conceptual Site Plan – Block A



Exploratory Concepts - Block A

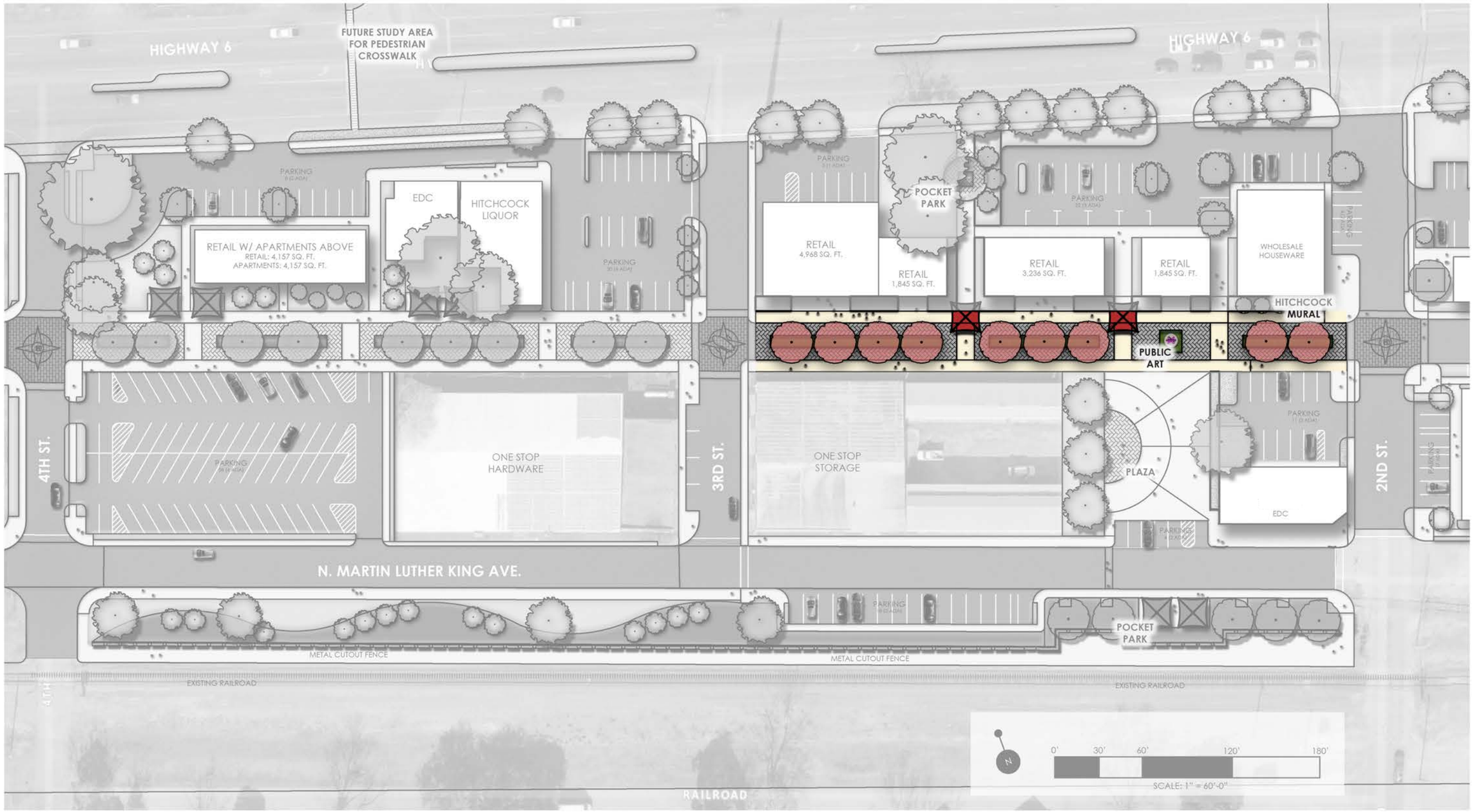
Block A Facing West

SH 6 at 3rd Street Facing South

MLK Avenue at 2nd Street Facing North

Wallace Avenue at 2nd Street Facing West

Conceptual Site Plan - Pedestrian Mall Block A

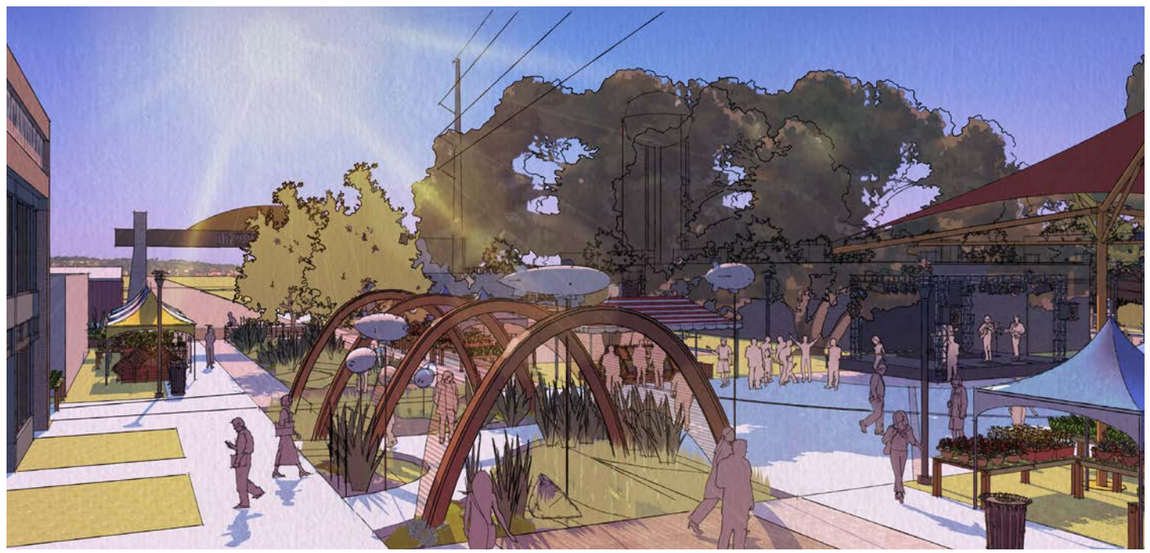


Exploratory Concepts - Pedestrian Mall Block A

Plaza with Spray Feature and Landscaping

Plaza Behind EDC Building at 2nd and Wallace Avenue

Wallace Avenue Between 2nd and 3rd Streets Facing East



Wallace Avenue at 3rd Street Facing West

Conceptual Site Plan – Block B

Exploratory Concepts - Block B

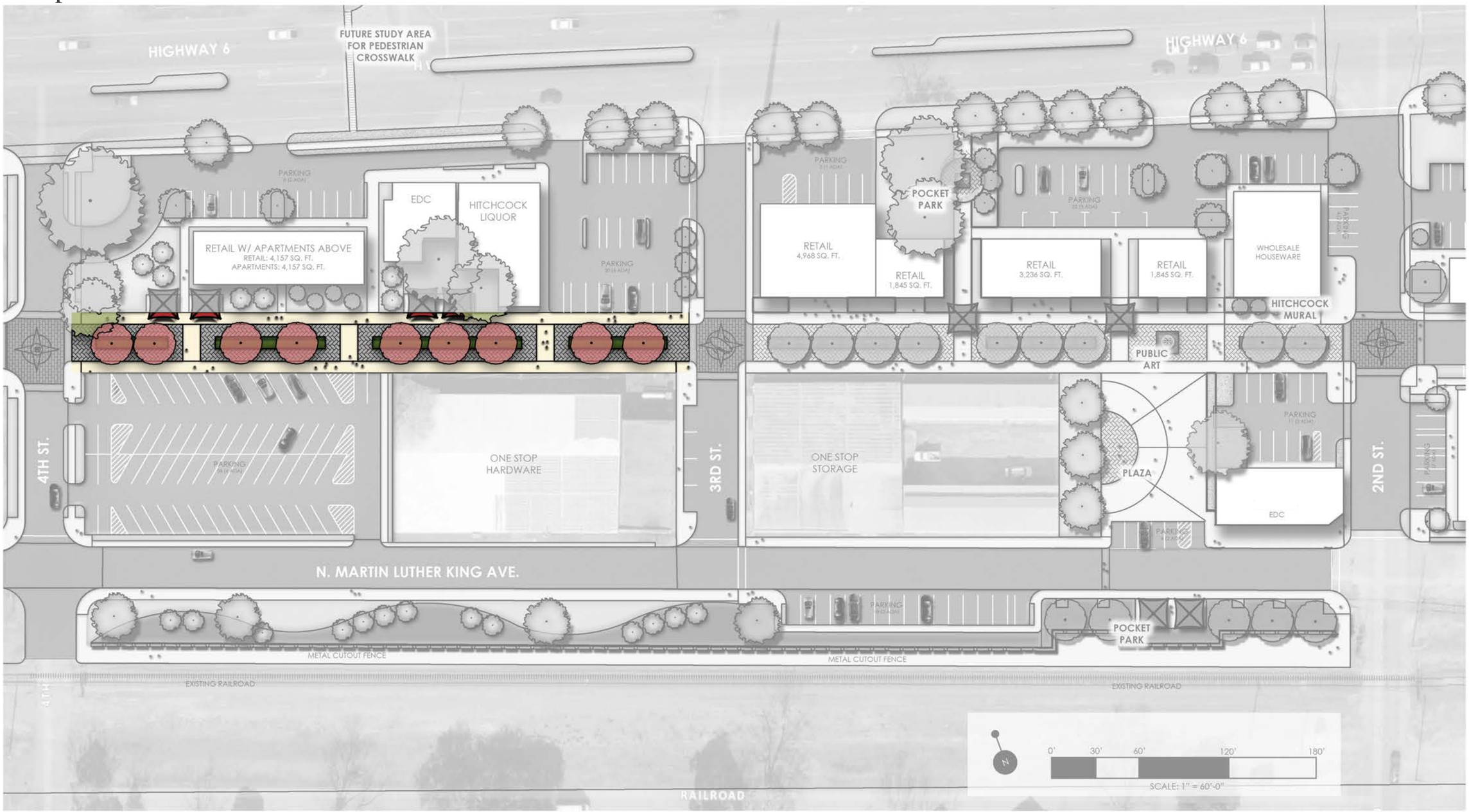
Block B Facing East

Block B Facing Southeast

Wallace Avenue at 3rd Street Facing Southwest

Wallace Avenue at 4th Street Facing Southeast

Conceptual Site Plan - Pedestrian Mall Block B



Exploratory Concepts - Pedestrian Mall Block B, Narrow Landscaping

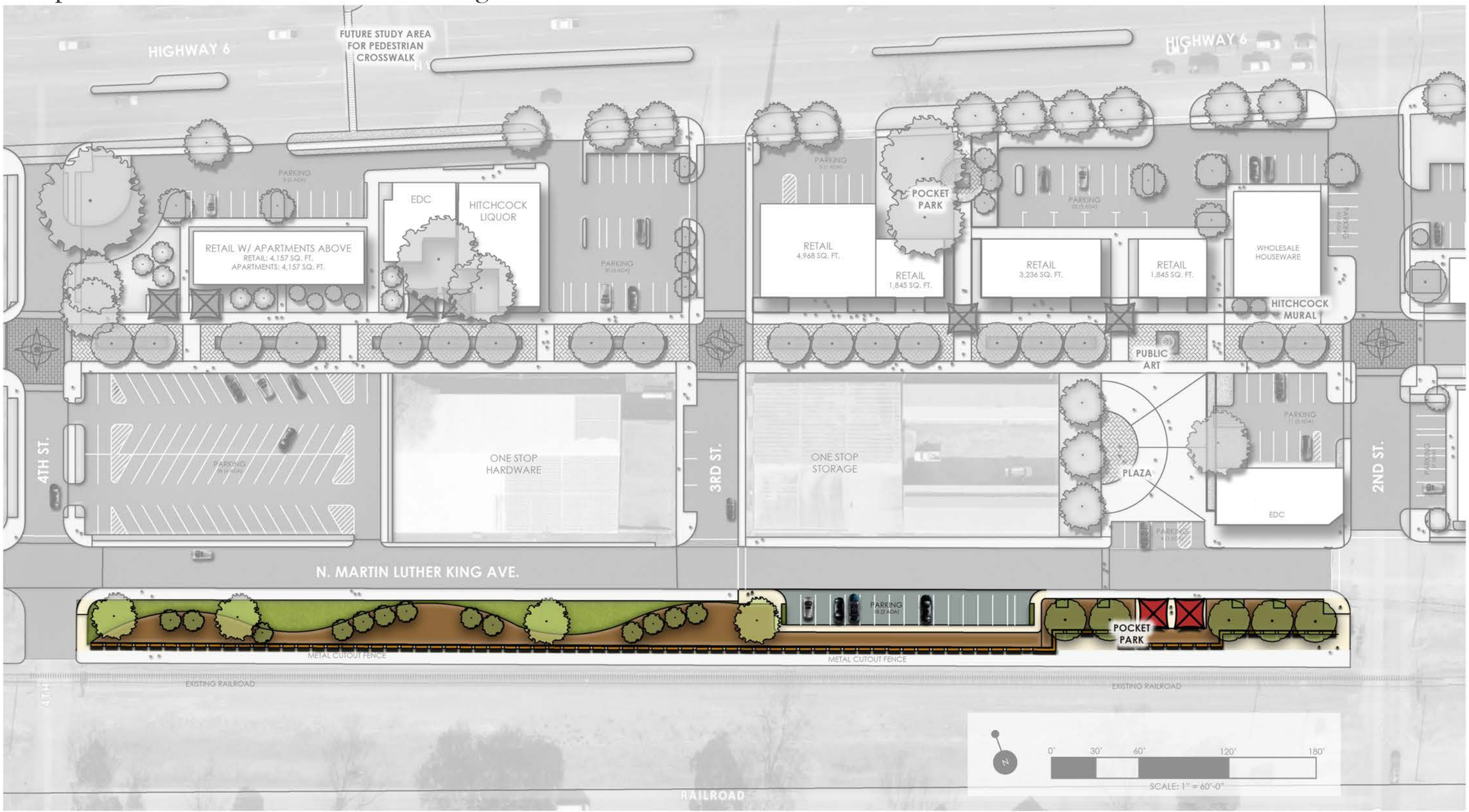
Wallace Avenue at 2nd Street Facing Northeast

Pedestrian Mall at Wallace and 3rd Facing East

Wallace Avenue Between 3rd and 4th Streets Facing West

Railroad Depot Replica Facing South

Conceptual Site Plan - Martin Luther King Avenue



Exploratory Concepts - Martin Luther King Avenue

Martin Luther King Avenue Facing West

Wallace Avenue Facing East-Southeast

Martin Luther King Avenue Facing East

Replica of the Historic Train Depot along Wallace Avenue Facing East-Southeast

Exploratory Concepts - Martin Luther King Avenue

View of Plaza in Block A, Facing Railroad

View of Seating Area and Walkway along Railroad

View of Landscaping and Steel Decorative Screen along Railroad

View of Parking and Walkway along Railroad

Exploratory Concepts - Entrance Monuments

Entrance at Wallace Avenue and 2nd Street

Entrance at SH6 and 3rd Street

Entrance at Wallace Avenue and 4th Street

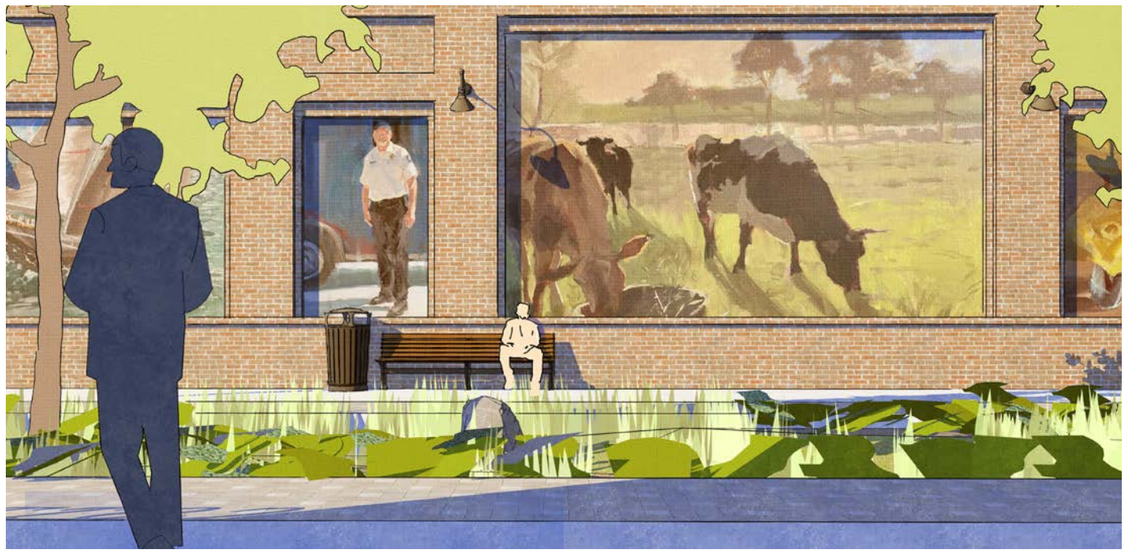
Exploratory Concepts - Pedestrian Mall

Concept Showing Narrow Landscape within Pedestrian Mall

Crossing at Wallace Avenue and 3rd Street

Concept Showing Wide Landscape within Pedestrian Mall

Murals on Buildings

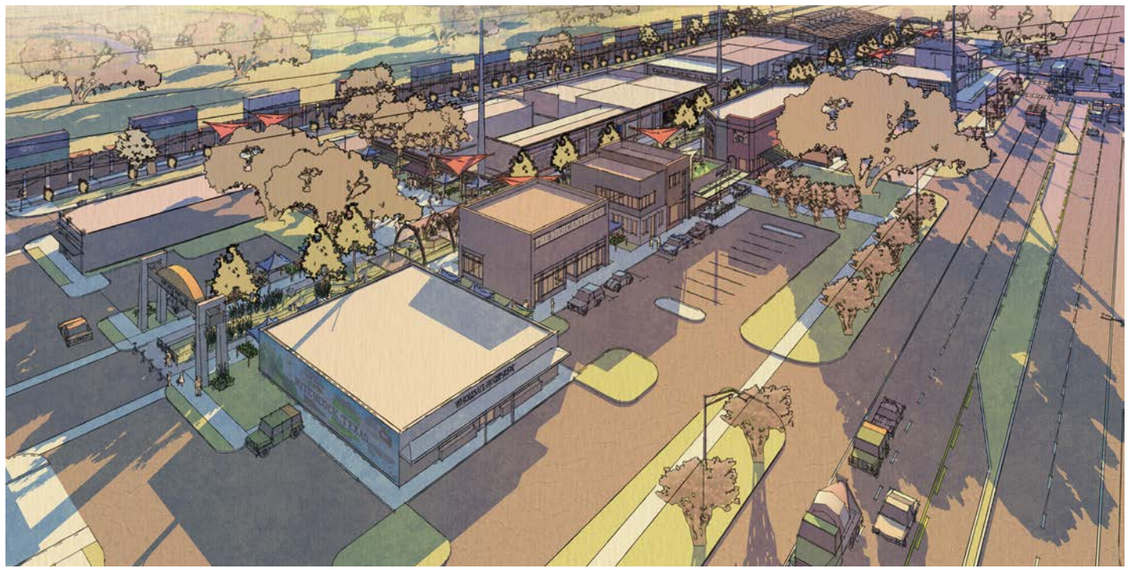


Exploratory Concepts - Aerial Views

Aerial View of Study Area Facing Southeast

Aerial View of Study Area Facing West

Aerial View of Study Area Facing Southwest



THE MERCANTILE CO.
WHOLESALE HOUSEWARES
HITCHCOCK, TEXAS

05 Capital Improvements Plan

Summary
Catalyst Projects
Opinions of Probable Cost

Capital Improvements Plan

Summary

The redevelopment of the Downtown District will require investment by both the City and the private sector to achieve the vision created in this plan. It is expected that elements of the site plan within the public domain such as streets, the pedestrian mall, entrance monuments, and stormwater infrastructure, landscape, and site furnishings. The interior of properties including parking lots, circulation, buildings, and associated landscape would likely be the purview of the property owner/developer.

The conceptual master plan for the Study Area creates a mixed-use development of retail, offices, and apartments with a focus on pedestrian-scale public space. The District would be accessed from State Highway 6 by entrances on 2nd, 3rd, and 4th Street to enter distributed parking lots throughout the District. Wallace Avenue is planned to be closed between 2nd and 4th Streets to create a pedestrian mall environment with buildings servicing access from the north and the south. A strong emphasis on the public space includes landscaping, decorative paving, site furnishings, public art, and plazas to create an environment that promotes pedestrian activity and community gatherings.

Catalyst Projects

Redevelopment of a downtown typically becomes attractive to the developers when a commitment is made by the city to invest in the effort. These investments serve as a catalyst to encourage the private sector to bring new business to the area. Street and pedestrian improvements and monuments make a strong first step. The City of Hitchcock EDC owns a building with the potential for renovation that would make an excellent catalyst for development within the Downtown District. A building assessment has been conducted to evaluate the program options for use and develop concepts for its renovation.

Downtown Redevelopment Summary

Existing Retail/ Commercial	46,186 Square Feet
Proposed Retail	16,000-32,000 Square Feet
Proposed Apartments	4,157 Square Feet
Proposed Private Parking	70 Spaces
Proposed Public Parking Stalls	98 Stalls
Alternate Public Parking Deck*	110 Spaces

** The alternate scenario for development of an elevated parking deck was studied, and while capable of providing 110 stalls, the structure would require utilization of additional right-of-way.*

Opinions of Probable Cost accompany the concepts to assist the City in decision-making. A complete summary of this study is available in the *Building Assessment Report, Hitchcock Economic Development Corporation - 8002 N Martin Luther King Avenue.*

Proposed renovation of 3,000 square foot building at Martin Luther King Avenue and 2nd Street. The building, owned by the Hitchcock Economic Development Corporation, presents an opportunity to create a catalyst project to anchor the redevelopment of Downtown Hitchcock by creating a new dining, retail, or a combination of both.

Southeast Corner.

South Facade.

Northwest corner with outdoor deck.

West side with outdoor deck and future plaza.

Southeast Corner.

City of HItchcock - Downtown Improvements Master Plan
Opinion of Probable Costs (OPC)
Block 'A' Area
11/3/2022

	Item / Description	Qty	Unit	Range Low	Range High
1	**General Conditions**			$ 167,025	$ 204,142
1.1	Mobilization, Maintenance & Insurance	1	allow	$ *75,921*	$ *92,792*
1.2	Demolition, Clearing and Tree Removal	1	allow	$ *60,737*	$ *74,234*
1.3	Traffic Control, Surveying, Safety Plan	1	allow	$ *30,368*	$ *37,117*
2	**Infrastructure Site Work**			$ 608,974	$ 744,301
2.1	Tree Preservation	100	lf	$ *1,609*	$ *1,966*
2.2	Grading, Site Work & Erosion Control	1	allow	$ *123,750*	$ *151,250*
2.3	Water Infrastructure (Domestic & Waste)	1	allow	$ *185,625*	$ *226,875*
2.4	Site Electrical Allowance	1	allow	$ *61,875*	$ *75,625*
2.5	Lighted Parking Stalls	12	ea	$ *87,615*	$ *107,085*
2.6	Pedestrian Lighting	20	ea	$ *148,500*	$ *181,500*
3	**Hardscapes**			$ 897,559	$ 1,097,016
3.1	Concrete Pavers	1,700	sf	$ *52,594*	$ *64,281*
3.2	Concrete Sidewalks	14,000	sf	$ *129,938*	$ *158,813*
3.3	Concrete Plaza	7,000	sf	$ *73,631*	$ *89,994*
3.4	Interactive Water Play	1	allow	$ *346,500*	$ *423,500*
3.5	Intersection Improvements (3rd st)	1	allow	$ *144,231*	$ *176,282*
3.6	Concrete Curbs	1,450	lf	$ *26,916*	$ *32,897*
3.7	Site Furnishings	1	allow	$ *123,750*	$ *151,250*
4	**Landscape**			$ 11,880	$ 14,520
4.1	Trees (irrigated)	10	ea	$ *7,858*	$ *9,604*
4.2	Sod (irrigated)	1,000	sf	$ *4,022*	$ *4,916*
	Subtotal			***$1,685,438***	***$2,059,980***
	Construction Escalation Q2 - 2022 to FY2023	*1*	*allow*	*$75,845*	*$92,699*
	Soft Cost Allowance	*1*	*allow*	*$252,816*	*$308,997*
	Total Project Cost with Range			***$2,014,098***	***$2,461,676***

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City of HItchcock - Downtown Improvements Master Plan
Opinion of Probable Costs (OPC)
Pedestrian Mall 'A' Area
11/3/2022

	Item / Description	Qty	Unit	Range Low	Range High
1	**General Conditions**			$ 167,497	$ 204,719
1.1	Mobilization, Maintenance & Insurance	1	allow	*$ 76,135*	*$ 93,054*
1.2	Demolition, Clearing and Tree Removal	1	allow	*$ 60,908*	*$ 74,443*
1.3	Traffic Control, Surveying, Safety Plan	1	allow	*$ 30,454*	*$ 37,222*
2	**Infrastructure Site Work**			$ 482,625	$ 589,875
2.1	Grading, Site Work & Erosion Control	1	allow	*$ 123,750*	*$ 151,250*
2.2	Water Infrastructure (Domestic & Waste)	1	allow	*$ 185,625*	*$ 226,875*
2.3	Site Electrical Allowance	1	allow	*$ 61,875*	*$ 75,625*
2.4	Pedestrian Lighting	15	ea	*$ 111,375*	*$ 136,125*
3	**Hardscapes**			$ 948,853	$ 1,159,709
3.1	Pedestrian Entry Monument	1	ea	*$ 433,125*	*$ 529,375*
3.2	Concrete Pavers	7,200	sf	*$ 222,750*	*$ 272,250*
3.3	Concrete Sidewalks	6,900	sf	*$ 64,041*	*$ 78,272*
3.4	Public Art	1	allow	*$ 105,188*	*$ 128,563*
3.50	Site Furnishings	1	allow	*$ 123,750*	*$ 151,250*
4	**Structures**			$ 37,125	$ 45,375
4.1	Shade Structures	2	ea	$ 37,125	$ 45,375
5	**Landscape**			$ 54,097	$ 66,119
5.1	Trees (irrigated)	9	ea	*$ 7,072*	*$ 8,644*
5.2	Shrub / Groundcover Planting (irrigated)	2,000	sf	*$ 47,025*	*$ 57,475*
	Subtotal			***$1,690,197***	***$2,065,797***
	Construction Escalation Q2 - 2022 to FY2023	*1*	*allow*	*$76,059*	*$92,961*
	Soft Cost Allowance	*1*	*allow*	*$253,530*	*$309,870*
	Total Project Cost with Range			***$2,019,786***	***$2,468,627***

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City of HItchcock - Downtown Improvements Master Plan
Opinion of Probable Costs (OPC)
Block 'B' Area
11/3/2022

	Item / Description	Qty	Unit	Range Low	Range High
1	**General Conditions**			**$ 126,477**	**$ 154,583**
1.1	Mobilization, Maintenance & Insurance	1	allow	*$ 57,490*	*$ 70,265*
1.2	Demolition, Clearing and Tree Removal	1	allow	*$ 45,992*	*$ 56,212*
1.3	Traffic Control, Surveying, Safety Plan	1	allow	*$ 22,996*	*$ 28,106*
2	**Infrastructure Site Work**			**$ 706,860**	**$ 863,940**
2.1	Tree Preservation	200	lf	*$ 3,218*	*$ 3,933*
2.2	Grading, Site Work & Erosion Control	1	allow	*$ 185,625*	*$ 226,875*
2.3	Water Infrastructure (Domestic & Waste)	1	allow	*$ 278,438*	*$ 340,313*
2.4	Site Electrical Allowance	1	allow	*$ 61,875*	*$ 75,625*
2.5	Lighted Parking Stalls	4	ea	*$ 29,205*	*$ 35,695*
2.6	Pedestrian Lighting	20	ea	*$ 148,500*	*$ 181,500*
3	**Hardscapes**			**$ 360,731**	**$ 440,894**
3.1	Concrete Sidewalks	19,000	sf	$ 176,344	$ 215,531
3.2	Concrete Curbs	1,600	lf	*$ 29,700*	*$ 36,300*
3.3	Seat Walls	100	lf	$ 30,938	$ 37,813
3.4	Site Furnishings	1	allow	*$ 123,750*	*$ 151,250*
4	**Structures**			**$ 74,250**	**$ 90,750**
4.1	Shade Structures	4	ea	$ 74,250	$ 90,750
5	**Landscape**			**$ 7,951**	**$ 9,718**
5.1	Trees (irrigated)	5	ea	*$ 3,929*	*$ 4,802*
5.2	Sod (irrigated)	1,000	sf	*$ 4,022*	*$ 4,916*
	Subtotal			***$1,276,269***	***$1,559,885***
	Construction Escalation Q2 - 2022 to FY2023	*1*	*allow*	*$57,432*	*$70,195*
	Soft Cost Allowance	*1*	*allow*	*$191,440*	*$233,983*
	Total Project Cost with Range			***$1,525,142***	***$1,864,062***

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City of HItchcock - Downtown Improvements Master Plan
Opinion of Probable Costs (OPC)
Pedestrian Mall 'B' Area
11/3/2022

	Item / Description	Qty	Unit	Range Low	Range High
1	**General Conditions**			$ 158,400	$ 193,600
1.1	Mobilization, Maintenance & Insurance	1	allow	$ *72,000*	$ *88,000*
1.2	Demolition, Clearing and Tree Removal	1	allow	$ *57,600*	$ *70,400*
1.3	Traffic Control, Surveying, Safety Plan	1	allow	$ *28,800*	$ *35,200*
2	**Infrastructure Site Work**			$ 490,854	$ 599,933
2.1	Tree Preservation	50	lf	$ *804*	$ *983*
2.2	Grading, Site Work & Erosion Control	1	allow	$ *123,750*	$ *151,250*
2.3	Water Infrastructure (Domestic & Waste)	1	allow	$ *185,625*	$ *226,875*
2.4	Site Electrical Allowance	1	allow	$ *61,875*	$ *75,625*
2.5	Pedestrian Lighting	16	ea	$ *118,800*	$ *145,200*
3	**Hardscapes**			$ 850,163	$ 1,039,088
3.1	Pedestrian Entry Monument	1	ea	$ *433,125*	$ *529,375*
3.2	Concrete Pavers	7,230	sf	$ *223,678*	$ *273,384*
3.3	Concrete Sidewalks	7,500	sf	$ *69,609*	$ *85,078*
3.4	Site Furnishings	1	allow	$ *123,750*	$ *151,250*
4	**Structures**			$ 37,125	$ 45,375
4.1	Shade Structures	2	ea	$ 37,125	$ 45,375
5	**Landscape**			$ 61,856	$ 75,602
5.1	Trees (irrigated)	9	ea	$ *7,072*	$ *8,644*
5.2	Shrub / Groundcover Planting (irrigated)	2,330	sf	$ *54,784*	$ *66,958*
	Subtotal			***$1,598,398***	***$1,953,598***
	Construction Escalation Q2 - 2022 to FY2023	*1*	*allow*	*$71,928*	*$87,912*
	Soft Cost Allowance	*1*	*allow*	*$239,760*	*$293,040*
	Total Project Cost with Range			***$1,910,086***	***$2,334,549***

Burditt Consultants has no control over the cost of labor, materials, equipment, or services furnished by others, or over the Contractor's methods of determining prices, or over competitive bidding or market conditions. Burditt Consultants cannot and does not guarantee that proposals, bids or actual construction will not vary from opinion of probable costs.

City of HItchcock - Downtown Improvements Master Plan
Opinion of Probable Costs (OPC)
Railroad Edge / Martin Luther King
11/3/2022

	Item / Description	Qty	Unit	Range Low	Range High
1	**General Conditions**			$ 158,758	$ 194,037
1.1	Mobilization, Maintenance & Insurance	1	allow	*$ 72,163*	*$ 88,199*
1.2	Demolition, Clearing and Tree Removal	1	allow	*$ 57,730*	*$ 70,559*
1.3	Traffic Control, Surveying, Safety Plan	1	allow	*$ 28,865*	*$ 35,280*
2	**Infrastructure Site Work**			$ 420,750	$ 514,250
2.1	Grading, Site Work & Erosion Control	1	allow	*$ 123,750*	*$ 151,250*
2.2	Site Electrical Allowance	1	allow	*$ 61,875*	*$ 75,625*
2.3	Lighted Parking Stalls	20	ea	*$ 146,025*	*$ 178,475*
2.4	Pedestrian Lighting	12	ea	*$ 89,100*	*$ 108,900*
3	**Hardscapes**			$ 885,431	$ 1,082,194
3.1	Concrete Sidewalks	2,800	sf	*$ 25,988*	*$ 31,763*
3.2	Seat walls	90	lf	*$ 27,844*	*$ 34,031*
3.3	Custum Fence Panels (875 lf @ 10' ht)	88	ea	*$ 707,850*	*$ 865,150*
3.4	Site Furnishings	1	allow	*$ 123,750*	*$ 151,250*
4	**Structures**			$ 37,125	$ 45,375
4.1	Shade Structures	2	ea	$ 37,125	$ 45,375
5	**Landscape**			$ 99,947	$ 122,157
5.1	Trees (irrigated)	22	ea	*$ 17,288*	*$ 21,130*
5.2	Native Plantings (not irrigated)	10,000	sf	*$ 74,250*	*$ 90,750*
5.3	Hydroseeded	0.60	ac	*$ 8,409*	*$ 10,277*
	Subtotal			***$1,602,011***	***$1,958,013***
	Construction Escalation Q2 - 2022 to FY2023	*1*	*allow*	*$72,090*	*$88,111*
	Soft Cost Allowance	*1*	*allow*	*$240,302*	*$293,702*
	Total Project Cost with Range			***$1,914,403***	***$2,339,826***

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City of HItchcock - Downtown Improvements Master Plan
Opinion of Probable Costs (OPC)
Monuments and Features
11/3/2022

Item / Description	Qty	Unit	Range Low	Range High
			$ 1,970,904	$ 2,408,883
Vehicular Entry Monument	1	ea	$ 858,516	$ 1,049,297
Intersection Improvements (2nd &4th St)	2	ea	$ 288,461	$ 352,564
Hwy Medians (Hwy 6)	1	allow	$ 371,250	$ 453,750
Public Parking Lot	62	ea	$ 452,678	$ 553,273
Subtotal			*$1,970,904*	*$2,408,883*
Construction Escalation Q2 - 2022 to FY2023	*1*	*allow*	*$88,691*	*$108,400*
Soft Cost Allowance	*1*	*allow*	*$295,636*	*$361,332*
Total Project Cost with Range			*$2,355,231*	*$2,878,615*

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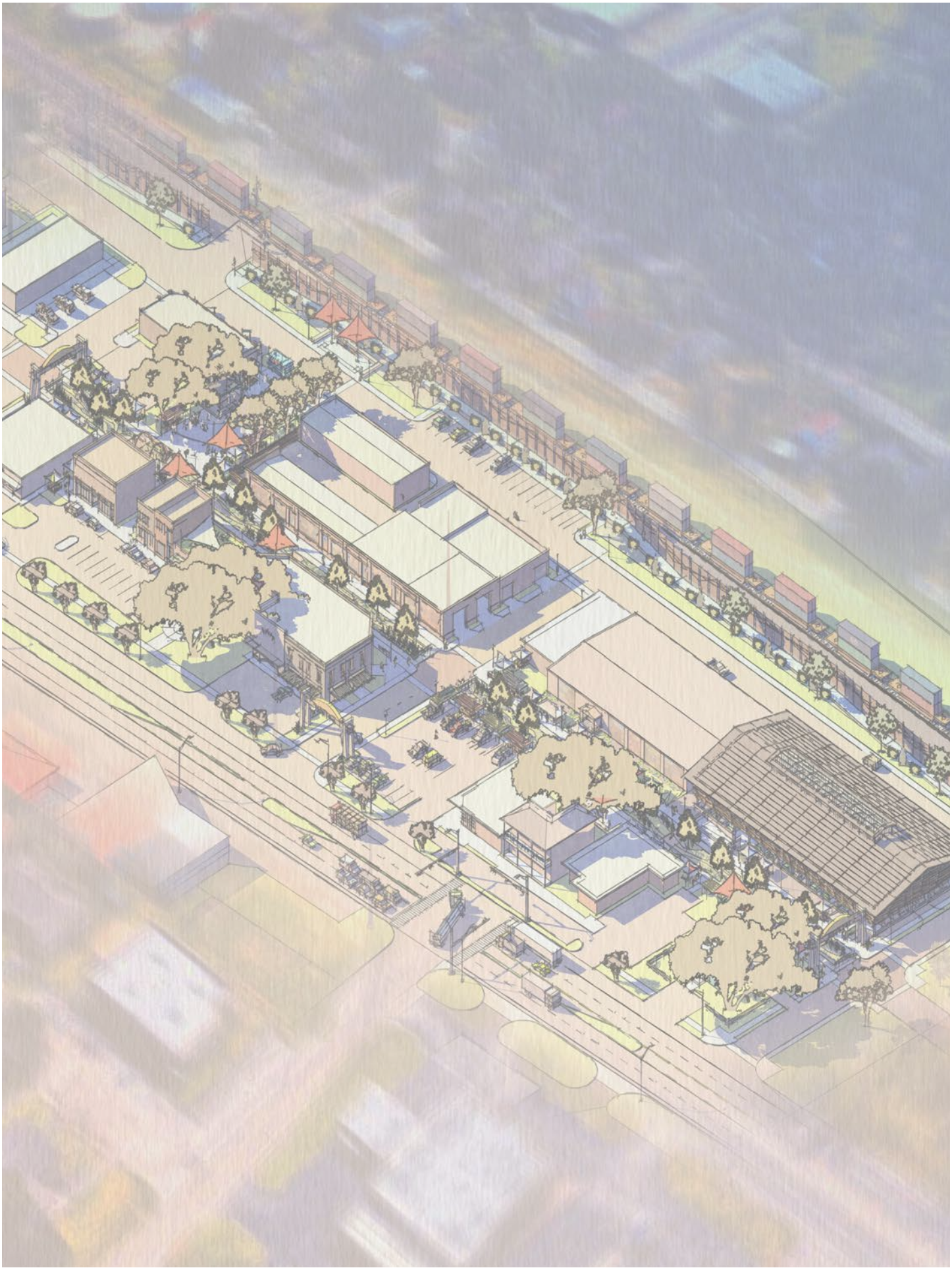
City of HItchcock - Downtown Improvements Master Plan
Opinion of Probable Costs (OPC)
Overall Summary
11/3/2022

	Item / Description	Total Project Quantity	Unit	Pedestrian Mall 'A' Quantity	Block 'A' Quantity	Pedestrian Mall 'B' Quantity
1	**General Conditions**					
1.1	Mobilization, Maintenance & Insurance	1	allow	1	1	1
1.2	Demolition, Clearing and Tree Removal	1	allow	1	1	1
1.3	Traffic Control, Surveying, Safety Plan	1	allow	1	1	1
2	**Infrastructure Site Work**					
2.1	Tree Preservation	350	lf	0	100	50
2.2	Grading, Site Work & Erosion Control	590,000	allow	1	1	1
2.3	Water Infrastructure (Domestic & Waste)	675,000	allow	1	1	1
2.4	Site Electrical Allowance	5	allow	1	1	1
2.5	Lighted Parking Stalls	98	ea	0	12	0
2.6	Pedestrian Lighting	83	ea	15	20	16
3	**Hardscapes**					
3.1	Vehicular Entry Monument	1	ea	0	0	0
3.2	Pedestrian Entry Monuments	2	ea	1	0	1
3.3	Intersection Improvements (2nd,3rd & 4th St.)	3	ea	0	1	0
3.4	Hwy 6 Medians	1	allow	0	0	0
3.5	Concrete Curbs	3,050	lf	0	1,450	0
3.6	Concrete pavers	21,580	sf	7,200	1,700	7,230
3.7	Concrete Sidewalks	50,200	sf	6,900	14,000	7,500
3.8	Concrete Plaza	7,000	sf	0	7,000	0
3.9	Interactive Water Play	1	ea	0	1	0
3.10	Seat Walls	190	lf	0	0	0
3.11	Custum Fence Panels (875 lf @ 10' ht)	88	lf	0	0	0
3.12	Sculpture	1	allow	1	0	0
3.13	Site Furnishings	5	allow	1	1	1
4	**Structures**					
4.1	Shade Structures	10	ea	2	0	2
5	**Landscape**					
5.1	Trees (irrigated)	55	ea	9	10	9
5.2	Shrub / Groundcover Planting (irrigated)	4,330	sf	2,000	0	2,330
5.3	Native Plantings	10,000	sf	0	0	0
5.4	Sod (irrigated)	2,000	sf	0	1,000	0
5.5	Hydroseeded	1	ac	0.00	0.00	0.00
	Subtotal					
	Construction Escalation Q2 - 2022 to FY2023					
	Soft Cost Allowance					
	Total Project Cost with Range					

Block 'B' Quantity	Railroad Edge Quantity	Monuments & Features Quantity	Range Low	Range High
			$ 1,668,884	$ 2,039,747
1	1	1	$ 463,579	$ 566,596
1	1	1	$ 741,726	$ 906,554
1	1	1	$ 463,579	$ 566,596
			$ 3,212,241	$ 3,926,072
200	0	0	$ 5,631	$ 6,882
1	1	1	$ 730,125	$ 892,375
1	0	1	$ 835,313	$ 1,020,938
1	1	0	$ 309,375	$ 378,125
4	20	62	$ 715,523	$ 874,528
20	12	0	$ 616,275	$ 753,225
			$ 5,629,573	$ 6,880,589
0	0	1	$ 858,516	$ 1,049,297
0	0	0	$ 866,250	$ 1,058,750
0	0	2	$ 432,692	$ 528,846
0	0	1	$ 371,250	$ 453,750
1,600	0	0	$ 56,616	$ 69,197
0	1,150	4,300	$ 667,631	$ 815,994
19,000	2,800	0	$ 465,919	$ 569,456
0	0	0	$ 73,631	$ 89,994
0	0	0	$ 346,500	$ 423,500
100	90	0	$ 58,781	$ 71,844
0	88	0	$ 707,850	$ 865,150
0	0	0	$ 105,188	$ 128,563
1	1	0	$ 618,750	$ 756,250
			$ 185,625	$ 226,875
4	2	0	$ 185,625	$ 226,875
			$ 244,140	$ 298,394
5	22	0	$ 43,220	$ 52,824
0	0	0	$ 101,809	$ 124,433
0	10,000	0	$ 74,250	$ 90,750
1,000	0	0	$ 8,044	$ 9,831
0	0.60	0.60	$ 16,818	$ 20,555
			$ 10,940,463	*$ 13,371,677*
	1		*$ 492,321*	*$ 601,725*
	1		*$ 1,641,069*	*$ 2,005,752*
			$ 13,073,853	*$ 15,979,154*



06 Design Guidelines

Design Guidelines for Downtown Redevelopment
Building Materials Design Guidelines
Landscaping Design Guidelines

DESIGN GUIDELINES

Downtown Redevelopment Hitchcock, TX

ELINES

BURDITT
Land | Place

TABLE OF CONTENTS

CHAPTER 1: **4**

Design Guidelines for Downtown Redevelopment **4**

Introduction 4

1. Mass and Size 5
   - A. Vary Façade Sizes 5
   - B. Vary Building Height 5
   - C. Consider Multiple Buildings on Large Lots 6
   - D. Maximum Façade Length 6
2. Building and Roof Form 6
   - A. Use Traditional Building Forms 6
   - B. Use Low-Slope Roofs with Parapets 6
   - C. Flat Roofs 7
   - D. Break-Up Long Roof Lines 7
   - E. Roof Penetrations & Mechanical Equipment 7
   - F. Roof Drainage 7
3. Building Setbacks 7
   - A. Coordinate Site Plans with Surrounding Properties 7
   - B. Vary Building Setbacks 8
   - C. Proximity to Parking Facilities 8
4. Exterior Design Standards 8
   - A. Façade Articulation and Color/Texture Variation 8
   - B. Horizontal Articulation 9
   - C. Vertical Articulation 9
   - D. Storefronts and Entrances 9
   - E. Canopies 10
   - F. Entryways 11
   - G. Building Façade (Elevation) Plan 11
   - H. Signage 11
   - I. Lighting 11
   - J. Public Art 12
   - K. Renovation of Existing Buildings to Remain 12
5. Pedestrian Systems 13
   - A. Design considerations 13

B. Develop Pedestrian Pathways 13
6. Positive Open Space 14
A. Create “Places with Identities” 14
B. Leverage Space between Buildings 14
C. Connect Open Spaces 15
7. Automobile Circulation and Parking 15
A. Automobile Circulation 15
B. Parking 17
8. Service Areas 18
A. Keep Service Areas Out of Sight 18
B. Protect Site Amenities 18
9. Corporate and Franchise Designs 19
C. Stock Building Plans Prohibited 19
D. Maintain the Character of Hitchcock 19
10. Architectural Character 19
A. Draw Upon Characteristics that Work 19
B. Address Highway 6 19
CHAPTER 2: Building Materials Design Guidelines 20
1. Building Materials 20
A. Exterior Walls and Siding 20
B. Permitted Materials for Exterior Walls and Siding 20
C. Special Use Permit required Materials for Exterior Walls and Siding 20
D. Prohibited Materials for Exterior Walls and Siding 20
E. Paint 21
F. Metals 21
G. Exposed Columns 21
2. Roof Materials 21
A. Permitted Materials for Roof 21
CHAPTER 3: Landscaping Design Guidelines 22
Introduction 22
B. Site Furnishings 25

CHAPTER 1:
Design Guidelines for Downtown Redevelopment

Introduction

The City of Hitchcock has identified an area of the community as the Historic Downtown Commercial District. This District encompasses the original commercial area of Hitchcock that has changed significantly over time. The City has a vision for a new downtown area that provides for entertainment, shopping, and public gathering that has long been missing from the community. To that end, the Hitchcock Downtown Redevelopment Plan was developed to capture the vision for the future downtown and create a strategy for implementation. The plan illustrates a desired composition of commercial and public spaces and includes these Design Guidelines to help developers and private property owners achieve this vision.

One of the most important components of the Hitchcock Downtown Redevelopment Plan focus area is a willingness by private property owners and merchants to reinvest in the planning area. This reinvestment generally comes in the form of physical improvements to buildings, parking areas, access and appearance of their properties.

These Design Guidelines are meant to accomplish general fix-up/clean-up and visual improvements as well as redevelopment as property becomes available within the District. The City of Hitchcock will play a significant role in redeveloping the elements of the District that are within the public domain such as streets, plazas, landscape elements, and site furnishing. This may be accomplished wholly with City investment, or through partnership with a developer. These Design Guidelines are applicable to Downtown area bounded by State Highway 6, Martin Luther King Avenue, 2nd Street, and 4th Street; and frontage along the north side of State Highway 6 from Dulaney to 2nd Street.

1. Mass and Size

A. Vary Façade Sizes

Facades should vary in size with the primary façade being signified with the greatest amount of glazing, fenestration, and variation. A façade on a larger project should be broken up into multiple bays or schemes to give the look of a separate but connected building with multiple storefronts.

When existing buildings have purposes and functions not germane to the pedestrian, leisure, retail, and commercial goals of the downtown development guidelines; then renovation of its facades along public frontages is recommended as a long-term solution.

1. For such renovation, newly constructed masonry facades should mimic a continuation of downtown storefronts, utilizing setbacks and variation to define key transitions. Opportunities to display public art along the façade is recommended.

B. Vary Building Height

Building heights should vary. All facades are to be 2 or 3 stories for the downtown development. Single or four-story or greater designs must be approved by planning and zoning.

1. Facades facing Wallace Ave. must be 2 stories or greater. Step backs from 1st to 2nd story must be approved by Planning and Zoning Board (PZB).

C. Consider Multiple Buildings on Large Lots

Multiple buildings are recommended on lots greater than 100 feet in length or width. For single buildings on large sites, special permitting is required. Developments on large lots, or assembled properties, shall break down the scale and building massing to appear as a series or complex of smaller structures. Buildings that are greater than 60 feet in length, must vary the façade design per the guidelines set in Section 4, Exterior Design Standards.

Opportunities for pedestrian oriented spaces such as interior walkways, plazas, and courtyards shall be incorporated into large developments. Any new structures with facades adjacent to Martin Luther King Jr. Dr., Wallace Ave, or Highway 6 may not extend more than one hundred feet without a gap in the building form that extends through the entire depth of the building allowing for pedestrian traffic between the streets as well as service access. Connections between longer buildings are permitted provide they can accommodate pedestrian through-traffic.

D. Maximum Façade Length

A primary building facade cannot be greater than 40’ in width without a significant setback.

1. This width is permitted to increase to 100’ maximum when multiple entrances are contained in the same façade. Other variations than significant setbacks are recommended and will be reviewed by the PZB as requested.
2. Variations in façade treatment should be continued through the structure, including its roof line and front and rear façades.

2. Building and Roof Form

A. Use Traditional Building Forms

Use building forms that are fitting of a historical downtown district in Texas.

1. Buildings should have vertical proportions.
2. Break up a larger building into subordinate elements to reduce the size, especially for buildings on large parcels.

B. Use Low-Slope Roofs with Parapets

Roofs should have a pitch like those seen in downtown districts historically

1. Low-slope, Membrane roofs with parapets are required.
2. Pitched, gable, and shed roofs are only acceptable when
    a. the façade below the roof is greater than 22’-0” in height.
    b. the roof is not draining into the side of a façade of greater height or onto a lower roof.
    c. The width from the eave to the center ridgeline is less than 25’-0”.
    d. Used for entries, canopies, or pediment elements.

C. Flat Roofs

Building walls should extend to parapets that enclose the roof area. These parapets should conceal any building systems that might reside on the roof. Rooftop areas for patrons can and are encouraged to be visible from the street level.

D. Break-Up Long Roof Lines

Where building parapets or roof lines extend for greater than 50', changes in height or fenestration are recommended, and such that follows the fenestration in the façade below the parapet.

1. Gabled or Pitched roofs should be broken up by dormers or gables

E. Roof Penetrations & Mechanical Equipment

Roof penetrations and Mechanical Equipment should be hidden from public view if at all avoidable. A sightline study may be required for approval at the request of the PZB.

1. For buildings that sit between Highway 6, Wallace Ave., and MLK Ave. and have gabled, pitched, or shed roofs all roof penetrations shall be on East/West faces whose slope is parallel to said streets. In the case that no roof slope faces east or west and only runs to the North or South, then penetrations (and mechanical equipment) shall be placed in order or priority of those which are to have the least amount of visible roof penetrations to the most visible. See ranking below:
    a. Highway 6 – Should be able to see the least amount of roof penetrations possible from this street.
    b. Wallace Ave – Should be able to see the second-to least amount of roof penetrations possible from this street.
    c. MLK Ave. – Roof penetrations that cannot face east or west (regarding HWY 6 as "North") Should only be able to be seen from MLK Ave. first.
2. Mechanical Equipment should be hidden from public view.
    a. Where upper story windows look down onto lower roofs, Mechanical equipment should not be in view, and roof material should be aesthetically pleasing to the eye (i.e., membrane roofing covered in artificial turf, groundcover, or vegetative roof system)

F. Roof Drainage

All roofs should drain independently of any surrounding buildings regardless of proximity. Draining water onto a neighboring roof or into a valley created by two adjoining buildings is strictly prohibited.

3. Building Setbacks

To enhance pedestrian walkability commensurate with a downtown district, setbacks should be strategically placed for promoting variation and enhance the pedestrian experience. Excessive setbacks within property boundaries for vehicular parking or access is not permitted.

A. Coordinate Site Plans with Surrounding Properties

Coordinate site plans with surrounding properties to enhance the sense of open space, building spacing, parking, and service areas.

1. By coordinating site plans certain site functions (e.g., parking, ingress, egress, and service areas) may be shared.
2. Commercial developments shall be linked to the surrounding area with pedestrian connections. The paths shall be well lit and visible. Paths shall not pass-through service areas of the site.
3. Any gaps between buildings must have pedestrian access and thus be large enough to accommodate such access. The only exception to this is service corridors between buildings.
4. Where an entrance will be opposite another building entrance, a setback is recommended.

B. Vary Building Setbacks

1. Setbacks should vary and respond to the surrounding site as well as the demands of the building's program requirements (e.g., outdoor seating areas at restaurants, indoor/outdoor boutique spaces, entrances, bay/display windows, etc.).
2. The size and height of a particular building must be considered in relation to positive open space and the site amenities to be enjoyed by pedestrians.
3. Street corners shall be developed with building entrances, public plazas, or small parks that make it an active portion of the development.

C. Proximity to Parking Facilities

Siting a building behind major areas of parking is strongly discouraged.

1. For the downtown district of Hitchcock, parking should be considered regarding access to the whole downtown area as opposed to placing individual parking spaces to access one building or business.

4. Exterior Design Standards

The architectural character of the downtown redevelopment should integrate with the natural landscape. Landscape elements should weave between down pedestrian pathways and in between buildings. The built environment should vary in height and length especially along Wallace Ave. Buildings should relate to each other, not being random, but adding variety within the context of the standards and finishes recommended in this document.

"The level of detailing and finish of wall facades shall be consistent on all sides of the building. Wall planes visible from any roadway or adjoining properties shall be detailed with architectural elements which provide shadow lines, and which provide visual depth unless screened with landscaping." (DCCPCD, pg. 8)

A. Façade Articulation and Color/Texture Variation

Façade articulation should respond to the building program and layout.

1. For multi-story buildings, the façade should reflect the existence of multiple stories. Whether that is through window placement, relief, breaks,

B. Horizontal Articulation

Facades should have horizontal articulation at some level of the façade and respond to the program and layout of the building.

1. Examples of articulation may include banding at the top of the parapet, horizontal changes in material, or changes in brick patterning.
2. Horizontal articulation should correspond with architectural characteristics such as building stories, window head height, etc.

C. Vertical Articulation

Vertical Articulation may be used when buildings are multiple stories, and it is appropriate that the façade link the 1st and 2nd stories together.

1. Fenestrations extending beyond one story is an example of an element linking multiple stories together.

D. Storefronts and Entrances

Storefronts and Entrances should not be designed to mimic strip-malls or corporate entrances. On Wallace Ave and Martin Luther King Ave, the street-to-building zone shall be measured from the

outermost edge of the pedestrian pathway to the outermost façade of the building. On Highway 6, please refer to the *Design Criteria for Commercial Properties in a Commercial District Along Highway 6*[1]

1. At least 30% of all façade areas facing Wallace Ave should be glazed.
2. Design ground-floor storefronts including indoor/outdoor spaces which will encourage interaction and engagement between public and private spaces (e.g., outdoor seating at a restaurant)
3. Street corners shall be developed with building entrances, public plazas, or small parks that make it an active portion of the development.
4. Storefront windows shall not extend for more than 25'-0" without being interrupted by the surrounding façade material.
5. Storefront and Entry Glazing with colored glass substrate may not have a blue or bronze hue to it.
    a. Mirrored glazing is not permitted in any circumstances.

E. Canopies

Canopies are to comply with the following design standards:

1. Covered walkways (such as arbors and awnings) shall be placed along the fronts of buildings to create a "pedestrian-friendly" orientation, provide weather protection and add a visual interest at the street level.
   Permitted materials include:
    a. Steel
    b. Aluminum
    c. Polycarbonate (non-corrugated)

[1] The *Design Criteria* state that, "all in-line buildings shall have a street-to-building zone of at least 25 feet to be used for sidewalks, including a minimum 10-foot landscaped buffer strip and pedestrian spaces including benches and other seating facilities.

i. Other translucent materials to be approved by Planning and Zoning Board.

d. Treated Wood (non-structural)

2. Materials not listed above will require approval from the Planning and Zoning Board.

F. Entryways

Entryways must have at least five feet of clear space from the entrance to the nearest edge of the pedestrian pathway.

G. Building Façade (Elevation) Plan

“Façade offset shall be shown, along with calculations verifying that the building elevations meet the above requirement, on a building façade (elevation) plan, and shall be submitted for Design Review by the Planning and Zoning Board for review and approval along with the site plan.” (DCCPCD, pg. 9)

H. Signage

Commercial signs, to the maximum allowed by the City Sign Ordinance, shall be designed as an integral part of the building facade. Mounted signs shall not cover or obscure architectural elements. It shall be assumed, for the downtown area, that the majority of commercial signs shall be pedestrian oriented. Locate free standing signs on low planter walls or design monument signs to incorporate elements of the architectural style of the development.

Design directional signs with similar design elements as free-standing signs.

Design building signage that is proportional to the scale of the tenant facade.

Standardized or corporate signs, which do not conform to the color or architectural detailing of the building, shall be avoided.

Multiple-tenant buildings and complexes shall develop a Master Sign Program to minimize the potential visual conflicts and competition among tenant signs, while ensuring adequate identification for each tenant.

I. Lighting

Locate lighting for parking areas and drive aisles in landscaped areas.

Lighting fixtures shall be designed to direct light down onto the site and away from neighboring property. Lighting shall be designed to include cut-off shielding to minimize the negative effects of light pollution and the night sky.

Parking lot lights, security lights, and other lights on a development site shall not exceed a height of 25 feet above the site's finish grade.

J. Public Art

Public art subjects must be loosely related to the City of Hitchcock. The subjects may relate to industry, geography, landscape, cultural symbols, nation, state, or city of Hitchcock. Art should not be prohibitive to younger audiences. It should reflect a subject in an aesthetically pleasing and correct manner that does not demean the subject or viewer with the intent of having shock value. All public art should be approved by the city.

K. Renovation of Existing Buildings to Remain

For existing buildings that will remain indefinitely, renovation should be considered. In such a case, updates to the façade should be considered through either redesign and reconstruction, and/or the application of public art.

For some buildings in the downtown district, rebuilding on existing sites may be an path to pursue.

5. Pedestrian Systems

A. Design considerations

Design convenient pedestrian access to, and throughout, the development. Design projects to minimize pedestrian and vehicular convergence. Where pedestrian circulation paths cross vehicular routes, provide a change in paving materials, textures, or colors to emphasize the pedestrian path of travel.

B. Develop Pedestrian Pathways

Pedestrian focal points shall have enhanced pedestrian paving such as decorative scored concrete, colored concrete, and/or decorative pavers.

Encourage Pedestrian Access.

6. Positive Open Space

A. Create “Places with Identities”

Design architectural and/or landscape elements to provide shade on South and West exposures to protect patrons in plazas, patios, and/or other public spaces.

B. Leverage Space between Buildings

Reduce massing of upper stories.

C. Connect Open Spaces

7. Automobile Circulation and Parking

A. Automobile Circulation

Automobile circulation should move in a clockwise direction. Martin Luther King Ave. is recommended to be a one-way street with traffic moving from the East-Southeast near 2nd St. to the West-Northwest towards 4th St. Ideally, one would enter the Downtown from HWY 6 at either 3rd St. (marked by entry arch) or 4th St. and drive towards MLK Ave. where they would then turn right onto MLK Ave. and drive towards the parking garage at the corner of MLK Avenue and 4th Street. This layout gives the patron two opportunities to enter one-way traffic towards the parking garage as opposed to one opportunity if traffic on MLK Ave were reversed. 2nd, 3rd, and 4th streets are all to remain two-way streets, but slower speed limits should be considered for their proximity to pedestrian activity.

1. Clearly Identify the Road Edge

Road edges and medians shall be clearly identified by elevation changes through the use of curbs, and in such cases where a curb may not exist for the reason of pedestrian flow; clear contrast in material and color shall identify the road edge. Where a road meets a pedestrian pathway without a curb, lighted bollards shall separate the two zones. Where Wallace Ave. intersects 2nd, 3rd, and 4th St., Lighted bollards shall be installed between the pedestrian pathway and the road edge.

2. Identify entrances

Entrances to Downtown Hitchcock shall be signified by monument signs at the following intersections:

1. 3rd St. & HWY 6 (Main, central entrance)
2. 2nd St. & Wallace Ave.
3. 4th St. & Wallace Ave.

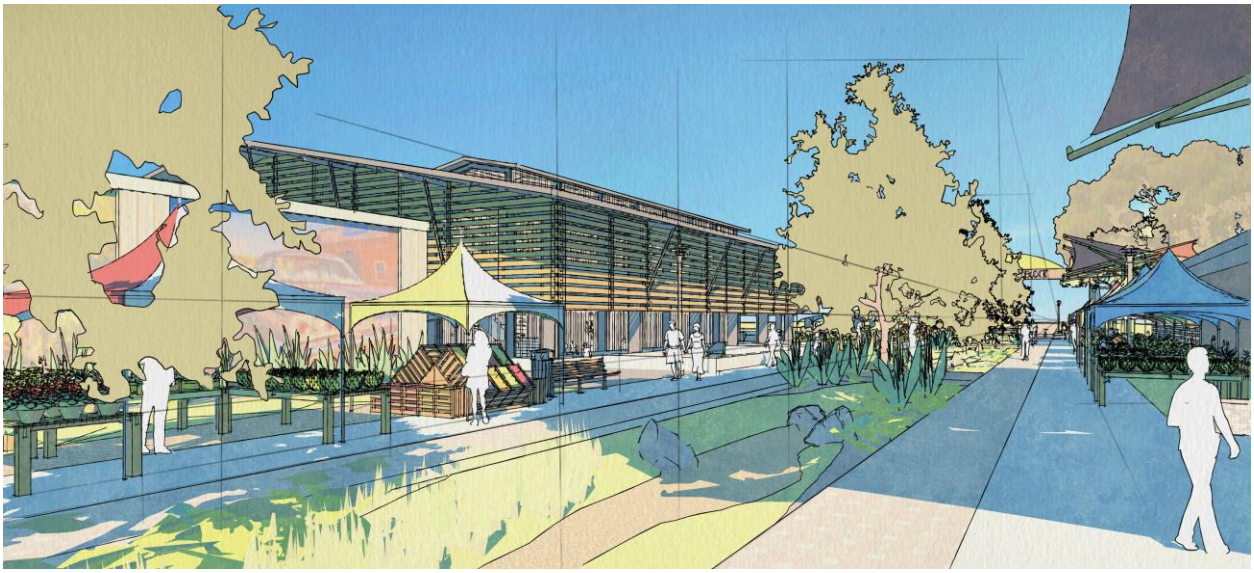
For such monument signs, the character and history of The City of Hitchcock should be represented.

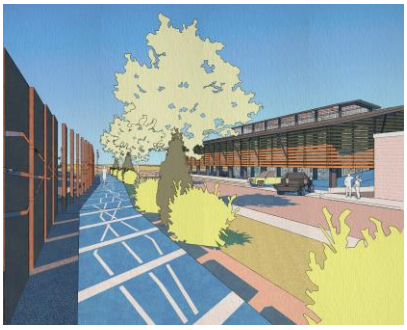
3. Minimize the Number of Entrances

Minimization of entrances is accomplished primarily through the consolidation of parking in larger lots and/or parking garages.

4. Conceal Parking

Parking lots should be concealed through landscaping buffers and elevation changes. In the case of parking garages, structures should be clad with an architecturally pleasing façade and masking of their function as a parking garage. At the ground floor level, retail lease space is encouraged along public sidewalk frontage. Driveway entries shall be from side streets or alleys. Concrete parapets and most columns should be blocked or obscured by a façade or rain-screen system.





B. Parking

As stated above, parking should be consolidated into large areas including lots and parking structures. See Master Site Plan.

Parking lots shall be adequately lit and include pedestrian amenities such as trash receptacles.

Sidewalks and landscape aisles shall be located perpendicular to the main building to facilitate the flow of pedestrians from the parking lot to the building in a safe and efficient manner.

Parking areas shall be connected whenever possible through the use of cross-access easements.

Design parking lots to avoid dead-end aisles. Where a dead-end aisle is authorized, adequate space for unimpeded turn-around must be provided.

5. Surfacing

a. Surfacing for the Downtown Redevelopment of Hitchcock will abide by the guidelines established in *The Design Criteria for Commercial Properties in a Commercial District Along HWY Six*[2]

[2] (a) All businesses fronting Highway 6 will have surfaced parking. It may be porous concrete, asphalt, seal coat or pavers; (b) Surfacing Exceptions: Owners of businesses that by their very nature, location, age or environmental

6. Marking

a. Marking for the Downtown Redevelopment of Hitchcock will abide by the guidelines established in *The Design Criteria for Commercial Properties in a Commercial District Along HWY Six*[3]

8. Service Areas

Service areas should be placed in consideration of public views, as they should not take the attention of commercial properties and their services.

Because of this, it is important that service areas are screened from view on all sides. Designing a service area as an integral part of the building design may also be a consideration

Any energy collectors in the design of downtown buildings should be visually unobtrusive.

A. Keep Service Areas Out of Sight

Service areas should not be visible from major pedestrian's ways, highways, or neighborhood residential areas.

1. Service and trash areas should be screened from view on all sides.
2. Consider designing a service area as an integral part of the building design, on interior portions of the building.
3. Provide adequate trash storage capacity such that debris will not overflow the containers.
4. Make sure to enclose exterior mechanical units to avoid public access, as well as sight.
    a. Roof top units to be screened from view of the public. Avoid being seen from the highways, and major streets.
5. Provide a concrete pad or stable pad for exterior mechanical units.
6. Building wall scuppers on the side of the building should flow adequately onto site and
7. Loading areas should be hidden from public eye, provide adequate screening. Commercial properties should take in consideration loading areas in order to avoid traffic in frequently used roadways.

B. Protect Site Amenities

Service and trash areas should not be located adjacent to site amenities.

Site amenities in front of shops should allow for adequate walking space to avoid bumping into them.

Accessory structures such as trash enclosures, ATM machines, utility services, and heating/cooling systems shall be screened from view of neighboring building sites and roadways and shall be constructed

concerns desire a parking surface exemption, may petition the Planning and Zoning Board (PZB) with their request. A public hearing will be held and the PZB will send their recommendations to the City Commission for a decision.

[3] (a) All hard surfaced parking will be marked or striped in a manner that clearly depicts parking slots. Handicap parking will be clearly marked; (b) Parking areas used solely for the display of vehicles for sale or rental are not required to have delineated parking spaces; (c) Marking Exceptions: Owners of businesses that by their very nature, location, age or environmental concerns desire a parking surface marking exemption, may petition the Planning and Zoning Board (PZB) with their request. A public hearing will be held and the PZB and DRB will send their recommendations to the City Commission for a decision.

to reduce noise transmission to acceptable levels at adjoining properties and public spaces. Materials to screen around these systems shall match or compliment adjacent building materials. Gates shall not allow for view of the contents of the enclosure.

9. Corporate and Franchise Designs

C. Stock Building Plans Prohibited

In every case, the ideal material is a natural and authentic one that does not imitate another natural finish.

D. Maintain the Character of Hitchcock

The material requirements exist to promote a look of historical longevity while keeping the styles and standards of contemporary architectural design.

10. Architectural Character

A. Draw Upon Characteristics that Work

At least 40% of a building's primary façade should be masonry

B. Address Highway 6

At least 30% of the façade should be glazed.

Maximize ground floor glazing to create lines of sight from outside to inside. This way, pedestrians/patrons can view the activity inside, promoting engagement with said business.

All colors on material finishes, prefinished or painted, should be a neutral tone. Varying hues between buildings and materials are recommended and proper to the downtown aesthetic.

Vibrant or highly saturated colors on materials, painted or prefinished, are allowed in quantities no larger than 10% of the overall façade area. These colors may be used in detail, fenestration, and trim materials. Use such colors sparingly.

CHAPTER 2: Building Materials Design Guidelines

1. Building Materials

A. Exterior Walls and Siding

B. Permitted Materials for Exterior Walls and Siding

- Limestone
- Native Stone
- Brick
- Architectural Grade Cement Fiberboard
- Concrete
    - Board-Formed Concrete
- Stone (Acceptable Cut/Patterns Listed Below)
    - Dimensional Cut
    - Ashlar
    - Ledgestone/Dry-stack

- Glass
- Aluminum Siding
- Wood Composite Cladding.

C. Special Use Permit required Materials for Exterior Walls and Siding

- Stucco
- Painted Solid Wood
- Stained and Sealed Solid Wood
- Unfinished Solid Wood
- Split-Faced Concrete Masonry Units
- Pre-Cast Concrete Panels
- Synthetic Materials
- Non-rectangular Stone Cuts
- Mass-Timber (MT) Structures – Stain and sealant are required if MT is being used.

D. Prohibited Materials for Exterior Walls and Siding

- Cinder Block
- Metal Buildings

    - Prohibited unless 100 percent of all front and side exterior walls are finished in permitted materials. If the rear of a metal building can be seen from Highway 6, then it must also be finished in permitted materials.
- Mirrored Glass
- All Forms of Non-Solid Woods
- Slate
- R-Panel Metal Siding
- All other material not listed as permitted or special use permit required.

E. Paint

Wood is an important special use permit building material used in the commercial districts along U.S. Highway 6. Wood commercial buildings are usually painted to protect the wood. Only sheds and out-buildings are normally left unfinished.

Wood surfaces should be painted and in colors consistent with the town's historic color scheme. To preserve the wood, its painted or stained finish should be routinely maintained.

- The range of paint colors available is limited to neutral, rustic earth tones
- Bright colors like pinks, purples, and those classified as primary colors are expressly prohibited

F. Metals

Metals may be used for a variety of exterior wall and siding applications including columns, window hoods, awnings, and decorative features.

G. Exposed Columns

Exposed structural or decorative columns shall be constructed or clad with a material that is or like or similar material to that of the primary structure. Use of bare natural wood columns requires a special use permit.

2. Roof Materials

A. Permitted Materials for Roof

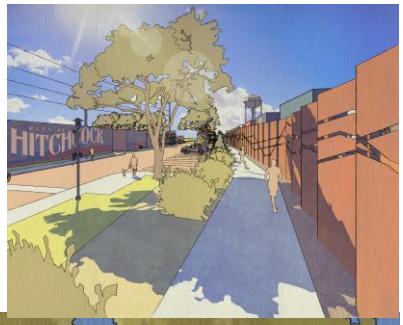
Special Use Permit Required Materials for Roof

Prohibited Materials for Roof

CHAPTER 3: Landscaping Design Guidelines

Introduction

Proposed development and re-development shall consider the provisions of appropriate open space in combination with the proper siting of buildings. Pedestrian streetscapes, walkways and open spaces including decorative paving, sidewalks, ornamental and security lighting, art, street furniture and signs shall be designed as an integral part of the overall urban design of the City of Hitchcock properly related to adjacent existing and proposed buildings.



Page | 22

Landscape Designs shall be prepared by a qualified professional, and at a minimum, enhance the visual appeal of the built environment, screen undesirable views, strengthen the pedestrian scale, provide a buffer between auto and pedestrian environments, provide shade in public spaces and parking lots, help define the site, provide congruency with the existing neighborhood, and break up large areas of hard surface.

A. Green Space

1. Commercial projects shall re-naturalize all areas disturbed by the construction of the site and buildings. Re-naturalizing includes the following native plant materials:
   - 5-10% Trees
   - 25-45% Shrubs (must have a minimum of 3 varieties)
   - 35-55% Grasses
   - 0-25% Forbs

2. Commercial projects shall reduce potable water consumption. Reductions can be attributed to any combination of the following items:
   - Predominate use of native plant species
   - Efficient irrigation systems (smart weather-based control clocks, rain guards, check valves, drip irrigation, etc.)
   - Use of captured rainwater

3. Newly planted areas shall include a mix of deciduous and evergreen plantings to provide year-round aesthetic value and to optimize passive solar designs.

4. The use of turf used in narrow planting strips (6 feet wide or smaller) shall be avoided.

5. Where landscaping is intended to provide a visual screen, the species, quantity, maturity (size), and spacing of the initial plantings shall be sufficient to provide a functional screen within a single growing season.

6. Planters shall be guarded from autos by raised curbs or wheel stops where needed.

7. The plant palette shall emphasize mass and form rather than individual trees or shrubs.

8. Vegetative matter shall cover 75 percent of any landscape area.

B. Trees

1. Street trees shall be a minimum 4 inch caliper at initial planting. Street trees at maturity, shall have a minimum branch height of eight (8) feet. All other newly planted deciduous trees on the project site shall be a minimum of 3 inch caliper, and Coniferous Trees shall be a minimum 12 foot height.
2. In any case, a minimum ten (10) percent of total parking area shall be landscaped.

3. Shade trees shall be planted in landscape islands directly or within strips abutting, the parking bays to provide 50% shade coverage at high noon, with full foliage within 5 years of planting.
4. Trees located in front of "pull-in" parking spaces shall be placed in line with painted lines that designate parking stalls to minimize potential damage from vehicle overhang.
5. No Evergreen Tree with a mature width greater than 20 feet shall be planted within 15 feet of a hardscaped area.
6. Surface water and pollutant runoff shall be minimized and filtered through the usage of pervious surfaces and vegetative ground cover whenever possible. Bioswales that collect storm water are strongly encouraged to help water filtration, slow water runoff, and replenish the water table, as well being a means to reduce flooding.

C. Recommended Plants List

Careful consideration should be given to the selection of plants for the Hitchcock streetscape. Aesthetics can be improved by choosing plants tolerant of the urban climate, which could enhance overall beauty while also achieving functional requirements such as shade and bio-retention applications. Preference to native are well adapted species should be given.

Hitchcock is located in Galveston County planting zone 9a or 9b.

Canopy / Shade Trees

- Empire Live Oak — Quercus virginiana 'Empire'

Evergreen, good choice for Hwy 6

- Overcup Oak — Quercus lyrata 'Overcup"

Deciduous tree with great fall color, good choice for Wallace Street

- Southern Live Oak — Quercu virginiana

Evergreen with great shade canopy, good choice for MLK Avenue.

Small / Ornamental Trees

- Little Gem Magnolia — Magnolia grandiflora 'Little Gem'

Evergreen, good for screening behind stage are and accent planting.

- Texas Redbud — Cercis Canadensis var. texenis

Deciduous tree which blooms in the spring, good choice for pedestrian way along MLK street

- Desert Willow — Chilopsis lineris

Deciduous tree which attracts hummingbirds and drought tolerant. Good choice for open areas.

Shrubs

- 'Knockout' Rose — Rosa 'Knockout'

Semi evergreen repeat bloomer

- Red Yucca — Hesperaloe parviflors

Good accent plant in pedestrian or vehicular areas

- Golden Showers — Thryallis greggii

Evergreen Shrub prefers well drained soil

- Turk's Cap — Malvaviscus arboreus

Attracts hummingbirds and butterflies

Grasses and Sedges

- Gulf Muhly — Muhlenbergia capillaris

Great Fall color

- Inland Sea Oats — Chasmanthium latifolium

Good understory plant for shady areas

- Frogfruit — Phyla nodiflora

Native groundcover good for bio-retention area

- Sedge — Carex texensi

Good turf grass substitute for dry to moist shade

B. Site Furnishings

A separate site vocabulary should be established with a wide array of items: benches, drinking fountains, and trash receptacles. Each project site has flexibility with regard to manufacturer, but color shall match existing furnishings within the Downtown District.

the grill

07 Appendices