

**NOTICE OF MEETING
PLANNING COMMISSION
OF THE CITY OF GALVESTON
TUESDAY, AUGUST 5, 2025 - 3:30 PM
City Council Chambers, 2nd Floor of City Hall
823 Rosenberg, Galveston, Texas
REGULAR MEETING**

**One or more members of the Planning Commission may attend the meeting by
videoconference.**

**A quorum of the members of the Planning Commission will be physically present
at the meeting location.**

1. Call Meeting to Order
2. Attendance
3. Conflict of Interest
4. Approval of Minutes

4.A July 22, 2025 – Regular Meeting

5. Public Comment
Request to Address Commission on Agenda Items Without Public Hearings and Non-Agenda Items (three-minute maximum per speaker. If speaking through a translator, six-minute maximum per speaker)
6. New Business and Associated Public Hearings

6.B BEACHFRONT CONSTRUCTION/DUNE PROTECTION PERMITS

1. **25BF-036 (12716 Bermuda Beach Drive)** Request for exemption and approval for Beachfront Construction Certificate and Dune Protection Permit to include proposed construction of a single-family dwelling with a crushed rock driveway apron. Property is legally described as Abstract 121 Hall & Jones Survey, Lot 15, Bermuda Beach Section 5, a subdivision in the City and County of Galveston, Texas.
Applicant: Anthony Torusoglu

Property Owner: Anthony Torusoglu

6.C GALVESTON LANDMARK

2. **25P-025 (2928 Avenue K)** Request for designation as a Galveston Landmark.
The property is legally described as M.B. Menard Survey, Portion of Lot 14 (14-2), Block 149, in the City and County of Galveston, Texas.
Applicant: Harper and Michelle Jones
Property Owner: Harper and Michelle Jones

6.D PLANNED UNIT DEVELOPMENT

3. **25P-028 (4702 Winnie / Avenue G)** Request for a Planned Unit Development (PUD) Overlay District for a “Parking Lot, Commercial Surface Parking Area”.
Property is legally described as M.B. Menard Survey (0-0), Blocks 406 & 407 and Adjacent Street, in the City and County of Galveston, Texas.
Applicant: Michael Gaertner, Sr., Architect
Property Owner: Gary Patterson, PMM Holdings, Inc.

6.E TEXT AMENDMENT

4. **25ZA-005** Request for a text amendment to the Galveston Land Development Regulations, Article 2, Uses and Supplemental Standards for the Vending Kiosk/ATM land use (LDR 2.373).
Applicant: Alecs Young, Galveston Fund 1, LLC.

7. Adjournment

I certify that the above Notice of Meeting was posted in a place convenient to the public in compliance with Chapter 551 of the Texas Government Code on 07/31/2025 at 3:50 PM

Karina Rosales, Planning Technician

IN ACCORDANCE WITH THE PROVISIONS OF THE AMERICANS WITH DISABILITIES ACT (ADA), PERSONS IN NEED OF A SPECIAL ACCOMMODATION TO PARTICIPATE IN THIS PROCEEDING SHALL, WITHIN THREE (3) DAYS PRIOR TO ANY PROCEEDING, CONTACT THE CITY SECRETARY'S OFFICE, SUITE 201, 823 ROSENBERG, GALVESTON, TEXAS 77550 (409 797-3510).

MEMBERS OF CITY COUNCIL MAY BE ATTENDING AND PARTICIPATING IN THIS MEETING



City of Galveston

MINUTES OF THE PLANNING COMMISSION OF THE CITY OF GALVESTON REGULAR MEETING – July 22, 2025

CALL MEETING TO ORDER

The meeting was called to order at 3:30 p.m. The meeting was called to order by Commissioner Rejone Edwards as the most senior member.

ATTENDANCE

Members Present: Rejone Edwards, Stan Humphrey, John Lightfoot, Anthony Rios, Tom Singleton,

Members Absent: Mary Jan Lantz, Rusty Walla, Ex-Officio CM Beau Rawlins

Staff Present: Teresa Evans, Special Assistant to Executive Director of Development Services; Catherine Gorman, AICP, Assistant Director/HPO; Pete Milburn, Sr. Project Manager; Mehran Jadidi, Assistant City Attorney; Trevor Fanning, Assistant City Attorney; Karina Rosales, Planning Technician

CONFLICT OF INTEREST

None

APPROVAL OF MINUTES

The June 17, 2025, amended regular meeting minutes and July 8, 2025, regular meeting minutes were accepted as presented.

PUBLIC COMMENT

None

NEW BUSINESS AND ASSOCIATED PUBLIC HEARINGS

CHANGE OF ZONING

25P-024 (1001-1021, 1101-1117, 1202-1210, 1301-1310, 1401-1426 Harbor View Drive; 1417, 1422, 1501-1521 Harbor View Circle, 1001 Marine) Request for a Change of Zoning in order to designate the Harbor View neighborhood as a Restricted Residential, Single-Family (R-0) zoning district. Properties are legally described as ABST 628, M B Menard Survey, Lot 1 Harbor View & ADJ SE Triangle, Lots 2-9 Harbor View, & UND 1/13 INT Tract 628-150; Lots 14-18, 52-58, 50-63 Harbor View, Lot 59 Harbor View UND INT; Lots 64-67 Harbor View SEC 2 & UND 1/4 INT Tract 628-151; Lots 68-69, 70 Harbor View SEC 2; Lots 71, 73-75 Harbor View SEC 3 & UND 1/5 INT Tract, Lot 72 Harbor View SEC 3 & UND 1/5 Submerged TR & 0.7941 ACS out of GYB BLK 3; Lots 76-79, 80-83, and Lot 90 Harbor View SEC 3, in the City and County of Galveston, Texas

Applicant: Development Services Department

Staff presented the staff report and noted that 355 public hearing notices were sent, 29 returned in favor, and one in opposition.

Commissioner Edwards, as the longest serving member, opened the public hearing on the case. See the attached list of presentations made to the commission. The public hearing was closed, and Commissioner Edwards called for a motion.

Commissioner Lightfoot made a motion to recommend approval of the request with Staff's Recommendations.

Commissioner Humphrey seconded.

Commissioner Edwards called for questions or comments from the Commission. The following votes were cast:

In favor:	Edwards, Humphrey, Lightfoot, Rios, Singleton
Opposed:	None
Absent:	Lantz, Walla, Councilmember Beau Rawlins
Non-voting participant:	None

The motion passed.

DISCUSSION ITEMS

Staff opened the "2025 Planning Commission Planning and Design Awards (Staff)" discussion item.

THE MEETING ADJOURNED AT 4:00 PM





25BF-036

STAFF REPORT

ADDRESS:

12716 BERMUDA BEACH DR
GALVESTON, TX 77554

LEGAL DESCRIPTION:

The property is legally described as Abstract 121 Hall & Jones Survey, Lot 15, Bermuda Beach Section 5, a subdivision in the City and County of Galveston, Texas.

APPLICANT/REPRESENTATIVE:

Anthony Torusoglu

PROPERTY OWNER:

Anthony Torusoglu

REQUEST:

Beachfront Construction Certificate/Dune Protection Permit in order to construct a single-family dwelling with a crushed rock driveway apron within the Dune Conservation Area.

APPLICABLE LAND USE

REGULATIONS:

Chapter 29, Article 2, Beach Access Dune Protection and Beachfront Construction Regulation.

STAFF RECOMMENDATION:

Approval with Conditions

EXHIBITS:

- A – Aerial Map
- B – Topographic Survey
- C – Site Plan & Drawings
- D – Site Photos
- E – GLO Comment Letter

STAFF:

Kyle Clark
Coastal Resources Manager
KClark@GalvestonTX.gov



Note: This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries. The data presented on these pages is not legally binding on the City of Galveston or any of its departments. These maps and the associated data are representations ONLY and may contain errors in the databases. Therefore, the information presented on this map is for informational purposes only and should not be construed to be legally binding.

Executive Summary:

The City of Galveston's Dune Protection and Beach Access Plan designates the Planning Commission as the authority to review and consider for approval applications for a Beachfront Construction Certificate/Dune Protection Permit when proposed construction activities occur in areas within or seaward of the Dune Conservation Area or up to 50 feet landward of the Dune Protection Line. The Dune Protection Line is the area within 25 feet landward of the North Toe of the Critical Dune Area or within 200 feet landward of the Line of Vegetation for those beach areas where no dunes exist west of the terminus of the Seawall.

The applicant is requesting an exemption and approval to construct a single-family dwelling with a crushed rock driveway apron within the Dune Conservation Area. The proposed structure does not have a dune seaward of the subject property. The structure as proposed will be 14 feet landward of the Line of Vegetation. This is seaward of the Dune Protection Line and within the Planning Commission review area. According to the application materials, a dune is not present on the subject lot or seaward of. Mitigation activities are not proposed as the vegetation is not protected without a dune present.

Site and Surrounding Area:

The subject site is located in the Bermuda Beach Subdivision. Single-family dwellings are located to the North, East and West; a beach system is located to the South of the subject property. According to the Bureau of Economic Geology, this area is eroding at a rate of six to seven feet per year..

Analysis:

The table below summarizes the applicant survey and site plan (Attachments B and C). The attachments indicate the proposed new construction and the location of proposed construction in relation to on-site conditions:

Proposed Structure's Distance from:	Distance (Feet)
...North Toe of the Dune	NA
...the Line of Vegetation	14

In accordance with Chapter 29: Planning – Beach Access Dune Protection & Beach Front Construction, before issuing a permit, the Planning Commission must find that the proposed construction conforms with the Beachfront Construction Certificate and Dune Protection Permit standards.

- ☒ The proposed activity is not a prohibited activity as defined in these standards.
- ☒ The proposed activity will not materially weaken dunes or materially damage dune vegetation seaward of the Dune Protection Line based on substantive findings as defined in "Technical Standards" of these standards.
- ☒ There are no practicable alternatives to the proposed activity that is located seaward of the Dune Protection Line and adverse effects cannot be avoided as provided in the Mitigation sequence as outlined in these Standards.
- ☒ The applicant's mitigation plan, for an activity seaward of the Dune Protection Line, which is not required, will adequately minimize, rectify, and/or compensate for any unavoidable adverse effects.
- ☒ The proposed activity complies with any applicable requirements of: Requirements for Beachfront Construction Certificate and Dune Protection Permits and Management of the Public Beach of this Section; and
- ☒ The structure is located as far landward as practicable.

Consideration for Exemption:

Staff finds the request for the exemption on the prohibition of construction in the Dune Conservation Area (DCA) meets the criteria provided within the Dune Protection and Beach Access Plan as well as the Erosion Response Plan. The required criteria and considerations are listed below:

- No practicable alternative to construction within or seaward of the Dune Conservation Area. In determining what is practicable, the City shall consider whether an action, technology, or technique is commercially available and capable of being done after taking into consideration existing building practices, effectiveness, scientific feasibility, siting alternatives, and the footprint of the structure in relation to the area of the building portion of the lot and considering the overall development plan for the property. The City shall also consider the cost of the technology or technique.
 - The residence cannot be moved further North due to building lines and if the structure was moved it would still be within the Dune Conservation Area.
 - The applicant has proposed no ground floor walls on the first floor to be compliant with building within the DCA.

- The applicant proposes a semi-elevated platform deck instead of a traditional slab to reduce impacts within the Dune Conservation Area.
- No other material other than gravel/limestone could be approved for this location.
- The owner proposed the driveway to be natural sand. The driveway apron abutting Bermuda Beach drive will be crushed rock to comply with city engineering ordinance for improved right of ways for new developments.
- It was evaluated that the property owner is unable to build a dune seaward of the subject property as there is a city road followed by private property.

Staff Recommendation:

Staff recommends approval of 25BF-036 with the following conditions:

Conditions for Case 25BF-036:

1. As provided in the Erosion Responses Plan, an exemption is granted to allow for construction within the Dune Conservation Area.
2. The applicant must adhere to all aspects of Chapter 29: Planning-Beach Access Dune Protection & Beachfront Construction of the City of Galveston Code of Ordinances.
3. The applicant must adhere to all aspects of the Texas Administrative Code Title 31. Natural Resources and Conservation, Part 1. General Land Office, Chapter §15. Coastal Area Planning, including but not limited to those outlined in the GLO Comment Letter associated with this Beachfront Construction Certificate and Dune Protection Permit.
4. The construction activities must minimize impacts on natural hydrology and must not cause erosion of adjacent properties. The applicant shall direct all stormwater inland away from the critical dune area, public beach, and adjacent properties.
5. Where applicable, the proposed construction must be consistent with FEMA minimum requirements or with the FEMA approved local ordinance.

ERP PRACTICABLE DEFINITION

Practicable means available and capable of being done after taking into consideration existing building practices, siting alternatives, and the footprint of the structure in relation to the area of the building portion of the lot, and considering the overall development plan for the property.

TEXAS ADMINISTRATIVE CODE PRACTICABLE DEFINITION 15.2(57)

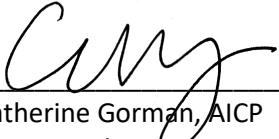
In determining what is practicable, local governments shall consider the effectiveness, scientific feasibility, and commercial availability of the technology or technique. Local governments shall also consider the cost of the technology or technique.

Respectfully Submitted,



Kyle Clark
Coastal Resources Manager

7/22/2025



Catherine Gorman, AICP
Assistant Planning Director / HPO

07/29/2025

Date

A – Aerial Map

12716 Bermuda Beach Drive Case #25BF-036

BEG and FIRM Coastal Map Legend

BEG Shoreline Change Rates

1950s-2019 - End Point Rate (ft/yr)

- ▲ Eroding (-1ft or more)
- ◆ Stable (-1ft to 1 ft)
- ▼ Accreting (+1ft or more)

- ▭ FIRM Panels
- ▭ 0.2% Annual Chance
- ▭ Zone A
- ▭ Zone AE, Zone AO
- ▭ Zone VE
- ▭ Zone X
- ▭ Open Water
- ▭ Subdivisions
- ▭ 1000ft from MHT
- ▭ Lot Lines
- ▭ Parcels



0 10 20 40 60 80 100 120 140 160 180 Feet

1:1,259

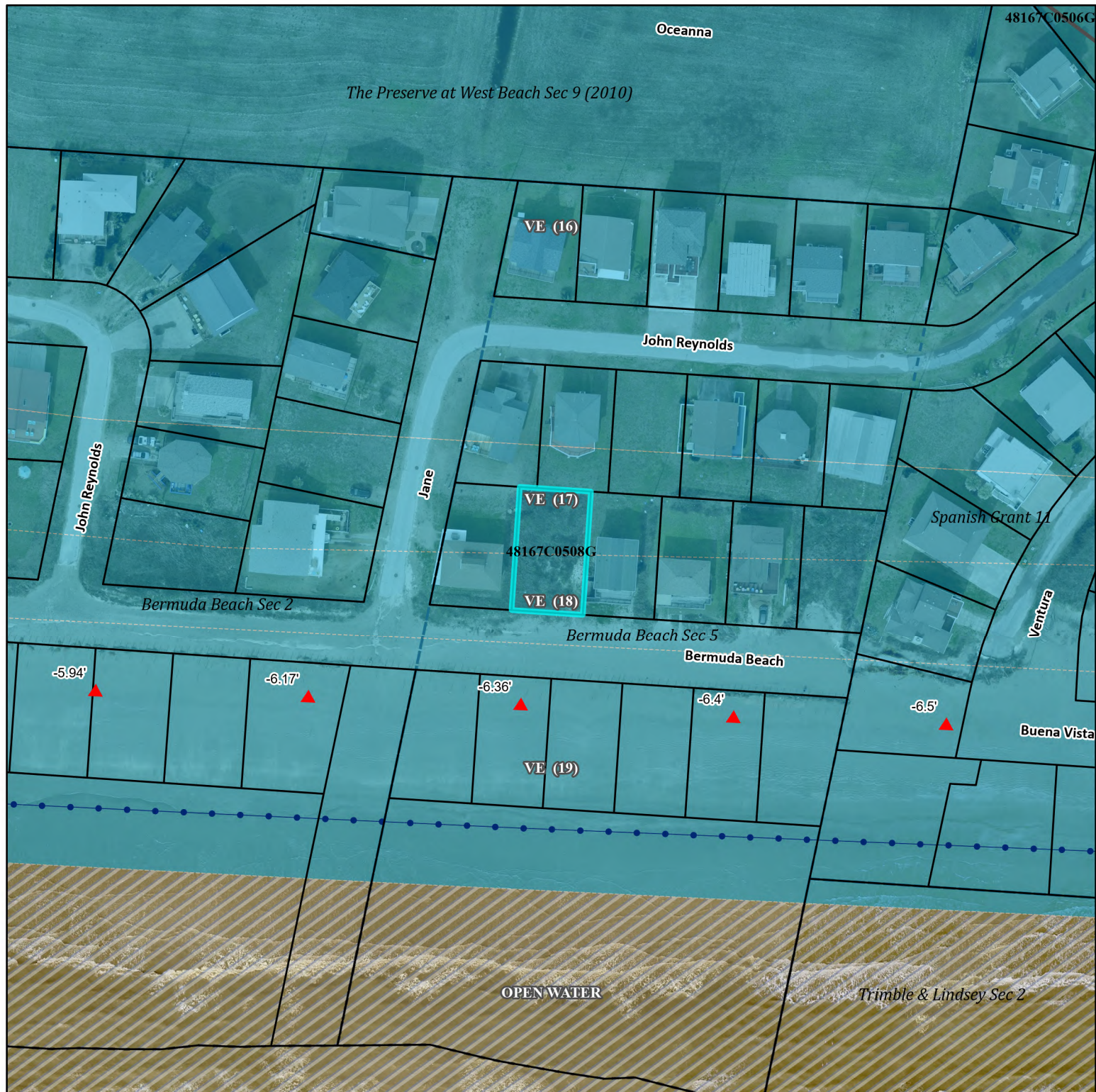
Data Sources:

Aerial Imagery and Parcel Data from Galveston CAD,
Shoreline Change Data from U.T. Bureau of Economic
Geology, Flood Insurance Rate Map from FEMA.

Map prepared by the City of Galveston Development
Services Department, Coastal Resources Division
(HCummings) - 5/20/2025

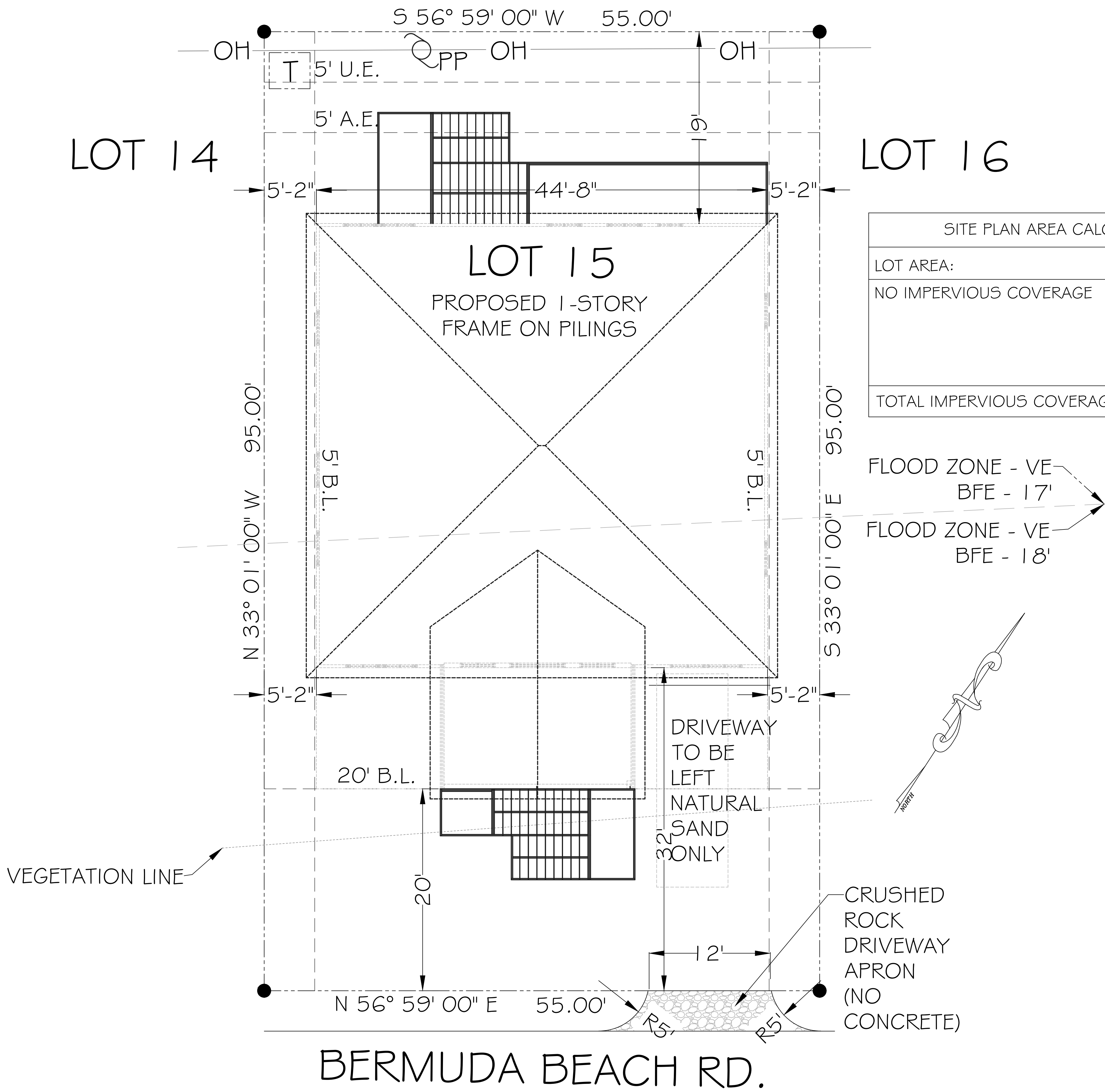
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B – Topographic Surveys

C – Site Plans and Drawings



SITE PLAN AREA CALCULATIONS	
LOT AREA:	5,225 SF
NO IMPERVIOUS COVERAGE	
TOTAL IMPERVIOUS COVERAGE	0%

FLOOD ZONE - VE
BFE - 17'

FLOOD ZONE - VE
BFE - 18'

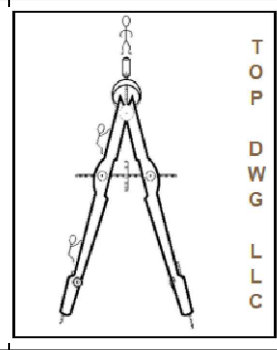
REV	DESCRIPTION	DATE

CAUTION EXISTING UTILITIES !!!

EXISTING UTILITIES AND UNDERGROUND FACILITIES INDICATED ON THESE PLANS HAVE BEEN LOCATED FROM REFERENCE INFORMATION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY BOTH HORIZONTALLY AND VERTICALLY THE LOCATION OF ALL EXISTING UTILITIES AND UNDERGROUND FACILITIES PRIOR TO CONSTRUCTION, TO TAKE THE NECESSARY PRECAUTIONS IN ORDER TO PROTECT ALL FACILITIES ENCOUNTERED. THE CONTRACTOR SHALL PRESERVE AND PROTECT ALL EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION.

PROJECT LOCATION:

TORUSOGLU NEW BUILD
12716 BERMUDA BEACH RD.
GALVESTON, TX 77554



TOP DWG, LLC

SINGLE FAMILY RESIDENTIAL PLANS			
SITE PLAN			
SCALE: 3/16"= 1'-0"	DATE: 04-10-25	SHEET NO.: C101	BY: JDF

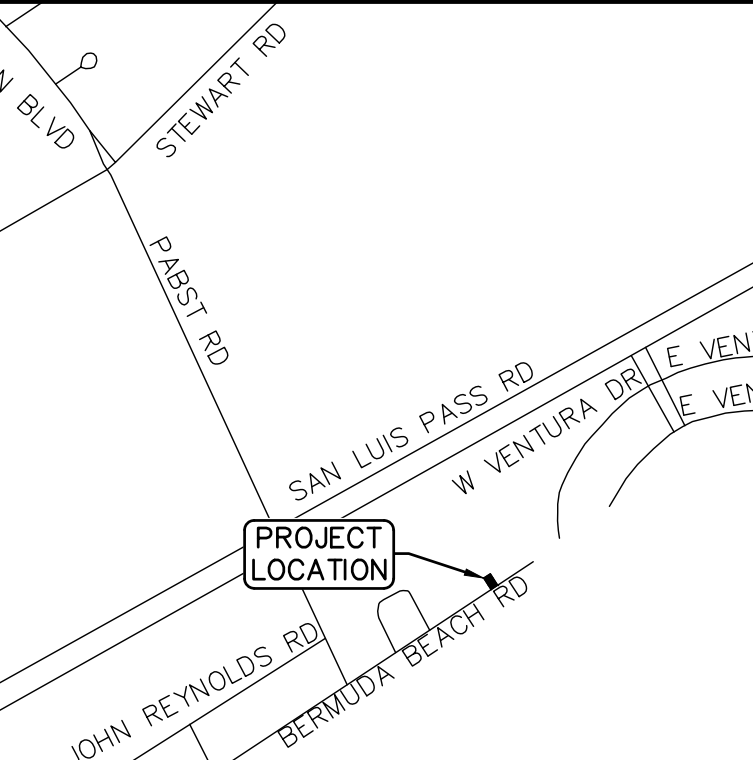
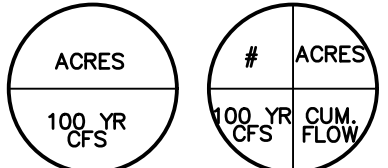
EXISTING STORM CALCULATIONS								
DRAINAGE AREA	BASIN AREA	RUNOFF COEFFICIENT		TIME OF CONCENTRATION	2 YEAR INTENSITY	2 YEAR SUM OF FLOWS	100 YEAR INTENSITY	100 YEAR SUM OF FLOWS
	Ac.	C	C*A	(minutes)	(in/hr)	(CFS)	(in/hr)	(CFS)
1	0.120	0.60	0.07	21.88	4.02	0.29	9.11	0.66

PROPOSED STORM CALCULATIONS										
2YR b=48.35; d=9.07; e = 0.7244; 100YR b=60.66; d=4.44; e = 0.5797;										
FROM	TO	DRAINAGE AREA	TOTAL AREA	RUNOFF COEFFICIENT	SUM OF	TIME OF CONCENTRATION	2 YEAR INTENSITY	2 YEAR SUM OF FLOWS	100 YEAR INTENSITY	100 YEAR SUM OF FLOWS
		Ac.	Ac.	C	C*A	(minutes)	(in/hr)	(CFS)	(in/hr)	(CFS)
1	OUT	0.060	0.06	0.60	0.04	21.09	4.10	0.15	9.27	0.33
2	OUT	0.060	0.06	0.60	0.04	21.09	4.10	0.15	9.27	0.33

BM ELEVATION = 6.50'
ALL ELEVATIONS SHOWN HEREON ARE IN NAVD 1988 DATUM AND ARE BASED ON NGS MONUMENT HGCSD 62, ELEVATION 6.50'.

FLOOD STATEMENT
FLOOD STATEMENT: THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP FOR GALVESTON COUNTY, TEXAS AND INCORPORATED AREAS, DATED AUGUST 15, 2019 INDICATES THAT THIS TRACT IS WITHIN ZONE "VE". AREAS DETERMINED TO BE INSIDE THE 1.0% ANNUAL CHANCE FLOODPLAIN, AS SHOWN ON MAP AND PANEL NO. 48167C0608G. THIS DETERMINATION HAS BEEN MADE BY SCALING THE PROPERTY ON THE ABOVE REFERENCED MAP AND IS NOT THE RESULT OF AN ELEVATION SURVEY. WARNING: IF THIS SITE IS NOT WITHIN AN IDENTIFIED SPECIAL FLOOD HAZARD AREA, THIS STATEMENT DOES NOT IMPLY THAT THE PROPERTY AND/OR THE STRUCTURES THEREON WILL BE FREE FROM FLOODING OR FLOOD DAMAGE. ON RARE OCCASIONS, GREATER FLOODS CAN AND WILL OCCUR AND FLOOD HEIGHTS MAY BE INCREASED BY MANMADE OR NATURAL CAUSES. THIS FLOOD STATEMENT SHALL NOT CREATE LIABILITY ON THE PART OF THE SURVEYOR.

LEGEND	
EXISTING	
× 68.0	ELEVATION
× TC 68.10	TOP OF CURB
× G 67.75	GUTTER
RM 68.65	RIM
FL 66.30	FLOWLINE
●	MANHOLE
○	CLEAN OUT
—●—	POWER POLE
—○—	DOWN GUY
—●—	FIRE HYDRANT
—○—	WATER VALVE
—●—	WATER METER
—○—	STREET SIGN
—●—	AREA LIGHT
—○—	TELEPHONE ENCLOSURE
—●—	GAS METER
—○—	FENCE
PROPOSED	
FFE	FINISH FLOOR ELEVATION
TP	TOP OF PAVEMENT
TC	TOP OF CURB
G	GUTTER
FG	FINISHED GRADE
FL	FLOWLINE
RCP	REINFORCED CONCRETE PIPE
→	100 YR FLOW
→	OFFSITE FLOW
—	STORM SEWER
○	INLET
○	STORM SEWER MANHOLE



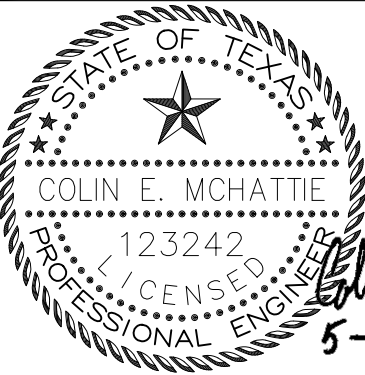
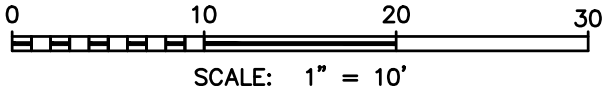
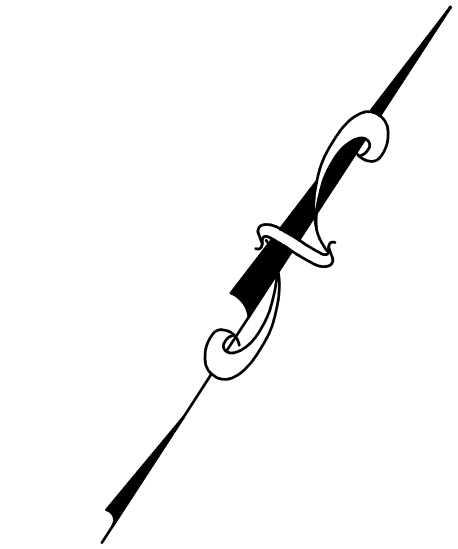
VICINITY MAP

12716 BERMUDA BEACH
GALVESTON TX, 77554

COLRICH ENGINEERING
5450 NW CENTRAL DRIVE, SUITE 121
HOUSTON, TX 77092
361-935-6308 COLRICHHENGINEERING.COM
TBE FIRM REGISTRATION F-19829

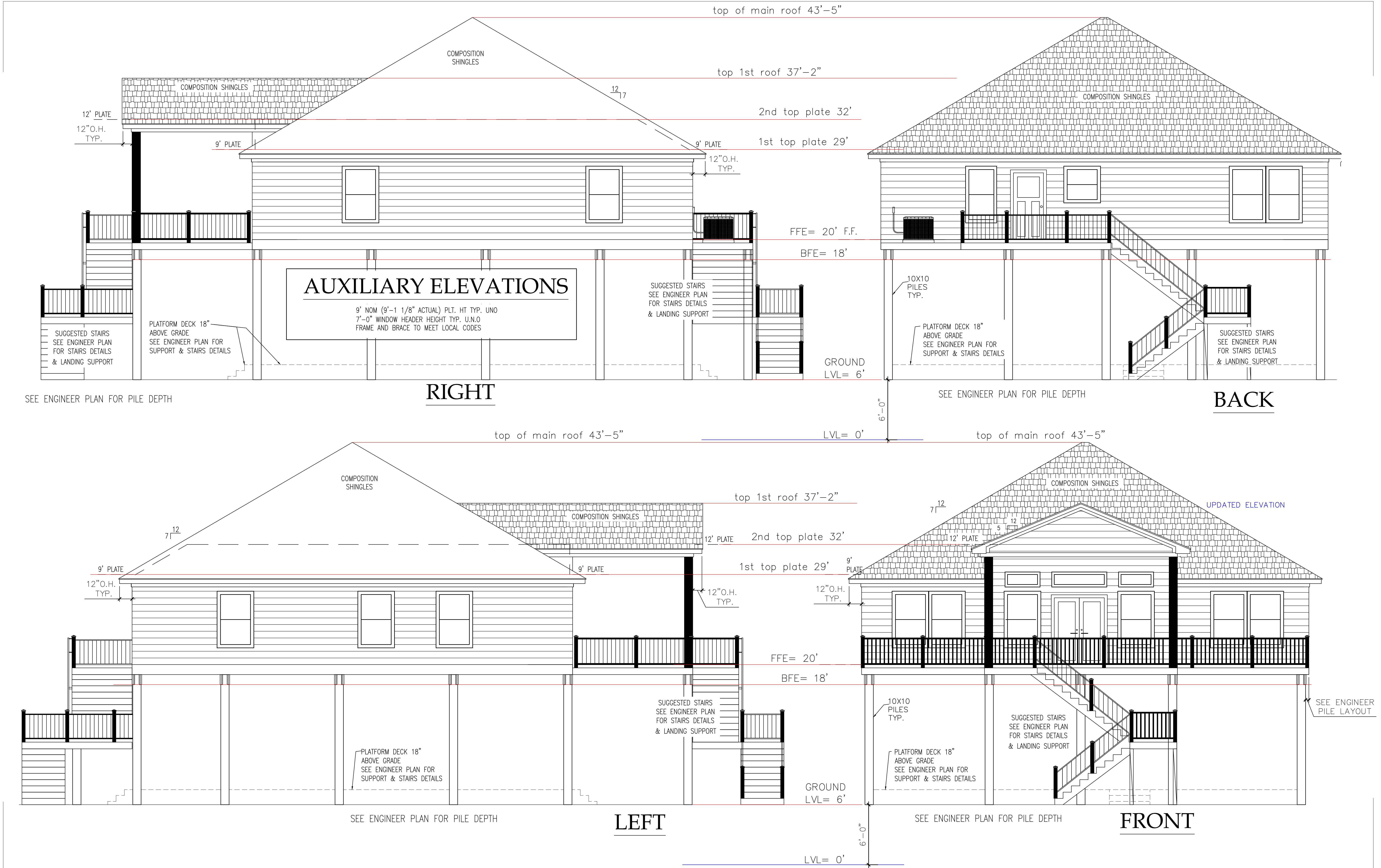
12716 BERMUDA BEACH

DETENTION CALCULATIONS:	
TOTAL AREA	= 5225 S.F.
TOTAL LOT IMPERVIOUS	= 0 S.F.
LOT % IMPERVIOUS	= 0%
ALL BUILDINGS TO BE PIER AND BEAM DRIVEWAY AND SIDEWALK TO BE NATURAL NO DETENTION REQUIRED	



GRADING & DRAINAGE

SHEET NO.	JOB NO.	DATE	SCALE
1	C-25017	5/5/2025	1"=10'

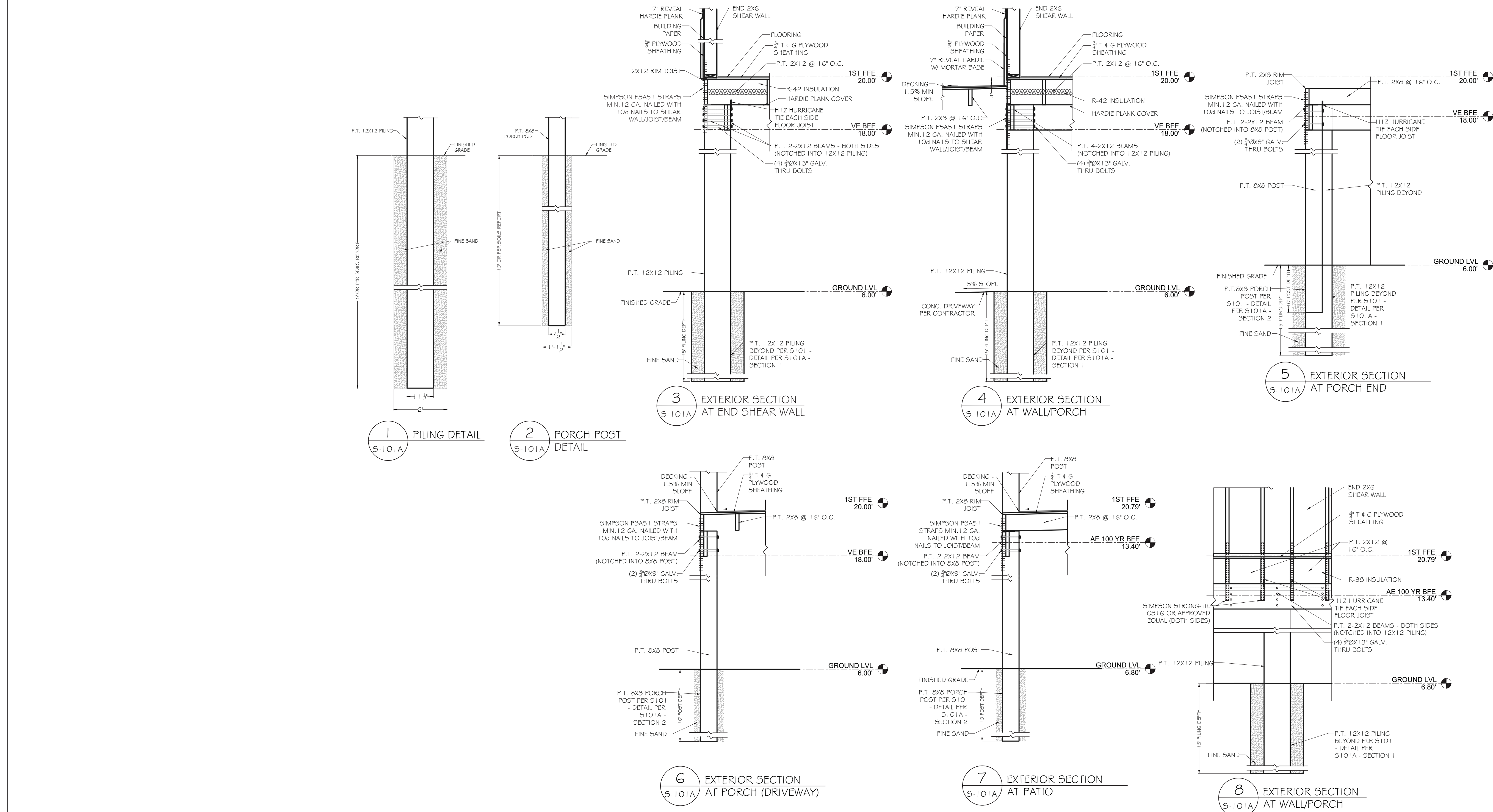


THE DESIGNER ASSUMES NO LIABILITY FOR ANY ERRORS OR OMISSIONS ON THESE PLANS. ALL INFORMATION MUST BE CONFIRMED PRIOR TO COMMENCEMENT OF CONSTRUCTION. THEREFORE, SUPPLEMENTAL TO THESE DOCUMENTS IS THE OWNERS AND OR BUILDERS RESPONSIBILITY FOR FOLLOWING MATERIAL AND MANUFACTURERS INSTRUCTIONS, AND USING RECOGNIZED STANDARDS FOR EACH BUILDING TRADE, AS WELL AS COMPLIANCE IN FULL WITH ALL GOVERNING CODE REQUIREMENTS FOR THE GEOGRAPHIC AREA IN WHICH THIS HOME IS TO BE CONSTRUCTED.

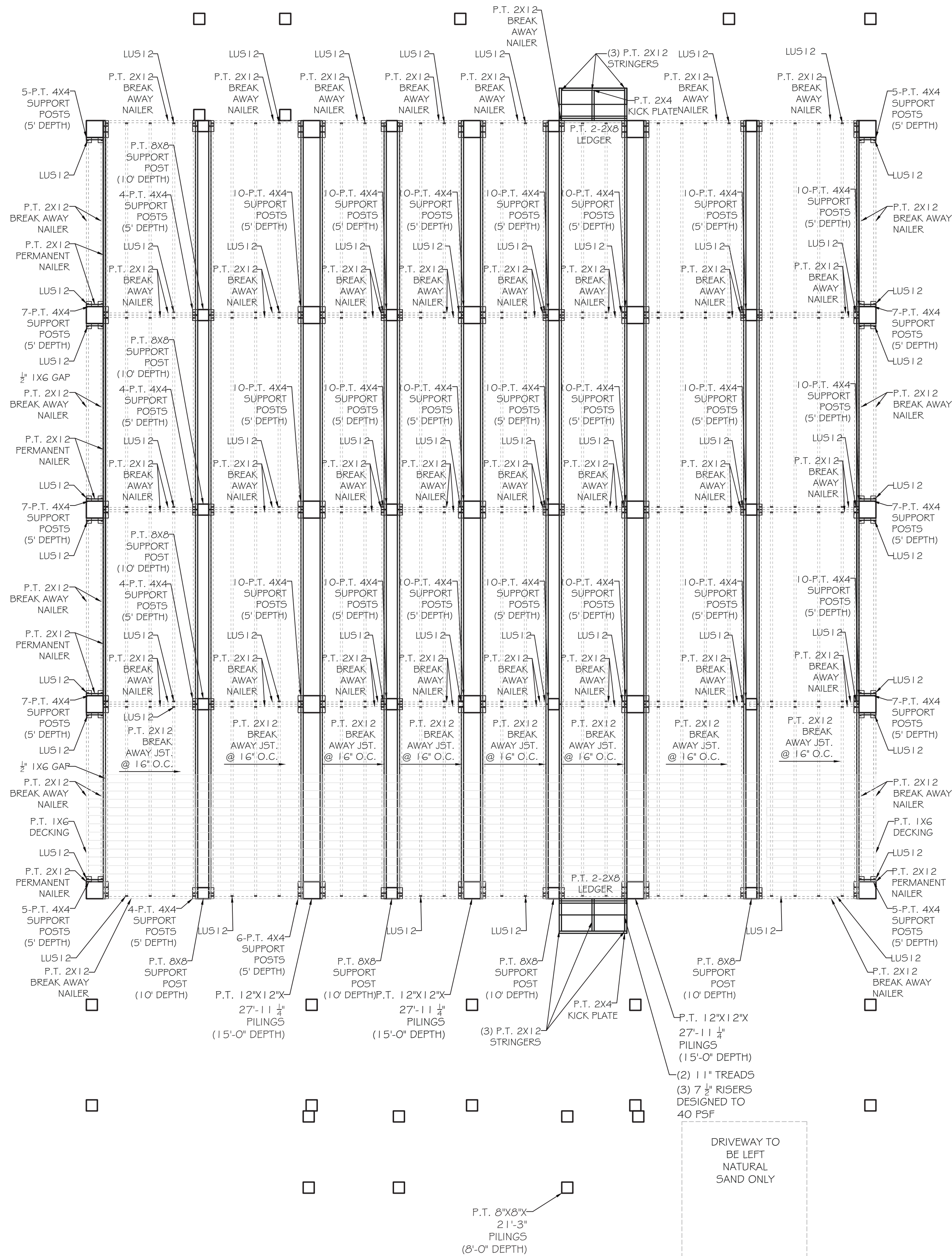
12716 BERMUDA BEACH RD
GALVESTON TX 77554

ELEVATIONS

SCALE : 1/4" = 1'-0"
SHEET : 2 of 3
DATE : 5.22.2025

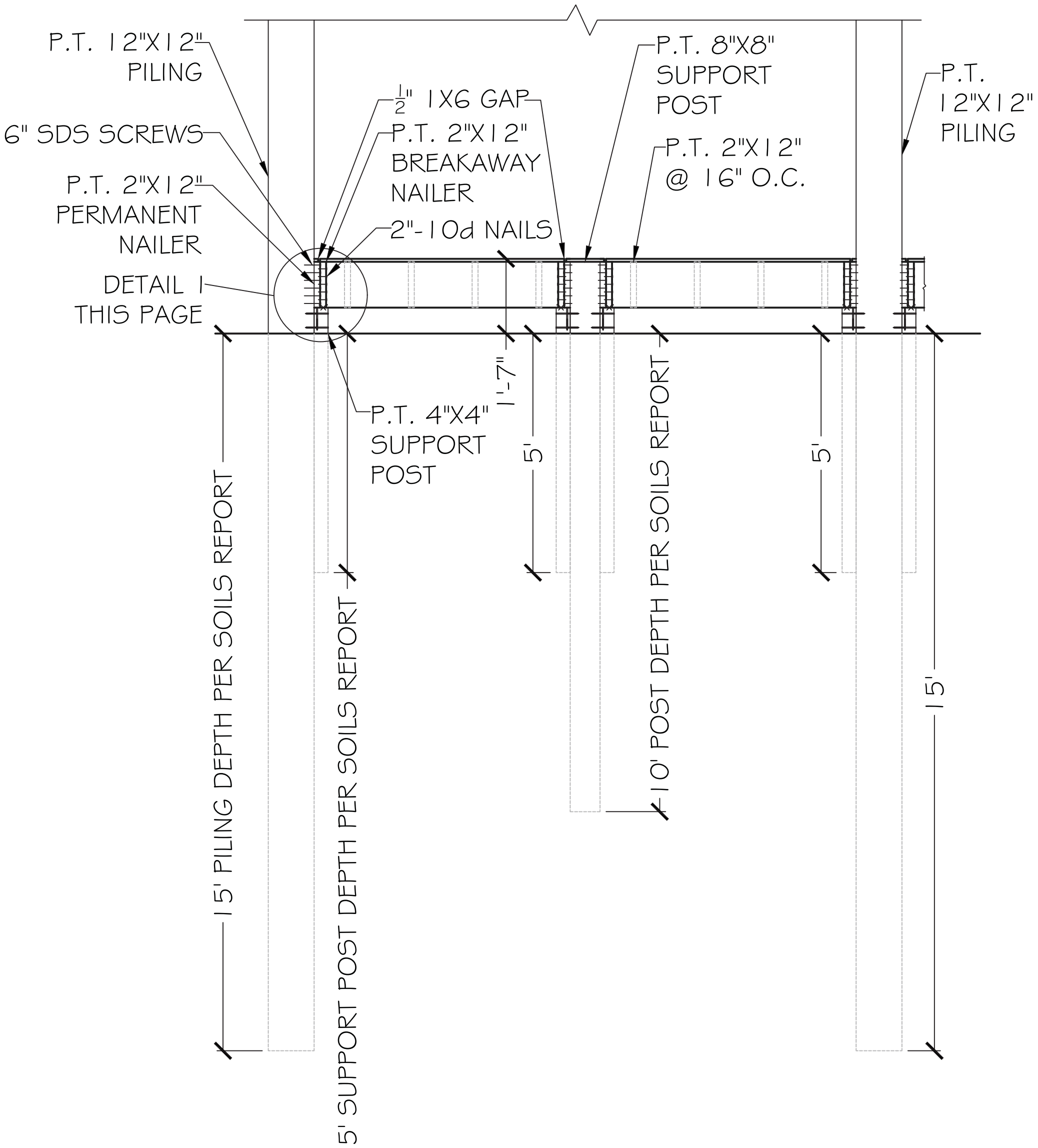


REV	DESCRIPTION	DATE	CAUTION EXISTING UTILITIES !!!	PROJECT LOCATION:	TOP DWG, LLC	PETER TIAN, P.E., Ph.D. TRINITY CONSULTING GROUP, INC. 10850 WILCREST DRIVE, SUITE 180 HOUSTON, TX 77099 TEL: 830-660-5242 FIRM REGISTRATION NO. F-11686	SINGLE FAMILY RESIDENTIAL PLANS	
			EXISTING UTILITIES AND UNDERGROUND FACILITIES INDICATED ON THESE PLANS HAVE BEEN LOCATED FROM REFERENCE INFORMATION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY BOTH HORIZONTALLY AND VERTICALLY THE LOCATION OF ALL EXISTING UTILITIES AND UNDERGROUND FACILITIES PRIOR TO CONSTRUCTION, TO TAKE THE NECESSARY PRECAUTIONS IN ORDER TO PROTECT ALL FACILITIES ENCOUNTERED, THE CONTRACTOR SHALL PRESERVE AND PROTECT ALL EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION.	TORUSOGLU NEW BUILD 12716 BERMUDA BEACH DR. GALVESTON, TX 77554			FOUNDATION DETAILS	
							SCALE: 1/2" = 1'-0"	DATE: 02-24-25
							SHEET NO.: S101A	BY: JDF

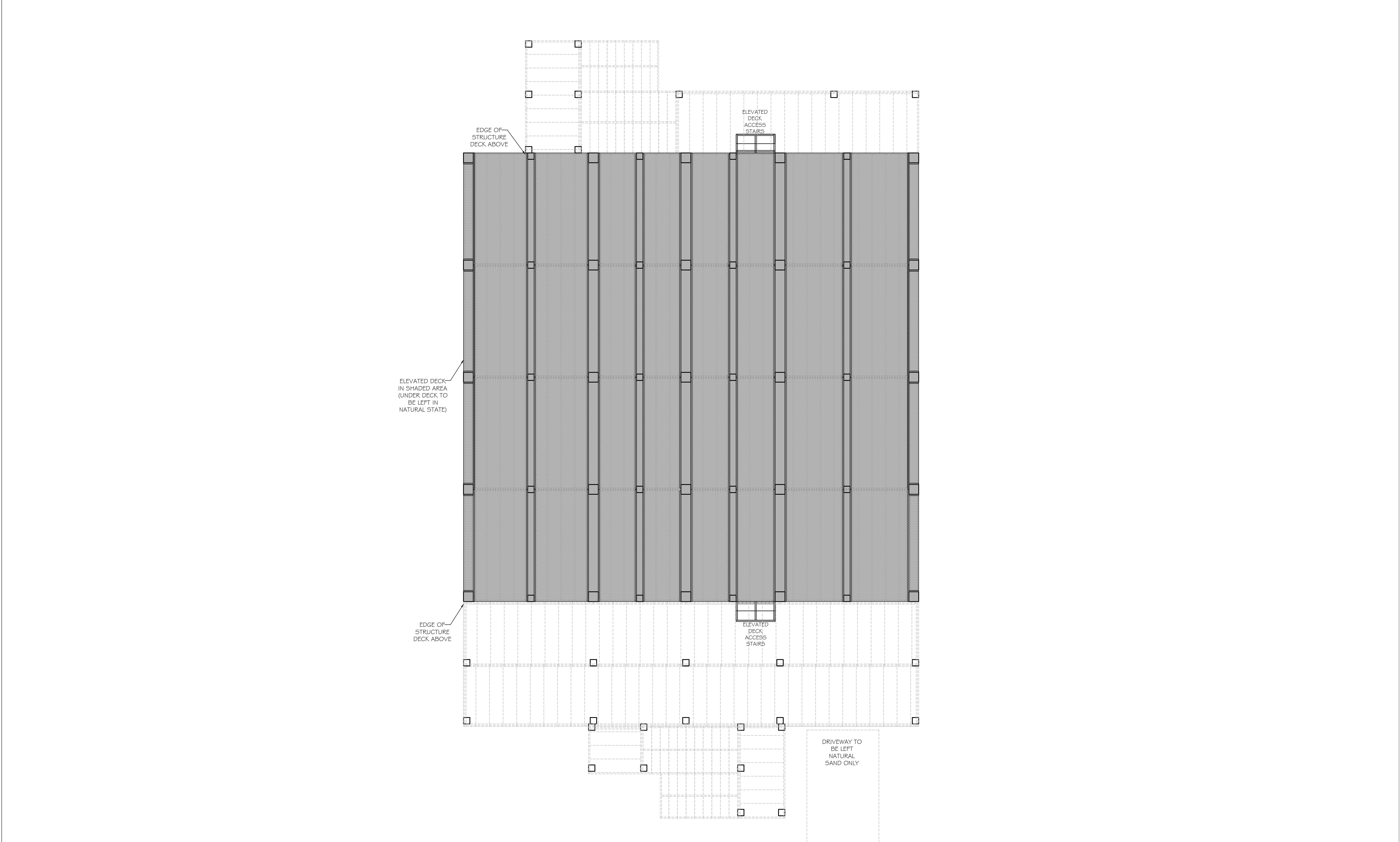


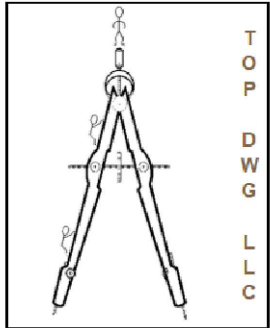
BREAKAWAY PLATFORM NOTES:

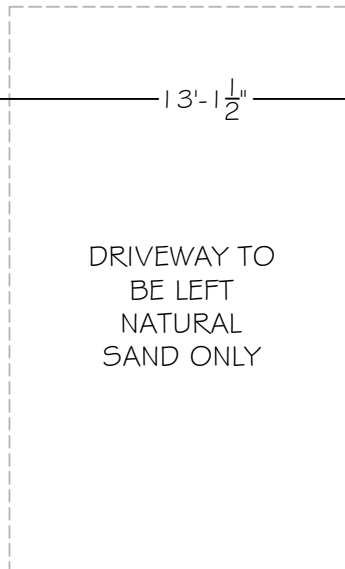
1. ALL CONSTRUCTION SHALL BE PER IRC 2021. FRAMING DESIGN AND HURRICANE STRAPPING IS IN ACCORDANCE WITH ASCE 7-10 RISK CATEGORY II- 152 mph 3-SECOND WIND GUST FOR SUBJECT SITE LOCATION.
ATTIC DEAD LOAD= 10 PSF
ATTIC LIVE LOAD= 20 PSF
ROOF DEAD LOAD= 20 PSF
ROOF LIVE LOAD (WIND)= 30 PSF
2. ALL P.T. 4X4 SUPPORT POSTS TO BE 5' DEEP. ALL P.T. 8X8 SUPPORT POSTS TO BE 10' DEEP.
3. ALL P.T. PERMANENT NAILERS TO BE FASTENED TO SUPPORT POSTS AND PILING WITH 6" - SDS STRUCTURAL SCREWS.
4. ALL P.T. BREAKAWAY NAILERS TO HAVE 10d NAILS AND TOE NAILS TO BREAK AWAY IN SECTIONS AT THE DOUBLE P.T. 2X12 BREAK AWAY NAILERS TYP.
5. ALL P.T. 2X12 FLOOR JOISTS TO BE FASTENED TO EACH SIDE OF THE DOUBLE P.T. 2X12 BREAK AWAY NAILERS USING LUS12'S.



REV	DESCRIPTION	DATE	CAUTION EXISTING UTILITIES !!!	PROJECT LOCATION:	TOP DWG, LLC	PETER TIAN, P.E., Ph.D.	SINGLE FAMILY RESIDENTIAL PLANS
			EXISTING UTILITIES AND UNDERGROUND FACILITIES INDICATED ON THESE PLANS HAVE BEEN LOCATED FROM REFERENCE INFORMATION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY BOTH HORIZONTALLY AND VERTICALLY THE LOCATION OF ALL EXISTING UTILITIES AND UNDERGROUND FACILITIES PRIOR TO CONSTRUCTION, TO TAKE THE NECESSARY PRECAUTIONS IN ORDER TO PROTECT ALL FACILITIES ENCOUNTERED. THE CONTRACTOR SHALL PRESERVE AND PROTECT ALL EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION.	TORUSOGLU NEW BUILD 12716 BERMUDA BEACH DR. GALVESTON, TX 77554		TRINITY CONSULTING GROUP, INC. 10850 WILCREST DRIVE, SUITE 180 HOUSTON, TX 77099 TEL: 830-660-5242 FIRM REGISTRATION NO. F-11686	BREAKAWAY PLATFORM PLAN AND SECTION
							SCALE: 1/4" = 1'-0"
							DATE: 05-05-25
							SHEET NO.: 5102
							BY: JDF



REV	DESCRIPTION	DATE	CAUTION EXISTING UTILITIES !!! EXISTING UTILITIES AND UNDERGROUND FACILITIES INDICATED ON THESE PLANS HAVE BEEN LOCATED FROM REFERENCE INFORMATION. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY BOTH HORIZONTALLY AND VERTICALLY THE LOCATION OF ALL EXISTING UTILITIES AND UNDERGROUND FACILITIES PRIOR TO CONSTRUCTION, TO TAKE THE NECESSARY PRECAUTIONS IN ORDER TO PROTECT ALL FACILITIES ENCOUNTERED. THE CONTRACTOR SHALL PRESERVE AND PROTECT ALL EXISTING UTILITIES FROM DAMAGE DURING CONSTRUCTION.	PROJECT LOCATION: TORUSOGLU NEW BUILD 1 271 6 BERMUDA BEACH DR. GALVESTON, TX 77554	 TOP DWG, LLC	SINGLE FAMILY RESIDENTIAL PLANS			
						ELEVATED DECK FLOOR PLAN			
						SCALE: 1/4" = 1'-0"	DATE: 05-28-25	SHEET NO.: S102B	BY: JDF



TOP
DW
LLC

D – Site Photos

Pictures from all cardinal directions and vegetation line, taken on 4/18/2025











E – GLO Comment Letter



TEXAS GENERAL LAND OFFICE
COMMISSIONER DAWN BUCKINGHAM, M.D.

June 20, 2025

Via Electronic Mail

Kyle Clark
Coastal Resources Manager
Development Services Department
City of Galveston
3015 Market St.
Galveston, Texas 77550

Beachfront Construction Certificate and Dune Protection Permit in the City of Galveston

Site Address: 12716 Bermuda Beach Drive, Galveston
Legal Description: ABST 121 Hall & Jones sur Lot 15 Bermuda Beach Sec 5
Lot Applicant: Anthony Torusoglu
Case Number: 25BF-036
GLO ID No.: BDCOG-25-0110

Dear Mr. Clark:

The General Land Office (GLO) has reviewed the application materials for a beachfront construction certificate and dune protection permit for the above-referenced location. The applicant proposes to construct a single-family residence with an elevated wooden deck beneath the structure, a sand driveway, and crushed rock within the City of Galveston's (City) right of way. The proposed construction is located within 200 feet landward of the line of vegetation and within the Dune Conservation Area. According to the Bureau of Economic Geology, the area is eroding at a rate of six to seven feet per year.

Based on the information provided to our office for review, we have the following comments:

- According to the photographs included in the application materials, the applicant placed construction materials on site prior to obtaining a permit. In the future, the property owner must obtain a beachfront construction certificate and dune protection permit prior to the commencement of construction.¹ Any unauthorized activities or activities not in compliance with the City of Galveston Dune Protection and Beach Access Plan (Plan) as well as state statutes and rules is subject to enforcement action by the City and the GLO, which may include administrative penalties of no less than \$50 and no more than \$2,000 per violation per day.²

¹ 31 Tex. Admin. Code § 15.2(19).

² 31 Tex. Admin. Code § 15.9(a)(1)(A).

- The applicant proposes construction activities within the Dune Conservation Area, which is prohibited unless the applicant qualifies for an exemption under Section 4.2 of the City's Erosion Response Plan (ERP) and Section B of the City's Plan.³
- The construction standards in the City's ERP state that a dune enhancement or restoration project consistent with the definition for restored (man-made) dunes provided in the City's Plan shall be completed prior to the commencement of proposed construction.⁴ In cases where completion of an enhancement or restoration project is deemed infeasible due to site constraints as determined by the Department of Planning and Community Development, payment of a fee-in-lieu of satisfying the requirement shall be made to the City.⁵
- Section M(1)(i)(2) of the City's Plan prohibits paving or altering the ground below the lowest habitable floor within the Dune Conservation Area.⁶ The proposed deck beneath the habitable structure must not be impervious or alter the ground.⁷
- The applicant should direct all stormwater inland away from the critical dune area, public beach and adjacent properties. Construction must be designed to minimize impacts to natural hydrology and provide for the gradual and dispersed drainage of storm water runoff, such that runoff within the lot approximates natural rates, volumes, and direction of flow to avoid erosion and dune damage.⁸
- The City must ensure the proposed construction is consistent with FEMA minimum requirements or with the FEMA-approved local ordinance.⁹ Decks constructed below the base flood elevation must be structurally independent of the habitable structure and must not cause an obstruction, per FEMA free-of-obstruction requirements.

Please be advised that structures may not encroach on the public beach. If the structure becomes located seaward of the line of vegetation because of loss of elevation, the structure may be allowed to remain in place if it does not significantly interfere with public access to the beach or present a public health and safety risk. Structures located seaward of the line of vegetation and landward of mean high tide may be allowed to make certain repairs under the Beach/Dune rules and local government plans.

If any part of a structure comes to be located seaward of the line of mean high tide, it becomes an unauthorized structure on state-owned land. Repairs are prohibited and the state may take action to remove the structure.

³ City of Galveston Dune Protection and Beach Access Plan Appendix C § 4.2 & City of Galveston Dune Protection and Beach Access Plan § B.

⁴ City of Galveston Dune Protection and Beach Access Plan Appendix C § 5.3(6).

⁵ City of Galveston Dune Protection and Beach Access Plan Appendix C § 5.3(6).

⁶ City of Galveston Dune Protection and Beach Access Plan § M(1)(i)(2).

⁷ 31 Tex. Admin. Code § 15.6(f)(3) & City of Galveston Dune Protection and Beach Access Plan § M(1)(i)(2).

⁸ City of Galveston Dune Protection and Beach Access Plan Appendix C § 5.3(3).

⁹ 31 Tex. Admin. Code § 15.6(e)(3).

Mr. Clark
June 20, 2025
Page 3 of 3

In the event of a material change to the site conditions or the proposed construction, a new or amended beachfront construction certificate and dune protection permit is required.¹⁰ If you have any questions, please contact me at (512) 463-1278 or at michelle.leslie@glo.texas.gov.

Sincerely,



Michelle Leslie
Beach Access & Dune Protection Program
Coastal Resources Division
Texas General Land Office

¹⁰ 31 Tex. Admin. Code § 15.3(t)(5).



25P-025

STAFF REPORT

ADDRESS:

2928 Avenue K

LEGAL DESCRIPTION:

M.B. Menard Survey, Portion of Lot 14 (14-2), Block 149, in the City and County of Galveston, Texas

Applicant:

Harper and Michelle Jones

Property Owners:

Harper and Michelle Jones

ZONING DISTRICT:

Urban Neighborhood (UN)

HISTORIC DISTRICT:

None

REQUEST:

Request for designation as a Galveston Landmark

STAFF RECOMMENDATION:

Approval with Conditions

EXHIBITS:

A – Applicant's Submittal

STAFF:

Catherine Gorman, AICP
Assistant Director/HPO
409-797-3665
cgorman@galvestontx.gov

Public Notice and Comment:

Sent	Returned	In Favor	Opposed	No Comment
33				



Zoning and Land Use

Location	Zoning	Land Use
Subject Site	Urban Neighborhood (UN)	Residential
North	Commercial (C)	Commercial
South	Urban Neighborhood (UN)	Residential
East	Urban Neighborhood (UN)	Residential
West	Commercial (C)	Residential

Executive Summary

The applicant is requesting designation of the above referenced address, as a Galveston Landmark.

Analysis

As per Article 10 of the Land Development Regulations, the following criteria should be considered during the Landmark Designation review process:

1. The character, interest, or value as part of the development, heritage, or cultural characteristics of the City of Galveston, Galveston County, the State of Texas, or the United States.

The Joseph and Elizabeth Treaccar House was built in 1889. One of the most distinctive features of this two-story side-hall townhouse is the double-gallery on the main facade trimmed with Queen Anne sunburst brackets. Treaccar was born in Galveston to Prussian immigrants and learned the carpentry trade from by his older brother, Theodore, and by 1875, Treaccar was employed in the carpentry shop at the Galveston Houston & Henderson Railroad (GH&H). The vernacular style of the Treaccar House exhibits skills passed down to new generations that were originally brought to the United States by early immigrant craftsman.

2. Properties that are associated importantly with the lives of persons historically significant in the history of the United States, the State of Texas, or the City of Galveston.

The Treaccar House, located in Galveston's Old Central neighborhood, has a rich history tied to the Treaccar family, beginning with Joseph Treaccar and Elizabeth "Lizzie" Heiman, a lifelong Galvestonian and devout Catholic, who married in 1874. Lizzie managed rental properties and worked as a seamstress and milliner while raising their four children, baptized at St. Joseph's German Catholic Church. The family lived in the house intermittently, reclaiming it as their primary residence by 1899. During the 1900 Storm, they survived by sheltering on the second floor, and Treaccar cut holes in the floor to anchor the home, which sustained minimal damage. Treaccar operated a carpentry shop behind the house until his death in 1924. After passing through family hands for decades, the house stood vacant after 1975 and was severely damaged by arson in 1983. Galveston Historical Foundation (GHF) acquired and stabilized the structure in 1985, and subsequent owners restored it, with GHF featuring the home in its 1991 Homes Tour. Purchased again in 2020, the current owners are undertaking a second rehabilitation, with the house most recently featured on GHF's 2025 Homes Tour.

3. Retention of historic integrity, meaning that the property possesses several, and usually most, of the following aspects of integrity: location, design, setting, materials, workmanship, feeling or association.

The Joseph and Elizabeth Treaccar House retains all aspects of integrity.

**Financial Incentives for
Historic Properties**

The property is not located in a historic district, and is eligible for the Financial Incentive for Historic Properties for new Galveston Landmarks.

Other Reviews

The Landmark Commission will hear this request at the August 4, 2025 meeting. City Council has the final decision regarding the request for a Landmark Designation. The request will be heard at the regular meeting of August 28, 2025.

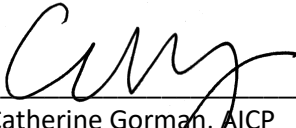
Staff Recommendation

Staff recommends approval with the following condition:

Standard Condition:

1. As with all properties containing a Historic Overlay Designation, including Landmark Designations, exterior alterations to the property will be subject to review and approval by the Landmark Commission and must conform to the Design Standards for Historic Properties of Galveston, Texas.

Respectfully Submitted,



Catherine Gorman, AICP
Assistant Director/HPO

07/29/2025

Date



Joseph and Elizabeth Treaccar House

2928 Avenue K

Lot 14/Block 149

Completed September 1889

Carpenter Joseph Treaccar built this two-story side-hall townhouse in 1889. One of the most distinctive features is the double-gallery on the main facade trimmed with Queen Anne sunburst brackets. Treaccar was born in Galveston to Prussian immigrants and learned the carpentry trade from by his older brother, Theodore, and by 1875, Treaccar was employed in the carpentry shop at the Galveston Houston & Henderson Railroad (GH&H). The vernacular style of the Treaccar House exhibits skills passed down to new generations that were originally brought to the United States by early immigrant craftsman.

In 1874, Treaccar married Elizabeth “Lizzie” Heiman, daughter of Anton Heiman, one of Galveston’s earliest citizens. Lizzie was a lifelong Galvestonian and devout Catholic educated at Ursuline Convent. After she married Treaccar, she managed the couple’s rent property and subsidized the family income as a seamstress and milliner selling her wares from the family’s earlier residence at 32nd and K. Active members of the community, the couple baptized their four

children at St. Joseph's German Catholic Church (2202 Avenue K), Texas' oldest German Catholic church, established in 1859.

The Treaccars resided at the house for one year before they returned to 32nd and K. They utilized the house for the next few years as rent property but by 1899, they had reclaimed it as their primary residence. During the 1900 Storm, the family of six sheltered on the second floor of the house. The downstairs floors bear evidence today of holes cut by Treaccar that allowed water to enter the house and anchor it down, preventing it from washing away. Located behind the wall of debris formed by the storm, the Treaccar's block was spared the worst of the storm's destruction and the house escaped with minimal damage.

Treaccar operated his own carpentry shop behind the house until his death in 1924. When Lizzie died in 1938, their grandson, Raymond, inherited the house and resided there until he sold it in 1946. Between 1946-1952, alterations to the house included enclosure of the upper gallery for additional living space. Consuela Connell, the Treaccar's granddaughter, purchased the house in 1952 and brought it back into family ownership. She resided there until 1975, after which the property stood vacant. In 1983, arsonists set fire to the building severely damaging the second floor.

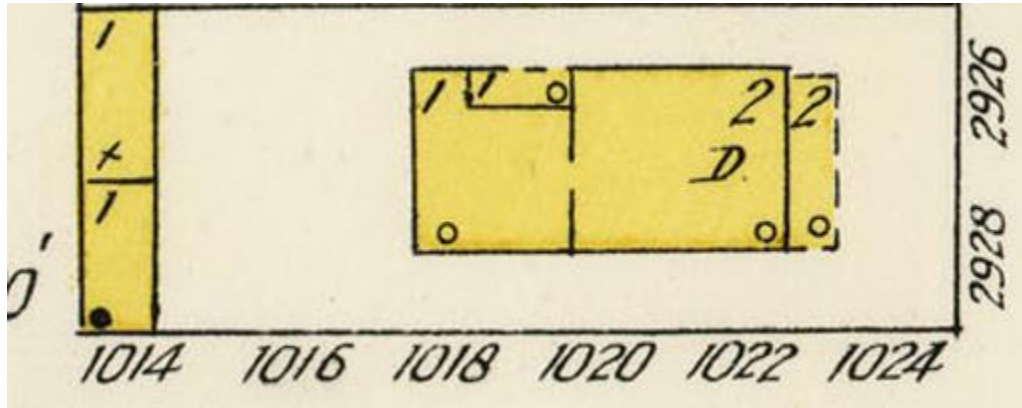
Galveston Historical Foundation purchased the Treaccar house in 1985. Through the Foundation's Residential Revolving Fund, GHF stabilized the building, installed a new roof and replaced fire-damaged rafters and siding. The upstairs gallery was also restored to the original configuration and the original brackets and balustrades found under the house were reinstalled. In 1987, GHF sold the house to new owners who worked on weekends for two years to complete the property's first rehabilitation, restoring all of the original fixtures where possible and purchasing period pieces from GHF's Architecture Salvage Warehouse when replacements were needed. During their ownership, GHF featured the house on the 1991 Homes Tour.

Recently featured on GHF's 2025 Homes Tour, the current owners purchased the Treaccar house in 2020 and have embraced their position as the building's current stewards as they guide a second rehabilitation to address deferred maintenance issues. The Treaccar house is located in the Old Central neighborhood, named after Central High School, organized in 1885 as the first high school in Texas for African Americans and known today as the Old Central Cultural Center Inc., (2624 Avenue M), established in 1974.

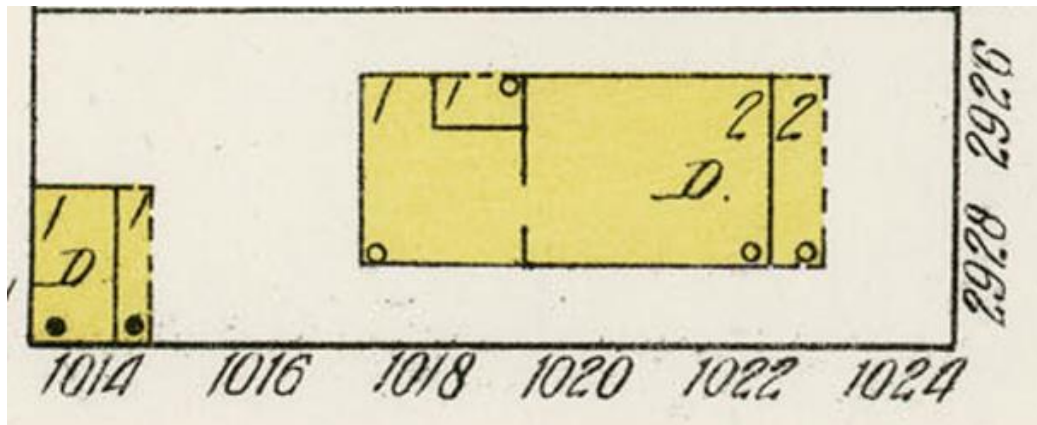
*Researched and written by Jami Durham
Galveston Historical Foundation
Spring 2025*

Sanborn Fire Insurance Maps, 2928 Avenue K. Lot 14/Block 149

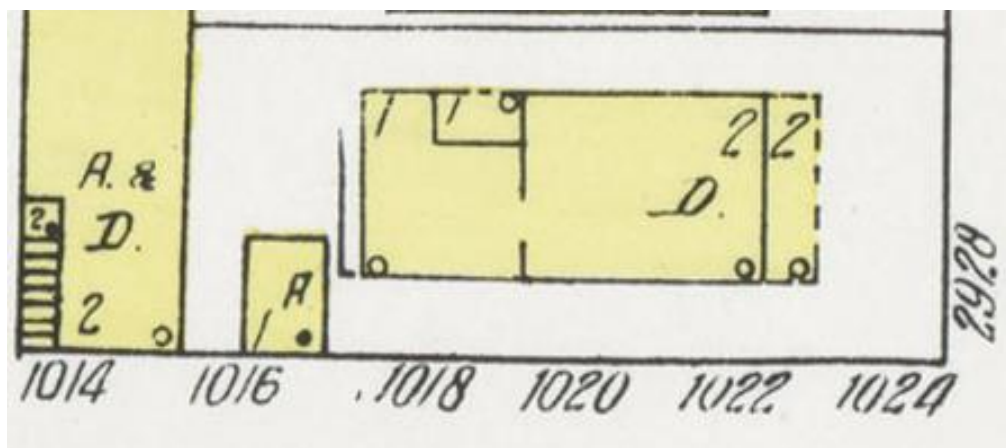
1899



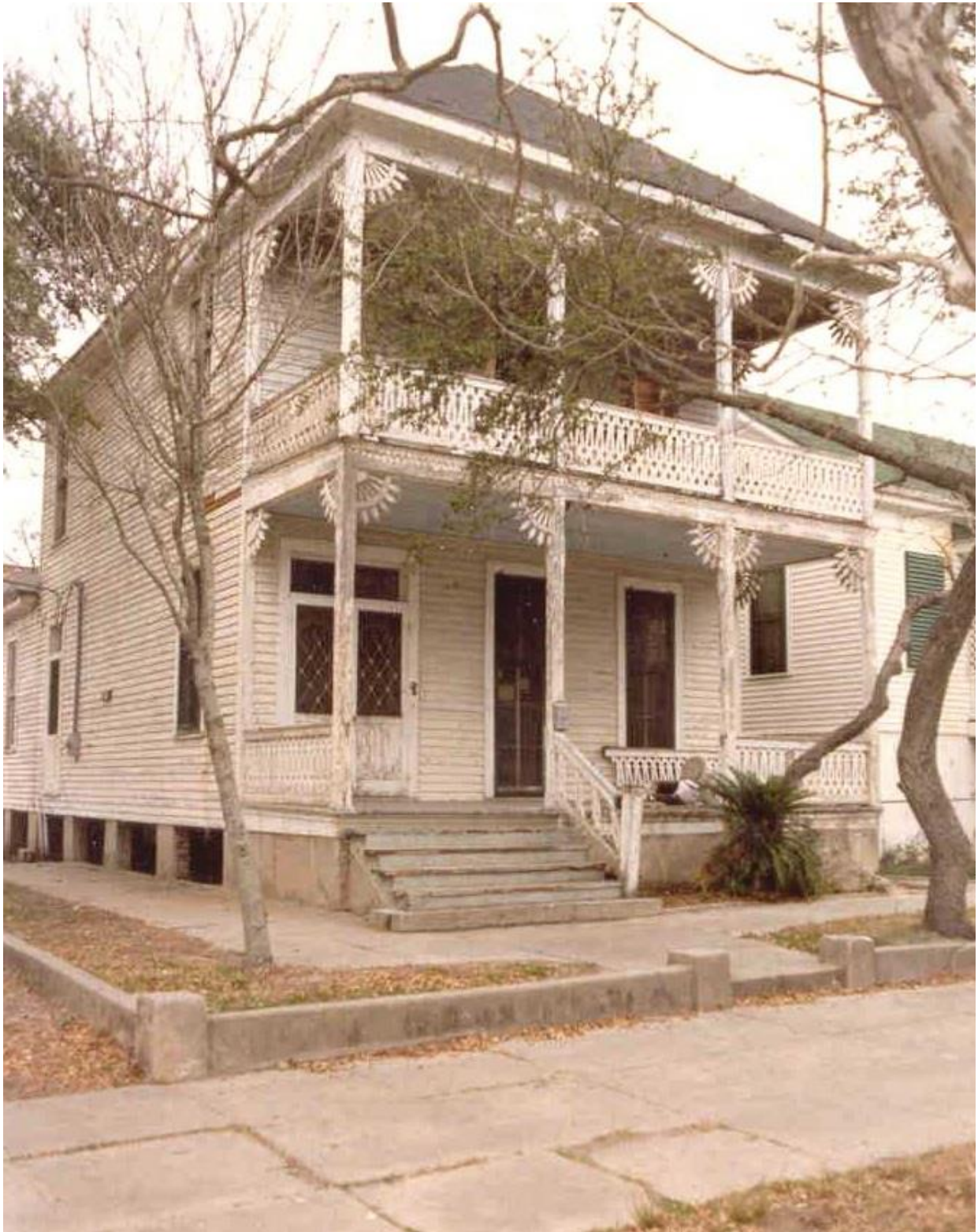
1912



1947



Treaccar House, 1991.





25P-028

STAFF REPORT

ADDRESS:

4702 Winnie / Avenue G

LEGAL DESCRIPTION:

Property is legally described as M.B. Menard Survey (0-0), Blocks 406 & 407 and Adjacent Street, in the City and County of Galveston, Texas

APPLICANT/REPRESENTATIVE:

Michael Gaertner, Sr., Architect

PROPERTY OWNER:

Gary Patterson, PMM Holdings, Inc.

ZONING:

Urban Neighborhood (UN)

REQUEST:

Planned Unit Development (PUD)

APPLICABLE LAND USE REGULATIONS:

Article 4 of the Land Development Regulations

STAFF RECOMMENDATION:

Denial

EXHIBITS:

A – Applicant's Submittal

STAFF:

Catherine Gorman, AICP
Assistant Director/HPO
409-797-3665
cgorman@galvestontx.gov

Public Notice and Comment:

Sent	Returned	In Favor	Opposed	No Comment
8				

Per Section 13.808 of the Land Development Regulations and state law, written public notice of this request is required. Public notices are sent to all property owners within 200 feet of the subject site and are sent to the address on file with the Galveston Central Appraisal District.

City Department Notification Responses:

Airport: No Objection

Building Division: No Objection

Coastal Resources: No Objection

Fire Marshal: No Objection with Comment: Final approval for development shall hinge on compliance with adopted IFC sections in Chapters 5 (Fire Service Features), 9 (Fire Protection and Life Safety Systems), and 10 (Means of Egress), as well as Appendices B (Fire-Flow Requirements for Buildings), C (Fire Hydrant Locations and Distribution), and D (Fire Apparatus Access Roads).

Fire Chief: No Objection

Police Chief: No Objection

Public Works: No Objection

Private Utilities Notification Responses:

AT&T: No Objection

Comcast: No Objection

CenterPoint Energy: No Objection

Texas Gas Service: No Objection



Executive Summary

This is a request for a Planned Unit Development (PUD) Overlay District to establish “Parking Lot, Commercial Surface Parking Area”, “Parking and/or Multimodal Transportation Facility”, and “Electric Vehicle Charging Station” land uses in the Urban Neighborhood (UN) zoning district. The purpose of the PUD is:

- To allow for the land uses “Parking Lot, Commercial Surface Parking Area”, “Parking and/or Multimodal Transportation Facility”, and “Electric Vehicle Charging Station” which are not permitted in the Urban Neighborhood (UN) zoning district. Please note that “Parking and/or Multimodal Transportation Facility” is the land use classification for an indoor parking facility.
- Elimination of the interior landscaping requirement.
- Elimination of the right-of-way screening requirements adjacent to Church, Winnie, and 48th Streets.

Site Details

The subject site consists of one lot located between 46th and 48th Streets and Church and Winnie. The lot is a total area of 4.058 acres. The site consists of one building, a concrete wall along the north property line, and fencing.

Compatibility with Base and Surrounding Zoning and Land Uses

The subject site is zoned Urban Neighborhood (UN). Three land uses are proposed - “Parking Lot, Commercial Surface Parking Area”, “Parking and/or Multimodal Transportation Facility”, and “Electric Vehicle Charging Station”. The proposed uses are not permitted in the Urban Neighborhood (UN) zoning district. The intention is to develop a commercial parking lot to serve the cruise ship industry.

The Planned Unit Development (PUD) is a floating zoning district intended to create a mixture of uses, density and infrastructure standards, allowing flexibility in the development standards for specific uses on a specific site.

The Land Development Regulations reflect a clear policy direction that new commercial surface parking lots should be limited in scope and carefully integrated into the urban environment. These uses are only permitted in two zoning districts—Light Industry (LI) and Heavy Industry (HI)—and when allowed, are subject to stricter landscaping standards.

The applicant is requesting elimination of the internal landscaping requirements along with the perimeter landscape requirements. Landscaping provides specific functional and environmental benefits, such as:

- Stormwater management: Tree medians help absorb runoff and ease the burden on stormwater systems.
- Heat island reduction: Shaded areas lower surface and air temperatures.
- Pavement longevity: Shaded asphalt tends to degrade more slowly, extending its lifespan.

- Aesthetic value: Internal landscaping breaks up large, paved areas, creating a more visually inviting environment.
- User comfort: Shaded parking enhances the experience for both drivers and pedestrians, especially in warm climates.

Additionally, the stated purposes of landscaping in Article 9 of Land Development Regulations are as follows:

- Protect and preserve the appearance and character of the community in accordance with the *City of Galveston 2011 Comprehensive Plan* and any adopted neighborhood or special area plans;
- Increase the compatibility of adjacent uses;
- Mitigate the effects of noise, dust, debris, artificial light intrusions, and other externalities created by the use of land;
- Promote the preservation of its healthy mature tree canopy; and
- Conserve water and promote the long-term viability of development landscaping by promoting the planting and maintenance of native Texas tree species and other types that are salt- and drought-resistant and resilient in a coastal environment.

Ability of the Property to be used under Current Zoning

The subject site is zoned Urban Neighborhood (UN). The UN district is intended to accommodate the range and pattern of residential uses found in the City's oldest, established Urban Core neighborhoods together with limited nonresidential uses, such as corner stores, that benefit nearby residents in a neighborhood setting conducive to walking and biking as much as vehicular circulation.

The subject site and vicinity current consists of industrial uses and buildings – primarily cotton warehouses. During the development of the Land Development Regulations (LDR) and zoning map in 2015, this area was purposely zoned Urban Neighborhood (UN) with the concept that when the industrial uses ceased, it would be desirable for the area to redevelop as residential.

As noted above, the land uses of "Parking Lot, Commercial Surface Parking Area", "Parking and/or Multimodal Transportation Facility", and "Electric Vehicle Charging Station" are not permitted in the base zoning district.

PUD Details /Development Plan

The purpose or intent of the PUD	The purpose or intent of the PUD is: • To allow for the land uses "Parking Lot, Commercial Surface Parking Area", "Parking and/or Multimodal Transportation Facility", and "Electric Vehicle Charging Station" which are not permitted in the Urban
--	--

	Neighborhood (UN) zoning district. Please note that “Parking and/or Multimodal Transportation Facility” is the land use classification for an indoor parking facility. • Elimination of the interior landscaping requirement. • Elimination of the right-of-way screening requirements adjacent to Church, Winnie, and 48th Streets.
PUD Land Uses	Parking Lot, Commercial Surface Parking Area”, “Parking and/or Multimodal Transportation Facility”, and “Electric Vehicle Charging Station”. No prohibitions of other uses permitted in the UN base zoning district.
Density	There are no proposed dwelling units.
Building Height	The proposed structure shall have an eave height of 20 feet and a maximum ridge height of 30 feet.
Building Setbacks	The proposed setbacks are: front—0 feet, side—5 feet, and rear—0 feet for a commercial use.
Limits of Construction	Construction activities shall be confined to the property boundaries, with work extending into the public right-of-way only as necessary for the installation of utilities, curbs, sidewalks, and driveways.
Building Elevations	See Exhibit A for the Applicant’s Submittal.
Vehicular Parking	The facility shall be designed to provide the maximum number of parking spaces to meet or exceed ITE dimensions for approximately 400 to 450 or more vehicles.
Pedestrian Access	A 10-foot sidewalk shall be constructed along the developed street frontage; no sidewalks are proposed along undeveloped rights-of-way.
Streets and Circulation	The site is bounded on the west by 48th Street and on the east by 46th Street. Vehicular access shall be provided via 46th Street, the only developed public street adjoining the property.
Screening and Landscape	Requested deviation to eliminate the interior landscaping. Landscaping and screening improvements shall be provided along the 46th Street frontage in accordance with City requirements.
Environmental Protection	The project shall comply with all applicable environmental regulations, including a Storm Water Pollution Prevention Plan (SWPPP) and adherence to the Texas Pollutant Discharge Elimination System (TPDES) General Permit TXR150000 for small construction sites (1 to 5 acres).
Signage	Proposed signage shall include wall-mounted signs on the building(s) and incidental signage for site operations such as entry/exit and parking regulations.

Lighting	Site lighting shall be designed in compliance with City of Galveston requirements, including dark sky provisions and prevention of light trespass onto adjacent properties.
Phasing or Scheduling	The project shall be constructed in a single phase.
Unique characteristics or exceptional circumstances	See Exhibit A for the Applicant's Submittal.

Criteria for Approval

Per Section 13.601.C of the Land Development Regulations, the Planning Commission may recommend approval and City Council may grant the approval of a rezoning request if it is demonstrated that:

1. The proposed zoning is preferable to the existing zoning in terms of its likelihood of advancing the goals, objectives, and policies of the City of Galveston 2011 Comprehensive Plan and other adopted neighborhood plans, special area plans, redevelopment plans, or other plans applicable to the area;
2. The proposed zoning is consistent with the future land use map of the City of Galveston 2011 Comprehensive Plan (a future land use map amendment may be processed concurrently with the rezoning);
3. The proposed change is consistent with the implementation of existing or pending plans for providing streets, water and wastewater, other utilities, and the delivery of public services to the area in which the parcel proposed for rezoning is located;
4. The range of uses and the character of development that is allowed by the proposed zone will be compatible with the properties in the immediate vicinity of the parcel proposed for rezoning, and the parcel proposed for rezoning has sufficient dimensions to accommodate reasonable development that complies with the requirements of these Regulations including parking and buffering requirements;
5. The pace of development and/or the amount of vacant land currently zoned for comparable development in the vicinity suggests a need for the proposed rezoning in order to ensure an appropriate inventory of land to maintain a competitive land market that promotes economic development.

Staff Recommendation

Staff finds that the proposed PUD request does not conform to the criteria for approval. The uses and the character of development that is proposed are not compatible with the properties in the immediate vicinity of the subject parcel. Although currently used for industrial uses, the area was purposefully zoned Urban Neighborhood (UN) in 2015 with the goal of transitioning the area from industrial to residential uses. Development within the Urban Neighborhood (UN) zoning district should reflect the patterns of Galveston's Urban Core neighborhoods. The elimination of the interior and perimeter landscaping requirements is contrary to the stated purposes in the Land Development Regulations.

Due to non-conformance with the Criteria for Approval, Staff recommends the request be denied.

However, should the Planning Commission find that request conforms to the Criteria for Approval, the following conditions may be appropriate:

Specific Conditions;

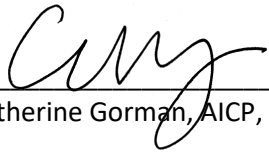
1. Granting of a PUD zoning district shall not relieve the developer from complying with all other applicable sections of the Land Development Regulations (LDR), and other Codes and Ordinances of the City of Galveston, unless such relief is specified in the approved PUD plan and PUD ordinance. Relief provided by this PUD plan includes:
 - a. To allow for the land uses “Parking Lot, Commercial Surface Parking Area”, “Parking and/or Multimodal Transportation Facility”, and “Electric Vehicle Charging Station” which are not permitted in the Urban Neighborhood (UN) zoning district;
 - b. Elimination of the interior landscaping requirement; and
 - c. Elimination of the right-of-way screening requirements adjacent to Church, Winnie, and 48th Streets.
2. The paving of the alley and any improvements in the roadway shall be the responsibility of the developer;
3. The use shall conform to the attached PUD plan and other applicable ordinances;
4. A building permit(s) for the project shall be issued no later than 24-months from the date of City Council approval and shall proceed in accordance with Ordinance 20-008, Timeframe for Permits for Construction Activity;

Standard Conditions of a Planned Unit Development (PUD):

5. The applicant shall adhere to all comments/conditions received from City departments;
6. Any change or revisions to the adopted PUD Plan shall require an amendment to the PUD ordinance, which requires review by the Planning Commission and City Council. Minor additions and modifications to the approved PUD plan meeting the criteria set forth in Article 4, Section 4.102 (d)(3) of the Land Development Regulations (LDR) may be approved by the Development Services Department;
7. There shall be no nuisance created or cause any perceptible noise, odor, smoke, electrical interference, or vibrations that constitute a public or private nuisance to neighboring properties; and,
8. The applicant shall submit for approval all plans to the Development Services Department for compliance with all City codes.

City Council has the final decision regarding this PUD request. Council will hear this request on August 28, 2025.

Respectfully Submitted,



Catherine Gorman, AICP, Assistant Director/HPO

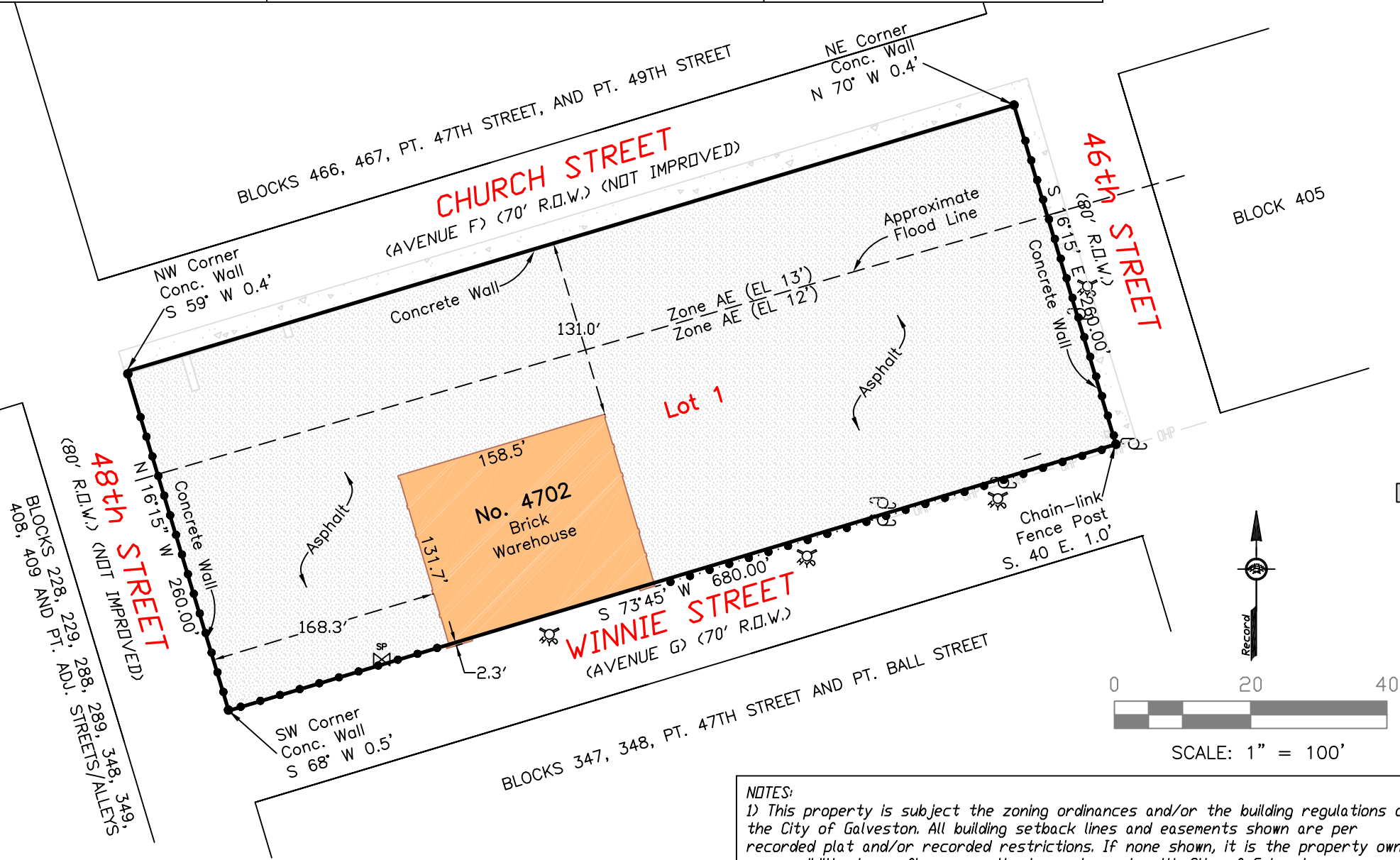
07/31/2025

Date

I hereby certify that on the below date, the herein described property, together with improvements located thereon, was surveyed on the ground and under my direction, and that this map, together with dimensions as shown hereon, accurately represents the facts as found on the ground this date.



Brene Addison
Brene Addison
Registered Professional
Land Surveyor No. 6598



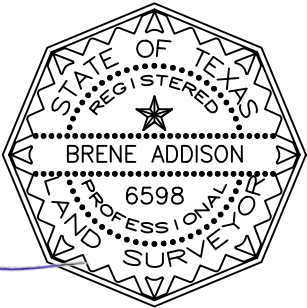
Survey of Lot One (1), of LIGHTHOUSE, a subdivision in Galveston County, Texas, according to the map or plat thereof as recorded under Galveston County Clerk's File No. 2025017030 of the Official Public Records of Real Property of Galveston County, Texas.

NOTES:
1) This property is subject the zoning ordinances and/or the building regulations of the City of Galveston. All building setback lines and easements shown are per recorded plat and/or recorded restrictions. If none shown, it is the property owners responsibility to confirm any setback requirements with City of Galveston.
2) This property lies within Zone AE (EL 12' & 13') as established by the FEMA Flood Insurance Rate Map No. 48167C0437G, dated August 15, 2019.
3) This property is subject to any restrictions of record and may be subject to setbacks from power lines as established by DSHA and/or the local power company.
4) Bearings are record, based on the City monumentation of the centerline of 45th Street.
Stewart Title File No. 471546
Borrower: PMM Holdings, Inc.
Insured: Prosperity Bank

Legend:	
	Overhead Power
	Chain Link Fence
	Wood Fence
	Concrete
	Asphalt
	Stand-pipe
	Power Pole
	Fire Hydrant

Drafting: JA	Parcel No. 103311
Surveyed for: Christina Morales	
Page 46 of 68	

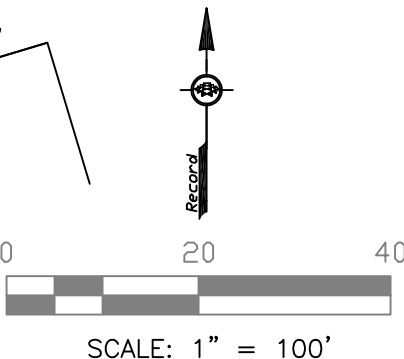
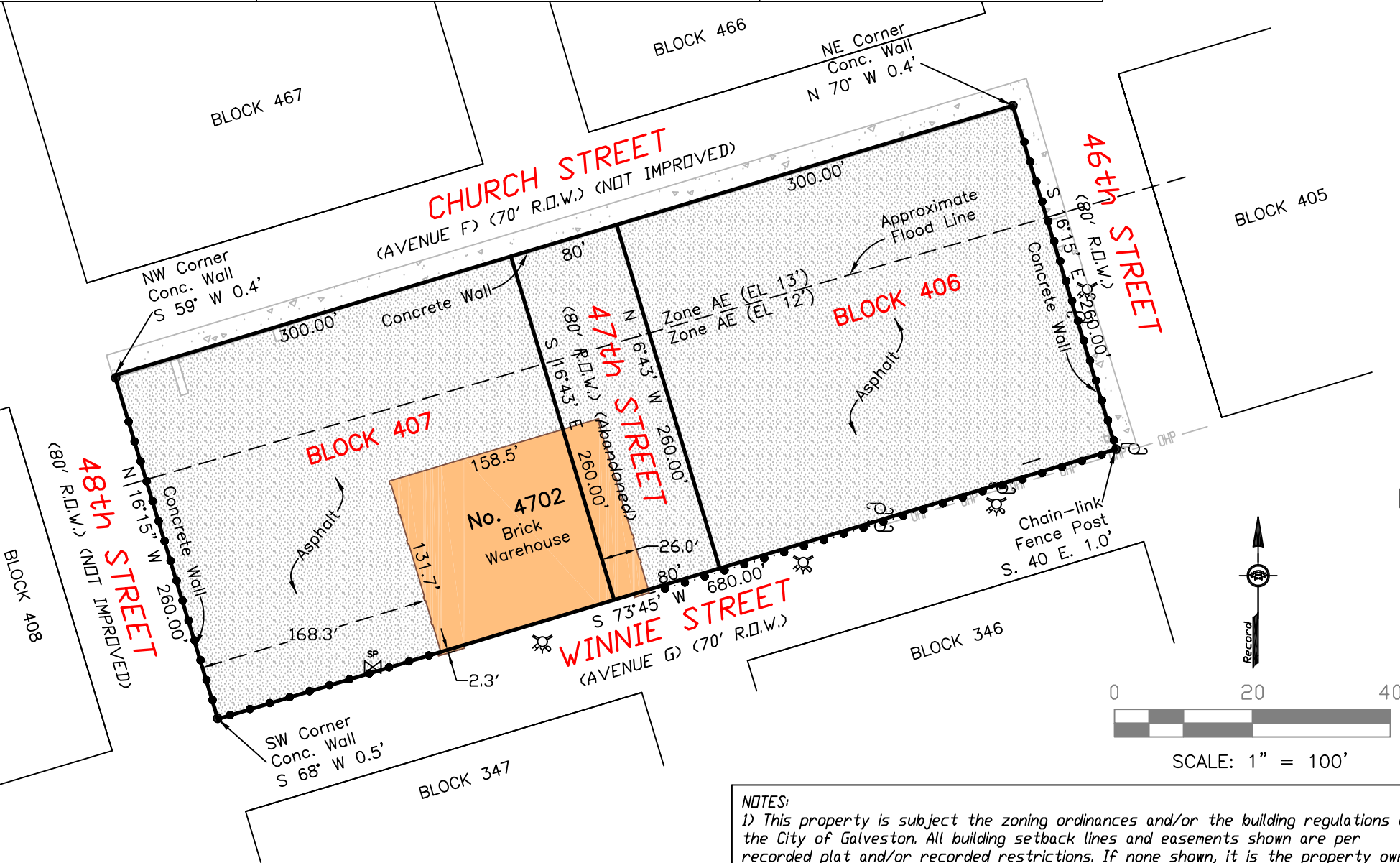
I hereby certify that on the below date, the herein described property, together with improvements located thereon, was surveyed on the ground and under my direction, and that this map, together with dimensions as shown hereon, accurately represents the facts as found on the ground this date.



Brene Addison

Brene Addison
Registered Professional
Land Surveyor No. 6598

4702 Winnie Street



Survey of Blocks 406 and 407, and that part of 47th Street (80' right-of-way) having been abandoned by city ordinance, lying between Avenue F and Avenue G, in the City and County of Galveston, Texas, according to the map or plat thereof in common use known as 'Plan of the City of Galveston, Texas by William H. Sandusky, 1845'.

- NOTES:
- 1) This property is subject the zoning ordinances and/or the building regulations of the City of Galveston. All building setback lines and easements shown are per recorded plat and/or recorded restrictions. If none shown, it is the property owners responsibility to confirm any setback requirements with City of Galveston.
 - 2) This property lies within Zone AE (EL 12' & 13') as established by the FEMA Flood Insurance Rate Map No. 48167C0437G, dated August 15, 2019.
 - 3) This property is subject to any restrictions of record and may be subject to setbacks from power lines as established by DSHA and/or the local power company.
 - 4) Bearings are record, based on the monumentation of Ball Street (Avenue H).

Stewart Title File No. 471546
Borrower: PMM Holdings, Inc.
Insured: Prosperity Bank

Legend:	
	Overhead Power
	Chain Link Fence
	Wood Fence
	Concrete
	Asphalt
	Stand-pipe
	Power Pole
	Fire Hydrant

TRICON
LAND
SURVEYING, LLC

Mailing: 6341 Stewart Rd. #251
Physical: 2011 59th Street
Galveston, TX 77551
409-497-2772
TriconLandSurveying.com
T.B.P.L.S. Firm No. 10194309

Drafting: JA	Parcel No. 103311
Surveyed for: Christina Morales	

Narrative

Project Description:

This narrative is provided in support of a Planned Unit Development (PUD) at 4702 Avenue G (Winnie Street) Galveston Texas. The project is currently classified as (UN) Urban Neighborhood zoning district. The proposed development is a cruise parking lot with two pre-engineered metal buildings providing covered parking on site. The remainder of the site is proposed to be used for covered, outdoor parking with canopy only. Based on the land use classification in the Land Development Regulations (LDRs) the site would be classified “Parking Lot, Commercial Surface Parking Area” and “Parking and/or Multimodal Transportation Facility”. Because electric vehicle charging may be provided at selected parking spaces, the classification of “Electric Vehicle Charging Station” is also included in this request. The applicant further proposes to deviate from the LDR requirement of ROW Screening on Ave. F (Church Street) to the north, Ave. G to the south and 48th Street to the west. At the north side of the site, the existing historic wall is proposed to remain. None of these streets is a through street, nor is there any pedestrian or automobile traffic on these streets.

The intended uses align with the changing development patterns in the area and support the city's strategic goals as outlined in the Comprehensive Plan and LDRs. (There is no proposed residential use of the subject property.)

The proposed Cruise Parking Lot is approximately 176,849.28 sq ft. located on the corner lot at 46th and Avenue G. Automobiles will enter and exit on 46th Street. Avenues F and G are not currently maintained and are overgrown right of ways. The city currently has no plans to make improvements to these streets west of 46th street.



Figure 1: Existing Site: 4702 Avenue G

The pre-engineered metal buildings are proposed to be approximately 36,000 s.f. each, totaling about 72,000 s.f. total. The canopy area for covered parking will total about 37,000 s.f.

There are 450 - 500 proposed total spaces including outdoor covered parking spaces and interior parking spaces proposed on the property. The exact number of parking spaces may vary slightly based on the structural requirements of the buildings, site circulation and accessible parking requirements. The proposed parking area shall meet or exceed the parking lot design and construction dimensions described in the Institute of Transportation Engineers, Traffic Engineering Handbook, current edition, as cited by the LDRs, and meet all applicable state and federal laws

The canopies will cover the outdoor parking areas and will be approximately 8 – 9 feet tall at the eaves and have a 1:12 slope to the ridge. All runoff from the canopies shall be directed to the interior of the site.

There will be two curb cuts along 46th Street, one entry/exit at the building and another providing a second access through the outdoor covered parking area (two access points are required for fire department access). An additional access point for Fire Department equipment shall be provided on Avenue G.

At 46th Street there is about sixteen feet of ROW from the property line to the curb. For this area, the existing loading dock height retaining wall and raised area shall be demolished and new improvements at an appropriate elevation, a 10 foot wide sidewalk is proposed with ten to twenty feet of landscaping on the site, consisting of a hedgerow and trees to comply with the requirements for Rights-of-Way screening of the City's Land Development Regulations.

No right-of-way landscape screening is proposed for the other three sides of the property as the ROWs are not improved and the city has no plan to improve them. At the north side of the site is an existing wall, an artifact of the building(s) previously located there. If structurally viable, the wall will be preserved in situ. On the south side of the site, the existing street shall be repaired and extended, in coordination with the City, as needed for the purpose of providing Fire Department equipment access.

All signage and lighting shall conform to the Land Development Regulations.

Justification for PUD:

Consistency with the Comprehensive Plan:

The City of Galveston's Comprehensive Plan emphasizes the importance of adaptive reuse and innovative development to support the evolving needs of the community and economic growth (Section 2.3, Economic Development). The proposed PUD aligns with these goals by introducing commercial parking development that fosters both commercial activity and infrastructural growth supportive of current cruise port expansion now underway.



Figure 2: Proposed Indoor and Covered Parking

Conformity with Land Development Regulations (LDRs):

The LDRs for the City of Galveston provide a framework for PUD applications to ensure that developments are thoughtfully integrated into the existing urban fabric. The proposed development meets several key criteria outlined in the LDRs, including:

Compatibility with Surrounding Uses (Section 29-105): The project is designed to complement the nearby Port of Galveston and its recent developments, particularly the new terminals being constructed. This commercial parking lot will serve the growing number of port visitors and workers, contributing to a more vibrant and economically diverse area. All of the adjacent land uses are industrial in nature.

Transportation and Access (Section 29-109):

The site promotes safe, logical vehicle circulation with defined entrance and exit on 46th Street and an additional exit to reduce congestion. Internal flow is designed for high-volume, long-term parking consistent with cruise traffic patterns.

Landscaping and Screening (Section 29-110):

The plan includes ROW screening: hedgerows and trees to screen parking areas from publicly accessible rights-of-way, consistent with screening requirements for surface lots in commercial zones.

Changing Development Patterns at the Port of Galveston:

The Port of Galveston has seen significant development in recent years, particularly with the construction of the two new terminals on the north side of Harborside Drive. The Port developments bring increased traffic and demand for amenities in the surrounding area. The proposed PUD responds to these changes by introducing a development that serves both the local

community and the growing number of port visitors. By being placed west of 25th street, it will help reduce traffic in those areas currently most congested.

The strategic location of the PUD site, adjacent to the port, makes it an ideal location for a commercial parking lot, which will cater to passengers and port employees.

If this development is approved, the Owners shall meet all other requirements of the Land Development Regulations or such requirements as the City Council may deem appropriate.

Rationale for Deviations from LDR's

While the property at 4702 Avenue G is currently zoned Urban Neighborhood (UN), it has historically functioned as an industrial site serving port-related uses for decades.

Notably, no residential uses are located in proximity to this site, further highlighting the disconnect between its current Urban Neighborhood (UN) zoning designation and the actual land use patterns in the area. The UN district is intended to foster a mix of residential housing types, small-scale neighborhood services, and pedestrian-oriented streetscapes characteristic of Galveston's historic neighborhoods.

In contrast, the subject property and adjoining parcels have long been developed and utilized exclusively for industrial and port-related functions, with no existing or planned residential presence nearby. This established pattern of heavy commercial and logistical activity demonstrates that the current zoning does not accurately reflect the site's context or its historic and ongoing role in supporting industrial and transportation infrastructure.

All of the surrounding uses are either vacant land or industrial. The nearest residential land use is about 375 feet (corner to corner).

This long-standing industrial and commercial context demonstrates that the character of the area has always been more aligned with logistics, infrastructure, and service-oriented uses than with the traditional residential or mixed-use development patterns typically associated with UN zoning.

The proposed cruise parking lot continues this legacy by supporting transportation and tourism infrastructure, directly tied to the Port of Galveston, the most important economic driver in the area. Although the UN district encourages walkability and residential compatibility, the Land Development Regulations also recognize that Planned Unit Developments (PUDs) are an appropriate tool for providing flexibility where strict adherence to zoning may limit logical or beneficial site use.

Economic Impact

The proposed parking is expected to generate significant economic benefits for the City of Galveston in the form of job creation, property tax, sales tax and daily parking fees: Construction and operation of the facility will create local jobs, both during the construction phase and through ongoing management, maintenance, and customer service roles. The operator shall collect and remit state and local sales taxes on all parking fees, contributing to the city's general revenue. In addition, for each vehicle parked more than 48 hours, the City shall receive a

dedicated \$1.15 per day fee under Section 19-135 of the Municipal Code. These combined revenues support public services, infrastructure, and tourism-related initiatives.

Traffic:

The proposed parking area is not a traffic generator for the City of Galveston, the cruise ships generate the traffic and the commercial parking areas serve as storage during cruises.

The proposed parking facility is expected to accommodate 450 to 500 vehicles, primarily serving cruise passengers embarking and disembarking at the Port of Galveston. Traffic volumes associated with cruise operations follow a highly predictable pattern tied to ship schedules, rather than generating continuous daily flows. Disembarking passengers typically leave the parking area in the morning hours between 7:00 a.m. and 11:00 a.m., resulting in a concentrated outbound flow of vehicles. Embarking passengers typically arrive in the early afternoon, with the heaviest inbound activity occurring between 12:30 p.m. and 2:30 p.m.

Assuming a full lot and equal north - south directional distribution, approximately 200 to 250 vehicles are expected to arrive or depart within a two- to three-hour window for each cruise event. This translates to an estimated 125 vehicles per hour entering or exiting the site during the morning and afternoon peaks, respectively. With an even split in approach routes, about 60 to 65 vehicles per hour would use Harborside Drive and a similar number would use Broadway during each peak period. If 100% of the vehicles came from one direction the count would be 120-130 v.p.h.

Two-lane streets, such as those serving this site, typically have a practical vehicular capacity of approximately 1,200 vehicles per hour under non-ideal conditions (i.e., intersections, turning movements, and on-street parking). Dividing this by two lanes, the directional capacity is about 600 vehicles per hour.

Cruise-related traffic split evenly along the two routes would therefore occupy roughly 10% to 11% of available directional capacity during peak cruise hours, but no more than 20-22% of available directional capacity.

This limited surge in traffic falls well within the acceptable operational range of the surrounding street network and is not expected to create congestion or degrade level of service. Unlike retail or mixed-use development, cruise parking generates short-duration peaks rather than sustained hourly traffic volumes. With appropriate signage and coordination, traffic flows can be managed effectively to avoid queuing or confusion, especially during simultaneous ship arrivals.

By locating the parking west of Galveston's urban core and east of 51st Street, the project also contributes to reducing vehicle volumes traveling into the central downtown street grid. This strategic location helps minimize cruise-related congestion east of the 51st Street viaduct and preserves traffic capacity in the historic Strand District and port-adjacent neighborhoods.

In summary, the traffic generated by this project is both predictable and manageable. It occurs during limited windows that align with cruise operations and distributes efficiently between two arterial corridors. The project location and access strategy further support the City's goals of balancing economic activity with protection of the urban core's transportation network.

Existing Building:

The existing building on site shall be demolished.

Enhancements:

As part of the PUD application for 4702 Avenue G, the applicant proposes several enhancements in coordination with the City of Galveston and the property owner. These improvements are intended to support the project's compatibility with surrounding development, contribute to neighborhood character, and provide public benefits.

1. Streetscape Improvements on 46th Street:

Along 46th Street, the project shall include a widened sidewalk of at least 10 feet, incorporating street trees and bench seating where feasible. Decorative pedestrian-scale lighting shall also be installed to enhance the safety and appeal of the streetscape. Street trees shall be provided along the first 250 feet of the north side of Ave. G.

2. Design Enhancements:

The design of the site shall emphasize quality and contextual compatibility. If determined to be structurally sound, the historic masonry wall along the north boundary of the site will be preserved. Higher-quality fencing materials shall be used along 46th Street, such as painted metal or wrought iron in place of chain link, and shall be complemented by planting. Additionally, "green walls" with ivy or climbing vegetation are proposed for the fencing and at the existing wall, if retained, on the north side of the property to soften the visual impact and support urban greening.

3. Environmental Measures:

To support environmental goals, in addition to the required ROW screening, the project shall include additional landscaping within the right-of-way beyond minimum requirements. The planting palette shall emphasize native and drought-tolerant species. Infrastructure to support electric vehicle (EV) charging will be provided, either through installed charging stations or conduit for future installation. These measures align with the City's emphasis on sustainable and resilient development.

4. Neighborhood Benefits:

Security enhancements shall include improved lighting and cameras designed to monitor both the parking facility and the surrounding public areas. The applicant also commits to prioritizing local hiring and subcontracting during the construction phase to promote economic opportunities within the Galveston community.

Off-Site Improvements (required):

The applicant shall retain a civil engineer to evaluate the streets serving the site and furnish the reports and findings to the City and work collaboratively with the City of Galveston to develop a scope of work and to repair

streets serving the site, including pavement and drainage, where applicable. Fire Hydrants are required to be installed by the City; the applicant shall assist in assessing the condition of

existing fire hydrants located around the site's perimeter and shall support the City in necessary repairs or replacements.

Fire Department Access, Fire Alarm, Fire Sprinkler System

The buildings shall be fitted with monitored Smoke and Fire Detection and Alarm Systems and NFPA 13 fully automatic fire sprinkler system (separate permits from Fire Marshal required). Fire Extinguisher and Fire Department Connections shall be as directed by the Fire Marshal. The applicant shall request a flow test of the existing fire hydrant(s) as applicable. Fire lane striping shall be included in the striping plan. Click2Enter shall be provided for the overhead doors and the gates. There will be two personnel doors on each building, Knox boxes shall be provided for Fire Department access at locations determined by the Fire Marshal. Fire Dept. equipment access shall be as shown in the drawing below with 25' wide fire lanes except at overhead doors to buildings. Overhead doors and gates shall be a minimum of 17'-6" vertical clearance and doors and gates shall have a minimum 14'-0" wide horizontal clearance.

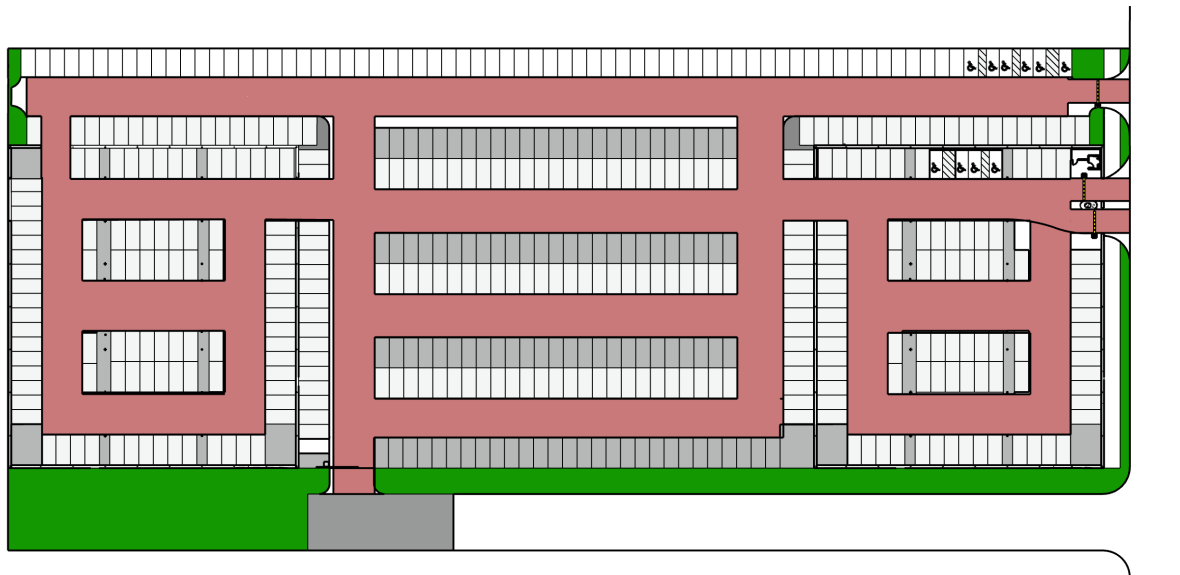


Figure 3: Fire Department Equipment Access

Stormwater

The applicant will coordinate closely with the City of Galveston to ensure that stormwater runoff from the proposed development is managed in accordance with city standards and does not adversely impact adjacent properties or public rights-of-way. It is worth noting that the site was previously covered and appears to still be covered entirely with impervious materials.

Site grading and drainage plans will be designed to direct runoff toward the existing collection system along 48th Street, consistent with current drainage patterns in the area. The applicant will engage a licensed civil engineer to prepare a detailed drainage plan for city review and approval, including, if required, a hydrologic and hydraulic (H&H) study of the existing storm sewer network from the site northward to its discharge point. This study will evaluate the system's current capacity and determine whether any off-site improvements or on-site detention or flow control measures are necessary to maintain or improve existing drainage performance. All

improvements will be designed and constructed in coordination with the City to ensure compliance with applicable municipal, state, and federal stormwater management regulations.

Conclusion:

The proposed Planned Unit Development (PUD) for the cruise parking lot at 4702 Avenue G thoughtfully responds to the City of Galveston's Comprehensive Plan and Land Development Regulations. By providing much-needed parking infrastructure that supports the Port of Galveston and local tourism, the project contributes to the city's economic growth and enhances visitor experience.

Designed with attention to sustainability and neighborhood compatibility, including covered parking, stormwater management, and landscaping, the development balances functional needs with community values.

We respectfully request the City's approval of this PUD application to advance a project that supports the strategic goals of both the City and the Port.

SEC. 4.102, D. 1.

a. Purpose and Intent: The purpose and intent of this Planned Unit Development (PUD) is to permit the use of the site for commercial parking, including both covered outdoor spaces and enclosed indoor parking at a single grade level. The project is classified under the categories of “Parking Lot, Commercial Surface Parking Area”, “Parking and/or Multimodal Transportation Facility”, and because electric vehicle charging may be provided at selected parking spaces within the project, the classification of “Electric Vehicle Charging Station” is also included in this request. The applicant further proposes to deviate from the LDR requirement of ROW Screening on Ave. F (Church Street) to the north, Ave. G (Winnie Street) to the South and 48th Street to the west. At the north side of the site, the existing historic wall is proposed to remain. None of these is a through street nor is there any pedestrian or automobile traffic on these streets.

b. PUD Land Uses: Permitted land uses within the PUD shall include a commercial surface parking lot, parking and/or multimodal transportation facility, electric vehicle charging and related support facilities.

c. Density: Density provisions are not applicable to this project, as no residential units are proposed.

d. Building Height: The proposed structure shall have an eave height of 20 feet and a maximum ridge height of 30 feet.

e. Building Setbacks: The proposed setbacks are: front—0 feet, side—5 feet, and rear—0 feet for a commercial use.

f. Limits of Construction: Construction activities shall be confined to the property boundaries, with work extending into the public right-of-way only as necessary for the installation of utilities, curbs, sidewalks, and driveways.

g. Building Elevations: The finished floor elevations shall range from 7.0 to 8.0 feet MSL. Per the City’s floodplain ordinance, parking areas are not required to be elevated above base flood elevation.

h. Vehicular Parking: The facility shall be designed to provide the maximum number of parking spaces to meet or exceed ITE dimensions for approximately 400 to 450 or more vehicles.

i. Pedestrian Access: A 10-foot sidewalk shall be constructed along the developed street frontage; no sidewalks are proposed along undeveloped rights-of-way.

j. Streets and Circulation: The site is bounded on the west by 48th Street and on the east by 46th Street. Vehicular access shall be provided via 46th Street, the only developed public street adjoining the property.

k. Screening and Landscaping: Landscaping and screening improvements shall be provided along the 46th Street frontage in accordance with City requirements.

l. Environmental Protection: The project shall comply with all applicable environmental regulations, including a Storm Water Pollution Prevention Plan (SWPPP) and adherence to the Texas Pollutant Discharge Elimination System (TPDES) General Permit TXR150000 for small construction sites (1 to 5 acres).

m. Signage: Proposed signage shall include wall-mounted signs on the building(s) and incidental signage for site operations such as entry/exit and parking regulations.

n. Lighting: Site lighting shall be designed in compliance with City of Galveston requirements, including dark sky provisions and prevention of light trespass onto adjacent properties.

o. Phasing or Scheduling: The project shall be constructed in a single phase.

p. Additional Requirements: The applicant shall comply with all other applicable regulations and any additional conditions deemed appropriate by the City Council.

SEC. 4.102, D. 3.

a. Proposed Land Uses: The proposed land use includes commercial parking, with both covered outdoor and indoor facilities, classified as “Parking Lot, Commercial Surface Parking Area” and “Parking and/or Multimodal Transportation Facility.” Because electric vehicle charging may be provided at selected parking spaces, the classification of “Electric Vehicle Charging Station” is also included in this request. No other modifications to the land uses permitted under the base zoning district are proposed. The applicant further proposes to deviate from the LDR requirement of ROW Screening on Ave. F (Church Street) to the north, Ave. G (Winnie Street) to the South and 48th Street to the west. At the north side of the site, the existing historic wall is proposed to remain. None of these is a through street nor is there any pedestrian or automobile traffic on these streets.

b. Existing Natural Features: There are no natural drainage ways present on the site. The entire property lies within the FEMA-designated 100-year floodplain. Topography shall be documented at two-foot contour intervals as required.

c. Location of Proposed Buildings and Setbacks: Two buildings are proposed—one at the southeast corner and one at the southwest corner of the site. Building setbacks shall conform to those required by the base zoning district.

d. Dwelling Unit Density: Not applicable; no residential development is proposed within the PUD.

e. Floor Area Ratio and Building Height: The proposed floor area ratio (FAR) is less than 0.40. The buildings shall have an eave height of 20 feet and a gable ridge height of approximately 28 feet.

f. Circulation Systems: No internal streets are proposed for this development.

g. Public Parks and Open Space: Not applicable; no public parks, greenbelts, or other open space are proposed.

h. Public Facilities: Not applicable: no public facilities such as schools or fire stations are proposed as part of this development.

i. Landscaping: Landscaping is proposed along 46th Street, the only developed street adjacent to the site. No existing landscaping is present.

j. Public Access: The site shall be accessed from 46th Street.

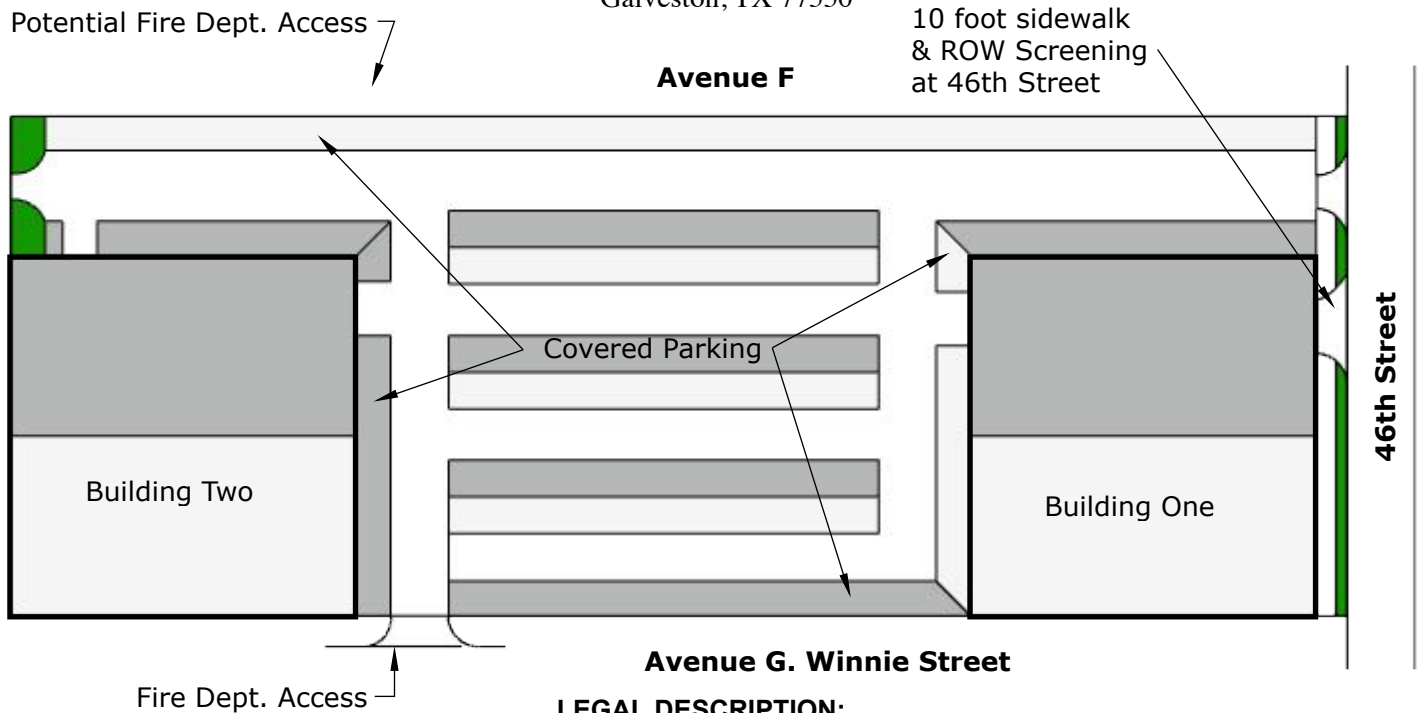
k. Proposed Easements: No new easements are proposed at this time.

l. Trail Networks: Not applicable; no trail networks are planned as part of the development.

m. Environmentally Sensitive Areas: There are no environmentally sensitive areas identified on the site.

n. Transit Network and Stops: The nearest public transit stop is located at the Island Community Center, at the intersection of 47th Street and Broadway, approximately 0.3 miles from the site—an 8-minute walk.

PUD Plan
4702 Avenue G
Galveston, TX 77550



LEGAL DESCRIPTION:

Lot 1, Lighthouse Replat, City and County of Galveston

SEC. 4.102, D. 3.

a. Proposed Land Uses: The proposed land use includes commercial parking, with both covered outdoor and indoor facilities, classified as “Parking Lot, Commercial Surface Parking Area” and “Parking and/or Multimodal Transportation Facility.” Because electric vehicle charging may be provided at selected parking spaces, the classification of “Electric Vehicle Charging Station” is also included in this request. No other modifications to the land uses permitted under the base zoning district are proposed.

The applicant further proposes to deviate from the LDR requirement of ROW Screening on Ave. F (Church Street) to the north, Ave. G (Winnie Street) to the South and 48th Street to the west. At the north side of the site, the existing historic wall is proposed to remain. Neither street is a through street nor is there any pedestrian or automobile traffic on these streets.

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g. Public Parks and Open Space: Not applicable; no public parks, greenbelts, or other open space are proposed.

h. Public Facilities: Not applicable: no public facilities such as schools or fire stations are proposed as part of this development.

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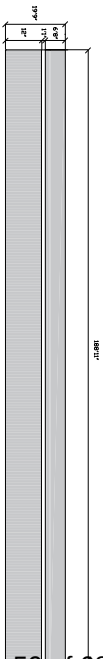
k. Proposed Easements: No new easements are proposed at this time.

l. Trail Networks: Not applicable; no trail networks are planned as part of the development.

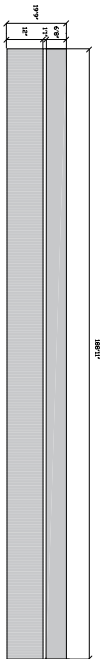
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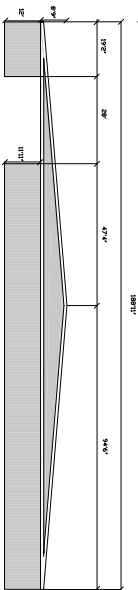
SOUTH EAST & WEST BUILDINGS



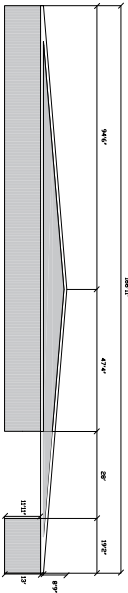
NORTH EAST & WEST BUILDINGS



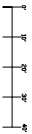
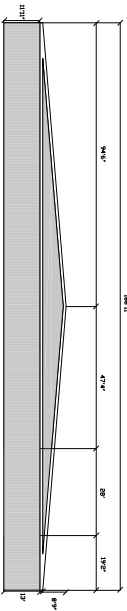
WEST EAST & WEST BUILDINGS



EAST EAST BUILDINGS



EAST WEST BUILDING





25ZA-005

STAFF REPORT

APPLICANT:

Galveston Fund 1, LLC.

REQUEST:

Text Amendment

APPLICABLE ZONING LAND USE

REGULATIONS:

Article 2. Uses and Supplemental Standards

PROPOSED TEXT AMENDMENT:

Request for a text amendment to the Galveston Land Development Regulations, Article 2. Uses and Supplemental Standards for Vending Kiosk/ATM land use.

EXHIBITS:

A – Proposed Text Amendment –
Strikeouts/Additions Version
B– Applicant’s Narrative

STAFF RECOMMENDATION:

Approval

STAFF:

Daniel Lunsford
Planning Manager
409-797-3659
dlunsford@galvestontx.gov

Background:

In January 2025 the applicant’s agent submitted plans to add a freestanding ice vending machine kiosk and associated equipment to the property at 6600 Seawall Boulevard. This permit was denied due to noncompliance with Land Development Regulations Article 2.373(A)(2), which limits overall height of the land use to ten feet above grade.

In March 2025 the applicant’s agent submitted an appeal to the Zoning Board of Adjustment, maintaining that staff’s interpretation of maximum height should not include equipment. However, staff’s interpretation was affirmed by the Zoning Board of Adjustment at the May 7th, 2025 meeting.

Executive Summary:

The applicant requests a change to the Land Development Regulations, Article 2.373(A)(2) to allow for the Vending Kiosk/ATM land uses to be as much as sixteen feet above grade, including equipment.

The following changes are proposed:

Vending Kiosk/ATM (Sec. 2.373)

- Maximum Height. Vending kiosks and ATMs shall not exceed 10 feet in height.
- Proposed Change – Vending kiosks and ATMs shall not exceed 16 feet in height.
- Purpose – see applicant’s narrative. According to the applicant, increasing this height limitation to accommodate a variety of makes and models of vending unit will help serve the public by providing retail ice and water at a scale which meets demand, provide businesses with additional income sources, and remains consistent with urban planning goals.

Criteria for Text Amendments

Per Section 13.700: Text Amendments of the Land Development Regulations: Recommendations and decisions regarding petitions for amendments to the text of these regulations are legislative in nature, but shall be based on consideration of all the following criteria:

**Criteria for Text Amendments
Continued**

1. The proposed amendment will help to implement the adopted City of Galveston 2011 Comprehensive Plan or if it involves a topic that is not addressed or not fully developed in the City of Galveston 2011 Comprehensive Plan, the proposed amendment will not impair the implementation of the adopted City of Galveston 2011 Comprehensive Plan and other adopted special-area and special-topic plans when compared to the existing regulations.
2. The proposed amendment is consistent with the stated purposes of these regulations.
3. The proposed amendment will maintain or advance the public health, safety, or general welfare.
4. The proposed amendment will help to mitigate adverse impacts of the use and development of land on the natural or built environment, including, but not limited to mobility, air quality, water quality, noise levels, storm water management, wildlife protection, and vegetation or will be neutral with respect to these issues.
5. The proposed amendment will advance the strategic objectives of the City Council such as fiscal responsibility, efficient use of infrastructure, public services, and other articulated City objectives.

Per Section 13.702: Text Amendments of the Land Development Regulations:

Purposes: Text amendment proposals shall serve the following purposes:

1. Advancing the goals, objectives and policies of the City's Comprehensive Plan and other adopted special-area and special-topic plans;
2. Securing adequate light, air, convenience of access, and safety from fire, flood and other danger;
3. Lessening or avoiding congestion in public ways;
4. Promoting the public health, safety, comfort, morals, convenience and general welfare; and
5. Otherwise accomplishing the purposes of Texas Local Government Code Chapter 211, Municipal Zoning Authority.

Considerations: In preparation and considering proposals for text amendments, the Planning Commission and City Council shall pay reasonable regard to:

1. The Comprehensive Plan and related plans;
2. Current conditions and the character of current uses and structures in each district;
3. The most desirable use for which the land in each district is adapted;
4. The conservation of property values throughout the jurisdiction; and
5. Responsible development and growth.

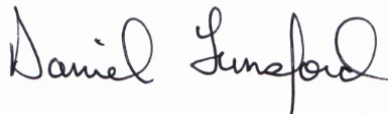
Other Reviews

City Council has final decision-making authority on this request. It will be reviewed at the August 28, 2025, meeting.

Staff Recommendation

Staff recommends approval of the proposed text amendment. According to the applicant's submittal, the request is based partially on the standard dimensions of ice and water package units, which manufacturers do not deviate from. Limiting selection to a few small, low-capacity units does not adequately serve public needs. In addition, the applicant is proposing only a change to overall height, which preserves the intent of the Limited Use standards to prevent any undue nuisance to adjacent properties.

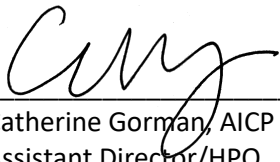
Respectfully Submitted,



Daniel Lunsford
Planning Manager

July 24, 2025

Date



Catherine Gorman, AICP
Assistant Director/HPO

July 24, 2025

Date

SEC. 2.373 VENDING KIOSK / ATM**A. Limited Use Standards.**

1. Minimum Setback. Vending kiosks and ATMs shall be set back from property lines one foot for each one foot in height of the kiosk or ATM.
2. Maximum Height. Vending kiosks and ATMs shall not exceed ~~10~~ 16 feet in height.
3. Protection from Collision. Vending kiosks and ATMs shall be elevated above parking lot surfaces and protected by a six-inch curb with a minimum radius around the base of the kiosk or ATM of five feet. Bollards shall not be used for collision protection unless they are integrated into a decorative metal fence that surrounds the structure except at points of access.
4. Effect on Circulation.
 - a. Walk-up format vending kiosks and ATMs shall be located to connect to any internal or external pedestrian circulation systems on or adjacent to the site, and shall not interfere with vehicular circulation.
 - b. Drive-through format vending kiosks and ATMs shall be located and designed to minimize interference with vehicular circulation in surrounding or adjacent parking areas and shall provide at least three vehicle stacking spaces including the position at the kiosk or ATM.
5. Parking. Parking spaces for walk-up format vending kiosks and ATMs shall be located within 30 feet of the base of the kiosk or ATM.

Purpose of Amendment:

The proposed text amendment seeks to revise the current height restriction on vending kiosks within the City of Galveston. The intent is to allow for slightly taller kiosk structures 16' to better accommodate modern public-serving amenities, increase operational efficiency, and enhance the visitor experience without compromising aesthetic or safety standards.

Rationale for Change:**1. Public Demand and Service Needs:**

- As tourism and foot traffic grow in Galveston, there is an increased demand for convenient, high-quality food and beverage services, merchandise kiosks, and interactive public amenities.
- Current height limits constrain the ability to include necessary equipment, refrigeration, signage, and storage, making it difficult for vendors to meet public expectations.

2. Modern Design and Accessibility:

- A modest increase in kiosk height allows for modern, ADA-compliant designs that improve functionality without adding visual clutter or obstructing views.
- Additional space supports safer and more sanitary operations—especially important for food and beverage vendors.

3. Economic Impact:

- Allowing more functional kiosk structures supports small businesses and entrepreneurs, encouraging local economic growth.
- Larger kiosks can increase vendor capacity and hours of operation, leading to more job opportunities and sales tax revenue.

4. Consistency with Urban Planning Goals:

- Many successful tourism-focused cities have already updated their codes to allow for flexible, aesthetically integrated kiosk designs.
- The proposed change can include design guidelines to ensure that increased height does not result in unsightly or out-of-character structures.

5. Public Benefit:

- Enhanced kiosks can offer shade, seating, maps, and information—serving as both commercial and public utility hubs.
- A well-designed kiosk infrastructure contributes to a vibrant and welcoming streetscape for both residents and tourists.

DON MAFRIGE

METES AND BOUNDS DESCRIPTION:

Survey and Topography of part of Lots 89 and 90 of Section One (1) of the Trimble and Lindsey Survey of Galveston Island, Galveston County, Texas, part of a 50 foot right-of-way, and a part of Lot 1 of the Mosley Addition, a subdivision in the City and County of Galveston, Texas, according to the map or plat thereof recorded in Volume 18, Page 472, in the Office of the County Clerk of Galveston County, Texas, and being more particularly described by metes and bounds as follows:

BEGINNING at the Southwest corner of SONIC-GALVESTON NO. 2 SUBDIVISION, a subdivision in the City and County of Galveston, Texas, according to the map or plat thereof recorded in Volume 18, Page 1242, in the Office of the County Clerk of Galveston County, Texas, also being in the North right-of-way line of Seawall Boulevard;

THENCE South 58°17'49" West, along the said North line of Seawall Boulevard, a distance of 547.41 feet to a found 5/8" iron rod and the beginning point of a curve to the right;

THENCE along said curve to the right, having a radius of 12 feet, and an arc length of 18.85 feet, being in the Easterly line of the Walmart Real Estate tract as described in F.C. 013-97-1413, G.C.D.R.;

THENCE North 31°42'11" West, at 88.00 feet, passing the South line of Lot 1, of the said Hoxley Addition, on for a total distance of 93.00 feet;

THENCE North 58°17'49" East, passing a found 5/8" I. Rod at 2.00 feet, on for a total distance of 559.41 feet to a set 1/2 inch iron rod;

THENCE South 31°42'11" East, passing the Northwest corner of said SONIC-GALVESTON No. 2 SUBDIVISION, at 5.00 feet, on for a total distance of 105.00 feet to the PLACE OF BEGINNING and containing 1.3477 acres of land, more or less.

Elevations based
on NAVD '88 Datum

PROPOSED PARKING - 22 CARS
EXPANSION - 6" CONCRETE.
SLOPE TO MATCH EXISTING
CONCRETE & EXIST. GROUND
DRAINAGE TO CONTINUE AS
COMPLETED IN 1975.

PROPOSED PARKING EXPANSION TO MASTER PLAN

SCALE: 1" = 40'

5/15/06 REQUIRED BY PLANNING

May 18, 2005

May 18, 2005

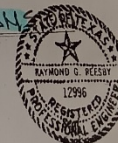
Survey and Topography of part of Lots 89 and 90 of Section One (1) of the Trimble and Lindsey Survey of Galveston Island, Galveston County, Texas, part of a 50 foot right-of-way, and a part of Lot 1 of the Mosley Addition, a subdivision in the City and County of Galveston, Texas, according to the map or plat thereof recorded in Volume 18, Page 472, in the Office of the County Clerk of Galveston County, Texas.

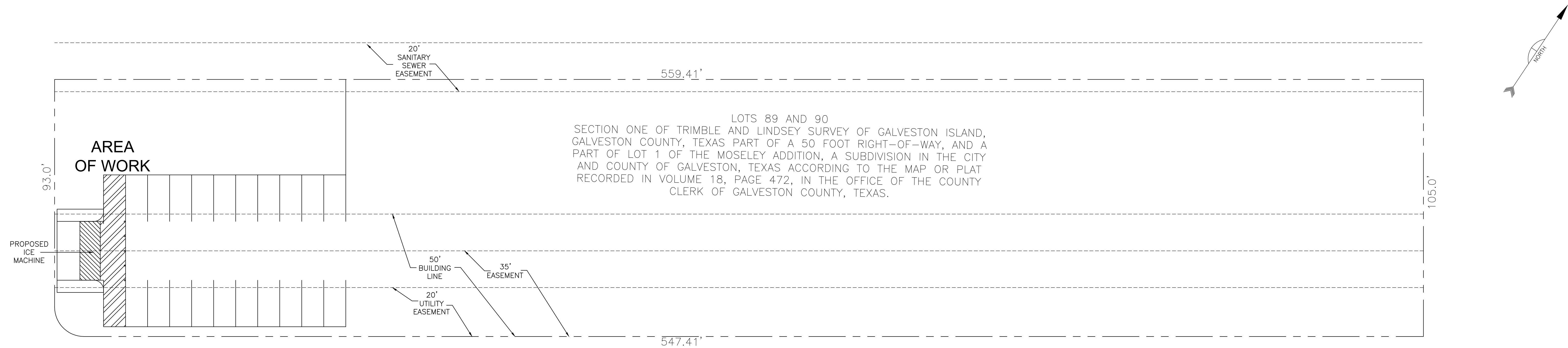
I hereby certify that on the above date, the herein described property, together with improvements located thereon, was surveyed on the ground and under my direction, and that this map, together with dimensions as shown hereon, accurately represents the facts as found on the ground this date.

COASTAL SURVEYING OF TEXAS

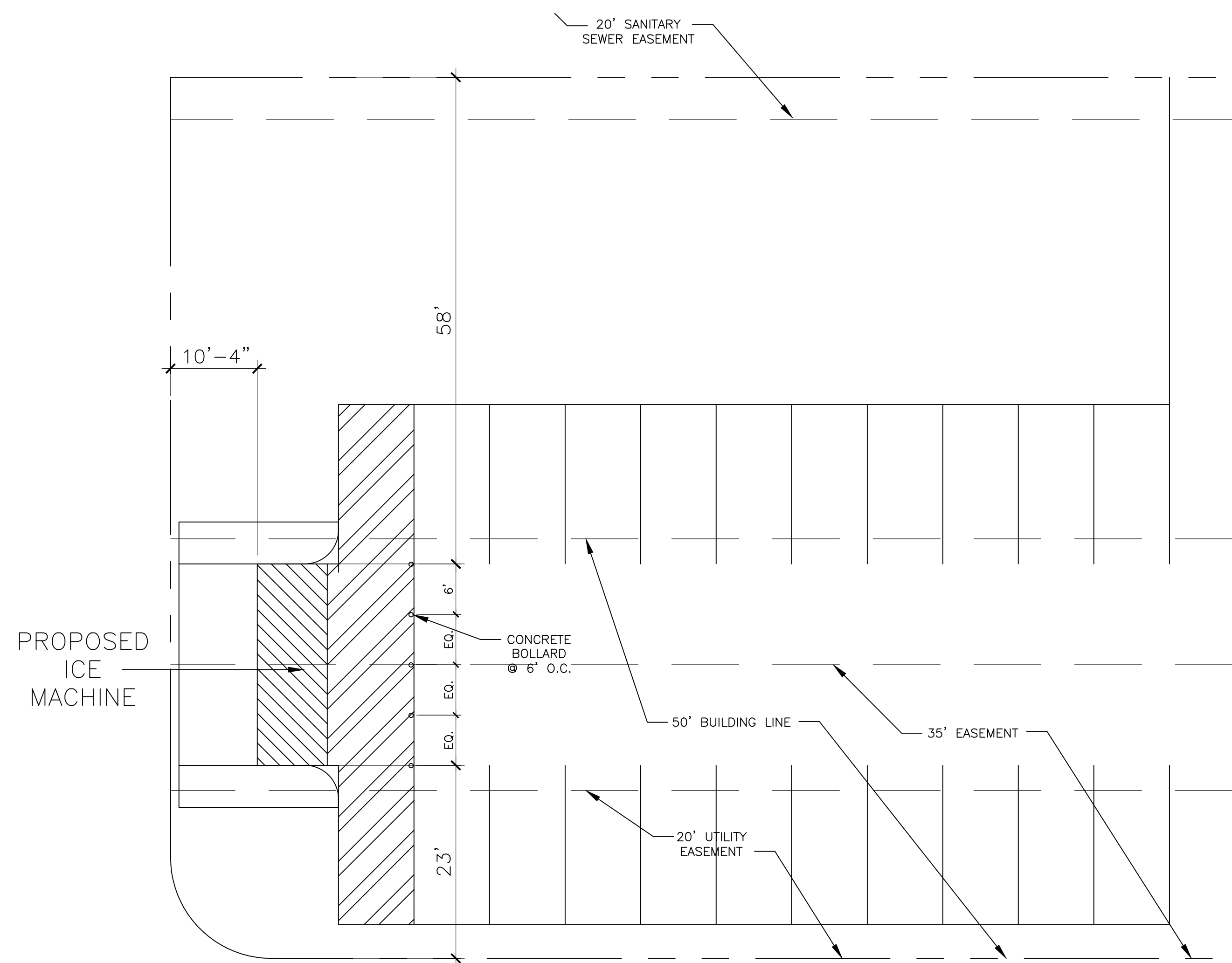
FEMA:

1. PANEL 24 OF 83 - A-14, ELTHLO' ZONE
2. RM-9(USED BM)-GIST & SEAWALL
3. CONSTRUCTION IS NOT IN 100 YEAR FLOODPLAIN

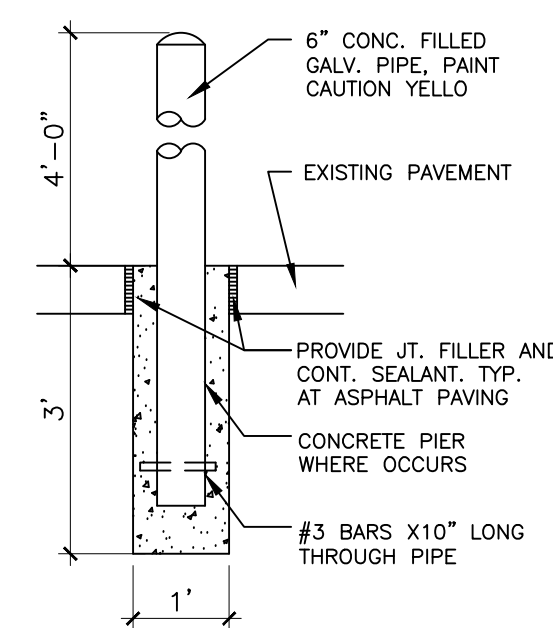




OVERALL SITE PLAN
SCALE N.T.S.



ENLARGED SITE PLAN
SCALE 3/32"=1'-0"



CONCRETE BOLLARD
N.T.S.



REFER TO ATTACHED
MANUFACTURE SPECIFICATIONS
AND INSTALLATION INSTRUCTIONS
FOR ICE MACHINE



W
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3,500+
ICE VENDING
MACHINES AROUND THE WORLD



LARGEST CAPACITY HIGH VOLUME DESTINATION

The Ice House is our premier ice and water vending machine, offering the highest capacity production and storage of any of our three models. It is the nation's leading ice and water vending destination and features five patented technologies plus a filtration process that ensures the freshest, most hygienic ice and water product available. About the size of two parking spaces, the Ice House is the high capacity, high volume solution for your high traffic location, such as retail business centers, home improvement locations, recreational centers and convenience store locations.



ICE HOUSE



Our Story

In 2003, Ice House America revolutionized the ice industry by combining precision manufacturing, state of the art engineering and cutting-edge technology to provide premium ice direct to the consumer at a wholesale price. Since that time, we have grown to support over 3,500 machines worldwide with a new machine installed every 2-3 days. Our Vision is to be the most recognized consumer ice and bulk water brand in the world. To accomplish this Vision, we committed to innovating our models to evolve with the consumer marketplace.

Scalable Business Opportunity

The retail ice business is a \$4 billion recession-proof industry. Ice vending is rapidly growing in this industry and is well-suited for entrepreneurs looking for bankable ROI with a low-cost operation and a simple to manage business model. Our independent ownership opportunity offers you the flexibility to operate one ice vending machine or scale your fleet of machines to capture a larger portion of this industry.

Innovative Leadership

Our machines represent over 90% of the ice vending business in the world. We maintain this level of market share by investing time and resources into continuously improving the reliability, quality and customer experience of our machines. However, don't just take our word. Come visit our manufacturing facility and see for yourself why our machines are the best in class.

Warranty

Ice House America models have a one-year warranty plus each major component has its own manufacturer warranty policy.

High Capacity Destination

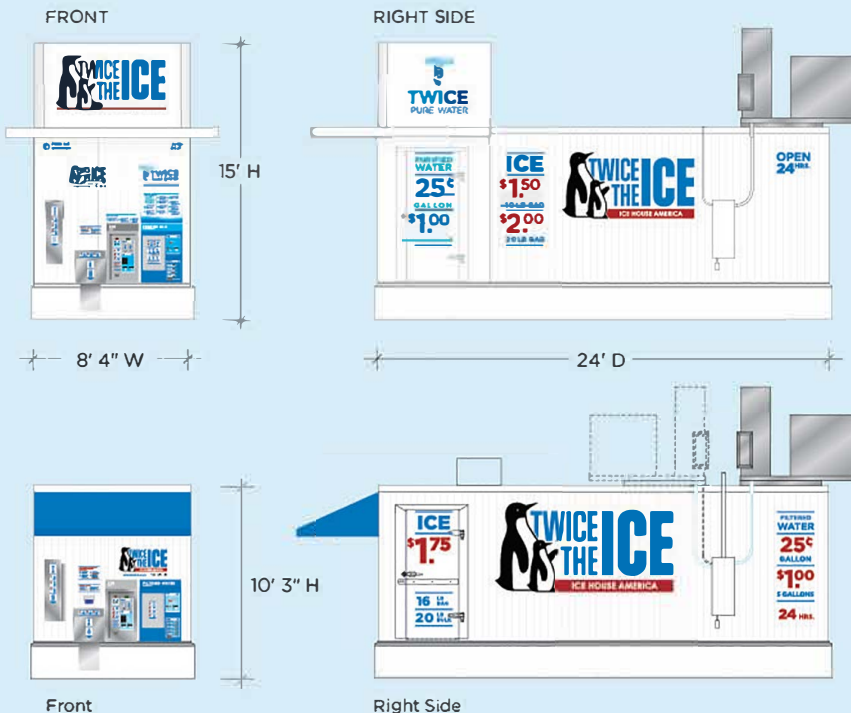
The Ice House is the original ice vending machine concept we launched in 2003. With a 200 ft² footprint (2 parking spaces) and up to 13,000 lbs of ice production capacity, the Ice House is truly a manufacturing plant that can accommodate up to 50,000 customer visits annually. It is the ultimate destination model, that will attract customers not only by its curb appeal, but equally by the unique design of the machine.

Water Vending by Twice Pure Water

Water vending is a sustainable and profitable business that continues to grow thanks to the increased awareness of water quality concerns throughout the world. Combining ice and water vending not only increases the profitability of the business, it attracts different consumers to increase the overall traffic flow to the location. Add to this the purified water quality from our Twice Pure Water™ and there is a great potential to own both the ice and water business in your market.

SmartIce™ Remote Management System

SmartIce™ Remote Management System, a web-based application, lets you manage all aspects of the vending machine - including location information, product sales, technical operations, and customer service. It offers real-time alert messages and current sales data. It lets you compare sales trends, benchmark locations and evaluate machine performance. Most importantly, SmartIce gives you the visibility to see what your machine is doing from the comfort of your home or anywhere you can connect to the internet.



Technical Specifications

- Dimensions : 8' 4" W x 24' D x 15' H (2 parking spaces)
- Products
 - Bulk Ice
 - Bagged Ice: 10 lb, 16 lb, and 20 lb options
 - Purified or Filtered Water: 1, 3, and 5 gal options
- Ice Bin Capacity: 6,500 lbs
- Ice Production Capability: 4,500 - 13,000 lbs in 24 hours
- Healthwise™ Filtration System
- SmartIce™ Remote Management

Ice House with 5200SM Ice Maker

- Power Requirement: 77A @ 208- 240/60/3 (123A w/2nd Ice Maker)
- Power Consumption: 216 KWH per 4,500 lbs
- Water Consumption: 542 gal per 4,500 lbs
- Ice Production: up to 4,500 lb per 24 hrs (9,000 lbs w/2nd Ice Maker)

Ice House with 1000SM Ice Maker

- Power Requirement: 98A @ 208-240/60/3 (158A w/2nd Ice Maker)
- Power Consumption: 300 KWH per 6,500 lbs
- Water Consumption: 783 gal per 6,500 lbs
- Ice Production: up to 6,500 lbs per 24 hrs (13,000 lbs w/ 2nd Ice Maker)