

Board of Directors:

Kenneth Li
Mike Laster
Welcome Wilson
Toni Franklin
Fred Bhandara
Don Wang
Tracey Suttles
Maurisa Tolbert

Executive Director:

Bill Calderon
Hawes Hill Calderon L.L.P.

Consultant Team:

M2L Associates Inc.
Minor Design Group

	Page		Page
1.0 Introduction		6.0 Chinatown Zone Streetscape Design Recommendations	
1.1 Project Scope and Purpose	3	6.1 Design Standards	38
1.2 Project Overview	4	6.2 Environment Design	39
1.3 Community Participation	6	6.3 Intersection Design Recommendations	40
		6.4 Corridor Streetscape Design Recommendations	44
2.0 Landscape Development Analysis		7.0 Harwin Zone Streetscape Design Recommendations	
2.1 Overview	7	7.1 Design Standards	45
2.2 Sharpstown Mall Zone	9	7.2 Environment Design	46
2.3 Chinatown Zone	11	7.3 Intersection Design Recommendations	47
2.4 Harwin Zone	13	7.4 Corridor Streetscape Design Recommendations	48
2.5 South Asia Zone	15	8.0 South Asia Zone Streetscape Design Recommendations	
2.6 Westwood Zone	17	8.1 Design Standards	49
2.7 University Zone	19	8.2 Environment Design	50
3.0 Signage and Wayfinding System		8.3 Intersection Design Recommendations	51
3.1 District Identity	21	8.4 Corridor Streetscape Design Recommendations	52
3.2 Zone Identity	22	9.0 Westwood Zone Streetscape Design Recommendations	
3.3 Signage Type	23	9.1 Design Standards	53
3.4 Signage Master Plan	24	9.2 Environment Design	54
4.0 Streetscape Design Elements		9.3 Intersection Design Recommendations	55
4.1 Public Art	25	9.4 Corridor Streetscape Design Recommendations	56
4.2 Freeway Accessibility and Landscape Improvements	25	10.0 University Zone Streetscape Design Recommendations	
4.3 Intersection	28	10.1 Design Standards	58
4.4 Sidewalks	30	10.2 Environment Design	59
4.5 Bike and Hike Trail and Facilities	30	10.3 Intersection Design Recommendations	60
4.6 Street Furniture	32	10.4 Corridor Streetscape Design Recommendations	610
4.7 Street Lighting	33		
5.0 Sharpstown Mall Zone Streetscape Design Recommendations		APPENDIX	
5.1 Design Standards	34	A. Site Assessment	63
5.2 Environment Design	35	B. Community Participation Comments	72
5.3 Intersection Design Recommendations	36	C. Project Costs	74
5.4 Corridor Streetscape Design Recommendations	37		

1.1 Project Scope and Purpose

Goal: To create a District identity, visual continuity, and inviting streetscapes through environmental enhancements for a large and diverse area in order to improve the image and appeal of the Greater Sharpstown Management District and create a more attractive place to live, work, shop, and invest.

Scope: The Environmental Design Concept and Master Plan should at minimum include landscaping, signage, way finding, street furnishings, monumentation and other visual elements to improve the image and appeal of the commercial community.

The Plan should compliment and extend the landscape and hardscape design themes expressed in the 2003 TIRZ#20 Bellaire/Fondren Corridor Plan (electronic copy provided).

Consideration should also be given to the District’s existing natural resources and development of an interconnected system of parks, trails, and open spaces that serve both the commercial and residential population.

The Plan will include a signage component that assists in defining the District and establishing a unique look and feel. This component may include way-finding elements that highlight area assets such as Houston Baptist University, Memorial Hermann Southwest Hospital, area parks and recreational facilities, Houston’s “New Chinatown,” and Sharpstown Center mall.

Study Area: The study area encompasses the entire Greater Sharpstown Management District while having the focus on corridors listed below:

- U.S. 59 – Westpark Tollway to Sam Houston Tollway
- Westpark Tollway – U.S. 59 to Sam Houston Tollway
- Sam Houston Tollway – Westpark Tollway to **U.S. 59**
- Fondren – Westpark Tollway to Bissonnet
- Bellaire – Sam Houston Tollway to Hillcroft
- Hillcroft – Westpark Tollway to Bissonnet
- South Gessner – Westpark Tollway to U.S. 59

- Harwin – Sam Houston Tollway to U.S. 59
- Beechnut – Sam Houston Tollway to U.S. 59
- Corporate Drive – Westpark to Bissonnet
- Ranchester – Westpark to Bellaire

Additional focus of this plan also includes open space elements such as parks and greenbelts such as drainage right-of-ways and utility easements.



1.2 Project Overview

The Greater Sharpston Management District was created 2005 by the Texas Legislature. The District is bordered by Westpark Parkway to the north, Sam Houston Parkway to the west, US-59 and Bissonnet to the south, and Hillcroft to the east, encompassing an area over 10 square miles.

Envisioned in 1950’s and completed in 1960’s, Sharpstown was one of the largest master planned suburban development with its own air conditioned Sharpstown Mall and a new Houston Baptist University soon after its creation. By 1977, the creation of Memorial Hermann Hospital Southwest set the final piece of the master plan in place.

Both residential and commercial properties suffered from Houston’s phenomenal outward expansion during the 1980’s. However, because of the accessibility to freeway and quality residential neighborhoods, a new and more diverse class of residents and businesses found their homes in the area.

Sharpstown began as the vision of developer Frank Sharp in the mid 1950s. By the time he completed his masterpiece in 1961, Sharpstown was widely recognized as the largest subdivision in the United States - complete with its own air-conditioned shopping Sharpstown was a true suburb of Houston, a get-a-way from the hustle and bustle of the city and a quick 15-minute commute from downtown. During the next decade, Sharpstown was a great place to be.

With elegant brick homes spaced among generous lawns and quiet streets, the planned community was everything Sharp had envisioned.

During the 1980s, however, new residential and commercial development jumped past Sharpstown and spread farther from Houston along the Southwest Freeway. In an attempt to escape Houston’s phenomenal outward expansion, many middle-class families opted for newer developments in Missouri City, Stafford, Sugar Land, and First Colony, causing property values and the quality of life in Sharpstown to suffer.

But as flight from the city continued through the’90s, a new and more diverse class of homeowner began to find in Sharpstown the same benefits Frank Sharp had seen 40 years earlier -- quiet neighborhoods, access to freeways, and quality housing. These new residents, many of whom were first generation Americans, began opening their own businesses, attending school, and building pride in their new community.

Significant numbers of Chinese, Hispanic, African-American, and Vietnamese mixed with Anglo residents, so that as the new century approached, Sharpstown had become one of the most ethnically diverse neighborhoods in Houston.

No longer a suburb, the new neighborhood was more accurately described as a cosmopolitan urban edge city, with numerous types of housing, commercial and retail development, and a modern mix of cultures and incomes.

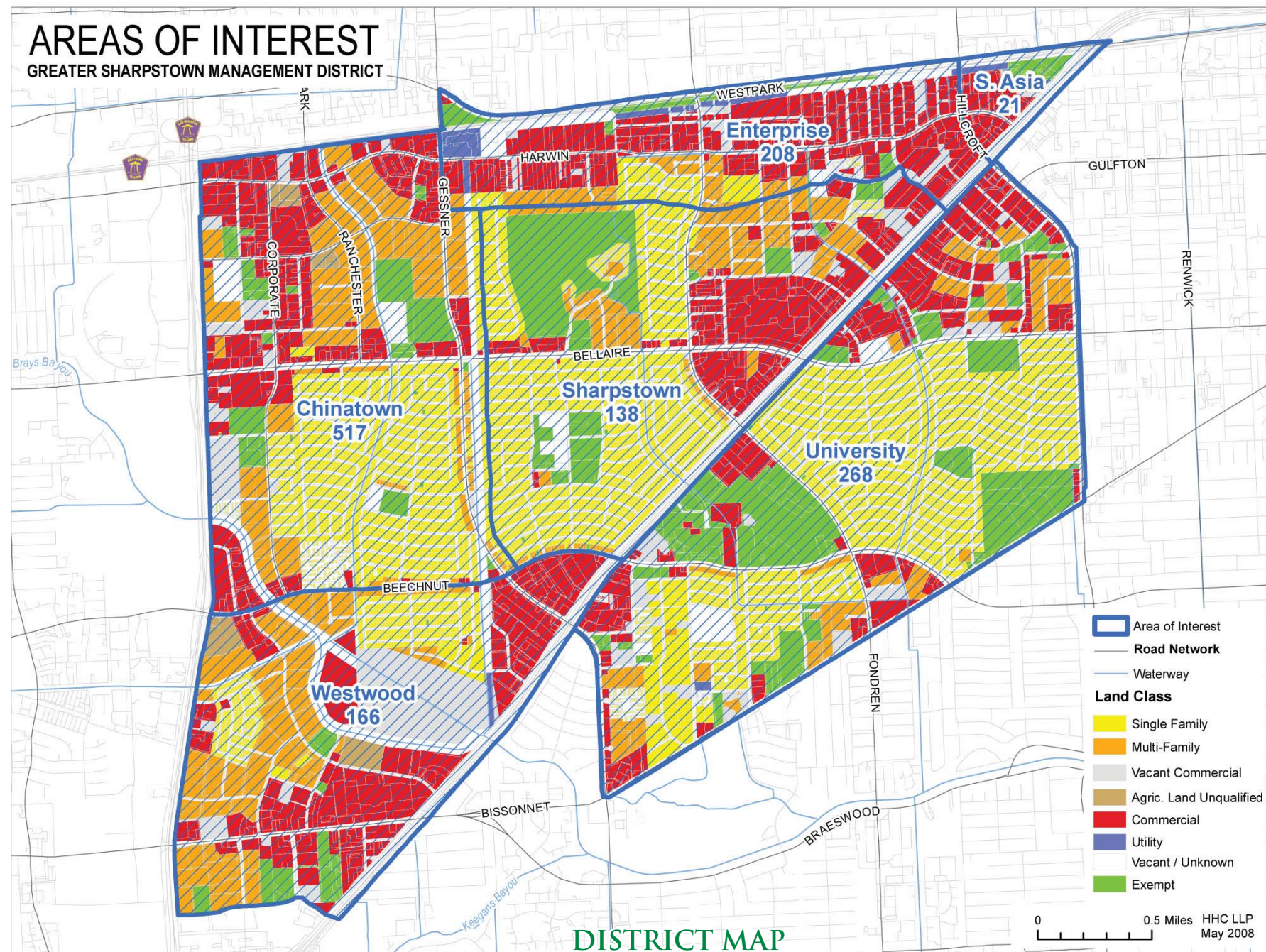
Today Sharpstown is a dynamic community that embraces its diversity, encourages new growth, and looks to the future for its place among Houston’s premier regional neighborhoods.

Through the Sharpstown Economic Development Authority and the Southwest Houston Redevelopment Authority, area residents and business owners are working to ensure that Sharpstown is once again a great place be -- a place to live, work, and conduct business amid the fabric of a true American neighborhood.

Sharpstown Today

Sharpstown today is a community blessed with a number of resources. Key among those is an abundance of support from organizations such as the Southwest Houston Redevelopment Authority, Sharpstown Economic Development Authority, Southwest Houston Chambers of Commerce, and the Sharpstown Civic Association.





The area continues to enjoy a prime location near major transit arteries including U.S. 59, the Sam Houston Tollway, and the Westpark Tollway.

Bellaire Boulevard and U.S. 59 represent the area's major commercial corridors. With hundreds of unique Asian restaurants and shops, Bellaire is both a community resource and an attraction that draws visitors from all over Houston.

The Southwest Freeway hosts an outstanding array of retail and commercial establishments, and these two corridors combined include nearly 20,000 small businesses, as well as Sharpstown Center, Houston Baptist University, and Memorial Hermann Southwest Hospital.

Sharpstown is home to roughly 94,500 people, with approximately 8,000 single family homes and some 7,000 condominiums or town homes. With its easy access to major commercial centers such as the Galleria, Greenway Plaza, the Medical Center, and Downtown, Sharpstown has grown into an exciting business and residential district -- one imbued with a colorful past, diverse culture, and strong sense of community.

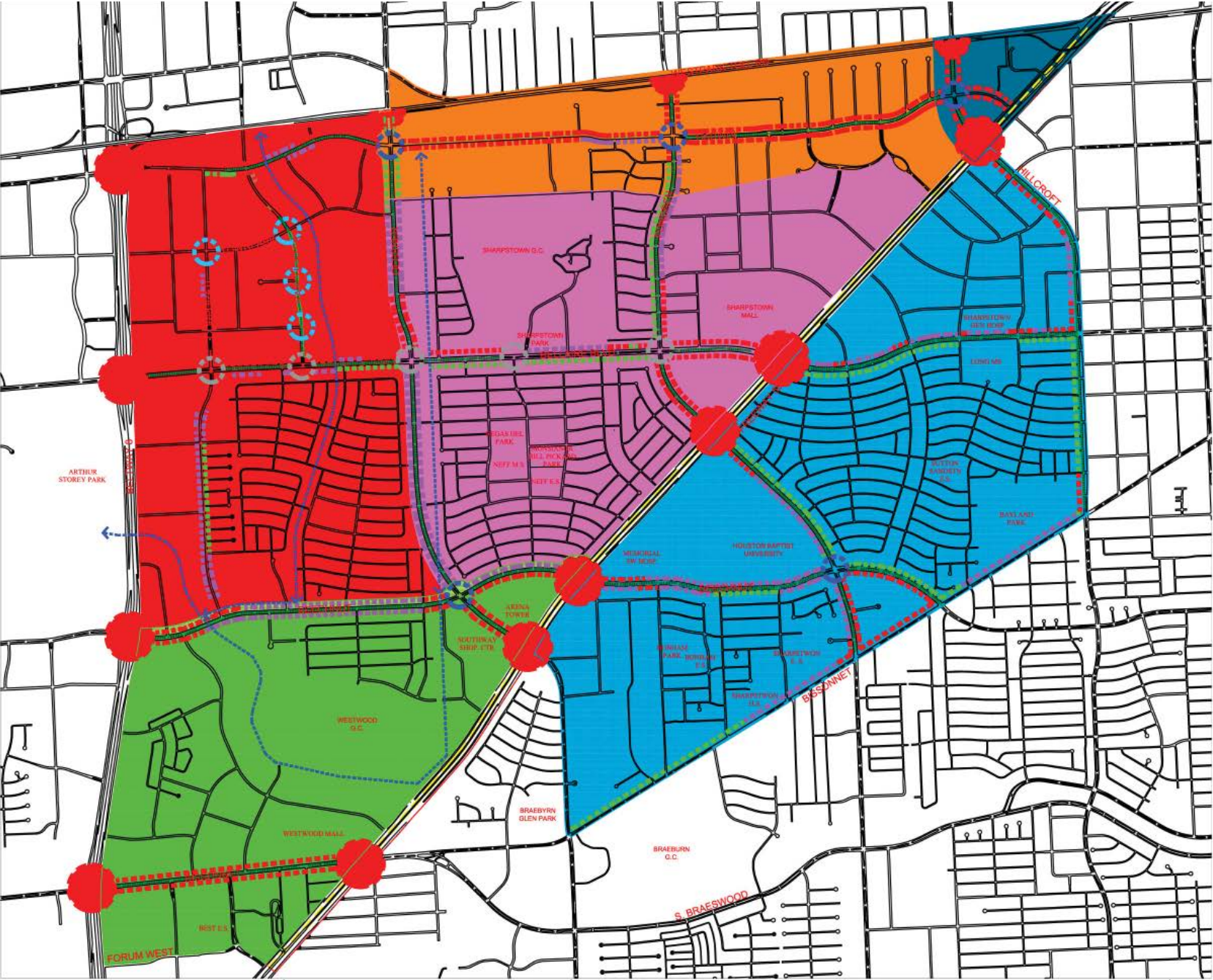
During the 1980s, however, new residential and commercial development jumped past Sharpstown and spread farther from Houston along the Southwest Freeway. In an attempt to escape Houston's phenomenal outward expansion, many middle-class families opted for newer developments in Missouri City, Stafford, Sugar Land, and First Colony, causing property values and the quality of life in Sharpstown to suffer.

1.3 Community Participation

Due to the broad area and diverse nature of the District, the team conducted six community meetings. The purpose of the first five community meetings were to present the early findings and design ideas, and solicit inputs from general public. The last meeting was held to present the refined concepts developed as a result of incorporating public meeting inputs and comments from board members.

Several approaches were used to inform the public of the community meetings, including: a direct mailing to all businesses within the district, posters placed in key community gathering locations, public notices posted on the District web site and published on Houston Chronicle and several community news letters. Several community outreach and news briefing meetings were also made





PROPOSED IMPROVEMENTS LEGEND:

- TYPE A (SINGAL-FAMILY)
- TYPE B (MULTI-FAMILY/INSTITUTION)
- TYPE C (COMMERCIAL/OFFICE)
- TYPE D (FREEWAY)
- FREEWAY INTERCHANGE IMPROVEMENT
- MAJOR INTERSECTION IMPROVEMENT
- MINOR INTERSECTION IMPROVEMENT
- DEVELOPED OR DESIGNED INTERSECTION
- HIKE/BIKE TRAIL
- MEDIAN LANDSCAPE
- SHARPSTOWN MANAGEMENT DISTRICT BOUNDARY

- SHARPSTOWN MALL ZONE
- CHINATOWN ZONE
- SOUTH ASIA ZONE
- HARWIN ZONE
- WESTWOOD ZONE
- UNIVERSITY/HOSPITAL ZONE

2.1 Overview

Existing Conditions:
Today the District is a vibrant and diverse community with over 20,000 business and 94,500 people, with approximately 8,000 single family homes and some 7,000 condominiums and townhomes.

District Overview:
Mobility, University, Transitional Land Uses, and Diversity are the District's greatest assets.

- Mobility** The District enjoys one of the greatest mobility in Houston, surrounded by a grid arterial street network and (3) major freeways, including U.S. 59, the Sam Houston Tollway and the Westpark Tollway.
- University** The presence of Houston Baptist University has given the district a culture flavor that makes the district a stand-out in West Houston area.
- Diversity** As mentioned earlier, the district is a culturally vibrant new community with six (6) distinctive enclaves been identified. These (6) zones are Sharpstown Mall, Chinatown, South Asia, Harwin, Westwood and University.

Transitional Urban Land Uses Started as a premium master planned suburban community, the district is witnessing a slow and steady transition from traditional suburban style development toward a urban style mixed use community. Two small scale residential/commercial mixed use developments have been developed in the new Chinatown area. A new high-rise office building has also been completed in the area. Another sign of new interest in development is the more pedestrian oriented retail development along Hillcroft between US59 and Harwin in the South Asia zone.

Additional Characteristics:

Suburban Development Pattern

Developed as a suburb of Houston, the district remains largely the original suburban development pattern with developments surrounded by dominating parking lots. Many of these parking lots, particularly of those in the new Chinatown area, have very high utilization ratio.

Automobile Dominated Mobility System

In addition to the (3) major freeways, there are (4) major east-west and (4) north-south corridors. Most of these corridors have vegetated boulevards. Recently Metro has designated Bellaire Blvd. as major express bus corridor with upgraded bus stop design. However, The usage of transit services remains insignificant as compared to private automobile usage. Traffic congestion is one of the major concerns of the district.

Corridor Streetscape

Although major corridors have vegetated boulevard, some corridors do not adequate street trees. Chaotic signs also destructive to the streetscape when street trees are scarce in some corridors like Harwin and Bissonnett. The other aesthetic concern has to do with the overhead powerlines fronting along the corridors.

Disconnected Pedestrian Circulation

Pedestrian sidewalks beyond major arterial streets are disconnected and in adequate. Sidewalks along Major arterial streets are often at the minimum city standard and are insufficient to meet the pedestrian need in urban environment. Most critical is the need for safer pedestrian crossing of major streets.

Inadequate Culture Activities

District enjoys one of the greatest mobility in Houston, surrounded by (3) major freeways, including U.S. 59, the Sam Houston Tollway and the Westpark Tollway.

Deteriorating Malls

During its hey days the district enjoys (2) major shopping malls in the Houston metropolitan area: Sharpstown Mall and Westwood Mall. Both malls have suffered major setbacks. Today, only a small number of businesses remain in Sharpstown Mall.

Safety

Safety concern has been the number one concern for residents and businesses. Although the intent of this master plan is not to address the safety issue. With proper environmental planning and design guidance it is possible to create a safer urban environment to facilitate the reduction of criminal activities.



2.2 Sharpstown Mall Zone

Existing Conditions

- Bellaire/Fondren is the center
- Sharpstown mall is the core
- Sharpstown suffered a major setback and is undergoing reposition
- Long frontage on S.W. Freeway
- Decent corridor landscaping
- Water Tower is an eyesore
- TIRZ 20 is undertaking a major improvement on Bellaire Blvd.
- Substantial open space such as parks and golf course but not fully equipped with adequate facilities

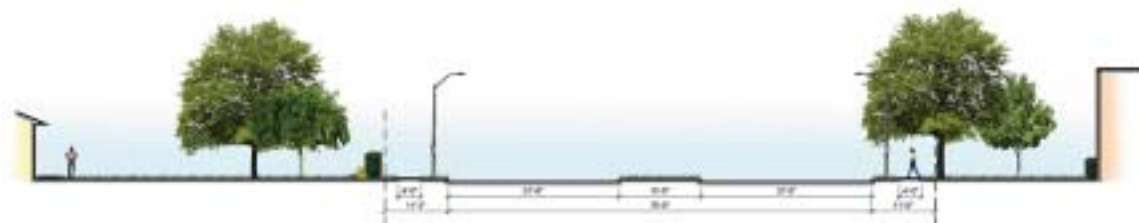
Opportunities

- Redevelopment potential for the Mall and the formerly Gillman Honda dealership site
- Bellaire has adequate R.O.W. to create a major pedestrian arterial
- Water tower can be transformed into a district landmark

Constraints

- Overhead powerlines along major corridors
- Bellaire has adequate R.O.W. to create a major pedestrian arterial





SHARPSTOWN MALL ZONE LANDSCAPE DEVELOPMENT ANALYSIS

2.3 Chinatown Zone

Existing Conditions

- Bellaire and Corporate is the center with (4) banks anchoring each corner
- Restaurants dominate strip centers
- Mixed use development trend
- Higher density development trend
- Strong presence of Asian businesses
- Lack of cultural oriented attractions
- Safety concern over pedestrian crossing on Bellaire and Ranchester
- Lack of a major attraction like Sharpstown Mall
- High pedestrian usage along Ranchester which is dominated with multi-family developments

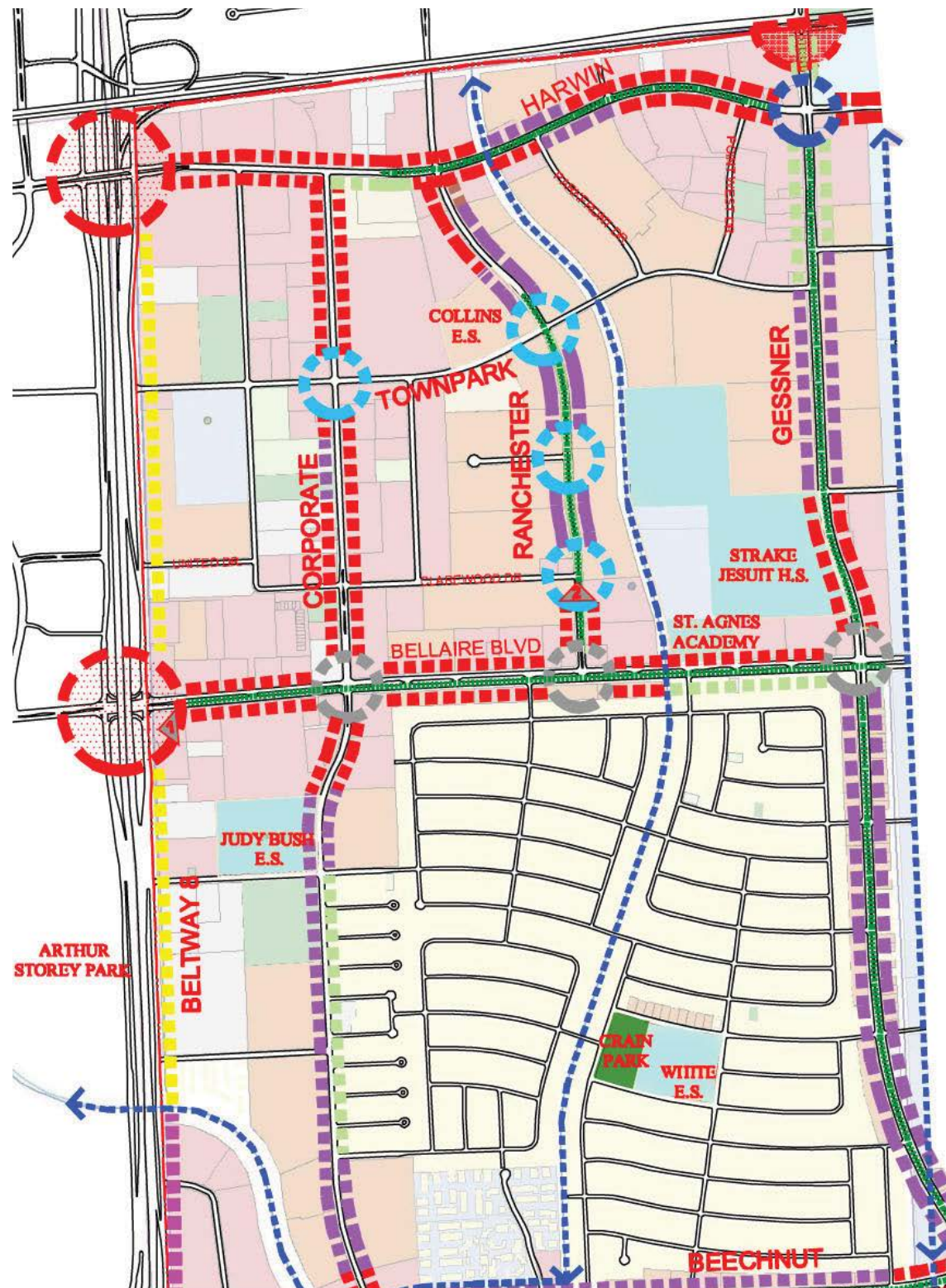
Opportunities

- Enhance mixed use development trend
- Bellaire, Corporate, Ranchester, Townpark, even Sovereign and Clarewood can become part of a pedestrian-oriented network to usher in more mixed-use development

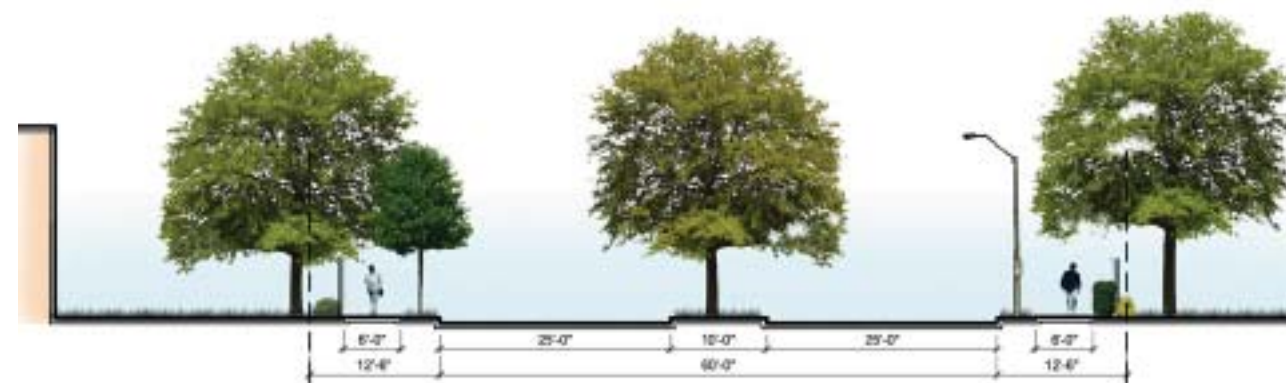
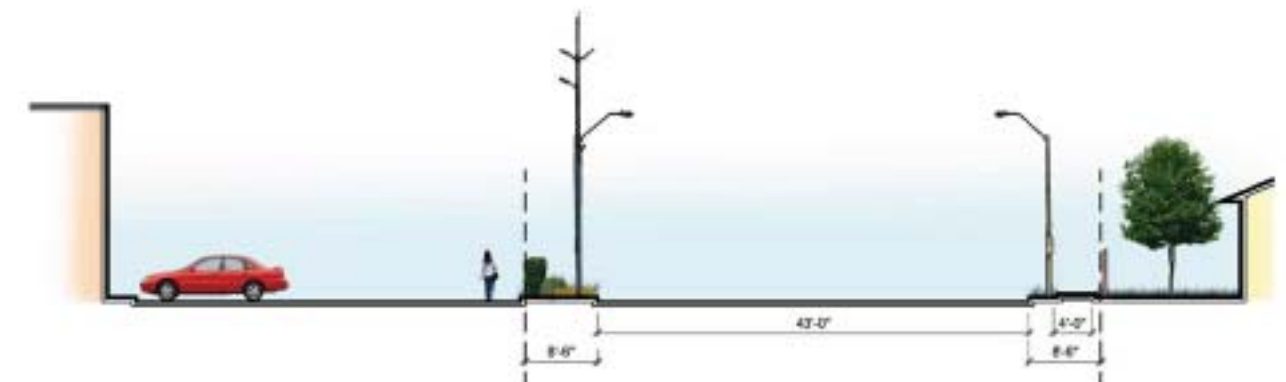
Constraints

- Need a multi-use public place
- Most developments are quite new and Hard to retrofit if needed
- Bellaire is too wide for pedestrians to cross
- City of Houston's development codes may hinder the development of mixed use developments or higher density urban projects.





PLAN LEGEND:		LAND USE LEGEND:	
	TYPE A Single Family		Single Family
	TYPE B Multi Family		Multi Family
	TYPE C Commercial		Vacant
	TYPE D Freeway		Agriculture
	Freeway Interchange Improvement		Commercial
	Major Intersection Improvement		Transportation & Utilities
	Minor Intersection Improvement		Undeveloped
	Developed Interchange		Institution
	Hike / Bike Trail		Park & Open Space
	Median Landscape		School
	District Boundary		



CHINATOWN ZONE LANDSCAPE DEVELOPMENT ANALYSIS

2.4 Harwin Zone

Existing Conditions:

- Harwin is the major corridor
- Warehouse wholesale/retail is the primary land use
- Vibrant business atmosphere
- Chaotic streetscape with littered signs and displays
- Lack of landscape screening of parking in front of buildings

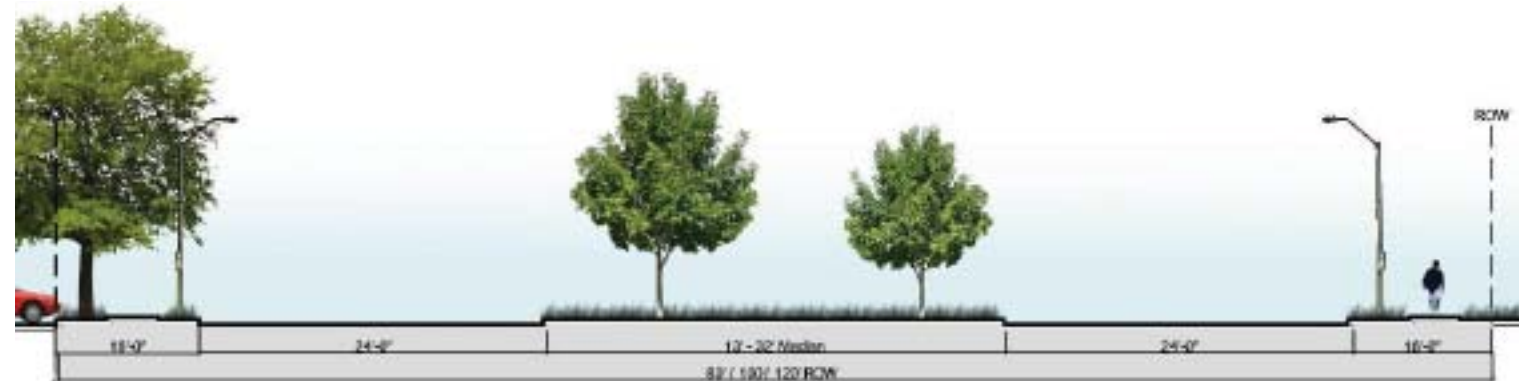
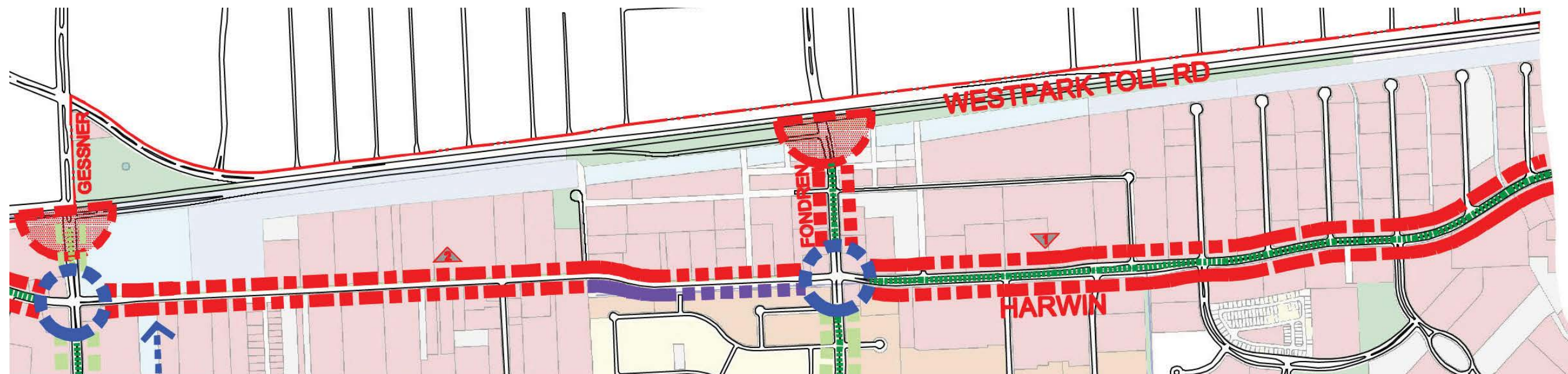
Opportunities:

- Challenging signage control and streetscape improvement
- Dated buildings can be redeveloped to improve pedestrian circulation and streetscape upgrade
- Potential for a small Chamber of Commerce like facility to facilitate directory for Way-Finding
- Potential to provide for a weekend market or festival activities (Bintliff)

Constraints:

- Signs and displays are critical to the businesses because many businesses do not have visibility from street
- Sidewalks are severely compromised by frequent curb cut crossings
- In need of private initiatives or participation in signage control, curb cut control, and landscape screening





HARWIN ZONE LANDSCAPE DEVELOPMENT ANALYSIS

2.5 S. Asia Zone

Existing Conditions:

- A small zone with strong S. Asia presence
- Hillcroft and Harwin is the center
- The most urbanized development pattern in the district

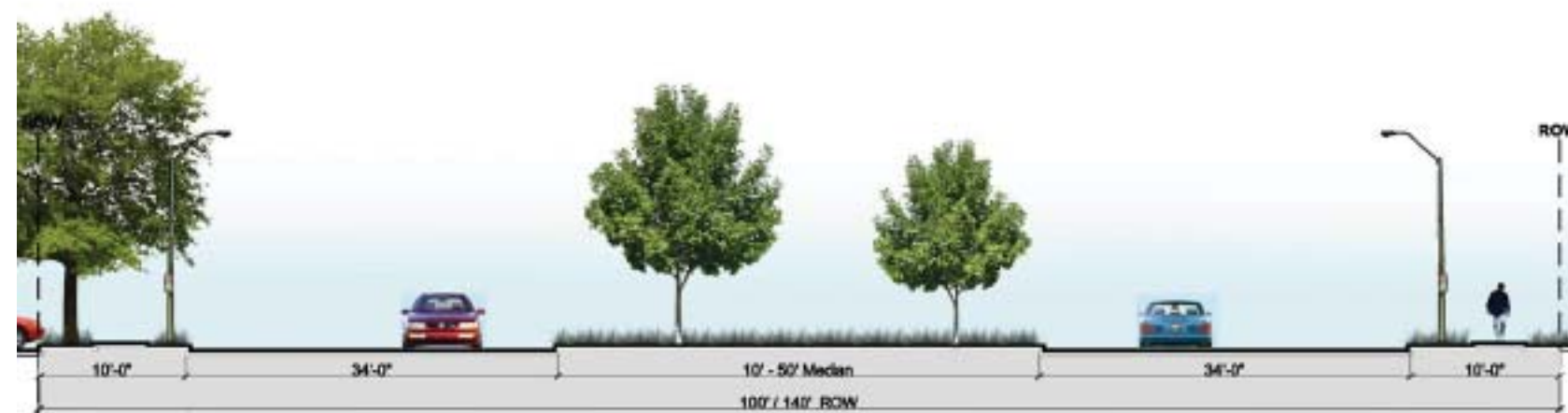
Opportunities:

- Continue to enhance the pedestrian oriented design pattern
- Promote a sense of place with S. Asia culture focus

Constraints:

- Limited R.O.W.





S. ASIA ZONE LANDSCAPE DEVELOPMENT ANALYSIS

2.5 Westwood Zone

Existing Conditions:

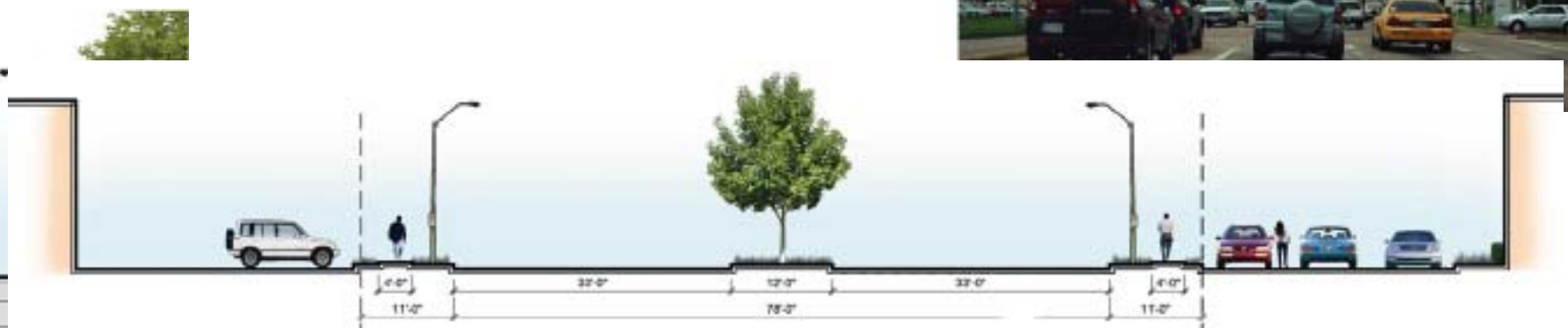
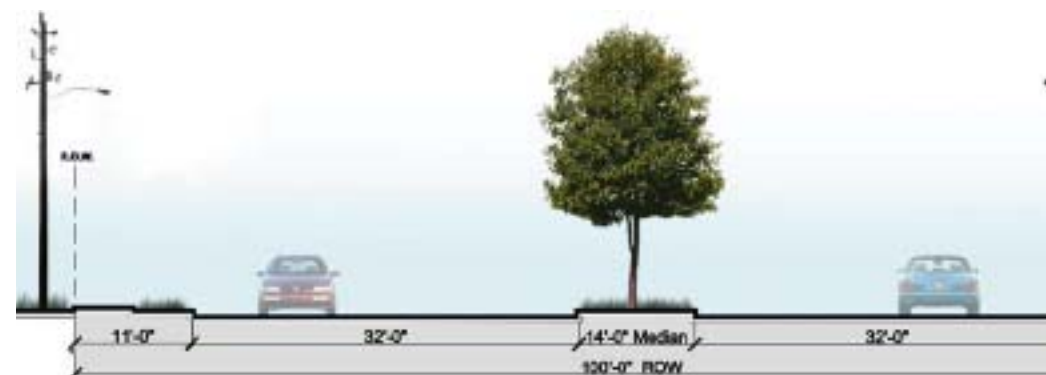
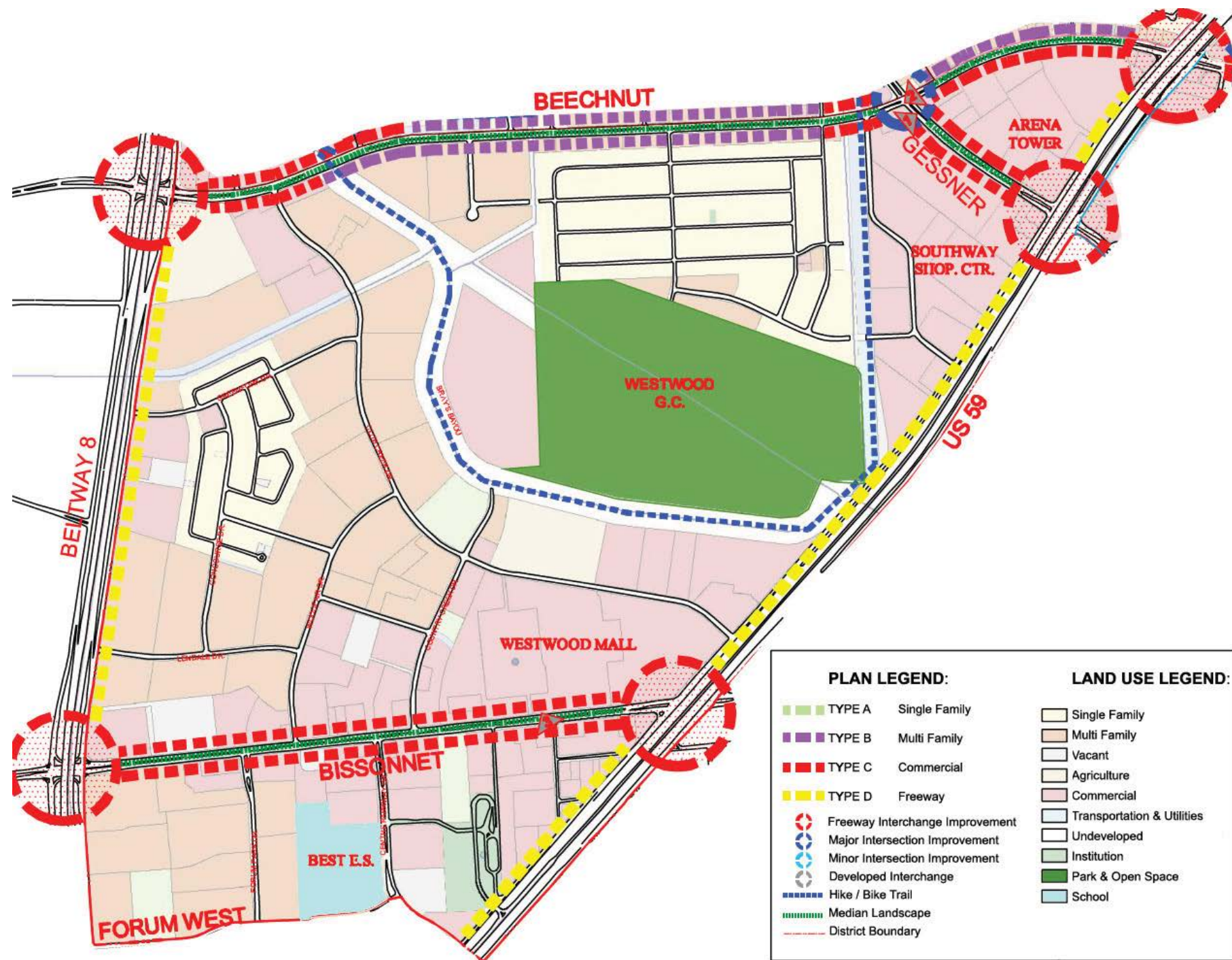
- Fronts on S.W. Freeway and Beltway 8
- Former Westwood Mall is under utilized
- Multi-family and office are the primary land uses
- Bissonnet has very little landscaping

Opportunities:

- Great Accessibility
- Dilapidated shopping center offers great redevelopment opportunity
- Brays Bayou offers linkage between Art Story Park and existing Braesewood greenbelt

Constraints:

- Lack of a destination or focal point



WESTWOOD ZONE LANDSCAPE DEVELOPMENT ANALYSIS

2.7 University Zone

Existing Conditions:

- Very long frontage on S.W. Fwy.
- Several corridors
- Beechnut and Fondren is the center
- Houston Baptist University is the core

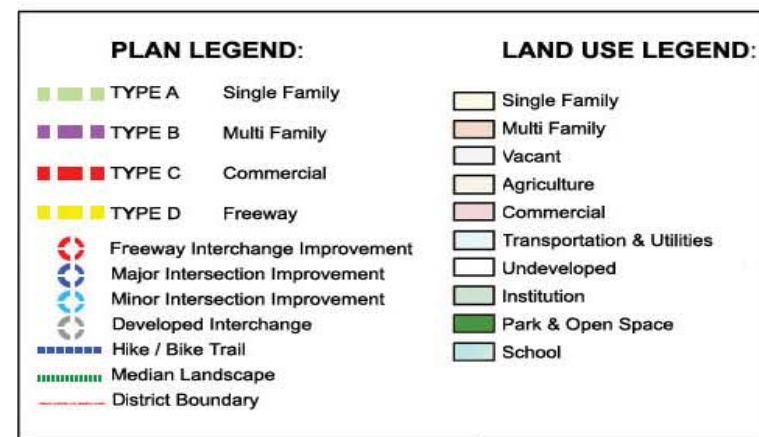
Opportunities:

- Engage Houston Baptist University with the community
- Turn Beechnut/Fondren into a neighborhood melting point
- Capitalize on the University neighborhood to transform the enhance the adjacent residential neighborhoods.

Constraints:

- Major institutions are isolated from the community





UNIVERSITY ZONE LANDSCAPE DEVELOPMENT ANALYSIS





■ **Site/Facility Signage**



■ **Street Signage**



■ **Landscape**



■ **Street Furniture**



■ **Special Paving**



■ **Transportation Systems**



■ **Lighting**



■ **Special Landmarks**



■ **Architecture**



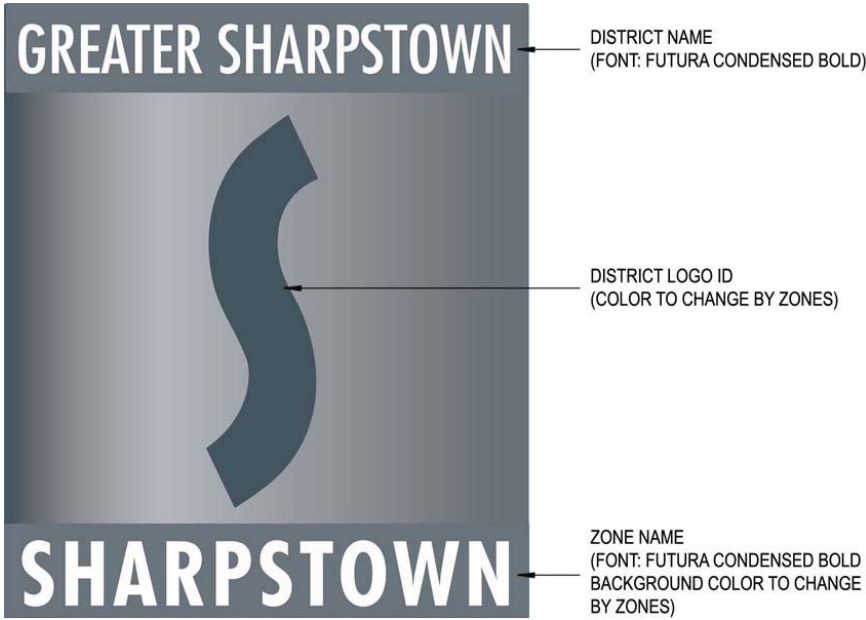
■ **Activity / Space**

3.0 Signage and Wayfinding System

The process of getting from place to place is called Wayfinding. There are a number of means human beings use for wayfinding in an urban environment:

- Architecture
- Landmarks
- Activity Spaces
- Transportation
- Lighting
- Street Furniture
- Special Paving
- Landscape
- Facility Identification Logos
- Street Signage

Nevertheless, the most commonly used and easily deployed wayfinding system is signage. The signage theme for the Greater Sharpstown Management District is comprised of two parts. The first part is universal throughout the district that binds the entire district together. The second part is different from zone to zone to provide distinctive identity for each of the (6) culturally distinctive zones. The purpose of this theme is to create and develop a message that broadcast the “Diversity” nature of the district while maintaining the district-wide binding identification.



3.1 District Identity

Since the term “Sharpstown” is a non-descriptive name, we chose the letter “S” as the branding theme for the entire district as recommended in the master plan report for Tax Increment Reinvestment Zone 20 (TIRZ 20). Aluminum is the material for the signage, continuing the contemporary style of street improvement TIRZ20 developed at the Bellaire/Fondren intersection. The name “Greater Sharpstown” is placed above the large “S” letter to descriptively identify the district. Zone names will be placed beneath the large “S” letter.

The font for all district signage is “Futura Condensed Bold”.

3.2 Zone Identity

For each zone, both color and graphic are employed to distinguish between the (6) zones. Color is used because it is easily identifiable. However, graphics are added because color alone does not provide the intuitive linkage with the characteristic of each zone. Combining color and culturally associated graphics can effectively and intuitively deliver the message of wayfinding and place making.

	Pantone Code		
Sharpstown	PMS 214	Rhodamine	Ruby Red
Chinatown	PMS 1797	Red	Arizarin Red
South Asia	PMS316	Green	Sherpa Green
Harwin	PMS 166	Orange	Carrot Orange
Westwood	PMS 370	Green	Vida Loca Green
University	PMS 2945	Blue	Smalt Blue



Primary Color Palette

PMS 1797 Red

PMS 316 Green

PMS 370 Green

PMS 166 Orange

PMS 214 Rhodamine

PMS 2945 Blue

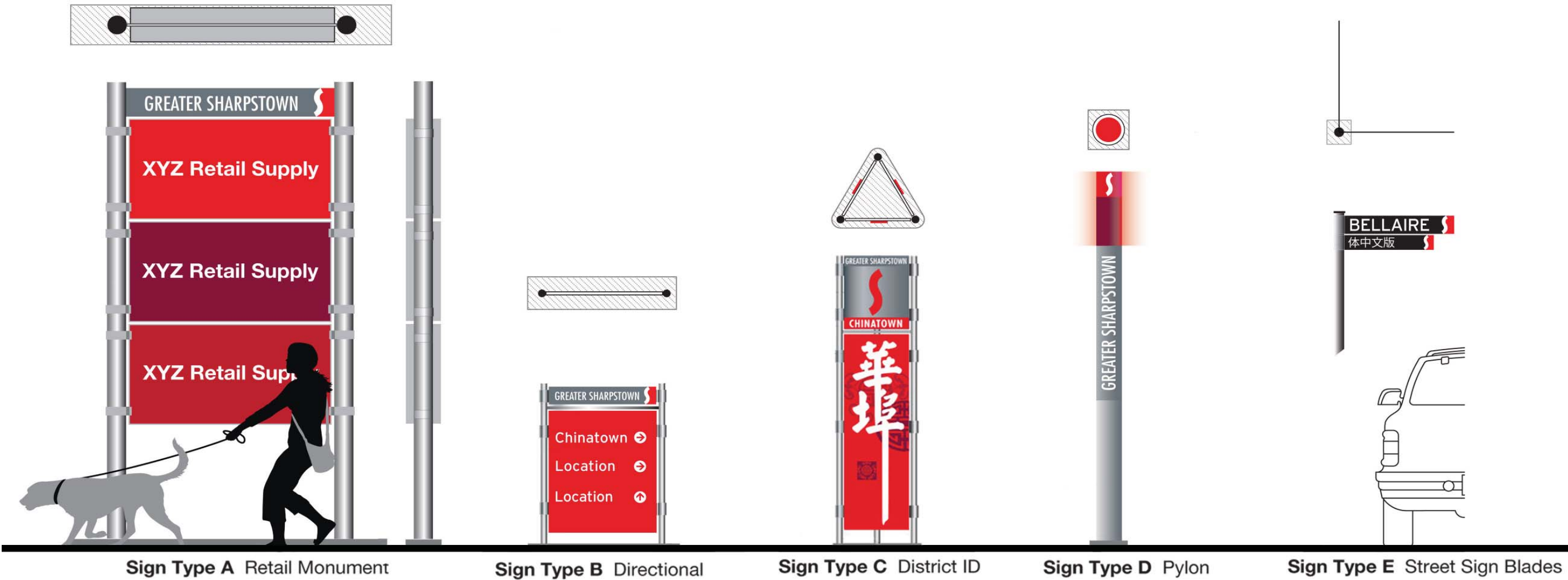
The provided drawings serve as a device to communicate design intent only. Fabrication and installation of the products represented herein will be derived from shop drawings and fabrication drawings produced by the contracted fabricator and designer.

11.12.08 Minor Design



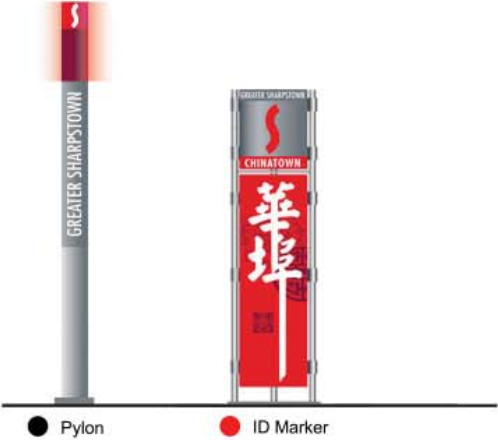
3.3 Signage Type

Pylon	Gateways and strategic district peripheral locations
ID Marker	Major intersections
Directional	Major intersections and Gateways
Street ID	On Major Corridors and intersecting streets
Bilingual Street ID	Replacing existing bilingual street ID

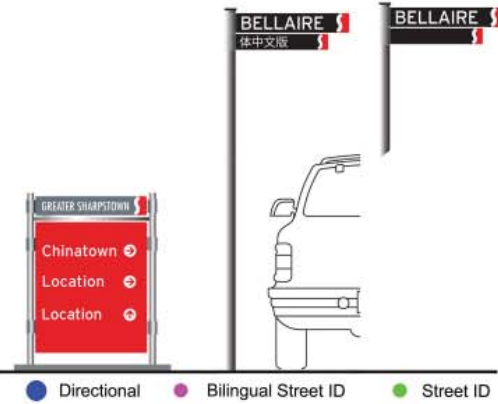




SIGN TYPE	QUANTITY
Pylon	23
ID Marker	14
Directional	25
Street ID (signal blade and double)	175
Bilingual Street ID (signal blade and double)	31



● Pylon ● ID Marker



● Directional ● Bilingual Street ID ● Street ID



4.0 Environmental Design Guidelines

Wayfinding is not restricted to sign only. Activity, architecture, land-marks, public arts, lighting, special paving, street furniture, landscape, etc. can also be utilized effectively as wayfinding elements and ought to be explored to maximize the effectiveness of district signage.

These elements will be designed as an extension of the signage theme, applying the “S” logo, the zone-matching colors and graphics to reinforce the wayfinding and sense of place message.

4.1 Public Art

Public art can be placed at major intersections such as the water feature located at the northwest corner of the Bellaire/Ranchester intersection. Additionally, the water tower near the Bellaire/Gessner intersection offers an unique opportunity to convert a public eye sore into a artistic landmark. To achieve this goal, the GSMD and TIRZ20 could launch an open design competition for the water tower. The process of design competition is a very effective public relational tool for the district. Through public competition the best designer and ideas could be tapped to develop the best design for the water tower.

4.2 Freeway Accessibility and Landscape Improvements

Since the district is surrounded by freeways, freeways serve as gateway and is a major design element must be dealt with. The three freeways border the district has different characteristics and need to be treated accordingly.

- Westpark Parkway

Westpark Parkway on the north side is bordered by a wide Centerpoint power line easement or hidden behind developed industrial buildings. As a result, the visual impact of the Parkway is much less significant than those of Beltway 8 or US59. No major environmental design improvement is recommended for the parkway.

- US59 (Southwest Freeway)

The visual impact of US59 is the most significant because (1) more than half of the segment is surrounded by the district territory on both sides as compared to only one side on Beltway 8; and (2) the limited R.O.W. does not provide green space for tree planting to buffer the freeway. There are (5) major intersections on US59: Hillcroft, Bellaire, Fondren, Beechnut, Gessner and Bissonnet. The visual blight of these five over-passes and underpasses are so large that the issue has to be considered.

The underpasses will have the columns painted with zone matching colors, and zone-matching graphic patterned light fixtures.

The overpasses will have an added aluminum arch façade reminiscent to the arched rhythm of the overpasses. The aluminum will have itched pattern of zone-matching graphics.

- Beltway 8 (Sam Houston Freeway West)

Although there are (4) intersections on Beltway 8, only three are over-passes that require similar design treatment as the US59 corridor: Bellaire, Beechnut and Bissonnet. In additional to the hardscape treatment similar to US59, the intersections on the Beltway 8 corridor have the luxury of green space between freeway main lane and frontage road to add planting for buffers.





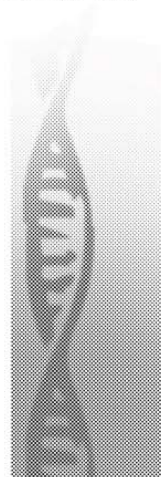
HILLCROFT/FWY. 59 OVERPASS (AFTER)



HILLCROFT/FWY. 59 OVERPASS (BEFORE)



Chinatown Zone



University/
Hospital Zone



Sharpstown Mall
Zone



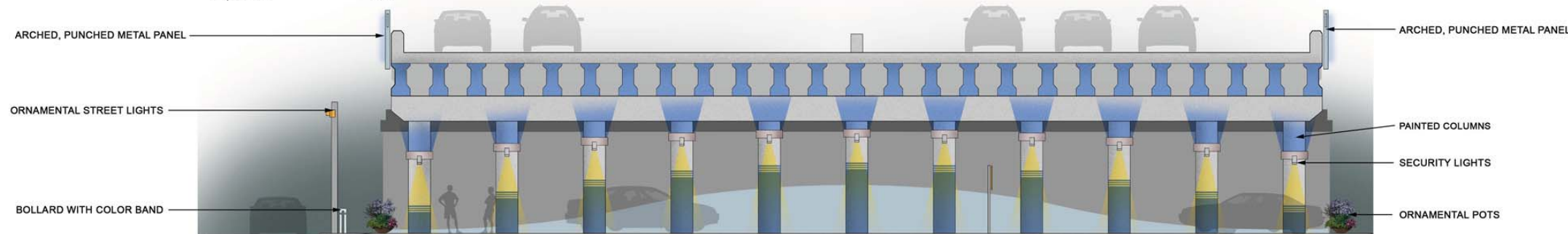
South Asia Zone



Enterprise Zone

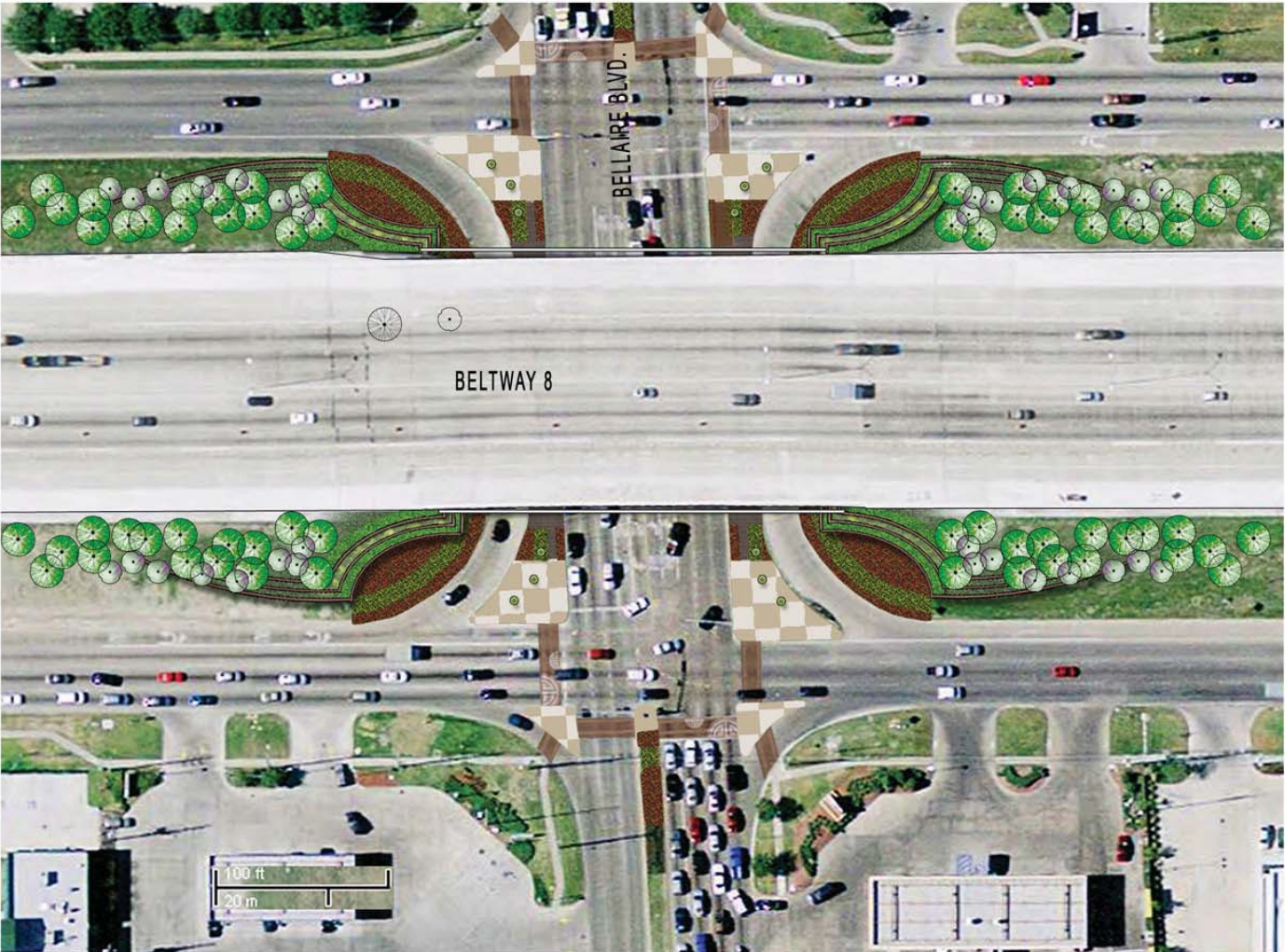


Westwood Zone

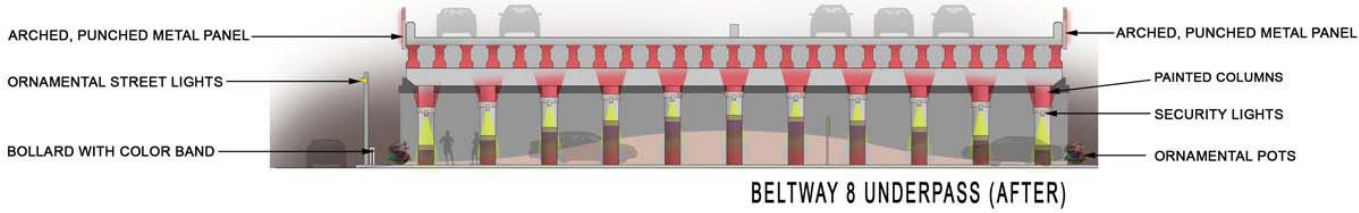


HILLCROFT/FWY. 59 OVERPASS (AFTER)

FWY. 59 OVERPASS DESIGN CONCEPTS

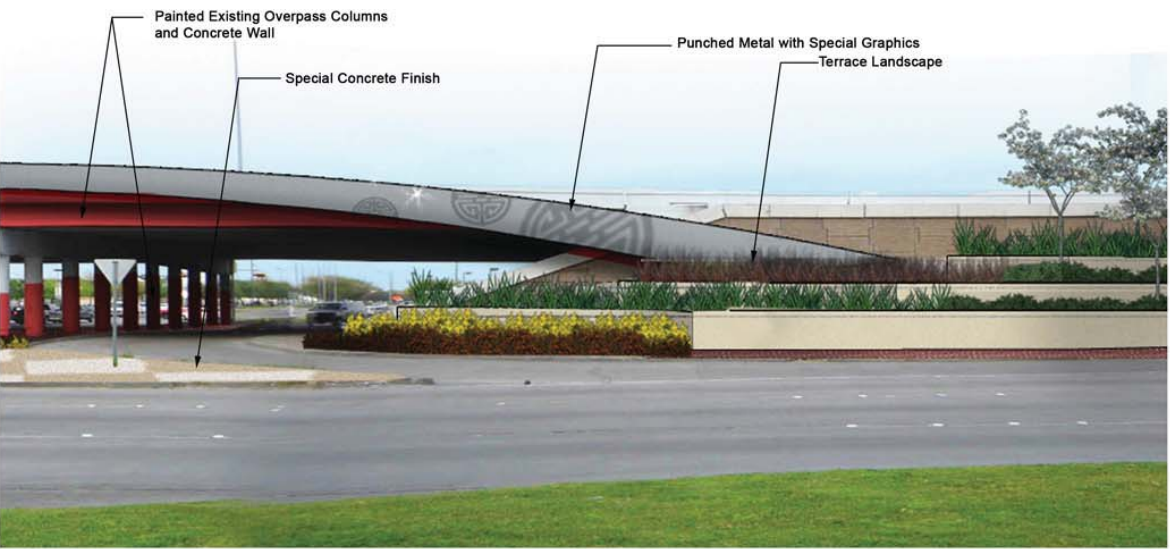
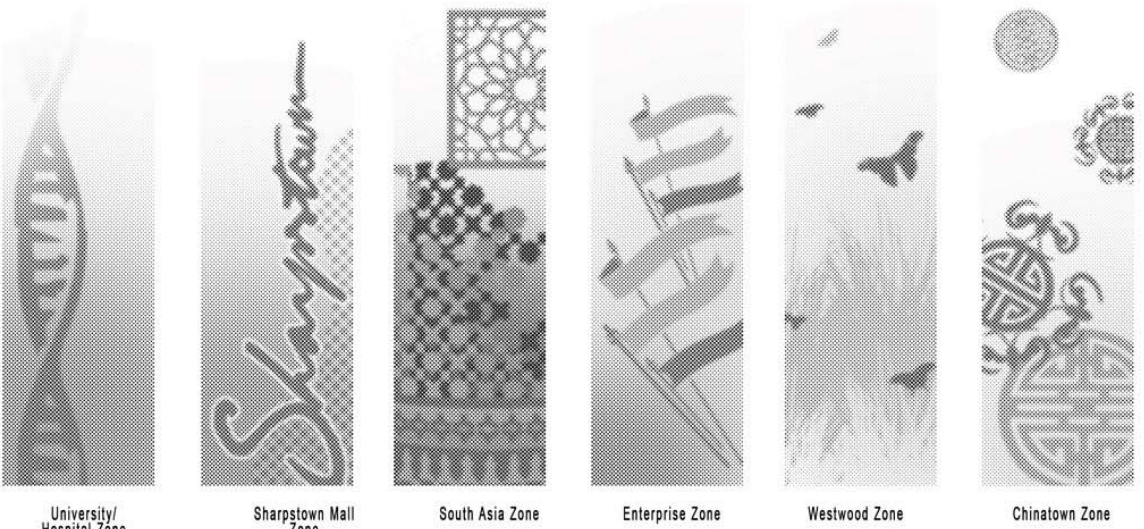


BELLAIRE BLVD./BELTWAY 8 CONCEPT PLAN



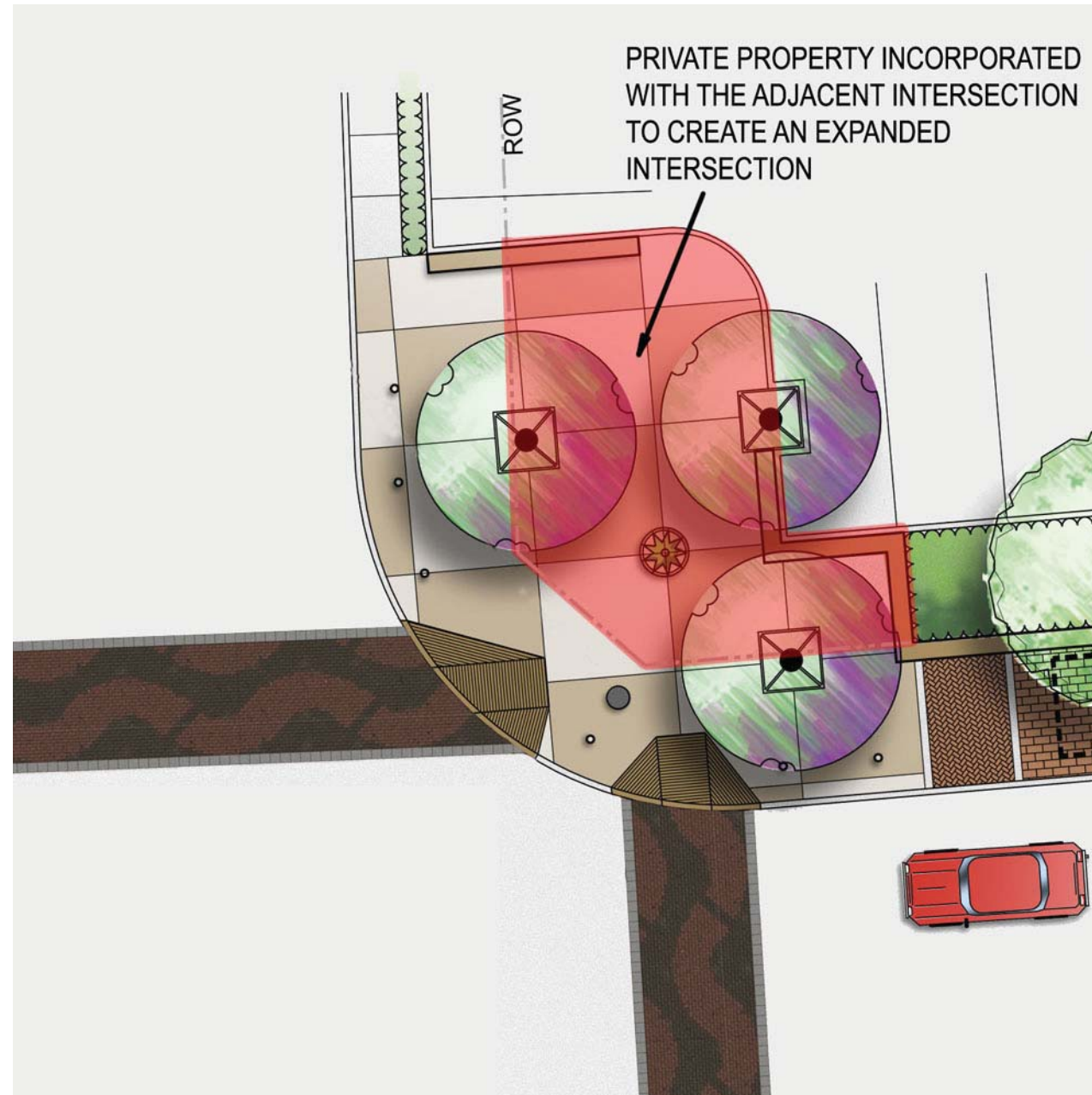
BELTWAY 8 UNDERPASS (AFTER)

SPECIAL GRAPHICS FOR DISTRICT GATEWAY



BELLAIRE BLVD. LOOKING EAST OF BELTWAY 8

BELTWAY 8 OVERPASS DESIGN CONCEPTS



4.3 Intersection

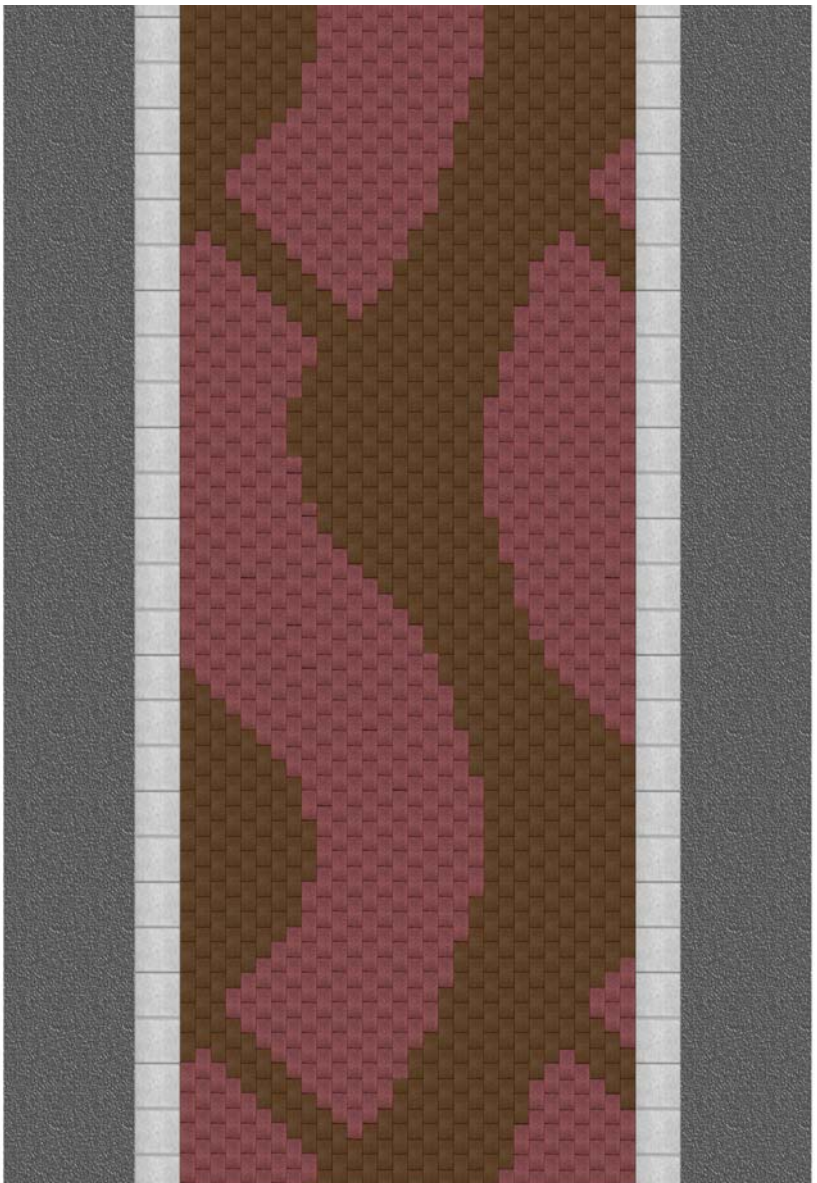
Major intersections are the key nodes within the district. A pilot project was undertaken by the TIRZ20 at the intersection of Bellaire and Fondren. The pilot project includes several design elements: special traffic lights, bus shelter, monument, special paving at the intersection, special paving and seat wall on sidewalk, and landscaping. Among them, bus shelter has been removed by Metro and replaced with Metro's special Bellaire transit corridor bus shelters.

While the special traffic lights should be taken as design standard throughout the district, minor modifications to the pilot project are made for the other intersections.

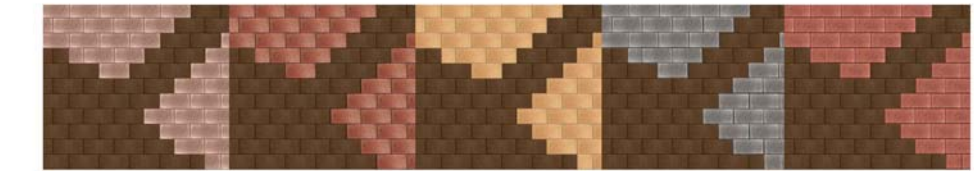
- Expanded Intersection

Additionally, the design expands the intersection corners into the adjacent private properties provided that the consent of private property owners. The expanded intersection would have sufficient space to provide for sufficient hardscape area of larger pedestrian volume and seat walls. This design concept promotes the district/private partnership in order to transfer the intersections from a "Node" to a "Place" by providing a larger space which allows for larger pedestrian gathering for longer time. In turn, the larger pedestrian volume would eventually benefit the adjacent businesses and potentially increase street safety.

The additional private properties used for intersection expansion typically are dead space between parking stalls. Granting these dead space to the district to construct high quality street improvements turns the non-revenue producing property into an inviting front door for businesses.



CHINATOWN ZONE
BURGUNDY
 (ON BROWN FLASHED BACKGROUND TYP.)



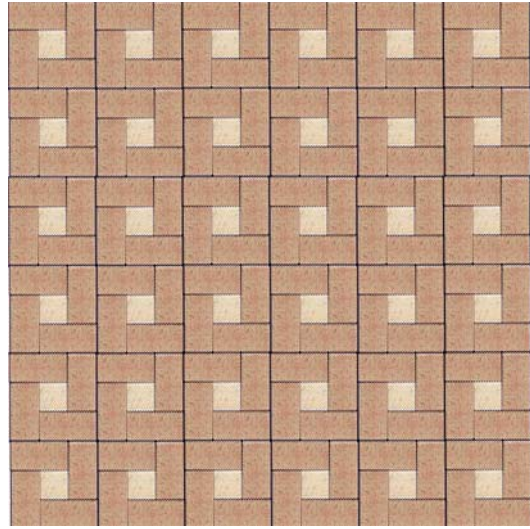
SHARPSTOWN MALL ZONE **WESTWOOD ZONE** **HARWIN ZONE** **SOUTH ASIA ZONE** **UNIVERSITY ZONE**
PACIFIC ROSE **RED FLASHED** **ROYAL SALTINO** **STERLING GREY** **SUNSET RED**

- Crosswalks

Pedestrian crossings are increasing critical because of the urbanization process of the district. There are increasing number of pedestrian within the district. Ideally a safe crosswalk standard allows pedestrian to cross the street for not more than 2-lane width. However, this is not achievable on major corridors. To minimize the pedestrian-automobile conflict, a safe harbor zone is provided in boulevard medians. Instead of painted strips, zone-matching color pavers will be used to delineate crosswalks.

The special paving pattern will remain the same district-wide, however, material color will be different among districts. Pavers are arranged to create the district logo “S” letter to reinforce the sense of place. The material recommended are clay paver of Pacific Clay Products Inc. or approved equivalent:

<u>Zone</u>	<u>Paver Color</u>
District_Wide background	Brown Flashed
Sharpstown	Pacific Rose
Chinatown	Burgundy
South Asia	Sterling Grey
Harwin	Royal Saltillo
Westwood	Red Flashed
University	Sunset Red



4.4 Sidewalk

Two types of sidewalks are proposed for the district, standard sidewalk and wide sidewalks. The wide sidewalk, up to 10' width is proposed for Bellaire Blvd, S. Asia and Chinatown zones. The use of concrete pavers for sidewalks at the Bellaire/Fondren intersection will be adopted and extended throughout the district wherever possible. The material used is Pavestone's Holland Stone Parkway Provencal Series. The light color is "Light Brown" or approved equivalent; while the darker color is "Cast Stone" or approved equivalent.

4.5 Bike and Hike Trail

There are three potential hike and bike trail corridors within the district. Ten (10) foot wide trail is recommended for all hike and bike trails. Trail stops shall be provide at roughly half mile interval, providing seating, fountain and bike racks. Simple shelter or shade trees are recommended wherever feasible.

- Centerpoint powerline easement east of Gessner
This is a very wide R.O.W. running from north on Harwin and south to US59 just west of Westwood Country Club linking with Brays Bayou greenbelt. This trail also links (3) zones together, Harwin, Sharpstown Mall and Westwood.
- Brays Bayou Greenbelt
The Brays Bayou has spacious maintenance easement on both sides to offer opportunity to install a meandering hike and bike trail. Starting on the east side at US59 just south of Westwood Country Club, it runs along the south side of the country club and then turn northwest direction along side of several apartment complexes. Quarter mile after crossing Beechnut it turns westward and end at the eastside of Beltway 8 just the opposite side of Arthur Storey Park, a premium Harris County Park.

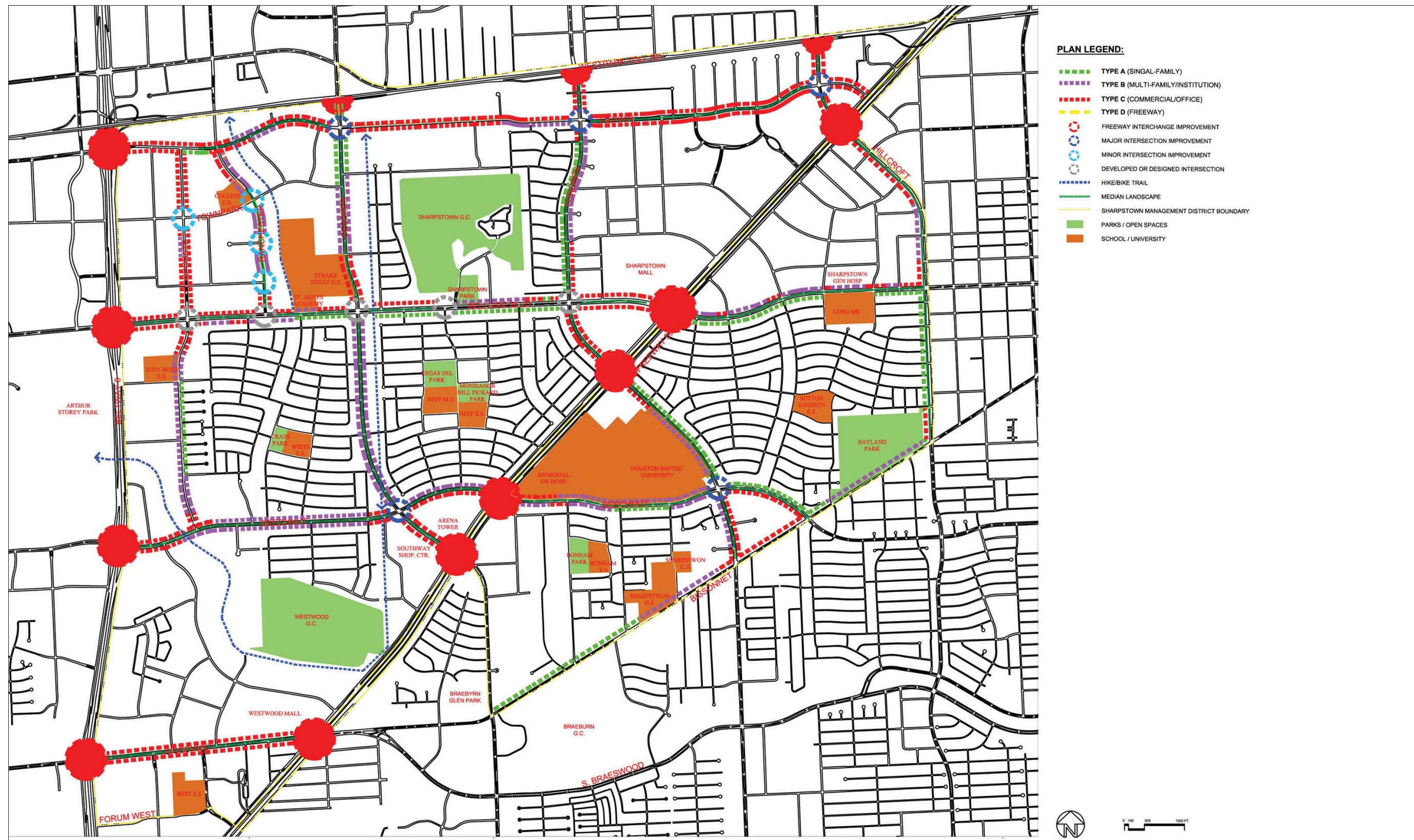
The linkage with Arthur Storey Park is very important. However it will be a design challenge because Beltway 8 is at ground level and pedestrian linkage would have to be a tunnel under the freeway which is likely

to be under flood water when the Bayou is flooded.

Equally important is the eastern linkage across US59 because of the connection with the existing city-wide trail network on Brays Bayou. Once again, it would also have the similar design challenge at the freeway crossing.

- Drainage Easement East of Ranchester
The drainage easement east of Ranchester also offers a great hike and bike trail alignment. It starts from just south of Westpark Parkway and meanders in roughly southward direction through business, multi-family properties and west side of Strake Jesuit College Preparatory and St. Agnis Academy campuses. Although the drainage easement continues south of Bellaire Blvd., the trail terminates at Bellaire because the section south is too narrow and not safe.







Landscape Forms – planter
rosa 42” dia – with drain hole
and surface mount color ‘otter’

Landscape Forms - Chase Park
Litter Receptacle 36g Side open
/ surface mount

mwh (through rpi) stand
D 150 stationary onesided

Landscape Forms - Chase Park
embedded three seat chase park bench

4.6 Street Furniture

Bench – Landscape Forms - Chase Park – embedded three seat chase park bench

Trash – Landscape Forms - Chase Park - Litter Receptacle 36g Side open/ surface mount

Bike - mwh (through rpi) stand – D 150 stationary onesided

Pot - Landscape Forms – planter – rosa 42” dia – with drain hole and surface mount color ‘otter’

Street Light - Constellation fixture/pole with black finish

4.7 Street Lighting - Constellation pole/fixture with black finish



5.0 Sharpstown Mall Zone Design Recommendations

The Sharpstown Mall, the core of the Sharpstown Mall Zone will be in transformation and its future function is not clear. Because it may no longer be able to compete with neither the Galleria nor the First Colony Mall, it is likely that it may no longer be a mall. However, because of its strategic location at the intersection of two most important corridors, the property will continue to be the dominating factor within the zone and the district.

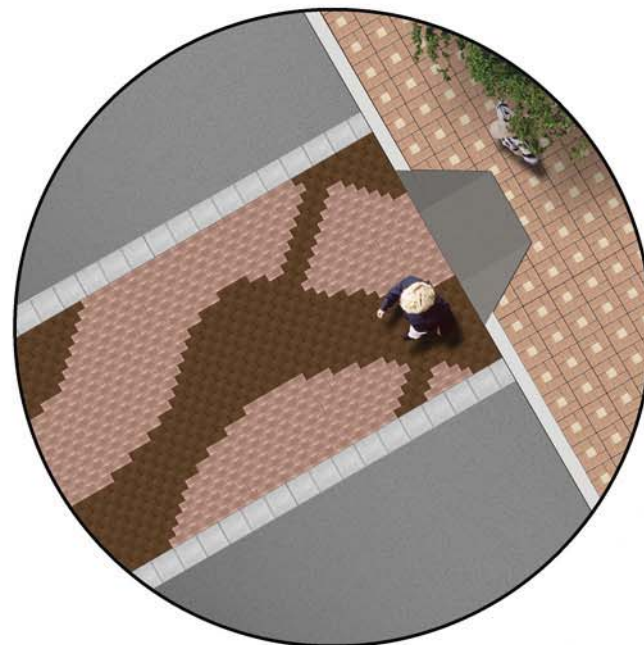
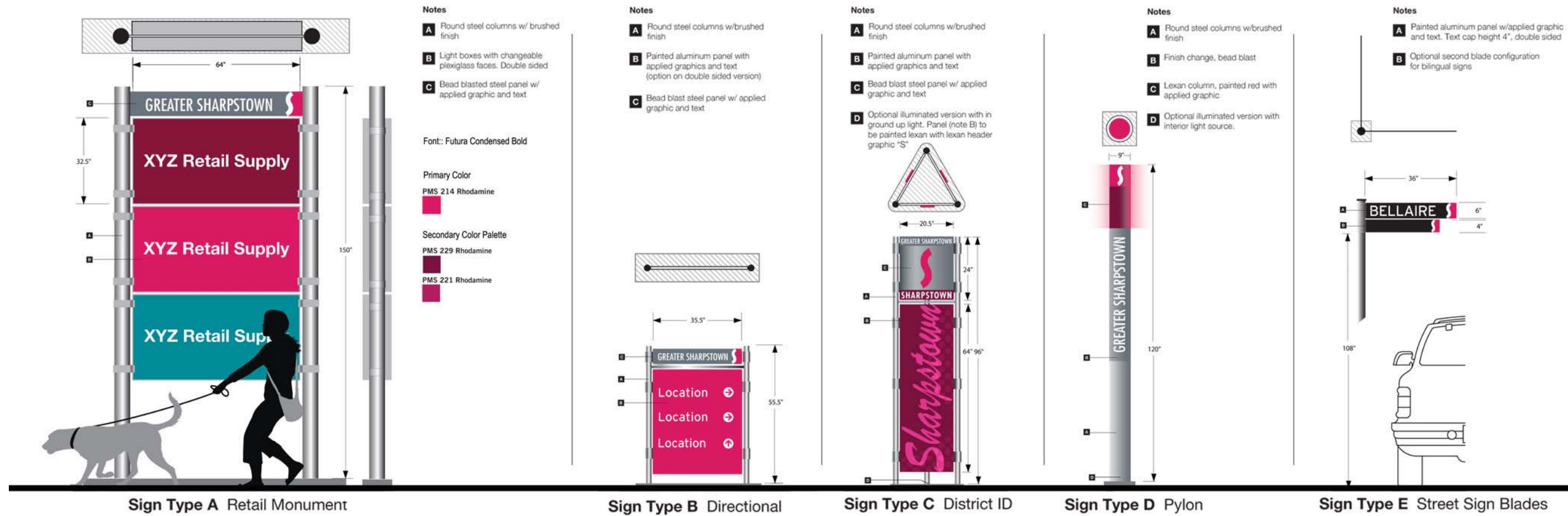
Because of the potential request of financial assistance from the district and/or TIRZ for the re-development of the mall in the future, the District and TIRZ shall develop a vision for the mall property. Many in the neighborhood expressed their wish that the mall be converted to a pedestrian oriented town center type mixed use development, consistent with the district and national trend.

5.1 Design Standards

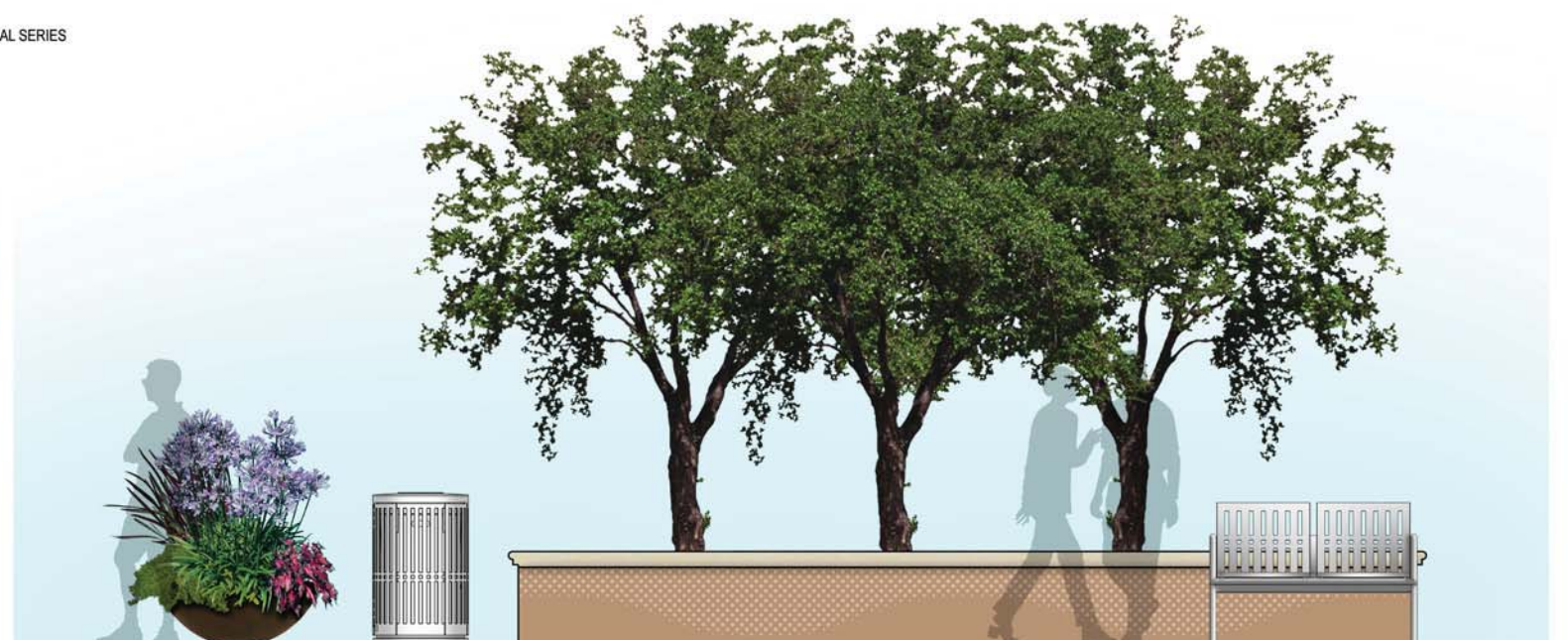
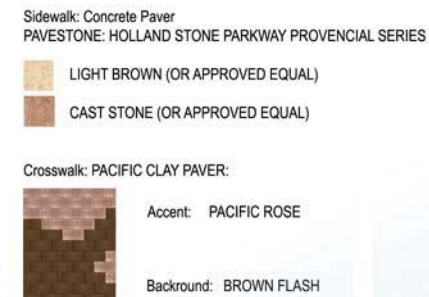
Because of its pivotal location, a ruby red color is chosen as the signage theme color. Because of its uncertain future, a non-descriptive script style lettering “Sharpstown” is recommended as the zone graphic theme.

- Paver (see Section 4.3)
- Planting (see Graph 5.02)





• Paving Patterns



- Ornamental Pot
Landscape Forms
rosa 42" dia
- Trash Receptacle
Landscape Forms - Chase Park -
Litter Receptacle 36g Side open/ surface mount
- Seating Wall
Color Palette: PMS 479
PMS 7530
- Bench
Landscape Forms - Chase Park

5.2 ENVIRONMENT DESIGN

5.2 Intersection Design Recommendations

US-59 (see Section 4.2)

Bellaire Blvd. Bellaire Blvd. between Fondren and Gessner is the most beautifully landscaped segment. Only minor improvement is needed by adding colored groundcover along the esplanade. Some accent trees such as palm trees may be added to the major intersections at US59 and Fondren. Landscaping for the section between US59 and Fondren needs to be reinforced to the Fondren-Gessner standard. Ten (10) foot wide sidewalk is recommended throughout Bellaire from US 59 to Beltway 8 to form the major pedestrian arterial corridor.

Fondren Fondren Road also has decent landscaping. Only minor improvement is needed by adding berming and colored groundcover along the esplanade.

Gessner Similar condition and treatment to Fondren Road should be taken on Gessner. Beautification of the Water Tower near the intersection of Gessner visible from both Bellaire and Gessner should be set as a priority for this zone.

Bellaire/Fondren Intersection Although improvement of this intersection has been constructed, additional measure could be taken into consideration in the future when the two east side properties begin re-development. The District ought to engage the future developer to promote pedestrian oriented development style and apply the expanded intersection design guidelines as mentioned in Section 4.3 to integrate pedestrian linkage between the intersection and future developments.

Bellaire/Gessner Intersection Potential improvement to this intersection is limited without the participation of the adjacent property owners due to the adjacent development pattern. The expanded intersection concept could not be applied for numerous reasons. The southwest corner has a single family residence. The northeast corner has a stand alone retail structure closely to the intersection.



Water Tower viewed from Gessner north



Architecture Treatment



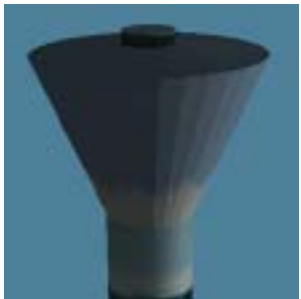
Decoration Treatment



Painting Treatment



Lighting Treatment



Camouflage Treatment

5.3 Water Tower

The water tower standing tall near the intersection of Bellaire and Gessner poses as a major eye sore in the heart of the district. Due to its dominating size and height and the low profile structures in the surrounding area, it is impossible to screen the tower using landscape treatment. Since it could not be hidden, the best solution it change the eye sore into a landmark.

Potentially, there are various treatments could be used to transform the water tower. Ideas such as camouflaging, painting, lighting, decoration, architecture treatments, or a combination of these treatments are all relevant approaches. However, if not properly managed, the result could turn out to be the creation of a different eye sore, or worse.

Therefore, it is recommended that the district conducts a design competition for the water tower in order to attract the best design talents to produce an ultimate concept. The district could also launch a major marketing event through design competition to publicize the various efforts and achievements the district has accomplished.

CORRIDOR TREE



LIVE OAKS (FILL IN HOLES IN EXISTING)

ACCENT TREE



MEDJOOL DATE PALM

GOLDEN CHAIN TREE

VITEX

MEDJOOL DATE PALM RECOMMENDED FOR
INTERSECTION OF:
BELLAIRE @ FONDREN



KATIE RUELIA



ELANE AGAPANTHUS



LOROPETALUM



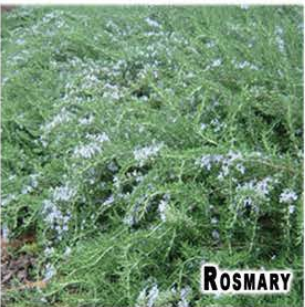
JAPANESE BOXWOOD



PURPLE TRAILING LANTANA



VICTORIA SAGE



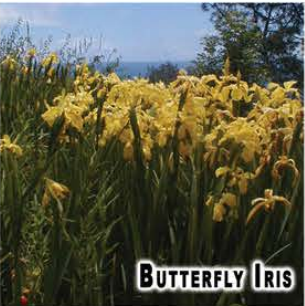
ROSMARY



LIRIOPE



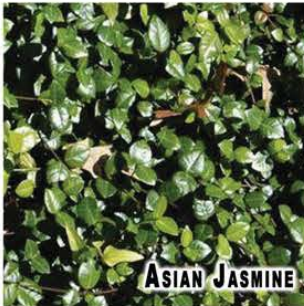
EURYOPS



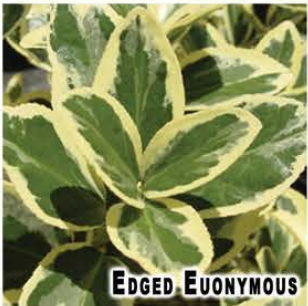
BUTTERFLY IRIS



CUBAN GOLD DURANTA



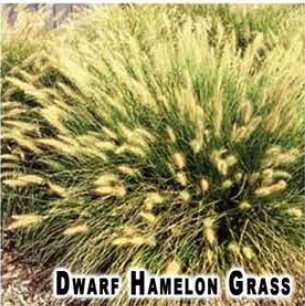
ASIAN JASMINE



EDGED EUONYMOUS



WEDILIA

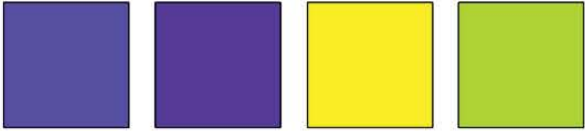


DWARF HAMELON GRASS



MISCANTHUS

COLORS ENCOURAGED



AREA FEEL

THE SHARPSTOWN ZONE'S PLANTINGS INCLUDE A MIX OF GOLD AND VIOLET-PURPLE FLOWERING PLANTS. THIS ZONE IS SEEN AS BEING PREDOMINANTLY COMMERCIAL, SO BEDDING AND HEDGES SHOULD BE ENCOURAGED. THE DESIGN CONCEPT IS MEANT TO EXPRESS A HEAVILY MANICURED LOOK WHILE USING PLANTS THAT DO NOT REQUIRE VERY MUCH ATTENTION.



6.0 Chinatown Zone Design Recommendations

Many properties remained vacant when Houston’s economy crushed in the 1980’s at the time the area began the transformation into Houston’s new Chinatown. When economy rebounded in the 1990’s, this area experienced the hottest development activities within the district. It’s status as Houston’s “Chinatown” affirmed. The prosperity of Chinatown served as the main force of the District economic viability, lifting prop-erty values not only for the commercial but also for the existing residen-tial properties.

There are (5) major Chinese grocery stores and countless Chinese and Asian restaurants. Cultural facilities were also established, a temple, Chinese Culture Center, etc. A Chinese Senior Association sponsored senior housing was also built, providing a convenient and safe living quarter for senior Chinese and others. The latest development trend saw two mixed use development being completed and a high-rise commer-cial office building rose on Bellaire Blvd.

Prosperity brought traffic congestion and action has been taken to wid-en Bellaire Blvd. to ease the congestion. However, streets have ultimate capacity limit. To facilitate the high density mixed-use and high-rise de-velopment trend, a dramatic change to a transit and pedestrian oriented infrastructure system is needed. The area needs wide sidewalks, safe pedestrian crosswalks, multi-story parking garages, intra-district shuttle services, and better Metro bus services or even light-rail services. Only with combined safe and comfort pedestrian network, good transit/ shuttle services and parking garages can ease the pressure of expanding traffic demand while maintaining the development pace.

With great potential to have high density development in the China-town Zone, the district shall plan for the creation of an urban plaza to provide breathing space for people who work, live, or visit the China-town area. This plaza could be the place for people to sit, relax, stroll, play, or social. It could become the place for district-wide out-door meeting or entertainment place. It could serve as the “activity” type wayfinding element for the Chinatown zone and entire district. Fur-thermore, a plaza has the potential of development stimulation just like the multiple developments occurred around the Discovery Green in downtown Houston.

With its development trend, it is recommended that the district should request the City of Houston to designate the area as “urban area” quali-fying for development standards of reduced front building setbacks. Reducing building setbacks create an improved pedestrian-business relation and interaction, which improve business opportunity and in-crease pedestrian safety.

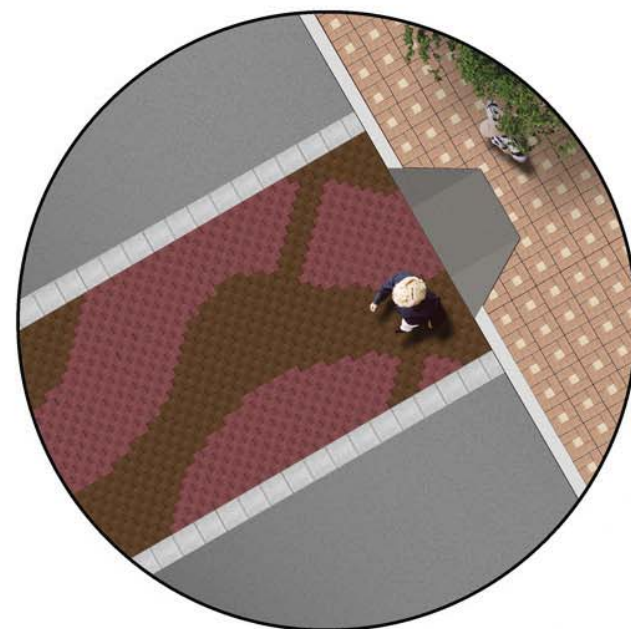
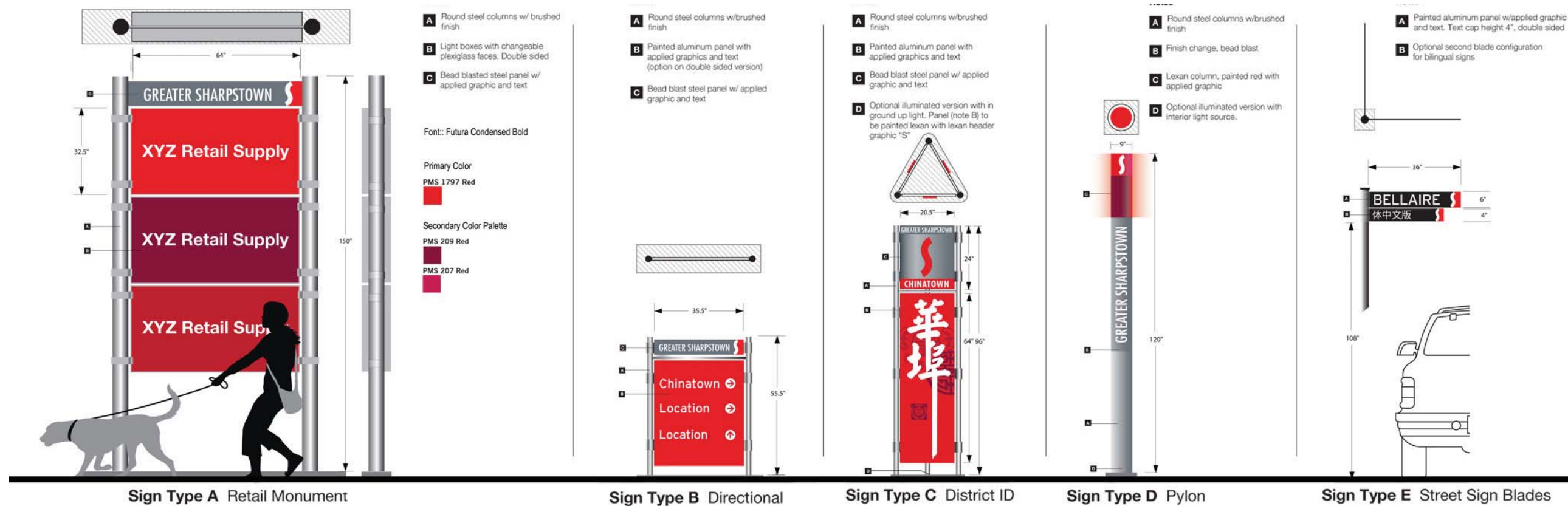
Within the limit of the project scope, the design standard proposed will focus on facilitating the creation of a pedestrian-oriented street environ-ment.

6.1 Design Standards

Because of its culture association, a Chinese traditional arizarin red color is chosen as the signage theme color, and Chinese longevity sym-bol is recommended as the zone graphic theme.

- Paver (see Section 4.3)
- Planting (see Graph 5.02)





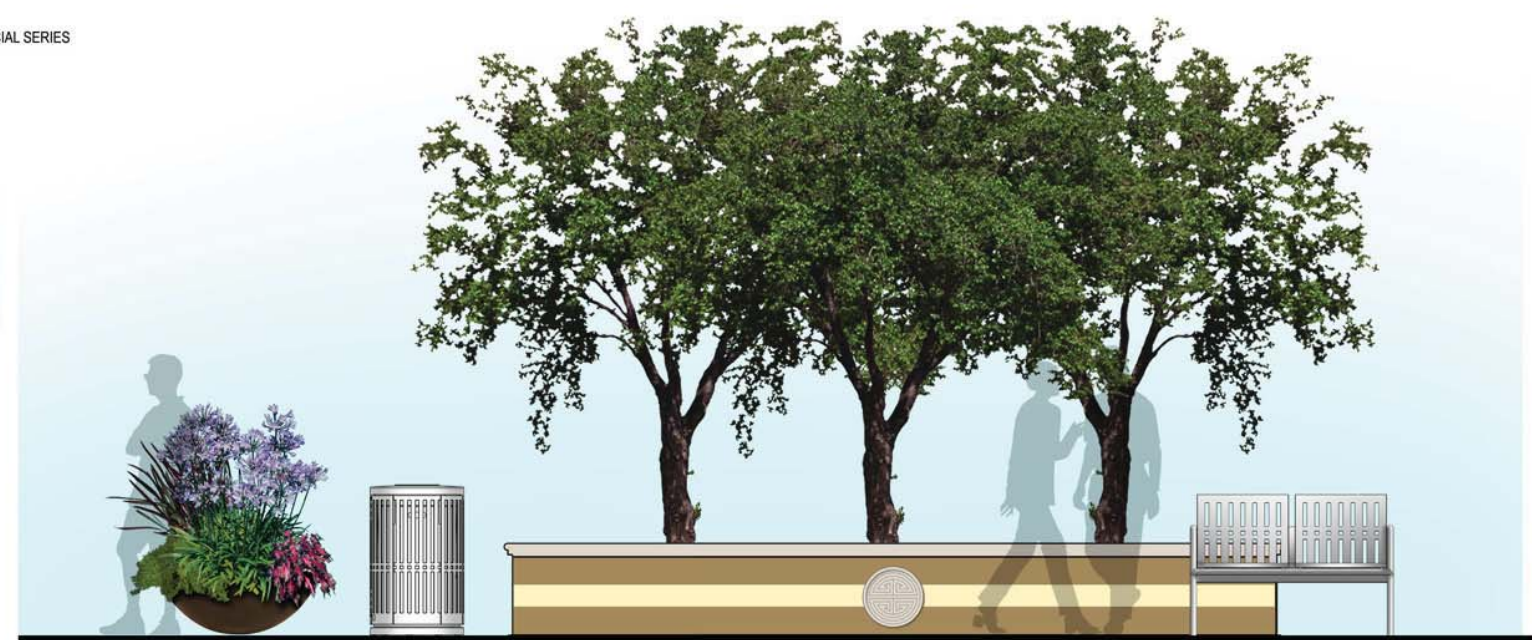
• Paving Patterns

Sidewalk: Concrete Paver
PAVESTONE: HOLLAND STONE PARKWAY PROVENCIAL SERIES

- LIGHT BROWN (OR APPROVED EQUAL)
- CAST STONE (OR APPROVED EQUAL)

Crosswalk: PACIFIC CLAY PAVER:

- Accent: BURGUNDY
- Background: BROWN FLASH



- Ornamental Pot
Landscape Forms
rosa 42" dia
- Trash Receptacle
Landscape Forms - Chase Park -
Litter Receptacle 36g Side open/ surface mount
- Seating Wall
Color Palette: PMS 7504
PMS 600
- Bench
Landscape Forms - Chase Park

6.2 ENVIRONMENT DESIGN

6.3 Intersection Design Recommendations

Beltway 8 (see Section 4.2)

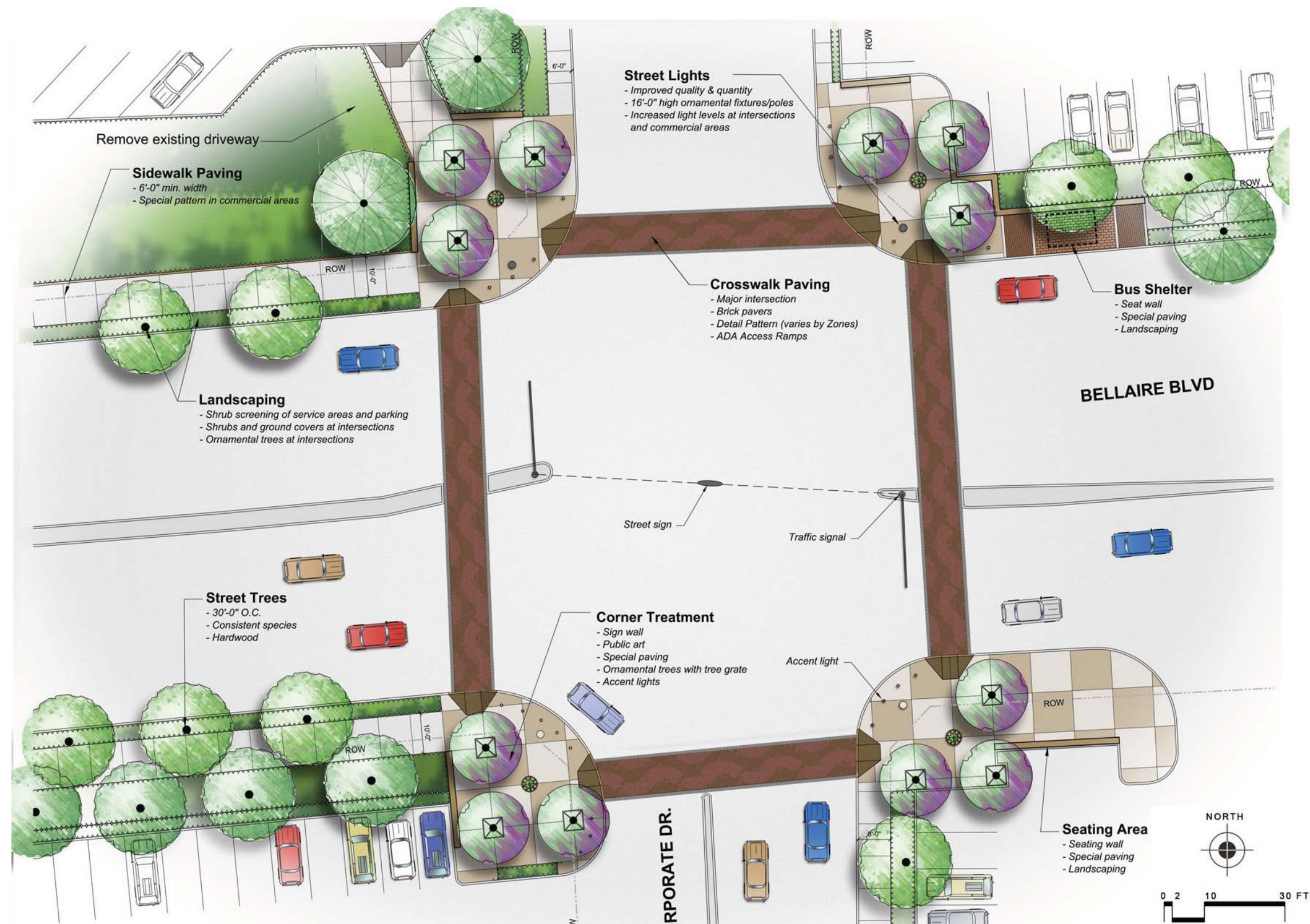
Bellaire Blvd.
Reinforcement similar to those of Sharpstown Mall Zone is recommended. Expanded intersection is recommended at Ranchester and Corporate. Design enhancement is recommended to the bridge west of Strake Jesuit College Preparatory campus.

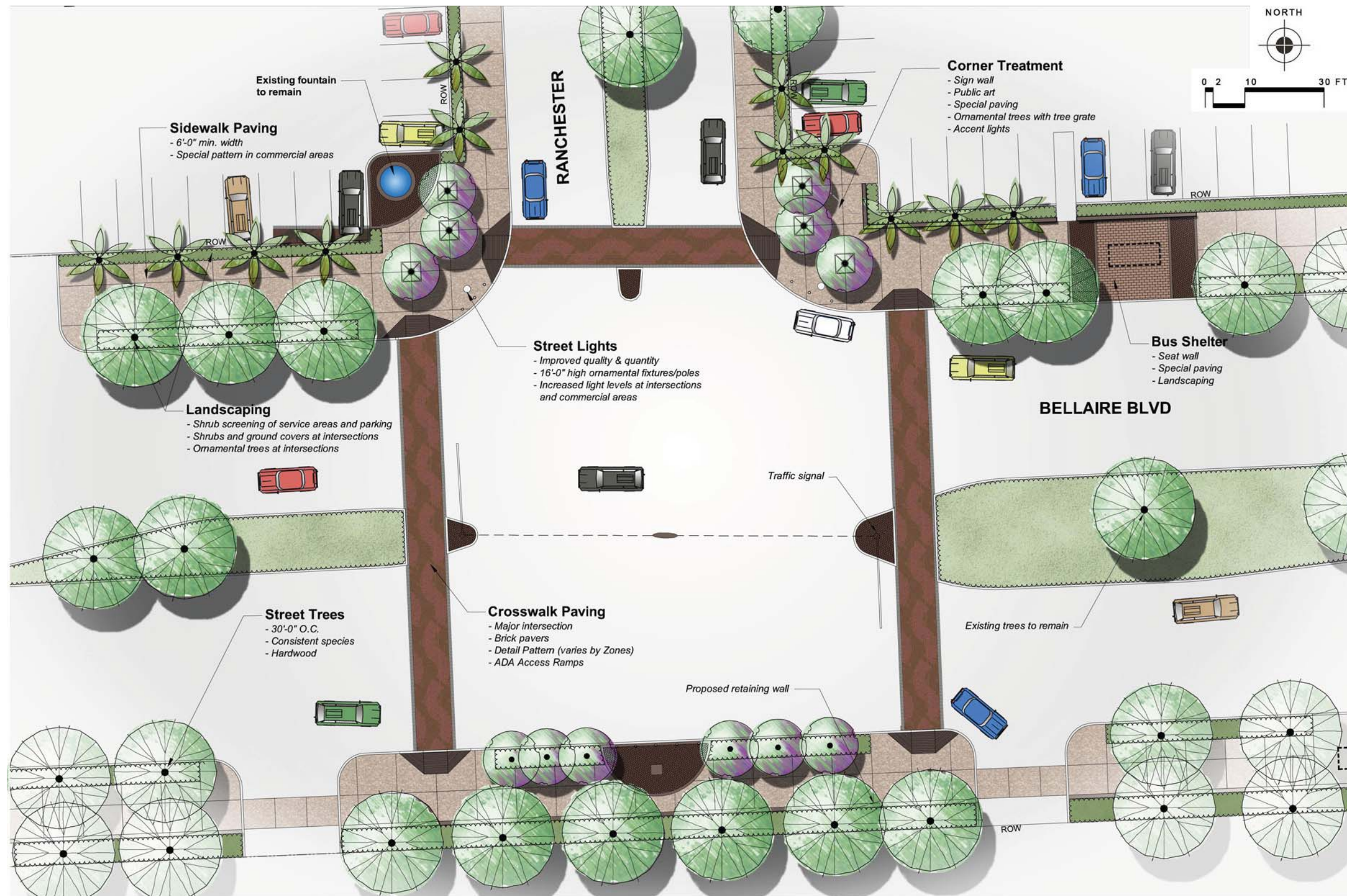
Ranchester
Because of high apartment concentration and pedestrian usage, wider sidewalk up to (10) foot, expanded intersection at Townpark and enhanced street lighting are recommended. Also recommended is esplanade berm and groundcover to channel pedestrian crossing Ranchester through intersection crosswalks.

Corporate
Wider sidewalk up to (10) foot, enhanced street tree and street lighting are recommended. An expanded intersection could be created at Clarewood intersection.

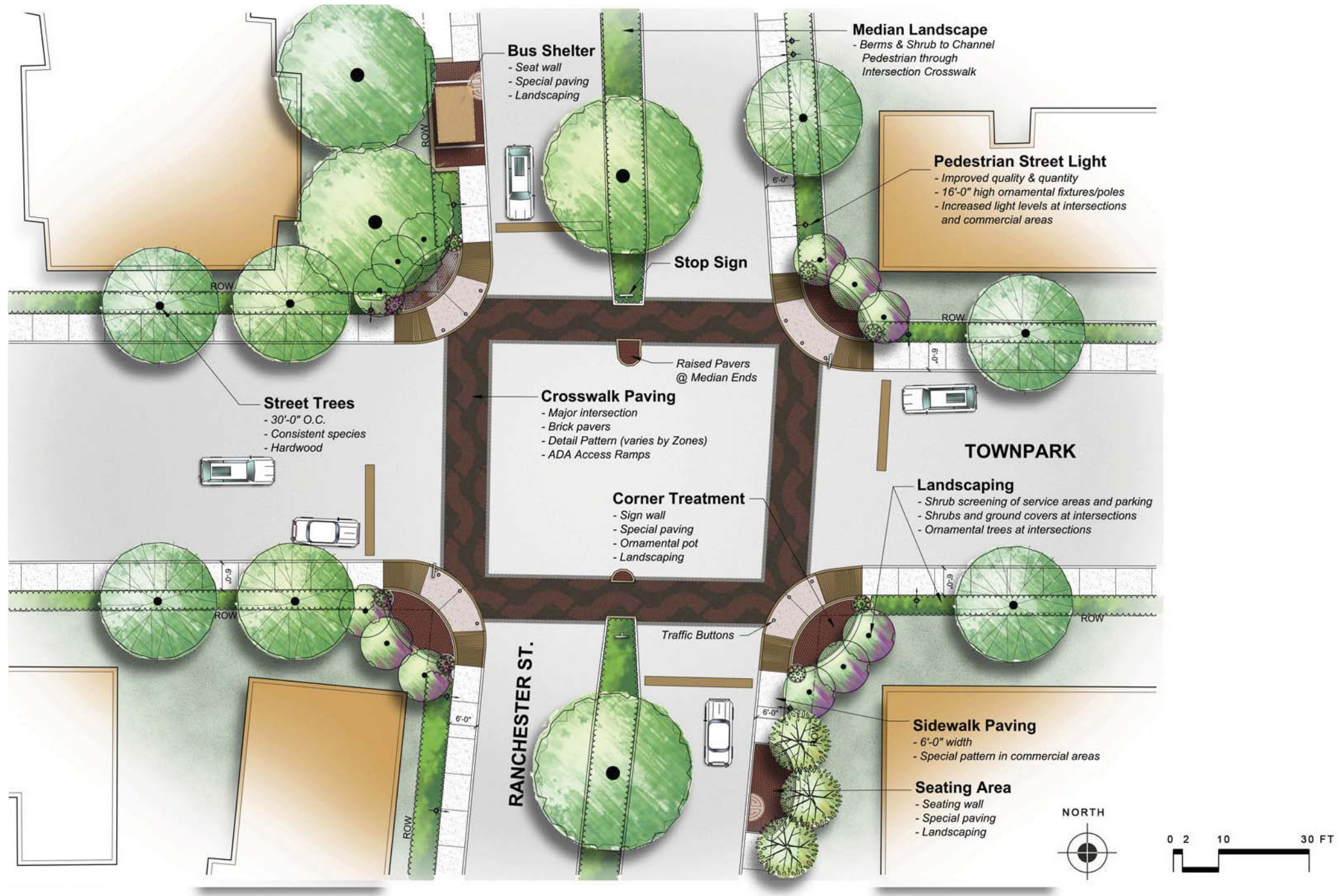
Harwin
No major improvement for this section of Harwin because it is in decent condition.







6.3 INTERSECTION DESIGN - BELLAIRE AND RANCHESTER

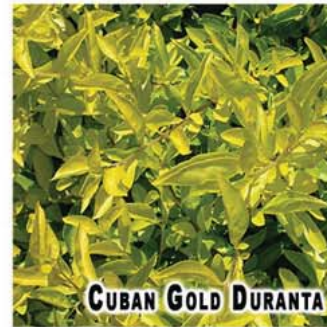
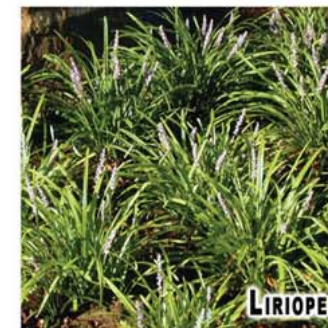
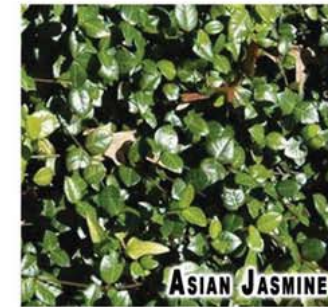
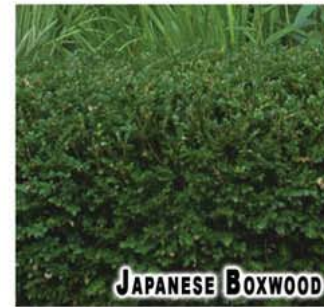
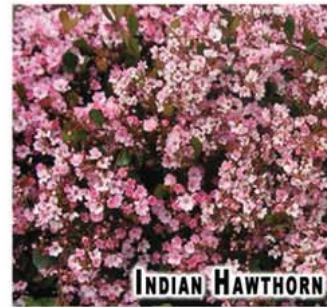


6.3 INTERSECTION DESIGN - RANCHESTER AND TOWNPARK

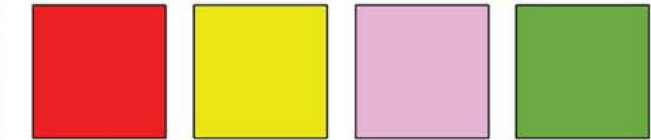
CORRIDOR TREE



ACCENT TREE



COLORS ENCOURAGED



AREA FEEL

THE CHINATOWN ZONE'S PLANTINGS FEATURE A SCARLET AND GOLD COLOR SCHEME WITH LIGHT PINK ACCENTS. THE COMBINATION OF MANICURED SHRUBS AND FREE-FLOWING AND NATURAL FORMED SHAPES HELPS EVOKE A GARDENESQUE QUALITY FOR THE ENTIRE ZONE. IN ORDER TO MAINTAIN A PEDESTRIAN FRIENDLY ENVIRONMENT, THE USE OF TACTILE AND INTERACTIVE PLANTS IS STRONGLY SUGGESTED.



MEDJOOL DATE PALM RECOMMENDED FOR INTERSECTIONS OF:
BELLAIRE @ CORPORATE;

6.4 CORRIDOR STREETSCAPE DESIGN RECOMMENDATIONS



7.0 Harwin Zone Design Recommendations

The key recommendation is to establish limited landscaping to improve streetscape while providing some visibility to signs. The solution is a unique pattern street trees planted in band with spacing between bands. Since prohibition of signs is not practical, additional recommendations aim at reducing the number of signs and establishing signage standards to improve their street appearance.

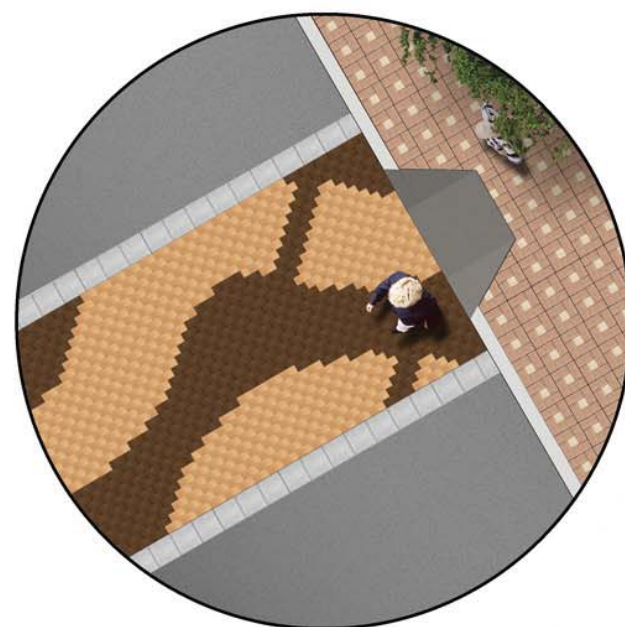
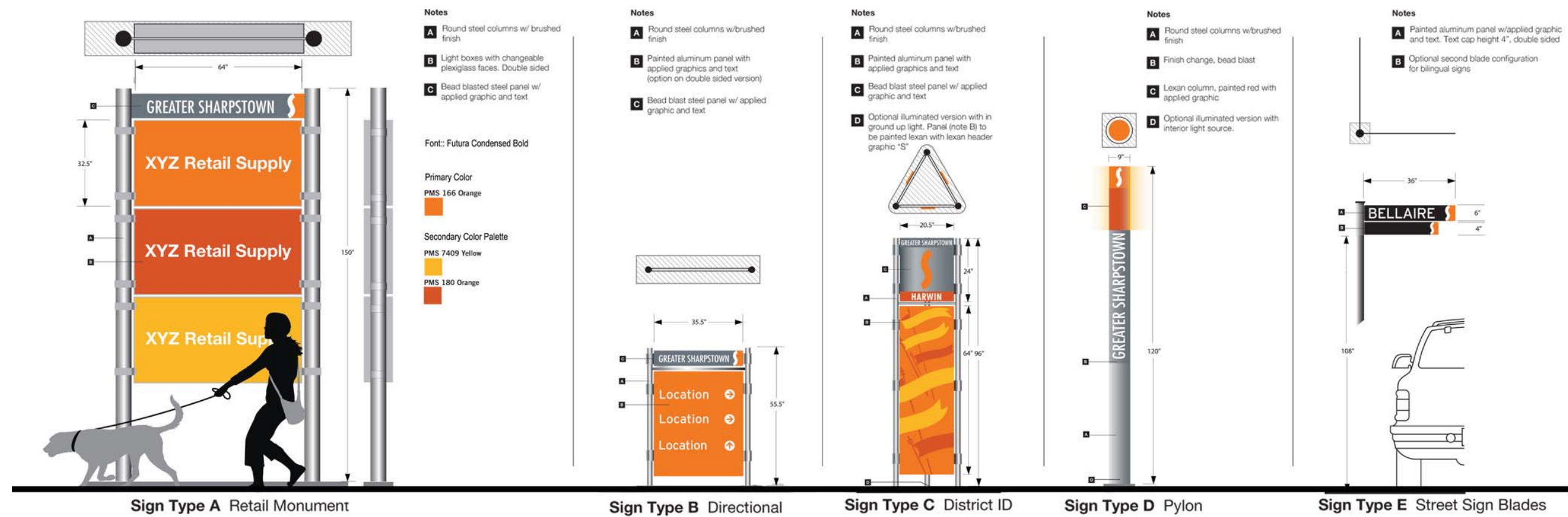
To reduce number of signs, a mall-like directory may be established to provide a one-stop overview of all business on Harwin corridor. This would require the establishment of a local chamber of commerce like organization and a key information center location for the directory. The other recommendation is to hold weekend street festivals that allow local businesses to show case their products and services.

Establishing and enforcing a signage standard would not be feasible without incentives. The district might establish a signage rebate program for contributing a fix amount to property owners to built signage by the recommended signage design standard (see Figure xxx). This program should be applied to the entire district if adopted.

7.1 Design Standards

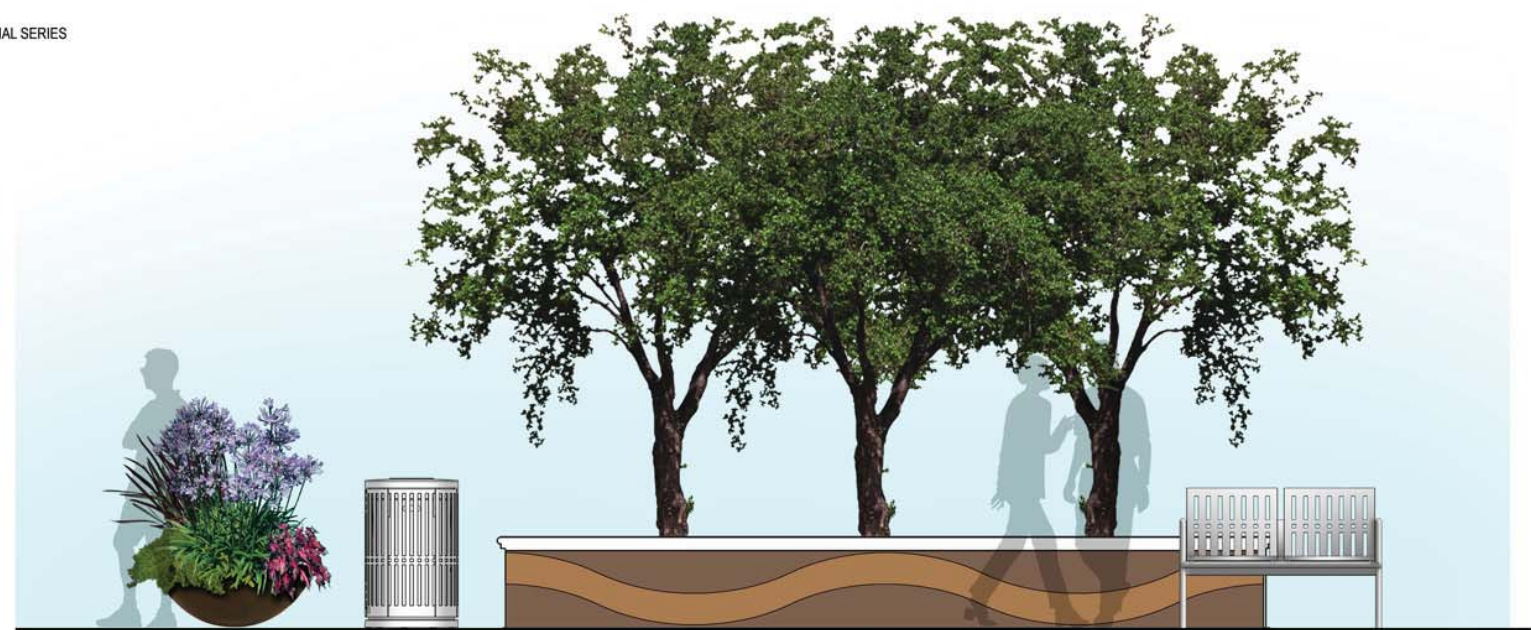
To illustrate the corridor's business atmosphere, the "Carrot Orange" color and flag image are recommended to symbolize the zone.

Paver (see Section 4.3)
Planting (see Graph 5.02)



• Paving Patterns

- Sidewalk: Concrete Paver
PAVESTONE: HOLLAND STONE PARKWAY PROVENCIAL SERIES
- LIGHT BROWN (OR APPROVED EQUAL)
 - CAST STONE (OR APPROVED EQUAL)
- Crosswalk: PACIFIC CLAY PAVER:
- Accent: ROYAL SATILLO
 - Background: BROWN FLASH

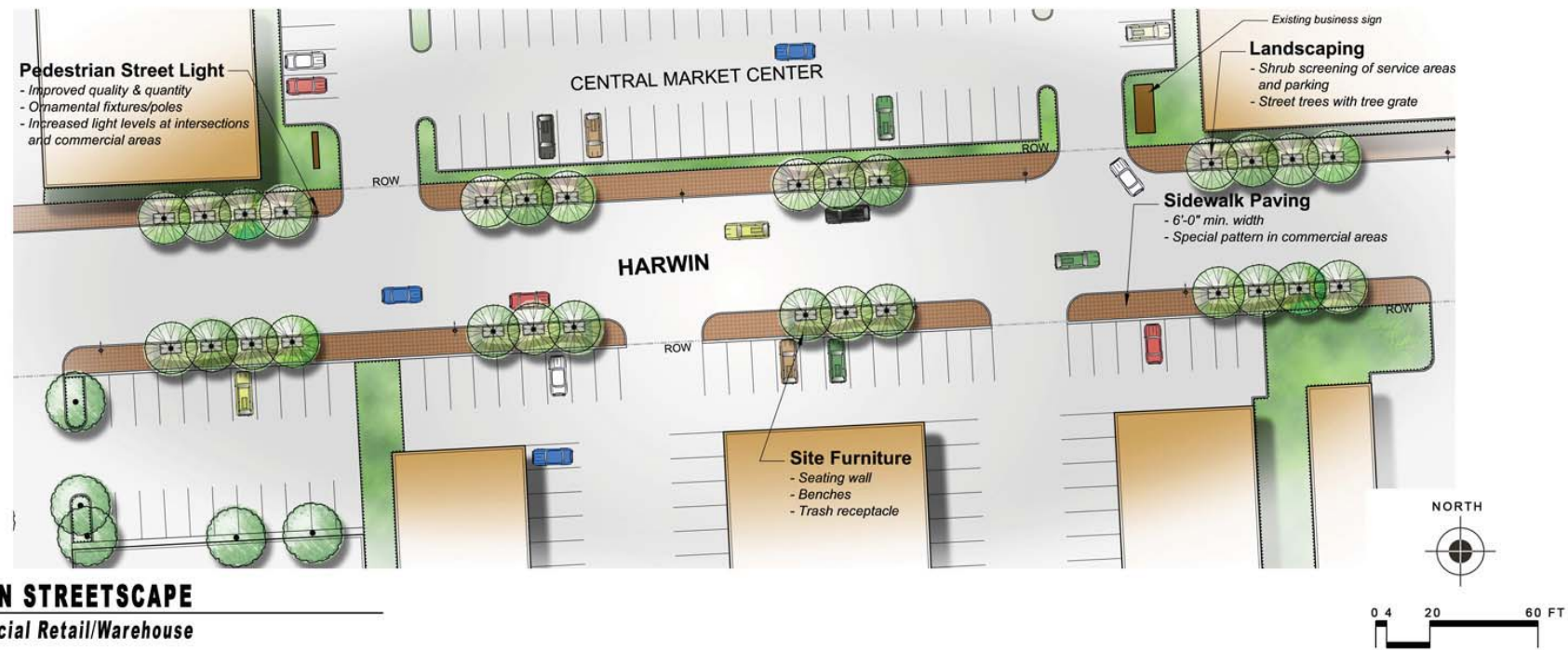


- Ornamental Pot
I antlerana Exmo
- Trash Receptacle
I antlerana Exmo - Phoea Dark
- Seating Wall
Color Palatte: PMS Warm Gray 11
- Bench
I antlerana Exmo - Phoea Dark

7.2 ENVIRONMENT DESIGN



1 HARWIN STREETSCAPE WITH MEDIAN
Commercial Retail/Office



2 HARWIN STREETSCAPE
Commercial Retail/Warehouse

CORRIDOR TREE



ALEE ELM

ACCENT TREE



BALD CYPRESS



GOLDEN CHAIN TREE



TEXAS REDBUD



KNOCK-OUT ROSE



PINK GUARA



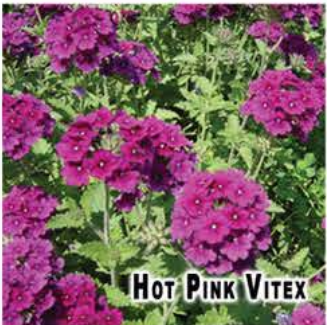
FIREPOWER NANDINA



DON'S DWARF WAX MYRTLE



TANGERINE BULBINE



HOT PINK VITEX



PINK DWARF OLEANDER



LIRIOPE



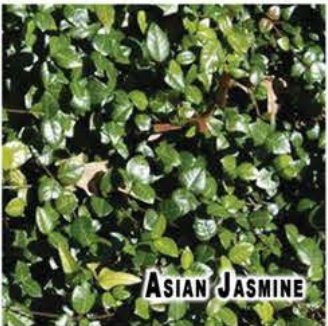
EURYOPS



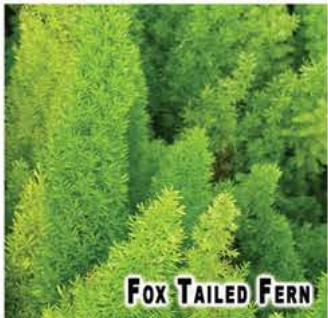
DALLAS RED LANTANA



DWARF BOTTLE BRUSH



ASIAN JASMINE



FOX TAILED FERN



WEDILIA

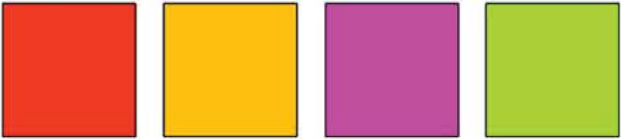


PURPLE FOUNTAIN GRASS



AUTUMN SAGE

COLORS ENCOURAGED



AREA FEEL

THE HARWIN ZONE'S PLANTINGS INCLUDE A MIX OF HOT PINK, RED, ORANGE, AND GOLD FLOWERING PLANTS. HEDGES SHOULD BE USED TO SCREEN UNSIGHTLY VIEWS FROM DRIVERS AND PEDESTRIANS. THE FORM OF THE PLANTS SELECTED SHOULD BE ORGANIC AND INFORMAL. THE OVERALL FEEL SHOULD BE COLORFUL WITH LIBERAL USE OF TROPICAL ACCENTS.



8.0 South Asia Zone Design Recommendations

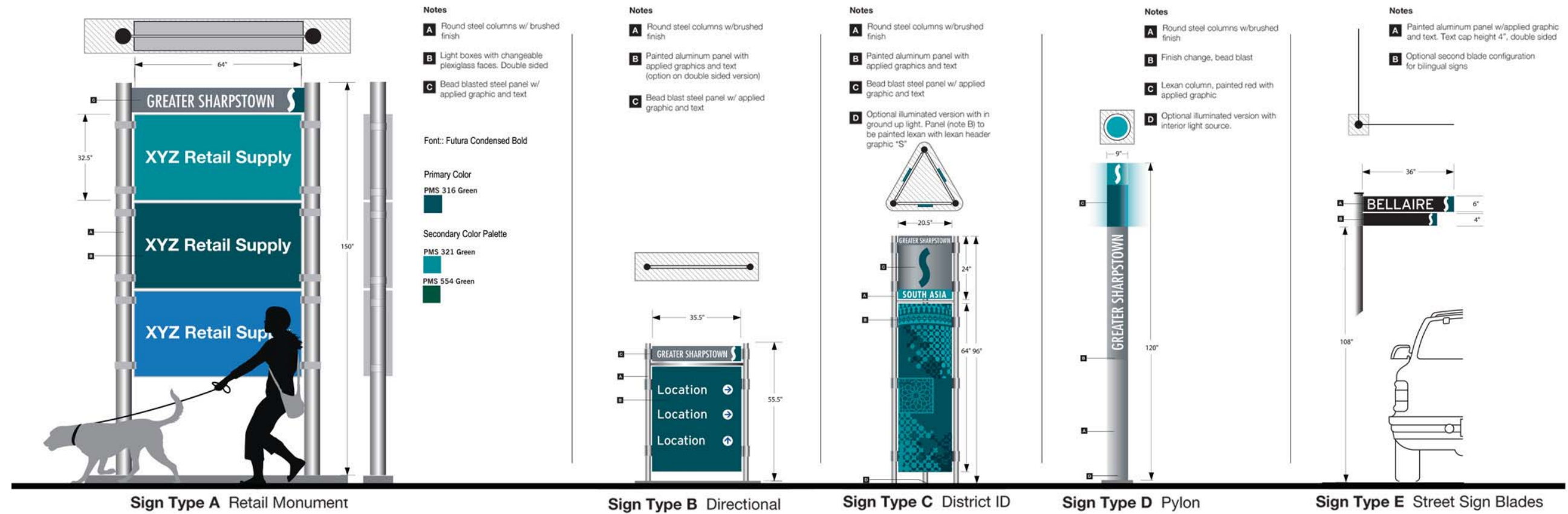
This smallest zone has had multi-story retail establishment for years at the corner of US59 and Hillcroft. New developments along Hillcroft further established a quasi-urban environment with majority of parking facilities set behind buildings. It is recommended that the area be also designated by the City of Houston as an “urban area” to facilitate a complete urban development pattern.

8.1 Design Standards

The color of “Sherpa Blue” and knitting pattern prevalent in South Asia culture are recommended as zone color and symbol.

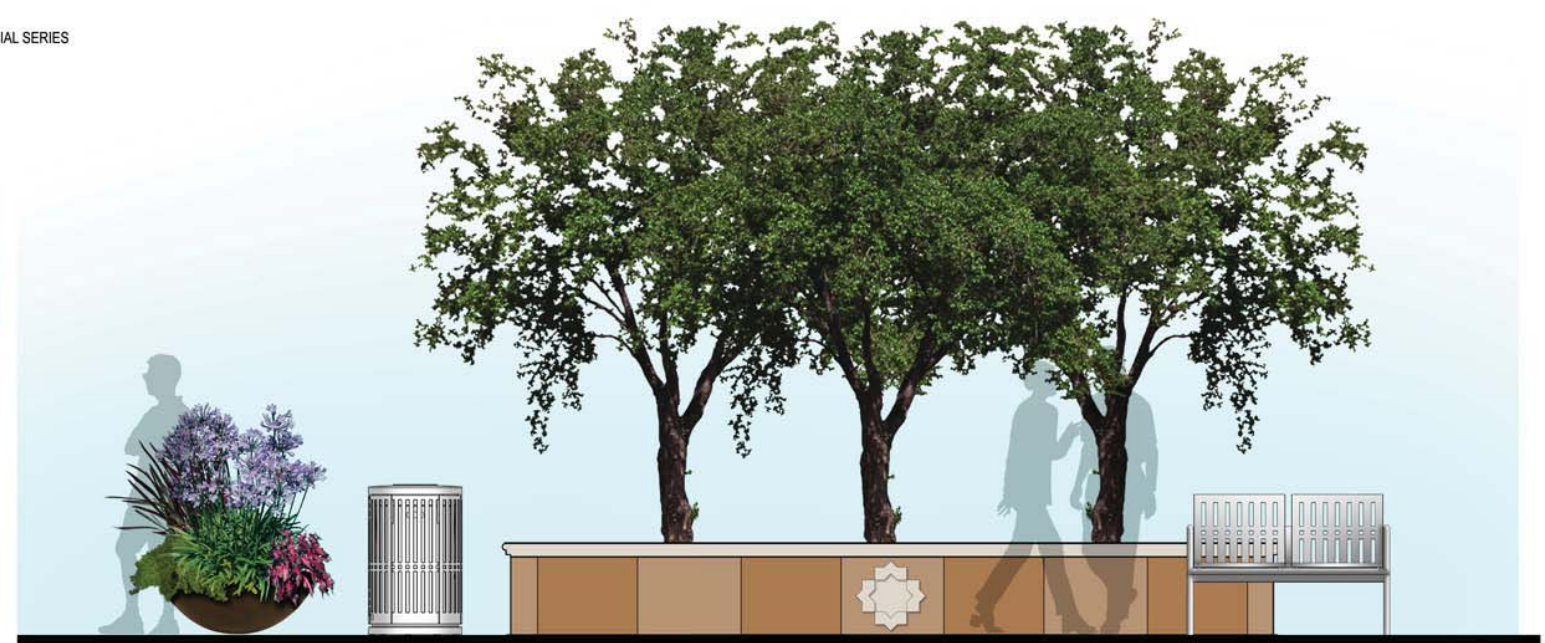
- Paver (see Section 4.3)
- Planting (see Graph 5.02)





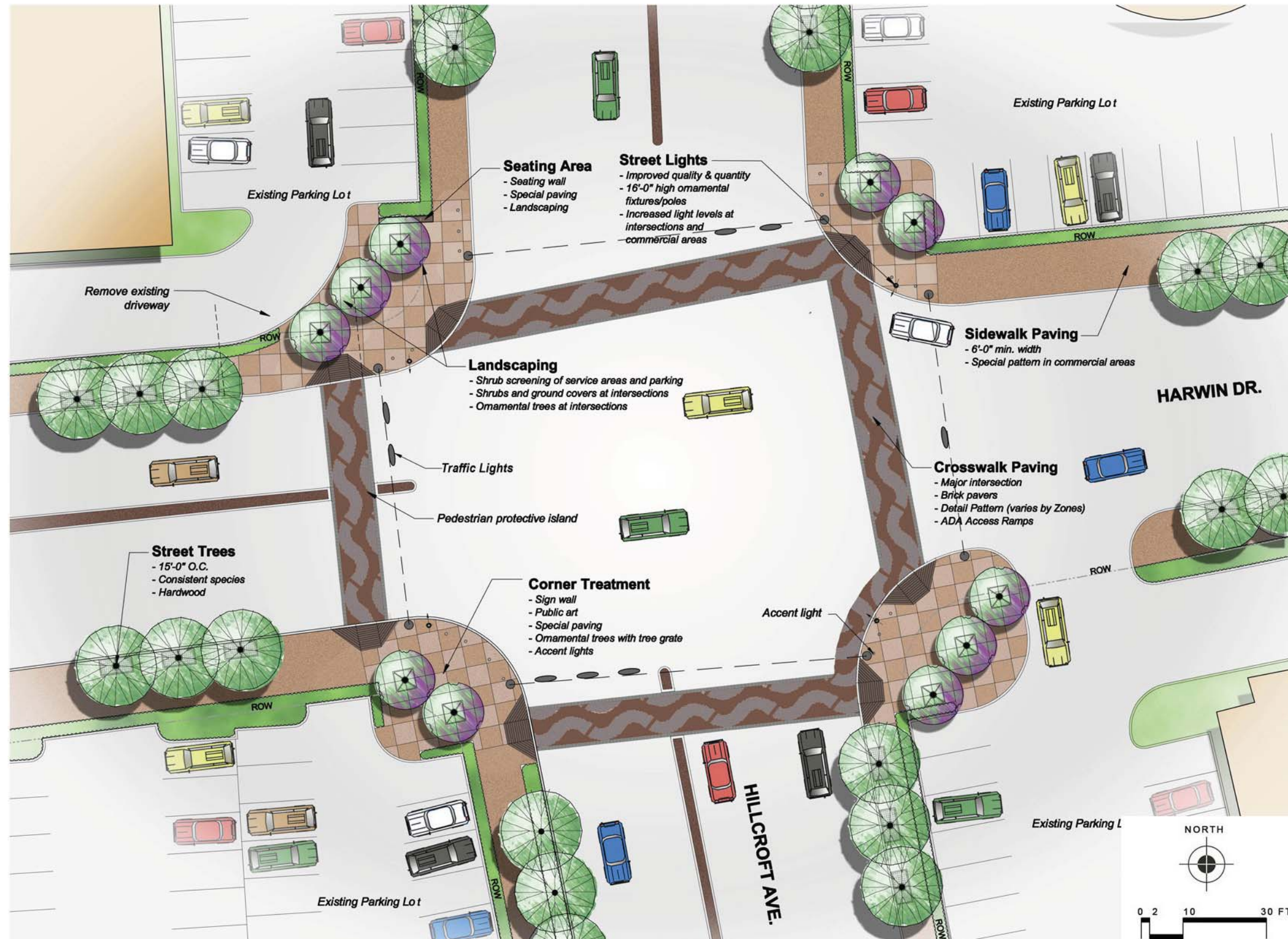
• Paving Patterns

- Sidewalk: Concrete Paver
 PAVESTONE: HOLLAND STONE PARKWAY PROVENCIAL SERIES
- LIGHT BROWN (OR APPROVED EQUAL)
 - CAST STONE (OR APPROVED EQUAL)
- Crosswalk: PACIFIC CLAY PAVER:
- Accent: STERLING GREY
 - Background: BROWN FLASH



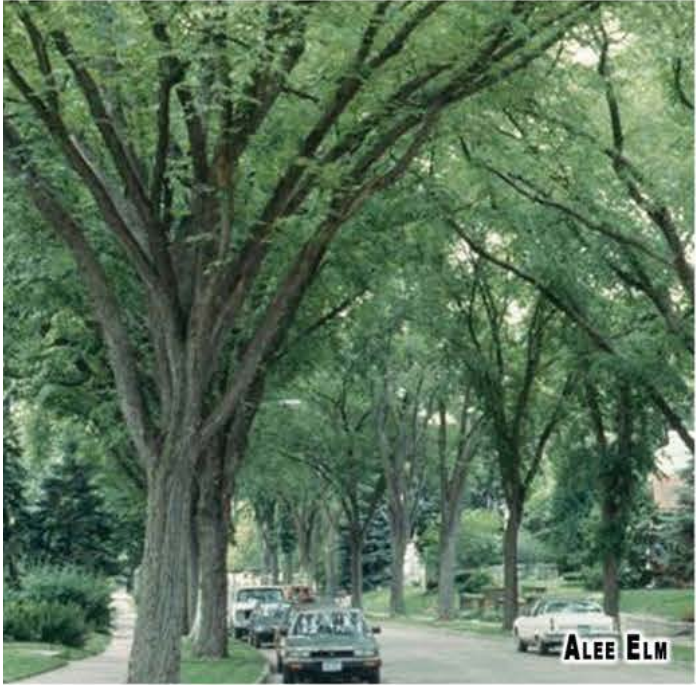
- Ornamental Pot
Landscape Forms
- Trash Receptacle
Landscape Forms - Chase Park -
- Seating Wall
Color Palette: PMS 479
- Bench
Landscape Forms - Chase Park

8.2 ENVIRONMENT DESIGN

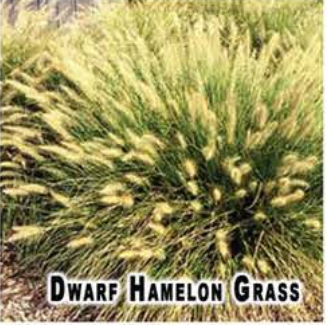
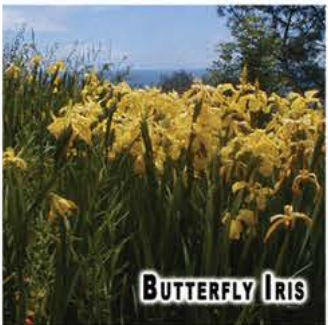
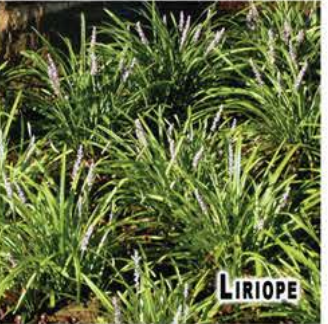
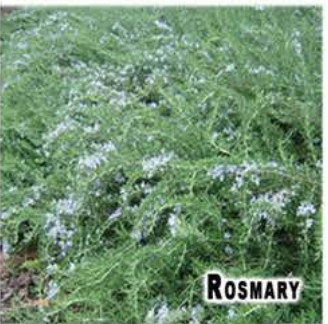


8.3 INTERSECTION DESIGN - HARWIN AND HILLCROFT

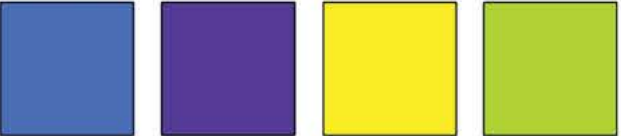
CORRIDOR TREE



ACCENT TREE



COLORS ENCOURAGED



AREA FEEL

THE SOUTHEAST ASIA ZONE'S PLANTINGS INCLUDE A MIX OF GOLD AND VIOLET-PURPLE FLOWERING PLANTS. THIS ZONE IS SEEN AS BEING PREDOMINANTLY COMMERCIAL, SO BEDDING AND HEDGES SHOULD BE ENCOURAGED. THE DESIGN CONCEPT IS MEANT TO EXPRESS A HEAVILY MANICURED LOOK WHILE USING PLANTS THAT DO NOT REQUIRE VERY MUCH ATTENTION.



9.0 Westwood Zone Design Recommendations

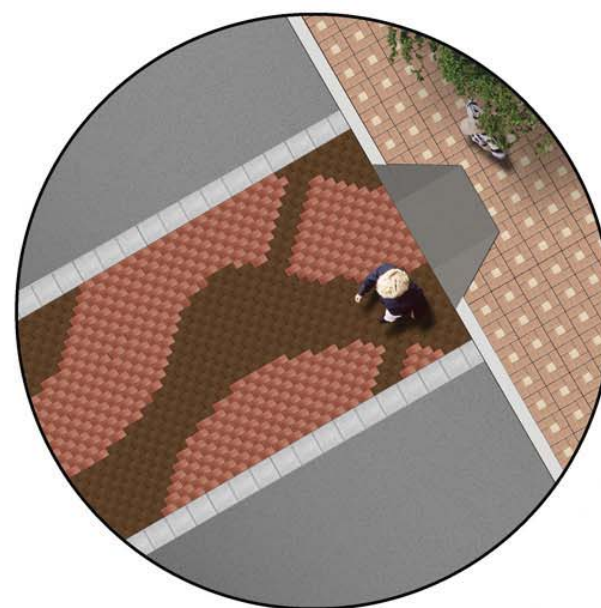
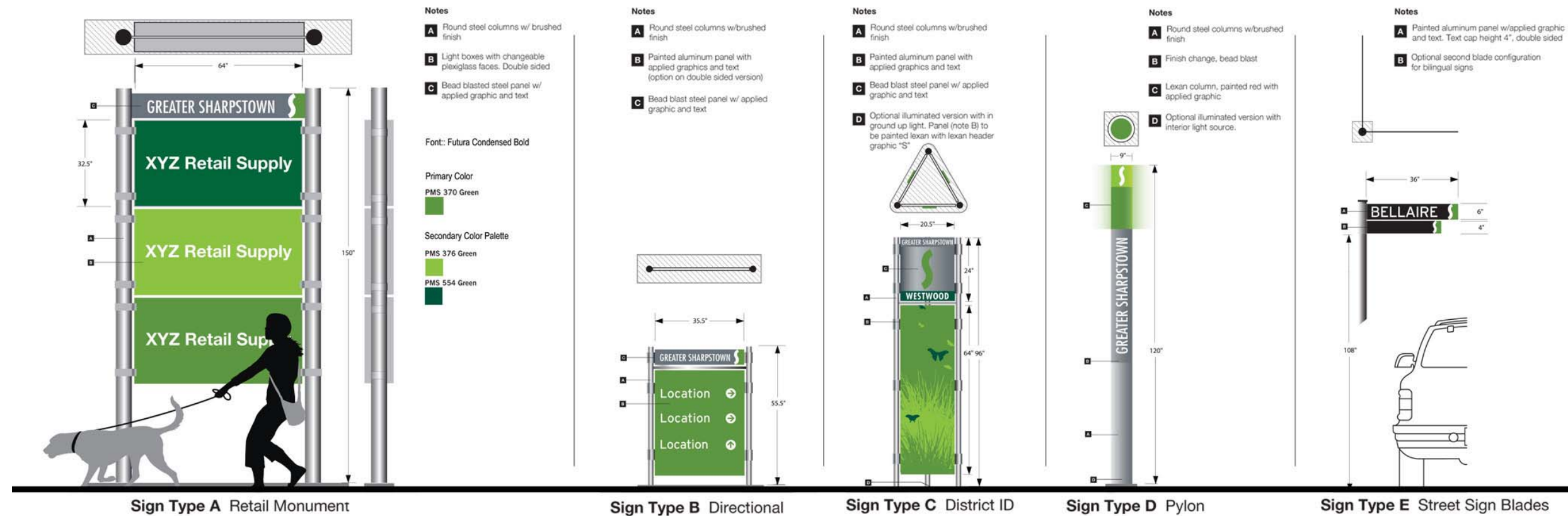
Major landscape improvement is recommended for Bissonnet corridor while some enforcement for Beechnut.

9.1 Design Standards

The “Vida Loca Green” color and prairie image are used to symbolize this zone because of the Westwood Country Club and the vast R.O.W. of Brays Bayou.

- Paver (see Section 4.3)
- Planting (see Graph 5.02)





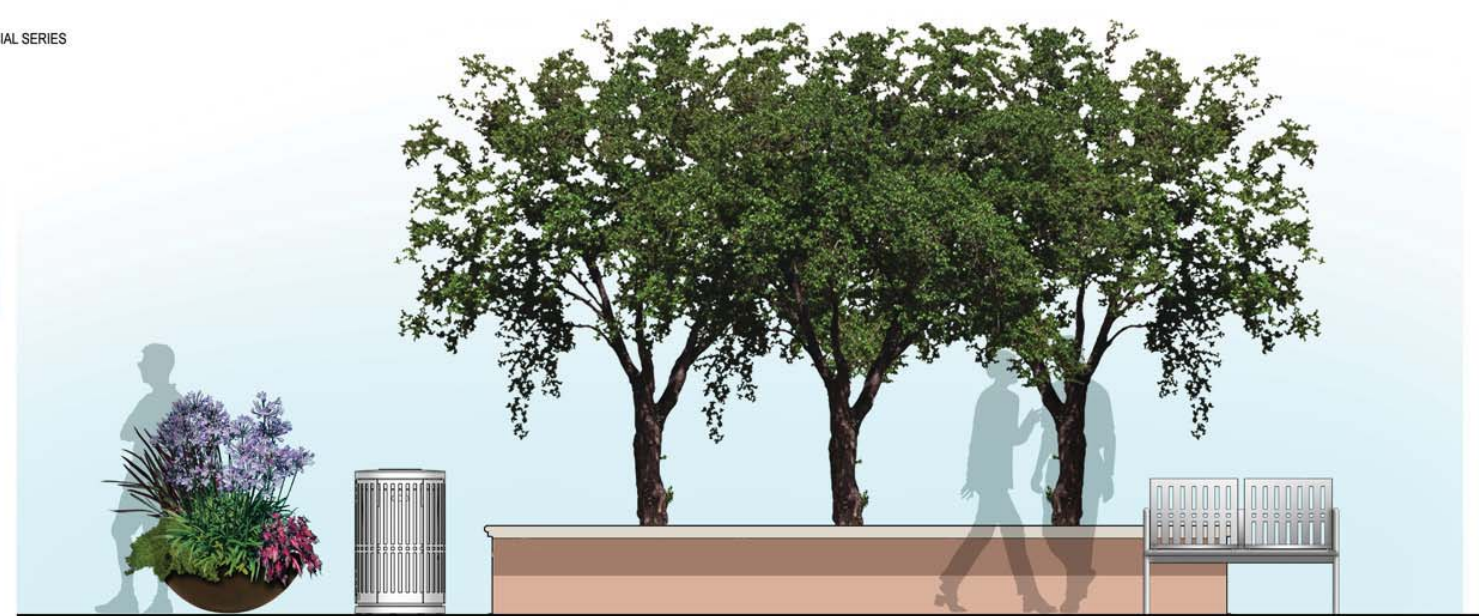
• Paving Patterns

Sidewalk: Concrete Paver
PAVESTONE: HOLLAND STONE PARKWAY PROVENCIAL SERIES

• LIGHT BROWN (OR APPROVED EQUAL)
• CAST STONE (OR APPROVED EQUAL)

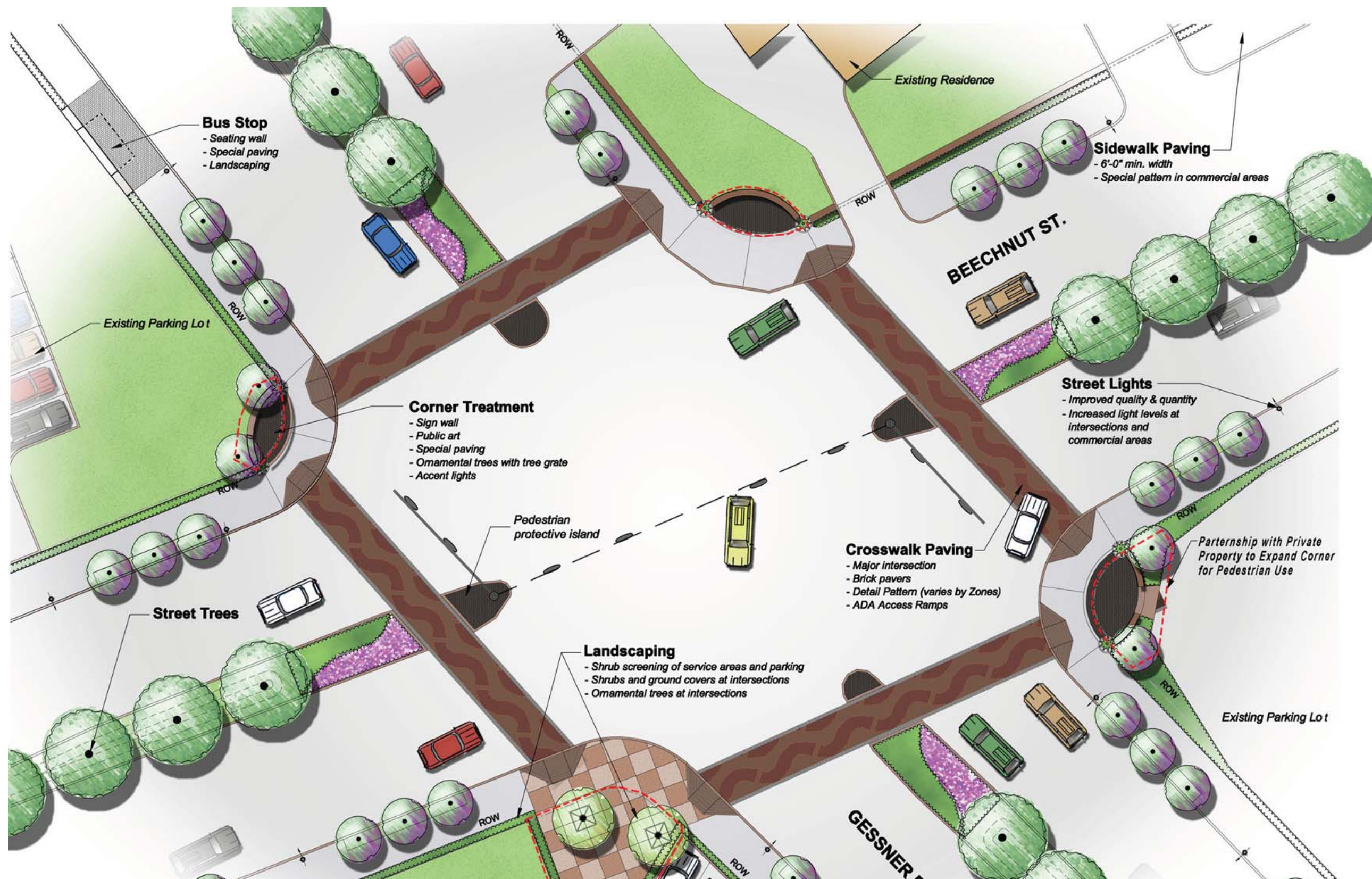
Crosswalk: PACIFIC CLAY PAVER:

• Accent: RED FLASHED
• Background: BROWN FLASH



- Ornamental Pot
Landscape Forms - rosa 42" dia
- Trash Receptacle
Landscape Forms - Chase Park - Litter Receptacle 36g Side open/ surface mount
- Seating Wall
Color Palette: PMS 479
PMS 4735
- Bench
Landscape Forms - Chase Park

9.2 ENVIRONMENT DESIGN



9.3 INTERSECTION DESIGN - GESSNER AND BEECHNUT



Before - Commercial Edge



After - Commercial Edge



Before - Median Landscape



After - Median Landscape

CORRIDOR TREE



BALD CYPRESS

ACCENT TREE



NATCHEZ CREPE MYRTLE

BRADFORD PEAR

HUISACHE



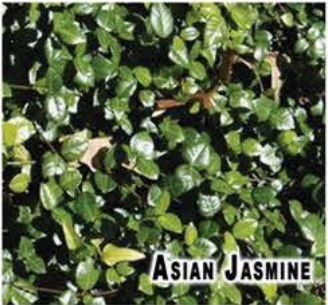
GOLD LANTANA



YELLOW BULBINE



DWARF HAMELON GRASS



ASIAN JASMINE



WEDILIA



EUREOPS



YELLOW FLAG IRIS



MISCANTHUS



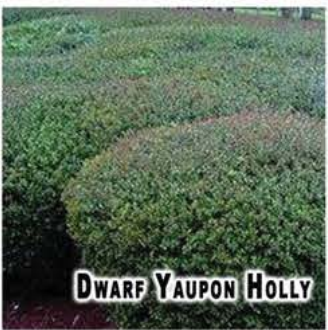
WHITE VERBENA



WHITE AGAPANTHUS



WHITE FLAG IRIS



DWARF YAUPON HOLLY



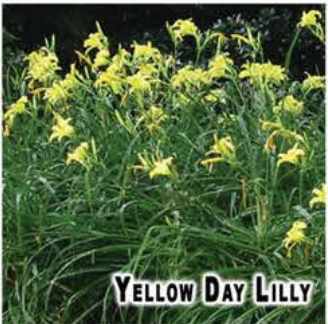
WHITE RUELIA



SNOW HAWTHORNE

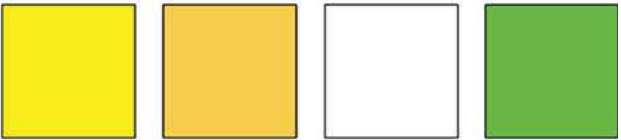


STAR JASMINE



YELLOW DAY LILLY

COLORS ENCOURAGED



AREA FEEL

THE WESTWOOD ZONE'S PLANTINGS INCLUDE A MIX OF GOLDEN-YELLOW AND WHITE FLOWERING PLANTS, AS WELL AS YELLOW-GREEN AND BRIGHT GREEN LEAFED SPECIES OF HEDGES. THE USE OF GRASSES IS HEAVILY ENCOURAGED IN THIS AREA TO CREATE CONTINUITY WITH OTHER ZONE MARKING DETAILS. THE OVERALL FEEL OF THIS ZONE IS TO BE PEDESTRIAN BUT NATURAL. HEDGES SHOULD BE KEPT IN BANDS AND MINGLED WITH MORE NATURALLY SHAPED SPECIES TO IEM.





10.0 University Zone Design Recommendations

University is the largest zone in the district. It also contains more corridors and linear foot of street than other districts. The Beechnut and Fondren intersection is the center of this zone. This intersection happens to be at the southeast corner of Houston Baptist University, which is the core of this zone and a special asset of the district.

According to Houston Baptist University's Master Plan, Community Investment represents two of their primary visions:

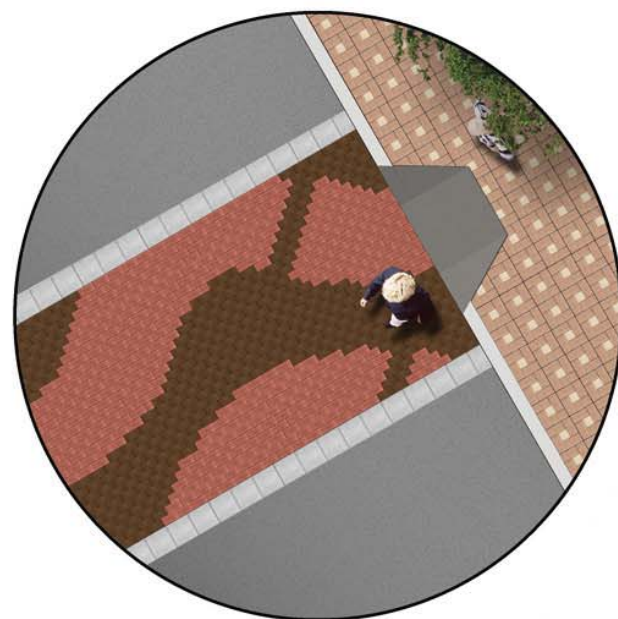
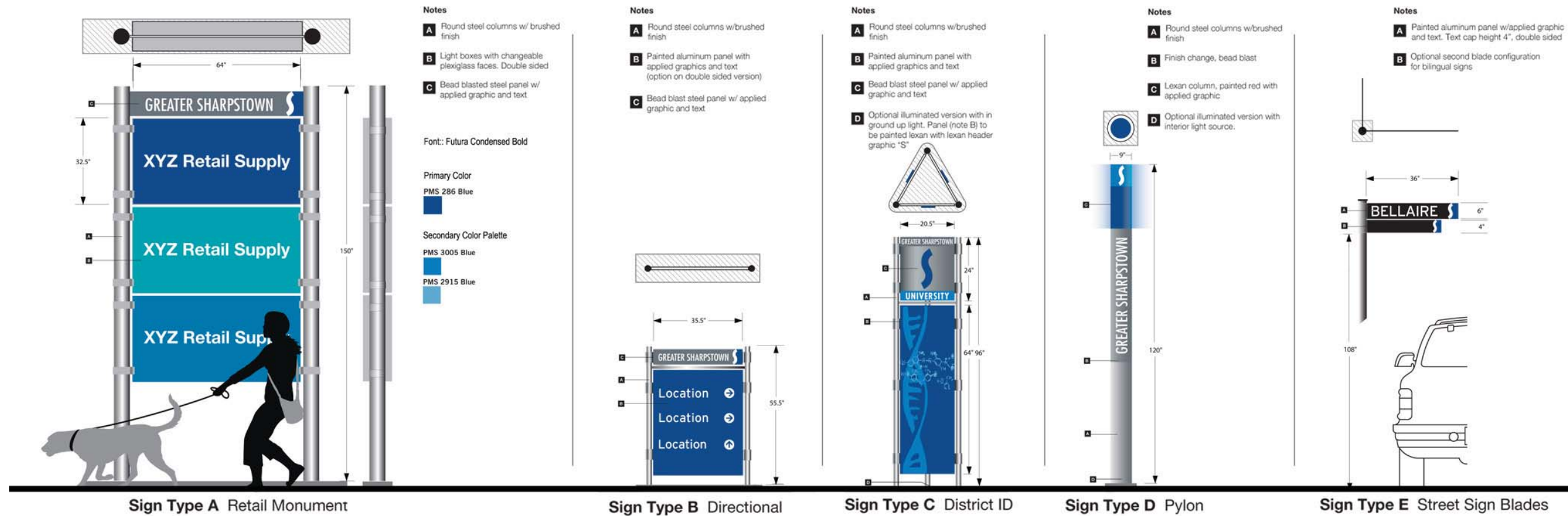
- Pillar Six: Renew Our Campus. Renew Our Community.
- Pillar Seven: Bring Athens and Jerusalem Together

To reach out to the community, the University has built some culture facilities that engage in community wide programs and activities. One of this project's public meetings was held at the Belin Chapel in the campus. The district should foster a strong partnership with the University, beginning at the improvement of the Beechnut/Fondren intersection with the expanded intersection concept to create a strong linkage between the community and the university. Sidewalks along Fondren and Beechnut could be improved to trails similar to those surrounding the Rice University.

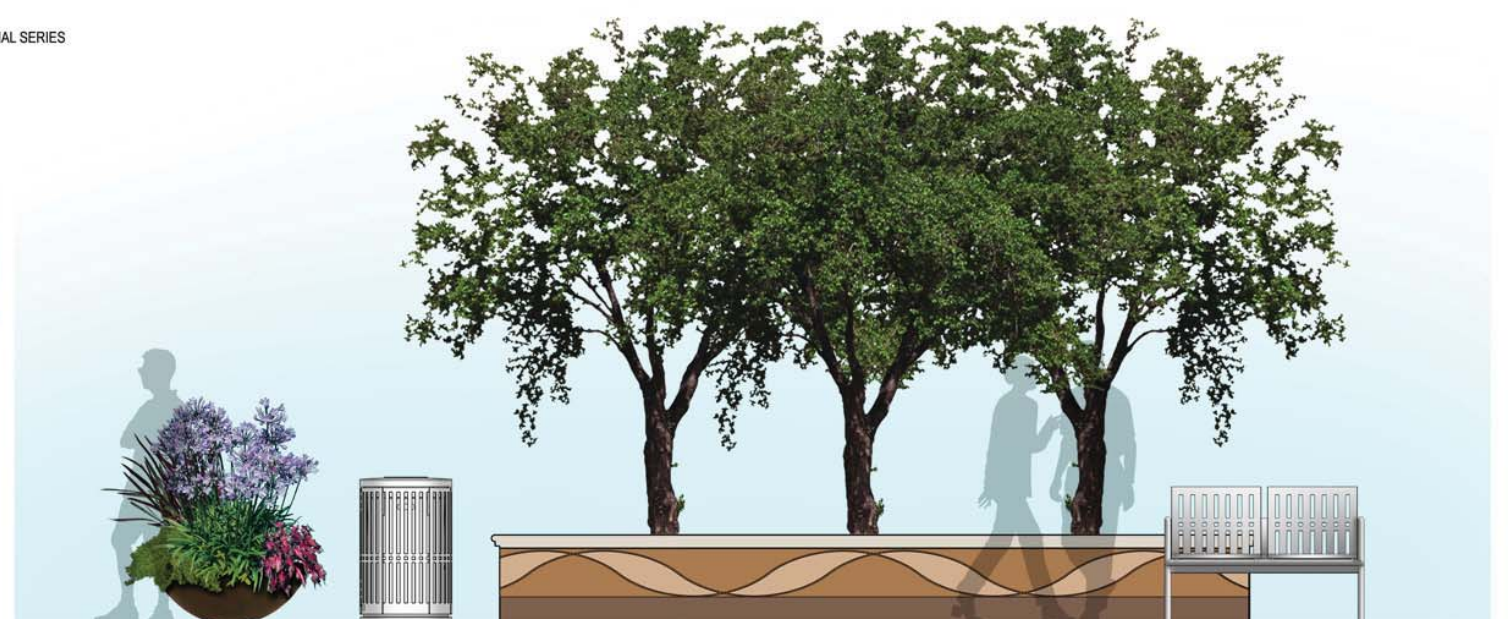
10.1 Design Standards

To illustrate the education/research character, the "Smalt Blue" color and "DNA" chain with chemistry structure graphs are used to represent University zone.

Paver (see Section 4.3)
Planting (see Graph 5.02)

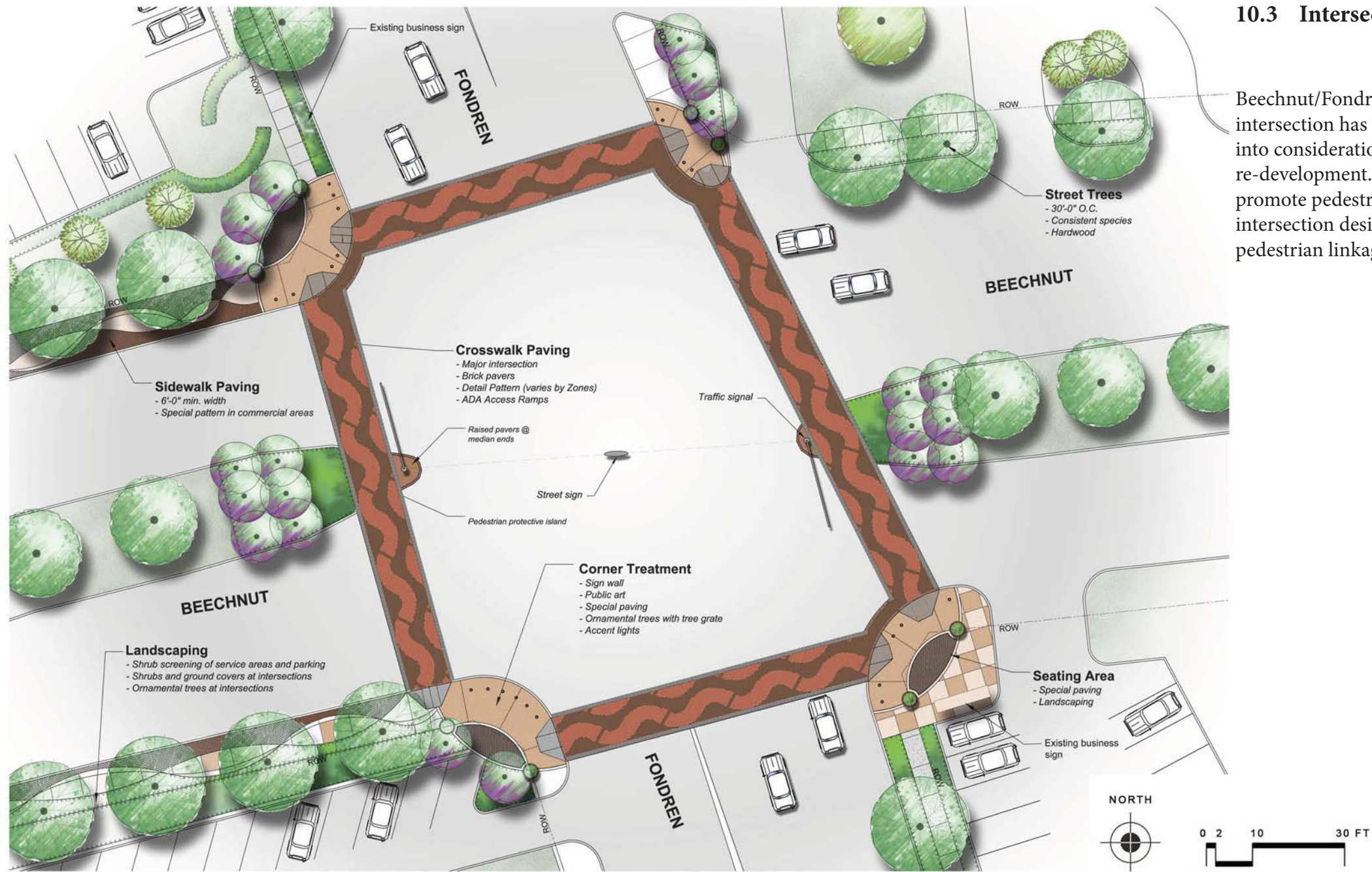


• Paving Patterns



- Ornamental Pot
Landscape Forms
rosa 42" dia
- Trash Receptacle
Landscape Forms - Chase Park -
Litter Receptacle 36g Side open/ surface mount
- Seating Wall
Color Palette: PMS Warm Gray 11
PMS 4645
- Bench
Landscape Forms - Chase Park

10.2 ENVIRONMENT DESIGN



10.3 Intersection Design Recommendations

Beechnut/Fondren Intersection Although improvement of this intersection has been constructed, additional measure could be taken into consideration in the future when the two east side properties begin re-development. The District ought to engage the future developer to promote pedestrian oriented development style and apply the expanded intersection design guidelines as mentioned in Section 4.3 to integrate pedestrian linkage between the intersection and future developments.



Before - Median Landscape



After - Median Landscape

CORRIDOR TREE



CHINKAPIN OAK

ACCENT TREE



NATCHEZ GRAPE MYRTLE



BRADFORD PEAR



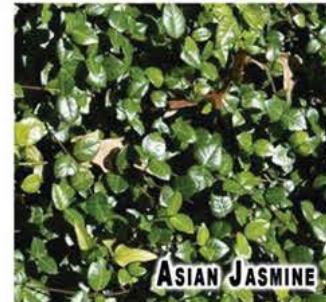
KATIE RUELLIA



VICTORIA SAGE



PURPLE TRAILING LANTANA



ASIAN JASMINE



PURPLE VERBINA



PURPLE AGAPANTHUS



PURPLE LOUISIANA IRIS



BIG BLUE LIRIOPE



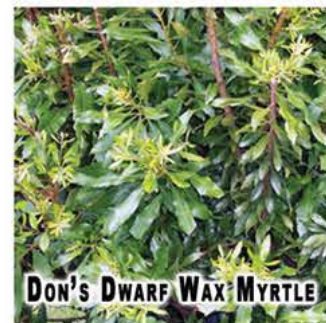
WHITE VERBINA



WHITE AGAPANTHUS



WHITE LOUISIANA IRIS



DON'S DWARF WAX MYRTLE



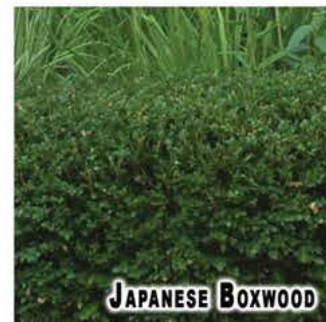
DWARF WHITE OLEANDER



SNOW HAWTHORNE

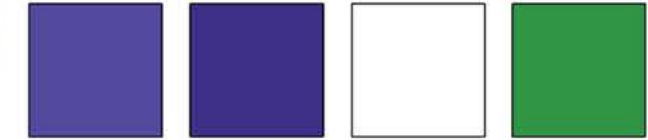


STAR JASMINE



JAPANESE BOXWOOD

COLORS ENCOURAGED



AREA FEEL

THE UNIVERSITY ZONE'S PLANTINGS INCLUDE A MIX OF INDIGO, PURPLE, AND WHITE FLOWERING PLANTS. THIS ZONE SHOULD EXPRESS A STATELY AND MANICURED FEELING. THE USE OF SEVERAL SPECIES OF TREES AND HEDGES IS ENCOURAGED. THE COLOR SHOULD BE RESTRICTED TO MAJOR NODES AND FOCAL POINTS. DARK GLOSSY TEXTURES ARE ENCOURAGED AND SHOULD BE USED THROUGHOUT THE ZONE TO FOSTER UNI-FORMITY.



CORRIDOR: BEECHNUT ST.																			
start	end	Land Use				sidewalk				features					trees				
		com.	multi res.	single res.	other	ADA	good	fair	poor	utility poles	lighting	bench	bus stops	trash recept.	location / %cover / condition	Median North South	median%	setback %	Good Fair Poor
West 8 Toll Rd.	Parkwood Crl.	X			A	X	X				X				M	50	10		G
Parkwood Crl. Dr.	Club Creek Dr.	X				X	X				X				M	10	10		G
Club Creek Dr.	Corporate Dr.	X	X			X	X				X				S	100	25		G
Corporate Dr.	Westwood VII.	X	X	X		X	X			X	X				--	0	0		--
Westwood Vill. Dr	Colony Dr.		X	X		X	X			X	X	X	X	X	S	0	50		G
Colony Dr.	Kendalia Dr.		X		H	X	X			X	X				S	0	10		G
Kendalia Dr.	Pella Dr.	X	X	X		X	X			X	X		X		S	25	25		G
Pella Dr.	Jorine Dr		X	X		X	X			X	X	X	X	X	M,N,S	25	25		G
Jorine Dr	La Roche Ln	X	X	X		X	X			X	X	X	X		M,N,S	25	25		G
La Roche Ln	Commerce Pk.	X		X		X	X			X	X				M	100	100		G
Commerce Pk. Dr.	S Gessner Dr.	X				X	X			X	X	X	X	X	--	0	0		--
S Gessner Dr.	Tanglewilde Ave.	X	X	X		X	X						X		--	0	0		--
Tanglewilde Ave.	Mary Bates Blvd.	X	X	X		X	X				X				--	0	0		--
Mary Bates Blvd.	SW Fwy	X	X			X	X				X	X	X	X	M	10	0		G
SW Fwy	Wednesbury Ln.	X				X	X				X				M	10	0		G
Wednesbury Ln.	Brae Acres Rd.	X			C	X	X			X	X	X	X	X	M,N,S	100	25		G
Brae Acres Rd.	Memorial Ln.	X			I	X	X				X	X	X	X	M,N,S	75	25		F,G,G
Memorial Ln.	Braeburn Valley	X			I	X	X				X		X	X	M,N,S	100	25		G
Braeburn Valley Dr	Bonhomme Rd.			X	I	X	X				X		X		M,N	100	50		G
Bonhomme Rd.	Fondren Rd.		X			X	X			X	X				M,S	50	50		G
Fondren Rd.	Bintliff Dr.	X		X		X	X				X	X	X	X	M,S	75	50		G
Bintliff Dr.	McAvoy Dr	X	X	X		X	X				X		X		M,N,S	100	50		G
McAvoy Dr	Bissonnet St.	X		X		X	X				X	X	X	X	M	100	50		G

CORRIDOR: BELLAIRE BLVD																			
start	end	land use type				sidewalk				features					trees				
		com.	multi res.	single res.	other	ADA	good	fair	poor	utility poles	lighting	bench	bus stops	trash recept.	Median North South	location / %cover / condition	median %	setback %	Good Fair Poor
West 8 Toll Rd.	Corporate Dr.	X				X	X			X	X		X		M,N,S	25 75		G	
Corporate Dr.	Kendalia Dr.	X				X	X				X		X		M,N,S	50 75		G	
Kendalia Dr.	Ranchester Dr.	X				X	X				X	X	X	X	M,N,S	100 75		G	
Ranchester Dr.	Pella Dr	X		X		X	X				X		X		M,N,S	75 75		G	
Pella Dr	Jenna Moran Dr			X		X	X								M,N,S	50 50		G	
Jenna Moran Dr	S Gessner Dr			X		X	X					X	X		M,N,S	50 50		G	
S Gessner Dr	Redding Rd				I	X	X						X		M,N,S	25 75		G	
Redding Rd	Buming Tree Dr	X		X		X	X								M,N,S	100 75		G	
Buming Tree Dr	Mry B/ Harb Twn			X	I	X	X			X	X		X	X	M,N,S	75 75		G	
Mry B/ Harb Twn	Waldo St		X	X	I	X	X				X		X	X	M,N,S	25 100		G	
Waldo St	Osage St	X		X		X	X				X	X	X	X	M,N,S	50 75		G	
Osage St	Fondren Rd	X		X		X	X				X	X	X	X	M,N,S	100 100		G	
Fondren Rd	Arena Dr	X				X	X				X	X	X	X	M,N,S	100 25		G	
Arena Dr	SW Fwy	X				X	X				X	X	X	X	M,N,S	100 25		G	
SW Fwy	Cannock Rd			X	C	X	X				X	X	X	X	N,S	100 75		G	
Cannock Rd	Larkwood Dr	X		X		X	X				X		X		M,S	100 50		G	
Larkwood Dr	Bintliff Dr	X	X	X	I/C	X	X				X	X	X	X	M,N,S	75 75		G	
Bintliff Dr	Tarnef Dr			X	H/C	X	X				X				M,N,S	75 50		G	
Tarnef Dr	Rokin St	X	X		I	X	X			X	X	X	X	X	M,N,S	75 100		G,G,F	
Rokin St	Hilcroft Ave	X	X	X		X	X				X		X	X	M,N,S	75 50		G	

CORRIDOR: BISSONNET ST.																			
start	end	land use type				sidewalk				features					trees				
		com.	multi res.	single res.	other	ADA	good	fair	poor	utility poles	lighting	bench	bus stops	trash recept.	location / %cover / condition			Good Fair Poor	setback
West 8 Toll Rd.	Forum Park Dr.	X	X			X	X			X	X		X		M,S	50	25	G	11
Forum Park Dr.	Woodfair Dr.	X				X	X			X	X	X	X	X	S	0	50	G	11
Woodfair Dr.	Centre Pkwy	X				X	X			X	X	X	X	X	N	0	50	G	11
Centre Pkwy	Country Creek Dr	X				X	X			X	X				---	0		---	11
Country Creek Dr	Plainfield St.	X				X	X			X	X	X	X	X	M,N	25	25	G	11
Plainfield St.	SW Fwy	X				X	X			X	X				M,N	50	25	G	11
SW Fwy	Gessner	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Gessner	Bonhomme														N,M,S	50	75	G	
Bonhomme	Fondren														N,S	0	50	G	
Fondren	Beechnut														M,N,S	25	50	G	
Beechnut	Hillcroft														M,N,S	25	50	G	

CORRIDOR: CORPORATE DR.																			
start	end	land use type				sidewalk				features					trees				
		com.	multi res.	single res.	other	ADA	good	fair	poor	utility poles	lighting	bench	bus stops	trash recept.	location / %cover / condition			Good Fair Poor	setback
Harwin Dr.	Town Park Dr.	X			I	-	-	-	-		X				E,W	0	25	G	15
Town Park Dr.	Clarewood Dr.	X			I	-	-	-	-	X	X				W	0	10	G	15
Clarewood Dr.	Bellaire Blvd.	X			I	X	X			X	X				M	100	25	G	15
Bellaire Blvd.	Stroud Dr.	X	X		I	X	X			X	X				E,W	0	100	G	8.5
Stroud Dr.	Sharepview Dr.		X	X	I	X	X			X	X				W	0	50	G	8.5
Sharepview Dr.	Sandstone Rd.		X	X		X	X			X	X				EW	0	75	G	8.5
Sandstone Rd.	Triola Ln.		X	X		X	X			X	X				EW	0	100	G	8.5
Triola Ln.	Caraway Ln.		X	X		X	X			X	X				W	0	25	G	8.5
Caraway Ln.	Tarragon Ln		X		I	X	X			X	X				E	0	50	G	8.5
Tarragon Ln	Sharpcrest Ln		X	X			X			X	X				W	0	50	G	8.5
Sharpcrest Ln	Hendon Ln		X	X		X	X			X	X				EW	0	50	G	8.5
Hendon Ln	Oregano Circle		X	X		X	X			X	X				EW	0	25	G	8.5
Oregano Circle	Langdon Ln		X	X		X	X			X	X				EW	0	25	G	8.5
Langdon Ln	Westwood PI Dr.		X	X		X	X			X	X				W	0	25	G	8.5
Westwood PI Dr.	Beechnut St.	X	X			X	X			X	X					0	0		8.5
																			60

CORRIDOR: FONDREN ST.																							
startend		land use type				sidewalk				features					trees						setback	ROW total	median ft
		com.	multi res.	single res.	other	ADA	good	fair	poor	utility poles	lighting	bench	bus stops	trash recept.	Median East West	median %	setback %	Good Fair Poor					
Westpark Tollway	Glenmont Dr.	X				X	X			X	X				---	0	0	---	20	100	14		
Glenmont Dr.	Harwin Dr.	X				X	X			X	X				---	0	0	---	11	100	14		
Harwin Dr.	Green Ash Dr.	X	X	X		X	X			X	X				W	0	50	G	11	100	3		
Green Ash Dr.	Prestwood Dr		X	X		X	X			X	X				E	0	50	G	11	100	3		
Prestwood Dr	Bellerive Dr		X	X		X	X			X	X	X	X	X	M,E	75	75	G	11	100	14		
Bellerive Dr	Moonmist Dr		X	X		X	X			X	X	X	X	X	M,E,W	75	75	G	11	100	15		
Moonmist Dr	Clarewood dr		X	X	I	X	X				X				M	75	0	G	11	100	14		
Clarewood dr	De Moss Dr	X		X		X	X				X	X	X	X	M,W	100	50	G	11	100	14		
De Moss Dr	Dashwood Dr	X		X		X	X				X				W	0	50	G	11	100	2		
Dashwood Dr	Hiawatha Dr	X		X		X	X				X	X	X	X	---	0	0	---	11	100	2		
Hiawatha Dr	Bellaire Blvd	X		X		X	X				X	X	X	X	M,E	100	50	G	11	100	12		
Bellaire Blvd	Croton Rd.	X	X			X	X				X		X	X	M	75	0	G	11	100	12		
Croton Rd.	SW Fwy	X	X			X	X				X	X	X		M,W	10	10	G	11	100~120	13		
SW Fwy	Guildford Rd.	X		X				X			X				M	25	0	G	10	100~120	23		
Guildford Rd.	Sharpview Dr.	X		X	I	X	X				X				M,W	50	75	G	10	100	12		
Sharpview Dr.	Sharpcrest St.			X	I	X	X				X		X		M,E,W	50	75	G	10	100	14		
Sharpcrest St.	Concho St			X	I	X	X				X		X		M,W	50	50	G	10	100	14		
Concho St	Beechnut St	X		X	I	X	X			X	X	X	X	X	M,E	50	50	G	10	100	14		
Beechnut St	Tanager St	X	X			X	X				X	X	X	X	M,W	100	50	G	10	100	14		
Tanager St	Fonvilla St	X	X			X	X				X				M,W	50	75	G	10	100	20		
Fonvilla St	Kings Gate	X	X			X	X				X				M,W	50	75	G	10	100	30		
Kings Gate Circle	Bissonnet St	X				X	X				X	X	X	X	W	0	10	G	10	100	-		

CORRIDOR: SOUTH GESSNER RD.																			
start	end	land use type				sidewalk				features					trees				
		com.	multi res.	single res.	other	ADA	good	fair	poor	utility poles	lighting	bench	bus stops	trash recept.	location / %cover / condition			Good Fair Poor	setback
Westpark Tollway	Harwin Dr.	X			U	X	X			X	X				W	0	50	G	20
Harwin Dr.	Sands Point Dr.	X				X	X			X	X				M,E	25	25	G	11
Sands Point Dr.	Town Park Dr.	X	X			X	X			X	X	X	X	X	M	100	0	G	13
Town Park Dr.	Clarewood dr		X			X	X				X	X	X	X	E,W	0	25	G	11
Clarewood dr	Bellaire Blvd	X			I	X	X				X	X	X	X	W	0	25	G	11
Bellaire Blvd	Neff St.		X	X	U	X	X			X	X	X	X	X	M	75	0	G	11
Neff St.	Stroud Dr		X	X				X			X		X		M	75	0	G	11
Stroud Dr	Triola Ln.		X	X				X			X	X	X		M	50	0	G	11
Triola Ln.	Hendon Ln		X					X			X		X		M	75	0	G	11
Hendon Ln	Concho St		X	X		X	X			X	X				---	0	0	---	11
Concho St	Beechnut St	X	X	X	I	X	X				X	X	X	X	M	75		G	11
Beechnut St	SW Fwy	X				X	X			X	X	X	X	X	---	0	0	---	11
SW Fwy	Tybor Dr	X				X	X				X		X		---	0	0	---	11
Tybor Dr	Jason St.	X			I	X	X				X		X		M	10	50	G	11
Jason St.	Imogene St	X	X			X	X			X	X				M,E,W	100	75	G	11
Imogene St	Ariel St	X				X	X			X	X		X		M,W	100	50	G	11
Ariel St	Birdwood Rd	X				X	X			X	X				M,E,W	100	50	G	11
Birdwood Rd	Shadow Crest St	X				X	X			X	X		X		M,W	50	25	G	11
Shadow Crest St	Reamer St	X				X	X			X	X				M,W	50	25	G	11
Reamer St	Nairn St	X	X			X	X			X	X				M,W	50	50	G	11

CORRIDOR: HARWIN ST.																			
start	end	land use type				sidewalk				features					trees				
		com.	multi res.	single res.	other	ADA	good	fair	poor	utility poles	lighting	bench	bus stops	trash recept.	Median North South	location / %cover / condition	median %	setback %	Good Fair Poor
West 8 Tollway	Sovereign Dr	X				-	-	-	-		X				N,S	0	50		G
Sovereign Dr	Corporate Dr	X				X	X				X		X		N	0	25		G
Corporate Dr	Ranchester Dr	X			A	X	X				X		X		N,S	0	25		G
Ranchester Dr	Parkfront Dr	X	X			X					X	X	X	X	M	10	25		G
Parkfront Dr	Velure St	X	X			X				X	X	X	X	X	M,N,S	10	50		G
Velure St	Pointwest Dr	X						X		X	X		X		N,S	0	25		G
Pointwest Dr	S Gessner Rd	X						X		X	X		X		N	10	25		G
S Gessner Rd	Allday Dr	X			U			X		X	X		X		---	0	0		---
Allday Dr	Osage St	X	X						X	X	X				---	0	0		---
Osage St	Fondren Rd	X	X						X	X	X				---	0	0		---
Fondren Rd	Reims Rd	X				X	X			X	X		X	X	M,N,S	50	75		G
Reims Rd	Bonhomme Rd	X				X	X			X	X		X		N,S	0	100		G
Bonhomme Rd	Bintliff Dr	X				X	X			X	X		X		N	0	75		F
Bintliff Dr	Braxton Dr	X				X	X			X	X	X	X	X	N	0	100		G
Braxton Dr	Hartsdale Dr	X				X	X			X	X	X	X	X	---	0	100		---
Hartsdale Dr	Savoy Dr	X				X	X			X	X	X	X	X	N,S	0	100		G
Savoy Dr	Parkersburg Dr	X				X	X			X	X				N,S	0	75		G
Parkersburg Dr	Forney Dr	X						X		X	X				N,S	0	75		G,F
Forney Dr	Hillcroft Ave.	X						X			X				N	0	75		G
Hillcroft Ave.	SW Fwy	X				X	X			X	X				N	0	50		G

CORRIDOR: HILLCROFT AVE.																					
startend		land use type				sidewalk				features					trees					setback	ROW total
		com.	multi res.	single res.	other	ADA	good	fair	poor	utility poles	lighting	bench	bus stops	trash recept.	Median East West	location / %cover / condition	median %	setback %	Good Fair Poor		
Westpark Toll	Harwin Dr	X				X	X				X				W	0	50	F	10	100	
Harwin Dr	SW Fwy	X				X	X			X	X	X	X	X	E,W	0	50	G	20	100~125	
SW Fwy	Glufton Dr	X				X	X			X	X		X		M,E,W	25	50	G	10	140~160	
Glufton Dr	Sands Point Dr	X				X	X			X	X	X	X	X	M,W	25	50	G	10	140	
Sands Point Dr	High Star Dr	X			I	X	X			X	X		X		M,W	10	25	G	10	140	
High Star Dr	Clarewood Dr	X	X			X	X			X	X	X	X	X	M,W	50	25	G	14	160	
Clarewood Dr	Dashwood Dr.		X			X	X			X	X		X		M,W	50	50	G	14	140	
Dashwood Dr.	Bellaire Blvd	X				X	X			X	X	X	X	X	M	25	0	G	14	140	
Bellaire Blvd	Leader St			X		X	X			X	X				M	25	0	G	14	140	
Leader St	Edgemoor Dr			X		X	X			X	X		X		M	50	0	G	14	140	
Edgemoor Dr	Tarna Ln			X		X	X			X	X				M	100	0	G	14	140	
Tarna Ln	Scribner Rd			X		X	X			X	X		X		M	100	0	G	14	140	
Scribner Rd	Mobud Dr			X		X	X			X	X				M	100	0	G	14	140	
Mobud Dr	Neff St			X		X	X			X	X		X		M	100	0	G	14	140	
Neff St	Rowan Ln			X		X	X			X	X				M	100	0	G	14	140	
Rowan Ln	Roos Rd			X		X	X			X	X		X		M	100	0	G	14	140	
Roos Rd	Sharpview Dr			X		X	X			X	X				M	100	0	G	14	140	

CORRIDOR: RANCHESTER

startend		land use type				sidewalk				features					trees						setback	ROW total
		com.	multi res.	single res.	other	ADA	good	fair	poor	utility poles	lighting	bench	bus stops	trash recept.	location / %cover / condition							
															Median East West	median %	setback %	Good Fair Poor				
Wespark Tollway	Harwin Dr.	X									X	X	X	X	E,W	0%	5000%	G	20	60		
Harwin Dr.	Town Park Dr.	X	X								X		X		M,E,W	10000%	5000%	G	20	60~80		
Town Park Dr.	Bellwood Ln		X							X	X	X	X		M,E,W	7500%	10000%	G	12.5	80		
Bellwood Ln	Clarewood Dr.		X							X	X				M,E,W	10000%	10000%	G	12.5	80		
Clarewood Dr.	Bellaire Blvd.	X	X							X	X		X		M	10000%	0%	G	12.5	80		

Appendix B. Community Participation Comments

Attendance record of the (5) public meetings:

	Public	GSMD
South Asia/Enterprise (7/17/2008)	14	3
Sharpstown (7/24/2008)	16	2
Chinatown (7/31/2008)	68	3
Westwood (8/7/2008)	11	3
University (8/14/2008)	8	3

I. South Asia/Enterprise (July 17th, 2008 @ Strake Jesuit College Preparatory)

There were (14) people attending the public meeting, including one journalist, (4) business owners or representatives, and (9) residents. However, no one of those attending were representing the (2) zones focused in the meeting. Three business owners from S. Asia zone attended the Sharpstown meeting. They indicated that they didn't have time to schedule to attend the meeting because the notice letter was received only a few days before the meeting.

In general the design idea of color variations was praised with one written comment indicating that he didn't understand the unification design of the big "S". Because the person didn't leave his contact information, it was not possible to respond.

The freeway arch idea was well received. One written comment asked that the material be no-glaring.

One comment liked the walkable community idea.

There were discussions of signage issue along Harwin. But no new ideas were generated other than those presented.

One comment doesn't like the designated area names, "Chinatown" and "Enterprise"

Most concerns were on traffic and security which are off the scope of the beautification study.

II. Sharpstown (July 24th, 2008 @ Strake Jesuit College Preparatory)

There were (16) people attending the public meeting, including one journalist, (9) business owners or representatives, and (7) residents.

The major issue being discussed is the future of Sharpstown Center. People are interested to rejuvenate Sharpstown Center, bring back retail, but not Wal-Mart like retail. In general, the public liked to see the mall be redeveloped as town center like concept. Some would like to see the management district to ensure the mall be redeveloped with walkable style.

There were several constructive suggestions:

- * Use of power line easement as trail corridor;
- * Turning the water tower near the intersection of Gessner and Bellaire into an icon;
- * Bury overhead power lines along Bellaire;
- * Use of berm in the median;
- * More lighting on the street;
- * Reconsider the graphic symbol of Sharpstown Mall area. The package wrapping graphic wouldn't be representative of the area if the mall is converted to other uses.
- * Graphics for Sharpstown looks like a bullet holes in distance. Please look at a different graphic design.

One suggested more trees and landscaping for the freeway interchanges. Although a good idea, it is not practical for the US-58 corridor because there is no planting area available between the freeway and frontage road. This idea could be used for the Beltway 8 corridor.

Additional district issues, but not project related comments were received:

- * Security;
- * Lack of maintenance of the current improvement;
- * Removal of trees on median through the proposed lane widening;
- * Implementation schedule;
- * No grocery store in Sharpstown area.



III. Chinatown (July 31st, 2008 @ Strake Jesuit College Preparatory)

There were (68) people attending the public meeting, including journalists, business owners or representatives, residents and members of the TIRZ design team HNTB staff

In general, the public affirms the idea of Hike and bike trails along power lines and drainage easement, the focus of walkable community. Additionally, there are numerous constructive ideas:

- * Centralized garages are needed to facilitate pedestrian and bikers. Buses may be needed for connections.
- * Provide bike racks;
- * Consider pedestrian bridge for Bellaire crossing;
- * Chinatown needs a symbolic China Gate;
- * Consider merge the pedestrian bridge with China Gate;
- * Include extensive street lighting with Asian flavor;
- * The arch itself won't hide the freeway. Use more trees to screen the freeway;
- * Provide signage rebate program to contribute to property owners who build their signs to the District standard and incorporate district logo.

Coordination with Chinatown Beautification Council and HNTB was identified:

- * Chinatown Beautification Council of Chinese American Business Council has developed several beautification ideas including banners, signage, etc. The council lacks funding to implement the designs. Coordination with the study team is needed to mesh the designs into the Greater Sharpstown overall theme.
- * There were comments that the monument design at the intersection of Bellaire and Fondren doesn't have aesthetic value. According to representative of HNTB, HNTB is undergoing design process for the Bellaire corridor. The consultant is anticipated to complete design by December 28. Coordination with HNTB is needed as soon as possible.

Security and traffic also brought up as major concerns.

IV. Westwood (August 7th, 2008 @ Strake Jesuit College Preparatory)

There were (11) people attending the public meeting, including (5) business owners or representatives, and (6) residents.

In general, the public affirms the design concept. Additionally, it was suggested that the district to embark a positive image campaign along with the beautification plan. Currently the district has a bad image for crime. We need to let the investor, including international investors knows the effort the District is taking to improve security, to improve beautification.

There were concerns that the proposed street sign be bi-lingual. It was explained that only those streets currently have bi-lingual signs would use bi-lingual names. There were also concerns on the implementation schedule and potential cost of maintenance of the proposed improvements, and whether the district would hire direct employees for the maintenance.

IV. University (August 14th, 2008 @ Houston Baptist University)

There were (9) people attending the public meeting, including (4) business owners or representatives, and (5) residents.

In general, the public affirms the design concept. There were concerns on the graffiti of the proposed hardscape improvements, and implementation schedule.



Greater Sharpstown Management District Environmental Design Budget

1/15/2009

Corridor			Landscaping	Sidewalk Street Lighting	Pedestrian Lighting	Intersection	Signage	Sub-Total	
Grand Total			4,421,516	5,178,294	2,485,000	636,800	29,528,000	1,679,300	\$43,928,911
GSMD			1,793,332	2,295,850	1,037,500		18,900,000	365,000	\$24,391,683
Priority MD1							1,180,000	365,000	\$1,545,000
Bellaire	from SW Fwy	- Hillcroft Ave					840,000	0	\$840,000
Bissonnet	from West 8 Toll Rd.	- West 8 Toll Rd.					340,000	0	\$340,000
Other	from Signages	-						365,000	\$365,000
Priority MD2			1,793,332	2,295,850	0			0	\$4,089,183
Beechnut	from Corporate Dr.	- Braeburn Valley	446,150	145,610	0			0	\$591,760
Beltway 8	from Greenfork Dr.	- Sugar Branch Dr.	139,504					0	\$139,500
Bissonnet	from West 8 Toll Rd.	- Hillcroft	105,820	20,900	0			0	\$126,720
Corporate	from Sharepview Dr.	- Beechnut St.	95,340	33,980				0	\$129,320
Fondren	from Westpark Tollway	- Bissonnet St	228,272	113,110				0	\$341,382
Harwin	from Allday Dr	- Fondren Rd	103,840	129,800				0	\$233,640
Hillcroft	from SW Fwy	- Bissonnet St	456,803	88,270				0	\$545,073
S. Gessner	from Westpark Tollway	- Bissonnet St	217,604	76,980				0	\$294,584
trail	from	- Brays Bayou		1,687,200				0	\$1,687,200
Priority MD3							17,120,000	0	\$17,120,000
Beechnut	from West 8 Toll Rd.	- West 8 Toll Rd.					3,480,000	0	\$3,480,000
Bissonnet	from West 8 Toll Rd.	- Hillcroft					3,370,000	0	\$3,370,000
Corporate	from Clarewood Dr.	- Beechnut St.					1,000,000	0	\$1,000,000
Fondren	from Westpark Tollway	- Bissonnet St					2,130,000	0	\$2,130,000
Harwin	from West 8 Tollway	- West 8 Tollway					3,920,000	0	\$3,920,000
Hillcroft	from Westpark Toll	- Westpark Toll					1,510,000	0	\$1,510,000
Ranchester	from Wespark Tollway	- Bellaire Blvd.						0	\$0
S. Gessner	from Westpark Tollway	- Bissonnet St					1,710,000	0	\$1,710,000
Priority MD4				1,037,500			600,000	0	\$1,637,500
Beechnut	from Corporate Dr.	- Bissonnet St.		295,000				0	\$295,000
Beltway 8	from Bissonnet	- Freeway					600,000	0	\$600,000
Bissonnet	from West 8 Toll Rd.	- Centre Pkwy		52,500				0	\$52,500
Corporate	from Stroud Dr.	- Beechnut St.		50,000				0	\$50,000
Fondren	from Westpark Tollway	- Bissonnet St		165,000				0	\$165,000
Harwin	from S Gessner Rd	- Fondren Rd		82,500				0	\$82,500
Hillcroft	from SW Fwy	- Bissonnet St		207,500				0	\$207,500
S. Gessner	from Westpark Tollway	- Bissonnet St		185,000				0	\$185,000
TIRZ#20			2,628,184	2,882,444	1,447,500	636,800	10,628,000	1,314,300	\$19,537,228
Priority TIRZ-0			234,534	733,300	267,500		2,580,000	186,800	\$4,002,134
Bellaire	from West 8 Toll Rd.	- West 8 Toll Rd.	234,534	733,300	267,500		2,580,000	186,800	\$4,002,134
Priority TIRZ-1			2,393,650	2,149,144	270,000	636,800	3,248,000	0	\$8,697,594
Beechnut	from West 8 Toll Rd.	- West 8 Toll Rd.	269,474	130,190			340,000	0	\$739,664
Bellaire	from Osage St	- SW Fwy	202,540	698,800	215,000		508,000	0	\$1,624,340
Beltway 8	from Westpark Tollway	- Greenfork Dr.	271,962					0	\$271,962
Bissonnet	from Centre Pkwy	- SW Fwy	120,926	40,510			340,000	0	\$501,436
Corporate	from Harwin Dr.	- Stroud Dr.	134,240	568,960		361,600	520,000	0	\$1,584,800
Fondren	from Harwin Dr.	- SW Fwy	201,686	76,740			340,000	0	\$618,426
Harwin	from West 8 Tollway	- West 8 Tollway	586,910	323,404			0	0	\$910,314
Hillcroft	from Westpark Toll	- SW Fwy	81,640	75,500	55,000		340,000	0	\$552,140
Ranchester	from Wespark Tollway	- Bellaire Blvd.	74,140	51,210		275,200	520,000	0	\$920,550
S. Gessner	from Harwin Dr.	- SW Fwy	450,132	183,830			340,000	0	\$973,962
Priority TIRZ-2					910,000			500,000	\$1,410,000
Beechnut	from West 8 Toll Rd.	- SW Fwy		117,500				0	\$117,500
Bissonnet	from Centre Pkwy	- SW Fwy		67,500				0	\$67,500
Corporate	from Harwin Dr.	- Stroud Dr.		75,000				0	\$75,000
Fondren	from Harwin Dr.	- SW Fwy		157,500				0	\$157,500
Harwin	from West 8 Tollway	- SW Fwy		210,000				0	\$210,000
Ranchester	from Wespark Tollway	- Bellaire Blvd.		70,000				0	\$70,000
S. Gessner	from Harwin Dr.	- SW Fwy		212,500				0	\$212,500
Watertower	from Watertower	-						500,000	\$500,000
Priority TIRZ-3							4,800,000	0	\$4,800,000
Beltway 8	from Bellaire	- Freeway					1,200,000	0	\$1,200,000
US 59	from Hillcroft	- Freeway					3,600,000	0	\$3,600,000
Priority TIRZ1								627,500	\$627,500
Other	from Signages	-						627,500	\$627,500

Note: MD - Greater Sharpstown Management District; TIRZ - TIRZ#20; Priority numbers (0 indicates current Bellaire corridor Enhancement project)

APPENDIX - PROJECT COSTS

SHARPSTOWN

CHINATOWN

SOUTH ASIA

HARWIN

WESTWOOD

UNIVERSITY

Cost Summary

CORRIDORS	Sidewalks	Constellation	Pedestrian Lighting	Landscaping	Intersection	Signage	Subtotal
Grand Total	5,178,294.00	2,485,000.00	636,800.00	4,421,516.50	29,528,000.00	1,679,300.00	43,928,910.50
HARWIN	453,204.00	292,500.00	0.00	690,750.00	3,920,000.00	192,500.00	5,548,954.00
BELLAIRE	1,432,100.00	482,500.00	0.00	437,074.00	3,928,000.00	306,700.00	6,586,374.00
BEECHNUT	275,800.00	412,500.00	0.00	715,624.00	3,820,000.00	250,700.00	5,474,624.00
BISSONNET	61,410.00	120,000.00	0.00	226,746.00	4,050,000.00	137,600.00	4,595,756.00
HILLCROFT	163,770.00	262,500.00	0.00	538,442.50	1,850,000.00	79,600.00	2,894,312.50
FONDREN	189,850.00	322,500.00	0.00	429,958.00	2,470,000.00	85,000.00	3,497,308.00
S. GESSNER	260,810.00	397,500.00	0.00	667,736.00	2,050,000.00	80,600.00	3,456,646.00
RANCHESTER	51,210.00	70,000.00	275,200.00	74,140.00	520,000.00	4,000.00	994,550.00
CORPORATE	602,940.00	125,000.00	361,600.00	229,580.00	1,520,000.00	10,400.00	2,849,520.00
BELTWAY 8	0.00	0.00	0.00	411,466.00	1,800,000.00	20,200.00	2,231,666.00
US 59	0.00	0.00	0.00	0.00	3,600,000.00	12,000.00	3,612,000.00
Trail	1,687,200.00	0.00	0.00	0.00	0.00	0.00	1,687,200.00
Watertower	0.00	0.00	0.00	0.00	0.00	500,000.00	500,000.00



INTERSECTIONS		Type	Qty.	Priority	Unit Price	Factor	Extension	Subtotal	comments
corridor	cross street								
Harwin Dr.								\$3,920,000	
	US 59	C	1		\$210,000	100%	\$210,000		
	Hillcroft	M	1		\$340,000	100%	\$340,000		
	Savoy	C	1		\$210,000	100%	\$210,000		
	Fondren Rd	M	1		\$340,000	100%	\$340,000		
	Osage	C	1		\$210,000	100%	\$210,000		
	S Gessner Rd.	M	1		\$340,000	100%	\$340,000		
	Ranchester Dr	C	1		\$210,000	100%	\$210,000		
	Corporate Dr	C	1		\$210,000	100%	\$210,000		
	Sovereign	C	1		\$210,000	100%	\$210,000		
	Beltway 8	M	1		\$340,000	100%	\$340,000		
	Local Streets	L	13		\$100,000	100%	\$1,300,000		
Bellaire								\$3,928,000	
	Hillcroft	M	1		\$340,000	100%	\$340,000		
	US 59	M	1		\$340,000	100%	\$340,000		
	Fondren Rd	M	1		\$340,000	20%	\$68,000		
	Harbor Town	C	1		\$210,000	100%	\$210,000		
	Mary Bates	C	1		\$210,000	100%	\$210,000		
	S. Gessner	M	1		\$340,000	100%	\$340,000		
	Ranchester Dr	M	1		\$340,000	100%	\$340,000		
	Corporate Dr	M	1		\$340,000	100%	\$340,000		
	Beltway 8	M	1		\$340,000	100%	\$340,000		
	Local Streets	L	14		\$100,000	100%	\$1,400,000		
Beechnut St.								\$3,820,000	
	Bissonnet	M	1		\$340,000	100%	\$340,000		
	Fondren Rd	M	1		\$340,000	100%	\$340,000		
	US 59	M	1		\$340,000	100%	\$340,000		
	S Gessner Rd.	M	1		\$340,000	100%	\$340,000		
	Corporate Dr	C	1		\$210,000	100%	\$210,000		
	Club Creek	C	1		\$210,000	100%	\$210,000		
	Beltway 8	M	1		\$340,000	100%	\$340,000		
	Local Streets	L	17		\$100,000	100%	\$1,700,000		
Bissonnet								\$4,050,000	
	Hillcroft	M	1		\$340,000	100%	\$340,000		
	Beechnut	M	1		\$340,000	100%	\$340,000		
	Fondren Rd	M	1		\$340,000	100%	\$340,000		
	S. Gessner	M	1		\$340,000	100%	\$340,000		
	US 59	M	1		\$340,000	100%	\$340,000		
	Center Park	C	1		\$210,000	100%	\$210,000		
	Beltway 8	M	1		\$340,000	100%	\$340,000		
	Local Streets	L	18		\$100,000	100%	\$1,800,000		

Intersectiion Treatments : F (freeways), M (Major), C (Collector), L (Local)

INTERSECTIONS		Type	Qty.	Priority	Unit Price	Factor	Extension	Subtotal	comments
corridor	cross street								
Hillcroft Ave								\$1,850,000	
	Gulfton	C	1		\$210,000	100%	\$210,000		
	US 59	M	1		\$340,000	100%	\$340,000		
	Local Streets	L	13		\$100,000	100%	\$1,300,000		
Fondren Rd.								\$2,470,000	
	Bellerive	C	1		\$210,000	100%	\$210,000		
	Clarewood	C	1		\$210,000	100%	\$210,000		
	US 59	M	1		\$340,000	100%	\$340,000		
	Sharpview/Hinton	C	1		\$210,000	100%	\$210,000		
	Local Streets	L	15		\$100,000	100%	\$1,500,000		
S. Gessner								\$2,050,000	
	TownPark	C	1		\$210,000	100%	\$210,000		
	US 59	M	1		\$340,000	100%	\$340,000		
	Local Streets	L	15		\$100,000	100%	\$1,500,000		
Ranchester Dr.								\$520,000	
	Town Park Dr.	C	1		\$210,000	100%	\$210,000		
	Clarewood Dr.	C	1		\$210,000	100%	\$210,000		
	Bellwood	L	1		\$100,000	100%	\$100,000		
Corporate Dr.								\$1,520,000	
	Town Park Dr.	C	1		\$210,000	100%	\$210,000		
	Clarewood Dr.	C	1		\$210,000	100%	\$210,000		
	Local Streets	L	11		\$100,000	100%	\$1,100,000		
Freeway Ornaments									
US 59								\$3,600,000	
	Hillcroft	F	1		\$600,000	100%	\$600,000		
	Bellaire	F	1		\$600,000	100%	\$600,000		
	Fondren Rd	F	1		\$600,000	100%	\$600,000		
	Beechnut	F	1		\$600,000	100%	\$600,000		
	Gessner	F	1		\$600,000	100%	\$600,000		
	Bissonnet	F	1		\$600,000	100%	\$600,000		
Beltway 8								\$1,800,000	
	Harwin	F	1		\$0	100%	\$0		
	Bellaire	F	1		\$600,000	100%	\$600,000		
	Beechnut	F	1		\$600,000	100%	\$600,000		
	Bissonnet	F	1		\$600,000	100%	\$600,000		
Grand Total								\$29,528,000	

Intersectiion Treatments : F (freeways), M (Major), C (Collector), L (Local)

Cost Details

BEGIN	END	Sidewalks	Constellation	Pedestrian Lighting	Landscaping	Intersection	Signage	Subtotal
Grand Total		5,178,294.00	2,485,000.00	636,800.00	4,421,516.50	29,528,000.00	1,679,300.00	43,928,910.50
HARWIN		453,204.00	292,500.00	0.00	690,750.00	3,920,000.00	192,500.00	5,548,954.00
West 8 Tollway	Sovereign Dr	8,926.00	12,500.00		43,858.00			
Sovereign Dr	Corporate Dr	7,000.00	10,000.00		14,000.00			
Corporate Dr	Ranchester Dr	8,798.00	12,500.00		41,634.00			
Ranchester Dr	Parkfront Dr	8,680.00	12,500.00		54,084.00			
Parkfront Dr	Velure St	6,420.00	10,000.00		32,784.00			
Velure St	Pointwest Dr	11,590.00	15,000.00		21,860.00			
Pointwest Dr	S Gessner Rd	4,540.00	7,500.00		13,620.00			
S Gessner Rd	Allday Dr	166,150.00	45,000.00		132,920.00			
Allday Dr	Osage St	32,750.00	10,000.00		26,200.00			
Osage St	Fondren Rd	97,050.00	27,500.00		77,640.00			
Fondren Rd	Reims Rd	12,840.00	32,500.00		34,460.00			
Reims Rd	Bonhomme Rd	6,760.00	17,500.00		25,880.00			
Bonhomme Rd	Bintliff Dr	19,575.00	20,000.00		37,670.00			
Bintliff Dr	Braxton Dr	4,850.00	12,500.00		22,620.00			
Braxton Dr	Hartsdale Dr	22,800.00	5,000.00		18,200.00			
Hartsdale Dr	Savoy Dr	4,880.00	7,500.00		17,360.00			
Savoy Dr	Parkersburg Dr	5,600.00	7,500.00		22,200.00			
Parkersburg Dr	Forney Dr	7,425.00	7,500.00		22,070.00			
Forney Dr	Hillcroft Ave.	4,600.00	5,000.00		7,750.00			
Hillcroft Ave.	SW Fwy	11,970.00	15,000.00		23,940.00			
BELLAIRE		1,432,100.00	482,500.00	0.00	437,074.00	3,928,000.00	306,700.00	6,586,374.00
West 8 Toll Rd.	Corporate Dr.	163,100.00	40,000.00		38,024.00			
Corporate Dr.	Kendalia Dr.	147,000.00	37,500.00		28,240.00			
Kendalia Dr.	Ranchester Dr.	40,200.00	10,000.00		4,020.00			
Ranchester Dr.	Pella Dr	84,000.00	20,000.00		15,950.00			
Pella Dr	Jenna Moran Dr	0.00	0.00		0.00			
Jenna Moran Dr	S Gessner Dr	69,000.00	35,000.00		52,780.00			
S Gessner Dr	Redding Rd	26,250.00	12,500.00		20,310.00			
Redding Rd	Buming Tree Dr	26,700.00	12,500.00		5,340.00			
Buming Tree Dr	Mry B/ Harb Twn	50,200.00	25,000.00		18,930.00			
Mry B/ Harb Twn	Waldo St	56,050.00	27,500.00		30,660.00			
Waldo St	Osage St	70,800.00	17,500.00		20,280.00			
Osage St	Fondren Rd	121,000.00	30,000.00		0.00			
Fondren Rd	Marinette Dr	78,300.00	20,000.00		23,490.00			
Marinette Dr	SW Fwy	166,100.00	42,500.00		49,830.00			
SW Fwy	Cannock Rd	50,000.00	12,500.00		5,000.00			
Larkwood Dr	Larkwood Dr	38,450.00	20,000.00		7,690.00			
Larkwood Dr	Bintliff Dr	72,250.00	35,000.00		27,570.00			
Bintliff Dr	Tarnef Dr	49,900.00	25,000.00		29,480.00			
Tarnef Dr	Rokin St	60,600.00	30,000.00		23,620.00			
Rokin St	Hillcroft Ave	62,200.00	30,000.00		35,860.00			

BEGIN	END	Sidewalks	Constellation	Pedestrian Lighting	Landscaping	Intersection	Signage	Subtotal
BEECHNUT		275,800.00	412,500.00	0.00	715,624.00	3,820,000.00	250,700.00	5,474,624.00
West 8 Toll Rd.	Parkwood Crl.	5,790.00	15,000.00		31,264.00			
Parkwood Crl. Dr.	Club Creek Dr.	2,900.00	7,500.00		20,520.00			
Club Creek Dr.	Corporate Dr.	8,580.00	22,500.00		25,740.00			
Corporate Dr.	Westwood Vill.	26,900.00	12,500.00		34,500.00			
Westwood Vill. Dr	Colony Dr.	4,430.00	10,000.00		24,820.00			
Colony Dr.	Kendalia Dr.	3,480.00	7,500.00		20,160.00			
Kendalia Dr.	Pella Dr.	3,490.00	7,500.00		13,760.00			
Pella Dr.	Jorine Dr	8,330.00	20,000.00		38,232.00			
Jorine Dr	La Roche Ln	16,280.00	40,000.00		92,310.00			
La Roche Ln	Commerce Pk.	3,920.00	10,000.00		22,200.00			
Commerce Pk. Dr.	S Gessner Dr.	18,150.00	10,000.00		20,760.00			
S Gessner Dr.	Tanglewilde Ave.	49,850.00	25,000.00		63,870.00			
Tanglewilde Ave.	Mary Bates Blvd.	31,950.00	15,000.00		24,650.00			
Mary Bates Blvd.	SW Fwy	9,050.00	22,500.00		60,470.00			
SW Fwy	Wednesbury Ln.	2,600.00	7,500.00		18,608.00			
Wednesbury Ln.	Brae Acres Rd.	12,300.00	30,000.00		47,910.00			
Brae Acres Rd.	Memorial Ln.	19,800.00	32,500.00		37,990.00			
Memorial Ln.	Braeburn Valley	0.00	0.00		0.00			
Braeburn Valley Dr	Bonhomme Rd.	12,130.00	30,000.00		22,900.00			
Bonhomme Rd.	Fondren Rd.	12,430.00	30,000.00		47,160.00			
Fondren Rd.	Bintliff Dr.	11,080.00	27,500.00		21,690.00			
Bintliff Dr.	McAvoy Dr	9,470.00	22,500.00		17,440.00			
McAvoy Dr	Bissonnet St.	2,890.00	7,500.00		8,670.00			
BISSONNET		61,410.00	120,000.00	0.00	226,746.00	4,050,000.00	137,600.00	4,595,756.00
West 8 Toll Rd.	Forum Park Dr.	8,500.00	22,500.00		52,760.00			
Forum Park Dr.	Woodfair Dr.	5,000.00	12,500.00		18,020.00			
Woodfair Dr.	Centre Pkwy	7,400.00	17,500.00		35,040.00			
Centre Pkwy	Country Creek Dr	16,600.00	7,500.00		9,960.00			
Country Creek Dr	Plainfield St.	12,650.00	32,500.00		65,910.00			
Plainfield St.	SW Fwy	11,260.00	27,500.00		45,056.00			
Gessner	Braeburn Valley	0.00	0.00		0.00			
Braeburn Valley	Fondren	0.00	0.00		0.00			
Fondren	Beechnut	0.00	0.00		0.00			
Beechnut	Hillcroft	0.00	0.00		0.00			



Cost Details

BEGIN	END	Sidewalks	Constellation	Pedestrian Lighting	Landscaping	Intersection	Signage	Subtotal
HILLCROFT		163,770.00	262,500.00	0.00	538,442.50	1,850,000.00	79,600.00	2,894,312.50
Westpark Toll	Harwin Dr	54,200.00	27,500.00		41,460.00			
Harwin Dr	SW Fwy	21,300.00	27,500.00		40,180.00			
SW Fwy	Glufton Dr	15,020.00	20,000.00		36,260.00			
Glufton Dr	Sands Point Dr	10,030.00	25,000.00		48,860.00			
Sands Point Dr	High Star Dr	8,210.00	20,000.00		62,565.00			
High Star Dr	Clarewood Dr	5,860.00	15,000.00		39,292.50			
Clarewood Dr	Dashwood Dr.	6,200.00	15,000.00		33,525.00			
Dashwood Dr.	Bellaire Blvd	5,920.00	15,000.00		50,430.00			
Bellaire Blvd	Leader St	2,930.00	7,500.00		25,620.00			
Leader St	Edgemoor Dr	2,970.00	7,500.00		14,640.00			
Edgemoor Dr	Tarna Ln	2,860.00	7,500.00		14,190.00			
Tarna Ln	Scribner Rd	3,530.00	10,000.00		17,490.00			
Scribner Rd	Mobud Dr	2,730.00	7,500.00		13,650.00			
Mobud Dr	Neff St	2,860.00	7,500.00		14,140.00			
Neff St	Rowan Ln	2,910.00	7,500.00		14,380.00			
Rowan Ln	Roos Rd	3,050.00	7,500.00		15,250.00			
Roos Rd	Sharpview Dr	4,690.00	12,500.00		23,280.00			
Sharpview Dr	Bissonnet St	8,500.00	22,500.00		33,230.00			
FONDREN		189,850.00	322,500.00	0.00	429,958.00	2,470,000.00	85,000.00	3,497,308.00
Westpark Tollway	Glenmont Dr.	27,150.00	12,500.00		28,980.00			
Glenmont Dr.	Harwin Dr.	31,700.00	15,000.00		36,880.00			
Harwin Dr.	Green Ash Dr.	2,080.00	5,000.00		4,160.00			
Green Ash Dr.	Prestwood Dr	2,740.00	7,500.00		0.00			
Prestwood Dr	Bellerive Dr	11,260.00	27,500.00		15,104.00			
Bellerive Dr	Moonmist Dr	6,810.00	17,500.00		13,170.00			
Moonmist Dr	Clarewood dr	6,760.00	17,500.00		26,650.00			
Clarewood dr	De Moss Dr	3,330.00	7,500.00		6,660.00			
De Moss Dr	Dashwood Dr	3,340.00	7,500.00		6,680.00			
Dashwood Dr	Hiawatha Dr	16,650.00	7,500.00		9,990.00			
Hiawatha Dr	Bellaire Blvd	3,900.00	10,000.00		7,800.00			
Bellaire Blvd	Croton Rd.	10,120.00	25,000.00		49,780.00			
Croton Rd.	SW Fwy	9,750.00	25,000.00		61,692.00			
SW Fwy	Guildford Rd.	9,300.00	22,500.00		47,100.00			
Guildford Rd.	Sharpview Dr.	5,790.00	15,000.00		4,484.00			
Sharpview Dr.	Sharpcrest St.	8,750.00	22,500.00		20,360.00			
Sharpcrest St.	Concho St	8,060.00	20,000.00		15,860.00			
Concho St	Beechnut St	4,600.00	12,500.00		8,520.00			
Beechnut St	Tanager St	5,670.00	15,000.00		11,340.00			
Tanager St	Fonvilla St	2,780.00	7,500.00		8,080.00			
Fonvilla St	Kings Gate	5,830.00	15,000.00		21,740.00			
Kings Gate Circle	Bissonnet St	3,480.00	7,500.00		24,928.00			

BEGIN	END	Sidewalks	Constellation	Pedestrian Lighting	Landscaping	Intersection	Signage	Subtotal
S. GESSNER		260,810.00	397,500.00	0.00	667,736.00	2,050,000.00	80,600.00	3,456,646.00
Westpark Tollway	Harwin Dr.	6,620.00	17,500.00		31,792.00			
Harwin Dr.	Sands Point Dr.	11,150.00	27,500.00		52,770.00			
Sands Point Dr.	Town Park Dr.	3,300.00	7,500.00		12,992.00			
Town Park Dr.	Clarewood dr	16,580.00	42,500.00		96,652.00			
Clarewood dr	Bellaire Blvd	13,910.00	35,000.00		73,064.00			
Bellaire Blvd	Neff St.	12,530.00	32,500.00		42,090.00			
Neff St.	Stroud Dr	8,720.00	22,500.00		25,440.00			
Stroud Dr	Triola Ln.	8,440.00	20,000.00		32,940.00			
Triola Ln.	Hendon Ln	9,180.00	22,500.00		44,940.00			
Hendon Ln	Concho St	31,400.00	15,000.00		30,600.00			
Concho St	Beechnut St	5,430.00	12,500.00		21,600.00			
Beechnut St	SW Fwy	80,350.00	40,000.00		75,424.00			
SW Fwy	Tybor Dr	17,650.00	10,000.00		23,550.00			
Tybor Dr	Jason St.	9,330.00	22,500.00		49,044.00			
Jason St.	Imogene St	2,920.00	7,500.00		2,920.00			
Imogene St	Ariel St	2,660.00	7,500.00		5,320.00			
Ariel St	Birdwood Rd	2,580.00	7,500.00		2,580.00			
Birdwood Rd	Shadow Crest St	2,580.00	7,500.00		12,360.00			
Shadow Crest St	Reamer St	2,560.00	7,500.00		10,010.00			
Reamer St	Nairn St	2,550.00	7,500.00		7,410.00			
Nairn St	Bissonnet St	10,370.00	25,000.00		14,238.00			
RANCHESTER		51,210.00	70,000.00	275,200.00	74,140.00	520,000.00	4,000.00	994,550.00
Wespark Tollway	Harwin Dr.	7,910.00	10,000.00		15,820.00			
Harwin Dr.	Town Park Dr.	15,690.00	22,500.00	99,200.00	15,690.00			
Town Park Dr.	Bellwood Ln	10,530.00	15,000.00	67,200.00	10,530.00			
Bellwood Ln	Clarewood Dr.	9,570.00	12,500.00	60,800.00	9,570.00			
Clarewood Dr.	Bellaire Blvd.	7,510.00	10,000.00	48,000.00	22,530.00			
CORPORATE		602,940.00	125,000.00	361,600.00	229,580.00	1,520,000.00	10,400.00	2,849,520.00
Harwin Dr.	Town Park Dr.	170,200.00	22,500.00	108,800.00	34,040.00			
Town Park Dr.	Clarewood Dr.	166,300.00	22,500.00	105,600.00	65,068.00			
Clarewood Dr.	Bellaire Blvd.	77,800.00	10,000.00	51,200.00	23,340.00			
Bellaire Blvd.	Stroud Dr.	151,800.00	20,000.00	96,000.00	6,072.00			
Stroud Dr.	Sharepview Dr.	2,860.00	5,000.00		5,720.00			
Sharepview Dr.	Sandstone Rd.	2,470.00	2,500.00		2,470.00			
Sandstone Rd.	Triola Ln.	2,510.00	2,500.00		0.00			
Triola Ln.	Caraway Ln.	2,500.00	2,500.00		7,500.00			
Caraway Ln.	Tarragon Ln	2,840.00	5,000.00		5,680.00			
Tarragon Ln	Sharpcrest Ln	1,170.00	2,500.00		2,340.00			
Sharpcrest Ln	Hendon Ln	1,580.00	2,500.00		3,160.00			
Hendon Ln	Oregano Circle	2,220.00	2,500.00		4,440.00			
Oregano Circle	Langdon Ln	2,500.00	2,500.00		7,500.00			
Langdon Ln	Westwood Pl Dr.	2,510.00	2,500.00		7,530.00			
Westwood Pl Dr.	Beechnut St.	13,680.00	20,000.00		54,720.00			

Cost Details

BEGIN	END	Sidewalks	Constellation	Pedestrian Lighting	Landscaping	Intersection	Signage	Subtotal
BELTWAY 8		0.00	0.00	0.00	411,466.00	1,800,000.00	20,200.00	2,231,666.00
Westpark Tollway	Harwin Dr.				0.00			
Harwin Dr.	Town Park Dr.				62,244.00			
Town Park Dr.	United Dr.				28,560.00			
United Dr.	Bellaire Blvd.				21,720.00			
Bellaire Blvd.	Stroud Dr.				14,090.00			
Stroud Dr.	Sharpscrest St.				57,480.00			
Sharpscrest St.	Parkwood Cir.				19,900.00			
Parkwood Cir.	Beechnut St.				35,904.00			
Beechnut St.	Greenfork Dr.				32,064.00			
Greenfork Dr.	Lansdale Dr.				35,104.00			
Lansdale Dr.	Bissonnel St.				40,800.00			
Bissonnel St.	Sugar Branch Dr.				63,600.00			
US 59		0.00	0.00	0.00	0.00	3,600,000.00	12,000.00	3,612,000.00
	Hillcroft					1,000,000.00		
	Fondren Rd.					1,000,000.00		
	Bellaire Blvd.					1,000,000.00		
	Beechnut St.					1,000,000.00		
	S. Gessner					1,000,000.00		
	Bissonnel St.					1,000,000.00		
Trail		1,687,200.00	0.00	0.00	0.00	0.00	0.00	1,687,200.00
	Poeer Line Esmt.	800,400.00						
	Drainage E. of Ranchester	333,000.00						
	Brays Bayou	553,800.00						
Watertower		0.00	0.00	0.00	0.00	0.00	500,000.00	500,000.00

