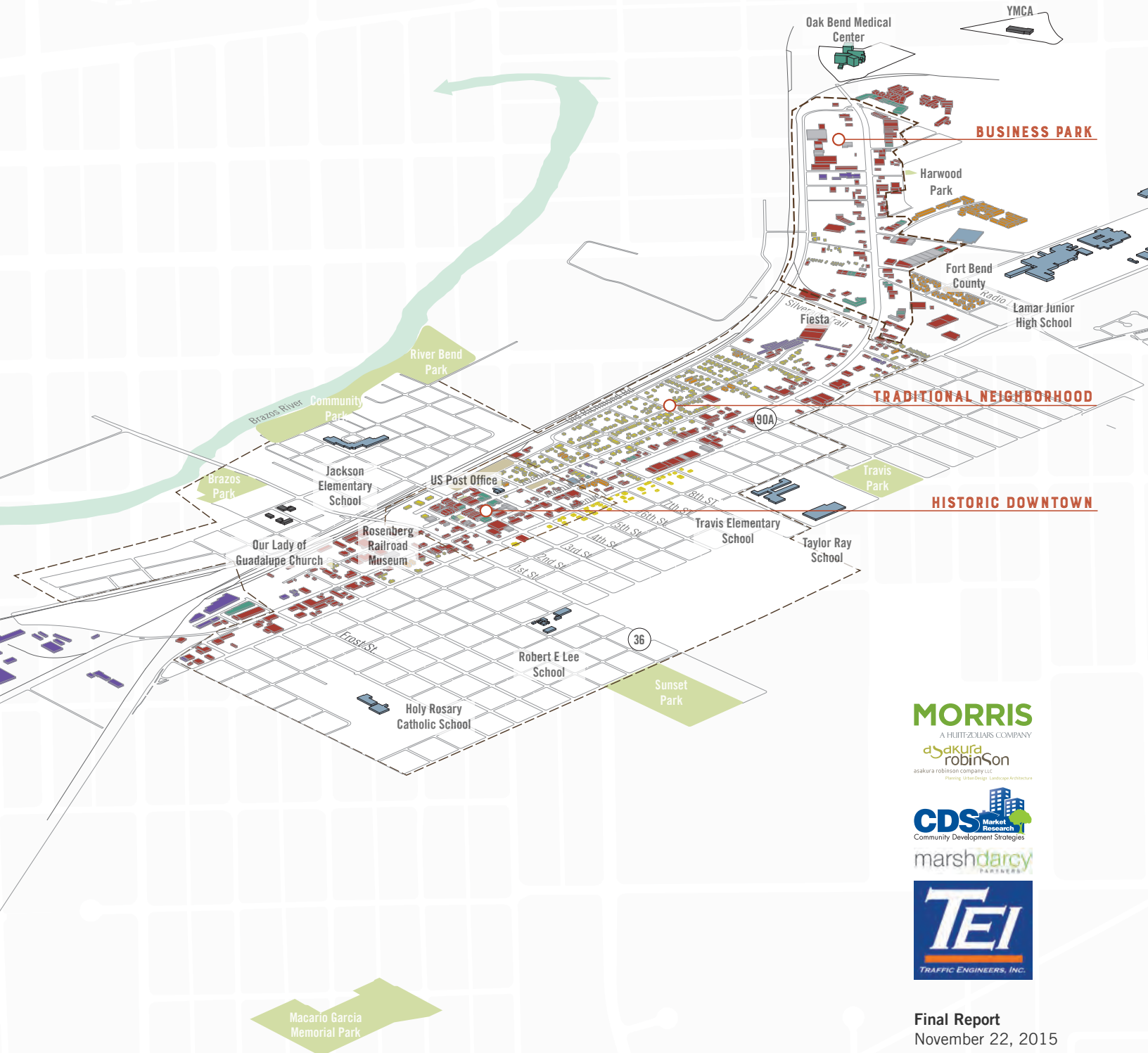




Livable Centers Study for

ROSENBERG AVENUE H / 90A



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Final Report
November 22, 2015



Livable Centers Study for
ROSENBERG AVENUE H / 90A

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Executive Summary

Rosenberg, Texas is unique in the Houston region. It has a long history going back to its birth as a railroad junction, in the 1880s. It is the crossroad of Fort Bend County, where Interstate 69, US 90 A, and State Highway 36 cross. It has a small town downtown, filled with local businesses in historic buildings. It has beautiful tree-lined residential neighborhoods. It is on the banks of the Brazos River, the largest river in Texas.

Today, Rosenberg is at the leading edge of suburban growth. As Sugar Land approaches build-out, new development is moving southwest along IH- 69. New subdivisions are springing up on the prairie, and the new Brazos Town Center has brought large national retailers. Since 2012, commuters can ride park and ride buses from Rosenberg into Houston.

With this growth comes opportunity. There is demand for new homes, new places to shop, new locations for businesses, and new opportunities for entertainment.

However, that growth will not automatically come to all of Rosenberg. So far, the new development is on vacant land and it is clustering around Interstate 69. The older parts of the city, along Avenue H / US 90A, have seen little new construction in the past decade. In fact, as new retail centers have been developed, the older retail on Avenue H / 90A is emptying out.

This Livable Centers Study presents a vision for revitalizing this area and shows what the City of Rosenberg, its businesses, and its residents can do to build on its history, character, and its location to create a Livable Center, an economically thriving place.

The vision includes three distinct but interconnected areas. The first vision is for the Historic Downtown. This is a regional destination filled with stores, restaurants, museums, and cultural attractions. It is linked to the nearby river so that visitors can hike, bike, canoe, bird-watch, picnic, or simply enjoy the outdoors, then head downtown for food or drinks. It is the heart of the city, home to a relocated city hall and a place for civic celebrations. It is also a place to live on the second floor of a historic building or in a new apartment complex within steps of all these amenities and a commuter bus ride to and from regional job centers. It has historic buildings, new infill development, pleasant sidewalks, safe intersections, and a plaza for gathering and festivals. There is no other place in the Houston region like this.

The second vision is the traditional neighborhoods around Downtown. These are exactly the kind of places the majority of Americans want to live: quaint, quiet, tree shaded, and authentic. They are a short walk from all the attractions of downtown but very different in character. New houses, townhouses, and small scale apartments occupy formerly vacant lots next to well-maintained single-family homes.

The third vision is the commercial corridor along Avenue H / US 90A. This area is repositioned as a business park employment area. Re-purposed retail space and new buildings surrounded by attractive landscaping, house offices, R&D labs, wholesalers, and light industrial. Here, businesses can thrive and grow with convenient access and a strong local employee base.

Achieving this vision will take a coordinated set of projects, policies, and programs.

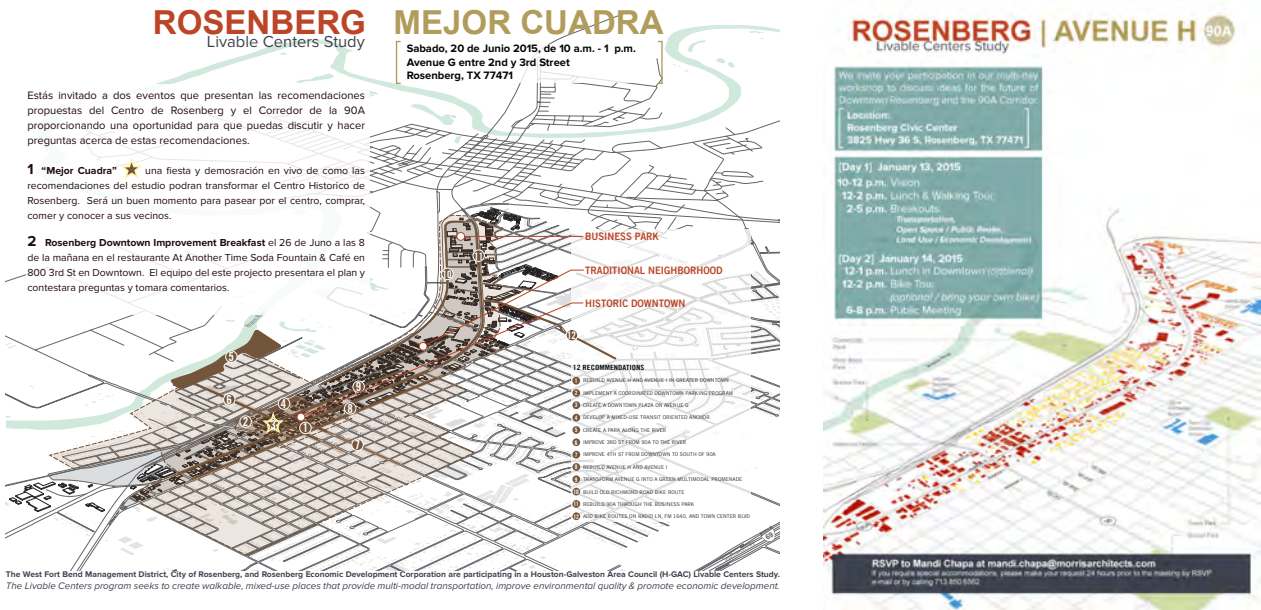
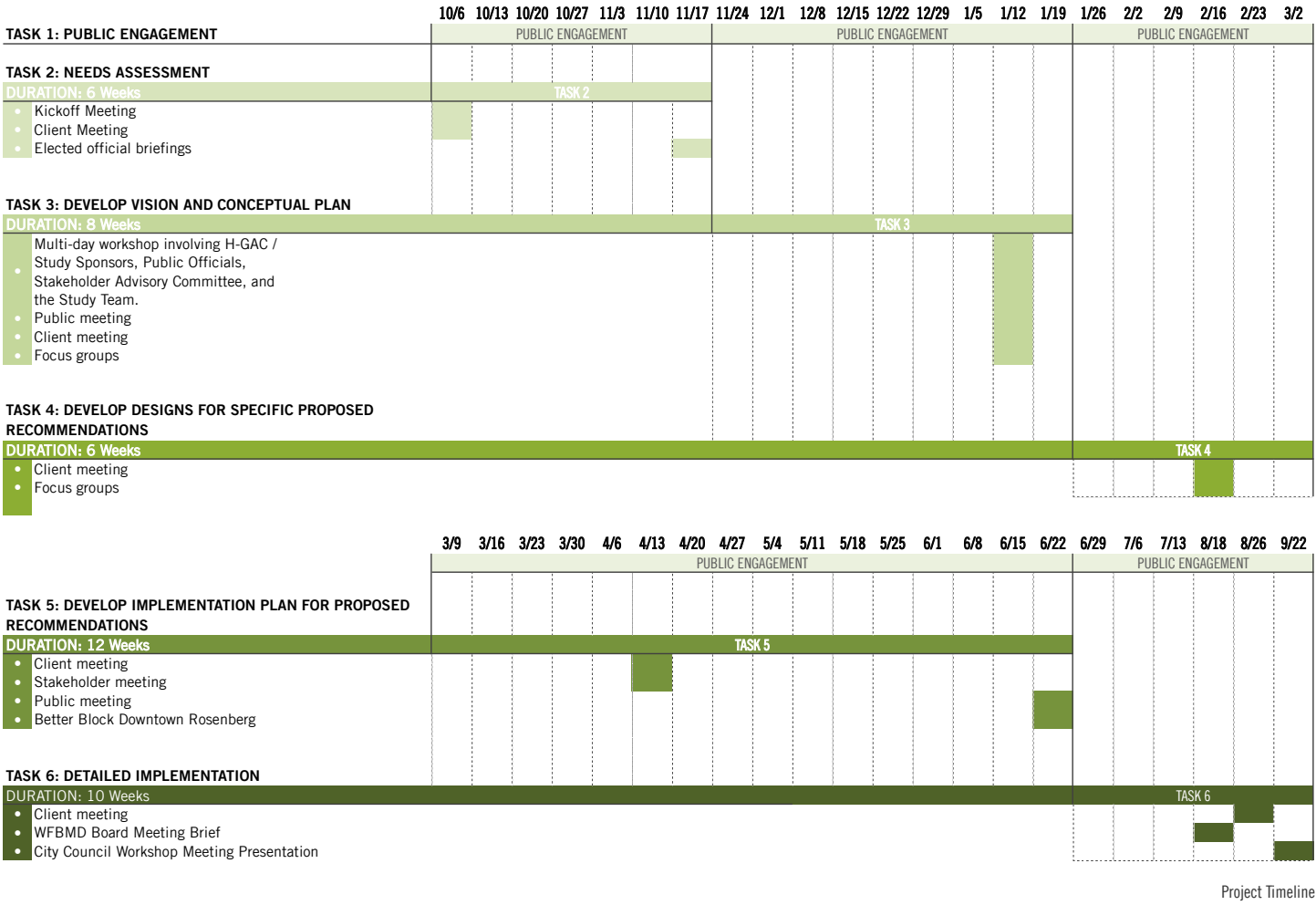
Rebuilt streets, with high quality sidewalks, attractive landscaping, and safe bicycle facilities are required to link the area together. Within Downtown, rebuilt intersections slow traffic and welcome visitors. A rebuilt 3rd Street with an improved railroad crossing and a continuous bike trail links Downtown to the neighborhoods north of tracks and the river. Avenue G is transformed into a green multi-modal promenade that connects pedestrians, bicyclists, and local traffic to residential neighborhoods. Avenue H and I, and 90A to the east are rebuilt with continuous sidewalks, on-street parking, street trees, bike lanes, and intersections that make it easy to cross safely. New bike facilities on Radio Lane, Town Center, Boulevard, and FM 1640 connect to the rest of the city.

New parks and plazas become places to gather and enjoy the outdoors. A major regional park on the Brazos River draws visitors from all over the region. A block of G in Downtown is transformed into a welcoming plaza that can be closed to traffic for major events.

A major new development project alongside the tracks in Downtown combines city offices with a transit center and Downtown parking. New wayfinding and signage and a coordinated parking program make it easy for visitors to find their way.

These physical improvements help catalyze private development. That development is also supported with new incentive programs for builders, businesses, and residents, development regulation revisions that support infill development and adaptive reuse, and an active business development program.

Achieving this vision will take coordinated efforts by multiple government agencies. Equally importantly, it will take the energy of community leaders, residents, and businesses. Rosenberg is special and the passion of the people who live here are its greatest asset.



Previous Studies

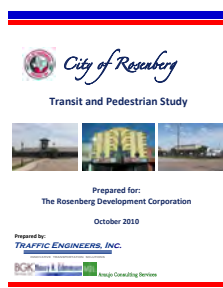
Several recent studies have included the Avenue H / 90A corridor in Rosenberg. The visions and specific recommendations articulated in these studies became a starting point for the Livable Centers Study. This matrix shows the recommendations from these studies, the status of those recommendations, and implementation paths.

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Previous Plans and Studies



City Of Rosenberg Economic Development Strategic Plan (2008)



City Of Rosenberg Transit and Pedestrian Study (2010)



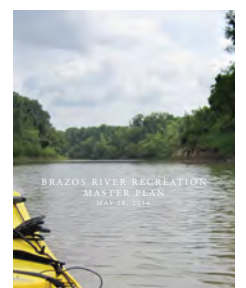
Fort Bend Subregional Plan (2013)



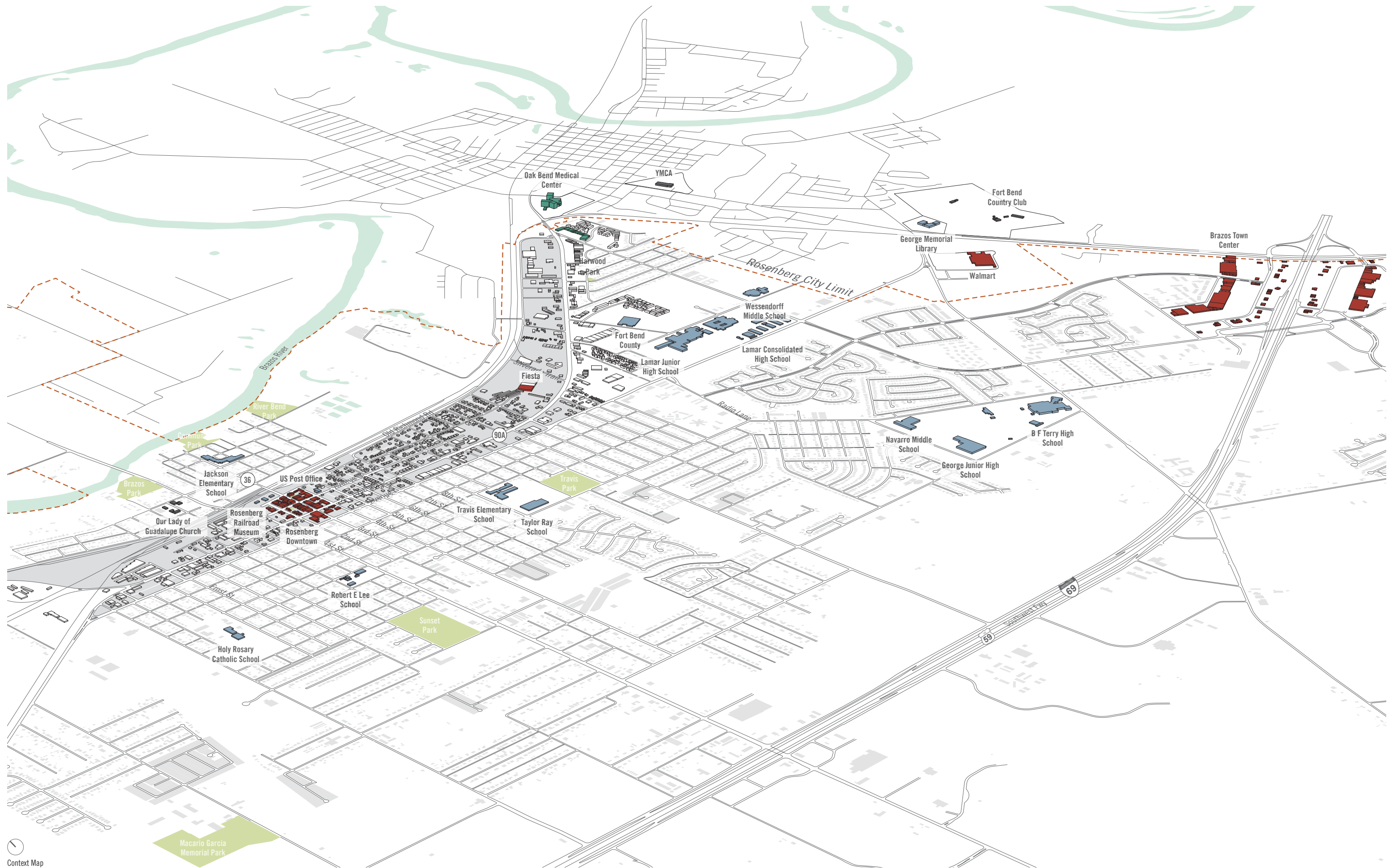
Rosenberg Parks and Recreation Master Plan



US 90A Access Management Plan (2014)



Brazos River Recreation Master Plan (2014)



EXISTING CONDITIONS
Built Form



Building Use

The study area is a cross-section of Rosenberg's history, from its original development in the 1880s to its modern growth. Generally, the older development is in downtown, at the west end of the study area, and buildings get newer to the west. Thus, the study area shows both the evolution from a historic pedestrian-oriented development pattern to a postwar car-oriented pattern and the transition of Rosenberg from a small railroad town to a suburb.

This Historic Downtown core still holds a notable stock of historic buildings, and the surrounding residential neighborhoods lie on a grid pattern with small lots and well-occupied parcels. They are comprised of mostly single family housing, with manufactured (owner & renter-occupied) housing, and some small 2-20 unit multifamily complexes. The areas closely surrounding US 90 ALT and Texas Highway 36 (1st Street) are more densely populated with small lots and few vacant parcels. The homes are typically single family-detached and of wood construction. There are also several mobile home parks and manufactured housing distributed rather evenly throughout these core downtown neighborhoods. Overall this area is older, with homes appearing to be built prior to 1990. There are very few homes for sale in the older parts of the city, and the bulk of “for sale” and “for lease” signs were posted in the Southeast region.

- Commercial

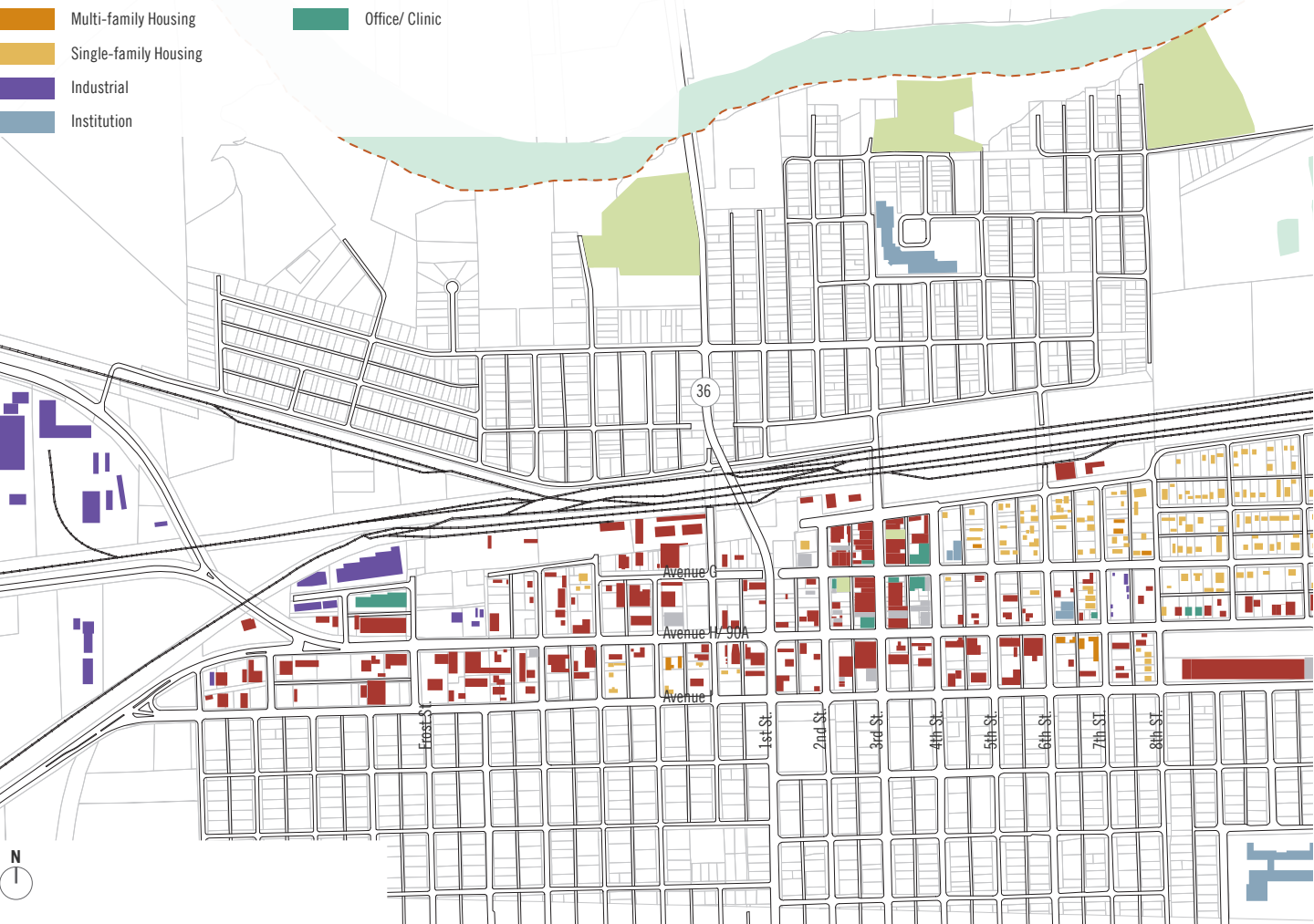
Multi-family Housing

Single-family Housing

Industrial

Institution
- Vacant Buildings

Office/ Clinic



Across the railroad tracks to the north of US 90, the housing options are more modest, but similarly dense and well populated. The railroad tracks and surrounding highways create a noticeable barrier and dissonance with the sense of cohesive community present south of the tracks. The commercial activity running north along 3rd, 5th and 7th Streets cuts off at the tracks as well. There is also no clear access point to the creek and park space along the northern edge of the city, limiting the potential of developing a stronger public realm in this area which might entice more market activity.

Large vacant lots and for-sale properties are concentrated along the eastern sector of the community. There is also a large concentration of institutional uses for the school district and county in this region. Large garden apartment complexes (80+ units) comprise the bulk of rental options in the eastern part of the study area.

Commercial corridors run along TX 36 / 1st St, 3rd St, 8th St, Avenue H, and Avenue L. However, these corridors vary markedly in terms of character, state of repair, and accessibility. Commercial areas in and around the center of the Historic Downtown have a tighter-knit urban fabric, with on-street parking, pedestrian friendly scale and design, and slower-moving traffic. TX 36 and US 90 ALT are wider, fast-moving roads with light industrial uses and strip centers, several of which are in need of updating or redevelopment.



Fiesta



US Post Office



Railroad Museum



Building Frontage

The Historic Downtown core exhibits traditional development patterns, with buildings built up the sidewalk. 3rd Street in particular is continually lined with buildings from Avenue H to the railroad tracks. Outside of this area, buildings are set back from the streets. Avenue H mostly consists of large parking lots in between the building and the sidewalk. The industrial sites are fenced and overall the study area is varying in building frontage. Without buildings to define the public realm and with minimal landscaping or other

enhancements, the pedestrian environment here feels uneven and rough. Single-family homes have landscaped frontage and the residential streets are generally lined with mature trees.



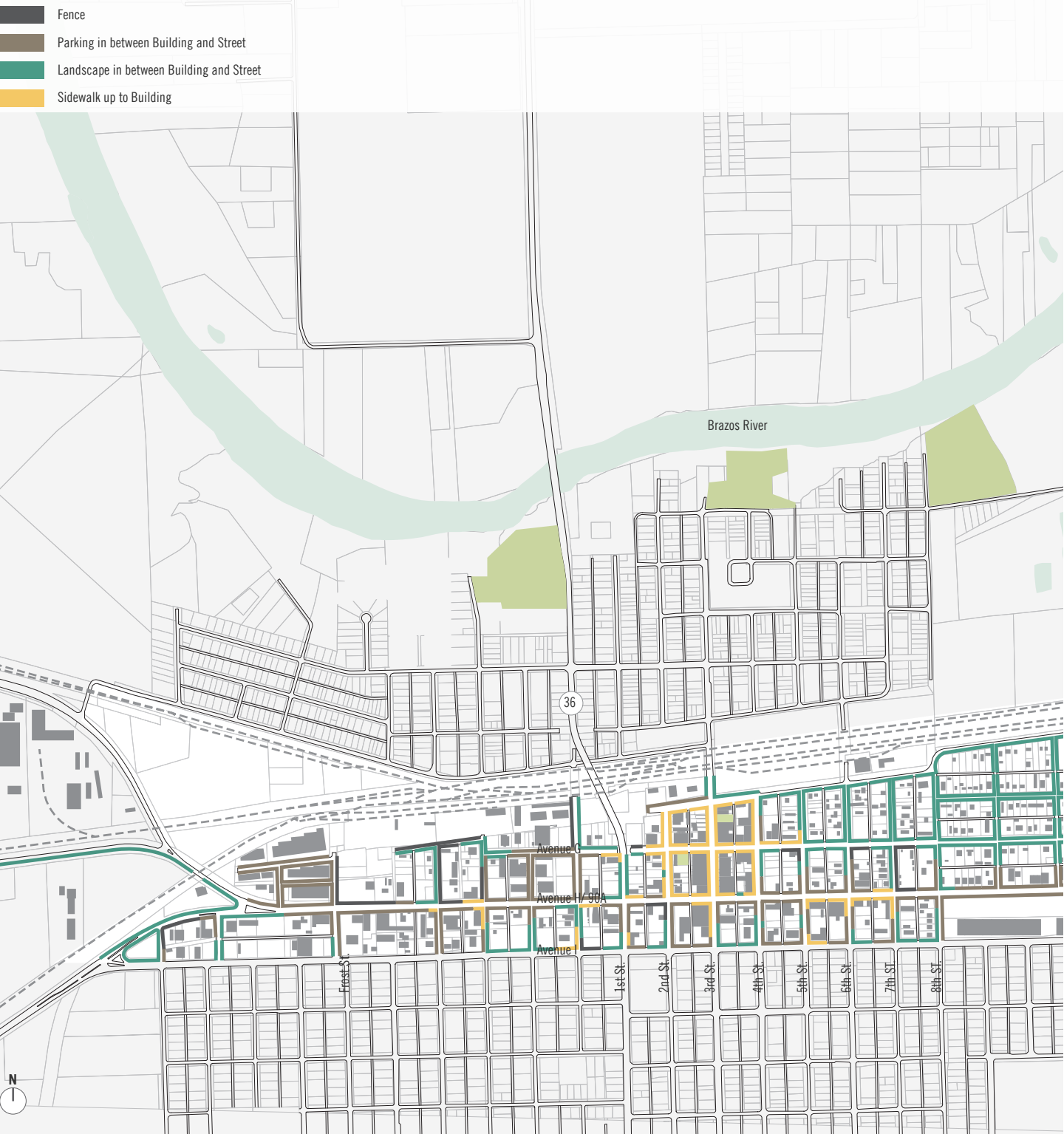
Downtown Rosenberg



Single Family Houses



Retail Strip



Lighting

Lighting is crucial for safety and security. On badly lit streets, it is harder for drivers to see pedestrians and bicyclists at night, increasing the chance of collisions. On badly lit sidewalks, pedestrians are more likely to stumble or walk into obstacles. Dark streets also make pedestrians feel at risk of crime.

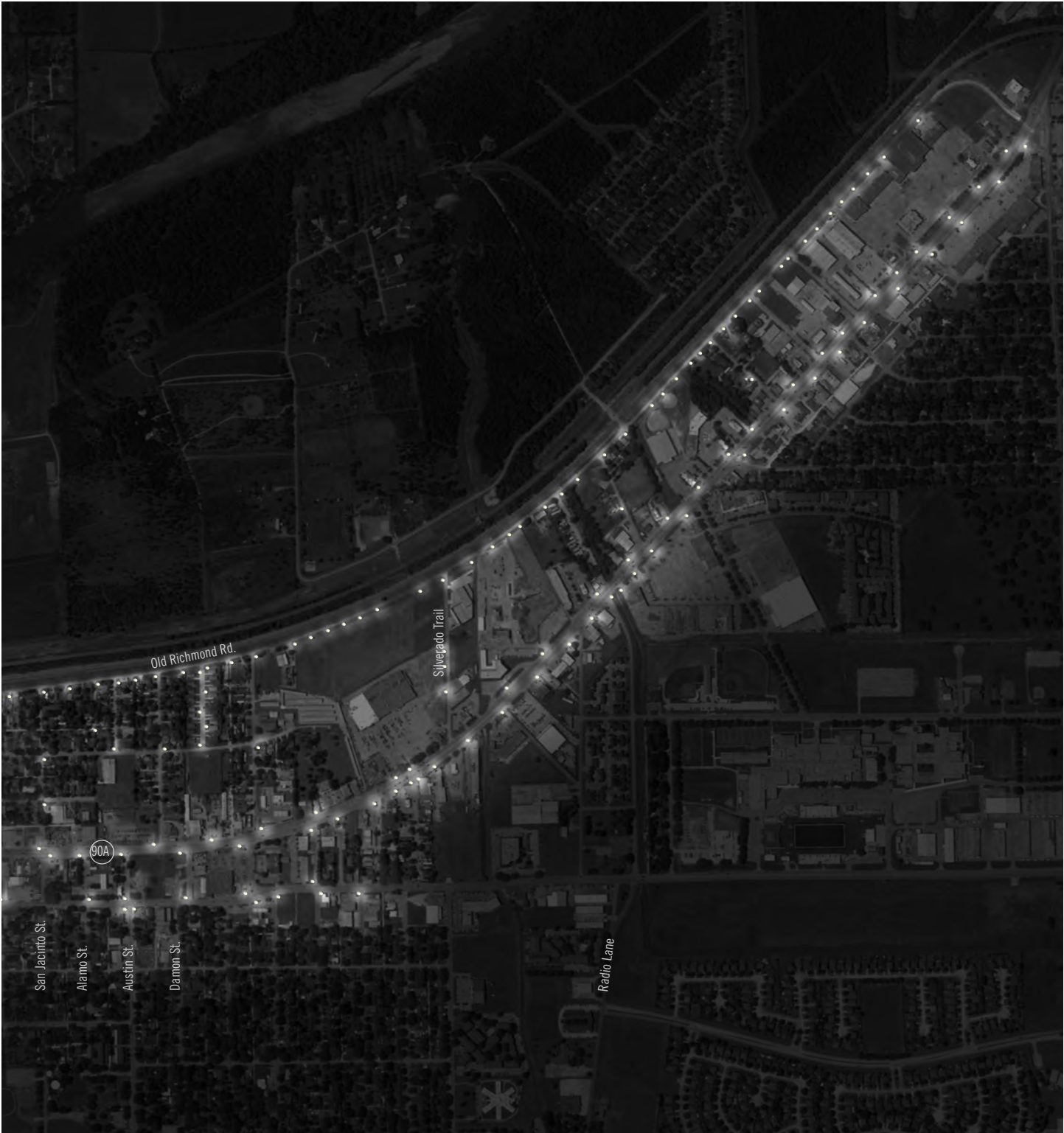
Vehicular lighting is good along Avenue H, Avenue I, and Old Richmond Road. Pedestrian lighting exist only in the Rosenberg Downtown District, but cuts off after 4th Street.



Downtown Pedestrian Lighting



Vehicular Lighting



Sidewalk Conditions

Sidewalk conditions range from twelve feet sidewalks in Downtown Rosenberg to no sidewalks along Avenue H / 90A Corridor. Most of the single-family residential areas do not have sidewalks, and therefore lacks walkability to Downtown. Major sidewalk improvements are needed throughout the study area to connect to downtown and increase accessibility to Avenue H and Avenue I.



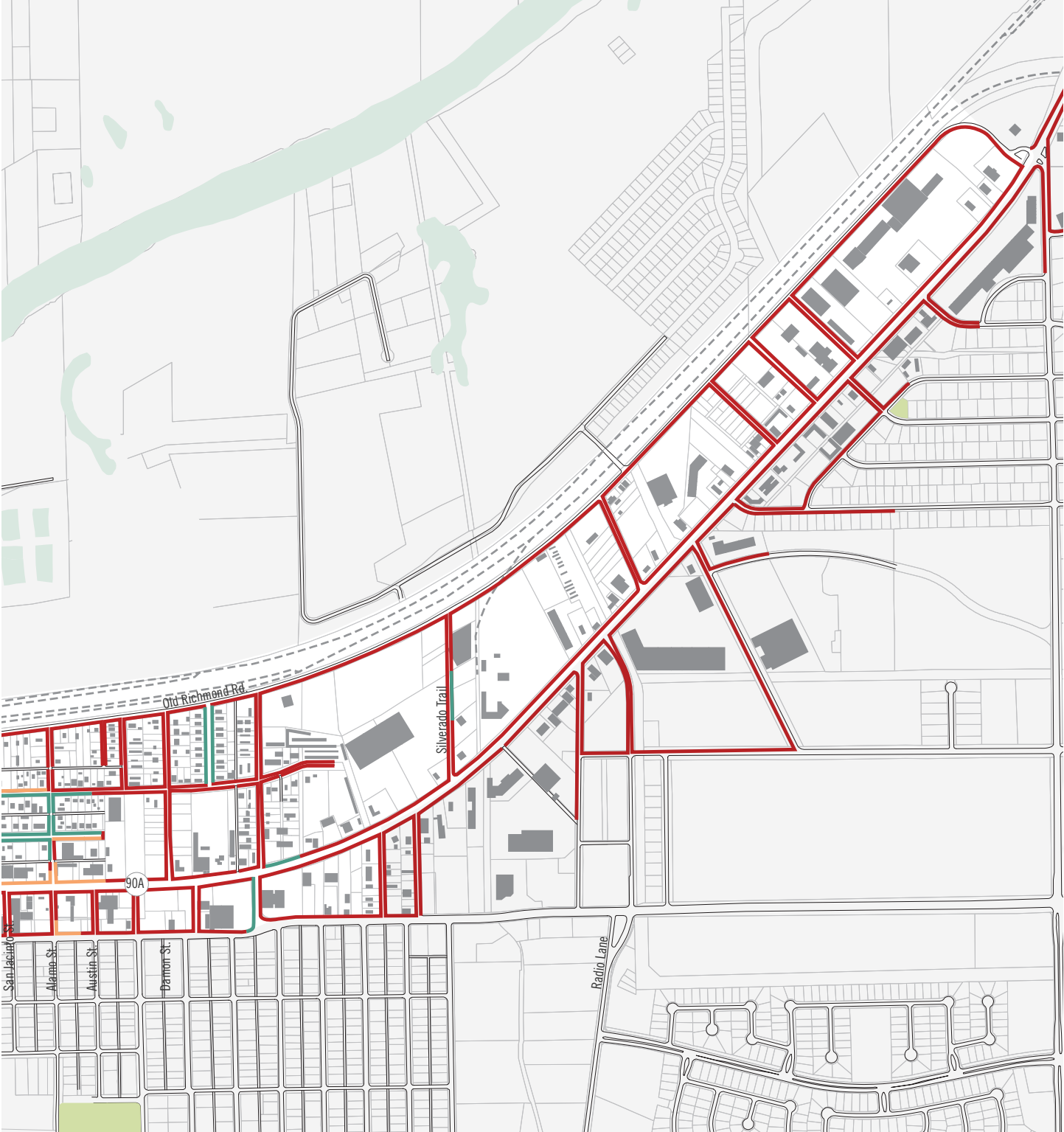
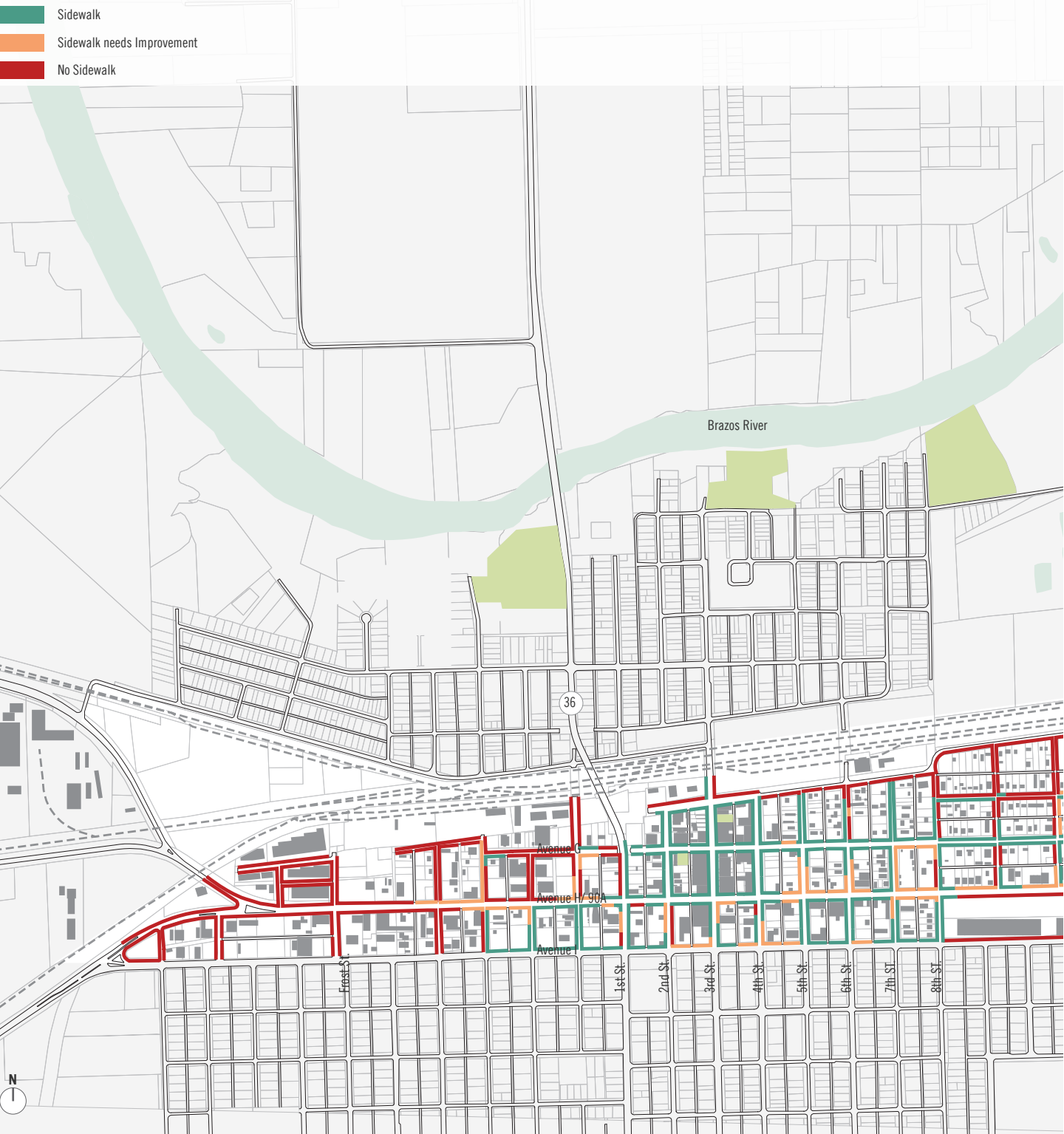
Sidewalk



Sidewalk needs Improvement



No Sidewalk



Vacant Buildings

The shift of retail away from Avenue H has resulted in significant building vacancy, in particular, the east of the study area. Notably, this is uneven, some centers are nearly vacant while other are completely occupied. By contract, Downtown and the immediate surrounding have very few vacant buildings.



Vacant Building (Downtown)



Vacant Building (90A)



Vacant Lots

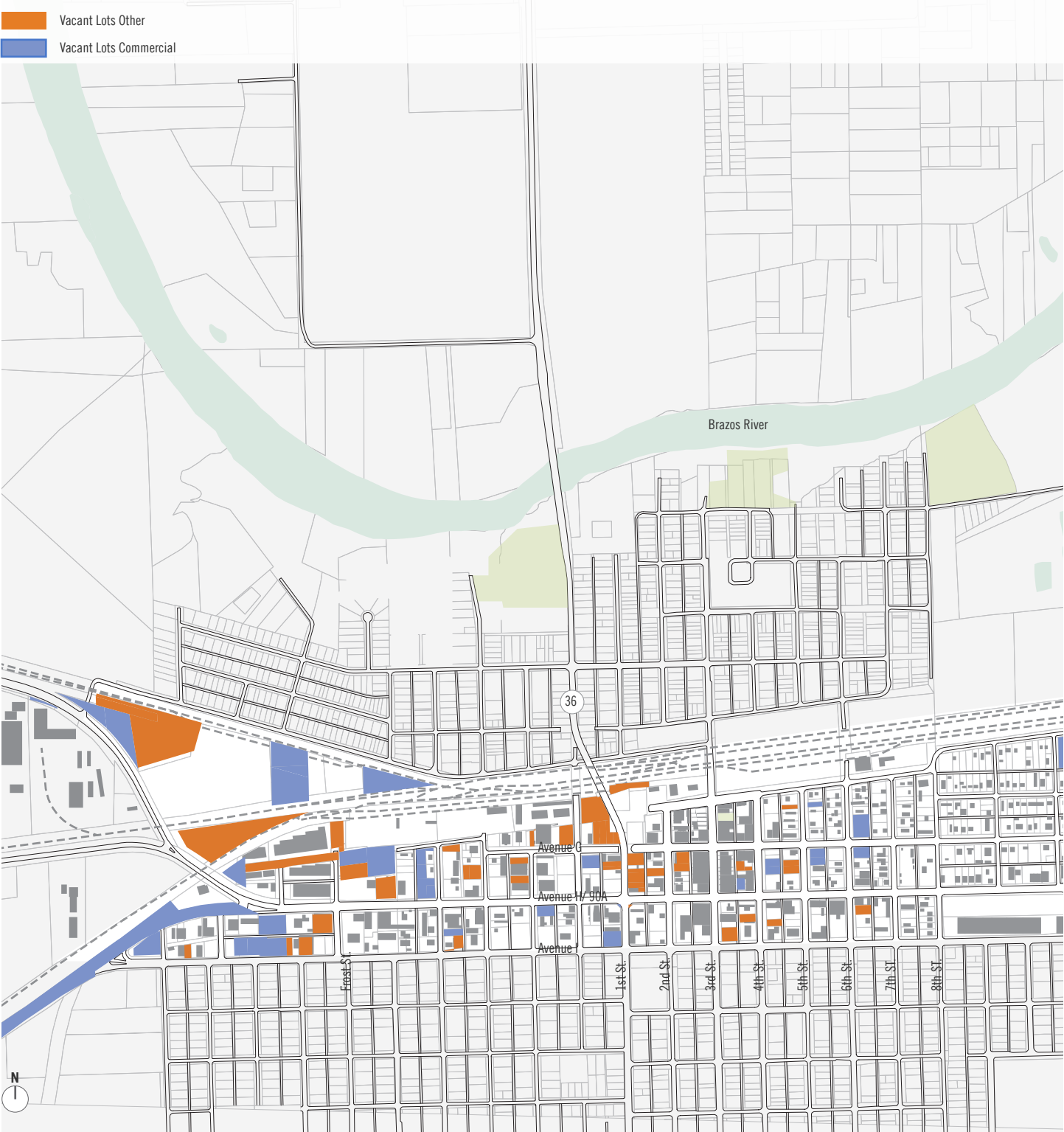
There are extensive areas of undeveloped lots throughout the study area, offering significant opportunities for infill development. Some are isolated small tracts, which may be hard to develop, but there is a large contiguous undeveloped areas around Damon, and large individual parcels along 90A in the eastern part of the study area. The residential neighborhoods near Downtown also have a large number of vacant lots mixed in with occupied homes.



Vacant Lot Downtown



Vacant Lot Single Family Housing



Parks and Program

Rosenberg has neighborhood parks through the city with a variety of well-maintained facilities including playgrounds, picnic areas, and sports fields. All of the residential areas within the study area are within a 3/4-mile of a park. This could be a 15 minute walk. However, limited pedestrian infrastructure and the barrier created by the railroad, mean that walking to a park is not a practical option for many of the people living in the area.

Because Rosenberg was not a county seat, it does not have the traditional town square and there is no public open space in Downtown. Rosenberg’s most notable natural asset is the Brazos River, the 11th longest river in the United States, the largest river in Texas, and the heart of the first American settlements in Texas. Three parks adjoin the river, but there is little access to the river itself and no opportunity for residents and visitors to appreciate it.



Brazos River



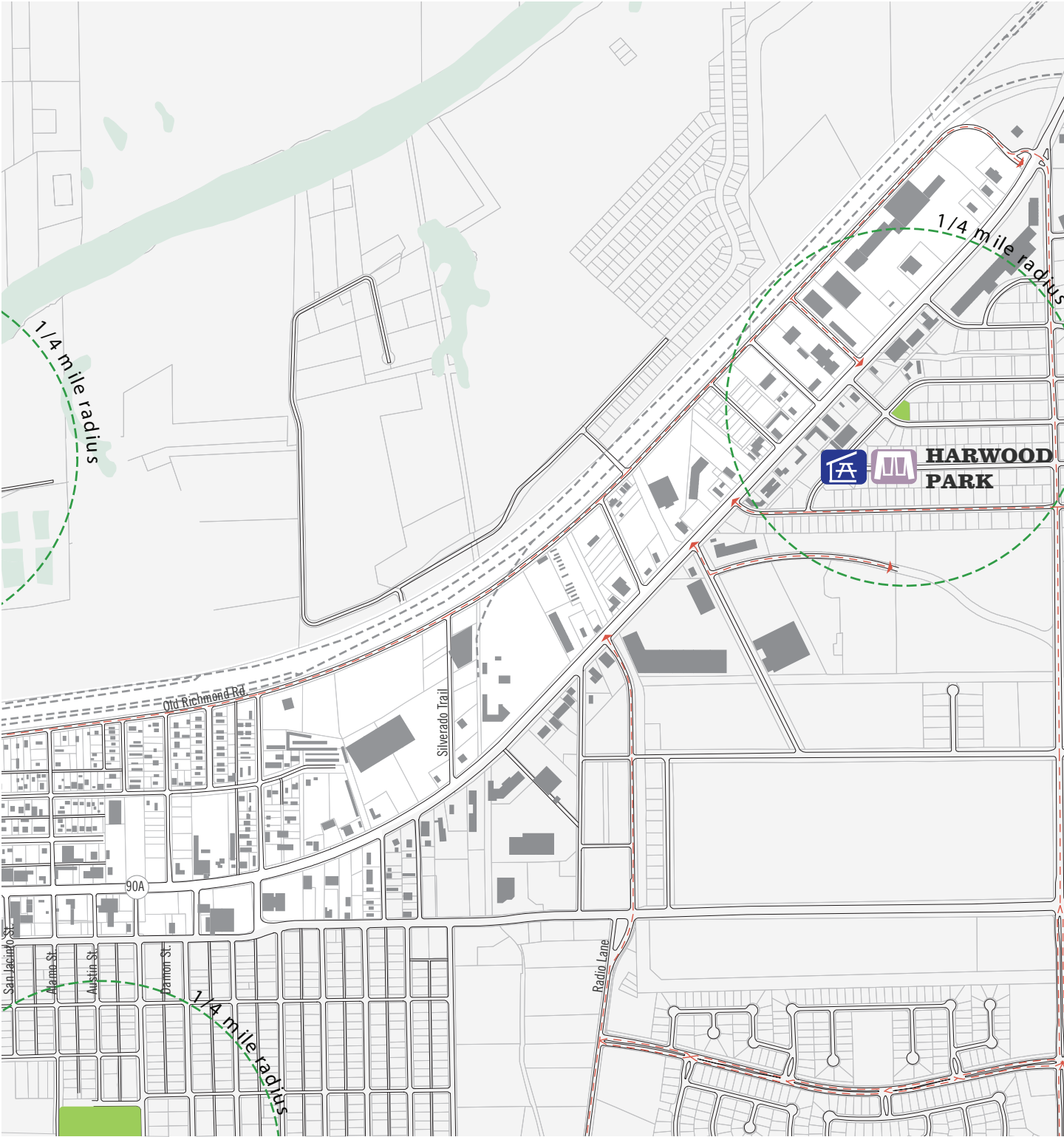
Brazos Park - Tennis



Brazos Park - Playground Brazos Park



Brazos Park - Golf



EXISTING CONDITIONS
Transportation

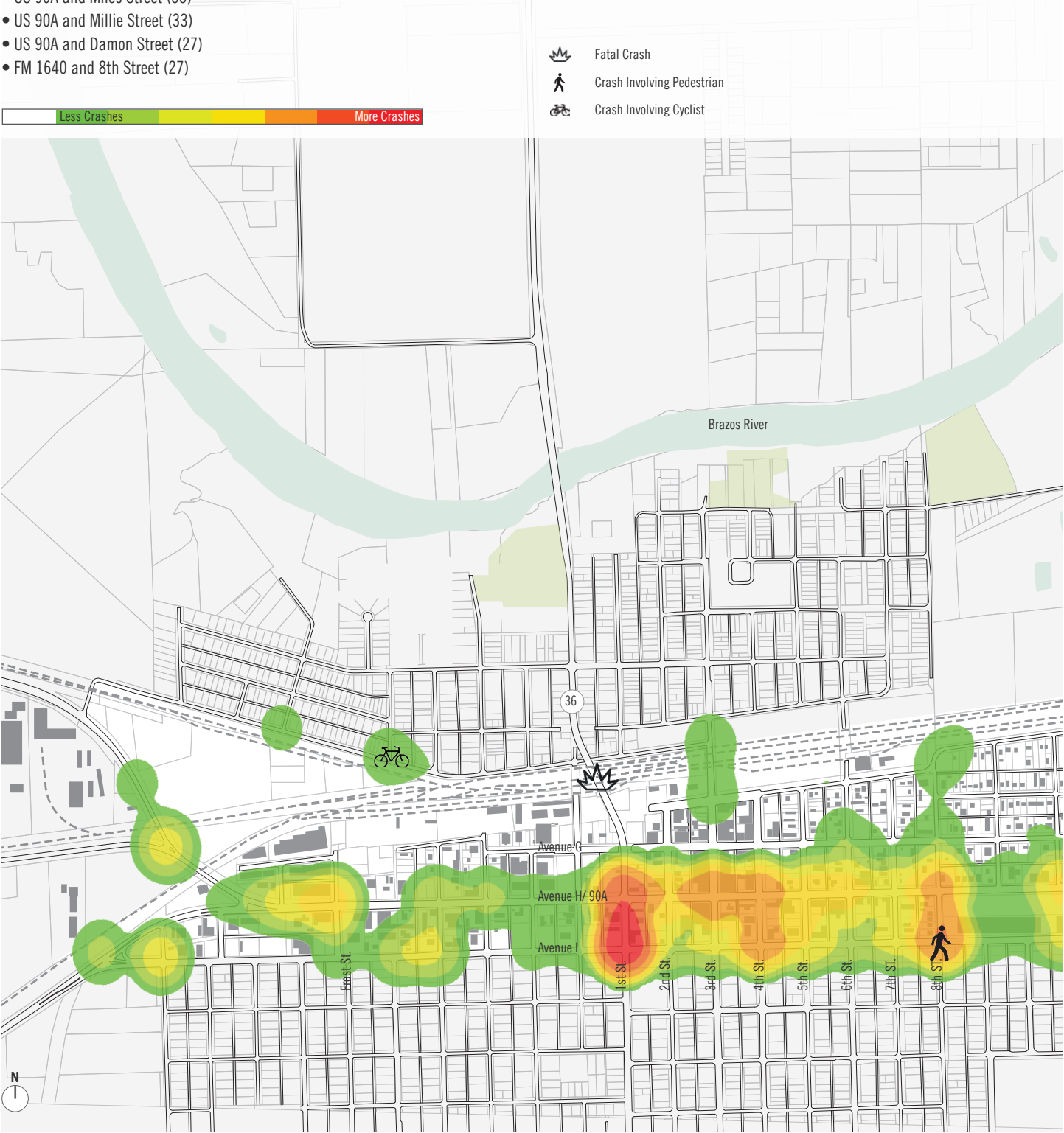


Crash Density

H-GAC provided information about crashes around the US 90A and FM 1640 corridors from 2009 to 2013 based on TxDOT’s CRIS (Crash Records Information System) database. The data included 773 crashes located in the study area over that time period. The following six intersections were identified as crash hotspots because they averaged at least five crashes per year over the period:

- FM 1640 and 1st Street (59 total crashes)
- US 90A and 1st Street (38)
- US 90A and Miles Street (33)
- US 90A and Millie Street (33)
- US 90A and Damon Street (27)
- FM 1640 and 8th Street (27)

In reviewing the crash data several trends emerged. The majority of crashes took place at or near signalized intersections, especially along FM 1640 and US 90A. The intersections with the most crashes were at 1st Street (SH 36/FM 723) it the signalized intersections with FM 1640 and US 90A. These are the intersections with the highest north – south traffic volumes along the corridor so having the highest crash volume is consistent with the overall usage rates.



These intersections lack dedicated left turn lanes or left turn phasing, which can lead to an increase in crash rates. Many of the other high crash locations are near Downtown Rosenberg and also have no-left-turn lanes at the signalized intersections. As some of these movements were observed to have significant volume, the lack of a dedicated left turn bay is a likely contributor to the total number of crashes. The intersection of Avenue H and Millie Street is likely a crash hotspot due to the complex lane geometry.

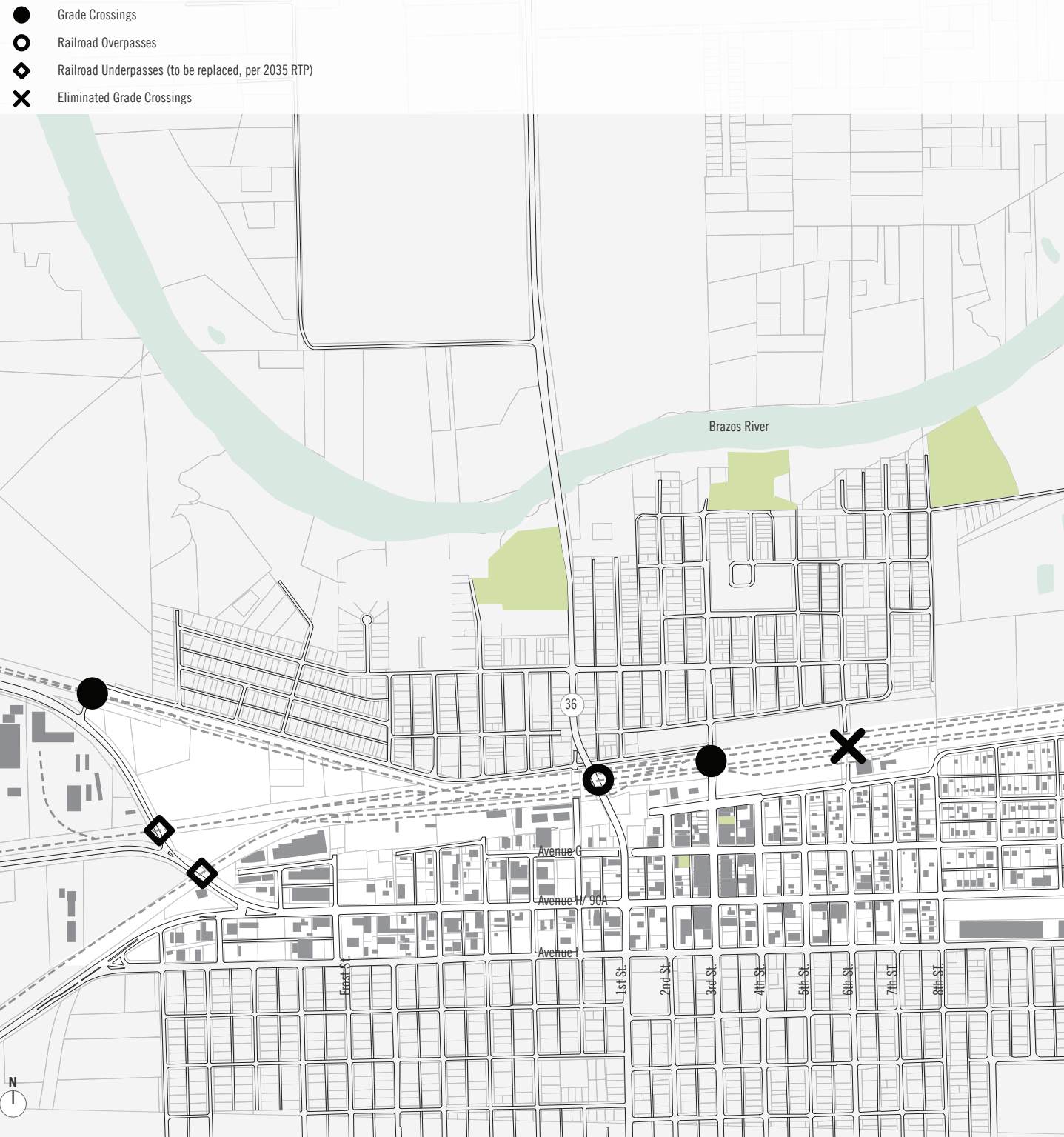
Overall, the crash date findings are consistent with the existing conditions analysis from the US 90A Access Management Study completed by H-GAC on January 2014, which showed the corridor having more than double the average crash rates of comparable corridors throughout Texas.



Railroad Crossings

Rosenberg is a junction of three different rail lines. The Union Pacific (UP) Glidden Subdivision parallels Avenue H / US 90A. This is a portion of the Sunset Route, which extends from Los Angeles to New Orleans, and is the primary UP route to the west from Houston. The BNSF Galveston Subdivision parallels TX 36 to the west and FM 5729 to the east. This route is BNSF's link into Houston from the west and continues to the Port of Galveston. BNSF and UP cross in Rosenberg a little west of 1st Street and run parallel, roughly 100 feet apart, through the study area. Kansas City Southern (KCS)

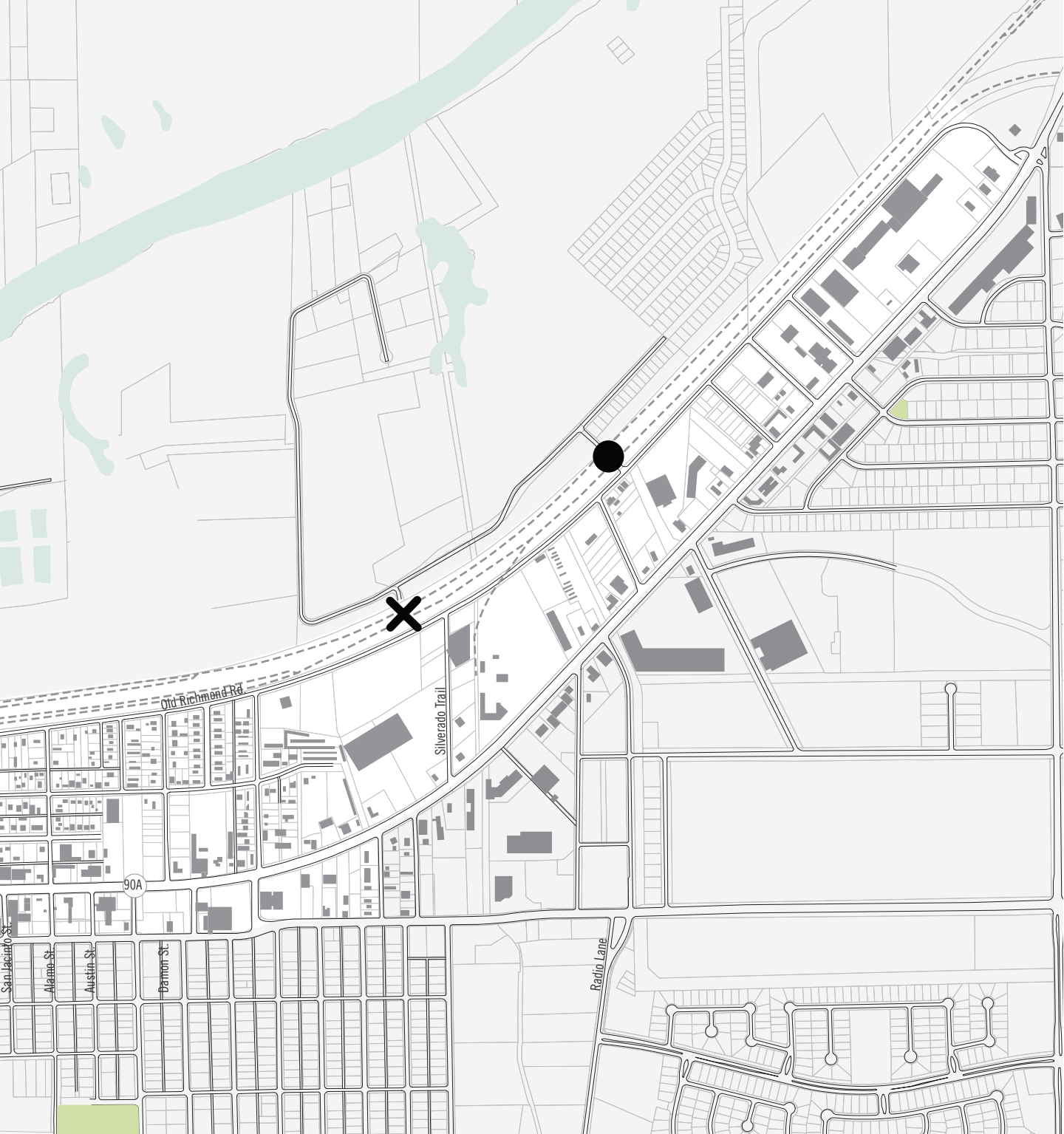
parallels TX 529 and US 69 to the west; to the east, KCS trains use the UP tracks. The railroad tracks run next to the Historic Downtown, alongside residential neighborhoods, and behind the retail along Avenue H. The tracks tend to form a barrier between the northern part of Rosenberg, including the Brazos River and the rest of the city. Through the 3 miles of the study area, there are only four railroad crossings and only two of these are grade separated. The pedestrian crossings are signed properly for vehicles, but dangerous for pedestrians.



Railroad Crossing @ 3rd St



Railroad @ 4th St



Traffic Control: Traffic Signals, Stops, & Counts

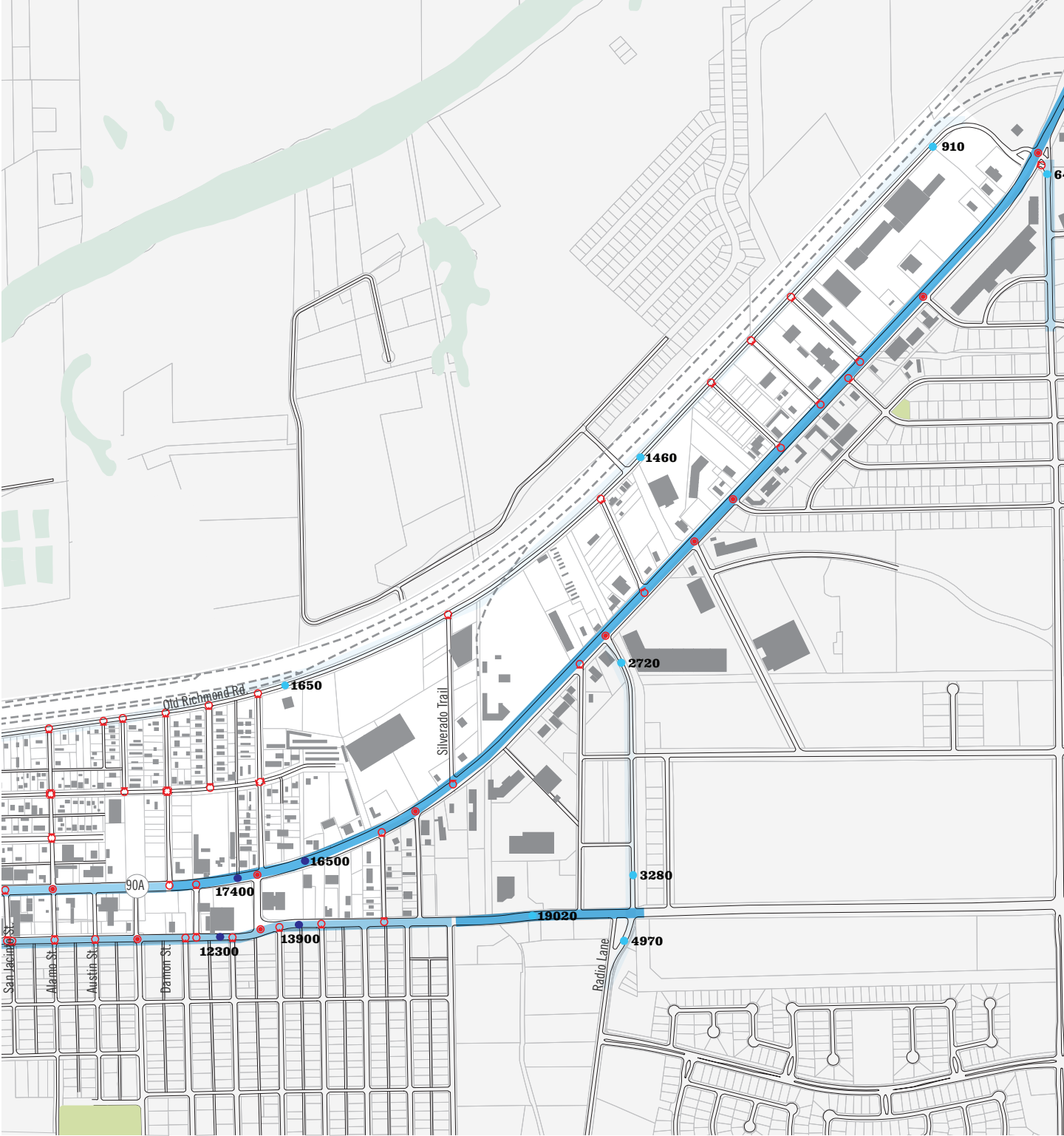
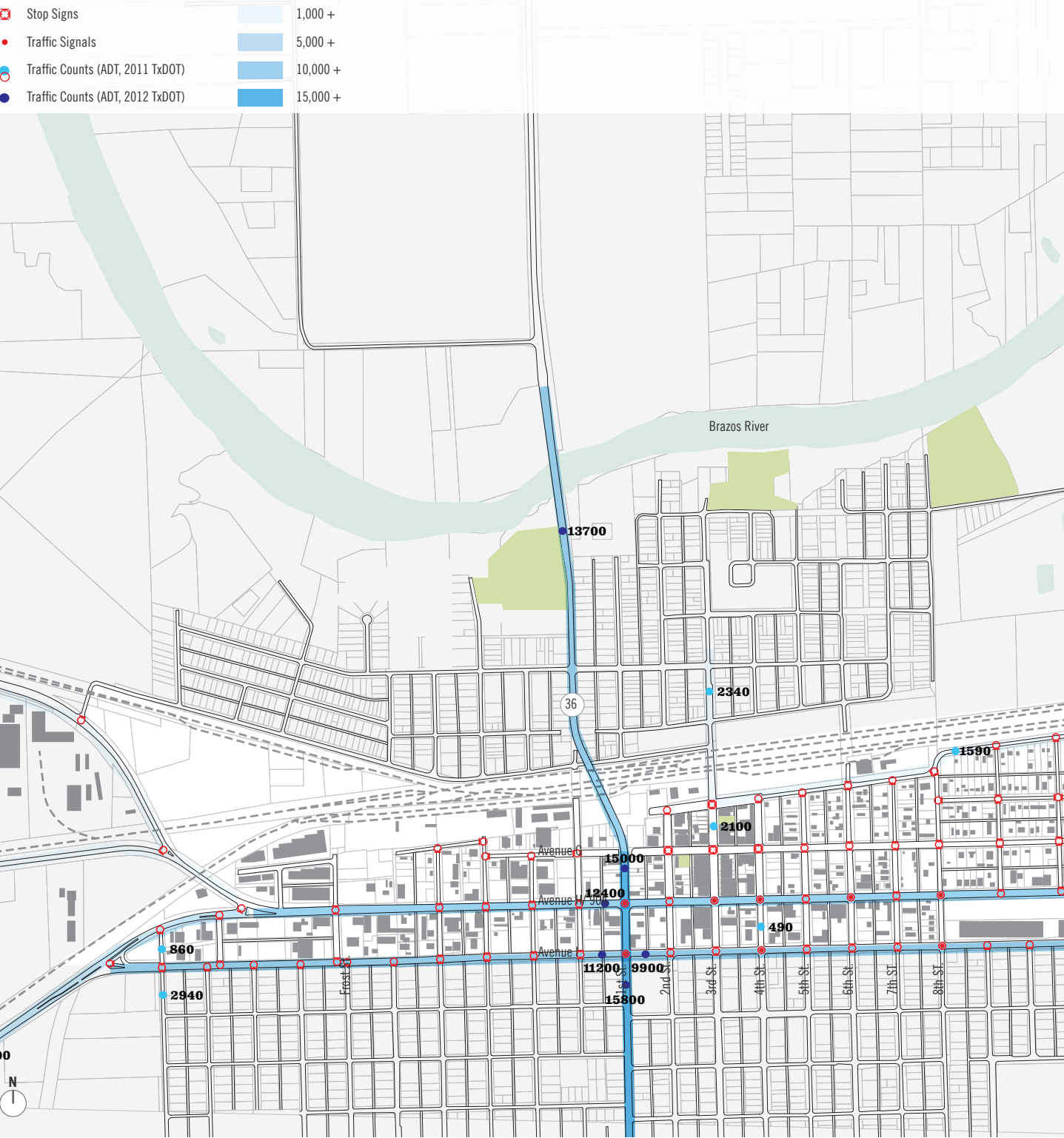
There are 18 signalized intersections located within the study area, all of which are located on US 90A (13 signals) and FM 1640 (five). Every signalized intersection is a standard four-way traffic signal, except for the intersection of Avenue H and 4th Street, which operates with flashing signals (flashing red for north and southbound traffic and flashing yellow for east and westbound). This flasher is located to help entering and exiting vehicles from the Rosenberg Fire Department station in the north-east corner of the 4th Street and FM 1640 intersection.

The traffic signals on Avenue H and FM 1640 near Downtown do not have dedicated left turn lanes or left turn phasing. This can lead to some inefficiency as cars waiting to turn left occupy a through travel lane. This lane geometry is also likely linked to crash rates at these intersections. There are consistent quarter-mile gaps between signalized crossings of these major street, which is an effective distance to manage traffic progression, but leaves long segments where crossing of these streets is difficult for people walking or riding bicycles. For example, someone trying to cross FM 1640 at

6th Street would need to walk an additional 1/4 mile to cross at the signals at either 3rd street or 8th street.

All intersections in residential areas and not on major streets are controlled by stop signs. Most intersections with stop signs are two-way stops, however there is a higher concentration of four-way stop intersections in downtown. These four-way stops within the relatively short blocks of downtown help mitigate vehicle speed and create gaps that provide a safer environment for pedestrian crossings.

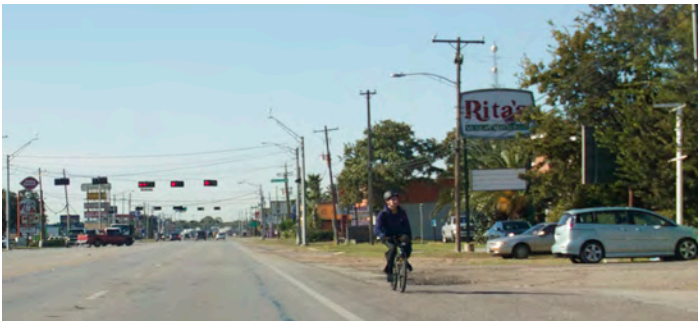
As downtown, or other areas, see an increase in development of destinations accessible to pedestrians, additional four-way stops should be considered. For example, Avenue G has potential as a very walkable street yet all of the stop signs face the side streets allowing cars to travel the length of the street east of 4th Street unimpeded. As pedestrian improvements are made, it is worth considering additional stop control on Avenue G.



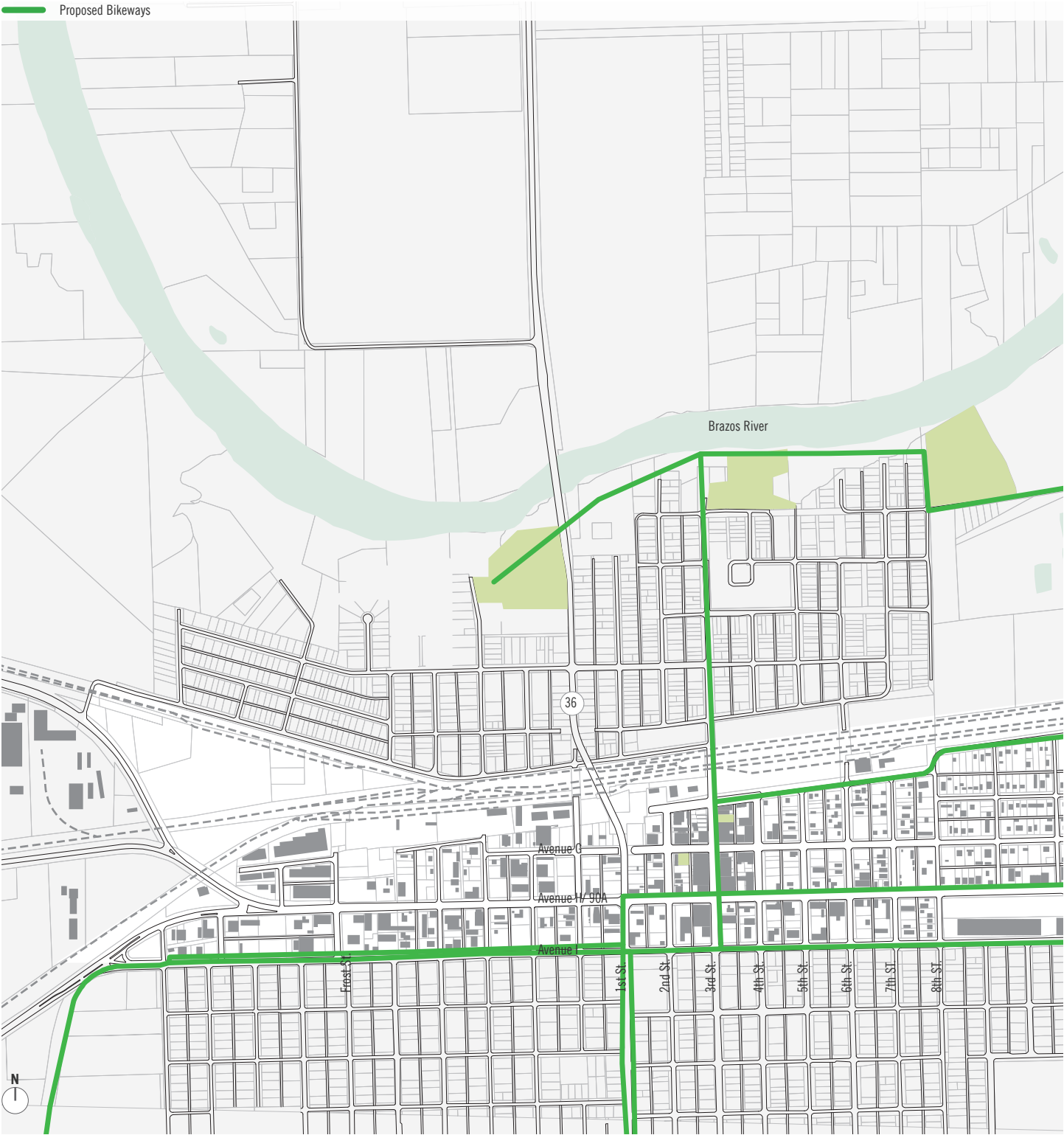
Bikeways

Despite the fact that some local residents depend on bikes to reach employment and retail, Rosenberg does not have adequate bikeways. This is a significant safety issue and it tends to discourage cycling. Neighborhood streets with low speeds and low traffic volumes are safe to bike on, but intersections along Avenue H and Avenue I are dangerous for cyclists, and H and I themselves are dangerous. These connections are vital to connect neighborhoods

and reach destinations such as Downtown Rosenberg and retail along Avenue H. The City of Rosenberg Bicycle and Pedestrian Study (2010) identified a network of potential bike connections that would address these needs.



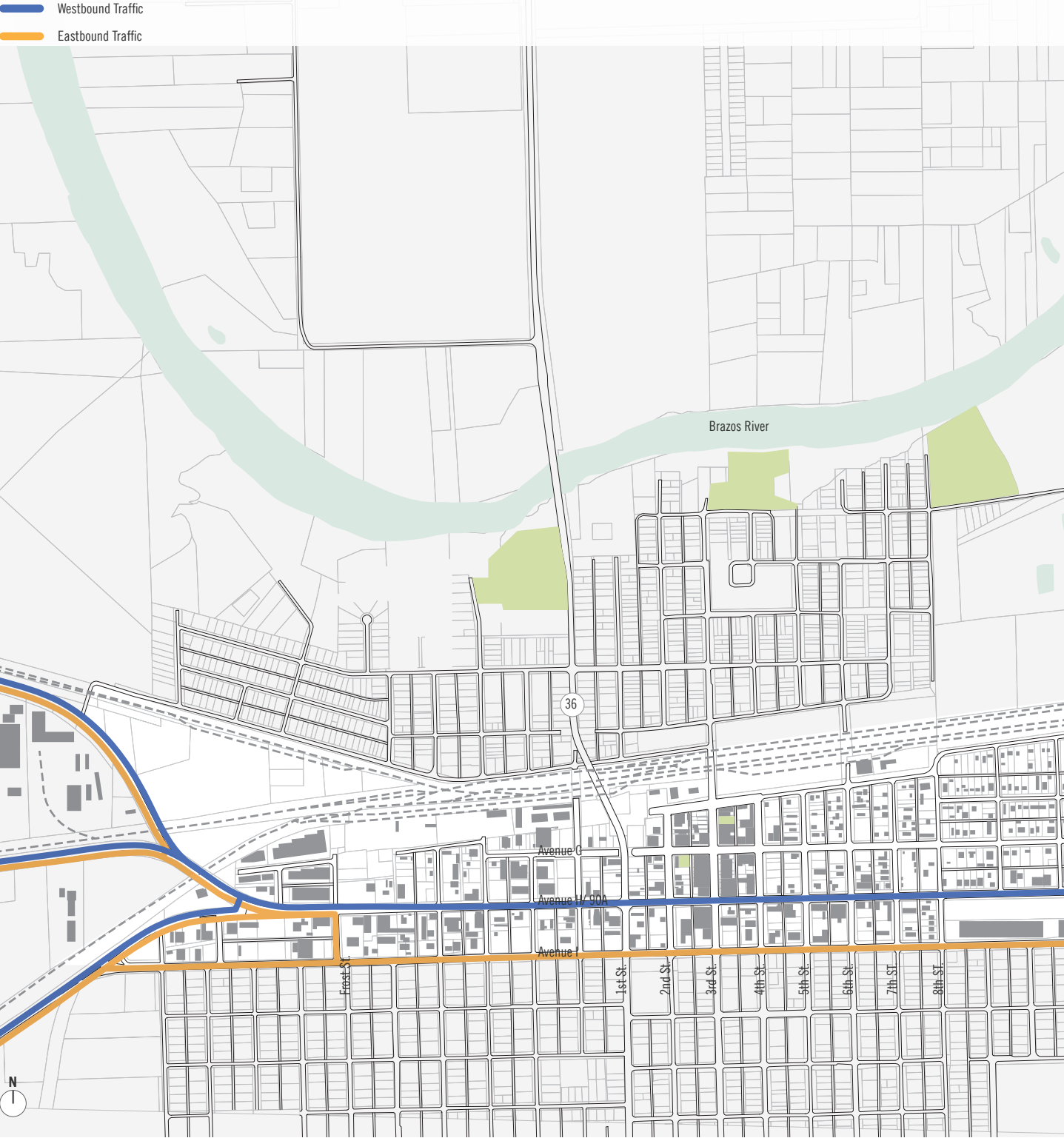
No Bike Lane along Avenue H/90A



One-Way Pairs

The Texas Department of Transportation is implementing a project to convert Avenues H and I to one-way pairs from Frost Street to Damon Street. Currently, both operate as two-way streets, with H serving as US 90A and I as FM 1640. Now, the two highways would be combined. An “X” shaped crossover at Damon would merge the traffic flows. At the west end, traffic would be forced to use Damon to cross to the correct street. A future project would rebuild the railroad grade separations at the east end to tie into the one-way pairs.

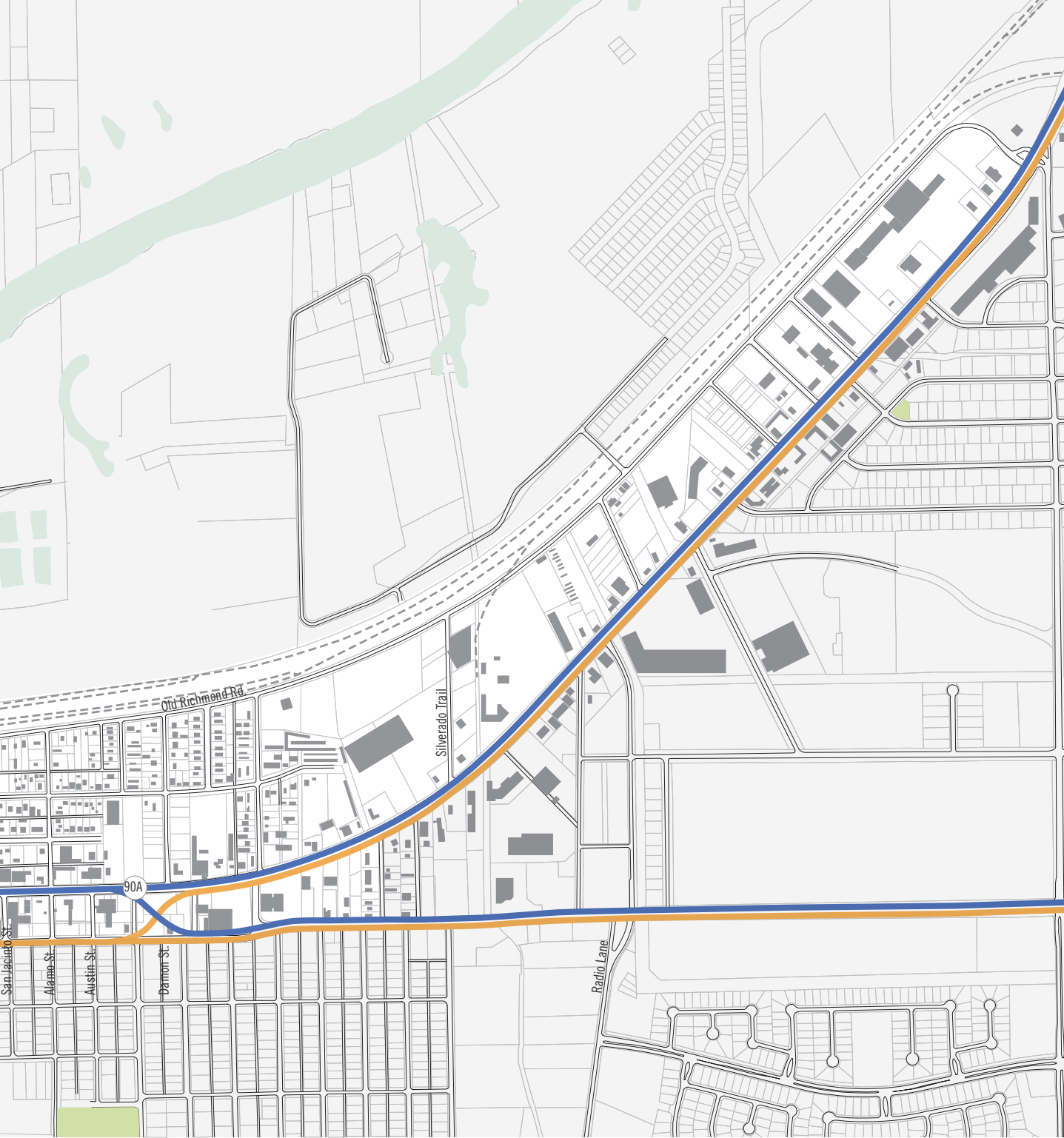
The project as defined by TxDOT includes resurfacing, signals, striping, and signage. It does not include any pedestrian improvements, landscaping, or aesthetic upgrades.



Avenue H/90A



Avenue I

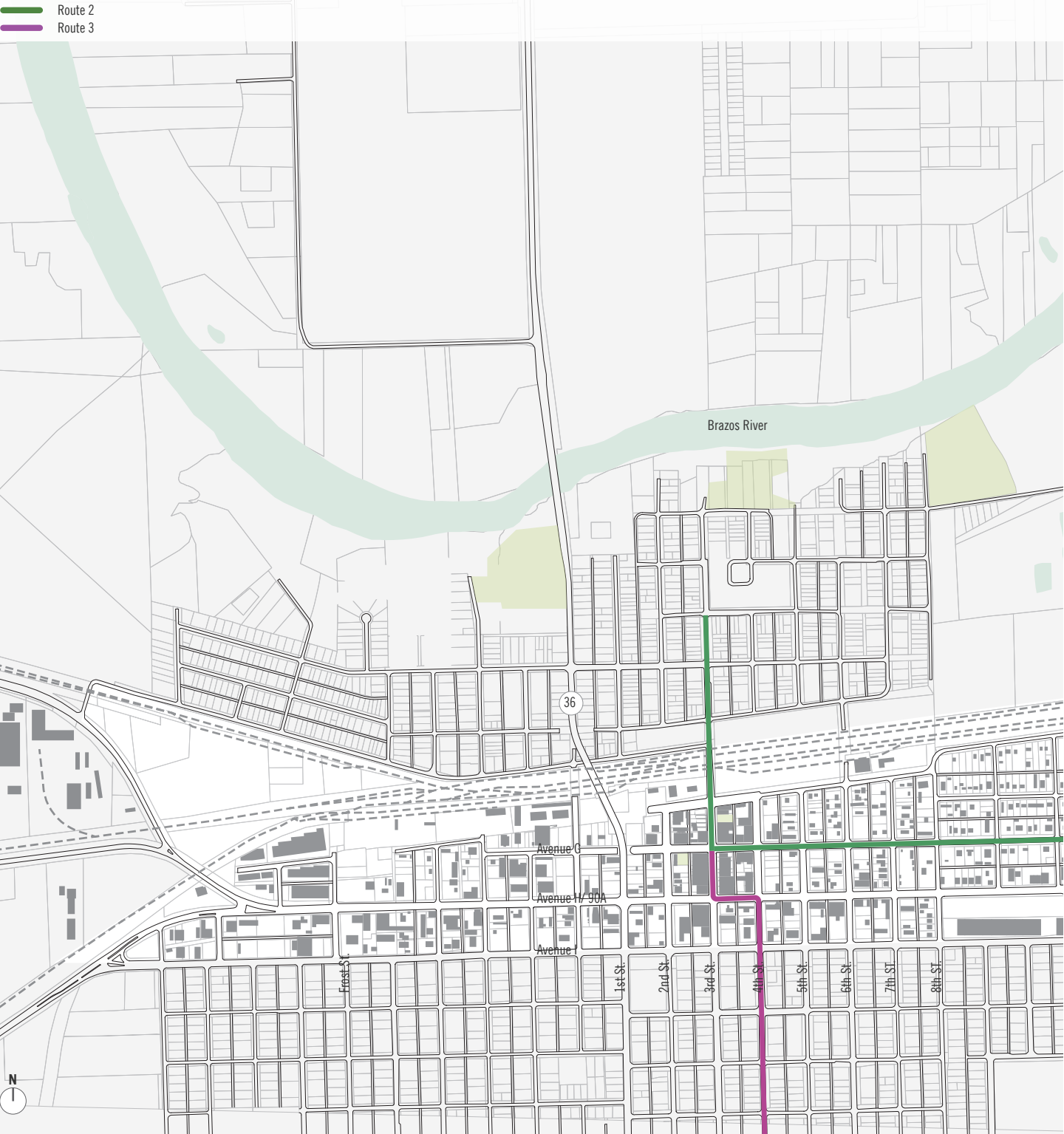


Transit Routes

On July 1, 2015, Fort Bend Transit began operating three bus routes in Richmond and Rosenberg. Routes 2 and 3 converge in Downtown Rosenberg. Route 2 serves northern Rosenberg and continues along Avenue H to Richmond. Route 3 runs north-south along and parallel to TX 723; it connects to park-and-ride service at the county fairgrounds. The routes operate on a regular schedule 5 days a week, but will also deviate to serve locations not directly on the route.

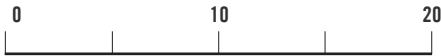
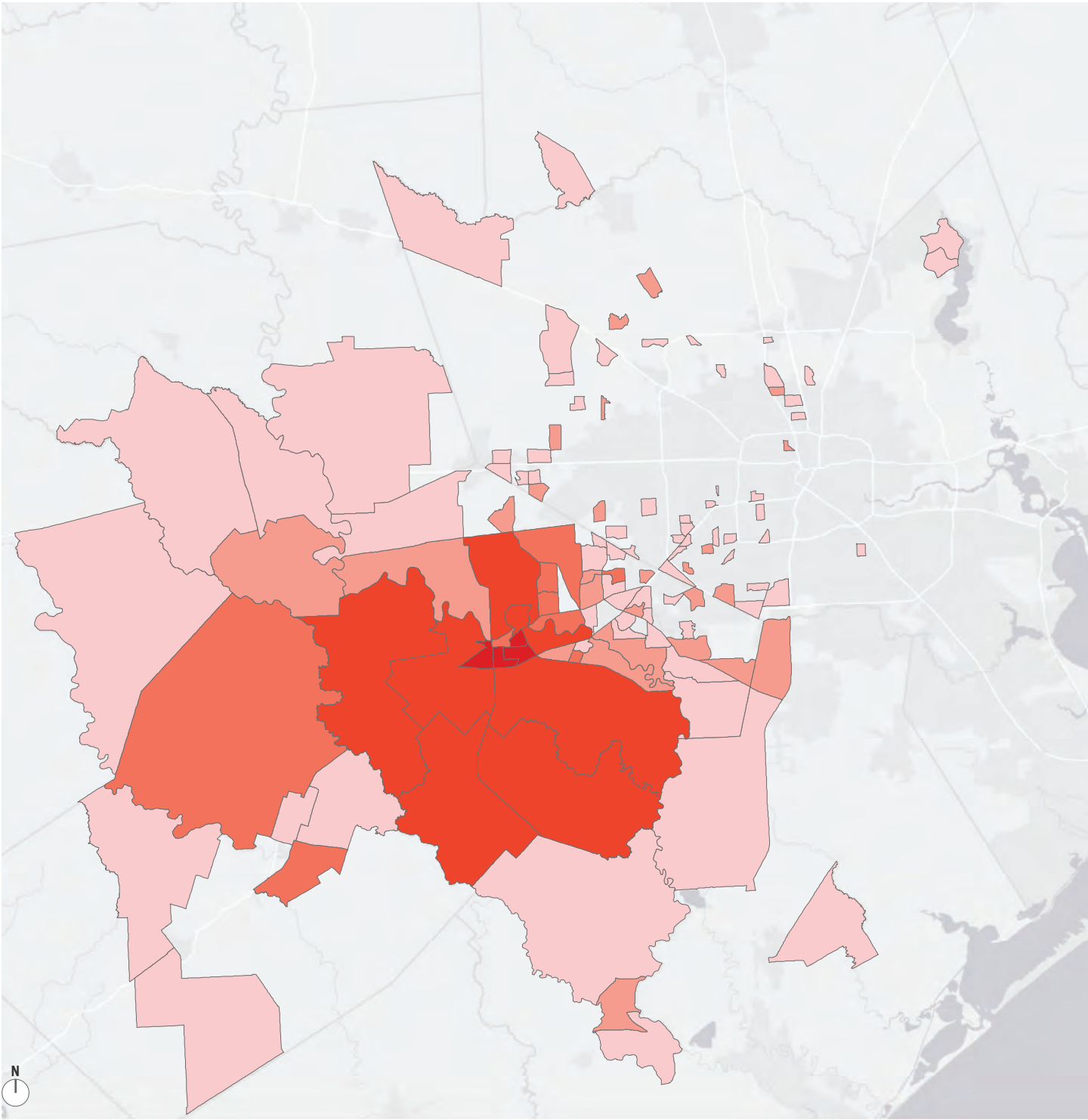


Fort Bend County Bus



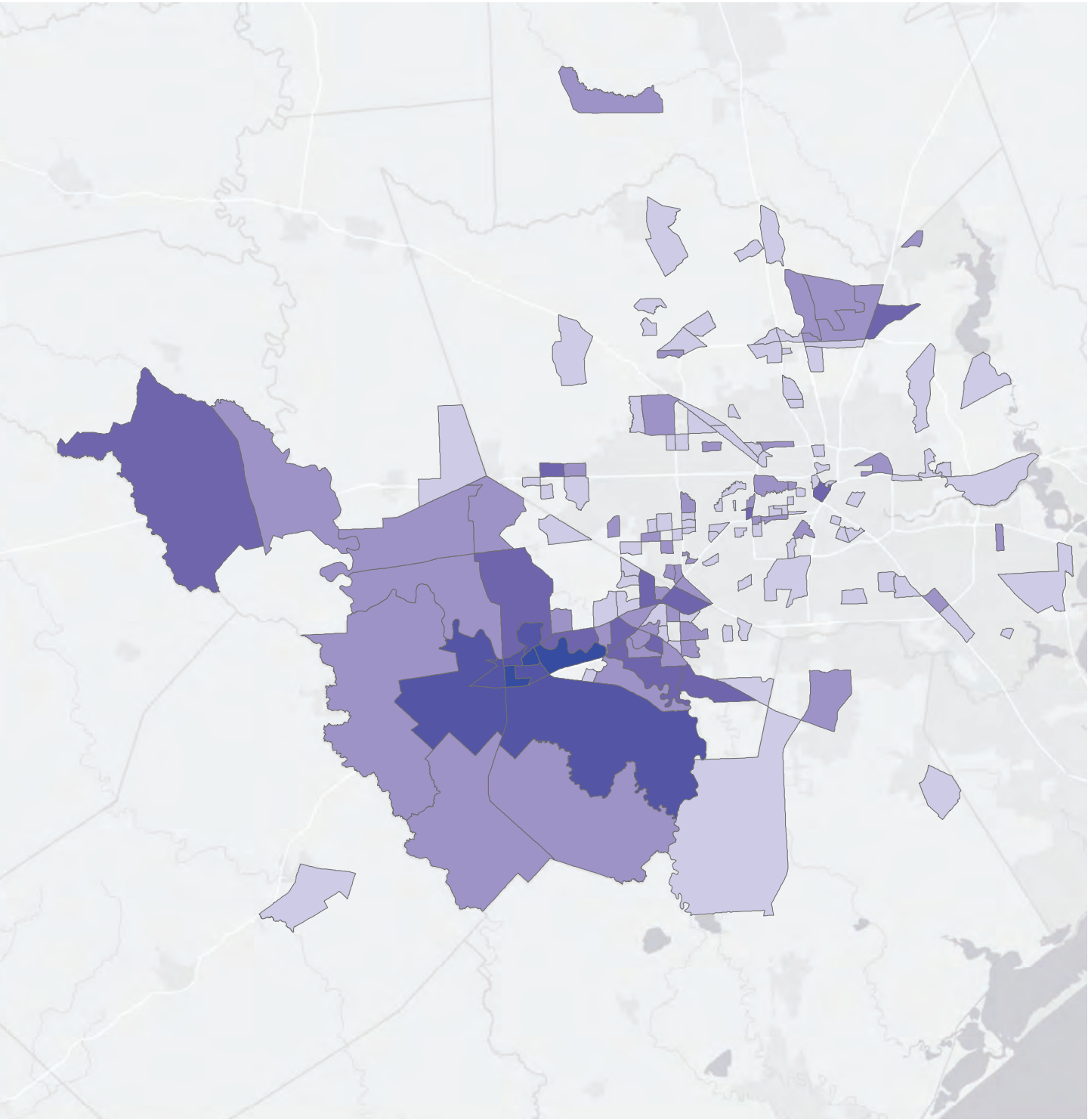
Where people live who work in the tract area

While many of the people employed in the study area live within a short distance, some commute from considerable distances.



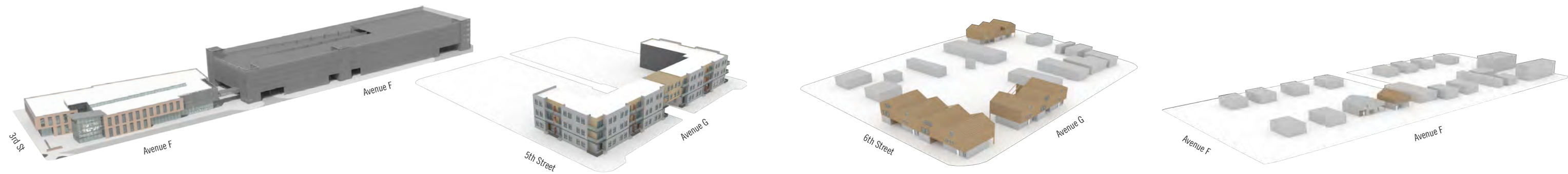
Where people work who live in the tract area

Many residents of the study area work within Fort Bend County. However, there are also significant regional commuters, including to the major job centers of Downtown, Uptown, and the Energy Corridor.



EXISTING CONDITIONS

Economics



Mixed-use Multifamily Row Houses Single Family / Duplex Business Park Infill

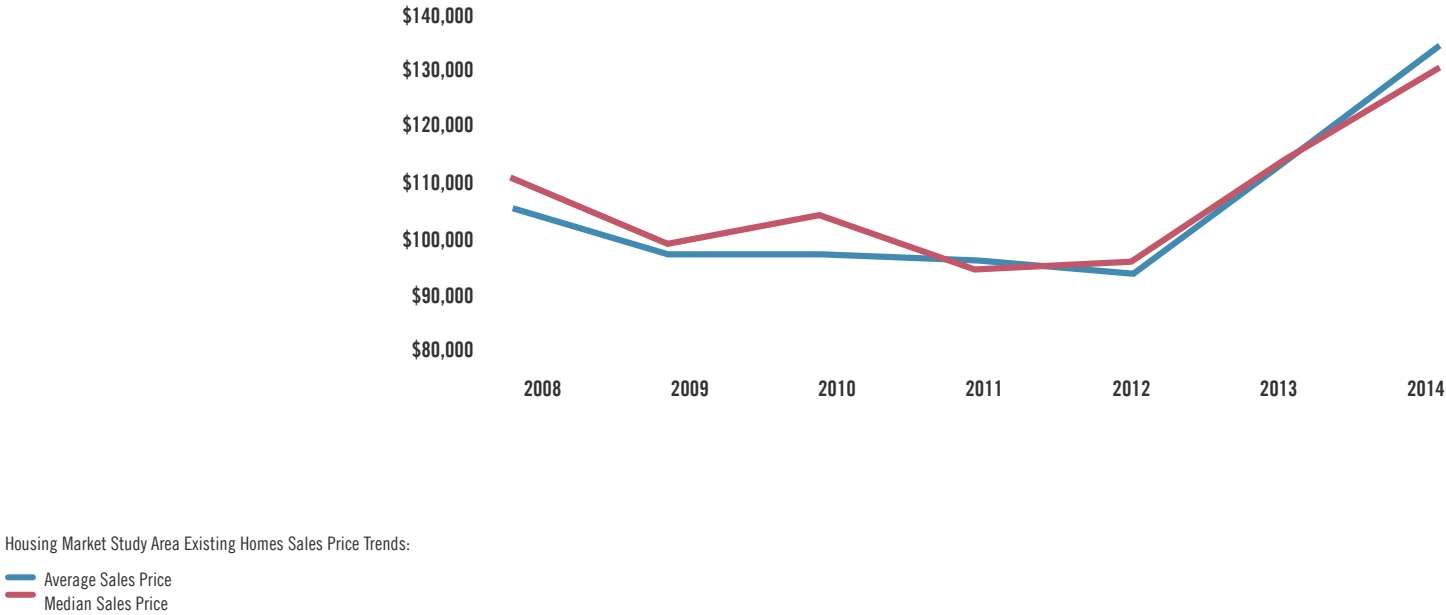
Housing Market

Since 2000, Rosenberg's Housing Area added almost 1,221 occupied housing units: 477 were owner-occupied and 745 were renter-occupied. The market has a high renter-occupied population (50.31%) compared to the state and Houston region where owner-occupancy is between 60-70%.

The bulk of new units built since 2000 were in three main categories: single-unit detached, complexes with 3-19 units, and complexes with 20-49 units. Single-unit-detached housing did increase, however its share of total units went down. Single-unit attached, or town homes, also increased markedly compared to their 2000 figure (units increasing by 95%), but remain only 3% of the market share. Over the last decade, the area has become more attractive to renters in multi-unit complexes, and single-unit dwellings are not increasing at the same rate. A substantial share of single-family homes are being rented. Roughly half the single family properties in the study area do not have a property own claiming a homestead exemption.

According to housing industry databases and quantitative study, the housing market in Rosenberg is healthy and on a continued path of improvement from the recessionary period from 2006 – 2009. Approximately 1,800 new units have been built in the Housing Area since 2000, while some older units have been refurbished or torn down, bringing the median year built to a more recent 1979, compared to the median in 2000 of 1975. Housing values have increased from a median of \$67,484 in 2000 to \$105,017 in 2014. It appears that dozens of homes have been built at the higher end of the market or converted from homes previously priced below the median. The market appears to be somewhat inflated by investors and speculative buyers from around the area. Some purchase older homes in the Historic Downtown area, make improvements on the property and resell at a higher rate. But according to realtors, most are buying new homes and holding them vacant for several months to a year and then reselling them to first-time home-buyers. Single family homes in areas near the Livable Center Study Area are mostly older, and many are rented. They are affordable by Houston-region standards. New single family development in and around the Study Area can draw from the general demand for new housing in central Fort Bend County, but prices will need to remain somewhat moderate, at least in the near term.

The apartment market in the Study Area and vicinity is well-occupied and affordable, with few new properties built in the last 15 years. Moderate increments of new, better quality multifamily apartments should be supportable provided that lease rates are below that of Class A product in more developed markets such as Sugar Land or the Houston urban core. Downtown Rosenberg's success could act as an attractor for new apartments, including the conversion of second story units in the older commercial buildings. In the past several years rents have increased throughout the community in response to rising occupancies. Many multi-family properties now have a wait-list of three to six months. None could define a typical renter because there is so much diversity within the renting class. All complexes reported they attract singles, young families, established families, and retirees.

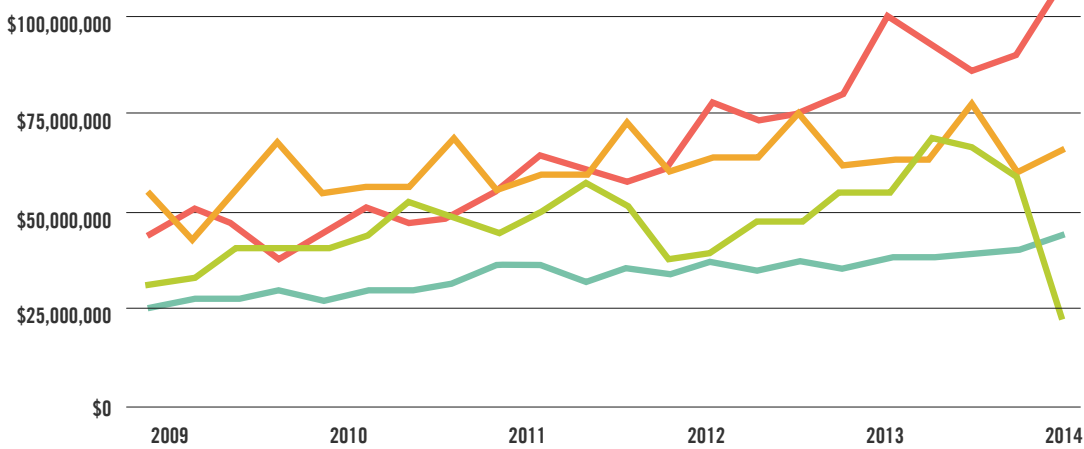


Retail Sales Trends

Retail in Rosenberg as a whole is benefiting from the growth of the city and the surrounding areas. However, the center of gravity of retail has shifted from Avenue H, towards IH-69. Retail growth at Brazos Town Center and around Walmart on FM 1640 –has weakened Avenue H / 90A retail. The traditional strip retail corridor of Avenue H is no longer the primary community shopping hub it used to be, and is unlikely to return to that role anytime soon. Businesses serving immediate nearby neighborhoods have the best chance, over stores that must serve a larger market such as Richmond and Rosenberg overall. Downtown is a bright spot, with unique, niche offerings that are able to draw from a wider market area.

Gross Sales in CMA:

- Building Material Garden Equipment Supplies Dealers
- Food Beverage Stores
- General Merchandise Stores
- Food Services Drinking Places

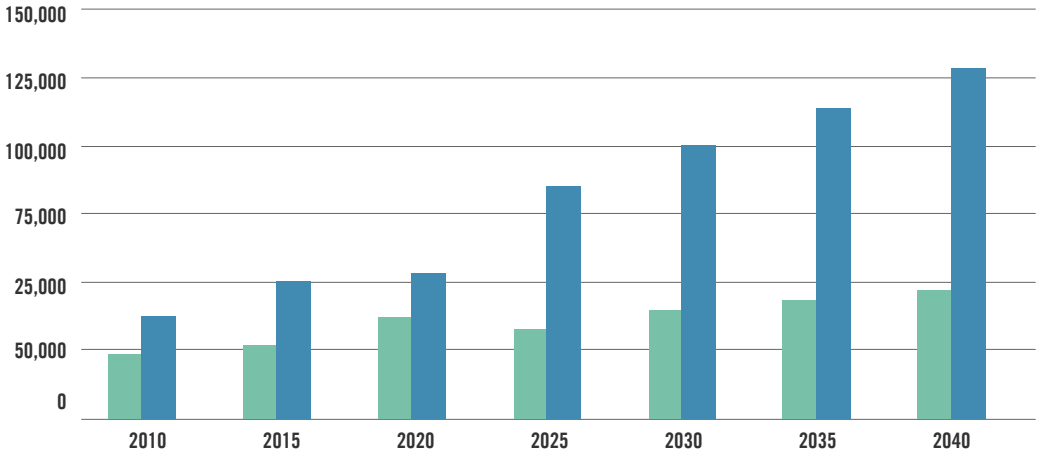


Employment

When combining the employment data for all three zip codes comprising the Competitive Market Area, the total number of jobs has grown from 17,453 in 2002 to over 21,000 by the end of 2011. The five largest industries of the CMA are Health Care and Social Assistance, Retail Trade, Accommodation and Food Services, Manufacturing, and Construction. One major change seen in each zip code within the CMA, especially in 77406, is that the area is converting land uses from Agriculture to other uses, as employment in the industry has dropped by nearly 90% during these years.

Mining, Quarrying, and Oil and Gas Extraction has shown a large percentage increase (76%) but still represents a very small number of jobs in the CMA. The same can be said for Transportation and Warehousing (100% increase).

Industries that added about 200+ jobs within the CMA are Retail Trade, Finance and Insurance, Professional, Scientific, and Technical Services, Administration & Support, Waste Management and Remediation, Health Care and Social Assistance, Accommodation and Food Services, and Public Administration.



CMA Employment Projections (H-GAC TAZs):

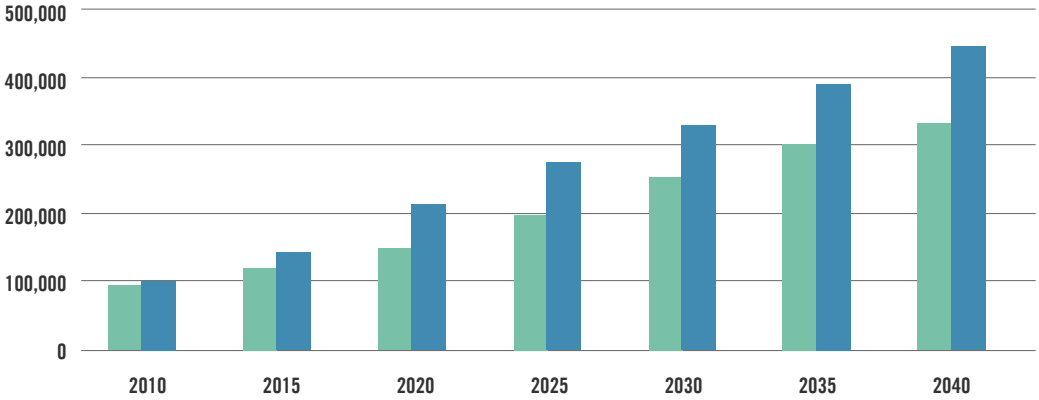
- H-GAC
- CDS



Population

Between 1990 and 2000, Fort Bend County had a tremendous boom in population, increasing by over 57%. The Competitive Market Area (CMA) made up of the three zip codes around the study area had impressive population growth as well but its growth was significantly lagging relative to the county (36%). From 2000 to 2010, population grew at an even higher rate, 65.2% for Fort Bend County and 46.7% for the CMA. Looking at current population figures, Fort Bend has grown over 84% since 2000, while the CMA has grown over 64%.

Between the 2010 Census and the 2014 Nielson estimate, growth has tempered, but still is very strong. Both the CMA and county populations grew by about 11-12% during this time. Census projections through 2019 continue very similar to the pace of the past four years, with population growing in the CMA and the county at rates of about 11% and 12%, respectively.

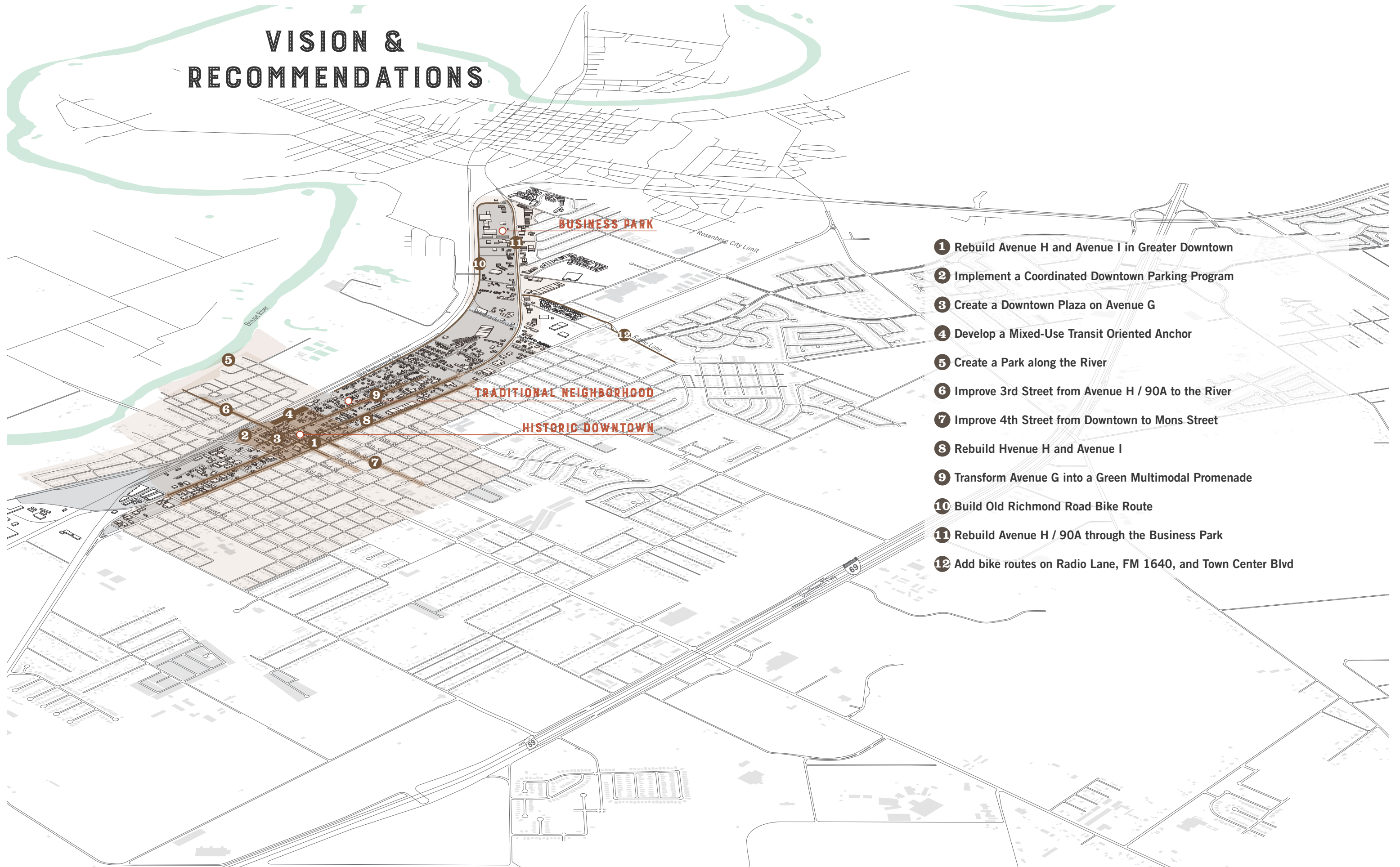


CMA Population Projections (H-GAC TAZs):

- H-GAC
- CDS



VISION & RECOMMENDATIONS



- ➊ Rebuild Avenue H and Avenue I in Greater Downtown
- ➋ Implement a Coordinated Downtown Parking Program
- ➌ Create a Downtown Plaza on Avenue G
- ➍ Develop a Mixed-Use Transit Oriented Anchor
- ➎ Create a Park along the River
- ➏ Improve 3rd Street from Avenue H / 90A to the River
- ➐ Improve 4th Street from Downtown to Mons Street
- ➑ Rebuild Hvenue H and Avenue I
- ➒ Transform Avenue G into a Green Multimodal Promenade
- ➓ Build Old Richmond Road Bike Route
- ➑ Rebuild Avenue H / 90A through the Business Park
- ➒ Add bike routes on Radio Lane, FM 1640, and Town Center Blvd

HISTORIC DOWNTOWN Vision

The vision for downtown is a regional destination filled with stores, restaurants, museums, and cultural attractions. It is linked to the nearby river so that visitors can hike, bike, canoe, bird-watching, picnic, or simply enjoy the outdoors, then head downtown for food or drinks. It is the heart of the city, home to a relocated city hall and a place for civic celebrations. It is also a place to live, on the second floor of a historic building or in a new apartment complex, within steps of all these amenities and a commuter bus ride away from regional job centers. It has historic buildings, new infill development, pleasant sidewalks, safe intersections, and a plaza for gathering and festivals. There is no other place in the Houston region like this.

Historic Downtown Rosenberg currently benefits from a strong property owner and business community dedicated to the preservation and promotion of the area's assets. The designation of Downtown as a Texas Main Street City in January 2015 validates the historic and cultural significance of these community assets. The addition of a full-time director of the Main Street program ensures ongoing attention to planning, designing, and implementing programs and improvements in the Main Street-designated area. Additionally, the Rosenberg Development Corporation (RDC) is a willing partner especially where commercial development, jobs, and new sales tax can be expected to result. The Livable Centers Study recommendations for Historic Downtown Rosenberg will contribute to revitalization, redevelopment, and economic vibrancy in the area significant ways.



Avenue F @ 3rd St
Looking East



Rendering @ Avenue F and 3rd Street intersection looking north

HISTORIC DOWNTOWN

Built Form

The development of a mixed-use transit-oriented project would increase multi-modal options for access to and from Downtown, along with potentially expanding retail, residential and office opportunities. As mentioned, Brazos River frontage is an untapped amenity for Rosenberg. By creating a River Park, recreational, educational, and environmental preservation opportunities would be enhanced on a regional scale also providing a tourism draw. Providing improvements for 3rd Street from Avenue I to the River would be necessary in order to provide a safe and visually appealing access route to the park.



HISTORIC DOWNTOWN Transportation

Downtown needs a fully multi-modal transportation system, with transit connecting to the rest of Richmond and Rosenberg and to regional employment centers, bikeways and pedestrian paths linking to surrounding neighborhoods, and roadways to bring in residents, employees, and visitors. Furthermore, to thrive, Downtown must be a good place to be not just somewhere to pass through. That means slowing down traffic to facilitate local access and to protect pedestrians and bicyclists, providing readily available parking, and creating a great pedestrian experience for visitors.



Regional Transit:	Park-and-Ride bus service providing express service to regional employment centers in Fort Bend and greater Houston,	upgraded over time to all day two-way service using BRT or commuter rail
Local Transit:	Hub for bus routes to neighborhoods, retail, and employment in Rosenberg and Richmond connected to good walking	and biking routes
Cars:	Slower traffic with a priority on access to businesses and destinations	
Bikes:	Good bike connectivity linking to stores, residential, and parks as well as regional destinations beyond easy walk distance	
Pedestrians:	Great pedestrian realm with wide sidewalks designed for large groups to encourage shopping and lingering	

1

Safety improvements and beautification on Avenue H and Avenue I in Greater Downtown

DESIGNATE CHAMPION OR IMPLEMENTING AGENCY

DEPARTMENT: MAIN STREET PROGRAM

PERSON: MAIN STREET MANAGER

IDENTIFY MOST LIKELY FUNDING SOURCES

GENERAL FUND BUDGET

CIP

DEVELOPMENT CORPORATION

HOTEL OCCUPANCY TAX

TRANSPORTATION FUNDING

SPECIAL DISTRICT FINANCING/

PUBLIC PRIVATE PARTNERSHIPS

ECONOMIC DEVELOPMENT INCENTIVES

GRANTS

CORPORATE, PHILANTHROPIC SPONSORS

DETERMINE REGULATIONS AND STANDARDS SUPPORT

SUBDIVISION ORDINANCE

LANDSCAPE ORDINANCE

SIGN ORDINANCE

THOROUGHFARE PLAN

PARKS AND REC PLAN

BUILDING CODE

OTHER: DESIGN STANDARDS TO ELICIT PRIVATE SECTOR

RESPONSE

IDENTIFY POLICIES, PROGRAMS, OR INITIATIVES TO SUPPORT PROJECT

MAIN STREET PROGRAM

ECONOMIC DEVELOPMENT POLICY

IDENTIFY PARTNERSHIPS AND COORDINATION ISSUES

PRIVATE SECTOR PARTNERS/DEVELOPERS/INVESTORS

PROJECTS THAT CONTRIBUTE ECONOMY OF SCALE

DETERMINE COORDINATION NEEDED

TX-DOT

FORT BEND COUNTY

JUMP START ACTION STEPS

1 REVIEW AND COORDINATE WITH EXISTING PLANS

2 SEEK FUNDING FOR PRELIMINARY DESIGN

Avenues H and I in the vicinity of downtown are four-lane roadways with two lanes for each eastbound and westbound traffic. An upcoming project proposed by TxDOT, calls for the roads to be converted into a one-way pair, making all four lanes of Avenue H flow to the west and all lanes of Avenue I to flow to the east. The conversion can be accomplished without any significant modifications to the roadway; only re-stripping the existing pavement is necessary, though some geometric improvements would be beneficial to the improvements.

Current and foreseeable demands indicate that traffic operations would be acceptable or better with three lanes on each roadway. A reduced cross-section would also make some of the transitions to one-way traffic at each and easier to address. Reallocating space from a lane of vehicular traffic and allotting some of the current rights-of-way for additional pedestrian improvements as well as introducing bicycle facilities and parking provides an opportunity

to better accommodate all modes of transportation and give people more choices in how they move around. There are several viable options for using the additional space creating through eliminating a lane.

A short-term design for both Avenues would add a bicycle lane and buffer region on the right side of the road. Additionally, completing sidewalks on both sides of the road would greatly improve accessibility to the downtown area. These improvements are practical short-term solutions because they do not require and major roadway construction.

Longer-term solutions can provide higher quality pedestrian and bicycle facilities, additional parking adjacent to downtown retail and improve safety, however they mandate some more significant alterations to the roadway.

Avenue H has a parking lane on both sides of the street, providing downtown additional parking spaces. Avenue I provides a two-way physically separated bike path on the south side of the roadway. Each road has space for a sidewalk on both sides of the street and with all pedestrian and cyclist crossings clearly marked. Bulb-outs at intersections shorten the pedestrian crossing distances and make the pedestrian crossings safer. Upgraded sidewalk paving and landscaping enhance the pedestrian experience and the surrounding areas.



Pedestrian safety can be improved with the introduction of bulb-outs, which can help shorten pedestrian crossing distance, while also making them more visible.



Added parking lanes near downtown would help alleviate parking shortages.



Two parking lanes would utilize right-of-way to create additional parking for downtown.



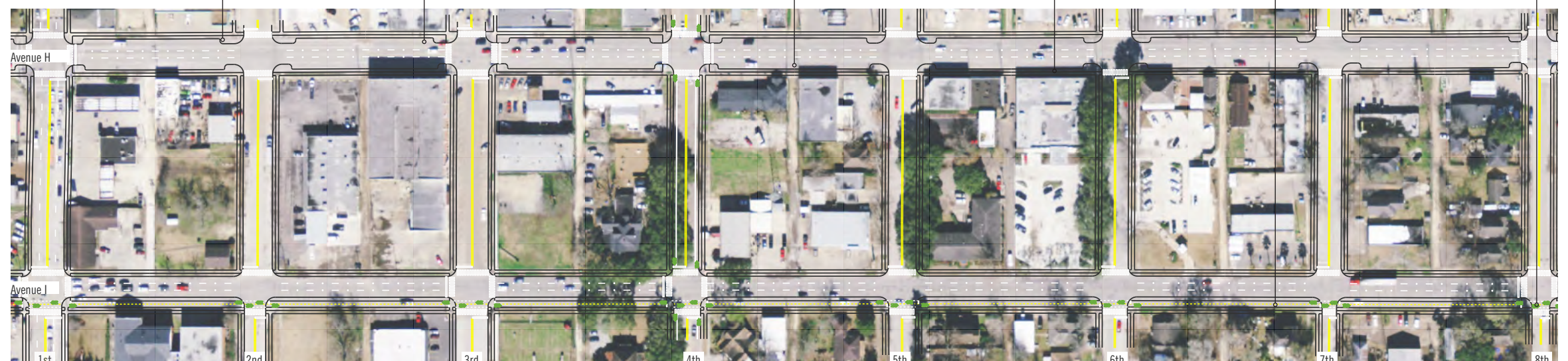
Sidewalks along both sides of all streets provides pedestrians safer and routes to more destinations.



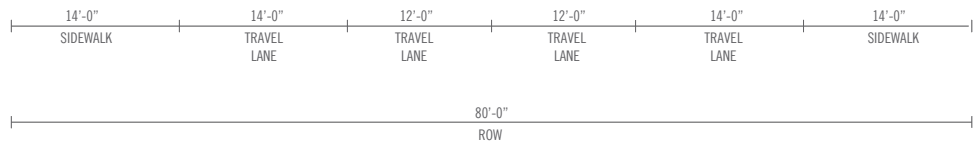
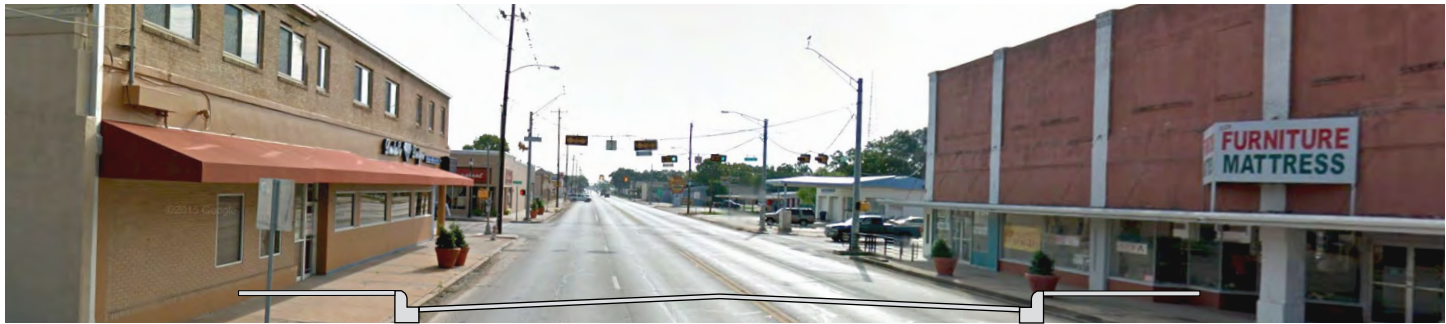
A two-way, physically separated bike path would provide cyclists a safe and comfortable riding option.



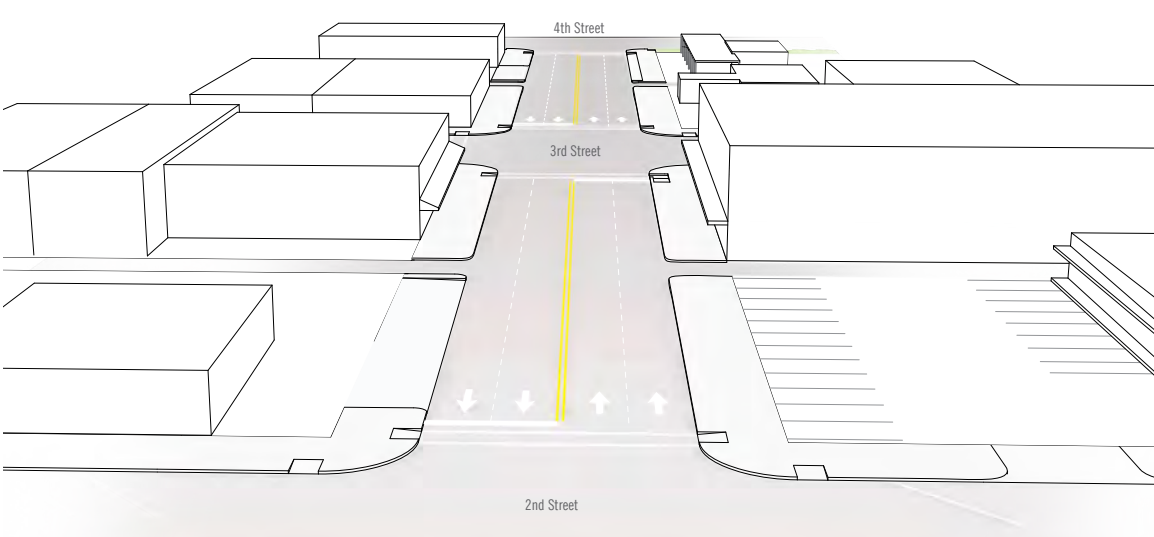
Intersection markings can increase driver awareness of bicycle facilities.



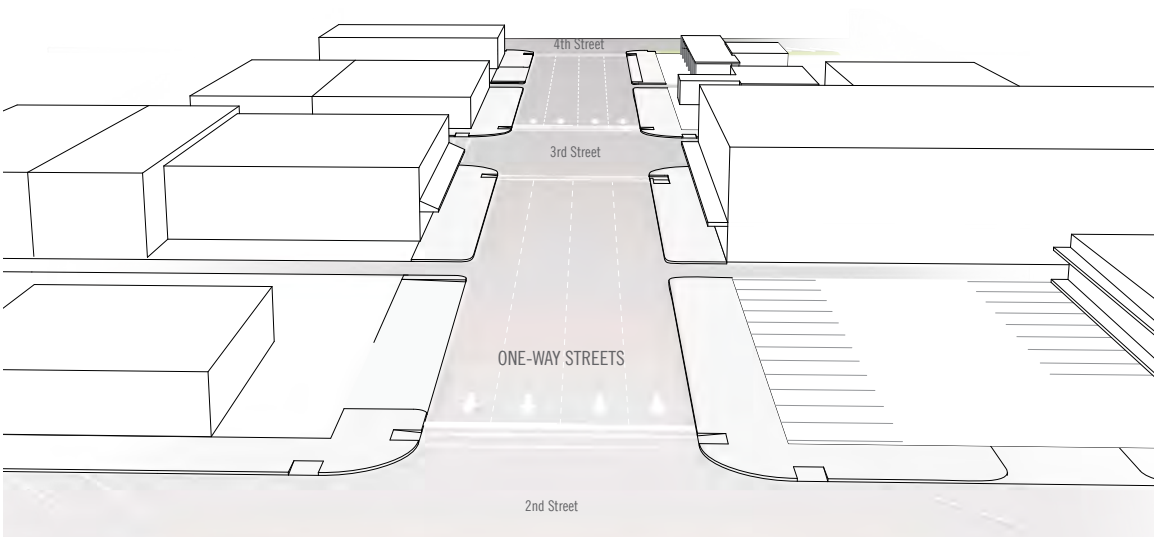
Implementation Framework Checklist
Highlights indicate what applies to each specific recommendation



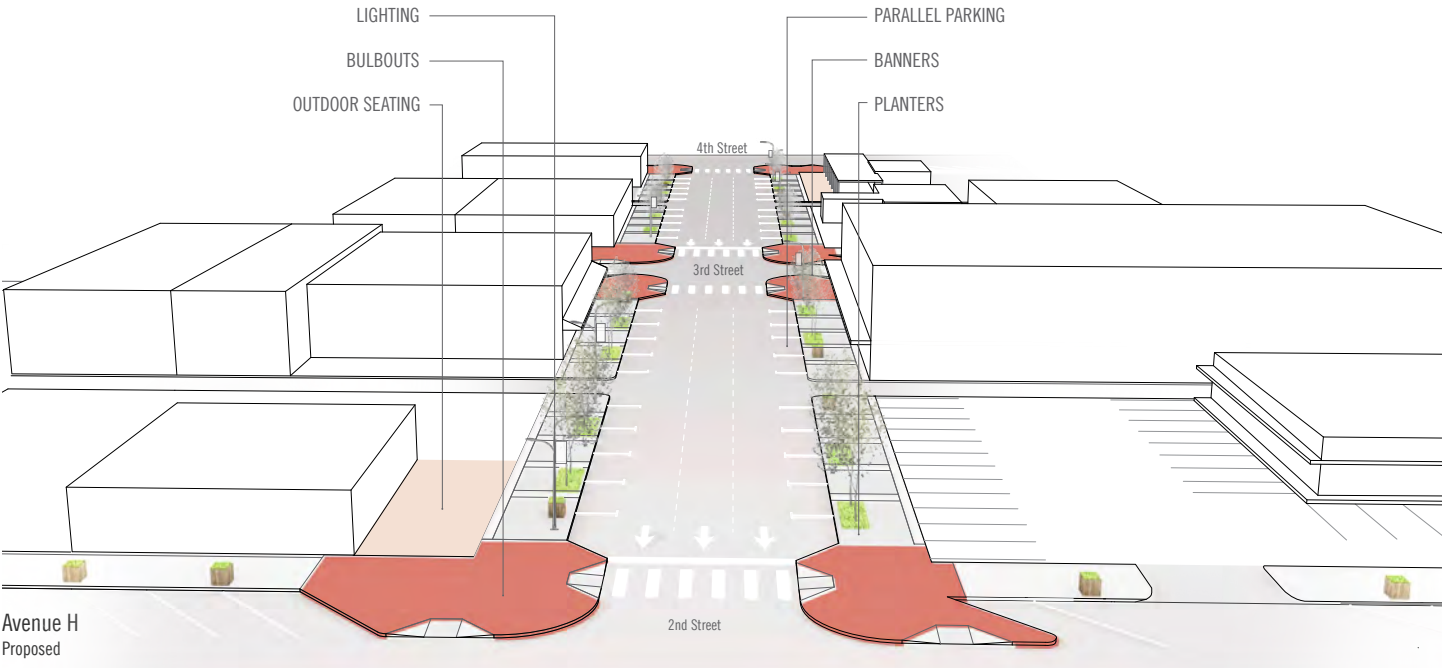
Existing Section on Avenue H @ 3rd St
Looking East



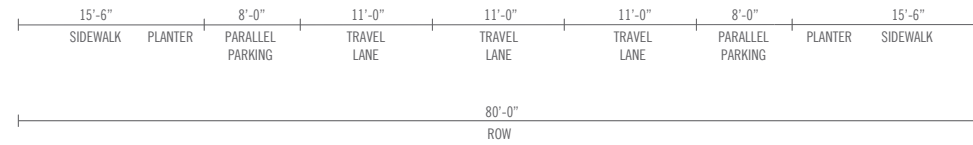
Avenue H
Existing



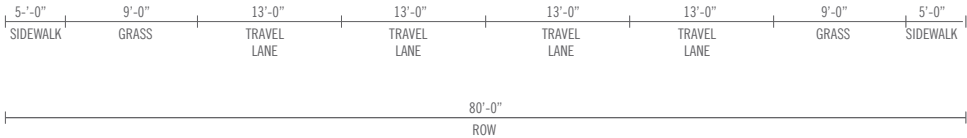
Avenue H
Proposed



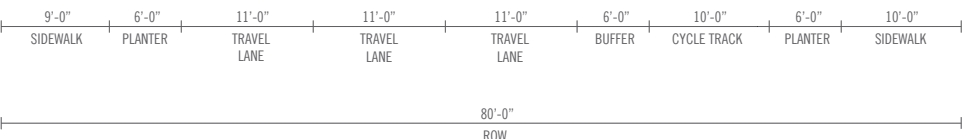
Avenue H
Proposed



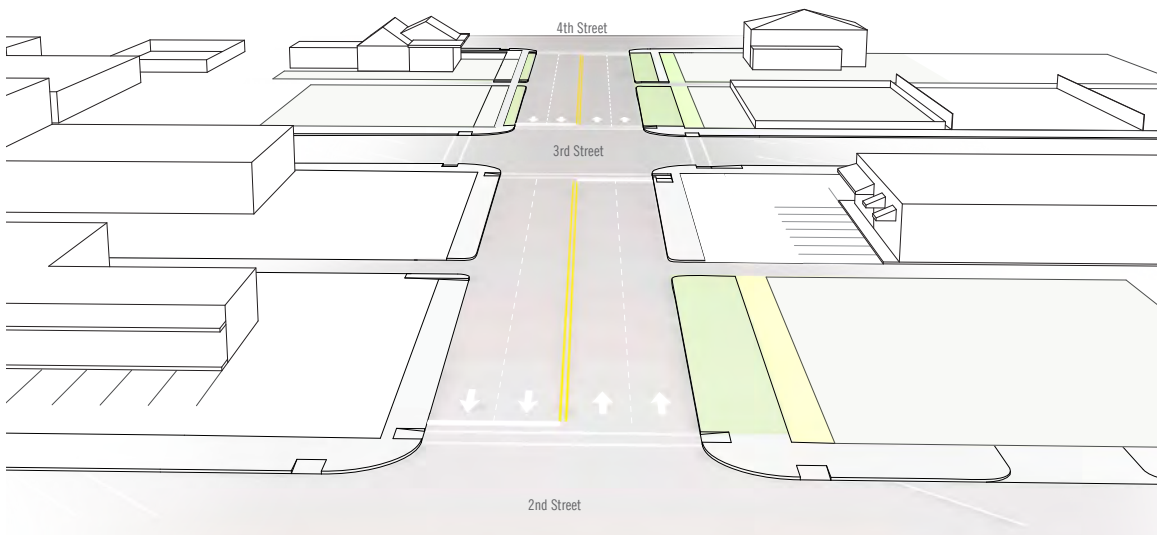
Proposed Section on Avenue H @ 3rd St
Looking East



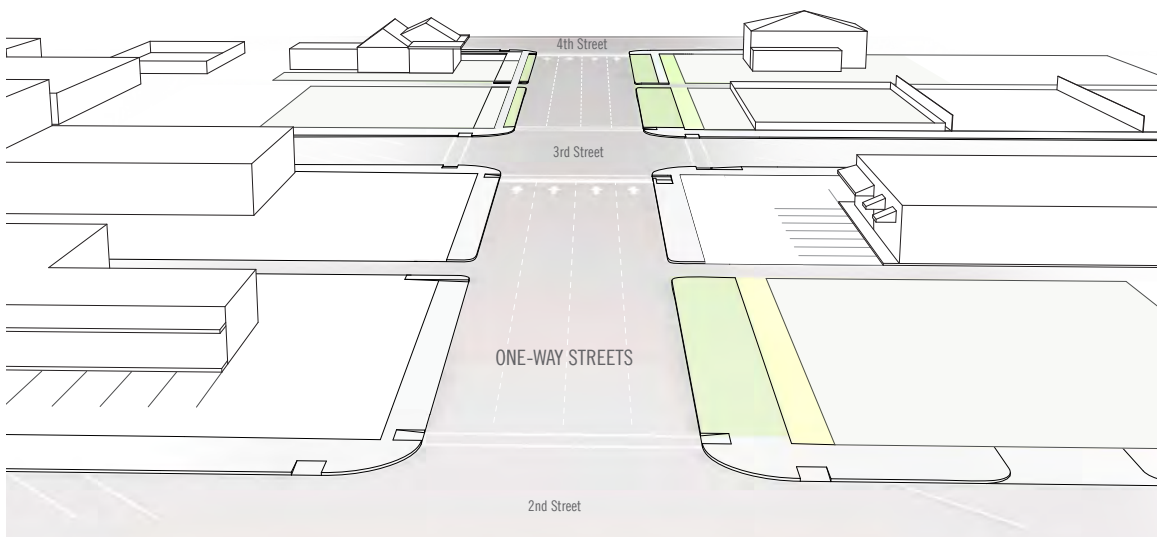
Existing Section on Avenue I @ 3rd St
Looking East



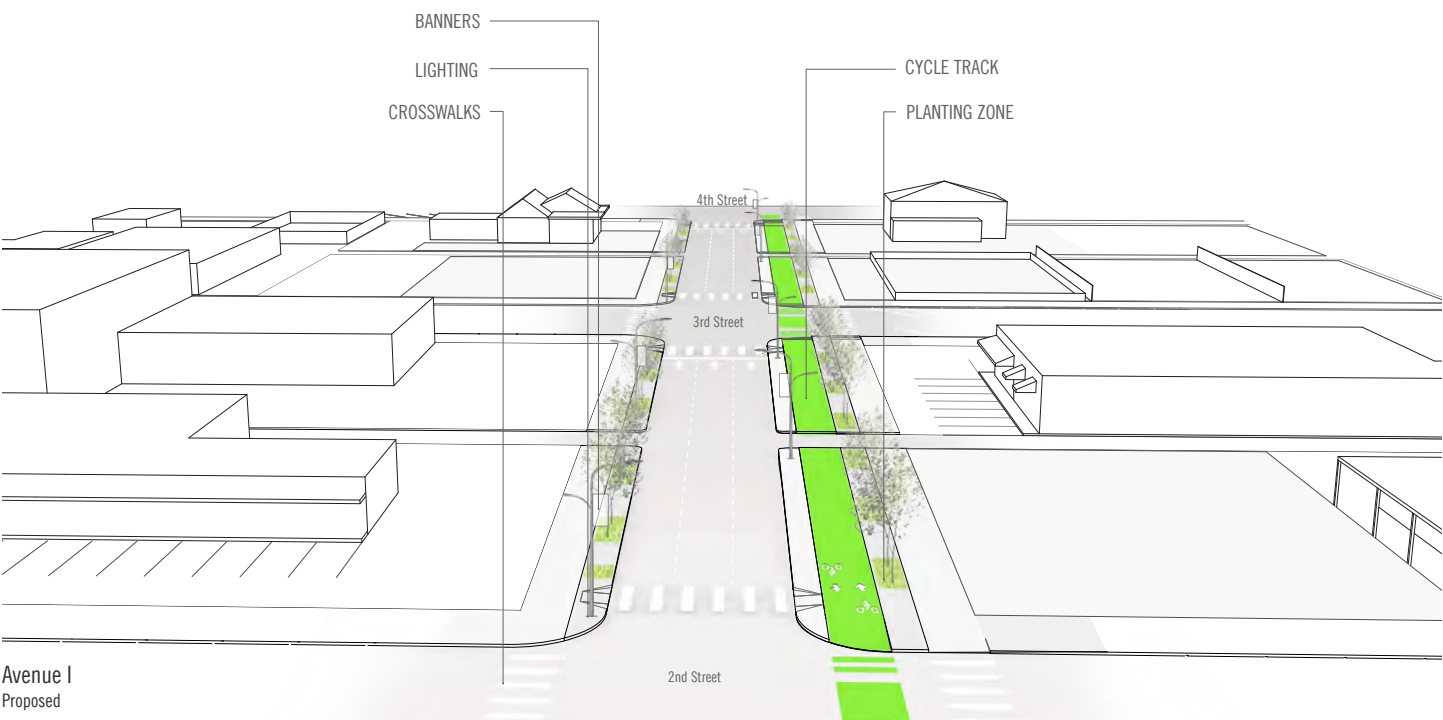
Proposed Section on Avenue I @ 3rd St
Looking East



Avenue I
Existing



Avenue I
TxDOT Plan



Avenue I
Proposed

2 Implement a coordinated Downtown Parking Program

DESIGNATE CHAMPION OR IMPLEMENTING AGENCY

DEPARTMENT: PLANNING DEPARTMENT

PERSON: EXECUTIVE DIRECTOR OF PLANNING

IDENTIFY MOST LIKELY FUNDING SOURCE

GENERAL FUND BUDGET

CIP

DEVELOPMENT CORPORATION

HOTEL OCCUPANCY TAX

TRANSPORTATION FUNDING

SPECIAL DISTRICT FINANCING/

PUBLIC PRIVATE PARTNERSHIPS

ECONOMIC DEVELOPMENT INCENTIVES

GRANTS

CORPORATE, PHILANTHROPIC SPONSORS

DETERMINE REGULATIONS AND STANDARDS SUPPORT

SUBDIVISION ORDINANCE

LANDSCAPE ORDINANCE

SIGN ORDINANCE

THOROUGHFARE PLAN

PARKS AND REC PLAN

BUILDING CODE

OTHER: CODE OF ORDINANCES, CHAPTER 6, ADOPT

SHARED PARKING STANDARDS

IDENTIFY POLICIES, PROGRAMS, OR INITIATIVES TO SUPPORT PROJECT

MAIN STREET PROGRAM

ECONOMIC DEVELOPMENT POLICY

IDENTIFY PARTNERSHIPS AND COORDINATION ISSUES

PRIVATE SECTOR PARTNERS/DEVELOPERS/INVESTORS

PROJECTS THAT CONTRIBUTE ECONOMY OF SCALE

DETERMINE COORDINATION NEEDED

TX-DOT

FORT BEND COUNTY

OTHER: DOWNTOWN MERCHANTS AND PROPERTY

OWNERS

JUMP START ACTION STEPS

- 1 PERFORM IN-HOUSE PARKING STUDY FOR ULTIMATE BUILD-OUT CONDITIONS
- 2 RESEARCH PARKING ORDINANCE SAMPLES
- 3 EVALUATE LANDSCAPING OR OTHER COMPONENTS TO INCLUDE IN PARKING ORDINANCE
- 4 PREPARE DOWNTOWN PARKING ORDINANCE

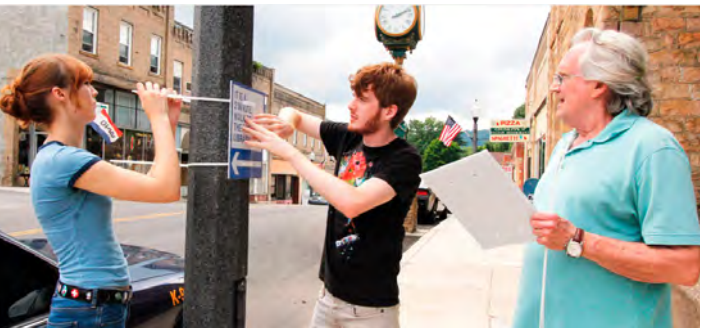
The experience of visiting Rosenberg begins in a car. Making the trip from city limits to the front door of a restaurant, store, or museum as simple as possible enhances that experience, resulting in happier visitors and more return visits. A visitor driving into the city wants to know two things: “Where do I go?” and “Where do I park?” After they park, they want to know how to walk to their final destination. A comprehensive multi-modal wayfinding program, coordinated with downtown parking management, answers those questions. As they drive in, a visitor is greeted with a “welcome to Rosenberg” sign. They are guided by vehicular wayfinding signs to on-street or off-street parking, where clear signage tells them about parking policies, assuring them they have parked properly. Pedestrian wayfinding then guides them to their final destination. All the way through, the design of the wayfinding establishes the identity of the city.



For a visitor, parking should be available, easy to find, and convenient to their final destination. However, building too much parking is expensive, reduces the potential for economic activity by using up land that could otherwise be developed, and makes walking less enjoyable by creating dead spaces. The key to parking is management of on- and off-street spaces. The most convenient spaces should be used by visitors, not employees. This can be achieved by voluntary programs and with parking restrictions like 2-hour parking zones. Spaces further from businesses can be used by employees. The goal should be for visitors to park once and patronize several businesses, so on-and-off-street parking should be managed as shared parking.

The city, the Main Street Program, and downtown businesses should work together to manage downtown parking. In the near term, parking supply is adequate if managed; in the longer term the transit center parking garage can accommodate increased demand.

Wayfinding and parking management are high priority, high value project. It is inexpensive compared to other improvements and has significant returns.



Phase 1 Short Term Temporary Signage Project



Phase 2 Long Term Downtown Wayfinding Design Project



3 Design a Downtown Festival Street on Avenue G

DESIGNATE CHAMPION OR IMPLEMENTING AGENCY

DEPARTMENT: MAIN STREET

PERSON: MAIN STREET MANAGER

IDENTIFY MOST LIKELY FUNDING SOURCES

GENERAL FUND BUDGET

CIP

DEVELOPMENT CORPORATION

HOTEL OCCUPANCY TAX

TRANSPORTATION FUNDING

SPECIAL DISTRICT FINANCING/
PUBLIC PRIVATE PARTNERSHIPS

ECONOMIC DEVELOPMENT INCENTIVES

GRANTS

CORPORATE, PHILANTHROPIC SPONSORS

DETERMINE REGULATIONS AND STANDARDS SUPPORT

SUBDIVISION ORDINANCE

LANDSCAPE ORDINANCE

SIGN ORDINANCE

THOROUGHFARE PLAN

PARKS AND REC PLAN

BUILDING CODE

OTHER: SPECIAL EVENTS PERMITS, ALLOW REPETITIVE

USES WITH ONE APPLICATION

IDENTIFY POLICIES, PROGRAMS, OR INITIATIVES TO SUPPORT PROJECT

MAIN STREET PROGRAM

ECONOMIC DEVELOPMENT POLICY

IDENTIFY PARTNERSHIPS AND COORDINATION ISSUES

PRIVATE SECTOR PARTNERS/DEVELOPERS/INVESTORS

PROJECTS THAT CONTRIBUTE ECONOMY OF SCALE

DETERMINE COORDINATION NEEDED

TX-DOT

FORT BEND COUNTY

OTHER: PLANNING DEPT., BUSINESS AND PROPERTY

OWNERS

JUMP START ACTION STEPS

1 CLARIFY SCOPE AND DESIGN WITH CITY AND BUSINESS/PROPERTY OWNER STAKEHOLDERS

2 INVESTIGATE MAIN STREET PROGRAM FOR ASSISTANCE

3 INVESTIGATE HOLDING A DESIGN COMPETITION AMONGST COLLEGE STUDENTS / INTERNS

The Historic Downtown is increasingly a destination for residents and visitors, and a large pedestrian area for events and festivals will help build on this momentum. Although there are few open parcels, the portion of Avenue G between 2nd and 3rd Streets would be ideal as a festival street that could be closed to traffic on weekends and during events.

There are several successful precedents, and the strategy of creating a flexible street that can function as a temporary plaza is an increasingly common strategy for bringing investment into and activating smaller downtowns. The street can be used to host weekly farmers markets, events organized by adjacent businesses or even school groups. For example, in Batavia Illinois, a new festival street provided a perfect location for people to gather and celebrate when the High School football team won the state title. Provided here is a link to the project (<http://www.chicagotribune.com/news/opinion/columnists/ct-batavia-dutch-street-met-20140827-column.html>).

The City of Rosenberg should initiate a project to redesign this portion of the street into a shared street, or Woonerf. The curbs should be removed to create a level surface between buildings, and different paving textures should be used to define different spaces, i.e. spaces for parallel parking and pedestrians only. Trees, planters, benches and lighted bollards can be used to define the limits of vehicular access and provide a measure of physical safety for pedestrians. Movable planters and/or removable bollards can be used to close the street during events. Team members of this design team took part in Houston's first woonerf, the design for the Fortsmith Street woonerf, which stretches from Stafford Street to Addicks Howell Road in the Energy Corridor provides pedestrian connections, vehicular circulation, and parking in an area of restaurants and small offices.

Because this is a new concept, the City should develop a clearly defined policy that specifies how different modes of transportation should share the street, as well as how and when local organizations and business can request to close the street for events (example from Seattle Festival Streets Policy). Programs and policies that support sidewalk seating and displays, and parklets linked with adjacent businesses will also play an important role in activating the space.

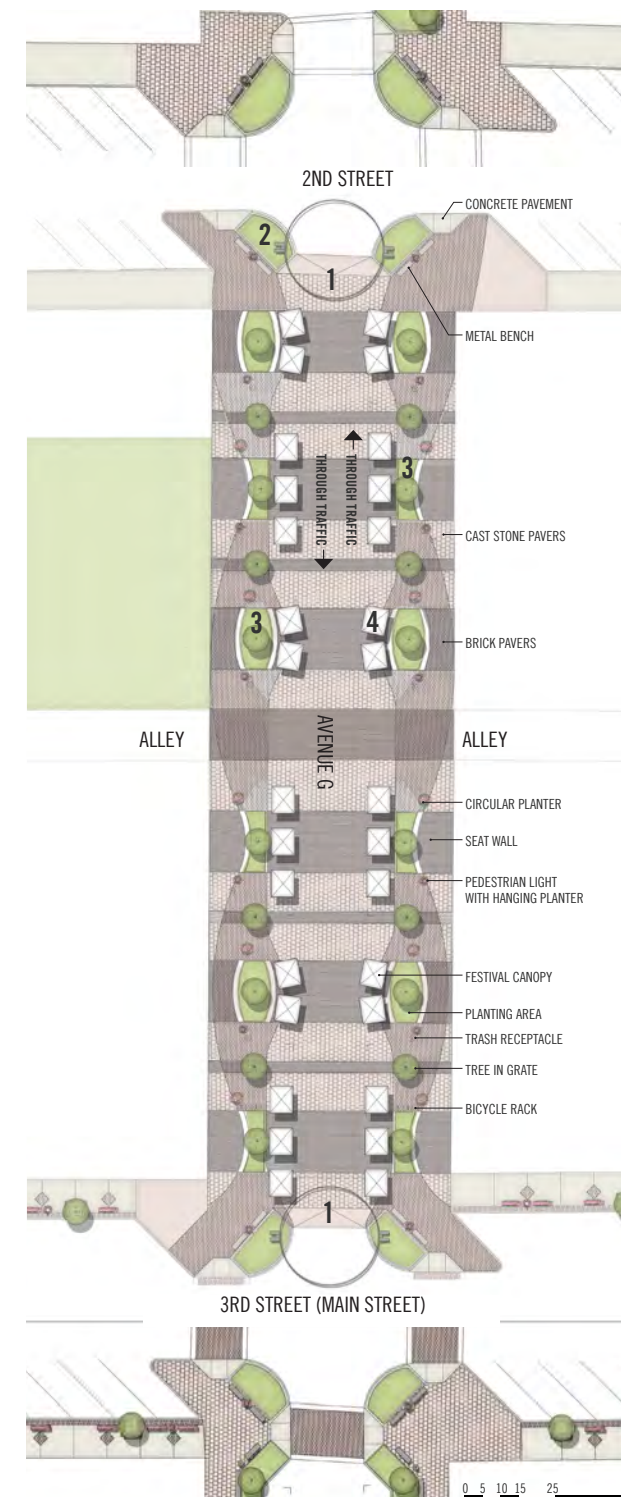
In order to be successful, improvements should be supported by frequent events. A regular schedule for closure to traffic - for example every Sunday, will help build a culture of residents and visitors frequenting downtown on weekends. The Rosenberg Development Corporation and the City Government should work with schools, local groups, and the Parks and Recreation Department to organize larger events and festivals.

Festival Street

Rendering Avenue G @ 3rd St

Design Principles:

- 1 Raise the roadway to create a level surface that can be used as a plaza
- 2 Traffic calming measures to reduce automobile speed to 20 mph or less
- 3 Safely define the roadway by strategic use of textures and street furniture
- 4 Use street furniture to define activity spaces



Movable Planters Close the Street to Traffic



Roadway Defined by Paving and Planting



Street Furniture Used To Define Activity Spaces



Festival Street Typology and Policies, Seattle, WA



River Street, Batavia, Illinois

Festival Street

This view shows the brick paving, raised pavement, and planters that define this block of 3rd Street as a woonerf. On a typical day, cars, pedestrians, and bicycles are equally welcome in this space. The lack of curbs creates a continuous space from building face to building face. The design encourages slow speeds for safety while retaining parking and access. For special events, the entire street could be closed to become a plaza.



Avenue G @ 3rd St
Looking West



Rendering @ Avenue G and 3rd Street intersection looking west

4

Develop a mixed-use transit oriented anchor

DESIGNATE CHAMPION OR IMPLEMENTING AGENCY

DEPARTMENT: ROSENBERG DEVELOPMENT

CORPORATION

PERSON: ECONOMIC DEVELOPMENT DIRECTOR

IDENTIFY MOST LIKELY FUNDING SOURCES

GENERAL FUND BUDGET

CIP

DEVELOPMENT CORPORATION

HOTEL OCCUPANCY TAX

TRANSPORTATION FUNDING

SPECIAL DISTRICT FINANCING /

PUBLIC PRIVATE PARTNERSHIPS

ECONOMIC DEVELOPMENT INCENTIVES

GRANTS

CORPORATE, PHILANTHROPIC SPONSORS

DETERMINE REGULATIONS AND STANDARDS SUPPORT

SUBDIVISION ORDINANCE

LANDSCAPE ORDINANCE

SIGN ORDINANCE

THOROUGHFARE PLAN

PARKS AND REC PLAN

BUILDING CODE

OTHER: PRIVATE DEED RESTRICTIVE COVENANTS

IDENTIFY POLICIES, PROGRAMS, OR INITIATIVES TO SUPPORT PROJECT

MAIN STREET PROGRAM

ECONOMIC DEVELOPMENT POLICY

OTHER: FORT BEND COUNTY TRANSIT / METRO

IDENTIFY PARTNERSHIPS AND COORDINATION ISSUES

PRIVATE SECTOR PARTNERS/DEVELOPERS/INVESTORS

PROJECTS THAT CONTRIBUTE ECONOMY OF SCALE

DETERMINE COORDINATION NEEDED

TX-DOT

FORT BEND COUNTY TRANSIT

JUMP START ACTION STEPS

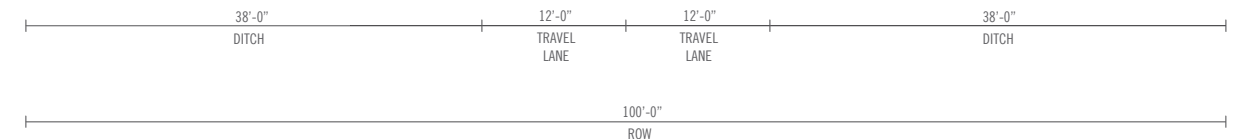
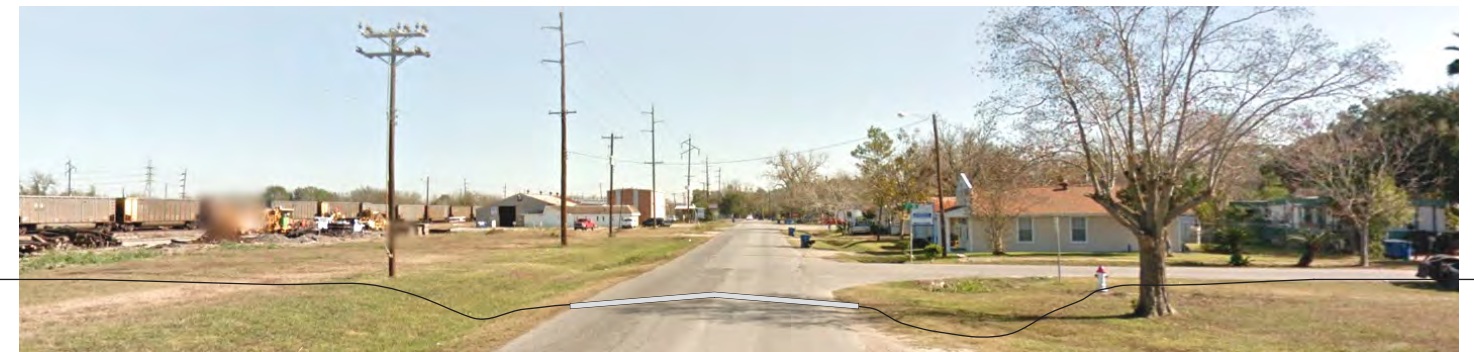
- 1 EVALUATE DEVELOPMENT/DESIGN/ ENVIRONMENTAL CONSTRAINTS ON RAILROAD R-O-W SITE
- 2 COMPLETE PARKING STUDY
- 3 EVALUATE ALTERNATIVE SITES IF NECESSARY
- 4 SEEK PRIVATE SECTOR DEVELOPER PARTNERS

The City of Rosenberg has acquired the BNSF-owned property at the northeast corner of 3rd Street and Avenue F. This strategic location, across from the railroad museum and at the end of the 3rd Street commercial can be a key anchor for downtown. Three programs could be combined to create a focal point and add activity to Downtown.

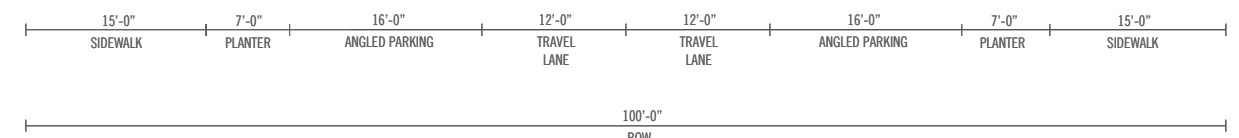
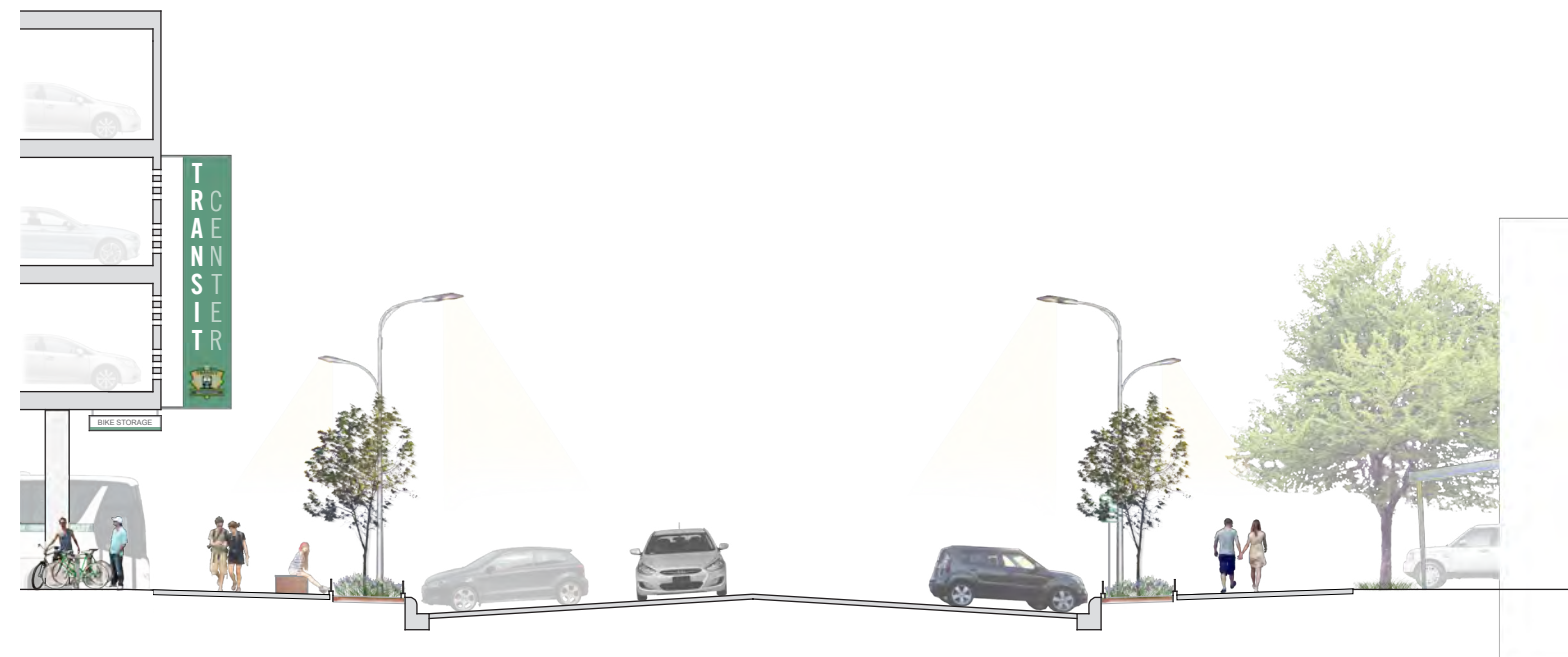
Firstly, there is demand for park-and-ride service to regional employment centers such as Uptown, Greenway Plaza, Downtown Houston, the Texas Medical Center. Fort Bend Transit currently operates service from Sugar Land and the fairgrounds. As growth continues, more park-and-ride will be required. Traditionally, these have been built as single-use facilities in “greenfield” sites. However, by locating a park and ride and transit center in downtown with structured parking, it can spur more activity. Restaurants and retail will benefit from additional businesses from park-and-ride passengers, and the link to jobs can support local residential demand within walking and biking distance. The same facility would also serve as a hub for local bus routes in Richmond and Rosenberg.

Secondly, the park-and-ride garage can serve a second purpose by providing additional parking for downtown, especially on nights and weekends.

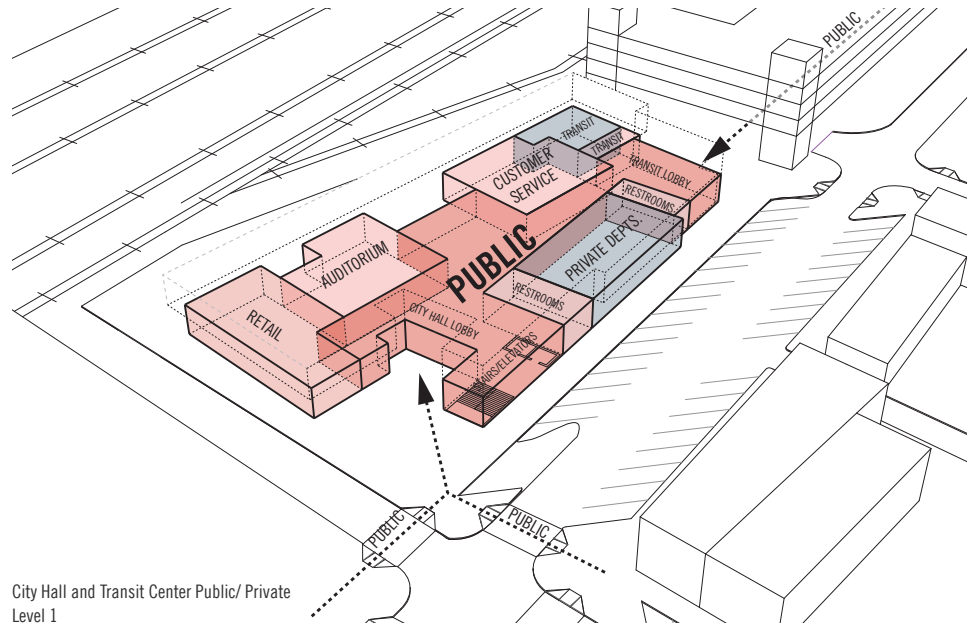
Thirdly, there is a potential to bring Rosenberg’s city government back into downtown. A facilities assessment has concluded that the current city hall is outdated and a new building is warranted. This lot is the perfect location for city hall, which would be the symbolic heart of the city as a well as another activity generator.



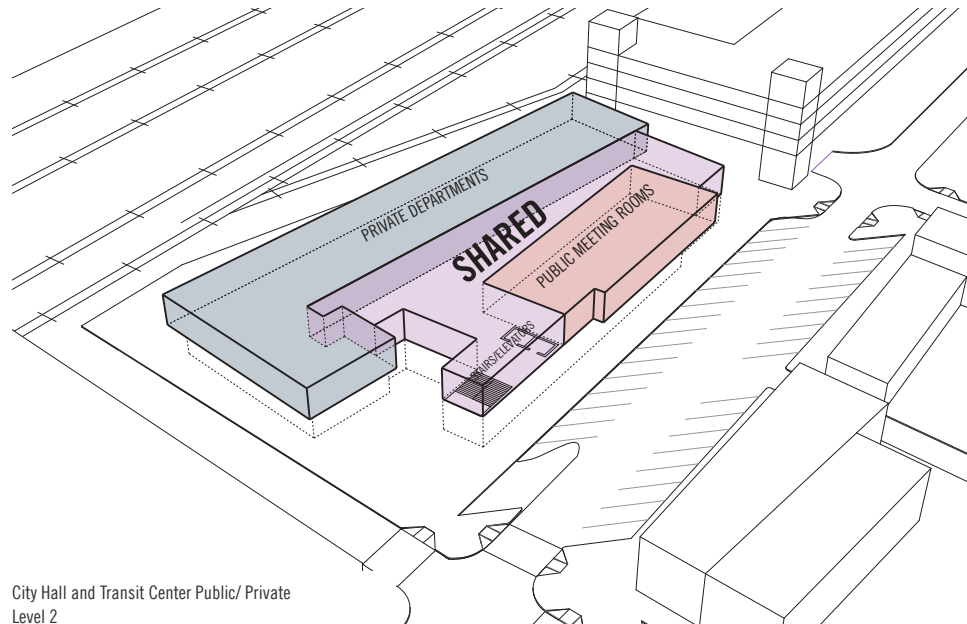
Existing Section on Avenue F @ 4th St
Looking East



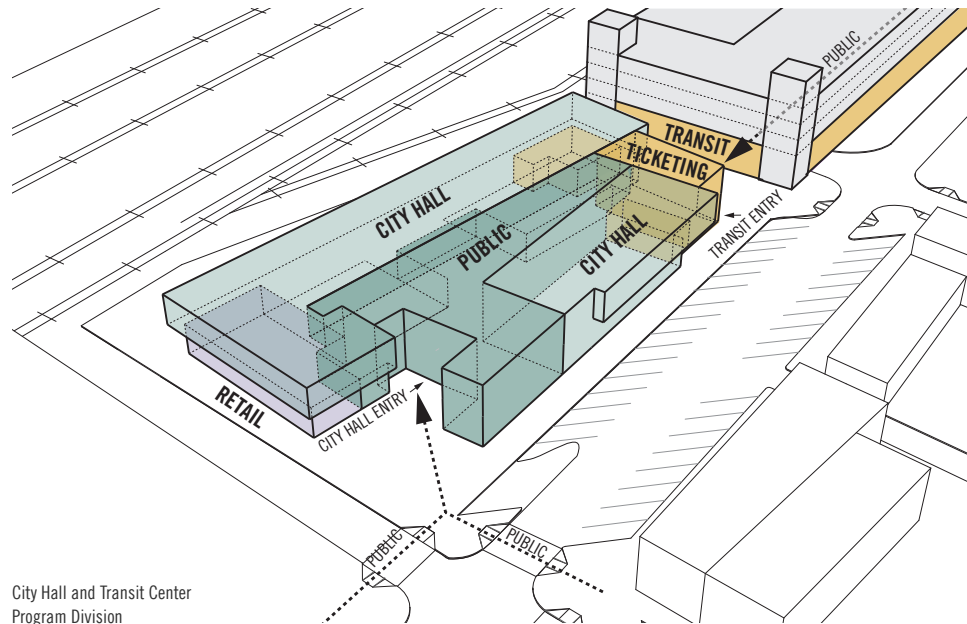
Proposed Section on Avenue F @ 4th St
Looking East



City Hall and Transit Center Public/ Private Level 1



City Hall and Transit Center Public/ Private Level 2

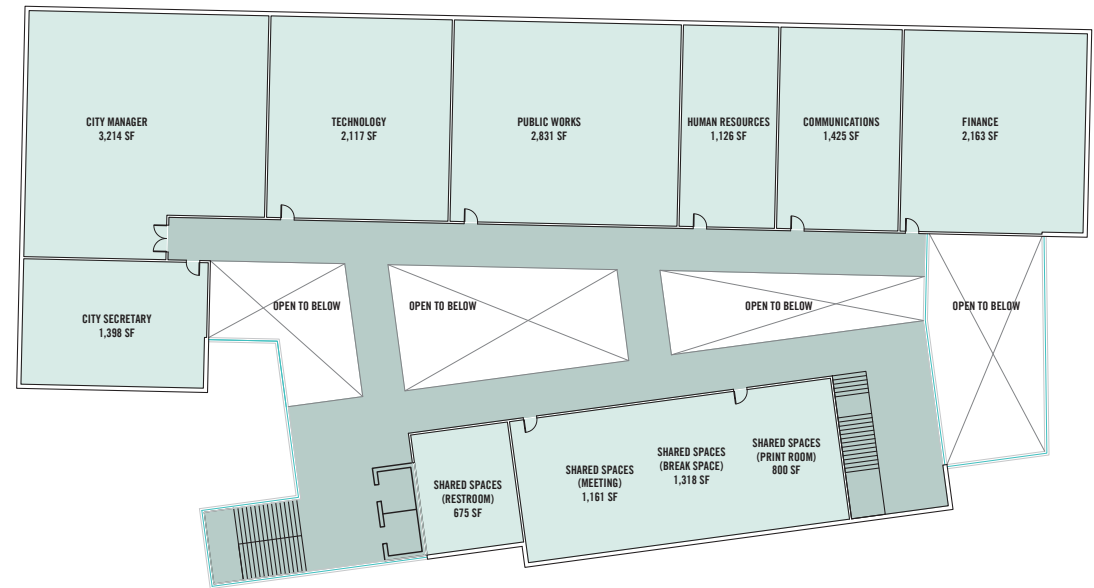


City Hall and Transit Center Program Division

These floor plans are based on a program developed in the City of Rosenberg's recent Facilities Master Plan. The ground floor houses council chambers, a reception area for visitors, and departments that have significant interaction with the public. It also includes a retail space facing 3rd Street and transit functions. The large central lobby is designed to be a welcoming "living room" for informal meetings and city events, but it can be closed off without affecting access to the transit functions. The reception desk is positioned to be able to limit access to the upstairs, which houses other city departments. Shared space on both floors include meeting rooms, storage, and printing.



City Hall and Schematic Plan Level 1



City Hall and Schematic Plan Level 2



Transit Center and Rosenberg City Hall

The city hall shown in the render below, also includes transit customer service, rest rooms, and waiting rooms on its east end. To the right is the garage, which serves city hall, park-and-ride transit riders, and downtown visitors. Buses circulate in the ground floor with their direct entrance from 4th street and the exit on 5th Street. Avenue F is upgraded with wide sidewalks, landscaping, and short-term parking.



4th St @ Avenue F
Looking West



Rendering @ 4th St and Avenue F looking west

Fort Bend Transit Center

On the ground floor of the garage, riders can wait for and board buses under cover from the weather. The elevators connect directly to park-and-ride parking above and a secure bike cage, accessed by subscription key cards, allows residents to ride to the transit center to board a bus. The transit center lobby, framed with glass, allows visibility to the bus bays.



Rendering @ ground floor Transit Center garage

5 Create a River Park

DESIGNATE CHAMPION OR IMPLEMENTING AGENCY

DEPARTMENT: PARKS AND RECREATION DEPARTMENT

PERSON: PARKS DIRECTOR

IDENTIFY MOST LIKELY FUNDING SOURCES

GENERAL FUND BUDGET

CIP

DEVELOPMENT CORPORATION

HOTEL OCCUPANCY TAX

TRANSPORTATION FUNDING

SPECIAL DISTRICT FINANCING/

PUBLIC PRIVATE PARTNERSHIPS

ECONOMIC DEVELOPMENT INCENTIVES

GRANTS: TEXAS PARKS AND WILDLIFE

CORPORATE, PHILANTHROPIC SPONSORS: GEORGE

FOUNDATION

DETERMINE REGULATIONS AND STANDARDS SUPPORT

SUBDIVISION ORDINANCE

LANDSCAPE ORDINANCE

SIGN ORDINANCE

THOROUGHFARE PLAN

PARKS AND REC PLAN

BUILDING CODE

OTHER: PARK DEDICATION FEES

IDENTIFY POLICIES, PROGRAMS, OR INITIATIVES TO SUPPORT PROJECT

MAIN STREET PROGRAM

ECONOMIC DEVELOPMENT POLICY

OTHER: HISTORIC CONNECTION TO PARK FUNDED AND CONSTRUCTED BY WPA

IDENTIFY PARTNERSHIPS AND COORDINATION ISSUES

PRIVATE SECTOR PARTNERS/DEVELOPERS/INVESTORS

PROJECTS THAT CONTRIBUTE ECONOMY OF SCALE

DETERMINE COORDINATION NEEDED

TX-DOT

FORT BEND COUNTY TRANSIT

OTHER: FORT BEND GREEN

JUMP START ACTION STEPS

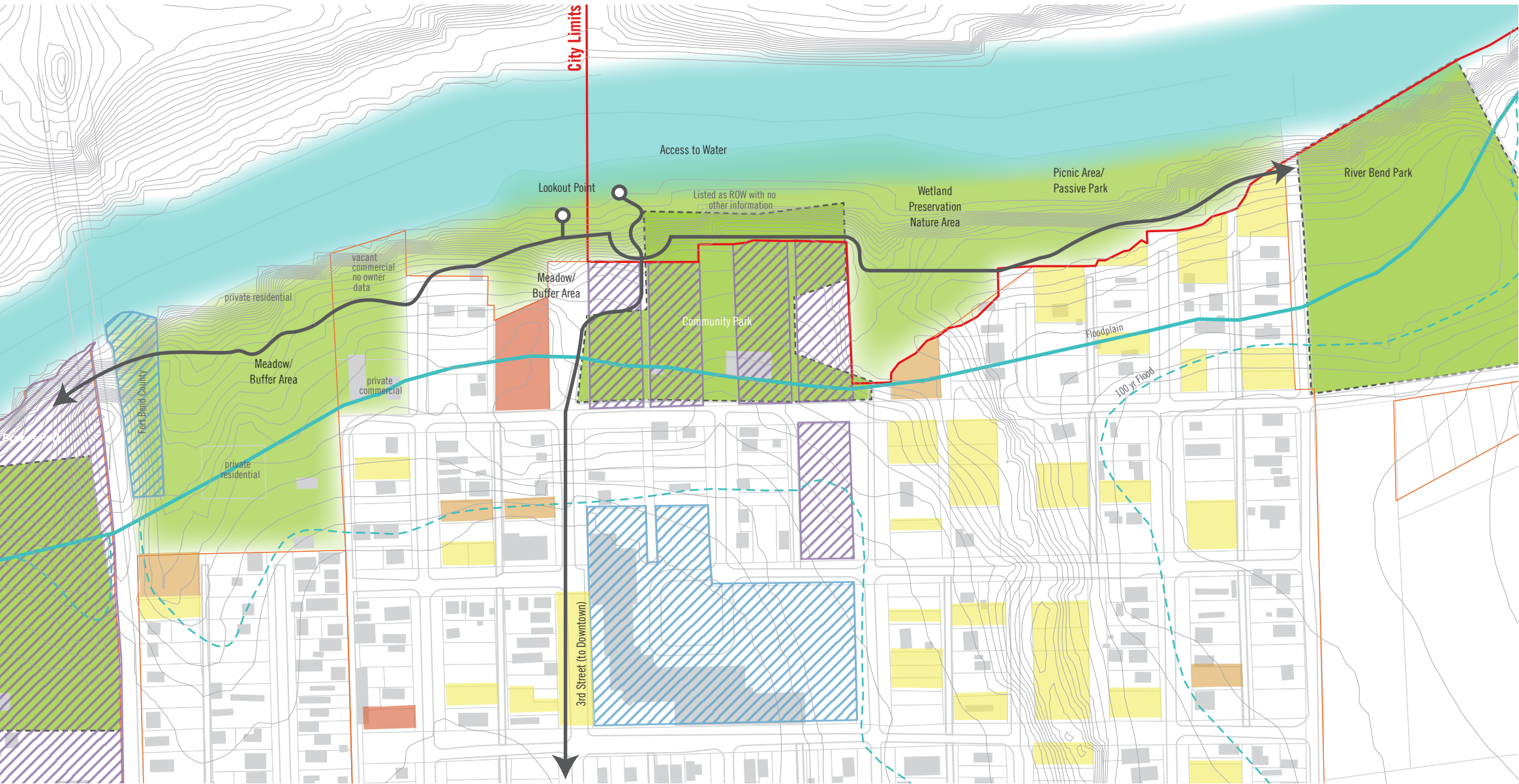
- 1 INCLUDE PROPOSED PARK IN PARKS MASTER PLAN UPDATE
- 2 CONFIRM RIGHT-OF-WAY / ACCESS ISSUES
- 3 CONFIRM DESIGN ASPECTS AND ESTABLISH COST ESTIMATES
- 4 SEEK FUNDING

The Brazos River is an untapped asset that could become a remarkable natural amenity for residents of Rosenberg, as well as a key part of a regional network of parks and trails proposed in the West Fort Bend Subregional Plan. Three parks are currently sited adjacent the Brazos River, but access to the riverbank and connections between the park are infrequent and mostly informal. Much of the land within the floodplain is owned by the city as part the right-of-way and has the potential to be developed into a signature waterfront park and trail connecting the three existing parks.

Community park, which is in relatively poor condition, should be renovated and expanded with a playground, sports fields and a space for larger events. The topography along the riverbank near the existing park presents an opportunity to create a small area overlooking the river as well as an access path to the water for recreation and boating. The creek to the east of the existing park presents an opportunity for a unique wetland and conservation area that can be used for both recreation and education.

There are several vacant properties within the floodplain, including smaller residential properties to the East and three larger properties to the West. The City and Parks Department should explore the

possibility of purchasing the smaller properties to use as trail-heads from the neighborhoods. The larger properties to the west of the river would be great amenity opportunities. In order to connect to Brazos Park, the City should either purchase the portions of the property along the river or secure easements for a trail.



A typical area of the Houston Bayou Greenway initiative, which includes trails, pedestrian bridges, public art, and sports amenities. Rosenberg's Brazos River has potential for grander restoration and destination features.



6 Improve 3rd Street from Avenue H to Brazos River

DESIGNATE CHAMPION OR IMPLEMENTING AGENCY

DEPARTMENT: PLANNING DEPARTMENT

PERSON: EXECUTIVE DIRECTOR OF PLANNING

IDENTIFY MOST LIKELY FUNDING SOURCES

GENERAL FUND BUDGET

CIP

DEVELOPMENT CORPORATION

HOTEL OCCUPANCY TAX

TRANSPORTATION FUNDING

SPECIAL DISTRICT FINANCING /

PUBLIC PRIVATE PARTNERSHIPS

ECONOMIC DEVELOPMENT INCENTIVES

GRANTS: TRANSIT FUNDING

CORPORATE, PHILANTHROPIC SPONSORS

DETERMINE REGULATIONS AND STANDARDS SUPPORT

SUBDIVISION ORDINANCE

LANDSCAPE ORDINANCE

SIGN ORDINANCE

THOROUGHFARE PLAN

PARKS AND REC PLAN

BUILDING CODE

OTHER: ESTABLISH RAIL QUITE ZONE

IDENTIFY POLICIES, PROGRAMS, OR INITIATIVES TO SUPPORT PROJECT

MAIN STREET PROGRAM

ECONOMIC DEVELOPMENT POLICY

OTHER: HISTORIC CONNECTION TO PARK FUNDED AND CONSTRUCTED BY WPA

IDENTIFY PARTNERSHIPS AND COORDINATION ISSUES

PRIVATE SECTOR PARTNERS/DEVELOPERS/INVESTORS

PROJECTS THAT CONTRIBUTE ECONOMY OF SCALE:

COORDINATE PARK IMPROVEMENTS

DETERMINE COORDINATION NEEDED

TX-DOT

FORT BEND COUNTY TRANSIT

OTHER: UP AND BNSF RAILROADS; TRANSIT-ORIENTED ANCHOR

JUMP START ACTION STEPS

1 REVIEW AND COORDINATE WITH EXISTING PLANS

2 SEEK FUNDING FOR PRELIMINARY DESIGN

The river is within biking and walking distance of Downtown Rosenberg, but 3rd street, the direct connection, is not a pleasant walking or biking environment, and the street conditions do not leave a good impression on motorists either. Rebuilding the street can create a green multi-modal gateway to the river.

The stretch of 3rd Street between Downtown Rosenberg and the Brazos River has a very wide right-of-way, between 80' and 90' wide, and a narrow roadway, 25' to 30'. While the existing infrastructure is minimally designed with no curbs and a badly deteriorating sidewalk on the west side of the street, the wide right-of-way provides many potential options given adequate investment.

Although there is roughly 25' of space on either side of the roadway, utility lines set 60' apart divide the space on both sides into smaller sections. Building additional infrastructure within the right-of-way may also provoke opposition from residents, as this space is used for parking and driveways. This space is also occupied by drainage ditches, which would have to be rebuilt or modified to accommodate improvements.

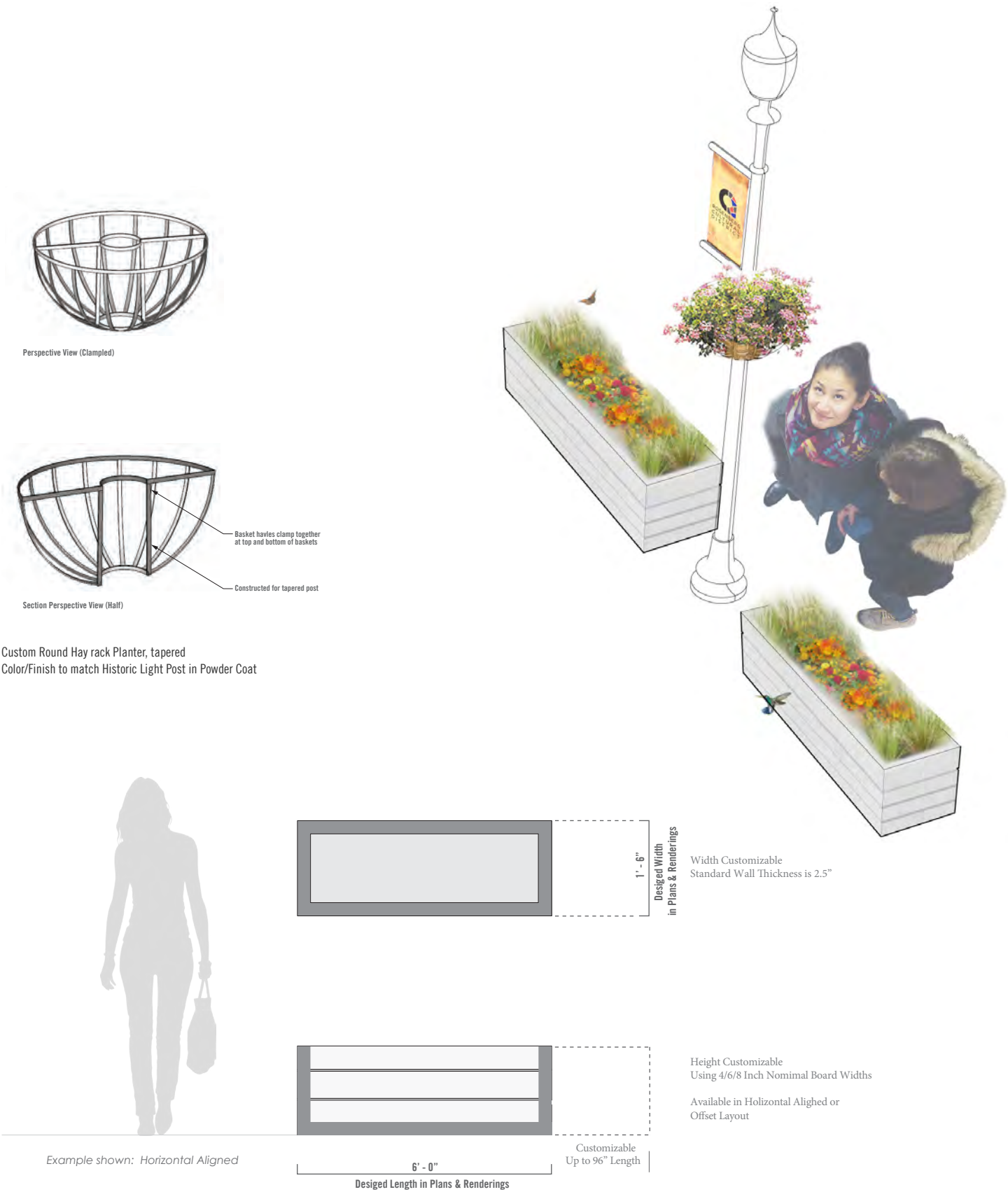
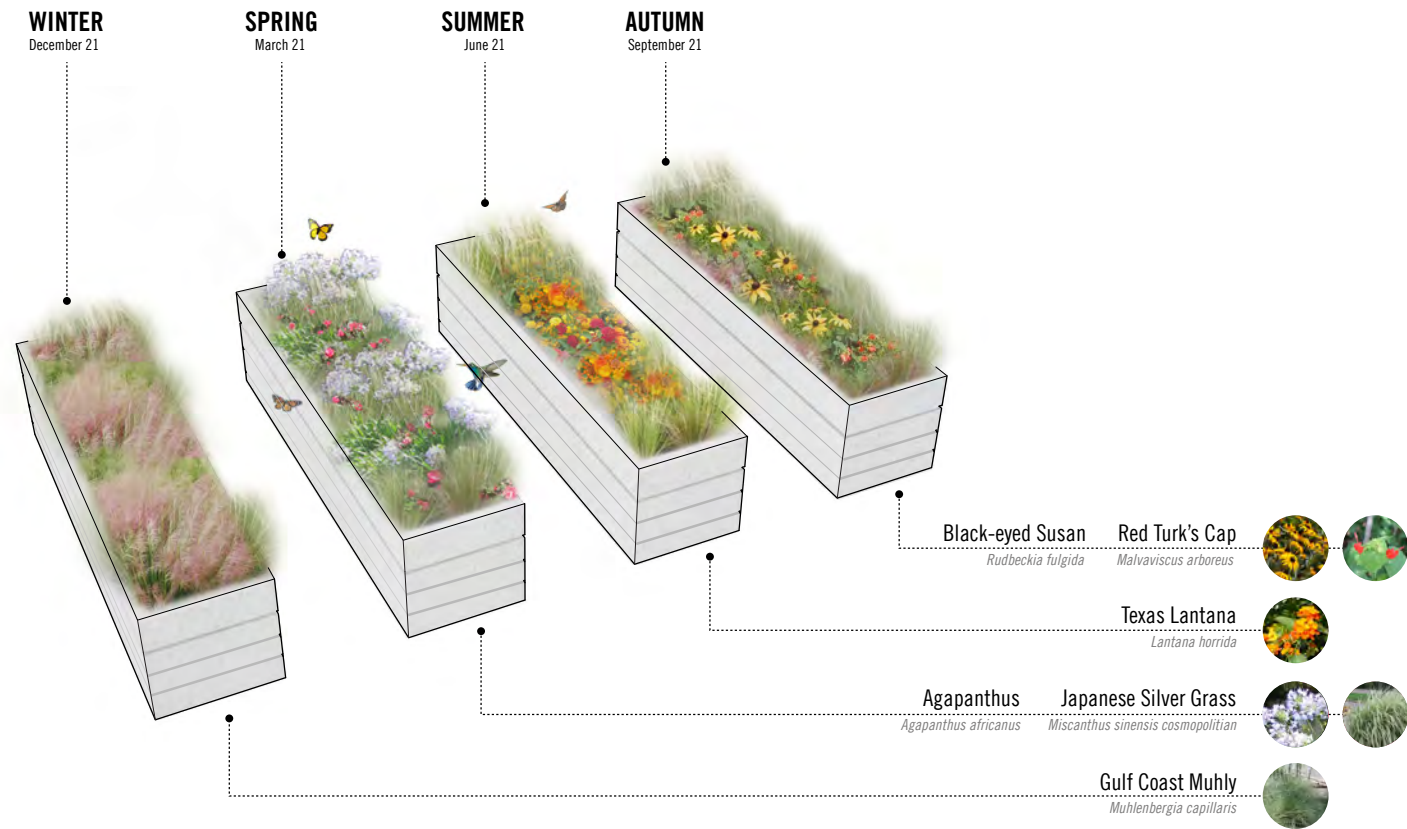
A 3rd Street bike route is proposed to extend from near the Brazos River to the north, south to Avenue M. Existing pavement width allows for a bike lanes immediately north of downtown and across the railroad tracks. Concentrating improvements on the east side of the street would be the most efficient use of resources and complement the elementary school. However, the street in front of the elementary school has been widened to allow diagonal parking, and might prove to be an obstacle for improvements.



Diagonal parking in front of Jackson Elementary School

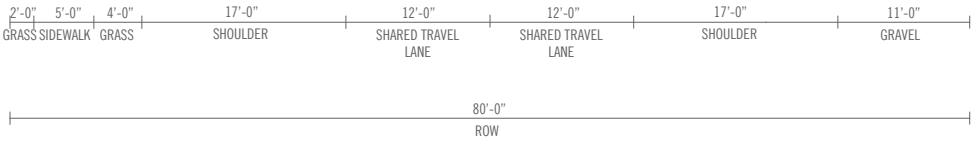


Improvements on 3rd Street in Downtown are minimal in the initial phases of the project. Planters and hanging flower baskets along 3rd Street add color and visual interest to the street. Planting can include native species and be can be varied by season.

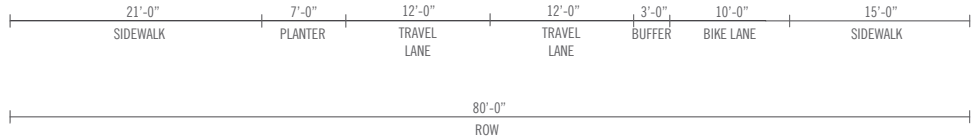


Form and Fiber, Inc. Boardform Series

At the railroad crossing, widened sidewalks and a dedicated bike path make crossing easier for pedestrians and bicyclists. The better defined traffic lanes and a median near the crossing gates, make the railroad crossing safer for drivers and permit creation of a quiet zone.

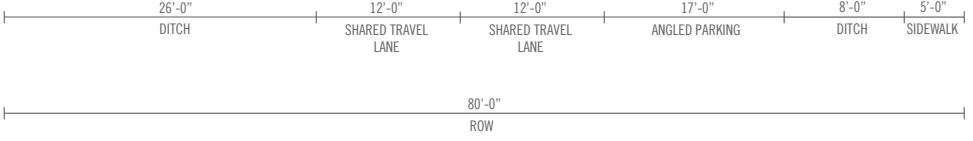


Existing Section on 3rd Street @ Railroad Crossing
Looking North

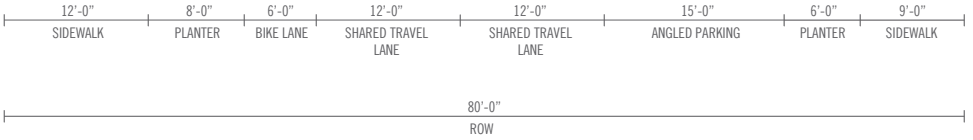


Proposed Section on 3rd Street @ Railroad Crossing
Looking North

From the railroad tracks to the river, Third is rebuilt with curbs, gutters, comfortable, tree-shaded sidewalks, a separated 2-way bike lane, and well-defined on street parking

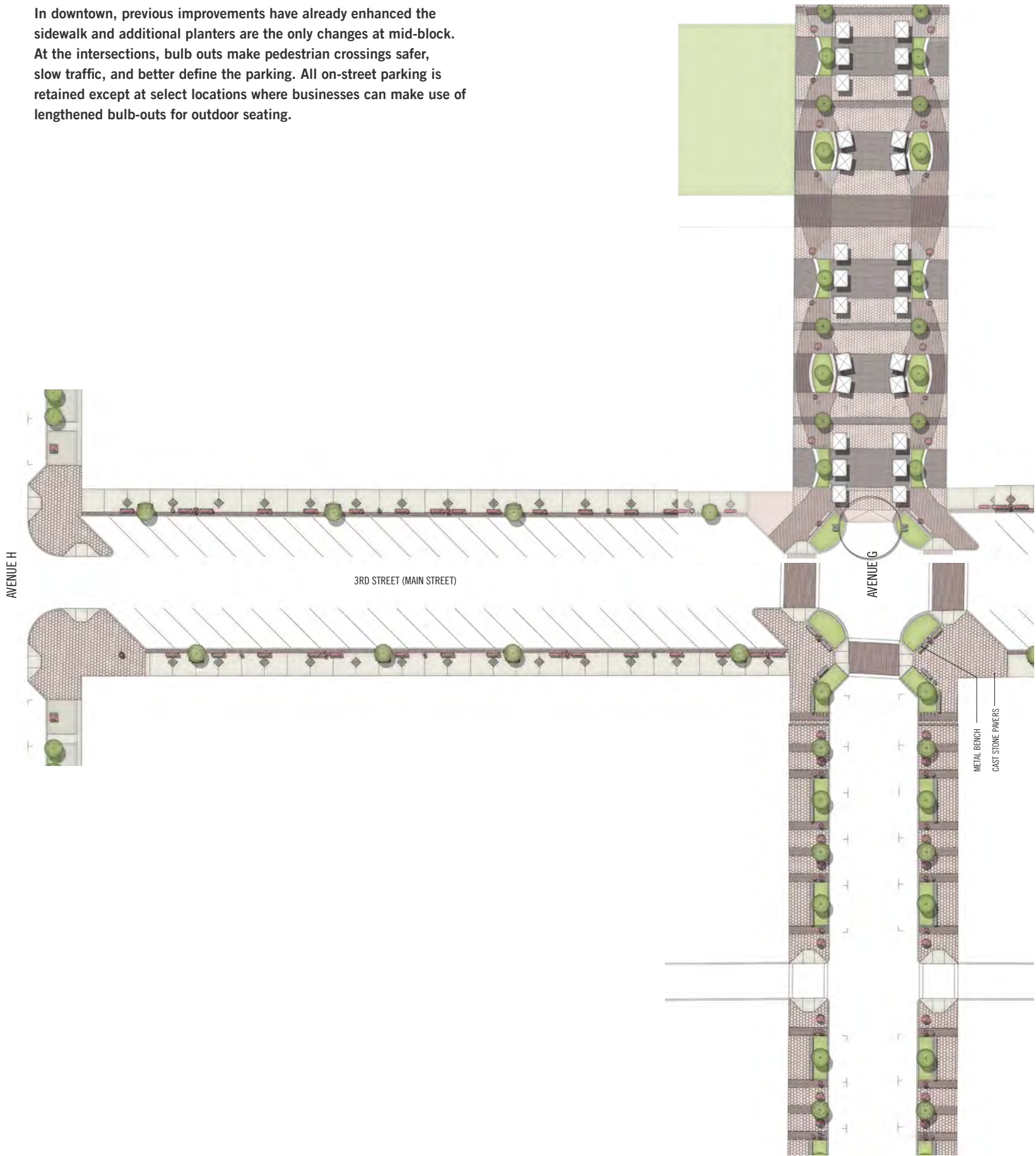


Existing Section on 3rd Street @ Jackson
Looking North

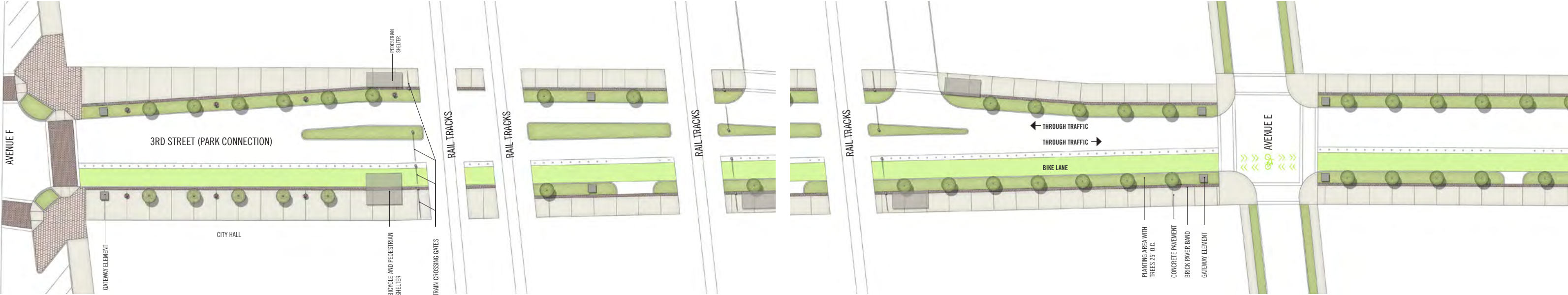


Proposed Section on 3rd Street @ Jackson
Looking North

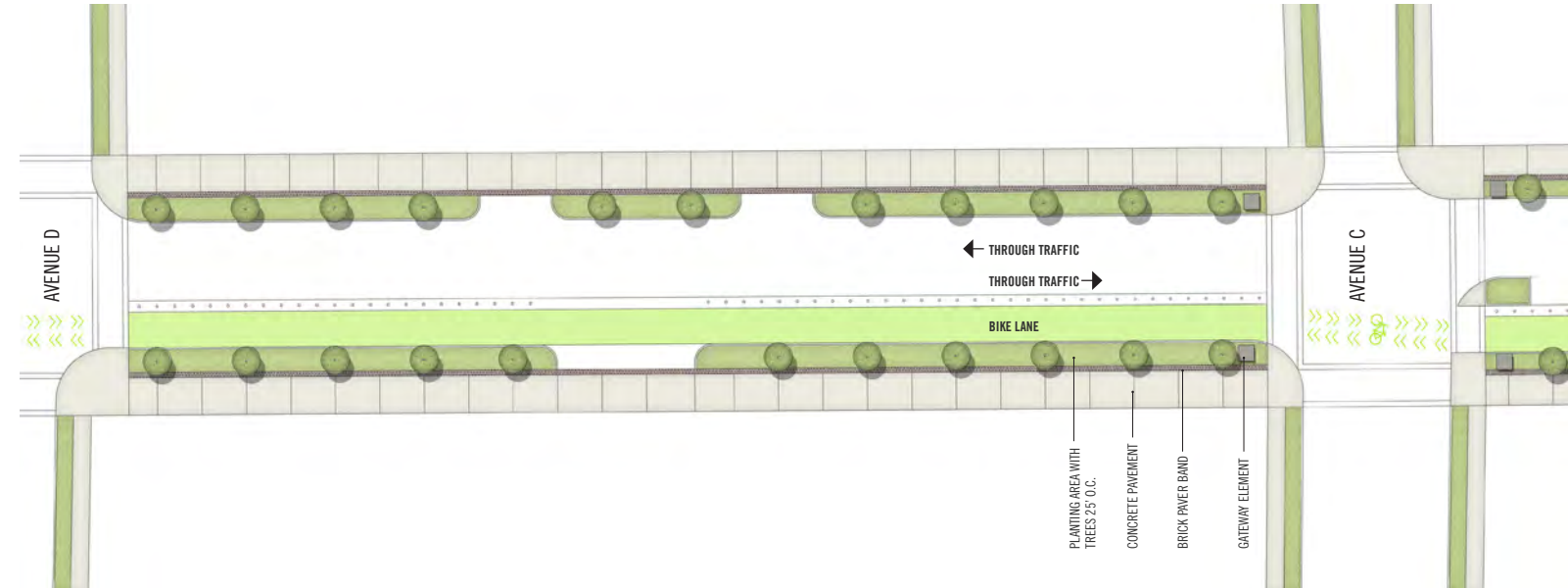
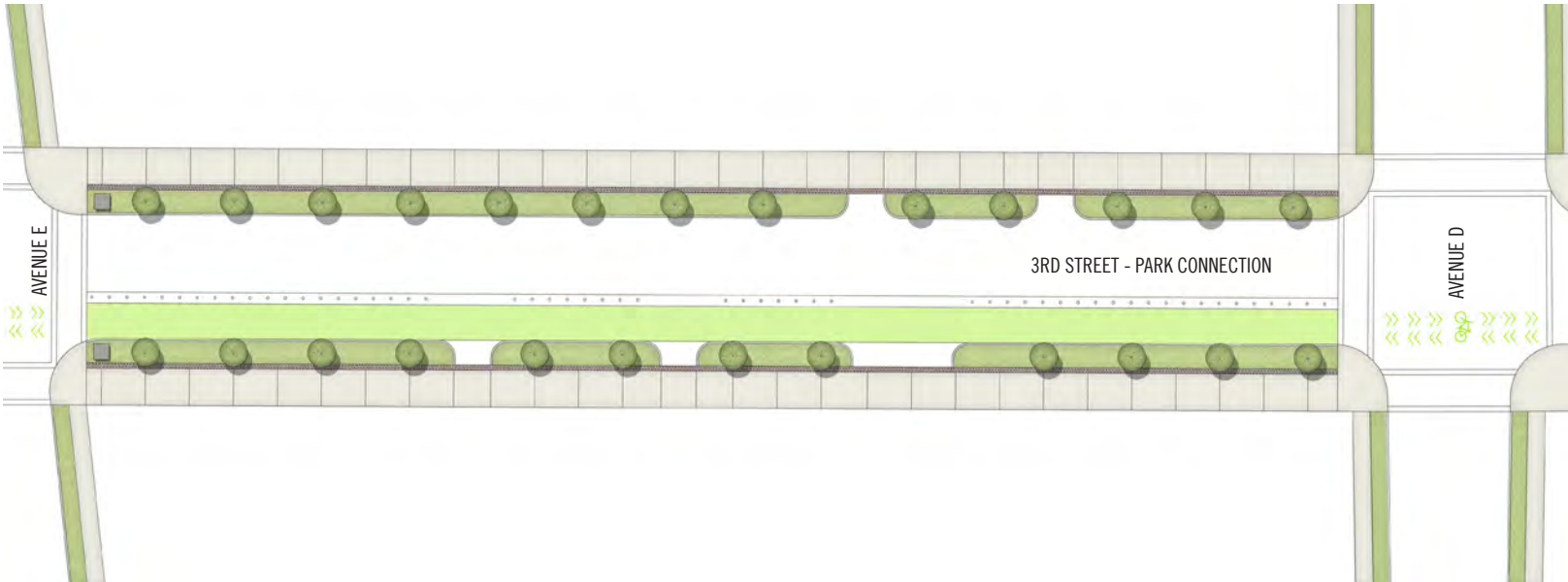
In downtown, previous improvements have already enhanced the sidewalk and additional planters are the only changes at mid-block. At the intersections, bulb outs make pedestrian crossings safer, slow traffic, and better define the parking. All on-street parking is retained except at select locations where businesses can make use of lengthened bulb-outs for outdoor seating.



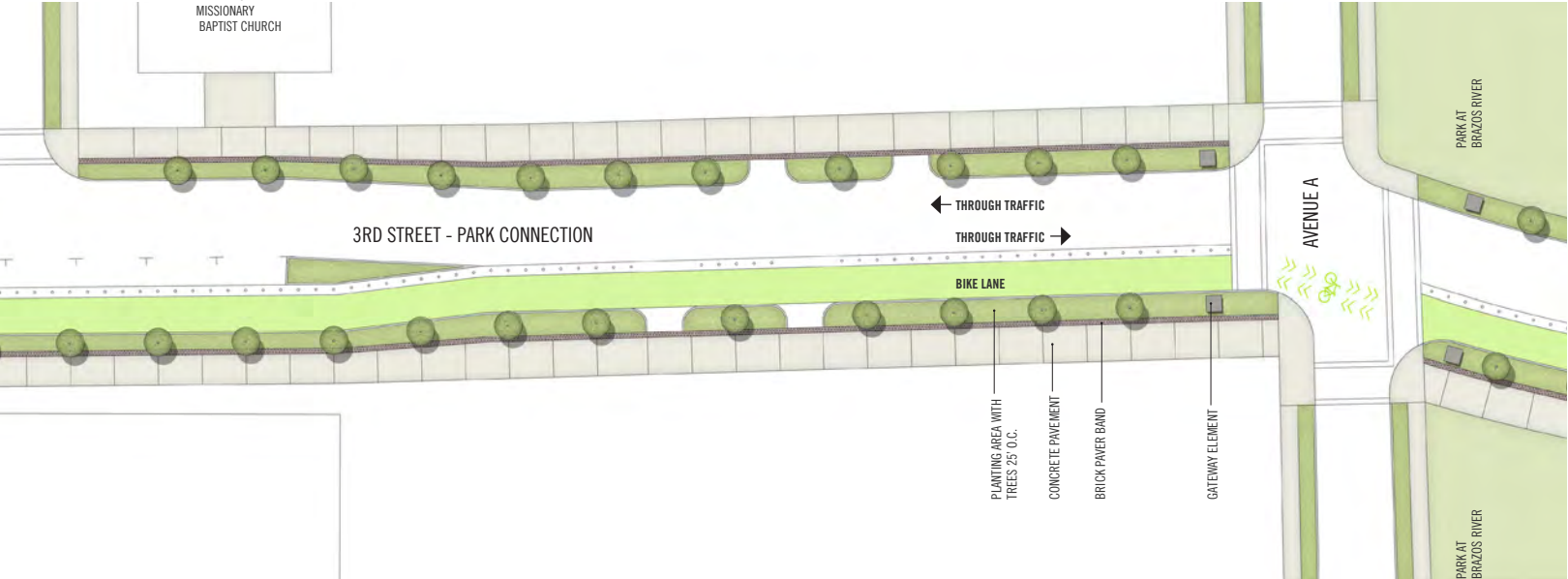
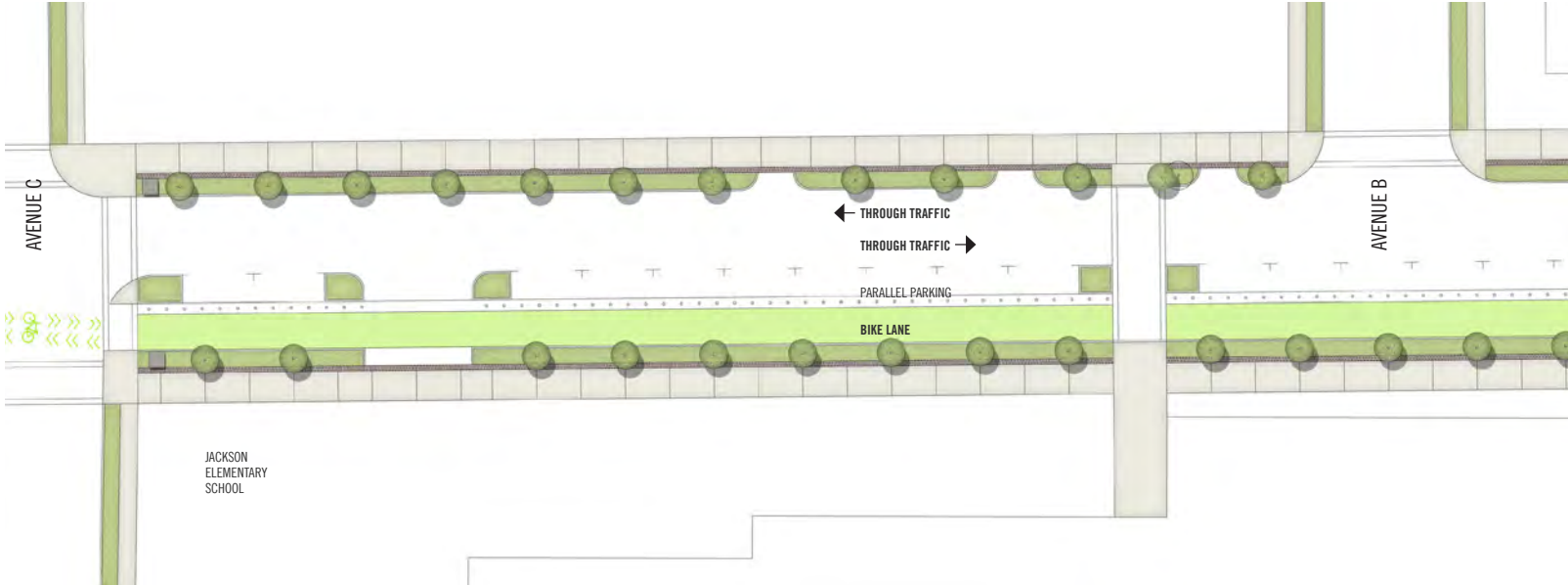
At the railroad crossing, the bike path to the river begins. Continuous paths and landscaping replace gravel between the tracks and shelters provide shade for pedestrians and bicyclists waiting for a train to pass. The medians at the crossing gates meet standards for a quiet zone.



North of the railroad crossing, continuous landscaping matches the residential character of the street. All driveways are maintained. The bike lane is separated from traffic with pylons and a buffer strip.



On-street parking, located between traffic lanes and the bike lane to minimize conflicts, is provided at Travis Elementary School. At its north end, the street becomes the entry to Brazos River Park.



Main St and Avenue G Intersection

Improvements including bulb outs, sidewalk pavers, landscaping, and seating can make the center of downtown more welcoming to pedestrians and create an attractive focal point in the center of Downtown.



3rd St @ Avenue G
Looking North



Rendering @ 3rd St and Avenue G looking north

7 Improve 4th St from Historic Downtown to Mons Avenue

DESIGNATE CHAMPION OR IMPLEMENTING AGENCY

DEPARTMENT: PLANNING DEPARTMENT

PERSON: EXECUTIVE DIRECTOR OF PLANNING

IDENTIFY MOST LIKELY FUNDING SOURCES

GENERAL FUND BUDGET

CIP

DEVELOPMENT CORPORATION

HOTEL OCCUPANCY TAX

TRANSPORTATION FUNDING

SPECIAL DISTRICT FINANCING /

PUBLIC PRIVATE PARTNERSHIPS

ECONOMIC DEVELOPMENT INCENTIVES

GRANTS: TRANSIT FUNDING

CORPORATE, PHILANTHROPIC SPONSORS

DETERMINE REGULATIONS AND STANDARDS SUPPORT

SUBDIVISION ORDINANCE

LANDSCAPE ORDINANCE

SIGN ORDINANCE

THOROUGHFARE PLAN

PARKS AND REC PLAN

BUILDING CODE

IDENTIFY POLICIES, PROGRAMS, OR INITIATIVES TO

SUPPORT PROJECT

MAIN STREET PROGRAM

ECONOMIC DEVELOPMENT POLICY

IDENTIFY PARTNERSHIPS AND COORDINATION ISSUES

PRIVATE SECTOR PARTNERS/DEVELOPERS/INVESTORS

PROJECTS THAT CONTRIBUTE ECONOMY OF SCALE

DETERMINE COORDINATION NEEDED

TX-DOT

FORT BEND COUNTY TRANSIT

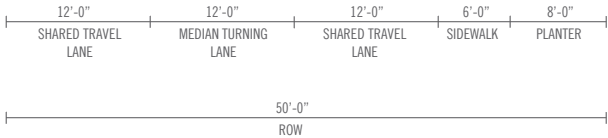
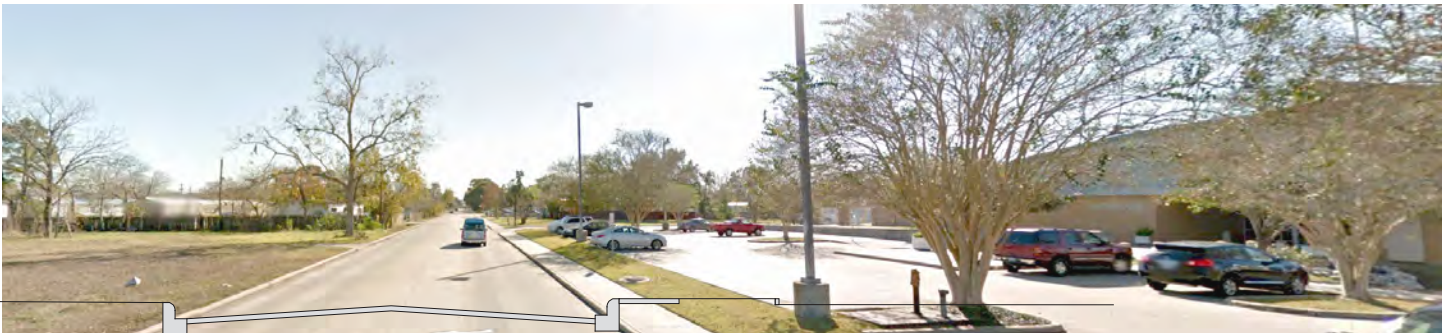
JUMP START ACTION STEPS

1 REVIEW AND COORDINATE WITH EXISTING PLANS

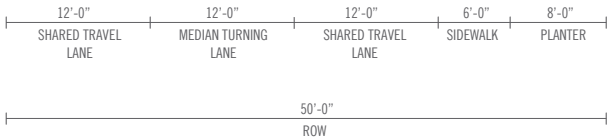
2 SEEK FUNDING FOR PRELIMINARY DESIGN

Key north-south connections near downtown are made along 3rd and 4th Streets. The roadways are primarily residential, with low volumes or relatively slow traffic, but they connect to the heart of downtown. 4th Street will serve as the route reaching further to the south, with bikes sharing lanes with cars from Avenue F to well beyond the study area towards City Hall. Signage guides drivers and bicyclists alike to safely share the roadway.

Designating 4th as a bike route requires signs but does not involve roadway reconstruction or any change in the lane configuration. This project could be funded implemented in conjunction with other street improvement projects.



Existing Section @ 4th St and City Hall Dr.
Looking South



Proposed Section @ 4th St and City Hall Dr.
Looking South

TRADITIONAL NEIGHBORHOOD

Vision

The vision for traditional neighborhoods around Downtown is exactly the kind of places the majority of Americans want to live: quaint, quiet, tree shaded, and authentic. They are a short walk from all the attractions of downtown but very different in character. New houses, townhouses, and small scale apartments occupy formerly vacant lots next to well-maintained single-family homes.

These areas benefit by the increased economic vibrancy of Downtown through infill development, new housing types, and revitalized existing residential uses. Such residential growth would provide potential new customers with added purchasing power to nearby retail enterprises. The area currently has significant pedestrian and bike traffic. The proposed improvements would provide transformative new pedestrian and bike amenities along with new green space that could contribute to increase home values.

This view shows how street reconstruction, improved sidewalks, landscaping, and infill development at an appropriate scale can accommodate new residents and improve the neighborhood for existing residents without losing its green, residential character.



Avenue G @ 5th St
Looking West



Rendering @ Avenue G between 5th and 6 Street, looking west

TRADITIONAL NEIGHBORHOOD

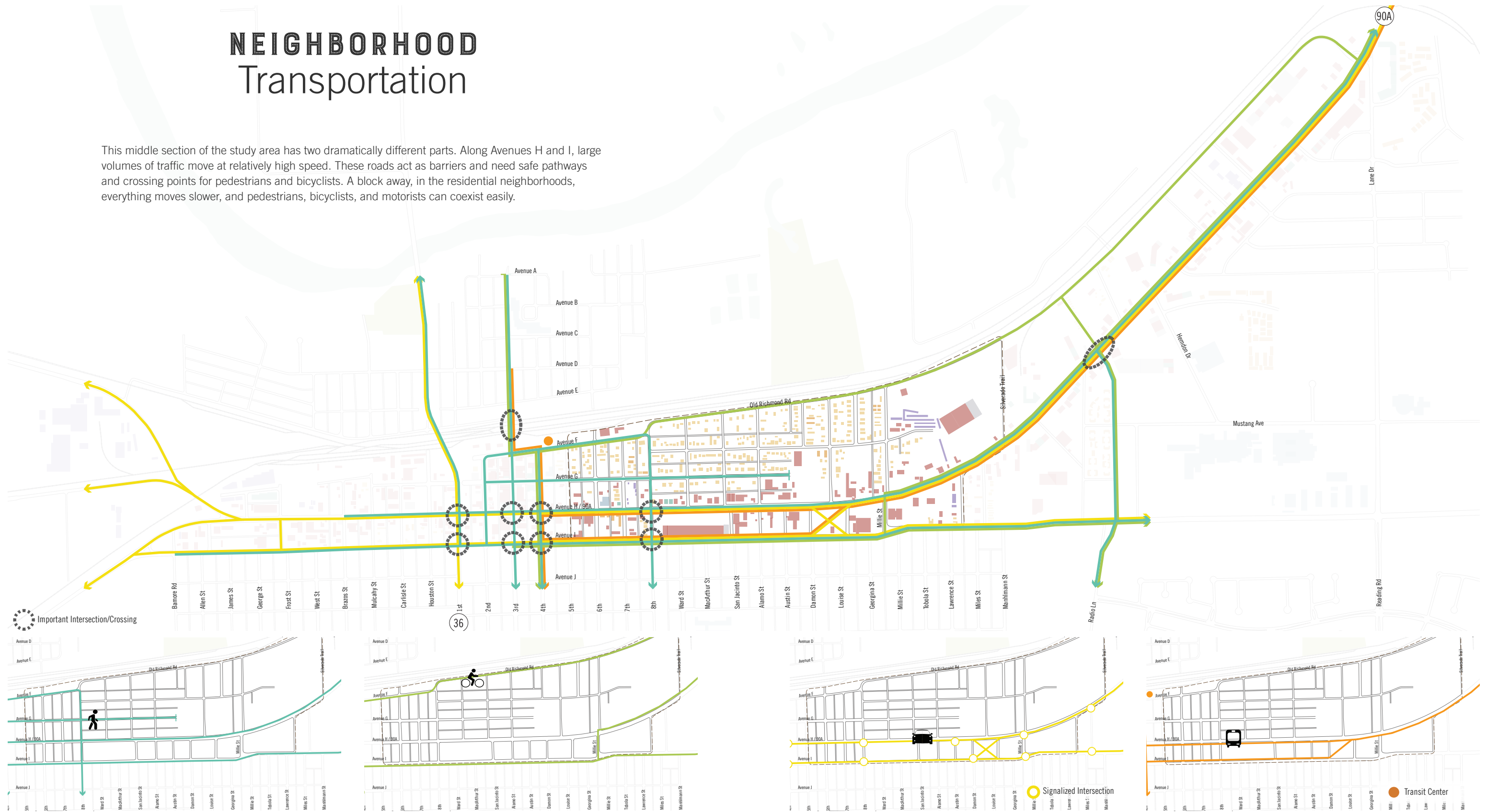
Built Form

Infill development, including low-rise multifamily, townhouses, and single-family homes, replaces vacant lots. Improved streets connect the neighborhood to downtown and to the adjacent commercial areas. Public spaces are green, quiet, and welcoming. Low Impact Development principles are used to manage storm water through natural means, and some lots can be used for community gardens and small-scale agriculture.



NEIGHBORHOOD Transportation

This middle section of the study area has two dramatically different parts. Along Avenues H and I, large volumes of traffic move at relatively high speed. These roads act as barriers and need safe pathways and crossing points for pedestrians and bicyclists. A block away, in the residential neighborhoods, everything moves slower, and pedestrians, bicyclists, and motorists can coexist easily.



Regional Transit:	None
Local Transit:	Bus routes running through or adjacent neighborhood connecting to adjacent jobs, retail and educational destinations
Cars:	Through traffic on Avenue H / US90A and FM 1640, with slow, low volume traffic on neighborhood streets
Bikes:	Good bike connectivity linking to stores, residential, and parks. Comfortable biking on streets with slow traffic
Pedestrians:	Great pedestrian realm with typical sidewalks for residents and greenspace with shade trees

8 Rebuild Avenue H and Avenue I

DESIGNATE CHAMPION OR IMPLEMENTING AGENCY

DEPARTMENT: ROSENBERG DEVELOPMENT CORPORATION
PERSON: ECONOMIC DEVELOPMENT DIRECTOR

IDENTIFY MOST LIKELY FUNDING SOURCES

GENERAL FUND BUDGET
CIP
DEVELOPMENT CORPORATION
HOTEL OCCUPANCY TAX
TRANSPORTATION FUNDING
SPECIAL DISTRICT FINANCING / PUBLIC PRIVATE PARTNERSHIPS
ECONOMIC DEVELOPMENT INCENTIVES
GRANTS
CORPORATE, PHILANTHROPIC SPONSORS

DETERMINE REGULATIONS AND STANDARDS SUPPORT

SUBDIVISION ORDINANCE
LANDSCAPE ORDINANCE
SIGN ORDINANCE
THOROUGHFARE PLAN
PARKS AND REC PLAN
BUILDING CODE

IDENTIFY POLICIES, PROGRAMS, OR INITIATIVES TO SUPPORT PROJECT

MAIN STREET PROGRAM
ECONOMIC DEVELOPMENT POLICY

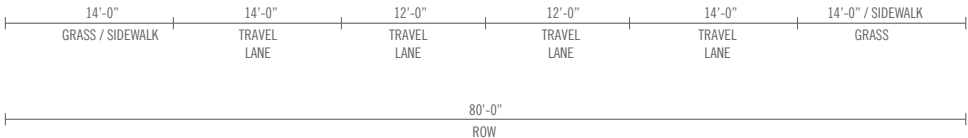
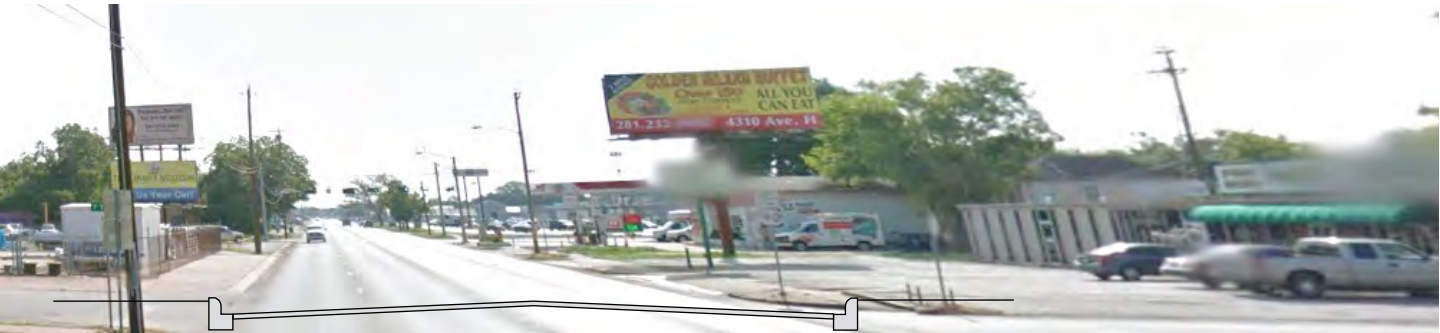
IDENTIFY PARTNERSHIPS AND COORDINATION ISSUES

PRIVATE SECTOR PARTNERS/DEVELOPERS/INVESTORS
PROJECTS THAT CONTRIBUTE ECONOMY OF SCALE

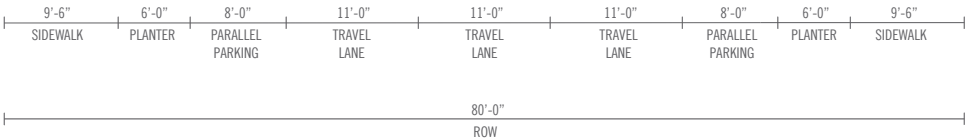
DETERMINE COORDINATION NEEDED

TX-DOT
FORT BEND COUNTY TRANSIT

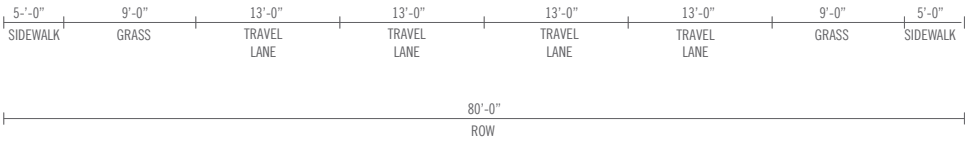
The reconstruction of Avenues H and I in Recommendation 1 continues through the traditional neighborhood district. Avenue H has a parking lane on both sides of the street, providing additional parking spaces for local businesses. Avenue I provides a two-way physically separated bike path on the south side of the roadway. Each road has space for a sidewalk on both sides of the street. Bulb outs at intersections shorten the pedestrian crossing distances and thus make the pedestrian crossings safer. Upgraded sidewalk paving and landscaping enhance the pedestrian experience and the surrounding areas.



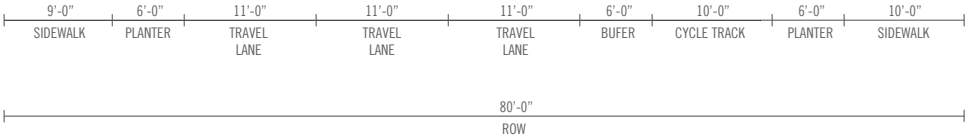
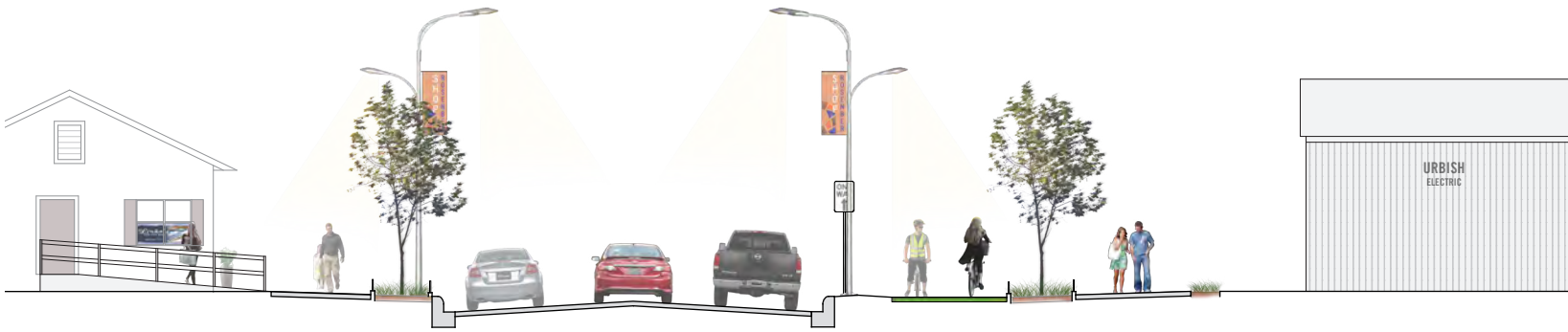
Existing Section on Avenue H @ 7th
Looking East



Proposed Section on Avenue H @ 7th
Looking East



Existing Section on Avenue I @ 7th
Looking East



Proposed Section on Avenue I @ 7th
Looking East

9 Transform Avenue G into a Green Multi-modal Promenade

DESIGNATE CHAMPION OR IMPLEMENTING AGENCY

DEPARTMENT: PLANNING DEPARTMENT

PERSON: EXECUTIVE DIRECTOR OF PLANNING

IDENTIFY MOST LIKELY FUNDING SOURCES

GENERAL FUND BUDGET

CIP

DEVELOPMENT CORPORATION

HOTEL OCCUPANCY TAX

TRANSPORTATION FUNDING

SPECIAL DISTRICT FINANCING/

PUBLIC PRIVATE PARTNERSHIPS

ECONOMIC DEVELOPMENT INCENTIVES

GRANTS

CORPORATE, PHILANTHROPIC SPONSORS

DETERMINE REGULATIONS AND STANDARDS SUPPORT

SUBDIVISION ORDINANCE

LANDSCAPE ORDINANCE

SIGN ORDINANCE

THOROUGHFARE PLAN

PARKS AND REC PLAN

BUILDING CODE

OTHER: DESIGN STANDARDS

IDENTIFY POLICIES, PROGRAMS, OR INITIATIVES TO SUPPORT PROJECT

MAIN STREET PROGRAM

ECONOMIC DEVELOPMENT POLICY

IDENTIFY PARTNERSHIPS AND COORDINATION ISSUES

PRIVATE SECTOR PARTNERS/DEVELOPERS/INVESTORS

PROJECTS THAT CONTRIBUTE ECONOMY OF SCALE:

WAYFINDING PROJECT

DETERMINE COORDINATION NEEDED

TX-DOT

FORT BEND COUNTY TRANSIT

OTHER: COORDINATION WITH 3RD AND 4TH STREET

PROJECTS

JUMP START ACTION STEPS

1 IDENTIFY PROJECT PHASES FOR ECONOMIES OF SCALE AND IMPACT

2 PERFORM A PARKING STUDY

3 IDENTIFY FIRST PHASE

4 IDENTIFY FUNDING SOURCES

5 REQUEST FUNDING

Avenue G, running parallel to Avenue H and Avenue I to the north, does not connect to major thoroughfares and has much lower traffic volumes. It serves as a natural connection between Downtown and the neighborhood for pedestrians, bicyclists, and small volumes of local traffic. Therefore, Avenue G should be designed as an urban promenade that extends through the center of Rosenberg's Historic Downtown and creates a new pedestrian spine through the neighborhood to the east.

Today, Avenue G has over 50 feet of pavement for two traffic lanes and on-street parking. Of this, 24 feet is sufficient to carry that traffic. In the proposed recommendation, the remaining space is designed to be used for improved sidewalks and landscaping along with parallel parking. The result is a park-like street the links the neighborhood and serves as a welcoming public space for running, walking a dog, and meeting neighbors.

Avenue G connects downtown to residential neighborhoods, the character of the street, the scale of the buildings, and the types of activity it hosts varies along its length. Thus, both the cross section of the street and the design details must vary accordingly.



Tree Grates, Ottawa, CA



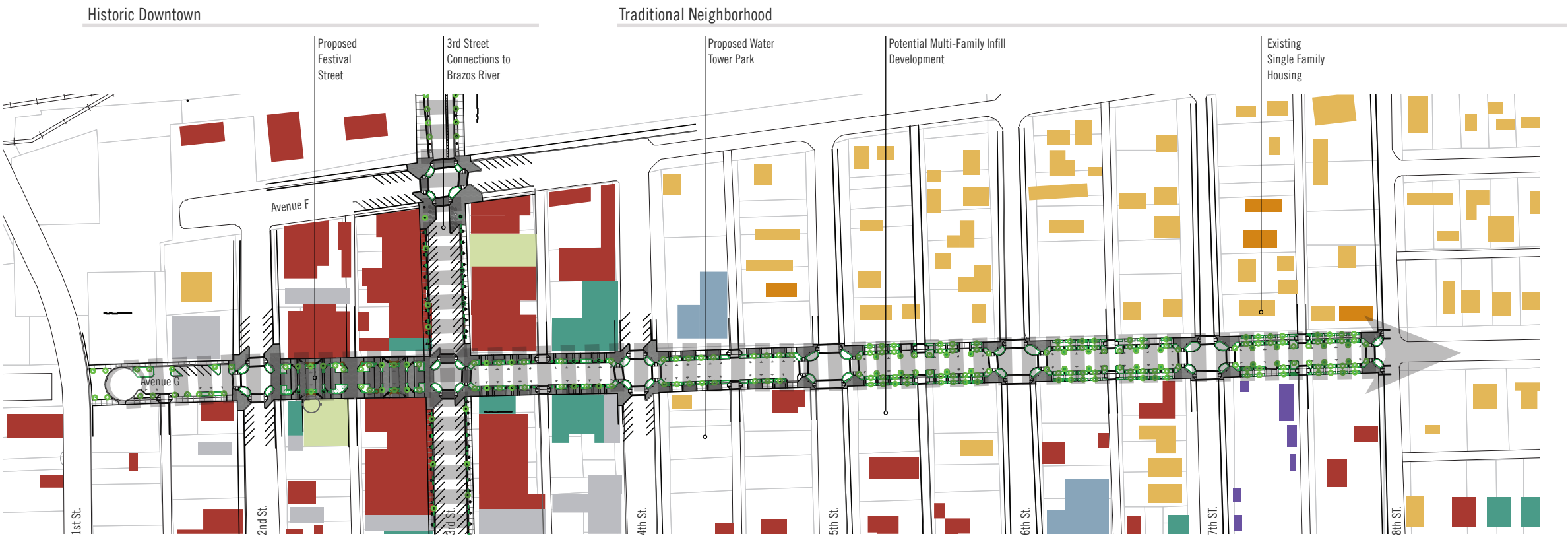
South Bank Promenade, Melbourne, AUS



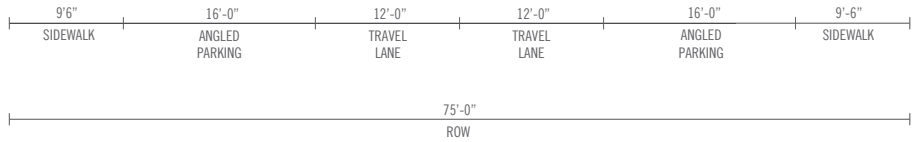
Stormwater Planters, Portland, OR



Bioswale, Seattle, WA

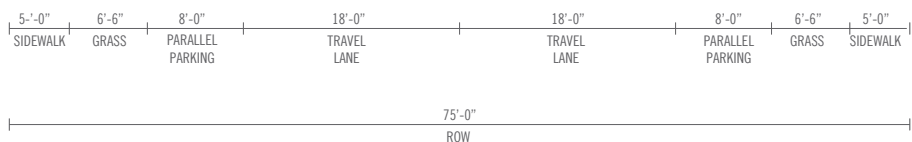


In Downtown, converting angled parking to parallel parking allows for widened, tree-shaded sidewalks. This closes today's gap between the vibrant activity of 3rd Street and the welcoming tree canopy of the neighborhood.

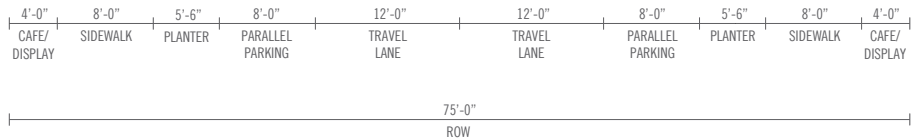


Existing Section on Avenue G @ 3rd
Looking East

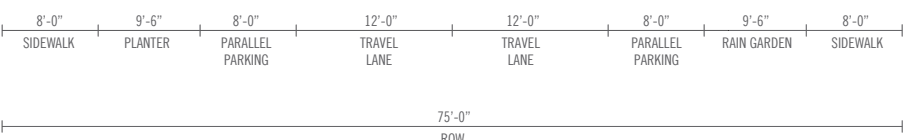
Within the neighborhoods, where pedestrian volumes are lower and buildings are residential instead of commercial, more of the street right of way is used for landscaping.



Existing Section on Avenue G @ 5th
Looking East

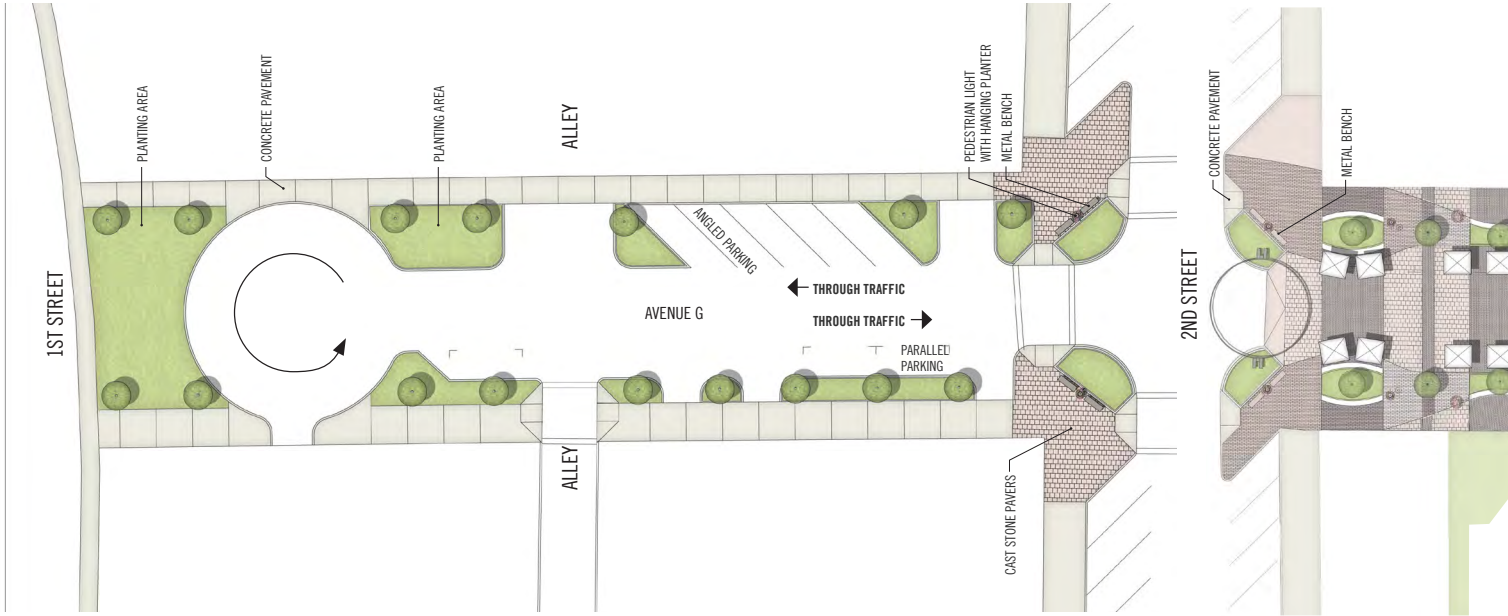


Proposed Section on Avenue G @ 3rd
Looking East

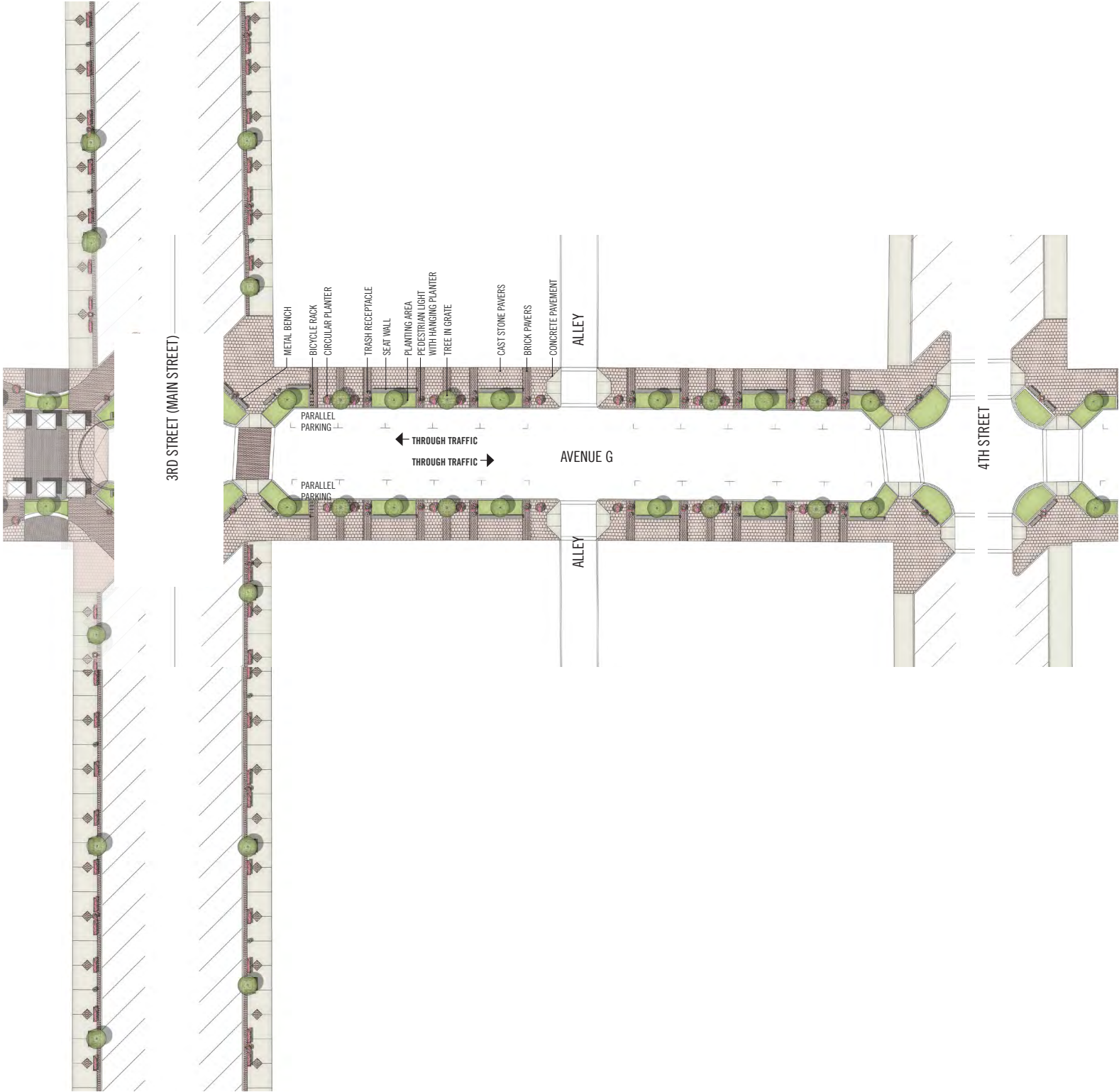


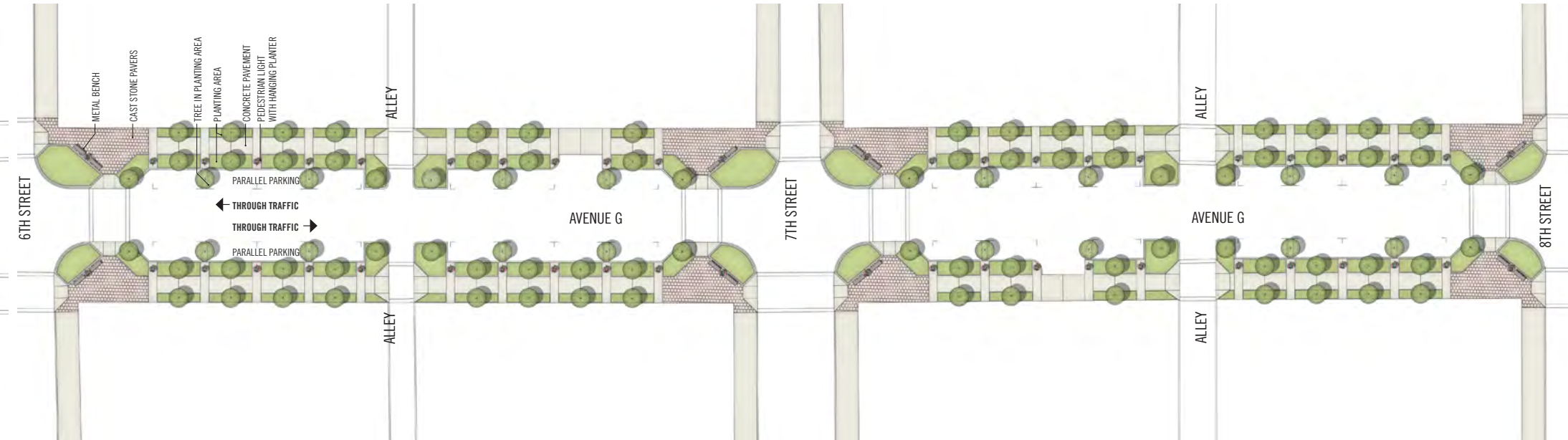
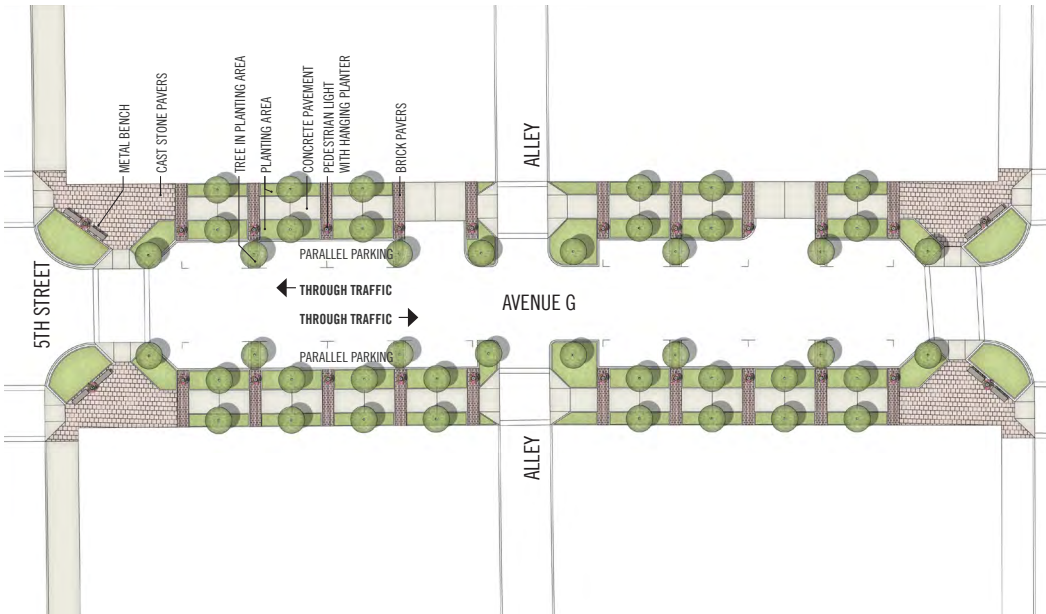
Proposed Section on Avenue G @ 5th
Looking East

Between 1st Street, where the street is interrupted by the railroad overpass, and 2nd Street, landscaping cleans up traffic flow and makes the street more attractive.



Between 2nd and 3rd Streets, Avenue G becomes the Festival Street described in Recommendation 3. Upgrades to the intersection of 3rd St and Avenue G create a focal point for downtown. From 3rd to 5th St, where the post office is, the street is designed for the bustle of downtown, with wide sidewalks and continuous on street parking. Beyond 5th St, the street becomes more residential, with increased landscaping, more trees, and “rain gardens” that naturally filter storm water.





10

Convert Old Richmond Road to a Bike Route

DESIGNATE CHAMPION OR IMPLEMENTING AGENCY

DEPARTMENT: PLANNING DEPARTMENT
PERSON: EXECUTIVE DIRECTOR OF PLANNING

IDENTIFY MOST LIKELY FUNDING SOURCES

GENERAL FUND BUDGET
CIP
DEVELOPMENT CORPORATION
HOTEL OCCUPANCY TAX
TRANSPORTATION FUNDING
SPECIAL DISTRICT FINANCING/
PUBLIC PRIVATE PARTNERSHIPS (DEVELOPERS)
ECONOMIC DEVELOPMENT INCENTIVES
GRANTS
CORPORATE, PHILANTHROPIC SPONSORS

DETERMINE REGULATIONS AND STANDARDS SUPPORT

SUBDIVISION ORDINANCE
LANDSCAPE ORDINANCE
SIGN ORDINANCE
THOROUGHFARE PLAN
PARKS AND REC PLAN
BUILDING CODE

IDENTIFY POLICIES, PROGRAMS, OR INITIATIVES TO SUPPORT PROJECT

MAIN STREET PROGRAM
ECONOMIC DEVELOPMENT POLICY

IDENTIFY PARTNERSHIPS AND COORDINATION ISSUES

PRIVATE SECTOR PARTNERS/DEVELOPERS/INVESTORS
PROJECTS THAT CONTRIBUTE ECONOMY OF SCALE

DETERMINE COORDINATION NEEDED

TX-DOT
FORT BEND COUNTY TRANSIT

JUMP START ACTION STEPS

- 1LONG TERM PROJECT HORIZON – MONITOR AREA FOR REDEVELOPMENT OPPORTUNITIES
- 2SECURE RIGHT-OF-WAY AT PLATTING

Old Richmond Road, in Phase I of the project can be converted to a shared bike route with the addition of signage, serving as an east-west neighborhood route. In rebuilding Old Richmond Road to curb and gutter, Phase 2, transforms the street with street trees, landscape, lighting, sidewalks and a trail along the north side that is shared by pedestrians and bicyclists.



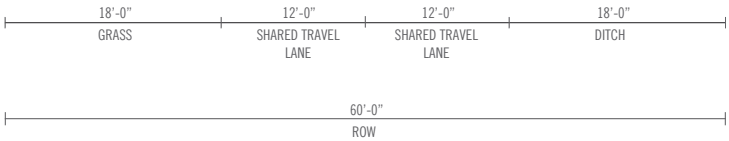
Shared-Use Trail

A facility physically divided from vehicular traffic exclusively for pedestrians and cyclists. Shared-use paths are attractive to more cyclists due to the increased safety and comfort.

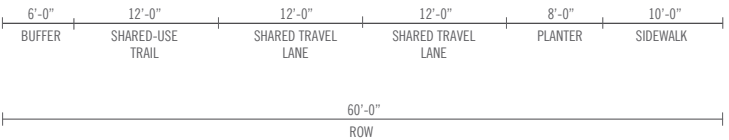
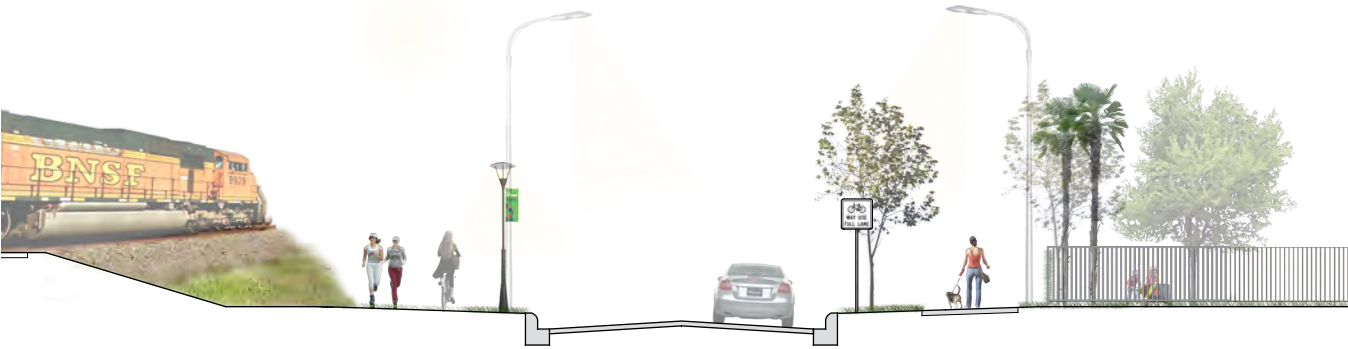


Shared Bicycle Route

A lane used simultaneously by cyclists and vehicles. Routes are typically on wide roads with slower speed limits, and are marked with signs and sharrows.



Existing Section on Old Richmond
Looking East



Proposed Section on Old Richmond
Looking East

BUSINESS PARK Vision

The commercial corridor along Avenue H / US 90A is repositioned as a business park employment area. Re-purposed retail space and new buildings, surrounded by attractive landscaping, house offices, R&D labs, wholesalers, and light industrial. Here, businesses can thrive and grow with convenient access and a strong local employee base.

This view shows how landscaping, curbs, pedestrian and bike connections, infill buildings, and new signage transform a currently vacant retail center on Avenue H.



90A/ Avenue H
Looking West

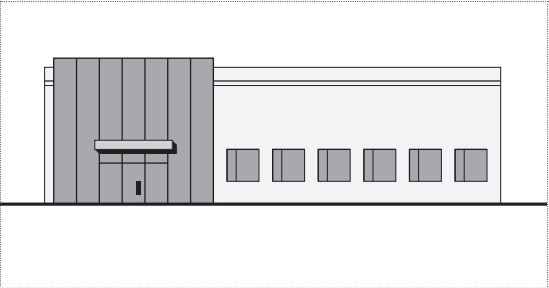
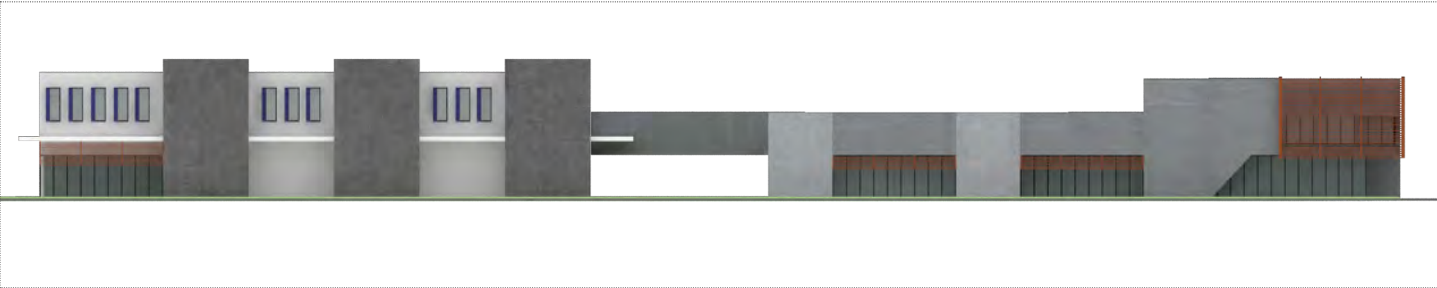


BUSINESS PARK

Built Form

Today, this area is dominated by large retail buildings, many vacant, and surface parking. In addition to having buildings suitable for re-purposing, the area has developments which might be suitable for demolition and opportunities to infill new buildings. These new projects could make use of large parking areas no longer needed to accommodate retail uses. New development would consist of one- and two-story commercial buildings for office, research and development, distribution, and light industrial uses.

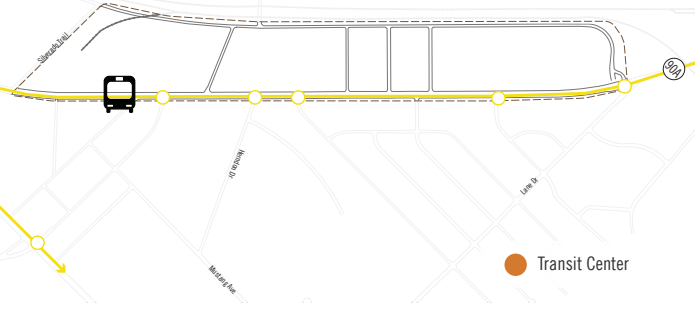
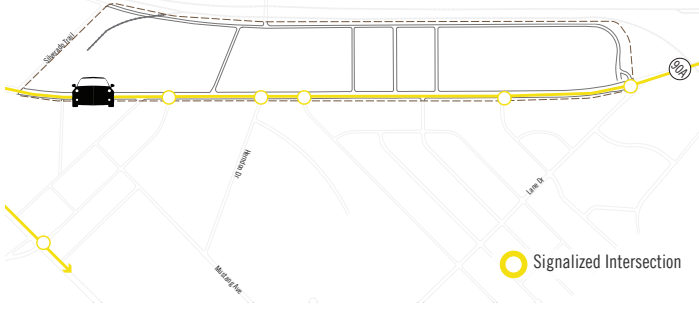
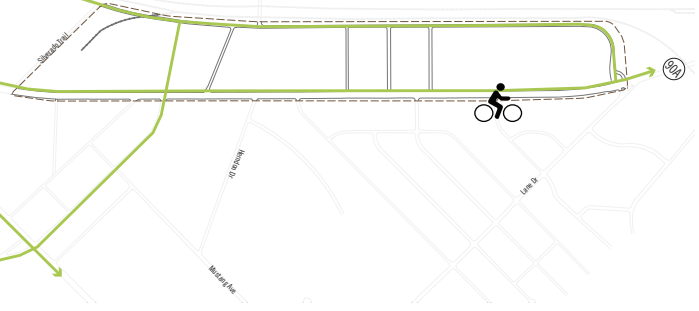
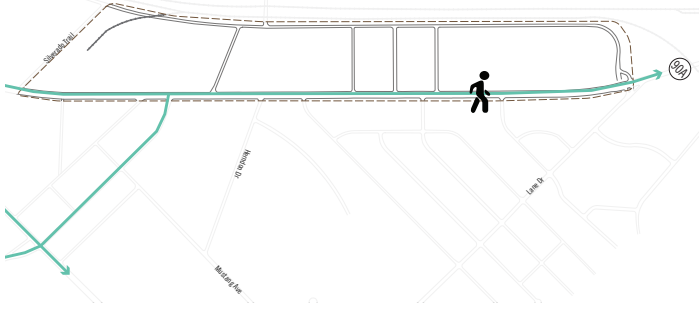
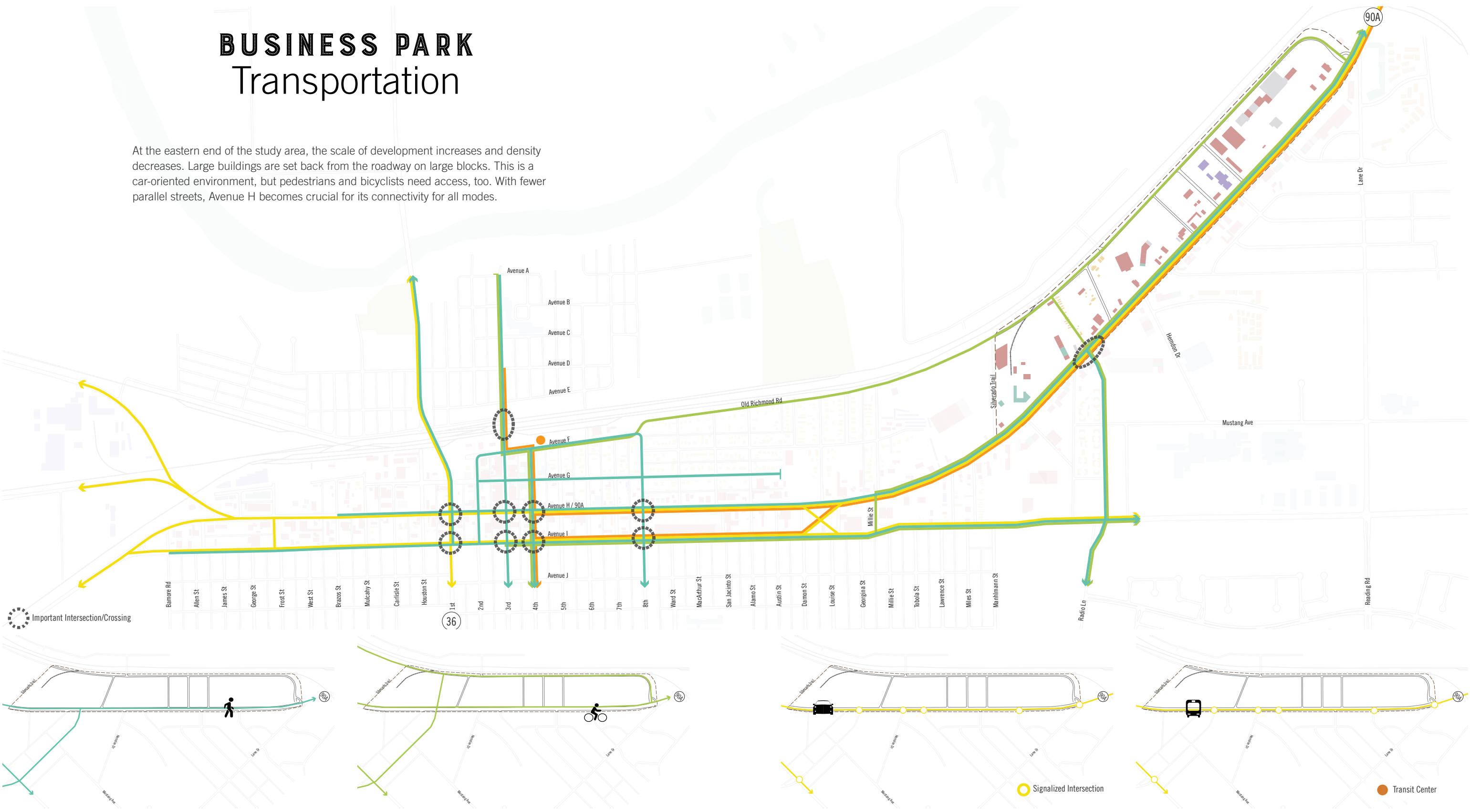
Street improvements would transform the public realm into a more finished and attractive setting. Curbed streets, rather than ditches, would be an appropriate corporate setting. Within development parcels, high quality landscaping would maintain that tone, and small pocket parks would give employees places to gather for lunch.



BUSINESS PARK

Transportation

At the eastern end of the study area, the scale of development increases and density decreases. Large buildings are set back from the roadway on large blocks. This is a car-oriented environment, but pedestrians and bicyclists need access, too. With fewer parallel streets, Avenue H becomes crucial for its connectivity for all modes.



Regional Transit:	None
Local Transit:	Bus routes providing job access from residential areas and walking connections to stops
Cars:	Through traffic on Avenue H / US90A and FM 1640 with consistent driveway access policy
Bikes:	Good bike connectivity linking to businesses and stores along major streets given limited street network
Pedestrians:	Typical sidewalks and safe crossings with access from adjacent neighborhoods and retail

11 Rebuild Avenue H / 90A Business Park

DESIGNATE CHAMPION OR IMPLEMENTING AGENCY

DEPARTMENT: ROSENBERG DEVELOPMENT

CORPORATION

PERSON: ECONOMIC DEVELOPMENT DIRECTOR

IDENTIFY MOST LIKELY FUNDING SOURCES

GENERAL FUND BUDGET

CIP

DEVELOPMENT CORPORATION

HOTEL OCCUPANCY TAX

TRANSPORTATION FUNDING

SPECIAL DISTRICT FINANCING/

PUBLIC PRIVATE PARTNERSHIPS

ECONOMIC DEVELOPMENT INCENTIVES

GRANTS

CORPORATE, PHILANTHROPIC SPONSORS

DETERMINE REGULATIONS AND STANDARDS SUPPORT

SUBDIVISION ORDINANCE

LANDSCAPE ORDINANCE

SIGN ORDINANCE

THOROUGHFARE PLAN

PARKS AND REC PLAN

BUILDING CODE

OTHER: PARKING ORDINANCE

IDENTIFY POLICIES, PROGRAMS, OR INITIATIVES TO SUPPORT PROJECT

MAIN STREET PROGRAM

ECONOMIC DEVELOPMENT POLICY

IDENTIFY PARTNERSHIPS AND COORDINATION ISSUES

PRIVATE SECTOR PARTNERS/DEVELOPERS/INVESTORS

PROJECTS THAT CONTRIBUTE ECONOMY OF SCALE

DETERMINE COORDINATION NEEDED

TX-DOT

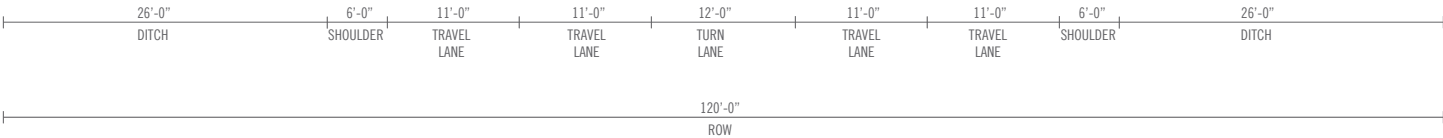
FORT BEND COUNTY TRANSIT

JUMP START ACTION STEPS

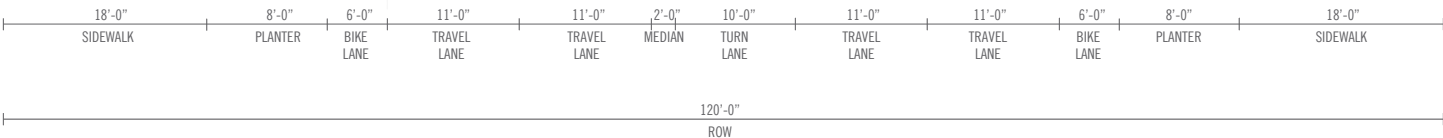
- 1 FINANCIAL ANALYSIS OF TAX INCREMENT REINVESTMENT ZONE POTENTIAL IMPACT
- 2 ADD TO H-GAC TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
- 3 ADVISE PRIVATE PROPERTY OWNERS OF THIS STUDY

Much of this segment of Avenue H has shoulders varying greatly in width and is lined with open ditches. Paving a consistently wide shoulder creates the opportunity for a bike lane in each direction and more consistent treatment of driveway locations. The existing right-of-way provides enough space for wide sidewalks on both side of the roadway. Additional improvements to the pedestrian realm that would lead to an increase activity include: street trees, landscape, benches, trash receptacles, and lighting.

There are currently many driveways, often providing duplicate access, that create conflict points. Safety for vehicles and pedestrians alike, can be improved through driveway consolidation. In addition, parking spaces that are accessed directly from Avenue H, which is common near the intersection of US 90A and Radio Lane, should be considered for on-street parallel parking.

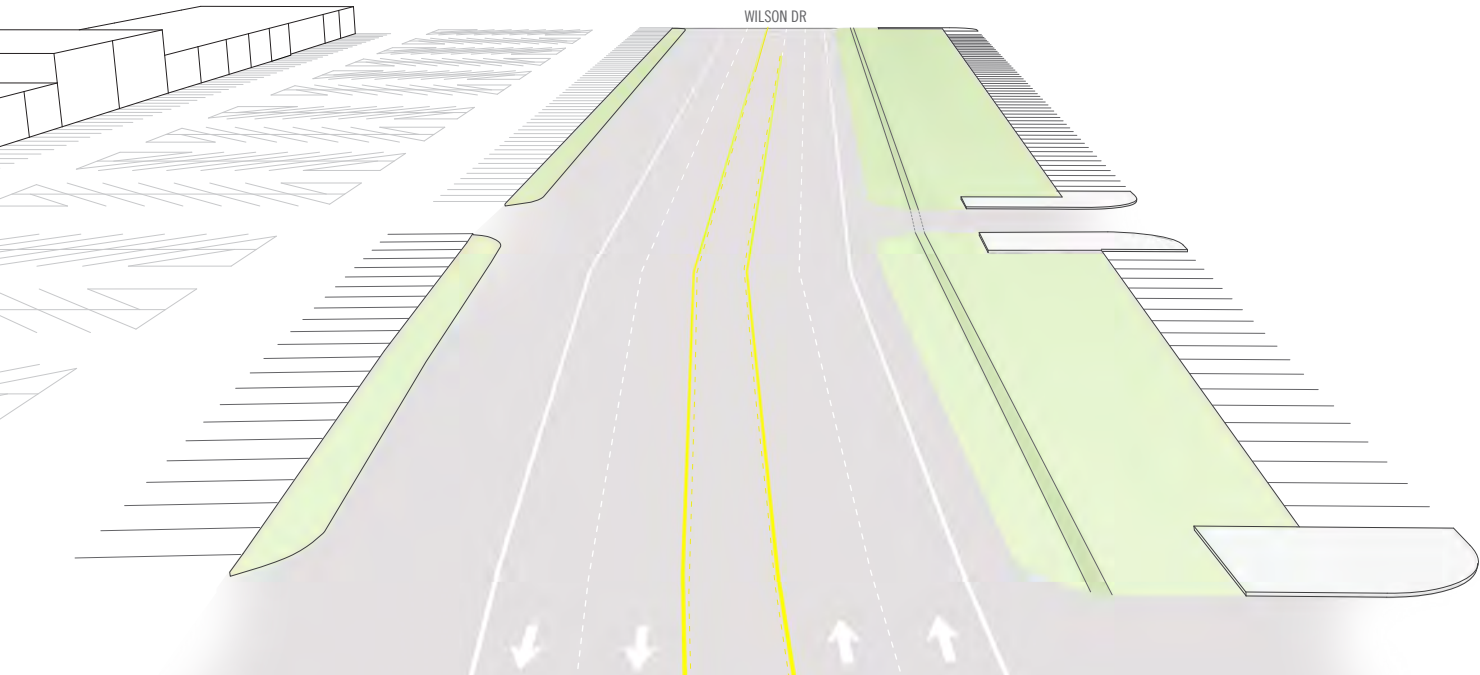


Existing Section on Avenue H @ Herndon-Sally Anne Looking East

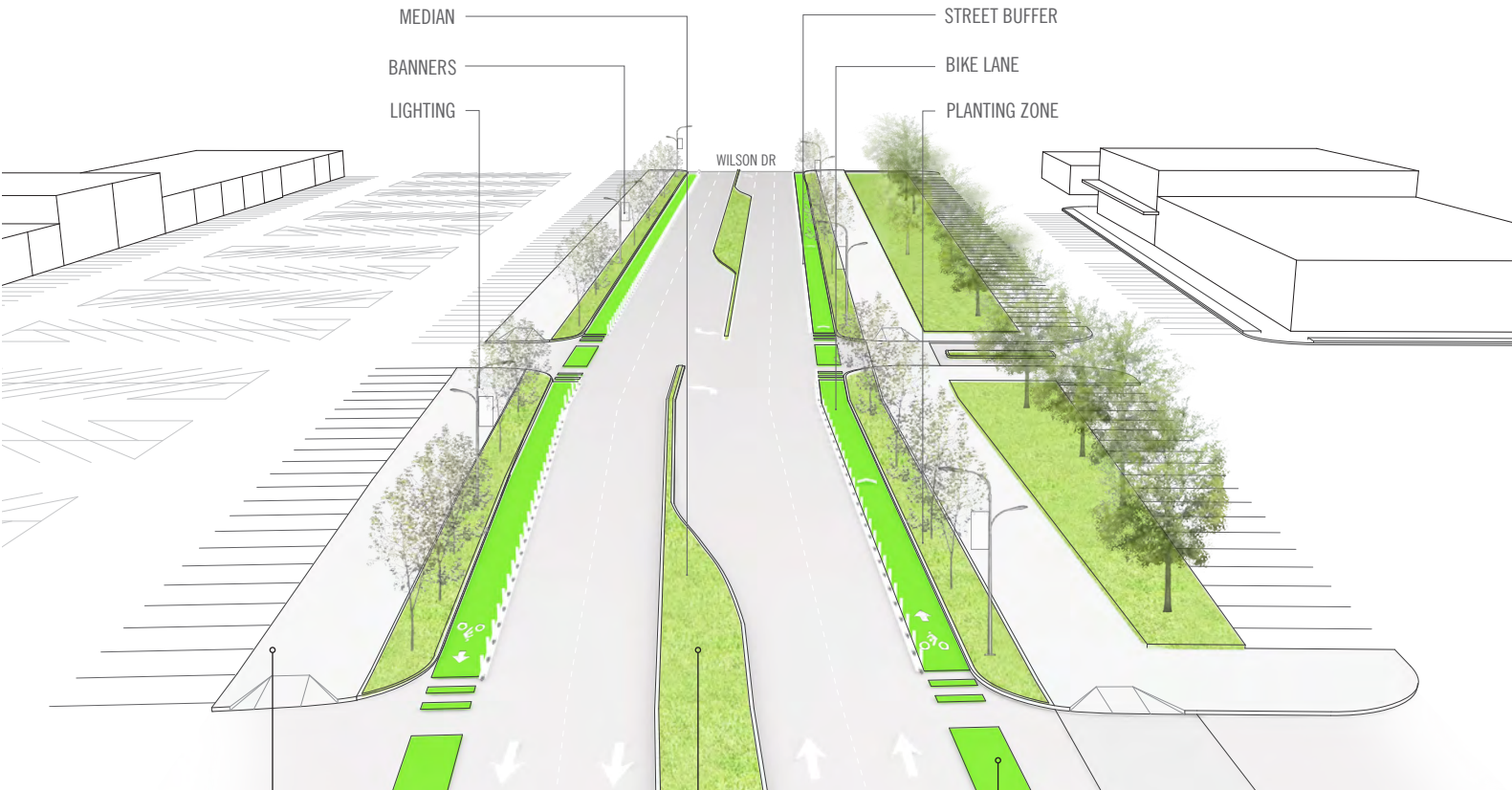


Proposed Section on Avenue H @ Herndon-Sally Anne Looking East

Avenue H / US 90A currently has two lanes in each direction with a center turn lane. The new street section maintains this configuration but adds a median / turn lane for safety and continuous bike lanes, separated from traffic by a buffer strip and pylons on both sides. Curbs and gutter replaces gravel shoulder and ditches, and both sides of the street have continuous sidewalks and high quality landscaping.



Avenue H / 90A
Existing



Avenue H / 90A
Proposed

Wide Sidewalks

Wider sidewalks provide seating areas, bike rack storage, and landscaped opportunities.

Landscaped Median

Medians separate lanes from oncoming traffic. Adding landscaped medians improve safety, aesthetics, and manage heat/water.

Buffered Bike Lane

On-street lanes marked for use only by cyclists. A buffer between bike lanes and cars ensures that cyclists can safely ride.



Rosenberg's vacant commercial strips pose an opportunity to transform the area into a business park. The big box buildings that were once retail are relative the standard sized of Sugar Land's Business Park.



12

Designate Bike routes on Radio Lane, FM 1640, and Town Center Boulevard

DESIGNATE CHAMPION OR IMPLEMENTING AGENCY

DEPARTMENT: PLANNING DEPT. /
ROSENBERG DEVELOPMENT CORPORATION
PERSON: EXECUTIVE DIRECTOR PLANNING /
ECONOMIC DEVELOPMENT DIRECTOR

IDENTIFY MOST LIKELY FUNDING SOURCES

GENERAL FUND BUDGET
CIP
DEVELOPMENT CORPORATION
HOTEL OCCUPANCY TAX
TRANSPORTATION FUNDING
SPECIAL DISTRICT FINANCING/
PUBLIC PRIVATE PARTNERSHIPS
ECONOMIC DEVELOPMENT INCENTIVES
GRANTS
CORPORATE, PHILANTHROPIC SPONSORS

DETERMINE REGULATIONS AND STANDARDS SUPPORT

SUBDIVISION ORDINANCE
LANDSCAPE ORDINANCE
SIGN ORDINANCE
THOROUGHFARE PLAN
PARKS AND REC PLAN
BUILDING CODE

IDENTIFY POLICIES, PROGRAMS, OR INITIATIVES TO SUPPORT PROJECT

MAIN STREET PROGRAM
ECONOMIC DEVELOPMENT POLICY

IDENTIFY PARTNERSHIPS AND COORDINATION ISSUES

PRIVATE SECTOR PARTNERS/DEVELOPERS/INVESTORS
PROJECTS THAT CONTRIBUTE ECONOMY OF SCALE

DETERMINE COORDINATION NEEDED

TX-DOT
FORT BEND COUNTY TRANSIT

JUMP START ACTION STEPS

- 1 UPDATE CITY'S SIDEWALK PLAN
- 2 EMPHASIZE SAFETY AS ISSUE
- 3 SEEK FUNDING FROM ROSENBERG DEVELOPMENT CORPORATION

While Avenue H / US 90A and FM 1640 are lined with many potential destinations, crossing and traveling along these corridors poses many challenges for both cyclists and pedestrians. Radio Lane serves as an important north-south connection for both cyclists and pedestrians. Alongside Radio Lane is a ditch with space for a 10-foot wide shared-use path, spanning from Town Center Boulevard to Old Richmond Road. The route needs to have safe crossings at both Avenue and FM 1640, connecting neighborhoods on both sides of the busy roadways. The path can run adjacent and provide safe access to Lamar Consolidate High and Junior High Schools.

The proposed major north-south routes are along 3rd and 4th Streets and Radio Lane / South Richwood Drive. In the eastern portion of town, Radio Lane connects to Town Center Boulevard to the south, runs adjacent to the schools, continues as South Richwood Drive, connecting to the route on Old Richmond Road.

A new shared pedestrian and bike path is added in the drainage right of way parallel to the street, keeping the street section itself intact.



Existing Section on Radio Lane
Looking North



Proposed Section on Radio Lane
Looking North

The intersection of Avenue H / US 90A and Radio Lane has had several vehicle-pedestrian collisions over the last five years. Reducing driveways and adding a center median will reduce potential conflict points. Additionally, replacing some parking in front of retailers with a parking lane will make Avenue H safer for pedestrians. A multi-use path along the ditch adjacent to Radio Lane could provide an essential north-south connection within the bike network.

FM 1640 – Bicycle facilities are proposed to continue along FM 1640 east of the TxDOT proposed one-way pair project. A bike lane would extend from Millie Street to Radio Lane, where it will connect to a shared use path to serve Lamar Consolidated High School and Junior High.

Radio Lane and South Richwood Drive – The major north-south bike corridor in the eastern portion of the study area is proposed along Radio Lane, and extending north along South Richwood Drive. There is a ditch on the east side of Radio Lane, with enough space between the road and the ditch to fit a shared use path. Improvements are needed at the intersections with FM 1640 and US 90A to ensure safe crossings for cyclists and pedestrians. The shared use path extends from Old Richmond Road south to Town Center Boulevard.

Town Center Boulevard – A multi-use path is proposed to connect to the bikeway along Radio Lane and extend east along Town Center Boulevard toward Brazos Town Center.



Lighting

Lighting along paths creates a boundary and improves visibility and safety.



Buffer

Existing utilities and waterways can provide corridors for pedestrian and cyclist facilities.

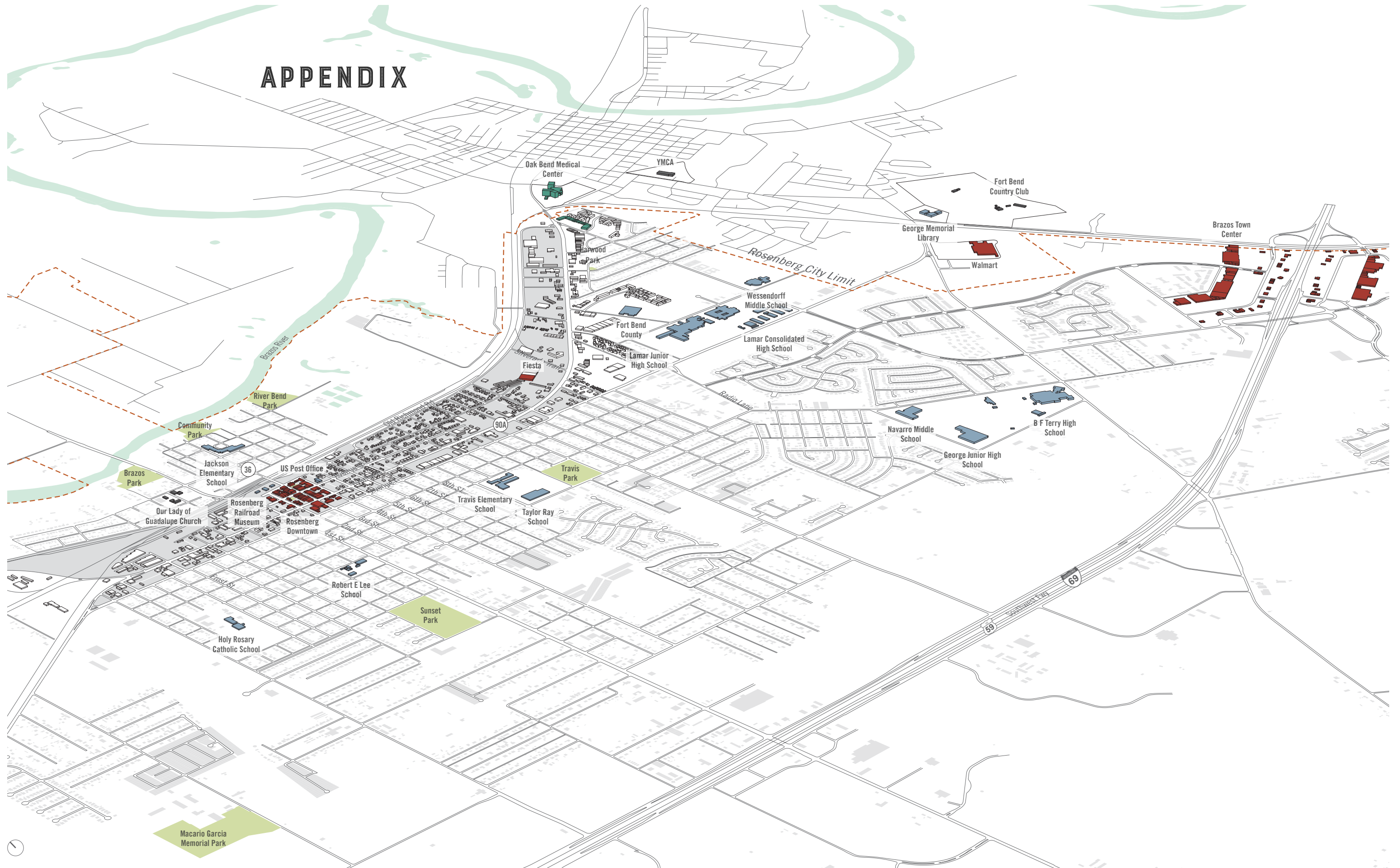


Parallel Parking

Moving parking to on-street can improve safety and make to corridor more inviting for pedestrians.

US 90A & Radio Lane

APPENDIX



Cost Estimates

The cost estimates show the order of magnitude costs for the individual projects recommended. These costs will vary dependant on the time in which a project is pursued, construction start date, and the extent of work implementation. These costs may vary depending on the outcome of further engineering and design proposals. Project costs should be used for project planning purposes.

RECOMMENDATION 1

SAFETY IMPROVEMENTS AND BEAUTIFICATION ON AVENUE H AND AVENUE I IN GREATER DOWNTOWN

AVENUE H PER BLOCK (BLOCK LENGTH BASED ON 340 FT)

1ST TO 4TH ST

DESCRIPTION	UNIT	UNIT PRICE (AVG)	QTY	TOTAL PRICE
DEMO STAB BASE AND ASPH PAVE (2 TO 10 INCH)	TxDOT PROPOSED PROJECT			
INSTALL CONCRETE PVMT CONT REINF-CRCP (10 INCH)				
REFL PAV MRK TY I (W) 4" (SLD) (100MIL				
REFL PAV MRK TY I (W) 6" (SLD) (100MIL				
ALUMINUM SIGNS (TY A)				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)				
CONCRETE CURB & GUTTER	LF	17	680	\$ 11,560.00
CONC SIDEWALKS (4")	SY	42.75231	795	\$ 33,988.09
CURB RAMPS	EA	1787	4	\$ 7,148.00
FORM AND FIBER POTS	EA	1000	16	\$ 16,000.00
PLANT POTTED LANDSCAPE	SY	50	16	\$ 800.00
PLANT MATERIAL (45 GAL) (TREE)	EA	502.06897	18	\$ 9,037.24
TREE GRATES	EA	250	18	\$ 4,500.00
LIGHTING	EA	2500	8	\$ 20,000.00
LANDSCAPE AMENITY (BIKE RACK)	EA	1500	2	\$ 3,000.00
LANDSCAPE AMENITY (BENCH)	EA	2500	2	\$ 5,000.00
TRASH RECEPTACLES	EA	2450	2	\$ 4,900.00
TOTAL PER BLOCK AVENUE H				\$ 115,933.33
4.5 % TCP AND MOBILIZATION				\$ 5,217.00
20% CONTINGENCY				\$ 23,186.67
CONSTRUCTION TOTAL				\$ 144,336.99
1ST TO 4TH STREET				\$ 433,010.98

AVENUE I PER BLOCK (BLOCK LENGTH BASED ON 340 FT)

1ST TO 4TH ST

DESCRIPTION	UNIT	UNIT PRICE (AVG)	QTY	TOTAL PRICE
DEMO STAB BASE AND ASPH PAVE (2 TO 10 INCH)	TxDOT PROPOSED PROJECT			
INSTALL CONCRETE PVMT CONT REINF-CRCP (10 INCH)				
REFL PAV MRK TY I (W) 4" (SLD) (100MIL				
REFL PAV MRK TY I (W) 6" (SLD) (100MIL				
ALUMINUM SIGNS (TY A)				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)				
CONCRETE CURB & GUTTER	LF	17	680	\$ 11,560.00
CONC SIDEWALKS (4")	SY	42.75231	717	\$ 30,653.41
BIKE LANE	SY	48	377	\$ 18,096.00
CURB RAMPS	EA	1787	4	\$ 7,148.00
PLANT BED LANDSCAPE	SY	8	550	\$ 4,400.00
PLANT MATERIAL (45 GAL) (TREE)	EA	502.06897	18	\$ 9,037.24
LIGHTING	EA	2500	8	\$ 20,000.00
LANDSCAPE AMENITY (BIKE RACK)	EA	1500	2	\$ 3,000.00
LANDSCAPE AMENITY (BENCH)	EA	2500	2	\$ 5,000.00
TRASH RECEPTACLES	EA	2450	2	\$ 4,900.00
REFL PAV MRK TY I(W)(BIKE SYML)(090MIL	EA	144.23077	2	\$ 288.46
REFL PAV MRK TY I (W)(BIKE ARW)(090MIL	EA	219.34615	2	\$ 438.69
PAVEMENT SEALER	EA	22.23667	4	\$ 88.95
TOTAL PER BLOCK AVENUE I				\$ 114,610.75
4.5 % TCP AND MOBILIZATION				\$ 5,157.48
20% CONTINGENCY				\$ 22,922.15
CONSTRUCTION TOTAL (340 FT)				\$ 142,690.38
1ST TO 4TH STREET				\$ 428,071.14

RECOMMENDATION 2
IMPLEMENT A COORDINATED DOWNTOWN PARKING PROGRAM
COMPREHENSIVE AND UNIFIED DIRECTIONAL SIGN SYSTEM
CUSTOMIZED DESIGN FOR THE COMMUNITY

DESCRIPTION	UNIT	UNIT PRICE (AVG)	QTY	TOTAL PRICE
KIOSK FABRICATION AND INSTALLATION (PER BLOCK)		2500	4	\$ 10,000.00
DIRECTIONAL SIGN FABRICATION AND INSTALLATION (PER BLO		300	4	\$ 1,200.00
MAINTENANCE AND UPDATES	MO	250	1	\$ 250.00
TOTAL PER BLOCK				\$ 11,450.00
TOTAL FOR DOWNTOWN				\$ 114,500.00
DESIGN TEAM WAYFINDING CONSULTANT:				\$ 17,175.00
AUTO ORIENTED				
HIGHWAY SIGNAGE (TXDOT STANDARD)				
GATEWAY SIGNS				
PARKING DIRECTIONAL SIGNS				
STREET / DISTRICT SIGNS				
SITE SIGNS				
BANNERS				
TEMPORARY EVENT SIGNS				
PEDESTRIAN ORIENTED				
INFORMATION KIOSKS				
PEDESTRIAN DIRECTIONAL SIGNS				
PRINTED ORIENTED				
BROCHURES / MAPS				
TOTAL				\$ 131,675.00
10% CONTINGENCY				\$ 13,167.50
TOTAL DOWNTOWN PROJECT				\$ 144,842.50

RECOMMENDATION 3
DESIGN A DOWNTOWN FESTIVAL STREET ON AVENUE G

DESCRIPTION	UNIT	UNIT PRICE (AVG)	QTY	TOTAL PRICE
DEMO CONC PVMT	SY	21	2,900	\$ 60,900.00
INSTALL CONCRETE PVMT CONT REINF-CRCP (10 INCH)	SY	66	2,900	\$ 191,400.00
LANDSCAPE PAVERS	SY	73.00848	2,000	\$ 146,016.96
PLANT BED PREP (TYPE I)	SY	2	400	\$ 800.00
PLANT BED LANDSCAPE	SY	10	400	\$ 4,000.00
PLANT MATERIAL (65 GAL) (TREE)	EA	346.20585	20	\$ 6,924.12
LIGHTING	EA	2500	8	\$ 20,000.00
HANGING POTS	EA	500	8	\$ 4,000.00
BARRICADES, SIGNS AND TRAFFIC HANDLING	MO	5242.67433	2	\$ 10,485.35
LANDSCAPE AMENITY (BENCH)	EA	2500	18	\$ 45,000.00
TRASH RECEPTACLES	EA	2450	4	\$ 9,800.00
LANDSCAPE AMENITY (BIKE RACK)	EA	1500	2	\$ 3,000.00
PLANT MAINTENANCE	MO	1500	1	\$ 1,500.00
TOTAL				\$ 503,826.43
20% CONTINGENCY				\$ 100,765.29
CONSTRUCTION TOTAL				\$ 604,591.71

RECOMMENDATION 4
DEVELOP A MIXED-USE TRANSIT ORIENTED ANCHOR

DESCRIPTION	UNIT	UNIT PRICE (AVG)	QTY	TOTAL PRICE
CIVIC BUILDING	SF	120	40,000	\$ 4,800,000.00
PARKING GARAGE (APPROX 800 PARKING SPACES)	SF	59	200,000	\$ 11,800,000.00
TOTAL				\$ 16,600,000.00
20% CONTINGENCY				\$ 3,320,000.00
CONSTRUCTION TOTAL				\$ 19,920,000.00

RECOMMENDATION 5
CREATE A RIVER PARK

DESCRIPTION	UNIT	UNIT PRICE (LOW)	QTY	TOTAL PRICE
DEMO, PAVED CONC, PAVERS, LIGHTS, FURNITURE, WATER FEATURES	SF	20	60,000	\$ 1,200,000.00
TOTAL				\$ 1,200,000.00
20% CONTINGENCY				\$ 240,000.00
CONSTRUCTION TOTAL (LOW)				\$ 1,440,000.00
CONSTRUCTION TOTAL (HIGH)				\$ 50,000,000.00

RECOMMENDATION 6
IMPROVE 3RD STREET FROM AVENUE H TO BRAZOS RIVER

DESCRIPTION	UNIT	UNIT PRICE (AVG)	QTY	TOTAL PRICE
DEMO STAB BASE AND ASPH PAVE (2 TO 10 INCH)	SY	14	13,000	\$ 182,000.00
INSTALL CONCRETE PVMT CONT REINF-CRCP (10 INCH)	SY	66	13,000	\$ 858,000.00
CONCRETE CURB & GUTTER	LF	17	4,800	\$ 81,600.00
CONC SIDEWALKS (4")	SY	42.75231	5,600	\$ 239,412.94
LANDSCAPE PAVERS AT BULB OUTS	SY	73.00848	166	\$ 12,119.41
CURB RAMPS	EA	1787	35	\$ 62,545.00
PLANT BED LANDSCAPE	SY	5.5	4,000	\$ 22,000.00
PLANT MATERIAL (45 GAL) (TREE)	EA	502.06897	250	\$ 125,517.24
HANGING POT	EA	500	14	\$ 7,000.00
FORM AND FIBER POTS	EA	1000	28	\$ 28,000.00
PLANT POTMIX	SY	50	75	\$ 3,750.00
LIGHTING	EA	2500	36	\$ 90,000.00
LANDSCAPE AMENITY (BIKE RACK)	EA	1500	7	\$ 10,500.00
LANDSCAPE AMENITY (BENCH)	EA	2500	4	\$ 10,000.00
TRASH RECEPTACLES	EA	2450	7	\$ 17,150.00
REFL PAV MRK TY I(W)(BIKE SYML)(090MIL	EA	144.23077	14	\$ 2,019.23
REFL PAV MRK TY I (W)(BIKE ARW)(090MIL	EA	219.34615	14	\$ 3,070.85
REFL PAV MRK TY I (W) 4" (SLD) (100MIL	LF	0.28624	3,080	\$ 881.62
REFL PAV MRK TY I (W) 6" (SLD) (100MIL	LF	0.47565	3,080	\$ 1,465.00
ALUMINUM SIGNS (TY A)	SF	28.53871	14	\$ 399.54
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	433.6457	4	\$ 1,734.58
PAVEMENT SEALER	EA	22.23667	28	\$ 622.63
TOTAL				\$ 1,759,788.04
4.5 % TCP AND MOBILIZATION				\$ 79,190.46
20% CONTINGENCY				\$ 351,957.61
CONSTRUCTION TOTAL				\$ 2,190,936.10

RECOMMENDATION 7
IMPROVE 4TH STREET FROM HISTORIC DOWNTOWN TO MONS AVENUE

DESCRIPTION	UNIT	UNIT PRICE (AVG)	QTY	TOTAL PRICE
ALUMINUM SIGNS (TY A)	SF	28.53871	18	\$ 513.70
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	433.6457	6	\$ 2,601.87
TOTAL CONSTRUCTION				\$ 3,115.57

RECOMMENDATION 8
REBUILD AVENUE H AND AVENUE I

AVENUE H PER BLOCK (BLOCK LENGTH BASED ON 340 FT)
4TH ST TO DAMON ST

DESCRIPTION	UNIT	UNIT PRICE (AVG)	QTY	TOTAL PRICE
DEMO STAB BASE AND ASPH PAVE (2 TO 10 INCH)	TxDOT PROPOSED PROJECT			
INSTALL CONCRETE PVMT CONT REINF-CRCP (10 INCH)				
REFL PAV MRK TY I (W) 4" (SLD) (100MIL				
REFL PAV MRK TY I (W) 6" (SLD) (100MIL				
ALUMINUM SIGNS (TY A)				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)				
CONCRETE CURB & GUTTER	LF	17	680	\$ 11,560.00
CONC SIDEWALKS (4")	SY	42.75231	715	\$ 30,567.90
CURB RAMPS	EA	1787	4	\$ 7,148.00
PLANT BED LANDSCAPE	SY	8	360	\$ 2,880.00
PLANT MATERIAL (45 GAL) (TREE)	EA	502.06897	18	\$ 9,037.24
LIGHTING	EA	2500	8	\$ 20,000.00
LANDSCAPE AMENITY (BIKE RACK)	EA	1500	2	\$ 3,000.00
LANDSCAPE AMENITY (BENCH)	EA	2500	2	\$ 5,000.00
TRASH RECEPTACLES	EA	2450	2	\$ 4,900.00
TOTAL PER BLOCK AVENUE H				\$ 94,093.14
4.5 % TCP AND MOBILIZATION				\$ 4,234.19
20% CONTINGENCY				\$ 18,818.63
CONSTRUCTION TOTAL				\$ 117,145.96
4TH TO DAMON ST				\$ 1,136,315.84

AVENUE I PER BLOCK (BLOCK LENGTH BASED ON 340 FT)
4th ST TO DAMON ST

DESCRIPTION	UNIT	UNIT PRICE (AVG)	QTY	TOTAL PRICE
DEMO STAB BASE AND ASPH PAVE (2 TO 10 INCH)	TxDOT PROPOSED PROJECT			
INSTALL CONCRETE PVMT CONT REINF-CRCP (10 INCH)				
REFL PAV MRK TY I (W) 4" (SLD) (100MIL				
REFL PAV MRK TY I (W) 6" (SLD) (100MIL				
ALUMINUM SIGNS (TY A)				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)				
CONCRETE CURB & GUTTER	LF	17	680	\$ 11,560.00
CONC SIDEWALKS (4")	SY	42.75231	717	\$ 30,653.41
BIKE LANE	SY	48	377	\$ 18,096.00
CURB RAMPS	EA	1787	4	\$ 7,148.00
PLANT BED LANDSCAPE	SY	8	550	\$ 4,400.00
PLANT MATERIAL (45 GAL) (TREE)	EA	502.06897	18	\$ 9,037.24
LIGHTING	EA	2500	8	\$ 20,000.00
LANDSCAPE AMENITY (BIKE RACK)	EA	1500	2	\$ 3,000.00
LANDSCAPE AMENITY (BENCH)	EA	2500	2	\$ 5,000.00
TRASH RECEPTACLES	EA	2450	2	\$ 4,900.00
REFL PAV MRK TY I(W)(BIKE SYML)(090MIL	EA	144.23077	2	\$ 288.46
REFL PAV MRK TY I (W)(BIKE ARW)(090MIL	EA	219.34615	2	\$ 438.69
PAVEMENT SEALER	EA	22.23667	4	\$ 88.95
TOTAL PER BLOCK AVENUE I				\$ 114,610.75
4.5 % TCP AND MOBILIZATION				\$ 5,157.48
20% CONTINGENCY				\$ 22,922.15
CONSTRUCTION TOTAL (340 FT)				\$ 142,690.38
4TH TO DAMON ST				\$ 1,384,096.70

RECOMMENDATION 9

TRANSFORM AVENUE G INTO A GREEN MULTIMODAL PROMENADE

DESCRIPTION	UNIT	UNIT PRICE (AVG)	QTY	TOTAL PRICE
DEMO STAB BASE AND ASPH PAVE (2 TO 10 INCH)	SY	14	11,850	\$ 165,900.00
INSTALL CONCRETE PVMT CONT REINF-CRCP (10 INCH)	SY	66	8,480	\$ 559,680.00
CONCRETE CURB & GUTTER	LF	17	3,056	\$ 51,952.00
CONC SIDEWALKS (4")	SY	42.75231	3,300	\$ 141,082.62
LANDSCAPE PAVERS AT BULB OUTS	SY	73.00848	220	\$ 16,061.87
CURB RAMPS	EA	1787	28	\$ 50,036.00
PLANT BED LANDSCAPE	SY	5	3,600	\$ 18,000.00
PLANT MATERIAL (45 GAL) (TREE)	EA	502.06897	145	\$ 72,800.00
LIGHTING	EA	2500	46	\$ 115,000.00
LANDSCAPE AMENITY (BIKE RACK)	EA	1500	12	\$ 18,000.00
LANDSCAPE AMENITY (BENCH)	EA	2500	12	\$ 30,000.00
TRASH RECEPTACLES	EA	2450	12	\$ 29,400.00
REFL PAV MRK TY I(W)(BIKE SYML)(090MIL	EA	144.23077	12	\$ 1,730.77
REFL PAV MRK TY I (W)(BIKE ARW)(090MIL	EA	219.34615	12	\$ 2,632.15
REFL PAV MRK TY I (W) 4" (SLD) (100MIL	LF	0.28624	3,080	\$ 881.62
REFL PAV MRK TY I (W) 6" (SLD) (100MIL	LF	0.47565	3,080	\$ 1,465.00
PAVEMENT SEALER	EA	22.23667	24	\$ 533.68
TOTAL				\$ 1,275,155.71
20% CONTINGENCY				\$ 255,031.14
CONSTRUCTION TOTAL				\$ 1,530,186.86

RECOMMENDATION 10

CONVERT RICHMOND ROAD TO SHARED BIKE ROUTE

PHASE I - INSTALL BIKE ROUTE SIGNS

DESCRIPTION	UNIT	UNIT PRICE (AVG)	QTY	TOTAL PRICE
ALUMINUM SIGNS (TY A)	SF	28.53871	20	\$ 570.77
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	433.6457	12	\$ 5,203.75
TOTAL CONSTRUCTION				\$ 5,774.52

PHASE II - CONVERT OLD RICHMOND TO 2 LANE WITH SHARROWS, CURB AND GUTTER, 8 FOOT SIDEWALKS

DESCRIPTION	UNIT	UNIT PRICE (AVG)	QTY	TOTAL PRICE
DEMO STAB BASE AND ASPH PAVE (2 TO 10 INCH)	SY	14	16,000	\$ 224,000.00
INSTALL CONCRETE PVMT CONT REINF-CRCP (10 INCH)	SY	66	16,000	\$ 1,056,000.00
CONCRETE CURB & GUTTER	LF	17	12,000	\$ 204,000.00
CONC SIDEWALKS (4")	SY	42.75231	3,000	\$ 128,256.93
SHARED TRACK	EA	1	10,000	\$ 10,000.00
CURB RAMPS	EA	1787	20	\$ 35,740.00
PLANT BED LANDSCAPE	SY	5	3,000	\$ 15,000.00
PLANT MATERIAL(TREE)	EA	350	120	\$ 42,000.00
LIGHTING	EA	1200	120	\$ 144,000.00
ALUMINUM SIGNS (TY A)	SF	28.53871	20	\$ 570.77
IN SM RD SN SUP&AM TY10BWG(1)SA(P)	EA	433.6457	12	\$ 5,203.75
REFL PAV MRK TY I(W)(BIKE SYML)(090MIL	EA	144.23077	20	\$ 2,884.62
PAVEMENT SEALER	EA	22.23667	20	\$ 444.73
TOTAL				\$ 1,868,100.80
4.5 % TCP AND MOBILIZATION				\$ 84,064.54
20% CONTINGENCY				\$ 373,620.16
CONSTRUCTION TOTAL				\$ 2,325,785.50

RECOMMENDATION 11
REBUILD AVENUE H / 90A BUSINESS PARK
AVENUE H PER BLOCK (BLOCK LENGTH BASED ON 500 FT)
DESIGN FROM DAMON ST TO LANE DR

DESCRIPTION	UNIT	UNIT PRICE (AVG)	QTY	TOTAL PRICE
DEMO STAB BASE AND ASPH PAVE (2 TO 10 INCH)	TxDOT PROPOSED PROJECT			
INSTALL CONCRETE PVMT CONT REINF-CRCP (10 INCH)				
ALUMINUM SIGNS (TY A)				
IN SM RD SN SUP&AM TY10BWG(1)SA(P)				
REFL PAV MRK TY I (W) 4" (SLD) (100MIL				
REFL PAV MRK TY I (W) 6" (SLD) (100MIL				
CONCRETE CURB & GUTTER	LF	17	1,000	\$ 17,000.00
CONC SIDEWALKS (4")	SY	42.75231	1,880	\$ 80,374.34
BIKE LANE	SY	48	650	\$ 31,200.00
CURB RAMPS	EA	1787	4	\$ 7,148.00
PLANT MIX LANDSCAPE	SY	8	1,100	\$ 8,800.00
PLANT MATERIAL (45 GAL) (TREE)	EA	502.06897	32	\$ 16,066.21
LIGHTING	EA	2500	8	\$ 20,000.00
LANDSCAPE AMENITY (BIKE RACK)	EA	1500	4	\$ 6,000.00
LANDSCAPE AMENITY (BENCH)	EA	2500	4	\$ 10,000.00
TRASH RECEPTACLES	EA	2450	4	\$ 9,800.00
REFL PAV MRK TY I(W)(BIKE SYML)(090MIL	EA	144.23077	4	\$ 576.92
REFL PAV MRK TY I (W)(BIKE ARW)(090MIL	EA	219.34615	4	\$ 877.38
PAVEMENT SEALER	EA	22.23667	8	\$ 177.89
TOTAL PER BLOCK AVENUE H				\$ 208,020.75
4.5 % TCP AND MOBILIZATION				\$ 9,360.93
20% CONTINGENCY				\$ 41,604.15
CONSTRUCTION TOTAL (500 FT)				\$ 258,985.83
DAMON ST TO LANE DR				\$ 4,661,745.03

RECOMMENDATION 12
DESIGNATE BIKE ROUTES ON RADIO LANE, FM 1640 AND TOWN CENTER BOULEVARD
RADIO LANE SHARED PATH

DESCRIPTION	UNIT	UNIT PRICE (AVG)	QTY	TOTAL PRICE
DEMO, PAVED ASPH, PAVERS, LIGHTS, FURNITURE, OTHER FURNITURE AMENITIES	SF	8	32,000	\$ 256,000.00
TOTAL				\$ 256,000.00
20% CONTINGENCY				\$ 51,200.00
CONSTRUCTION TOTAL				\$ 307,200.00

FM 1640 AND TOWN CENTER BOULEVARD SHARROWS

DESCRIPTION	UNIT	UNIT PRICE (AVG)	QTY	TOTAL PRICE
PAVEMENT PREP, REFLECTIVE MARKINGS, PAVEMENT SEALER, ALUMINUM SIGNS, AND TCP	LF	22	13,000	\$ 286,000.00
TOTAL				\$ 286,000.00
20% CONTINGENCY				\$ 57,200.00
CONSTRUCTION TOTAL				\$ 343,200.00
CONSTRUCTION TOTAL ALL PROJECTS				\$ 650,400.00

