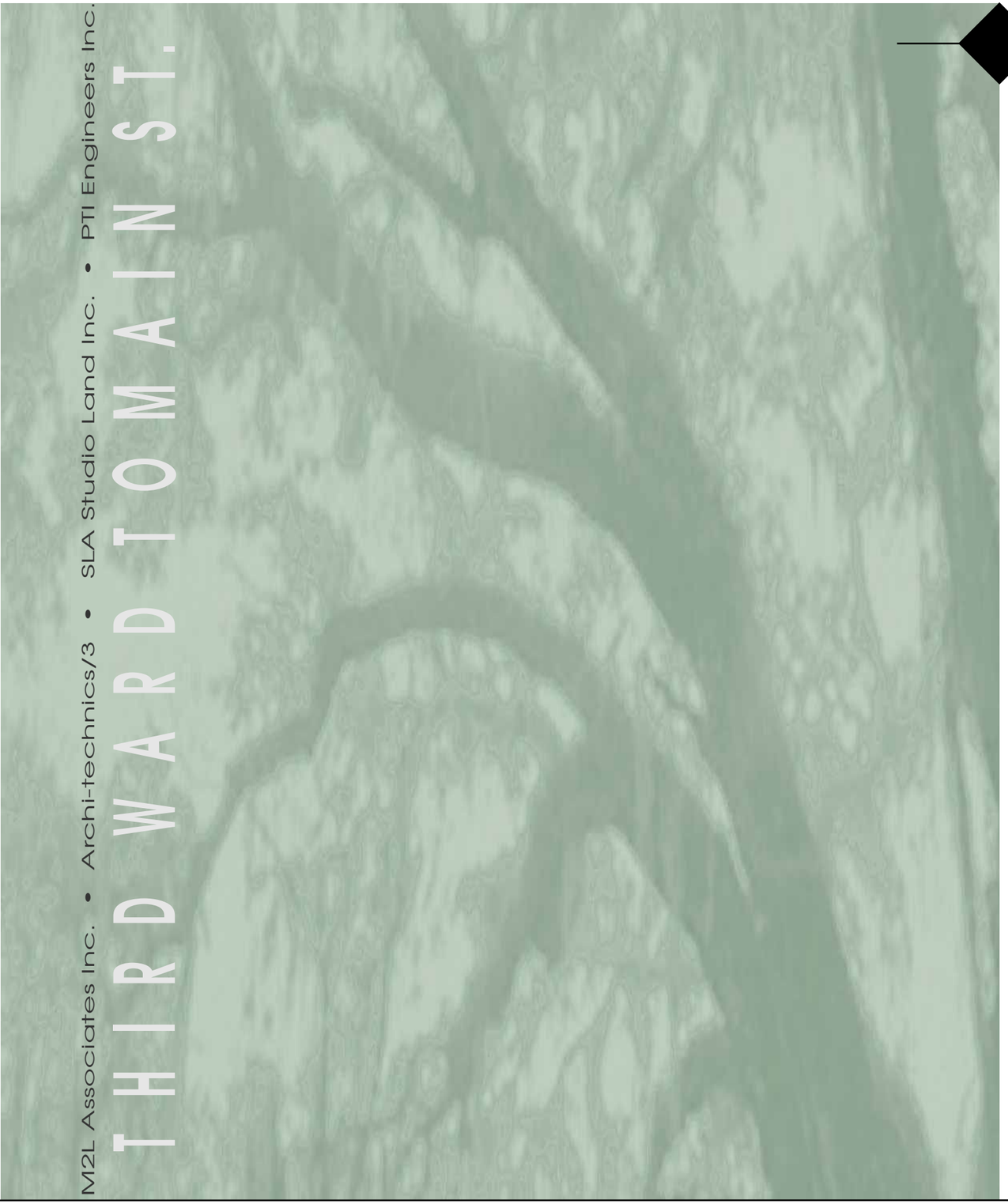
# THIRD WARD TO MAIN STREET CONNECTIVITY PROJECT

## Urban Design Guidelines
## Streetscape Design Plans

**February 10, 2003**

City Of Houston • Third Ward Redevelopment Council • OST/Almeda TIRZ
M2L Associates Inc. • Archi-technics/3 • SLA Studio Land Inc. • PTI Engineers Inc.

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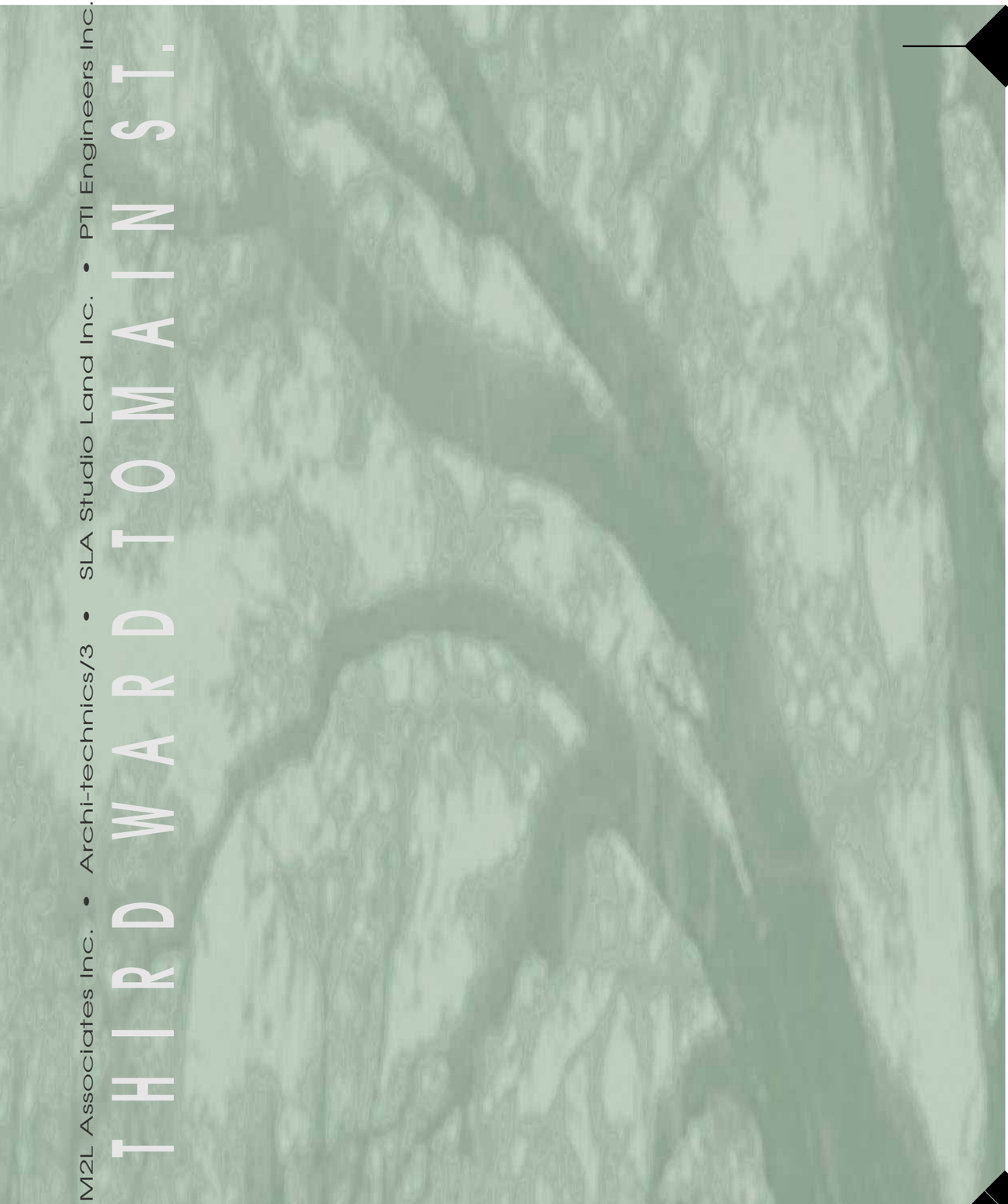


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## 1.1 Project Overview

**Background:** The Third Ward to Main Street Connectivity Project is a collaborative, transportation initiative to link Houston's Third Ward community with the Main Street Corridor and light rail system. This project will build upon and leverage existing and future planning, transit, redevelopment, and other revitalization activities of the Third Ward Redevelopment Council ("TWRC"), OST/Almeda TIRZ, the Main Street Coalition, METRO, Texas Department of Transportation ("TxDOT"), and the City of Houston. The project will focus on improving and creating essential east-west transportation and pedestrian connections between the Main Street Corridor, Third Ward neighborhoods, and institutions.

This initiative will have a major influence on the future vitality of Third Ward by significantly improving the physical appearance of the neighborhood, creating the framework for increased economic activity, and providing for future stability by constructing transit related physical improvements. This will most likely result in the attraction of additional reinvestment to the Third Ward neighborhoods. This project will have a far reaching effect in the Third Ward community by enhancing and improving transit, pedestrian and alternative transportation linkages between the Main Street corridor, the future METRO light rail system, and the surrounding neighborhoods. The design proposals contained within these guidelines will provide community leaders with an important key to unlocking job opportunities within the Main Street Corridor as well as opening up the Third Ward neighborhood to the rest of the City of Houston and to the local institutions of higher learning.

**Designated Corridors:** The TWRC's Transportation Committee, in conjunction with The City of Houston Planning and Development Department, has identified Blodgett Street, Elgin Street, and Holcombe/Old Spanish Trail from Main Street to Scott Street as the corridors to be addressed by this project. These corridors were selected because they lack direct east/west transit connections in the corridor study area.

The aim of the project is to link residents of the Third Ward to the Main Street rail line via three streets, Elgin, Blodgett, and Holcombe/Old Spanish Trail ("OST"). Blodgett Street will receive actual improvements with sidewalks, lighting, street furniture, etc. Elgin and Holcombe/OST will receive new streetscape designs, and ultimately, additional grants will be sought to beautify those areas in the near future.

While this study does not include a transit use analysis, existing routes in the study area were reviewed so as to identify areas that are not adequately served by the current transit system. This initiative will develop urban and streetscape design recommendations that will link current and future transit stops. The Transportation Committee of the TWRC, with support from the City of Houston, will continue to lobby METRO to expand it's transit system coverage within Third Ward to meet the current and future needs of the community.

**Project Funding:** This collaborative transportation and land use planning initiative is funded in part by a **$2.4 million** grant from the Federal Highway Administration's Transportation and Community Systems Preservation Pilot Program ("TCSP"). This grant represents the third consecutive TCSP grant awarded to the City of Houston for the Main Street Revitalization Project. In-kind contributions will be made by the City of Houston, Third Ward Redevelopment Council, OST/Almeda TIRZ, METRO and other organizations.

The above mentioned funding sources have provided the professional services fees necessary to develop the urban design guidelines and streetscape designs for the three designated corridors. In addition, approximately $1,800,000 has been allocated for specific roadway right-of-way enhancement projects along the Blodgett Street Corridor. Additional funding sources need to be identified by community stakeholders for additional improvements along Blodgett, Elgin, and Holcombe/Old Spanish Trail.

**Steering Committee:** The Transportation Committee of the TWRC was designated as the Project's Steering Committee to offer guidance throughout the planning, design and engineering process. All seven of the members of this committee live or work in Third Ward and are knowledgeable of the community's transportation needs. The Steering Committee has been working closely with the Houston Planning and Development Department for over a year to develop the scope of this project.

*Members of the Committee:*

- **Kent Hadnot,** Executive Director of TWRC
- **Ernie Atwell,** TWRC
- **Theola Petteway,** Executive Director OST/ Almeda TIRZ and Third Ward Community Cloth
- **Dr. Carol Lewis,** Director, Texas Southern University Center for Transportation
- **Tanya McWashington,** METRO
- **C.C. Lee,** Stoa International Architect
- **Wendell Simpson,** Development Consultant
- **Paul Charles,** Neighborhood Recovery CDC

Information is available on the City of Houston's Website for the Third Ward Connectivity Project: ***http://www.ci.houston.tx.us/departme/planning/projects/third ward/home.html***

**Technical Advisory Committee:** An additional committee has been set up by the City of Houston and is led by the Consultant team. This Committee will meet periodically for the duration of the project. The Committee's purpose is to work with representatives from the TxDOT, Midtown TIRZ, METRO, City of Houston Public Works and Engineering Department, City of Houston Parks and Recreation Department, University of Houston, Texas Southern University, Trees For Houston, and other organizations in order to coordinate the design proposals of this project with those of other planning, design, and redevelopment activities that are under way or planned in and around Third Ward.

## PROJECT CONTACTS

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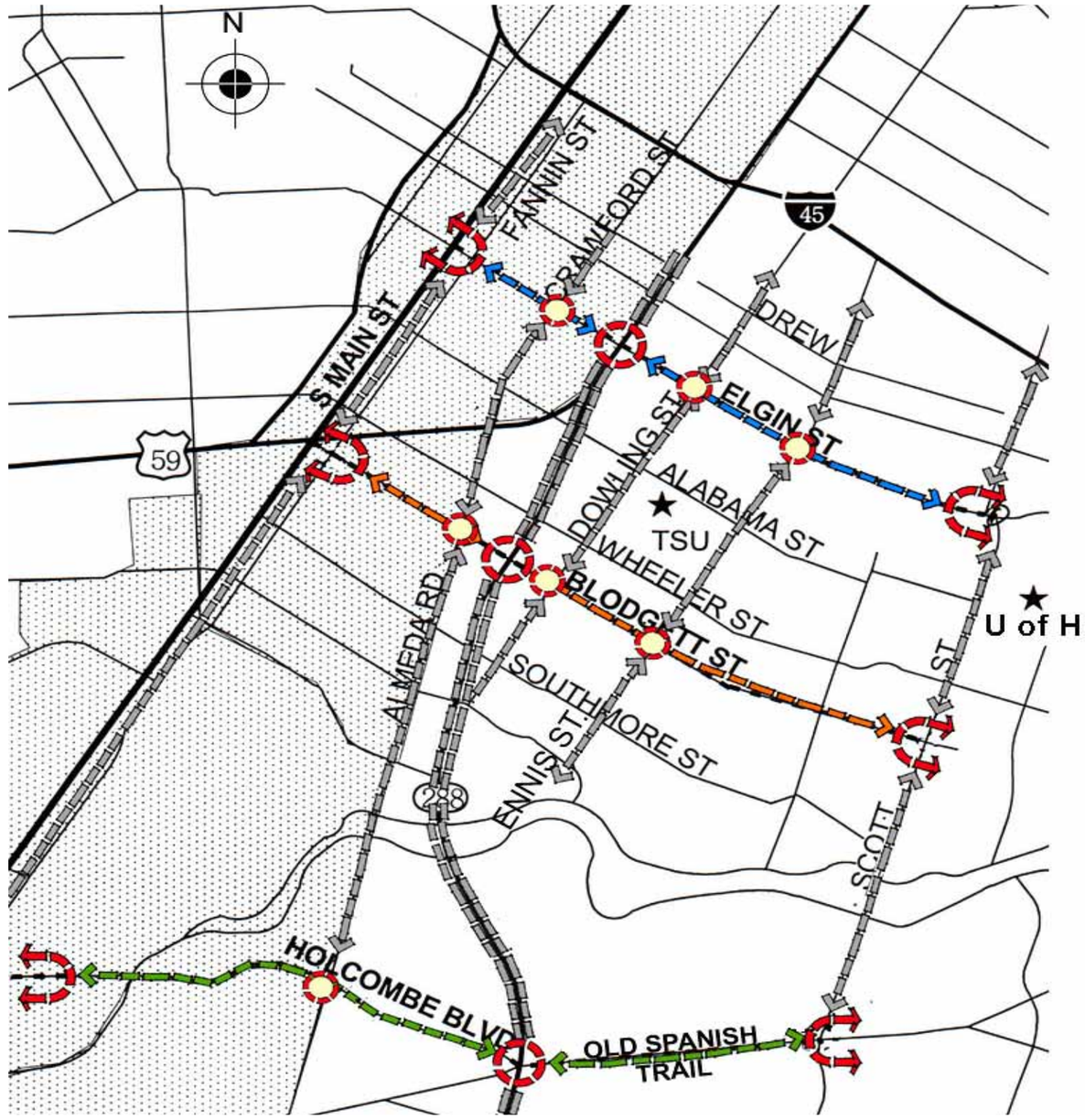



AREA MAP

## 1.2 Project Scope/Purpose

The Third Ward to Main Street Connectivity Project will establish a blueprint for the future right-of-way improvements along Elgin Street, Blodgett Street, and Holcombe/Old Spanish Trail from Main Street to Scott Street. This project will link three significant corridors in the northern, central and southern sections of Third Ward to Main Street.

M2L Associates Inc. was selected, through a competitive request for qualification process, to provide urban design guidelines and streetscape plans for the Elgin, Blodgett, Holcombe/Old Spanish Trail corridors. The guidelines and streetscape plans are intended to help promote and encourage pedestrian activity to and from existing and future transit facilities by enhancing the pedestrian environment through attractive improvements.

The project consists of four phases:

**Phase I:** August through September 2002
**Public Input**
(Elgin, Blodgett, Holcombe/OST)

**Phase II:** October 2002 through January 2003
**Urban Design Guidelines**
**Streetscape Designs**
(Elgin, Blodgett, Holcombe/OST)

**Phase III:** March through June 2003
**Engineering and Design**
(Blodgett only)

**Phase IV:** August through December 2003
**Construction Implementation**
(Blodgett only)

***This project addresses improvements in the public right-of-way only.***

## 2.1 PROCESS:

Effective communication with stakeholders and involvement of the larger community has been the cornerstone of the Third Ward connectivity and streetscape design efforts. The process of communication with the stakeholders and the community has been facilitated by the use of special town hall meetings, written surveys, a dedicated project website, coordination with the TWRC, and the Project Steering and Technical Advisory Committees.

The TWRC and City of Houston Planning and Development Department assisted the Consultant Team in the facilitation of communication with the stakeholders throughout the project. Stakeholder distribution and mailing lists were generated from TWRC and City mailing lists. Two thousand invitations were distributed and mailed out for each meeting to stakeholders along each corridor extending to one block on either side of the corridor. The meetings were open to anyone having an interest in the project and its potential impact in Third Ward.

Three sets of public meetings were held during the development of the urban design guidelines and streetscape designs:

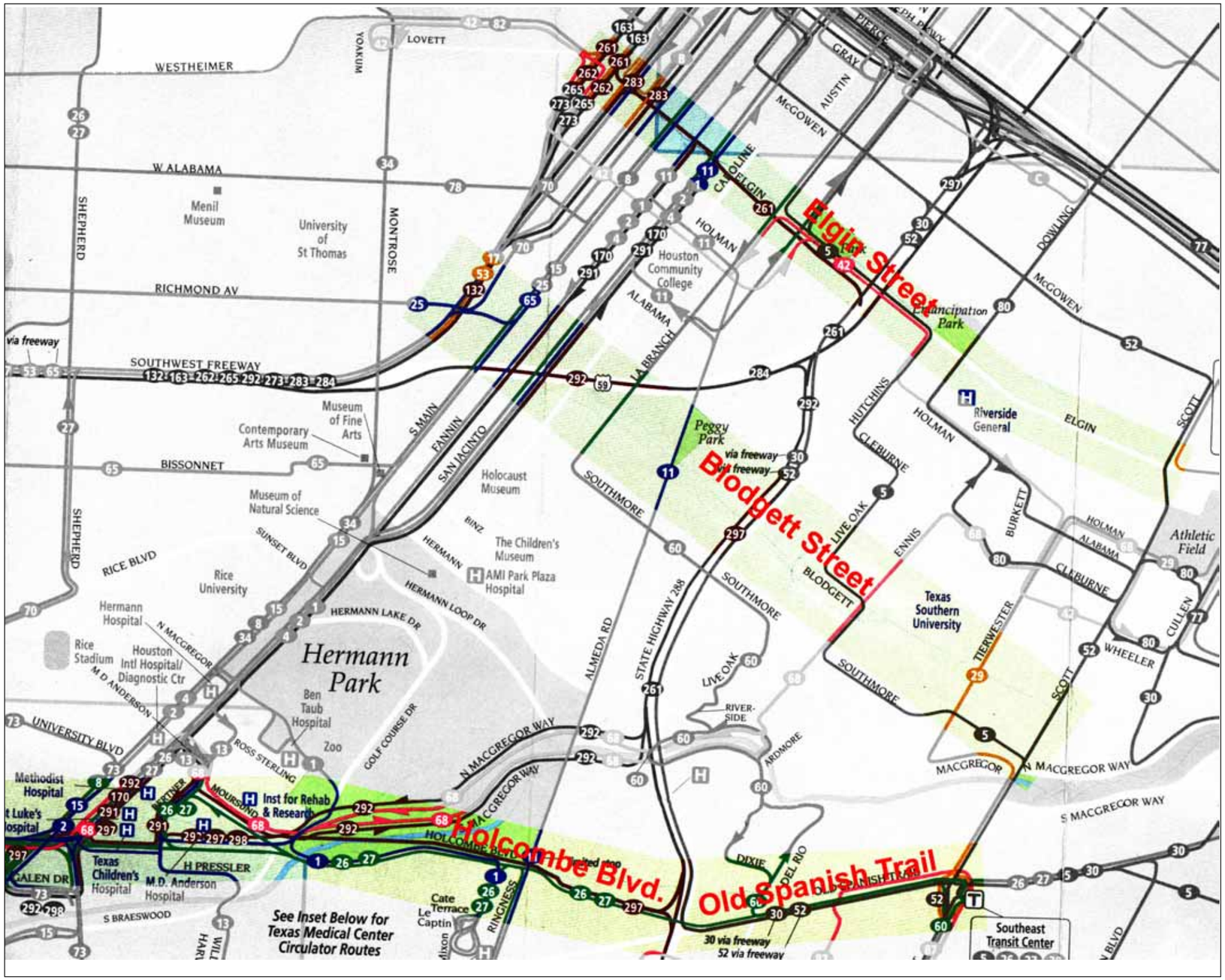
(a) The first set of meetings focused on the exploration of streetscape design elements and the development of urban design guideline concepts. A separate meeting was held for each of the three corridors.

(b) The second set of meetings focused on more in depth exploration and discussion of streetscape design elements and urban design concepts. A separate meeting was held for each of the three corridors.

(c) The final meeting was held to present the preliminary streetscape design proposals for each of the three corridors in a combined meeting setting.

## 2.2 WRITTEN SURVEY:

A written survey was also employed during the public input phase of the project to provide the stakeholders who could not show up for the initial meetings. The surveys were distributed at the public meetings and other prominent locations in Third Ward as well as being available on the project website and at the offices of the TWRC. Details of the results of the written surveys can be found in APPENDIX A.

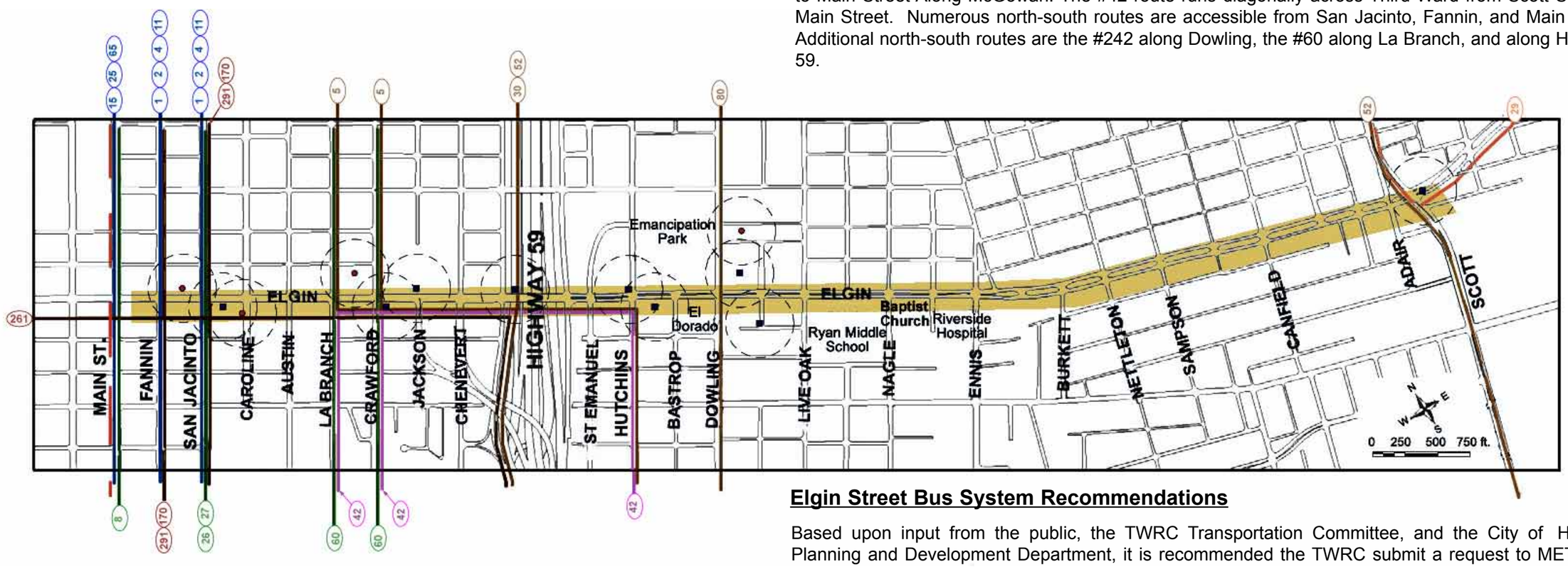



## 3.1 Overview

As previously stated within these guidelines, this report is not a transportation study nor does it make any recommendations with regards to the appropriateness of land use types and mixes. The observations made with concern to the existing METRO Bus system through each of the corridors is based upon a review of the existing system plans as it relates to promoting east-west connectivity of Third Ward to Main Street. Other factors considered were the comments made by residents, business owners, and other participants during the seven(7) public meetings that were held during the public input phase of the project. The nature of the comments centered on existing, or lack thereof, east-west bus routes, the frequency of those routes, the condition or quality of bus shelters and facilities, and the condition and quality of sidewalks and other right-of-way enhancements encountered along the way to each bus stop facility.

## 3.2 Elgin Street Current Bus System Analysis

Currently there is not a direct east-west bus route between Scott and Main along Elgin Street. The #261, #5, and #42 routes provide east-west access from Hutchins(one block east of Highway 59) to Scott Street. The nearest direct east-west route is the #52 which runs along Scott Street before heading west to Main Street Along McGowan. The #42 route runs diagonally across Third Ward from Scott Street to Main Street. Numerous north-south routes are accessible from San Jacinto, Fannin, and Main Street. Additional north-south routes are the #242 along Dowling, the #60 along La Branch, and along Highway 59.




## CURRENT METRO BUS SYSTEM MAP

**LEGEND**

- Bus Stop
- Bus Stop w/ Distance
- 500' Walking Distance
- Light Rail
- Study Area

## Elgin Street Bus System Recommendations

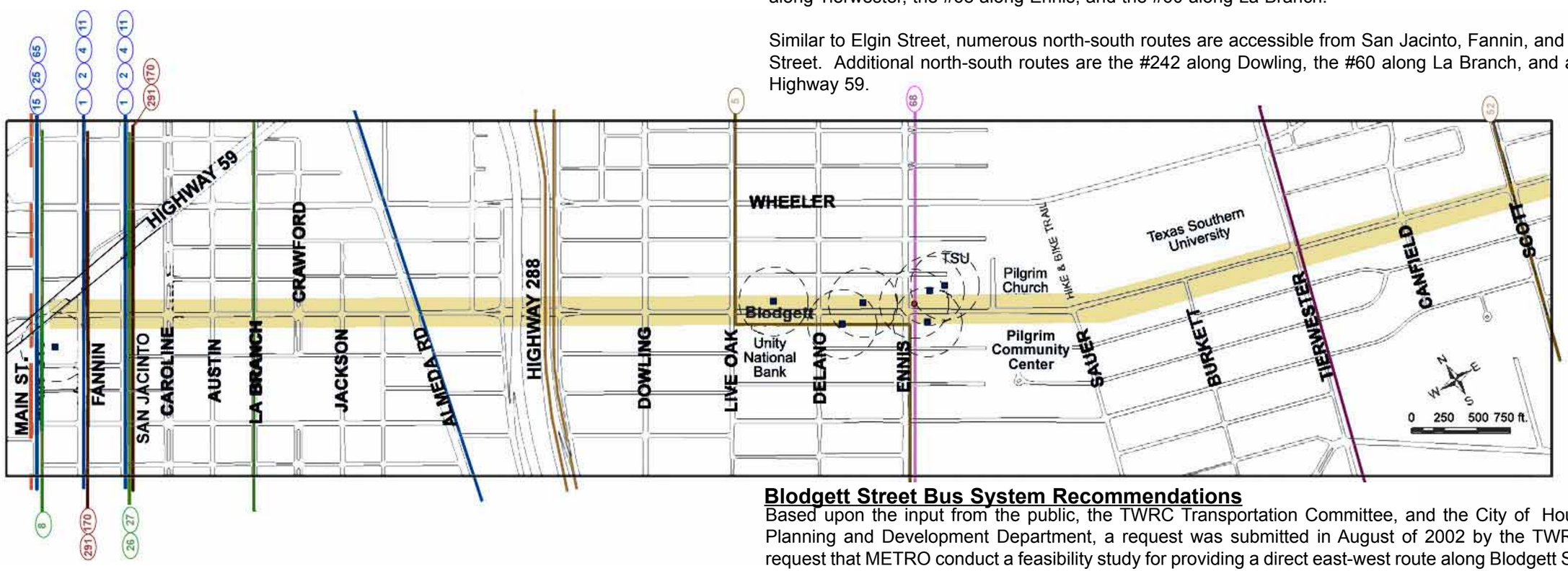
Based upon input from the public, the TWRC Transportation Committee, and the City of Houston Planning and Development Department, it is recommended the TWRC submit a request to METRO to study the feasibility of a direct east-west route along Elgin Street from Scott To Main. It is important to the livelihood of the neighborhood, which historically has a high number of transit dependent constituents, to have access to Main Street, and the future development along the Main Street Corridor. Notably, the area between Dowling, Scott, McGowan, and Holman appears to be underserved. There is also no bus service present from Live Oak to Scott Street along Elgin even though there is the presence of Riverside Hospital at Ennis.

It is also consistent with the requirements of the Federal Highway Administration Grant that Elgin would be considered for direct bus service. Funding this project was a joint effort of the organizations noted above. In addition to the TWRC's recommended action, Elgin is being considered as a secondary bus route to serve a potential METRO advanced high capacity transit system ("AHCT") route. Although this may ultimately solve the neighborhood transit problems, the long-term nature of the AHCT (10-15 years), makes a shorter term transit solution imperative.

## 3.3 Blodgett Street Current Bus System Analysis

Currently there is not a direct east-west bus route between Scott and Main along Blodgett Street. The only route through Third Ward is the #5 route which runs from Southmore at Scott diagonally across Blodgett and then up to Highway 45. Several local routes run through central Third Ward, the #29 route along Tierwester, the #68 along Ennis, and the #60 along La Branch.

Similar to Elgin Street, numerous north-south routes are accessible from San Jacinto, Fannin, and Main Street. Additional north-south routes are the #242 along Dowling, the #60 along La Branch, and along Highway 59.




## CURRENT METRO BUS SYSTEM MAP

**LEGEND**

- Bus Stop
- Bus Stop w/ Distance
- 500' Walking Distance
- Light Rail
- Study Area

## Blodgett Street Bus System Recommendations

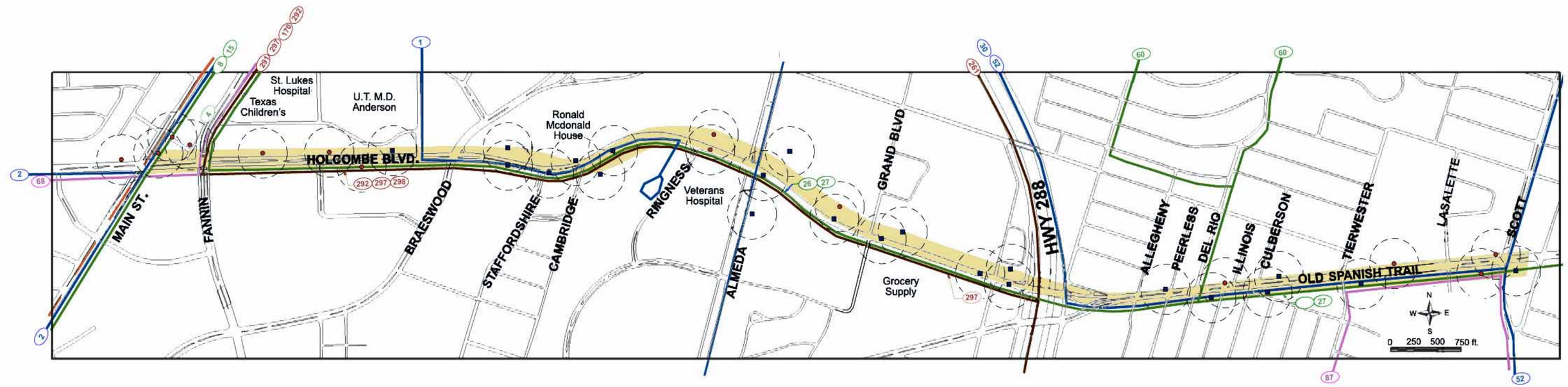
Based upon the input from the public, the TWRC Transportation Committee, and the City of Houston Planning and Development Department, a request was submitted in August of 2002 by the TWRC to request that METRO conduct a feasibility study for providing a direct east-west route along Blodgett Street from Scott To Main. This neighborhood has historically had a high number of transit dependent constituents, and thus having access to Main Street, and the future development along the Main Street Corridor is imperative. A significant transportation consideration for Blodgett is the impact of METRO's Wheeler/Blodgett Light Rail Station west of Fannin, just outside of the corridor study area. The interface of light rail, bus, and pedestrian traffic in a safe and efficient way will be important in this area. The City, in conjunction with METRO, will need to develop a solution that allows for pedestrian circulation across Blodgett Street, potentially along the southern edge of Blodgett between San Jacinto and Fannin because of the development in this block. Additionally, appropriate traffic signalization and pedestrian signage will be needed at the intersections of San Jacinto and Fannin.

Blodgett is additionally being considered as a secondary bus route to serve a potential advanced high capacity transit system ("AHCT") route. Although this may ultimately solve the neighborhood transit problems, the long-term nature of the AHCT (10-15 years), makes a shorter term transit solution imperative. The TWRC needs to continue to pressure METRO for a near term solution to the transit needs of the Blodgett Street constituents.

## 3.4 Holcombe/Old Spanish Trail Current Bus System Analysis

Currently, the #26, and #27 provide direct access between Scott and Main along Holcombe/Old Spanish Trail. In addition, the #30, and #52 routes provide access between Scott and Highway 288.

Notable north-south routes are the #261 that runs along Highway 288, and the #60 route which traverses a portion of Old Spanish Trail before heading north along Del Rio. Numerous local routes are accessible in the medical center area along Holcombe near Main Street and further along North and South MacGregor Way.




## CURRENT METRO BUS SYSTEM MAP

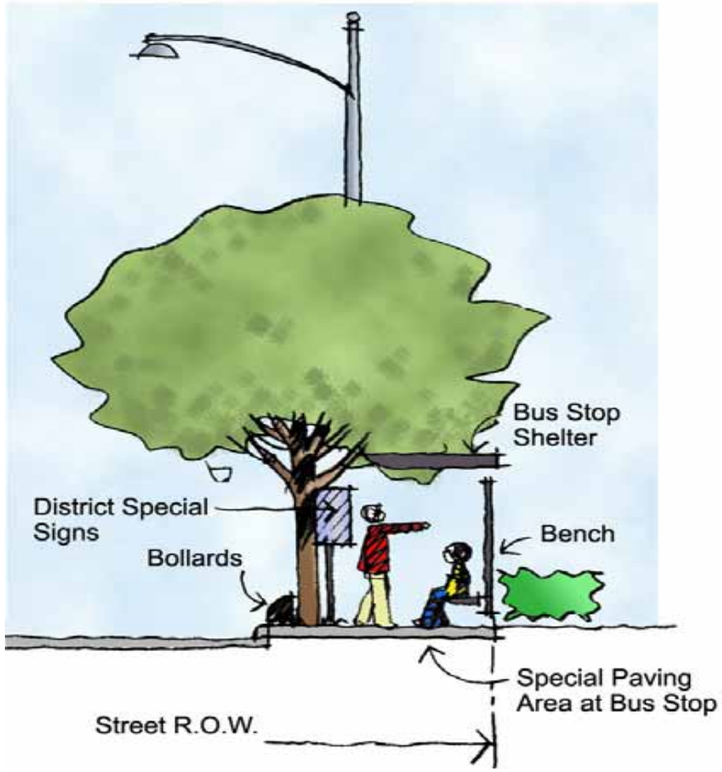
**LEGEND**

- Bus Stop
- Bus Stop w/ Distance
- 500' Walking Distance
- Light Rail
- Study Area

## Holcombe/Old Spanish Trail Bus System Recommendations

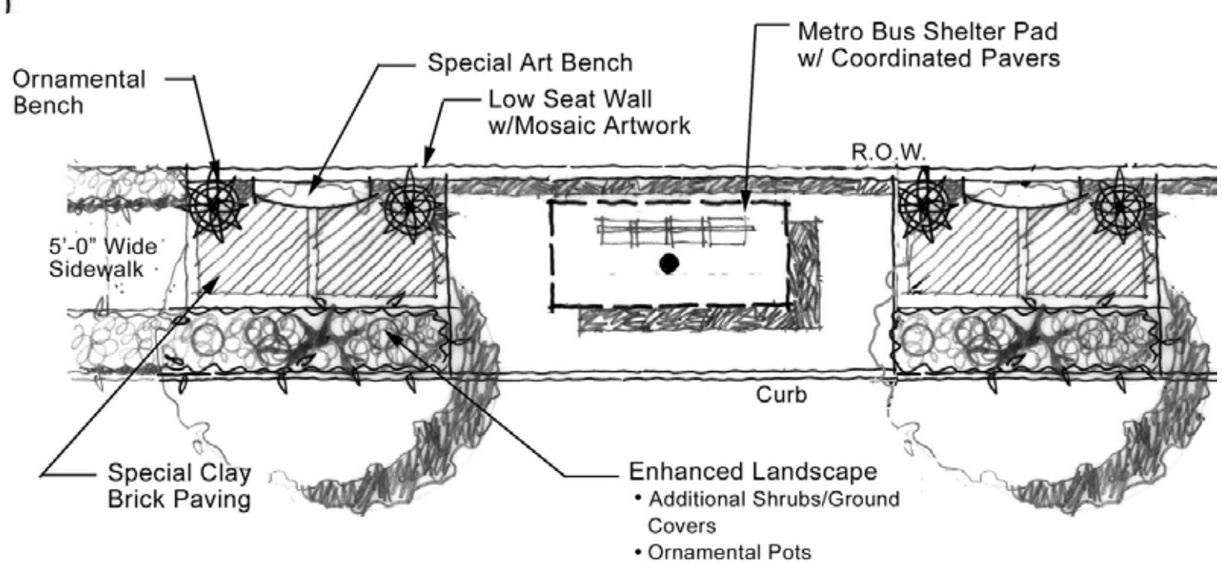
Based upon the review of the current METRO systems plan and comments from the public meetings, it appears the Holcombe/Old Spanish Trail corridor is adequately served by the mass transit system. Further route enhancements are likely since this corridor is being considered as a primary route for the potential advanced high capacity transit system ("AHCT") . Although this may ultimately improve the transit system opportunities, the long-term nature of the AHCT (10-15 years), has little effect on the near term transit system.

One item requiring attention in the near term is the location of bus stops and their frequency. It was noted by residents at several points during the public meetings that the frequency of the bus stops was inadequate and that the quality of the facilities were inadequate.




## 3.5 GENERAL TRANSIT FACILITY RECOMMENDATIONS

1. Transit stops should be easily accessible.
2. METRO should be requested to provide a modification of their Midtown bus shelter design for the Third Ward Area.
3. Interlocking clay brick pavers should be used to highlight the bus shelters.
4. Bus shelter landscaping should be supplemented to provide additional shading.
5. Additional seating areas and benches should be provided as well.
6. Bicycle facilities should be located nearby.
7. Area directional signage should be built into the bus shelters or provided with nearby stand-alone signage.



## 4.1 KEY HISTORICAL FEATURES OF THE CORRIDORS

- **Elgin Street**

Elgin is a 3 mile long thoroughfare extending from Bagby to Calhoun in the Midtown area of the Central City ( West of Bagby it links to Westheimer Road). Since the 1920s, Elgin Street has been a link to the most important educational, cultural, recreational, and health service resources for the African-American community in Houston.

When the Fourth Ward began to decline as the economic center of commercial and residential development for African Americans in Houston, the Third Ward began to emerge as the cultural and business center of Black Houston.

On February 8, 1926, Jack Yates High School was opened with 17 teachers and 600 students. James D. Ryan was the first principal. When the high school relocated, the facility on Elgin Street became a middle school under his name.

In 1927, this location (Jack Yates High School) became the home of the Houston Colored Junior College and was authorized by the Houston Independent School District Board in September of that year. It became a four-year college in 1934 and renamed, The Houston College for Negroes. It remained at 2610 Elgin until 1947 when it was bought by the state and renamed, The Texas College for Negroes. It later became known as Texas Southern University.

On June 19, 1926, a hospital building, that no longer exists, was dedicated as the Houston Negro Hospital and was built with funds donated by Texaco. This hospital became the only facility in Houston where Black doctors could hold residency and where nurses that trained at Prairie View A&M College could practice.

In the early 1900's, a property at the intersection of Hutchins and Elgin Street was purchased by African Americans for park development. The park was named Emancipation Park and turned over to the City of Houston during the Campbell administration.

At the intersection of Elgin and Dowling is a commercial building which used to house a restaurant on it's first level. On it's second level was the El Dorado Ballroom, a popular nightclub where Duke Ellington and Count Basie often performed.

Today Elgin Street links Houston Community College to the west at Main Street and the University of Houston at Scott Street to the East. The section of street from Highway 59 to Scott Street remains an important "cultural corridor" for Houston's African-Americans. Located directly on Elgin, within one or two blocks north or south, are several vital institutions, including the Shape Community Center, the Martin Luther King Center, Families Under Urban and Social Attack ("F.U.U.S.A."), Riverside General Hospital (formerly Houston Negro Hospital), Riverside Health Clinic, Third Ward Multi-Service Center, and Project Row Houses.

- **Blodgett Street**

Blodgett Street is the main artery through the Washington Terrace Subdivision and connects directly to the Wheeler/Blodgett light rail station. Over the years, Blodgett has been a largely residential street. African-Americans began moving into the area in the 1960s. Prior to that, the area had primarily white and Jewish residents.

Small commercial areas occur in pockets both east and west of Highway 59 along Blodgett. At Blodgett and Fannin, a group of floral retail shops have remained there for several years serving the Texas Medical Center. A strip commercial center between LaBranch and Crawford Streets housed a popular nightclub called Club Laveek (now closed) and several small retail shops and service businesses. In past years, there have been viable businesses at the intersections of Blodgett and Almeda, Blodgett and Dowling, Blodgett and Live Oak, and Blodgett and Ennis.

## *4.1 History of The Corridors, cont'd*

In the early seventies, a medical office owned by Dr. John B. Coleman existed at Blodgett and Almeda, and an office for the Black Organization for Leadership Development ("B.O.L.D."). Today the intersection has a fast food restaurant, a floral shop, and a landscape services office.

The Blodgett and Dowling intersection has an office building once occupied by the National Urban League. During the 1970's three corners of that intersection have housed auto repair and other automotive related businesses.

At Blodgett and Live Oak there is a larger commercial area which includes Unity Bank (formerly Riverside Bank), Family Café, a former grocery store, and a strip center with small retail stores. Nearby are former service stations which are now used as car wash and auto repair facilities.

The intersection of Blodgett and Ennis has small commercial strip buildings which house small retail shops that were built around 1960. Near this corner, during the 50's and 60's, there was an office occupied on one level by John S. Chase Architects and on the second level by a pharmacy owned by Gaston Leland, brother of late Congressman Mickey Leland.

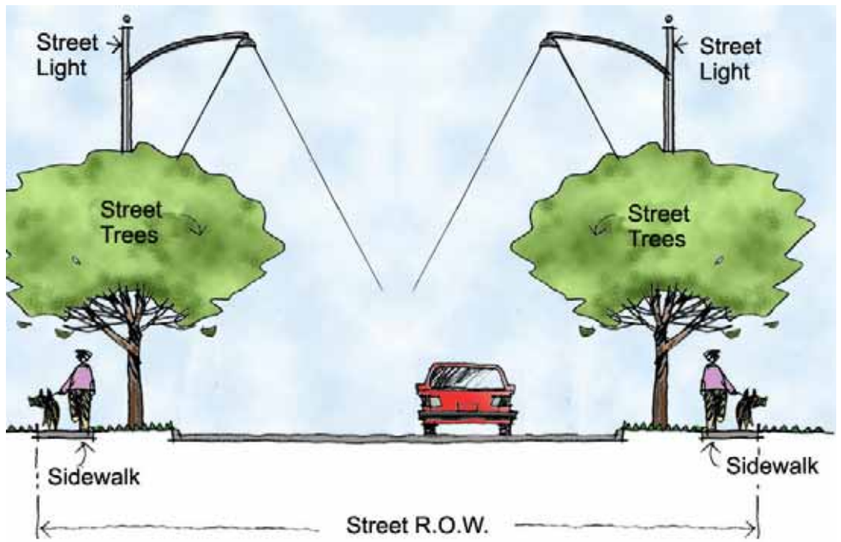
Further east along Blodgett is Pilgrim Congregational Church. On the north side of Blodgett is the church sanctuary, a day care facility, and church parking lot. Directly opposite the church sanctuary, on the south side of Blodgett, is the church's community center, after school facility, and administrative offices(housed in a former residence).

Texas Southern University("TSU") to the north virtually surrounds the church sanctuary. Further east along Blodgett there were 2-story walk-up apartment buildings until the late 1970's. During the 1990's, most of these buildings were either bought by TSU and demolished to build new student housing, or renovated and reused as student housing. TSU's current master plan, which was finalized in 2002, shows that all remaining buildings in this area will be replaced with student housing.

- **Old Spanish Trail** The Old Spanish Trail was developed as a national highway that ran from San Diego, California to Saint Augustine, Florida. A stretch of the road in Texas ran from the Louisiana border at Orange, Texas, through Beaumont, Houston, and San Antonio, and on through El Paso, Texas. The name was chosen by an organization formed in 1915 in Mobile, Alabama to promote the construction of this transcontinental highway. By 1929 the highway was completed.

  An 1829 map drawn by Stephen F. Austin shows Opelousas Road as an east-west trail going down to Harrisburg (now Houston). The same map shows that a trail existed from what is now Houston to what is now San Antonio.

  Over the past thirty years, OST has become one of the most important commercial streets of the African-American community in Houston. The road links the community with the Texas Medical Center to the west, and also to Main Street and the former Astrodome.




**SECTION B: Single Pavement Width**

## 4.2 DEFINITION OF PUBLIC RIGHT-OF-WAY IMPROVEMENTS:

The scope of work for this study includes the area within the public right-of-way. This is defined as the area between the legal property lines in which the public roadway, sidewalks, and utilities are located. The configuration of public rights-of-way varies for each street type. The accompanying drawings illustrate two typical conditions that occur within the corridor study areas. While this study does explore the integration of public and private properties with regards to function and design, the design proposals apply only to the area within the public right-of-way.

*The proposed design elements under consideration are as follows:*

- Street Lights
- Landscaping
- Signage/Monuments
- Special Paving
- Sidewalks/Ramps
- Seating Areas
- Parking/Service Area Screening
- Bus Shelters
- Public Art
- Street Furniture
- Bicycle Facilities
- Architectural Guidelines

**SECTION A: Divided Roadway With Median**

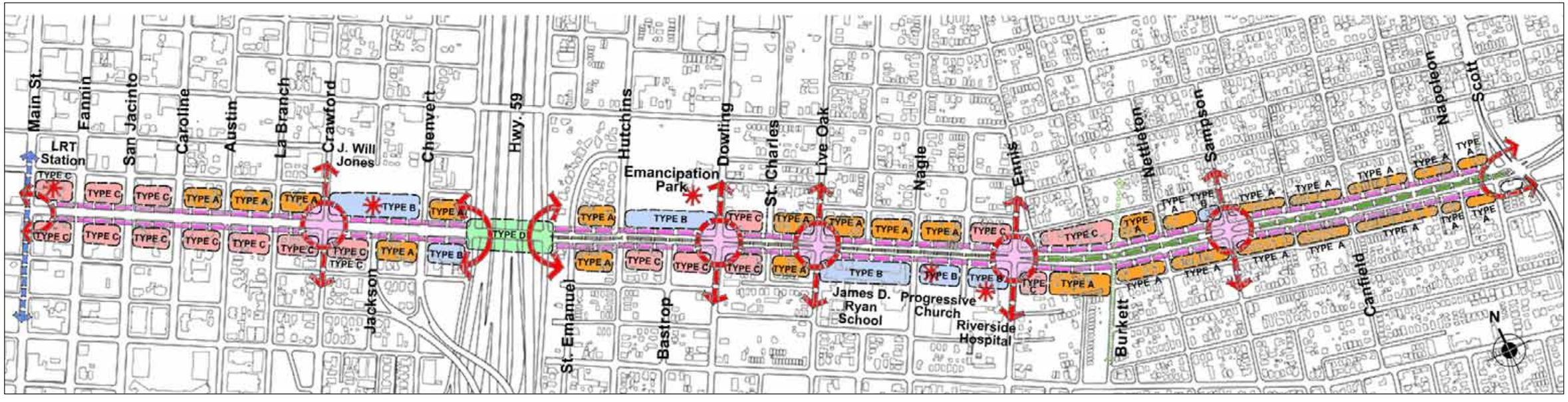
## 4.3 DESIGN CRITERIA

Based upon a thorough review of the existing site conditions and the potential external influences that affect how people view and utilize the corridors, the consultant team prepared a landscape analysis diagram for each corridor. In the development of the landscape analysis diagrams, several key factors were considered to determine the extent and appropriateness of potential public improvements. The consultant team was interested in how land use, traffic and transit systems, infrastructure, and prominent institutions affect and influence the streetscape character of each corridor. While this study did not explore what land uses were appropriate along the corridors, the type of land use has a direct affect on the scope and type of landscape treatments that are appropriate in each of the conditions studied. For example, single family residential properties require less pedestrian amenities since there is less pedestrian activity. This results in smaller sidewalks and less infrastructure. Commercial properties have a higher concentration of pedestrian activities and thus require larger sidewalks and more amenities to promote commercial activity in these areas.

Other factors analyzed were the primary automobile routes and key north-south intersections. Along with automobile circulation, the current mass transit opportunities and distribution was explored, as well as how the distribution of these facilities could be enhanced through the development of the streetscape amenities. These north-south intersections are important because they tend to have higher concentrations of retail, transit and pedestrian uses. In addition, they also provide key decision points for navigating through Third Ward.

Key landmarks, historical buildings, and institutions were mapped and reviewed for their influence upon the visual character of the corridor as well as their effect on pedestrian and transit activities. How visitors and residents to the area navigate the corridors was explored to determine if existing wayfinding systems where adequate in the area to allow for efficient travel to destinations within the corridor. A final key aspect reviewed in detail was physical and perceived edges of the corridor and whether existing conditions where adequate to define where the corridor stopped and started within Third Ward.

The landscape analysis diagrams provide the basis to determine inadequacies in the current site conditions, what improvements are needed, and the potential cost for providing these improvements.




## LEGEND:

**TYPE A** - Predominant land use is residential.
- 4~5 ft. wide sidewalk with green space at curb & property line.
- Side or front loaded building setback from property line.

**TYPE B** - Predominant land use is institutional with some commercial & multi-family.
- 4~5 ft. wide sidewalk.
- Parking/service area landscape screen.
- Building setback from property line.
- Parking located at or near property line.

**TYPE C** - Predominant land use is commercial/and or office.
- Paving from curb to property line.
- Trees in tree wells.
- Buildings located at or near property line.
- Parking to rear or side of building.
- Pedestrian seating areas & other uses.
- Building height 1~4 story.

**TYPE D** - Freeway interchange.

**TYPE E** - Predominant land use is institutional (medical center).
- Minimum 15 ft. wide sidewalk with open space at curb & property line.
- Seating areas.
- Building height > 4 story.

**TYPE F** - Adequate, no further improvements needed.

**Single Street Beautification**
- Street light.
- Landscape planting.
- Wayfinding/historic signage.

**Wide Blvd. 25 ~ 30 ft.**

**Narrow Blvd. +10 ft.**

**Metro Light Rail Line**

**Major Intersection**

**Hike/Bike Trail**

**Gateway/Monument**

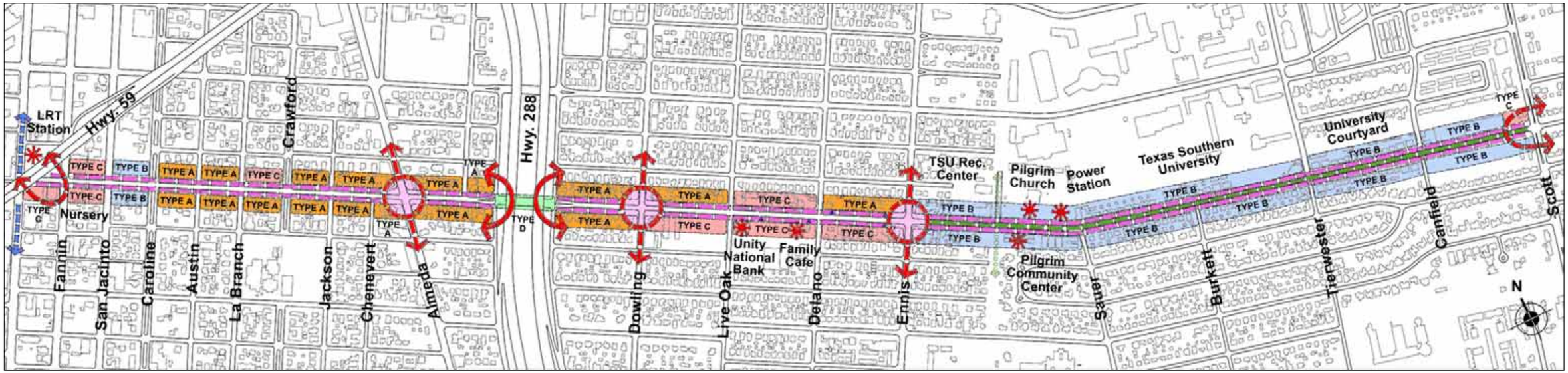
**Landmark**

## 4.4 ELGIN STREETSCAPE ANALYSIS DIAGRAM

The Elgin corridor is an important east-west transit street in Third Ward. It is also of historical significance for the African-American community. The corridor has a diverse distribution of land use types with a more urban character to the west near Main Street and transitioning to a predominantly single family land use to the east near Scott Street. Several commercial areas are intermixed along the corridor with concentrations occurring at the Dowling and Ennis intersections. Major north-south streets through the area are Crawford, Dowling, Live Oak, Ennis, Sampson, and most notably, Highway 59. Elgin Street, east of Ennis, has an unusually large landscaped median(±30 feet) that extends east to Scott street. Emancipation Park lies between Hutchins and Dowling and is an important recreational resource along the corridor. Key landmark buildings along Elgin Street are the Eldorado Ballroom at Dowling, Progressive Church, and Riverside Hospital between Nagle and Ennis.

Currently METRO does not provide a direct east-west bus route from Scott Street to Main Street. One route does transit a portion of Elgin Street, but from Dowling to Scott Street there is no east-west bus service. Further discussion of the current mass transit system along Blodgett Street is discussed in section 3.0 of these guidelines.

SEE APPENDIX E FOR PHOTOGRAPHS OF EXISTING LAND USES.




## LEGEND:

**TYPE A** - Predominant land use is residential.
- 4~5 ft. wide sidewalk with green space at curb & property line.
- Side or front loaded building setback from property line.

**TYPE B** - Predominant land use is institutional with some commercial & multi-family.
- 4~5 ft. wide sidewalk.
- Parking/service area landscape screen.
- Building setback from property line.
- Parking located at or near property line.

**TYPE C** - Predominant land use is commercial/and or office.
- Paving from curb to property line.
- Trees in tree wells.
- Buildings located at or near property line.
- Parking to rear or side of building.
- Pedestrian seating areas & other uses.
- Building height 1~4 story.

**TYPE D** - Freeway interchange.

**TYPE E** - Predominant land use is institutional (medical center).
- Minimum 15 ft. wide sidewalk with open space at curb & property line.
- Seating areas.
- Building height > 4 story.

**TYPE F** - Adequate, no further improvements needed.

**Single Street Beautification**
- Street light.
- Landscape planting.
- Wayfinding/historic signage.

**Wide Blvd. 25 ~ 30 ft.**

**Narrow Blvd. +10 ft.**

**Metro Light Rail Line**

**Major Intersection**

**Hike/Bike Trail**

**Gateway/Monument**

**Landmark**

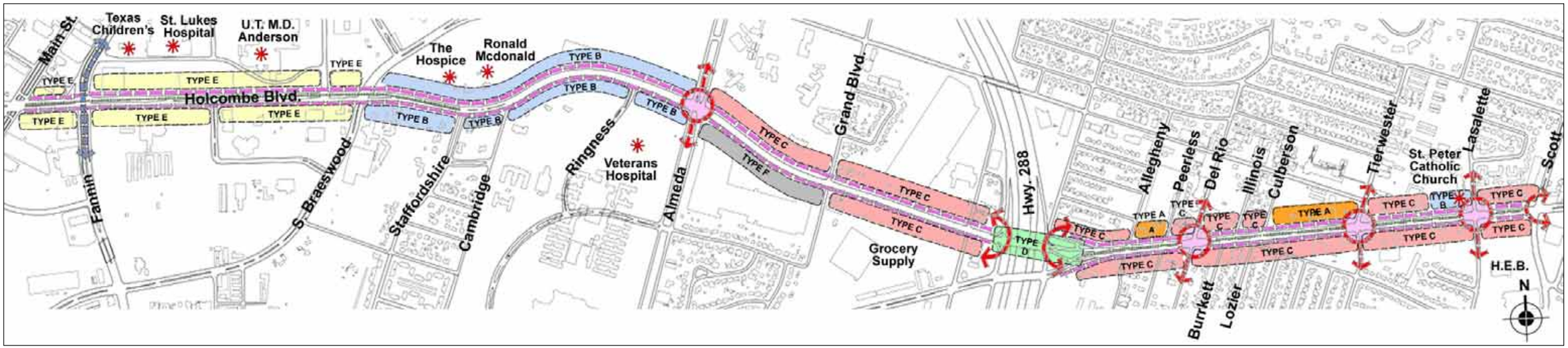
## 4.5 BLODGETT STREETSCAPE ANALYSIS DIAGRAM

The Blodgett Street corridor is another important east-west transit street in Third Ward. It connects to Main Street on the west, Highway 288, a significant north-south transportation corridor, and the important institution of Texas Southern University ("TSU") to the east. The corridor's land use type is dominated by single family housing and the presence of TSU. TSU owns a significant portion of the property on both sides of Blodgett Street from Ennis to Scott Street. Commercial activity occurs from Main Street to Caroline in the west portion of Blodgett. Another commercial area occurs in the three block area from Dowling to Ennis. In addition to TSU, other notable landmarks or institutions are the Pilgrim Church and Community Center between Ennis and Sauer.

Landscaped medians are present from Ennis to Scott with the roadway having been improved in the last ten years by the City of Houston. From Ennis to Main Street, the right-of-way narrows and the pavement configuration is undivided. A future hike and bike trail will be constructed to the east of Pilgrim Church along an old railroad corridor.

Currently METRO does not provide direct east-west bus service from Scott Street To Main Street. There are only limited north-south routes that traverse through Blodgett. Further discussion of the current mass transit system along Elgin Street is discussed in section 3.0 of these guidelines.

SEE APPENDIX F FOR PHOTOGRAPHS OF EXISTING LAND USES.




## LEGEND:

**TYPE A** - Predominant land use is residential.
- 4~5 ft. wide sidewalk with green space at curb & property line.
- Side or front loaded building setback from property line.

**TYPE B** - Predominant land use is institutional with some commercial & multi-family.
- 4~5 ft. wide sidewalk.
- Parking/service area landscape screen.
- Building setback from property line.
- Parking located at or near property line.

**TYPE C** - Predominant land use is commercial/and or office.
- Paving from curb to property line.
- Trees in tree wells.
- Buildings located at or near property line.
- Parking to rear or side of building.
- Pedestrian seating areas & other uses.
- Building height 1~4 story.

**TYPE D** - Freeway interchange.

**TYPE E** - Predominant land use is institutional (medical center).
- Minimum 15 ft. wide sidewalk with open space at curb & property line.
- Seating areas.
- Building height > 4 story.

**TYPE F** - Adequate, no further improvements needed.

**Single Street Beautification**
- Street light.
- Landscape planting.
- Wayfinding/historic signage.

**Wide Blvd. 25 ~ 30 ft.**

**Narrow Blvd. +10 ft.**

**Metro Light Rail Line**

**Major Intersection**

**Hike/Bike Trail**

**Gateway/Monument**

**Landmark**

## 4.6 HOLCOMBE/OLD SPANISH TRAIL STREETSCAPE ANALYSIS DIAGRAM

The Holcombe/Old Spanish Trail Corridor is an important institutional and commercial area for Third Ward. Holcombe, west of Highway 288, extends into the Medical Center and connects to Main Street on the west. The predominant land use is institutional along Holcombe west of Highway 288, and predominantly commercial east of Highway 288 along Old Spanish Trail up to Scott Street. The right-of-way is very narrow east of Highway 288, approximately ten feet from the back of curb, which makes future landscape development very difficult. There are no single-family residential properties directly on Holcombe/Old Spanish Trail, however, two new apartment complexes are currently being built between Tierwester and Del Rio. Notable landmarks or institutions along the corridor are the M.D. Anderson Cancer Center, Veterans Hospital at Ringness, and the Ronald McDonald House at Cambridge along Holcombe. St. Peter's Church at La Salette provides a significant community resource along Old Spanish Trail. Landscaped medians are present from Main Street to Staffordshire along Holcombe, and then again from Highway 288 to Scott Street.

METRO has direct east-west bus service along the corridor as well as numerous north-south connections. In addition, this corridor is currently being considered for future advanced high-capacity transit service. Further discussion of the current mass-transit system along Holcombe/Old Spanish Trail is discussed in section 3.0 of these guidelines.

SEE APPENDIX G FOR PHOTOGRAPHS OF EXISTING LAND USES.

# 5.0 URBAN DESIGN GUIDELINES

## 5.1 GOALS AND OBJECTIVES

While the scope of these urban design guidelines is limited to those design elements that occur within the public right-of-way, it is clear that many other factors combine to form what is “urban”. Other factors which influence the effectiveness of these guidelines are the quality of the surrounding building designs, the quality of mass transportation, the distribution of other public open spaces, and the relationship to the surrounding streetscape designs, landscape, and pedestrian connections. These guidelines should not only be used for the specific corridors identified, but also as a template for extending these concepts to the surrounding neighborhoods.

*Based on input and discussion with the Steering Committee and Stakeholders in the area, the following goals form the basis for these guidelines:*

I. Promote pedestrian activity, mobility, and accessibility through the corridor and connecting to the existing mass transportation opportunities.
II. Preserve, protect, and enhance the historical, cultural, and geographical qualities of the neighborhood.
III. Enhance the visual aspect of the corridors by the incorporation of specific urban design elements missing from the corridor, or by upgrading and updating existing features or elements.

## 5.2 TYPICAL STREETSCAPE DESIGN SECTIONS

Based upon the landscape development analysis diagrams, various streetscape design types were developed to address the specific needs of the varying conditions along the corridors. An important aspect of ‘good’ urban design is the quality of the building enclosures which help to define ‘urban space’. The effectiveness of the urban design depends on how the various elements are organized and their relationship to the building footprint. Each of these typical streetscape designs seeks to reflect the specific conditions existing along the corridor, as well as additional design elements needed to create an effective urban design.

## 5.3 TYPE A: RESIDENTIAL STREETSCAPE EDGE

### Existing Conditions:

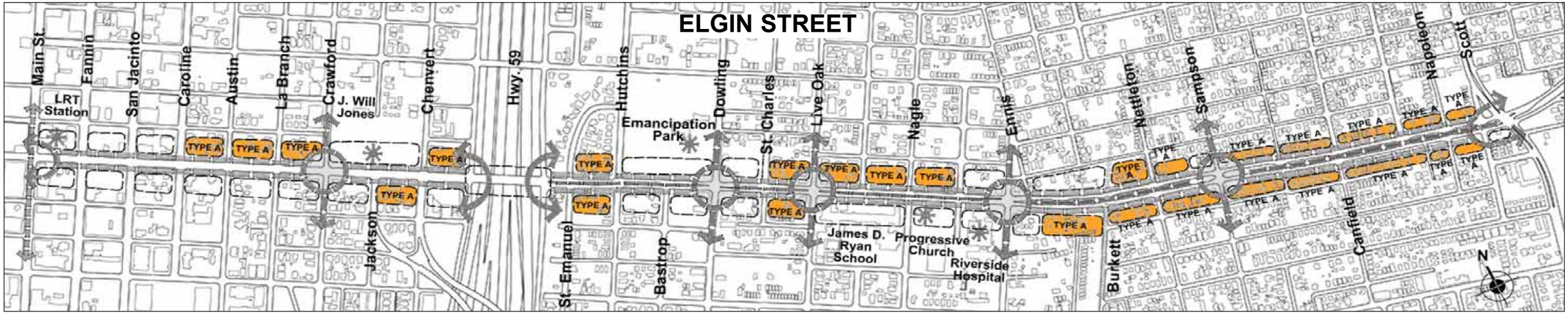
I. Predominant land use is single-family residential.
II. Existing 4'-5' wide sidewalks with greenspace at curb.
III. Single-family residential homes front on side streets or directly into the Corridor.

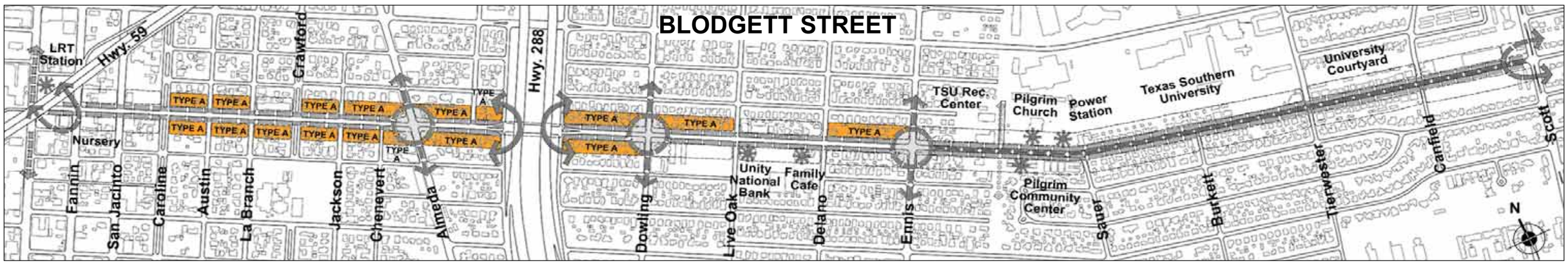
**ELGIN EXISTING CONDITIONS**

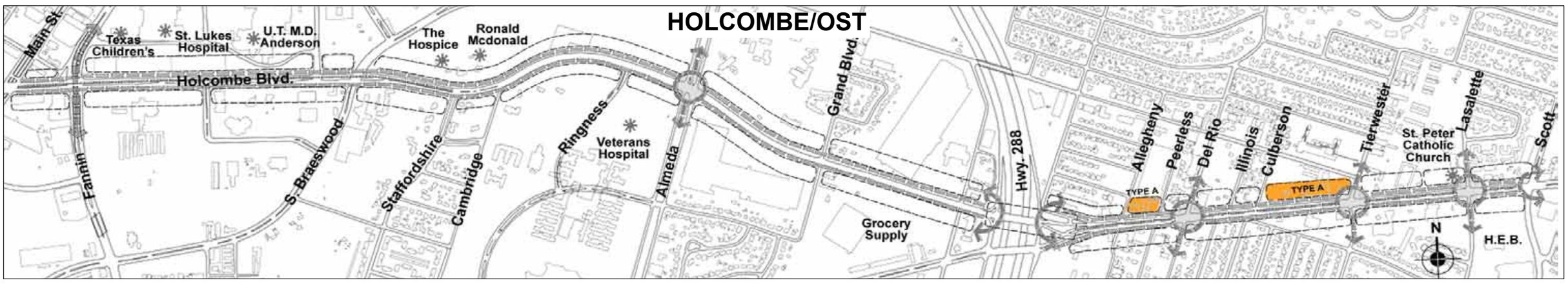
**BLODGETT EXISTING CONDITIONS**

**HOLCOMBE/OLD SPANISH TRAIL EXISTING CONDITIONS**

*No single family residential conditions exist along Holcombe/Old Spanish Trail*


ELGIN STREET
Main St.
LRT Station
Fannin
San Jacinto
Caroline
Austin
La Branch
Crawford
J. Will Jones
Chenevert
Hwy. 59
Hutchins
Emancipation Park
Dowling
St. Charles
Live Oak
Nagle
Ennis
Nettleton
Sampson
Napoleon
Scott
Jackson
St. Emanuel
Bastrop
James D. Ryan School
Progressive Church
Riverside Hospital
Burkett
Canfield
TYPE A
N

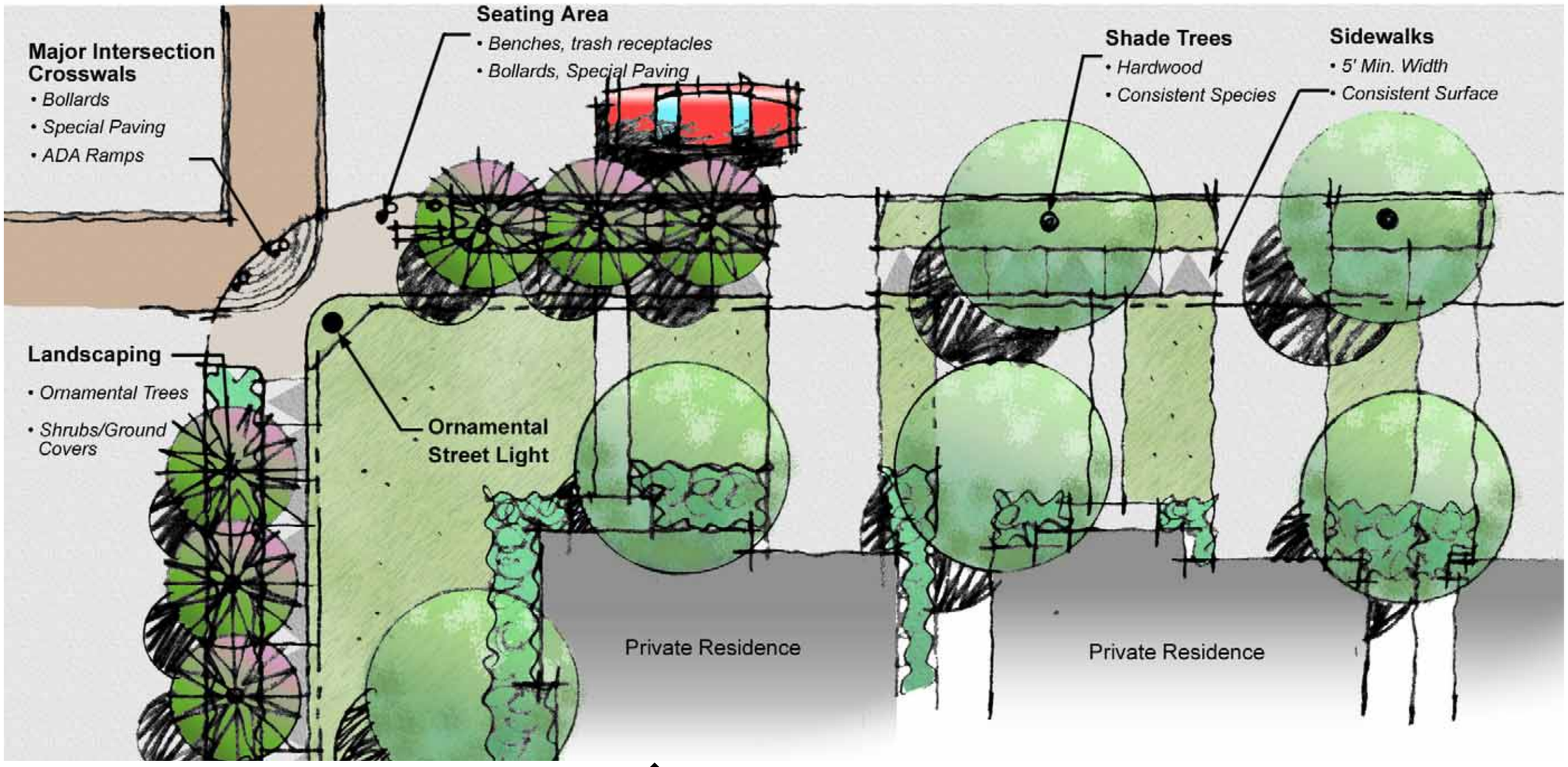

BLODGETT STREET
LRT Station
Hwy. 59
Crawford
Hwy. 288
Nursery
Fannin
San Jacinto
Caroline
Austin
La Branch
Jackson
Chenevert
Almeda
Dowling
Live Oak
Unity National Bank
Family Cafe
Delano
Ennis
TSU Rec. Center
Pilgrim Church
Power Station
Texas Southern University
University Courtyard
Pilgrim Community Center
Sauer
Burkett
Tierwester
Canfield
Scott
TYPE A
N


HOLCOMBE/OST
Main St.
Texas Children's
St. Lukes Hospital
U.T. M.D. Anderson
The Hospice
Ronald Mcdonald
Holcombe Blvd.
Fannin
S. Braeswood
Staffordshire
Cambridge
Ringness
Veterans Hospital
Almeda
Grand Blvd.
Grocery Supply
Hwy. 288
Allegheny
Peerless
Del Rio
Illinois
Culberson
Tierwester
St. Peter Catholic Church
Lasalette
Scott
H.E.B.
TYPE A
N

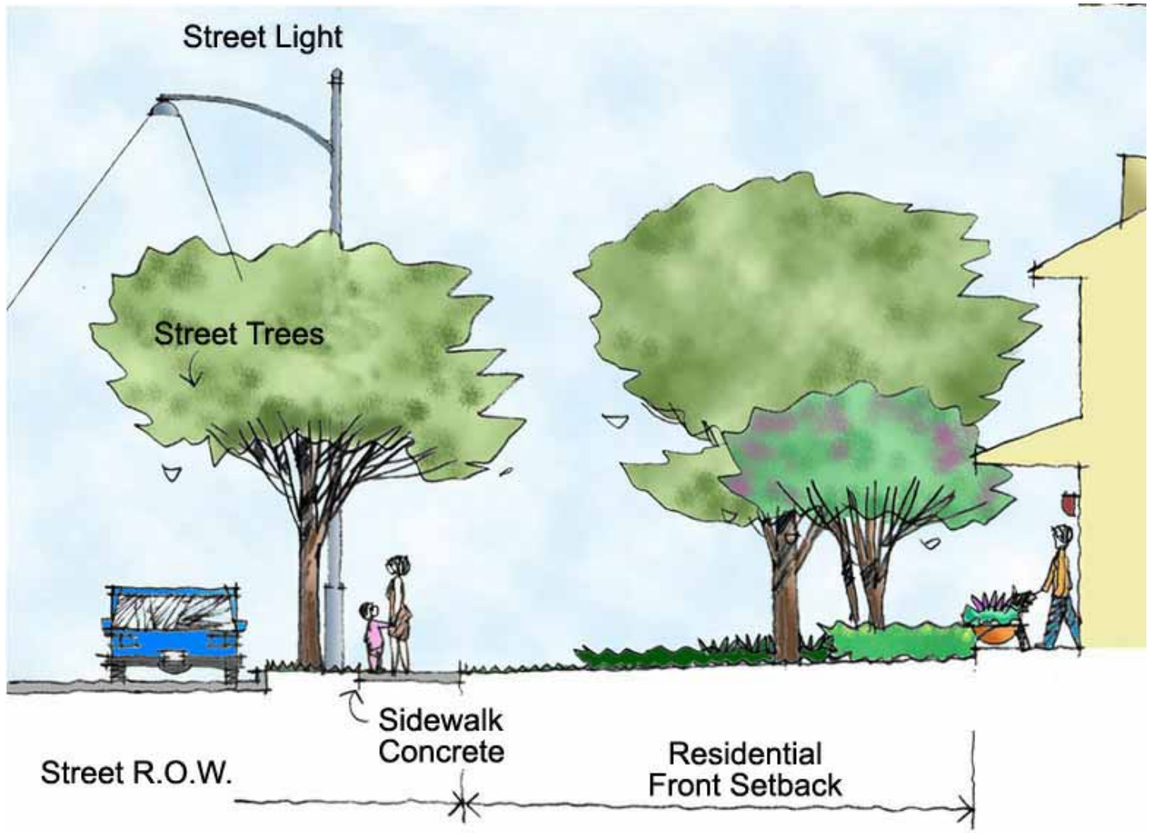
## *5.3 Type A: Residential Streetscape Edge, cont'd.*

**DESIGN ELEMENTS:**

I. Predominant land use is single-family residential.
II. Five foot (5') minimum sidewalks with minimum 2'-0" wide green space at curb.
III. Front-loaded building types encouraged to have sidewalks connecting to public sidewalk.
IV. Hardwood shade trees of a consistent type at a minimum of 30'-0" on center.
V. Ornamental trees at each major intersection corner in association with understory ground covers and shrubs.
VI. Provide seating areas at each intersection corner with benches, bollards, and trash receptacles.
VII. Provide ADA-compliant access ramps at corners with clay brick paving and accent bollards.
VIII. Major intersections with signalization shall have special clay brick paver crosswalks.




**TYPICAL PLAN**




**TYPICAL SECTION**

**Example a.**

**Example b.**

**POTENTIAL DESIGN IMAGES**

**BLODGETT EXISTING CONDITIONS**

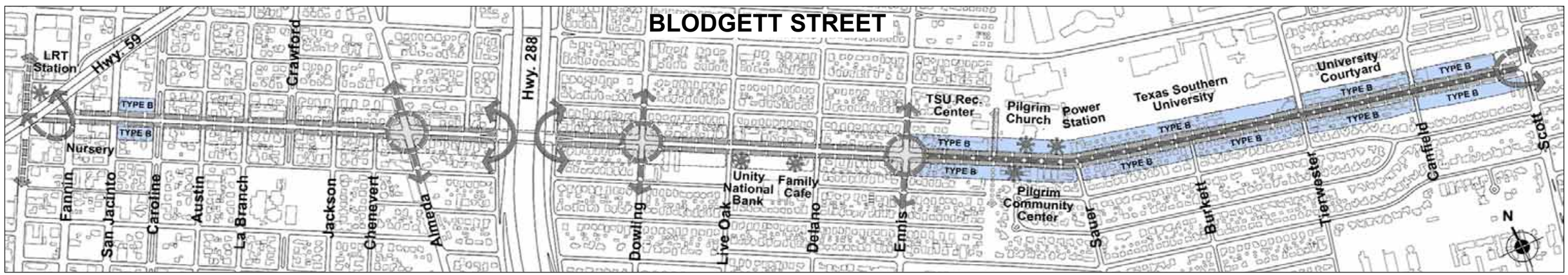
## 5.4 TYPE B: MULTI-FAMILY AND INSTITUTIONAL STREETSCAPE EDGE

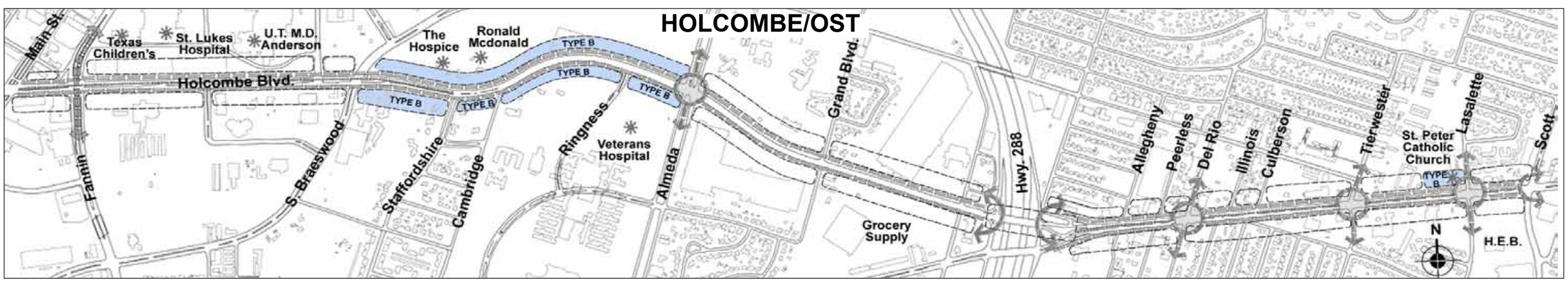
### Existing Conditions:

I. Predominant land use is institutional or multi-family residential.
II. Existing 4'-5' wide sidewalks with greenspace at curb.
III. Buildings setback from property line.
IV. Parking located at or near property line.

**ELGIN EXISTING CONDITIONS**

**HOLCOMBE/OST EXISTING CONDITIONS**



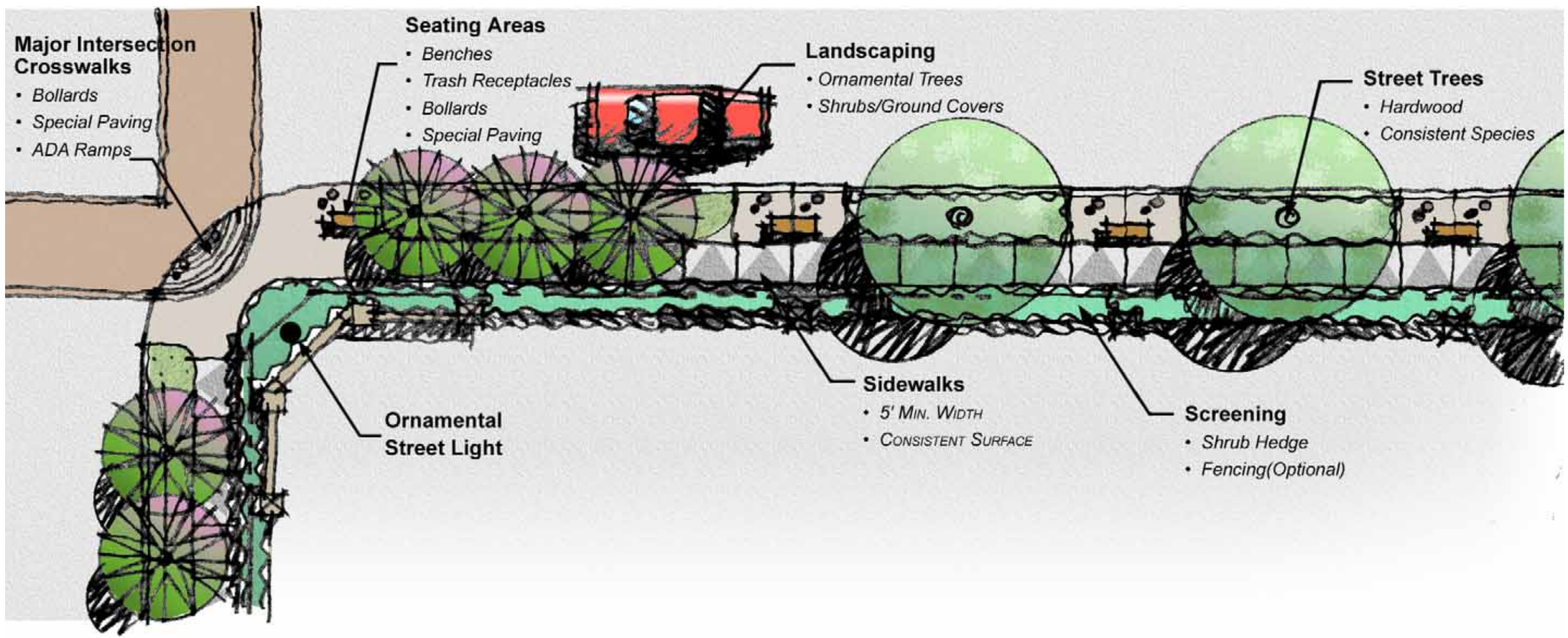




**Maps of Existing Multi-family And Institutional Land Uses**

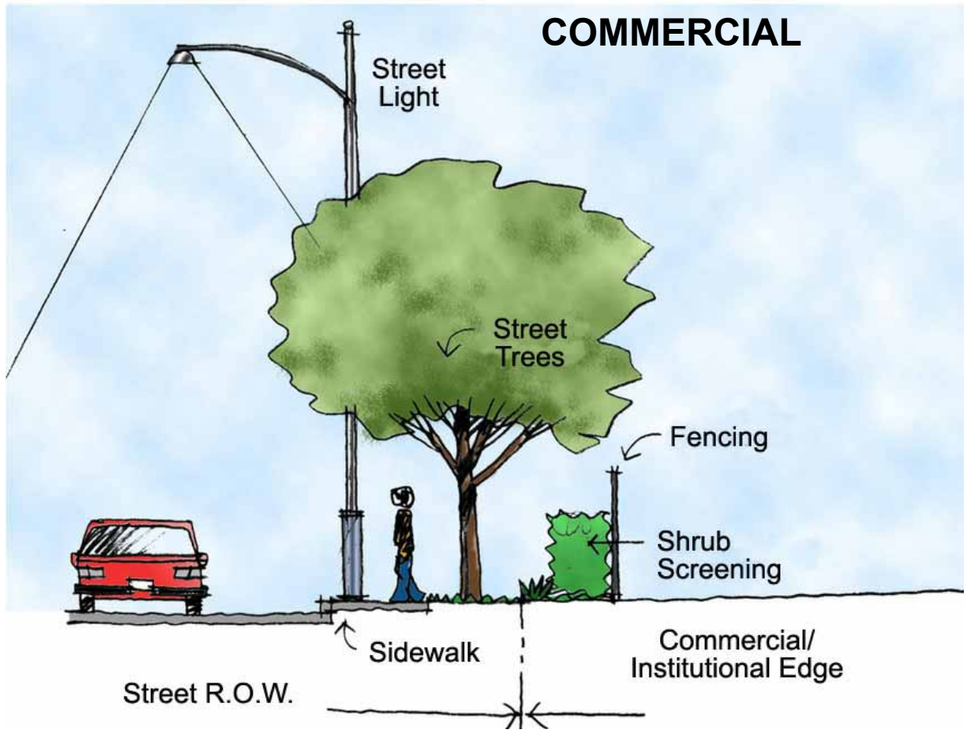
## *5.4 Type B: Multi-Family And Institutional Streetscape Edge, cont'd.*

### DESIGN ELEMENTS:

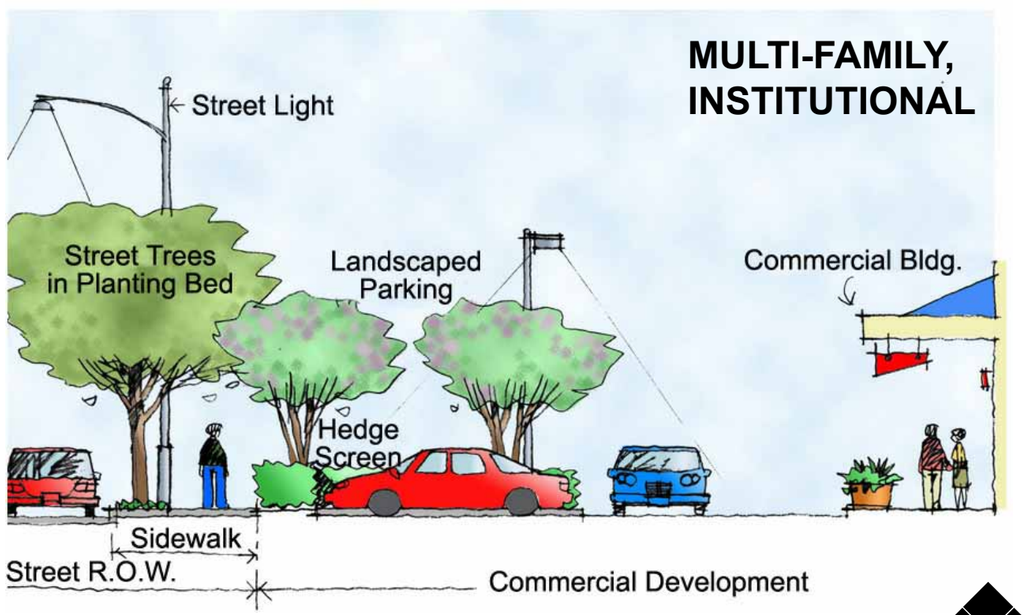
I. Predominant land use is multi-family and institutional.
II. Five foot (5') minimum sidewalks with minimum 2'-0" wide green space at curb, minimum of 6'-0" wide sidewalk at roadway curb.
III. Provide continuous evergreen shrub hedge, 5 gallon minimum container, spaced at 3'-0"on center.
IV. If fencing is required, fencing shall be black or other dark color. Chain link fencing should be avoided, but when used, the fencing shall be of a black, vinyl coating with solid top rail.
V. Hardwood shade trees of a consistent type at a minimum of 30'-0" on center.
VI. Ornamental trees at each major intersection corner in association with understory ground covers and shrubs.
VII. Provide seating areas at regular intervals along block face with benches, bollards, and trash receptacles.




**TYPICAL PLAN**




Example a.




Example b.

**POTENTIAL DESIGN IMAGES**

**BLODGETT EXISTING CONDITIONS**

## 5.5 TYPE C: RETAIL AND COMMERCIAL STREETSCAPE EDGE

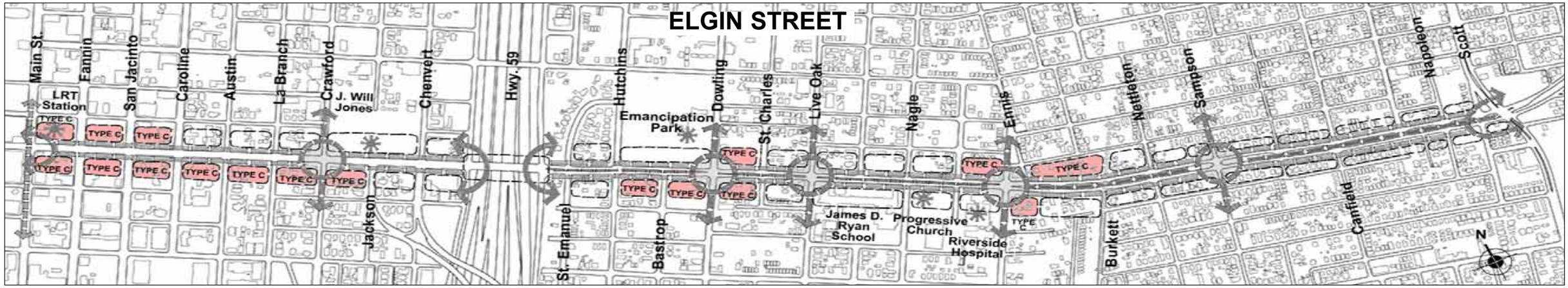
### Existing Conditions:

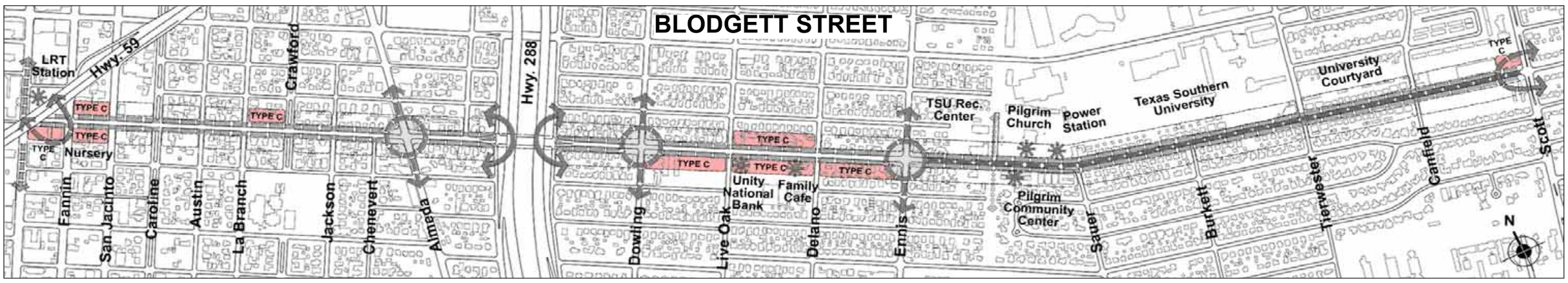
I. Predominant land use is commercial and/or office.
II. Paving from curb to property line.
III. Buildings located at or near property line.
IV. Parking to rear or side of building in lots or parking garages.
V. Building heights to 4 story.

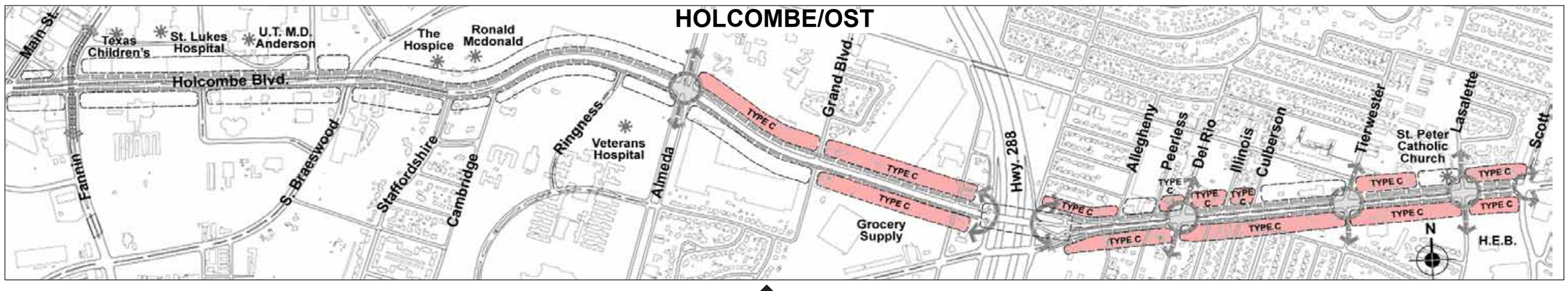
**ELGIN EXISTING CONDITIONS**

**HOLCOMBE/OST EXISTING CONDITIONS**

*5.5 Type C: Retail and Commercial Streetscape Edge, cont'd.*



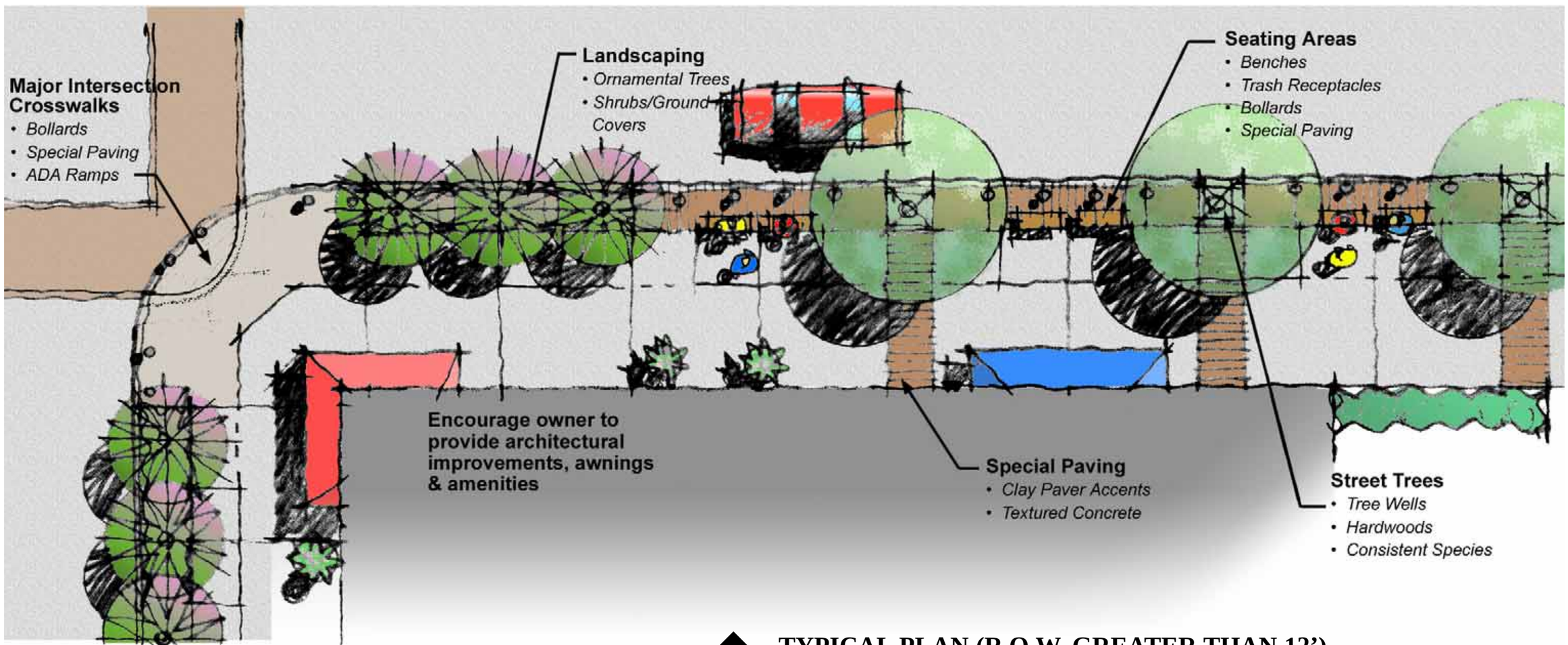




**Maps of Existing Retail and Commercial Land Uses**

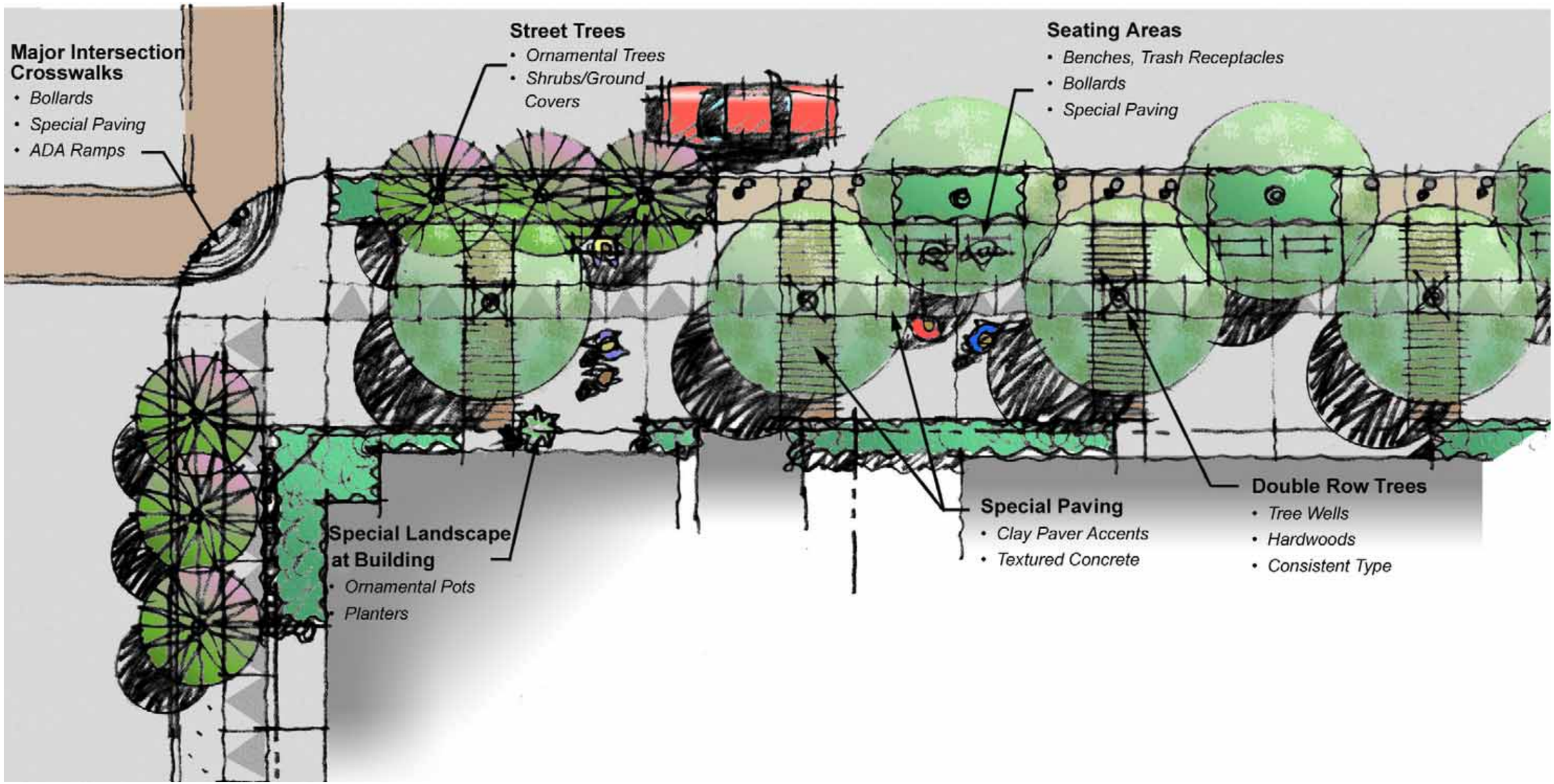
## *5.5 Type C: Retail and Commercial Streetscape Edge, cont'd.*

**DESIGN ELEMENTS:**

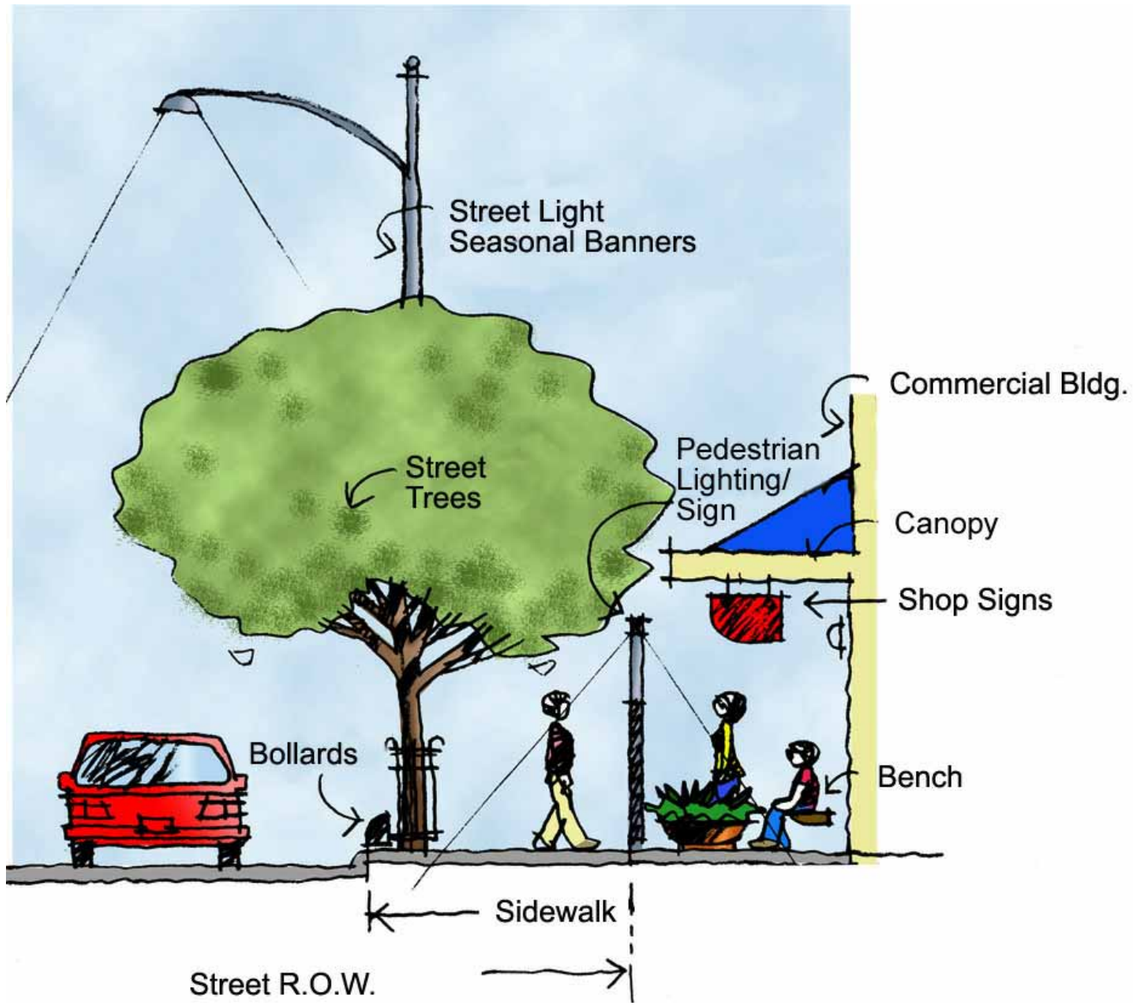
I. Predominant land use is commercial and/or office.
II. Decorative paving from curb to property line with colored concrete and clay brick paver accents.
III. Trees in tree wells with planters with decorative tree grates and guards.
IV. Buildings located at or near property line are encouraged to provide awnings, signage, and other ornamental street furniture and amenities.
V. Parking to rear or side of building to be screened from public view.
VI. Pedestrian seating areas and other activities.
VII. Provide ADA-compliant access ramps at corners with clay brick paving plaza and accent bollards.
VIII. Major intersections with signalization shall have special clay brick paver crosswalks.




**TYPICAL PLAN (R.O.W. GREATER THAN 12')**




**TYPICAL PLAN (R.O.W. LESS THAN 12')**

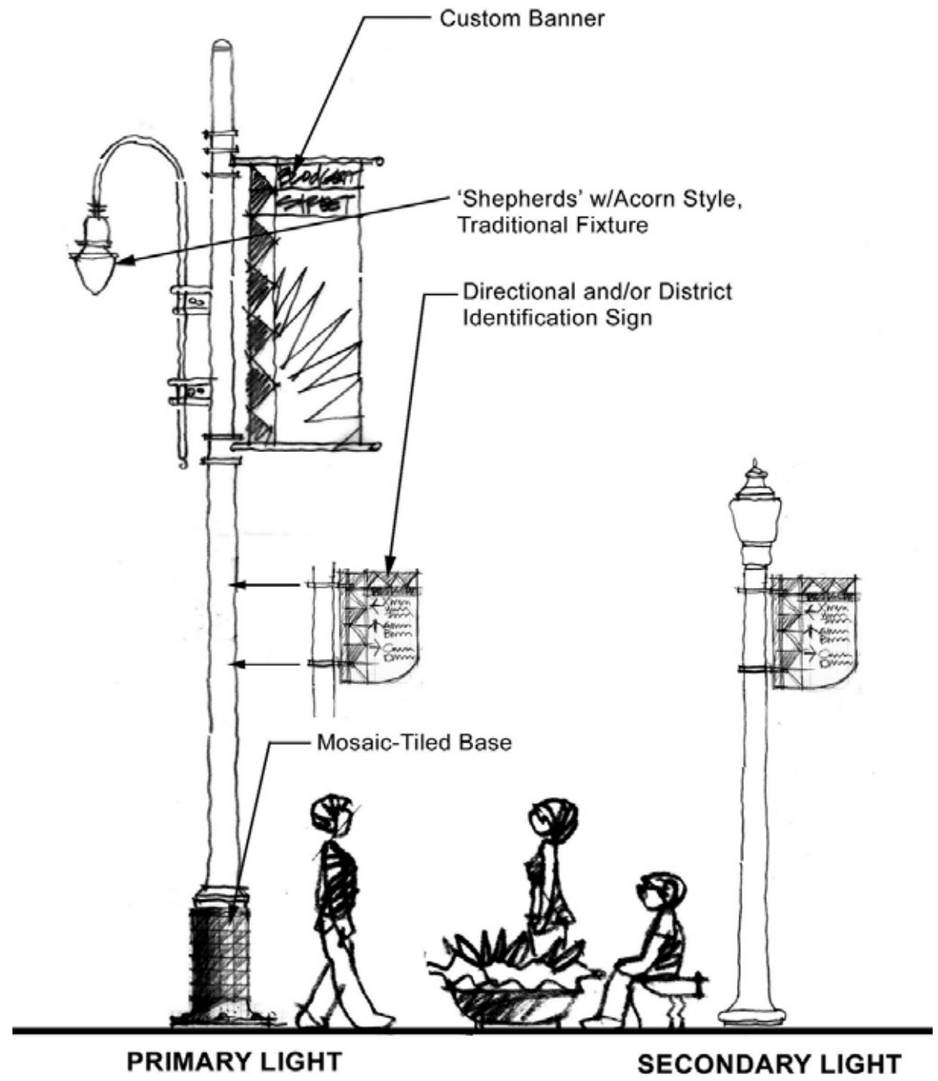



**TYPICAL SECTION**

Example a.

Example b.

**POTENTIAL DESIGN IMAGES**




## 6.1 STREET LIGHTING

1. Street lighting shall adhere to the City Of Houston Guidelines for thoroughfare street lighting standards.

2. Major Intersections and commercial areas shall be illuminated to a higher level than the primary roadway.

3. Poles and fixtures shall be of a period 'acorn' style with a shepherds hook mounting configuration.

4. Petition City Council to designate the three corridors as banner districts. Poles shall be capable of receiving banners.

5. Pole and fixture colors shall be a consistent dark green, grey, or black.

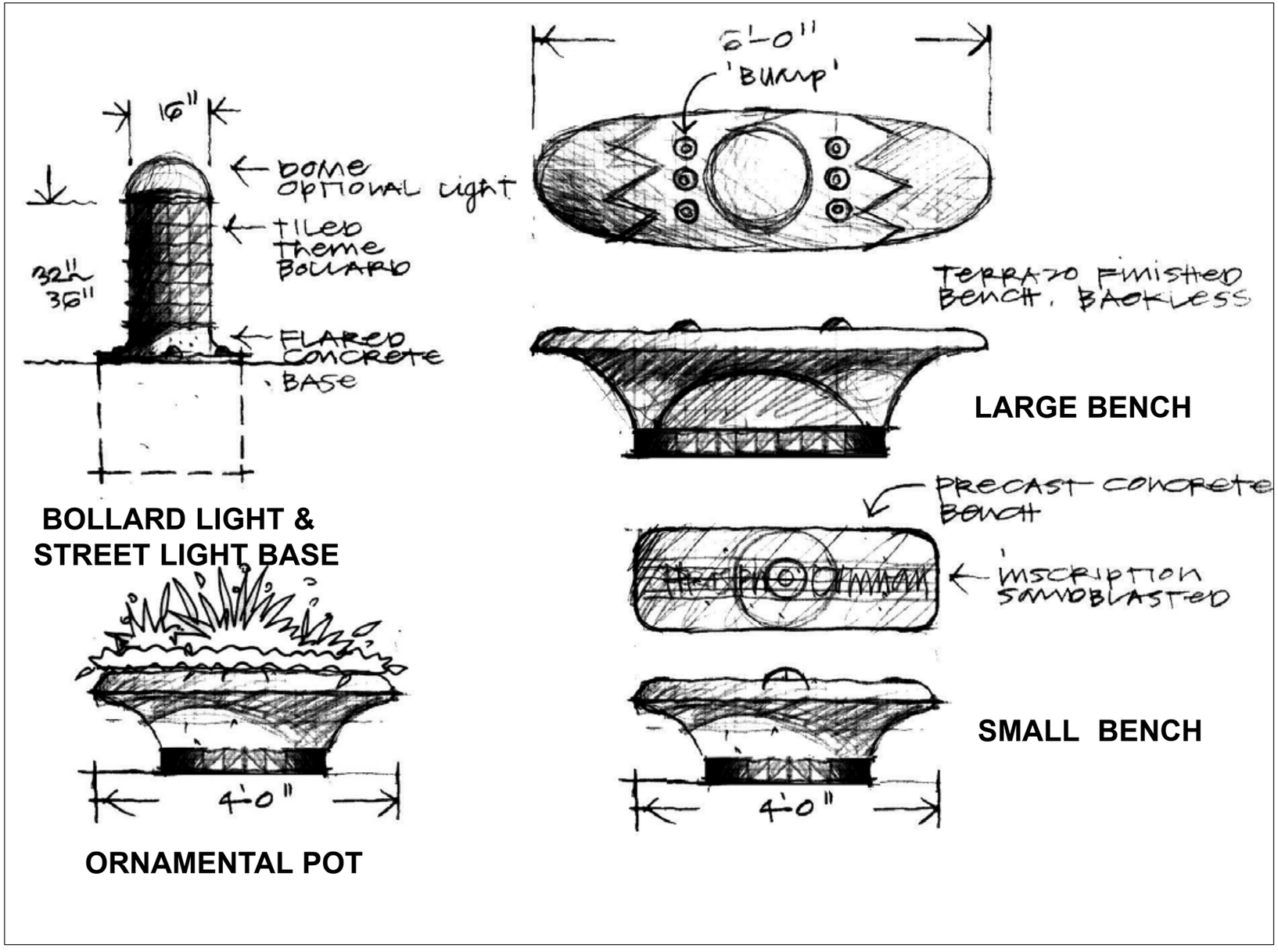
6. Where needed, lower level pedestrian lighting shall be of a compatible color and style to the proposed street lights.

7. Fixtures shall be semi-cutoff with house side shields to reduce light trespass on adjacent residential properties (on commercial properties the house side shield is not needed).

8. Fixture lamps shall be metal halide, 250-400 Watts.

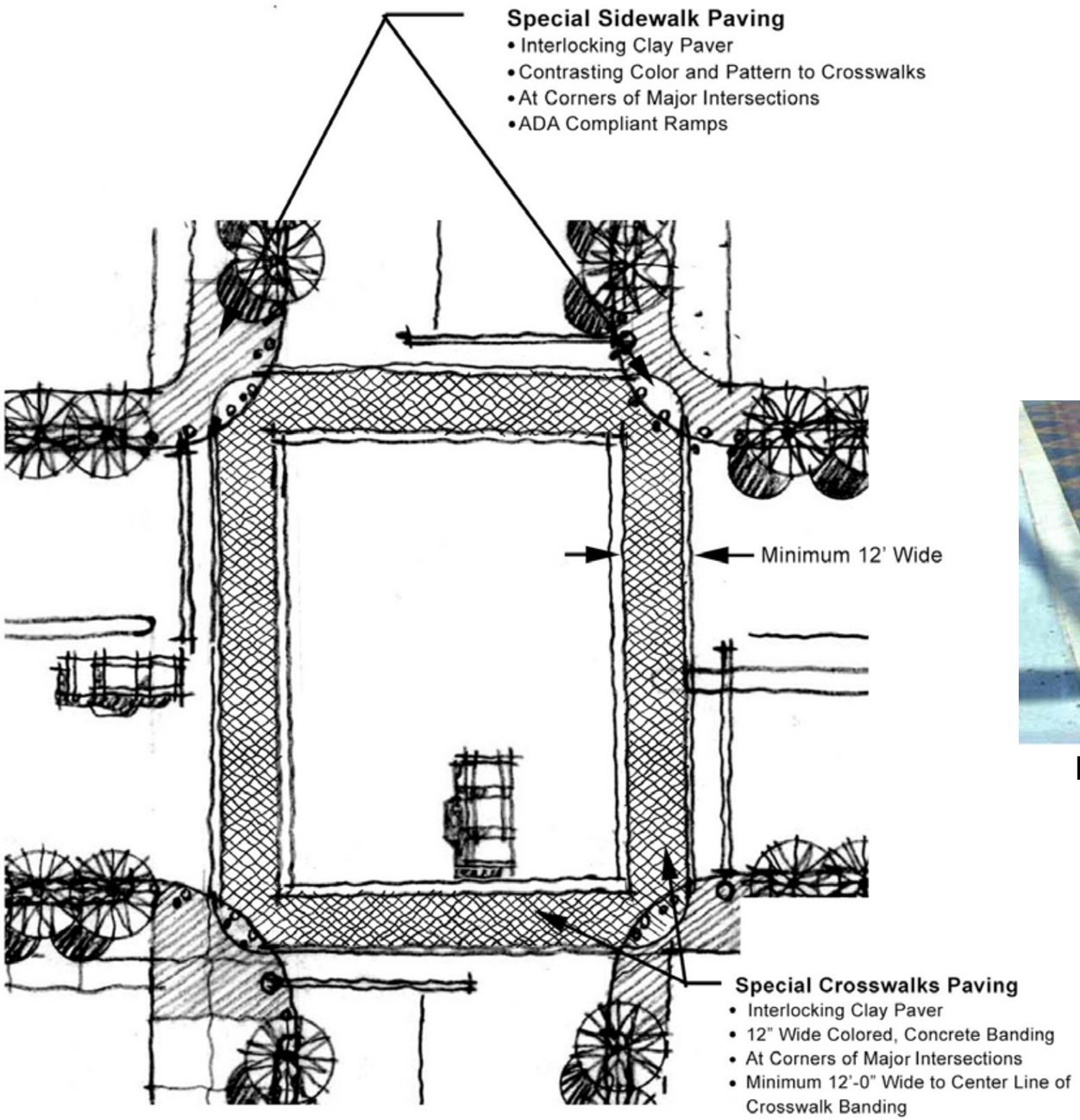
9. Commercial and retail properties are encouraged to provide canopy, building facade, and storefront lighting to supplement the proposed street lights.

10. Street light bases shall be made out of concrete and adorned with a custom mosaic tile pattern distinctive for each corridor.




## 6.2 STREET FURNITURE

1. Streetscape treatment should include benches, trash receptacles, and bicycle racks.
2. Street furniture shall be of a high density, colored concrete with a vandal resistant finish.
3. Seating areas shall be located at specific points along the block face in intervals dependent upon the type of adjacent land use.
4. Unique mosaic tile patterns for each corridor shall be incorporated in the furniture. Inspirational, cultural, and/or historical quotations will be engraved on the benches.
5. Adjacent retail properties shall be encouraged to provide additional seating area opportunities.
6. Ornamental pots shall be incorporated into the overall irrigation system for easier long-term maintenance.
7. The unique mosaic tiles and artwork on the street furniture shall be incorporated into the area signage and pavement schemes.



**POTENTIAL ELEMENT**

## 6.3 PEDESTRIAN PAVING/ACCESSIBILITY

1. Sidewalks shall be a minimum of 5'-0" wide and have a smooth consistent surface.

2. If the sidewalk is less than 5'-0" in width or is damaged and/or uneven, the sidewalks shall be reconstructed.

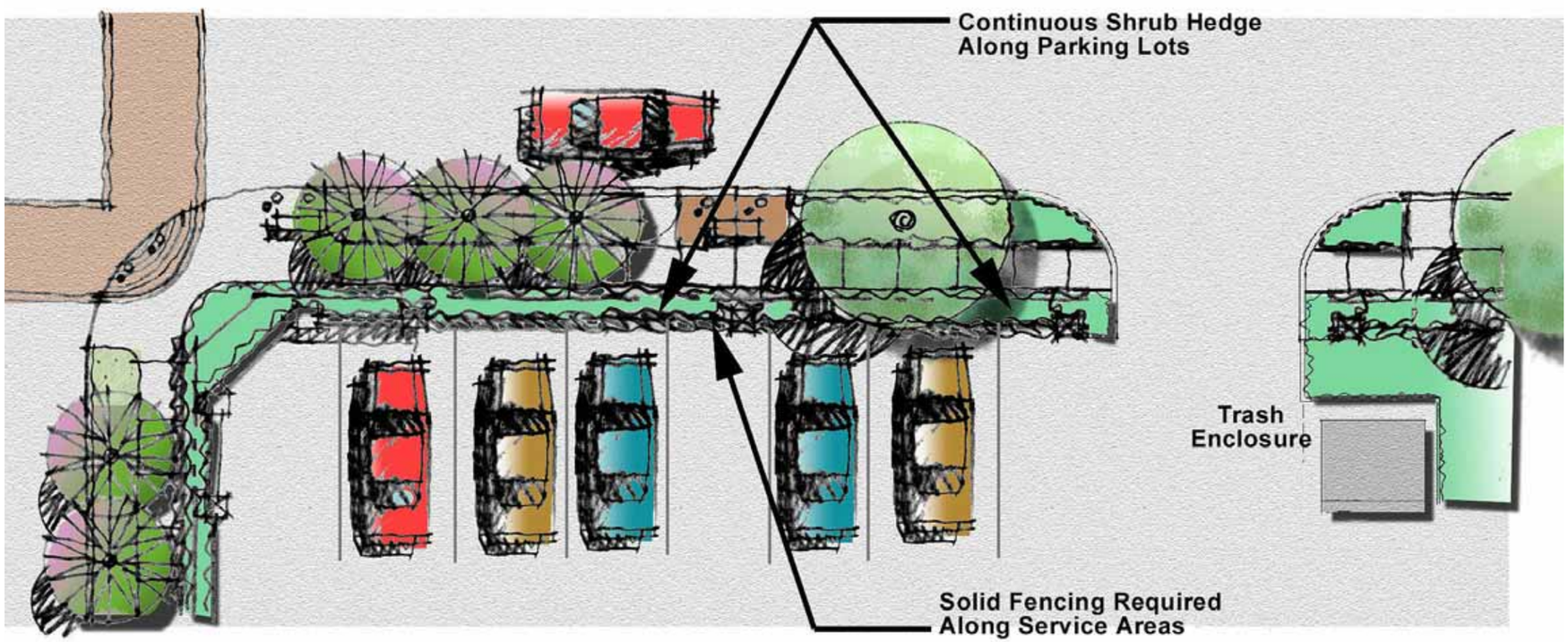
3. If more than 30% of the existing sidewalk is damaged or uneven but is the required 5'-0" minimum width, only the damaged sections will be rebuilt.

4. Sidewalks shall be natural color concrete pavement with smooth broom finish and built according to the City of Houston Public Standards.

5. Access ramps not complying with the Americans with Disability Act, Texas Accessibility Standards, and City of Houston Public Works Department shall be reconstructed.

6. Designated major intersections for each corridor shall have new crosswalks constructed out of interlocking clay pavers bordered by 12" wide, colored concrete.

7. A complementary clay brick paver of a different color shall be used at the proposed access ramp landings.




## 6.4 Parking Lot, Utility, and Service Area Screening

1. All parking areas shall be screened with a continuous shrub hedge per the City of Houston Landscape Ordinance.

2. All trash dumpsters shall be screened with an opaque fencing system or located to the rear of the property away from view from public streets.

3. Service areas shall be screened with a continuous shrub hedge.

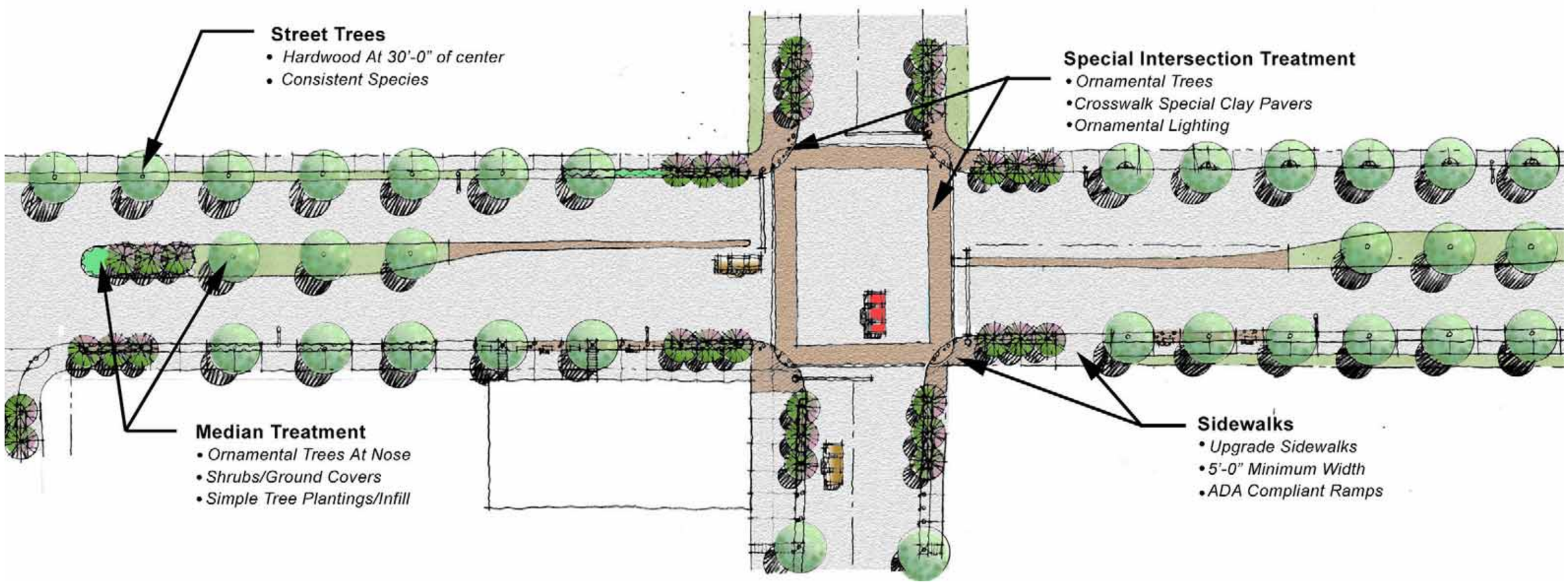
4. Air conditioning units or other large exterior utility structures shall be located to the rear of the property or screened with an opaque fencing system or shrub hedge.

## 6.5 SITE LANDSCAPING

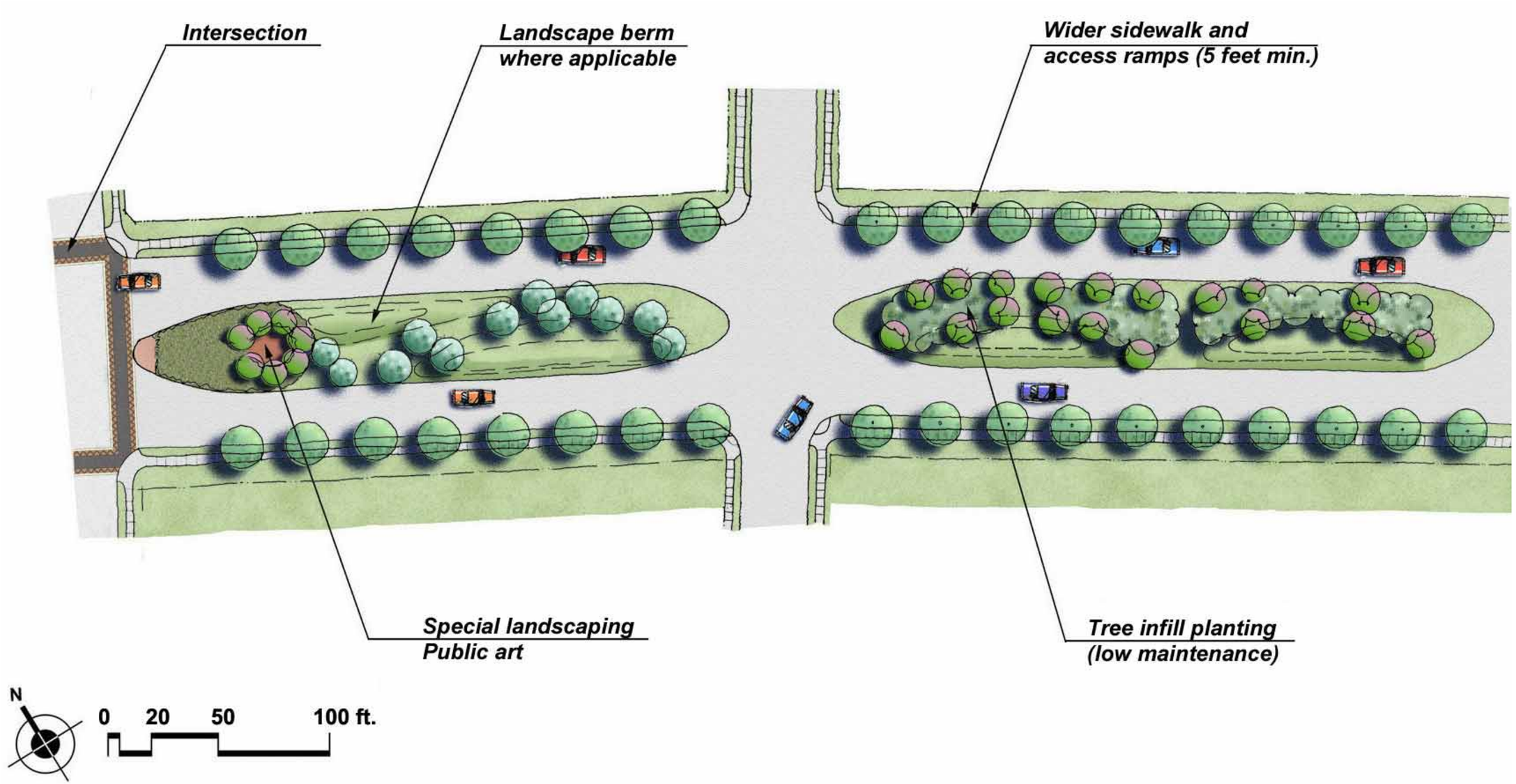
1. Hardwood shade trees to be planted at maximum intervals of 30'-0" on center along the corridors (unless there are existing shade trees) .

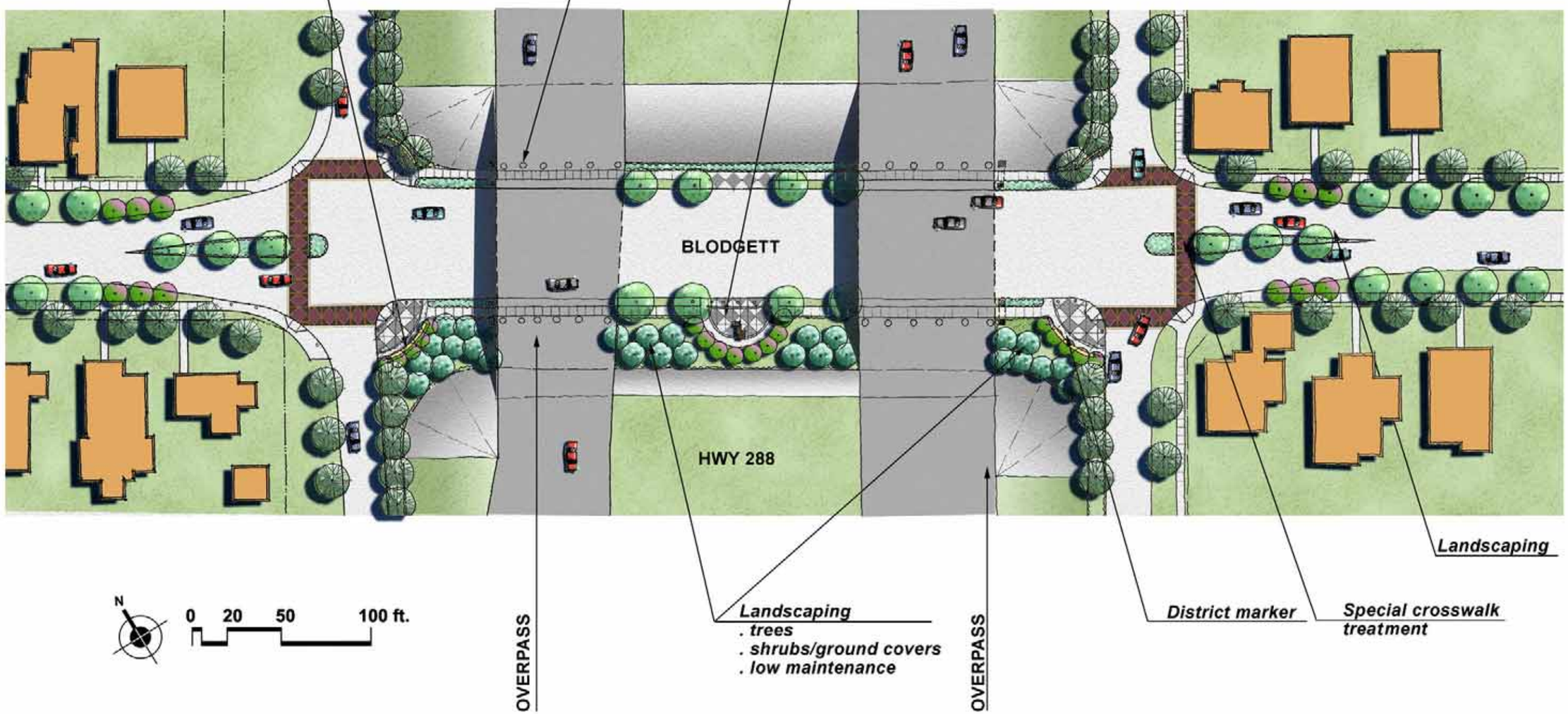
2. Flowering trees shall be located in the medians in groups and with different color themes.

3. Along Elgin, where the median is greater than 16 feet in width, a landscaping treatment w/public art work shall be provided at appropriate intervals.




**TYPICAL STREET LANDSCAPE PLAN**


Intersection
Landscape berm where applicable
Wider sidewalk and access ramps (5 feet min.)
Special landscaping Public art
Tree infill planting (low maintenance)
N
0 20 50 100 ft.


District marker
Ornamental lights under bridge
Public art
BLODGETT
HWY 288
Landscaping
N
0 20 50 100 ft.
OVERPASS
Landscaping
. trees
. shrubs/ground covers
. low maintenance
OVERPASS
District marker
Special crosswalk treatment

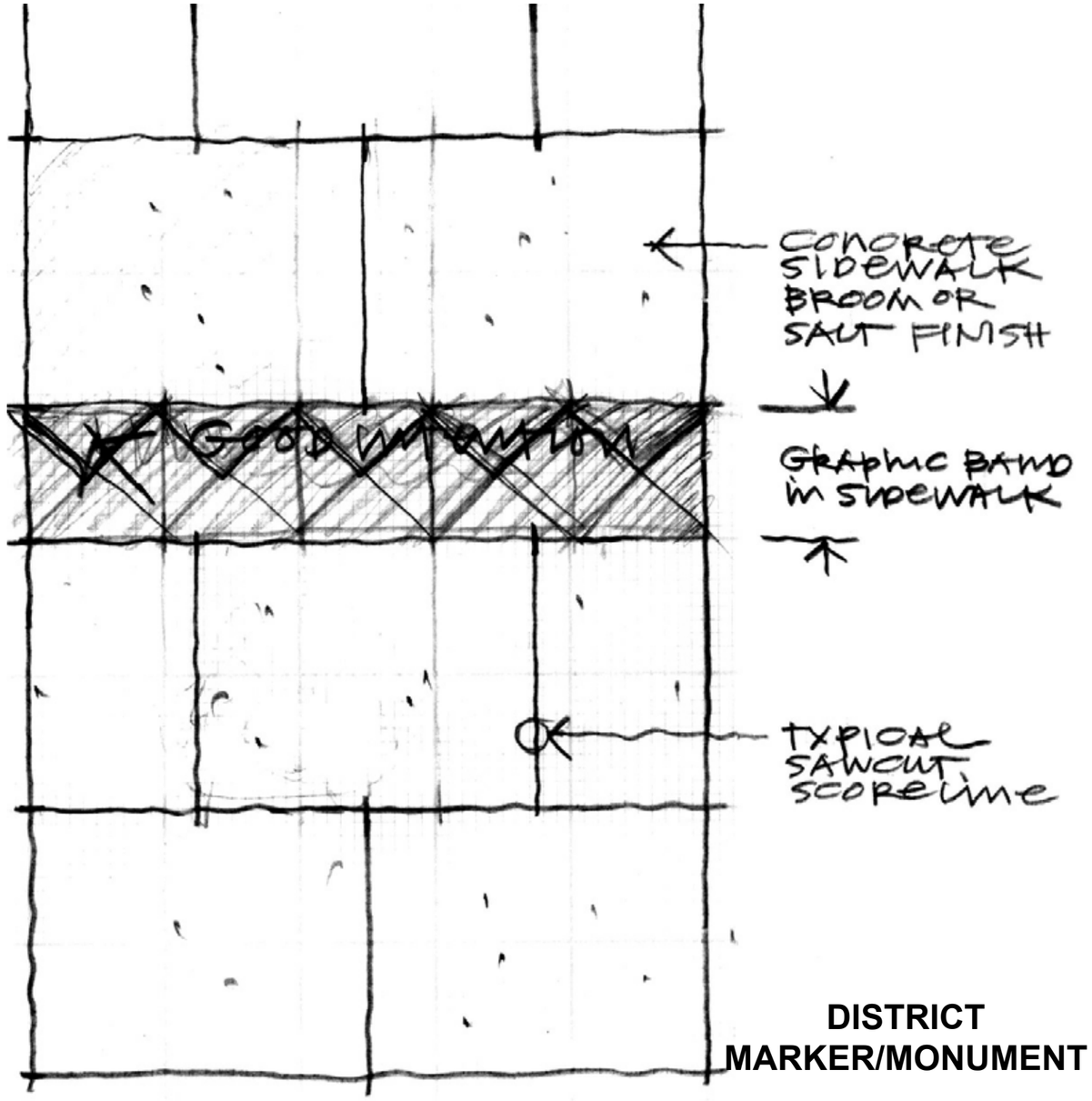
**OLD SPANISH TRAIL/HWY. 288 INTERCHANGE**
**LANDSCAPE PLAN**

## 6.7 Wayfinding Signage Systems

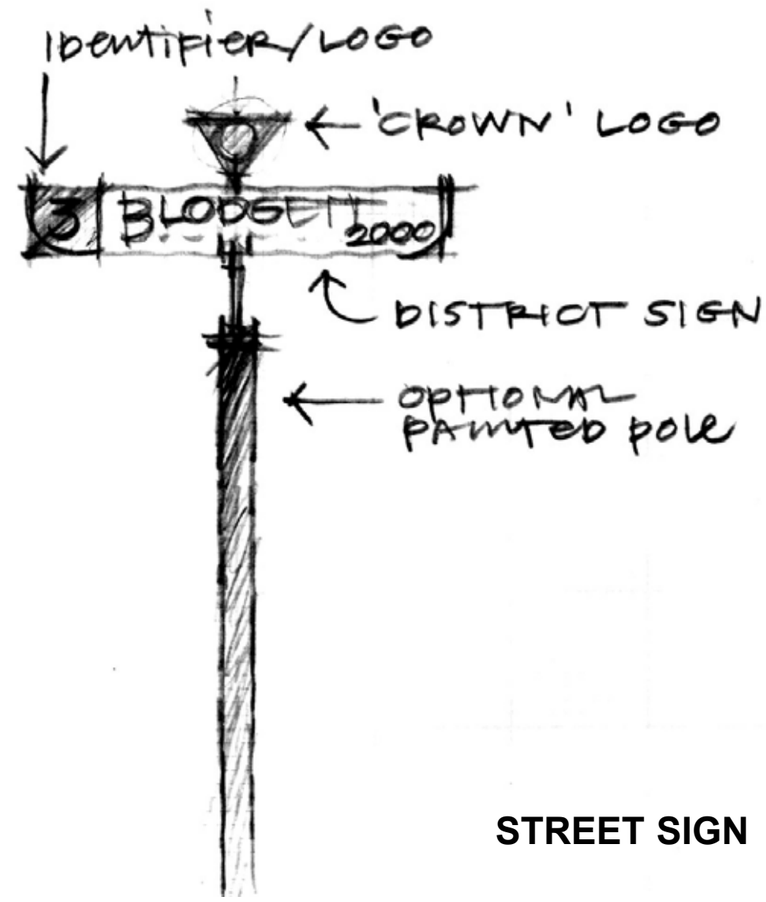
1. The wayfinding signage system includes district markers/monuments, directional signage, historical/cultural markers, street signs, and pavement graphics.

2. The use of color and/or texture will vary for each corridor with a predominant theme being developed based upon local artist input.

3. Signage markers can be stand alone or attached to street signs and street light poles.

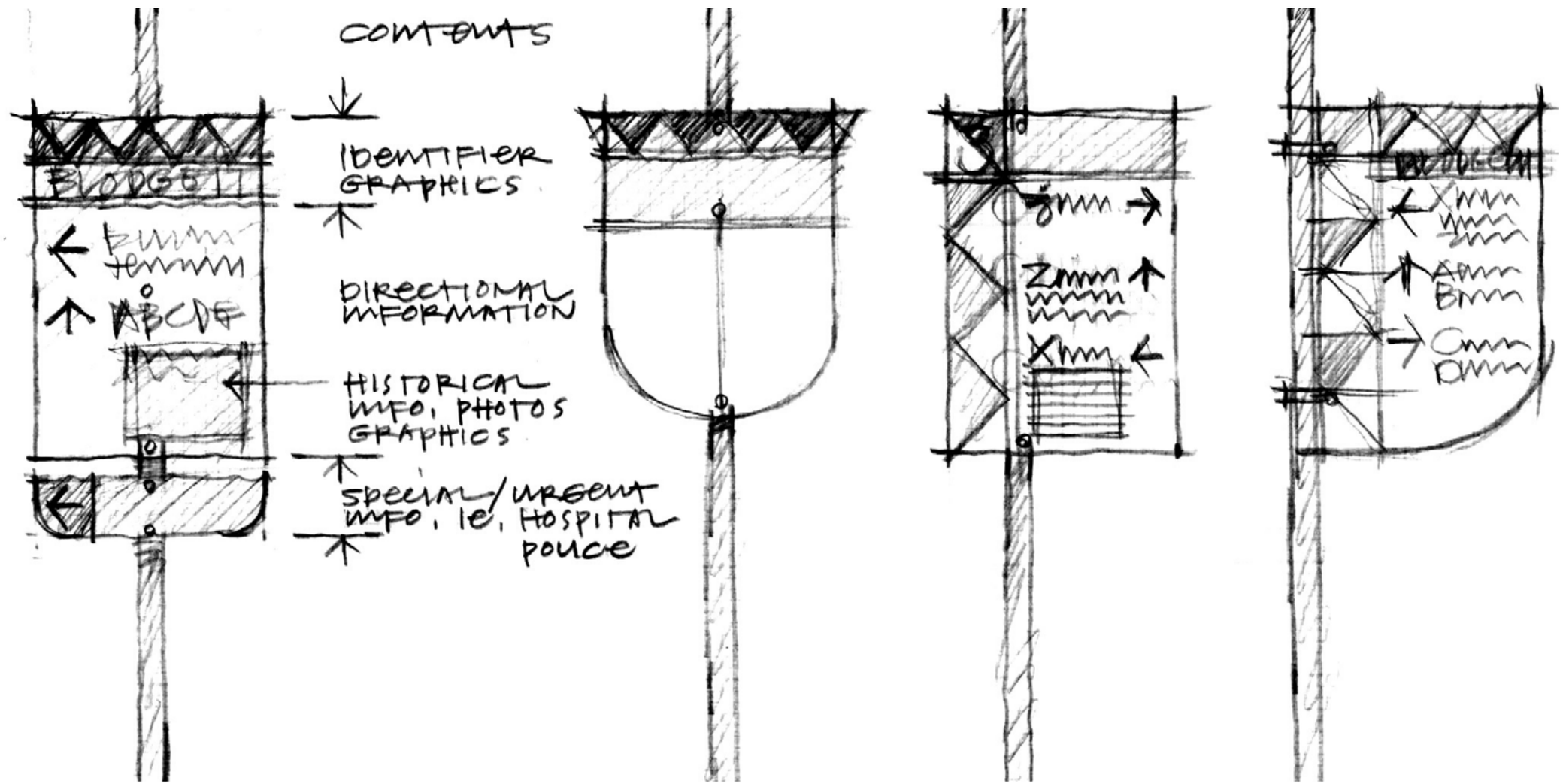



**DISTRICT MARKER/MONUMENT**




**STREET SIGN**

**OPTION A** **OPTION B** **OPTION C** **OPTION D**



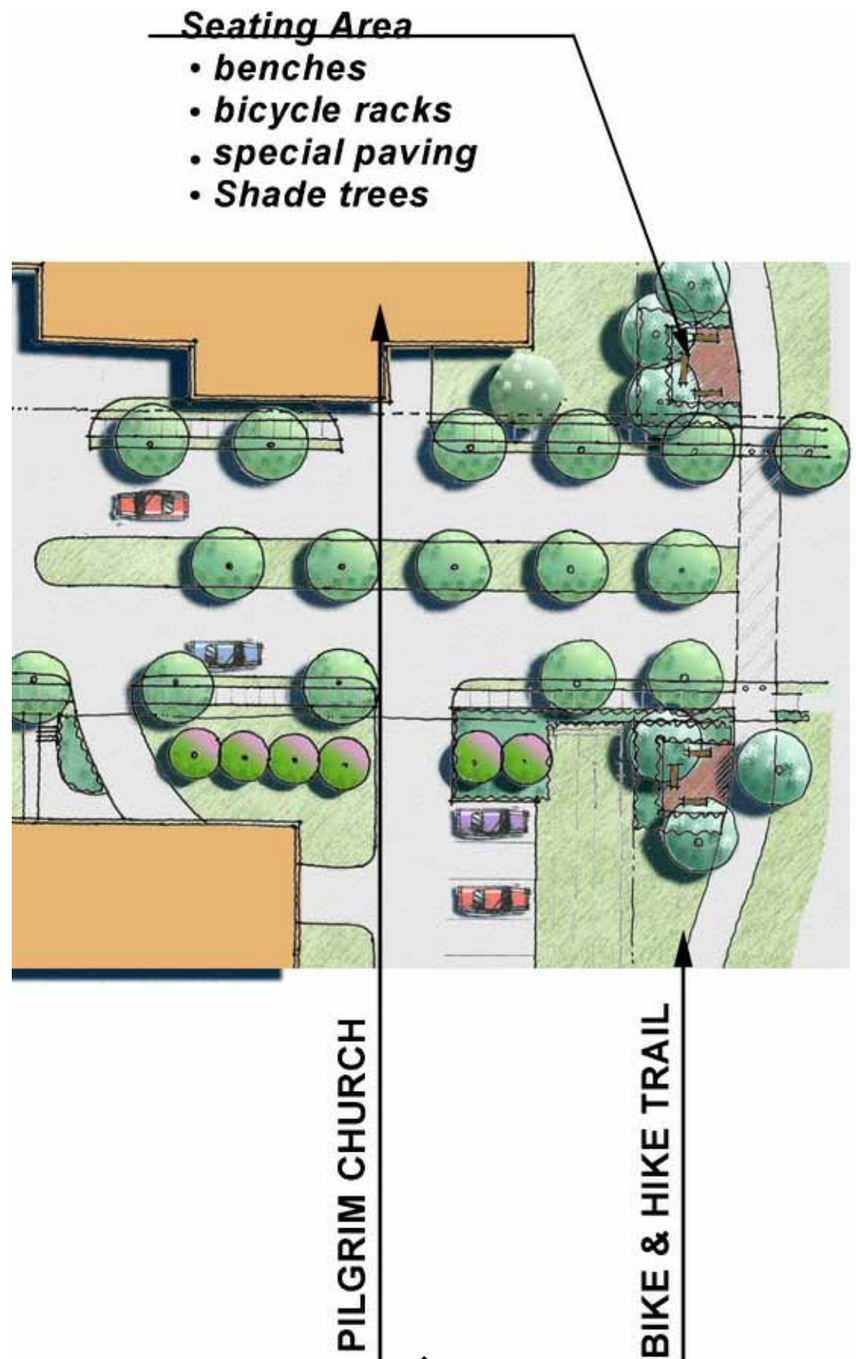

**DIRECTIONAL/HISTORICAL SIGNAGE**

## 6.8 PUBLIC ART

1. Where practical, a local artist should be engaged to produce locally-significant artwork that can be incorporated into the landscape.

2. Mosaic tiles, pavement patterns, street furniture, banners, signage, street lights, and other landscape elements are appropriate media for public art.

3. Public art shall be incorporated in the design elements and not specifically installed as a stand-alone piece.




## 6.9 BICYCLE FACILITIES

In the three corridors studied, the only major interface with a current or proposed bicycle system is the proposed hike and bike trail that crosses Blodgett Street just east of Ennis along the abandoned Columbia Tap Railroad line. The proposed trail will have minimal signage and facilities as it crosses Blodgett Street. It is proposed that additional facilities be coordinated with the construction of the trail to add special paving, landscaping, benches, and bicycle racks to make this a suitable rest stop and/or gathering area.

## 7.1 DESIGN CRITERIA

The streetscape plans and sketches for Elgin Street are representative of the quality of landscape treatment proposed for the corridor. Partial detailed site plans of key locations throughout the corridors are identified at a scale large enough to view the proposed landscape improvements. Key areas were explored with sketch and photo rendering techniques used to further identify the potential landscape improvements in the public right-of-way. Although these recommendations do not extend to private development, several examples have been included that reflect how the private landowners can incorporate these guidelines to create a dynamic and attractive street frontage.

The streetscape along Elgin will be distinguished from the Blodgett and the Holcombe/Old Spanish Trail corridors by the use of different plant materials, light fixture color and type, signage design and materials, special paving material, and the use of corridor specific banners.

The consultant team has developed color palettes and materials schemes which will form the basis for future design considerations. The Elgin Street proposals include a predominant blue and yellow color scheme. Buff colored limestone will be used for signage walls and blue/yellow ceramic tile accent patterns will be used on walls, benches, and trash receptacles. The proposals contained within this report are meant to be the first step in the revitalization of the corridor. It is intended that the proposals and recommendations would be modified as needed for future use as funds become available for landscape development.

The priorities based upon the community input for the development of the landscape along Elgin Street as illustrated within the streetscape plans, are as follows:

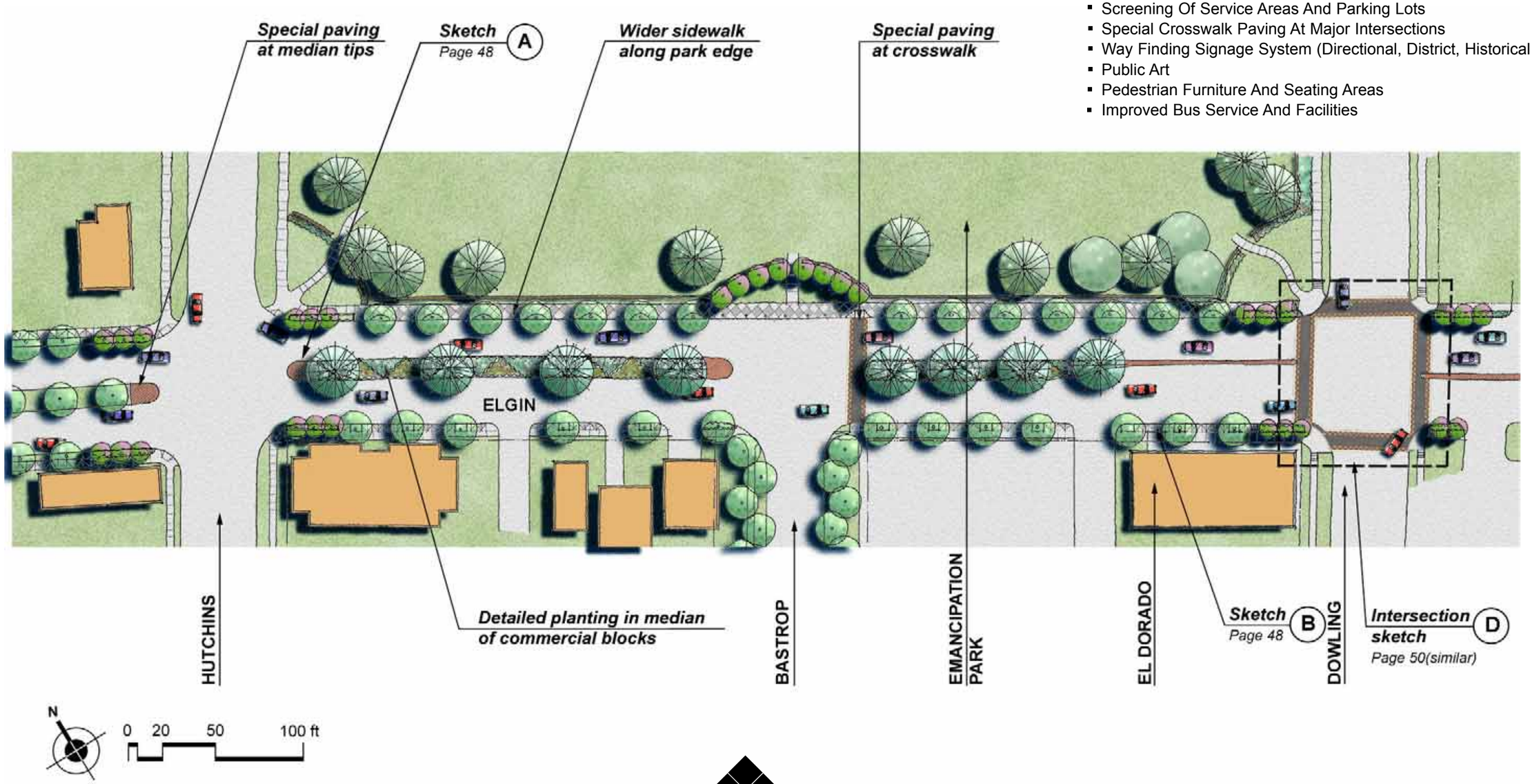
1) Repair and/or replace broken sidewalks and access ramps.
2) Improve the quality and quantity of street lights along the corridor.
3) Improve bus shelter facilities and service.
4) Provide low maintenance street trees and landscaping for shade along the street edge.
5) Provide special crosswalk paving designations at major intersections.
6) Provide wayfinding signage systems for directional, historical, and cultural uses.
7) Develop medians with simple, easy to maintain landscaping materials.
8) Provide public art (local artists) that integrates art into the development of signage and paving patterns.
9) Build upon the cultural and historical quality of the neighborhood and existing structures.

Please reference the URBAN DESIGN GUIDELINES section of this report for further explanation of the process that has provided the background for the development of the streetscape design plans for the Elgin Street Corridor.

## *7.2 Elgin Partial Streetscape Plan (Hutchins To Dowling)*

**PROPOSED LANDSCAPE IMPROVEMENTS**

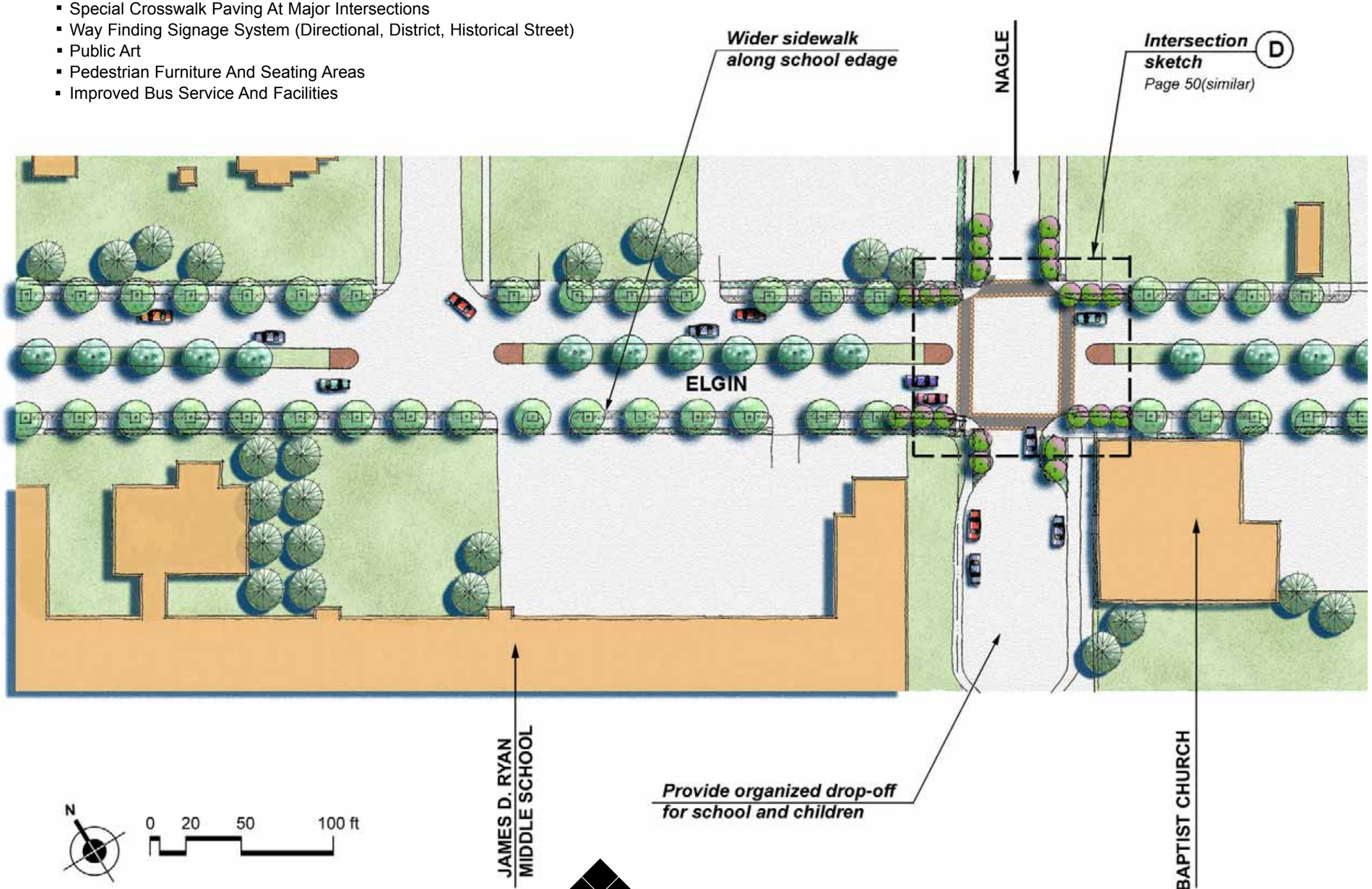
- Improved Sidewalks And Access Ramps
- Quality Street Lighting
- Street Trees
- Screening Of Service Areas And Parking Lots
- Special Crosswalk Paving At Major Intersections
- Way Finding Signage System (Directional, District, Historical Street)
- Public Art
- Pedestrian Furniture And Seating Areas
- Improved Bus Service And Facilities



## 7.3 Elgin Partial Streetscape Plan (Nagle Intersection)

**PROPOSED LANDSCAPE IMPROVEMENTS**

- Improved Sidewalks And Access Ramps
- Quality Street Lighting
- Street Trees
- Screening Of Service Areas And Parking Lots
- Special Crosswalk Paving At Major Intersections
- Way Finding Signage System (Directional, District, Historical Street)
- Public Art
- Pedestrian Furniture And Seating Areas
- Improved Bus Service And Facilities



## *7.4 Elgin Partial Streetscape Plan (Ennis Intersection)*

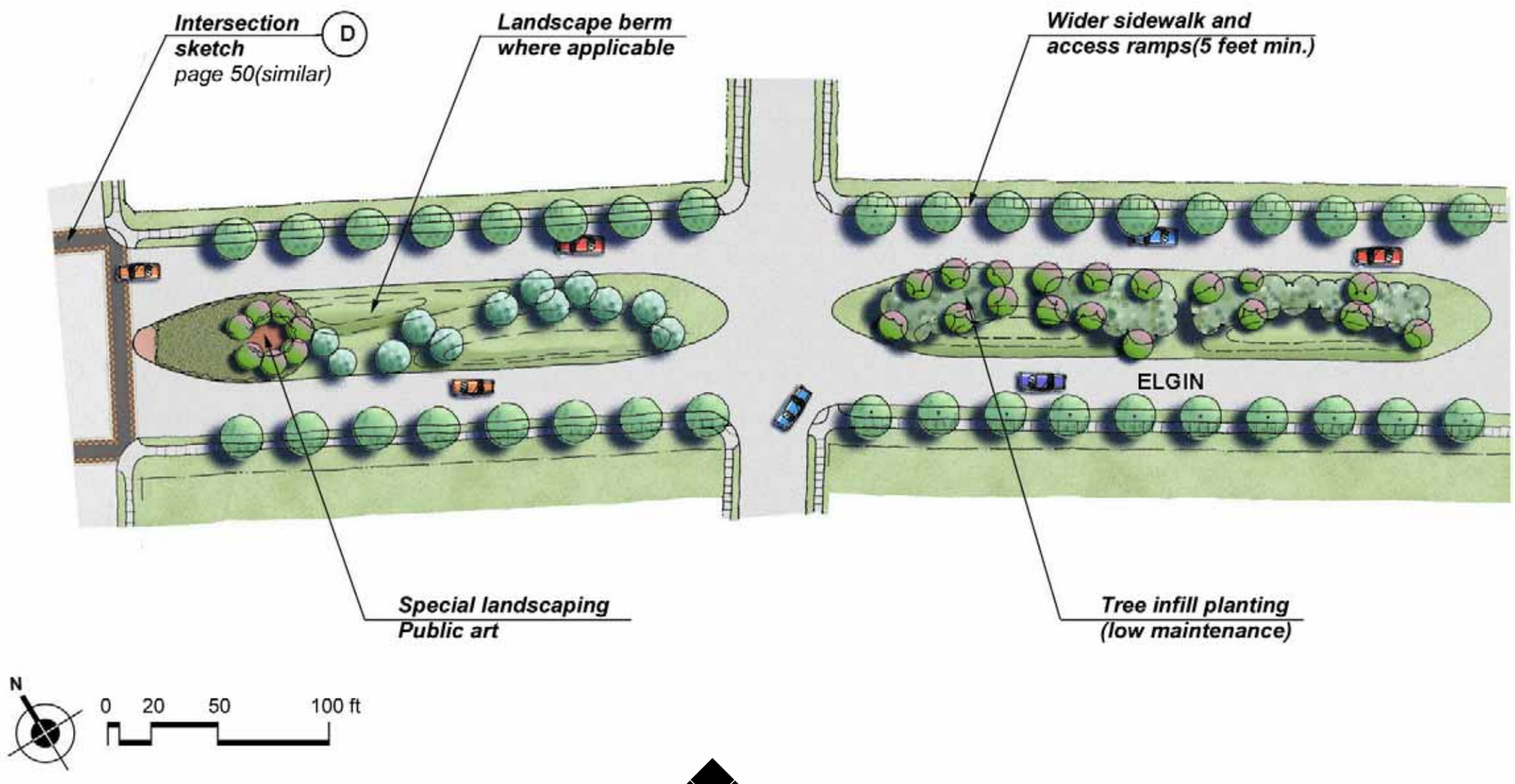
**PROPOSED LANDSCAPE IMPROVEMENTS**

- Improved Sidewalks And Access Ramps
- Quality Street Lighting
- Street Trees
- Screening Of Service Areas And Parking Lots
- Special Crosswalk Paving At Major Intersections
- Way Finding Signage System (Directional, District, Historical Street)
- Public Art
- Pedestrian Furniture And Seating Areas
- Improved Bus Service And Facilities

## *7.5 Elgin Street Typical Median Plan*

**PROPOSED LANDSCAPE IMPROVEMENTS**

- Improved Sidewalks And Access Ramps
- Quality Street Lighting
- Street Trees
- Screening Of Service Areas And Parking Lots
- Special Crosswalks Paving At Major Intersections
- Way Finding Signage System (Directional, District, Historical Street)
- Public Art
- Pedestrian Furniture And Seating Areas
- Improved Bus Service And Facilities



**A. ELGIN AT HUTCHINS LOOKING TOWARD NORTH-EAST/EMANCIPATION PARK**

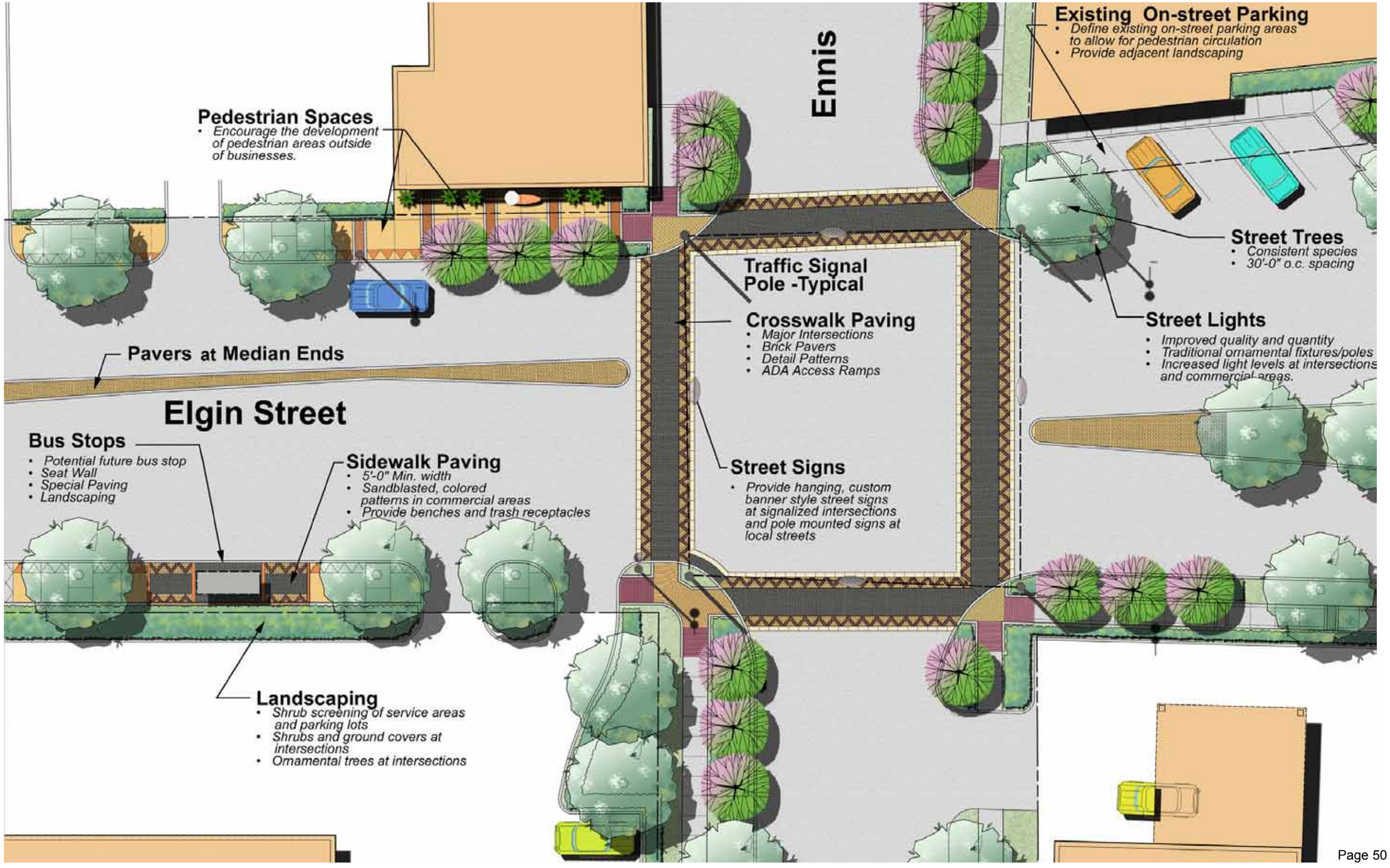
**B. ELGIN AT DOWLING LOOKING TOWARD SOUTH-EAST (EL DORADO)**

BEFORE

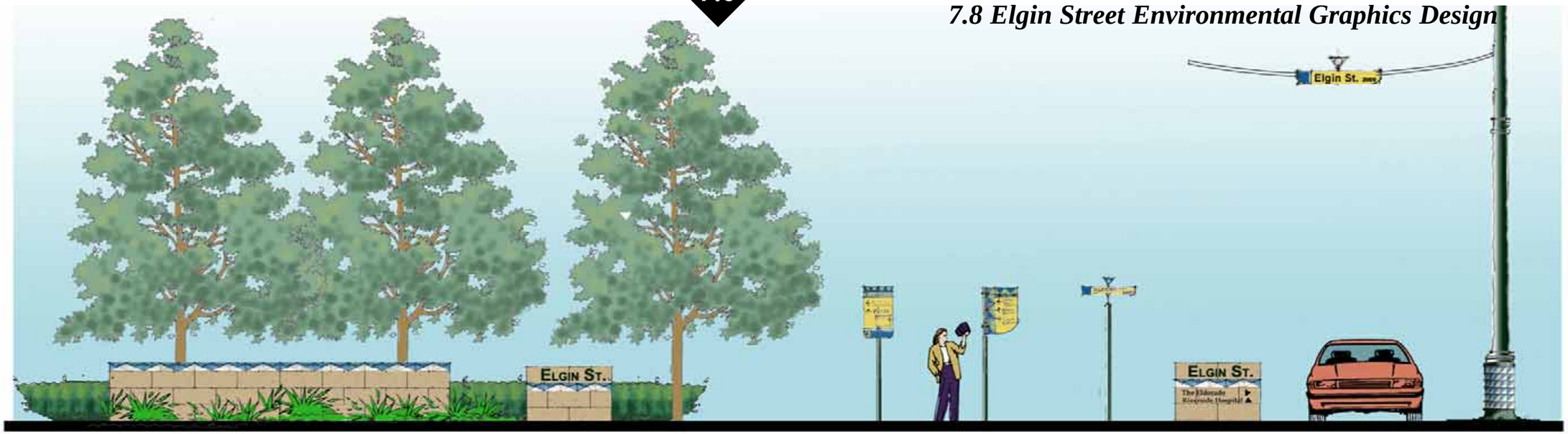
AFTER

**C. ELGIN AT ENNIS LOOKING TOWARD SOUTH-EAST/RIVERSIDE HOSPITAL**

## 7.7 Elgin Major Intersection Design



## *7.8 Elgin Street Environmental Graphics Design*




DISTRICT SIGN WALL

NEIGHBORHOOD SIGN WALL

HISTORIC SIGN

DISTRICT SIGN

STREET SIGN

DIRECTIONAL SIGN

STREET SIGN ON POWER POLE

BOLLARD

0 2 5 10 F

STREET LIGHT W/ BANNER & DISTRICT SIGN

PEDESTRIAN STREET LIGHT W/ DISTRICT SIGN

BENCHES

BUS STOP

ORNAMENTAL POT

## 8.1 DESIGN CRITERIA

The streetscape plans and sketches for Blodgett Street are representative of the quality of landscape treatment proposed for the corridor. Partial detailed site plans of key locations throughout the corridors are identified at a scale large enough to view the proposed landscape improvements. Key areas were explored with sketch and photo rendering techniques used to further identify the potential landscape improvements in the public right-of-way. Although these recommendations do not extend to private development, several examples have been included that reflect how the private landowners can incorporate these guidelines to create a dynamic and attractive street frontage.

The streetscape along Blodgett Street will be distinguished from the Elgin and the Holcombe/Old Spanish Trail corridors by the use of different plant materials, light fixture color and type, signage design and materials, special paving material, and the use of corridor specific banners.

The consultant team has developed color palettes and materials schemes which will form the basis for future design considerations. The Blodgett Street proposals include a predominant orange and yellow color scheme. Beige colored limestone will be used for signage walls and orange/yellow ceramic tile accent patterns will be used on walls, benches, and trash receptacles. The proposals contained within this report are meant to be the first step in the revitalization of the corridor. It is intended that the proposals and recommendations would be modified as needed for future use as funds become available for landscape development.

The priorities based upon the community input for the development of the landscape along Blodgett Street as illustrated within the streetscape plans, are as follows:

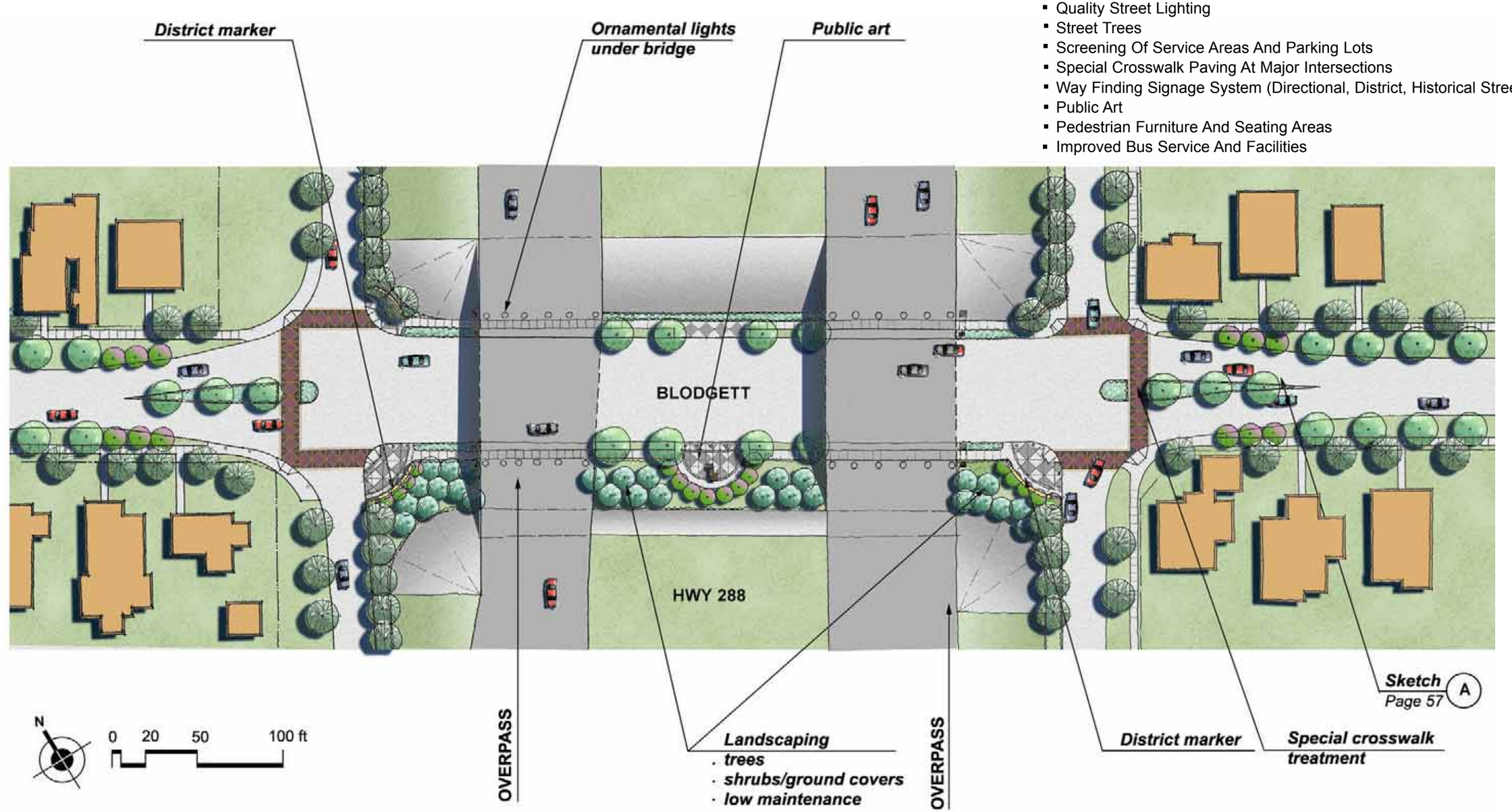
1) Repair and/or replace broken sidewalks and access ramps.
2) Improve the quality and quantity of street lights along the corridor.
3) Improve bus shelter facilities and service.
4) Provide low maintenance street trees and landscaping for shade along the street edge.
5) Provide special crosswalk paving designations at major intersections.
6) Provide wayfinding signage systems for directional, historical, and cultural uses.
7) Develop medians east of Ennis with simple, easy to maintain landscaping materials.
8) Provide public art (local artists) that integrates art into the development of signage and paving patterns.
9) Build upon the cultural and historical quality of the neighborhood and existing structures.

Please reference the URBAN DESIGN GUIDELINES section of this report for further explanation of the process that has provided the background for the development of the streetscape design plans for the Blodgett Street Corridor.

## *8.2 Interchange Streetscape Plan (Blodgett/Hwy. 288 )*

**PROPOSED LANDSCAPE IMPROVEMENTS**

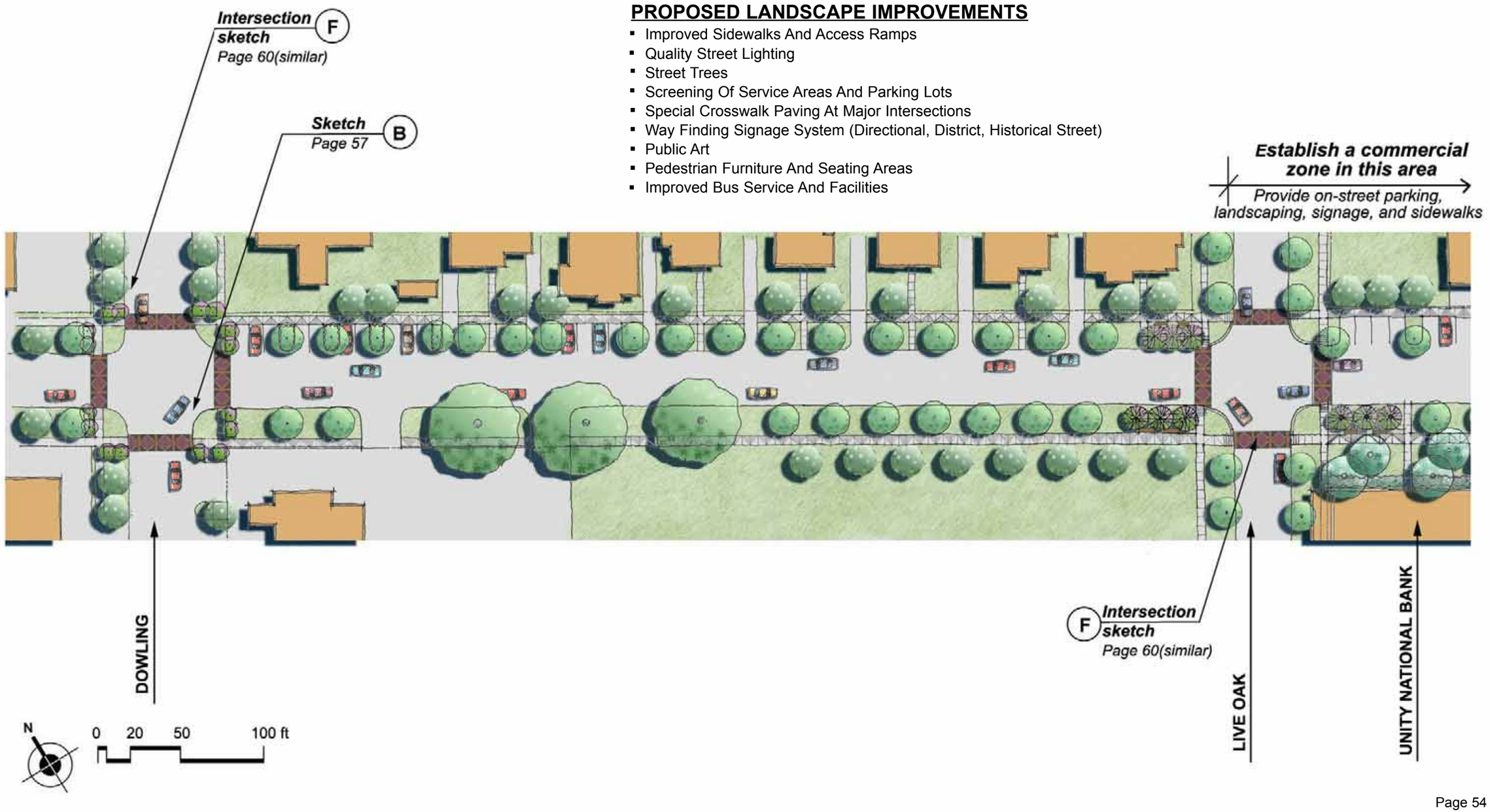
- Improved Sidewalks And Access Ramps
- Quality Street Lighting
- Street Trees
- Screening Of Service Areas And Parking Lots
- Special Crosswalk Paving At Major Intersections
- Way Finding Signage System (Directional, District, Historical Street)
- Public Art
- Pedestrian Furniture And Seating Areas
- Improved Bus Service And Facilities



## *8.3 Blodgett Partial Streetscape Plan (Dowling To Live Oak)*

**PROPOSED LANDSCAPE IMPROVEMENTS**

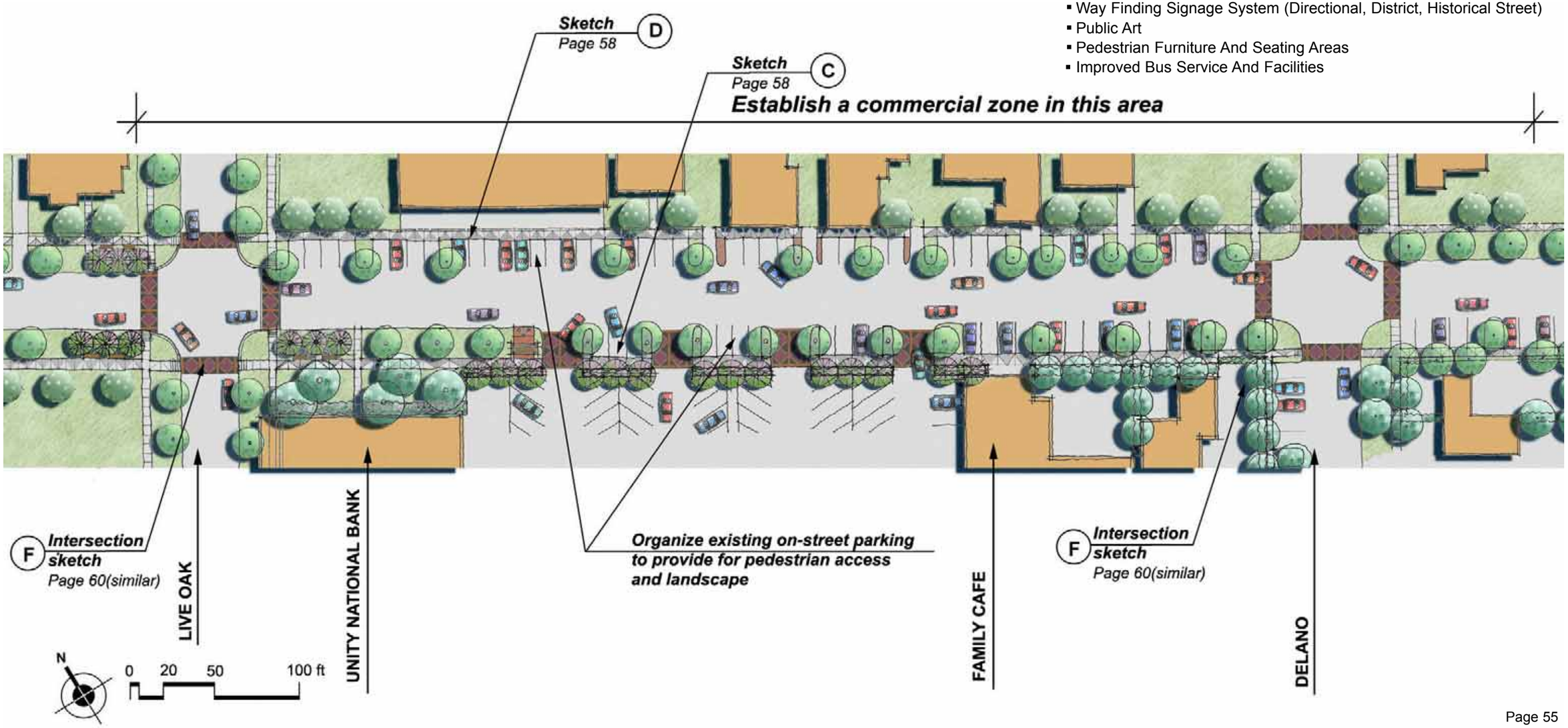
- Improved Sidewalks And Access Ramps
- Quality Street Lighting
- Street Trees
- Screening Of Service Areas And Parking Lots
- Special Crosswalk Paving At Major Intersections
- Way Finding Signage System (Directional, District, Historical Street)
- Public Art
- Pedestrian Furniture And Seating Areas
- Improved Bus Service And Facilities



## *8.4 Blodgett Partial Streetscape Plan (Live Oak To Delano)*

**PROPOSED LANDSCAPE IMPROVEMENTS**

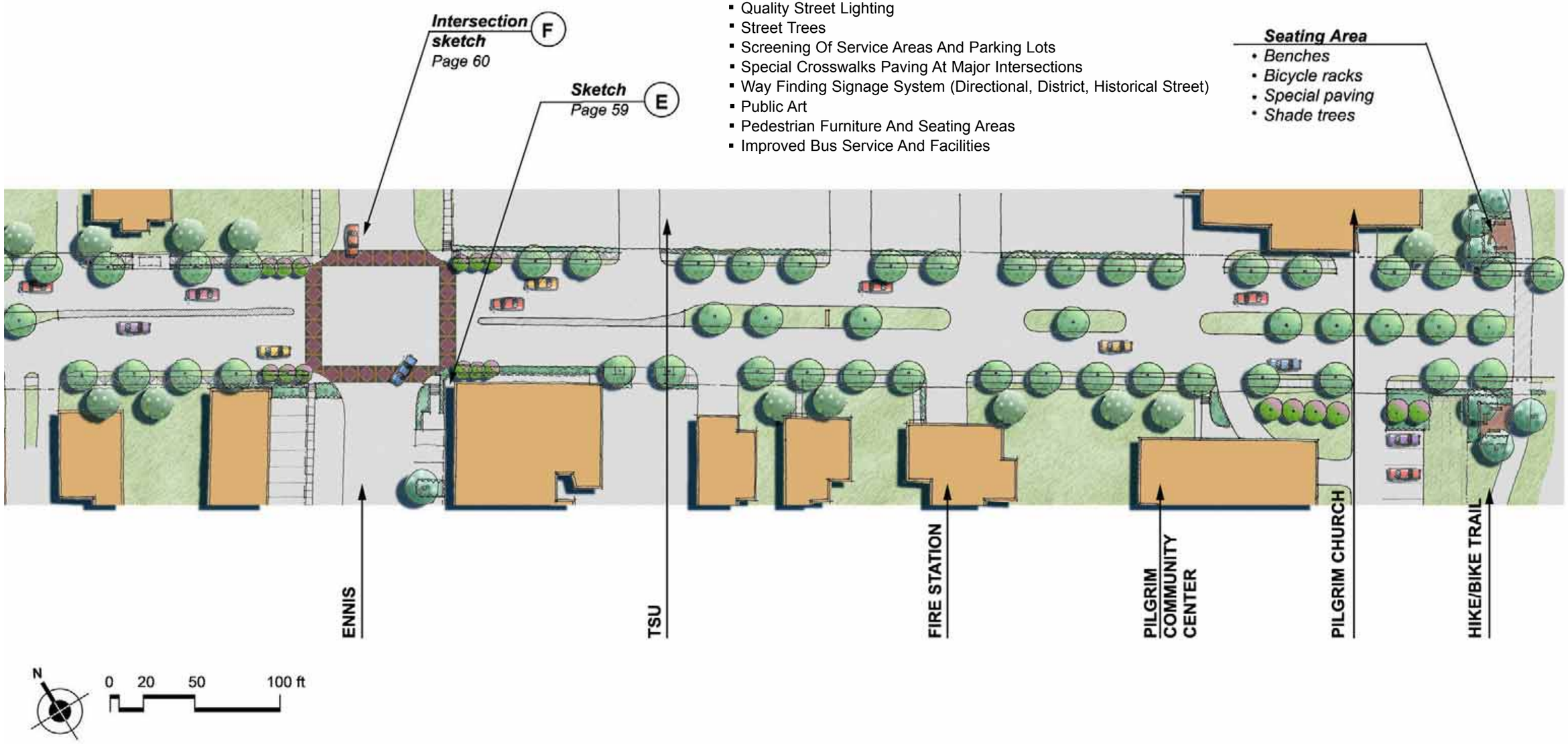
- Improved Sidewalks And Access Ramps
- Quality Street Lighting
- Street Trees
- Screening Of Service Areas And Parking Lots
- Special Crosswalk Paving At Major Intersections
- Way Finding Signage System (Directional, District, Historical Street)
- Public Art
- Pedestrian Furniture And Seating Areas
- Improved Bus Service And Facilities



## *8.5 Blodgett Partial Streetscape Plan (Delano To Ennis)*

**PROPOSED LANDSCAPE IMPROVEMENTS**

- Improved Sidewalks And Access Ramps
- Quality Street Lighting
- Street Trees
- Screening Of Service Areas And Parking Lots
- Special Crosswalks Paving At Major Intersections
- Way Finding Signage System (Directional, District, Historical Street)
- Public Art
- Pedestrian Furniture And Seating Areas
- Improved Bus Service And Facilities



## *8.6 Blodgett Streetscape Concept Sketches*

***BEFORE***

***AFTER***

**A. BLODGETT AT HWY. 288 INTERCHANGE LOOKING TOWARD NORTH-WEST**

***BEFORE***

***AFTER***

**B. BLODGETT AT DOWLING LOOKING TOWARD SOUTH**

*8.6 Blodgett Streetscape Concept Sketches, cont'd.*

**C. BLODGETT AT LIVE OAK LOOKING TOWARD SOUTH-WEST**

**D. BLODGETT AT LIVE OAK LOOKING TOWARD NORTH-EAST**

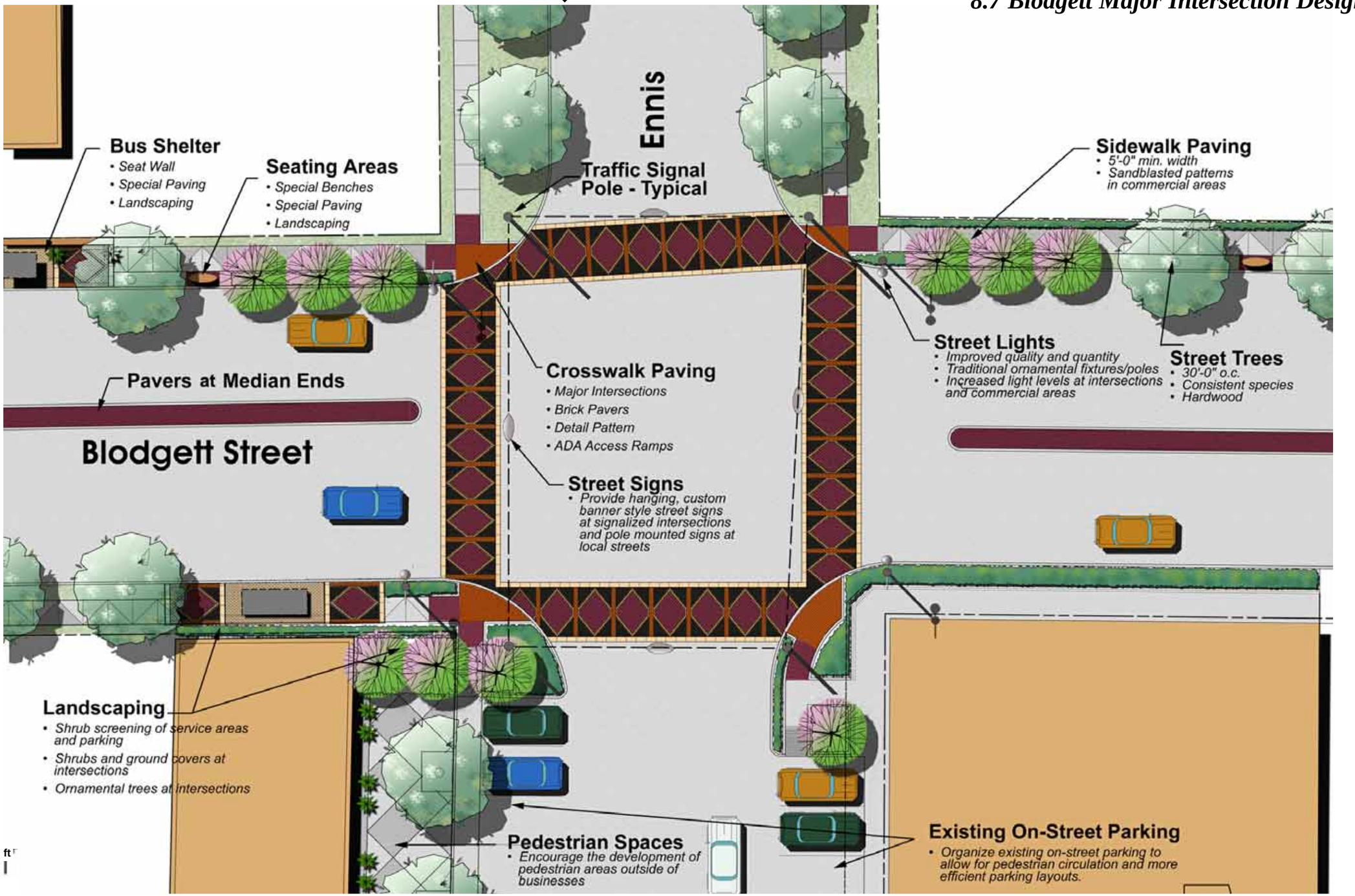
*8.6 Blodgett Streetscape Concept Sketches, cont'd.*

*BEFORE*

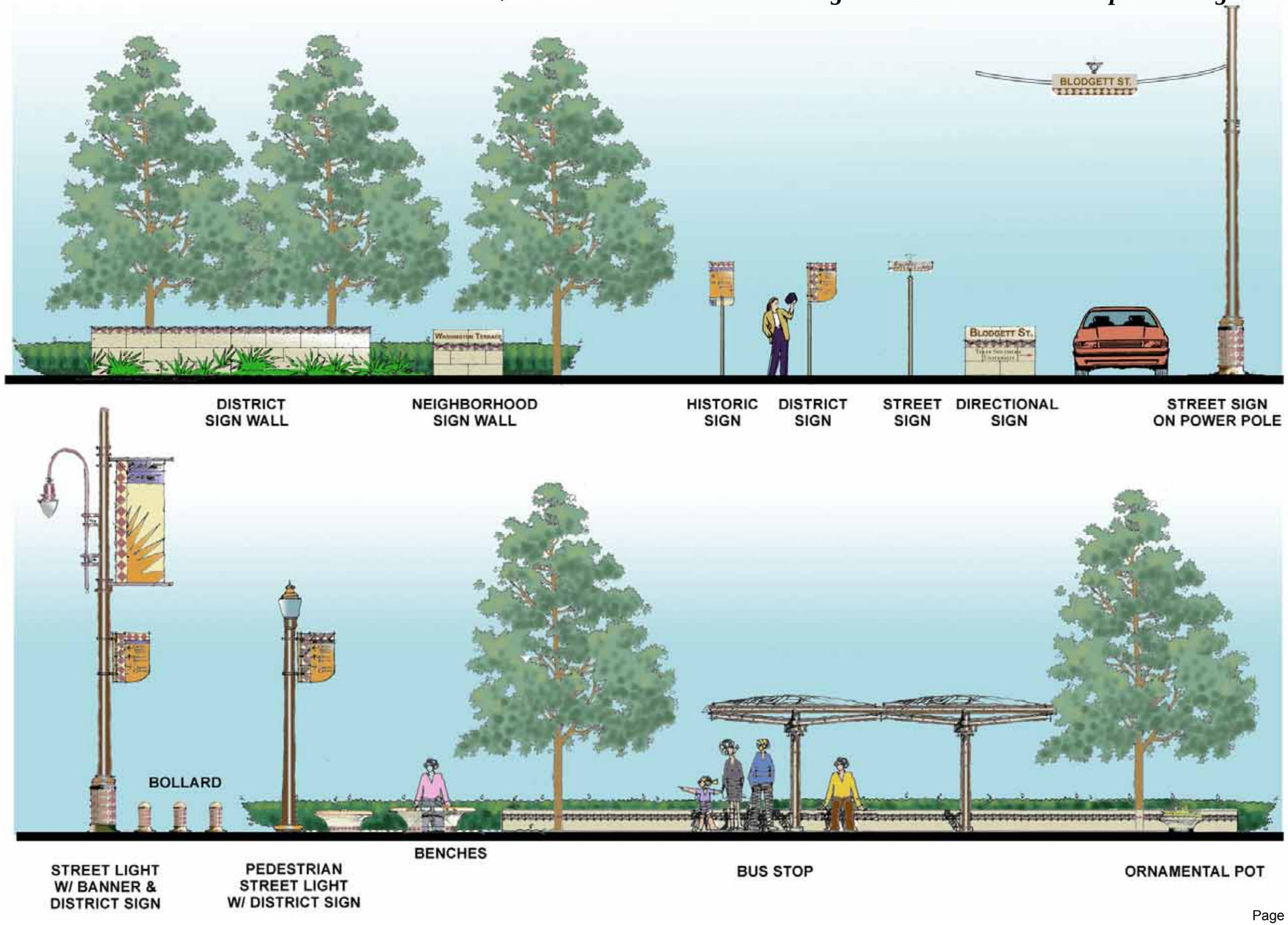
*AFTER*

**E. BLODGETT AT ENNIS LOOKING TOWARD SOUTH**

## *8.7 Blodgett Major Intersection Design*



## *8.8 Blodgett St. Environmental Graphics Design*



## 9.1 DESIGN CRITERIA

The streetscape plans and sketches for Holcombe/Old Spanish Trail corridor are representative of the quality of landscape treatment proposed for the corridor. Partial detailed site plans of key locations throughout the corridors are identified at a scale large enough to view the proposed landscape improvements. Key areas were explored with sketch and photo rendering techniques used to further identify the potential landscape improvements in the public right-of-way. Although these recommendations do not extend to private development, several examples have been included that reflect how the private landowners can incorporate these guidelines to create a dynamic and attractive street frontage.

The streetscape along the Holcombe/Old Spanish Trail corridor will be distinguished from the Elgin and Blodgett Streets by the use of different plant materials, light fixture color and type, signage design and materials, special paving material, and the use of corridor specific banners.

The consultant team has developed color palettes and materials schemes which will form the basis for future design considerations. The Holcombe/Old Spanish Trail corridor proposals include a predominant red and orange color scheme. Brown colored stone will be used for signage walls and red/orange ceramic tile accent patterns will be used on walls, benches, and trash receptacles. The proposals contained within this report are meant to be the first step in the revitalization of the corridor. It is intended that the proposals and recommendations would be modified as needed for future use as funds become available for landscape development.

The priorities based upon the community input for the development of the landscape along Holcombe/Old Spanish Trail as illustrated within the streetscape plans, are as follows:

1) Repair and/or replace broken sidewalks and access ramps.
2) Improve the quality and quantity of street lights along the corridor.
3) Improve bus shelter facilities and service.
4) Provide low maintenance street trees and landscaping for shade along the street edge.
5) Provide special crosswalk paving designations at major intersections.
6) Provide wayfinding signage systems for directional, historical, and cultural uses.
7) Develop medians with simple, easy to maintain landscaping materials.
8) Provide public art (local artists) that integrates art into the development of signage and paving patterns.
9) Build upon the cultural and historical quality of the neighborhood and existing structures.

Please reference the URBAN DESIGN GUIDELINES section of this report for further explanation of the process that has provided the background for the development of the streetscape design plans for the Holcombe/Old Spanish Trail Corridor.

## *9.2 Interchange Streetscape Plan (OST/Hwy. 288)*

**PROPOSED LANDSCAPE IMPROVEMENTS**

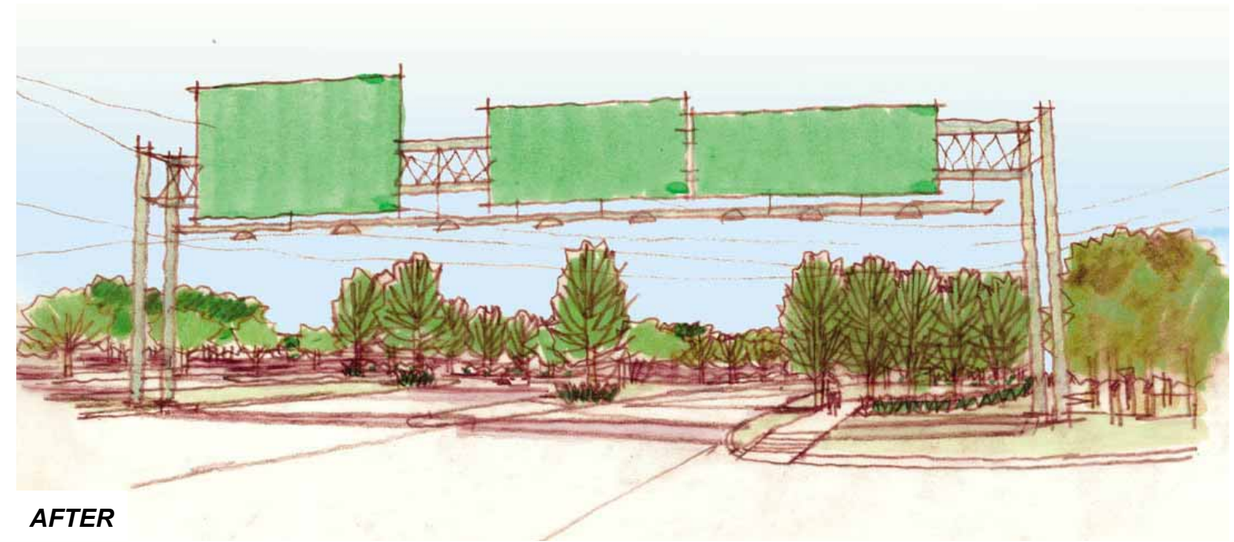
- Improved Sidewalks And Access Ramps
- Quality Street Lighting
- Street Trees
- Screening Of Service Areas And Parking Lots
- Special Crosswalk Paving At Major Intersections
- Way Finding Signage System (Directional, District, Historical Street)
- Public Art
- Pedestrian Furniture And Seating Areas
- Improved Bus Service And Facilities

## *9.3 Holcombe/OST Partial Streetscape Plan (Hwy. 288 To Peerless)*

**PROPOSED LANDSCAPE IMPROVEMENTS**

- Improved Sidewalks And Access Ramps
- Quality Street Lighting
- Street Trees
- Screening Of Service Areas And Parking Lots
- Special Crosswalk Paving At Major Intersections
- Way Finding Signage System (Directional, District, Historical Street)
- Public Art
- Pedestrian Furniture And Seating Areas
- Improved Bus Service And Facilities

BEFORE



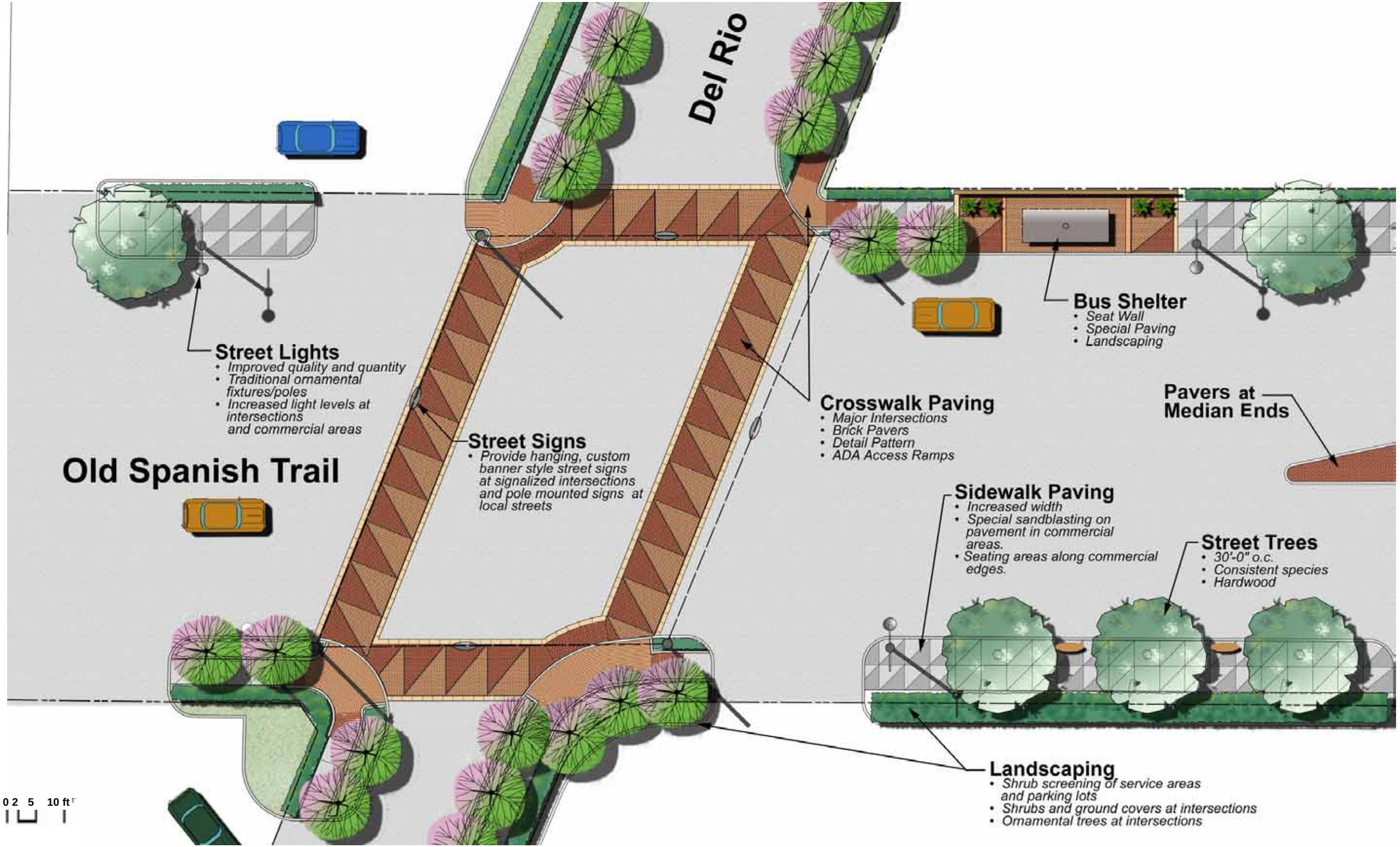
AFTER

**A. OST AT HWY. 288 INTERCHANGE LOOKING TOWARD WEST**

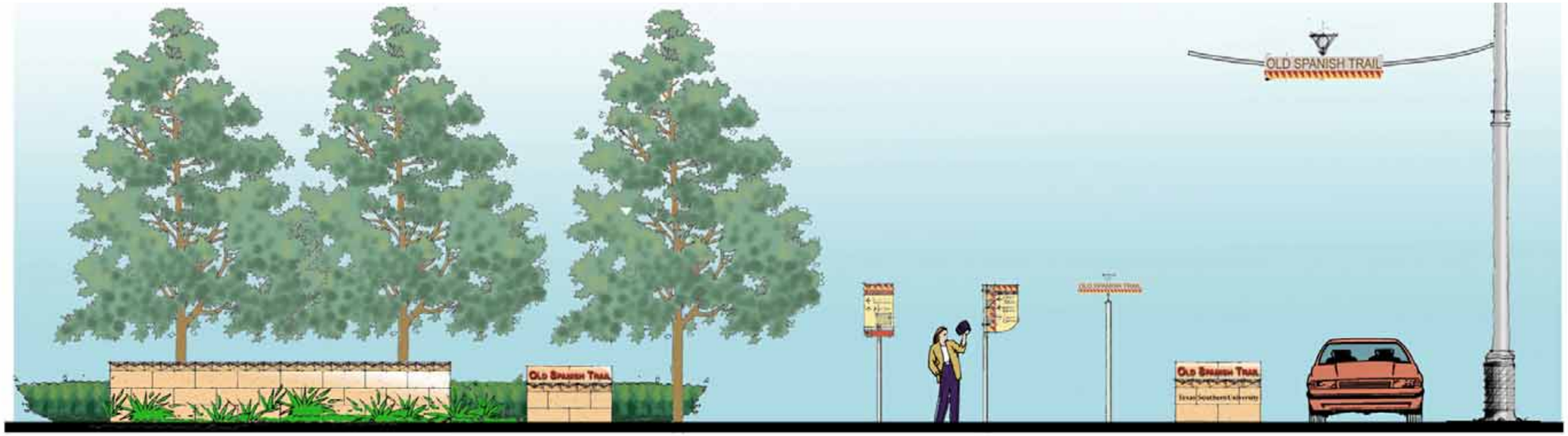
BEFORE

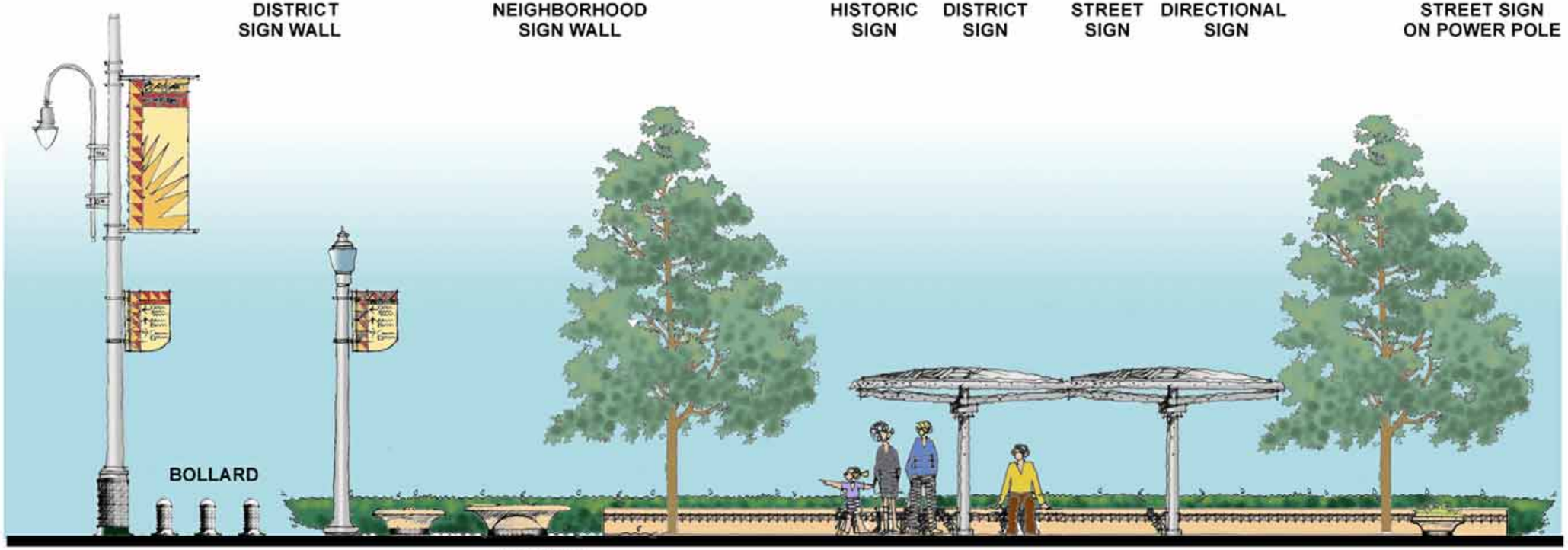
AFTER

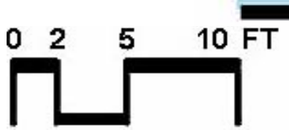
**B. OST AT HUTCHINS LOOKING TOWARD EAST**


Del Rio
Old Spanish Trail
Street Lights
• Improved quality and quantity
• Traditional ornamental fixtures/poles
• Increased light levels at intersections and commercial areas
Street Signs
• Provide hanging, custom banner style street signs at signalized intersections and pole mounted signs at local streets
Crosswalk Paving
• Major Intersections
• Brick Pavers
• Detail Pattern
• ADA Access Ramps
Bus Shelter
• Seat Wall
• Special Paving
• Landscaping
Pavers at Median Ends
Sidewalk Paving
• Increased width
• Special sandblasting on pavement in commercial areas.
• Seating areas along commercial edges.
Street Trees
• 30'-0" o.c.
• Consistent species
• Hardwood
Landscaping
• Shrub screening of service areas and parking lots
• Shrubs and ground covers at intersections
• Ornamental trees at intersections
0 2 5 10 ft

## *9.6 Holcombe/OST Environmental Graphics*




STREET LIGHT W/ BANNER & DISTRICT SIGN

PEDESTRIAN STREET LIGHT W/ DISTRICT SIGN

*Questionnaire to solicit input on the design of street improvements, landscaping and other amenities to Elgin that will improve the connection of Third Ward to the Main Street corridor and light rail line.*

**Rating System Description**(% of respondents)

| 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|
| *Strongly Agree* | *Agree* | *No Opinion* | *Disagree* | *Strongly Disagree* |

**A: AESTHETICS:**

A1 People within Third Ward have a favorable impression of the corridor?

**1**(49.5%) **2**(0%) **3**(16.5%) **4** (0 %) **5**(33%)

A2: People outside of Third Ward have a favorable impression of the corridor?

**1**(49.5%) **2** (0%) **3** (16.5%) **4** (16.5%) **5**(16.5%)

A3: List any place(s) along the corridor that represents a strength for the corridor? **(Written responses)**
*All of it, Baldwin Park, South End Lofts, The Old Mansions, Fire Station #7, Other old buildings that have not been renovated.*

A4: List any place(s) along the corridor that represents a weakness for the corridor?
*Everywhere else between Hwy. 288/59 and Bagby St., Main to 59 –streets are in terrible shape (Pavement), Dowling to Scott Street.*

A5. Signage, monuments and/or markers would help to identify the corridor and neighborhood.

**1** (66%) **2** (0%) **3** (34%) **4**(0%) **5** (0%)

A6. Sidewalks, street trees, landscaping, decorative lighting and decorative pavement treatments make a neighborhood or commercial area more attractive. **1** (100%) **2** (0%) **3** (0%) **4** (0%) **5** (0%)

A7: What potential street improvements will have the greatest impact to the corridors?
*(Put an X next to the three most important street improvements that would have the greatest impact)*

(66%) _ Improved intersection pedestrian crossings(special crosswalk paving, actuators)

(66%) _ Better sidewalks and access ramps(potential special paving)

(33%) _ Bicycle lanes, bike racks and storage

(33%) _ Monuments, marker, and directional signage

(66%) _ Ornamental Street Lights(better distribution and uniformity)

(16.5%) _ Street Furniture(benches trash receptacles, bicycle rack)

(33%) _ Street Trees and Landscaping(Uniform shade trees, esplanade plantings, planters)

(49.5%) _ Improved maintenance

(16.5%) _ Improved traffic signals(better quality and uniformity)

(16.5%) _ Better roadway drainage

(16.5%) _ Better bus shelters and facilities

(0%) _ Other_____.

**B: SAFETY:**

B1: Do you feel safe walking on the street at night? (16.5%) **YES** (83.5%) **NO**

B2: Do You believe there is adequate street lighting? (16.5%) **YES** (83.5%)**NO**

B3: What could be done to improve the safety and accessibility along the corridor?
*More police activity, better sidewalks and lighting, provide, repair and/or clean sidewalks, enforce ordinance against parked vehicles that block sidewalks.*

**C: INFRASTRUCTURE:**

C1: The sidewalks and access ramps are in good condition. **1** (0%) **2** (0%) **3** (16.5%) **4** (34.5%) **5** (49.5%)

C2: The bus shelters and benches are in good condition. **1** (0%) **2** (0%) **3** (34%) **4** (16.5%) **5** (49.5%)

C3: Have you noticed any problems with broken curbs, difficult to enter driveways? (82.5%) **YES** (16.5%) **NO**

*If yes please list location if possible*
*Front of Fire Station#7, along corridor between 288/59 and Bagby St.*

C3: Have you ever observed drainage problems along the corridor? (49.5%) **YES** (50.5%) **NO**

*If yes please list location if possible*
*Southside of Elgin & Eastside of Jackson become impassable; Elgin at LaBranch.*

**D: TRANSPORTATION:**

D1: Is there a bus stop within walking distance of your home or business? (83%)**YES** (17%) **NO**

D2: If you utilize mass transit, are the routes convenient? (34%) **YES** (66%) **NO**

D3: If you take the Metro bus, is the route direct or efficient? (25%) **YES** (75%) **NO**

D4: Does the quality and/or condition of the bus stop affect your transportation needs? (66.5%)**YES** (33.5%) **NO**

D5: How often do you take the public transportation?

(16.5%) **+ 3 TIMES A WEEK** (0%) **ONCE A WEEK** (49.5%)**ONCE A MONTH** (33%) **NEVER**

D6: What do you believe could be done to improve the public transportation system?
*Neighborhood circulator buses needed for people who have to walk more than 1/4 mile to the nearest stop. This will increase the number of people who use transit, deodorizer on bus; shorter routes to destinations.*

**E: COMMERCE:**

E1: Do you shop along the corridors? (34%) **YES** (66%) **NO** ( *If you answer no then you can skip E2…E3)*

E2: How often do you shop along the corridors?
(25%) **+ 3 TIMES A WEEK** (25%) **ONCE A WEEK** (0%) **ONCE A MONTH** (50%) **NEVER**

E3: Does the quality of the streetscape affect where you shop along the corridor? (67%) **YES** (33%) **NO**

**PLEASE TELL US ABOUT YOURSELF**

Name:(optional) _____

Sex: (33%) FEMALE (49.5%)MALE

Age: _UNDER 25 _ 26 ~ 35 (33%) 36 ~ 50 49.5%OVER 50

Do you live along the corridors? (16.5%) YES (82.5%)NO

Do you own a business along the corridor? (33%) YES (49.5%)NO

*Questionnaire to solicit input on the design of street improvements, landscaping and other amenities to Blodgett that will improve the connection of Third Ward to the Main Street corridor and light rail line.*

**Rating System Description**

| 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|
| *Strongly Agree* | *Agree* | *No Opinion* | *Disagree* | *Strongly Disagree* |

**A: AESTHETICS:**

A1 People within Third Ward have a favorable impression of the corridor?
**1** (7.7%) **2** (53.9%) **3** (15.4%) **4** (0%) **5** (15.4%)

A2: People outside of Third Ward have a favorable impression of the corridor? **1** 7.7% **2** 0% **3** 38.5% **4** 15.4% **5** 23.1% *(Please circle one)*

A3: List any place(s) along the corridor that represents strength for the corridor?
*T.S.U Campus; Decorative pavements, Sidewalk from 288 to Main is in good condition, 2600-2700 Blodgett, Scott and Blodgett.*

A4: List any place(s) along the corridor that represents a weakness for the corridor?
*Illegal drugs sold at 1515 Blodgett, Illegal strip/nude club at 1517 Blodgett; High speed traffic mixed with inconsistent 4-way stops, etc, Ryan M.S. in need of renovations, Vacant lot across from bank needs to be developed, need walkways where other streets dead-end; Blodgett and Dowling business, Blodgett food store strip center at 1500 Blodgett, Taco trailer at Blodgett/San Jacinto; Landscaping at 288.*

A5. Signage, monuments and/or markers would help to identify the corridor and neighborhood.
**1** (46.2%) **2** (30.8%) **3** (0%) **4** (7.7%) **5** (7.7%)

A6. Sidewalks, street trees, landscaping, decorative lighting and decorative pavement treatments make a neighborhood or commercial area more attractive. **1** (69.3%) **2** (7.7%) **3** (7.7%) **4** (0%) **5** (0%)

A7: What potential street improvements will have the greatest impact to the corridors?
*(Put an X next to the three most important street improvements that would have the greatest impact)*

(69.3%)_ Improved intersection pedestrian crossings (special crosswalk paving, actuators)

(38.5%)_ Better sidewalks and access ramps (potential special paving)

(23.1%)_ Bicycle lanes, bike racks and storage

(30.8%)_ Monuments, marker, and directional signage

(46.2%)_ Ornamental Street Lights (better distribution and uniformity)

(23.1%)_ Street Furniture (benches trash receptacles, bicycle rack)

(69.3%)_ Street Trees and Landscaping (Uniform shade trees, esplanade plantings, planters)

(53.9%)_ Improved maintenance

(38.5%)_ Improved traffic signals (better quality and uniformity)

(30.8%)_ Better roadway drainage.

(46.2%)_ Better bus shelters and facilities.

(0%) _ Other_____.

**B: SAFETY:**

B1: Do you feel safe walking on the street at night? (23.1%) **YES** (77%) **NO**

B2: Do you believe there is adequate street lighting? (15.4%) **YES** (77%) **NO**

B3: What could be done to improve the safety and accessibility along the corridor?
_____

**C: INFRASTRUCTURE:**

C1: The sidewalks and access ramps are in good condition. **1** (0%) **2** (0%) **3** (7.7%) **4** (30.8%) **5** (30.8%)

C2: The bus shelters and benches are in good condition. **1** (0%) **2** (15.4%) **3** (7.7%) **4** (7.7%) **5** (38.5%)

C3: Have you noticed any problems with broken curbs, difficult to enter driveways? (53.9%) **YES** (15.4%) **NO**
*If yes please list location if possible*
_____

C3: Have you ever observed drainage problems along the corridor? (38.5%) **YES** (23.1%) **NO**
*If yes please list location if possible* _____

**D: TRANSPORTATION:**

D1: Is there a bus stop within walking distance of your home or business? (92.4%) **YES** (0%) **NO**

D2: If you utilize mass transit, are the routes convenient? (38.5%) **YES** (30.8%) **NO**

D3: If you take the Metro bus, is the route direct or efficient? (15.4%) **YES** (46.2%) **NO**

D4: Does the quality and/or condition of the bus stop affect your transportation needs? (23.1%) **YES** ( 38.5%) **NO**

D5: How often do you take the public transportation?

(30.8%) **+ 3 TIMES A WEEK** (7.7%) **ONCE A WEEK** (7.7%) **ONCE A MONTH** (38.5%) **NEVER**

D6: What do you believe could be done to improve the public transportation system?
*More direct access to other communities without transfers, Cleaner buses; More frequent route service; Coordinate times for easier transfers, Direct routing.*

**E: COMMERCE:**

E1: Do you shop along the corridors? (46.2%) **YES** (38.5%) **NO** ( *If you answer no then you can skip E2…E3)*

E2: How often do you shop along the corridors?

(0%) **+ 3 TIMES A WEEK** (38.5%) **ONCE A WEEK** (30.8%) **ONCE A MONTH** (0%) **NEVER**

E3: Does the quality of the streetscape affect where you shop along the corridor? (30.8%) **YES** (23.1%) **NO**

**PLEASE TELL US ABOUT YOURSELF**

Name :( optional) _____

Sex: (69.3%) FEMALE (23.1%) MALE

Age: (7.7%) UNDER 25 (0%) 26 ~ 35 (38.5%) 36 ~ 50 (46.2%) OVER 50

Do you live along the corridors? (53.9%) YES (30.8%) NO

Do you own a business along the corridor? (30.8%) YES (61.6%) NO

## *Holcombe/Old Spanish Trail Results*

*Questionnaire to solicit input on the design of street improvements, landscaping and other amenities to Holcombe/Old Spanish Trail that will improve the connection of Third Ward to the Main Street corridor and light rail line.*

**Rating System Description**

| 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|
| *Strongly Agree* | *Agree* | *No Opinion* | *Disagree* | *Strongly Disagree* |

**A: AESTHETICS:**

A1 People within Third Ward have a favorable impression of the corridor? **1** (20%) **2** (40%) **3** (0%) **4** (40%) **5** (0%)

A2: People outside of Third Ward have a favorable impression of the corridor?**1** (0%) **2** (60%) **3** (20%) **4** (20%) **5** (0%)

A3: List any place(s) along the corridor that represents a strength for the corridor?
*Scott at O.S.T., HEB on O.S.T., entrance from 288.*

A4: List any place(s) along the corridor that represents a weakness for the corridor?
*Motels, Clubs, motel landscaping, variety of business, abandoned businesses*

A5. Signage, monuments and/or markers would help to identify the corridor and neighborhood.
**1** (60%) **2** (20%) **3** (20%) **4** (0%) **5** (0%)

A6. Sidewalks, street trees, landscaping, decorative lighting and decorative pavement treatments make a neighborhood or commercial area more attractive. **1** (60%) **2** (20%) **3** (20%) **4** (0%) **5** (0%)

A7: What potential street improvements will have the greatest impact to the corridors?
*(Put an X next to the three most important street improvements that would have the greatest impact)*

(60%)_ Improved intersection pedestrian crossings(special crosswalk paving, actuators)

(40%)_ Better sidewalks and access ramps(potential special paving)

(0%) _ Bicycle lanes, bike racks and storage

(20%)_ Monuments, marker, and directional signage

(80%)_ Ornamental Street Lights(better distribution and uniformity)

(20%)_ Street Furniture(benches trash receptacles, bicycle rack)

(40%)_ Street Trees and Landscaping(Uniform shade trees, esplanade plantings, planters)

(40%)_ Improved maintenance

(0%) _ Improved traffic signals(better quality and uniformity)

(20%)_ Better roadway drainage.

(20%)_ Better bus shelters and facilities.

(0%) _ Other_____.

**B: SAFETY:**

B1: Do you feel safe walking on the street at night? (20%) **YES** (60%)**NO**

B2: Do You believe there is adequate street lighting? (20%) **YES** (60%)**NO**

B3: What could be done to improve the safety and accessibility along the corridor?
*Better lighting, improve landscaping, business variety.*

**C: INFRASTRUCTURE:**

C1: The sidewalks and access ramps are in good condition. **1** (0%) **2** (20%) **3** (0%) **4** (40%) **5** (20%)

C2: The bus shelters and benches are in good condition. **1** (0%) **2** (0%) **3** (20%) **4** (20%) **5** (40%)

C3: Have you noticed any problems with broken curbs, difficult to enter driveways? (60%)**YES** (20%) **NO**

*If yes please list location if possible* _____

C3: Have you ever observed drainage problems along the corridor? (80%) **YES** (0%) **NO**

*If yes please list location if possible*

*Old Spanish Trail at Scott*

**D: TRANSPORTATION:**

D1: Is there a bus stop within walking distance of your home or business? (80%)**?YES** (0%) **NO**

D2: If you utilize mass transit, are the routes convenient? (60%)**YES** (20%) **NO**

D3: If you take the Metro bus, is the route direct or efficient? (20%) **YES** (40%)**NO**

D4: Does the quality and/or condition of the bus stop affect your transportation needs? (40%)**YES** (20%) **NO**

D5: How often do you take the public transportation?

(0%) **+ 3 TIMES A WEEK** (0%) **ONCE A WEEK** (20%) **ONCE A MONTH** (60%)**NEVER**

D6: What do you believe could be done to improve the public transportation system?

*Sheltered bus stops.*

**E: COMMERCE:**

E1: Do you shop along the corridors? (60%)**YES** (20%) **NO** ( *If you answer no then you can skip E2...E3)*

E2: How often do you shop along the corridors?

(60%)**+ 3 TIMES A WEEK** (0%) **ONCE A WEEK** (0%) **ONCE A MONTH** (0%) **NEVER**

E3: Does the quality of the streetscape affect where you shop along the corridor? (20%) **YES** (40%)**NO**

**PLEASE TELL US ABOUT YOURSELF**

Name:(optional) _____

Sex: (20%) FEMALE (60%)MALE

Age: (0%) UNDER 25 (0%) 26 ~ 35 (60%)36 ~ 50 (20%) OVER 50

Do you live along the corridors? (60%)YES (20%) NO

Do you own a business along the corridor? (20%) YES (60%)NO

## *Meeting No. 1: Initial Public Input*

*On Thursday, 29 August 2002, the Third Ward Redevelopment Council and the City of Houston held the first of three public meetings at Emancipation Park Recreation Center. This meeting sought to solicit public input on the design of street improvements,landscaping and other amenities to the Elgin Corridor from Scott Street To Main Street. Twenty one residents and/or business owners joined together with representatives of the TWRC , OST/Almeda TIRZ, Houston Planning and Development Department, and the consultant team, led by M2L Associates, Inc.*

### ❖ PUBLIC MEETING FORMAT

I. Background of the project, scope of work, introduction of consultant team.
II. Multiple, facilitated, breakout sessions(total of 4).
III. The four groups were asked to look at three factors within their neighborhoods, the first being the strengths of the corridor, the second being weaknesses, and the third being the potential opportunities and future vision of the corridor.
IV. Participant discussion of findings with concluding remarks by consultant team.

The following information represents the summary of the three group sessions sorted **by strengths, weaknesses, and opportunities/vision**.

### ❖ STRENGTHS

*(The participants were asked to identify what they thought were the positive aspects of the corridor that could be considered a strength and basis for improving the image and function of Elgin*).

- Strong community participants (Riverside Hospital, Shape, Emancipation Park, University of Houston, Jones School, FUUSA, etc)
- Historic sites
- Strong community churches (Progressive Baptist, Newburg, St. Johns, Jordan Grove, etc.)
- Strong/numerous institutions
- Third Ward Multi-service Center
- Good pedestrian access
- Good street drainage
- Wide esplanades
- Good pedestrian scale

### ❖ WEAKNESSES

*(The participants were asked to identify what they thought were the negative aspects of the corridor that needed to be addressed in order to improve the image and function of Elgin*).

- Vacant land and poorly kept properties
- Unattractive Highway 59 appearance
- Poor street light coverage and maintenance
- High traffic volumes at school are not organized and are unsafe
- Narrow sidewalks in poor condition
- Litter along ditches
- Inadequate bus service and inconvenient routes
- Potential disruption to property ownership of long-time residents

### ❖ OPPORTUNITIES/VISION

*(After exploring the strengths and weaknesses of the corridor, the participants were asked to identify what the potential vision for the corridor could be and what strengths could be built upon to improve the image and function of Elgin*).

- Potential development opportunities
- Coordinate efforts for community
- A strong historic theme
- Way finding and historic land markers
- Landscaped esplanades
- Preservation of neighborhoods
- Stronger pedestrian activities
- Consistent streetscape design
- Highway 59 bridge overpass design

## *Elgin Street*

The following information represents the summary of the three group sessions sorted **by aesthetics/perception, safety, infrastructure, transportation, and potential improvements**. *(number in parentheses indicates the number of times this item was generated)*

**AESTHETICS/PERCEPTION** *(Visible improvements and overall impression of corridor)*

❖ Strengths

- Good community participants (Riverside Hospital, Shape, Emancipation Park, University of Houston, Jones School, FUUSA, etc)
- Historic sites
- Strong community churches (Progressive Baptist, Newburg, St. Johns, Jordan Grove, etc.)
- Strong/numerous institutions
- Third Ward multi-service center

❖ *Weaknesses*

- *Vacant land and poorly kept properties*
- *Unattractive Highway 59 appearance*

**SAFETY***(Unsafe conditions relating to pedestrian and automobile uses and functions)*

❖ Strengths

❖ *Weaknesses*

- *Poor street light coverage and maintenance*
- *High traffic volumes at school are not organized and are unsafe*

**INFRASTRUCTURE***(Roadway widths, utilities, traffic signals, etc.)*

❖ Strengths

- Good pedestrian access
- Good street drainage
- Wide esplanades
- good pedestrian scale

❖ *Weaknesses*

- *Narrow sidewalks in poor condition*
- *Litter along ditches*

❖ **TRANSPORTATION***(Automobile circulation, mass transit.)*

❖ Strengths

❖ *Weaknesses*

- *Inadequate bus service and inconvenient routes*

**POTENTIAL STREET IMPROVEMENTS** *(Design ideas for improving the corridor)*

- Potential development opportunities
- Coordinate efforts with other community groups
- A strong historic theme
- Way finding and historic land markers
- Landscaped esplanades
- Preservation of neighborhoods
- Stronger pedestrian activities
- Consistent streetscape design
- Highway 59 bridge overpass design

## *Meeting No. 1: Initial Public Input*

*On Wednesday, 28 August 2002, the Third Ward Redevelopment Council and the City of Houston held the first of three public meeting at the Pilgrim Community Center. This meeting sought to solicit public input on the design of street improvements, landscaping and other amenities to the Blodgett Corridor from Scott Street To Main Street. Eighty five residents and/or business owners joined together with representatives of the TWRC , OST/Almeda TIRZ, Houston Planning and Development Department, and the consultant team, led by M2L Associates, Inc.*

### ❖ PUBLIC MEETING FORMAT.

- Background of the project, scope of work, introduction of consultant team.
- Multiple, facilitated, breakout sessions(total of 4).
- The four groups were asked to look at three factors within their neighborhoods, the first being the strengths of the corridor, the second being weaknesses, and the third being the potential opportunities and future vision of the corridor.
- Participant discussion of findings with concluding remarks by consultant team

*The following information represents the summary of the three group sessions sorted by strengths, weaknesses, and opportunities/vision. (number in parentheses indicates the number of times this item was generated)*

### ❖ STRENGTHS

(The participants were asked to identify what they thought were the positive aspects of the corridor that could be considered a strength and basis for improving the image and function of Blodgett).

- Primary east-west corridor to Highway 59 and downtown(2)
- Good street drainage(2)
- Quality architecture and good housing(2)
- Good location (TSU, Pilgrim Church, HL & P Substation, financial institutions)(3)
- Established businesses and strong neighborhood(3)
- Strong history and sense of space
- Mixed land uses
- Variety of income levels
- Large esplanades
- Good landscaping on west of Almeda
- Good setbacks
- Good pedestrian access
- Strong civic association/mission

### ❖ WEAKNESSES

*(The participants were asked to identify what they thought were the negative aspects of the corridor that needed to be addressed in order to improve the image and function of Blodgett).*

- *Lack of general maintenance, landscaping and infrastructure(3)*
- *Unattractive and abandoned buildings (2)*
- *Cluttered above ground utilities(2)*
- *Poor street lighting from Ennis to Main Street(2)*
- *Poor distribution of street lights(2)*
- *Bus stops are not in good condition(2)*
- *Inconsistent quality and quantity of street lights(2)*
- *Lack of pedestrian activities and movement(2)*
- *Strong property values*
- *Lack of a consistent theme*
- *Land use distributions are sometimes incompatible*
- *Billboards are too big and not uniform*
- *Lack of sufficient landscape maintenance along TSU campus edges*
- *Lack of direct east and west bus service to Highway 288 and Main Street*
- *Unsafe environment*
- *Small turning radiuses into driveways*
- *Lack of a four way stop at La Branch*
- *Traffic signals are not consistent, lack of stop signs*
- *Inconsistent timing of traffic signals*
- *Traffic speeds are frequently above the speed limit*
- *Inconsistent street widths*
- *Sidewalks and ramps are not adequate and in poor condition*
- *Existing street trees are uplifting and cracking existing sidewalks*
- *Too many drug stores*
- *Too much truck traffic*
- *High traffic speeds and traffic congestion problems*

### ❖ OPPORTUNITIES/VISION

*(After exploring the strengths and weaknesses of the corridor, the participants were asked to identify what the potential vision for the corridor could be and what strengths could be built upon to improve the image and function of Blodgett).*

- *Consistent streetscape design(2)*
- *Special paving at street crossings(2)*
- *Build on sense of place*
- *Improve and clean up alleys*
- *Improved signalization(2)*
- *Provide public meeting space*
- *Street signs for way finding (museums, universities, light rail to Main St) (3)*
- *Flowering landscape trees (Crepe Myrtle) (2)*
- *More bus stops of a higher quality(3)*
- *No overhead utility wires and a reduction of utility poles(2)*
- *Upgrade building facades*
- *Influence land uses*
- *Provide street trees*
- *Nice intersection paving, like Almeda*
- *Provide bike lanes*
- *Decorative lights with a strong theme(3)*
- *More street lights at Live Oak, La Branch, and Del Rio*
- *Esplanade plantings*
- *Creative land taking*
- *Recreational opportunities with TSU*
- *Public art*
- *On-street parking for residents and visitors*
- *Smoother traffic flow*
- *Organized maintenance program(2)*

*The following information represents the summary of the three group sessions sorted by aesthetics/perception, safety, infrastructure, transportation, and potential improvements. (number in parentheses indicates the number of times this item was generated)*

**AESTHETICS/PERCEPTION***(Visible improvements and overall impression of corridor)*

### ❖ Strengths

- Established businesses and strong neighborhood(3)
- Good location (TSU, Pilgrim Church, HL & P Substation, financial institutions)(3)
- Quality architecture and good housing(2)
- Strong civic association/mission
- Strong history and sense of space
- Mixed land uses
- Variety of income levels
- Strong property values

### ❖ *Weaknesses*

- *Unattractive and abandoned buildings (2)*
- *Cluttered above ground utilities(2)*
- *Lack of a consistent theme*
- *Land use distributions are sometimes incompatible*
- *Billboards are too big and not uniform*
- *Too many drug stores*

**SAFETY***(Unsafe conditions relating to pedestrian and automobile uses and functions)*

### ❖ Strengths

### ❖ *Weaknesses*

- *Unsafe environment*
- *Small turning radiuses into driveways*
- *Lack of a four way stop at La Branch*
- *Traffic signals are not consistent, lack of stop signs*
- *Poor street lighting from Ennis to Main Street(2)*
- *Poor distribution of street lights(2)*
- *Inconsistent timing of traffic signals*
- *Traffic speeds are frequently above the speed limit*

**INFRASTRUCTURE***(Roadway widths, utilities, traffic signals, etc.)*

### ❖ Strengths

- Good street drainage(2)
- Large esplanades
- Good landscaping west of Almeda
- Good setbacks
- Good pedestrian access

*(Continued on next page)*

***Blodgett Street , cont'd.***

- *Weaknesses*
  - *Inconsistent street widths*
  - *Sidewalks and ramps are inadequate and in poor condition*
  - *Inconsistent quality and quantity of street lights(2)*
  - *Lack of pedestrian activities and movement(2)*
  - *Lack of general maintenance, landscaping and infrastructure(3)*
  - *Existing street trees are uplifting and cracking existing sidewalks*
  - *Lack of sufficient landscape maintenance along TSU campus edges*
  - *Bus stops are not in good condition(2)*

**TRANSPORTATION***(Automobile circulation, mass transit)*

- Strengths
  - Primary east-west corridor to Highway 59 and downtown(2)

- *Weaknesses*
  - *Lack of direct east and west bus service to Highway 288 and Main Street*
  - *High traffic speeds and traffic congestion problems*
  - *Too much truck traffic*

**POTENTIAL STREET IMPROVEMENTS** *(Design ideas for improving the corridor)*

- Decorative lights with a strong theme(3)
- More bus stops of a higher quality(3)
- Street signs for wayfinding (museums, universities, light rail to Main Street) (3)
- Flowering landscape trees (Crepe Myrtle) (2)
- No overhead utility wires and a reduction of utility poles(2)
- Consistent streetscape design(2)
- Special paving at street crossings(2)
- Improved signalization(2)
- Organized maintenance program(2)
- Build on sense of place
- Improve and clean up alleys
- Provide public meeting space
- Provide street trees
- Nice intersection paving, like Almeda
- Provide bike lanes
- More street lights at Live Oak, La Branch, and Del Rio
- Esplanade plantings
- Upgrade building facades
- Influence land uses
- Creative land taking
- Recreational opportunities with TSU
- Public art
- On-street parking for residents and visitors
- Smoother traffic flow

## *Meeting No. 1: Initial Public Input*

*On Tuesday, 27 August 2002, the Third Ward Redevelopment Council and the City of Houston held the first of three public meeting at the St. Peters Catholic Church. This meeting sought to solicit public input on the design of street improvements, landscaping and other amenities to the Old Spanish Trail/Holcombe Corridor from Scott Street To Main Street. Thirty three residents and/or business owners joined together with representatives of the TWRC , OST/Almeda TIRZ, Houston Planning and Development Department, and the consultant team, led by M2L Associates, Inc.*

### ✦ PUBLIC MEETING FORMAT.

- Background of the project, scope of work, introduction of consultant team.
- Multiple, facilitated, breakout sessions(total of 4).
- The four groups were asked to look at three factors within their neighborhoods, the first being the strengths of the corridor, the second being weaknesses, and the third being the potential opportunities and future vision of the corridor.
- Participant discussion of findings with concluding remarks by consultant team

The following information represents the summary of the three group sessions sorted by strengths, weaknesses, and opportunities/vision. (number in parentheses indicates the number of times this item was generated)

### ✦ STRENGTHS

*(The participants were asked to identify what they thought were the positive aspects of the corridor that could be considered a strength and basis for improving the image and function of Holcombe/OST).*

- Historically strong community(2)
- Good location for businesses and residential property(2)
- Good housing
- Serves as a gateway to the Third Ward Community
- Good community partnership
- Low traffic volume
- Good signalization
- Access to walking trail at Macgregor
- Good lighting
- Good traffic capacity
- Good east and west connection
- Very accessible to freeway
- Adequate public transportation

### ✦ WEAKNESSES

*(The participants were asked to identify what they thought were the negative aspects of the corridor that needed to be addressed in order to improve the image and function of Holcombe/OST).*

- Not enough services and retail establishments(3)
- Vacant land and unattractive buildings (2)
- Sidewalks and ramp are not adequate and in poor condition(2)
- Street Flooding at Scott and OST(2)
- Poor landscaping and lack of maintenance(2)
- Duplication of businesses, little variety
- Too many low quality motels
- Cluttered above ground utilities
- Not enough services and retail
- Lack of consistent theme
- Automobiles crossing medians
- Poor graphics and limited wayfinding systems
- No transition between private property and public rights-of-way
- Not enough parking at bus stops
- Unattractive bus shelters
- Potential increased traffic at new apartment complex

### ✦ OPPORTUNITIES/VISION

(After exploring the strengths and weaknesses of the corridor, the participants were asked to identify what the potential vision for the corridor could be and what strengths could be built upon to improve the image and function of Holcombe/OST).

- Gateway/monument to identify the community(2)
- Create a friendly pedestrian environment(2)
- Increase the quality and quantity of street lights(2)
- More pedestrian movement with better streetscape design(2)
- Continuity of streetscape design
- Improve ugly, abandoned properties and buildings
- Create attractive area for commercial and pedestrian uses
- OST theme
- Signage to identify the historic sites, perhaps an area map.
- Quality street furniture
- Improve parking to have a better access to business
- Accommodate and control large vehicular traffic
- Better looking bus shelters and more of them.

## *Holcombe/Old Spanish Trail*

The following information represents the summary of the three group sessions sorted by aesthetics/perception, safety, infrastructure, transportation, and potential improvements. (number in parentheses indicates the number of times this item was generated)

### AESTHETICS/PERCEPTION *(Visible improvements and overall impression of corridor)*

✦ Strengths

- Historically strong community(2)
- Serves as a gateway to the Third Ward Community(2)
- Good housing
- Good community partnership

✦ *Weaknesses*

- *Not enough services and retail establishments(3)*
- *Vacant land and unattractive buildings(2)*
- *Duplication of businesses, little variety*
- *Too may low quality motels*
- *Cluttered above ground utilities*
- *Lack of consistent theme*

### SAFETY *(Unsafe conditions relating to pedestrian and automobile uses and functions)*

✦ Strengths

- Low traffic volume
- Good signalization

✦ *Weaknesses*

- *Automobiles crossing medians*

### INFRASTRUCTURE

✦ Strengths

- Access to walking trail at Macgregor
- Good lighting

✦ *Weaknesses*

- *Sidewalks and ramps are not adequate and in poor condition(2)*
- *Flooding at Scott and OST(2)*
- *Poor landscaping and lack of maintenance(2)*
- *Poor Graphics and limited way finding systems*
- *No transition between property and right-of-way*

### TRANSPORTATION

✦ Strengths

- Good location for businesses and residential property(2)
- Good traffic capacity
- Good east and west connection
- Very accessible to freeway
- Adequate public transportation

✦ *Weaknesses*

- *Not enough parking at bus stops*
- *Unattractive bus shelters*
- *Potential traffic at new apartment complex*

### POTENTIAL STREET IMPROVEMENTS

- Gateway/monument to identify the community(2)
- Create a friendly pedestrian environment(2)
- Increase the quality and quantity of street lights(2)
- More pedestrian movement with better streetscape design(2)
- Continuity of streetscape design
- Improve ugly, abandoned properties and buildings
- Create attractive area for commercial and pedestrian uses
- OST theme
- Signage to identify the historic sites, perhaps an area map.
- Quality street furniture
- Improve parking to have a better access to business
- Accommodate and control large vehicular traffic
- Better looking bus shelters and more of them.

## *Meeting No. 2: Urban Design Charette*

*On Thursday, 26 September 2002, the Third Ward Redevelopment Council and the City of Houston held the second of three public meeting at the Third Ward Multi-Service Center. This meeting sought to solicit public input on the design of street improvements, landscaping and other amenities to the Elgin Street Corridor from Scott Street to Main Street. Twenty eight residents and/or business owners joined together with representatives of the TWRC , OST/Almeda TIRZ, the City of Houston Planning and Development Department, the consultant team, led by M2L Associates, Inc.*

### ❖ AGENDA ITEMS

I. Consultants presented background of the project and scope of work.
II. The consultants reviewed comments and findings from the first public meeting held on August 29, 2002.
III. The consultants presented a PowerPoint presentation of their preliminary landscape analysis for the corridor as well as discussing the potential scope of the streetscape work, and potential streetscape design images and elements.
IV. Participants were divided into three facilitated, breakout sessions.
V. Participants presented findings and the consultant team presented concluding remarks.

The following information represents the summary of the three group sessions:**(Note: number in parentheses indicates the number of times this item was generated)*

### ❖ THEME*(Possible theme(s) or ideas for the corridor that could incorporated into the streetscape)*

- Consistent use of Crepe Myrtles along corridor(2)

### ❖ STREET LIGHT/BANNER*(Lighting types, character, banners, quality of lights, etc.,)*

- Take down utility poles
- Traditional light poles/fixture (3)
- Consistent lighting(2)
- Priority lighting improvements at residences
- Modern style with more coverage in commercial areas; more pedestrian scale in residential areas
- Transition lighting styles between Highway 59 and Ennis
- Intersection traffic control at Live Oak and Nagle

### ❖ SIGNAGE/MONUMENT*(Possible directional/neighborhood signage, monuments, materials, etc.,)*

- Upgrade Highway 59 bridge
- Historical signs (2)
- Restore fountain at Baldwin Park
- Monument/signage at Dowling(2)
- Directional signage to other key locations(2)
- Mark special places, Ryan Middle School, Riverside Hospital, Shape, Eldorado, etc.
- Artwork should be the gateways and they should be unique to the community
- Intersection traffic control at Live Oak and Nagle

### ❖ PUBLIC ART*(Types of artworks)*

- Art work as gateways
- Sculptures viewed from various areas and from streets
- Utilize local artists
- Tile work or mosaic artwork incorporated into signage

### ❖ SPECIAL PAVING*(Areas where special paving should occur and what type of paving should be considered)*.

- Special intersection paving at Dowling and Ennis (similar to Almeda Road)
- Special paving at intersections and key places (2)
- Special paving at intersections of Fannin, San Jacinto
- Paving in special pedestrian areas along the wide esplanades
- Good concrete sidewalk and highlights at special areas(3)
- Special paving at Ryan Middle School to help with dropoff and pickup zones
- Priority – update all sidewalks to standard before applying special paving
- Barrier free and access ramps as a part of gateway

### ❖ LANDSCAPING*(Plant material types and look)*

- Add colorful trees, Crepe Myrtles, in medians(2)
- Trees in esplanade
- Street lawns
- Improved landscaping along boulevard/esplanade east of Ennis
- Improve Emancipation Park edge landscaping
- Trees at hike/bike trail
- Low maintenance trees that don't litter and uplift sidewalks (2)
- Street trees that provide shade were needed(2)

### ❖ STREET FURNISHING*(where street furnishings should be located and what types should be used)*

- Special paving/fountain in median occasionally
- More benches(2)
- Walkways and places to sit along esplanade from Ennis to Scott Street(2)
- Improved fencing between Burkett and Adair on South side

### ❖ BUS SHELTER*(Potential improvements to current bus shelters)*

- More aesthetically pleasant bus shelters

### ❖ PRIORITIES*(The following represents participant comments relating to priorities)*

- Update sidewalks and ramps and make them wider before applying special paving
- Lighting upgrades in residential areas for improved safety
- Clean up commercial area between Hutchins and Ennis

## Meeting No. 2: Urban Design Charette

*On Wednesday, 25 September 2002, the Third Ward Redevelopment Council and the City of Houston held the second of three public meeting at the Third Ward Multi-Service Center. This meeting sought to solicit public input on the design of street improvements, landscaping and other amenities to the Blodgett Street Corridor from Scott Street to Main Street through the use of a design charette. Forty one residents and/or business owners joined together with representatives of the TWRC , OST/Almeda TIRZ, the City of Houston Planning and Development Department and the consultant team, led by M2L Associates, Inc.*

### ❖ AGENDA ITEMS.

I. Consultants presented background of the project and scope of work.
II. The consultants reviewed comments and findings from the first public meeting held on August 28, 2002.
III. The consultants presented a PowerPoint presentation of their preliminary landscape analysis for the corridor as well as discussing the potential scope of the streetscape work, and potential streetscape design images and elements.
IV. Participants were divided into three facilitated, breakout sessions.
V. Participants presented findings and the consultant team presented concluding remarks

The following information represents the summary of the three group sessions:
*(Note: number in parentheses indicates the number of times this item was generated)

### ❖ THEME *(Possible theme(s) or ideas for the corridor that could incorporated into the streetscape )*

- Coordinate with Washington Terrace improvements between Dowling and Ennis.
- Consistent landscape theme with accent trees.

### ❖ STREET LIGHT/BANNER *(Lighting types, character, banners, quality of lights, etc.,)*

- Brighter lights(3)
- Traditional style along corridor (3)
- Light pole banners, not too commercial(2)
- No banners
- Surveillance cameras
- More efficient lights for security
- Bolder lights at major intersections(Dowling, Main, Scott, Almeda)
- Commercial style between Highway 288 to Scott Street
- Neighborhood friendly with lights at seating areas
- Low maintenance lights that are durable

### ❖ SIGNAGE/MONUMENT *(Possible directional/neighborhood signage, monuments, materials, etc.,)*

- Directional signage for the Washington Terrace and Midtown, etc.
- Corridor makers at Main Street, Almeda, Dowling, and Scott Street (2)
- Different types of signs/marquis along corridor
- Different style of banners can identify places and destinations
- Historic marker at TSU
- Limited through truck traffic

### ❖ PUBLIC ART *(Types of artworks)*

- Artwork should be part of signage/monuments
- Little interest in statues and other traditional public artwork media.

### ❖ SPECIAL PAVING *(Areas where special paving should occur and what type of paving should be considered).*

- Wider, consistent sidewalks
- Wider sidewalks that are adjacent to the roadway.curb
- Street crossing special paving at signalized intersections
- Special paving for the school zone
- Pavers in key locations that are cost efficient.
- Historical symbols/ideas in pavers
- Pedestrian signals and crosswalk
- Special paving for on-street parking

### ❖ LANDSCAPING

- Upright growing street trees
- Less detailed in median, no shrubs/ground covers
- Crepe Myrtle(2)
- Bradford Pear
- Live Oak
- Bald Cypress
- Trees in sidewalks and median/esplanade where needed(2)
- Low maintenance trees
- Splashes of color at major intersections and in tree planters

### ❖ STREET FURNISHING

- More benches (2)
- Seating areas with shade trees(2)
- Social/public areas(2)
- Trash cans
- Support bikeway at Ennis and provide bike rack storage and seating areas
- Let businesses take care of this where appropriate

### ❖ BUS SHELTER

- Inadequate bus shelters

## Meeting No. 2: Urban Design Charette

*On Monday, 23 September 2002, the Third Ward Redevelopment Council and the City of Houston held the second of three public meeting at the Palm Center. The intent of this meeting was to explore specific types of public right of way improvements to the Old Spanish Trail/Holcombe Corridor from Scott Street to Main Street. Thirty three residents and/or business owners joined together with representatives of the TWRC , OST/Almeda TIRZ, the City of Houston Planning and Development Department, the consultant team, led by M2L Associates, Inc.*

### ✦ AGENDA ITEMS.

I. Consultants presented background of the project and scope of work.
II. The consultants reviewed comments and findings from the first public meeting held on August 27, 2002.
III. The consultants presented a PowerPoint presentation of their preliminary landscape analysis for the corridor as well as discussing the potential scope of the streetscape work, and potential streetscape design images and elements.
IV. Participants were divided into three facilitated, breakout sessions.
V. Participants presented findings and the consultant team presented concluding remarks.

The following information represents the summary of the three group sessions:
*(Note: number in parentheses indicates the number of times this item was generated)

### ✦ THEME *(Possible theme(s) or ideas for the corridor that could incorporated into the streetscape )*

- Cattle Drive along Old Spanish Trail
- Color theme

### ✦ STREET LIGHT/BANNER *(Lighting types, character, banners, quality of lights, etc.,)*

- Seasonal and historical banners (3)
- Bright lights, especially at school zone
- Traditional style with banners
- Lights work with buildings
- More modern
- Use of a color on the poles and fixtures.
- East of Highway 288 with sporadic lighting
- Upgraded street lights
- Updated technical for efficient lights and security

### ✦ SIGNAGE/MONUMENT *(Possible directional/neighborhood signage, monuments, materials, etc.,)*

- Monument at Highway 288 intersection (2)
- OST markers - potentially symmetric in shape and/or circular
- Fountain/monument at Highway 288 intersection
- Less monumental, more spatial landscape looking
- Neighborhood markers at La Salette and south of OST with different colors and tiles possibly
- More modern, less brick
- Direction signage at Scott to University of Houston, etc.
- Historical notations/signs
- Create Banner District, historical/seasonal banners

### ✦ PUBLIC ART *(Types of artworks)*

- Vandal proof
- Sculpture
- Tile mosaics in signage, monuments

### ✦ SPECIAL PAVING *(Areas where special paving should occur and what type of paving should be considered).*

- Special crossing pavement at intersections (2)
- Special paving with tile patterns and multi-colors
- Special pavement at lighted intersections
- Special pavement at bus shelters
- Wider and safer sidewalks, but not necessarily special pavement

### ✦ LANDSCAPING *(Plant material types and look)*

- Low maintenance plants (3)
- Uniform shade trees along sidewalks (2)
- Crepe Myrtles in esplanade (2)
- Flowering plants
- Cactus plants
- Simple landscaping, trees and turf in medians
- Mixture of trees in medians
- Plant shrubs and ground covers in setback only

### ✦ STREET FURNISHING *(where street furnishings should be located and what types should be used)*

- Provide seating areas and benches (2)
- Planter pots at intersections and bus stops (2)
- Provide shade along sidewalks
- Provide areas for socializing and gathering at key areas
- More seating at bus stops
- More unique seating design, possibly using stone

### ✦ BUS SHELTERS *(Potential improvements to current bus shelters.)*

- Current bus shelters are not adequate
- Bus stops need better area lighting
- Bus stops do not have enough shading and protection from weather
- More seating needed

### ✦ MAINTENANCE *(The following represents additional participant comments)*

- Trash dumpster rules are needed for proper location and use of the dumpsters
- Improved landscape and street rights-of-way maintenance is needed

### ✦ PRIORITIES *(The following represents participant comments relating to priorities)*

- Street lighting improvements
- Sidewalks and ramps
- Maintenance

## *Final Public Presentation Meeting Notes(all corridors)*

*On Thursday, 21 November 2002, the Third Ward Redevelopment Council and the City of Houston held the final of three sets of public meetings at the Third Ward Multi-Service Center. This meeting was a joint meeting of all three corridor constituents and interested parties to present the preliminary streetscape design plans, details and recommendations for each of the three corridors. Over forty residents and/or business owners joined together with representatives of the TWRC , OST/Almeda TIRZ, the City of Houston Planning and Development Department and the consultant team, led by M2L Associates, Inc*

### ✦ AGENDA ITEMS

I. The consultant presented the background of the project and scope of work.
II. The consultant reviewed comments and findings from the first two public meetings.
III. The consultant presented several exhibits that illustrated the final draft of the urban design guidelines for the three corridors.
IV. Participants were asked to breakup to review the urban design guidelines, and each of the three corridor streetscape design proposals.
V. The consultant presented final concluding remarks and then conducted a question and answer session.

### ✦ URBAN DESIGN GUIDELINES

1. According to the last two public meetings, the participants identified the true strength of the community to be people and the historical and cultural aspects of the neighborhoods. Other key items discussed were accessibility to highway 288/59, the medical center, strong public institutions and neighborhood groups, the potential for retail, and the potential to create unique neighborhoods.
2. The weaknesses identified by all three corridor participants were the lack of street trees, broken sidewalks and access ramps, poor street lighting, lack of maintenance, dilapidated properties, lack of bus routes, inadequate facilities and lack of retail opportunities.
3. It was explained that the consultant team's approach to the streetscape design proposals were to focus on providing a basic set of rights-of-way enhancements that focused on providing a safe and friendly pedestrian environment. Landscape items discussed included widening and improving the sidewalks, fixing the access ramps, special crosswalk paving at major intersections, planting street trees, quality street lights, and enhancing the history of community thorough a historical way finding system.
4. The consultant explained that the urban design guidelines are intended to provide a level of quality for all of the three corridors. Many of the recommendations within the guidelines pertain to each of the corridors while the mix and types of land uses present varies greatly within each corridor. The streetscape plans presented seek to identify the uniqueness of each corridor through the use of color, texture, plant material, and signage systems.
5. The next step of the project, for Blodgett Street only, is the development of a feasibility study that will analyze existing conditions and the costs of proposed improvements for Blodgett Street. The design team will work with the City and TWRC to decide what the priorities are based on the feasibility study and the feedback from the public inputs.

*The following represents significant comments and/or conversations during the informal review of the corridor streetscape plans and the question and answer session.*

### ✦ HOLCOMBE/OLD SPANISH TRAIL

1. The proposed closing of the local street at Highway 228 and Old Spanish Trail on the north side of the street was discussed. Several comments in the positive were made concerning the consultant's proposal. The consultant explained that this is an issue to be further studied with TxDOT, the City, and the land owner, but it appears to be feasible and would make a great impact on the development of a 'gateway' entry into the Old Spanish Trail corridor.
2. Several positive comments were made as to the impact that simple landscaping and improved sidewalks could have along the corridor.
3. There was concern expressed at the impact of the current apartment complexes being built along OST and how they would be landscaped. The Consultant explained that they would have to meet minimal City of Houston Standards.
4. There was a question about the funding of improvements along Holcombe/OST. The Consultant indicated that the TCSPP program doesn't have funds for improvements in the OST corridor, but that the City received a TxDOT STEP grant to provide rights-of-way improvements along OST to Griggs. This project is separate from the TCSPP program, but the streetscape designs presented would serve as a basis for those improvements.

### ✦ BLODGETT STREET

1. There was discussion about the impact of the Texas Southern University Master Plan. The Consultant indicated that the TSU Master Plan includes lighting and landscaping from Ennis to Scott Street. Some basic conversations have happened with TSU concerning carrying the landscape and lighting theme developed on into the TSU campus up to Scott Street. More discussions are needed so that the work of TSU is coordinated with the urban design guidelines and streetscape designs.
2. Discussion of METRO's Mobility Study and plans for Blodgett Street
   One participant questioned the location of Metro bus shelters at Almeda and Blodgett and complained there is too much going on in front of her property with METRO's bus stop, light poles, and other utility structures. This was noted as a typical problem at intersections and would need to be addressed by METRO as they begin to look at Blodgett for expanded bus service.
3. The Consultant mentioned Metro is evaluating the potential role of Advanced High Capacity Transit (AHCT) within the corridor. Blodgett is targeted as a secondary bus route. In addition, the TWRC has submitted a request to METRO to review Blodgett next year for an engineering feasibility study to add a direct east-west bus route. He encouraged the residence to participate in their public meetings in order to monitor the whole process.
4. A question was asked about the timing of construction improvements. Patricia Rincon-Kallman of the City Planning and Development Department explained the Blodgett Improvement will be constructed within two years, and OST Improvements will be constructed through a TxDOT STEP grant. The City will also work with local leaders to try to find funds for improvements along Elgin.

### ✦ ELGIN STREET

1. There was a question about the funding of improvements along Elgin. The Consultant indicated that the TCSP program doesn't have funds for improvements in the OST corridor. Additional funding sources, perhaps City CIP funds, could be sought to pursue the implementation of improvements along Elgin.

## *Elgin Street Existing Photographs*

1 ELGIN @ MAIN STREET
LOOKING EAST

2 ELGIN @ FANNIN
LOOKING WEST

3 ELGIN @ CAROLINE
LOOKING EAST

4 ELGIN @ LA BRANCH
LOOKING EAST

5 ELGIN @ LA BRANCH
LOOKING WEST

6 ELGIN @ CRAWFORD
LOOKING NORTHEAST

7 ELGIN @ CRAWFORD
LOOKING EAST

8 ELGIN @ CHENEVERT
LOOKING WEST

9 ELGIN @ CHENEVERT
LOOKING EAST

10 ELGIN @ ST. EMANUEL
LOOKING WEST

11 ELGIN @ ST. EMANUEL
LOOKING EAST

12 ELGIN @ ST. EMANUEL
LOOKING SOUTHEAST

13 ELGIN @ ST. EMANUEL
LOOKING SOUTHWEST

14 ELGIN @ HUTCHINS
LOOKING EAST

15 ELGIN @ BASTROP
LOOKING EAST

16 ELGIN @ BASTROP
LOOKING SOUTH

17 ELGIN @ DOWLING
LOOKING WEST

*Elgin Street Existing Photographs, cont'd.*

18 ELGIN @ DOWLING
LOOKING SOUTHWEST

19 ELGIN @ DOWLING
LOOKING WEST

20 ELGIN @ DOWLING
LOOKING WEST

21 ELGIN @ DOWLING
LOOKING SOUTHWEST

22 ELGIN @ LIVE OAK
LOOKING SOUTHEAST

23 ELGIN @ LIVE OAK
LOOKING WEST

24 ELGIN @ LIVE OAK
LOOKING EAST

25 ELGIN @ ENNIS
LOOKING WEST

26 ELGIN @ ENNIS
LOOKING WEST

27 ELGIN @ BURKETT
LOOKING WEST

28 ELGIN @ NETTLETON
LOOKING EAST

29 ELGIN @ SAMPSON
LOOKING EAST

30 ELGIN @ SAMPSON
LOOKING EAST

31 ELGIN @ CANFIELD
LOOKING EAST

32 ELGIN @ NAPOLEON
LOOKING EAST

33 ELGIN @ ADAIR
LOOKING NORTHWEST

34 ELGIN @ ADAIR
LOOKING NORTHEAST

35 ELGIN @ ADAIR
LOOKING TOWARD SCOTT

1 SAN JACINTO @ MAIN STREET

2 BLODGETT @ SAN JACINTO

3 BLODGETT @ ALMEDA ROAD

4 BLODGETT LOOKING TOWARD SH-288 BRIDGE

5 BLODGETT @ DOWLING

6 BLODGETT @ ENNIS

7 CANFIELD LOOKING WEST

8 BLODGETT @ SCOTT LOOKING TOWARD WEST

9 BLODGETT @ SCOTT LOOKING EAST

10 SCOTT @ BLODGETT LOOKING SOUTH

1 O.S.T. @ 288 LOOKING WEST

2 O.S.T. @ ALLEGHENY

3 O.S.T. @ DEL RIO

4 O.S.T. @ DEL RIO

*Holcombe/Old Spanish Trail Existing Photographs, cont'd.*

5 O.S.T @ LOZIER

7 O.S.T. @ TIERWESTER

6 O.S.T. @ CULBERSON

8 O.S.T. @ ST. PETERS CHURCH

9 O.S.T. @ LA SALLETTE

10 O.S.T. @ SCOTT

*Holcombe/Old Spanish Trail Existing Photographs, cont'd.*