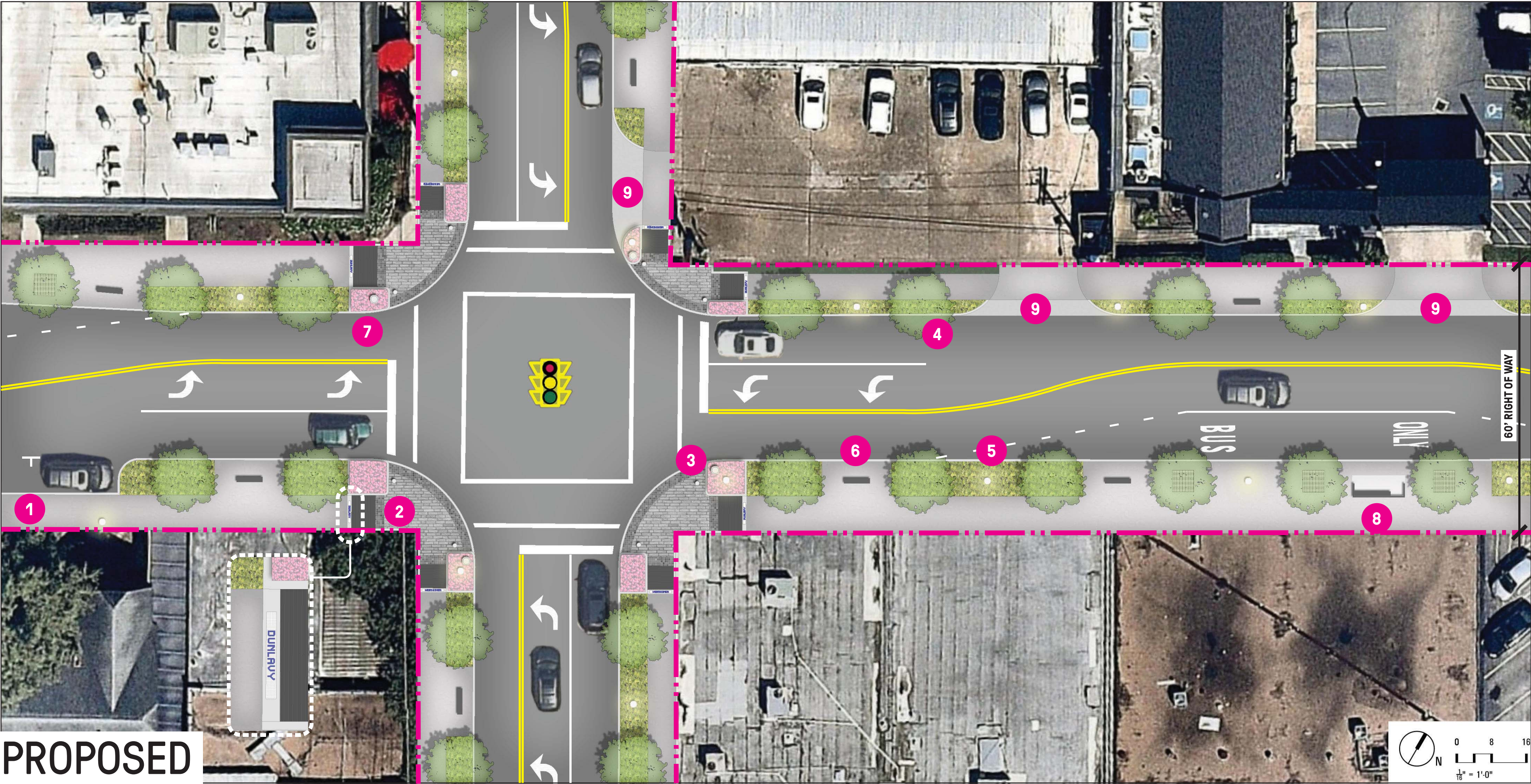
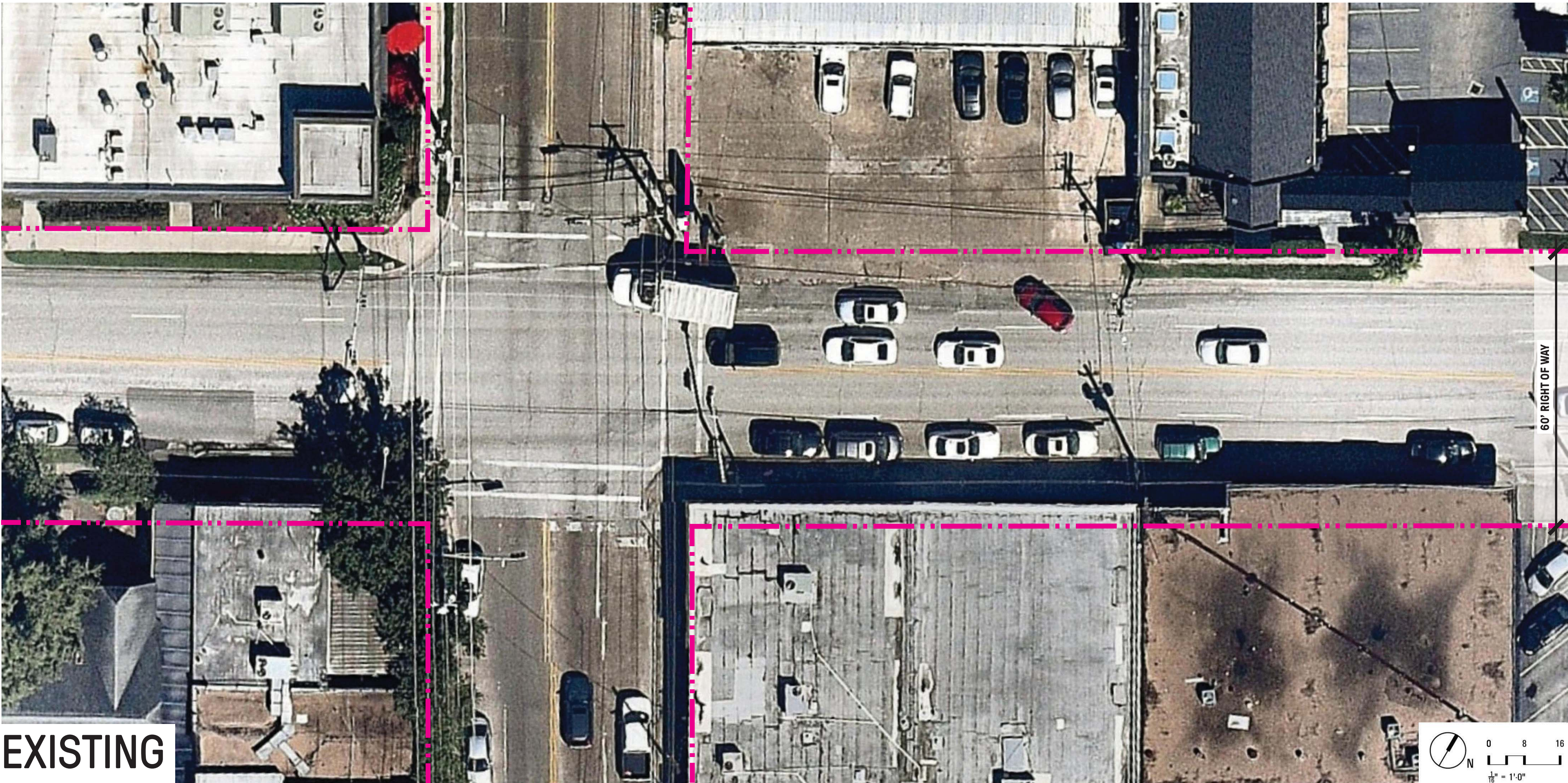


PEDESTRIAN REALM ENHANCEMENTS: WESTHEIMER & DUNLAVY INTERSECTION



PROPOSED

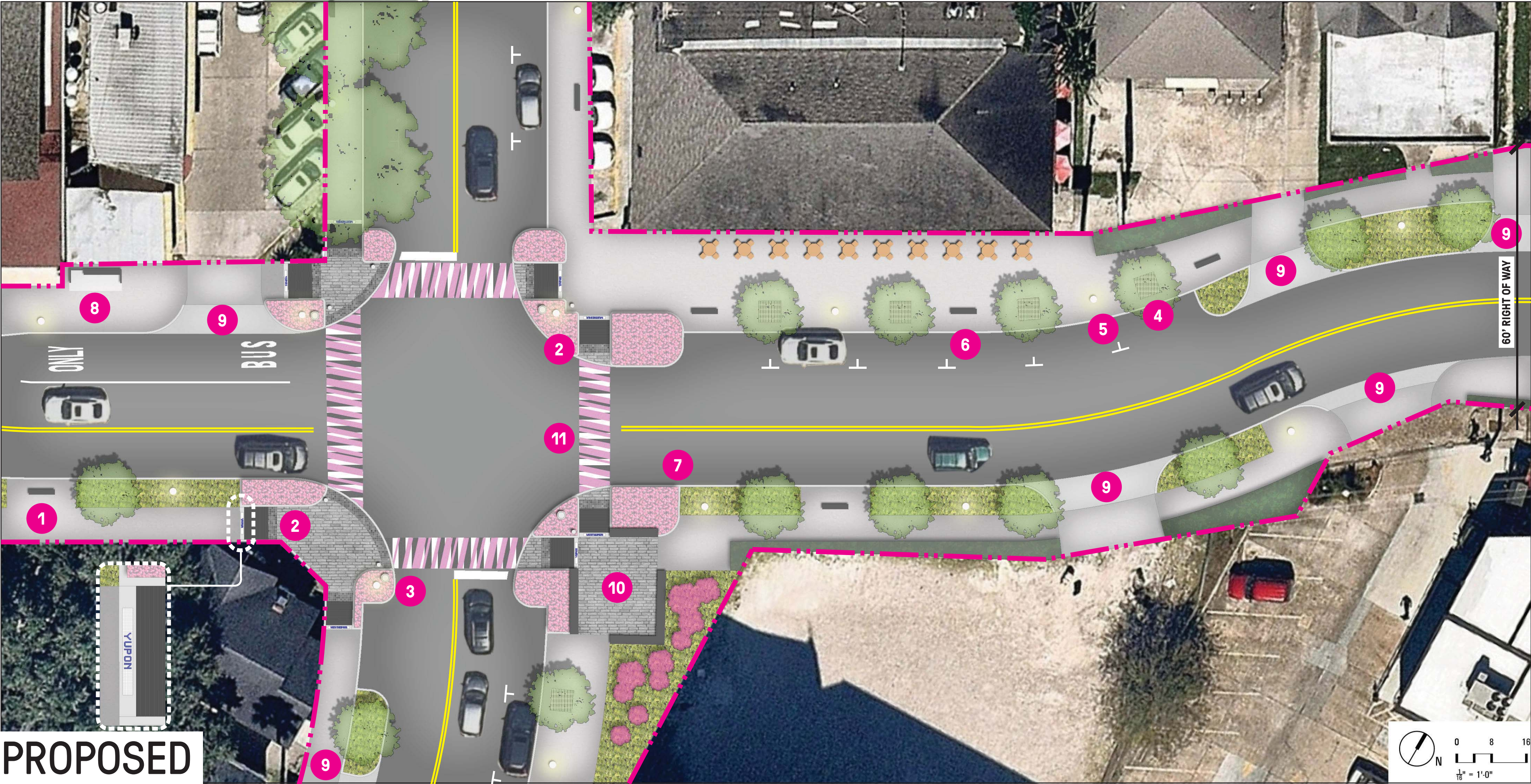
- 1 Pedestrian clear zone minimum 6' to 8' wide.
- 2 Accessible curb ramps to be 1:15 slope max. Where right of way permits, use perpendicular curb ramp. Where right of way does not permit, use depressed corner curb ramp. For depressed corner curb ramps, use additional detectable strip at perimeter radius. Integrated blue tile street name as branding/wayfinding opportunity.
- 3 Sample encroachments including signal pole, signal box, etc.; CenterPoint power pole* location will have to be considered in the streetscape design during the final design phase unless the utilities are buried.
- 4 Trees at 30' spacing and located at 5' from back of curb. Do not encroach into 6' minimum clear pedestrian zone.
- 5 Pedestrian light poles* in line with street trees; 60' spacing.
- 6 Benches* in line with trees; approx. 60' spacing.
- 7 Low maintenance planting*; colorful plantings at intersections. Use adjacent to curb ramps to prevent need for ramp flares which do not work well with larger turning radius of intersection. Do not use adjacent to locations of parallel parking.
- 8 Proposed bus stop location. Use bus shelter design appropriate for constrained right of way.
- 9 Existing driveway. Consolidate driveways where feasible.



EXISTING

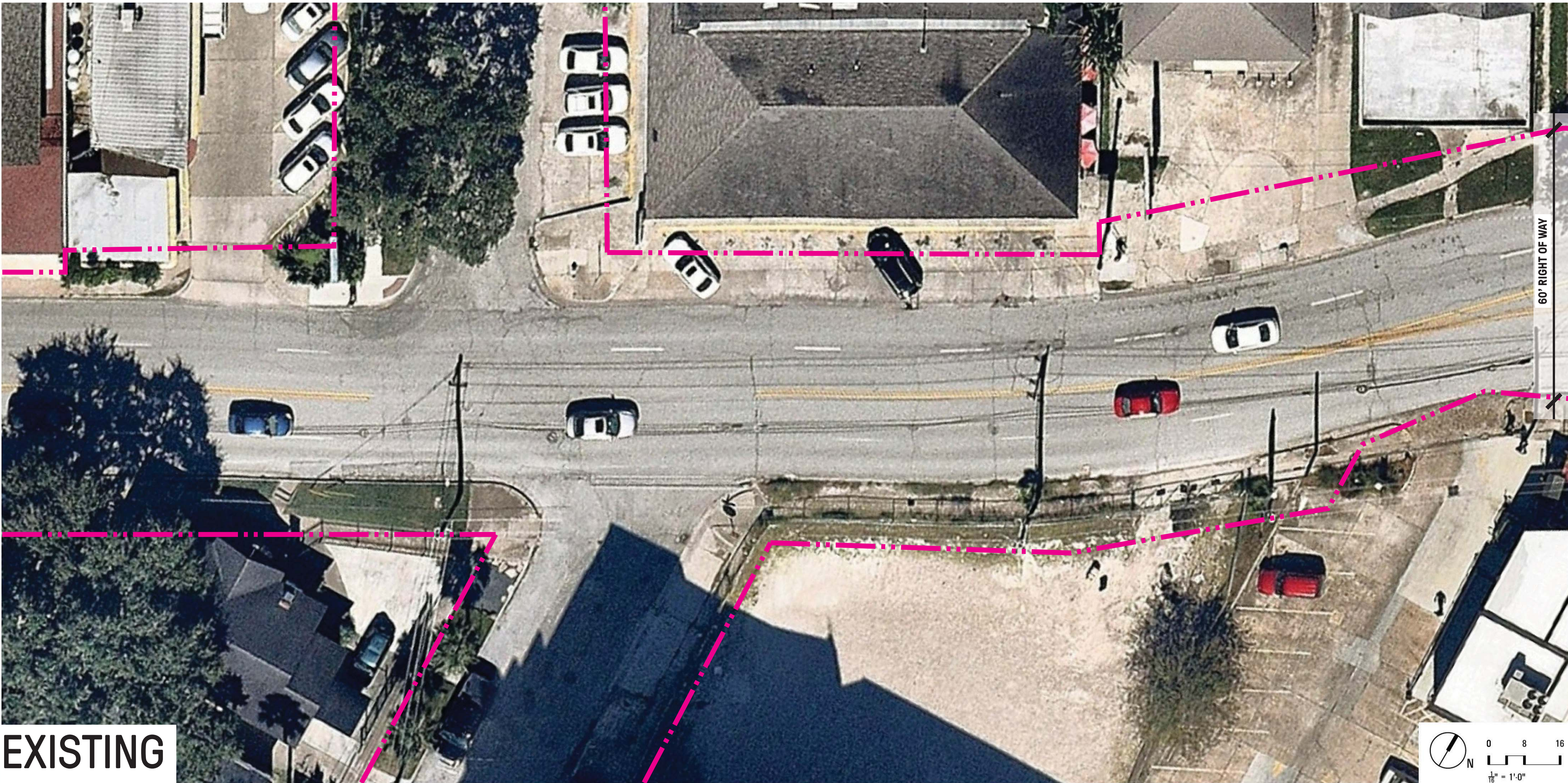


PEDESTRIAN REALM ENHANCEMENTS: WESTHEIMER & YUPON INTERSECTION



PROPOSED

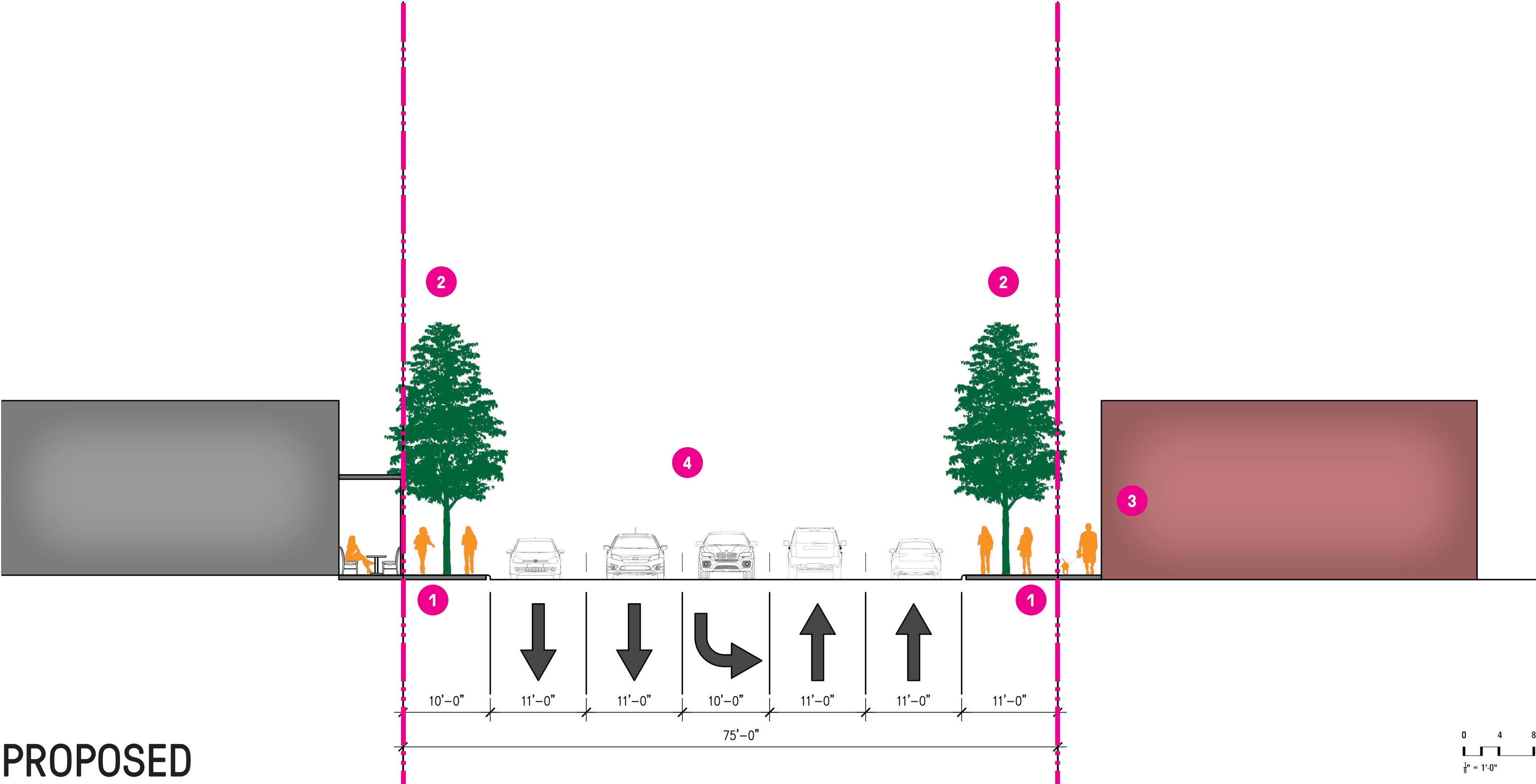
- 1 Pedestrian clear zone minimum 6' to 8' wide.
- 2 Accessible curb ramps to be 1:15 slope max. Where right of way permits, use perpendicular curb ramp. Where right of way does not permit, use depressed corner curb ramp. For depressed corner curb ramps, use additional detectable strip at perimeter radius. Integrated blue tile street name as branding/wayfinding opportunity.
- 3 Sample encroachments including signal pole, signal box, etc.; CenterPoint power pole* location will have to be considered in the streetscape design during the final design phase unless the utilities are buried.
- 4 Trees at 30' spacing and located at 5' from back of curb. Do not encroach into 6' minimum clear pedestrian zone.
- 5 Pedestrian light poles* in line with street trees; 60' spacing.
- 6 Benches* in line with trees; approx. 60' spacing.
- 7 Low maintenance planting*; colorful plantings at intersections. Use adjacent to curb ramps to prevent need for ramp flares which do not work well with larger turning radius of intersection. Do not use adjacent to locations of parallel parking.
- 8 Proposed bus stop location. Use bus shelter design appropriate for constrained right of way.
- 9 Existing driveway. Consolidate driveways where feasible.
- 10 Opportunity for plaza/placemaking* where right of way allows.
- 11 Opportunity for stamped/stained concrete* at pedestrian crosswalks.



EXISTING

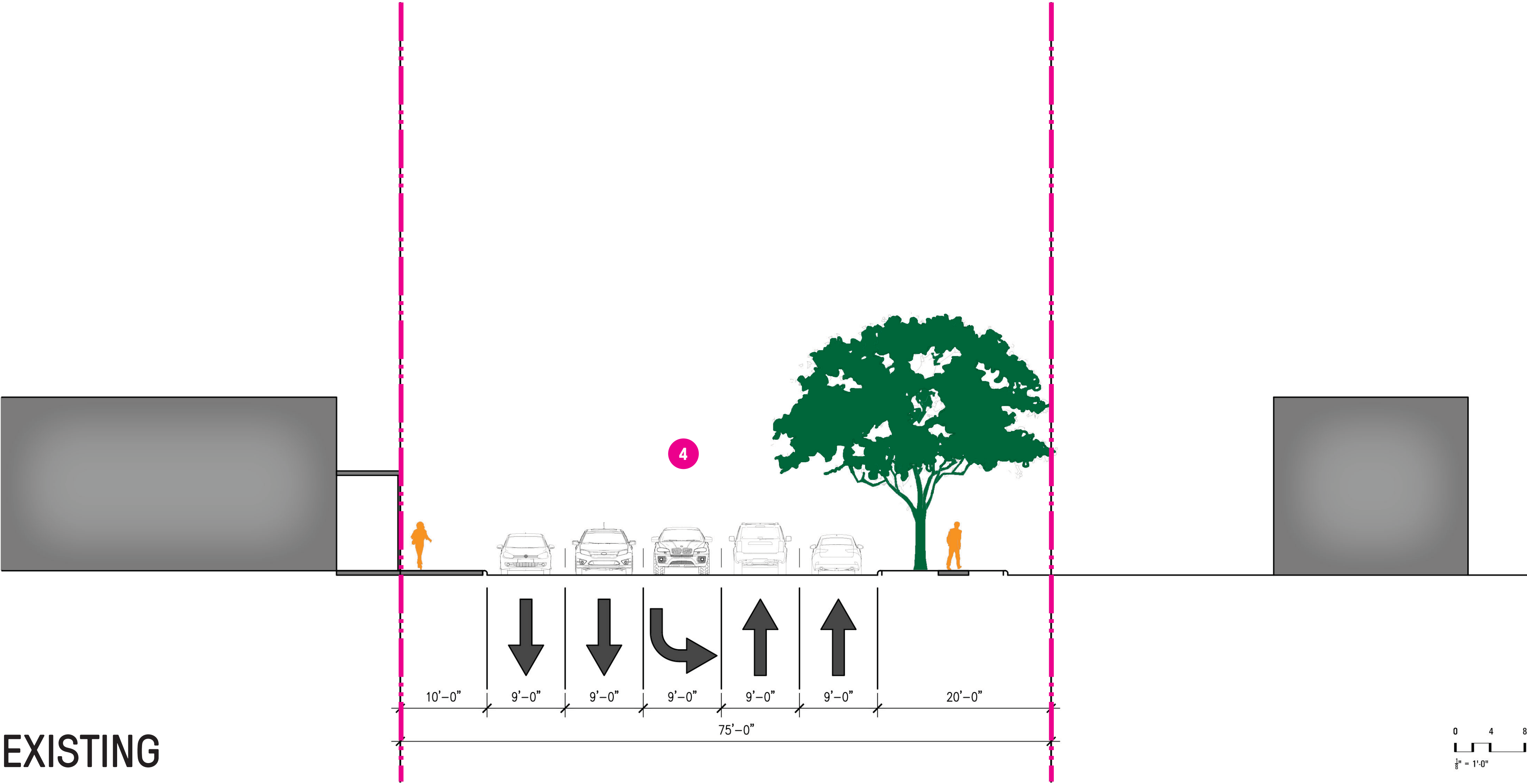


PEDESTRIAN REALM ENHANCEMENTS: SECTION, WESTHEIMER E. OF MONTROSE

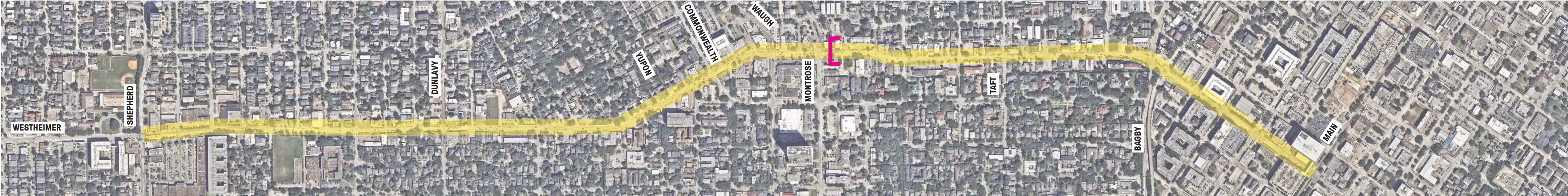


PROPOSED

- 1 Pedestrian clear zone minimum 6' to 8' wide.
- 2 Trees at 30' spacing and located at 5' from back of curb. Do not encroach into 6' minimum clear pedestrian zone.
- 3 Opportunity for future pedestrian-friendly development. Future buildings along the corridor should be brought close to the property line to enhance the streetscape and help create a sense of enclosure along the street. Transparent facades and cafe seating will create a pedestrian-friendly environment.
- 4 Existing substandard lane widths to be brought into compliance with current design standards. Lane widths and configurations shown may change during the final design based on site conditions.



EXISTING



PEDESTRIAN REALM ENHANCEMENTS: SECTION, WESTHEIMER AT TAFT

PROPOSED

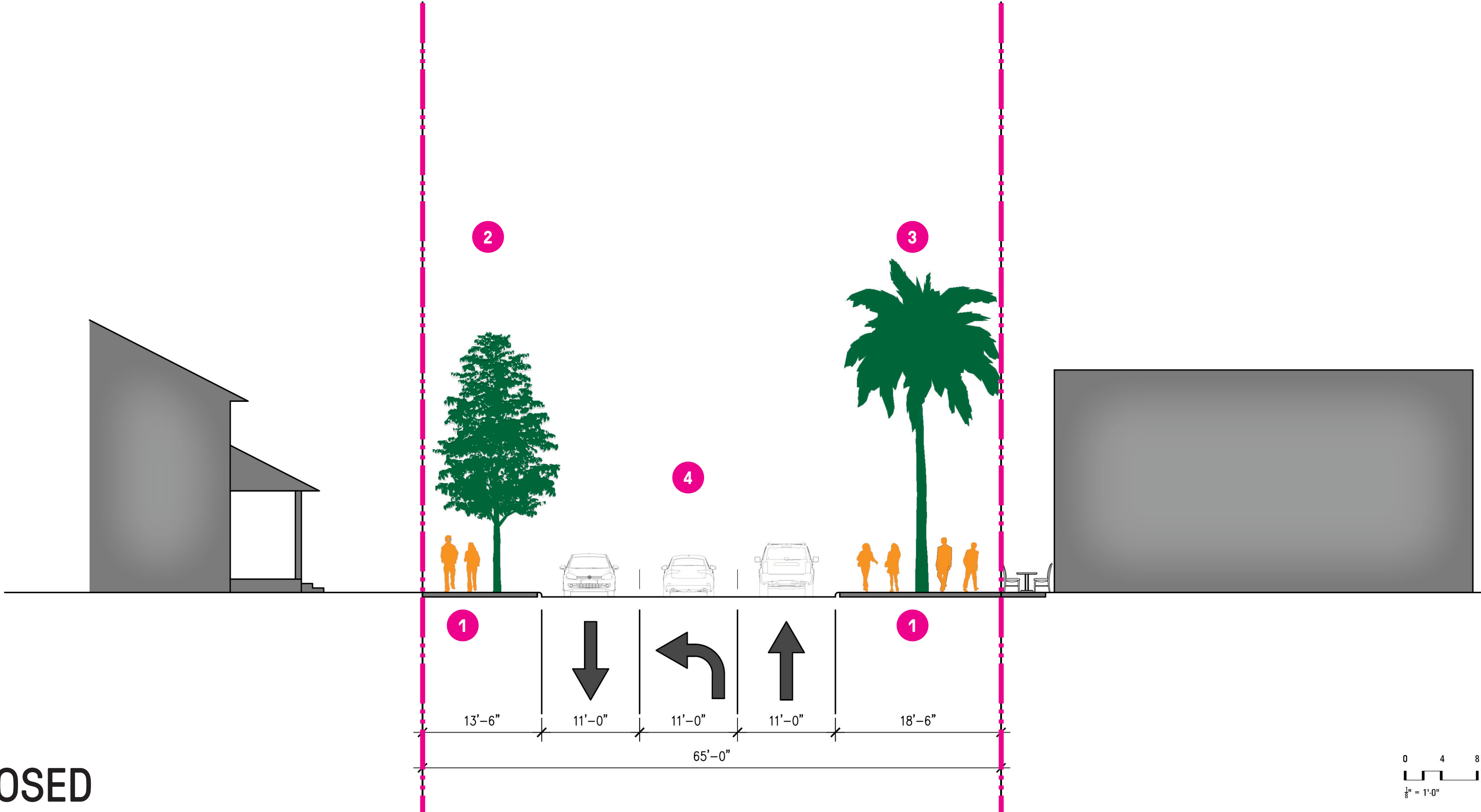
- 1

Pedestrian clear zone minimum 6' to 8' wide.

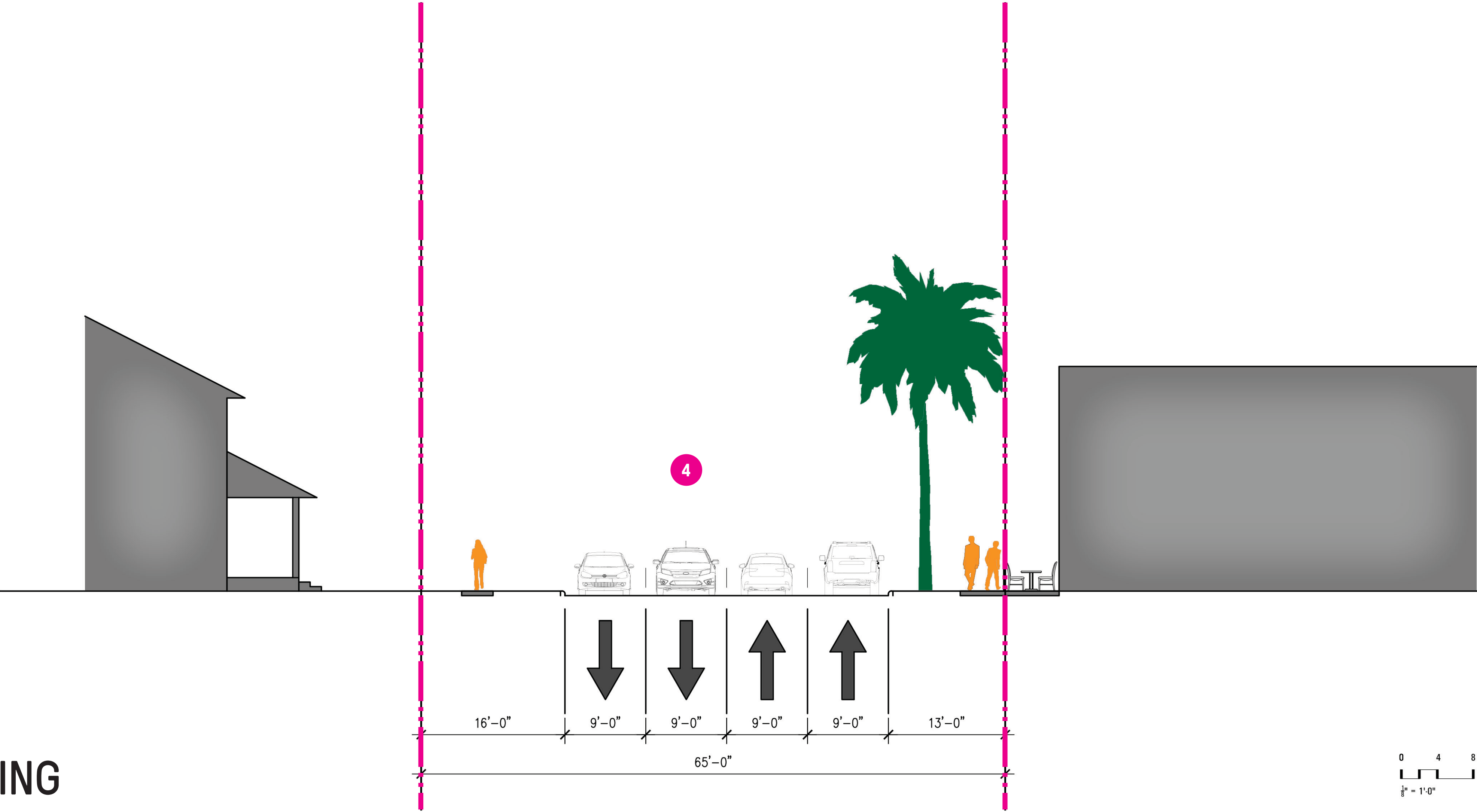
Trees at 30' spacing and located at 5' from back of curb. Do not encroach into 6' minimum clear pedestrian zone.
- 3

Preserve existing trees.
- 4

Existing substandard lane widths to be brought into compliance with current design standards. Lane widths and configurations shown may change during the final design based on site conditions.



EXISTING



PEDESTRIAN REALM ENHANCEMENTS: STREET FRONTAGE PROTOTYPE

