

DOWNTOWN FULSHEAR

streetscape masterplan



STREETSCAPES

DOWNTOWN. CHARMING. AUTHENTIC. REFINED.

FULSHEAR

1.1

Existing Conditions Vehicular Circulation

UNDERSTANDING BARRIERS TO CONNECTIVITY AND DEVELOPMENT WILL HELP US UTILIZE FULSHEAR'S STRONG, EXISTING FRAMEWORK.

Fulshear's Downtown District is anchored by the intersection of Main Street (FM 359) and FM 1093. FM 359 provides a connection from FM1093 to Interstate 10 XX miles north of Fulshear. FM 1093 is an extension of the West Park Tollway that stretches from Fulshear's city limits to Houston's 610 loop. On the other hand, FM 1093 divides Fulshear's Downtown District horizontally creating a significant barrier to connectivity from Fulshear's southern neighborhoods to the Downtown District. Within Fulshear's Downtown District, the existing network of streets provides an excellent framework for pedestrian oriented development while the traffic volume and location of FM 359 and FM 1093 present hurdles to developing a traditional walkable downtown district.

- 100' Right-Of-Way (Two Way)
- 60' Right-Of-Way (Two Way)
- 30' Right-Of-Way (Two Way)
- Existing Structures

FIGURE 1.11 Existing Vehicular Circulation



1.1

Existing Conditions Vehicular Circulation

WITH MATURE TREES AND AMPLE R.O.W. SPACE, FULSHEAR'S DOWNTOWN DISTRICT IS A PERFECT CANVAS FOR FUTURE DEVELOPMENT.

Show are photos of Fulshear's Downtown District's existing streetscape conditions. While streets are lined with mature trees, they lack amenities such as walks and planting buffers.

- 01. Drainage swales line most road ways.
- 02. Parking transitions lack buffers and sidewalks.
- 03. Large existing trees provide adequate shade.
- 04. Curb & Gutter established along 1st Street.
- 05. Lack of visual appeal along FM 369/1093.



1.2

Proposed Conditions Vehicular Circulation

THE PUBLIC REALM WILL BE CHARACTERIZED AS A UNIQUE NEIGHBORHOOD FILLED WITH VARIED PLACES AND LANDSCAPE TYPES.

In the proposed vehicular circulation plan, Main Street will serve as one of the most identifiable corridors and entries into Fulshear's Downtown District. The character of Main Street is to be a pedestrian friendly commercial corridor that will be converted into a one way thoroughfare northbound utilizing Wallis Street as a the southbound one way with similar programming and design. This change will promote commercial development along Wallis Street and create a strong backbone to the District. Harris Street is poised to serve as a two-way corridor that can be closed to serve as a large pedestrian promenade between Main Street and Wallis Street. With these three programs in mind, all east/west streets will provide ample parking and large pedestrian walks to promote foot traffic throughout Fulshear's Downtown District.

- DOWNTOWN FULSHEAR
VEHICULAR CIRCULATION**
- 80' Right-Of-Way (One Way)
 - 60' Right-Of-Way Pedestrian Promenade (Two Way)
 - 60' Right-Of-Way (Two Way)
 - Existing Structures

FIGURE 1.21 Vehicular Circulation



1.3

Main Street

MAIN THOROUGHFARES THAT SERVE AS THE BACKBONE TO FULSHEAR'S DOWNTOWN DISTRICT'S IDENTITY AND FUNCTIONALITY.

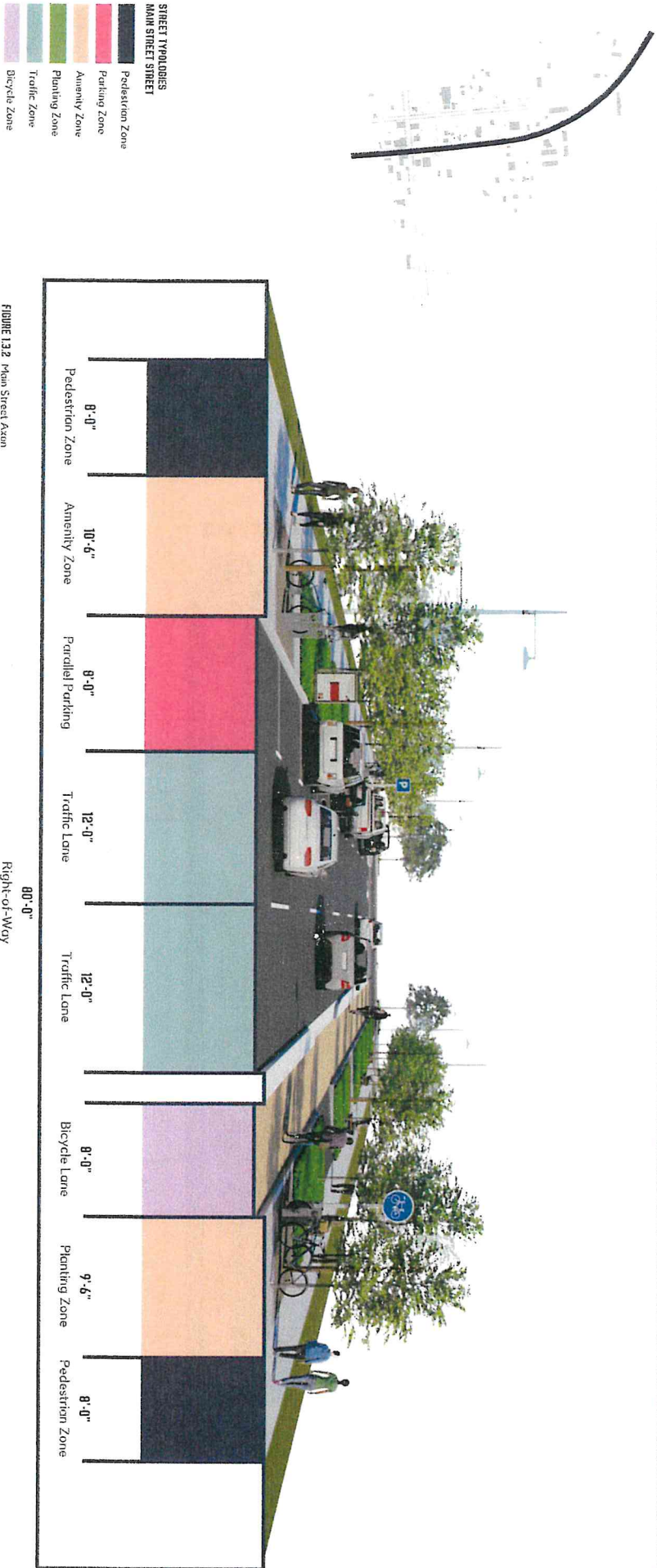
The one-way pair of Main and Wallis Streets in downtown will transition from FM 359 as a rural highway with shoulders to the north of Fulshear to an urban section through the downtown to the intersections with FM 1093. To provide for ample capacity to accommodate the anticipated total travel demand of 28,000 vehicles per day, total of both directions, the typical section of both Main Street and Wallis Street one-way pair should provide for two through lanes. The provision of those two lanes could take on many forms, but within the downtown, between Huggins Drive and 1st Street, the roadways are anticipated to be an urban curb and-gutter section as represented in the figure to the right, showing an ultimate street cross section fitting within 80 feet of right of way. The typical section includes 8'-0" wide sidewalks and a green space buffer along the edge of the roadway. In addition to the two lanes of traffic, the shoulders of FM 359 could be continued as buffered bike lanes through the one-way pair.



FIGURE 1.31 Main Street Typology

1.3

Main Street



1.4A

Wallis Street | 80' ROW

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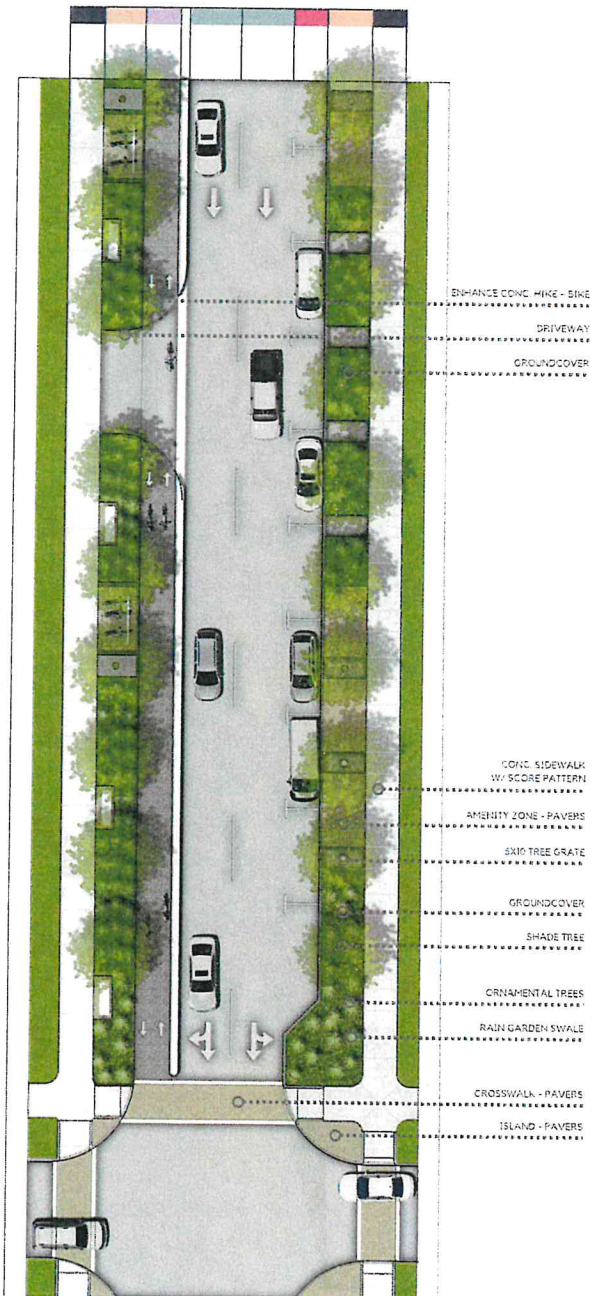
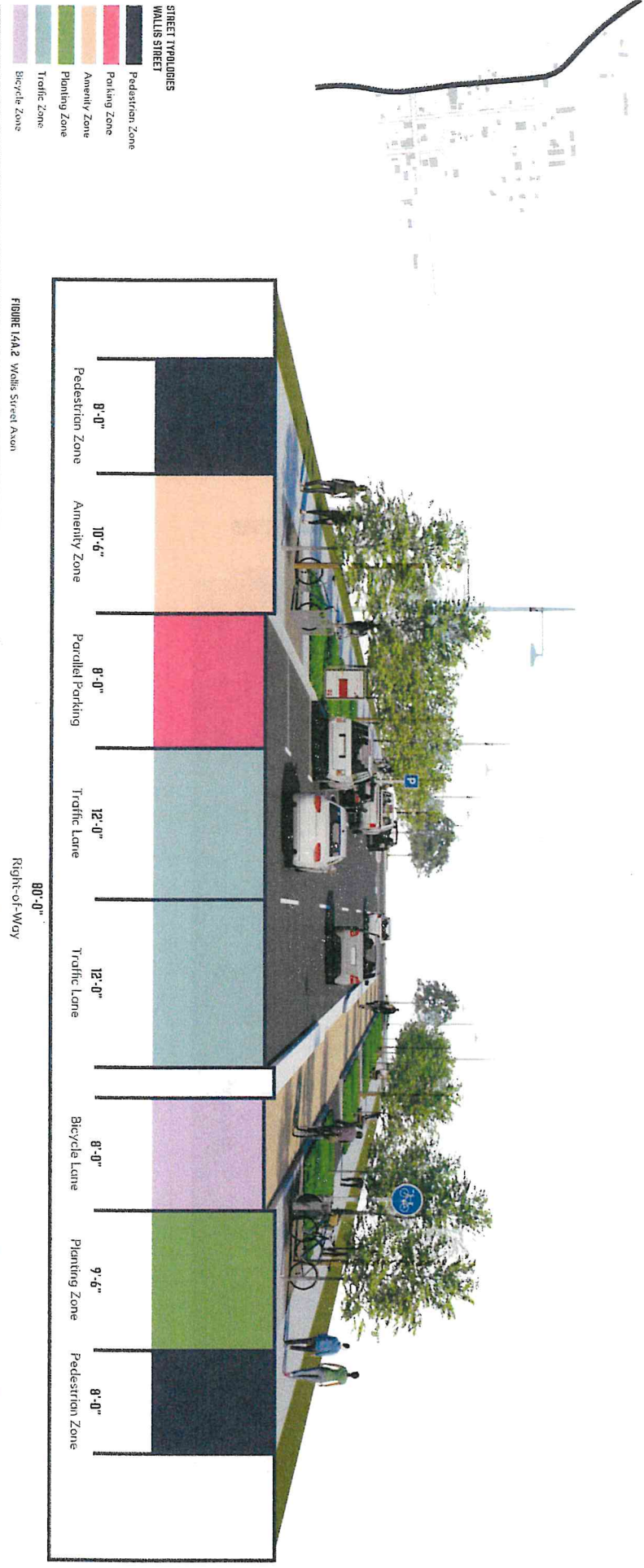


FIGURE 1A.1 Wallis Street Typology | 80' ROW

1.4A

Wallis Street | 80' ROW



1.4B

Walls Street | 50' ROW

MAIN THOROUGHFARES THAT SERVE AS THE BACKBONE TO FULSHEAR'S DOWNTOWN DISTRICT'S IDENTITY AND FUNCTIONALITY.

In the event that Walls Street is designated as a 50' ROW, pedestrian amenities and the protected bicycle lane would be removed while the two 12'-0" through lanes and 8'-0" walks would be provided. Either walks could be reduced to 5'-0" to provide curbside parking where appropriate.

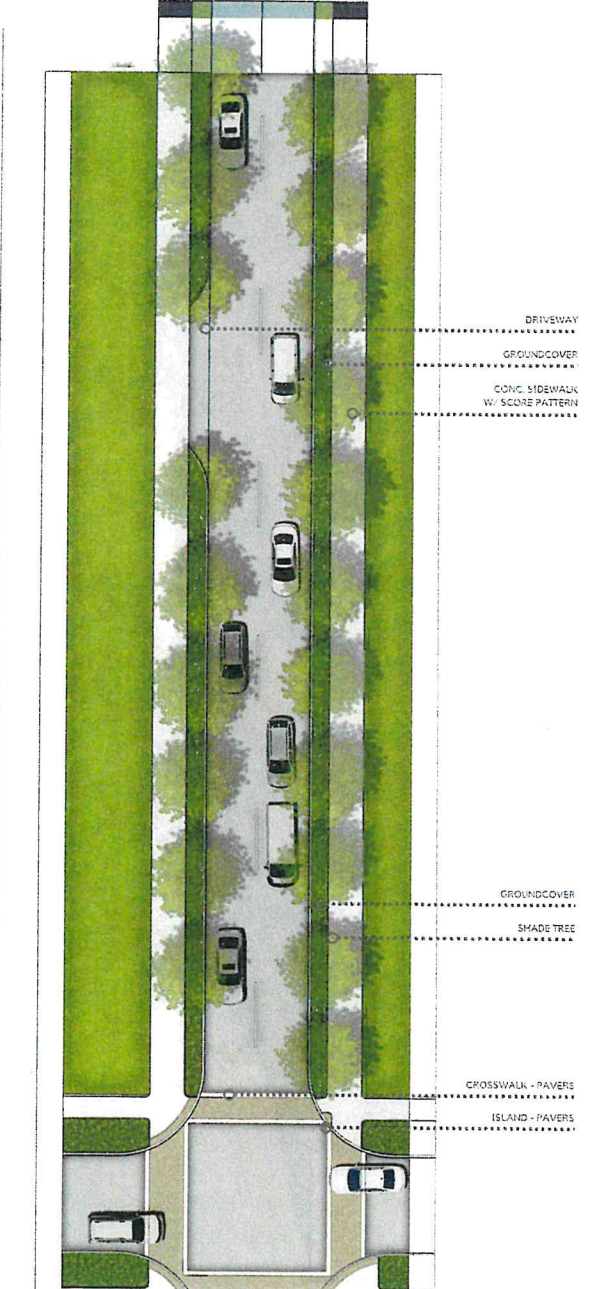
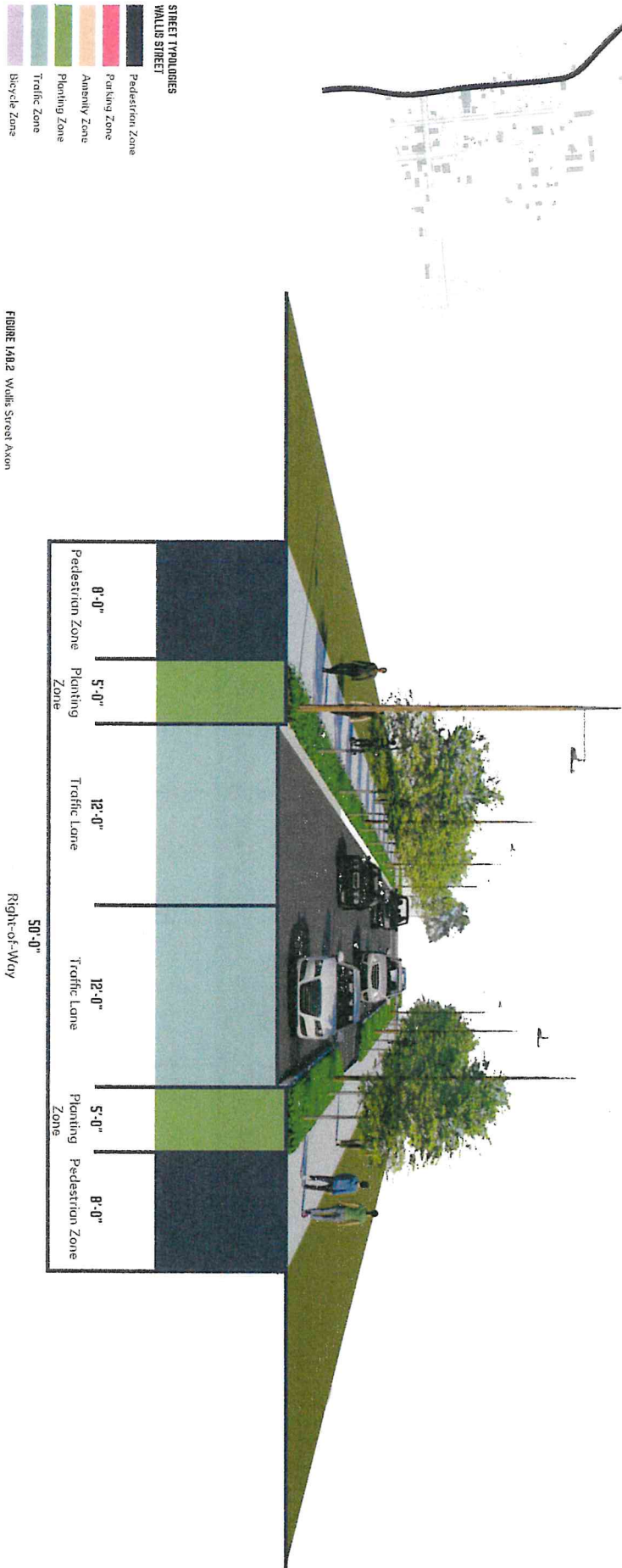


FIGURE 1A1 Walls Street Typology | 50' ROW

1.4B

Wallis Street | 50' ROW



1.5

Harris Street

A PEDESTRIAN CORRIDOR PROVIDING SPACE FOR EVENTS, OPPORTUNITY FOR DEVELOPMENT, AND A CATALYST FOR MEMORABLE EXPERIENCES.

The one-way pair option of Main and Wallis Streets creates Harris Street in downtown for a very special purpose as a local access street for pedestrian oriented development and for special event use as a pedestrian mall. On most days, Harris Street, between Higgins Drive and 1st Street would be a two-way, urban curb and gutter local street with curbside parking. The figure to the right shows an ultimate street cross section fitting within 50 feet of right of way. This cross section has alternating parallel parking areas on both sides of Harris Street. Where there is not parallel parking, ample amenity space for pedestrians has been provided.

During special events, Harris Street could be closed to traffic, creating a pedestrian mall, between 5th Street and 1st Street, and not allowing crossing traffic except at 5th and at 1st Streets, with a provisional crossing at 3rd Street.

The street foot print would provide a larger gathering area for street festival activities but would be a larger expanse of paved area during non-event times.

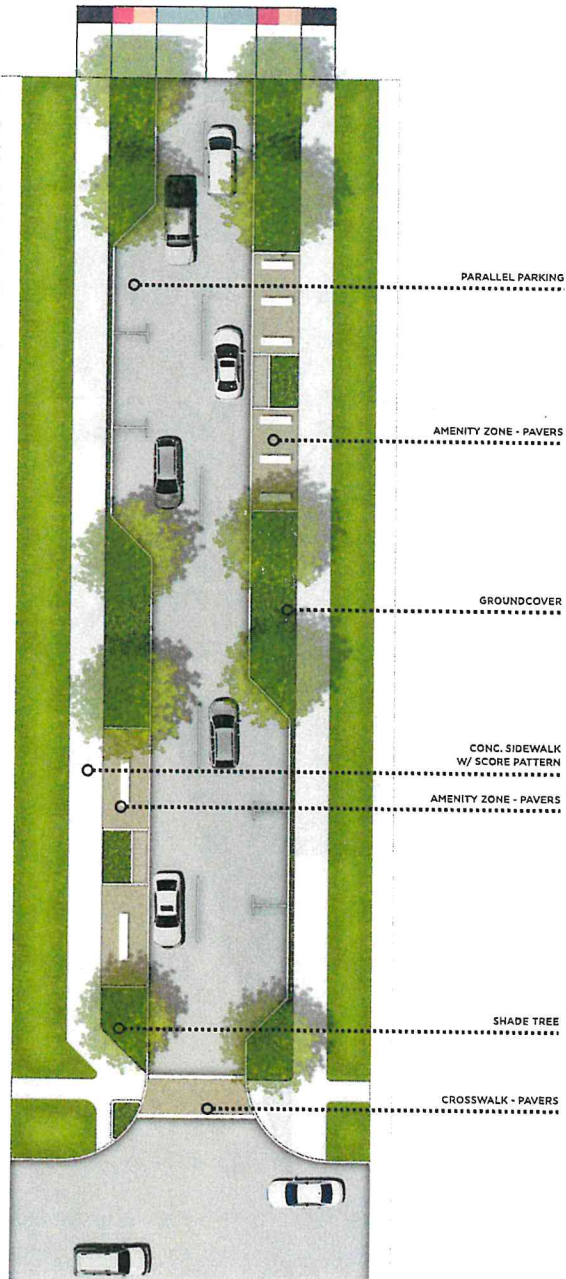


FIGURE 1.51 Harris Street Typology

1.5

Harris Street

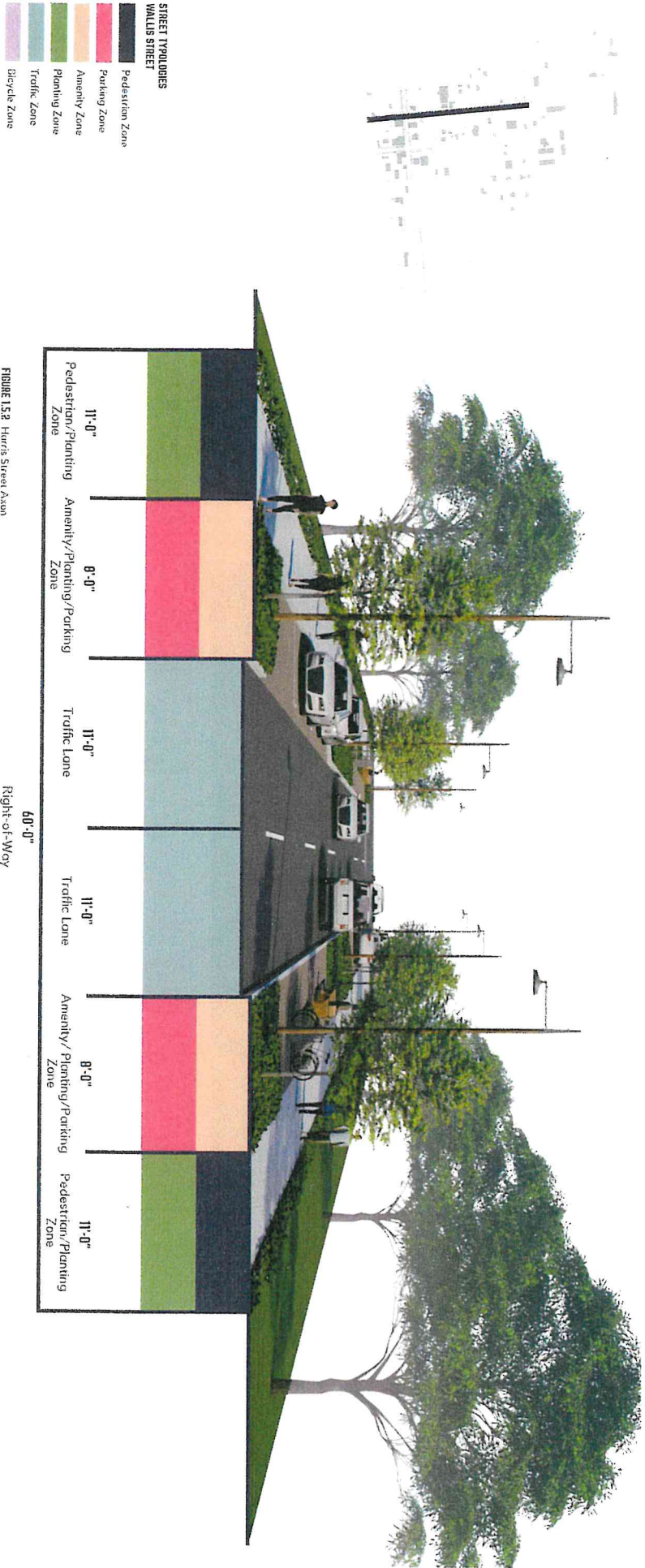


FIGURE 1.5A Harris Street Axon

1.6

1st, 3rd, & 5th Streets

LOCAL STREETS THAT CELEBRATE LARGE, EXISTING TREES, CONNECTIVITY, WELLNESS, AND PROVIDE ADEQUATE PARKING FOR VISITORS.

The typical street section for 1st, 3rd, and 5th Streets between Wallis Street and Houston Street, would be a two-way, urban curb-and-gutter local street with curbside parking on either side of the street. The street plan is shown to the right and would consist of one full lane in each direction plus curbside parking within 60 feet of right of way. This typology provides curb space for parking and would have bulb-outs at the cross-street intersections to allow for two 11-foot wide lanes through the intersection.

For pedestrian movement, this typology includes a 8'-0" wide sidewalk for walking and biking. Where necessary, the 8'-0" walk can be constructed at the back of curb to allow for the preservation of large existing trees.

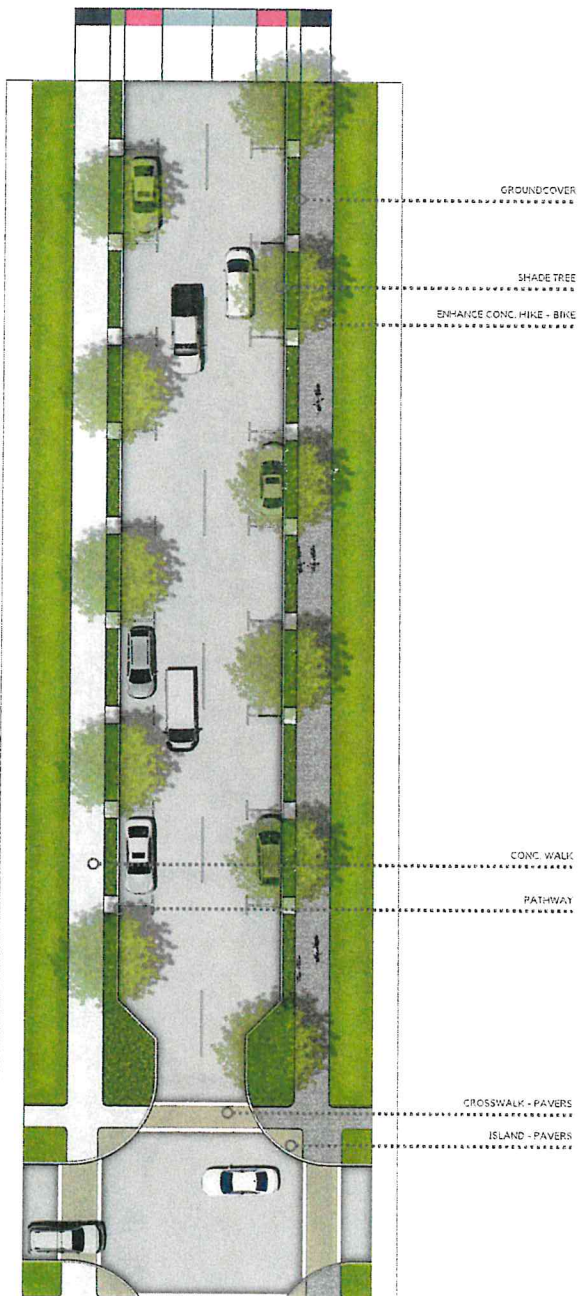
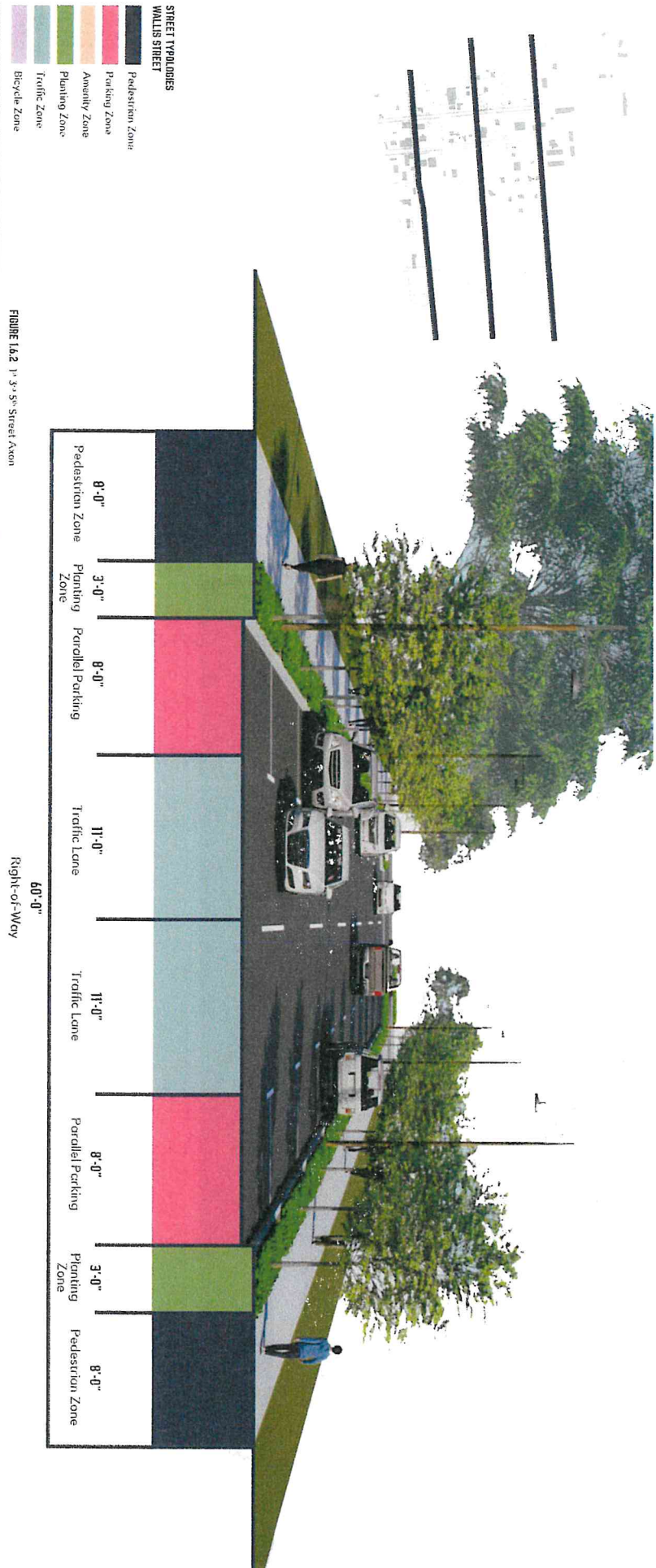


FIGURE 1.A1 1st, 3rd, & 5th Street Typology

1.6

1st, 3rd, & 5th Streets



2nd, 4th, Wilson, Symms, & Houston Streets

LOCAL STREETS THAT PROVIDE VISUAL APPEAL, ECOLOGICAL FUNCTIONALITY, AND ADEQUATE PARKING FOR RESIDENTS.

The typical street section for 2nd, 4th, Wilson, Symms, and Houston Streets would be a two-way, urban curb-and-gutter local street with intermittent curbside parking on both sides of the street intended for very low volumes of vehicular traffic at very slow travel speeds. The street plan is shown to the right and would consist of two central lanes to accommodate travel in both directions plus curbside parking fitting within 60 feet of right of way.

This typology provides curb space for parking and would have bulb-outs at the cross-street intersections to allow two 11-foot wide lanes to pass through the intersection. At the crossing of Main Street, special treatments would be provided to accentuate the pedestrian crossing at these two streets.

During special events when Harris Street is transformed into a pedestrian mall, vehicular circulation on 2nd and 4th Streets, between Main and Wallis Streets, may be restricted.

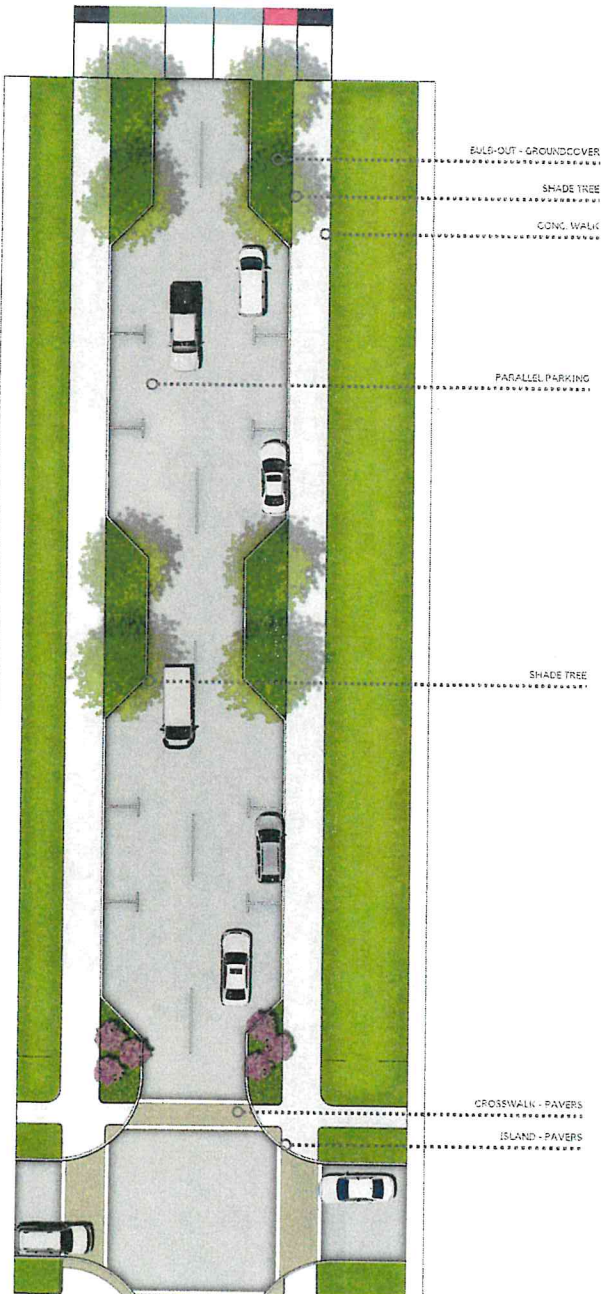


FIGURE 1.71 2nd, 4th, Wilson, Symms, Houston Street Typology

01	36'	DOWNTOWN FULLSHEAR
	36'	Master Plan

2nd, 4th, Wilson, Syms, & Houston Streets

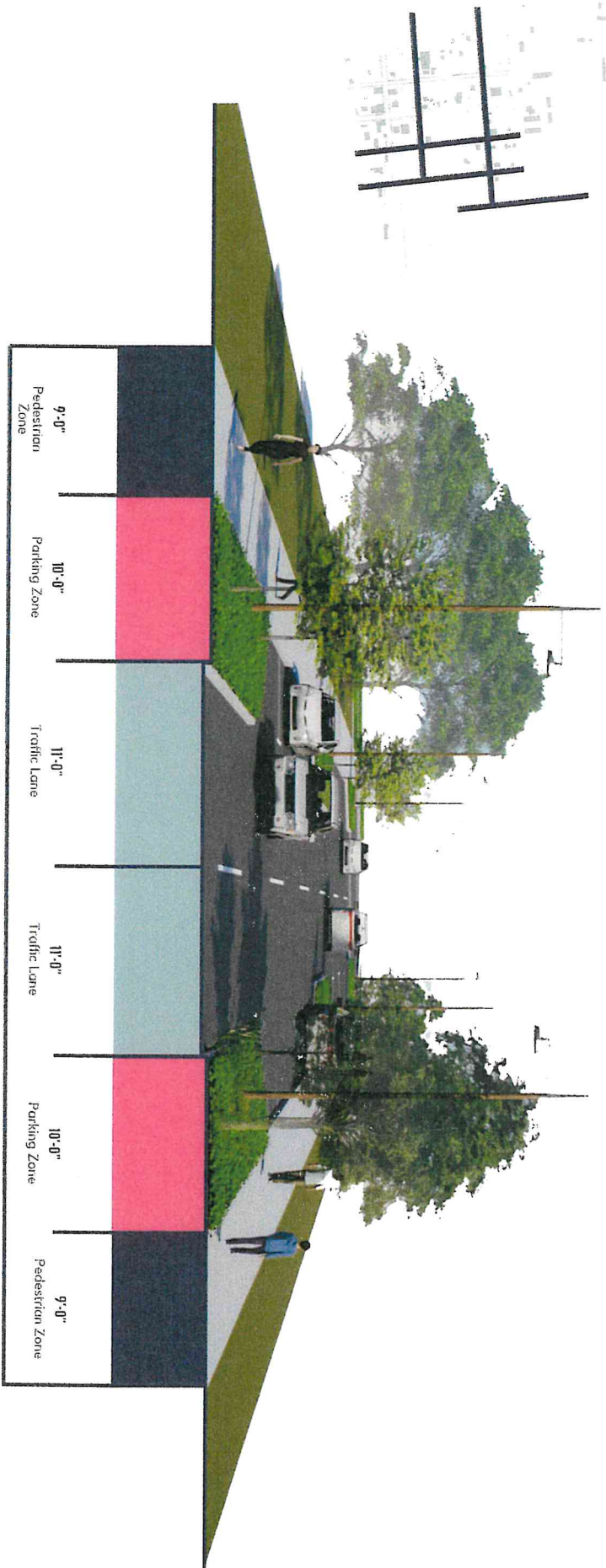


FIGURE 1.72 2nd, 4th, Wilson, Syms, Houston Street Typology

Right-of-Way
60'-0"

