

8C



COUNTY JUDGE

Fort Bend County, Texas

Robert E. Hebert
County Judge

(281) 341-8608
Fax (281) 341-8609

December 10, 2009

Ms. Teri Kaplan
Houston District TE Program Coordinator
Texas Department of Transportation
7600 Washington Avenue
Houston, Texas 77007

Subject: Submittal of Transportation Enhancement Project
US 59 / FM 762 Landscaping Project

Dear Ms. Kaplan:

Fort Bend County presents the enclosed application for the US 59 / FM 762 Landscaping Project located in Richmond / Rosenberg, Texas, for submittal to Texas Department of Transportation Surface Transportation Program (STP) Transportation Enhancement (TE) Project Call.

Fort Bend County, in cooperation with the West Fort Bend County Management District, will be the local project sponsor for the US 59 / FM 762 Landscaping Project.

Thank you for your attention to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert E. Hebert", is written over the printed name.

Robert E. Hebert
County Judge

/Enclosure



STATEWIDE TRANSPORTATION ENHANCEMENT PROGRAM STEP 2009 Nomination Form
NOMINATION FORM 2009 (Rev. 09/15/2009)

TE Tracking Number: _____

Please use the Instructions for Nomination Form Completion to assist in completing this form. Additional information can be found in the Statewide Transportation Enhancement Program Guide.

I. PROJECT NAME: US 59 / FM 762 Landscaping Project

II. NOMINATING ENTITY NAME:

Fort Bend County

Contact Person: Jason Vaughn

Title: Traffic Engineer

Mailing Address: 1124 Blume Road

City: Rosenberg State: Texas

Zip Code: 77471 Fax: 281-342-7366

Daytime Telephone: 281-633-7506 Email: jason.vaughn@co.fort-bend.tx.us

Type of Entity

County ▼

Signature	Jason Vaughn
Printed Name	12/10/2009
Date	

III. PROJECT ELIGIBILITY CRITERIA

A. Relationship

What is the proposed project's relationship to the surface transportation system?

Impact ▼

B. Above and Beyond Standard Activities

Do the proposed activities go beyond standard activities the Texas Department of Transportation performs?

Yes ▼

C. Qualifying Categories

(5) Landscaping and Other Scenic Beautification ▼

IV. PROJECT DESCRIPTION AND LOCATION

Project Location:
Address (if applicable):
County: TxDOT District(s):
Project Limits (point to point):
Project Length (feet/miles), if applicable:
Building Dimensions, (size in square feet), if applicable:

STATE OF TEXAS/LEGISLATURE

House of Representatives

District #:	<input type="text" value="28"/>	Name:	<input type="text" value="John Zerwas"/>
District #:	<input type="text" value="27"/>	Name:	<input type="text" value="Dora Olivo"/>
District #:	<input type="text" value="26"/>	Name:	<input type="text" value="Charlie Howard"/>

State Senate

District #:	<input type="text" value="18"/>	Name:	<input type="text" value="Glenn Hegar"/>
District #:	<input type="text" value="17"/>	Name:	<input type="text" value="Joan Huffman"/>
District #:	<input type="text"/>	Name:	<input type="text"/>

FEDERAL CONGRESSIONAL

House of Representatives

District #:	<input type="text" value="22"/>	Name:	<input type="text" value="Pete Olson"/>
District #:	<input type="text"/>	Name:	<input type="text"/>
District #:	<input type="text"/>	Name:	<input type="text"/>

DESCRIPTION OF PROJECT:

(Limited to 1630 Characters)

US 59 at FM 762 serves as the grand entry to West Fort Bend County and the welcome post for businesses, tourists, and residents coming to the county seat of Richmond, the home of the Mother of Texas Jane Long and Mirabeau B. Lamar, the father of Texas education. Stephen F. Austin's first Old 300 colonists settled this territory that has grown to be home to more than a half million people. US 59 (I-69) is the main transportation artery that runs east to west across the county to service Texas, America, and NAFTA. At this interchange the cities of Richmond and Rosenberg become the hub of the Gulf Coast, and with nearly 80,000 residents, are serviced by three railroads (62 trains daily; some 110+ coal cars), three major highways, numerous farm-to-market roads, and one airport. Traffic on US 59 in 2008 equaled 67,500 vehicles a day. More than 83,000 vehicles a day are predicted for 2018. On FM 762, 20,000 travelers drove north and 17,500 south in 2008. This enhancement project covers 14 ac of TxDOT ROW and involves a reforestation of 165 65gal. live oaks along the access ramps with mixtures of 3,040 Southern red oak, Nuttall oak, Drummond's Red maple, Montezuma cypress and pecan planted 6-8 ft on center, triangular spacing with solar drip/bubbler irrigation by a rainwater retrieval tank. About 113,000 hardy white oleanders planted 48 in on center spacing will compliment as rows of crops that wrap the two existing park and ride pads. These hardy plants and the addition of more gentle slopes are similar to the district's existing planting schemes and the 1997 Houston District Green Ribbon project.

ADDITIONAL INFORMATION REQUIRED

DIRECTIONAL MAPS, SITE MAPS, GENERAL FLOOR PLANS AND PHOTOGRAPHS - LABEL AS 'PROPERTY DESCRIPTION AND LOCATION - ATTACHMENT A' (NO MORE THAN 10 PIECES)

V. PROJECT USE AND BENEFITS

- A. Describe how the project will complement the movement of people and goods of the surface transportation system:

(Limited to 800 Characters)

Fort Bend County and its citizens have the diversity to utilize many products carried by various transportation modes to its business centers and retail outlets. With the US 59 & FM 762 interchange as a main point of entry, travelers drive east to Sugar Land, north to historic Richmond (at least 1,000 persons daily access the county courthouse and jail facilities), south to historic George Ranch Historical Park (school and corporate busses), Brazos Bend State Park (one of the most used Texas parks) and the George Observatory (Houston Museum of Natural Science), and west to two railroad intermodal facilities (KCS and UP) and foreign trade zone complex. Easy on-off access eases traffic flow, allows defined roadway border widths, and refreshes drivers from pavement duress.

- B. Describe the activities and benefits that the project provides under the category which it qualifies:

(Limited to 800 Characters)

These travelers will immediately see touches of rural lifestyle. This project relates to the natural heritage as is the planning of vegetation with sloping features and tall native trees that meet you with contrasting colors on both sides of the divided four-lane road. What a dramatic impact. The aesthetically designed 14 acres respect the natural heritage of the land where trees marked homesteads or watering holes to the traveler. Crabgrass removal and weed control is a function that will yield to vegetation management. Underground irrigation and a rainwater retrieval tank allows for green spaces. These improvements complement the existing park and ride surfaces located along FM 762 and east of the Brazos Town Center.

- C. Describe how the project will improve social, economic and environmental aspects of the area, region or state:

(Limited to 800 Characters)

West Fort Bend County citizens survive on a strong work ethic, and an appreciation of beauty comes slowly and rewarding after all work is completed. The scenic entry enhances access to destinations unnoticed in the past and intermingled between continuous signage. The reforestation areas are an expansion of the 1997 TxDOT Houston District Green Ribbon project and can lead to projects such as mini-parks, biking trails, and pedestrian pathways. Growth is rapidly increasing and ahead of actual projections. This project increases tourism and invites travelers to the many cultural and historic events hosted in the vicinity. Also, it provides better erosion control from heavy rains and curtails the flat terrain of the Gulf Coast.

- D. Tell us who will benefit from the project and how:

(Limited to 800 Characters)

This project brought governmental agencies and residents together to work for a common purpose. This eye-catching and breath taking 14-acre reforestation project reflects the beauty the early pioneers sought but lost through rivalry. This project brings two historically competitive towns together and challenges them to grow with a common vision for progress. Since the beginning of Texas, Fort Bend County residents have exerted a synergy to be first and innovative. Safety is foremost in the minds of leaders. In population, it is the most diverse county in Texas and third in the nation. For years, the interchange of US 59 & FM762 has served as a mid-point for Houston-Victoria-Port of Freeport business travelers to meet to complete business.

VI. PREVIOUS ENHANCEMENT PROGRAM FUNDED PROJECTS

Has the nominating entity submitted any nominations under previous Transportation Enhancement Program calls? ☒ Yes ☐ No

Has the nominating entity received funding for any nominations submitted under previous Transportation Enhancement Program calls? ☒ Yes ☐ No

If yes, please input the total federal funding amounts and the number of projects selected:

Federal Funds: \$ 240,000 Number of Projects: 1

Total Number of Projects Completed: 1

Has this project been submitted in previous Transportation Enhancement Program calls?

☐ Yes ☒ No

Is this project a part of another previously selected Transportation Enhancement project?

☐ Yes ☒ No

If yes, please describe (Limited to 900 Characters):

VII. PROJECTED TIME ESTIMATE

Estimate the amount of time it will take to complete the project from start to finish. Approximate the time required for each activity. The activities can run concurrently causing the total time to be different from the total of the activities. Consider time for (but not limited to):

Months

12 **Planning Activities**

(Executing contract, hiring consultant, planning, schematic and design, utility relocation,

12 **Environmental Clearance**

(Assessments, possible mitigation for Hazardous Materials, permits, review by THC, COE,

0 **ROW Acquisition**

(Surveying, appraisals, title transfer, clearance...)

12 **Project Design and Plan Preparation of PS&E Package**

(Including PS&E Review by TxDOT District, Austin Divisions, TDLR, and other agencies...)

12 **Project Construction/Implementation**

(Advertising/hiring contractor, demolition, construction, inspection...)

Other

Total Time in Months 36

VIII. ITEMIZED BUDGET SUMMARY

List all costs to be incurred by the nominating entity on attachment B for a complete cost estimate.
(No more than 10 pieces)

Do not include in-kind contributions as costs in itemized budgets.

Preliminary Engineering/Architectural Planning Total:	145,313
Environmental Costs Total:	25,800
Real Property Costs Total:	0
Construction Costs Total:	752,177
Other Costs Total:	358,686
TOTAL ITEMIZED BUDGET:	1,281,976

IX. FUNDS REQUESTED

Total Itemized Budget (from above):	1.	1,281,976
TxDOT Administrative Expenses: (15% of Line 1)	2.	192,296
Subtotal of Expenses (Line 1 + Line 2):	3.	1,474,272
In-Kind Contributions (if applicable):		
Real Property		0
Materials		0
Preliminary Engineering (services)		0
*Total In-Kind Contribution:	4.	0
Total Project Value:	5.	1,474,272

**All in-kind is limited to 20% of the total itemized budget and must provide supporting documentation.
Label attachments as 'In-Kind Contributions - Attachment C' (No more than 10 pieces)*

Local Match:

20% of Total Project Value (Line 5)	6.	294,854
Less In-Kind Contributions (Line 4)	7.	0
Local Cash Match (Line 6 less Line 7)	8.	294,854

Be aware that there will always be a local cash match required for TxDOT administrative expenses.

Federal Funds Requested (80% of Line 5)	9.	1,179,418
--	----	-----------

The minimum amount of local match required is 20%. Sponsors are not limited in their maximum local match. If a larger local match is provided, please adjust accordingly the percentage shown on this page

This space for TxDOT use only

X. PUBLIC INVOLVEMENT AND SUPPORT**(Label attachments as 'Public Involvement and Support - Attachment D')**

- A. Attach letters of support and other documentary evidence of public interest
(no more than 10 pieces)
- B. Provide dates and information about public meetings and events held to discuss the project.
(Limited to 1640 Characters)

The US 59 / FM 762 Landscaping Project is included in the West Fort Bend Management District's Landscaping Master Plan, for major thoroughfare corridors in the Richmond and Rosenberg region. The Management District held a public workshop on April 17, 2008 to receive comments on the landscaping master plan; the minutes of the workshop are attached with the application.

C. Ranking by Nominator

1

of

1

XI. PROPERTY OWNERSHIP AND ACQUISITION INFORMATION

(Label attachments as 'Property Ownership and Acquisition Information - Attachment E'. (No more than 10 pieces) Provide a written statement from the current property owner stating their willingness for sale, lease, easement or donation of the property, the fair market value, and a description of the property's location.)

A. Who currently owns the property where the project is to be implemented?

TxDOT

Will property be acquired for the project?☐ Yes☒ No*If yes, provide the following:***B. How will property be acquired?**

	Size (ac)	Duration	Owner	Value
<input type="checkbox"/> Lease				
<input type="checkbox"/> Easement				
<input type="checkbox"/> Donation				
<input type="checkbox"/> Purchase				
Total Size	0			0

XII. ENVIRONMENTAL PROJECT IMPACTS

(Label attachments as 'Environmental Impacts - Attachment F') (No more than 10 pieces)

By applying to the program you are agreeing to comply with all applicable local, state and federal environmental laws, regulations and requirements, if your project is selected.

Attach any previously prepared environmental documentation to the application. If no previously approved environmental documentation is available, the applicant must complete necessary studies for selected projects if any, and have them approved prior to project implementation. Please indicate below any anticipated impact the project is expected to cause. (This requirement does not apply if the application is only for planning or educational and research studies that do not involve construction activities.)

IMPACT:	YES	NO
Displacement of residences or businesses	<input type="radio"/>	<input checked="" type="radio"/>
Disruption of neighborhoods	<input type="radio"/>	<input checked="" type="radio"/>
Impacts to agricultural or recreational lands	<input type="radio"/>	<input checked="" type="radio"/>
Impacts to historical/archeological sites	<input type="radio"/>	<input checked="" type="radio"/>
Impacts to wetlands, streams, lakes, floodplains	<input type="radio"/>	<input checked="" type="radio"/>
Located within a coastal zone	<input type="radio"/>	<input checked="" type="radio"/>
Endangered species in area	<input type="radio"/>	<input checked="" type="radio"/>
Impacts to air/water quality	<input type="radio"/>	<input checked="" type="radio"/>
Adverse effects of noise	<input type="radio"/>	<input checked="" type="radio"/>
Hazardous waste site	<input type="radio"/>	<input checked="" type="radio"/>

Any county, state, and/or federal permits or approvals required will have to be secured by the applicant prior to construction. These may include the Army Corps of Engineers, Office of Coastal Resource Management, Coast Guard, Texas Historical Commission (State Historic Preservation Office), Lower or Upper Colorado River Authority, Texas Parks and Wildlife Department, Texas Commission of Environmental Quality, Texas Department of Licensing and Regulations, etc

Additional Comments (Limited to 830 Characters) :

Will look at completing a categorical exclusion prior to the Landscaping project implementation.

XIII. CERTIFICATION OF FUNDING AND SUPPORT

(Label attachment as 'Certification of Funding and Support - Attachment G') (No more than 10 pieces)

XIV. MPO and/or COG PROJECT SUPPORT (if applicable)

(Label attachment as 'MPO/COG SUPPORT - Attachment H') (No more than 10 pieces)-(if applicable)

XV. DETERMINATION OF ELIGIBILITY FOR THE NATIONAL REGISTER OF HISTORIC PLACES

(by the State Historic Preservation Officer) - (if applicable)

(Label attachment as 'Determination of NR Historic Eligibility by SHPO - Attachment I')

(No more than 10 pieces)

XVI. MAINTENANCE & OPERATIONS

A. Identify all parties responsible for operation and maintenance of the projects.

West Fort Bend Management District

B. Estimate the annual cost to operate and maintain the facility.

\$ 78,400

C. Identify the source of funding.

Private contributions to the Management District.

D. Expected annual operational income from the facility.

\$ 0

E. Intended use of that income.

N/A

COMMENTS:

To be completed by TxDOT District Office:

Does the application contain all requested information?

☐ Yes

☐ No

Signature of District Personnel / Date

Type or Print Name

Complete nomination packages must be received at the district by the final due date. One signed original, two additional copies and two CDs containing an electronic file of the nomination form in Excel. The TxDOT District has the right to refuse a nomination if it is determined to be incomplete.

**FINAL SUBMISSION DUE DATE
FOR ALL DOCUMENTATION
Friday, December 11, 2009 by 5:00 pm**

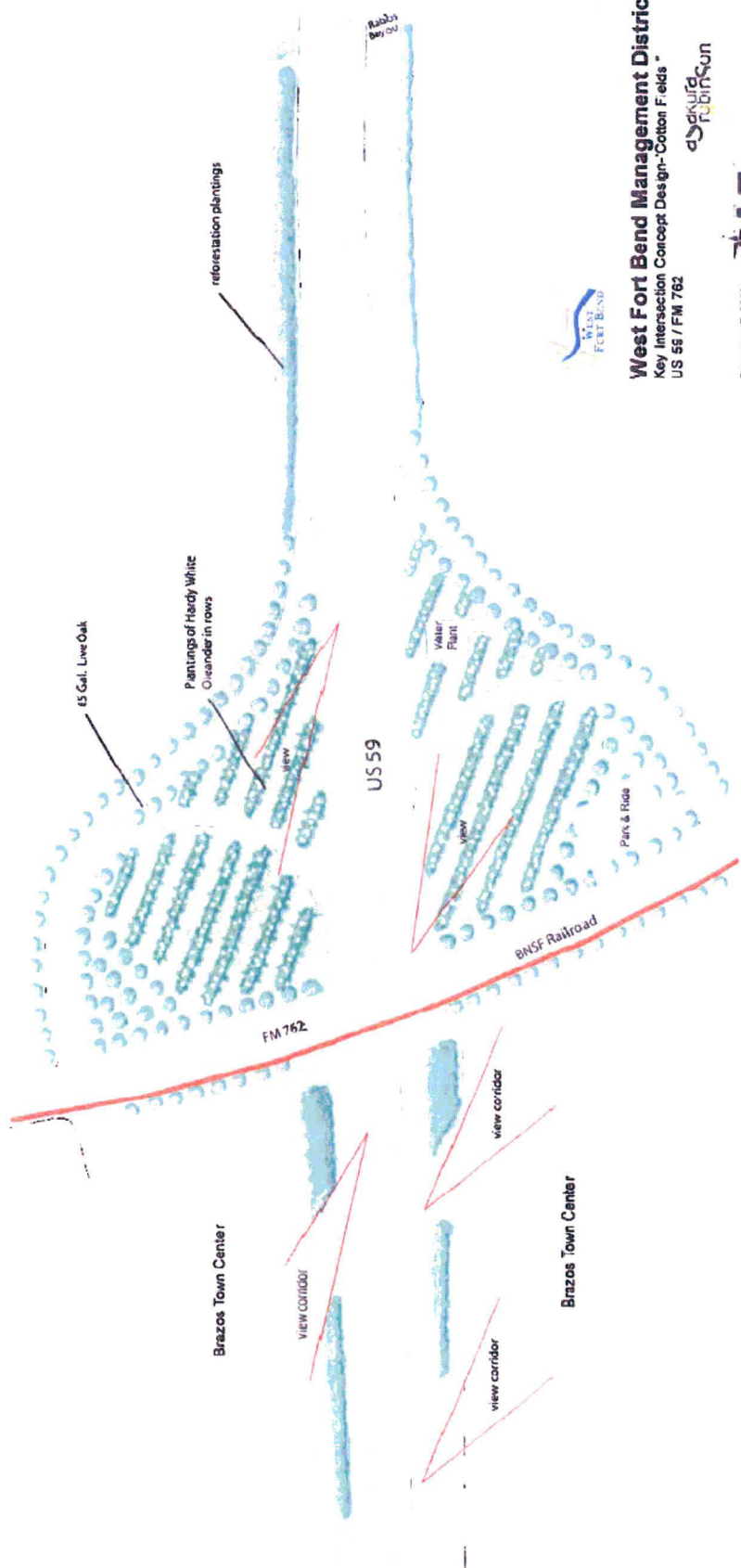
ATTACHMENT A:
PROPERTY DESCRIPTION AND LOCATION



US 59 / FM 762 Intersection Landscaping Master Plan

Asakura Robinson Company
Landscape Architects

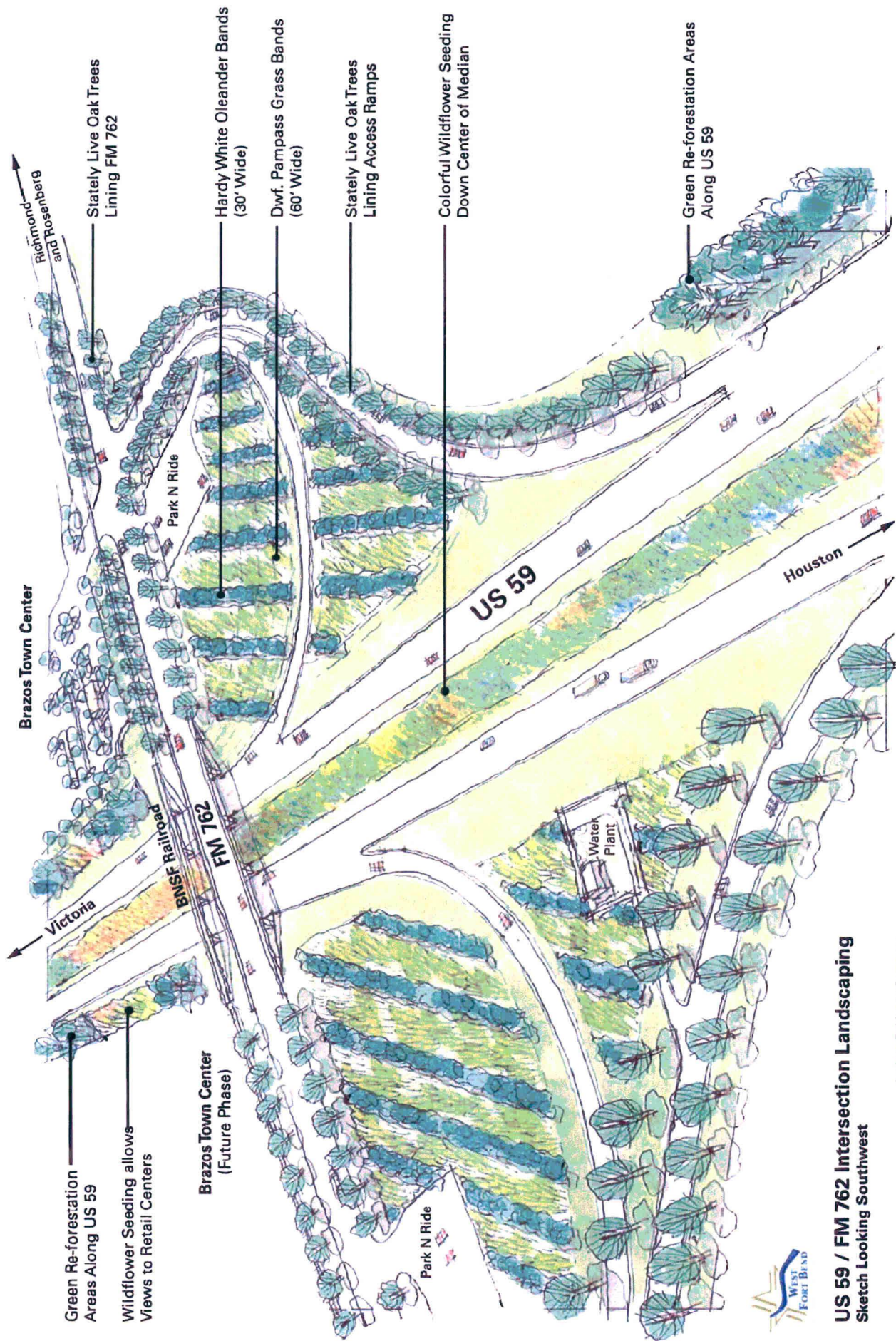
December 11, 2009



West Fort Bend Management District
 Key Intersection Concept Design-Cotton Fields
 US 59 / FM 762



December 7, 2009



US 59 / FM 762 Intersection Landscaping
Sketch Looking Southwest

Asakura Robinson Company
 Landscape Architects

December 5, 2009



**US 59 / FM 762 Intersection Landscaping
Perspective View - Existing Conditions**

December 8, 2009

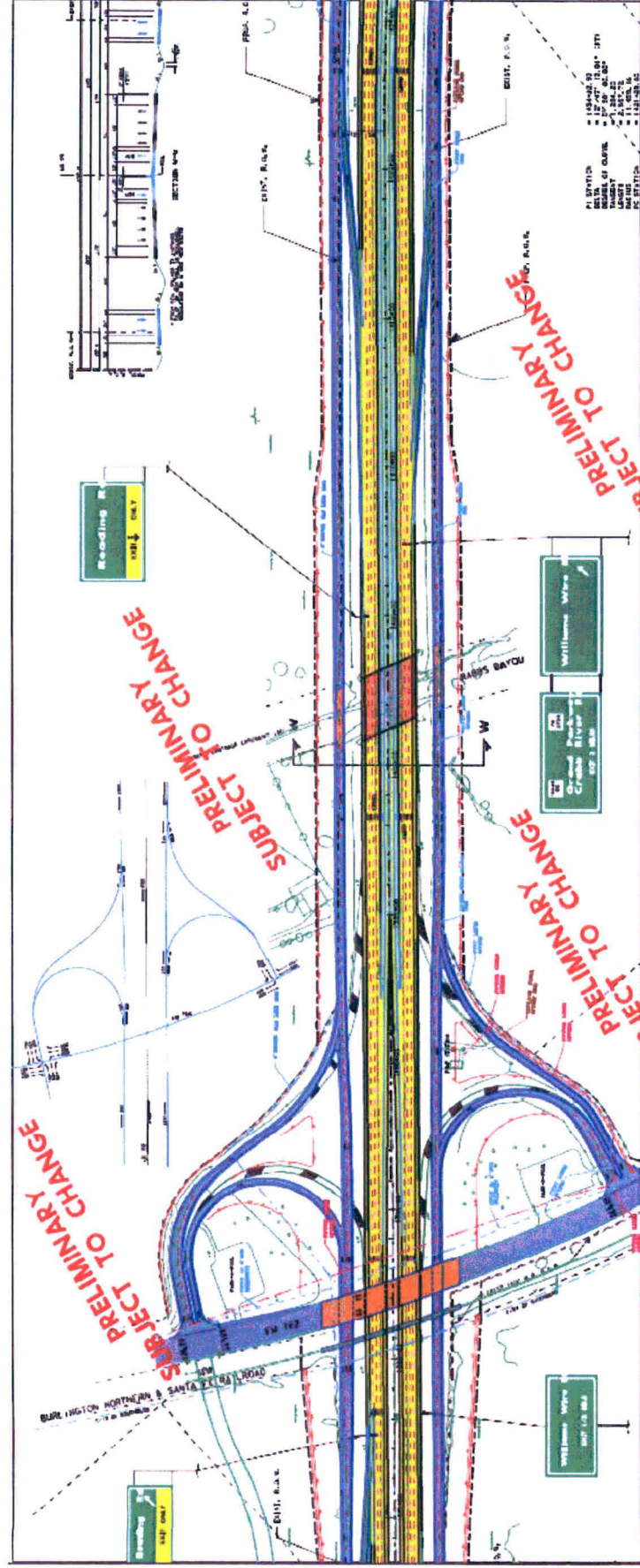
200' 0"

Austin Roadworks Company
Landscape Architects

© 2009 Google
Imagery Houston-Galveston Area Council
Imagery Texas General Land Office
© 2009 Europa Technologies

US 59 Widening Project

TxDOT Proposed Layout



ATTACHMENT B:
ITEMIZED BUDGET ITEMS

Itemized Budget - Attachment B

Preliminary Engineering/Architectural Planning Costs:

Work Activities:	Quantity	Unit	Unit Price	Amount
PS&E	1	EA	132,102.76	132,103
Surveying	1	EA	13,210.28	13,210
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
Total:				145,313

Environmental Costs:

Work Activities:	Quantity	Unit	Unit Price	Amount
Environmental Surveys and Assessment	1	EA	24,000.00	24,000
Permits	3	EA	600.00	1,800
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
Total:				25,800

Real Property Costs:

Work Activities:	Quantity	Unit	Unit Price	Amount
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
				0
Total:				0

Itemized Budget - Attachment B

Construction Costs:

[illegible]

Itemized Budget - Attachment B

Construction Costs:

[illegible]

Itemized Budget - Attachment B

Construction Costs:

[illegible]

Itemized Budget - Attachment B

Construction Costs:

Work Activities:	Quantity	Unit	Unit Price	Amount
Biodegradable Erosion Control Logs (18")	2,100.00	LF	3.00	6,300
				0
General Use Compost (mulch for shrub bed areas)	1,716.20	CY	20.00	34,324
Soil Amendments (Type II) all plant types	20,594.44	SY	0.08	1,648
Soil Amendments (Type IV) foliar spray for trees	666.67	SY	0.25	167
Soil Amendments (Type V) 1x-injection for trees	666.67	SY	2.44	1,627
				0
Fertilizer (for all seeding areas 2x per year)	13.96	AC	300.00	4,188
Straw or Hay Mulch for Wildflower / Love Grass	2.53	AC	478.00	1,209
Seeding Areas				0
				0
Seeding Mix (Hydroseed Bermuda)	4.45	AC	3,484.80	15,507
Wildflower Seeding (in center median of US 59)	0.61	AC	5,325.99	3,249
Seeding Mix (Love Grass between Oleander	1.92	AC	4,356.00	8,364
Shrubs)				0
				0
Rainwater Collection System	1.00	LS	67,017.00	67,017
Atlantis Rain Tank in 1 location, 60' x 10' x 6' deep, 10,182 gal				0
Raintank excavation, Solar Pump for raintank				0
				0
Vegetative Watering (supplemental to Rainwater	200.00	MG	40.00	8,000
Collection System, as needed)				0
				0
Irrigation System	1.00	LS	86,107.50	86,108
Solar controllers, gate valves, soil moisture				0
sensor, rain sensor, drip emitters, drip line				0
mainline, valve boxes				0
				0
Plant Material (65 gal) (Tree)	60.00	EA	325.00	19,500
				0
Plant Material (1 gal) (Shrub) (Dwf.	10,180.00	EA	3.50	35,630
Pampass Grass)				0
(Planted in 40' wide bands, 36" o.c. triangular spacing)				0
Plant Material (5 gal) (Shrub) (Hardy White	4,177.50	EA	18.50	77,284
Oleander)				0
(Planted in 30' bands, 48" o.c. triangular spacing)				0
				0
Grading, drainage	10,297.22	CY	6.50	66,932
				0
				0
				0
				0
				0
				0
				0
Total:				752,177

Itemized Budget - Attachment B

Other Costs:

[illegible]

ATTACHMENT D:
PUBLIC INVOLVEMENT AND SUPPORT



OFFICERS
Lynne Humphries
Chairman
Dan McDonald
Vice Chair
Tom Crayton, CPA
Treasurer
Mark Magee
Past Chairman
Gail Parker
President/CEO

December 7, 2009

DIRECTORS

Kamal Ariss
Karen Bell
Jim Brown
Dean Carpenter
Alicia Casias
Karyn Dean
Lee Duggan
Ron Ewer
Joe Freudenberger
Steve Greenley

EX-OFFICIO DIRECTORS

Jack Bell, GFBCD
Dean Demore, City of Richmond
Jack Hammett, City of Rosenberg
Betsy McGowan, AECU
Tom Andy Meyers, FBC Pol. 3
Sara Richard Morrison, FBC Pol. 1
Dick Phillips, UH System-Sugar Land
Dr. Thomas Randle, LGISD
Mayor Jamie Roberts, Fulshear

MUNICIPAL STAKEHOLDERS

City of Rosenberg
City of Richmond
City of Fulshear

CHAIRMAN'S CABINET

Akuma Development Company
Cardwell Companies
Cross Creek Ranch
Del Webb
First Community Bank—Fort Bend
Greener Fort Bend BDC
Group 1 Automotive
Houston Landscapes Unlimited
Memorial Hermann Sugar Land Hospital
Ox-Bow Medical Center
S & B Infrastructure
Showalter Law Firm
SouthWest Water Company

PRESIDENT'S CABINET

AECOM
Energy Bank, Rosenberg
Bee Trash
Beech-Rising Materials, Ltd.
Bradford, Daniels
Capital One, N.A.
CenterPoint Energy
Chambers Properties
Comcast
EY Electric, Ltd.
The Fort Bend Herald
Gundry Manufacturing Services, Inc.
The Hinson Group
BC Bank
B-Dunn SouthCentral, Inc.
Horse 244
Latham O'SO
Lepack Ford Lincoln Mercury
Newland Communities
NewQuest Properties
Nutt-Landon, P.C.
Prosperity Bank
Republic Services, Inc.
Seventy-Two Environmental Services Group
Silver Eagle Distribution, Inc.
St. Luke's Sugar Land Hospital
Sugar Land Magazine
Turner Construction
Wal-Mart Store #548
Wal-Mart Store #3827

Teri Kaplan
Transportation Enhancement Director
Texas Department of Transportation
Houston District
7600 Washington Avenue
Houston, TX 77007

Dear Ms. Kaplan,

The Central Fort Bend Chamber Alliance fully supports Fort Bend County and The West Fort Bend Management District, along with support of the Cities of Richmond and Rosenberg on the 14 acre Tx Dot Right of Way project to enhance the landscaping at "the gateway" into the Cities of Richmond and Rosenberg, at Hwy. 59 and FM 762 and encourages the Texas Department of Transportation to award the \$1.4 million Texas Transportation Enhancement Fund to this worthy project. These improvements will enhance significantly the eastern entrance to these two cities. With the area population reaching 80,000 and continuing to grow and attract new businesses, there is no better time than now to make the necessary landscaping improvements to make our community shine to all the potential businesses looking to call this community home.

We understand Fort Bend County must fund 20% of the total cost, and we support the County in raising all necessary funds for this important undertaking.

Very Truly Yours,

Dan McDonald
Chairman of the Board
Central Fort Bend Chamber Alliance

CC: West Fort Bend Management District
Fort Bend County Commissioner's Court
The City of Richmond
The City of Rosenberg RDC



GREATER FORT BEND
ECONOMIC DEVELOPMENT
COUNCIL

December 8, 2009

Ms. Teri Kaplan
Transportation Enhancement Program Coordinator
Houston District
Texas Department of Transportation
7600 Washington Avenue
Houston, Texas 77007

Dear Ms. Kaplan,

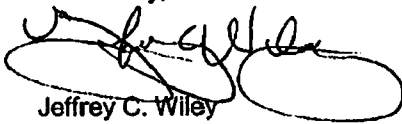
This letter is to express our full support of Fort Bend County's \$1.4 million request from the Texas Transportation Enhancement Program.

Fort Bend County, in cooperation with the City of Richmond, the City of Rosenberg and the West Fort Bend Management District (District), is working to improve the "gateway" into the western portion of Fort Bend County at the intersection of US 59 and FM 762. This project will further enhance the landscaping and beautification of the US 59/FM 762 intersection.

Fort Bend County, Fort Bend Green and a number of our cities and civic groups have consistently worked to expand green space, beautify our roadways and parks for the benefit of our community. Providing this grant will help continue momentum and support within the community and help to ensure that our transportation infrastructure is effective, efficient and aesthetically appealing.

Ms. Kaplan, the Greater Fort Bend Economic Development Council fully supports this request and encourages the Texas Department of Transportation to favorably consider this proposal. Thank you for your consideration of our request.

Yours truly,


Jeffrey C. Wiley
President

cc: West Fort Bend Management District
Fort Bend County Commissioner's Court
City of Richmond
City of Rosenberg RDC

George
Est. 1915

December 7, 2009

Ms. Teri Kaplan
Houston District TE Program Coordinator
Texas Department of Transportation
7600 Washington Avenue
Houston, Texas 77007

Re: Texas Department of Transportation Enhancement Project at U.S. 59
and FM 762, Fort Bend County, Texas

Dear Ms. Kaplan:

The George Foundation is a charitable trust/private foundation in Fort Bend County, Texas of which I am the Executive Director. The Foundation's grant focus is to benefit the citizens of Fort Bend County, and we believe that this project would enhance the safety and quality of life for our county's citizens and the traveling public. The location of the project is at the entrance to the cities of Richmond and Rosenberg, and the county seat of Fort Bend County. In 1980, the 1909 County Courthouse in Richmond was accepted for listing in the National Register of Historic Places.

The proposed improvements are supported by Fort Bend County, West Fort Bend Management District, Central Fort Bend Chamber of Alliance and the cities of Richmond and Rosenberg.

The George Foundation would greatly appreciate your favorable consideration of this worthy project.

Sincerely yours,



Roland C. Adamson
Executive Director

cc: West Fort Bend Management District
Fort Bend County Commissioner's Court
The City of Richmond
The City of Rosenberg RDC



Lamar CISD

A Proud Tradition • A Bright Future

Thomas Randle, Ed.D. Superintendent of Schools

Tel: 832.223.0110 / Fax: 832.223.0111 / terandle@lcisd.org / www.lcisd.org
3911 Avenue I / Rosenberg, Texas 77471

December 8, 2009

Ms. Teri Kaplan
Houston District TE Program Coordinator
Texas Department of Transportation
7600 Washington Avenue
Houston, TX 77007

RE: Texas Department of Transportation Enhancement Project at U.S. 59 and FM 762, Fort Bend County, Texas

Dear Ms. Kaplan:

As superintendent of the Lamar Consolidated Independent School District, I strongly support the efforts of the West Fort Bend Management District to add landscaping to the U.S. 59 corridor through Fort Bend County.

The George Foundation has enhanced the quality of life for residents of Fort Bend County through grants for many years. They have funded facilities for the library system, provided quality staff development for our instructional staff and most recently partnered with Lamar CISD to purchase a 150 acre tract for our fourth secondary complex.

Lamar CISD occupies 345 square miles or thirty seven percent of fast-growing Fort Bend County with U.S. 59 running east and west through the center of the district. The location of the project will be a major intersection for the traffic flow from two of our four secondary complexes and is the primary access to our administration building and athletic stadium.

Lamar CISD is proud to join Fort Bend County, West Fort Bend Management District, Central Fort Bend Chamber of Alliance and the cities of Richmond and Rosenberg in voicing our support of this worthy project.

Sincerely,

Thomas Randle, Ed. D.

cc: West Fort Bend Management District



*We're making it
seem a little smaller,
one student
at a time.*



New World

OF THE FUTURE

New World
Investment Corp. 1120 Broadway, Suite 1100
New York, New York 10036
Telephone: (212) 850-1000
Telex: 161111

New World Investment Corp. is a leading provider of real estate services and is currently seeking qualified individuals for the following positions:

Executive Positions

1. **Executive Vice President** - This position is responsible for the overall management and operation of the company. The candidate should have a minimum of 10 years of experience in real estate development and management, with a strong background in financial analysis and business development. The candidate should also have a proven track record of successful real estate investments and a strong network of industry contacts.

2. **Senior Vice President** - This position is responsible for the day-to-day management of the company's real estate portfolio. The candidate should have a minimum of 5 years of experience in real estate management and a strong understanding of the real estate market. The candidate should also have a strong background in financial analysis and business development.

[Signature]
David L. [Name]
President

David L. [Name]
President



December 8, 2009

Ms. Teri Kaplan
Houston District TE Program Coordinator
Texas Dept. of Transportation
7600 Washington Avenue
Houston, TX 77007

Re: Texas Dept. of transportation Enhancement Project at U. S. 59 and FM 762,
Fort Bend County, Texas

Dear Ms. Kaplan:

OakBend Medical Center has two full service acute care hospital facilities located in Richmond, Texas. It is our belief that this project will benefit the residents of Richmond and Rosenberg as well as be a prime example of what collaboration in planning and leadership can accomplish for the community as a whole.

With the growth that West Fort Bend is experiencing and the demographic changes already happening in the community, we feel that it is very important that the improvements proposed by the West Fort Bend Management District be approved.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe Freudenberger".

Joe Freudenberger
Chief Executive Officer

HILMAR G. MOORE
MAYOR

CITY OF RICHMOND

402 MORTON STREET
RICHMOND, TEXAS 77469
(281) 342-5456



JIM GONZALES
WILLIAM H. (BILL) DOSTAL, SR.
COMMISSIONERS

December 9, 2009

Ms. Teri Kaplan, Houston District TE Program Coordinator
Texas Department of Transportation
7600 Washington Avenue
Houston, Texas 77007

Dear Ms. Kaplan:

The City of Richmond supports the application for a \$1.4 million dollar Texas Transportation Enhancement Program application to improve the "gateway" into the Cities of Richmond and Rosenberg, Texas and the District at Hwy. 59 and FM762 immediately east of the Brazos Town Center. The project will consist of 14 acres of TxDOT right-of-way. The City of Richmond supports Fort Bend County, West Fort Bend Management District and the City of Rosenberg in this endeavor. This desired application will enhance the landscaping and beautification of the intersection of Highway 59 and FM 762, which is the entrance to both cities from Highway 59, driving southbound from Houston.

The City of Richmond fully supports this application and encourages the Texas Department of Transportation to make an award. These improvements will enhance significantly the eastern entrance to these two cities. We understand the City of Richmond must fund 20% of the total cost, and we support the City in raising all necessary funds for this important undertaking.

Sincerely,

CITY OF RICHMOND



December 9, 2009

Ms. Teri Kaplan
Houston District TE Program Coordinator
Texas Department of Transportation
7600 Washington Avenue
Houston, Texas 77007

Dear Ms. Kaplan,

As president of the Historic Richmond Association, I speak in favor of the \$1.4 million project designed for US59 & FM762 in Richmond, Fort Bend County Texas. Receiving transportation enhancement monies for the first official exit to Richmond could radically change the mindset of many of our residents and guests.

For years, we've continued to preserve our downtown buildings, the majestic plantation homes and 400-year-old oaks and pecan trees, and shops, businesses and museums in our historic downtown district. As a volunteer organization, the Historic Richmond Association recently dedicated a statue of Mayor Hilmar Moore for his 59 years of continuous service to our city and as a salute to him as the longest serving mayor in the United States. As we honor the memories of Jane Long, Mirabeau B. Lamar, Carrie Nation, Scout Deaf Smith, and the Old 300, the first settler's of Stephen F. Austin's colony, we also show our patriotism to our young who have died in our wars.

The city of Richmond is nearing its 175 birthday and much of the downtown remains the same. The stores which once faced the railroad tracks have switched to make entrances at the store's backs to accommodate the automobile. Annual events such as "Pigapolusa", "Richmond Fire Department Halloween Carnival", "Miracle On Morton Street", and "Richmond On The Brazos 5K Family Fun Run/Walk" bring people together to celebrate the seasons. Often times, the Texas or Houston Film Commissions or independent studios can be seen in town making films or commercials. Our downtown parks, including Decker Park, and one of the first public cemeteries in Texas, Morton Cemetery, offer Harris County based tourists the advantages of tourism and still being close to home.

As the county seat and as a historical city, Richmond receives visitors and tourists year round. Many international visitors come to see how government works, while others visit exhibits on the early settlements of Texas, the War Between the States, and how cowboys worked the range.

We always welcome improvements. A new welcome mat is nice. Come see us.

Sincerely,

Mary A. Doetterl
President

Historic Richmond Association
310 Morton Street, Suite 174 Richmond, Fort Bend County Texas, 77469
www.HistoricRichmond.org



Wharton County Junior College

Fort Bend Technical Center
5333 FM 1640 • Richmond, Texas 77469 • (281) 239-1500

December 10, 2009

Ms. Teri Kaplan
Transportation Coordinator
Houston District
Texas Department of Transportation
7600 Washington Avenue
Houston, Texas 77003

Dear Ms. Kaplan;

Wharton County Junior College supports the West Fort Bend Management District and Fort Bend County in their efforts to secure a TXDOT grant for landscape improvements to the US59/FM762 intersection in Richmond.

WCJC operates two branch campuses in Fort Bend County with one being located in Richmond some two miles from the proposed project. The enhancements proposed would improve the esthetics for many of our students who travel through this intersection on a daily basis. This could help in our efforts to keep students enrolled for a longer period of time thereby helping to build a better educated workforce for Texas.

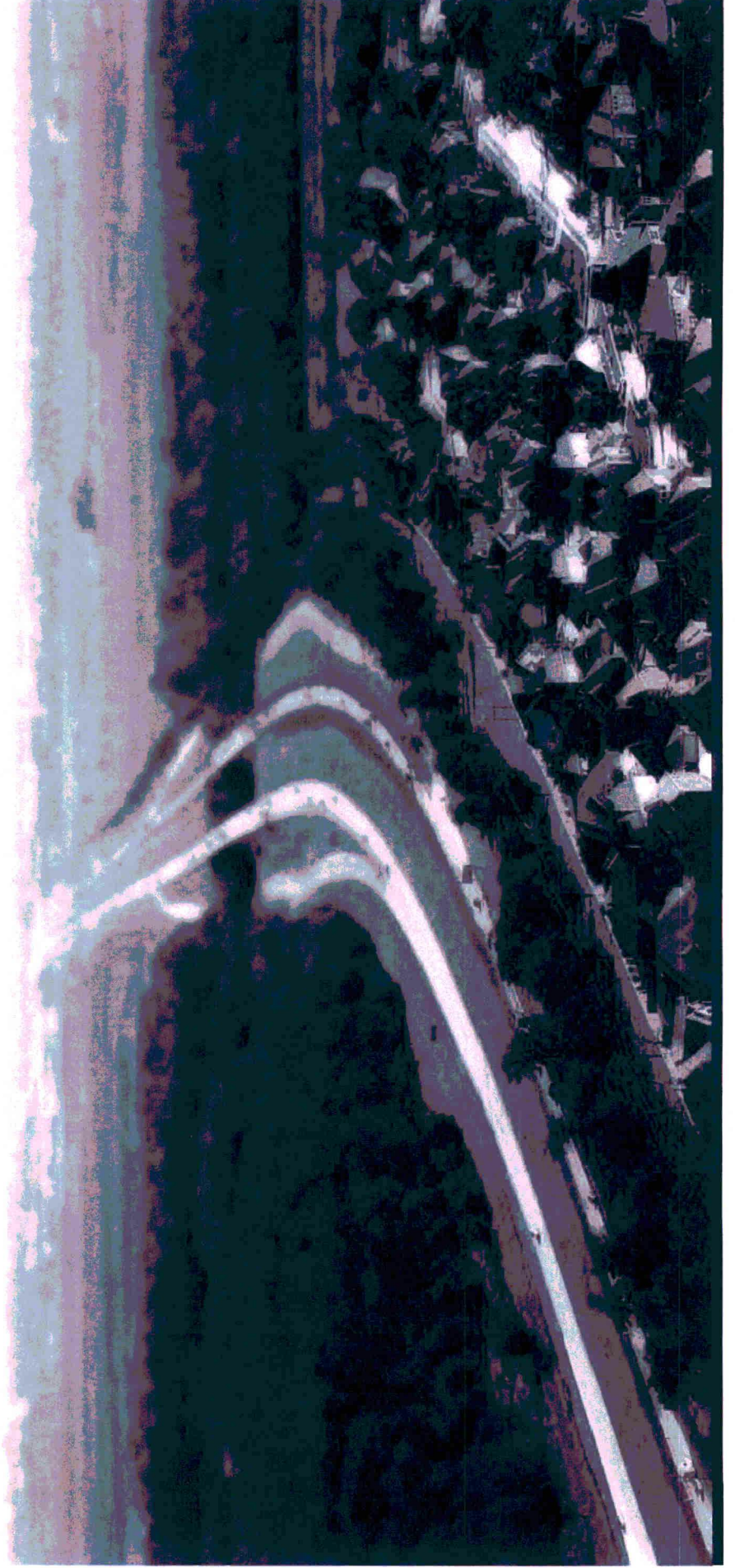
Thank your for considering this proposed project.

Sincerely,

Betty A. McCrohan
President

Brazos Crossing

Celebrating history and the environment



The purpose of this document is to serve as a catalyst for discussion and action that will determine the future of the U.S. 59 Corridor from the Grand Parkway through the cities of Richmond and Rosenberg within Fort Bend County.

Through the design of the Corridor, the stakeholders will have the opportunity to set a precedent for future highway enhancement projects as well as the responsibility to showcase the natural beauty and economic vitality of the Corridor.

OVERVIEW

Brazos Crossing

Across the Country, highway corridors are continually expanded and enhanced. Often, there becomes the danger that these same corridors, which serve to connect and simplify our lives, divide our towns and aggravate our mobility.

VISION

Imagine a new corridor; one that not only provides connection, but a corridor that visually enhances the region and Fort Bend County. A corridor that provides for economic growth and a highway corridor that ensures the growth and protection of open space. Through involvement, cooperation, and creative thinking the **Brazos**

Crossing could become such an amenity.

...connecting our lives, our work, our recreation and our families...celebrating history and the environment.

Brazos Crossing



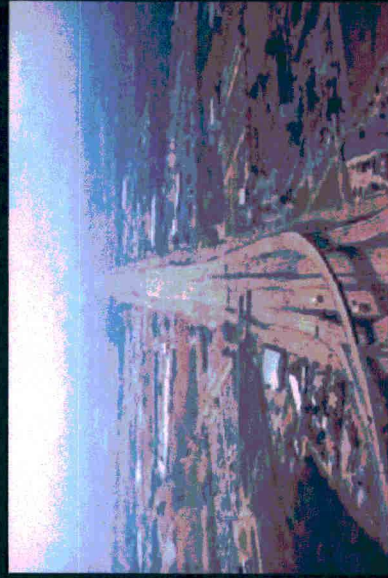
CONTEXT

Brazos Crossing

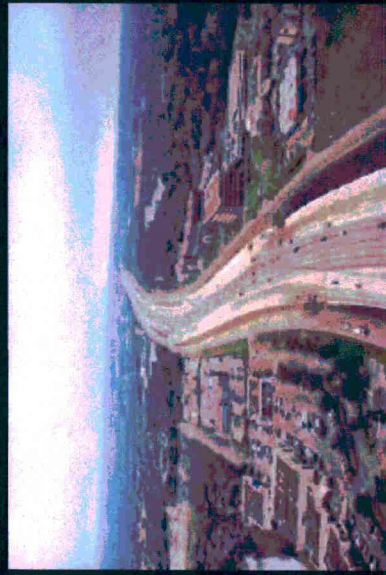
Celebrating history and the environment



EXISTING SIGNAGE



59 CORRIDOR LOOKING SOUTHWEST



TYPICAL CORRIDOR DEVELOPMENT

LANDSCAPING

- Recognize and demonstrate the natural beauty of the area
- Integrate roadway engineering and landscaping to optimize visual potential
- Create a unity in design in landscaping
- Create landscapes of compatible scale
- Preserve historical landscape
- Minimize noise impacts on adjacent development through landscape
- Emphasize native plant material
- Screen existing power line corridors
- Enhance detention ponds and levees

LIGHTING

- Provide for safety
- Minimize light pollution and light trespass
- Identity and landmark lighting

TRAIL SYSTEMS

- Provide pedestrian and bicycle connections along and across corridor-connect to regional systems
- Minimize local car travel from residential to commercial areas
- Connect neighborhoods, open space and commercial areas

Community Observations

- Both communities are attempting to revitalize their downtowns
- Success along the US59 corridor could take away from downtown efforts
- Expanding the corridor plan to include the downtowns could serve to facilitate both initiatives

West Fort Bend Corridor Plan



Brazos Crossing

Celebrating history and the environment

Council hears U.S. 59 corridor proposal

By B.J. POLLOCK

Thursday, August 21, 2003 8:32 AM CDT

Rosenberg City Council Tuesday heard a presentation from David Neeley of Local Government Services, Inc. and George Foundation representatives Lane Ward and Roland Adamson regarding Brazos Crossing, a proposed project focusing on the U.S. 59 corridor through Fort Bend County.

Ward said the foundation engaged a nationally recognized landscape consulting firm to study the project, and decide to present its findings to cities and businesses along the corridor.

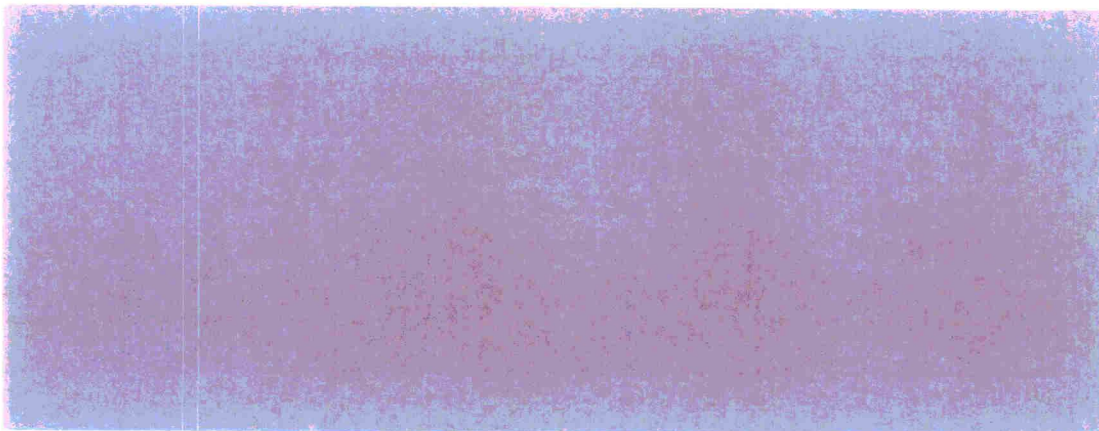
Neeley said he feels the idea of improving the aesthetic value of the freeway "has merit," and the program is important to the county, serving as "a catalyst for discussion and action."

Through design of the corridor, he said, stakeholders will have the opportunity to set a precedent for future highway enhancement projects and showcase its natural beauty and economic vitality.

The vision, he said, is to provide a corridor that "visually enhances the region" and assures growth and protection of open space.

Neeley showed photographs of existing conditions and also enhanced images showing how landscape design, lighting, trail systems, architectural design, bridges, sound walls, signage and water resources design would improve the route's appearance.

Neeley reviewed with Council a timeline which includes convening a general meeting of stakeholders, the evaluation of funding options, the creation of a management structure, coordination with the Texas Department of Transportation, preliminary design cost estimates and the adoption of the project.



PRESS RELEASE -

WEST FORT BEND MANAGEMENT DISTRICT ANNOUNCES THE DEVELOPMENT OF A LANDSCAPE MASTER PLAN

The West Fort Bend Management District is excited to announce the development of a landscape master plan for the District. The contract was awarded to the firm of Asakura Robinson, a specialist land planner who brings a depth of experience and vision to developing suburban environments.

The District which was created in 2005 was the culmination of the efforts of the cities of Richmond and Rosenberg, together with the support of the George Foundation, to address the issues associated with the continued, accelerating development within West Fort Bend.

The District is transected by a number of transportation corridors that potentially could divide rather than unite the area. Instead, the landscape master plan uses these same corridors to create a uniting visual signature for the District. A Focus Group made up of local business and property owners which was formed with the purpose of providing stakeholder input to the Board developed the concept of using corridor master planned landscapes as the uniting element throughout West Fort Bend.

The concept was supported by the George Foundation which provided seed funding through their matching grant program, with the balance of the funds coming from District Patrons.

Asakura Robinson aims to have the landscape master plan 'bring a vital energy to the "arteries" of Ft. Bend County'. Its development is part of the District's strategy to continue to enhance the quality of life within the District and to stimulate economic development.

The firm will begin the project this month with a series of meetings with stakeholder groups within the District. Mixing the consultative process with their experience in urban and suburban development, the firm will develop a master plan for the corridors that will be shared with the public and the District's constituents - the property and business owners of West Fort Bend.

The District's President, Mr. Lane Ward and the Board of Directors would like to thank the George Foundation, Planned Community Developers, New Quest Properties, Amegy Bank, Steve Fuqua Homes, and the District patrons for their foresight and funding for the Landscape Master Plan development project.



Photograph

Caption: "The George Foundation presents grant funds to the West Fort Bend Management District for the development of a district-wide landscape Master Plan".

L-R : Mr. Lane Ward - Chairman - West Fort Bend Management District, Ms. Dee Koch - the George Foundation, Mr. David Neeley - Local Government Services Inc.

INFORMATION: David Neeley Local Government Services Inc 281-975-2323

Public Responses to Landscape Master Plan Presentation
Thursday April 17, 2008

A. LIGHTING

Most participants were in favor of the lighting concepts. All groups liked the globe lighting/cotton concept at the Highway 59 interchange. Other favorable ideas that received positive feedback include: lighting the railroad bridge, pedestrian scale lighting, downtown lighting, hanging lights.

B. SIGNAGE

Participants were also in favor of distinctive signage concepts, particularly for the downtown historic districts. Participants expressed a desire for directional signage, guiding to different points of interest throughout the towns. Participants also wanted to employ signage that unifies the district, but still maintains individual identities for the 2 towns.

C. BIKE PATHS/TRAILS

Participants wanted clarification on the purpose of the proposed bike paths/walking trails throughout towns: Are you proposing these because you think we walk a lot, or because you're trying to change our habits? If these paths are implemented they must have adequate safety lighting and ample shade from trees in order for people to really use them. Houston Wilderness could be a helpful resource for planning trails.

D. REFORESTATION

Some participants liked the highway reforestation concept, but others were concerned about reducing visibility to private properties along the highway. Suggestion to use the ag extension's list of native plant material, because certain species (like pines) won't do well in this area.

E. HIGHWAY NODE TREATMENTS

All participants favored the Cottonfield scheme. Participants suggested to pick the 2 most important nodes, 59@ 762 and 59@36, and work on those first. Another area for consideration is the Bamore/Cottonwood area near 59. Any treatment applied should have a 'wow' factor and draw people into the towns.

F. BRAZOS RIVERFRONT PARK

Some participants felt strongly that the proposed canoe/kayak landing was not a good idea because the Brazos River is too wild for canoeing. However, other participants said it might be a good idea because the Houston Wilderness group is proposing a canoe trail throughout the Houston area that would include part of the Brazos River. Participants also expressed concern that the river edges have very unstable soils- maybe keep certain elements of the park design, but scale back a bit from the edge.

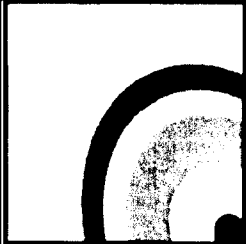
G. DOWNTOWN TREATMENTS

Participants liked the 'bulb out' concept, but did not want to diminish parking capacity in downtown areas- maybe provide additional parking nearby? Bicycle racks, trashcans, benches and lighting are all welcome additions to the downtown areas.

H. ROADWAY TREATMENTS

Participants favored the open ditch idea versus curb and gutter because ditches could be 'greened' with wetland plants, more attractive. Participants also reinforced the idea that access management along Highway 90 is very important- must be organized, more uniform, less free-for-all.

ekly News Source and Advertising Medium



STAR ★ PRINTING
4655 Techniplex Dr. Suite 300
Stafford, TX 7747
281-690-4200

- Home Page
- Business
- Columns
- Letters
- School/Sports
- Social
- Starrings
- Obituaries
- Crime
- Classifieds
- Food/movies
- Important #s
- Other News
- Add an event
-
-

Fort Bend / Katy
Fort Bend's ONLY Business News Source

Business Journal

- Archive Search
- Subscription
- About Us
- Home



Purpose is to continue quality development west of the Brazos West Fort Bend Management District outlines vision and goals

By Barbara Fulenwider

The growth of Fort Bend County started in the east just outside the Harris County line and has steadily grown west to the extent that Rosenberg and Richmond have created the West Fort Bend Management District (WFBMD) in order to bring positive development along U.S. 59 from the Brazos River bridge through Rosenberg's extraterritorial jurisdiction (ETJ).

It was started in 2003 when George Foundation officials became concerned about the quality of development that would take place further west along the county's primary corridor, Ward Lane, chairman of the board of directors of the management district, said at his presentation to the Rose-Rich Chamber of Commerce.

"The opportunity to turn that vacant land into quality development simultaneously occurred on the other side of the Brazos when a small, independent group of Richmond downtown business owners met to discuss a management district for their location," Ward said. As the two groups talked they realized their projects were complementary and that they needed to include Richmond and Rosenberg officials and solicit their cooperation.

The idea was to maintain the natural beauty of the area while expanding to other major arteries in the towns and their ETJs. That is when creating a management district began being discussed as the practical approach to engaging and uniting all the elements that influence development. The WFBMD could act as an umbrella organization to bring together the interests of the cities, counties, private business and property owners for positive development, Ward said.

Two years ago in 2005 legislation was passed to create the district, which is a political subdivision that only applies to commercial businesses and property -- not residential. Ward said, "A management district is government by the governed. The funding mechanisms are largely determined by those whose property falls within the district. Because it represents business and property owner interests, it becomes an economic development tool that creates an environment for positive investment and development. Without the support of the governed it will fail to thrive."

The reason for this is management districts are self-funded and there are various ways to achieve this. If the district ultimately moves into providing services, it may levy assessments if the majority support and vote in those assessments. He said the WFBMD is not there yet. "Right now we are funded by the Economic Development Councils of Richmond and Rosenberg."

Ward then handed out kudos to "a number of terrific consultants who have been volunteering their services to help us with our projects. Their contributions have been significant. Some of these volunteers have made the journey to become board members and others have participated in advisory and working committees that we have in place."

Ward went on to explain that there are numerous management districts in Houston and Texas but most are single purpose or single focus. "That means they were created either for a single

reason, such as improving security in a commercial area, or have a number of services but in a contained area." He said such districts include Uptown Management District in the Galleria, the Buffalo Bayou Partnership and the Woodlands Town Center Improvement District.

They are created to be used as a tool for commercial property owners to address specific needs, which are not met by the city, county or state governments, Ward said. They can develop specific services for their property and business owners and can choose to fund a number of improvement projects, such as the chrome arches that cross Post Oak Boulevard in the Uptown Galleria area district.

Ward said, "Our district is different from others. It is neither a single purpose nor a single focus district. Ours is a corridor district. It covers the major entities in the cities and west Fort Bend and the roads that connect them. Because we are a corridor district, our purposes and powers were tailored to meet our specific goals and needs."

The district has three powers: 1. provide services; 2. build projects; 3. establish architectural and landscaping standards and guidelines. The third power needs the written consent of Richmond and Rosenberg. Services provided could be for tourism in the form of guides, information or street lighting programs. The district could build streets, install road lights, design streets and sidewalks and install signage for the historical areas.

Ward then asked Glenn Howard, a WFBMD property owner, developer of Rivers Edge on FM 359, and members of the district's standards committee to talk about how the standards were developed. Howard said he has been on the committee since it was formed by the board last year in June and that the purpose was to develop a minimum set of standards for the district's corridors starting with the largest, U.S. 59.

"This highway," Howard said, "was chosen as the first for standards development because of its size and impact on the area and also because of its relative state of underdevelopment then." He said the committee wanted a set of standards that would create a signature look for WFBMD, capitalize on its natural beauty and prevent visual and economic blight. The goal was to have standards that result in positive development but not be overly onerous and bureaucratic. The committee members also worked on a logo design "that is still under construction" but may include an oak tree which shows the spirit and resilience of the area, two stars that represent Richmond and Rosenberg and the significance of the railroad and river.

"As we began to work on the standards, we quickly narrowed the task down to those elements that could be consistently applied across all the corridors and that would, if done well, make the most visual impact on the space," Howard said. What has been done so far is establish standards for:

- Building and parking setbacks on U.S. 59 and secondary roads
- Building materials on commercial and retail buildings and parking lots
- Landscape requirements including tree preservation, U.S. 59 setbacks, buildings and parking lots
- Sign criteria
- Lighting standards
- Screening for service areas, utility areas, roof top equipment on buildings, cart storage areas and drive-through lanes.

Howard said the standards committee wanted the development to be unique to West Fort Bend "so while the Sugar Land experience was useful as guidelines to the process, the committee worked to ensure that the guidelines developed for West Fort Bend could be adapted to create its own 'signature' look, which would also reflect the historical nature of the

area."

He said both Richmond and Rosenberg adopted the first set of standards for the U.S. 59 corridor and Spur 10 bypass in January and asked the committee to refine elements and continue to develop them for the rest of the corridors.

Howard then showed how adopting standards can change the look of an area. He showed landscaping along a stretch of U.S. 59 at SH 762 in the WFBMD, which was transformed from dull to beautiful. "It demonstrates how this major gateway into the community can be transformed when we apply our standards to the intersection."

Then Lane Ward stepped back up to say talk about "other things our management district has been doing since its first meeting in July of 2005. First we had to figure out how to translate the enabling legislation into a business strategy for the district. How were we going to work and what we were going to do? The board wanted the direction to be decided by the constituents so that led to the creation of two committees -- the focus group and the standards committee."

The focus group, Ward said, was made up of property owners in each of the corridors of the district. "Their purpose was to advise the board on what they wanted for the district -- the types of services and projects that they believed important for West Fort Bend. They concentrated on five:

1. Marketing and communication, 2. Mobility and security, 3. Economic development and business services, 4. Landscape and streetscape, 5. Parks and open space

Ward said last September members of the focus group prepared a thorough report on the services and projects that they would like to see the district develop. "Their key findings help set our direction. The most striking one was that no one supported the status quo. All believed that the development of West Fort Bend was inevitable and that being the case, we needed to make sure it was quality development.

"Another observation was the strong sense of connection the participants have with the district and their desire to see West Fort Bend maintain an identity in its own right. There was a strong concern with the 'visual blight' along some of the corridors. They wanted to see a cohesive, united design for the district and the introduction of a set of standards to be used by developers.

"They saw the district as the vehicle to introduce improvements using projects and services that will create a strong, uniting identity that reflects the uniqueness of West Fort Bend. They believe that by creating a district that capitalizes on the natural and historical assets of the area and acts as a magnet to attract investment and services, there will be a positive economic impact and property values will increase.

"They also felt that as it transitions from its rural roots and the need to attract positive investment increases, the district can play a significant role. They do not want us to duplicate services. They want us to create synergies within the cities, counties and key partners to help with the planning processes and costs of development. They felt that this would help individual investors by providing them with a one-stop shop for development in the region," Ward said.

The group's members also outlined a number of projects they want the district to undertake and those trend along two lines:

1. Infrastructure projects that will affect the whole district and be district-wide, 2. Individual Projects that would impact throughout the district but be contained to a single location.

Ward said, "What was striking to me about the report of the focus group was it echoed many of the same concerns that I and many of you have been hearing, and struggling with over the last 10 years. That in West Fort Bend, it is not so much growth per se that we are concerned about, but that the growth is quality growth."

He also said that "in struggling with how to bring this about, it became obvious that this is a task that requires many of our institutions – the two cities, the county, the economic development councils, the chamber and its infrastructure group," the George Foundation and TxDOT and us to work arm in arm to make that quality growth happen.

"We are also excited because we have started our first two projects with our partners. The first is the U.S. 59/FM762 entry way -- the gateway to the district on 59 and will be primarily a landscaping project. The Rosenberg Economic Development Council has asked the District to help coordinate this project. The second project is the railway overpass on 90A near Oak Bend Hospital.

"We also recognize the need for you all to have more information. Previously it was a bit premature before we had anything to say or offer, and given that things are now beginning to take shape, we have started a public communication program. In the meantime, David Neeley with Local Government Services is providing support for the district and is your first point of contact, both for general information and also if you are thinking about developing or redeveloping property in the district."

Ward ended by saying, "The district is a work in progress. We have come a long way since the legislation in 2005 with the help of many dedicated people. I think that with the help of all of you, we will become a major positive influence in the development of West Fort Bend County, and that will benefit all of us."

[Ad Rates](#)

[Feedback](#)

[Corrections](#)

[User Agreement](#)

[Privacy Stmt](#)

[About Us](#)

Copyright © 2000 by FortBendstar.com. All rights reserved.
Last Update: August 02, 2007

Houston Business Journal - August 14, 2009
/houston/stories/2009/08/10/daily49.html

HOUSTON BUSINESS JOURNAL

Friday, August 14, 2009

Fort Bend among top job-growth counties

Houston Business Journal - by Greg Barr

Fort Bend County ranks sixth on a nationwide list of counties showing the most job growth over the past eight years, according to CNN/Money Magazine.

The county, which includes Katy and Stafford, reported 61.3 percent job growth between 2000 and 2008.

“Fort Bend County may be within the Houston metropolitan area but don’t call this a bedroom community,” the report said. “The city’s economic development corporation has been actively upgrading the area’s infrastructure to attract more employers. A new industrial distribution center houses a range of businesses from tech to oilfield services.”

Jeff Wiley, president of the Greater Fort Bend Economic Development Council, cited the county’s low taxes, low crime rate and overall cost of doing business as reasons why more employers are looking to Fort Bend.

Minute Maid recently relocated its corporate headquarters to Sugar Land bringing 275 jobs to Fort Bend County. The county’s job growth is forecasted to continue, as Fort Bend County will soon be home to the **Kansas City Southern/CenterPoint Properties’** 880-acre integrated intermodal facility and logistics park, expected to create more than 750 jobs. The project is located just west of Rosenberg.

Pinal County in Arizona topped the list with 96 percent job growth. Also among the top five was Rockwell County, part of the Dallas-Fort Worth Metroplex, with 85 percent growth.

The ranking was part of Money Magazine’s August issue.

All contents of this site © American City Business Journals Inc. All rights reserved.

District honors Blue Wave for landscaping

The West Fort Bend Management District is to improve the corridors in west Fort Bend County.

The board recently presented Blue Wave Car Wash with an award for their continuing effort. The business is located at Reading Road and US 59.

The management district serves as a tool of property owners to address specific local needs as it protects, preserves and promotes urban activity centers. The goals include enhancing security and public safety, beautify the local environment which helps market the area to tenants, customers and visitors.

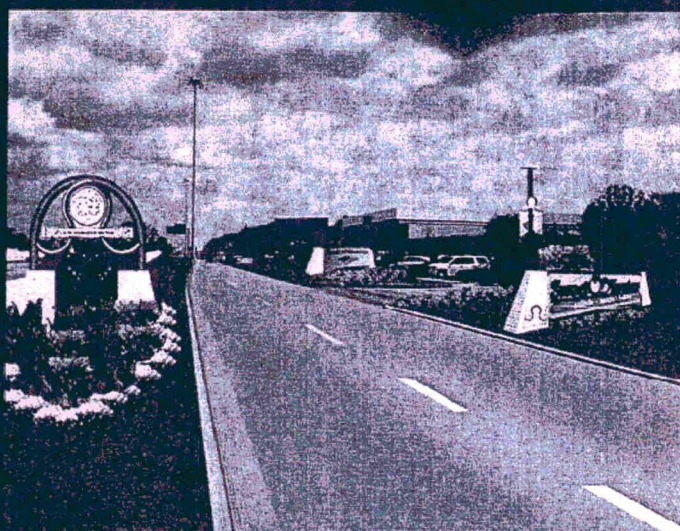
"It is a pleasure for West Fort Bend Management District to recognize the Blue Wave Car Wash for their exemplary implementation of the standards of the Management District as they build their car wash," said Lane Ward, chairman of the district. "The attractive landscape design at their location makes a visually attractive scene on a busy commercial thoroughfare. We appreciate very much their dedication to our community."



On hand for the presentation of a certificate to Blue Wave Car Wash were, from left, **Joey Dupuis**, vice president of West Fort Bend Management District; **Tom Dougan**, Blue Wave Car Wash manager; **Stephen Dewey**, Area manager of Blue Wave Car Wash; and presenting the award, **Lane Ward**, president of the District; **Vincent Morales**, secretary of the District; and **Glenn Howard**, District board member. The business is located at Reading Road and U.S. 59.



BEFORE



AFTER

Purpose is to continue quality of West Fort Bend Management

By Barbara Fulenwider

The growth of Fort Bend County started in the east just outside the Harris County line and has steadily grown west to the extent that Rosenberg and Richmond have created the West Fort Bend Management District (WFBMD) in order to bring positive development along U.S. 59 from the Brazos River bridge through Rosenberg's extraterritorial jurisdiction (ETJ).

It was started in 2003 when George Foundation officials became concerned about the quality of development that would take place further west along the county's primary corridor, Ward Lane, chairman of the board of directors of the management district, said at his presentation to the Rose-Rich Chamber of Commerce.

"The opportunity to turn that vacant land into quality development simultaneously occurred on the other side of the Brazos when a small, independent group of Richmond downtown business owners met to discuss a management district for their location," Ward said. As the two groups talked they realized their projects were complementary and that they needed to include Richmond and Rosenberg officials and solicit their cooperation.

The idea was to maintain the natural beauty of the area while expanding to other major arteries in the towns and their ETJs. That is when creating a management district began being discussed as the practical approach to engaging and uniting all the elements that influence development. The WFBMD could act as an umbrella organization to bring together the interests of the cities, counties, private business and property owners for positive development, Ward said.



Lane Ward
President
WFBMD Board

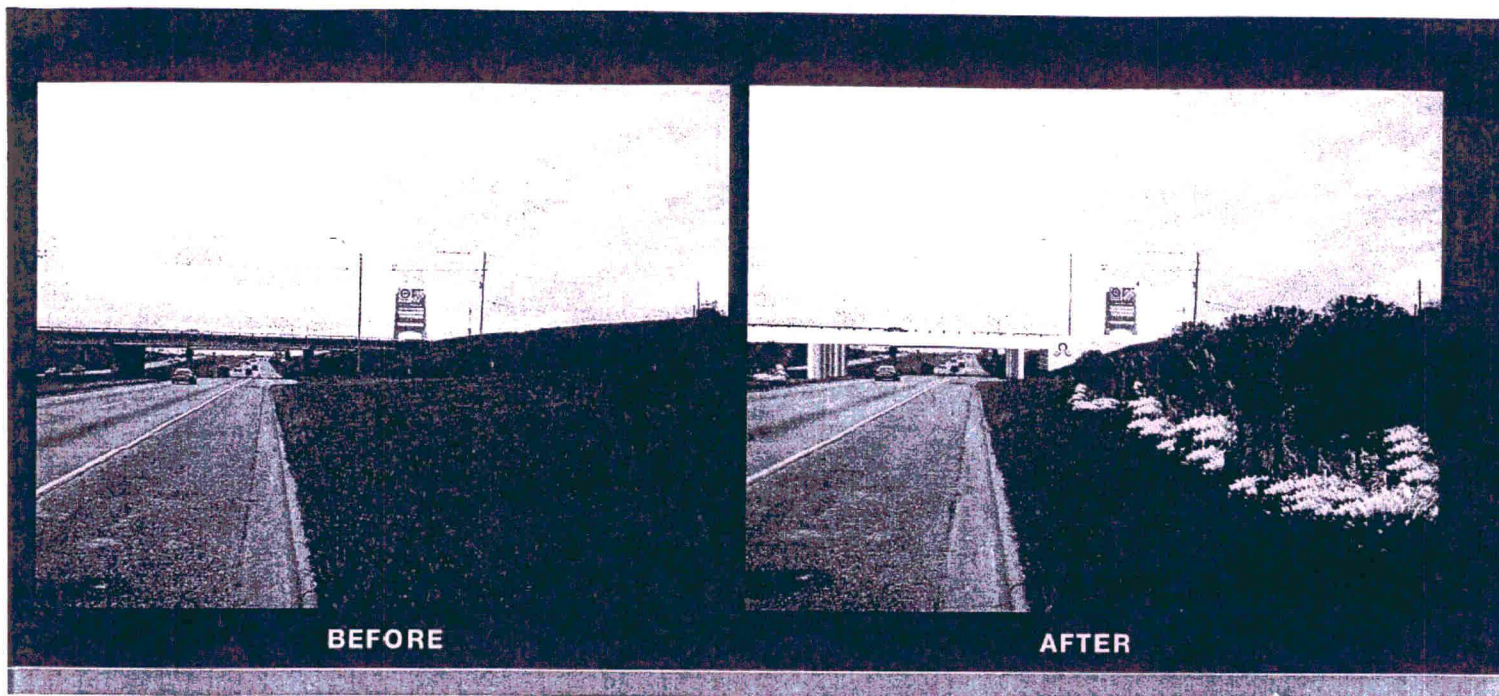
are largely determined by those whose property falls within the district. Because it represents business and property owner interests, it becomes an economic development tool that creates an environment for positive investment and development. Without the support

of the governed it will fail to thrive."

The reason for this is management districts are self-funded and there are various ways to achieve this. If the district ultimately moves into providing services, it may levy assessments if the majority support and vote in those assessments. He said the WFBMD is not there yet. "Right now we are funded by the Economic Development Councils of Richmond and Rosenberg."

Ward then handed out kudos to "a number of terrific consultants who have been volunteering their services to help us with our projects. Their contributions have been significant. Some of these volunteers have made the journey to become board members and others have participated in advisory and working committees that we have in place."

Ward went on to explain that there are numerous management districts in Houston and Texas but most are single purpose or single focus. "That means they were created either for a single reason, such as improving security in a commercial area, or have a number of services but in a contained area." He said such districts include Uptown Management District in the Galleria, the Buffalo Bayou Partnership and the Woodlands Town Center Improvement District.



Development west of the Brazos

District outlines vision and goals

They are created to be used as a tool for commercial property owners to address specific needs, which are not met by the city, county or state governments, Ward said. They can develop specific services for their property and business owners and can choose to fund a number of improvement projects, such as the chrome arches that cross Post Oak Boulevard in the Uptown Galleria area district.

Ward said, "Our district is different from others. It is neither a single purpose nor a single focus district. Ours is a corridor district. It covers the major entities in the cities and west Fort Bend and the roads that connect them. Because we are a corridor district, our purposes and powers were tailored to meet our specific goals and needs."

The district has three powers: 1. provide services; 2. build projects; 3. establish architectural and landscaping standards and guidelines. The third power needs the written consent of Richmond and Rosenberg. Services provided could be for tourism in the form of guides, information or street lighting programs. The district could build streets, install road lights, design streets and sidewalks and install signage for the historical areas.

Ward then asked Glenn Howard, a WFBMD property owner, developer of Rivers

Edge on FM 359, and members of the district's standards committee to talk about how the standards were developed. Howard said he has been on the committee since it was formed by the board last year in June and that the purpose was to develop a minimum set of standards for the district's corridors starting with the largest, U.S. 59.

"This highway," Howard said, "was chosen as the first for standards development because of its size and impact on the area and also because of its relative state of underdevelopment then." He said the committee wanted a set of standards that would create a signature look for WFBMD, capitalize on its natural beauty and prevent visual and economic blight. The goal was to have standards that result in positive development but not be overly onerous and bureaucratic. The committee members also worked on a logo design "that is still under construction" but may include an oak tree which shows the spirit and resilience of the area, two stars that represent Richmond and Rosenberg and the significance of the railroad and river.

"As we began to work on the standards, we quickly narrowed the task down to those elements that could be consistently applied across all the corridors and that would, if done

well, make the most visual impact on the space," Howard said. What has been done so far is establish standards for:

- Building and parking setbacks on U.S. 59 and secondary roads
- Building materials on commercial and retail buildings and parking lots
- Landscape requirements including tree preservation, U.S. 59 setbacks, buildings and parking lots
- Sign criteria
- Lighting standards
- Screening for service areas, utility areas, roof top equipment on buildings, cart storage areas and drive-through lanes.

Howard said the standards committee wanted the development to be unique to West Fort Bend "so while the Sugar Land experience was useful as guidelines to the process, the committee worked to ensure that the guidelines developed for West Fort Bend could be adapted to create its own 'signature' look, which would also reflect the historical nature of the area."

He said both Richmond and Rosenberg adopted the first set of standards for the U.S. 59 corridor and Spur 10 bypass in January and asked the committee to refine elements and continue to develop them for the rest of the corridors.

continued, page 10

continued, from page 9

Howard then showed how adopting standards can change the look of an area. He showed landscaping along a stretch of U.S. 59 at SH 762 in the WFBMD, which was transformed from dull to beautiful. "It demonstrates how this major gateway into the community can be transformed when we apply our standards to the intersection."

Then Lane Ward stepped back up to say talk about "other things our management district has been doing since its first meeting in July of 2005. First we had to figure out how to translate the enabling legislation into a business strategy for the district. How were we going to work and what we were going to do? The board wanted the direction to be decided by the constituents so that led to the creation of two committees -- the focus group and the standards committee."

The focus group, Ward said, was made up of property owners in each of the corridors of the district. "Their purpose was to advise the board on what they wanted for the district -- the types of services and projects that they believed important for West Fort Bend. They concentrated on five:

1. Marketing and communication, 2. Mobility and security, 3. Economic development and business services, 4. Landscape and streetscape, 5. Parks and open space

Ward said last September members of the focus group prepared a thorough report on the services and projects that they would like to see the district develop. "Their key findings help set our direction. The most striking one was that no one supported the status quo. All believed that the development of West Fort Bend was inevitable and that being the case, we needed to make sure it was quality development."

"Another observation was the strong sense of connection the participants have with the district and their desire to see West Fort Bend maintain an identity in its own right. There was a strong concern with the 'visual blight

Ward said, "What was striking to me about the report of the focus group was it echoed many of the same concerns that I and many of you have been hearing, and struggling with over the last 10 years. That in West Fort Bend, it is not so much growth per se that we are concerned about, but that the growth is quality growth."

along some of the corridors. They wanted to see a cohesive, united design for the district and the introduction of a set of standards to be used by developers.

"They saw the district as the vehicle to introduce improvements using projects and services that will create a strong, unifying identity that reflects the uniqueness of West Fort Bend. They believe that by creating a district that capitalizes on the natural and historical assets of the area and acts as a magnet to attract investment and services, there will be a positive economic impact and property values will increase.

"They also felt that as it transitions from its rural roots and the need to attract positive investment increases, the district can play a significant role. They do not want us to duplicate services. They want us to create synergies within the cities, counties and key partners to help with the planning processes and costs of development. They felt that this would help individual investors by providing them with a one-stop shop for development in the region," Ward said.

The group's members also outlined a number of projects they want the district to undertake and those trend along two lines:

1. Infrastructure projects that will affect the whole district and be district-wide, 2. Individual Projects that would impact

throughout the district but be contained to a single location.

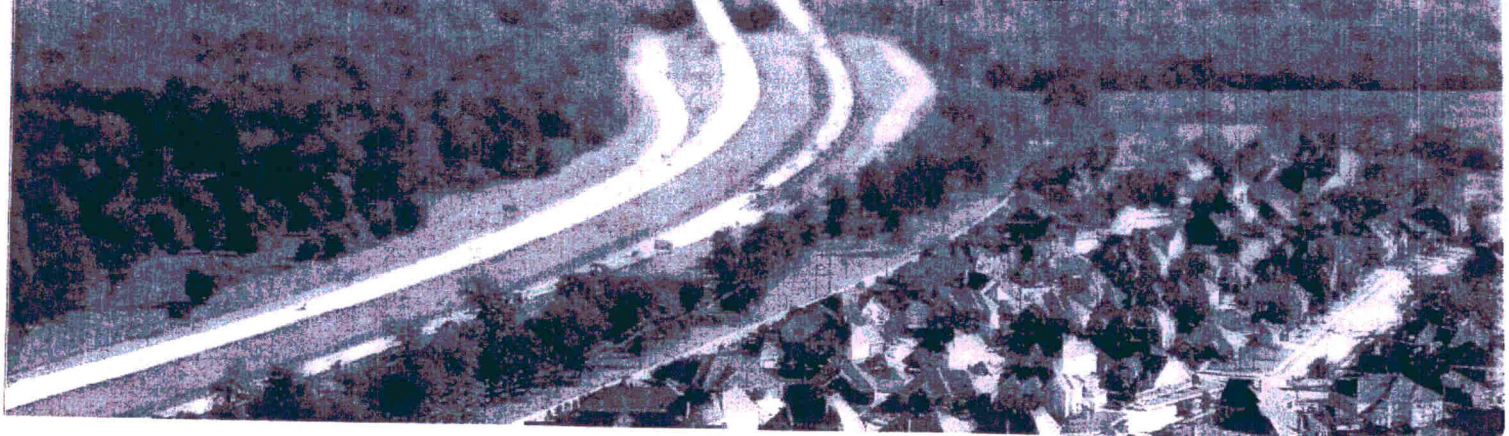
Ward said, "What was striking to me about the report of the focus group was it echoed many of the same concerns that I and many of you have been hearing, and struggling with over the last 10 years. That in West Fort Bend, it is not so much growth per se that we are concerned about, but that the growth is quality growth."

He also said that "in struggling with how to bring this about, it became obvious that this is a task that requires many of our institutions -- the two cities, the county, the economic development councils, the chamber and its infrastructure group," the George Foundation and TxDOT and us to work arm in arm to make that quality growth happen.

"We are also excited because we have started our first two projects with our partners. The first is the U.S. 59/FM762 entry way -- the gateway to the district on 59 and will be primarily a landscaping project. The Rosenberg Economic Development Council has asked the District to help coordinate this project. The second project is the railway overpass on 90A near Oak Bend Hospital.

"We also recognize the need for you all to have more information. Previously it was a bit premature before we had anything to say or offer, and given that things are now beginning to take shape, we have started a public communication program. In the meantime, David Neeley with Local Government Services is providing support for the district and is your first point of contact, both for general information and also if you are thinking about developing or redeveloping property in the district."

Ward ended by saying, "The district is a work in progress. We have come a long way since the legislation in 2005 with the help of many dedicated people. I think that with the help of all of you, we will become a major positive influence in the development of West Fort Bend County, and that will benefit all of us." ★



May 2008 Beautification Awards

1. Margie Rogers – 1404 Mimosa
2. Ms. Clara Sulak – 1621 Brazos
3. Mr. & Mrs. Frankie Fojtik – 1806 Mulcahy
4. Mr. & Mrs. Jason Sebesta – 1950 Briar Ridge
5. Mr. & Mrs. Larry Kocich – 2405 Richard



IMAGE COMMITTEE COMMUNICATION FORM

May 19, 2008

ITEM #	ITEM TITLE
2	Beautifications Awards

ITEM/MOTION
Consideration of and action on Beautification Awards for the months of May.

APPROVAL	SUPPORTING DOCUMENTS
SUBMITTED BY: <i>Billy Benton/da</i> Billy Benton Committee Member	1) May 2008 Beautification Awards



IMAGE COMMITTEE COMMUNICATION FORM

May 19, 2008

ITEM #	ITEM TITLE
4	Spring Clean-up

ITEM/MOTION
Consideration of and action on Spring Clean-up.

APPROVAL	SUPPORTING DOCUMENTS
<p>SUBMITTED BY:</p> <p><i>Kenneth J. Jansky</i></p> <p>Kenneth J. Jansky Public Works Director</p>	<p>1) None</p>



IMAGE COMMITTEE COMMUNICATION FORM

May 19, 2008

ITEM #	ITEM TITLE
5	New Projects

ITEM/MOTION

Consideration of and action on new projects.
--

APPROVAL	SUPPORTING DOCUMENTS
SUBMITTED BY: <i>James C. Hopkins/da</i> James C. Hopkins Councilor At Large, Position No. 1	1) None



IMAGE COMMITTEE COMMUNICATION FORM

May 19, 2008

ITEM #	ITEM TITLE
1	Minute Review and Consideration

ITEM/MOTION

Consideration of and action on minutes of the March 17, 2008 Image Committee Meeting.

APPROVAL	SUPPORTING DOCUMENTS
<p>SUBMITTED BY:</p> <p><i>Deborah Almazan</i></p> <p>Deborah Almazan Secretary II</p>	<p>1) Image Committee Meeting Draft Minutes for March 17, 2008.</p>

ATTACHMENT G:
CERTIFICATION OF FUNDING AND SUPPORT

Item 22 continued - Engineering:

B. Take all appropriate action to authorize the Engineering Department to submit a nomination form to the Texas Department of Transportation (TXDOT) for Statewide Transportation Enhancement Program (STEP) funding under Texas Administrative Code §11.200 through §11.205 in the amount of \$240,000 for the US 59/ FM 762 Cottonfield Scheme Roadway Project as detailed on the nomination form, authorize twenty percent cash match by the County, and determine funding source for the match, Precinct 1.

Moved by Commissioner Morrison Seconded by Commissioner Prestage

Duly put and unanimously carried (5-0), it is ordered to authorize the Engineering Department to submit a nomination form to the Texas Department of Transportation (TXDOT) for Statewide Transportation Enhancement Program (STEP) funding under Texas Administrative Code §11.200 through §11.205 regarding US 59/ FM 762 Cottonfield Scheme Roadway Project, twenty percent (20%) cash match by Fort Bend County not to exceed \$321,109.40 and determine funding source for the match if approved, Precinct 1.

Judge Hebert	yes
Commissioner Morrison	yes
Commissioner Prestage	yes
Commissioner Meyers	yes
Commissioner Patterson	yes

C. Take all appropriate action on request for temporary road closure of Edgewood Drive Bridge over Drainage Ditch for bridge replacement (TXDOT #AA2095-001), effective December 14, 2009, until the construction is complete, Pct. 1.

Moved by Commissioner Morrison Seconded by Commissioner Prestage

Duly put and unanimously carried (5-0), it is ordered to approve request for temporary road closure of Edgewood Drive Bridge over Drainage Ditch for bridge replacement (TXDOT #AA2095-001), effective December 14, 2009, until the construction is complete, Pct. 1.

Judge Hebert	yes
Commissioner Morrison	yes
Commissioner Prestage	yes
Commissioner Meyers	yes
Commissioner Patterson	yes

RESOLUTION NO. RDC-67

A RESOLUTION OF THE ROSENBERG DEVELOPMENT CORPORATION BOARD OF DIRECTORS, SUPPORTING THE APPLICATION BY THE WEST FORT BEND MANAGEMENT DISTRICT FOR TRANSPORTATION ENHANCEMENT GRANT FUNDS

* * * * *

WHEREAS, the West Fort Bend Management District (District) was created to promote economic development within its boundaries; and

WHEREAS, the District is proposing to improve the primary gateway to both the City of Rosenberg and the City of Richmond; and

WHEREAS, the proposed improvements reflect the history, culture and charm of the community; and

WHEREAS, the Rosenberg Development Corporation has determined that improving the image of the community and its transportation gateways is a priority; and

WHEREAS, an average of 66,000 automobiles travel on U.S. Highway 59 on a daily basis through Rosenberg; and

WHEREAS, the Brazos Town Center, a five hundred and fifty acre mixed-use development, which generates over a quarter of the sales tax revenues and in excess of 3,500 jobs, is located adjacent to the proposed improvements;

NOW THEREFORE, BE IT RESOLVED RESOLVED BY THE BOARD OF DIRECTORS OF THE ROSENBERG DEVELOPMENT CORPORATION:

Section 1. The Board of Directors hereby establishes its support to the grant application made by the West Fort Bend Management District to the Texas Department of Transportation to assist in the construction of gateway improvements at the Intersection of U.S. Highway 59 and F.M. 762.

PASSED, APPROVED, AND RESOLVED this 10th day of December 2009.



Linda Cernosek
Linda Cernosek, SECRETARY

APPROVED:

Bill Knešek
Bill Knešek, PRESIDENT