



CLEAR CREEK

TRAIL MASTER PLAN

FM 521 to Dixie Farm Road

February 2020

Partners:





TABLE OF CONTENTS

3

INTRODUCTION

Site Overview
Regional Connectivity
By the Numbers
US Army Corps of Engineers: Clear Creek Mainstem Conveyance
US Army Corps of Engineers: Conveyance Linear Detention
US Army Corps of Engineers: Conveyance 300' Proposed ROW
US Army Corps of Engineers: Conveyance 180' Proposed ROW
Segments Overview
Segments Overall Map

14

SEGMENT ONE

Overview of Segment One
Plan Sheets

18

SEGMENT TWO

Overview of Segment Two
Plan Sheets

22

SEGMENT THREE

Overview of Segment Three
Plan Sheets

26

SEGMENT FOUR

Overview of Segment Four
Plan Sheets

33

SEGMENT FIVE

Overview of Segment Five
Plan Sheets

INTRODUCTION

When complete, the Clear Creek Trail will span more than 21 miles across three counties and two cities. This Master Plan further defines the long-term vision for a continuous trail along Clear Creek as an alternative mobility option paralleling Beltway 8 and a signature quality of life amenity. Spanning west to east from FM 521 to Dixie Farm Road, the trail will provide access free from street crossings and connect Shadow Creek Sports Complex, Lower Kirby District, Ivy Park, State Highway 288 Corridor, Tom Bass Park, State Highway 35 Corridor, UHCL Pearland campus, and El Franco Lee Park, in addition to countless other community amenities, employment centers, retail establishments, restaurants, multiple neighborhood trail systems and major roadways. Additionally, the trail will connect to many existing and planned mixed-use trails and sidewalks along the major north-south corridors it traverses, leveraging those systems to connect to additional destinations. Completing the trail would leverage the eight and a half miles of the Clear Creek Trail that is either already constructed, under construction or funded and under design as described in this plan.

The main impetus for taking the step to develop this detailed master plan was the U.S. Army Corps of Engineers (USACE) announcement in July 2018 that it has allocated \$295 million to fund drainage improvements to the Clear Creek Watershed. The improvements will include widening of Clear Creek from Dixie Farm to SH 288 and the creation of in-line detention areas along the creek.

As the USACE, in partnership with Harris County Flood Control, begins engineering design on the widening and detention areas from Dixie Farm Road to SH 288, the Clear Creek Trail Master Plan (CCTMP) outlines appropriate locations for trails and related amenities, so they may either be incorporated into USACE's design or have space reserved for such improvements from SH 288 to Dixie Farm Road. Taking advantage of the work already being completed by the USACE will allow for the coordination of the grading, ROW acquisition and an environmental study to significantly reduce the monetary requirements on future trail/mobility projects within the corridor.

One of the key purposes of this planning effort was to engage all key stakeholders in the jurisdictions that would benefit from the improvements. The Clear Creek Trail will connect neighborhoods all along the 21 mile trail to the multiple employment centers located in southern Harris and northern Brazoria Counties including along Beltway 8, the State Highway 288 and 35 corridors, and the Lower Kirby District. This plan is also an extension of multiple recreation initiatives for increased access to parks, trails and greenspace throughout the region.

Stakeholders include the City of Pearland, Harris County Precinct 1, Harris County Flood Control District (HCFC), Brazoria County Drainage District No. 4 and the Houston Parks Board. Through coordination with these stakeholders, the trail system will connect pedestrians to parks, employment centers and amenities throughout the surrounding areas. Moreover, the trail system will have the ability to serve more than 220,000 residents who live in the vicinity of Clear Creek and surrounding area.

The trail system is intended to be built in segments. As of today, the City of Pearland has constructed/designed eight and half of the 21 miles of trails described herein. The By the Numbers section shows a breakdown of the trail lengths by jurisdiction. The west end of the trail, although not within the scope of the USACE project, already has significant portions of the trail built between FM 521 and SH 288. Also on the east side from Pearland Parkway to Green Tee subdivision, additional trail segments have been constructed or are funded and under design.

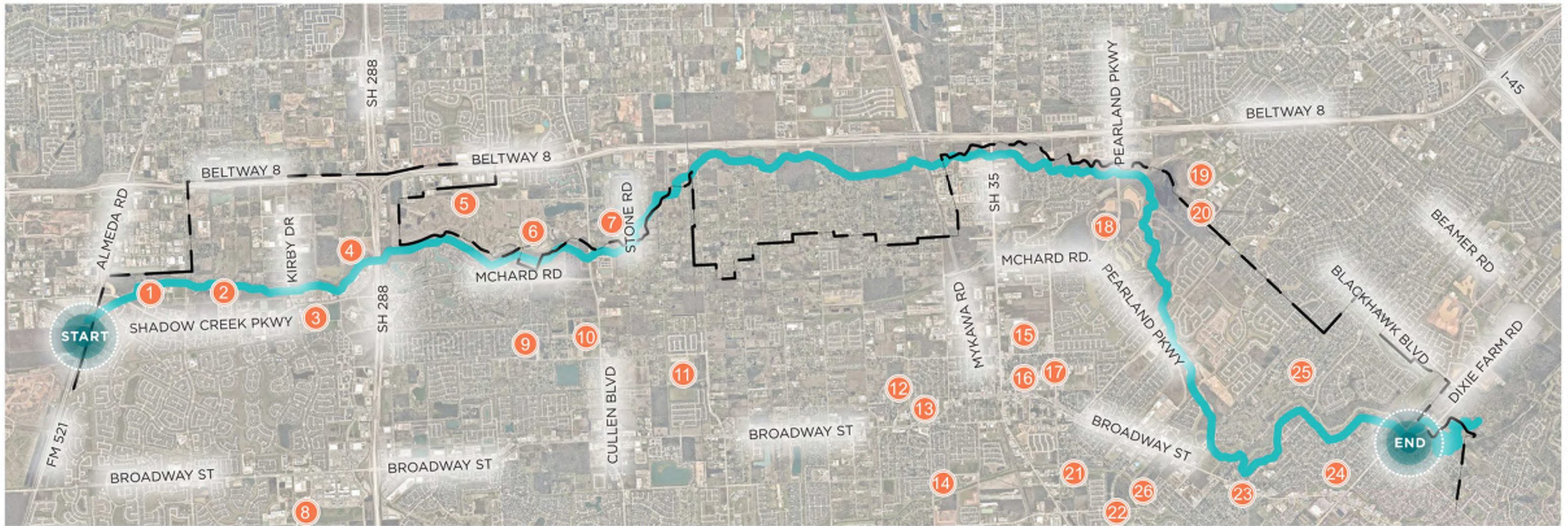
This plan shares similar goals of the Houston Parks Board's Bayou Greenways 2020 initiative to utilize waterways as multi-purpose infrastructure that includes greenspace and trails to connect neighborhoods and communities to each other. The Houston Parks Board has included portions of Clear Creek as part of the regional bayou improvement projects they have already designed and constructed. The Board has purchased property along the north side of the creek between Pearland Parkway and Cullen.

The National Parks Service recognizes many key benefits of trails, such as preserving open spaces for affordable recreation and providing opportunities for non-motorized transportation, and access for diverse populations to natural areas. Trails are also recognized as amenities that enhance nearby properties and raise home values from 1-6.5%. Among many more benefits, they also offer the opportunity to meet and interact with neighbors and provide a sense of place and community pride.

The 2007 Pearland Trail Master Plan for Pearland Parks & Recreation stated that trails lead to healthier communities, and provide access to amenities that increase levels of physical activity; therefore, Clear Creek was identified as a primary trail corridor that could provide a community-wide trail network for the city. The city's updated 2015 Parks and Recreation Master Plan also stresses the need for residents to have access to trails for foot or bike traffic to provide linkages across the City of Pearland.

Also, the Pearland 20/20 Economic Development Strategic Plan identifies nine areas to improve the city's economy and sustainability. One of those nine strategies is to make Pearland a more cultural and recreational destination. The Clear Creek Trail would provide a signature recreational amenity to the city's parks and trails systems. The Pearland Economic Development Corporation funded the Clear Creek Trail Master Plan.

The CCTMP provides direction for, and coordination of, investment in both infrastructure and amenities and allows for more efficient planning of facilities and related expenditures. Having comprehensive plans and focusing on connectivity, both within the community and to the region, ensures coordination between the multiple jurisdictions in the Clear Creek watershed.



CLEAR CREEK TRAIL

SITE OVERVIEW

The Clear Creek Trail Master Plan spans 21 miles and runs from FM 521 on the west side of Pearland to Dixie Farm Road on the east. Along the trail are significant municipal and county greenspaces, parks, and municipal facilities that will be destinations along the route of the trail system. The trail will also bisect 15 jurisdictions ranging from counties, cities, MUD districts and drainage Districts.

- | | | |
|-------------------------------------|----------------------------------|-----------------------------------|
| 1 SHADOW CREEK RANCH SPORTS COMPLEX | 9 SOUTH DOWN PARK | 18 UH-CLEAR LAKE/ PEARLAND CAMPUS |
| 2 SHADOW CREEK RANCH NATURE PARK | 10 GLENDA DAWSON HIGH SCHOOL | 19 EL FRANCO LEE PARK |
| 3 NOLAN RYAN JUNIOR HIGH SCHOOL | 11 HICKORY SLOUGH SPORTS COMPLEX | 20 J. FRANK DOBIE HIGH SCHOOL |
| 4 LOWER KIRBY DISTRICT PARK | 12 CORRIGAN PARK | 21 ALEXANDER MIDDLE SCHOOL |
| 5 TOM BASS REGIONAL PARK | 13 SAM JAMISON MIDDLE SCHOOL | 22 INDEPENDENCE PARK |
| 6 CLEAR CREEK GOLF CLUB | 14 CENTENNIAL PARK | 23 SHADYCREST ELEMENTARY |
| 7 CHRISTIA V. ADAIR PARK | 15 HUNTER PARK | 24 WOODCREEK PARK |
| 8 SOUTH GATE PARK | 16 ZYCHLINSKI PARK | 25 GOLFCREST COUNTRY CLUB |
| | 17 LEON SABLATURA MIDDLE SCHOOL | 26 MARY'S CREEK TRAIL |

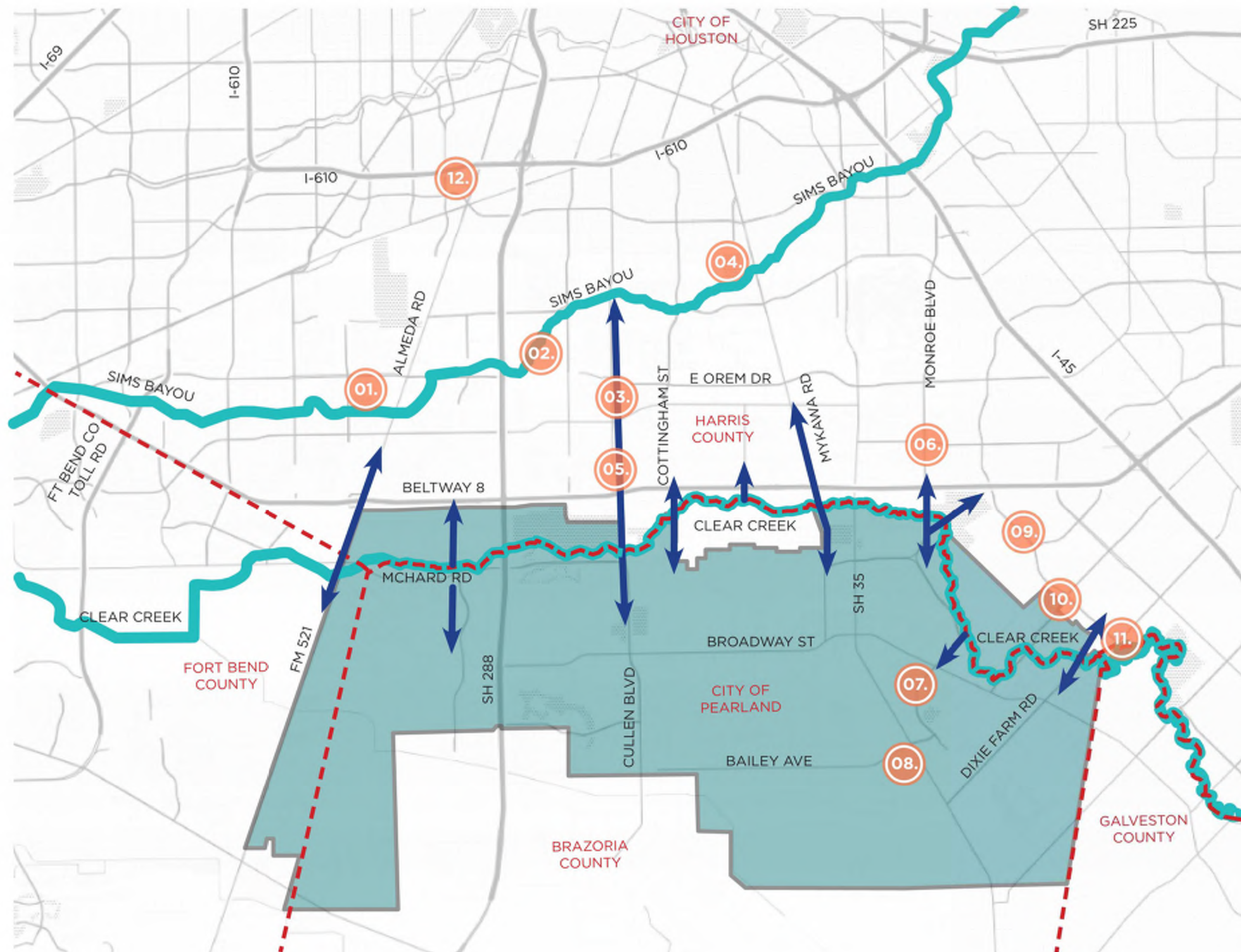


CLEAR CREEK TRAIL REGIONAL CONNECTIVITY

The Clear Creek Trail Master Plan has three main goals. One, is to provide a continuous 21-mile trail connecting the east and west sides of Pearland via a pedestrian circulation route. Second, this master plan will connect the three adjacent communities to the east and west; and lastly, it will provide opportunities for north and south regional connections to destinations in Harris County, City of Houston, and the interior of Pearland. This plan shares in similar goals of the Houston Parks Board's Bayou Greenways 2020 initiative to utilize waterways as multi-purpose infrastructure that includes greenspace and trails to connect neighborhoods and communities to each other. These connections will be able to link over 60 miles of trails throughout the region.

LEGEND

- 01. SIMS BAYOU TRAIL & TURNWOOD PARK
- 02. THE HILL AT SIMS BAYOU TRAIL & CLOVER PARK
- 03. CULLEN SIMS BAYOU TRAIL
- 04. F.M. LAW PARK
- 05. CULLEN CRICKET GROUND
- 06. DOBIE 9TH GRADE CENTER
- 07. INDEPENDENCE PARK
- 08. PEARLAND HIGH SCHOOL
- 09. SOUTHBELT HIKE & BIKE TRAIL
- 10. CLEAR BROOK CITY PARK
- 11. DIXIE FARM ROAD PARK
- 12. FANNIN METRO PARK & RIDE



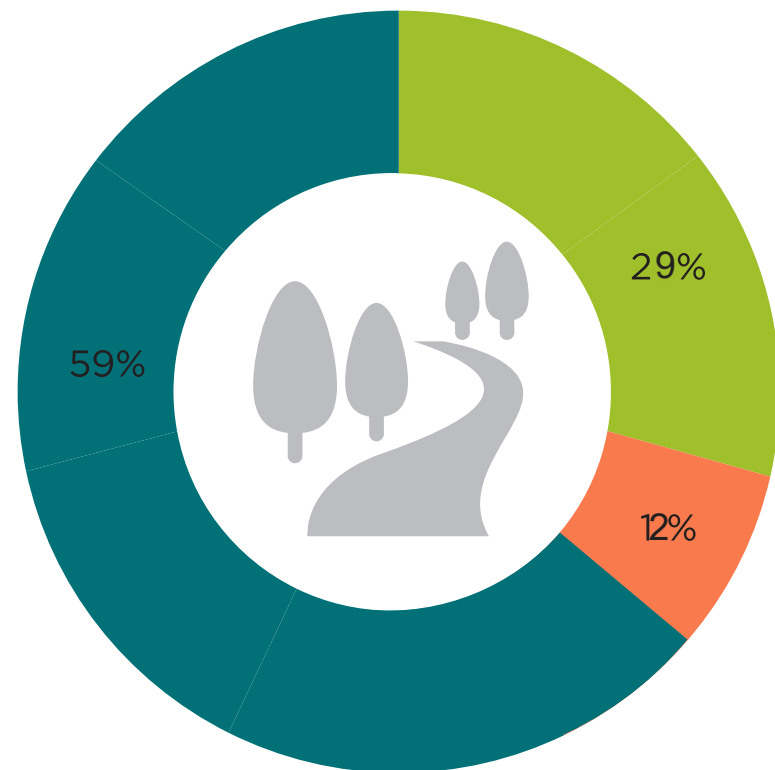
CLEAR CREEK TRAIL

BY THE NUMBERS

The continuation of the Clear Creek Trail will enhance connections throughout the region connecting not only communities and people to parks, commercial centers, civic centers, schools and public transportation.

MILE BY MILE

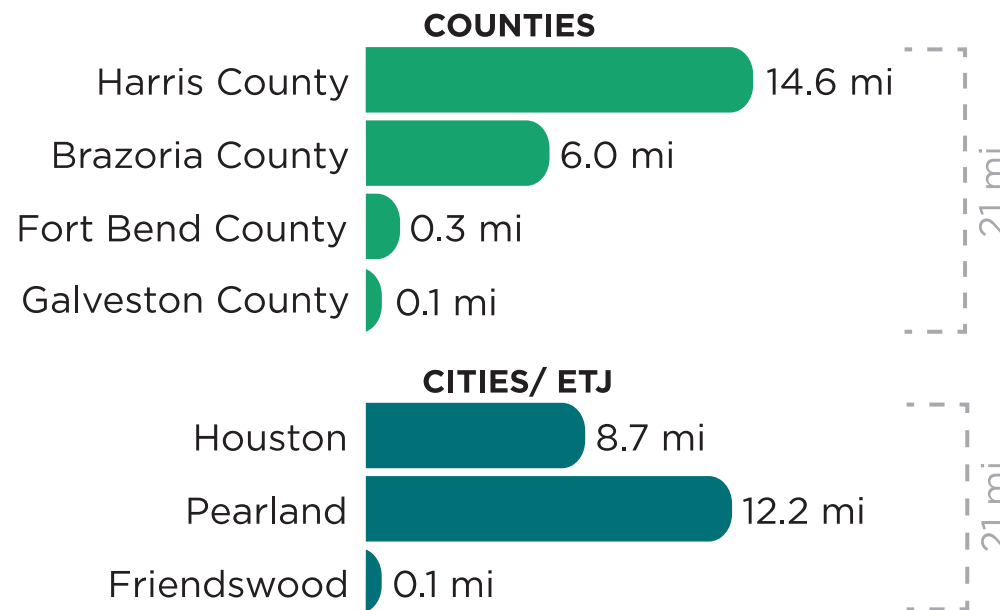
Clear Creek Trail 21 TOTAL MILES



- Existing**
6 MILES
- In Construction/Design**
2.5 MILES
- Planned Trail Extension**
12.5 MILES

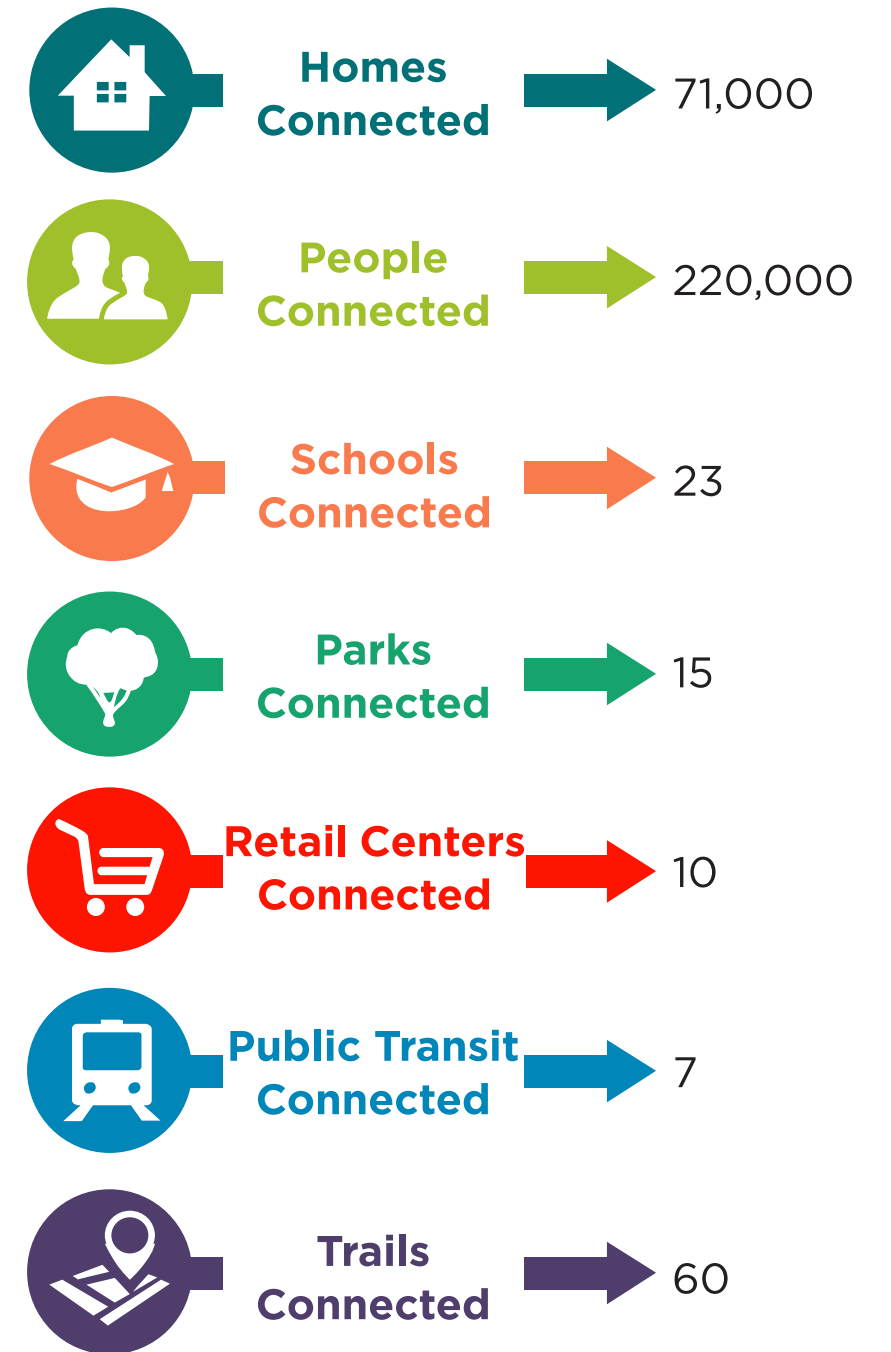
TRAIL LOCATION

While benefits of the trail will be enjoyed by all the surrounding communities, the following outlines where the trail may be located by County, City, Drainage District or City ETJ as recommended in this plan. The location of the trail was determined by many factors to increase access and feasibility of construction.



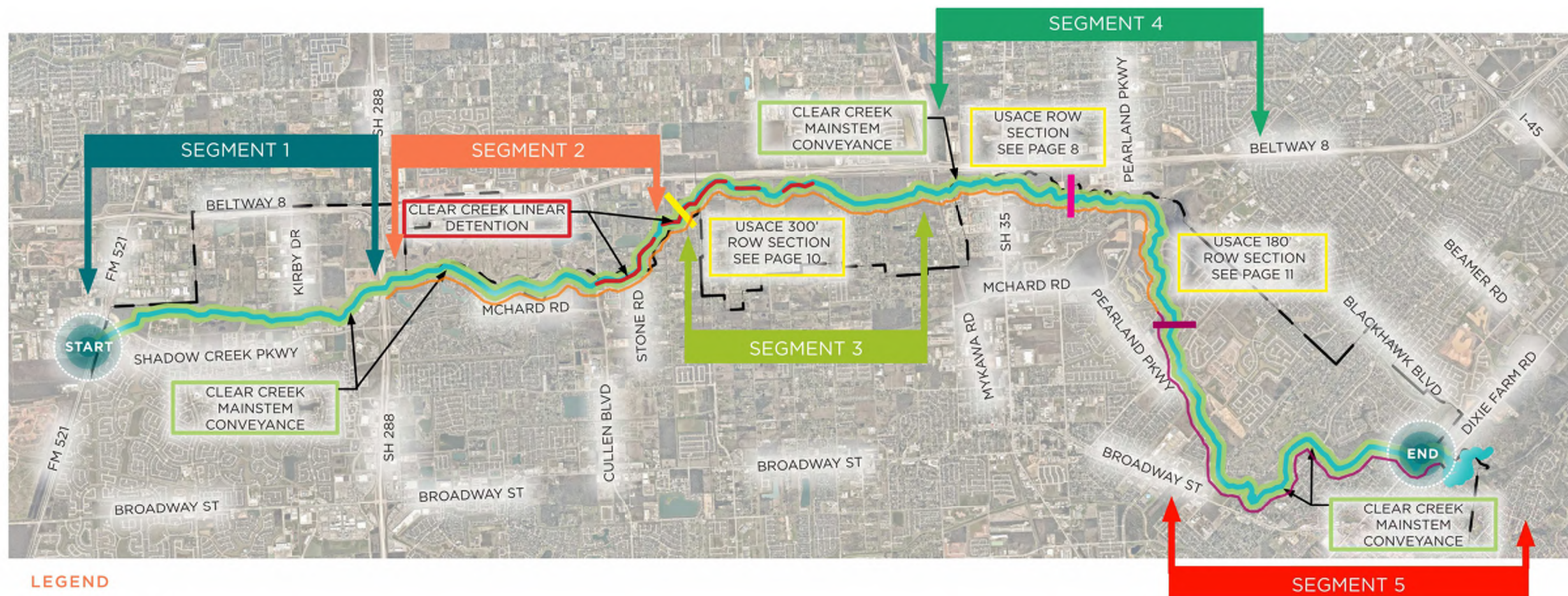
The 21-mile trail as proposed is in one the following cities or its extra territorial jurisdiction (ETJ).

CREATING CONNECTIONS



U.S. ARMY CORPS OF ENGINEERS CLEAR CREEK MAINSTEM CONVEYANCE

The Clear Creek Trail has been divided into five segments based on the existing physical boundaries, such as major highways, thoroughfares and rail lines. Each segment is approximately five miles in length. The USACE's plan has three typical cross sections throughout this segment of channel improvements. These include a 300' right-of-way allowing for a 200' wide channel; a 180' right-of-way which allows for a 90' channel; and they have provided space for detention ponds between Cullen Boulevard and Mykawa Road alongside the channel improvements.

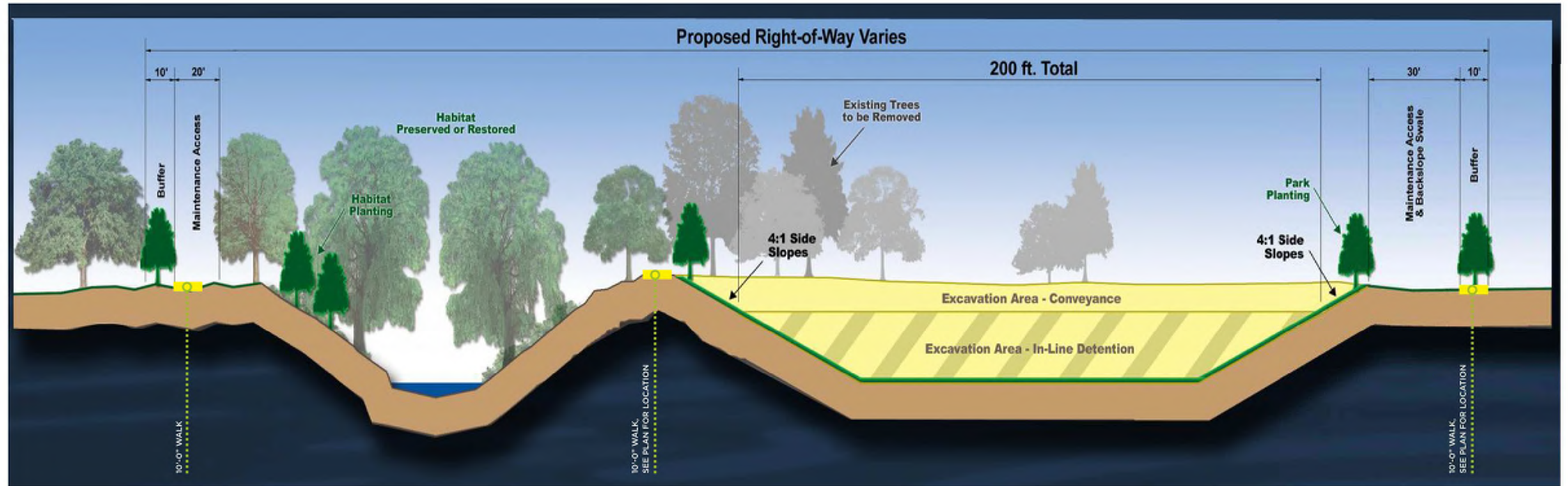
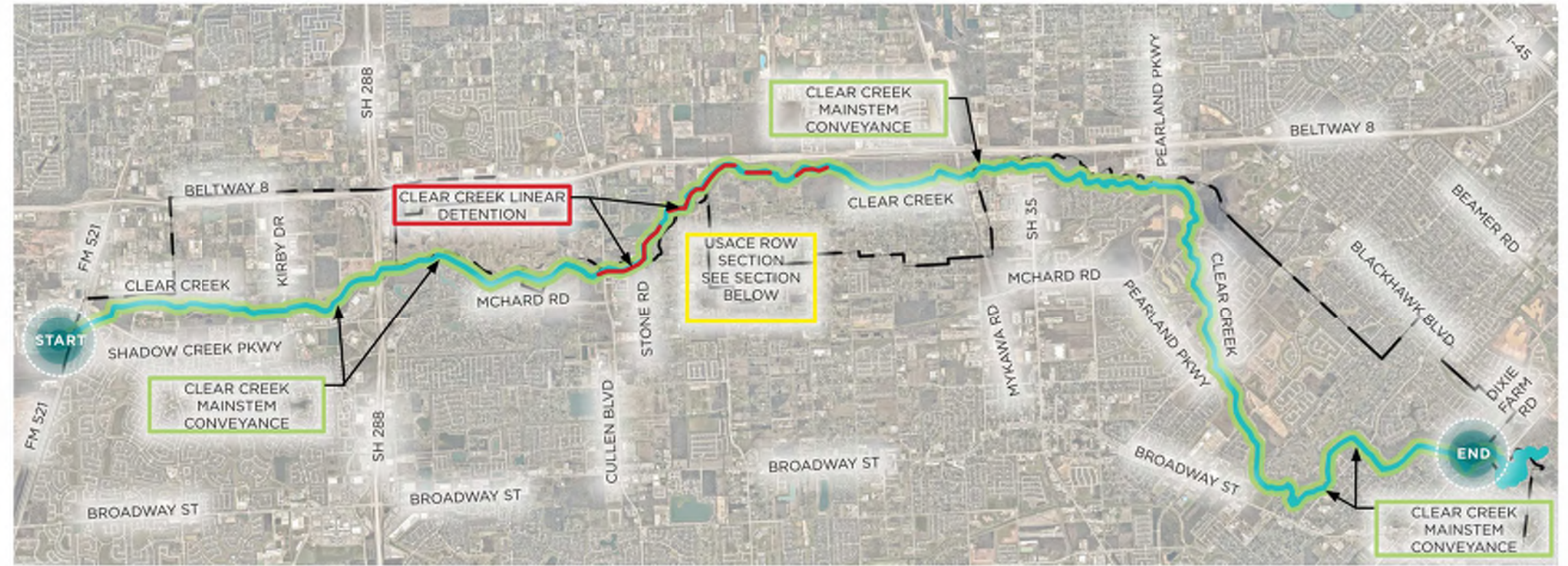


LEGEND

- █ 180' PROPOSED R.O.W.
- █ 300' PROPOSED R.O.W.
- █ DETENTION

CLEAR CREEK MAINSTEM CONVEYANCE LINEAR DETENTION

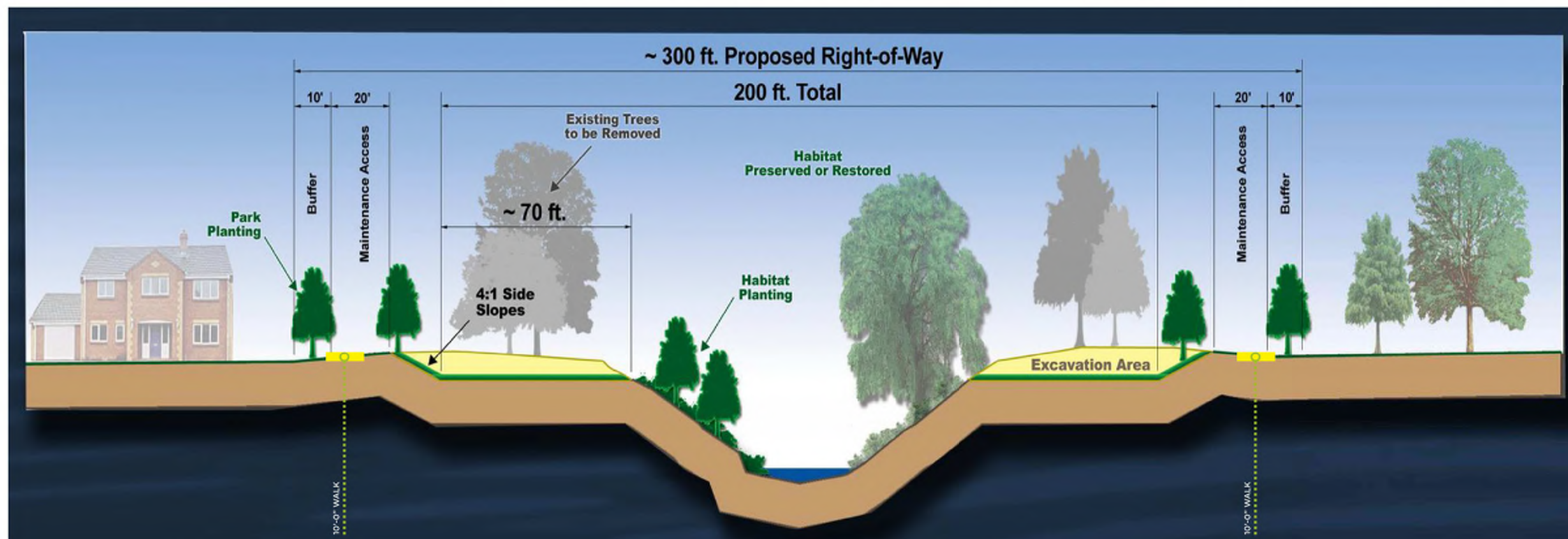
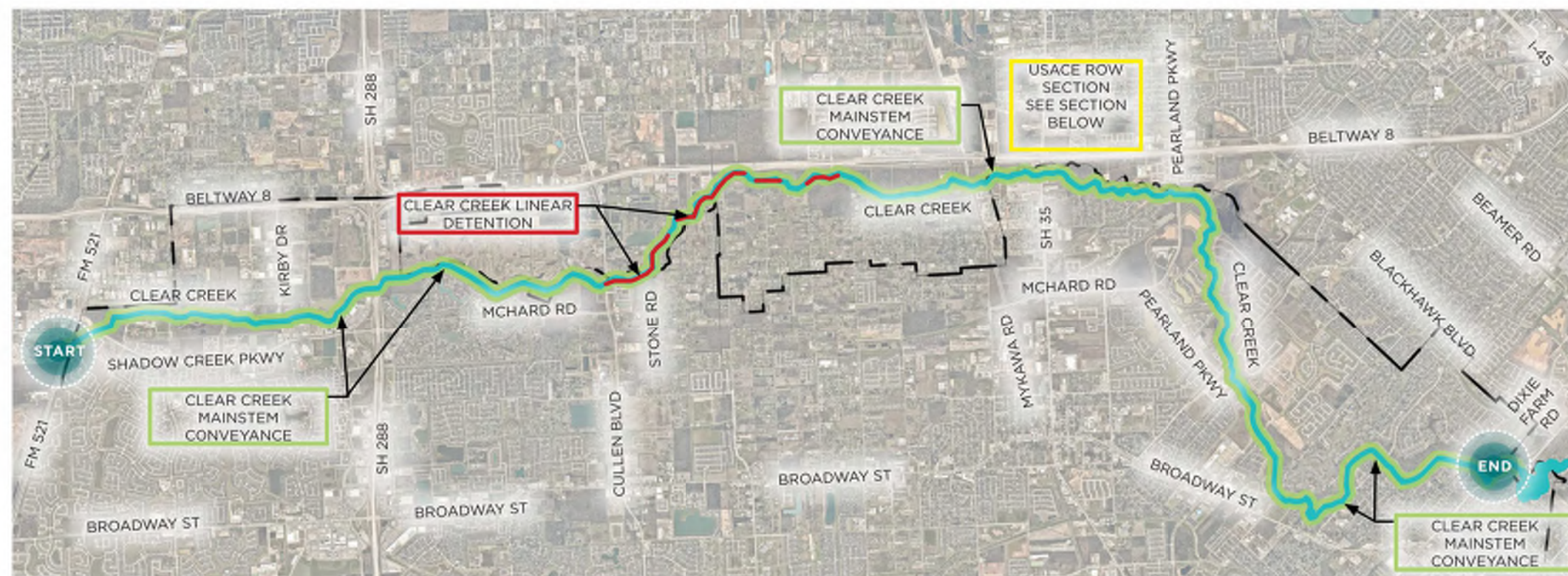
Throughout the middle portion of the channel improvements, the USACE is planning for linear detention ponds to increase conveyance, as well as detain water during storm events. In these sections, the Master Plan's trail system could fall within the 10' buffer or the 20' maintenance access area on either the north or south side of Clear Creek. The trail could also be in the zone between the detention area and the channel. All trails shall adhere to HCFCD and USACE standards for trails. The minimum standards for the trail shall be 10' wide with a 2' shoulder on either side. The trail shall be construction of reinforced concrete 6" thick with a 6" thick lime stabilized base. All trails shall meet current ADA/ TAS standards and have a medium broom finish perpendicular to the path of travel.



CLEAR CREEK MAINSTEM CONVEYANCE 300' PROPOSED RIGHT OF WAY

SH 288 TO HUGHES RD

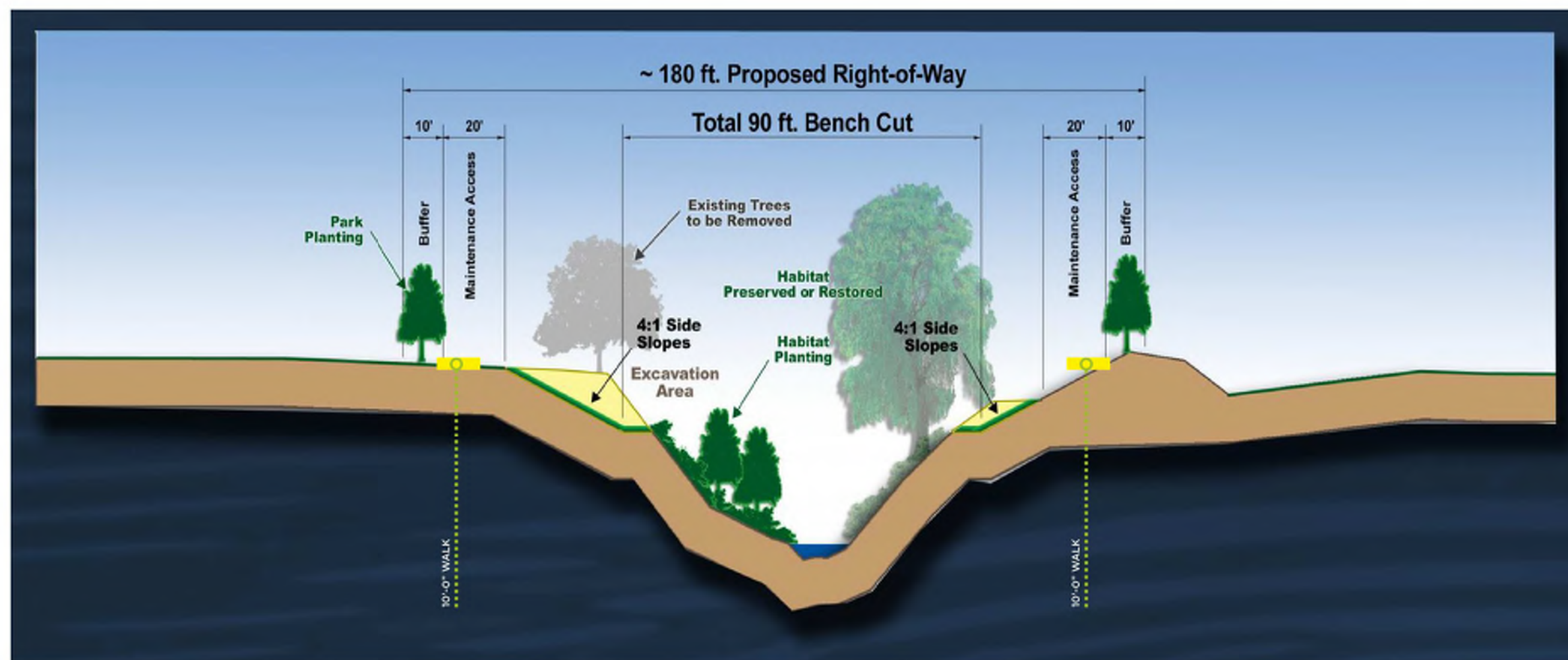
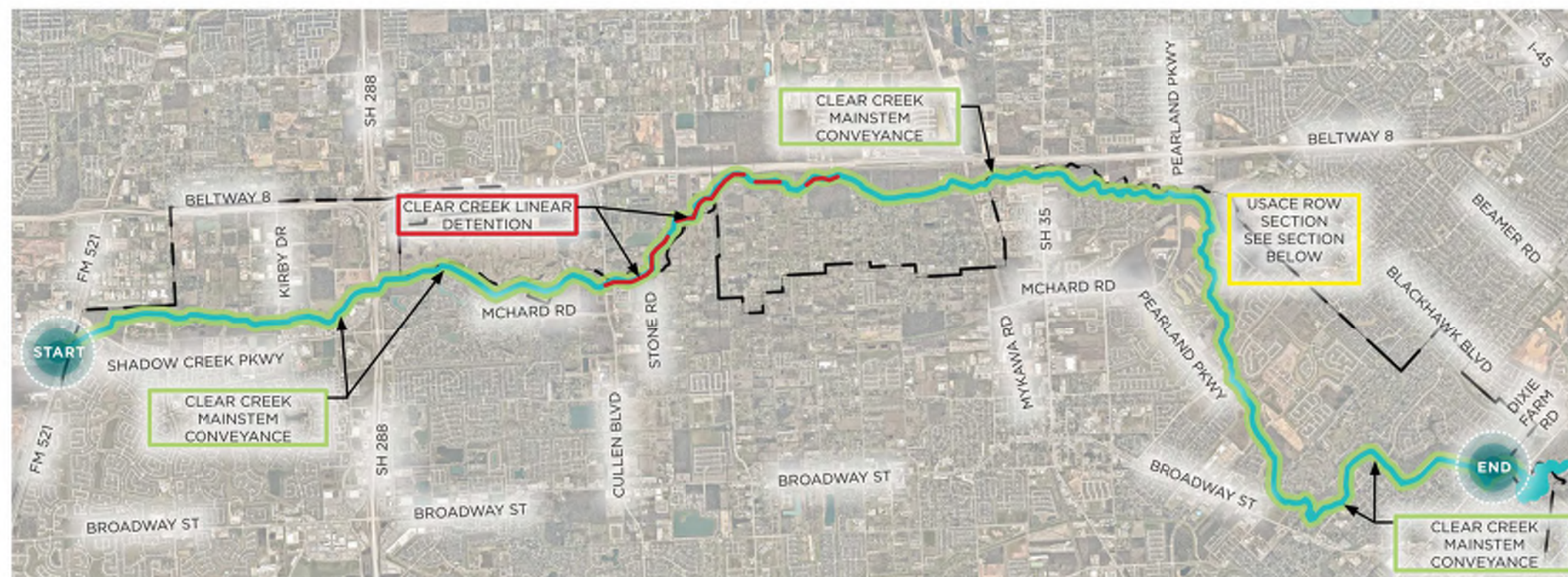
In the areas where the USACE have acquired 300' of right-of-way, they are going to provide a 200' wide channel. Outside of the channel, the Master Plan is suggesting a trail system that could be placed within the 10' buffer zone or the 20' maintenance access area. All trails shall adhere to HCFCD and USACE standards for trails. The minimum standards for the trail shall be 10' wide with a 2' shoulder on either side. The trail shall be construction of reinforced concrete 6" thick with a 6" thick lime stabilized base. All trails shall meet current ADA/ TAS standards and have a medium broom finish perpendicular to the path of travel.



CLEAR CREEK MAINSTEM CONVEYANCE 180' PROPOSED RIGHT OF WAY

HUGHES RD TO DIXIE FARM RD

In the areas where the USACE right-of-way is reduced to 180', they are seeking to create a 90' wide improved channel. Similar to the 300' right-of-way option, the Master Plan seeks to place a 10' wide trail system within the 10' buffer and/or the 20' maintenance access area. All trails shall adhere to HCFCD and USACE standards for trails. The minimum standards for the trail shall be 10' wide with a 2' shoulder on either side. The trail shall be construction of reinforced concrete 6" thick with a 6" thick lime stabilized base. All trails shall meet current ADA/ TAS standards and have a medium broom finish perpendicular to the path of travel.



CLEAR CREEK TRAIL

SEGMENTS OVERVIEW

The Clear Creek Trail has been divided into five segments based on the existing physical boundaries, such as major highways, thoroughfares and rail lines. Each segment is approximately three to five miles in length. All trails are assumed to be constructed of Concrete ranging from 4-1/2" to 6" thickness depending on location. All trails indicated in this plan are intended to be 10' in width.



01.

FM 521 TO SH 288

SH 288 LOOKING SOUTH TOWARDS LOWER KIRBY DISTRICT PARK



02.

SH 288 TO STONE RD

TOM BASS REGIONAL PARK EXISTING TRAIL



03.

STONE RD TO MYKAWA RD

MYKAWA RAILROAD AT CLEAR CREEK



04.

MYKAWA RD TO BARRY ROSE

PEARLAND PARKWAY AT CLEAR CREEK



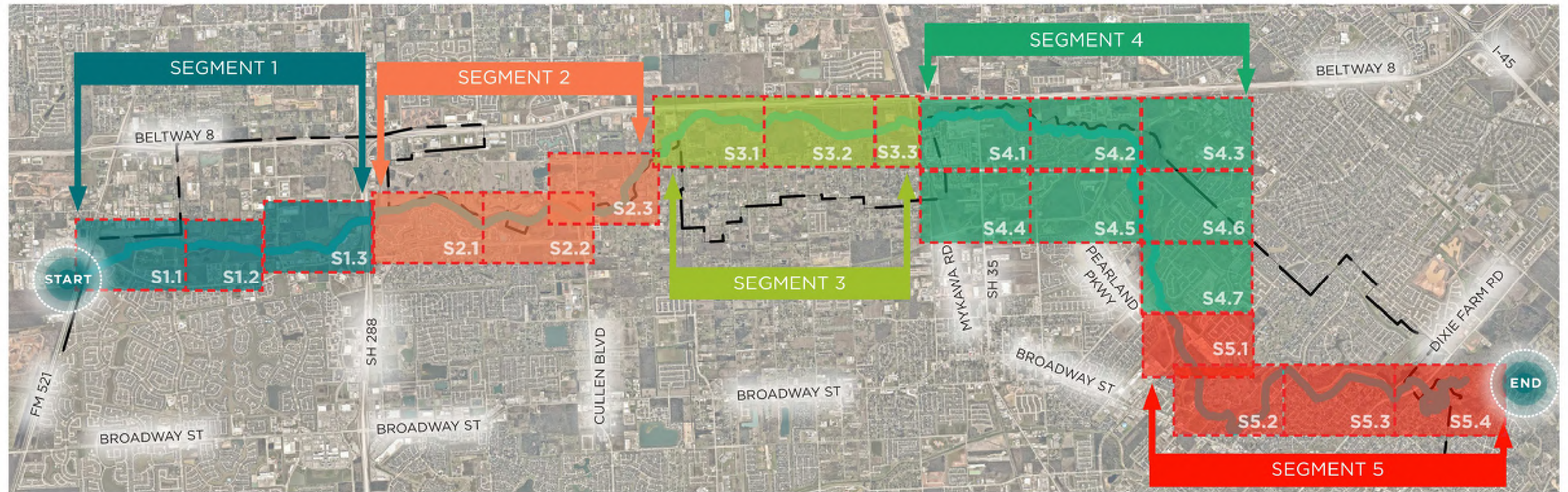
05.

PEARLAND PKWY TO DIXIE FARM RD

DIXIE FARM ROAD PARK AT CLEAR CREEK

CLEAR CREEK TRAIL

SEGMENTS OVERVIEW



CLEAR CREEK TRAIL

KEY TERMS

RESIDENTIAL - A group of a structures serving as a dwellings or homes, typically in a neighborhood.

PARK - An area of land for the enjoyment of the public, having facilities for rest and recreation, often owned, set apart, and managed by a city, state, or nation.

BUSINESS - A building or site where commercial work is carried on, as a factory, store, or office, place of work.

RESTAURANT - An establishment where meals are served to customers.

RETAIL - A place where the sale of goods to ultimate consumers occurs.

EDUCATION - A place where the act or process of imparting or acquiring general knowledge, developing the powers of reasoning and judgment, and generally of preparing oneself or others intellectually.

CITY LIMITS - City limit/boundary referring to the defined boundary or border of a city.

CLEAR CREEK - The Clear Creek watershed encompasses portions of Harris, Galveston, Brazoria, and Fort Bend Counties. Clear Creek originates approximately 3 miles west of the City of Pearland city limits and runs along the northern boundary of the city to the east and ultimately to Clear Lake.

EXISTING TRAILHEAD - An existing location where the trail starts, typically marked by informational signage.

PROPOSED TRAILHEAD - A planned location where a trail starts, typically marked by informational signage.

EXISTING TRAIL - An existing path or track made across a region, over a natural area, or the like, for the passage of people.

EXISTING SIDEWALK - An existing walk, especially a paved one, at the side of a street or road.

PROPOSED TRAIL - A planned path or track made across a region, over a natural area, or the like, for the passage of people.

ALTERNATE TRAIL - A limited choice to one of two or more possible planned paths or tracks made across a region, over a natural area, or the like, for the passage of people.

EXISTING BRIDGE - An existing pedestrian structure spanning and providing passage over a creek, ditch, road, or the like.

PROPOSED BRIDGE - A planned pedestrian structure spanning and providing passage over a creek, ditch, road, or the like.

ALTERNATE BRIDGE - A limited choice to one of two or more possible planned pedestrian structures spanning and providing passage over a creek, ditch, road, or the like.

UNDERBRIDGE CROSSING - A place where trails, streets, tracks, etc., cross under each other.

ALTERNATE UNDERBRIDGE CROSSING - A limited choice to one of two or more possible planned places where trails, streets, tracks, etc., cross under each other.

HCFC/ DD4 - Land owned or controlled by Harris County Flood Control/ Drainage District #4.

CITY OF PEARLAND - Land owned or controlled by the City of Pearland.

HARRIS COUNTY - Land owned or controlled by the Harris County.

MUD & MANAGEMENT DISTRICTS - Land owned or controlled by the Municipal Utility Districts or Management Districts.

HOUSTON PARKS BOARD - Land owned or controlled by the Houston Parks Board.

CITY OF HOUSTON - Land owned or controlled by the City of Houston.

EXISTING PARKING - An existing space in which to park vehicles, as at a place of business, park or a public event.

PROPOSED PARKING - A planned space in which to park vehicles, as at a place of business or a public event.

SEGMENT ONE (5.3 miles)

FM 521 TO SH 288

OVERVIEW

Segment One begins at FM 521 (which will be reconstructed and have a mixed-use trail) and extends just past SH 288. This segment takes users through three parks and crosses the creek with a pedestrian bridge between Kirby Drive and SH 288. The trail will cross under SH 288 and make an additional connection to Shadow Creek and its trail system. The vision for Segment One is to provide a wide, generous hike and bike trail separate for the hustle and bustle of the roadside sidewalks through natural settings connecting parks and activity zones.

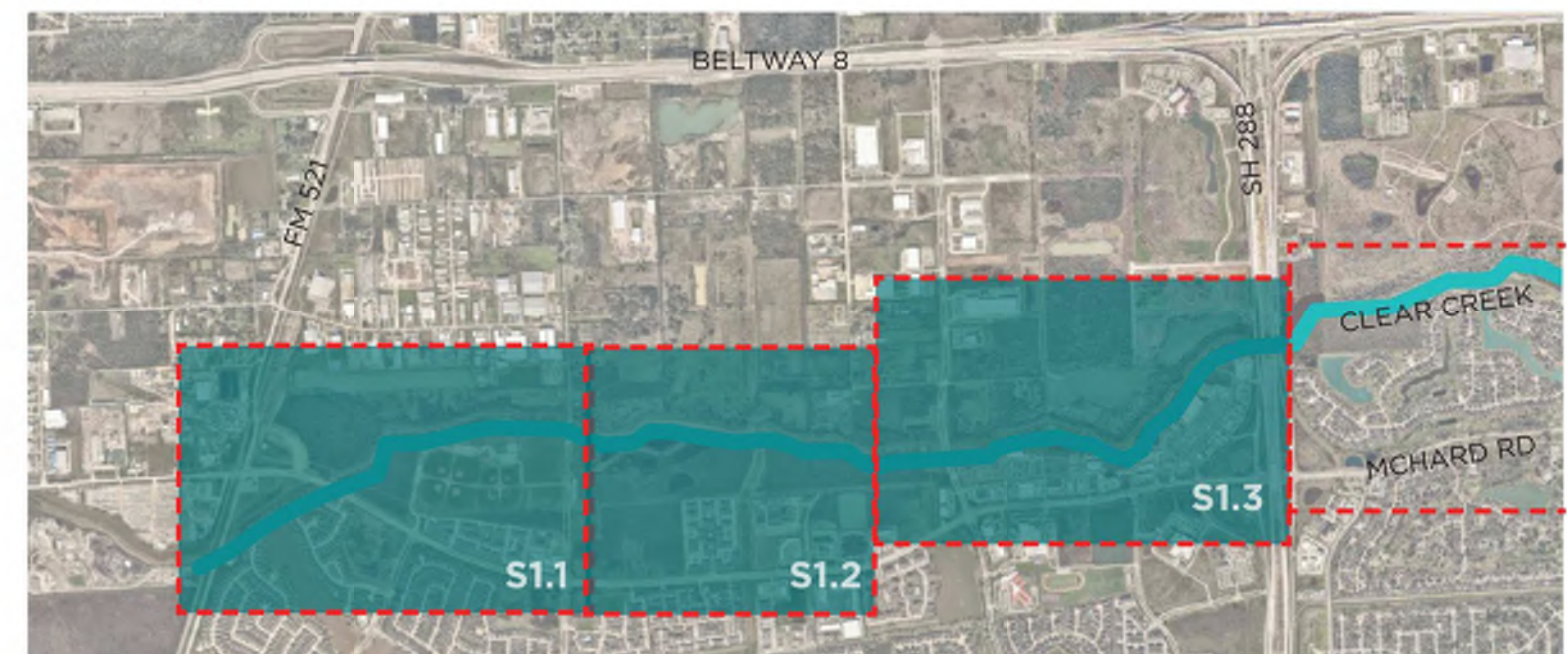
KEY ATTRIBUTES

- Connects the Sports Complex at Shadow Creek Ranch to the Clear Creek Trail
- Connects to Shadow Creek Ranch Nature Park
- Adds trailheads at entrances into Shadow Creek Nature Park, the Sports Complex at Shadow Creek Ranch and Lower Kirby District Park
- Connects the north and south sides of Clear Creek via a pedestrian bridge between Kirby Drive and SH 288
- Connects under major freeway (SH 288)
- Connection to Shadow Creek Ranch subdivision and its 22 miles of trails
- Connection to future library

SEGMENT STATS

- Existing or in construction trail length: 4.2 miles
- Planned trail extension: 1.1 miles
- Trailheads: 3
- Pedestrian bridges: 1
- Underbridge crossings: 2

KEY MAP



ALMEDA RD AND SHADOW CREEK PKWY INTERSECTION FACING SOUTH



THE SPORTS COMPLEX AT SHADOW CREEK RANCH FACING EAST



SHADOW CREEK PKWY AND BUSINESS CENTER DR INTERSECTION FACING WEST

S1.1

FM 521 TO KINGSLEY DR

LEGEND

- RESIDENTIAL
- PARK
- BUSINESS
- RESTAURANT
- RETAIL
- EDUCATION

- CITY LIMITS
- CLEAR CREEK
- EXISTING TRAILHEAD
- PROPOSED TRAILHEAD
- EXISTING TRAIL
- EXISTING SIDEWALK
- TRAIL IN DESIGN
- PROPOSED TRAIL
- ALTERNATE TRAIL
- EXISTING BRIDGE
- PROPOSED BRIDGE
- ALTERNATE BRIDGE
- UNDERBRIDGE CROSSING
- ALTERNATE UNDERBRIDGE CROSSING

- LANDOWNERS**
- HCFC/ DD4
- CITY OF PEARLAND
- HARRIS COUNTY
- MUD & MANAGEMENT DISTRICTS
- HOUSTON PARKS BOARD
- CITY OF HOUSTON

- EXISTING PARKING
- PROPOSED PARKING



S1.2

KINGSLEY DR TO KIRBY DR

LEGEND

- RESIDENTIAL
- PARK
- BUSINESS
- RESTAURANT
- RETAIL
- EDUCATION

- CITY LIMITS
- CLEAR CREEK
- EXISTING TRAILHEAD
- PROPOSED TRAILHEAD
- EXISTING TRAIL
- EXISTING SIDEWALK
- TRAIL IN DESIGN
- PROPOSED TRAIL
- ALTERNATE TRAIL
- EXISTING BRIDGE
- PROPOSED BRIDGE
- ALTERNATE BRIDGE
- UNDERBRIDGE CROSSING
- ALTERNATE UNDERBRIDGE CROSSING

- LANDOWNERS**
- HCFC/ DD4
- CITY OF PEARLAND
- HARRIS COUNTY
- MUD & MANAGEMENT DISTRICTS
- HOUSTON PARKS BOARD
- CITY OF HOUSTON

- EXISTING PARKING
- PROPOSED PARKING



CLEAR CREEK TRAIL

S1.3

KIRBY DR TO SH 288

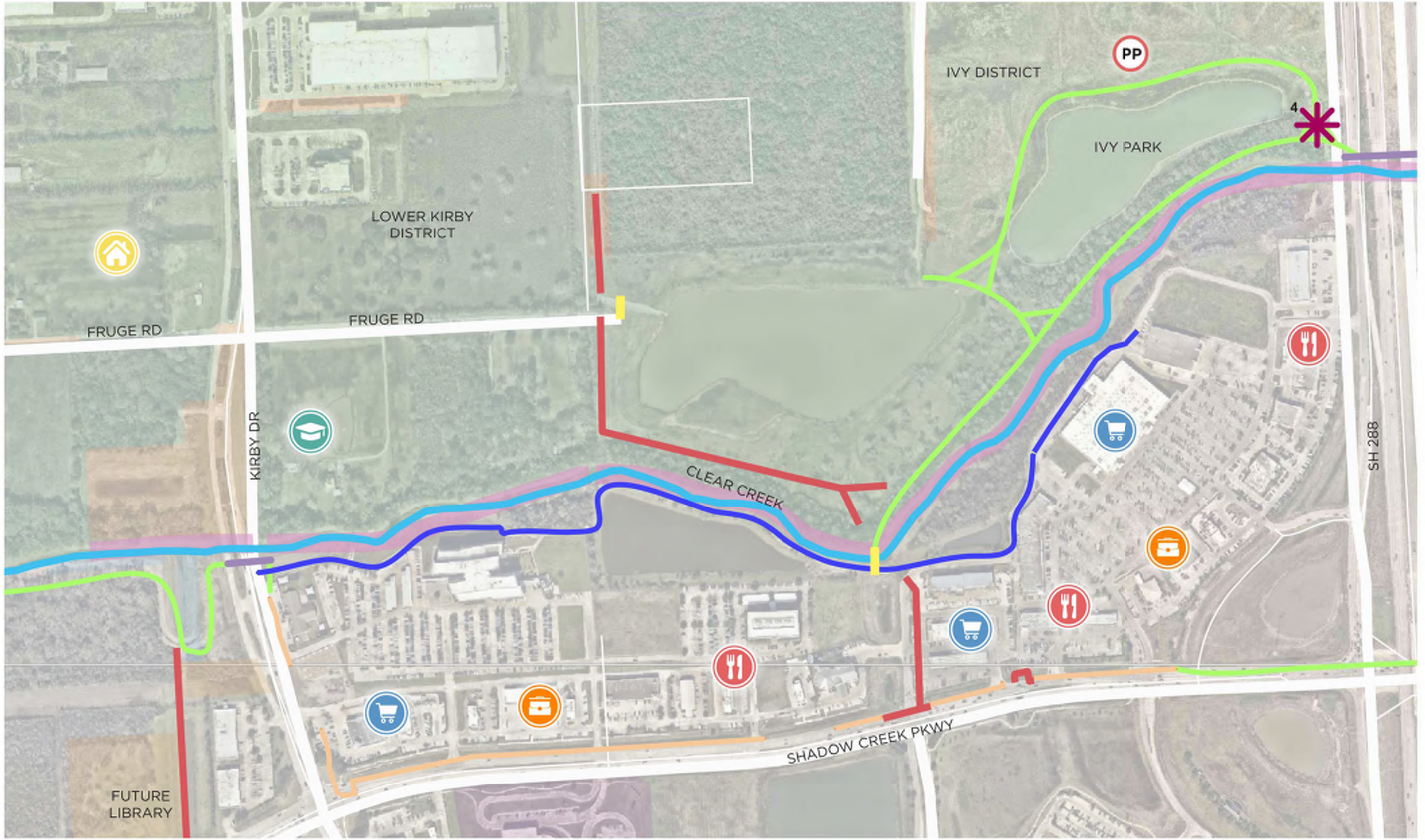
LEGEND

-  RESIDENTIAL
-  PARK
-  BUSINESS
-  RESTAURANT
-  RETAIL
-  EDUCATION

-  CITY LIMITS
-  CLEAR CREEK
-  EXISTING TRAILHEAD
-  PROPOSED TRAILHEAD
-  EXISTING TRAIL
-  EXISTING SIDEWALK
-  TRAIL IN DESIGN
-  PROPOSED TRAIL
-  ALTERNATE TRAIL
-  EXISTING BRIDGE
-  PROPOSED BRIDGE
-  ALTERNATE BRIDGE
-  UNDERBRIDGE CROSSING
-  ALTERNATE UNDERBRIDGE CROSSING

- LANDOWNERS**
-  HCFC/ DD4
-  CITY OF PEARLAND
-  HARRIS COUNTY
-  MUD & MANAGEMENT DISTRICTS
-  HOUSTON PARKS BOARD
-  CITY OF HOUSTON

-  EXISTING PARKING
-  PROPOSED PARKING



SEGMENT TWO (4.1 miles)

SH 288 TO STONE RD

OVERVIEW

Segment Two runs from SH 288 to Stone Road, and makes key connections to Tom Bass Regional Park as well as Christia Adair Park and Cullen Mixed-Use Trail. These key connections expand access to regional amenities, further reducing vehicular traffic. The vision for this segment is to provide a connection to nature and the Harris County Precinct 1 regional parks of Tom Bass and Adair Parks. The immediate beneficiaries will be the residents of The Lakes at Country Place and Lake Park.

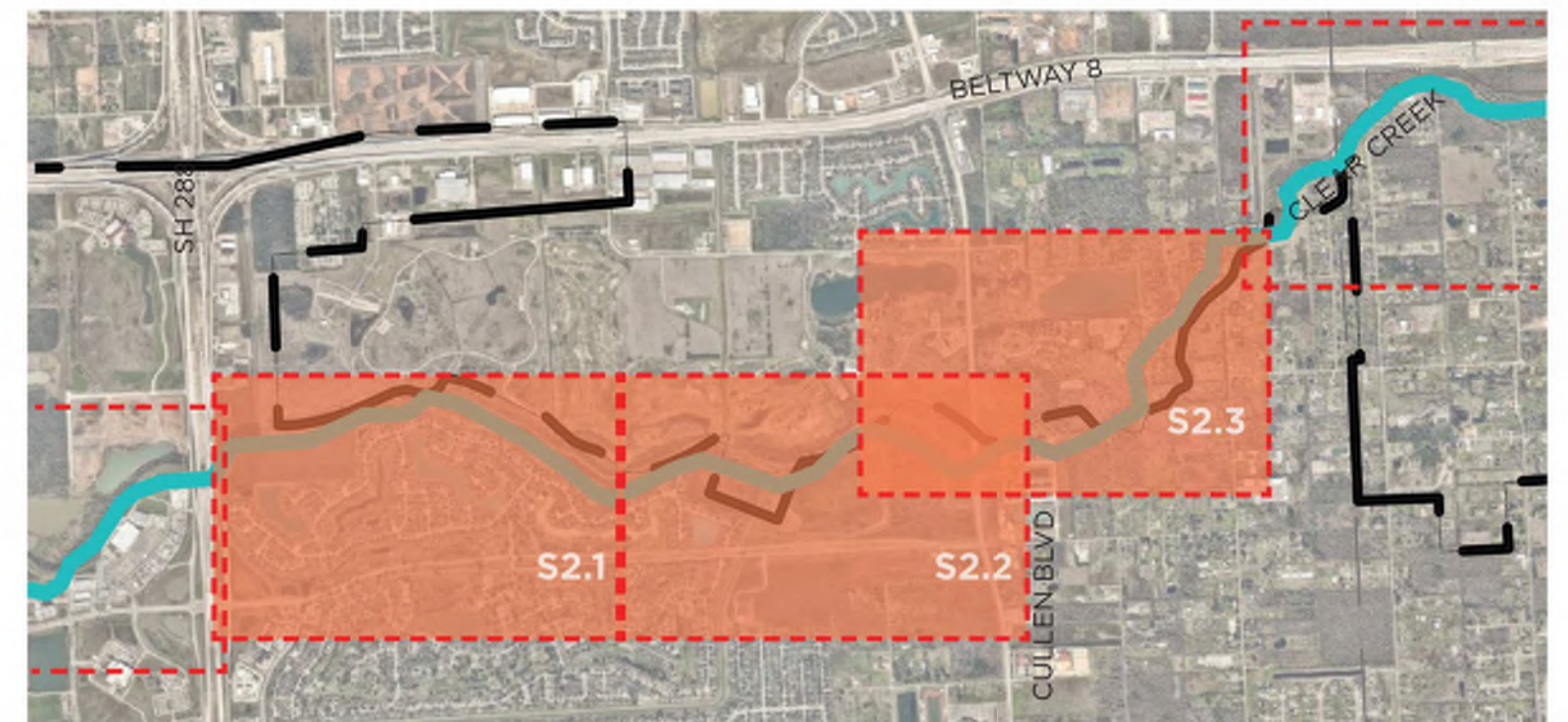
KEY ATTRIBUTES

- Connection to Tom Bass Regional Park
- Connection to Christia Adair Park
- Adds trailheads at both Tom Bass Regional Park and Christia Adair Park with adjacent parking
- Bridge will allow connections to McHard Road and The Lakes at Country Place as well as South down
- The trail will connect with Lake Park near Cullen Blvd

SEGMENT STATS

- Existing or in construction trail length: .6 miles
- Planned trail extension: 3.5 miles
- Trailheads: 2
- Pedestrian bridges: 1
- Underbridge crossings: 1

KEY MAP



CHRISTIA ADAIR PARK



CULLEN BLVD AT CLEAR CREEK



FELLOWS RD AT TOM BASS REGIONAL PARK
FACING WEST

S2.1

SH 288 TO COUNTRY BLVD

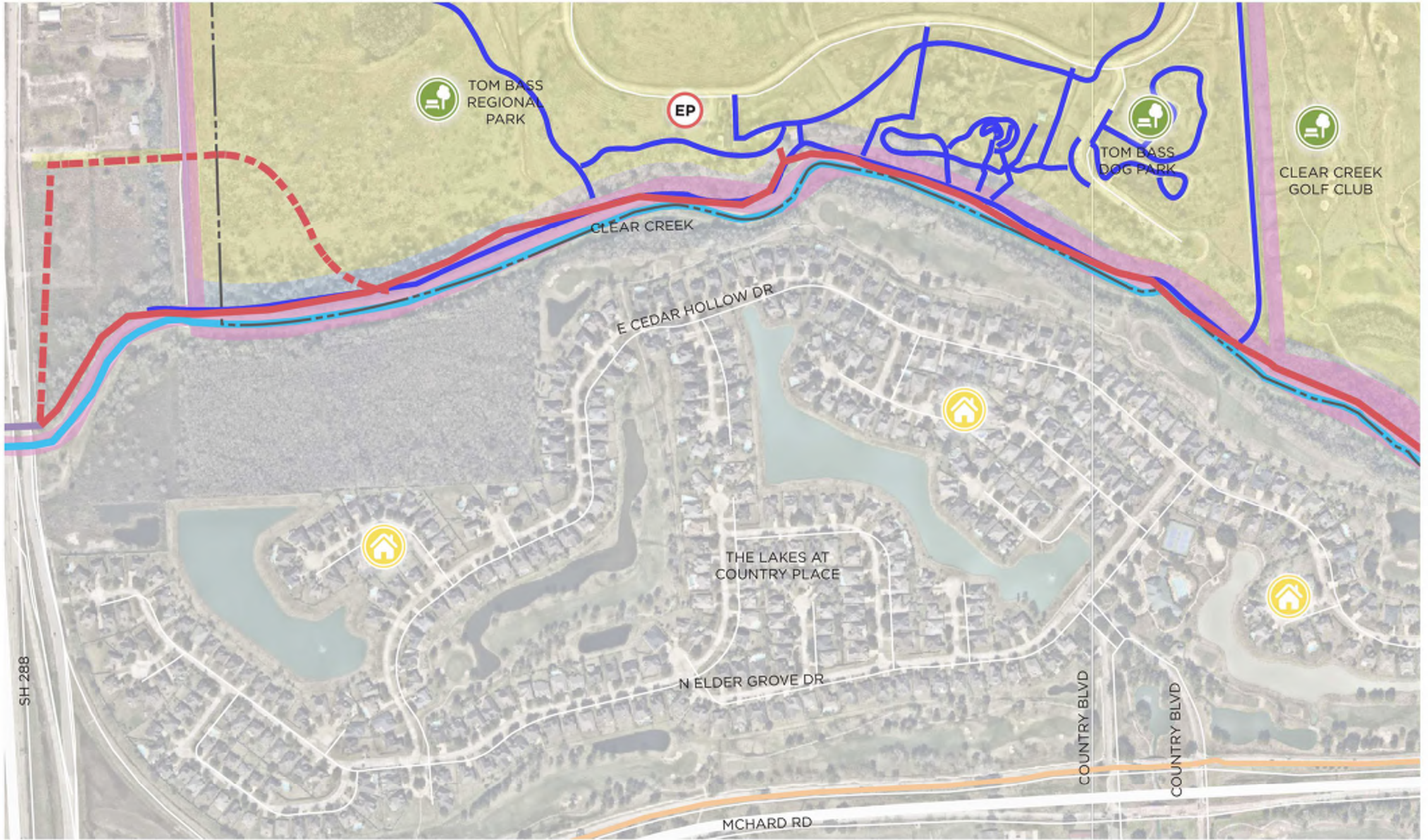
LEGEND

- RESIDENTIAL
- PARK
- BUSINESS
- RESTAURANT
- RETAIL
- EDUCATION

- CITY LIMITS
- CLEAR CREEK
- EXISTING TRAILHEAD
- PROPOSED TRAILHEAD
- EXISTING TRAIL
- EXISTING SIDEWALK
- TRAIL IN DESIGN
- PROPOSED TRAIL
- ALTERNATE TRAIL
- EXISTING BRIDGE
- PROPOSED BRIDGE
- ALTERNATE BRIDGE
- UNDERBRIDGE CROSSING
- ALTERNATE UNDERBRIDGE CROSSING

- LANDOWNERS**
- HCFC/ DD4
- CITY OF PEARLAND
- HARRIS COUNTY
- MUD & MANAGEMENT DISTRICTS
- HOUSTON PARKS BOARD
- CITY OF HOUSTON

- EXISTING PARKING
- PROPOSED PARKING



S2.2

CHICKORY FIELD TO CULLEN BLVD

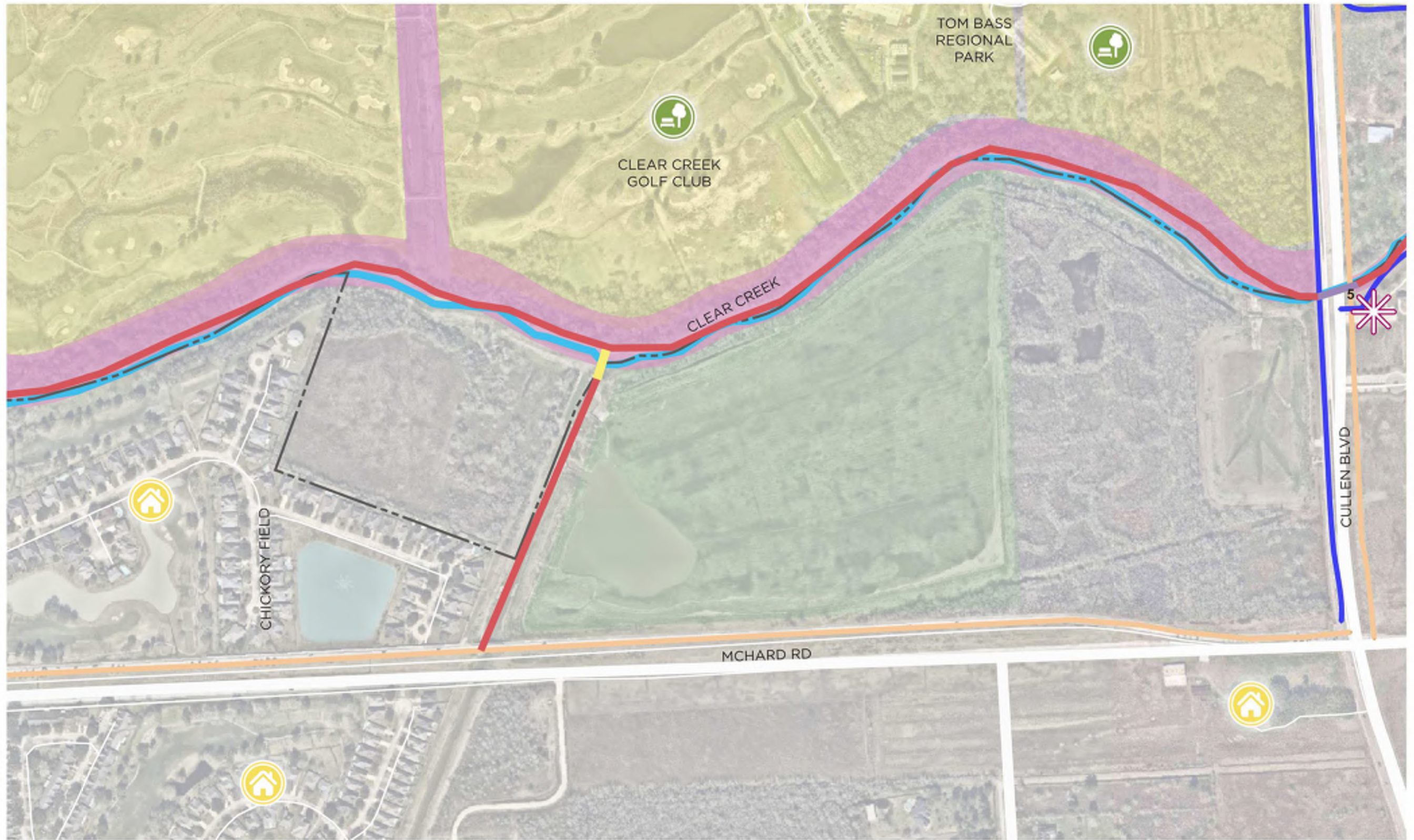
LEGEND

-  RESIDENTIAL
-  PARK
-  BUSINESS
-  RESTAURANT
-  RETAIL
-  EDUCATION

-  CITY LIMITS
-  CLEAR CREEK
-  EXISTING TRAILHEAD
-  PROPOSED TRAILHEAD
-  EXISTING TRAIL
-  EXISTING SIDEWALK
-  TRAIL IN DESIGN
-  PROPOSED TRAIL
-  ALTERNATE TRAIL
-  EXISTING BRIDGE
-  PROPOSED BRIDGE
-  ALTERNATE BRIDGE
-  UNDERBRIDGE CROSSING
-  ALTERNATE UNDERBRIDGE CROSSING

- LANDOWNERS**
-  HCFC/ DD4
-  CITY OF PEARLAND
-  HARRIS COUNTY
-  MUD & MANAGEMENT DISTRICTS
-  HOUSTON PARKS BOARD
-  CITY OF HOUSTON

-  EXISTING PARKING
-  PROPOSED PARKING



CLEAR CREEK TRAIL

S2.3

CULLEN BLVD TO STONE RD

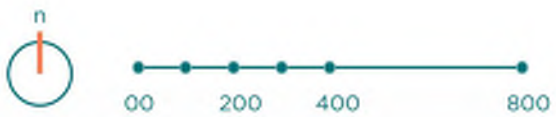
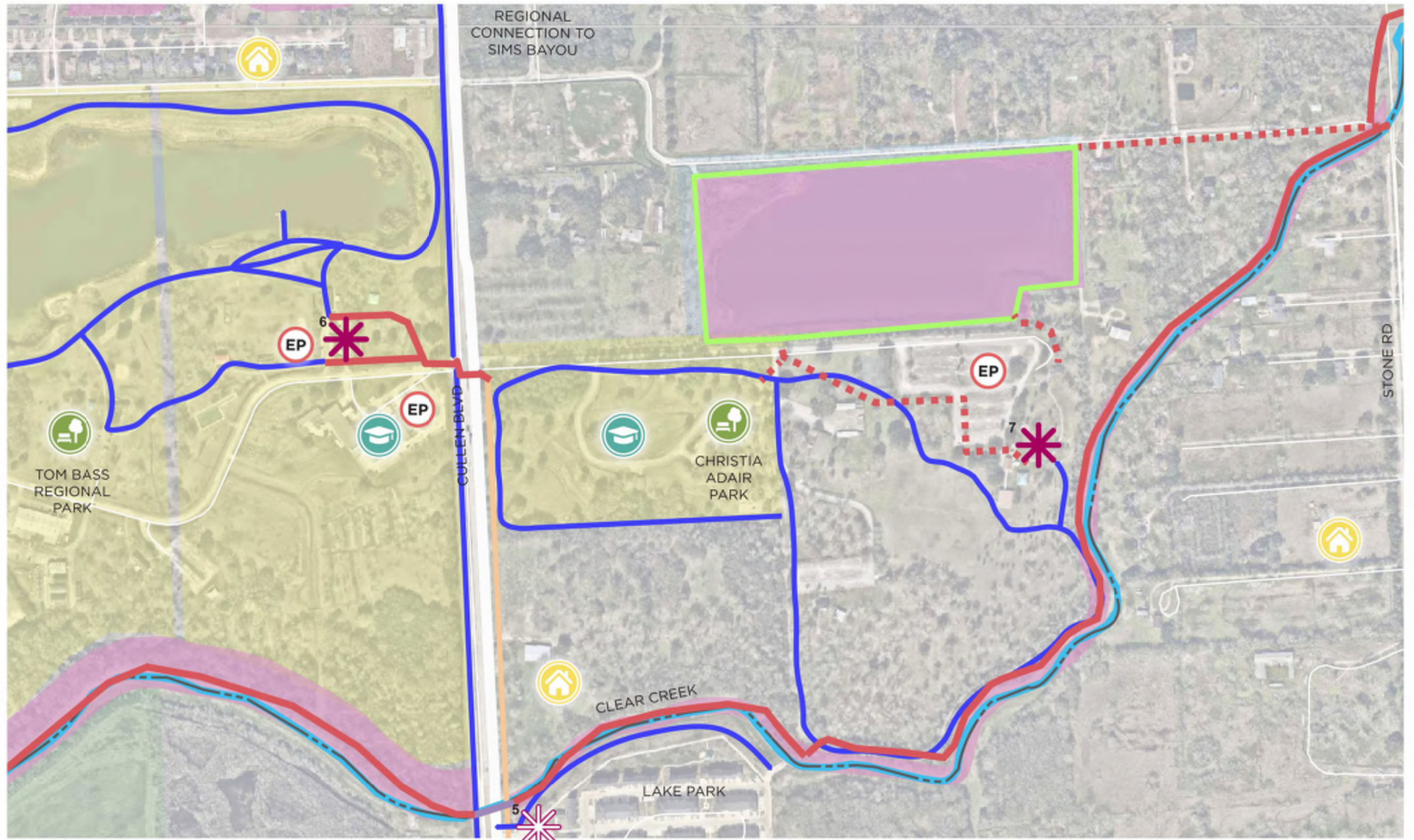
LEGEND

- RESIDENTIAL
- PARK
- BUSINESS
- RESTAURANT
- RETAIL
- EDUCATION

- CITY LIMITS
- CLEAR CREEK
- EXISTING TRAILHEAD
- PROPOSED TRAILHEAD
- EXISTING TRAIL
- EXISTING SIDEWALK
- TRAIL IN DESIGN
- PROPOSED TRAIL
- ALTERNATE TRAIL
- EXISTING BRIDGE
- PROPOSED BRIDGE
- ALTERNATE BRIDGE
- UNDERBRIDGE CROSSING
- ALTERNATE UNDERBRIDGE CROSSING

- LANDOWNERS**
- HCFC/ DD4
- CITY OF PEARLAND
- HARRIS COUNTY
- MUD & MANAGEMENT DISTRICTS
- HOUSTON PARKS BOARD
- CITY OF HOUSTON

- EXISTING PARKING
- PROPOSED PARKING



SEGMENT THREE (3.0 miles)

STONE RD TO MYKAWA RD

OVERVIEW

Segment Three begins at Stone Road and extends to Mykawa Road. The connection under Mykawa Road and the railroad trestle will require coordination with the railroad. This is a key segment to the success of the trail system. The connection under Mykawa and the railroad trestle is a key crossing. Currently the USACE indicates that these two bridges will be reconstructed to make this connection much easier. Much of the trail in this area will be utilizing USACE ROW and other partners land. The vision for this segment is one of proximity to the creek and its natural flora and fauna.

KEY ATTRIBUTES

- Future road connections will allow for trail connections (i.e. Cottingham/MLK Road and Reid Boulevard)
- A challenging underbridge crossing at Mykawa Road and the railroad bridge
- The biggest beneficiary of this segment will be the City of Brookside Village with its proximity to the trail, even though it will reside on the north side of the creek

SEGMENT STATS

- Existing or in construction trail length: 0 miles
- Planned trail extension: 3 miles
- Trailheads: 1
- Pedestrian bridges: 0
- Underbridge crossings: 0
- Parking lot: 1

KEY MAP



MYKAWA RD AT CLEAR CREEK



MYKAWA RD AT RAILROAD CROSSING



CLEAR CREEK UNDER MYKAWA RD

S3.1

COTTINGHAM RD TO ROY ROAD

LEGEND

- RESIDENTIAL
- PARK
- BUSINESS
- RESTAURANT
- RETAIL
- EDUCATION

- CITY LIMITS
- CLEAR CREEK
- EXISTING TRAILHEAD
- PROPOSED TRAILHEAD
- EXISTING TRAIL
- EXISTING SIDEWALK
- TRAIL IN DESIGN
- PROPOSED TRAIL
- ALTERNATE TRAIL
- EXISTING BRIDGE
- PROPOSED BRIDGE
- ALTERNATE BRIDGE
- UNDERBRIDGE CROSSING
- ALTERNATE UNDERBRIDGE CROSSING

- LANDOWNERS**
- HCFC/ DD4
- CITY OF PEARLAND
- HARRIS COUNTY
- MUD & MANAGEMENT DISTRICTS
- HOUSTON PARKS BOARD
- CITY OF HOUSTON

- EXISTING PARKING
- PROPOSED PARKING

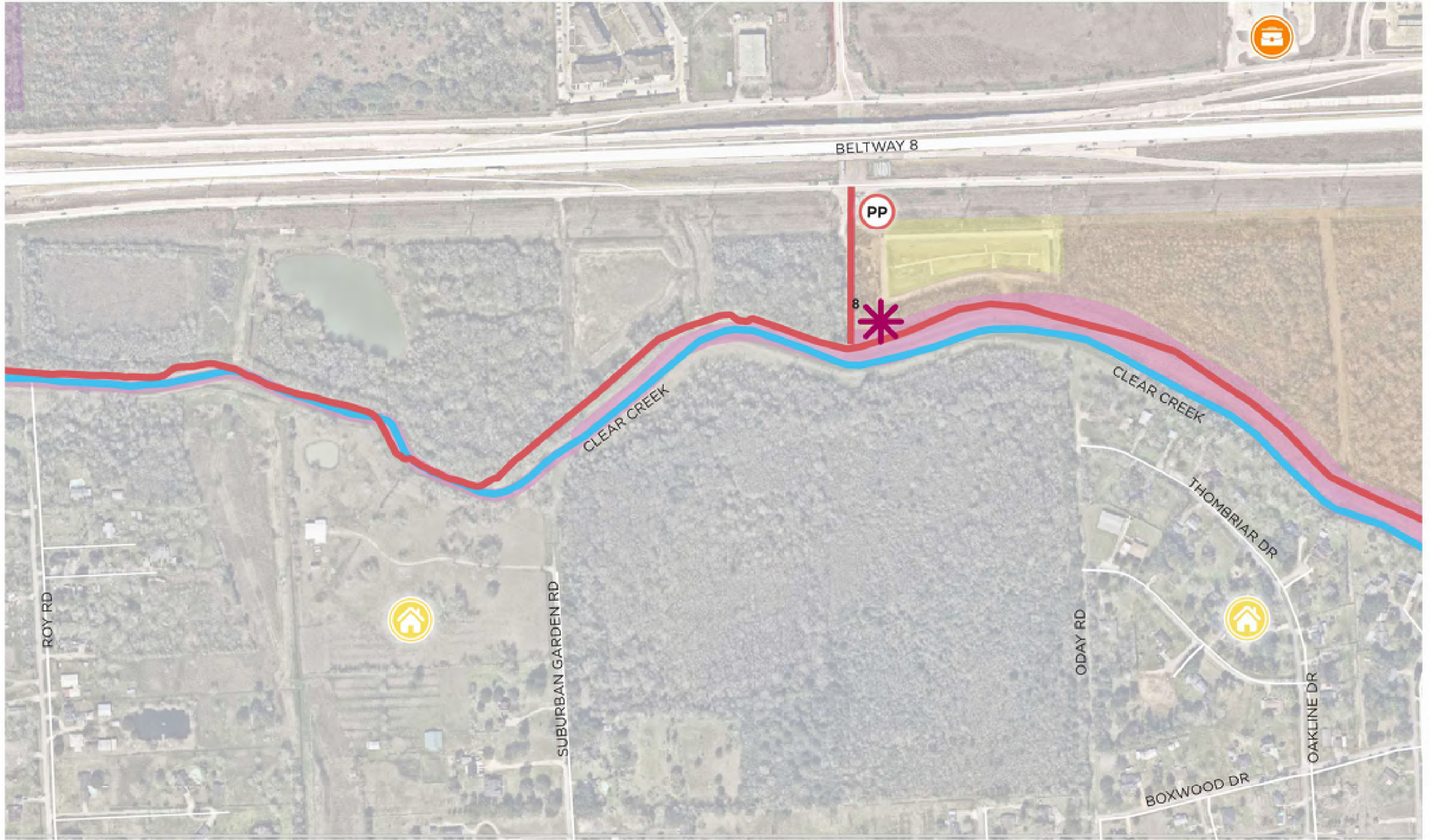


S3.2

ROY RD TO OAKLINE DR

LEGEND

- RESIDENTIAL
- PARK
- BUSINESS
- RESTAURANT
- RETAIL
- EDUCATION
- CITY LIMITS
- CLEAR CREEK
- EXISTING TRAILHEAD
- PROPOSED TRAILHEAD
- EXISTING TRAIL
- EXISTING SIDEWALK
- TRAIL IN DESIGN
- PROPOSED TRAIL
- ALTERNATE TRAIL
- EXISTING BRIDGE
- PROPOSED BRIDGE
- ALTERNATE BRIDGE
- UNDERBRIDGE CROSSING
- ALTERNATE UNDERBRIDGE CROSSING
- LANDOWNERS**
- HCFC/ DD4
- CITY OF PEARLAND
- HARRIS COUNTY
- MUD & MANAGEMENT DISTRICTS
- HOUSTON PARKS BOARD
- CITY OF HOUSTON
- EXISTING PARKING
- PROPOSED PARKING



CLEAR CREEK TRAIL

S3.3

OAKLINE DR TO MYKAWA RD

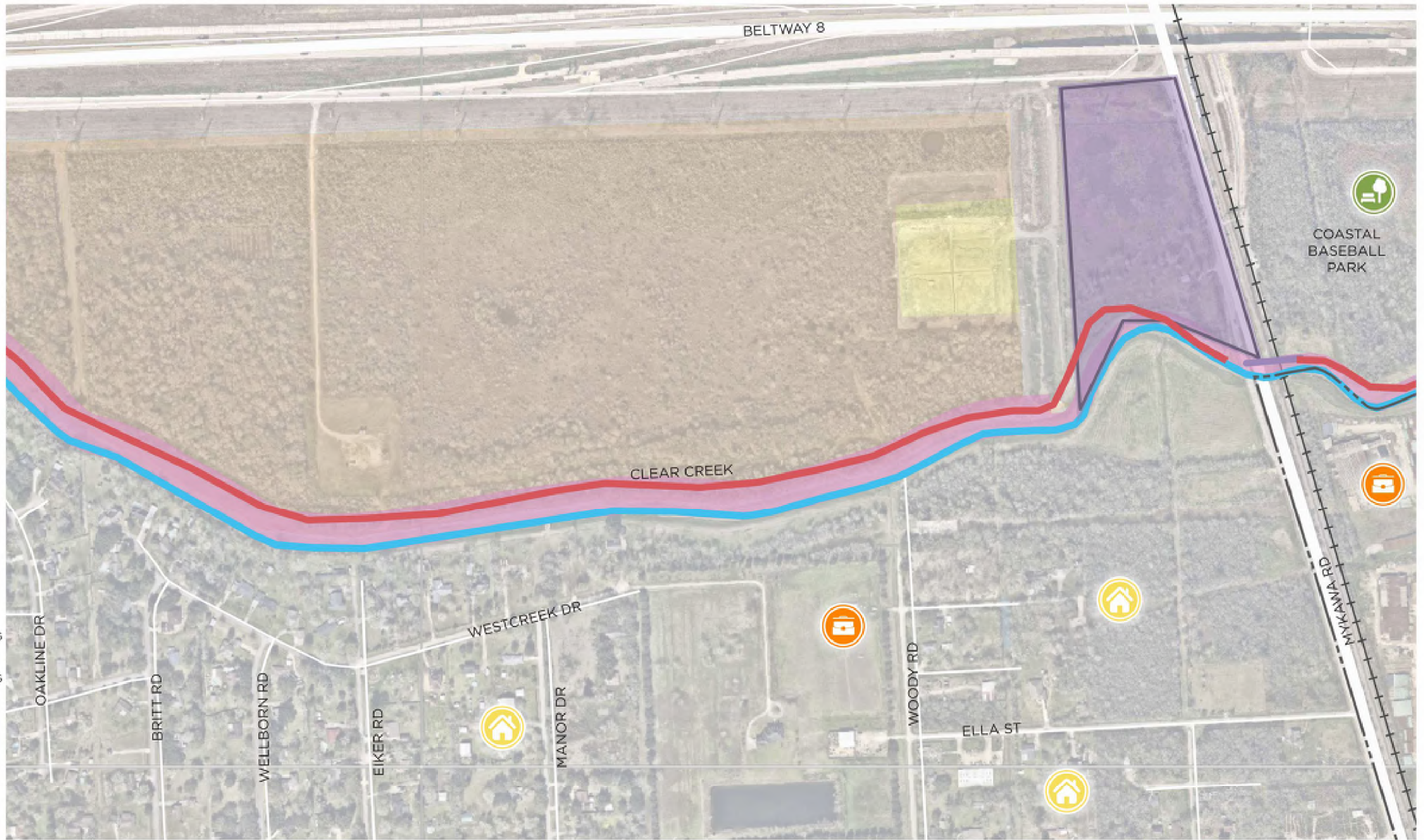
LEGEND

- RESIDENTIAL
- PARK
- BUSINESS
- RESTAURANT
- RETAIL
- EDUCATION

- CITY LIMITS
- CLEAR CREEK
- EXISTING TRAILHEAD
- PROPOSED TRAILHEAD
- EXISTING TRAIL
- EXISTING SIDEWALK
- TRAIL IN DESIGN
- PROPOSED TRAIL
- ALTERNATE TRAIL
- EXISTING BRIDGE
- PROPOSED BRIDGE
- ALTERNATE BRIDGE
- UNDERBRIDGE CROSSING
- ALTERNATE UNDERBRIDGE CROSSING

- LANDOWNERS**
- HCFC/ DD4
- CITY OF PEARLAND
- HARRIS COUNTY
- MUD & MANAGEMENT DISTRICTS
- HOUSTON PARKS BOARD
- CITY OF HOUSTON

- EXISTING PARKING
- PROPOSED PARKING



SEGMENT FOUR (3.6 miles)



OLD ALVIN RD FACING EAST

MYKAWA RD TO BARRY ROSE RD.

OVERVIEW

Segment Four begins at Mykawa Road and extends to Pearland Parkway, then turns south and ends between Barry Rose Road and Province Village Drive. This segment makes connections to the University of Houston Clear Lake Pearland Campus, El Franco Lee Park and the mixed-use path along reconstructed Mykawa Road. The intent to make connections with this segment is deliberate.

KEY ATTRIBUTES

- Connection to University of Houston Clear Lake Pearland Campus
- Connection to El Franco Lee Park
- Addition of a trailhead and new parking connecting the north and south sides of the creek via pedestrian bridges near Pearland Parkway
- Connection to mixed-use path from reconstructed Mykawa Rd
- This segment will provide connections to several neighborhoods in the area: Clear Creek Estates, TwinCreek Woods, The Lakes at Highland Glen, Enclave at Highland Glen, The Preserve at Highland Glen and Riverstone Ranch

SEGMENT STATS

- Existing or in construction trail length: 1.8 miles
- Planned trail extension: 1.8 miles
- Trailheads: 2
- Pedestrian bridges: 3
- Underbridge crossings: 3
- Parking lot: 1

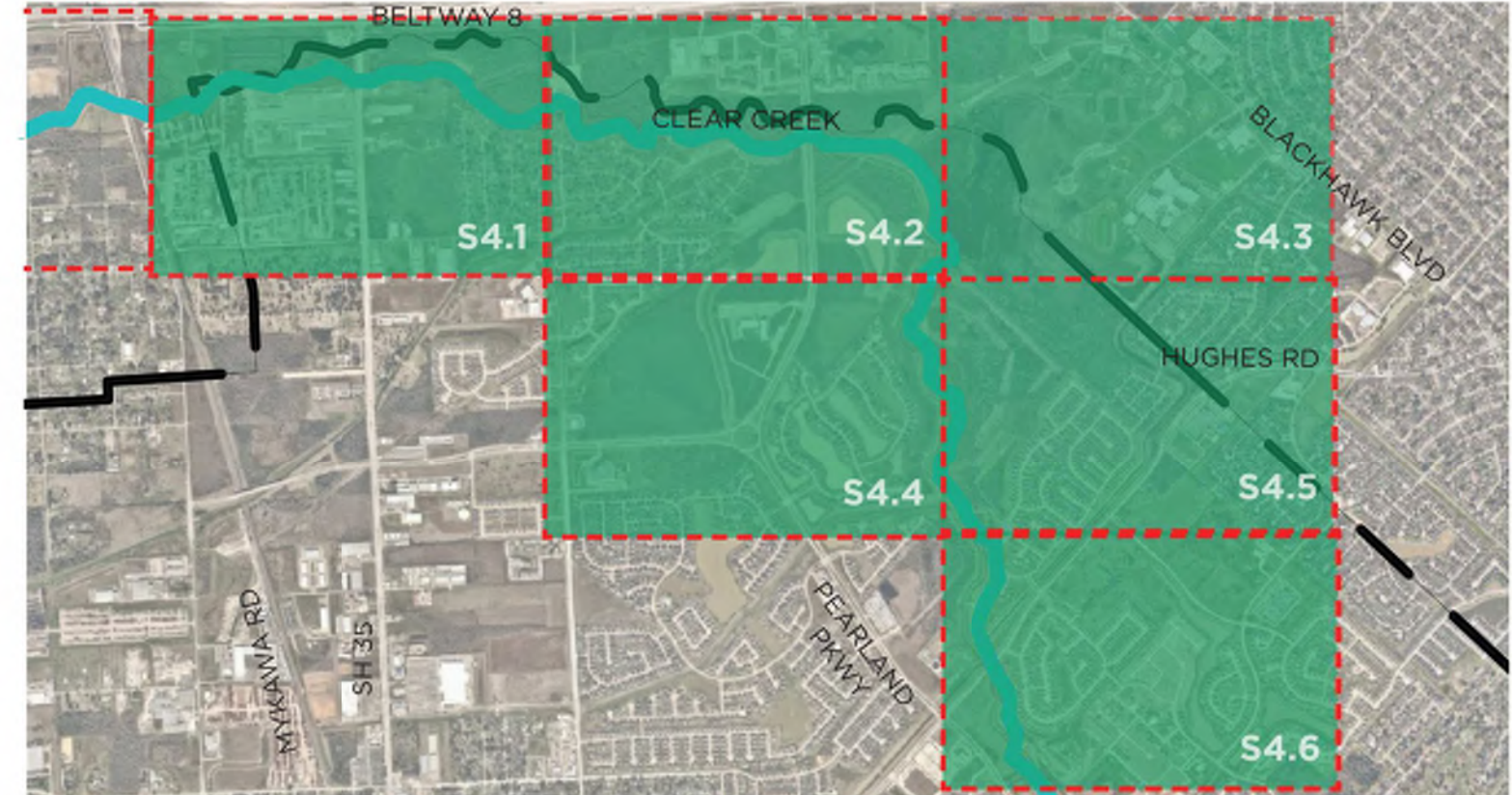


PEARLAND PKWY AT GREEN TEE TRAIL



CLEAR CREEK UNDER SH 35

KEY MAP



S4.1

MYKAWA RD TO GLENDA ST

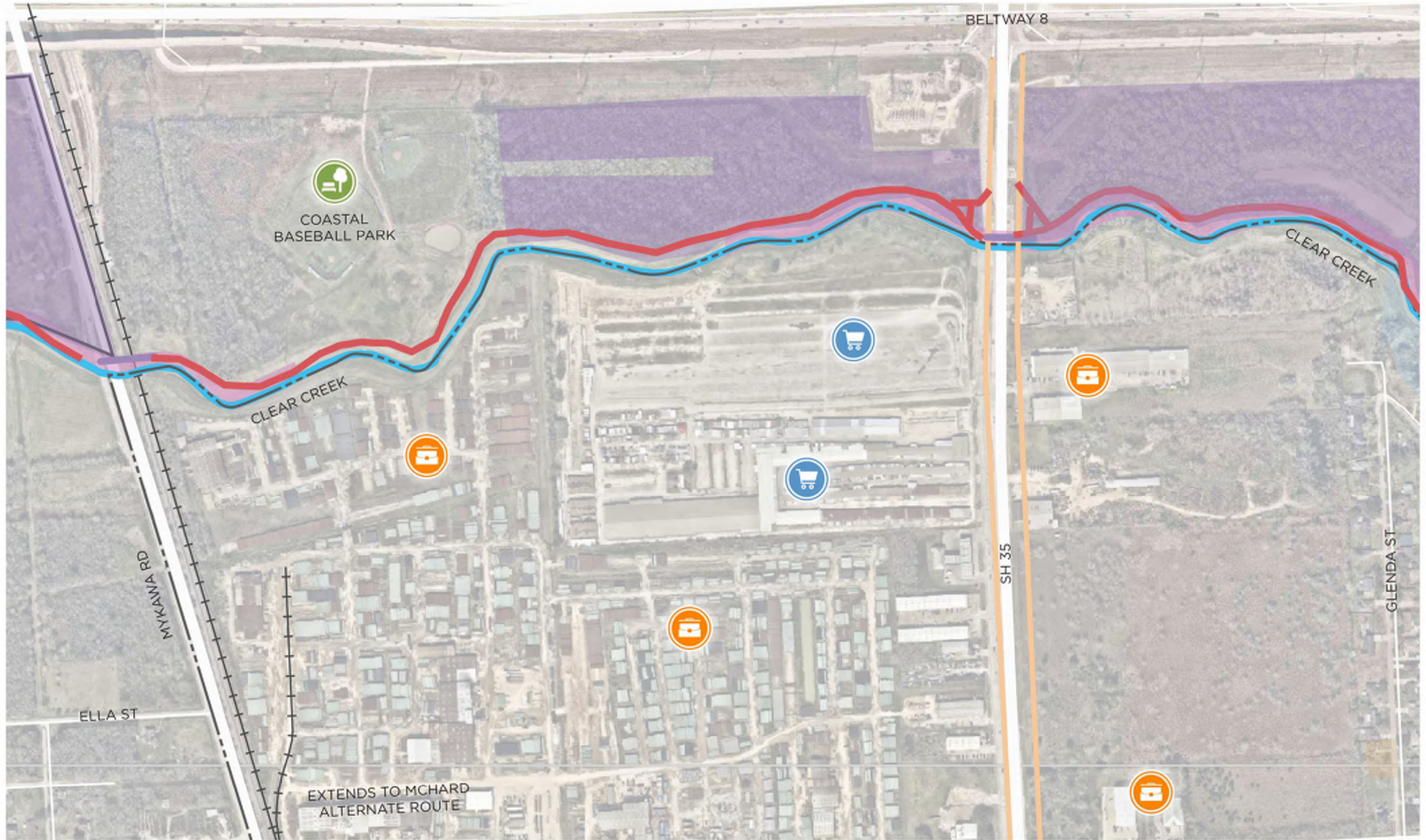
LEGEND

- RESIDENTIAL
- PARK
- BUSINESS
- RESTAURANT
- RETAIL
- EDUCATION

- CITY LIMITS
- CLEAR CREEK
- EXISTING TRAILHEAD
- PROPOSED TRAILHEAD
- EXISTING TRAIL
- EXISTING SIDEWALK
- TRAIL IN DESIGN
- PROPOSED TRAIL
- ALTERNATE TRAIL
- EXISTING BRIDGE
- PROPOSED BRIDGE
- ALTERNATE BRIDGE
- UNDERBRIDGE CROSSING
- ALTERNATE UNDERBRIDGE CROSSING

- LANDOWNERS**
- HCFC/ DD4
- CITY OF PEARLAND
- HARRIS COUNTY
- MUD & MANAGEMENT DISTRICTS
- HOUSTON PARKS BOARD
- CITY OF HOUSTON

- EXISTING PARKING
- PROPOSED PARKING



S4.2

GLENDA ST TO PEARLAND PKWY

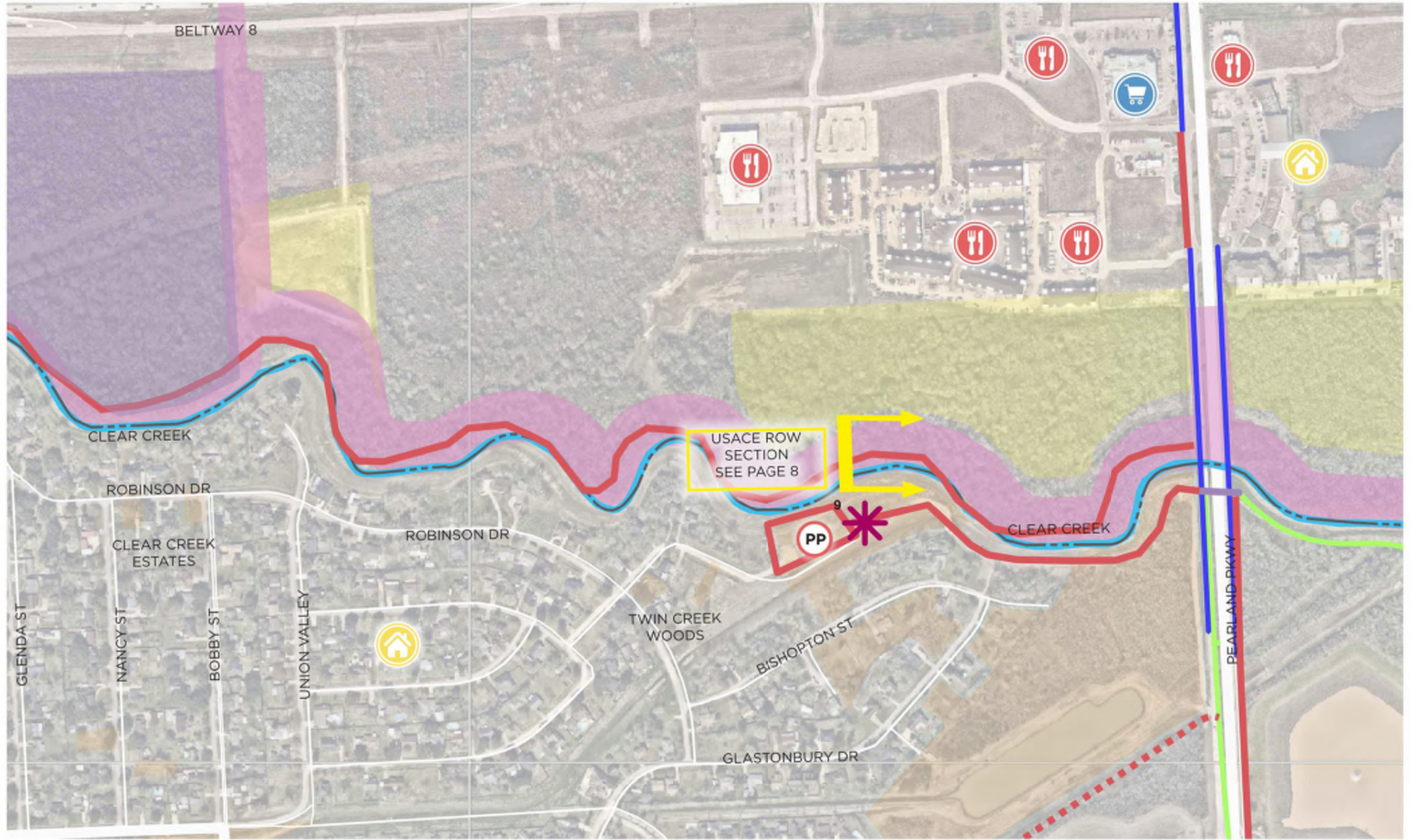
LEGEND

- RESIDENTIAL
- PARK
- BUSINESS
- RESTAURANT
- RETAIL
- EDUCATION

- CITY LIMITS
- CLEAR CREEK
- EXISTING TRAILHEAD
- PROPOSED TRAILHEAD
- EXISTING TRAIL
- EXISTING SIDEWALK
- TRAIL IN DESIGN
- PROPOSED TRAIL
- ALTERNATE TRAIL
- EXISTING BRIDGE
- PROPOSED BRIDGE
- ALTERNATE BRIDGE
- UNDERBRIDGE CROSSING
- ALTERNATE UNDERBRIDGE CROSSING

- LANDOWNERS**
- HCFC/ DD4
- CITY OF PEARLAND
- HARRIS COUNTY
- MUD & MANAGEMENT DISTRICTS
- HOUSTON PARKS BOARD
- CITY OF HOUSTON

- EXISTING PARKING
- PROPOSED PARKING



CLEAR CREEK TRAIL

S4.3

PEARLAND PKWY TO PRESERVE LN

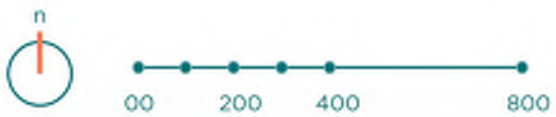
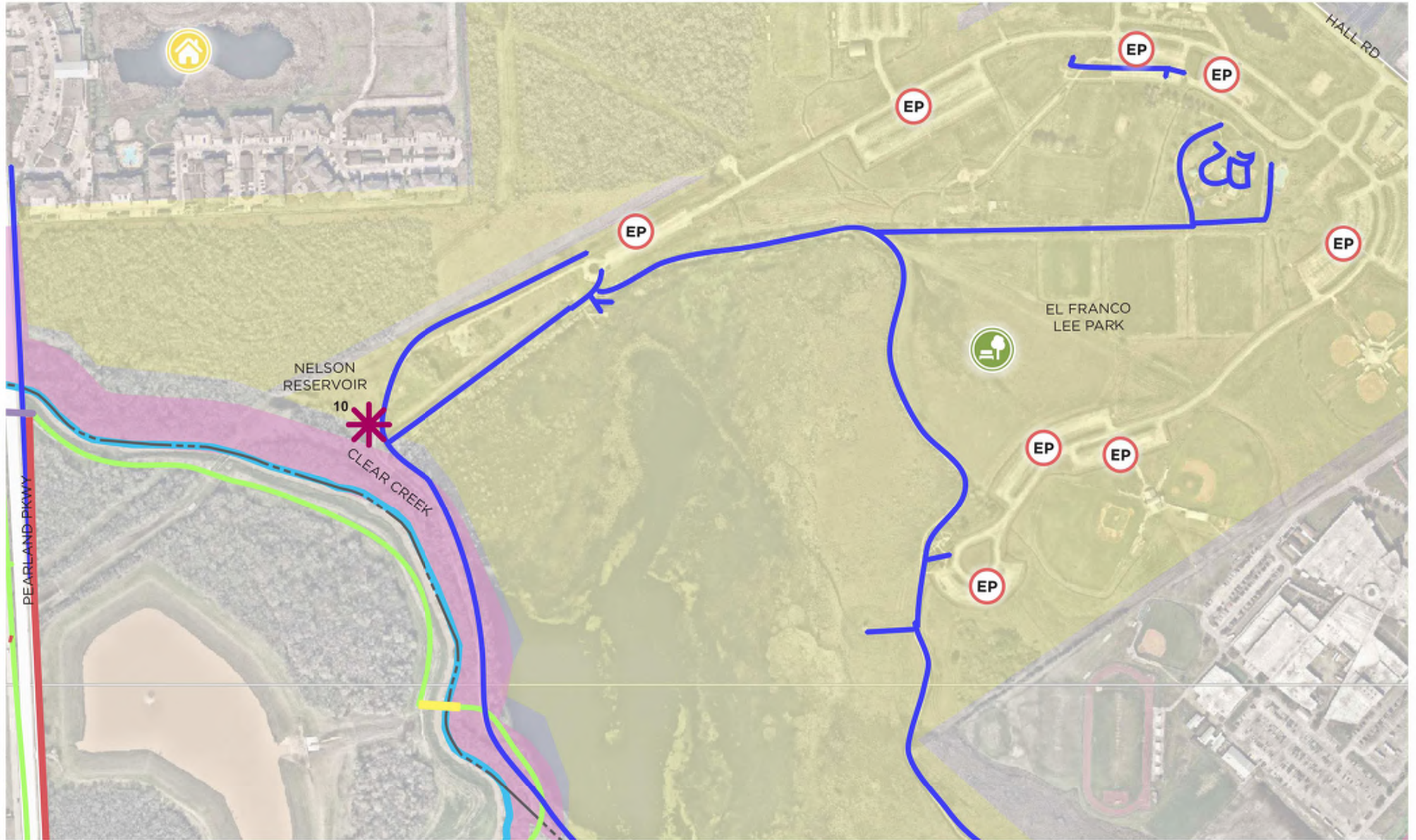
LEGEND

- RESIDENTIAL
- PARK
- BUSINESS
- RESTAURANT
- RETAIL
- EDUCATION

- CITY LIMITS
- CLEAR CREEK
- EXISTING TRAILHEAD
- PROPOSED TRAILHEAD
- EXISTING TRAIL
- EXISTING SIDEWALK
- TRAIL IN DESIGN
- PROPOSED TRAIL
- ALTERNATE TRAIL
- EXISTING BRIDGE
- PROPOSED BRIDGE
- ALTERNATE BRIDGE
- UNDERBRIDGE CROSSING
- ALTERNATE UNDERBRIDGE CROSSING

- LANDOWNERS**
- HCFC/ DD4
- CITY OF PEARLAND
- HARRIS COUNTY
- MUD & MANAGEMENT DISTRICTS
- HOUSTON PARKS BOARD
- CITY OF HOUSTON

- EXISTING PARKING
- PROPOSED PARKING



S4.4

SILVER RINGS CT TO PEARLAND PKWY

LEGEND

- RESIDENTIAL
- PARK
- BUSINESS
- RESTAURANT
- RETAIL
- EDUCATION

- CITY LIMITS
- CLEAR CREEK
- EXISTING TRAILHEAD
- PROPOSED TRAILHEAD
- EXISTING TRAIL
- EXISTING SIDEWALK
- TRAIL IN DESIGN
- PROPOSED TRAIL
- ALTERNATE TRAIL
- EXISTING BRIDGE
- PROPOSED BRIDGE
- ALTERNATE BRIDGE
- UNDERBRIDGE CROSSING
- ALTERNATE UNDERBRIDGE CROSSING

- LANDOWNERS**
- HCFC/ DD4
- CITY OF PEARLAND
- HARRIS COUNTY
- MUD & MANAGEMENT DISTRICTS
- HOUSTON PARKS BOARD
- CITY OF HOUSTON

- EXISTING PARKING
- PROPOSED PARKING



CLEAR CREEK TRAIL

S4.5

PEARLAND PKWY TO HUGHES RD

LEGEND

- RESIDENTIAL
- PARK
- BUSINESS
- RESTAURANT
- RETAIL
- EDUCATION

- CITY LIMITS
- CLEAR CREEK
- EXISTING TRAILHEAD
- PROPOSED TRAILHEAD
- EXISTING TRAIL
- EXISTING SIDEWALK
- TRAIL IN DESIGN
- PROPOSED TRAIL
- ALTERNATE TRAIL
- EXISTING BRIDGE
- PROPOSED BRIDGE
- ALTERNATE BRIDGE
- UNDERBRIDGE CROSSING
- ALTERNATE UNDERBRIDGE CROSSING

- LANDOWNERS**
- HCFC/ DD4
- CITY OF PEARLAND
- HARRIS COUNTY
- MUD & MANAGEMENT DISTRICTS
- HOUSTON PARKS BOARD
- CITY OF HOUSTON

- EXISTING PARKING
- PROPOSED PARKING

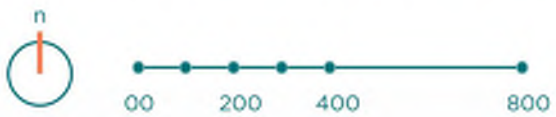
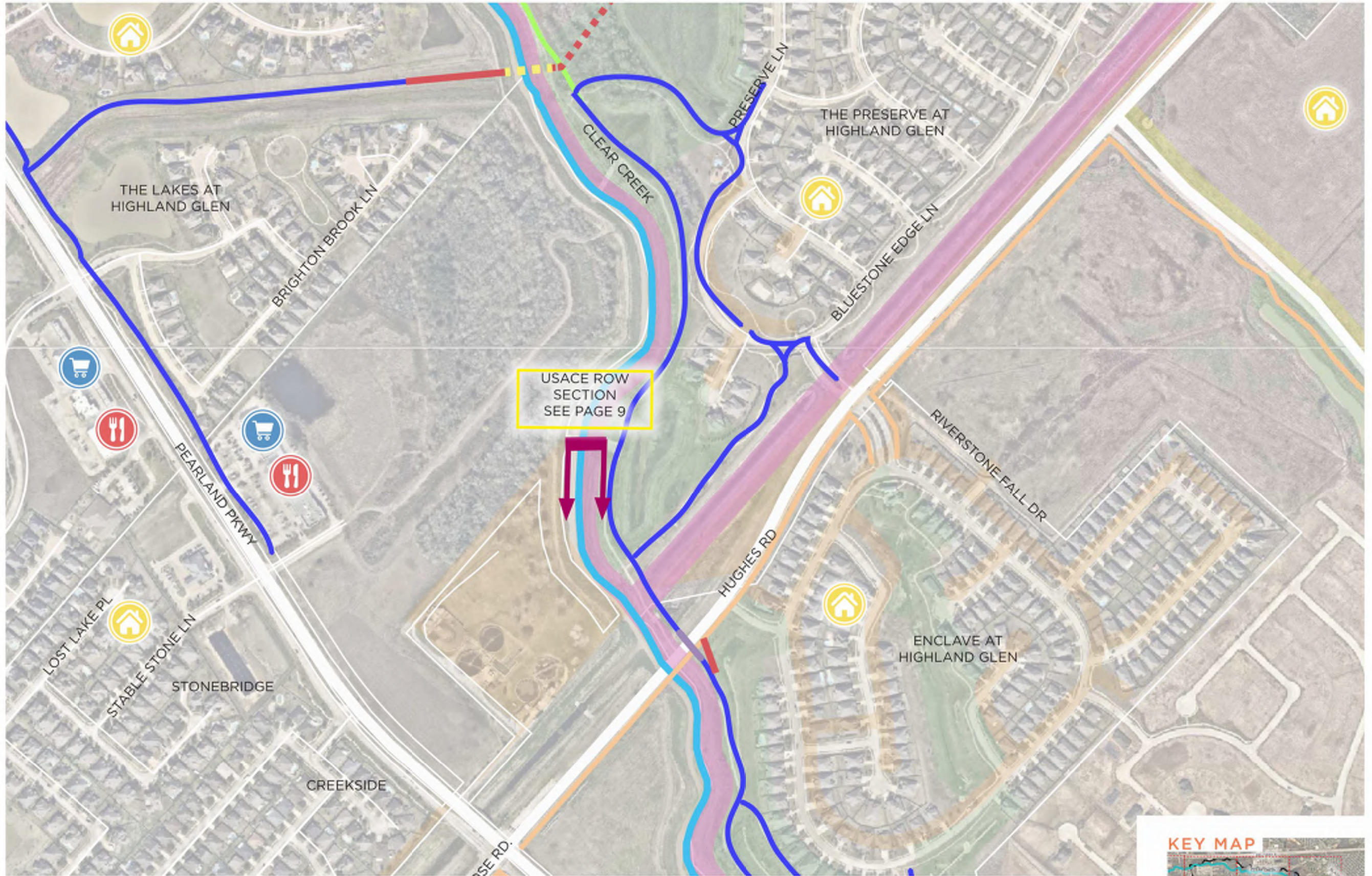


S4.6

HUGHES RD TO PEARLAND PKWY

LEGEND

- RESIDENTIAL
- PARK
- BUSINESS
- RESTAURANT
- RETAIL
- EDUCATION
- CITY LIMITS
- CLEAR CREEK
- EXISTING TRAILHEAD
- PROPOSED TRAILHEAD
- EXISTING TRAIL
- EXISTING SIDEWALK
- TRAIL IN DESIGN
- PROPOSED TRAIL
- ALTERNATE TRAIL
- EXISTING BRIDGE
- PROPOSED BRIDGE
- ALTERNATE BRIDGE
- UNDERBRIDGE CROSSING
- ALTERNATE UNDERBRIDGE CROSSING
- LANDOWNERS**
- HCFC/ DD4
- CITY OF PEARLAND
- HARRIS COUNTY
- MUD & MANAGEMENT DISTRICTS
- HOUSTON PARKS BOARD
- CITY OF HOUSTON
- EXISTING PARKING
- PROPOSED PARKING



CLEAR CREEK TRAIL

SEGMENT FIVE (5.0 miles)

PEARLAND PKWY TO DIXIE FARM RD

OVERVIEW

Segment Five begins at Pearland Parkway between Hughes Road and Province Village Drive and extends to Dixie Farm Road. This segment makes connections to Dixie Farm Road Park and the South Belt Hike and Bike Trail. This segment allows for access to the trail by many neighborhoods and will be located for the majority of the trail along the maintenance berm of the USACE ROW.

KEY ATTRIBUTES

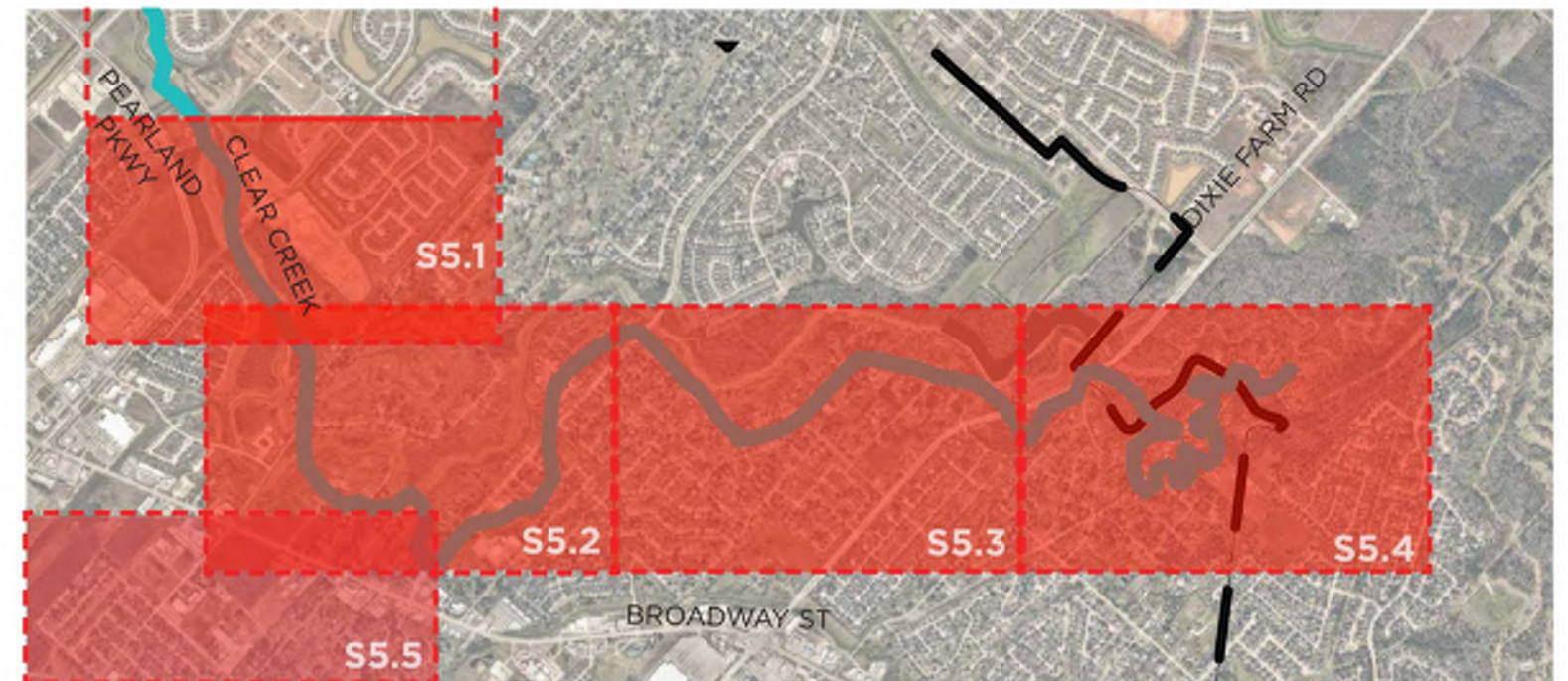
- Connection to Dixie Farm Road Park
- Connection to the Harris County Precinct 1 South Belt Hike & Bike Trail
- Connection to Mary's Creek Trail
- Connection to Dixie Farm Road Mixed-Use Trail
- Connection to Independence Park
- Connection to Country Club and existing neighborhood Trailhead
- Connections to Yost/Scarsdale, Beamer, and Broadway
- This Segment will allow for the following neighborhoods to have access to the trail: Green Tee, Villa Verde, Bellavita, Winding Creek Estates, Sleepy Hollow and La Paloma.

SEGMENT STATS

- Existing or in construction trail length: 1.7 miles
- Planned trail extension: 3.3 miles
- Trailheads: 4
- Pedestrian bridges: 1
- Underbridge crossings: 3
- Parking lot: 1



KEY MAP



S5.1

PEARLAND PKWY TO YOST BLVD

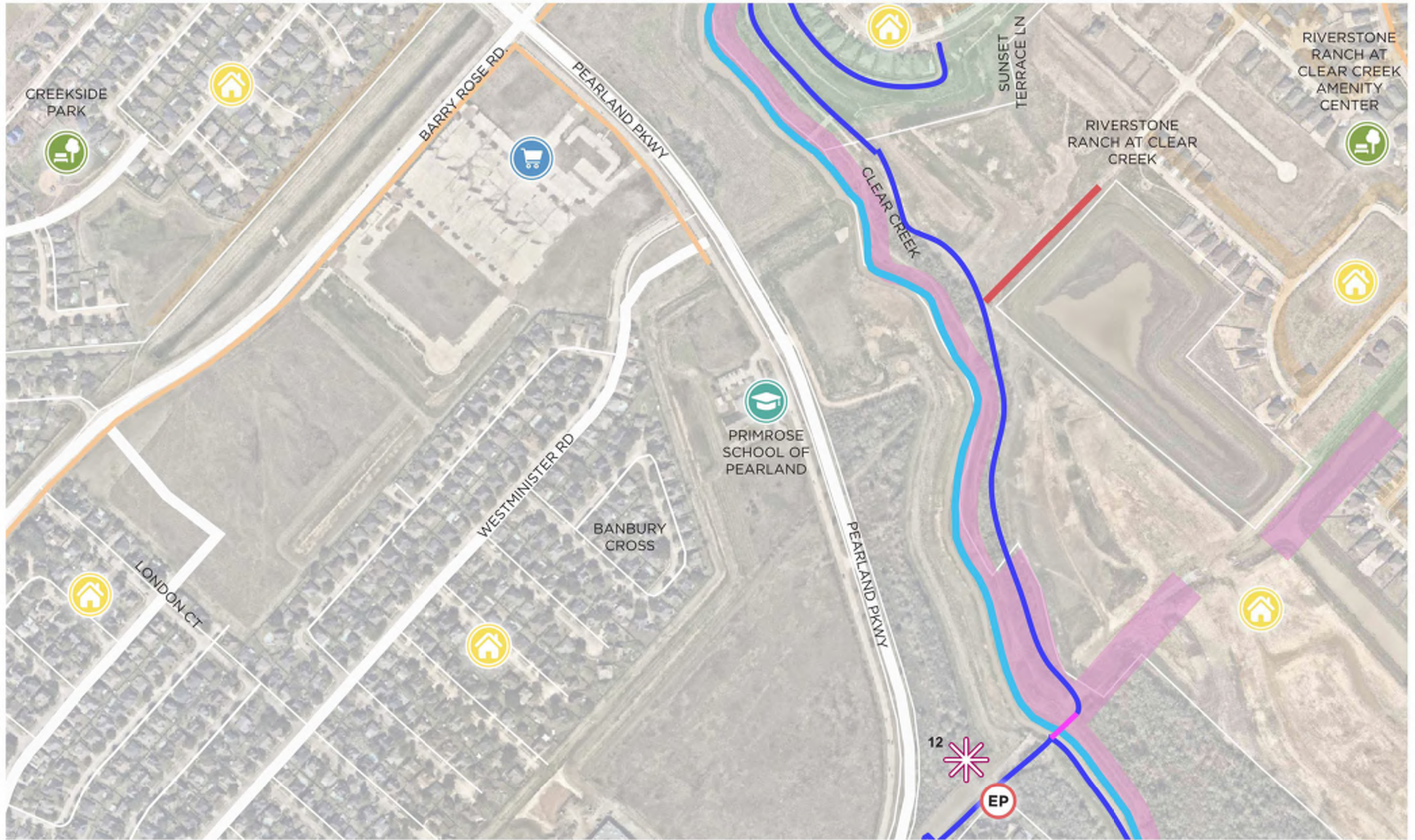
LEGEND

- RESIDENTIAL
- PARK
- BUSINESS
- RESTAURANT
- RETAIL
- EDUCATION

- CITY LIMITS
- CLEAR CREEK
- EXISTING TRAILHEAD
- PROPOSED TRAILHEAD
- EXISTING TRAIL
- EXISTING SIDEWALK
- TRAIL IN DESIGN
- PROPOSED TRAIL
- ALTERNATE TRAIL
- EXISTING BRIDGE
- PROPOSED BRIDGE
- ALTERNATE BRIDGE
- UNDERBRIDGE CROSSING
- ALTERNATE UNDERBRIDGE CROSSING

- LANDOWNERS**
- HCFC/ DD4
- CITY OF PEARLAND
- HARRIS COUNTY
- MUD & MANAGEMENT DISTRICTS
- HOUSTON PARKS BOARD
- CITY OF HOUSTON

- EXISTING PARKING
- PROPOSED PARKING



CLEAR CREEK TRAIL

S5.2

PEARLAND PKWY TO YOST BLVD

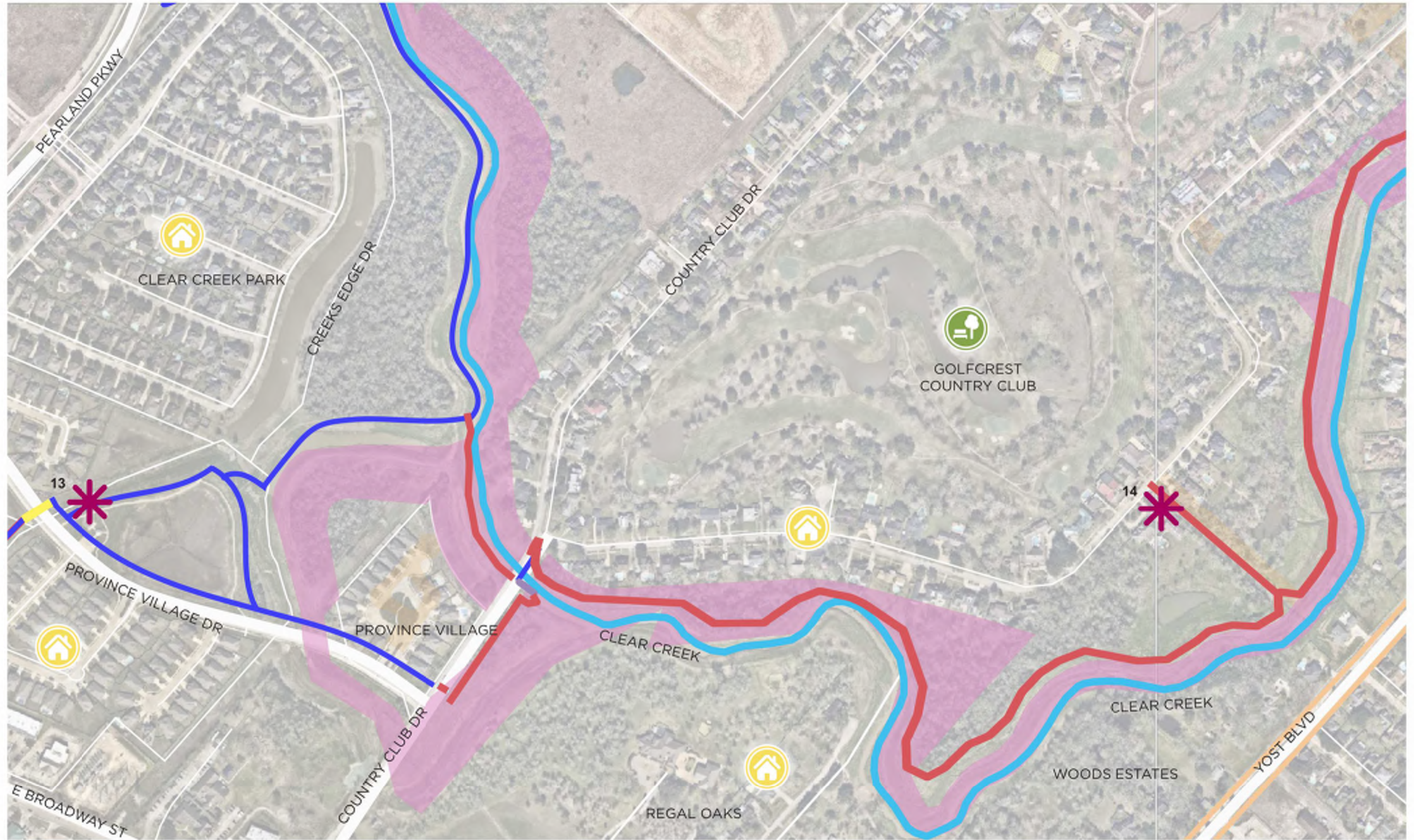
LEGEND

- RESIDENTIAL
- PARK
- BUSINESS
- RESTAURANT
- RETAIL
- EDUCATION

- CITY LIMITS
- CLEAR CREEK
- EXISTING TRAILHEAD
- PROPOSED TRAILHEAD
- EXISTING TRAIL
- EXISTING SIDEWALK
- TRAIL IN DESIGN
- PROPOSED TRAIL
- ALTERNATE TRAIL
- EXISTING BRIDGE
- PROPOSED BRIDGE
- ALTERNATE BRIDGE
- UNDERBRIDGE CROSSING
- ALTERNATE UNDERBRIDGE CROSSING

- LANDOWNERS**
- HCFC/ DD4
- CITY OF PEARLAND
- HARRIS COUNTY
- MUD & MANAGEMENT DISTRICTS
- HOUSTON PARKS BOARD
- CITY OF HOUSTON

- EXISTING PARKING
- PROPOSED PARKING

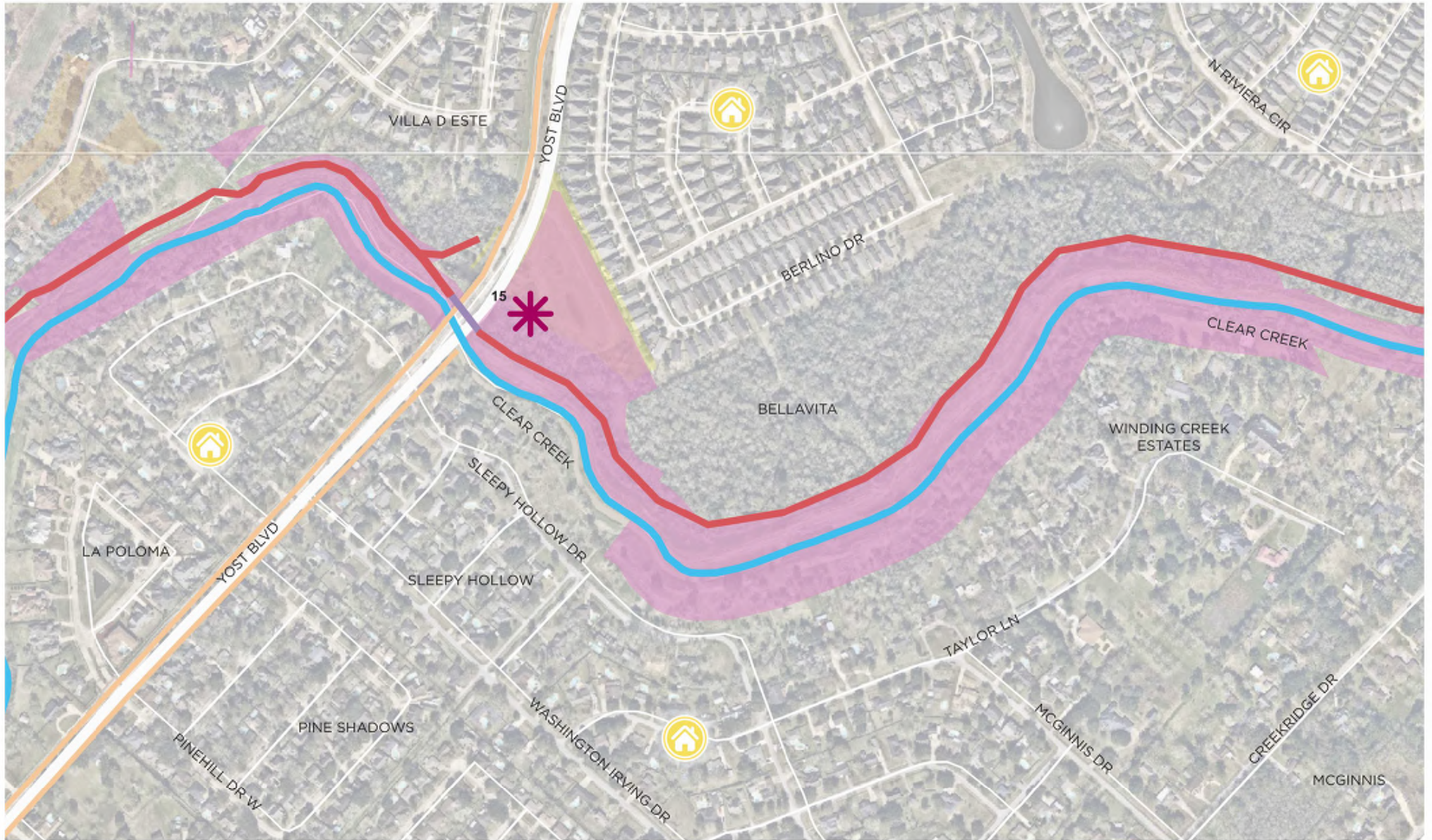


S5.3

YOST BLVD TO CREEKRIDGE DR

LEGEND

- RESIDENTIAL
- PARK
- BUSINESS
- RESTAURANT
- RETAIL
- EDUCATION
- CITY LIMITS
- CLEAR CREEK
- EXISTING TRAILHEAD
- PROPOSED TRAILHEAD
- EXISTING TRAIL
- EXISTING SIDEWALK
- TRAIL IN DESIGN
- PROPOSED TRAIL
- ALTERNATE TRAIL
- EXISTING BRIDGE
- PROPOSED BRIDGE
- ALTERNATE BRIDGE
- UNDERBRIDGE CROSSING
- ALTERNATE UNDERBRIDGE CROSSING
- LANDOWNERS**
- HCFC/ DD4
- CITY OF PEARLAND
- HARRIS COUNTY
- MUD & MANAGEMENT DISTRICTS
- HOUSTON PARKS BOARD
- CITY OF HOUSTON
- EXISTING PARKING
- PROPOSED PARKING



CLEAR CREEK TRAIL

S5.4

CREEKRIDGE DR TO DIXIE FARM RD

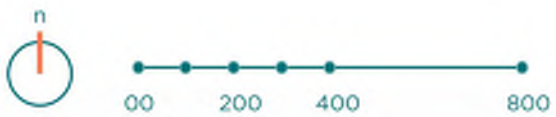
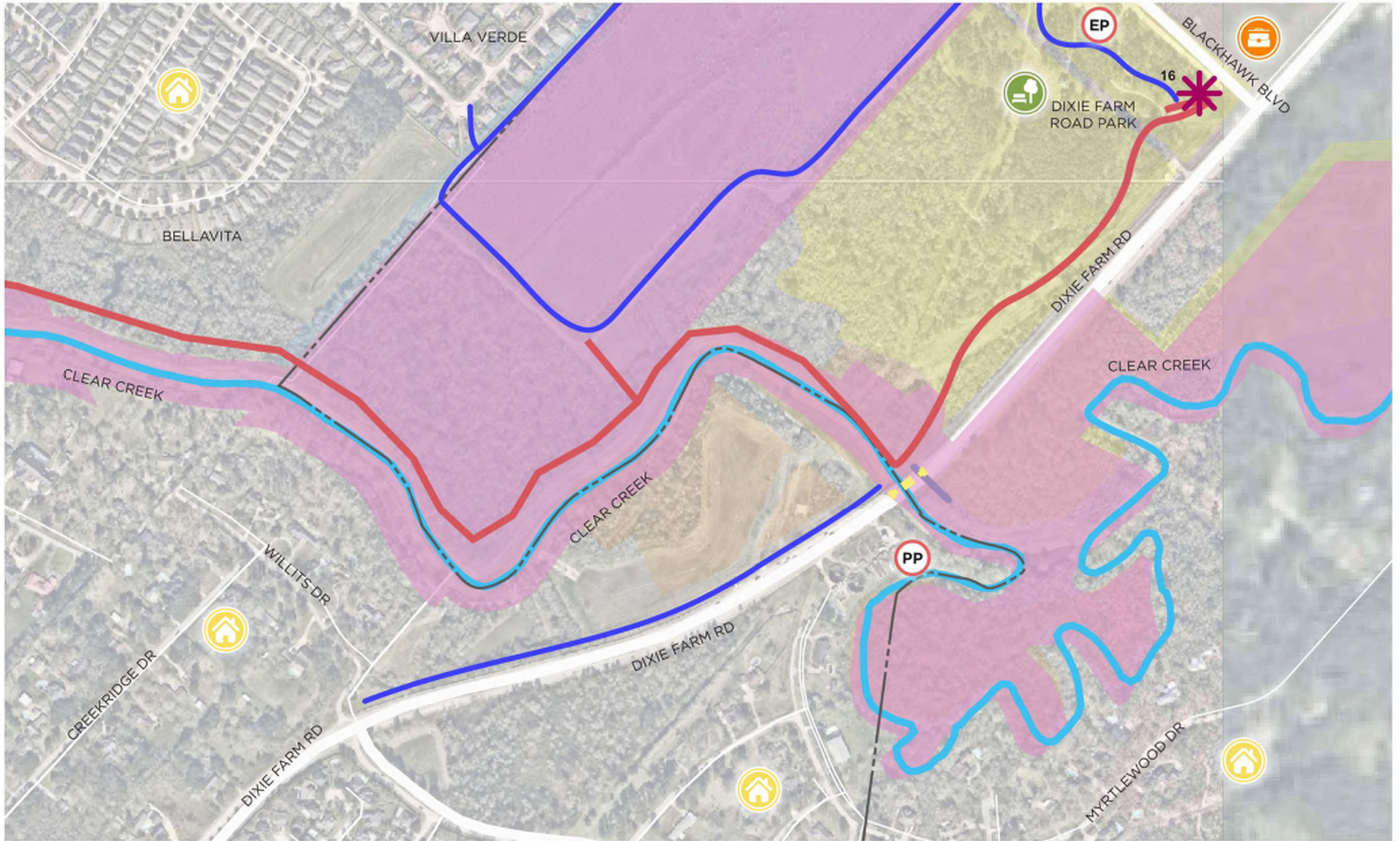
LEGEND

- RESIDENTIAL
- PARK
- BUSINESS
- RESTAURANT
- RETAIL
- EDUCATION

- CITY LIMITS
- CLEAR CREEK
- EXISTING TRAILHEAD
- PROPOSED TRAILHEAD
- EXISTING TRAIL
- EXISTING SIDEWALK
- TRAIL IN DESIGN
- PROPOSED TRAIL
- ALTERNATE TRAIL
- EXISTING BRIDGE
- PROPOSED BRIDGE
- ALTERNATE BRIDGE
- UNDERBRIDGE CROSSING
- ALTERNATE UNDERBRIDGE CROSSING

- LANDOWNERS**
- HCFC/ DD4
- CITY OF PEARLAND
- HARRIS COUNTY
- MUD & MANAGEMENT DISTRICTS
- HOUSTON PARKS BOARD
- CITY OF HOUSTON

- EXISTING PARKING
- PROPOSED PARKING



S5.5

CREEKRIDGE DR TO DIXIE FARM RD

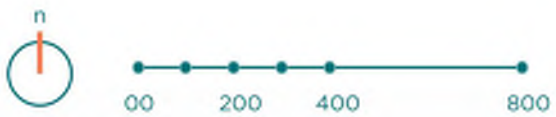
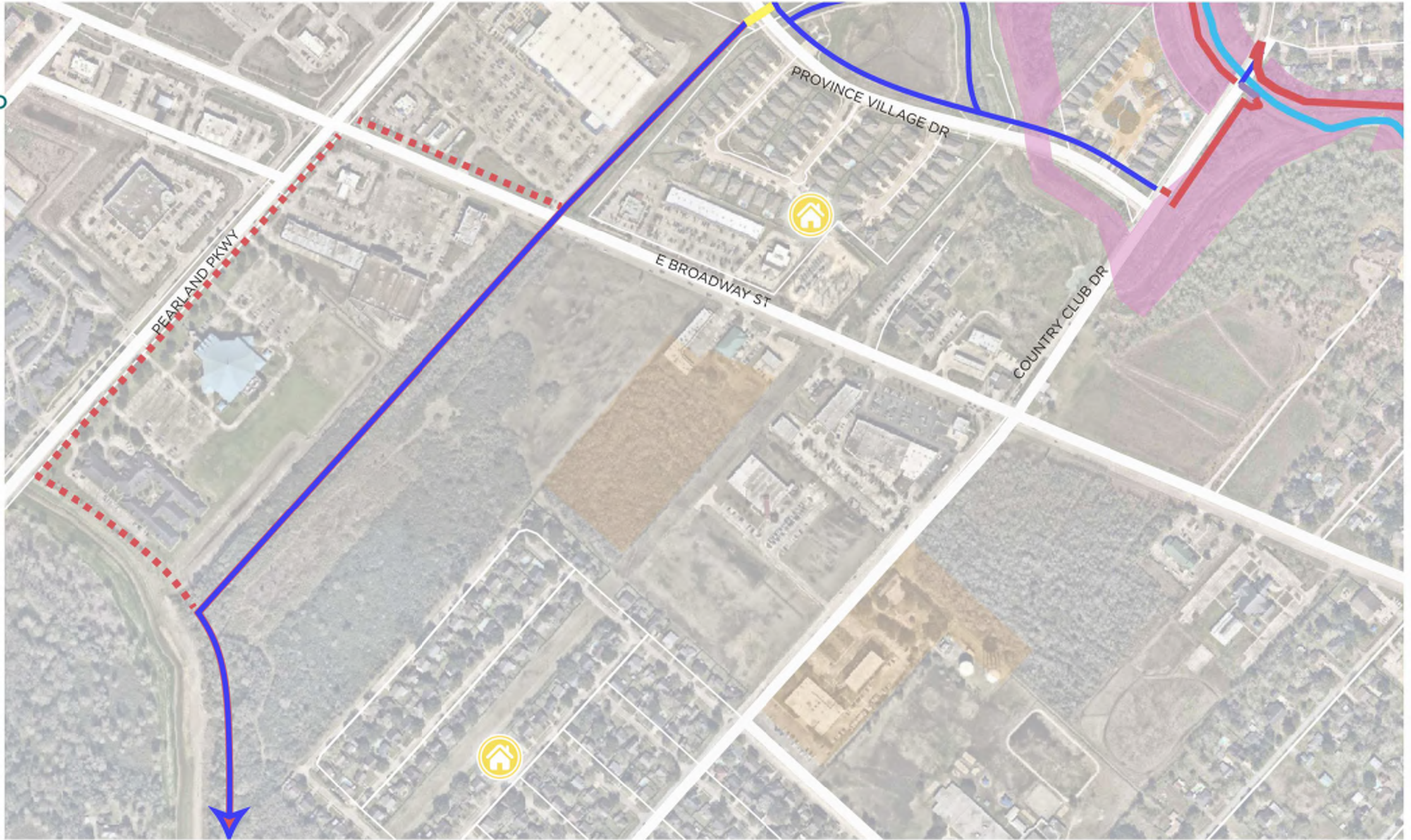
LEGEND

-  RESIDENTIAL
-  PARK
-  BUSINESS
-  RESTAURANT
-  RETAIL
-  EDUCATION

-  CITY LIMITS
-  CLEAR CREEK
-  EXISTING TRAILHEAD
-  PROPOSED TRAILHEAD
-  EXISTING TRAIL
-  EXISTING SIDEWALK
-  TRAIL IN DESIGN
-  PROPOSED TRAIL
-  ALTERNATE TRAIL
-  EXISTING BRIDGE
-  PROPOSED BRIDGE
-  ALTERNATE BRIDGE
-  UNDERBRIDGE CROSSING
-  ALTERNATE UNDERBRIDGE CROSSING

- LANDOWNERS**
-  HCFC/ DD4
-  CITY OF PEARLAND
-  HARRIS COUNTY
-  MUD & MANAGEMENT DISTRICTS
-  HOUSTON PARKS BOARD
-  CITY OF HOUSTON

-  EXISTING PARKING
-  PROPOSED PARKING



CLEAR CREEK TRAIL

CLARK CONDON

10401 Stella Link Road, Houston, TX 77025

Office: 713.871.1414

www.clarkcondon.com