

# Uptown



**DRAFT November 2007 - Work in Progress**

# Corridor-specific Report E

**Phase II and III**  
City of Houston

November, 2007

The **Planning** Partnership

in collaboration with:

Asakura Robinson Company

Gunda Corporation

Cushman & Wakefield LePage

Working Partner





# Table of Contents

<b>Introduction</b>	<b>3</b>
<b>E1. Context/Background Analysis</b>	<b>4</b>
<b>E1.1 Uptown Urban Corridor Study Area</b>	<b>4</b>
<b>E1.2 Context of the Uptown</b>	<b>6</b>
E1.2.1 Land Use	
E1.2.2 Building Footprint	
E1.2.3 Pedestrian Realm/Mobility Inventory	
E1.2.4 Engineering/Infrastructure Inventory	
<b>E1.3 Uptown Corridor Demographic Market Overview</b>	<b>15</b>
<b>E1.4 Summary of Initiatives</b>	<b>18</b>
<b>E1.5 Uptown Corridor Workshop</b>	<b>24</b>
<b>E2. Uptown Planning Strategy</b>	<b>28</b>
<b>E2.1 The Combined Pedestrian Realm/Mobility/Land Development Concept Plan</b>	<b>28</b>
<b>E2.2 Pedestrian Realm/Mobility Plan</b>	<b>30</b>
<b>E2.3 Land Development Concept Plan</b>	<b>32</b>
E2.3.1 Demonstration Plan	
E2.3.2 Development Analysis	
<b>E2.4 Infrastructure Overview</b>	<b>41</b>
<b>E2.5 Pedestrian Oriented Cross Sections</b>	<b>42</b>
E2.5.2 Pedestrian Character Transit Street	
E2.5.2 Pedestrian Character Major Thoroughfare	
E2.5.3 Pedestrian Character Major Collector	
E2.5.4 Pedestrian Character Local Street	
<b>Appendix</b>	
<b>Uptown Corridor Implementation Matrix</b>	



# Introduction

The Uptown Corridor is quite distinct from the other Corridors in that it already has achieved a high degree of development, and the existing streetscapes are highly developed in a manner unique to the area. The Corridor Study recommendations for the Uptown Area are aimed at providing the context to assist more development in a manner that results in a pedestrian environment supportive of the existing community and the new transit facilities.

The report suggests some built form objectives for the pedestrian realm that can be implemented within the context of current conditions. At the same time, the report suggests some benefits that can be accrued as portions of the Corridor redevelop over time. Finally, an important component of all of the Corridors is strengthening connections to the Transit Street from the surrounding community.

The Uptown Corridor has a healthy balance of residential, retail, and commercial uses. The character of the street between Richmond Street and the Uptown Park Station is that of a mixed-use corridor with buildings set well back from the street and parking between the buildings and the street. Further to the north, where the Corridor is not paralleling the highway, it is characterized by low-rise residential development. The best opportunity for redevelopment is at the Northwest Intermodal Transit Station. The demonstration plan illustrates one way that this site could be developed as a mixed-use transit oriented development.

# 1 Context/Background Analysis

This chapter provides the context and background for the Uptown Corridor.

## E1.1

### Uptown Urban Corridor Study Area

The Uptown Urban Corridor starts at the US-59 and 610 interchange and runs north along Post Oak Boulevard. Further north, the Uptown Corridor runs along the 610 up to North Post Oak Boulevard where it terminates at the Northwest Transit Center.

The Uptown Corridor is approximately 4 miles long. The eastern and western boundaries of the Uptown Urban Corridor Study Area – measured at a 1/4 mile on either side of the proposed Transit Street – are shown on the adjacent map.



Public art in front of Uptown Park along Post Oak Blvd.



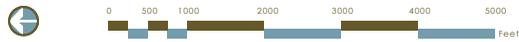
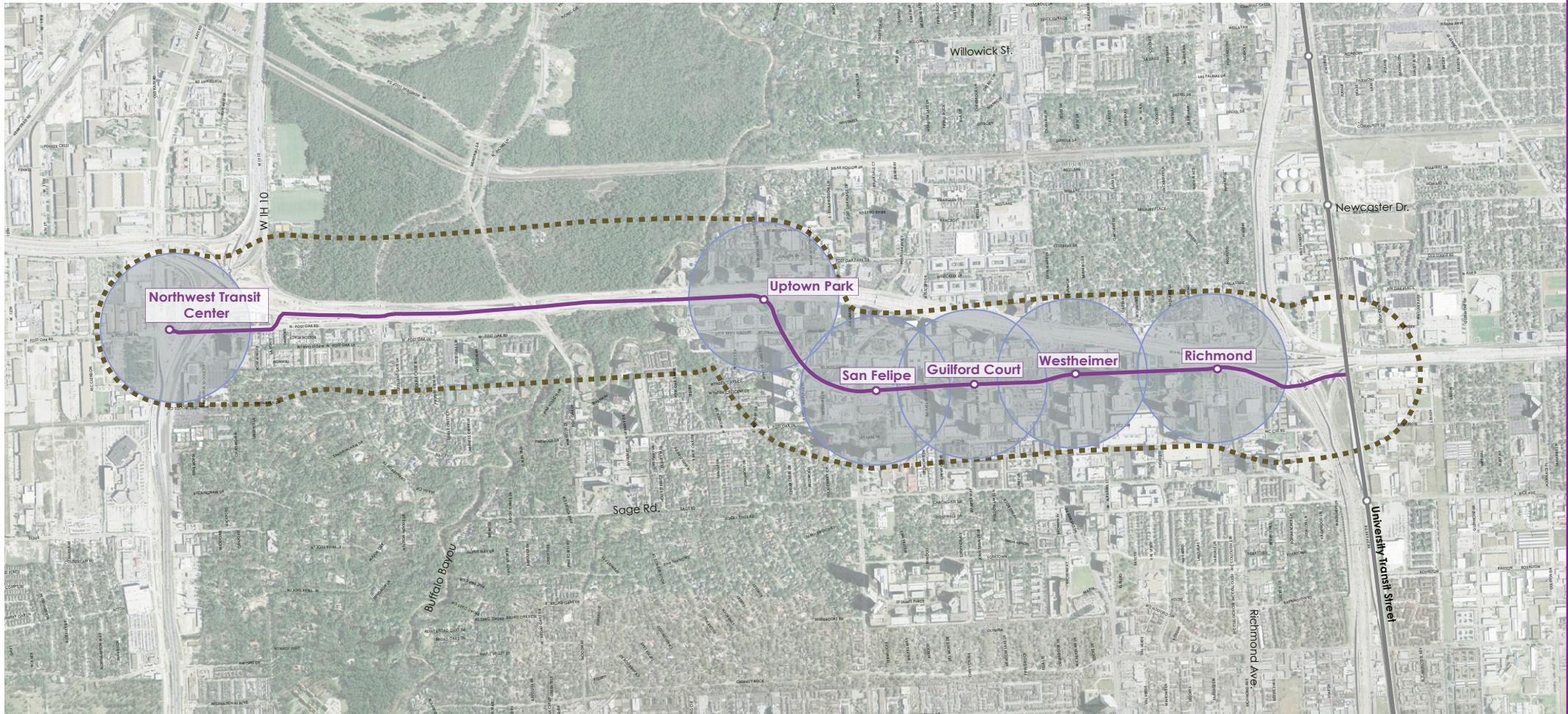
Entrance to Uptown Park at Uptown Park Blvd. and West Loop South



Bus shelter on Post Oak Blvd. south of Hidalgo

**Urban Corridor Study Area** Uptown

- Uptown Transit Street
- Connecting Transit Street
- Corridor Study Area
- 5 Minute Walking Distance to Station





Landscaping in front of Uptown Park



Office towers along the IH610



Open space adjacent to the Hilton on Post Oak Blvd.

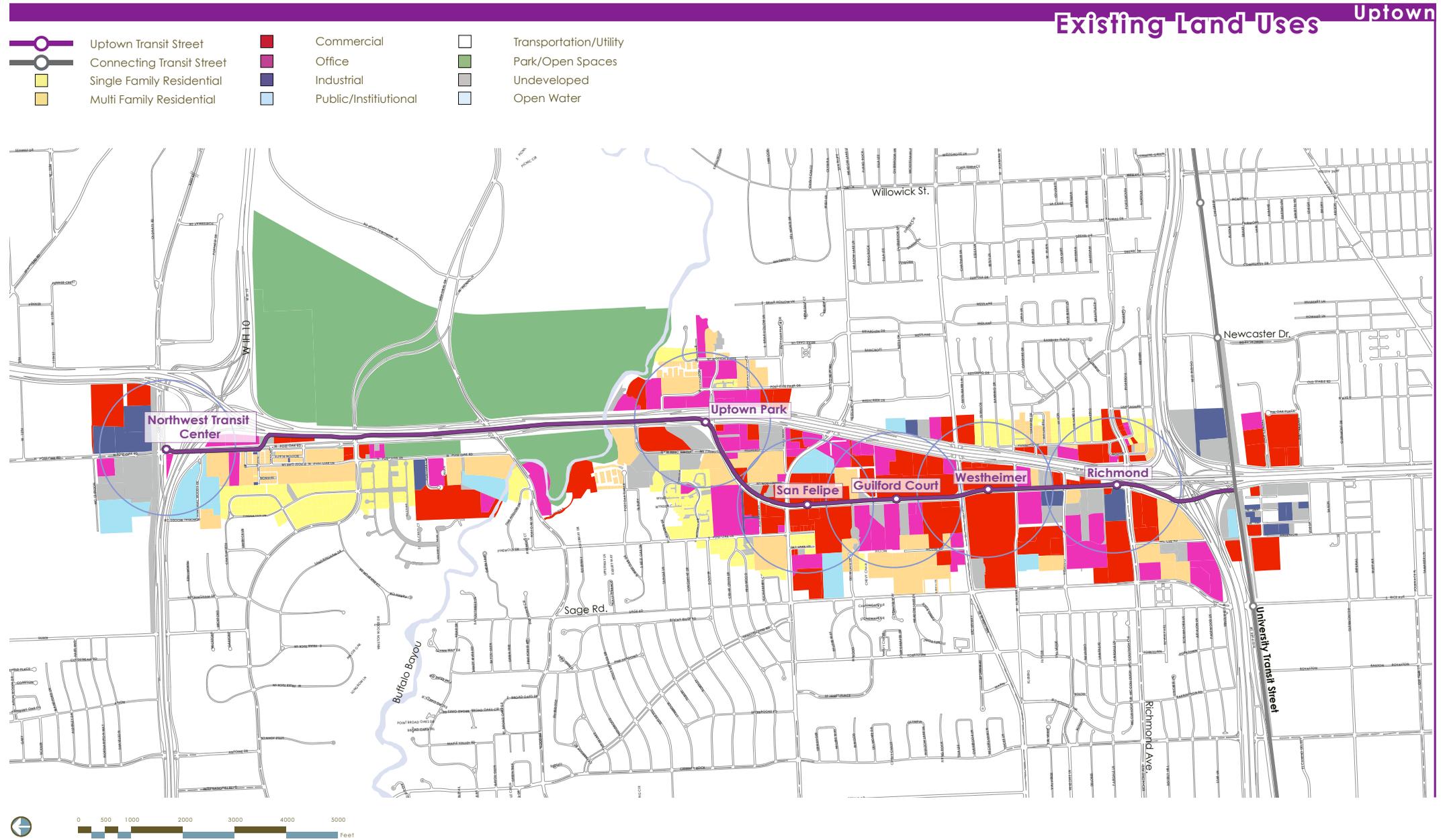
## E1.2

### Context of the Uptown

#### E1.2.1 Land Use

Part of this Urban Corridor Planning study is to understand the common and unique characters of each Urban Corridor. Two elements that define the area are the land uses, as well as the size and scale of buildings in the study area.

The map on the opposite page illustrates the range of existing land uses along the Uptown Urban Corridor. The area is dominated by a mix of high density office uses and large scale retail commercial uses along the Transit Street. These uses are augmented by a mix of low, medium and high density residential uses and public and private open spaces along the entire length of the Corridor.





Uptown Park mid-rise commercial buildings



Medium sized building fronting at Westheimer Rd. and Oak Rd.

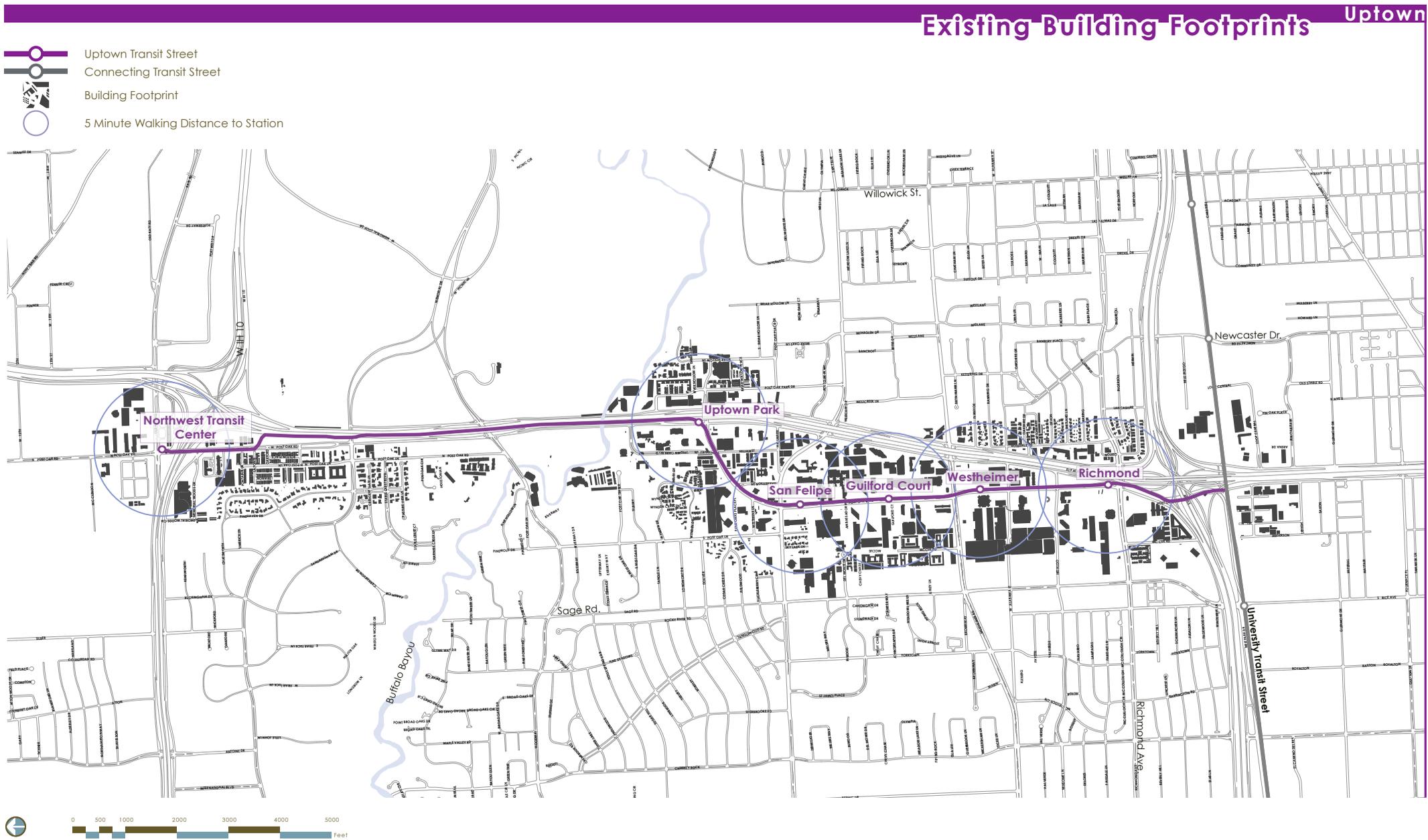


Townhouse development along North Post Oak Road

## E1.2.2 Building Footprint

The map on the facing page illustrates the size and scale of buildings found in the Uptown Corridor. All existing buildings have been shaded to help create a picture of the pattern created by different buildings, streets and open space - or the area's urban fabric.

The Uptown Corridor is typified by a large block pattern facilitating large office and retail commercial building footprints along the full extent of Post Oak Boulevard. At the northern end of the Uptown Corridor, along North Post Oak Road, the block pattern reveals a different urban form, characterized by a mix of single-detached residential and townhouse building footprints in adjacent neighborhoods with larger building footprints along the North Post Oak Road frontage consisting of higher density residential buildings and office uses.



Park	Acquired	Acres	Park Class
Memorial West Pocket Park	2004	0.72	Pocket Park
Post Oak Park	2003	0.9	Pocket Park
Memorial-Silver Triangle		1.1	Neighborhood Park
Grady Park	1952	4.73	Neighborhood Park
Anderson Park	1960	7.1	Neighborhood Park
Tanglewood Park	1960	4.6	Neighborhood Park
Memorial Park	1925	1431.35	Metro Park
Delmonte Park	1938	1.1	CST/Spaceway
Weiss Park	1941	8.84	Reserve/Natural Area
Melcher Tract	1977	0.05	Parks Board

#### Target Acquisition Area/Parks

Proposed Pocket Park 610 West Loop/Railroad/Westheimer/Richmond  
Proposed Neighborhood Park Chimney Rock/Sage/Westheimer/ Richmond

#### Other Park Projects of note

Dog Park at Westpark and Loop Central  
Private/Semi-Private Park on Post Oak Blvd. at Hidalgo  
Williams Water Wall on Post Oak Blvd. between Hidalgo and Richmond, 1983  
Retention Pond under Construction at N. Post Oak and Oakford  
Visual sound screen recommended near Pinewood Estates/Sherwood Forest  
Tanglewood Boulevard Esplanade -1 mile linear park  
Post Oak Central Fountain Park  
Cosmopolitan Water wall – under construction  
Uptown Park shopping plaza at 610 and Post Oak

## E1.2.3 Pedestrian Realm/Mobility Inventory

### Parks

The table on the left lists the Uptown Corridor Parks and the Land Acquisition Target Areas described in the 2001 Parks and Recreation Master Plan.

**Memorial Park** - At 1,505 acres, Memorial Park is the largest urban park in Texas and Houston's largest recreational area. It is one of the biggest central parks in the United States. Numerous drives, bridle paths, nature trails and walks wind through the park, as well as the 265-acre Houston Arboretum and Nature Center. The park features an 18-hole tournament-quality municipal golf course and clubhouse, a tennis center, swimming pool, baseball diamonds and picnic grounds. The park also offers tournament-standard softball fields, volleyball courts, jogging and exercise trails and biking paths. Memorial Park is located on Memorial Drive, just inside the West Loop.

Many City of Houston Community Center Parks offer After School Enrichment Programs, Summer Enrichment Programs, Summer Food Service Programs, Teen Recreation Programs, Summer Teen Camps, Adult Recreation Programs and Senior Recreation Programs. Freed Community Center is located in the vicinity of the Uptown Corridor.

### Publicly Accessible Open Space

Numerous upscale shopping centers and office towers located along the Uptown Corridor greatly enhance the park-like and plaza open space within the corridor. These

centers include: The Galleria, Lake on Post Oak, Uptown Park and The Williams Tower Water Wall.

**The Galleria** - The Galleria has established itself as the #1 shopping and tourist destination in Houston with over 24 million annual visitors and 375 fine stores and restaurants, an impressive ice rink and two Westin hotels. With the expansion that opened in 2003, The Galleria became the fourth largest mall in the nation with three office towers, two hotels, 2.4 million square feet of retail space, and a variety of restaurants.

In 1992, Uptown Houston implemented a unique public realm identity system including stainless steel arches, gateways and halos over major streets and intersections. The District also installed extensive median landscaping, specialty street lamps, street furnishings and signage.

**Lake on Post Oak** - resides within a 28-acre, park-like development at the corner of Post Oak Boulevard and Hidalgo. The three crystal blue ponds are nestled around three office buildings and surrounded by a lush landscape of trees and flowers as well as an assortment of wildlife including ducks and swans.

**Uptown Park** – Constructed in 1999, Uptown Park provides an Italian-styled lifestyle center at Post Oak Boulevard and the 610 West Loop. The center boasts several urban squares, fountains, public art, landscaping and is adjacent to Post Oak Park.





Sidewalks and street trees along Post Oak Blvd.



The Williams Tower Water Wall



Street tree canopy along N Post Oak Lane

**The Williams Tower Water Wall** - The 64-foot curved, black obsidian wall was designed in 1985 by the internationally acclaimed architectural team of Philip Johnson and John Burgee. The Water Wall pumps 78,500 gallons of recycled water every three hours and 20 minutes. More than 180 live oaks shade the three-acre park-like area.

Other privately held open space with park-like qualities includes Woodlawn Cemetery.

### Sidewalks

In general, the pedestrian realm is exceptionally developed within the Uptown District and Uptown TIRZ jurisdictions.

Sidewalks constructed along the remaining areas within the Uptown Corridor generally meet City of Houston minimum width standards of 4'. This width is not sufficient to accommodate targeted development densities along the length of the corridor.

### Community Facilities

**Schools** - Schools are dependant on pedestrian and bicycle mobility in order for students to safely and efficiently arrive and depart Uptown Corridor schools. Public schools within the Uptown Corridor are administered by the Houston Independent School District (HISD).

The SPARK School Park Program is a non-profit organization which increases park space by developing public school grounds into neighborhood parks. SPARK Parks within the Uptown Corridor Area are located at Pilgrim Elementary and Rogers Elementary.

### Other facilities accessed by pedestrians -

Several significant public, civic and cultural facilities rely on safe and continuous sidewalks for optimum access.

These facilities include:

- First Baptist Church
- St. Martin's Episcopal Church
- Various other churches
- Post office-Galleria on Westheimer at McCue
- Post Office-Sage on Sage at Rice
- Jungman Branch of Houston Public Library

### Streetscape

**Street trees** - The established neighborhoods of Pineview Estates, Sherwood Forest, Riverway, Briarcroft, Larchmont, St. George Place, Tanglewood, Afton Oaks, and Post Oak Park benefit from mature street tree plantings. Street trees species primarily consist of Live Oaks whose shallow root systems that often exacerbate concrete sidewalk maintenance needs in those areas.

### Public Art

Public art adds an element of pride and interest to the pedestrian realm. In 1999, the City of Houston established an ordinance mandating that 1.75% of qualified Capital Improvement Project monies be set aside for civic art.

Civic art works located within the Uptown Corridor include "3/4 Time" by Ben Woitena, 1976 Sculpture in Memorial Park esplanade.

### Mobility

**Crosswalks** - Demarcation of crosswalks at key intersections and mid-block areas provide safe and visible

pedestrian crossings of public rights-of-way. Crosswalks exist at many signaled intersections along the Uptown Corridor Transit Street. Additional crosswalks are recommended for the Uptown Corridor at the following locations:

- Mid-block between Fontainblue and Lafonte on N. Post Oak Rd.
- Garretson Lane at Post Oak Blvd.
- Guilford Court at Post Oak Blvd.

**Bikeways/Trails** - Houston boasts an extensive Bikeway Program. This transportation network of designated bikeways is integrated into the overall transportation system and consists of a total of 345 miles of designated on-street and off-street bikeways. Several of these bikeways are located along N. Post Oak Lane, Antoine, Westview, Memorial Dr., Tanglewood Dr., Sugar Hill, Woodway, Yorktown, Briardale, Westpark Toll Rd., Wesleyan and W. 12th Street. These bike lanes are often narrow and do not meet current AASHTO standards for recommended bike lane widths and demarcation.

METRO allows cyclists to bring their bikes onto the Uptown Corridor Light Rail System. The fleet is being equipped with bike racks and can also be stowed on high-floor buses in the designated baggage compartment.

**Public Transit** - Additional transit options within the Uptown Corridor include the METRO HOV lane access to US-59 and I-10

METRO Bus-Current METRO bus commuter and local lines serving the Uptown Corridor include:

- Jensen/Tanglewood
- Richmond
- Post Oak Crosstown
- Fairview
- Chimney Rock Crosstown
- Briar Forest
- Belfort Crosstown
- Westheimer
- Greenway/Uptown

METRO Transit Centers:

- Northwest Transit Center



Sidewalk and street furnishings along Post Oak Blvd.



Service Poles and street condition looking south along N. Post Oak Rd.



Bus stop north of Westheimer and Post Road



Streetscape features looking north on Post Oak Blvd at Westbriar Ln.

## E1.2.4 Engineering/Infrastructure Inventory

### Existing Watermains

The typical life of a water transmission main is 40-50 years. Segments from North Post Oak at Memorial Woods to Post Oak at Westheimer are at the end of their life span and will require replacement soon.

### Existing Sanitary Sewer Lines

Trunk sewer lines have been identified along the proposed alignment of the Corridor. The life of a sewer line is typically 30 to 40 years, unless the lines are rehabilitated. There are several sewer lines that are older than 40 years. It is not clear from the City's GIMS database if these lines have been rehabilitated, and it is recommended that the assessment of sewer lines be done for sewers that are more than 30 years old by closed circuit television inspection.

### Existing Storm Sewer Lines

Current City regulations require storm water detention for all new development. Hence, any new developments that are proposed will be required to design for storm water detention.

### Existing Lighting

The existing lighting conditions along the road observed during a drive through of the proposed alignment on April 03, 2007 suggest that existing lighting is sufficient and of good quality.

### Summary

The Uptown Corridor is home to some of Houston's best-known retail destinations. More recently, a number of residential towers have been built and the uses in the area are close to evenly split between residential, commercial and retail. Nevertheless, it appears that basic services including water and sewer have reached their suggested life spans and need to be replaced. In addition, storm water is an issue that will have to be addressed with each new development or redevelopment proposal. As in other Corridors, it appears that consideration for replacing principle services should be considered as the new transit is being constructed.

**Socio-Economic Profile - Uptown Corridor**

		% Share
Total Population	31,396	
Total Households	10,248	
Population Age Profile:		
Age 0 - 4	2,556	8.1%
Age 5 - 9	2,338	7.4%
Age 10 - 14	2,357	7.5%
Age 15 - 17	1,496	4.8%
Age 18 - 20	1,288	4.1%
Age 21 - 24	1,607	5.1%
Age 25 - 34	4,090	13.0%
Age 35 - 44	4,764	15.2%
Age 45 - 49	2,484	7.9%
Age 50 - 54	2,094	6.7%
Age 55 - 59	1,760	5.6%
Age 60 - 64	1,418	4.5%
Age 65 - 74	1,877	6.0%
Age 75 - 84	998	3.2%
Age 85+	270	0.9%
Median Age	34.9	
Average Age	35.2	
Household Size Profile:		
1 Person	1,815	17.7%
2 Person	3,115	30.4%
3 Person	1,847	18.0%
4 Person	1,637	16.0%
5 Person	934	9.1%
6 Person	474	4.6%
7+ Person	426	4.2%
Average Household Size	3.04	
Period of Housing Construction:		
Built 1999 to March 2005	1,347	12.6%
Built 1995 to 1998	784	7.3%
Built 1990 to 1994	238	2.2%
Built 1980 to 1989	1,805	16.9%
Built 1970 to 1979	3,228	30.2%
Built 1960 to 1969	2,123	19.9%
Built 1950 to 1959	954	8.9%
Built 1940 to 1949	152	1.4%
Built 1939 or Earlier	51	0.5%
Median Year Built	1976	
Owner Occupied Households	7,563	73.8%
Renter Occupied Households	2,684	26.2%
Household Income Range:		
< \$25,000	1,721	16.8%
\$25,000 - \$49,999	2,809	27.4%
\$50,000 - \$74,999	2,077	20.3%
\$75,000 - \$99,999	1,283	12.5%
\$100,000+	2,357	23.0%
Median Household Income	\$57,146	
Median Value of Owner-Occupied Dwellings	\$113,712	

Source: Claritas

## E 1.3

# Uptown Corridor Demographic Market Overview

### Demographic Overview

The Uptown Corridor area has a population of just over 31,000 persons, ranking it as the smallest among the five Corridors being examined in this study. The dominant groups are Hispanics and Caucasians (with a 42% and 40% share of the local population, respectively). The median age level is 34.9 years old, placing it as the oldest among the five Corridors being examined, which range from 27.7 to 34.9 years of age. Persons under the age of 25 account for a 37% share of the local population in the Uptown Corridor, while persons aged 25 to 55 (prime income earning years) account for a 43% share of the total.

The average household size in the Uptown Corridor is 3.04 persons, which places it second lowest among the five Corridors being examined, which range from 3.57 down to 2.18 persons per household. Households with 1 or 2 persons account for a nearly 50% share of the total, while households of 5 or more persons account for an 18% share.

The Uptown Corridor has the newest housing stock among the five Corridors in question. Homes built since 1990

account for some 22% of the total, while homes built pre-1970 represent a 31% share. This compares to an average of 14% and 56% share, respectively, for the total sample of housing across the five corridors. The rate of home ownership is greatest among the five Corridors, with some three-quarters of homes being owner occupied, while just one-quarter are rental properties.

In examining household income levels, the Uptown Corridor ranks at the top of the five Corridors being examined. With a median household income level of just over \$57,000, some 56% of area households have an income level of greater than \$50,000 annually.

The median value of housing in the Uptown Corridor is in the range of \$114,000, which places it at the top among the Corridors being analyzed; some 58% of area households are valued at over \$100,000.

## Neighborhood Description

The Uptown Corridor straddles three large Study Areas, analyzed as part of a Land Use and Demographic Profile prepared by the City's Planning and Development Department in 2003. These Study Areas are 6, 3, and 10. The Uptown Corridor itself principally comprises the following three areas: Spring Branch West; Memorial Park / Washington Avenue; and Afton Oaks / River Oaks. The following is a brief area description.

- Spring Branch West (northwest portion of the Corridor area, in Study Area 6) is located north of I-10 and west of Blalock. Gessner Road and W. Sam Houston Parkway North are the major north-south arteries in the area. Light industrial uses, including distribution centers, are located along the Parkway. The area is largely deed restricted single-family residential. Multi-family uses are concentrated along Long Point Road, Gessner and Blalock Street. New home construction occurs on small sites in the southeastern part of the community where land prices have risen dramatically.
- Memorial Park / Washington Avenue (northeast portion of the Corridor area, in Study Area 3) – Memorial Park / Washington Avenue is a corridor stretching from the northern edge of Downtown on the east to Loop 610 on the west. It includes Memorial Park and the First and Sixth Wards which date from the 19th Century. Residential areas in the west, adjacent to the park, are rapidly redeveloping with high-end single-family homes.

- Afton Oaks / River Oaks (east portion of the Corridor area, in Study Area 10) includes two of Houston's most prestigious upper-income neighborhoods. River Oaks and Afton Oaks were developed in the 1920s and after World War II, respectively. Many of Afton Oaks' original ranch-style homes are now being extensively renovated or replaced with much larger homes. Afton Oaks/River Oaks Area is conveniently located between Downtown and the Uptown/Galleria area. It also includes Post Oak Park, a mixed-use development in the northwest portion of the neighborhood. The area's garden apartments are now being replaced with luxury homes and townhouses as area land prices rise.

Given that the Uptown Corridor does not constitute a significant portion of any of the broad Study Areas, no reliable land use characteristics can be summarized from the Land Use and Demographic Profile prepared by the City's Planning and Development Department in 2003.



## E1.4

### Summary of Initiatives

The Initiatives Plan compiles and maps all of the initiatives, projects, and plans that have been prepared for lands in the study area. In addition, initiatives identified by participants in the workshop have been added.

A comprehensive picture emerges of the immense planning and development efforts undertaken in the Corridor to date, as well as the geographical relationship between the initiatives and the Transit Street and Stations. From a strategic stance, the Initiatives Plan provides a clearer sense of the location of priority areas within the Corridor and how future Transit Oriented Development objectives might be focused and positioned to build on existing initiatives and planning efforts.

### Opportunity Areas

These locations identify sites that could be considered for redevelopment. Several locations along the Transit Street are suitable for intensification with transit supportive uses. These locations were identified with participants the workshop.

#### 1. Northwest Transit Center

The last Station on the transit line is located at the junction of the existing Northwest Transit Center, which provides access to an extensive bus network. The underutilized land adjacent to the station is ideal for intensified mixed use redevelopment.

#### 2. North Post Oak Road

This road could function as a green buffer to reduce the visual and noise pollution caused by the highway and its ramp.

#### 3. Between Four Oaks Place and San Felipe

The northern end of Post Oak Boulevard has a distinctive curve in the road alignment, making this site highly visible to Transit Street users. The low-rise components of this site could become a high density transit supportive development.

#### 4. Southwest of proposed San Felipe Station

Boulevard Place is a 21-acre mixed use project comprised of a dense mixed use development with a high-rise luxury residence and hotel, restaurants and retail. Between Sage Plaza and the future Boulevard Place lies an opportunity for a complementary use.





Granduca Hotel at Uptown Park

**5. Westheimer, west of Post Oak**

Westheimer Road and Post Oak Boulevard are some of the busiest streets in Uptown. The buildings at this intersection currently have a deep set back with parking located at the front, offering little presence on the street edges. Bringing the building frontage closer to the street would improve the street wall.

**6. Westheimer, east of Post Oak**

A similar situation occurs on the east side of Post Oak Boulevard between Guilford Court and Devon. Front yard surface parking make this area difficult to navigate for pedestrians. The Starbucks Coffee shop has a lesser setback and shows the potential for a pedestrian environment in this area.

**7. West of Richmond Station**

To the west of the future Richmond Station is an underutilized site that currently houses a one-storey big box development. Creative alternatives to the typical large format retail layout have shown that it is possible to incorporate these into denser mixed use developments.

**8. Hidalgo Street and McCue Road**

The vacant lot west of the Water Wall could be developed to frame and complement the landmark park.

**New Development Projects:**

**4 new hotels were recently built adjacent to the Galleria:**

**9. Hilton Garden Inn**

182 units

**10. Hotel Indigo**

132 units

**11. Courtyard by Marriott**

190 units

**12. Homewood Suites**

160 units

**Condominium Developments:**

**13. The Empire**

70 units

**14. Lofts of Post Oak**

351 units

**15. Cosmopolitan**

Under construction - 75 units

**Mixed Use Development:**

**16. Boulevard Place**

350 units, 200,000 square feet of office space and 500,000 square feet of retail

**Retail:**

**17. Uptown Park Expansion**

A lifestyle center with close to 50 tenants

**Extended Stay Hotel:**

**18. Granduca**

132 residences

## Stable Areas

Workshop participants identified many neighborhoods, open spaces, schools and employment areas as Stable Areas. It is important to protect and enhance employment areas close to the Transit Stations so that employees can conveniently and safely walk to and from the stations. Neighborhoods should work with the City to evaluate the application of available tools to preserve Stable Areas or encourage redevelopment. Safe and convenient pedestrian connections to the Corridor will encourage ridership and help to support the new retail and service uses that may develop near the Stations.

The following areas were identified as Stable Areas by workshop participants.

19. Area adjacent to Northwest Transit Center
20. West of North Post Rd
21. Northwest of San Felipe and Uptown Stations
22. West of Rice Ave
23. East of Highway 610 between Westheimer Rd and Waring St.
24. South of Richmond Ave at Southwest Freeway
25. South of Memorial Park



Stable neighborhood west of Post Oak Road



Uptown's iconic street furniture

### **Pedestrian Realm**

The Uptown Corridor has several neighborhood, community, and city scale parks and open spaces. Workshop participants identified several initiatives for open space, streetscape and corridor enhancements.

#### **Parks:**

The protection and enhancement of existing parks is crucial to the pedestrian realm. Enhancements could include landscape upgrading, improved pedestrian and cycling access and upgraded facilities.

#### **26. Memorial Park**

This vast 1,466-acre park welcomes 3 million visitors per year. Improved connectivity between the park and adjacent neighborhoods was requested by the workshop participants.

#### **27. Water Wall**

Philip Johnson designed the majestic multi-storey sculpture and fountain that sits on a lawn across a residential tower. The water cascade has become a Houston landmark.

#### **28. Hidalgo Park and Retention Pond**

Part of a private development, this park has an extensive pond network. Across the boulevard, an attractive retention pond was recently built.

#### **Furniture:**

#### **29. Street Furniture**

The application of the Uptown Houston Urban Design Guidelines has transformed the area. Innovative stainless steel arches and halos are part of the Corridor's strong identity. Improvements to the pedestrian realm are currently being studied, in particular wider, more continuous sidewalks. Existing furniture is intended to be adapted to accommodate transit and widened sidewalks.

**Corridor Connections and Streetscape:**

These corridors provide connections to adjacent neighborhoods and walking/biking trails. They are to be designed to create a pleasant environment for pedestrians and cyclists. Improvements could include street planting, safe and connected sidewalks, pedestrian scale lighting and amenities such as benches, trash receptacles and transit shelters.

- 30. Pedestrian environment along North Post Oak
- 31. Connections across Highway 610
- 32. Streetscape along Sage
- 33. Connection to University Corridor
- 34. Pedestrian connections to Transit Center
- 35. Streetscape along Old Katy Road
- 36. Streetscape along W. Alabama Street
- 37. Streetscape along Hidalgo Street
- 38. Streetscape along Richmond Avenue
- 39. Post Oak Boulevard
- 40. Westheimer Road

**Gateway:**

Gateways could include signage, landscape treatment or special buildings.

**41. Gateway to Uptown at northern end of the proposed corridor**

Workshop participants suggested a gateway feature near the Northwest Transit Center.



Post Oak Boulevard intersection marker