

E 1.5

Uptown Corridor Workshop

A two day workshop was held in April 2007 to engage area stakeholders and residents in Urban Corridor Planning.

The purpose of the first day of the workshop was to establish a common understanding of existing conditions and opportunities in the Corridor. During the day, the consulting team met with representatives of City staff, and major landowners, to review the understanding of the context of the Corridor. During the evening session with the public, following a presentation on our understanding of the context, participants were asked to identify projects or initiatives that would enhance the area, as well as to help identify areas that could change and those that should be protected. As background, the Current Initiatives plan was presented at the workshop. It was a compilation of projects identified in previous strategies, plans and reports (see Chapter E1.2)

Each one of the table groups identified many opportunities in the Uptown Corridor that have been included in the Initiatives Plan (see Chapter E1.3). A summary of comments made by participants follows:

Public realm

- bury power lines below sound barrier walls
- under overpass is as an opportunity to beautify with trees & landscaping
- reduce noise pollution from highway
- buffer to be put between the sidewalk & street
- retention pond that was put in place near northern end of Transit Street should be landscaped
- gateway to signify entrance to neighborhood
- need wider sidewalks
- streets are really wide making it difficult for people to cross
- need protection from the rain, elements, like today
- need enhanced crosswalks
- keep a commitment on the green space
- sidewalks are needed near San Felipe Station
- in order to make the station more accessible and desirable to walk to, small public spaces/pocket parks should be created on the way to the station
- improve sidewalks near Galleria area – currently unsafe and have to get into your car to cross the street
- need more trees
- upgrade the intersection of I-610 and train line to accommodate bike path/pedestrian trail

Redevelopment opportunities

- parking problems caused by people parking on neighborhood streets
- group public parking with transit facility
- parking garage preferred to surface parking lot
- human scale structures near Guilford Court Station
- real development potential exists in the industrial area, north of Highway 610 along Hempstead Road. Lots of property for sale ideal place for redevelopment.

Areas to be protected

- protect residential neighborhoods
- don't want to see existing amenities destroyed

Evolution from workshop suggestions to report **Uptown**

Pedestrian Realm



Existing Pedestrian Realm as presented at the workshop

Potential Pedestrian Realm drawn during the 2-day workshop

Proposed Pedestrian Realm

Initiatives



Current Initiatives as presented at the workshop

Sample workshop comments

Summary of workshop Initiatives results

Summary of Initiatives

Land Development



Existing Land Use as presented at the workshop

Land Development Concept Plan produced during the workshop

Proposed Land Development Concept Plan



Uptown Corridor Workshop



Table group discussions



Initiatives exercise

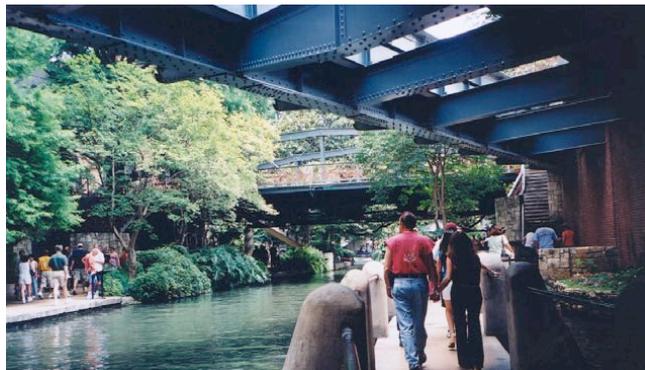
Participants were also asked to write a headline for the front page of the Houston Chronicle in 2012. The headline was to reflect the character of the Uptown Corridor once the Transit Street has been built. The facing page summarizes some of the headlines collected during this exercise.

Based on the input provided during the first workshop day, the preliminary Pedestrian Realm, Land Development Concept Plans, and a demonstration plan were developed and presented for discussion the next day.

The drawings on the previous page illustrate the input received at the workshop and the evolution to the report's Pedestrian Realm, Current Initiatives and Land Development Concept Plans (see Chapter E2 for proposed Plans).



French Quarter, New Orleans, LA



San Antonio, TX



Byward Market, Ottawa, Canada

Post Oak voted one of most walkable streets in Houston
Houston clean air capital

Pedestrians now outnumber cars!
Open Space and high density - a perfect pair

Temperature down, Uptown
Like highways, light rail works... barely

Transit links Memorial Park with Galleria to improve quality of life

Uptown now 24/7

These headlines were taken during the Uptown Corridor Workshop

2

Uptown Planning Strategy

This chapter introduces the Planning Strategy and describes the Pedestrian Realm/Mobility Plan, the Land Development Concept Plan and Infrastructure Plan.

E2.1

The Combined Pedestrian Realm/Mobility/Land Development Concept Plan

The diagram on the facing page illustrates the combination of the Pedestrian Realm/Mobility Plan and the Development Concept Plan, which are described in detail in the sections that follow. The Urban Design Plan for the Uptown Corridor and illustrates broader elements of the Corridor that will eventually result in Transit Oriented Development and connections to the surrounding community.

The distinguishing characteristics of the Uptown area are the level of development that already exists compared to other Corridors and the mix of uses that is prevalent. This Corridor is one that is already highly urbanized and the objectives of the plan are not to provide opportunities where none exist, but to manage new development in such a way that is supports transit.

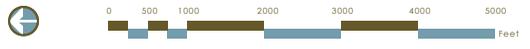
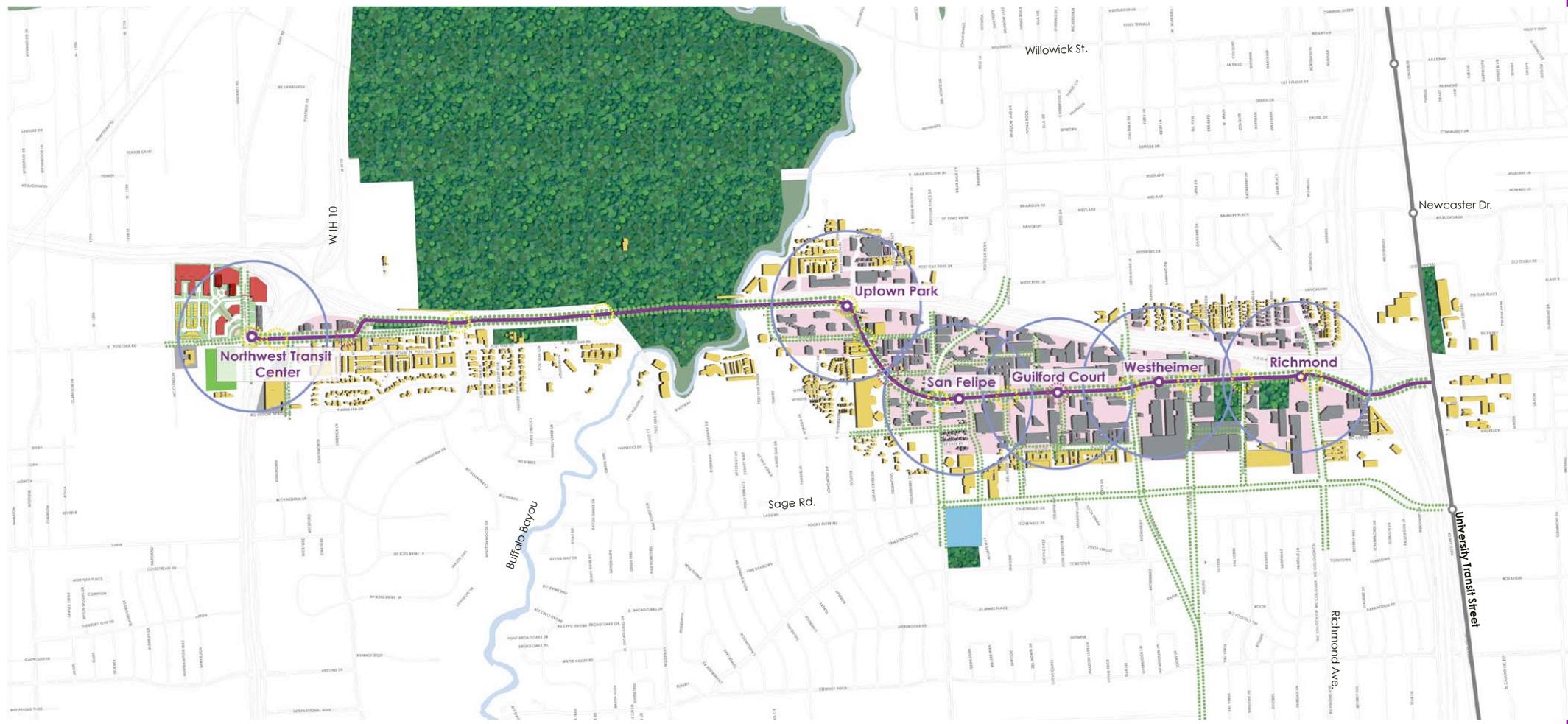
The Land Development Concept plan for the Uptown Corridor was produced during the workshops and indicates that there is a concentration of development potential areas adjacent to the station locations. As a result of the alignment within the right-of-way of the highway, there is a long segment of land that will remain stable because

there will be very little impact from the proposed transit line. With exception of lands at the Northwest Transit Center and at the other end of the Corridor, where the Uptown and University Corridors intersect, all of the high development potential is located on Post Oak ,between Richmond Street, and south of the Buffalo Bayou.

The potential to link to adjacent neighborhoods is important because the residential densities are high and offer the opportunity for many residents to be in proximity to the Transit Street. In the Uptown Core these connections are along both public streets, as well as defined walkways. The obvious links occur along major streets such as Westhiemer and San Felipe, but the fine grid of east/west streets offers a number of opportunities to strengthen connections to transit from nearby neighborhoods.

Pedestrian Realm/Mobility/Development Concept Plan Uptown

- Opportunity Area
- Stable Area
- Park
- School
- Existing Pedestrian Crossings
- Link Streets
- Demonstration Plan
- Stations
- Proposed Pedestrian Crossing



E2.2

Pedestrian Realm/ Mobility Plan

The Pedestrian Realm/Mobility Plan illustrates recommendations to improve and enhance the pedestrian realm and mobility conditions within the Uptown Corridor. The goal of these recommendations is to provide a safe, vibrant, attractive and highly functional pedestrian experience along the Uptown Corridor Transit Line adjacent to proposed Transit Stations/Transit Centers and along key connecting streets.

Beautiful, tree lined, pedestrian focused streets are the framework of the Pedestrian Realm/Mobility Plan. Streets comprise a large percentage of public space and as such must be enhanced and treated as important public places. When streets function well, they are lively places where cafes, corner flower shops, public art and gardens create vibrant outdoor rooms. They are the place where the eyes of the community are view activities of the street and serve as the frontage for developments.

The Uptown Transit Line Streets that are recommended for pedestrian realm enhancements include: Post Oak Blvd. and 610 West Loop.

Streets intersecting the proposed Uptown Corridor transit line will provide access to and from the surrounding facilities, businesses and communities to the Transit Stations.

These pedestrian connections are also recommended for pedestrian realm enhancements.

Streetscape enhancements should include street tree planting with the ambition to create a continuous pedestrian canopy. Street trees will clearly identify the important streets and public places and will provide shade to clear, wide, continuous sidewalks extending from back of curb to building fronts along the Transit Line Streets and connecting streets. In addition, pedestrian level lighting and street furnishings are appropriate on these streets.

The intent of the pedestrian oriented street hierarchy is to provide an integrated, multi-modal transportation network for all residents and businesses that is safe, convenient and efficient.

Ample pedestrian crosswalks are crucial to the perception of accessibility to both sides of the Uptown Corridor Transit Line. Great care to provide safe, well-marked and unimpeded crossing opportunities especially within retail zones is critical. Bulb-outs reduce crossing distances and should be designed where on-street parking is proposed.

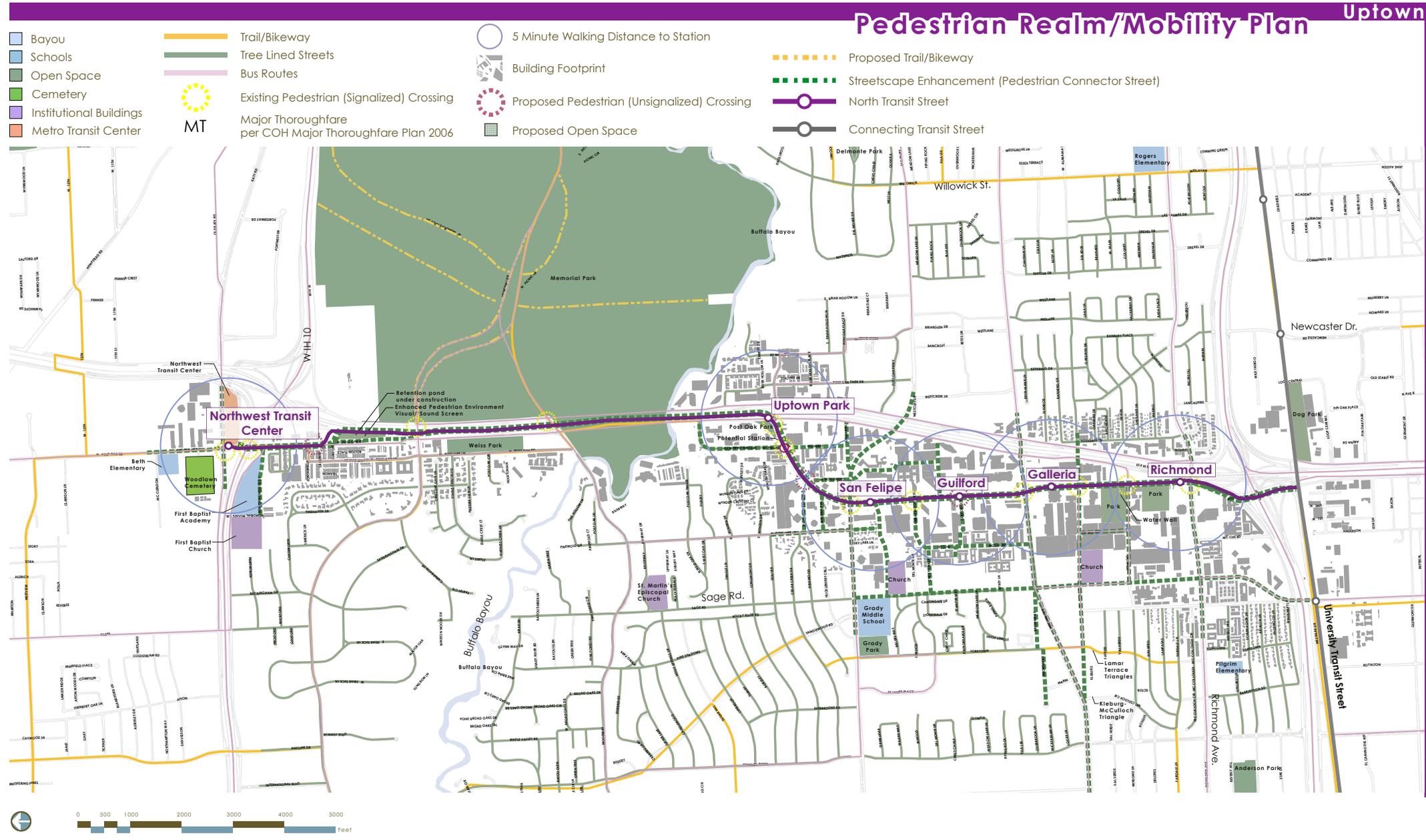
Existing bike lanes should be connected to the proposed Transit Stations. Additional hike/bike lanes and bikeways and recommended to improve multi-modal accessibility to key corridor amenities and public facilities. These recommended trails include Memorial Dr. through Memorial Park, Memorial Loop Drive- East and West, N. Picnic Lane and Union Pacific Railroad easement through Memorial Park.

METRO bus lines should be routed to the proposed Transit Stations and Transit Centers with appropriate Bus Shelters provided.

Memorial Park and the Williams Tower Water Wall are ideally located on the Transit Corridor to provide key focal points and existing public spaces. These parks will continue to provide invaluable amenities for adjacent Transit Oriented Development.

The Uptown Corridor enjoys linkage to Buffalo Bayou linear open space system. This urban bayou provides canoeing, fishing, hiking and biking within densely vegetated areas.

Urban Squares are smaller scale publicly accessible open spaces that should be located in association with Transit Oriented Development. These small plazas are more urban in nature and do not include active/sports facilities. Urban Squares are generally accessible to public use, often privately owned and may be gated or well lit for night security. These squares are primarily paved with planting areas, shade trees, planters, public art, fountains and seating for passive, outdoor enjoyment.



E2.3

Land Development Concept Plan

The Land Development Concept Plan divides the Uptown Corridor into two categories based on their development potential:

Development Opportunity Area 3 - Uptown

The Uptown is likely to experience ongoing redevelopment activity as a result of the planned transit facilities and due to the nature of the predominately retail commercial uses that characterize the Uptown Corridor. The Development Opportunity Area 3 also includes a significant amount of surface parking lots that front directly onto the Transit Street and within a 1/4 mile of a number of Transit Stations where Transit Oriented Development is most probable.

Stable Areas - Stable Areas are comprised of the predominately residential neighborhoods and open space within the Uptown Corridor. Stable Areas are those areas that are not likely to experience large-scale redevelopment activity as a result of the planned Urban Corridor. Areas designated as Stable include existing stable residential neighborhoods, existing parks and open space as well as significant institutional uses both within and outside of the 1/4 mile stations radius.

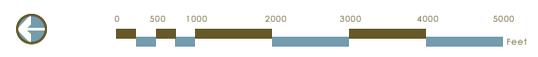
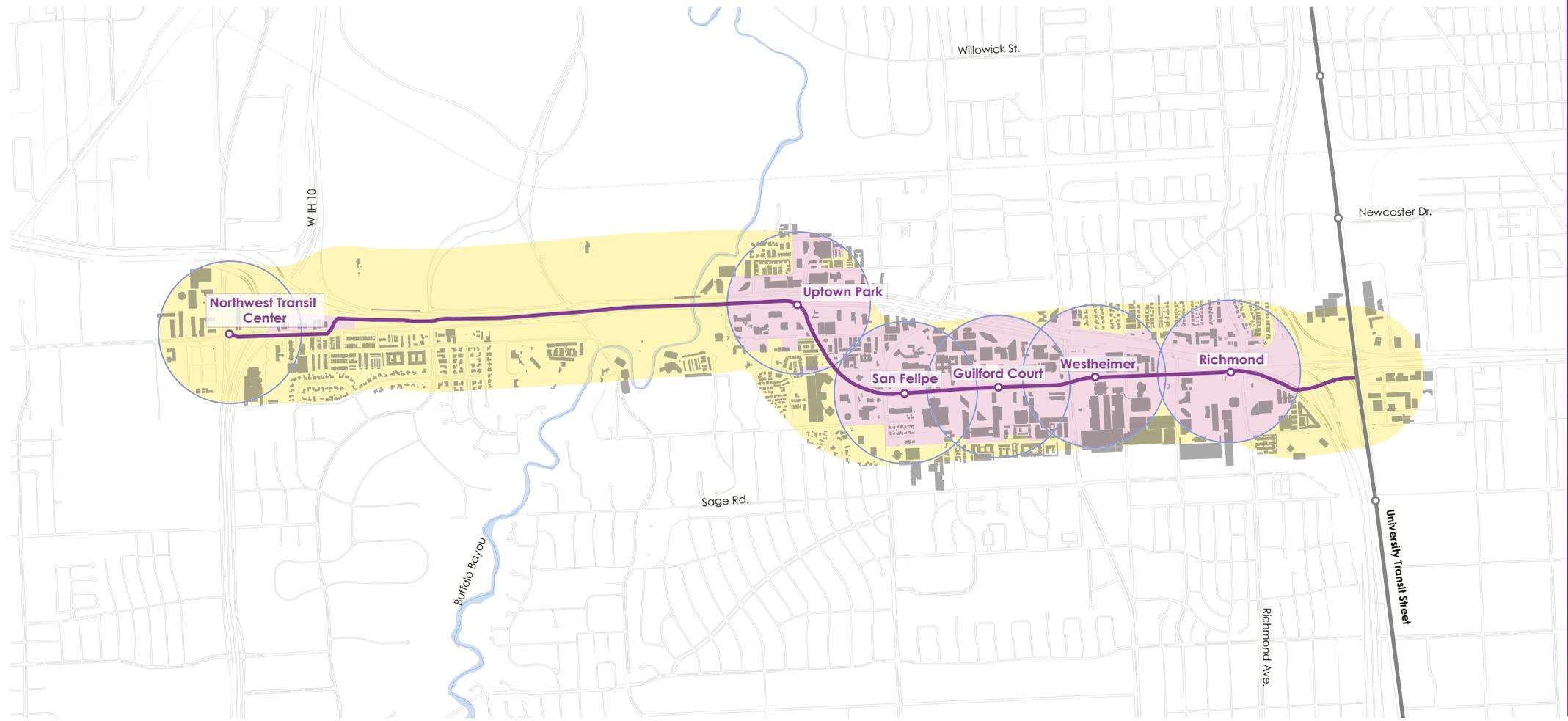
E2.3.1 Demonstration Plan

A Demonstration Plan for a prototypical site was prepared to demonstrate conceptually how Transit Oriented Development could manifest itself given the context and condition of the Uptown Corridor.

The following diagrams provide a collection of images including a site plan, photographs of development precedents and photo simulations of a large through lot.

Land Development Concept/Infrastructure Plan Uptown

- Uptown Transit Street
- Connecting Transit Street
- 5 Minute Walking Distance to Station
- Development Opportunity Area 3 - Uptown
- Stable Areas



1

Large Through Lot

North Post Oak Rd from Awty School Lane to Old Katy Rd

This site is located near Katy Freeway Service Drive and West Loop North and is an example of large through-lot development



Location of site in corridor



Demonstration Plan created during the workshop

Site Characteristic

- The site comprises approximately 2,164,005 sf of area (49.65 acres)
- The site has 1,278 linear feet on Old Katy Road and 1,701 linear feet on North Post Oak Road
- The area surrounding the site is a mix of residential with some commercial and industrial uses to the north and some office developments to the south. Across Katy Freeway Service Drive and West Loop North is Memorial Park; and,
- The site is located across Old Katy Road from the inter-modal transit facility.

The Program

- The program for the site provides live/work units and town houses, medium density apartment buildings and retail.

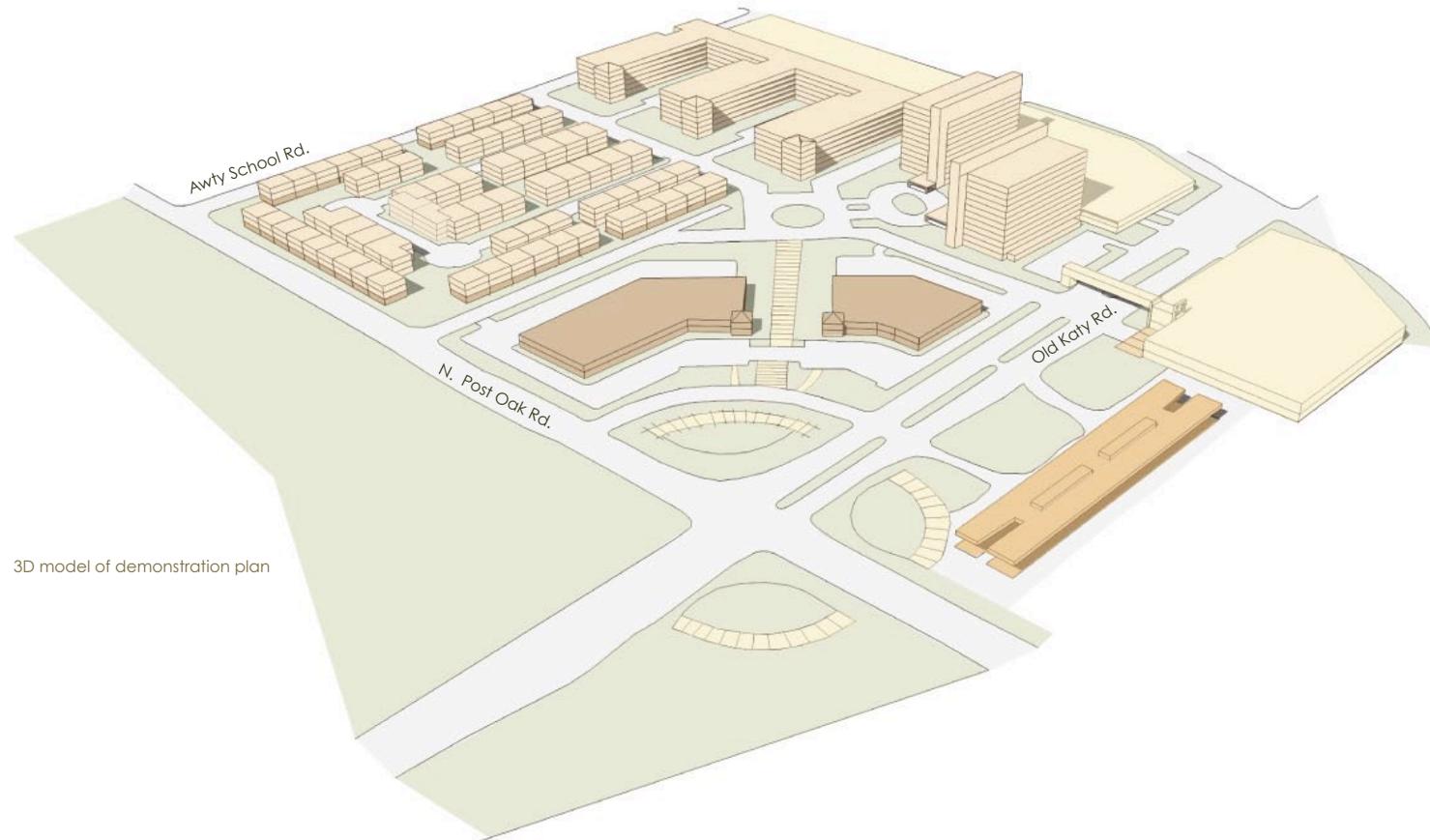
The Design Solution

- The program for the site consists of a development with live/work units, town houses, and medium density apartment buildings with rear parking. A commercial plaza is located between the transit station and the residential area to facilitate community activity. A link to the transit station is shown as part of the development.

The Results

- 2,443 linear feet of frontage on the Transit Corridor;
- 171 live/work units;
- 255 Town Houses;
- 139,842 sf of retail;
- 900 apartments; and,
- parking structures at 667,198.

Demonstration Plan Uptown



3D model of demonstration plan



Precedent - Townhouses with enhanced landscaping



Precedent - Townhouses framing the sidewalk



Precedent - Mid-rise apartment building

E2.3.2 Development Analysis

The following analysis is intended to test underlying development economics in the Uptown Corridor market context. A development proforma is generic in nature and not intended to represent specific site feasibilities. The form and scale of development, (a high rise residential condominium) is indicative of the type of residential transit-oriented development one would expect could expand over time in this area, particularly with the proposed transit enhancements. As well, office demand could be expected to grow with the provision of improved transit services.

Development Scenario 1 High Rise Residential Condominium

Description of Development

A generic development proforma was prepared for a 150-unit, 15-storey (excluding structured parking) condominium apartment project. There is an equal mix of 1-bedroom units (average 900 sf) and 2-bedroom or 2-bedroom+ units (average 1,500 sf), for an overall unit size average of 1,200 sf. The assumed site measures 1 acre (4.1 times site coverage), with a ratio of 1.25 parking stalls per unit. The total development time horizon is 32 months from land acquisition to full occupancy. The proforma details are summarized on the following page.

Comparable Properties and Market Parameters

The Mark, located in the Galleria district, has 304 units (spread over 30 floors) ranging in size from around 790 sf to 2,800 sf (mostly in the 1,300 sf to 1,500 sf range). The prices are in the range of \$250 to \$300 psf.

The Cosmopolitan is an 84-unit, 21-storey project with average unit prices above \$300 psf, and large suites ranging from 1,200 sf up to 9,300 sf.

Lofts on Post Oak was completed in 2004 and is a good reflection of pricing in newer, high quality luxury developments. In reviewing units for sale, it appears that pricing is in the range of \$300 psf.

The Uptown Corridor straddles two MLS districts. Based upon MLS data from the Houston Association of Realtors, the average resale townhouse/condominium price in the MLS Districts 16 (Central) and 22 (Central West) was approximately \$224,000 through September 2007. Notably, the average resale single family house price is nearly \$633,000 – up sharply from around \$537,000 at the same time one year ago. This pricing structure indicates the rationale for continued condominium construction as a means to supply new housing for this local market.

Proforma Results

Understandably, the economic price required to justify new construction of condominium apartments in this area is within the range of current pricing at comparable projects, and at a premium to resale product of similar character.

The development proforma suggests a required sale price of around \$306,000, or \$255 psf, based upon an average 1,200 sf unit. There is, of course, the possibility of upgrading or downgrading the quality of building finish to appeal to a certain target market, depending upon the depth of demand.

Some observations regarding the proforma for this type of project include the following:

- Hard construction costs (including parking) account for some 70% of total project costs, with structured parking representing nearly 6% of total costs.
- Total land costs represent roughly 25% of the end unit price – this assumes land values of roughly \$8.7 million per acre (\$48 per square foot buildable) plus some carrying costs. Notably, this development is denser than many currently on the market, and has smaller unit sizes (particularly in comparison to some resale units in older, established buildings) in order to test the viability/benefit of such a scenario.
- A developer needs to profit from any development at a rate consistent with the risk. The proforma takes into account total project costs of approximately \$41.8 million and assuming a 10% profit margin on the total project (higher when leveraged equity is considered).

A key consideration regarding the market feasibility for this type of development project is the potential demand generated by proximity to the enhanced transit corridor. There are clearly a number of cost-competitive housing options in this area, including significant condominium supply at varying price points, both new and resale. The ability to reduce car ownership may also assist with affordability if efficient public transit can be utilized.

Economic Rent/Price Calculation-High Rise Residential Condominium Apartments **Uptown**

Assumptions

Timing Assumptions				
Land Acquisition			01-Jan-08	
Planning Period			6 months	
Construction Commencement			03-Jul-08	
Construction Period			20 months	
Substantial Completion			01-Mar-10	
Cost of Vacancy Period			6 months	
Full Lease-Up			31-Aug-10	
Total Development Period			32 months	
Interest Rate				
Interim Financing			6.00%	
Building Areas				
Number of Units			150	
Number of Buildings			1	
Average Unit Size			1,200 sq.ft.	
Number of Storeys			15	
Floor Plate			12,000 sq.ft.	
Gross Building Area			180,000 sq.ft.	
Site Coverage			4.13 times	
Land Area			1.00 acres	
Residential Units				
	<u>G.B.A.</u>	<u>Avg. Size</u>	<u>G.F.A.</u>	<u>G.L.A.</u>
1 Bedroom	50%	900	67,500	62,775
2 Bedroom +	50%	1,500	112,500	112,500
TOTAL	100%	1,200	180,000	175,275 sq.ft.
Parking Ratio				
	1.25 stalls per residential unit		188 stalls	

Project Costs

	<u>\$ 000's</u>	<u>PSF</u>
Land		
Purchase Price	\$8,712	\$48.40
Additional Land Costs	\$436	\$2.42
Land Carrying Costs	\$1,189	\$6.61
TOTAL	\$10,337	\$57.43
Construction & Fringe		
Hard Construction Costs	\$24,067	\$133.70
Parking	\$2,438	\$13.54
Architect. & Engineer.	\$1,458	\$8.10
Site Improvements	\$131	\$0.73
Const. Contingency	\$1,325	\$7.36
Municipal Fees	\$175	\$0.97
Development Interest	\$296	\$1.64
TOTAL	\$29,889	\$166.05
Sales & Marketing		
Sales Commissions	\$1,188	\$6.60
Marketing & Advertising	\$375	\$2.08
TOTAL	\$1,563	\$8.68
TOTAL PROJECT COSTS	\$41,789	\$232.16

Required Price/Rent Calculations

Required Return on Investment	10%
Required Average Sale Price	\$255.37 PSF

Development Scenario 2 High Rise Office Project

Description of Development

A generic development proforma was prepared for a 10-storey, 200,000 sf office building. The land area of the site measures 2 acres, and there is a parking ratio of 2.5 stalls per 1,000 sf. The envisioned development time horizon is 35 months from land acquisition to full occupancy, including 20 months of construction. The proforma details are summarized on the following page.

Comparable Properties

There are presently no office buildings under construction in the West Loop/Galleria office node, according to Cushman & Wakefield's 2007 Q3 market report. There are preliminary details regarding four proposed buildings (only speculative at this stage), with sizes ranging from 77,000 to 400,000 sf. There is no known asking rent for these buildings, with no known pre-leasing activity.

For the West Loop/Galleria Class A office market, the average asking gross rental rate is approximately \$27.50 psf (\$17.50 net psf plus \$10.00 psf additional rent). Of course, new buildings would command a market rate at the top of the rental rate spectrum given their age, quality of building finishes, and other factors.

Notably, rising construction costs have impacted the viability of new office construction across the market, despite improving market conditions that have supported higher rental rates.

Proforma Results

The development proforma suggests a required net rental rate in the range of \$27.00 psf to economically support new construction. This is approximately \$10.00 psf above present rents for existing Class A office space.

Some observations regarding the proforma for this type of project include the following:

- Hard construction costs (including structured parking) represent 65% of total project costs. These costs are projected, and would vary depending on the ultimate class/caliber of the building design and architectural features.
- As specified in the proforma, land costs represent roughly 14% of total project cost. Again, land costs may vary depending on location (prime sites) within the Uptown Corridor, but have a relatively limited impact on project costs compared to hard construction costs.
- Understandably, a developer needs to profit from any development at a rate consistent with the risk. The proforma takes into account total project costs of approximately \$54 million (\$269 psf) and assumes a 10% profit margin on the total project (higher when leveraged equity is considered).

Economic Rent Calculation - High Rise Offices Uptown

Assumptions

Timing Assumptions	
Land Acquisition	01-Jan-08
Planning Period	6 months
Construction Commencement	03-Jul-08
Construction Period	20 months
Substantial Completion	01-Mar-10
Cost of Vacancy Period	9 months
Full Lease-Up	30-Nov-10
Total Development Period	35 months

Interest Rate	
Interim Financing	6.00%

Building Areas	
Number of Buildings	1
Number of Storeys	10
Floor Plate	20,000 sq.ft.
Gross Building Area	200,000 sq.ft.
Site Coverage	2.30 times
Land Area	2.00 acres

	<u>G.B.A.</u>	<u>G.F.A.</u>	<u>G.L.A.</u>
Office	100%	200,000	186,000
Retail	0%	0	0
Other	0%	0	0
TOTAL	100%	200,000 sq. ft.	186,000 sq.ft.

Parking Ratio		
2.5 stalls per	1,000 sq. ft. of G.F.A.	500 stalls

Project Costs

	<u>\$ 000's</u>	<u>PSF</u>
Land		
Purchase Price	\$6,098	\$30.49
Additional Land Costs	\$305	\$1.52
Land Carrying Costs	\$832	\$4.16
TOTAL	\$7,236	\$36.18
Construction & Fringe		
Hard Construction Costs	\$28,614	\$143.07
Parking	\$6,500	\$32.50
Architect. & Engineer.	\$1,931	\$9.66
Site Improvements	\$261	\$1.31
Const. Contingency	\$1,756	\$8.78
Municipal Fees	\$69	\$0.35
Development Interest	\$1,565	\$7.83
TOTAL	\$40,696	\$203.48
Cost of Vacancy		
	\$413	\$2.06
Deferred		
Tenant Allowances	\$4,000	\$20.00
Leasing Costs	\$800	\$4.00
Financing Costs	\$631	\$3.16
TOTAL	\$5,431	\$27.16
	\$53,776	\$268.88
TOTAL PROJECT COSTS		

Required Sale Price Calculation

Required Return on Investment	10%
Required Face Rent	\$26.89 PSF
Required Net Effective Rent (1)	\$24.74 PSF

Conclusions Regarding Development Analysis

The above proforma analysis demonstrates the required sales price for a new high density condominium development. When assessing this development proforma, it is important to note it reflects new building costs which generally exceed market affordability for many area residents, although it would certainly be expected that such a development would draw upon a broad population base of Houston residents that would consider relocating to a more downtown environment.

The average resale condominium price in the Uptown Corridor area was approximately \$224,000 based upon year-to-date sales activity data provided by the Houston Association of Realtors, while the proforma above generates a required sale price of around \$306,000 (for 1,200 sf at \$255 psf). With a median household income of roughly \$57,150 across the Uptown Corridor, the affordable house price, at the median, is roughly \$223,000. An annual household income of approximately \$78,500 is required to afford the condominium unit described in the proforma, and nearly 35% of area households meet this threshold. The affordability model incorporates a 6% interest rate, 30 year amortization, 20% down payment, and a calculation of monthly principal, interest and taxes, with the assumption that 32% of gross monthly income can be dedicated to housing costs.

In order to facilitate more rapid development of higher density development along this Corridor, considerable

assistance might have to be considered – perhaps in the form of financial subsidies for development in the form of reduced building permit fees for certain development density thresholds.

Lastly, although it is not explicitly examined in the proforma here, the availability of quality public schooling is clearly an important criterion within the City for attracting families to higher density forms of housing in established central areas.

E2.4

Infrastructure Overview

Based on the research of the existing Uptown Corridor infrastructure it appears that virtually all of the water mains are at the end of their lifespan for the length of the Corridor. The condition of the sanitary sewer lines suggests that there are a few segments along the Corridor that have reached the end of their life span.

The nature of the Uptown Area as a highly sophisticated mixed-use area leads one to believe that more intense development will occur here over the short term. As a result, it is important to ensure that the capacity for this new development is provided for. The existing lines appear to be well sized for future development but the age of some is questionable.

Given that the Uptown Core will develop in the near future as an intense area of mixed-use buildings, it is important to ensure that infrastructure needs be assessed in the immediate future. It is reasonable to expect that new water mains and some of the sanitary sewer lines will be renewed as transit is built.

Uptown has its own lighting plan that will continue to be implemented as transit is built and new development occurs.

E2.5

Pedestrian Oriented Cross Sections

To better understand the urban design impact of the new transit on the existing streetscapes, sections have been developed through various locations along the Uptown Corridor, illustrating the existing condition of the street from the face of buildings on each side. A section showing the new streetscape has been constructed as a comparison.

The sections have been selected to indicate typical conditions on the Transit Street to show the impact of the LRT. Additional sections have been developed to illustrate the connecting streets and indicate both existing conditions and proposed improvements with a high level of attention to the pedestrian realm. The importance of these streets as primary pedestrian ways cannot be overstated. These streets are envisioned as the principle links between the Transit Street and the surrounding neighbourhoods, as well as the location of bus routes.

C2.5.1

Pedestrian Character Transit Street

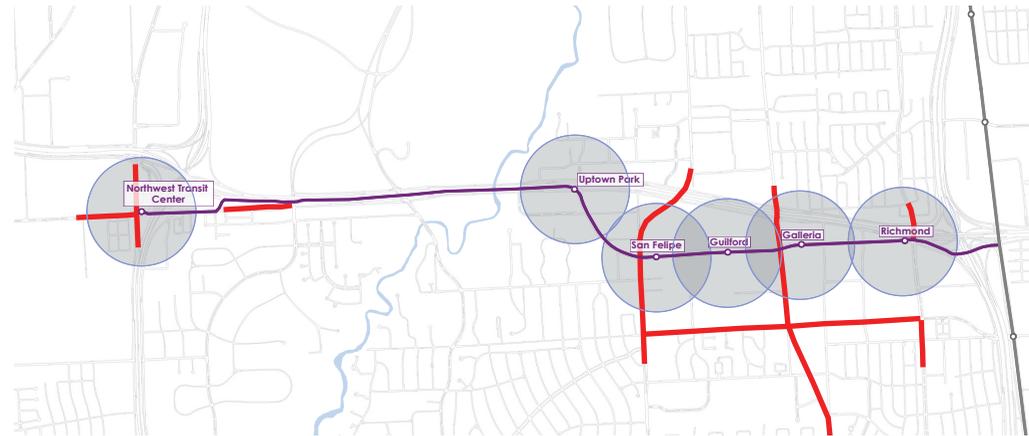
The proposed cross sections increase the width of the rights-of-way to 134' and 133'. The new street will continue to provide space for three lanes of traffic in each direction with the transit line at the center. The transit line has a median of 11' on each side of the line. In the Uptown Core the key elements of the pedestrian realm are the planted boulevard adjacent to the curb and the sidewalks. The cross sections indicate that in many cases, the buildings will continue to be located back from the edge of the public realm. However, the cross sections and the photo montage indicate the impact of buildings adjacent to the sidewalk, which may occur over time in some locations.



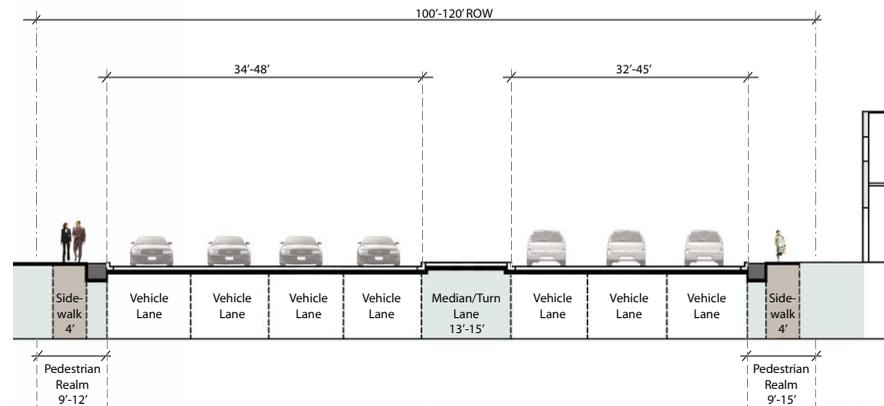
Evolution of pedestrian realm on Post Oak Blvd - Photomontage

E2.5.2 Pedestrian Character Major Thoroughfare

Major Thoroughfare right-of-ways are typically 80 to 100 feet, and include 48 feet of pavement divided by a median of 14 to 32 feet. Rarely has a connected sidewalk system been provided. Mayor Thoroughfares that intersect with the Uptown Transit Line have been identified as Pedestrian Character Major Thoroughfares because they have the potential to provide a crucial connection from area focal points neighborhoods and schools to transit stations. A continuous and connected sidewalk system been provided. A prototype street cross section indicates the following:



Pedestrian Character Major Thoroughfares



Uptown Corridor existing conditions- Westheimer

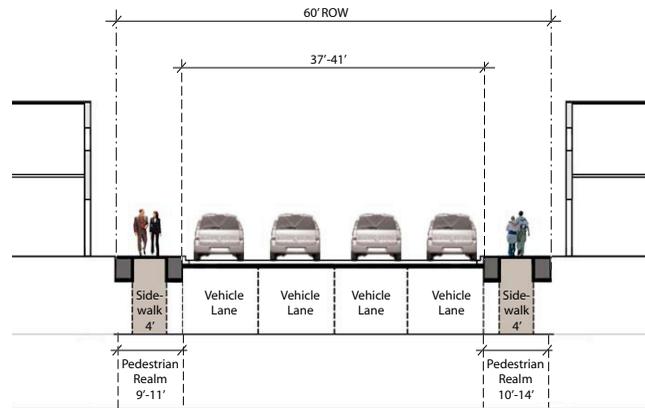
E2.5.3 Pedestrian Character Major Collector

Major Collectors range from 60 - 80 feet, and include 44 feet of pavement, and ditches on both sides. Rarely is a continuous and connected sidewalk system provided. West Alabama has been identified as a Pedestrian Character Major Collector because it is an important parallel street to the Transit Street and edge to neighborhoods. A prototype street cross section indicates the condition:

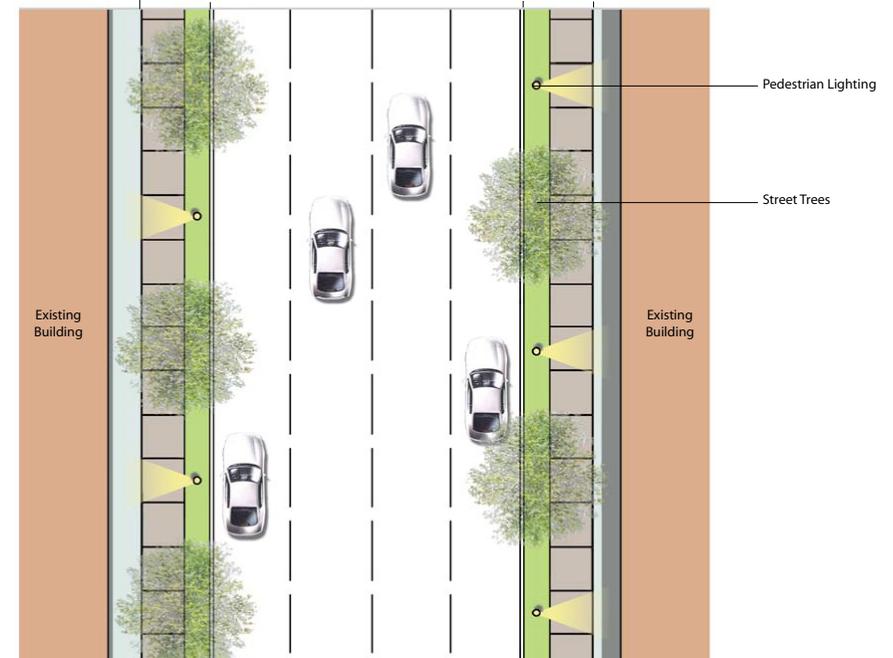
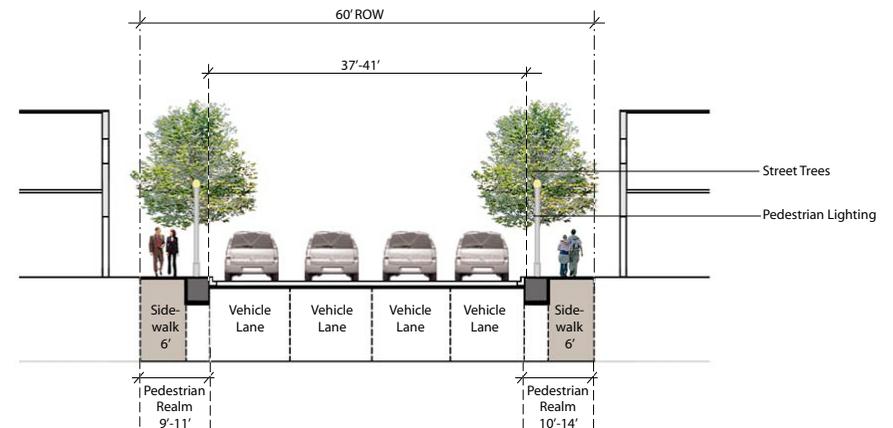


Pedestrian Character Major Collector

Pedestrian Character Major Collector Uptown



Uptown Corridor existing conditions- West Alabama



Uptown Corridor Proposed Section- West Alabama

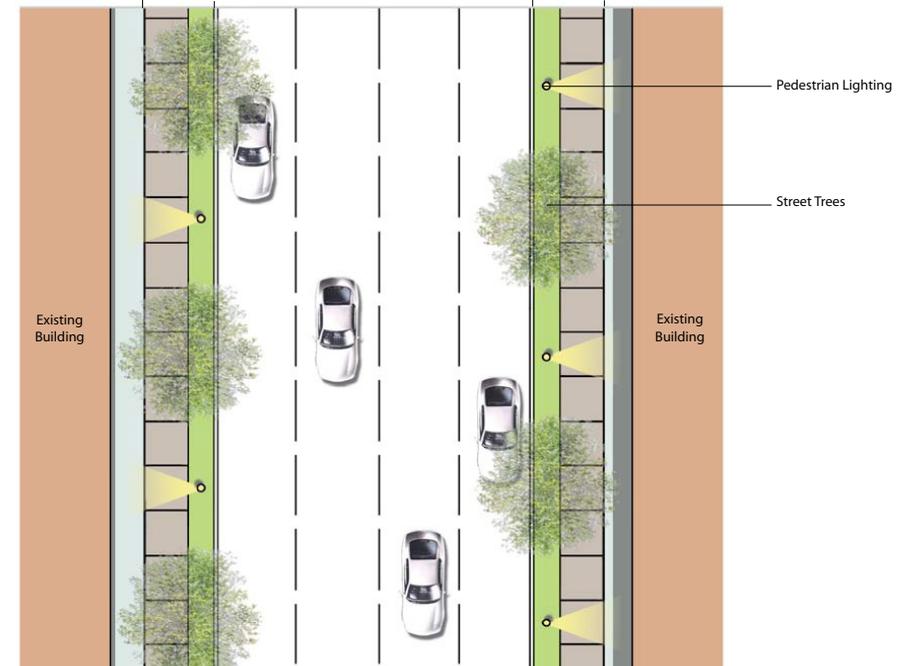
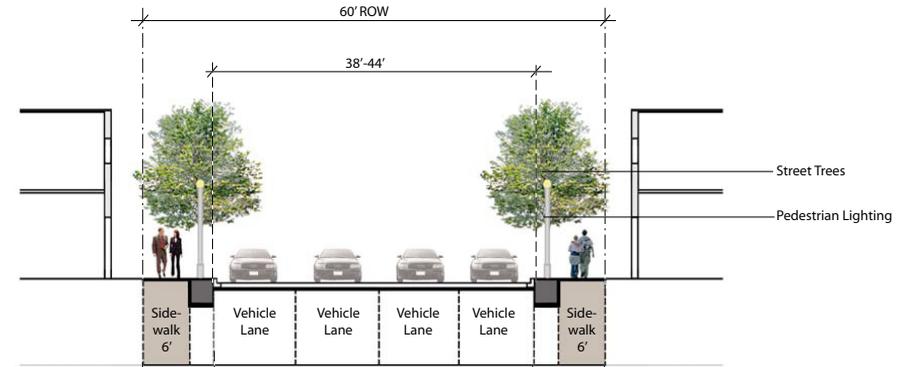
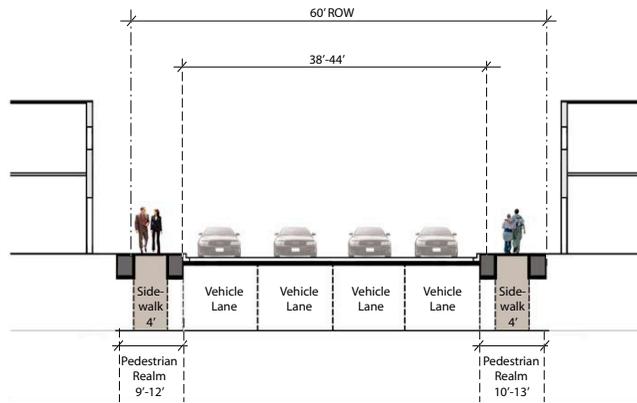
E2.5.4 Pedestrian Character Local Street

Local street right-of-ways are typically 60 feet, and include 22 feet of pavement. Some local streets have ditches on both sides. Rarely are sidewalks provided. Some local streets that intersect with the Transit Lines have been identified as Pedestrian Character Local Streets because they have the potential to provide a crucial connection between the transit stations and a local pedestrian traffic generator, such as a school, recreation centre, public park or place of worship. A prototype street cross section for a Pedestrian Character Local Street indicates the following:



Pedestrian Character Local Street

Pedestrian Character Local Street Cross Section/Plan Uptown



Uptown Corridor existing conditions- Hidalgo St.

Uptown Corridor Proposed Section- Hidalgo St.