

# 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





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# 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.



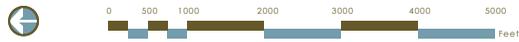
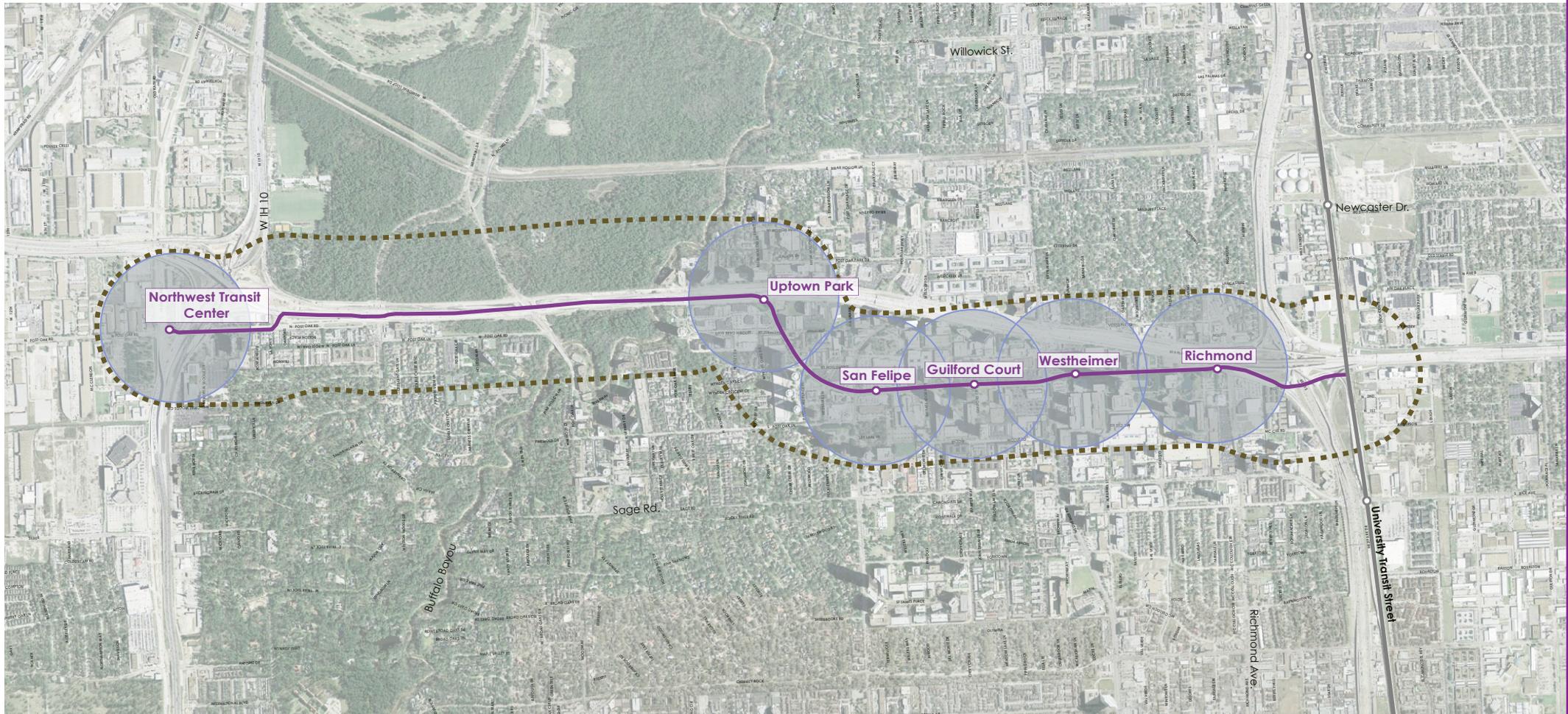
Entrance to Uptown Park at Uptown Park Blvd. and West Loop South



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.

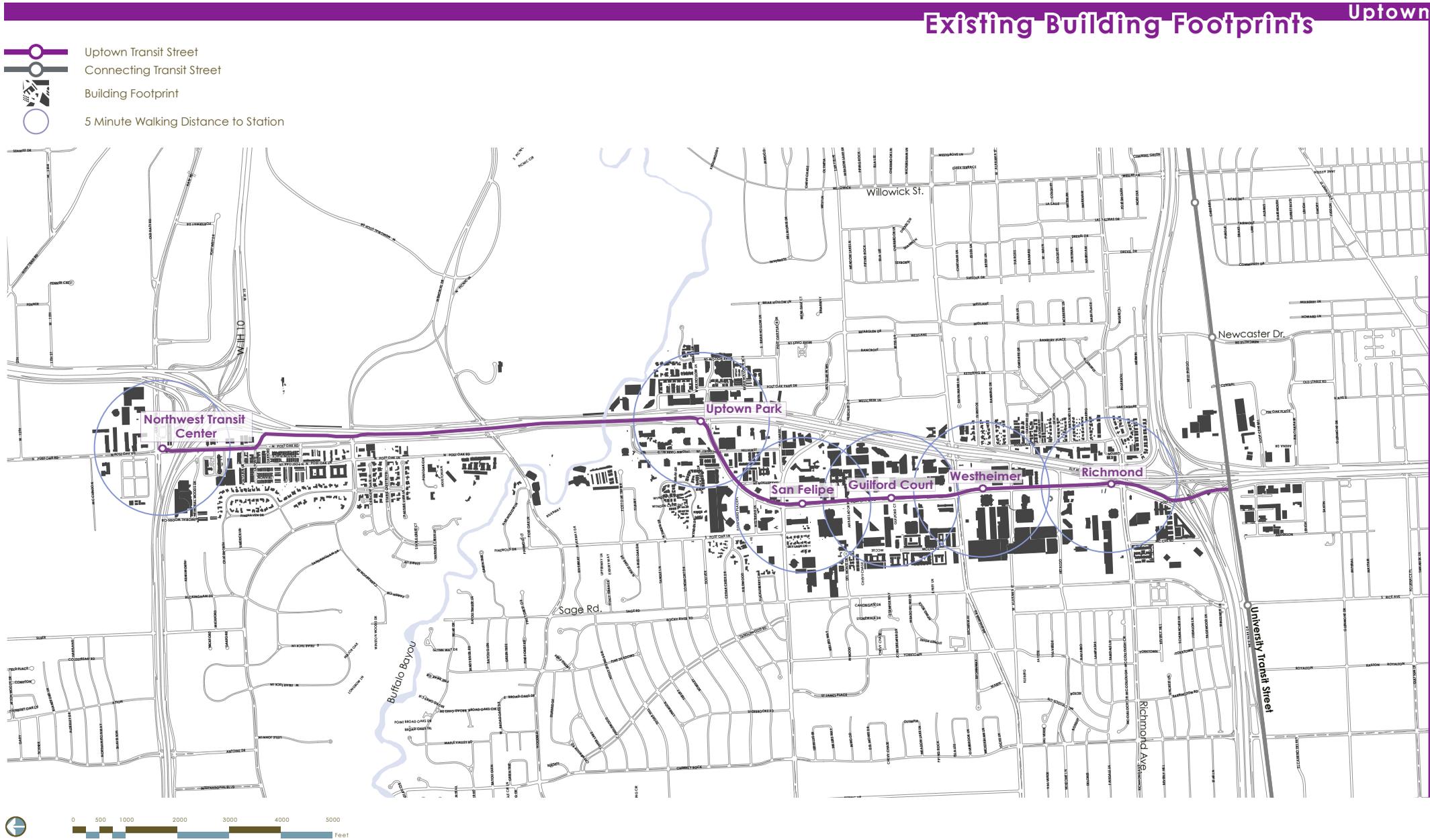


Townhouse development along North Post Oak Road

## 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.

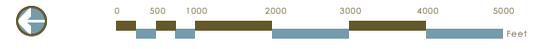
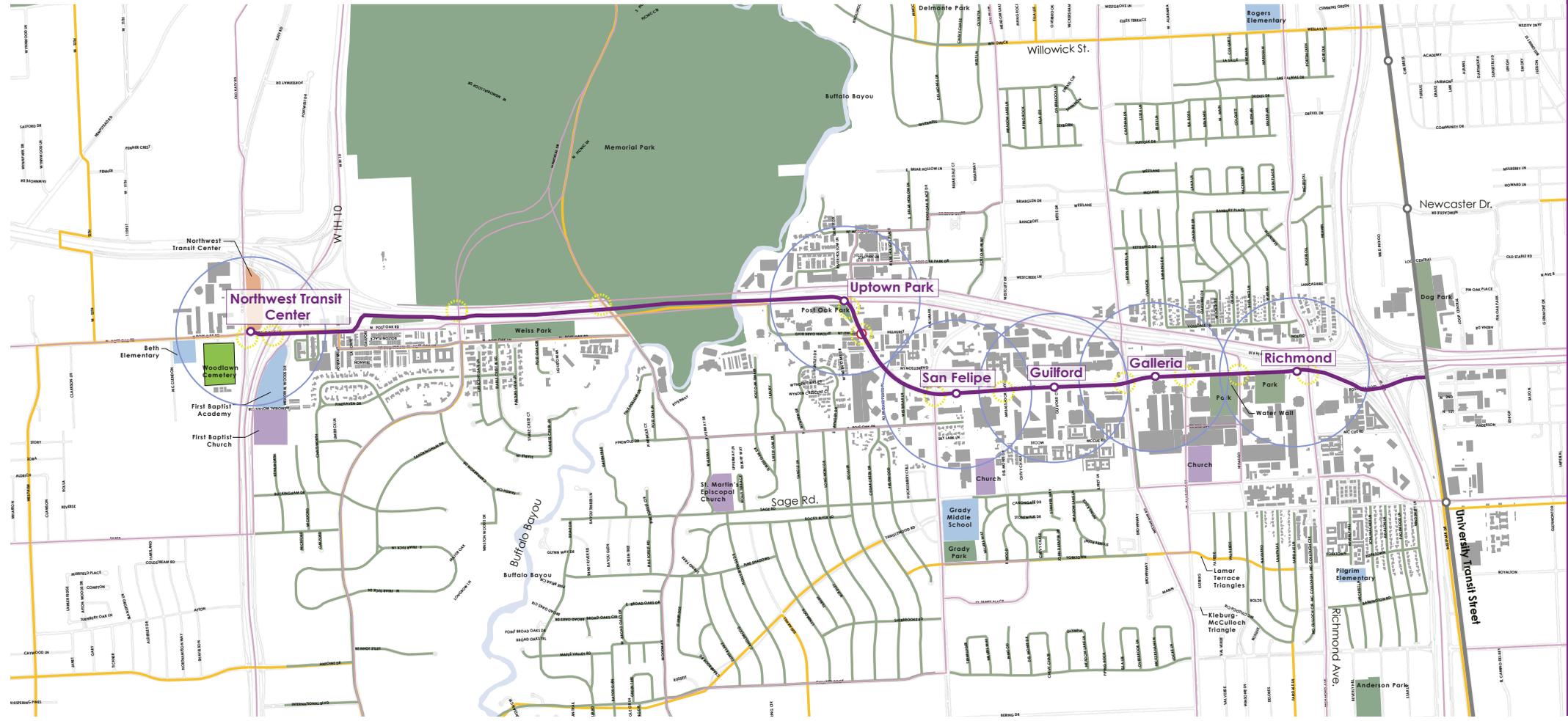
In 1992, Uptown Houston implemented a unique public realm identity system including stainless steel arches, gateways and halos over major streets and intersections. The District also installed extensive median landscaping, specialty street lamps, street furnishings and signage.

**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.

# Existing Pedestrian Realm/Mobility Uptown

- Bayou
- Cemetery
- Schools
- Institutional Buildings
- Open Space
- Metro Transit Center
- Trail/Bikeway
- Tree Lined Streets
- Bus Routes
- Pedestrian Signalized Crossing
- Building Footprint
- Uptown Transit Street
- 5 Minute Walking Distance to Station
- MT Major Thoroughfare per COH Major Thoroughfare Plan 2006
- Connecting Transit Street





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.

### Office Market

The Uptown Corridor is part of the West Loop/Galleria office submarket. The West Loop/Galleria is the second largest office concentration in Houston (after the CBD), with an inventory of some 23.5 million sf of space, and a current (2007 Q3) overall vacancy rate of just less than 11%. This vacancy rate is favourable compared to the overall Houston figure of 12.7%. The area has many amenities such as shopping, premium hotels, and entertainment that significantly impact this submarket's vitality. There is presently no office space under construction in this market.

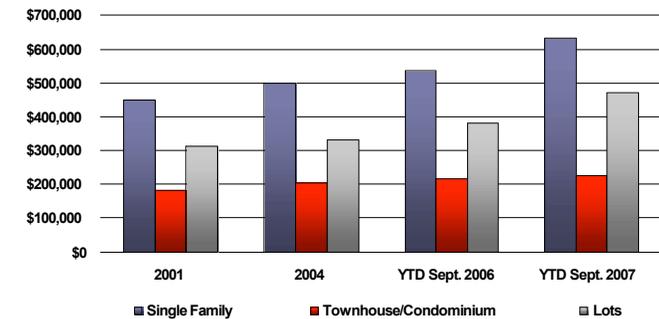
The average asking gross rental rates for Class A office space is \$26.50 psf, which is at the upper end of the range for non-CBD submarkets (the overall non-CBD asking rent is \$25.00 psf). Rental rates have increased by nearly 20% since year-end 2006 in this submarket, which represents the third highest growth rate among non-CBD submarkets. Overall office vacancy has fallen 300 basis points during the past nine months, down to 10.9%, while the Class A market has performed even better, falling to just 8.9%, down 330 basis points over the same period.

### Housing Market

The average single family house price was approximately \$633,000 (year-to-date September 2007 data) based upon Multiple Listing Service (MLS) figures compiled by the Houston Association of Realtors. There have been a total of 1,075 sales year-to-date (January to September), compared to 1,148 during the same period one year ago, representing a decline of nearly 7%. The average townhouse/condominium sale price was approximately \$224,000 through September 2007, compared to roughly \$216,000 at this time last year. These values have increased sharply, in the range of 10%-25% since 2004.

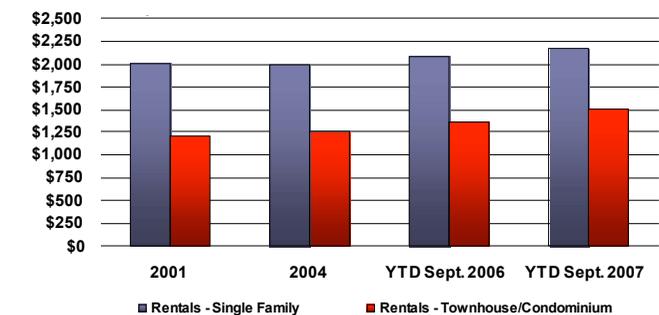
In the rental market, the single-family home rental rate was in the range of \$2,170 per month in September 2007 – the highest among the corridors being examined – while townhouse/condominium rents were around \$1,500 per month. These figures represent growth of 10% to 20% over 2004 levels.

**Houston Association Of Realtors MLS Statistics**  
**Average Price by Property Type**  
**Uptown Corridor- MLS District 16 (Central) & 22 (Central W.)**



Source: Real Estate Centre at Texas A&M University, Houston Association of Realtors  
 Note 1: Data shown is annual, other than for the current year (year-to-date March, 2007). Note 2: Data from MLS Districts 16 and 22 has been aggregated for this exhibit.

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## 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 will need to assess the opportunities that result from change, especially at their edges that abut the Transit Line or stations. Safe and convenient pedestrian connections to the Transit Line will encourage ridership and help to support the new and existing retail and service uses 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

## 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

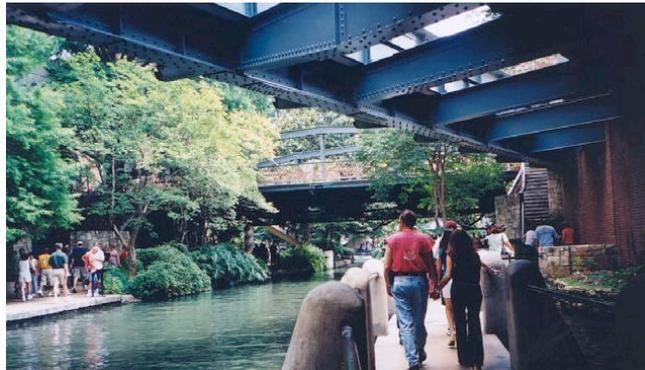
Participants were also asked to write a headline for the front page of the Houston Chronicle in 2012. The headline was to reflect the character of the Uptown Corridor once the Transit Street has been built. The facing page summarizes some of the headlines collected during this exercise.

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.

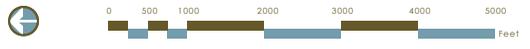
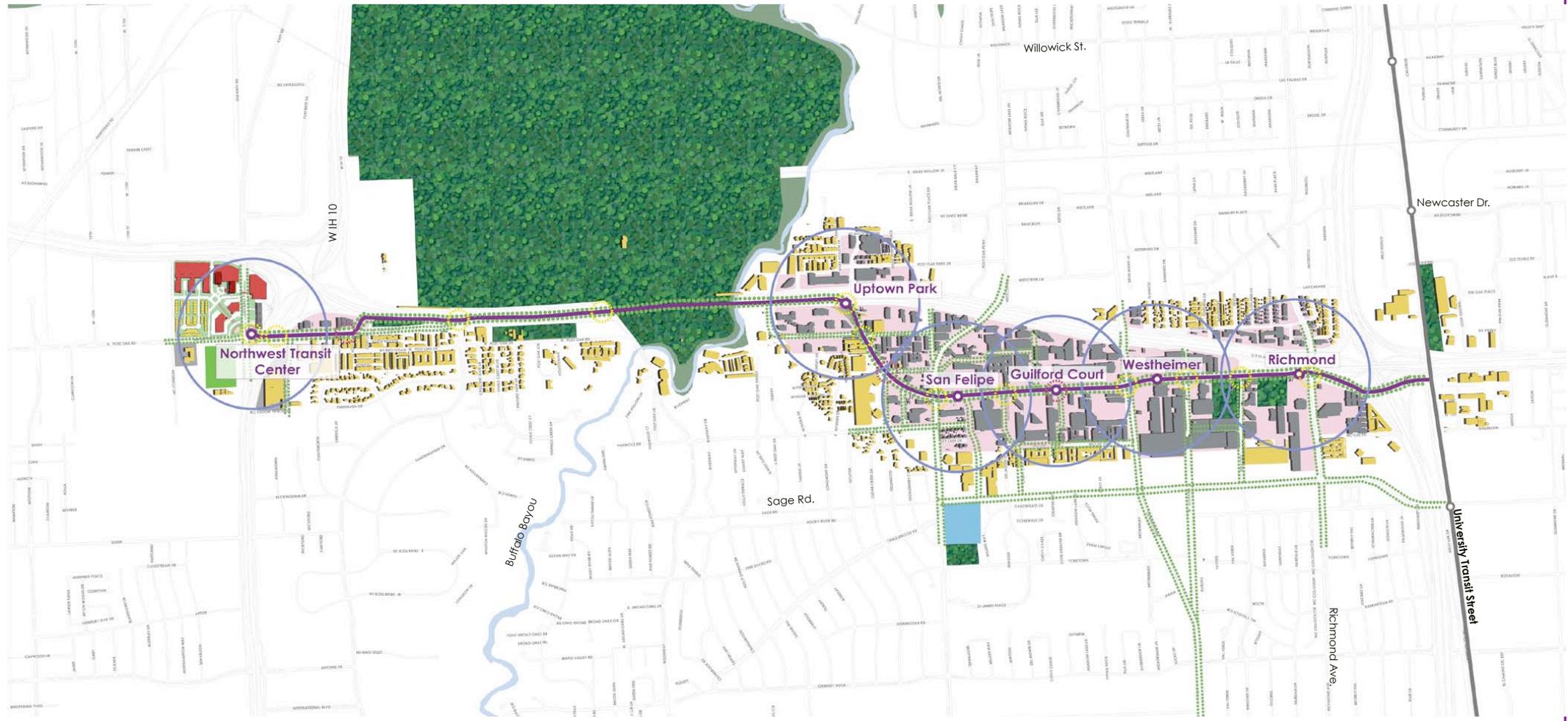
The Land Development Concept plan for the Uptown Corridor was produced during the workshops and indicates that there is a concentration of development potential areas adjacent to the station locations. As a result of the alignment within the right-of-way of the highway, there is a long segment of land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

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### 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**

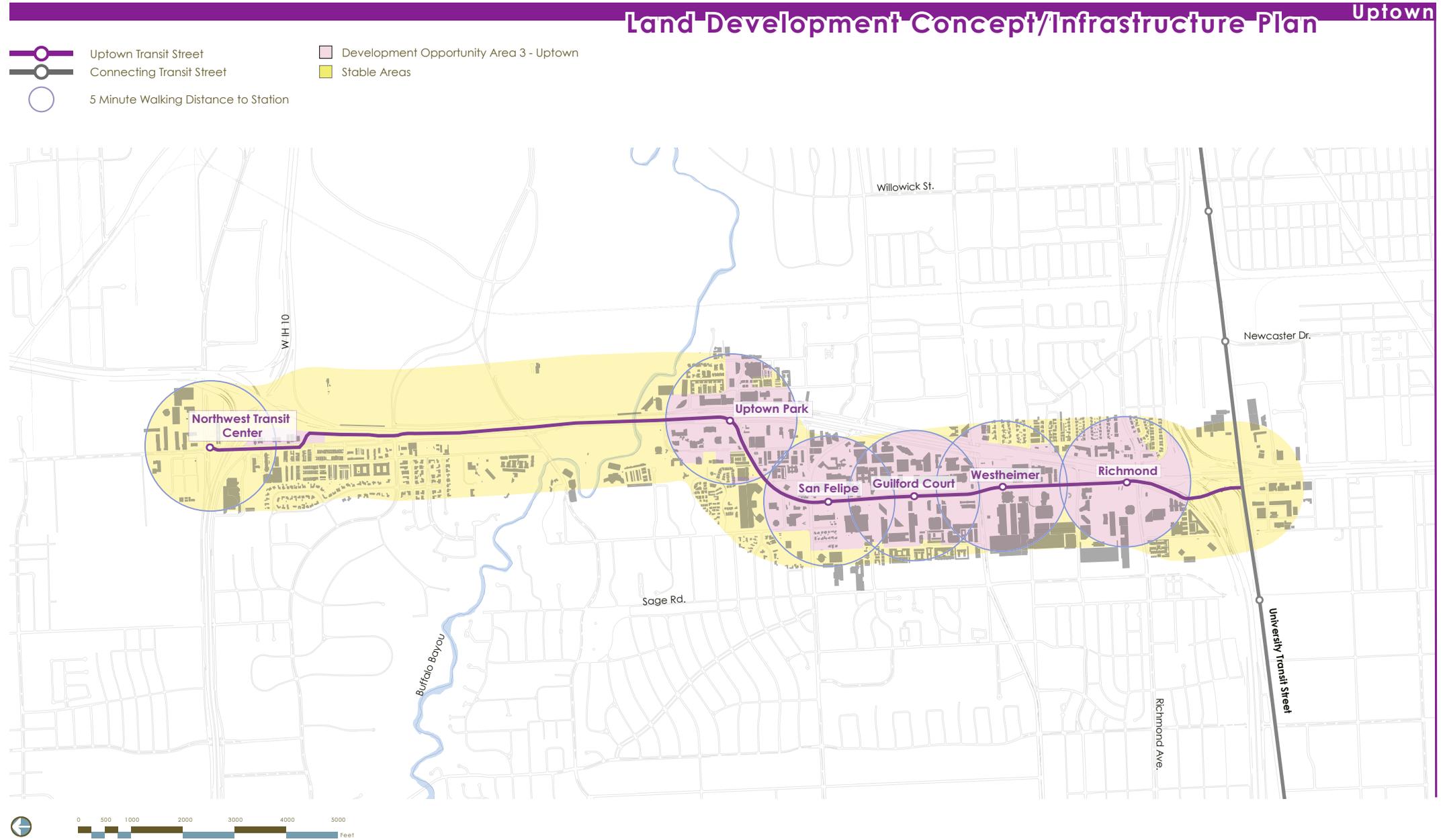
The Uptown is likely to experience ongoing redevelopment activity as a result of the planned transit facilities and due to the nature of the predominately retail commercial uses that characterize the Uptown Corridor. The Development Opportunity Area 3 also includes a significant amount of surface parking 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.

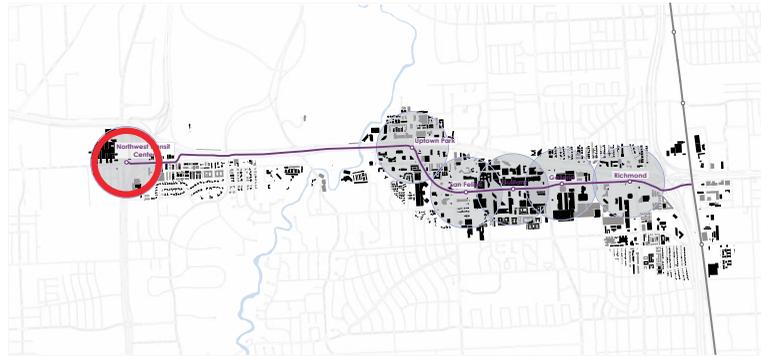


# 1

## 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.

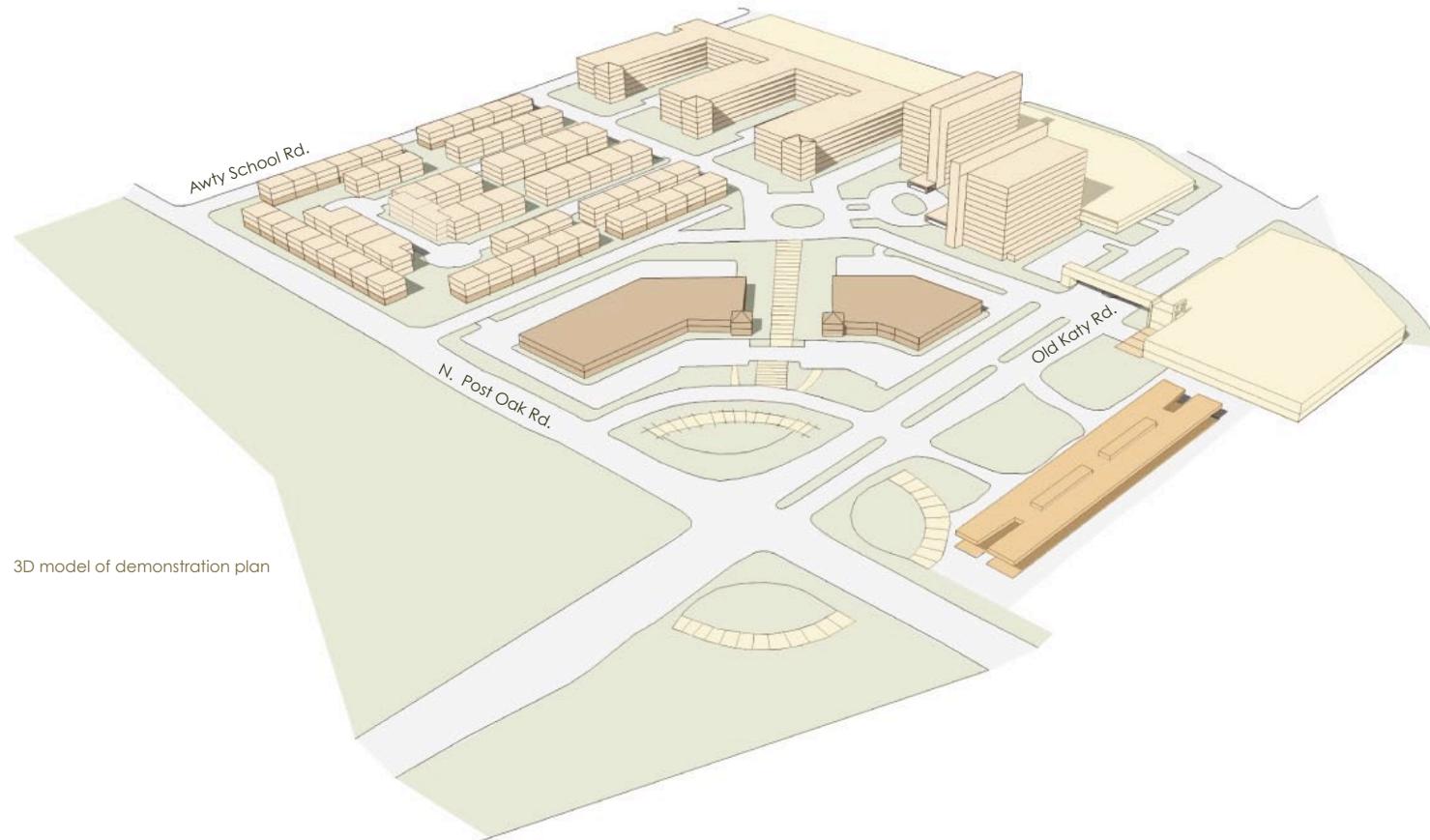
### The Design Solution

- 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**

<b>Timing Assumptions</b>				
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	
<b>Total Development Period</b>			<b>32 months</b>	
<b>Interest Rate</b>				
Interim Financing			6.00%	
<b>Building Areas</b>				
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	
<b>Residential Units</b>				
	<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
<b>TOTAL</b>	<b>100%</b>	<b>1,200</b>	<b>180,000</b>	<b>175,275 sq.ft.</b>
<b>Parking Ratio</b>				
	1.25 stalls per residential unit			188 stalls

**Project Costs**

	\$ 000's	PSF
<b>Land</b>		
Purchase Price	\$8,712	\$48.40
Additional Land Costs	\$436	\$2.42
Land Carrying Costs	\$1,189	\$6.61
<b>TOTAL</b>	<b>\$10,337</b>	<b>\$57.43</b>
<b>Construction &amp; Fringe</b>		
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
<b>TOTAL</b>	<b>\$29,889</b>	<b>\$166.05</b>
<b>Sales &amp; Marketing</b>		
Sales Commissions	\$1,188	\$6.60
Marketing & Advertising	\$375	\$2.08
<b>TOTAL</b>	<b>\$1,563</b>	<b>\$8.68</b>
<b>TOTAL PROJECT COSTS</b>	<b>\$41,789</b>	<b>\$232.16</b>

**Required Price/Rent Calculations**

<b>Required Return on Investment</b>	<b>10%</b>
<b>Required Average Sale Price</b>	<b>\$255.37 PSF</b>

## 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**

<b>Timing Assumptions</b>			
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		
<b>Total Development Period</b>	<b>35 months</b>		
<b>Interest Rate</b>			
Interim Financing	6.00%		
<b>Building Areas</b>			
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>
<b>Office</b>	100%	200,000	186,000
<b>Retail</b>	0%	0	0
<b>Other</b>	0%	0	0
<b>TOTAL</b>	100%	200,000 sq. ft.	186,000 sq.ft.
<b>Parking Ratio</b>			
2.5 stalls per	1,000 sq. ft. of G.F.A.		500 stalls

**Project Costs**

	<u>\$ 000's</u>	<u>PSF</u>
<b>Land</b>		
Purchase Price	\$6,098	\$30.49
Additional Land Costs	\$305	\$1.52
Land Carrying Costs	\$832	\$4.16
<b>TOTAL</b>	<b>\$7,236</b>	<b>\$36.18</b>
<b>Construction &amp; Fringe</b>		
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
<b>TOTAL</b>	<b>\$40,696</b>	<b>\$203.48</b>
<b>Cost of Vacancy</b>		
	<b>\$413</b>	<b>\$2.06</b>
<b>Deferred</b>		
Tenant Allowances	\$4,000	\$20.00
Leasing Costs	\$800	\$4.00
Financing Costs	\$631	\$3.16
<b>TOTAL</b>	<b>\$5,431</b>	<b>\$27.16</b>
	<b><u>\$53,776</u></b>	<b><u>\$268.88</u></b>
<b>TOTAL PROJECT COSTS</b>		

**Required Sale Price Calculation**

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

## 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. As well, the recently introduced Parks and Open Space Ordinance that levies a fee of \$700 per residential unit to fund parks could be reduced in the case of higher density forms of development in order to stimulate this form of building.

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

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### 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

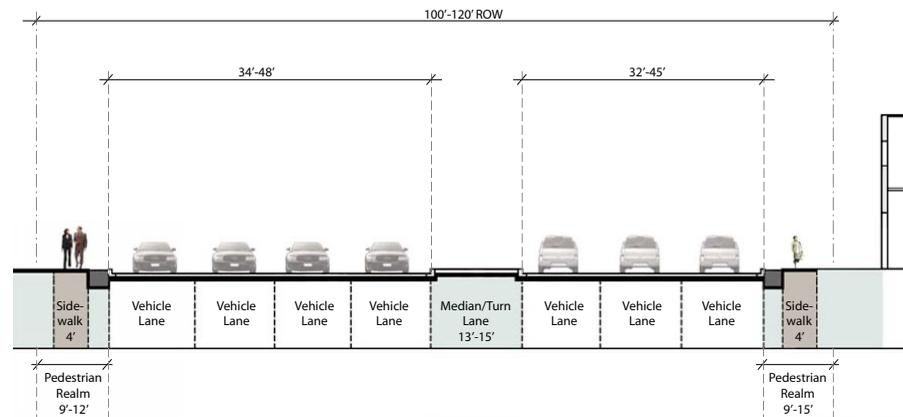


### E2.5.2 Pedestrian Character Major Thoroughfare

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

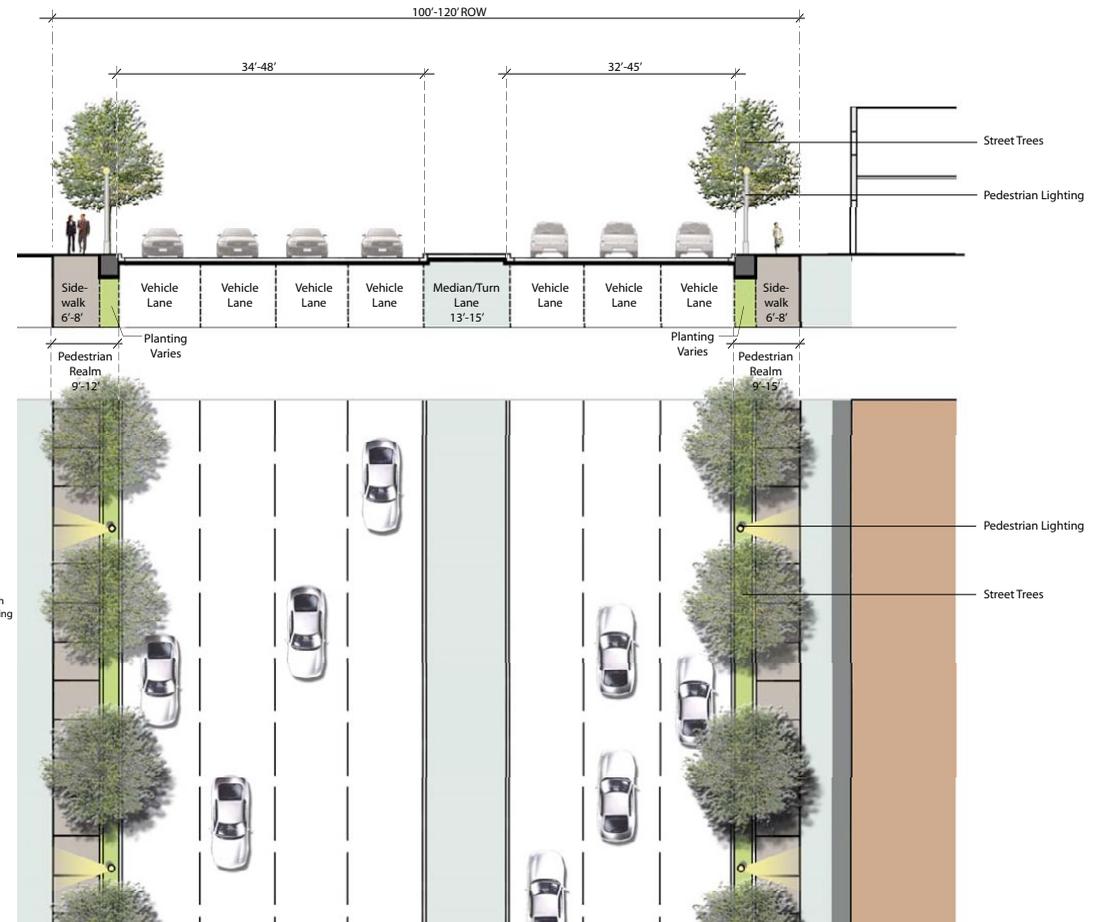


Uptown Corridor existing conditios- Westheimer

## Pedestrian Character Major Thoroughfare, Commercial and Residential Areas Uptown



Uptown Corridor Proposed Section- Westheimer St. (Only in designated redevelopment areas)



Uptown Corridor Proposed Section- Westheimer St.

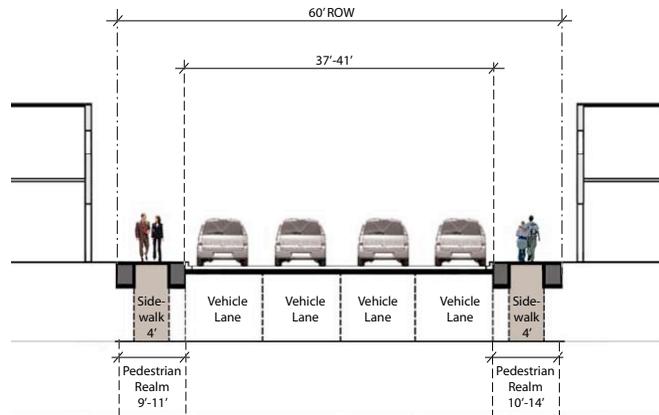
### E2.5.3 Pedestrian Character Major Collector

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:

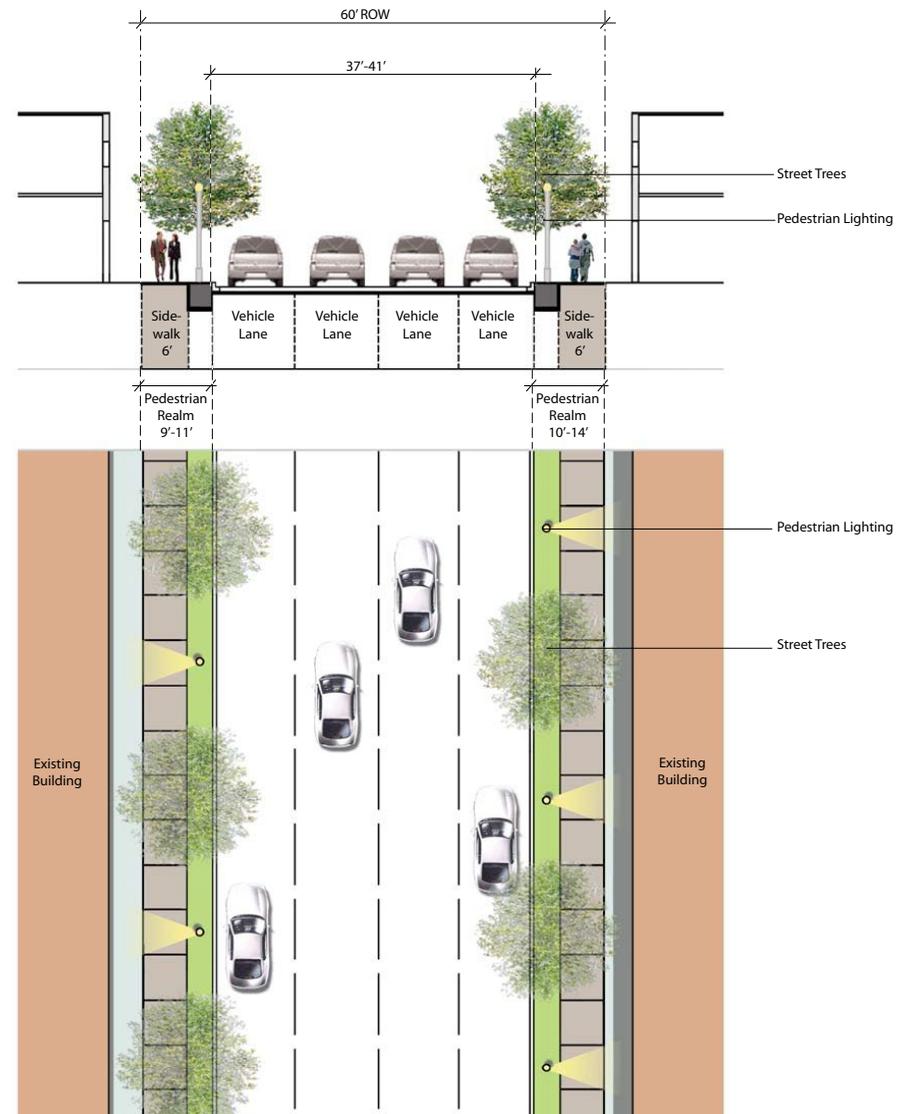


Pedestrian Character Major Collector

# Pedestrian Character Major Collector Uptown



Uptown Corridor existing conditions- West Alabama



Uptown Corridor Proposed Section- West Alabama

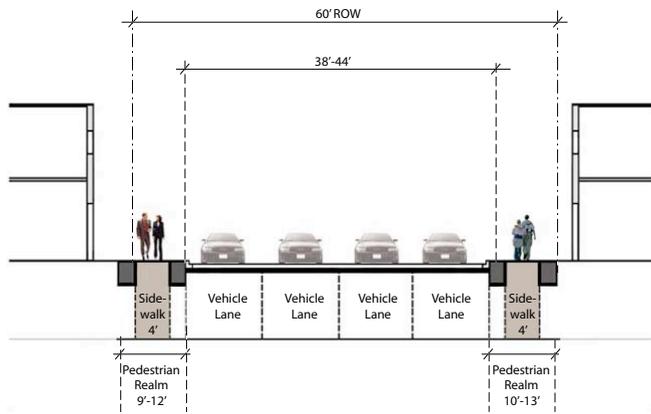
### E2.5.4 Pedestrian Character Local Street

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:

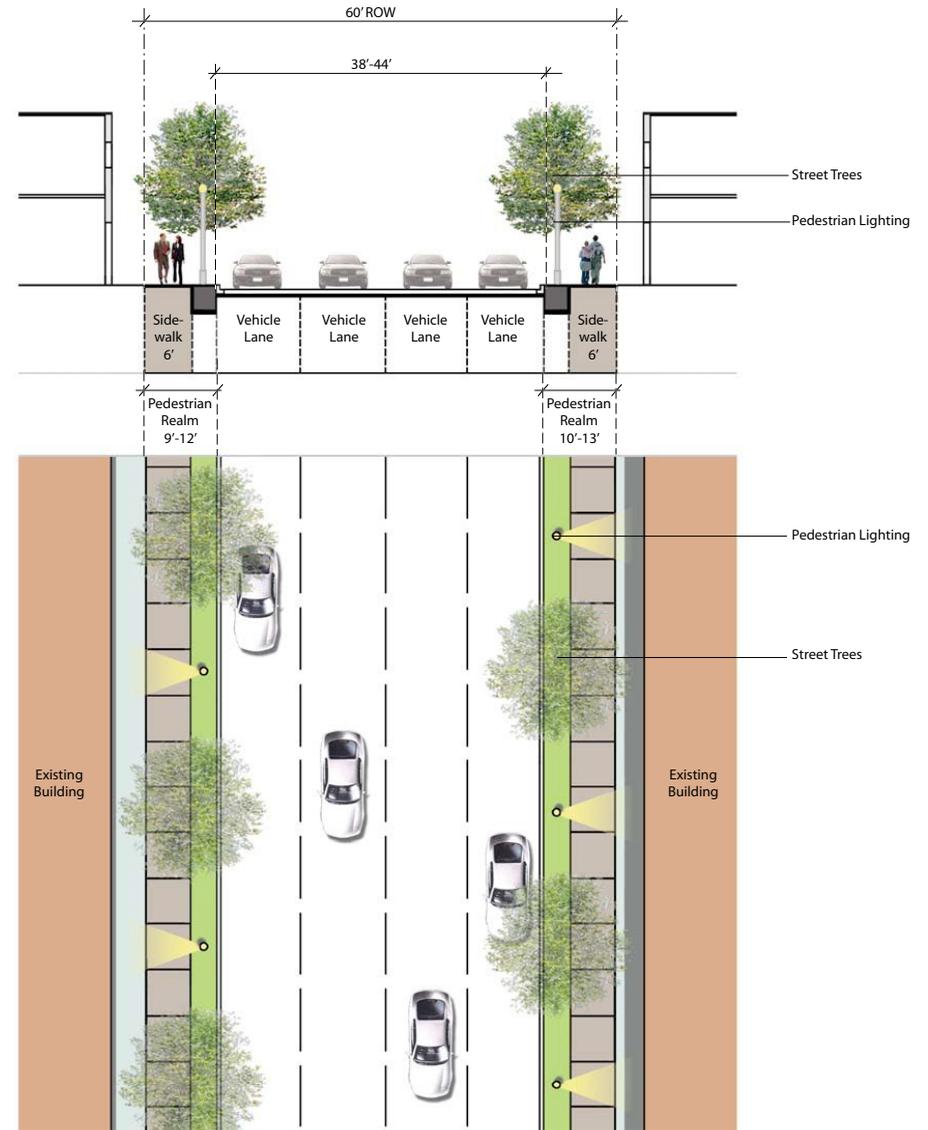


Pedestrian Character Local Street

## Pedestrian Character Local Street Cross Section/Plan Uptown



Uptown Corridor existing conditions- Hidalgo St.



Uptown Corridor Proposed Section- Hidalgo St.

# Appendix

## Uptown Corridor Implementation Matrix

## IMPLEMENTATION - DEVELOPMENT OPPORTUNITY AREA 3 - UPTOWN

**Statement of Application** - applies everywhere within the defined Uptown area (to be defined)

**Key Implementation Terms:**

**Redevelopment** – The removal of buildings or structures from land and the construction or erection of other buildings or structures therein or when the existing gross floor area on a parcel is increased by 25% or more through the construction of additions to existing buildings.

**Grandfathering** - Application of the Ordinance Requirements shall begin on the date that the Implementing Ordinance comes into effect. It applies to New Development (see definition of New Development). It does not apply to minor additions or improvements that are not defined as New Development.

**New Development** - New Development refers to both the Redevelopment of existing properties or the construction of new buildings or structures on previously undeveloped properties.

**Variances** - Variances to the Implementing Ordinance are subject to the current approvals process for variances of the City of Houston. Variances shall be approved by the City that meet the following three tests to the satisfaction of the City:

1. The variance is considered minor in nature.
2. The variance does not result in the achievement of a performance benefit, without achieving the basic density and urban design requirements of the Implementing Ordinance.
3. The variance assists in achieving new development that is appropriate for its context and does not create any undue adverse impact on adjacent development.

**Mandatory Requirements** – Mandatory requirements are those provisions that must be applied consistently on all new development in order to achieve the fundamental

**Performance Based Standards** – Performance Based Standards are incentive-based discretionary standards designed to encourage development that meets established development objectives. Achievement of performance based standards results in the reduction or dispensation of otherwise mandatory requirements.

**Design Guidelines** – Design Guidelines are discretionary standards to guide land development to achieve a desired level of quality for the physical environment.

Mandatory Requirements within Development Opportunity Area 3 - Uptown	
Pedestrian Realm	
1	A connected sidewalk system shall be provided on both sides of streets that have been identified as Pedestrian Character to facilitate access by pedestrians to the transit stations, adjacent businesses and local pedestrian traffic generators.
2	The City shall not accept cash-in-lieu of required street trees, unless a substantiated technical reason is provided that precludes street tree planting. Where cash-in-lieu of street trees is accepted, the monies received shall be utilized to enhance tree cover in a local public park, or along the Transit Street within 1/4 of a mile of the development site from which the cash-in-lieu of street trees was accepted.
3	All buildings, with the exception of street facing townhouse units, shall be developed with a substantial portion of their front and exterior side facades between 15 and 25 feet of the back-of-curb. It is understood that where a lot has three sides abutting a public street, the build-within concept may not be achieved on the third side.
4	In all Transit Street Configurations, 15 feet from the back of curb is required for the Pedestrian Realm.
5	Street facing townhouses with no street facing garage shall ensure that the main front wall of the unit be built within 15 and 30 feet of the back-of-curb.
6	Where front garages are proposed, the main front wall of the building shall be built within 20 and 40 feet of the back-of-curb.
7	The exterior side build-within zone for street townhouses shall be between 15 and 30 feet of the back-of-curb.
8	In locations where the public street right-of-way is equal to, or greater than the required 15 feet, the build-within zone shall be established from the edge of the street right-of-way and shall be between 0 and 10 feet.
9	On corner lots, the exterior side yard shall also include a build-within zone located between 15 and 25 feet from the back edge of the curb, and the main exterior side wall shall occupy a minimum of 60 percent of the depth of the lot, within the build within zone.
10	On all lands fronting onto a public street, a Major Thoroughfare and/or a Major Collector, the minimum built frontage requirement shall be 75 percent of the lot frontage and shall be occupied by the main front wall of a building within the build within zone.
11	Notwithstanding the requirements for a minimum built frontage, where an urban square is provided abutting a front and/or exterior side lot line, the frontage occupied by the urban square shall be counted toward the minimum built frontage requirement.
12	Buildings shall connect to the street - by proximity, by the location of windows and entranceways and the level of architectural detail. A minimum of 75 percent of the main front wall at grade and, on a corner lot, exterior side wall at grade of any non-residential building shall consist of windows and entranceways that facilitate visibility into the building.
13	Accessible building design, streets and publicly accessible open spaces shall conform with the requirements of the American Disabilities Act.
14	Urban squares shall be built and maintained by the landowner, and an easement with the City shall ensure that the space is open and accessible to the public at all times, or as identified in the easement agreement.

**Optional Performance Based Standards for Development Opportunity Area 3 - Uptown (non-mandatory)**

Applies on sites within 1/4 mile of a Transit Station and generates no undue adverse impact on the stability of the neighbourhood (to be defined)

To utilize the following standards:

**Urban Squares**

15 There shall be no compensating open space requirement for any Transit Oriented Development. Urban Squares/Plazas shall be provided in accordance with section 5.3.2.

16 Notwithstanding that there is no requirement for compensating open space, all development applications on sites greater than .5 of an acre in size shall include a location for an urban square. Urban squares are intended as formal pedestrian spaces, in support of the adjacent higher density, mixed use development.

17 Lands shall be set aside for an urban square/plaza as follows:

for all non-residential development, the land requirement for an urban square/plaza shall constitute a minimum of 2 percent of the net developable site area;

for all primarily residential development (where more than 80 percent of the Gross Floor Area is residential), the land requirement for an urban square/plaza shall constitute a minimum of 4 percent of the net developable site area; or,

for development that include a mix of land uses, where the secondary use comprises at least 20 percent of the Gross Floor Area, the land requirement for an urban square/plaza shall constitute a minimum of 2% of the net developable site area;

**Parking**

18 For all retail and service commercial uses, including restaurants - a minimum of 2.0 and a maximum of 4.0 spaces/1,000 square feet of Gross Leaseable Floor Area.

19 For hotels/inns - a minimum of 1.0 and a maximum of 1.25 spaces per room.

20 For all office uses - a minimum of 2.0 and a maximum of 3.0 spaces/1,000 square feet of Gross Leaseable Floor Area.

21 For all condominium-based residential uses, a minimum of 1.0 and a maximum of 1.75 spaces per unit, inclusive of visitor parking.

22 For all fee simple residential uses - a minimum/maximum of 2.0 spaces per unit.

23 Where a public parking facility is developed, Transit Oriented Developments within 300 feet the City may reduce the minimum parking requirement, in recognition of the enhanced public parking supply. The reduction of the minimum parking requirement shall be determined by the City on a case-by-case basis.

24 Parking requirements for any individual development do not necessarily need to be provided on the same parcel, or on a parcel contiguous to the development. Required parking for any Transit Oriented Development may be provided on any parcel within 300 feet of the development that is being served by the parking facility.

All of the following must be achieved:

**Development Blocks**

25 For all large scale Transit Oriented Development projects (defined as projects on development blocks or lots that are greater than 5 acres in size), the maximum development block or lot size shall be approximately 5 acres in area. In all cases, there shall be no minimum development block or lot area.

26 No development block or lot frontage on a street shall exceed 600 feet. In all cases, the minimum development block or lot frontage shall be 25 feet.

27 Large scale Transit Oriented Development projects shall provide public streets, or publicly accessible private streets, to subdivide any development block or lot greater than 5 acres in size into smaller development blocks or lots in accordance with this policy.

**Buildings**

28 The minimum density for any Transit Oriented Development project shall be a Floor Area Ratio of 1.00.

29 There shall be no specified maximum density.

30 The minimum height for any Transit Oriented Development building shall be 2 storeys, or 18 feet, whichever is greater. Buildings on corner sites shall be a minimum of 3 storeys, or 27 feet, whichever is greater.

31 Where any Transit Oriented Development building abuts a street, the building height shall be established as follows:

the main front wall and/or exterior side wall shall be permitted up to 3 storeys (or 27 feet, whichever is greater) within the corresponding build within zone; and,

for any main front wall and/or exterior side wall above 3 storeys (or 27 feet, whichever is greater), the building shall be stepped back from the main front wall and/or the exterior side wall of the base building by a minimum of 5 feet.

32 There shall be no specific height limit.

33 Buildings of up to 3 storeys may be built with zero setbacks to interior side lot lines. Exterior side yards shall conform to the described build-within zones.

34 Buildings above 3 storeys may include a zero interior side yard setback for the base building of 3 storeys, but building side walls must be set back a minimum of 10 feet from the interior side yards for that component of the building above 3 storeys.

35 In all cases, the minimum rear yard setback shall be 14 feet to facilitate a potential lane access and/or a utilities easement.

**Encroachments**

36 Temporary encroachments (i.e. awnings), may be permitted to encroach into the pedestrian realm subject to approval of a Temporary Encroachment Permit from the City.

37 Outdoor cafes and seating for restaurants may be permitted to encroach into the pedestrian realm subject to approval of a Temporary Encroachment Permit from the City.

38 Semi-permanent structures over the sidewalk, including entry features, arcades and perpendicular signage attached to the building may be permitted to encroach into the pedestrian realm subject to approval of an Encroachment Permit from the City.

39 Permanent structural components of the building (structured parking lots, colonnades and balconies) are not permitted to encroach into the defined pedestrian realm.

40 The amount of any permitted encroachment shall be established by the City on a site-by-site basis, and in consideration of the following criteria:

the encroachment enhances pedestrian comfort by providing shade and/or protection from the rain; and,

the encroachment does not impede pedestrian movement, and maintains an unobstructed sidewalk area of a minimum width of 5 feet.

**Parking**

41 The City shall provide public parking lots (surface lots and/or structured parking facilities) within the Urban Corridors to augment the supply of parking.

42 On-street parking shall be promoted within all of the Urban Corridors.

43	The City shall pursue opportunities for the establishment of on-street parking in partnership with adjacent landowners where the spaces are provided on a combination of public land and private property, with public access to the parking spaces secured through agreements with the City.
44	Surface parking, loading areas, drive-through lanes and servicing facilities shall not be permitted in front of Transit Oriented Development buildings. Surface parking, drive-through lanes and/or servicing facilities may be permitted in an interior side yards, and are permitted within the rear yard.
45	Surface parking, loading areas, drive-through lanes and servicing facilities, where permitted, shall be appropriately screened from view from the street. Surface parking lots shall respect the build within zones. Where surface parking must be provided, the visual impact of large surface lots shall be mitigated by a combination of setbacks, and significant landscaping including: pavement treatments, low walls or decorative fencing, landscape, trees and lighting throughout parking lots and along the edges.
46	Parking is encouraged to be provided in structures, either above, or where possible, below grade. Where a parking structure is above grade, it shall include a facade with active uses at grade and appropriate architectural articulation. Entrances to below grade or structured parking and service areas should occur within the building.
47	Access to parking and servicing areas should occur off side streets or service lanes and to the side or rear of buildings.
48	It is an objective of the City to limit access driveways to individual sites adjacent to the Transit Street. The City shall encourage shared access driveways and, preferably, shared rear lane access for all Transit Oriented Development. Where new development is proposed, the City shall require a minimum of 100 feet between access driveways onto the Transit Streets.
<b>Design Guidelines for Development Opportunity Area 2 - Corridor (non-mandatory)</b>	
<b>Pedestrian Realm</b>	
50	Buildings shall be sited and organized to create a street space scaled to the pedestrian, and organized to present an appropriate façade to all adjacent streets to provide interest and comfort at ground level for pedestrians.
51	Main building entrances shall, wherever possible, be oriented toward adjacent streets to provide convenient access to pedestrians and public transit; buildings, and their main public entrances, shall be located close to the front and exterior side property lines, on-street parking, and the public sidewalk.
52	Buildings are to be generally sited parallel to the public street and along the edges of parks and open spaces. The public faces of these buildings are to align with neighboring buildings in a manner that defines these spaces with a consistent building face lining the street.
53	Non-residential buildings shall, to the greatest extent possible, front onto adjacent streets, be flush with grade and provide an active use at grade in order to promote pedestrian activity.
54	Buildings shall provide active façades that include windows and entry features and, where appropriate, outdoor cafés and restaurants, community services, retail stores and display windows.
55	Buildings shall connect to the street - by proximity, by the location of windows and entranceways and the level of architectural detail.
56	Street tree planting should form a continuous canopy along the street. Tree species should be selected by the applicable TIRZ/MMD to reinforce the role of the various street hierarchies within the Urban Corridors and to visually and thematically distinguish the Urban Corridors from one another. In instances where no TIRZ/MMD exists, the City will select the trees that they will plant.
57	Street trees should have a minimum size of 45 gal. and be planted 30 feet on-centre. Trees should be located in open planting pits where space permits and with wells sized at a minimum of 5'x10'. The planting pits should be filled with shrubs, perennials and annual plants. Planting pits should be edged with a low wall and/or fence.
58	Where space is limited, trees should be planted in continuous trenches. The rootball should be protected with a tree grate, ground cover or material such as gravel.
59	Where there is no room for street trees, consider a vertical shade element planted with vines so add special landscape treatment to the street.
60	Coordination of utilities, especially overhead power lines will be required during the design phase of street tree planting.
61	Consider a palette of the street furnishings, newspaper boxes, notice boards, bicycles racks, flower pots, luminaires and poles that will visually and thematically distinguish the each particular Urban Corridor from the others.
62	Concentrate mailboxes, vending machines, trash cans, and recycling bins in single locations to create active public space and minimize visual clutter.
<b>Urban Squares</b>	
63	An urban square shall have a minimum frontage on the abutting sidewalk of 15 feet, and a depth of at least 15 feet.
64	Large sites may include a single, large scale Urban Square/Plaza and/or a series of smaller Urban Squares/Plazas.
65	Urban squares shall be designed to reinforce a high quality formalized relationship with its adjacent building use and streetscape.
66	Hard and soft landscape elements and features within the urban square shall be designed to define and articulate activity areas, circulation, entry points, seating and gathering areas.
67	Urban squares shall provide sitting, shade, trash receptacles and bicycle racks.
<b>Public Parks</b>	
68	Provide public amenities such as washrooms and field house where appropriate.
69	Provide programmed activities for a range of ages and demographics with emphasis on children and youth.
70	Provide a balance of passive and active park space and provide for the maximum program flexibility in the design of the parks.
71	Incorporate a greening strategy that includes tree planting and seasonal horticultural displays.
72	Incorporate sustainability practices both in terms of capital projects and operations.
73	Provide wayfinding and program information displays as well as heritage interpretation and public art.
<b>Gateways</b>	
74	Gateways shall be either architectural, stand-alone features, or landscape treatments that define the main entrances to the Urban Corridors.
75	Features shall be lit to enhance their legibility at night.
76	The scale of the gateway shall be large enough to be visible from a car at a distance of at least 300 feet.
77	Gateways shall enhance and not compete with surrounding existing architectural and natural features.
<b>Buildings</b>	
78	Corner building designs shall articulate, define and enhance the intersection at which it is located by enhancing the building's presence at each corner.
79	Buildings should 'turn' the corner, i.e. they should have primary, articulated facades towards both streets and should be visually different from adjacent development.

80	Large areas and continuous rows of monotonous and repetitive façades shall be avoided. A more textured architectural quality can be achieved by introducing variation in certain elements of the façade treatment.
81	Variation in three-dimensional elements, such as balconies, bay windows and porches, cornices, window trim, entrances and the articulation of the building mass, shall be used to create a dynamic façade.
82	Variation and articulation in the building mass including horizontal and vertical setbacks, such as step backs at the upper storeys, shall be established.
83	A pedestrian weather protection system including awnings, canopies, colonnades, or front porches along the sidewalk edges and adjacent to the urban squares/plazas and at entrances to buildings shall be considered. The City will promote Temporary or Permanent Encroachment Permits for both signage and awnings.
<b>Signage</b>	
84	Signage will address the amount and type of illumination, size, materials, typography and design.
85	Signage should be an integral part of the architecture of a building.
86	Signs should be designed to complement the building and enhance the visual appeal of the street.
87	Signs should be designed in consideration of nearby residential uses, in terms of size, materials, and location.
88	The ratio of sign band to building mass should be restricted such that the signage does not dominate the facade.
89	Mobile box signage is not allowed.
90	Neon lights are allowed when they do not dominate the signage and have no negative impacts on nearby residences.
91	Exterior lighting shall be designed to promote pedestrian comfort, safety and provide a high quality ambiance. In addition, accent lighting is required to emphasize built form and landscape elements. Pedestrian scale lighting shall be provided adjacent to streets, walkways, urban squares, pedestrian routes and in parks, urban squares and courtyards.
92	Internally lit canopies are strongly discouraged.
93	Commercial facades should be appropriately lit.
94	Pedestrian realm signage and lighting should be coordinated. Pole mounted pedestrian light fixtures with a light source at 12 to 15 feet high and a spacing of 30 to 50 feet is recommended.
<b>Mid-Block Pedestrian Connections</b>	
95	Mid-block pedestrian connections shall be provided within larger development parcels. These are intended to be designed as pedestrian landscaped lanes and should be lit, landscaped and maintained for public
96	Mid-block pedestrian connections shall provide a fine grain of pedestrian circulation and an important connection between two streets.
97	Mid-block pedestrian connections shall lead to public destinations such as schools, parks and public transit stations.
98	Mid-block pedestrian connections shall provide an address to individual residential or business frontages along their lengths.
<b>Pedestrian Character Major Thoroughfare</b>	
99	The hard surface of the sidewalk (the pedestrian realm) shall be a minimum of 15 feet wide, measured from the back-of-curb to the main front wall and/or exterior side wall of any adjacent building. This requirement may include components of the public right-of-way and/or private lands, as described in the discussion of the build-within zone.
100	The design of the 15 foot pedestrian realm shall include a "furnishing zone" for utilities, street furniture and street lighting adjacent to the curb, and a minimum 7 foot, six inch unimpeded pedestrian sidewalk.
101	At all street intersections there shall be provisions for pedestrian crossings of the transit facility, regardless of whether or not the intersection is signalized. In addition, provisions for mid-block pedestrian crossings must be considered at intervals of approximately 300 feet. There shall never be a condition where distances between pedestrian crossings of the Facility exceed 600 feet. Countdown pedestrian head signals shall be provided for at all signalized crossings.
102	It is understood that the development of the required 15 foot pedestrian realm will occur over a long period of time, in conjunction with private sector redevelopment projects. In the interim, the City should build a connected sidewalk on the public component of the right-of-way concurrent with the development of the transit facilities. The maximum width of the pedestrian realm in this interim condition shall be 15 feet, to be measured from the back-of-curb to the edge of the right-of-way.
<b>Pedestrian Character Major Collector</b>	
103	The pedestrian realm shall be a minimum of 8 feet wide, measured from the back-of-curb to edge of the right-of-way.
104	The pedestrian realm shall include a minimum 6 foot wide sidewalk measured from the edge of the right-of-way. The sidewalk shall be continuous and extend across driveways.
105	The pedestrian realm shall include a planted boulevard with street trees next to the curb.
106	The planted boulevard should also be the location for utility poles, placed on the same alignment as the street trees.
<b>Pedestrian Character Local Street</b>	
107	The pedestrian realm shall be a minimum of 19 feet wide, measured from the back-of-curb or the edge of the outside vehicle lane to the edge of the right-of-way.
108	The pedestrian realm shall include a minimum 6 foot wide sidewalk. The sidewalk shall be continuous and extend across driveways.
109	On Pedestrian Character Local Streets with curbs, the pedestrian realm shall include a planted boulevard with street trees next to the curb.
110	On Pedestrian Character Local Streets with curbs, the pedestrian realm shall include a planted boulevard with street trees next to the curb.
111	The planted boulevard shall also be the location for utility poles, placed on the same alignment as the street trees.
112	On Pedestrian Character Local Streets with road side ditches, the tree shall be planted on the outside edge of the ditch adjacent to the sidewalk.
113	On Pedestrian Character Local Streets with road side ditches, utility poles shall be placed adjacent to the edge of the right-of-way.
<b>Engineering/Infrastructure</b>	
114	The width of travel lanes along streets with transit should generally be 10-11' in width.
115	Alleys should be designed to provide an 12'-0" paved surface,
116	No access should be allowed from the street for new developments fronting onto the street with transit,
117	All new development fronting on to streets with transit should indicated space for the provision of alleys or access to the site from side streets,
118	A plan for access to sites fronting onto the Transit Street should be developed before construction of the Transit Line showing the following: The preferred location for access into site along the line, A phasing plan for combined access over time, A phasing plan for the implementation of alleys or service lanes.

