

Community Design Workshops

**WELCOME**



**METRO**



# INTRODUCTION



STATION 1



# METRORAPID UNIVERSITY CORRIDOR MAP

## EXISTING METRO SERVICE

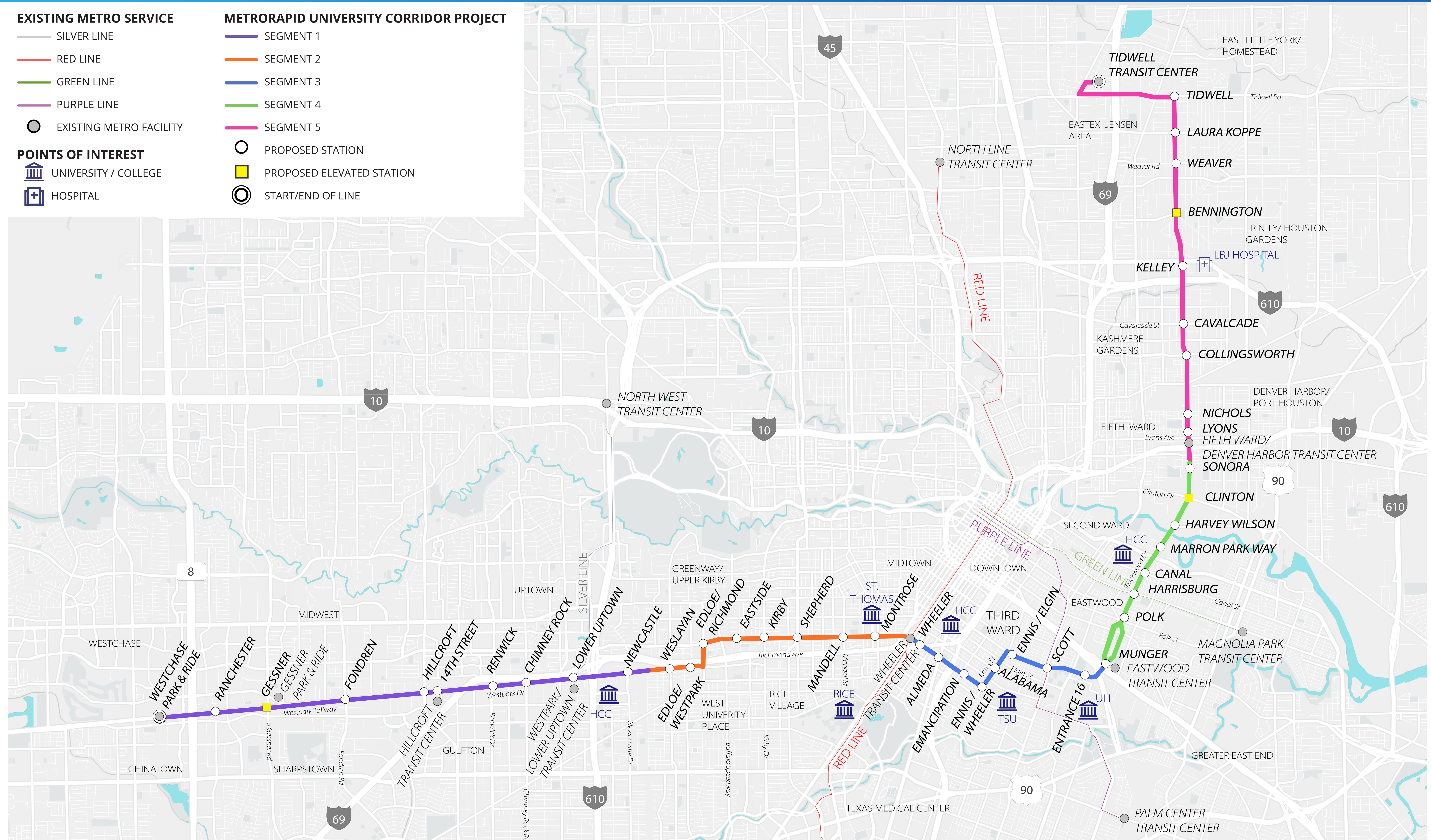
- SILVER LINE
- RED LINE
- GREEN LINE
- PURPLE LINE
- EXISTING METRO FACILITY

## POINTS OF INTEREST

- UNIVERSITY / COLLEGE
- HOSPITAL

## METRORAPID UNIVERSITY CORRIDOR PROJECT

- SEGMENT 1
- SEGMENT 2
- SEGMENT 3
- SEGMENT 4
- SEGMENT 5
- PROPOSED STATION
- PROPOSED ELEVATED STATION
- START/END OF LINE



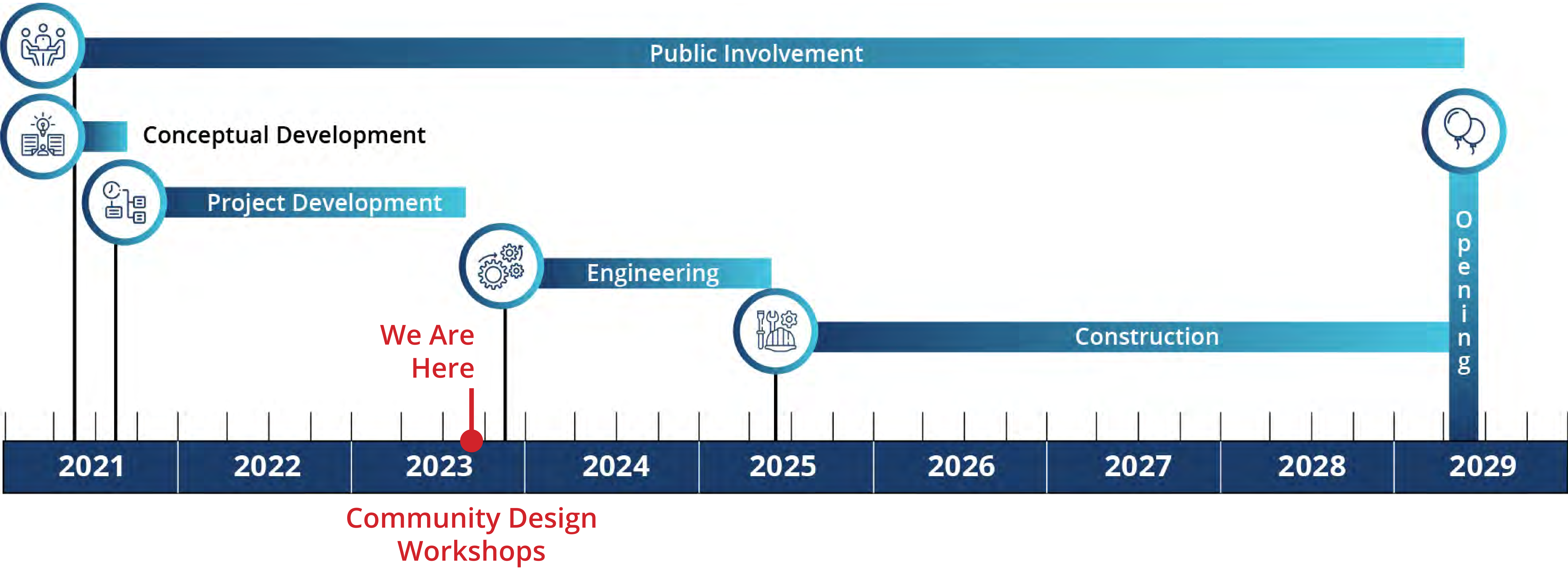
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# TIMELINE



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# PURPOSE OF THIS WORKSHOP

Collaborate with you to **envision your public right-of-way** for:



A comfortable pedestrian corridor



Landscaped and shaded corridor



Corridor amenities

Design the pedestrian corridor with your preferred neighborhood amenities.



# WHAT IS URBAN DESIGN?

With collaboration, **Urban Design** creates the look, the feel and the function of public spaces.

**METRO Urban Design Manual** directs places to be:



Accessible



Safe



Comfortable



Convenient



Enjoyable



Scan here to read the  
**Urban Design Manual**



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# COLLABORATING TO CREATE A VISION

## Four Lenses for Urban Design from the METRO Urban Design Manual

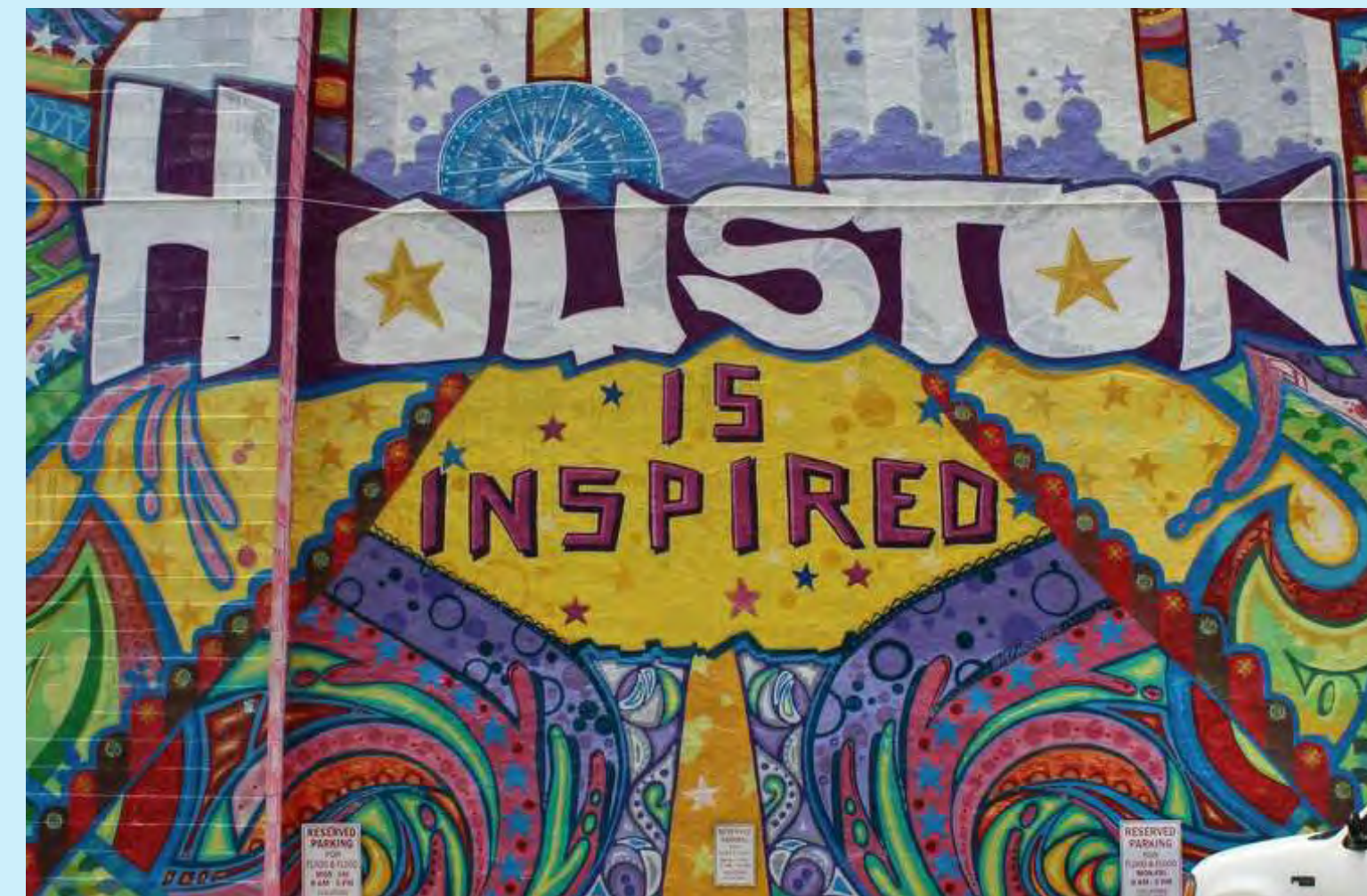
### ENVIRONMENTAL RESILIENCE



Integrate elements that consider:

- Stormwater management
- Energy consumption
- Light pollution reduction
- Design elements to mitigate the impacts of heat island effect through green infrastructure, shelters and shade canopy
- Preserve trees

### DIVERSE COMMUNITIES



Celebrate community identity with:

- Art opportunities
- Language diversity
- Accessible communication

### SUSTAINABLE DEVELOPMENT



Support

- Multi-modal connections
- Bicycle and other micro-mobility choices
- Transit oriented spaces

### CUSTOMER EXPERIENCE



Promote

- A positive travel experience
- Position transit as a preferred mode of travel with a strong focus on safe, clean and reliable services

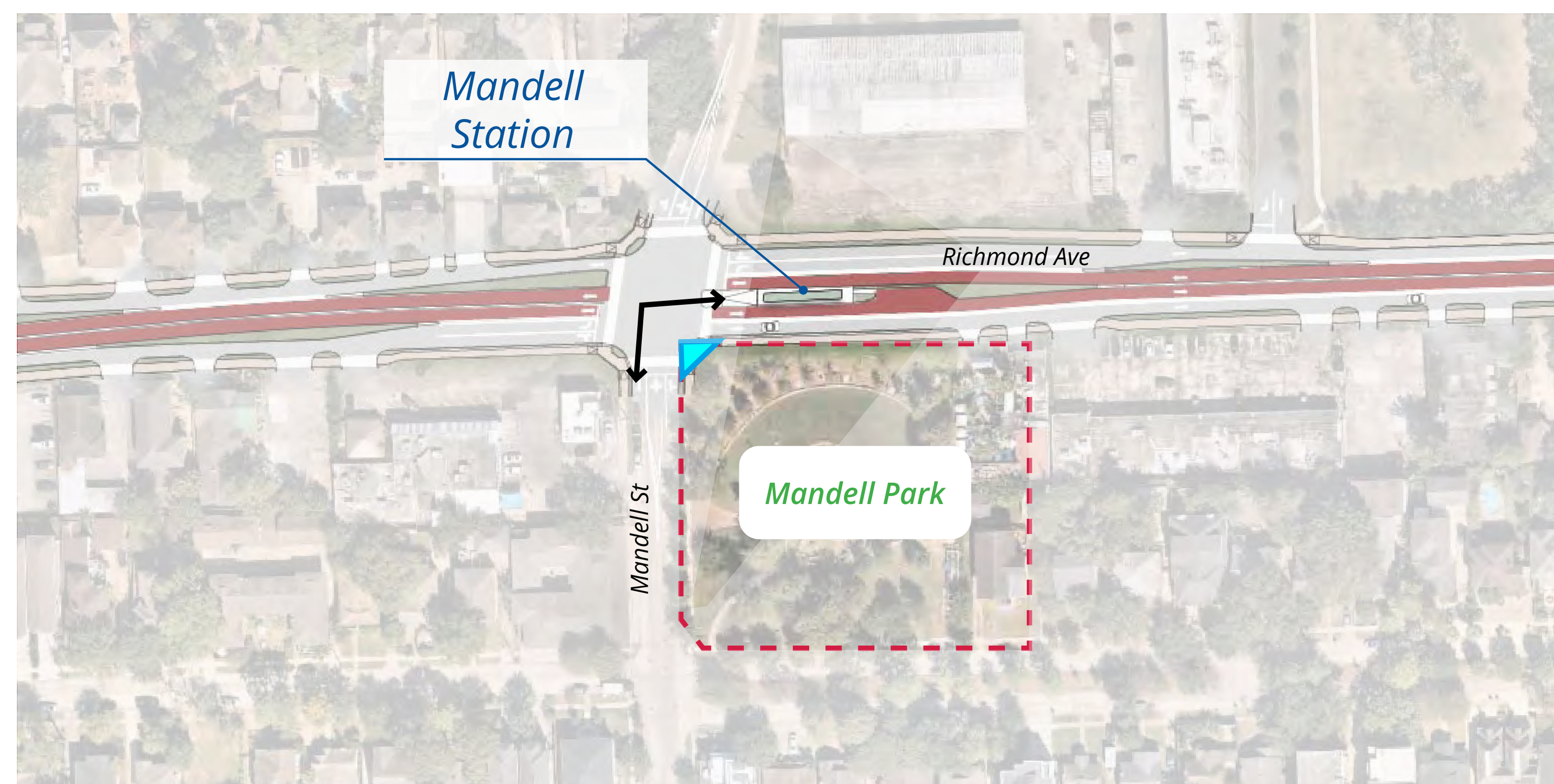


# ACCESSIBILITY IMPROVEMENTS AT PARKS

As part of the METRORapid University Corridor Project, METRO will be building sidewalks and ADA improvements at three City of Houston parks where the project passes: Mandell Park, Peggy Park, and Diez Street Park.

The City of Houston Parks and Recreation Department's (HPARD) acknowledges the overall benefit of the project results in "improved sidewalks and pedestrian / bicycle access to the parks". It is part of the federal process to notify the public of any changes to Park Property.

## Mandell Park



### LEGEND

- Existing Park Property Line
- Limits of Proposed Improvement at Park



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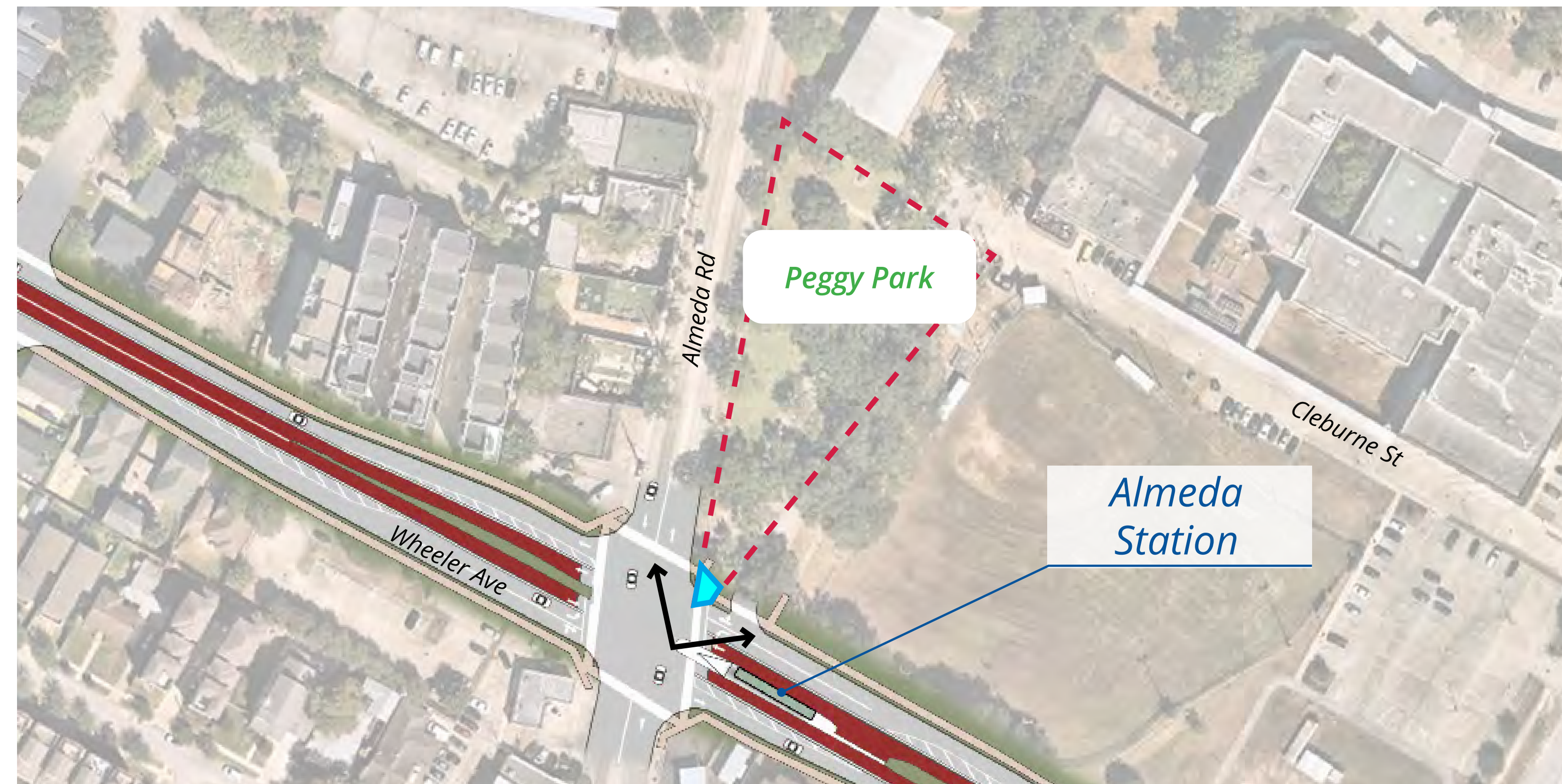


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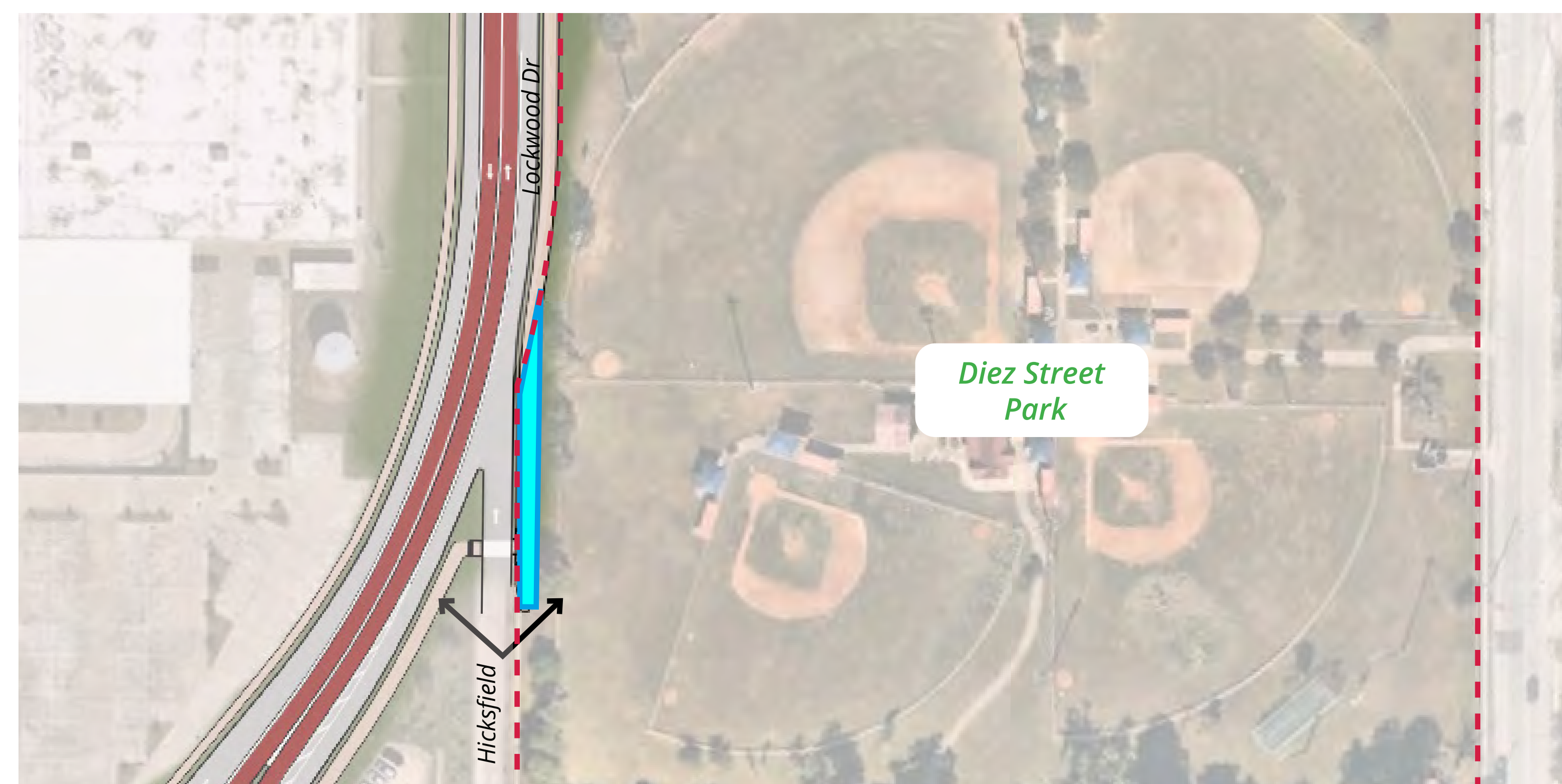


# ACCESSIBILITY IMPROVEMENTS AT PARKS

## Peggy Park



## Diez Street Park



### LEGEND

- Existing Park Property Line
- Limits of Proposed Improvement at Park



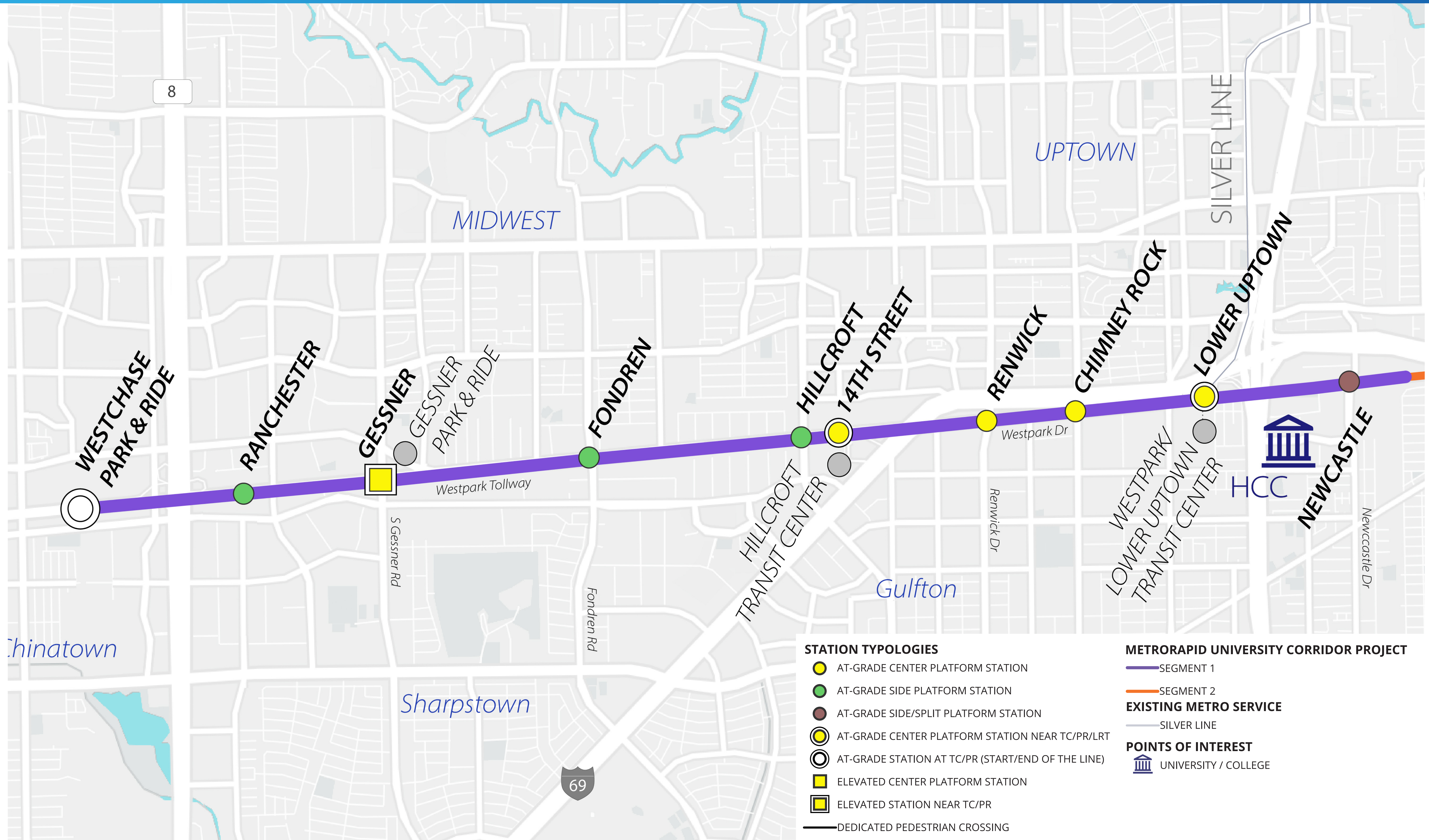
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# SEGMENT 1



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# SEGMENT 2

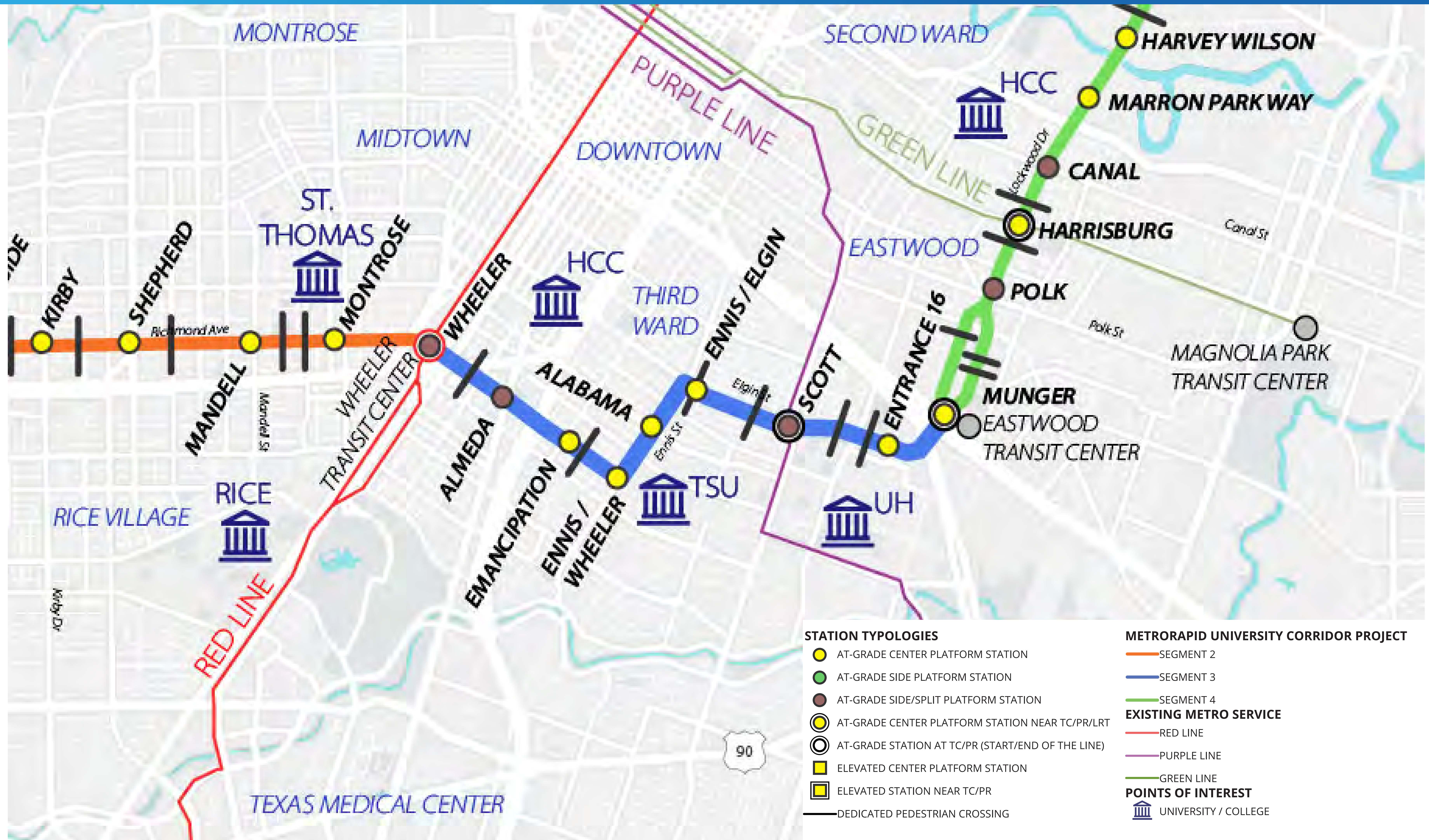


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# SEGMENT 3



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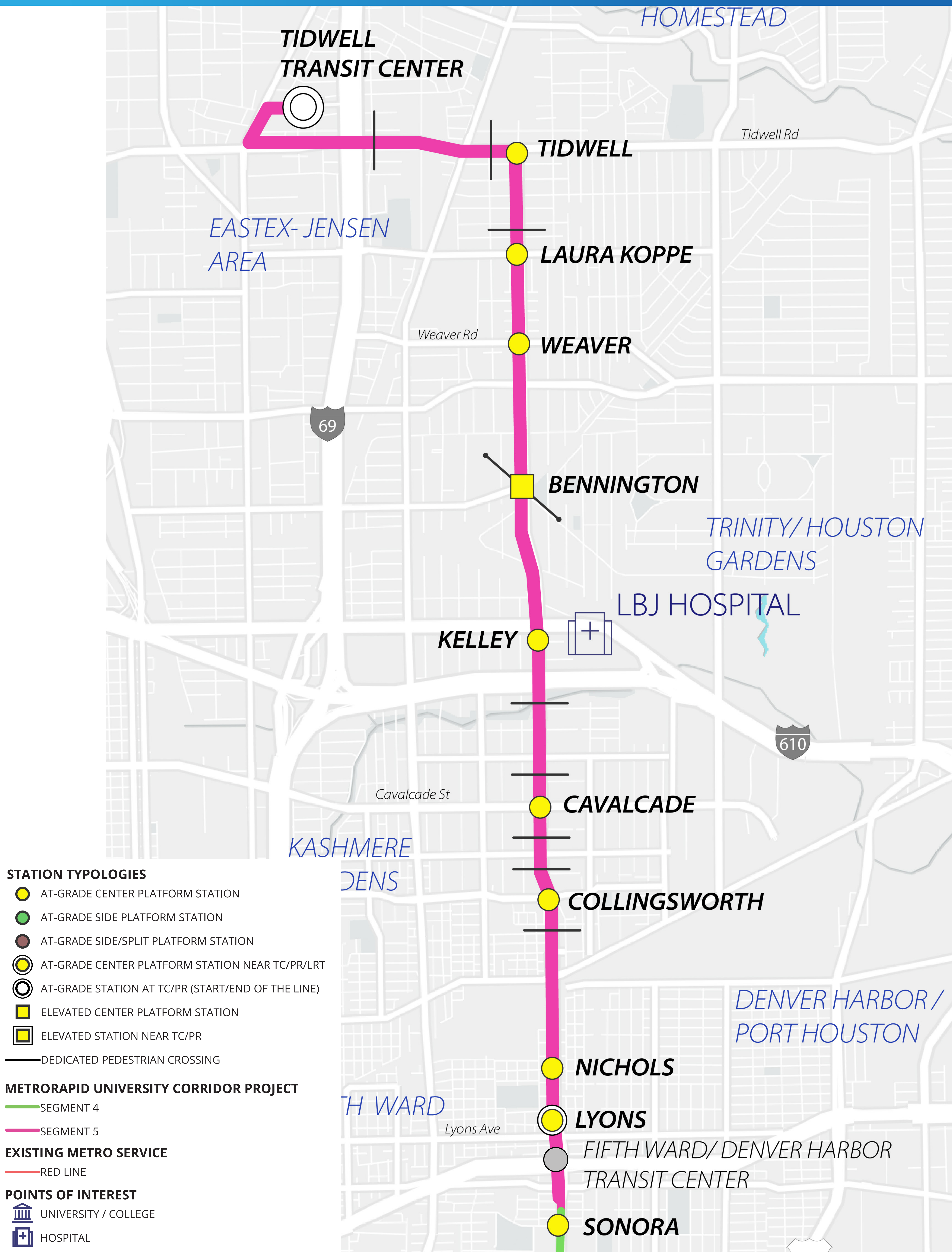
# SEGMENT 4



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# SEGMENT 5



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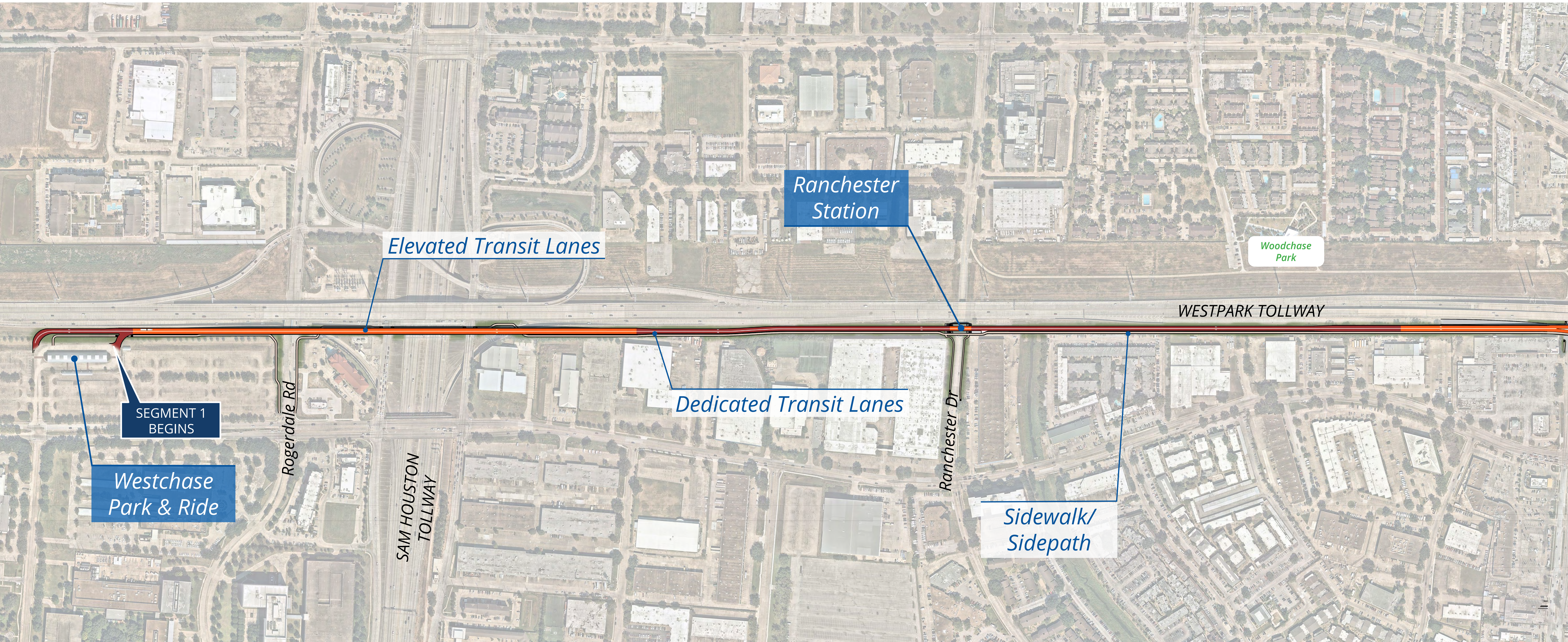
# SEGMENT MAP



STATION 2



# SEGMENT 1



## LEGEND

- Dedicated Transit Lanes
- Elevated Transit Lanes
- Platform
- General Purpose Lane
- Sidewalk/Sidepath

- Signalized Intersection with Pedestrian Crosswalk
- Dedicated Pedestrian Crossing
- Dedicated Left Turn



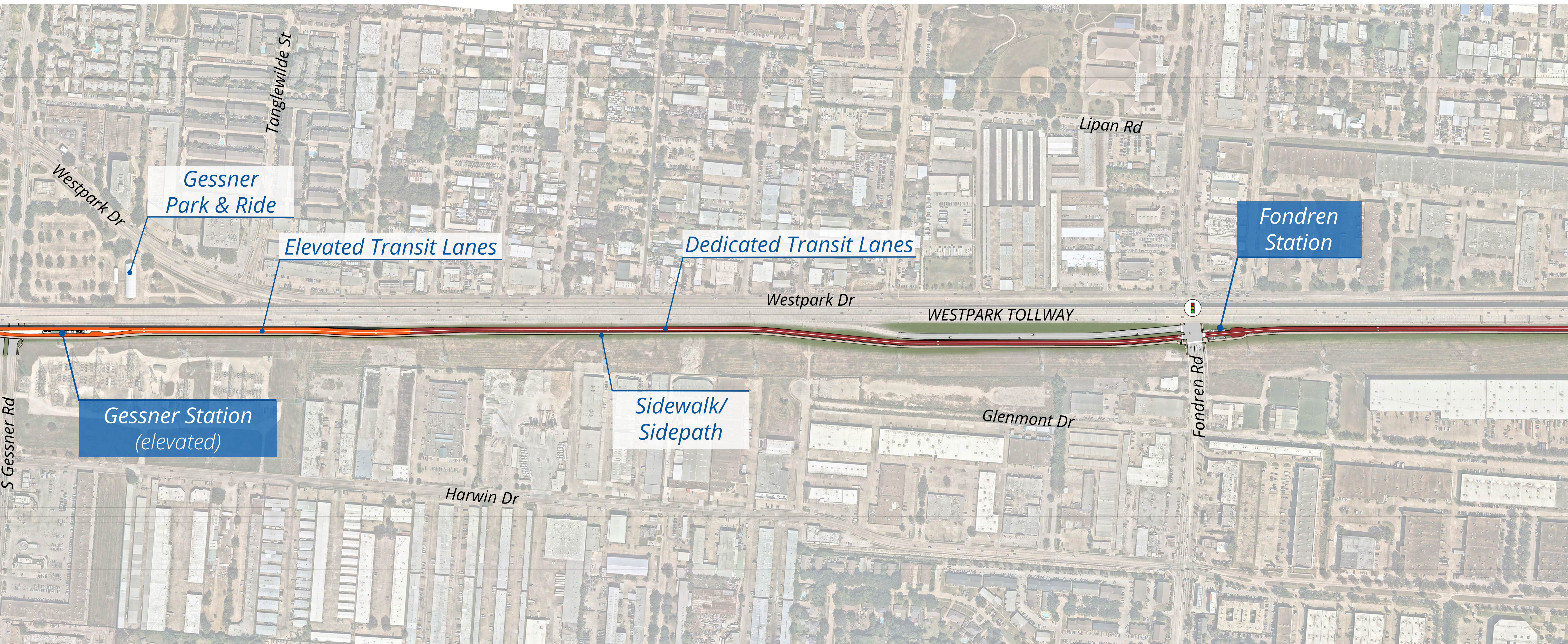
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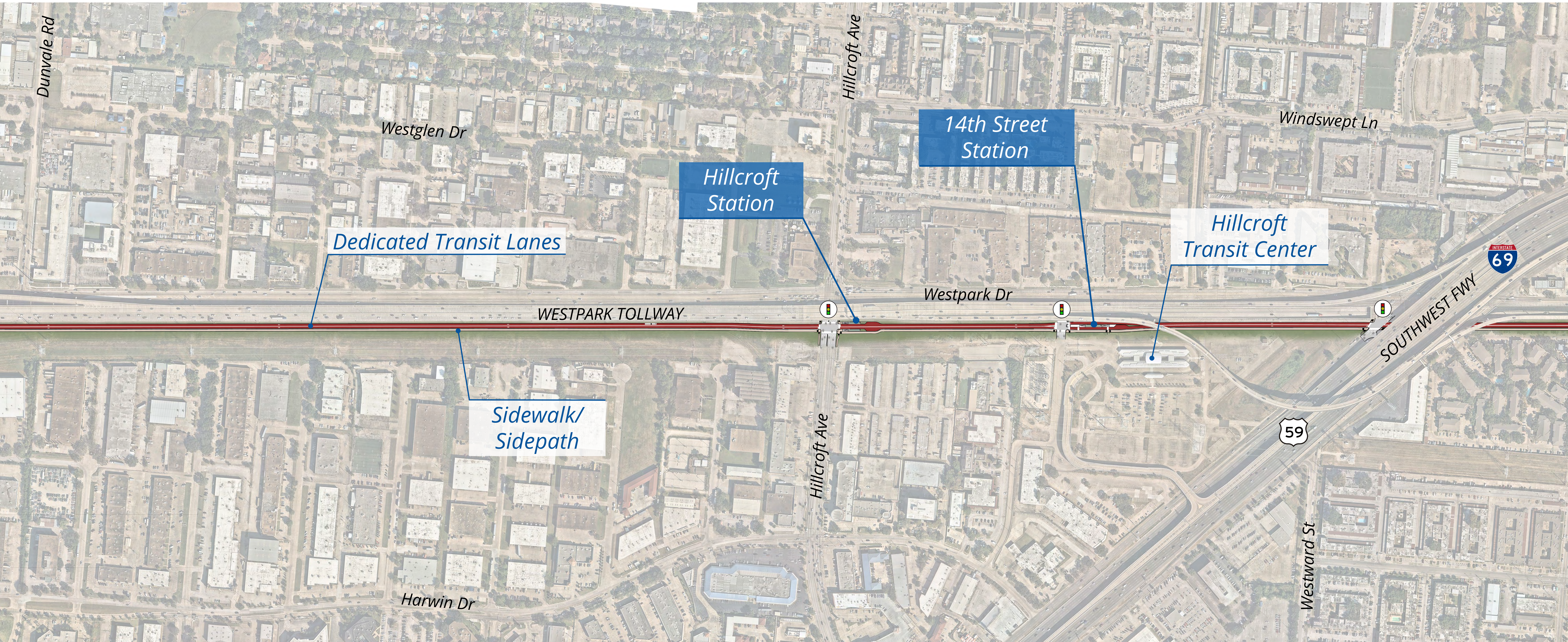
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-  Dedicated Left Turn



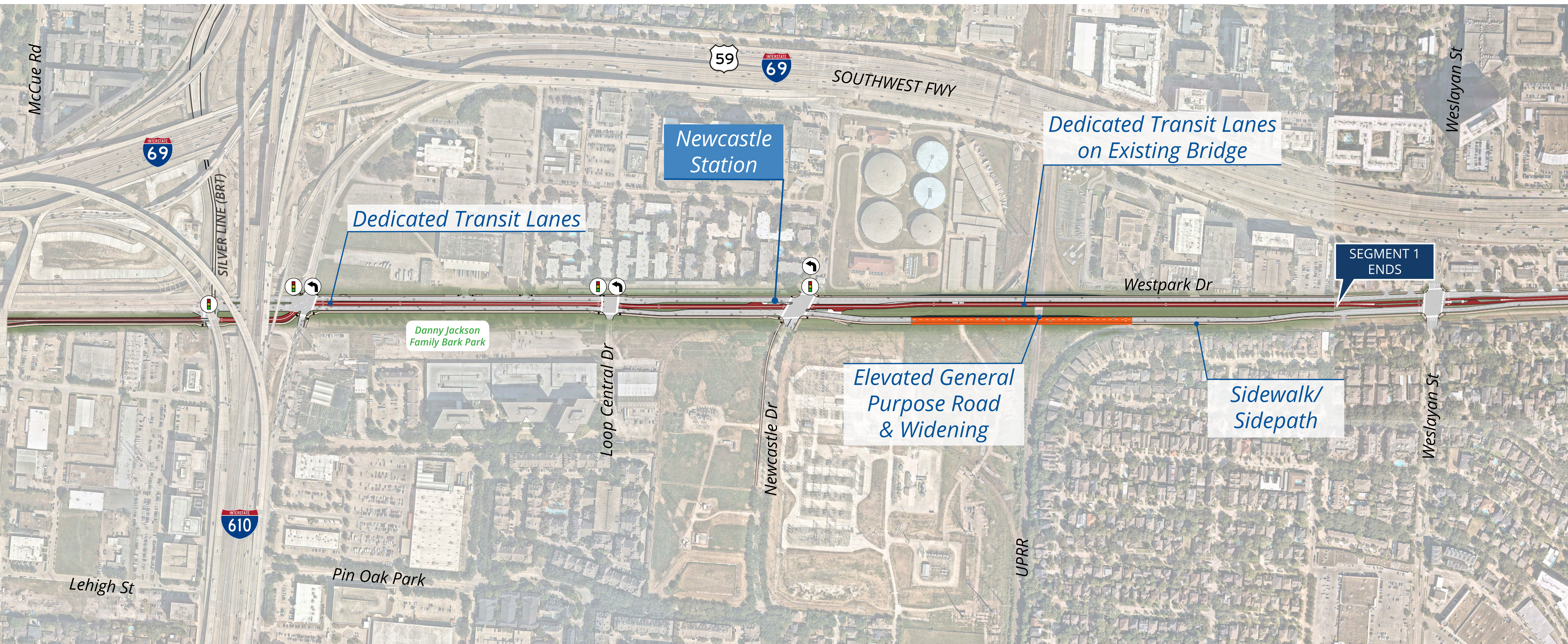
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# SEGMENT 2



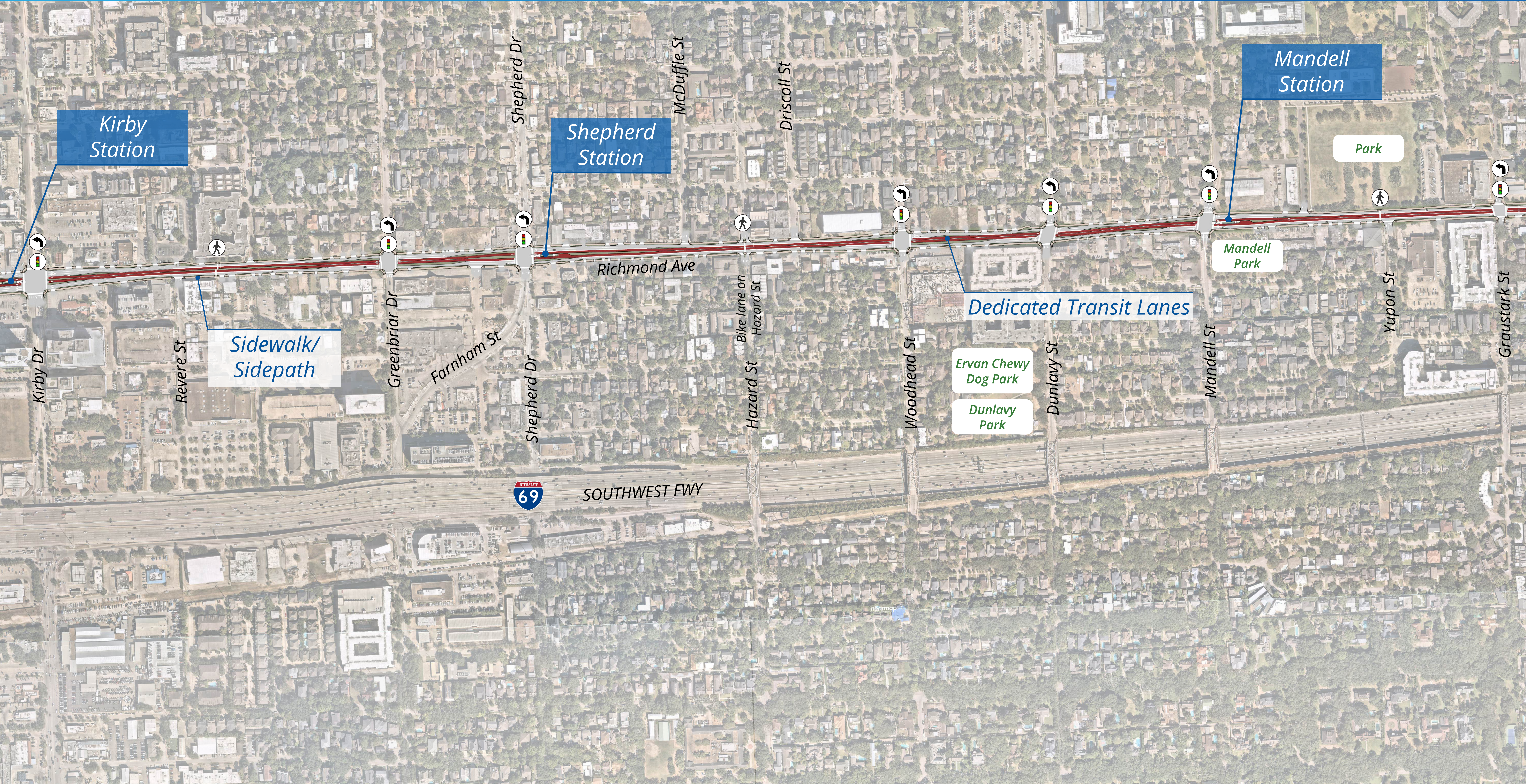
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# SEGMENT 2



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LEGEND

Dedicated Transit Lanes

Elevated Transit Lanes

Platform

General Purpose Lane

Sidewalk/Sidepath

Signalized Intersection with Pedestrian Crosswalk

Dedicated Pedestrian Crossing

Dedicated Left Turn

N

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- Dedicated Left Turn



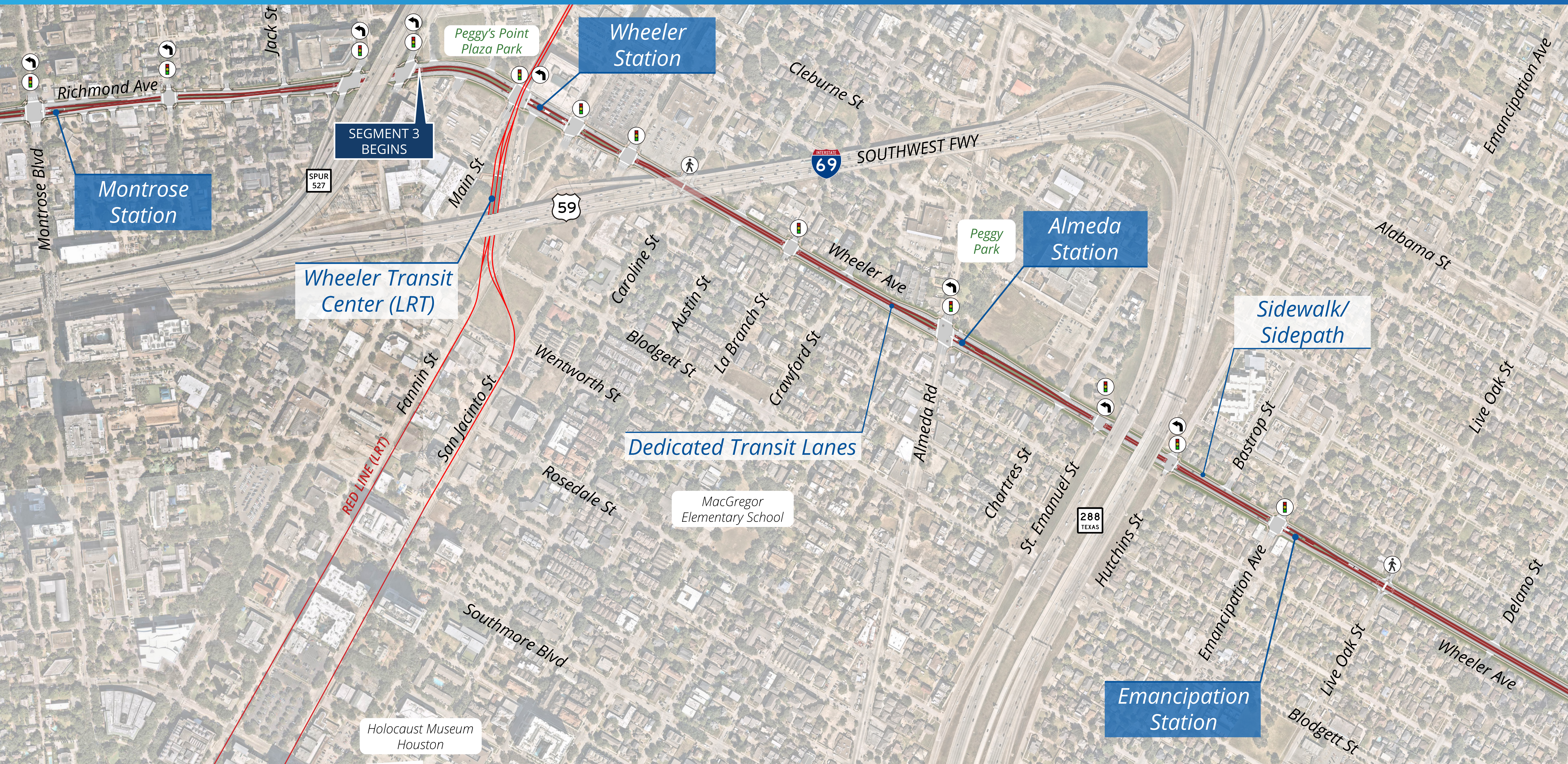
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# SEGMENT 3



**LEGEND**

- Dedicated Transit Lanes
- Elevated Transit Lanes
- Platform
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- Signalized Intersection with Pedestrian Crosswalk
- Dedicated Pedestrian Crossing
- Dedicated Left Turn

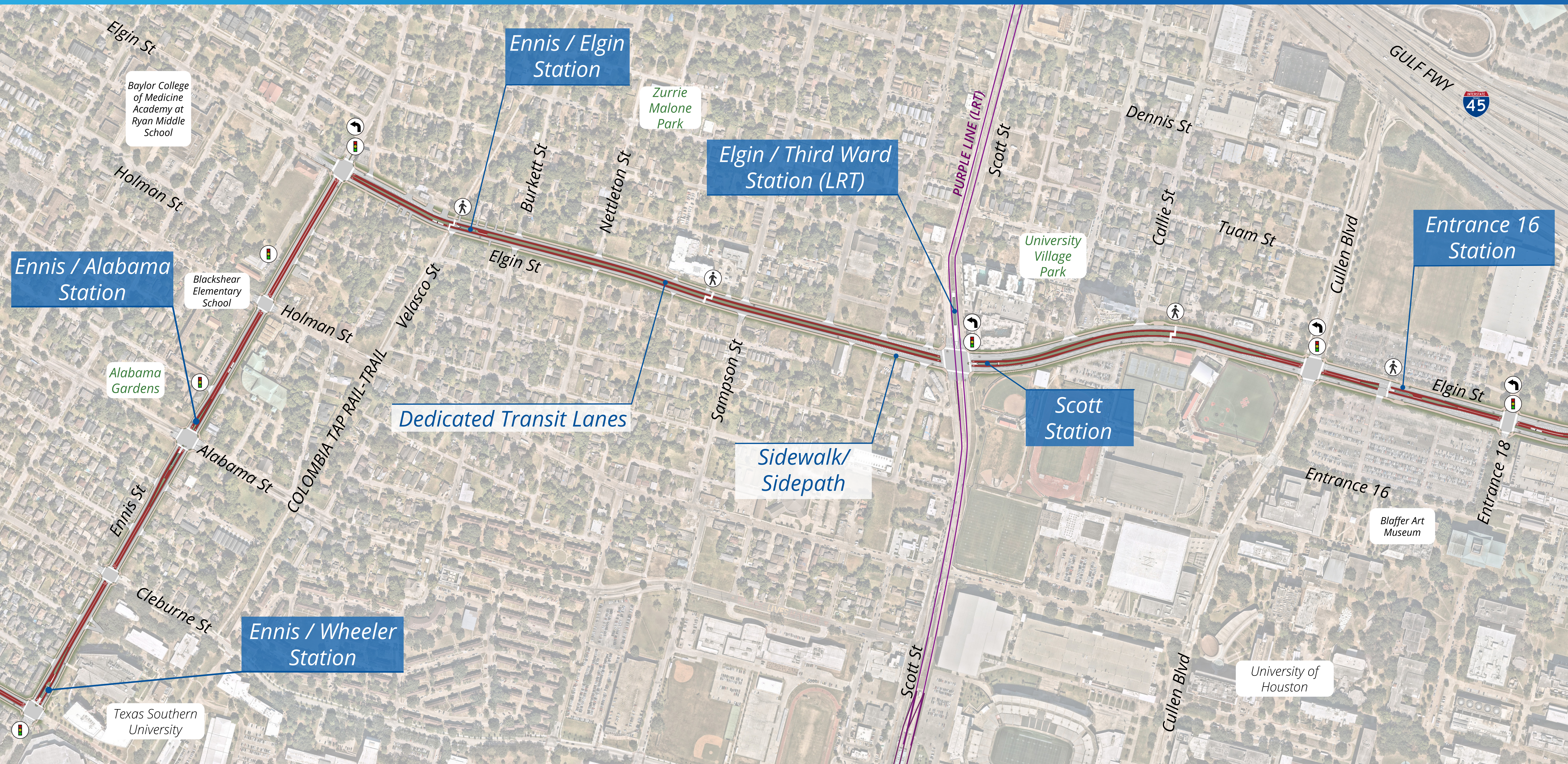
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# SEGMENT 3



LEGEND

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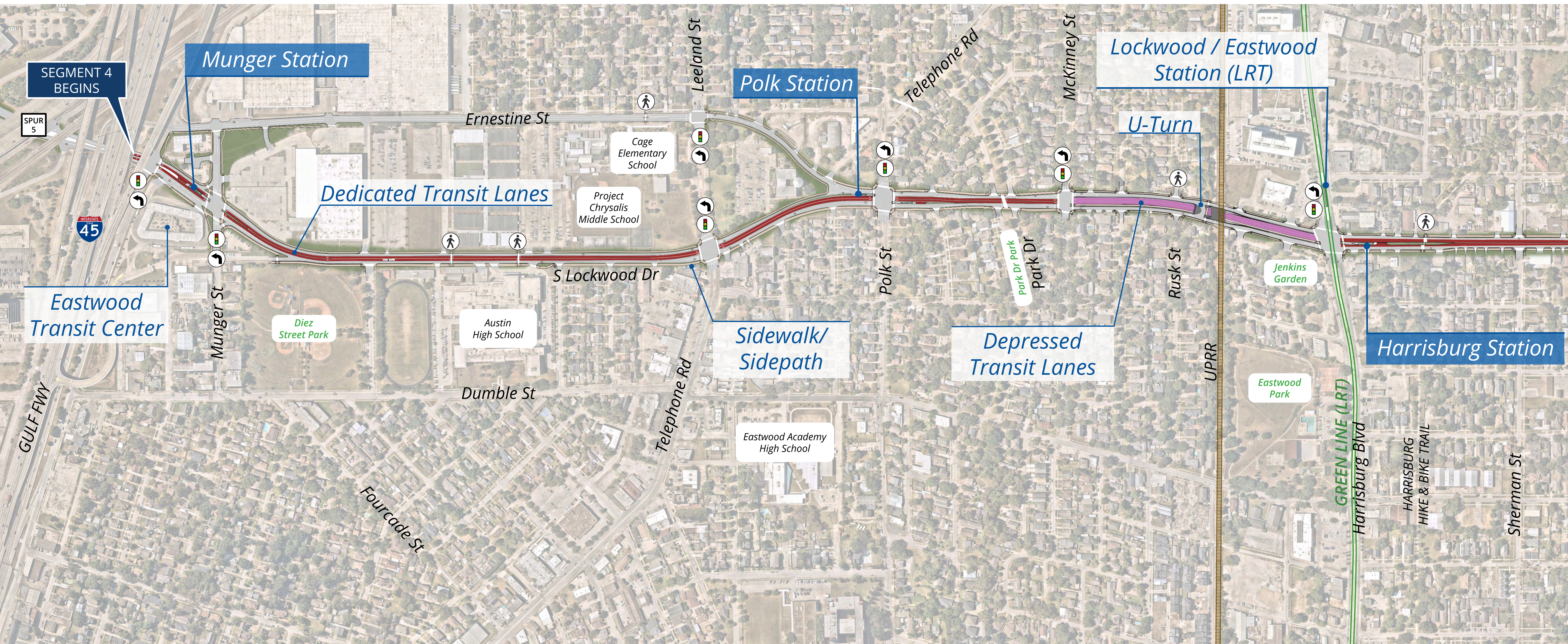
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# SEGMENT 4



## LEGEND

- Dedicated Transit Lanes
- Depressed Transit Lanes
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- General Purpose Lane
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- Dedicated Pedestrian Crossing
- Dedicated Left Turn



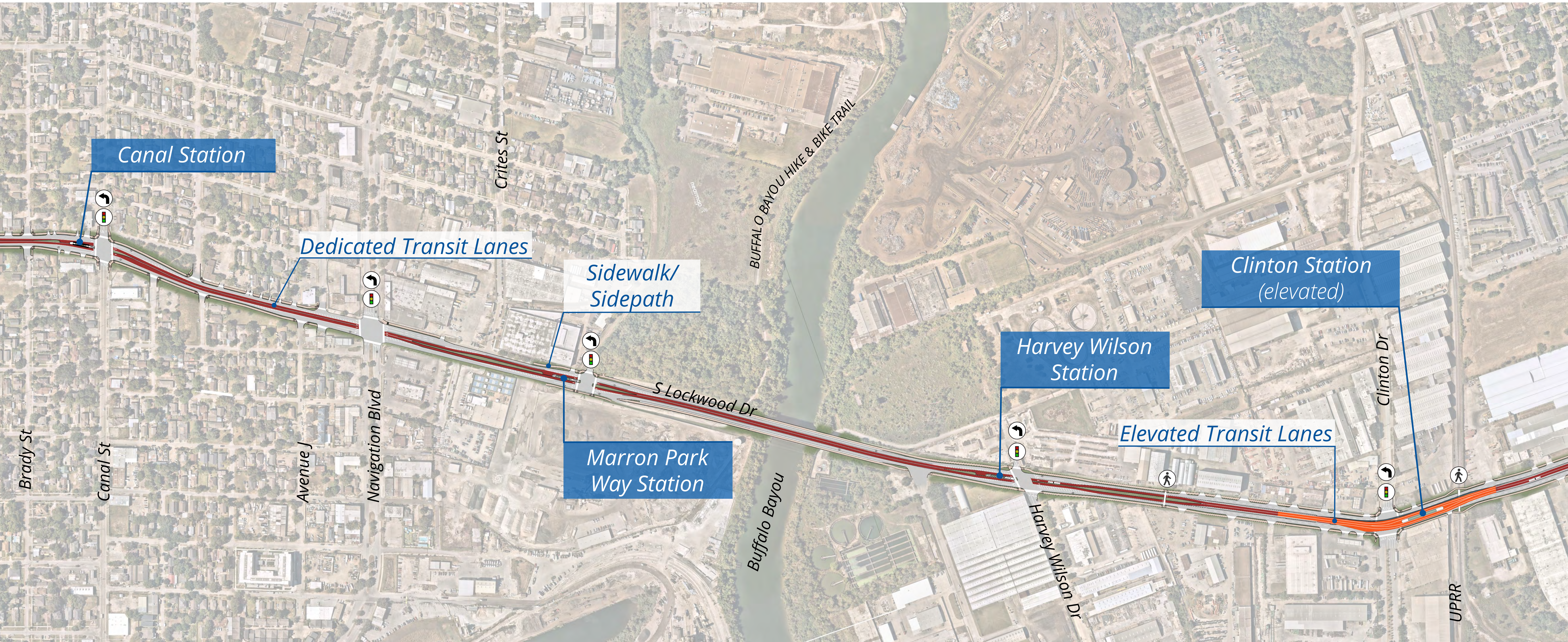
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- Dedicated Left Turn



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# SEGMENT 5



LEGEND

- Dedicated Transit Lanes
- Elevated Transit Lanes
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- General Purpose Lane
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N

- Signalized Intersection with Pedestrian Crosswalk
- Dedicated Pedestrian Crossing
- Dedicated Left Turn

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# SEGMENT 5



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# SEGMENT 5

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LEGEND

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Elevated Transit Lanes

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General Purpose Lane

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Dedicated Pedestrian Crossing

Dedicated Left Turn

N





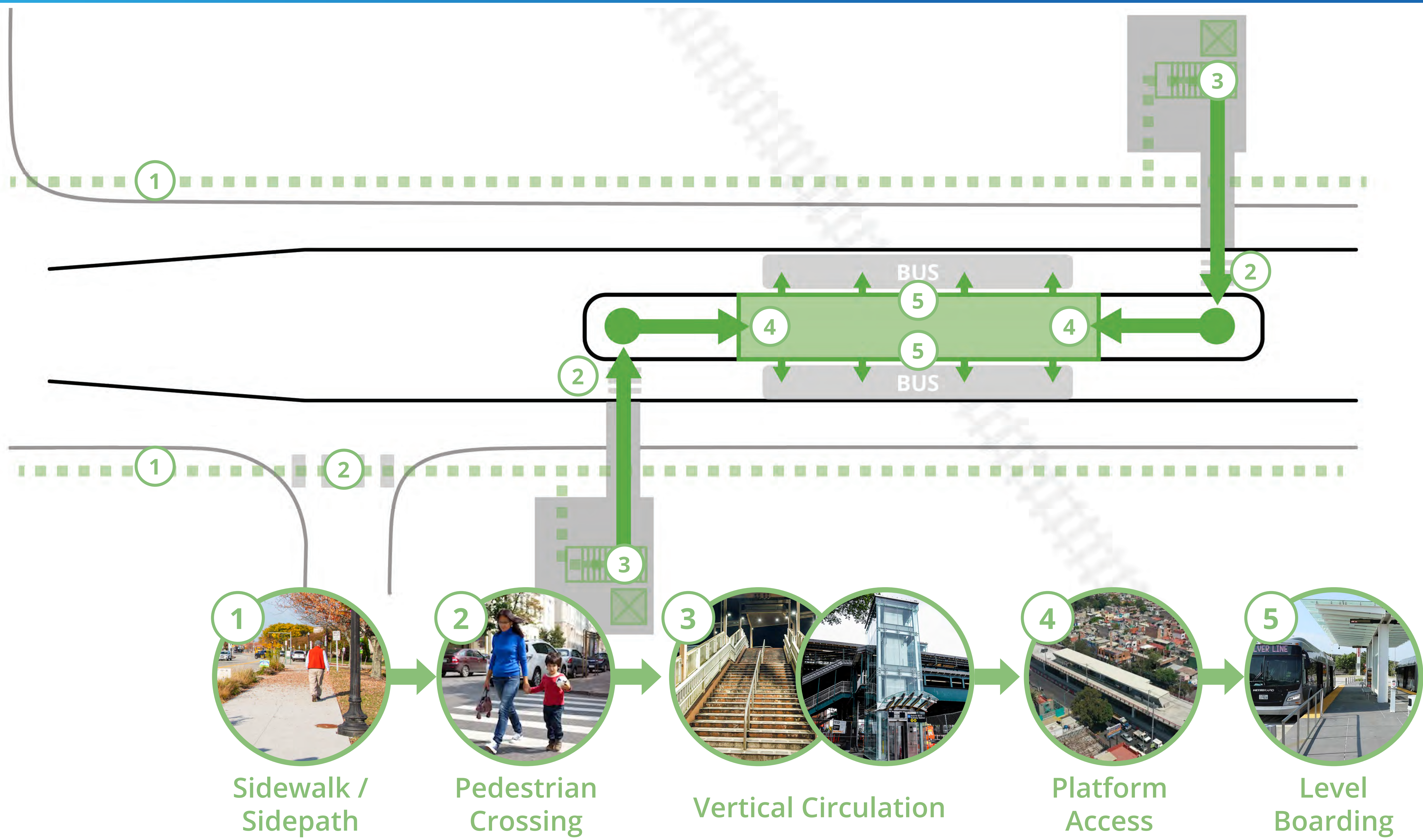
# TYPICAL AREAS



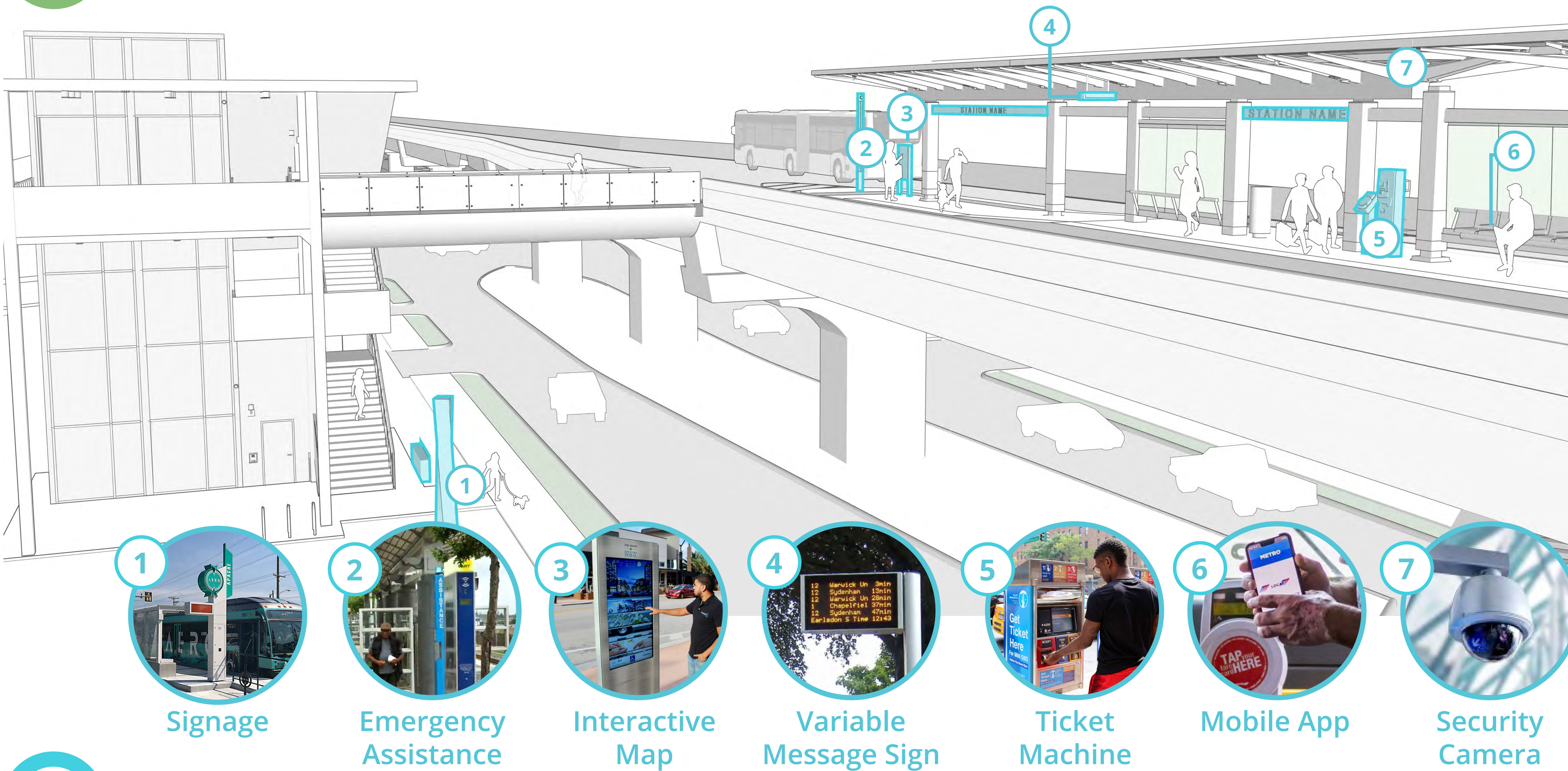
STATION 3



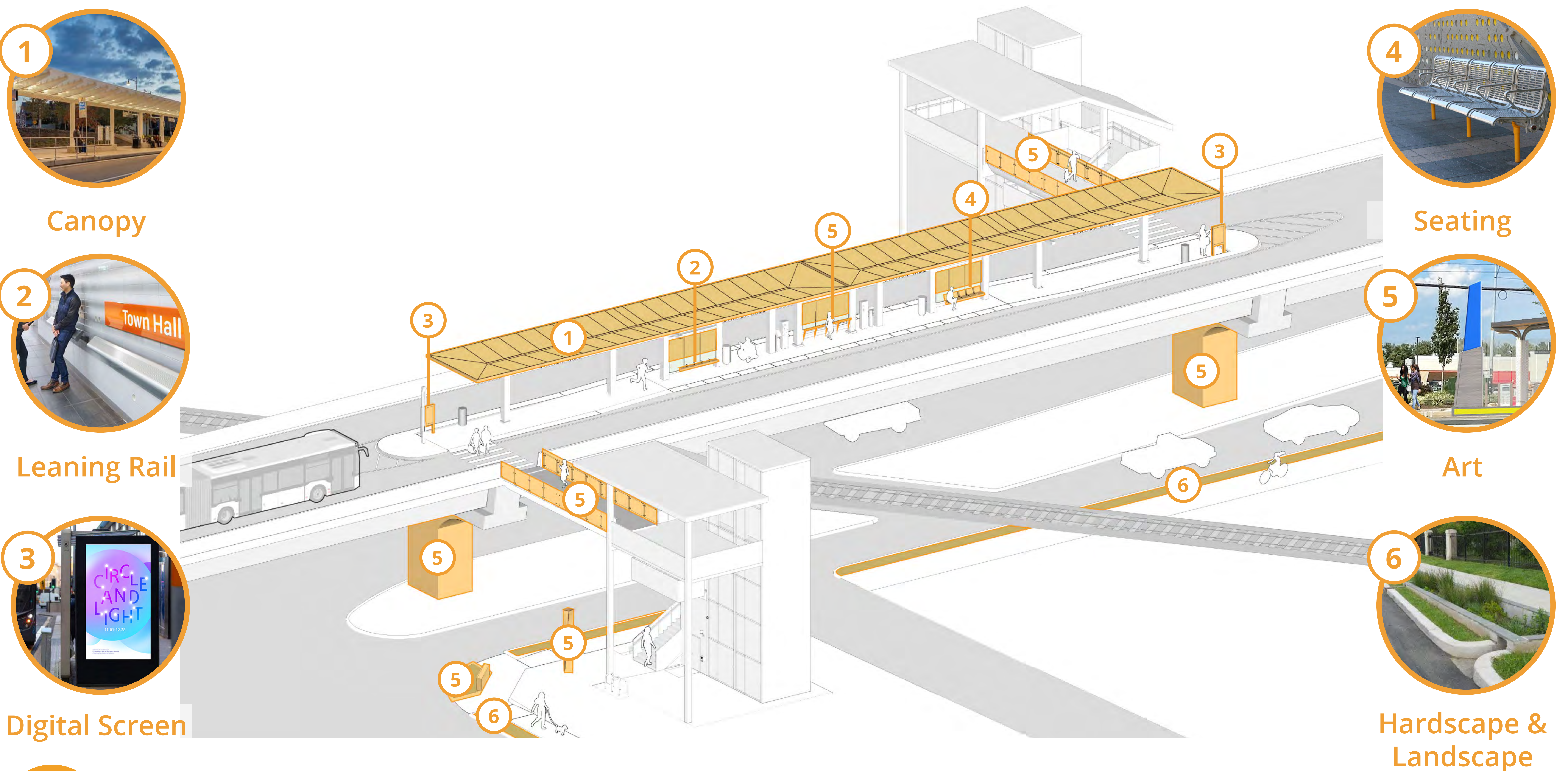
# ELEVATED PLATFORM STATION (PERIMETER VERTICAL ACCESS)



## CIRCULATION



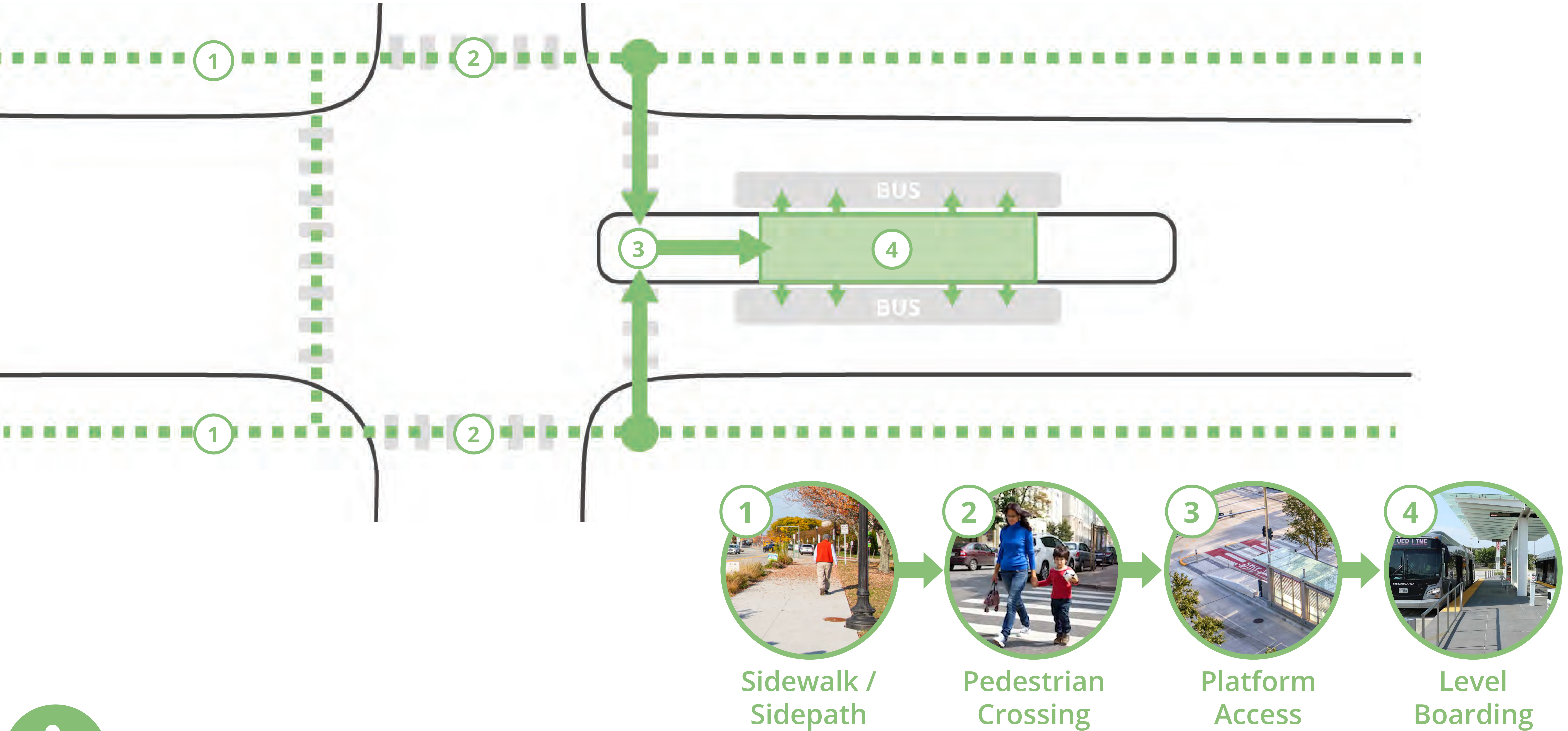
## INFORMATION



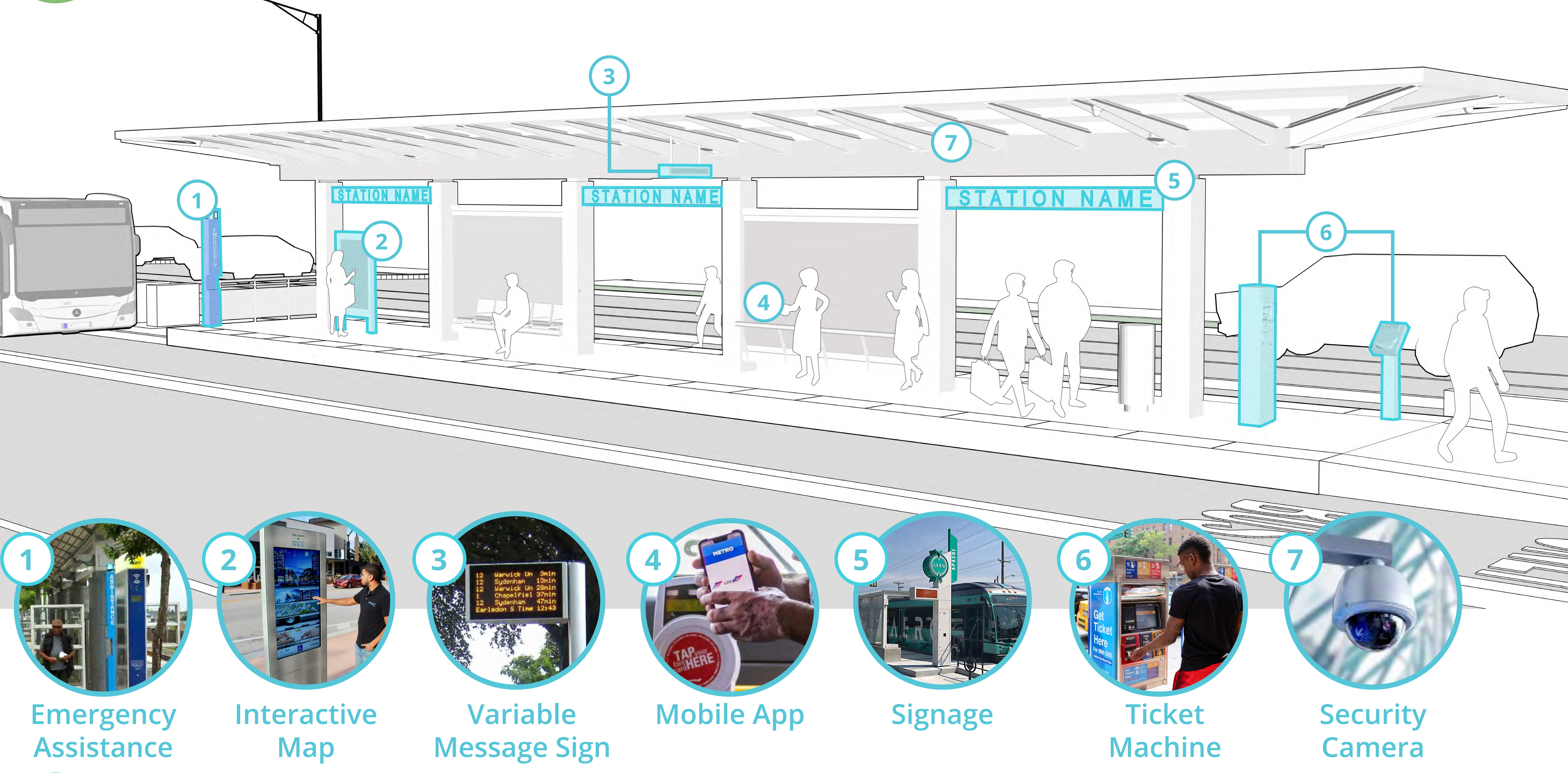
## WAITING AMENITIES



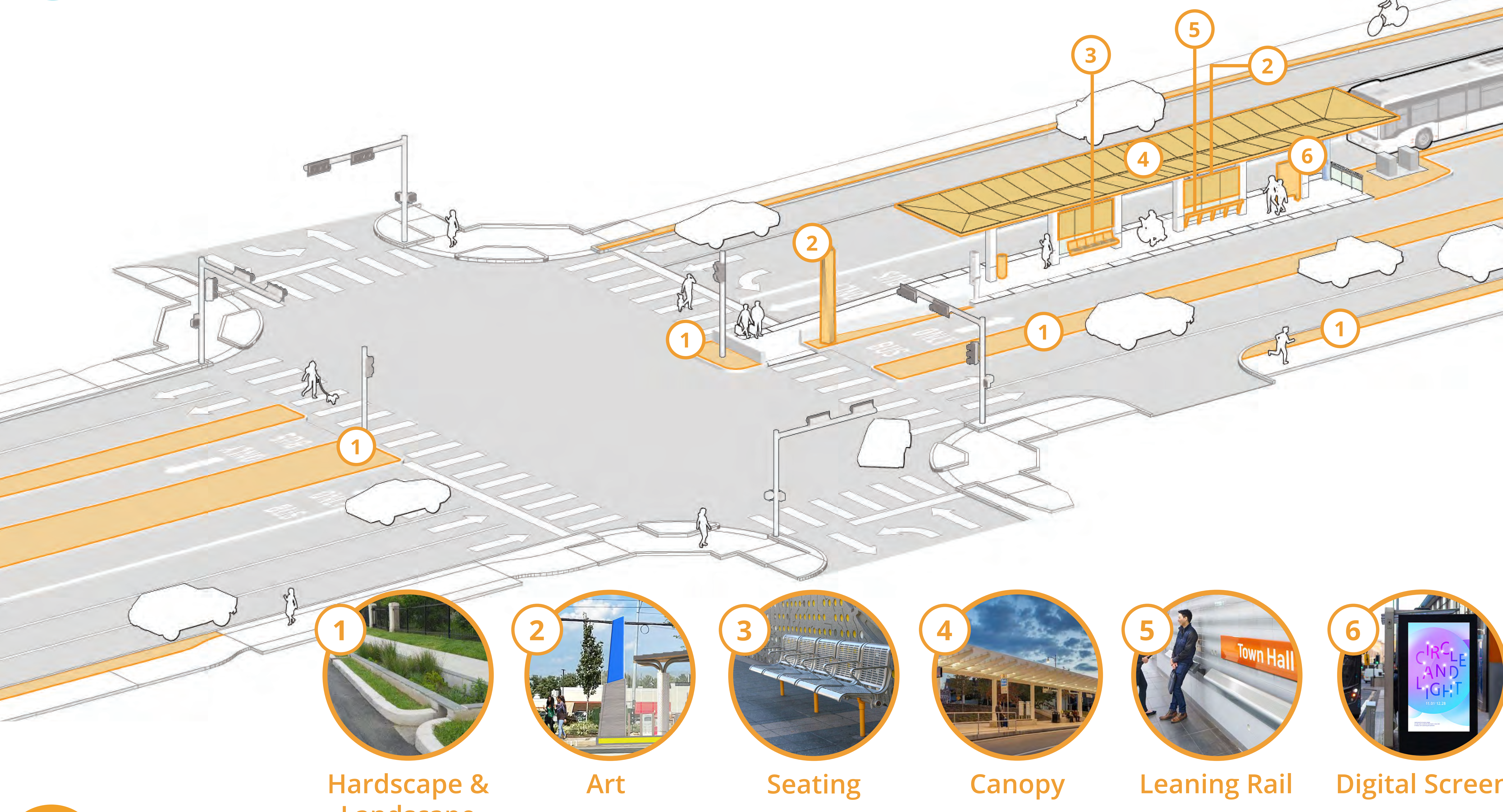
# CENTER PLATFORM STATION



## CIRCULATION



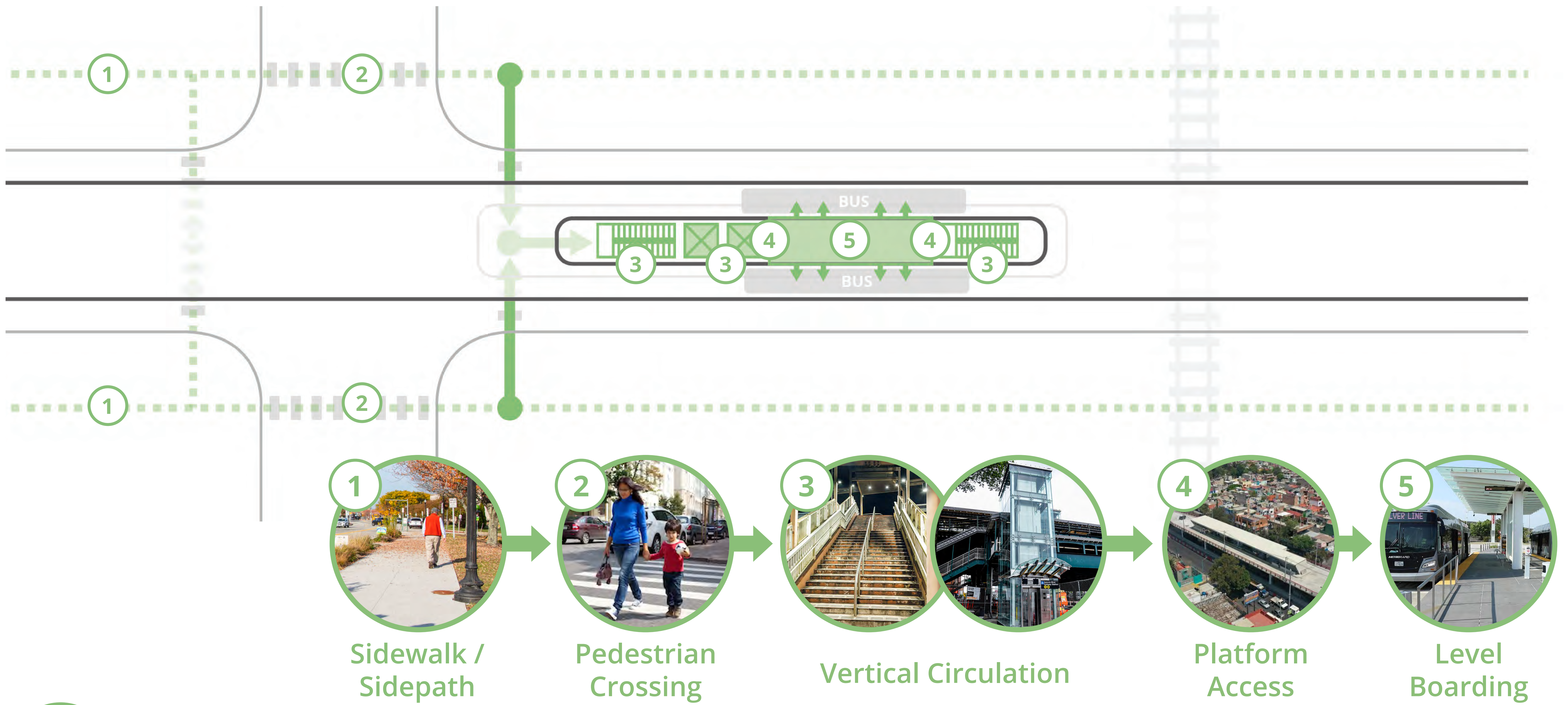
## INFORMATION



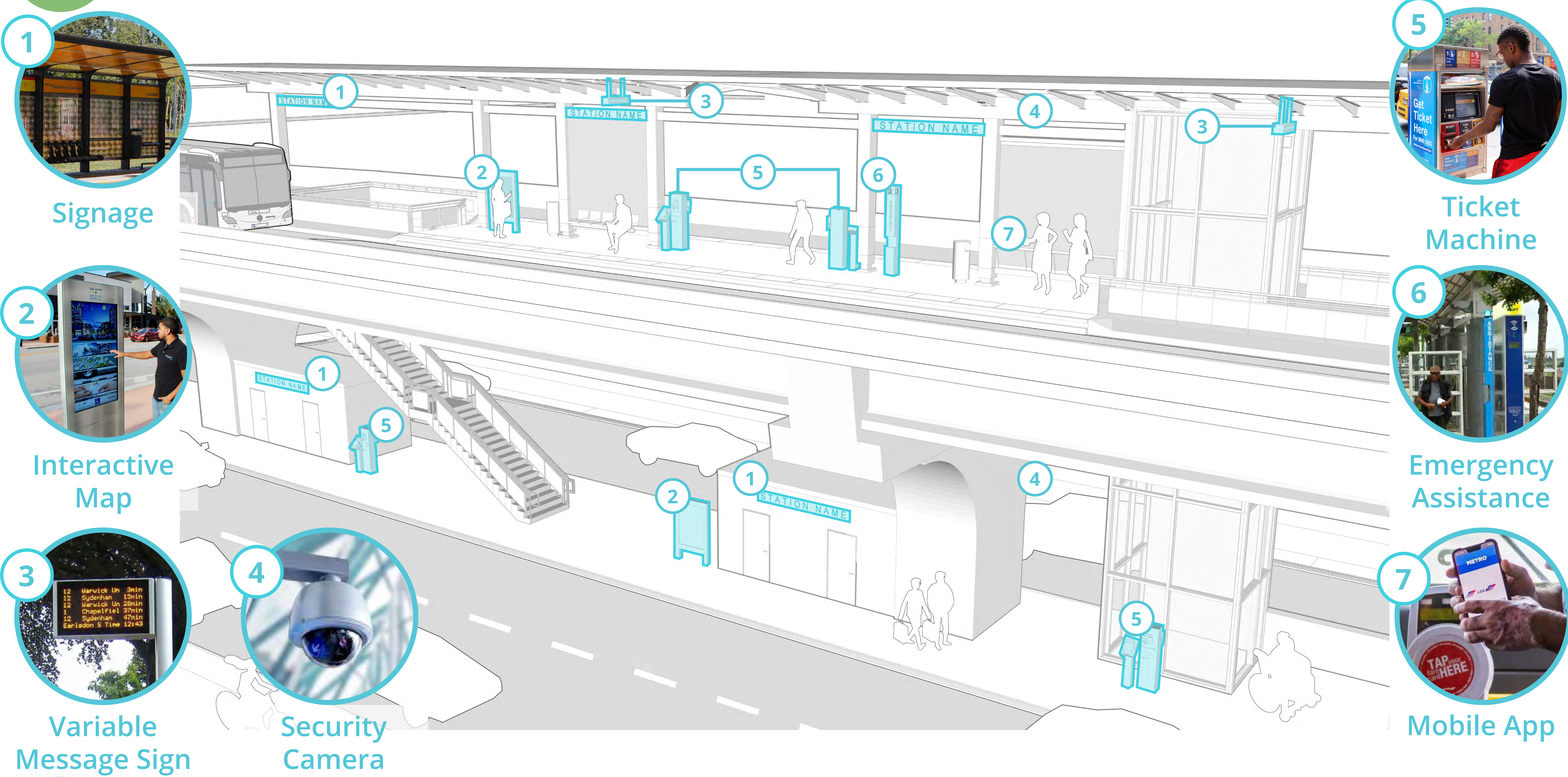
## WAITING AMENITIES



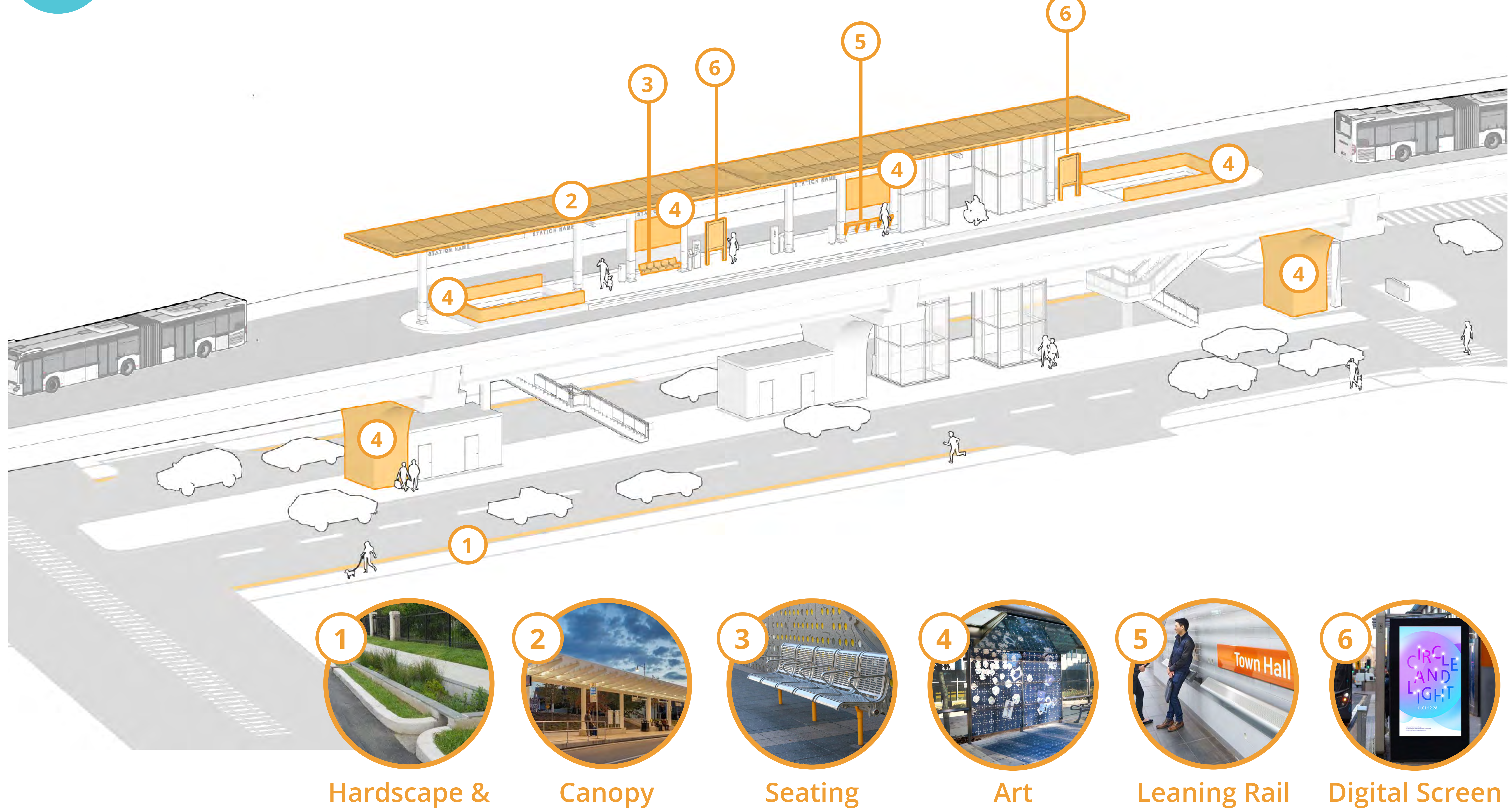
# ELEVATED PLATFORM STATION (CENTRAL VERTICAL ACCESS)



## CIRCULATION



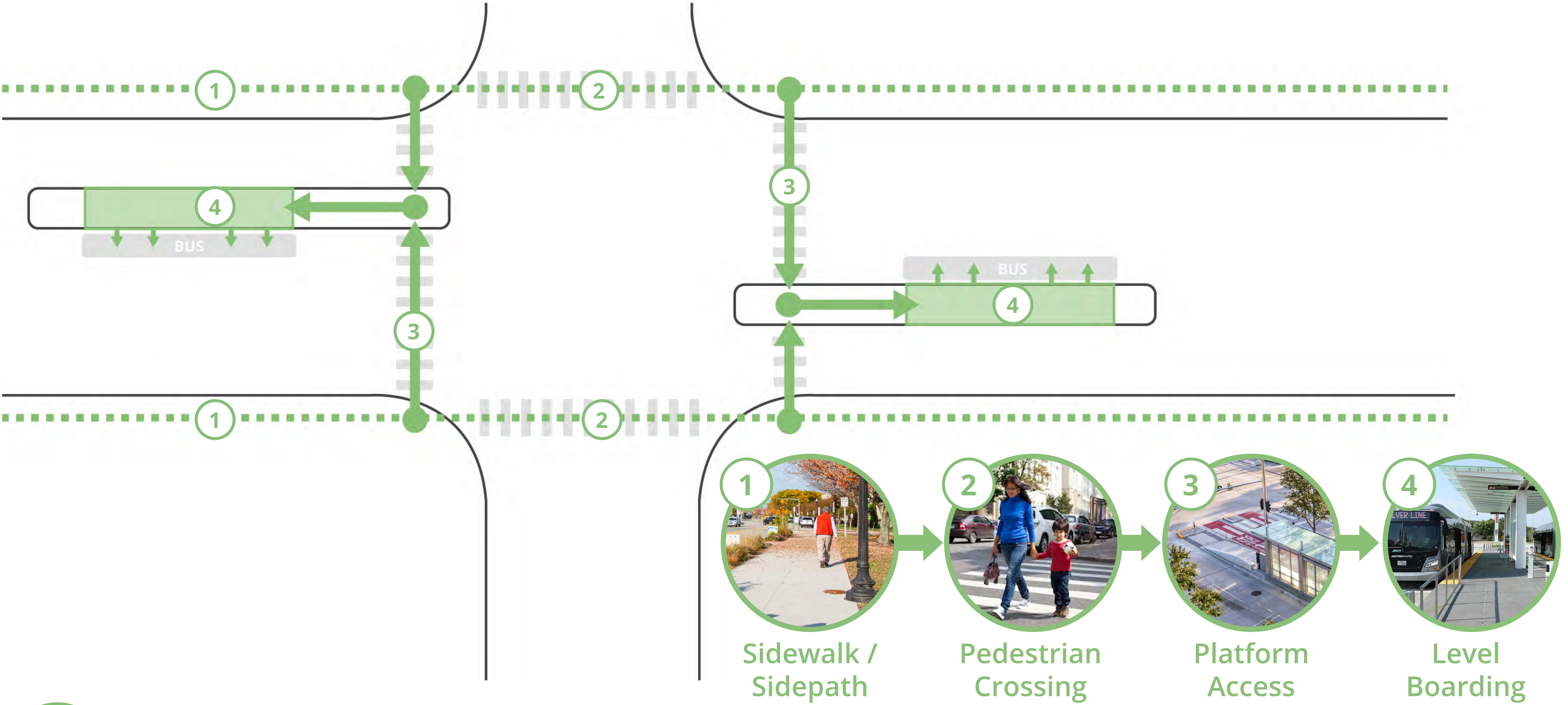
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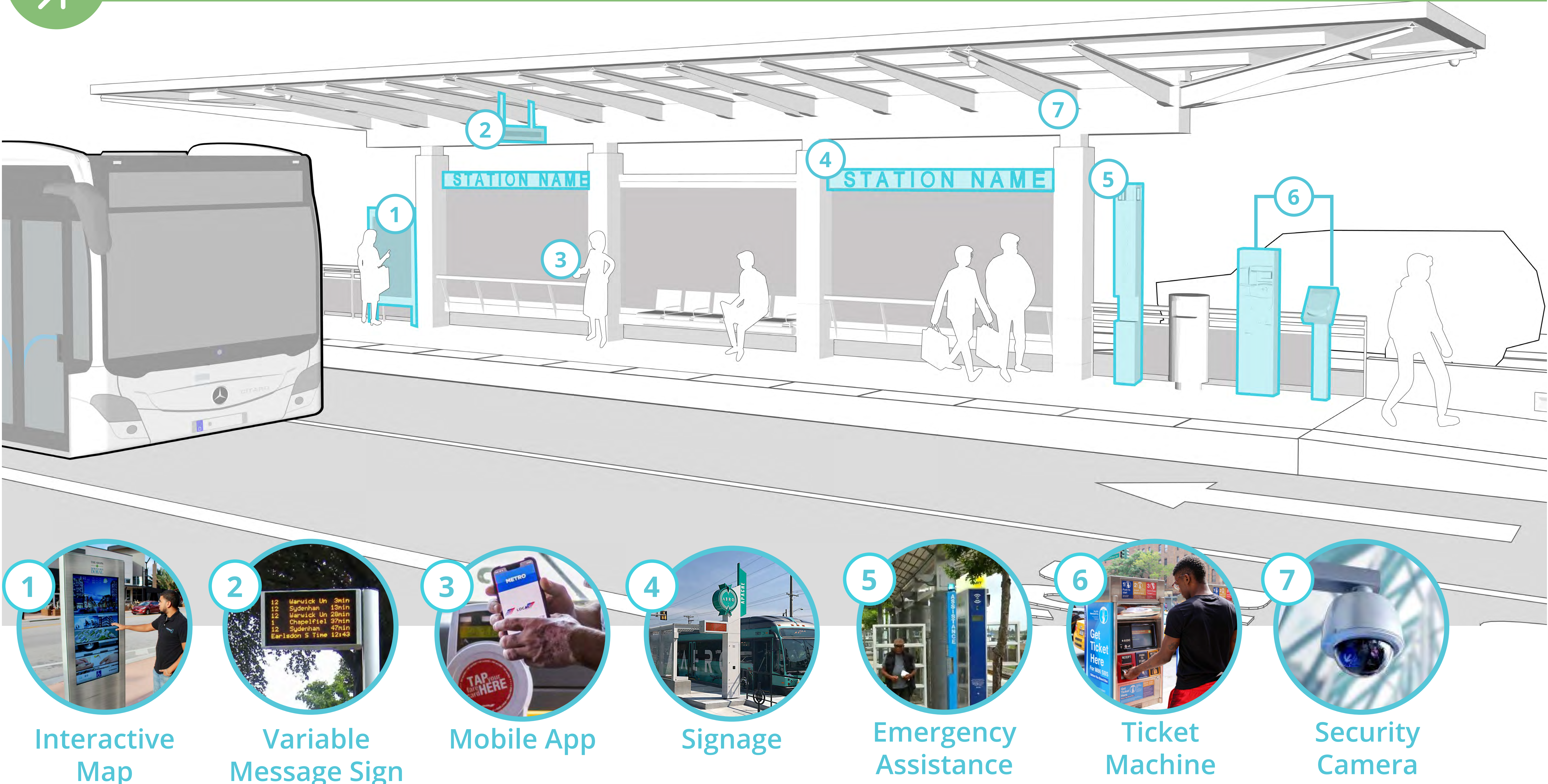
## WAITING AMENITIES



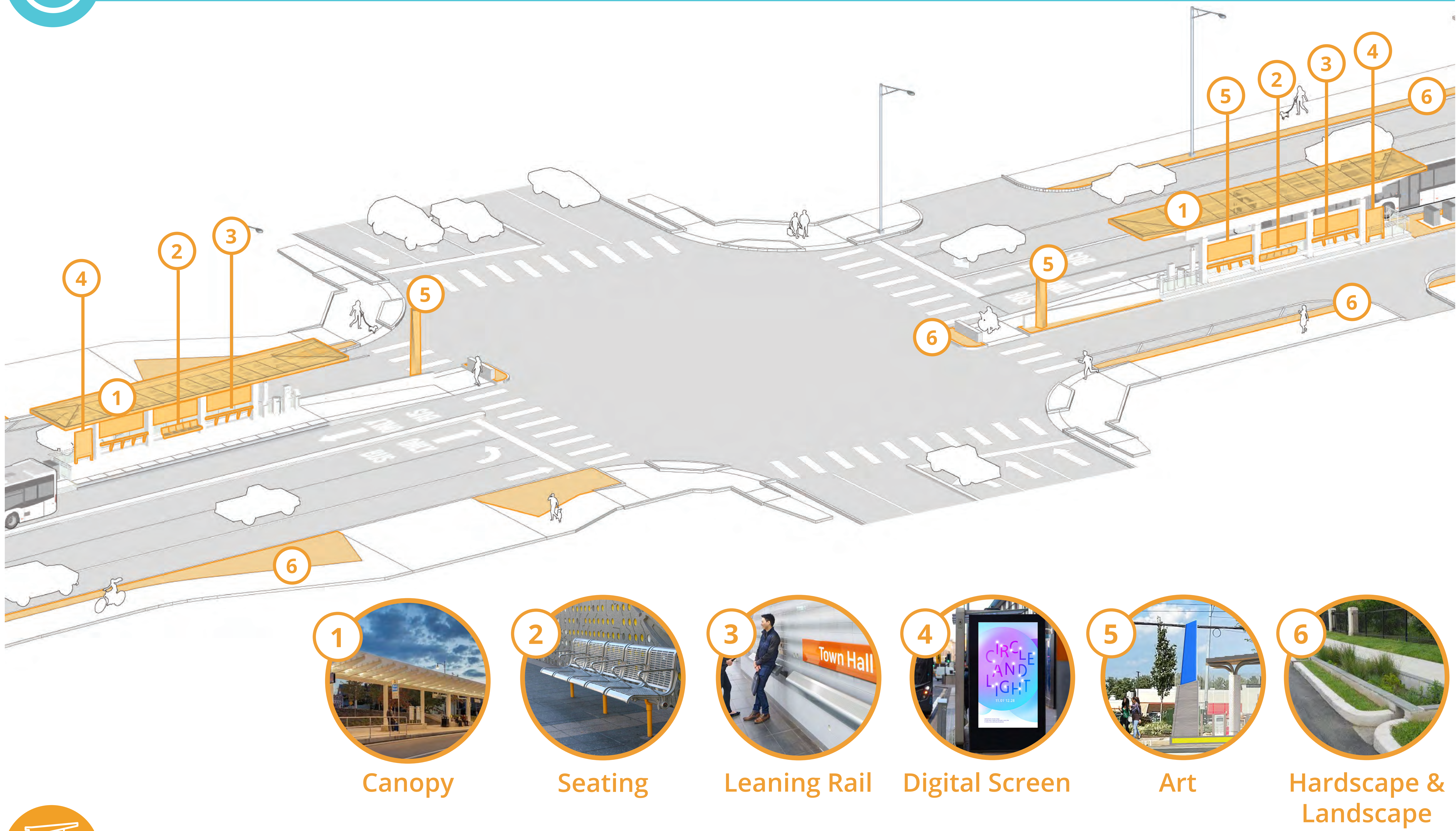
# SIDE SPLIT PLATFORM STATION



## CIRCULATION



## INFORMATION



## WAITING AMENITIES

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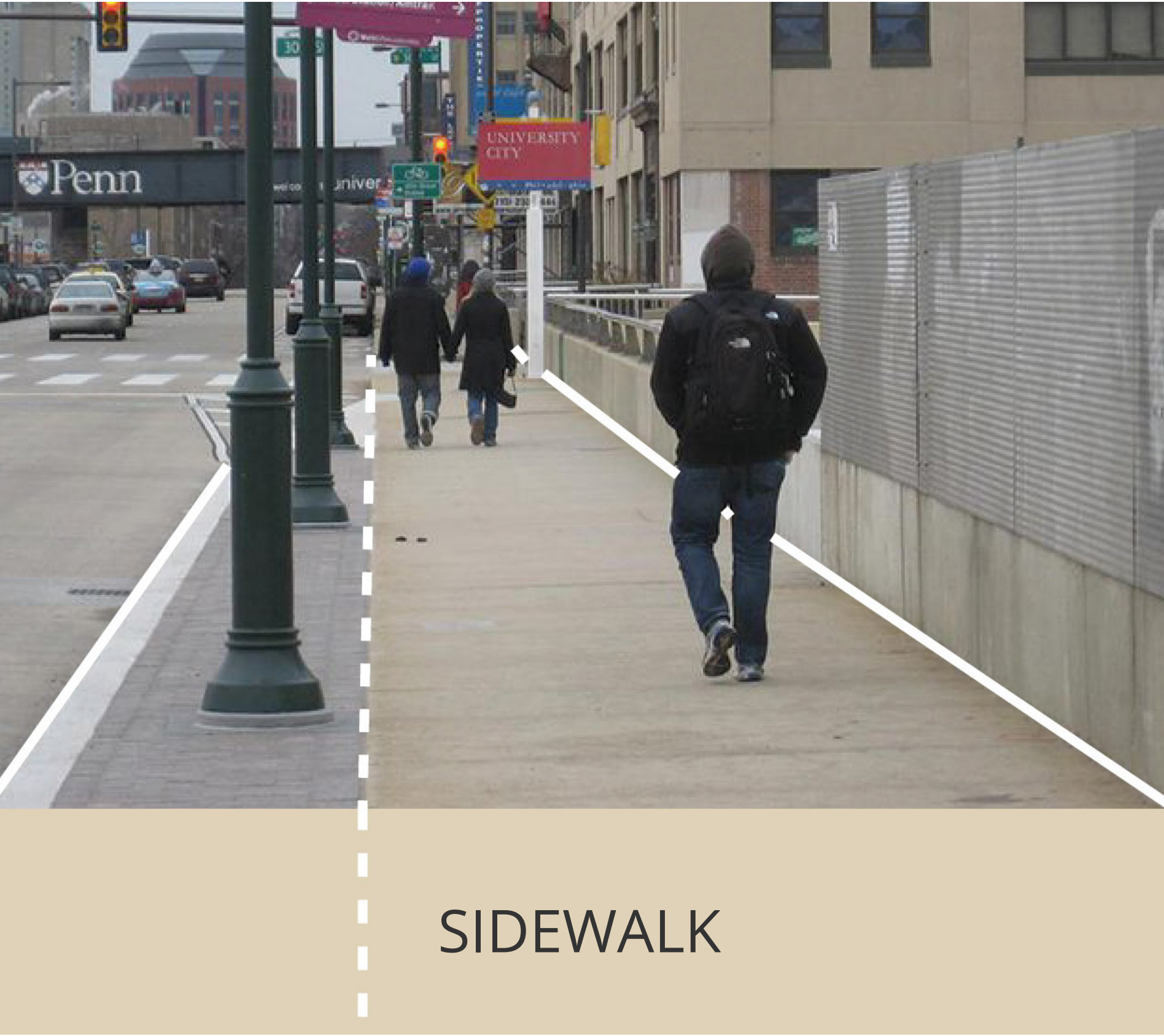


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Urban Design Guideline | Community Meeting

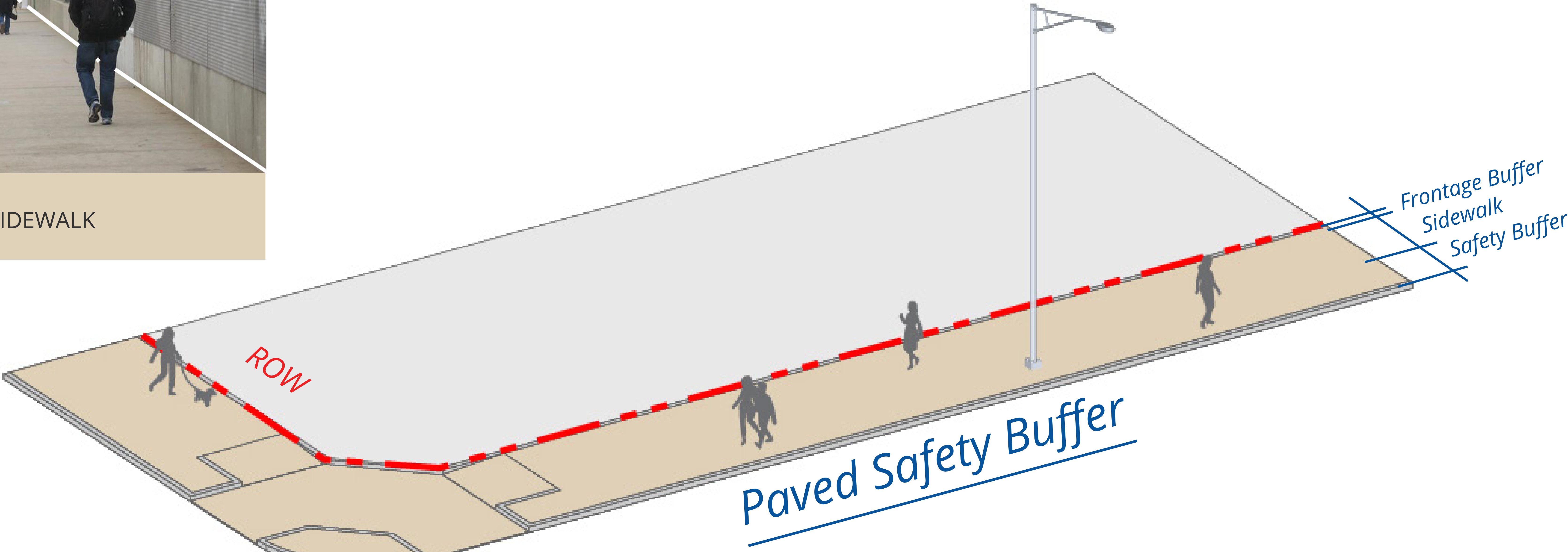


# PEDESTRIAN ENVIRONMENT

## PEDESTRIAN REALM

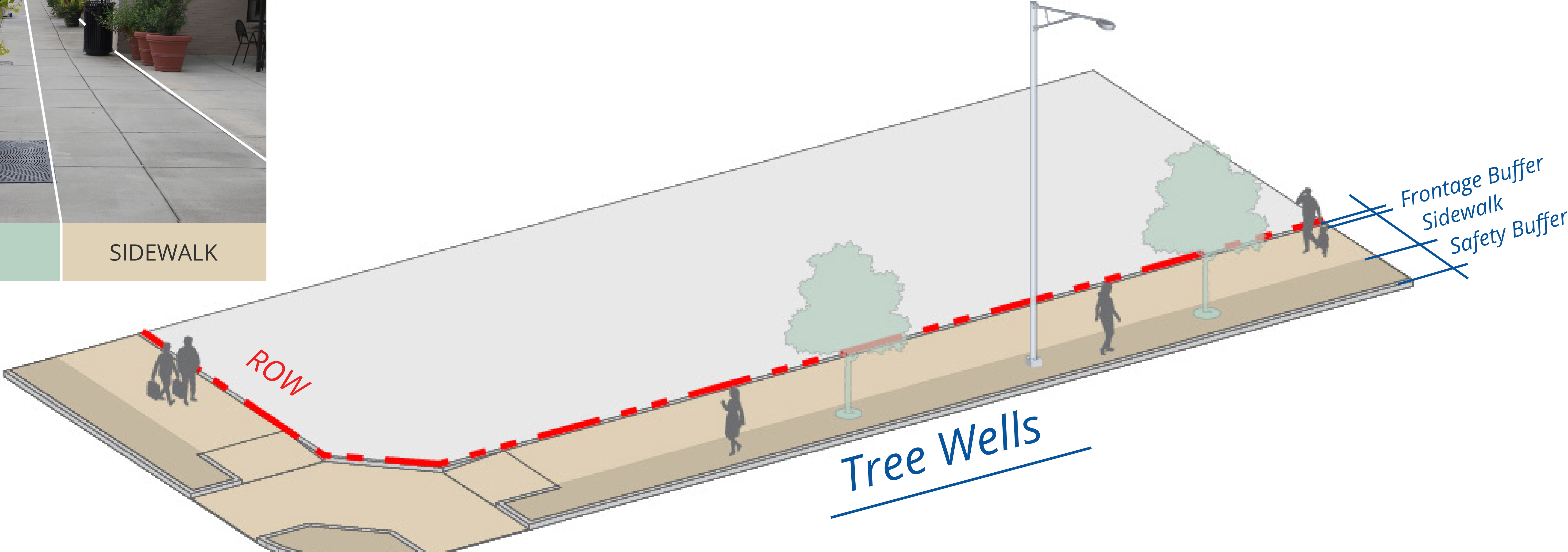


SIDEWALK



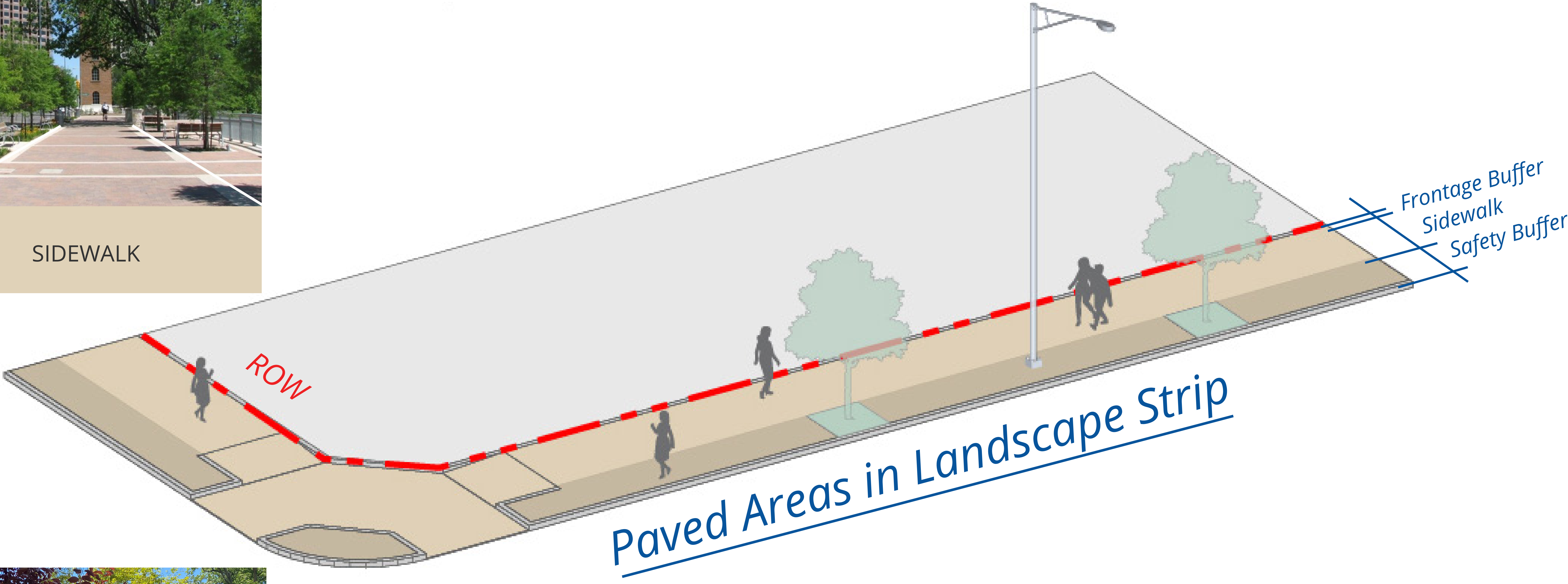
TREE WELL

SIDEWALK



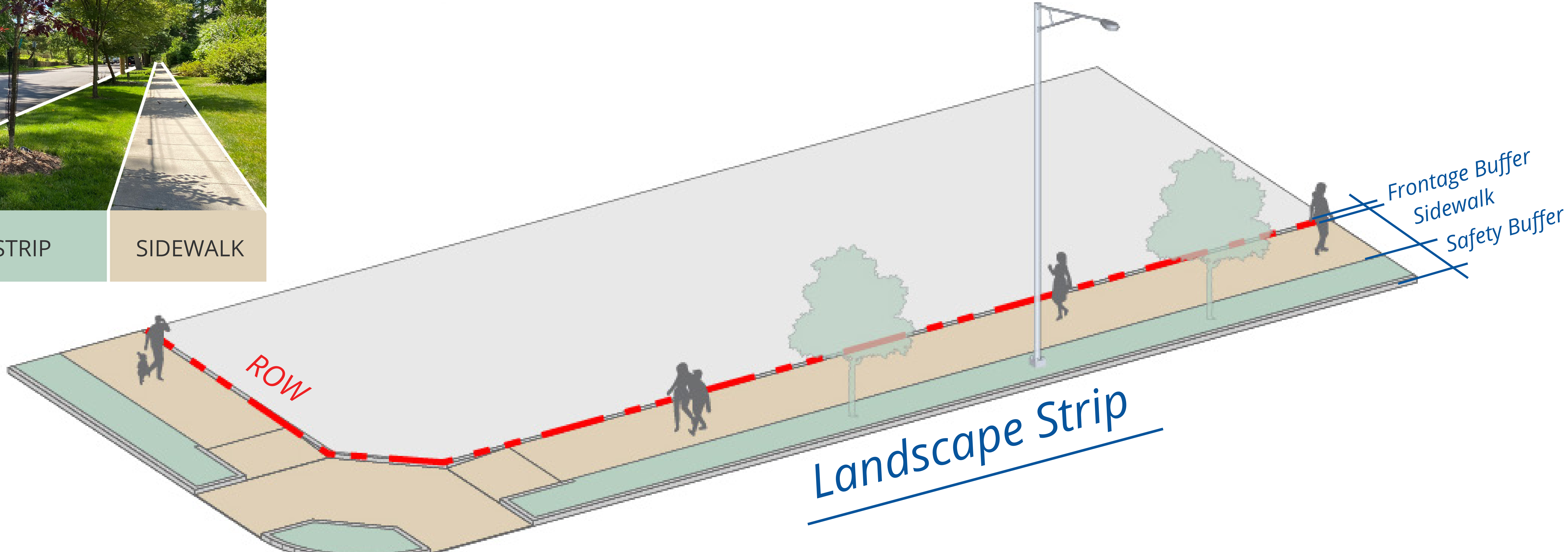
PAVED AREAS IN LANDSCAPE STRIP

SIDEWALK



LANDSCAPE STRIP

SIDEWALK



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# PEDESTRIAN ENVIRONMENT

## PEDESTRIAN REALM

City of Houston *Users’ Guide for Walkable Places and Transit-Oriented Development (Walkable Places)* - September 2020, indicates Pedestrian Realm as a Key Element and defines it as the area between the back-of-curb (BOC), or the edge of a streets pavement, and the ground floor building facade. It includes and unobstructed sidewalk for walking and a safety buffer area.

## RIGHT-OF-WAY (ROW)

The City of Houston defines ROW as any public thoroughfare such as a street or road that typically includes travel lanes, median, utilities (poles, lighting), and may also include a safety buffer, sidewalk, other hardscape and landscape.

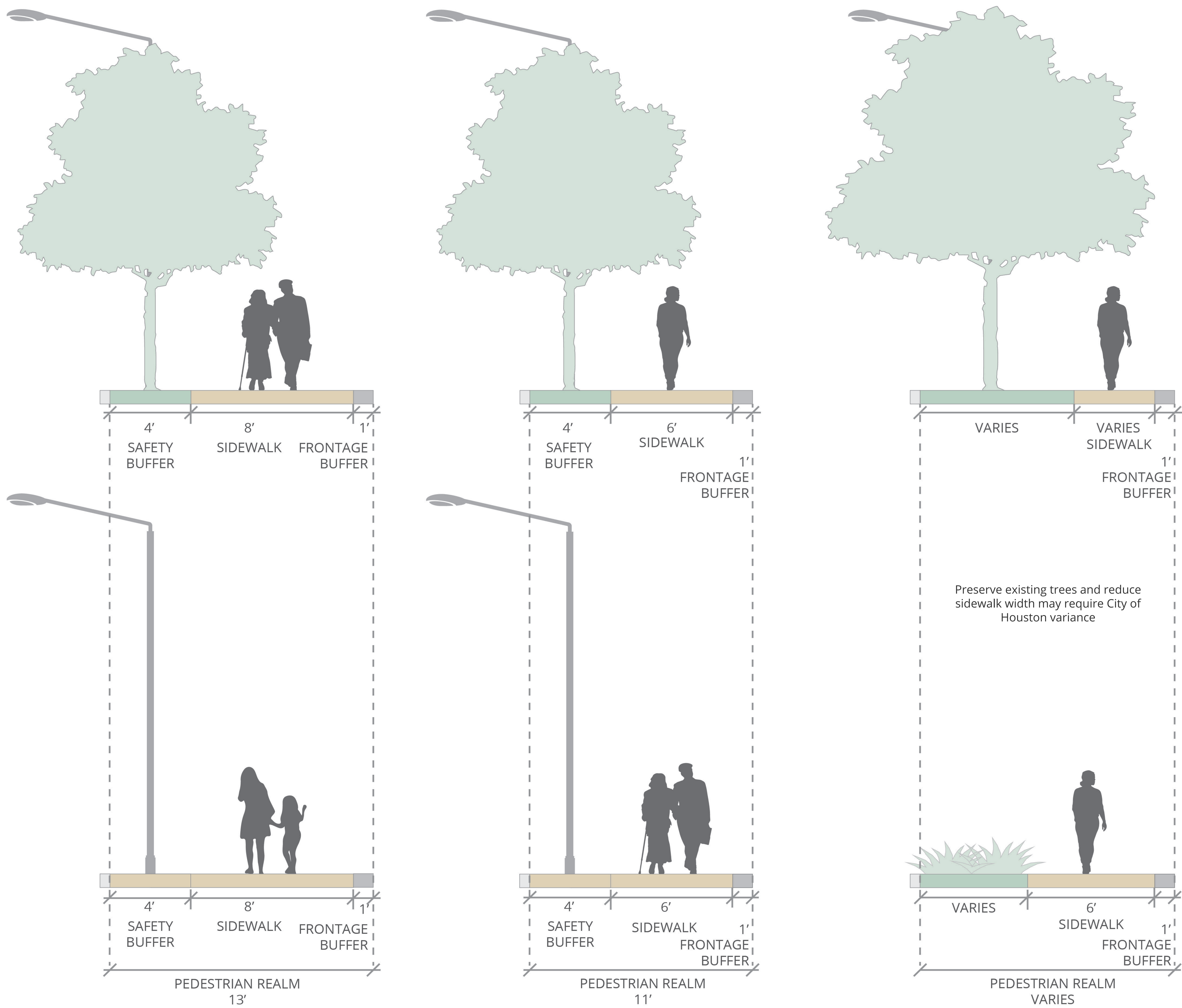
## SAFETY BUFFER

Also indicated as a Key Element, Walkable Places defines the safety buffer as the area that shields the sidewalk from the street, and can contain a combination of landscaping, utilities and sidewalk amenities such as street furniture and decorative plantings.

## LANDSCAPING

Landscape is an important element within the pedestrian realm, especially in the safety buffer. It provides important shade, storm water management and protection from automobiles. Installed street trees within the Pedestrian Realm must be chosen from an approved list provided by the City of Houston.

The illustrations below show the various ways to accommodate sidewalks and landscape within the ROW for the METRORapid University Corridor inside the pedestrian realm. The images on the opposite board provide a true depiction of these conditions.



## PEDESTRIAN REALM DESIGN STANDARDS

The sidewalk must be a continuous surface, free of obstructions or encroachments. Sidewalks must comply with Agency standard details, *Public Right of Way Accessibility Standards (PROWAG)*, *Texas Accessibility Standards*, *City of Houston Infrastructure Design Manual* and *American Association of Highway and Transportation Officials (AASHTO)*.

Alternative methods of Sidewalk construction may be used in places where tree preservation is of concern. Alternative materials may be, but are not limited to, decomposed granite and checkered plates. All alternatives shall be coordinated with the City’s Urban Forester, as applicable, and approved by the City Engineer.

To minimize right-of-way impacts to adjoining properties, a modification to the pedestrian realm standards is required. Any modification to the pedestrian realm standards will require METRO to seek a variance from the City of Houston.

### FRONTAGE BUFFER AND SAFETY BUFFER WIDTH STANDARDS

CLASSIFICATION	OPTIMAL	MINIMUM
Safety Buffer	6’ or More	4’
Frontage Buffer	3’ or More	1’

### MINIMUM SIDEWALK WIDTH STANDARDS

MAJOR THOROUGHFARE	
TOD Street	8’
All Other Streets	6’
ALL OTHER PUBLIC STREETS	
TOD Street	6’
All Others	5’

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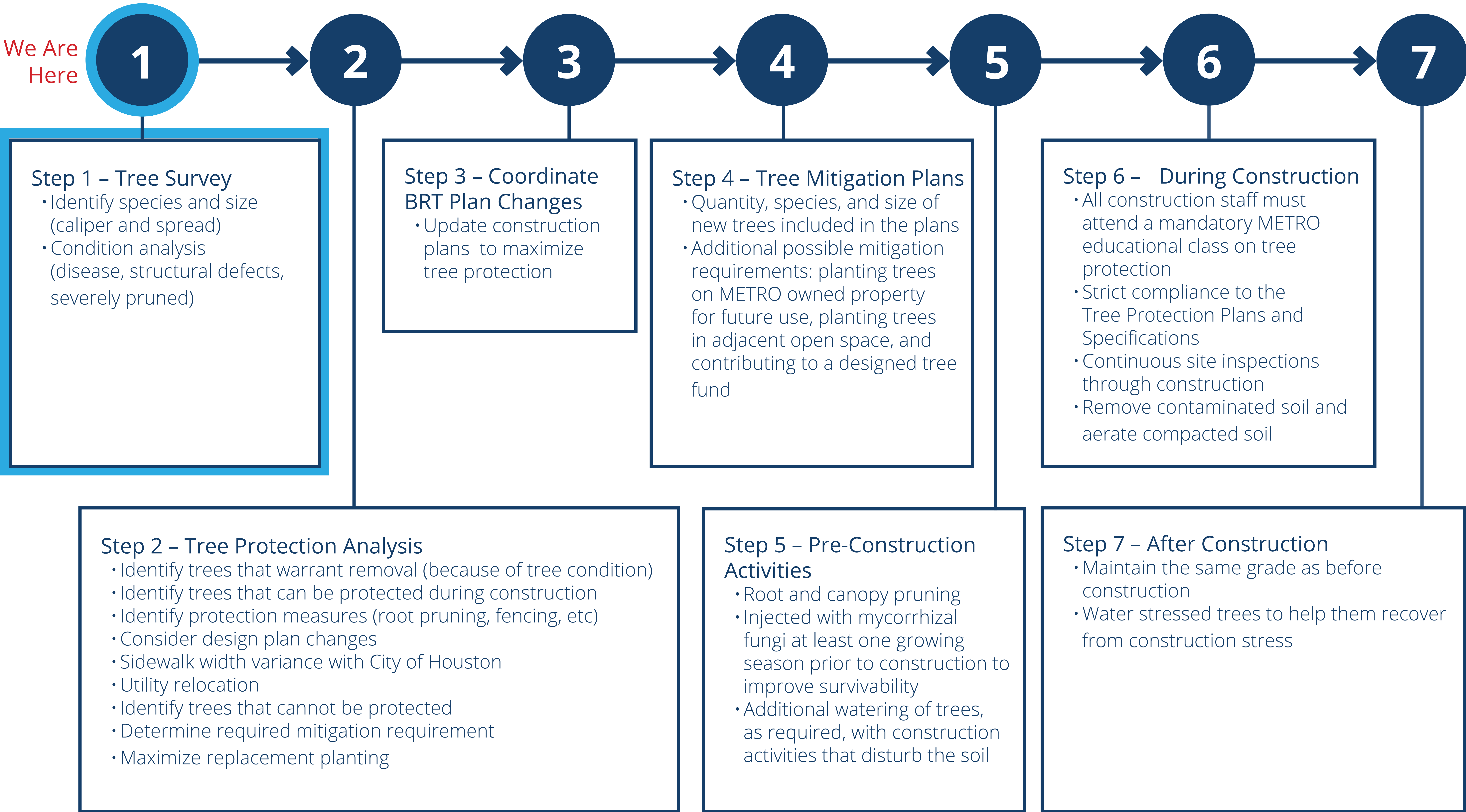


# LANDSCAPE CONSIDERATIONS

## TREE PROTECTION

City of Houston Required Tree Protection Plan Process includes:

ISA certified arborist, landscape architect and City of Houston Urban Forestry



### Trees to Preserve



Mature Shade Tree



Bee Habitat



Native Houston Species

### Trees to Replace



Dead Tree



Severely Pruned

## LANDSCAPE PLANTING PLANS

**Goal - Work with the community to create a plan that takes into account the unique locations and best tree varieties suited to each location.**

### City of Houston Tree and Shrub Ordinance

#### Street Tree Requirements

- 1 tree per 30 linear feet of frontage
- 3" caliper size for transit corridor street
- Credit for trees 4" caliper or more
- Credit for preserving existing trees

#### Street Tree Planting

- Spacing no closer than 20 feet
- At least 3 feet from back of curb to center line of tree trunk

#### Street Tree Planting in Esplanade (Median)

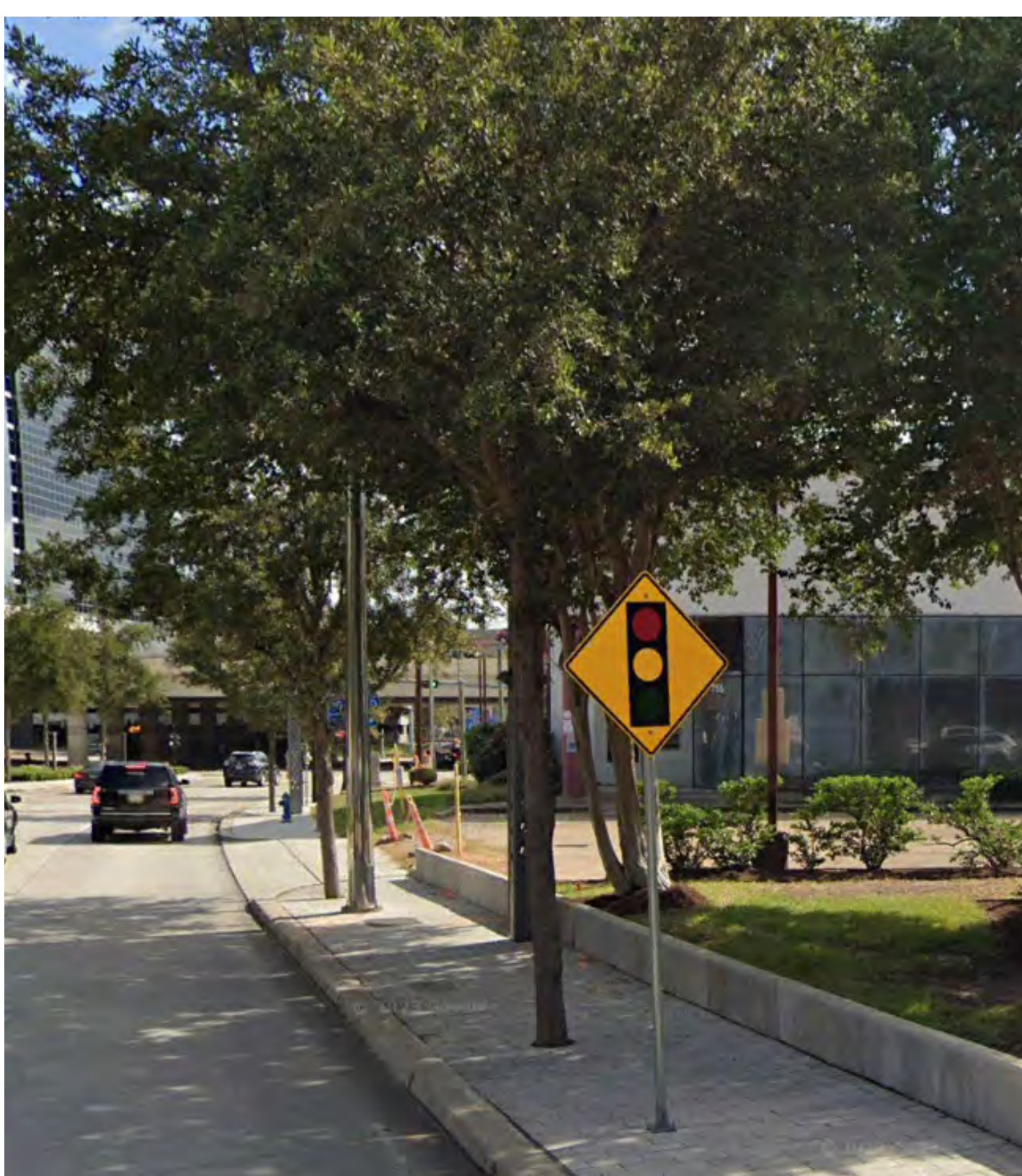
- Not closer than 75 feet to the end of the esplanade
- Not closer than 50 feet from any mid-block opening in the esplanade.
- At least 5 feet from back of curb to center line of tree trunk
- Tree spacing not less than 30 feet



Street Trees



Median Trees



Suspended Paving



Island Trees in Transit Center



# VISUAL PREFERENCE SURVEY

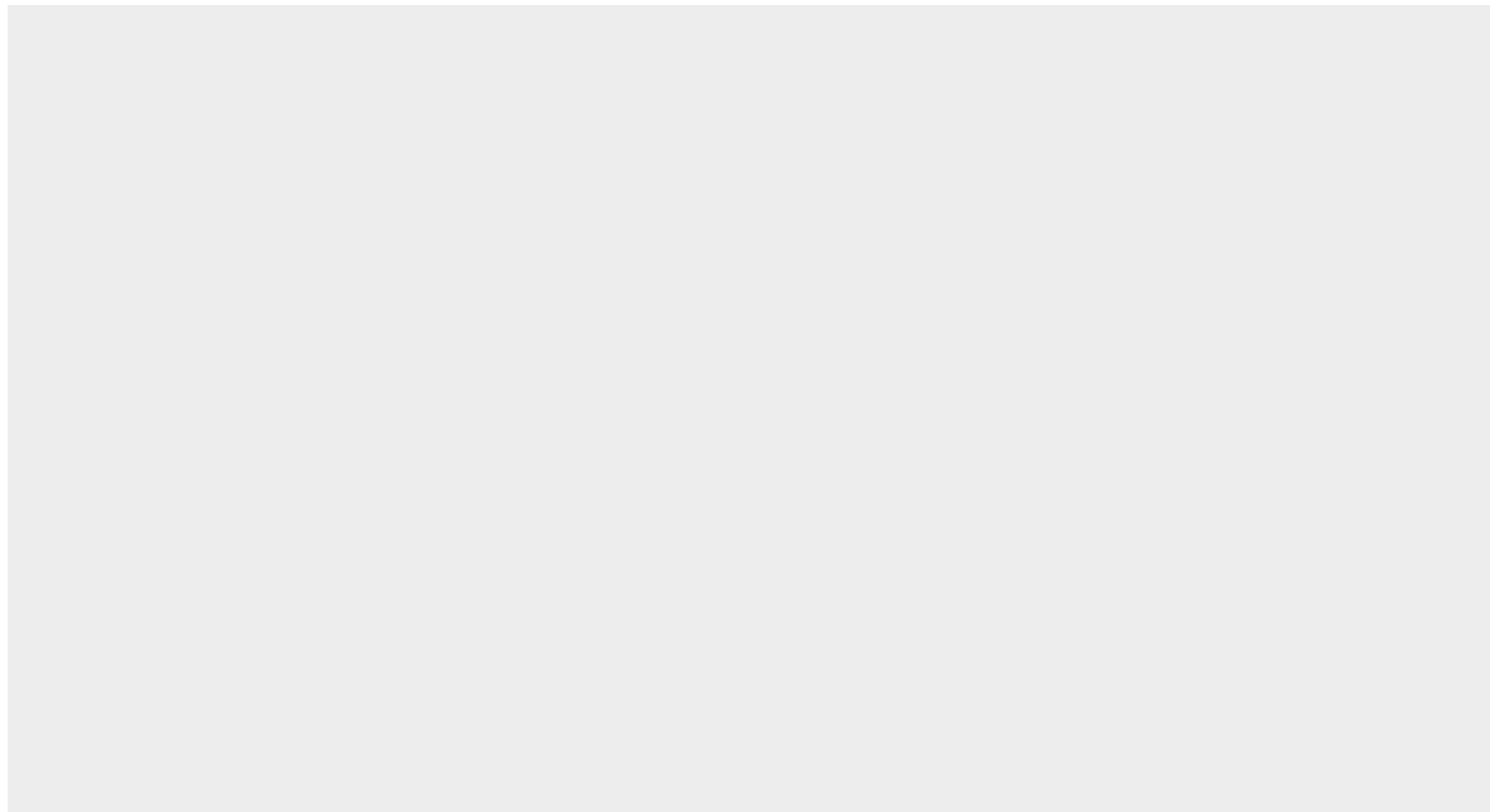
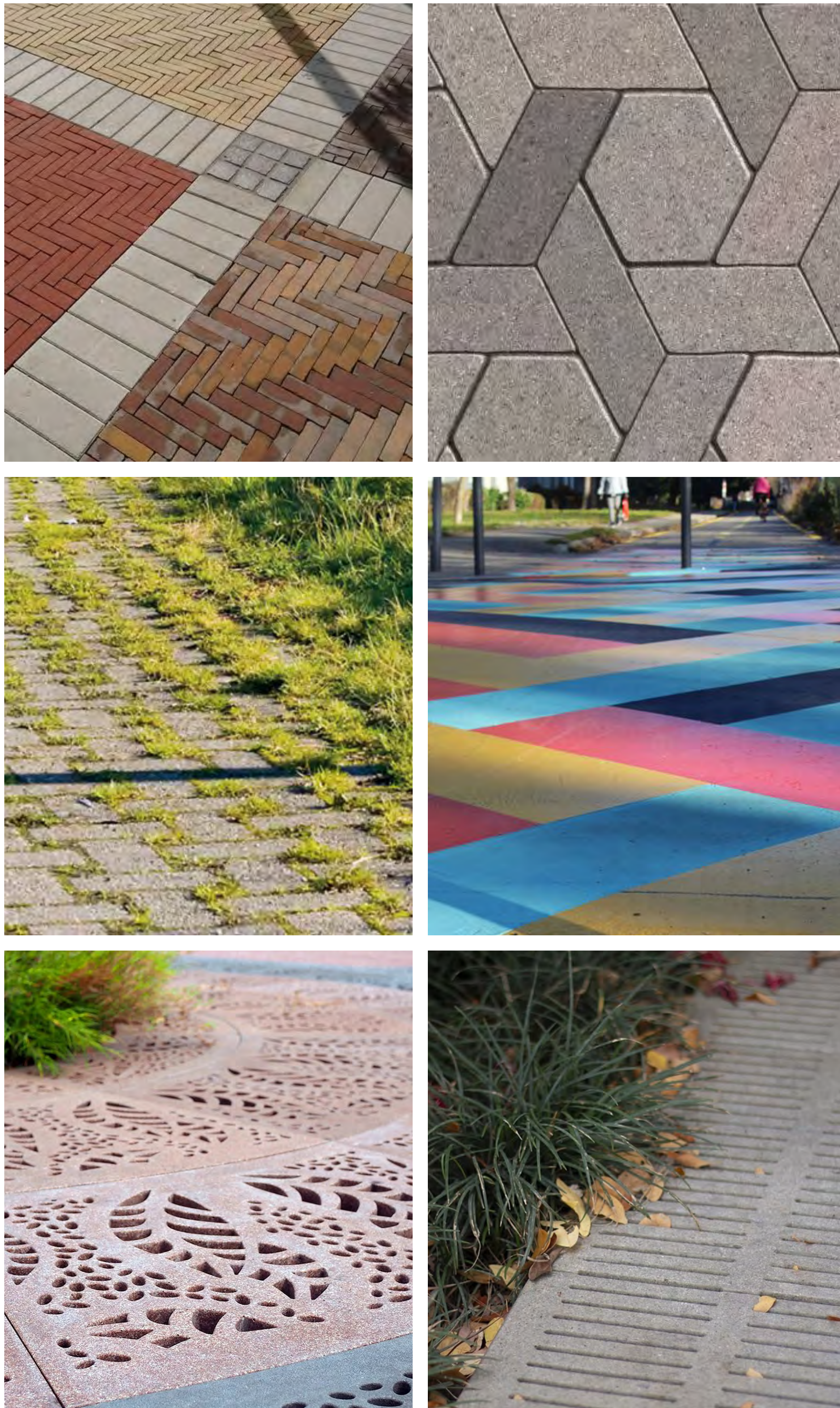


STATION 4

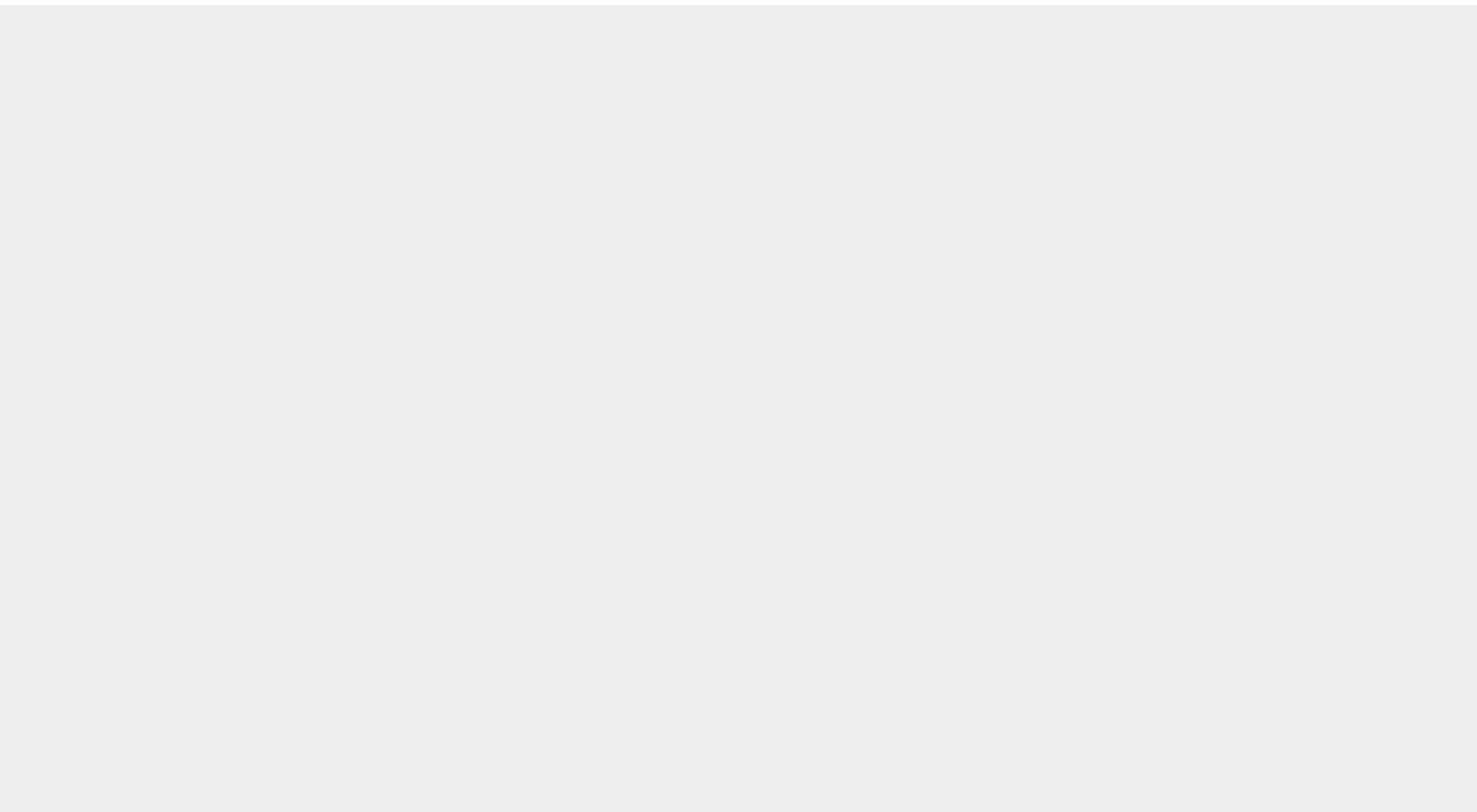
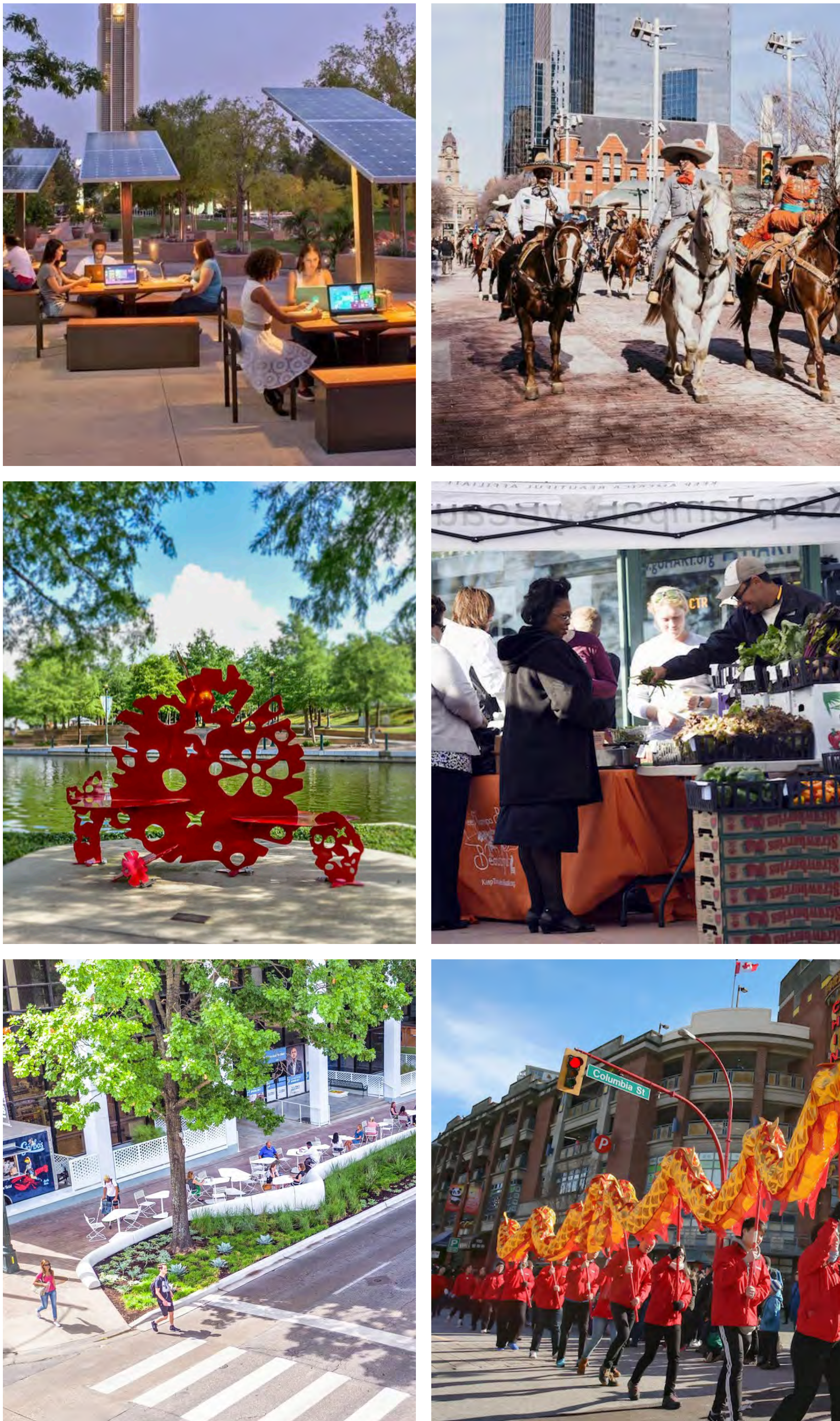


# HOW SHOULD WE CELEBRATE HISTORY & CULTURE?

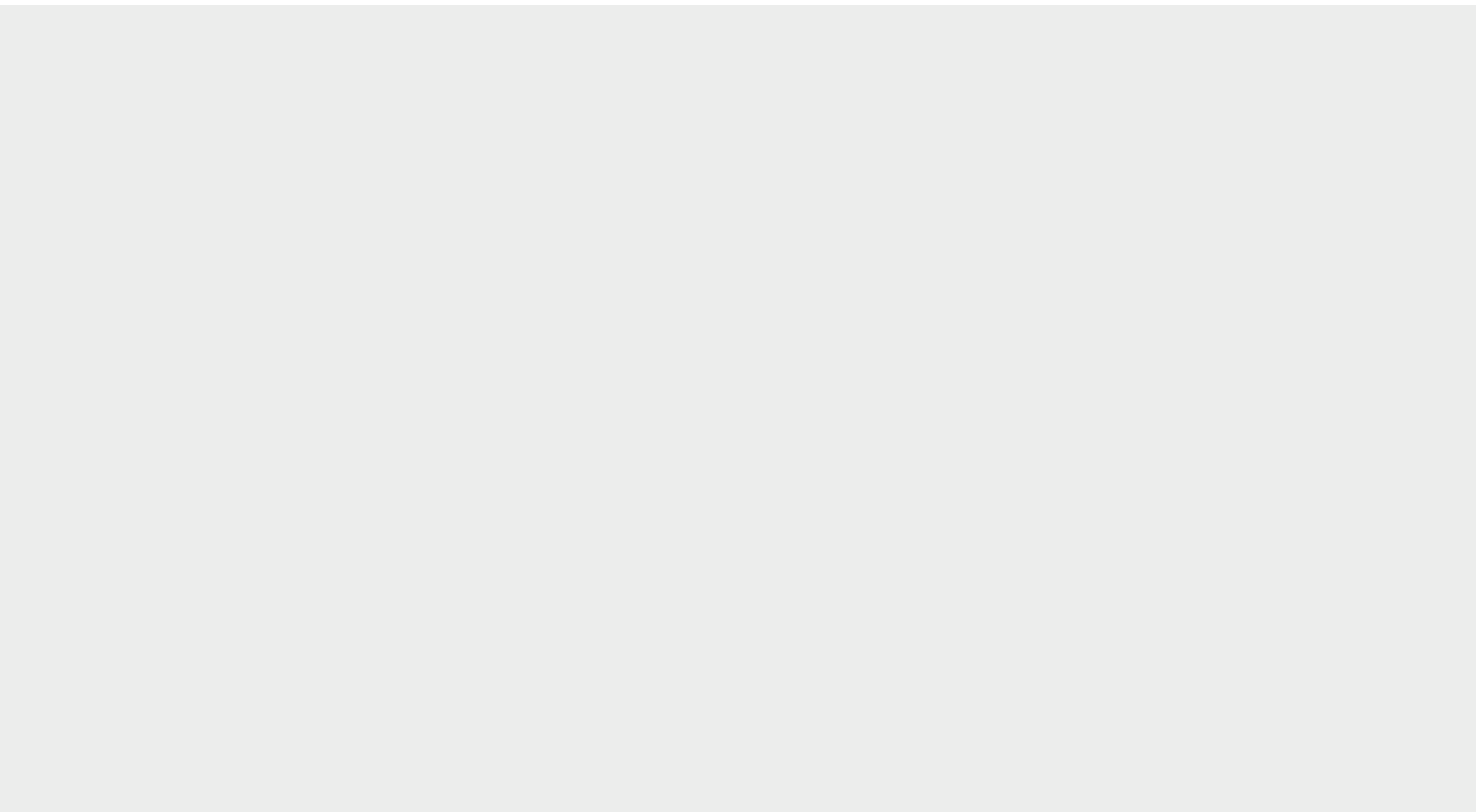
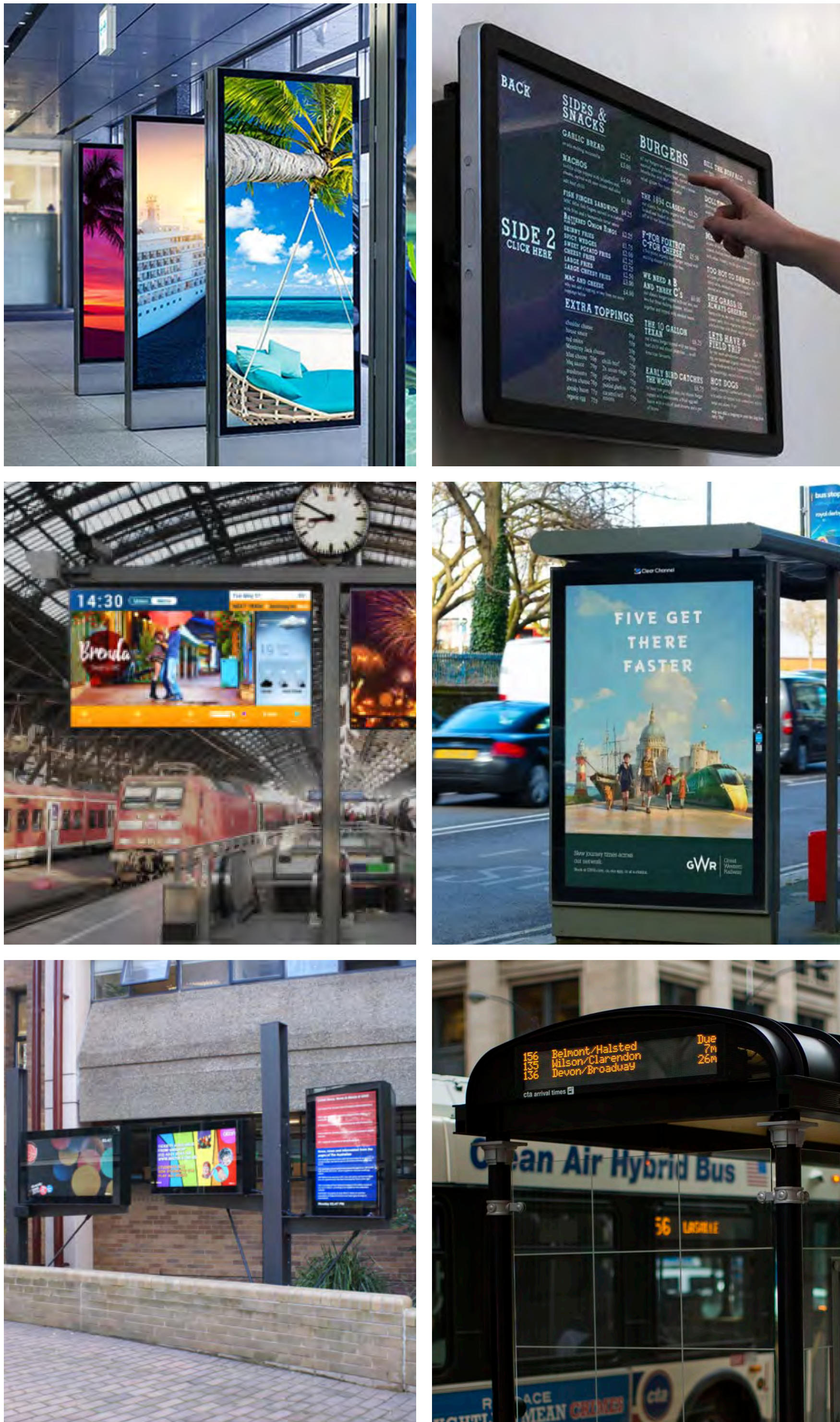
## Color and Texture



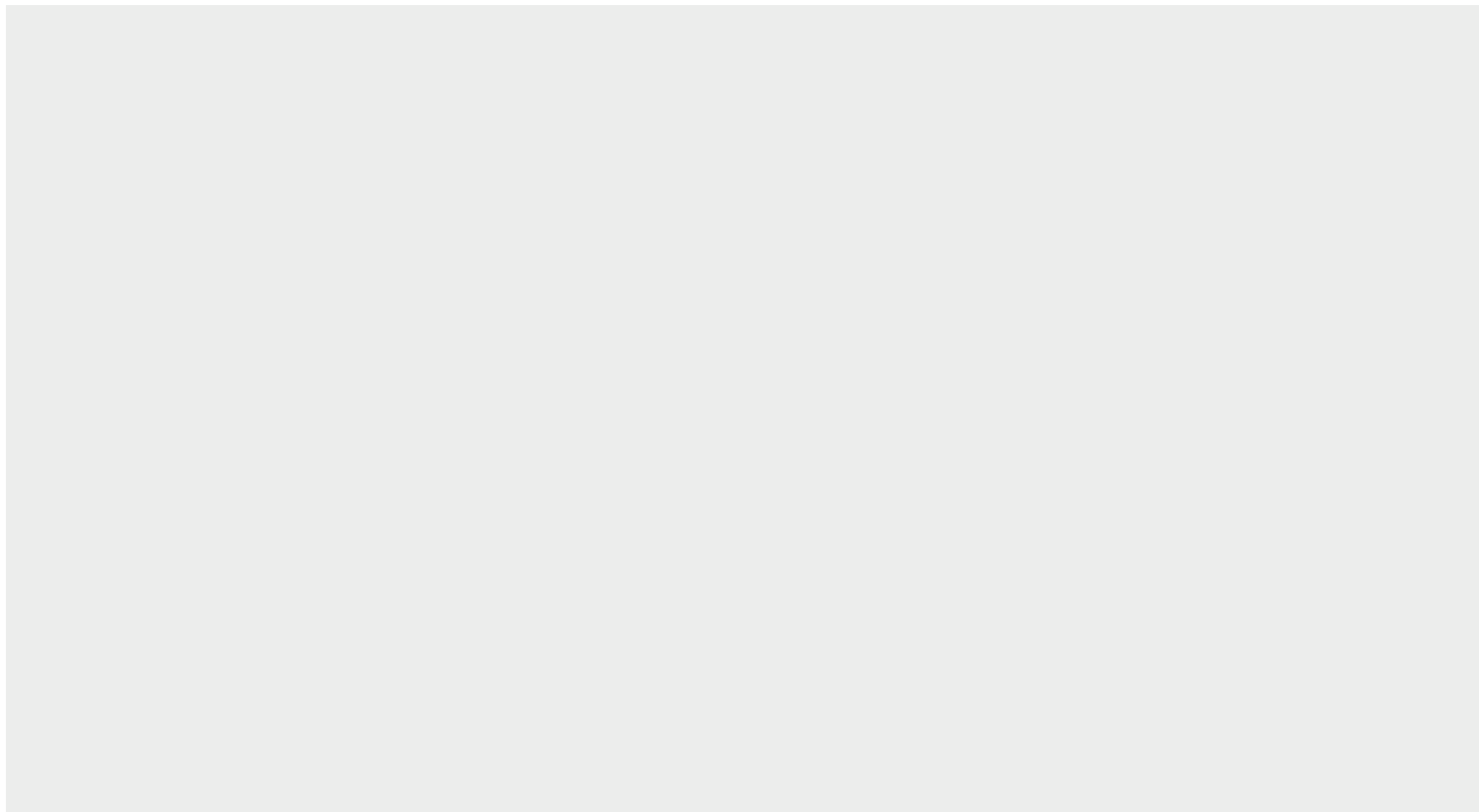
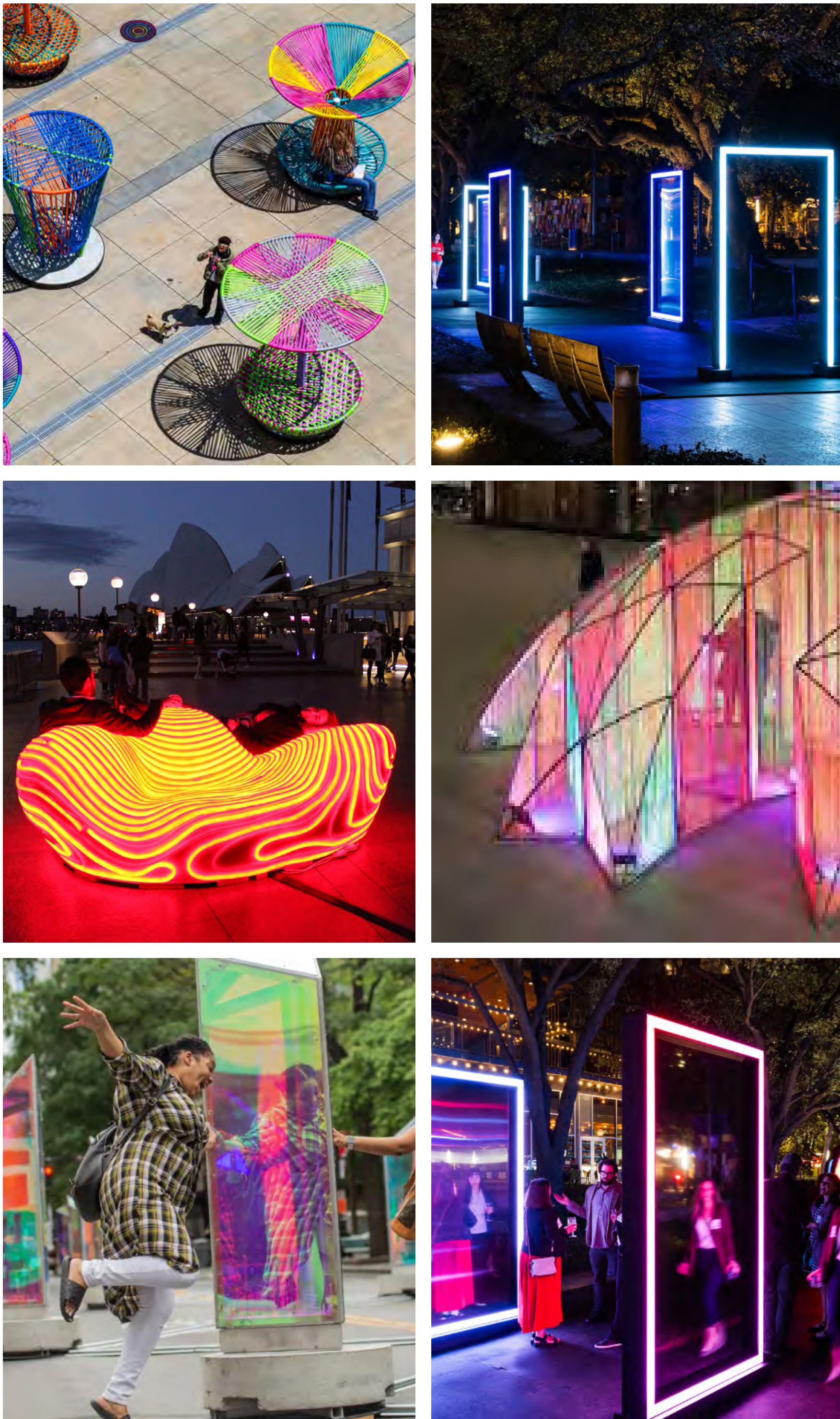
## Community Spaces



## Information Displays



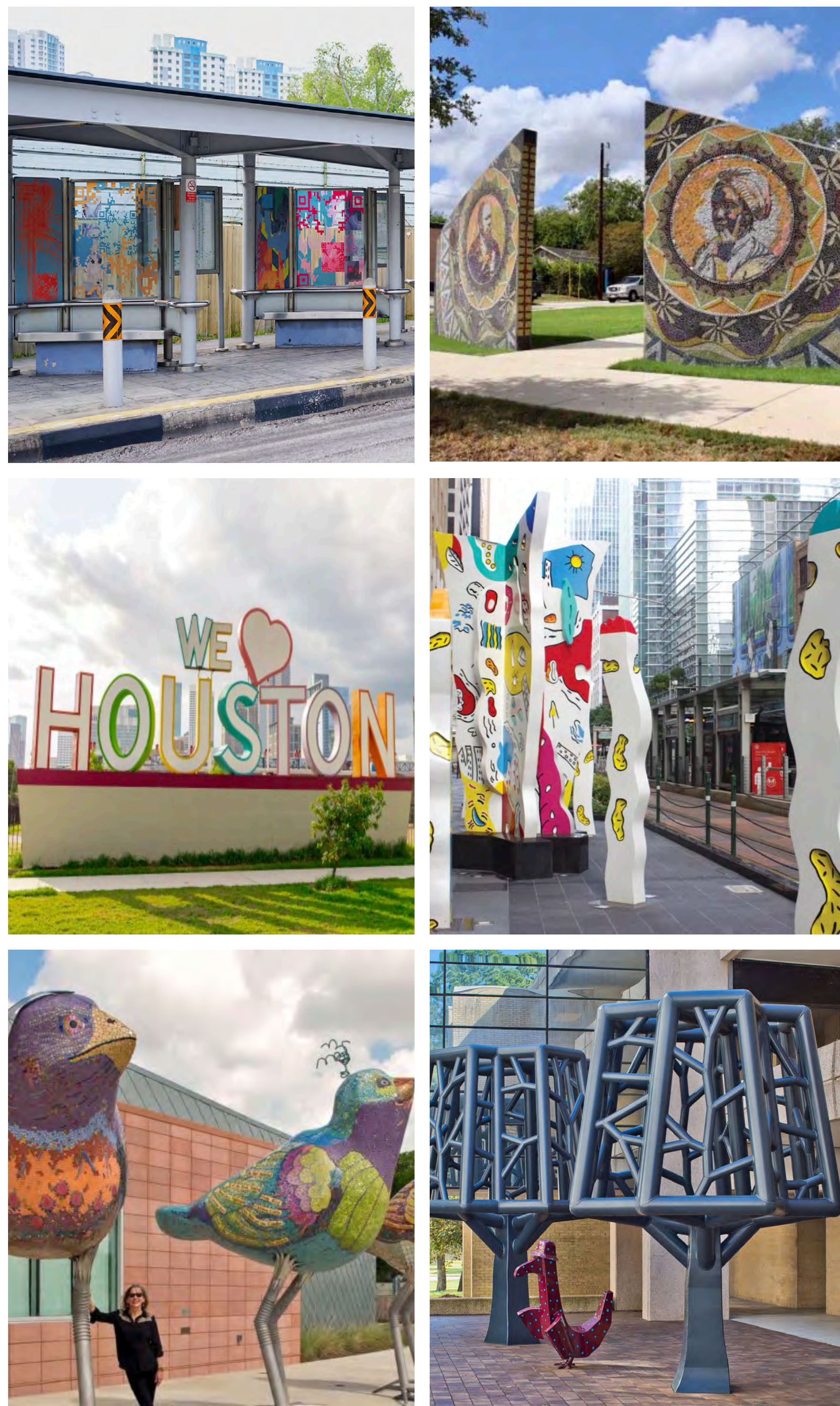
## Interactive Art



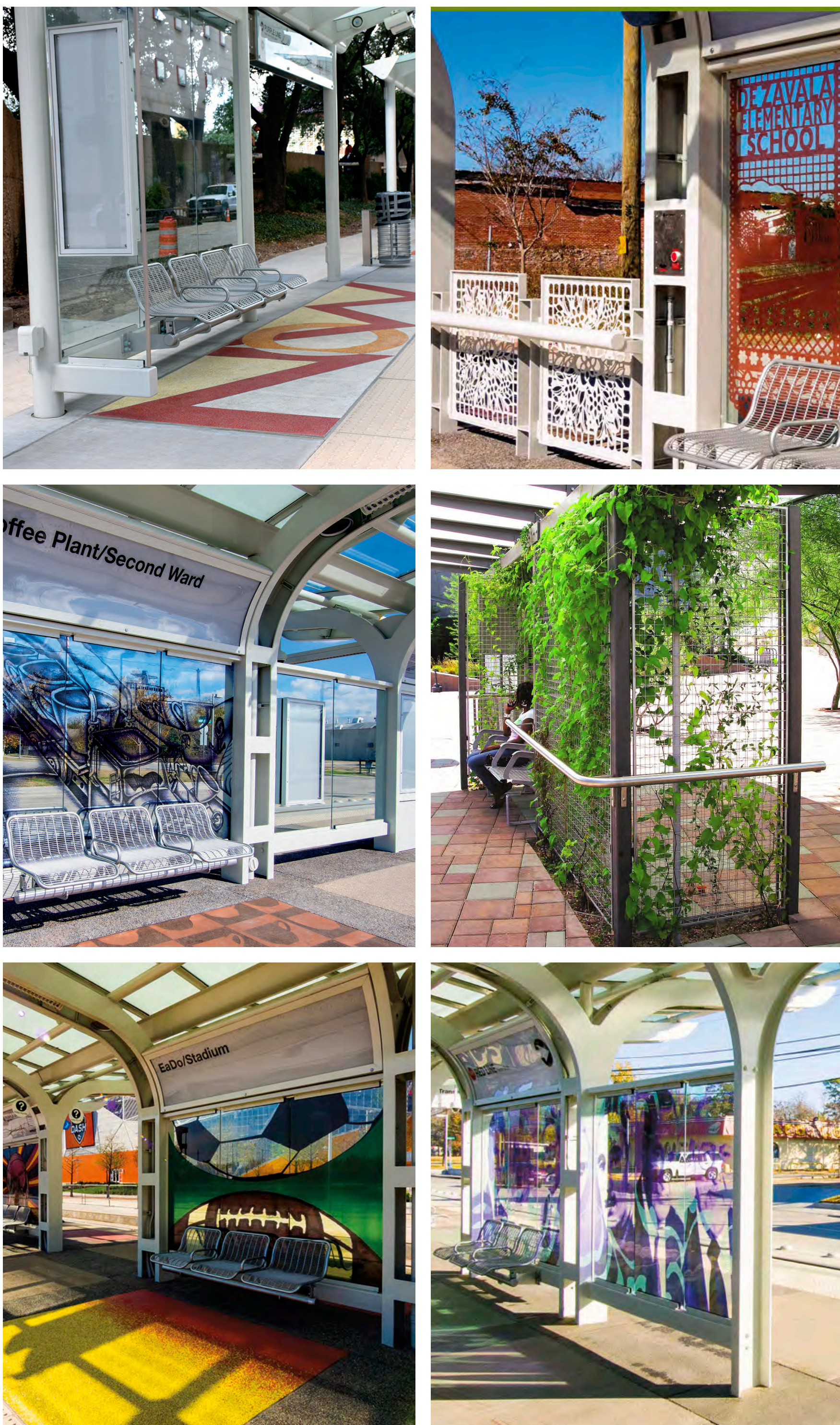


# HOW SHOULD WE CELEBRATE HISTORY & CULTURE?

## Public Art



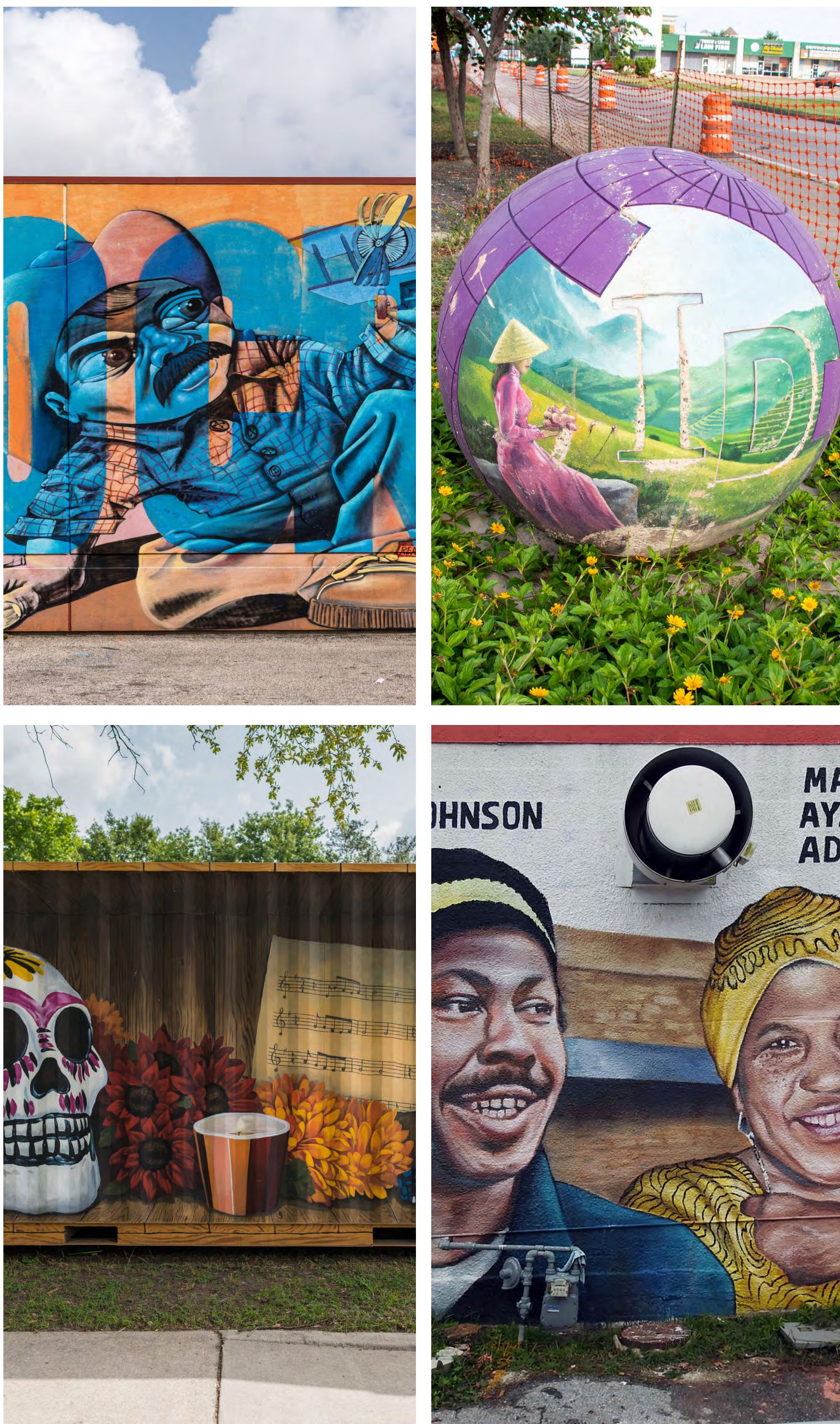
## Architectural Elements



## Plaques



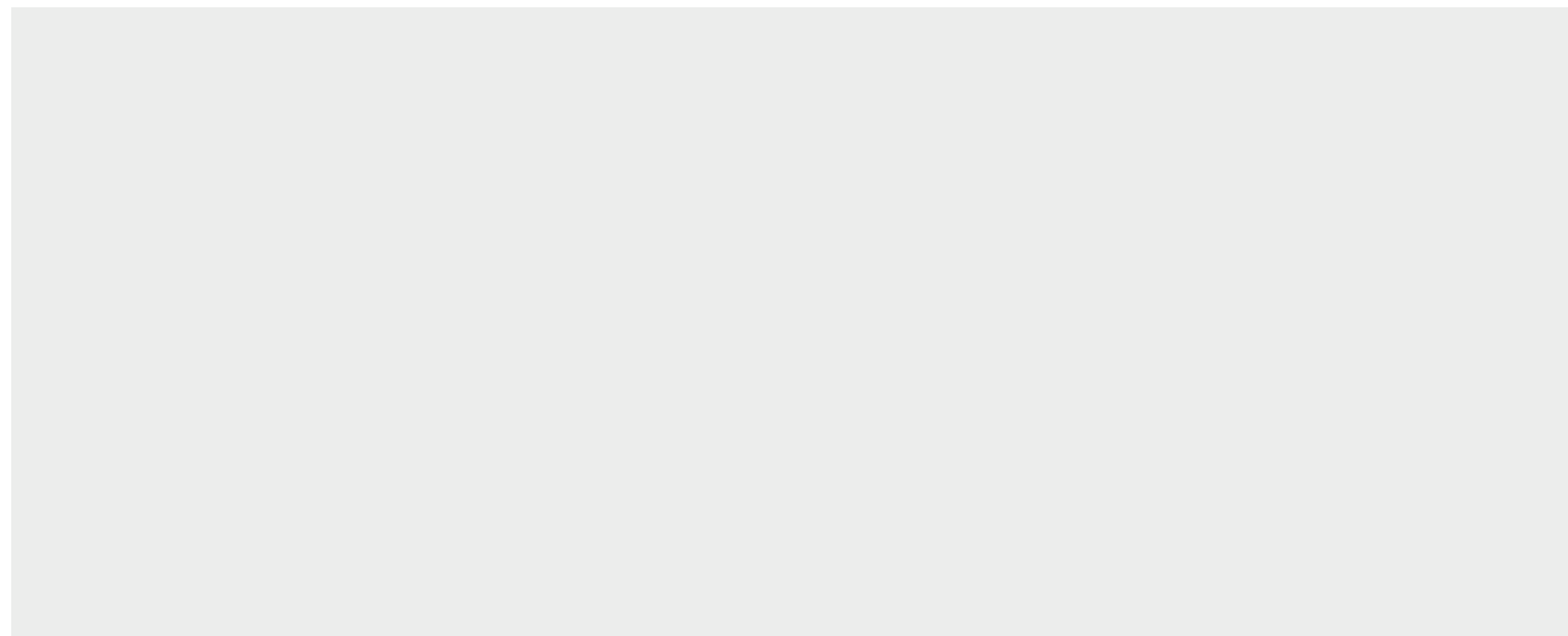
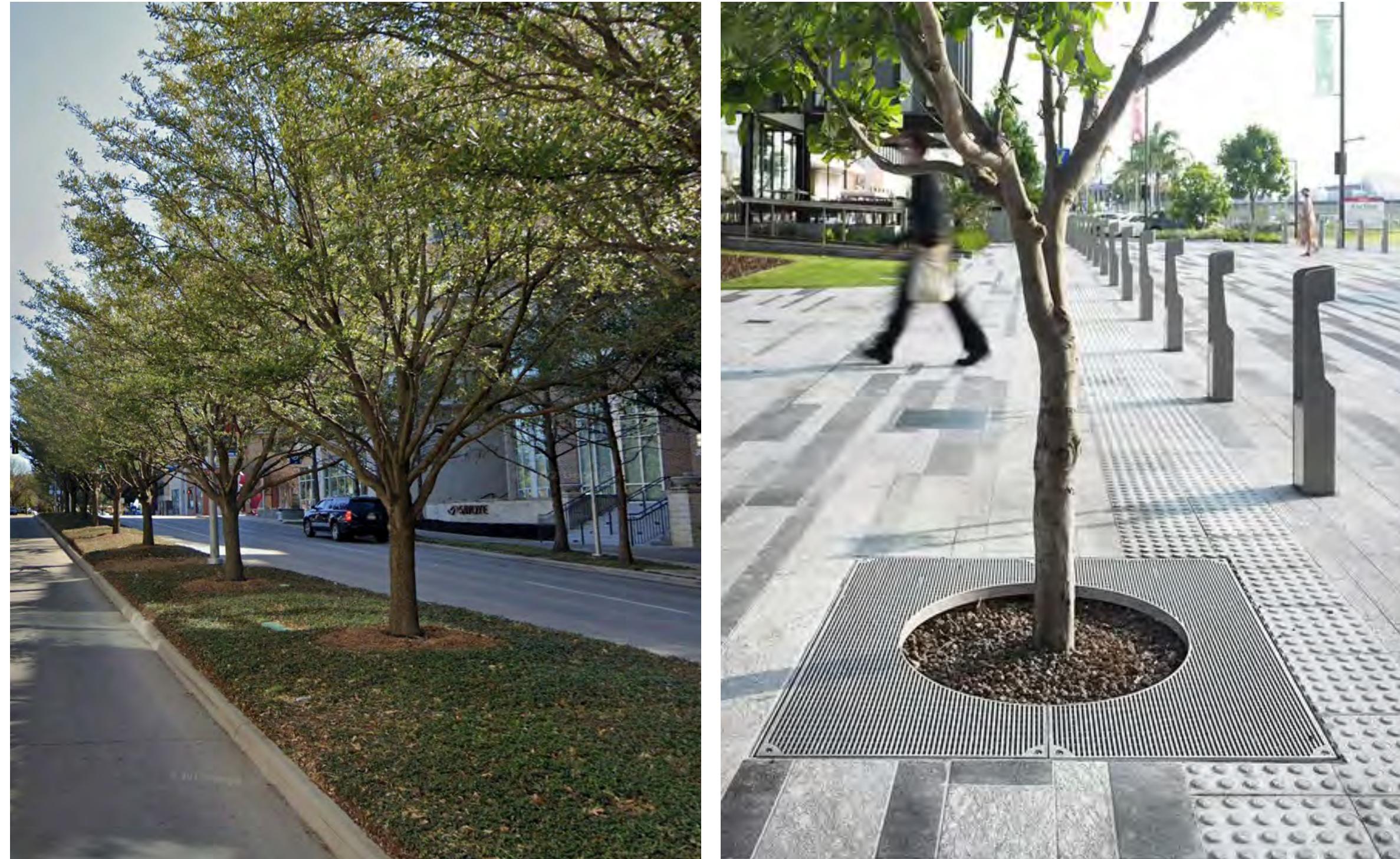
## Community History



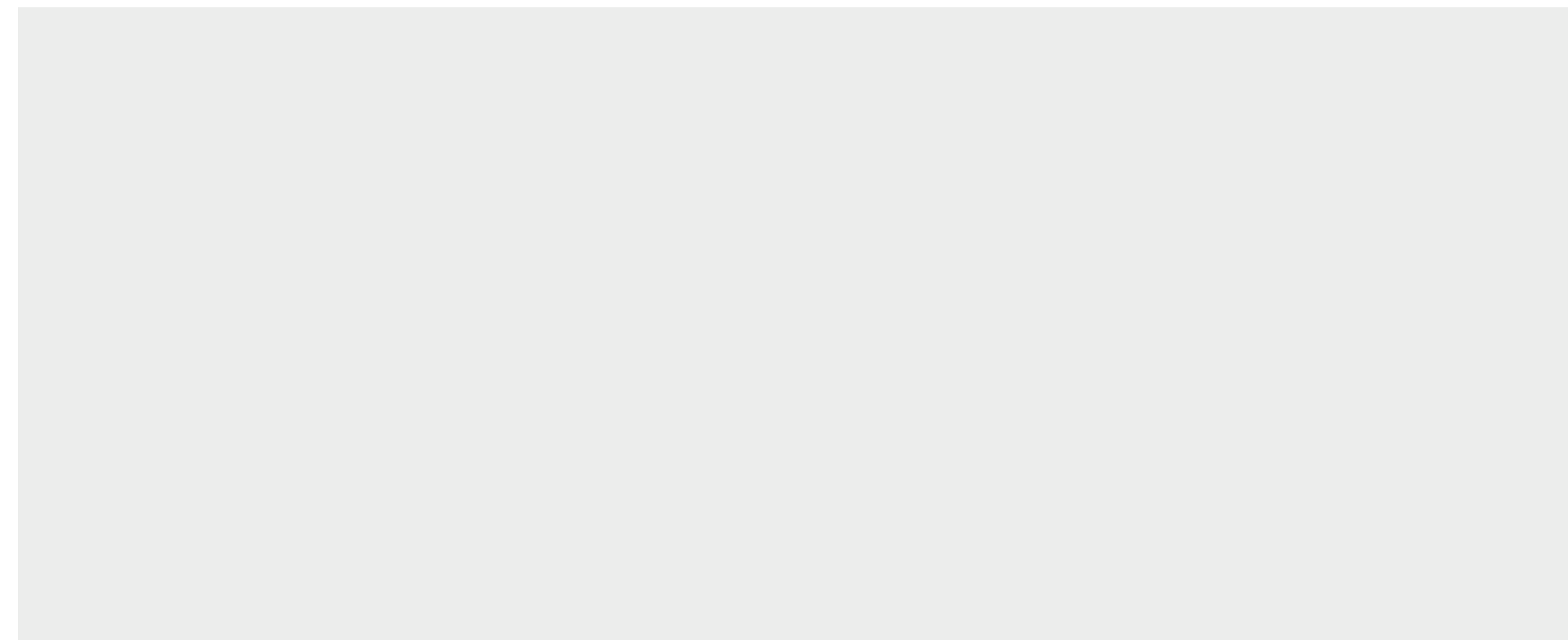


# HOW SHOULD WE INTEGRATE LANDSCAPE?

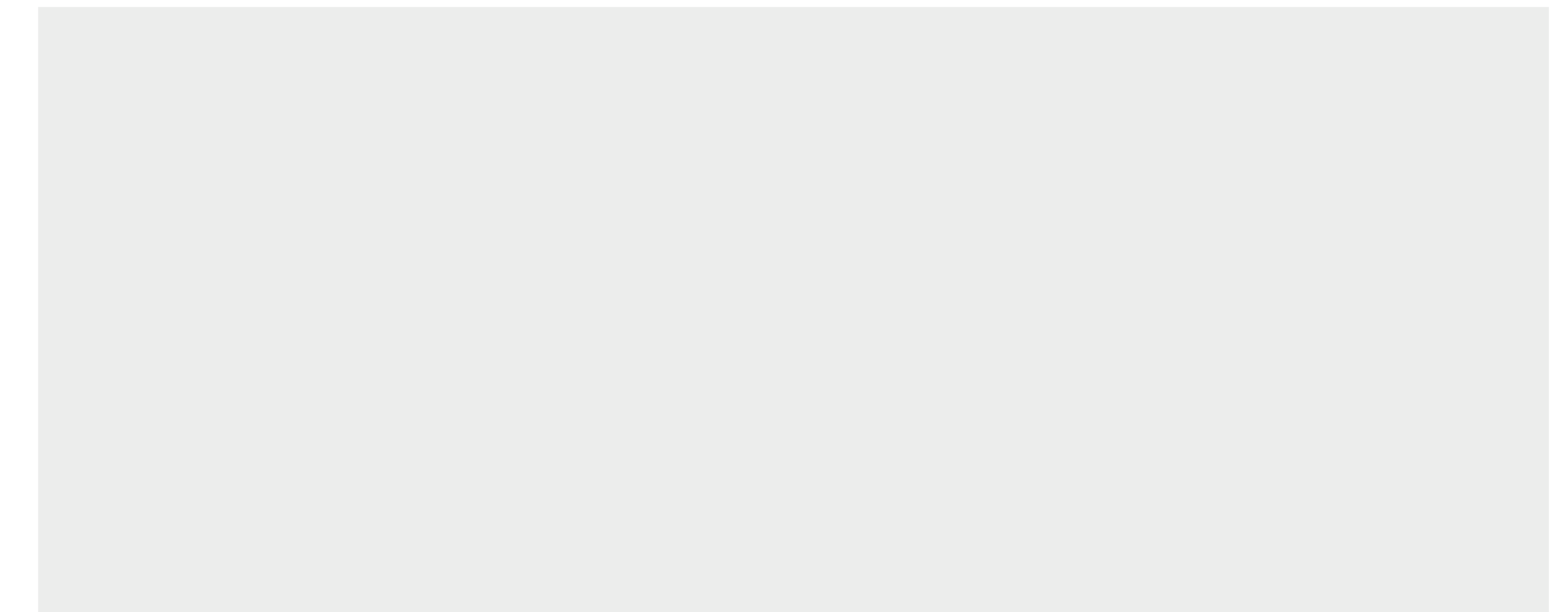
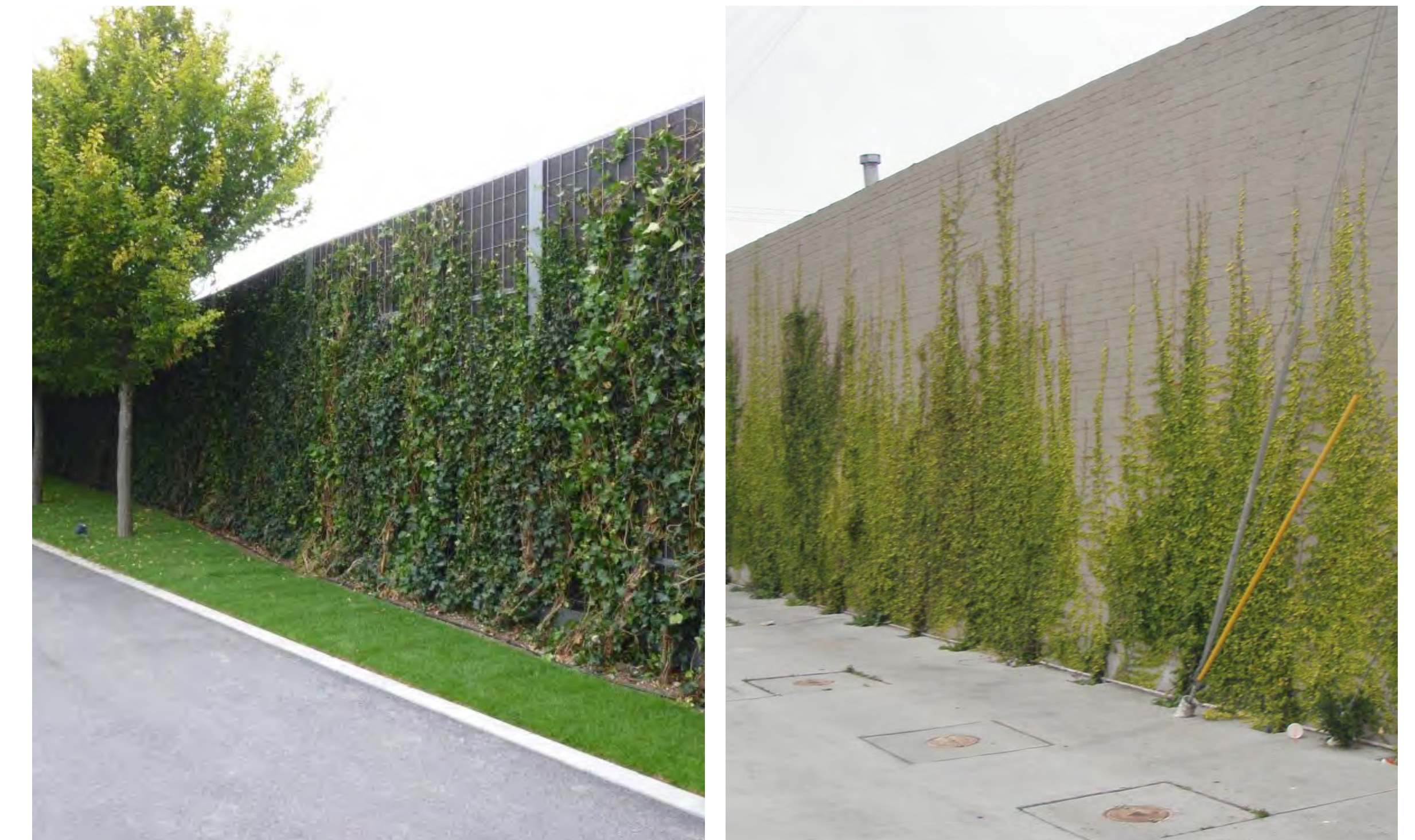
## Street Trees



## Biofiltration Planter Boxes



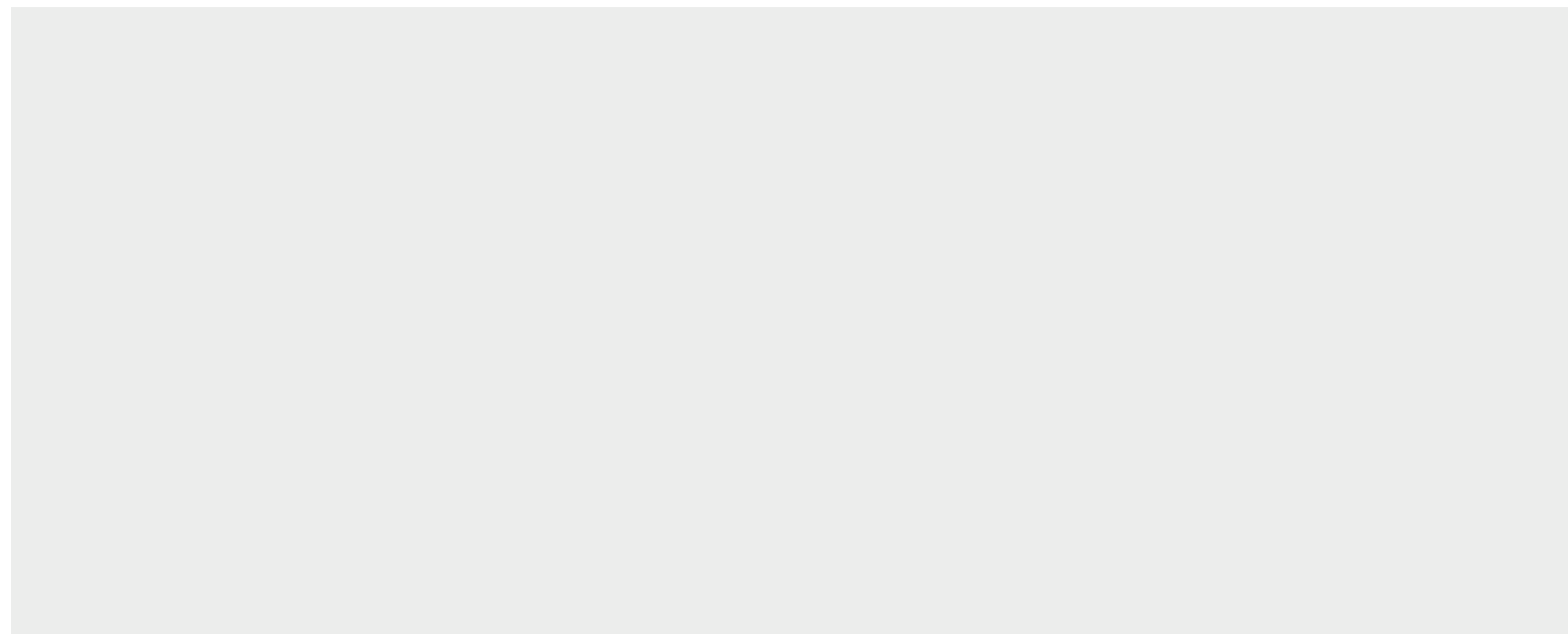
## Green Screens and Walls



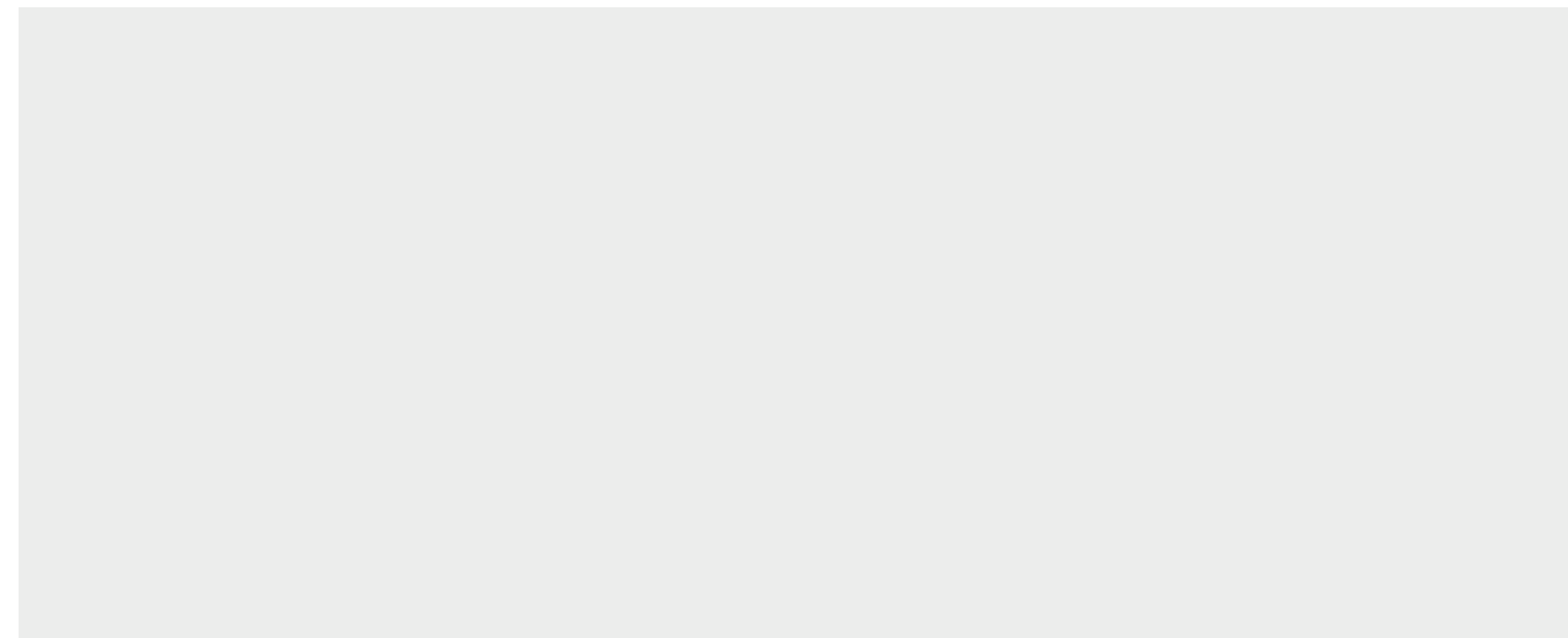


# HOW SHOULD WE INTEGRATE LANDSCAPE?

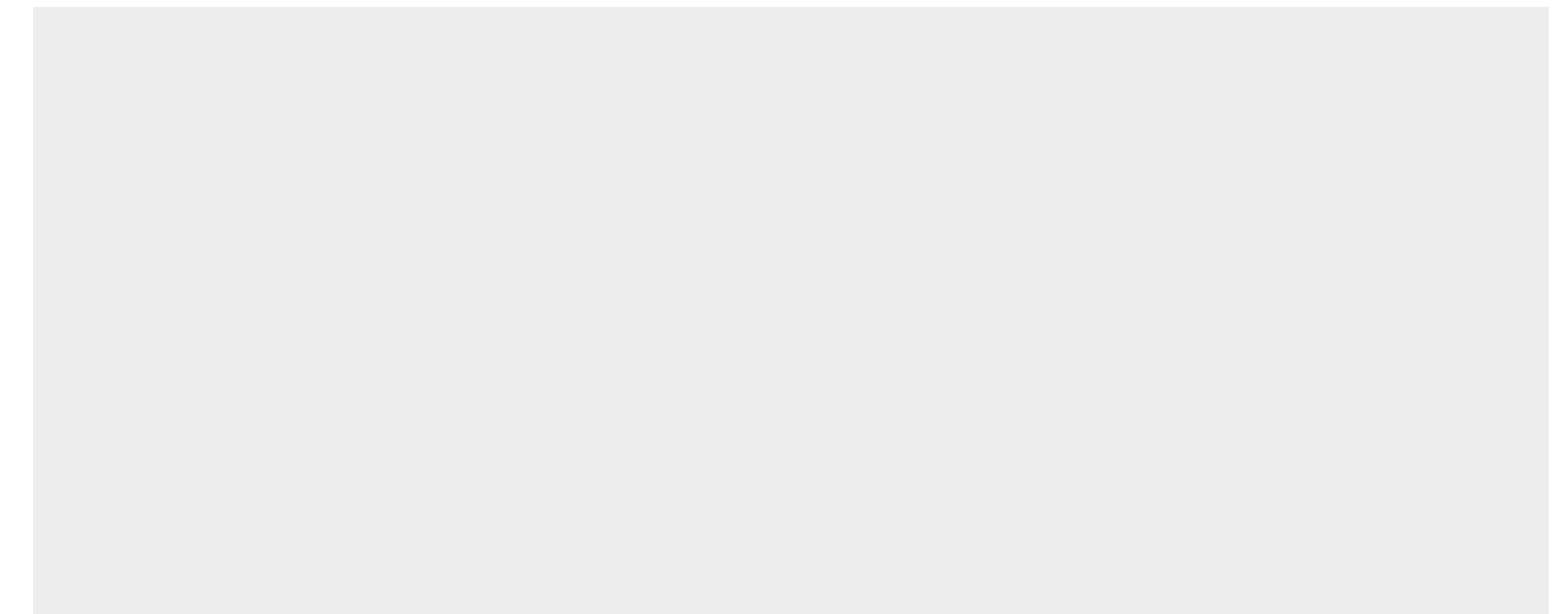
Native Planting



Drought Resistance

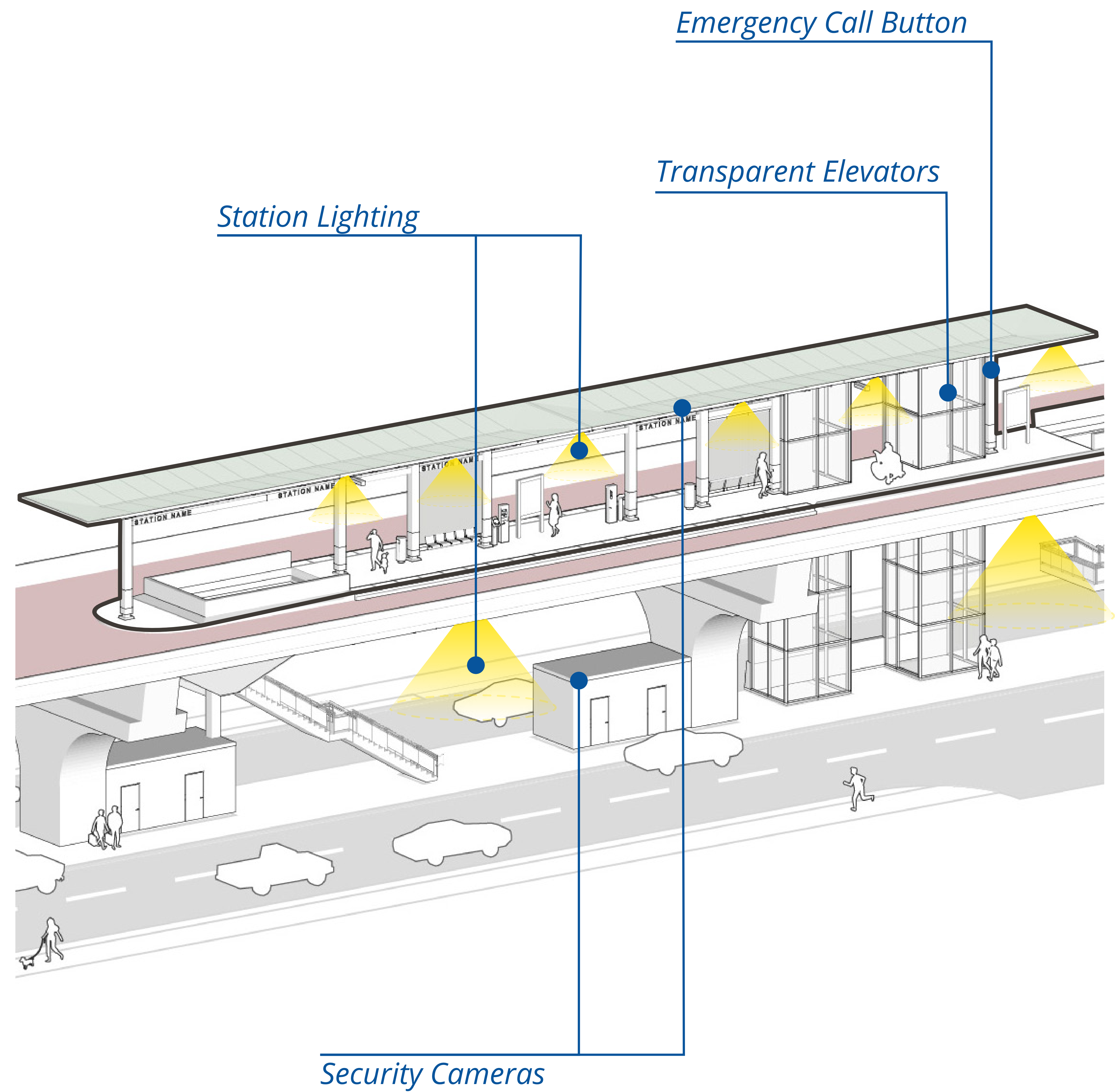
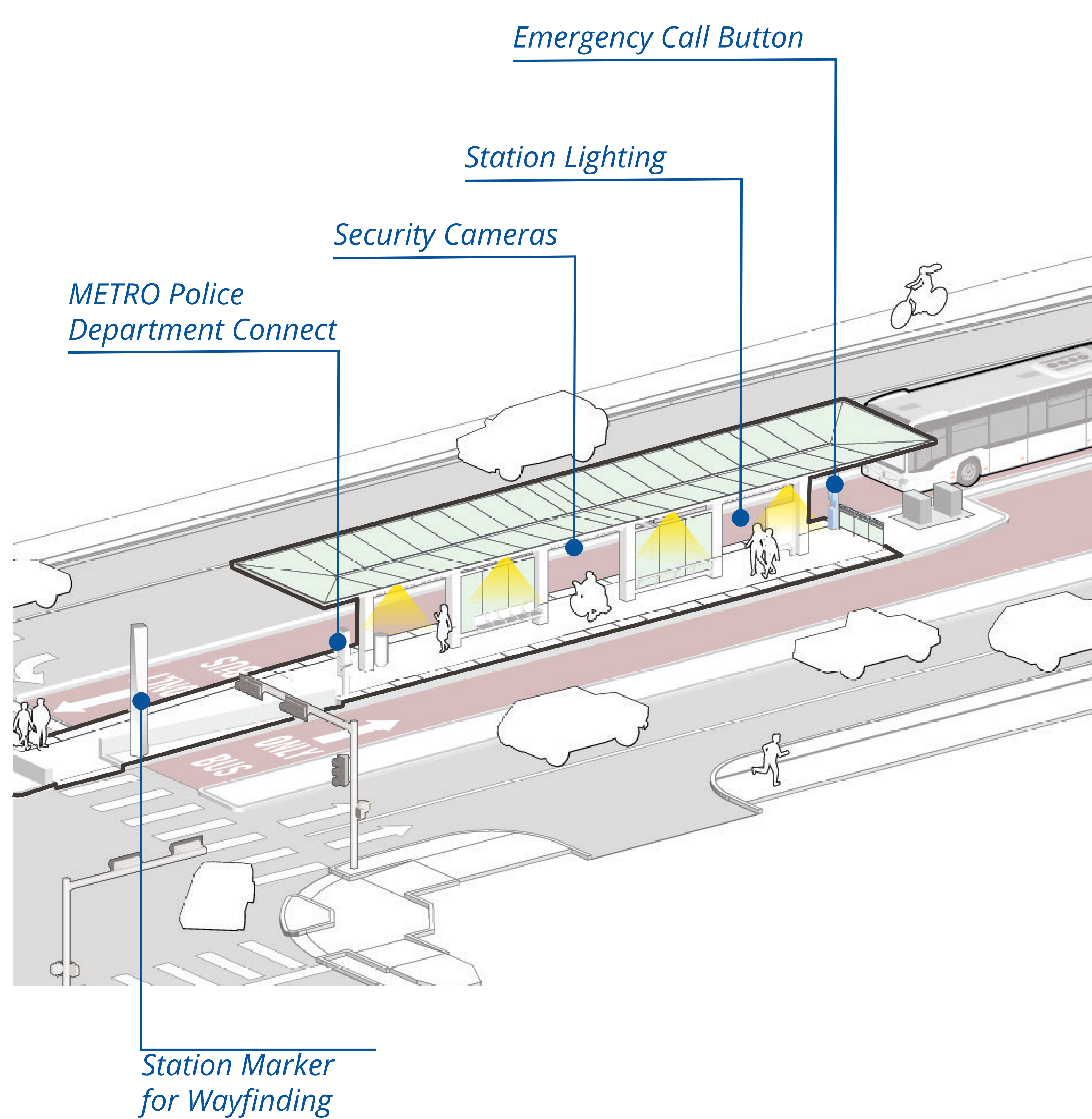


Xeriscape





# SAFETY & SECURITY



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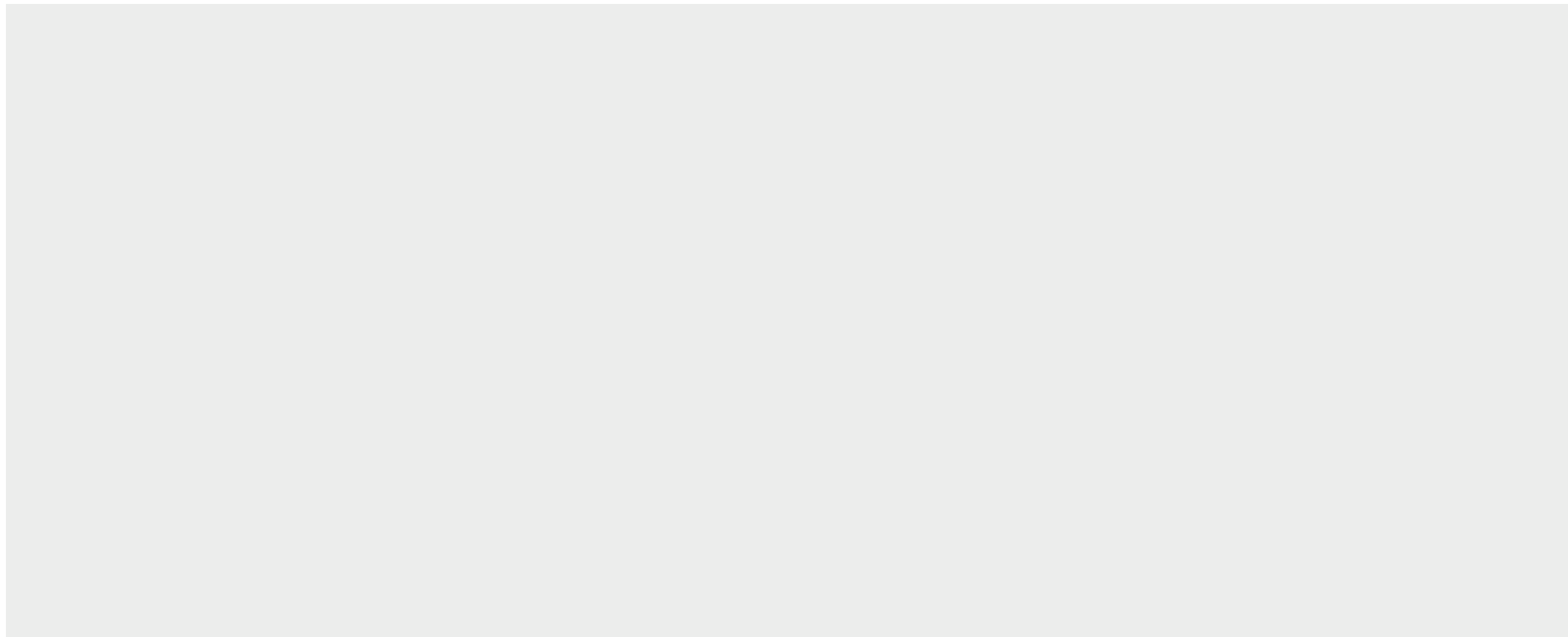
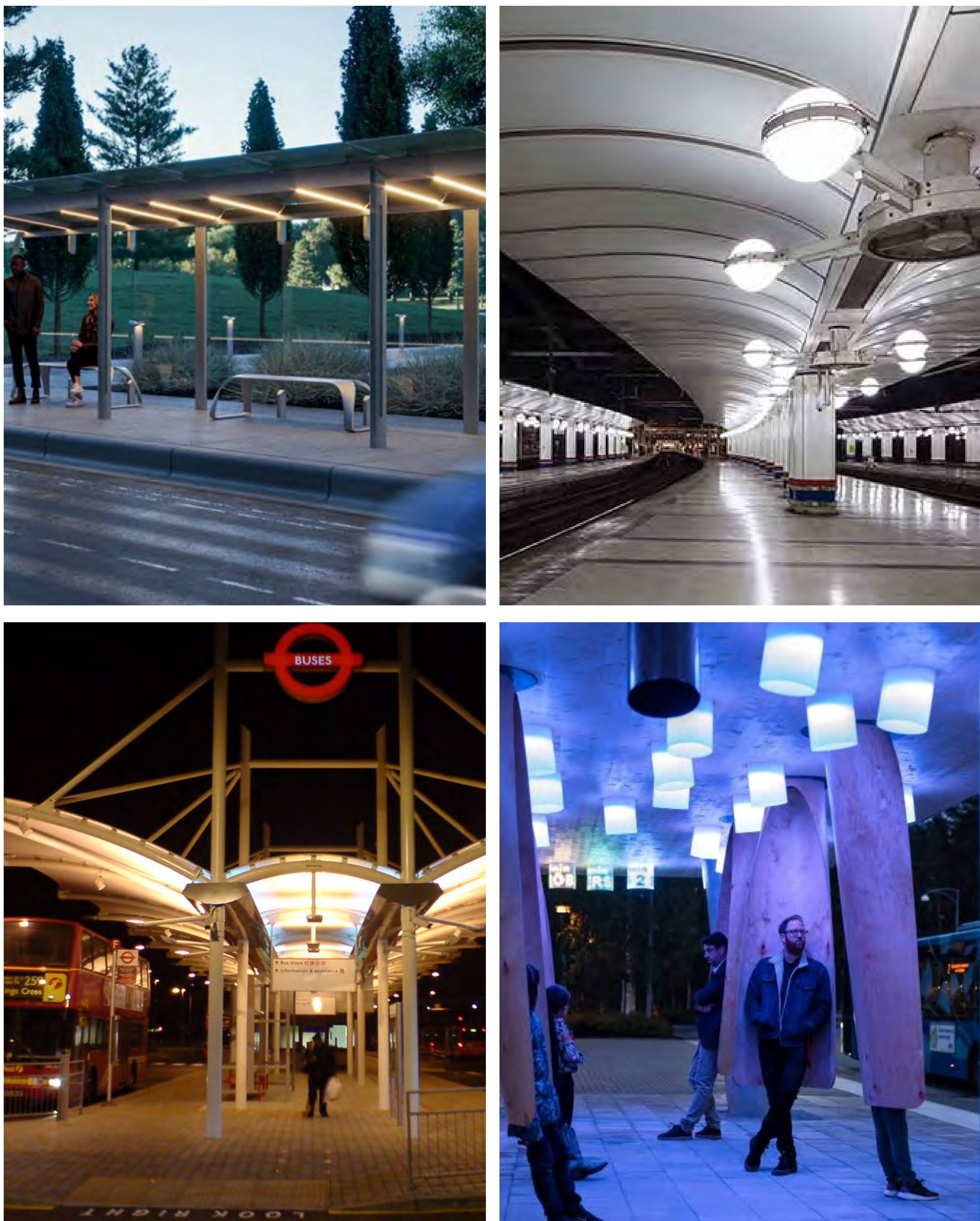


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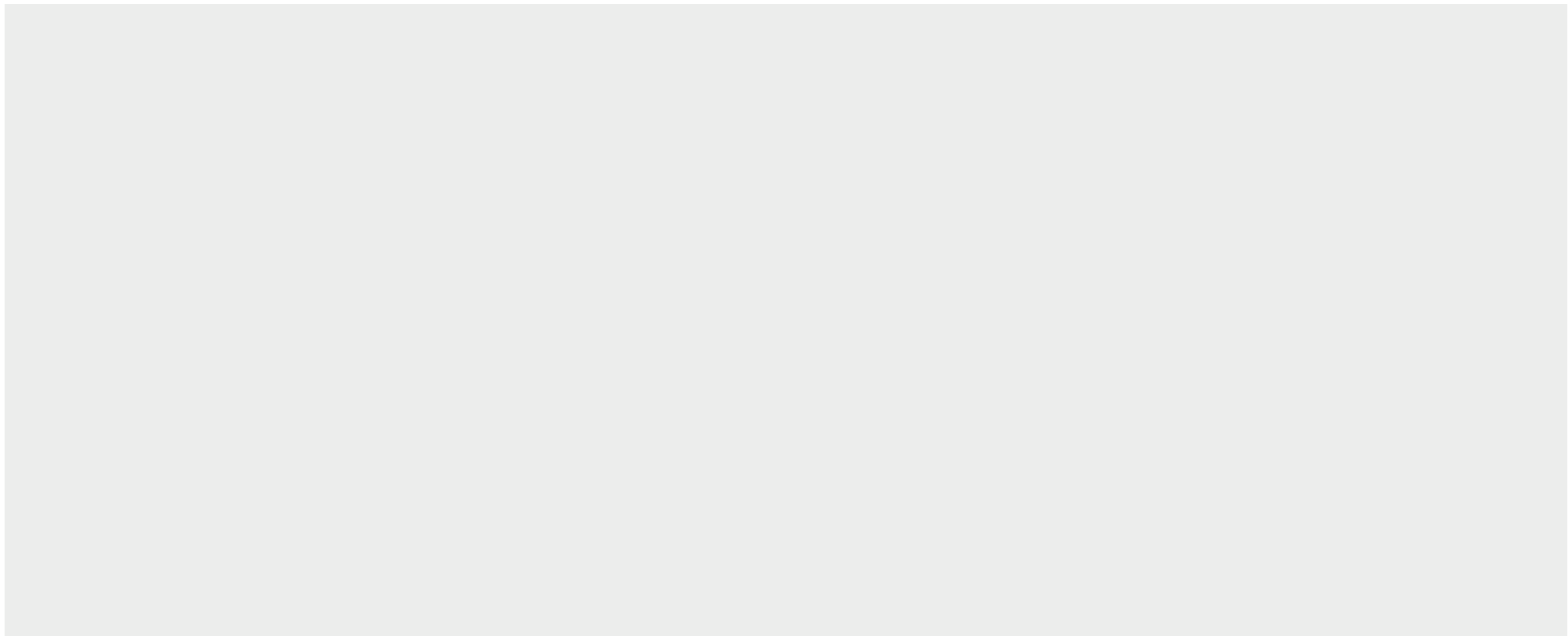


# HOW SHOULD WE INTEGRATE ADDITIONAL LIGHTING?

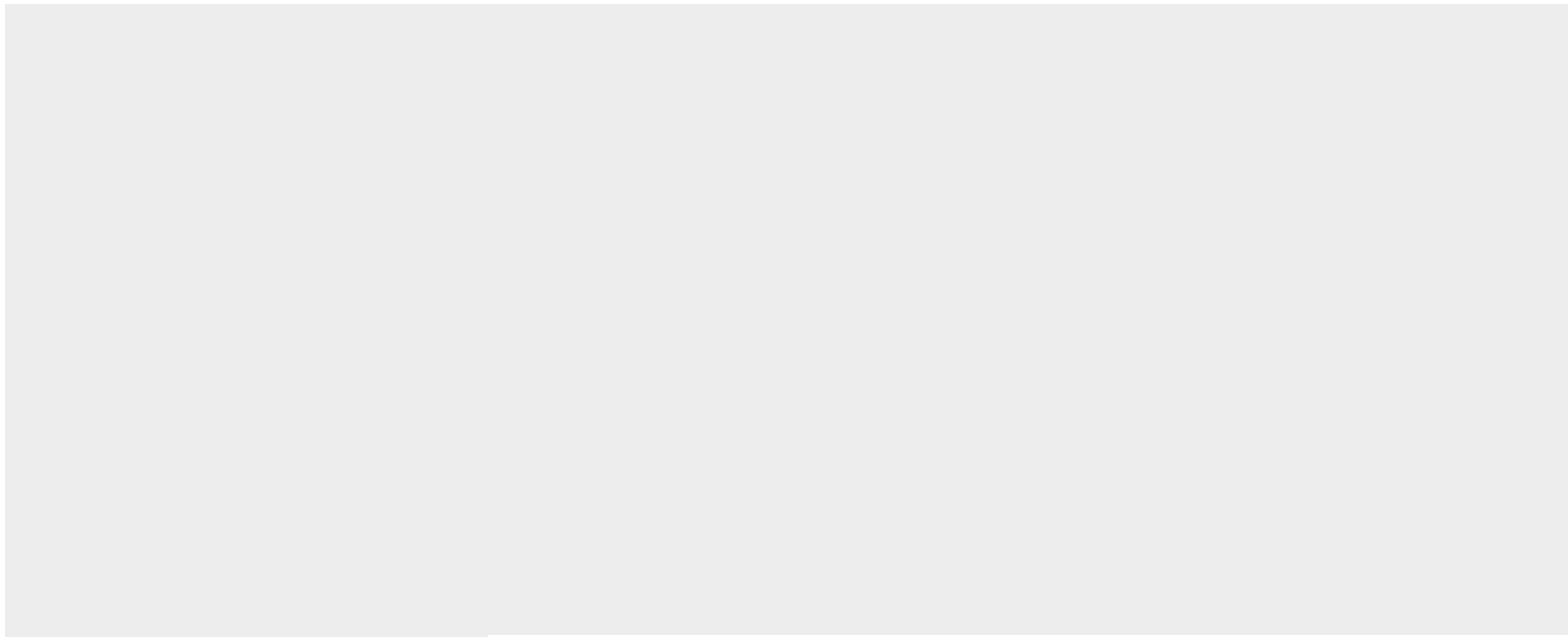
Architectural



Accent Lighting



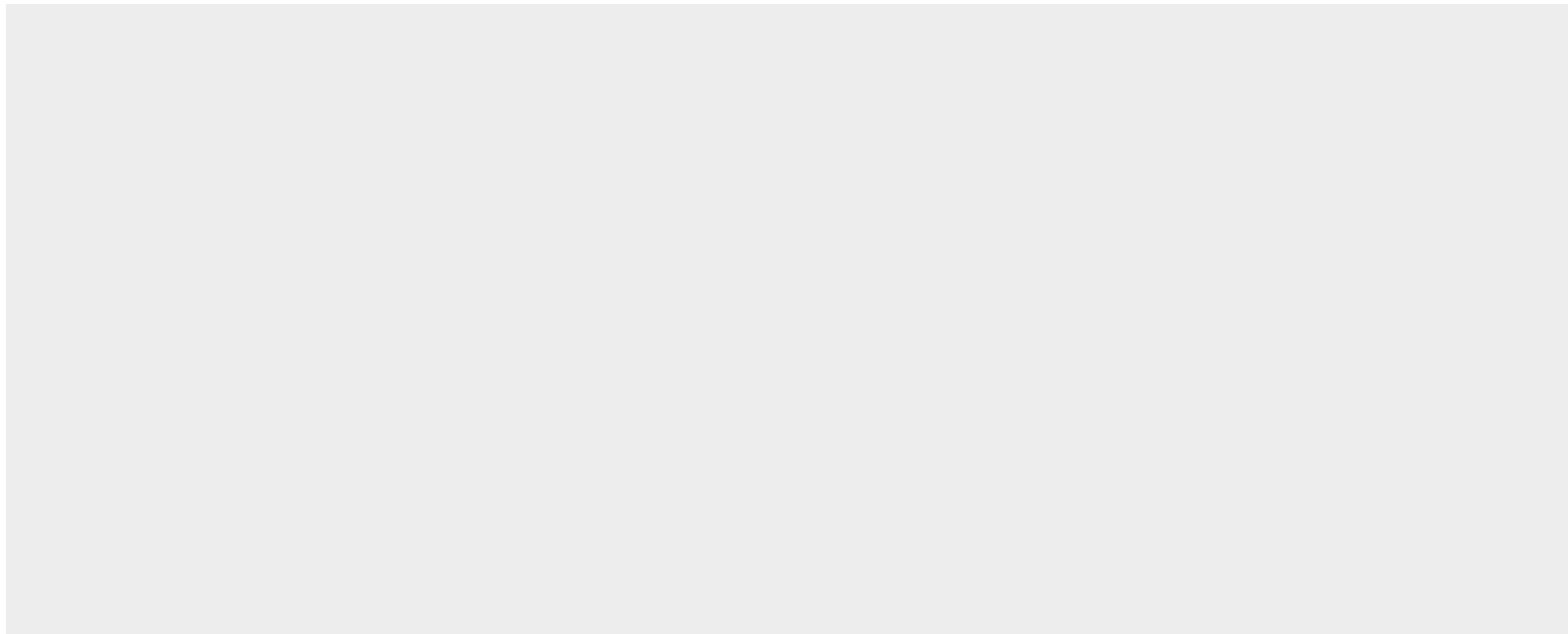
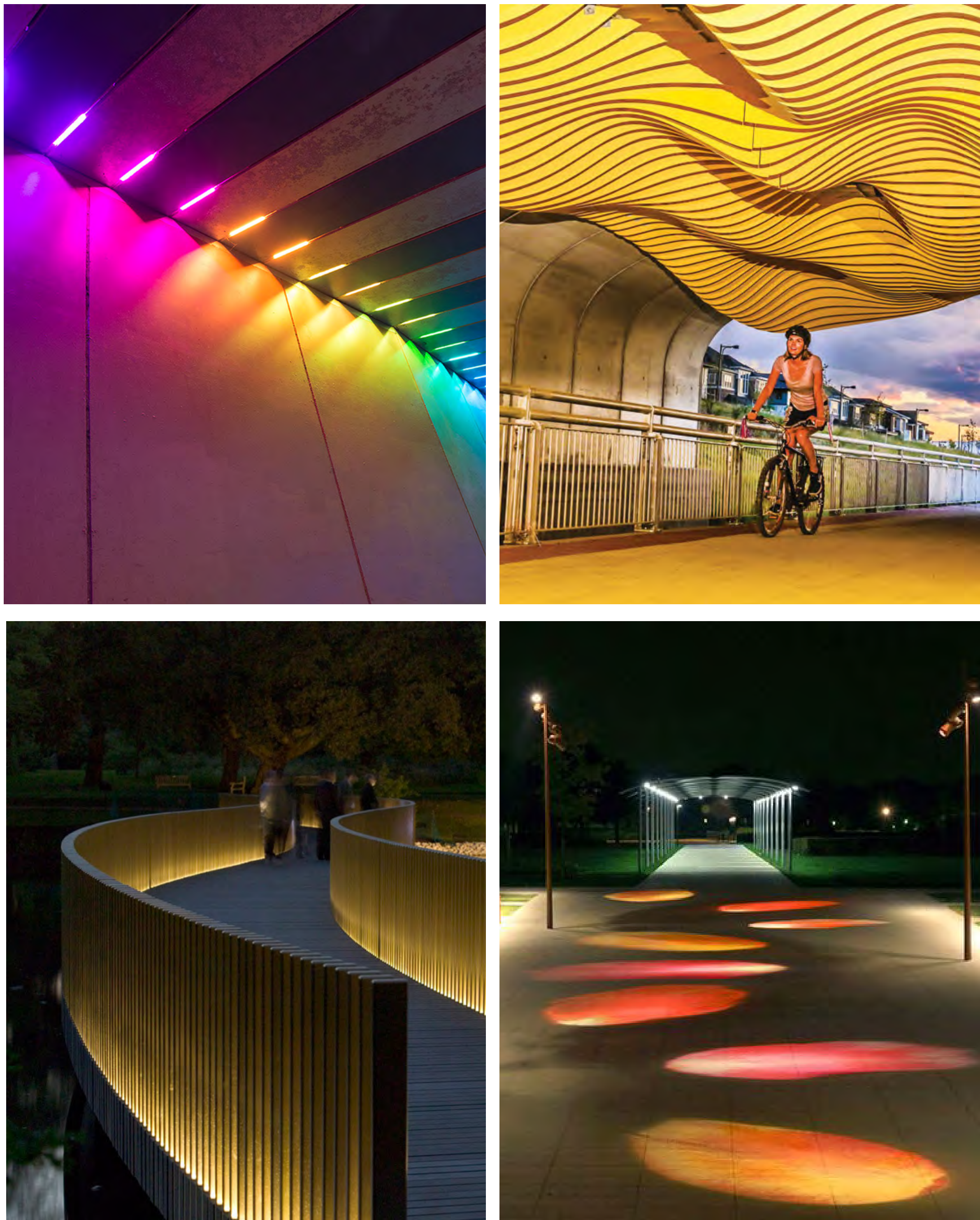
Urban / Pedestrian



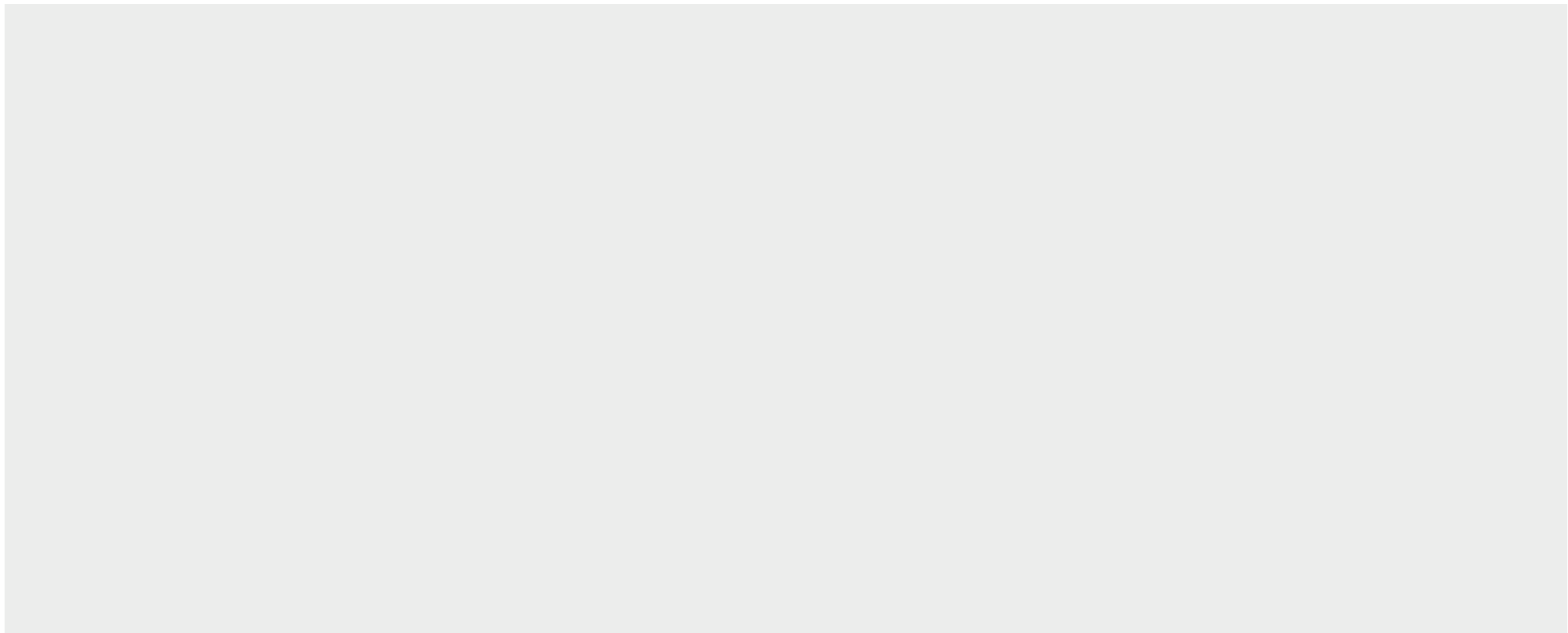


# HOW SHOULD WE INTEGRATE ADDITIONAL LIGHTING?

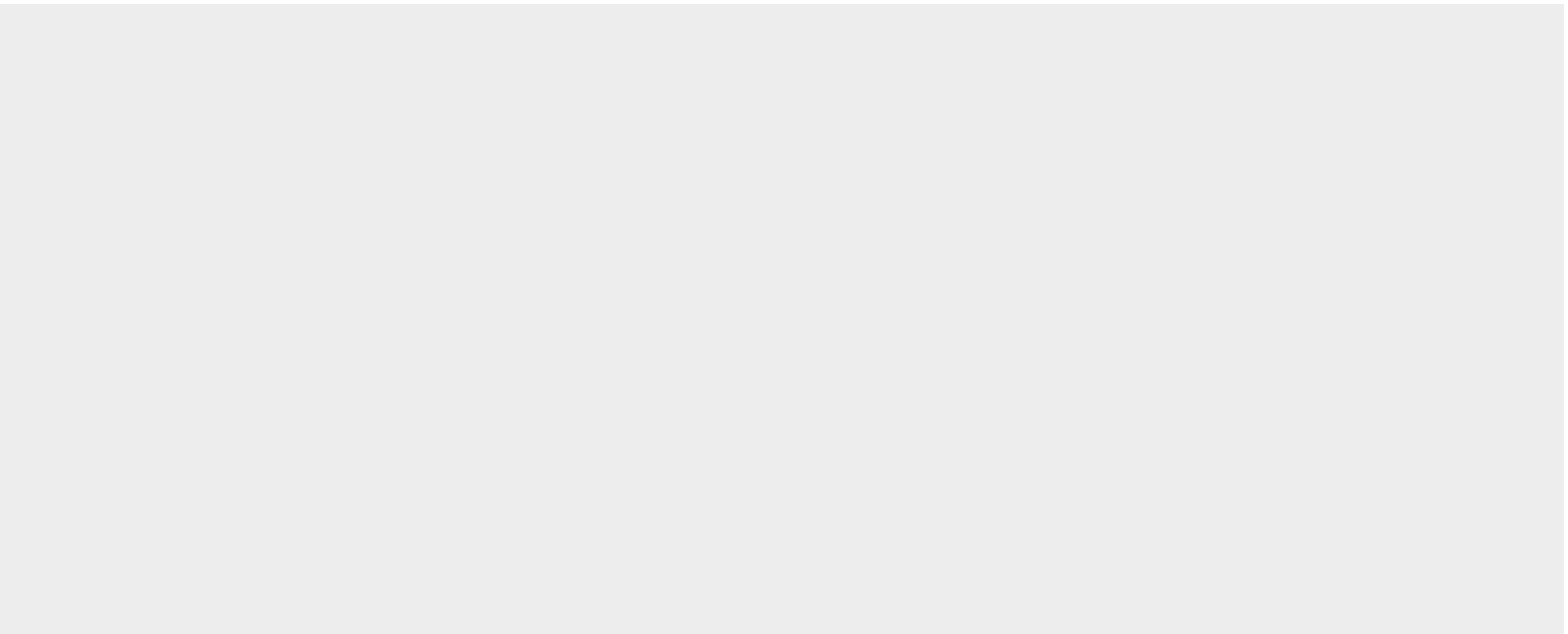
Artistic



Railing



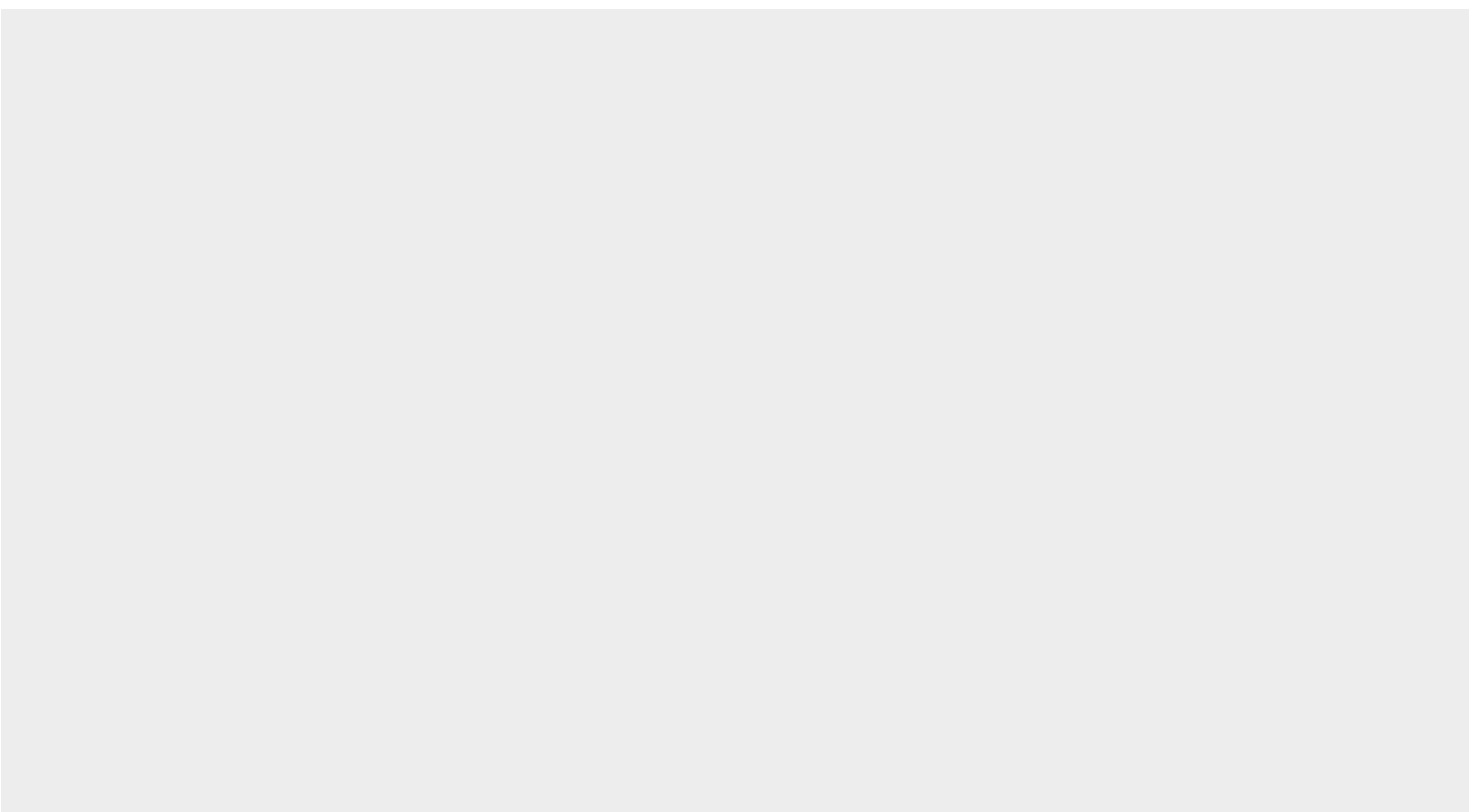
Wayfinding



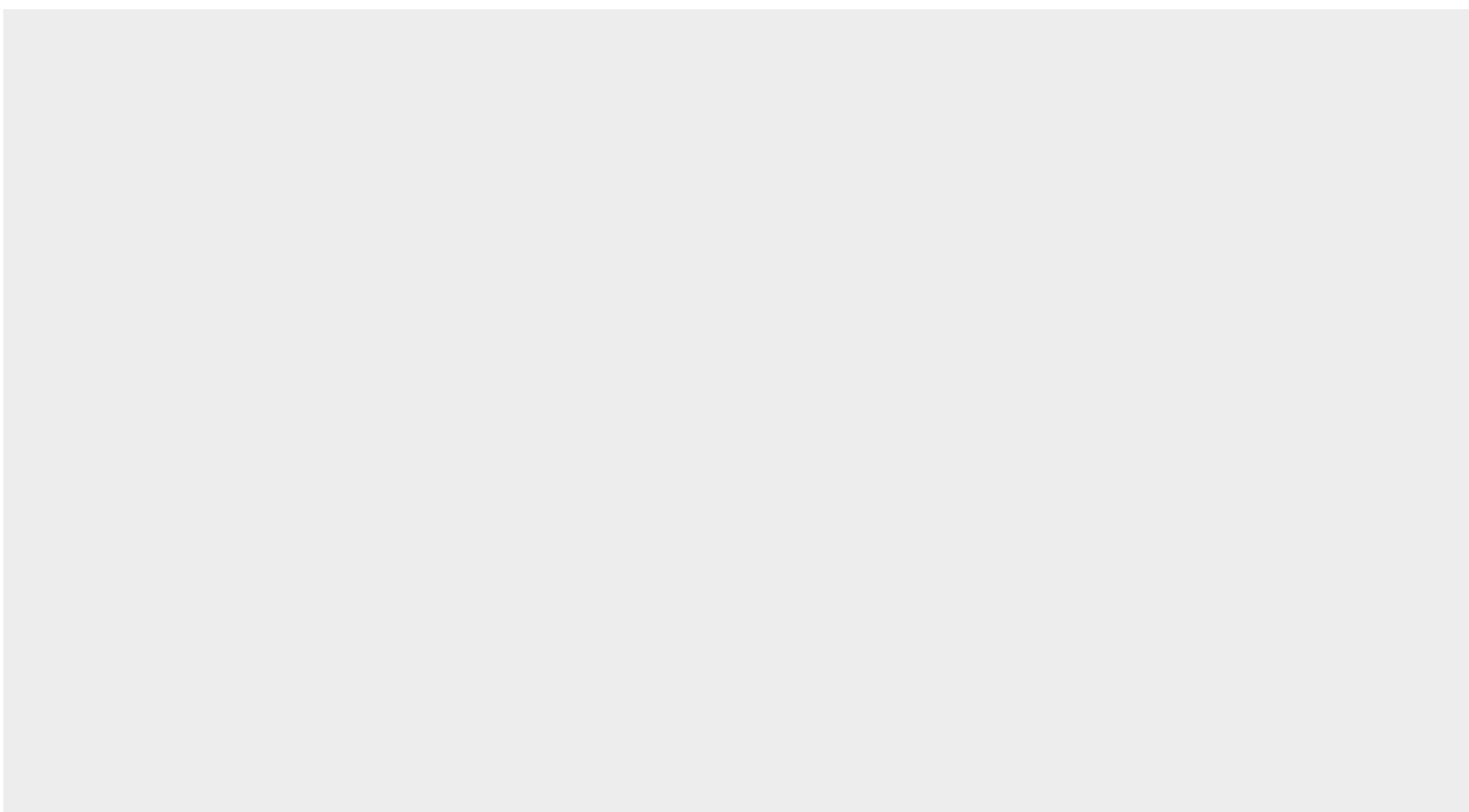
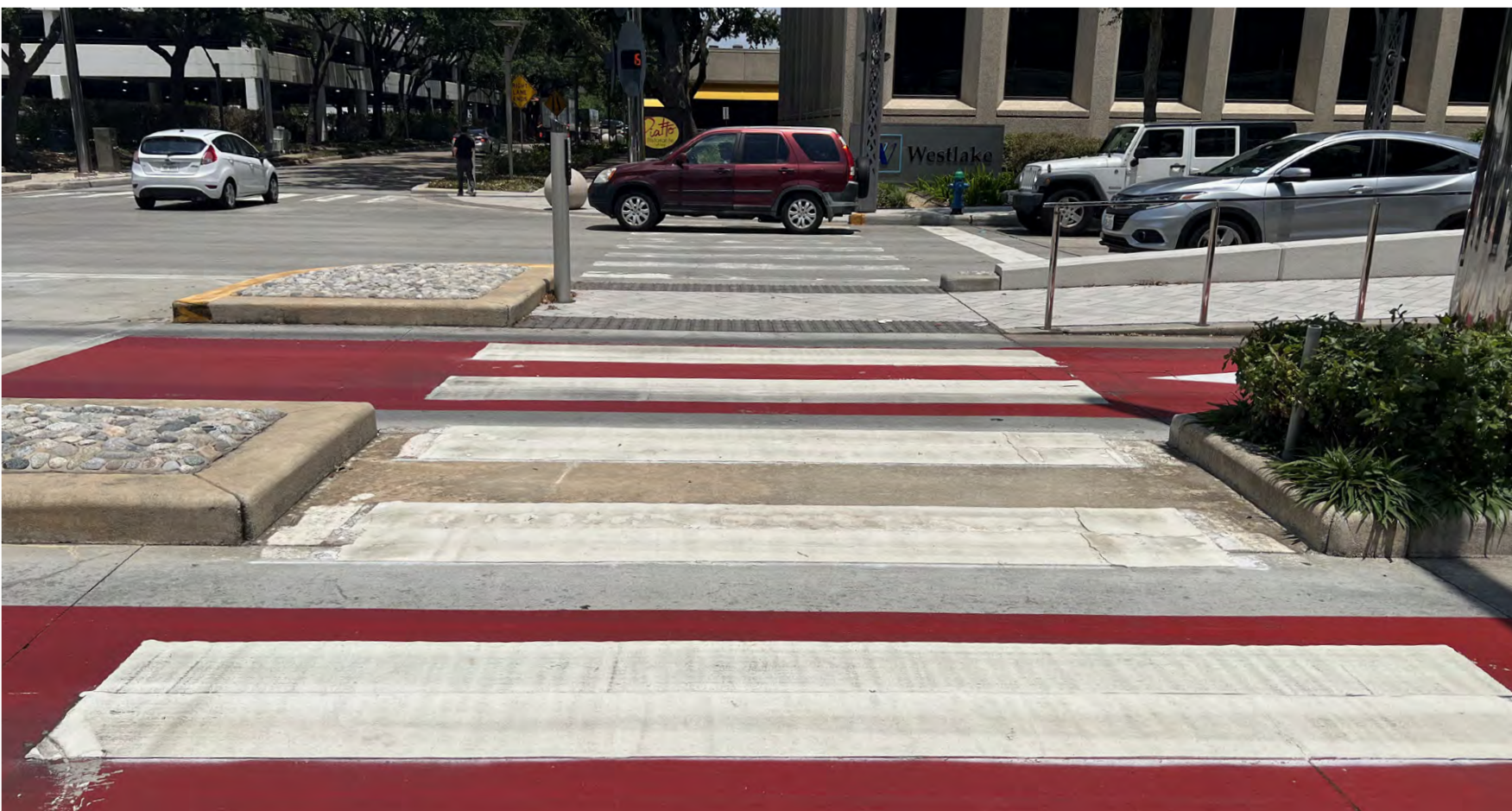


# HOW SHOULD WE ENHANCE PEDESTRIAN CROSSINGS?

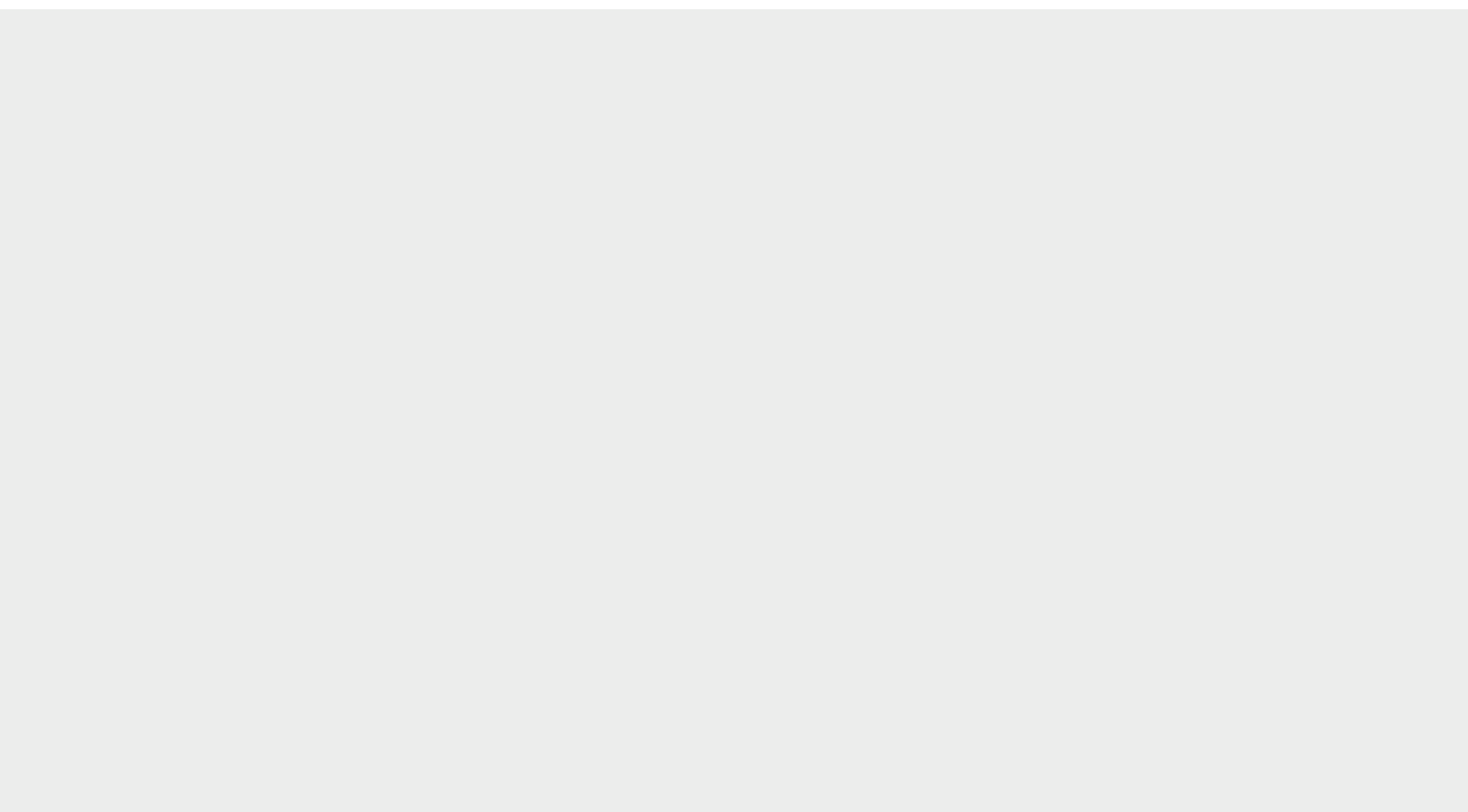
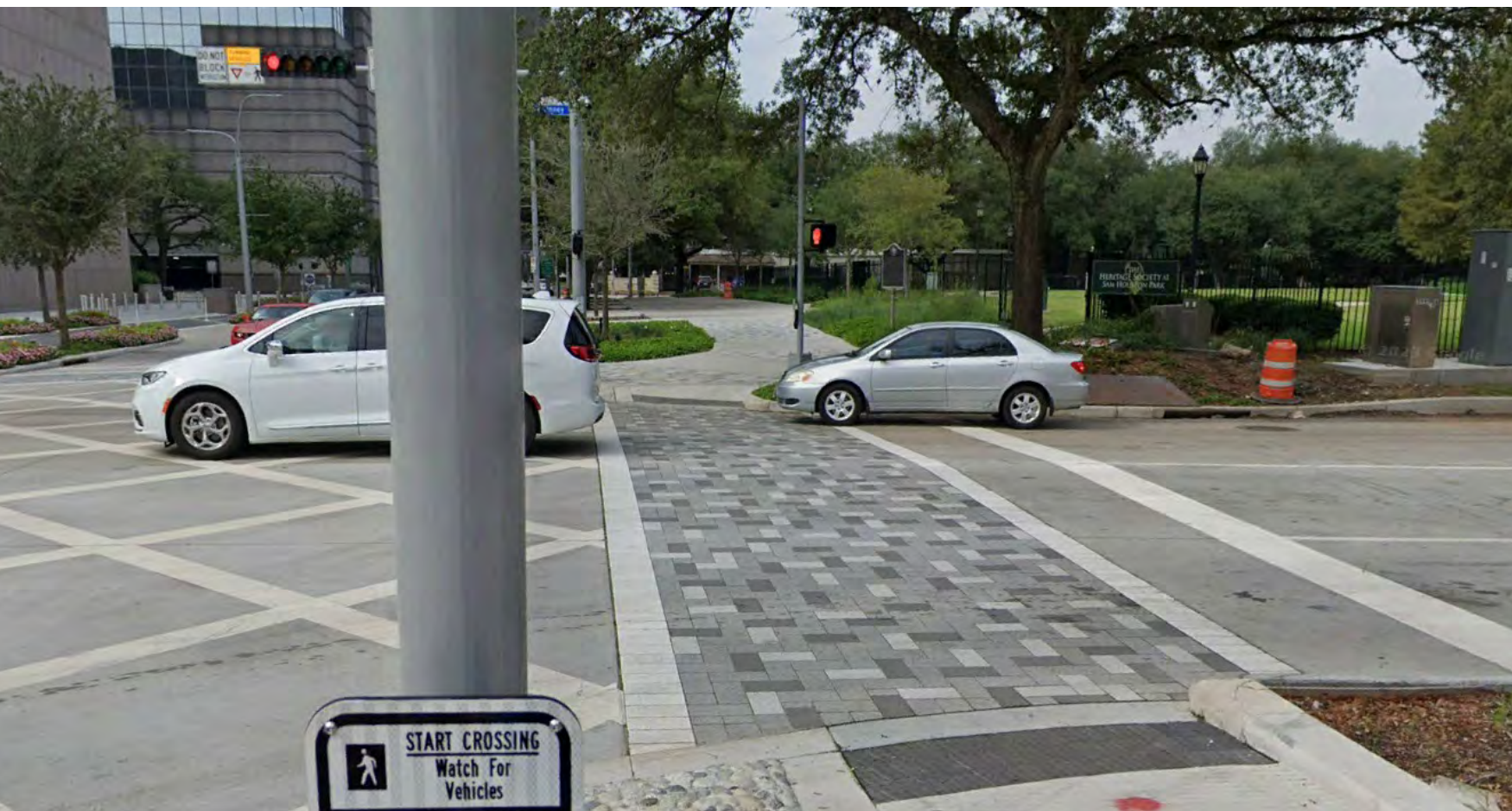
Standard



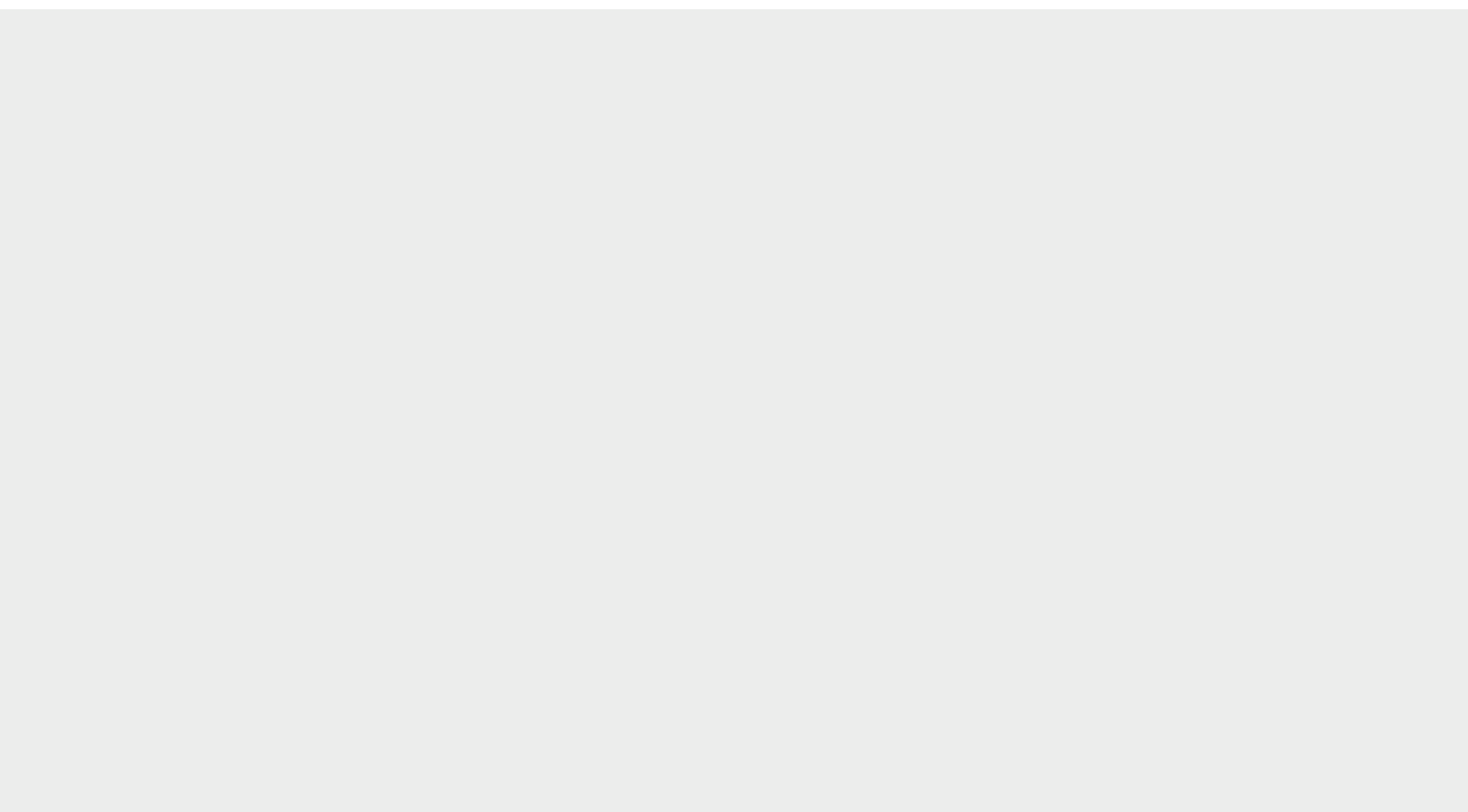
High-Visibility



Colored Paving



Mid-Block Crossing





# CUSTOMER EXPERIENCE JOURNEY



STATION 5


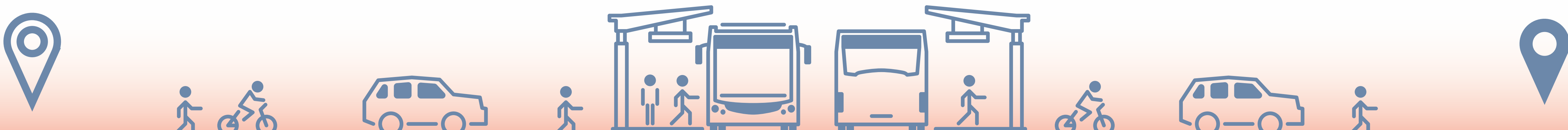


# HOW DO YOU FEEL ABOUT YOUR JOURNEY?

	 ORIGIN	 FIRST MILE	 AT STATION	 BOARDING	 RIDING	 TRANSFERRING	 DEPARTING	 LAST MILE	 DESTINATION
									
									
									
	1	2	3	4	5	6	7	8	9



# HOW DO YOU FEEL ABOUT YOUR JOURNEY?

<p>What part of the journey do you experience positive emotion?</p>	<p>Tell us why:</p> 
<p>What part of the journey do you experience negative emotion?</p>	<p>Tell us why:</p> 





# SEGMENT SPECIFIC INFORMATION



STATION 6



# THIRD WARD (SEGMENT 3)

## Location of Examples of Historic Resources in Third Ward



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Preliminary and subject to change based on public  
input and technical review.





# THIRD WARD (SEGMENT 3)

## Examples of Historic Resources in National Register of Historic Places Eligible (NRHP) Third Ward Historic District

### Listed



**Riverside General Hospital  
(formerly called the Houston Negro Hospital)**

NRHP listed in 1982 under Criterion A in the area of Ethnic Heritage – Black, Social History Contributing to the NRHP eligible Third Ward Historic District.



**The Houston Negro Hospital School of Nursing**

NRHP listed in 1982 under Criterion A in the area of Ethnic Heritage – Black, Social History and Criterion C in the area of Design/Architecture, Contributing to the NRHP eligible Third Ward Historic District.

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### Eligible



**2100 Wheeler Avenue**

NRHP eligible Third Ward Historic District.



**2517 Wheeler Avenue**

NRHP eligible Third Ward Historic District.

### Contributing



**3108 Ennis Street**

The artwork is contributing to the historic district and represents the African American ethnicity and composition of the community.

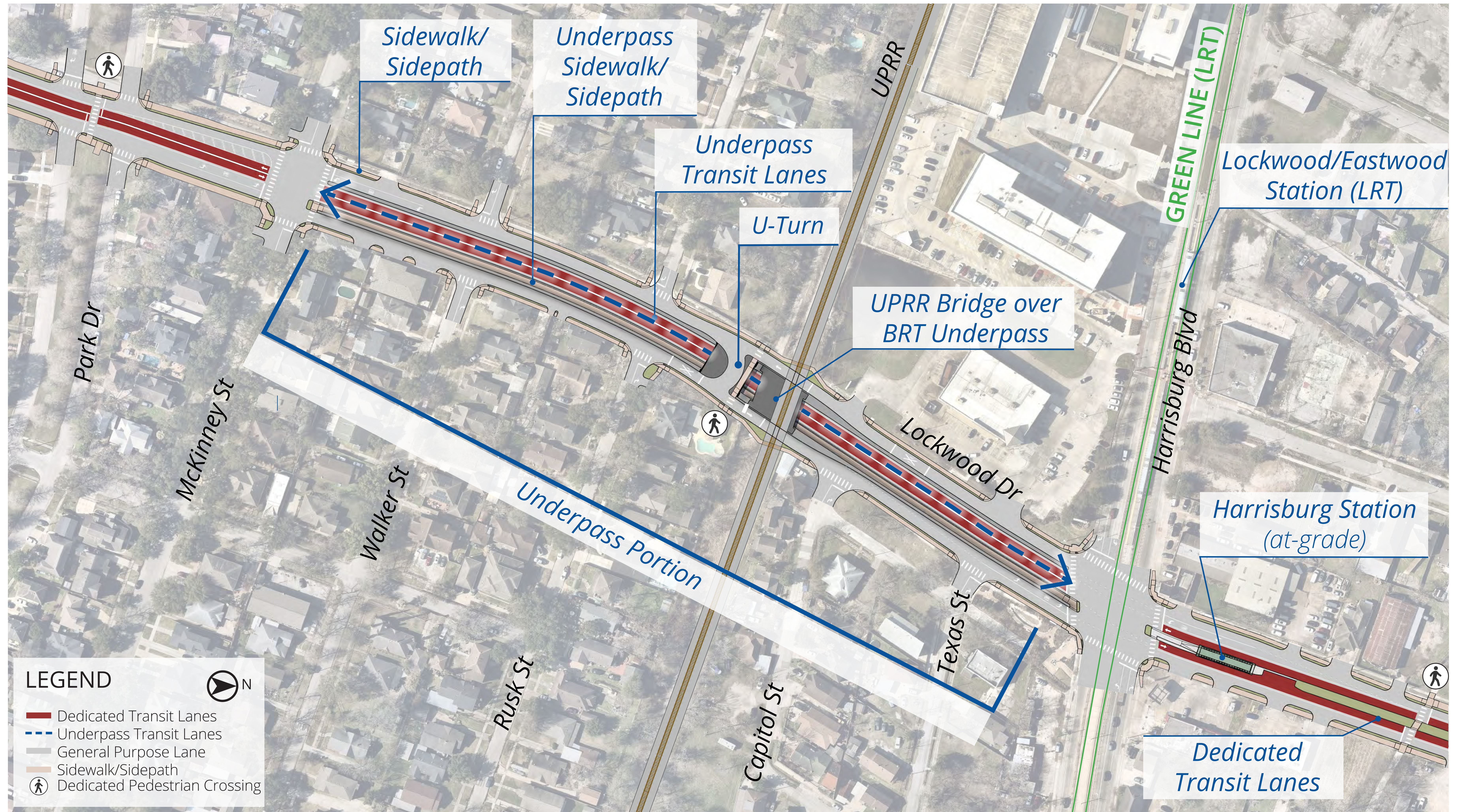


**3115 Ennis Street**

The artwork is contributing to the historic district and represents the African American ethnicity and composition of the community.



# EASTWOOD (SEGMENT 4)



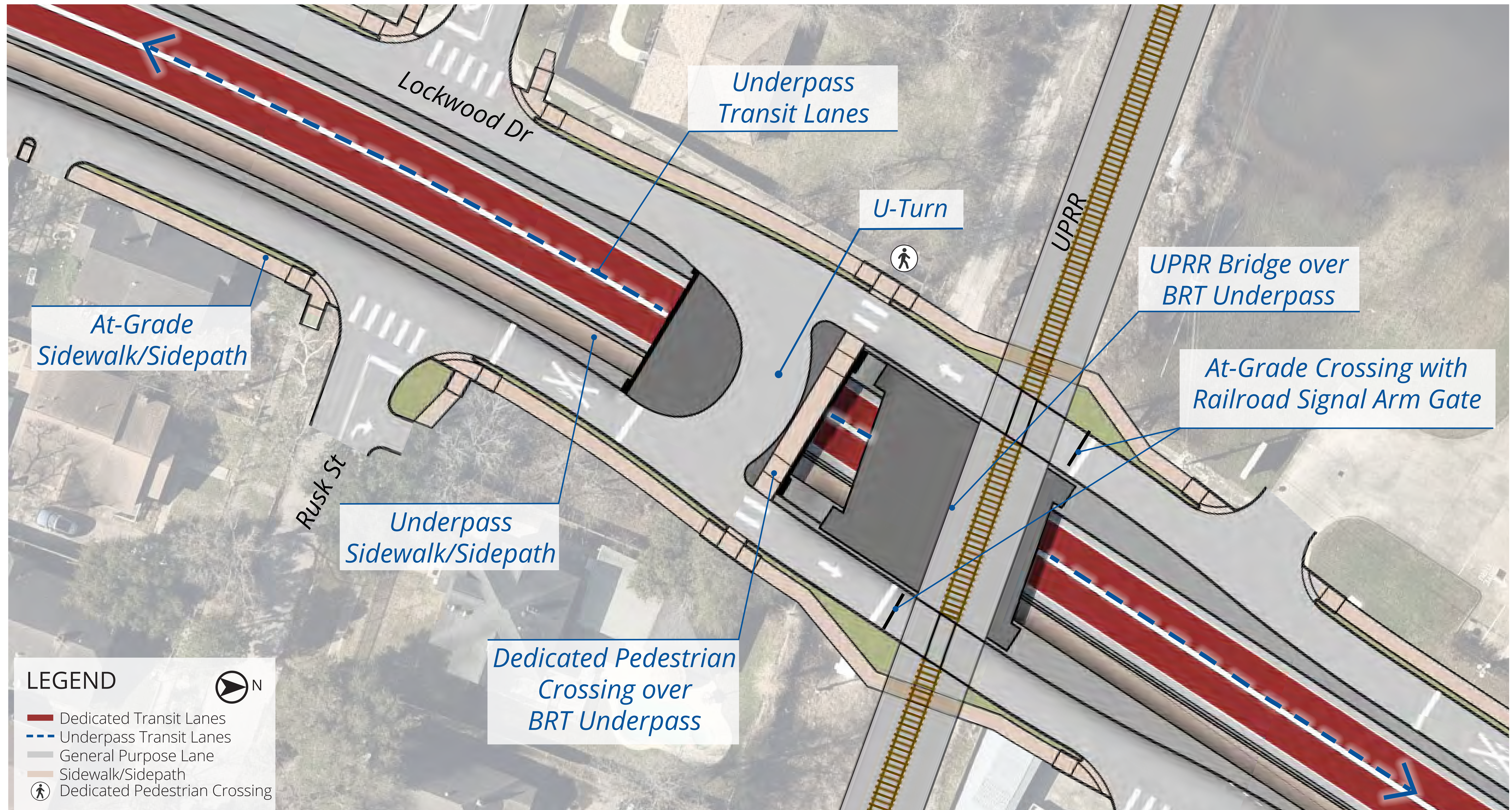
Illustrations for representational purposes only.  
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# EASTWOOD (SEGMENT 4)



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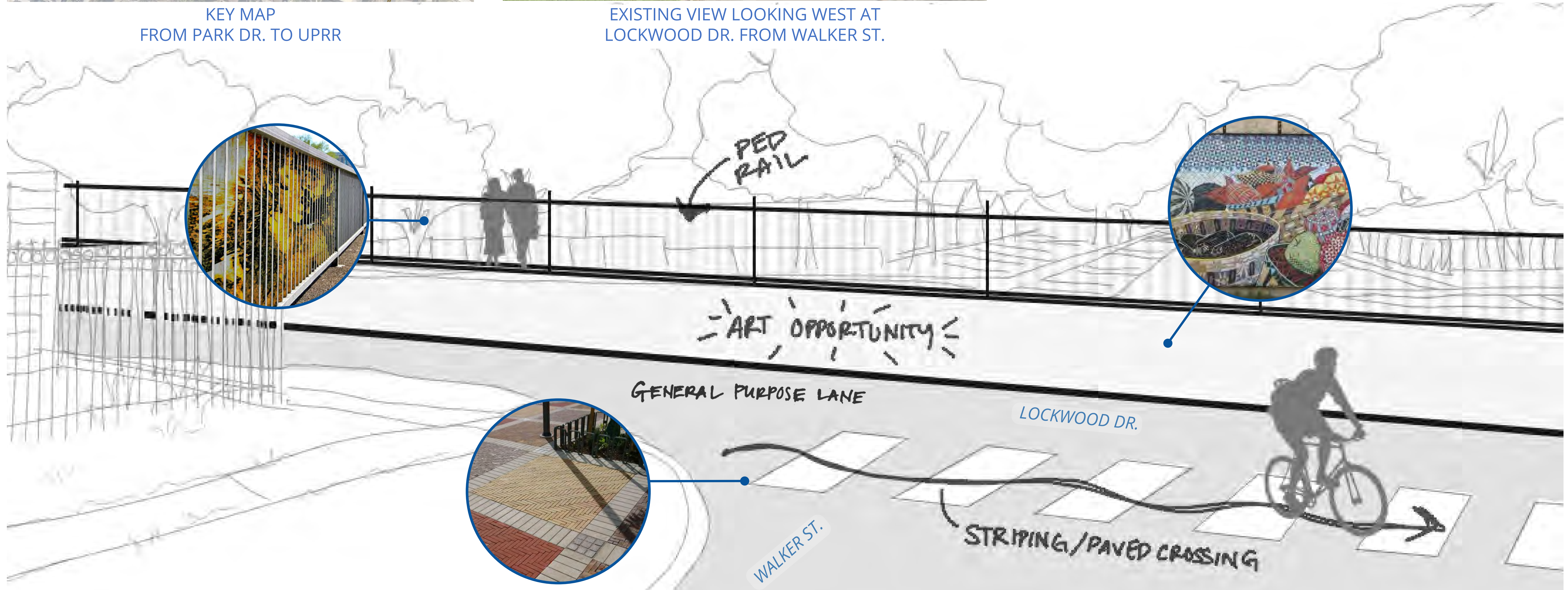
# EASTWOOD (SEGMENT 4)



KEY MAP  
FROM PARK DR. TO UPRR



EXISTING VIEW LOOKING WEST AT  
LOCKWOOD DR. FROM WALKER ST.



PROPOSED VIEW LOOKING WEST AT LOCKWOOD DR. FROM WALKER ST.

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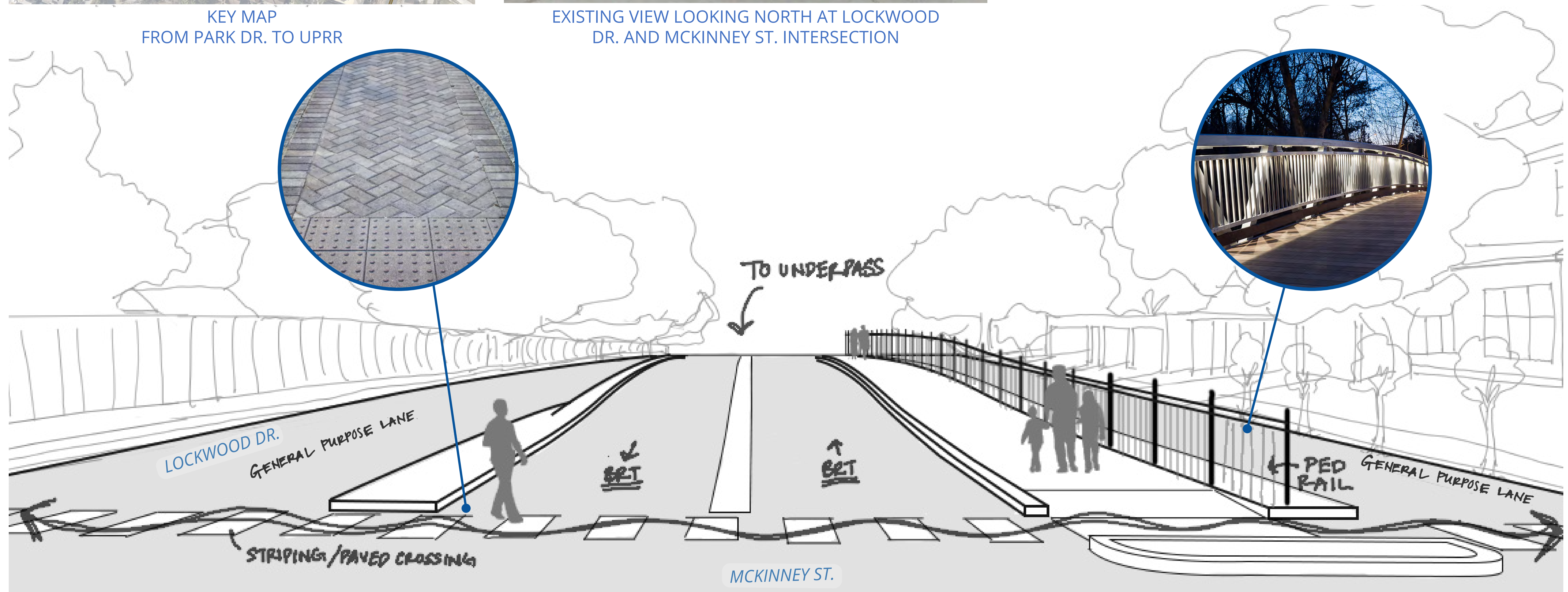
# EASTWOOD (SEGMENT 4)



KEY MAP  
FROM PARK DR. TO UPRR



EXISTING VIEW LOOKING NORTH AT LOCKWOOD  
DR. AND MCKINNEY ST. INTERSECTION



PROPOSED VIEW LOOKING NORTH ON LOCKWOOD DR. AT MCKINNEY ST. INTERSECTION

Illustrations for representational purposes only.  
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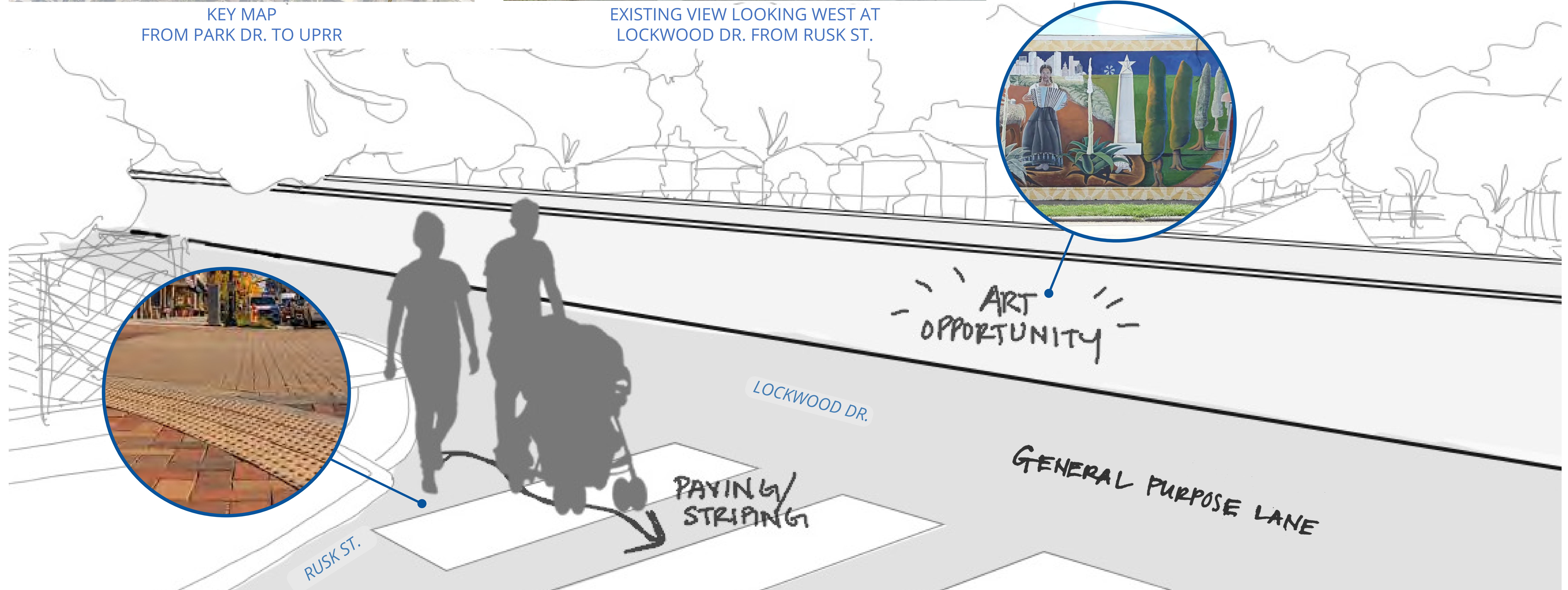
# EASTWOOD (SEGMENT 4)



KEY MAP  
FROM PARK DR. TO UPRR



EXISTING VIEW LOOKING WEST AT  
LOCKWOOD DR. FROM RUSK ST.



PROPOSED VIEW LOOKING WEST AT LOCKWOOD DR. FROM RUSK ST.

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## EASTWOOD (SEGMENT 4)

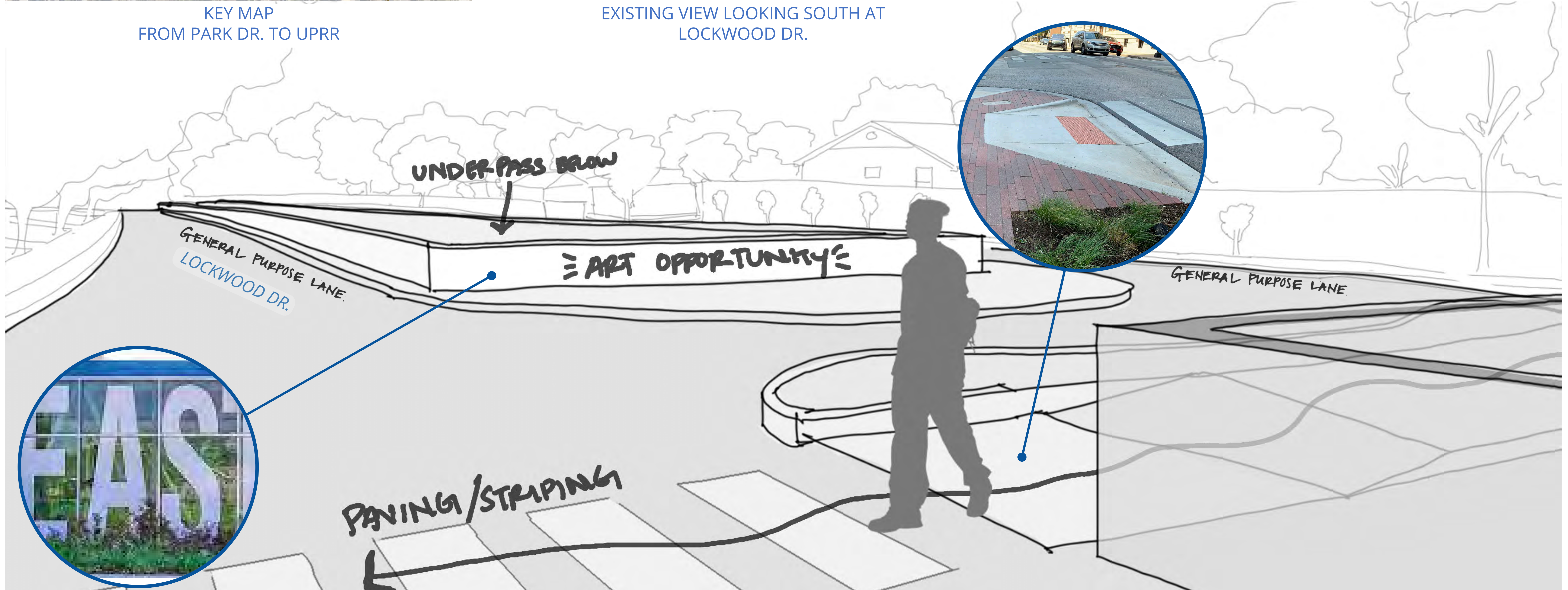


## KEY MAP

### FROM PARK DR. TO UPRR



EXISTING VIEW LOOKING SOUTH AT  
LOCKWOOD DR.



## PROPOSED VIEW LOOKING SOUTH AT LOCKWOOD DR. (AT-GRADE)

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input and technical review.



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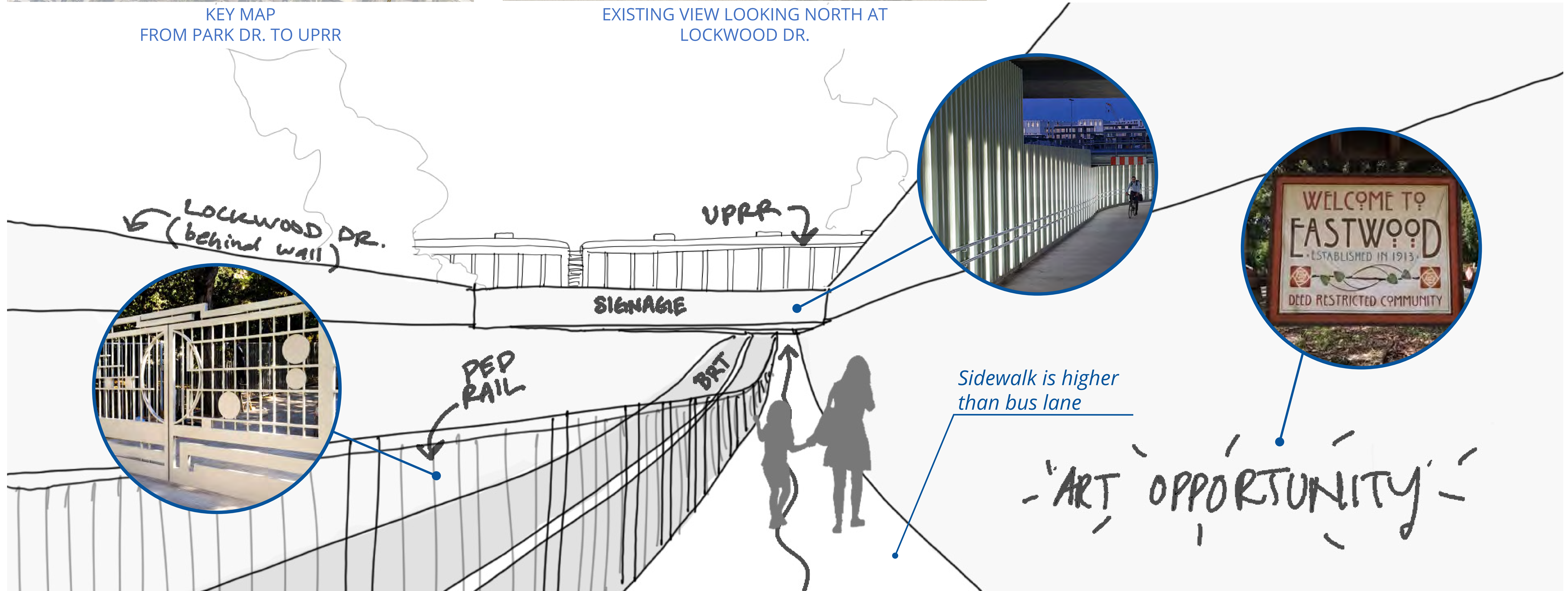
# EASTWOOD (SEGMENT 4)



KEY MAP  
FROM PARK DR. TO UPRR



EXISTING VIEW LOOKING NORTH AT  
LOCKWOOD DR.



PROPOSED VIEW LOOKING NORTH AT LOCKWOOD DR. (UNDERPASS)

Illustrations for representational purposes only.  
Preliminary and subject to change based on public  
input and technical review.





# EASTWOOD (SEGMENT 4)

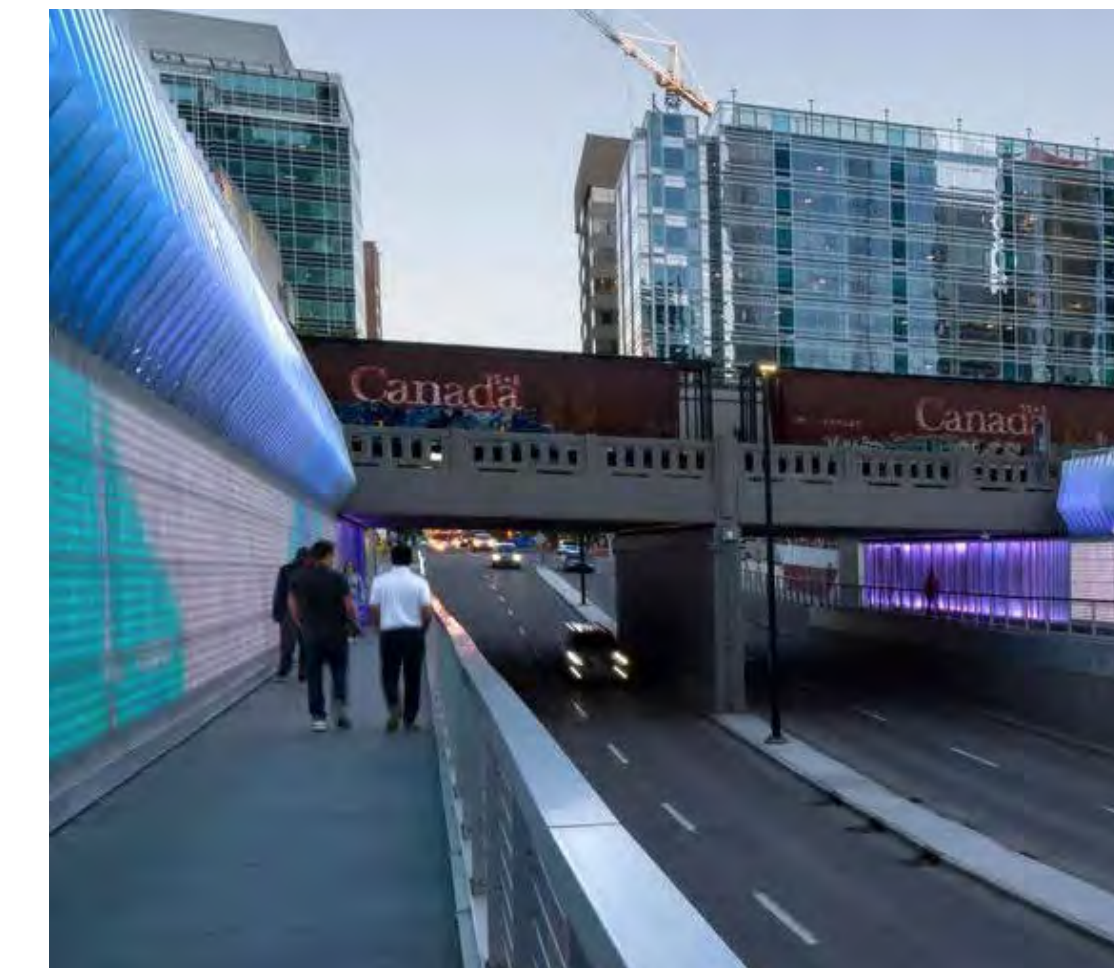
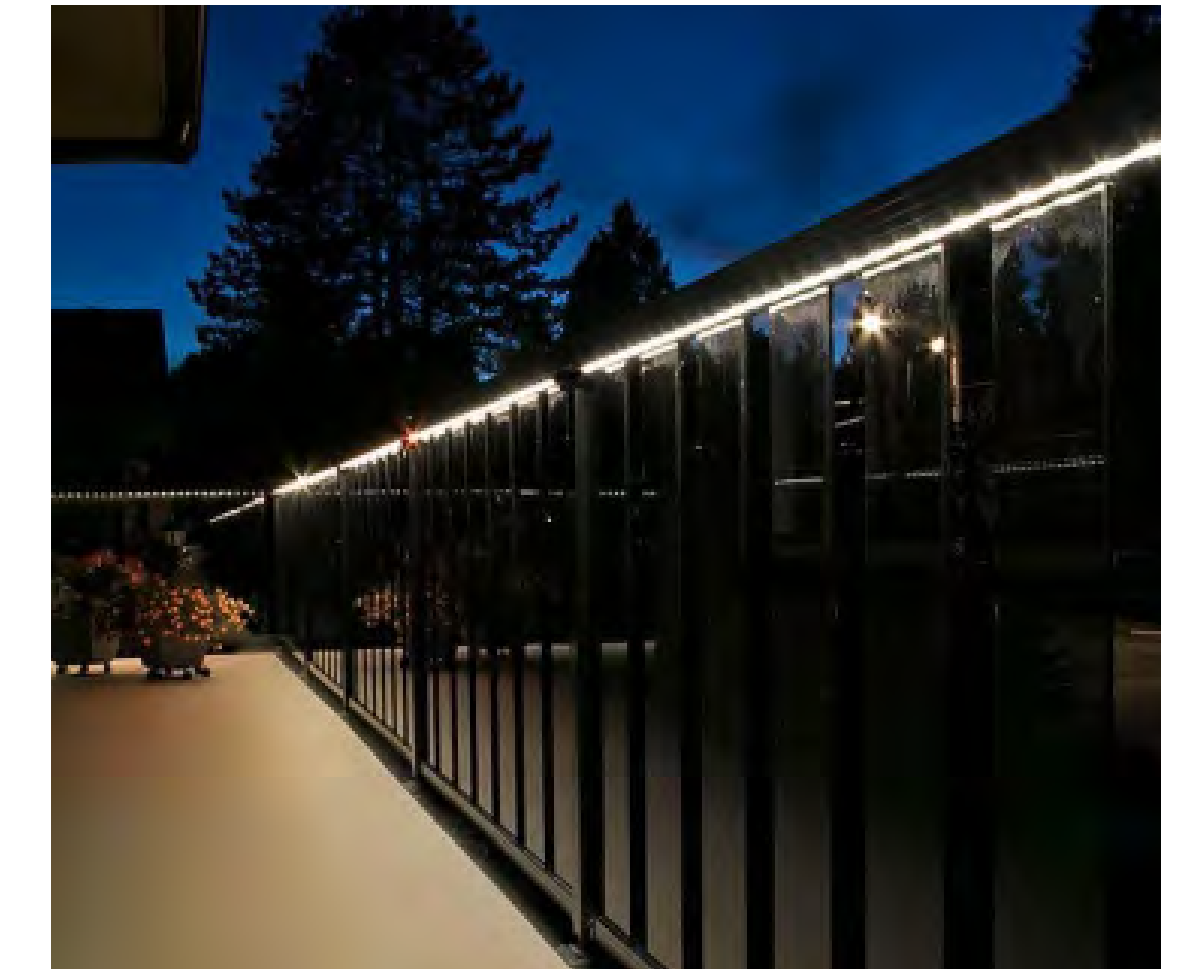
## Wall Design



## Fences



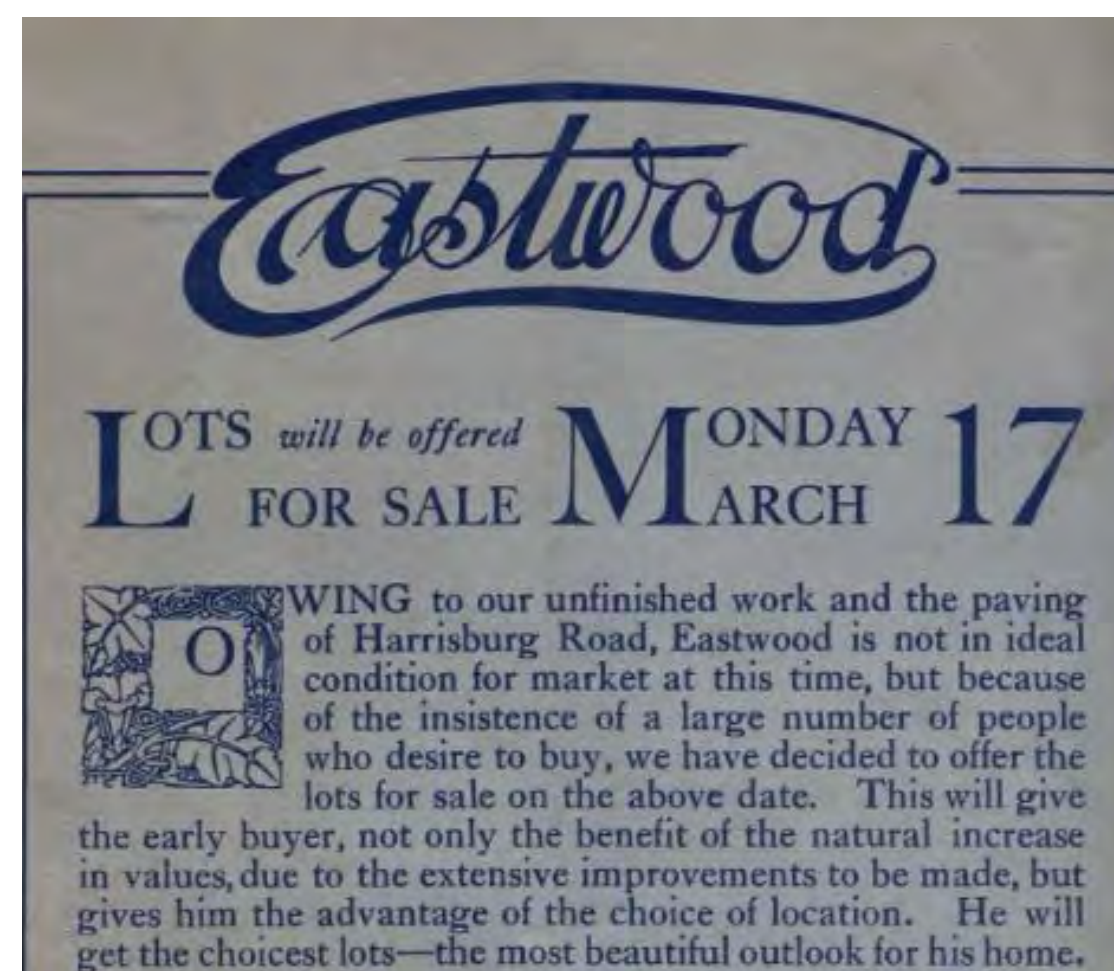
## Lighting





# EASTWOOD (SEGMENT 4)

## Signage - Existing



## Signage - Potential



## Paving





# EASTWOOD (SEGMENT 4)

## Existing Architectural Reference

