

Museum Park Livable Centers Study
PUBLIC MEETING #2

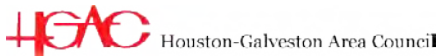
TUESDAY
April 5th 2016
6pm-8pm

Buffalo Soldiers National Museum
3816 Caroline St.



Your Museum Park
@YOURMUSEUMPARK

<http://museumparksn.org/livable-centers>



**YOUR
MUSEUM
PARK**

**MAKING YOUR NEIGHBORHOOD
A LIVABLE CENTER**



YOUR MUSEUM PARK

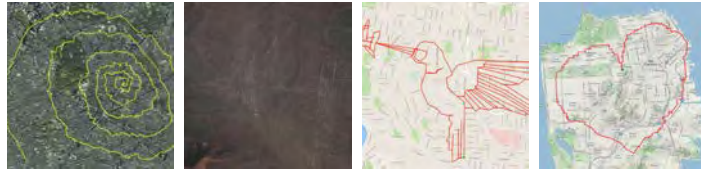
YOUR WALKING LOOP

1. DRAW YOUR LOOP
2. NAME YOUR LOOP
3. SUBMIT YOUR LOOP

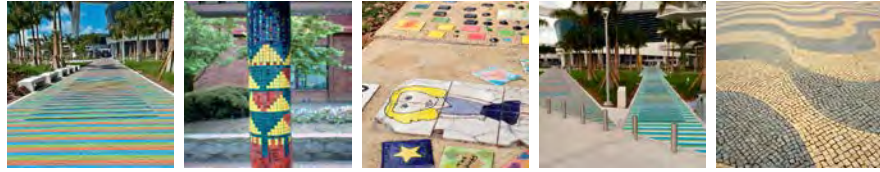


WALKING AS ART TOOLKIT

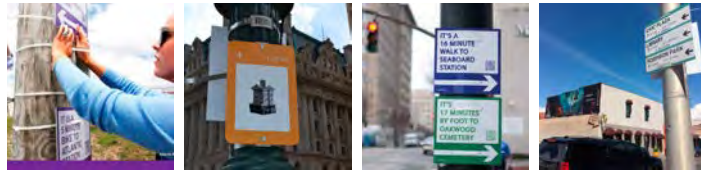
1 LOOP ART



2 MOSAIC POETRY



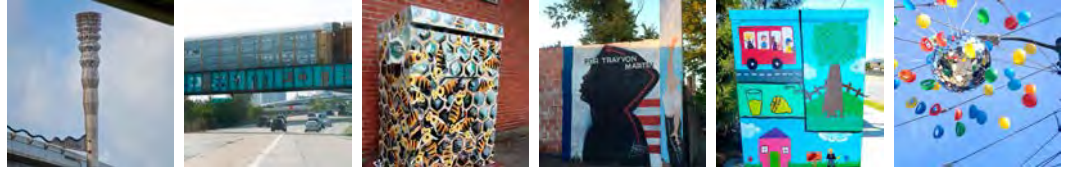
3 ELASTIC WAYFINDING



4 BOTANICAL SIGNAGE



5 INFRASTRUCTURE CONFOUNDED



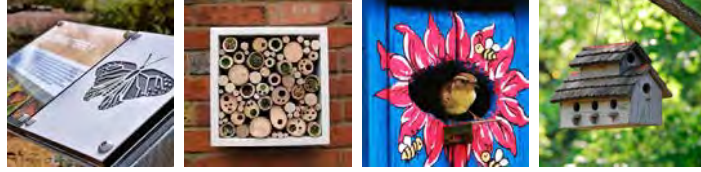
6 PAINTED CROSSWALKS



7 EMPHASIZE LABRYNTHS



8 ANIMAL ARCHITECTURE



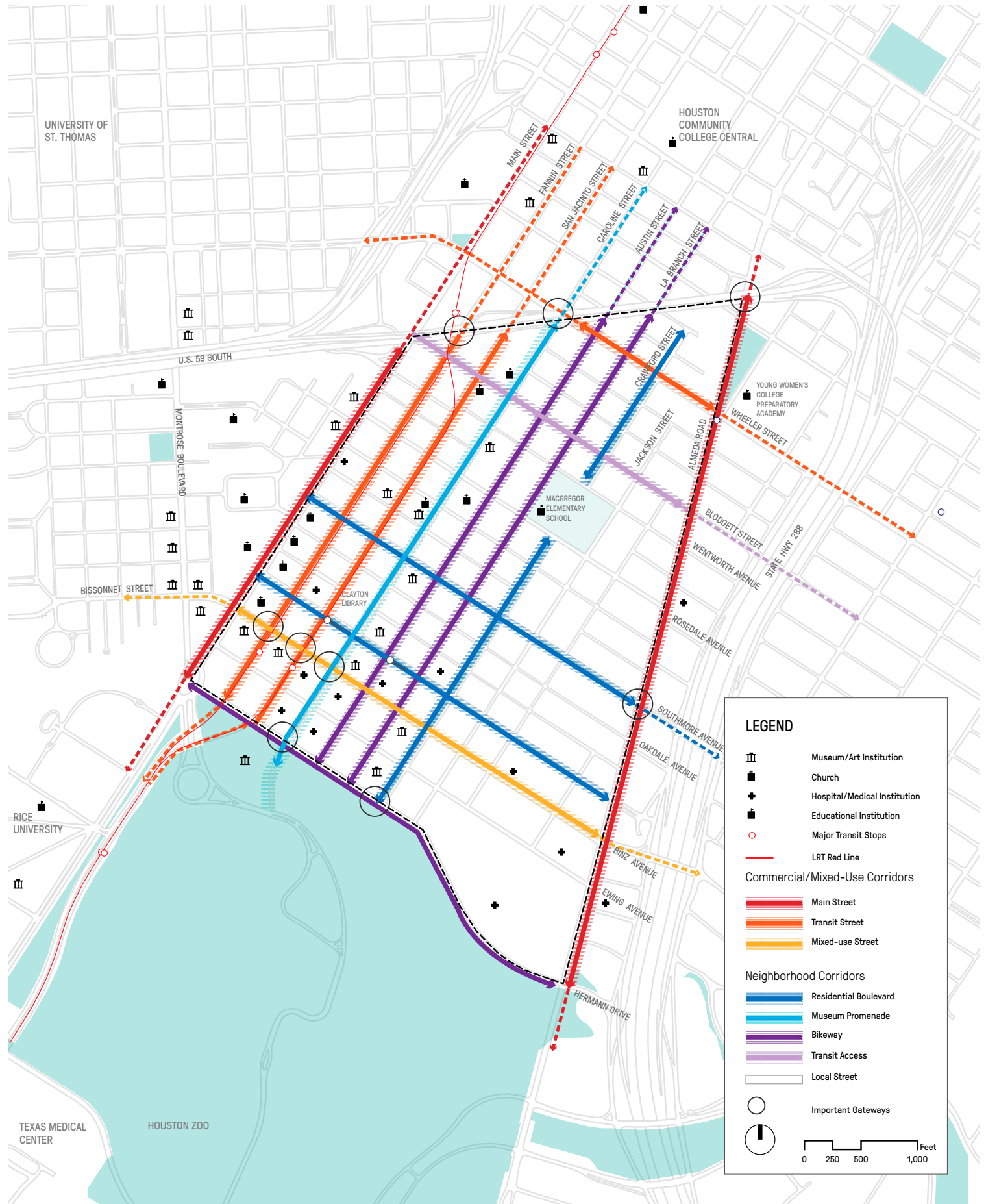
9 SITE FURNISHINGS



10 SIDEWALK EMBEDDED WAYFINDING



TRANSPORTATION

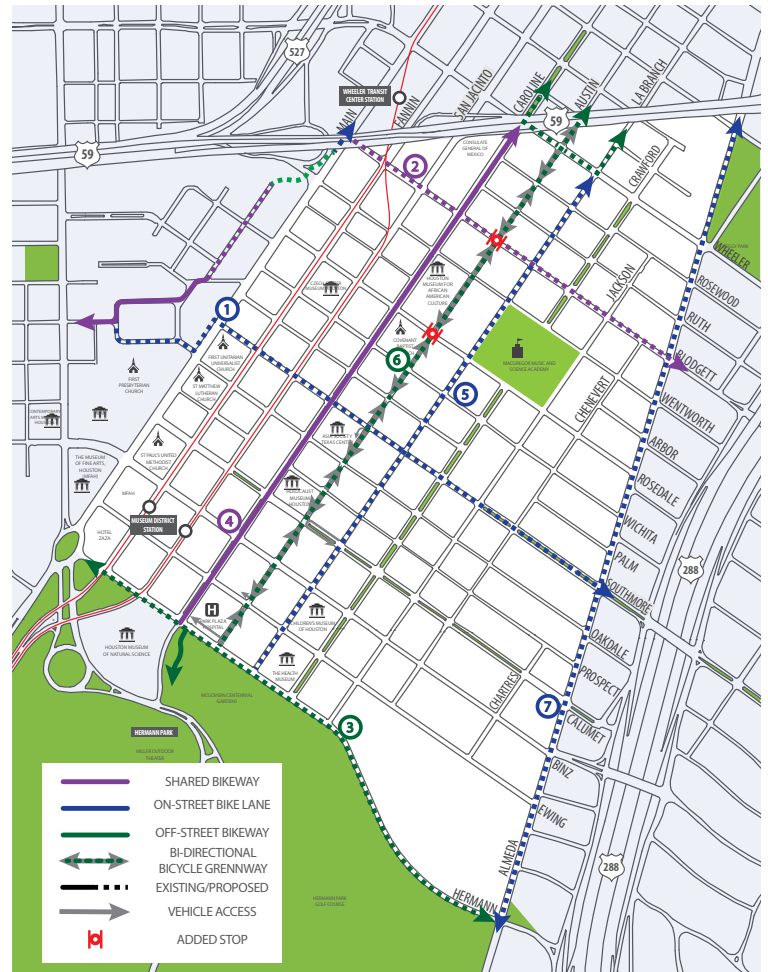


CORRIDOR DESIGNATIONS

TRANSPORTATION

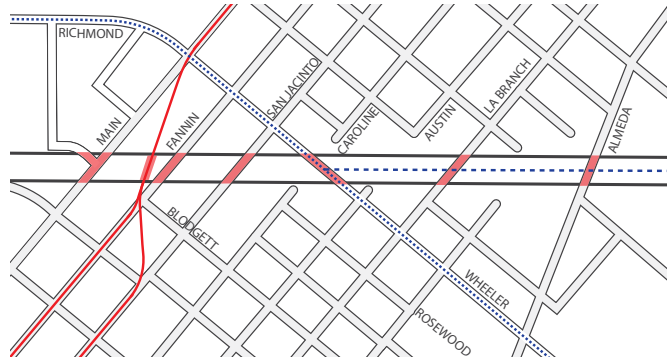
BIG IDEAS:

- Prioritize walkability
- Enhance existing street corridors to support multimodal connections between high quality community assets
- Improve connectivity with adjacent neighborhoods and destinations
- Develop transportation strategies that support transit oriented and walkable, mixed-use development
- Integrate parking into corridor and development planning

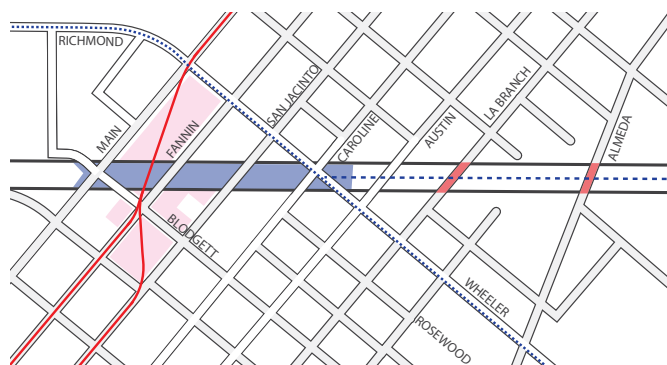


BICYCLE RECOMMENDATIONS

59 CONCEPTS



TXDOT PROPOSAL



ALTERNATIVE

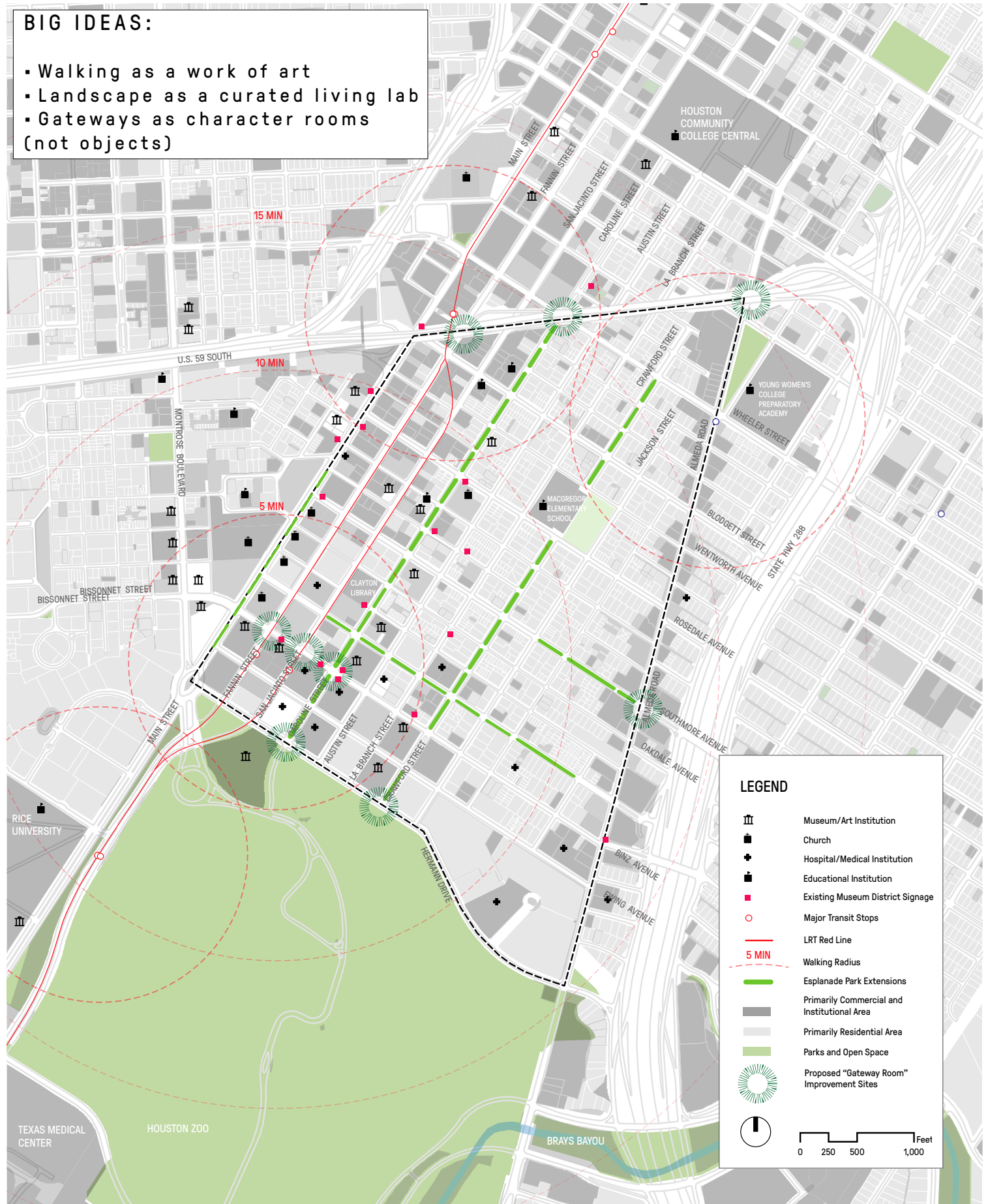


PARKING DESIGNATION AREAS

PLACE

BIG IDEAS:

- Walking as a work of art
- Landscape as a curated living lab
- Gateways as character rooms (not objects)



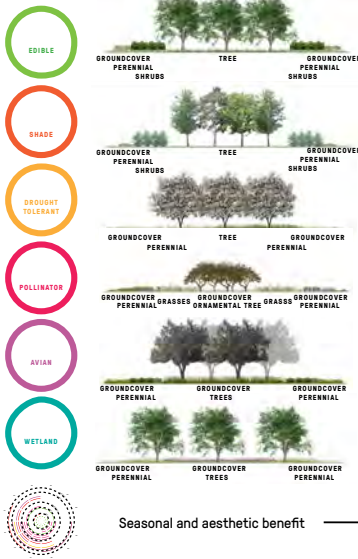
LEGEND

- Museum/Art Institution
 - Church
 - Hospital/Medical Institution
 - Educational Institution
 - Existing Museum District Signage
 - Major Transit Stops
 - LRT Red Line
 - 5 MIN Walking Radius
 - Esplanade Park Extensions
 - Primarily Commercial and Institutional Area
 - Primarily Residential Area
 - Parks and Open Space
 - Proposed "Gateway Room" Improvement Sites
- 0 250 500 1,000 Feet

NEIGHBORHOOD DESTINATIONS AND WAYFINDING

LIVING LAB TOOLKIT

1 BENEFICIAL QUALITIES



Fruiting trees, edible leaves, herbs, and even vegetables can be grown in the streetscape and medians. Every plant on this list can be consumed.

Rich with oaks, elms, pecans, and pines. The canopy cover yields ideal growing conditions for Yaupons, Wax Myrtle, and Viburnums with an understory tolerating shaded conditions. Can be ideal for a variety of urban wildlife.

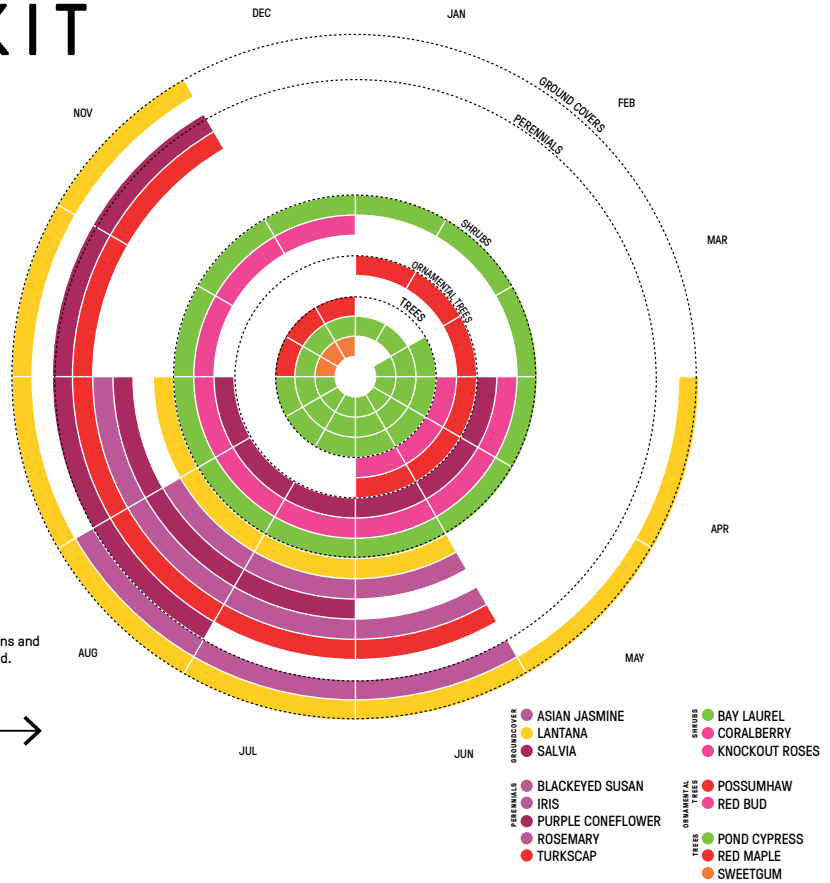
Plants of this typology require little water once established. Most plants will require full sun, similar to the native prairies this typology mimics.

This garden emphasizes variety of pollen heavy perennials and host plants.

Promotes plants that attract birds and other wildlife. The recommended natives provide food and habitat. Plant arrangement should be staggered, mimicking conditions in nature that allow for perching, nesting, and feeding.

Gulf Coast region. These trees are tolerant of wet conditions and have a desirable structure for inclusion in the neighborhood.

Seasonal and aesthetic benefit

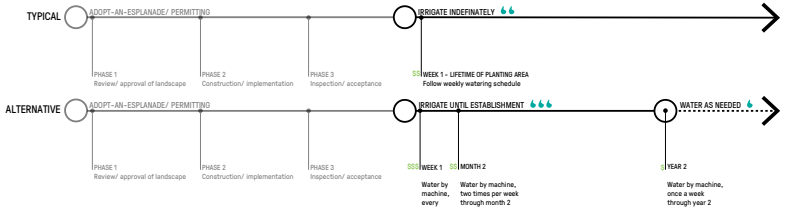


- ASIAN JASMINE
- LANTANA
- SALVIA
- BLACKKEYED SUSAN
- IRIS
- PURPLE CONEFLOWER
- ROSEMARY
- TURKSCAP
- BAY LAUREL
- CORALBERRY
- KNOCKOUT ROSES
- POSSUMHAW
- RED BUD
- POND CYPRESS
- RED MAPLE
- SWEETGUM

2 BENEFICIAL PLANT PALETTE



3 MAINTANANCE STANDARDS



4 BEFORE AND AFTER



DEVELOPMENT

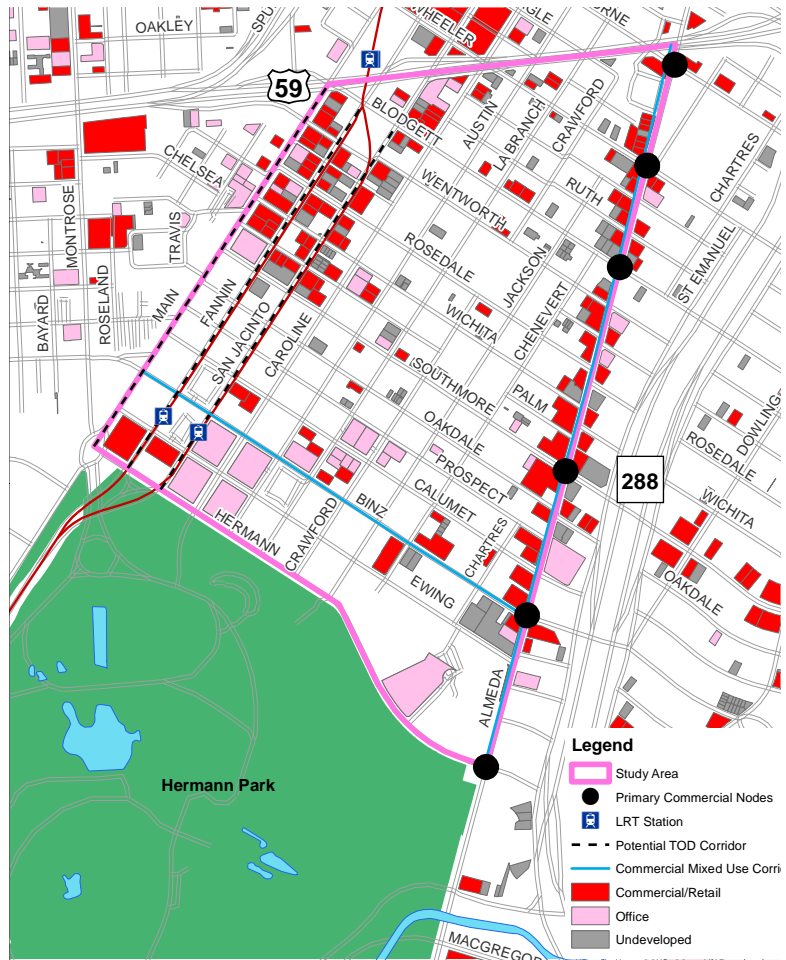
ECONOMIC CORRIDORS AND PRIMARY NODES

Strategies - Commercial Mixed Use Corridors and Potential T.O.D Corridors (Transit-Oriented Development)

- Encourage and support mixed use and transit-oriented development on mixed use corridors and potential transit-oriented development corridors, with the goal of increasing retail options
- Identify financial and technical assistance resources to support businesses along the Alameda Road commercial mixed use corridor, including façade improvement loans
- Negotiate community benefits agreements with transit-oriented developers to ensure that community needs are addressed in transit-oriented developments
- To increase patronage, engage in placemaking to make the environment surrounding businesses on commercial corridors more attractive

Strategies - Primary Nodes

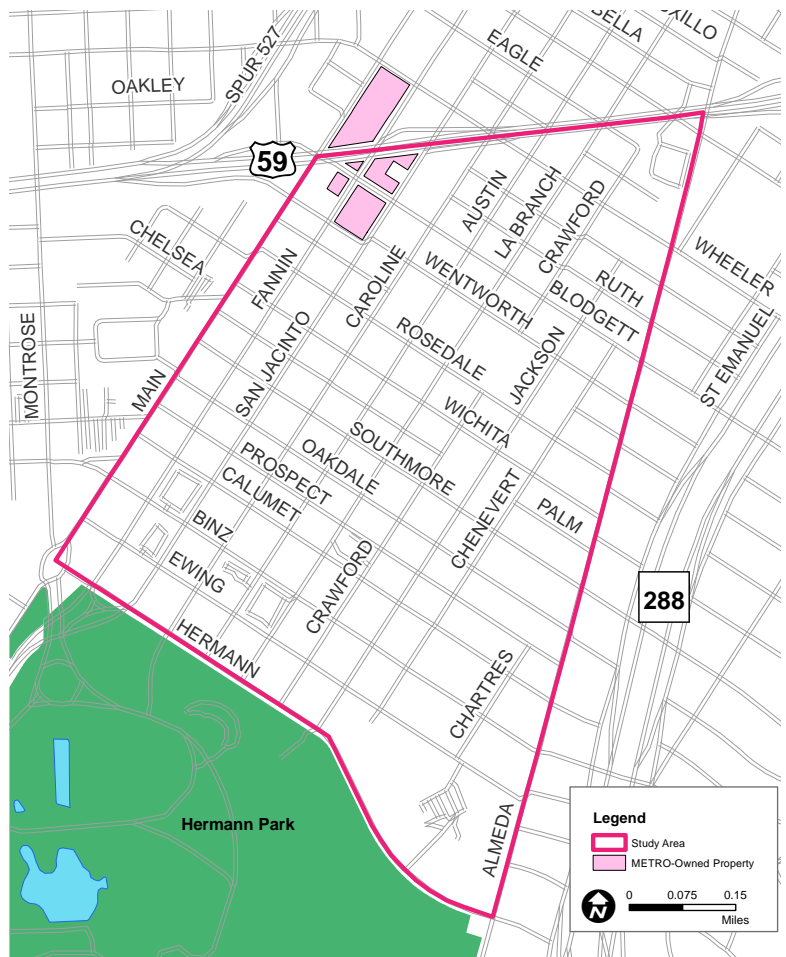
- Provide wayfinding mechanisms to direct Museum Park residents, museum patrons, Texas Medical Center visitors, and others to commercial enterprises located at primary nodes along the Alameda Road mixed use corridor.
- To increase patronage, engage in placemaking to make the environment surrounding businesses located at primary nodes more attractive
- Identify financial and technical assistance resources to support businesses located at primary nodes along the Alameda Road commercial mixed use corridor.



CORRIDORS AND NODES MAP

PROPOSED DEVELOPMENT SITE

- Collaborate with METRO to develop a mixed use site on METRO-owned property that includes mixed income housing, senior housing, and commercial/retail development.



PROPOSED DEVELOPMENT MAP

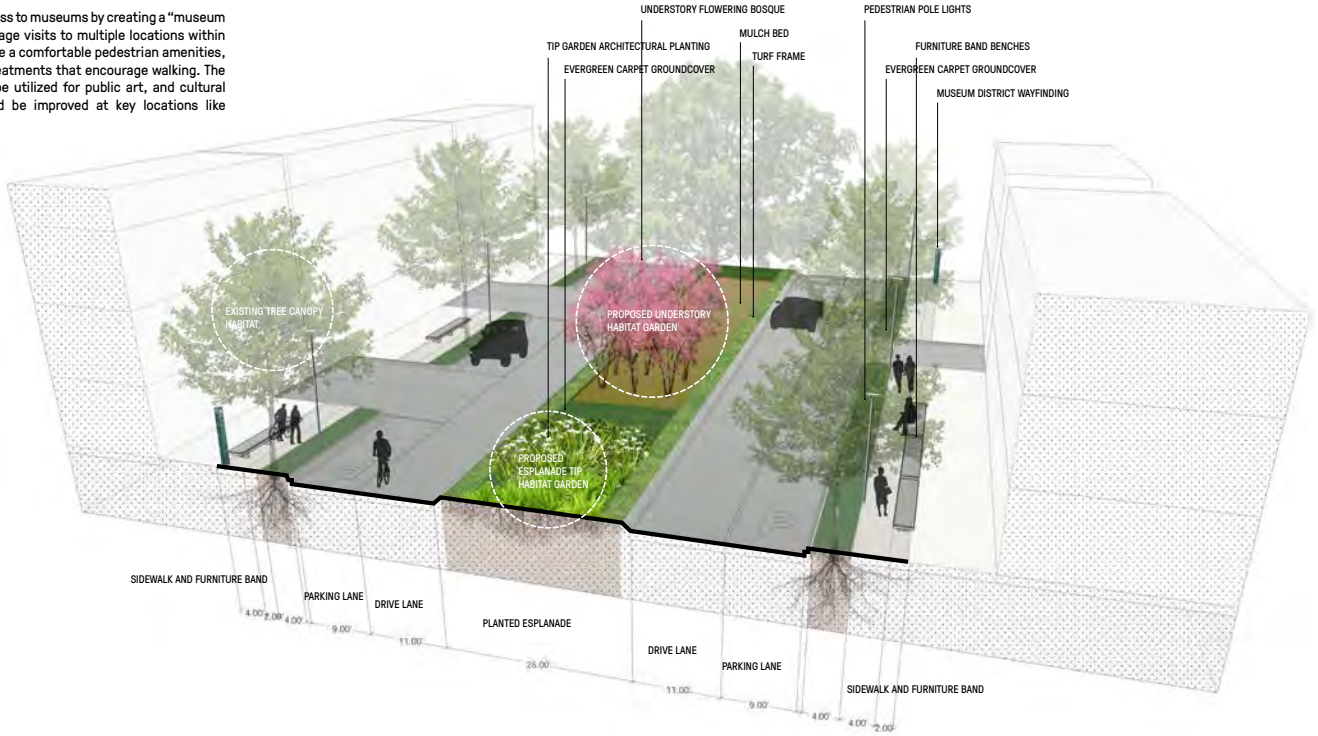
CAROLINE STREET

THE MUSEUM PROMENADE



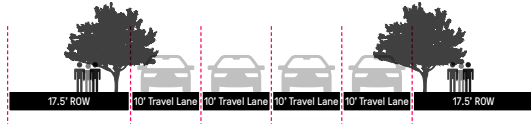
Existing Street Layout

Embrace the boulevard and access to museums by creating a "museum promenade" that would encourage visits to multiple locations within Museum Park. This would include a comfortable pedestrian amenities, wayfinding, and streetscape treatments that encourage walking. The medians and sidewalks could be utilized for public art, and cultural activities. Intersections should be improved at key locations like Hermann Drive and Binz Street.



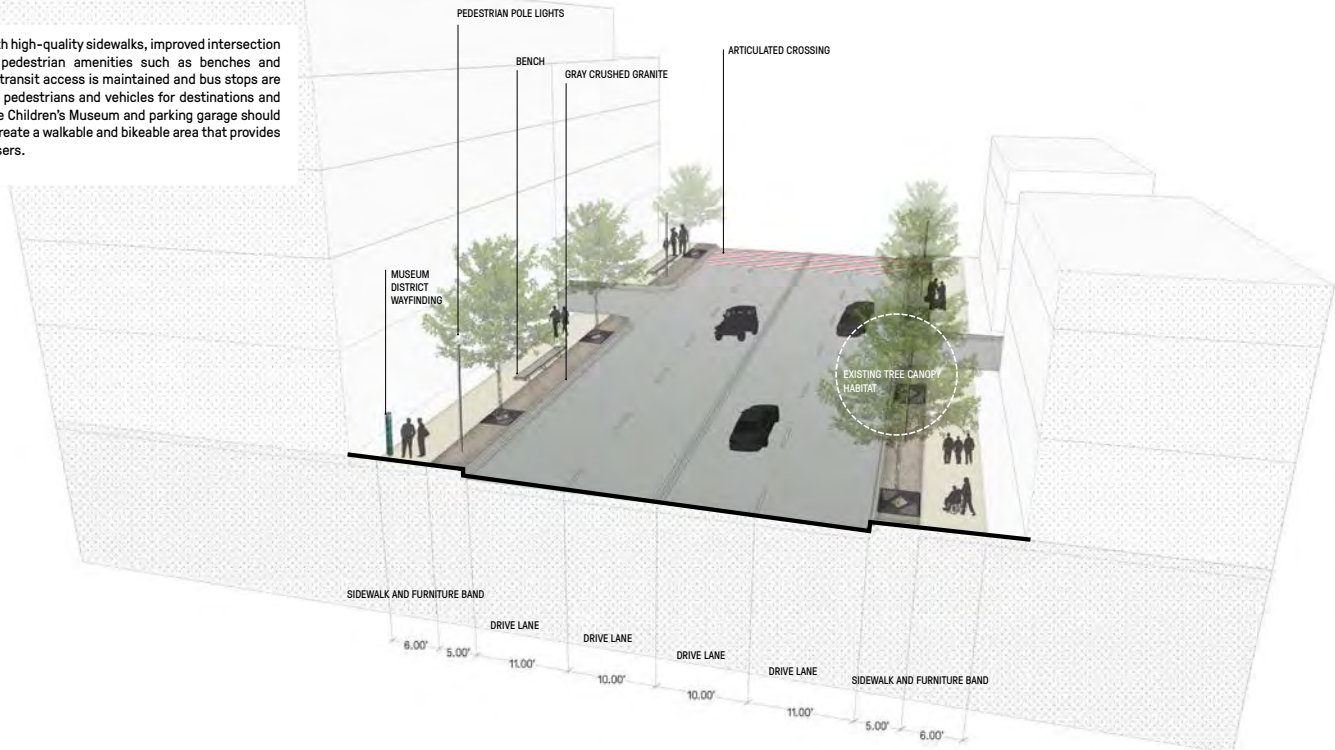
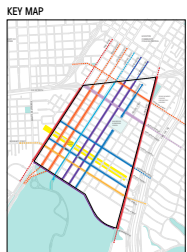
BINZ AVENUE

MIXED-USE STREET

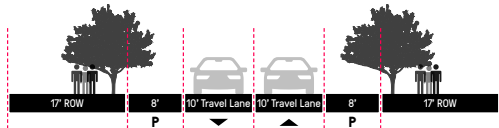


Existing Street Layout

Enhance the pedestrian realm with high-quality sidewalks, improved intersection crossings, lighting, and other pedestrian amenities such as benches and landscaping. Ensure vehicle and transit access is maintained and bus stops are improved. Include wayfinding for pedestrians and vehicles for destinations and parking. Intersections around the Children's Museum and parking garage should be assessed for 4-way stops to create a walkable and bikeable area that provides a consistent experience for all users.



SOUTHMORE BOULEVARD RESIDENTIAL BOULEVARD

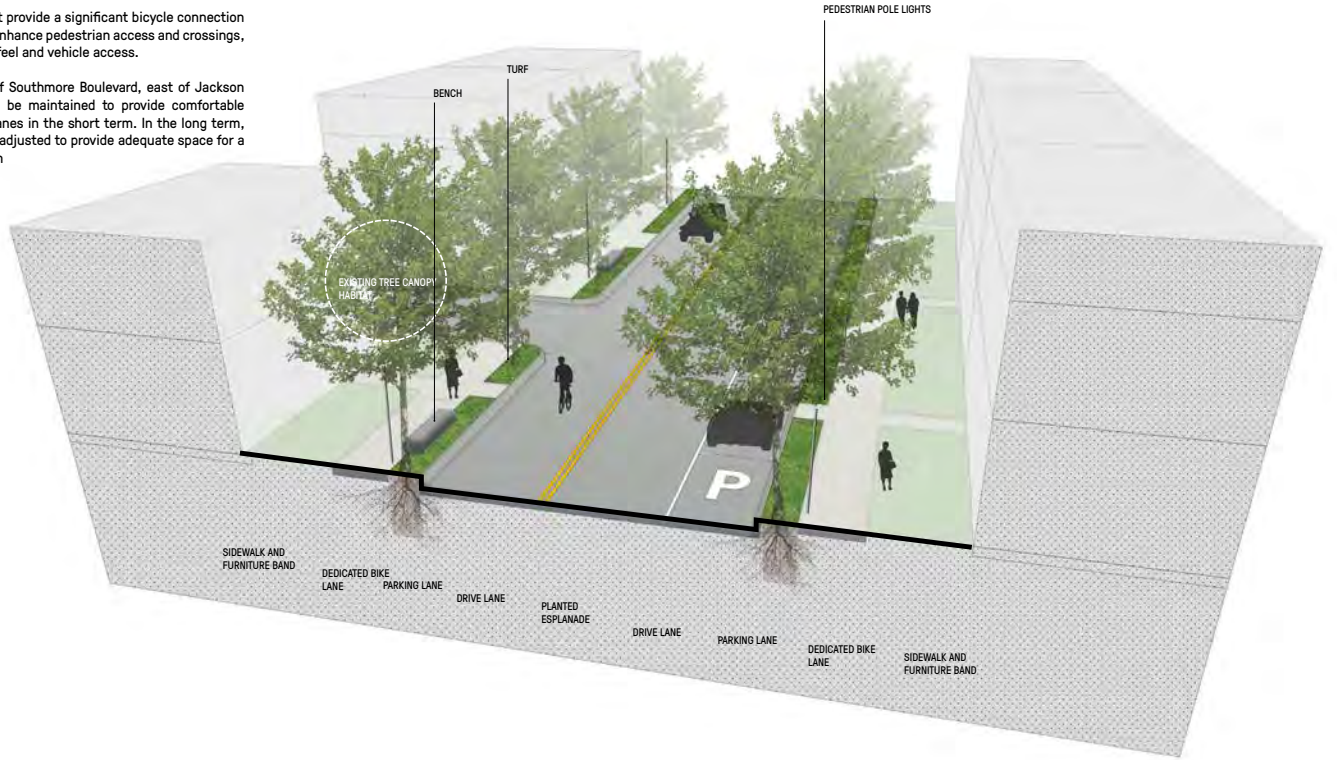


Existing Street Layout

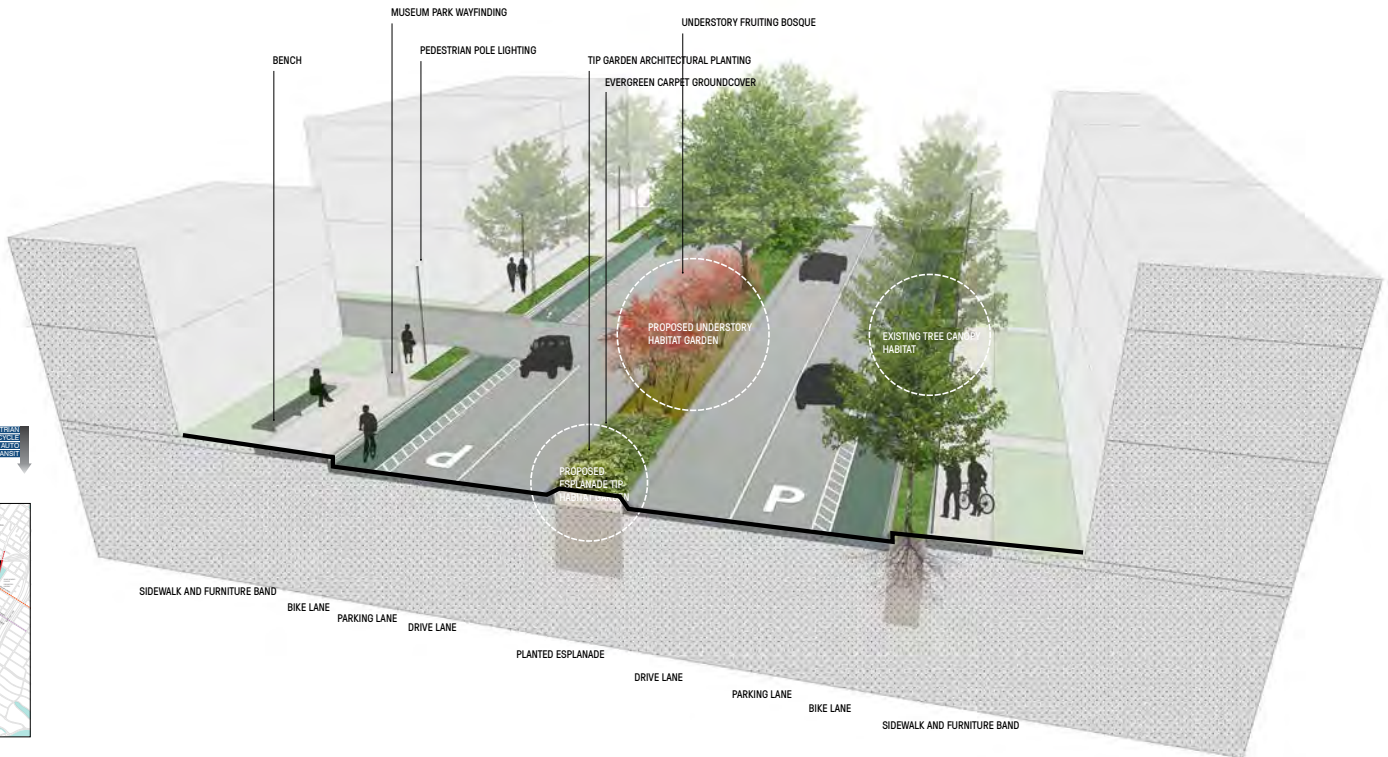


Provide bicycle facilities that provide a significant bicycle connection through the neighborhood, enhance pedestrian access and crossings, and maintain the boulevard feel and vehicle access.

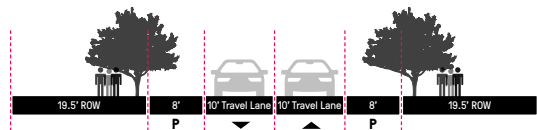
For the boulevard section of Southmore Boulevard, east of Jackson Street, the roadway should be maintained to provide comfortable bicycling within the travel lanes in the short term. In the long term, the median width should be adjusted to provide adequate space for a bicycle lane in each direction



For the non-boulevard section of Southmore Boulevard, west of Jackson Street, the roadway should be maintained to provide comfortable bicycling within the travel lanes.



AUSTIN STREET BIKEWAY

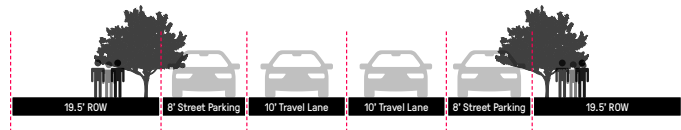


Existing Street Layout

Create a bi-directional bicycle greenway consisting of alternating 1-way blocks that allow through movement for bicyclists in both north and south directions, but not vehicles. On-street parking and vehicle access would be maintained, and sidewalks improved. This recommendation maintains connectivity across US 59/169 into Midtown and would require improved intersection crossings at Hermann Drive. Additionally, intersections around the Children's Museum and parking garage should be assessed for 4-way stops to create a walkable and bikeable area that provides a consistent experience for all users.



LA BRANCH BIKEWAY



Existing Street Layout

Create a northbound bicycle lane and maintain through vehicle access and parking, sidewalks would be improved. This recommendation requires maintaining connectivity across US 59/169 into Midtown and improved intersection crossings at Hermann Drive. Intersections around the Children's Museum and parking garage should be assessed for 4-way stops to create a walkable and bikeable area that provides a consistent experience for all users.



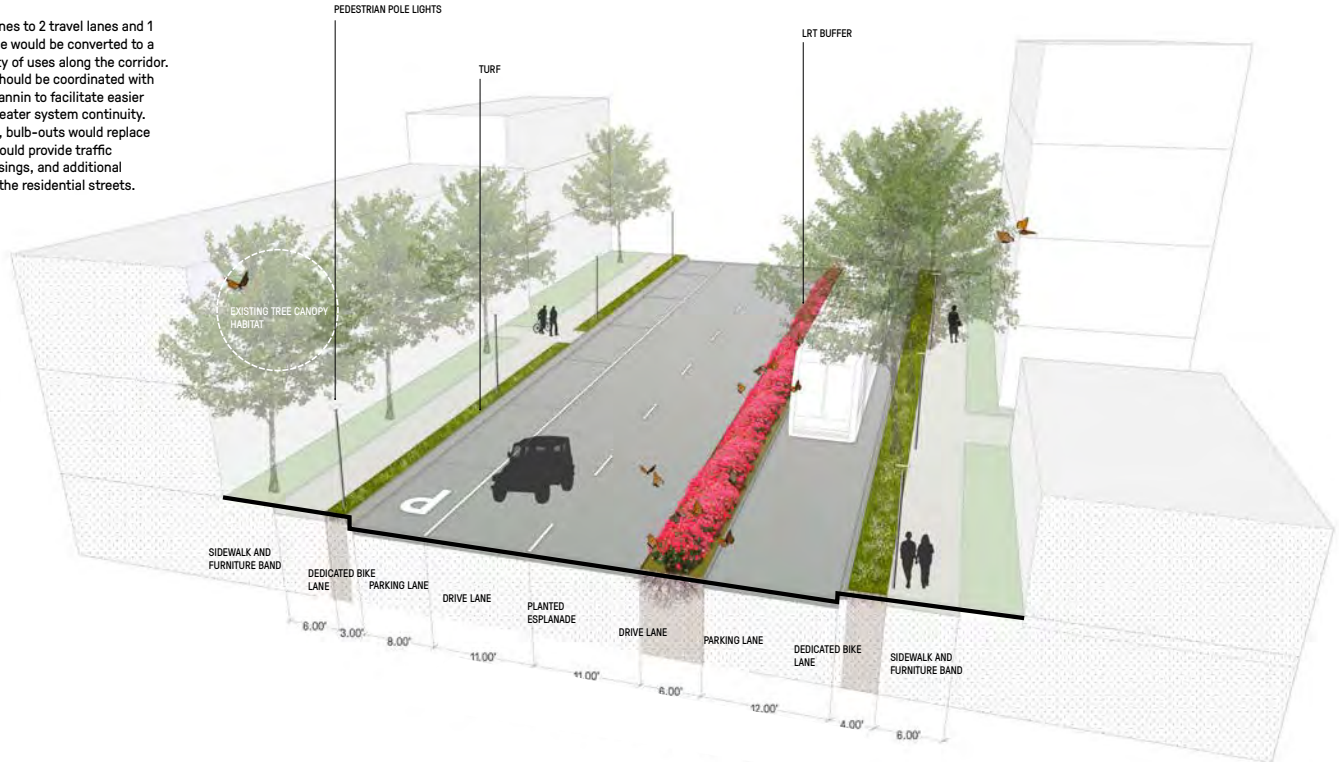
FANNIN STREET

TRANSIT STREET



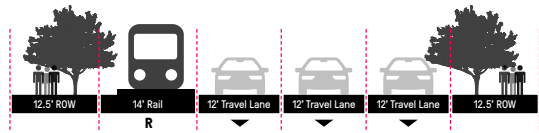
Existing Street Layout

Convert the existing 3 travel lanes to 2 travel lanes and 1 parking lane. The curb-side lane would be converted to a parking lane to serve the variety of uses along the corridor. The 65 Bissonnet route stops should be coordinated with the 5 Southmore stops along Fannin to facilitate easier bus turning movements and greater system continuity. At intersections and bus stops, bulb-outs would replace the parking lane. This design would provide traffic calming, safer pedestrian crossings, and additional parking that would not impact the residential streets.



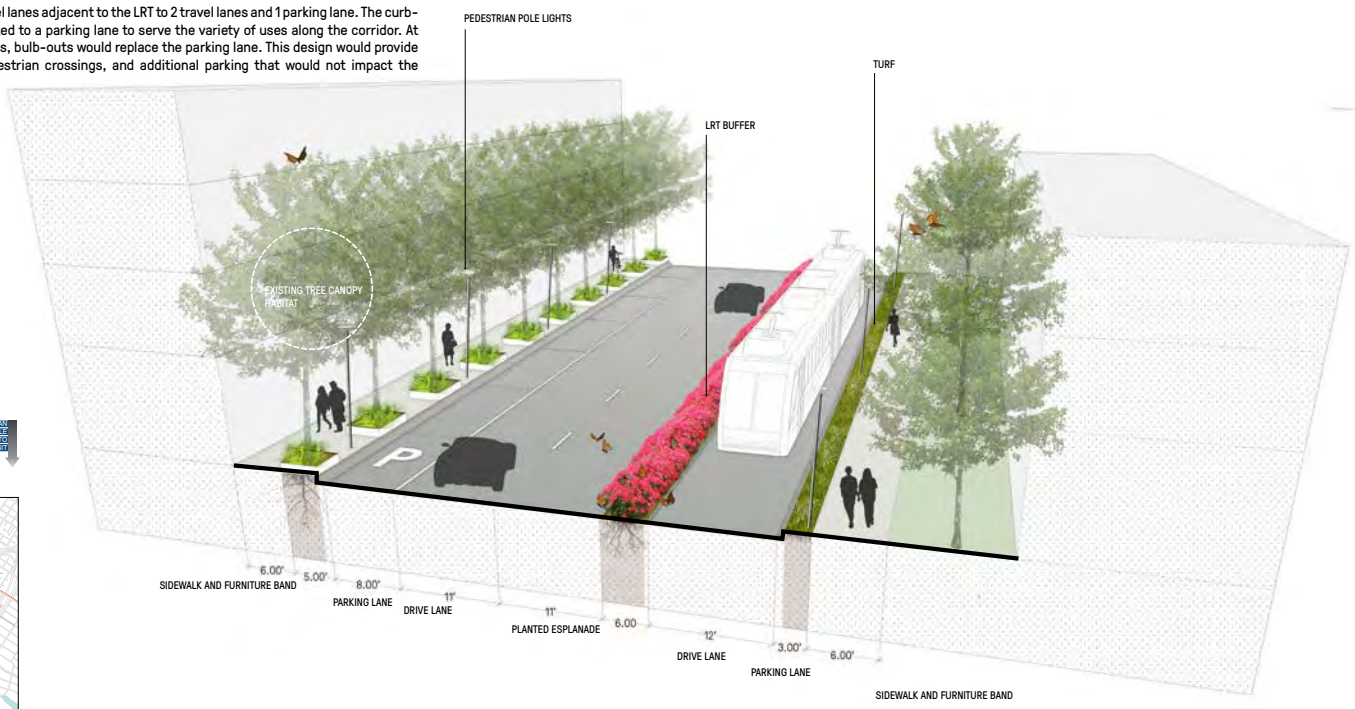
SAN JACINTO STREET

TRANSIT STREET



Existing Street Layout

Convert the existing 3 travel lanes adjacent to the LRT to 2 travel lanes and 1 parking lane. The curb-side lane would be converted to a parking lane to serve the variety of uses along the corridor. At intersections and bus stops, bulb-outs would replace the parking lane. This design would provide traffic calming, safer pedestrian crossings, and additional parking that would not impact the residential streets.



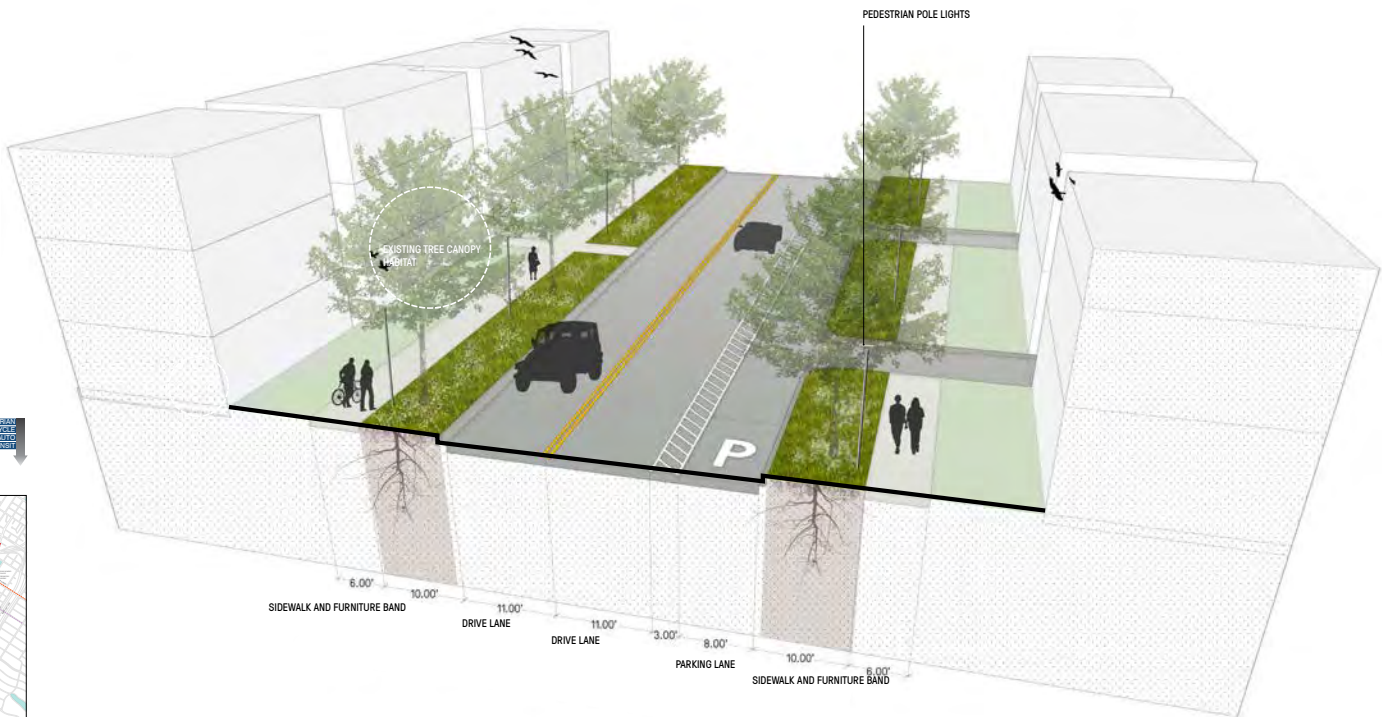
WHEELER AVENUE TRANSIT STREET

Prioritize access to Wheeler Station for transit and pedestrians with wayfinding, high-quality sidewalks and pedestrian amenities, while maintaining access for automobiles.



BLODGETT STREET TRANSIT ACCESS

Enhance access to transit and the Wheeler Station area for pedestrians, bicyclists and automobiles with sidewalks, wayfinding, and pedestrian amenities.

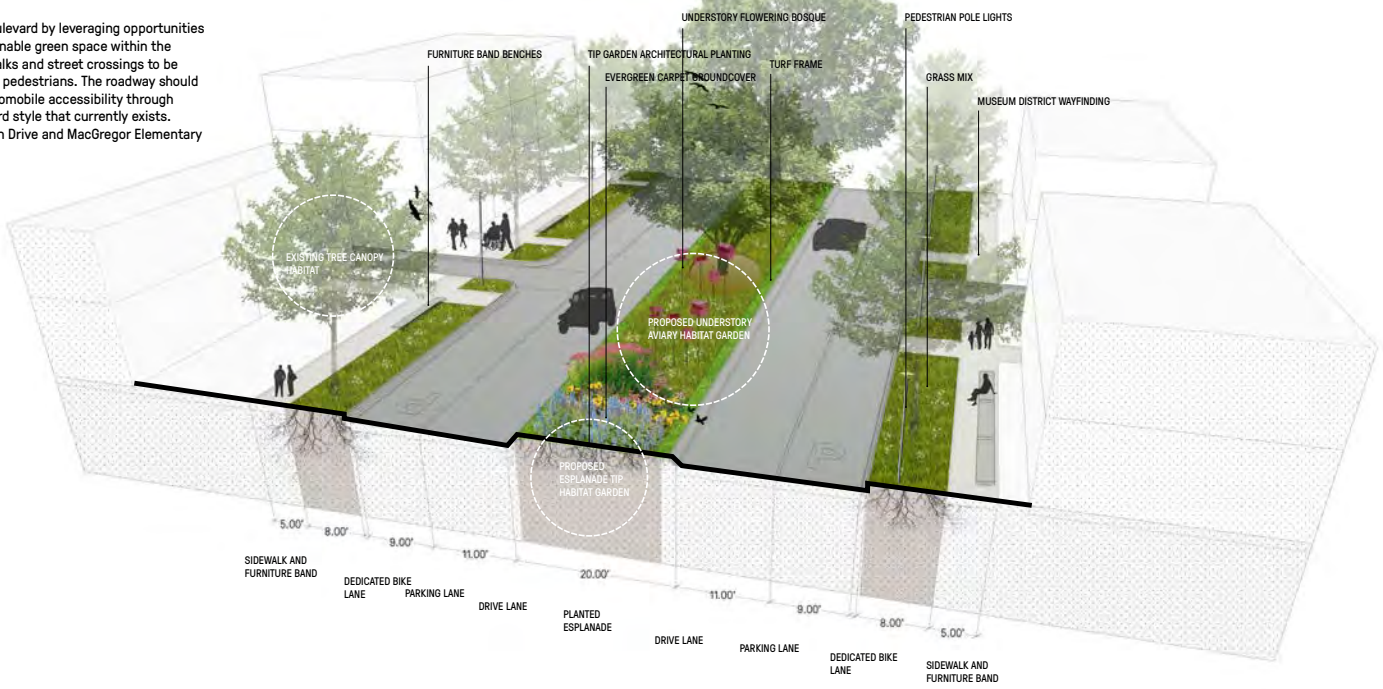


CRAWFORD STREET RESIDENTIAL BOULEVARD



Existing Street Layout

Enhance the existing boulevard by leveraging opportunities for functional and sustainable green space within the medians. Improve sidewalks and street crossings to be comfortable and safe for pedestrians. The roadway should maintain bicycle and automobile accessibility through the comfortable boulevard style that currently exists. Intersections at Hermann Drive and MacGregor Elementary should be enhanced.

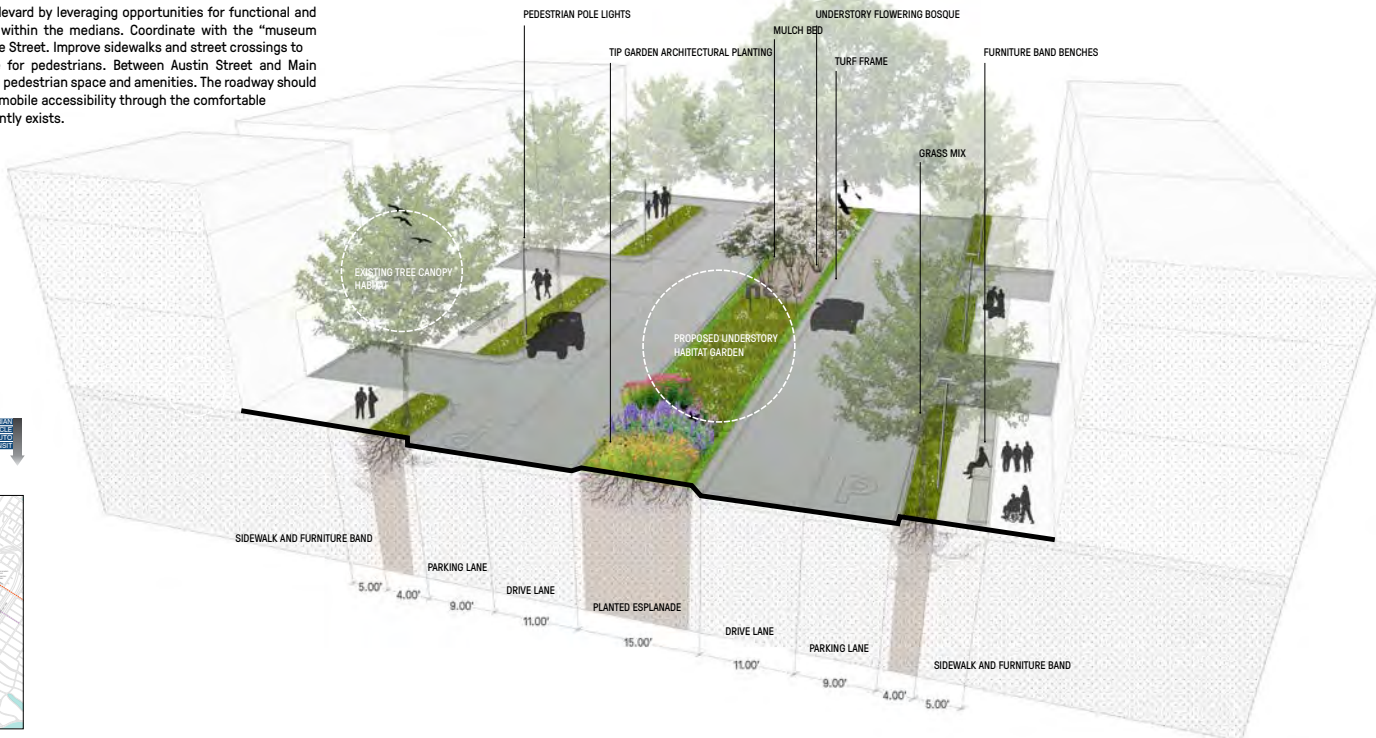


CALUMET STREET RESIDENTIAL BOULEVARD



Existing Street Layout

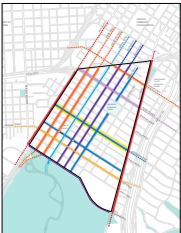
Enhance the existing boulevard by leveraging opportunities for functional and sustainable green space within the medians. Coordinate with the "museum promenade" along Caroline Street. Improve sidewalks and street crossings to be comfortable and safe for pedestrians. Between Austin Street and Main Street focus on increasing pedestrian space and amenities. The roadway should maintain bicycle and automobile accessibility through the comfortable boulevard style that currently exists.



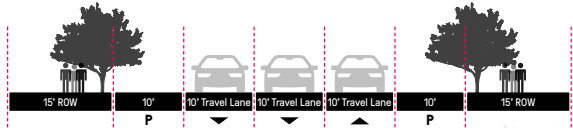
MODE PRIORITY



KEY MAP

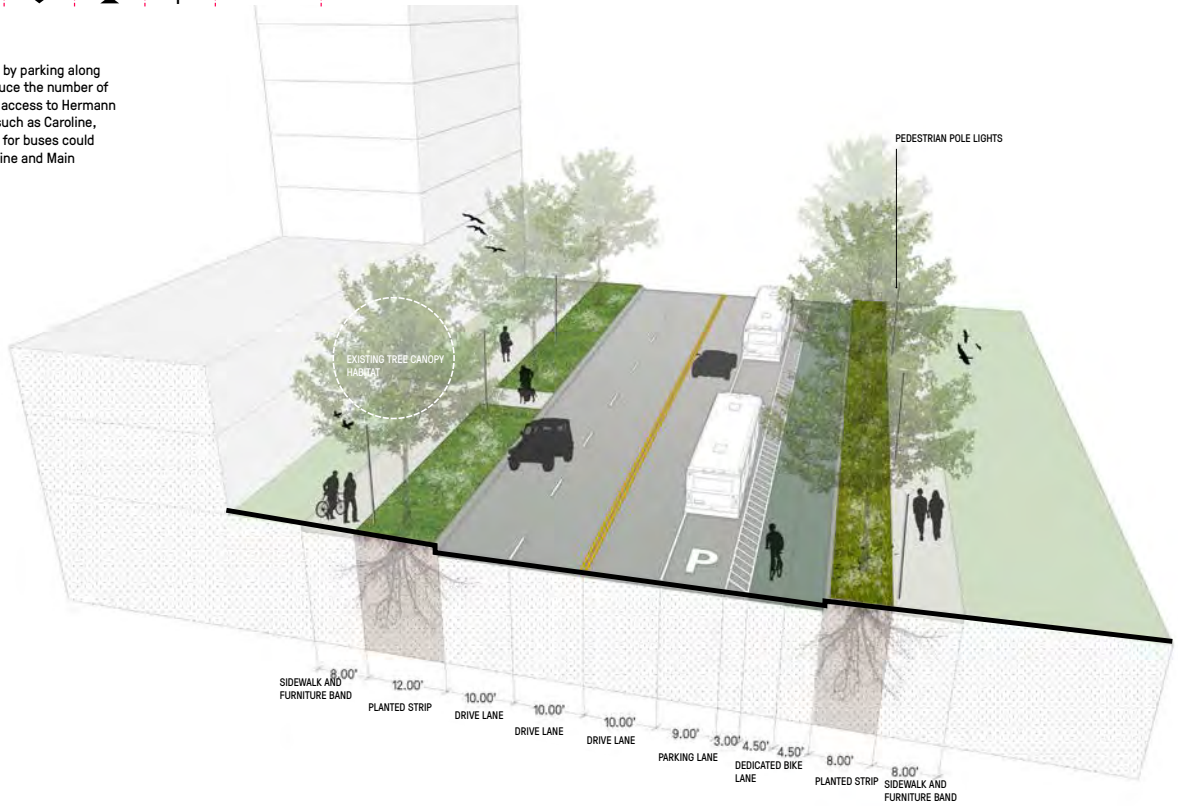


HERMANN DRIVE BIKEWAY

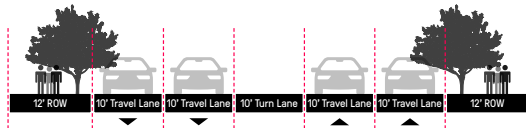


Existing Street Layout

Provide two-way bicycle facility buffered by parking along the southern side of Hermann Drive. Reduce the number of lanes from 4 to 2 with left-turn lanes for access to Hermann Park and museums at key intersections such as Caroline, La Branch, and Crawford Streets. Parking for buses could be prioritized on Hermann between Caroline and Main Street

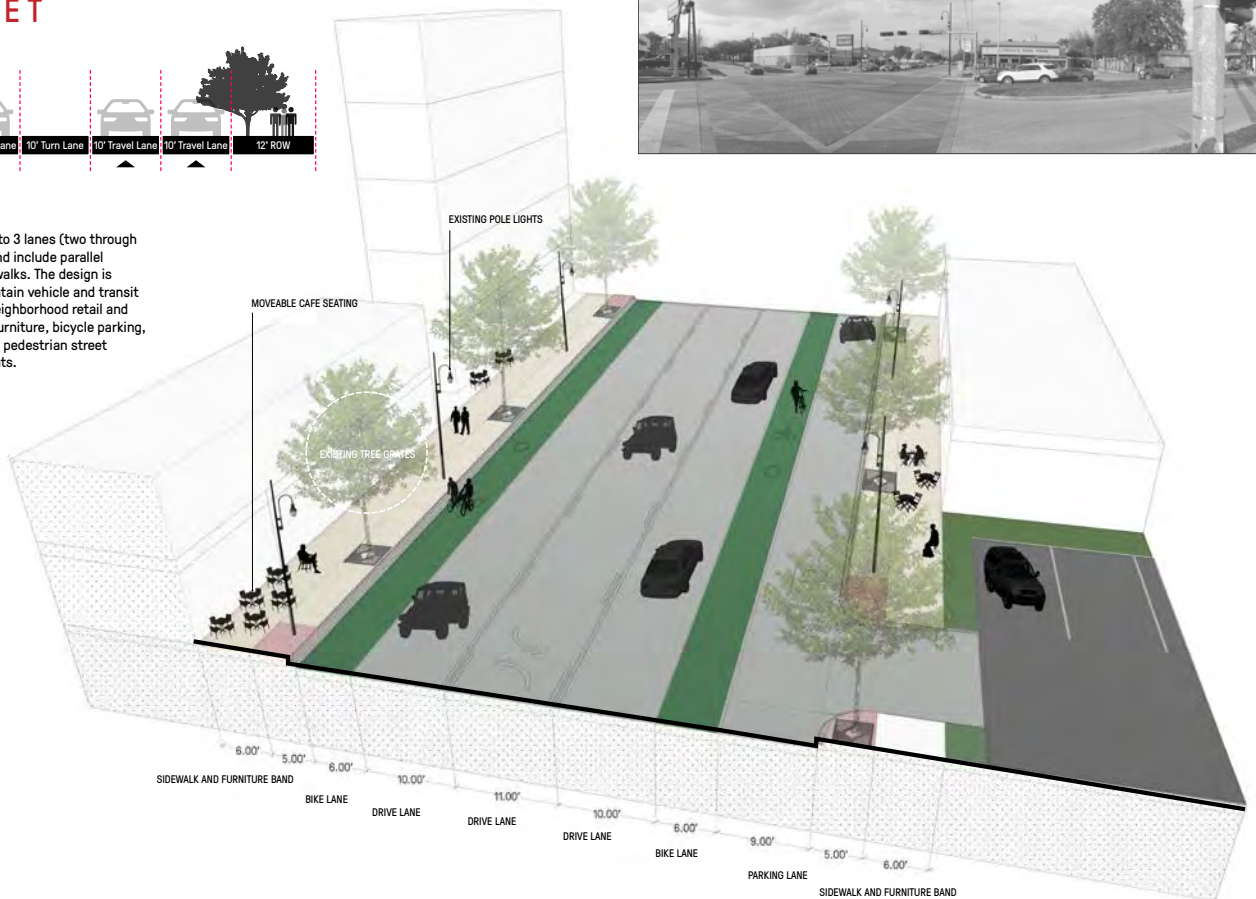


ALMEDA ROAD MAIN STREET



Existing Street Layout

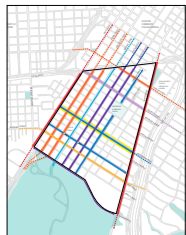
Convert the current 5 travel lanes to 3 lanes (two through lanes with one center turn lane) and include parallel parking, bike lanes and wider sidewalks. The design is intended to enhance walking, maintain vehicle and transit access, and support increase in neighborhood retail and services. Pedestrian lighting and furniture, bicycle parking, comfortable transit stops and safe pedestrian street crossings are also key improvements.



MODE PRIORITY



KEY MAP



PRELIMINARY CONCEPT PLAN IDEAS

TRANSPORTATION, DEVELOPMENT AND DESIGN CHARACTER STANDARDS

CORRIDOR-BASED IMPROVEMENTS

CAROLINE Streetscape Sidewalk improvements, lighting, and street furniture	CAROLINE Esplanade "Cultural Landscape" corridor	CAROLINE Gateway Improvements at Binz	CAROLINE Gateway Improvements at Hermann	
BINZ Streetscape Lighting, street furniture, crosswalks and wayfinding				
ALMEDA Streetscape Sidewalk improvement, street furniture, and wayfinding	ALMEDA Transportation Bicycle and parking lanes			
CRAWFORD Streetscape Sidewalk improvements, educational art, and embedded wayfinding	CRAWFORD Esplanade "Outdoor Classroom" corridor	CRAWFORD School Crossing at Rosedale	CRAWFORD Gateway Improvements at Hermann	
SOUTHMORE Esplanade "Resilient Garden" corridor	SOUTHMORE Gateway Improvements at Alameda	SOUTHMORE Gateway Improvements at Main	SOUTHMORE Transportation Bicycle lanes	
AUSTIN Streetscape Lighting and street furniture	AUSTIN Transportation Bicycle lanes			
LABRANCH Streetscape Lighting and street furniture	LABRANCH Transportation Bicycle lanes			
MAIN Streetscape Light rail landscape				
FANNIN Streetscape Light rail landscape	FANNIN Transportation Emergency and parking lanes			
SAN JACINTO Streetscape Light rail landscape	SAN JACINTO Transportation Emergency and parking lanes			
HERMANN Transportation Parking and bicycle lanes				
CALUMET Streetscape Sidewalk improvements	CALUMET Esplanade "Resilient Garden" corridor	CALUMET Gateway Improvements at San Jacinto	CALUMET Gateway Improvements at Fannin	
BLODGETT Streetscape Sidewalk improvements				
WHEELER Streetscape Sidewalk improvements				

DISTRICT-WIDE IMPROVEMENTS

ART/HEALTH INSTALLATIONS Functional and educational art pieces collaboratively programmed
WALKING GUIDE INITIATIVE Routes identified through community outreach that emphasize connections to popular neighborhood landmarks and destinations developed into a guide
CULTURAL WAYFINDING Designation of popular neighborhood landmarks and destinations through alternative wayfinding strategies
PRINT AND WEB NEIGHBORHOOD BRANDING CAMPAIGN

COMMUNITY DESIGN CHARACTER STANDARDS Public realm and built environment
PARKING AND WAYFINDING COORDINATION For vehicles and bicycles
STRATEGIES FOR COMMERCIAL CORRIDORS Support mixed uses, facade improvement programs, and community benefits agreements across corridors
NODAL STRATEGIES Wayfinding to commercial, landscape improvements, and assistance to business at key nodes
HOUSING CHOICE Identification of mixed income and/or senior living locations

PRELIMINARY CONCEPT PLAN IDEAS

FILL IN YOUR PRIORITIES ON THE TIMELINE

