

**Notice ---- for area persons to attend and voice your opinions and concerns about:**

**your neighborhood's quality of life, appearance, aesthetics, future development, and the preservation of current property values and any future potential appreciation that will all be affected by the current and expected impacts from:**

**Metro's rail project in the Uptown Galleria area and along North Post Oak Rd, and TxDOT's 610 Godzilla design and the enormous noise impacts on homes and parks.**

## **Uptown Corridor Workshop Meetings: 2 sessions**

**Date:** May 2 (public input session); May 3 (report session)  
**Time:** 6pm to 9pm, both evenings (different programs, see above)  
**Where:** Pavilion at Post Oak shopping center (Galleria area)  
1800 Post Oak Blvd (between Westheimer & San Felipe,  
adjacent parking, use front door, see signs to the 2nd level)

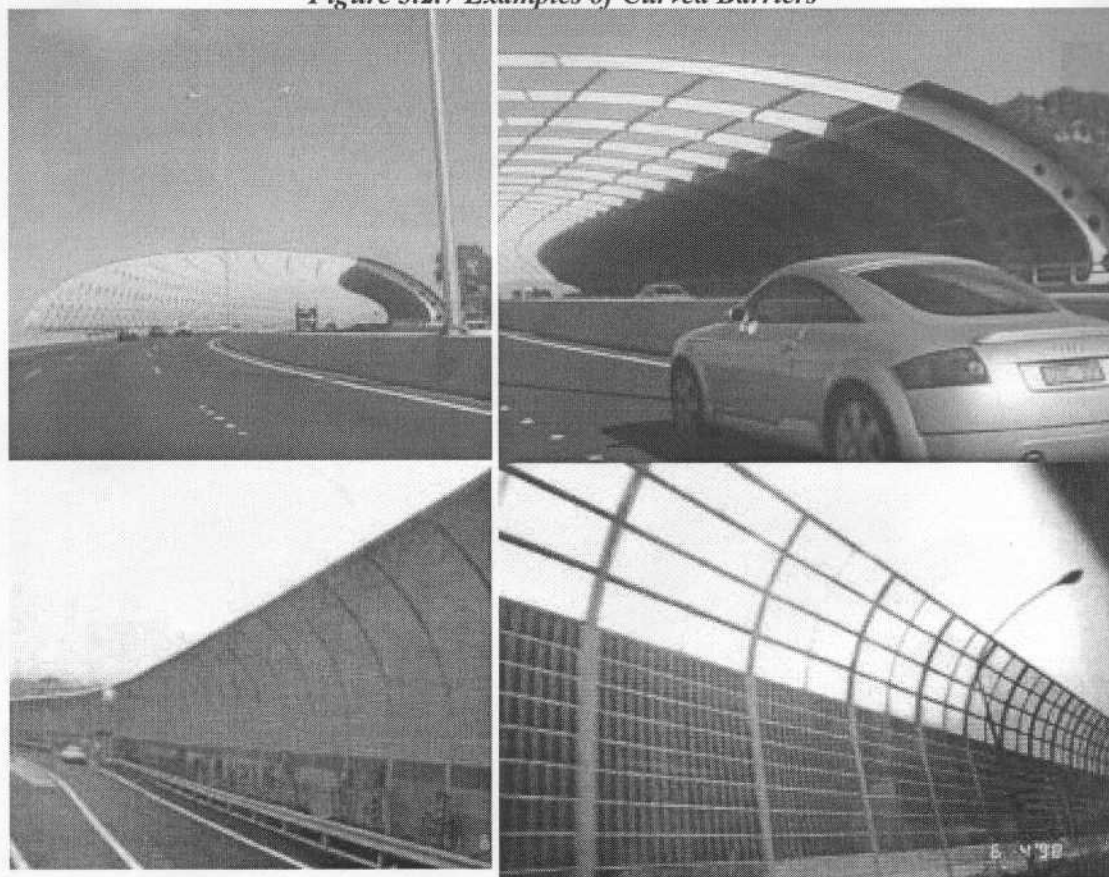
### **Sponsored by**

**Mayor Bill White, the City Council, and the  
City of Houston Planning & Development Department  
(website: [www.houstontx.gov/planning](http://www.houstontx.gov/planning), phone: 713-837-7701)**  
as the City of Houston's Urban Corridor Planning initiative with individual meetings for each of the six proposed Metro project routes. The City's planning concerns are separate and distinct from those of the Metro Transit Authority.

The Uptown Corridor Metro rail (or Bus RT) route will run north from Westpark Drive (just south of 59) through the Galleria along Post Oak Blvd, and then north along 610 and North Post Oak Road ending at the Northwest Transit Center at the northwest corner of the I-10 and I-610 interchange. Of greater concern for the area residential neighborhoods is the northern most section of this route: between the intersection of 610 and Post Oak Blvd on the south and the Northwest Transit Center on the north. The alignment for this northern route has yet to be set. A new variable that has been added to the mix quite recently is that Memorial Park may now want a stop - possibly around Woodway Dr - and they are considering the provision of parkland to get one. The previous alternative was to have the route be in the middle of 610, at grade or elevated above 610. This route would not easily accommodate a transit stop at the Park near Woodway.

Although Houston is not zoned, there are many city ordinances, regulations, and codes that affect land use, city capital improvements, & development. In addition to these development issues being **on the table for discussion** at these meetings, other concerns are: ■ improve **drainage capability** on N Post Oak Rd ■ **to meet federal & state noise level standards along 610 and I-10 use reinforced noise walls along the edges of the main-lanes (see back-side pictures)** ■ use **landscaping and trees** to improve the appearance of the current noise walls, the esplanades, and the highway structures ■ install irrigation capabilities for landscaping ■ bury or realign the N Post Oak Rd electric power lines and the attached and **very ugly phone and cable lines** ■ construct a facade **gateway into the Park at Memorial Drive & 610** instead of the ugly slanted ramp currently in place, and ■ **have the Godzilla ramp go under instead of over**, and then have it run parallel to the roadway. There was a temporary ramp that did this during construction, and there is still room underneath to have the Godzilla ramp do the same. The elevated Godzilla ramp and bridge structures represent **"reckless disregard"** if not "intentional harm" to property values and the quality of life. Who gains by these very expensive and noisy elevations? It should have all been depressed as is Beltway 8 at I-10, or at least at the Park along I-10 and 610. The 610 noise at the Arboretum is 4 times (400%) louder than the federal and state standard.  
(For information: 610-Memorial Park Stakeholders Committee, [billware@energybusiness.com](mailto:billware@energybusiness.com))

Figure 3.2.7 Examples of Curved Barriers



### 3.2.8 Use of Transparent Barriers

Where a barrier is required to provide noise protection to properties in close proximity to the highway there are likely to be adverse effects due to the loss of view, loss of daylight, and enclosure effects. The loss in the quality of the view and the need for light will need to be assessed for each property affected by a tall barrier alongside the road, and the design of the barrier should be adjusted to mitigate these adverse effects. Measures to be considered include the incorporation of transparent panels coordinated with the windows of properties behind the barrier.

Transparent barriers can also be used as a more general means of reducing the prominence of the barrier as perceived both from the protected side and from the new road. A reduction in impact can be achieved by incorporating transparent panels at regular intervals along the barrier, or by glazing the top part of the barrier (typically one third of the height to reduce its apparent height and dominance. For some cases, specific pattern may be added onto the transparent panels to avoid blindly birds' collision.

Figure 3.2.8 Barriers with Transparent Panels