POST OAK BOULEVARD
DEDICATED BUS LANES PROJECT

January 2015
Uptown Houston is a leading economic driver of the City of Houston and the largest business center in the nation outside of a traditional downtown. The greatest challenge facing Uptown is the lack of effective commuter transit service. Uptown’s 80,000 employees simply have no commuter transit options, and the lack of service is a detriment to the growth of this highly successful area.

Houston has an excellent commuter bus service on its comprehensive HOV network. This network effectively penetrates the heart of the suburban communities in which most of Uptown’s employees live.

THE PLAN

Uptown Houston has a plan, the Uptown Dedicated Bus Lanes Project, which is designed to get these employees to and from work using Houston’s highly successful busway system.

Uptown Houston proposes to rebuild Post Oak Boulevard into an exquisitely designed Grand Boulevard while preserving existing automobile access, substantially improving transit service and creating a beautifully landscaped pedestrian environment.
UPTOWN DEDICATED BUS LANES PROJECT

CONNECTION TO KATY/US 290 PARK AND RIDE LOTS
The Project taps into the existing US 290 and IH-10 Katy Freeway HOV lanes, allowing employees to use Park and Ride lots along these corridors.

POST OAK BOULEVARD DEDICATED BUS LANES
Uptown Houston will build Dedicated Bus Lanes in the median of a newly expanded and reconstructed Post Oak Boulevard from IH 610 to Richmond.

CONNECTION TO US 59/WESTPARK
By constructing the Bellaire / Uptown Transit Center, the Project will tap into the existing Westpark Tollway and Southwest Freeway HOV lanes, allowing employees to use Park and Ride lots along these corridors.

THE PLAN WOULD
1. Preserve 6 existing auto traffic lanes
2. Preserve all signalized left turn lanes
3. Maintain existing signal operations
4. Add Dedicated Bus Lanes
5. Remove buses from general traffic lanes
6. Enhance pedestrian access
7. Preserve Boulevard’s oak trees

For more information on the Uptown Dedicated Bus Lanes Project, visit www.uptown-houston.com, like us on Facebook and follow us on Twitter.
Post Oak Boulevard Dedicated Bus Lanes Project

Post Oak Boulevard Traffic Study Third Party Review
By Walter P. Moore and Associates, Inc.

Walter P. Moore has completed an independent review of the analysis of the proposed Post Oak Boulevard Improvements included in the Uptown Houston Transportation Plan prepared by Gunda Corporation and has conducted a study of three improvement scenarios for Post Oak Boulevard. Based on their review and analysis, Walter P. Moore concluded that the proposed Dedicated Bus Lane option provides the best long term solution for reducing traffic congestion in the Uptown Houston area.

This conclusion was based upon their findings that a major transportation issue in the area is congestion along IH-610. No matter the number of improvements made within Uptown Houston on Post Oak Boulevard or east / west thoroughfares, vehicles will still be caught in long queues along the IH-610 frontage roads and main lanes trying to reach their ultimate destinations.

The only effective solution is to provide an alternative to individuals driving alone by creating a transit system that is attractive (proving reliable, frequent service) to residents, employees, and visitors of Uptown Houston, as proven in Downtown Houston where approximately 32% of commuters use transit.

Review of Retail Impact Report

Jose Luis Nueno produced a report which opined that the proposed Post Oak Boulevard Dedicated Bus Lanes Project would negatively impact retail activities in the area. In response, Uptown commissioned William Whitney, Ph.D. to conduct an in-depth review of the assumptions, analysis and conclusions of Mr. Nueno’s report.

Dr. Whitney received his Ph.D. from the Graduate School of Management, University of California Los Angeles in Urban Land Economics (1975). He served as a Principal with Arthur Andersen for nine years, the last three years headquartered in their London office. His duties with Andersen included the establishment of Andersen’s real estate consulting practices in Southern California and the Asia Pacific Region, then re-locating to England and serving as a resource to Andersen’s European and Middle East Real Estate and Hospitality consulting practices. He is also a contributing author to ULI’s recent publication, Retail Development, 4th Edition.

Dr. Whitney concluded, “A comparison with other existing and proposed DBL / BRT programs suggests that the Uptown DBL / BRT is perhaps the most responsive yet in terms of taking steps in its design and execution that should minimize negative impacts on the local retail community during the development period.”

John Fransen, Vice President, The Hahn Company, and active with the International Conference of Shopping Centers, the Urban Land Institute and a consultant focused on improving retail in Houston’s downtown stated, “In his executive summary, Professor Luis Nueno issues sweeping, definitive predictions resulting in a drop in sales of 50% to 60% that will force closure of most retailers. He would like the reader of his report to buy into his extreme argument — either no construction and status quo (his position) versus a straw man
argument he has created — a worst case construction nightmare scenario where most retailers are forced to close. This is just not a believable position.”

Alexander Garvin, M. Arch., M.U.S, Adjunct Professor, Yale, Vice President, Lower Manhattan Development, Corporate Deputy Commissioner, New York City and author of the book, *The American City: What Works, What Doesn’t*, concludes, “The planned investments in Post Oak Boulevard will increase the street’s carrying capacity and, with the increase in the number of people on the street, increase property values and generate further private investment far in excess of what will be spent on improvements to the public realm.”

In addition to these international experts, local retailers who have successfully served the Houston retail market for decades support the Dedicated Bus Lanes Project, including: Ed Wulfe with BLVD Place; The Galleria; Kendall Miller with Tanglewood Corporation’s Post Oak Shopping Center; Weingarten’s Centre at Post Oak and Richmond Square; and AmREIT’s Uptown Park.

**Harris County Appraisal District Property Values for Properties to be Acquired**

In order to understand the cost of acquiring properties along Post Oak Boulevard for the proposed Dedicated Bus Lanes Project, the Harris County Appraisal District (HCAD) valuations were compiled as follows:

<table>
<thead>
<tr>
<th></th>
<th>2014 HCAD Values</th>
<th>Average Per Sq. Ft.</th>
<th>Total Sq. Ft. to Be Acquired</th>
<th>Est. Total Values</th>
</tr>
</thead>
<tbody>
<tr>
<td>Preliminary Noticed</td>
<td>$133 per sq. ft.</td>
<td>152,000 sq. ft.</td>
<td>$20.50 M</td>
<td></td>
</tr>
<tr>
<td>Protested</td>
<td>$127 per sq. ft.</td>
<td>152,000 sq. ft.</td>
<td>$20.10 M</td>
<td></td>
</tr>
</tbody>
</table>

**Transit Demand Forecast**

Transit ridership forecasts were developed using a set of computer models developed over a 40 year history by H-GAC / TxDOT / METRO, which have been continually updated, calibrated and refined. The population, employment and land use forecasts were based on H-GAC data sets. The forecasting effort combined a multi-agency task force, including H-GAC, TxDOT, TTI, METRO and Uptown. METRO’s modeling consultant performed the detailed analysis. The information was accepted by HGAC’s Transportation Planning Committee, Federal Transit Administration and Federal Highway Administration.

Projected ridership will range from 15,000 – 20,000 in 2018 and 20,000 to 28,000 in 2035. Overall, ridership estimates were conservative with only 8 – 10% of the employees using transit, but even at this level of ridership, the Dedicated Bus Lanes Project will carry the equivalent of 3 – 4 additional lanes of automobile traffic.

**Land Owner Support for Dedicated Bus Lanes Project**

Land owners representing more than 70% of the retail linear footage along Post Oak Boulevard support the Dedicated Bus Lanes Project. Land owners of all land uses representing approximately 60% of the linear feet along Post Oak Boulevard support the Project.
Post Oak Boulevard Dedicated Bus Lanes Project Construction Phasing

Effectively managing the construction of the Post Oak Boulevard Dedicated Bus Lanes Project is the primary and perhaps most important near term objective to the ongoing operations of Uptown private sector businesses. TIRZ #16 (Uptown Houston) has a long and successful history of constructing projects in the area in a manner that successfully maintains a vibrant business environment and the timely completion of projects.

When work begins on Post Oak Boulevard, active construction segments will maintain a minimum of two lanes of traffic in each direction and all turning movements at intersections during peak periods on weekdays. Non active construction segments will maintain the current three lanes in each direction including all turning movements at intersections. Driveway access will be maintained at all times with the cooperation of the property owners. Uptown Houston plans to construct the project in manageable segments as follows:

- North: West Loop to San Felipe
- Middle: San Felipe to Westheimer
- South: Westheimer to Richmond

Project construction will be appropriately phased to ensure acceptable traffic operations, business access and prudent and timely completion of the project.

Typical Construction Phasing
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