



Beautification of the Gateway Corridors and Historical Downtown of Columbus, Texas

A Service-learning Project Completed by LAND 312 Design Studio

Department of Landscape Architecture & Urban Planning

College of Architecture, Texas A&M University

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Project Sponsors: City of Columbus, Texas & Texas Target Communities Program, Texas A&M University

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First of all, I would like to thank the City of Columbus, Texas for sponsoring this project that offers our students a great learning experience.

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Also, I would like to acknowledge the other members of the Columbus Task Force who contributed time, effort, kolache and a guiding hand to the project: Dwain Dungen, Betty Hajovsky, Barbara Peterman and Kathleen Townzen.

We appreciate every member of the task force and local residents for their active participation and support for the project.

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Last but not least, I would like to express deep appreciation to my colleague and co-instructor, Ryun Jung Lee and Lingyu Kong, Graduate Assistant in Land 312 for their significant contributions to the class, and for their efforts and dedication in helping the students with their learning.

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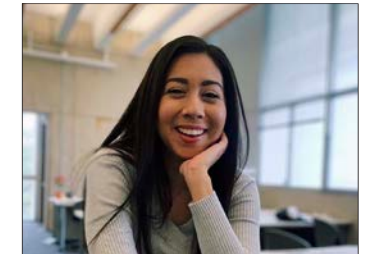
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PREFACE

This report presents “Master Plan and Landscape Improvement Plan for the Gateway Corridors in the City of Columbus, Texas”. It is a service-learning project funded by the City of Columbus, Texas through the Texas Target Communities Program and completed by a class of 23 undergraduates in Land 312 from the landscape architecture program at Texas A&M University during the spring semester 2020.

Land 312 (Land Design IV) is the advanced design studio course for BLA students prior to the required professional internship and the final year of the study. The course is designed to develop an understanding of the various systems that must be integrated through land planning and design. Students are expected to apply this understanding through planning and design of projects of various scales, including project programming, master planning, and site design. Through doing a real-life project that was on-going for entire semester, students were expected to learn the following:

- **Theory and concepts** of community/urban design;
- Master planning **process** for a community/urban development;
- **Design elements and principles** of a community/urban development;
- Evidence-based **design methodology**;
- Concepts and principles of **sustainable healthy communities**;
- Techniques of professional design **documentation and presentations**.

This course intends to integrate group learning with individual learning. At the beginning of the semester, the class was divided into six design teams, with 3-4 members each team. Over the course of the semester the project was carried out in four phases. In the first phase, the students began with conducting project background analysis. Each team was assigned to a specific topic to investigate. The goal of this phase was to help students understand the historical, cultural, social, economic, demographic, physical, and regulatory contexts of the project at multiple scales. Each team then presented their findings to the whole class.

In the second phase, the students were asked to conduct a precedent study. Each team was asked to identify and select an exemplary project of best practice relevant to their project focus and special issue, and conduct a comprehensive and in-depth analysis and draw inspirations and from the studied project. Each study concluded with lessons learned and was shared with the whole class.

The third phase focused on the development of comprehensive design programs and schematic masterplans. Each team was assigned to focus on one of six different priority areas, including 1) Hwy 71 corridor between north bridge and I-10; 2) Hwy 90 (Walnut Street) corridor between East bridge and Hwy 71; 3) Historical downtown district; 4) Downtown cultural district; 5) Colorado riverfront corridor (between north bridge and East bridge); 6) The west bank of Colorado River (south of East bridge) and Beason’s park. Those six areas were identified with considerations of the overall project scope, community priority, existing condition, important role for the city, and future development potential. Early in this phase, a 3-hour community design charrette was conducted in Columbus on February 17, 2020. About 30 local residents participated in the design charrette and provided the students with lots of very valuable information and inspirational suggestions.

The fourth phase allowed the students to create detailed site designs illustrating the student’s vision for the site. Choosing a target area identified in their master plan, each student was asked to individually demonstrate how those goals, objectives, and concepts established for the master plan of the previous phase can be implemented at a site-design level of detail.

Due to the outbreak of COVID-19, all courses at TAMU were taught online after spring break. Teaching design studio online was new to both faculty and students, and presented a challenge to everyone. However, with the Zoom technology, we were able to continue with what we do normally in the conventional studio teaching situation. Using Zoom, we did mid-review of student work together with the community leaders. The entire process of final design document production was conducted online. I hope everyone would enjoy and be impressed by the quality of student work shown in this booklet.

Changshan Huang, Ph.D., AICP, ASLA, PLA

TABLE OF CONTENTS

Acknowledgements Project Participants Preface

I
II
III

Part I. Background Context Analysis

| | |
|----------------------------------|-------|
| 1.1. Historical Context | 1-7 |
| 1.2. Social and Cultural Context | 8-13 |
| 1.3. Economic and Market Context | 14-19 |
| 1.4. Physical Context | 20-25 |
| 1.5. Visual Context | 26-32 |
| 1.6. Regulatory Context | 33-38 |

Part II. Precedent Studies

| | |
|--|-------|
| | 39 |
| 2.1. Gateway Corridor Improvement Plan, City of Northfield, MN | 34-36 |
| 2.2. Grand Avenue Streetscape Redesign, Grand Lake, CO | 37-39 |
| 2.3. Designing Downtown Denison, Denison, TX | 40-43 |
| 2.4. The Downtown Austin Plan, Austin, TX | 44-47 |
| 2.5. Brenner's on the Bayou, Houston, TX | 48-51 |
| 2.6. Buffalo Bayou Sabine Promenade, Houston, TX | 52-55 |

Part III. Design Proposals

63

3.1. HWY 71 Gateway Corridor

| | |
|--|-------|
| 3.1.1. Location and Context | 64 |
| 3.1.2. Key Issues | 65 |
| 3.1.3. Design Program | 66 |
| 3.1.4. Master Plan | 67 |
| 3.1.5. Detail Design for Target Areas/elements | 68-81 |

3.2. HWY 90 Corridor

| | |
|--|-------|
| 3.2.1. Location and Context | 82 |
| 3.2.2. Key Issues | 83 |
| 3.2.3. Design Program | 84-88 |
| 3.2.4. Master Plan | 89-92 |
| 3.2.5. Detail Design for Target Areas/elements | 93-97 |

3.3. Downtown Entertainment District

| | |
|--|---------|
| 3.3.1. Location and Context | 98 |
| 3.3.2. Key Issues | 99 |
| 3.3.3. Design Program | 100 |
| 3.3.4. Master Plan | 101-111 |
| 3.3.5. Detail Design for Target Areas/elements | 112-113 |

3.4. Downtown Cultural District

| | |
|--|---------|
| 3.4.1. Location and Context | 114 |
| 3.4.2. Key Issues | 115 |
| 3.4.3. Design Program | 116 |
| 3.4.4. Master Plan | 117 |
| 3.4.5. Detail Design for Target Areas/elements | 118-131 |

3.5. East Bridge Waterfront Area and Beason's Park

| | |
|--|---------|
| 3.5.1. Location and Context | 132 |
| 3.5.2. Key Issues | 132 |
| 3.5.3. Design Program | 133-135 |
| 3.5.4. Master Plan | 136-137 |
| 3.5.5. Detail Design for Target Areas/elements | 138-149 |

3.6. Colorado Riverfront Corridor

| | |
|--|---------|
| 3.6.1. Location and Context | 150 |
| 3.6.2. Key Issues | 150 |
| 3.6.3. Design Program | 151-154 |
| 3.6.4. Master Plan | 155 |
| 3.6.5. Detail Design for Target Areas/elements | 156-167 |

Part I. Background Context Analysis



Source: <https://www.columbusisd.org/>

| | |
|---|--------------|
| 1.1. Historical Context | 1-7 |
| 1.2. Social and Cultural Context | 8-1 |
| 1.3. Economic and Market context | 14-19 |
| 1.4. Physical Context | 20-25 |
| 1.5. Visual Context | 26-32 |
| 1.6. Regulatory Context | 33-38 |

1.1. Historical Context

Historical Timeline

Columbus History Introduction

After carefully researching Columbus and discussing briefly with community members at the design charrette, this complete Columbus Historical Timeline was created. Differentiating Columbus' history into three eras, it helps to make sense of the major events that happened. The three eras are categorized as: "The Beginning", "The Railroad Boom Era" and "The Automobile/Highway Era (Post WWII)". The Registered Texas Historical Landmark map is also correlated to these Eras and provides a geographical understanding of some of Columbus' history. City settlement patterns will also be discussed.

It is important to thoroughly understand the historical and cultural context of a city and site in order to purposefully design unique spaces. All teams carefully considered the historical significance of Columbus and used historical themes and aspects of the city to guide design decisions.

Timeline References:

Columbus Texas: A Guide to Historical Sites (pamphlet)

City of Columbus Historical Marker Guide (pamphlet)

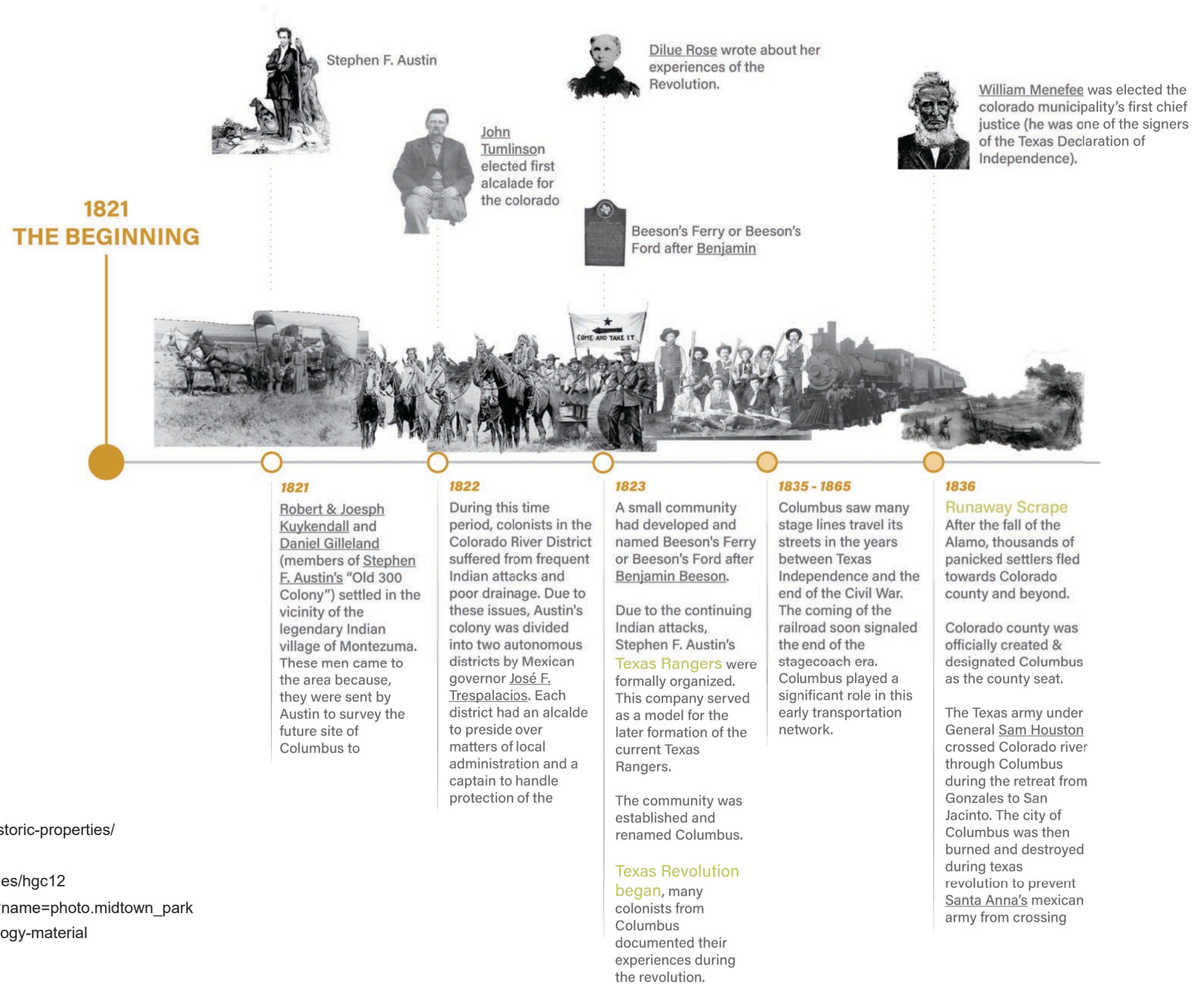
Chamber of Commerce History Page: <https://columbus-texas.org/community/historic-properties/>

Columbus Historical Preservation Trust: <https://columbus-hpt.com/about-chpt/>

Texas State Historical Association: <https://tshaonline.org/handbook/online/articles/hgc12>

Official City of Columbus Website: http://www.columbus-texas.net/default.aspx?name=photo.midtown_park

Library history Landing page: <https://nesbitt.ploud.net/local-history-and-genealogy-material>



Timeline Era Two: Railroad Boom

1837 - Early 1920's RAILROAD BOOM



Judge Robert "Three Legged Willie" Williamson



Asa Townsend



Exum Philip Whitfield, a Columbus business leader, merchant, physician, farmer and president of the Columbus Tap Railway (1861 - 1866).



1837

The city of Columbus's 1st incorporation occurred June 5th and was designated a railroad terminal.

Beneath the Columbus Oak tree, the first courthouse meeting of the 3rd judicial district of the republic of Texas was held by Judge Robert M. Williamson ("Three Legged Willie").

1840

The first major industry to arise in Columbus was a German cigar factory, established around 1840. Shortly after, the industry then turned from tobacco to cotton production and the importance of the cigar factory declined. It eventually closed and by 1880 tobacco production in the area was of little importance.

1845

Many colonists from Columbus played a role in the Annexation of Texas to the U.S.

1860

The Columbus Tap Railway was officially chartered.

1861-1865

During the Civil War about 519 Colorado county men could be identified as Confederate soldiers.



1881

During this time cottonseed oil became important commodity. Due to this new agricultural trend the Columbus Oil Company built an oil mill in Columbus. In 1881 15,552 bales were produced although this was only an 8 percent increase compared to 1860. However, in 1884 R. E. Stafford foreclosed on the mill.

Columbus experienced a similar growth in the number of farms, from 397 in 1860 to 456 in 1870 and 1,666 in 1880.

Cattle production also peaked in the early 1880s, at 108,368 head. This increase prompted Stafford to establish the Columbus Meat and Ice Company in 1883 on the site of Robson's Castle near the north bridge.

1909

The 1909 Velasco hurricane was an intense tropical cyclone that devastated areas of the Texas coast. It wreaked havoc on Columbus and destroyed features such as the Columbus Female Seminary and courthouse bell tower.

1910

During this time, Columbus was virtually surrounded by gravel pits. Gravel production became the next big thing due to its large economic contribution. The prevalence of an inexpensive source of local gravel also made road construction more affordable.

1913

Floodwaters from the Colorado and Brazos rivers formed a single river about 65 miles wide and flooded an estimated half a million acres. This event was called the Colorado River flood of 1913. The flood affected nearby cities of Smithville, Columbus, Wharton and Bay City.

1914 - 1918

During the WWI Era an estimated 198,450 Texans served in the armed forces during the course of the war. At least 5,170 Texans died.

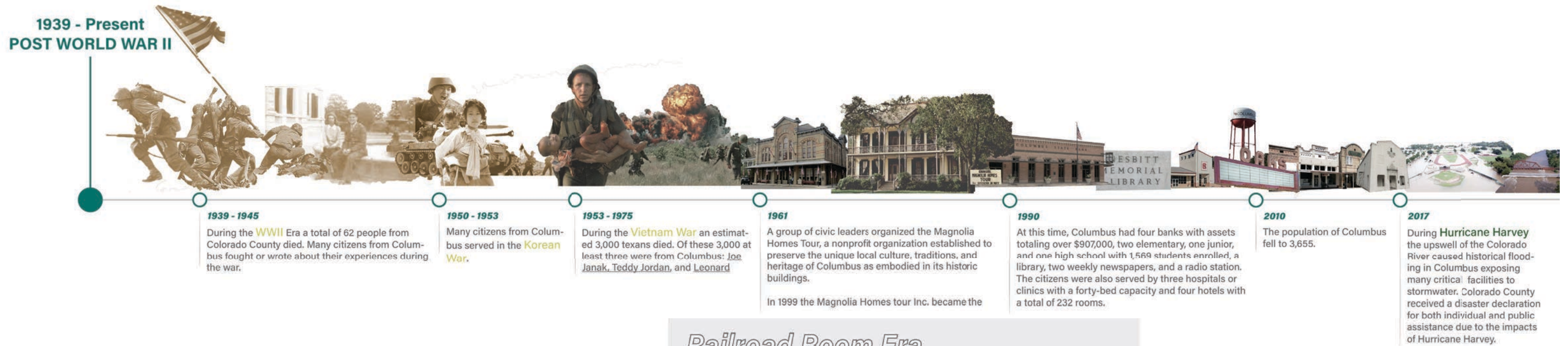
1927

Date of current incorporation of Columbus city occurred on January 10th.

1929 - 1933

The Great Depression hit Columbus. The population declined and did not climb above 3,000 again until the mid-1950s.

Timeline Era Three: Automobile/Highway Era



Summery: Niche Timeline

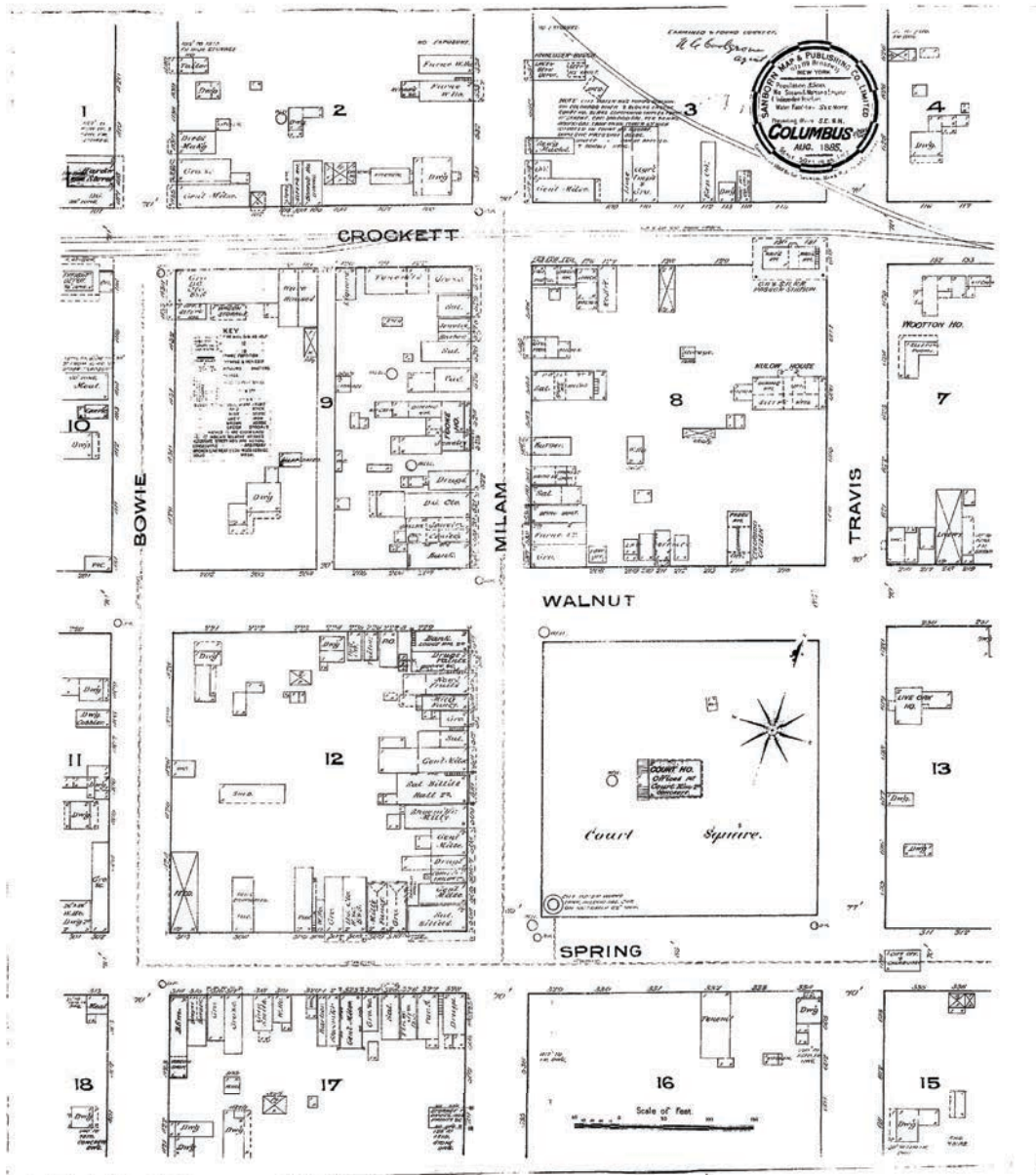
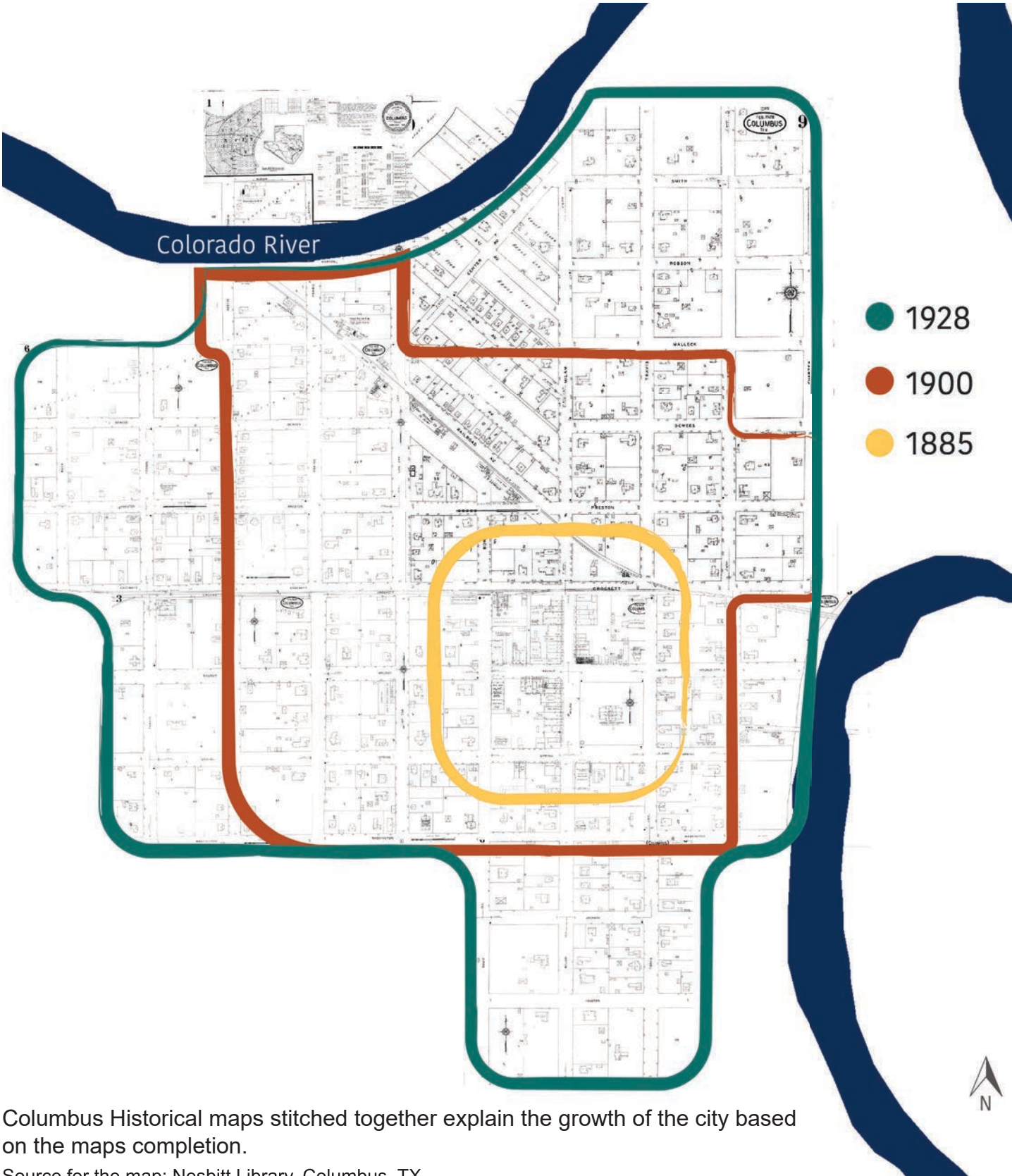
The niche timeline represents a condensed version of the eras and showcases what makes Columbus unique.



City Settlement

Evolution of City Settlement Patterns

Columbus first started as a grid, but because of the railroad the city started to build and design around it. This graphic shows the approximate growth of the city of Columbus based on historic maps. (Nesbitt Library). The main street, Walnut St. (Highway 90), became one of the main routes to get to Houston.



Columbus Historical maps stitched together explain the growth of the city based on the maps completion.

Source for the map: Nesbitt Library, Columbus, TX

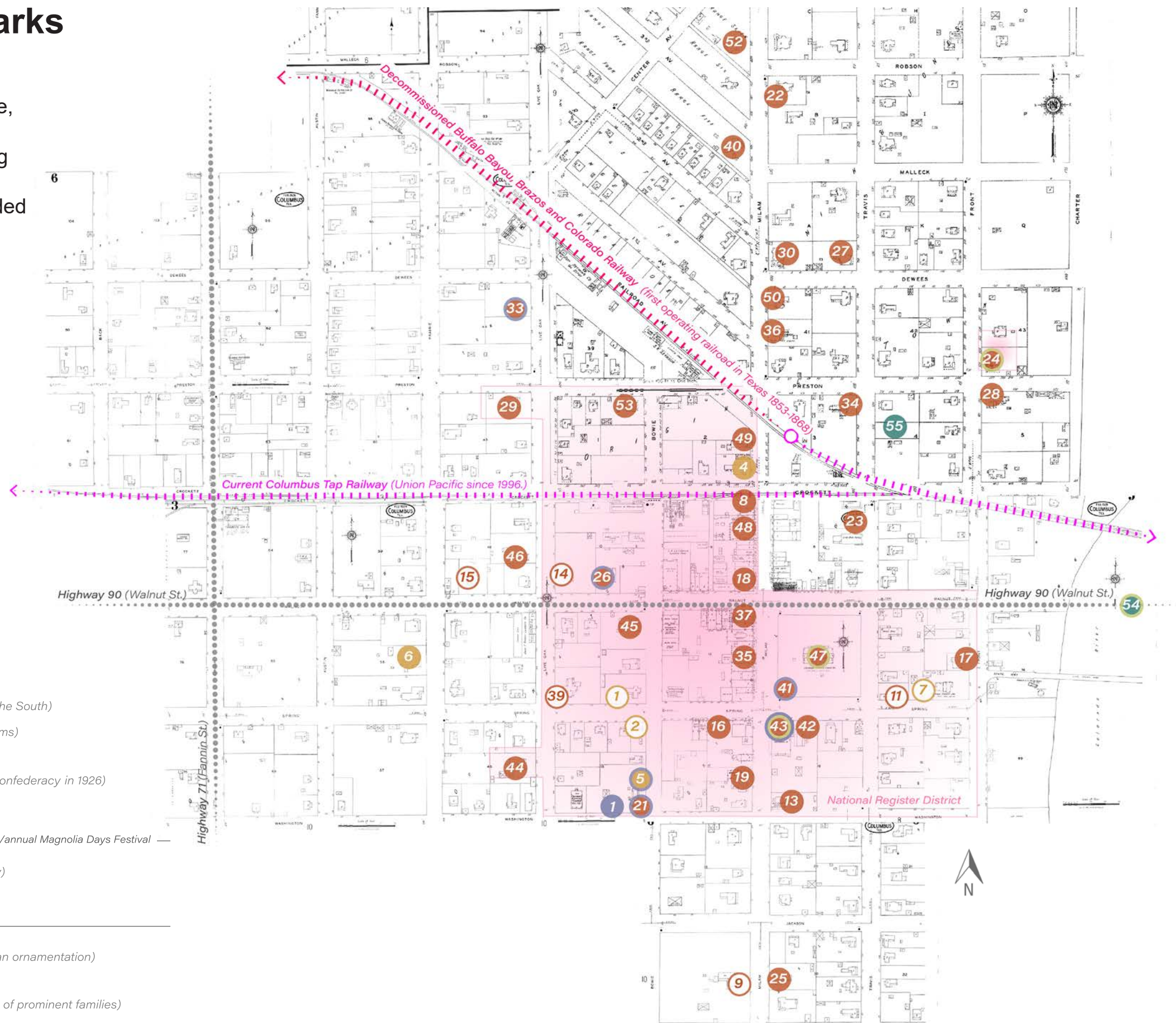
Registered Historical Landmarks

The City of Columbus has about 60 Registered Texas Historic Landmarks (RTHL). Correlating to the timeline, this map has separated the RTHL's into eras. It also highlights the National register District and the existing and historic railways that run through town. The background map is a historic map of Columbus provided by the Columbus Nesbitt Library.

Map Legend

- Founding & Runaway Scrape ≥1836
- Railroad Boom 1837 - Early 1920's
- Automobile/Highway Era Late 1920's - present

- 1 Building still standing
- 1 Site Marker only (no building)
- 1 National Register of Historic places (NRHP)
* All listed are already Recorded Texas Historical Landmarks (RTHL)
- 1 Museum & RTHL 1 Museum only
- National Register District
- Site located off map



Columbus Museums

- 1 1990- Mary Elizabeth Hopkins Santa Claus Museum (Only Santa Claus Museum in the South)
- 48 1891- Live Oaks Art Center (Year-round exhibitions, workshops, and outreach programs)
- 43 1886- Old Stafford Opera House (visitor center and self guided tour) NRHP
- 41 1883- Confederate Memorial Museum (Turned over to the United Daughters of the Confederacy in 1926)
- 5 Late 1836- Alley Log Cabin Museum (includes the Antique Tool Museum)

Places below only open to the public through appointment with the Columbus Chamber of Commerce/annual Magnolia Days Festival —

- 21 1858- Dilue Rose & Ira Albert Harris House (Important piece of Texas colonial history)
- 33 1871- Keith-Traylor House (Late Victorian Era)

Places below only open to the public during annual Magnolia Days Festival —

- 26 1867 (Remodeled 1887)- Tate-Senftenberg-Brandon Home (Features its 1887 Victorian ornamentation)
- 22 1860's- Youen-Hopkins House (Frontier type cottage)
- 6 Early to Mid 1800's- Carriage Step on Prairie Street (the carriage step was a symbol of prominent families)

List of Columbus Historical Sites

Founding & Runaway Scrape

- 1821- **City of Columbus Marker** (known as the oldest surveyed and platted Anglo-American town in Texas)
- 1826 - **American Declaration of Independence, 15th anniversary Celebration** (settlers planned a BBQ in celebration, and traveled long distances)
- 1836- **Site of the Camp of Gen. Joaquin Ramirez Y Sesma** (a division of Santa Anna's army crossed the Colorado river, eight mi. below Columbus) ●
- 1836- **Hancock-Heller Home**
- Late 1836- **Abram Alley Log Cabin** (Abram Alley was part of Stephen F. Austins "old 300" colony)
- Early to Mid 1800's- **Carriage Step on Prairie Street** (the carriage step was a symbol of prominent families and is the only existing one in Columbus)
- Texas Independence 1835 - end of Civil War 1865 - **Stage Lines Through Columbus** (Played an important role in early stage coach network)

Railway Boom

- 1837- **Rosenfield Building** (one of Columbus's first downtown commercial structures - example of turn of the century commercial storefront)
- 1838- **Site of J. Light Townsend Homestead** (The heirs sold property to the Columbus School Board in 1933) ●
- 1839- **Robson's Castle/Columbus Meat & Ice co.** (once stood a concrete "castle" and in 1884 only one of three packing houses in Texas)
- 1844- **Early site of Dr. Logue's drugstore** (the first drugstore in the republic of Texas)
- 1847- **Tait Compound** (Charles William Tait - 6,000 acre Sylvania plantation managed by slaves) ●
- 1848 (Multiple dates)- **First United Methodist Church of Columbus**
- 1851- **Site of Columbus Female Seminary** (destroyed in 1909 hurricane)
- 1852- **Home site of Fannie Baker Darden** (poet laureate of Columbus)
- 1857- **The Colorado County Citizen** (Ben Marshall Baker - the only survivor among the several 1800's local newspapers; now "Colorado Citizen")
- Mid 1800's (Multiple dates) - **Townsend-Koliba House**
- 1850- **Brick Store House** (oldest commercial building left standing in Columbus)
- 1850- **Caledonia Lodge No. 68** (First educational institution in Columbus - Rev. Jacob Sherer founded the Colorado College in 1857 here)
- 1856- **Tait Townhouse** (Charles William Tait (military surgeon, surveyor, Texas legislator, planter) his home was built by slaves) ●
- 1858- **Dilue Rose & Ira Albert Harris House** (wrote about Texas revolution)
- 1860's- **Youen-Hopkins House**
- 1860- **Columbus Tap Railway** (chartered 1860, became part of the Southern Pacific System in the 1880s)
- 1861- **Harrison-Hastedt House** (Late Victorian Style) NRHP
- 1867- **The Montgomery House**
- 1867 (Remodeled 1887)- **Tate-Senftenberg-Brandon Home** (originally a modest cottage, now features its 1887 Victorian ornamentation)
- 1868- **Home of Texas Attorney General George McCormick**
- 1868 (Renovated in 1890)- **Hahn House** (Victorian Style architecture - exhibiting a second story gallery)
- 1869- **Maigne-Walter House**
- 1870- **Toliver-Cone House**
- 1870 (Earliest headstone 1853)- **Columbus Old City Cemetery** (current events occur here/acting) ●
- 1871- **Columbus Odd Fellows Rest Cemetery** (Chronicle of the history and pride of Colorado County) ●
- 1871- **Keith-Traylor House**
- 1872- **Hunt-Cassell House**
- 1873- **Ehrenwerth-Ramsey-Utermeyer Building**
- 1873- **Columbus Church of Christ** (Consecrated and has been active since 1887)
- 1875- **Columbus State Bank** (Columbus' first bank)
- 1879- **Hebrew Benevolence Society Cemetery** ●
- 1880- **Site of Railway Hospital** (Robert Henry Harrison built for his railway employees)
- 1882- **Simpson-Williamson House**

- 1883- **Old Water Tower/Confederate Memorial Museum** (served as water tower/fire house until 1912, since 1926 it has been the museum)
- 1886- **Stafford Miller House** (R.E. Stafford's mansion)
- 1886- **Old Stafford Opera House** (R.E. Stafford - building in Second Empire Style) NRHP
- 1886- **Bartels-Wirtz House**
- 1887- **Ilese-Rau House**
- 1890- **Townsend-West House**
- 1890 (Remodeled in 1939)- **Colorado County Courthouse** (Neoclassical style building in the form of a Greek cross) NRHP
- 1891 (Saloon/store added 1896)- **Brunson Building:** (built by Charles Brunson and is currently the Live Oak Art Center: cultural events are held here)
- 1892- **Old General Store**
- 1897- **Stein-Girndt House** (retains its original Queen Anne architectural features)
- 1898- **The Isgrig House** ●
- 1908- **Dick-Gillette House** (Classical Revival Style architecture)
- 1914- **Home of William Christian Papenberg**

Automobile/Highway Era

- 1932- **Colorado River Bridge on State Highway 3** (one of only three surviving THD truss bridges left in Texas) NRHP
- 1942- **St. John's Episcopal Church** (active worship & different locations since 1848 - earliest episcopal worship service known in Columbus)

References:

Columbus Texas: A Guide to Historical Sites (pamphlet)

Historical Markers Map: <https://atlas.thc.state.tx.us/Map>

Historical Markers Map: https://en.wikipedia.org/wiki/National_Register_of_Historic_Places_listings_in_Colorado_County,_Texas

Chamber of Commerce History Page: <https://columbustexas.org/community/historic-properties/>

Columbus Historical Preservation Trust: <https://columbusht.com/about-chpt/>

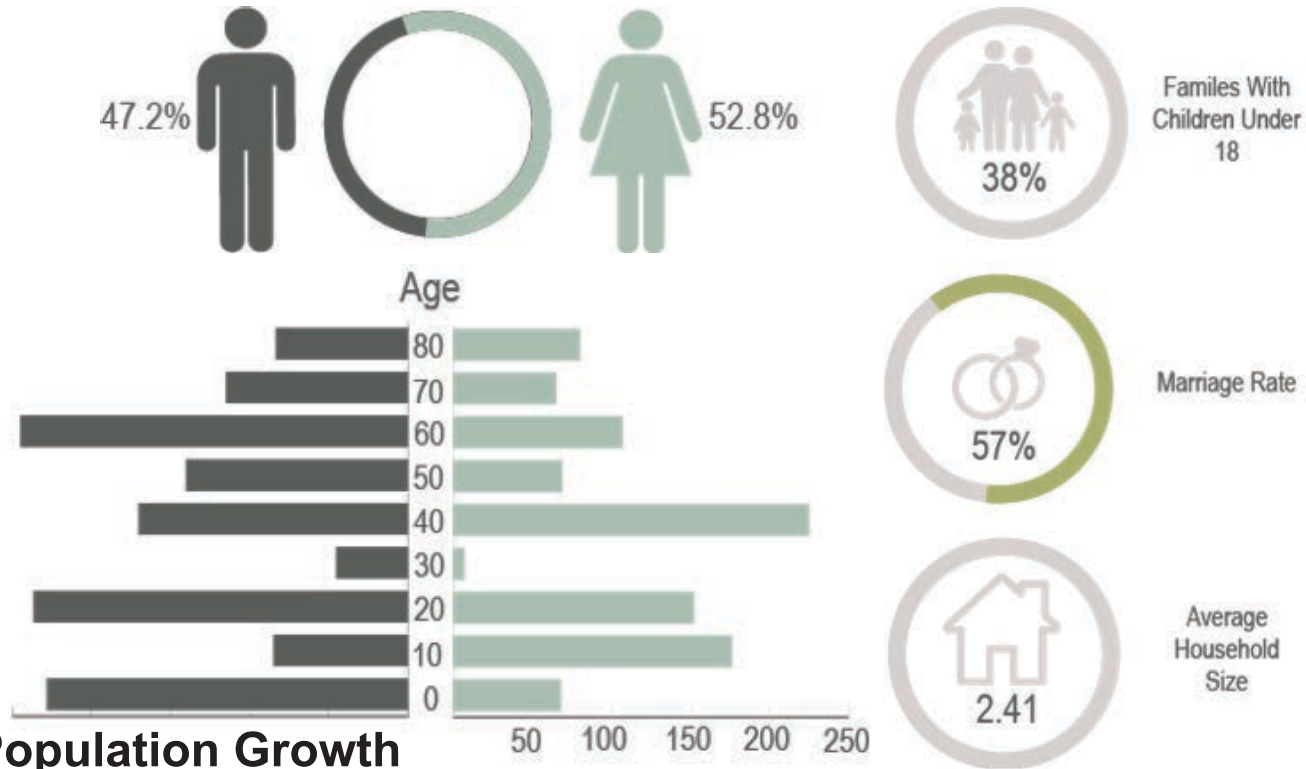
Columbus Historical Context Summary

With the beginning including important figures such as Steven F. Austin and life-altering events such as the "Runaway Scrape", Columbus was on its way to become a significant small Texas town. The railway era solidified Columbus as an important trading post between Houston and San Antonio and brought more people and goods to the city. The Registered Texas Historical Landmarks in the city are buildings, locations, or sites of important historical events that contributed to Columbus' history and creation. Approaching current day, the City of Columbus and its residences appreciate the history that has made their community special.

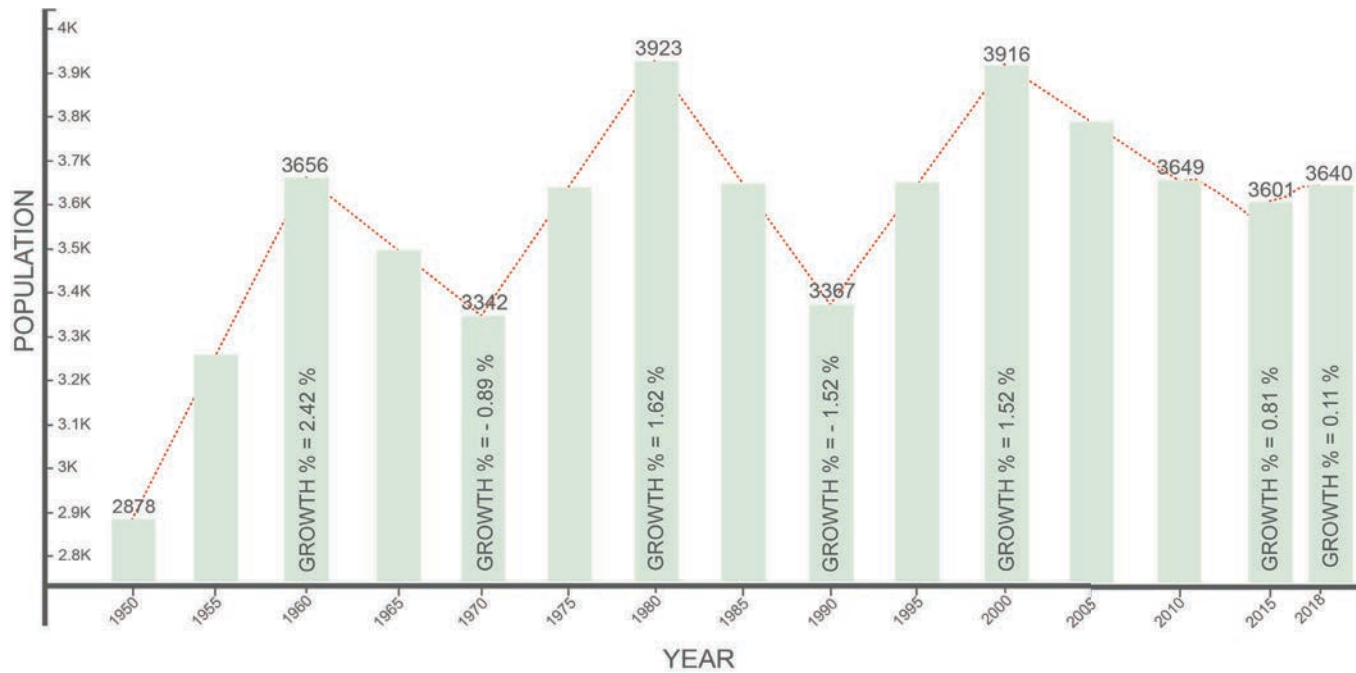
1.2. SOCIAL & CULTURAL CONTEXT

Community Profile

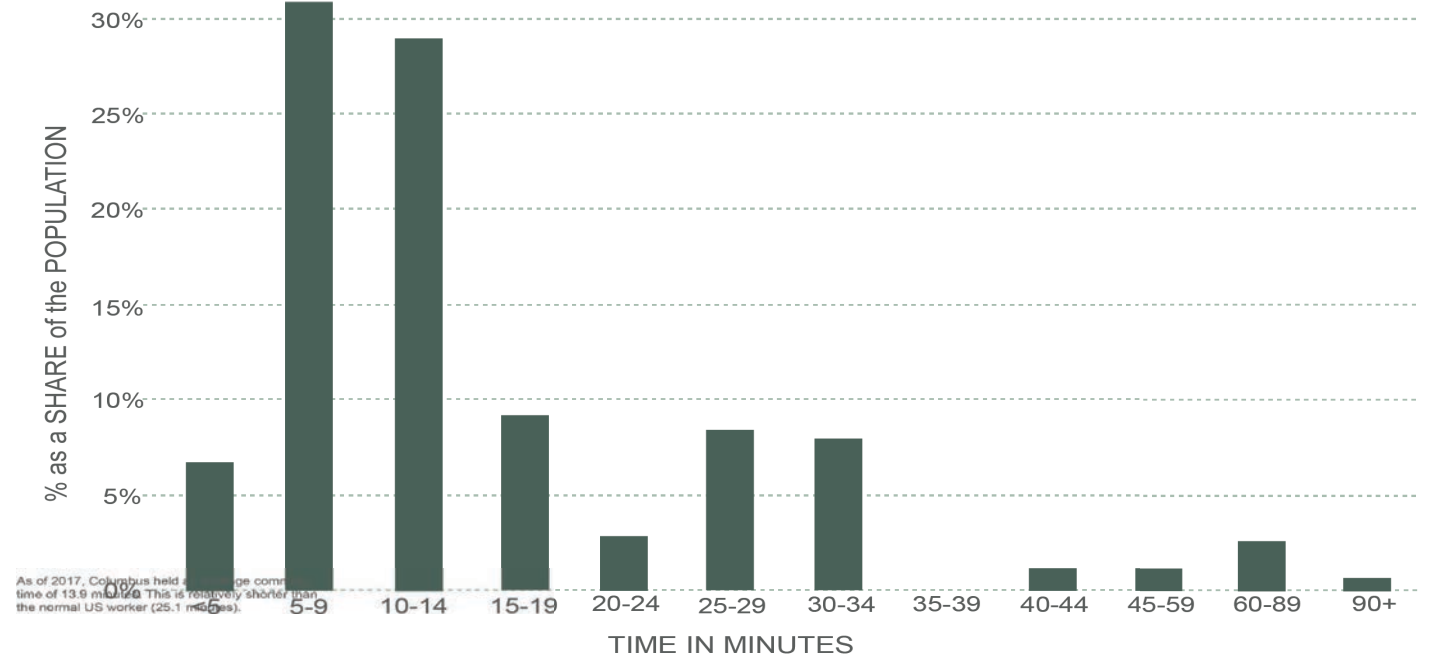
- Mainly Caucasian – nearly 70%
- Christian – Catholic, Baptist, Lutheran
- Older Community – Median age 49 and up
- Retirees, Small town history pride



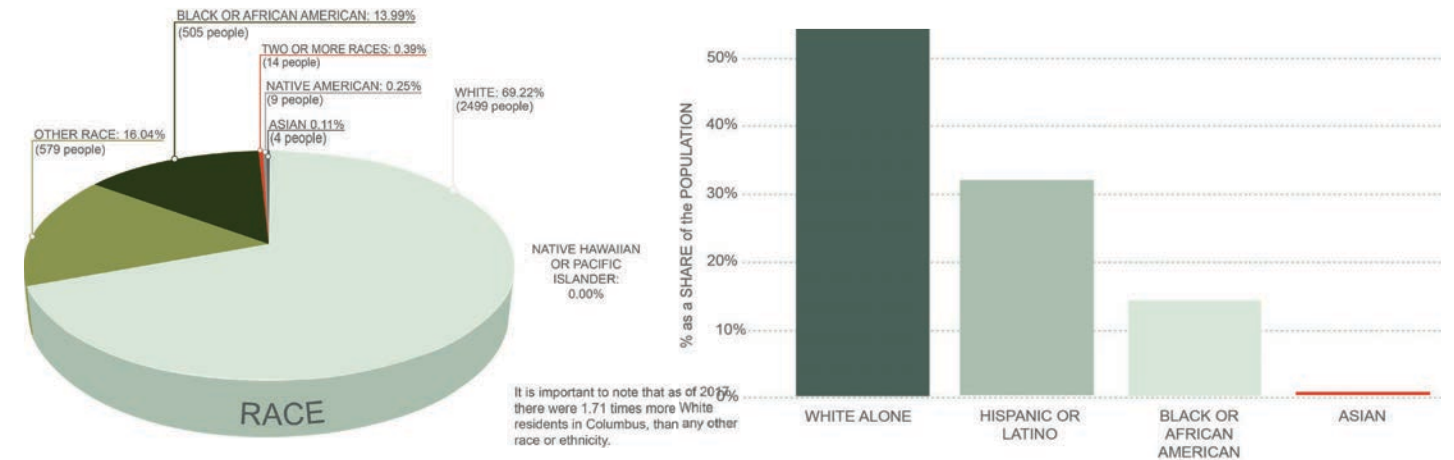
Population Growth



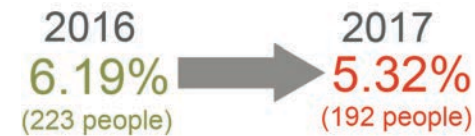
Commute Time



Race & Ethnicity



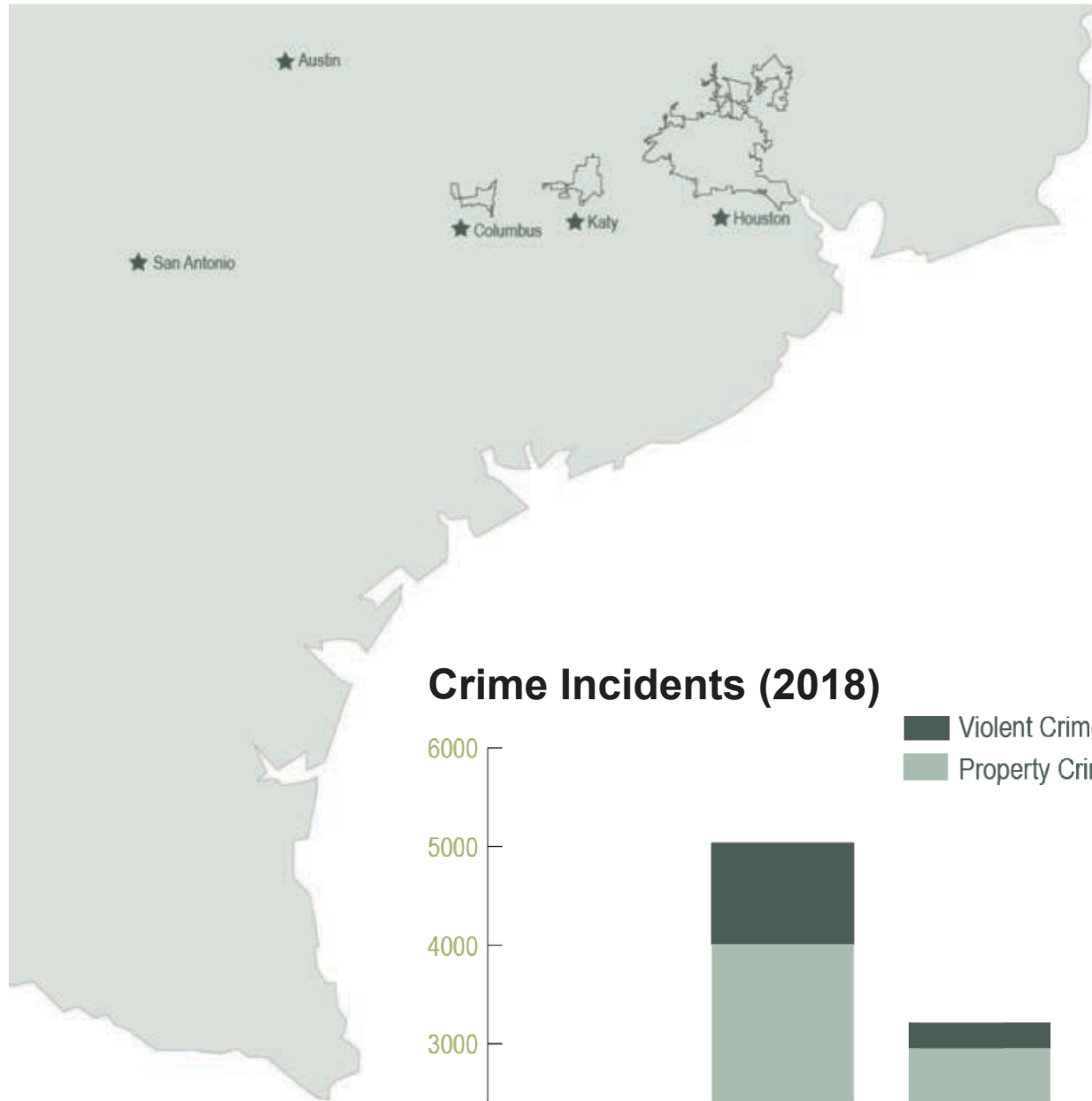
FOREIGN-BORN POPULATION



As of 2017, 5.32% of Columbus residents (192 people) were born outside of the United States, which is lower than the national average of 13.7%. This percentage has also decreased since 2016, when it was 6.19% (223 people)

Demographics in Context

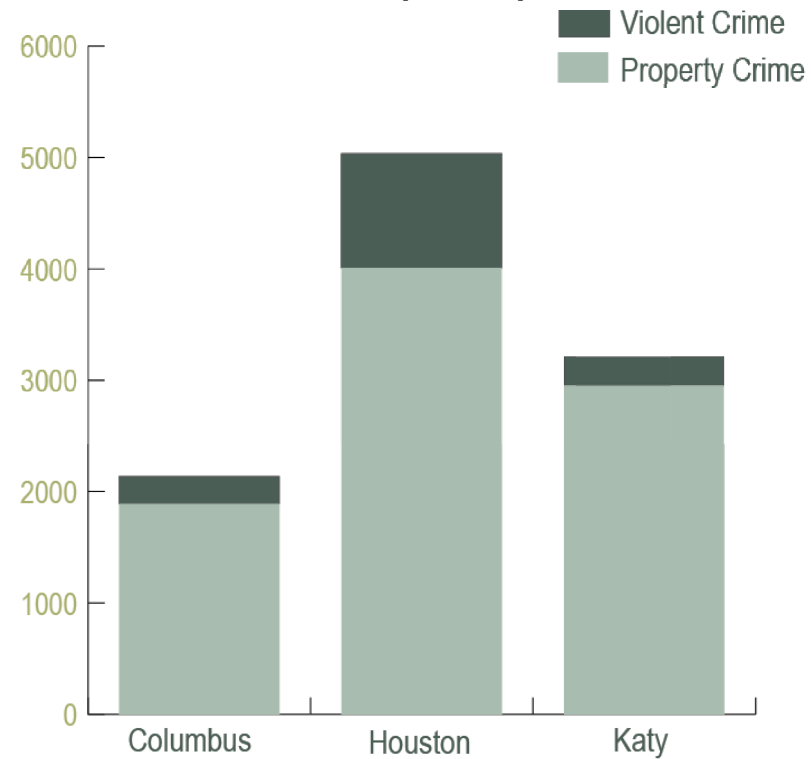
Major Cities in the Surrounding Region



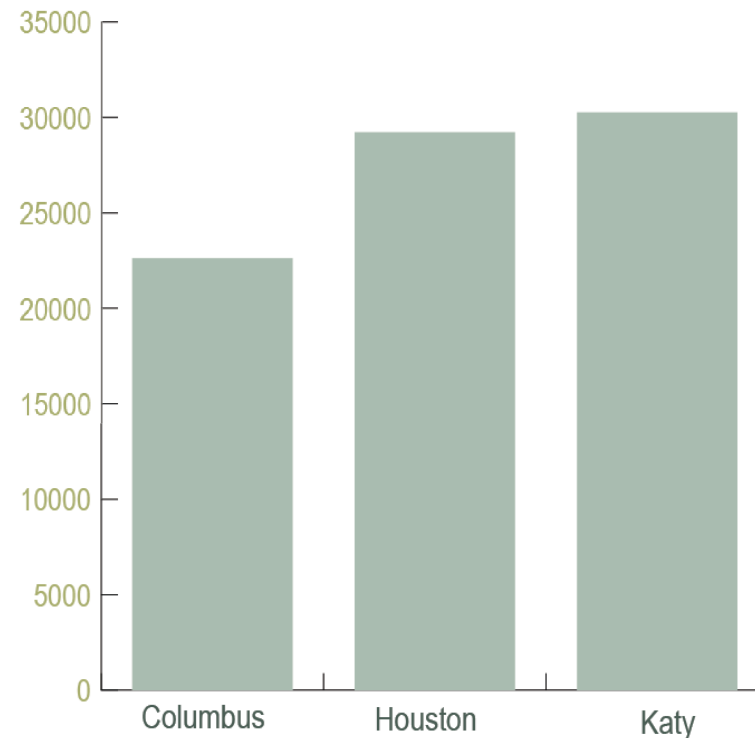
Median Income by Census Block Group



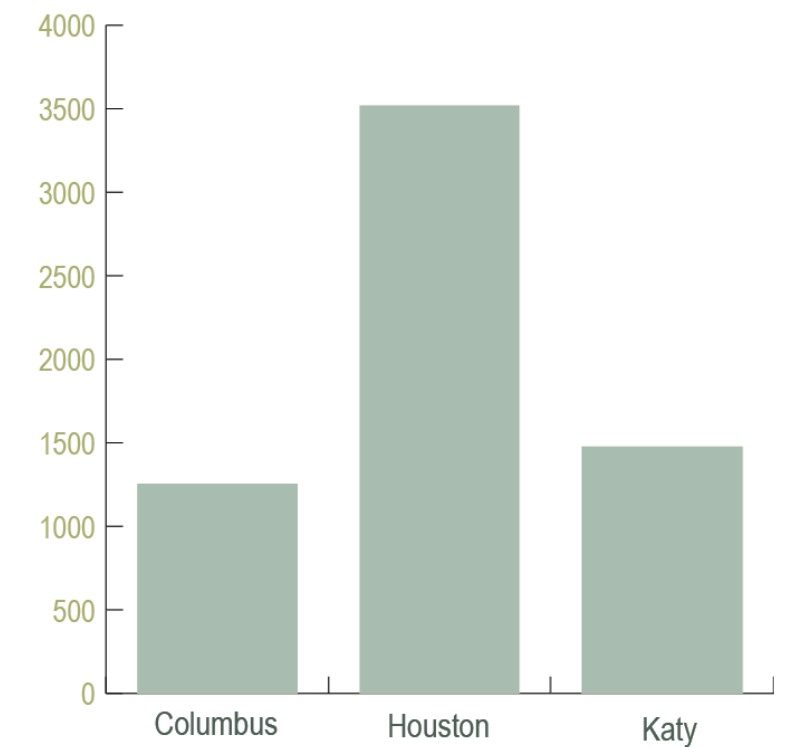
Crime Incidents (2018)



Income Per Capita (2018)



Population (2018)



Source: <https://www.areavibes.com/columbus-tx/crime/>

Points of Interest and Cultural Facilities

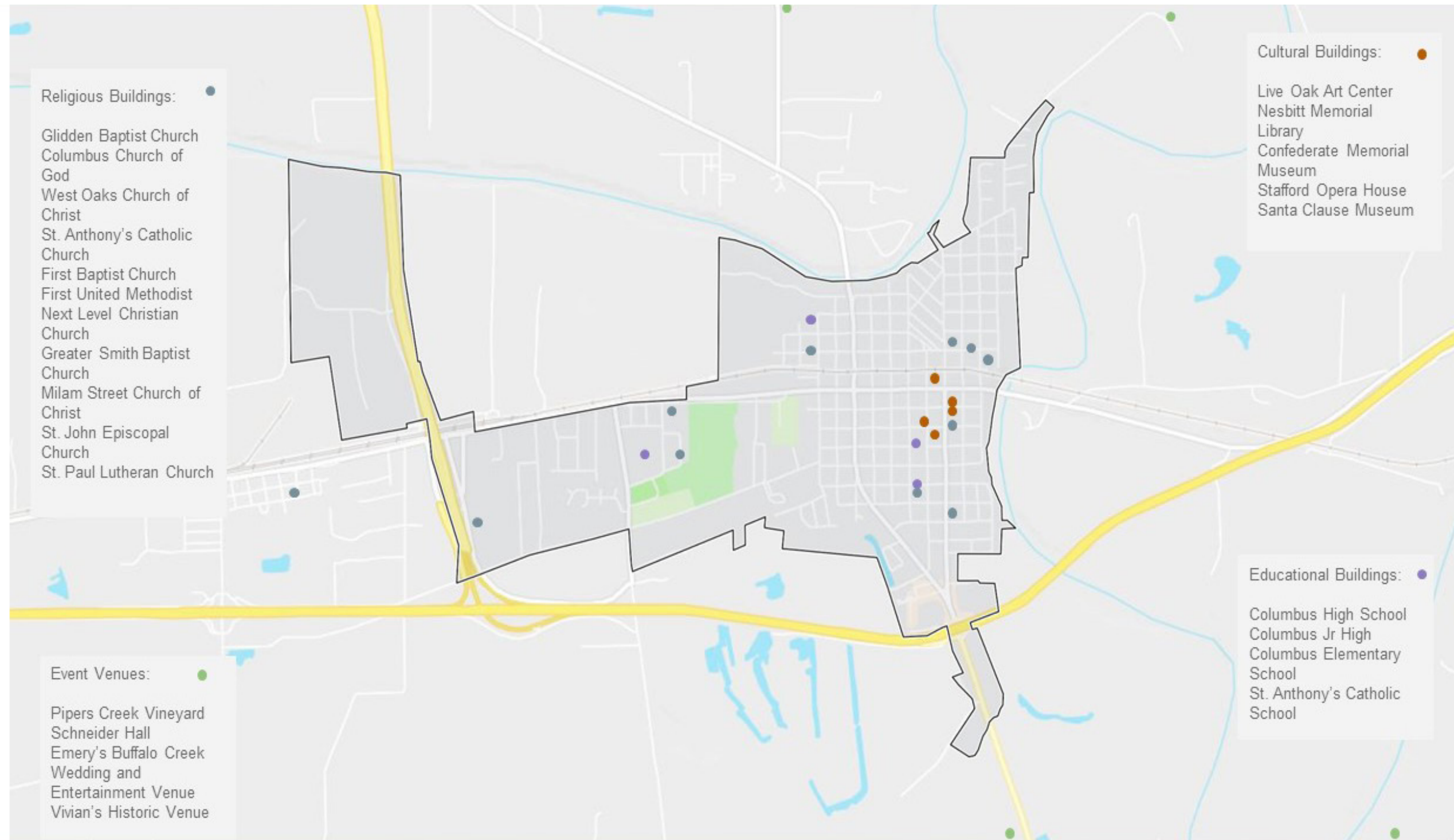
Local Attractions

Columbus Texas provides several locations for cultural interaction and growth. However, most of these places are catered to specific age groups, religions, and hobbies. There is potential for a gathering place catered to all age groups and family units. In our Points of Interest Map, a few of the most utilized, and locally prominent locations are displayed.



Local Amenities

These local facilities include places of worship, community centers, local schools, and Wedding Venues. The Historic Downtown is a local cultural hub that contains facilities such as the famous Stafford Opera House as well as the local iconic Court House.



Events of Columbus

By compiling all events held in and immediately around Columbus by the month they are held, we are able to see that the prime months of activity for Columbus begin in April and go into the summer months of May, June, and July. There is also notable activity in the month of December.

Magnolia Days Festival



What is it?

Magnolia Days Festival is a two day festival that is FREE for all to attend held on the Courthouse Square.



All pictures and information found at www.magnoliadays.org

This information can help determine when the best times to host events in the town are, as well as give the town an idea of when the occupation of the city will be at its peak. Knowing when tourists will be visiting can allow the town to plan and profit thus helping the overall economy.

Ladies Night Out



What is it?

Ladies Night Out has grown immensely. Held in December and beginning at the Stafford Opera House, Ladies are invited to come eat wine drink and shop!



All information and pictures found on the Ladies Night Out official Facebook page.

Events in Columbus by Month

| EVENTS | JAN. | FEB. | MAR. | APR. | MAY | JUN. | JUL. | AUG. | SEP. | OCT. | NOV. | DEC. |
|---------------------|---------------------|-----------------------|------------------------|------------------------|---------------------------------|-----------------------------|----------------------------|-----------------------------|----------------------|---------------------------|---------------------------|------------------------------|
| | | | | | Brookwood's Spring Extravaganza | Art Camp | | | | | | |
| | | | | | | Roar VBS | VBS | | | | | |
| | | | | Wurst Run Ever | Bunco Night | Summer Art Camp | National Chicken Wing Day | | | | | Santa Soiree |
| | | | | FFA Alumni Gala | Thunder by the Colorado | Columbus County Market | Cowboy Action Match | Schulenburg Festival | Day for Kids | | | Ladies Night Out |
| | | | | Salad Day Fashion Show | Lavender Fiesta | Brunch at the Courtyard | Taste of Columbus | 5k Ranch Run | Art Party | Halloween Carnival | | County Christmas Marketplace |
| Performances | | Farm & Ranch Sale | Sausage Fest | Sausage Fest | Sausage Fest | Summer Movies | Art Camp Session II | A Day out in La Grange | CLC Golf Tourney | 7th Annual Monster Dash | 17th Annual Cemetery Tour | New Year's Eve Bash |
| Movement & Music | Casino Night | Champagne Tea | Crawfish Boil | Karaoke Night | Karaoke Night | Summer Kickoff Street Dance | Soccer Camp | CC Hospital Dinner Fund. | Brookwood Art Fest | Fall Shrimp Boil | Round Top Wine Fest | Santa Claus Museum |
| Houston Livestock | Valentine's Concert | Fashion Show | Easter Egg Hunt | Magnolia Days Festival | Magnolia Days Festival | FFA Cook Off | National Dive Bar Day | Back to School Game Night | Colorado County Fair | Dining in the Vines | Turkey & Dressing Dinner | Lighted Parade |
| Cowboy Action Match | FFA Shows | Run for the Sun | Little League Cook Off | CHS Graduation | CHS Graduation | Speakeasy Gala Fundraiser | Summer Movies | Kick-Off Trail Ride & Dance | Labor Day Fish Fry | Oktoberfest on the Square | Ducks Unlimited Banquet | Nutcracker Ballet |
| Antique Show | FFA Parade | Community Health Fair | Cajun Fest | Tomato Festival | Tomato Festival | Saturdays on the Square | Fourth of July Celebration | Labor Day Weekend | Labor Day Weekend | Hunters Extravaganza | Thanksgiving Lock-In | Winter Wonderland Gala |

Events of Columbus

Columbus currently has 31 local clubs available to community members to get involved in. Clubs are available to a variety of age groups from children to youth to senior groups. There are four main categories of clubs: religious, community outreach, educational, and societal.

Religious

Columbus is home to many different religious groups where they have meetings to discuss beliefs. These organizations provide religious services, children's programs, and charitable organizations. Registered organizations include: First Baptist Church Clothes Closet, CDA Court Mary Queen of the Snows, Columbus Christian Women's Organization, and more.

Community Outreach

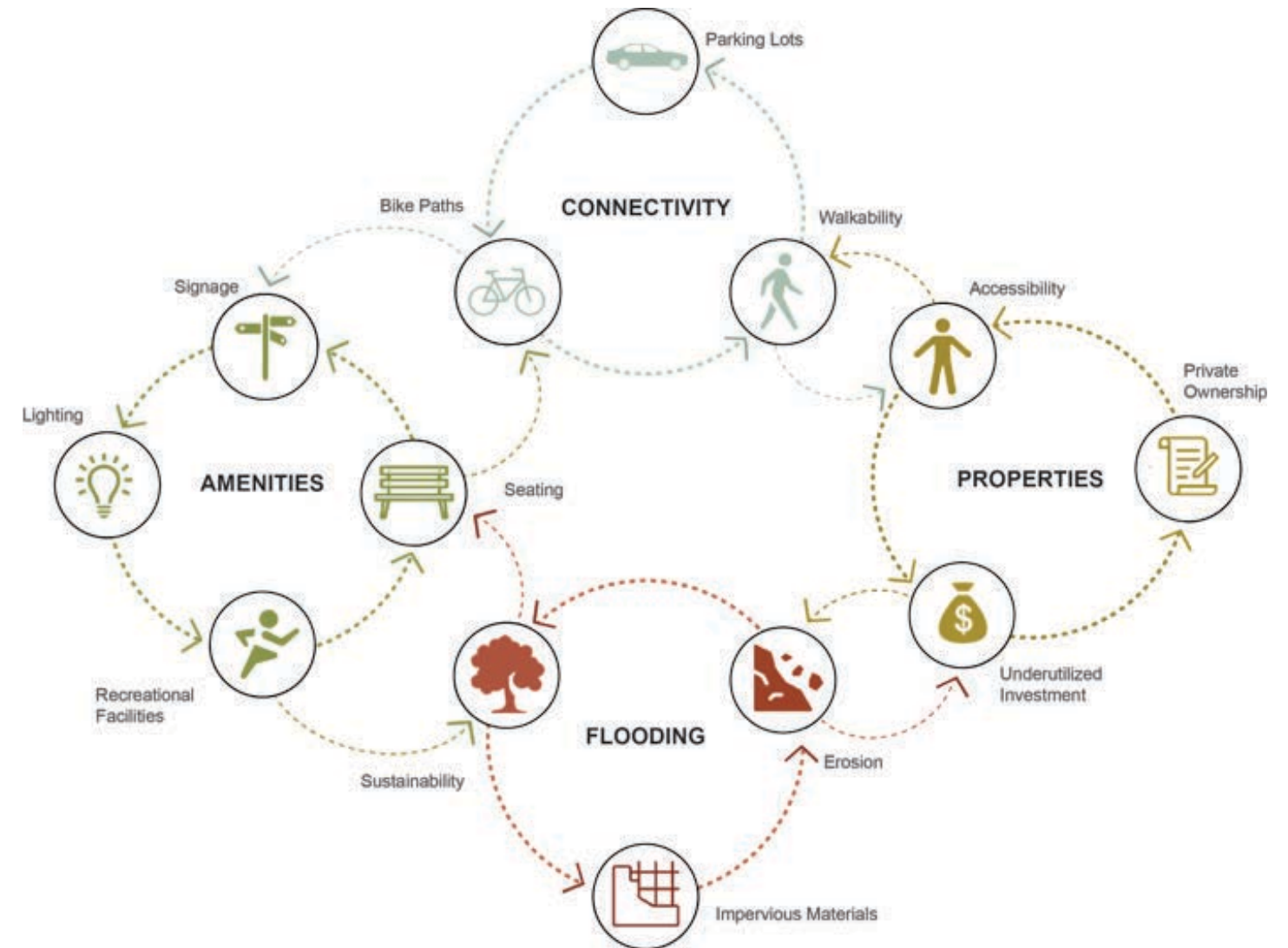
Citizens of Columbus are passionate about helping the community which is mirrored in the healthcare and non-profit based organizations. The Columbus Community Hospital Auxiliary, VFW & Women's Auxiliary and the Casa for Kids of South Central Texas are Columbus' healthcare outreach programs. Columbus is additionally home to many non-profit organizations including Meals on Wheels, Habitat for Humanity, Turtle Wing Foundation, and the Columbus Food Pantry.

Educational

With a large young population, Columbus has ensured that there are plenty of youth programs to provide education in a variety of ways. A few of the educational organizations include: the Columbus Youth Soccer League, Boy and Girl Scouts, Columbus Garden Club, Columbus Photography Club, and the Live Oak Art Center which provides crafts and learning opportunities for all.

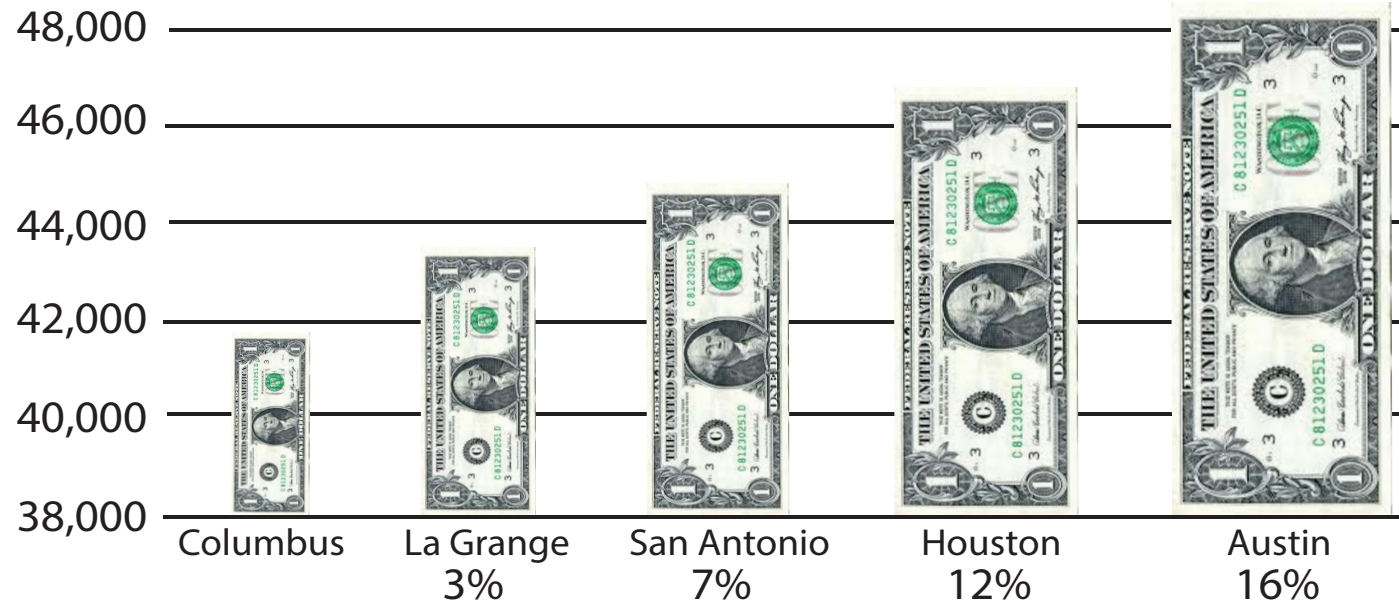
Societal

Columbus has a rich local culture and has many specific organizations to involve the community in a variety of events. The Coastal Conservation Association and the Columbus Historical Preservation Trust provides the community with environmental and historical education. Columbus also has organizations that engage the local culture such as the Colorado County Fair Association and the Texas German Society.



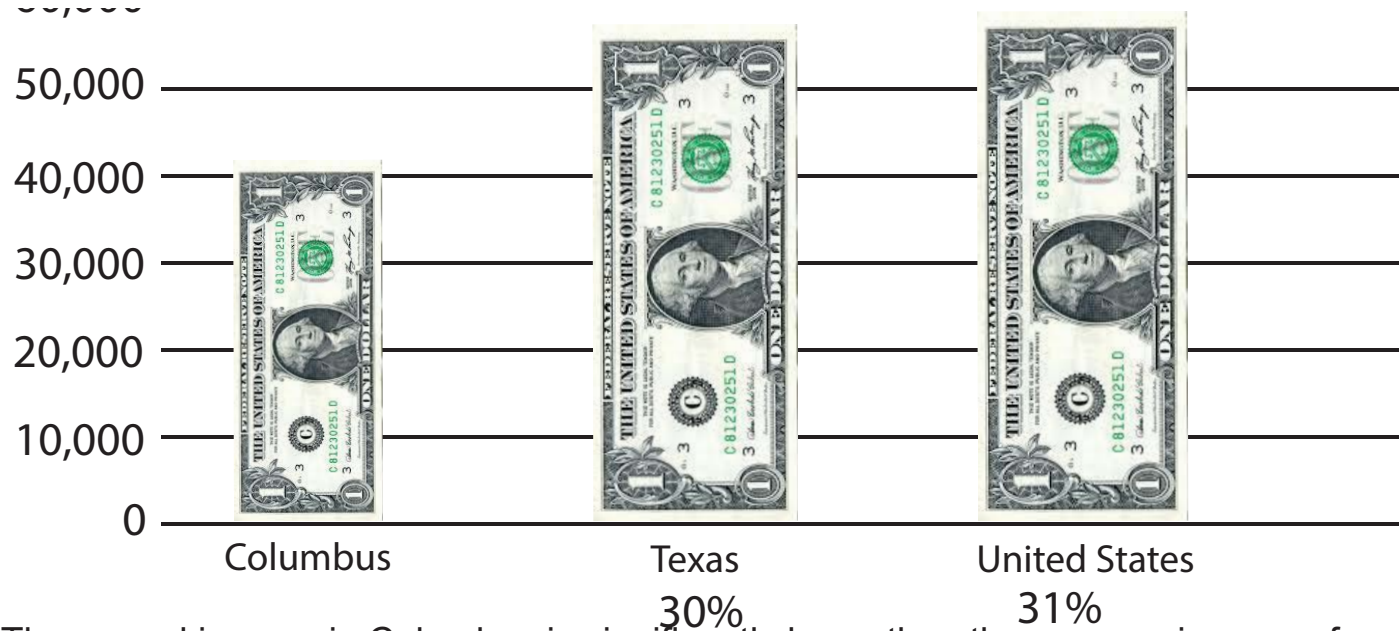
1.3. Economic & Market Context

Cost of Living Comparison



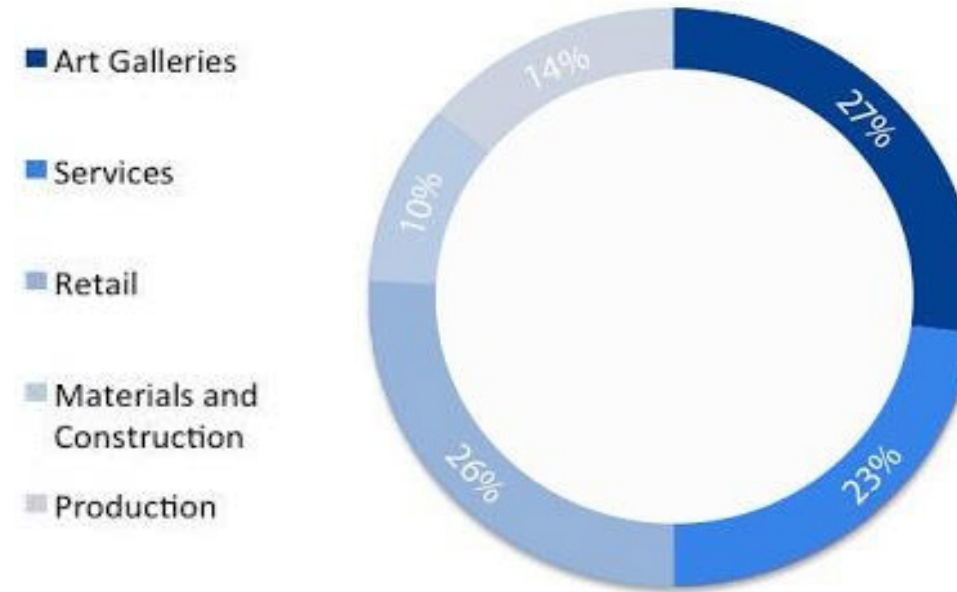
The cost of living in Columbus is significantly cheaper than that of its surrounding cities. This is an advantage, especially from a tourism perspective because the city could be seen as an affordable place for a weekend getaway.

Annual Income Comparison



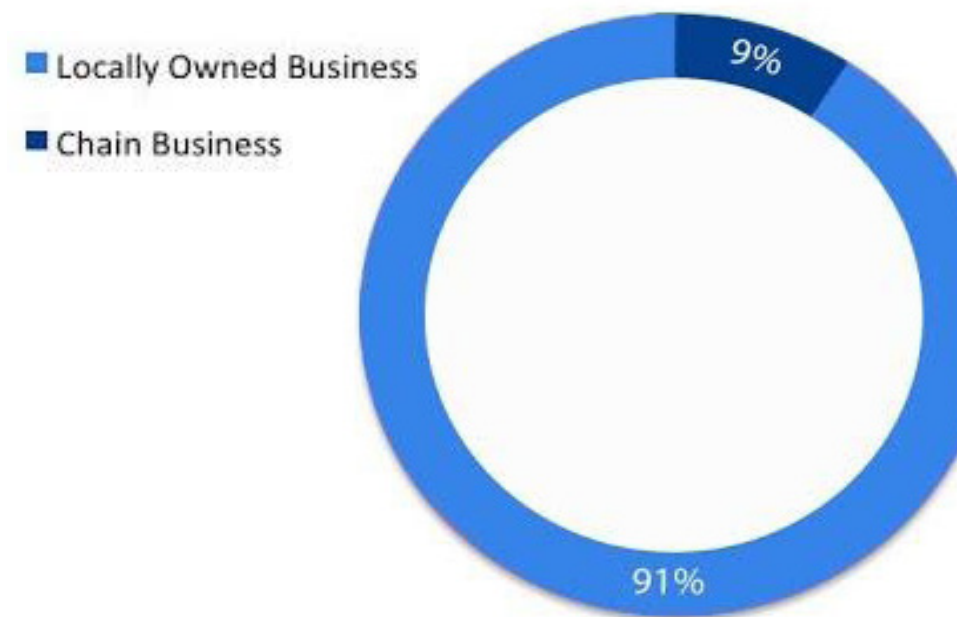
The annual income in Columbus is significantly lower than the average income of Texas and the United States, Columbus' annual average income is 41,792 USD/year in comparison to Texas' annual income at 57,051 USD/year and the United States 57,652 USD/year.

Analysis of Business Types



- Companies such as Wal-Mart and HEB have created competition with many sales opportunities
- Potential for the arts district here to be a major attraction
- The service industry is also a major point of income and attraction to draw tourists
- Potential to further develop small town feel and increase desirability for tourists

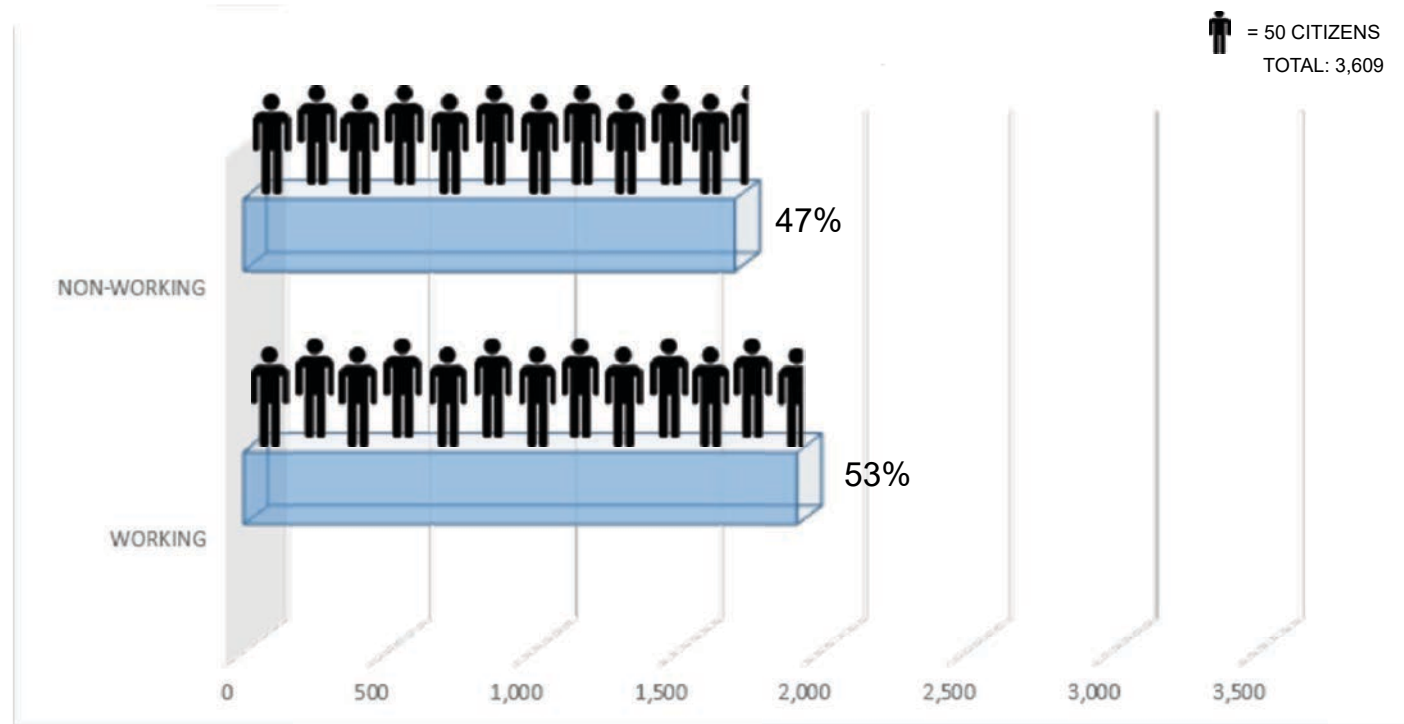
Analysis of Business Sectors



- Small businesses are a major draw for tourists
- Large corporations created competition with many local business' sales in the city
- The local businesses account for the majority of the city's businesses
- This creates a unique opportunity for change and development geared toward attracting tourists

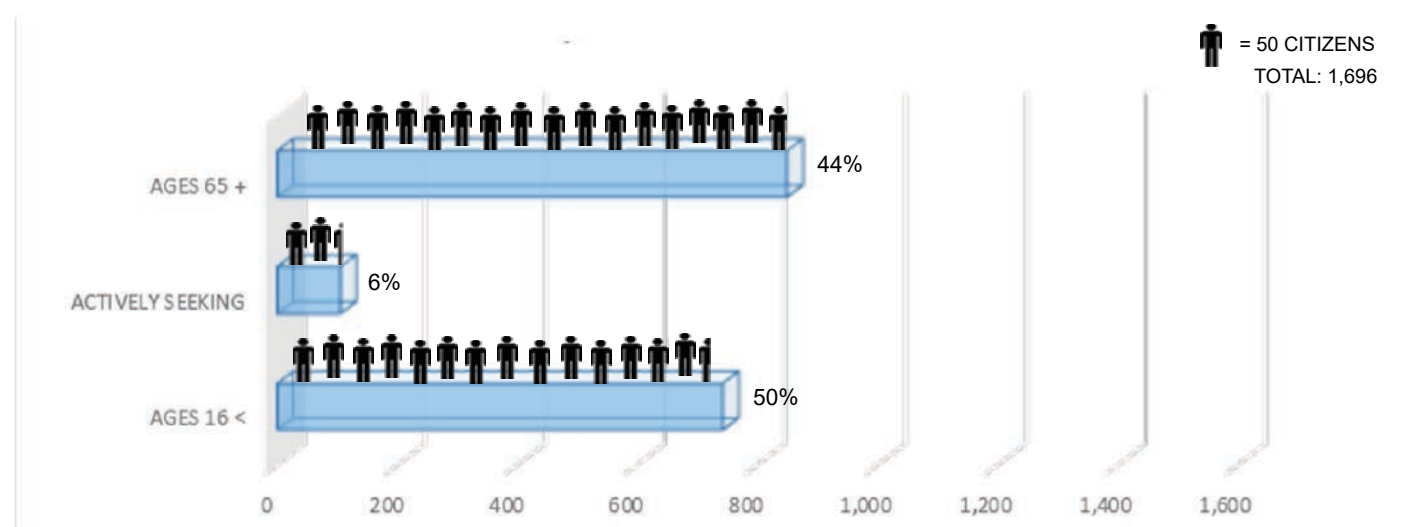
Workforce Demographics

Columbus Working Population

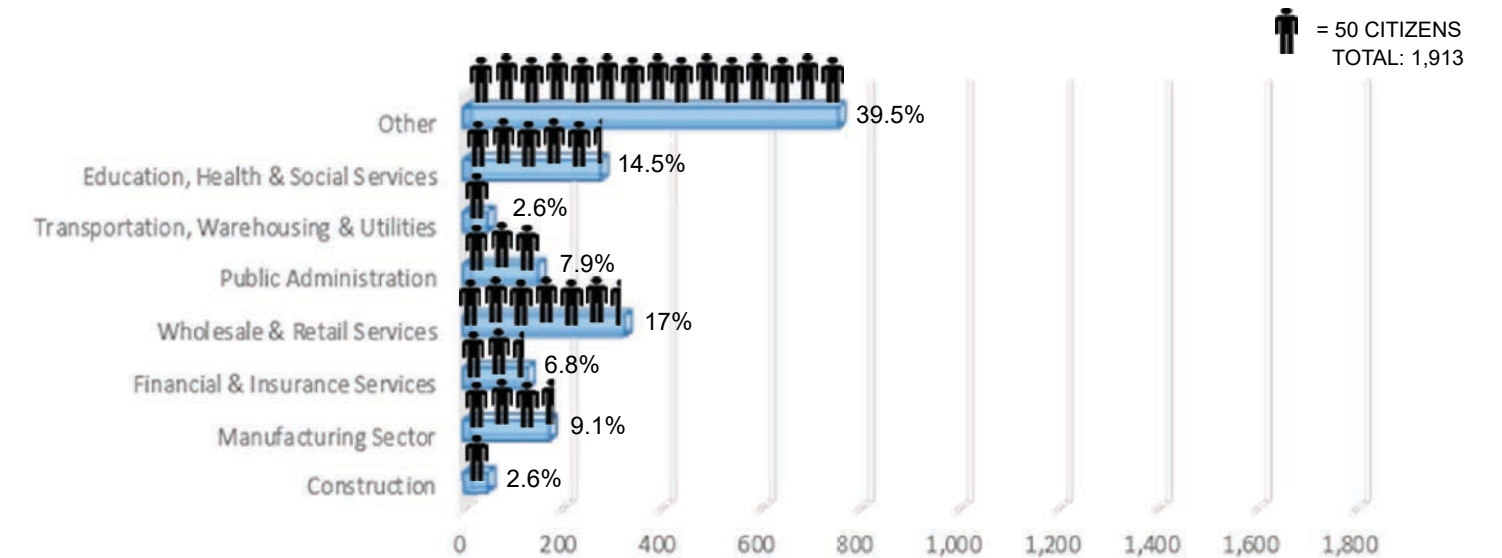


- LOTS OF MOVEMENT GOING ON THROUGH CITY DURING THE CITY
- DAYTIME POPULATION CHANGES DUE TO COMMUTING: +1,519 (+40%)
- STATIONARY POPULATION DIRECTED TOWARDS RETIRED CITIZENS

Non-Working Population



Working Population By Industry



Local Business Composition

- ▶ Advertising and Media
- ▶ Agriculture, Fishing, & Forestry
- ▶ Arts, Culture, & Entertainment
- ▶ Automotive & Marine
- ▶ Computers & Telecommunications
- ▶ Exercise & Fitness
- ▶ Civic Organizations
- ▶ Finance & Insurance
- ▶ Food & Beverage
- ▶ Education
- ▶ Health Care
- ▶ Home & Garden
- ▶ Construction
- ▶ Legal
- ▶ Lodging
- ▶ Manufacturing
- ▶ Moving & Storage
- ▶ Non-Profit
- ▶ Pets & Veterinary
- ▶ Real Estate
- ▶ Religious Organizations
- ▶ Retail
- ▶ Sports & Rec.
- ▶ Transportation

31% 

Sales and Use Taxes Increase from 2018-2019
(\$37,042.63 - Total: \$155,471.59)

MAIN TAX GENERATORS

| | | |
|----------------------|-------------------|-------------------------|
| <u>HOTELS:</u> | <u>FAST FOOD:</u> | <u>RETAIL:</u> |
| -Holiday Inn Express | -Whataburger | -Bealls |
| -Wyndham | -McDonalds | -Potter's Western Store |
| | -Subway | -Free Range Chics |
| <u>GROCERY:</u> | <u>DINING:</u> | <u>FINANCIAL:</u> |
| -H.E.B. | -Schobels | -First State Bank |
| -Walmart | -Los Cabos | -Columbus State Bank |
| -Brookshire | -Nancy's | -Wells Fargo |
| Brothers | | -Edward Jones |

DATA SOURCE: <https://comptroller.texas.gov/transparency/local/allocations/sales-tax/cities.php>

Tourist Location Map



COLUMBUS

CITIZENS AGE < 60

29.3%
1,057

TRAVEL TIME

HOUSTON

73 miles
1h 8 min

13.7%
317,400

COLLEGE STATION

80 miles
1h 30 min

8.3%
9,680

VICTORIA

86 miles
1h 27 min

18.2%
12,180

AUSTIN

91 miles
1h 29 min

11.9%
114,700

SAN MARCOS

92 miles
1h 33 min

8.7%
5,535

SAN ANTONIO

124 miles
1h 56 min

14.8%
224,800

GALVESTON

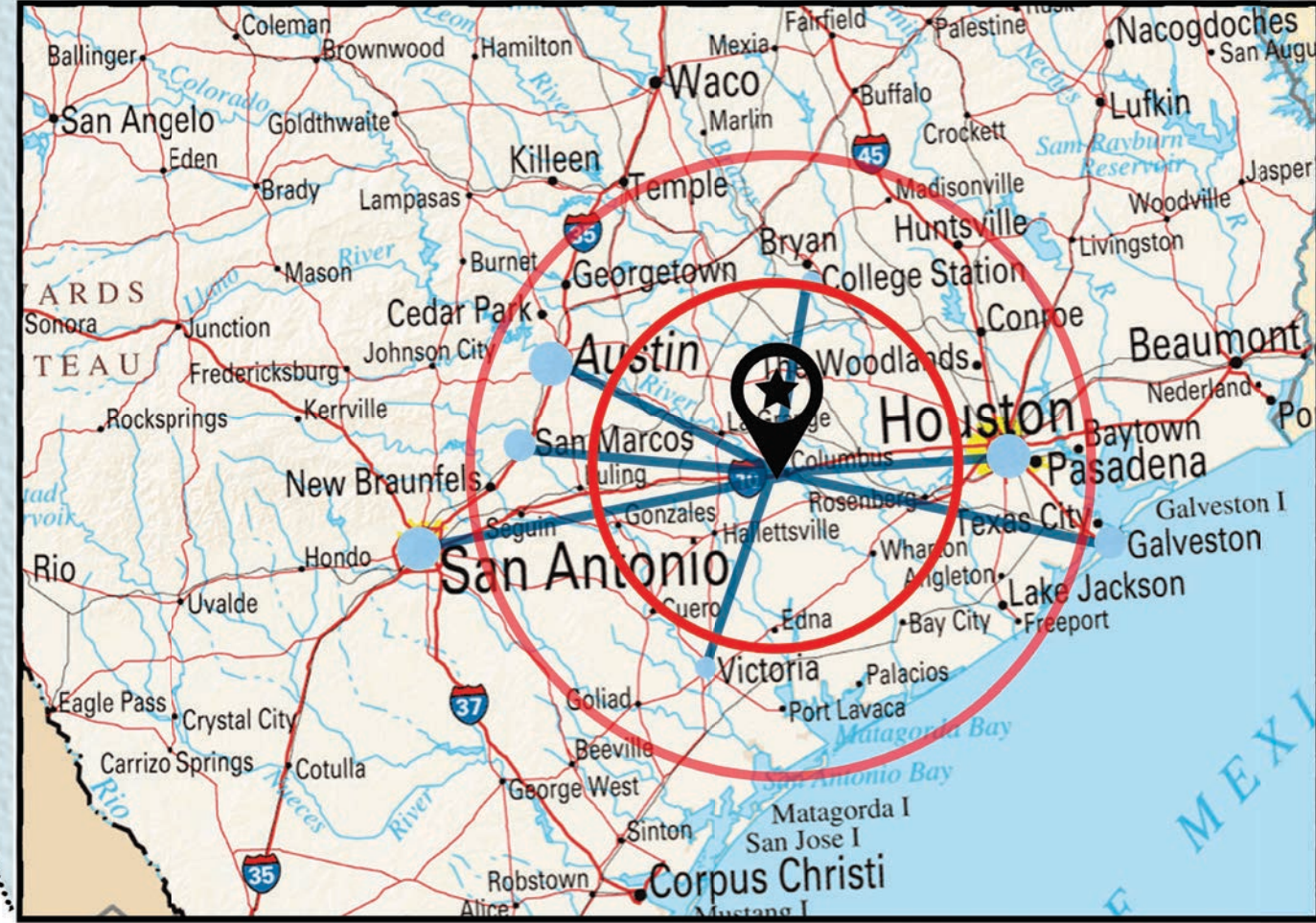
126 miles
2h 3 min

20.4%
10,273



1 HR. RADIUS
2 HR. RADIUS

TOTAL = 695, 625 PEOPLE



Tourism Locations

Antiques



Museums



Parks



Festivals



Columbus has many amenities and activities to offer to citizens and visitors. There are numerous antique stores, museums, parks, and events held every year that draw crowds with the ability to gain capital.

- Antique stores are a common draw for many tourists
- Museums are a common draw for tourists
- Many people will come to parks for events, festivals, and to enjoy access to outdoor activities, such as the Colorado River
- Columbus already hosts several festivals throughout the year to draw in capital to the city

All of these amenities showcase the ability to bring tourists to Columbus and give them plenty to do while they are in the city.

There are several catering places that can be found in Columbus, making for a place ready to host events such as weddings, family reunions, and other celebrations. With the addition of venues proposed in the designs, Columbus could see a potential boom in events like these that bring people and capital to the city and continue to stimulate the economy.

Restaurants with a local charm are another great amenity that Columbus has. Visitors for the day or weekend have plenty of options unique to Columbus that they can experience.

There are several different hotels or B&B's all around Columbus that visitors can experience. Hotels along the highway bring in travelers that can turn in to tourists.

Catering



Restaurants



Hotels












Data Source: S.O.C.

Amenities Location Map

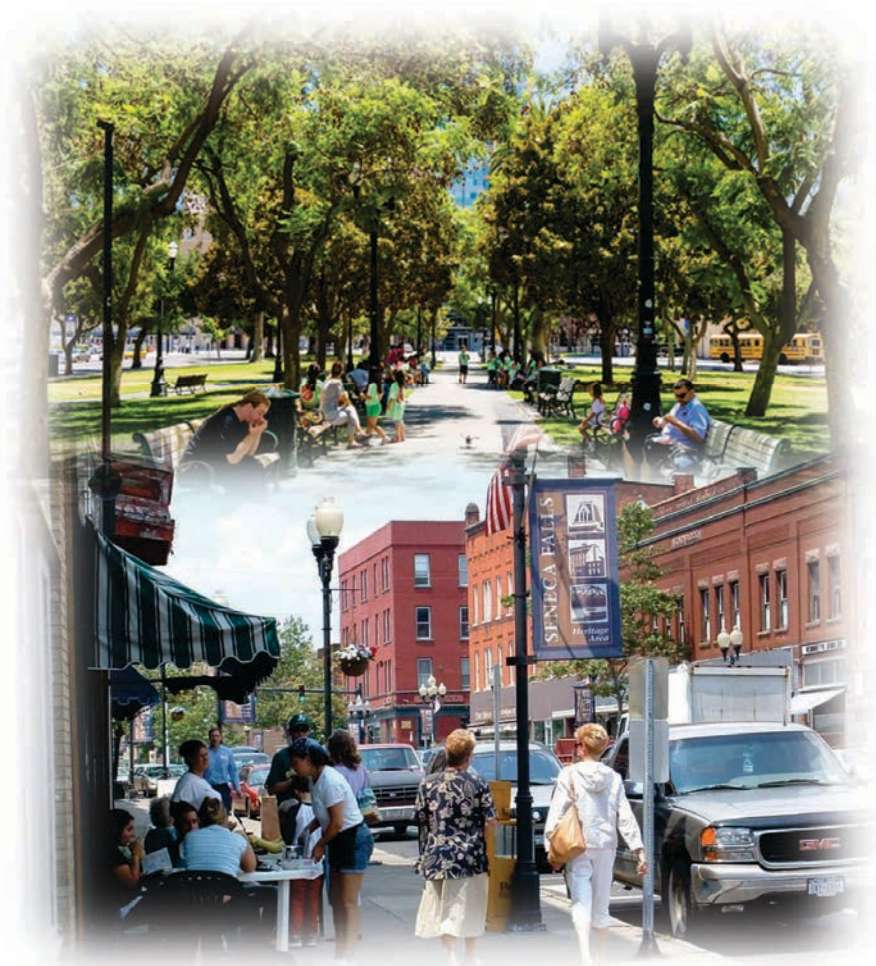


LEGEND:

| | |
|---|-----------------|
|  | Grocery Store |
|  | Manufacturing |
|  | Post Office |
|  | Schools |
|  | Retail Clothing |
|  | Hotels |
|  | Financial |
|  | Hospitals |
|  | Restaurants |

1.4. Physical Context

Benefits of a Walkable City



Walkability is a term that describes how friendly an area is to pedestrians.
Image by: Lindsey Chavez

Walkability:

- Enhances the sense of community
- Fosters a safe environment
 - Eyes on the street
- Encourages people to explore their community on foot
 - Promotes economic development
- Promotes Health
 - Associated with decreased rates of obesity and diabetes
 - Increases happiness
- Increases real estate property value
- Fosters creativity and lively streets

Walkability Standards

- Comfort
- Visual Character
- Meaningful
- Safety

Key Components to a Walkable City:

- Shade Trees
- Sidewalks in good condition
- Crosswalks
- Light Structures
- Equilibrium between cars and pedestrian access
- Beautification
- Access to important features

CURRENT CONDITIONS



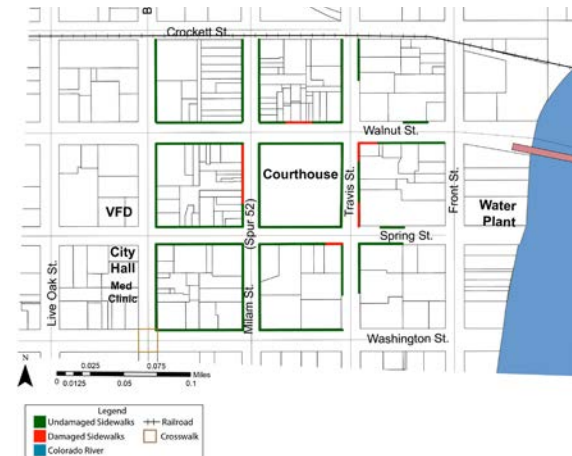
Lacks sufficient shade trees/ shade structures



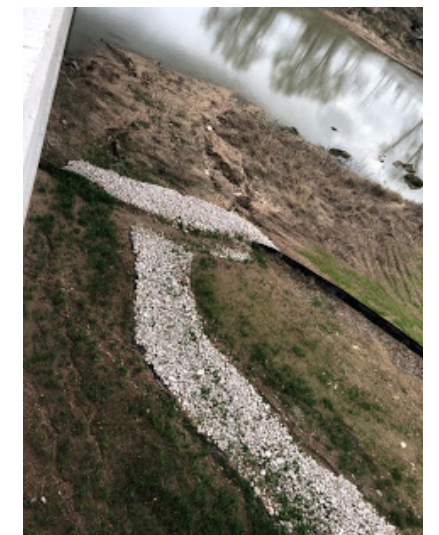
No pedestrian access to bridge crossway



Poor Street Access



Broken Sidewalks



No river access

Park Accessibility and Connectivity

Connectivity

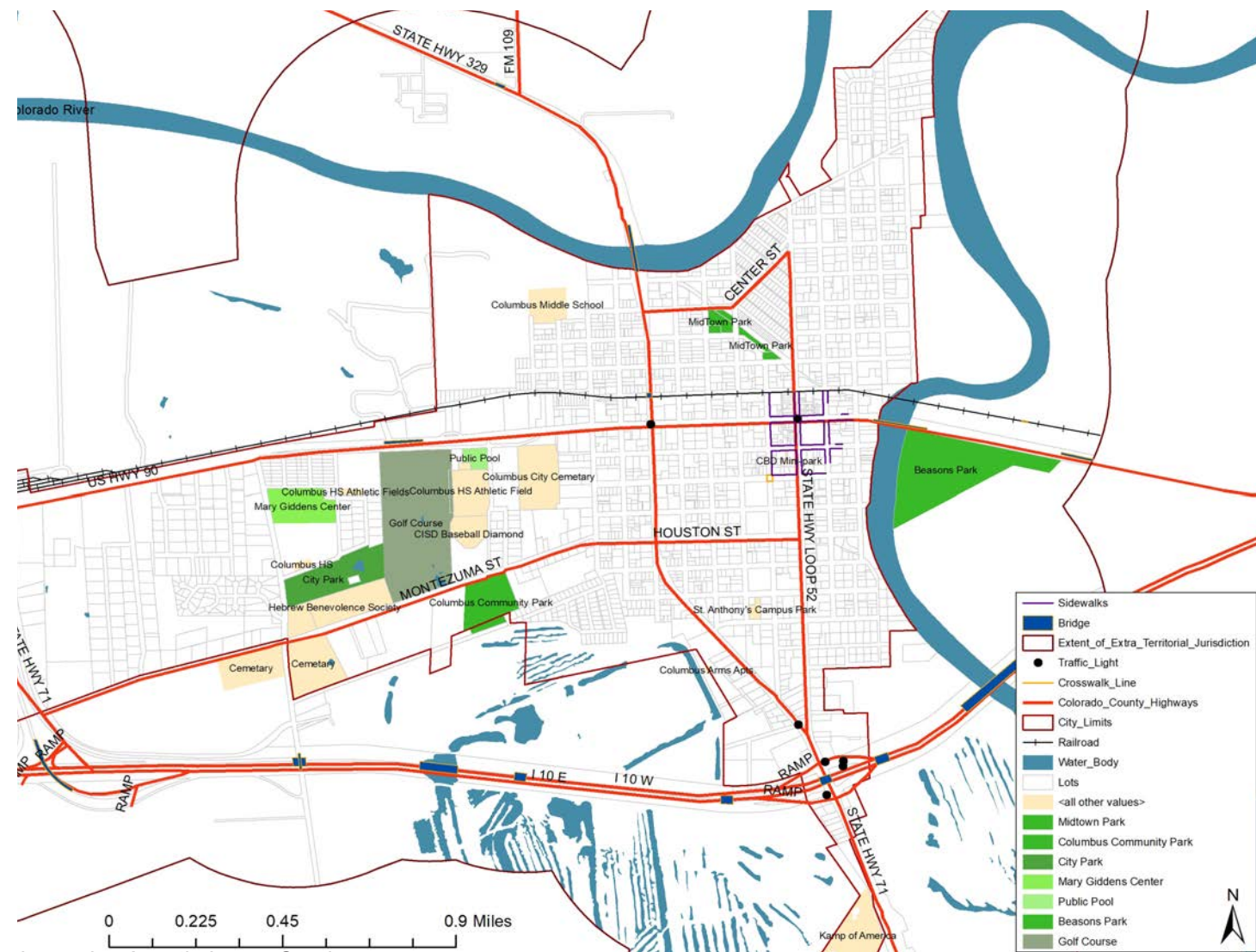


Image by: Agustin Lopez Garcia

- Parks are connected via streets
- No Sidewalks leading to parks
- No bike lanes leading to parks
- Parks are scattered throughout the city
- Most of the parks are concentrated on the West side of the city **however:**
- High density residential areas are on the east side and lack green space
- No parks in the Downtown area

Park Walkability

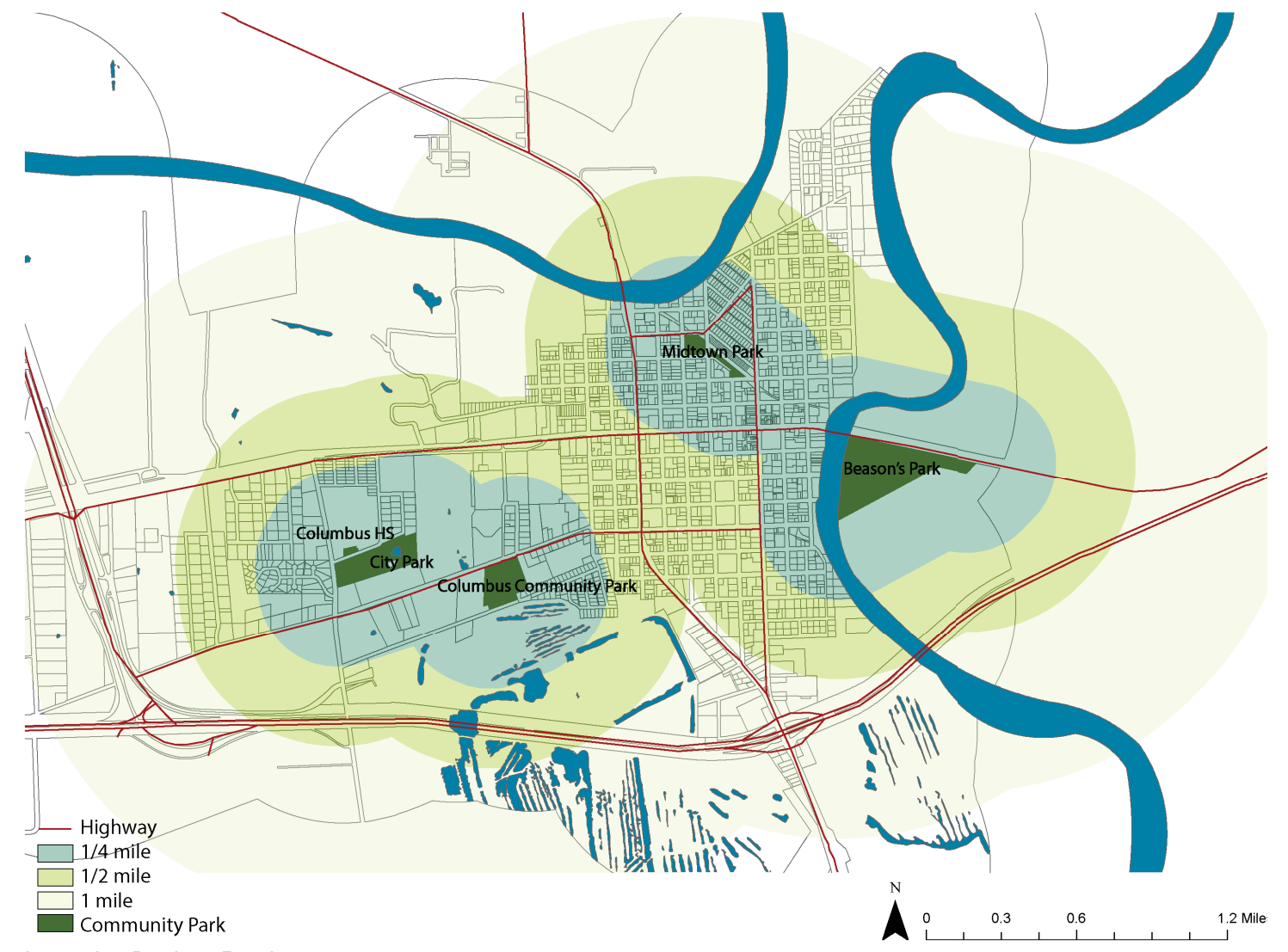


Image by: Denisse Ramirez

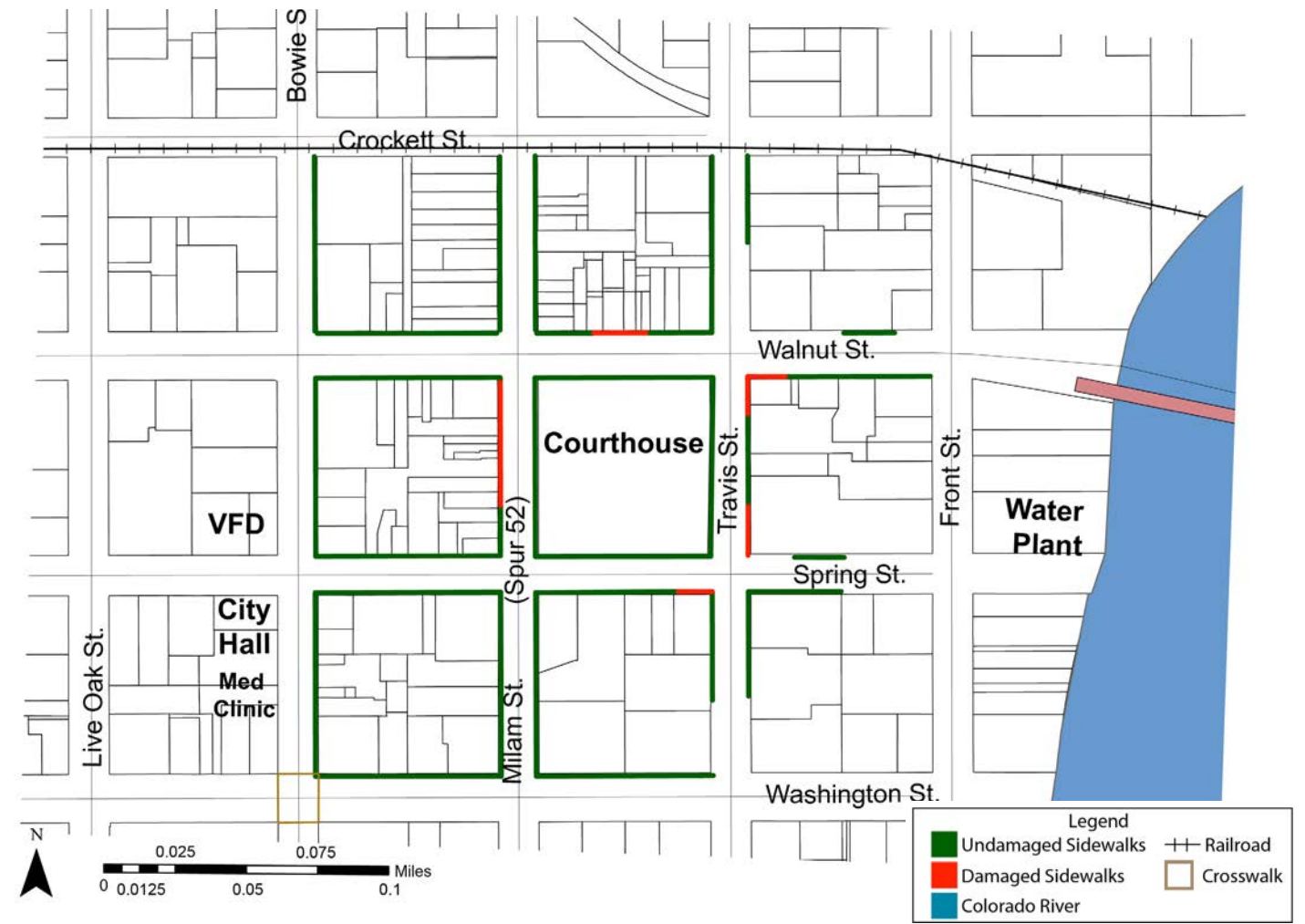
- Multiple neighborhoods that are not a comfortable walking distance
- Accessibility to some parks is a challenge because of the lack of sidewalks and safe pedestrian crossings
- 1/4 mile = 5 - 10 min. walk
- 1/2 mile = 10 - 15 min. walk
- 1 mile = 15 - 20 min. walk

Downtown Walkability

Downtown and Retail Walking Distance Analysis



Downtown Sidewalk Conditions



- Business districts are all within a mile from each other
- Sidewalks are exclusive to Downtown which makes it unsafe to walk through the city
- Western and North Eastern neighborhoods depend on car to reach Downtown and Retail Clusters
- 1/4 mile = 5 - 10 min. walk
- 1/2 mile = 10 - 15 min. walk
- 1 mile = 15 - 20 min. walk

- Only the Downtown area provides sidewalks and crosswalks
- No sidewalk network throughout the city
- Not ADA Accessible
- Lack of pedestrian crossing signs

Walkway Conditions



- The crosswalks lack visibility and do not have any signage.



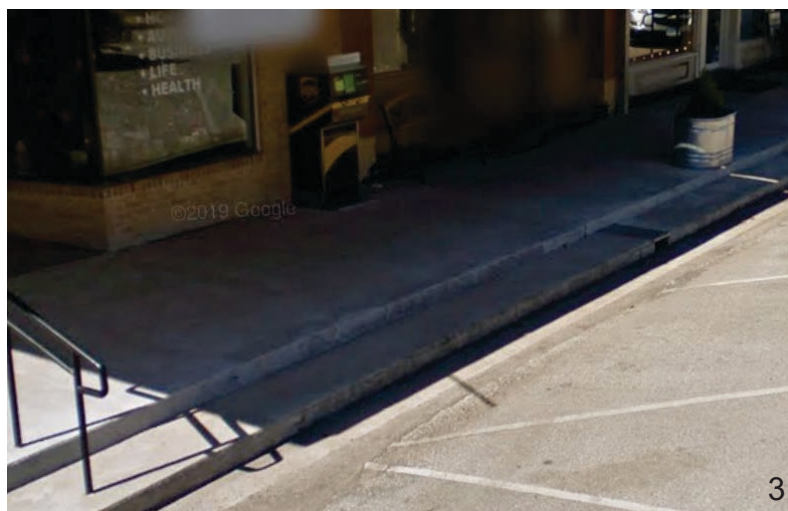
- Drain locations are inconvenient for ADA Accessibility.



- Sidewalks are eroded around the city and are in poor condition.



- Sidewalks provide low connectivity around specific businesses.



- The downtown area provides sidewalks that are not ADA Accessible.



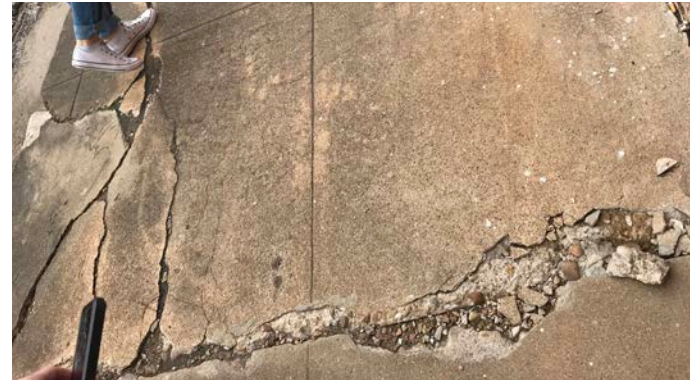
- Sidewalks are cracked and uncared for.

Non-Vehicular Transportation

Sidewalks and Bike Lanes



River's Edge



Walnut St.



Sidewalk ends



Houston & Fannin St.



Fannin St. - North Bridge



No shoulders or sidewalk



TX 71 - BUS



No connectivity nor sidewalks



Only existing bike lane

Existing Conditions

- Downtown area provides sidewalks
 - Approximately 5 ft wide sidewalks
 - Some are damaged
- New bridges include sidewalks
 - Approximately 5 ft wide sidewalks
- No sidewalks in residential areas
- No direct pedestrian access to riverbank
- Only existing bike lane is located on the North Bridge
- Existing Sidewalks are not wide enough for bike use
- Potential to introduce bike lanes
 - Increases Connectivity
 - Promotes Healthy Living
- New North Bridge is incorporating a bike lane

Overall Analysis

OBSERVATIONS

Columbus is a car-dependent community

Parks are mostly accessible in terms of distance but are not supported by walkable conditions

Sidewalks are only located in the Downtown area

Only existing bike lane is located on the North Bridge

Access to the Colorado River is limited

RECOMMENDATIONS

Implement non-motorized ways of transportation and improve walking conditions

Provide direct and safe linkage for pedestrians and bicyclists

Improve existing walkability conditions and expand the sidewalk and crosswalk connectivity throughout the city

Introduce a bike network that connects throughout Columbus

Create access points and improve walkability along the river

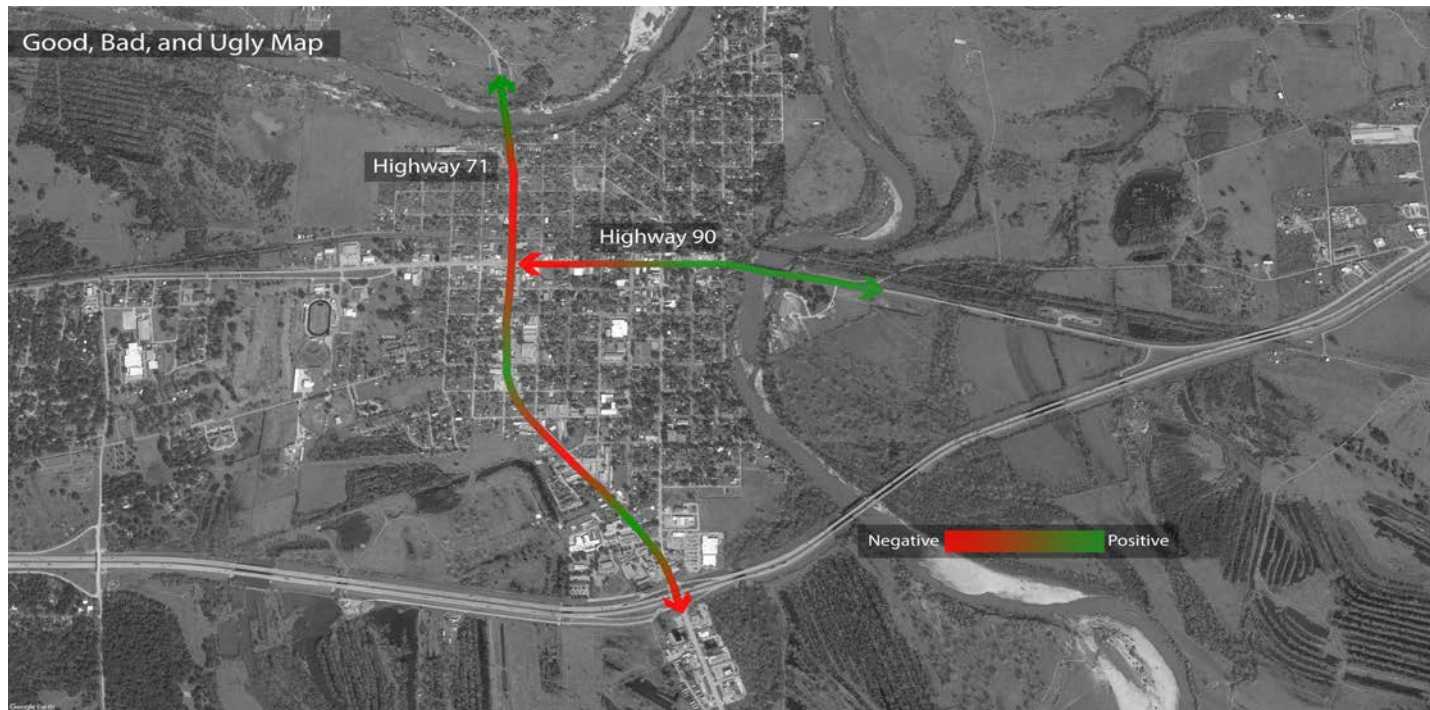
1.5. Visual Context Analysis

Highway 71 and Highway 90

Location Map and Visual Diagram



Location Map



Visual Diagram

North Bridge Entry

Facade

Positive Aspects:

- Beautiful historic bridge
- Open view of the Colorado River

Negative Aspects:

- Rundown warehouse and homes

Improvements:

- Plant buffering to cover rundown buildings
- Night lighting to reate a night scene for drivers

Streets cape

Positive Aspects:

- Open green space

Negative Aspects:

- No visual signage
- Billboard advertisements

Improvements:

- Create street signage
- Add plant buffering

Street Section

Positive Aspects:

- Some sidewalks

Negative Aspects:

- Lack of visual signage and historic qualities

Improvements:

- Add themed street signage



Bridge Facade



Existing green space



Existing structures



Existing street section



Railroad Underpass & Highway 90 Intersection

Facade

Positive Aspects:

- Nice tree canopies
- Great location for visual displays

Negative Aspects:

- Walls are plain
- Lack of town and cultural identity
- No space for pedestrians

Improvements:

- Town imagery on walls
- Lighting
- Add signage



Existing structures



Existing street section



Street Section

Positive Aspects:

- Unique building structures
- A good destination point

Negative Aspects:

- Buildings are falling apart
- Space has no use for people

Improvements:

- Restore old buildings
- Create activities for people
- Add pedestrian walkways



Existing conditions



Streetscape

Positive Aspects:

- Busy intersection

Negative Aspects:

- No way-finding signage
- No sense of character
- No pedestrian cross-walks or sidewalks
- All concrete, no vegetation

Improvements:

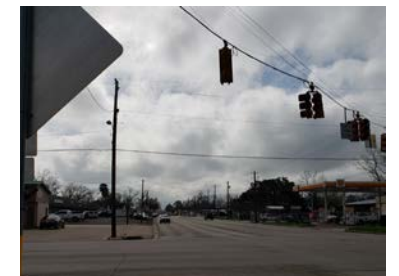
- Incorporate cross-walks
- Trees and shrubs



Existing conditions



Existing conditions



Street Section

Positive Aspects:

- Businesses
- A lot of parking

Negative Aspects:

- No designated cross-walks
- No sidewalks
- No greenery

Improvements:

- Implement sidewalks



Existing conditions



Commercial & Residential Corridor

Streetscape

Positive Aspects:

- Some nice existing trees
- Small town feel

Negative Aspects:

- No sidewalks
- Bare
- Rundown homes
- Not pedestrian-friendly

Improvements:

- Plant buffering
- Pedestrian-friendly sidewalks in necessary areas



Existing streetscape



Existing conditions



Existing structures



I-10 Intersection

Streetscape

Positive Aspects:

- Great entry signage and way-finding point
- Beautiful existing live oak trees
- Lots of car traffic

Negative Aspects:

- Lacking in signages for place or direction
- Typical highway intersection, not original

Improvements:

- Directional signage for drivers
- Appropriate vegetation



Existing conditions



Existing streetscape



Existing conditions



Highway 90 Commercial and Residential

Facade

Positive Aspects:

- Nice historic buildings
- Decent trees and vegetation

Negative Aspects:

- Many buildings are not in use
- Not many businesses
- Narrow sidewalks
-

Improvements:

- Repair damaged buildings and make use out of them
- Widen and improve sidewalk quality



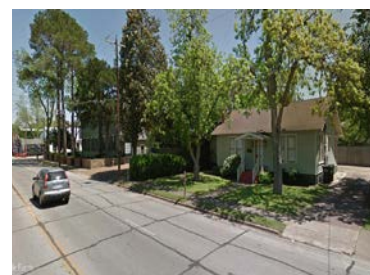
Existing commercial structures



Existing commercial structures



Existing residential homes



Streetscape

Positive Aspects:

- Nice trees and open pastures

Negative Aspects:

- Not wide enough sidewalks
- No cross-walks
- Lack of streetscape
- No signage

Improvements:

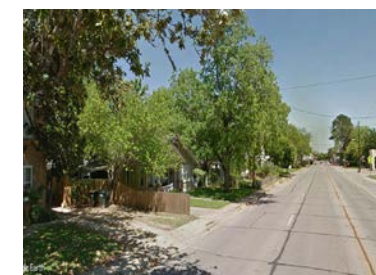
- Make vacant lots usable for people
- Allow sidewalks to accommodate more people



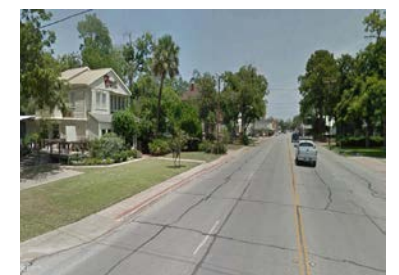
Existing green space



Existing vegetation



Existing vegetation



Downtown

Facade

Positive Aspects:

- Beautiful historic architecture
- Sidewalks
- Unique feel

Negative Aspects:

- Inconsistent vegetation
- No restaurants
- Not enough people space

Improvements:

- Night lighting throughout buildings and street
- Add more commercial businesses for people to spend money



Existing buildings



Existing buildings



Existing buildings



Streetscape

Positive Aspects:

- Nice historic architecture

Negative Aspects:

- No cross-walks
- Lack of trees or vegetation
- Streets are broken down
- Minimal street signage

Improvements:

- Incorporate pedestrian cross-walks
- Add more trees and shrubs to bring life
- Improve quality of street and sidewalks



Existing streetscape conditions



Existing vegetation



Existing streetscape conditions



East Bridge Entry & Beason's Park

Street Section

Positive Aspects:

- Beautiful historic bridge
- Nice existing live oak trees
- Overlooks Colorado River

Negative Aspects:

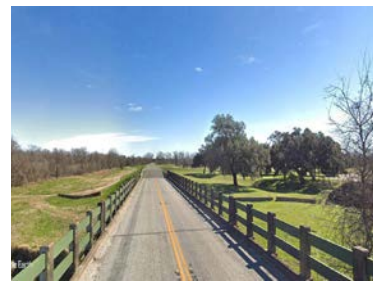
- Signage almost non-existent
- No sense of character
- No bike or walking trails

Improvements:

- Add pedestrian connection from both sides of river
- Lighting to create a night scene for drivers
- Visibly signage for drivers entering town



Existing conditions



Existing conditions



Existing conditions



Positive Aspects:

- Overlooks Colorado River
- Plenty of open space

Negative Aspects:

- River front not accessible to pedestrians
- No walking trails

Improvements:

- Create access to riverfront
- Incorporate pedestrian paths for walking, biking, or running
- Make gathering spaces



Existing landscape



Existing landscape



Existing river



Major Recommendations

Greenery

- Plant Trees along streets that lack shade and vegetation
- Shrub plantings to beautify streets and create calming relief
- Add a variety of plant colors to dull areas such as vacant lots
- Create aesthetic plant and green wall buffers to cover structures that cannot be removed



Street trees

Signage

- Destination signage for major entry ways, such as the East and North bridge, and I-10 intersection
- Directions street signage for major intersections and entrances to guide people to downtown



Way-finding signage

Streets

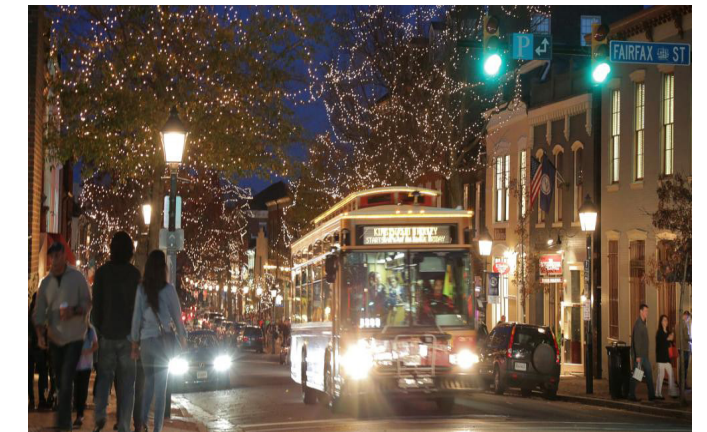
- Make street-crossing safer by incorporating visual cross-walks
- Improve sidewalks
- Differentiate highway 90 from highway 71 with different materials



Paved cross-walks

Visual Identity

- Enhance historic identity in and coming towards downtown
- Create a night life for residents and visitors with the use of lighting at entrances, intersections, along streets, and destinations spots.
- Encourage small town feel with different street textures and materials



Street lighting



Colorful streetscape



Vegetated signage



Plant buffering



Unique street materials

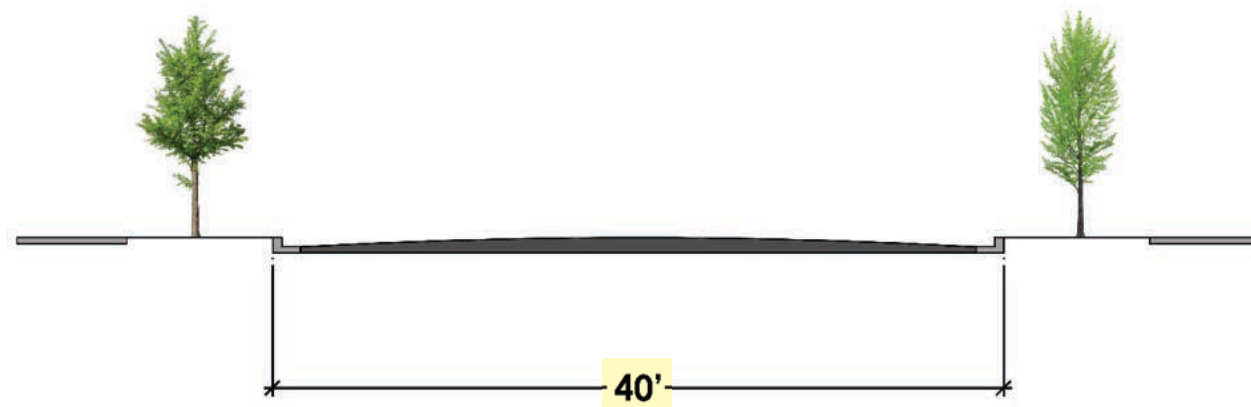
1.6. Regulatory Context

Street Layout Regulations

Sidewalk and Vegetation

TXDOT (Texas Department of Transportation) mandates minimum widths and heights for vegetative buffers and any object that will overhang the road. Any vegetation with a caliper over four inches must be set back four feet from the road, and may not overhang below fourteen feet.

TYP. Road Section



Vertical Clearance Chart

| ROAD TYPE | VERTICAL CLEARANCE (FT) | |
|---|-------------------------|----------|
| | RURAL | URBAN |
| FREEWAY | 14 - 16* | 14 - 16* |
| ARTERIAL | 14 - 16 | 14 - 16 |
| COLLECTOR | 14 | 14 |
| LOCAL | 14 | 14 |
| * 17 FT FOR SIGN TRUSSES AND PEDESTRIAN BRIDGES | | |

Lane Requirements

Requirements for lane layouts are based on the road's capacity. TXDOT Highway Capacity Manual configures any capacity under 2,000 may be a 2 lane road. Any capacity under 18,000 can be a two lane road with a left turn lane, and any capacity under 30,000 can be a four lane with left turn lane.

TYP. 2 Lane Road W/ Left Turn Lane

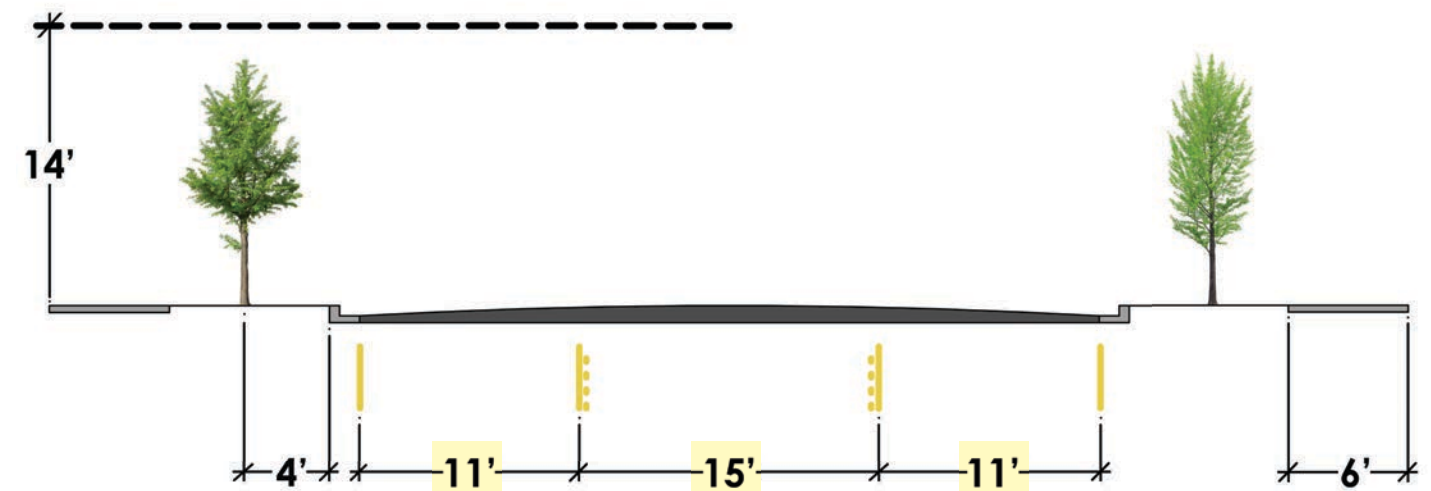


Image Caption: 12 Pt. Regular

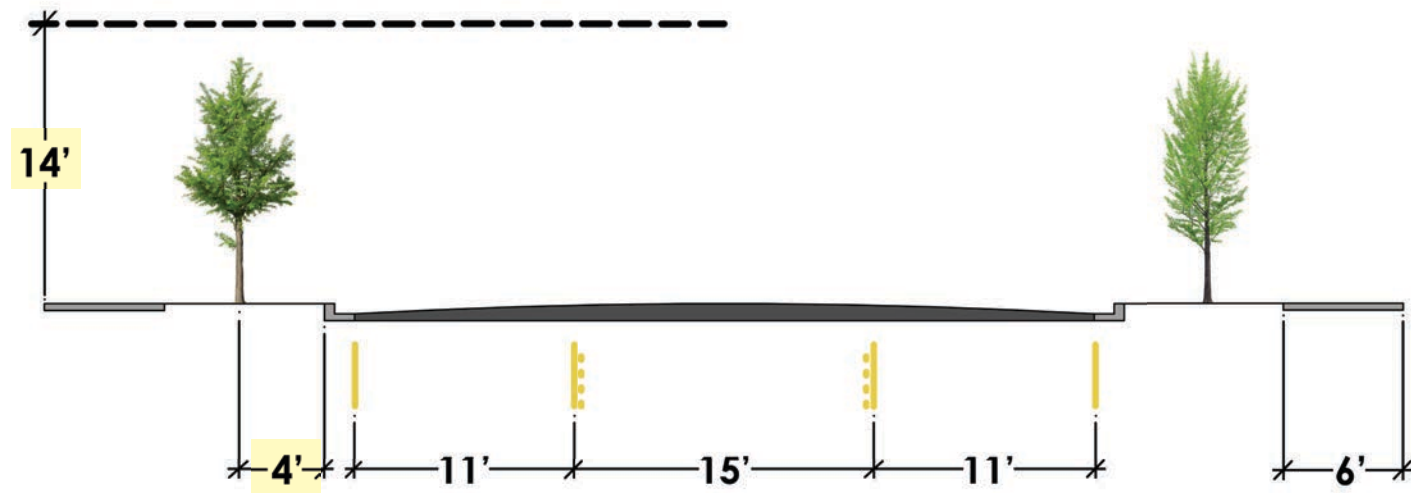
| LANE CONFIGURATION | MAXIMUM CAPACITY (ADT)* |
|------------------------------|-------------------------|
| 2 LANE | APPROX. 2,000 |
| 2 LANE W/ LEFT TURN LANE | APPROX. 18,000 |
| 4 LANE W/ LEFT TURN LANE | APPROX. 30,000 |
| *ADT - AVERAGE DAILY TRAFFIC | |

Traffic Count and Parking

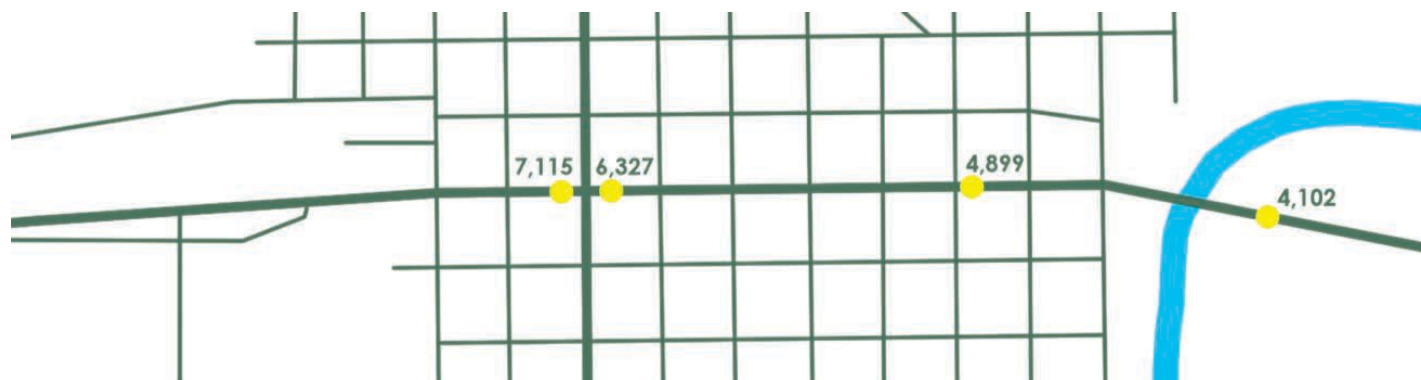
HWY 90 Traffic and ROW

Walnut Street or HWY consists of varying average traffic counts along the roadway. All of the traffic counts fall below a count of 18,000 so it can easily be converted to a two lane road with a left hand turn lane. This would afford more space to be allocated for on street parking.

TYP. Street ROW



HWY 90 Traffic Counts



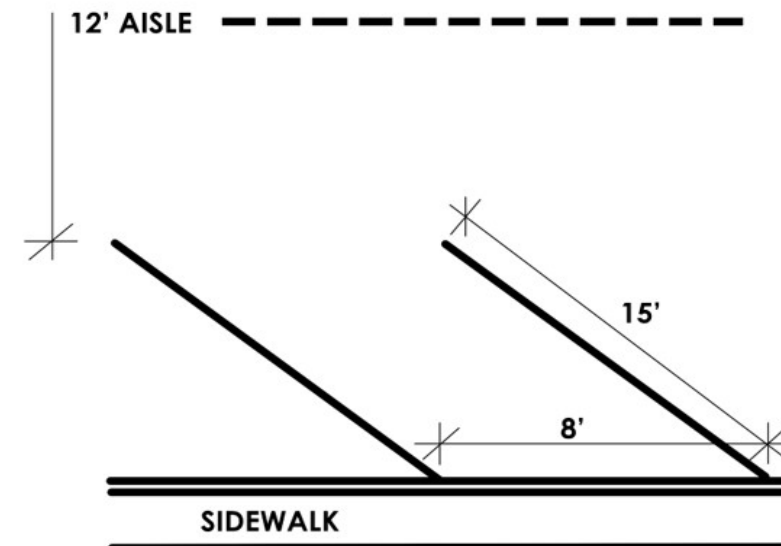
Parking Regulations

Although TXDOT generally strays from instituting new on street parking to road ways, they allow it to be updated if already existing. The three types of parking are parallel (90), 60 degree angled, and 45 degree angled parking. They are all within regulations, and there use is based on available space.

Space Requirements Table

| ANGLE | SPACE WIDTH | SPACE TO CURB | AISLE |
|-----------|-------------|---------------|-------|
| 90 DEGREE | 8' | 14' | 20' |
| | 9' | 18' | 24' |
| | 10' | 18' | 22' |
| 60 DEGREE | 8' | 16' | 14' |
| | 9' | 20' | 18' |
| | 10' | 20' | 16' |
| 45 DEGREE | 8' | 15' | 12' |
| | 9' | 19' | 16' |
| | 10' | 20' | 14' |

Typical 45 Degree Parking

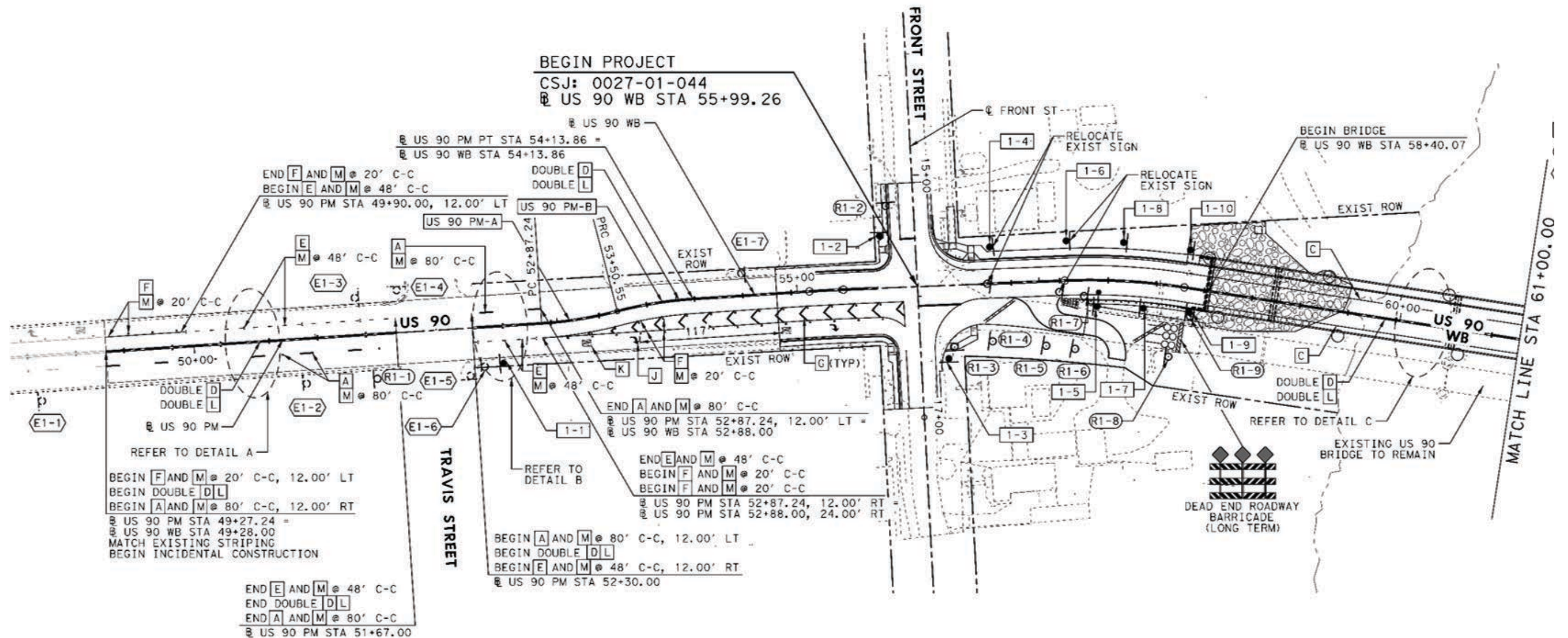


Current Bridge Layout

Current Layout

The historic bridge on HWY 90 provides a distance entrance feature to the town. However, this bridge is too small to support the growing traffic needs of Columbus, so TXDOT has undertaken a project to create a bridge next to the current one. The layout of the current and the planned one are shown below.

HWY 90 Current Bridge To Road Connection

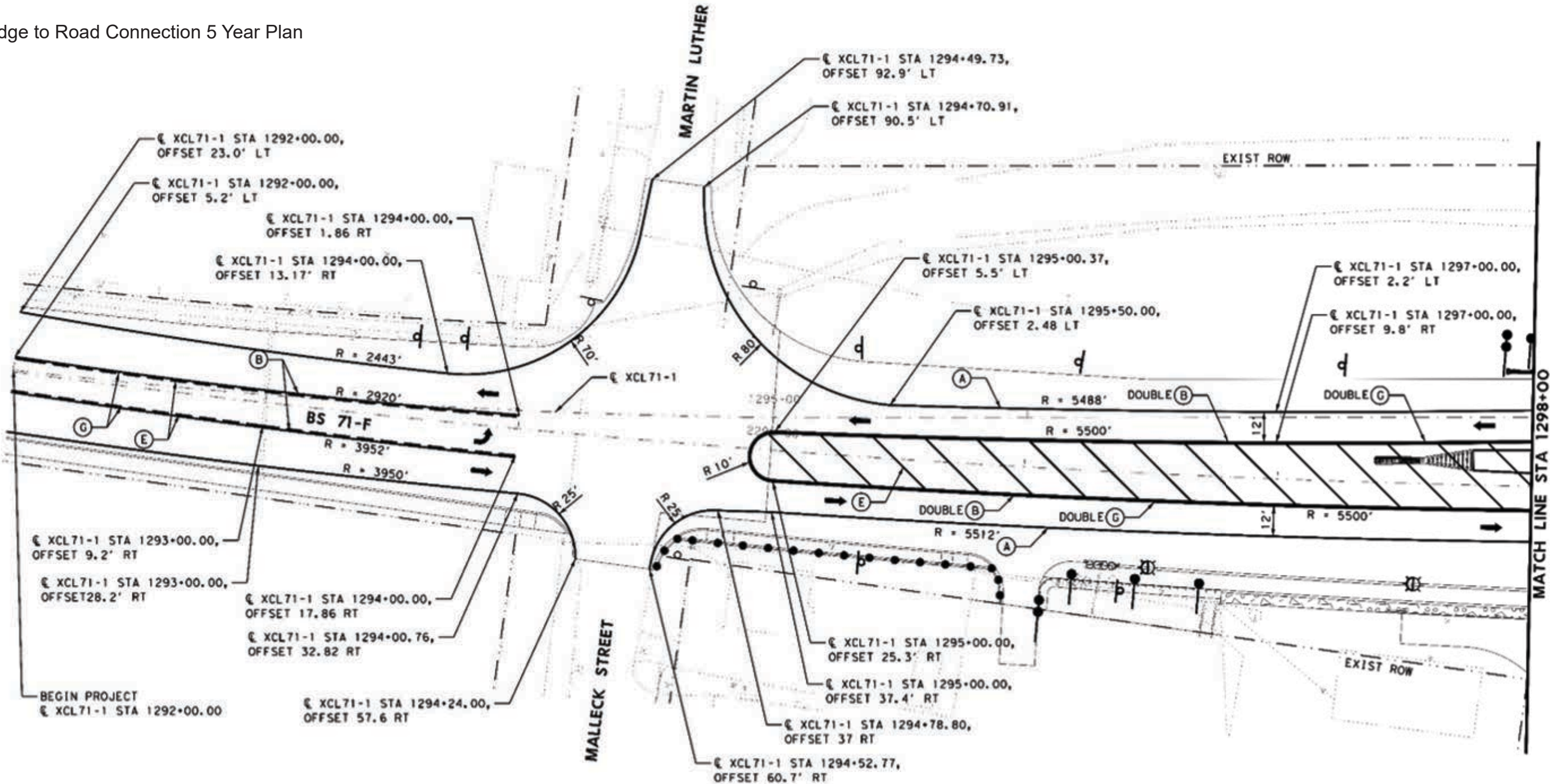


Future Bridge Layout

5 Year Plan

The proposed bridge (which is currently under construction) will change the entrance to one bridge, and the exit to the other in the hopes of alleviating traffic. The plan also shows after the bridge the institution of a two lane road with a turn lane instead of the current four lane road.

HWY 90 Bridge to Road Connection 5 Year Plan



Historic Preservation

Columbus downtown has a registered historic district spanning several blocks along Walnut St. This area has a specific ambiance attached to the district, and reflects the creation of Columbus as it is today. Within the right of way in order to fit in with this ambiance it is important to use more ornate traffic features to fit the surrounding area.

Registered Historic District



1. Tate-Senftenburg-Brandon Home
2. Columbus Female Seminary
3. Ilse-Rau House
4. Fehrenkemp Grocery
5. Brick Store House
6. Columbus State Bank
7. Colorado County Courthouse
8. Mayes Hotel

Desired Traffic Features

- Ornate designs similar to historic period
- Familiar material pallet with surrounding area
- Use vegetation within certain street furniture



Undesired Traffic Features

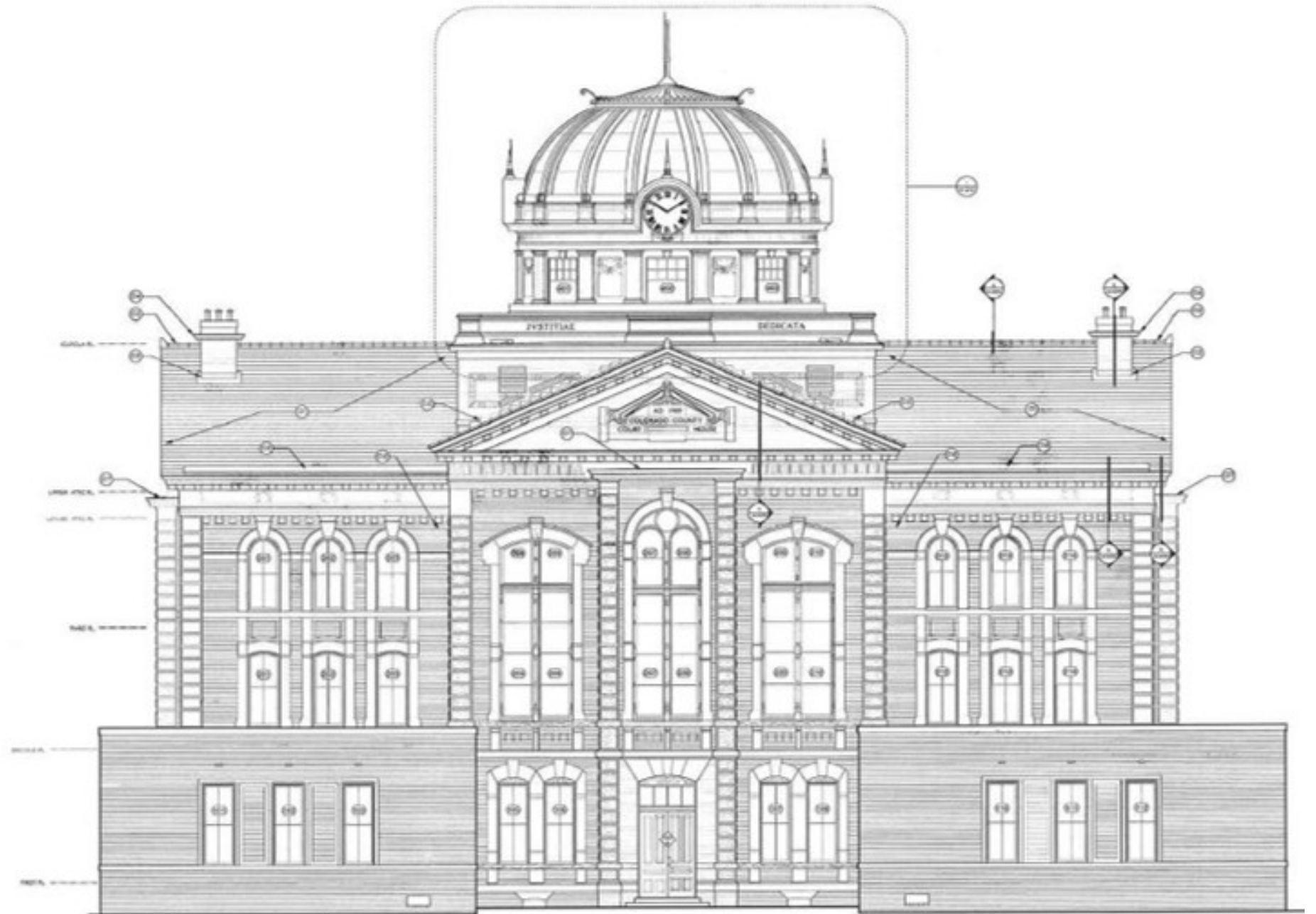
- Sleek modern style
- Stainless steel or other materials less frequently used in historic era
- Lack of ornamental details



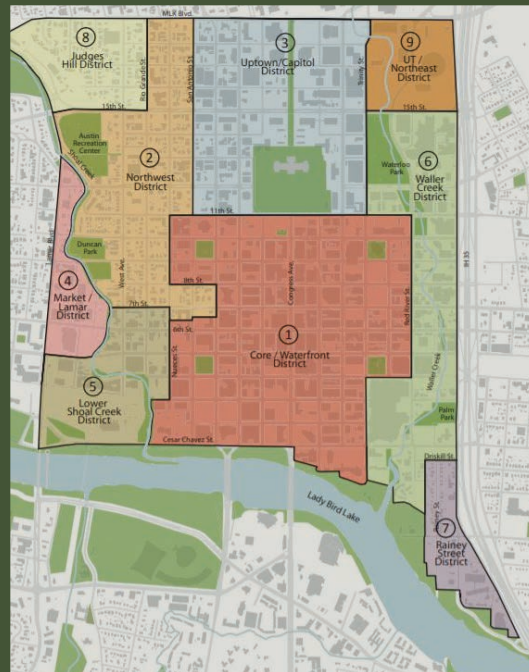
Regulation Summary

Key Findings

- New Bridge will house both inbound and outbound traffic while old bridge is being rehabilitated.
- Both bridges will eventually hold traffic (5 years)
- 14' vertical clearance on state maintained roads.
- Traffic count on Walnut St. requires 2 lane with left turn lane minimum.
- 11' Minimum lane width.
- Nationally registered historic district in downtown area requires historic aesthetic in regards to site furnishing.
- On street parking is feasible in the downtown area within the current Walnut Street ROW due it being preexistent.



Part II. Precedent Studies



- | | |
|--|-------|
| 2.1. Gateway Corridor Improvement Plan, City of Northfield, MN | 40-45 |
| 2.2. Grand Avenue Streetscape Redesign, Grand Lake, CO | 46-49 |
| 2.3. Designing Downtown Denison, Denison, TX | 50-53 |
| 2.4. The Downtown Austin Plan, Austin, TX | 54-57 |
| 2.5. Brenner's on the Bayou, Houston, TX | 58-61 |
| 2.6. Buffalo Bayou Sabine Promenade, Houston, TX | 62-65 |

2.1. Gateway Corridor Improvement Plan, City of Northfield, MN

Northfield is a small town located approximately 40 miles south of Minneapolis, it is intersected by two highways- Highway 3 and Highway 19. The focus of the Gateway Corridor Improvement Plan is on identifying areas of improvement in order to better distinguish the town and improve the quality of life for residents while also creating a positive first impression for motorists.

Project Name: Northfield Gateway Corridor Improvement Plan

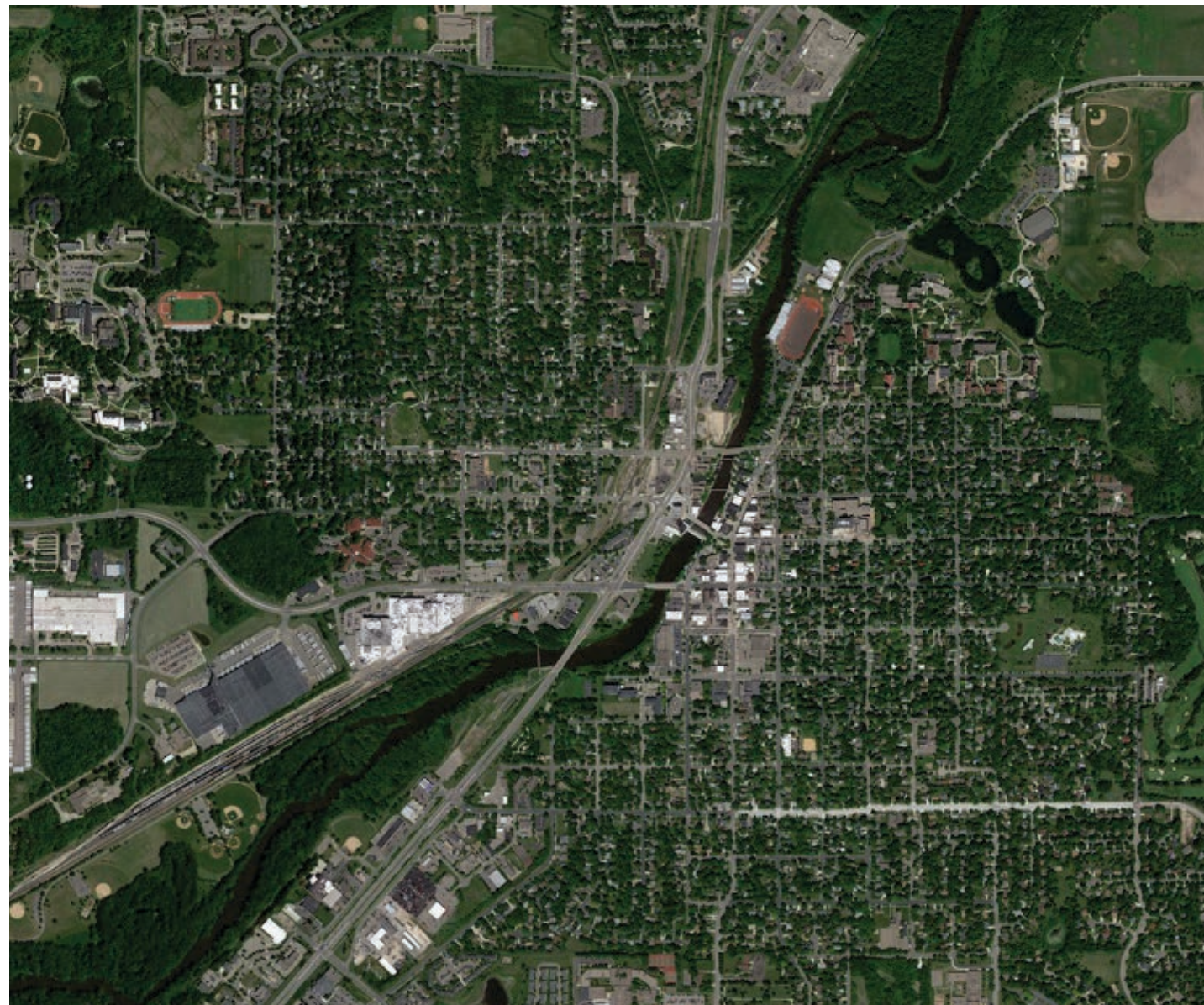
Location: Northfield, Minnesota

Plan Completed: 2012

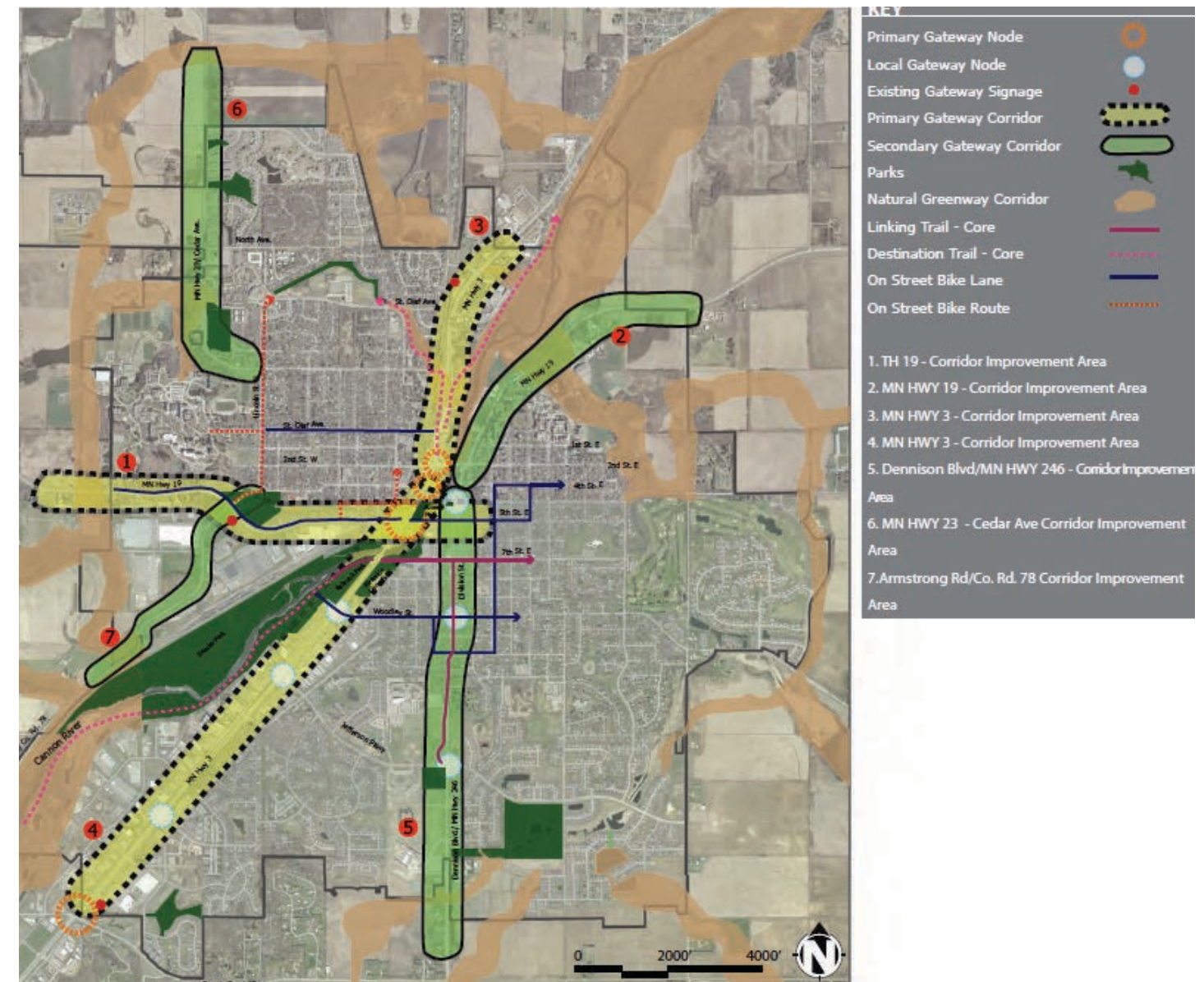
Project Size: 8.5 Sq. Miles

Landscape Architects: John D. Slack – ASLA, STANTEC & Spencer Jones – ASLA, Spencer Jones Landscape Architecture

Northfield, MN Aerial Map



Overall Site Analysis



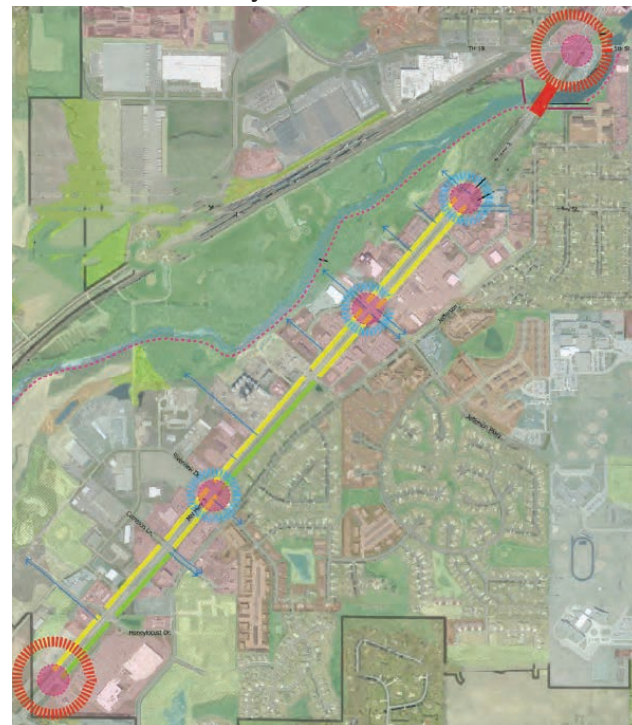
"Gateway Corridor Improvement Plan" City of Northfield, May 2012.

Design Intent

Northern Site Analysis



Southern Site Analysis



- Create an improved sense of arrival into the city with landscape enhancements, lighting, signage, and monumentation.
- Consolidate driveway and access points along the roadway
- Define the edges of corridors by controlling setbacks, infilling developments where appropriate, determine future land use to establish and maintain strong image through district.
- Maintain and enhance views to wooded and natural areas.
- Strengthen boulevard treatments throughout the district, enhance landscaping, define opportunities for improved storm water treatment.
- Reinforce and frame views into Ames park, the downtown area, and the cannon river watershed.
- Look for opportunities to provide pedestrian and bicycle facilities.
- Enhance and augment existing trees along residential areas.

| KEY | |
|-----------------------------|--|
| Primary Intersection | |
| Intersection Improvements | |
| Pedestrian Bicycle Conflict | |
| Corridor Edge Enhancements | |
| Screening Opportunities | |
| Boulevard Improvement Areas | |
| Pedestrian Connections | |
| Linking Trail - Core | |
| Destination Trail - Core | |

Design Strategies

Comprehensive Detailing

The focus on small details improves the aesthetic value of spaces via plants, street materials, and accessibility. The addition of different pavement and sidewalks better designates areas of importance.

Thoughtful Categorization

By categorizing the areas into urban and natural areas along the highway the designers developed context sensitive designs and establish boundaries for elements in order for them to be unique to certain areas. For example: greenery in urban areas is contained to buffers while it's more natural in open areas.

Varied Vegetation for Business fronts



Unique Textures for Crosswalks



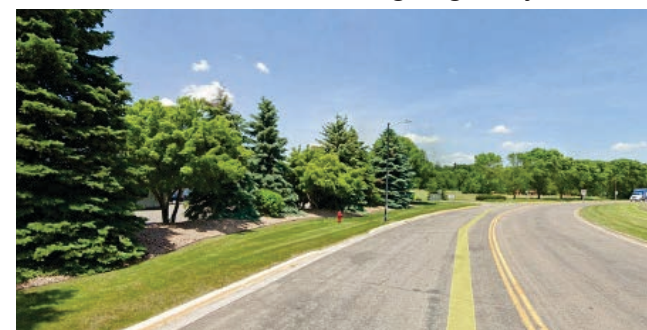
Buffer Separating Cars from Walkway



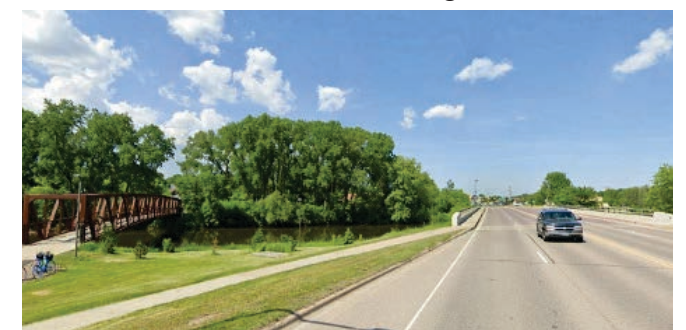
Native Vegetation in Open Areas



Street Trees Along Highway



Sidewalks and Trees Along Side Street



"Gateway Corridor Improvement Plan" City of Northfield, May 2012.

Before and After Photos

At the time of this publication the corridor improvement project is still undergoing construction, but, what has been completed shows the improvements resulting from simple changes like adding plants and street art. The addition of trees and shrubbery improves the appearance of store fronts while making the space more comfortable for customers. Adding monumentation makes the public gathering space more identifiable and visually interesting. Lastly, the proposed walking trail adds a green buffer thus separating pedestrians from the road, and make the space more accessible.

Before Plant Buffer



After Plant Buffer



Before Street Statue



After Street Statue



Before Street Conditions



Proposed Walking Trail



Lessons Learned

Reinforce District Identity:

Context sensitive design is vital. By dividing areas into one of four categories: Urban, Suburban, Cultivated, Managed and Natural, the town's character is reinforced and support a "Sense of Place"



Create Continuity Throughout Corridors:

Pedestrian safety and convenience measures should be considered key components of the gateway improvement project. Goals also include improving overall community connectivity, access and safety for all modes of transit



Provide a Flexible Palette of Streetscape Elements:

Vertical streetscape elements should be emphasized such as lighting, trees, identification signs, and artwork, to create a sense of enclosure and human scale, define edges, and create a positive identity for each gateway corridor within the City.



"Gateway Corridor Improvement Plan" City of Northfield, May 2012.

2.2. Grand Avenue Streetscape Redesign, Grand Lake, CO

Background Information and Extents

Project Extents:

- Downtown Grand Lake, Colorado
- 100' right of way coursing 8 blocks (app. 0.7 miles)
- 3 phases of construction
- Phase 3 currently under construction
- Adopted by the town of Grand Lake Board of Trustees on February 23, 2015.



History

- Project began as an action item listed in the Grand Lake downtown assessment
- Item required funding for concept design which was allocated quickly due to public interest.

Purpose

- Provide a holistic and inclusive streetscape plan for Grand Avenue
- Identify existing problematic conditions on Grand Avenue and provide a variety of solutions for how they could be solved.

Public Involvement

- Public Involvement played a key role in the advancement of the project towards construction.
- Minimal City Funding- Majority Externally Funded



Districts

- Gateway District
- Rustic District
- Historic District
- Lake District

Grand Lake Districts



Downtown Birds Eye View



Strategies

Parking and Road Layout

Downtown Birds Eye View



- Historic District
- Lake District

Downtown Birds Eye View



- Historic District
- Lake District

Downtown Birds Eye View



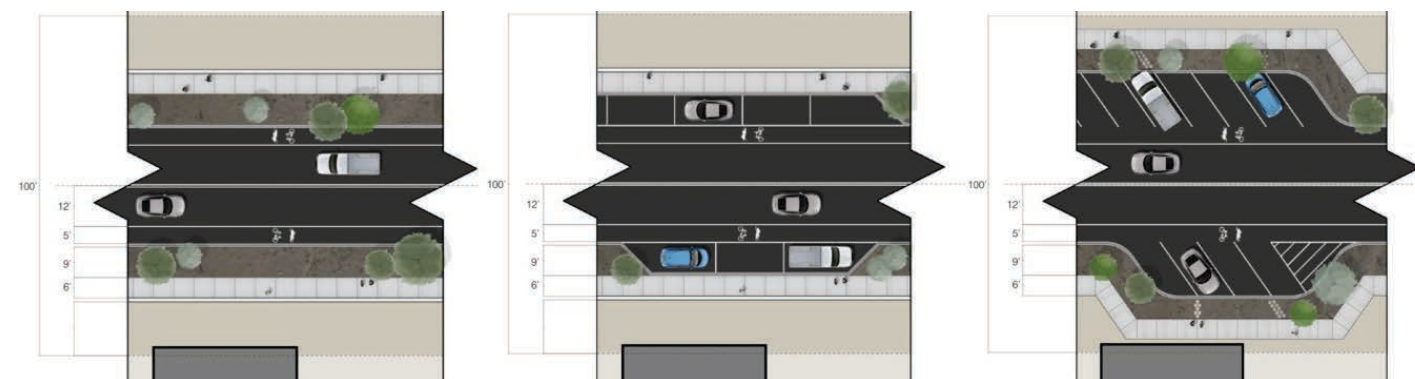
- Historic District
- Lake District

Downtown Birds Eye View



- Historic District
- Lake District

Downtown Birds Eye View



Purpose

- Provide a holistic and inclusive streetscape plan for Grand Avenue
- Identify existing problematic conditions on Grand Avenue and provide a variety of solutions for how they could be solved.

Curb and Mid Block Extensions

Downtown Birds Eye View



Downtown Birds Eye View



Project Extents:

- Downtown Grand Lake, Colorado
- 100' right of way coursing 8 blocks (app. 0.7 miles)
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- Downtown Grand Lake, Colorado
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Downtown Birds Eye View



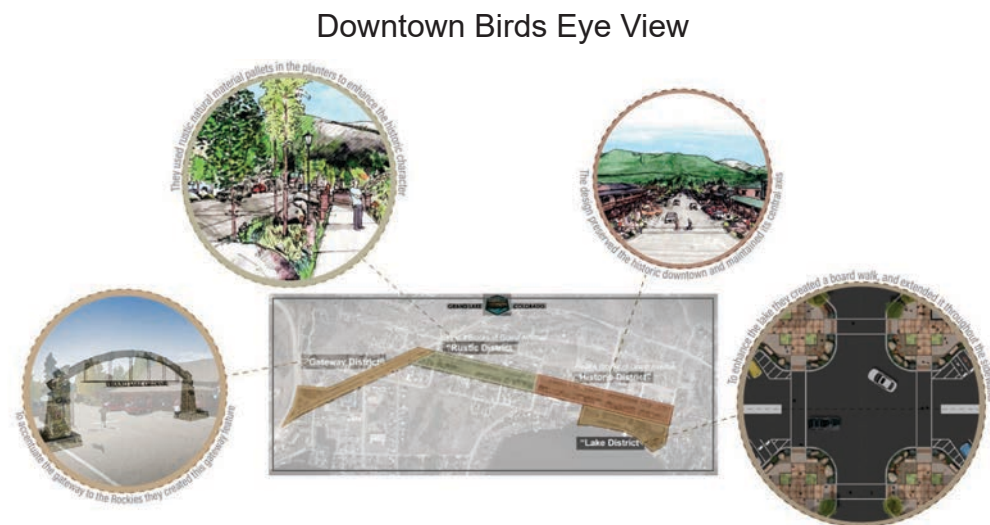
Analysis

District Analysis



Purpose

- Provide a holistic and inclusive streetscape plan for Grand Avenue
- Identify existing problematic conditions on Grand Avenue and provide a variety of solutions for how they could be solved.



Purpose

- Provide a holistic and inclusive streetscape plan for Grand Avenue
- Identify existing problematic conditions on Grand Avenue and provide a variety of solutions for how they could be solved.






Overall Design Analysis



Purpose

- Provide a holistic and inclusive streetscape plan for Grand Avenue
- Identify existing problematic conditions on Grand Avenue and provide a variety of solutions for how they could be solved.

Downtown Birds Eye View

| Five Guiding Principles: | |
|---|--|
| 1) Protect and enhance the historic and rustic nature of the Town of Grand Lake. |  The design uses materials that enhance the physical nature of the region. It boasts a similar layout to that of historic downtown. |
| 2) Give identity and character to Grand Avenue. |  They expanded the board walk along Grand Avenue to continue the lake theme, and in doing so gave a certain identity to the street. |
| 3) Provide vehicles, pedestrians and bicyclists with safe, accessible and efficient routes through town. |  The layout of the bike lanes is not safe. The lanes go directly behind cars pulling in and out, and there is no buffer between the two. |
| 4) Promote economic vitality through enhanced boardwalk and sidewalk experience. |  By simply increasing the connectivity and ease of usage of these aspects they provided an opportunity for economic growth. |
| 5) Provide a master plan that is realistic and feasible. |  Although the masterplan was not available to the general public, it was both realistic and feasible, and the third stage was just built. |

Purpose

- Provide a holistic and inclusive streetscape plan for Grand Avenue
- Identify existing problematic conditions on Grand Avenue and provide a variety of solutions for how they could be solved.

2.3. Designing Downtown Denison, Denison, TX



Image Caption: 1920's rendition of Denison, Tx



Image Caption: Toole Design's vision for the future Main St.



Denison, Texas was founded in 1872 along with the MKT Railroad. It served as an important commercial center in the 19th century “American West.” The 2010 census placed Denison’s population at 22,882.

The City of Denison had long wanted to redo their Main St. and harness the economic and aesthetic value the area holds. They began this process by hiring on Toole Design Group, who have offices across the country. Their first community design workshop was in October of 2016.

The three main goals of the project are to increase capital investment, revitalize the many historical aspects of Denison, and incorporate the arts. The project’s scope includes all of Main St. as well as the alleyways that run parallel to it.

Construction for the project began in January 2020 and is projected to end in August of 2021 with the project’s completion.

Major Design Goals



Image Caption: Design to Implementation timeline



Image Caption: Toole Design's multiple streetscape options

In order to accomplish their three goals Toole Design focused on redesigning the streetscape along all of Main St. There were originally bike lanes incorporated into the streetscape but the city opted for a design with extra sidewalk width to promote the many different store fronts along the street.

Toole Design Group removed all four way stops along main street to promote the flow of traffic, while at the same time making the lanes narrower to make traffic slow down. Traffic signals were left only at the major intersections.

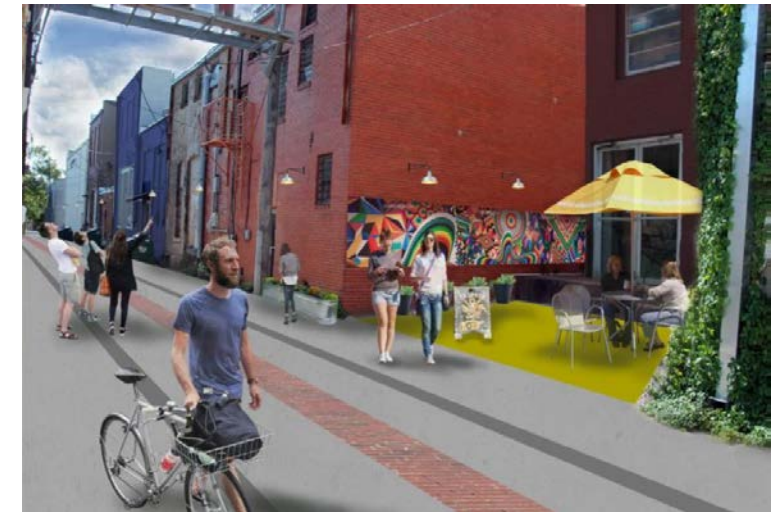


Image Caption: Denison alley redesigned

A large focus on changing the accessibility of the utility alleys that run behind the stores facing Main St. They wanted to make these spaces more pedestrian friendly and create new gateways for residents and tourists to access downtown Denison.



Image Caption: Toole Design's hand drawn masterplan

Inspiration



Image Caption: Current Main St.

For this perspective render Toole Design focused on improved pavement, sidewalks, parking, drainage, and vegetation.



Image Caption: Current crosswalk

For this perspective render Toole Design focused on improved crosswalks, planter beds, and intersections.



Image Caption: Layered Main St.

The above ground drainage not only narrows the lanes, calming traffic, but it also feeds into the planters to provide the vegetation with fresh rain water. This will reduce the city's water usage and increase ground absorption.



Image Caption: Layered crosswalk

There are concrete bands laid on either side of the cross walks to serve as visual delineation for both pedestrians and motorist.



Image Caption: Redesigned Main St.

The final render shows off the new pavement choices, defining parking and vehicle lanes. The increased tree cover not only provides places to escape the heat but also makes the space feel less empty.



Image Caption: Redesigned crosswalk

The final render shows off increased visibility for crosswalks and pavement change as a traffic calming measure. It also shows how increased vegetation adds to the intimacy of the space.

Lessons Learned



Image Caption: Toole Design's digitally rendered site plan

The town's heritage and history should come first when designing. Without Denison's history, the town loses what makes it unique.

Pedestrian friendly design is one of the most important design aspects when recreating a town center. Designs that encourage people to explore are what make spaces like Main St. successful.

Lastly, be creative but be simple, often times less is more. For every designer, creating designs that are easy to implement but continue to make sufficient use of the space is the end goal.

Source:
www.cityofdenison.com/main-street/page/latest-update-designing-downtown-denison.



Image Caption: Empty lot redesigned as pocket park with restaurant



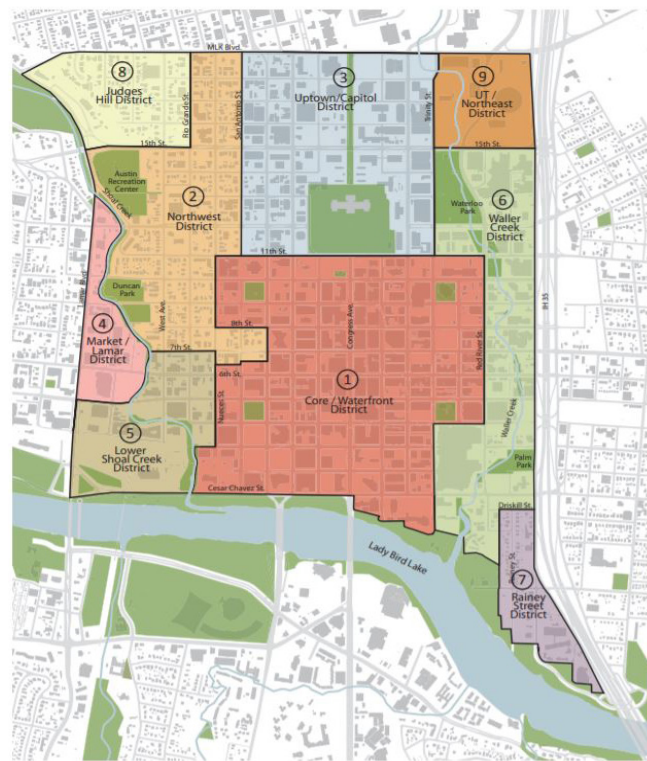
Image Caption: Empty lot redesigned as pocket park

2.4. Downtown Austin Plan (DAP)

Introduction

The Downtown Austin Plan (DAP) is located in Austin, Texas. It encompasses an approximately 1,000-acre area bounded by MLK Boulevard on the north, IH 35 on the east, Lady Bird Lake on the south and Lamar Boulevard on the west. Our group decided to focus primarily on the Core District which is approximately 50 acres located just off the edge of Lady Bird Lake. The DAP was officially adopted by the city on December 8, 2011. However, the DAP is considered a “Living Plan,” which means it will be amended and updated overtime.

DAP District Layout Diagram



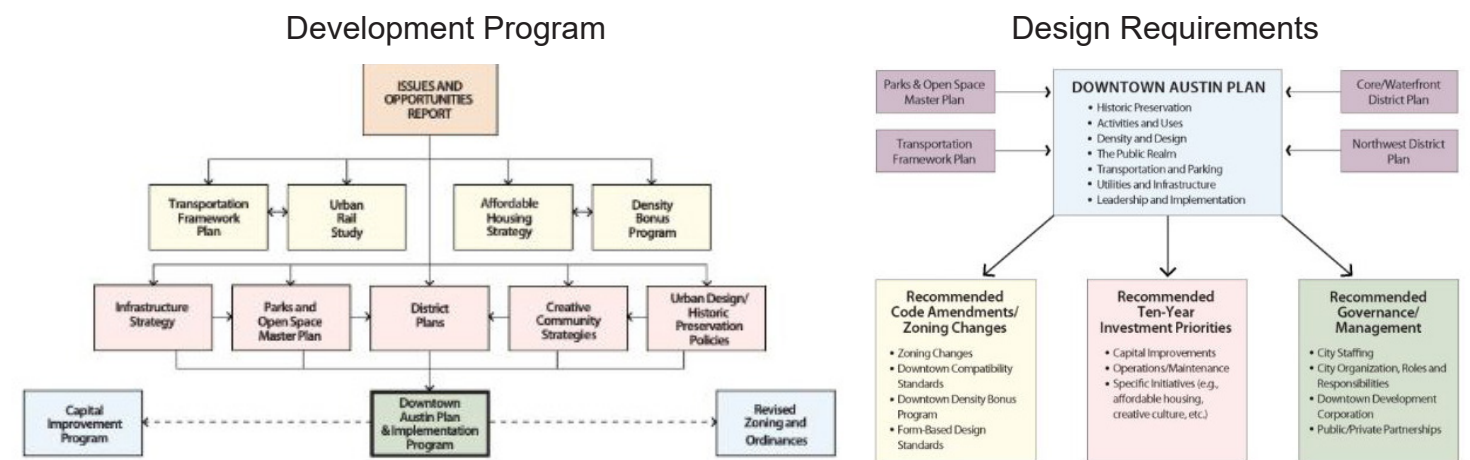
The design team consists of McCann Adams Studio (urban design and planning, plan development), HR&A Advisors (real estate economics, parks and plan implementation), Studio 8 Architects (development regulations, computer modeling), Urban Design Group (infrastructure), Limbacher & Godfrey Architects (historic preservation), Taniguchi Architects (plan documentation), Economic & Planning Systems (creative community strategies), Capitol Market Research (real estate market analysis), Diana McIver & Associates (affordable housing), LTK (urban rail) HDR Engineering (transportation), Kimley-Horn (transportation), and Tate Austin Hahn (website, citizen survey).

Project Background

The DAP was adopted as an amendment of the City Comprehensive Plan for Austin, Texas. It is a 25 year plan, which also includes a shorter-term implementation program that focuses on actions to be taken in the next 10 years (2012 to 2021). The 10 year plan provided foundation for a more specific initiatives. As well as more detailed district plans for the defined sub areas (districts) of Downtown. The DAP is the product of a 3-year dialogue with the general public, Downtown community, and stakeholders. Predevelopment Site Conditions include a possible local historic district, a prominent segment of West 6th Street, and a national registered historic district.

Development Program & Concept

The designers main goals were to enhance the Core/Waterfront districts as the premier employment, cultural and visitor center of the region, and improve the quality of the pedestrian experience. The city also wanted to make it easier to move around without a car, restore and activate the historic squares, ensure that the District is a welcoming and affordable place for all, and preserve the historic building fabric. The DAP highlights 63 development opportunity sites, totaling about 50 acres that have been assembled to a quarter-block or greater. These sites are relatively unconstrained and would likely develop over the next 5 to 15 years, representing approximately 14.4 million sq ft. of development.



Development Opportunities Graphic



The buildings highlighted in brown represent approximately 14.4 million square feet of future potential development

Source: “Downtown Austin Plan.” City of Austin, 8 Dec. 2011. PDF.

Master Plan

Due to the DAP being a “Living Document,” there is no official master plan. However, in this image the proposed improvements to pedestrian streetscape, ground level retail spaces, and proposed design standards that are cohesive with the old historic buildings (warehouse district), and the creation of more districts such as live music district are evident. Other design strategies that are less visible in the image are the insurance of a concentration of live music and the promotion of publicly accessible plazas and pocket parks on private land. Some special issues when designing Austin’s downtown included the dominance of the automobile, the poor quality of streets and parks, local and “iconic” businesses being priced out, downtown’s role as the region center of live music is in danger of being displaced by development. Other considerations are the lack of support services for the homeless and very low-income residents, downtown’s historic fabric is at risk of being demolished, the development of downtown is only beginning to mature, and the downtown share of the regional office and employment market has declined.



Source: “Downtown Austin Plan.” City of Austin, 8 Dec. 2011. PDF.

Diagrams & Analysis



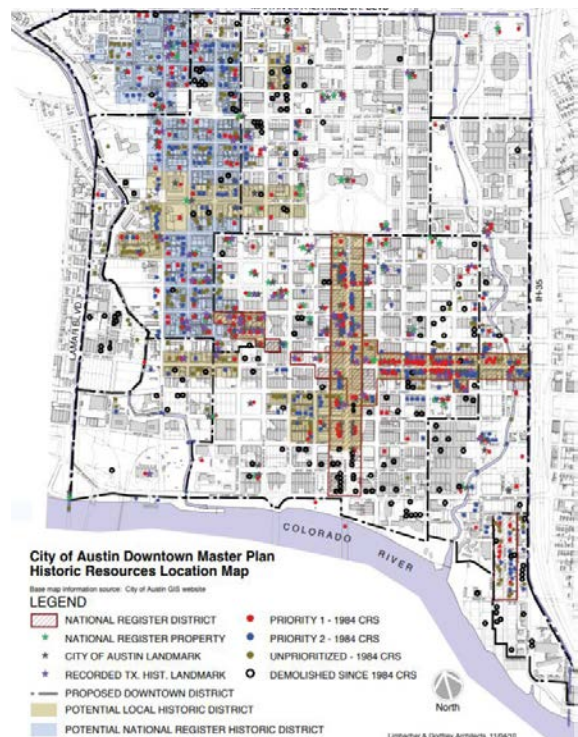
Source: “Downtown Austin Plan.” City of Austin, 8 Dec. 2011. PDF.

Diagrams & Analysis

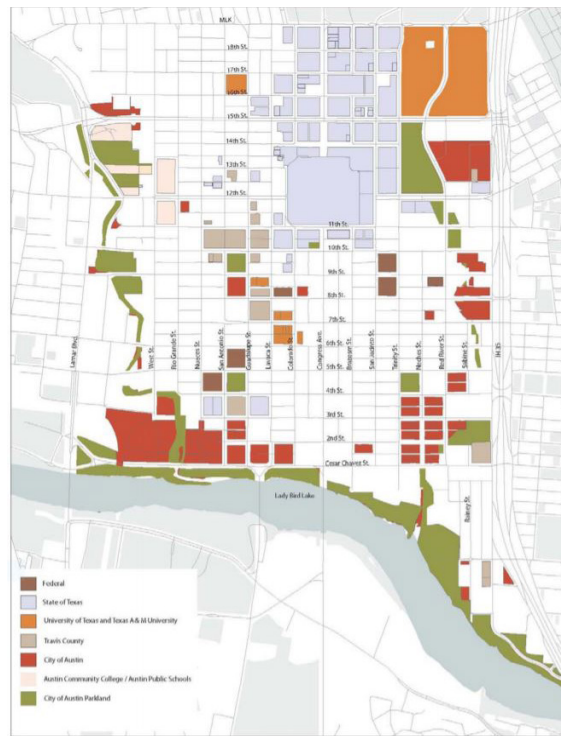
Transportation Framework



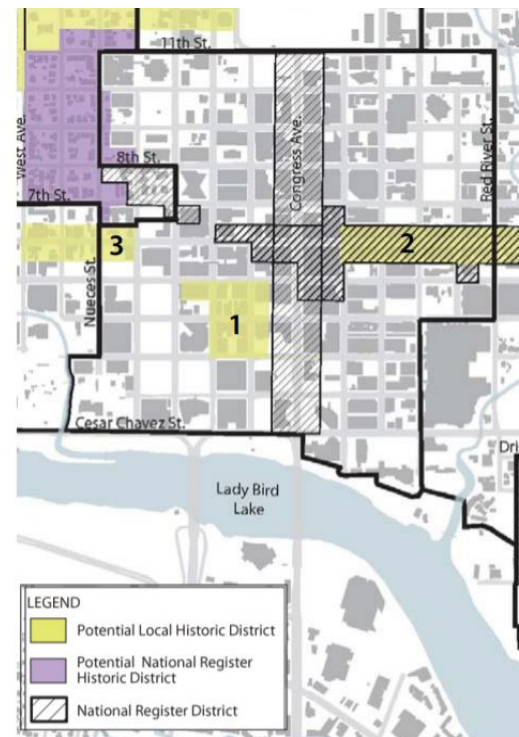
Historic Resources Map



Publicly Owned Land Use Diagram



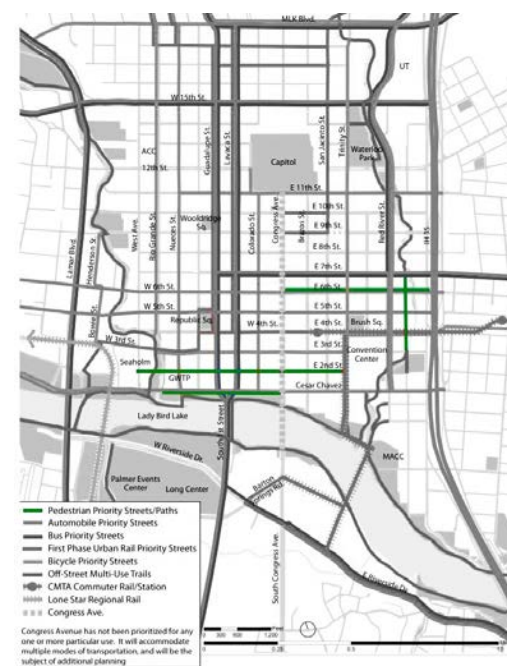
Existing and Proposed Historic Districts



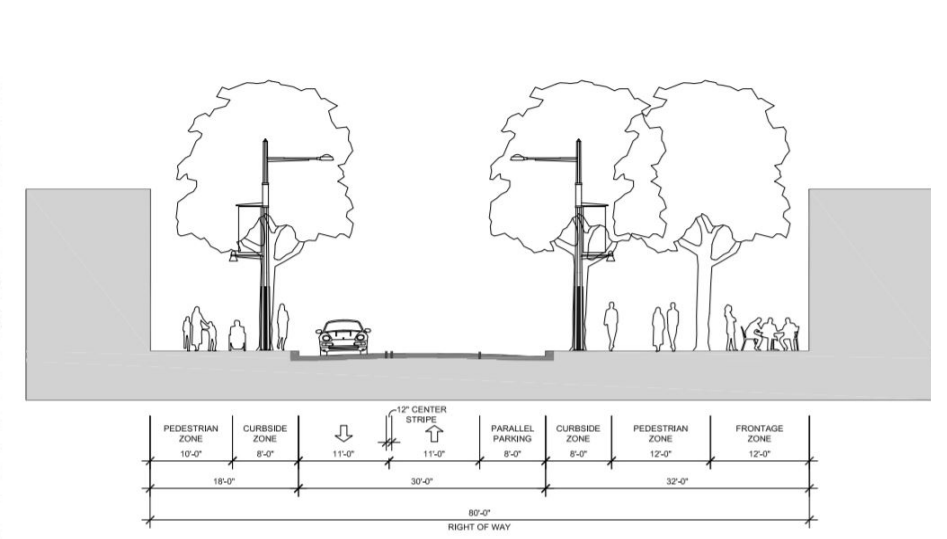
Streetscape Considerations

For our design purposes, we focused primarily on the streetscape considerations for pedestrian oriented streets. Included in the DAP, pedestrian oriented streetscape is proposed for 2nd street and part of Caesar Chavez. The main features in this streetscape are buffers between the street and sidewalk and the incorporation of public art. A possible street where this could be implemented in Columbus is Bowie Street.

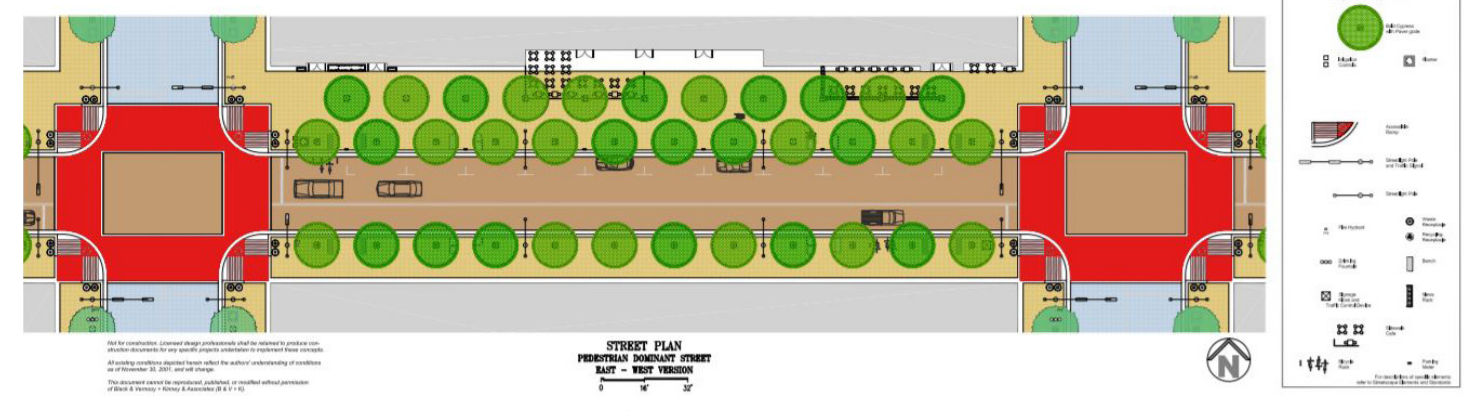
Streetscape Location



Streetscape Section



Streetscape Site Plan



Source: "Downtown Great Streets Master Plan." Black & Vernooy + Kinney & Associates, Nov. 2001. PDF.

Before & After Comparisons

South Congress Avenue Before



South Congress Avenue After



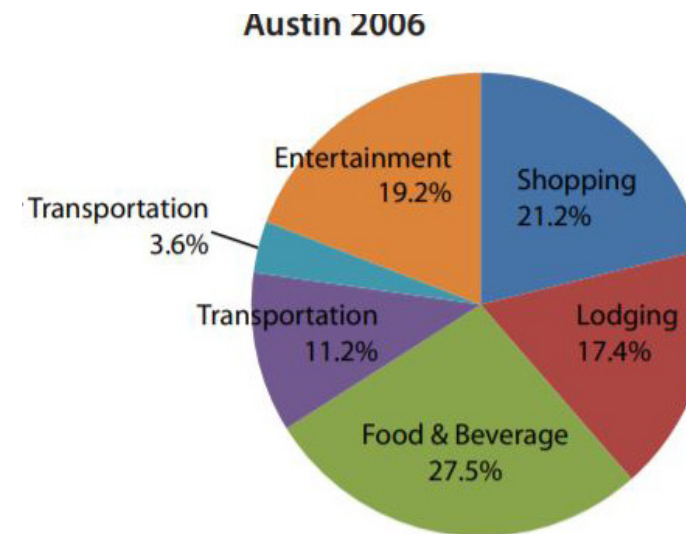
Crosswalks



Sources: Carter Design Associates & Google Earth

Takeaway & Discussion

Tourism Impacts Chart



The improvements made to Austin's downtown in the DAP increased many aspects of tourism. Therefore, Austin's economy became increasingly better. Things such as attractive streetscape, pedestrian friendly environments, and entertainment opportunities can greatly boost tourism and the overall economy of a city.

Takeaway

- Tourism can greatly improve a town's economy in multiple areas.
- Implementation takes time and effort on all levels.
- Each area of the site has its own special considerations and needs.
- Implementation of districts help with way-finding and order.
- Engaging the community in everyday activities is something to strive for.
- It is important to maintain the character and historic importance of the town.
- Place emphasis and focus on specific infrastructure such as green space, sidewalks, road uses, parking, and historic sites.

Discussion

The DAP recognized the importance of Downtown in reinforcing the city's fundamental goals of economic and environmental sustainability, afford-ability, livability and diversity. These improvements have also bettered the overall experience of locals and attracted more people to settle in the area.

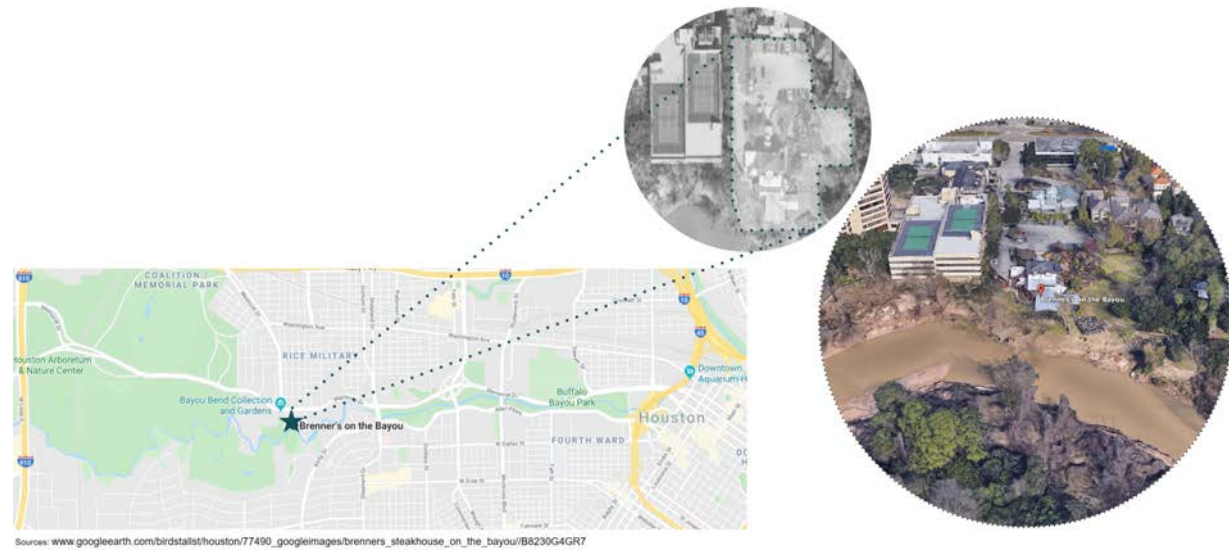


Source: "Best Places to Live: Compare Cost of Living, Crime, Cities, Schools and More. Sperling's BestPlaces." Best Places to Live | Compare Cost of Living, Crime, Cities, Schools and More. Sperling's BestPlaces, Sperling's Best Places, 2020, www.bestplaces.net/.

2.5. Brenner's on the Bayou

Introduction

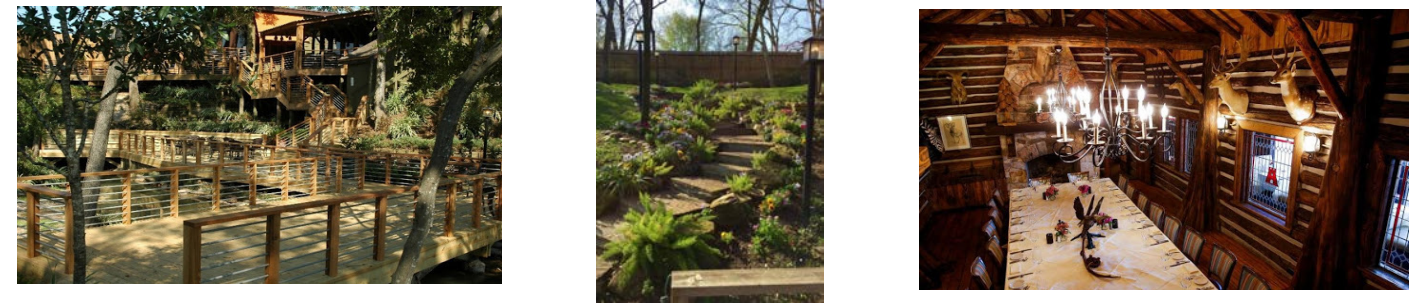
Address: 1 Birdsall Street, Houston TX
 Between Memorial and Downtown Houston off the Katy Freeway
 North of Kirby Dr and South of Memorial Drive.
 Nearby Neighborhoods: River Oaks, the Woodland Heights and Cottage Grove.



Time of completion: 2007 (renovations since: 2 due to flooding)
 Brenner's on the Bayou is directly off Buffalo Bayou in Houston, Texas. For this reason, flooding is frequent.- The general design of Brenner's addresses this issue. Similarly, the Colorado River runs through Columbus, TX and floods in the event of major storms. Hurricane Harvey affected both areas.



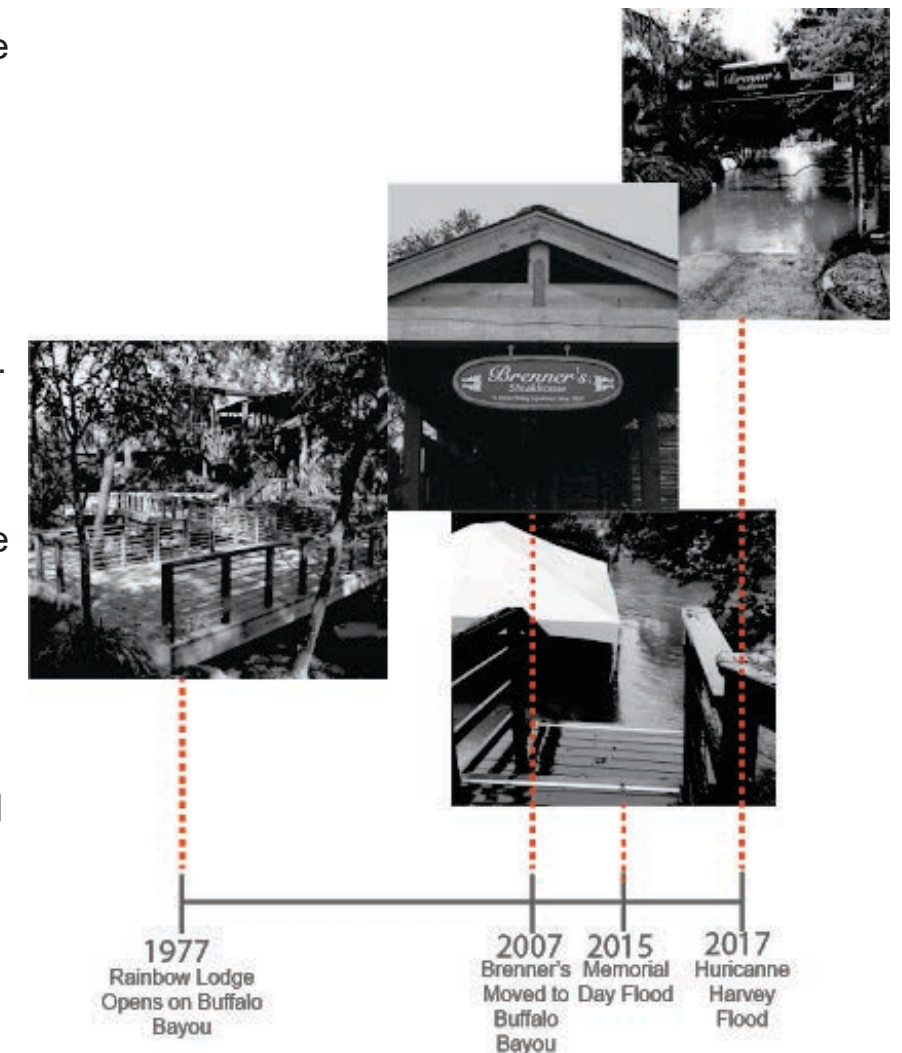
Some of these restaurant landscapes are inspired by and reminiscent of German Landscapes, as Hermann Brenner was a German immigrant. It was inspired by an establishment called The Rainbow Lodge, pictured below. Lush green landscapes, water on site and open green spaces are present at Brenner's on the Bayou. Brenner's was designed with "romantic ambiance" in mind. Sloped gardens, lighted walkways, private sections of deck, garden ceremonies, and colorful fauna are all aspects of the thriving restaurants design and successful reputation.



Brenners is on a 1950's home location, previously resided by the Restaurant Rainbow Lodge. Herman and Lorene Brenner, German immigrants, believed in quality food being served at their establishment.

Brenners purchased land in 1936. Paid \$30 for the land and put down a pre-payment for only \$5 Together opened Brenner's Cafe. German favorites are mixed in the menu. The original restaurant was torn down to accommodate the expanding freeway.

In 2003 Tilman Fertita purchased the property with the vision of keeping the original ambiance. Then the Landry's Family purchased the company.



Water Mitigation Methods

Mitigation methods reduce the severity of the impact of flooding. There are many different, low impact, ways to combat flooding. Brenner's on the Bayou utilized two major mitigation methods: implementing a retention pond, and a large open lawn

Retention Pond

Through the use of green storm water infrastructure, millions of dollars in flood damages would be saved.

Native plants surrounding the retention pond reduces the rate of erosion.

On site flooding is directed to the pond and reduces overall flood damage.



Large Open Lawn

Reduces flooding risks for the onsite buildings.

Provides space for garden ceremonies and other various events.

Naturally recharges ground water and bayou water levels.



Design Concept and Approach

Prior to construction, designers conceptualized an idea for the design. They planned on solving different obstacles such as the flooding risks, and came up with a multitude of solutions.

Design Intent

Brenner's used biophilic design to provide a closeness to nature: wooden interiors and decks.

To create a personalized experience, Brenner's contains both open and private areas.

Designing along the waterfront gives a soothing and intimate atmosphere.



Design Strategies

The building was built on stilts to protect it from flood damage

Native plants were designed to assist in flood mitigation while emphasizing the ambiance.

By catering to couples, Brenner's set themselves apart through the waterfront overlook, large windows, and garden views.



Analytical Diagrams

The open lawn and garden space help to absorb flood waters, but most of these areas were damaged by Hurricane Harvey. The building is right above the bayou line. The garden space is lower than the lawn space. The building should be placed higher above the floodplain.

Spatial Relationship



Bayou
Building
Parking Lot
Garden/
Open Lawn
Patio Deck

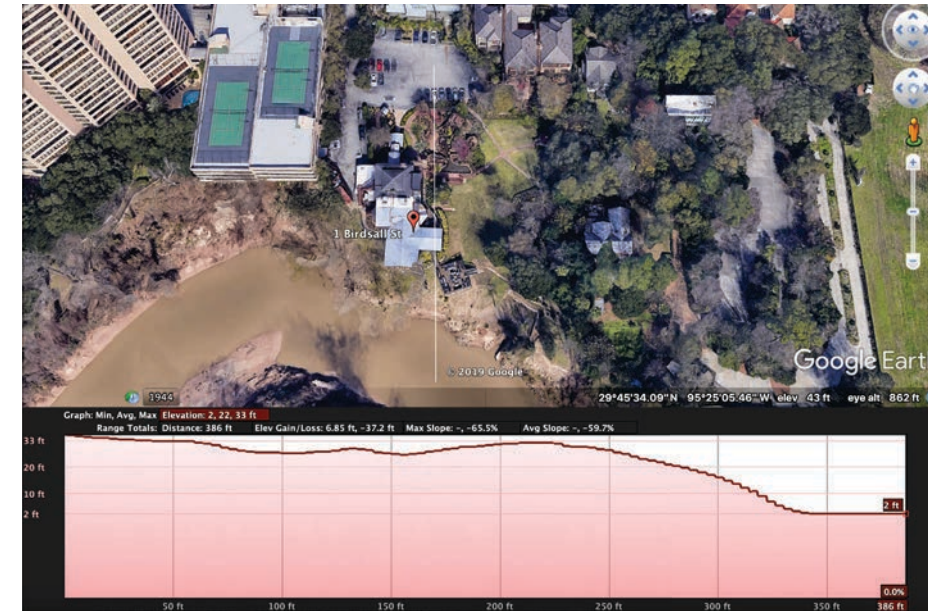
Flood Impact on Brenner's



This photo shows the Hurricane Harvey floodwaters in relation to Brenner's.

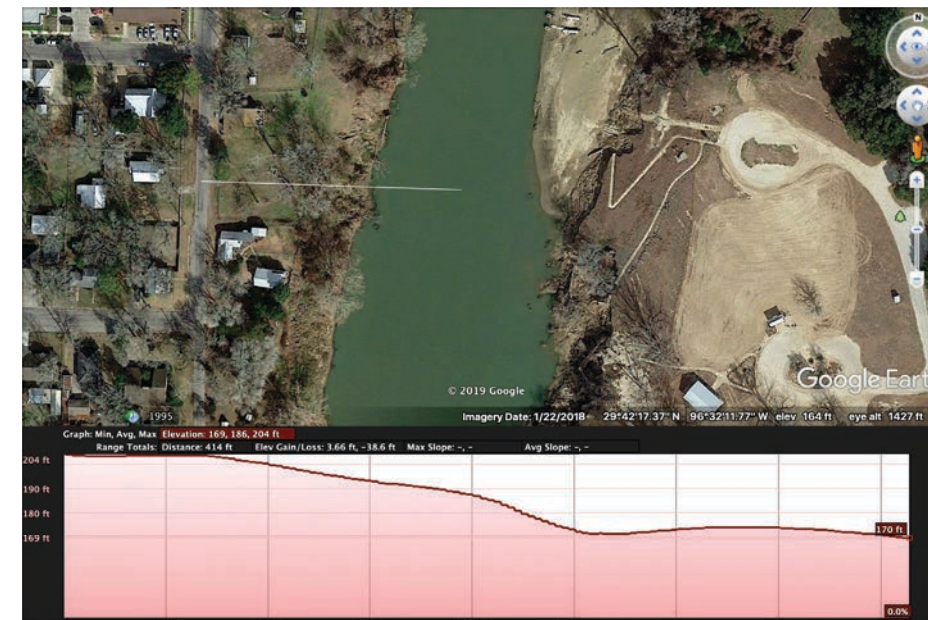
Elevation Change Comparison

Brenner's on the Bayou



Brenner's has a slope of almost 70% which has elevated the building infrastructure to avoid further flooding. Their garden space and sloping lawn also aids in absorbing water.

Columbus



Range Totals:
Distance: 414 ft.
Elev Gain/Loss: 3.66 ft,
-38.6 ft

We also calculated the elevation change of Columbus to show the similarities between the two. Making this a very feasible possibility for this waterfront area of Columbus. The steeper slope and increased distance from waterfront makes floodplain development more optimal than in Houston.

This diagram shows the spatial relationship of the key components of Brenner's

Events & Activities

This outdoor event space is unique because of its waterfront access. This directly relates to the amenities of our site.



Annual Wine Festival

Attracts locals and visitors. Waterfront access and views are part of the restaurant's unique appeal.



Wedding Pictures on Site

Weddings are often held on site. The Gazebo is commonly used for ceremonies.



Awards & Reviews

“Top 10 Best Food and Drink events in Houston of Spring 2019”

-Culture map Houston

“Houston’s Top 10 Most Romantic Restaurants”

-Paper City Magazine

“Houston’s Best Restaurant and Bar Patios”

-Houston Chronicle

“The Restaurants in Houston with the Best Views of the City”

-Houston Chronicle

“Houston’s Best Restaurants for Outdoor Dining”

-Paper City Magazine

“I love the **atmosphere** of this Brenner’s location. It’s so **exotic** here, I feel like I’m in Hawaii when I eat outside.

“It is the **perfect place to bring someone from out of town** because the area surrounding the restaurant is just **breathtaking**.... A lot of people told me they have attended weddings at Brenner’s. And honestly **it has the perfect feel for a beautiful outdoor wedding as well.**”

“It’s very **romantic**. The **ambience is really nice**...”

“**Every angle in this place is picture-worthy**. It’s absolutely **gorgeous**.”

Conclusions

- Romance and intimacy are encouraged.
- The concept of a waterfront is very attractive to tourists.
- Brenner’s relates to our site in its scale, proximity to water, elevation change and land structure.
- A concept like Brenner’s applied to Columbus can be a meeting point between the three surrounding metropolitan areas.
- A small scale venue with scenic views has the potential to boost the local economy.
- More optimal site conditions can be utilized to better mitigate flooding in Columbus, learning from the proper and improper applications that Brenner’s adopted.

Sources: <https://bellmorphotogallery.smugmug.com/>, <https://howtheyasked.com/>, <https://www.yelp.com/biz/brenners-on-the-bayou-houston>, <http://houston.culturemap.com>

2.6. Buffalo Bayou Sabine Promenade, Houston, TX

Project Background

The Value of Waterfront Open Space

There are numerous waterfront parks in the United States that have provided their community with benefits such as Habitat for wildlife, Aesthetics to the site, Recreational opportunities, Stormwater management and flood mitigation and Revenue growth for the City. Buffalo Bayou is a great representation of these tactics.

Buffalo Bayou Currently

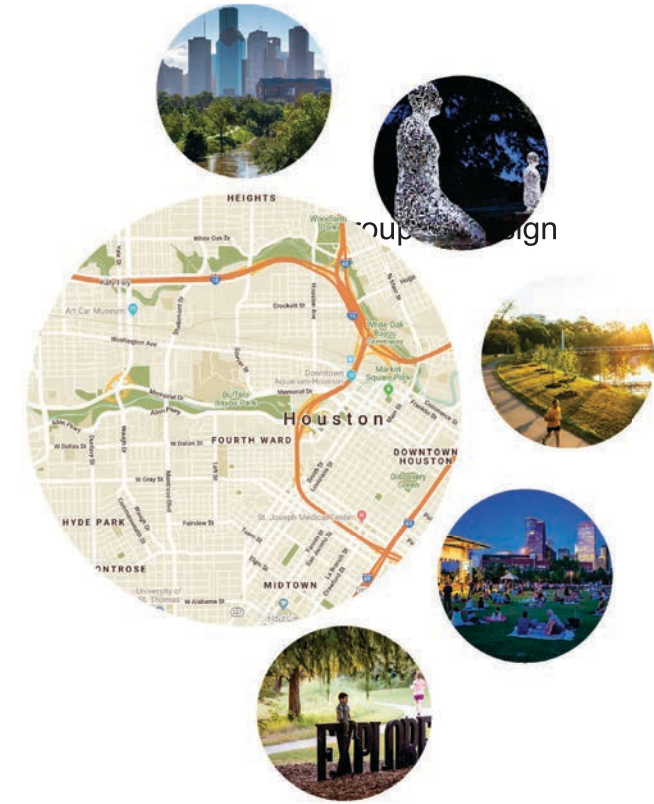


Buffalo Bayou Flooded



Buffalo Bayou is 160 acres and spans across 2.3 miles. It was one of the focal points in the early settlement of Houston. Because of the major flooding that occurs in this popular area, it became federally funded and was taken over by SWA Group in Houston

Location Map



Master Plan

The master plan below shows the entire area of Buffalo Bayou and how it has a vast amount of amenities to offer to the public. Some of the main attractions are its event spaces, public art installations and dog park which is 2 acres that is divided into two areas one for small dogs and one for large as well as a water play area.

Event Lawn Space



Dog Park in Buffalo Bayou



Buffalo Bayou Master Plan with Sabine Promenade



<https://www.swagroup.com/projects/buffalo-bayou-park>

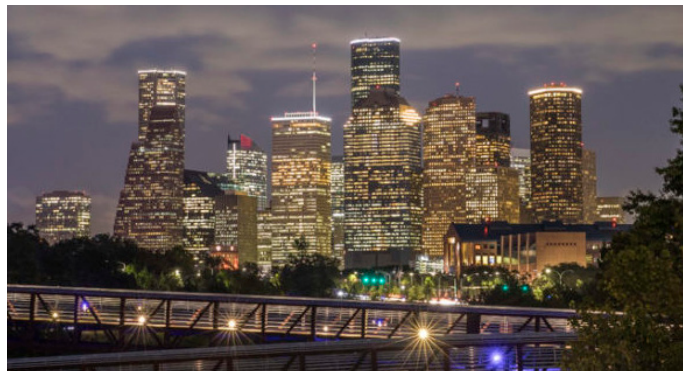
Design Goals

There are five major goals for this design. They are to Increase resiliency against floodwaters to have smooth recoveries after storms, Increase the health and cultural vibrance of Houston, Create a successful pedestrian environment and gateway to downtown Houston, Combine city services like waterways, highways while still creating public amenities and park space, and Provide a safe pedestrian environment during the nighttime.

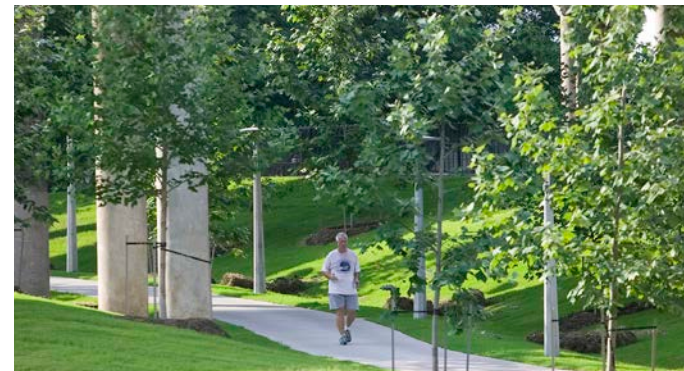
Design Strategies

The design strategies for Buffalo Bayou park were separated into three major parts such as, Park Illumination, Reduced impact of erosion and improved water conveyance and Improved drainage system.

Pedestrian Bridge



Tree Plantings in Park



Park Night Lighting



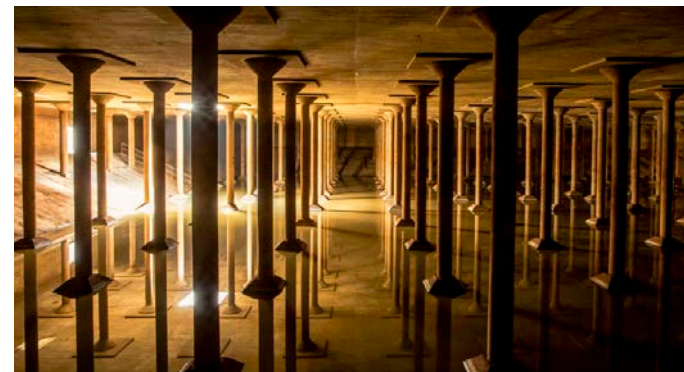
Extensive Re-grading



Bike Trails



Cisterns



Pedestrian Stairs - Flood



Pedestrian Stairs - Post Flood



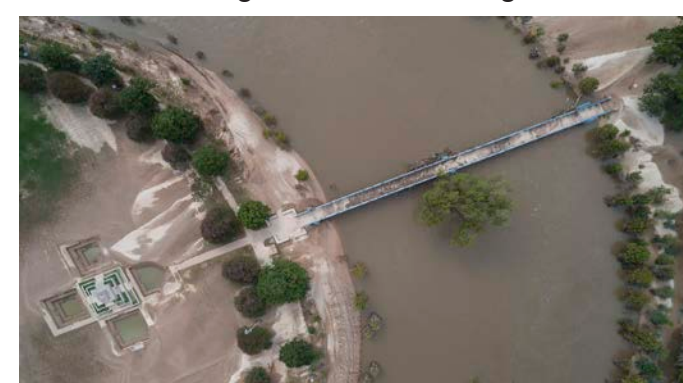
Signage



Bridge Lit at Nighttime



Gabion Edge/Pedestrian Bridge - Flood



Gabion Edge/Pedestrian Bridge - Post Flood



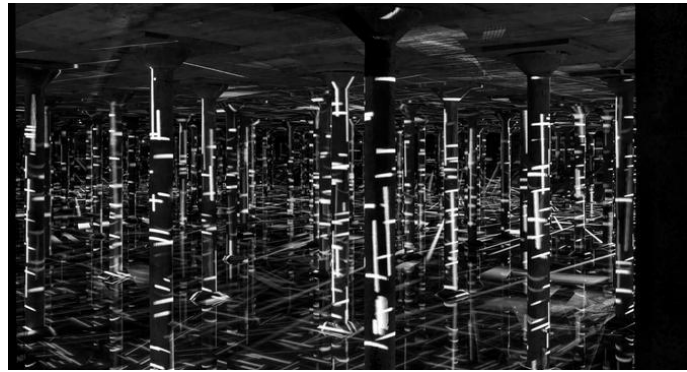
<https://www.swagroup.com/projects/buffalo-bayou-park>

Design Intent

The design intent describes the founding principles that guided the design for Buffalo Bayou. The four principles are authenticity, connectivity, resiliency, and inclusivity. These were met as Buffalo Bayou became an award-winning project that is recognized for its uniqueness, attracts new development, and connects surrounding neighborhoods to Downtown. Resiliency was a major goal for the park as Houston is susceptible to flooding but the park recovered after Hurricane Harvey without any major damages.

Authenticity

To create a park unique to Houston and its culture



Art Installations at the Cistern



Nature Play Areas



Skate Park

Connectivity

Connect neighborhoods and the city via this green corridor with walkways, trails, and bike lanes without the need of crossing dangerous intersections.



Buffalo Bayou is 160 acres of green space, with 2.3 miles in linear length

Source/Reference: buffalobayou.org, swagroup.com

Resiliency

Allow for the park to withstand floods and other challenges while allowing communities to thrive.



Hurricane Harvey Impact on Park



One Yea After Harvey

Inclusivity

Make the park a catalyst for the revitalization of the community, its residents, and businesses.



New apartment complex breaking ground at West Dallas and Dunlavy



Outdoor activities for residents and the community

Design Evaluation

Social Success

The social success evaluation takes into account the way people use the park and ways in which they benefit from it. The park hosts daily activities such as an outdoor public art gallery biking and hiking, canoing and kayaking, boat tours, volunteer clean up opportunities. It contributes to improved quality of life and sense of well-being according to 90% of 89 survey respondents. It also provides additional and improved park access for over 21,000 households within a half-mile.



Outdoor Art Gallery



Kayaking on the Bayou

Financial Data

The financial evaluation takes economic benefit or loss into consideration. Buffalo Bayou created an increase in property value for properties adjacent to the park and it catalyzed more than \$2 billion worth of investment within a 3-block radius of the park from 2013 to 2019.



New HEB near Buffalo Bayou

Statement of Activities for the year ended December 31, 2018

| | WITHOUT DONOR RESTRICTIONS | WITH DONOR RESTRICTIONS | TOTAL |
|---|----------------------------|-------------------------|--------------|
| REVENUE: | | | |
| Contract service fees (Note 5) | \$ 3,316,339 | | \$ 3,316,339 |
| Contributions (Note 11) | 538,962 | \$ 894,963 | 1,433,925 |
| Special events | 705,567 | | 705,567 |
| Cost of direct donor benefits | (166,372) | | (166,372) |
| Program fees and other income | 888,250 | | 888,250 |
| Total revenue | 5,282,746 | 894,963 | 6,177,709 |
| Net assets released from restrictions (Note 12) | 4,386,175 | (4,386,175) | |
| Total | 9,668,921 | (3,491,212) | 6,177,709 |

Park Revenue for the 2018 Year



Cistern Tours
History and Photography
Tours! | Private Tours

[View](#)



Boat Tours
Bayou Tours | History Tours
| Seasonal Events | Private
Pontoon Charters

[View](#)



Programming
Walking & Biking Tours |
Yoga & Tai Chi Sessions

[View](#)

Economic Opportunities Created

User/General Public Comments

The user evaluation considers the general publics' thoughts and comments on the park. The Buffalo Bayou Partnership anticipates 1 million visitors to the park annually. The park is highly rated on sites like Yelp and Trip Advisor and maintains an active social media following on Instagram with 38,400 followers.



Liked by anastasiachansen and others

buffalobayou BAYOU CITY! Y'all showed up and out for #SunriseYoga, #InternationalYogaDay edition. 🌞 Many thanks to our partners @bigpoweryoga, @sweetgreen (coming to a River Oaks and Montrose this summer!), @athleta and @juicesociety for making this early morning event a success. 🙌🏻🙌🏻🙌🏻 Text

Instagram Comments



Liked by bdupre21 and others

buffalobayou Get your paddles up on March 7! Registration for the 48th annual #BBPRegatta presented by @gillmansubaru, Texas' LARGEST canoe and kayak race, is now open! Join in the fun of this

Instagram Posts

Professional Criticism

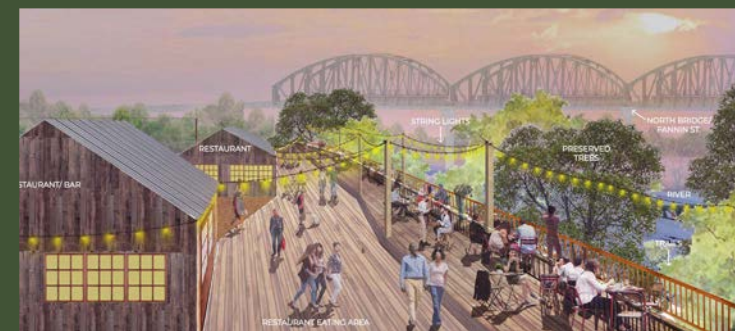
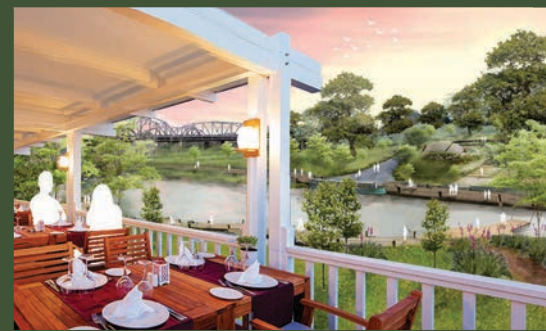
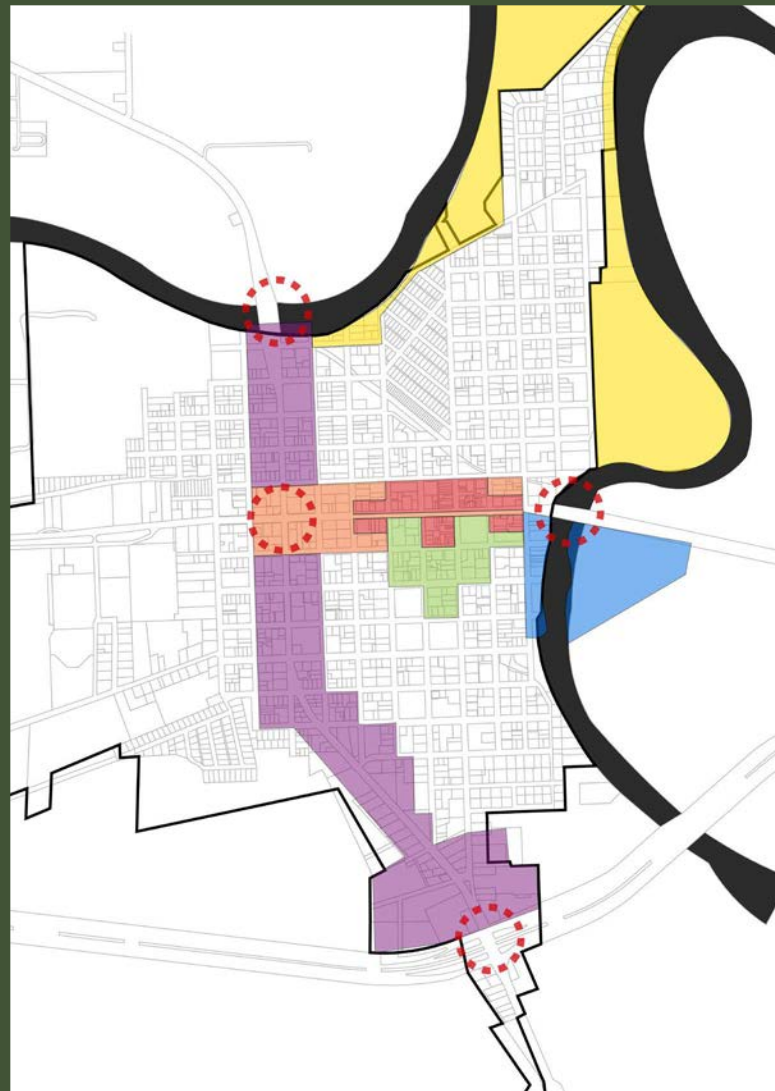
The professional criticism evaluation takes awards and professional assessment into consideration. The park has been awarded the ULI Global Award of Excellence, Waterfront Center Excellence on the Waterfront Award, ULI Houston Development of Distinction Award.

Lessons Learned

- Design and materiality are key to a resilient landscape.
- Activity should be distributed into affected and non-affected zones.
- Provide diverse options for diverse populations: nature children's park, walking trails, art installations.
- Accessibility for everyone is important.
- Having a clean and accessible green space brings many social, health, and economic benefits to residents and the city.

Source/Reference: landezine.com, tripadvisor.com, instagram.com

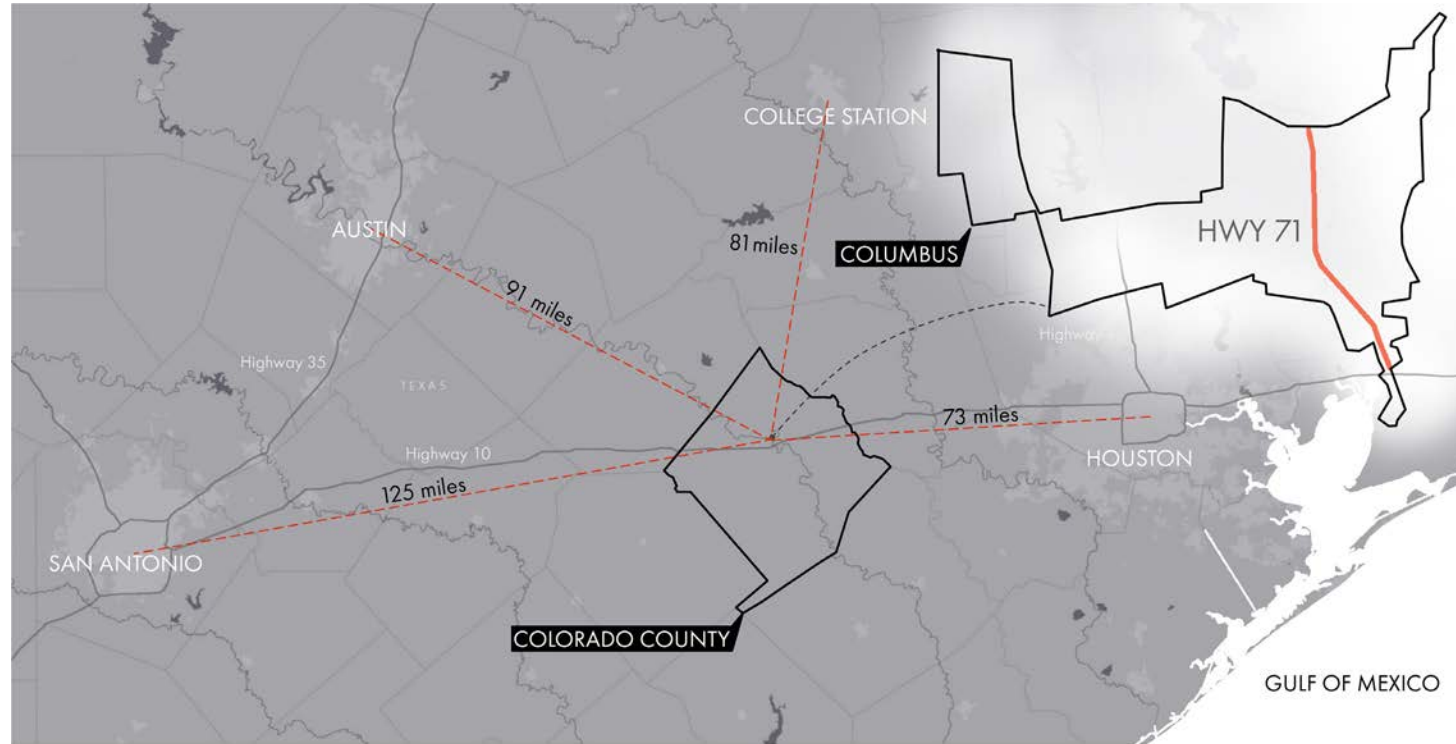
Part III. Design Proposals



| | |
|---|----------------|
| 3.1. HWY 71 Gateway Corridor | 64-81 |
| 3.2. HWY 90 Corridor | 82-97 |
| 3.3. Downtown Entertainment District | 98-113 |
| 3.4. Downtown Cultural District | 114-131 |
| 3.5. East Bridge Waterfront Area and Beason's Park | 132-149 |
| 3.6. Colorado Riverfront Corridor | 150-157 |

3.1. Highway 70 Gateway Corridor

3.1.1. Location and Context



Highway 71 is the Gateway Entrance to the city of Columbus from the North and the South. With many commuters and travelers passing by on the highway and passing through the town, this major corridor is a great location to bring in visitors and patrons. By enhancing the corridor's visual appearance and functionality. Highway 71 is most people's first and only impression of Columbus, so by improving it, would in turn improve the whole city.

Site Map



3.1.2. Key Issues



North Bridge Entry



Railroad Underpass



Walnut St. Intersection



Wayfinding Signage



Walnut St. Intersection



Brookshire's



South Street Section



I-10 Intersection

There were several key issues identified along Highway 71 that could be addressed to improve the corridor:

1. Lack of town identity
2. No sense of direction or arrival
3. Lack of greenery
4. Not maintained
5. Poor street lighting
6. Nothing to encourage people to stop
7. Unsafe for pedestrians
8. Not walkable or bike-able

Goals and Objectives

1. Beautify Streetscape

- Incorporate native plants
- Screen run-down buildings
- Use a variety of street materials



2. Create Wayfinding

- Use themed street signage
- Use destination signage for entryways
- Create themed street segments

Design Features



North Bridge Entry



Railroad Underpass



Walnut St. Intersection



Wayfinding Signage



Walnut St. Intersection



Brookshire's



South Street Section



I-10 Intersection

3. Improve Safety

- Improve and incorporate sidewalks
- Buffer sidewalks
- Install pedestrian cross-walks
- Use night lighting



4. Encourage Walkability

- Make wider sidewalks
- Implement street trees for shade
- Create destination points every 1/4 mile
- Connect all near-by green spaces

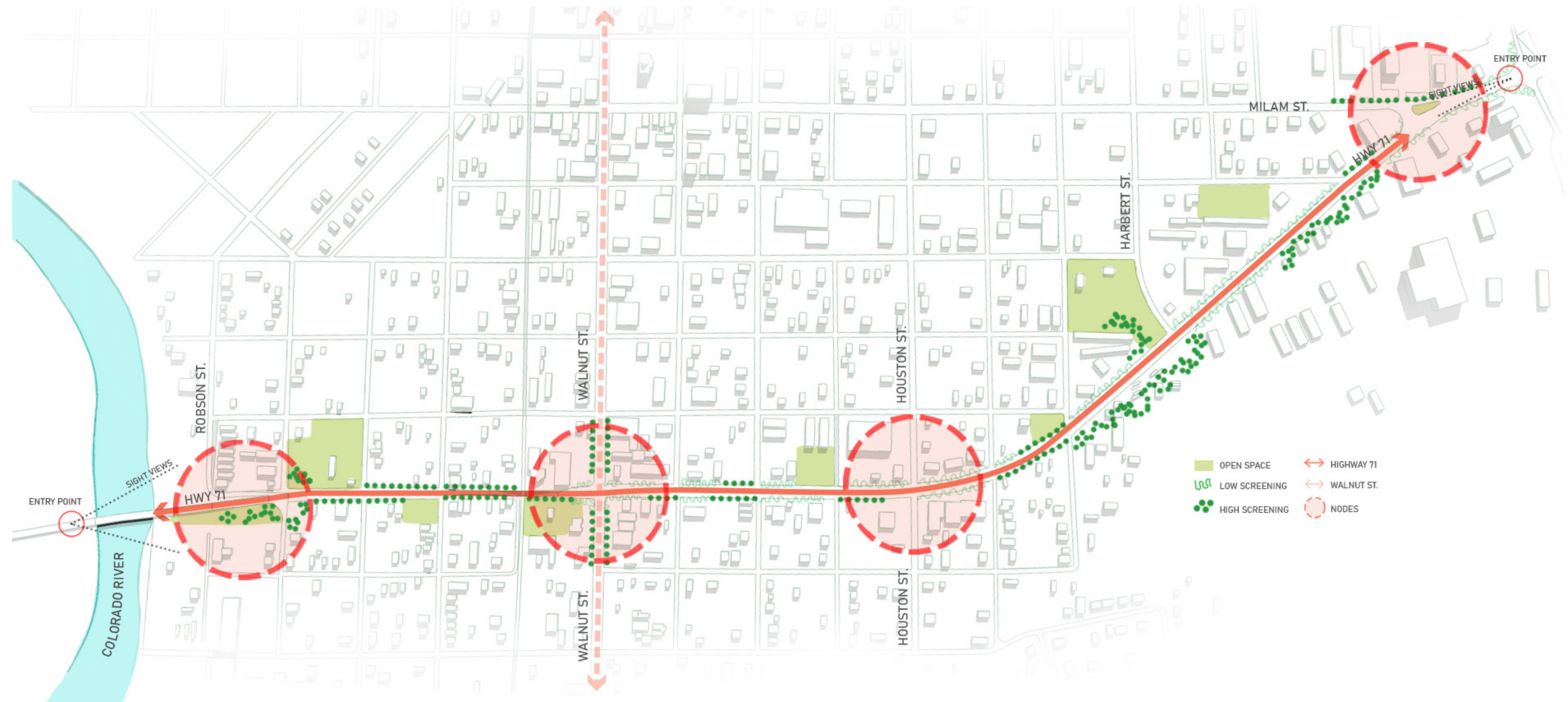
3.1.3. Design Program

Program Application

Important nodes, intersections, and features were highlighted, and the design's goals were applied with different levels of use.

Mission Statement

Our Mission is to enhance the **visual** and **historical** aspects of Highway 71, guiding visitors to downtown, making a **safer** and more **friendly** atmosphere for both **automobiles and pedestrians**.



3.1.4. Master Plan

Highway 70 Gateway Corridor

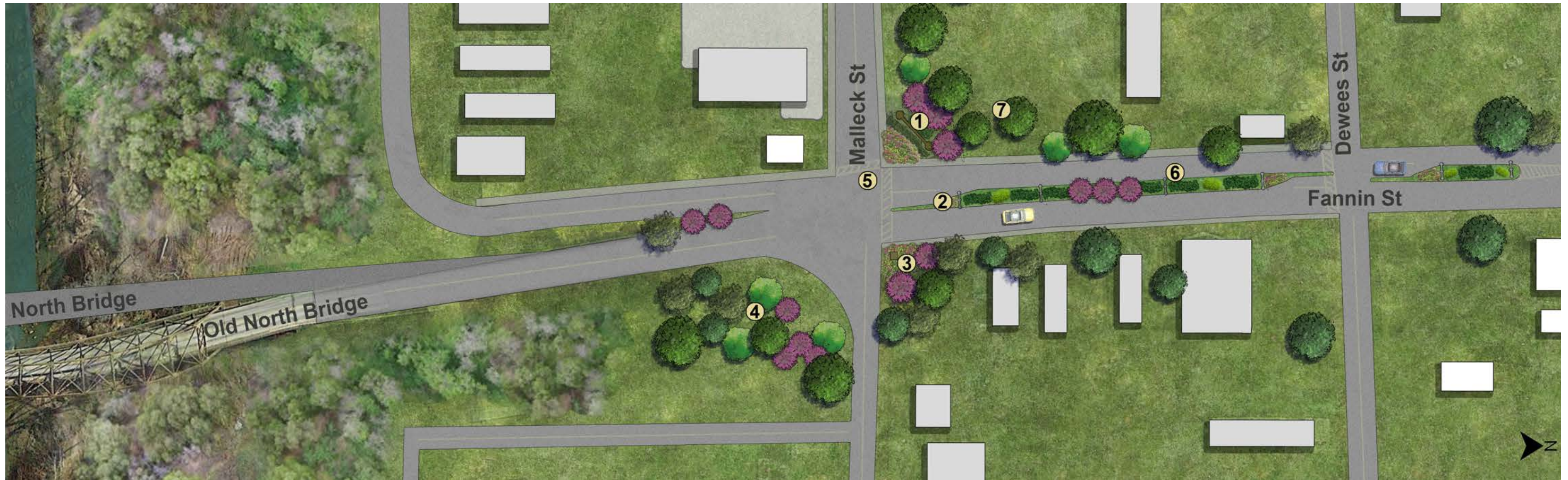


3.1.5. Target Zones



Highway 71 was broken down into four zones based on their individual characteristics and uses. Each zone then had its own curated design with the purpose to increase functionality, draw on the district's themes, and unify the whole corridor by using the same goals and objectives.

Ecological District



Legend:

1. Entrance Sign
2. Median
3. Entrance Feature
4. Plantings/ Screening
5. Cross Walks
6. Banner Lights
7. Tree Plantings

Zone 1 is called the Ecologic District because of its existing natural plantings and proximity to the Colorado River. Being a major entrance point with the bridge makes this road a great first impression of Columbus to any visitor. With majority residential in the area, the additions are meant to provide a pleasing entrance into town while still keeping a historical and small town feel. The added plantings freshen up the entrance, and the sign and light pole banners offer way-finding and a sense of.

Location



Proposed Bridge Entrance Enhancement

Before



After



Signage and Medians

Street Section



City Sign

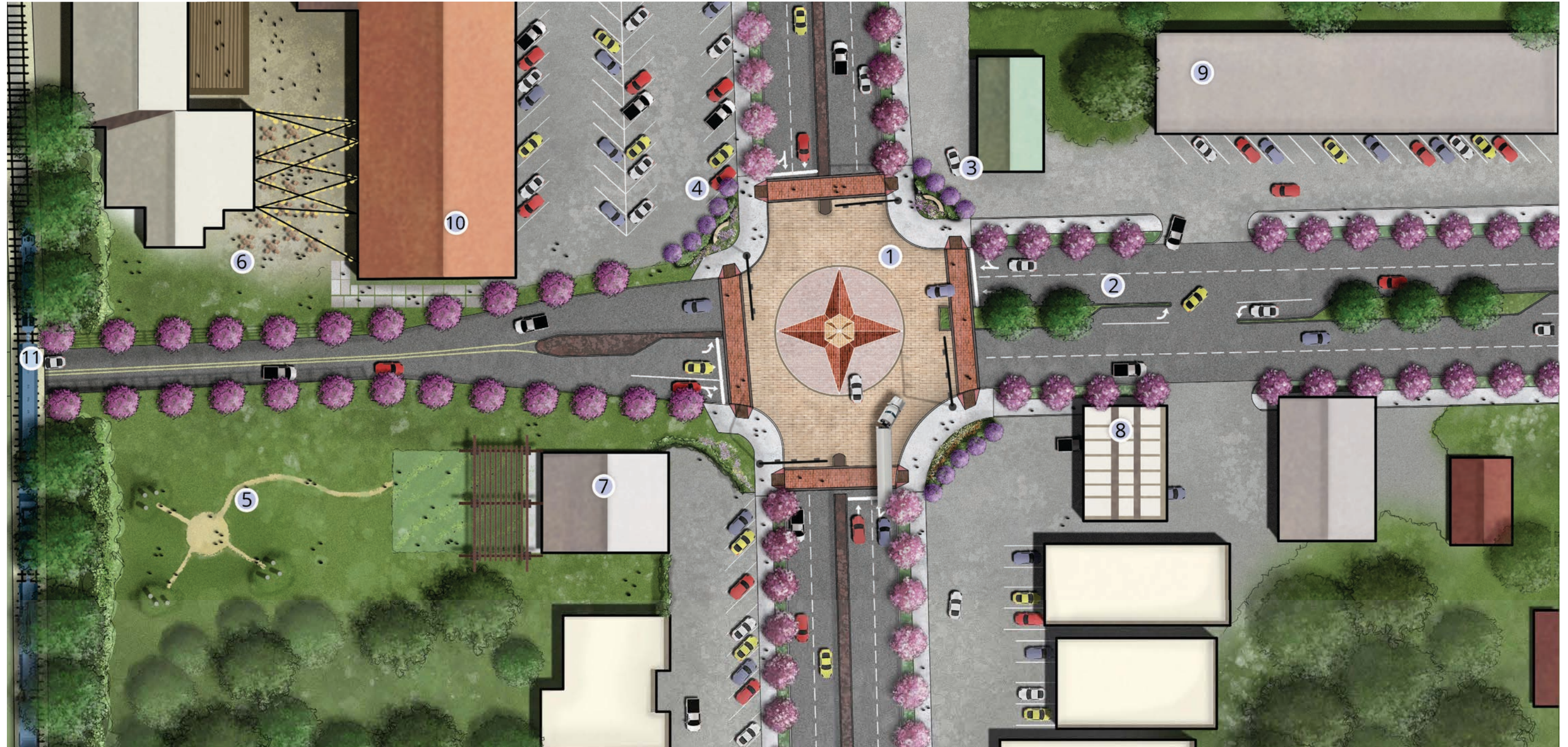


Street View



Historic District

Proposed Pedestrian Safety and Beautification Improvements



- | | | | |
|--------------------------|-----------------------|------------------------|--------------------------|
| 1. Proposed Intersection | 4. Live Oak Sign | 7. Proposed Restaurant | 10. Columbus Urgent Care |
| 2. Vegetative Medians | 5. Sculpture Park | 8. Shell Gas Station | 11. Train Buffer |
| 3. Downtown Sign | 6. Outdoor Restaurant | 9. Shopping Center | |

Proposed Underpass Improvements



Proposed Underpass Improvements - Night View



Birdseye View of Crosswalks and Paving



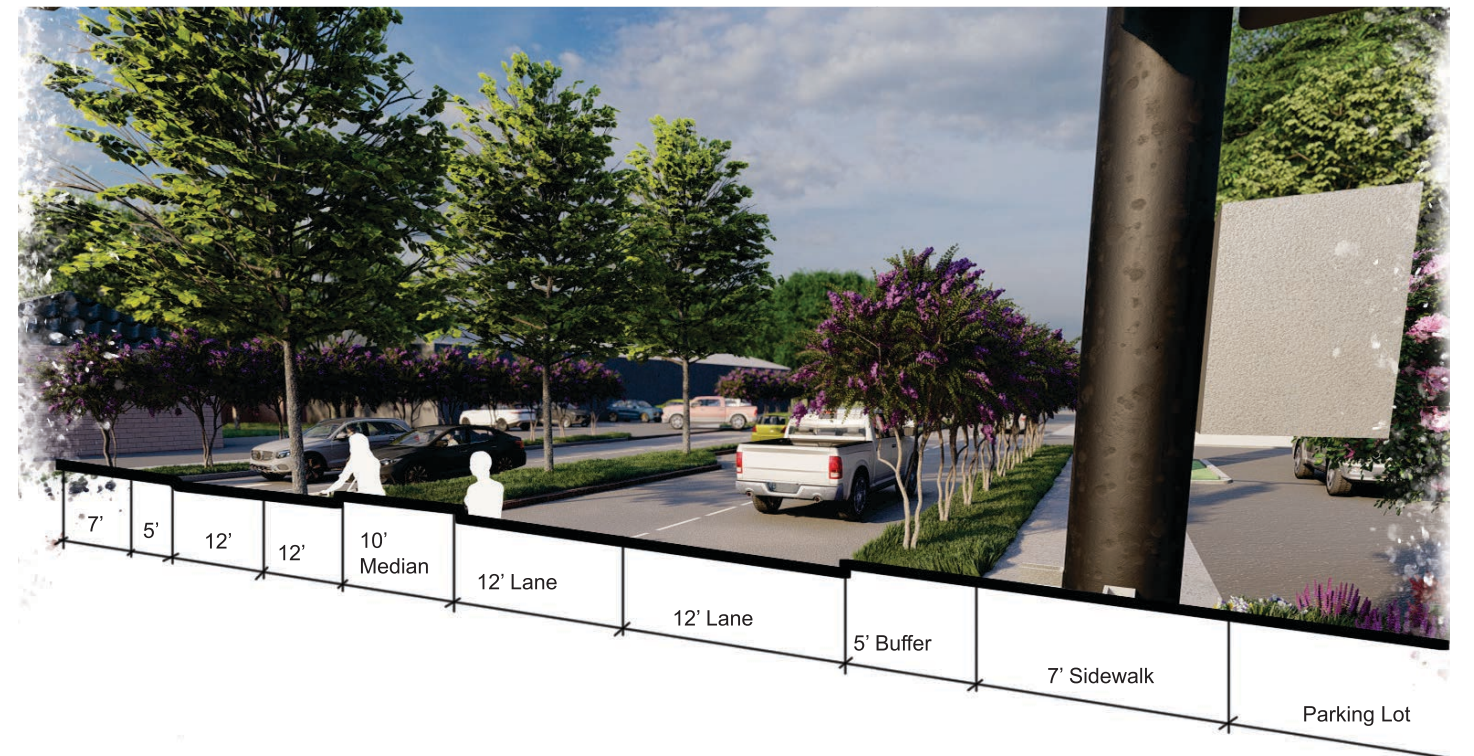
Crosswalk and Vegetative Median - Pedestrian Safety



Entrance Sign for Downtown



Section Cut of Vegetative Median and Sidewalks



Sports & Education District

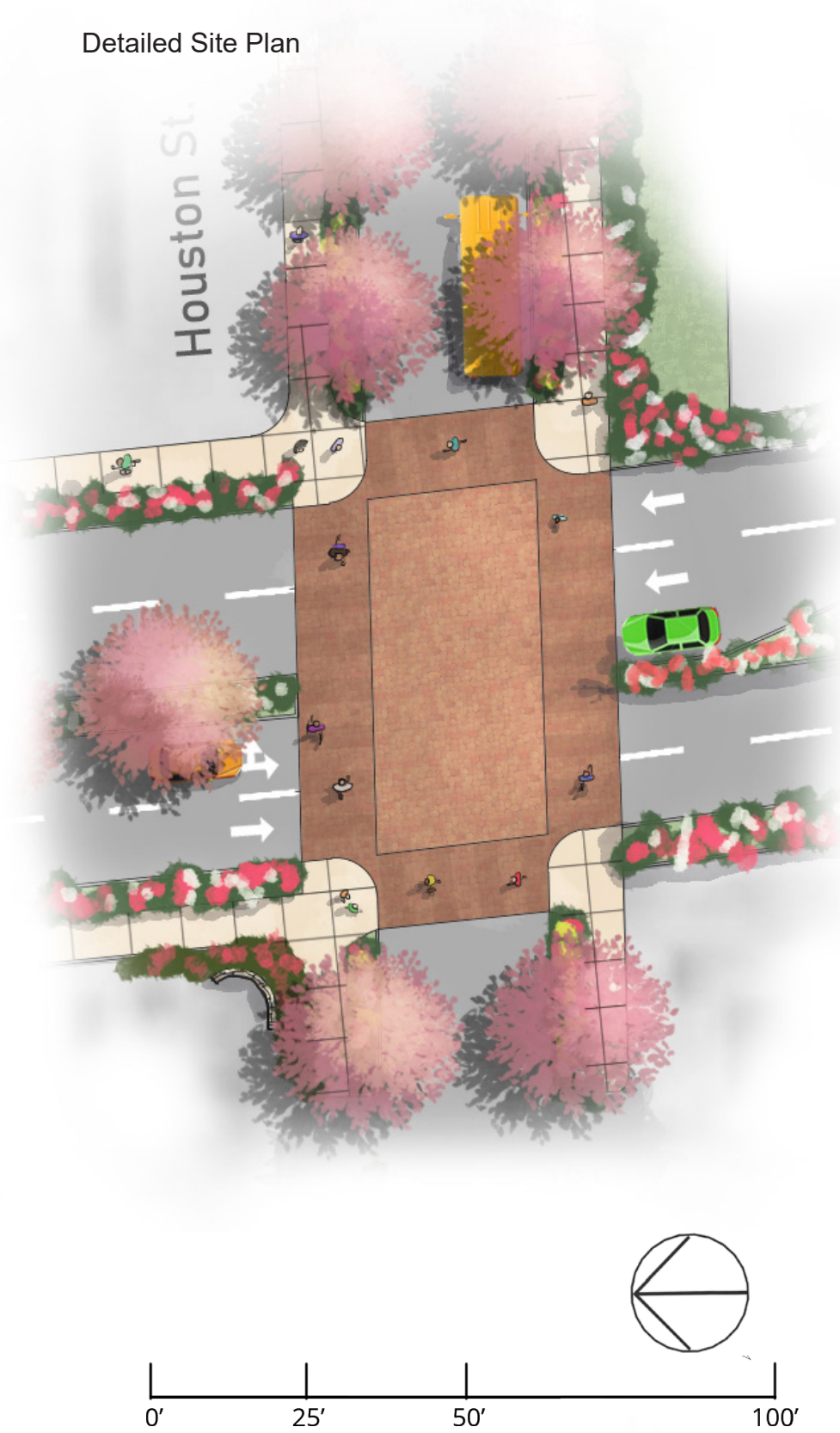
Summary

The Sports and Education district on Highway 71 is located at the Houston Street intersection, connecting to the elementary school and Columbus Highschool. The proposed design emphasizes the achievements and importance of Columbus's schooling district, creating a sense of visual identity as well as school pride. For this proposal, a native Live Oak pasture is enhanced near Harbert Street to screen all surrounding industrial land. This design ensures the beautification of Highway 71, creates identity, and more importantly exemplifies what Columbus stands for. Great people who take pride of their town.



Houston St. Intersection

Detailed Site Plan

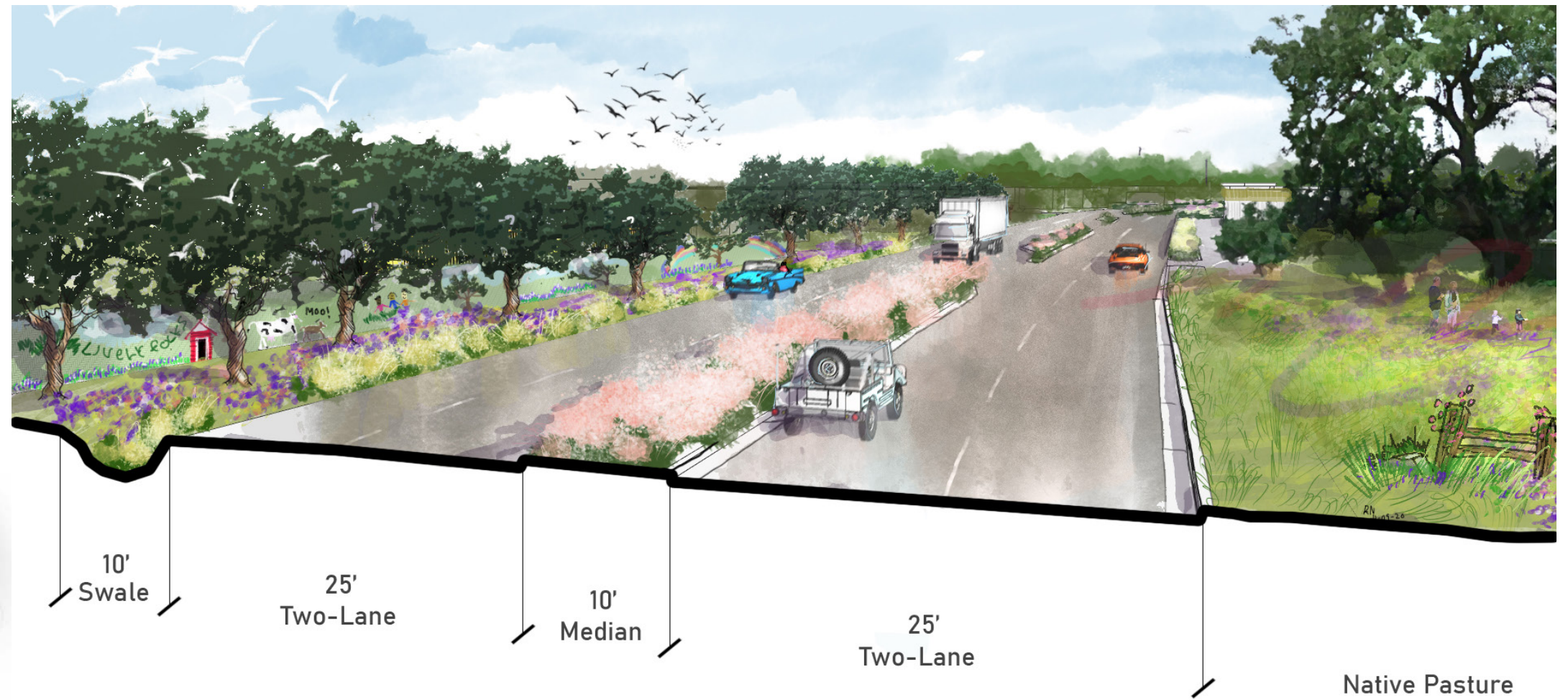


Proposed - Memorial Intersection



Houston St. Intersection

Detailed Site Plan



Existing - Houston St. Intersection

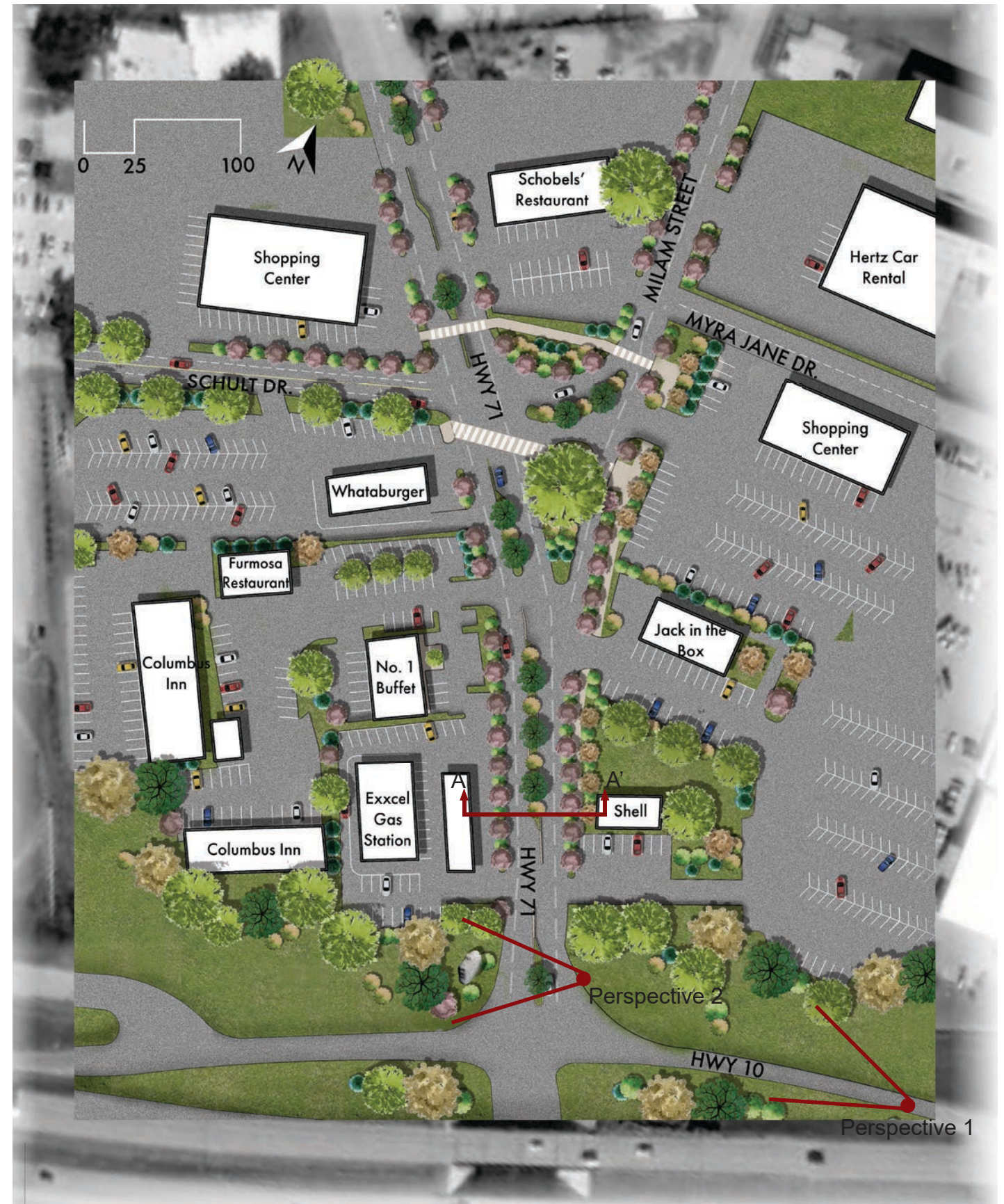


Hospital District



The goals for the Hospital District redesign were to improve pedestrian safety and enhance the corridor view for resident and visitor motorists. In order to better control traffic and the number of curb-cuts were filled in with vegetation, thus reducing the points where cars are pulling in and out. To make up for reducing the curb-cuts, and to ease traffic on the main street, the parking lots were connected. Crosswalks were implemented by the center oak tree to bridge the east and west shopping centers to create a safer, walkable shopping center. The cross section illustrates how the medians will typically look as well as the variety in vegetation that could be planted. Perspective one shows the proposed sign for the city, located on the west side of HWY 71 so that drivers coming into the town will be immediately notified. In perspective two, the statue of the red heart is meant to symbolize the Hospital and its' staff, which are part of the many prides of Columbus. Added trees and shrubbery frame the view and deliver a fresh first impression to visitors.

Detail Site Plan



Section v'



Perspective 1: Current Conditions



Perspective 1: Proposed



Perspective 2: Current Conditions



Perspective 2: Proposed



3.2. HWY 90 Corridor

3.2.1. Location and Context

Background Information and Community Feedback

Project Extents:

- Walnut Street in Downtown Columbus, Colorado County, Texas
- 75' to 80' right of way coursing 7 blocks (app. 0.8 miles)
- Site Extents: HWY 71 to HWY 90 East Truss Bridge



Public Involvement

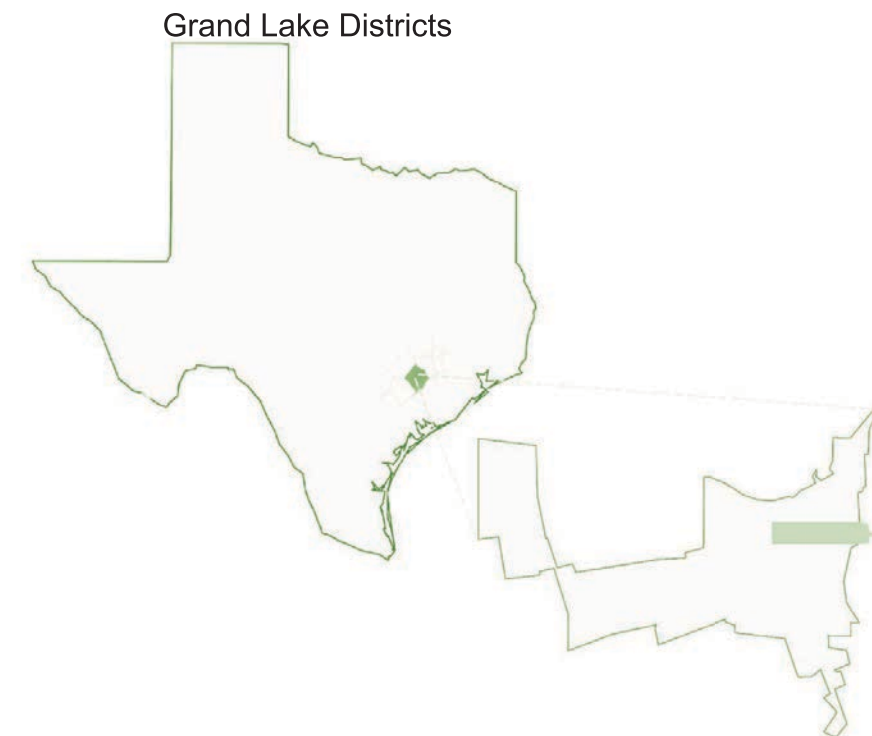
- Public Involvement played a key role in the advancement of the project towards construction.
- Minimal City Funding- Majority Externally Funded



Site Location and Extents

Purpose

- Provide a holistic and inclusive streetscape plan for Grand Avenue
- Identify existing problematic conditions on Grand Avenue and provide a variety of solutions for how they could be solved.



Project Extents:

- Walnut Street in Downtown Columbus, Colorado County, Texas
- 75' to 80' right of way coursing 7 blocks (app. 0.8 miles)
- Site Extents: HWY 71 to HWY 90 East Truss Bridge

Downtown Birds Eye View



3.2.2. Key Issues

Mission Statement and Key Issues

Mission Statement

CREATE A STREETScape THAT IS BEAUTIFUL, WALKABLE, AND FULL OF LIFE, WHILE ALSO ACCENTUATING THE HISTORIC CHARM THAT MAKES COLUMBUS SPECIAL.

Key Issues

SIGNAGE TO DOWNTOWN

NO DESIGNATED DISTRICTS DOES NOT PROMOTE LINGERING

AMOUNT OF VEGETATION

CLEANLINESS AND MAINTENANCE

PEDESTRIAN CROSSINGS

LIGHTING

RUN DOWN BUILDINGS

ALLOCATED PARKING

ZONING

CONNECTIVITY TO DOWNTOWN

Key Issues Photos



Lack of signage on HWY 71



Pedestrian crossings



Lack of vegetation



Doesn't promote lingering



Lacks cleanliness



No designated parking



Sidewalks don't connect



Buildings need to be renovated

3.2.3. Design Program

Design Goals

I. CELEBRATE DOWNTOWN CHARACTER

- ADD GATEWAY FEATURE
- MATCH MATERIALS
- SEPARATE DISTRICTS

II. STREET BEAUTIFICATION

- INCREASE VEGETATION
- CLEANLINESS AND MAINTENANCE
- SIGNAGE AND DESIGN ELEMENTS THAT HAVE AESTHETIC APPEAL

III. IMPROVE PARKING

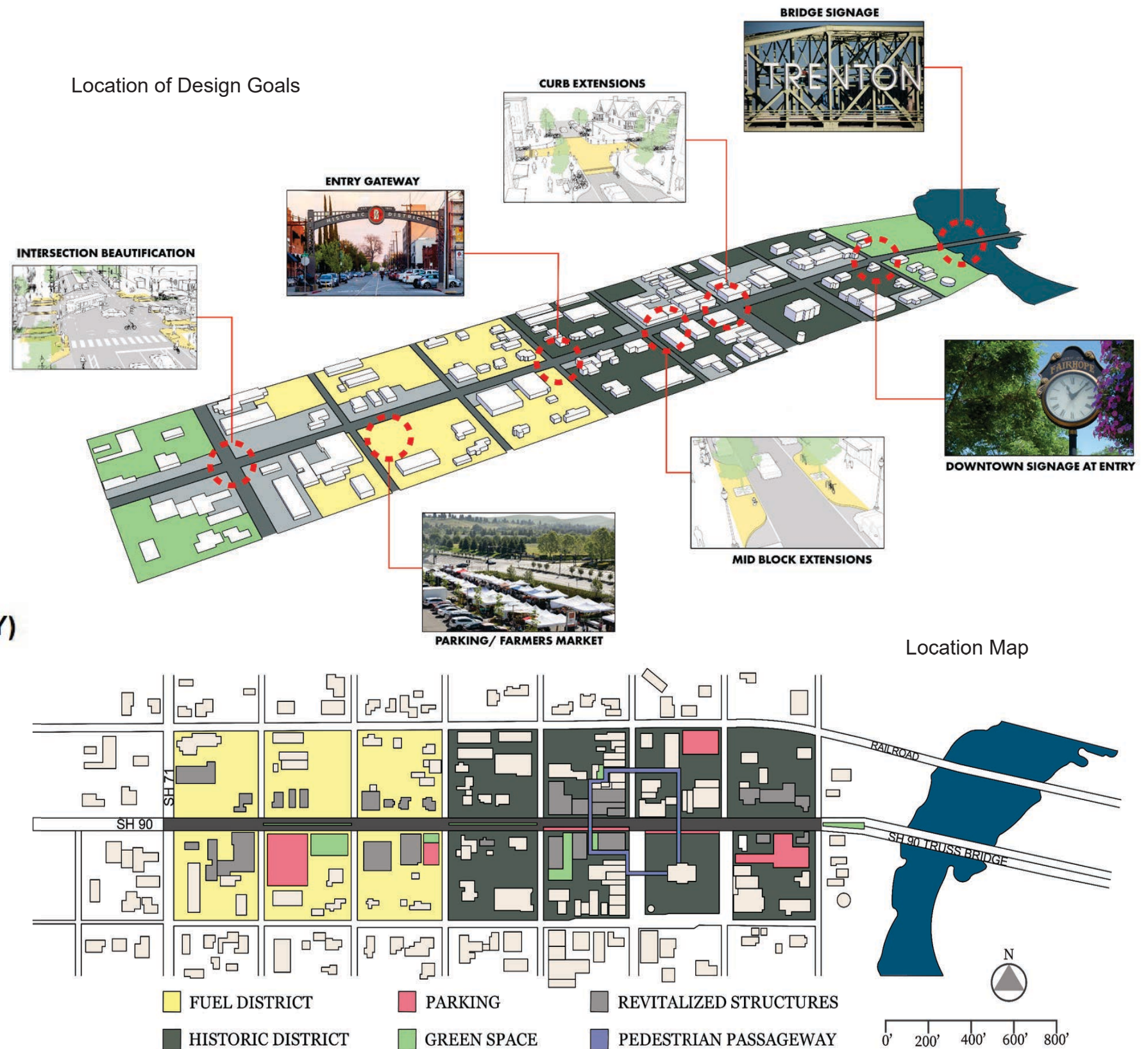
- ALLOCATED LOTS ALONG SH 90
- STRATEGIC STREET PARKING

IV. IMPROVE PEDESTRIAN EXPERIENCE (WALKABILITY)

- WIDEN SIDEWALKS
- MID-BLOCK EXTENSIONS
- MULTI-MATERIAL CROSSINGS
- EXTENDED STREET CORNERS
- INCREASE SEATING
- HISTORIC MARKING

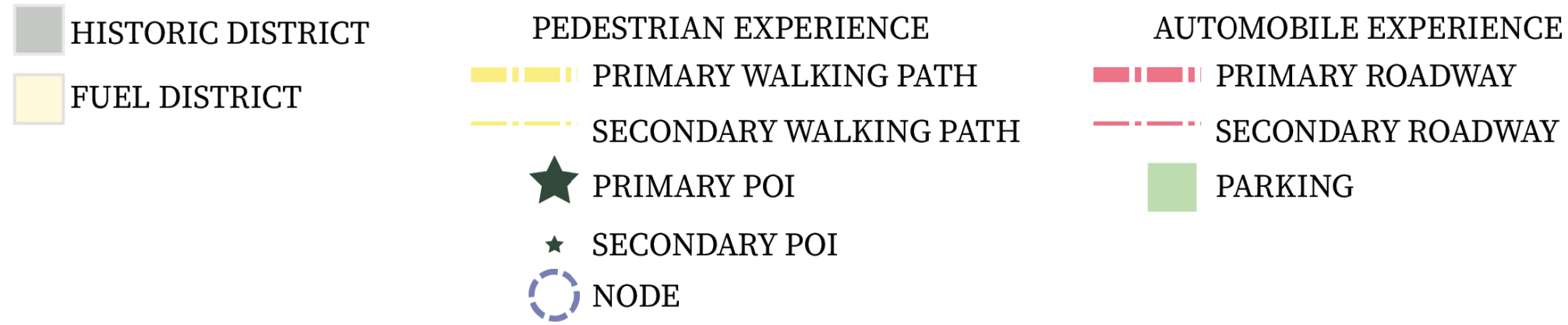
V. ADD STREET LIGHTING

- LAMP POSTS
- STRING LIGHTING
- LIT PEDESTRIAN ALLEYWAYS



Conceptual Plan

Districts Delineation, Pedestrian Experience, and Automobile Experience



Design Strategies

District Strategies

Historic District Design Character

- Late 1800's or turn of the century aesthetics.
- Elements meant to work in unison and create a theme in the downtown similar to buildings such as the courthouse and opera house.
- White Lights and hand crafted signage reminiscent of the era.
- Ornate lines and materials with muted or natural tones.
- Designed to be enjoyed best at the pedestrian view.



Downtown Sign in Fuel District

Fuel District Design Character

- 1920's to 1930's aesthetic similar to the old Magnolia Petroleum Co. and the Texas Sinclair gas station in their prime.
- Bright and Bold lighting and signage similar to that of the era.
- Designed to be enjoyed best from inside an automobile.
- Visually striking, emphasizes the route to downtown Columbus from HWY 71.

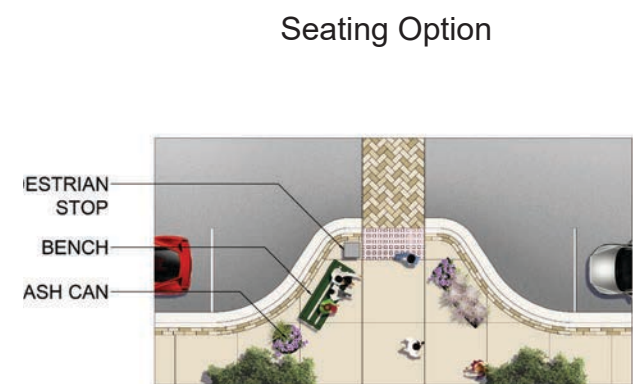
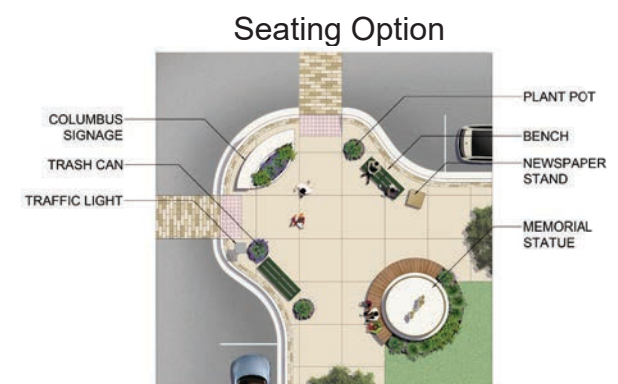
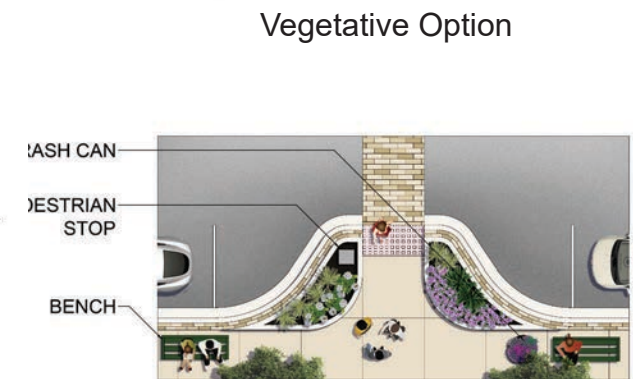
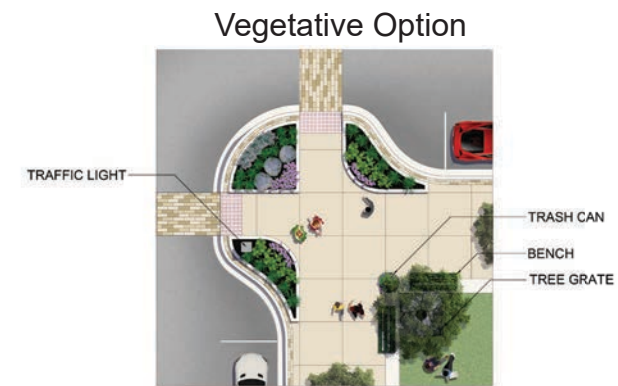
Streetscape Strategies

Curb Extension

- Increased visibility for drivers and pedestrians
- Shorter crossing distance at crosswalks
- More room for design elements on corners
- Traffic calming
- Pedestrian focused

Mid Block Extension

- More visibility for drivers and pedestrians
- Shorter crossing distance at crosswalks
- Extra space in front of businesses
- Traffic calming
- Pedestrian focused



Design Strategies

Vegetation Strategies

I. BLEND WITH TOWN CHARACTER

- PAIR OR COMPLEMENT EXISTING VEGETATION
- FOLIAGE AND FLORAL COLORS TO COMPLEMENT CURRENT AND PROPOSED MATERIAL PALLET

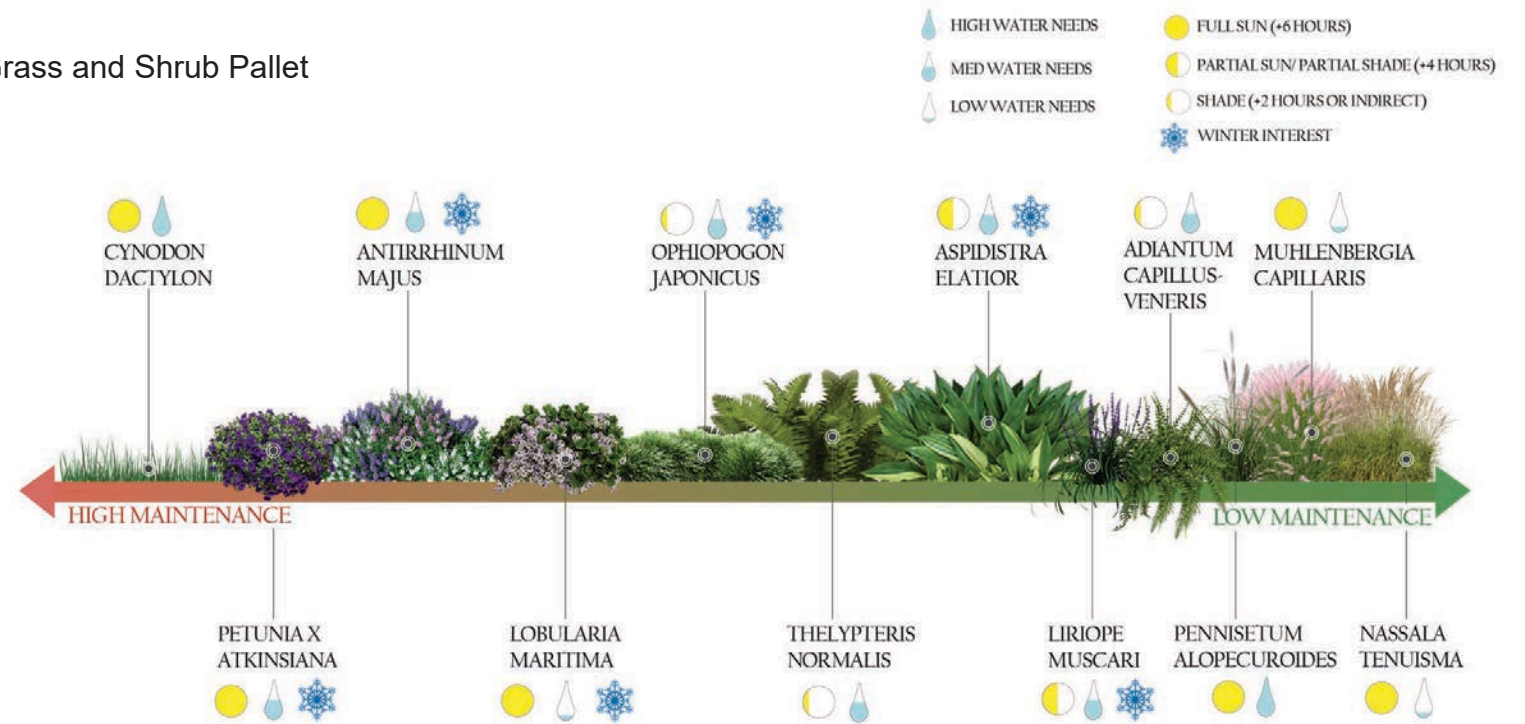
II. LAYOUT BASED ON MAINTENANCE

- RIGHT COLDHEARTINESS SELECTION
- SIMILAR WATER NEEDS AS PLANTS AROUND THEM
- PLACE IN ADEQUATE SUNLIGHT
- TAXA NOT PRONE TO WIND DAMAGE
- LOW TO MODERATE TRIMMING REQUIRED

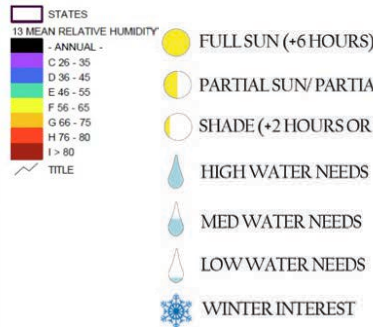
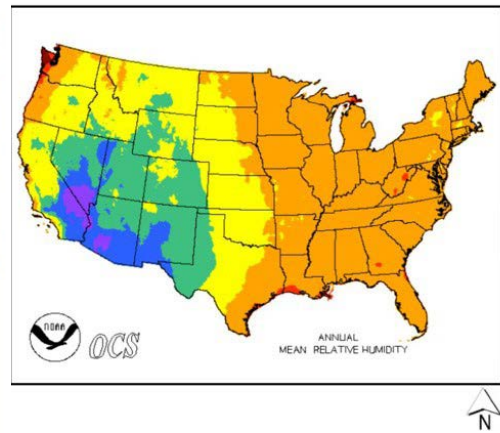
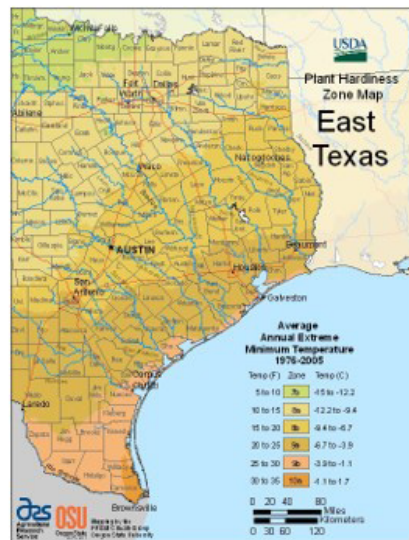
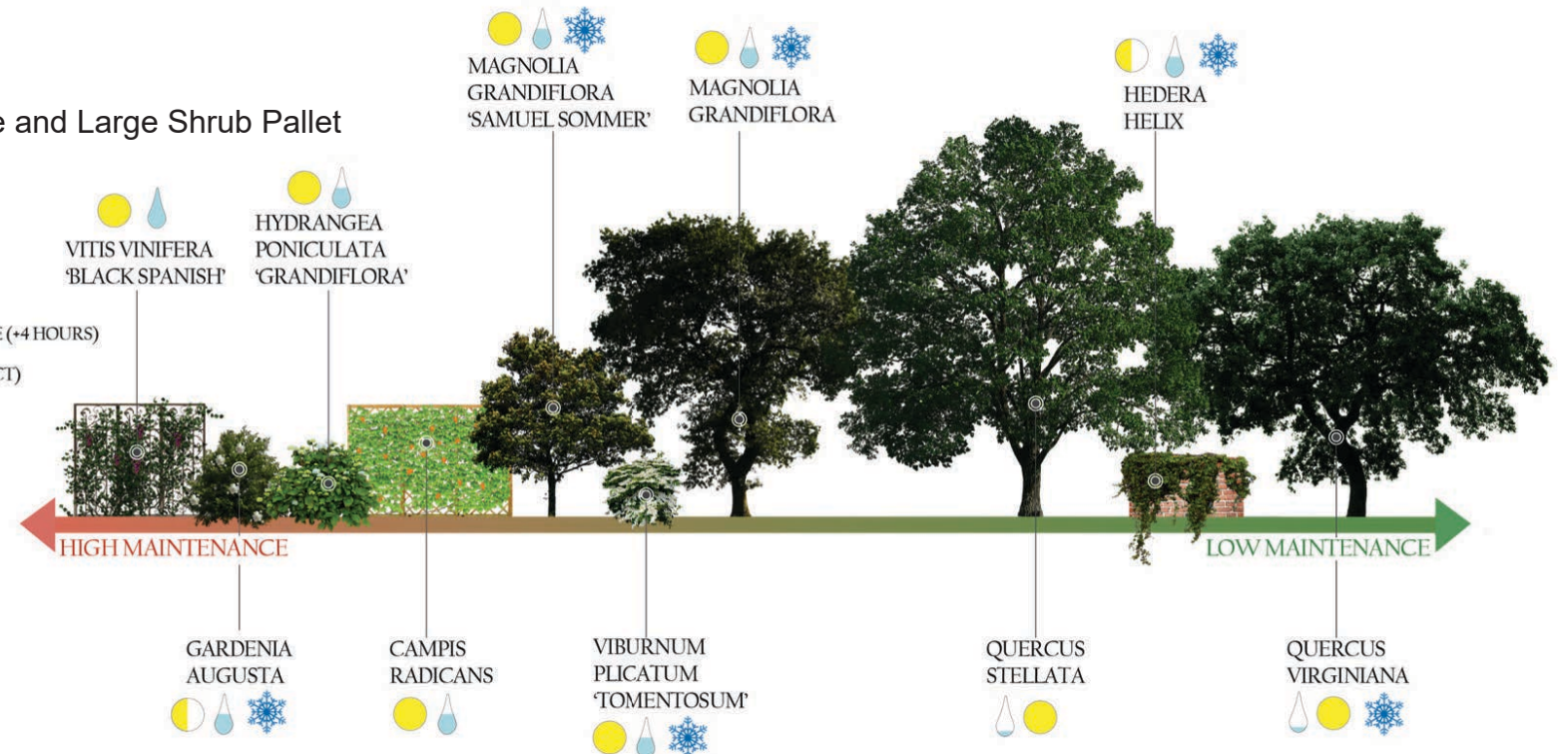
III. SEASONALLY BEAUTIFUL

- YEAR AROUND ATTRACTION
- SOME FLOWERING PLANTS FOR SPRING ATTRACTION
- EVERGREEN STREET TREES FOR YEAR AROUND ATTRACTIVE FOLIAGE

Plant Grass and Shrub Pallet



Tree, Vine and Large Shrub Pallet



Design Strategies

Street Furniture Strategies

Signage

- First impression
- Way-finding element
- Establishes a character
- Serves as edge of district
- Gateway aesthetics similar to the HWY 90 Bridge
- HWY 71 entrance signage similar to fuel district theme

Lighting

- Similar metal color to gateway for continuity.
- Planned to use continuously through the design to allow nightlife in downtown.
- Use ornate curves and edges
- Hang banners with festival information per season.

Trash Receptacle

- Use green painted wood wrap around outside metal of trash bin to match wood on courthouse.
- Cover top with annual plantings to both add to aesthetic and possibly mask the smell.
- Ornately painted "C" on the front

Town Map

- Way-finding element
- Match bridge and gateway aesthetic.
- Use similar ornate features to blend element into downtown.
- Allows designation of where historic elements are located

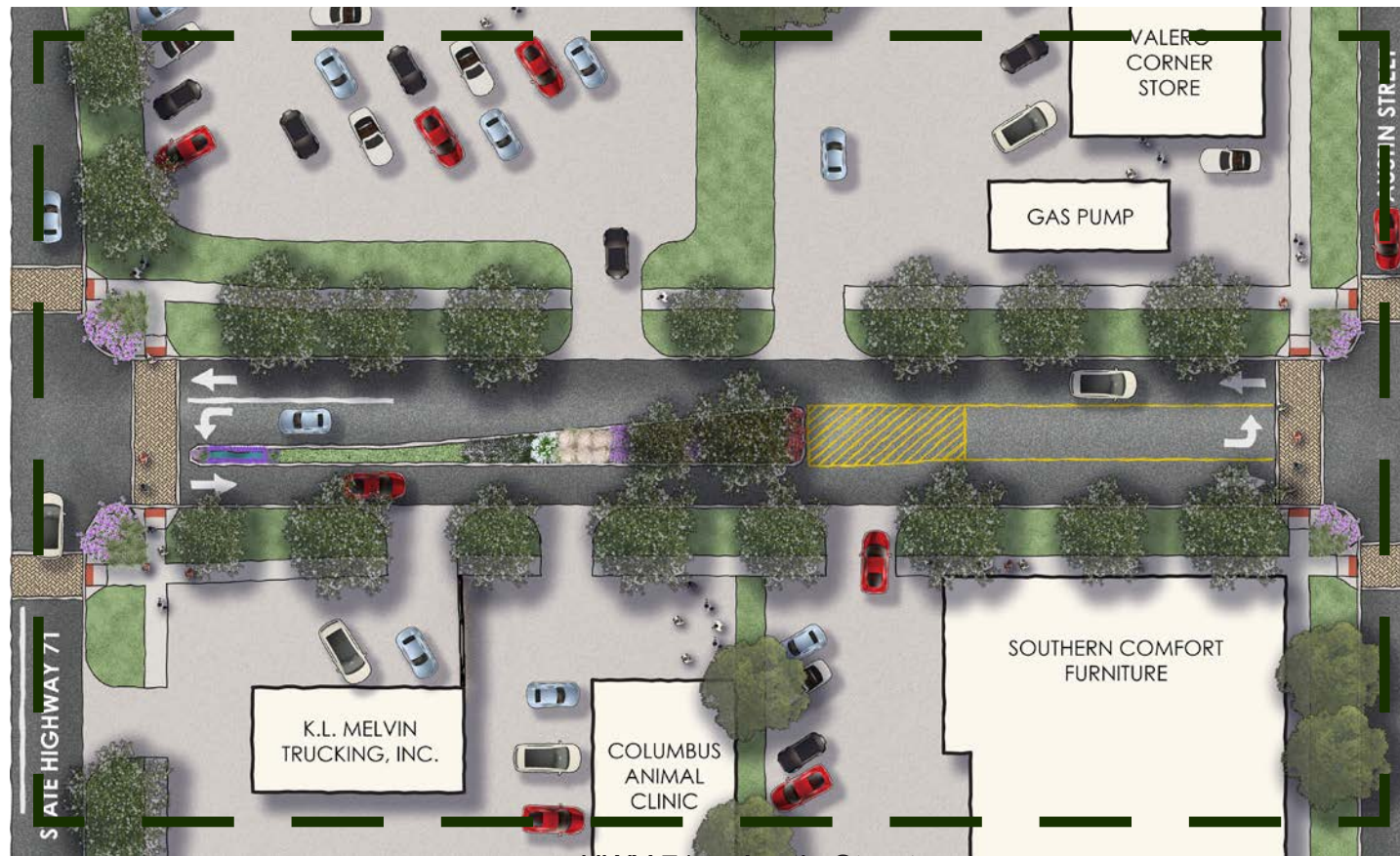
Traffic Features

- Decorative and ornate while still serving their purpose.
- Based off of what some downtown traffic features looked like at the turn of the century.
- Shows drivers that they have arrived downtown.



3.2.4. Master Plan

Block by Block Base Map

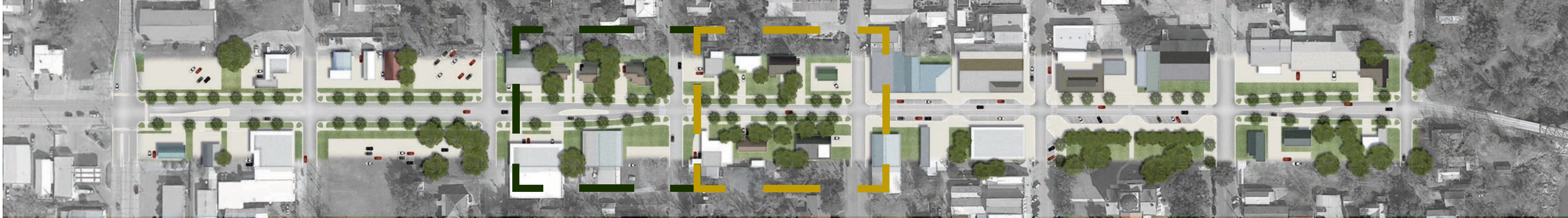


HWY 71 to Austin Street

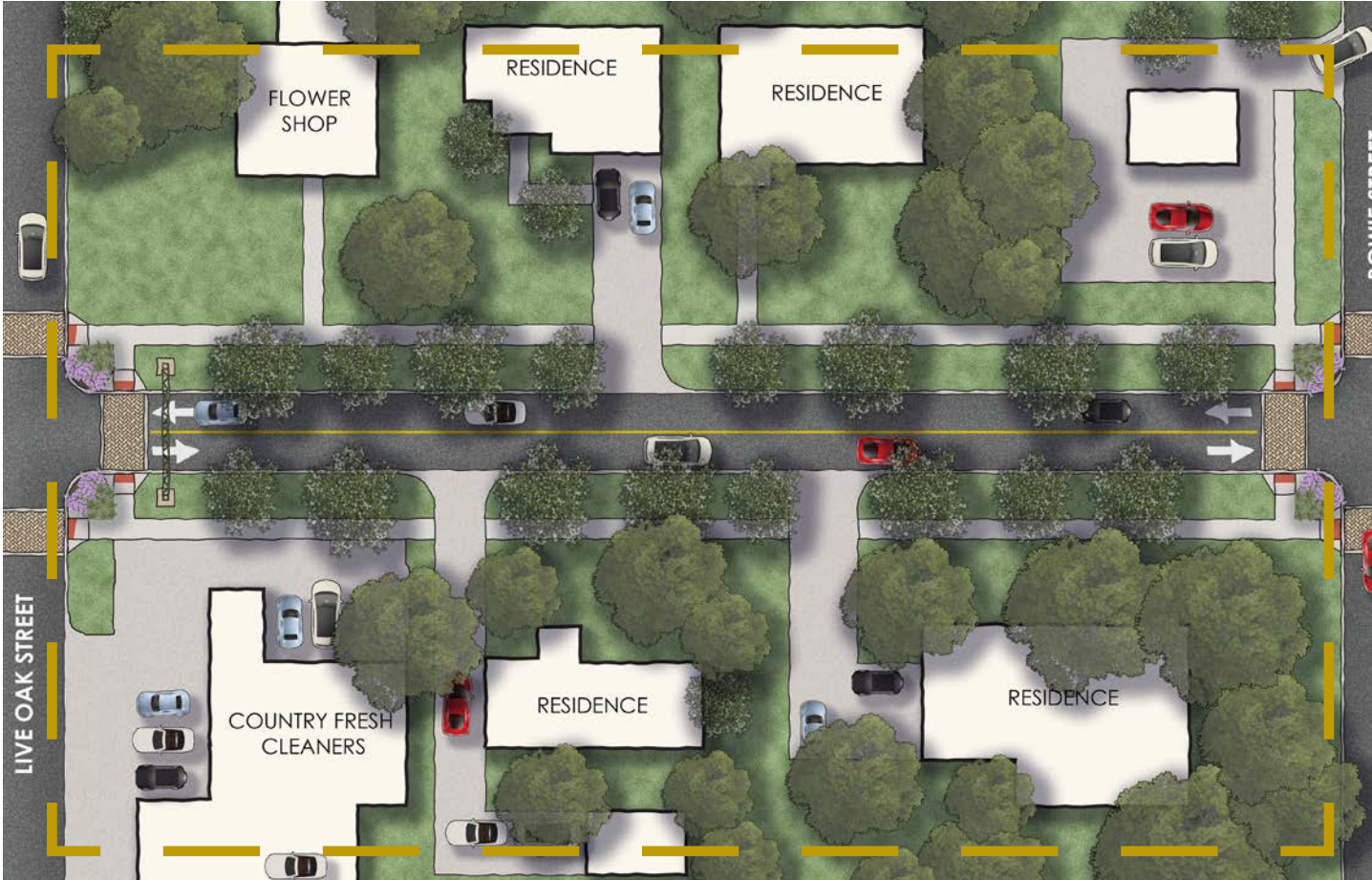


Austin Street to Prairie Street

Block by Block Base Map

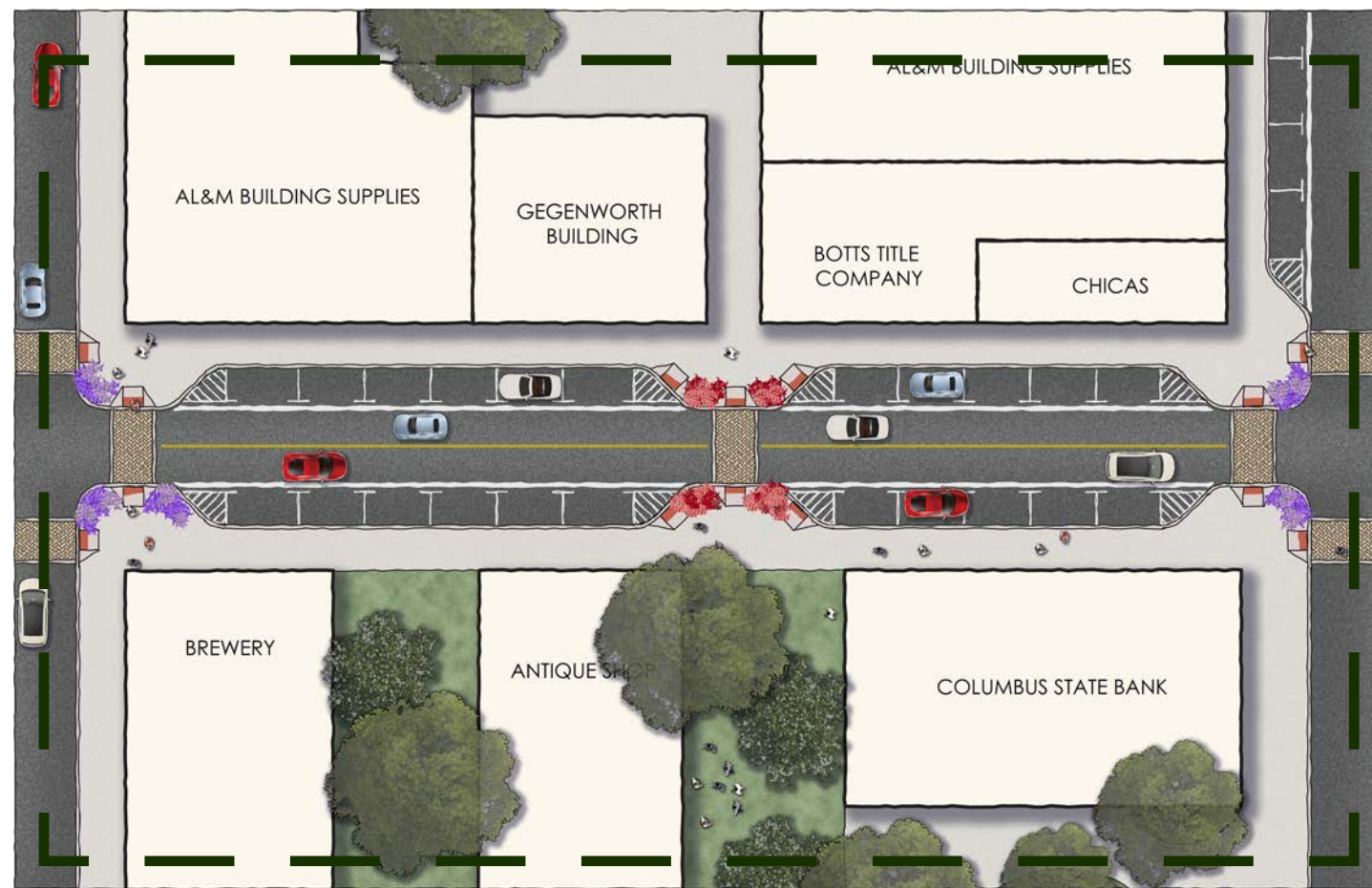


Prairie Street to Live Oak Street



Live Oak Street to Bowie Street

Block by Block Base Map



Bowie Street to Milam Street



Milam Street to Travis Street

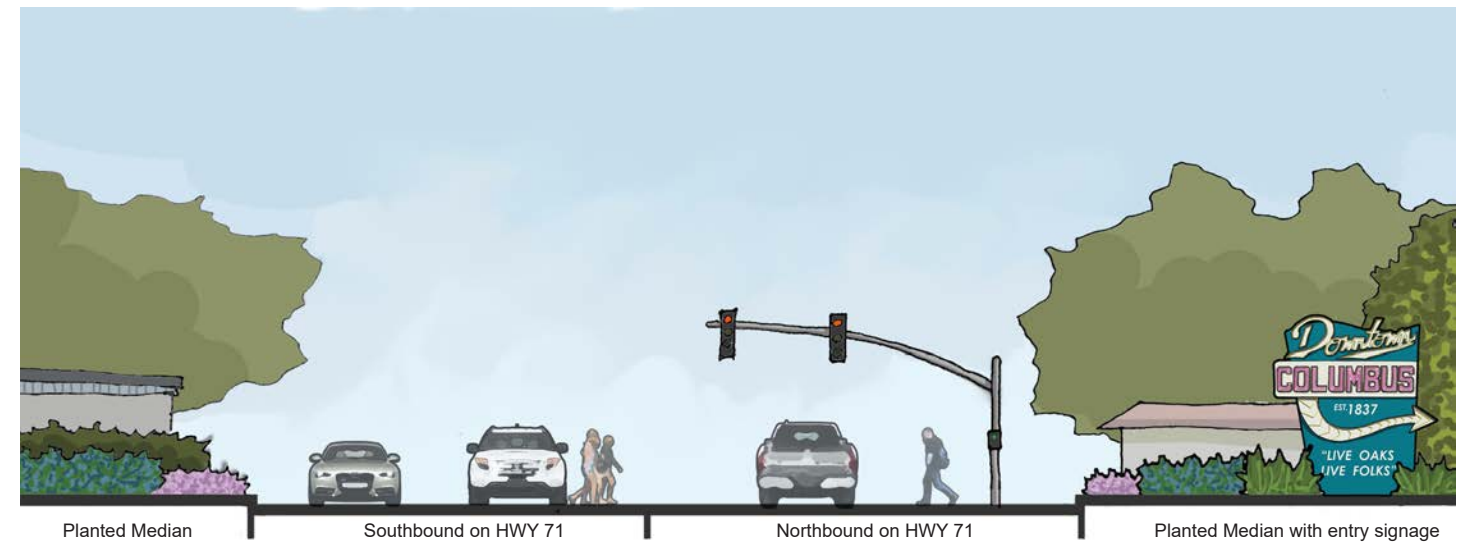
Block by Block Base Map



Travis Street to Front Street

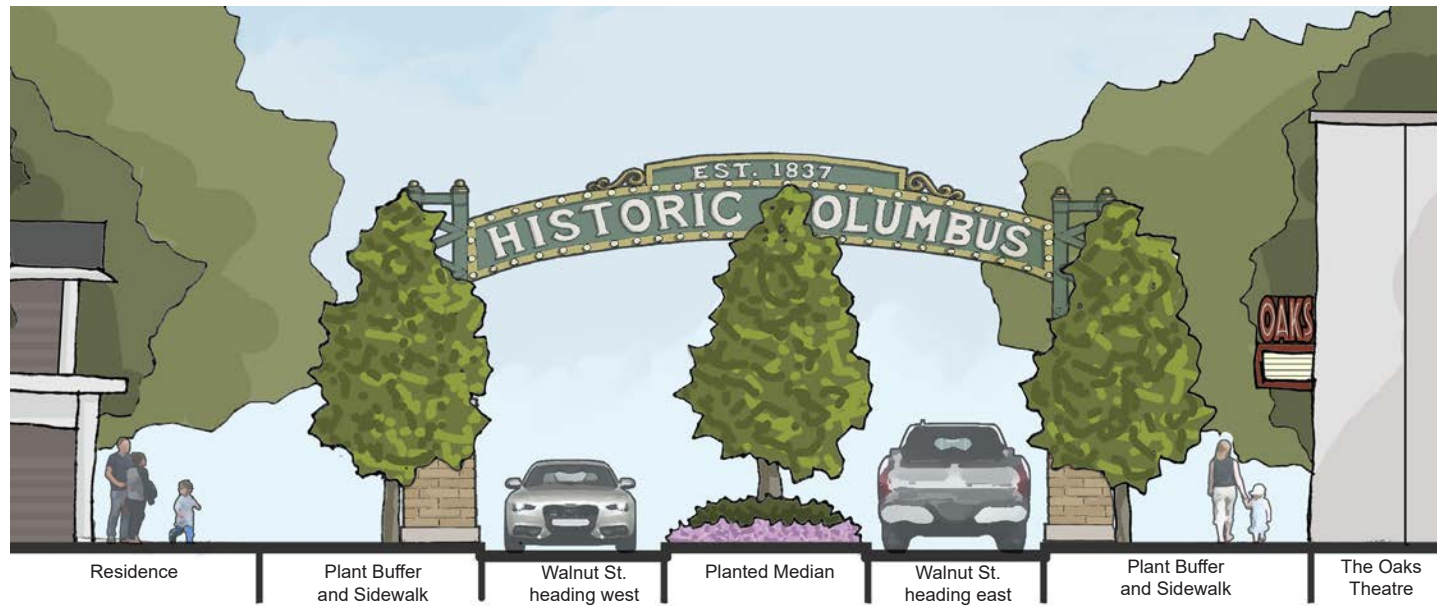
AA

HWY 71 Entrance

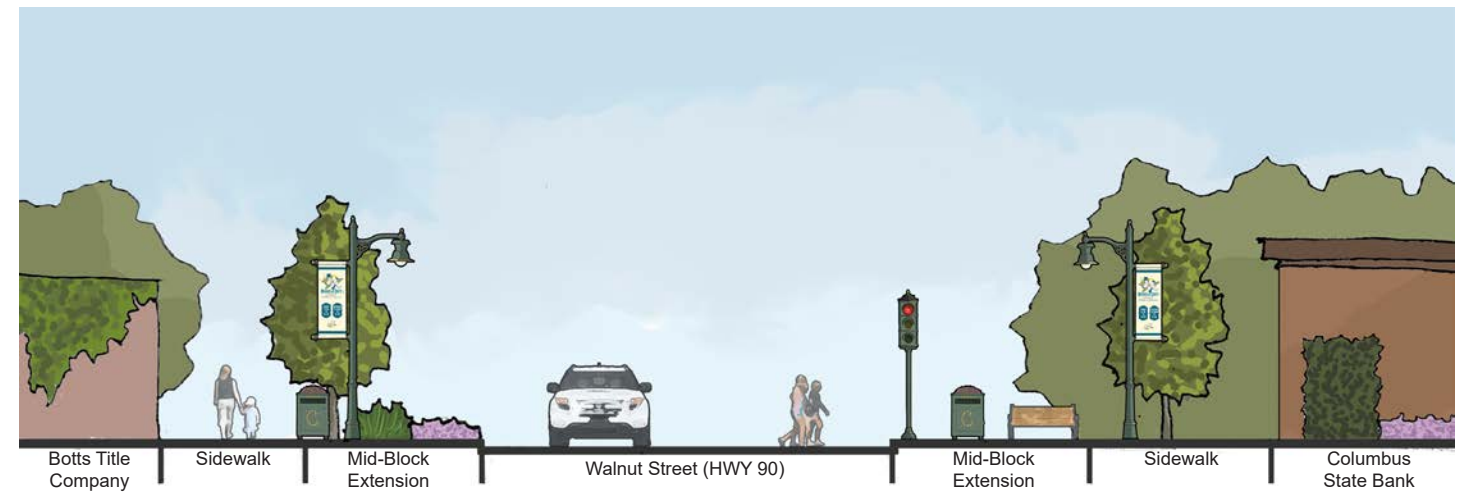


3.2.5. Section Elevations

BB Plant Buffer



CC Mid Block Extension



Block by Block Base Map



Perspectives

Block by Block Base Map



A Gateway Entrance

Current Gateway Entrance



A Gateway Entrance Night



Perspectives

Block by Block Base Map



B ▶ Milam Street Intersection

Current Milam Street Intersection



B ▶ Milam Street Intersection Night



Perspectives

Block by Block Base Map

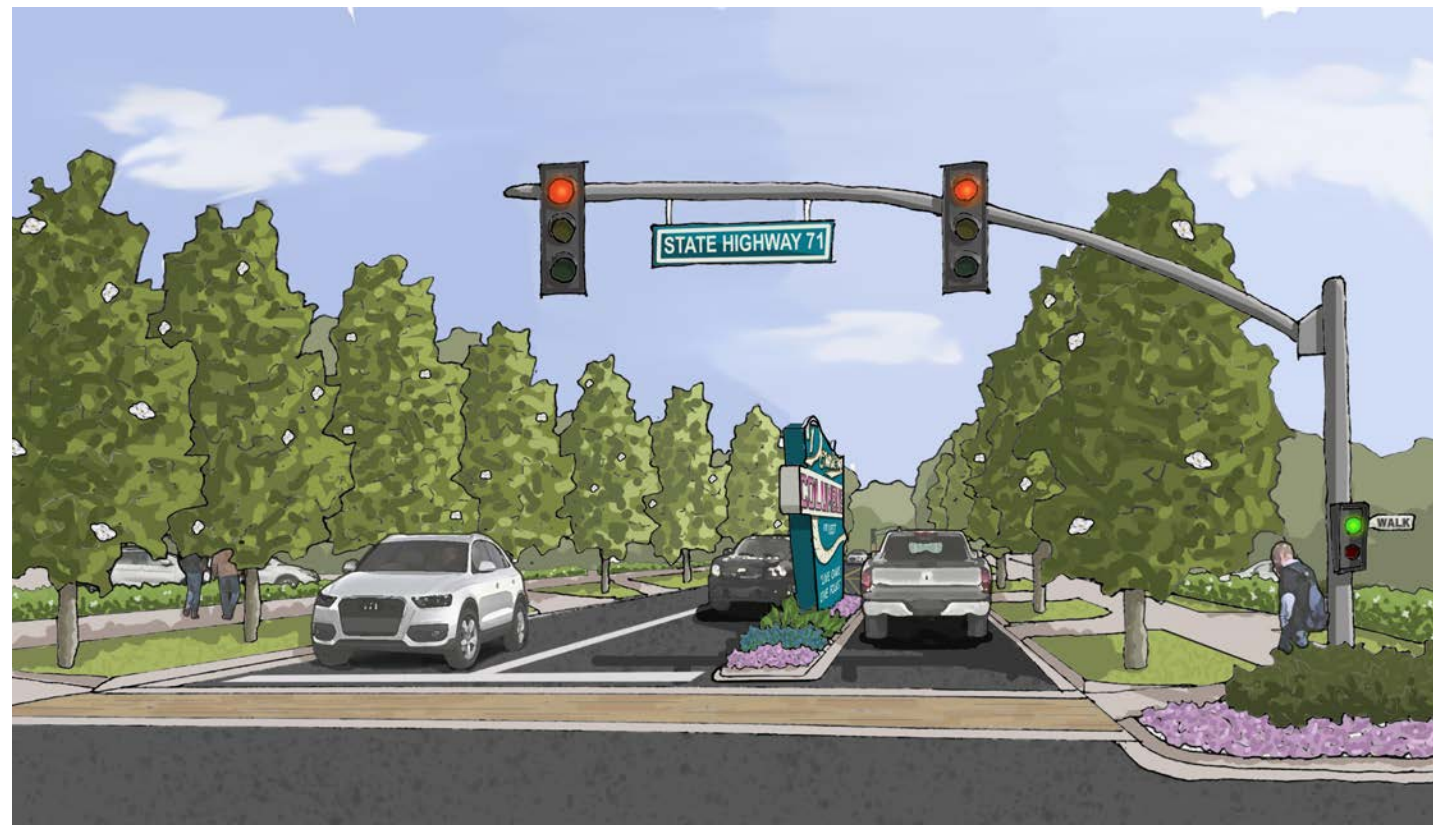


C  HWY 71 Entrance to Walnut Street

Current HWY 71 Entrance to Walnut Street



C  HWY 71 Entrance to Walnut Street Night



Perspectives

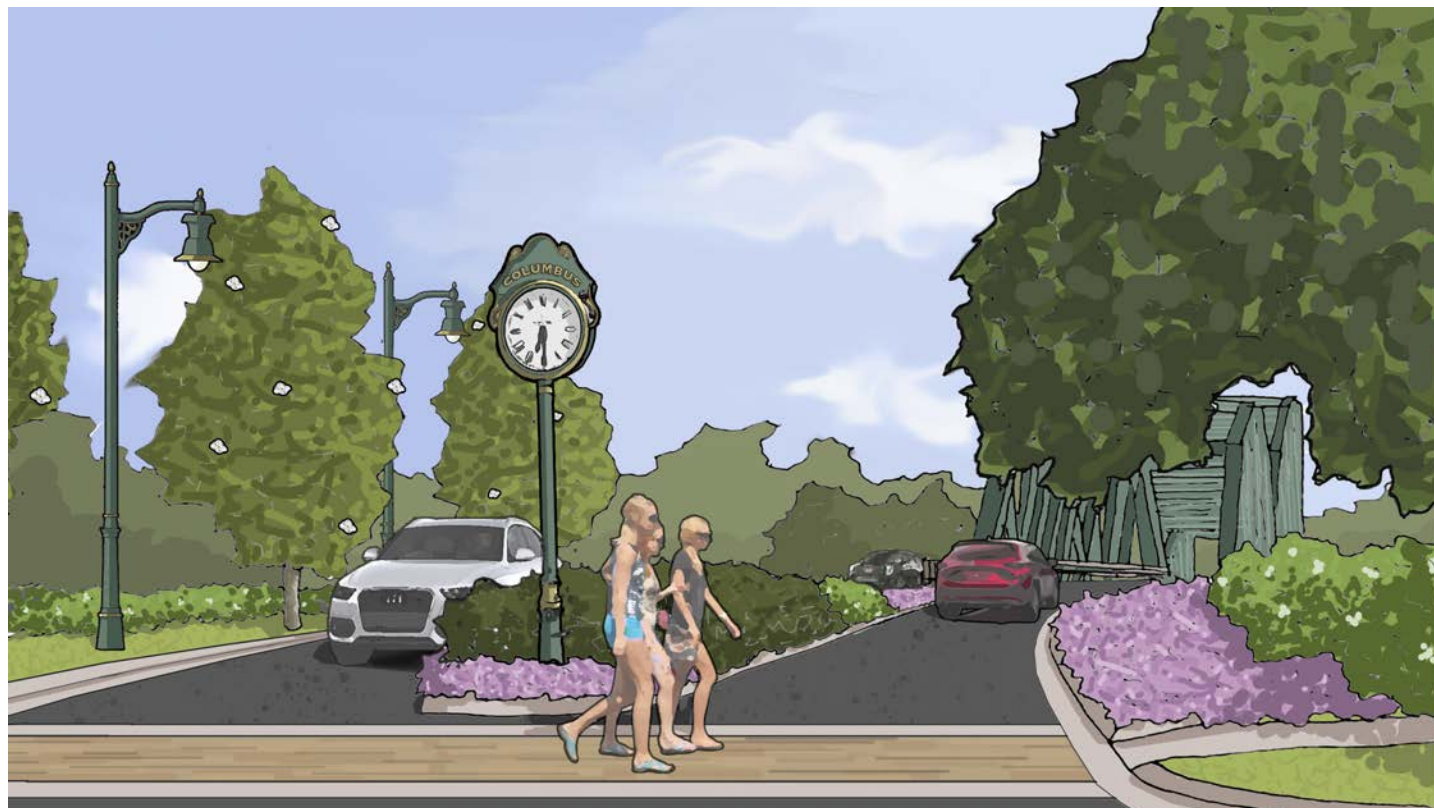
Block by Block Base Map



Current Bridge Entrance



 Bridge Entrance

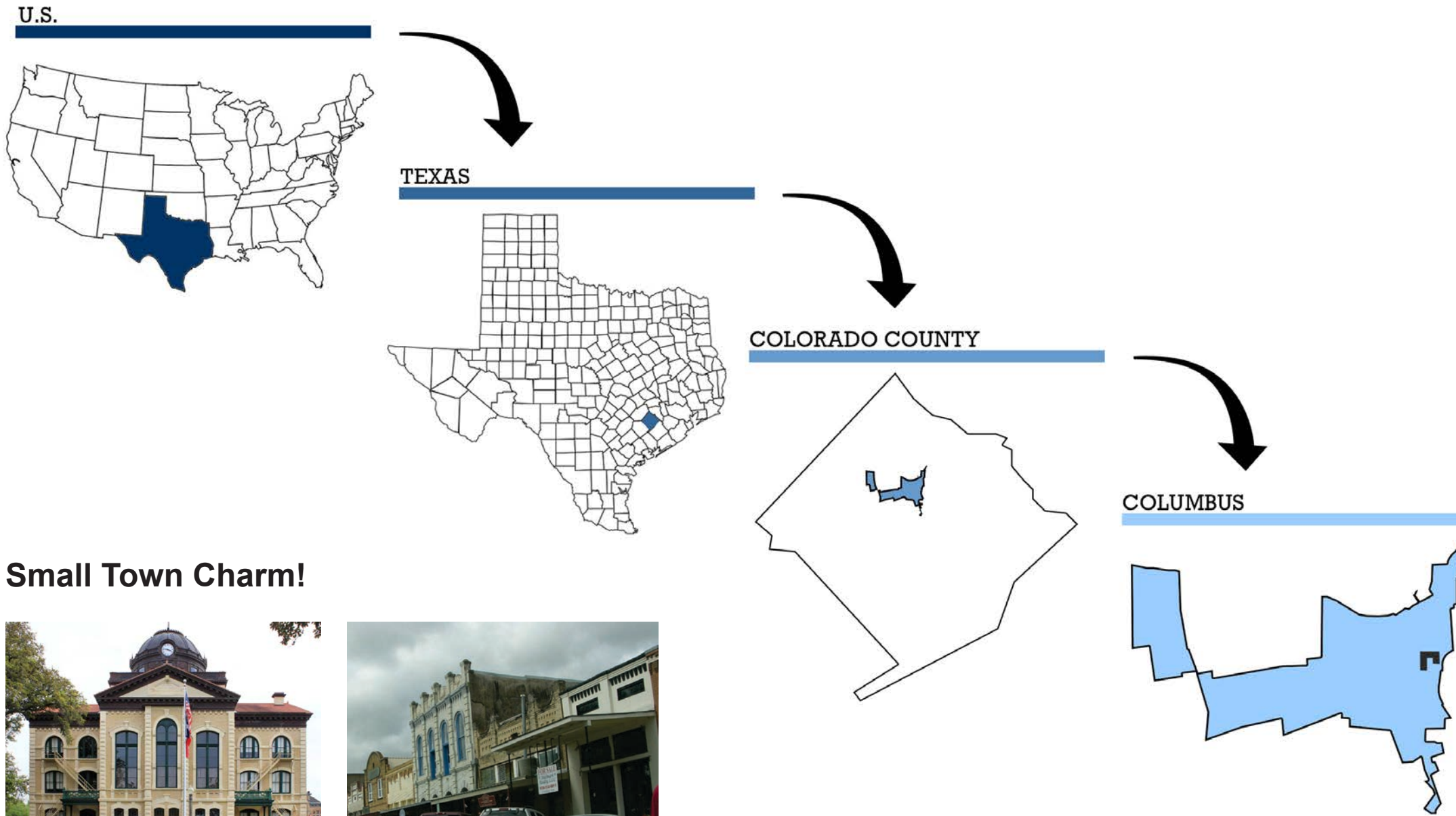


 Bridge Entrance Night



3.3. Downtown Entertainment District

3.3.1. Location and Context



Columbus, TX

- City was founded in 1821
- Population = 3,655 people
- 328 Chamber members
- Land Area of 2.88 sq. mi.

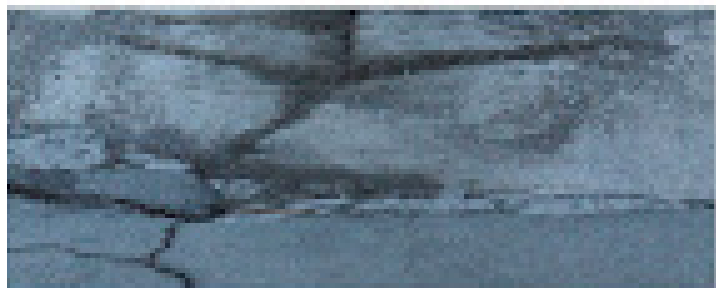
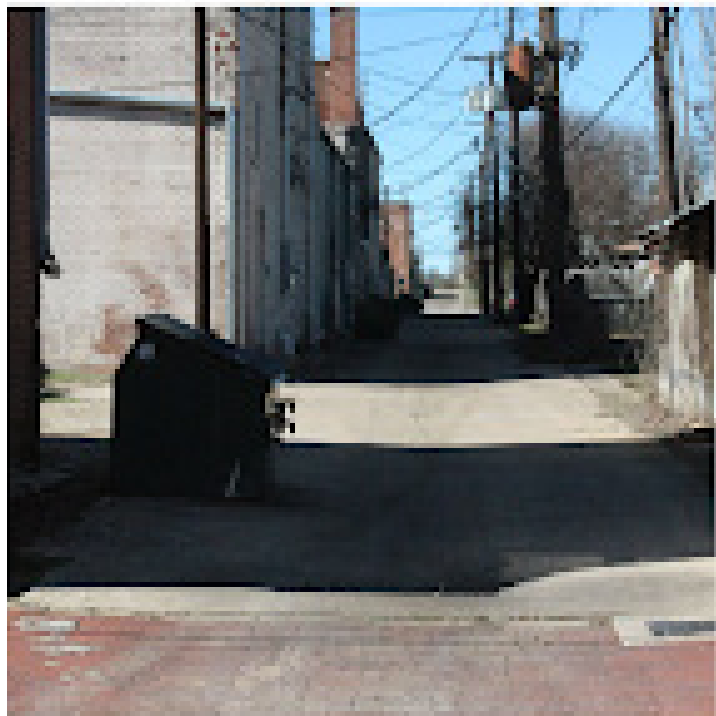
Small Town Charm!



3.3.2. Key Issues

Existing Condition

Alley Ways & Parking Lots



CURRENT SITE CONDITIONS ARE NOT PEDESTRIAN FRIENDLY

- Lack of walkability + connectivity
- Absence of way-finding elements signage, directories, city guides, monuments, etc.
- Poor maintenance
- Lack of lighting
- Minimal parking availability

ABSENCE OF GREENERY + LANDSCAPING WITHIN AREA

- Space needs to be made more appealing
- Make people want to be there
- Enjoyable space

“DESTINATION SPACE IMAGE”

- Make it an area that businesses want to be a part of
- Draw tourists to the space and keep them there longer

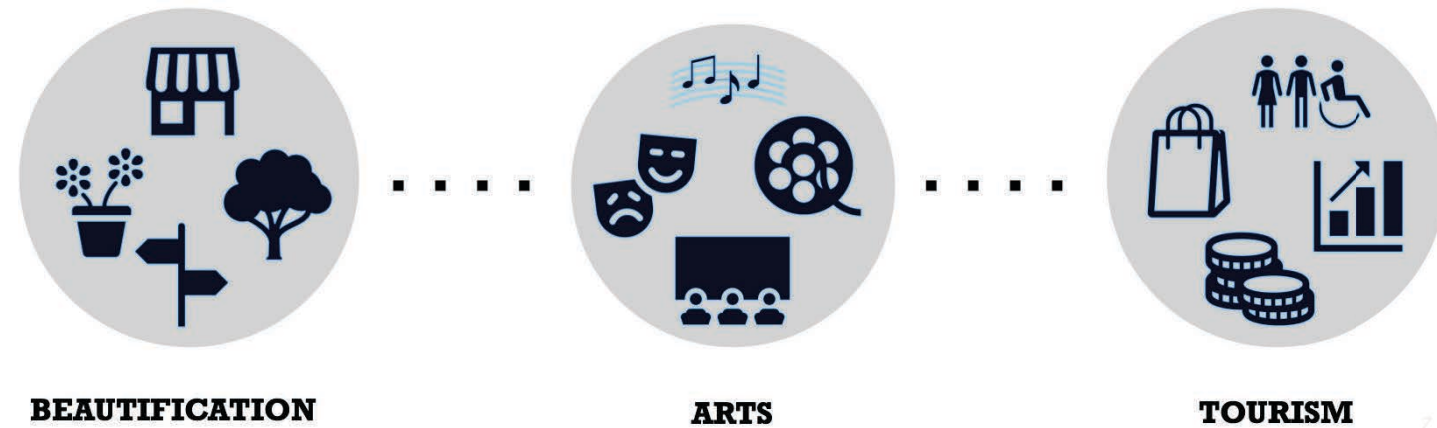
Typical alleyways

Resolving Downtown Section II 1

3.3.3. Design Program

Mission Statement

“Create a cohesive, walkable, and easily accessible entertainment district for the town of Columbus, Texas, that encourages interaction of citizens and visitors alike, while attracting new business as well as supplementing the city economy.”



GOALS & OBJECTIVES

| Enhance Business / Increase Revenue | Promote Local Arts & History | Strengthen Community Pride |
|---|--|--|
| <ul style="list-style-type: none"> - Beautify store front venues for new and existing businesses - Expand on interactive landscapes near points of interest - Add directional elements - Renew branding | <ul style="list-style-type: none"> - Create more public event and gathering spaces - Implement outdoor seating areas and live music platforms - Incorporate local artisan market and mural placeholders | <ul style="list-style-type: none"> - Utilize and beautify existing open space - Make site conditions safe, intimate and easier to occupy - Create better access to previously unknown spaces - Implementing easily identifiable way-finding elements |

User Profile Analysis

Youth (<14)

- 5 and dime
- Interactive play elements
 - Water features
 - Play Structures
 - Art Installations



Teens (14-18)

- Murals
- Theatre
- Social spaces



Adults (18-55)

- Beverages
- Restaurants
- Theatre
- Parks



Seniors (>55)

- Art galleries
- Accessibility
- Museums
- Historical



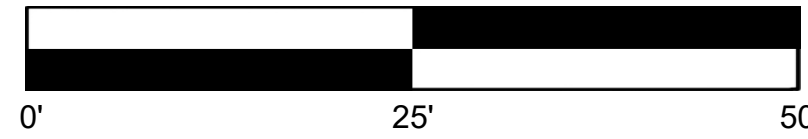
3.3.4. Master Plan

- LEGEND:**
- 1 WELCOME CENTER PARK
 - 2 EVENT VENUE
 - 3 ALLEY GALLERIES
 - 4 ENTERTAINMENT BLOCK
 - 5 MEDITATION GARDEN

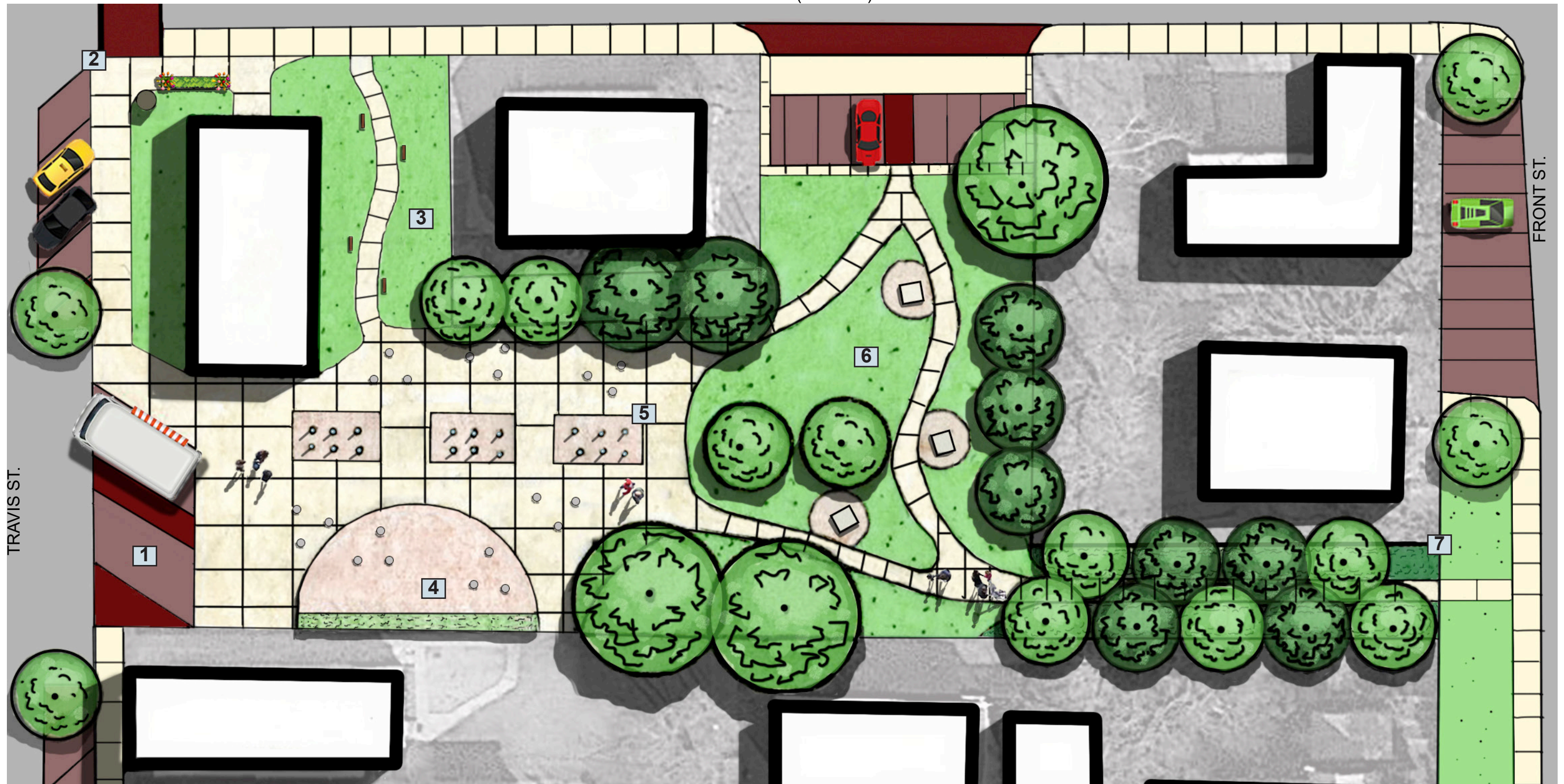


Welcome Block: Plan

Scale: 1" = 50'



WALNUT ST. (HWY. 90)



- Legend:**
- 1 Food truck Parking
 - 2 Information kiosk
 - 3 Welcome garden
 - 4 Stage
 - 5 Dry fountain jets
 - 6 Welcome park
 - 7 Path to Riverfront

Inspiration:



- Welcome park with dense vegetation
- Increased canopy cover (ex: Chaste Tree)
- Ground level fountain jets

- Info kiosk/ticket booth
- Food truck parking
- Lightweight movable seating

Section:



Welcome Block: Details

Plaza Perspective:

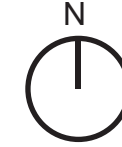
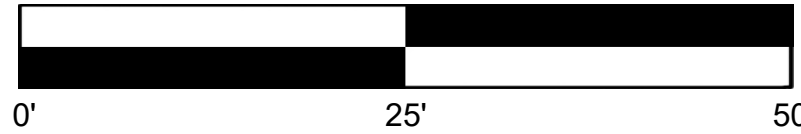


Entrance Perspective:



Event Venue: Plan

Scale: 1" = 50'



CROCKETT ST.



Event Venue: Details

- Legend:**
- 1** Fountain
 - 2** Wisteria covered Pergola
 - 3** Existing pavilion
 - 4** Event/wedding Venue
 - 5** Crushed granite Parking
 - 6** Existing live oak
 - 7** Flowering trees
 - 8** Live oak
 - 9** Tall evergreen Tree
 - 10** Flowering Groundcover

Inspiration:



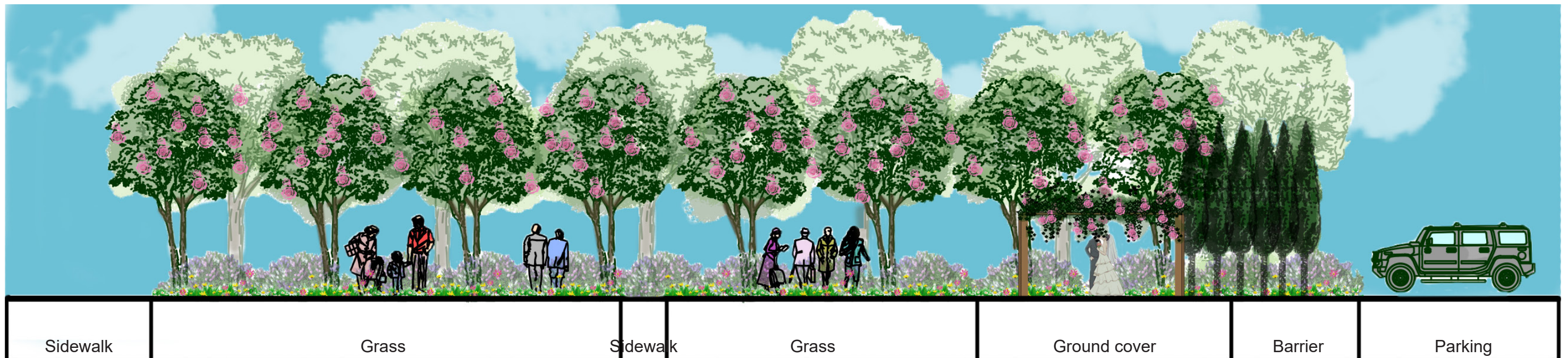
- Large gathering space
- Multi-use event space
- Outdoor lighting elements

Wedding Perspective:

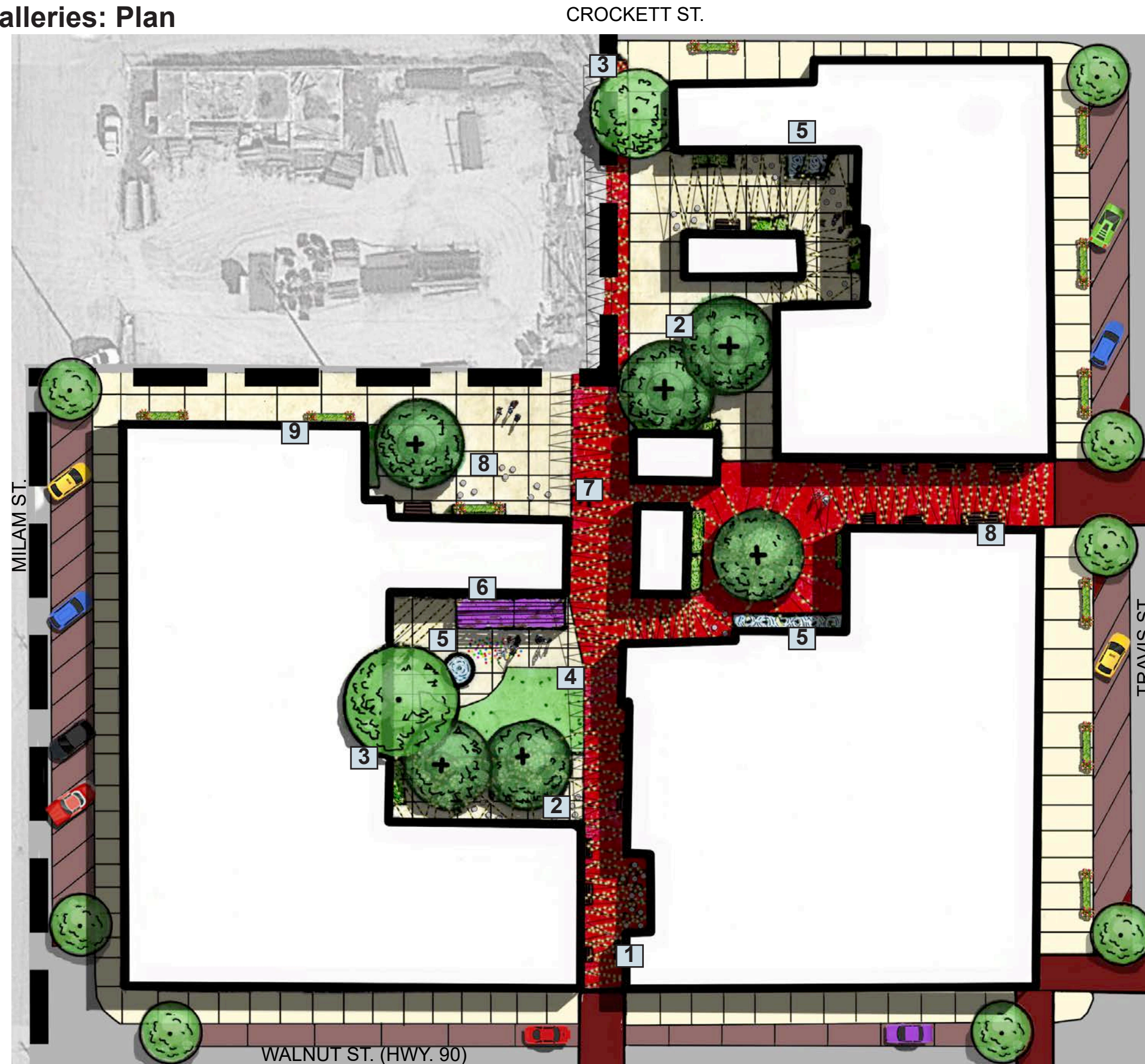


- Quiet and elegant space
- Unique lighting to make it more welcoming and available at night
- Picturesque garden

Section:

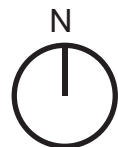
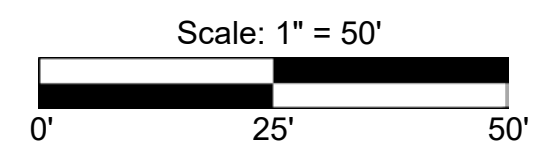
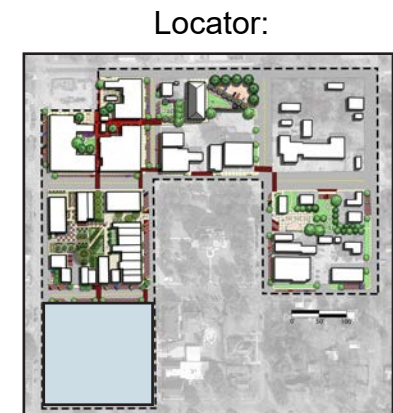


Alley Galleries: Plan



Legend:

- 1 Brick pavers
- 2 Oak trees
- 3 Existing live oaks
- 4 Artificial turf Lawn
- 5 Fountain
- 6 Wisteria covered Pergola
- 7 Overhead string Lights
- 8 Tables and seating
- 9 Planter boxes



Existing Alley Perspective:



- Existing alley conditions are not welcoming
- Currently not a destination
- Utilitarian use only

Day Alley Perspective:



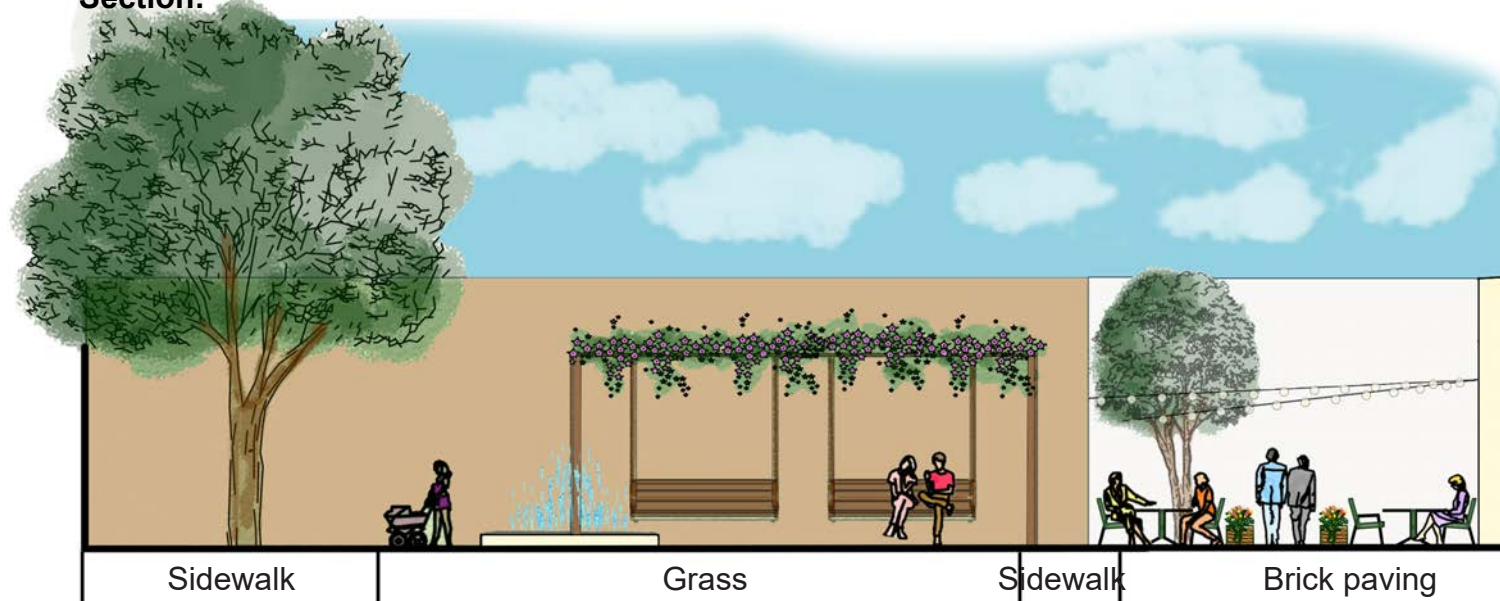
Night Alley Perspective:



- Paving patterns/designs to create a distinct and unique space
- Seating and water features to keep people in the space

- Unique and fun lighting elements
- Interactive design elements
- Murals showcasing local artists

Section:



Inspiration:

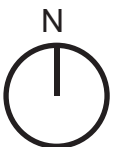
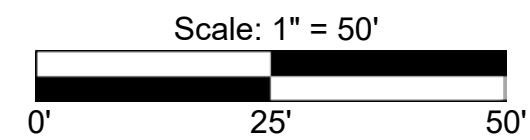


Entertainment Block: Plan

WALNUT ST. (HWY. 90)



- Legend:**
- 1** Outdoor cinema Area
 - 2** Outdoor bar
 - 3** Movable seating
 - 4** Brewery water Sculpture
 - 5** Reflective pond
 - 6** Sculpture beer Garden
 - 7** Planter benches
 - 8** Performance area
 - 9** Picnic area
 - 10** Interactive train Sculpture
 - 11** Information kiosk
 - 12** Private seating Area
 - 13** Open greenspace



Entertainment Block: Details

Day Cinema Perspective:



Night Cinema Perspective:



Beer Garden Perspective:



Inspiration:

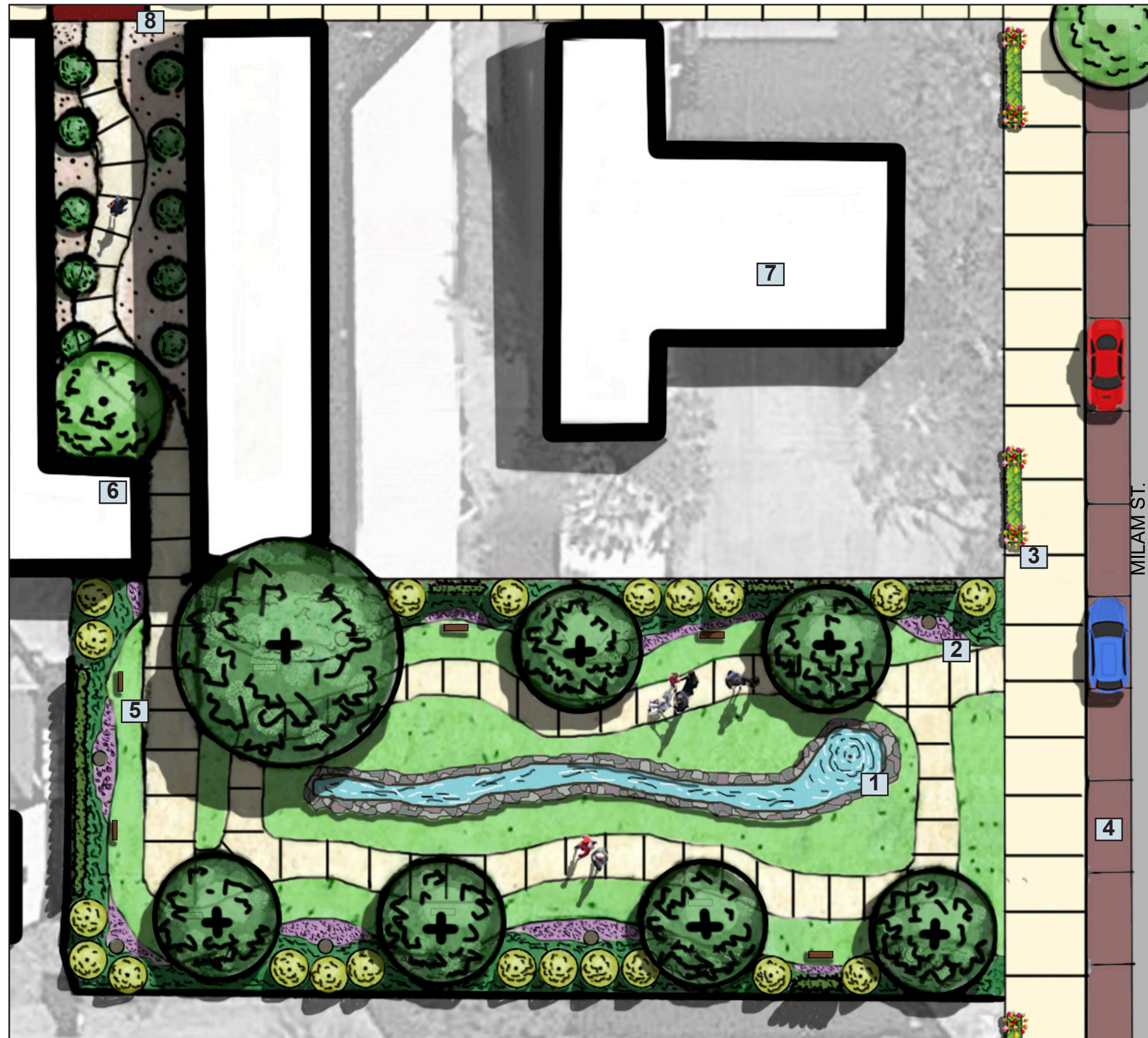


Section:



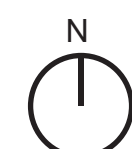
Meditation Garden: Plan

SPRING ST.



- Legend:**
- 1 Water feature
 - 2 Sculpture pads
 - 3 Street planters
 - 4 Proposed parking
 - 5 Memorial/donor Benches
 - 6 Connection to Apartment Greenspace
 - 7 Existing bank Building
 - 8 Crosswalk to Entertainment Block

Locator:



Scale: 1" = 50'



Meditation Garden: Details

Park Entrance Perspective:



Streetscape Perspective:



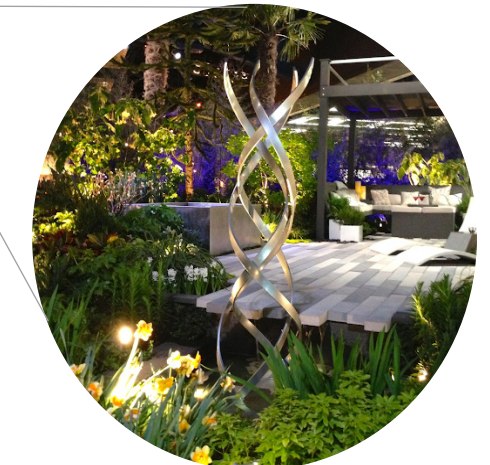
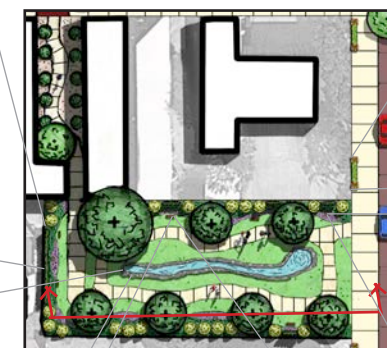
- Paving patterns/designs to create a distinct and unique space
- Seating and water features to keep people in the space

- Unique and fun lighting elements
- Interactive design elements
- Quiet and serene space

Section:



Inspiration:



3.3.5. Target Area

1. The welcome block

This area was named the welcome block as it is the first space visitors may be experiencing when arriving to Columbus, TX. We will be implementing a visitors center where tourists can easily stop by and get to know the town's historical significance as well as the downtown districts' points of interest. This space will also include an outdoor green space area with splash pads and a food truck area in order to serve the community just as well as the visitors.

2. The artisanal block

This area will include a wonderful event venue that can be used for weddings, parties, ceremonies, etc. Included will be an overflow parking area which increases the total number of parking spaces significantly and a water fountain area that makes the space more inviting. This block was designed to appreciate urban street art and incorporate local talents within the community by having painted murals along alleyways and walls.

3. The dining block

This area was designed primarily around the local brewery and existing businesses. There will be a lovely beer garden that will serve as an entrance feature and outdoor eating area as well as a central open green space that will act as a courtyard. This space will be able to serve people of all ages as it incorporates different forms of entertainment like an outdoor cinema area, bar area, picnic area and performance stage. These features allow for movie screenings, live music, dance performances, etc.

4. The meditation block

This area was designed to be the more peaceful portion of the downtown district. There is a meditation garden that includes beautiful plantings and greenery, a water feature, an infinity walking path, seating benches and sculpture pads. This space will serve the community well as it provides opportunities for exercise and art appreciation.



Detail Design

Theme/ Inspiration

Street

- Implement bench seating along the walks throughout the entire area
- Ornamental planter boxes used in parking areas

Adding Lighting

- Make spaces usable and inviting during the night time
- Incorporate signage with lighting to provide a more secure and safe environment

Fixing/Adding Sidewalks

- Improve overall current walk conditions and adding crosswalks for safety of pedestrians

Creating a Green Space Network

- Creating pocket parks and open green spaces for community use
- Complementary greenery along connectivity features like street trees, seating planters, potted plants, green walls, etc.

Way-finding Strategies

- Incorporate town maps, city guides and landmarks for tourist

Parking Areas

- Improve existing street parking and implement more spaces

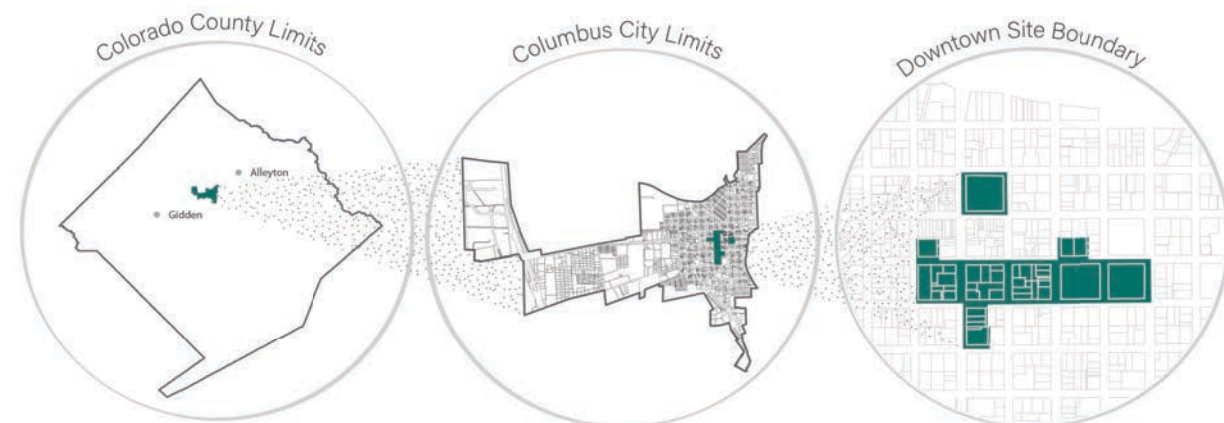
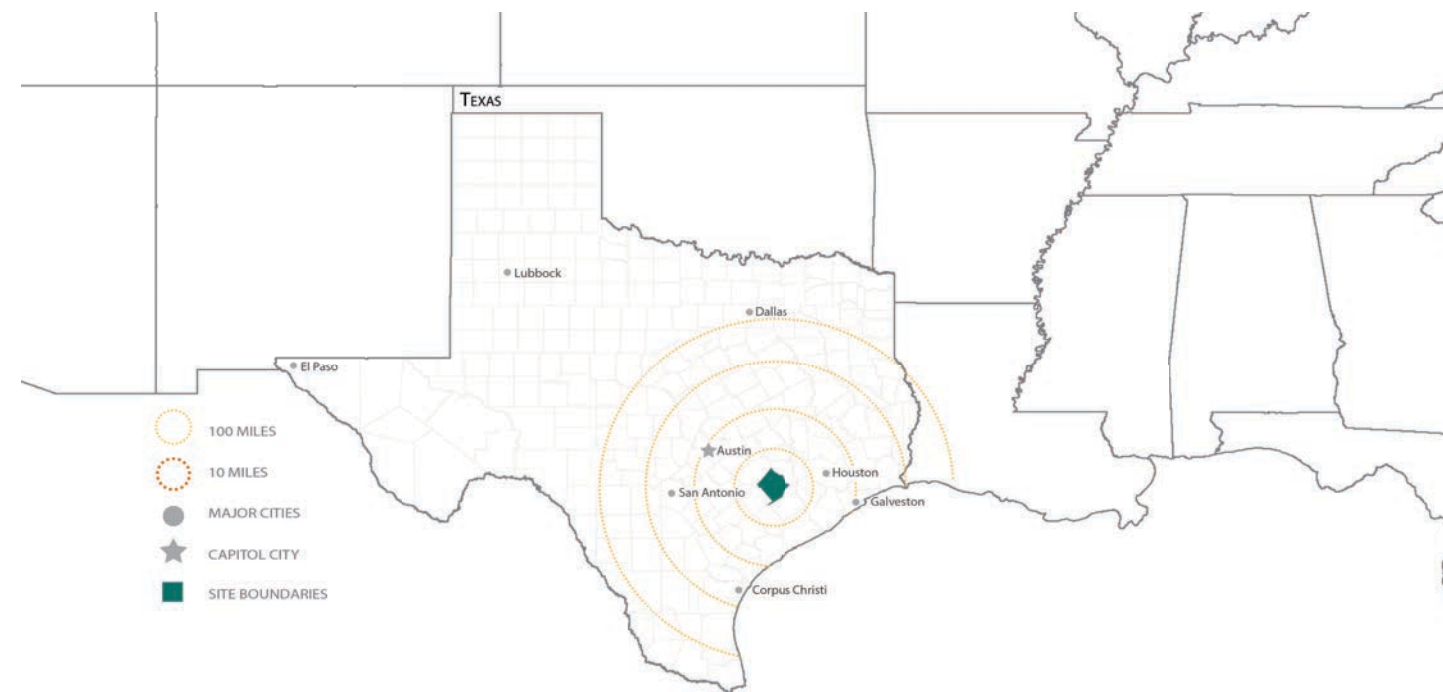


3.4. Downtown Cultural District

3.4.1. Location & Context

Our site encompasses all of the blocks from the Columbus Elementary School all the way up to the existing railroad with the inclusion of the courthouse square. We are to focus on the historical and cultural aspects of Columbus and create and develop a design that encourages smart growth, creating a more attractive city, all while keeping the small town charm.

LOCATION MAP



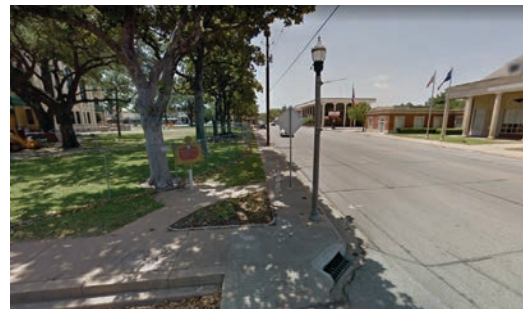
LAND USE MAP



3.4.2. Key Issues & Existing Site Conditions

Site Survey

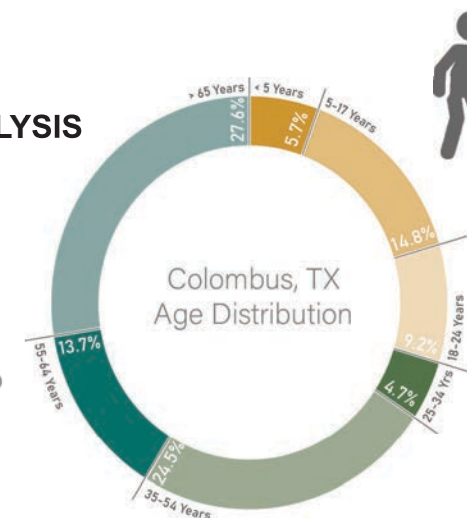
After visiting Columbus and talking to a few of the locals that live and work in town, we came up with a few key issues and problems the town is facing. Overall the town has a small town charm with lots of potential to grow into an attractive, historical, destination town.



USER PROFILE AND NEEDS ANALYSIS

Design for Elderly

- Street Furniture
- Adequate Shade
- Short Walking Distances
- Handrails



Design for Kids

- Playgrounds
- Safe Crosswalks
- Educational Elements

Design for Working Age

- Green Amenities
- Food Options
- Exercise Opportunities
- Aesthetic Views



Not Pedestrian Friendly

No Theme Limited Parking

Lack of Advertising

Lack of Lighting

No Connection

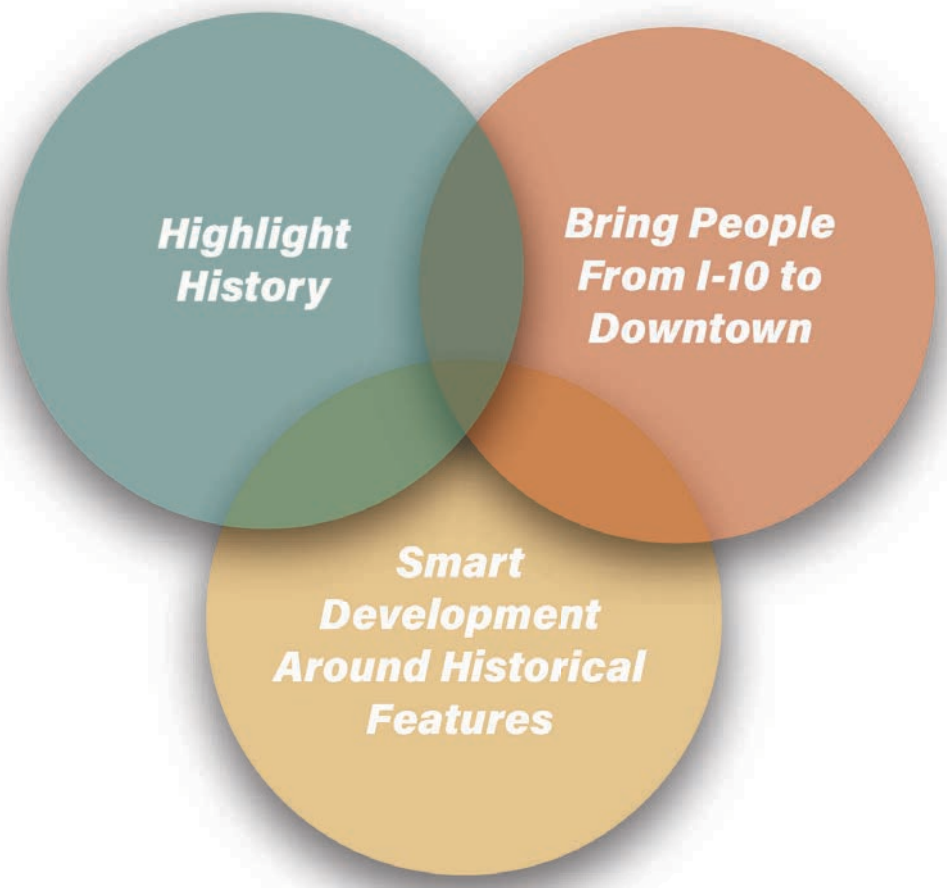
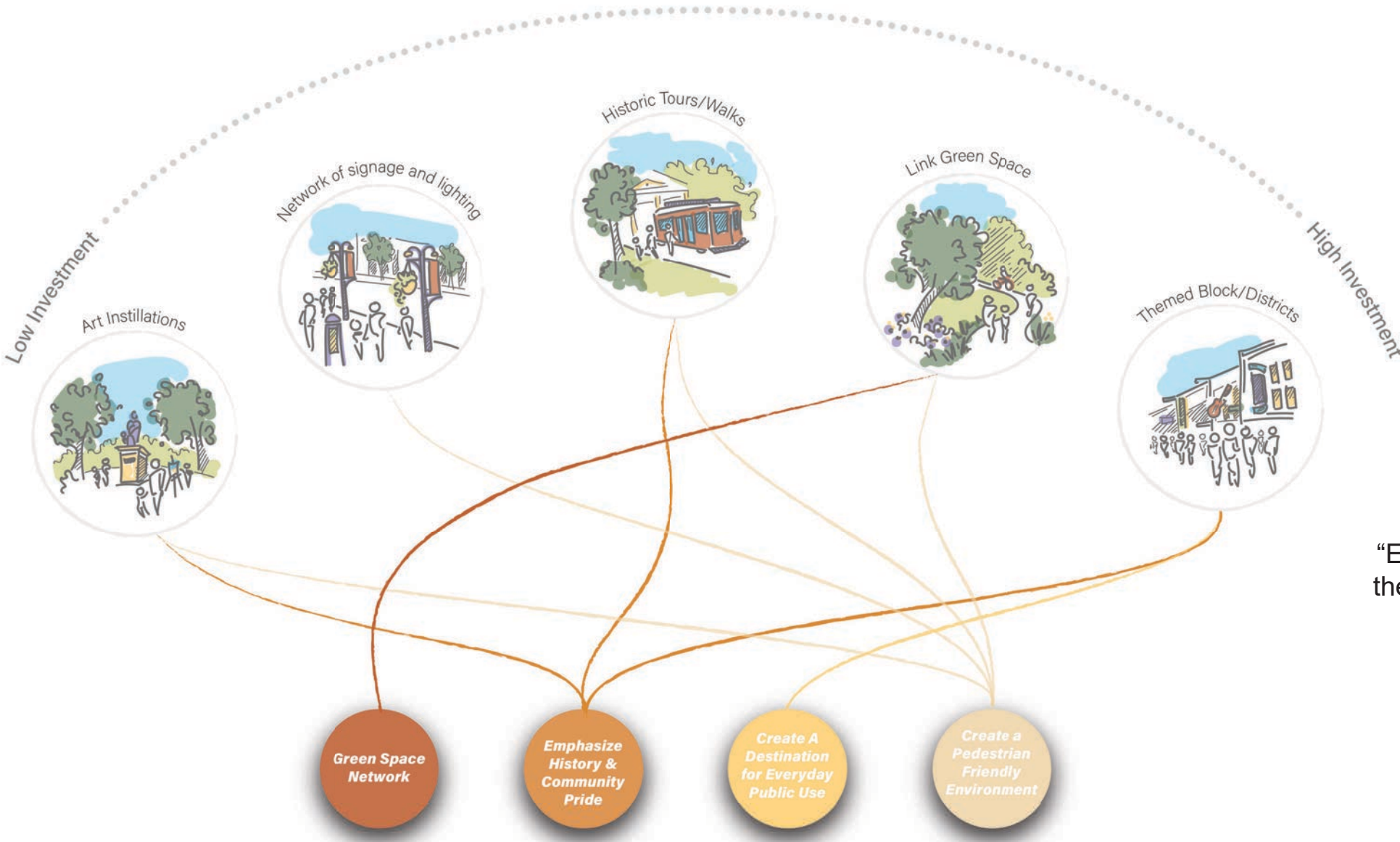
Hard Edges

Unattractive Streetscape

3.4.3. Design Program & Strategies

Goals & Objectives

Together, we thought through different design strategies according to our different goals and objectives. This meant that multiple strategies ended up combating multiple goals and objectives. However, we then categorized them from low investment to high investment which is important for helping the City of Columbus not only think big picture, but also know what is realistic and what isn't.



Mission Statement

“Emphasize town history and allow engaging everyday use for the public, while simultaneously serving a formal civic function”

3.4.4. Master Plan

- Courthouse Square
 - Depot Block
 - Bed & Breakfast Block
 - Museum Block
 - Educational Block
- Courthouse Square**
- 1 Colorado County Courthouse
 - 2 Courthouse Plaza
 - 3 Existing Confederate Museum
 - 4 Existing Historical Water Fountain
- Depot Block**
- 1 Columbus Historic Depot
 - 2 Columbus Rail Park
 - 3 Columbus Farmers Market
 - 4 Multi-use Parking Lot
 - 5 Art Wall
 - 6 Kitchen Garden
 - 7 Historic House
- Bed & Breakfast Block**
- 1 Event Space
 - 2 Columbus Fire Department
 - 3 Historic Bed & Breakfast
 - 4 Theater Plaza
 - 5 Oaks Theater
- Museum Block**
- 1 City Hall Municipal Court
 - 2 Health Services
 - 3 Museum Complex
 - 4 Residential Area
- Educational Block**
- 1 School
 - 2 Existing Playground
 - 3 Nesbitt Library
 - 4 Civic Center



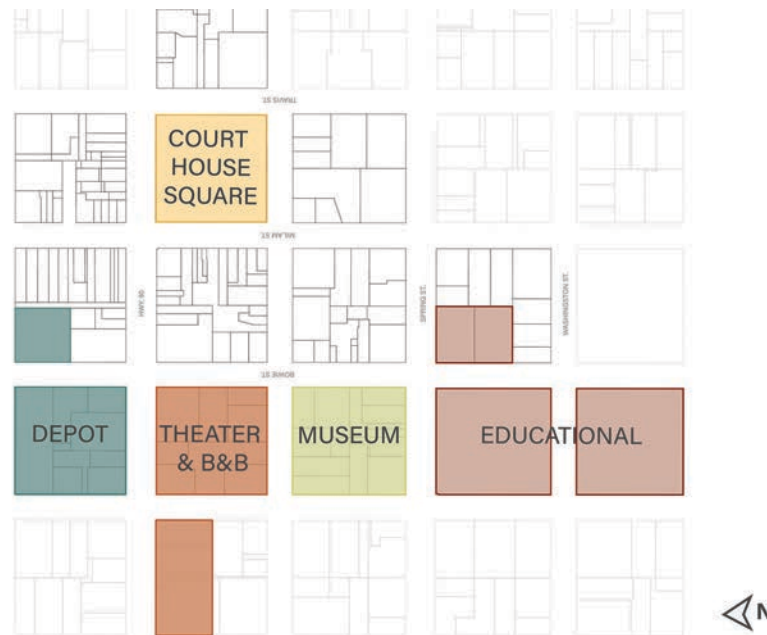
As a team we have tried to work with all of the existing features on site, and have aimed to limit our building footprint. We focused on having a balance of green space to hardscape to allow for both a pedestrian and vehicular friendly downtown. We have capitalized on the main axis of Bowie St. and making that the new historical main street with an historical walk. As you walk from the Santa Claus Museum heading North there is a story that is told from the beginning of Columbus history leading all the way to the existing, historical railroad depot.

Finally, the improved formal design of the courthouse highlights what is the center of the town, but more importantly, what has been, and what will remain to be, the center of Columbus's community pride.

3.4.5. Design Analysis

We took it a step further and did some different design analysis of our site to help us truly understand more about the existing physical, ecological, and demographical aspects of Columbus, TX.

Sub-districts



We discovered that Columbus does not have a theme that gives the town its unique identity. We have taken our site and split it up into 4 sub-districts within the overall Downtown Cultural District. Having these sub-districts can give the town a more defined character and increase the overall attractiveness to not only the community members but tourists as well.

Circulation map



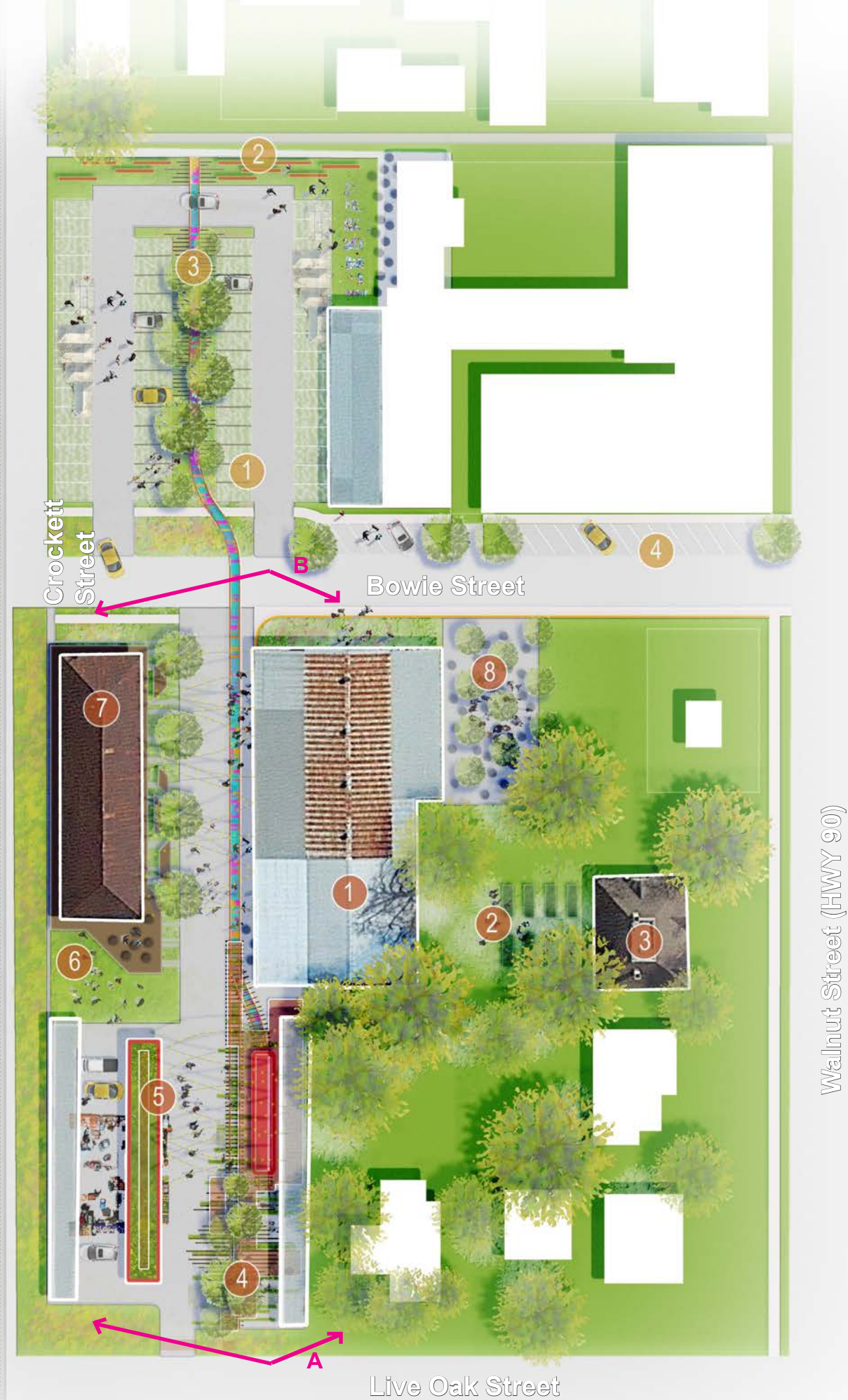
The circulation map is for us to analyze where all of the existing hardscape is, and where it isn't. This then helps us to see where we need to add more design elements and gives a better idea of where target areas will be and what areas can be left existing.

Green space analysis



- Public land
- Private land

As a team we took a look at our green space network. We tried to create a well-balanced design that was both pedestrian and vehicular friendly within downtown. We then analyzed the green space, including private and public land. This allowed us, and the city of Columbus, to better understand what would be feasible to implement and what would not. In addition, our team extensively studied Austin, TX and their recent renovations to their downtown. We have come to learn that there are alternative ways to create green spaces within a private area. In cases like Austin, and in our case, there is predominately private land which makes it very difficult to introduce public gathering spaces such as: parks, plazas, event spaces etc. However, we learned that there are certain tax incentives and tax breaks you can offer property owners to allow their private space to be temporarily opened throughout the day and private during the evening.



Historic Depot Block

Columbus Farmers Market

The Historic Depot Block held so much potential, The proposal creates a Public Farmers Market and park. A “fake” walkable railroad connects the entertainment district, through the multi-use parking lot, to the Public Market and the Columbus Rail Park.



Plan Key

| Public Market

- 1 Existing Building (to be used for Farmers/Public Market)
- 2 Chefs Garden (connected to public kitchen in main building)
- 3 Tate-Senftenberg-Brandon Home (Registered Texas Historic Landmark)
- 4 Columbus Railway Park
- 5 Multi-use Shipping container for the Market (green roof on top)
- 6 Activity Lawn
- 7 Existing Columbus Historic Depot (multi-use market stalls)
- 8 Outdoor plaza (restaurant in main building)
- 8 Revitalized train-car (convert into restaurant-other half in main building)

| Multi-Use Parking

- 1 Permeable Paving in parking spots
- 2 Art Wall (connects to alleyway)
- 3 Railway Walkway (through the trees)
- 4 Proposed diagonal parking

Perspective B: Columbus Public Market

This perspective shows the front entrance to the Farmers Market. The existing metal building would make a perfect structure to integrate all elements of a public market into. The Historic Depot will be preserved as it holds viable cultural significance to Columbus. The Case Studies on the right inspired aspects of the proposed design and gives inspiration.

4. <https://www.epa.gov/heat-islands/using-cool-pavements-reduce-heat-islands>

5. <https://www.aia.org/articles/70446-ten-steps-to-reducing-embodied-carbon>

6. <http://www.environment.gov.au/heritage/publications/adaptive-reuse>

Case Studies

Torvehallerne Food Market, Denmark



Columbus Farmers Market, NJ



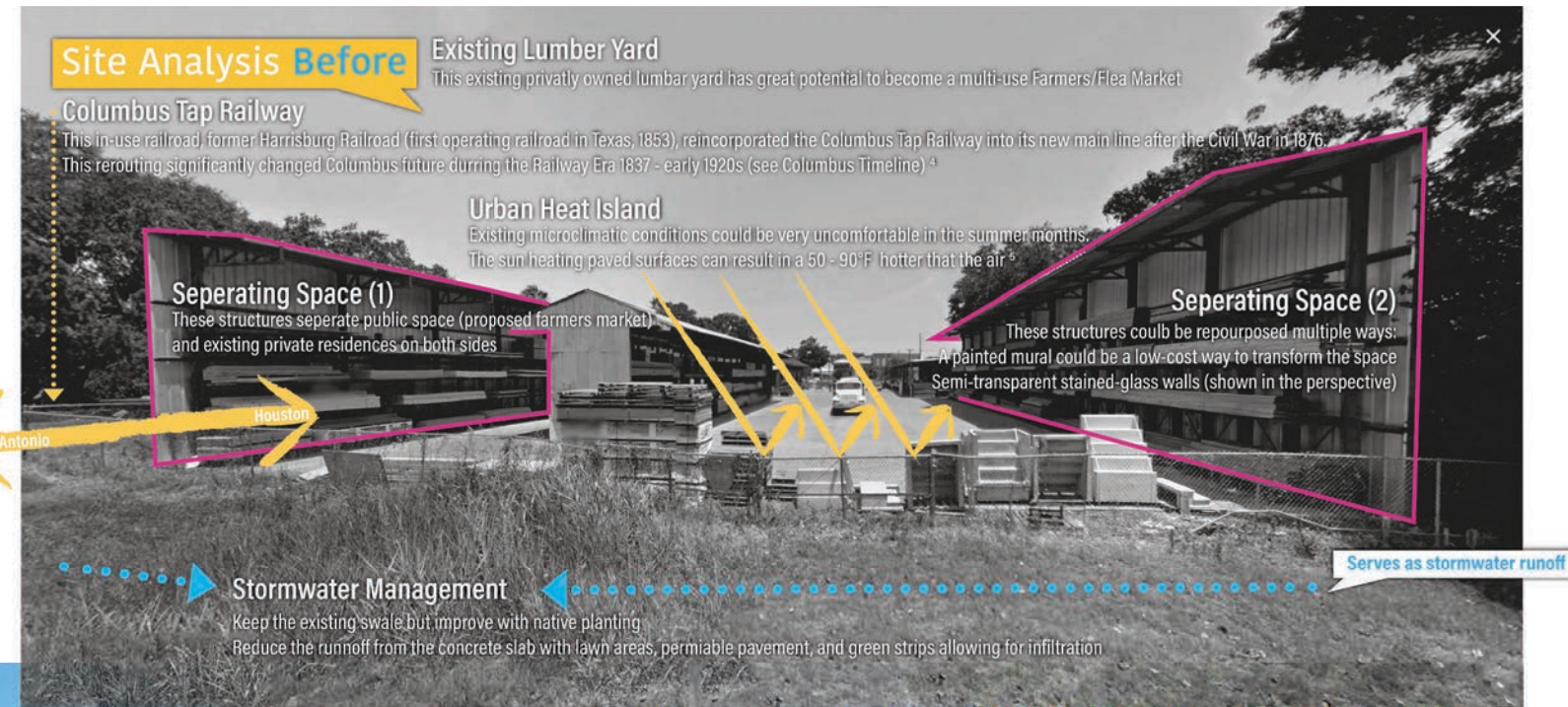
Mercato Centrale Di San Lorenzo, Italy



Perspective A: Columbus Rail Park & Farmers Market

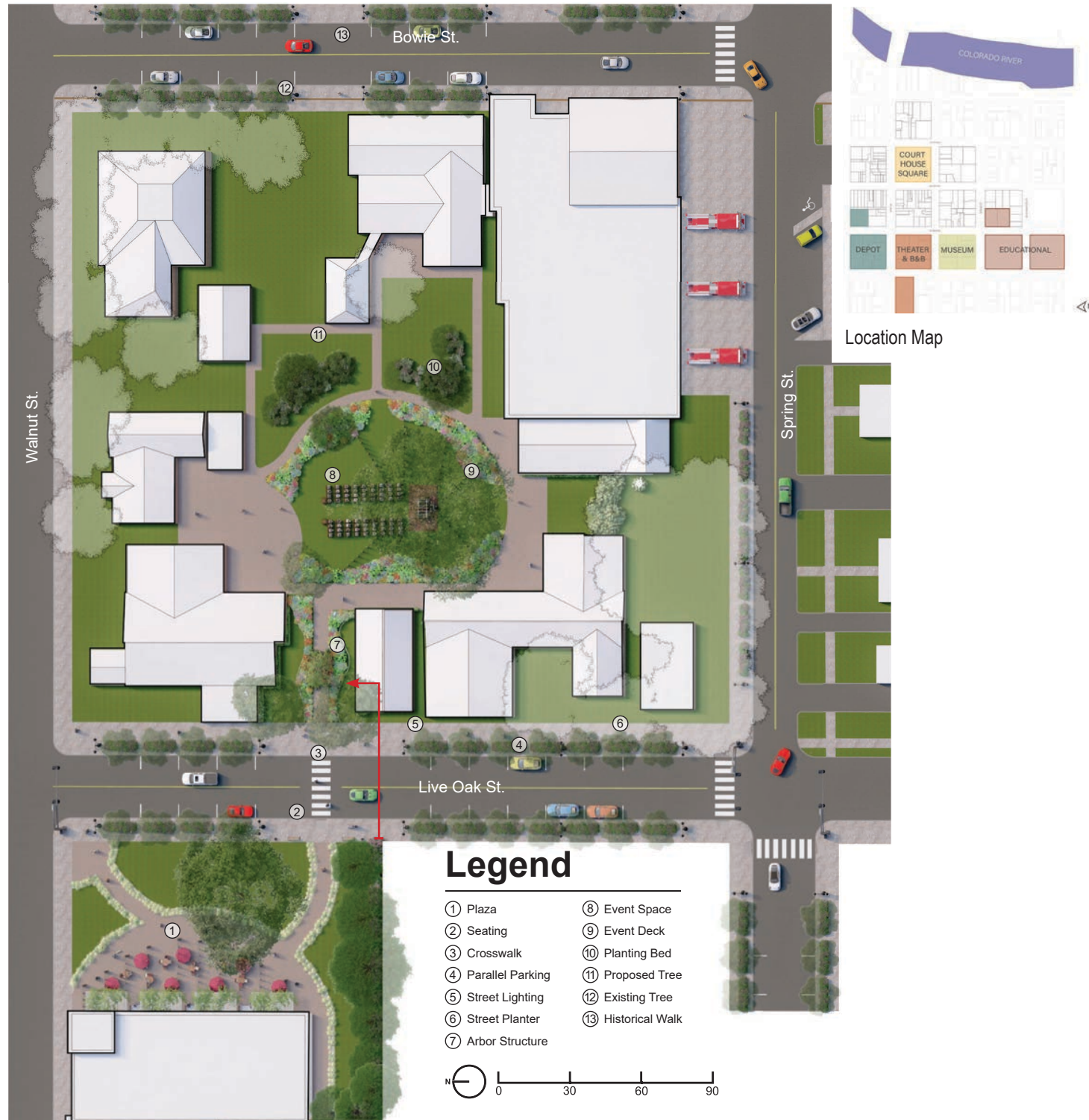
This perspective shows the proposed Columbus Rail Park with a steel platform weaving throughout. The farmers market functions in open spaces and in a recycled shipping container (green roof with access walkway on top). The proposed changes are relatively low cost and try to embrace designing for sustainability.

1. <https://www.epa.gov/heat-islands/using-trees-and-vegetation-reduce-heat-islands>
2. <https://www.epa.gov/heat-islands/using-green-roofs-reduce-heat-islands#6>
3. https://www.fs.fed.us/wildflowers/Native_Plant_Materials/whyuse.shtml
4. Columbus Overall Historical Timeline 1.1. (in this booklet)
5. https://www.epa.gov/sites/production/files/2017-05/documents/reducing-urban-heat-islands_ch_1.pdf



Theater & BnB Block

Located off of Walnut and Live Oak street of Columbus, TX. The BnB/ Theater block was designed to stimulate activity and commerce in the downtown areas of the city through the repurposing of existing structures and spaces. Featuring multiple bed and breakfasts, along with intimate event space and public plaza for social activity.



Section Perspective

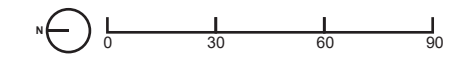


Crosswalk

Theater Plaza



Theater (Existing)



The Theater Plaza is located at the corner of Walnut and Live Oak street. The plaza takes advantage of the existing historical Oaks Theatre. Through the repurposing of existing building, the space is transformed into a indoor and outdoor gathering space for the community and visitors.



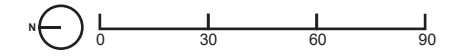
Theater Plaza (Day)



Theater Plaza (Night)



Arbor Entrance



Garden Space

A green space made up of multiple backyards of existing structures, which is transformed into a lush intimate floral garden for private gatherings and events. Surrounded by repurposed structures turned into bed and breakfasts for visitors.



Garden Event Space (Day)

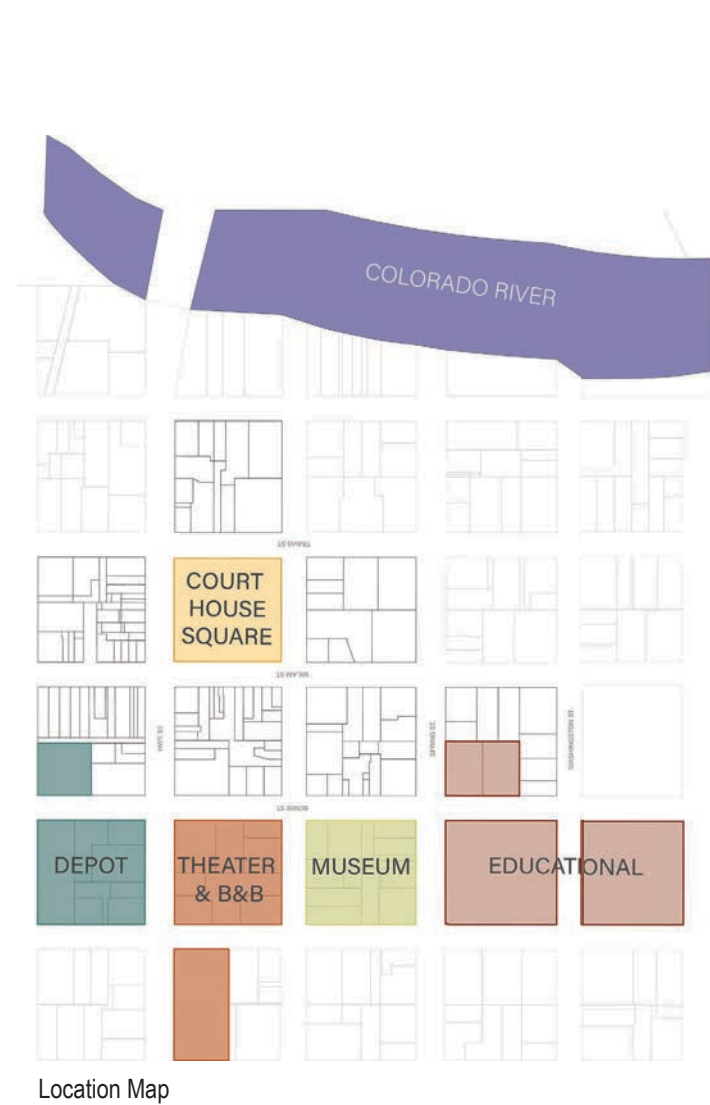


Garden Event Space (Night)

Museum Block

There were 4 main goals in mind when designing the site plan. The first goal, was to beautify the existing streetscape by adding vegetation, lighting, and attractive sight views drawing people further into the museum block. The second goal was to implement a museum complex that features 4 existing historic buildings, 1 proposed museum, and 2 public gathering spaces.

The third goal, was to add additional parking to compensate for the addition of a new building and gathering spaces. Lastly, I wanted to create a meaningful block that ties into the rich history of Columbus.



- Museum Complex
 - Lineage Courtyard
 - Santa Claus Plaza
 - Service Amenities
-
- Museum Complex
 - 1 Proposed Columbus Beginnings Museum
 - 2 Santa Claus Museum
 - 3 Dilue Rose House
 - 4 Alley Log Cabin
 - 5 Historic Shed
 - Lineage Courtyard
 - 1 Family Tree Statue & Pond Seating
 - 2 Important People Era Markers
 - 3 Tree Ring Plantings
 - Santa Claus Plaza
 - 1 Santa Statue
 - 2 Splash Pad
 - 3 Donation Pavers
 - 4 Sleigh Benches
 - 5 Santa's Garage
 - Service Amenities
 - 1 City Hall Municipal Court
 - 2 Health Services
 - 3 History Mural Crosswalk
 - 4 Street Planters



Bowie Streetscape Section Perspective

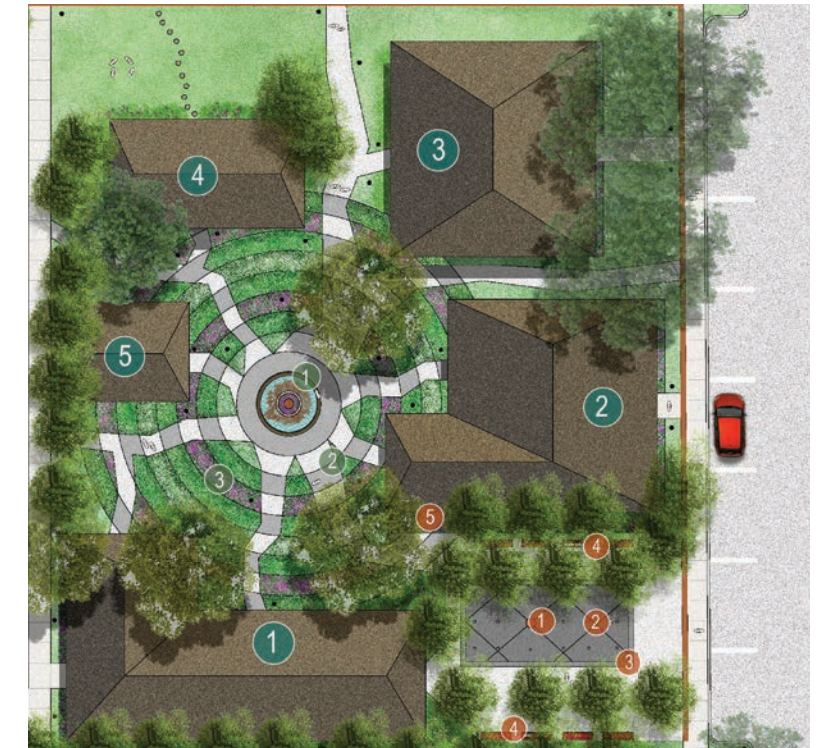


The main goal for the Bowie streetscape was to beautify town hall and make Bowie street more pedestrian friendly by adding more crosswalks, softening the hard edges from buildings, and implementing aesthetically pleasing plantings. Another goal was increasing street parking and appropriate pedestrian access to parking.

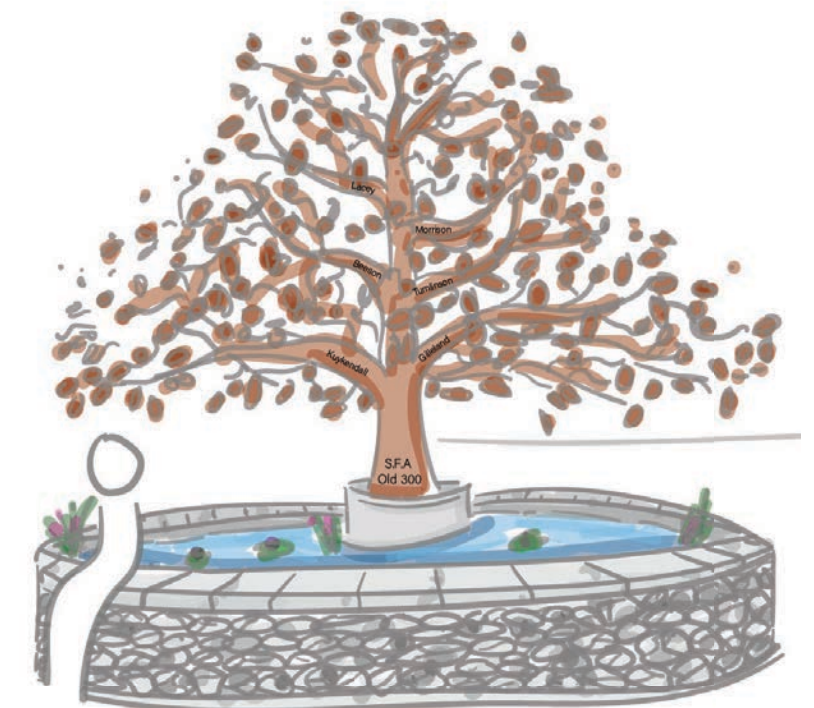
Lineage Courtyard



Lineage Courtyard is a place where locals and visitors can come and feel connected with Columbus's rich history. In the center of the courtyard the Columbus Family Tree Sculpture is featured in a planter on top of a pond with bench seating. The courtyard also includes important people in Columbus's history delineated by important time periods circling out from the center of the courtyard like age rings on a tree and walking paths in the abstract form of roots to ground people into Columbus's history.



Lineage Courtyard Site Plan



Columbus Family Tree Sculpture

Timeline Walk



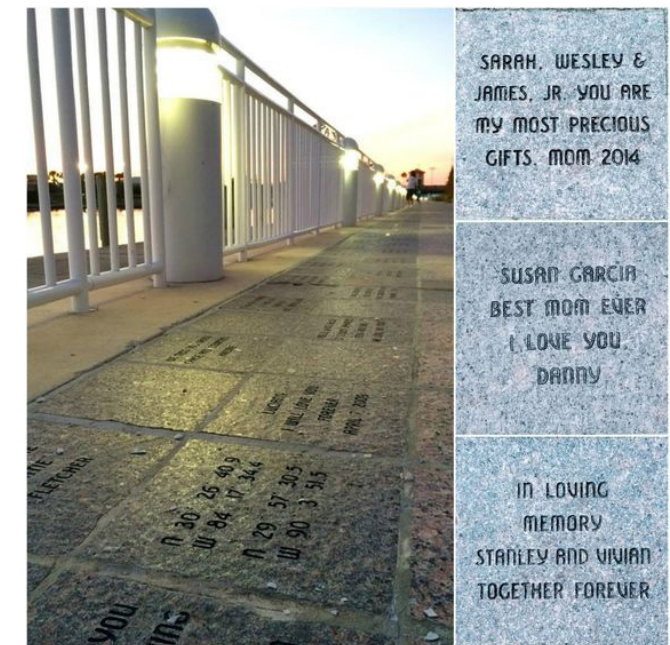
Before (Existing Condition)



Plaza Site Plan



After



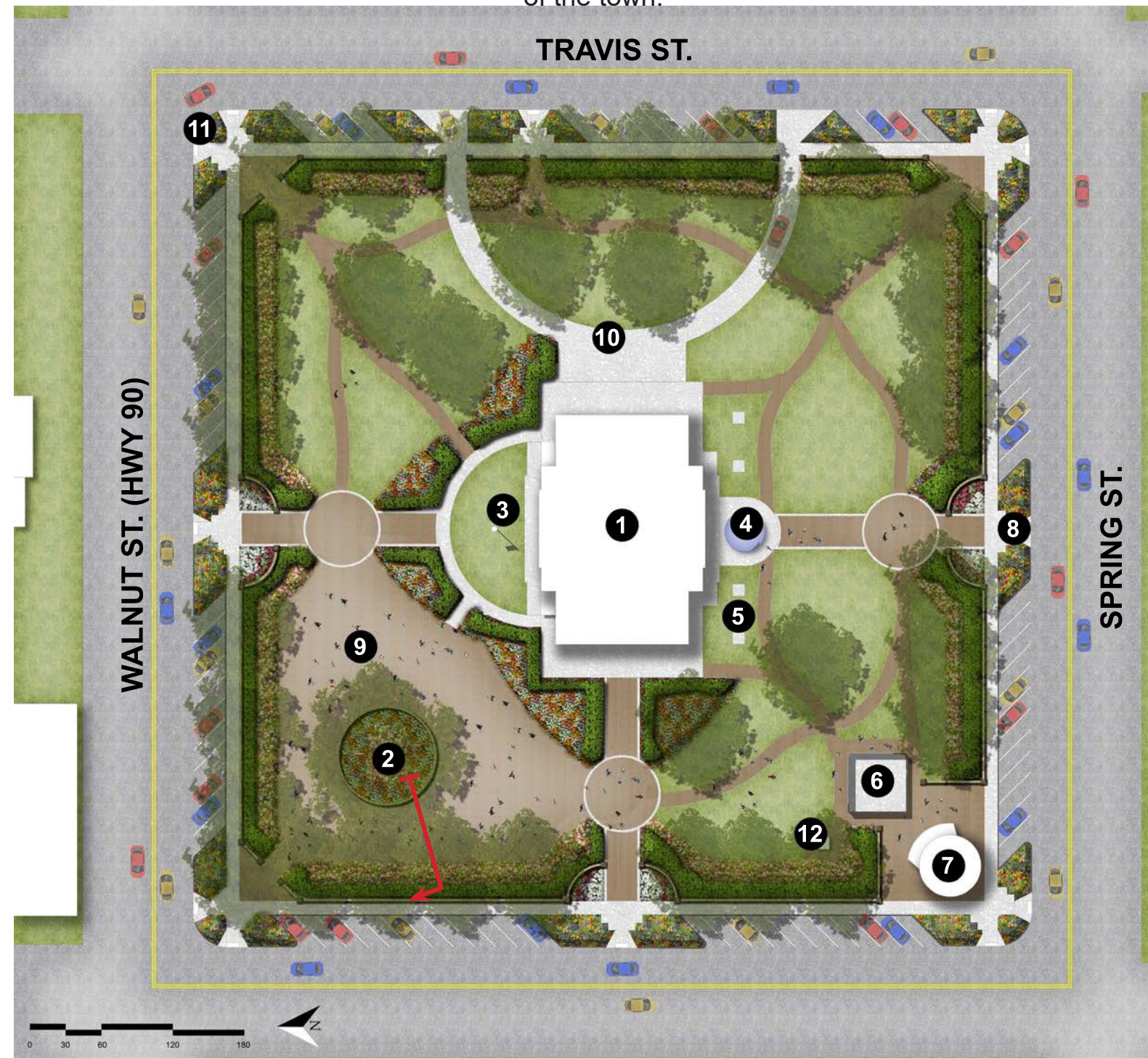
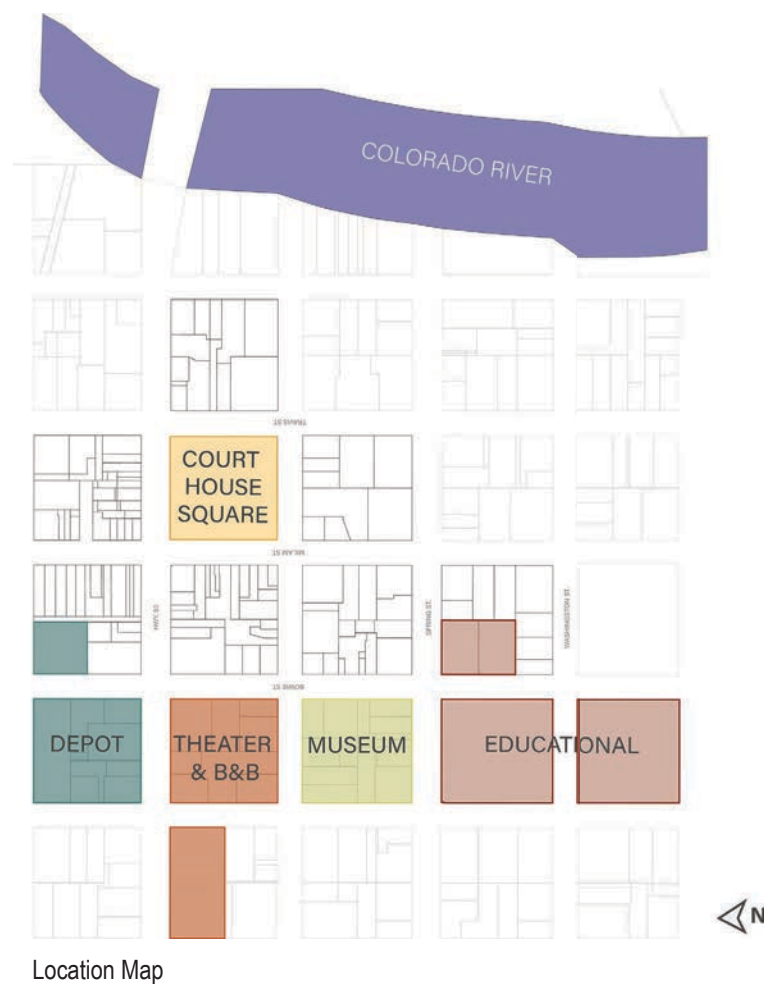
Donation Paver

The timeline walk begins at the main entrance to the proposed Columbus Beginnings museum and stretches all the way to the historic depot district. It includes all of the information from our timeline found in the historical context section of this booklet. The timeline itself is an engraved copper strip that is flush with the pavement with a light strip for night lighting and increased readability.

Courthouse Block

The courthouse square is not only the center of town, but it serves as kind of the beginning of the town. I wanted to really highlight the history of the courthouse with an addition of an interactive history walking tour. I also complimented the color and architecture style of the courthouse with a seating wall that borders and frames the courthouse square.

Then lastly, adding a courthouse plaza directly across from the Entertainment District that can serve as both a community hangout spot or can even be home to romantic dinners. All in all, I tried to work with all of the existing features and really tried creating a very formal courthouse grounds while making sure the courthouse is still the highlight of the town.



LEGEND:

- 1 COLORADO COUNTY COURTHOUSE
- 2 CIRCULAR SEATING WALL / PLANTER
- 3 FORMAL LAWN WITH EXISTING FLAG POLE
- 4 EXISTING HISTORICAL WATER FOUNTAIN
- 5 HISTORICAL STATUES
- 6 EXISTING UTILITIES WITH AN ADDED INFO WALL
- 7 EXISTING CONFEDERATE MUSEUM
- 8 PROPOSED MID-BLOCK EXTENSION
- 9 PROPOSED COURTHOUSE PLAZA
- 10 EXISTING DRIVEWAY / DROP OFF AREA
- 11 ACCESSIBLE BY ALL CROSSWALKS
- 12 EXISTING HISTORICAL MARKER



Courthouse (Existing)



Historic Walk (Day)



Courthouse (Day)



Courthouse (Night)

Courthouse Plaza Section Perspective



The section perspective showcases the courthouse and how the surrounding space could be transformed into a social space for the community. Ultimately, highlighting community pride and history.

3.5. East Bridge Waterfront Area & Beason's Park

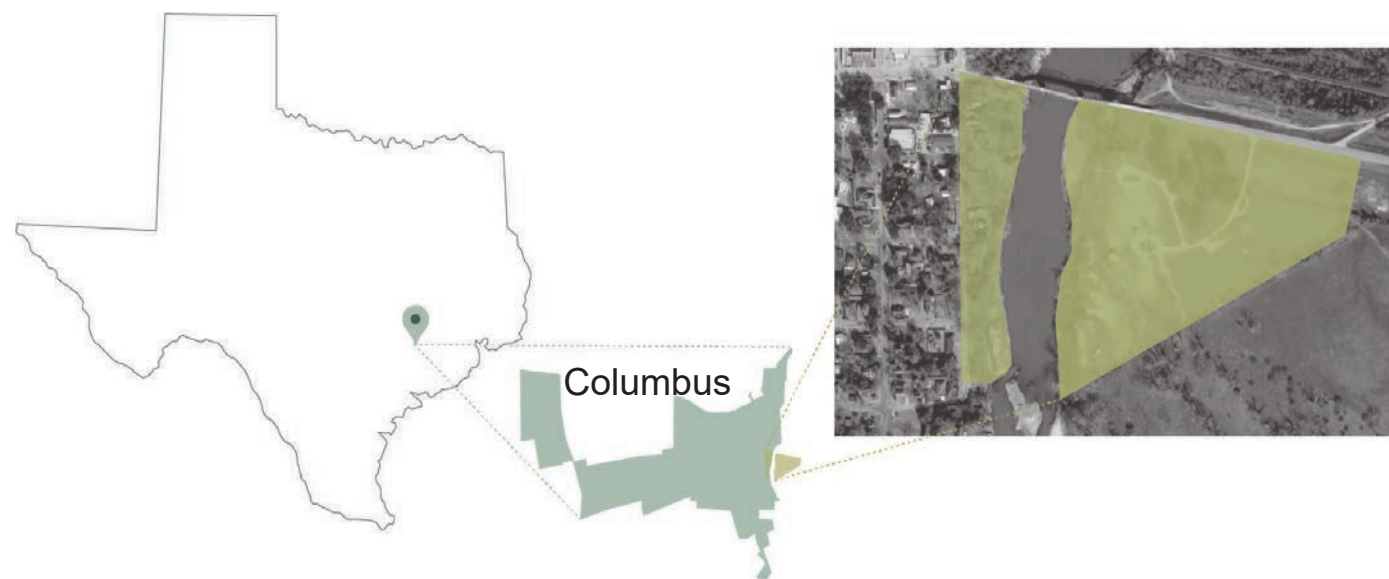
3.5.1. Location & Context

Missions Statement

Our team strive to establish riverfront commercial development and utilize existing resources to promote tourism and enhance recreational opportunities.



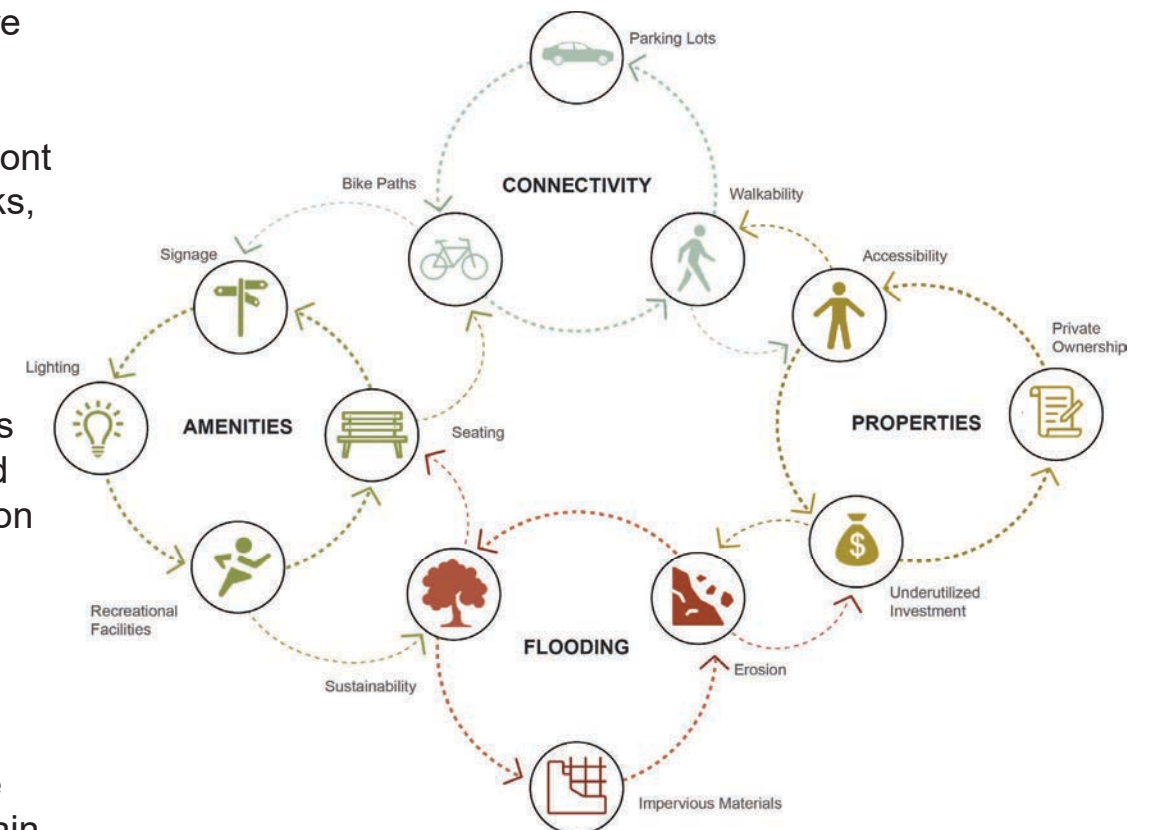
Our site is located off of Highway 90. It is a focal point and entry feature into the culture rich town of Columbus. Our site is split by the Colorado River and connected by the East Bridge. Beautification of Beason's Park, sports field installations, and ecological preservation are the main goals of our East Bank. The West Bank we propose commercial investment of prime waterfront reasestate and regrading of terrain using Bio-Engineering methods.



3.5.2. Key Issues

After a detailed site analysis, our team discovered the main issues of the site were lack of connectivity, underutilization of existing prime river-front reestate, flooding risks, and minimal existing park amenities.

Beautification of Beason's Park, sports field installations, and ecological preservation are the main goals of our East Bank. The West Bank we propose commercial investment of prime waterfront reasestate and regrading of terrain using Bio-Engineering methods.

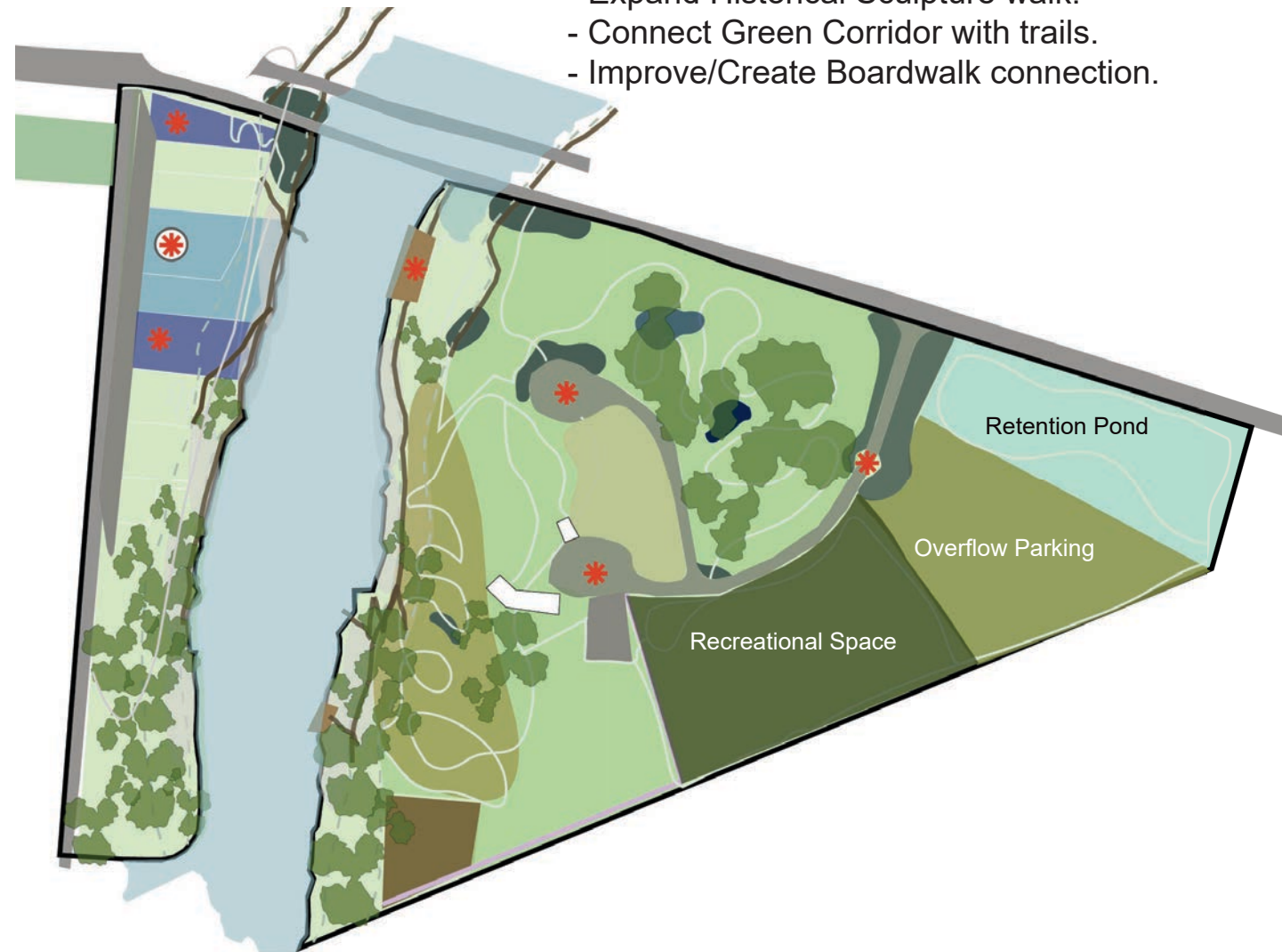


Source: Googleimages.com/columbus-beasons-park-bridge

3.5.3. Design Program

Schematic Plan

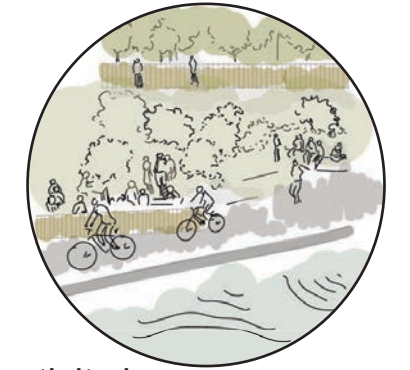
- Introduce Bio-Engineering methods.
- Increase trails around entire site.
- Designate specific space for recreational fields.
- Expand Historical Sculpture walk.
- Connect Green Corridor with trails.
- Improve/Create Boardwalk connection.



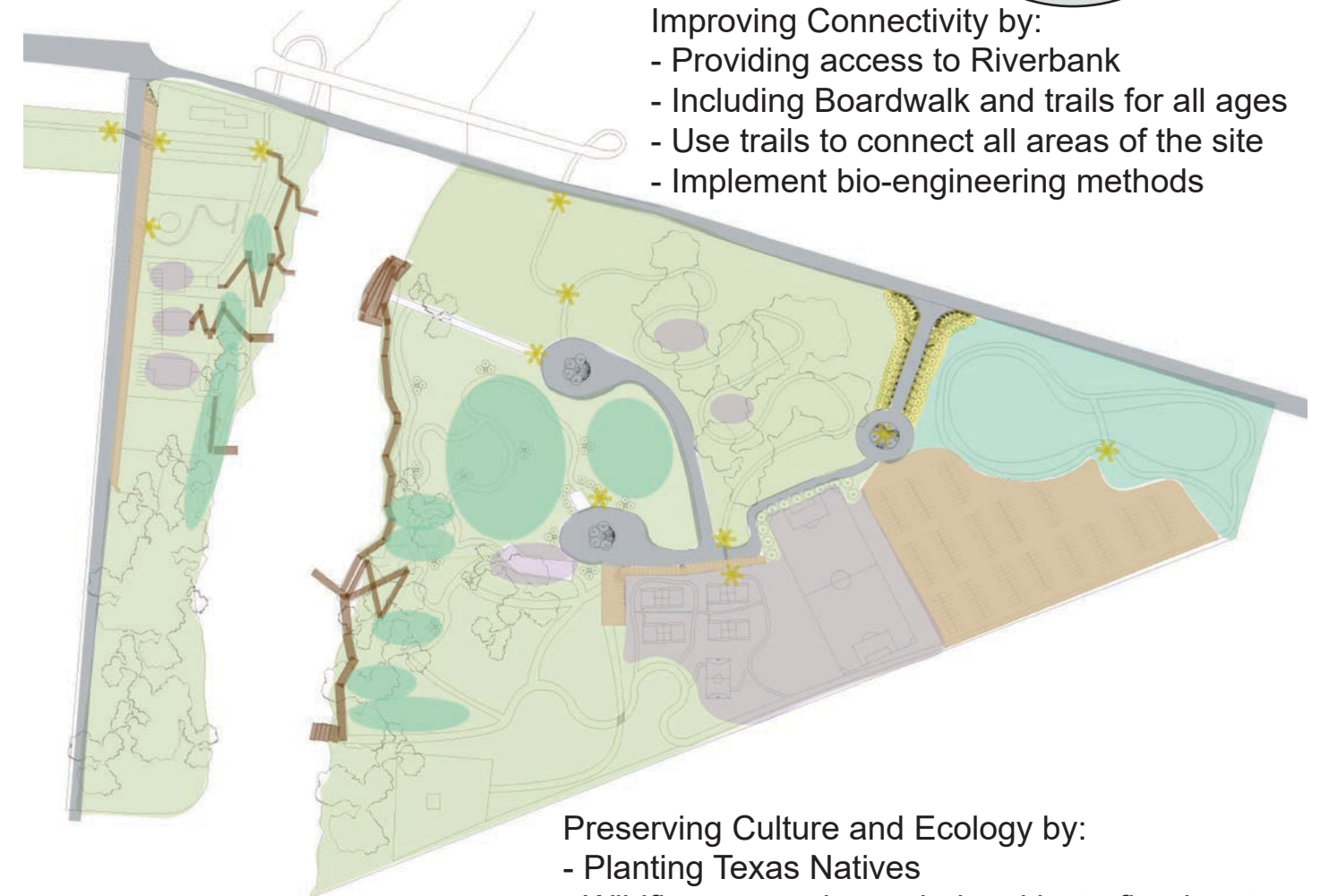
- | | | | |
|--|---------------------|--|---------------------------|
| | Existing Structure | | Greenspace |
| | Nodes | | Park/Open Space |
| | Proposed Parking | | Recreation |
| | Maintenance | | Water Education Park |
| | Boardwalk | | Bio-Engineering |
| | Riverfront View | | Vehicular Traffic |
| | Trails & Bike Paths | | Wildflower Plantings |
| | Entry Features | | Historical Sculpture Walk |
| | | | Proposed Commercial |

Visual Program

- Entry Features
- Bio-Engineering
- Recreation Spaces
- Parking
- Boardwalk



- Improving Connectivity by:
- Providing access to Riverbank
 - Including Boardwalk and trails for all ages
 - Use trails to connect all areas of the site
 - Implement bio-engineering methods



- Preserving Culture and Ecology by:
- Planting Texas Natives
 - Wildflower meadow to help mitigate flood waters





- Maximizing Value of Properties by:
- Beautifying both Riverbanks
 - Improving experience for tourists and residents
 - Designate recreational space
 - Emphasize entry features






Design Strategies

Legend

Connectivity

-  Bike Paths
-  Walkability
-  Parking Lots





Properties

-  Investment Opportunity
-  Private Ownership
-  Accessibility

Flooding

-  Erosion
-  Sustainability
-  Materials

Amenities

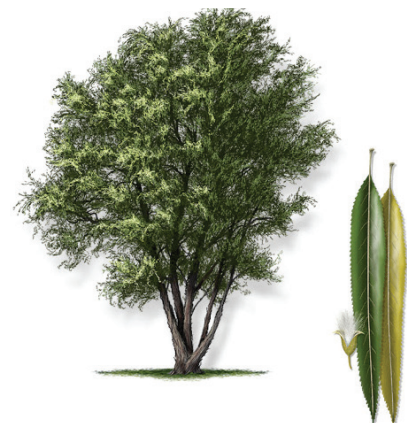
-  Recreational
-  Lighting
-  Signage
-  Seating

Local Columbus Flora

Utilizing native species helps to combat flooding by naturally recharging groundwater levels. Here are some of the native tree species found commonly along the Colorado River. These trees bring color and a lively ambiance to Columbus' riverfront



American Sycamore



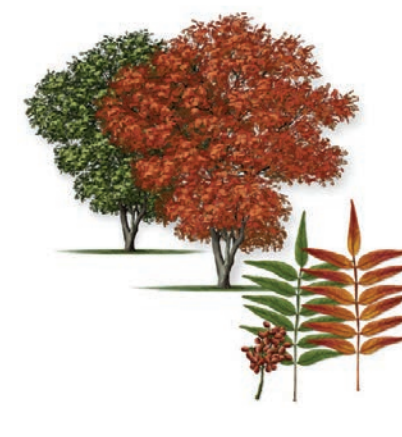
Black Willow



Cedar Elm



Texas Pecan



Flameleaf Sumac



Eastern Cottonwood

Images provided by TAMU Forest Service.

Maximize the Value of Riverfront Properties

- Increase the Commercial Development on the West Bank
- Expand the Downtown to the Riverfront
- Create a Tourist Atmosphere



Improve Pedestrian Accessibility & Circulation

- Create an Access Point between the East and West Banks
- Promote an Active Community
- Create a Historic Walk to Preserve the Local History



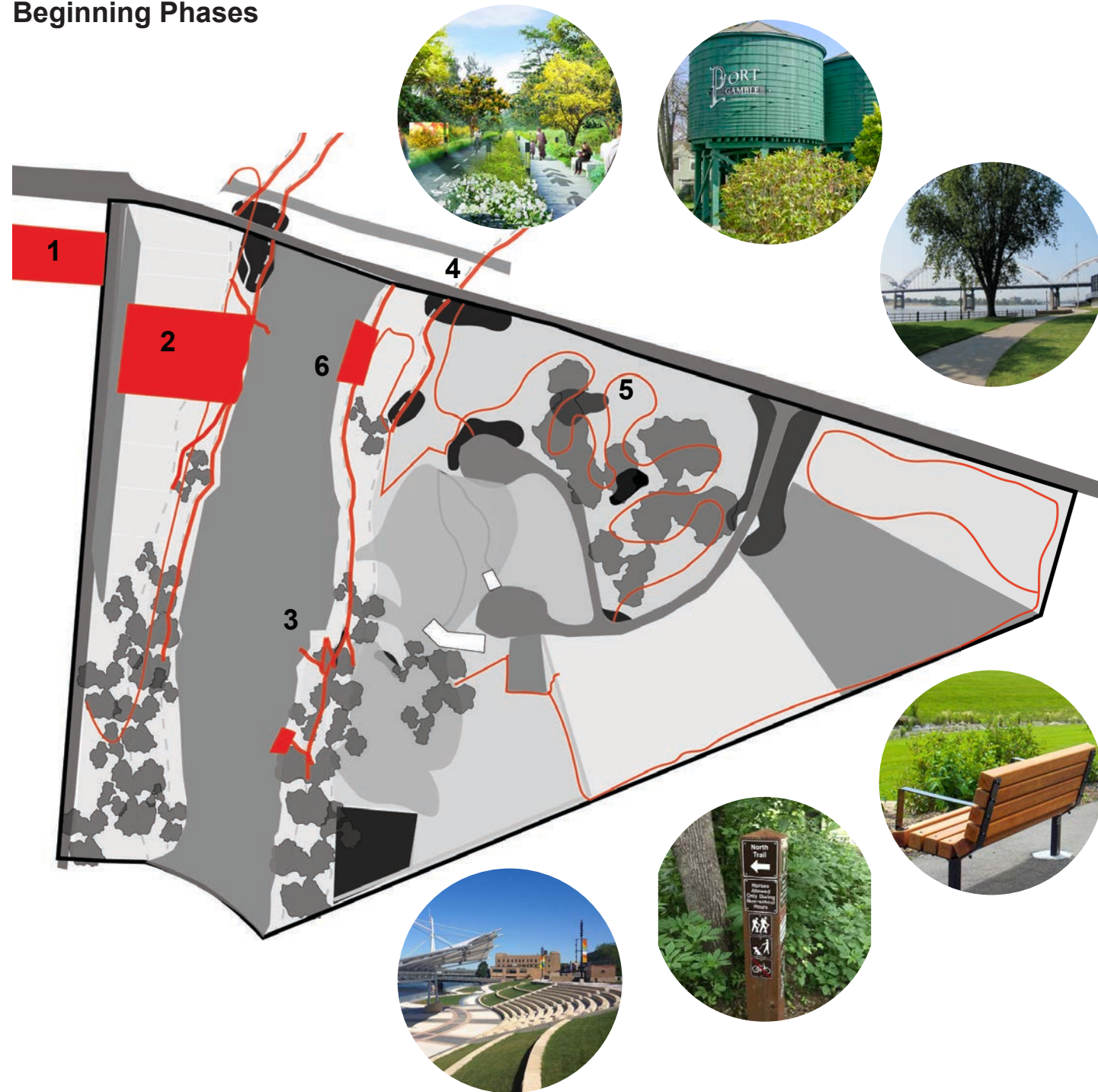
Reduce Flood Damage Risks

- Implement Floodable Materials and Additional Pervious Surfaces
- Create a Multilevel Riverbank to Combat the Rate of Erosion
- Implement Native Plantings



Phases of Design

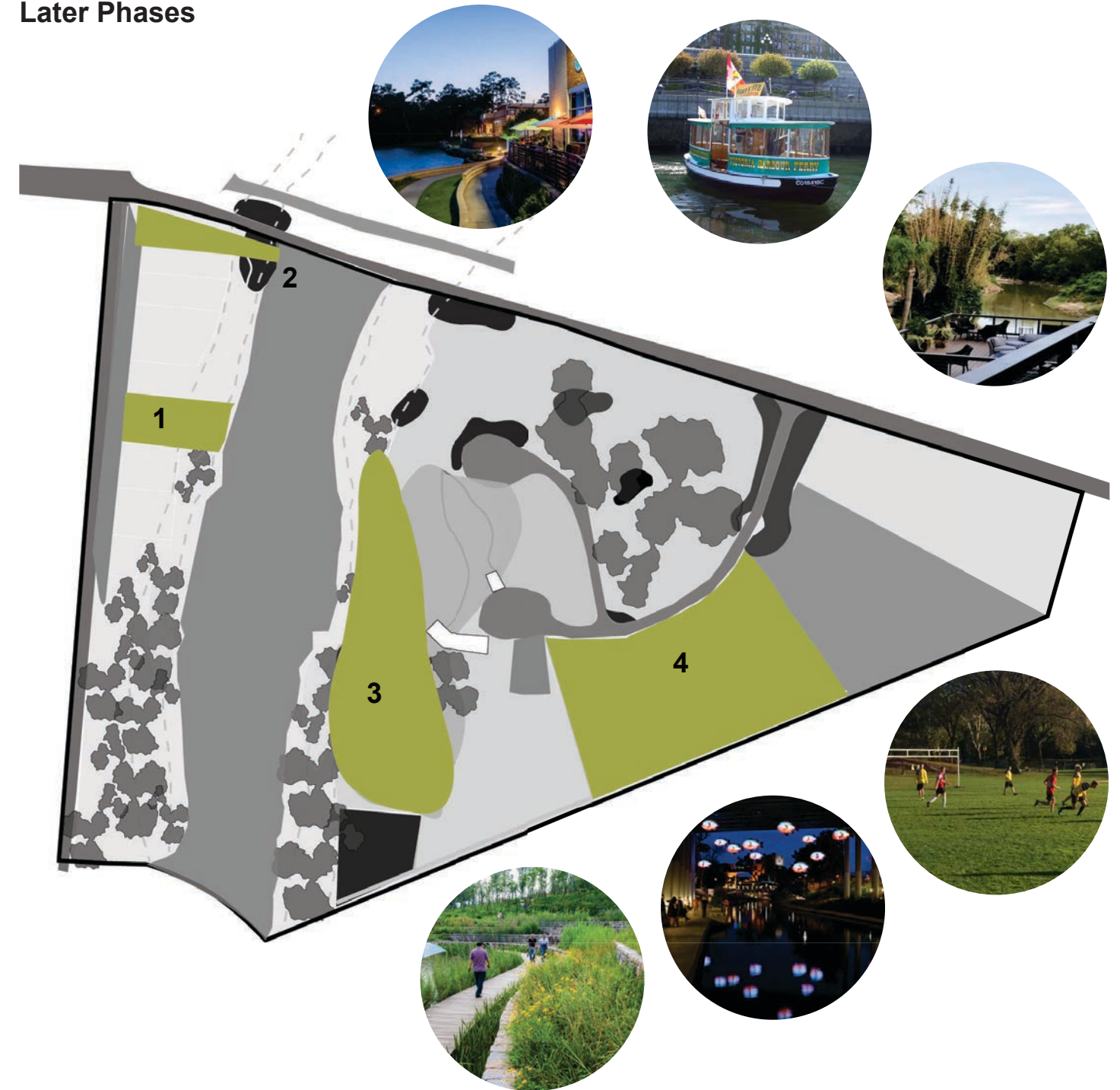
Beginning Phases



- West Bank:
- 1. Green Corridor
 - 2. Water Education Park
 - 3. Riverfront Boardwalk

- East Bank:
- 4. Connecting Bike Paths
 - 5. Lighting, Seating, Signage
 - 6. Performance Amphitheater

Later Phases



- West Bank:
- 1. Commercial Development
 - 2. River Ferry Ride

- East Bank:
- 3. Art Installations (Historic Sculpture Walk, Art Under Bridge)
 - 4. Sports Field Renovations

3.5.4. Master Plan

West Bank:

- 1. Historic and New Bridge
- 2. Potential Commercial Development
- 3. Water Education Garden
- 4. West Bank Trails
- 5. Restaurant
- 6. Preserved Land

East Bank:

- 7. Kayak Dock
- 8. Preserved Live Oaks
- 9. Ferry Dock
- 10. Observation Deck
- 11. Wildflower Meadow
- 12. Historic Sculpture Walk
- 13. Primary Parking Lot
- 14. Sports Facilities
- 15. Retention Pond
- 16. Overflow Parking



Spatial Elements

LAND USE



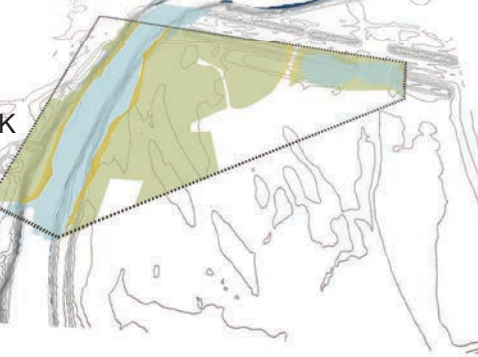
Legend

- Green Space
- Water
- Development
- Parking
- Recreation
- Bioengineering Plantings
- Built
- * Node
- Pedestrian Circulation
- Vehicle Movement

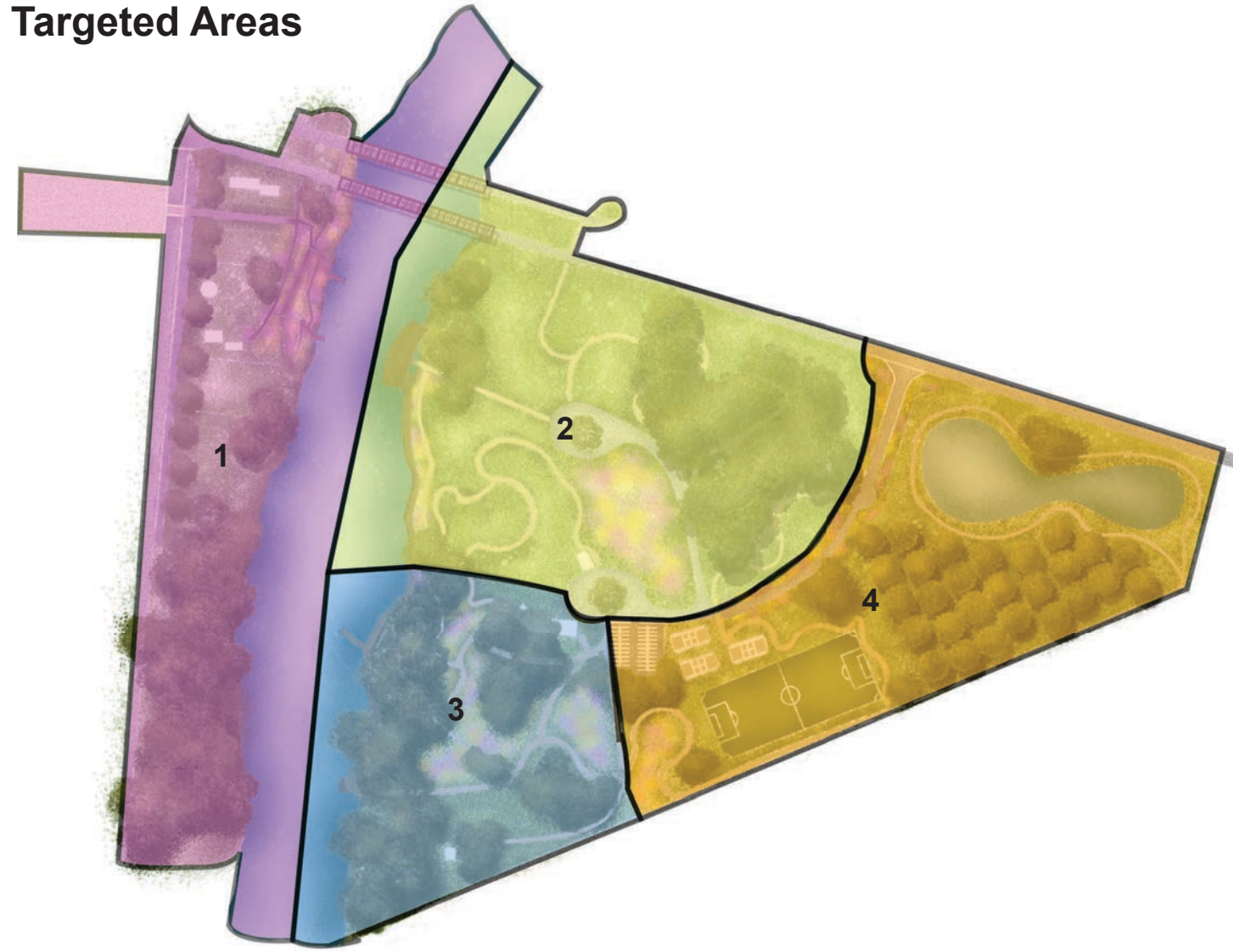
CIRCULATION & CONNECTIVITY



GREEN SPACE & WATER NETWORK



Targeted Areas



Proposed Development Density

Proposed Parking:
 Primary- 14,280 sq-ft
 Overflow- 160,892 sq-ft
 Total- 175,127 sq-ft

Pavilion Expansion:
 Existing- 3,693 sq-ft
 Proposed- 5,380 sq-ft

Proposed Buildings:
 Beginning Phase- 2,779 sq-ft
 Later Phase- 2,080 sq-ft
 Total- 4,859 sq-ft

Proposed Paths:
 Trails- 7,093 ft (1.5mi)
 Boardwalks- 400 ft (.08mi)
 Total- 7,493 ft (1.58mi)

1. West Bank Area

- Commercial Aspects
- Water Education Garden
- Green Corridor Connection to Downtown

2. Open Park Space

- Wildflower Meadow
- Live Oak Area
- Trail System
- Kayak Dock/part of Boardwalk

3. Historic Nature Area

- Sculpture Walk
- Pavilion
- Part of Boardwalk
- Observation Deck

4. Open Recreation Space

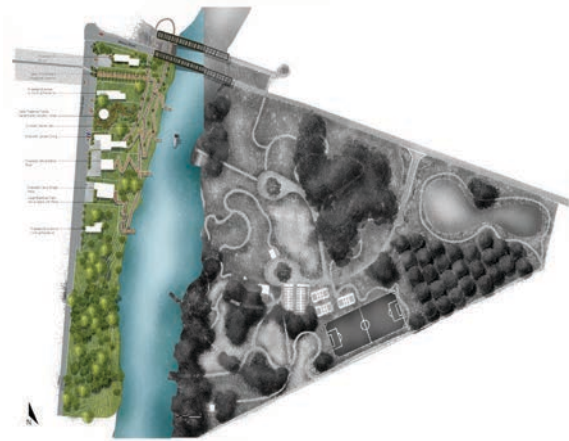
- Sports fields
- Parking
- Bio-retention Pond
- Entry to Park

3.5.5. West Bank Detailed Design

West Bank Site Plan

The West Bank is privately owned and would be proposed in place of existing businesses and residential homes in order to maximize profit for the city of Columbus.

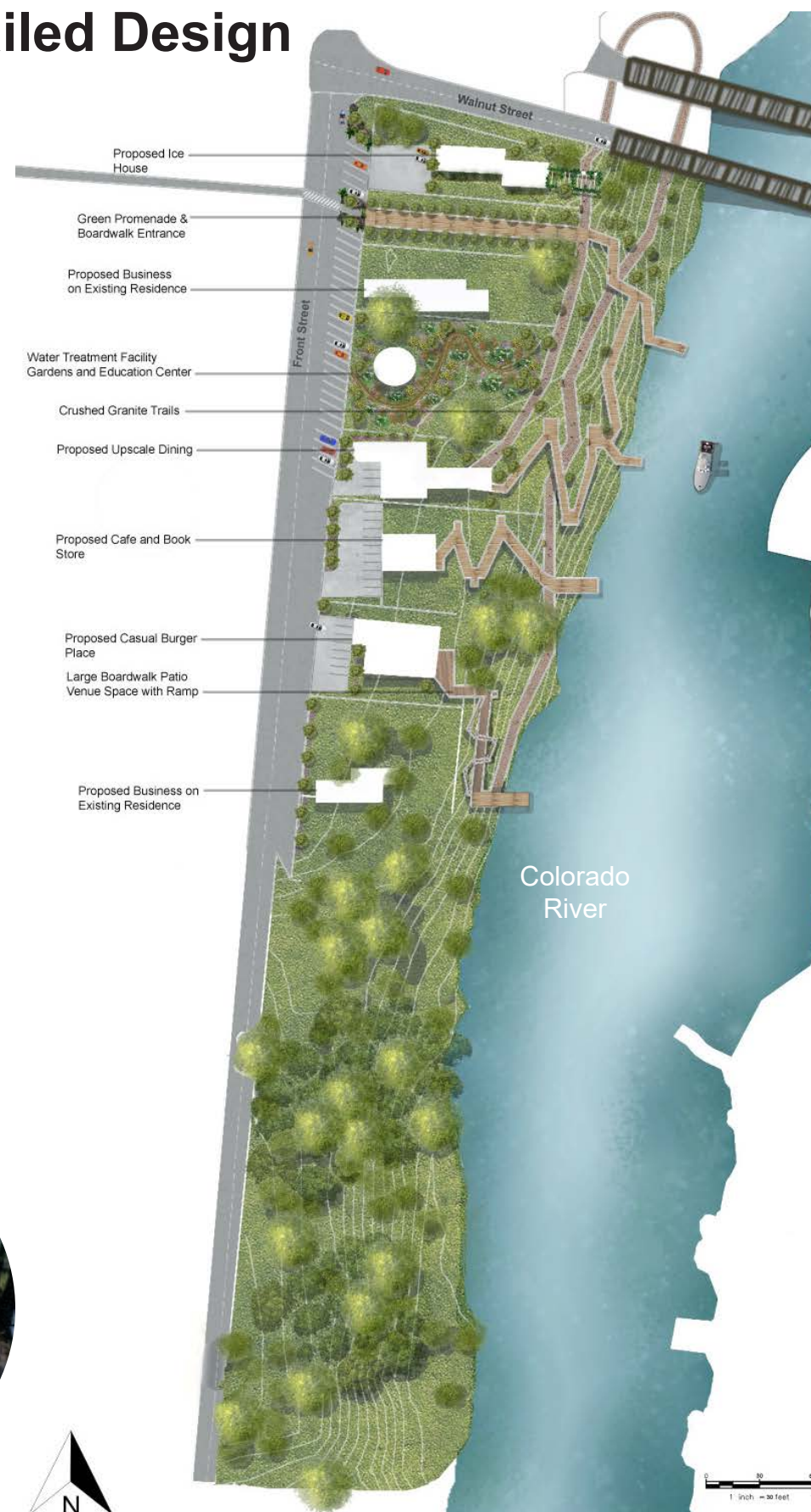
Context Map



Inspiration Pictures

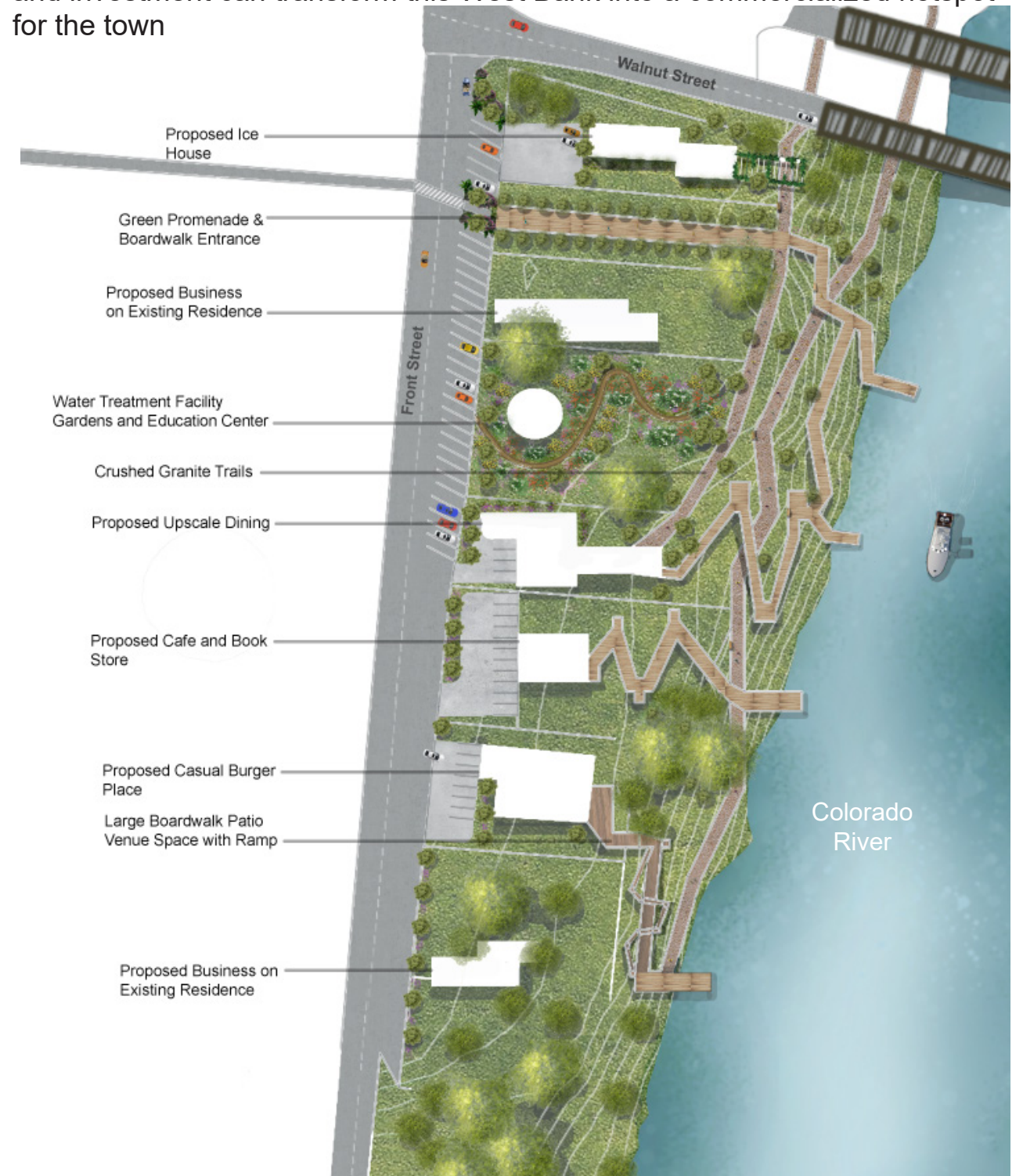


Source: https://www.google.com/search?q=boardwalk+on+river&tbm=isch&ved=2ahUKEwiy6Y7D3_



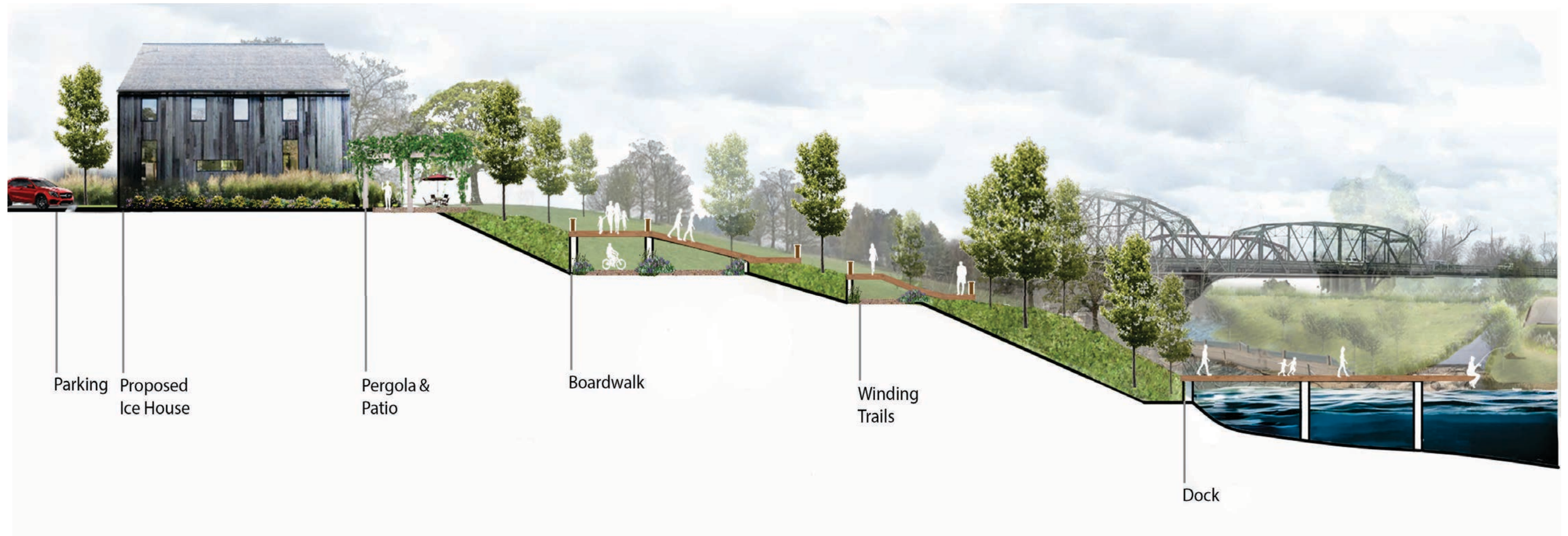
Zoomed-In Site Plan

The goal of the West Bank is to maximize profit for the town of Columbus through the utilization of riverfront property. Private ownership agreement and investment can transform this West Bank into a commercialized hotspot for the town



Section Elevation of Proposed Ice House

Our team chose to render this section because it is on prime property with river-front access on corner lot, as well as adjacent to the entry of the West Bank boardwalk. They are connected by a green promenade. The section line is shown to cut through the Ice House, floodable trail system and boardwalk.



Perspectives

Upscale Dining Perspective

Our team chose to render this perspective to portray the potential ultimate dining experience. This kind of property has the potential to attract tourists as well as locals to enjoy a romantic evening overlooking the Colorado River and the proposed renovations of Beason's Park.



Proposed Upscale Dining on current undeveloped lot.

Water Treatment Facility Gardens

The goal of the West Bank is to maximize profit for the town of Columbus through the utilization of high quality property and invest in commercializing the West Bank in addition to adding a water treatment facility into a Water Treatment Education Center.

This perspective turns the existing water treatment facility into an enjoyable, educational park. This organic garden space includes native species, floodable materials, Texas wildflowers, and an education space dedicated to the Hydrological Cycle. This space also serves as an organic entryway into the Boardwalk along the Colorado River.



Existing Conditions on West Bank Facing East Bridge.



North West Section of Beason's Park

Context Map

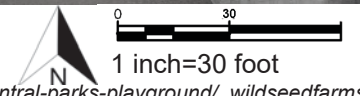


Site Plan



- Outdoor Amphitheater
- Live Oak Area
- Children's Playground
- Kayak Dock/part of Boardwalk
- Driveway to Boat Dock
- Trail System
- Wildflower Meadow

Inspiration Photos



Sources: <https://thejic.com/portfolio/riverfront-fort-wayne/>, <https://www.dnainfo.com/new-york/20150710/upper-east-side/central-parks-playground/>, wildseedfarms.com

Detail Design

Pre-Design



Outdoor Amphitheater Perspective



Inspiration Photos

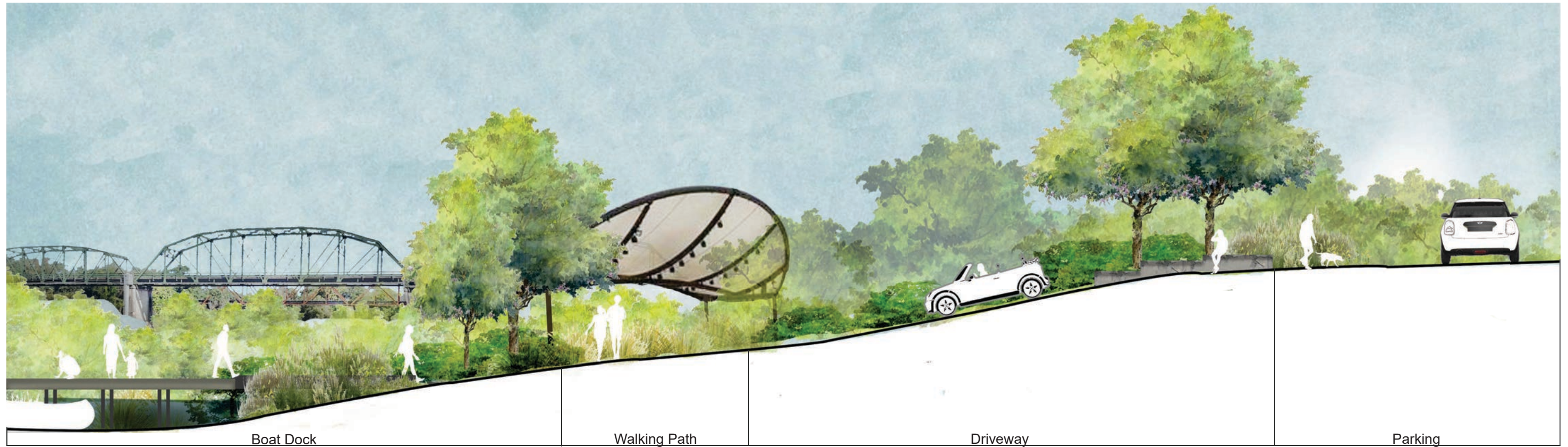


Perspective Viewpoint



Sources: <https://jimgarciahomes.com/philip-miller-park-amphitheater/>, <https://theljc.com/portfolio/riverfront-fort-wayne/>

Section A-A'



Pre-Design



Perspective Viewpoint



Boardwalk Perspective



Sources: <https://texasindependencetrail.com/>

Historic Nature Area Site Plan

Inspiration Photos

Wildflower Meadow



Pavilion



Observation Deck



Historic Sculptur^e



Images provided by Shutterstock



Historic Nature Area Perspective

The nature boardwalk snakes along the East bank of the Colorado River, allowing all to capture the natural beauty of the park. People will be able to walk through the trees with this new addition. This is a perfect opportunity for a photo op, sightsee the historic bridge, and nature watch. An observation deck extends from the tree line allowing for a perfect resting place over the water.

The wildflower meadow incorporates active living with historical education. As you meander along the trails, you will come across historical statues, depicting Columbus' rich history. A vibrant wildflower meadow creates the perfect backdrop for pictures or an afternoon walk.



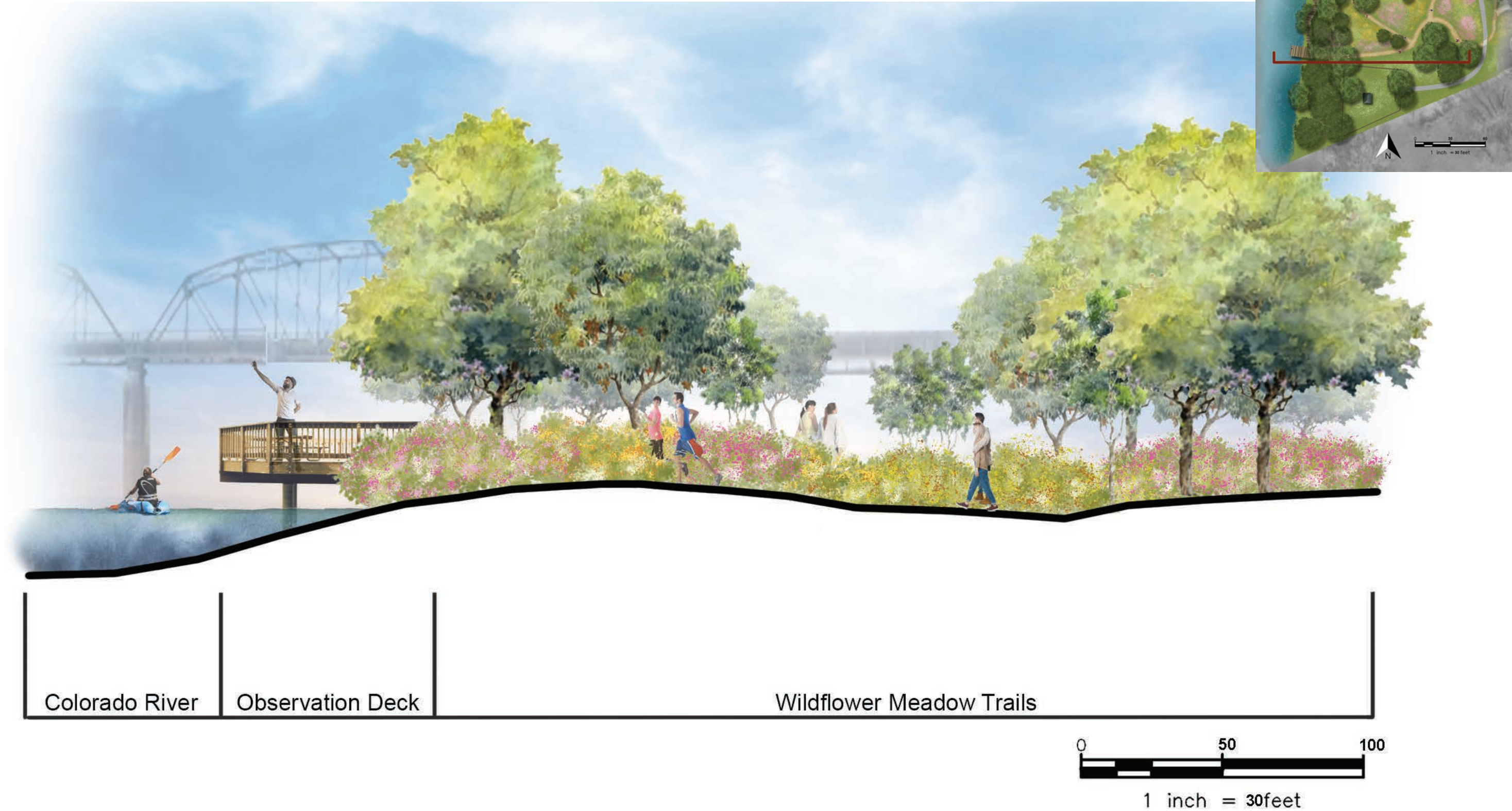
Nature Boardwalk



Wildflower Meadow



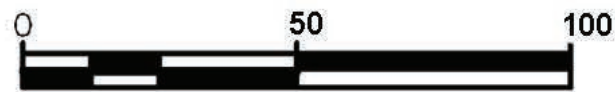
Section of the Wildflower Meadow



Colorado River

Observation Deck

Wildflower Meadow Trails



1 inch = 30 feet

East Corner of Beason's Park

Context Map



Site Plan



Entry Drive with Plantings

Retention Pond

Overflow Parking Orchard

Soccer Field

Formal Parking/Road

Tennis Courts

Basketball Court

Wildflower Patch

Walking Trails

Images provided by Shutterstock

1 inch=30 foot



Overflow Parking Orchard Perspective (1)



Retention Pond Perspective (2)



Current Site Conditions



Perspective Viewpoints

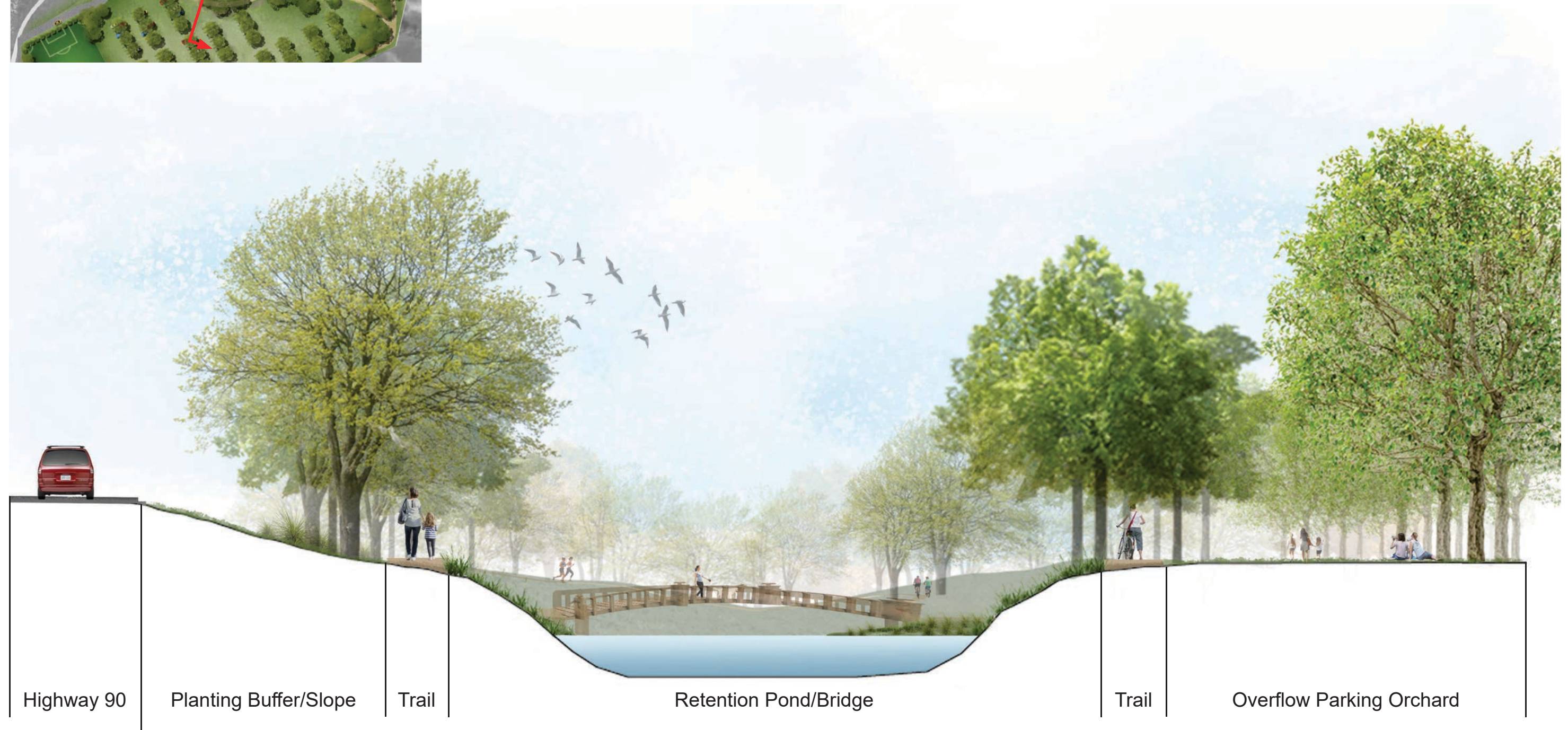
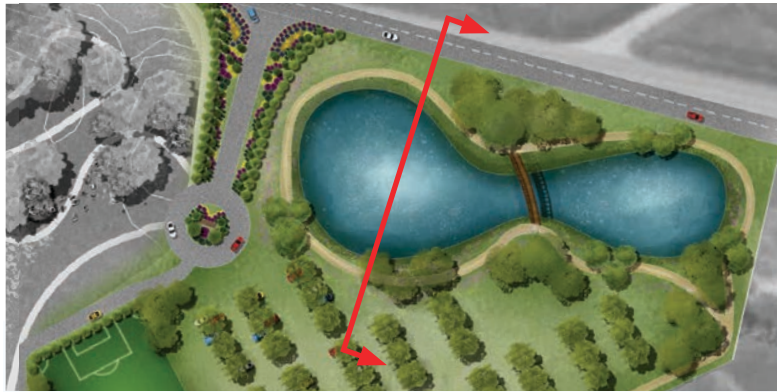


Current Site Conditions



Retention Pond Section

Section Location



3.6. Colorado Riverfront Corridor

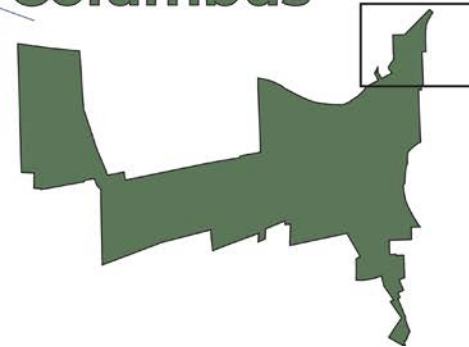
3.6.1. Location and Context

Texas

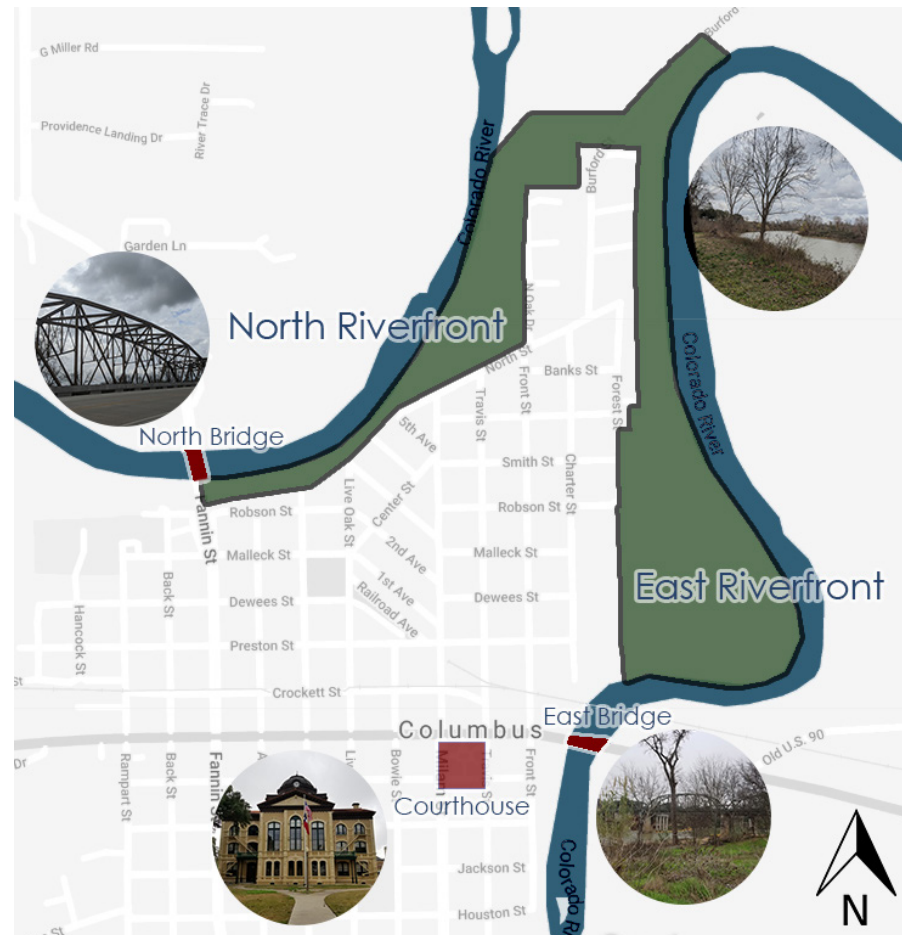


Colorado County

Columbus



Source: Arexy DeLeon



Columbus, TX is approximately an hour west via Hwy 10 from Houston, TX and two hours east via Hwy 10 from San Antonio, TX

Source: Lindsey Chavez

3.6.2. Key Issues



- Major flooding in most of the east river front
- Ranging from 6 - 10 feet of water
 - Bank is eroded



- Limited access points
- 3 main access points for both North and East Bridge



- 40 - 80% slope changes
- Not ADA Accessible



- Private Property/ Liability Issues
- East Bridge: Cattle rancher owns most of the land
 - North Bridge: Private RV homes

3.6.3. Design Program



Mission Statement

The goal is to create a riverfront space that respects the existing culture and historical value of the city while drawing diverse activities to the underutilize Colorado River asset.

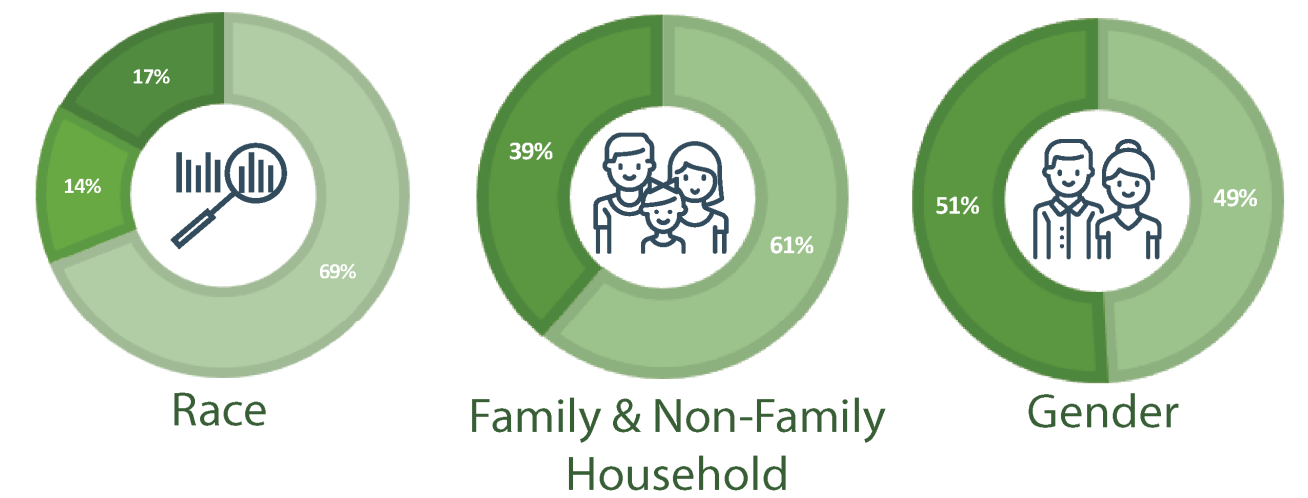
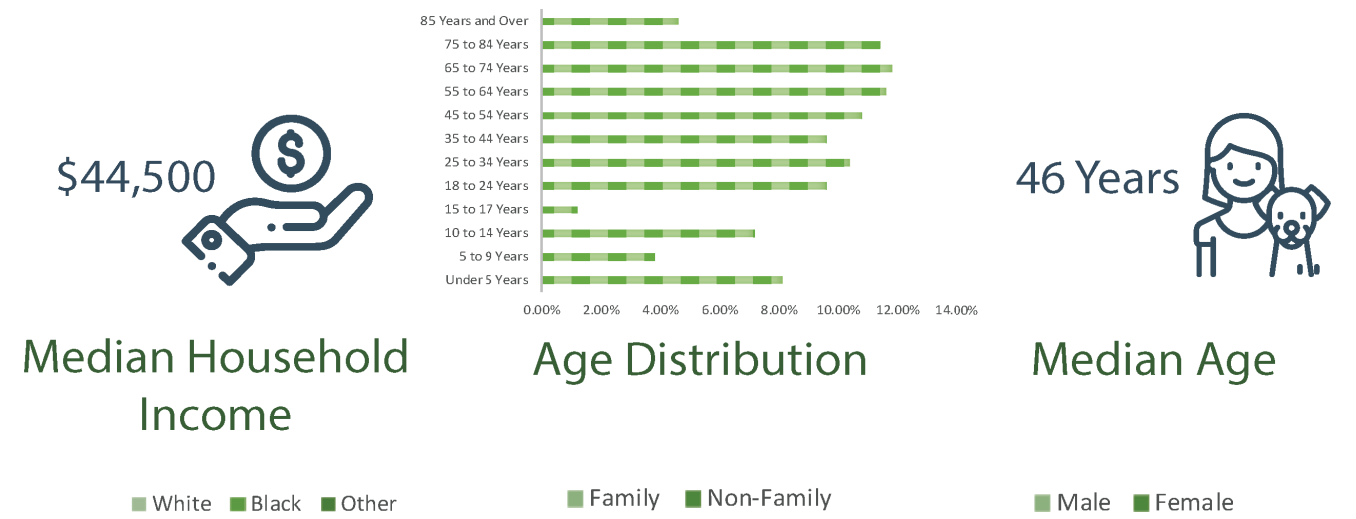
Design Goals



The main priorities are:

- Control and mitigate flooding and bank erosion
- Preserve open space
- Implement investment opportunities
- Promote recreational and civic engagement

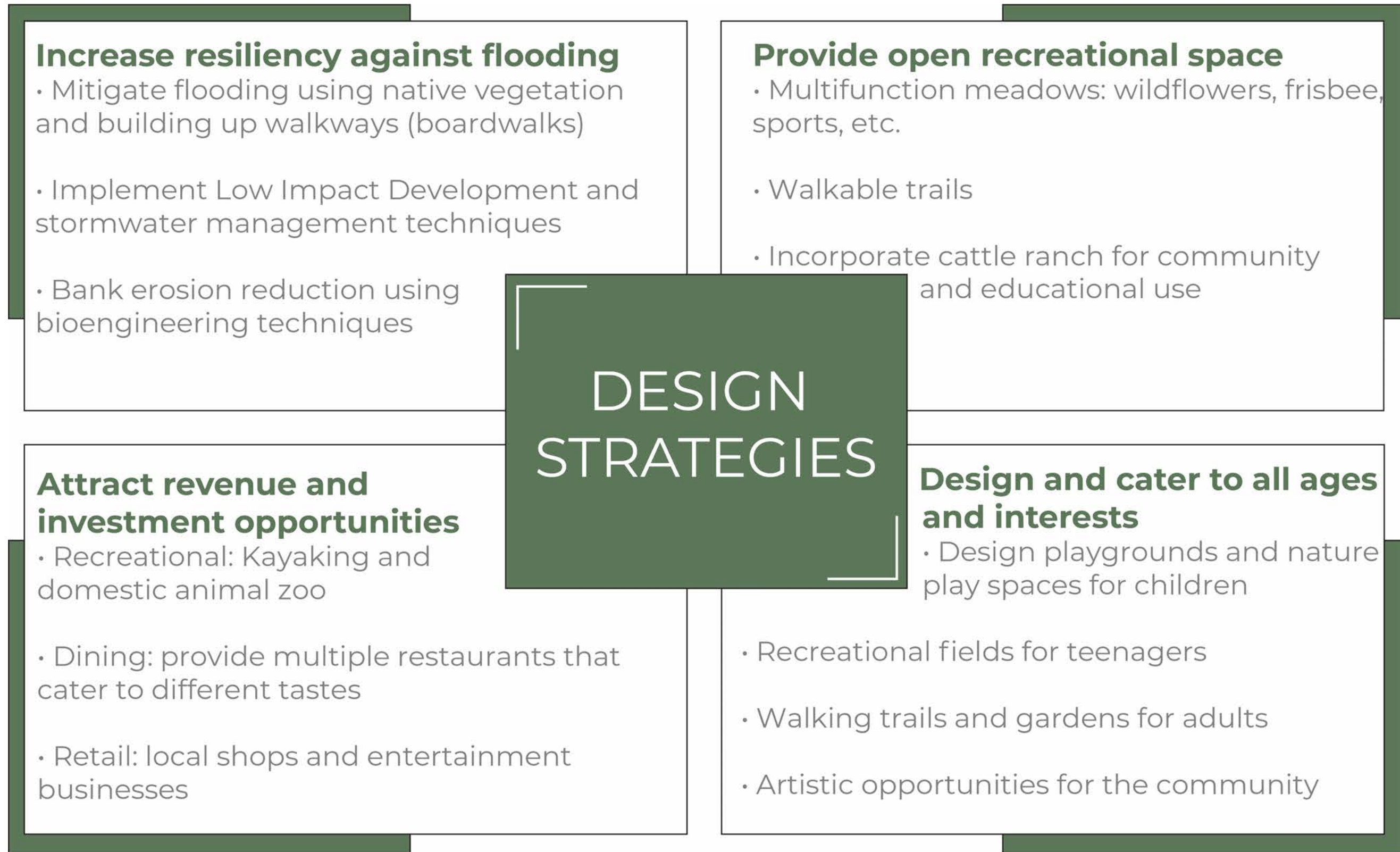
User Analysis: Columbus Population



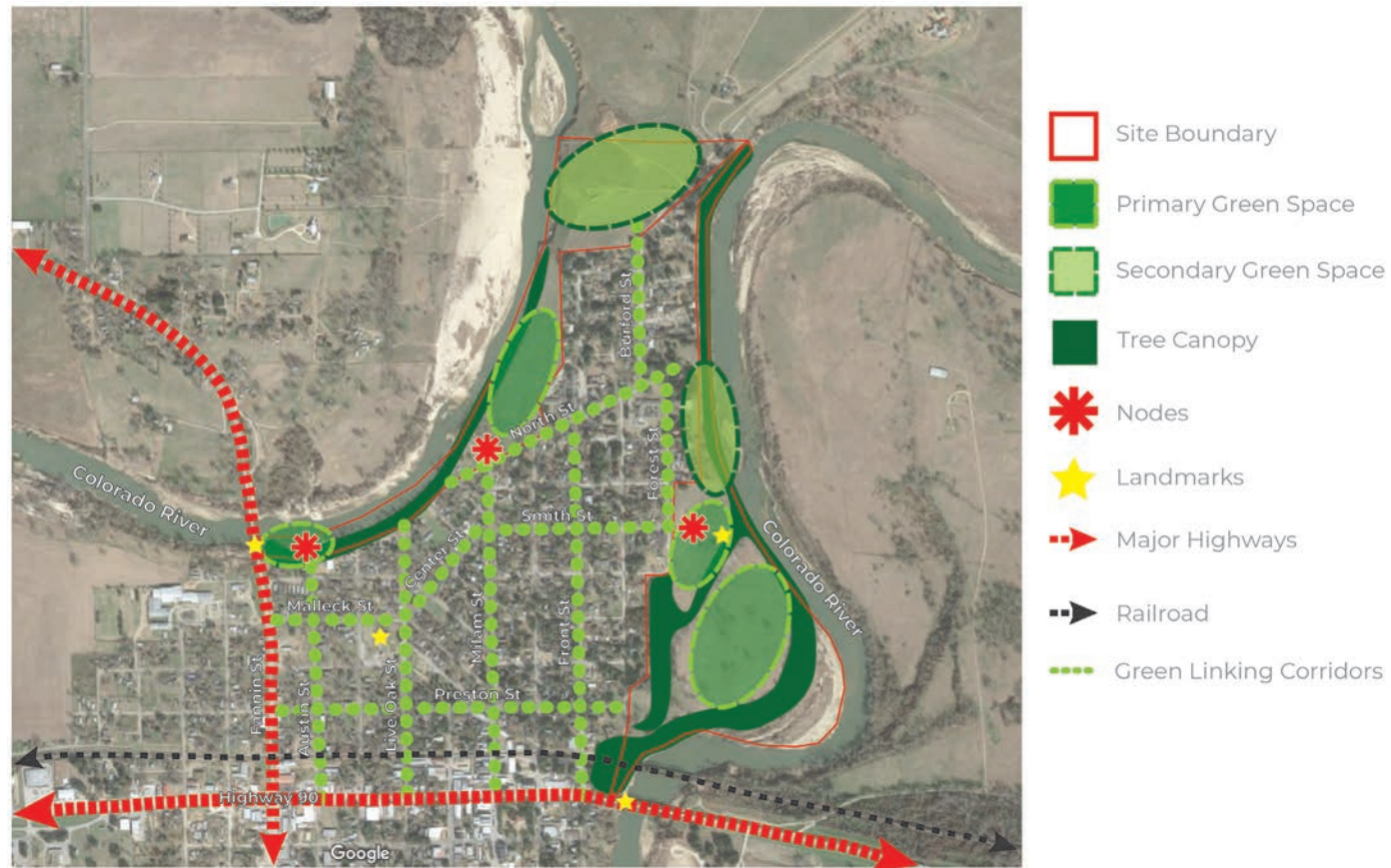
User Analysis: Design for All

| | Children | Teens | Adults | Elderly |
|---------------------|---|---|--|---|
| Activities | <ul style="list-style-type: none"> •Play •Eat •Learn | <ul style="list-style-type: none"> •Play •Exercise •Socialize •Eat •Learn | <ul style="list-style-type: none"> •Exercise •Socialize •Eat •Shop | <ul style="list-style-type: none"> •Walk •Exercise •Socialize •Eat •Shop |
| User Specific Areas | <ul style="list-style-type: none"> •Nature Play Area •Water Play Area •Playground •Community Garden •Petting Zoo | <ul style="list-style-type: none"> •Recreational Fields •Kayak •Community Garden •Restaurants •Artistic Space •Educational Walk | <ul style="list-style-type: none"> •Jogging Trail •Kayak •Open Space •Gathering Venue •Commercial Plaza •Recreational Field •Community Garden •Artistic Space •Educational Walk | <ul style="list-style-type: none"> •Jogging Trail •Open Space •Gathering Venue •Commercial Plaza •Community Garden •Artistic Space •Educational Walk |

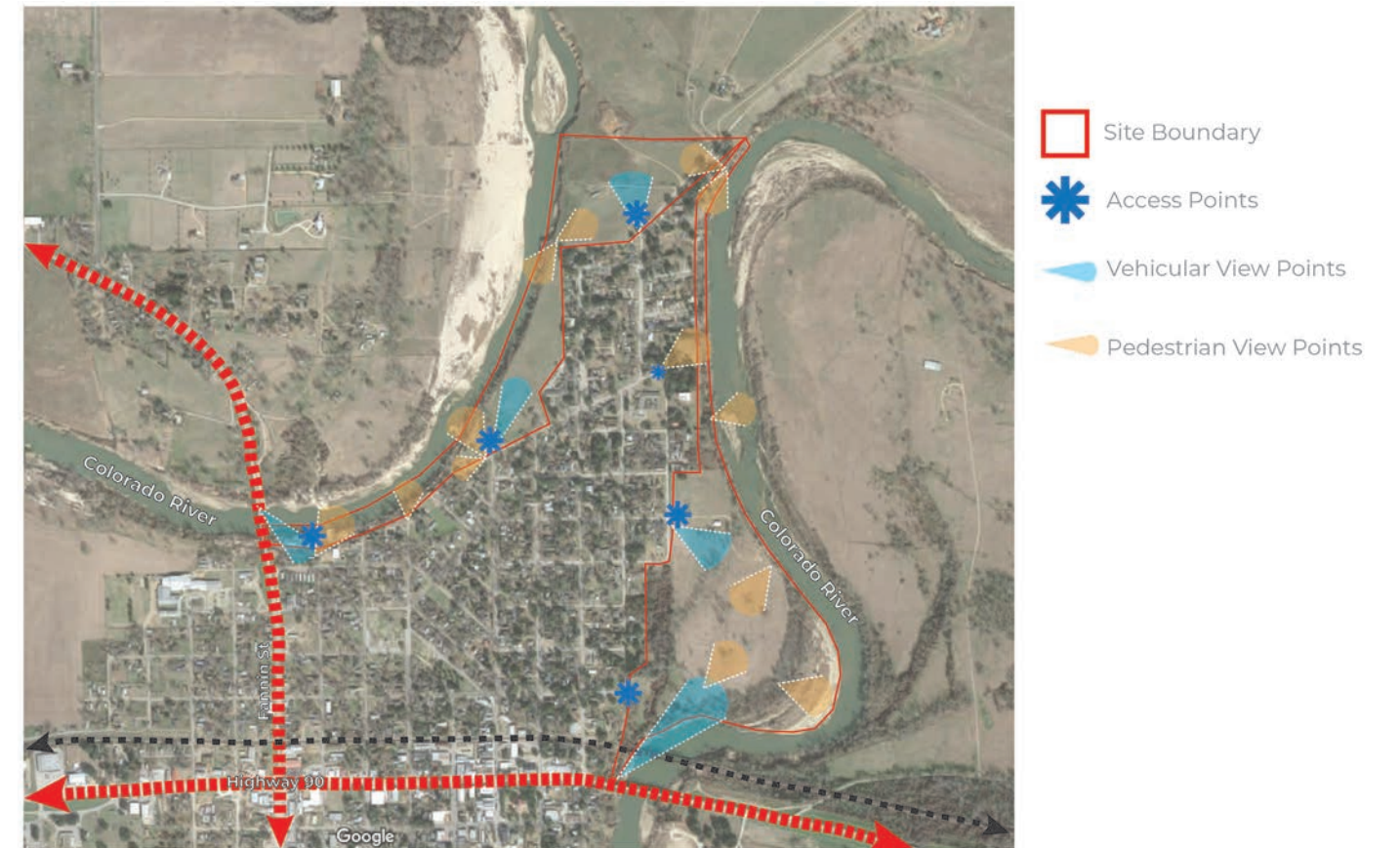
Design Strategies



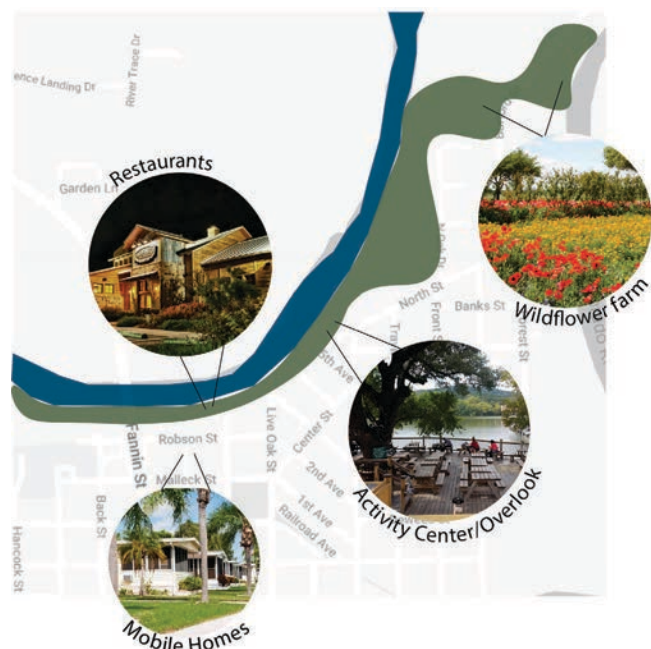
Concept Diagram



Access and Viewpoints Diagram



Site-specific Functional Diagram: North Bridge



The North Bridge Riverfront will be divided into three distinct activity centers. These three activity centers will be connected by a system of trails running along the edge of the river.

Starting from Fannin St and going East:

- Restaurant/ Business District
- Community Park
- Wildflower Farm

The following design would like to propose the beautification of the mobile home park.

Site-specific Functional Diagram: East Bridge



The East Bridge Riverfront will be divided into three distinct activity hubs. Like the North Bridge Riverfront, these activity centers will be connected by a system of trails running along the edge of the river from Fannin St. to Highway 90.

- Wildflower Farm
- Nature Trails
- Ranch Education Park

The trails would continue to run to and connect with the West Bank of the proposed design for Beason's Park.

Circulation



- LEGEND**
- ◄-----► Major Highway
 - ◄-----► Railroad
 - ◄-----► Primary Access Roads
 - ◄-----► Trails

Structures



- Proposed Structures
- Existing Structures

17 Proposed Structures

3.6.4. Master Plan

Business Sector



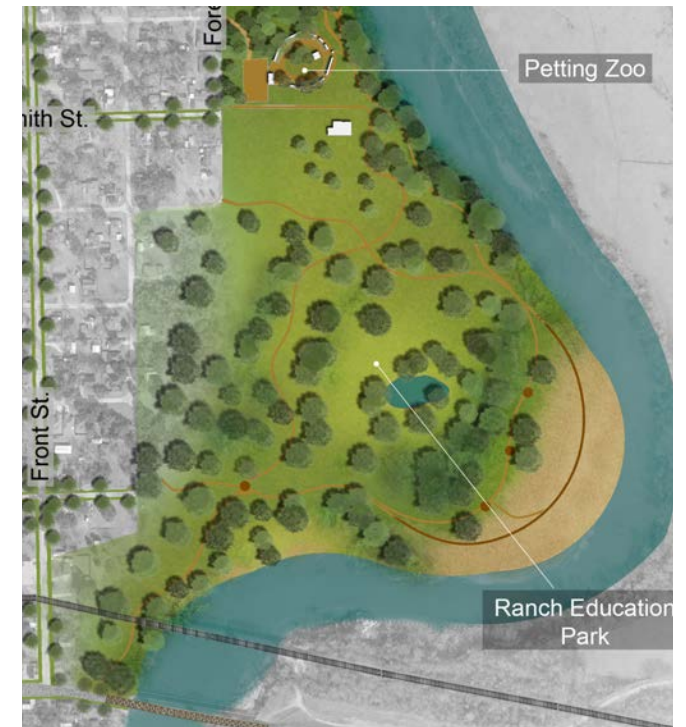
Lively Oaks Community Park



Wildflower Farm and Natural Trail System



Ranch Education Park



3.6.5. Detailed Design

Business Sector



Lighting Design Concept

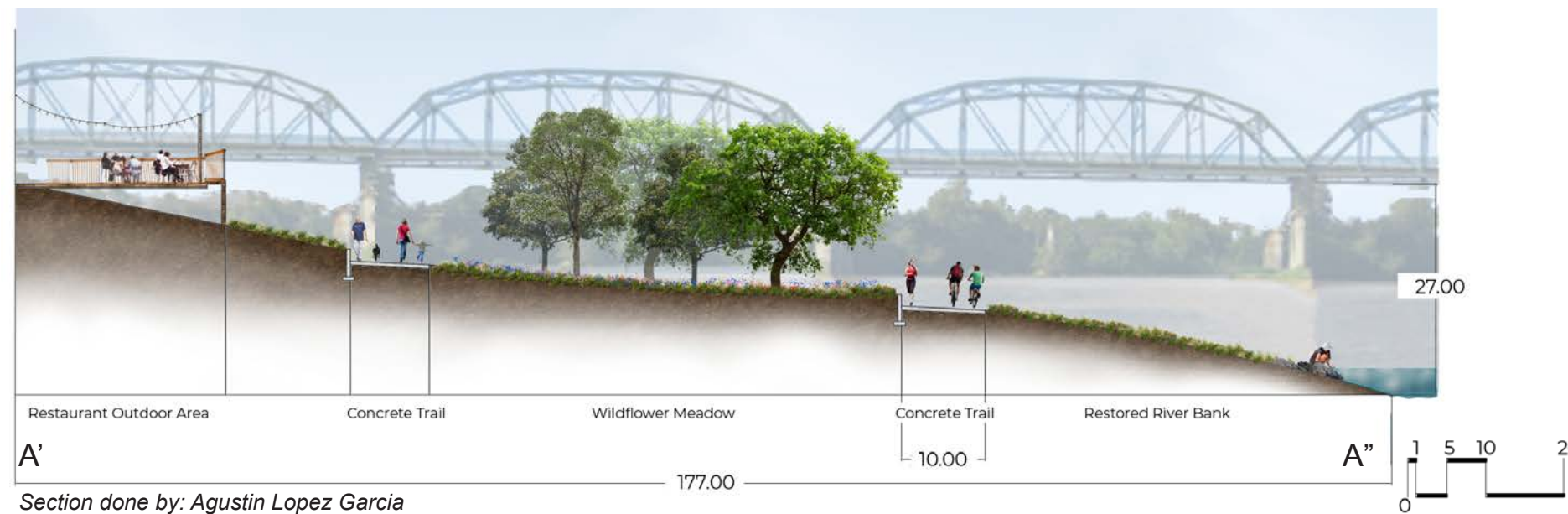


Site Maps done by: Agustin Lopez Garcia

Location Index



Section A' - A''



Section done by: Agustin Lopez Garcia

The Business Sector proposes to bring in a restaurant and other similar business that would generate revenue for the city. It will be viewed from visitors coming to and leaving Columbus from the North Bridge. Connected to the business cluster are nature trails that are built on the restored river's edge. This will mitigate flooding and create an activity space for locals and tourists alike.

Detailed Design



Perspective of the restaurant overlooking the Colorado River and Fannin St out in the distance.

Perspective Done by: Agustin Lopez Garcia

Inspiration Pictures



Neighbor's Kitchen & Yard - Bastrop, TX
Image Source: Google Earth



Image Source: Google Images



Mozart's Cafe - Austin, TX
Image Source: Google Images

Perspective Index



Business Sector Perspectives



Perspective of the trail system and the restored river bank.

Inspiration Pictures



Buffalo Bayou - Houston, TX
Image Source: Google Images



Buffalo Bayou - Houston, TX
Image Source: Google Images



Image Source: Google Images



Lone Star Riverboat - Austin, TX
Image Source: Google Images

Perspective Index



Detailed Design

Live Oaks Community Park

Index Locator



The Live Oaks Community Park promotes active living for the community by providing a sports fields which includes a volleyball sand court, two basketball courts, and a soccer field. The park also provides a pavilion for family events, an open lawn for any additional activities, and a healing garden provided for the Columbus Oaks Health Care residents. The Live Oak Community Park then connects to the Wildflower Farm through a trail system. The area is safe and enjoyable for everyone in the city including visitors.

Inspiration Pictures



Bowdoin Park - Wappinger Falls, NY
Image Source: Google Images



Founder's Park - Alexandria, VA
Image Source: Mr. TinDC on Flickr

Site Plan done by: Arexy De Leon

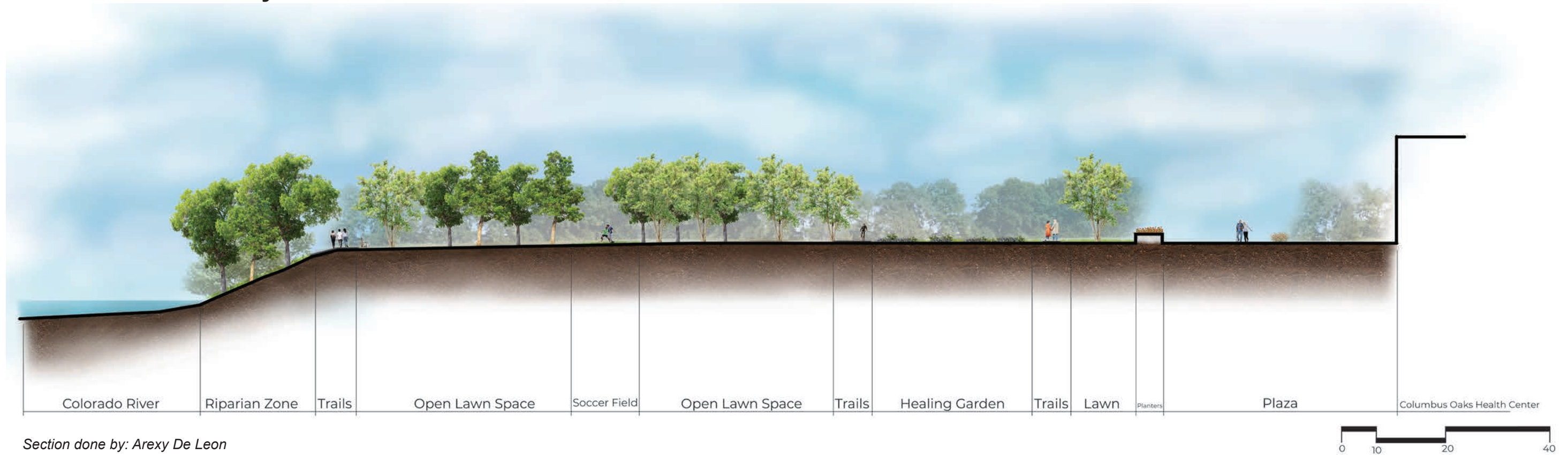
Live Oaks Community Park Perspective



Index Locator



Live Oaks Community Park Section



Section done by: Arexy De Leon

Live Oaks Community Park Entrance Perspective



Detailed Design

Wildflower Farm and Natural Trail System

This redesign portrays how Columbus holds great potential for a Wildflower Farm and Natural Trail System. This site allows for a space where visitors as well as locals, can come and take pictures in the wildflower farm/ tulip fields. Great place for getting cut flowers as well. Wedding venues, graduation pictures, and relaxation can happen here. The banks surrounding the Colorado river are currently very steep. They have been regraded in order to accommodate two separate trails at different elevations to allow the public to walk through nature and learn about the history of the river as well as a fishing pier and ferry dock.

Design Inspiration

Butterfly Sculpture



Informational Sign



Index Locator



Source/Reference:
www.mouthvernon.com
www.Spokesman.com

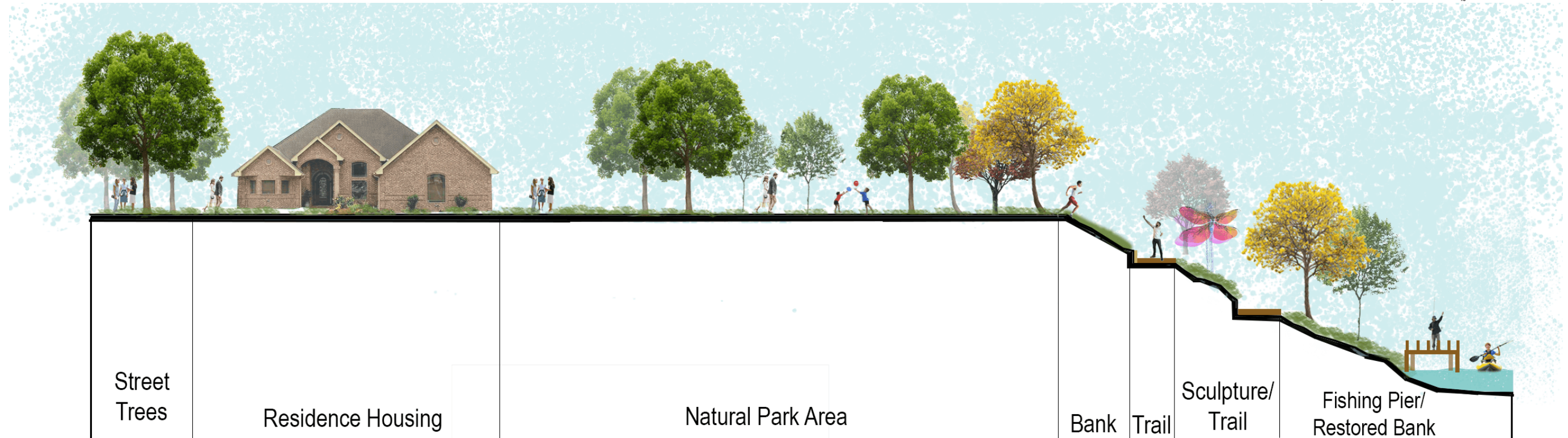
Site Plan



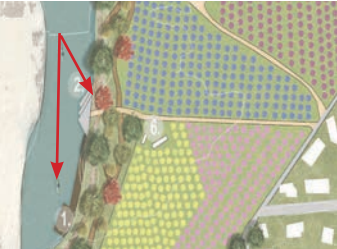
Trail System - Sculpture Walk Perspective



River Bank Section



Wildflower Farm - Colorado River Bank Perspective



Detailed Design

Ranch Education Park

The Ranch Education Park reimagines an area that is underutilized. This park proposes a way to honor agriculture by incorporating the existing cattle ranch and creating an educational opportunity from it. The park begins at a petting zoo where kids and adults can learn about farm animals. Connected to this are nature trails that meander around the grazing meadow where cattle roam. The park also proposes a beach for the community and a dog park. All of the areas explore different relationships in nature. Flooding is a concern at this site, but can be mitigated through bioengineering techniques such as contour wattling and brush matting for slope and bank stabilization.

Design Inspiration



Petting Zoo



Cows Grazing



Dog at Spring Lake Regional Park

Index Locator



Source/Reference
 Petting Zoo: www.northernvirginiamag.com,
 Cows Grazing: www.beefmagazine.com,
 Dog at Lake: www.sonomacounty.com

Site Plan



Petting Zoo Perspective



Petting Zoo and River Bank Section



Educational Ranch Bird's Eye View

