



City of Corpus Christi



Uptown Corridors

REVITALIZATION STRATEGY - STAPLES & LEOPARD

OPEN HOUSE #1

July 28, 2021

Meeting Summary



Meeting Details

The first Open House for Uptown Corridors Revitalization strategy for Staples & Leopard St took place on July 28, 2021. Asakura Robinson and City of Corpus Christi Planning Department led the meeting and facilitated the discussions. Approximately 35 people attended the meeting in-person. An additional 1,500 have viewed the presentation online via Facebook and 262 viewed the presentation on YouTube.

The Open House kicked off at 5:30pm and participants were invited to four station activities. The station activities were: SWOT analysis, headline writing activity, visioning of the public realm, and character identification for the corridor. At 6pm, Dan McGinn, the Director of Planning with City of Corpus Christi, started off the meeting with welcoming all attendees and introducing the project and the Open House. Mayor Paulette M. Guajardo, Council Member Ben Molina, and City Manager Peter Zanoni shared their vision and expectations of the project. The consultant team then presented the project timeline, study area, and key findings from their background research. Following the presentation, the station activities were facilitated by the consulting firm.

A PDF of the presentation, Community open house flyer, and Online survey flyer are available on the project website at www.cctexas.com/uptown and can be viewed using the following links:

Video – [Community Open House Presentation video](#) (July 28, 2021)

Presentation - [Community Open House](#) (July 28, 2021)

Flyer - [Community Open House](#) (July 28, 2021 5:30 to 7:00 PM)

Flyer - [Community Survey](#) (through August 15, 2021)

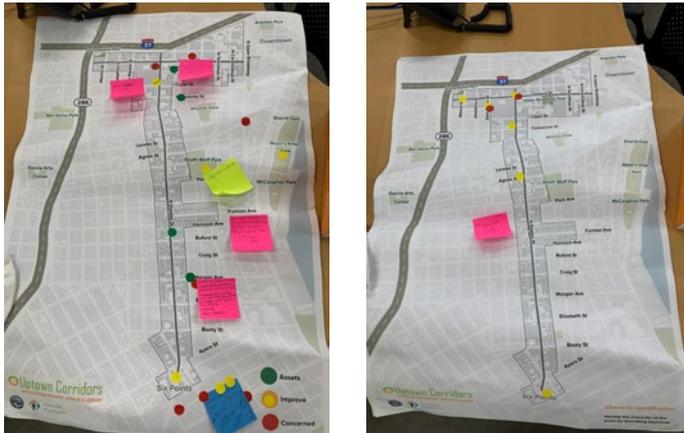


Station activities and their feedback

SWOT analysis: The aim of this activity was to identify the assets, improvements, and concerns of the corridor by putting the related color stickers onto a map. Some feedback received were:

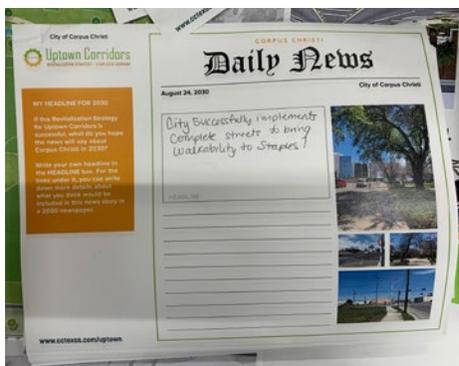
- More lighting and trees (for shade and cooling) in areas around City hall.
- South Bluff Park is not safe for all.
- Corner of Morgan/Staples needs more parking, due to high volume of people stopping by. There is also a lack of green and seating areas near the shopping center. Efforts to make it safe and family friendly must be included.
- The vehicular traffic in the corridor is very fast. There is need of speed regulating elements such as speed bumps and stop signs.
- Addition of emergency phones (like the ones in universities) can help reach the authorities quickly in time of need.

- Map showing participant’s input for assets (green), improvements(yellow), and concerns(red) show combination of assets, improvements and concerns in the north, near the government buildings, and areas of improvement in the south of the corridor.



Headline activity: The task for this activity was to write headlines that people are hoping to see for the Uptown corridors in 2030. Some of the Headlines received were:

- City successfully implements complete streets to bring walkability to Staples.
- For the 8th year in a row “Uptown” leads the city in Building permits.
- Tens of thousands celebrate the City’s newest festival on Saturday in Uptown.
- Uptown Revitalization project complete.
- Easy Parking for flying cars opens above Leopard, wonderful opportunities for outdoor dining along the former roadway.
- Corpus Christi brings in another corporate HQ!
- Come alive with the Sparkling City by the Sea.



Character Identification: The aim of this activity was to identify the character of the zones by describing keywords for each zone. Some characters identified are:

- There are at least three different types of zones for the corridor depending on intent of use.

Public realm visioning: Participants worked together to design the street configuration within the right-of-way for both Staples and Leopard Corridor by using the provided street elements which could be moved around the floor to give a hands-on approach to designing.

- Most people wanted only two driving lanes with minimal on-street parking.
- There was a lot of consideration on protecting bike lanes from vehicular traffic with the help of green buffers.
- Seating and other on-street furniture were included to increase walkability.
- A common turn lane for ease of flow of traffic was also preferred.
- Wider sidewalks (of 6' and 8') with trees for shade was a common design preference.



General Feedback

Lighting along the corridor must be done with consideration for safety.

The curb heights should be ergonomically designed.

Consideration must be given to land use changes, especially those that have negatively impacted the corridor in the past.

Safety of people visiting the corridor must be taken care of when designing especially considering the large population of homeless people.

Bike lanes should be safe from vehicular lanes by providing a strong buffer. Also the buffer can stop cars from parking on bike lanes.