



more choices,
great places



LIVABLE CENTERS

Implementation Report

May 2016



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Executive Summary

Livable Centers are places where **people can live, work, and play with less reliance on their cars.** Livable Centers are compact and mixed-use, are designed to be walkable, and are connected and accessible by multiple modes.

The Houston-Galveston Area Council's (H-GAC) Livable Centers program works with local communities to identify specific recommendations, such as pedestrian and bicycle facilities, that can help facilitate the creation of Livable Centers. Since its inception in 2008, H-GAC's Livable Centers program has completed studies in urban, suburban, and rural areas throughout the 8-county region.

Single-occupancy
vehicle trips reduced daily

416,541

Livable Centers provide mobility benefits by making mode shift from single-occupancy vehicles to transit, walking, and bicycling more feasible. At their current activity intensity levels (jobs and household densities), H-GAC Livable Centers study areas reduce an estimated **416,541** single-occupancy vehicle trips daily. This reduction is a result of people being able to make trips by foot, bicycle, transit, or carpool due to the concentration of destinations within the center.

When calculated using the study areas' projected 2040 activity intensity levels, the Livable Centers study areas will reduce an **additional 155,719** single-occupancy vehicle trips daily. Investments in the physical infrastructure that supports walking, bicycling, and transit – such as sidewalks, bicycle facilities, and safe intersection designs identified during the study process – will help provide further mobility improvements.



Job growth from
2009-2013

17.5%

Livable Centers, in addition to being walkable places, are also job centers. The total job growth in Livable Centers study areas for the 2009-2013 period was 17.5%, outpacing the overall 8-county region's job growth rate of 11.7%.

That Livable Centers study areas are supporting an increasing number of employees is significant because it underscores that multi-modal transportation improvements resulting from the studies (such as sidewalk or bicycle infrastructure) can help take single-occupancy vehicle **work** trips off the road. Such improvements are serving workers in, addition to any recreational benefit provided by such improvements.

The 18 H-GAC Livable Center studies completed by May 2015 and included in this implementation report identify a total of \$568,460,864 in transportation improvements recommended to improve multi-modal mobility (sidewalks, bikeways, transit, intersections/bridge/underpass treatments). Livable Centers projects have received a total of \$56,814,325 in past and current Transportation Improvement Plans (TIP), including projects not specifically identified in H-GAC Livable Centers studies.

A total of **\$197,041,186** in locally sponsored capital improvements had been made by May 2015 in Livable Centers study areas. An additional **\$272,146,008** are planned or programmed.

Local capital
improvements

\$197,041,186



What is a Livable Center?

What is a Livable Center? Livable Centers are safe, convenient, and attractive areas where people can live, work, and play with less reliance on their cars. Livable Centers have the following characteristics:

Compact and Mixed-Use



Designed to be Walkable



Connected and Accessible



By 2040, the 8-county Houston-Galveston region is expected to grow by an additional 3.5 million people. Accommodating this growth will overburden the region's transportation network unless we identify ways to reduce vehicle trips. H-GAC's Livable Centers is one strategy to address this challenge.

What is H-GAC's Livable Centers Program?

H-GAC's Livable Centers Program works with local communities to identify specific recommendations, such as pedestrian and bicycle facilities, that can help facilitate the creation of Livable Centers. Through the study process the local community identifies a vision for the study area. The studies contain an implementation plan to realize this vision.

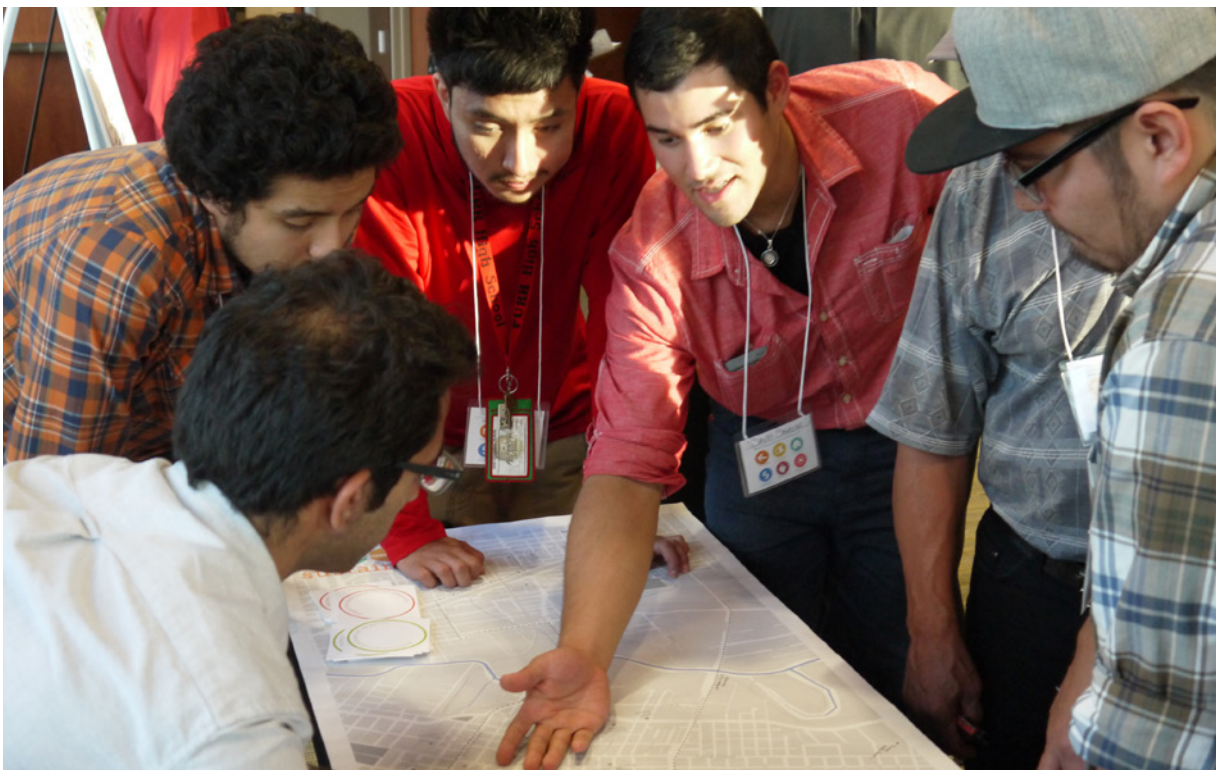


Since its inception in 2008, H-GAC's Livable Centers program has completed studies in urban, suburban, and rural locations throughout the 8-county region. Although each Livable Centers study differs in its specific scope, all studies share the following common goals:

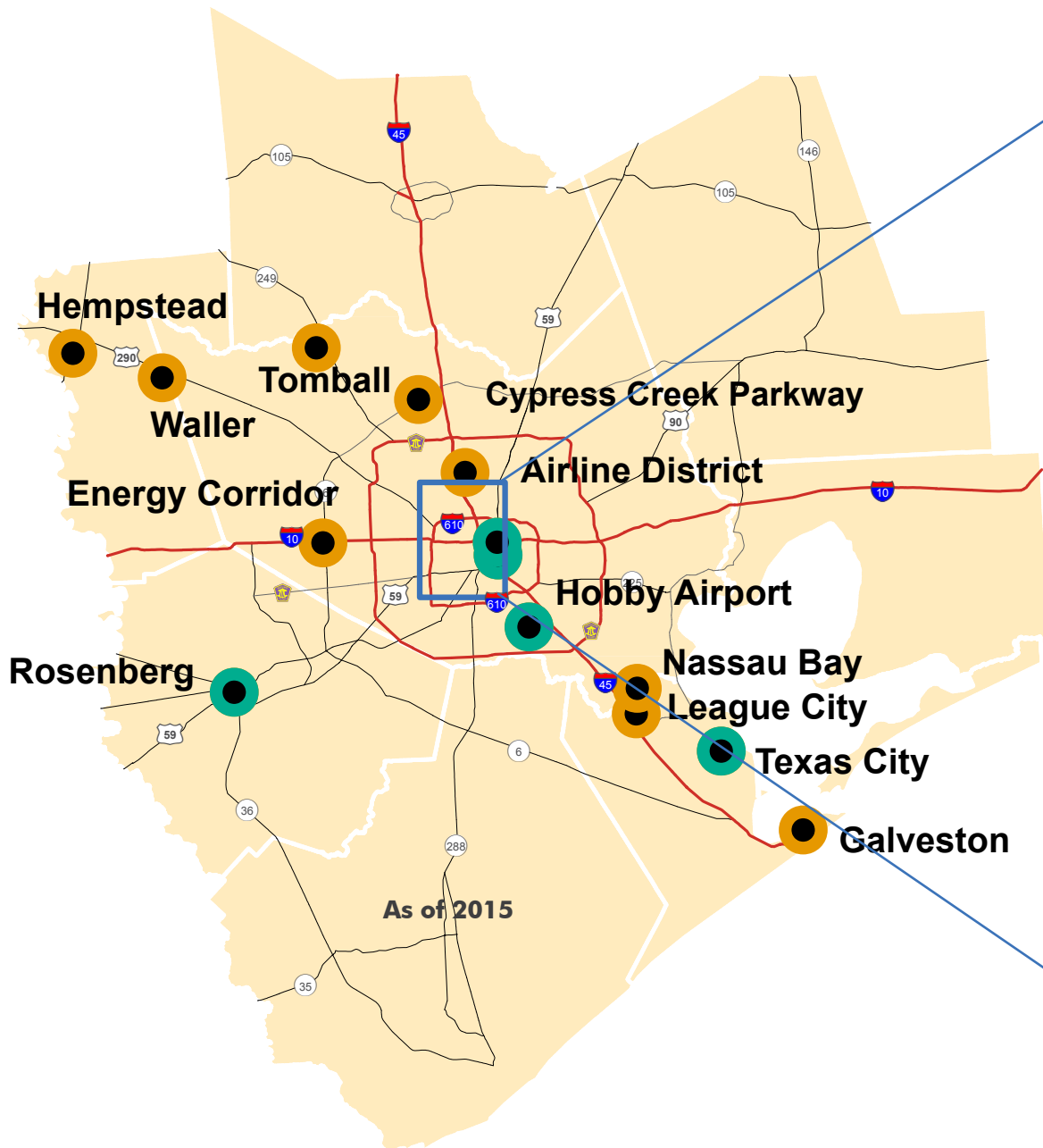
- Engaging the community and building capacity of study participants
- Creating walkable, mixed-use places
- Improving environmental quality, including preserving and creating open spaces
- Increasing economic development and revitalization
- Increasing the sense of identity and community and preserving history and culture

H-GAC's Livable Centers program is part of the *2040 Regional Transportation Plan's* strategy to improve multi-modal mobility in the H-GAC region. The Transportation Policy Council allocates funding through the Transportation Improvement Program (TIP) for a variety of transportation plans and projects, including the Livable Centers program. The Livable Centers studies contain a 20% local partner match.

Local partners apply to H-GAC for consideration and selection through a Call for Partners process. The process is competitive, with more funds requested than are available in each round of funding. Selected local partners include entities eligible to receive federal transportation funding. Typical partners include municipalities, counties, management districts, and other special districts.



Livable Center Study Locations



As of 2015

- Completed Studies
- Ongoing and Future Studies





As of 2015

- Completed Studies
- Ongoing and Future Studies



What are the Benefits of Creating Livable Centers in the Region?

Economic Development



Livable Centers create a unique, identifiable destination, bolstering civic pride and acting as a catalyst for investment and development. Public investments can help leverage private investment.

A \$12.5 million renovation to Levy Park is currently underway. Levy Park will be a gathering place not only for the community, but a destination for the region as well.

Livable Centers study example:

Upper Kirby

- Creating and building off a brand
- Public investment: Levy Park

The Upper Kirby Livable Centers study, completed in 2010, identified the need to enhance Levy Park as the only green space in the Upper Kirby District. Creating safe pedestrian connections to the park, as well as creating a unique destination that could serve as a catalyst for private investment, were identified as priority projects.



Office of James Burnett

Community



Livable Centers are comfortable, appealing places for people to interact. They feature open spaces, such as parks, plazas, and marketplaces that accommodate public gatherings and foster a sense of community.

Livable Centers study example:

Near Northwest Management District

- Branding and signage/identity
- Butterfly Garden demonstration project

The Near Northwest Management District's 2012 Livable Centers study launched a branding vision to create a unified and recognizable identity for the Antoine corridor area within the City of Houston. The district's butterfly garden demonstration project, an outgrowth of the Livable Centers study, has created a sense of community and place for residents to experience nature and green space.



Environment



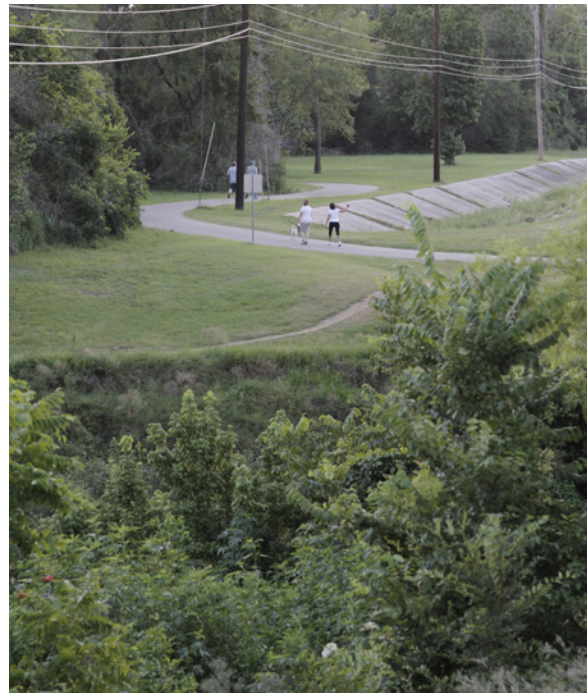
Livable Centers help increase access to parks and open space as well as look at how to create new open spaces in communities. By reducing the need to make vehicle trips, Livable Centers also help to improve air quality.

Livable Centers study example:

Cypress Creek

- Increasing access to trails and nature

The Cypress Creek Parkway Livable Centers study, completed in 2014, includes a vision for several projects capitalizing on and connecting to the Cypress Creek Greenway, a regional 40-mile trail project under construction. These include new trails along drainage canals, conversion of vacant lots into new community parks, and improvements to the transportation network to increase access to the greenway. An implementation advisory committee is meeting regularly to pursue these recommendations.



Mobility



Traffic Engineers, Inc.

Livable Centers make walking, bicycling, and transit more convenient by concentrating destinations and providing adequate pedestrian and bicyclist infrastructure. Fewer local trips help reduce congestion on major thoroughfares.

and shopping opportunity accessible to the local community without having to travel by vehicle. The project was an outgrowth of the Livable Centers study.

Livable Centers study example:

East End

- Improving ped/bike access to bus and light rail
- Creating new destinations such as market

The East End Management District's 2009 Livable Centers study identified pedestrian improvements to improve access to transit corridors. The study's recommendations have been fully implemented, with over \$25 million of transportation improvements built within the study area. Residents can now safely access the METRO light rail line and bus stops via safe sidewalks, reducing the need to make vehicle trips.

Creating community gathering places and increasing the sense of identity is another benefit of Livable Centers. In April of 2015, East End Market began operation in a new esplanade on Navigation Boulevard, providing a gathering place



Livable Centers Benefits Calculator

H-GAC's Livable Centers Benefits Calculator is a sketch planning tool that demonstrates the potential benefits, as measured by mode shift from single-occupancy vehicles to walking, bicycling, or transit, which could occur from the presence of centers of varying sizes and densities in the region. The tool is not meant to be a precise measurement of benefits, but rather provide a means to quantify their potential magnitude. The tool, calibrated for the H-GAC region, recognizes five center types (Urban Core, Regional Center, Town Center, Neighborhood Center, and Main Street) based on their levels of population and employment densities (activity intensity), among other factors. The different center types each produce different levels of potential mode shift benefits.



Livable Center Name	Current Center Type Designation
Downtown/EaDo	Urban Core
Upper Kirby	Regional Center
Midtown	Regional Center
Galveston	Regional Center
Energy Corridor	Town Center
Washington Avenue	Town Center
Fourth Ward	Town Center
Cypress Creek	Town Center
NASA Area Management District	Town Center
League City	Neighborhood Center
Northside	Neighborhood Center
East End	Neighborhood Center
Tomball	Neighborhood Center
Independence Heights/ Northline	Neighborhood Center
Fifth Ward/East End/ Buffalo Bayou	Neighborhood Center
Near Northwest	Main Street
Waller	Main Street
Airline Improvement District	Main Street
Hempstead	Main Street



Livable Centers Analysis

The census tracts comprising the study areas from completed Livable Center studies were analyzed based on their activity intensity and categorized by center type (see chart on page 14). This allowed use of the Livable Centers Benefits Calculator to answer the question “how many single-occupancy vehicle trips are being reduced because of the presence of these centers?” and the question “how many additional trips would be reduced if the projected 2040 activity intensity levels were utilized?”

This analysis is intended to help demonstrate the mobility benefits that Livable Centers provide by making mode shift from single-occupancy vehicles to walking, bicycling, or transit more feasible. Livable Centers, due to their activity intensity, are able to replace many short single-occupancy vehicle trips with walking, bicycling, or transit due to the concentration of destinations within the center. Investments in the physical infrastructure that support walking, bicycling, and transit – such as sidewalks, bicycle facilities, and safe intersection designs – will help provide further mobility improvements.

Center Type	Current Estimated SOV Trip Reduction/Day
Urban Core	111,083
Regional Center	64,396
Town Center	15,630
Neighborhood Center	3,655.5
Main Street	3,046.3

The analysis found that at their current activity intensity levels (jobs and household densities) the Livable Center areas listed above reduce **416,541** single-occupancy vehicle trips daily. This reduction is a result of people being able to make trips by foot, bicycle, transit, or carpool due to the concentration of destinations within the center. When calculated using the study areas projected 2040 activity intensity levels, the Livable Centers study areas will reduce an **additional 155,719** single-occupancy vehicle trips daily.

Measures of Success



There are many different barometers of success of the Livable Centers program, including the following:

- Property value change within study areas
- Changes in development patterns and characteristics of new developments within study areas
- Job Growth in study areas
- Public Investments made within study areas
- Study sponsor satisfaction

This section of the report will examine each of these measures of success.

Economic Impact Analysis

Property Value Changes, Development Patterns, and Job Growth

One goal of the Livable Centers program is that upon completion of the studies and implementation of recommendations, the study areas will see an increased level of private investment, spurring overall economic development. Additionally, a goal of the Livable Centers program is that the private investment will facilitate multi-modal transportation, such as through the creation of compact developments with a mix of uses.

To track changes in development patterns in Livable Centers study areas over time, H-GAC staff conducted an initial assessment of the baseline market value and developments present in 2009 within each study area, the date of the completion of the first Livable Centers study.

Of note, the national and local economy suffered a major collapse in 2008. Some study areas

experienced stagnation during the economic downturn and are still recovering from its impacts. As most of the studies have only been complete for a few years, it is not expected that major change will be seen yet. Establishing a baseline through this initial implementation report and updating the analysis every few years will allow changes to be tracked over time.

All calculations listed are for the study area itself, not the larger community or neighborhood. For the below analysis, only study areas in Harris County were analyzed. As of May 2015, this includes 14 completed Livable Centers studies in Harris County.

Analysis of developments in Galveston County and Waller County Livable Centers study areas is included in a separate section given the different nature of development patterns in those counties.

Property Value Change for Livable Centers (2009-2014)

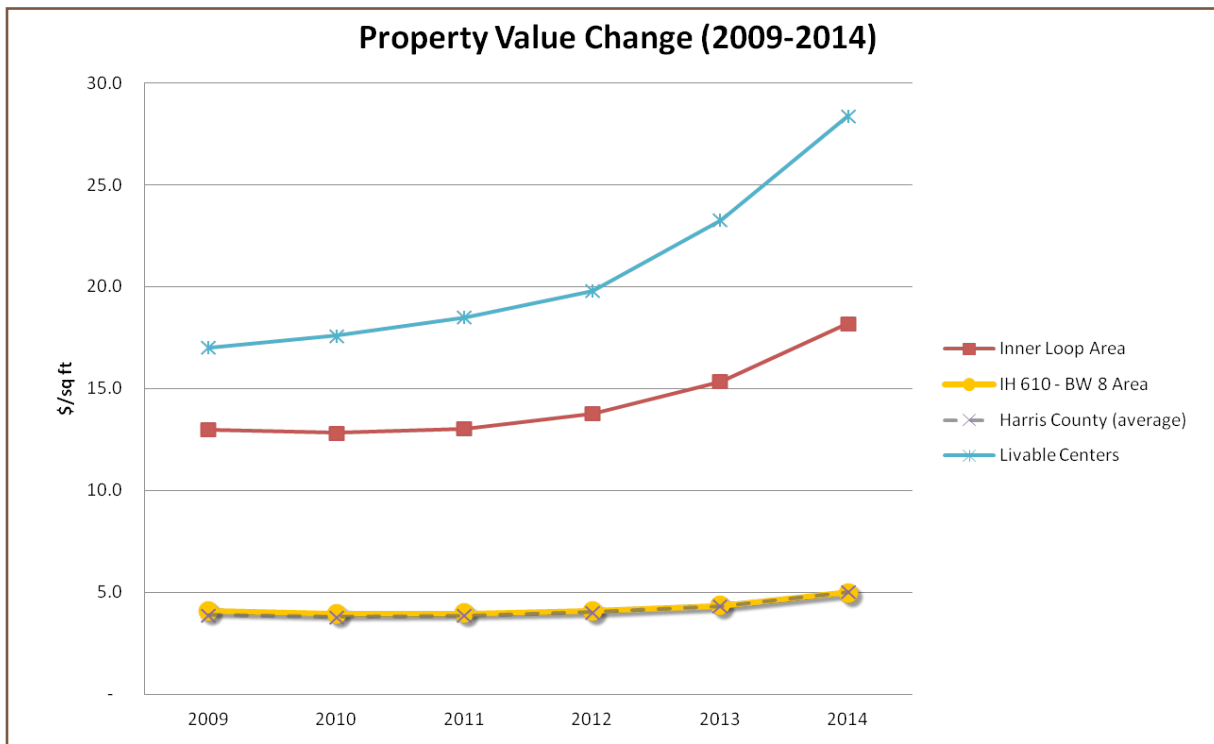
Property value is the total value of a property, including land and any improvements on the property. The table below shows the change of property values per land square foot for Livable Centers study areas has outpaced those of the Inner Loop area, IH 610 to Beltway 8 (BW8) area, and overall Harris County for the 2009-2014 time period.

There is wide variation in the market value change between individual Livable Center study areas. Similarly there is wide variation in the characteristics of the study areas themselves, ranging from Downtown Houston to Downtown Tomball. The study area that saw the highest increase in market value change over the time period was Washington Avenue at 108.9%. While all the Livable Centers study areas saw a positive value change over the 2009-2014

time period, the Cypress Creek Parkway study area (located in unincorporated Harris County) saw the smallest increase at 4.3%

Source: HCAD, 2009-2015

	Value Change (2009-2014)
Inner Loop Area	40.1%
IH 610 - BW8 Area	22.0%
Harris County	29.4%
Average of Livable Centers Study Areas	66.8%



Change in Developments within Livable Centers Study Areas

Another method of measuring economic impacts of Livable Centers studies is tracking changes in developments within study areas. Developments can be tracked by increase in the number of residential housing units and in building square footage of non-residential properties.

Similar to the wide variation in the market value change between individual Livable Center study areas, there is wide variation in the number

of units and square footage of non-residential developments. Since 2009, Livable Center study areas have accommodated just over 7,500 new residential units and 12 million square feet of non-residential spaces. This rate outpaces the rate in growth in residential units and non-residential building square footage for Harris County as a whole.

Source: HCAD, 2009-2015

	New Developments in Livable Center study areas 2009-2014	Total in Study Areas	Total in Harris County
Residential Units	7,507 (11.5%)	65,143	127,194 (7.4%)
Non-Residential Building Square Footage	12,102,759 (11.9%)	101,798,925	494,182,547 (11.2%)

Characteristics of New Non-Residential Developments (2009-2014)

The primary type of non-residential development in Livable Centers study areas is transportation-related developments, especially parking garages. This is in line with the higher percent of multi-family developments found in Livable Centers study areas

than in Harris County as a whole. Commercial and office uses are the next major non-residential land uses in Livable Centers study areas, while industrial uses have the highest percent of total non-residential square footage in Harris County overall.

Source: HCAD, 2009-2015

Land Use	Livable Center Study Areas (percent of total building sq. ft.)	Harris County (percent of total building sq. ft.)
Commercial	27.1%	21.0%
Industrial	4.4%	33.7%
Office	26.1%	16.5%
Public	2.0%	9.2%
Transportation	40.4%	19.6%



Characteristics of New Residential Developments (2009-2014)

Residential developments in Livable Centers study areas are primarily redevelopments – meaning repurposing a property that had an existing use (not vacant land). These redevelopments account for **90%** of the new residential units in Livable Centers study areas, significantly higher than the rate for Harris County as a whole (45%) which has a much higher rate of developing new residential units on vacant land. This aligns with the goals of the Livable Centers program to invest in areas with existing infrastructure and to help facilitate the creation of compact, walkable places in the region.

In addition to being primarily located on redeveloped land, the new residential units in Livable Centers study areas are primarily multi-family housing units (70.9%). This is almost double the percent in Harris County as a whole. The average lot size of single-family developments in Livable Centers study areas (2,965 square feet) is about 40% of the size of the average Harris County single-family lot (6,900 square feet.) This is in line with the goal of the Livable Centers program of investing in compact areas that are walkable and easy to access without using a car.

Source: HCAD, 2009-2015, NOAA Land Cover 2006

Development Type	Livable Center Study Areas 2009-2014	Harris County
Redeveloped Land – New Residential Units	6,213 (90%)	57,726 (45%)
Redeveloped Land – New Non-Residential Developments (square feet)	12,102,759 (67%)	73,605,534 (45%)

Source: HCAD, 2009-2015

Development Type – New Residential Units 2009-2014	Livable Center Study Areas	Harris County
Single-family	1,977 (29.1%)	79,423 (64.2%)
Multi-family	4,819 (70.9%)	44,339 (35.8%)

Galveston and Waller Counties

Due to the small sample size of completed Livable Centers studies for Galveston and Waller counties few conclusions can be drawn regarding the potential impact of the studies.

Property Value Change for Livable Centers in Galveston County (2009-2014)

As of May 2015, two Livable Centers studies have been completed in Galveston County: the City of League City and the City of Galveston. An additional study is underway in Texas City but was not complete at the time of this report (March 2016). All below information is calculated for the study area only – not for the broader city/community. Galveston County as a whole saw a 27.8% property value change in

the 2009-2014 time period – a time period in which it should be noted many communities in Galveston County were undertaking significant recovery efforts from the effects of Hurricane Ike in 2008. Wide variety in the property value change is seen in the communities – several are listed below to provide a snapshot.

Source: Galveston County Appraisal Dataset, 2009, 2013, 2014

Area	2009 (\$/land Sq ft)	2014 (\$/land Sq ft)	Value Change (2009-2014)
Galveston County	2.0	2.5	27.8%
Texas City	1.2	2.4	104.1%
Hitchcock	0.2	0.2	7.5%
Galveston Island	4.0	4.9	21.7%
Bolivar Peninsula	0.5	0.9	87.0%
Livable Centers			
League City	7.0	7.4	5.4%
City of Galveston	11.7	15.0	27.9%

Change in Developments within Galveston County Livable Centers Study Areas (2009-2013)

Source: Galveston County Appraisal Dataset, 2009, 2013, 2014

	Livable Centers		Galveston County	
	Residential	Non-Residential	Residential	Non-Residential
Total	759	2,158,786	134,228	174,479,103
New Developments (2009-2013)	37	25,149	11,154	24,064,928
% of New Development	4.9%	1.2%	8.3%	13.8%

Characteristics of New Residential Developments (2009-2014)

Source: Galveston County Appraisal Dataset, 2009, 2013, 2014

Document Type	Livable Centers Study Areas	Galveston County
Redeveloped land – New Residential Units	7 (19%)	3,760 (34%)
Redeveloped land – New Non-residential Developments (Building SF)	25,149 (100%)	2,984,561 (39%)

Property Value Change for Livable Centers in Waller (2009-2014)

As of May 2015, two Livable Centers studies have been completed in Waller County: the City of Waller and the City of Hempstead. All below information is calculated for the study area only – not for the broader city/community. Waller County as a whole

saw a 25% property value change in the 2009-2014 time period. Wide variety in the property value change is seen in the communities – several are listed below to provide a snapshot.

Source: Waller County Appraisal Dataset, 2009, 2013, 2014

Area	2009 (\$/land Sq ft)	2014 (\$/land Sq ft)	Value Change (2009-2014)
Waller County	2.0	2.5	25.0%
Katy (Waller County)	2.4	2.9	20.1%
Brookshire	2.8	3.0	8.3%
Prairie View	1.5	1.9	32.6%
Pattison	2.0	2.9	44.3%
North Waller (Unincorporated)	0.2	0.4	78.6%
Livable Centers			
Waller	5.9	5.9	1.2%
Hempstead	7.7	8.6	12.2%

Change in Developments within Waller County Livable Centers Study Areas (2009-2013)

Source: Waller County Appraisal Dataset, 2009, 2013, 2014

	Livable Centers		Waller County	
	Residential	Non-Residential	Residential	Non-Residential
Total	337	1,249,132	12,791	79,604,340
New Developments (2009-2013)	37	25,149	11,154	24,064,928
% of New Development	4.9%	1.2%	8.3%	13.8%

Characteristics of New Residential Developments (2009-2014)

Source: Waller County Appraisal Dataset, 2009, 2013, 2014

Document Type	Livable Centers Study Areas	Waller County
Redeveloped land – New Residential Units	1 (33%)	61 (4%)
Redeveloped land – New Non-residential Developments (Building SF)	566,200 (83%)	6,048,220 (3%)

Job Growth in Livable Centers Study Areas between 2009 and 2013

The total job growth in Livable Centers study areas for the 2009-2013 period was 17.5%, outpacing the overall 8-county region's job growth rate of 11.7%. That Livable Centers study areas are supporting an increasing number of employees is significant because it underscores that multi-modal

transportation improvements resulting from the studies (such as sidewalk or bicycle infrastructure) can help take single-occupancy vehicle work trips off the road. Such improvements are serving workers in addition to any recreational benefit provided by such improvements.

Source: LEHD (Longitudinal Employer-Household Dynamics) 2009-2013, U.S. Census Bureau

	Total Jobs (2009)	Total Jobs (2013)	Change (%)
8 Counties	2,479,345	2,769,602	11.7%
Fort Bend	124,629	158,000	26.8%
Waller	11,267	13,827	22.7%
Galveston	86,354	97,465	12.9%
Harris	2,033,952	2,224,761	9.4%
Liberty	14,015	14,973	6.8%
Chambers	8,020	10,881	35.7%
Brazoria	79,122	96,534	22.0%
Montgomery	121,986	153,161	25.6%
Livable Centers			
% of 8 counties	4.1%	4.3%	
Total	101,478	119,285	17.5%
Waller	178	173	-2.8%
League City	936	878	-6.3%
Upper Kirby	14,074	16,184	15.0%
City of Tomball	2,050	2,334	13.8%
Northside	3,032	2,332	-23.1%
Midtown	8,797	9,770	11.1%
Fourth Ward	163	173	6.6%
Energy Corridor	19,194	27,308	42.3%
East End	2,986	2,672	-10.5%
Washington Avenue	22,865	23,021	0.7%
Near Northwest	3,558	4,181	17.5%
Independence Heights-Northline	2,680	3,260	21.7%
Downtown/EaDo	5,276	8,149	54.4%
Fifth Ward / Buffalo Bayou / East End	2,619	2,842	8.5%
Cypress Creek	5,349	6,639	24.1%
Galveston	89	300	239.3%
Airline Improvement District	4,467	4,007	-10.3%
Hempstead	674	897	33.2%
NASA Area Management District	2,490	4,165	67.3%

* Bold livable centers are more than the average growth rate.

Implementation Success



Each Livable Centers study aims to provide local sponsors with a path to implementing recommendations, whether these are built projects, such as sidewalks or bicycle trails, or policies to facilitate changes in the built environment. Local sponsors have had varying levels of success in moving projects forward to implementation.

Leveraged Public Investments

One way to measure the implementation success of the Livable Centers studies is to examine how many of the recommendations in the studies have actually been implemented. Study sponsors were sent a listing of every recommendation in the study and asked to provide an update on the implementation status. Of note, not all recommendations outlined in the studies entail costs. For example, a recommendation could entail suggested projects for the private side to undertake – for example specific catalyst sites. Recommendations also include policy changes and other procedural implementation steps such as formation of working groups. Also of note, some recommendations the costs detailed in the study will change over time as the sponsors move forward with implementation.

The below chart details the planned and built investments on the public side for each study. Planned/programmed investments are those for

which funding has been allocated or applied but for which construction has not begun or is not complete. Although the majority of the public investments included are in the transportation realm, a few entail park/open space improvements or other non-transportation but public investments. Over **\$460 million** of public investments are planned, programmed, or have been built in Livable Centers study areas.

A more in-depth breakdown of the studies including the total estimated costs of all the projects recommended and the estimated costs of the projects that are specifically transportation-related (potentially eligible for funding through the TIP), is available at the end of this report. **The completed studies have generated almost \$200 million in ensuing built, completed, projects in Livable Centers communities.**

Built and Planned Projects by Study

Livable Centers Study	Year Study Completed	Public Investments (Planned/Programmed)	Public Investments (Built)
East End	2009	\$2,225,535 (pending TIP)	\$27,019,993
Tomball	2009	\$25,000,000 (pending TIP)	\$1,583,680
Waller	2009	\$1,600,000	
Fourth Ward	2010		\$8,934,575
Midtown	2010	\$26,000,000	\$23,397,000
Northside	2010	\$3,117,521	\$2,301,834
Upper Kirby	2010	\$1,653,056	\$58,872,060
Downtown/EaDo	2011	\$136,975,000	\$10,850,000
Energy Corridor	2011	\$35,895,680	\$55,300,000
League City	2011		\$2,600,000
Near Northwest	2011	\$17,750,000	\$33,000
Airline	2012		\$3,505,760
Independence Heights	2012	\$1,520,000	
Galveston	2012	\$20,363,597	
Hempstead	2012		
NASA Area	2013	\$45,619	
Washington Avenue	2013		\$2,643,284
Cypress Creek	2014		
Total:		\$272,146,008	\$197,041,186

Total Estimated Public Investment: \$469,187,194

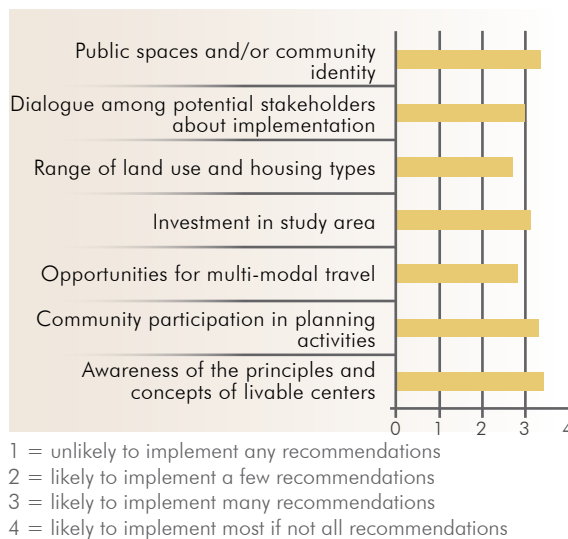
The completed studies have generated almost **\$200 million** in ensuing projects in Livable Centers communities.

Study Sponsor Survey

H-GAC conducted a survey of Livable Centers local project sponsors in July 2015 to assess implementation progress and challenges in the 18 Livable Centers studies completed as of that time. The survey provided study sponsors an opportunity to provide any feedback on how the Livable Centers program can be improved.

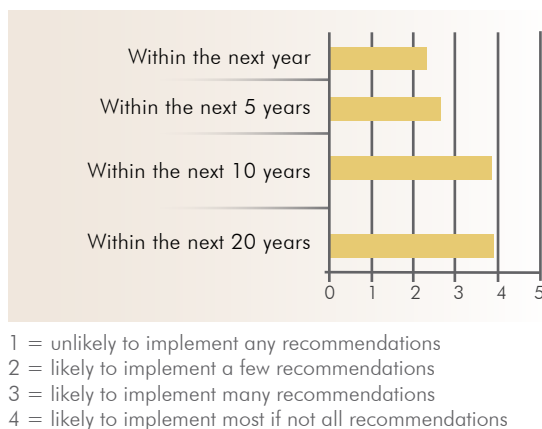
Responses to the completed surveys are below. 13 completed survey responses were received from project sponsors.

How well did the Livable Centers Study process accomplish each of the following?



Livable Centers study sponsors were asked how well their study and any ensuing implementation helped to accomplish a variety of goals. Study participants saw positive change in all areas, with the most significant area being in awareness of the principles and concepts of Livable Centers and in dialogue among potential stakeholders about implementation. The smallest changes were seen in increasing the range of land uses and housing types in study areas and in increasing opportunities for multi-modal travel, perhaps due to the long-term nature of these changes and the relatively short time frame most of the studies have had for implementation.

How successful do you believe your organization will be in moving forward recommendations in the Study in the following time periods?



Study sponsors were asked how they believe implementation of their study will progress over the next year, 5 years, 10 years, and 20 years. Most survey respondents reflected the long-term nature of implementation by indicating that although a few recommendations are likely to be implemented within the next year, looking out to the 5, 10, and 20 year time frames, most respondents felt many, if not all, recommendations would be implemented.

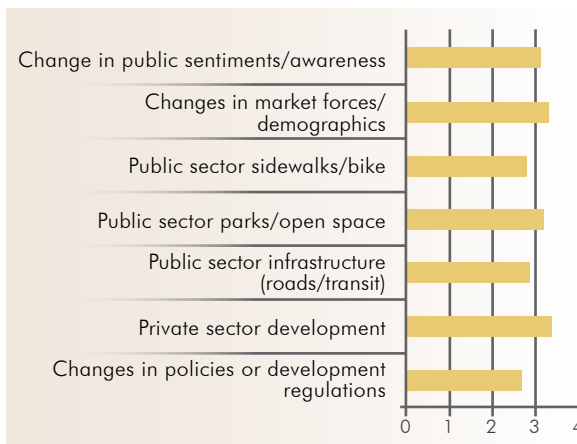
How much of an obstacle are each of the following to implementation in your Livable Centers Study Area?



- 1 = unlikely to implement any recommendations
 2 = likely to implement a few recommendations
 3 = likely to implement many recommendations
 4 = likely to implement most if not all recommendations

There are a variety of potential challenges local sponsors face as they proceed with implementation of the recommendations of their Livable Centers studies. Challenges range from market forces and regulatory authority to political support and funding. Sponsors indicated all are challenges to some extent. Funding is the largest obstacle, with every sponsor indicating it is a somewhat or definitely an obstacle to implementation. Having community buy-in is perhaps the smallest obstacle for sponsors, with over half indicating it is not an obstacle.

How successful do you believe your organization will be in moving forward recommendations in the Study in the following time periods?



- 1 = unlikely to implement any recommendations
 2 = likely to implement a few recommendations
 3 = likely to implement many recommendations
 4 = likely to implement most if not all recommendations

The survey also measured the perceived impact of different implementation types within each study area. Survey respondents indicated changes in public sentiments and awareness has been the most impactful in improving livability while changes in policies or development regulations ranked as having the smallest improvement in livability within study areas. Of note, each of the listed implementation types and trends was perceived as having an improvement in livability within study areas.

What's Next?

Several sponsors noted a need for continuing implementation assistance beyond the completion of the study. As H-GAC continues the Livable Centers program, how best to provide such implementation assistance will need to be further evaluated. The Livable Centers program has made a demonstrable positive impact on the region already, both in terms of economic investments within study areas, but also in reducing single-occupancy vehicle trips. Continuing to work with interested local partners will allow the region to see further benefits.

Implemented Project Costs Summary

Airline Improvement District		Downtown/EaDo	
Local Sponsor	Airline Improvement District	Local Sponsor	Downtown Management District/ East Downtown Management District
Date Study Completed	May 2011	Date Study Completed	September 2011
Total (estimated) Cost of Recommended Projects	\$56,970,820	Total (estimated) Cost of Recommended Projects	41 total projects identified, specific cost estimates not included in study
Total (estimated) Cost of Transportation (Potential TIP-eligible) Projects	\$12,090,620	Total (estimated) Cost of Transportation (Potential TIP-eligible) Projects	25 of the 41 identified projects are transportation related
Total Cost of Implemented Projects (as reported by local sponsor July 2015)	\$3,505,760	Total Cost of Implemented Projects (as reported by local sponsor July 2015)	\$10,850,000
Cypress Creek Parkway		East End	
Local Sponsor	Ponderosa Forest Utility District	Local Sponsor	East End Management District
Date Study Completed	November 2014	Date Study Completed	April 2009
Total (estimated) Cost of Recommended Projects	\$204,721,434	Total (estimated) Cost of Recommended Projects	\$114,683,091
Total (estimated) Cost of Transportation (Potential TIP-eligible) Projects	\$32,265,480	Total (estimated) Cost of Transportation (Potential TIP-eligible) Projects	\$60,651,144
Total Cost of Implemented Projects (as reported by local sponsor July 2015)	None	Total Cost of Implemented Projects (as reported by local sponsor July 2015)	\$27,019,993

Energy Corridor

Local Sponsor	Energy Corridor District
Date Study Completed	January 2011
Total (estimated) Cost of Recommended Projects	\$1,526,985,680
Total (estimated) Cost of Transportation (Potential TIP-eligible) Projects	\$64,820,000
Total Cost of Implemented Projects (as reported by local sponsor July 2015)	\$55,300,000

Galveston

Local Sponsor	Galveston Housing Authority/Historic Downtown Strand Seaport Partnership
Date Study Completed	December 2012
Total (estimated) Cost of Recommended Projects	\$31,888,299
Total (estimated) Cost of Transportation (Potential TIP-eligible) Projects	\$31,505,499
Total Cost of Implemented Projects (as reported by local sponsor July 2015)	none

Fourth Ward

Local Sponsor	Fourth Ward Redevelopment Authority
Date Study Completed	November 2010
Total (estimated) Cost of Recommended Projects	\$28,834,591
Total (estimated) Cost of Transportation (Potential TIP-eligible) Projects	\$28,304,591
Total Cost of Implemented Projects (as reported by local sponsor July 2015)	\$8,934,575

Hempstead

Local Sponsor	City of Hempstead
Date Study Completed	July 2012
Total (estimated) Cost of Recommended Projects	\$53,384,219
Total (estimated) Cost of Transportation (Potential TIP-eligible) Projects	\$12,620,376
Total Cost of Implemented Projects (as reported by local sponsor July 2015)	none

Independence Heights/Northline

Local Sponsor **Greater Northside Management District**

Date Study Completed **July 2012**

Total (estimated)
Cost of Recommended
Projects **\$89,157,229**

Total (estimated)
Cost of Transportation
(Potential TIP-eligible)
Projects **\$5,156,900**

Total Cost of
Implemented Projects
(as reported by local
sponsor July 2015) **none**

Ensemble/HCC (Midtown)

Local Sponsor **City of Houston**

Date Study Completed **April 2010**

Total (estimated)
Cost of Recommended
Projects **\$98,917,974**

Total (estimated)
Cost of Transportation
(Potential TIP-eligible)
Projects **\$83,014,724**

Total Cost of
Implemented Projects
(as reported by local
sponsor July 2015) **\$23,397,000**

City of League City Main Street Implementation Plan

Local Sponsor **City of League City**

Date Study Completed **April 2012**

Total (estimated)
Cost of Recommended
Projects **\$11,239,390**

Total (estimated)
Cost of Transportation
(Potential TIP-eligible)
Projects **\$9,692,720**

Total Cost of
Implemented Projects
(as reported by local
sponsor July 2015) **\$2,600,000**

NASA Area Management District

Local Sponsor **NASA Area Management District**

Date Study Completed **May 2012**

Total (estimated)
Cost of Recommended
Projects **\$3,360,548**

Total (estimated)
Cost of Transportation
(Potential TIP-eligible)
Projects **\$3,360,548**

Total Cost of
Implemented Projects
(as reported by local
sponsor July 2015) **none**

Near Northwest

Local Sponsor **Near Northwest Management District**

Date Study Completed **June 2012**

Total (estimated) Cost of Recommended Projects **\$267,767,000**

Total (estimated) Cost of Transportation (Potential TIP-eligible) Projects **\$80,815,000**

Total Cost of Implemented Projects (as reported by local sponsor July 2015) **\$33,000**

Tomball

Local Sponsor **City of Tomball**

Date Study Completed **June 2009**

Total (estimated) Cost of Recommended Projects **\$4,547,351**

Total (estimated) Cost of Transportation (Potential TIP-eligible) Projects **\$1,638,024**

Total Cost of Implemented Projects (as reported by local sponsor July 2015) **\$1,583,680**

Northside

Local Sponsor **Northside Management District**

Date Study Completed **July 2010**

Total (estimated) Cost of Recommended Projects **\$18,434,451**

Total (estimated) Cost of Transportation (Potential TIP-eligible) Projects **\$18,093,471**

Total Cost of Implemented Projects (as reported by local sponsor July 2015) **\$2,301,834**

Upper Kirby

Local Sponsor **Upper Kirby District**

Date Study Completed **July 2010**

Total (estimated) Cost of Recommended Projects **\$4,304,857**

Total (estimated) Cost of Transportation (Potential TIP-eligible) Projects **\$4,304,857**

Total Cost of Implemented Projects (as reported by local sponsor July 2015) **\$58,872,060**

Waller	Washington Avenue
Local Sponsor City of Waller	Local Sponsor TIRZ 13
Date Study Completed August 2009	Date Study Completed May 2013
Total (estimated) Cost of Recommended Projects \$72,535,351	Total (estimated) Cost of Recommended Projects \$47,591,559
Total (estimated) Cost of Transportation (Potential TIP-eligible) Projects \$72,535,351	Total (estimated) Cost of Transportation (Potential TIP-eligible) Projects \$47,591,559
Total Cost of Implemented Projects (as reported by local sponsor July 2015) none	Total Cost of Implemented Projects (as reported by local sponsor July 2015) \$2,643,284

Total (estimated) Cost of Recommended Projects **\$2,635,323,844**

Total (estimated) Cost of Transportation (Potential TIP-eligible) Projects **\$568,460,864**

Total Cost of Implemented Projects (as reported by local sponsor July 2015) **\$197,041,186**



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LIVABLE CENTERS

Implementation Report