

LIVABLE CENTERS

A 10 YEAR EVALUATION



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INTRODUCTION

WHAT IS THE PURPOSE OF THIS REPORT?

Houston-Galveston Area Council (H-GAC) is celebrating the 10th year of the Livable Centers Program (the Program) and used this opportunity to reach out to past project partners to better understand the impact of the Program to date. In the Fall of 2018, H-GAC staff surveyed and interviewed local partners to solicit feedback to inform this *Livable Centers 10 Year Evaluation Report* and local partner report cards.

WHAT IS THE LIVABLE CENTERS PROGRAM?

Livable Centers are places where people can live, work, and play with less reliance on their cars. They encourage a complementary mix of land uses that are designed to be walkable, connected, and accessible by multiple modes of transportation, including bus, bike, foot, or vehicle (multi-modal).

Established in 2008, the Program works with local communities to reimagine auto-focused infrastructure, policies, and programs to be more multi-modal friendly. These studies take a hybrid approach to transportation planning and evaluate not only improvements to the transportation network, but also land use development practices which promote better access and connectivity between the roadway network and adjacent development. Examples of resulting recommendations include streetscape improvements, parking, signage and wayfinding, bicycle and pedestrian access, transit, and land use development.

H-GAC published its first Livable Centers study in 2009, and as of November 2018, 28 studies are complete. Nine new studies started in Spring 2019. Livable Centers studies have been completed in urban, suburban, and rural areas throughout the Metropolitan Planning Organization's (MPO) eight-county region.



REGIONAL IMPACT:

Livable Centers studies have been completed in urban, suburban, and rural areas throughout the MPO's eight-county region.

At the completion of the study, local jurisdictions are equipped with a community-vetted plan that identifies implementable recommendations across short-, medium-, and long-term timeframes. As of November 2018, studies have resulted in a reported \$467 million in public investment, and local partners report an estimated \$491 million in planned or programmed improvements. Planned and Programmed projects are those for which funding has been secured for design or implementation.

Livable Centers are part of H-GAC's 2040 Regional Transportation Plan's strategy to improve multi-modal mobility in the region. The Transportation Policy Council allocates funding through the Transportation Improvement Program (TIP) for a variety of transportation plans, including the Livable Centers Program. To date, 37 projects are identified in the Regional Transportation Plan, and \$575.7 million is allocated for multimodal transportation improvements, such as sidewalks, bikeways, transit, and intersection /bridge /underpass treatments.

During the 2018-2019 TIP Call for Projects, Livable Centers project partners submitted 16 projects and two selected for potential TIP funding. As of November 2018, Livable Centers projects have received \$56.8 million TIP allocations within associated center boundaries.

ECONOMIC IMPACT:

A total of \$467 million in locally sponsored capital improvements has been made in Livable Centers areas (November 2018). An additional \$491 million is planned or programmed.

"The Livable Centers Plan has served as a guiding document for the last 7 years, helping the community prioritize spending for major projects, establish new goals, and strategize successful implementation of programs and policies."

Anton Sinkewich, Former Executive Director
East Downtown Management District

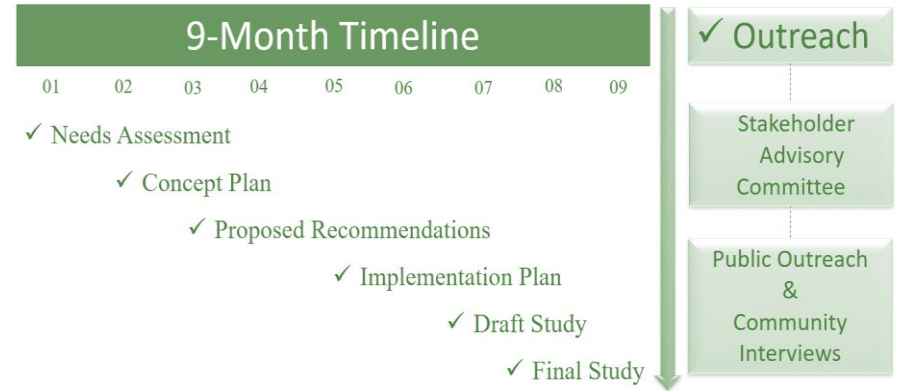
WHY DO COMMUNITIES PARTICIPATE IN THESE STUDIES?

Local jurisdictions can amplify their capacity and expertise by participating in a Livable Centers study. Within the 9-month study timeframe, local jurisdictions may expand staff capabilities through consultants specializing in transportation system planning and utilize expertise in disciplines such as land use development, market analysis, public outreach, and framework development. Consultant project teams are staffed with both local and national experts. Teams offer innovative planning solutions that best meet the needs of local partners and introduce new concepts or implementation tools to the region.

Local partners are responsible for 20% match, and H-GAC funds 80% of project costs through a partnership with the Texas Department of Transportation. Typical local partners include municipalities, management districts, and other special districts.

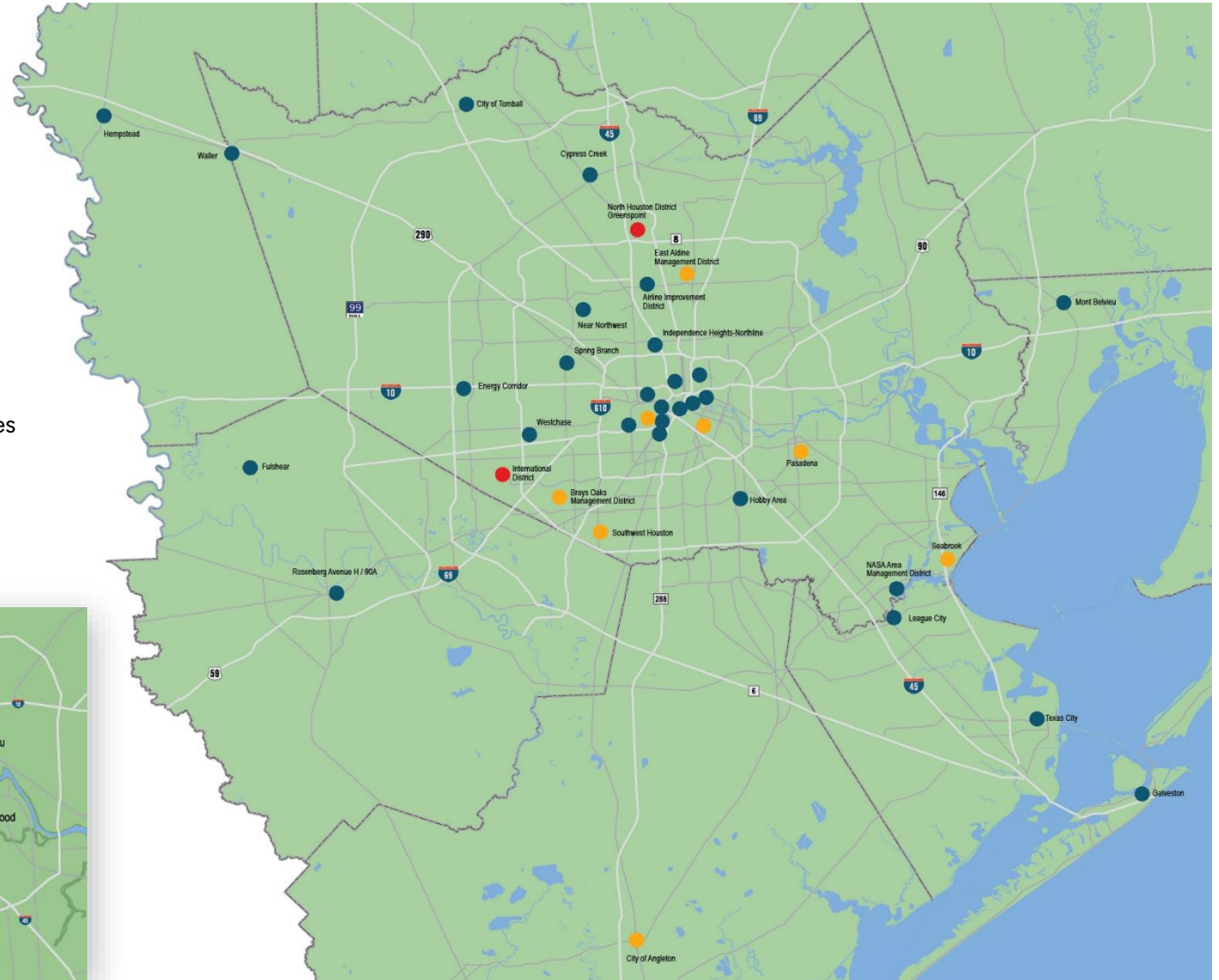
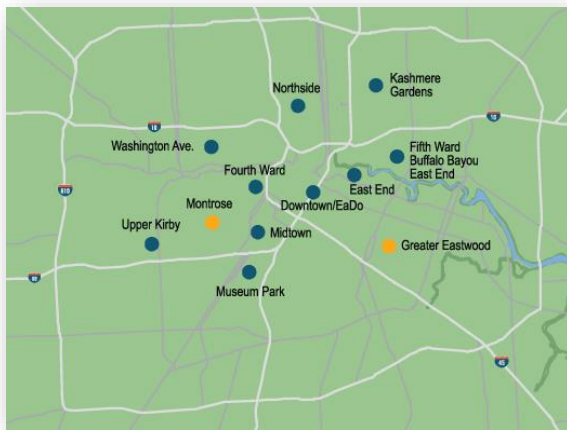
At the end of the study, local partners receive a completed study that provides a set of recommendations focused on implementable, infrastructure-based projects and land use concepts with accompanying policies and programs. All recommendations are vetted by an advisory committee of local experts and the public.

Project Timeline



MAP OF LIVABLE CENTERS STUDY AREAS

- Completed Studies
- Current Studies
- Planned Studies



WHAT ARE THE BENEFITS OF LIVABLE CENTERS?

The eight-county region is expected to grow by 3.5 million people by 2045. Accommodating this growth will overburden the region's transportation system unless ways to reduce vehicle trips are identified. To help accommodate this growth, the Program provides tools that affect:

- **How People Move** between destinations;
- **How People Develop** property to encourage access and connectivity between destination; and
- **How People Work** as daily commutes continue to evolve within the H-GAC region.

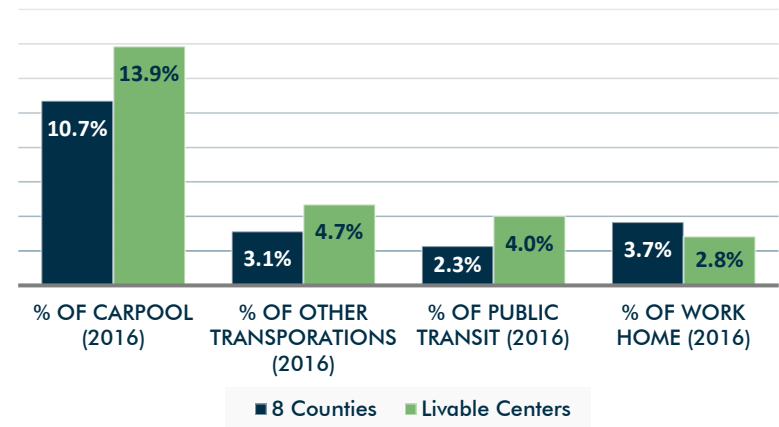
HOW PEOPLE MOVE

Livable Centers make the shift from single-occupant vehicles to transit, walking, and bicycling more feasible. Within Livable Centers areas, 10% of residents do not own a vehicle and are more likely to carpool, use public transit or some other mode of transportation as compared to the rest of the region. Similarly, fewer people drove alone within Livable Centers than the region, and the Program estimates a reduction of 699,154 single occupancy trips daily within Livable Centers project areas as of April 2019.

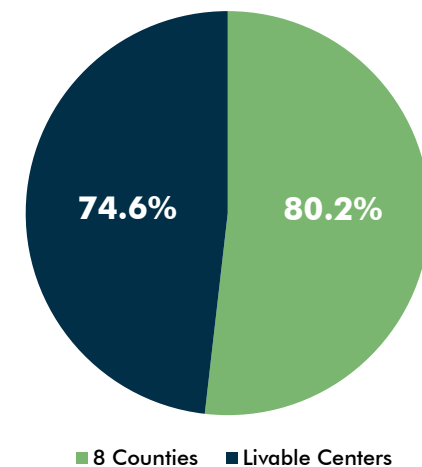
DEMOGRAPHICS ONLINE:

Livable Centers benefits are tracked online by how people move, develop, and work. Check out current at: <http://arcgis02.h-gac.com/lc>.

Mode Share (2016)



% Drove Alone (2016)



HOW PEOPLE DEVELOP

To better situate land uses for increased access and connectivity, Livable Centers studies identify catalyst opportunities for development, which may result in a vacant or underutilized parcel of land for redevelopment. Between 2009 and 2017, 99% of new developments within Livable Centers study areas were infill development and on par with the IH 610 (inner loop). Multifamily housing units account for 53% of total housing units, outpacing both the region and inner loop.

Property values increased in Livable Centers study areas indicating a vested interest in the community. Livable Centers property values increased by 109% between 2009 and 2017, as compared to 89% and 96% within the region and inner loop, respectively.

HOW PEOPLE WORK

By 2016, an estimated 261,000 people worked in Livable Centers areas. Livable Centers experienced a 16% increase in employment as compared to the inner loop which increased by 5%. Similarly, people who live and work in Livable Centers increased 14.3% as compared to the inner loop which increased 10.3%.

Between 2010 and 2015, Livable Centers areas experienced a 32% increase in workers commuting less than 1 mile. In this same timeframe the region increased by 23% and the inner loop by 11%.

REDUCED TRAVEL BENEFIT:

H-GAC Livable Centers study areas saw a 32% increase in workers commuting less than 1 mile, outpacing the overall region (23%).

How People Develop	
Infill Development Ratio % (2009 – 2017)	
Livable Centers	99%
610 Inner Loop	100%
8-County Region	65%
Multifamily Housing % Total Housing Units (2016)	
Livable Centers	53%
610 Inner Loop	47%
8-County Region	34%
Property Values % Change (2009 – 2017)	
Livable Centers	109%
610 Inner Loop	89%
8-County Region	96%

How People Work	
Work Only % Change (2010 – 2015)	
Livable Centers	16%
610 Inner Loop	5%
Region	18.2%
Live & Work (2010 – 2015)	
Livable Centers	14.3%
610 Inner Loop	10.3%
Region	20.6%
Employees Commuting > 1 mile (2010 – 2015)	
Livable Centers	32%
610 Inner Loop	11%
8-County Region	23%

LIVABLE CENTERS STUDY AREA TYPES AND PROGRESS

HOW DO LIVABLE CENTERS DIFFER BASED ON AGE?

Livable Centers studies are not structured as a “one-size fits all” planning study and instead are intended to reflect the wants, needs, and vision of the community for which they support. Recommendations are centered around certain physical projects for implementation, programs for local partner development, and policies, which, when implemented, have a greater impact on local partner jurisdictions and the region (See [Livable Centers Program Elements Success](#)).

Direct comparison of a study that’s been in implementation development for more than eight years to a study with recent adoption of less than three years does not provide a clear picture implementation success. Given most roadway design projects are typically scheduled on a five-year time frame to plan, design, and fund, similar considerations became evident in the analysis of these planning studies.

With this understanding, progress was evaluated based on age of study, defined as:

LEGACY STUDIES

- Defined: Studies that are 8+ years old
- Assumption: Large scale projects anticipated to be implemented or started

MATURING STUDIES

- Defined: Studies between 4 to 7 years old
- Assumption: Large scale projects anticipated in concept or development negotiations

NEW STUDIES

- Defined: Studies that are no more than 3 years old
- Assumption: Projects anticipated to be “low hanging fruit”

Study	Age of Study
2009 East End	Legacy
2009 Tomball	Legacy
2009 Waller	Legacy
2010 Midtown	Legacy
2010 Northside	Legacy
2010 Upper Kirby	Legacy
2010 Fourth Ward	Legacy
2011 Energy Corridor	Legacy
2011 Airline	Legacy
2011 Downtown/EaDo	Legacy
2012 League City	Maturing
2012 Independence Heights	Maturing
2012 NASA	Maturing
2012 Near Northwest	Maturing
2012 Hempstead	Maturing
2012 Galveston	Maturing
2013 Washington	Maturing
2014 Cypress Creek	Maturing
2015 Fifth Ward/East End	Maturing
2015 Rosenberg/90A	Maturing
2016 Museum Park	New
2016 Texas City	New
2016 Kashmere Gardens	New
2016 Hobby	New
2018 Westchase	New
2018 Spring Branch	New
2018 Mont Belvieu	New
2019 Fulshear	New

WHAT METHODOLOGY WAS USED TO COMPARE STUDIES?

H-GAC staff evaluated study area project completion against the year the study was published to understand overall study success within the Program. The East End Livable Centers study represents the oldest study and the area with the greatest number of project recommendations implemented at 83%. The success of this study was used as the barometer to measure other Livable Centers and adjusted based on the year the study was published.

Percent Project Completion, as reported in November of 2018, was used to categorize studies as Exceptional, On Track or Pending Implementation:

- **Exceptional:** Studies that exceed project expectations for implementation to date.
- **On Track:** Studies that meet project expectations for implementation to date.
- **Pending Implementation:** Studies that do not meet project expectations for study implementation to date and require additional understanding and time or assistance for future project maturation.

YEAR OF STUDY COHORTS

Year of Study:

Legacy	8+ years
Maturing	4-7 years
New	0-3 years

PROJECT COMPLETION COHORTS

Percent Project Completion (Legacy):

Exceptional	55% - 83%
On Track	29% - 54%
Pending Implementation	< 28%

Percent Project Completion (Maturing):

Exceptional	37% - 55%
On Track	18% - 36%
Pending Implementation	< 18%

Percent Project Completion (New):

Exceptional	19% - 37%
On Track	8% - 18%
Pending Implementation	< 8%

WHAT ARE THE RESULTS OF THIS COMPARISON?

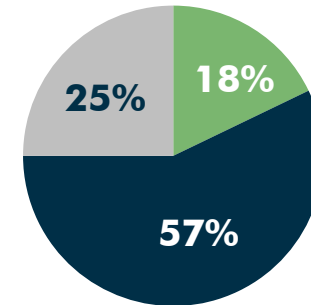
Of the 28 published studies, 75% are On Track or better, of which five (18%) are ranked Exceptional, 16 (57%) are On Track, and seven (25%) are Pending Implementation.

Trends: Study areas identified as Exceptional or On-Track are able to successfully leverage and manage infrastructure improvements. Active marketing and branding initiatives also contribute to success.

SUCCESSFUL PROJECT IMPLEMENTATION:

75% of all study areas are ranked as On-Track or Exceptional.

Livable Centers Program Implementation Status

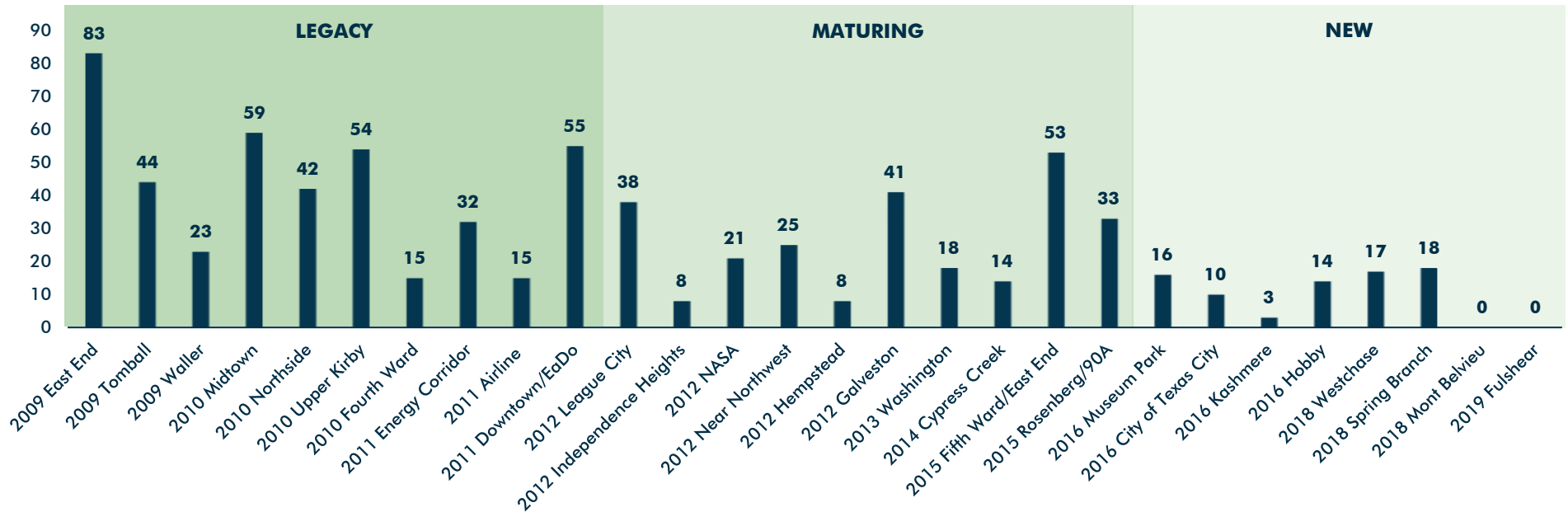


■ Exceptional ■ On Track ■ Needs Improvement

Trend	Study Area	Summary
Leverage existing or planned infrastructure Improvements	<ul style="list-style-type: none"> East End Livable Centers Study (2009) Fifth Ward/East End Livable Centers Study (2015) 	Leverage investment from the Light Rail (Green Line) to incorporate pedestrian sidewalk improvements, hike-and-bike trail improvements, and pedestrian-enhanced esplanades.
Manage and plan for anticipated population and job growth	<ul style="list-style-type: none"> Downtown/EaDo Livable Centers Study (2011) 	Manage rapid growth by actively molding investment to enhance the safe movement of people including active ground floor uses and enhanced pedestrian space in lieu of four lanes of traffic.
Market and successfully envision natural community assets	<ul style="list-style-type: none"> Galveston Livable Centers study (2012) League City Livable Centers study (2012) 	Market and brand historic assets through zoning to introduce or expand mixed use and reduced parking requirements that better represent the old-town feel of historic districts.

LIVABLE CENTERS STATUS

Exceptional:	55% - 83%	37% - 55%	19 - 33 %
On Track:	29% - 54%	18% - 36%	8% - 18%
Pending	< 28%	<18%	< 8%
Implementation:			



"We're pretty much done with implementation, and now looking forward to future partnerships with other Livable Centers ...as they work to get their studies implemented. It's our community roadmap."

Patrick Ezzell, Managing Director of Economic Development and Infrastructure
Greater East End Management District

"Livable Centers is a universal title, and it works - it keeps our message unified regardless of what agency we represent."

Deyna Sims, Director Real Estate & Development
Galveston Housing Authority

"The Livable Centers study project provided the City with a vision and identified a series of steps to provide a means for that vision to become a reality."

Brant Gary, Assistant City Manager
City of Fulshear

WHAT ARE COMMON CHALLENGES THAT EMERGED FROM THIS COMPARISON?

Livable Centers studies do not sit on shelves. They are tools utilized by local partners to identify, negotiate, fund, and implement recommendations envisioned within the studies' process. However, success takes time. As with any project, challenges arise. Based on local partner interviews, three common obstacles were identified: finding funding, project delays, and continuity.

For every challenge present, there is an opportunity for success and enhanced partnerships. To better define this phenomenon, H-GAC staff interviewed three local partners to identify the challenge, resulting effort, and final outcome. Case study examples include:

- Funding Challenge – Case Study 1: East End Livable Centers Study
- Project Delay Challenge – Case Study 2: Waller Livable Centers Study
- Continuity – Case Study 3: Near Northwest Livable Centers Study

FUNDING CHALLENGE TURNED SUCCESS – CASE STUDY 1:

The East End Livable Centers study (2009) is the Program’s first study and is at 83% project status completion as of November 2018. The project area leveraged investment from the Light Rail, and the East End Management District has championed a reported \$28.8 million in public investments and approximately \$20 million in investments for pending project completion.

While the District worked to fund projects, it saw the benefit of establishing a separate funding mechanism, and, in 2011, supported the creation of Tax Increment Reinvestment Zone (TIRZ) #23. Subsequently, in 2015, the District partnered with the Fifth Ward CRC and the Buffalo Bayou Partnership to conduct the Program’s 19th study. The Fifth Ward/Buffalo Bayou/East End Livable Centers study led to \$18 million in public investment and approximately \$28 million in investments for pending project completion. The TIRZ boundary was later extended, enhancing the area's future ability to finance affordable housing and public infrastructure projects.

A key catalytic project from the East End Management District’s efforts is the Navigation Esplanade, which boasts weekend markets with solar powered booths and year-round festivals. The Esplanade was completed with \$2.7 million of a \$5 million Recovery and Reinvestment Assistance (AARA) grant. Under the direction of the City of Houston, the District completed a mobility study to rebuild the 6-lane as a median-rich esplanade. The District completed similar studies on York Street in 2012 resulting in \$2.3 million in streetscape improvements (from the AARA grant) and \$4 million in streetscape improvements for enhanced connections to the Light Rail.

The success of this partnership continues as the Greater East End Management District prepares to complete its third Livable Centers study in 2020.

Highlight: Funding Mechanism

Tax Increment Reinvestment Zone (TIRZ) #23 established in 2011 allows for expenditure of certain defined public funds for eligible project costs, including:

- planning, engineering, and construction of new streets
- water distribution and wastewater collection facilities
- storm drainage improvements
- cultural and public facility improvements
- cost of organizing and establishing the TIRZ

Goal: Increase value of taxable properties through the construction of new public and private improvements.



Photo: Greater East End Management District, Navigation Esplanade

PROJECT DELAY CHALLENGE TURNED SUCCESS - CASE STUDY 2:

The Waller (Waller) Livable Centers study (2009) represents the third study in the Program and is supported by the Waller Economic Development Corporation.

In 2013, Waller was awarded \$1.6 million TIP funding for streetscape improvements to include sidewalks, trees, street lamps, benches, and signage. Construction is set to begin in 2019 and will include 10-foot sidewalks on three blocks of Main Street and 8-foot sidewalks on Cherry Street's parallel blocks. Connecting streets of Key, Smith, Farr, and Saunders will have 5-foot sidewalks.

Community support is evident with a recent \$6.6 million bond passed for the design of a new City Hall and a mixed-use civic pedestrian plaza/community destination. The plaza will be adjacent to the new City Hall and could feature a fountain, sidewalk cafes, and artwork/statues to will help draw visitors to the downtown area.

After 10 years of study completion, Waller continues to move forward toward implementing recommendations. Delay in implementation is not uncommon for roadway projects that must be planned, funded, designed, engineered, and constructed. While more than 20% of projects recommended for this Livable Centers study area are complete, the project area is primed to increase in total project completion by \$9 million, reclassifying this study as On Track in the coming years.

Highlight: Project Delays

TIP funds are allocated by H-GAC for prioritized transportation-based improvements within the region. In 2011, Waller applied and was denied TIP funding given project specification did not yet meet the TIP funding criteria. In 2013, H-GAC criteria changed, and Waller was awarded \$1.6 million.

- 2009: Study Completion
- 2011: TIP funding, denied
- 2013: TIP funding, approved
- 2017: Project Design Begins
- 2019: Construction Begins

"This project shows what can happen as the city and the EDC partner together for progress for the City of Waller. We look forward to the improvements that are going to be made and how they will improve the quality of life for our citizens."

Mayor Danny Marburger
The City of Waller

CONTINUITY – CASE STUDY 3:

The Near Northwest Livable Centers study (2012) represents the 14th study in the Program and is supported by the Near Northwest Management District.

Antoine Drive in Houston was re-imagined by this study. The vision from the Livable Centers study promoted slower traffic, pedestrian-focused amenities and retail. In 2015, the corridor was studied for potential reclassification from a 4-lane corridor to a 6-lane corridor by the city. The original city staff who served on the study’s steering committee relocated. Near North Management District staff countered by identifying the appropriate new staff person and forged a relationship by engaging them in monthly management district business meetings, among other events. Today, the corridor remains a 4-lane corridor thanks to the continued commitment of the management district to maintain city staff relationships.

Similarly, City of Houston applied for TIP funds to improve the Antoine corridor in 2018. Draft language of preliminarily approved funds identified improvements to Antoine as a 6-lane corridor. However, due to the maintained city-staff relationship, this error was quickly identified. Through the efforts of both the District and the City of Houston, summary language was updated to properly reflect the preservation of the 4-lane segment and vision of the Livable Centers study recommendations.



Photo: Near Northwest Management District, Branded White Oak Gateway



Photo: Near Northwest Management District, Branded White Oak Bus Wrap

LIVABLE CENTERS PROGRAM ELEMENT SUCCESSES

Livable Centers studies work to enhance transportation systems and result in recommendations for the safe and effective movement of people. While Livable Centers focus on transportation improvements, other recommendation elements include policies, partnerships and programs and catalyst project sites. As part of this 10 year evaluation and to better understand how elements lead to implementation success, H-GAC staff asked local partners to discuss these recommendation elements.

Livable Centers Recommendation Element Successes			
Policy	Partnership & Programs	Constructed Catalyst Projects	Constructed Transportation Projects
<ul style="list-style-type: none"> ▪ Policy Changes ▪ Adoption of Study ▪ Complimentary Study/Plan ▪ Guidance Document ▪ Design Standards 	<ul style="list-style-type: none"> ▪ Public-Private Ventures ▪ Cross Community Collaboration ▪ Regional Coordination ▪ Parking Programs ▪ Branding/Marketing ▪ One-time Events ▪ Ongoing Actions 	<ul style="list-style-type: none"> ▪ Private or Public Property Improved ▪ Study Area Attraction 	<ul style="list-style-type: none"> ▪ Physical, Permanent Changes ▪ Active Transportation Roadway Improvements ▪ Streetscape/Sidewalk Improvements ▪ Transit Accommodations ▪ Parking ▪ Intersection Improvements

Study Area Accomplishments: Implemented Recommendation Elements

Study	Completion Date	Policy	Partnership & Programs	Constructed Catalyst	Constructed Transportation
East End	2009	•	•	•	•
Tomball	2009	•	•	•	•
Waller	2009	•			
Midtown	2010	•	•	•	•
Northside	2010	•	•		•
Upper Kirby	2010	•	•	•	•
Fourth Ward	2010	•			•
Energy Corridor	2011	•	•		•
Airline	2011				•
Downtown/EaDo	2011	•	•	•	•
League City	2012	•	•	•	•
Independence Heights	2012		•		
NASA	2012	•	•		•
Near Northwest	2012	•	•		•
Hempstead	2012	•	•		•
Galveston	2012	•		•	•
Washington	2013	•			
Cypress Creek	2014	•			
Fifth Ward / East End	2015	•	•		•
Rosenberg/ 90A	2015	•	•		
Museum Park	2016		•		
Texas City	2016	•	•		•
Kashmere Gardens	2016		•		•
Hobby Area	2016		•		
Westchase	2018		•		
Spring Branch	2018	•	•		
Mont Belvieu	2018				
Fulshear	2019				

POLICY SUCCESS EXAMPLES

Livable Centers studies include policy recommendations that provide local governments with a set of tools that complement infrastructure-based recommendations for the increased movement of people.



Network Plan Development	
Each Livable Centers study includes a Needs Assessment section that evaluates transportation network systems as they relate to all modes of travel, including vehicle, bicycle, bus, and foot. Recommendations may be adopted into a greater system map by mode of transportation at the local or regional level.	
Houston Bike Plan	The City of Houston evaluated and referenced bicycle recommendations from 13 Livable Centers studies for the Houston Bike Plan, adopted in 2017.
Texas City Hike/Bike Trail Map	In 2018, the City of Texas City developed a plan to expand its Hike/Bike Trail system. New signage, as recommended in the Texas City Livable Centers study, and bike lane striping will be implemented in the 2 nd quarter of 2019, and \$500,000 is allocated for project engineering and implementation.
H-GAC Regional Bike Map	Bicycle recommendations from various Livable Centers studies are incorporated into H-GAC's 2040 Regional Pedestrian & Bicycle bike map for consideration within the Regional Transportation Plan.
City of Houston Walkable Places Committee	The City of Houston is evaluating walkability policies in three pilot communities, two of which are Livable Centers study areas: Greater Northside and Midtown. Setbacks, built form, and mixed-use recommendations are being considered from the Washington Avenue Livable Centers, the Near Northside Livable Centers, and the Fifth Ward/Buffalo Bayou/East End Livable Centers studies.

Planning

Livable Centers study areas represent a segment of a larger municipality or community. While some recommendations may lend themselves to transportation system development, others are incorporated into planning documents.

League City Strategic and Downtown Redevelopment Plan

League City focused on its Main Street revitalization as part of its strategic and downtown redevelopment plan as proposed by the Livable Centers study. Vetted catalyst sites and prioritized projects were adopted in the 2016 Downtown Redevelopment Plan, for which \$2 million is allocated.

Midtown Strategic Plan

The Midtown Livable Centers study's market analysis identified three sub-districts (Design, Arts, and College) and defined potential private development and preferred development patterns. Recommendations were incorporated into Midtown's Strategic Plan to fund connections between districts, including train, car, bus, bike, and pedestrian connections.

Houston Complete Communities

Initiated in 2017, the City of Houston's Complete Communities strategic plans were adopted for implementation of identified projects in 2018. Goals and actions from the Fifth Ward/Buffalo Bayou/East End Livable Centers study and the Greater East End Livable Centers study, served as the base for the Complete Communities engagement.

Rosenberg 2035 Master Plan

The City of Rosenberg adopted two recommendations from the Rosenberg Livable Centers study into the Rosenberg 2035 Master Plan. These include the study's building and site design objectives and the identified site and development of a future downtown passenger rail station/transit center.





Photo: Rosenberg Livable Center Plan, Rosenberg Transit Center

Internal Guidelines

Design guidelines are recommended in some Livable Centers studies as they relate to building design and placement to adhere to a more pedestrian-focused, safe, and friendly environment.

Active Ground Floors

The Downtown/EaDo Livable Centers study proposed building frontages along certain corridors be designed with Active Ground Floors. While an ordinance is not yet adopted by the City of Houston, any developer requesting public assistance from the Downtown or East End Management Districts are encouraged to incorporate the District's Active Ground Floor recommendations.

Streetscape Guidance

Based on recommendations in the Hobby Livable Centers study, design standards for the Hobby Area District are anticipated to be complete in 2019 and include a streetscape enhancements guidance package to specify the desired look and placement of bus shelters, district signage, street furniture, and gateways. While the standards are not mandatory, the District sees this as an opportunity to work with local partners and better define the "want" of the District prior to the start of a new project or design.

Active Ground Floor Uses:

Active Ground Floors promote building design that is transparent at the ground floor and includes other features that promote an enhanced pedestrian environment such as lighting.

Regulatory Changes

With strong community support, communities may also seek to codify Livable Centers development practice recommendations both within the private and public realm. This can be accomplished in various ways, such as expanding the definition of an existing ordinance or introducing a new policy.

Off-street Parking Ordinance

The City of Houston use the Midtown and Downtown/EaDo Livable Centers studies as reference for proposed amendments to its Off-Street Parking Ordinance for the removal or reduction of off-street parking requirements within a proposed boundary that roughly incorporates the two districts.

Zoning

The City of Galveston extended its Central Business District Zone to include a portion of the Galveston Livable Centers study area to allow for a greater mix of land uses and future economic development.

The City of League City established a Form-Based Code, or a set of building design standards regardless of use, in 2017 to "implement the vision" of the League City Livable Centers study and incorporate the City's historic "Old Towne" feel.

Based on recommendations in the NASA Area Livable Centers study, the City of Nassau Bay introduced a Mix Use Zone in 2014 to allow for the commercial town center to more easily diversify land use, provide for shared-use parking, and alleviate the need for time-consuming and costly variance processes.

Tree and Shrub Ordinance Expansion

The City of Houston has a Tree and Shrub Ordinance that the Museum District hopes to use in its Green Street concept of the Museum District Livable Centers study. The intent is to beautify and enhance the existing pedestrian network by promoting and alleviating car travel. The District continues to work with the City of Houston and hopes to expand the definition of this ordinance to other streets identified within the Livable Centers study.

PROGRAM SUCCESS EXAMPLES

Programs can help influence public perception of a Livable Centers study area and are used to build support for recommendations. Programs may result in one-time events, such as a festival, that increase the area’s exposure. Three primary program types emerged from study areas and include: Branding and Marketing, Event Programming, and System Program Enhancements.

Branding/Marketing

Branding and Marketing recommendations provide an opportunity to show progress toward implementation and gain support for a Livable Centers study. Often seen as “low hanging fruit,” these recommendations enhance innate assets of a study area, including natural features or historic feel.

Midtown Branding

Midtown was perceived as disconnected, vacant, and unsafe at the time of the Midtown Livable Centers study kickoff. The Midtown Management District used the opportunity to brand the look and feel of new gateway, wayfinding, and streetscape signage that beautified the area while providing navigational direction.

Nassau Bay Branding

Nassau Bay used branding recommended in the NASA Area Livable Centers study to distinguish itself from surrounding communities. In 2018, a \$400,000 bond passed to “Uplift the Palm Trees to the Lunar Cycle,” establishing a gateway to the community and further enhancing the community’s connection to NASA.

Cypress Creek Marketing

The Houston Northwest Chamber of Commerce used branding and marketing within its “Grow Northwest” initiative. The Cypress Creek Parkway Livable Centers study was used to show what branding could look like, and in 2016, Cypress Creek Overall Signage Master Plan was funded. Two monuments, which help delineate the Cypress Creek Cultural District, were installed and 12 METRO bus shelter wraps were funded.



Photo: Midtown Management District, Gateway



Photo: Houston Northwest Chamber of Commerce, Bus



Photo: NASA Area Management District, Gateway

Event Programming

Event programming can be relatively low cost and used to attract interest in a Livable Centers study area. Locations may represent a future catalyst site or a recent community investment that local partners are purposely drawing attention to.

League City League Park Farmers Market

As recommended in the League City Livable Centers study, the City of League City hosts markets within and adjacent to League Park to help market the location and build community awareness of recent park improvements.

Energy Corridor Addicks Park-n-Ride Energy Fest And Fun Runs

To help reimagine the Addicks Park-n-Ride as a potential mix-use and multimodal destination, the Energy Corridor Management District's Energy Fest and 5k Fun Runs are hosted at this location, as recommended by the Energy Corridor Livable Centers study.

Independence Heights Festival

To help celebrate the community heritage and importance of Main Street, which transects the community, the Independence Heights Festival was held in 2018. New improvements along the corridor and the newly built Independence Heights Welcome Center were showcased. These attractions are based on recommendations in the Independence Heights Livable Centers study.



Photo: Google Earth, League Park Outdoor Market



Photo: Greater Northside Management District, northmainstreet.org



Photo: Energy Corridor District, Market

System Program Enhancements

Programs influence overall system design but are not identified on larger transportation system maps such as a transit plan, bike plan, or mobility plans. These programs, however, result in an enhanced environment for the system user. Among Livable Centers studies, program themes include parking, bicycle parking, and wayfinding programs.

Parking Program

Rosenberg Parking Program The City of Rosenberg Downtown Parking Program consists of a shared-parking lot with two expansions planned in 2019-2020, based on recommendations in the Rosenberg Livable Centers study.

Tomball Parking Program As part of the Texas Department of Transportation's 2920 (Main Street) Access Management Study, 76 parking spaces were removed from Main Street in the City of Tomball to provide a center turn lane, and 248 new spaces were developed utilizing an old school parking lot, two new surface parking lots, and delineated parallel on-street parking spaces in downtown. This parking program was recommended in the Tomball Livable Centers study.

Fifth Ward/Buffalo Bayou/East End Parking Following recommendations in the Fifth Ward/Buffalo Bayou/East End Livable Centers study, the East End District, in partnership with Lovett Development, built a 450-space parking garage at the Lockwood/Eastwood light rail station, which includes 250 park-n-ride spaces, parking for the Baker Ripley headquarters and multifamily housing.

Bike Share Program

Houston, Houston B-Cycle Houston B-Cycle rental kiosks have been incorporated in the Near Northside, Downtown/EaDo, Midtown, and Energy Corridor Livable Centers study areas.

Texas City, Zagster Bike Share The first Zagster Bikeshare rental kiosk in Texas City was implemented at Bay Street Park in June 2017. As of February 2019, 926 registered users have made 1,717 trips for an average of 19 trips per week. Annual cost of program is \$18,000 and paid for by the City.

System Program Enhancements Continued

Wayfinding Program

Bayfinding Based on recommendations in the Texas City Livable Centers study, the City of Texas City spent \$61,008 for the design and bid of 30 “Bayfinding” or wayfinding signs throughout the study area. Three signs are currently installed and future installations planned.

Hobby Area Management District, Wayfinding As a result of the Hobby Area Livable Centers study, a neighborhood signage program is in development by the Hobby Area Management District. The program is anticipated to provide direction between neighborhoods and catalyst destinations, such as Bellfort Station.

Downtown/EaDo Wayfinding Following recommendations in the Downtown/EaDo Livable Centers study, the Downtown District and East Downtown Management District (EaDO) has planned a \$2.6 million wayfinding project as part of future TIRZ #15 project.

Better Block Program

Better Block Program Near Northside Livable Centers study: In partnership with the Greater Northside Management District, the nonprofit Houston Department of Transformation completed various Better Block projects in the Near Northside to highlight recommendations in the Near Northside Livable Centers study. To help demonstrate bikeway implementation, temporary materials were used to show what the facility might look like and how it might operate in coordination with the City of Houston.



Photo: City of Texas City, Bayfinding



Photo: Department of Transformation, Better Block, Hogan/Lorraine Street

PARTNERSHIP SUCCESS EXAMPLES

The success of a Livable Centers study depends on the ability of local project partners to build and expand upon partnerships outside of the management and funding of large-scale construction projects. Success of past project implementation is a reflection of innovative and unique partnerships.

Partnerships

Local Jurisdictions,
Network Completion

The Upper Kirby Livable Centers study identified the need for better connectivity of existing streets and sidewalks within the study area. The City of Houston and Upper Kirby Management District work jointly to identify potential opportunities for increased network connection on a case-by-case basis with each new development application applied for within District boundaries.

Educational Institutions
Concept Design
Development

The Energy Corridor partnered with the Texas A&M to design Energy Corridor Livable Centers study recommendations as part of a studio-based class curriculum. The I-10 ped/bike bridge design, is an example of concept design for consideration.



Photo: Energy Corridor Management District, Texas A&M I-10 Ped/Bike Bridge Concept Winner

Partnerships (Continued)

Non-Profit,
Active Spaces

Based on recommendations in the Upper Kirby Livable Centers study and in partnership with the Upper Kirby Redevelopment Authority, the Levy Park Conservancy was developed. The Conservancy is a public-private partnership developed to manage day-to-day activity of Levy Park. The park remains a City of Houston park and is open to the public. The Levy Park Conservancy programs the park space year-round at no cost to the City.

Private Development,
Building Facade and
Placemaking

Near Northwest Livable Centers study recommendations include developing Five Bridges as a "town center" with a mix of uses that embrace White Oak Bayou. The study provided a vision for the the Near Northwest Management District to negotiate with private developers to improve the once abandoned White Oak Bayou Village.

Developer-funded improvements include building facade and parking lot improvements, signage, and increased access to the to the White Oak bayou trails. This development houses the City of Houston's first Bike-through/Drive Through snow cone stand, Raspado Xperts.



Raspado Xperts
presents...
RASPAS Y BICIS
Houston's FIRST "Bike-thru" Restaurant!

GRAND OPENING!

10 AM - 4 PM
AUGUST 6, 2016 | 5647 W. LITTLE YORK

The poster features a woman in a blue hoodie and sunglasses riding a bicycle through a green field. In the top left corner is the Raspado Xperts logo, a cup with a face. In the top right corner is a thought bubble containing a snow cone. In the bottom left corner is a collage of various snow cones and drinks. The background is a bright, sunny outdoor scene with trees and a bicycle.

CATALYST SUCCESS EXAMPLES

Where appropriate, Livable Centers studies refer to a “catalyst” project that help create an origin or destination within an identified community. An enhanced sense of place and economic development are often the motivating factors behind this recommendation and result in concept plans to be marketed for future partnerships and investment. Examples include: Quality of Life, Economic Development, and Future Projects in Progress.

Quality of Life

League City Park

For improved quality of life, the City of League City updated League Park to incorporate the City’s trail system and space programmed for festivals and events, as recommended in the League City Livable Centers study. Adjacent roadways are partially closed to vehicle traffic for market events and provides the public an opportunity to see and experience park improvements.

Villa Plaza

Based on recommendations in the Galveston Livable Centers study, an affordable multifamily housing complex was redesigned and rebuilt in 2017 by the Galveston Housing Authority. Villas on the Strand is a 160-unit complex includes 82 affordable and 78 market-rate units. The development is a symbol of Galveston's revitalization after Hurricane Ike and commitment to the community. The neighborhood plaza was built for community use as part of this effort.

Levy Park

Envisioned in the Upper Kirby Livable Centers study as the heart and destination of the Upper Kirby District, the once forgotten Levy Park is now a multifaceted public park that is free, easily accessible, and programmed with weekly activities and seasonal events.



Photo: Galveston Housing Authority, Villas on the Strand Plaza

Economic Development

Tomball Train Depot

Recognized in the Tomball Livable Centers study as a historic catalyst site for future development, the Tomball Train Depot concept is largely realized and includes landscaping, benches, enhanced lighting, a splash pad, programmed parking, and a pickle ball court. The Texas Railroad Heritage Museum is in process of building its primary headquarters and museum at this site and represents a new key investment for the community as a regional tourist destination.

Avenida De Las Americas

As a result of recommendations in the Downtown/EaDo Livable Centers study, the Downtown Management District helped orchestrate the 8-lane Avenida de Las Americas to be redeveloped as a two-lane corridor with a wide programmed pedestrian plaza with interactive artwork, and active ground floor uses, like restaurants. The corridor is in front of the George R. Brown Convention Center across from Discovery Green Park.

Bastrop Promenade

Following recommendations in the Downtown/EaDo Livable Centers study, the once-abandoned public right-of-way of the Bastrop corridor was redeveloped into a linear park space. The Bastrop Promenade hosts the public prior to large scale sporting events. It includes a dog park and artwork for neighborhood appeal and pedestrian paths, bikeways and lighting for non-motorized movement of people.

MATCH

Midtown Art & Theatre Center Houston (MATCH) is a \$25 million arts complex located ½ block from a METRO Light Rail Station as identified in the Midtown Livable Centers study. The nearly 60,000-square-foot facility brings together several performing and visual arts groups under one roof, creating a new hub for the arts in a vibrant part of Midtown leveraged by rail and increased pedestrian traffic.



Photo: City of Tomball, Tomball Depot Splash Pad

“The Tomball Depot concept in the study gave Tomball the blueprint for implementation - we even expanded our splash pad, mainly due to its popularity.”

Craig Meyers, Community Development Director
City of Tomball

Future Projects in Progress

Caroline Promenade

The Caroline Promenade is identified in the Museum Park Livable Centers study as the Museum District's cultural spine that connects historic residences to Herman Park Gardens, Houston Community College campus, churches and museums. Planned improvements include relocation of overhead utilities, enhanced lighting, improved sidewalks, wayfinding, and other pedestrian-focused improvements. The project is moving forward in design with a consultant team selected in the winter of 2018 by the Greater Southeast Management District.

Belfort Station

The Belfort Station Area concept was identified in Hobby Area Livable Centers study as a proposed mixed use, transit-oriented development. The plan is approximately 75% complete, and is the Hobby Area District's future commercial center to incorporate soon-to-be completed trails along Sims Bayou and potential Telephone Road intersection improvements.

Long Point Corridor Restriping

Recommended as a Pilot Project in the Spring Branch Livable Centers study, restriping Long Point will test the roadway as a three-lane configuration (one lane each direction with a center turn lane) from its current 4-lane configuration (two lanes in each direction). Traffic data will be collected before and during implementation to measure impacts relating to safety and traffic flow.



Photo: Museum Park Livable Centers Study, Caroline Promenade



East End Management District (EaDO), Dog Park



Galveston, Villas on the Strand, Plaza



Tomball Depot



Avenida de las Américas, Pedestrian Promenade



East End Management District (EaDO), Bastrop Promenade



East End, Navigation Esplanade



Midtown, MATCH

FUTURE CAPACITY FOR IMPLEMENTATION

WHAT CAN BE LEARNED FROM PAST PROJECT PARTNERS?

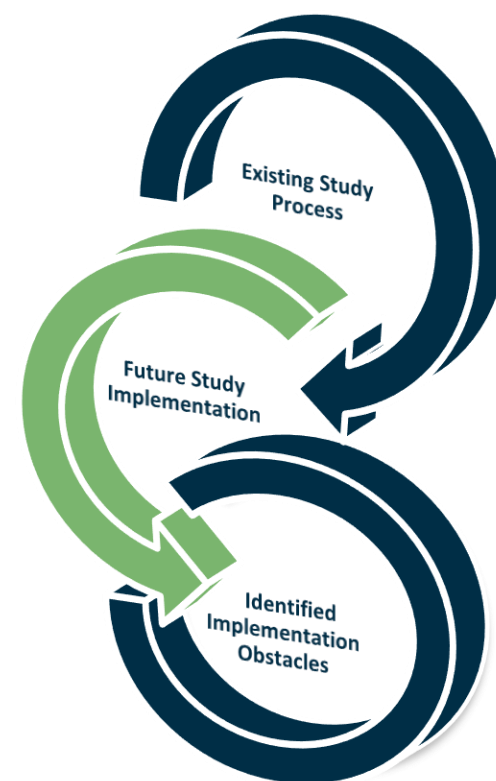
H-GAC’s Livable Centers Program continues to evolve with each new study. The Program has partnered with an array of local project partners and yielded encouraging results in just 10 years. Through interviews and surveys of local partners, H-GAC staff evaluated three primary topics: Existing Study Process, Future Study Implementation, and Identified Implementation Concerns.

EXISTING STUDY PROCESS:

During study development, local partners feel well-supported with technical expertise, public outreach and recommendation development. Recommendations are summarized by the project team and presented to various decision makers, such as a city council or organization’s board of directors, for final approval.

- **Increased awareness** was identified by study partners as the primary benefit of the Livable Centers study process with an 83% approval rating of successful to very successful.
- **Community Participation** received a 73% approval rating, and stakeholder engagement received a 65% approval rating of successful to very successful.
- **Product outcomes** also received high approval ratings and include the identification of multimodal opportunities (70%), ability to define public spaces/branding/community identity (69%) and inclusion of land use and housing considerations (60%).

Survey Topics Addressed



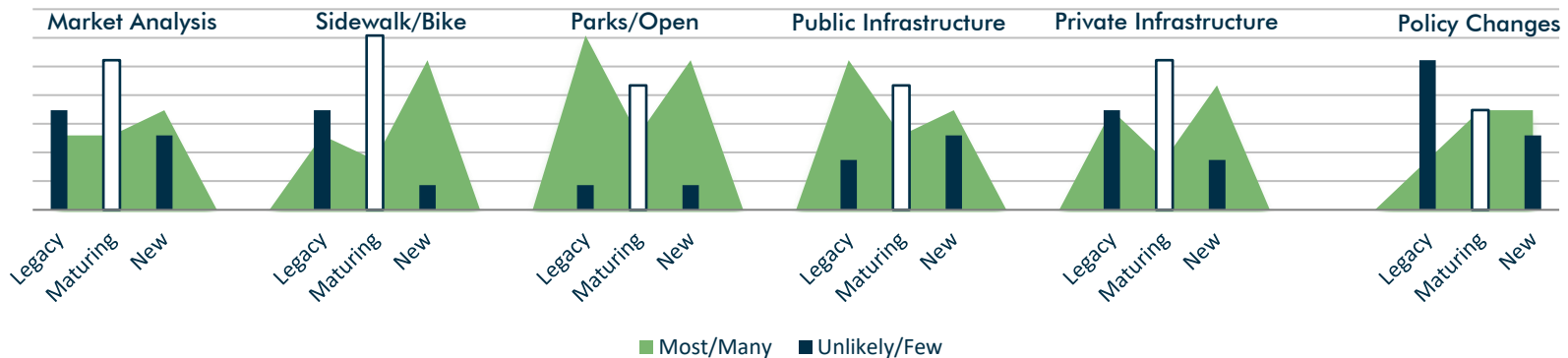
FUTURE STUDY IMPLEMENTATION:

H-GAC staff surveyed local partners to better understand the likelihood of project implementation in the public and private realm as it pertains to sidewalk/bicycle infrastructure, park/open space improvements, and associated policy changes. While the majority of respondents were optimistic, H-GAC staff identified a change in sentiment based on the age of the study.

Partners with New (≤ 3 Years) and Legacy (≥ 8 Years) studies were more positive about prospective project implementation while partners in Maturing study areas (between 4 and 7 years) less optimistic.

Likelihood of Implementation		
	Most/Many	Unlikely/Few
Public Awareness	60.9%	39.1%
Public Infrastructure	65.2%	34.8%
Sidewalk/Bike	65.2%	34.8%
Parks/Open Space	60.9%	39.1%
Private Sector	47.8%	52.2%
Market Analysis	43.5%	52.2%
Policy Changes	43.5%	56.5%

Likely Implementation By Livable Center By Age

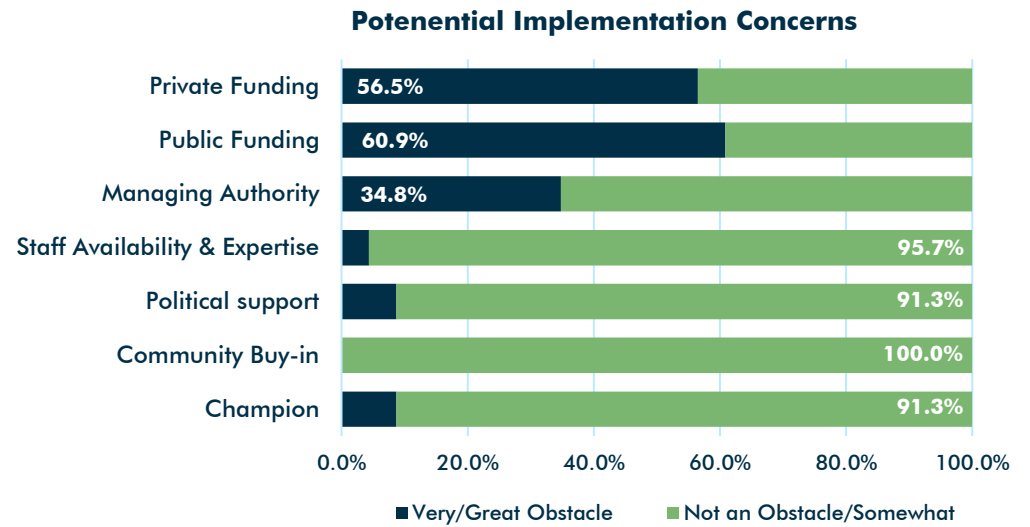


MATURING STUDY AREA FINDINGS:

1. Program analysis indicates most Maturing study areas, **7 out of 10, are On Track or Exceptional.**
2. Expressed greatest concern for future implementation of projects.
3. Perception is understandable, given “low hanging” fruit is implemented (New Study area successes) and larger projects are pending (Legacy area successes).
4. Program to better educate Maturing study areas about timeline of other study area successes

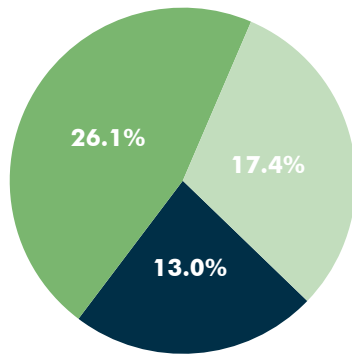
IDENTIFIED IMPLEMENTATION CONCERNS:

H-GAC staff used local partner surveys to identify challenges to implementation. Most potential implementation concerns surveyed received an approval rating of 90% or greater and not considered a concern for implementation by local partners. Chief concerns identified include: Private Funding (56.5%), Public Funding (60.9%) and the presence of a Managing Authority (34.8%).



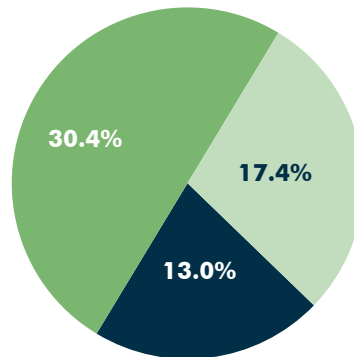
Private Funding Concern

Out of 56.5%



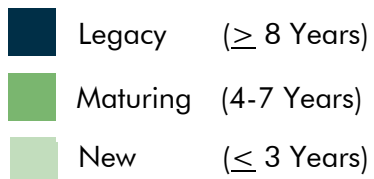
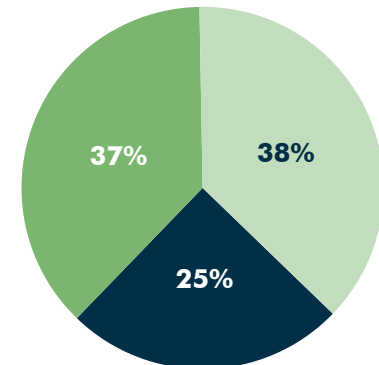
Public Funding Concern

Out of 60.9%



Managing Authority Concern

Out of 34.8%



WHAT IS THE POTENTIAL CAPACITY FOR STUDY IMPLEMENTATION?

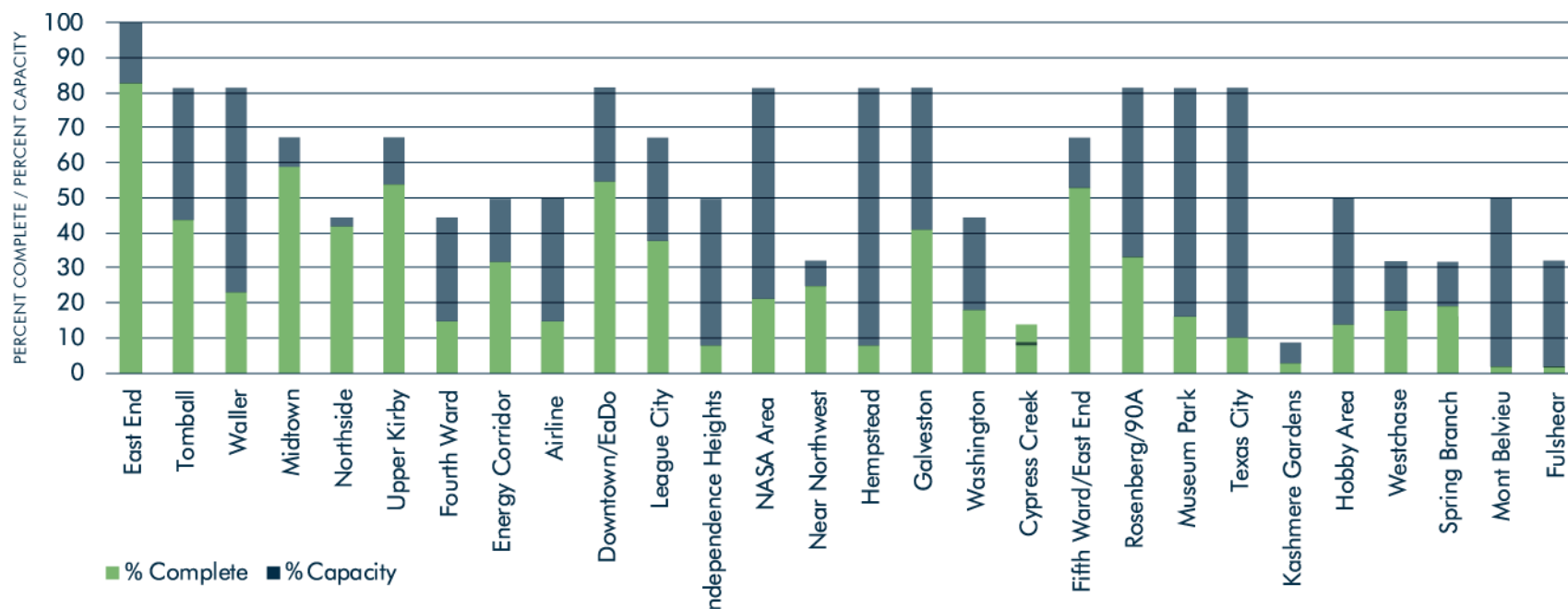
While structure may vary, studies with the greatest capacity for implementation typically have a dedicated entity that can manage or move projects forward, complemented by a sustainable source of funding, whether programmatic or through continued management of grants.

To better gauge capacity for implementation, H-GAC evaluated the presence of a management entity or funding entity within each Livable Centers area boundary. Staff assigned points on a scale of zero (0) to one (1). Where a management and funding entity exist, one point was assigned for each and assigned a total weight. Additional points were assigned if an entity was planned or recommended by the study.

Capacity to Implement Metrics	Weight
City Department	1
Economic Development Corporation	1
Super Neighborhood*	1
Management District**	1
Recommended Management District	0.25
TIRZ***	1
Partial TIRZ Boundary	.5
Recommended TIRZ	0.25

* Only active Super Neighborhoods identified by local partners included in this evaluation.
 **Only Active Management District identified by local partners included in this evaluation. A total of .25 points allocated to studies with those proposed or planned

Institutional Capacity to Implement



Findings indicate that 78% of all study areas have a management entity in the form of a municipal department or a management district. The Fourth Ward, Washington Avenue, and Kashmere Gardens Livable Centers study partners seek management district creation and, as a result, expect increased capacity for project implementation.

Similarly, findings indicate 52% of all study areas maintain a continued funding source for project implementation. Study areas, such as the East End have successfully established new Tax Increment Reinvestment Zones, while communities such as the Museum District and Cypress Creek are in the process of obtaining 501(c)(3) status for donation of funds by private sponsors. Municipalities, such as Tomball and Hempstead, partner with local Chambers of Commerce for support. Finally, other communities, such as the City of Texas City, have strong political and community support to fund and implement 100% of projects through dedicated city funds.

INSTUTIONAL CAPACITY:

75% of all study areas have a management entity.

52% of all study areas maintain a continued funding source.

LIVABLE CENTERS STUDY LOCAL PARTNER REPORT CARDS

Report Cards and summary table of each Livable Centers study area highlighted below providing a snap shot overview of details provided in the body of this 10 Year Evaluation Report. For questions, or to update provided data below, please contact the Livable Centers Program at LivableCenters@h-gac.com.

	Study	Study Cost (000s)	Implemented (000s)	Planned or Programmed (000s)	TIP	Percent Complete	Capacity	Report Card Status
LEGACY > 8	East End	\$144	\$28,791	\$20,000	●	83%	100%	Exceptional
	Tomball	\$133	\$1,784	\$25,000	●	44%	83%	On Track
	Waller	\$120		\$1,600	●	23%	83%	Pending Implementation
	Midtown	\$552	\$23,397	\$32,000	○	59%	67%	On Track
	Northside	\$175	\$7,709	\$7,756	●	42%	42%	On Track
	Upper Kirby	\$192	\$58,872	\$4,924	○	54%	67%	On Track
	Fourth Ward	\$360	\$8,935			15%	42%	Pending Implementation
	Energy Corridor	\$124	\$55,300	\$35,896		32%	50%	Pending Implementation
	Airline	\$174	\$4,329	\$24,803	●	15%	50%	Pending Implementation
	Downtown/EaDo	\$221	\$214,000	\$225,000	○	55%	83%	Exceptional
MATURING 4-7	League City	\$175	\$2,600	\$10,400		38%	67%	Exceptional
	Independence Heights	\$147		\$1,520	○	8%	50%	Pending Implementation
	NASA	\$147	\$150	\$400		21%	83%	On Track
	Near Northwest	\$124	\$33	\$17,750	○	25%	33%	On Track
	Hempstead	\$138		\$2,500		8%	83%	Pending Implementation
	Galveston	\$219	\$37,000	\$20,364		41%	83%	Exceptional
	Washington	\$350	\$934	\$21,912		18%	42%	On Track
	Cypress Creek	\$105	\$8	\$90	●	14%	8%	Pending Implementation
	Fifth Ward/East End	\$288	\$18,070	\$27,930		53%	67%	Exceptional
	Rosenberg/90A	\$213	\$545	\$800		33%	83%	On Track
NEW < 3	Museum Park	\$250	\$5	\$275	○	16%	83%	On Track
	Texas City	\$269	\$233	\$450		10%	83%	On Track
	Kashmere Gardens	\$213	\$3,381	\$949		3%	8%	Pending Implementation
	Hobby	\$269	\$525	\$2,500		14%	50%	On Track
	Westchase	\$281	\$261	\$2,061	●	17%	33%	On Track
	Spring Branch	\$241		\$3,660	○	18%	33%	On Track
	Mont Belvieu	\$141		NA	○	NA	50%	On Track
	Fulshear	\$186		NA		NA	33%	On Track

- TIP
- 2018 Applicant
- 2018 Selected

EAST END

Livable Centers Study

- Year: 2009
- Partner/Sponsor: Greater East End Management District
- Cost of Study: \$144K
- Projects Built/Invested: \$28.7M
- Projects Planned/Programmed: \$20M
- Capacity to Implement: **HIGH**
 - Support future Livable Center Studies and partnerships
 - Continue streetscape and intersection improvements

83%
complete

EXCEPTIONAL

“We’re pretty much done with implementation, and now looking forward to future partnerships with other Livable Centers local jurisdictions as they work to get their studies implemented. It’s our community road map.”

Patrick Ezell
East End Management District
Managing Director,
Economic Development & Infrastructure

TOMBALL

Livable Centers Study

- Year: 2009
- Partner/Sponsor: Tomball Economic Development Corporation
- Cost of Study: \$133K
- Projects Built/Invested: \$1.8M
- Projects Planned/Programmed: \$25M
- Capacity to Implement: **HIGH**
 - Conduct FM2920 Access Management Study (\$30M)
 - Incorporate Texas Heritage Railroading Heritage Museum

44%
complete

ON TRACK

“We still have a ways to go, but are off to a good start with implementing many recommendations contained within the study.”

Craig T. Meyers
Community Development Director
City of Tomball

CITY OF WALLER

Livable Centers Study

- Year: 2009
- Partner/Sponsor: City of Waller Economic Development Corporation
- Cost of Study: \$120K
- Projects Built/Invested:
- Projects Planned/Programmed: \$1.6M
- Capacity to Implement: HIGH
 - 2019 Construction of sidewalks (2013 TIP)
 - On-Track project status anticipated post implementation

“...this project shows what can happen as the city and the EDC partner together for progress for the City of Waller. We look forward to the improvements that are going to be made and how they will improve the quality of life for our citizens.”

Danny L. Marburger
Mayor

PENDING IMPLEMENTATION

23%
complete

MIDTOWN

Livable Centers Study

- Year: 2010
- Partner/Sponsor: Midtown Management District
- Cost of Study: \$552K
- Projects Built/Invested: \$23.4M
- Projects Planned/Programmed: \$32M
- Capacity to Implement: HIGH
 - Continue implementation of Sigange, Wayfinding and Public Art
 - Finalize Off-street Parking Ordinance request with City of Houston

“We identified our market, prioritized funds, and incorporated recommendations into the Midtown Strategic Plan... built projects in all three districts including Midtown Park, MATCH, and pedestrian way street enhancements... We're doing it.”

Marlon Marshall
Midtown Management District
Director, Engineering & Construction

ON TRACK

59%
complete

NORTHSIDE

Livable Centers Study

- Year: 2010
- Partner/Sponsor: Greater Northside Management District
- Cost of Study: \$175K
- Projects Built/Invested: \$7.7M
- Projects Planned/Programmed: \$7.8M
- Capacity to Implement: **MEDIUM**
 - Implement more Better Block/temporary pilot projects
 - Monitor Houston Bike Plan implementation
 - Monitor bayou bike trail implementation

42%
complete

ON TRACK

“...created a blueprint from which we are still working from, it allowed the community to have input about where projects could have impact on daily lives and directly influence the growth of the area.”

Rebecca Reyna
Greater Northside Management District
Executive Director

UPPER KIRBY

Livable Centers Study

- Year: 2010
- Partner/Sponsor: Upper Kirby District
- Cost of Study: \$192K
- Projects Built/Invested: \$58.9M
- Projects Planned/Programmed: \$4.9M
- Capacity to Implement: **HIGH**
 - Complete parking plan, including new parking garage
 - Continue to create pedestrian connections to cul-de-sac neighborhoods
 - Continue implementation of wayfinding and streetscape improvements

54%
complete

ON TRACK

“Once we revitalized this area as a community asset, we knew it was time to make sure it's connected. This plan is our road map.”

Travis Younkin
Upper Kirby District
Executive Director

FOURTH WARD Livable Centers Study

- Year: 2009
- Partner/Sponsor: Fourth Ward Redevelopment Authority
- Cost of Study: \$360K
- Projects Built/Invested: \$8.9M
- Projects Planned/Programmed:
- Capacity to Implement: **MEDIUM**
 - Implement planned street and sidewalk improvements in 2019
 - Develop a parking management district
 - Support creation of a management district
 - Understand Gillette track development by private developers

““ Process of study was exciting, but we need stronger partnerships to implement. ””

Vanessa Sampson
Forth Ward Redevelopment Authority
Executive Director

PENDING IMPLEMENTATION

15%
complete

ENERGY CORRIDOR Livable Centers Study

- Year: 2011
- Partner/Sponsor: Energy Corridor District
- Cost of Study: \$124K
- Projects Built/Invested: \$55M
- Projects Planned/Programmed: \$36M
- Capacity to Implement: **MEDIUM**
 - Continue programs to promote family-based activities
 - Improve Grisby Road safety for all roadway users, including bikes and pedestrians
 - Continue economic development and connections across IH-10

““ ...are laying the foundation for access, connectivity and retail viability so that when the market is right, we are rightly positioned to redevelop the Addicks Park-n-Ride. ””

Fabiana Demarie
Energy Corridor District
Urban Planner

PENDING IMPLEMENTATION

32%
complete

AIRLINE

Livable Centers Study

- Year: 2011
- Partner/Sponsor: Airline Improvement District
- Cost of Study: \$174K
- Projects Built/Invested: \$4.3M
- Projects Planned/Programmed: \$25M
- Capacity to Implement: MEDIUM
 - Continue sidewalk and street grid completion in partnership with Harris County Precinct 1.
 - Incorporate streetscape improvements in coordination with TxDOT Gulf Road planned expansion.

“... Distict’s focus is ... on-going water and sewer projects [\$12.5M]. We remain committed to implementing the framework for growth and associated recommendations set out by the Livable Centers Study. Due to the study, we know where we are headed and are ready to act when the timing is right.”

Teri Koerth
Airline Improvement District
Executive Director

PENDING IMPLEMENTATION

15%
complete

DOWNTOWN/EADO

Livable Centers Study

- Year: 2011
- Partner/Sponsor: East Downtown Management District (EaDO) & Houston Downtown Management District
- Cost of Study: \$221K
- Projects Built/Invested: \$214M
- Projects Planned/Programmed: \$225M
- Capacity to Implement: HIGH
 - Complete TIRZ #15 infrastructure and streetscape improvements
 - Eastblsh network of connected parks including GOAL park (planned) and METRO Light Rail Triangles

“...Served as a guiding document helping the community prioritize spending for major projects, establish new goals, and strategize successful implementation of programs and policies.”

Anton Sinkewich
EaDO
Former Executive Director (2018)

EXCEPTIONAL

55%
complete

LEAGUE CITY

Livable Centers Study

- Year: 2012
- Partner/Sponsor: City of League City
- Cost of Study: \$175K
- Projects Built/Invested: \$2.6M
- Projects Planned/Programmed: \$10.4M
- Capacity to Implement: **HIGH**
 - Secure \$250K of CDBG funds for Main Street improvements
 - Market Downtown for new development including district Gateway

38%
complete

EXCEPTIONAL

“Partnering with the residents and businesses in the Main Street/Park Avenue area has allowed the City to move forward with ordinance updates and infrastructure projects that will improve the overall mobility and desirability of the neighborhood, while keeping the unique sense of place that it has developed over the years.”

Kris Carpenter
City of League City
Planning Manager

INDEPENDENCE HEIGHTS

Livable Centers Study

- Year: 2012
- Partner/Sponsor: Greater Northside Management District & Independence Heights Redevelopment Council
- Cost of Study: \$147K
- Projects Built/Invested:
- Projects Planned/Programmed: \$1.5M
- Capacity to Implement: **MEDIUM**
 - Applied for 2018 TIP funds, and did not meet criteria
 - Continue to promote and attract new residential housing
 - Create Transit Oriented Development with connections to rail and bus

8%
complete

PENDING IMPLEMENTATION

“We are seeing interest and more housing in the study area - including the Northline area.”

Rebecca Reyna
Greater Northside Management District
Executive Director

NASA Livable Centers Study

- Year: 2012
- Partner/Sponsor: NASA Area Management District
- Cost of Study: \$147K
- Projects Built/Invested: \$150K
- Projects Planned/Programmed: \$400K
- Capacity to Implement: **HIGH**
 - Finalize Gateway, “Uplift the Palm Trees to the Lunar Cycle” installation
 - Capitalize on momentum of private development partners

21%
complete

ON TRACK

“This is a nut-n-bolts plan... the District already had a vision in place, but did not yet fully understand how to create a sense of place...now we have project on the ground and community support..once our larger private developments are complete, we expect to move forward with our connectivity piece - bike, peds, and golf carts.”

Sue Darcy
NASA Area Management District
Consultant/President

NEAR NORTHWEST Livable Centers Study

- Year: 2012
- Partner/Sponsor: Houston Northwest Chamber of Commerce
- Cost of Study: \$124K
- Projects Built/Invested: \$33K
- Projects Planned/Programmed: \$17.8M
- Capacity to Implement: **LOW**
 - Applied for 2018 TIP funds, and did not meet criteria
 - Capitalize on bikeway implementation with Precint 1 partnership
 - Continue buy-out of dangerous buildings in parternship with City of Houston

25%
complete

ON TRACK

“We’ve adopted the Livable Centers study as our roadmap, and use it to attract private investment. This study has helped people see beyond their property boundaries.”

Eileen M. Egan
Near Northwest Management District
Vice President of Capital Projects

HEMPSTEAD

Livable Centers Study

- Year: 2012
- Partner/Sponsor: Hempstead Economic Development Corporation
- Cost of Study: \$138K
- Projects Built/Invested:
- Projects Planned/Programmed: \$2.5M
- Capacity to Implement: **HIGH**
 - Continue completion of direction and aesthetics of the plan
 - Incorporate 400+ new jobs in and around Hempstead
 - Implement commuter rail once connection to Downtown Houston is determined and funds available

“We have used the study in many client negotiations, it has been a pivotable aide in several of the negotiations.”

Malcolm Brown
Hempstead Economic Development Corporation
Director

PENDING IMPLEMENTATION

8%
complete

GALVESTON

Livable Centers Study

- Year: 2012
- Partner/Sponsor: Galveston Housing Authority
- Cost of Study: \$219K
- Projects Built/Invested: \$37M
- Projects Planned/Programmed: \$20M
- Capacity to Implement: **HIGH**
 - New Economic Development Director recommended, and hired Spring 2018
 - Implement “Rubber Wheels Street Car” to replace rail system destroyed by flood
 - Continue sidewalk improvements through city CIP

“Livable Centers is a unified title, and it works - it keeps the message clear regardless of agency.”

Deyna Sims
Galveston Housing Authority
Director of Real Estate & Development

EXCEPTIONAL

41%
complete

WASHINGTON

Livable Centers Study

- Year: 2013
- Partner/Sponsor: Old Sixth Ward TIRZ
- Cost of Study: \$350K
- Projects Built/Invested: \$934K
- Projects Planned/Programmed: \$22M
- Capacity to Implement: MEDIUM
 - Continue success of Parking Management District and B-cycle implementation
 - Encourage creation of a management district
 - Increase funding capacity of TIRZ

“Through significant public input, our team developed 12 recommendations relating to circulation and connectivity, development standards, affordable housing, public art, branding, district management, parks and open space, bicycle and pedestrian amenities and economic development.”

Project Summary

Washington Avenue Livable Centers Study

18%
complete

ON TRACK

CYPRESS CREEK

Livable Centers Study

- Year: 2014
- Partner/Sponsor: Houston Northwest Chamber of Commerce
- Cost of Study: \$105K
- Projects Built/Invested: \$8K
- Projects Planned/Programmed: \$90K (Excluding 2018 TIP)
- Capacity to Implement: LOW
 - Leverage Flood Control Bond Projects for canal upgrades to include trail development
 - Utilize post-Harvey Disaster Recovery Funds to conduct home buyouts in partnership with MUD 21

“This is our education tool, and when resources do come our way, we can draw from it. That’s exciting. It’s a great gift.”

Barbara Thomason

Houston Northwest Chamber of Commerce
President

14%
complete

PENDING IMPLEMENTATION

FIFTH WARD/EAST END Livable Centers Study

- Year: 2015
- Partner/Sponsor: Fifth Ward Community Redevelopment Corporation
- Cost of Study: \$288K
- Projects Built/Invested: \$18M
- Projects Planned/Programmed: \$27M
- Capacity to Implement: HIGH
 - Continue to implement streetscape improvements
 - Market recent park improvements
 - Leverage future FTA and Precinct 1 improvements

53%
complete

EXCEPTIONAL

“...Livable Centers study has been a guiding anchor to encourage true collaboration between 3 culturally unique communities ... to improve the quality of life for its residents and businesses. Our work is not done, and ... offer a number of opportunities to demonstrate impact throughout implementation.”

Kathy Payton
Fifth Ward CRC
President & CEO

ROSENBERG Livable Centers Study

- Year: 2015
- Partner/Sponsor: West Fort Bend Management District
- Cost of Study: \$213K
- Projects Built/Invested: \$545K
- Projects Planned/Programmed: \$800K
- Capacity to Implement: HIGH
 - Complete expansion of shared-use surface parking lots
 - Expand sidewalk improvements program and beautification of downtown streets via Texas Main Street Program

33%
complete

ON TRACK

“The Livable Center study is something the City of Rosenberg believes in and we’re working to implement it through work in the City, the Rosenberg Development Corporation and our Main Street Program.”

Bret Gardella
City of Rosenberg
Economic Development Director

MUSEUM PARK

Livable Centers Study

- Year: 2016
- Partner/Sponsor: Museum Park Super Neighborhood
- Cost of Study: \$250K
- Projects Built/Invested: \$5K
- Projects Planned/Programmed: \$275K
- Capacity to Implement: **HIGH**
 - Establish a parking management district
 - Develop standards that promote “beneficial landscaping”
 - Complete Caroline Promenade Cultural Spine design

16%
complete

ON TRACK

“We now have a game plan - and, when investors ask what we want, our District can show them. Our partnership successes are proof of that.”

Kathleen O'Reilly
Museum Park Super Neighborhood
President

TEXAS CITY

Livable Centers Study

- Year: 2016
- Partner/Sponsor: City of Texas City
- Cost of Study: \$269K
- Projects Built/Invested: \$233K
- Projects Planned/Programmed: \$450K
- Capacity to Implement: **HIGH**
 - Continue phased Bayfinding implementation
 - Allocate funding mechanism for a continued sidewalk program
 - Develop the Bayside District Concept when funding allows

10%
complete

ON TRACK

“We know pedestrian mobility plays a vital role in successful downtown revitalization projects.”

James Hartshorn
City of Texas City
Deputy Director of Management Services

KASHMERE GARDENS

Livable Centers Study

- Year: 2016
- Partner/Sponsor: Near Northside Management District
- Cost of Study: \$213K
- Projects Built/Invested: \$3.4M
- Projects Planned/Programmed: \$949K
- Capacity to Implement: **LOW**
 - Continue support of Houston Parks Board Bike Trails
 - Reactive Management District

“This study helped pave the way for the Kashmere/Trinity/Houston Gardens community partnerships - It gives not just one community but (3) communities the opportunity to grow and expand possible by working together as one. We look forward to implementing recommendations in partnership with the study’s Management District.”

Keith Downey
Kashmere Gardens Super Neighborhood
President

PENDING IMPLEMENTATION

3%
complete

HOBBY

Livable Centers Study

- Year: 2009
- Partner/Sponsor: Hobby Area Management District
- Cost of Study: \$269K
- Projects Built/Invested: \$525K
- Projects Planned/Programmed: \$2.5M
- Capacity to Implement: **MEDIUM**
 - Complete design for Bellfort Station catalyst site and multimodal commercial center
 - Incorporate senior housing and appropriate infrastructure accommodations

“Creating vibrant places does not have to begin with expensive infrastructure investments. Simple and creative placemaking can spark interest and spur catalytic change.”

Executive Summary
Hobby Livable Centers Study

ON TRACK

14%
complete

WESTCHASE

Livable Centers Study

- Year: 2018
- Partner/Sponsor: Westchase Management District
- Cost of Study: \$281K
- Projects Built/Invested: \$261K
- Projects Planned/Programmed: \$2M
- Capacity to Implement: **LOW**
 - Initiate pedestrian promenade design and development
 - Develop a shared-use parking program
 - Explore bus rapid transit on Westheimer

17%
complete

ON TRACK

“The Westchase Livable Centers Study received the Merit Award for the Planning and Analysis Category from the Texas Chapter of the American Society of Landscape Architecture (TX ASLA). This award recognizes the wide variety of professional activities that lead to, guide, or evaluate landscape architectural design.”

H-GAC Newsletter
Announced April 25, 2019

SPRING BRANCH

Livable Centers Study

- Year: 2018
- Partner/Sponsor: Spring Branch Management District
- Cost of Study: \$241K
- Projects Built/Invested:
- Projects Planned/Programmed: \$3.6M
- Capacity to Implement: **LOW**
 - Pilot a bicycle on the Long Point corridor in partnership with the City of Houston
 - Continue CenterPoint trail study in partnership with H-GAC

18%
complete

ON TRACK

“Reimagine Long Point Livable Center study was identified as one of four major actions items in Spring.”

Executive Summary
Spring Branch Livable Centers Study

MONT BELVIEU

Livable Centers Study

- Year: 2018
- Partner/Sponsor: City of Mont Belvieu
- Cost of Study: \$141K
- Projects Built/Invested: N/A
- Projects Planned/Programmed: N/A
- Capacity to Implement: MEDIUM
 - Initiate housing study
 - Promote mix-use development
 - Enhance trail connectivity

Newly
complete

ON TRACK

“We were very satisfied with the study and are excited about integrating the findings into future developments. We have already begun implementing the necessary recommendations to create something special in Mont Belvieu.”

Kenneth Barnadyn
City of Mont Belvieu
City Planner

FULSHEAR

Livable Centers Study

- Year: 2019
- Partner/Sponsor: City of Fulshear
- Cost of Study: \$141K
- Projects Built/Invested: N/A
- Projects Planned/Programmed: N/A
- Capacity to Implement: LOW
 - Complete application and compete for TxDOT Transportation Alternative and Safe Routes to Schools funds

Newly
complete

ON TRACK

“The livable center study project provided the City with a vision and identified a series of steps to provide a means for that vision to become a reality.”

Brant Gary
City of Fulshear
Assistant City Manager



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