League City

Main Street Implementation Plan: A Livable Centers Study

February 2012

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Table of Contents

Executive Summary

The Houston-Galveston Area Council (H-GAC) and the City of League City engaged the Gateway Planning Team to develop a Livable Centers Study focused on implementation to revitalize Main Street and the Historic Creekside District. The City's recently completed Comprehensive Plan and Branding Study provided recommendations for catalytic projects, development concepts, and guiding principles for Main Street and the Historic Creekside District. Based on prior studies, this Implementation Plan specifically focuses on assessing the feasibility of various development concepts, catalytic areas, and making specific recommendations for projects and strategies to be implemented over the short and long-terms.

The catalytic areas and projects (catalytic areas refer to the various locations in the District that would promote catalytic activity, whereas catalytic projects are specific projects that would influence the catalytic activity) recommended in this Plan were selected on their ability to create investment momentum, retain character and support the identity and vision of the city. Though these are not the only areas that are in need of attention, with implementation of the Plan's selected catalyst projects, the recommended catalytic projects can create the momentum needed for improvements in the District and to attract and sustain private development.

Several recommendations from the Branding, Development and Marketing Action Plan by Destination Development International were reinforced and integrated into this Implementation Plan, including:

- Realize potential in Perkins Station
- Redevelop League Park
- Address the need for Parking
- Locate potential gateways into Main Street and the Historic District
- Incorporate the League City trail system
- Develop additional special events, including programming and management of events
- Improve the aesthetic and functional aspects of the Main Street Corridor.

In this context, the primary catalytic project is to reinvent the intersection of Main Street and Park Avenue, along with League Park in relation to Perkins Station. This will create both a true destination discernible from a commuter on Main Street and an integrated place that can jump start neighborhood retail and entertainment on all four corners of the intersection. In the short term this will:

- Fulfill the retail mission of Perkins Station
- Create adjacent benefits on and around League Park, beyond traditional park uses
- Support better increased activity at Founders Square
- Create a context for a destination market on the southwest corner of the intersection
- Create a linkage south, along Park Avenue, to connect neighborhoods to the South through improvements associated with League City Elementary School

In recommending these specific catalytic approaches, League City will be able to leverage limited public investment to drive new private investment into Main Street. The goal is to build on the activity and momentum that is already in place by investing on key projects that can create a synergy of activities with the focused use of limited funds. Further, the City can use this plan as a tool and business plan to begin to transform Main Street and bring the Historic Creekside District to its full potential.

With its abundance of citizen involvement, involved city staff and elected officials, and local and regional authorities, League City is poised to implement the change required to fully realize the vision it has developed. From funky shops to classic restaurants, beautiful open spaces to active playgrounds, League City already has the neighborhood fabric and foundation to sustain a place that has charm and character that both residents and visitors will enjoy.

1. Introduction

The League City Main Street Implementation Plan is a partnership between Houston-Galveston Area Council (H-GAC), Texas Department of Transportation (TxDOT) and the City of League City. This plan will help guide League City to proactively address its Main Street and further the goals of H-GAC's Livable Centers Program.

Successful Main Streets build on the tradition of great urbanism, which is about designing for the poetry of community life. In order to achieve that, all great plans must balance predictability with flexibility. Predictability is important to achieve community goals, while flexibility is critical to accommodate changing market conditions.


LEAGUE PARK
HOURS 8 AM-10 PM

League City already has the framework to build upon its history and culture in the region to create a vibrant Main Street and Historic Creekside District. In implementing the vision for the district, one of the most critical aspects is to reinforce the existing assets and initiatives with Main Street living and entertainment that attracts current residents and their guests.

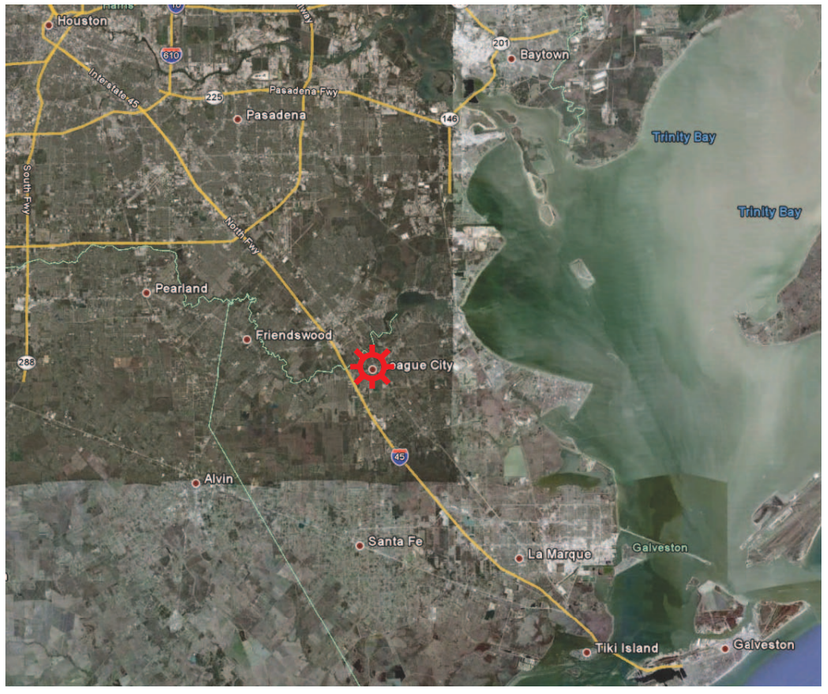
The purpose of this plan is to develop feasible catalyst and complementary projects to reinforce and sustain Main Street, League City, as a walkable, mixed-use place, as well as creating a sound fiscal plan that leverages public and private resources and investments to make the plan a reality. The primary focus of this planning effort is implementation, building on the prior comprehensive planning and branding efforts by the City of League City. Both the League City Comprehensive Plan and the Branding, Development and Marketing Action Plan include potential catalyst projects, conceptual solutions, and guiding principles for redevelopment of Main Street and the District.

This Livable Centers Study evaluates the feasibility of different catalyst projects previously identified and recommends complementary projects and strategies. These strategies will create a comprehensive implementation program to revitalize Main Street and the District as a unique destination for residents and visitors alike. The primary goal of this implementation initiative is to immediately begin to develop a series of one or more projects that can have a “catalytic” effect and bring in new private investment.

In order to accomplish this, placemaking and prioritizing infrastructure are being emphasized as the main tools that will attract private investment and make Main Street and the District competitive within the region.

This report is organized as follows: Section 2 reviews the preliminary assessment that is based on the Base Studies Report undertaken by the City of League City staff and additional assessment by the Gateway Planning Team, Section 3 details the assessment of the market for the district, Section 4 walks through the public process and comments from stakeholders throughout the district, Section 5 reviews the work of the design workshop, Section 6 establishes the Initial Solutions Plan, Section 7 presents the phasing and feasibility analysis and Section 8 provides next steps for the district.

2. Preliminary Assessment



2.1 - OVERVIEW

This section evaluates the existing context of Main Street and the Historic Creekside District. In general, the plan area is described as the area bounded by State Highway 3 to the West, Landrum Street and Reynolds Street to the East, Walker Street to the South and Clear Creek to the North.

League City is putting emphasis on Main Street revitalization, as articulated in the Creekside Base Studies report released early in 2011. Focusing on districts that:

> "...have one or more catalyst projects that attract people to the area and entice them to stay long enough to enjoy their experience and contribute to the local economy. Districts are ideally characterized by a unique character, a range of land uses, cultural/physical activities and architectural styles that make the area desirable as a place to shop, work, play, gather and sometimes live . . . the combination of existing, emerging or future catalyst projects and complementary attractions/amenities must create critical mass sufficient to generate economic and financial value that can be sustained over time."

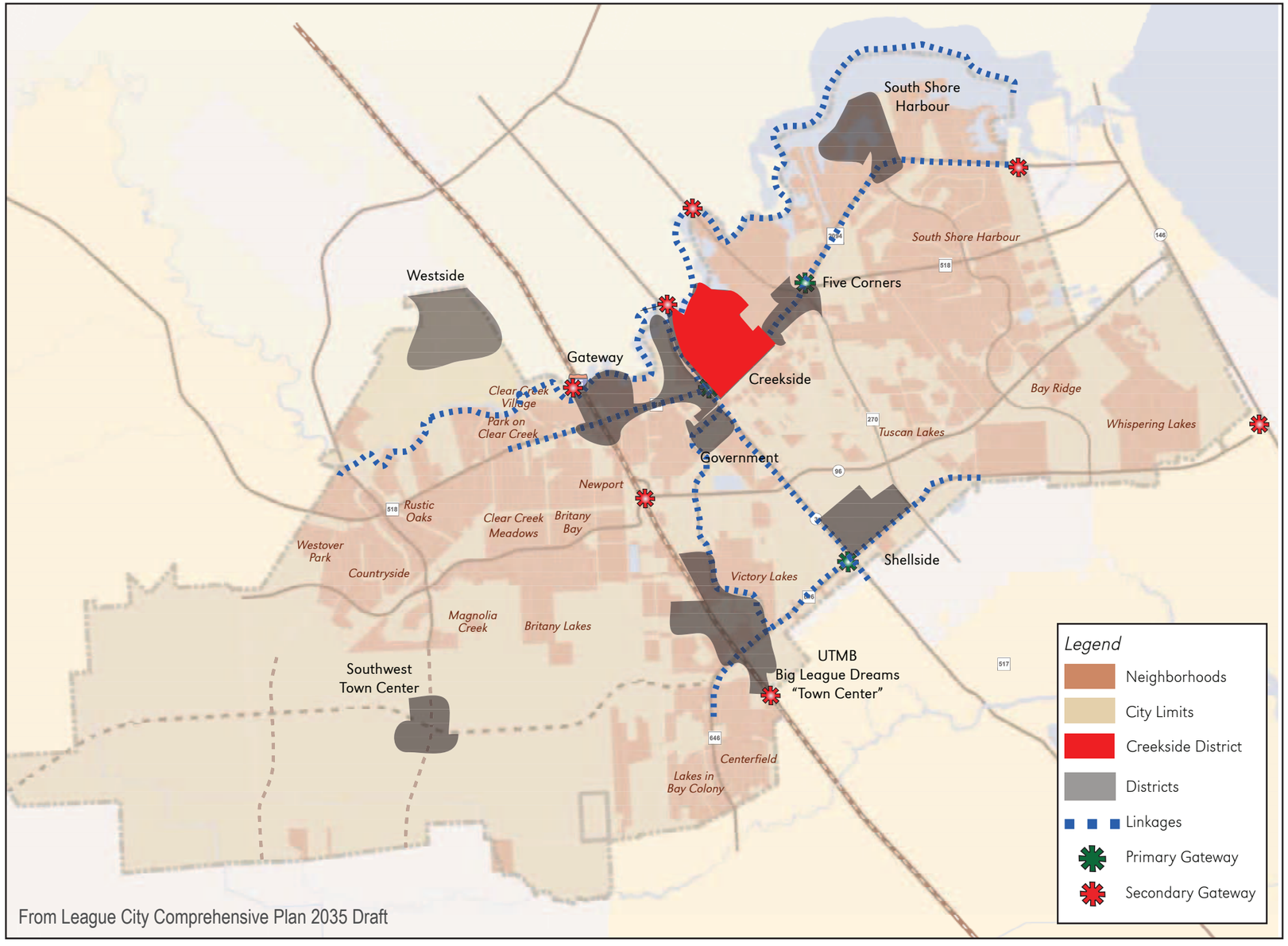
Main Street (F.M. 518) generally runs east-west through the plan area. The section of Main Street from State Highway 3 to the "five-corners" is characterized by the large historic live oaks along the roadway. The Union Pacific Rail line runs north-south through the plan area separating the Main Street district to two distinct sections. The District is home to League Park located at Park Avenue, Perkins Station located at Perkins Avenue and established neighborhoods along and between Walker Street and Clear Creek.

This preliminary assessment is based on the consultant team's assessment of the district in addition to three main documents – the first is the "Creekside" Base Studies Report (January 2011) developed by city staff to provide the background information for this initiative. The second document is the League City Comprehensive Plan (March 2011) and the third is the Branding, Development and Marketing Action Plan (January 2011). The Base Studies Report provided visioning, analysis of strengths and weaknesses (SWOT analysis), public input and an initial assessment of the District. The Comprehensive Plan offered valuable insight into the future plans for League City and reinforced the City's willingness to incorporate innovative solutions to implement an economic development initiative.

In addition, the recommendations from the Branding, Development and Marketing Action Plan developed by Destination Development International became the foundation upon which this Implementation Plan was developed.

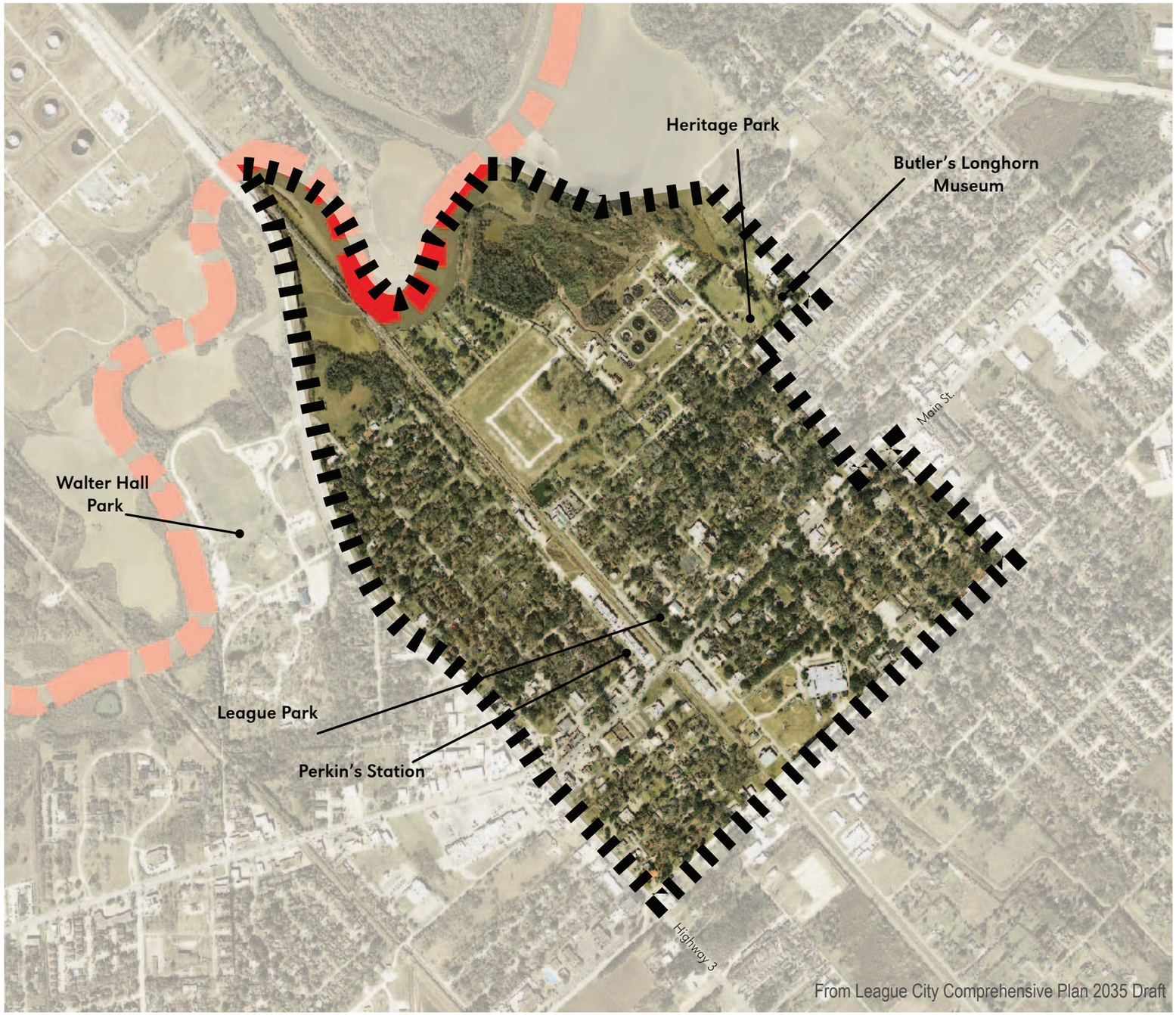
The following sections provide summaries of each of the above referenced documents as they relate to the existing context of Main Street and the District.

Included in each of the reports were comments and concerns from stakeholders, committees, businesses and organizations that were integral to the continued input received during this process. A summary of additional stakeholder input is included in Section 4 and the Appendix of this report.



From League City Comprehensive Plan 2035 Draft

League City Districting Map



Creekside District Map

2.1.1 - "Creekside" Base Studies Report:

The "Creekside" Base Studies Report provides great insight to the vision and desires of the community involved with the Creekside District. It details Guiding Principles, SWOT Analysis, Base Information and Potential Catalyst Projects, all of which have been developed over a two-year span of public input and studies by city staff.

Guiding Principles

The report divulges its guiding principles to protect the natural assets, maintain sustainability through environmental responsibility, reflect and maintain League City's heritage and culture, maintain a "village" feel, attract locally owned businesses to serve the local community, become a place that is frequently visited and provide a multi-modal network for residents and their guests. This insight set the pace for the preliminary assessment by allowing the team to understand not only what the community envisions, but also that the city had already worked with the community to contain this vision concisely for easy understanding for all.

SWOT Analysis

The Report outlined a number of Strengths, Weaknesses, Opportunities and Threats which continue to show insight from the community. The essential elements include strengths that reflect the natural assets, locally-owned businesses, locally invested residents and a strong heritage and culture. Many of the weaknesses are common to many communities: Lack of cohesiveness, Low return on investment, poorly maintained structures, lack of wayfinding elements, lack of linkages, limited access to Clear Creek, improvements needed on infrastructure, and flooding problems.

Many of the opportunities are identified as public gathering elements, infill and redevelopment, claiming the popular industries like the strong wedding industry, and implementing context sensitive solutions to street and other infrastructure improvements. Equally, there are threats that concern the community, such as: politics within the city, financing the required improvements, lack of common vision, need of City commitment combined with neighbor and resident commitment, and becoming so successful that the essential traits and character of the area is lost.

Base Information

Key businesses, organizations, establishments, civic elements and historic places are regarded as major players in the vision of the district. It identifies the variety of community programs that these players have developed and maintained over the years, and primary and secondary points of interest for the community.

The report provides ample base information regarding community character, economic opportunity, mobility, and infrastructure.

Potential Catalyst Projects

Lastly, but equally important, the report identifies the community's opinion on catalytic projects that may introduce the placemaking and reinvestment that is desired. This catalytic projects list provided an ideal starting point for assessment of catalytic areas.

2.1.2 - League City Comprehensive Plan

Establishment of the Creekside District

The League City Comprehensive Plan clearly identifies the guiding principles for the City as a whole as well as the districting of various areas of the City for its goal to be a "City of Great Places." Many of the similar SWOT analysis items are included as well as the character and theme of the Creekside District.

Evaluation of Land Use and Development Patterns

The Comprehensive Plan reviews and educates the reader on development patterns in today's environment and establishes policies the City has adopted for future growth management and development patterns. Though the area within the Creekside district has remained a lower density due to the prominent single-family homes, there is potential for the density to grow without the inclusion of typical "high-density" developments. This can be incorporated through the use of granny flats, smaller lot single-family and more garden office style of development, versus the conventional garden apartment complex and large office campus development.

2.1.3 - Branding, Development and Marketing Action Plan

The goal of the Branding, Development and Marketing Action Plan by Destination Development International (DDI) was to "slow the retail leakage, create a sense of community for its residents, and to attract new business into League City, which will help reduce traffic congestion and commute times, and will make League City a 'destination city' in terms of a great place to live, work and visit."

Recommendations

The Action Plan makes numerous recommendations for the City to implement in order to create a "place" that League City can identify with and become a real destination. In many ways this plan is a result of these recommendations. Many of the items noted will be implemented at the right time, for now the idea to "develop a downtown master plan" has resulted in the search for the right Catalyst Area to implement a project to begin this process. Through the action plan the identification of a historic district, activating Perkins Station, integrating a Public Market, reinterpret League Park, addressing the need for parking, and creating gateways into the core area, have been brought into this plan for the Historic Creekside District. Though this area is not commonly identified as a typical "downtown," the "village" feel of the district, combined with the existing attractions and strong public support from residents, makes this a prime location to incorporate these recommendations.

Other recommendations that have been incorporated for this plan are to beautify the Main Street Corridor, and make recommendations for the governance and leadership for implementation of the Plan.

2.1.4 - Destinations and Connections

Great places to live and visit are developed by both destinations and the connections to arrive at those destinations. In order to organize the complete concept of this plan, the assessment and solutions are assembled first by Destinations then by Connections.

An effort to develop catalytic project areas began with an initial evaluation of three study areas. Given the current stock of public open spaces (destinations) and the direct link to those streets and regional surroundings from Main Street (connections), the initial study areas are the destinations of League Park and Clear Creek & Heritage Park and the connections from Main Street (FM 518). The following sections show the initial analysis for the three locations.

Creekside

Strengths
- Amenities, history and culture
- Clear Creek
- Small town, village character and grid pattern
- Butler Oaks
- Locally owned businesses, no boxes
- Invested neighbors
- Vacant parcels for infill development

Weaknesses
- Infrastructure improvements (drainage/roadways), Flood prone
- Lack of cohesiveness (character)
- Traffic/access/parking
- Condition and appearance of buildings/homes
- Location of Dallas Salmon Wastewater Treatment Plant
- Lack of signage/way finding
- Lack of linkages between amenities
- Railroad is divider
- Lack of gathering places or major attractions

Opportunities/Catalysts
- Cultural/entertainment activities and amenities (music, plays, art)
- Small businesses, unique shops and local restaurants
- Amphitheater (large and small)
- Community Market
- Niche in wedding industry
- Redeveloped and reprogrammed League Park and Heritage Park

Threats
- TxDOT
- Politics (neighborhood and city-fighting change)
- Financing
- Lack of common brand/theme
- City/neighbor commitment

Character/Theme
- Mixture of residential and commercial uses within walking distance Cottage style retail, office
- Plazas, parks and natural open spaces
- Suburban with the majestic Oak Trees and landscaping
- Village like street grid pattern, walkable and bike friendly, Golf Cart accessible to the extent possible

2.2 DESTINATIONS

2.2.1 - League Park

Two important features of League Park's programming are the iconic gazebo and the priceless Butler Oaks, both in the park and along Main Street. Other programmed elements are good pieces but there is no organization or connection to the surrounding context.

Though League Park is wonderfully located and all features are well done, there are some issues that require attention:

- Maintenance Issues:
  i. Tree Preservation needs to be addressed

  ii. Soil Compaction is detrimental to the Butler Oaks and needs to be addressed.

  iii. Irrigation System to effectively irrigate the existing and new vegetation

  iv. Plantings beneath Butler Oaks should be shade tolerant
- Parking amount and management
- Many "objects" in the park are obstructing open space – consider relocation of fountain and koi pond
- Seating near clock tower unpleasant due to traffic noise
- Connection across tracks and views down 2nd street obscured by caboose – consider relocation to strengthen the connection
- Needs better pedestrian and traffic movement, utilizing a wayfinding system

Possible remedies for the programming could be Park Avenue street closure for special events and as an outdoor market staging area under the shade of the Butler Oaks, relocation of the basketball court either to Heritage Park or League City Elementary School, and integration of interactive art or water features.

For the adjacent parcels surrounding League Park, it tends to be incoherent in their relation to the park and the park is not activating much economic development. Currently there is already a strong mix of uses around the park, housing, underutilized retail and civic uses (religious, community organizations and public facilities).

Existing Assets

- League Park's gazebo and active and passive recreation areas
- Located at the center of the District
- Fire house & public services in close proximity
- Large open area for public events

Existing Constraints

- Water tank to be decommissioned
- Limited space for large venue needs
- Water main replacement needed
- Wastewater pipe replacement needed

Existing Access/Linkages

- Park Avenue (signaled intersection)
- Perkins Station – "hidden" pedestrian crossing over rail line
- 2nd Street – access from neighborhood
- 3rd Street – access from neighborhood
- Noted as a trailhead location in the planned trails network

Existing Parking

- League Park surface lot
- Perkins Station surface lot
- Founder's Square surface lot
- Star Industries building surface lot
- 2nd Street – parallel/head-in parking
- Park Avenue parallel parking between 2nd Street and 3rd Street

<u>Potential Parking</u>

- Parallel parking to head-in parking along League Park and Railroad
- Parking garage or shared parking lots – as park-once opportunities

Adjacent Opportunities

- Perkins Station connection
- Star Industries building across Main Street
- Founder's Square connection
- Main Street Corridor retail and entertainment connection
- Bring more old houses into the back of the park or introduce new housing types to improve "village" context around League Park

Identified Stakeholder Groups

- Historic groups
- Residential landowners
- Many private businesses (including wedding industry businesses)
- Local residents

Potential Access/Linkages

- Railroad Avenue
- Perkins Station (needs access)
- Trail system connection - trailhead
- Bus or shuttle system
- Wayfinding/signage is necessary
- ITE Manual adoption for complete streets & context sensitive solutions design

Private Sector Involvement & Key Businesses

- Butler's Courtyard
- Founder's Square businesses
- Tad Akers (south of Main Street)
- Many other small businesses & shops
- Perkins Station
- Star Industries (south of Main Street)
- League City Elementary School (South of Main Street)

City parcels (water tank to be decommissioned)

North side of League Park (basketball courts and children's accessible playground)

Existing and utilized civic buildings (church, firehouse and lodge)

Perkins Station (Retail/Office space available)

South side of League Park (historic gazebo, koi pond and gathering space with ample shade)

Perkins Avenue (possible new streetscaping behind Perkins Station)

Founder's Square (viable retail environment)

Large facility with viable business

2.2.2 - Clear Creek & Heritage Park Assessment

Heritage Park is situated along Clear Creek and contains a walking path, a playground and large green areas for occasional active recreation.

There are not many noticeable issues with the current park design or programming. Some additions to the park may include:

- Utility upgrading
- Water vehicle recreation such as kayaks and paddle boats
- Natural water features that would compliment the creek such as a turtle pond
- Integration of interactive art
- More pedestrian and traffic movement, utilizing a wayfinding system

For the adjacent parcels surrounding Heritage Park, there are many residential homes and a water treatment facility. The residential use is compatible with this passive recreation park.

Existing Assets

- Playground
- Longhorn Museum
- Clear Creek adjacency and natural features
- Heritage Park structures – dock/pier, lighting, parking, etc.

Existing Constraints

- High Flood Zone
- Water Treatment Plant in close proximity
- Existing Access is limited
- Water Main Replacement needed
- Wastewater pipe replacement needed

Existing Access/Linkages

- Landrum Street for parking lot
- Wisconsin Avenue and Coryell Street for playground
- Bridge in park accesses one side to the other.

Existing Parking

- Longhorn Museum/ Heritage Park
- Parallel street parking (to be removed)

Adjacent Opportunities

- Paddle boat system on Clear Creek
- Clear Creek adjacency for water recreation
- Undeveloped land to preserve or develop (currently for sale)
- Take advantage of waterfront along Clear Creek

Identified Stakeholder Groups

- Longhorn Museum
- Parks & Recreation Department
- Arts groups
- Local residents

Potential Access/Linkages

- Wisconsin Avenue
- Coryell Street
- Planned trails system connection - trailhead
- Bus system
- Wayfinding/signage is necessary to direct access from Main Street

Private Sector Involvement & Key Businesses

- Classical Dance Arts
- Water treatment facility
- Longhorn Museum
- Recent residential development

Clear Creek (potential paddle boats and other water recreation)

Water treatment facility

Heritage Park

Longhorn Museum

West side of Heritage Park (potential pond relocation; potential gathering space improvements)

Landrum Street (existing access to Heritage Park)

Wisconsin Avenue (new construction of roadway)

New single family development

2.3 CONNECTIONS

2.3.1 - Streets and Transportation

An initial transportation analysis began by examining Main Street in its function as a regional roadway as well as its ability to serve the local traffic and businesses as a destination along the mile stretch through the District. The following concerns and potential resolutions were utilized in our discussions with TxDOT as well as local stakeholders and business owners.

Existing Transportation Linkages

A system of well-planned streets and multi-modal options with enhanced accessibility and comfortable connections creates a synergy of people and activities. The choices available to move about and the quality of those choices influence people's perceptions of a place and their willingness to engage in life there.

The District is generally accessed from Main Street between State Highway 3 to its West and FM 270 to its East. Some street network issues include:

- A mix of two-way streets with varied right of way widths, such as Main Street, some of which change how they operate within the district;
- A loss of connectivity through the creation of superblocks; and
- A lack of appropriately timed signals on some streets.

Each of these creates obstacles for motorists trying to efficiently get where they want to be. Barriers of Clear Creek, Union Pacific Railroad and State Highways 3 and 270, combined with the two-way streets, make for a confusing network. Simplifying and reconnecting the street network will provide for easy access to and within the district. Currently there are 4 travel lanes and no left turn bays along Main Street between State Highway 3 and Iowa Avenue, adding to the confusion for commuters and restraining access to other streets.


Street Database
1 Houston Ave
2 3rd St
3 Walker St
4 Lewis
5 2nd St
6 3rd St
7 4th St
8 Coryell St
9 Satsuma St
10 N Kansas Ave
11 Railroad Ave
12 Park Ave
13 S Iowa Ave
14 S Illinois
15 Reynolds Ave
16 Proposed Paddle Station
17 Connection Nature Center
18 Crystal St
Existing Traffic Signal
Current Major Linkages
Current Minor Linkages
Walter Hall Park
Main St
Walker St
Texas Ave
270
518
CATALYST AREAS:
A CLEAR CREEK & LONGHORN MUSEUM
B LEAGUE PARK
C MAIN STREET
KEY INTERSECTION
N
0
0.125
0.25
0.5
Miles

Linkages

2.3.2 - Main Street (FM 518) Assessment

Existing Assets

- Butler Oaks lining the right-of-way
- Established commercial businesses along the corridor
- Access to public buildings/government
- League Park adjacency
- Union Pacific Railroad crossing
- Helen's Garden

Existing Constraints

- Butler Oaks
- Not pedestrian oriented nor friendly – limited crossing access
- Heavy vehicular traffic – regional and local
- Railroad crossing
- Lack of signalized pedestrian crossings
- Water main replacement needed
- Wastewater pipe replacement needed
- Need to maintain regional vehicular transit
- Linear "downtown" along Main Street

Existing Access/Linkages

- Provides access between State Highway 3 and Five Corners area
- Municipal buildings
- Existing trail system on Walker Street
- Varying right-of-way with limitations on widening due to historic trees. (range is 70' (west) to 86' (east)

Existing Parking

- No current on-street parking (to remain this way)
- Limited access to off-street parking for attractions in the area.

Adjacent Opportunities

- Connecting Helen's Garden with West Bay Common School Museum
- Connecting League Park with League City Elementary
- Improved traffic flow and introduction of multi-modal transit with redesign

Identified Stakeholder Groups

- Adjacent land owners
- Historic groups
- Local residents
- Local churches/civic organizations and municipal buildings

Potential Access/Linkages

- Trail system connection to tie the proposed trailhead along the north of Main Street to the trail along the south of Main Street
- Improving crossings for Main Street.
- One-way conversions for some streets.
- Bus system to promote access to all areas of the District
- Wayfinding & signage is necessary to connect and direct all modes of traffic

Private Sector Involvement & Key Businesses

- Founder's Square businesses
- Helen's Garden attraction
- Various other small businesses & shops along the corridor
- Tad Akers (South of Main Street)
- West Bay Common School Museum (North of Main Street)
- Perkins Station retail and office space
- Five Corners area – major junction
- Star Industries building

- Existing rail line
- Existing and utilized civic buildings
- Helen's Garden
- League Park adjacency
- Perkins Station (retail/office space available)
- Underutilized property
- League City Elementary
- Potential "gateway" opportunity that could be designed by an artist or architect.

Existing Main Street Concerns

Main Street has a varying right-of-way with limitations on widening due mainly to historic trees. The right-of-way starts at 70' on the west end, the middle section is 80' and the far eastern end is 86'.

- Length of Main Street in the study area is about 0.8 miles
- Existing traffic signals along Main Street at State Highway 3, Houston Avenue (to be removed), Park Avenue and Iowa Avenue.
- Union Pacific Rail Road crossing between State Highway 3 and Park Avenue
- According to the Base Studies Report, traffic capacity on Main Street is rated as Level of Service (LOS) E from State Highway 3 to Iowa Avenue and LOS D on the rest.
- Large number of driveways and intersecting streets that would prohibit a center median along Main Street.
- Potential options, though not necessarily recommendations, that could increase traffic capacity on Main Street between State Highway 3 and Iowa Avenue to get to a LOS D are:
  - i. Add signals and utilize signalization timing that is split phased to allow protected left turn movements where no left turn bay is provided.
  - ii. Increase capacity on Walker Street and provide easier turning movements in between Main Street, Reynolds Street, Walker Street, and State Highway 3. Provide directional signage to have through traffic use alternate routes.
  - iii. Make Main Street and Walker Street one-way pairs. Improve Reynolds Street, Iowa Avenue, Kansas Avenue, and Park Avenue for better cross circulation.
  - iv. After preliminary analysis and design workshop, Integrated Transportation System (ITS) and reversible lanes were determined to be a viable option to improve traffic conditions along Main Street.

Existing Sewer Utilities

Existing Water Utilities

WHAT IS LEVEL OF SERVICE?

[Excerpted from the TDM Encyclopedia, Victoria Transport Policy Institute]

Level of Service refers to the speed, convenience, comfort and security of transportation facilities and services as experienced by users. Level-Of-Service (LOS) ratings, typically from A (best) to F (worst), are widely used in transport planning to evaluate problems and potential solutions. Because they are easy to understand (they are similar to the schools grades), Level-Of-Service rating often influence transport planning decisions. Such ratings systems can be used to identify problems, establish performance indicators and targets, evaluate potential solutions, compare locations, and track trends.

Current planning tends to evaluate transportation system performance based primarily on motor vehicle traffic speed and delay. Transportation engineers often produce maps showing roadway links and intersections considered to have excess traffic congestion (Level-of-Service rating D or worse), which is used to prioritize roadway expansion projects. This methodology is criticized as being technically flawed and biased, because it ignores (Cortright 2010):

- Other transportation problems besides traffic congestion, such as parking congestion, traffic accidents, increased consumer costs from automobile-dependent transportation systems, inadequate mobility for non-drivers, excessive energy consumption, pollution emissions and inadequate physical fitness and health.
- The tendency of increased vehicle traffic volumes and speeds to increase problems such as traffic accidents, pollution emissions and sprawl.
- Negative impacts that wider roads and increased vehicle traffic speeds tend to have on walking and cycling travel.

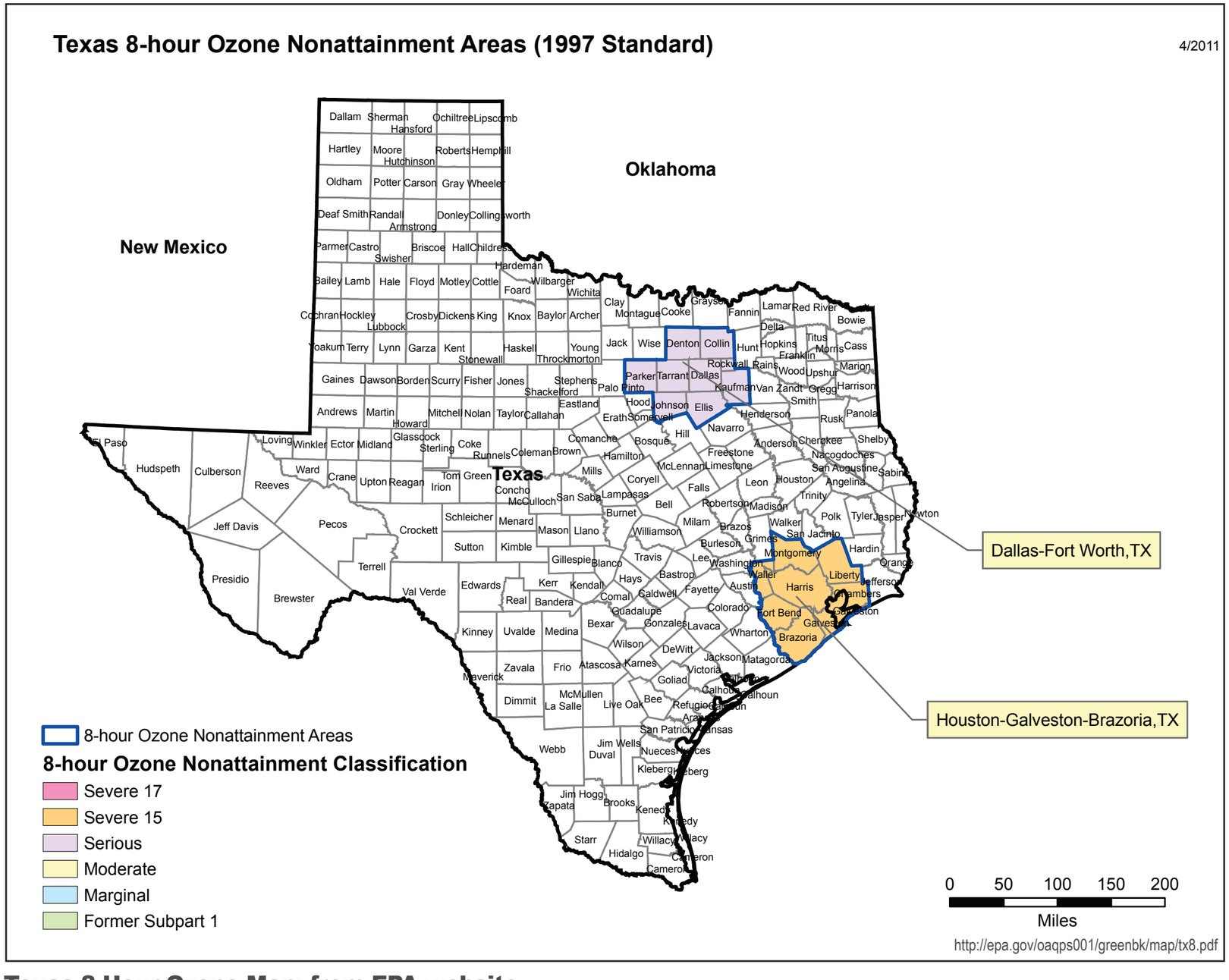
MULTI-MODAL LEVEL OF SERVICE INDICATORS

This plan utilizes Multi-Modal Level of Service Indicators in its analysis. The development and use of Multi-Modal Level-of-Service Indicators is consistent with current trends toward more comprehensive and balanced transport planning that considers diverse modes and impacts (Cambridge Systematics 2010). Such indicators can help respond to users' preferences and expand the range of solutions that can be considered in transport planning. For example, travelers may sometimes be willing to accept lower speeds for increased convenience and comfort, and improvements to other modes besides roadway. Application of Multi-Modal Level-Of-Service standards supports infill development by allowing roadway LOS ratings to decline provided that LOS ratings for other modes such as walking or biking improve, thus creating more public tax base and private development potential.

2.4 UTILITIES

An initial utilities analysis focused on the local capacities and its relation to the District and any future development or reinvestment that may occur.

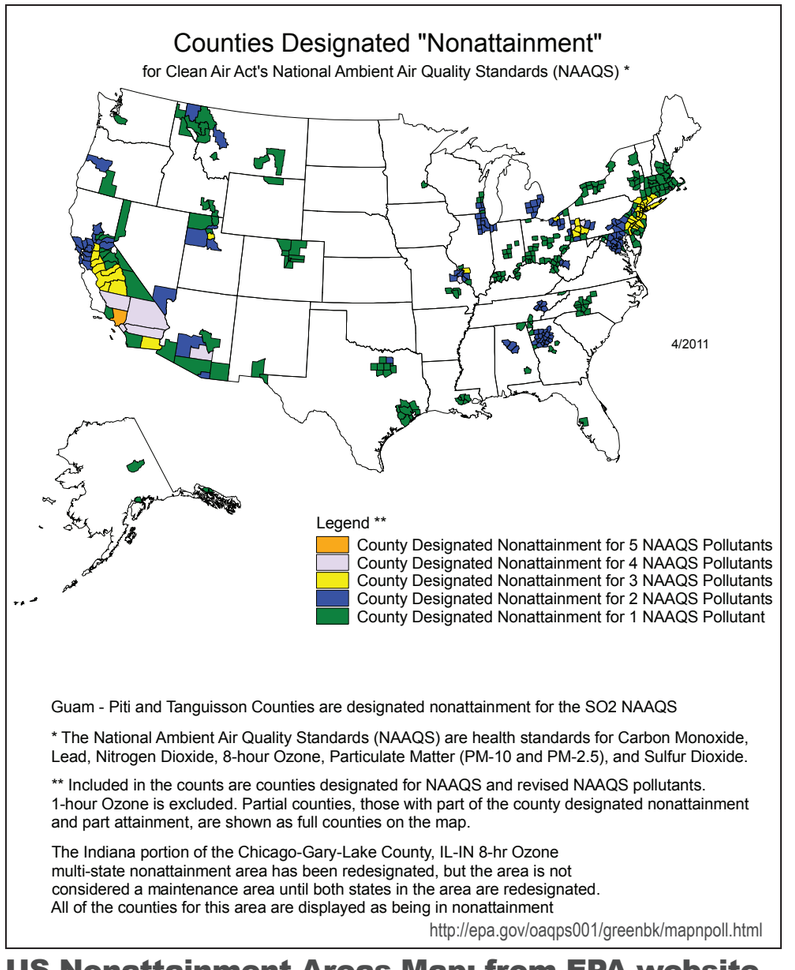
- Water mains need to be replaced throughout study area due to age and need to be increased in diameter because of a lack of flow for fire protection.
- Wastewater mains need to be replaced due to age and high level of infiltration and inflow. High infiltration and inflow decreases the capacity of mains.
- Wastewater system has some overall capacity at 29% availability (444 available EDUs out of 1535 total). But the capacity may not be where the land plan needs it.



Texas 8-Hour Ozone Map: from EPA website

2.5 AIR QUALITY ANALYSIS

Current air quality for the Houston-Galveston area is designated as NonAttainment for one National Ambient Air Quality Standards (NAAQS) Pollutant. Upon further exploration, the one NAAQS pollutant for the Houston-Galveston Area is for 8-hour Ozone and is classifed as a Severe 15 area. Though this is based on the region as a whole and air quality is a regional concern as well as a local concern, League City has already begun to implement pollutant reducing actions. The City has proposed to reduce congestion mitigation and air quality by creating a destination that will attract city residents and their regional neighbors thereby reducing economic leakage and the distance of trips simultaneously. Although this mitigation impact may be modest, each Livable Center's contribution could add up to a significant impact, for the region as a whole.



Guam - Piti and Tanguisson Counties are designated nonattainment for the SO2 NAAQS

* The National Ambient Air Quality Standards (NAAQS) are health standards for Carbon Monoxide, Lead, Nitrogen Dioxide, 8-hour Ozone, Particulate Matter (PM-10 and PM-2.5), and Sulfur Dioxide.

** Included in the counts are counties designated for NAAQS and revised NAAQS pollutants. 1-hour Ozone is excluded. Partial counties, those with part of the county designated nonattainment and part attainment, are shown as full counties on the map.

The Indiana portion of the Chicago-Gary-Lake County, IL-IN 8-hr Ozone multi-state nonattainment area has been redesignated, but the area is not considered a maintenance area until both states in the area are redesignated. All of the counties for this area are displayed as being in nonattainment

http://epa.gov/oaqps001/greenbk/mapnpoll.html

US Nonattainment Areas Map: from EPA website

2.6 ALTERNATIVE MODES OF TRAVEL

The City has also proposed alternative modes of travel for many areas of League City and has further proposed improvements that will make travel by golf cart, bike, foot or kayak an integral part of the experience thereby improving modal split. The following sections discuss those proposed alternative modes of travel.

2.6.1 - City Wide Master Trail System

The City's bicycle planning has focused largely on a recreational path system. Opportunities exist to enhance circulation and parking for bicycling to and through the District and for connections from the street system to the existing and future recreational bike paths. Streets that invite bicycling as a priority mode would generally run parallel to transit and auto priority streets, like on Main Street. Main Street lacks connectivity in the bike network while the railroad and State Highway 3 intersections clearly lack infrastructure to accommodate bike crossing. Trail system analysis has identified:

- An existing trail exists on Walker Street
- A proposed trail in the study area that will connect to the city wide network.
- A need to make sure proposed street cross sections reflect the trail system on or off of the street.

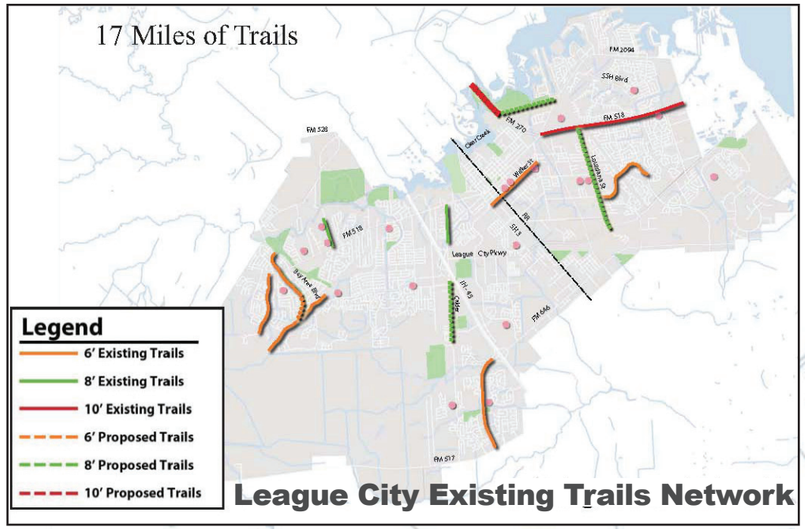
2.6.2 - Bike-Pedestrian Environment

The District presents a grid network of streets with an open ditch on both sides. While open ditch with no sidewalks poses a safety threat, it still provides a small town feel to it. In the preliminary meetings with the city and stakeholders, it was made clear that residents of the District would like to keep the character of the District and the street network connecting it. Some common challenges of constructing new bike-pedestrian infrastructure include:

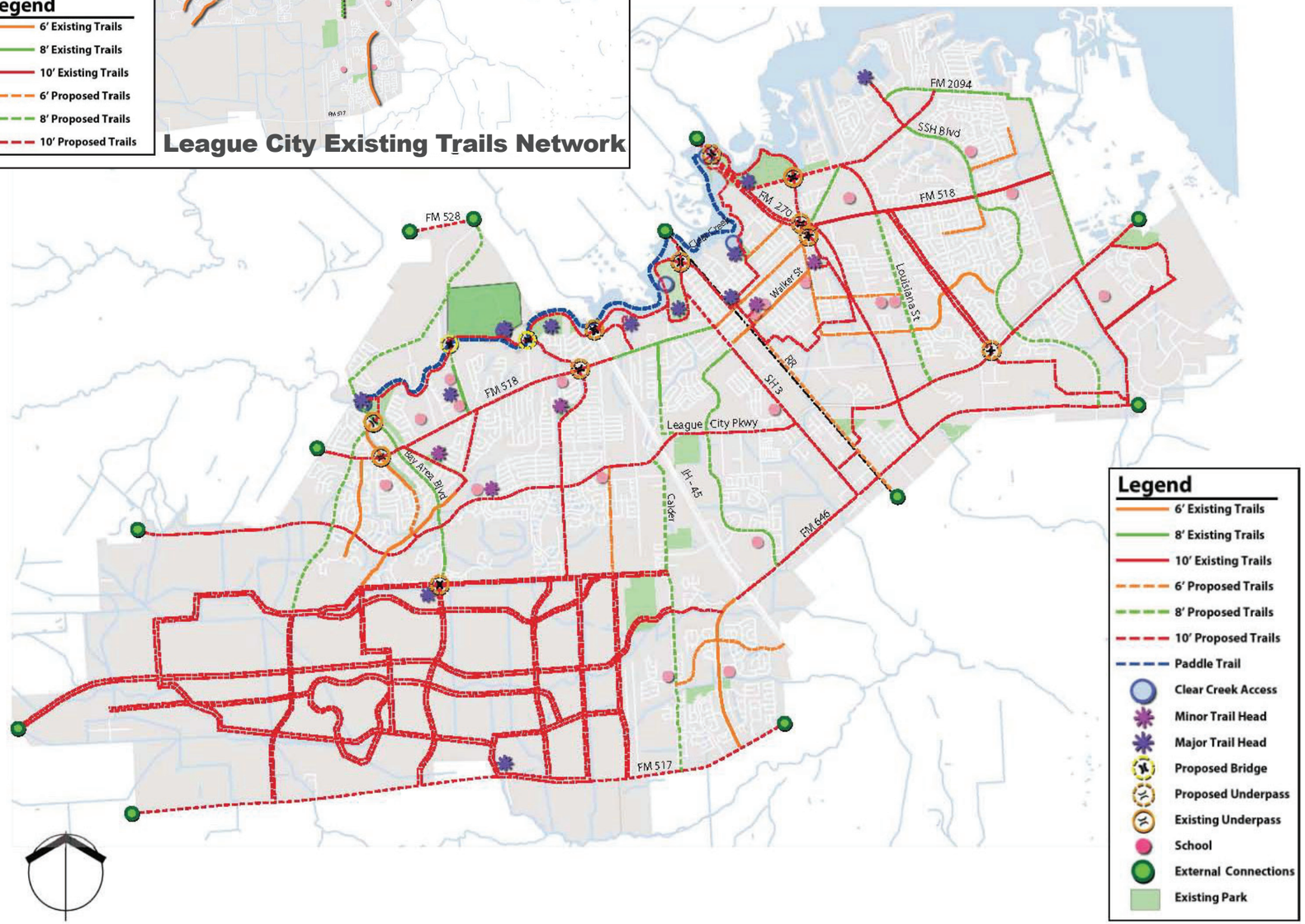
- Many older streets including Main Street lack sufficient right-of-way to construct new bicycle and pedestrian facilities.
- Crossing State Highway 3 poses safety threats and greatly restricts access from one side of the city to the other. Minimal crossing opportunities at State Highway 3 limit accessibility from east to west.
- Right-of-way costs and utility relocation hinders the feasibility of bicycle and pedestrian facility construction.
- At-grade railroad crossings can be difficult for bicyclists and pedestrians to negotiate.

2.6.3 - Creek Network

Study area includes a fresh water creek connecting various activity centers i.e. Walter Hall Park, Heritage Park and the Nature Center. There is potential for a river boat ride, paddle boats or kayak docking for recreational purposes that would connect these activity areas and provide a meaningful connection between them.



League City Existing Trails Network



League City Planned Trails Network

3. Market Assessment

3.1 MARKET ASSESSMENT

There has been a renaissance in downtowns across the United States. According to a sample of 45 communities done by the Brookings Institution, the number of households living in the central city rose 13 percent from 1990 to 2000, a trend that undoubtedly has accelerated in recent years. A variety of factors have contributed to this resurgence, including:

- Demographics, increasing number of baby boomers; specifically smaller household sizes;
- Changes in the structure of the economy, with a heightened emphasis on adding value through the provision of service and knowledge;
- Shifts in consumer tastes and preferences, including a greater acceptance of owner-occupied multi-family housing and a strong desire for "authenticity" and "experience";
- Technology, especially as it enables decentralized work and informs consumer tastes;
- Transportation, including congestion and rising energy costs, and
- Cultural/entertainment, an element of society that is increasingly multi-faceted and diverse.

Underlying all of the above (which influence all of society) is the desire for what has been termed Walkable Urbanism. What makes walkable urbanism function is not merely distance, but the experience – a pedestrian trip where one encounters a mix of sights and sounds in the context of a range of land uses and a diverse built environment. The translation is that "critical mass" occurs when visitors can find enough to do for an afternoon or an evening, residents' daily needs are largely met within easy access, and the underlying economics justify ongoing investment. When this happens (and is sustained), a dynamic system is in place that will create enhanced economic and fiscal value.

Many of the trends outlined above can be realized in League City. For example, the core of Main Street and the Historic District fits the size criteria for walkability, and already contains a range of land uses and destinations. Perhaps just as importantly, private sector interest in downtown redevelopment is on the rise. This is a crucial element of successful revitalization, as evidence locally and elsewhere indicates that sustainable redevelopment typically requires both public participation, in the form of both infrastructure and policies/programs, and private commitments. This public/private partnership creates a sum that is greater than the parts, in the process offering the community the maximum return on its collective investment.

The balance of this section of the report provides an initial evaluation of the market conditions under which revitalization will occur, as well as an assessment of the and potential size, scope, and preliminary feasibility of specific initiatives.

3.2 THE MARKET ENVIRONMENT

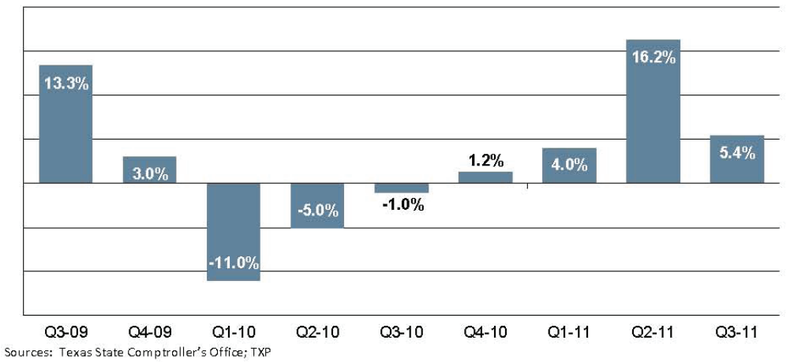
As the nation struggles to emerge from recession, there is no question that the Houston area and its individual communities have felt the impact. The numbers tell the story, as job growth has slowed, sales tax revenue has yet to fully recover from the downturn, and development is well below the level of several years ago. That having been said, the impacts in the Gulf Coast region have been less profound than elsewhere, and the area should be well-positioned to bounce back. Factors that will contribute to the resurgence, aside from recovery of the national economy, include continued in-migration and overall population growth and a well-diversified regional economy with a strong presence in energy, transportation, and technology. In addition, relatively low current market values, competitive labor costs, and a comparatively modest overall tax burden all indicate a cost environment that accommodates future development and growth.

Table 1: League City Annual Indicators

	A. Sales Tax	B. Population	C. Unemployment Rate	D. Permitted Units
2000	$4.35	45,444	N.A.	1,061
2001	$4.69	48,053	N.A.	1,201
2002	$4.74	51,054	N.A.	1,356
2003	$4.86	54,244	N.A.	1,494
2004	$5.34	57,481	N.A.	1,441
2005	$5.65	60,657	4.4%	1,676
2006	$7.00	64,097	4.0%	1,754
2007	$8.05	67,824	3.6%	927
2008	$10.36	71,021	4.3%	834
2009	$12.47	71,722	6.3%	635
2010	$11.93	72,973	7.4%	976

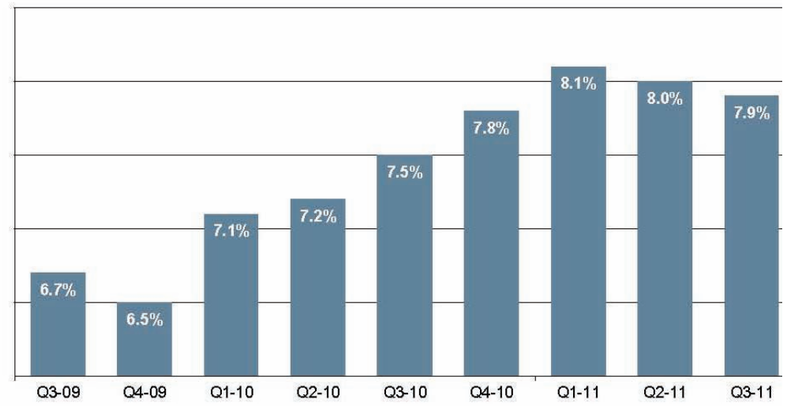
Sources: A. Texas State Comptroller's Office; B. Census Bureau; C. Bureau of Labor Statistics; D. Census Bureau

Figure 1: Recent League City Sales Tax Revenue Growth



Sources: Texas State Comptroller's Office; TXP

Figure 2: League City Unemployment Rates



Sources: Bureau of Labor Statistics; TXP

3.3 MARKET AREA REAL ESTATE DEMAND

3.3.1 - Specific Assumptions

- Base data was derived from a number of sources, including County Business Patterns, the Bureau of Labor Statistics, the Census Bureau, and the Texas Real Estate Research Center.
- Market area population projections were based on the 3.0 Migration Scenario from the Texas State Data Center (2000-07), updated to reflect base data through 2010 for the county and local cities and 2009 data for ZIP Code 77573, which comprises the Market Area. The estimate of the number of people per household comes from the Census Bureau, and is very gradually reduced over time in line with both historical patterns and anticipated demographic trends.
- Non-commercial business uses are not included in this analysis, as demand for these categories is likely to be more project-specific. This could have a constraining effect on the ultimate level of residential development.
- Employment forecasts were developed using 2009 base data for ZIP Code 77573. A ten-year time planning horizon was assumed.
- A blended American Planning Association (APA) ratio of 550 sq. ft./employee was used to estimate aggregate new development required for retail/restaurant/entertainment. Similarly, an adjusted APA ratio of 225 sq. ft./employee was used to estimate aggregate new development required to meet office/commercial demand.

Table 2: Projected Market Area Population, Households, & Employment

	Population	Households	Office-Related Jobs	Retail/Rest./Ent. Jobs
2012	73,343	26,334	4,636	6,283
2013	74,810	26,995	4,710	6,427
2014	76,419	27,714	4,791	6,586
2015	78,144	28,482	4,877	6,757
2016	79,996	29,304	4,970	6,941
2017	81,902	30,153	5,064	7,131
2018	83,863	31,030	5,161	7,328
2019	85,881	31,936	5,261	7,531
2020	87,957	32,873	5,363	7,740
2021	90,095	33,841	5,467	7,956
2022	92,295	34,841	5,574	8,180

Source: TXP

Table 3: Projected Market Area Overall Real Estate Demand

	Housing Units	Office-Related Sq Ft.	Retail/Rest./Ent. Sq. Ft.
2012	544	6,956	32,846
2013	662	13,182	62,432
2014	719	16,688	79,476
2015	768	18,227	87,402
2016	822	19,467	94,041
2017	849	20,810	101,307
2018	877	21,310	104,588
2019	906	21,825	107,991
2020	937	22,354	111,519
2021	968	22,899	115,178
2022	1,001	23,458	118,973

Source: TXP

Over the next ten years, there is projected to be market demand for a total of just over 9,000 housing units, 200,000 square feet of office, and slightly more than a million square feet of new retail/restaurant/entertainment space in the Market Area.

3.3.2 - Creekside District

League City has several areas that can become exciting, sustainable districts, and there are more where potential will emerge as the community matures, including the Creekside District (a slightly expanded version of Main Street and the Historic District). Identified target market niches for new activity within the District include local and boutique retail, tourism, agribusiness, recreation. The District is characterized as:

- The "cultural" heart of League City
- Existing attractions include League Park, Helen's Garden, Heritage Park, Longhorn Museum, One-Room Schoolhouse Museum, a "folksy" mix of local restaurants and shops, and the majority of the community's major events (with close proximity to Walter Hall Park and the Municipal Complex)
- Potential catalysts to spur reinvestment could include a large-scale public market, capital and programming improvements at League and Heritage parks, and a major amphitheater
- Connects to Clear Creek and includes one of five initial stations along the proposed paddle trail from the Dr. Ned and Fay Dudney Nature Center to Countryside Park.

The League City Livable Centers Study has refined the focus outlined above around catalyzing downtown revitalization through the reinvention of League Park and Main Street as means of attracting infill development. In particular, improvements to the park and the intersection of Main and Park streets should encourage the location of niche retail at Perkins Station, as well as small-scale office/commercial and a modest level of new housing. The translation is a forecast of 33 new housing units and just over 20,000 square feet of commercial activity is projected over the next ten years. This is a small fraction of the projected overall demand in the Market Area, but could easily have an out-sized impact by virtue of the highly visible location and community development role that Main Street revitalization could play.

Specific Buildout Assumptions

- Townhomes: 8 units @ 1,100 sq. ft./unit = 8,800 sq. ft.
- Garden Homes: 25 units @ 1,500 sq. ft./unit = 37,500 sq. ft.
- Office: 8,400 sq. ft.
- Retail/Entertainment: 12,500 sq. ft.

Specific Revenue Analysis Assumptions

- Taxable real property values per square foot reflect values in the following table, and generally are based on an analysis of approximate average taxable value per square foot for similar projects in the greater Houston area. Business personal property is assumed to be equal to 20 percent of real property values.
- Tax rates are set at current levels.
- Retail sales per square foot are set at an average of $250, with 75 percent assumed to be subject to sales tax. This is based on detailed estimates by product type from the Urban Land Institute and an analysis of the Texas Tax Code. The translation is annual taxable retail sales of $2.3 million.
- Development is assumed to commence in 2013, with buildout projected for 2023. Development is assumed to be phased in equally each year over this ten year period, and values are held constant at 2011 levels.

Table 4: Taxable Property Value by Land Use ($2011)

		Real Property	Personal Property	
	Estimated Size	Value per Sq. Ft.	Value per Sq. Ft	Total Value
Townhomes	8,800 sq. ft.	$135	N.A.	$1,188,000
Garden Homes	37,500 sq. ft.	$120	N.A.	$4,500,000
Office	8,400 sq. ft.	$125	$25	$1,260,000
Retail/Entertainment	12,500 sq. ft.	$140	$28	$2,100,000
TOTAL				$9,048,000

Source: TXP

Table 5: Total Annual Revenue at Buildout ($2011)

League City	Current Tax Rate	Annual Tax Revenue
City Property Tax Revenue	$0.616/$100	$55,736
City Sales Tax Revenue	1.75%	$41,016
City of League City TOTAL		$96,752

Source: TXP

3.4 LONGER TERM: PUBLIC MARKETS

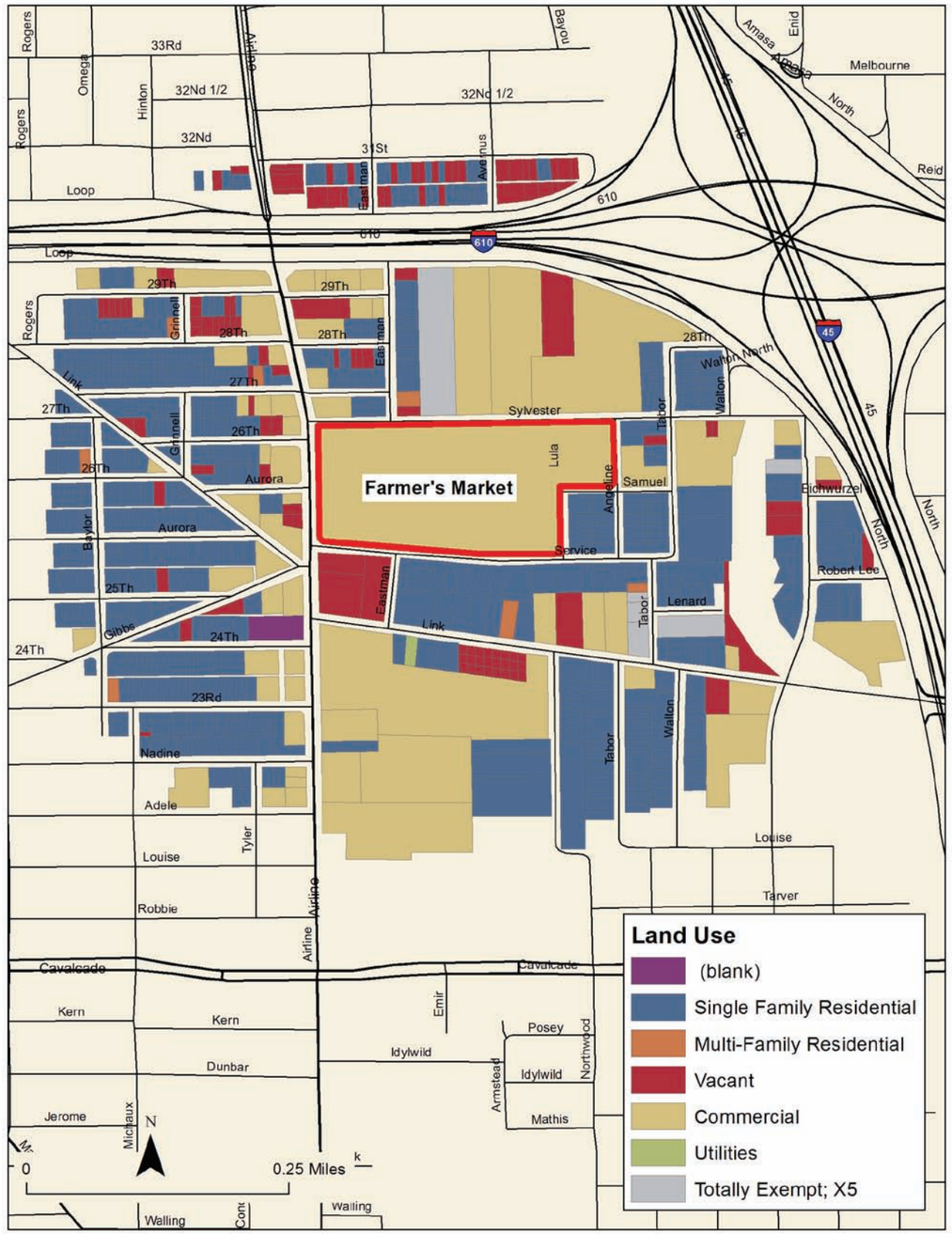
Public markets are typically envisioned as a vibrant market hall or district where independent, locally-owned businesses feature food from the region, with an emphasis on fresh produce, meat, poultry, seafood, baked goods, dairy, and specialty food items, plus prepared food for both take-out and to eat on-premises. Some public markets also have a strong wholesale or food production component. Public markets create an important public place within the community, where residents of the city, the region, and tourists all mingle in an architecturally compelling space.

The most important factors that determine public market success include a strategic site, an appropriate built environment, market awareness, that creates demand for public market shopping, competent management, and great vendors. While the successful markets can range from open-air stalls to giant districts, the key issue for stimulating ancillary development is the permanence of the facility and related infrastructure, as this investment creates ongoing activity and investment in adjacent real estate. In light of the need to balance the size of the surrounding market area (likely serving a region within greater Houston) and the desire for both year-round activity and permanence, the "Market Hall" concept likely is appropriate for League City, with a facility of approximately 25,000 – 35,000 sq. ft..

Market	Location	Type	Size (SqFt)	Vendors
Eastern Market	Detroit, MI	Market District	1,875,000	250
Pike Place	Seattle, WA	Market District	960,000	500
Reading Terminal Market	Philadelphia, PA	Market Hall	180,000	80
Midtown Global Market	Minneapolis, MN	Market Hall	50,000	50
Eastern Market	Washington, DC	Market Hall	13,500	12
Fruitvale Public Market	Oakland, CA	Market Hall	7,000	10
Union Square Greenmarket	New York, NY	Open-air market	87,000	140
Ferry Plaza Farmers Market	San Francisco, CA	Open-air market	50,000	100
Downtown Phoenix Public Market	Phoenix, AZ	Open-air market	17,500	90
Union Square Farmers Market	Somerville, MA	Open-air market	6,000	15

3.4.1 - Dallas and Houston Case Studies

In Dallas, the Farmers Market TIF District includes a permanent 26,000 square foot public market facility. Established in 1998, the TIF District has seen the development of approximately 900 apartments and 90 townhomes, with total taxable property value growing from $23.8 million in 1998 to $103.8 million in 2010. In Houston, a similar experience has occurred around Farmer's Market (land use shown below), although some legacy commercial and single family housing remains nearby. Nevertheless, total 2010 property value within a quarter-mile of the facility was $108.2 million in 2010.



Houston Farmer's Market

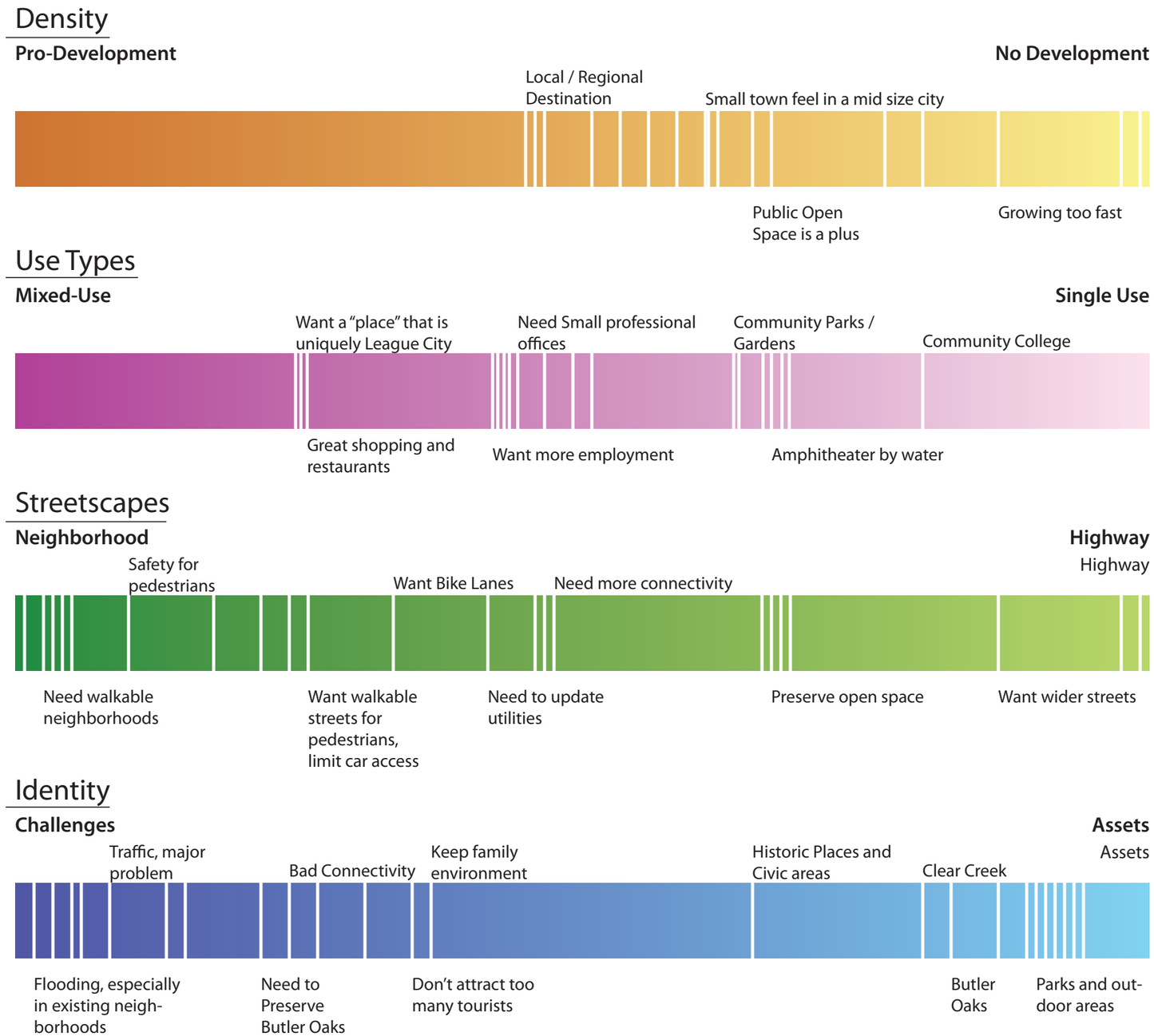
4. Public Process

The public involvement was a critical element of this initiative. The two major components of the public involvement process included (1) a series of small stakeholder meetings at the beginning of the initiative, and (2) a design workshop in June 2011.

4.1 STAKEHOLDER MEETINGS

Two stakeholder meetings were conducted, in April and June 2011, prior to the workshop held in June 2011. Through these input sessions, ideas and concepts were expressed by participants that led the team to develop the best approach for the workshop. The adjacent charts show the general comments we received through these engagements as well as the various reports and studies.

From these charts we can infer that the citizens are interested in development when necessary, but would like to keep a "village" style of development. The desired uses are more in line with entertainment and shopping experiences in a well established place. The people of League City identify with the recreational features and large Butler Oaks that frame many of the public spaces, and desire walkable neighborhoods and a pedestrian-friendly Main Street. For comments collected by the Gateway Planning Team see the Appendix of this plan.



Stakeholder Input Charts

Reprogramming of League Park Analysis

4.2 DESIGN WORKSHOP

The design workshop on June 21-22, 2011 took place in the meeting room at the League City Fire Station 1, located at 601 2nd Street, adjacent to League Park and Butler's Courtyard. During the course of the two-day workshop, several meetings were held with stakeholders, committee members, council members, TxDOT (Area, District and Regional representatives), H-GAC, interested landowners, business owners, residents, city staff and others. These individuals devoted numerous hours of attention towards the process and gave valuable insight and feedback on discussions and ideas developed during the two days.

The public meeting at the end of the workshop was well-attended by stakeholders, residents, Mayor Tim Paulissen, various councilmembers, and other interested parties. It included an introduction to the work and insight that had been received from stakeholders in the previous months, a coverage on the initial thoughts from the Gateway Planning Team, and description of the exploratory design concepts for the chosen catalytic area.

Through this process, the team decided to focus attention on one specific catalytic project, combining the two catalytic areas of League Park and the Main Street Corridor. This area seems to be the center for active social and economic life within the Historic Creekside District. For more information about the outcomes of the Design Workshop, please refer to Section 5 of this report.

Design Workshop

Stakeholder Input

Public Presentation

5. Design Workshop

During the design workshop held on June 2011, several design concepts were explored based on the prior assessment of catalytic areas and the preliminary assessment of existing conditions. The focus of the workshop was to build on the current assets and opportunities within the Main Street and Historic District area. Due to the modest market demand for new retail commercial uses, strategies that maximize the leverage potential of this limited amount of retail while minimizing risks were explored. This section of the report discusses the some of the concepts developed.

5.1 CATALYTIC PROJECT

During the Design Workshop, a decision to combine the League Park and Main Street Corridor Catalytic Areas into one Catalytic Project was integrated in order to:

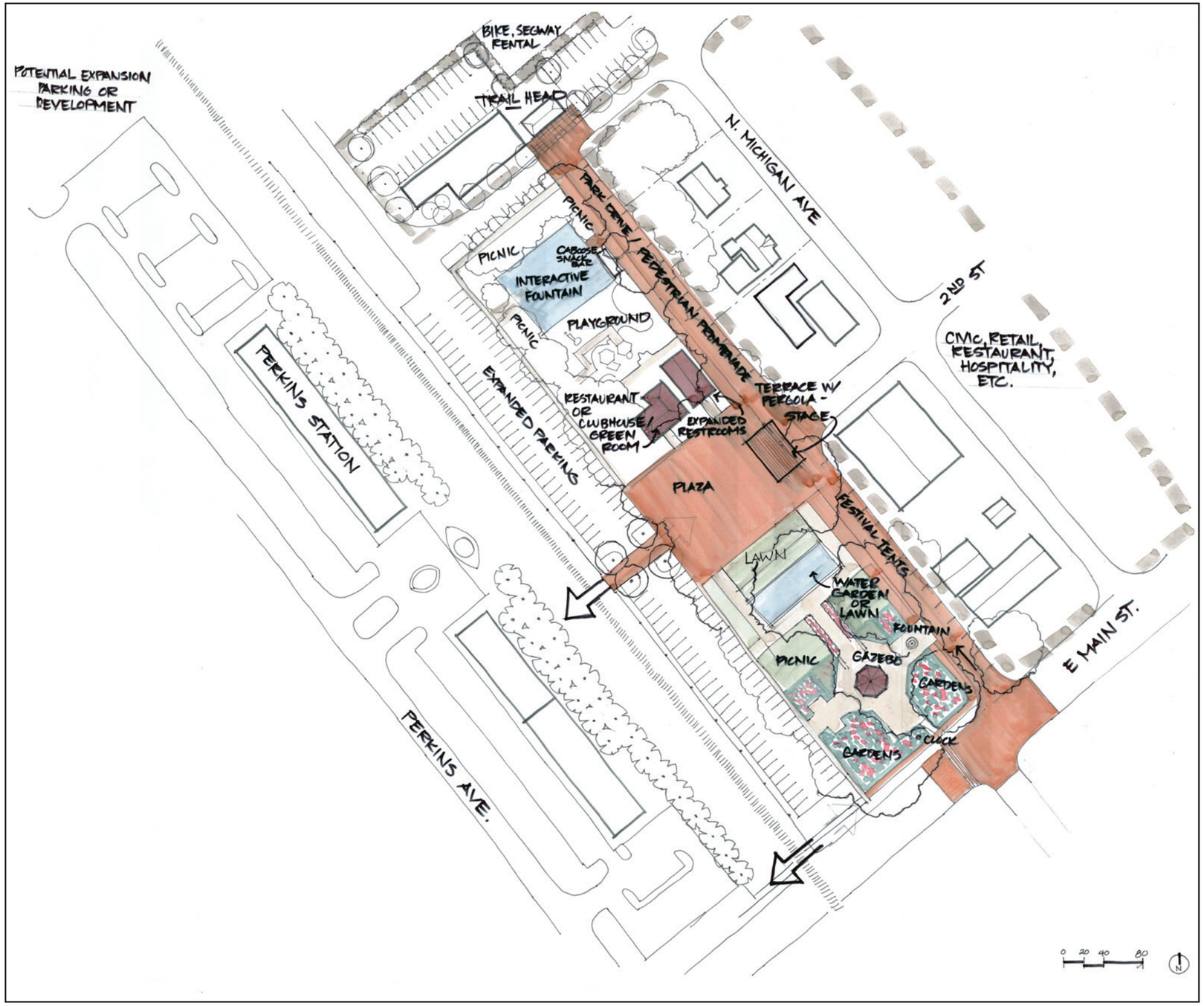
- Resolve the current urban context of the two areas as one;
- Utilize the funding sources and phasing for the two projects together to save time and reduce budget requirements;
- Use the two areas to spur private investment both along the corridor and around League Park by:
  - Combining funding sources;
  - Developing a place with suitable connections;
  - Integrating Context Sensitive Solutions to street design;
  - Collectively support a multi-purpose process (integrating parks, transportation, utilities management, parking management, etc.)
  - Showing the community that the city is invested in this process as well

The following sections discuss the elements that were discussed at the design workshop and resolutions that were made for redesign, reinterpretation and possible reconstruction requirements.

5.1.1 - Initial Concept of Reprogramming League Park

The strongest implementable approach to revitalizing the economic competitiveness of the District is to build on the assets that it currently possesses. The current location and context surrounding League Park makes it a prime spot for reinvestment. League Park is literally positioned to anchor redevelopment in all directions.

In this context, discussions were held on the programming of League Park and discovering the options of what should stay and what should be relocated. Overall, League Park paired with a redesign of Main Street was determined to be the priority project for this plan. The following diagram shows the multitude of design ideas and reprogramming concepts that could be utilized to integrate the park into the surrounding urban context.



Initial Concept of Reprogramming League Park Drawing

5.1.2 - Initial Main Street Redesign

Main Street is at an odd middle between regional arterial route and local commercial corridor. The Gateway Planning Team recognized that the stakeholders of League City would like to see a redesign that permits traffic to continue regionally, but would like it to be more pedestrian and local business friendly at the same time.

Current traffic conditions on Main Street indicate heavy congestion during both morning and afternoon peak hours. Studies also indicate a high incident of traffic accidents along this particular segment when compared to other locations along the entire Main Street corridor. An interpretation of these factors along with input during the workshop from users of the roadway, indicate that vehicles making left turns lower the capacity of the center lanes which in turn lead to rear end and broadside collisions. As redevelopment occurs around League Park and in the District, the area will see an increase in traffic and turning movements.

The following three options have been assembled to address both the walkability and commuter issues. These design strategies will enable the reinvention of League Park to allow redevelopment momentum both up and down Main Street and also across the street. This will reinforce existing businesses and catalyze opportunities, such as a new market on the southwest corner of Main Street and Park Avenue and potential neighborhood connections to the south.

3-Lane Road Diet

The 3-lane design allows for a large expansive area for sidewalks to be used for comfortable strolling and outdoor dining. This design has one lane of travel each way and a center turn lane in between. Traffic operation would greatly change during peak hours with the reduction of through lanes but will increase safety for turning movements.

While this arrangement is positive for the pedestrian environment by permitting larger areas for walking and biking along Main Street, it may cause issues along the local network, particularly the North-South oriented streets and Walker Street.

4-Lane Road Diet

This 4-lane design keeps the current 4-lane configuration but decreases the width of the lanes slightly. This would provide slightly more sidewalk space for strolling and for outdoor dining for local businesses. Traffic operation would not be greatly changed from current conditions other than the narrower lanes will slow vehicular speed during non-peak hours.

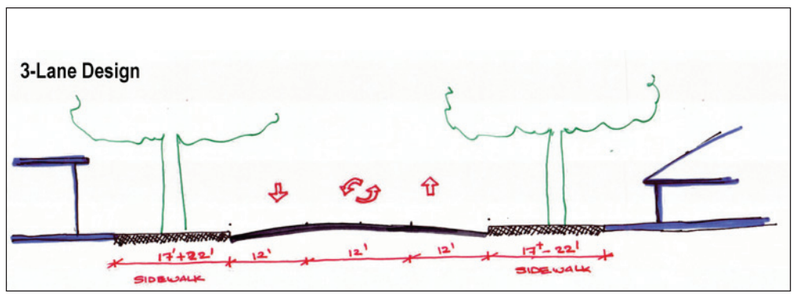
Intelligent Transportation System (ITS) Integration and Reversible Lanes

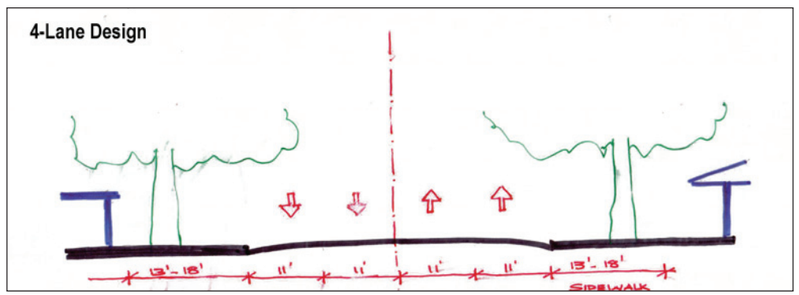
Retain the existing 4 lane configuration but decrease the lane widths to encourage slower travel speeds and provide slightly more sidewalk space for strolling and for outdoor dining for local businesses. Install an Intelligent Transportation System (ITS) and reversible lanes along Main Street from State Highway 3 to Iowa Avenue. The ITS would operate in real time and configure the lanes as needed. The two initial configurations would consist of:

- 2 westbound lanes, 1 continuous left turn lane, and 1 eastbound lane in the morning hours
- 2 eastbound lanes, 1 continuous left turn lane, and 1 westbound lane in the afternoon hours

Because capacity of Main Street would be limited in one direction at any time, a convenient alternative route should be provided for the “through” commuters. The most logical alternative is State Highway 96. The ITS and reversible lanes option was not explored in detail during the design workshop and is being considered as a viable option.

Existing ITS System in San Antonio



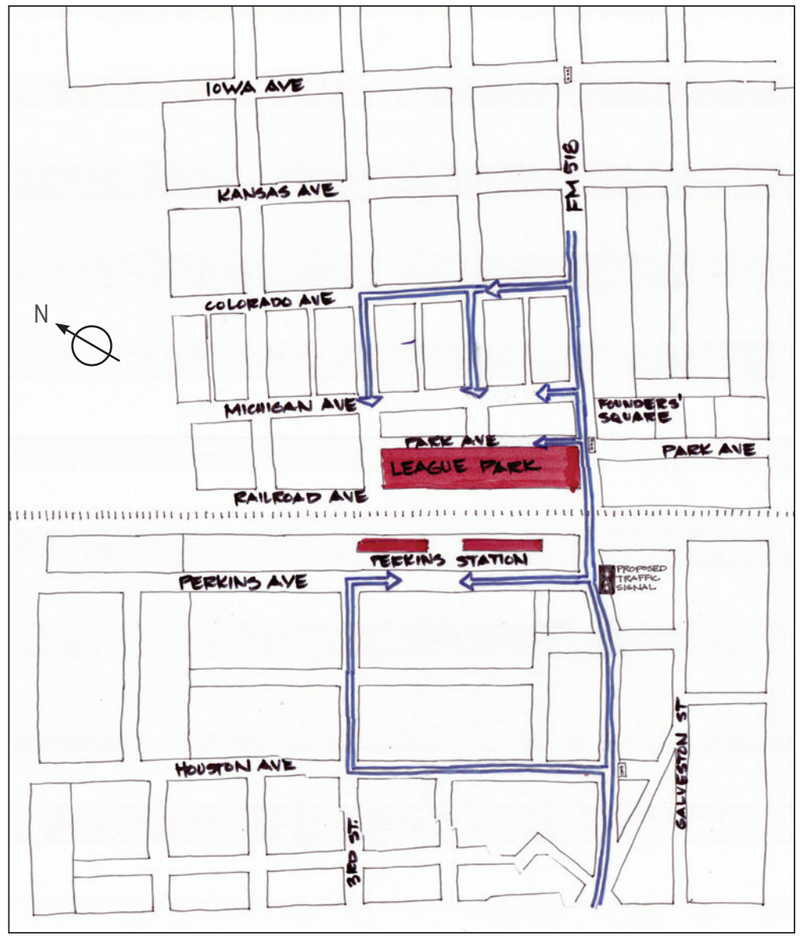


Initial Main Street Design Concepts

5.1.3 - Initial Access Management

Since League Park would be reprogrammed to support slightly larger venues than today, it is important to begin to examine vehicular access into the site. The following image begins to map those access points and shows the importance of signaled lights along Main Street to be timed sequentially with the current traffic light at Park Avenue and Main Street.

With the potential closure of Park Avenue, north of Main Street, the access to League Park needs to be thoroughly analyzed, in order to not cause additional distress on the businesses and residents within the neighborhood.



Initial Access Management Analysis

6. Solutions Plan

Several design concepts were developed during the design workshop that resulted in recommendations for improvements. Given the limited market demand and the cost of improvements, the Plan proposes recommendations to be completed in two phases, discussed in detail in Section 8. Phase 1 includes minor improvements to League Park to begin the development of League Park as a destination and initial design to Main Street and Park Avenue in order to establish connections between the surrounding areas and the destination. Phase 2 includes additional improvements to the rest of League Park and full implementation of Main Street improvements within the District.

Initial solutions for the Main Street Implementation Plan are broken into two parts that are different, however equally important to the success of the revitalization of League City's Historic Creekside District. The two parts are described as the Destination and the Connection, the two elements that are necessary to creating a successful place that residents and visitors alike can enjoy.

Catalytic Project Illustrative Map

6.1 CATALYTIC PROJECT

The primary catalytic project reinvents the intersection of Main Street and Park Avenue, including League Park and its relationship to Perkins Station. This will create both a true destination discernible from a commuter on Main Street and an integrated place that can jump start additional neighborhood retail and entertainment investment and activity on all four corners of the intersection. In the short run this will

- Fulfill the retail mission of Perkins Station
- Create adjacent benefits on and around League Park beyond traditional park uses
- Support increased activity at Founders Square
- Create a context for a community market
- Create a linkage south along Park Avenue to connect with neighborhoods to the South through improvements associated with League City Elementary School

In recommending this specific approach, League City will be able to leverage limited public investment to drive new private investment into Main Street. The goal is to build on the activity and momentum that is already in place by investing in key projects that can create a synergy of activities with the focused use of limited funds.

6.2 DESTINATIONS

Destinations are what draw people to a place. League City already has the necessary attractions. By implementing various improvements, some small and others large, this plan improves the context around League Park, by incorporating techniques and improvements that will draw people to experience League Park and the surrounding shops and entertainment venues.

6.2.1 - League Park and Perkins Station

The main theme behind the reprogramming of League Park is to open up the park to the surrounding urban context and allow the park to become a stronger draw and better serve as an event destination.

Establish a sense of connection to the other developments, such as Perkins Station, the Star Industries building, Founder's Square and many of the other private and civic buildings within walking distance of the park, by introducing special paving and pedestrian wayfinding.

Establish a good and visible connection to Perkins Station:

- Replace the hedges along the rail with a more transparent and designed fencing or buffer and accentuate the path that crosses the rail between League Park and Perkins Station in order to connect the two places into one compatible social and commercial place.
- Approach Union Pacific Railroad to develop an agreement to maintain the pedestrian crossing between Perkins Station and League Park.
- Relocate the stationary caboose in League Park closer to the playground in order to open the view from 2nd Street across the railroad tracks and on to Perkins Station. Relocation of the caboose near the playground would make it an excellent spot to serve sweets or drinks to those families that are out and about all day.

Add gardens to the passive area near the historic gazebo to bolster the image of League Park and the District. This would enhance special events in the gazebo and the garden, and extend influence of Helen's Garden just down Main Street.

Additional recommendations for redesign:

- Replace the current basketball courts with an interactive fountain that compliments the Boundless Playground.
- Construct a multi-purpose covered platform for use as stage for performances or exercise instructors (yoga, zumba) or a dining terrace. Design and construction should be mindful to orient speakers away from the neighborhood to lessen the noise and lighting impact on the surrounding neighborhood and businesses.
- Re-purpose the historic house located in the center of the park as a restaurant, civic meeting house or changing room/green room for performances and weddings.
- Improve restroom facilities near and in the historic home to support higher activity at the park.
- Add trees to shade the playground area in compliance with CPSC Guidelines and offer a better shaded play experience for children, as well as parents as they sit and watch their children from the side.
- Limit access or potentially close Park Avenue north of Main Street, either permanently or on an as-needed basis, to create a pedestrian street and offer an extended experience of League Park. The street plaza should be closed off except to emergency vehicles allowing visitors at festivals or outdoor market days to experience pleasant and shaded shopping under the Butler Oaks.
- The water tower north of League Park is scheduled for decommission in the near future. Redevelop the site as two-story townhomes to offer an urban edge to the park and provide more housing in the catalytic area. Develop the parcel at 3rd Street and Park Avenue as a trailhead with a bike or Segway rental facility. Add parking to support the trailhead to the League City hike/bike trail system.
- Redesign the koi pond to better suit the new programming of League Park or relocate the pond to Heritage Park.
- Extend the parking lot at League Park further into the railroad property to replace the current parallel parking with additional "head in" parking. This would add twice the parking spaces, on that side of the lot, to the League Park area and alleviate the potential for overflow parking on neighborhood streets.

Potential Development

Retail/Restaurant/Office: (10-year plan)

- Perkins Station (Approximate vacant space): 11,500 sf
- Other infill opportunities at League Park (building reuse/rehab): 9,400 sf

TOTAL RETAIL: 12,500 SF

TOTAL OFFICE: 8400 SF

Housing Options

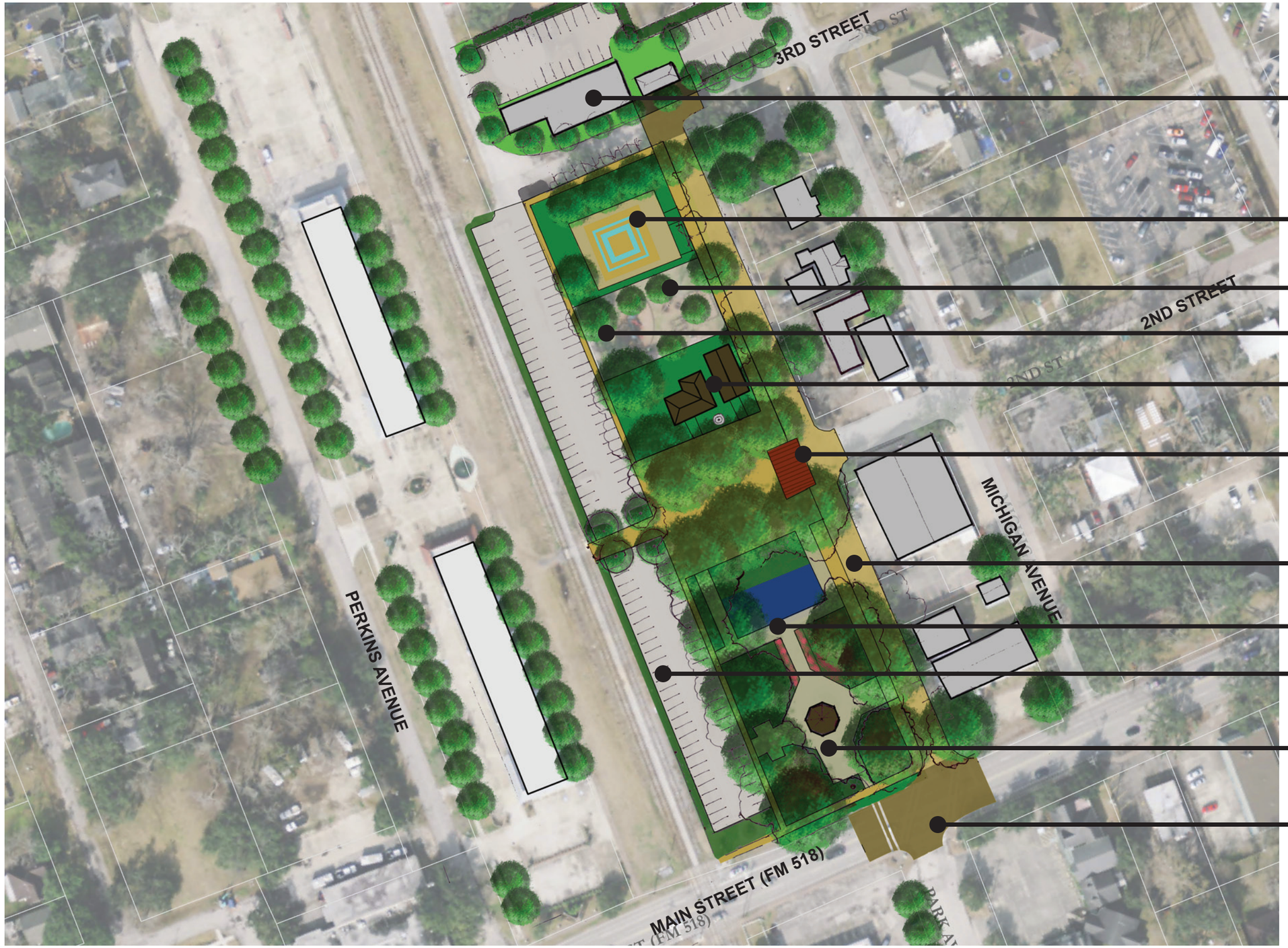
League Park already has civic and retail uses in close proximity. Integrate townhouses, garden homes, live/work homes, or low-density mixed-use buildings with ground floor commercial in to the old water tank parcel to help frame the northern end of League Park and give a sense of enclosure. Two-Story buildings with zero lot line configurations add more housing at a reasonable scale while establishing a relatively urban context where it may not normally be welcome.

Potential Development

League Park (across from interactive water feature): 8 units @1100 sf (Townhouse units -2 stories)

Secondary Impact - Additional Redevelopment

Secondary impacts of implementation of the League Park recommendations include a better connection to Founder's Square and the Star Industries building. This will produce a better chance for increased foot traffic to the stores and an increase in market attraction for any future market area or redevelopment of vacant or underutilized buildings along Main Street.



- City Parcels redeveloped as townhomes, parking and trailhead
- Interactive water feature or fountain
- Playground to remain as-is but trees to be added for shade
- Caboose relocated
- House in League Park becomes kitchen for cafe, green room or meeting room
- Multi-purpose stage that redirects noise away from neighborhood, also frames view down 2nd Street towards Perkins Station
- Limit access or close Park Avenue along League Park to create a pedestrian street
- Koi pond is redesigned
- Parallel parking extended and striped to head-in parking along the rail side
- Gardens are replanted and maintenance is performed
- Special paving lets drivers know to watch for pedestrians

League Park Design Concept

6.2.2 - League City Elementary School and Park

Combined with the initial efforts at League Park, an equally strong focus should be aimed at the role of League City Elementary in the surrounding neighborhood and as a complementary destination. Combined with a better connection along Park Avenue across Main Street (see section 7.3.1) it is recommended that the following actions be taken:

- Transform a portion of the property at League Park into a park that can be used by students during school hours and the local community at other times.
- Change two existing baseball fields into multi-purpose fields, including continued use for baseball when needed.
- Incorporate basketball courts and other active recreation amenities as space permits.
- Add play equipment, artwork and amenities that are creatively interpreted by the community, but complementary to the Historic Creekside District.
- Incorporate bike racks and other features that encourage access to the park from the surrounding community.
- Pursue redevelopment or infill development to place front doors facing the school property.

With complete implementation of the League City Elementary area, a strong connection between League Park and the school will be established.

Integrate the trail system, either through paths or sidewalks, that leads from one to the other. Having the park to park connection will enhance the trail system and increase linkages for residents and pedestrians in the area south of Main Street to cross to League Park and other civic monuments in the district that are north of Main Street.

Encourage a compatible housing option that activates the street. Do this by rezoning the adjacent properties to allow a strong edge of garden homes, live/work homes, or low-density mixed-use buildings with ground floor commercial, to frame the open space of League City Elementary. This will help tie the entire school property into the neighborhood. Having a redefined building frontage combined with an enhanced reconstruction of Park Avenue will increase walkability and assist in keeping “eyes on the street” in an effort to deter any street crime or vandalism.

One way to maintain consistency throughout the District would be to develop a form-based code or district plan. This would improve the current zoning by allowing new uses and a more pedestrian oriented development pattern, while simplifying the approval process.

Potential Development

Park Avenue and Walker Street (across from school): 25 units of 44’ x 80’ lots of garden homes (one to two stories)

Improve the streetscape and parking screening along Park Avenue and Main Street

Add street screening for off-street parking areas

Develop garden homes to create a frame around League City Elementary School. May also be live/work or low-density mixed-use buildings with ground level commercial.

Integrate a new park with relocated basketball courts onto League City Elementary School property.

Integrate more compatible development by rezoning business and light industrial into residential

Integrate evergreen vegetation to buffer noise from rail traffic where desired

League City Elementary Design Concept

6.3 CONNECTIONS

Destinations would not be able to function without a symbiotic improvement of the connections to those destinations. In this case, the main connection is Main Street. Walker Street also serves the city as a major East-West connector and Park Avenue is able to be reinvented to allow better access between Main Street and Walker, while also establishing a multi-modal connection with the trail system.

League City is crisscrossed by a transportation network that includes Interstate 45, State Highway 3, State Highway 270, State Highway 518 and Union Pacific Railroad lines that extend from the District to the surrounding region. The transportation network also includes Clear Creek with potential to provide creek traffic and recreation.

Specific design goals include:

- Maximize corridors & intersections for multi-modal use
- Maximize walkability
- Minimize impact of additional traffic on existing land uses/context

6.3.1 - Maximize corridor and intersection mobility for multi-modal use

A context sensitive design approach is recommended to resolve conflict between multi-modal systems that will be utilized in the District. Speed needs to be managed through design to enhance multi-modal capacity. Walkability is enhanced when pedestrians feel safe and more comfortable adjacent to the roadway corridor. Urban streetscape design, street widths, trees, park-once strategies, and enhanced bike trails and lanes are in line with feedback that the team received.

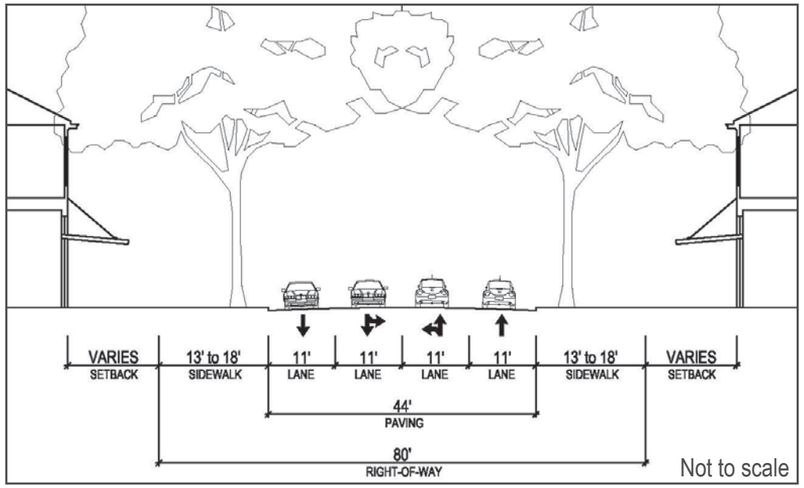
Main Street (FM 518) Design Concepts

Design concepts for Main Street consist of three ways to enhance Main Street's role as a "destination street." These concepts also improve traffic flow conditions to permit regional traffic to continue to pass through but at a slower rate and to allow them to notice the wonderful changes to Main Street and the League Park destination. The first design retains the same number of lanes as a 4-lane cross section, reducing the lane width and allowing the sidewalks to be widened to allow the pedestrian to experience a comfortable walk. The second design reduces the travel lanes to 3 lanes with the middle lane being a continuous left turn bay. This concept widens the sidewalk significantly and allows for an extended pedestrian area and possibly outdoor dining for restaurants along Main Street. The 3-lane design would also require additional improvements along connecting streets since this would put additional vehicles on the surrounding network.

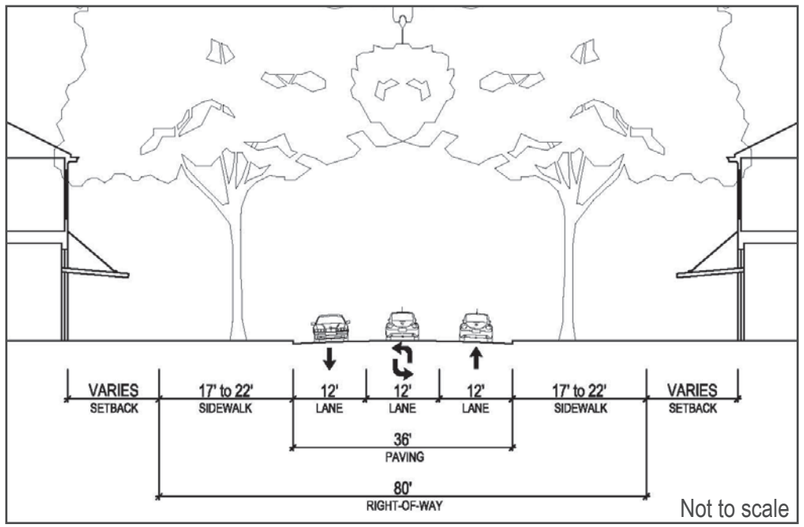
A third concept converts the 4-lane road diet concept into a "smart street" that will allow the ability to change the direction of lanes during peak hours and will incorporate an Intelligent Transportation System (ITS) framework. An ITS system that could be integrated would be an Advanced Transportation Management System. This includes:

- Traffic control devices, timed traffic signals and chimed pedestrian crossings;
- Directional signage that changes as traffic requires or by time of day for rush hour improvements. For example, during morning rush hour, three of four lanes may be devoted to outgoing traffic headed west to the interstate while only a single lane is available for incoming traffic.
- Traffic Operations Center improvements that allow a better response time for accidents, traffic or equipment malfunctions.

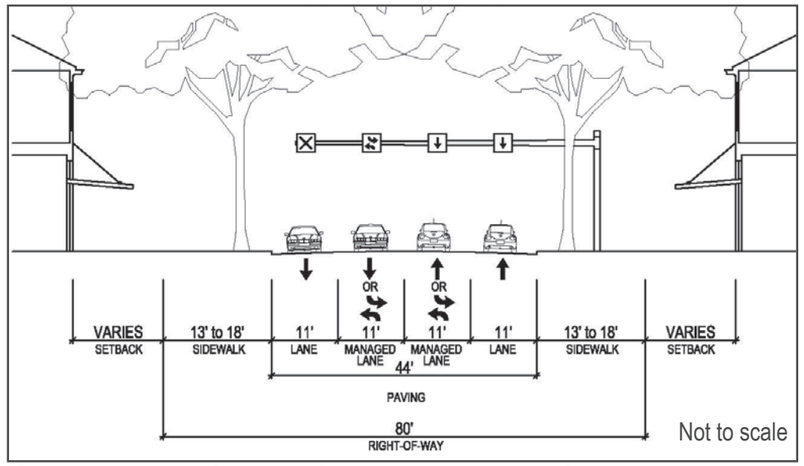
For design concept drawings see the Appendix in this Plan.



4-Lane Main Street Concept



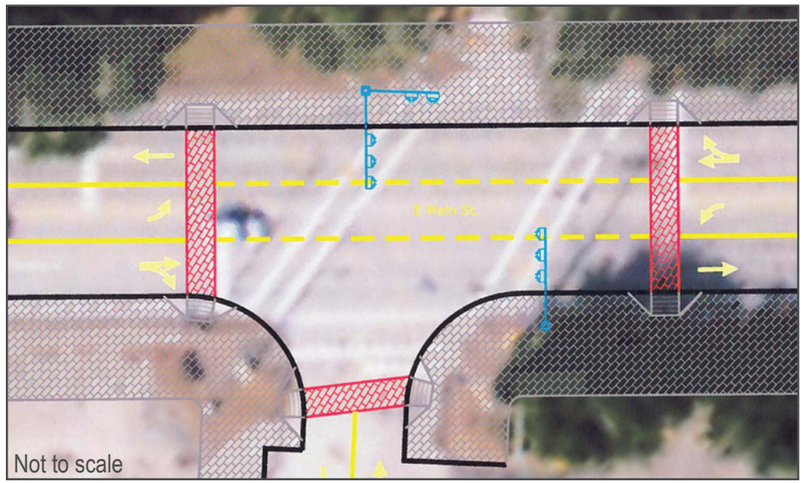
3-Lane Main Street Concept



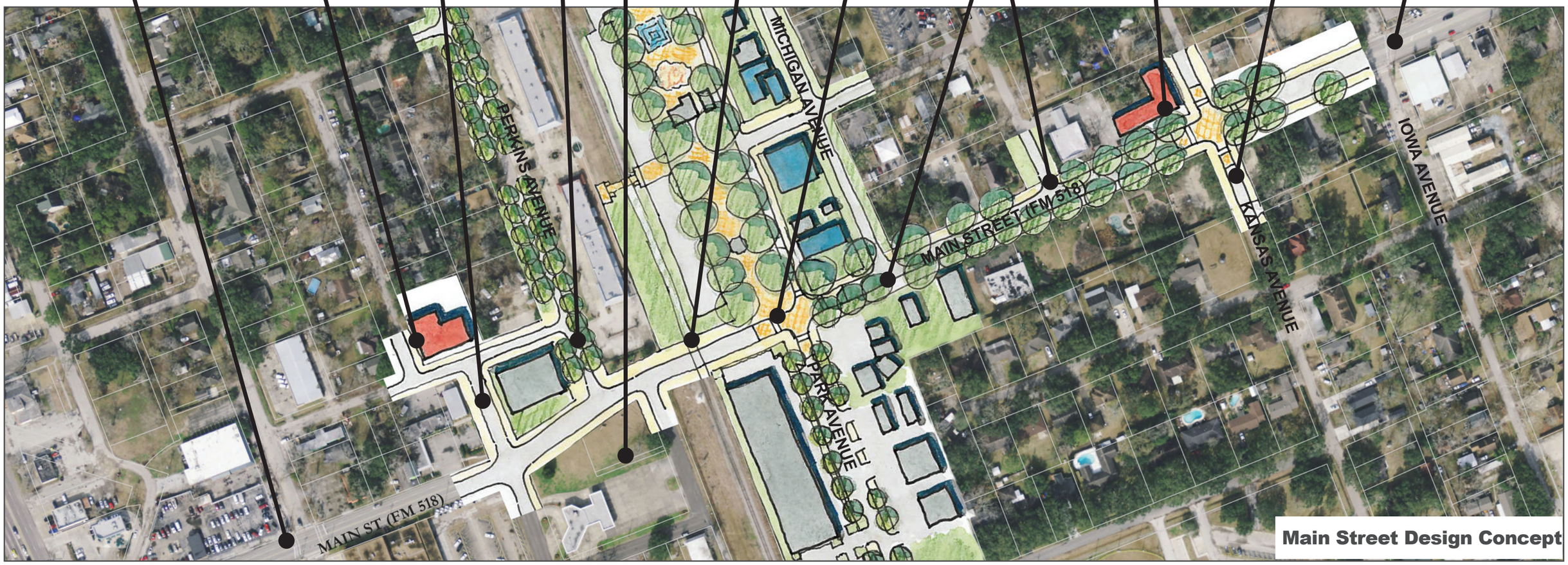
4-Lane Main Street Concept with ITS

Intersection of 518 and Park Street

The redesign of Main Street would allow an opportunity to reconnect both sides of Park Avenue for the pedestrian and bicyclist. This intersection would also signify the crossing of a unique destination and catch the attention of drivers that may not notice the place otherwise. Slowing traffic along Main Street, allowing a more pleasant strolling experience by redesigning an appropriate connection across Main Street, a complete connection of the neighborhood to the south of Main Street is activated. The neighborhood will be connected in a multi-modal way to the many civic and outdoor activities to the north of Main Street. Along with limiting access to Park Avenue, north of Main Street, the intersection will be dedicated to pedestrian and bike crossing from south to north. For complete design concept drawings see the Appendix in this Plan.



Main Street and Park Avenue Intersection Concept



Main Street Design Concept

Park Avenue (from Main to Walker) Design Concepts

Redesign of Park Avenue, south of Main Street, takes on two possibilities. The first option is parallel parking on the sides of the street as well as reduced lane widths and expanded sidewalks with new street trees along the sidewalk within private property. A second option is reverse-angled parking instead of parallel parking. This approach nearly doubles the amount of parking while allowing an arrangement of parked vehicles that creates a safe environment for bicyclists on the street. This option also includes sidewalks in the right-or-way and street trees within private property on each side of the street.

By integrating either option, the connection from League Park to League City Elementary is strengthened. A park-to-park connection is established, and critical parking is added. For design concept drawings see the Appendix in this Plan.

6.3.2 - Maximize walkability

League City has more than 212 miles of trail system planned with its Bicycle and Pedestrian Network in a comprehensive path, bike and trail system. This network will link parks, natural areas and the creek with neighborhoods, business districts, schools and adjacent municipalities.

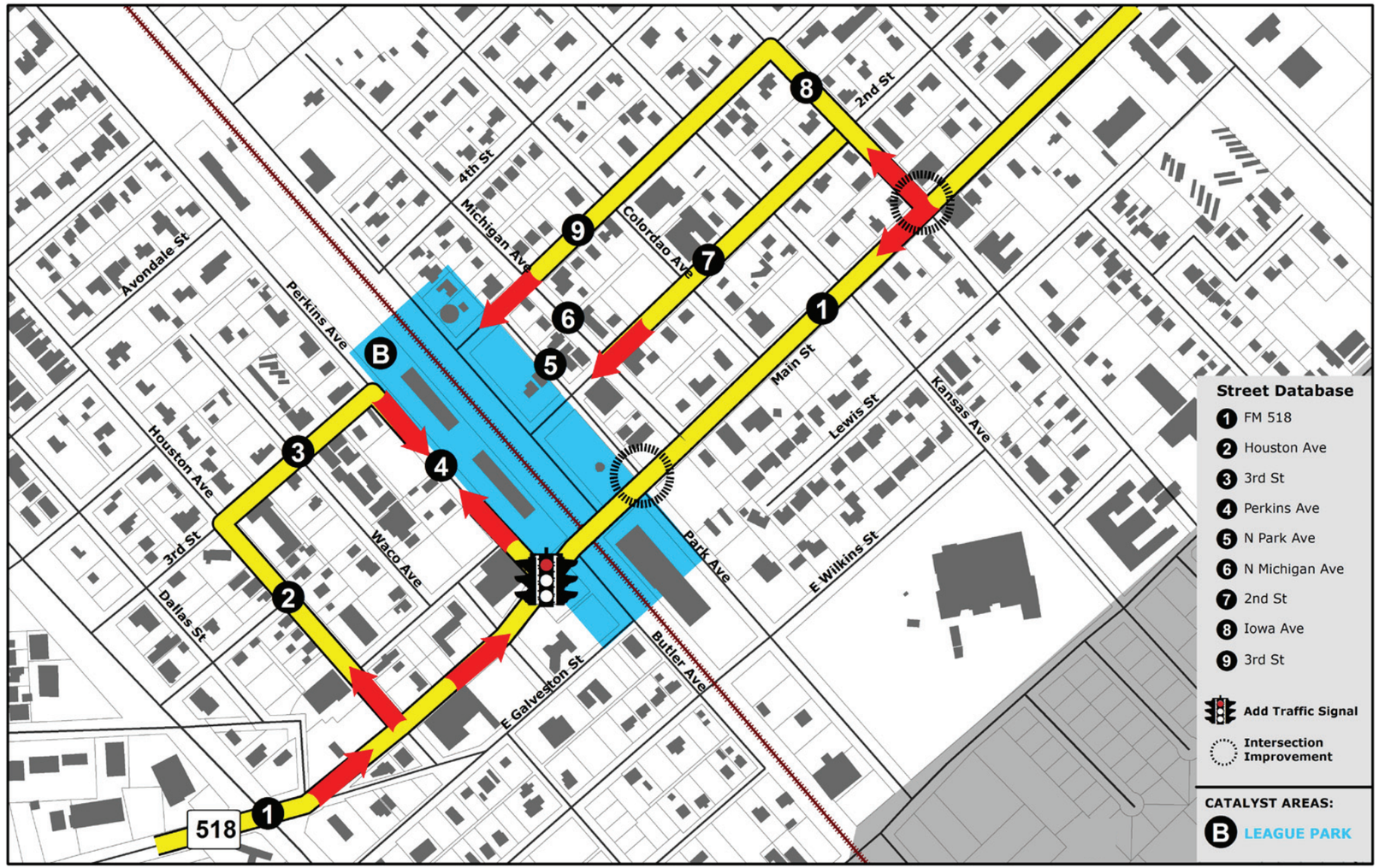
The District maintains a "village" scale that is pedestrian friendly. To promote heritage tourism, it is recommended that a bike-pedestrian network be established that connects all attractions in the District but also provides a sustainable solution and avoids major traffic zones to get from one attraction to the other.

Improvements are necessary to improve safety for bicyclists and pedestrians crossing the railroad tracks at the intersection with Main Street.

Suggested improvements to the crossing include widening of the right-of-way to establish a multi-use crossing and installing separate pedestrian/bike crossing guard devices, much like the vehicular crossing guards. The improved crossing can be utilized by bicycles, pedestrians, and golf carts and will connect to the city-wide trail system.

6.3.3 - Minimize impact of additional traffic on existing land uses and context

There are many successful, locally owned businesses along Main Street and maintaining their viability through transportation connectivity is extremely important. Accessibility to League Park and moving people efficiently in the event of large gatherings are important parts of the design process. The adjacent map illustrates the transportation accessibility plan that involves intersection improvements at Park Avenue and Iowa Avenue. Wayfinding signage for parking and access should be accommodated at regular intervals as a part of a complete streets design and implementation.



Access Management Plan

Parking Management Plan

6.4 PARKING MANAGEMENT

One of the most efficient ways to reduce dependence on the automobile is to implement a parking management plan in the District. The parking management plan will also create a "park-once" environment that encourages pedestrian traffic between destinations.

The parking management plan will have to balance between lack of mass transit and providing too much free parking. The City has conducted a parking survey and has determined the number of spaces provided and determined, at the block level, where there is a surplus or deficit. The City should take the survey to the next level by analyzing the parking demands for different times of the day and between weekdays and weekends in order to determine the surplus/deficit result. The surplus/deficit analysis should also be expanded to look at parking demands of special events that will occur at League Park. It is also important to not create a deficit that would lead to overflow parking in the surrounding residential neighborhoods.

The City should encourage a "park once" environment by designating on-street parking or strategically placing off-street sites that provide easy pedestrian access to nearby destinations with wide and maintained sidewalks, crosswalks, and wayfinding signage. The City can further encourage a walkable environment by encouraging buildings to be pushed closer to the street edges and sidewalks, while placing off-street parking in the rear of the lots. Th can be resolved effectively through the use of form-based zodes or zoning.

Some other strategies include:

a. Providing preferential parking spaces to carpools.
b. Installing meters to on-street parking spaces to encourage parking turnover and therefore benefiting the retail businesses.
c. Reducing the minimum parking requirements in the City's zoning/development code in exchange for developer support of alternative transportation.
d. Allowing developers to reduce the required minimum number of parking spaces by allowing them to count on-street spaces along the frontage of the lot.
e. Allowing developers to reduce the required minimum number of parking spaces by allowing a fee in lieu that the City puts towards constructing/maintaining a central off-street parking lot.
f. Supplying parking for bicycles
g. Incorporating charging stations at strategic locations for golf carts, neighborhood electric vehicles (NEVs), and electric vehicles.

<u>Opportunities</u>

Reviewing the City's parking analysis and the existing conditions, several locations have been identified in which on-street parking could be accommodated with little capital costs.

By utilizing a central parking lot as well as on-street parking along Houston Street, existing parking deficiency as identified by the city staff can be mitigated. Currently, a deficiency of approximately 69 parking spaces exists in the area of Houston Avenue and Main Street. The on-street parking as well as the central parking lot will yield an estimated 75 parking spaces which in turn will yield a parking space surplus of 6 total spaces. Utilizing on-street parking along Park Avenue will mitigate the current deficit of 45 parking spaces and yield a surplus of approximately 16 parking spaces if parallel parking is added. On-street parking in the area of Iowa Avenue and Kansas Avenue would mitigate the current remaining deficit of parking spaces, however it is not recommended due to the potential change in street character along those streets. Instead, a shared parking lot is recommended to allow visitors to park once and walk throughout the District.

Summary & Assumptions

During the review of the City's parking analysis and existing conditions, assumptions were needed to best identify locations for both on-street parking and centralized parking lots. Items such as the location of driveways, existing trees, fire hydrants, existing buildings and parking lots were taken into account to minimize any adverse impact.

- Parallel parking was assumed to be the predominant method of parking along most of the side streets that intersect Main Street. However, an angled parking scenario was also considered for Park Avenue.
- For parallel parking, a dimension of 8' wide x 20' long was used for each parking stall.
- For angled parking, a dimension of 10' wide x 18' deep was used for each parking stall.
- During the review of opportunities for on-street parking, off street parking on centralized parking lots was also considered. Existing vacant lots that were within one block from Main Street and along intersecting streets were identified and considered for off-site parking.
- In order to estimate the amount of available parking on each lot, approximate lot acreage was computed.
- The average parking stall was assumed to be 9' x 18' along with its associated drive half width of 12' feet.
- The total stall area was computed to be 270 square feet per parking stall.
- The total parking stalls were than computed by dividing the total area in feet by the average area per parking stall.

6.5 AIR QUALITY

As mentioned in Section 2 of this Plan, League City falls under the Houston Galveston nonattainment area for 8-Hour Ozone as classified by the U.S. EPA.

This livable center study for League City includes many recommendations that help League City and the Houston-Galveston area to remedy the Non Attainment status. Some of those recommendations include:

1. Integration of bike paths and providing for many multi-modal opportunities.
2. Redesign of the Main Street cross section to improve transportation mobility.
3. Adding traffic signals and retaining pedestrian crossing signals, where traffic signals are removed, along Main Street to promote easier pedestrian crossing locations and encourage pedestrian activity.
4. Adjusting the timing of traffic signals to avoid unnecessary delays for left turns lanes between Houston Avenue and Iowa Avenue and alleviating idol traffic.
5. Introducing continuous center left turn lane opportunities along Main Street to reduce travel delays.
6. Adding additional parking spaces to encourage "park-once" activity near attractions in the District.
7. Adding parallel or reverse-angled parking along commercial oriented streets to reduce the need for parking lots.
8. Improving access over railroad crossing on Main Street to promote safe multi-modal crossings.
9. Introducing improvements along streets, such as streetscaping and landscaping, to promote more shade for comfortable walking experiences. Any street trees introduced will be placed within private property, along sidewalks. Street trees should be compatible with a City approved plant list or qualifications.
10. Creating a local destination that is regularly attractive to residents reduces Vehicle Miles Travelled to destinations outside of the community.

6.6 PLACEMAKING

With the Destinations and the Connections in line, the science and art of placemaking begins. The following sections bring together the various elements that tie the destination and connection together through practical applications of dedicating character, aligning streetscaping and implementing wayfinding.

6.6.1 - Redevelopment Character Areas

From the general design concepts, strategic redevelopment areas were identified, each with a distinct character and focus. The following map shows the Catalytic Core (Project Area), Main Street Gateway areas, potential office and potential residential development areas. In addition, images that show the typical character of development within each of these strategic areas is also included in this section.

Catalytic Core

The catalytic core includes the League Park and adjoining Main Street area from Perkins Avenue to Iowa Avenue. This character area will serve as the main attraction location for the Creekside District. Uses that should be permitted include: office, retail, restaurant, local entertainment venues, mixed-use (vertical or horizontal), as well as a variety of denser housing types, such as townhomes, garden homes, or live/work units.

Gateway Main Street

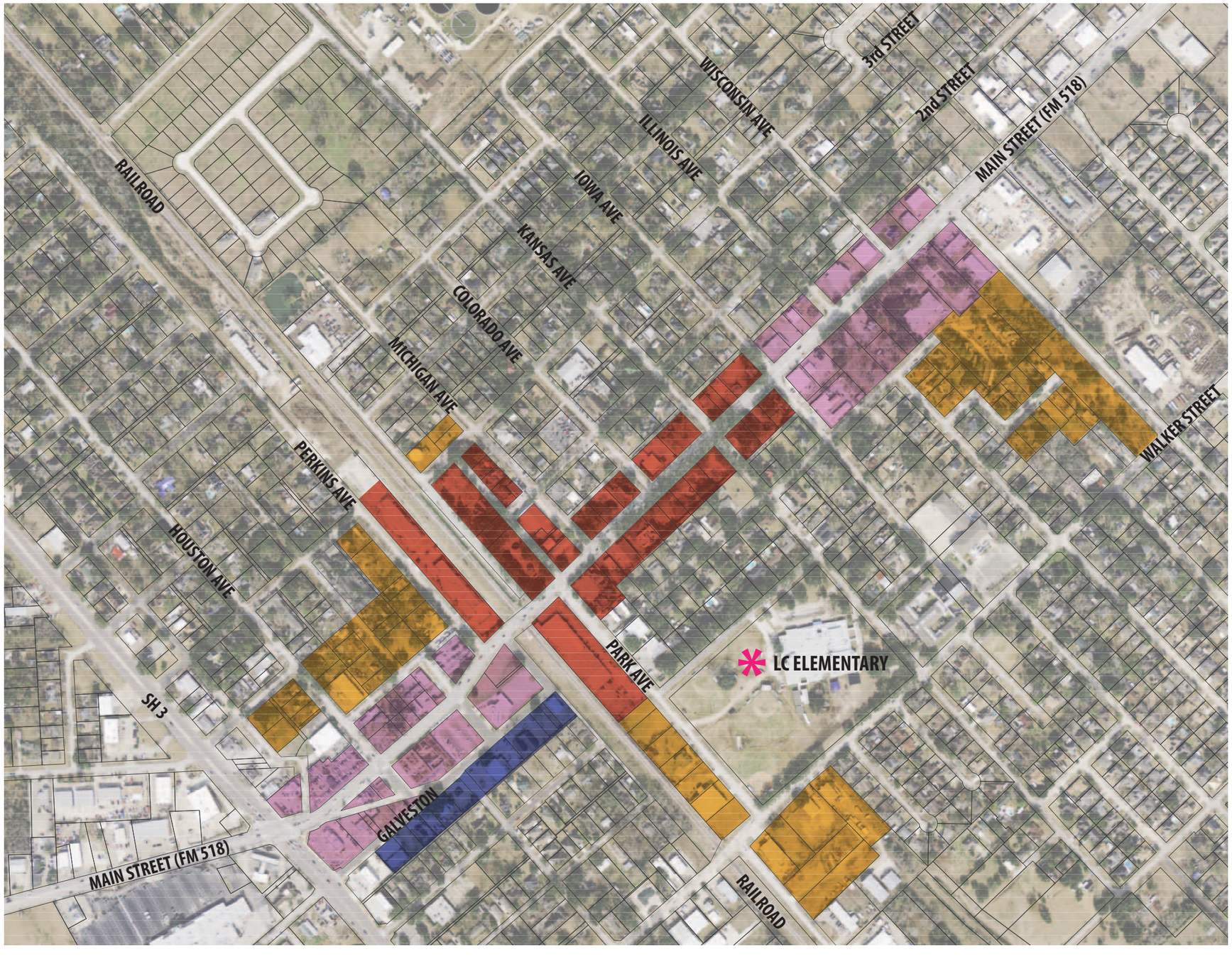
The Gateway Main Street area includes the areas of Main Street just outside of the Catalytic Core. These areas can be as short as one or two blocks along Main Street, or could extend further along, as the Catalytic Core area grows over time. The area features gateway elements but also a more urban village building type such as mixed-use (vertical or horizontal), office, retail, restaurant or entertainment. These may also be good areas for some multi-family housing types, small apartment buildings (two to three stories) or live/work buildings to transition the single-family housing from the more active uses.

Residential Development

Residential development areas are suggested areas for improvements or introduction of denser housing types. This may include small apartments (two to three stories), townhomes, or garden homes. In addition, buildings with ground floor commercial should be permitted with residential above, as either a live/work or simply a low-density mixed-use building.

Office Development

Office development areas are suggested for improvements or introduction of a low density office type such as garden offices to house professional offices such as lawyers, architects, doctors, etc.



Redevelopment Character Areas

6.6.2 - Streetscaping

Preservation of the Butler Oaks acts as a way of streetscaping and branding in one move. They provide a barrier to traffic for the pedestrian and have a full canopy cover over the street, providing shade for strolling and dining. Business to business travel is enhanced by individuals walking along the wider sidewalks and creating a strolling effect. More people walking and reduced lane widths slows traffic and creates a more pleasurable outdoor dining experience. Leveraging the redesign of Main Street to introduce context sensitive design and develop a more pedestrian friendly environment on the streets will enhance the reinvestment in the District.

Several programs should be introduced to increase pedestrian activity and promote multi-modal compatibility. These should include:

- A Public Art Program
- Interactive art work
- Stylized Paving
- Street Furniture
- Designed Trail heads or transit stops
- Street lighting that is unique to the Creekside District
- A Wayfinding program specific to the Creekside District

Public Art Program

A Public Art Program should be developed to harness the strengths of the local art community. Such an art program would establish an overarching framework for the involvement of local artists in the design of several streetscape amenities. Amenities such as bike racks, bus shelters, benches, and kiosks could all be designed and installed by local artists for a nominal fee. Experience in other communities has shown these programs promote art and the use of the public space by pedestrians and bicyclists. For example, in Louisville, KY, the bike rack art program has resulted in increased exposure to artists, increased art commissions, increased bicycle ridership within downtown and fostered a student bike art program. In addition, it has become publicly popular thus creating greater appreciation for public art.

A Public Art Program is recommended to better coordinate the different art-related initiatives and to help develop a cohesive framework for public arts along the different pedestrian linkages corridors. Major outcomes for such a program would include:

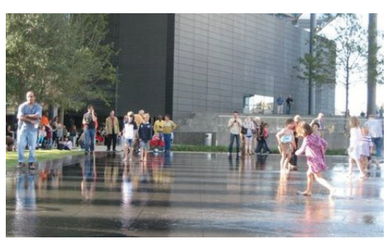
- Engagement of the public art community;
- Public art improvements that create unique themes along corridors and destination identity as part of the corridor's streetscape plan and an overall wayfinding plan for the Historic Creekside District;
- Increased awareness, interest, and public art education; and an
- On-going platform for public artists to be coordinated and connected to the community.

Successfully implemented art programs can lead to event and festival outcomes such as art studio tours. In addition, such tours could be linked with transit connectivity such as a future local bus shuttle.

Interactive Art Work

To add to the experience of a place, interactive public art is a great way to provide character and activate an area for public enjoyment. Much like the gazebo and caboose in League Park and various elements in Helen's Garden, interactive public art will help integrate a unique experience, brought by local artists.

Interactive public art can include water features, sculpture, oversized game boards, covered meeting or game locations and much more.



Stylized Paving

Special paving where public activity will occur is essential to drawing pedestrians and on-lookers for events and public interaction. Introducing special paving to the sidewalks, pedestrian streets and major pedestrian crosswalks, such as Main Street at Park Avenue, will help not only pedestrians locate where it is appropriate to walk, but also grab the attention of drivers that otherwise may not recognize the crossing.

In retail areas, special paving (using texture, color or patterned brick or stone) should be used to enhance the architecture and experience.

Street Furniture

Many instances of street furniture have already been integrated into League Park. It is recommended that this street furniture be utilized along the public right-of-way and along sidewalks and within public open spaces. Street furniture can include: seating, art, dining tables, bike racks, planter boxes etc.

Enhance Street Lighting

In some communities, designed street lighting is often overlooked for more utilitarian and cost effective types of lighting. League City already has a well-designed street lighting that is representative of the characteristics of the District and context around it. Being a historical area, the District should enhance and encourage additional street lighting throughout the District.

Existing street lighting is pictured to the left. Additional types of street lighting that would be compatible are pictured below with a vehicular oriented bishop's crook fixture, a decorative street sign fixture or building mounted sconce fixtures. Additional vehicular lighting may be necessary as redesign of Main Street is performed.

Wayfinding Program

Wayfinding can take many forms, and typically reflect the identity of the area it serves. A complete wayfinding concept and implementation strategy is recommended to help the revitalization and economic development activity. Efforts should be made to have wayfinding be designed to accommodate the historic aspects of the district and should use colors and design elements that reflect the history of the District and League City. Utilizing a wayfinding system that can be placed anywhere at any time does not add to the design aesthetic that League City's Historic Creekside District needs or embodies.

Streetscaping Recommendations

The following recommendations are categorized by the Redevelopment Character Areas described in Section 6.6.1 of this plan.

CHARACTER AREA	IDENTIFIED STREETS	STREETSCAPING TECHNIQUE
Catalytic Core	Main Street	Pedestrian Accommodation, Public Art, Stylized Paving, Street Furniture, Street Lighting, Wayfinding Signage and Elements
	Park Avenue, 3rd Street	Pedestrian Accommodation, Public Art, Interactive Art Work, Stylized Paving, Street Furniture, Street Lighting, Wayfinding Signage and Elements
	Kansas Avenue	Pedestrian Accommodation, Stylized Paving, Street Lighting, Wayfinding Signage and Elements
	Michigan Avenue, Colorado Avenue, Iowa Avenue	Street Lighting, Wayfinding Signage and Elements
Gateway Main Street	Main Street	Pedestrian Accommodation, Public Art, Stylized Paving, Street Furniture, Street Lighting, Wayfinding Signage and Elements
	State Highway 3, Reynolds Avenue	Pedestrian Accommodation, Street Lighting, Wayfinding Signage and Elements, Gateway Element
	Houston Avenue, Plymouth Street, Galveston Street, Simms Street, Butler Street, Iowa Avenue, Illinois Avenue, Wisconsin Avenue	Street Lighting, Wayfinding Signage and Elements
Potential Residential Redevelopment	Park Avenue, 3rd Street	Pedestrian Accommodation, Public Art, Interactive Art Work, Stylized Paving, Street Furniture, Street Lighting, Wayfinding Signage and Elements
	Houston Avenue, Plymouth Street, Perkins Avenue, Walker Street, Reynolds Avenue	Street Lighting, Wayfinding Signage and Elements
Potential Office Redevelopment	Galveston Street	Pedestrian Accommodation, Street Lighting, Wayfinding Signage and Elements

Streetscaping Recommendations by Redevelopment Character Area

Streetscaping Criteria

1. Public art and street furniture can be integrated into easements on private property, does not need to be included in the public right-of-way.
2. Interactive art work should be located in a public open space or pedestrian passages. The recommended locations are at the park on League City Elementary School property on Park Avenue and within League Park area north of Main Street.
3. Street lighting, wayfinding signage and elements should be tied to a unified program for the District.
4. Pedestrian accommodations should include sidewalks and street crossings and could include trail heads that are integrated into the citywide trail network.
5. Stylized paving should be integrated into the pedestrian accommodations along Main Street.
6. Gateway elements can be associated with the wayfinding signage and elements program, but special attention should be focused on the areas prescribed to have gateway elements. As prominent intersections acting as gateways into the District, these locations need to have an element of art or architecture that portrays the essence of the District.

7. Phasing and Feasibility Analysis

This section establishes a phasing plan for the proposed initial solutions plan to build on the momentum of current projects and ability to manage costs of future projects. The phasing proposed also creates synergies of smaller, complete projects that can drive new improvements and investment.

7.1 CATALYTIC PROJECT PHASING

7.1.1 - Phase 1

Phase 1 implementation reinvents League Park and the adjacent intersection of Main Street and Park Avenue. Phase 1 will catalyze redevelopment on all sides including a reconstitution of Perkins Station as a retail and restaurant destination; appropriately scaled infill housing to create more vitality; repositioning of certain buildings to be used more effectively in terms of local serving businesses; and a market-building capacity for such longer term projects as a community market across Main Street.

First Steps for Phase 1 are to:

- Design Main Street from Houston Avenue to Michigan Avenue
- Design Park Avenue from Main Street to Walker Street
- Design and develop the gardens in League Park along Main Street
- Design and develop the access and context between League Park and Perkins Station

More detailed steps may include:

- Replace the hedges that separate Perkins Station from League Park with a more transparent decorative fencing.
- Redesign and replace the access path between Perkins Station and League Park
- Relocate basketball courts to the proposed public park at League City Elementary School along Park Avenue.
- Develop and implement a wayfinding concept and plan that is unique to the Historic Creekside District.
- Use a City transportation model to determine the proposed option for redesign of Main Street that is most appropriate and redefine Main Street as a destination rather than just a regional throughway.

7.1.2 - Phase 2

Phase 2 implementation includes reconstruction of Main Street and related local infrastructure. Phase 2 gives the ability to focus future investments in a responsive way to market opportunities and establish a governance capacity to maintain and manage the area as a coordinated destination.

Full implementation will require the following steps to be taken:

- Providing either general fund or bond-source funding for funding through value-capture to complete Main Street as a destination spine for the area, as well as creating a special district such as a Tax Increment Reinvestment Zone (TIRZ) for more modest investments in infrastructure through reimbursements for site specific projects that would benefit from public infrastructure such as plazas or other public improvements. Further funding options are discussed in Section 7.2.3.
- Design and Develop the full plan for League Park, Park Avenue and surrounding city property.
- Position the city to acquire space near the intersection of Main Street and Park Avenue for a permanent community market as the time and market becomes appropriate. In the interim, consider a temporary market on Park Avenue along League Park.
- Improve zoning in the Historic Creekside District to make it easier to develop appropriately scaled urban residential and other development types consistent with the catalytic vision.

Additional implementable options include:

- Redesign the public realm of Perkins Avenue to treat the edge of Perkins Station to encourage redevelopment within that neighborhood.
- Plan for redevelopment of large properties at Park Avenue and Walker Street.
- Incorporate “Smart Streets” and Intelligent Transportation Systems (ITS) technology into Main Street in a context sensitive manner.
  - The costs associated with the use of reversible lanes as part of an intelligent transportation system are highly variable. The lane control demarcation can vary from simple static signage hung from wire attached to wooden poles mounted on either side of the roadway to an electronic system connected to a control center monitoring traffic in real time and adjusting signalization mounted over the roadway on steel masts. City staff has indicated they would prefer an electronic system that could be monitored and adjusted as needed.
  - The segment of Main Street that would utilize this type of system is approximately 7,000 feet in length from State Highway 3 to Iowa Avenue. Lane Control Gates would need to be spaced approximately every 500 feet resulting in about 15 total gates to make sure that all drivers going through and entering the roadway from the numerous side streets or driveways would have proper signage and avoid confusion. Utilizing cost information from the US Department of Transportation the capital cost of this system can range from $500,000 to $2.2 million.
- Air Quality Testing Options
  - Since the study area is relatively small and to be able to calculate the reduction in Nitrous Oxide (NOx), Volatile Organic Compounds (VOCs) and Carbon Monoxide (CO), a separate detailed study with Synchro analysis has to be done in order to calculate the travel time saving with signal optimization, revised street section and improvement in the level of service on Main Street. A revised travel demand model is also required to calculate the changes made (i.e. construction of new streets, revised street section, and improved intersections at railroad and other cross streets etc.) in the thoroughfare network within the study area.
  - A less technically challenged tool based on simple mathematical calculation could also be introduced. Calculations of the vehicle miles travelled (VMT) on the Main Street corridor before the roadway, intersection and signal improvements would be acquired. Based on VMT, calculations of the VOCs, NOx and CO content as a by-product can be determined. Based on this information, a simple calculation of what the reduction in VOCs, NOx and CO can be found if improvements to the free flow speed and a reduction in travel time through the FM 518 corridor occur. A conservative 5%, 10% and 20% increase in free flow speed can be used to calculate approximate air quality improvement within the study area.

7.1.3 - Estimated Cost of Implementation:

Phase 1: Catalytic Project

Area	3-Lane Section	4-Lane Section
League Park	$ 379,060	$ 379,060
Main Street*	$ 1,526,600	$ 1,532,600
Park Avenue (reverse-angled)	$ 416,460	$ 416,460
Total	$ 2,322,120	$ 2,238,120

Phase 2: Completion of Catalytic Project (in addition to phase 1 estimate)

Area	3-Lane Section	4-Lane Section
League Park	$ 817,556	$ 817,556
Main Street*	$ 1,134,300	$ 1,139,600
Park Avenue (reverse-angled)	$ 467,500	$ 467,500
Total	$ 2,419,356	$ 2,424,656
GRAND TOTAL	**$ 4,741,476**	**$ 4,662,776**

*** Additional cost for integration of Intelligent Transportation System (ITS): $500,000 to $2,200,000. Amounts are estimates and a full scope for all required technologies is required for an exact cost.**

For detailed break-down of the cost estimates see Appendix in this plan.

7.2 CATALYTIC PROJECT FEASIBILITY

7.2.1 - Fiscal & Economic Impact

The analysis indicates that the new activity revenue from the projected development and redevelopment in the District will enhance the local tax base, as the combination of property and sales taxes should equal almost $100,000 ($2011) annually at full implementation. Other jurisdictions will also benefit, as the total for all affected local governments (including the ISD) should approach $300,000 each year. Additionally, increased activity can be expected from existing businesses in the context of this new activity. Increased cost and revenue from increased League Park programming is not included in this analysis and will create more activity in addition to this amount.

This activity will translate into jobs. Based on the applicable industry ratios of 225 square feet/employee for office, and 550 square feet/employee for commercial, the total estimated direct employment will be approximately 56 permanent workers. Using conservative assumptions on the multiplier effects, the total job impact could easily surpass 100 permanent jobs.

7.2.2 - Conclusion of Market Study and Fiscal Impact

The combination of the strategic and catalytic nature of the proposed overall plan for downtown League City argues for the commitment of municipal resources to facilitate development/redevelopment. The “return on investment” associated with the infrastructure improvements outlined in Section 3 likely will be fairly modest in the near-term, but could serve as a catalyst for future development analogous to that seen in the area around the Dallas Farmer’s market over the past twelve years. If that were the case, hundreds of housing units and tens of thousands of square feet of additional commercial space could be developed, in the process creating economic activity and taxbase that would be well worth the resources invested.

7.2.3 - Funding Options

It is critical that the implementation of the proposed catalytic projects and long term redesign and reconstruction of Main Street not rely on a “silver bullet” solution. The key will be attracting private investment and business growth. The only way to do that is for League City to provide incremental investment in infrastructure for a destination that creates a predictable pathway for ongoing private investment.

On its own, this corridor will likely not generate a significant amount of taxbase to justify the creation of a special district such as a TIRZ relative to the overall long term infrastructure plan for the reinvention of League Park and Main Street. Protection of the suburban village character and cultural integrity of the area limits additional activity to a low scale development scenario with high quality retail and appropriately scaled infill residential. In this context, as discussed above, the fiscal impact at buildout will be approximately $100,000 per year from sales tax and property tax. Because the level of fiscal impact will not provide a direct capacity alone to service the multi-million dollar estimated cost of redoing the entire package of recommended infrastructure, the overall impact on the District and League City as a whole from an economic development perspective justifies the investment in the proposed infrastructure over time. In other words, the lack of potential “one-for-one” tax base return directly within the Main Street corridor should not preclude consideration of economic benefits resulting generally to League City from a vibrant Historic Creekside District, which may make the difference, for example, in a recruitment effort.

Nevertheless, the creation of a TIRZ, or alternatively, Chapter 380 Agreement (Economic Development) should be considered for modest reimbursements of particular public infrastructure improvements associated with prioritized private investments in new destinations in the Main Street Corridor. In this context, additional funding for the majority of the reinvestment needed in Main Street and the larger reinvention of League Park will require additional support.

Given these circumstances, an initial seeding of the catalytic project with a general obligation debt or general fund commitment will be necessary for the first phase of investment of the intersection of Main Street and Park Street, along with the Phase 1 reinvention of League Park relative to the leveraging of Perkins Station as true retail/entertainment destination. Based on public input and interest, such an initial public investment would result in significant private investment in businesses in and around League Park and Perkins Station.

Building upon the initial momentum created from the phase 1 project will require a second round of funding to support the long term reinvention of the park and Main Street. Potential sources to achieve this second phase of investment include:

CIP & Bond Program

A policy decision needs to be made by the community and the City Council as to whether any future bond programs should include sufficient funds to complete the reinvention of Main Street. As the ownership of the corridor is fractionalized, the private sector is not in a position to provide upfront funding with a traditional reimbursement through a TIRZ, even if the level of increment that could be generated by a TIRZ would be sufficient. Therefore an overall general obligation investment should be strongly considered.

Public Improvement District (PID) or subdistrict of the League City Municipal Improvement District

A PID or subdistrict of the MID could allow for a portion if improvements to be funded by an assessment on the property owners within the Historic Creekside District. If so, a PID or subdistrict of the MID should be created sooner than later at an assessment rate that is low enough to avoid any disincentive for investment in the corridor but that can raise over time sufficient funds to provide an level of maintenance and management that will provide sustainable quality and shared public realm that will attract visitors and investors alike. This funding would need to be deployed through the coordinated management entity in order to make sure that it is not spread too thin across too many obligations that fail to add up to any significant impact.

Given the local desire to establish a viable and marketable destination, the property owners in the Main Street Corridor may welcome a modest assessment if they believed that it would complement significant investment from other public sources such as funding through bonds or other general obligation sources, as well as increased private investment. The sooner a PID or subdistrict of the MID is considered and created, the more receptive such a vehicle will be as a modest assessment now can be established and justified with minimal impact. This will enable the vehicle to be available as new development occurs over time, avoiding a perception of anti-competitive impact as the market turns up over time.

HUD – USDOT – EPA Partnership

The Department of Housing and Urban Development, the U.S. Department of Transportation and the Environmental Protection Agency have created a partnership around the following principles:

- Provide more transportation choices. Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation’s dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.
- Promote equitable, affordable housing. Expand location- and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.
- Enhance economic competitiveness. Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers, as well as expanded business access to markets.
- Support existing communities. Target federal funding toward existing communities—through strategies like transit oriented, mixed-use development, and land recycling—to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes.
- Coordinate and leverage federal policies and investment. Align federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy
- Value communities and neighborhoods. Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods—rural, urban, or suburban.

The Main Street Implementation Plan, as established through the Livable Centers program sets up effectively with the six principles above. Accordingly, as additional grant application opportunities are announced, especially from HUD and EPA, the

Implementation Plan becomes a framework for grant applications. HUD and EPA have provided funding for extensive community investments in planning and infrastructure. In particular, the HUD Community Challenge Grants, if another round is funded, can provide assistance in the second phase of reinventing the corridor, the development of a community market (with a focus on local food and other local goods), and other related elements that lead to improving the walkable mixed use environment of the Main Street area.

However, these applications for funding are highly competitive and the City cannot rely on these alone. The extent to which the City can leverage other funds to supplement the request will make it more competitive.

Small Business Incubation and a Community Development Corporation

According to research, as high as 80% of the companies that "graduate" from incubation programs remain in their communities and are still in business. As confirmed in the market analysis, the level of national credit tenant retail will be modest relative to the burgeoning boutique/market-based retail that is consistent with the vision, scale and authenticity of the Main Street Corridor. Therefore, a focus on incubating and providing support through a governing entity, either directly, or indirectly with a non-profit by contract can provide the continuity of quality, operations and management that is often lacking from ad hoc "mom and pop" operations. In other words, the challenge for attracting long term destination traffic into the Historic Creekside District will hinge in large respect on the ability to facilitate coordinated operations, merchandising and a complementary tenant mix across multiple ownership. It is recommended that the City engage in recruitment of an NGO, university, culinary institute, business management program, art institute or other partner.

In this regard, the catalytic project of reinventing Perkins Station and, similar nearby buildings and sites could provide an opportunity for incubation and coordination of additional complementary retail, specialty foods, etc., which otherwise may not be able to complete and sustain initial startup on isolation.

This strategy should be complemented by the creation of a community development corporation (CDC) or similar non-profit development entity that can provide management, design and loan assistance for incubating businesses that demonstrate the promise of sustained operations and profitability. The availability of space that currently exists at Perkins Station could be negotiated with the owner through the non-profit CDC or other entity as a transitional commitment to attract and grow regional market share. As the market matures, the space can then be transitioned back to a market-rate structure. This strategy would both take advantage of empty space and also create momentum for the eventual repositioning of that space to a profitable state. In addition, the success of the reinvented Perkins Station in the context of the catalytic redesign of League Park and the intersection of Main Street and Park Street can position other sites, such as the Small Industries Building site and Founders Square to become the core of a regional draw.

Air Quality Sources

H-GAC receives an allocation of funds to help implement projects that can contribute to improving the region's air quality through CMAQ funds. To be eligible for CMAQ funds, a project must be included in the MPO's current transportation plan and Transportation Improvement Program (TIP). In general, there are three types of CMAQ eligible activities.

1. Capital Investment - CMAQ funds may be used to establish new or expanded transportation projects or programs that reduce emissions, including capital investments in transportation infrastructure, congestion relief efforts, diesel engine retrofits, or other capital projects.
2. Operating Assistance - n/a
3. Planning and Project Development - Activities in support of eligible projects also may be appropriate for CMAQ investments. Studies that are part of the project development pipeline (e.g., preliminary engineering) under the National Environmental Policy Act (NEPA) are eligible for CMAQ support, as are FTA's Alternatives Analyses. General studies that fall outside specific project development do not qualify for CMAQ funding. Examples of such efforts include major investment studies, commuter preference studies, modal market polls or surveys, transit master plans, and others. These activities are eligible for Federal planning funds.

The following are some pertinent categories of projects eligible for CMAQ funding.

- Traffic flow improvements (e.g., traffic signalization); and
- Bicycle/pedestrian facilities and programs.

Local investment in reinvention of the intersection of Main Street and Park Avenue, leveraging the relationship of the potential on all four corners may position the district well for CMAQ funding for the larger reinvention of Main Street. The potential for investments in traffic signalization, improved flow during peak hour operations as proposed in one option for the new cross-section, as well as pedestrian improvements certainly advance the goals of CMAQ funding. A modest investment of CMAQ funding by H-GAC could leverage local investments through bonding or other general obligation funds to redesign and reinvent Main Street as a true destination that also improves overall traffic performance in the region.

8. Next Steps

This section identifies the critical items that need to be undertaken immediately after the adoption of this Implementation Plan. Specifically, the city needs to move forward with the schematic design of League Park to implement the phase 1 recommendations in this plan. In addition, the city should continue working with TxDOT to evaluate the feasibility of implementing the recommendations for Main Street (FM 518). The city should coordinate its Capital Improvements Program to add recommended infrastructure projects to support the overall vision in addition to creating any special districts.

8.0 NEXT STEPS

Implementation of the vision for the Historic Creekside District depends on three major elements – implementation of the catalyst project, regulatory changes to implement the design goals, and an organizational structure to manage the long-term implementation of all elements of the plan. This section identifies these and other items that need to be undertaken immediately after the adoption of this Implementation Plan. The following is a list of the major implementation tasks the city will need to undertake to ensure that the vision for a revitalized and vibrant Main Street is realized:

- Implement the phases of the Initial Solutions Plan outlined in Section 8.1 including working with Texas Department of Transportation (TxDOT) to evaluate the feasibility of implementing the recommendations for Main Street.
- Establish a governance policy to address the long-term maintenance and operations aspects of a successful Main Street
- Undertake regulatory refinements to implement the vision
- Undertake several supportive planning and strategic initiatives that go beyond the catalytic projects described in the Implementation Plan.

8.1 SOLUTIONS PLAN IMPLEMENTATION

The Initial Solutions Plan established specific implementation phases for identified catalytic projects. The goal is to focus on achieving a successful catalytic project that can then create synergies beyond the catalytic areas to spur commercial and residential investment of the surrounding areas within and adjacent to the district.

8.1.1 Solutions Plan (Phase 1):

- Begin the phase 1 design and development of League Park, Perkins Station, Main Street and Park Avenue by hiring a team that can take the Phase 1 design and construction of League Park as well as Full engineering schematic design of Main Street from Houston Avenue to Michigan Avenue and Park Avenue from Main Street to Walker Street. In addition, the city should work with TxDOT to evaluate the design options for Main Street by:
  - Undertaking an analysis of the Regional Network: Building on the City's transportation model, it is recommended that the City engage TxDOT in the analysis of the regional network in order to ameliorate the impact of shifting the focus of Main Street from a pure commuter function to a more balanced composition of commuter and pedestrian destination.
  - Adopting the ITE Manual for Complete Streets and Context Sensitive Solutions (CSS): The recently adopted League City design manual should be updated to include by reference the ITE Manual for Complete Streets and CSS. The criteria within the ITE Manual should be the basis for roadway and transit improvements within the District. The City, with TxDOT, can transform Main Street (FM 518) into a multi-modal street that not only serves the needs of automobiles, but also anchors redevelopment.
- Strengthen the connection between League Park and Perkins Station,
- Create an attractive entry garden in League Park and
- Establish a strong pedestrian crossing area at Park Avenue and Main Street

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8.1.2 Catalytic Projects (Phase 2)

Once the City has undertaken the Phase 1 steps and the market is ripe, it can then continue with Phase 2 development of the Catalytic Project. The City should partner with TxDOT in order to partner on design/build bidding methods and establish a source of funding for the construction of phase 2 of the Main Street and Park Avenue construction. The City should retain a contracting group that will finalize the rest of the design necessary for construction and perform construction on the complete Main Street and Park Avenue design that is chosen. Also, the City should retain a contracting team for Phase 2 of League Park design and reprogramming.

Encourage Housing:

- Decommission and Design/Build of Water Tank Property:
  Prior to the water tank north of League Park decommissioning, the City should retain a design/build developer to implement the residential and trailhead element of the League Park plan. The City should form a Public/Private Partnership with the developer in order to ensure an appropriate end result. This design should bring housing, public parking and a city trail network trailhead into the development of these properties.
- League City Elementary and Surrounding Areas:
  The lots surrounding League City Elementary School should take on a character that is compatible with the school. It is the community's responsibility to ensure a safe environment for students at the school to be able to walk or ride to school without getting hurt. Rezoning current auto-oriented business and industrial parcels surrounding the school to a more pedestrian friendly residential and commercial climate is one place to begin. This rezoning combined with street improvements will ensure a safe environment for pedestrians in the area.

8.2 POLICY AND GOVERNANCE STEPS

Managing and coordinating current and future activities within Main Street and the District will be important as the area continues to attract more businesses and visitors. To this end, the implementation of a shared parking strategy and wayfinding plan should all be coordinated to benefit all users of Main Street and the District.

In terms of structure, management coordination fundamentally assumes the implementation of a Historic Creekside District Management strategy, whether by a separate entity or by the City as an individual or a department. This entity could be an existing institution, a new special district or a non-profit corporation. Regardless, this entity should serve as the central management institution, both in terms of programmatic needs such as parking and maintenance, and in terms of governance needs, such as managing events in League Park and scheduling with local businesses. Local businesses, historic preservation entities as well as basic city service departments would all have access to this central management entity. The main goal is for functional streamlining and any organizational change should be firmly based on stakeholder input and the local context of League City.

This entity could functionally coordinate three key areas of responsibility that would tie different relevant institutions, stakeholders and programs together in various appropriate configurations:

1. Development—this area would focus on development and design review, parking, housing, real estate information, the arts, etc.
2. Public Services—functions such as maintenance, landscaping, security, as well as Code Enforcement and Planning support
3. Management – Coordination and scheduling of activities, events, programming and marketing is critical to encouraging complementary activity rather than conflicts. This will also enable the local businesses to better engage the City in public safety, event security and other key needs.

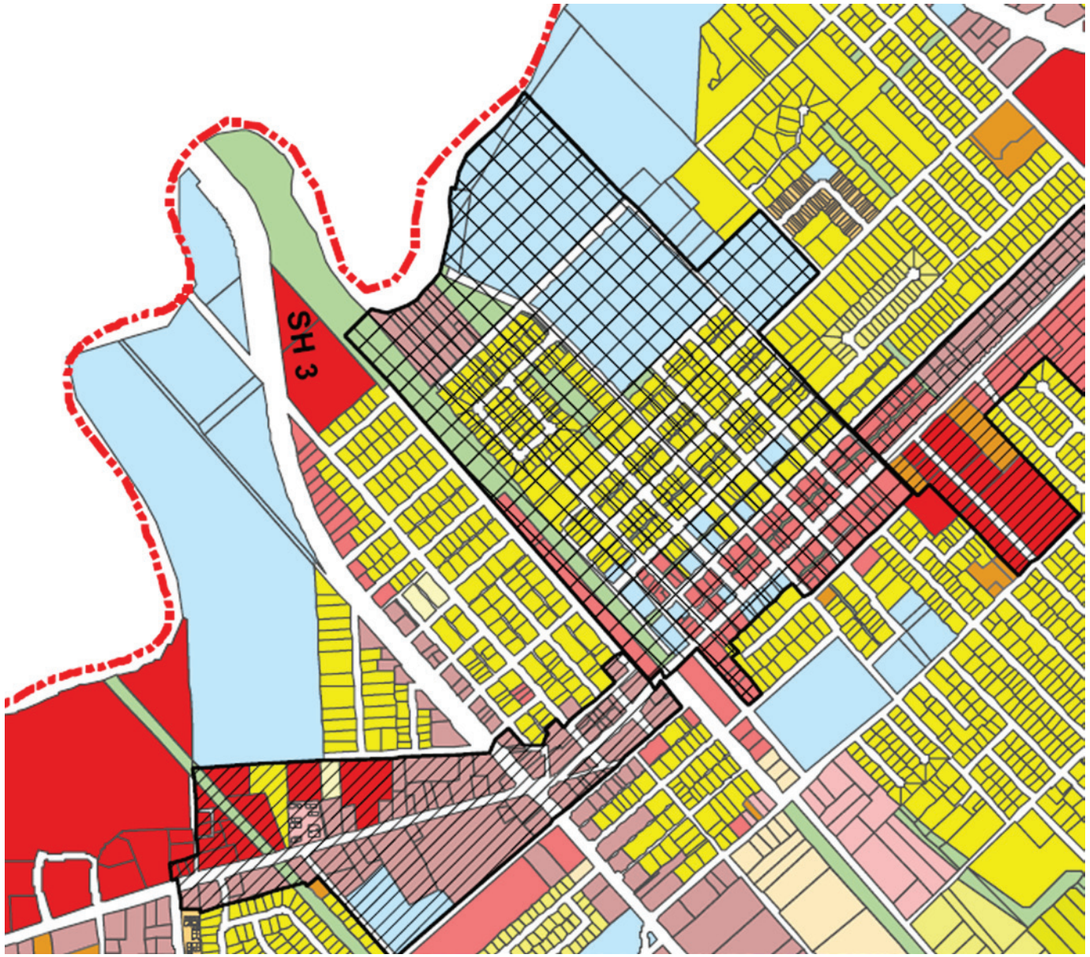
The City should take the lead in organizing the stakeholders and appoint, select or hire the appropriate individual or group to act as the managing authority in the area.

8.3 REGULATORY REFINEMENTS TO IMPLEMENT THE VISION

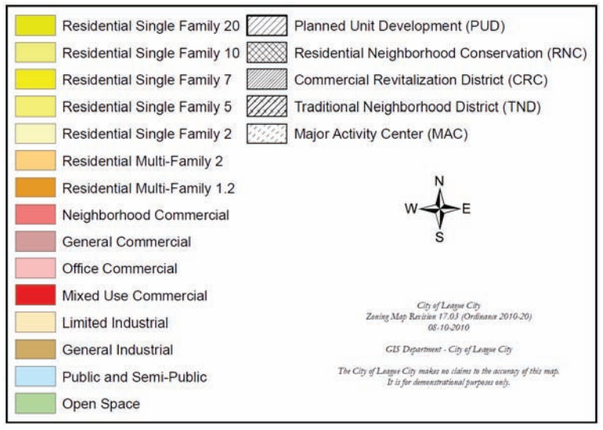
One of the most critical aspects of successful plan implementation is establishing adjacency predictability for redevelopment. This ensures that property values will increase consistently as redevelopment occurs. A regulatory mechanism consistent with the community vision is essential for this plan, specifically a form-based zoning mechanism.

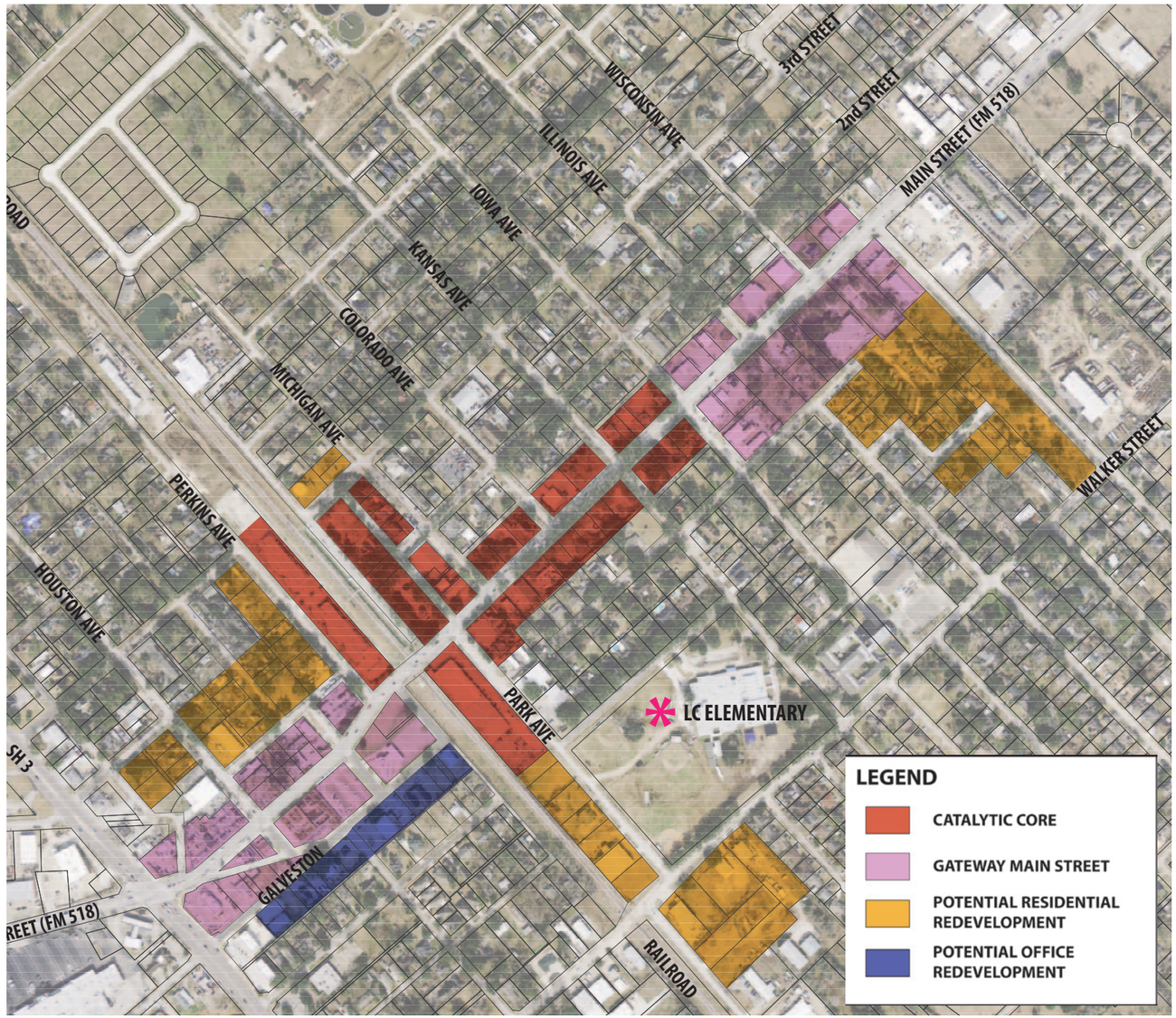
The vision for the District identifies various redevelopment opportunities and establishes distinct character areas, each with its own development goals, character, intensity, and scale. Common to all of the area is the need to establish functional urban design standards for all development that ensures a high quality public realm – streets, public spaces, and parks.

In accordance with the Comprehensive Plan for the City of League City, staff are in the process of updating development related ordinances to incorporate concepts related to form and character. Staff are taking a "step-by-step" approach toward code amendment that has been evident in the recently released and revised draft design guidelines for the Historic District as well as proposed changes to language in the Residential Neighborhood Conservation Overlay District that encompasses much of the District.



Creekside Existing Zoning





Redevelopment Character Areas

8.3.1 - Existing Zoning Framework

The following is a review and assessment of current zoning within the District:

- Neighborhood Commercial
  This zone is relatively pedestrian friendly and allows mixed-use buildings. These reflect a higher density building type than the typical single-family detached building or single office or retail building, but the zone does not allow townhouses, two to four unit homes or live/work types of building which would round out the low-density residential and home occupancy types of development.
- Residential Single-Family (RSF)-2
  This zone allows the density that we discuss earlier with townhouses and duplexes. It also permits a zero-lot line, but no lots in the catalyst project area are zoned with RSF-2.
- Limited Industrial and Commercial Office
  The limited industrial zone dominates, along with the commercial office zone, the intersection of Park Avenue and Walker Street. This zone is an auto-dominant zone, which is not a compatible zone with the adjacent League City Elementary School.
- Residential Neighborhood Conservation Area Overlay
  The Residential Neighborhood Conservation area is an overlay zone within the District. The overlay allows duplex and Multi-Family residential, but does not allow townhouses or live/work units that may be excellent additions to the building type mix for the League Park context.

The current regulatory context is beginning to support the building types and lot development that would be critical to the implementation of the catalytic project, however many of those zones are not in the catalytic project area. In addition, the approval process for development has many of the conventional requirements that make the approval process costly both in time and expense for developers.

8.3.2 - Regulatory Recommendations

In order to remedy the regulatory structure for the catalyst project, it is recommended that the City:

1. Develop and adopt a form-based zoning mechanism for the Historic Creekside District in order to establish the regulatory and policy regulations for the district. This would also assist the city to streamline the approval process and encourage development in the District. The form-based zoning mechanism will alleviate the worry from the community and allow all adjacent landowners know what to expect with new development, rather than waiting to see and addressing issues after something has been built, known a adjacency predictability.
2. If a form-based zoning mechanism is not possible, it is recommended that there be a rezoning of the catalytic properties to meet the intent of this plan. In order to do this it is recommended to:
   - Rezone all lots on Park Avenue facing League City Elementary School to RSF-2 or Neighborhood Commercial, to be consistent with the vision.
   - If Neighborhood Commercial is chosen, townhouses and lot development standards that permit zero lot line separation should be integrated.
   - The Residential Neighborhood Conservation area should be expanded to include League City Elementary School and its surrounding area.
   - Permit pedestrian oriented commercial occupation along the ground floor, which is different from the typical home occupation regulations. This could take the form of a two to three story mixed-use building with, or without, a zero lot line development pattern.

8.4 BEYOND THE CATALYTIC PROJECT

The following elements have been identified as future catalytic steps after the initial catalytic project has begun to attract and improve the conditions of the District.

8.4.1 - Permanent Community Market

A public market will act not only as an attraction but also act as an incubation market for small businesses and local artists to exhibit their wares. It is recommended that the City act as a partner in the establishment of a permanent community market and that the chosen governing entity act as manager or oversees the management of the public market. Prior to this and perhaps during implementation of this Plan, the city may consider development of a temporary market along Park Avenue and within League Park.

8.4.2 - Amphitheater

A strong desire of the stakeholders is a large occupancy amphitheater. Given the lack of space in the Catalytic Project area, it is recommended that any large venue amphitheater be located in Walter Hall Park where there is ample room for the amphitheater and the parking and services that it will require. Locating the amphitheater in close proximity to Clear Creek offers a peaceful setting as well as potential access from any Kayak or water vehicle transit dock. It is recommended that the City first set its sight upon completing improvements to the District prior to implementation of the amphitheater.

8.4.3 - Wayfinding Design and Bidding

A wayfinding design consultant should be hired to design the signage and elements that will express the identity of the District. This consultant should be able to help the City develop the design, organize a “pattern book” of signage types, logos, colors and mapping locations for signage types. The City should then place the pattern book out to bid for the manufacturing and installation of the signage. The City should retain the wayfinding concept designer to help review and maintain consistency with the signage from bidding to installation.

8.4.4 - Pursue Main Street Program

The Main Street Program will help the community understand the rationale for the way that the City is approaching this catalyst project and the future of the District. With the induction of League City into the Main Street Program, it may open doors for financing options, add to marketing strategies and give the residents of League City a historic district that is recognized beyond the region.

8.4.5 Integrate Water Vehicle Transit or Recreation

To improve access to the District it is recommended that a water vehicle transit or recreation element be integrated into the city wide trail system. An initial cost would be to build the dock and parking for the transit or recreation system and then bid out the ability to rent water vehicles (kayaks, canoes, paddleboats, etc.) as a public/private partnership. It is recommended that the City work on this simultaneously with improvements to the Catalytic Project area, as this is a low cost attraction that can be implemented for summer.

Appendix

BIBLIOGRAPHY OF RESOURCES

Bibliography of Resources for prior planning and existing conditions (put as an appendix to the plan report):

- League City “Creekside” Base Studies Report Draft, League City Staff, January 2011
- Branding, Development and Marketing Action Plan, Destination Developers International, January 2011
- League City Comprehensive Plan Year 2035 Draft, League City Staff, March 2011
- League City Trails Master Plan, Clark Condon Associates and Pate Engineers, April 2010
- Assessment Findings and Suggestions Report, Destination Developers International, September 2009
- Historic District Development Plan, ORDINANCE No. 99-40, League City, June 1999
- League City Historic District Design & Materials Guidelines, League City Staff, December 2008
- League City Historic District Design Guidelines Draft, League City Staff, January 2011

PUBLIC INPUT - APRIL 28, 2011

	Comment / Question
2	**Governance & Coordination**
3	No clear indication of who is in charge of downtown initiatives; is Main Street Program the answer?
4	What would the role be of an EDC Board be?
5	Not sure that the city has the experience to run a public market
6	Lack of communication has improved by city events but certain coordination for events will be necessary such as conflicts of traffic for parades and events at Butlers Courtyard
7	Early coordination of events and pent up demand may catalyze activity for the private businesses rather than waiting for the high cost big hit
8	guidelines. This is the City's job to communicate the obligations of the Historic District Guidelines. This may be a communication problem.
9	This is first time sense that enough businesses interested in working together and city open to working with district
10	
11	**Feasibility**
12	One of the concerns is public ownership of a Public Market? But the key issue is who is incentivized to make it work? Monetary incentives make sense.
13	What about a split of risk and profits between public and private sector on market with reimbursements of City taking early risk
14	If a private sector investor steps up, the City might consider supporting the gap (direct funds or reimbursements), rather than the city making an initial purchase of the property for the market
15	If city shows it will do something, the private sector will respond
16	Hotel Motel ("Destination League City") funds available for event coordination ($400,000) such as is done weekly in Keama. DLC money needs to be broadened out from hotel advertising to events promotion) [DLC will become an advisory group and City council a committing group]
17	Should Creekside Boundary essentially be a TIRZ boundary?
18	
19	**Transportation & Maintenance**
20	Linkages and a continuous flow along Main Street is critical
21	Are property owners driving business out of the historic district? What about the Historic Commission? Might be a misunderstanding of the guidelines. This is the City's job to communicate the obligations of the Historic District Guidelines. This may be a communication problem.
22	Lack of maintainence of public frontages by property owners. Properties are often occupied by leases not landowners so concern about passing on cost to tenants for PID or other assessment on landowners
23	There should be accountability for upkeep of private property. Code enforcement is critical for the Historic District.
24	The city needs to take care of its part of city too in terms of mowing and maintenance to sent standard to encourage private maintenance
25	Historic commission wants the speed of traffic slowed down, more pedestrian friendly, easier to cross, safer.
26	If traffic is slowed down, what does it look like? Mixed use with loft apartments, a town center keeping the heart of town?
27	Beaumont and Walker streets could be one-way pairs to handle through traffic
27	Beaumont and Walker streets could be one-way pairs to handle through traffic
28	What are possibilities of more traffic lights?
29	Incentives for curb appeal enhancements: if you upgrade private property (signs, etc.), city will improve public assets adjacent to private property.
30	On short term basis, we may need elevated cross walk across main street
31	Slowing down 518 will automatically drive traffic naturally elsewhere; if you keep it high speed, it will remain a divider.
32	What about reinventing Palais Royale and rest of Hwy 3 and Main street?
33	Don't want concrete curb and gutter to preserve low impact streets
34	What about role of alleys? What about people who have occupied alleys
35	NASA Road 1 or 96 needs to be redone to get to Keama
36	Need signs on highway for "League City"
37	Key to whole deal is figuring out 2nd street (original main street) from League Park to Alabama
38	What city properties can be converted to parking? (e.g, next to Perkins station)
39	
40	**Development & Events**
41	Instead of trying to make all the catalytic projects all happening at once, what about growing organically from a priority catalytic project. For example, public investment in a parking lot or parking placed on main street.
42	Helens Garden is most heavily used park
43	What about an Art Walk down main street?
44	Lights in the trees; coordinated neighborhood decorations;
45	Must combine housing strategy (livable communities)
46	No current zoning authority for hotel or apartment in Creekside; so the vision of living/development in Creekside must be addressed; So please explore the planning and zoning capacity for housing and hotel, etc.
47	Commercial growth potential: 2nd street, main street, walker street, perkins station, between Hwy3 and Houston provides some transitional opportunity
48	What is the role of Houston Ave? mixed development? What about impacts on neighborhoods
49	What is the opportunity in the neighborhood: bed and breakfasts, etc.
50	What improvements can be made in neighborhood?
51	If you approach residents in historic district in right way, enough of the residents will want to enhance it such as more shops at park, bed and breakfasts
52	Key to whole deal is figuring out 2nd street (original main street) from League Park to Alabama
53	
54	**Identity**
55	Be who we are? Don't reinvent yourself. We are a small town
56	
57	**Miscellaneous Comments**
58	Look at lessens of River Market: no project manager, no TIRZ, just a plan on someone else's land

PUBLIC INPUT - JUNE 6, 2011

	Comment / Question
1	
2	**Governance & Coordination**
3	Once a decision has been made, need to follow through, why do we start over with each new council?
4	Organizations in Historic District: 1. Historic Society 2. Friends of Butler Longhorn Museum 3. Parks Department/Board/Friends of Park 4. Historic District Commission 5. Historic Shops 6. Heritage Foundation
5	
6	**Feasibility**
7	Little School House Museum is self sufficient. (the 2nd museum in town)
8	22 businesses on Main Street: is there capacity to bring in more buildings in the absence of vacant businesses: where is additional capacity? 2nd Street is already zoned commercial.
9	
10	**Transportation & Maintenance**
11	Key will be connectivity through Creekside District linking Main Street to rest of community
12	Gateways and signage are key elements
13	Access into Perkins station will be critical.
14	What about SH 518 as a state road? Will it remain a state road? What about Main Street's role in this context?
15	
16	**Development & Events**
17	Development opportunities: Perkins Station is opportunity for reuse
18	What about new buildings? Let's clean up what we have
19	22 businesses on Main Street: is there capacity to bring in more buildings in the absence of vacant businesses: where is additional capacity? 2nd Street is already zoned commercial.
20	Concerns about development level and character on the Creek.
21	Improving Perkins Station: Parking along pipeline corridor next to Perkins station; cross arms at the cross walk; move the caboose
22	Vision: League Park surrounded by mixed use infill development and encourage internal redevelopment along Houston and 2nd
23	
24	**Identity**
25	Key is Butler Longhorn Museum. Be who you are; use who you are
26	
27	**Miscellaneous Comments**
28	

COST ESTIMATES - LEAGUE PARK

PHASE 1 ESTIMATE

Division	Item	Qty	Units/Size	Unit Cost	Total
Demolition/Tree Protection					
	Demolition	1	ls	7500	$7,500
	Electrical Relocation		ls		$0
	Tree Protection (orange fencing)	900	lf	4	$3,150
Demolition/Tree Protection Sub-Total					$10,650

Hardscape					
	8’ Concrete Walk	5250	sf	5	$26,250
	New Pavers	12000	sf	9	$108,000
Hardscape Sub-Total					$134,250

Softscape					
	Soil/Mulch/Planting	18000	sf	6	$108,000
	Koi Pond Renovation	1	ls	20000	$20,000
	Seasonal Color (8” O.C.)	1600	ea	2	$3,200
Softscape Sub-Total					$131,200

Drainage					
	Drainage Allowance	1	ls	15000	$15,000
Drainage Sub-Total					$15,000

Irrigation					
	Irrigation (Beds)	18000	sf	1	$15,300
	Irrigation Meter and Backflow	1	ea	3000	$3,000
Irrigation Sub-Total					$18,300

Division	Item	Qty	Units/Size	Unit Cost	Total
Site Furnishings					
	Litter Receptacles	1	ea	1000	$1,000
	Bicycle Racks	1	ea	1000	$1,000
	Drinking Fountain	1	ea	1000	$1,000
	Bench	4	ea	800	$3,200
	Picnic Tables	4	ea	1000	$4,000
Site Furnishings Sub-Total					$10,200

Structures					
	Fountain relocation	1	ls	5000	$5,000
Structures Sub-Total					$5,000

Lighting					
	Lighting Allowance	1	ls	20000	$20,000
Lighting Sub-Total					$20,000

Construction Sub-Total & Contingency		
	Construction Sub-Total	$344,600
	Construction Contingency	$34,460
Construction Sub-Total & Contingency		$379,060

TOTAL PROJECT ESTIMATE:	$379,060

TOTAL PROJECT ESTIMATE

Division	Item	Qty	Units/	Unit Cost	Total
Demolition/Tree Protection					
	Demolition	1	ls	15000	$15,000
	Electrical Relocation		ls		$0
	Tree Protection (orange fencing)	2074	lf	4	$7,259
Demolition/Tree Protection Sub-Total					$22,259
Hardscape					
	8' Concrete Walk	12150	sf	5	$60,750
	Splash Pad Concrete Paving	5625	sf	6	$33,750
	Splash Pad Sundek Coating	2637	sf	3	$7,911
	Pedestrian Promenade Pavers	25500	sf	12	$306,000
	Plaza Pavers	14000	sf	9	$126,000
	Expanded Parking at Railroad (Concrete Paving)	10500	sf	6	$63,000
	New Parking at Trailhead (Concrete Paving)	13800	sf	6	$82,800
	Play Equipment		ls		$0
	Signage Allowance		ls		$0
Hardscape Sub-Total					$680,211
Softscape					
	Trees at Playground (65 Gal.)	5	ea	600	$3,000
	Parking lot trees (3" Cal.)	11	ea	350	$3,850
	Trees at Perkins Station (3" Cal.)	15	ea	350	$5,250
	Trees at Trail Head (3" Cal.)	17	ea	350	$5,950
	Shrubs at Railroad Parking (36" O.C.)	260	ea	16	$4,160
	Shrubs at Garden areas (36" O.C.)	2112	ea	16	$33,792
	Seasonal Color (8" O.C.)	80	ea	2	$160
	St. Augustine Sod	888	sy	3	$2,664
	Mulch	2700	sf	1	$1,350
	Aluminum Edging	800	lf	5	$3,600
	Tree Staking	48	ea	8	$367
Softscape Sub-Total					$64,143

Division	Item	Qty	Units/	Unit Cost	Total
Drainage					
	Drainage Allowance	1	ls	40000	$40,000
Drainage Sub-Total					$40,000
Irrigation					
	Irrigation (Beds)	2700	sf	1	$2,295
	Irrigation (Lawn)	888	sf	0	$355
	Irrigation Meter and Backflow	1	ea	3000	$3,000
Irrigation Sub-Total					$5,650
Site Furnish-ings					
	Litter Receptacles	2	ea	1000	$2,000
	Bicycle Racks	2	ea	1000	$2,000
	Drinking Fountain	2	ea	1000	$2,000
	Bench	4	ea	800	$3,200
	Picnic Tables	10	ea	1000	$10,000
Site Furnishings Sub-Total					$19,200
Structures					
	Stage with Trellis	1	ls	80000	$80,000
	Restroom Expansion		ls	?	$0
	Historic House Renovation		ls	?	$0
	New Buildings by Trailhead		ls	?	$0
Structures Sub-Total					$80,000
Lighting					
	Lighting Allowance	1	ls	50000	$50,000
Lighting Sub-Total					$50,000

Division	Item	Qty	Units/	Unit Cost	Total
Splashpad					
	Water Line, Meter, & Backflow (Splash Park)	1	ea	15000	$15,000
	Equipment	1	ea	85000	$85,000
Water Features Sub-Total					$100,000
Construction Sub-Total & Contingency					
	Construction Sub-Total				$1,061,463
	Construction Contingency				$106,146
Construction Sub-Total & Contingency					$1,167,610
TOTAL PROJECT ESTIMATE:					$1,167,610

COST ESTIMATES - MAIN STREET

PHASE 1

Opinion of Probable Construction Cost

Project Name:

FM 518/Main St

3 lane cross section from Houston Ave to Michigan Ave

Date of Preparation:

September 19, 2011

Submittal:

Conceptual

Item #	Description	Unit	Quantity	Unit Price	Cost
1.0	8" Reinforced Concrete Pavement	SY	5,280.00	$ 36.00	$ 190,100.00
2.0	Lime Stabilization (7% dry weight)	TON	5.00	$ 120.00	$ 600.00
3.0	8" Lime Stabilized Subgrade	SY	5,720.00	$ 1.75	$ 10,000.00
4.0	6" Concrete Curb	LF	2,640.00	$ 2.50	$ 6,600.00
5.0	Paving Appurtances (10%)	EA	1.00	$ 20,730.00	$ 20,700.00
6.0	Storm Water	LF	1,320.00	$ 125.00	$ 165,000.00
7.0	Streetscape	SY	6,453.00	$ 38.25	$ 246,800.00
8.0	Traffic Signalization	EA	2.00	$ 150,000.00	$ 300,000.00
9.0	Street Lights	EA	8.00	$ 8,000.00	$ 64,000.00
10.0	Mobilization (5%)	LS	1.00	$ 50,200.00	$ 50,200.00
11.0	Insurance and Bond (3%)	LS	1.00	$ 30,100.00	$ 30,100.00
12.0	Traffic Control Plan (1.5%)	LS	1.00	$ 15,100.00	$ 15,100.00
13.0	Demolition (1.5%)	LS	1.00	$ 15,100.00	$ 15,100.00

Subtotal =	$ 1,114,300.00
Contingency (25%) =	$ 278,600.00
Engineering (12%) =	$ 133,700.00
Total=	**$ 1,526,600.00**

Cost estimates were prepared on the basis of experience and judgment, utilizing historical bid costs for similar work if available. Actual bids and ultimate construction costs may vary based on market conditions, inflation, and unforeseen field conditions. The final determination of construction cost is made through the bidding process with contractor(s).

TOTAL PROJECT

Opinion of Probable Construction Cost

Project Name:

FM 518/Main St

3 lane cross section from Houston Ave to Iowa Ave

Date of Preparation:

September 19, 2011

Submittal:

Conceptual

Item #	Description	Unit	Quantity	Unit Price	Cost
1.0	8" Reinforced Concrete Pavement	SY	9,800.00	$ 36.00	$ 352,800.00
2.0	Lime Stabilization (7% dry weight)	TON	9.00	$ 120.00	$ 1,100.00
3.0	8" Lime Stabilized Subgrade	SY	10,617.00	$ 1.75	$ 18,600.00
4.0	6" Concrete Curb	LF	4,900.00	$ 2.50	$ 12,300.00
5.0	Paving Appurtances (10%)	EA	1.00	$ 38,480.00	$ 38,500.00
6.0	Storm Water	LF	2,450.00	$ 125.00	$ 306,300.00
7.0	Streetscape	SY	11,978.00	$ 38.25	$ 458,200.00
8.0	Traffic Signalization	EA	3.00	$ 150,000.00	$ 450,000.00
9.0	Street Lights	EA	14.00	$ 8,000.00	$ 112,000.00
10.0	Mobilization (5%)	LS	1.00	$ 87,500.00	$ 87,500.00
11.0	Insurance and Bond (3%)	LS	1.00	$ 52,500.00	$ 52,500.00
12.0	Traffic Control Plan (1.5%)	LS	1.00	$ 26,200.00	$ 26,200.00
13.0	Demolition (1.5%)	LS	1.00	$ 26,200.00	$ 26,200.00

Subtotal =	$ 1,942,200.00
Contingency (25%) =	$ 485,600.00
Engineering (12%) =	$ 233,100.00
Total=	**$ 2,660,900.00**

Cost estimates were prepared on the basis of experience and judgment, utilizing historical bid costs for similar work if available. Actual bids and ultimate construction costs may vary based on market conditions, inflation, and unforeseen field conditions. The final determination of construction cost is made through the bidding process with contractor(s).

PHASE 1

Opinion of Probable Construction Cost

Project Name:

FM 518/Main St

4 lane cross section from Houston Ave to Michigan Ave

Date of Preparation:

September 19, 2011

Submittal:

Conceptual

Item #	Description	Unit	Quantity	Unit Price	Cost
1.0	8" Reinforced Concrete Pavement	SY	6,453.00	$ 36.00	$ 232,300.00
2.0	Lime Stabilization (7% dry weight)	TON	6.00	$ 120.00	$ 700.00
3.0	8" Lime Stabilized Subgrade	SY	6,893.00	$ 1.75	$ 12,100.00
4.0	6" Concrete Curb	LF	2,640.00	$ 2.50	$ 6,600.00
5.0	Paving Appurtances (10%)	EA	1.00	$ 25,170.00	$ 25,200.00
6.0	Storm Water	LF	1,320.00	$ 125.00	$ 165,000.00
7.0	Streetscape	SY	5,280.00	$ 38.25	$ 202,000.00
8.0	Traffic Signalization	EA	2.00	$ 150,000.00	$ 300,000.00
9.0	Street Lights	EA	8.00	$ 8,000.00	$ 64,000.00
10.0	Mobilization (5%)	LS	1.00	$ 50,400.00	$ 50,400.00
11.0	Insurance and Bond (3%)	LS	1.00	$ 30,200.00	$ 30,200.00
12.0	Traffic Control Plan (1.5%)	LS	1.00	$ 15,100.00	$ 15,100.00
13.0	Demolition (1.5%)	LS	1.00	$ 15,100.00	$ 15,100.00

Subtotal =	$ 1,118,700.00
Contingency (25%) =	$ 279,700.00
Engineering (12%) =	$ 134,200.00
Total=	**$ 1,532,600.00**

Cost estimates were prepared on the basis of experience and judgment, utilizing historical bid costs for similar work if available. Actual bids and ultimate construction costs may vary based on market conditions, inflation, and unforeseen field conditions. The final determination of construction cost is made through the bidding process with contractor(s).

TOTAL PROJECT

Opinion of Probable Construction Cost

Project Name:

FM 518/Main St

4 lane cross section from Houston Ave to Iowa Ave

Date of Preparation:

September 19, 2011

Submittal:

Conceptual

Item #	Description	Unit	Quantity	Unit Price	Cost
1.0	8" Reinforced Concrete Pavement	SY	11,978.00	$ 36.00	$ 431,200.00
2.0	Lime Stabilization (7% dry weight)	TON	11.00	$ 120.00	$ 1,300.00
3.0	8" Lime Stabilized Subgrade	SY	12,794.00	$ 1.75	$ 22,400.00
4.0	6" Concrete Curb	LF	4,900.00	$ 2.50	$ 12,300.00
5.0	Paving Appurtances (10%)	EA	1.00	$ 46,720.00	$ 46,700.00
6.0	Storm Water	LF	2,450.00	$ 125.00	$ 306,300.00
7.0	Streetscape	SY	9,800.00	$ 38.25	$ 374,900.00
8.0	Traffic Signalization	EA	3.00	$ 150,000.00	$ 450,000.00
9.0	Street Lights	EA	14.00	$ 8,000.00	$ 112,000.00
10.0	Mobilization (5%)	LS	1.00	$ 87,900.00	$ 87,900.00
11.0	Insurance and Bond (3%)	LS	1.00	$ 52,700.00	$ 52,700.00
12.0	Traffic Control Plan (1.5%)	LS	1.00	$ 26,400.00	$ 26,400.00
13.0	Demolition (1.5%)	LS	1.00	$ 26,400.00	$ 26,400.00

Subtotal =	$ 1,950,500.00
Contingency (25%) =	$ 487,600.00
Engineering (12%) =	$ 234,100.00
Total=	**$ 2,672,200.00**

Cost estimates were prepared on the basis of experience and judgment, utilizing historical bid costs for similar work if available. Actual bids and ultimate construction costs may vary based on market conditions, inflation, and unforeseen field conditions. The final determination of construction cost is made through the bidding process with contractor(s).

COST ESTIMATES - PARK AVENUE (REVERSE ANGLE)

PHASE 1

Opinion of Probable Construction Cost

Project Name:

Park Ave

Reversed angled parking section from FM 518/Main St. to Wilkins St.

Date of Preparation:

September 19, 2011

Submittal:

Conceptual

Item #	Description	Unit	Quantity	Unit Price	Cost
1.0	7" Reinforced Concrete Pavement	SY	2,753.00	$ 31.00	$ 85,300.00
2.0	Lime Stabilization (7% dry weight)	TON	3.00	$ 120.00	$ 400.00
3.0	8" Lime Stabilized Subgrade	SY	2,950.00	$ 1.75	$ 5,200.00
4.0	6" Concrete Curb	LF	1,180.00	$ 2.50	$ 3,000.00
5.0	Paving Appurtances (10%)	EA	1.00	$ 9,390.00	$ 9,400.00
6.0	Storm Water	LF	590.00	$ 100.00	$ 59,000.00
7.0	Streetscape	SY	1,573.00	$ 38.25	$ 60,200.00
8.0	Traffic Signalization	EA	-	$ 150,000.00	$ -
9.0	Street Lights	EA	4.00	$ 8,000.00	$ 32,000.00
10.0	Mobilization (5%)	LS	1.00	$ 12,700.00	$ 12,700.00
11.0	Insurance and Bond (3%)	LS	1.00	$ 7,600.00	$ 7,600.00
12.0	Traffic Control Plan (1.5%)	LS	1.00	$ 3,800.00	$ 3,800.00
13.0	Demolition (1.5%)	LS	1.00	$ 3,800.00	$ 3,800.00
14.0	ROW Acquisition	AC	0.22	$ 98,000.00	$ 21,560.00

Subtotal =	$ 303,960.00
Contingency (25%) =	$ 76,000.00
Engineering (12%) =	$ 36,500.00
Total=	**$ 416,460.00**

Cost estimates were prepared on the basis of experience and judgment, utilizing historical bid costs for similar work if available. Actual bids and ultimate construction costs may vary based on market conditions, inflation, and unforeseen field conditions. The final determination of construction cost is made through the bidding process with contractor(s).

TOTAL PROJECT

Opinion of Probable Construction Cost

Project Name:

Park Ave

Reversed angled parking section from FM 518/Main St. to Walker St.

Date of Preparation:

September 19, 2011

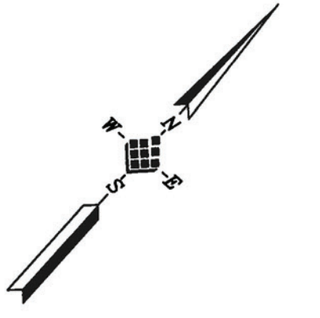
Submittal:

Conceptual

Item #	Description	Unit	Quantity	Unit Price	Cost
1.0	7" Reinforced Concrete Pavement	SY	5,731.00	$ 31.00	$ 177,700.00
2.0	Lime Stabilization (7% dry weight)	TON	5.00	$ 120.00	$ 600.00
3.0	8" Lime Stabilized Subgrade	SY	6,161.00	$ 1.75	$ 10,800.00
4.0	6" Concrete Curb	LF	2,580.00	$ 2.50	$ 6,500.00
5.0	Paving Appurtances (10%)	EA	1.00	$ 19,560.00	$ 19,600.00
6.0	Storm Water	LF	1,290.00	$ 100.00	$ 129,000.00
7.0	Streetscape	SY	3,440.00	$ 38.25	$ 131,600.00
8.0	Traffic Signalization	EA	-	$ 150,000.00	$ -
9.0	Street Lights	EA	8.00	$ 8,000.00	$ 64,000.00
10.0	Mobilization (5%)	LS	1.00	$ 27,000.00	$ 27,000.00
11.0	Insurance and Bond (3%)	LS	1.00	$ 16,200.00	$ 16,200.00
12.0	Traffic Control Plan (1.5%)	LS	1.00	$ 8,100.00	$ 8,100.00
13.0	Demolition (1.5%)	LS	1.00	$ 8,100.00	$ 8,100.00
14.0	ROW Acquisition	AC	0.47	$ 98,000.00	$ 46,060.00

Subtotal =	$ 645,260.00
Contingency (25%) =	$ 161,300.00
Engineering (12%) =	$ 77,400.00
Total=	**$ 883,960.00**

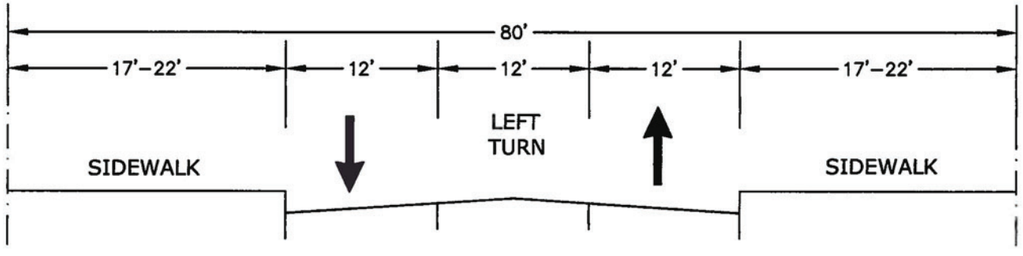
Cost estimates were prepared on the basis of experience and judgment, utilizing historical bid costs for similar work if available. Actual bids and ultimate construction costs may vary based on market conditions, inflation, and unforeseen field conditions. The final determination of construction cost is made through the bidding process with contractor(s).



60' 0' 60'

SCALE

1"=60'



3-LANE CROSS SECTION

DATE:	8/29/11
DESIGNED BY:	RAD
DRAWN BY:	RAD
CHECKED BY:	
SCALE:	NOT TO SCALE
JOB No.	141600500

PATE ENGINEERS
TBPE F-002726
13333 N.W. Freeway, Suite 300 Houston, Tx. 77040
Phone: 713-462-3178

LEAGUE CITY
MAIN ST/ FM 518 SCHEMATIC LAYOUT
OPTION A (3-LANES) SHEET 1 OF 3

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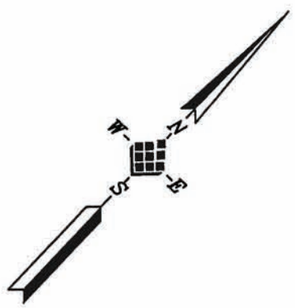
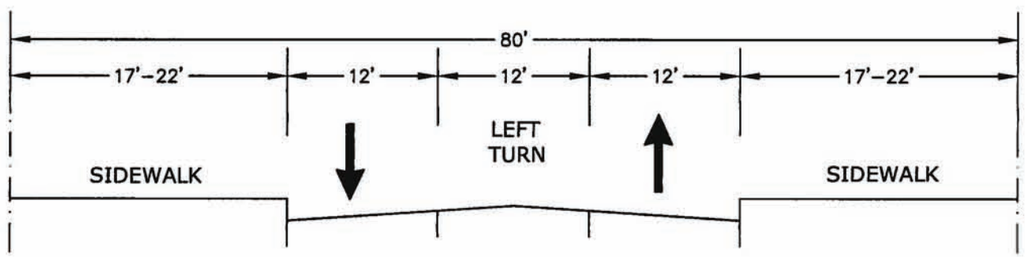


60' 0' 60'

SCALE

1"=60'



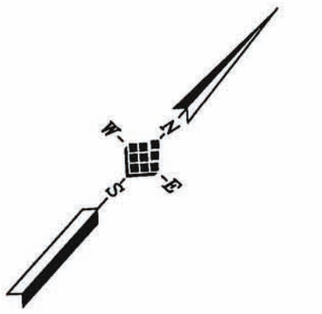
3-LANE CROSS SECTION

DATE:	8/29/11
DESIGNED BY:	RAD
DRAWN BY:	RAD
CHECKED BY:	
SCALE:	NOT TO SCALE
JOB No.	141600500

PATE ENGINEERS
TBPE F-002725
13333 N.W. Freeway, Suite 300 Houston, Tx. 77040
Phone: 713-462-3178

LEAGUE CITY
MAIN ST/ FM 518 SCHEMATIC LAYOUT
OPTION A (3-LANES) SHEET 2 OF 3

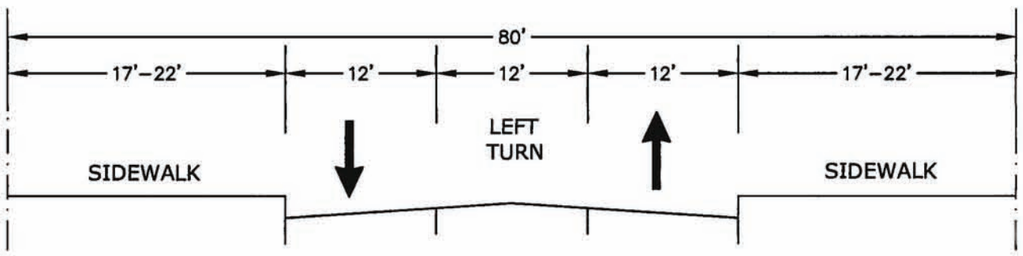
Z:\141600500\410 DESIGN\060 Dwgs\exhibits\gis-aerial.dwg



60' 0' 60'

SCALE

1"=60'



3-LANE CROSS SECTION

DATE:	8/29/11
DESIGNED BY:	RAD
DRAWN BY:	RAD
CHECKED BY:	
SCALE:	NOT TO SCALE
JOB No.	141600500

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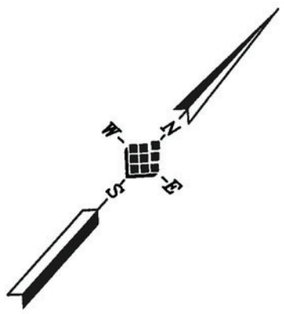
LEAGUE CITY
MAIN ST/ FM 518 SCHEMATIC LAYOUT
OPTION A (3-LANES) SHEET 3 OF 3

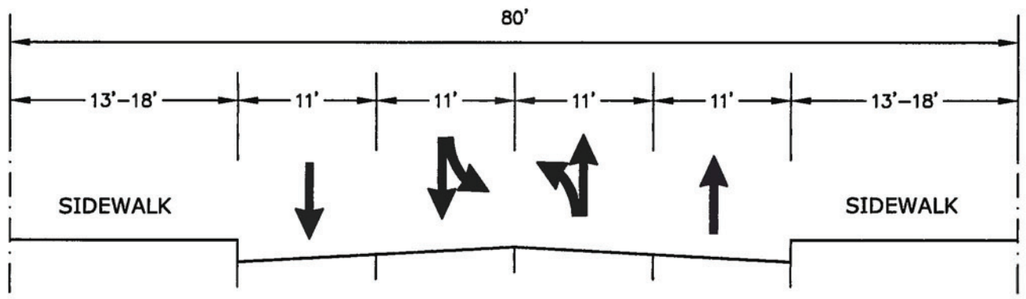
Z:\141600500\410 DESIGN\060 Dwgs\exhibits\gis-aerial.dwg



60' 0' 60'

SCALE

1"=60'



4-LANE CROSS SECTION

DATE:	8/29/11
DESIGNED BY:	RAD
DRAWN BY:	RAD
CHECKED BY:	
SCALE:	NOT TO SCALE
JOB No.	141600500

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LEAGUE CITY
MAIN ST/ FM 518 SCHEMATIC LAYOUT
OPTION B (4-LANES) SHEET 1 OF 3

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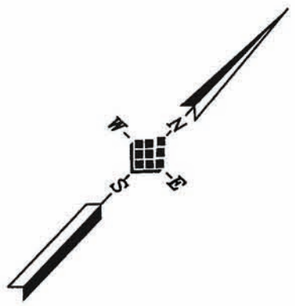
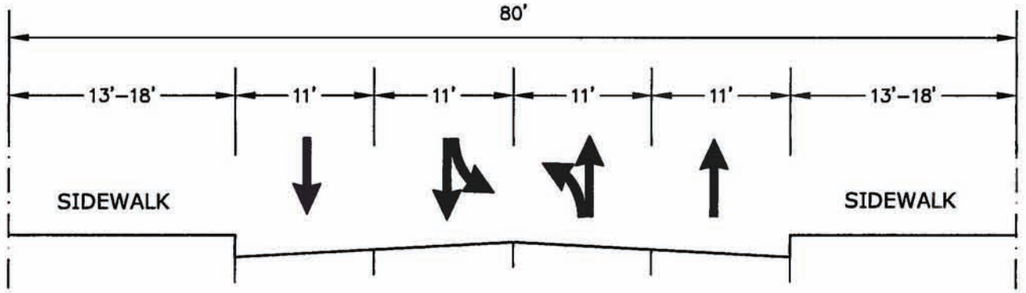


60' 0' 60'

SCALE

1"=60'



4-LANE CROSS SECTION

DATE:	8/29/11
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DRAWN BY:	RAD
CHECKED BY:	
SCALE:	NOT TO SCALE
JOB No.	141600500

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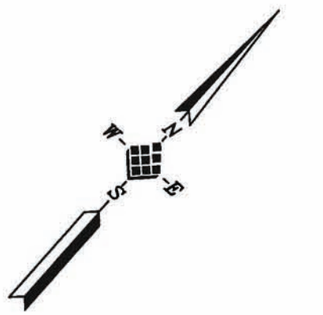
LEAGUE CITY
MAIN ST/ FM 518 SCHEMATIC LAYOUT
OPTION B (4-LANES) SHEET 2 OF 3

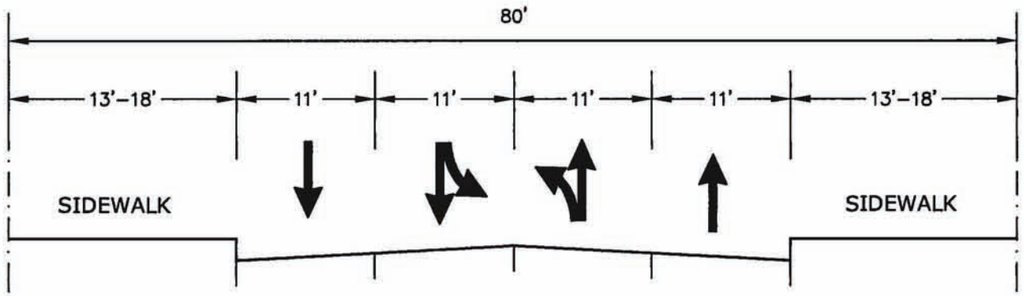
Z:\141600500\410 DESIGN\060 Dwgs\exhibits\gis-aerial.dwg



60' 0' 60'

SCALE

1"=60'



4-LANE CROSS SECTION

DATE:	8/29/11
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DRAWN BY:	RAD
CHECKED BY:	
SCALE:	NOT TO SCALE
JOB No.	141600500

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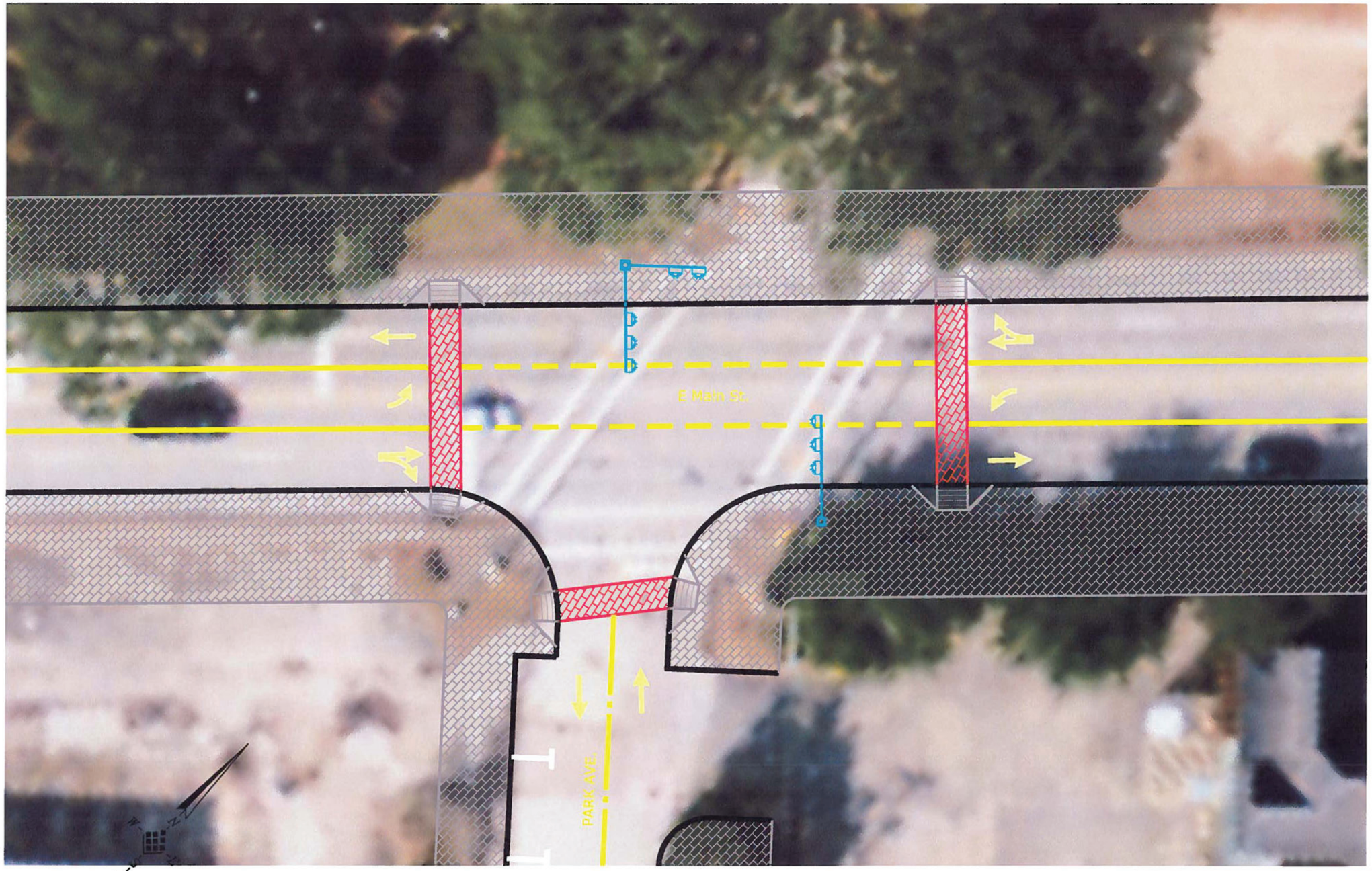
LEAGUE CITY
MAIN ST/ FM 518 SCHEMATIC LAYOUT
OPTION B (4-LANES) SHEET 3 OF 3

Z:\141600500\410 DESIGN\060 Dwgs\exhibits\gis-aerial.dwg



20' 0' 20'

SCALE

1"=20'

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DESIGNED BY:	RAD
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CHECKED BY:	
SCALE:	
JOB No.	141600500

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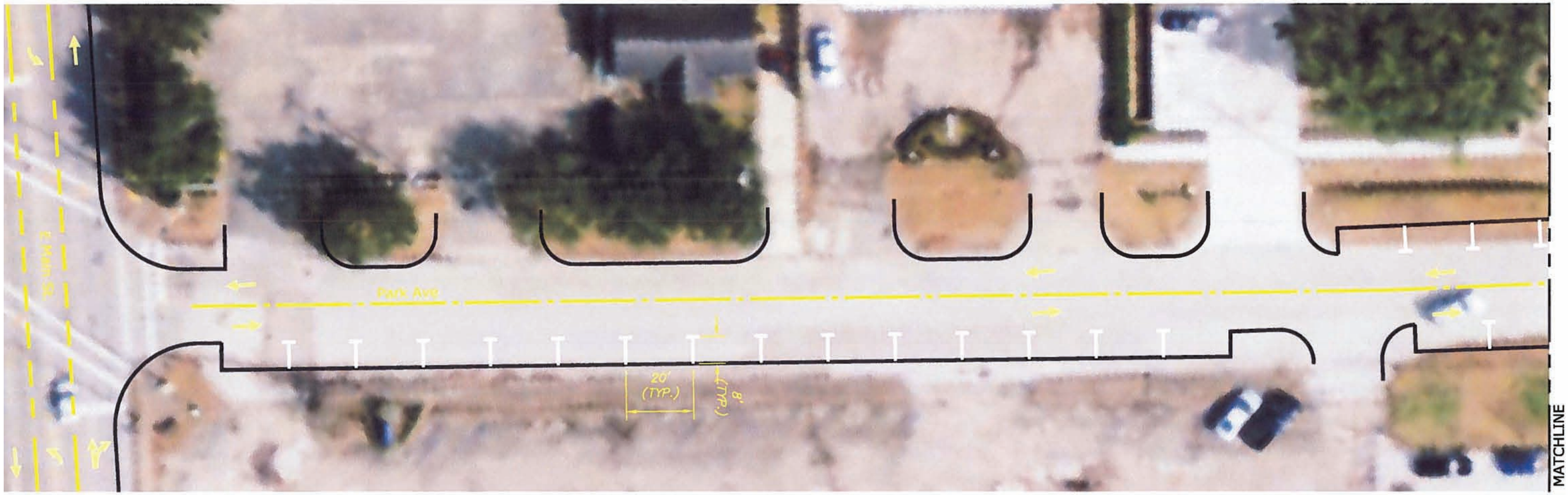
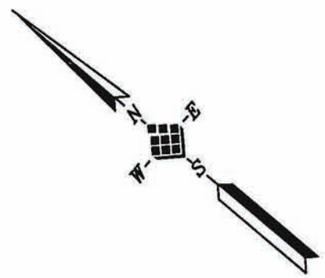
LEAGUE CITY
MAIN STREET/FM 518 & PARK AVE.
INTERSECTION SCHEMATIC EXHIBIT

Z:\141600500\410 DESIGN\060 Dwgs\exhibits\gis-aerial(intersection).dwg





30' 0' 30'

SCALE

1"=30'

DATE:	8/29/11
DESIGNED BY:	RAD
DRAWN BY:	RAD
CHECKED BY:	
SCALE:	
JOB No.	141600500

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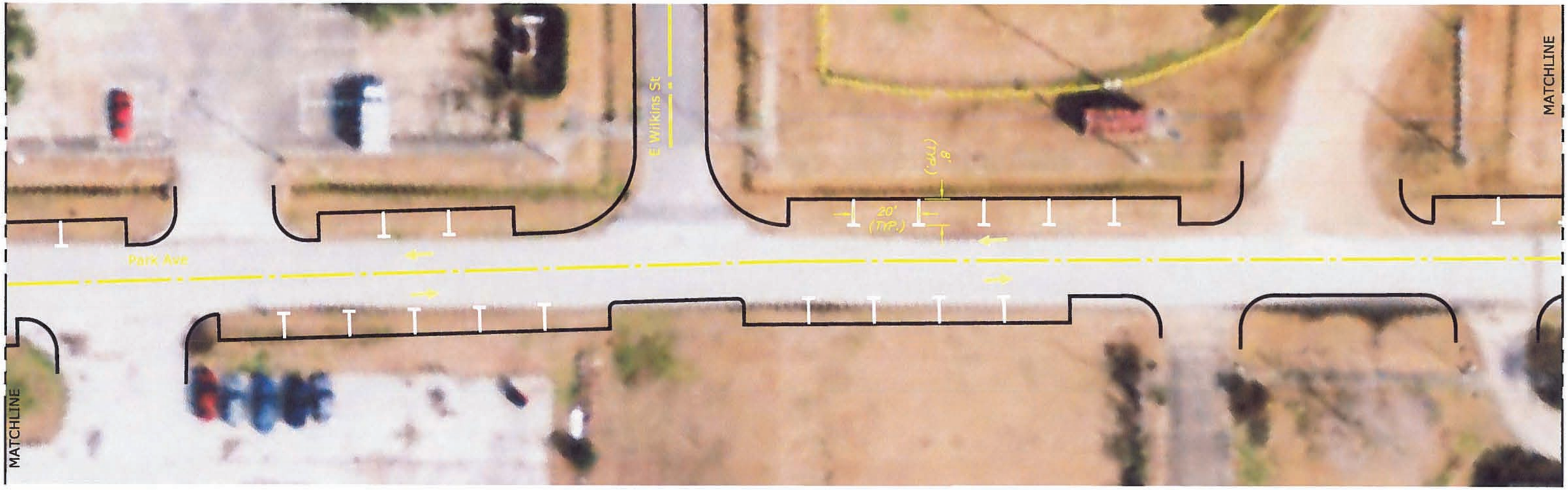
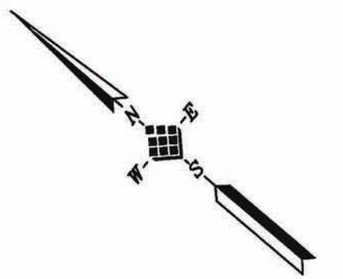
LEAGUE CITY
PARK AVENUE SCHEMATIC LAYOUT
PARALLEL PARKING EXHIBITS SHEET 1 OF 3

Z:\141600500\410 DESIGN\060 Dwgs\exhibits\gis-aerial(PARKING).dwg





30' 0' 30'

SCALE

1"=30'

DATE:	8/29/11
DESIGNED BY:	RAD
DRAWN BY:	RAD
CHECKED BY:	
SCALE:	
JOB No.	141600500

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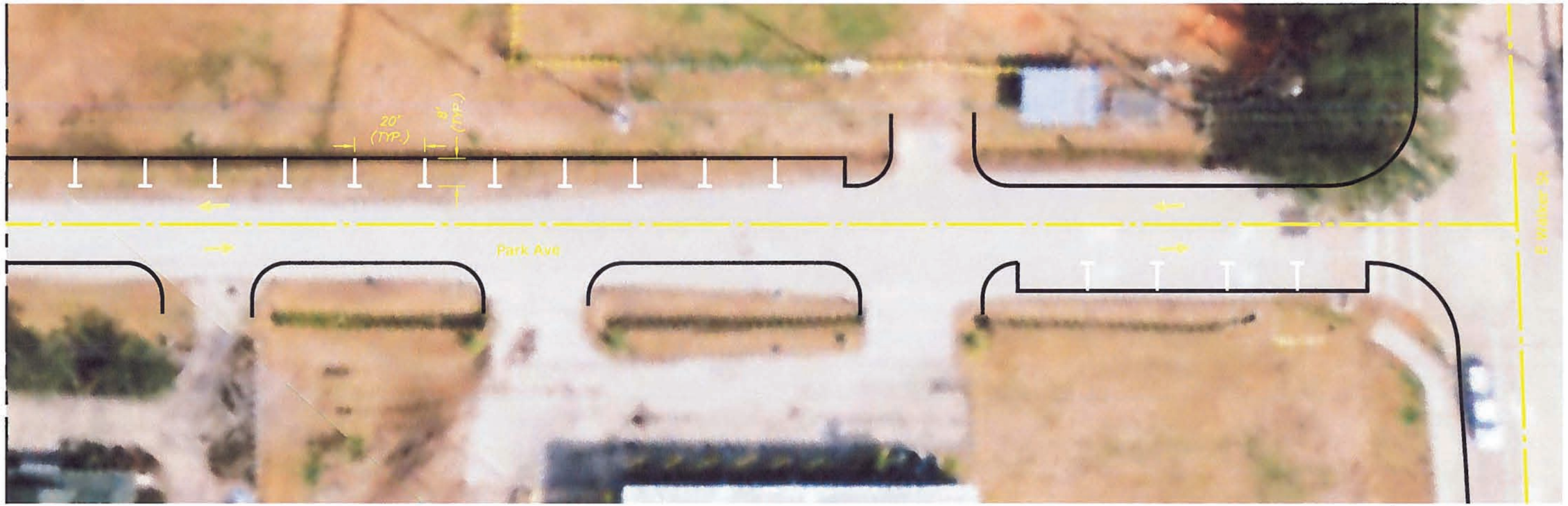
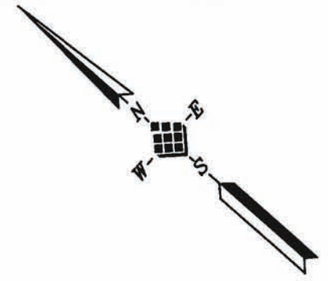
LEAGUE CITY
PARK AVENUE SCHEMATIC LAYOUT
PARALLEL PARKING EXHIBITS SHEET 2 OF 3

Z:\141600500\410 DESIGN\060 Dwgs\exhibits\gis-aerial(PARKING).dwg





30' 0' 30'

SCALE

1"=30'

DATE: 8/29/11	
DESIGNED BY: RAD	
DRAWN BY: RAD	
CHECKED BY:	
SCALE:	
JOB No. 141600500	

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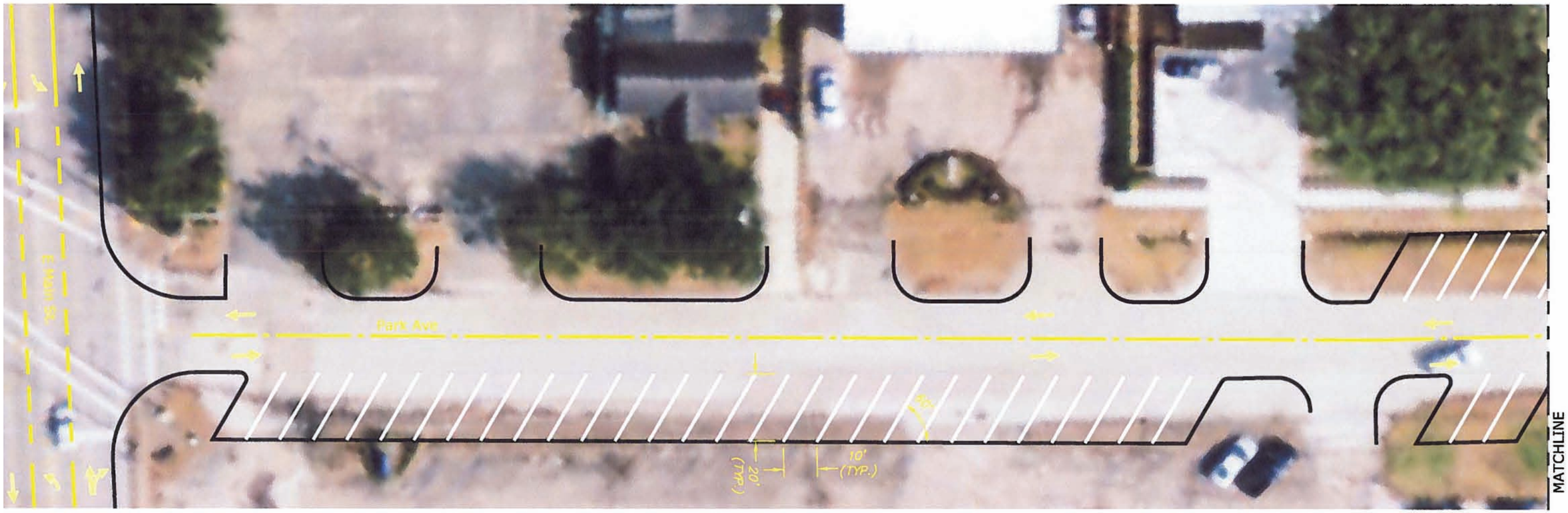
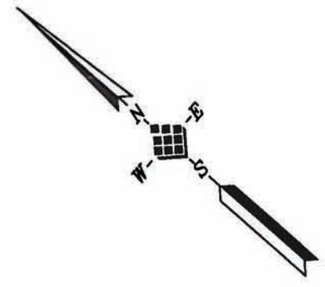
LEAGUE CITY
PARK AVENUE SCHEMATIC LAYOUT
PARALLEL PARKING EXHIBITS SHEET 3 OF 3

Z:\141600500\410 DESIGN\060 Dwgs\exhibits\gis-aerial(PARKING).dwg





30' 0' 30'

SCALE

1"=30'

DATE:	8/29/11
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SCALE:	
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LEAGUE CITY
PARK AVENUE SCHEMATIC LAYOUT
ANGLE PARKING EXHIBITS SHEET 1 OF 3

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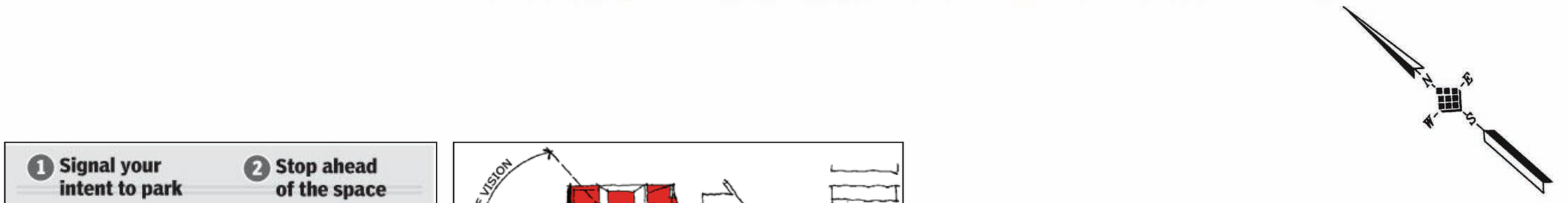
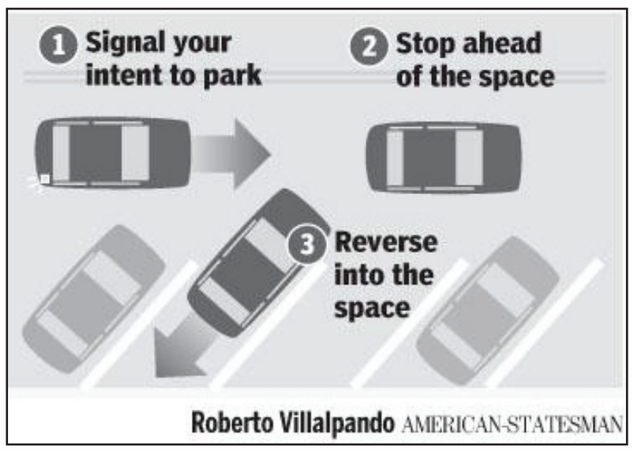
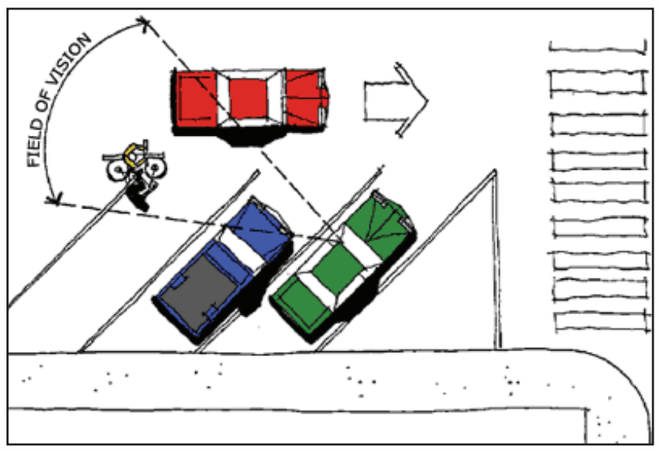




Reverse-Angle Parking Procedures



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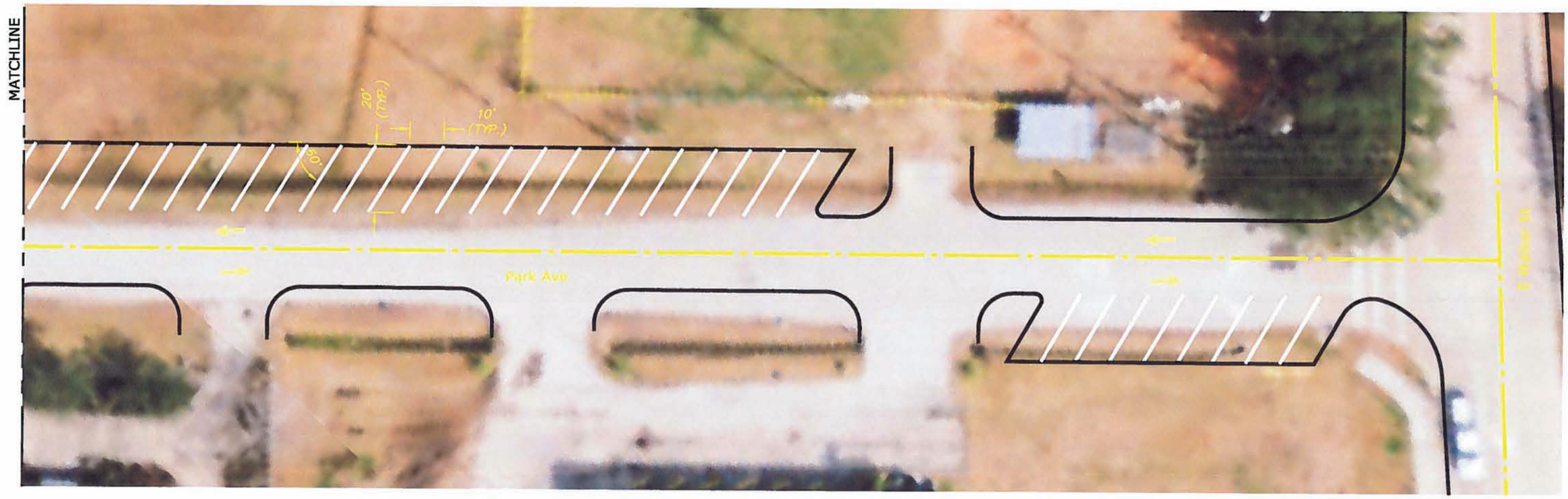
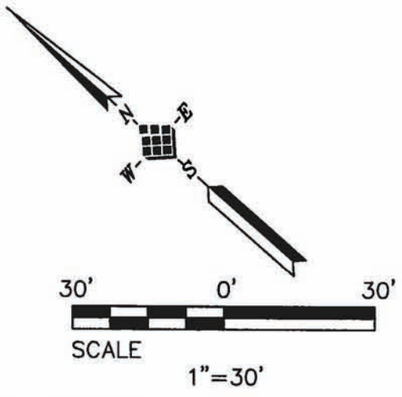
LEAGUE CITY
PARK AVENUE SCHEMATIC LAYOUT
ANGLE PARKING EXHIBITS SHEET 2 OF 3





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ANGLE PARKING EXHIBITS SHEET 3 OF 3

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