Adopted August 2009

advance plan

A Livable Centers Study for Waller, Texas

Waller, Texas

A town rich in history and committed to a sustainable future.

Plan Contents

Welcome to Waller

This is a community that firmly embraces its past, yet looks to its future with optimism and determination. Residents are intent on retaining their highly valued small-town character while enjoying the benefits of their proximity to the nation's fourth largest metropolitan area.

Plan Purpose

To forge a collective vision as to the intentions and desires for the future, to prepare proactively for the future by creating a plan and the implementation measures to guide development outcomes, and to coordinate public infrastructure investments with private development to seize economic opportunities.

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Meredith Dang, Houston-Galveston Area Council
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City Council

Paul A. Wood, Mayor
Maurice Hart, Mayor Pro-Tem
Charles Kulhanek
Roger Frey
Nancy Arnold
Brenda Bundick

Waller Economic Development Corporation Board

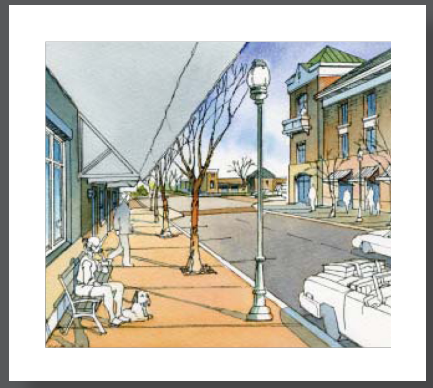
Chuck Scianna, President
Betty Hart
Kitty McCaig
Joyce Tucker
Cheryl Liere

Consultant Team

Kendig Keast Collaborative, Inc.
HDR Engineering, Inc.
CDS Market Research | Spillette Consulting
The Lentz Group

PREFACE

Section One



Aspiration:
Becoming a Livable Center

What is a Livable Center?

A Livable Center is a distinct place. It is a place for community gathering where residents may both live and work, purchase goods and services, and enjoy events and celebrations. It offers convenience for nearby residents and is a destination for visitors and patrons. A Livable Center is definable, meaning that it is relatively small and distinctive, yet carefully woven into the fabric of the community. Its compactness creates synergy for a dynamic and healthy blend of uses and activities where the design is oriented to the pedestrian rather than the automobile. It is connected within by a dense grid of streets and sidewalks and connected to the broader community and region by walkable neighborhoods, complete streets, and, most importantly, access to high-capacity transit. In fact, it is this connection of people to other people and their homes and jobs, for shopping and for play, that make it a truly *livable* center.

Partnering to Achieve Both Local and Regional Objectives

The Livable Centers initiative, born of the 2035 Houston-Galveston Regional Transportation Plan,[1] is designed to forge a new growth strategy in light of the expected growth of the region by more than 3.5 million people by 2035. In essence, the well-founded basis of this strategy is to rethink how the region is growing and to cast a new model for realizing better and more sustainable development patterns and outcomes. The goals of this initiative are to:

- improve livability by being more cognizant of living and employment patterns and the effects on regional mobility;
- create economically viable and more sustainable centers;
- elevate the importance of "community" and a sense of place; and
- heighten the stewardship of our rapidly disappearing natural landscape.

1 Bridging Our Communities, The 2035 Houston-Galveston Regional Transportation Plan, October 26, 2007

Benefits of a Livable Center

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

Mobility · Livable Centers make walking, bicycling, and transit more convenient by concentrating many destinations. Fewer local trips help reduce congestion on major thoroughfares.

Environment · Livable Centers help preserve the environment by requiring less land for surface parking than scattered strip development. This reduces the amount of impervious surface in the region's watersheds. By reducing the need to make vehicle trips, Livable Centers also help to improve air quality.

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

Source: H-GAC Livable Centers Brochure

Why Waller?

Waller offers all the requisite attributes that make it a perfect candidate for becoming a Livable Center.

First and foremost, it is a freestanding community on the exurban fringe of the metropolitan area and within the relatively near-term path of regional growth. It is strategically located along the Union Pacific Railroad (UPRR), which offers great potential for commuter transit. While many residents presently work in Waller County or the proximate areas of Western Harris County, the commuting trends to Cypress and other regional employment centers are steadily increasing and forecasted to continue. A Livable Center in Waller would offer local employment and investment – and reinvestment – opportunities, create convenient local services, expand the local tax base, and provide a destination that will help create and enhance community identity. With the prospect of commuter rail transit, it would offer choice in living and working, with a more efficient, responsible, and sustainable means of regional mobility.

The original City site is genuine in its small-town character. It has a quiet sense of place, yet is proudly celebrated for its rich history. It has the good fortune of being patterned on a traditional street grid that maximizes its connectedness to the near Downtown neighborhoods and the whole City. It is also well connected to the surrounding cities and counties by way of FM 362, FM 2920, and, notably, BR 290/Old Highway 20, and US 290. Lastly, there are long-standing businesses and property owners who are loyal to their community and committed to its betterment.

The Time is NOW!

The City of Waller has a significant opportunity to seize its potential and shape its future. There is a readily closing window before this opportunity may be lost to contemporary market forces and the all-too-common sprawling patterns of growth. The City is on the cusp of being confronted by increasing development pressure. To date, though, Waller has maintained its genuineness and small-town integrity.

The opportunity is for Waller to become an integral part of a regional framework that focuses development around activity centers – with a

character and scale to be locally determined – along each of the metropolitan area's future transportation corridors. US 290 and the Union Pacific Railroad that parallels it are among the region's highest priority mobility corridors. For this reason, the foresight and preparedness of Waller is paramount if this community is to retain is celebrated small-town character and, at the same time, enjoy the benefits of being among the region's Livable Centers.

Livable Centers in the Houston Region

H-GAC's 2035 Regional Transportation Plan lays out a new strategy to address the region's growth – Livable Centers. These places are safe, convenient, and attractive areas where people can live, work, and play with less reliance on their cars. Livable Centers in the Houston region include, among others:

Sugar Land

The Woodlands

Rice Village

Source: Above photo from Rice Village Online

The Aim of this Advance Plan

There are many functions of a plan. Among them are to forge a collective vision as to the intentions and desires for the future, to prepare proactively for the future by creating a plan and the implementation measures to guide development outcomes, and to coordinate public infrastructure investments with private development to seize economic opportunities. The decisions made today by Waller, the Houston-Galveston Area Council (H-GAC), and other agencies and jurisdictions having influence on future transportation investments and development patterns will have a significant impact on the physical character, livability, and economic attractiveness of the community and region in the coming years. For this reason, it is essential to plan and prepare in a manner that will ensure quality, sustainable development that is both attractive and economically viable.

The Intended Outcome of this Plan

The value of the Livable Centers initiative and, hence, this Plan cannot be understated. Among the many intended outcomes of this Plan are the following:

RECONCILING REGIONAL MOBILITY GOALS AND LOCAL PLANNING OBJECTIVES

In light of the expected growth in the eight-county region, it is imperative to act now! The costs of short-sightedness are too significant to allow development patterns to unfold as they likely will (and have elsewhere in the region) without a plan and the appropriate implementation tools to forge better outcomes.

Waller is in the path of growth. As such, it is not too early to begin planning for regional transportation investments, particularly including the plan to extend commuter rail along the US 290 corridor. This Advance Plan is timely in that the community is mostly in its original state, especially near the Downtown area, and is only beginning to experience the typical strip commercial patterns along its corridors. While more recent development has occurred along FM 2920 and at its intersection with US 290, the area along BR 290 offers an opportunity to steadily transform it into an identifiable place. This is highly supportive of future transit improvements and offers the benefit of setting in motion a long-range plan to seize

the area's economic opportunities and realize its preferred development outcomes.

COMMUNITY IDENTITY AND PLACEMAKING

Waller is a very livable rural (exurban) community that boasts a small-town atmosphere and a high quality of life. However, there is little in the way of organizing elements (such as landmarks, gateways, and activity centers) that provide a unique sense of "place" and "identity" for the community. This study process and the resulting Plan identify the elements of the community's character that are prized by residents. It provides strategies, improvement ideas, and implementation remedies for building upon those elements to cast an identity that reflects the shared values of the community (and region).

To create a "center of gravity" for the community (and its identity), this Plan will enable the community to build on its Downtown area to potentially create a transit-oriented village center. During the plan development process, the economic feasibility was explored, along with a plan with specific elements that reinforce the quality and character of the community in ways that will build its identity.

UNDERSTANDING THE RISK OF A "DO-NOTHING" APPROACH

Without a proactive stance as to how the community and its mobility systems are to develop, the pattern of development is likely to occur in an uncoordinated and discontinuous manner. This is not for a lack of vision or sound planning as much as it is related to the limitations of managing development on the urban fringes, as well as the forces of market potential and political realities. As such, the Livable Centers initiative offers a significant opportunity for Waller and the Houston-Galveston region to forge a new vision and to achieve more desirable and sustainable outcomes.

ECONOMIC DEVELOPMENT

With the formation of the Waller Economic Development Corporation (WEDC) in 1999, the City is now committed to a proactive stance as to its economic development. This Livable Centers study and Advance Plan will benefit the strategic directions of WEDC by helping to leverage new investment and improve regional mobility.

Vision Forward

Community Participation

Public engagement is the centerpiece to vision formation. The participation process not only served as a project kick-off, allowing the consultants to gauge residents' interests and willingness to participate in the planning and realization of a "Livable Center," but also functioned as a check-in point, ensuring the project focus did not steer off course.

Formulating the Vision

On January 27, 2009, the Waller Economic Development Corporation (WEDC), in collaboration with the Houston-Galveston Area Council (H-GAC), hosted a networking breakfast and three focus groups. The goal was to identify the vision and assess the political climate.

The focus group format encouraged the involvement of a broad cross section of residents, business interests, public and private leaders, civic and neighborhood groups, and other stakeholders. Each session targeted different interest groups: (1) investors and developers; (2) business owners and homeowners; and (3) public officials. Approximately 100 community residents participated in the morning and afternoon events.

In the Words of the Community

A snapshot of the discussion points have been included to illustrate resident interests.

- To one resident, a Livable Center is like the old Downtown. If you can create that, it will add great value to the community; and if rail doesn't come, you still have a great Downtown.
- If we're not proactive and develop the infrastructure and make the incentives to get the right retail and commercial, you will get what the market demands.
- The City needs to build an institutional base that will serve as a hub of the trade area. Property owners can't purchase land and develop the equivalent of what they already own. Rehabilitation will define the character of what is built.
- A Downtown concept will come in time. You create something that works, let everything feed off that, and it will increase your values.
- If you want to focus on one thing that will attract people – you must attract them; you cannot

Approximately 100 community residents participated in the morning and afternoon events.

Networking Breakfast

force them. What can you do to attract people? The first thing is to fix the drainage problem... Also need to have a beautiful something. The City has the power of eminent domain along a watershed - they can buy land and do something.

- The City can bring financing for "sustainable infrastructure projects" that involve real estate and commercial development. Westchase District is a good model of incremental development. Need to define project; develop public-private partnership; and identify infrastructure needs, enterprise value, and drainage for the region. Financing works better for redevelopment of existing property. There are opportunities for joint equity, TIRZ.

"When our kids come back from college, how do we overcome the [fact] that we don't have sidewalks, wide streets, and frontage?" - Focus Group Participant

The Livable Centers Vision

Too often statements of vision are seen as vague and superfluous. In and of themselves, they are without strategic direction. However, when put together with realistic goals, supportive objectives, specific actions, and strategic directions, the long-term benefits of a vision are substantial. Visioning helps to identify direction and purpose, alert stakeholders of needed change, promote interest and commitment, encourage openness to unique and creative solutions, and build loyalty through involvement and ownership.

What is a "Civic Center?"

As used in this context, a Civic Center is a focal point for resident gathering and locally-serving business and retail activity. It is the quintessential "heart" of the community; a re-inventing of the traditional Downtown.

The vision of the Waller Livable Center is as follows:

A new or re-established "civic center" that is *distinct* to Waller; is loyal to the community's history and agricultural roots; offers increased *opportunities* for local businesses and choices in living; and embraces both local and regional sustainability objectives through improved mobility and *responsible development* practices.

Achievement

Goal Setting and Principles for Achievement

Goals are not just the destination you're driving toward; they're also the painted white lines that keep you on the road.

- Business Owner's Toolkit™

The goals of this Advance Plan are intended to set the course for developing a Livable Center. To be effective, they must have a prominent role in the decisions leading to the realization of this Plan and the vision expressed by the community. The guiding principles provide the standards by which the goals are to be achieved.

LIVABILITY

The characteristics that define a place as livable are unique and individual to Waller. Residents articulated their expectations with terms and phrases like: hometown, sense of history, genuine lifestyle, and country feel. These statements invoke images in the minds of those who spoke them. Realizing a Livable Center requires collaboration to transform these words into tangible outcomes.

GOAL: Enhance quality of life and add value to the community and its residents.

PRINCIPLES

The "civic center" will:

- be designed in the context of its surroundings to ensure compatibility and appropriateness;
- provide a place for local office and service-related businesses and complimentary retail establishments, including the accommodation of existing businesses that share the collective vision and are committed to its realization;
- offer public spaces and facilitate community gatherings, recreational attractions, and local celebrations;
- include new living options and choice in housing types that are both attractive and attainable for residents;
- be sensitively designed and cognizant of its relative impacts on the community, including considerations such as traffic movement patterns, parking, lighting, noise, and other potential nuisances;
- maximize the means and modes (e.g. walking, bicycling, driving, and transit) of access to and from all areas of the community;
- preserve the genuineness of the City's agrarian roots and cherished small-town character; and
- seek to resolve existing constraints such as poor drainage and flooding.

Public spaces and civic places offer opportunities for community gathering.

SUSTAINABILITY

The essence of a Livable Center is sustainable regionalism. In other words, think regionally; act locally. Waller has a collective role and an individual opportunity to seize its best interests while embracing the long-term growth and mobility objectives of the region. A Livable Center in Waller may grow the economy and provide choice in living and working while supporting more responsible land use patterns, efficient buildings, and sustainable mobility options.

GOAL: A center that sets a benchmark for responsible development practices and sustainable design.

PRINCIPLES

The "civic center" will seek to achieve sustainable outcomes through:

- access to high-capacity transit, a higher propensity of walking and bicycling, and less reliance on single-occupant vehicle trips;
- provision of local employment and mixed use to lessen the number of vehicle trips for commuting purposes;
- aspiring to a prescribed goal of LEED[2] certified buildings;
- use of green building technologies to improve energy efficiency and neutralize the ***carbon footprint***;
- promotion of responsible building practices such as green roofs (roof-top gardens), rainwater collection and reuse, pervious pavement, rain gardens, and many others;
- use of energy efficient building materials, plumbing and cooling systems, and natural lighting;
- care in the design, spacing, and heights of buildings to maximize solar orientation;
- responsible construction practices regarding use of local and recycled materials, minimization and reuse of waste from materials, and good management; and
- good management of stormwater collection, use, and conveyance in a manner that creates amenity.

Carbon Footprint

Carbon footprint is a measure of contributing carbon dioxide and other greenhouse gases into the atmosphere. It takes into account the energy use of buildings and other means of emitting carbon.

MOBILITY

In its complete sense, mobility must consider all modes of transportation including driving, walking, bicycling, and the use of public transit. The greater Houston community is pursuing multi-modal mobility – ways people can have a choice in how they move around, rather than relying solely on their car. In a true sense, a "livable center" is one where it is not necessary to rely on a car in order to access day-to-day shopping needs, employment, or recreation. In addition, with today's increasing awareness of climate change, being able to leave the car at home and still get around is not only preferable, but also contributes to quality of life.

Achieving greater multi-modal mobility in Waller requires that decisions about land use, development patterns, and public investment in infrastructure and amenities be made in a way that is sensitive to the mobility consequences.

- Stella Gustavson, HDR Engineering

Waller has a number of characteristics that make it well-positioned to be a multi-modal community. With its well-defined street grid and compact development pattern, it already has the "bones" of a walkable community. The core area has a very pleasant, rural atmosphere, with tree-lined streets and minimal automobile traffic – features that are conducive to walking and cycling. Waller is also situated along a popular cycling route between Houston and Austin. Washington Street is part of the Old Highway 20 Bicycle Route, which brings bike enthusiasts to Waller on a regular basis.

With respect to public transit, although limited service is currently available, there are efforts underway which could bring transit service improvements in the future. H-GAC is planning to undertake a study of

2 The Leadership in Energy and Environmental Design (LEED) Green Building Rating System, developed by the U.S. Green Building Council (USGBC), provides a suite of standards for environmentally sustainable construction.

rural transit service (Sub-Regional Transit Study), which would include Waller County as one of its first priorities. In addition, the US 290 corridor is currently under discussion and study for commuter rail service. If a commuter rail station is provided in Waller, areas within one-quarter to one-half mile would be well situated for ***transit-oriented development***. The UPRR corridor is a potential alignment that is under active discussion.

GOAL: Support land uses, development patterns, and public investment in infrastructure and amenities that are supportive of multi-modal mobility, including walking, bicycling, and the use of public transit.

PRINCIPLES

The "civic center" will achieve multi-modal mobility by:

- discouraging auto-oriented uses and site designs;
- encouraging pedestrian scale, higher-density, mixed-use development;
- promoting site design that is pedestrian-scale and accessible to walkers;
- considering the space between buildings and the street as a priority pedestrian precinct;
- requiring building setbacks that frame the public streetscape and provide increased pedestrian orientation;
- providing safe and well-spaced pedestrian street crossings;
- creating a well-connected and safe system of ADA (Americans with Disabilities Act) compliant pathways for pedestrians, wheelchairs, and strollers;
- designating bike routes and providing appropriate signage and striping;
- including amenities such as benches, shade structures, landscaping, lighting, water fountains, bike racks, and a ***wayfinding system***;
- giving the pedestrian priority in terms of street and intersection design, including turning radii, ramps, signalization, paving materials, and striping;
- calming traffic and minimizing it in the core area;
- buffering pedestrian areas and cycling routes from moving traffic;
- providing short-term, on-street parking and longer-term, off-street parking at designated places within a five- to 10-minute walk of the core area; and
- supporting a commuter rail station within one-half mile of the core area.

Transit-Oriented Development

Transit-Oriented Development (TOD) is a mixed-use community within walking distance of a transit stop that mixes residential, retail, office, open space, and public uses in a way that makes it convenient to travel on foot or by public transportation instead of by car.

Wayfinding

Wayfinding is the organization and communication of our dynamic relationship to space and the environment. Successful design to promote wayfinding allows people to: (1) determine their location within a setting, (2) determine their destination, and (3) develop a plan that will take them from their location to their destination. The design of wayfinding systems should include: (1) identifying and marking spaces, (2) grouping spaces, and (3) linking and organizing spaces through both architectural and graphic means.

Source: Center for Inclusive Design and Environmental Access, School of Architecture and Planning - University at Buffalo, The State University of New York

ECONOMIC DEVELOPMENT

The principal focus of the Waller Economic Development Corporation (WEDC) is to attract manufacturing companies and the good paying jobs that come with them to Waller. To succeed, however, WEDC officials recognize that Waller must change by becoming much more appealing as a place to live, work, and play than it is today.

What are Great Places?

"A great place starts with offering a variety of things to do in one spot. A park is good. A park with a fountain, playground, and popcorn vendor is better. A library across the street is even better, more so if it features storytelling hours for kids and exhibits on local history. If there's a sidewalk café nearby, a bus stop, a bike trail, and an ice cream parlor, then you have what most people would consider a great place."

"A great place is one where people want to go to observe the passing scene, socialize, or celebrate interaction with a wide range of people who are different from themselves. It is where you arrange to meet friends, or bring visitors. When a place is working well, it encourages people to be relaxed and affectionate — the best places are full of affectionate activity, whether people are holding hands, having spontaneous friendly conversations with strangers, or sharing a kiss with a loved one. Have you ever noticed how many people are enjoying a conversation at a farmers market or on a friendly Main Street?"

"Good details signal that someone took the time and energy to design a place that is welcoming. Community bulletin boards, restrooms, shade trees, child-friendly niches, and bike racks all help. Movable seating allows people to decide where they want to be in the space — alone, or with a few friends, in any configuration they like. Today, 2,000 movable chairs are scattered on the lawn of Bryant Park in New York; it is one reason that the Park has been transformed from a drug-infested public space to a popular mid-town haven."

"A neighborhood bocce court in a park, a corner bar, a coffeehouse, or a playground — all are informal places where you can anticipate lively conversations with the 'regulars,' 'characters,' and other neighbors. Every person is known for herself, not as an employee or family member—roles that can make people feel straight jacketed. Being able to rely on returning to a place to find something to do, or comfortably sit, converse, or just look at passersby, is key."

"Sometimes a great place has great beauty, or thoughtful design touches that say someone wanted you to feel welcome there. At other times, a great place works well just because it is neighborly — it draws people in and enables them to relax, talk, and watch people."

"If you feel refreshed and rejuvenated after you leave it, you've been in a great place."

Source: Five Ways to a Great Place by Kathy Madden

"A great place is easy to see and easy to get to — people want to see that there is something to do, that others have been enticed to enter. On the other hand, if a place is not visible from the street or the street is too dangerous for older people and children to cross, the place won't be used. The more successful a place is, the more the success will feed upon itself. Sometimes, if a place is really good, people will walk through it even if they are headed somewhere else."

GOAL: Develop a mixed-use center that will appeal to a wide range of professionals and skilled workers, as well as visitors.

PRINCIPLES

The "community center" will compliment the efforts of the Waller EDC by offering:

- a variety of housing not typically found in Waller today;
- convenience retail shops and restaurants that are immediately accessible on foot in a setting very different from that of a typical suburban shopping center;
- equally accessible professional services;
- convenient vehicular access by BR 290 and other roadways to Emerson Business Park and other employment locations;
- close proximity to City offices and the services they offer;
- convenient commuter rail transportation to Houston and other Harris County employment, shopping, and entertainment centers;
- a sense of place with which people can establish a long-term identity;
- a location where community events and annual festivals are staged for the enjoyment of residents and their guests; and
- a rapidly growing bicycle sports center.

CHARACTER

The character of a place is formed by the treatment and design of the natural environment, scale and form of development, and integration of aesthetics and amenities. In the language of residents, character means a place that is unique, attractive, inviting, and both compliments and reinforces the community's identity.

GOAL: A "civic" center that reinforces a traditional Downtown environment and preserves the heralded small-town character of Waller.

PRINCIPLES

The "civic center" will:

- retain the historic significance of locally valued buildings and landmarks (as applicable);
- strengthen the identity and restore (or create) a sense of place that is distinct to Waller;
- embrace an urban environment reinforced by buildings adjacent to the street, a well-defined streetscape, and a renewed emphasis on the pedestrian;
- create public spaces bounded by buildings and defined edge treatments;
- establish open areas in the form of civic spaces, pedestrian plazas, outdoor seating areas, urban gardens, and public amenities;
- integrate and enhance the assets of the natural environment;
- effectively transition the scale of buildings and intensity of use to preserve the value and integrity of the adjacent neighborhoods;
- carefully locate and design adequate space for parking to keep in tact the urban character of the Livable Center;
- be cohesive and appropriately-scaled with the small-town, rural character of Waller;
- include a mix of compatible and self-sustaining uses that may be oriented to and supportive of high capacity (commuter rail) transit; and
- retain (or create) a traditional pattern of streets and arrangement of lots and blocks reminiscent of the turn of the century town design.

DESIGN

A Livable Center must have a design that is deliberate and individual to Waller. It must both celebrate the past and realize the expectations of the community and its envisioned future. The design of buildings and spaces will form the character and quality of place, as well as its identity and recognition as a destination for residents and visitors. A great place is

defined by its ability to attract business, residents, and attention.

GOAL: An inheritable design that is distinct, yet seamlessly integrated into the fabric of the community.

PRINCIPLES

The "civic center" will:

- be highly walkable by way of streets designed first for pedestrians;
- be pedestrian-scaled, meaning that the composition and proportions of buildings and spaces will have an eye-level orientation;
- include liberal amenities and be adorned by good aesthetic value;
- utilize the City's rural heritage to influence the architecture of the built environment;
- integrate opportunities for artistic displays, expressions, and performances;
- involve the design of "***great streets***" to make them comfortable, safe, and appealing public spaces;
- have appropriately-scaled building forms that enclose the streets and define civic spaces to create an urban aesthetic;
- be designed with an expectation for and an orientation toward a transit station, while ensuring its function and value to the community with or without high-capacity transit; and
- be both visually attractive and interesting in its design and integration of Waller's history.

Great Streets

Great streets balance the competing needs of the street — driving, transit, walking, cycling, servicing, parking, drop-offs, etc. Great streets are exemplary in design, safe for pedestrians and vehicles, encourage human contact and social interaction, relate well to adjacent uses, and have a memorable character.

Advance Plan Synopsis

The Plan is organized to guide the reader through the steps of developing this Plan including:

- Assessing the purpose and need, which involves an evaluation of existing conditions, analysis of opportunities and constraints, determination of market viability and project feasibility, and the formulation of goals and guiding principles.
- Conceptual plan development whereby illustrative diagrams help to visualize the possibilities for realizing a Livable Center. The illustrative plans also help to define needed strategic investments, policies, and improvements toward developing a final conceptual plan and the requisite improvements.
- Formulating design plans to visually depict design options and conceptual improvements, which may then proceed to a strategic implementation program that considers the near-term actions and long-term strategies for realizing the Plan.

This Plan is organized in five sections.

Preface

This introduces the concept of a Livable Center, its role in achieving both local and regional land use and mobility objectives, and the attributes that make Waller a perfect fit. This section also includes a description of the public process and the resulting vision, goals, and guiding principles.

Context

This section outlines the regional and local patterns and trends that warrant consideration for developing a Livable Center in Waller. This includes an evaluation of demographic characteristics and expectations of future population and household growth. To understand context, there is a detailed assessment as to the form and function of the defined areas of study. Lastly, given the physical attributes of Downtown and an alternate opportunity site, an opportunities and constraints analysis evaluates the assets and limitations of a Livable Center relative to its suitability and financial feasibility.

Conceptualization

The conceptual design process is represented in this section, which outlines key planning considerations and essential design parameters. Alternative design concepts are explored through illustrative diagrams that contemplate existing uses and buildings, compatibility and transition needs, potential for infill development and redevelopment, anticipated use types, and broad considerations of pattern and scale.

Improvements

This section establishes an overall program of improvements necessary to realize the Livable Center. The improvements include transportation and transit-related projects, such as right-of-way acquisition, drainage, and parking. The projects are divided into Phase 1 projects, independent of commuter rail, and Phase 2 projects, upon confirmation of commuter rail.

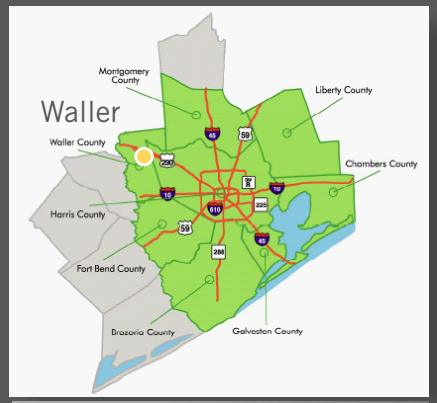
Implementation

The Plan culminates with early project initiatives, the recommended near-term projects for which funding options and strategies are identified. This includes capital projects, strategic directions for transit-supportive development, and policy and regulatory amendments.

CONTEXT

Section Two

Figure 1: **Eight-County Region**



Source: RTP Summary

SETTING

Regional Setting

Proximity

The community of Waller is situated approximately 40 miles northwest of downtown Houston along the US 290 corridor. The City straddles the shared border of Harris and Waller Counties. The immediate region around Waller includes the following nearby cities :

- Prairie View (and Prairie View A & M) – 3.5 miles west
- Hempstead – 9.5 miles west
- Navasota – 20 miles northwest
- Hockley – 5.5 miles southeast
- Cypress – 15 miles southeast
- Jersey Village – 24 miles southeast
- Brookshire – 19 miles south
- Katy – 19 miles south
- Bryan-College Station – 55 miles north

The community is most readily accessed from US 290/SH 6 stretching between Houston and Austin. BR 290/Old Highway 20 traverses the southern limits of Waller, which connects east to Hockley and west through Prairie View and Pine Island to Hempstead. FM 362 provides north-south access extending south to Brookshire and I.H. 10 and north to Navasota. FM 2920/Waller-Tomball Road originates at BR 290, intersects US 290, and swings eastward across SH 249, through Tomball, and connecting to I.H. 45 in Spring. Along BR 290 is the right-of-way of the Union Pacific Railroad (UPRR). The railroad follows the alignment of US 290/Northwest Freeway until it parts with Hempstead Highway and heads inside Loop 610 to downtown Houston.

Land Use Patterns

The cities of Waller and Hockley both remain freestanding.

The land use pattern between Cypress and Hockley is rapidly suburbanizing.

Regional Growth Patterns and Emerging Trends

The City of Waller may be characterized as a small, rural community with an agricultural heritage. The community is freestanding, meaning that it is surrounded by open lands with scattered large acreage developments and both farms and ranches. The influences of suburbanization have not yet had the effect of altering the highly valued small-town character. Recent and prospective future commercial development along US 290 and stretching southward along FM 2920/Waller-Tomball Road are the first glimpses of a changing land use pattern.

The nearest community, Hockley, has also retained its original town pattern. There are large-lot developments adjacent to the west of Hockley, but, otherwise, there are no recent developments that stretch between it and Waller. The nearest signs of intensive suburbanization are occurring in nearby Cypress where large-scale planned developments are rapidly changing the urban – once rural – landscape. The growth pattern in Cypress is extending north and south and linearly along US 290 toward Hockley, providing an early indication as to the prevailing pattern of suburbanization looming northwesterly toward Waller.

Expected Regional Growth by 2035

The City of Waller and Waller County are included in the eight-county Transportation Management Area (TMA), which also encompasses the seven adjacent counties (see **Figure 1, Eight County Region,** on previous page). According to 2035 projections,[3] the TMA is projected to grow from an estimated Year 2010 population of 5.8 million persons to 8.8 million persons by the Year 2035. Coinciding with this population growth is a 60 percent increase in employment from 2.8 million (2010) to 4.0 million (2035) jobs. Furthermore, within Waller County, the population is expected to increase from 45,000 persons to 80,000 persons between 2010 and 2035.[4]

This significant amount of regional growth leads to the question:

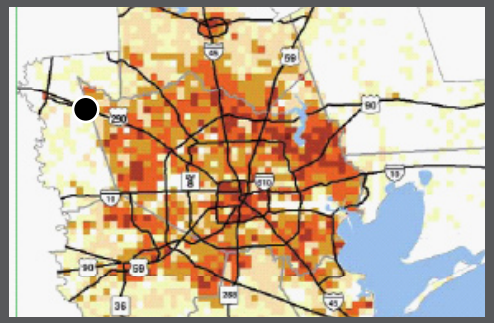
> **How best may the region absorb the expected growth without compromising the very assets that make it attractive for such growth?**

This question was explored through the Envision + Houston Region process. This process merged the preferences of citizens with the analysis of alternative development patterns to result in the following growth scenarios, as seen in **Figure 2: Envision + Houston Region Growth Scenarios**.

1 Bridging Our Communities, The 2035 Houston-Galveston Regional Transportation Plan, October 26, 2007
2 Houston-Galveston Area Council 2035 Regional Growth Forecast

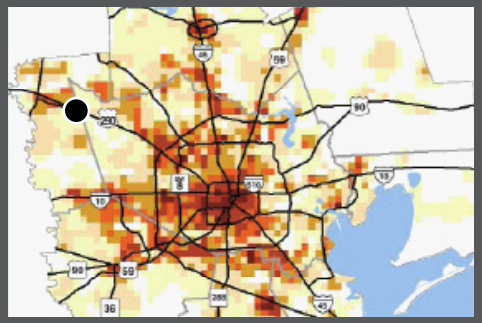
Figure 2: **Envision + Houston Region Growth Scenarios**

Source: Bridging Our Communities, The 2035 Houston-Galveston Regional Transportation Plan, October 26, 2007, Appendix A, Envision Houston Region Brochure



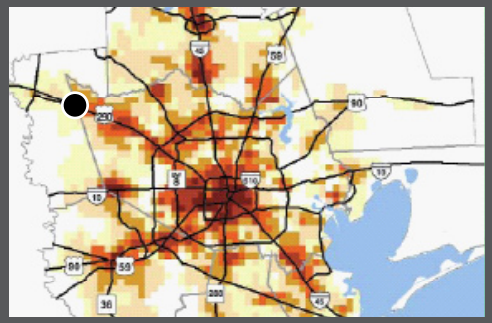
Scenario A

- Reflects current growth forecast and scattered development pattern
- Low-density housing developments fill the areas between major roadways
- Jobs are focused in the central city and a few centers, increasing vehicle trips to work
- Creates travel delay and high congestion
- Provides the fewest total transit boardings – low-density household developments generally located further from transit routes



Scenario B

- Indicates the workshop participants' ideal growth pattern
- Mixed-use development follows the radial pattern of major roadways and collects in town centers
- Government, retail, and service mixed-use centers located at major intersections and along major urban corridors
- Reduces vehicle trips by implementing live/work centers and radial urban corridors
- 10 percent more people using transit than Scenario A



Scenario C

- Signifies workshop participants' ideal growth pattern
- This scenario clusters mixed-use development in satellite cities and along major roadways
- Jobs are positioned in satellite urban centers and along major arterials: includes increased mixed-use centers and corridors
- Concentration in the central core creates slightly more travel delay than Scenario B, but still less than A
- 20 percent more people using transit than Scenario A

The 2035 RTP transportation planning process utilized the above alternative growth scenarios to analyze the impacts and benefits derived using measures related to preservation of open space, reduced flood risk, improved air quality, and mobility. Utilizing these scenarios as a foundation, a fourth "Envision Scenario" (referred to as Scenario D) was derived, which assumes continuing land use trends through the Year 2015 and assumes land use changes thereafter. A major policy of this scenario is densification along transit corridors and in "centers" – the premise of this Livable Center Study and Advance Plan.

Commute and Travel Time Trends

Over a relatively short span of time from 1990 to 2000, the travel time to work increased for Waller residents.[5] In fact, those who commuted 30 minutes or more increased by eight percent (from 31.13 to 39.04 percent) during this decade. This increase in commute time also reduced the number of employed residents who had commutes between five and 20 minutes. Interestingly, the percentage of those who traveled less than five minutes nearly doubled from 4.40 percent to 8.82 percent. The number of those who worked from home remained steady.

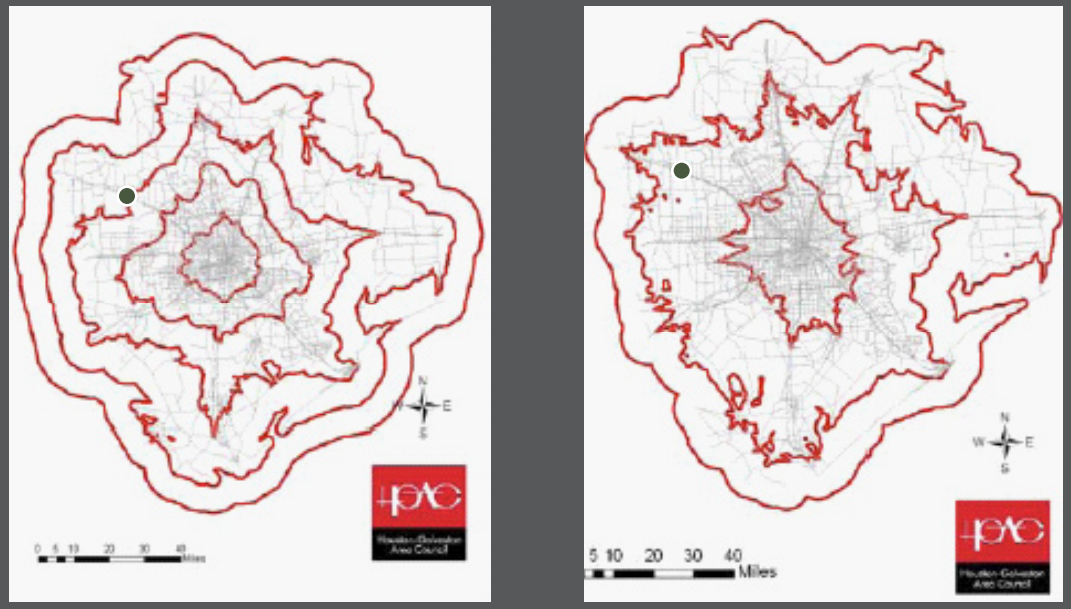
3 U.S. Census, P050. TRAVEL TIME TO WORK - Universe: Workers 16 years and over Data Set: 1990 Summary Tape File 3 (STF 3) - Sample data

Envision + Houston Region

Spearheaded by the Houston-Galveston Area Council (H-GAC) in partnership with local sponsors, Envision + Houston Region was an initiative designed to create a regional "vision" to address and successfully manage the future growth of the area. Envision + Houston Region aimed to facilitate citizen involvement in the process of how future growth will affect land use and transportation planning across the region. The purpose of the Envision Houston Region initiative was to explore alternative growth strategies and identify innovative approaches to solve transportation problems while engaging the community and serving as a catalyst for their interaction with local governments and decision makers in the process.

Source: http://www.envisionhoustonregion.org/

Figure 3: Travel Time Contours



Travel times are greatly improved based on the RTP improvements versus a no-build scenario.

Source: Bridging Our Communities, The 2035 Houston-Galveston Regional Transportation Plan, October 26, 2007, Appendix B, RTP System Analysis

Since there are few options for the means of transportation, not surprisingly, work trips are predominantly by the personal auto. The percentage of those who used a personal auto increased from 92.22 percent to 95.48 percent during the last decade. Likely due to availability – and perhaps due to an improved consciousness of fuel efficiency and environmental stewardship – the percentage of those who carpooled jumped from 15.44 percent to 25.37 percent. This resulted in a nearly 10 percent reduction in single-occupant work trips.

According to the 2035 Houston-Galveston Regional Transportation Plan (RTP), the current and future (2035) roadway systems reflect very different travel time contours depending on the patterns of regional growth and the types and levels of regional transportation improvements. The contour maps are based on the average travel times from the region to Downtown, with values combined into equal 30-minute time bands. The contours show the relative travel distances from Downtown for the 2035 no-build scenario (left) and 2035 RTP (right) roadway improvements (see **Figure 3: Travel Time Contours**). Given the transportation plan improvements, the commute time from Waller to downtown Houston would be significantly shortened.

"The 2035 RTP shows that with just a few proactive strategies regarding how and where we grow, new, more sustainable communities can develop as the region's continuing mobility dilemmas are addressed. These dilemmas, including congestion and insufficient capacity, are a reflection of the continued growth this region is projected to have. This plan proposes finding the most efficient and cost effective approach to improving regional mobility while seeking measures to decrease the rate of congestion growth." [6]

4 Bridging Our Communities, The 2035 Houston-Galveston Regional Transportation Plan, October 26, 2007, Transportation Planning Process (Page 8)

The Locale

Intentional Planning

The City recently adopted its first-ever Comprehensive Plan. As the City's policy and decision-making guide for its future growth and development, the Plan includes many references that warrant consideration for the Livable Centers initiative. Specifically, the SWOT (Strengths, Weaknesses, Opportunities, and Threats) Analysis articulates the community's values as to what must be preserved and strengthened, opportunities for business and Downtown development, desired improvements, and the preferred character of future development. Anecdotes from this analysis include:

Strengths

- Small-town atmosphere, as experienced by peaceful and quiet streets, and low taxes, crime, and traffic.

Weaknesses

- Lack of quality-of-life amenities including recreation facilities and retail options.
- Future land use plans should connect partially vacant Downtown/ historic business center threatened by developing US 290 corridor.

Opportunities

- New growth should not kill historic Downtown; rather US 290 and BR 290 corridors should be connected via multi-modal transportation and Waller heritage.
- Continue to make ordinance, budget, and City personnel improvements to ease Central Business District rehabilitation efforts.

Historical Timeline

1884	K. H. Faulkner filed a plat to establish the City, which was named for Edwin Waller. The first post office was established and "Uncle Doc" Sanders opened Waller's first general store.
1887	The public school had 80 students at the end of its first year of operation.
1889	The town boundaries were extended in 1889, when Waller was laid out.
1899	The estimated population was 500 persons.
1898	The South Texas Baptist College was established in Waller by the South Texas Baptist Conference.
1900	The Galveston hurricane badly damaged many buildings, including the college, which was closed and never rebuilt.
1912	Telephone service was installed.
1915	The Guaranty Bond State Bank opened.
1918	"God's Mercy Store," a unique general store, began operation.
1920s	The Cooperative formed by local farmers functioned as both a social outlet and a marketing service.
1947	The town petitioned for incorporation, and Jim Haney became the first mayor.
1950	The population of Waller was 712 persons.
1950s	A decrease in local cotton production resulted in the closing of the gin.
1953	The town erected a building to house the fire station and City offices.
1967	A modern brick City Hall was constructed.
1980s	Crops grown commercially in Waller were peanuts, corn, watermelons, and other vegetables.
1980	The town had 80 business institutions, a post office, several financial institutions, and the Skylake Airport.
1990	The town's population increased to 1,493 persons.
2000	The population was 2,092 persons.
2009	The Livable Centers Advance Plan was prepared.

Threats

- Uncontrolled growth that stamps out small-town charm, increases crime, contributes to "indistinct retail creep" down the 290 corridor, and contributes to further Downtown decline.
- Need for more housing options, particularly middle-priced housing for service workers.

The vision of the Comprehensive Plan must be upheld as a foundation of this Advance Plan, which reads:

> By 2028, the City of Waller will have grown its population and business base; maintained its traditional home-town character anchored by its historic ties to agriculture; and increased its recreational offerings to entice people of all ages to choose Waller as home.

There are several objectives of the Comprehensive Plan that specifically relate to the objectives of this Livable Centers Study and Advance Plan including:

Objective 1.1: Maintain hometown feel as town grows.

- Preserve Downtown as financial and government center and/or an enclave for local businesses.
- Protect and develop Downtown by developing an area mobility plan that will connect new 290 corridor development to Downtown, including multi-modal connections for pedestrians and cyclists, as well as maintain the Downtown as a vital financial and government center.

Objective 1.2: Clean up properties to improve the appearance of the City, particularly in the Downtown area.

Objective 2.11: Incorporate regional transportation upgrades within the local Thoroughfare Plan so that circulation patterns do not become overburdened.

Objective 2.12: Maintain sidewalks and other infrastructure for pedestrians and bike transportation to ease traffic congestion and enable the facilities to function as both transportation and recreation facilities.

Objective 3.5: Develop at least one "town center" that provides a variety of retail and living spaces and amusement activities and serves as a gathering place for residents.

The Comprehensive Plan includes a Central Business District element. This element may be summarized with its insight as to the possible future of Downtown, which reads:

> "The changing environment surrounding the CBD could create the need for a different model of demand for services. While the CBD cannot be expected to compete for traffic-related business in the same manner as the emerging bypass-influenced commercial zone, the increased affluent customer base may seek a big-box alternative experience that quaint downtowns can offer. The Waller CBD area should emphasize architectural and street design standards in order to maximize its distinct small-town charm, thus strengthening a competitive advantage it has in some markets over highway-oriented retail. Fulshear, Texas offers a glimpse of the type of commercial growth that can be achieved in a small central business district. The growth of the Fulshear CBD is heavily supported by nearby population gains, much like what is to be expected in Waller during the planning period."

The goals on the Central Business District Plan include:

- Build consensus and foster cooperation among Downtown tenants, merchants, workers, and other users by promoting local organizations.
- Through promotion, increase usage of Downtown as a place to shop, work, or visit for any reason.
- Improve the visual quality of the CBD.
- Strengthen the economic base of the CBD, including new and existing businesses, offices, and housing.

The above goals and the suggested architectural guidelines and standards relating to rehabilitation and restoration, signage, and street furniture, together with the recommended improvement plan, may be satisfied by the outcome of this Plan.

Historic and Expected Future Growth

Waller's Settlement Pattern

The community was settled along what is now the Union Pacific Railroad (UPRR) at the crossroads of Old US 290/Old Washington Road (now known as BR 290) and FM 362. Farm-to-Market 2920 traverses the east side of the City, stretching between its origin at BR 290 northward across US 290 before bending eastward toward Tomball. The town is generally confined to a geographic area bound by FM 362 on the west, Stokes Road on the east, US 290 on the north, and Ross Street on the south. The corporate boundaries extend farther in each direction to encompass the adjacent developments. A total of 1,172 acres are included in the City limits. As a general law municipality, by reason of its population being fewer than 5,000 inhabitants, Waller has an extraterritorial jurisdiction (ETJ) of one-half mile. Waller's ETJ has been determined through an inter-local agreement with the City of Houston. Together, there are 5,271 acres within the City limits and ETJ of Waller.

Expected Population and Household Growth

A key factor governing new development or redevelopment in either study area is population and household growth. As basis for a forecast over the 2009 to 2028 planning period, two sources of data were utilized. The first of these was P-Census population and demographic data supplied by Claritas, Inc., a nationally recognized population and demographic information service. P-Census was used for the base year 2008 (see **Appendix A, Demographic Analysis**). However, since P-Census only reports forecast population and households for only a period of five years, it is necessary to employ a different data source for 2010, 2015, 2020, and 2028. This source is the Houston-Galveston Area Council's regional forecast, the current edition of which extends to 2035. The H-GAC forecast covers all eight counties in the original pre-2007 Consolidated Metropolitan Statistical Area, including Harris and Waller Counties in which the City of Waller and Waller ETJ are situated. The forecast of population and households is based on P-Census data for the base year 2008 and period-to-period growth rates obtained from the H-GAC forecast for the census tract corresponding with Waller and its ETJ (Census Tract No. 680300).

For the purposes of this analysis, two cases were considered, as follows:

- Case "A" is based entirely on the P-Census and H-GAC data on the assumption that commuter rail does not become a reality over the 20-year planning period. In this regard, it should be mentioned that H-GAC forecasts growth for the eight-county metro area from 5.52 million in 2008 to 7.79 million in 2028. Similarly, Harris County is forecast by H-GAC to grow from 3.91 million to 5.23 million over the same period, and Waller County from 39.1 thousand to 64.4 thousand.[7] In forecasting population and household growth in the region, H-GAC allocated forecast growth among various counties and

5 It is likely that the current economic recession will affect a temporary pause in growth in the initial years of the planning period. However, mid- to long-term, the H-GAC forecast is expected to be reasonably on target.

areas within counties based on growth trends and availability of land. The geography selected for all population and household projections is the City of Waller and its ETJ combined.

- Case "B" represents a Transit-Oriented Development (TOD) scenario in which it is assumed that commuter rail service from Houston to Waller utilizing the existing UPRR line will commence sometime during the 2010 to 2015 period and that, concurrently, a station will be constructed on an appropriate site in the study area (location recommendation to follow). Since H-GAC's forecasts for the various counties and areas in the metropolitan area are based on a broad set of variables to fulfill the overall forecast for the whole region, it is not applicable to specific corridors where commuter rail and TOD are likely to occur. Accordingly, 50 percent higher growth in population and households is assumed in Case "B" than in Case "A" after 2010.

The projections of households and population for the City of Waller and its ETJ for both cases are as follows:

Table 1: Current Estimated and Forecast Future Households & Population, Case "A" Scenario

Description	1990	2000	2008	2010	2015	2020	2028
Households (HH)	603	768	940	1,011	1,133	1,295	1,524
Increase (No.)	-	165	172	71	122	162	229
% Increase	-	27.4%	22.4%-	7.6%	12.0%	14.3%	17.7%
Population	1,554	2,092	2,641	2,840	3,161	3,574	4,161
% Increase	-	34.6%	25.3%-	7.6%	11.3%	13.1%	16.4%
Persons/HH	2.58	2.72	2.78	2.81	2.78	2.76	2.73

Sources: P-Census by Claritas, H-GAC, and CDS Market Research

Table 2: Current Estimated and Forecast Future Households & Population, Case "B" Scenario

Description	2008	2010	2015	2020	2028
Households (HH)	940	1,011	1,193	1,448	1,834
Increase (No.)	-	71	182	255	386
% Increase	-	7.6%	18.0%	21.4%	26.6%
Population	2,641	2,840	3,317	3,996	5,007
% Increase	-	7.6%	16.8%	20.5%	25.3%
Persons/HH	2.78	2.81	2.78	2.76	2.73

Sources: P-Census by Claritas, H-GAC, and CDS Market Research

As **Table 1: Current Estimated and Forecast Future Households & Population, Case "A" Scenario** and **Table 2: Current Estimated and Forecast Future Households & Population, Case "B" Scenario** demonstrate, H-GAC is forecasting accelerating growth in the Waller area as evidenced by the rising percentage increases in households and population throughout the 2008 to 2028 period. The objective of the Livable Center initiative is to channel a portion of that growth to a planned walkable center in which people can live, work, and play without having to rely as much on vehicles as their counterparts living in the types of residential subdivisions that have typically characterized the metropolitan area growth.

Changing Demographics

As the demographics for the City and ETJ illustrate (see **Appendix A: Demographic Analysis**), average household income is expected to increase from $67,000 to $79,000 per year over the next five years. This is

expected to occur as the percentage of employed persons engaged in the management/business/financial and professional and related occupations rises from the 2008 level of 25 percent. As this occurs, the percentage of owner-occupied housing units valued at $150,000 or more (21.9 percent in 2008) is also expected to rise as young professionals and Houston-area retirees seeking a small-town environment move to the area.

Perhaps the most surprising statistic relates to the percentage of employed persons that exceed 30-minute travel times to work – 46.8 percent, or nearly half. Since the majority of these persons are assumed to work in Harris County and, in fact, Houston, it is expected this percentage will continue and perhaps increase through the planning period. Importantly, these same people become potential commuter rail users, as well as potential buyers of TOD housing and convenience retail goods and services near a possible rail station in the Waller Livable Center.

STUDY AREAS

Upon project initiation, as displayed in **Map 1: Study Areas** (see next page), the study area of the Livable Center included the original town site with the following described boundaries:

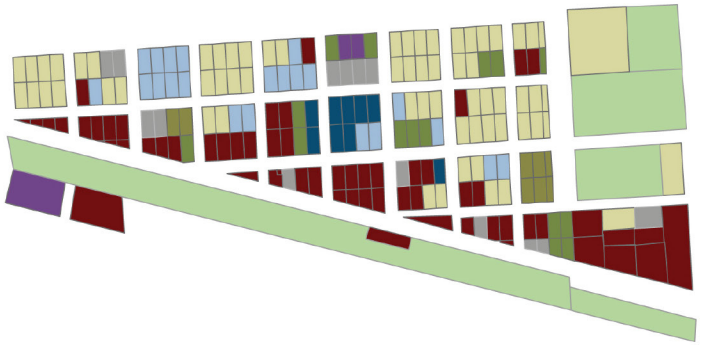
- North: Cherry Street between Avenue A and Field Store Road and Waller-Tomball Road between Field Store Road and Green Street right-of-way.
- East: Field Store Road.
- South: Old Washington and Washington Street south of and parallel to BR 290 and the Union Pacific Railroad (UPRR) right-of-way.
- West: Avenue A and the west property line of the Martinson owned property in the northwest quadrant of Alliance Street and Washington Street south of BR 290/UPRR.

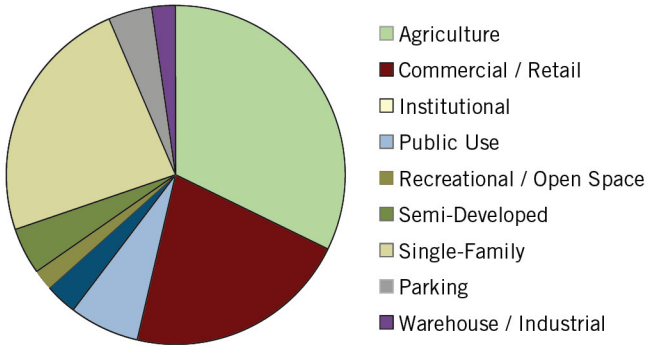
Through the initial stages of the project (including the stakeholder meetings in January 2009), the original study area was expanded north to Taylor Street and east to include the vacant tracts across Field Store Road, as shaded in *Map 1: Study Areas*. This expanded area is referred to as Study Area No. 1. Subsequently, for comparison purposes, there was a decision made by the Waller Economic Development Corporation (WEDC) and the Waller City Council to consider an alternate undeveloped tract. This property is located on the southwest corner of BR 290 and FM 2920 (as extended south of BR 290), also reflected in *Map 1: Study Areas*. The boundaries of the alternate study area are as follows:

- North: The rights-of-way of BR 290.
- East: The imaginary northern extension of Jasperwood Road.
- West and South: Property lines for the agricultural and low-density residential properties.

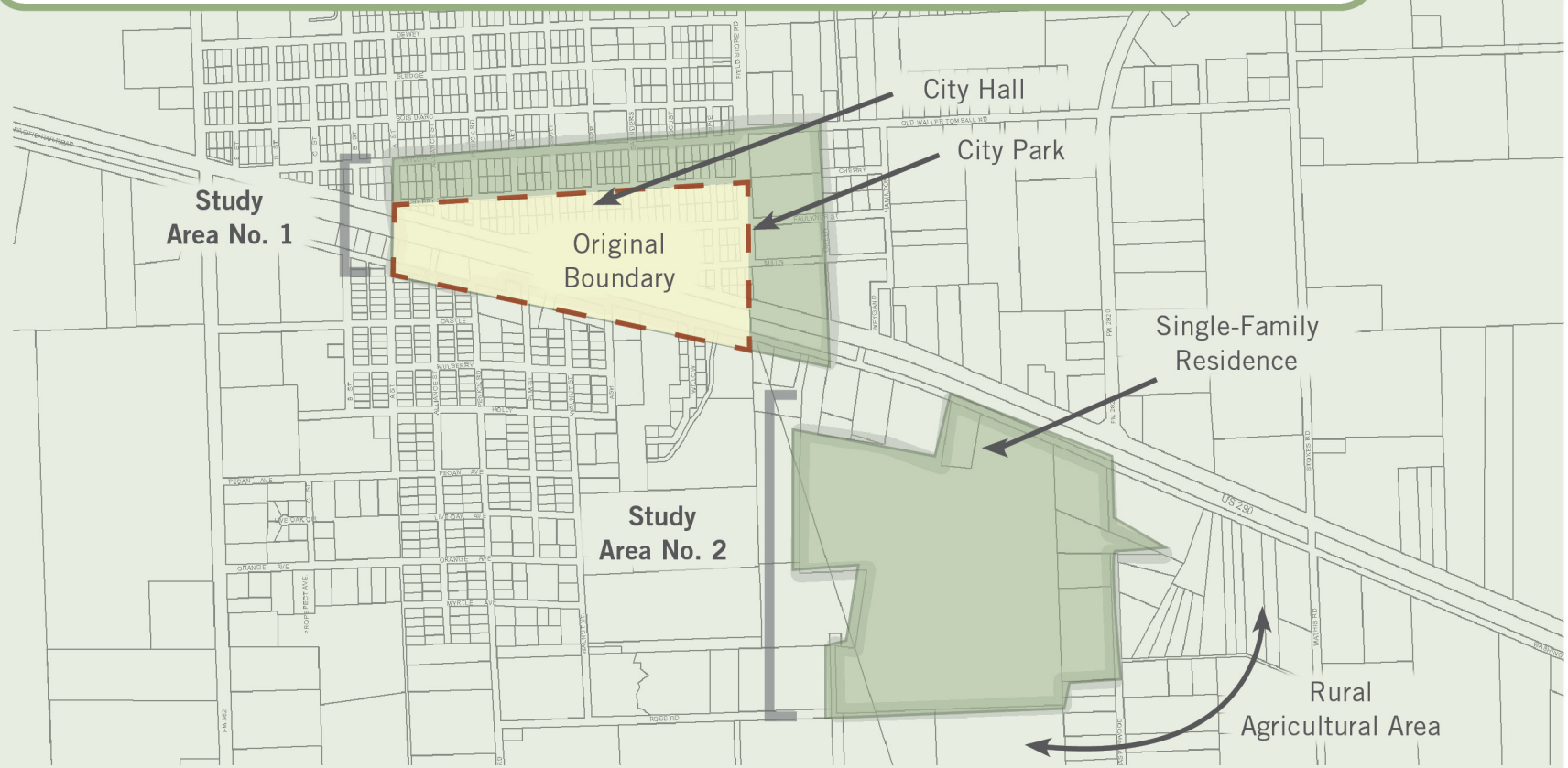
The alternate study area is referred to as Study Area No. 2. It encompasses a total of 92.40 acres, which is essentially undeveloped. With the exception of a two-acre, single-family parcel, it is within the extraterritorial jurisdiction (ETJ).

Land Use for Study Area 1





Source: The Comprehensive Plan, 2008-2028



Map 1

Study Areas

Physical Form and Function

Patterns

Development

The pattern of the original town site is reminiscent of the early 20th century. The original town core (Downtown) and the neighborhood areas both north and south of Old Washington Road are on a grid street pattern. Within Downtown, the blocks are regular in their pattern with typical block lengths of 228 feet. The pattern is mostly regular through the adjacent neighborhoods with the exception of unplatted tracts and large uses such as the Waller ISD complex and stadium, as well as the strip shopping centers along FM 2920/Waller-Tomball Road. The most recent developments to the south of Old Washington Road and east of Field Store Road have begun to introduce curvilinear street patterns.

Land Use

Study Area No. 1: The pattern of existing land use within the original study area (see *Map 1: Study Areas*) is broad, as follows:

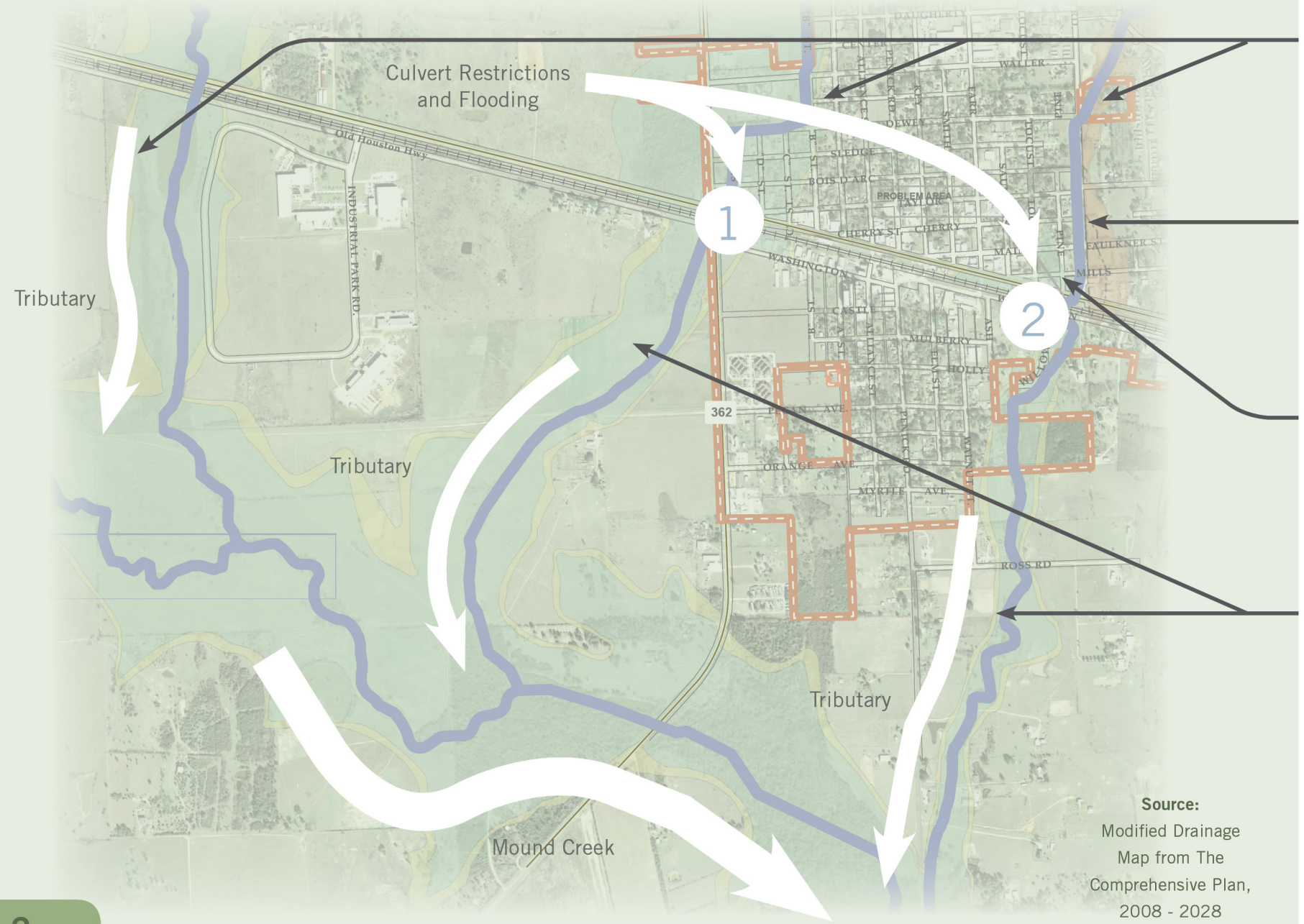
- Predominant (51 percent) commercial retail and office uses, particularly along BR 290 and Main Street.
- A significant presence of single-family residences (18 percent) both within and immediately adjacent to the study area, especially east of Saunders Street and north of Cherry Street.
- Public/institutional uses (16 percent) include City offices (City Hall, Police Department and Courts, and Volunteer EMS), as well as the First United Methodist Church and Waller Baptist Church. These uses occupy large tracts by their building and parking areas.
- A City park is bound by Pine Street, Field Store Road, Mill Street, and Main Street.
- The expansion area east of Field Store Road has commercial and light industrial uses adjacent to BR 290 and is undeveloped to the north.

Study Area No. 2:

- The alternate site is undeveloped with the exception of three single-family residences adjacent to BR 290.
- It is surrounded by large-lot residential and agricultural uses to the east and south.
- There are mini-storage warehouses to the northwest of the site.

Table 3: Ownership Information

Study Area	Study Area No. 1	Study Area No. 2
Total acres	84	92
Acres of real property (excluding rights-of-way)	45	92
Number of exempt parcels	6	0
Acres of exempt property (public/institutional parcels)	6	0
Number of parcels	99	6
Number of property owners	79	5
Parcels owned by the largest land holding	3	2
Acres owned by largest land holding	2+	77+
Parcels (owners) within 300 feet	62 (48)	31 (23)



Source:
Modified Drainage Map from The Comprehensive Plan, 2008 - 2028

Map 2

Environment

Environment

Regional Connectivity

The natural environment is largely influenced by three tributaries (see **Map 2: Environment**) that are part of the Cypress Creek Watershed (see **Figure 4: Cypress Creek Watershed**), a diverse plant and animal habitat that drains into Lake Houston. The Cypress Creek Flood Control Coalition, a regional grassroots organization, advocates greenway and trail development that would improve connectivity between the City and the region.

Natural Areas

The few natural areas near Downtown, as identified by residents in the comprehensive planning process, were characterized by clumps of trees or tree canopy often found on vacant lots. These areas are valued as prime real estate with the potential for commercial or residential development. Tree preservation and landscape requirements will help to maintain their natural ambience when development occurs.

Recreation

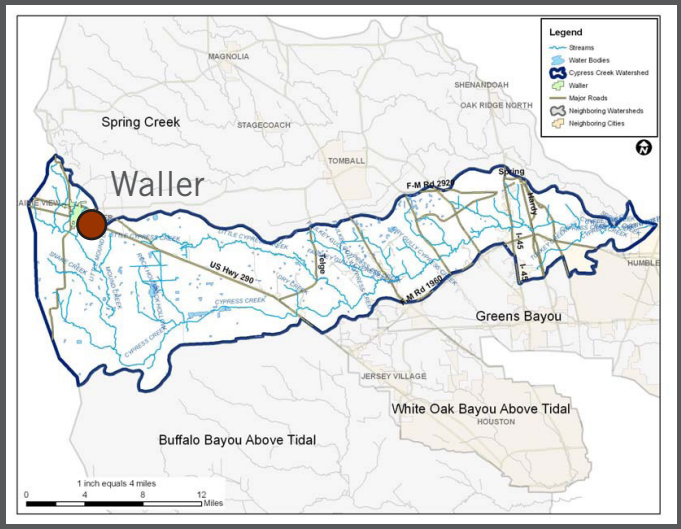
Waller City Park (0.85 acres) serves as a recreational and natural amenity for the community. The park's central location in Downtown allows it to function as a gathering place, with pedestrian accessibility for patrons and residents north of BR 290. New recreational trails should tie into the existing park system and facilitate improved access for the south side of town.

Stormwater Management

Stormwater management is a contentious issue due to frequent flooding in the Downtown area. The City contains approximately 545 acres of floodplain, which runs along the Mound Creek tributaries. The channels flow north to south, primarily along FM 362 and Field Store Road.

Two culverts near the Downtown area, as displayed on *Map 2: Environment* as **1** and **2**, have been identified as the cause of flooding and floodplain expansion. The existing infrastructure does not convey water as fast as it travels through the Downtown area, resulting in channel overflow.

Figure 4: **Cypress Creek Watershed**



Source: The Comprehensive Plan, 2008-2028

"Drainage is a unique problem that will cost millions of dollars. The City is working with Cobb Fendley and coordinating with the Cypress Creek Watershed and Harris County to come up with solutions." - Focus Group Participant

Sub-Urban Character

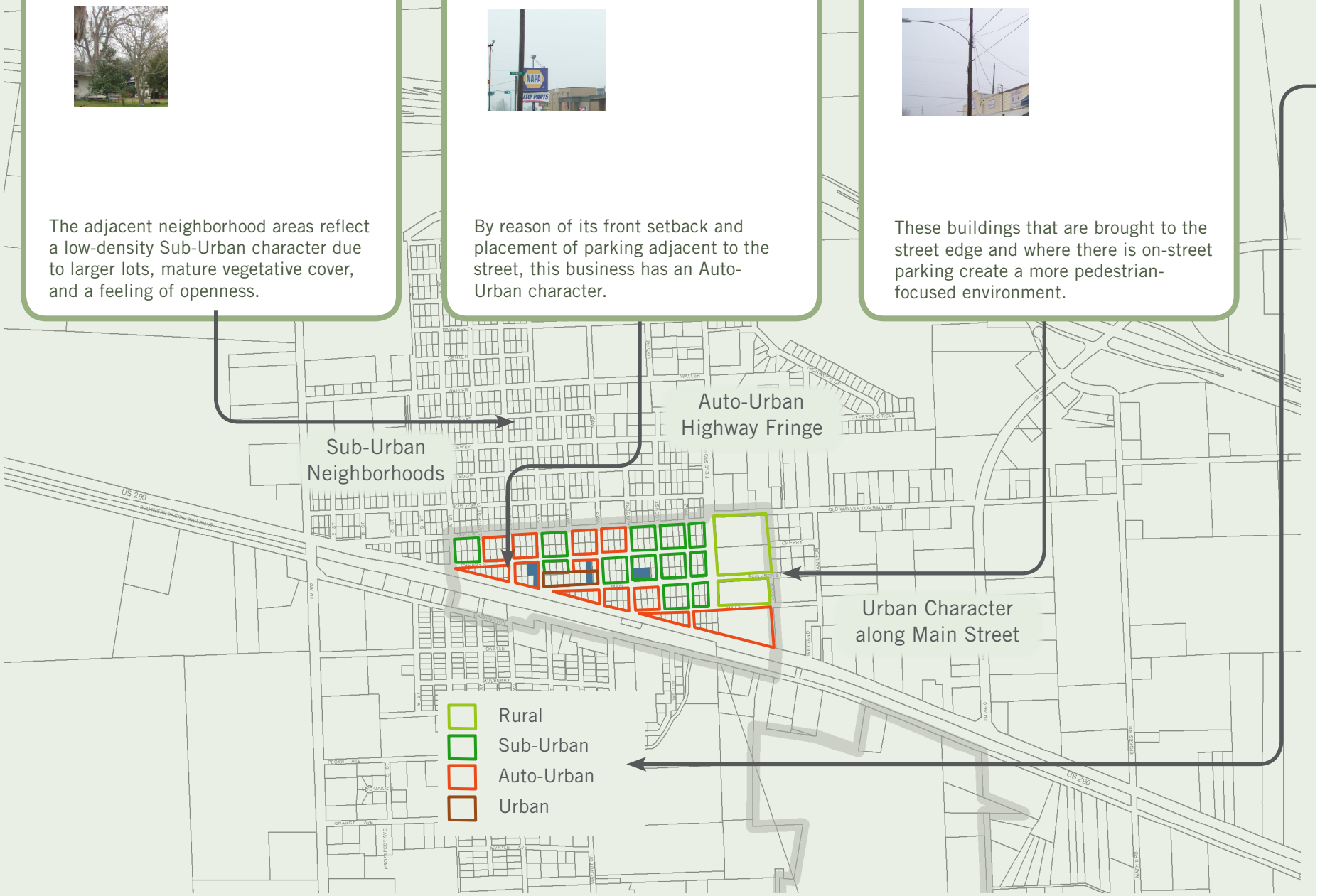
The adjacent neighborhood areas reflect a low-density Sub-Urban character due to larger lots, mature vegetative cover, and a feeling of openness.

Auto-Urban Character

By reason of its front setback and placement of parking adjacent to the street, this business has an Auto-Urban character.

Urban Character

These buildings that are brought to the street edge and where there is on-street parking create a more pedestrian-focused environment.



Map 3

Character

Character

The character of Downtown Waller is mostly auto-urban by way of the amount of on-site, surface parking. The two blocks between Key Street and Farr Street on the north side of Main Street begin to reflect an urban character by way of the building frontage and on-street parking. This building pattern relates to the concepts of a Livable Center – a traditional main street environment that is pedestrian-oriented. The block-by-block character (shown with block outlines in **Map 3: Character**) is determined by the type (residential vs. nonresidential) and intensity of use, the amount of undeveloped land, and the extent of surface parking, among other variables.

The alternate site has a rural, agricultural character.

Keys to Auto-Urban Character

- More horizontal development (mostly one- to two-story buildings).
- Buildings set back from streets, often to accommodate surface parking at the front.
- A very open environment, with streets and other public spaces not framed by buildings or vegetation.
- Significant portions of commercial and industrial development sites devoted to access drives, circulation routes, and surface parking and loading/delivery areas, making pavement the most prominent visual feature.
- Smaller, narrow single-family lots dominated by driveways and front-loading garages, reducing yard and landscaping areas.
- Extent of impervious surface leads to increased stormwater runoff.
- Auto-urban commercial often not conducive for pedestrian circulation.
- Structured parking generally not feasible or practical.

Keys to Urban Character

- More vertical development (two- to five-story buildings).
- Zero or minimal front setbacks (building entries and storefronts at the sidewalk).
- Streets and other public spaces framed by buildings.
- Minimal surface parking (on-street and structured parking).
- Most conducive for pedestrian activity and interaction.
- Housing types range from small single-family to attached residential (e.g., brownstones, townhouses) and multi-family residential, often with alley access and/or rear garages.

Keys to Sub-Urban Character

- More horizontal development, often even more spread out than Auto-Urban.
- Space enclosure, if any, provided by trees and vegetation versus buildings.
- Even larger building setbacks from streets than in Auto-Urban, but usually providing for more green and open space versus surface parking along street frontages.
- More building separation, through larger setbacks and, in some cases, larger lots.
- Much lower lot coverage and a correspondingly higher open space ratio on sites.
- More extensive and intensive landscaping than in Urban and Auto-Urban settings.
- More opportunity for natural drainage and stormwater absorption versus concentrated stormwater runoff and conveyance.
- A more pleasant environment for walking and biking, especially on off-street trail systems.
- Alley access and rear parking sometimes incorporated for aesthetic reasons more than the space limitations found in Urban areas.

Sub-Urban

Dominant green space

Auto-Urban

High impervious cover

Urban (south half)

Strong building frontage and high building coverage

Map 4

Form

Form

Built and Unbuilt

Within Study Area No. 1, there are relatively few parcels that are entirely unbuilt (see dark blue shading on **Map 4: Form**). There are several tracts that are used for surface parking lots, most notably those adjacent to the north, south, and west of the Waller Baptist Church and those associated with the larger uses such as AKI Control Systems and Wells Fargo. The most significant unbuilt parcels are situated east of Field Store Road, which was the reason for extending the study area eastward to encompass these properties. Adjacent to the study area to the north, there appear to be several scattered unbuilt parcels (light blue shading). These may provide infill development opportunities in the future.

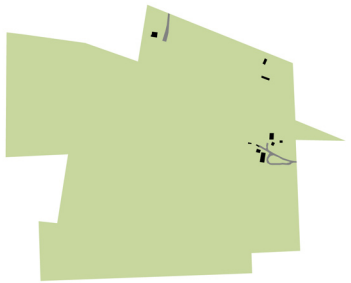
Study Area No. 2 is entirely unbuilt (undeveloped) with the exception of the single-family residence situated in the northwest corner of the study area boundary.

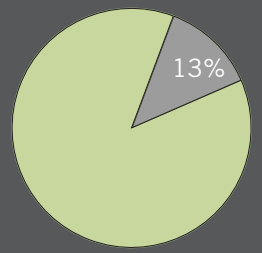
Green and Grey Spaces

Character is not only impacted by the location and scale of buildings. It is also deeply impacted by the treatment of space around buildings. The area outside of the building footprint is comprised of "green spaces" (pervious surfaces) and "grey spaces" (impervious surfaces).

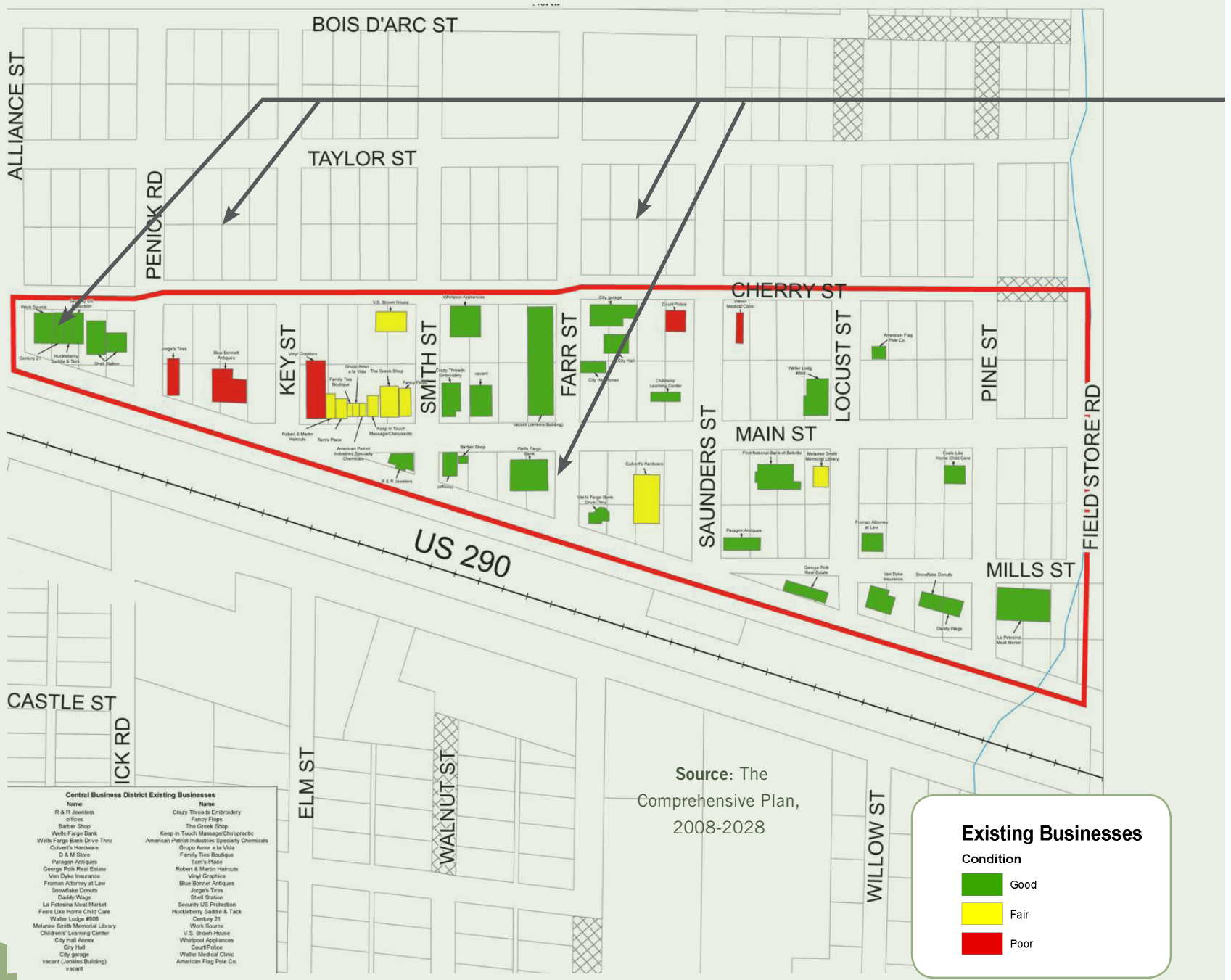
Green space describes natural areas, lawns, and other vegetation on a site. In Sub-Urban character, like those surrounding both study areas, green space and landscape volume dominate the view from the street. In an Urban character setting, green space is used more sparingly, often in the form of a pedestrian-scale buffer or an open plaza. While the application of green space varies, its benefits and contributions to character are unquestionable. From the perspective of safety, mature street trees have been proven to calm (slow) traffic, particularly when coupled with other corridor treatments. Green space provides an array of environmental benefits including the ability to lessen thermal, air, and water pollution. More, its pervious nature can reduce stormwater impacts, including pollutants and the volume and velocity of runoff. Visually, even small amounts of well-placed and well-maintained green space can increase the aesthetic value of an area.

Grey space represents pavement used for parking, loading, vehicular circulation, and sidewalks, among other features. The amount of grey space is largely dictated by the building footprint and its requisite parking and storage needs. Visually, few grey spaces are appealing without additional treatment. Even open spaces and plazas require art, fountains, and vegetation to make them pleasing. Location of grey space is particularly important in creating a sense of character. Substantial parking adjacent to the street right-of-way, for example, makes it impossible to create an "Urban" character. Moreover, grey space has the opposite environmental effect of green space, contributing to thermal pollution and increasing the volume and velocity of runoff and the pollutants associated with stormwater. Vegetation and other design treatment may offset the visual and environmental impacts of grey spaces.





87% of the two study areas is greenfield with pervious surfaces.



Map 5

Built Environment

Built Environment

Building Form and Scale

The building heights throughout Study Area No. 1 are mostly single-story (see **Map 5: Built Environment**).[8] The only buildings that extend to a height of two or more stories are the office building at Alliance and Cherry, Wells Fargo Bank, the two churches, and a couple of the homes. On the south side of BR 290, the grain elevators and agri-industrial buildings range from three to six stories in height. As to their scale, most buildings have a floor area ratio (FAR) of 0.40 to 0.60.

Building Spacing

Throughout Study Area No. 1, the buildings are all spaced a good distance apart, in most cases separated by parking lots, green spaces, or streets. The buildings on the north side of Main Street between Key and Farr are the only ones that form a continuous building edge adjacent to the street. By reason of the spacing, there are no existing formal civic spaces.

Building Size and Tenancy

The nonresidential buildings in Downtown range in size from 937 square feet to over 19,000 square feet. There are several multi-tenant buildings. Therefore, there are 32 nonresidential structures and 50 commercial lease spaces.

The Comprehensive Plan outlined the tenants in Downtown, which reflects the following:

- There are a total of 50 tenants.
- 30 percent are retail uses.
- Personal service businesses make up 14 percent of the tenants.
- There are four government offices that represent eight percent of the tenants.
- 11 percent (or 16,943 square feet) of the total leasable space was vacant in 2007.

Building Conditions

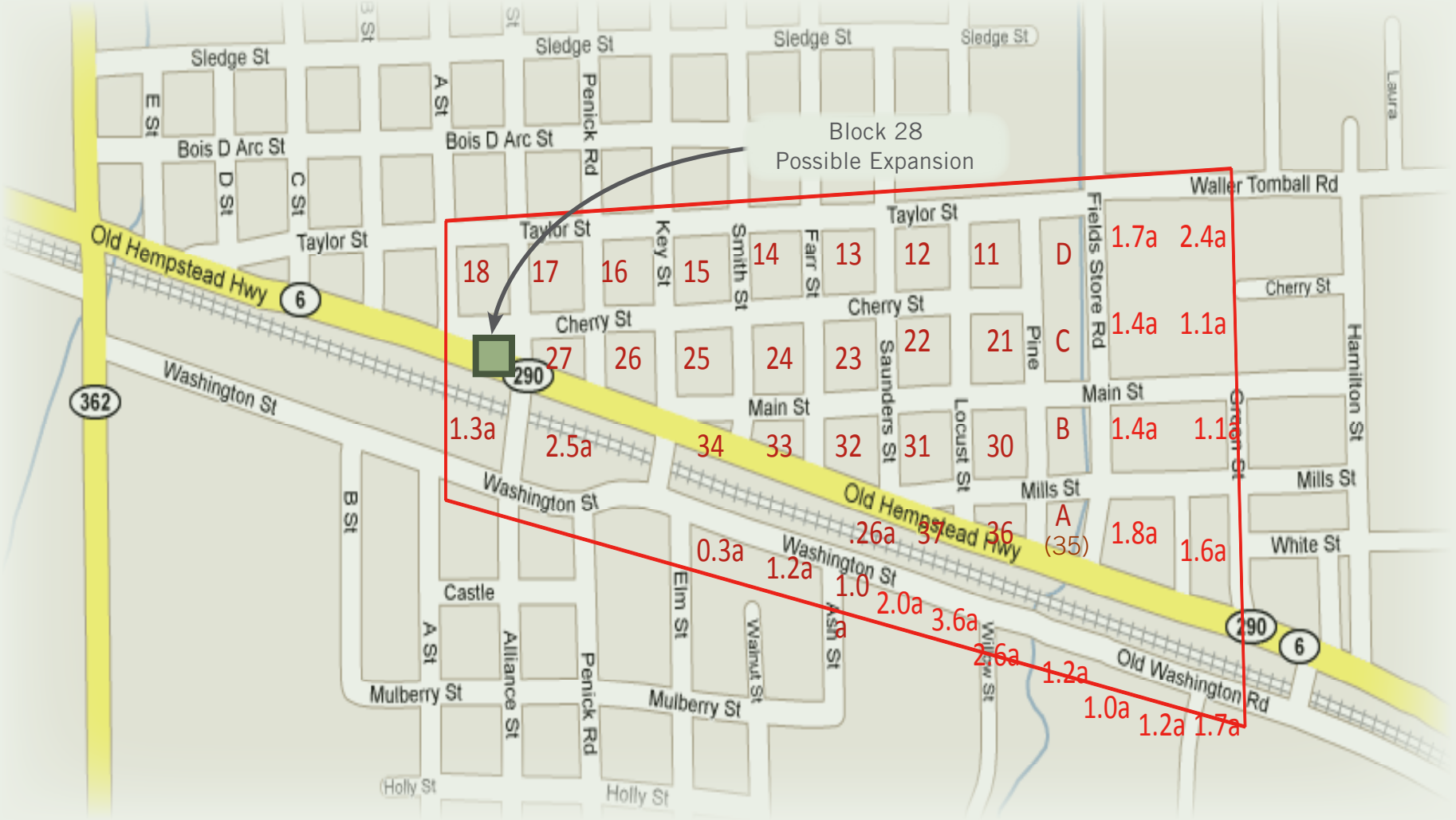
A building conditions survey was conducted as part of the Comprehensive Plan process, which reflected the following:

- The general ages of buildings range from 20 to 60 years.
- There are limitations for reuse including ADA compliance, asbestos, and other required costly renovations.
- 64 percent of the buildings are classified as being in "good" condition, meaning that there were few visible cosmetic or structural defects.
- 29 percent of the Downtown buildings were classified as having a "fair" condition, which indicates some visible defects such as missing windows, deteriorated surfaces, and poor handicap accessibility.
- Only seven percent of the buildings were considered to be in "poor" condition – those with sections of walls/roofs missing and significant signs of structural defect.

Usage

- Commercial land occupies 256,031 square feet or 23 percent of the available 680,668 square feet in Downtown.
- 12 percent of the square footage was vacant in 2007.
- There were 30,000 square feet of land with buildings available for commercial use in 2007.
- There were five vacant lots, each being approximately 7,000 square feet.

6 The CBD defined in The Comprehensive Plan extended to Cherry Street, as displayed. Source: The Comprehensive Plan, 2008-2028



Map 6

Economic Conditions

Economic Conditions

Occupied Space

It is estimated that commercial office space totals around 16,000 square feet and total retail space, excluding the feed store, is around 20,000 square feet.

- Office occupancy is estimated at 65 percent, with two currently vacant properties estimated to be 2,600 SF and 3,000 SF, respectively.
- The owner of the West End Office Building (see Block 28 on **Map 6: Economic Conditions**) is discussing a 3,000 square foot addition with the tenant, El Paso Natural Gas.
- Most office space is post-1970 construction and well maintained.
- Typical current rents are in the range of $0.90 - $1.00 per square foot per month.

Current Office Space

- Current office users in Downtown are as listed in order of Block Number in the table to the right (see **Table 4: Current Office Users)**.

Current Retail Space

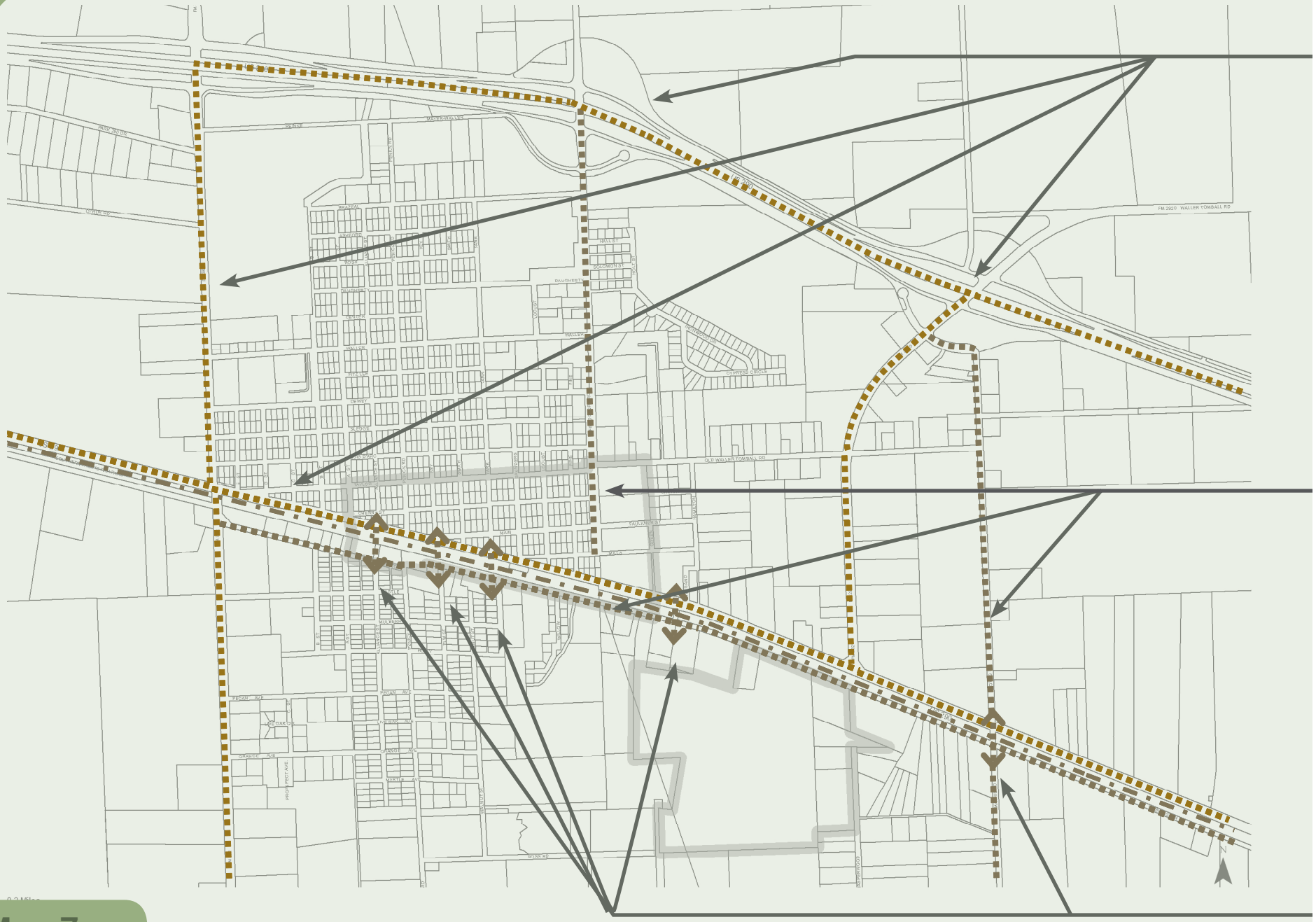
For the most part, the retail space is aging and, in some cases, in poor condition. However, there are no significant vacancies. Two buildings are known to be for sale, including:

- The 5,400 SF Reinhardt owned metal building, leased to NAPA Auto Parts in Block 32 is listed for $275,000 ($50/SF) and, according to the listing broker, is sale-pending with the prospective buyer identified only as a retail organization.
- The 7,996 SF Main Street Center – the retail strip on the north side of Main occupying most of Block 25 – is for sale for $375,000 ($47/SF). This center has eight store spaces and a 450 SF storage building renting for an average of $0.44/SF/Mo. The building appears to be pre-1970 and is in need of repair.

It is noted that there are no food stores, drug stores, dry cleaners, hair salons, or other types of convenience retail shops in the study area at present.

Table 4: Current Office Users

Block	Tenant/Type of Use
12	Law office (vacant)
14	Waller Medical Professional Building (six doctors)
17	Insurance agent
27	Texas Building, BFF Law and Workforce Center
28	West End Office Building, El Paso Natural Gas
33	Wells Fargo Bank Building
35	Office (vacant)
36	Waller Times
37	Real estate office
23	Children's learning center
24	Sign company, computer service, S & N Appliance
25	Nursing home
26	Auto repair and mobile phone installer
27	Western shop (Texas Building)
30	Day care center
31	Paragon Antiques
32	NAPA Auto Parts
33	Barber shop
34	R&R Jewelers
A(35)	Hispanic market and bank
36	Donut shop, sandwich shop
37	Gas station



Map 7

Transportation Infrastructure

Transportation Infrastructure

Existing Conditions

HIGHWAY ACCESS

US 290, FM 2920, FM 362, and BR 290 provide the primary access to both study areas (see **Map 7: Transportation Infrastructure**). US 290 is a major multi-lane freeway running between Houston and central Texas. The volume of traffic on US 290 between FM 2920 and FM 362 is about 32,700 vehicles per day (VPD). In the long term, volume is projected to increase to 69,600 (VPD). The existing facility has sufficient capacity to accommodate this projected demand.

FM 2920 and FM 362 are both two-lane facilities with open ditch drainage. FM 2920 terminates at BR 290. FM 2920 currently carries 2,900 VPD within a 100-foot right-of-way, with projected future volumes of 17,500 VPD. Capacity improvements will be needed in order to carry the projected volumes. FM 362 carries 9,300 VPD and is already above capacity for northbound traffic. Capacity improvements will be needed in order to carry the projected future volume of 19,600 VPD. The existing right-of-way of FM 362 is 80 feet to the north of Hempstead Highway and 100 feet to the south.

The BR 290 right-of-way width ranges from 78 to 80 feet through most of the study area. It widens to 100' west of FM 362 and east of Field Store Road. It consists of two through-lanes in each direction, plus a center turn lane. The roadway has continuous curb and gutter. There is one signalized intersection within Study Area No. 1 at Farr Street. Additional traffic signals are located at FM 362 and FM 2920. Traffic volume along BR 290 within the core study area is currently 5,400 VPD. The projected volume is 19,800 VPD, which is within the design capacity of 25,500 VPD. [9]

MAJOR ROADWAY ACCESS

Field Store Road is a two-lane, north-south roadway with a 60-foot right-of-way and open ditch drainage. Existing volume is 2,900 VPD and projected demand is 4,000 VPD.[9] The paved lanes of Field Store currently end at Mill Street and do not connect to BR 290.

Washington Street runs east-west and provides local vehicular access to both study areas. It is also part of the Old Texas 20 Bicycle Route. Existing right-of-way generally ranges from 50 to 62 feet, with wider segments between Ash and Penick.

Stokes Road connects FM 2920 to BR 290 and becomes Mathis Road south of BR 290. It is a two-lane paved roadway with about 70 feet of right-of-way and has low traffic volumes.

UNION PACIFIC RAIL CORRIDOR (UPRR)

The UPRR operates about four trains per day along this corridor (Eureka Subdivision). The right-of-way is approximately 140 feet wide throughout the study areas where there is a local spur paralleling the main line from just west of Field Store Road to just east of FM 362. West of the study areas, the line is single tracked within a right-of-way of about 100 feet. Within the study areas, there are three roadway crossings of the railroad tracks – at Alliance, Key/Elm and Farr – each with a right-of-way of about 50 feet. In the vicinity of Study Area No. 2, there are two roadway crossings – at Weygand and at Stokes/Mathis.


FM 362 Looking South From BR 290


BR 290 Looking West


Field Store Road Looking North


Washington Street Looking East


Railroad Looking East at Key Street

7 Volume and capacity data for major roadways from H-GAC, February 200

Map 8

Transportation Infrastructure

Transportation Infrastructure

Existing Conditions (Continued)

LOCAL STREETS WITHIN STUDY AREA NO. 1

Most of the local streets within this study area have a 50-foot right-of-way – Main Street has 60 feet (see **Map 8: Transportation Infrastructure**). Mill Street appears to narrow to less than 40 feet where it intersects with BR 290. Streets in the area have discontinuous sidewalks, with segments of curb and gutter. Many streets exhibit a rural character with narrow paved sections and open ditch drainage. There is a low volume of vehicular traffic throughout this study area at all times.

Penick provides local access to the study area from the south, with a 50-foot right-of-way which runs through a residential area.

LOCAL STREETS IN THE VICINITY OF STUDY AREA NO. 2

On the eastern side of the site, there is a gravel roadway or driveway which connects from Washington to the homes west of the site. This is likely a private roadway, driveway, or access easement.

At the southeastern edge of the site, there is a paved local road (name unknown) connecting from Penick.

Jasperwood is located east of the site. It is a narrow road providing access from Mathis to residential lots/mobile homes. It is roughly paved and is relatively narrow (less than two lanes wide). It comes to a dead end about 1,000 feet south of Washington.

Cherry Street Looking West At Farr Street

Main Street Looking East

Penick Road Looking South

West Side of Greenfield Study Area Looking North

East Side of Greenfield Study Area on Jasperwood

Map 9

Opportunities

Opportunities

Infill and Redevelopment

Presently, there are several vacant or underutilized parcels within (and adjacent to) Study Area No. 1 (see **Map 9: Opportunities**). Development of a Livable Center would create an opportunity to better utilize this land and increase property values and the local tax base. In some instances, there are buildings that have reached or exceeded their functional life and would benefit from reinvestment or redevelopment.

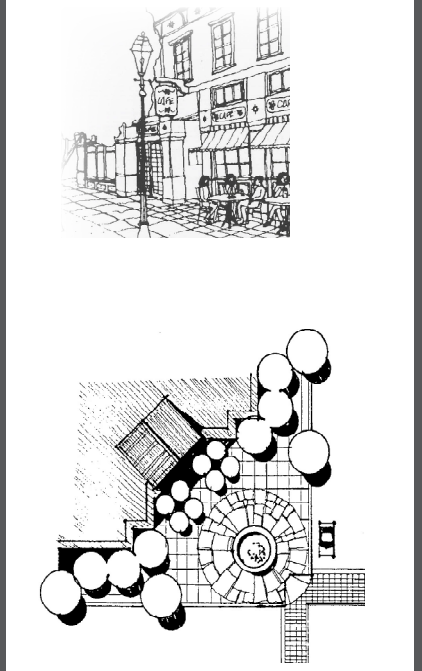
Perhaps the most significant opportunity is to expand the historic Downtown to span Field Store Road and encompass the larger undeveloped properties to the east. Given the adjacent and nearby low-density, single-family neighborhoods, this area may present an opportunity for a transitional use such as moderate-density housing. Such use would complement the Livable Center.

Creating an Appropriately Scaled Urban Character

The character of Downtown (Study Area No. 1) is a mixture of Sub-Urban and Auto-Urban development (as described earlier). A Livable Center has an Urban character that is more intensive in its use and scale. Given the rural (exurban) state and market characteristics of Waller, an urban center may include an expansion of the type of pattern found on the north side of Main between Key and Farr. The areas closest to BR 290 (and farthest from the nearby neighborhoods) would be appropriate for uses of greater height and intensity.

Enhancing Public Places and Spaces

Today, other than the small City park on the east end of Downtown, there are few places for residents to gather, socialize, and recreate, either within Downtown or elsewhere in the community. An essential ingredient of a successful Livable Center is the creation of civic spaces and public places. This may include public plazas, "pedestrianized" streetscapes (with street furniture and amenities), and semi-public spaces like outdoor dining areas. Development of either Study Area No. 1 or Study Area No. 2 would include this vital element.



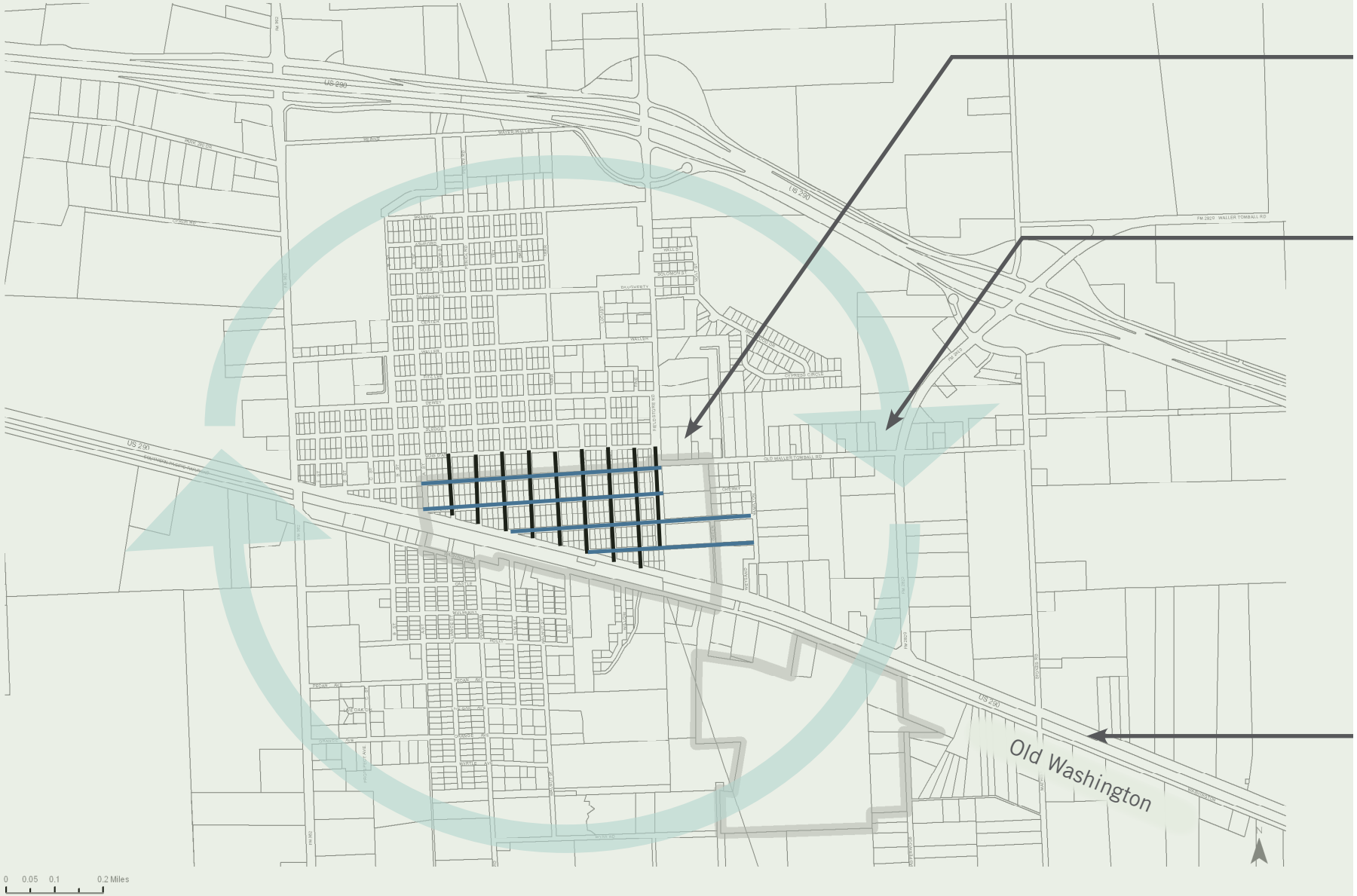
Public Places and Spaces

Effective Transitioning

Given the juxtaposition of either study area, there are low-density, single-family areas that are immediately adjacent. To ensure compatibility and protect the interests and values of nearby properties, there must be a transition in the scale and intensity of use. This would involve less heights and floor areas of buildings, as well as addressing site access and circulation, parking, and the orientation of use activities.

Improved Infrastructure

The street and utility infrastructure in Study Area No. 1 is aging and in need of significant rehabilitation or replacement. Drainage, for instance, is a problem that could be resolved through the design of an amenity that also serves to retain and manage stormwater runoff. This is particularly important given the increased imperviousness of an urban district. In the case of Study Area No. 2, there is no infrastructure serving the site, meaning that improvements could address localized issues and even provide added capacity for the adjacent properties.



Map 10

Opportunities

Opportunities

Urban Structure Already In Place

The grid streets and regular pattern of blocks and lots are conducive to redevelopment and creation of a Livable Center (see **Map 10: Opportunities**). This fabric maximizes accessibility both to and within the district. Also, there is already sufficient street rights-of-way and the utility corridors are in place. Replatting of the individual blocks would be necessary to accommodate a different building pattern.

In Study Area No. 2, a similar pattern may be created as it is currently a "blank slate" from which the designer may create an urban texture.

Spurring New Development

Given the projected household and population growth in the City, there are expected to be opportunities for new housing development within either study area. An integral component of a Livable Center is a mixture of higher density and commercial uses, which may be in the form of attached living or in a residential over retail format. New investment may also spur other adjacent development. This could include an infill of comparable single-family units on individual, vacant lots in the nearby neighborhoods.

Reasonable Investments and Returns

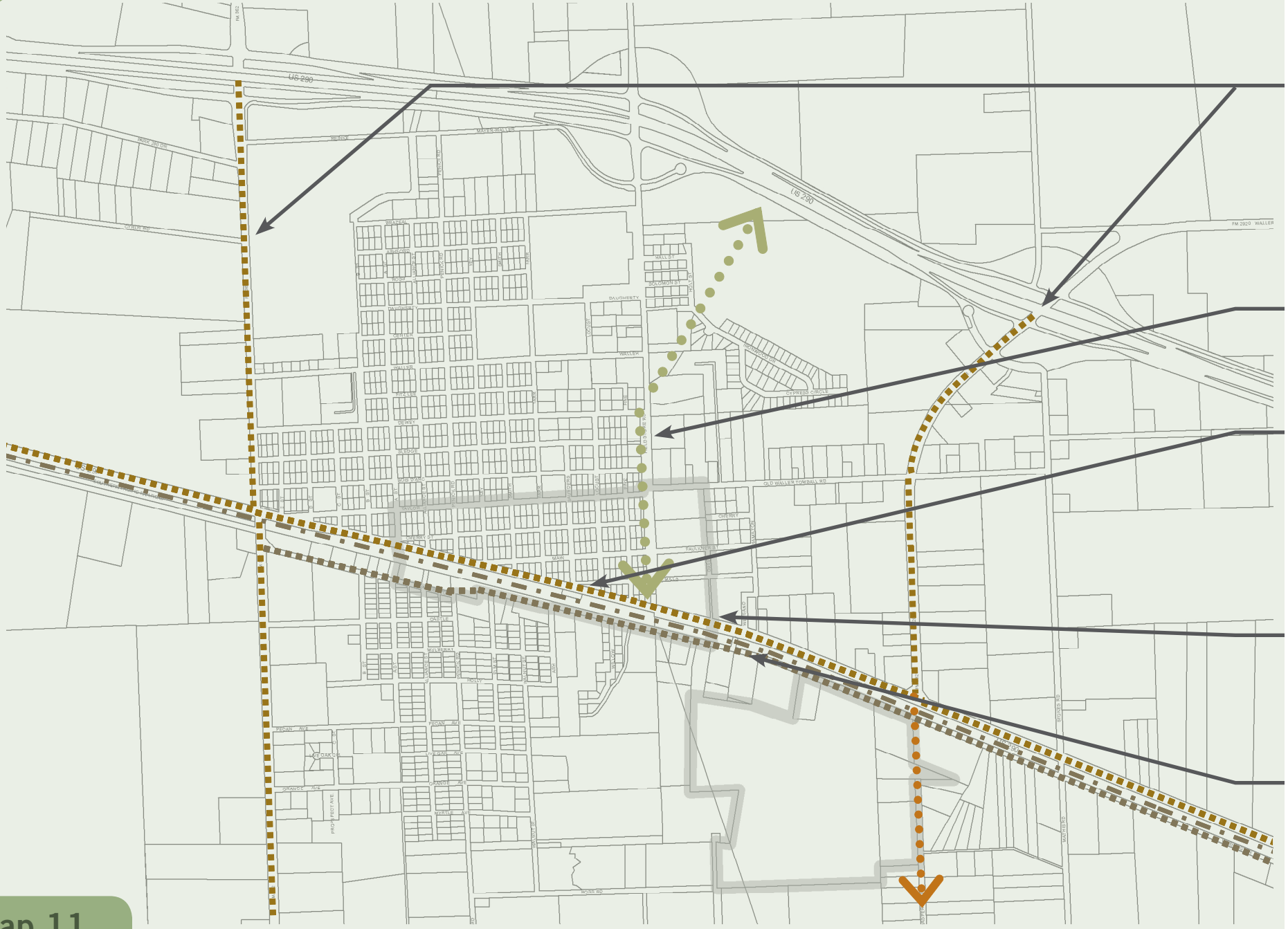
Since there is a low density of residential and commercial development and the appraised property values are fairly low relative to other places in the metropolitan area, it is likely feasible for properties to be acquired for development or redevelopment at prices that are affordable and attractive to developers. This would bring an increased value to those who opt to sell. It would also increase the taxable values of properties, thereby generating higher tax revenue or, in the case of a tax increment financing district, a suitable increment to repay the bonds for property improvements.

Public-Private Partnership

The Waller EDC is a strong partner for development. The agency receives approximately $210,000 in revenues annually from the City's half-cent §4a sales tax (Development Corporation Act) and has approximately $800,000 in reserves. The organization's focus is on manufacturing, which allows for retail infrastructure and commuter rail improvements. Creating both living and employment opportunities would make the community attractive for industrial investment.

Enhanced Community Identity

There is an opportunity for tourism development that would benefit existing and future restaurants and retail shops, both in and outside of the Livable Center. Bicycle riders, for instance, already frequent Waller on weekends as there are typically an estimated 200 to 300 cyclists passing through on a weekend day. There are also development plans for a bike shop, bike café and other uses that could bring many more. Waller is near the north end of the 10,000 acre Katy Prairie, a favorite area for riders. Old Washington (former SH 20) to Hockley is also a popular route. It could ultimately become linked to the Woodlands/San Jacinto River area by means of an extended bike trail to the northeast. The key organization involved is the Northwest Cycle Club.



Map 11

Opportunities

Opportunities

Focus on Strategic Access Routes

To promote the viability of the livable center, Waller residents and visitors alike would need to be able to gain access by car (see **Map 11: Opportunities**). In addition, easy access from US 290 to the potential future commuter rail station would be an important consideration for maximizing transit ridership.

By making strategic improvements to FM 362 and FM 2920, such as traffic signals, turning lanes, and additional travel lanes, vehicular traffic could be directed to designated parking areas within a five- to seven-minute walk (1/4 mile) rather than attracting lots of additional cars into the heart of the Livable Center. Minimizing improvements to Field Store Road and keeping it more of a local street could also be a consideration to support diverting vehicles to the FM roads.

Hike and Bike Trail along Drainage Easement

The opportunity for a north-south hike and bike trail within the 50-foot right-of-way of the drainage easement running parallel to Field Store Road should be explored. Pedestrian and bike access all the way to BR 290 could also be provided within the unimproved portion of Field Stone between Mill Street and BR 290.

Commuter Rail in UP Rail Corridor

Over the years, Union Pacific has expressed an interest in allowing commuter rail to operate along the Eureka Subdivision, if improvements are made.[10] This corridor continues to be studied as a potential commuter rail corridor.

There is an opportunity for Waller to plan for the likelihood of a future commuter rail station within the study area and for transit-oriented development within walking distance of a station (within 1/4 to 1/2 mile). It is possible that UP might consider allowing parking to be located within its right-of-way; this should be explored. Projected demand for a Waller station is about 300-350 boardings per day, with associated parking for about 300-325 cars.

Multi-modal BR 290 – Pedestrian Friendly

The posted speed limit along BR 290 within the core study area is 35 mph, and the right-of-way ranges between 78 and 80 feet – both of these characteristics provide an opportunity to create a more pedestrian-friendly environment. Improvements along BR 290 could include narrower lane widths to reduce traffic speeds, reducing the number of lanes, constructing raised median/providing pedestrian refuge areas, reducing/removing shoulders, and adding sidewalks.

Multi-modal Washington Street – Bike Friendly

Cycling groups are working to obtain funding for improvements to the Old Texas 20 Bicycle Route, which includes Washington Street. Washington Street could be reconfigured to support multi-modal transportation, including widening of the paved section and appropriate striping and/or signage.

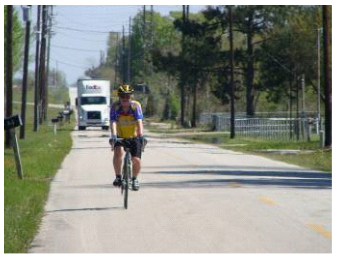
8 Harris County Rail Analysis, December 2003, and H-GAC Regional Rail Connectivity Study, September 2008.

FM 362 Looking North Towards US 290


Looking N. Along Drainage Ditch at Field Store Rd.


UP Railroad Looking West

BR 290 Looking West


Washington Street Looking East

Map 12

Opportunities

Opportunities

Streets in the Core Study Area

The existing grid pattern of streets within the core area is pedestrian friendly (see **Map 12: Opportunities**). Also, the tree-lined, narrow streets create a comfortable pedestrian environment and convey a desirable small-town atmosphere and rural character. These are unique features which Waller could take advantage of to attract visitors, new residents, and business.

Most of the streets are of sufficient width to accommodate some level of pedestrian improvements, such as sidewalks and on-street parking, in particular Main Street and Taylor Street with 60 feet of right-of-way.

Enhanced Crossing of BR 290 and UP Rail at Farr

The existing traffic signal at Farr and BR 290 and UP rail crossing provides an opportunity for enhancements to support improved access safety for multi-modal, north-south access. This would be particularly important to provide pedestrian access to a future commuter rail station from the core study area.

Pedestrian Connection to BR 290 at Field Store Road

The lot at the south end of Field Store Road is currently undeveloped and could be explored for extension of Field Store between Mill Street and BR 290. However, this could result in increased cut-through traffic on local streets. Alternatively, this site could be considered for pedestrian/bike access only, along with sidewalk improvements along BR 290.

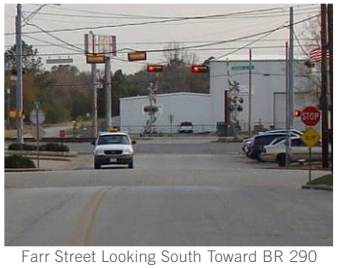
Intersection Modifications Along BR 290

Intersection modifications along Hempstead Highway at FM 362, Main, and Mill would help to improve safety and access for cars, pedestrians, and bicyclists. For example, the existing curb areas could be converted into landscaped bulbouts which would block access from the east, and westerly traffic movement along Main and Mill could be limited to right turn only.

Improved Access to Greenfield Site

Extension of FM 2920 south of BR 290 and improvements along Washington would significantly improve access to the greenfield study area. Additional points of access should also be explored on the east side. However, this would likely result in a need to make improvements to Penick, which currently goes through a residential area. Traffic from Penick could be directed to FM 362 along Washington. Improvements to Washington would also enable improved access to the greenfield site.

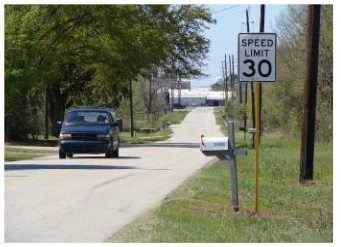
Main Street Looking West



Farr Street Looking South Toward BR 290

Looking N. Toward Field Store Road From BR 290

Main Street at BR 290 Looking East



Washington Street Looking West

Constraints

Adjacent and Nearby Land Uses

Within Downtown (Study Area No. 1), there is a broad mixture of uses, including operating businesses, long-standing institutions, and owner-occupied residences. There are also a handful of heritage uses – those that are locally significant – such as the barber shop. To varying degrees, any form of new development or redevelopment may be unsuitable for these property and business owners. While there are few means to block private investment, the City and its leaders wish to gain majority support.

Great care must be taken to involve these persons in the discussions and formulation of the vision and Plan. Should the project proceed forward, they must also have a voice in the design of development to ensure its functional consistency and use compatibility.

Shifting Character

Nearly anything that develops in either study area location will alter the existing character. In other words, these areas are familiar and mostly long-standing. Therefore, contemplation of a Livable Center will introduce new types, patterns, and scales of development. The intensity of use that is typical of an urban district is much different from that existing today. Of course, the community's location makes future development attractive, so the character is certain to change regardless of whether it is in the form of a Livable Center or a typical shopping center.

Connectivity and Access

Given the location of the UPRR alignment on the south side of BR 290, there must be consideration as to the means of providing safe and convenient pedestrian access to a potential commuter rail station. This may mean significant redesign of the BR 290 right-of-way with provisions for traffic calming and pedestrian crossings or, potentially, a pedestrian bridge or tunnel. Furthermore, the station must be highly accessible to the rest of the community by way of improved vehicular and, particularly, pedestrian ways.

The location of Study Area No. 2 directly adjacent to the UPRR line offers immediate access.

Implementation Means

Presently, the City does not have any form of land use regulation. For the Livable Center to reflect a quality character and design, there must be some form of established standards and guidelines. This may be accomplished through formation of a tax increment district whereby the City may "plan, replan, zone, or rezone any part of the public body or make exceptions from building regulations" (Texas Local Government Code) within the defined boundaries of the district. This or another mechanism is essential if the district is to become a Livable Center.

Consensus

Within Study Area No. 1, there are 99 parcels and 79 different property owners. There are six parcels owned by five persons in Study Area No. 2. In order to develop or redevelop either area, land must be assembled for a project to be feasible. While there are common mechanisms for accomplishing this, it requires agreement on behalf of those involved to participate.

Constraints

Drainage and Flooding

Due to some very costly improvement requirements and the required participation of other entities, it is acknowledged that there are problems of flooding within Study Area No. 1, particularly along the west boundary. During heavy storm events, there is flooding that covers the streets and parking lots and encroaches on a few buildings. Creating an urban center will increase the imperviousness, thereby creating additional stormwater runoff. A significant component of the Plan must be to help alleviate any increase in stormwater volume, with a goal of mitigating it through good design measures. While this is an existing constraint, it may also serve as an opportunity to create a significant amenity that serves a functional purpose for stormwater management.

Pedestrian Mobility

A Livable Center must be walkable. While the grid street system is amendable to walking, the pedestrian system is aged and incomplete. There are significant improvement needs within Study Area No. 1 to both construct and reconstruct sidewalks so they are sufficient in width and handicap accessible. They must also extend into and throughout the adjacent neighborhoods to provide safe and convenient access. Currently, there are no formal bike lane or routes, nor are there any off-street trails to provide connection to other areas of the community.

Since Study Area No. 2 is undeveloped and does not have any direct access, there are significant pedestrian improvements required to serve it, as well.

Regional Competitiveness

Waller is only 10 to 15 minutes from Cypress, where there are many regional shopping outlets. These commercial businesses capture a large share of Waller's household retail expenditures. As a result, this preempts retail development in Waller until such time as eastern Waller County and western Harris County along the US 290 Corridor attract enough residential housing units to justify such development.

Waller is located both too close and too far. On one hand, its proximity to the metropolitan area potentially threatens its small-town character; yet, it is also at a distance, for the time being, that constrains its economic development opportunities.

Feasibility of High Capacity Transit

Much of the basis of this Plan is built on the premise that commuter rail will be extended along the UPRR alignment. Should this not occur, for whatever reason, the market will be stunted, thereby slowing the extent of development necessary to facilitate formation of a Livable Center in the short- to mid-term timeframe. However, the City and this Plan must take this into account so as to create – or re-create – a civic center with or without rail access.

Vision and Willingness

While not everyone must fully agree with every aspect of the Plan, there must be a collective vision and general consensus for moving forward. This Plan represents the very first step of the process for which much additional dialogue, detail, and decisions must be made in the future.

Map 13

Constraints

Constraints

Highway and Roadway Access has Limitations

FM 2920, FM 362, Field Store Road, and Stokes Road/Mathis Road all have only two travel lanes and limited right-of-way (see **Map 13: Constraints**).

FM 2920 and FM 362 will need additional travel lanes in order to accommodate projected demand. The existing right-of-way of FM 362 will also likely need to be widened. Extension of FM 2920 south of BR 290 is planned in the long term, but has not been programmed or funded. There is an existing communications tower on the south side of Washington that presents an obstacle to a southerly extension of that facility. Extension of FM 2920 would also need to cross the UP railroad tracks.

BR 290, along with the UPRR corridor, acts as a barrier to north-south pedestrian access. There are limited signalized intersections along BR 290 – Farr Street, FM 362 and FM 2920. This does not support good north-south connectivity for either study area. BR 290 itself is not pedestrian friendly. The current roadway design does not support slowing traffic down to the posted speed limit of 35 mph, nor does it support safe travel for pedestrians or bicyclists.

With a 60-foot right-of-way, Field Store Road has limited ability to accommodate additional modes of transportation, such as sidewalks or a bike lane. Further, it is not currently paved all the way to BR 290.

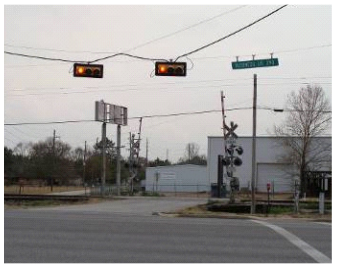
Widening of Stokes Road beyond two lanes is constrained by two cemeteries, which include gravesites located very close to the edge of existing pavement.

Washington Street is not pedestrian or bike friendly, nor is there signage or striping designating this as a bike route. Lack of sidewalks on all of these facilities impedes safe pedestrian mobility.

Field Store Road currently terminates at Mill Street – it does not extend all the way to BR 290. This causes through-traffic from BR 290 and Field Store Road to use local streets within the core study area.

FM 2920 Looking South

S. Side of UP Railroad Looking N. Toward FM 2920



Farr Street at BR 290 Looking South

St. John's Lutheran Cemetery on E. Side of Stokes

Field Store Road Looking South Toward BR 290

Map 14

Constraints

Constraints

Local Streets within the Core Area Need Improvement

There is a lack of continuous sidewalks along most streets; some have relatively narrow paving sections and lack curb and gutter (see **Map 14: Constraints**). The continuous ramped parking areas adjacent to some of the land uses in various locations are not supportive of a pedestrian-friendly environment.

Intersections along Business Route 290 are Irregular

There are several irregular intersections along BR 290 – at FM 362, Main Street, and Mill Street. These intersections create an unsafe condition not only for vehicles, but also for pedestrians and bicyclists. Intersection modifications are needed to improve safety and access.

- Main Street and Mill Street meet BR 290 at oblique angles, and the extended curb lines present less than ideal conditions.
- The FM 362/BR 290 intersection is offset at an angle. There have been reported accidents at BR 290 and FM 362 with vehicles running into the guard rail.

Union Pacific Rail Corridor Creates a Barrier

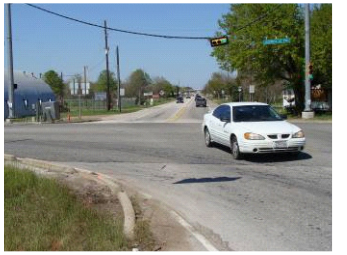
The UPRR corridor creates a barrier to north-south connectivity, especially for pedestrians. At-grade roadway crossings do not provide safe conditions for pedestrians or bicyclists. There are currently only three rail crossings within Study Area No. 1 and two within the vicinity of Study Area No. 2 – none of which are pedestrian or bike friendly. The railroad also creates a barrier with regard to drainage from the north within the core study area. This contributes to local area flooding, resulting in some street flooding which could impact the provision of storm sewer drainage within the core study area.

Lack of Roadway Connections to the Greenfield Study Area

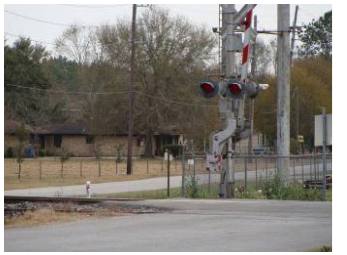
Study Area No. 2 has limited access. The only paved road that provides access to the site currently is Washington Street, which runs east-west on the north side of the site. Access from the north beyond Washington is limited due to the UPRR tracks. Vehicles can cross the tracks at Stokes/Mathis, about 2,000 feet to the east of the site, and at Wegand, about 500 feet to the west of the site. Access from the east and west is limited. Existing roadways are in poor condition. Site access improvements to the west would likely include Penick, which goes through a residential area.

Pine Street Looking South from Main Street

Main Street at BR 290 Looking East



FM 362 at BR 290 Looking North



UP Railroad Crossing at Farr Street

Jasperwood Street Looking North

Opportunities Analysis

Market Potential

Scenario Planning

For the purposes of this Plan, there are two scenarios evaluated, as follows:

- **Scenario I** forecasts the market potential consistent with the projections of new households in the City of Waller and its ETJ, which is further analyzed by:
  - » Case "A" based entirely on the P-Census and Houston-Galveston Area Council (H-GAC) data on the assumption that commuter rail does not become a reality of the 20-year planning period; and
  - » Case "B" representing a Transit-Oriented Development (TOD) that assumes that commuter rail service from Houston to Waller utilizing the existing UPRR line will commence sometime during the 2010 to 2015 period.
- **Scenario II** is based on the assumption that no development is started unless and until commuter rail is funded and approved.

These scenarios and cases are referenced below.

Residential Market Potentials

New housing potential for the Waller Livable Center in Scenario I has been consistent with the projections of new households, in accordance with Case "A" and Case "B" outlined earlier. In completing the analysis, it is assumed that the number of unoccupied residences, if any, in the study area will remain constant. Market share estimates are different for each of the two cases. In Case "A" the Livable Center's share of total City/ETJ potential is minimal based on the personal interviews conducted with real estate professionals and business and political leaders. It was their view that the bulk of new development would continue to be along and north of the U.S. 290 Bypass until such time as commuter rail to Waller is confirmed. Nevertheless, some housing potential for the study area is assumed premised on Waller proceeding with Livable Center streetscape, park, civic center, and other improvements in the Downtown area even without commuter rail. Case "B," on the other hand, is based on the assumption that plans for commuter rail and a Waller station become definite over the 2011 to 2015 period, and that Waller's Livable Center is expanded in Scenario I from an improved Downtown (as assumed in Case "A") to include the acreage east of Field Store Road where greenfield development of an attractive, walkable new public square, housing, convenient retail, and office space will attract more new residents.

Shown by **Table 5: Projected New Housing Potential: Scenario I, Case "A"** and **Table 6: Projected New Housing Potential: Scenario I, Case "B"** (see next page) are the projections of new housing unit potential for both cases based on the above assumptions.

This part of the Advance Plan summarizes the market analysis, performed by CDS Market Research, to support development of the conceptual plan for the Livable Center Study Area. Subsections that follow address residential potentials, likely residential product types and densities to be required, retail and office potentials, and property availability, and a summary of market conditions and implementation strategies.

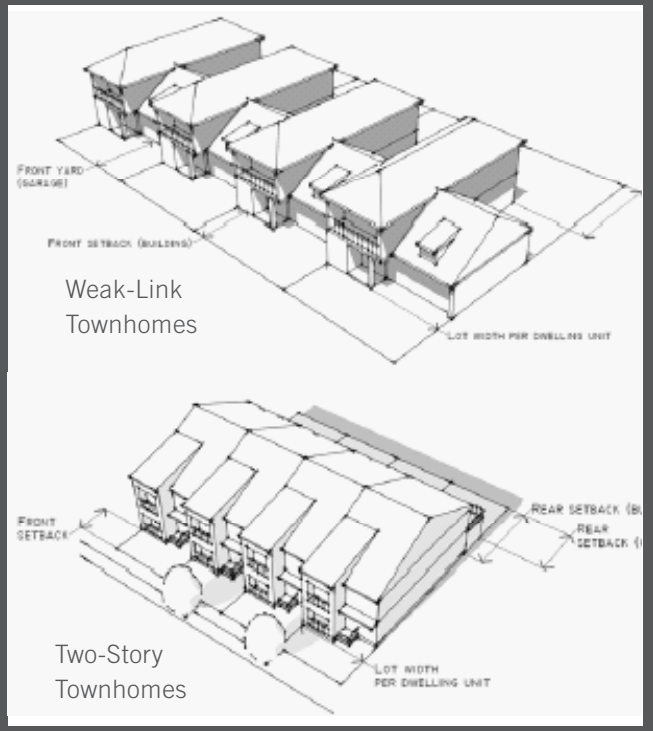
Table 5: Projected New Housing Potential: Scenario I, Case "A"					
Description	2008	2009-10	2011-15	2016-20	2021-28
New Households (City/ETJ)	-	71	122	162	229
Est. Downtown Share	-	5%	10%	10%	10%
New Downtown Units	-	4	12	16	23
Cumulative Units	-	4	16	32	55

Source: CDS Market Research

Table 6: Projected New Housing Potential: Scenario I, Case "B"					
Description	2008	2009-10	2011-15	2016-20	2021-28
New Households (City/ETJ)	-	71	182	255	386
Livable Center Share	-	5%	25%	25%	25%
New Livable Center Units	-	4	46	64	96
Cumulative Units	-	4	50	114	210
Cumulative % of New HHs	-	5%	28%	45%	54%

Source: CDS Market Research

Figure 5: **Townhome Types**



Based on the analysis, it is estimated that there is potential for 71 new housing units in Waller and its ETJ by the end of 2010, followed by 122, 162, and 229 units, respectively, in the three succeeding planning periods if rail is not extended to Waller (as assumed in Case "A"). If commuter rail becomes a reality, it is estimated there is potential for 71, 182, 255, and 386 units in each time period, respectively, during the 2011 to 2015 period (as assumed in Case "B").[11] Then, based on the assumptions made regarding the shares of units likely to be constructed in the Livable Center, in Case "A" it is believed likely that 55 housing units will be built over the 20-year planning period in Downtown. Assuming the extension of commuter rail (as assumed in Case "B"), it is estimated there is potential for an additional 155 units (for a total of 210 units) in the expansion area east of Field Store Road and perhaps south of Old Washington, assuming implementation of a good development plan in both cases.

The types and densities of housing product likely to be required are expected to be different in the two cases. In Case "A," where development and redevelopment are confined to the existing Downtown, it is expected that City officials and residents want to preserve the historic neighborhood character. Accordingly, it is suggested that consideration be given by the City and any interested developer to construct two-story townhomes at a density of around 10 units per acre or 12 units per block (based on the existing block size). These townhomes may be designed as weak-link (one- and two-story sections) or two-story townhomes, as displayed in **Figure 5: Townhome Types**. This would necessitate replatting the applicable blocks from their typical 60' X 120' lots. The average lot size

9 No estimates were calculated on the basis of commuter rail arriving after 2015 to simplify planning.

would be expected to be around 4,000 square feet. To have market appeal for the most likely buyer groups, it is expected that the current price points for this product type would need to be in the range of $160,000 to $190,000, with an average of around $175,000. At an estimated retail cost of $100 per square foot, including land costs, unit sizes would likely average approximately 1,650 square feet. It is expected that sufficient land could be assembled in Downtown at sufficiently low prices to enable a builder to meet the housing potential projected in Case "A." In view of recent court cases nationally and the recent positions taken by the Texas legislature and most Texas cities, it is not advisable for the City to use eminent domain to acquire properties for a Livable Center. However, there may be a few properties that should be condemned or on which there are unpaid taxes owed where legal action may be taken by the City, which, in turn, may land bank such properties for subsequent sale to a builder.

Within the Livable Center that would presumably be built in the expansion area east of Field Store Road, it is believed that, consistent with a higher-density transit-oriented development (TOD) concept, potential is likely to be for a multi-family product type – either for-sale condominiums or apartments – in two alternate configurations. One configuration would be residential units placed above retail shops, an emerging mixed-use product that is becoming more commonplace in Houston and across the nation. The advantage of upstairs tenants is the immediate access to convenience retail. Another configuration would be three-story complexes constructed on separate properties, but in close proximity to retail stores and/or office buildings. Densities for this product type are usually in the range of 25 to 30 units per acre. In effect, the expansion area to the east of Field Store Road would probably capture all of the multi-family housing potential for the City and its ETJ combined.

In Scenario II, no development is started unless and until commuter rail is funded and approved. Moreover, all development is concentrated in Study Area No. 2 southwest of the intersection of FM 2920 and BR 290. Therefore, there is no Case "A" and all housing potential is delayed until the 2011-2015 period. On the other hand, due to the large size of Study Area No. 2 (Scenario II) site (92.5 acres), the Livable Center can be expected to participate in the additional housing potential that exists outside Study Area No. 1, which totals 109, 153, and 232 units each over the 2011-2015, 2016-2020, and 2021-2028 periods, respectively. These units, in all likelihood, could be expected to be three- to four-bedroom homes averaging 2,000 square feet with a price around $215,000.

Based on the assumption that townhome and multi-family unit potential remains as projected in Case "B" overall in Scenario I and the Livable Center in Scenario II participates in the remaining housing potential for the Waller/ETJ area to the extent of a 25 percent share, housing potentials in Scenario II are as shown in **Table 7: Projected New Housing Potential, Scenario II**.

Retail Potential

In Scenario I, it is assumed that an average of 50 square feet of new retail space per new resident will be constructed over the planning period –

Table 7: Projected New Housing Potential, Scenario II

Description	2008	2009-10	2011-15	2016-20	2021-28
New Households (City/ETJ)	-	71	182	255	386
Scenario I Share [1]	-	-	40%	40%	40%
New T/H and MF Units	-	-	73	102	154
Potential Outside Study Area No. I	-	-	109	153	232
Scenario II Share	-	-	25%	25%	25%
Added Potential in Scenario II	-	-	27	38	58
Total Livable Center Units	-	-	100	140	212

[1] For periods starting with 2011-2015
Source: CDS Market Research

either in Waller or elsewhere – which is believed to be the approximate average for the suburbanizing areas of Houston. Next, it is assumed that an estimated 50 percent of new retail space will be "convenience retail" as opposed to "shopping goods retail." Convenience retail is the only type of retail believed to be appropriate for the Livable Center, as there are already substantial shopping goods outlets nearby. There are "big box" retailers in the Fairbanks area along U.S. 290 and, longer term, there is likely to be a major regional center in Waller on the northeast quadrant of U.S. 290 and FM 2920. However, for purposes of this study, shops selling antiques, collectibles, incidentals, and bicycle-related items are included in the convenience retail category. The estimated shares of convenience retail space that the Livable Center could possibly achieve in both Case "A" (no commuter rail/Downtown only) and Case "B" (commuter rail/expanded area) is shown in **Table 8: Estimated New Retail Space Potential: Scenario I, Case "A"** and **Table 9: Estimated New Retail Space Potential: Scenario I, Case "B."**

Table 8: Estimated New Retail Space Potential: Scenario I, Case "A"

Description	2008	2009-10	2011-15	2016-20	2021-28
Population (City/ETJ)	2,641	2,840	3,161	3,574	4,161
Increase/period	-	199	321	413	587
SF Space/person	-	50	50	50	50
Total new SF/period	-	9,950	16,050	20,650	29,350
Convenience SF @ 50%	-	4,975	8,025	10,325	14,675
Est. Livable Center Share	-	10%	25%	25%	25%
New SF/period	-	498	2,006	2,581	3,669

Source: CDS Market Research

Table 9: Estimated New Retail Space Potential: Scenario I, Case "B"

Description	2008	2009-10	2011-15	2016-20	2021-28
Population (City/ETJ)	2,641	2,840	3,317	3,996	5,007
Increase/period	-	199	477	679	1,011
SF space/person	-	50	50	50	50
Total new SF/period	-	9,950	23,850	33,950	50,550
Convenience SF @ 50%	-	4,975	11,925	16,975	25,275
Est. Downtown Share	-	10%	50%	50%	50%
New SF/period	-	498	5,962	8,488	12,638

Source: CDS Market Research

Based on this analysis, without commuter rail, there appears to be only somewhat less than 9,000 square feet of new retail space potential in the Livable Center. This potential can easily be accommodated within Downtown. Should commuter rail become a reality, the analysis indicates an additional retail space potential of 19,000 square feet; plus, retail space may also be possible in the expansion area east of Field Store Road, together with the new housing projected in the expansion area.

With respect to product design, store sizes would likely range from very small, such as 600 square feet, to a modest size of 2,000 square feet, or more. Major chains are not likely to be attracted to the Waller Livable Center as they typically have very fixed criteria often requiring large trade areas, thousands of roof tops, and one or more major anchors. Therefore, it is expected that practically all shops in both Downtown and the Livable Center expansion area will be operated by "Mom and Pop" retailers that live nearby, have permanent

roots in the area, and, thus, are more likely to provide the levels of personal service that will appeal to area residents. Since no supermarket chain is likely to open a store in the Livable Center, it may lead to individual entrepreneurs wanting to open a separate meat market, produce shop, bakery, flower shop, wine and beverage shop, and a small grocery similar to a convenience store. Thus, the Livable Center is expected to create a uniquely different, more traditional convenience shopping experience for both Livable Center residents and commuters coming to and from the commuter rail station (as assumed by Case "B").

Interview respondents felt there was a real need for several types of restaurants that are no longer present in Waller, including at least one restaurant and bar. Among the kinds of restaurants that were considered most likely to succeed were an Italian restaurant, a steakhouse, and a "home-style" American restaurant. To these, it is advisable to add a delicatessen and either a German or Czech restaurant, or combination of the two, that might be appealing in a part of Texas with many people of German and Czech descent. Waller is likely not ready for any Japanese, Thai, or Vietnamese restaurants that are popular in Houston. As in the case of convenience retail shops, any new restaurants would likely be locally operated or operated by a restaurateur that already has a location in another small city or town.

In Scenario II, the Study Area No. 2 site could be expected to capture a somewhat higher share of City/ETJ market potential. At a 60 percent share starting in the 2011-2015 period (rather than 50 percent in Scenario I), Livable Center retail space potential would be as shown in **Table 10: Estimated New Retail Space Potential, Scenario II**.

Table 10: Estimated New Retail Space Potential, Scenario II

Description	2008	2009-10	2011-15	2016-20	2021-28
Population (City/ETJ)	2,641	2,840	3,317	3,996	5,007
Increase/period [1]	-	199	477	679	1,011
SF space/person	-	50	50	50	50
Total new SF/period	-	9,950	23,850	33,950	50,550
Convenience SF @ 50%	-	4,975	11,925	16,975	25,275
Est. Livable Center Share	-	-	60%	60%	60%
New SF/period	-	-	7,155	10,185	15,165

[1] Starting with 2011-2015
Source: CDS Market Research

Table 11: Estimated New Office Space Potential: Scenario I, Case "A"

Description	2008	2009-10	2011-15	2016-20	2021-28
Population (City/ETJ)	2,641	2,840	3,161	3,574	4,161
Increase/period	-	199	321	413	587
New SF/person	-	2.63	4.73	6.84	10.20
Total new SF/period	-	523	1,518	2,825	5,987
Est. Downtown Share	-	25%	50%	50%	50%
New Downtown SF	-	131	759	1,412	2,994

Source: CDS Market Research

Table 12: Estimated New Office Space Potential, Scenario I, Case "B" and Scenario II

Description	2008	2009-10	2011-15	2016-20	2021-28
Population (City/ETJ)	2,641	2,840	3,317	3,996	5,007
Increase/period	-	199	477	679	1,011
New SF/person	-	2.63	4.73	6.84	10.20
Total new SF/period	-	523	2,256	4,644	10,312
Est. Livable Center Share	-	25%	70%	70%	70%
New Livable Center SF	-	131	1,579	3,251	7,219

Source: CDS Market Research

Table 13: Potential Freestanding Residential Townhome Redevelopment Sites

Block	Lots	Acres	Units/Square Foot
D	1, 2, 7, 8	0.6	6 units
11	1 – 8	1.2	12 units
15	1 – 8	0.9	9 units
C	1, 2, 7, 8	0.6	6 units
21	5, 6, 7, 8	0.6	6 units
18	1 – 18	1.2	12 units
TOTAL			51 units

Source: CDS Market Research

Table 14: Potential Retail Redevelopment Sites

Block	Lots	Acres	Units/Square Foot
24	3, 6	0.3	2,000 SF
26	1, 2, 3, 4	0.5	3,000 SF
32	1 – 8	0.8	5,000 SF
TOTAL			10,000 SF

Source: CDS Market Research

Map 15

Redevelopment Opportunity Sites

Office Potential

To provide an estimate of future new office space in Waller and its ETJ in Scenario I, the projected space/population ratios developed recently for Pearland were utilized by the consultant team. Then, shares available to the Waller Livable Center have been estimated to arrive at square footages of office space that might be included in the Plan associated with Case "A" and Case "B," respectively. Underlying these estimates is the assumption that there currently is no significant unmet potential for office space.

Near- to mid-term, the amount of office space anticipated to be required in Case "A" can be supplied from currently available vacant space in Downtown, provided the space available meets the needs of prospective tenants. The estimated potential for Case "A" is provided in **Table 11: Estimated New Office Space Potential: Scenario I, Case "A"** (see page 67). If not, there are several scattered properties in Downtown that could be developed or redeveloped for limited office use. Similarly, as displayed in **Table 12: Estimated New Office Space Potential: Scenario I, Case "B" and Scenario II** (see page 67), the small amount of additional hypothetical office space potential in Case "B" – almost 7,000 square feet over 20 years – can be easily incorporated into a greenfield, mixed-use complex. As in the case of the retail space discussed earlier, professional service users choosing to office in the Livable Center are likely to seek small spaces of a few hundred square feet up to as large as perhaps 2,000 square feet.

With estimated Livable Center share already at 70 percent starting in 2011-2015, no additional potential is expected in Study Area No. 2 contemplated in Scenario II.

Property Availability Related to Market Potential

It is recommended that two alternative development plans be considered for the Livable Center, as follows:

SCENARIO I, CASE "A" – DOWNTOWN

Based on the market analysis, there is clearly insufficient housing, retail, and office potential in Case "A," where it is assumed there is no commuter rail access, to justify expanding the Livable Center outside Downtown and the properties at Alliance and Washington Streets south of BR 290. In such case, existing properties in Downtown will need to be developed or redeveloped to accommodate the potential that appears to exist if the area is revitalized, which may become Phase I of the Livable Center. In addition, public space will have to be created to provide more green space and outdoor recreation/entertainment, which is perceived to be a deficiency in the community and would aid retail businesses in Downtown.

The properties displayed in **Map 15: Redevelopment Opportunity Sites**, (see previous page) and reflected in **Table 13: Potential Freestanding Residential Townhome Redevelopment Sites**, and **Table 14: Potential Retail Redevelopment Sites**, (see previous page) have been identified in Downtown as potential for redevelopment.

Office Space

With respect to public buildings and space, it is recommended to consider moving all City and EDC functions into the vacant historic **Jenkins Building** (see next page), following renovation and build out for office use. The owner is willing to renovate and build out the space at an estimated cost of $800,000 to $900,000 and lease all space in the building to the City and EDC at what appear to be attractive rents. This would make available Block 23 (see *Map 15: Redevelopment Opportunity Sites*) where the City and EDC/Chamber buildings are presently located, with the exception of the **Children's Learning Center** (see next page) on Lots 3 and 4. This block could then be cleared of the existing structures to allow redevelopment into a park with a performance stage for festivals, concerts, plays, and special events. The City could consider purchasing and rehabilitating the Children's Learning Center for library use or possibly as a park café and/or public restrooms.

Lots 3 and 6 in Block 24 located immediately west and parallel to the Jenkins Building would appear to be ideally suited for a retail or restaurant use, perhaps a delicatessen facing Main Street with an outdoor dining area along Cherry Street.

Jenkins Building

Children's Learning Center

The metal auto service and installation buildings facing Business 290 in Block 26 are old, unsightly, and apparently flood from time to time. It is likely that these properties could be acquired at reasonable cost, with the buildings demolished and replaced with retail shops directly facing BR 290. Similarly, Block 32 immediately south of the City-owned buildings, occupied by the metal building currently operated by a NAPA Auto Parts dealer (which used to be a popular restaurant) would appear to be an excellent candidate for redevelopment to a retail or restaurant use with any new structures preferably squarely facing BR 290. Thus, Block 23 (possible new park for performing arts), Block 24 (historic building possibly reused for City and EDC/Chamber offices and neighboring new retail or restaurant), and Block 32 (possibly redeveloped for a retail and/or restaurant use) could serve as the nucleus for redevelopment of Downtown as the first phase of a Livable Center. This redevelopment would be subject to expansion should commuter rail materialize. The older retail buildings on the north side of Main Street in Blocks 24 and 25 should also be renovated so Main Street may once again become an attractive, walkable, and traditional Downtown retail core, with appealing streetscape enhancements.

Redevelopment of Blocks 26 and 32 into new retail shops and/or restaurants squarely facing BR 290 could also be the start of a retail/restaurant row along BR 290. This could accommodate parallel or, preferably, diagonal parking on both sides, with the south side between the roadway and the railroad tracks possibly repurposed as a linear park after acquisition and demolition of the old gas station across from Blocks 27 and 32. The reuse of the properties on the west side of Alliance Street between Washington Street and the UPRR tracks on which the former weigh scale building, silos, and granary are situated would compliment redevelopment along the north side of BR 290. The owner of these properties is considering conversion of the former scale house into a bike shop and café, the silos into artist studios and living units, and the granary property into a farmers' market. However, to be viable, the aging feed store and warehouse across Alliance Street to the east need to be demolished and the property converted for parking.

SCENARIO I, CASE "B" – EXPANSION AREA EAST OF FIELD STORE ROAD

Should commuter rail become a reality adjacent to the BR 290 corridor and the existing UPRR line through the southern edge of Study Area No. 1 be adapted for passenger rail service, then the analysis indicates that there will be sufficient additional housing, retail, and office space potential to justify development of a mixed-use village in the expansion area east of Field Store Road. This property offers 9.1 acres of vacant and 3.4 acres of underutilized properties, for a total of 12.5 acres. This new village could be well-connected to Downtown by Main Street, which now bisects the expansion area. For development to occur, the previously mentioned industrial/commercial properties between BR 290 and Mill Street need to be acquired and the improvements, mostly older metal buildings, demolished and cleared. Field Store Road will also have to be connected to BR 290 for viable redevelopment of the properties east to Green Street.

Since Case "B" is a Transit-Oriented Development (TOD), it is essential for there to be a strong visual and physical connection between the greenfield expansion area for mixed-use development and a future commuter rail station. This could be accomplished by means of a sky walk over BR 290. However, it may be preferable – if feasible – to construct a canal-side walkway under BR 290 and the UPRR track in conjunction with improvements to "Little Snake Creek" to mitigate flooding that affects the southeast portion of the expansion area. If well designed, the canal and walkway connecting Downtown and the expansion area across BR 290 to the commuter rail station and Old Washington Road could become a highly attractive amenity.

Table 15: Possible Properties for Consideration, Scenario II

Harris Co. Tax ID No.	Owner	Acres	Appraised Value ($000)			
			Land	Improvement	Total	Per SF
0451500000014	Suggitt	2.0	$19.6	$39.1	$58.7	$0.67
0451500000007	Suggitt	75.8	577.8	1.9	579.7	0.18
0451500000006	McCain	4.0	87.2	58.8	146.0	0.84
1163500010018	Stuart & Hill	2.7	11.2	-	11.2	0.10
1163500010019	Giammalva	2.0	8.4	43.5	51.9	0.60
1163500010020	Wang	6.0	102.0	-	102.0	0.39
Total		92.5	$806.2	$143.3	$949.5	0.24

Sources: Harris County Appraisal District (HCAD)

SCENARIO II

With respect to Scenario II, the proposed site is comprised of six rural or semi-rural properties totaling 92.5 acres. These properties and their current owners are listed in **Table 15: Possible Properties for Consideration, Scenario II.**

At an average appraisal value of $0.24/SF of land, these properties could possibly be acquired by a master developer at low enough cost for mixed use development, based on the Plan being produced by the consulting team, to be quite attractive from a capital investment standpoint.

Market Summary and Implementation Strategies

In Scenario 1, Case A (the standalone case if commuter rail doesn't come or the first phase of a Livable Center if it does), it is believed that, in association with a public-private joint venture – with the City financing infrastructure improvements through a **Tax Increment Reinvestment Zone** (TIRZ) and builders constructing freestanding townhomes at a density of 12 units perblock – lots could be acquired from the current owners of single-family homes in the blocks identified for possible redevelopment at low enough costs to justify land acquisition and construction of new homes in the $150,000 to $200,000 range. One interview respondent felt that existing residential properties could be acquired at costs equal to 25 percent over appraised values. With Downtown appraised values for land and improvements combined averaging $4.50 to $5.00 per square foot, this would translate to $6.00 per square foot acquisition costs for land or $26,000 per lot, assuming 4,350 square foot lots. Assuming $0.50 per square foot development costs with no streets needed, the lot value on this basis is $28,300 or 16.2 percent of the average finished home price of $175,000.00. Production home builders in the Greater Houston area normally try to keep their land

Tax Increment Reinvestment Zones (TIRZs)

These are special districts created by cities to attract new investment to an area. TIRZs help finance the cost of redeveloping or encouraging infill development in an area that would otherwise not attract sufficient market development in a timely manner. Taxes attributable to new improvements (tax increment) are set aside in a fund to finance public improvements in the zone. Zones are commonly created for one of three reasons:

- to address inner city deterioration;
- to develop raw land in fringe areas; or
- to proactively address the decline of major activity centers

values at 16 to 18 percent of the combined developed land and new home price to buyers.

Obviously, outright land purchases and construction of new homes by builders is the preferred method of achieving build out of available 20-year potential in Downtown. If there are substantial hold outs among existing property owners, and no suitable alternative properties for acquisition can be found, then the inclusion of current property owners in the public-private joint venture, as discussed at the stakeholder meetings, is a possibility. In such case, the property owners provide their properties at an agreed upon value, which represents their share of the total equity in the venture, and are awarded a share of the sale proceeds following new home closings. The disadvantage of this approach is that only a few builders, or developers for that matter, have ever participated in this type of venture. Moreover, the property owners involved normally must continue paying taxes on their contracted properties during the construction and marketing period.

With respect to the revitalization or redevelopment of retail space in Downtown, other Texas towns have had success with negotiating quid pro quos and providing incentives. The Plan for Downtown could be presented to the property owners concerned, setting forth the planned improvements in City facilities, park(s), streets, streetscape, and parking, and asking the owners to participate in the revitalization of Downtown by renovating or completely redeveloping their properties. Façade and finish-out incentives could also be offered to owners that lease their properties to any of a desired list of retailers or restaurants.

In Case "B," in which commuter rail service is extended to Waller and the Livable Center is expanded from Downtown eastward to Green, the possible availability of agricultural land north of Mill Street facilitates profitable development of a mixed-use project including higher-density residential and certain amounts of retail and office space. In such case, the preferred location of the rail station or platforms would probably be at the south side of the Field Store Road (once completed)/BR 290 intersection. (As mentioned previously, this road would likely be greatly enhanced by converting the bed of "Little Snake Creek" to an attractive water amenity flanked by a walkway leading to the station/platforms and Old Washington Road.) If true, the properties bordered by Field Store Road, Mill, Green, and BR 290 could be combined into an attractive retail/office/upstairs apartment center in close proximity to the station.

Current appraised values for these properties, including improvements, appear to average around $6.00 per square foot. With a new canal amenity helping to mitigate the flooding problem, these properties could have higher value to commercial developers. The freestanding multi-family (condominium or apartment) structures would then be developed on the agricultural properties between Mill Street and Waller-Tomball Road. A sample of three of these properties revealed appraised "market" values averaging $0.80 per square foot. One improved property carries an appraised value of $1.92 per square foot. Even with some increase in asking prices, these would be attractive cost levels for multi-family development. In both cases, it would be very desirable for the Waller EDC and City to purchase and land bank these properties at the earliest possible date, before substantial increases in asking prices have had a chance to rise above affordable levels from the standpoint of economic feasibility of development. Again, some type of public-private joint venture is indicated in which the City expands its Livable Center TIRZ and develops the infrastructure that might include the canal amenity, a public square, streets, streetscape, sidewalks, and all utilities, and is able to advertise for proposals by developers premised on their adherence to the development concept, plan, and architectural theme.

In the latter part of the 20-year planning period, as the properties in Downtown and the expansion area are built out and there is any unfulfilled potential, a number of properties along the south side of Old Washington immediately south of and then east or west of the likely station site could become attractive for development or redevelopment. Included among these are two vacant properties and two properties with mobile homes on the Harris County side of the County line with current appraised land values in the range of $0.32 to $0.65 per square foot. West of the line, there is a vacant 2.64-acre property that is partly in the floodplain with a current appraised value of $0.285 per square foot. Next to it to the west is a large 3.6-acre property that appears to be in the floodplain that has a current appraised value of only $150. As in the case of

expansion area properties, north of BR 290, these two properties would be attractive for development once the drainage and floodplain problems along "Little Snake Creek" are mitigated. One of these properties could also be utilized for station parking, as required.

If any or all of these properties north and south of BR 290/UPRR line/ Old Washington are ultimately developed, the TOD potential around a future commuter rail station at the foot of Field Store Road would be largely fulfilled. Downtown, the area north of BR 290 and west of Field Store Road to be partly redeveloped in the initial pre-rail phase would be connected by Waller-Tomball Road, Main Street, Mill Street, and BR 290 to the expansion zone east of Field Store Road. In turn, these areas would need to be connected to the station parking and Old Washington with the addition of a southward extension of Field Store Road. The result, ultimately, would be a cohesive mixed-use development constructed around the future rail station and parking area.

It is recognized, of course, that over the 20-year planning period, the large majority of new housing in the City/ETJ will still be lower-density, single-family housing outside the Livable Center. However, some of this housing can still be accessible to the commuter rail station. There are fairly substantial vacant properties north of the Case "B" expansion area and Waller-Tomball Road, and south of Old Washington just west of the intersection of FM 2920 and BR 290, that could presumably be available for single-family development.

With respect to Scenario II, it would be highly desirable for the City and EDC to acquire and land bank the five smaller properties totaling 16.70 acres and lease them back to the present owners. Meanwhile, an option to purchase could be obtained on the main 75.80-acre tract to be exercised following definite confirmation of a commuter rail project.

Financial Projections

This section of the Advance Plan compares the impacts on taxable values provided by the adoption of Scenario I versus Scenario II. Underlying the financial analysis are the following assumptions:

Assumptions for Scenario I, CASE "A"

1. Some development/redevelopment occurs in Downtown over the 20-year planning period with or without commuter rail, in accordance with housing potential based on forecast increases in the numbers of households and the availability of certain properties that appear suited to development or redevelopment (as described earlier).

2. There is a two-year delay until 2011 for actual development/ redevelopment to begin, as the City considers and initiates steps required to implement the Advance Plan (including a possible Tax Increment Financing district), possible purchases and land banks properties, makes the necessary infrastructure improvements to the original town site, and forms a public-private partnership with one or more approved developer/builders.

3. As a result, the limited amount of residential, retail, and office potential forecast for 2009-2010 is foregone and built elsewhere in the City/ETJ.

4. The City/EDC/Chamber offices currently situated in Block 23 are relocated to leased space in the Jenkins Building across the street in 2011 following additional renovation and build out of that facility over 2009-2010 by the current owner at an estimated capital cost of $850,000.

5. Block 23 is converted to a well-landscaped park and outdoor stage performance facility for concerts, plays, musicals, and other entertainment venues. The Children's Learning Center is rehabilitated and converted to a relocated library and café.

6. The current City park at Main Street and Field Store Road is improved by the City for the primary use of children, perhaps with additional playground equipment and a replacement facility for the Children's Learning Center.

7. The owner proceeds with his bike café and improvements to his property at Alliance and Washington Street starting in 2011.

Assumptions for Scenario I, Case "B" Expansion Area

1. Final approval and funding of commuter rail improvements and rolling stock based on utilization of the existing UPRR freight line is confirmed in 2013.
2. Livable Center expansion area infrastructure design and improvements (streets, utilities, public square, parking, sidewalks, streetscape, etc.) are completed over 2014-2016.
3. Development and redevelopment of the designated expansion area properties bordered by Waller-Tomball, Green, BR 290, and Field Store Road (12.50 acres) does not begin until 2017 due to the time and funding required for:
    - » Acquisition of properties and demolition or relocation of metal structures located between Business 290 and Mill Street by the City, or private developer in accordance with a public-private partnership, and, possibly, an expanded Tax Increment Financing (TIF) district.
    - » City or TxDOT acquisition of privately owned property and extension of Field Store Road south from Mill to BR 290 and across the UPRR tracks to Old Washington with traffic lights at the Field Store Road / BR 290 intersection.
    - » Construction of station platforms on eastbound and westbound sides of tracks following adequate fill on both sides of the UPRR tracks at Field Store Road.
    - » Flood control and channel improvements are made along "Little Snake Creek" to mitigate the flood issues between Waller-Tomball and Old Washington.
4. Accordingly, residential, retail, and office potentials for 2011-2016 are foregone.
5. City offices remain in the Jenkins Building. The expansion area is connected to Downtown by Main Street, as the principal east-west street, as well as Mill Street and Waller-Tomball/Taylor.
6. The owners proceed to redevelop the nine silos to galleries, studios, and artist lofts in 2014.

Assumptions for Scenario II

1. Livable Center residential, retail/restaurant, and office potentials are reserved entirely for the alternate site.
2. The six properties required for long-term development of the Livable Center are purchased and land banked or optioned over the 2010-2013 period.
3. Following confirmation of commuter rail service in the BR 290 Corridor in 2013, infrastructure and detention improvements for the site are engineered, designed, and completed by 2015.
4. FM 2920 is extended across the UPRR track and Old Washington along the east side of the Livable Center site by 2015. The existing transmission tower on the south side of Old Washington is relocated and a traffic light is installed at FM 2920 and Old Washington.
5. Construction of residential, retail/restaurant, and office improvements is started in 2015. City offices, which have remained at their present location to this point, are also moved to new facilities starting in 2015 and serve as a primary anchor for the Livable Center project.
6. Station platforms near the FM 2920 Extension are completed by 2015 along with a second track at the location, as necessary.

Comparison of Increased Taxable Improvements Values, Scenario I versus Scenario II

Based on the forecast development potentials and the assumptions outlined above, the projected capital expenditures for taxable improvements over the planning period for Scenario I pertaining to Study Area No. 1 and Scenario II for Study Area No. 2 are displayed in **Table 16: Development Schedule and Capital Expenditures ($Mil.), Scenario I** and **Table 17:**

Table 16: Development Schedule and Capital Expenditures ($Mil.), Scenario I															
Period	Inst. and Other		Residential				Retail/Restaurant				Office				Total
			Case A		Case B (Exp.)		Case A		Case B (Exp.)		Case A		Case B (Exp.)		
	Proj.	$Mil.	U.	$Mil.	U.	$Mil.	SF (000)	$Mil.	SF (000)	$Mil.	SF (000)	$Mil.	SF (000)	$Mil.	$Mil.
2011-15	3	1.20	12	2.09	-	-	2.0	0.29	-	-	-	-	-	-	3.58
2016-20	1	0.75	16	2.78	69	5.38	2.6	0.38	4.7	0.69	-	-	1.5	0.22	10.20
2021-28	-	-	23	4.00	131	10.22	3.7	0.54	9.0	1.32	-	-	4.2	0.61	16.69
Totals	4	1.95	51	8.87	200	15.60	8.3	1.21	13.7	2.01	-	-	5.7	0.83	30.47

Source: CDS Market Research

Development Schedule and Capital Expenditures ($Mil.), Scenario II (see next page). Unit costs used in these projections are based on 2008 Marshall & Swift cost data listed in **Appendix C: Detailed Cost Estimate,** and estimated land and land developments costs.

As noted, Scenario I benefits from the early construction of improvements in Downtown while the community awaits confirmation of commuter rail service in the BR 290 Corridor. At the same time, this scenario gains no benefit from the limited amount of office potential available in the early years due to the availability of sufficient vacant office space and the ability of Downtown to absorb it. Moreover, Case "B" expansion area improvements are delayed until 2017, further reducing this scenario's participation in earlier available potentials. On the other hand, the improvements to the bike café project are made in the original study area addressed in Scenario I.

Although, Scenario II improvements are delayed until 2015, it has a two-year advantage over the Scenario I expansion area due to the availability of sufficient "greenfield" for all improvements following confirmation of commuter rail in 2013. In addition, the improved visibility of the Scenario II site commands a higher share of retail space potential (60 percent vs. 50 percent) over the 2015-2028 period. The greatest impact on Scenario II expenditures come from the construction of 101 single-family homes on the site, which the original study area cannot accommodate. The $21.32 million in estimated expenditures for this housing over the planning period represents more than the entire difference in capital expenditures between the two scenarios. (It should be noted, though, that in Scenario I, these homes are still built, but they would be outside the study area. Similarly, with Scenario II, the bike café improvements are still built, but outside Study Area No. 2.) Of course, inclusion of a portion of the single-family development in the Livable Center over the 2015-2028 period increases the incremental tax revenue that accrues to a possible TIF.

In addition to the increases in taxable improvement values resulting from Livable Center development, the construction of a rail station in Waller will have an almost immediate effect on the values of nearby properties (land and improvements). Based on a 2002 study of property values around DART stations in the Dallas area (by Professor Weinstein at North Texas University), the net increase in property values within a one-quarter mile radius of a rail station increases 25 percent more than similar properties in the Dallas area. Using this finding as an assumption, a comparison of increases in property values expected to occur within one or two years and within a one-quarter mile radii of the alternative station locations is provided in **Table 18: Estimated Increases in Appraised Values of Properties, Scenario I (Field Store Road at BR 290)** and **Table 19:**

Table 17: Development Schedule and Capital Expenditures ($Mil.), Scenario II

Period	Residential						Retail/ Restaurant		Offfice		Total
	Apartments		Townhomes		Single-Family						
	U.	$Mil.	U.	$Mil.	U.	$Mil.	SF 0	$Mil.	SF 0	$Mil.	$Mil.
2015	12	0.94	3	0.52	6	1.27	1.4	0.21	0.3	0.04	2.98
2016-20	86	6.71	16	2.78	37	7.81	10.2	1.5	3.3	0.48	19.28
2021-28	131	10.22	23	4	58	12.24	15.2	2.23	7.2	1.04	29.73
Totals	229	17.87	42	7.3	101	21.32	26.8	3.94	10.8	1.56	51.99

Source: CDS Market Research

Table 18: Estimated Increases in Appraised Values of Properties, Scenario I (Field Store Road at BR 290)

Property Type	Current Appraisal Value ($000)	25% Increase ($000)
Land	$ 2,489.3	$ 622.3
Improvements	$ 7,783.0	$ 1,806.5
Total	$ 10,272.3	$ 2,428.8

Sources: CDS Market Research

Table 19: Estimated Increases in Appraised Values of Properties, Scenario II (FM 2920 at BR 290)

Property Type	Current Appraisal Value ($000)	25% Increase ($000)
Land	$ 3,652.0	$ 913.0
Improvements[1]	$ 2,077.7	$ 483.6
Total	$ 5,729.7	$ 1,396.6

[1] For properties where redevelopment is likely in association with the Livable Center project, only the increases in land values are included. Sources: CDS Market Research

Estimated Increases in Appraised Values of Properties, Scenario II (FM 2920 at BR 290).

As the tables demonstrate, Scenario I is projected to produce an overall increase in property values of $2.43 million compared to $1.40 million for Scenario II, a difference of $1.03 million.

Other Key Considerations

Aside from the financial aspects of developing the respective sites (scenarios), there are other factors that the City, EDC, and H-GAC may wish to consider in making its decision regarding the location of the Livable Center including the following:

STUDY AREA NO. 1 (SCENARIO I)

- Scenario I envisions basing the Livable Center in the present Downtown (Study Area No. 1) and simply expanding it eastward if and when commuter rail is confirmed. It is geared in part to a revitalization of the existing Downtown through relocation of City offices to the historic Jenkins Building, creation of a new Downtown park and entertainment venue, and residential townhome construction in selected blocks, which, in turn, benefits a limited amount of retail/ restaurant development. In addition, the probable station location at a southward extension of Field Store Road between BR 290 and Old Washington is more accessible to the majority of Waller residents and the two Waller business/industrial parks than the Scenario II site.
- Scenario I envisions a number of street, drainage, and other improvements to existing infrastructure that would benefit not only the Livable Center, but the entire Waller community. Examples are the elimination of surface drainage dips on Main Street

and the development of a water amenity and tunnel walkway along "Little Snake Creek" next to Field Store Road.

STUDY AREA NO. 2 (SCENARIO II)

- Scenario II is based on development of Study Area No. 2. Therefore, land assembly and site planning is much easier than is the case with Study Area No. 1 (Scenario I). Moreover, substantial acreage appears to be available with few restrictions to build a larger Livable Center (including single-family homes) over the planning period through 2028 and well into the future. However, the site is separated from Downtown and all construction will be new, which could give the Livable Center in this location the appearance of being yet another suburban mixed-use center, i.e. Pearland Town Center.
- Study Area No. 2 (Scenario II) will occupy substantial green space over time. Paved building sites, parking lots, and streets will supplant agricultural land, resulting in reduced rainfall absorption in the soil and possible runoff and drainage problems, which are already severe along Snake Creek. These problems can be mitigated by means of detention. However, the absorption of raw land by new development might be regarded as a continuation of urban sprawl in the Houston region. On the other hand, Scenario I relies almost entirely on the existing Waller street grid, conserving green space to the extent practicable.
- Study Area No. 2 is at a major intersection of FM 2920 – along which most new Waller development is already taking place – and BR 290 closer to the planned new Hewlett Packard facility in Hockley, as well the growing Cypress-Fairbanks area.
- Although retail and office potentials were calculated on the basis of new population growth in the City and ETJ, with no pirating of business from existing facilities assumed, a new Livable Center on the Study Area No. 2 site (Scenario II) could conceivably harm the retail businesses in Downtown, which could have a damaging effect on its preservation over time.
- From the standpoint of station access, the Scenario II site appears to be superior to the Scenario I site. In Scenario I, the station platforms would be on the opposite side of a major roadway – BR 290 – from the Livable Center. Assuming that the commuter parking lot is likely to also be south of BR 290, many commuters could reach the parking lot without walking through or near the shops and restaurants in the center. BR 290 could, in fact, become something of a barrier dividing the station and parking lot from the Livable Center, which would only be mitigated by narrowing BR 290 to two traffic lanes. In the case of the Scenario II station site, the Livable Center would be situated across the two-lane Old Washington Street and the parking facility could be situated to bring maximum foot traffic past retail and restaurant outlets in the center.

GENERAL

- To help support new retail development over the planning period and beyond, Waller is likely to want to attract more visitors, including bicylists, weekend sojourners from Houston, college students, and others. Several other Texas towns, such as Grapevine, Gruene, and Round Top, have been very successful in developing tourism in their communities. Tourism not only helps support retail, restaurant, and hotel businesses, but also contributes sales tax revenues to the City.

CONCEPTUALIZATION

Section Three

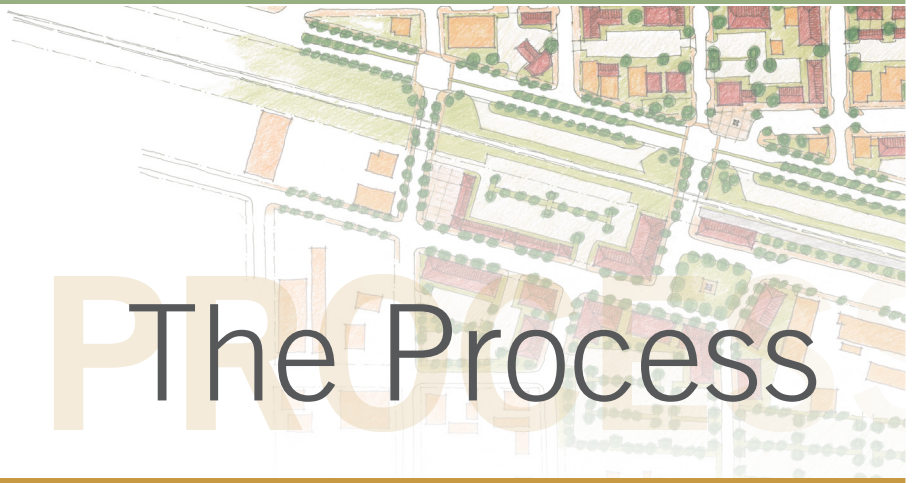
DESIGN

Design Concept

Illustrating the Vision

The Conceptualization phase is designed to function as a conversation piece, useful for building relationships and advocating on behalf of the community. Illustrations helped the community generate “big ideas,” attract interest among potential stakeholders, and solicit additional thoughts and support. The context of Downtown and its existing businesses and iconic structures, as well as the adjacent neighbors and neighborhoods, were the foundation from which the conceptual plan was built.

This section of the Advance Plan is the outcome of an intensive, week-long charrette, with the evaluation of implementation options and design refinements occurring in the proceeding weeks. At the leadership preview and community meetings concluding the week, the initial design concepts received positive response. Although there remain questions and valid inquiries as to the order and means of implementation, the community is generally receptive to the overall concept of design. The diagram on the following page illustrates the Conceptualization process and points of public engagement.



The Process

1 Context

Established the framework for decision making through expression of the vision and goals and the reality of the market potential.

2 Site and Design Team Orientation

Outlined the design intent and expected outcomes, with interactive discussions as to development constraints and community desires.

During the four-day charrette, the consultant team had access to the study area and community members, allowing instant feedback and revisions.

DESIGN

3 Preliminary Concepts

Created a sub-district framework with areas of special focus on Main Street, Washington Street, and Field Store Road. Produced early design sketches relating to infill and new development, possible rail platform locations, and civic spaces.

5 Iteration and Refinement

Refined concepts, developed new illustrations, and generated greater detail.

ENGAGEMENT

4 Stakeholder Feedback

Technical insight was sought from key stakeholders and professionals as to the merits and issues of design concepts. This was to inform the design team of community preferences, previous decisions, and to decide the warrants for proceeding with a concept.

The consultant team presented initial concepts to local officials, gaining guidance at an early stage of the proces

Methods of Public Outreach

The Waller Economic Development Corporation, City of Waller, and The Lentz Group sent public notices through multiple communication outlets:

- 720 flyers sent home with students of Holleman Elementary
- E-mails sent to the Chamber of Commerce and the WEDC breakfast memberships
- 280 letters mailed to nearby property and business owners
- Notice of community meetings inserted in utility bills
- Updates of the latest plan materials posted to the website
- Announcement of the evening meeting placed in the newspaper

6 Council and WEDC Preview

Presented the initial design concepts to the City Council and Waller Economic Development Corporation (WEDC) Board members. Their guidance informed the latter stages of design.

The Mayor and WEDC Director set the stage for the vision expressed by the design concepts.

7 Iteration and Refinement

Adapted design illustrations to public feedback.

8 Open House and Public Meeting

Presented the design concepts to over 60 residents, who offered clarification, insight, and questions through group dialogue and one-on-one conversations.

During the open house, stakeholders viewed the illustrations and offered response.

9 Final Concept Refinement

Adapted the conceptual design to respond to the feedback received from the process participants.

10 Regulatory Options

Outlined the alternative means for implementing the plan and achieving the objectives of the Waller Livable Center.

11 Realization

Presented the strategies for executing the Plan with both near-term actions and long-range steps.

Kendig Keast Collaborative and HDR Engineering, Inc. facilitated the presentation and discussion.

The process to develop the conceptual plan was very deliberate to ensure ample opportunity for the involvement of elected and appointed City officials and staff, and particularly those who have a stake in its outcomes. The initial concepts went through several iterations to arrive at the final design, with each step drawing on the knowledge and insights of those most familiar with the project area. The community was first introduced to the concepts during the design process, with the culmination of input at two community meetings concluding the charrette.

The Plan and the resulting strategies of implementation are an outgrowth of the community consensus. Specifically, the identified positive attributes of the design concepts included: Washington Square and the re-alignment of Washington Street; the addition of greenspace and community gathering areas; and infilling of vacant lots with compatible buildings. Points of community discussion are related to the project in **Table 20: Plan Linkages** (see page 85).

Community Response

Following the presentation, community members raised many valid points as to essential considerations and factors that must be accounted for during plan implementation. These are cited for the purpose of their documentation and as a means for assuring their relevance.

Local and Regional Support

- Role of TxDOT in the design and approval of BR 290
- Ongoing role of the Houston-Galveston Area Council (H-GAC) and the potential for funding transportation-related improvements
- The potential impact on affected property owners and the means for mitigating them
- General buy-in from the community at large

Timing and Prioritization

- Schedule of requisite improvements and their timing and sequencing
- Likely rate of market absorption and timing of build-out
- Expectations as to the timing of changes, i.e. dramatic change in the next five years?

Commuter Rail

- Status of commuter rail and its realistic timing
- First and next steps to prepare for commuter rail
- Propensity of use by local and surrounding residents
- Added market potential due to traffic to/from the rail stop
- Impacts of commuter rail, e.g. pedestrian accessibility, street connectivity, increased traffic, etc.

Protection and Preservation

- Preservation of the community's agricultural-industrial heritage and its infrastructure
- Effective transitioning to ensure compatibility with nearby neighborhoods
- Protection of the community from undesirable development outcomes that are inconsistent with the Plan

Parking

- Balancing the type of parking (surface or structured) with the character and economics of development
- Potential to eventually transition from surface to structured parking
- Possibility of placing parking in a land bank and deferring it to a later phase of development

Miscellaneous

- Scale and density of development
- Drainage, specifically how new and infill development will impact flooding
- Process for attracting retail – people or shops first?
- Connectivity to other parts of the community, such as a local shuttle/ bus circulator

Scenario Planning

Design Parameters

The process of conceptualization involves background research, sketches of design alternatives, and preliminary and final plan development. The process began with a contemplation of factors that must be considered and accounted for in the design process. Those considered in the conceptual plan include the following:

Key Considerations

- Protect the downtown character while making it an active and vibrant place to shop, live, work, and visit.
- Extend the downtown character beyond BR 290 to merge with the commuter rail station; potentially one of the prominent features of the community.
- Infill development should promote compatibility with existing homes and commercial buildings.
- Architectural innovation, creativity, and originality should be the primary ingredients of new and infill development while being compatible with existing structures.
- Provide mixed-use development to create sufficient density to make the area socially energetic and economically sustainable.
- Provide streets and sidewalks that form a connected network to disperse traffic by a variety of pedestrian and vehicular routes.
- Create public places and open spaces to reinforce and enhance a pedestrian streetscape.
- Promote quality development throughout and enhanced streetscapes along the major streets and at community gateways.
- Retain the agricultural character and celebrate the history of the community.

Focus

- The Downtown is a unique area. Building design and scale must be compatible with the surrounding character. Mixed-use buildings with retail uses that front the sidewalk and residential units/offices above is a preferred building type along Main Street.
- Reinforce the importance of civic uses by situating them in prominent locations that serve as landmarks.
- Infill development should be evaluated carefully to promote compatibility with the scale of existing structures. New development should provide appropriate contrast, yet complement older structures.

The Jenkins Building is considered a landmark, known in the community for its architectural character.

Many sidewalks dead end or are in disrepair, offering limited functionality for pedestrians.

- The impact of architectural quality will strongly influence the identity of the Livable Center. Careful consideration must be given to the means for realizing the preferred outcomes. This is to say that good design reflects good planning and deliberate choices as to the established parameters of design.
- Provide a variety of housing types such as townhouses, live-work units, and cottages that accommodate all persons.
- Provide continuous and dedicated pedestrian routes to encourage people to walk. Improved intersection crosswalks, curb extensions, and enhanced streetscapes create a comfortable pedestrian experience.

Figure 7: **Sidewalk Continuity**

There are few existing sidewalks in Downtown. New connections will be necessary.
Source: Grantworks GIS analysis, KKC illustration

- Development at the major entranceways influences the first impressions of Waller. Good design should be encouraged to enhance the appearance and perception of development quality along street corridors.
- Greenways and trails along improved drainageways would facilitate citywide pedestrian connectivity.

Limitations

- *Street and block structure.* The existing block system is composed of small blocks, limiting options for parking lots and structures. Mid-block (with shared parking for retail) and on-street parking along key corridors (angled parking along Main and parallel parking along side streets) can sufficiently meet the parking demand while retaining the desired Main Street character.
- *Sidewalk conditions and continuity.* The existing sidewalks warrant substantial improvement to facilitate a safe and enjoyable walking experience in Downtown. This will include new construction, reconstruction, and repair to make them continuous and handicap-accessible. See **Figure 7: Sidewalk Continuity**.
- *Auto-oriented uses vs. Downtown character.* Auto-oriented uses, such as those along BR 290, will eventually require re-design if they are to compliment the envisioned Downtown character. Standards must be created for new buildings and sites to achieve good design outcomes that respect the intent of this Plan.
- *Flooding.* Drainage solutions will require major capital investments. Plan concepts, such as a retention pond within the new City Park and drainageway/greenway along Field Store Road, could help mitigate localized flooding during major storm events.

From Goals to Conceptualization

As seen on following page, **Map 15: Concept Plan** illustrates the conceptual design and links the Plan goals with proposed design interventions. See **Table 20: Plan Linkages** on the next page.

Goals	Table 20: Plan Linkages								
Livability	X	X	X	X	X	X	X	X	X
Sustainability	X	X	X				X		X
Mobility	X		X	X			X		
Economic Development		X		X		X			X
Character		X		X					X
Design		X		X		X	X		X
Plan Linkages	Improved vehicular access and circulation	Provision of public places and civic spaces	Improved local and regional mobility	Reinforcing a Main Street environment	Enhanced community aesthetics	Housing choice offering affordable living options	Pedestrian-scaled and highly walkable development	Opportunities for community gathering	Effective transitioning to existing uses and neighborhoods

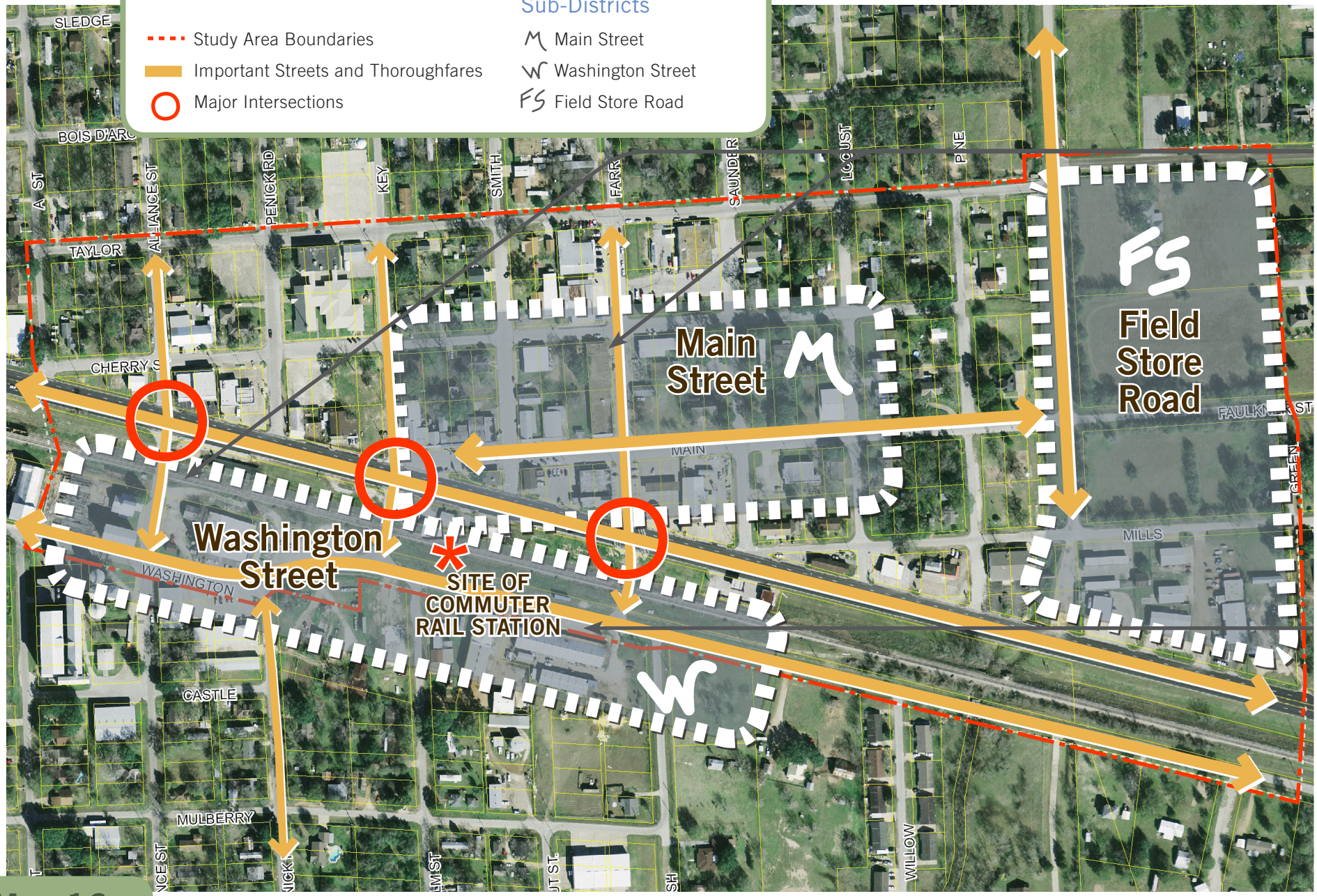
Map 15
Concept Plan

Legend

- Study Area Boundaries
- Important Streets and Thoroughfares
- Major Intersections

Sub-Districts

- Main Street
- Washington Street
- Field Store Road



Map 16

Sub-Districts

Design Framework

Placemaking by Sub-District

The concept plan outlines the development patterns, forms, and improvements for three distinct sub-districts, including: Main Street, Washington Street, and Field Store Road. Each sub-district presents unique opportunities to reinforce community identity, strengthen sense of place, and attract quality investment. Recommendations for the improvement of streets, streetscapes, and public spaces and concepts for adaptive reuse, infill development, and redevelopment of key sites are organized and presented for each sub-district.

Improving Connectivity & Mobility

Complementing the recommendations by sub-district are a series of recommendations to improve mobility and connectivity through investments in the redesign and reconfiguration of existing streets, the improvement of streetscapes and important street crossings, and the extension of multi-use trails (as depicted with red circles on **Map 16: Sub-Districts**).

Building on Investments in Commuter Rail

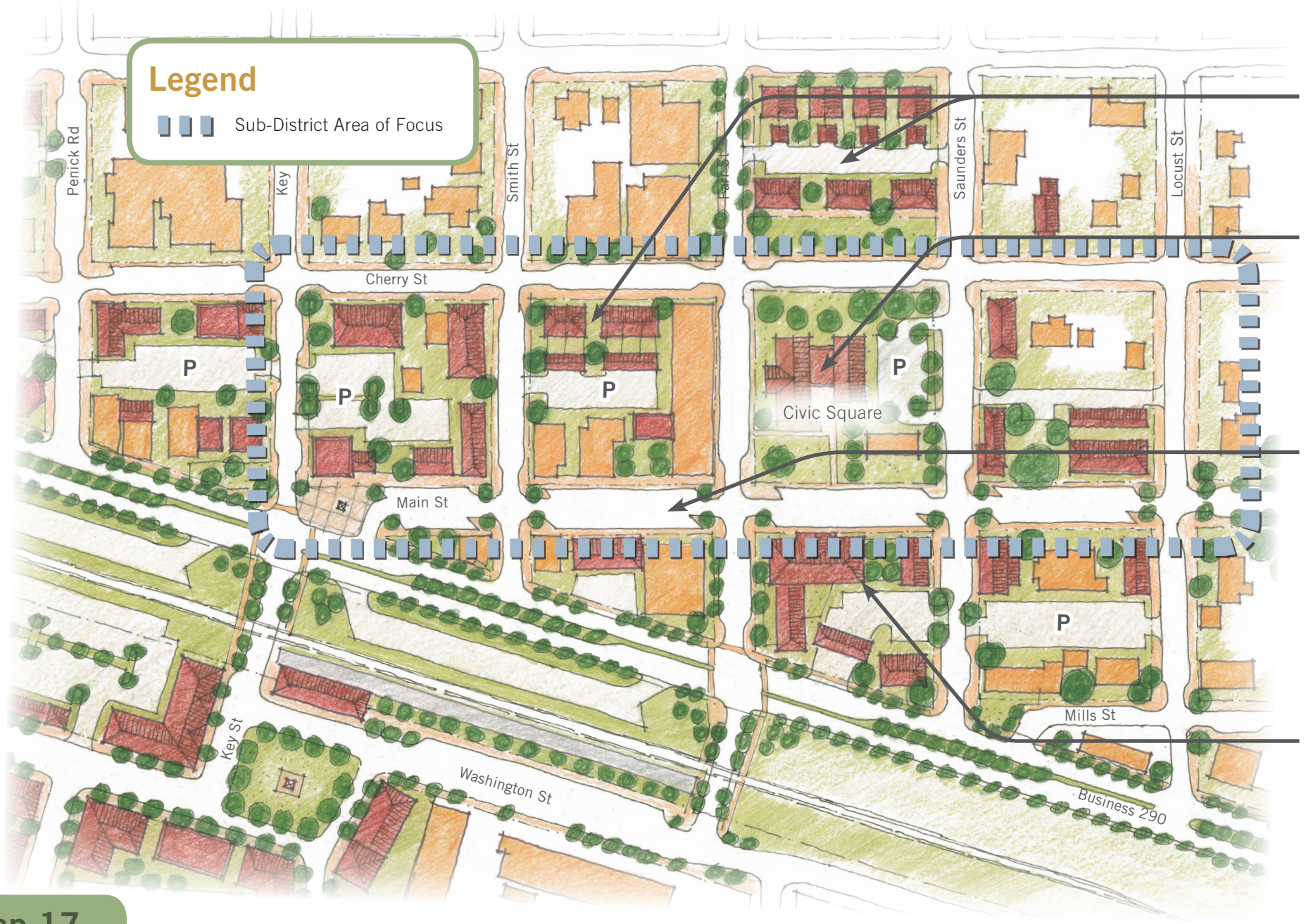
Recommendations for the Main Street and Washington Street (Station Square) sub-districts are designed to leverage planned investments for a new commuter rail line. Improvements are designed to link the preferred station location with Main Street and create synergy between both sub-districts to help revitalize Main Street and spark investment in the redevelopment of sites south of the railroad tracks. The realignment of Washington Street and improvements to BR 290, including the crossing improvements at Key Street, are integral to ensure Main Street businesses benefit from the rail investment.

It is also important to note that reinvestment in Downtown is not solely predicated on the approval of commuter rail. Most of the improvements are integral to the redevelopment of Downtown – with or without rail access.

Figure 8: **Alternative Commuter Rail Station Sites**

Several locations for the proposed Commuter Rail Station and platform were evaluated before the site south of the railroad tracks at the intersection of Washington and Key Streets was selected as the preferred location. See **Figure 8, Alternative Commuter Rail Station Sites**.

In a first stage of screening, sites not in close proximity to Main Street were excluded from consideration. In the second stage, during which sites along the south side of the tracks were evaluated, the site at Key Street was determined to be the most appropriate. The preferred site allows for the development of a station structure and a 350 to 400-foot platform to be constructed in existing right-of-way south of the tracks, easily accessible commuter parking along BR 290 and on lots south of Washington Street, and convenient crossing of BR 290 to access shops along Main Street.



Map 17

Main Street

Main Street Sub-District

Infill Housing & Live-Work Units

Incremental infill development, in the form of townhouses, live-work units, and cottages with rear-yard accessed parking can be designed to fit on small, individual parcels and compliment the scale of existing housing.

Municipal Complex

This Plan recommends the development of a new Municipal Complex on the block where the existing City Hall is located. The design concept calls for a new municipal building, surface parking lot accessed from Saunders Street, and a civic square at the corner of Main Street and Farr Street. The old hotel building, which currently houses the Child Development Center, could be restored and used as museum and event space celebrating Waller's heritage.

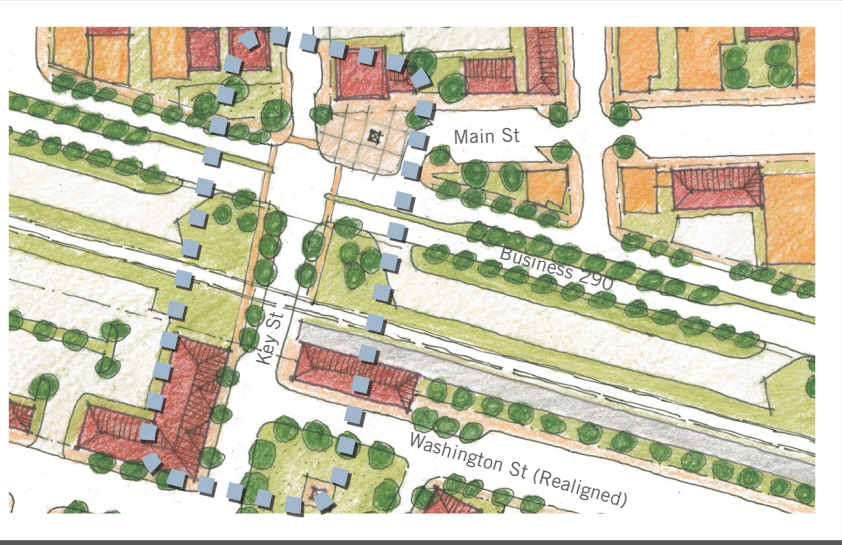
Main Street Streetscape & Crossing Improvements

To enhance pedestrian conditions along Main Street, recommended improvements include the construction of continuous sidewalks, landscaping, angled parking, and curb extensions at intersections. In addition, plans call for the reconfiguration of the Main Street, Key Street, and BR 290 intersection. The reconfiguration is designed to improve traffic safety and allow for the creation of a new civic plaza at Main Street's western terminus. In addition to public realm improvements, the Plan envisions an enhanced shopping experience through incremental infill or redevelopment of individual parcels with storefront buildings and through careful renovation of existing structures.

Mixed-Use Buildings with Mid-Block Parking

The design concept shows new two- to three-story, mixed-use buildings fronting on Main Street with parking and auto-oriented uses such as drive-throughs located mid-block and to the rear. Buildings would be designed with ground-floor storefronts opening directly on sidewalks and public spaces. Residential units and offices may be located on upper stories. Care must be taken as to the design of elevations and outer treatments adjacent to BR 290.

Figure 9: **Pedestrian Improvements along Key Street**



Pedestrian improvements along Key Street are designed to connect Main Street across BR 290 with the commuter rail station and proposed mixed-use development along Washington Street and around Station Square.

"I'd rather spend my dollar at a Livable Center in Waller than drive to a neighboring city. If we have this type of Center, and people are living here, they'll come." [paraphrased]

- Focus Group Participant

This computer rendering is to offer greater design detailing as to the proposed new municipal complex. It reflects the pattern and form of development and a typical streetscape environment.

Figure 10

Main Street

Figure 11: **Main Street Precedent Photos**

Pre • ce • dent (\'pre-sə-dənt\) 1. Something that may be used as an example in dealing with subsequent, similar cases.

Building Form

Two- to three-story buildings with street-level shops and cafes should line Main Street. Parking should be on-street or in areas within the mid-block that are screened from public view. The upper floors (and a certain percentage of the first floor) may be occupied by offices, service uses, and residents.

Public Spaces

New public spaces at the proposed municipal complex and the eastern terminus of Main Street can be designed to support a range of activities, from informal gathering to community events and activities.

Streetscape

Streetscape improvements along Main Street should provide adequate clear zones for pedestrian movement, as well as curb-side space for landscaping and street furnishings such as benches, pedestrian-scaled lighting, and trash receptacles.

Map 18

Washington Street

Washington Street (Station Square) Sub-District

Commuter Rail Station & Platform

The preferred location for the commuter rail station and platform is on the south side of the railroad tracks at the intersection of Key and Washington Streets. This location is the closest point between Main and Washington Streets and allows for easy access to and from Downtown and the neighborhoods to the north. The station building is envisioned as a combination of a small enclosed area that houses ticket sales and a covered waiting area. The station building anchors the platform spanning the distance between Key Street and Farr Street and provides a buffer between the railroad tracks and Station Square to the south.

Station Square & Adjacent Mixed-Use Development

Where Washington Street currently curves, the Plan proposes a new public green that resolves the geometry created by the offset Washington Street alignment. This green – referred to as Station Square – is anchored by the station building to the north and provides an attractive focal point for arriving passengers and a source of civic pride for Waller residents. Station Square is lined with mixed-use buildings with ground floor retail and residences or offices above. Station Square is envisioned as a vibrant and pedestrian-friendly environment with businesses that benefit from commuters passing by the shops on their walk between the station and the nearby parking lots. Station Square is sufficiently sized to accommodate benches and trees and allow for passive recreational uses.

Plaza & Market Square

A commuter parking lot during the week (see below), this surface lot is envisioned to host markets and fairs on the weekends. A shallow roof structure provides a screen between the parking lot and Washington Street and is designed to house market stands during events. The roof structure is anchored by a series of small enclosed structures that may house permanent uses, such as a newsstand or coffee shop. A plaza at the intersection of Washington and Alliance Streets accommodates smaller markets and public gatherings throughout the week and is envisioned to be utilized by the planned bicycle hostel and shop across Alliance Street.

Commuter & Shared Parking

To ensure commuter parking that is compatible with the adjacent neighborhood, the Plan proposes a series of smaller-scale lots dispersed on multiple blocks surrounding the station and within the railroad right-of-way north of the railroad tracks. Total parking, including on-street options, is estimated at 300 to 350 spaces. The parking lots are located mid-block behind buildings fronting Washington Street and are intended for businesses and residents, as well as dedicated commuter parking. Initially envisioned as surface lots, the parking lots could be redeveloped as parking structures with additional street-fronting mixed-use buildings in the future when this becomes economically feasible.

This illustrative image is from a point over the railroad tracks viewing southwesterly over the public green and the surrounding Station Square development. To maintain a walkable pedestrian environment, the buildings immediately address the streets with parking to the rear.

Figure 12

Washington Street

Figure 13: **Washington Street Precedent Photos**

Mixed-Use Buildings

The plan calls for one- to three-story mixed-use buildings surrounding three sides of Station Square. Proposed buildings are designed with ground level storefronts, entries opening directly onto public sidewalks, and awnings, galleries, and canopies.

Station Square & Plaza

New public spaces along Washington Street should be designed to encourage informal gathering and allow for regular use as places for public events and activities.

Streetscapes

New streetscapes along Washington Street should provide generous clear zones for pedestrian movement, amenities such as street trees, bicycle parking, benches, and pedestrian-scaled lighting, and protection from inclement weather.

Map 19

Field Store

Field Store Sub-District FS

New Residential Neighborhood on Vacant Sites

The design concept shows a development pattern that respects the adjacent single-family properties, maximizes the benefit of the proposed new City Park (see below), and provides a choice of housing for a variety of lifestyles, budgets, and household sizes. The proposed housing types range from attached dwellings adjacent to the park, rowhouses, small detached houses, and large detached homes abutting existing houses to the north and east. Private yard space is smaller close to the park and larger with distance. Residents in the attached dwellings by the park take advantage of the public green space across the street and require only minimal private yards. At the southern edge, abutting BR 290, retail and restaurant uses might accommodate the convenience of nearby residential uses.

Greenway & Trail

Mirroring the existing ditch on the west side of Field Store Road, the Plan proposes a new greenway and swale on the east side of the road as part of an additional parallel system to accommodate and detain stormwater runoff. A multi-use trail is located within the greenway and connects the northern edge of town with the new City Park (see below).

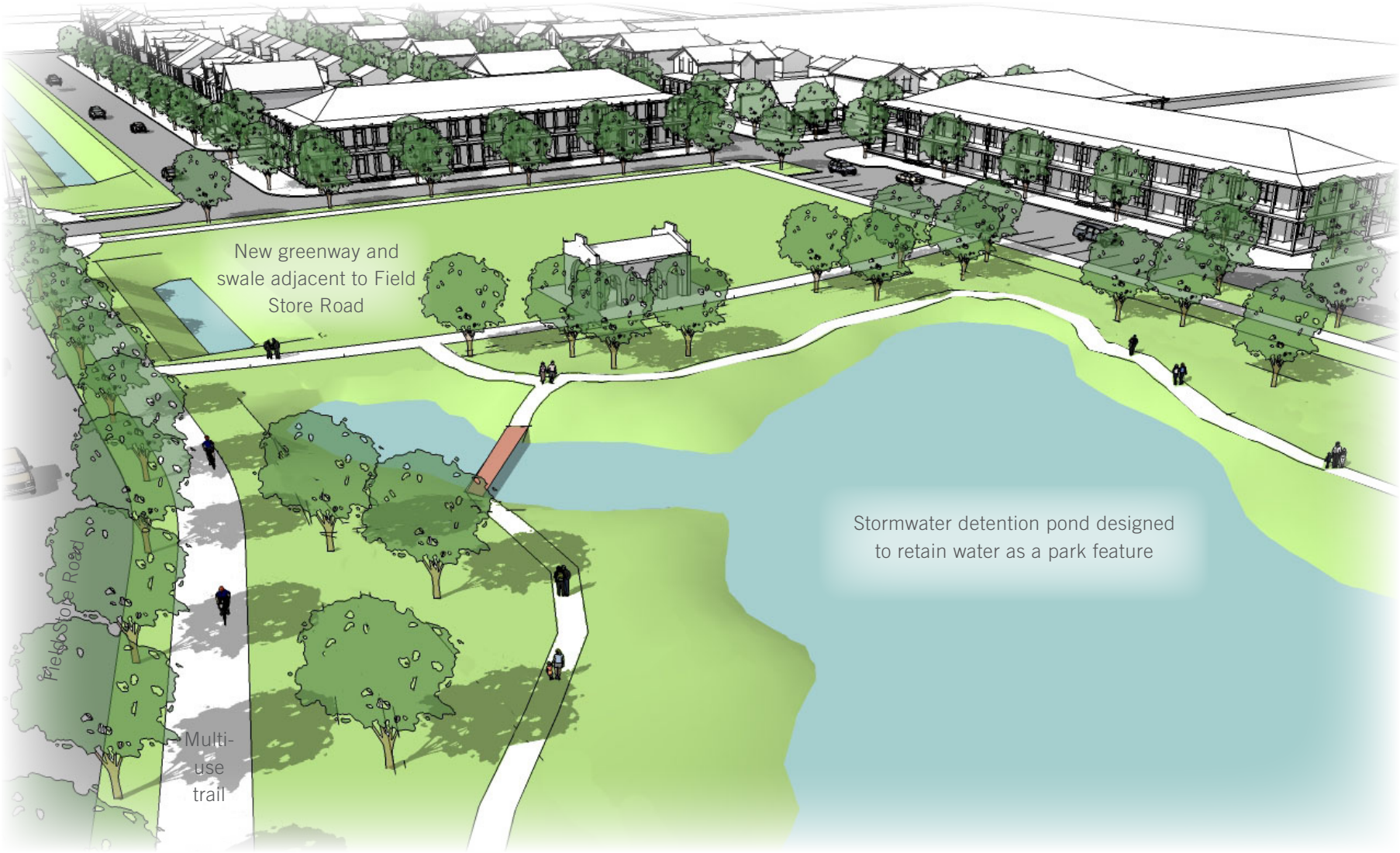
City Park & Pond

A new City Park of approximately 3.5 to 4.0 acres is proposed northeast of the Field Store Road/BR 290 intersection. The park is intended to have a number of functions, including: a large-scale public gathering and event place; passive and active recreational opportunities, including informal ball fields, trails, and picnic shelters; an attractive gateway for traffic arriving on Field Store Road from the north or BR 290 from the east; and a stormwater detention pond to help mitigate seasonal flooding. The Plan envisions the detention pond to be designed to retain water throughout the year to provide an attractive park feature.

Figure 14: **New Housing East of Field Store Road**

"I would like to see an exceptionally green-focused community that supports all ages. Waller needs more people and businesses to attract *more people and businesses*." [paraphrased]

- Focus Group Participant



This graphic model illustrates the concept of a new City Park surrounded by varying housing types to the north and east. This view is from Field Store Road near an intersection with BR 290 looking in a northeasterly direction.

Figure 15

Field Store Road

Figure 16: **Field Store Precedent Photos**

Housing Types

Attached housing in the form of duplexes (top) and townhouses (bottom) can be designed to reflect local building traditions and provide a range of housing options for young families, empty-nesters, and seniors.

New City Park

A new City Park can be designed to support a wide range of activities, from picnicking and informal play (top) to spaces for larger-scale public events and activities (bottom).

Trail & Drainageway

The proposed multi-use trail and drainageway can be designed as attractive public amenities, serving the needs of existing residents and attracting quality development on the vacant sites east of Field Store Road.

Map 20

Transportation Improvements

Supportive Multi-Modal Transportation Improvements

Transit-Supportive Infrastructure

The commuter rail station and platform will create a destination on the south side of BR 290, requiring supplementary infrastructure improvements to accommodate the influx of people and traffic. The primary recommendation is a re-alignment of Washington Street, which could be completed in preparation for future rail. An existing curve in Washington Street is replaced with Station Square, a one-way roundabout with a central green. These additions of transit and transit-supported infrastructure will help create a pedestrian-friendly environment, attracting mixed-use retail and housing opportunities.

Pedestrian and Bike Connections

Street and sidewalk connectivity is enhanced to promote City-wide mobility for pedestrians and bicyclists. These connections come in the form of new greenway trails, such as the one along Field Store Road that connects the northern edge of town to the new City Park, and bike lanes along Washington Street, which tie into a popular and well-traveled, regional bike route. There is also opportunity to tie the Livable Center to the proposed Sam Houston Trail and Wilderness Preserve that is planned to pass through Waller County and connect the Brazos River to Cypress Creek and the Katy Prairie Conservancy, creating a continuous loop around the metropolitan region.

Right-of-Way Acquisition and Abandonment

The new City Park, proposed on the eastern edge of Downtown, will require the acquisition of property for a new street where an existing dirt road is located. This extension of Field Store Road, south past Mills Street, will improve access to BR 290 from U.S. 290, as well as promote greater connectivity to Downtown corridors. The other street improvements reflected by the Plan may be mostly accommodated within existing rights-of-way.

On- and Off-Street Parking

Parking is approached with smaller, dispersed parking lots and on-street parking spaces rather than fewer large lots or garages. This is largely due to the expected rate of market absorption and the expense and feasibility of structured parking. Angled parking is proposed along the primary east-west corridors, such as Main Street, while parallel parking is proposed along the narrower north-south corridors, such as Key Street. Small, mid-block parking lots are scattered throughout Downtown, while mid-size lots are used near the rail station. The parking arrangement south of Washington Street allows for incremental construction, with built-in flexibility as the rail attracts an increasing number of patrons.

Streetscape Enhancements

Streetscape design interventions are integrated throughout the district, with the purpose of accommodating all users – pedestrians, bicyclists, motorists, other forms of transit, and those with a disability – to create a “complete street.” These improvements include sidewalks, landscaping, angled parking, curb extensions, improved crosswalks, and planted medians along BR 290. While streetscape beautification and functional enhancements benefit the user, they also improve the overall aesthetic and image of the district and serve to better manage patterns of traffic and property access.

Means of Implementing the Conceptual Vision Plan

IMPLEMENTING

The Conceptual Plan helps visualize how Downtown may develop and redevelop to form a Livable Center. This Plan is based on the premise that commuter rail will be extended to Waller sometime during the 2011 to 2015 period. In fact, the Vision Plan illustrated earlier in this section reflects a much longer-term, build-out scenario. However, although the market is expected to develop at a slower pace, the character and form of downtown development portrayed by the Conceptual Plan may still be realized by the community. Timing is of the essence though, as any transactions or investments that occur may limit the opportunities to achieve the Plan's vision and intent.

Given the community's scale and pace of development, it has not been confronted, until recently, with larger-scale development or the added complexity of infill development or redevelopment. As it is now faced with the prospect – and opportunity – of commuter rail, there is a warrant for the creation of amended or new approaches for managing development. This is especially true if there is a strong community preference as to the patterns, forms, and character of development or if there is a desire to have a hand in its quality outcomes. A Livable Center, by definition and by nature, is a place of quality development for which there is careful attention to detail. The extent of detail is a matter of local policy to be determined by the governing body. The Conceptual Plan, for instance, illustrates the general character and form of development by specifying, conceptually, the lot and block arrangements, typical building footprints, public spaces and activity areas, and the contextual relationships between adjacent uses. The manner by which these are regulated to result in certain forms of development must be determined by the City if the vision is to be fulfilled.

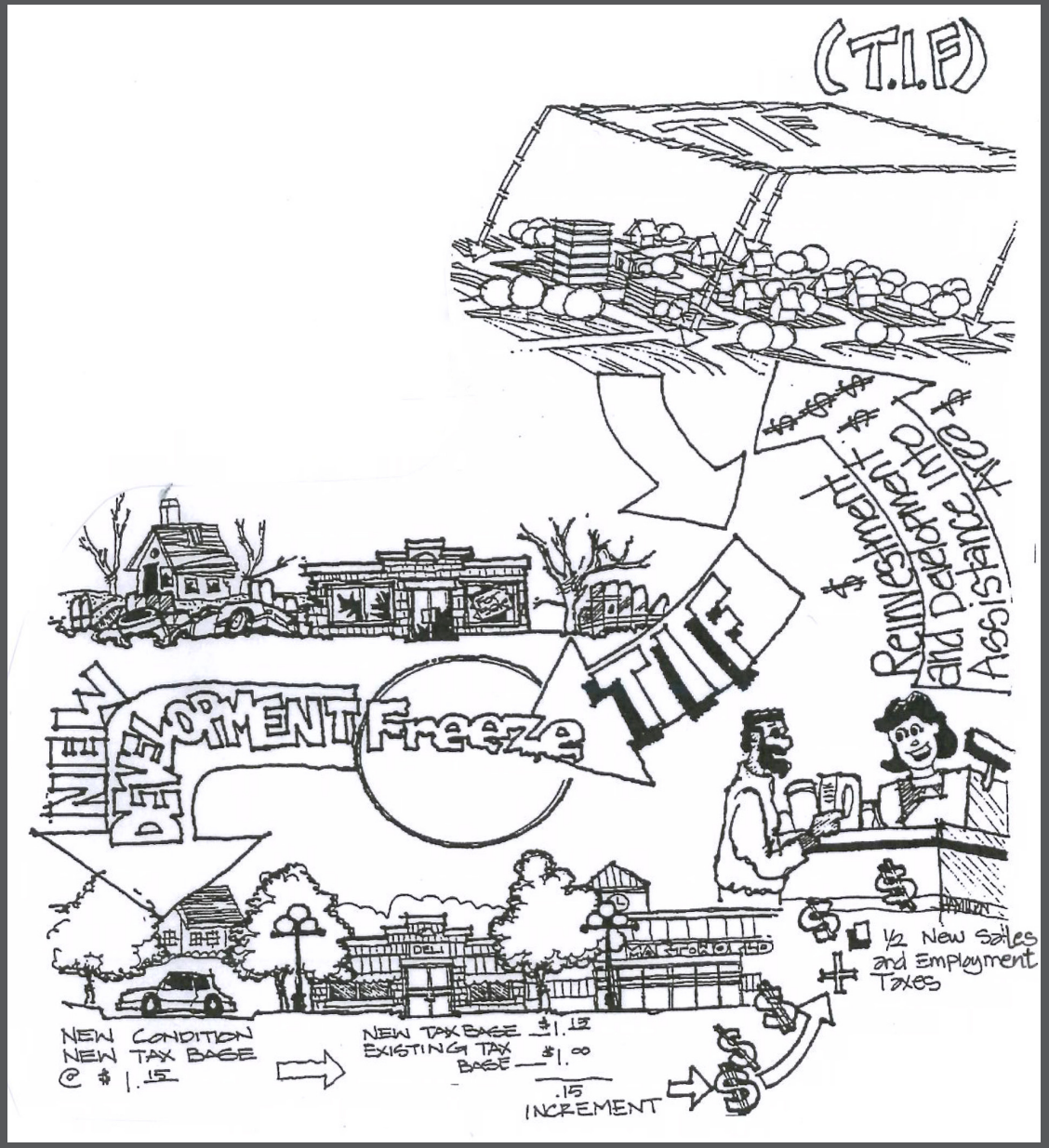
This being said, there are different methods and means to achieve the intended outcomes. Some may be more feasible or palatable than others, but, nonetheless, they remain options that have been successfully used in other communities. The following avenues are available to the City and are presented in no certain order.

1. Formation of a Tax Increment Financing (TIF) district.

This district is for the purpose of urban renewal. This mechanism is most notable as a mechanism to finance public improvement investments within the boundaries of a defined district. (See the Realization section of this Plan for more detail as to this source of funding.) Provided there is a determination that it is beneficial to its residents, the public body is authorized to: *"plan, replan, zone, or rezone any part of the public body or make exceptions from building regulations."* In effect, this entitles the City to apply development standards to a certain defined area, which, in this case, could be all or a portion of the project study area (or a larger area). Therefore, standards could be developed that are unique and applicable only within the Livable Center. These standards are wholly within the City's discretion as to their form and content. Since the City has adopted a Comprehensive Plan, this Advance Plan (as may be further refined or amended) may serve as the Urban Renewal Plan.[1] To do so, the City Council must declare, by resolution, that the area is a slum area or a **blighted area**, or both. See next page for text box and **Figure 17: TIF Diagram**.

1 Chapter 374, Urban Renewal in Municipalities, Section 374.014, Municipal Urban Renewal Plan

Figure 17: **TIF Diagram**



Blighted Area

Blighted area means an area that is not a slum area, but that, because of deteriorating buildings, structures, or other improvements; defective or inadequate streets, street layout, or accessibility; unsanitary conditions; or other hazardous conditions, adversely affects the public health, safety, morals, and welfare of the municipality and its residents, substantially retards the provision of a sound and healthful housing environment, or results in an economic or social liability to the municipality.

2. Amendment of the City's Subdivision Regulations

Presently, the subdivision regulations only outline the application form and content requirements and review and approval procedures for plats. They do not include the standards that are common among most communities addressing streets, blocks, lots, easements, and utilities. As a result, other than within the manufactured home ordinance, there are no standards specifying required setbacks from building lines, provision of building coverage, or requirements for parking, site access, or pedestrian improvements. There are effectively

no regulations to manage the pattern, scale, density, or character of development. Literally, any type, use, or scale of development can be placed anywhere within the City with little influence by the City as to its quality or character. As the City begins to witness more development – and particularly to embark on a significant project such as a Livable Center – certain minimum standards are advisable.

Related to the conceptual plan – and potentially projects elsewhere in the City - the minimum standards to be amended to the subdivision regulations include:

- State law enabled provisions for development, minor, and amending plats.
- Required consistency of Covenants, Conditions, and Restrictions (CCRs) with the Comprehensive Plan and Advance Plan.
- Subdivision and design standards to regulate streets and rights-of-way; property access; block patterns, lengths, and widths; lot patterns, dimensions, and minimum frontage; easement widths and locations; open space and landscape areas; and utility and other improvement requirements.
- Minimum lot sizes and setback requirements, differentiated by development type.
- Design and installation of improvements and their acceptance and security (e.g. performance bond, trust agreement, or letter of credit).
- Dedication of rights-of-way and easements.
- Sidewalks and other pedestrian and bicycle improvements.
- Drainage and water quality standards.

3. Drafting and Adoption of a Simplified Zoning Ordinance

While there were expressed reservations voiced during this Plan development process, the use of zoning is among the alternatives. It is important to note that State law does not specify what a zoning ordinance must regulate; it only defines the procedures and means of notification to adopt regulations or to define the standards that apply to certain areas. Therefore, it is within the authority of the City to adopt an ordinance that has only two districts, one for the Livable Center and a second for the balance of the City limits. The standards applying city-wide could simply include the basics of building setbacks, height, parking, etc. with no further imposition of standards. As a means to achieve the types and patterns of development and the building forms and their placement as visualized by the Conceptual Plan, standards within the Livable Center could include provisions for building height or number of stories, building coverage (to account for adequate mid-block parking and green space), density (defining the number of dwelling units per acre, particularly for the different housing types), and the location and use of buildings (to effectively transition and protect the value and enjoyment of existing, neighboring properties from the encroachment of use types that are incompatible or out of scale). So as to protect the historical, cultural, and architectural significance of Downtown, as well articulated as a strong desire by residents and stakeholders, the City may also address the construction, reconstruction, alterations, or razing of buildings or other structures of value to the community (such as the barber shop).

The regulations may be administered through the appointment of a zoning commission. Members of the commission are appointed by the City Council, meaning that the Livable Center may be fairly represented in the deliberations of defining, adopting, and administering the development standards. There is nothing that precludes the City from adopting by-laws for the commission that specify the number of seats to be appointed for representatives of the Livable Center. Furthermore, a benefit of this approach is the required notification procedures of surrounding property owners, thereby affording public notice of any changes.

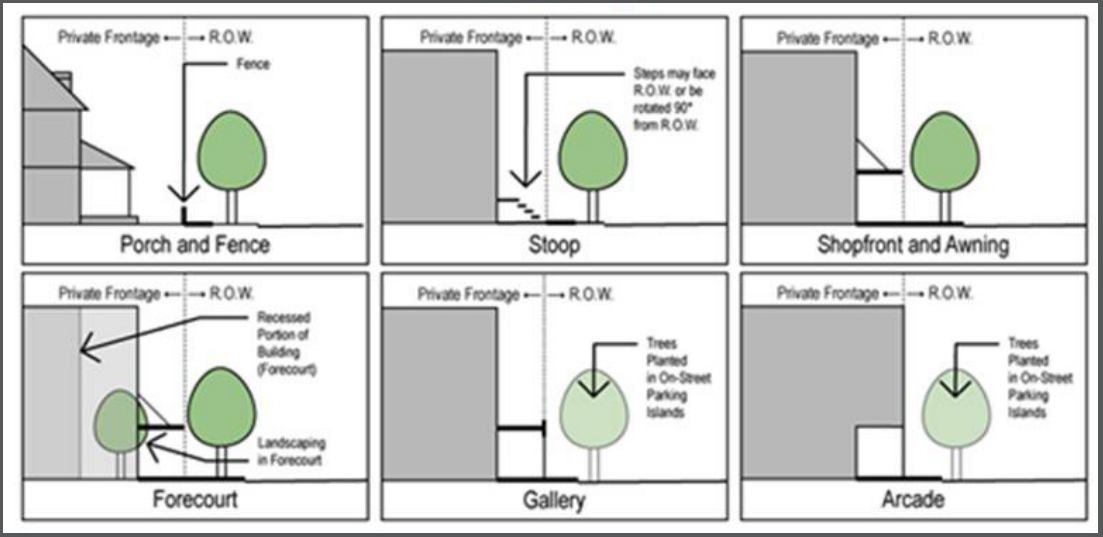
4. Preparation and Adoption of Standards Relating to Building Form

These types of standards are increasingly gaining acceptance, particularly for small areas like Downtown Waller and parcels under single ownership. They are different from zoning in that there is minimal restriction as to the allowable uses of property, instead focusing on the design of individual

districts and buildings. The emphasis is placed on building placement (beyond simple setbacks or building coverage requirements), street design, and the creation of "place" through considerable detail. In this way, a form-based code (also referred to as a design code) seeks to produce the design outcome expressed by what is referred to as a regulating plan. This is essentially the next step beyond the Conceptual Plan whereby there is a higher degree of design detailing of individual blocks or portions of blocks and individual properties.

Complimenting the Regulating Plan are building form standards addressing the scale and massing of buildings, height, building frontage types, broad use types, and building and parking placement (see **Figure 18: Private Frontage Types**). There are also standards for public space types, building types, and block and subdivision standards. As such, these standards are highly prescriptive so as to ensure a deliberate outcome – in this case, a Livable Center. Design-based codes are becoming increasingly popular as they afford great latitude as to specific use types instead controlling the design of the environment.

Figure 18: **Private Frontage Types**



Form-based codes prescribe very specific standards and both when and where they are allowed. For instance, as shown in this illustration, there are certain frontage types to express the relationship of the building to the street, for which certain standards are required along individual street frontages. Along Main Street, the allowable frontage types may include, in defined locations: shopfront and awning, forecourt, gallery, or arcade. Each of these draw the building near the street to create a pedestrian-oriented environment.

5. Preparation and Adoption of a Performance-Based Code

With the inclusion of good design standards, this type of regulation can accomplish many of the same outcomes as a design-based code without extending to the same level of fine grain detail. The significant difference between the two is that performance standards are written to achieve certain outcomes relative to their function with adjacent uses and the context of their environment. The standards are flexible rather than rigid whereby a building may be one, two, or three stories, given certain conditions, rather than prescribed only as a two-story building. Often the standards include incentives to achieve the preferred outcomes. For instance, there may be an increased floor area allowed, coupled with the provision of civic space, a mixed-use or LEED certified building, or structured parking. Essentially, a performance-based code offers predictability as the standards define the development character while also accommodating market and other changing conditions over time.

IMPROVEMENTS

Section Four

This section of the Advance Plan establishes an overall program and order of priority timeline for the full-scale improvements necessary to ultimately realize the Livable Center. The improvements include transportation and their related projects, such as right-of-way acquisition and drainage improvements, as well as transit-related and other projects. These projects are arranged in a priority timeline to include:

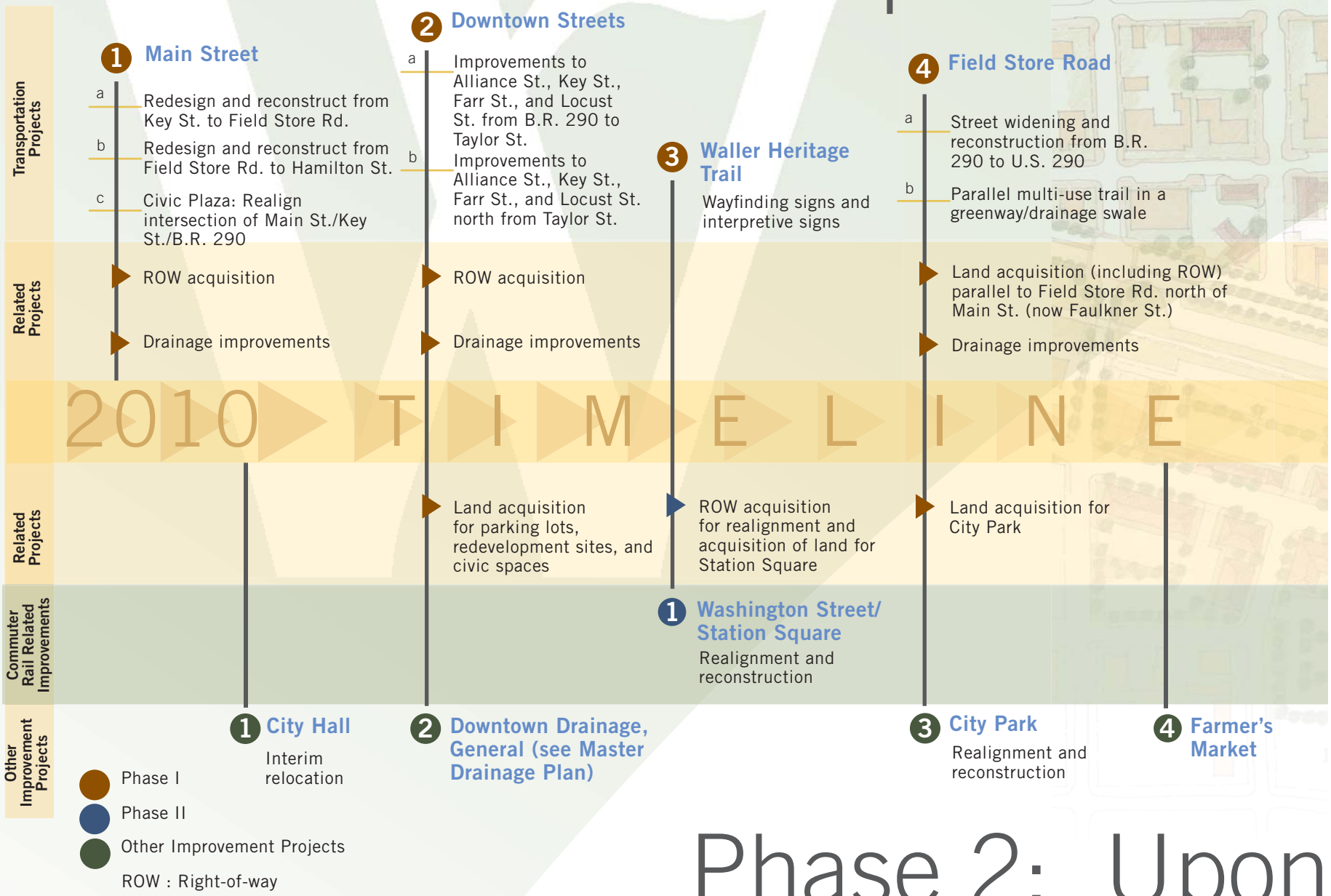
- Phase 1: Independent of Commuter Rail, which are those that may be accomplished in advance of commuter rail and are imperative to achieve a Livable Center; and
- Phase 2: Upon Confirmation of Commuter Rail, timed concurrent with and subsequent to the confirmation of commuter rail along the UPRR/BR 290 corridor.

Approach

The individual projects are prioritized and scheduled in the timeline continuum (on the following page) and graphically shown in the composite improvement diagram (see **Map 21, Project Prioritization,** on page 110). Following is a series of project profiles, each with a narrative description of the project, together with a component outline (indicating the individual project components that are included in the conceptual design and costing), design details, and order of magnitude cost estimates. Additional details as to the cost estimates may be found in **Appendix C, Detailed Cost Estimate**. Estimates are included for each of the transportation projects. The other improvement projects, such as the interim relocation of City Hall, Station Square, City Park, farmer's market, gateway enhancements, and the municipal complex and civic square warrant additional study and design work to produce reliable costs. The transit-related improvements will be undertaken by others, such as Houston Metro, the Gulf Coast Rail District, or potentially a sub-agency of county governments, and as such, are not estimated.

The **Implementation** section (beginning on page 127) identifies the early project initiatives. These are the recommended near-term projects for which funding options and strategies are identified. The balance of the following projects are expected to occur over many years, as development and redevelopment begin to occur and funding becomes available. The full-scale projects are provided as a comprehensive improvement program, which may serve as a basis for guiding development and coordinating infrastructure improvements within and nearby the areas affecting the Study Area.

Phase 1: Independent of



Phase 2: Upon

Commuter Rail

5 Downtown Streets

Pedestrian improvements on other Downtown streets

- ROW acquisition:
  Cherry St. east of Field Store Rd.
  ROW abandonment:
  Mill St. from Field Store Rd. east of Hamilton St.
  Green St. between Faulkner St. and Mill St.
- Drainage improvements

6 Washington Street

Bike lane improvements

C O N T I N U U M

2 B.R. 290

Realignment and reconstruction

3 Railroad Crossings

Safety improvements and quiet zones

4 FM 362

Street widening and reconstruction from Washington to U.S. 290

5 FM 2920

Street widening and reconstruction from BR 290 to U.S. 290

5 B.R. 290 Gateways

6 FM 362 and Field Store Rd. Gateways

Gateway monuments and landscaping at entries to the Livable Center

7 Municipal Complex and Civic Square

Confirmation of Commuter Rail

Figure 19: Heritage Trail, Downtown Inset

Map 21

Project Prioritization

1. Main Street

Project Profile

Main Street currently accommodates two travel lanes and angled parking in a 60-foot right-of-way. Curb and gutter is discontinuous. Sidewalks are not present or provided on private lots. The plan proposes a redesign of the street to accommodate sidewalks sufficiently wide for a Downtown retail street, with continuous curb and gutter and angled on-street parking (see **Figure 20, Typical Section for Main Street)**. To accommodate the proposed section, the street right-of-way would need to be widened to 84 feet. Alternatively, sidewalks could be constructed on easements in the first 12 feet of each property.

The civic plaza, located at the Main/Key/BR 290 intersection, would enhance safety for pedestrians and motorists and provide a pleasant environment with landscaping and pedestrian amenities. Vehicular traffic movement would be limited to right turns only – left turns from Main to Key Street and from BR 290 to Main would be eliminated.

A. Redesign and reconstruct Main Street from Key Street to Field Store Road

a. Widening of Main Street
b. Street surface reconstruction
c. Storm drainage improvements
d. Curb extensions and angled parking
e. Sidewalk and crosswalk improvements
f. Streetscape and pedestrian enhancements (landscaping, lighting, benches, trash receptacles)
g. Traffic control (signs and/or pedestrian-actuated signals)

Base Cost	15% Contingency	13% Design + Fees	Total
$ 2,529,153	$ 379,373	$ 328,790	$ 3,237,316

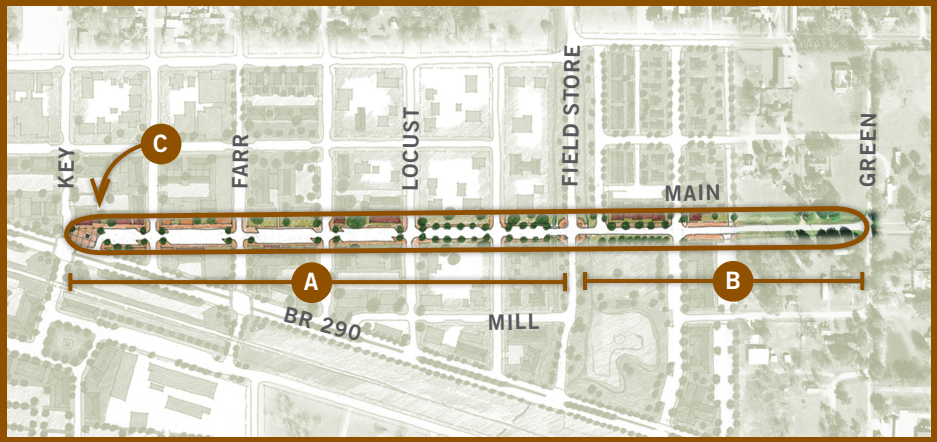
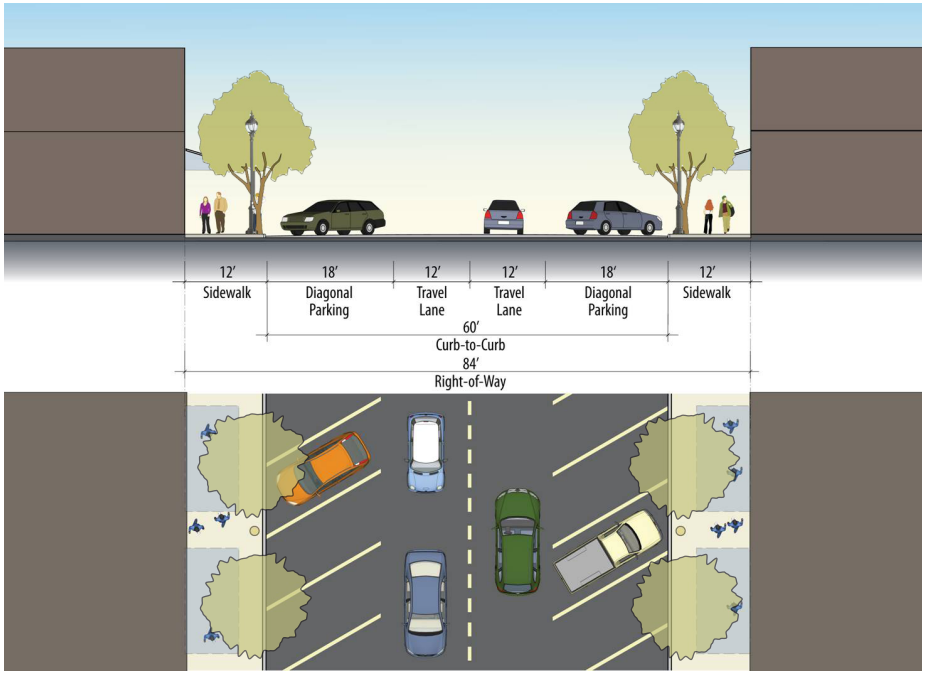


Figure 20: Typical Section for Main Street



B. Redesign and reconstruct Main Street from Field Store Road to Hamilton Street, concurrent with the new City Park

a. Widening of Main Street
b. Street surface reconstruction (or overlay)
c. Storm drainage improvements
d. Curb extensions and angled parking
e. Sidewalk and crosswalk improvements
f. Streetscape and pedestrian enhancements (landscaping, lighting, benches, trash receptacles)
g. Traffic control (signs and/or pedestrian-actuated signals)

Base Cost	15% Contingency	13% Design + Fees	Total
$ 1,497,790	$ 224,669	$ 194,713	$ 1,917,171

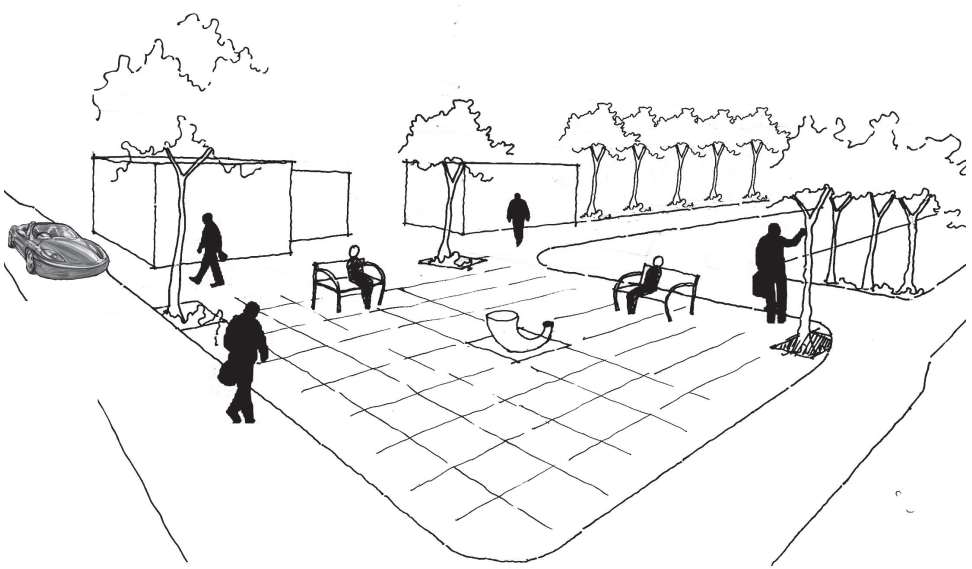
C. Realign Main/Key/BR 290 intersection and construct Civic Plaza

See **Figure 21, Perspective of Civic Plaza**.

a. Road reconfiguration (right-in/right-out)
b. Curb extensions (interlocking brick hardscape or similar)
c. Streetscape and pedestrian enhancements (landscaping, lighting, benches, trash receptacles)
d. Signage and striping

Base Cost	15% Contingency	13% Design + Fees	Total
$ 193,300	$ 28,995	$ 25,129	$ 247,424

Figure 21: Perspective of Civic Plaza



2. North/South Street Improvements

Project Profile

Downtown streets currently vary in pavement width, but are mostly without curb and gutter and rarely provide on-street parking. Additionally, right-of-way widths vary between 50 and 60 feet throughout Downtown. Improvements are intended to provide a consistent street design for Downtown streets that accommodate two-way traffic, parallel on-street parking, curb and gutter, and landscaped parkways and sidewalks (see **Figure 22, Typical Section for 50' Roadways in Downtown,** and **Figure 23, Typical Section for 60' Roadways in Downtown**). Roads with a 60-foot right-of-way can accommodate the proposed section, whereas roads with a 50-foot right-of-way require a five-foot parkway/sidewalk easement on both sides.

A. Improvements to Alliance Street, Key Street, Farr Street, and Locust Street from BR 290 to Taylor Street

a. Street surface reconstruction
b. Storm drainage improvements
c. Curb extensions and parallel parking
d. Sidewalks and crosswalk improvements
e. Streetscape and pedestrian enhancements (landscaping, lighting, benches, trash receptacles)
f. Traffic control (signs and/or pedestrian-actuated signals)

Base Cost	15% Contingency	13% Design + Fees	Total
$ 3,321,375	$ 498,206	$ 431,779	$ 4,251,360

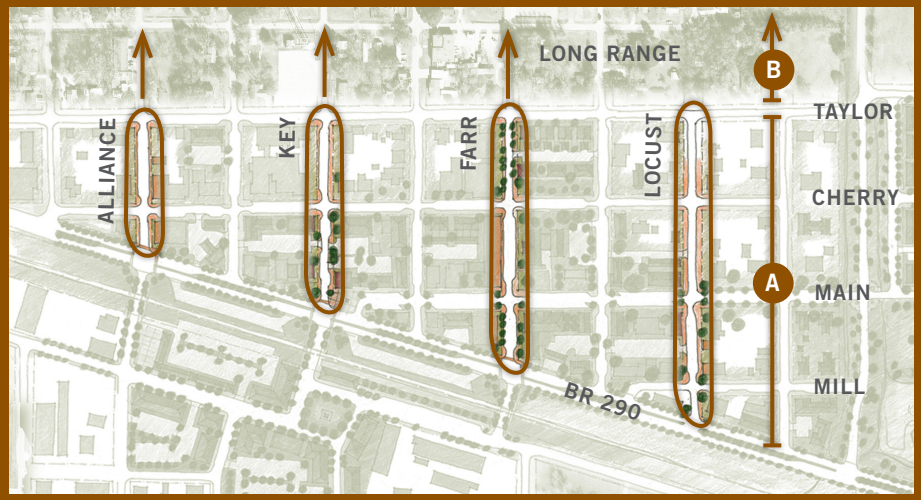
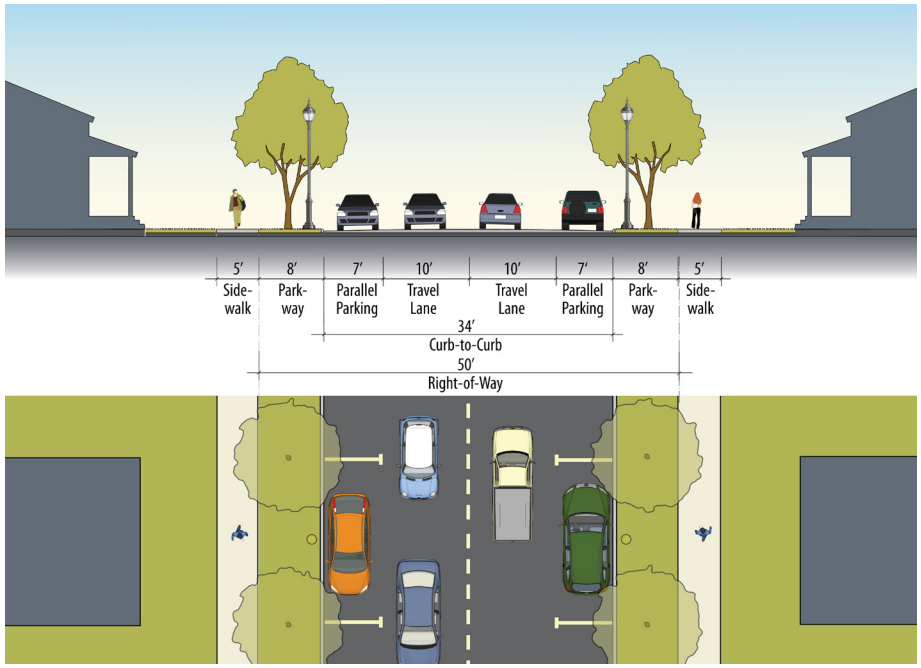


Figure 22: Typical Section for 50' Roadways in Downtown



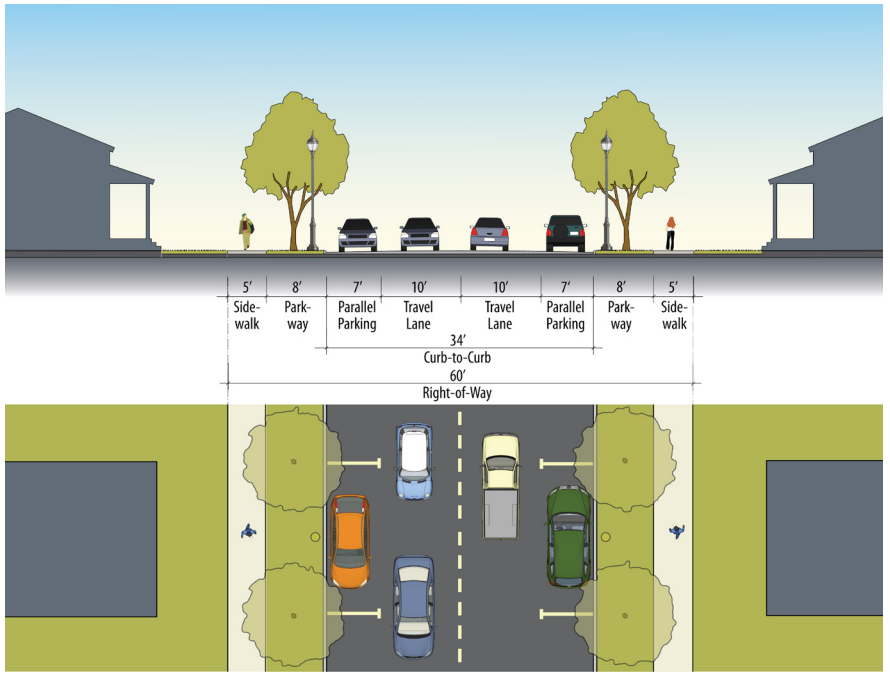
B. Long-term improvements to Alliance Street, Key Street, and Farr Street north from Taylor Street

(Alliance Street to Brazeal Street and Key Street and Farr Street to Waller St.)

a. Street surface reconstruction
b. Storm drainage improvements
c. Curb extensions and parallel parking
d. Sidewalks and crosswalk improvements
e. Streetscape and pedestrian enhancements (landscaping, lighting, benches, trash receptacles)
f. Traffic control (signs and/or pedestrian-actuated signals)

Base Cost	15% Contingency	13% Design + Fees	Total
$ 6,666,574	$ 999,986	$ 866,655	$ 8,533,214

Figure 23: Typical Section for 60' Roadways in Downtown



3. Waller Heritage Trail

Project Profile

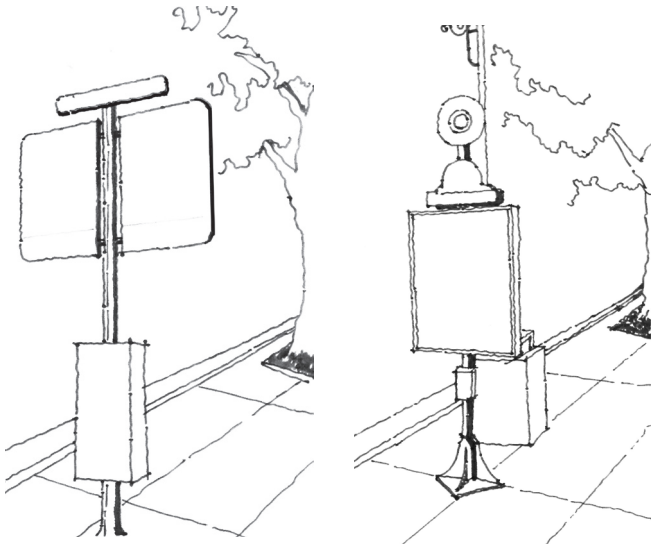
To showcase the City's rural and agricultural heritage, the Waller Heritage Trail is proposed to be designated through a series of wayfinding signs and interpretive signs (see **Figure 24, Perspectives of Typical Signage**). The interpretive signs would tell stories about key community assets and historic resources, such as the old hotel building (which is now a child development center), barber shop (talking about how people would ride horses into town to get a haircut), site of the original train depot, feed store and grain silos, and other sites of local interest.

Designate a Waller Heritage Trail to highlight key community assets and historic resources

a. Wayfinding signs
b. Interpretive signs

Base Cost	15% Contingency	13% Design + Fees	Total
$ 14,500	$ 2,175	$ 1,885	$ 18,560

Figure 24: Perspectives of Typical Signage



4. Field Store Road

Project Profile

Field Store is currently a two-lane roadway with a 60-foot right-of-way and open ditch drainage – it has no facilities to accommodate pedestrians or bicycles. It also does not currently connect to BR 290. The Plan includes widening the right-of-way to 80 feet and extending it south from Mill St. to BR 290.

The multi-use trail on the east side of Field Store Road is intended to accommodate a variety of users including pedestrians, bicyclists, and wheelchairs. A multi-use trail is typically 10 to 12 feet wide. The trail is intended to eventually be part of the proposed new City Park on the east side of Field Store Road just north of BR 290. Initially, the trail could provide a connection from BR 290 to U.S. 290.

A. Improvements to Field Store Road from BR 290 to U.S. 290

a. Widening of Field Store Road to arterial street standards to accommodate a boulevard cross section from BR 290 to U.S. 290 as indicated in the Waller Comprehensive Plan, 2008-2028.
b. Street surface reconstruction
c. Storm drainage improvements
d. Sidewalks (on west side) and crosswalk improvements
e. Streetscape and pedestrian enhancements (landscaping, lighting, benches, trash receptacles)
f. Traffic control (signs and/or pedestrian-actuated signals)

Base Cost	15% Contingency	13% Design + Fees	Total
$ 4,469,507	$ 670,426	$ 581,036	$ 5,720,969

B. Construction of Trail along Field Store Road

a. Construction of a 10- to 12-foot multi-use trail and 40-foot greenway/drainage swale on the east side of Field Store Road, from BR 290 to U.S 290 (see **Figure 25, Perspective of Trail and Greenway Along Field Store Road).**

Base Cost	15% Contingency	13% Design + Fees	Total
$ 940,434	$ 141,065	$ 122,256	$ 1,203,756

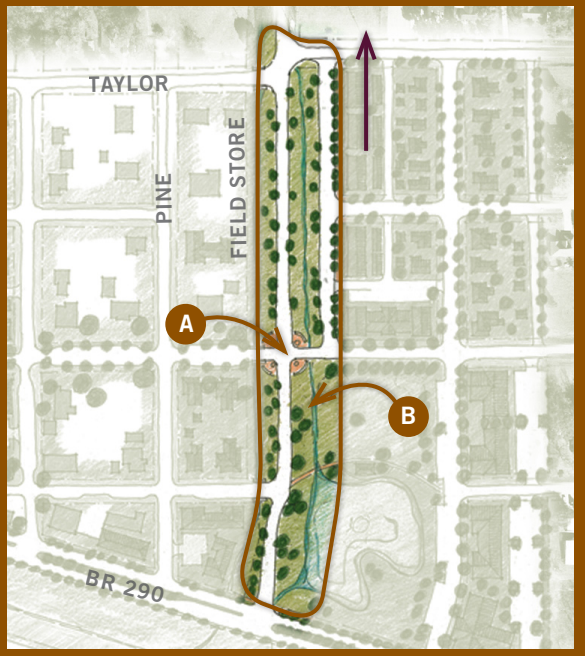
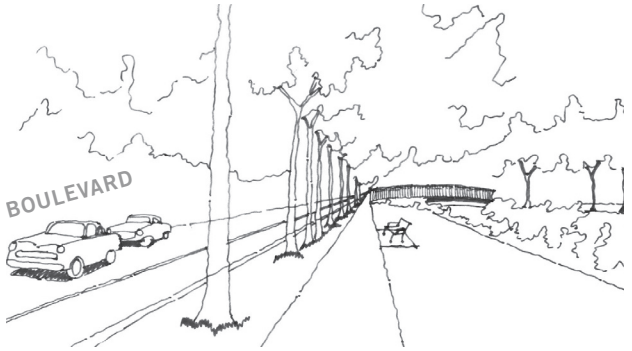


Figure 25: Perspective of Trail and Greenway Along Field Store Road



5. Downtown Streets, Sidewalk, and Parking Improvements

Project Profile

Sidewalks are currently discontinuous along some Downtown streets and absent on others. Sidewalk improvements are intended to create an improved pedestrian environment by providing better access and connectivity throughout Downtown, as well as opportunities for parallel parking (see **Figure 26, Perspective of Sidewalk Improvements**).

Improvements to other Downtown streets, as indicated on Map 6E-Central Business District Proposed Improvements, Waller Comprehensive Plan, 2008-2028, as follows:

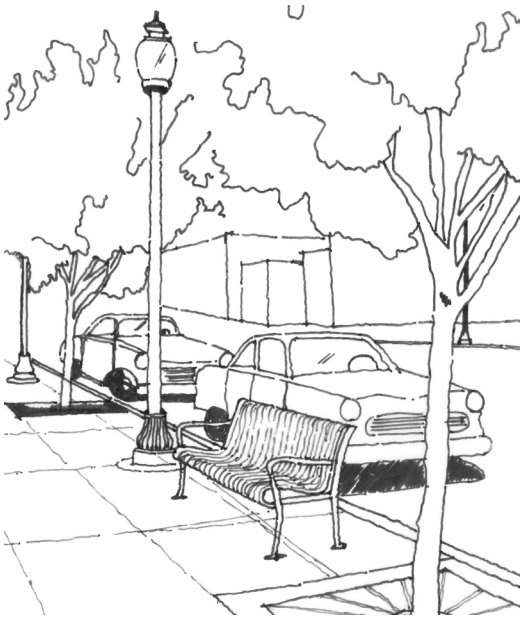
a. Cherry Street
b. Mill Street
c. Taylor Street
d. Penick Road
e. Smith Street
f. Saunders Street
g. Pine Street

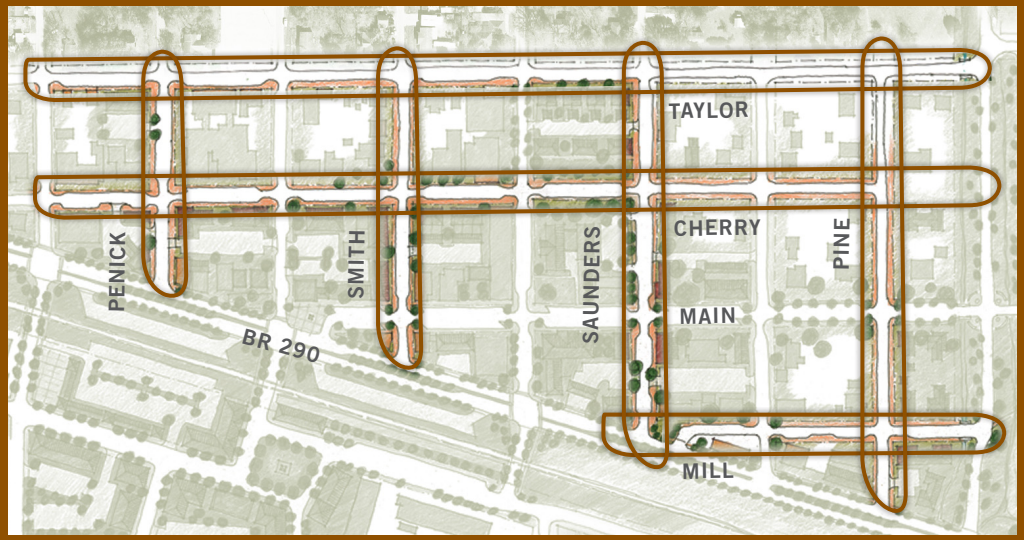
Improvements consist of:

a. Curb extensions and parallel parking
b. Sidewalks and crosswalk improvements
c. Streetscape and pedestrian enhancements (landscaping, lighting, benches, trash receptacles)
d. Traffic control (signs and/or pedestrian-actuated signals)

Base Cost	15% Contingency	13% Design + Fees	Total
$ 4,404,223	$ 660,633	$ 572,549	$ 5,637,405

Figure 26: Perspective of Sidewalk Improvements





6. Washington Street

Project Profile

Waller is situated along a popular cycling route between Houston and Austin. Washington Street is part of the Old Highway 20 bicycle route, which brings bike enthusiasts to Waller on a regular basis. However, Washington Street is currently not signed or striped as a bike route.

The existing right-of-way of Washington Street generally ranges from 50 to 62 feet, with wider segments between Ash St. and Penick St.; however, the existing pavement width is narrower. Widening the pavement and designating a bike lane in each direction with striping and signage would provide a safer bike route by separating bicyclists from vehicular traffic (see **Figure 27, Perspective of Washington Street Bike Route**). Further improvements to Washington are also included as part of Phase 2: Upon Confirmation of Commuter Rail.

Improvements to Washington Street for a bike route from the east City limits to FM 362

a. Widen pavement to provide for a bike lane on each side of the road
b. Designate a five-foot bike lane on both sides of the street (with appropriate bike route striping and signage)

Base Cost	15% Contingency	13% Design + Fees	Total
$ 1,400,000	$ 210,000	$ 182,000	$ 1,792,000

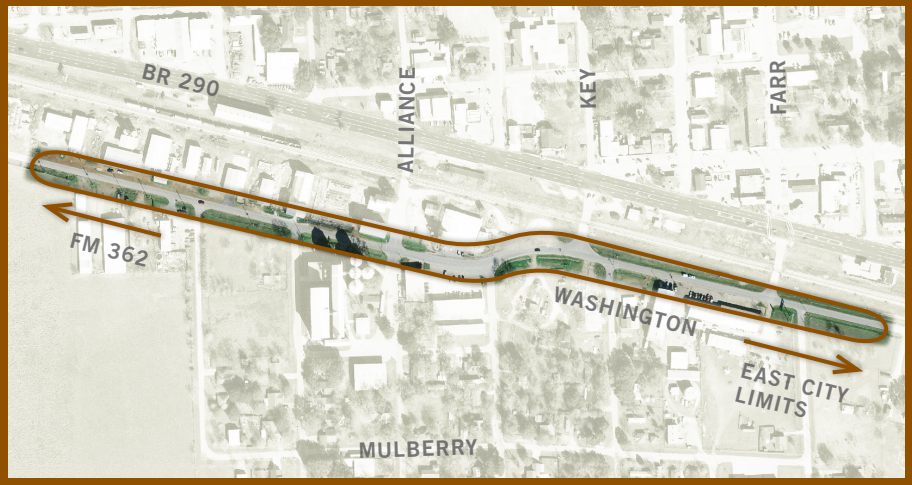
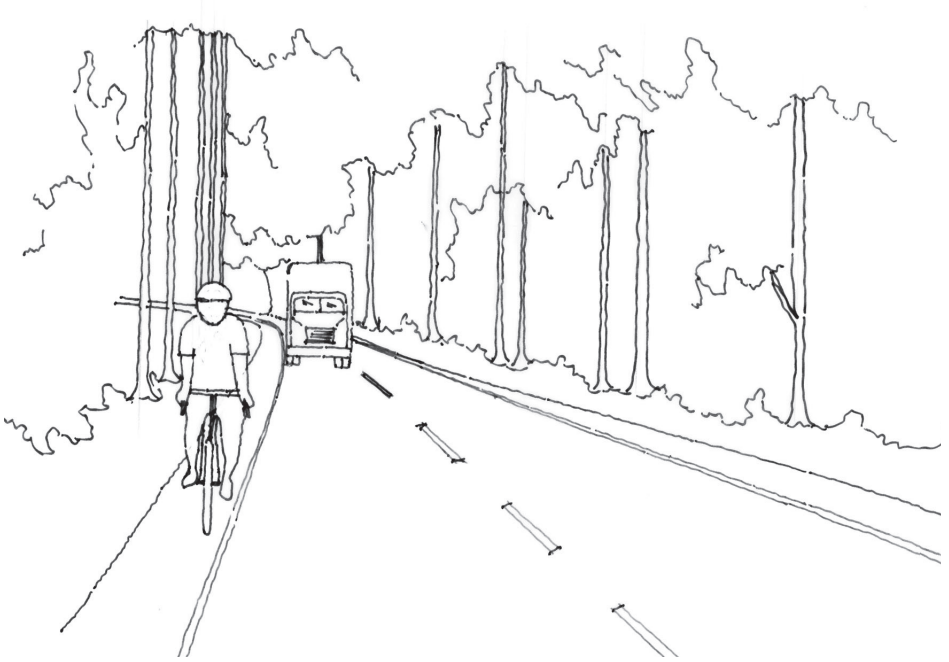


Figure 27: Perspective of Washington Street Bike Route

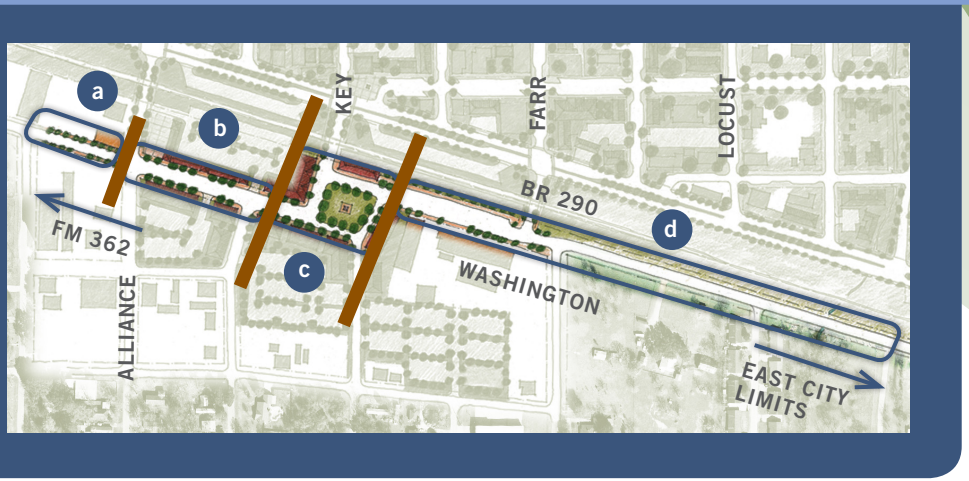


1. Washington Street

Project Profile

Washington Street is currently a narrow, two-lane roadway without on-street parking, bike lanes, sidewalks, or curb and gutter. Recommended improvements are as follows (see **Figures 28**, **29**, **30**, **30**, **31**, and **32**):

a. West of Alliance Street – add bike lanes, curb and gutter, parkways and sidewalks within a 50-foot right-of-way.
b. Between Alliance & Key Streets – add bike lanes, parallel parking, curb and gutter, and wide sidewalks with tree wells within a 70-foot right-of-way.
c. Between Key & Elm Streets – reconfigure around proposed Station Square, as follows:
    i. The western and northern segments are designed as primary through-routes, with two-way traffic and two travel lanes, bike lanes, parallel parking on the west/north sides, curb and gutter, and wide sidewalk with tree wells on the north/west sides.
    ii. The southern and eastern segments would accommodate local access to/from Elm Street and are proposed as one-way streets for east-bound and northbound traffic. These segments would have one-way travel lanes, on-street parallel parking on the south / east sides, and wide sidewalks with tree wells.
d. East of Elm Street – add bike lanes, parallel parking on the south side, diagonal on-street parking on the north side, curb and gutter, parkway and sidewalk on the south side, and a wide sidewalk with tree wells on the north side within an 80-foot right-of way.



Improvements to Washington Street, including Station Square

a. Widening/realignment and reconstruction of Washington Street
b. Storm drainage improvements
c. Curb extensions and parallel parking
d. Sidewalks and crosswalk improvements
e. Streetscape and pedestrian enhancements (landscaping, lighting, benches, trash receptacles)
f. Traffic control (signs and/or pedestrian-actuated signals)
g. Station Square design and development

Base Cost	15% Contingency	13% Design + Fees	Total
$ 10,090,000	$ 1,513,500	$ 1,311,700	$ 12,915,200

Figure 28: Typical Section for Washington at Commuter Rail Station

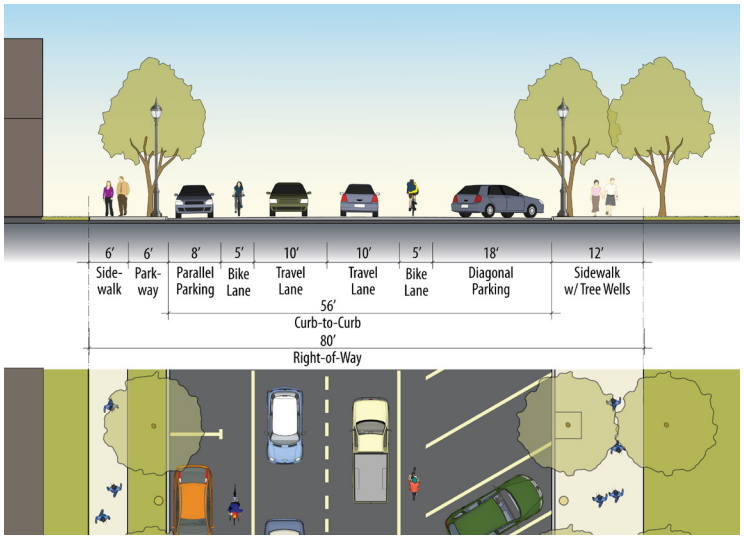


Figure 29: Typical Section for Washington West of Alliance

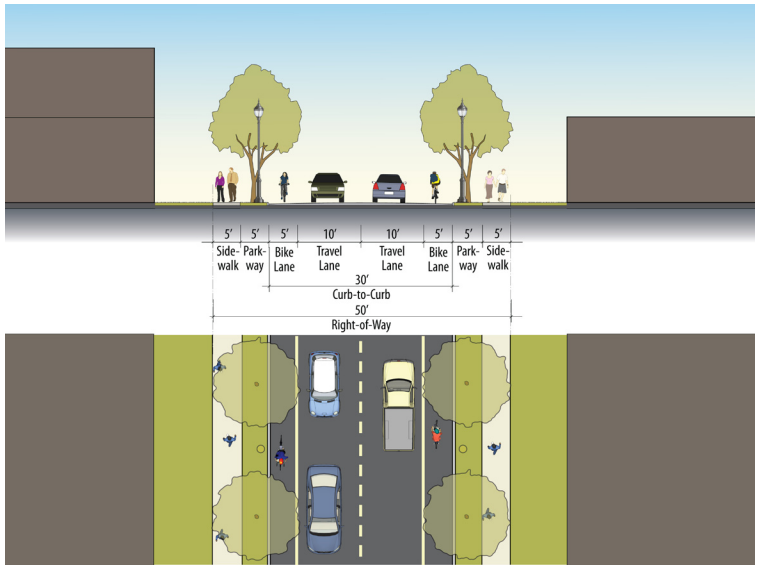


Figure 30: Typical Section for Washington East of Alliance

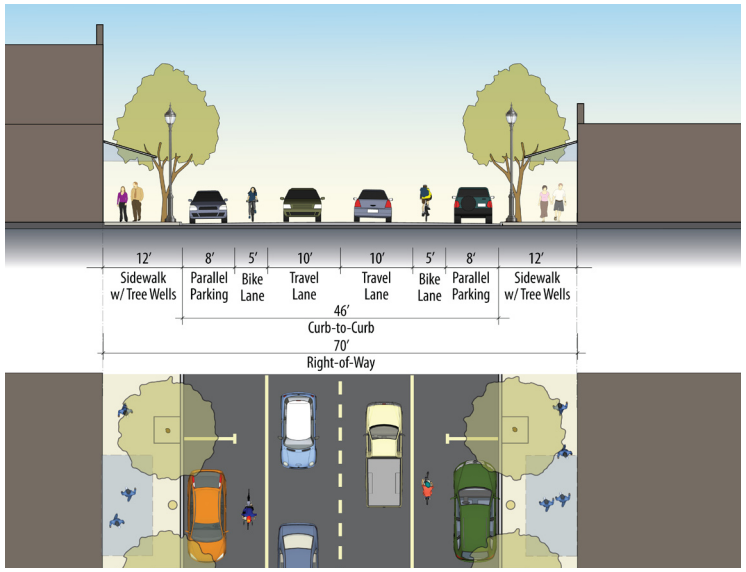


Figure 31: Typical Section for Station Square (S/E Segments)

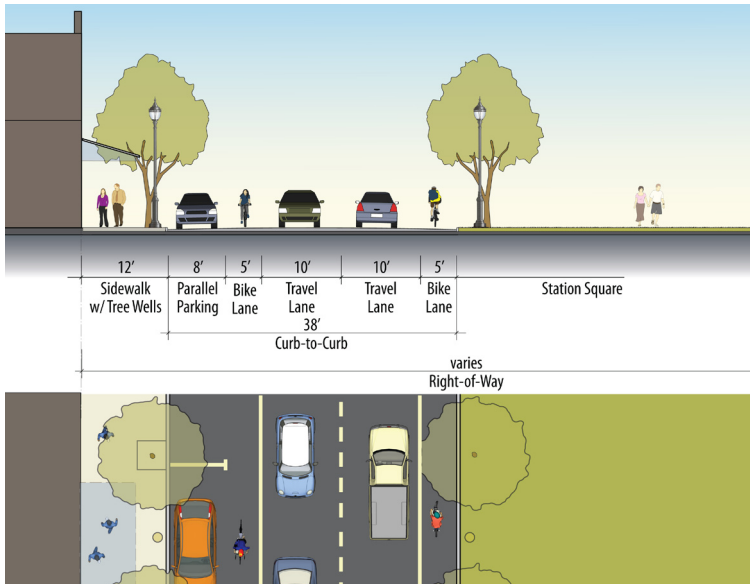
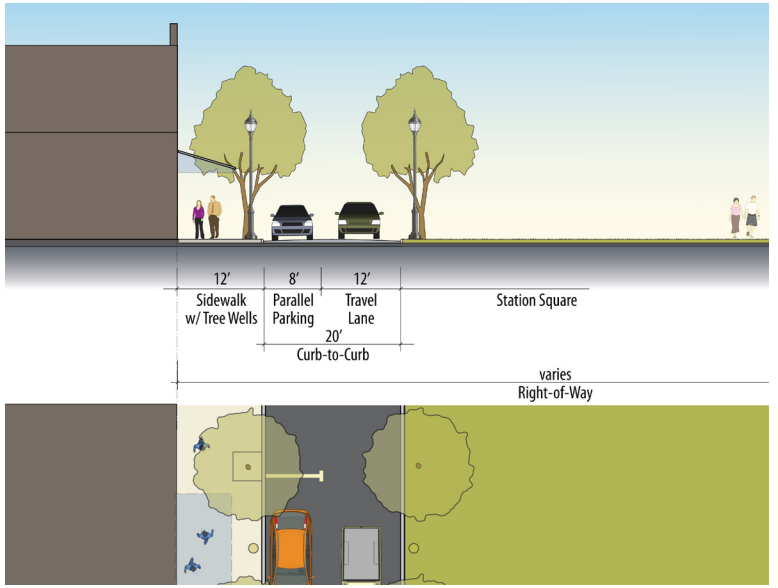


Figure 32: Typical Section for Station Square (N/W Segments)



2. BR 290

Project Profile

BR 290 is currently designed as a five-lane section with a continuous center turn lane, no on-street parking, curbing with breaks to allow for drainage, and no sidewalks. To better manage access, improve pedestrian safety, encourage reduced speeds through visually narrowing the street, and enhance the visual quality of the corridor, the Plan includes a landscaped center median which narrows at select locations to accommodate left-turn lanes (See **Figure 33, Typical Section for BR 290**). However, the median would be a minimum of six-feet wide at intersections to accommodate a pedestrian refuge. The cross section shifts the roadway's centerline slightly to the south to provide for a parkway and sidewalk along the north side of the street. Along the UPRR right-of-way, a narrow parkway would allow for a row of trees to be planted as a screen between the railroad tracks and Downtown.

Redesign BR 290 for traffic calming

a. Center landscaped median and left-turn lanes
b. Sidewalks on north side
c. Crosswalk improvements (striping, signage) at Alliance, Key, and Farr Streets
d. Streetscape and pedestrian enhancements (landscaping, lighting, benches, trash receptacles)
e. Traffic control (signs and pedestrian-actuated signals)

Base Cost	15% Contingency	13% Design + Fees	Total
$ 6,708,000	$ 1,006,200	$ 872,040	$ 8,586,240

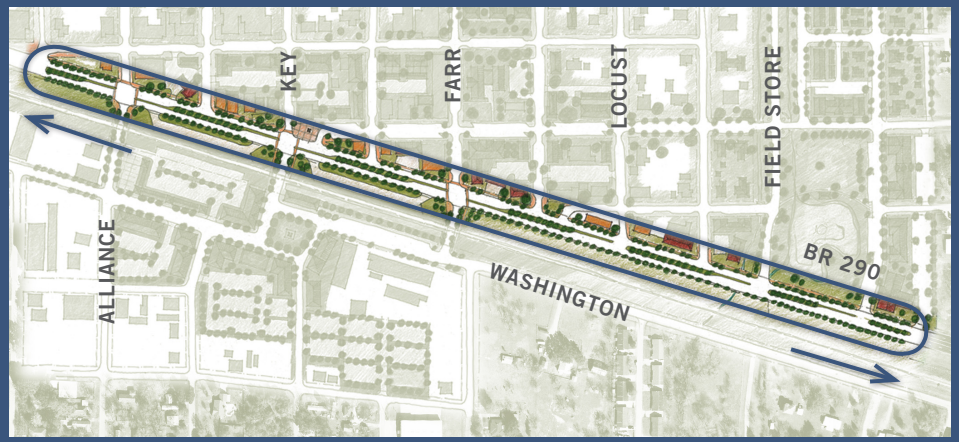
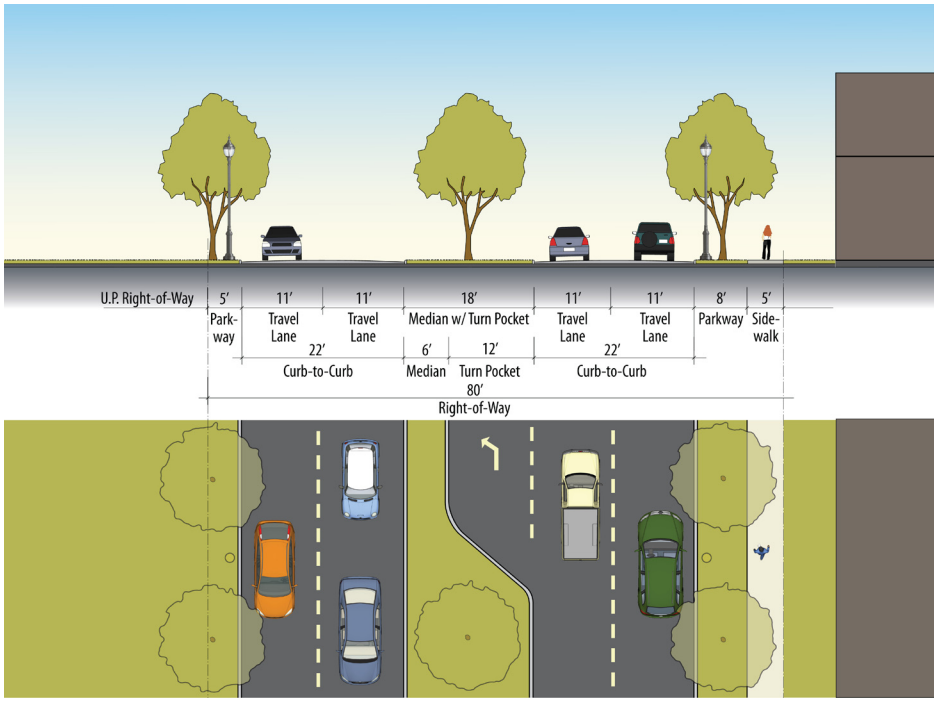


Figure 33: Typical Section for BR 290



3. Railroad Crossings

Project Profile

Railway crossings to facilitate north-south access between BR 290 and Washington Street are currently geared solely toward vehicles – there are no sidewalks or bike lanes provided. The crossings must be improved to provide safe access for pedestrians and bicyclists, as well as vehicles, and to enable designation of a quite zone, where trains are not required to blow their horns. Improvements may include pedestrian gates/crossing arms and safety lights/chimes (see **Figure 34, Railroad Crossing Perspective**). A multi-use path of 10 to 12 feet is proposed. Pavement improvements and striping are needed to support improved traffic movement.

Improvements to Key Street, Farr Street, and Alliance Street between BR 290 and Washington Street as follows:

a. Railroad crossing improvements, including quiet zones
b. Street widening and reconstruction to accommodate two travel lanes plus a left-turn lane and multi-use path
c. Ten-foot multi-use path on both sides of the road with safety features, such as pedestrian gates/crossing arms and safety lights/chimes.

Base Cost	15% Contingency	13% Design + Fees	Total
$ 1,056,000	$ 158,400	$ 137,280	$ 1,351,680

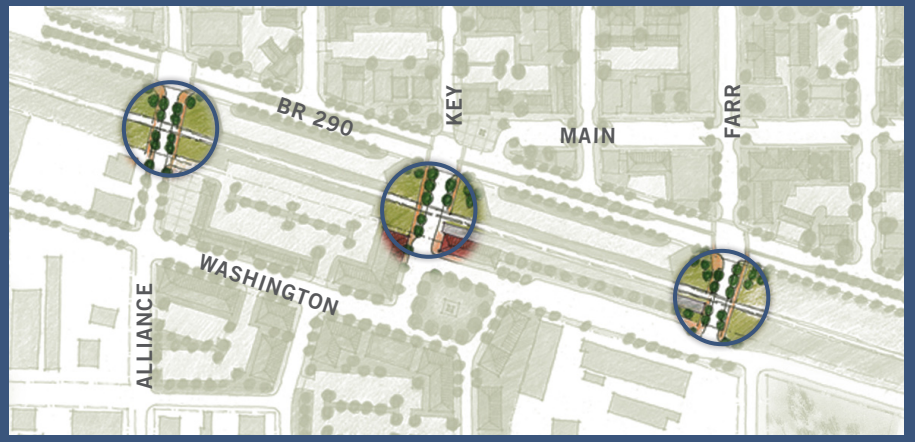
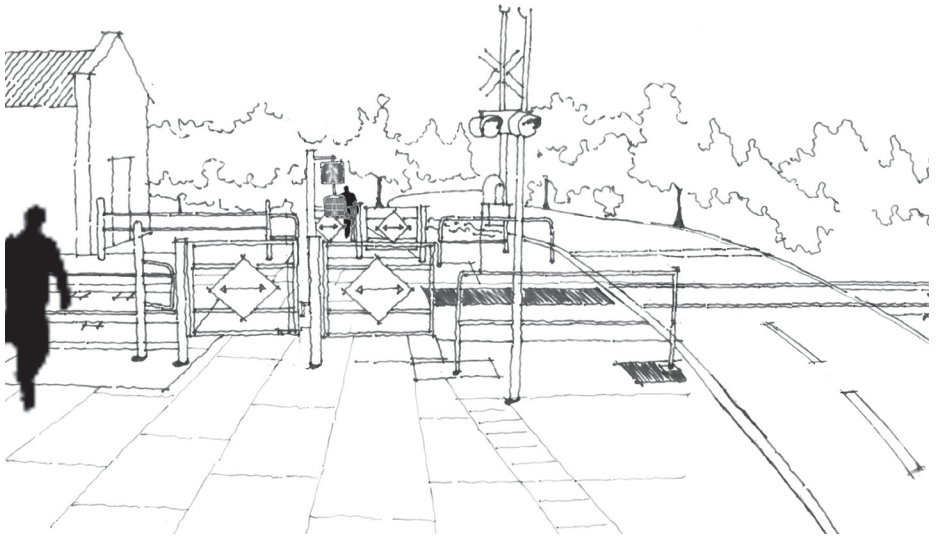


Figure 34: Railroad Crossing Perspective



4. FM 362

Project Profile

FM 362 is a primary access route into Waller. It currently has two lanes of traffic and open ditch drainage. There are no facilities for pedestrians or bicyclists. As capacity improvements are made to the roadway, pedestrian and bicyclist improvements should be included, such as sidewalks, curb and gutter, streetscaping, bike lanes, and pedestrian-actuated crossing signals. Further, the intersection of BR 290 and FM 362 should be improved to illuminate the north-south off-set, adding pedestrian signals and turning lanes (see **Figure 35, Street Perspective)**.

Improvements to FM 362 between Washington Street and U.S. 290

a. Widening of FM 362 to arterial street standards to accommodate an industrial boulevard cross section as indicated in the Waller Comprehensive Plan, 2008-2028
b. Street reconstruction
c. Intersection improvements at BR 290/FM 362
d. Storm drainage improvements
e. Sidewalks and crosswalk improvements
f. Designate a five-foot bike lane on both sides of the street between BR 290 and U.S. 290 (with appropriate bike route striping and signage)
g. Designate a ten-foot multi-use path on the east side of FM 362 between Washington Street and BR 290 to provide a connection for pedestrians and bicyclists
h. Streetscape and pedestrian enhancements (landscaping, lighting, benches, trash receptacles)
i. Traffic control improvements (signs and/or pedestrian-actuated signals)

Base Cost	15% Contingency	13% Design + Fees	Total
$ 6,948,705	$ 1,042,306	$ 903,332	$ 8,894,342

Figure 35: Street Perspective

FM 362 may include a traffic circle at Waller St. to allow free-flowing traffic movements.

5. FM 2920

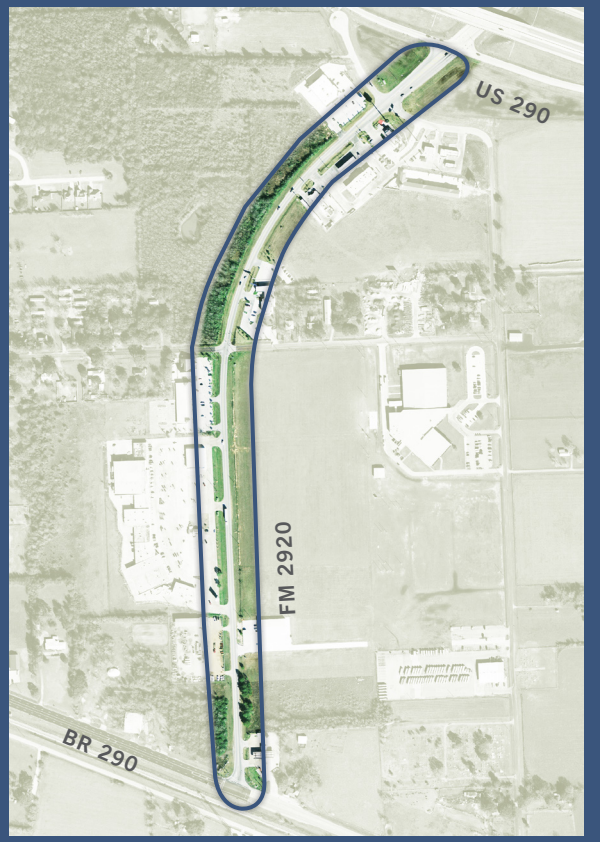
Project Profile

FM 2920 is a primary access route into Waller. It currently has two lanes of traffic and open ditch drainage. There are no facilities for pedestrians or bicyclists. As capacity improvements are made to the roadway, pedestrian and bicyclist improvements should be included, such as sidewalks, curb and gutter, streetscaping, bike lanes, and pedestrian-actuated crossing signals (see **Figure 36, Street Perspective**).

Improvements for FM 2920

a. Widening of FM 2920 to arterial street standards to accommodate a boulevard cross section as indicated in the Waller Comprehensive Plan, 2008-2028
b. Street reconstruction
c. Storm drainage improvements
d. Sidewalks and crosswalk improvements
e. Designate a five-foot bike lane on both sides of the street (with appropriate bike route striping and signage)
f. Streetscape and pedestrian enhancements (landscaping, lighting, benches, trash receptacles)
g. Traffic control improvements (signs and/or pedestrian-actuated signals)

Base Cost	15% Contingency	13% Design + Fees	Total
$ 6,428,683	$ 964,302	$ 835,729	$ 8,228,714



Summary of Comprehensive Improvement Program

Displayed in **Table 21, Summary of Comprehensive Improvement Costs**, are the order of magnitude estimates for each project included in the long-term improvement program. These include the base estimate together with design fees and a contingency. These estimates are in 2009 dollars.

Figure 36: Street Perspective

Summary of Comprehensive Improvement Costs

Table 21: Summary of Comprehensive Improvement Costs

Phase	Priority	Description of Improvements	Total Base Cost	15% Contingency	13% Design + Fees	Total Cost
I	1a	Redesign and reconstruct Main Street from Key Street to Field Store Road	$ 2,529,153	$ 379,373	$ 328,790	$ 3,237,316
	1b	Redesign and reconstruct Main Street from Field Store Road to Hamilton Street, concurrent with City Park	$ 1,497,790	$ 224,669	$ 194,713	$ 1,917,171
	1c	Realign Main/Key/BR 290 intersection and construct Civic Plaza	$ 193,300	$ 28,995	$ 25,129	$ 247,424
	2a	Improvements to Alliance Street from BR 290 to Taylor Street	$ 525,375	$ 78,806	$ 68,299	$ 672,480
		Improvements to Key Street from BR 290 to Taylor Street	$ 727,875	$ 109,181	$ 94,624	$ 931,680
		Improvements to Farr Street from BR 290 to Taylor Street	$ 940,125	$ 141,019	$ 122,216	$ 1,203,360
		Improvements to Locust Street from BR 290 to Taylor Street	$ 1,128,000	$ 169,200	$ 146,640	$ 1,443,840
	2b	Improvements to Alliance Street north from Taylor Street	$ 3,363,251	$ 504,488	$ 437,223	$ 4,304,962
		Improvements to Key Street north from Taylor Street	$ 1,651,661	$ 247,749	$ 214,716	$ 2,114,126
		Improvements to Farr Street north from Taylor Street	$ 1,651,661	$ 247,749	$ 214,716	$ 2,114,126
	3	Waller Heritiage Trail	$ 14,500	$ 2,175	$ 1,885	$ 18,560
	4a	Improvements to Field Store Road from BR 290 to U.S. 290	$ 4,469,507	$ 670,426	$ 581,036	$ 5,720,969
	4b	Construction of Trail and Greenway along Field Store Road	$ 940,434	$ 141,065	$ 122,256	$ 1,203,756
	5	Sidewalk improvements on Cherry Street	$ 1,522,181	$ 228,327	$ 197,883	$ 1,948,391
		Sidewalk improvements on Mills Street	$ 751,000	$ 112,650	$ 97,630	$ 961,280
		Sidewalk improvements on Penick Street	$ 355,850	$ 53,378	$ 46,261	$ 455,488
		Sidewalk improvements on Smith Street	$ 472,850	$ 70,928	$ 61,471	$ 605,248
		Sidewalk improvements on Saunders Street	$ 594,400	$ 89,160	$ 77,272	$ 760,832
		Sidewalk improvements on Pine Street	$ 707,942	$ 106,191	$ 92,032	$ 906,166
	6	Improvements to Washington Street bike lane	$ 1,400,000	$ 210,000	$ 182,000	$ 1,792,000
		TOTAL PHASE I	**$ 25,436,856**	**$ 3,815,528**	**$ 3,306,791**	**$ 32,559,175**
II	1	Improvements to Washington Street, including Station Square	$ 10,090,000	$ 1,513,500	$ 1,311,700	$ 12,915,200
	2	Redesign BR 290	$ 6,708,000	$ 1,006,200	$ 872,040	$ 8,586,240
	3	Improvements to Key Street between BR 290 and Washington Street	$ 328,000	$ 49,200	$ 42,640	$ 419,840
		Improvements to Farr Street between BR 290 and Washington Street	$ 328,000	$ 49,200	$ 42,640	$ 419,840
		Improvements to Alliance Street between BR 290 and Washington Street	$ 400,000	$ 60,000	$ 52,000	$ 512,000
	4	Improvements to FM 362	$ 6,948,705	$ 1,042,306	$ 903,332	$ 8,894,342
	5	Improvements for FM 2920	$ 6,428,683	$ 964,302	$ 835,729	$ 8,228,714
		TOTAL PHASE II	**$ 31,231,388**	**$ 4,684,708**	**$ 4,060,080**	**$ 39,976,176**
		TOTAL PHASE I + II	**$ 56,668,243**	**$ 8,500,236**	**$ 7,366,872**	**$ 72,535,351**

Notes: Excludes cost of land acquisition. Last updated July 2009.

IMPLEMENTATION

Section Five

Early Initiatives

This section of the Advance Plan sets forth an implementation strategy. As stated in the preceding section, development of the Waller Livable Center is expected to occur over a long period of time, likely taking well over a decade to fully achieve. The timing is contingent upon many factors, many of which are external to the City's control. These include:

- The amount and timing of development both within the study area and throughout the community and area. This is important as the rate and extent of development will form the market and also contribute to added revenue that may be used by the City and WEDC to fund the requisite improvements.
- Determination as to the feasibility and timing of extending commuter rail along the UPRR line adjacent to BR 290. For the purposes of this Advance Plan the timing is assumed to be some time during the 2010 to 2015 period. It is expected this announcement may be the impetus for increased development and redevelopment activity.

- Possible revisions to the allocations of funding in the pending reauthorization of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) transportation bill. This authorization expires in 2009, although a temporary extension into 2010 is possible. This reallocation could include different categories of projects and the criteria for which projects may be eligible to receive funding. Increased concern over adequate support for non-automobile travel modes, such as transit, bicycles, and pedestrians, may lead to higher funding levels. Additionally, increasing interest in the principles of Smart Growth may lead to programs that encourage projects that support these principles, which are in line with H-GAC's Livable Centers Initiative.

In short, the availability of capital is presently a significant limitation of the City. This is due to relatively modest General Fund and 4A sales tax revenues. Therefore, the general strategy of the City is two-fold:

1. Make near-term, affordable investments to protect the City's long-term interests and to ensure broad conformance with this Plan; and
2. Make investments that enable the City to maximize its ability to leverage funding from available sources, as well as private investment and reinvestment.

Given the above important considerations, the implementation program identifies the recommended early initiatives, together with other advisable actions of the City. The intent is to initiate further planning and begin the reinvestment effort with a few financially achievable projects, while maintaining focus on the mid- and longer-term objectives.

The following Early Initiatives represent a fiscally constrained program of near-term projects. They are consistent with the full-scale project profiles outlined in the preceding section, but are limited in scope and scale in a deliberate effort for them to be achievable for the City. These projects were selected in coordination with the City Council and WEDC as those that will yield the greatest benefit toward achieving a Livable Center.[1] These projects are as follows:

1 The Early Initiatives were derived through dialogue with the City Council and WEDC members at a joint meeting held on July 7, 2009.

Main Street Redesign and Reconstruction (see Figure 37)

This project is proposed to extend from Key Street (at its intersection with BR 290) to Saunders Street, with storm drainage improvements extending to Field Store Road.

- Total Project Cost = $1,509,108

Total Base Cost	15% Contingency	13% Design + Fees	Total Cost
$ 1,178,991	$ 176,849	$ 153,269	$ 1,509,108

While it is most cost effective to design and construct this as a single project, it may also be sequenced on a block-by-block basis, as follows:

1. Option 1a, Main Street improvement on a block-by-block basis, including:

   $672,963 for the first block (includes storm drainage improvements to Field Store Road); and

   $376,579 per block for the second and third blocks.

2. Option 1b, Sidewalk, crosswalk, and streetscape improvements only, including:

   $153,269 engineering and design fees for the entire three-block redesign/reconstruction project (a prerequisite for this option), plus

   $685,689 for all three blocks; or

   $228,563 per block for the second and third blocks.[2]

2 This does not account for assumed higher project costs for the smaller-scale projects and the annualized increase in dollars.

Figure 37: Main Street Re-design and Reconstruction

Figure 38: Main / Key / BR 290 Intersection

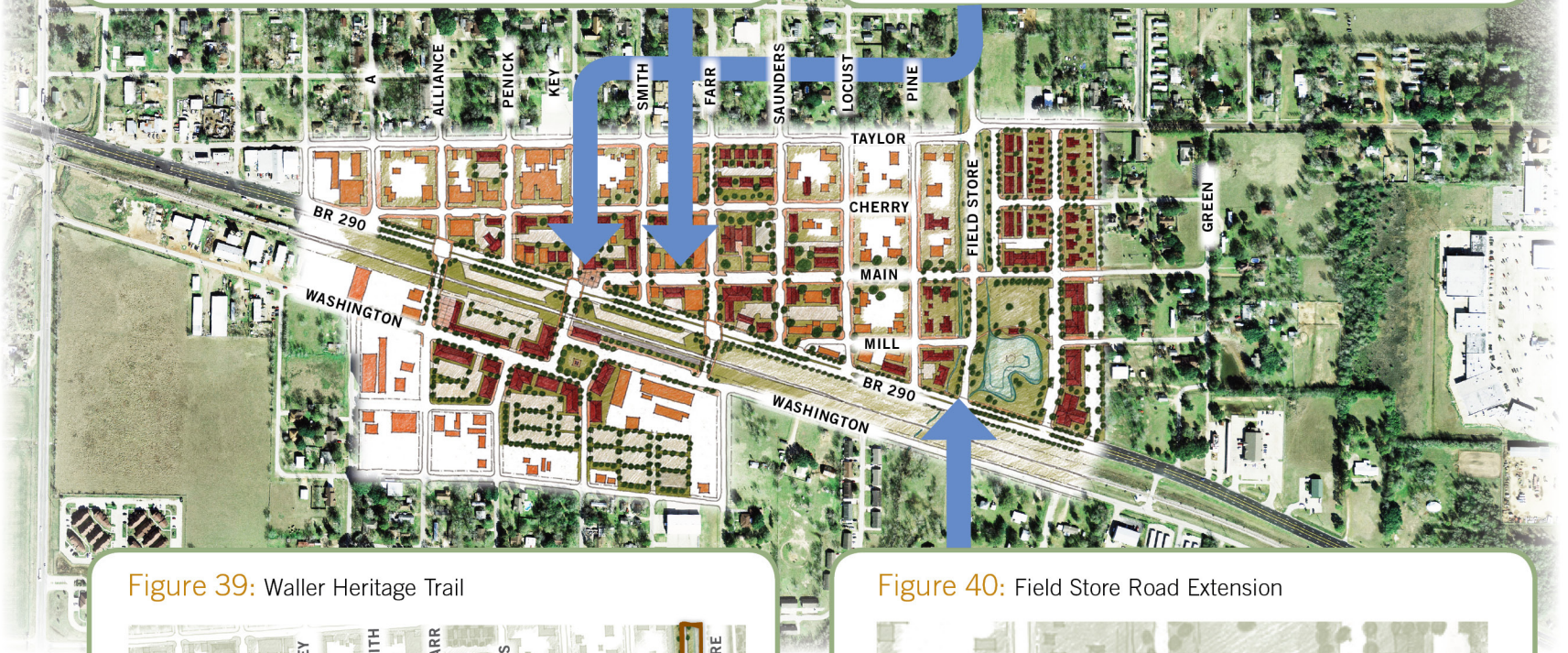


Figure 39: Waller Heritage Trail

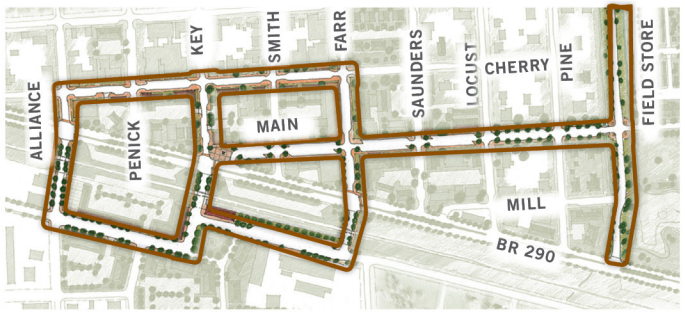


Figure 40: Field Store Road Extension

Main/Key/BR 290 Intersection - Civic Plaza (see Figure 38)

This project is closely tied to the Main Street Redesign/Reconstruction as it involves a redesign and partial closure of this intersection. It includes realigning Main Street for right-in/right-out only traffic movements and construction of a Civic Plaza within the vacated right-of-way.

Total Project Cost = $247,424

Total Base Cost	15% Contingency	13% Design + Fees	Total Cost
$ 193,300	$ 28,995	$ 25,129	$ 247,424

Waller Heritage Trail (see Figure 39)

This project includes 12 way-finding signs and five interpretive markers located at significant local attractions throughout Downtown. The timing of this project is partially reliant upon sidewalk and other improvements, particularly adjacent to the identified sites for historic notation.

Total Project Cost = $18,650

Total Base Cost	15% Contingency	13% Design + Fees	Total Cost
$ 14,500	$ 2,175	$ 1,885	$ 18,560

Field Store Road Extension (see Figure 40)

This project includes street construction between BR 290 and Mill Street, along with the requisite drainage, parking, streetscape, and pedestrian improvements.

Total Project Cost = $373,911 (excluding right-of-way acquisition)

Total Base Cost	15% Contingency	13% Design + Fees	Total Cost
$ 373,911	$ 56,087	$ 48,608	$ 478,605

See **Table 22, Summary of Early Initiatives**, for a comprehensive list of improvement items included in the calculations.

Funding Program

The funding program outlines the likely local, state, and federal sources of funds that may be utilized for both the Early Initiatives and the other requisite improvement projects outlined in this Advance Plan. The focus of the funding program is on the transportation infrastructure projects, although insight is also provided as to the methods and means of funding the other identified projects, as well. In addition to funding, the options concerning the management and organizational capacity necessary to oversee the reinvestment program are also outlined.

Transportation Infrastructure Funding

This Advance Plan calls for a variety of transportation-related improvements supporting both vehicular and pedestrian mobility and access. The most applicable funding sources relate to both the primary mode served and the scope of access intended (neighborhood vs. community / regional).

FEDERAL FUNDING

Public sources of transportation funding come from a variety of levels of government, ranging from municipal to federal programs. Federal funding for the past several years has been under the umbrella of SAFETEA-LU, the 2005 legislation authorizing transportation expenditures up to the present time. The programs authorized for funding under SAFETEA-LU have shaped the types and magnitude of investments which have received federal assistance.

Existing Federal Programs. In addition to potential new funding programs, existing federal programs that have proven popular for funding improvements like those proposed in this study may be enlarged or enhanced. Such programs have included:

- Congestion Mitigation and Air Quality (CMAQ)
- Surface Transportation Program (STP)

Table 22: Summary of Early Initiatives									
Description of Improvements	Improvement Items	Unit	Unit Cost	Quantity	Itemized Base Cost	Total Base Cost	15% Contingency	13% Design + Fees	Total Cost
Transportation Initiatives									
Redesign and reconstruct Main Street from Key Street to Saunders Street	Storm drainage improvements (to Field Store Road)	LF	$ 175	1693.62	$ 296,384	$ 1,178,991	$ 176,849	$ 153,269	$ 1,509,108
	Curb extensions and angled parking	LF	$ 400	867.28	$ 346,912				
	Sidewalk improvements (12' sidewalks)	SF	$ 10	20814.72	$ 208,147				
	Crosswalk improvements & stop signs	LS	$ 12,000	2	$ 24,000				
	Streetscape enhancements	LF	$ 350	867.28	$ 303,548				
Realign Main/Key/BR 290 intersection and construct Civic Plaza	Road reconfiguration and curb extensions	LF	$ 300	100	$ 30,000	$ 193,300	$ 28,995	$ 25,129	$ 247,424
	Streetscape and pedestrian enhancements	SF	$ 22	7400	$ 162,800				
	Signage and striping	LS	$ 500	1	$ 500				
Waller Heritage Trail	Wayfinding signage	EA	$ 1,000	12	$ 12,000	$ 14,500	$ 2,175	$ 1,885	$ 18,560
	Interpretive signs	EA	$ 500	5	$ 2,500				
Construct Field Store Road between BR 290 and Mill Street (cost estimates do not include the cost of land acqusition)	Street surface construction	LF	$ 300	273.14	$ 81,942	$ 373,911	$ 56,087	$ 48,608	$ 478,605
	Storm drainage improvements	LF	$ 175	273.14	$ 47,800				
	Curb extensions and parallel parking	LF	$ 400	273.14	$ 109,256				
	Sidewalk improvements (5' sidewalks)	SF	$ 10	2731.4	$ 27,314				
	Crosswalk improvements and stop signs	LS	$ 12,000	1	$ 12,000				
	Streetscape enhancements	LF	$ 350	273.14	$ 95,599				
					Total Early Transportation Improvements	$ 1,760,701	$ 264,105	$ 228,891	$ 2,253,698
Other Initiatives (Order of Magnitude)									
Drainage Study									$ 100,000
Development Standards									$ 50,000
TIF Study									$ 50,000
					Total Other Early Initiatives				$ 200,000
					Total Early Initiatives				$ 2,453,698

- Transportation Enhancement (TE) Program
- Transportation, Community, and System Preservation Program (TCSP)
- More information about each of these programs is provided in **Appendix D, Federal Funding Programs**.

Some federal funding programs have been targeted toward larger-scale projects such as federally assisted highways as opposed to local streets. However, some programs (Transportation Enhancements, for example) can assist purely local or neighborhood-level improvements.

Therefore, it is in the City's interests to carefully follow the development of the federal reauthorization bill and investigate which funding programs would serve as potential sources for Livable Center improvements based on the programs' purpose and criteria. Working with H-GAC, the City should be prepared to respond to calls for projects that will be forthcoming after the bill is enacted. One initiative that has been announced in the interim is the *HUD-DOT-EPA Interagency Partnership for Sustainable Communities* (IPSC) program, for which funding and other details are still being determined, but which could offer the City opportunities to implement not only transportation projects, but also related affordable housing development.

In addition, at the present time, federal initiatives related to the "stimulus" or American Recovery and Reinvestment Act of 2009 (ARRA) are actively soliciting projects to fund. The TIGER Discretionary Grants will reimburse local governments for projects that improve transportation choice, livability, and sustainability. Applications for these grants must be submitted by September 15, 2009; however, a criterion of grant awards is that preliminary engineering must have been substantially completed already.

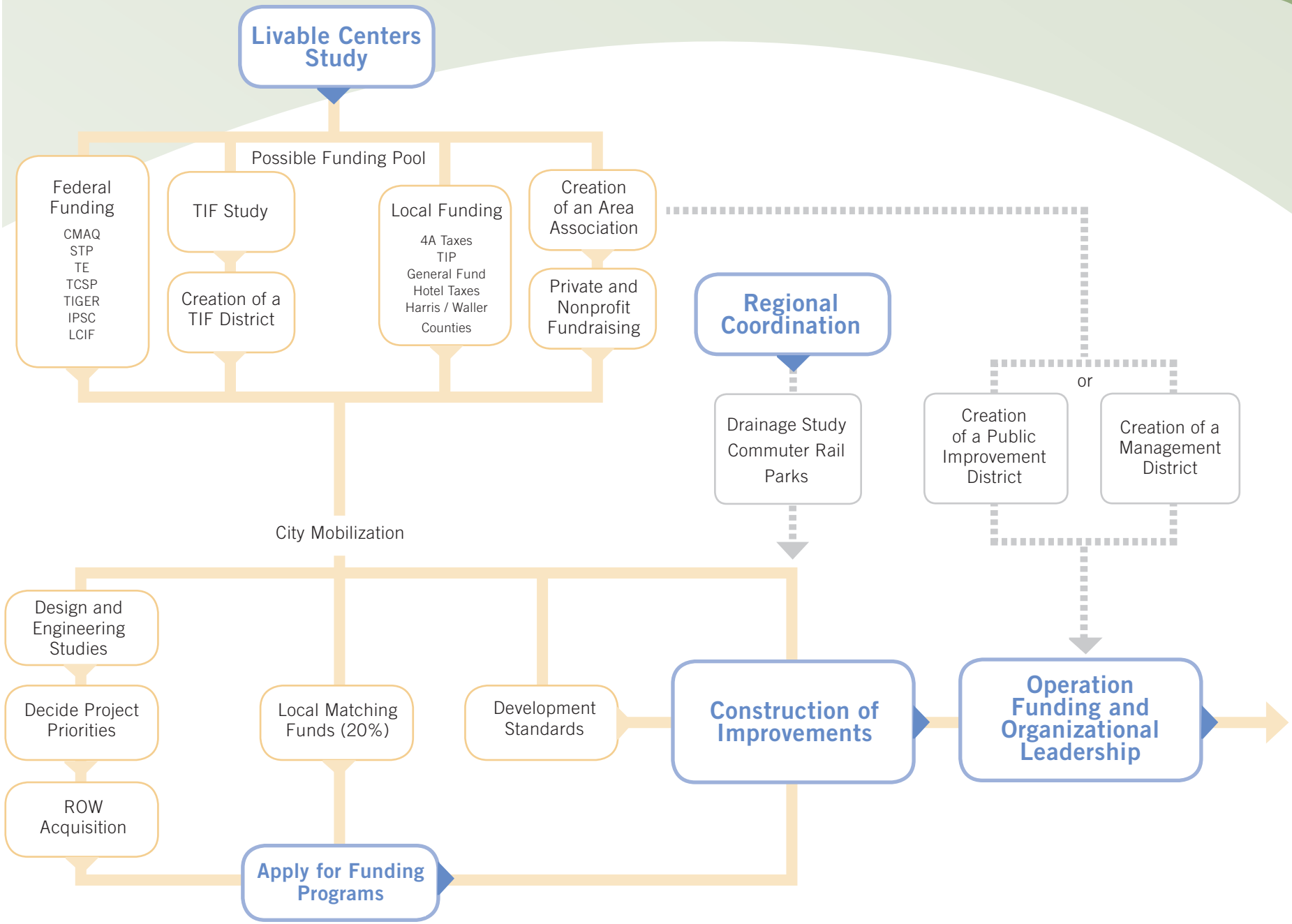
There are two major concerns that will affect the City's ability to be eligible for various types of federal funds:

1. Federal funds are programmed by H-GAC through the Transportation Improvement Program (TIP). In order to be placed in the TIP, which covers all near-term federally-funded projects, the project needs to be able to demonstrate its level of readiness. Readiness factors may include right-of-way acquisition, engineering and design work, or environmental clearances, depending on the type of project. Project sponsors should coordinate with H-GAC to determine the specific eligibility requirements for their proposed project. As the TIP is constrained by expected funding, even projects with a high level of readiness are not guaranteed inclusion in the TIP; the selection process is competitive.
2. Federal grants almost always require a local sponsor to provide matching funds. A typical local match ratio is 20 percent. Thus, a strategy for acquiring federal funds to implement projects also requires a strategy for providing local matching funds.

Livable Centers Implementation Funds (LCIFs). To be administered by TxDOT, Livable Centers implementation funds (hereafter in this study referred to as LCIFs) will be funded from the federal CMAQ program listed above through the TIP formulated by H-GAC. TxDOT will disburse LCIFs as reimbursements to local governments for construction of actual improvements proposed in this Plan that are within the public right-of-way, particularly those which most directly meet H-GAC's Livable Centers program objectives. As with other TIP-programmed grants, project readiness will be a criterion for project selection by H-GAC. However, LCI projects will compete only against each other, rather than all potential TIP projects, for the designated funds. The implementation program will also require a local matching sponsor.

LCIFs will be targeted to improvements in the public right-of-way that promote pedestrian safety and links to transit. The guidelines for LCIFs indicate that improvements to Main Street and other local streets may be among the projects that are eligible, particularly in the short term. Two challenges for Waller will be:

1. Funding detail project design; and
2. Acquiring right-of-way, if required by the design. If the City cannot afford to acquire right-of-way (or cannot have it donated by private property owners) in advance of a candidate project submittal to H-GAC, then the project will need to have an interim design that is


Livable Centers Study
Possible Funding Pool
Federal Funding
CMAQ
STP
TE
TCSP
TIGER
IPSC
LCIF
TIF Study
Creation of a TIF District
Local Funding
4A Taxes
TIP
General Fund
Hotel Taxes
Harris / Waller
Counties
Creation of an Area Association
Private and Nonprofit Fundraising
Regional Coordination
Drainage Study
Commuter Rail
Parks
or
Creation of a Public Improvement District
Creation of a Management District
City Mobilization
Design and Engineering Studies
Decide Project Priorities
ROW Acquisition
Local Matching Funds (20%)
Development Standards
Apply for Funding Programs
Construction of Improvements
Operation Funding and Organizational Leadership

accommodated within existing right-of-way. This applies to most of the street improvement projects of this Plan, dependent upon final design.

H-GAC reports that the expected timing for a call for projects is unknown at this point, as there are not existing funds for LCIF, and the amount and timing of new CMAQ funding allocation is uncertain. It is possible a call for projects could occur in fall 2009.

LOCAL FUNDING

Some Livable Center projects could be targeted to obtain state or federal funding, while others, particularly non-transportation projects and non-capital projects, would be more appropriate for local funding. This funding may come from the City, Waller and/or Harris Counties, or a combination of all. As previously stated, some level of local funding commitment will be required for nearly all projects.

This poses a challenge for the City, which, at this point, has limited funding capacity. Two potential funding sources include:

Economic Development Sales Tax. The City has an existing 4A economic development sales tax, at a one-half cent rate. The state has limited the use of 4A taxes to activities and projects that directly help create "primary" jobs in industries such as manufacturing, research, and education. Other uses include business airports, ports, and job training. Certain types of infrastructure uses are also eligible – most notably, streets, drainage, and utilities, as long as they are specifically needed to promote or develop new or expanded business enterprises. The basic street reconstruction, drainage improvements, and street extensions suggested in this Plan could qualify for 4A funding, provided these projects are necessary for a business development or expansion in the Study Area. Improving the area for housing development is not sufficient justification for use of the 4A tax.

Interestingly, the State has also specified that 4A funds can also be used for the projects supporting commuter rail. Projects for Washington Street, BR 290, and the railroad crossings on each of the north-south streets related to the implementation of commuter rail could qualify for the use of 4A funds.

However, at present, the City collects a little more than $255,000 annually from its 4A tax. This revenue has increased steadily and, in some instances, substantially from $ 169,007 in 2004 to $ 256,737 as of September 2008. There was a significant upswing between 2005 and 2006 when the revenue increased by 31.6 percent. The average annual increase since 2004 is 11.6 percent. However, a more likely annual increase of four percent would increase the collection to roughly $325,000 by 2015. Given that this amount must also fund the operating budget of the Waller Economic Development Corporation (EDC), it is not presently sufficient to accomplish major capital improvements on its own. Instead, 4A revenue could be used to fund detailed planning and design for specific improvements and to provide a local match to federal transportation grants for those improvements. It could also be used to contribute toward small acquisitions of right-of-way for street improvements, such as that required for the extension of Field Store Road and, potentially, Main Street. If the City's retail base increases at a rate similar to what has happened since 2004, it is possible that 4A may be able to fund some construction activities. Bonds or other debt can be issued on the basis of 4A revenues.

The State also makes a 4B sales tax for economic development available to municipalities. It is generally less restricted in its use; its proceeds can be used for parks and open spaces, affordable housing, sports facilities, and water supply facilities. Thus, the new City Park, the Civic Plaza at Main/Key, Civic Square at the new municipal complex, and Station Square would be eligible under 4B, but not 4A. Also, the EDC could use 4B funds to assist in land purchases or other efforts that would support affordable housing development in the Study Area. The proposed improvements to Study Area streets intended primarily for residential development would be more eligible for 4B funding than 4A funding, as long as such development would fall into the category of "affordable housing."

The City has no capacity remaining under the 2.0 percent local sales tax cap to enact a 4B tax in addition to its 4A tax. However, the State would allow Waller voters to elect to use 4A funding for specific projects that would only be eligible for 4B funding. Also, the voters could elect to replace the 4A tax with a 4B tax.

Tax Increment Financing (TIF). This Plan identifies a tax increment financing district (TIF) as one option for funding improvements within the Study Area. A TIF could allow the City to have a dedicated source of capital projects funding for many of the improvements and land acquisition included in this Plan by segregating the incremental property or sales tax revenues generated by value appreciation of new development/ redevelopment. The "base" revenues generated by the property and/or sales taxes on the properties within the district in the year of district creation continue to flow to the City's General Fund. Harris and Waller counties, and the Waller EDC, could also elect to participate in a TIF with their property or sales tax revenues.

Several legal considerations for TIFs, originating in Chapter 311 of the State of Texas Tax Code, are important to highlight in the context of this Plan:

1. The City would have to find that the TIF defined area has inadequate infrastructure or other conditions that prevent the proper development of the district (see Chapter 311).
2. The TIF could not include more than 15 percent of the City's assessed value at the time of district creation.
3. The City Council can vote to create the TIF. However, the non-publicly owned properties within a TIF can consist of no more than 10 percent low-density residential uses. Creating the district this way may, therefore, necessitate the exclusion of some parts of the Study Area.
4. Alternatively, a petition of the property owners whose value is at least 50 percent of the assessed value of the proposed TIF district could also create the district, which then would not be subject to the 10 percent residential limit. However, TIFs created by petition also have additional restrictions placed on the makeup of its board of directors. Petition TIFs in Harris County must dedicate one-third of their revenues for the purpose of affordable housing.
5. TIFs normally fund improvements that are dedicated to the public either as right-of-way or through easements (transportation improvements), or owned as public facilities. However, recent changes in TIF legislation allow districts to execute economic development agreements that do not pay expressly for public infrastructure or amenities, but instead directly subsidize private development.

The value of development anticipated within the Study Area is not particularly high when compared to TIFs in more populous, denser locations. This limits the funding capacity of a TIF. For example, each $10 million of property value increment would generate less than $45,000 annually in City property tax collection. If Waller County participated in the TIF with the entirety of its property tax increment, this figure would increase to $114,892. This could fund small-scale improvements and developer reimbursements, or debt service for small non-bond issuances, but it is not sufficient to fund a substantial bond issue due to the practicalities and expense of that type of financing. The type and scale of development anticipated in a TIF, as projected in the market study for this Plan, indicates that the assessed value and sales tax generation would occur in much smaller increments than $10 million, with higher revenue flows only reached in the long-term. If a TIF is created in the near term, its revenues will be limited until substantial development occurs.

Therefore, the TIF will function best as a source of funding for the planning and design of capital improvements and lower cost capital projects such as streetscaping. It also could contribute a local match toward federal or LCIF projects. In the long-term, as development and redevelopment takes place, the TIF will have greater capacity to fund more substantial projects, such as off-street or structured parking facilities.

City General Fund. As a small town, the City has limited financial capacity. The General Fund budget has revenues of approximately $2 million. The General Fund Budget does not have a Capital Improvement Program (CIP) for the construction of infrastructure. Therefore, until the City's overall tax base grows substantially and General Fund revenues increase accordingly, it is not anticipated that the City will directly fund construction projects from the General Fund except for possibly contributing to local match or right-of-way acquisitions on specific projects receiving funds from other agencies.

Hotel Occupancy Tax. The City of Waller currently levies a six percent hotel occupancy tax. Based on the most recent four quarters of taxable hotel revenue in the City, this tax raises $53,600 annually. State law allows this tax to be spent on projects promoting tourism. The law includes historic preservation, and the promotion of historic preservation, as an eligible use of hotel tax revenue. The arts are another eligible use, so long as the artistic use is promoting tourism and visitation. For example, if public art is included in the plaza planned for Main Street at Key Street, it might be eligible for hotel tax funding.

Harris and Waller Counties and Transit Agencies. While it is not known at this point the particular public agency (possibly a sub-agency of county governments or an existing transit agency) that would implement commuter rail, it should be expected that this entity would be the primary funding source for improvements directly related to the rail line, station facilities, and commuter parking. The county governments may assist in improving roads that lie outside the City limits.

Financing for Other Projects

This Plan also identifies a series of non-transportation infrastructure projects (such as flood control), plus civic and recreational projects like parks and plazas, a heritage trail, and relocated municipal complex. Funding sources for these projects may include the following:

Harris and Waller Counties. Counties are the lead agencies that provide regional flood and drainage improvements. The City should continue to work with Harris and Waller counties to implement the larger-scale drainage improvements proposed in the plan.

Harris County also has a strong track record of park development, including the enhancement of flood control facilities as recreational amenities. The City should work with Harris County Precinct 3 to investigate opportunities for the recreational enhancement of the drainage facilities east of Field Store Road (new City Park).

Private / Nonprofit Sources. Some types of improvements and amenities are highly appropriate for fundraising efforts targeting local residents, businesses, and organizations, including some Houston-area foundations that offer grants for community improvements. The Waller Heritage Trail is an excellent candidate for such fundraising. This is a way to keep stakeholders involved and increase exposure to the general effort to realize the Waller Livable Center. Local businesses will also benefit from enhanced customer awareness.

Private / nonprofit fundraising can also assist in the generation of funds for planning and design of capital improvements, as well as enhancements and amenities to public spaces such as the Main Street plaza.

Economic Development Sales Tax and TIF. The 4A tax (or 4B, if desired) and TIF revenues could assist in the development of projects other than transportation infrastructure. They could also help fund further planning and regulatory initiatives, such as new development standards (provided justifiable purpose supporting business expansion as required under state law), the required TIF study / plan (TIF revenues may reimburse for creation costs), and the City's share of a drainage master plan.

Summary of Funding Sources by Project Type

Table 23, Summary of Funding Sources, on the following page summarizes the general applicability of various funding sources to categories of initiatives and projects proposed in this Plan.

Table 23: Summary of Funding Sources

Funding Sources	Capital Projects				Operations and Maintenance
	Design and Engineering	Infrastructure – Transportation	Infrastructure – Other	Civic and Recreation	
Federal / H-GAC transportation programs		√			
Livable Centers Implementation (H-GAC)		√			
Harris and Waller Counties, transit agencies	√		√	√	√
4A economic development sales tax	√	√ *	√ *		
4B economic development sales tax	√	√ *	√ *	√	
City of Waller General Fund	√	√ *	√ *		
City of Waller Hotel Occupancy Tax				√	
TIF	√	√*	√*	√	
Private / nonprofit fundraising	√			√	√
Nonprofit area association	√			√	√
PID / management district	√			√	√

* May be local match for federal and H-GAC programs.

Financing Strategy for the Early Initiatives

This Plan identifies top priority projects and efforts – "Early Initiatives" – that the City should pursue to form a critical core of Livable Center improvements. These include approximately $2.25 million in capital projects and $200,000 in studies and plans.

Capital Projects

The $2.25 million of capital projects funding includes approximately $229,000 in design and engineering fees, and it does not include land or right-of-way acquisition costs, neither of which would likely be eligible for federal or Livable Centers Implementation funding. The remaining $2.0 million would be mostly eligible for such cost sharing (except the Heritage Trail); however, it will almost certainly require a local match contribution. At 20 percent, that local match amount would be an estimated $401,627 to cover the three transportation projects, broken out as follows:

1. Main Street redesign and reconstruction, $ 271,168
2. Main / Key / BR 290 intersection and plaza, $44,459
3. Field Store Road extension, $86,000

Under current local funding constraints, it is likely that these projects, and their associated design and engineering fees, will need to be spread out in increments over the near to mid term. A strategy is, therefore, suggested as follows:

DESIGN AND ENGINEERING

Funding source options – one or more of:

1. Begin allocating some annual 4A revenues.
2. Create a TIF over the area to provide additional revenues (which may be modest until development occurs).
3. Allocate an annual portions of the General Fund budget.
4. Create an area association that has a fundraising initiative to supplement public funds.

PROJECT CONSTRUCTION

1. As with the design and engineering approach, begin allocating funding from the aforementioned local sources that can provide local match if federal transportation or H-GAC Livable Centers Implementation funds are pursued.
2. Consider exercising Options 1a or 1b to sequence the three-block Main Street Redesign and Reconstruction project into two or more projects. This would make the local match requirements more manageable, thereby allowing construction to occur sooner.

3. Once a local match is sufficient and design and engineering is complete, submit projects for TIP inclusion under federal transportation programs or Livable Centers, keeping in mind that such funding may be in the form of reimbursements – the City may initially have to cover the entire construction costs.

Regarding the Heritage Trail, this project could be the focus of a private fundraising effort in the Waller community to provide design and construction funding. It would also be eligible for hotel tax funding.

Other Initiatives

This Plan identifies three non-capital project initiatives: a set of development standards for the Study Area, a drainage study, and a study for the creation of the proposed TIF. Together, these total $200,000. Funding these study efforts may be as follows:

1. Development standards could be funded by the same combination of local sources as referenced above.
2. The City should work with Waller and Harris Counties to conduct the drainage study and master plan. Given the magnitude of cost ($100,000), the counties should consider being the primary funding source.
3. The costs of the TIF study will need to be fronted by these local sources, but TIF revenue may reimburse this cost over time.

In conclusion, the City government, Waller EDC, and civic community must make a deliberate effort to generate the funds needed for this series of projects. The magnitude of costs in relation to the size of the City means that implementation will likely need to occur over a number of years. This serves to magnify the importance of having an organization dedicated to the cause of keeping Livable Center projects at the forefront of the community's objectives and priorities.

Organizational Capacity

The built improvements proposed in this Plan will require ongoing maintenance, management, and promotion. This will be particularly true during the initial months when the City is promoting the value of and warrants for reinvesting in Downtown Waller. Furthermore, there will need to be active local oversight during the planning and construction of the requisite improvements. In districts such as this, it is very helpful, even a necessity, for there to be a devoted organization in place to effectively manage these efforts.

There are two primary approaches including:

Nonprofit Area Association. This would be a voluntary group supported by membership dues. Despite the risk of "free loaders" who do not pay, but benefit from the association's efforts, this is preferable in the early stages of plan implementation, due to its low political risk. Also, it can receive contributions from outside the district and is not limited strictly to property owners and businesses within certain geographical boundaries.

Public Special Districts. Public Improvement Districts (PIDs) and Management Districts are public entities that levy an assessment on properties within their boundaries. The assessments can exclude single-family residences. The primary difference between the two is that the PID is a creature of the City – created and subject to oversight by City Council. Management districts are, instead, political subdivisions of the State and require action by the legislature to be created. In the early stages of plan implementation, it is probably not advisable to pursue the special district option unless there is strong support from local elected officials and a large majority of affected property owners. Also, the levied assessments may confer an economic disadvantage on the properties until the inherent value and attractiveness of the area is built up. It should be noted that wealthier PIDs and management districts have sometimes funded capital projects.

An important organizational element to consider is that often the most important service provided by these types of organizations is dedicated staff. Once formed, the organization should investigate the need and funding for part-time or full-time staff, either through direct employment or contract.

First and Next Steps

POSSIBLE IMMEDIATE ACTION STEPS

1. **Grant Application for TIGER Funds.** As part of the American Recovery and Reinvestment Act (ARRA) package, U.S. DOT is currently accepting applications for a discretionary grant opportunity called Transportation Investment Generating Economic Recovery (TIGER). The deadline is September 15, 2009 to the U.S.DOT in Washington D.C. In an effort to assist local agencies with their applications, TxDOT is asking sponsors to submit candidate projects to the State for consideration as part of a statewide submittal to U.S.DOT. While Main Street is not yet engineered or designed, it may behoove the City to request H-GAC to submit the Main Street Redesign and Reconstruction project as a candidate project. Projects selected for funding will be included in H-GAC's Transportation Improvement Program (TIP) if necessary and appropriate for grant administration.

2. **Livable Center Implementation Fund (LCIF) Application.** It is anticipated that a call for LCIF projects may occur as soon as Fall 2009. However, the most significant aspect of these funds is that they are reimbursements, meaning that the project must be paid for by the local jurisdiction, with reimbursement for construction of actual improvements. Therefore, in order to make application for these funds, the City must be prepared to front the cost of construction. For this reason, this is a second tier priority to allow time for the City to budget the necessary funding.

NEAR-TERM STEPS

3. **Secure Technical Assistance.** Given the technical and somewhat complex nature of the reinvestment program, it may be advisable for the City to seek on-call technical assistance. The pace or scale of projects does not warrant ongoing, full-time assistance, at least in the near term. Therefore, an hourly rate contract may serve the need adequately. At the time that development and redevelopment activity gains steam, this agreement may be renegotiated to account for the changing role. It may also be time to consider dedicated staff to coordinate with either a nonprofit area association or a special district.

4. **Adopt New Development Standards.** The City has few standards that support the vision set forth by the final concept plan. Therefore, to ensure that any investment or reinvestment that takes place in the near term is cohesive with the Advance Plan, it is essential for there to be new development and design standards drafted and adopted. The means for accomplishing this are yet to be determined, but, most importantly, include standards relating, but not limited to:

   a. Subdivision and design standards to regulate streets and rights-of-way; parking layout and placement; block patterns, lengths, and widths; lot patterns, dimensions, and minimum frontage; easement widths and locations; open space and landscape areas; and utility and other improvement requirements.

   b. Minimum lot size and setback requirements, differentiated by development types.

   c. Sidewalks and other pedestrian and bicycle improvements.

   d. Building types, forms, and placement standards pertaining to building scale and massing, height, and building frontage types.

5. **Public Referendum.** Consider a referendum to request the voters of Waller to either use 4A funding for projects only eligible for 4B funding or supplant the 4A tax with a 4B tax. An affirmative vote of the residents would expand the eligibility of funding for the Livable Center reinvestment program. For instance, these dollars could then be used as a local match for federal funding applications.

6. **Engineering and Design.** As noted in the funding program, engineering and design is a prerequisite to be eligible for funding through federal programs, as well as Livable Centers Implementation Funds (LCIFs). The exception could (potentially) be the TIGER funds given their near-term objective. Each of the three capital projects (Main Street, Civic Plaza, and Field Store Road) will require engineering and design. In addition, complete engineering and design will be necessary should the City pursue project staging of the Main Street project, as outlined in Options 1a and 1b.

7. **Right-of-Way Acquisition.** A funding prerequisite is the availability of required right-of-way. Therefore, the acquisition of right-of-way (or land dedication) is required to extend Field Store Road and, dependent upon the final design, may be required for the redesign and reconstruction of Main Street.

8. **Prepare a Tax Increment Financing Study and Plan.** Initiating the creation of a TIF may be accomplished with some analysis of existing properties that could potentially be included within the TIF zone, being mindful of Chapter 311 of the State Tax Code which restricts the inclusion of low-density residential uses and the share of the City's total tax base. This analysis would result in a defined boundary for the TIF, including a list of specific parcels and demarcation of rights-of-way to include in the zone. If a petition-creation approach is used (less likely), then petitions will need to be drafted and distributed along with a "marketing" package to solicit signatures. With this information, the City can then undertake the two documents required by Chapter 311, including:

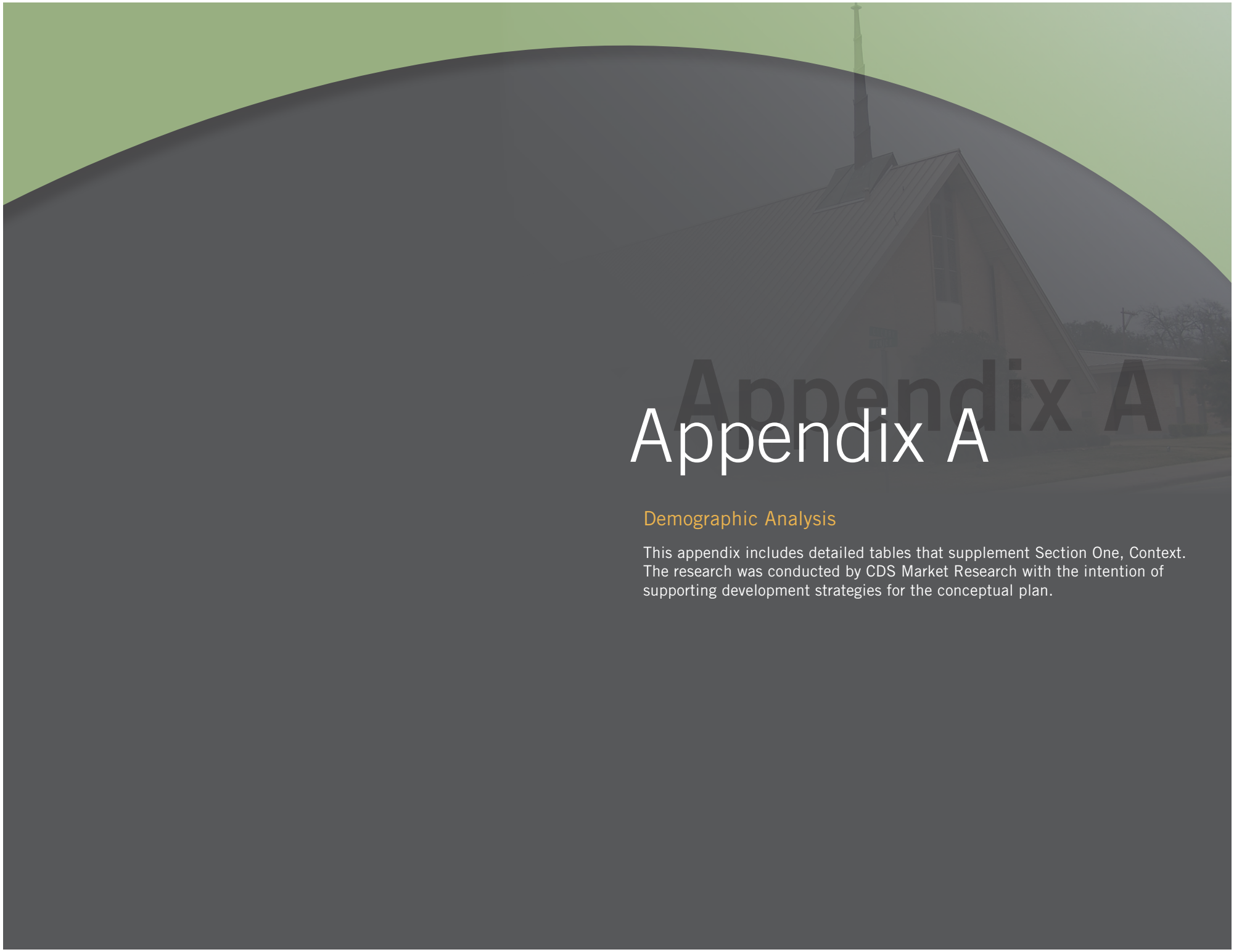
   a. the economic study; and

   b. the Project Plan and Reinvestment Zone Financing Plan. The Project Plan and Reinvestment Zone Financing Plan, the contents of which are dictated by Chapter 311, will contain information on TIF boundaries, current (base year) assessed value, a budget with categories of improvements to be funded with TIF revenue, projections of assessed values and incremental revenue to be generated within the zone, and various other required elements. This is the document that is presented to City Council for the TIF creation vote in a preliminary version; it is then finalized by the TIF board of directors after creation. The plan is also used to present to other potentially participating taxing jurisdictions for their consideration.

   This Plan has already laid the groundwork for the economic study; the findings would simply need to be refined to specifically match the proposed TIF boundaries and assessed value increments assigned to future projected development. This provides the input for the TIF Financing Plan.

9. **Prepare a Stormwater Management Plan.** The Waller Comprehensive Plan 2008 discusses local area and regional drainage issues, including drainage areas, stream restrictions, flood prone areas, and proposed detention facilities. Some of the facilities recommended in **Section 3, Conceptualization**, of this Plan lie in areas that are known to experience street and area flooding. The new City Park and retention feature is located in a flood prone area to serve dual purposes - a park and recreation facility, but also a stormwater detention facility. Many of the Study Area streets use open ditch drainage or portions of existing roadways to convey stormwater flows. These strategies for stormwater conveyance do not promote walkability within the Study Area. Both regional and local stormwater management practices should be developed to enhance use of the Study Area.

   The City of Waller, in partnership with Waller County and the Harris County Flood Control District, should initiate cooperative regional stormwater management projects and practices. For Waller, this means specific regional stormwater management studies that compliment Harris and Waller County projects. These studies will identify drainage system improvements that may include channel widening or deepening, reconstruction of structures that limit stormwater discharge, and detention. These studies should focus first on addressing the drainage issues affecting the study area. Local street drainage should also be studied. The Concept Plan recommends strategies that enhance the walkability of streets in the Study Area. Conveyance of stormwater in storm sewers away from curbs and sidewalks is very important for this concept. An effective storm sewer system will also help prevent local street flooding that currently threatens existing buildings. The City should have a master storm sewer drainage plan prepared for the Study Area.



Appendix A

Demographic Analysis

This appendix includes detailed tables that supplement Section One, Context. The research was conducted by CDS Market Research with the intention of supporting development strategies for the conceptual plan.

Table A1: Total Population				
	Waller, TX	Waller ETJ	Core Study Area	Waller ISD
2013 Projection	2,050	2,786	131	36,025
2008 Estimate	1,969	2,641	125	32,221
2000 Census	2,092	2,701	129	26,589
1990 Census	1,554	1,881	88	16,926
Growth 2008-2013	4.1%	5.5%	5.1%	11.80%
Growth 2000-2008	-5.9%	-2.2%	-2.7%	21.20%
Growth 1990-2000	34.6%	43.6%	45.8%	57.10%

Table A2: Total Households				
	Waller, TX	Waller ETJ	Core Study Area	Waller ISD
2013 Projection	735	980	50	10,883
2008 Estimate	713	940	48	9,814
2000 Census	768	980	50	8,189
1990 Census	603	704	35	5,023
Growth 2008-2013	3.1%	4.2%	4.1%	10.90%
Growth 2000-2008	-7.2%	-4.1%	-3.5%	19.80%
Growth 1990-2000	27.4%	n/a	41.5%	63.50%

Table A3: Population by Age								
	Waller, TX		Waller ETJ		Core Study Area		Waller ISD	
Total	1,969		2,641		125		33,221	
Age 0 to 4	171	8.7%	236	8.9%	11	9.2%	2,530	7.9%
Age 5 to 9	154	7.8%	215	8.1%	10	8.2%	2,344	7.4%
Age 10 to 14	141	7.2%	193	7.3%	9	7.1%	2,311	7.0%
Age 15 to 17	91	4.6%	118	4.5%	6	4.4%	1,452	4.3%
Age 18 to 20	94	4.8%	116	4.4%	5	4.4%	3,076	9.0%
Age 21 to 24	138	7.0%	190	7.2%	9	6.8%	2,547	7.6%
Age 25 to 34	338	17.2%	419	15.9%	19	15.5%	3,877	11.7%
Age 35 to 44	268	13.6%	355	13.4%	17	13.5%	4,268	12.0%
Age 45 to 49	128	6.5%	173	6.6%	8	6.7%	2,293	6.5%
Age 50 to 54	108	5.5%	158	6.0%	8	6.1%	2,069	6.6%
Age 55 to 59	87	4.4%	131	5.0%	6	4.6%	1,710	6.0%
Age 60 to 64	73	3.7%	103	3.9%	5	3.8%	1,295	4.9%
Age 65 to 74	103	5.2%	136	5.2%	6	5.1%	1,505	5.9%
Age 75 to 84	50	2.5%	68	2.6%	3	2.5%	723	2.4%
Age 85 and over	25	1.3%	31	1.2%	1	1.2%	219	1.0%
Age 16 and over	1,467	74.5%	1,956	74.1%	92	73.8%	27,452	76.2%
Age 18 and over	1,412	71.7%	1,879	71.2%	89	80.0%	26,420	73.3%
Age 21 and over	1,318	66.9%	1,764	66.8%	83	66.5%	23,193	64.4%
Age 65 and over	178	9.0%	235	8.9%	11	8.9%	3272	9.1%
Median Age	30.55		30.82		31		30.61	
Average Age	33.19		33.31		33.3		33.86	

Table A4: 2008 Estimated Population by Sex								
	Waller, TX		Waller ETJ		Core Study Area		Traced Polygon	
Total	1,969		2,641		125		32,221	
Male	988	50.2%	1,312	49.7%	62	49.6%	16,092	49.9%
Female	981	49.8%	1,329	50.3%	63	50.4%	16,129	50.1%
Male/Female Ratio	1.0		1		1.0		1	

Table A5: 2008 Estimated Male Population by Age								
	Waller, TX		Waller ETJ		Core Study Area		Traced Polygon	
Total	988		1,312		62		16,092	
Age 0 to 4	84	8.5%	116	8.9%	6	9.0%	1,252	7.8%
Age 5 to 9	75	7.6%	104	8.0%	5	8.0%	1,165	7.2%
Age 10 to 14	71	7.2%	94	7.2%	4	7.1%	1,167	7.3%
Age 15 to 17	47	4.8%	58	4.5%	3	4.4%	753	4.7%
Age 18 to 20	51	5.2%	60	4.5%	3	4.5%	1,483	9.2%
Age 21 to 24	77	7.8%	102	7.8%	5	7.4%	1,293	8.0%
Age 25 to 34	177	17.9%	216	16.5%	10	16.1%	1,996	12.4%
Age 35 to 44	142	14.4%	183	14.0%	9	14.0%	2,126	13.2%
Age 45 to 49	67	6.8%	91	6.9%	4	7.2%	1,168	7.3%
Age 50 to 54	52	5.3%	80	6.1%	4	6.3%	1,052	6.5%
Age 55 to 59	36	3.6%	57	4.4%	3	4.4%	845	5.3%
Age 60 to 64	36	3.6%	50	3.8%	2	3.8%	655	4.1%
Age 65 to 74	47	4.8%	63	4.8%	3	4.8%	727	4.5%
Age 75 to 84	20	2.0%	29	2.2%	1	2.3%	333	2.1%
Age 85 and over	6	0.6%	9	0.7%	0	0.7%	78	0.5%
2008 Estimated Median Age, Male	29.7		30		30.7		29	
2008 Estimated Average Age, Male	32.2		33		32.9		33	

Table A6: 2008 Estimated Female Population by Age								
	Waller, TX		Waller ETJ		Core Study Area		Traced Polygon	
Total	981		1,329		63		16,129	
Age 0 to 4	87	8.9%	119	9.0%	6	9.0%	1,278	7.9%
Age 5 to 9	79	8.1%	111	8.3%	5	8.3%	1,178	7.3%
Age 10 to 14	70	7.1%	98	7.4%	5	7.5%	1,144	7.1%
Age 15 to 17	44	4.5%	60	4.5%	3	4.7%	699	4.3%
Age 18 to 20	43	4.4%	56	4.2%	3	4.3%	1,596	9.9%
Age 21 to 24	61	6.2%	88	6.6%	4	6.6%	1,254	7.8%
Age 25 to 34	161	16.4%	203	15.3%	9	15.0%	1,881	11.7%
Age 35 to 44	126	12.8%	171	12.9%	8	13.1%	2,143	13.3%
Age 45 to 49	61	6.2%	83	6.2%	4	6.3%	1,126	7.0%
Age 50 to 54	56	5.7%	78	5.9%	4	6.0%	1,018	6.3%
Age 55 to 59	51	5.2%	74	5.5%	3	5.4%	865	5.4%
Age 60 to 64	37	3.8%	53	4.0%	2	3.8%	640	4.0%
Age 65 to 74	56	5.7%	73	5.5%	3	5.5%	778	4.8%
Age 75 to 84	30	3.1%	39	2.9%	2	2.9%	390	2.4%
Age 85 and over	19	1.9%	23	1.7%	1	1.7%	140	0.9%
2008 Estimated Median Age, Female	31.5		31.4		31.3		30.1	
2008 Estimated Average Age, Female	34.2		34.0		33.8		33.1	

Table A7: 2008 Estimated Population by Single Race Classification								
	Waller, TX		Waller ETJ		Core Study Area		Waller ISD	
Total	1,969		2,641		125		32,221	
White	1,412	71.7%	1,868	70.7%	92	74.0%	21,793	67.6%
African American	256	13.0%	379	14.4%	16	12.5%	6,486	20.1%
American Indian/Alaska Native	10	0.5%	11	0.4%	1	0.6%	181	0.6%
Asian	22	1.1%	22	0.8%	1	1.0%	338	1.1%
Hawaiian/Pacific Islander	-	0.0%	1	0.0%	0	0.0%	17	0.1%
Other Race	248	12.6%	324	12.3%	14	11.0%	2,622	8.1%
Two or More Races	21	1.1%	36	1.4%	1	1.3%	784	2.4%
2008 Estimated Population Hispanic or Latino	1,969		2,641		125		33,221	
Hispanic or Latino	572	29.1%	753	28.5%	91	73.0%	6,568	20.4%
Not Hispanic or Latino	1,397	71.0%	1,888	71.5%	34	27.0%	25,653	79.2%

Table A8: 2008 Estimated Households by Household Size								
	Waller, TX		Waller ETJ		Core Study Area		Waller ISD	
Total	713		940		48		9,814	
1-person household	149	20.9%	187	19.8%	9	19.5%	1,533	15.6%
2-person household	245	34.4%	321	34.1%	16	34.0%	3,162	32.2%
3-person household	117	16.4%	166	17.7%	8	17.7%	1,816	18.5%
4-person household	112	15.7%	135	14.3%	7	15.0%	1,762	18.0%
5-person household	51	7.2%	75	8.0%	4	7.7%	944	9.6%
6-person household	22	3.1%	32	3.4%	2	3.8%	364	3.7%
7 or more person household	17	2.4%	25	2.6%	1	2.6%	232	2.4%
2008 Average Household Size	2.76		2.81		2.8		2.97	

Table A9: 2008 Tenure of Occupied Housing Units								
	Waller, TX		Waller ETJ		Core Study Area		Waller ISD	
Total	713		940		48		9,814	
Owner-Occupied	394	55.3%	556	59.1%	30	62.0%	7,894	80.40%
Renter-Occupied	319	44.7%	384	40.9%	18	38.0%	1,920	19.60%

Table A10: 2008 All Owner-Occupied Housing Units by Value								
	Waller, TX		Waller ETJ		Core Study Area		Waller ISD	
Total	394		556		30		7,894	
Less than $20,000	18	5.2%	24	4.0%	1	4.3%	206	3.0%
$20,000 to $39,999	31	7.8%	49	8.8%	3	8.5%	482	6.0%
$40,000 to $59,999	51	13.0%	70	13.0%	4	13.7%	717	9.0%
$60,000 to $79,999	68	17.0%	78	14.0%	4	12.0%	825	10.0%
$80,000 to $99,999	72	18.0%	81	14.4%	4	15.0%	744	9.0%
$100,000 to $149,999	92	23.0%	116	21.0%	6	19.0%	1,790	23.0%
$150,000 to $199,999	35	9.0%	59	10.0%	3	10.0%	1,169	15.0%
$200,000 to $299,999	23	5.0%	49	8.0%	3	11.0%	1,248	16.0%
$300,000 to $399,999	-	0.0%	18	2.0%	1	3.0%	379	5.0%
$400,000 to $499,999	-	0.0%	1	0.20%	0	0.1%	97	1.0%
$500,000 to $749,999	-	0.0%	-	0.0%	0	0.0%	118	1.0%
$750,000 to $999,999	-	0.0%	4	0.6%	0	1.1%	73	0.9%
$1,000,000 or more	-	0.0%	6	1.1%	1	1.9%	47	0.6%
2000 Median All Owner-Occupied Housing Unit Value	88,056		94,052		94,983		89,957	

Table A11: 2008 Housing Units by Units in Structure								
	Waller, TX		Waller ETJ		Core Study Area		Waller ISD	
Total	749		1,051		53		11,157	
1 Unit Attached	9	1.2%	9	0.9%	0	0.7%	92	0.9%
1 Unit Detached	474	59.4%	614	58.1%	32	60.0%	7,867	71.0%
2 Units	46	6.1%	65	6.5%	3	5.0%	139	1.4%
3 to 19 Units	103	13.2%	130	13.0%	6	11.0%	366	3.8%
20 to 49 Units	3	0.5%	5	0.6%	0	0.3%	23	0.2%
50 or More Units	16	2.0%	14	1.4%	1	1.3%	28	0.3%
Mobile Home or Trailer	141	17.2%	213	19.2%	11	21.3%	2,604	23.0%
Boat, RV, Van, etc.	2	0.2%	1	0.1%	0	0.2%	38	0.4%

Table A12: 2008 Estimated Households by Household Income								
	Waller, TX		Waller ETJ		Core Study Area		Waller ISD	
Total	713		940		48		9,814	
Less than $15,000	74	10.4%	104	11.1%	6	11.7%	811	8.3%
$15,000 to $24,999	97	13.6%	113	12.0%	5	10.6%	758	7.7%
$25,000 to $34,999	89	12.5%	113	12.0%	6	13.0%	888	9.1%
$35,000 to $49,999	94	13.2%	124	13.2%	7	13.7%	1,327	13.5%
$50,000 to $74,999	116	16.3%	156	16.6%	8	16.0%	1,896	19.3%
$75,000 to $99,999	118	16.6%	154	16.4%	8	17.2%	1,539	15.7%
$100,000 to $149,999	91	12.8%	114	12.1%	6	12.0%	1,723	17.6%
$150,000 to $249,999	31	4.4%	48	5.1%	2	5.0%	726	7.4%
$250,000 to $499,999	3	0.4%	12	1.3%	1	1.3%	129	1.3%
$500,000 or more	0	0.0%	1	0.1%	0	0.0%	18	0.2%
2008 Estimated Average Household Income	62,721		66,994		72,313		77,766	
2008 Estimated Median Household Income	50,539		52,536		60,061		64,808	
2008 Estimated Per Capita Income	22,764		23,889		25,553		24,125	

Table A13: 2008 Estimated Population by Employment Type								
	Waller, TX		Waller ETJ		Core Study Area		Waller ISD	
Total	943		1210		57		14445	
Blue Collar	259	27.6%	340	28.0%	16	28.3%	3,513	25.3%
White Collar	529	55.5%	680	55.6%	33	58.0%	9,072	61.2%
Service and Farm	155	16.9%	190	16.4%	8	14.3%	1,860	13.6%

Table A14: 2008 Population Age 16 and Over by Employment Status								
	Waller, TX		Waller ETJ		Core Study Area		Waller ISD	
Total	1,467		1,956		92		24,548	
In Armed Forces	-	0	-	0.0%	0	0.0%	2	0.0%
Civilian - Employed	943	64.0%	1,210	62.0%	57	62.7%	14,445	57.1%
Civilian - Unemployed	45	3.2%	65	3.5%	3	3.8%	2,056	9.4%
Not in Labor Force	479	32.9%	6,892	34.6%	33	33.5%	8,045	33.5%

Table A15: 2008 Employed Population Age 16 and Over by Occupation								
	Waller, TX		Waller ETJ		Core Study Area		Waller ISD	
Total	943		1,210		57		14,485	
Management, Business, and Financial Operations	76	8.0%	118	9.5%	6	10.0%	2,086	13.6%
Professional and Related Occupations	148	15.2%	189	15.5%	9	16.3%	2,646	17.6%
Service	143	15.8%	171	14.7%	7	13.0%	1,602	11.7%
Sales and Office	305	32.3%	373	30.7%	18	32.0%	4,465	30.9%
Farming, Fishing, and Forestry	12	1.1%	19	1.6%	1	1.3%	132	1.0%
Construction, Extraction, and Maintenance	109	11.7%	142	11.6%	6	6.0%	1,743	12.5%
Production, Transportation, and Material Moving	153	15.9%	198	16.4%	10	0.5%	1,771	12.8%

Table A16: 2008 Workers Age 16 and Over by Travel Time to Work								
	Waller, TX		Waller ETJ		Core Study Area		Waller ISD	
Total	897		1,157		54		13,697	
Less than 15 Minutes	354	39.9%	391	35.2%	18	33.0%	2,282	17.9%
15 to 29 Minutes	192	21.1%	211	18.1%	10	18.0%	3,028	22.0%
30 to 44 Minutes	198	21.4%	271	23.0%	13	25.0%	3,070	21.2%
45 to 59 Minutes	76	9.1%	150	12.9%	7	14.0%	2,602	18.5%
60 or more Minutes	77	8.6%	134	10.9%	6	11.0%	2,715	20.4%
2000 Average Travel Time to Work in Minutes	26		30		31		40	

Table A17: 2008 Workers Age 16 and Over, Transportation To Work								
	Waller, TX		Waller ETJ		Core Study Area		Waller ISD	
Total	909		1,176		55		14,066	
Drove Alone	651	71.3%	851	72.2%	40	73.0%	10,811	76.1%
Car Pooled	219	24.2%	258	22.6%	12	22.0%	2,281	16.7%
Public Transportation	2	0.3%	5	0.5%	0	0.4%	117	0.7%
Walked	16	1.9%	19	1.8%	1	1.5%	319	2.6%
Motorcycle	-	0.0%	-	0.0%	0	0.0%	27	0.2%
Bicycle	5	0.5%	5	0.4%	0	0.4%	26	0.2%
Other Means	4	0.4%	9	0.7%	0	0.6%	115	0.8%
Worked at Home	12	1.3%	20	1.8%	1	1.7%	368	2.7%

Table A18: 2008 Estimated Population Age 25 and Over by Educational Attainment								
	Waller, TX		Waller ETJ		Core Study Area		Waller ISD	
Total	1,180		1,573		75		17,959	
Less than 9th grade	117	9.9%	142	9.1%	6	8.4%	1,245	6.9%
Some High School, no diploma	128	10.9%	179	11.4%	8	10.5%	1,998	11.1%
High School Graduate (or GED)	424	35.9%	553	35.2%	27	36.0%	5,729	31.9%
Some College, no degree	287	24.3%	369	23.5%	18	23.5%	4,352	24.2%
Associate Degree	32	2.7%	46	3.0%	2	2.6%	811	4.5%
Bachelor's Degree	97	8.2%	160	10.2%	8	11.2%	2,652	14.8%
Master's Degree	71	6.0%	93	5.9%	4	5.2%	923	5.1%
Professional School Degree	17	1.4%	21	1.3%	1	1.3%	125	0.7%
Doctorate Degree	7	0.6%	9	0.6%	0	0.4%	122	0.7%

Table A19: Population by Sources						
	Waller, TX			Waller ETJ		
	Census 2000	Estimate 2008	Projection 2013	Census 2000	Estimate 2008	Projection 2013
Population	2,092	1,969	2,050	2,701	2,641	2,786
Percent Change		-5.9%	4.1%		-2.2%	5.5%
Households	768	713	735	980	940	980
Percent Change		-7.2%	3.1%		-4.1%	4.2%
Families	531	498	516	689	670	702
Percent Change		-6.2%	3.6%		-2.7%	4.8%
Housing Units	842	794	817	1,076	1,051	1,094
Percent Change		-5.7%	2.9%		-2.3%	4.1%
Group Quarters Population	6	4	4	6	4	4
Percent Change		-33.3%	0		-31.7%	-1.0%
Average Household Size	2.7	2.8	2.8	2.8	2.8	2.9
Percent Change		1.5%	1.0%		2.0%	1.3%
	Core Study Area			Waller ISD		
Population	129	125	131	26,589	32,221	36,025
Percent Change		-2.7%	5.1%		21.2%	11.8%
Households	50	48	50	8,189	9,814	10,883
Percent Change		-3.5%	4.1%		19.8%	10.9%
Families	36	35	36	6,346	7,707	8,588
Percent Change		-2.3%	4.5%		21.5%	11.4%
Housing Units	54	53	55	9,127	11,157	12,351
Percent Change		-2.0%	3.9%		22.2%	10.7%
Group Quarters Population	0	0	0	2,851	3,001	3,079
Percent Change		-33.3%	0		5.3%	2.6%
Average Household Size	2.7	2.8	2.8	2.9	3.0	3.0
Percent Change		2.2%	1.3%		2.7%	1.7%

Table A20: Households by Household Income

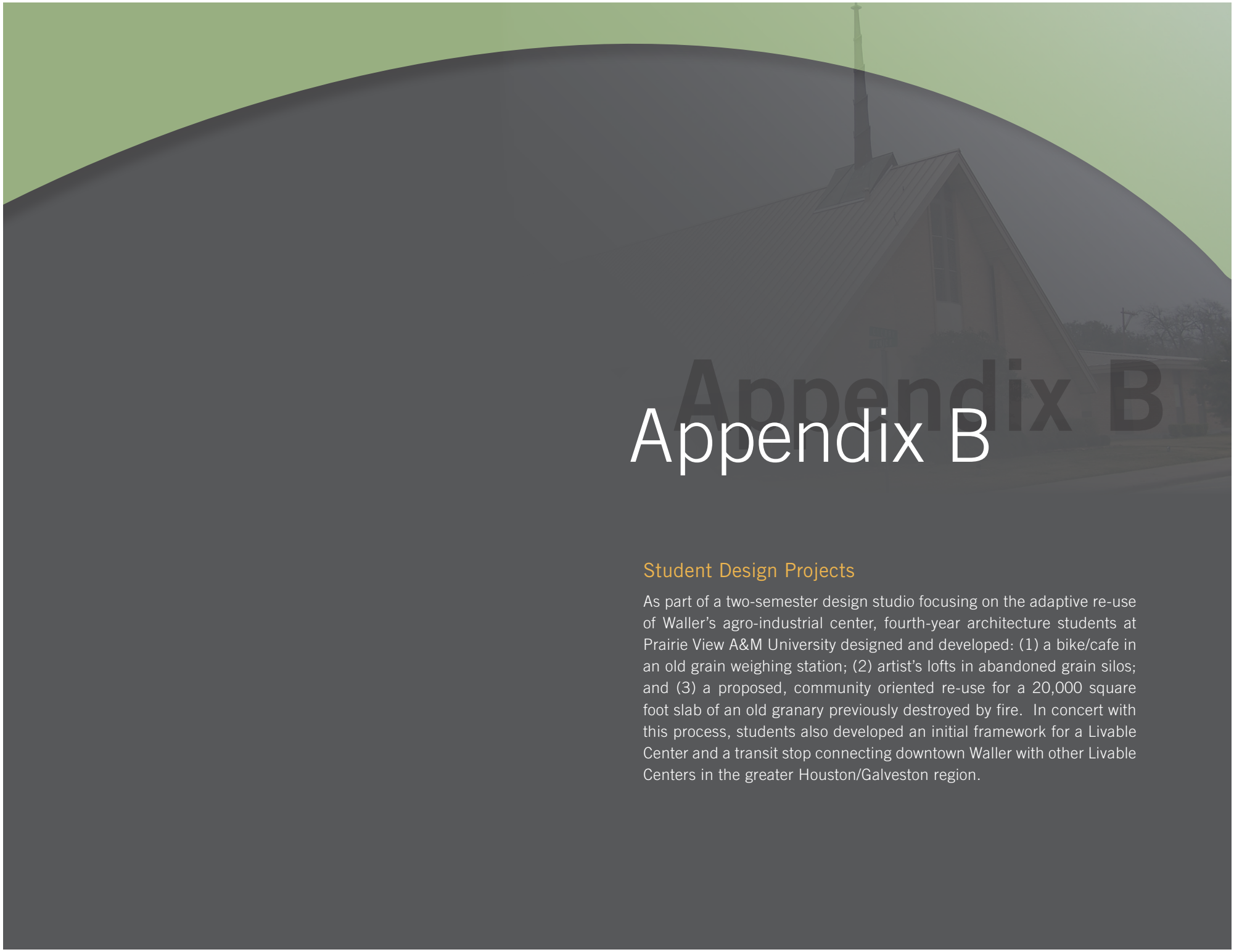
	Waller, TX						Waller ETJ					
	Census 2000		Estimate 2008		Projection 2013		Census 2000		Estimate 2008		Projection 2013	
Total	749		713		735		991		940		980	
Less than $15,000	165	22.0%	74	10.4%	62	8.4%	207	20.9%	104	11.1%	90	9.2%
$15,000 to $24,999	132	17.6%	97	13.6%	78	10.6%	173	17.5%	113	12.0%	92	9.4%
$25,000 to $34,999	90	12.0%	89	12.5%	80	10.9%	115	11.6%	113	12.0%	106	10.8%
$35,000 to $49,999	105	14.0%	94	13.2%	103	14.0%	137	13.8%	124	13.2%	133	13.6%
$50,000 to $74,999	152	20.3%	116	16.3%	116	15.8%	207	20.9%	156	16.6%	155	15.9%
$75,000 to $99,999	55	7.3%	118	16.6%	102	13.9%	76	7.6%	154	16.4%	135	13.8%
$100,000 to $149,999	46	6.1%	91	12.8%	129	17.6%	60	6.0%	114	12.1%	168	17.2%
$150,000 to $249,999	3	0.4%	31	4.4%	58	7.9%	14	1.4%	48	5.1%	77	7.9%
$250,000 to $499,999	1	0.1%	3	0.4%	6	0.8%	3	0.3%	12	1.3%	18	1.8%
$500,000 or more	0	0.0%	0	0.0%	1	0.1%	0	0.0%	1	0.1%	5	0.5%
Average Household Income	41,879		62,721		73,959		48,224		66,994		78,538	
Median Household Income	33,611		50,539		59,591		35,099		52,536		61,018	
	Core Study Area						Waller ISD					
Total	51		48		50		8,127		9,814		10,883	
Less than $15,000	10	19.9%	6	11.7%	5	10.2%	1,072	13.2%	811	8.3%	768	7.1%
$15,000 to $24,999	9	17.0%	5	10.6%	4	8.2%	946	11.6%	758	7.7%	697	6.4%
$25,000 to $34,999	7	13.0%	6	13.0%	6	12.0%	941	11.6%	888	9.1%	848	7.8%
$35,000 to $49,999	6	12.0%	7	14.0%	7	15.0%	1,228	15.1%	1,327	13.5%	1,359	12.5%
$50,000 to $74,999	11	22.0%	8	16.0%	7	14.4%	1,790	22.0%	1,896	19.3%	1,892	17.4%
$75,000 to $99,999	4	8.0%	8	17.0%	7	14.4%	957	11.8%	1,539	15.7%	1,659	15.3%
$100,000 to $149,999	3	6.4%	6	11.6%	8	17.0%	926	11.4%	1,723	17.6%	2,169	19.9%
$150,000 to $249,999	1	1.3%	2	5.0%	4	7.0%	235	2.9%	726	7.4%	1,213	11.2%
$250,000 to $499,999	0	0.4%	1	1.2%	1	1.8%	31	0.4%	129	1.3%	222	2.0%
$500,000 or more	0	0.0%	0	0.2%	0	0.6%	1	0.0%	18	0.2%	57	0.5%
Average Household Income	52,033		66,452		76,934		57,607		77,766		89,779	
Median Household Income	35,019		51,709		58,871		48,495		64,808		73,398	

Table A21: Total Family Household Income

	Waller, TX						Waller ETJ					
	Census 2000		Estimate 2008		Projection 2013		Census 2000		Estimate 2008		Projection 2013	
Total	531		498		516		693		670		702	
Less than $15,000	67	12.6%	30	6.0%	27	5.2%	91	13.2%	57	8.5%	52	7.4%
$15,000 to $24,999	84	15.8%	44	8.8%	33	6.4%	97	14.1%	58	8.6%	45	6.4%
$25,000 to $34,999	69	13.0%	53	10.6%	41	8.0%	86	12.4%	67	10.0%	62	8.9%
$35,000 to $49,999	76	14.3%	72	14.5%	76	14.7%	94	13.6%	90	13.4%	92	13.1%
$50,000 to $74,999	134	25.2%	82	16.5%	80	15.5%	182	26.3%	119	17.7%	109	15.5%
$75,000 to $99,999	51	9.6%	97	19.5%	81	15.7%	68	9.8%	119	17.7%	106	15.1%
$100,000 to $149,999	46	8.7%	86	17.3%	114	22.1%	57	8.3%	102	15.2%	143	20.4%
$150,000 to $249,999	3	0.6%	31	6.2%	57	11.1%	14	2.0%	48	7.1%	74	10.6%
$250,000 to $499,999	1	0.2%	3	0.6%	6	1.2%	3	0.4%	11	1.6%	16	2.3%
$500,000 or more	0	0.0%	0	0.0%	1	0.2%	0	0.0%	0	0.0%	3	0.4%
Average Family Household Income	49,924		73,775		86,856		58,203		75,654		88,945	
Median Family Household Income	43,980		65,244		75,309		46,468		63,344		73,113	
	Core Study Area						Waller ISD					
Total	36		35		36		6,359		7,707		8,588	
Less than $15,000	5	13.0%	4	10.2%	3	9.2%	485	7.6%	350	4.5%	331	3.9%
$15,000 to $24,999	5	13.5%	3	7.8%	2	5.8%	625	9.8%	487	6.3%	406	4.7%
$25,000 to $34,999	5	13.2%	4	11.0%	4	10.0%	639	10.0%	591	7.7%	553	6.4%
$35,000 to $49,999	4	12.0%	5	14.0%	5	14.4%	974	15.3%	905	11.8%	925	10.8%
$50,000 to $74,999	10	27.0%	6	17.8%	5	14.4%	1,616	25.4%	1,555	20.2%	1,440	16.8%
$75,000 to $99,999	4	10.5%	6	17.6%	5	14.8%	878	13.8%	1,356	17.6%	1,466	17.1%
$100,000 to $149,999	3	8.6%	5	14.4%	7	19.7%	879	13.8%	1,638	21.3%	2,046	23.8%
$150,000 to $249,999	1	1.7%	2	6.3%	3	9.0%	230	3.6%	688	8.9%	1,158	13.5%
$250,000 to $499,999	0	0.5%	1	1.7%	1	2.5%	30	0.5%	122	1.6%	215	2.5%
$500,000 or more	0	0.0%	0	0.0%	0	0.4%	1	0.0%	14	0.2%	48	0.6%
Average Family Household Income	62,979		72,313		84,191		65,204		86,783		100,556	
Median Family Household Income	47,998		60,061		68,581		57,046		74,433		85,887	

Table A22a: Total Number of People per Household												
	Waller, TX						Waller ETJ					
	Census 2000		Estimate 2008		Projection 2013		Census 2000		Estimate 2008		Projection 2013	
Non-family Households	237		215		219		291		270		277	
1-person household	162	68.4%	149	69.3%	152	69.4%	198	68.1%	187	69.1%	192	69.1%
2-person household	61	25.7%	55	25.6%	56	25.6%	75	25.7%	67	24.9%	68	24.5%
3-person household	7	3.0%	5	2.3%	6	2.7%	11	3.7%	10	3.6%	12	4.4%
4-person household	4	1.7%	4	1.9%	3	1.4%	4	1.5%	5	1.7%	4	1.3%
5-person household	1	0.4%	0	0.0%	0	0.0%	1	0.3%	0	0.0%	0	0.0%
6-person household	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
7 or more person household	2	0.8%	2	0.9%	2	0.9%	2	0.7%	2	0.7%	2	0.7%
Family Households	531		498		516		689		670		702	
2-person household	210	39.6%	190	38.2%	194	37.6%	270	39.1%	253	37.8%	262	37.3%
3-person household	118	22.2%	112	22.5%	115	22.3%	160	23.2%	157	23.4%	163	23.3%
4-person household	116	21.9%	108	21.7%	112	21.7%	135	19.6%	130	19.4%	136	19.4%
5-person household	51	9.6%	51	10.2%	54	10.5%	73	10.6%	75	11.2%	78	11.2%
6-person household	21	4.0%	22	4.4%	24	4.7%	31	4.5%	32	4.8%	36	5.1%
7 or more person household	15	2.8%	15	3.0%	17	3.3%	20	2.9%	23	3.4%	27	3.9%

Table A22b: Total Number of People per Household												
	Core Study Area						Waller ISD					
	Census 2000		Estimate 2008		Projection 2013		Census 2000		Estimate 2008		Projection 2013	
Non-family Households	14		13		14		1,843		2,107		2,295	
1-person household	10	69.7%	9	70.2%	10	70.0%	1,354	73.5%	1,533	72.7%	1,652	72.0%
2-person household	4	25.0%	3	25.0%	3	24.0%	384	20.9%	453	21.5%	503	21.9%
3-person household		3.2%	0	3.2%	1	4.1%	64	3.5%	75	3.6%	89	3.9%
4-person household		1.1%	0	1.2%	0	0.9%	27	1.5%	34	1.6%	36	1.6%
5-person household		0.3%	0	0.0%	0	0.0%	6	0.3%	5	0.2%	5	0.2%
6-person household		0.0%	0	0.0%	0	0.0%	3	0.2%	4	0.2%	6	0.3%
7 or more person household		0.0%	0	1.0%	0	1.0%	4	0.2%	3	0.1%	3	0.1%
Family Households	36		35		36		6,346		7,707		8,588	
2-person household	14	39.0%	13	37.5%	13	37.0%	2,361	37.2%	2,710	35.2%	2,925	34.1%
3-person household	8	23.7%	8	23.8%	8	23.7%	1,412	22.2%	1,741	22.6%	1,942	22.6%
4-person household	7	20.0%	7	20.0%	7	19.8%	1,411	22.2%	1,728	22.4%	1,924	22.4%
5-person household	4	10.7%	4	11.0%	4	10.8%	723	11.4%	939	12.2%	1,081	12.6%
6-person household	2	4.3%	2	4.3%	2	4.4%	271	4.3%	360	4.7%	432	5.0%
7 or more person household	1	2.9%	1	3.3%	1	3.6%	169	2.7%	229	3.0%	284	3.3%



Appendix B

Student Design Projects

As part of a two-semester design studio focusing on the adaptive re-use of Waller's agro-industrial center, fourth-year architecture students at Prairie View A&M University designed and developed: (1) a bike/cafe in an old grain weighing station; (2) artist's lofts in abandoned grain silos; and (3) a proposed, community oriented re-use for a 20,000 square foot slab of an old granary previously destroyed by fire. In concert with this process, students also developed an initial framework for a Livable Center and a transit stop connecting downtown Waller with other Livable Centers in the greater Houston/Galveston region.

Student Project Review

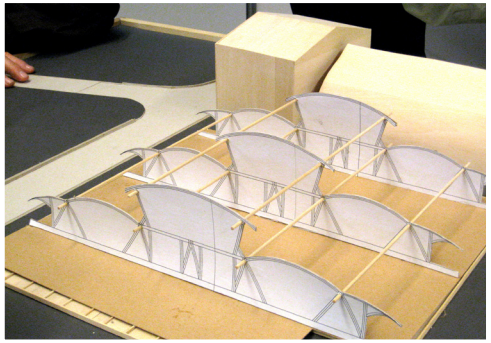
Students presented their proposals for the adaptive re-use of the 20,000 square foot granary slab at Waller Crossing before a selected panel of jurors at the School of Architecture at Prairie View A & M University. Jurors were from the Houston/Galveston Area Council, the City of Waller's Economic Development Corporation, and architects and planners from Houston.

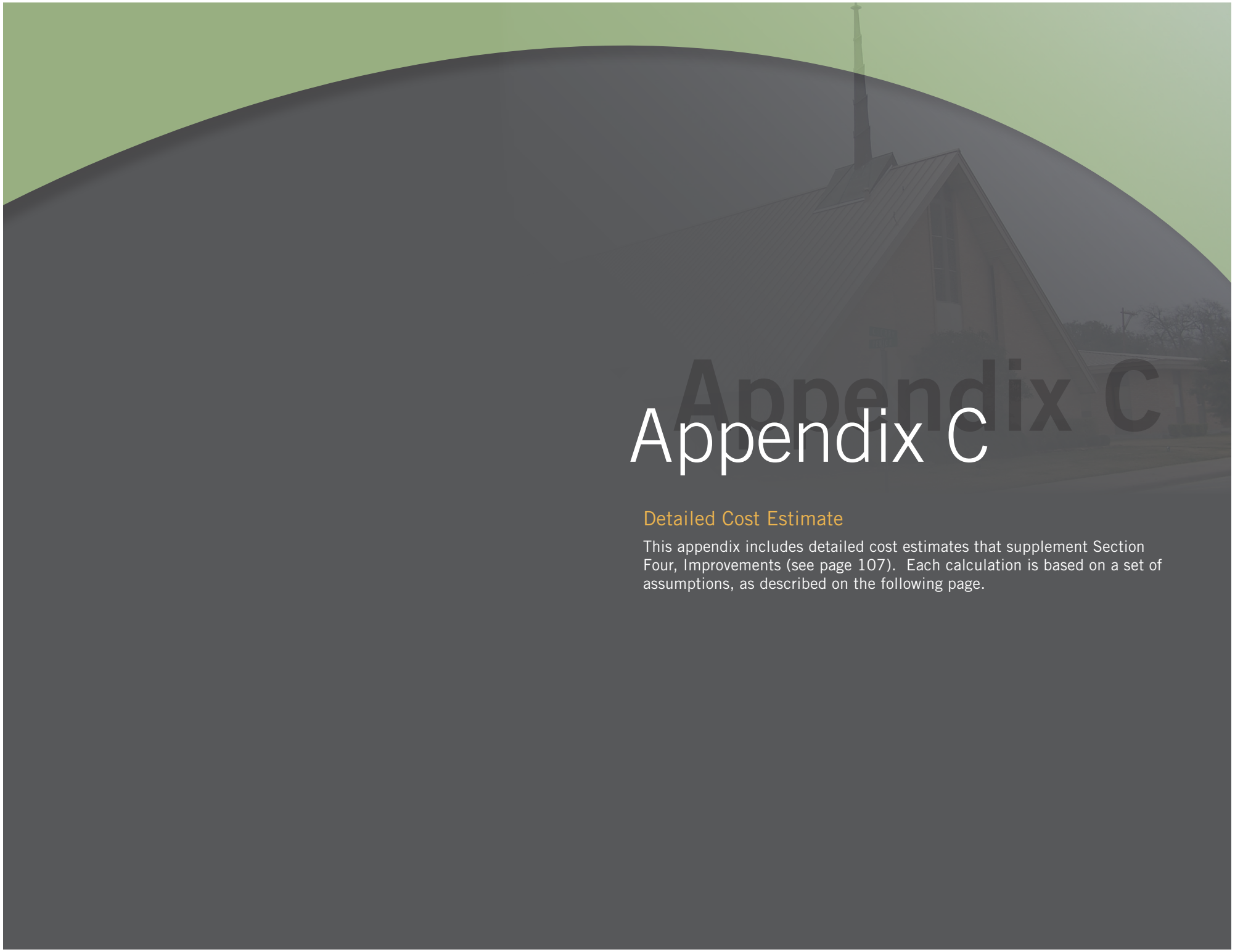
In light of program goals announced in an October 12, 2006 "Feasibility Study" (TIP Program 4 Transit and Livable Centers Program) by the City of Waller's Economic Development Corporation, Architecture 4476 students created a Livable Center at Waller Crossing as "a place that enhances Waller's natural features and reinforces the value of its historical grid." Their plan establishes Waller as a unique place; "a regional destination favorably structured around sidewalks and public spaces and a safe and pleasant place to walk, shop, explore nature and do business breaking the typical pattern of growth which overwhelms indigenous infrastructure and built environments with commercial development oriented toward major arteries and vehicular accommodations." It is to establish the framework for growth in Waller over the next 20 years.

Crucial to the survival of Waller's Livable Center is connectivity, so students decided that the heart of the center should be located along the railroad tracks, as it was in the past, at Waller Crossing, just south of Hempstead Highway (Old 290) and west of Key Street in the City's historic district. The proposed rail linking other Livable Centers in the Houston/Galveston region would stop there, making Waller a favorite destination for visitors from surrounding towns and cities. Neighborhoods organized around Waller's historic grid located to the north and south of the railroad tracks are identified and linked to Waller Crossing by pedestrian and bike paths from individual neighborhood centers. At Waller Crossing, circulation paths allowing movement throughout the center are defined. Tree-lined sidewalks and bike paths along major roadways (Hempstead Highway and Washington Avenue) around the center provide shade and allow safe passage for pedestrians and bikers by reducing vehicular speed and by creating a sense of enclosure. A pedestrian promenade runs throughout the center itself, linking major center destinations. "Park once" capability is provided by secluding main parking in the back of mixed use buildings located along the south side of Washington Avenue within walking distance of center destinations. Waller Crossing's transit stop is connected to the largest plaza on the site, which acts as a focal point for the City of Waller itself.

Waller Crossing and Beyond with Thoughts on Sustainability

Ten mixed use destinations for the Livable Center at Waller Crossing were selected by students to ensure initial densities necessary for continued and sustainable economic development. They include housing, a bike/café, restaurants, retail, a farmer's market, a micro brewery, and community and civic centers, as well as parks and small plazas. Mixed, but compatible, uses encourage activity during various times of the day and foster a sense of community by encouraging safe, public gathering. Eco-friendly development is expected. Future development includes the adaptive re-use of many of Waller Crossing's historic agro-industrial buildings.





Appendix C

Detailed Cost Estimate

This appendix includes detailed cost estimates that supplement Section Four, Improvements (see page 107). Each calculation is based on a set of assumptions, as described on the following page.

Assumptions

- All costs are based on the lengths of improvements provided.
- Costs of roadway reconstruction and surfacing were based on past projects similar on city streets.
- Storm drainage generally consists of inlets and leads with a reasonable size storm sewer main. Storm sewer cost could greatly increase depending on further study of the existing drainage and the impacts associated with the improvements.
- Sidewalks were estimated to be 5” concrete sidewalks.
- Crosswalk cost includes striping and signage at all four corners of the intersections.
- Streetscape enhancements were generally estimated. Details was not available regarding everything to be included. The cost was from using data for other livable center reports with similar types of improvements and coming up with a cost per linear foot. These improvements could include trees, landscaping, pavers, benches, trash cans, pedestrian lighting, signage, etc.
- Traffic control cost generally was estimated as permanent traffic control at intersections. These costs were calculated to include signals with pedestrian signals at all intersections for four-way traffic. The signals were estimated to be of the decorative variety.
- The estimate for the construction of the trail and greenway along Field Store Road includes a cost for the path (estimated as a sidewalk), as well as the earthwork for the swale. Thrown into the cost was also the price of some landscaping including trees, sod, benches, and trash cans (some of which would not be as dense as the streetscape improvements along the roadway).
- The estimate for the construction of Station Square assumes an area of 32,400 square feet and includes the cost for sod, 12 trees, 10 benches, and 10 trash containers.

Table C.1: Phase I, Detailed Cost Estimate

	Description of Improvements	Improvement Items	Unit	Unit Cost	Quantity	Itemized Base Cost	Total Base Cost
1a	Redesign and reconstruct Main Street from Key Street to Field Store Road	Street surface reconstruction	LF	$ 300.00	1693.62	$ 508,086	$ 2,529,153
		Storm drainage improvements	LF	$ 175.00	1693.62	$ 296,384	
		Curb extensions and angled parking	LF	$ 400.00	1693.62	$ 677,448	
		Sidewalk improvements (12' sidewalks)	SF	$ 10.00	40646.88	$ 406,469	
		Crosswalk improvements & stop signs	LS	$ 12,000.00	4	$ 48,000	
		Streetscape enhancements:	LF	$ 350.00	1693.62	$ 592,767	
1b	Redesign and reconstruct Main Street from Field Store Road to Hamilton Street, concurrent with City Park	Street surface reconstruction	LF	$ 300.00	1006	$ 301,800	$ 1,497,790
		Storm drainage improvements	LF	$ 175.00	1006	$ 176,050	
		Curb extensions and angled parking	LF	$ 400.00	1006	$ 402,400	
		Sidewalk improvements (12' sidewalks)	SF	$ 10.00	24144	$ 241,440	
		Crosswalk improvements & stop signs	LS	$ 12,000.00	2	$ 24,000	
		Streetscape enhancements:	LF	$ 350.00	1006	$ 352,100	
1c	Realign Main/Key/BR 290 intersection and construct civic plaza	Road reconfiguration and curb extensions	LF	$ 300.00	100	$ 30,000	$ 193,300
		Streetscape and pedestrian enhancements	SF	$ 22.00	7400	$ 162,800	
		Signage and striping	LS	$ 500.00	1	$ 500	

#	Description of Improvements	Improvement Items	Unit	Unit Cost	Quantity	Itemized Base Cost	Total Base Cost
2a	Improvements to Alliance Street from BR 290 to Taylor Street	Street surface reconstruction	LF	$ 300.00	435	$ 130,500	$ 525,375
		Storm drainage improvements	LF	$ 175.00	435	$ 76,125	
		Curb extensions and parallel parking	LF	$ 200.00	435	$ 87,000	
		Sidewalk improvements (5' sidewalks)	SF	$ 10.00	4350	$ 43,500	
		Crosswalk improvements & stop signs	LS	$ 12,000.00	3	$ 36,000	
		Streetscape enhancements	LF	$ 350.00	435	$ 152,250	
	Improvements to Key Street from BR 290 to Taylor Street	Street surface reconstruction	LF	$ 300.00	615	$ 184,500	$ 727,875
		Storm drainage improvements	LF	$ 175.00	615	$ 107,625	
		Curb extensions and parallel parking	LF	$ 200.00	615	$ 123,000	
		Sidewalk improvements (5' sidewalks)	SF	$ 10.00	6150	$ 61,500	
		Crosswalk improvements & stop signs	LS	$ 12,000.00	3	$ 36,000	
		Streetscape enhancements	LF	$ 350.00	615	$ 215,250	
	Improvements to Farr Street from BR 290 to Taylor Street	Street surface reconstruction	LF	$ 300.00	793	$ 237,900	$ 940,125
		Storm drainage improvements	LF	$ 175.00	793	$ 138,775	
		Curb extensions and parallel parking	LF	$ 200.00	793	$ 158,600	
		Sidewalk improvements (5' sidewalks)	SF	$ 10.00	7930	$ 79,300	
		Crosswalk improvements & stop signs	LS	$ 12,000.00	4	$ 48,000	
		Streetscape enhancements	LF	$ 350.00	793	$ 277,550	
	Improvements to Locust Street from BR 290 to Taylor Street	Street surface reconstruction	LF	$ 300.00	960	$ 288,000	$ 1,128,000
		Storm drainage improvements	LF	$ 175.00	960	$ 168,000	
		Curb extensions and parallel parking	LF	$ 200.00	960	$ 192,000	
		Sidewalk improvements (5' sidewalks)	SF	$ 10.00	9600	$ 96,000	
		Crosswalk improvements & stop signs	LS	$ 12,000.00	4	$ 48,000	
		Streetscape enhancements	LF	$ 350.00	960	$ 336,000	

#	Description of Improvements	Improvement Items	Unit	Unit Cost	Quantity	Itemized Base Cost	Total Base Cost
2b	Improvements to Alliance Street north from Taylor Street	Street surface reconstruction	LF	$ 300.00	2882.89	$ 864,867	$ 3,363,251
		Storm drainage improvements	LF	$ 175.00	2882.89	$ 504,506	
		Curb extensions and parallel parking	LF	$ 200.00	2882.89	$ 576,578	
		Sidewalk improvements (5' sidewalks)	SF	$ 10.00	28828.9	$ 288,289	
		Crosswalk improvements & stop signs	LS	$ 12,000.00	10	$ 120,000	
		Streetscape enhancements	LF	$ 350.00	2882.89	$ 1,009,012	
	Improvements to Key Street north from Taylor Street	Street surface reconstruction	LF	$ 300.00	1414.81	$ 424,443	$ 1,651,661
		Storm drainage improvements	LF	$ 175.00	1414.81	$ 247,592	
		Curb extensions and parallel parking	LF	$ 200.00	1414.81	$ 282,962	
		Sidewalk improvements (5' sidewalks)	SF	$ 10.00	14148.1	$ 141,481	
		Crosswalk improvements & stop signs	LS	$ 12,000.00	5	$ 60,000	
		Streetscape enhancements	LF	$ 350.00	1414.81	$ 495,184	
	Improvements to Farr Street north from Taylor Street	Street surface reconstruction	LF	$ 300.00	1414.81	$ 424,443	$ 1,651,661
		Storm drainage improvements	LF	$ 175.00	1414.81	$ 247,592	
		Curb extensions and parallel parking	LF	$ 200.00	1414.81	$ 282,962	
		Sidewalk improvements (5' sidewalks)	SF	$ 10.00	14148.1	$ 141,481	
		Crosswalk improvements & stop signs	LS	$ 12,000.00	5	$ 60,000	
		Streetscape enhancements	LF	$ 350.00	1414.81	$ 495,184	

#	Description of Improvements	Improvement Items	Unit	Unit Cost	Quantity	Itemized Base Cost	Total Base Cost
3	Waller Heritage Trail	Wayfinding signage	EA	$ 1,000.00	12	$ 12,000	$ 14,500
		Interpretive signs	EA	$ 500.00	5	$ 2,500	
4a	Improvements to Field Store Road from BR 290 to U.S. 290	Street surface reconstruction	LF	$ 300.00	4702.17	$ 1,410,651	$ 4,469,507
		Storm drainage improvements	LF	$ 175.00	4702.17	$ 822,880	
		Sidewalks (5' sidewalk on west side of street)	SF	$ 10.00	47021.7	$ 470,217	
		Crosswalk improvements & stop signs	LS	$ 12,000.00	10	$ 120,000	
		Streetscape enhancements	LF	$ 350.00	4702.17	$ 1,645,760	
4b	Construction of Trail and Greenway along Field Store Road	Construction of a 10' multi-use trail and a 40' greenway/drainage swale on the east side of Field Store Road, from BR 290 to U.S 290.	LF	$ 200.00	4702.17	$ 940,434	$ 940,434
5	Sidewalk improvements on remaining downtown streets	Cherry Street					$ 1,522,181
		Curb extensions and parallel parking	LF	$ 200.00	2267.97	$ 453,594	
		Sidewalk improvements (5' sidewalks)	SF	$ 10.00	22679.7	$ 226,797	
		Crosswalk improvements & stop signs	LS	$ 12,000.00	4	$ 48,000	
		Streetscape and pedestrian enhancements	LF	$ 350.00	2267.97	$ 793,790	
		Mills Street					$ 751,000
		Curb extensions and parallel parking	LF	$ 200.00	1100	$ 220,000	
		Sidewalk improvements (5' sidewalks)	SF	$ 10.00	11000	$ 110,000	
		Crosswalk improvements & stop signs	LS	$ 12,000.00	3	$ 36,000	
		Streetscape and pedestrian enhancements	LF	$ 350.00	1100	$ 385,000	

#	Description of Improvements	Improvement Items	Unit	Unit Cost	Quantity	Itemized Base Cost	Total Base Cost
5	Sidewalk improvements on remaining downtown streets	Penick Road					$ 355,850
		Curb extensions and parallel parking	LF	$ 200.00	529	$ 105,800	
		Sidewalk improvements (5' sidewalks)	SF	$ 10.00	5290	$ 52,900	
		Crosswalk improvements & stop signs	LS	$ 12,000.00	1	$ 12,000	
		Streetscape and pedestrian enhancements	LF	$ 350.00	529	$ 185,150	
		Smith Street					$ 472,850
		Curb extensions and parallel parking	LF	$ 200.00	709	$ 141,800	
		Sidewalk improvements (5' sidewalks)	SF	$ 10.00	7090	$ 70,900	
		Crosswalk improvements & stop signs	LS	$ 12,000.00	1	$ 12,000	
		Streetscape and pedestrian enhancements	LF	$ 350.00	709	$ 248,150	
		Saunders Street					$ 594,400
		Curb extensions and parallel parking	LF	$ 200.00	896	$ 179,200	
		Sidewalk improvements (5' sidewalks)	SF	$ 10.00	8960	$ 89,600	
		Crosswalk improvements & stop signs	LS	$ 12,000.00	1	$ 12,000	
		Streetscape and pedestrian enhancements	LF	$ 350.00	896	$ 313,600	
		Pine Street					$ 707,942
		Curb extensions and parallel parking	LF	$ 200.00	1070.68	$ 214,136	
		Sidewalk improvements (5' sidewalks)	SF	$ 10.00	10706.8	$ 107,068	
		Crosswalk improvements & stop signs	LS	$ 12,000.00	1	$ 12,000	
		Streetscape and pedestrian enhancements	LF	$ 350.00	1070.68	$ 374,738	

#	Description of Improvements	Improvement Items	Unit	Unit Cost	Quantity	Itemized Base Cost	Total Base Cost
6	Improvements to Washington Street bike lane	Widened pavement to provide for a 5' bike lane on each side of the road from east city limts to FM 362	LF	$ 150.00	7000	$ 1,050,000	$ 1,400,000
		Striping and bike route signage	LF	$ 50.00	7000	$ 350,000	
						SUBTOTAL Phase I =	$ 25,436,856
						15% Contingency Phase I =	$ 3,815,528
						13% design + fees Phase I =	$ 3,306,791
						Total Phase I =	$ 32,559,175

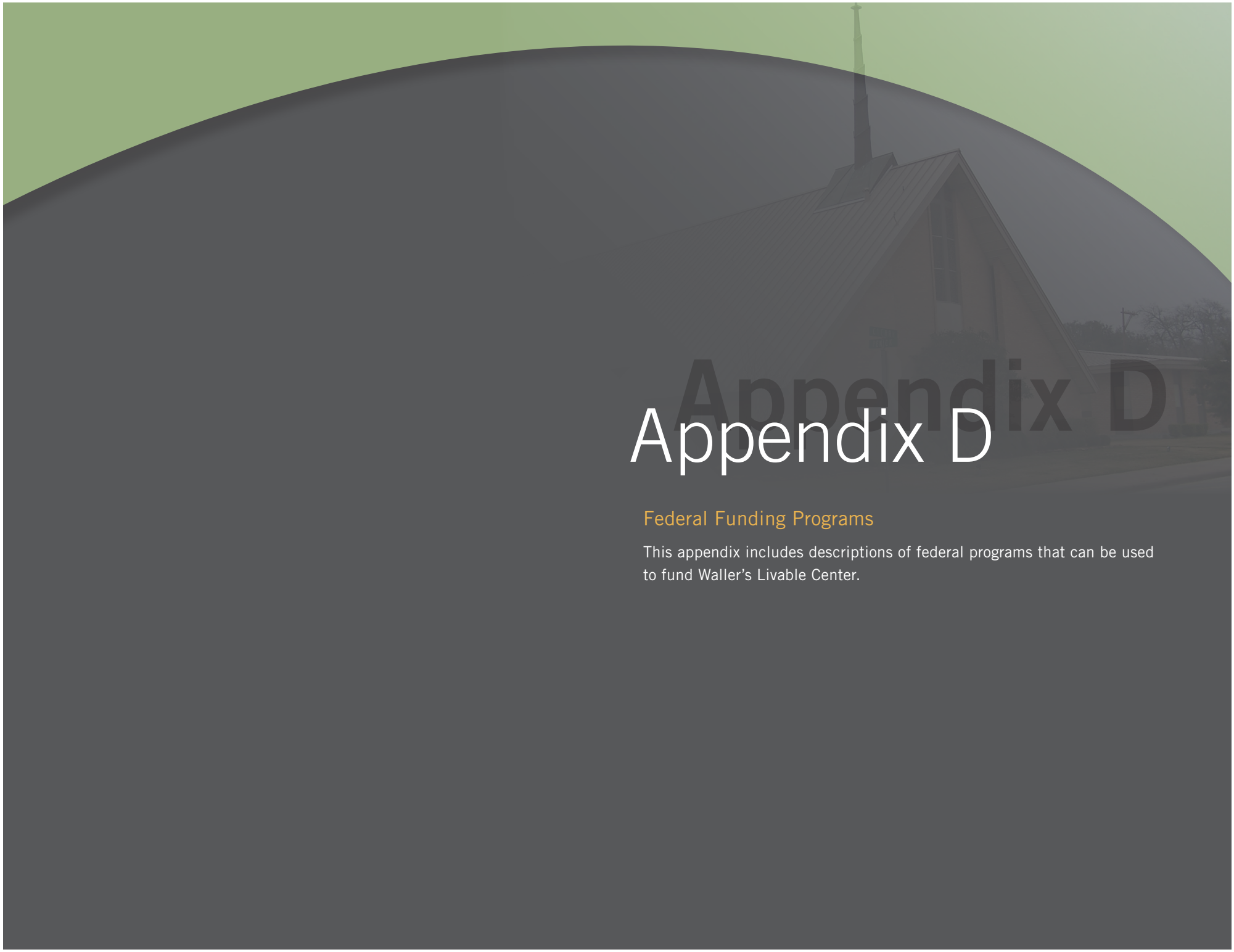
Table C.2: Phase II, Detailed Cost Estimate

	Description of Improvements	Improvement Items	Unit	Unit Cost	Quantity	Itemized Base Cost	Total Base Cost
1	Improvements to Washington Street, including Station Square	Widening/realignment and reconstruction of Washington Street					$ 10,090,000
		West of Alliance	LF	$ 450.00	2000	$ 900,000	
		Between Alliance and Key Streets	LF	$ 750.00	700	$ 525,000	
		Station Square (North and West Segments)	LF	$ 600.00	600	$ 360,000	
		Station Square (South and East Segments)	LF	$ 300.00	600	$ 180,000	
		East of Elm	LF	$ 900.00	3700	$ 3,330,000	
		Storm drainage improvements	LF	$ 175.00	7000	$ 1,225,000	
		Sidewalk improvements (sidewalk width varies 5'-12')	SF	$ 10.00	70000	$ 700,000	
		Crosswalk improvements & stop signs	LS	$ 12,000.00	10	$ 120,000	
		Streetscape and pedestrian enhancements	LF	$ 350.00	7000	$ 2,450,000	
		Station Square design and development	LS	$ 300,000.00	1	$ 300,000	

	Description of Improvements	Improvement Items	Unit	Unit Cost	Quantity	Itemized Base Cost	Total Base Cost
2	Redesign BR 290	Street surface reconstruction	LF	$ 600.00	4720	$ 2,832,000	$ 6,708,000
		Storm drainage improvements	LF	$ 175.00	4720	$ 826,000	
		Center landscaped median and left turn lanes	LF	$ 100.00	4720	$ 472,000	
		Sidewalks on north side (5' sidewalks)	SF	$ 10.00	23600	$ 236,000	
		Crosswalk improvements at Alliance, Key, and Farr Streets	LS	$ 10,000.00	3	$ 30,000	
		Streetscape and pedestrian enhancements	LF	$ 350.00	4720	$ 1,652,000	
		Traffic control (signs and pedestrian actuated signals)	LS	$ 220,000.00	3	$ 660,000	
3a	Improvements to Key Street between BR 290 and Washington Street	Railroad crossing improvements, including quiet zones	LS	$ 200,000.00	1	$ 200,000	$ 328,000
		Street widening and reconstruction to accommodate two travel lanes plus a left turn lane and multi-use path	LF	$ 600.00	180	$ 108,000	
		10' multi-use path on both sides of the road with safety features, such as pedestrian gates and chimes	LS	$ 20,000.00	1	$ 20,000	
3b	Improvements to Farr Street between BR 290 and Washington Street	Railroad crossing improvements, including quiet zones	LS	$ 200,000.00	1	$ 200,000	$ 328,000
		Street widening and reconstruction to accommodate two travel lanes plus a left turn lane and multi-use path	LF	$ 600.00	180	$ 108,000	
		10' multi-use path on both sides of the road with safety features, such as pedestrian gates/crossing arms, safety lights/chimes.	LS	$ 20,000.00	1	$ 20,000	
3c	Improvements to Alliance Street between BR 290 and Washington Street	Railroad crossing improvements, including quiet zones	LS	$ 200,000.00	1	$ 200,000	$ 400,000
		Street widening and reconstruction to accommodate two travel lanes plus a left turn lane and multi-use path	LF	$ 600.00	300	$ 180,000	
		10' multi-use path on both sides of the road with safety features, such as pedestrian gates/crossing arms, safety lights/chimes.	LS	$ 20,000.00	1	$ 20,000	

	Description of Improvements	Improvement Items	Unit	Unit Cost	Quantity	Itemized Base Cost	Total Base Cost
4	Improvements to FM 362	Street reconstruction	LF	$ 750.00	4124.6	$ 3,093,450	$ 6,948,705
		Intersection improvements at BR 290/FM 362	LS	$ 10,000.00	2	$ 20,000	
		Storm drainage improvements	LF	$ 175.00	4124.6	$ 721,805	
		Sidewalk improvements (5' sidewalks on both sides)	SF	$ 10.00	41246	$ 412,460	
		Crosswalk improvements & stop signs	LS	$ 10,000.00	2	$ 20,000	
		Designate a 5' bike lane on both sides of the street between BR 290 and U.S. 290 (with appropriate bike route striping and signage)	LF	$ 150.00	4124.6	$ 618,690	
		Designate a 10' multi-use path on the east side of FM 362 between Washington and BR 290 to provide a connection for pedestrians and bicyclists	LF	$ 150.00	4124.6	$ 618,690	
		Streetscape and pedestrian enhancements	LF	$ 350.00	4124.6	$ 1,443,610	
5	Improvements for FM 2920	Street reconstruction	LF	$ 750.00	4189.3	$ 3,141,975	$ 6,428,683
		Storm drainage improvements	LF	$ 175.00	4189.3	$ 733,128	
		Sidewalk improvements (5' sidewalks)	SF	$ 10.00	41893	$ 418,930	
		Crosswalk improvements	LS	$ 10,000.00	4	$ 40,000	
		Designate a 5' bike lane on both sides of the street (with appropriate bike route striping and signage)	SF	$ 150.00	4189.3	$ 628,395	
		Streetscape and pedestrian enhancements	LF	$ 350.00	4189.3	$ 1,466,255	
						SUBTOTAL Phase II =	$ 31,231,388
						15% Contingency Phase II =	$ 4,684,708
						13% design + fees Phase II =	$ 4,060,080
						Total Phase II =	$ 39,976,176

Table C.3: Summary of Detailed Cost Estimate		
Subtotal Phase I + II =	$	56,668,243
15% Contingency Phase I + II =	$	8,500,236
13% design + fees Phase II =	$	7,366,872
Grand Total Phase I + II =	$	72,535,351



Appendix D

Federal Funding Programs

This appendix includes descriptions of federal programs that can be used to fund Waller's Livable Center.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

In 1990, Congress amended the Clean Air Act (CAA) to bolster efforts to attain the National Ambient Air Quality Standards (NAAQS). In 1991, Congress adopted the Intermodal Surface Transportation Efficiency Act (ISTEA), which authorized the Congestion Mitigation and Air Quality (CMAQ) program and provided $6.0 billion in funding for surface transportation and other related projects that contribute to air quality improvements and reduce congestion. The CMAQ program, jointly administered by the Federal Highways Administration (FHWA) and the Federal Transit Administration (FTA), was reauthorized in 2005 under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The SAFETEA-LU CMAQ program provides over $8.6 billion dollars in funds to State DOTs, MPOs, and transit agencies to invest in projects that reduce criteria air pollutants regulated from transportation-related sources over a period of five years (2005-2009). Funding is available for areas that do not meet the National Ambient Air Quality Standards (nonattainment areas), as well as former nonattainment areas that are now in compliance (maintenance areas).

Surface Transportation Program (STP)

The STP provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. A portion of funds reserved for rural areas may be spent on rural minor collectors.

Transportation Enhancement Program

Transportation Enhancement (TE) activities offer funding opportunities to help expand transportation choices and enhance the transportation experience through 12 eligible TE activities related to surface transportation, including pedestrian and bicycle infrastructure and safety programs, scenic and historic highway programs, landscaping and scenic beautification, historic preservation, and environmental mitigation. TE projects must relate to surface transportation and must qualify under one or more of the 12 eligible categories. The 12 eligible activities include: 1) provision of pedestrian and bicycle facilities; 2) provision of pedestrian and bicycle safety and education activities; 3) acquisition of scenic or historic easements and sites; 4) scenic or historic highway programs including tourist and welcome centers; 5) landscaping and scenic beautification; 6) historic preservation; 7) rehabilitation and operation of historic transportation buildings, structures, or facilities; 8) conversion of abandoned railway corridors to trails; 9) control and removal of outdoor advertising; 10) archaeological planning and research; 11) environmental mitigation of highway runoff pollution, reduce vehicle-caused wildlife mortality, maintain habitat connectivity; and 12) establishment of transportation museums.

Transportation, Community, and System Preservation (TCSP) Program

The Transportation, Community, and System Preservation (TCSP) Program is a comprehensive initiative of research and grants to investigate the relationships between transportation, community, and system preservation plans and practices and identify private sector-based initiatives to improve such relationships. States, metropolitan planning organizations, local governments, and tribal governments are eligible for discretionary grants to carry out eligible projects to integrate transportation, community, and system preservation plans and practices that: 1) improve the efficiency of the transportation system of the United States; 2) reduce environmental impacts of transportation; 3) reduce the need for costly future public infrastructure investments; 4) ensure efficient access to jobs, services, and centers of trade; and 5) examine community development patterns and identify strategies to encourage private sector development patterns and investments that support these goals.

Section 1117 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) authorized the TCSP Program through FY 2009. A total of $270 million is authorized for this Program in FYs 2005-2009. The TCSP Program is a FHWA Program being jointly developed with the Federal Transit Administration, the Federal Rail

Administration, the Office of the Secretary, the Research and Innovative Technology Administration within the U.S. Department of Transportation, and the US Environmental Protection Agency.

HUD-DOT-EPA Interagency Partnership for Sustainable Communities

On June 16, 2009, EPA joined with the U.S. Department of Housing and Urban Development (HUD) and the U. S. Department of Transportation (DOT) to help improve access to affordable housing, more transportation options, and lower transportation costs while protecting the environment in communities nationwide. Through a set of guiding livability principles and a partnership agreement that will guide the agencies' efforts, this partnership will coordinate federal housing, transportation, and other infrastructure investments to protect the environment, promote equitable development, and help to address the challenges of climate change. The 'livability principles' include:

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 of 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.

LEAD AGENCY

Houston-Galveston
Area Council

CONSULTANT TEAM

KENDIG KEAST
COLLABORATIVE

HDR Engineering, Inc.

CDS Market Research | Spillette Consulting

The Lentz Group