

ACKNOWLEDGMENTS

The OST/Palm Center Livable Centers Study report was prepared by Stantec, for the Houston-Galveston Area Council, Houston Southeast - the Greater Southeast Management District, OST / Almeda Corridors Redevelopment Authority Texas, Texas Department of Transportation, and the City of Houston in close collaboration and engagement with community members, sub-consultants, and other local stakeholders. Special thanks to the citizens who provided feedback at the Town Hall meetings, the online survey, and via email throughout this process.

CLIENT TEAM



HOUSTON SOUTHEAST - GREATER SOUTHEAST MANAGEMENT DISTRICT

Nikki Knight, Interim Program Manager

OST/ALMEDA CORRIDORS REDEVELOPMENT AUTHORITY

OST/ALMEDA CORRIDORS REDEVELOPMENT AUTHORITY - TIRZ #7

Anderson Stoute, Director of Capital Projects, Planning and Development



HOUSTON-GALVESTON AREA COUNCIL

Anita Hollmann Matijcio, Principal Planner/Regional Manager

Jose Cantu, Planner, Community and Environmental

STAKEHOLDER TEAM MEMBERS

Donald Buaku - City of Houston

Bennie E. Chambers – City of Houston

Jessica Cohen – Harris County

Luci Correa - Houston Parks Department

Peter Eccles –City of Houston

Adam Elghoul – METRO

Jeffrey English - TxDOT

Councilwoman Carolyn Evans-Shabazz - District D:

City Council

Lisa Graff - Houston Parks Board

Steven A. James - Office of Councilmember Carolyn Evans-Shabazz

Laura Knutson - Houston Bikeshare

Thuy Long - TxDOT

Marlon Mitchell - Houston Business Development

Inc. (HBDi)

Amar Mohite - Harris County

Brandon Mosley - City of Houston

Dr. Abdul-Haleem Muhammed - A.C.T.I.O.N. CDC,

Mosque #45

Matt Neilson - Houston Parks Board

Ana Ramirez – TxDOT

Christa Rieck - University of Houston

CONSULTANTS



STANTEC CONSULTING SERVICES INC.

Contact: Bradley Cowan

Hassan Madhoun

TOUCHPONT

TOUCHPOINT STRATEGIES

Contact: Damon Williams



COMMUNITY DEVELOPMENT STRATEGIES

Contact: Steve Spillette



GAUGE ENGINEERING

Contact: Muhammad Ali

TABLE OF CONTENTS

EX	EXECUTIVE SUMMARYVI				
	IAPTER 01: INTRODUCTION AND STRATEGIC PORTUNITIES SNAPSHOT			SE	
1.1	INTRODUCTION				
1.2	OST/PALM CENTER LIVABLE STUDY AREA			2.1	
1.3	PLANNING CONTEXT: OVERVIEW OF PREVIOUS PLANNING AND STUDIES	4		2.2 2.3	
1.4	URBAN ANALYSIS	8			
1.5	STRATEGIC GROWTH NODES OPPORTUNITIES AND CONSTRAINTS	.38		2.4	
1.6	MARKET ASSESSMENT OVERVIEW	45		C.F.	
1.7	KEY TAKEAWAYS	47		SE	
СН	IAPTER 02: RECOMMENDATIONS			3.1	
				3.2	
2.1	CONCEPTUAL PLAN AND RECOMMENDATION OVERVIEW	49		3.3	
2.2	PREVIOUS PLANNING STUDY RECOMMENDATIONS	52		3.4	
2.3	CONCEPTUAL PLAN RECOMMENDATIONS	53		3.5	
	SECTION 01: COMMUNITY OF PLACE	. 54	СН	APTE	
	1.1 STRATEGIC GROWTH NODES	55	3.1	IMPLE	
	1.2 PUBLIC ART & INFRASTRUCTURE	81	3.2	IMPLE	
	1.3 TRAIL GATEWAYS: MULTI-MODAL EXPERIENCES	83	3.3	IMPLE	
			3.4	OPINI	

1.4 IMPROVE PARK AMENITIES BY EXPANDING PROGRAMMING OPTIONS AT EXISTING PARKS	
SECTION 02: COMMUNITY WITH AN INCLUSIVE ECONOMY	. 88
2.1 SOUTHEAST TRANSIT CENTER TOD	
2.2 HOUSING CHOICE AND AFFORDABILITY	
2.3 PLACEMAKING FRAMEWORK FOR UNDERUTILIZED SPACES	
2.4 PALM CENTER TOD	
SECTION 03: COMMUNITY THAT IS CONNECTED.	104
3.1 CULLEN BLVD MOBILITY IMPROVEMENTS	. 105
3.2 GREENWAY SAFE CROSSING IMPROVEMENTS	.109
3.3 SIDEWALK IMPROVEMENTS/SAFE ROUTES TO SCHOOL	. 115
3.4 CYCLIST CONNECTIVITY	. 129
3.5 OST/PALM CENTER TRANSIT CONNECTOR (CURB2CURB)	132
PTER 03: IMPLEMENTATION	
MPLEMENTATION PLAN	
MPLEMENTATION MATRIX	
MPLEMENTATION FRAMEWORK	
VII LLIVILIVIATIOTY I IXAIVIL WORK	. เงะ

AF	APPENDICES		
Α	MARKET ASSESSMENT	A1	
В	PUBLIC ENGAGEMENT SUMMARY	B1	
С	THE SECOND ECONOMY	C1	
D	AIR QUALITY ASSESSMENT	D1	

OST/PALM CENTER LIVABLE CENTERS STUDY

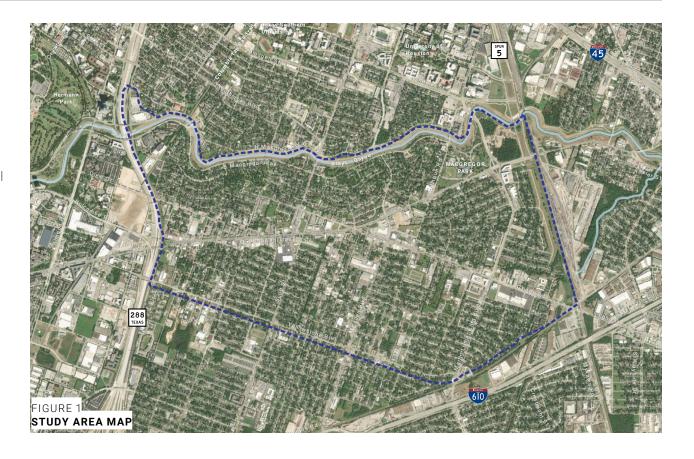
EXECUTIVE SUMMARY

The Old Spanish Trail (OST) / Palm Center community is a place where neighbors live, shop, socialize, and work. Together with GSMD & TIRZ #7, community partners, H-GAC launched this project to improve connectivity and quality of place through a safer, walkable, bikeable, and connected community along with a land-use mix that enhances economic vitality, and to ensure the preservation of the area's strong culture, history, and housing options.

PURPOSE

The Old Spanish Trail (OST) and Palm Center area has the right building blocks for a vibrant, transitoriented community: quality walkable streets, a variety of mixed-income housing options, good transit coverage with a number of bus routes served through the Southeast Transit Center and two Light Rail Transit (LRT) stations, cultural and historic landmarks, as well as access to wonderful recreational trails and amenities that include the Brays Bayou Greenway Trail, Columbia Tap Rail-Trail and MacGregor Park. However, physical assets by themselves will not solve all challenges and luckily the Old Spanish Trail (OST) and Palm Center area has an involved citizenry, including public and private sector leaders, and community interest groups.

Some of the challenges the community faces are the increased risks of displacement due to **redevelopment pressures and gentrification.**Changing business environments have placed new challenges on local independently run businesses to compete in a more digital, cashless landscape, and when small businesses, including community-serving "mom and pop" shops, are displaced, it can jeopardize community connectedness and stability.



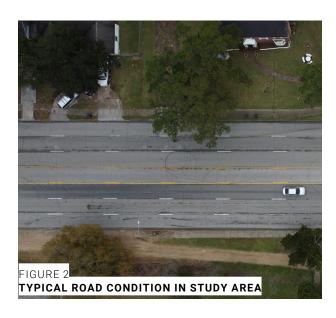
Additionally, non-contiguous development and disconnected blocks that are not conducive to promoting walking and transit as a primary mode of travel and cross-shopping activity between retail blocks can produce as the result a centerless community and increase automobile dependence. Vacant and underutilized buildings have contributed negatively to the sense of community well-being and safety. Strained capital improvement budgets, as well as competition over Federal and State funding opportunities, present further challenges.

Despite these challenges, the future for the OST/ Palm Center area is promising – **leveraging the community's existing quality streets and transit amenities** with planned infrastructure improvements can significantly improve multimodal connections, economic development opportunities, and improve quality of life for a happier, healthier, and more resilient community.

The OST / Palm Center area is poised to benefit from regional transportation projects including METRO's planned extension of the Purple Line LRT to Hobby Airport, two BOOST corridors with more frequent service, and improved passenger amenities along Griggs Road and Scott Street, as well as the new University Line Bus Rapid Transit (BRT) corridor north of the study area that is anticipated to transform regional travel patterns across the city.

At the local level, the City of Houston Bike Plan envisions an expanded network of high-comfort bikeway routes along key corridors including Griggs Road, Scott Street, Cullen Road, and Perry Street. Barriers to connectivity, including the atgrade rail crossing at Griggs/Mykawa, are also being addressed through parallel studies under development.

It is important to recognize and **build on the work undertaken to date by the community.** This Livable Centers Study builds on previously completed and ongoing planning efforts to ensure that the Livable Center Plan is holistic and continues to be consistent with the community's vision.







EXECUTIVE SUMMARY PROCESS

This OST / Palm Center Livable Centers Study process began in late 2021 and included four Elements. In total, this planning process included 4 steering committee meetings, 2 Town Hall events in the community, 4 one-on-one stakeholder interviews, 6 focus group workshops with partnering agencies, 2 community surveys, and multiple bi-weekly team meetings throughout the project.

ELEMENT 1: NEEDS ASSESSMENT /STRATEGIC OPPORTUNITIES SNAPSHOT

The existing conditions within the study area were analyzed and documented using in-person observations, available data, and community insights and summarized in the **Strategic**Opportunities Snapshot.

The **Strategic Opportunities Snapshot** summarizes in simple format information on existing assets and amenities, barriers to access and connectivity, placemaking, development and redevelopment, community health, sustainability, housing choice and affordability, and other quality-of-life indicators as identified by the community. (For additional information on the Key Takeaways **See page 47**).

KEY TAKEAWAYS:

viii

- 1. Working towards a single collective vision
- Putting residents at the heart of urban mobility
- 3. Leveraging the community's existing assets
- 4. Targeting strategic areas to catalyze change
- 5. Planning to meet the demographic trends

1.7 KEY TAKEAWAYS



WORKING
TOWARDS A SINGLE
COLLECTIVE VISION

Numerous planning efforts have been made already and need to be thoughtfully integrated into a unified plan.



2 PUTTING RESIDENTS AT THE HEART OF URBAN MOBILITY

> The study area has good transit coverage, with a few major mobility nodes. including the Southeast Transit Center and two Light Rail Transit (LRT) stations. However, the study area has connectivity and safety issues that limit the interconnection between transit. pedestrian and bicycle networks and hinders accessibility to key destinations.



LEVERAGING THE COMMUNITY'S EXISTING ASSETS

The mix of land uses in the study area is reflected in the presence of a variety of commercial, residential, employment and community facilities. Some redevelopment opportunities are emerging within underused parcels and could lead to a more transit-supportive complete community.



TARGETING
STRATEGIC AREAS TO
CATALYZE CHANGE

I he three Strategic Growth Nodes present unique urban environments that combine opportunities for redevelopment and urban transformation with constraints on mobility and built form that influence the connectivity and quality of place.



PLANNING TO MEET THE DEMOGRAPHIC TRENDS

> The study area is experiencing population growth that will be reflected in the real estate market through increased interest in housing and commercial spaces. The challenge is to ensure inclusiveness and retention of existing communities while allowing new opportunities to emerge and improve the quality of life for all.

FIGURE 5
STRATEGIC OPPORTUNITIES SNAPSHOT KEY TAKEAWAYS

LIVABLE CENTERS STUDY 47

ELEMENT 2: CONCEPTUAL PLAN & RECOMMENDATIONS

The Conceptual Plan and Recommendations are designed to provide a visual blueprint for decision-making and design principles that can be carried forward

Beginning with goal setting, the team developed through the collaboration of residents, community members, and a steering committee comprised of government partners, local property and business representatives, community organizations, advocates, and residents a Conceptual Plan that lays out the vision for the OST/Palm Center area. The Conceptual Plan builds upon the goals established through many previously completed plans and initiatives and focuses on addressing gaps and maximizing opportunities within a 10-year planning horizon.

The plan focuses on multimodal circulation and connectivity improvements that will enhance and support economic development initiatives, mixed-income housing choice and affordability, community health and wellbeing, resiliency, and placemaking. The organizing elements for the recommendations include **Project Goals, Subject Areas, Livability Principles** as defined by H.U.D, and Recommendation Type.

SUBJECT AREAS



SECTION 01: COMMUNITY OF PLACE

A vibrant and inclusive OST / Palm Center community with a distinct sense of place - where residents, businesses and visitors are proud of where they live, work, and play.



SECTION 02: COMMUNITY WITH AN INCLUSIVE ECONOMY

A community where everyone has access to economic opportunities - where residents and businesses can remain in place and thrive, and economic prosperity has broad community participation that is equitable and sustainable.



SECTION 03: COMMUNITY THAT IS CONNECTED

A community where access to opportunities and experiences can be made safely, comfortably, and in dignity by a variety of transportation choices including walking, bicycling, and transit.

FIGURE 6
STRATEGIC OPPORTUNITIES SNAPSHOT KEY TAKEAWAYS

PROJECT GOALS

- Consolidate past plans, studies and ongoing efforts into a single collective vision.
- Make recommendations that are outcome-focused and implementable.
- Prioritize recommendations that create neighborhood connections and focus on improving safety, accessibility, and connectivity to greater Houston.
- 04 Promote housing choices and affordability.
- O5 Strengthen the economic base and expand the local economy. Create strategies that support existing businesses to thrive in place.
- Develop placemaking strategies that reinforce a contextual place within the city.
- Promote community health by improving access to recreational, cultural, and educational opportunities.
- Prioritize recommendations that provide easy access to alternative modes of transportation such as walking, bicycling, and transit.

LIVABILITY PRINCIPLES

- Value communities and neighborhoods
- **02** Promote equitable, affordable housing
- **03** Support existing communities
- Coordinate policies and leverage investment
- Provide more transportation choices
- **06** Enhance economic competitiveness

RECOMMENDATION TYPE

PROJECT

A project is a physical component of the plan that is to be built within the study area $\,$

POLICY

A set of guidelines or rules that determine a course of action

ix

PROGRAM

A plan of action to accomplish a specified project

RECOMMENDATIONS

Three subject areas form the recommendations of this plan. The three subject areas came from the many comments shared by the community, Steering Committee, and the findings from many previous studies. These three categories formed the framework for design recommendations and are broadly grouped into three primary "subject areas".







1.1	STRATEGIC GROWTH NODES	5
1.1.1	OST/SCOTT/SCOTTCREST (COMMERCIAL GROWTH NODE) 5	6
1.1.2	MLK/GRIGGS (CIVIC GROWTH NODE)	5
1.1.3	OST/MLK (PARK GROWTH NODE)7	3
1.2	PUBLIC ART & INFRASTRUCTURE	31
1.3	TRAIL GATEWAYS: MULTI-MODAL EXPERIENCES 8	3
1.4	IMPROVE PARK AMENITIES BY EXPANDING PROGRAMMING OPTIONS AT EXISTING PARKS8	6

2.1	SOUTHEAST TRANSIT CENTER TOD	89
2.1.1	COMMUNITY FOOD CO-OP	92
2.2	HOUSING CHOICE AND AFFORDABILITY	94
2.3	PLACEMAKING FRAMEWORK FOR UNDERUTILIZED	
	SPACES	96
2.3.1	SPACES PLAZA PILOT	

3.1	CULLEN BLVD MOBILITY IMPROVEMENTS	.105
3.2	GREENWAY SAFE CROSSING IMPROVEMENTS	.109
3.2.1	CULLEN AT S. MACGREGOR WAY	11
3.2.2	RIO VISTA AT S. MACGREGOR WAY	112
3.2.3	COLUMBIA TAP RAIL-TRAIL AT S. MACGREGOR WAY	113
3.3	SIDEWALK IMPROVEMENTS/SAFE ROUTES TO SCHOOL	115
3.3.1	SCOTTCREST (GRIGGS TO SCOTT)	117
3.3.2	CALHOUN (YELLOWSTONE TO OST)	118
3.3.3	N & S MACGREGOR WAY (BRAYS BAYOU TRAIL TO SH288 SERVICE RE)) 119
3.3.4	DIXIE ROAD PEDESTRIAN CONNECTION TO SE TRANSIT CENTER	124
	MARTIN LUTHER KING BLVD (OST TO GRIGGS RD)	
3.3.6	SAFE ROUTES TO SCHOOL	127
3.4	CYCLIST CONNECTIVITY	.129
3.4.1	INCREASE B-CYCLE ACCESSIBILITY	13
3.4.2	EXPAND BICYCLE PARKING	13
3.4.3	CREATE A COMPREHENSIVE SYSTEM OF CYCLE WAYFINDING	13
3.5	OST/PALM CENTER TRANSIT CONNECTOR (CURB2CURB)	132

FIGURE 7
STRATEGIC OPPORTUNITIES SNAPSHOT KEY TAKEAWAYS

ELEMENT 3: CONCEPTUAL RENDERINGS FOR SPECIFIC PROPOSED RECOMMENDATIONS

Following a series of high-level concepts developed in Element 2, with community feedback and direction from the project's Steering Committee, multiple rounds of iteration and refinement were undertaken to prepare the recommendations for conceptual renderings in this plan.

In addition to incorporating the visuals as part of community engagement activities and the OST/Palm Center Livable Center Study Report at later phases, this information was used to develop stakeholder-specific Agency Packages summarizing design concepts and visualizations, design standards adopted, and preliminary cost estimates. These Agency Packages played a critical role in engaging stakeholders and approval agencies proactively as part of the process to address any issues or concerns related to the recommendations and to build buy-in and adoption. The goal is to develop recommendations that are realistic, implementable, and can be endorsed by regulatory and approval agencies such as TxDOT, the City of Houston, Harris County Public Works, the Harris County Flood Control District, and Houston METRO.

Planning-level estimates of probable cost were developed, and recommendations were refined during this task, with more detail provided in **Element 4: Implementation Plan**, including implementation details.







хi

OST/PALM CENTER

LIVABLE CENTERS STUDY

ELEMENT 4: IMPLEMENTATION PLAN

As part of this phase, the estimates of probable cost were refined based on feedback from the community, the project's Steering Committee, and Agency stakeholders. Potential funding sources, public and private agency partners, and project risks and impediments have been identified for each recommendation.

As part of the identifying availability of funding sources, projects will be prioritized and categorized within the **short-term (1 to 5 years); mid-term (5 to 10 years); and long-term (+10 years)** periods.

An Air Quality Impacts report was prepared by conducting an analysis of the transportation-related improvements in the plan, and estimating the benefits associated with the mode-split alternatives, reduced congestion, increased safety, improved air quality, and cost-effectiveness of investments.



xii

3 IMPLEMENTATION | 3.4 OPINION OF PROBABLE COST

LIVABLE CENTERS STUDY 159

3.4.6 GREENWAY SAFE CROSSINGS IMPROVEMENTS: RIO VISTA AT S. MACGREGOR WAY

COMMENDATION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
2.2 RIO VISTA @ S MACGREGOR WAY					
Signage	LS	1	\$2,000.00	\$2,000.00	Pedestrian & Biking signs
Road Diet	SF	645	\$40.00	\$25,800.00	
Bollards	EA	28	\$40.00	\$1,120.00	
ADA Complient Ramp	EA	1	\$3,000.00	\$3,000.00	
Sharrow	EA	3	\$320.00	\$960.00	
Pavement Marking Symbol	EA	2	\$315.00	\$630.00	Bike symbol
Pavement Marking Word	EA	2	\$315.00	\$630.00	Crossing
Gateway Marker	EA	1	\$2,000.00	\$2,000.00	
Thermoplastic Traffic Paint Striping , solid white (24-inch-wide)	LF	61	\$10.00	\$605.71	
Sub Total				\$36,745.71	
Contingency (30%)				\$11,023.71	30% is recommended due to the market volatilit
*TOTAL CONSTRUCTION COSTS				\$47,769.43	
*Opinion of potential cost(s). Not to be used for forma	l constructio	n or exact budg	eting. **Does n	ot include design ar	nd engineering

FIGURE 12
GREENWAY SAFE CROSSING IMPROVEMENTS: OPINION OF PROBABLE COST TABLE

LIVABLE CENTERS STUDY OST/PALM CENTER

OST/PALM CENTER

ELEMENT 5: COMMUNITY ENGAGEMENT

Stakeholders and interested communities should always have an opportunity to impact decisions that affect their lives and communities. Understanding the community was fundamental to our public engagement approach as that understanding builds trust, and trust builds partnership.

Community Outreach and Engagement Plan that is community specific with consistent messaging. This plan will pay particular attention to ensuring that a variety of outreach and communication options are made available. To achieve this, several methods and techniques were used including a project-specific website, video conferencing platforms, and Social Pinpoint for surveys, interactive engagement, and live polling activities, in addition to collecting input and feedback through in-person activities and events.

As numerous studies have been completed in the OST/Palm Center community over the last 25 years, we recognized the risk of planning fatigue. Our Community Engagement approach was not to treat this project as a 1st-time study of a newly organized community, but rather as an opportunity to validate the community's feedback from previous studies, and to consider previous (and ongoing) studies in consolidating community needs and desires into a unified vision and implementation plan.

Our community engagement strategy included the use of digital communication tools (i.e. MS Teams) to conduct client team meetings and workshops. Due to COVID-19, the OST / Palm Center Livable Centers Study community engagement process was conducted primarily through a synchronous

hybrid engagement. Attendees could participate live, either remotely or in when possible, and subject to safety precautions, in-person meetings and town halls were scheduled

Public engagement content, including recorded meetings, was placed on the project website to make project materials accessible to all audiences and to provide an opportunity for the public to review content, previously recorded meetings, and provide feedback throughout the process.

Community engagement tasks for key study elements are outlined in the Executive Summary Timeline (**see Figure 15**).



COMMUNITY ENGAGEMENT WEBSITES

- Project Website:
- https://houstonse.org/projects/
- Public Engagement Website (on SocialPinpoint site):
- https://engagestantec. mysocialpinpoint.com/ost_palmcenter_ livablecentersstudy



xiii

EXECUTIVE SUMMARY TIMELINE

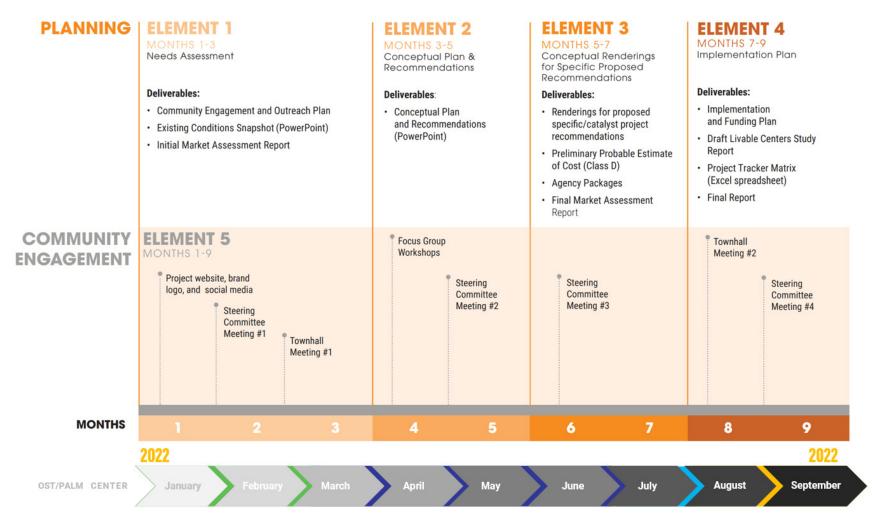


FIGURE 15
PROJECT TIMELINE

VIRTUAL CHARRETTE HUB WEBSITE

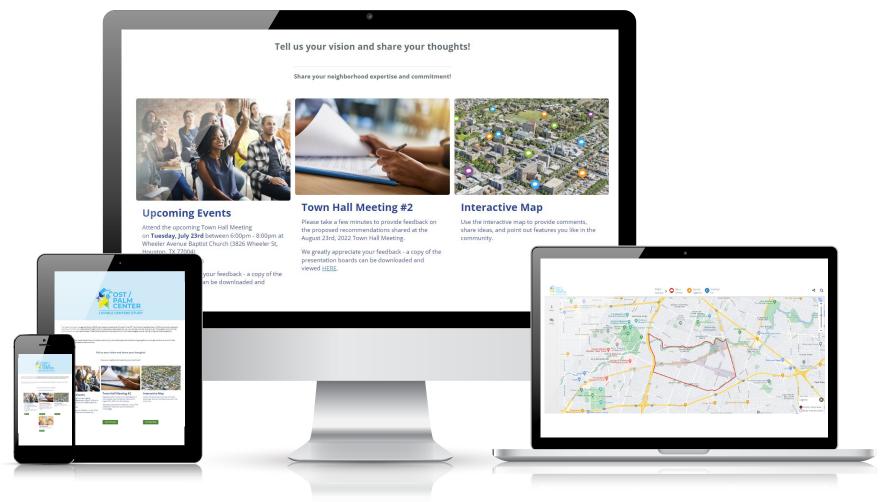
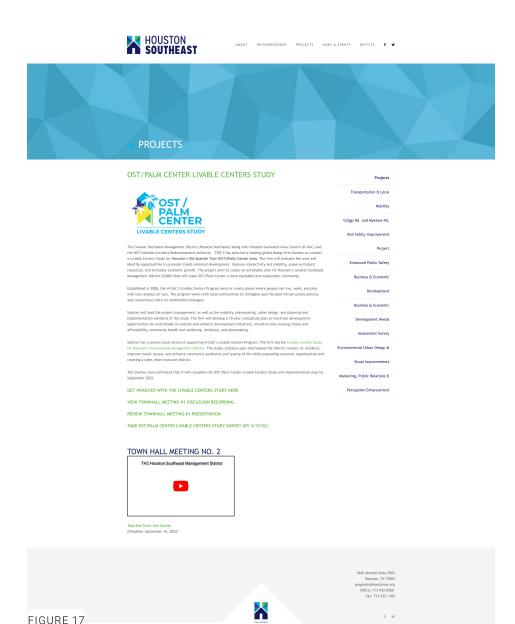


FIGURE 16
SOCIAL PINPOINT WEBSITE - PART OF THE PUBLIC ENGAGEMENT VIRTUAL OPEN HOUSE

OST/PALM CENTER



HOUSTON SOUTHEAST - PROJECT WEBSITE

xvi



INTRODUCTION & STRATEGIC OPPORTUNITIES SNAPSHOT

1.1	INTRODUCTION2
1.2	OST/PALM CENTER LIVABLE STUDY AREA
1.3	PLANNING CONTEXT: OVERVIEW OF PREVIOUS PLANNING AND STUDIES
1.4	URBAN ANALYSIS8
1.4.1	MOBILITY8
1.4.2	LAND USE
1.4.3	PLACEMAKING AND CHARACTER25
1.4.4	PARKS AND OPEN SPACES
1.4.5	ENVIRONMENTAL CONDITIONS
1.4.6	INFRASTRUCTURE35
1.5	STRATEGIC GROWTH NODES OPPORTUNITIES AND CONSTRAINTS
1.5.1	OST/SCOTT ST
1.5.2	MACGREGOR PARK
1.5.3	PALM CENTER
1.6	MARKET ASSESSMENT OVERVIEW45
1.7	KEY TAKEAWAYS 47

OST/PALM CENTER

LIVABLE CENTERS STUDY

1 INTRODUCTION AND STRATEGIC OPPORTUNITIES SNAPSHOT

1.1 INTRODUCTION

The purpose of the Strategic Opportunities Snapshot is to summarize in simple format information on existing assets and amenities, barriers to access and connectivity, placemaking, development and redevelopment, community health, sustainability, housing choice and affordability, and other quality of life indicators as identified by the community.

This is a first step in the overall process to develop a realistic implementation plan consistent with the progress made to date and helps assess the needs of the study area.

First, the Strategic Opportunities Snapshot provides an overview and summary of the many previous planning documents that have an impact on the study area.

Secondly, the research undertaken included an inventory and assessment of visual, cultural, and economic assets of the Study Area as well as a review of the streetscapes, infrastructure, and transportation network.

Additionally, two steering committee meetings, two focus groups, a town hall meeting, and a public survey were conducted to gain additional insight and perspective on the OST / Palm Center community.

The Snapshot continues with a more detailed analysis of the three Strategic Growth Nodes of the study area and looks at the opportunities and constraints that are specific to these target areas. The Strategic Growth areas encompass a 0.5-mile radius around high-order transit hubs. They are located at OST and Scott St intersection, MacGregor Park, and the Palm Center

Finally, the Snapshot concludes with a review of the highlights of the market analysis.

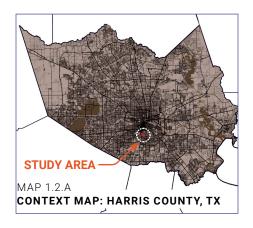


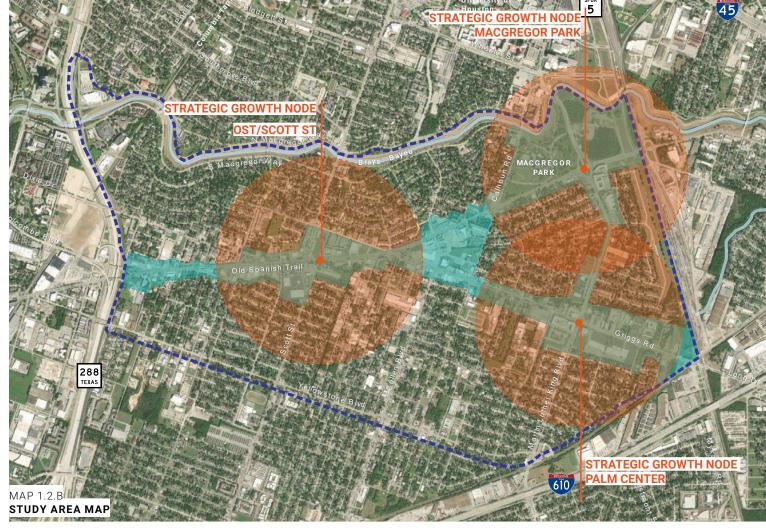
STUDY AREA

The Old Spanish Trail (OST) / Palm Center Livable Centers is bound by Brays Bayou on the north, SH 288 on the west, Yellowstone Blvd on the south and TX Spur 5 on the east. OST and Martin Luther King Blvd are major thoroughfares within the study areas that provide critical access to business nodes and adjacent destinations such as MacGregor Park, Hermann Park, the University of Houston, Texas Southern University, and the Texas Medical Center.

The primary focus area along OST and Griggs Rd are also identified as Economic Development Corridors. OST links several destinations in southeast Houston serving as a major east-west spine for both the MacGregor Park and OST/South Union neighborhoods with connections to SH-288 and Texas Spur 5.

1.2 OST/PALM CENTER LIVABLE STUDY AREA







Study Area Boundary
Primary Focus Area
Strategic Growth Node
(0.5 mile radius)

OST/PALM CENTER

PLANNING CONTEXT: OVERVIEW OF PREVIOUS PLANNING AND STUDIES



STROLLIN' & ROLLIN' MOBILITY PLAN -2014



PALM CENTER BUSINESS TECHNOLOGY **CENTER REDEVELOPMENT PLAN - 2015**



MACGREGOR PARK MASTER PLAN -2016







This study aims to create a healthy community by addressing mobility and infrastructure issues, particularly through improved bicycle and pedestrian connections.

The study is based on four different surveys that gathered community input and assessed the physical environment.

This is a redevelopment plan for the Palm Center - Business Technology Center to capitalize on the changes in the vicinity, improve its services and create an urban node of economic opportunity for the wider region.

The plan develops a vision for a one-stop mixed-use destination that includes neighborhood oriented commercial, workforce development, institutional. and restaurant land uses. Recommendations are grounded by a market analysis.

This plan provides a comprehensive vision for the development and programming of MacGregor Park over a 15- year period. The plan offers a framework of guiding principles and recommendations for future improvements to the site, buildings, programs and policies.

Some of the recommendations include a reconfiguration of existing park access points on Calhoun Road and OST



MUSEUM PARK LIVABLE CENTERS STUDY - 2016A



JOINT INFRASTRUCTURE DEVELOPMENT PLAN - 2017



HOUSTON SOUTHEAST COMMUNITY PLAN - 2017







This study focuses on mixed-use high density development, pedestrian and bikeway connectivity and accessibility for the Museum Park district west of the OST/Palm Center study area.

The focus of this plan was to identify an integrated mobility implementation strategy to target the challenges in mobility, economic development and other infrastructure to benefit the general public.

This plan identified a list of prioritized projects based on goals, objectives, and public outreach feedback.

This plan identifies priorities to facilitate sound economic development that attracts investment, increases the tax base, and creates employment opportunities for the community.

A list of strategies are recommended for implementation.

7

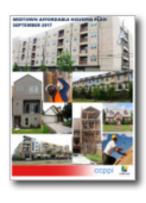
MIDTOWN AFFORDABLE HOUSING PLAN - 2017



THIRD WARD COMPLETE COMMUNITIES ACTION PLAN- 2018



MACGREGOR PARK TRAFFIC AND MOBILITY STUDY - 2019







This data-driven Development Program provides strategies for implementing affordable housing units based on market data and affordability analyses.

The plan examined the available land within the area and provided recommendations on housing prototypes that would fit best along with design characteristics

This plan compiles all the recent plans and studies for the neighborhood and establishes a set of actionable projects, policies, actions and priorities.

The goal is to create a complete community by improving neighborhoods, so everyone has access to quality services and amenities, where everyone has the opportunity to thrive.

The study was conducted with three primary goals: improving multimodal connection and access; improve roadway safety for bicyclists and pedestrians along OST and Belvedere; improve traffic operation and reduce traffic delay along OST.

The study provides recommendations for access management, intersection improvements, and neighborhood bikeway along Belvedere Street.



OST/SOUTH UNION STRATEGIC ACTION PLAN - 2020



HOUSTON VISION ZERO ACTION PLAN - 2020



OST/SOUTH UNION PARKS PROJECT - 2021







This plan provides short and long-term strategies to build a sustainable market and help residents and businesses grow and thrive.

The plan identifies two strategic nodes: a commercial at Scott St/OST, and a civic node at MLK Blvd/Griggs Rd. The document provides strategies to revitalize each node.

This is Houston's Citywide plan that prioritizes safety and accessibility by taking a holistic approach for safer streets that supports the common good and enhances the quality of life.

This project is the first phase of a plan that aims to enhance neighborhood parks in order to create a cohesive network of parks.

This report collects the existing conditions of the parks identified and engages the community to identify the opportunities and constraints within the neighborhood park network.

7

OST/PALM CENTER

LIVABLE CENTERS STUDY

1.4 URBAN ANALYSIS

1.4.1 MOBILITY

The mobility analysis focuses on road networks, transit service, bicycle networks, walkability conditions and safety.

ROADWAY NETWORK

The Study area is located in the southeast of Houston. It is bordered by Texas Spur 5 in the east, State Highway 288 in the west, Brays Bayou in the north and IH-610 in the south. The area is well connected with freeways/interstates and several major roadways, complemented by local roads.

Most of the major roadways in the area are identified as major thoroughfares in the City of Houston Major Thoroughfare and Freeway Plan (MTFP).

OST is the principal thoroughfare with six travel lanes and a center turn lane that runs east-west through the center of the study area. It is also designated as an Economic Development Corridor.

Scott St, Cullen Blvd, Calhoun Rd and Martin Luther King Blvd are the major north-south connections in the study area.

MLK and Griggs Rd are designated Transit Corridors with METRORail Purple Line service.



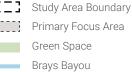


TAKEAWAYS

- The study area is served by the highway network that borders it on its eastern and western boundaries.
- OST which acts as the backbone of the area. Other major thoroughfares connect to it and provide north-south links to neighbouring areas.

ROADWAY NETWORK MAP

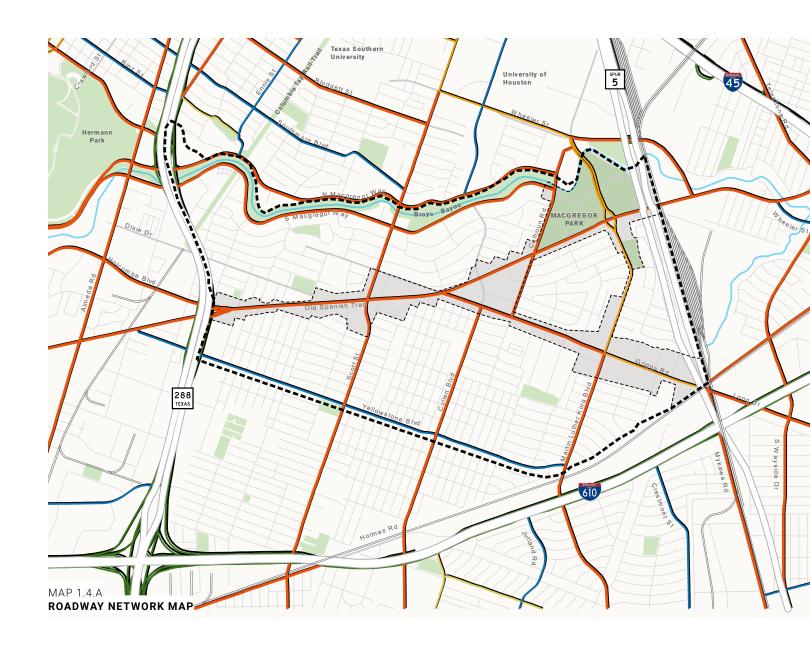




----- Rail

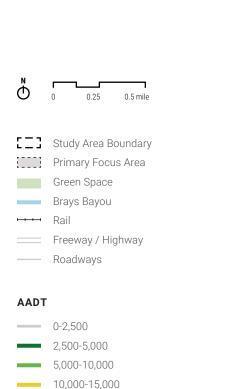
ROADWAY NETWORK



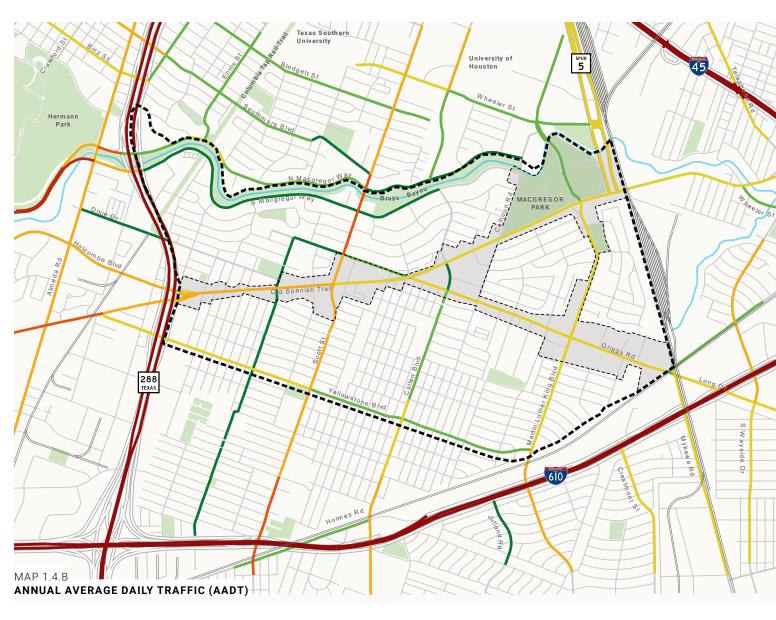


OST/PALM CENTER

ANNUAL AVERAGE DAILY TRAFFIC (AADT) MAP



15,000-25,000 25,000-35,000 35,000-45,000 +45,000



TRANSIT

Transit service in the area is operated by the Metropolitan Transit Authority of Harris County (METRO). Overall, 8 METRO regular bus routes serve the Study Area as well as METRO Rail Purple line.

North-south METRO bus routes servicing the area include: Scott (54), Cullen/Hirsch (29), MLK Lockwood (80), OST Wayside (28), and the Peerless Shuttle (360).

East-west METRO bus routes in the area include Southmore (5), Cambridge (60), and Sunnyside (87).

Bus service frequency ranges, both Scott (54) and MLK Lockwood (80) operate with high frequency with service headways of 10 to 15 minutes. Other key routes OST Wayside (28) and Cullen Hirsch (29) operate with service headways ranging between 15 and 30 minutes

The Southeast Transit Center, which is located on Scottcrest Dr and OST, serves as a key transfer hub for 6 METRO bus routes.

There are 25 bus shelters throughout the district maintained by Houston Southeast. Bus stops amenities are inconsistent within the study area. The connectivity and accessibility to the bus stops vary throughout the study area with sidewalk facilities that vary in quality and condition.

METRORail Purple Line service is provided at the east edge of the study area along MLK Blvd and Griggs Rd where it currently terminates at the Palm Center Transit Center



Within the vicinity of the study area, METRORail Purple Line stations are provided at UH South/ University Oaks north of Brays Bayou, at MacGregor Park, and existing line terminus at Palm Center Transit Center.

The METRORail Purple line connects Houston Southeast to the Central Business District and the East End neighborhood with service headways of 12 minutes.

Three METRO bus routes provide transfer connections to the METRORail Purple line: MLK/Lockwood (80) along MLK, and Sunnyside (87) and Southmore (5) at the Palm Center Transit Center.

TAKEAWAYS

- The study area is served by several transit corridors, with the METRORail Purple Line being the most significant.
- The Southeast Transit Center, where several bus lines converge, is located in the heart of the primary focus area.

11

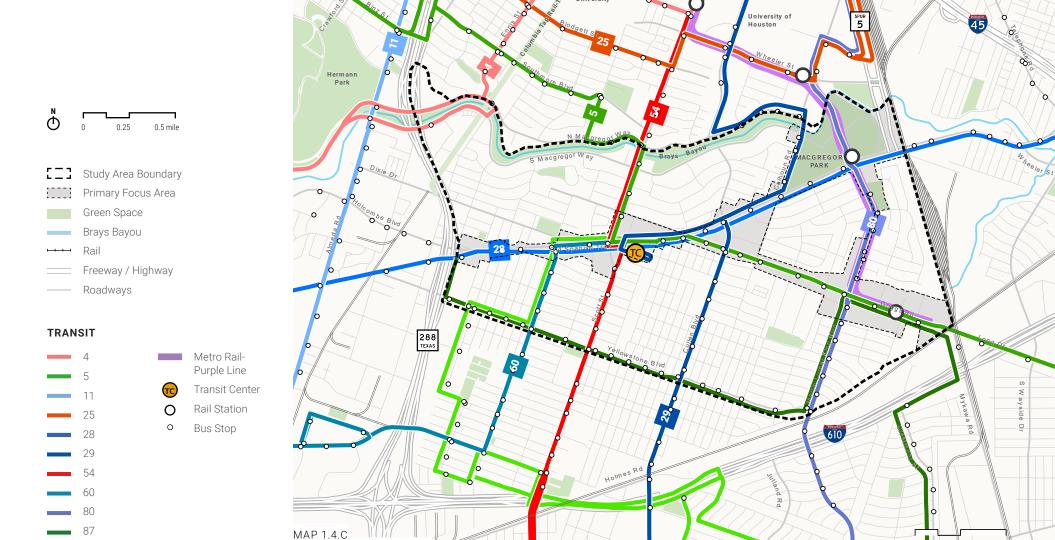
OST/PALM CENTER

LIVABLE CENTERS STUDY

TRANSIT NETWORK MAP

360

12



LIVABLE CENTERS STUDY OST/PALM CENTER

TRANSIT NETWORK MAP

TRANSIT ROUTE FREQUENCY MAP









⊷ Rail

Freeway / Highway

---- Roadways

TRANSIT ROUTE FREQUENCY





OST/PALM CENTER LIVABLE CENTERS STUDY 1

BIKEWAYS

The Houston Bike Plan is a vision of the City's Comprehensive Bikeway system with almost 1,800 miles of high-comfort bikeways throughout the City. In the Study Area, Brays Bayou traverses across forming the northern edge of the Study Area.

The study area has an existing on-street network of bikeways primarily consisting of signed shared roadways. Shared roadways are indicated by road signs, and a pictogram representing a bicycle is painted on the pavement. The existing signed shared roadways include Calhoun Rd, Yellowstone Blvd, Tierwester St, and Dixie Dr.

There are no on-street bicycle facilities in the study area. However, there are numerous concurrent projects underway to provide such facilities.

The Houston Bike Plan recommends dedicated onstreet facility on most major north-south corridors of Scott St, Cullen Blvd, part of Calhoun Rd, portion of MLK Blvd, and portion of Griggs Rd.

Some shared on-street facilities are also recommended, mostly on local roads, along Milart St, Perry St, Cosby St, St. Augustine St and Conley St. An off-street trail is proposed along Kuhlman/Belmont Gully, between Sherwood Dr and St. Augustine St.







The Bayou Greenways offers off-street trails along both sides of Brays Bayou. This trail network connects the study area to the Texas Medical Center, University of Houston, MacGregor Park and Mason Park.

The Columbia Tap Rail-Trail intersecting the Brays Bayou Greenways runs between PNC Stadium and Dixie Rd near SH-288.

Houston Southeast Neighborhood Greenways Trail is a project focused on improving connections between Park at Palm Center and MacGregor Park with pedestrian and bicycle enhancements. Phase 1 of this project connects Park at Palm Center and travelling along neighborhood streets to Calhoun Rd with marked shared on-street bikeway.

In the study area, there are is four BCycle locations which are positioned at MacGregor Park, Park at Palm Center, Milart at Perry and MLK at Griggs. Outside of BCycle facilities, standalone bicycle parking is fairly limited and provided at local parks.

Houston BCycle is City's bicycle-sharing program owned and operated by Houston Bike Share. The program was launched in 2012 and currently consists of 140 stations and 700 bikes. In 2019, Houston BCycle ridership reached a total of 240,000 annual trips.



ONGOING PROJECTS

Design for dedicated on-street facility is underway for Griggs Rd, portion of Calhoun Rd and MLK Blvd.

Griggs Rd, Calhoun Rd and MLK Blvd, south of Griggs Rd, are under design phase for improved street safety and multimodal functionality.

Houston BCycle is City's bicycle-sharing program owned and operated by Houston Bike Share. The program was launched in 2012 and currently consists of 140 stations and 700 bikes. In 2019, Houston BCycle ridership reached a total of 240,000 annual trips.

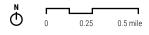
TAKEAWAYS

- The bicycle network is primarily composed of recreational sections that run along the Bayous and through the park system.
- The internal bicycle network in the study area consists of few links, most of which are shared with automobiles.
- The planned bicycle network will connect the sections and aims to improve the safety and quality of the bicycle infrastructure.

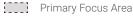


OST/PALM CENTER LIVABLE CENTERS STUDY

BIKE NETWORK MAP









Brays Bayou

Біау5 Бау

==== Freeway / Highway

Roadways

BIKE NETWORK



BCycle Stations

EXISTING BIKEWAYS

Off-Street Bikeways

On-Street Bikeways

Shared On-Street Bikeways

PROGRAMMED PROJECTS

■ ■ ■ Dedicated On-Street Bikeways

Off-Street Bikeways

POTENTIAL SHORT-TERM PROJECTS

Dedicated On-Street Bikeways

Shared On-Street Bikeways

POTENTIAL LONG-TERM PROJECTS

EXECUTE: Dedicated On-Street Bikeways

Off-Street Bikeways

Shared On-Street Bikeways



WALKABILITY

The walkability analysis demonstrates inconsistent conditions across the study area.

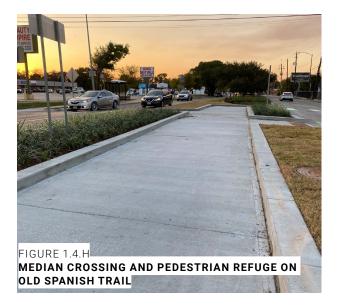
First, there are sidewalks along the sides of most major roads. However, the reverse is true for local streets where sidewalks are rare. This poses a safety issue, particularly near schools and parks.

In addition, although the main arteries have pedestrian infrastructure, walking conditions are uncomfortable and unsafe due to the high volume of traffic. Some segments present barriers to accessibility, including obstruction from utility poles and other obstacles. However, some larger, treelined sidewalks provide comfortable and pleasant walking conditions.

The only safe crossings to MacGregor Park from south of OST are at the signalized intersections of Calhoun Rd and MLK Blvd, making access from the neighborhood south of Old Spanish Trail difficult.

The 2019 MacGregor Park Traffic Mobility Study recommends a mid-block crossing with hybrid pedestrian markers on OST east of Belvedere Street to improve the connection to MacGregor Park.

Sidewalk conditions connecting to key transit stations vary greatly throughout the study area. Sidewalk facilities along Scottcrest Dr. and Cullen Blvd are in poor condition impacting the quality of connections to the Southeast Transit Center and local bus stops.



The Greater Southeast Management District (Houston Southeast) maintains landscape and hardscape enhancements along Economic Development Corridors (OST, Griggs Rd, MLK Blvd and Scott St).

Sidewalk improvements along Calhoun Rd and portions of Griggs Rd and MLK Blvd are being designed. A pedestrian and accent lighting plan is underway as part of the District's safety and mobility projects.



TAKEAWAYS

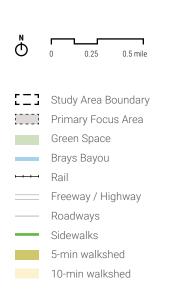
- The urban environment is dominated by the omnipresence of the car which makes it not very conducive to walking.
- Walking the first and last mile to transit is an issue as the pedestrian network is sparse within the neighborhoods.

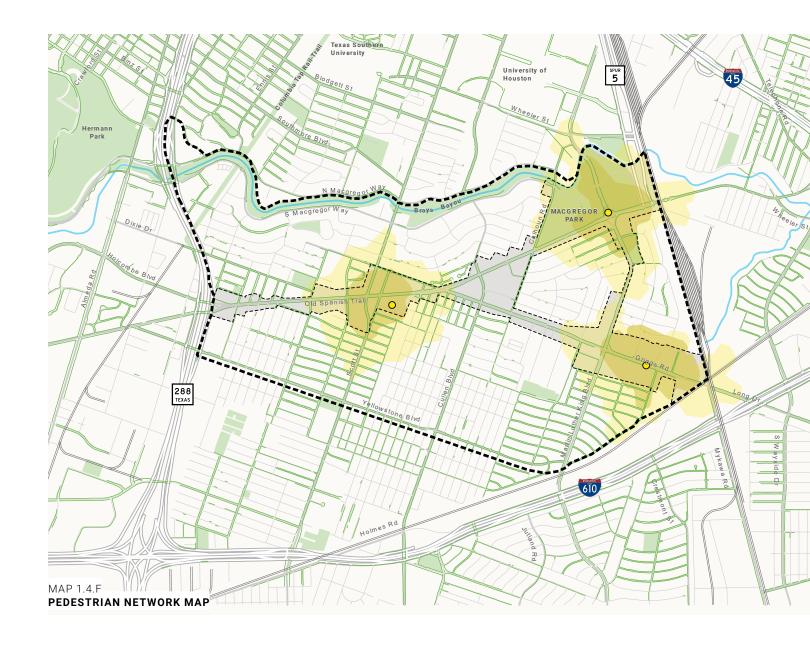
17

OST/PALM CENTER

LIVABLE CENTERS STUDY

PEDESTRIAN NETWORK MAP





SAFETY

During a 5-year period between 2017 and 2021, there were \sim 3,000 total reported collisions within the study area boundaries. Approximately, 83% of the total collisions were reported at one of the major roadways in the study area. About half of the collisions on major roadways were reported at an intersection.

As seen in the crash occurrence map, a larger cluster of crashes were reported at Scott St/OST, Griggs Rd/OST, and OST/MLK Blvd.

These locations align with the Vision Zero High Injury network. Most of the high injury segments identified are in close proximity to a public or private school premises.



FIGURE 1.4.K AERIAL VIEW OF SCOTT ST & OLD SPANISH TRAIL

(GOOGLE EARTH, 2022)



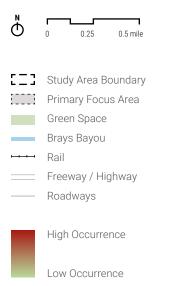
 Most of the problematic intersections are located at the crossing with OST. FIGURE 1.4.L

AERIAL VIEW OF GRIGGS RD & OLD SPANISH TRAIL

(GOOGLE EARTH, 2022)

CRASH OCCURRENCE MAP





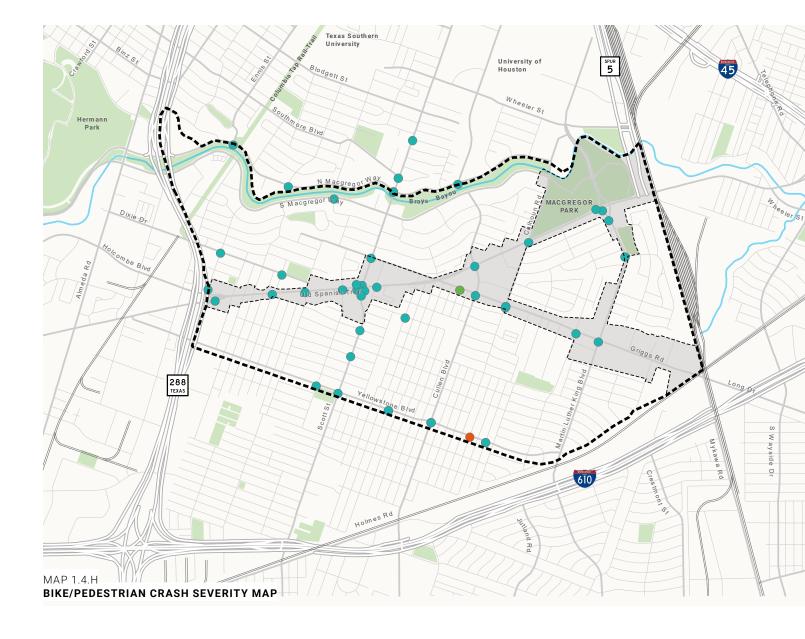
20

BIKE/PEDESTRIAN CRASH SEVERITY MAP



BIKE/PEDESTRIAN CRASH SEVERITY





1.4.2 LAND USE

The land use analysis looks at current and future land use.

EXISTING LAND USE

22

A variety of land uses are found in the study area. Commercial uses are dominant within the primary focus area, primarily along OST, Long Dr and MLK Blvd. There are large tracts of land occupied by retail and service establishments. These arterial streets also contain mixed uses, institutions, some industry and undeveloped land.

Around this primary focus area, the dominant land use is residential. Some land is occupied by other uses. In addition, the area around Cullen Blvd. has a higher mix of land uses. Smaller parcels are occupied by residential, commercial or industrial uses

The anticipated future land use is intended to introduce more mixed uses along the arterial routes, including OST.





TAKEAWAYS

- Mixed land use within the study area that tends to increase with future land use.
- Commercial dominated land use along arterial routes.
- Residential-dominated land use in neighborhoods adjacent to arterial roadways.

EXISTING LAND USE MAP













EXISTING LAND USE













OST/PALM CENTER

FUTURE LAND USE MAP









■ Brays Bayoι
□ Rail

==== Freeway / Highway

Roadways

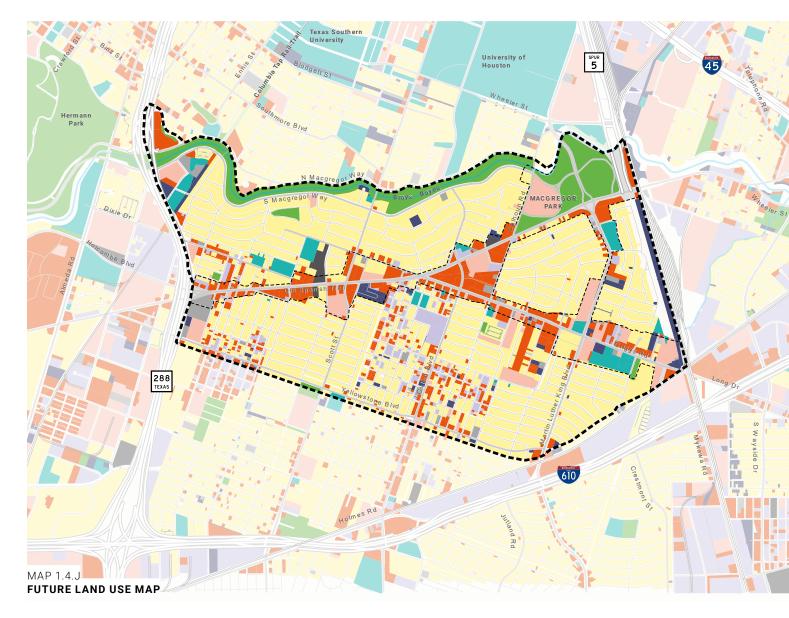
EXISTING LAND USE





Vacant developable (includes farming)

Other



1.4.3 PLACEMAKING AND CHARACTER

The placemaking and character analysis identifies gateways of the area that act as mental landmarks for the community. The character of places is also assessed according to wayfinding, branding and signage.

GATEWAYS

Gateways are key locations throughout the community that signify a point of entry. Gateways provide a focal point and a visual first impression. Currently the "gateways" into OST / Palm Center neighborhood are mostly the basic infrastructure needed for automobile transportation.

Improved landscape medians exist on OST but the bridges over Brays Bayou, the arrival into the neighborhood under the railroad crossing on OST at Spur 5, and Mykawa Rd at Griggs provide little indication to passersby that an interesting neighborhood is ahead. Opportunities exist at these gateways for transformative placemaking.





TAKEAWAYS

- Gateways are primarily located along the OST at intersections with highway or arterial roadways.
- Their landscape is characterized by the omnipresence of automobiles.



GATEWAYS MAP





Primary Focus Area



Brays Bayou

→ Rail

Freeway / Highway

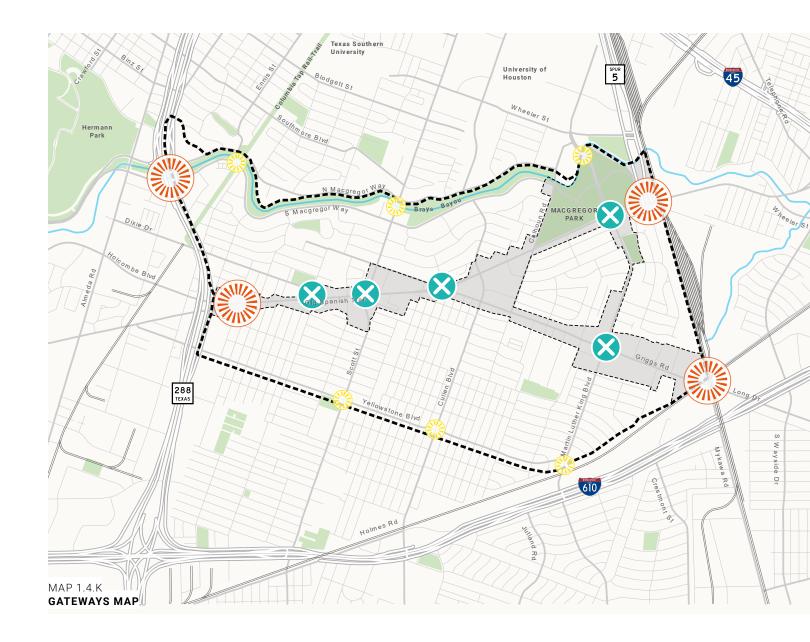
---- Roadways

GATEWAY TYPE



Secondary Gateway

X Major Intersection



WAYFINDING, BRANDING, SIGNAGE

Wayfinding is an important component for developing a positive experience and expressing a community's brand.

Through observational and photographic investigation along major thoroughfares in the OST / Palm Center Study area focusing on existing signage, visual impressions, and noting unique characteristics the images right and notes below recount broad points of the experience.

- Street signage is well branded for the district. However OST/ Palm Center neighborhood lacks uniqueness compared to other places.
- New bikeway signage connects cyclists and pedestrians to bike networks.
- No architectural, streetscape or landscape elements identify areas of interest or destination
- Many newly installed mosaic tiles denote intersections and many original are still in existence
- Few, if any, streetscape elements unify the neighborhood or show identity.





TAKEAWAYS

 Few urban landmarks and architectural or landscape elements reflect the uniqueness and character of the area.

OST/PALM CENTER LIVABLE CENTERS STUDY 2

1.4.4 PARKS AND OPEN SPACES

The park and open spaces studies the accessibility of the parks on foot and the type of park which is determined by the size and type of equipment in the park.

PARKS AND OPEN SPACES OVERVIEW

When parks and open space are equally distributed, so too are the benefits they provide. Many studies demonstrate that accessibility to parks and open space contribute to community wellbeing and a healthier lifestyle as well as economic benefits, improved safety, and disaster resilience.

This section concentrates on the accessibility of parks and open spaces within OST / Palm Center area and how they are serving the community.

	OST / PALM CENTER STUDY AREA	HOUSTON METRO AREA
TOTAL ACRES	1,837.900	Not available
PARK & OPEN SPACE ACRES	88.7	87,639
PERCENTAGE OF LAND USED FOR PARKS & OPEN SPACE	4.8%	11%
POPULATION (2018)	34,656	5,606,828
PARK & OPEN SPACE ACRES PER 1,000 RESIDENTS	2.55	15.6
DATA SOURCE	h-gac.hub.arcgis.com/datasets	parkserve.tpl.org







EXISTING PARKS AND OPEN SPACES ASSETS

Six public parks and open spaces are located within the OST / Palm Center study area boundaries and comprise 88.7 acres of land. Eight additional parks are within one mile of the study area boundary. These spaces include Greenways/ Parkways, publicly accessible school grounds/ SPARK Parks, intimate neighborhood parks, and a large community park (See **Map 1.4.L** in the following page).

The analysis looked at areas served by a 5- and 10-minute walk from each park, their size and population density, by way of in-person observation, and data analysis from previous planning studies; the OST / South Union Parks Project and MacGregor Park Master Plan (2016).

The results show that the overall amount of green space is low, but accessibility except for the center of OST / Palm Center neighborhood is good.





TAKEAWAYS

- Most of the study area can access a park within a 10-minute walk or less.
- Different types of open spaces and parks can be found in the study area, offering a diversity of facilities.
- Many schools are adjacent to open space and parks.

OST/PALM CENTER

LIVABLE CENTERS STUDY

PARKS AND OPEN SPACES MAP



[] Study Area Boundary

Schools

PARKS & OPEN SPACE

Neighborhood Park

Community Park

Linear Park / Greenway

Regional Park

Other

5-min walkshed

10-min walkshed

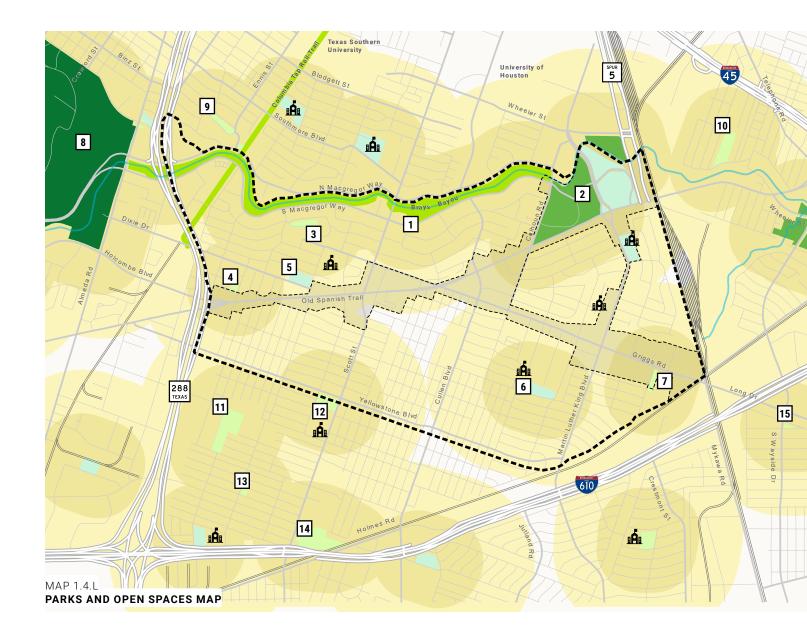
PARKS WITHIN THE STUDY AREA

- 1 Macgregor Parkway
- 2 Macgregor Park
- 3 Parkwood Park
- 4 Calloway Park
- 5 Thompson Elementary Park
- 6 Hartsfield Elementary SPARK Park
- 7 Park at Palm Center

PARKS OUTSIDE THE STUDY AREA

- 8 Herman Park
- 9 Riverside Park
- 10 Fonde Park
- 11 Scales Park
- 12 Nelson Park
- **13** Madison Park
- **14** Beech-White Park
- **15** Golfview Park

30



1.4.5 ENVIRONMENTAL CONDITIONS

The analysis of environmental conditions focuses on the existing interactions between urban heat, impervious surfaces and the tree canopy.



TAKEAWAYS

- There is a correlation between high urban heat, high presence of impervious surfaces and low tree canopy that offers little shade
- Environmental conditions are the weakest along the OST, Griggs Rd commercial areas, as well as the western portion of the study area along Hwy 228 and in the Palm Center development.

URBAN HEAT

On the afternoon of August 7, 2020, 84 volunteers as part of Houston Harris Heat Action Team (H3AT) measured Houston's temperature. **Map 1.4.M** shows a color coded heat scale where the hottest temperature are darker red.

These darker red "hot" spots may be several degrees warmer than adjacent areas and can have significant consequences for the health and wellbeing of people living in and around them.

Using the plan to understand the locations of the these "hot" spots will allow for future planning and design of parks, streets, housing, and prospective development to reduce the negative impacts heat islands have on people's lives and the environment.

IMPERVIOUS SURFACES

Impervious surfaces are any solid surface that will not allow water to penetrate through such as roads, buildings, parking lots, and extremely compacted ground found in urban areas (See **Map 1.4.N**).

Impervious surfaces contribute to a variety of problems including increased stormwater run-off and pollution. With more stormwater quickly reaching storm drains and bayous, there is an increased risk of flooding.

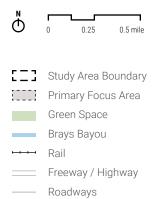
TREE CANOPY

Urban trees provide beauty and definition to our city and are assets that provide a range of benefits and services to society. The values are largely indirect, intangible services and functions that urban nature provides, such as beauty, green infrastructure functions, and psychological benefits.

Map 1.4.0 shows tree cover within the study area. Most tree cover is located within residential neighborhoods, though there is an additional dense cluster adjacent to MacGregor Park and interspersed along Brays Bayou Greenway.

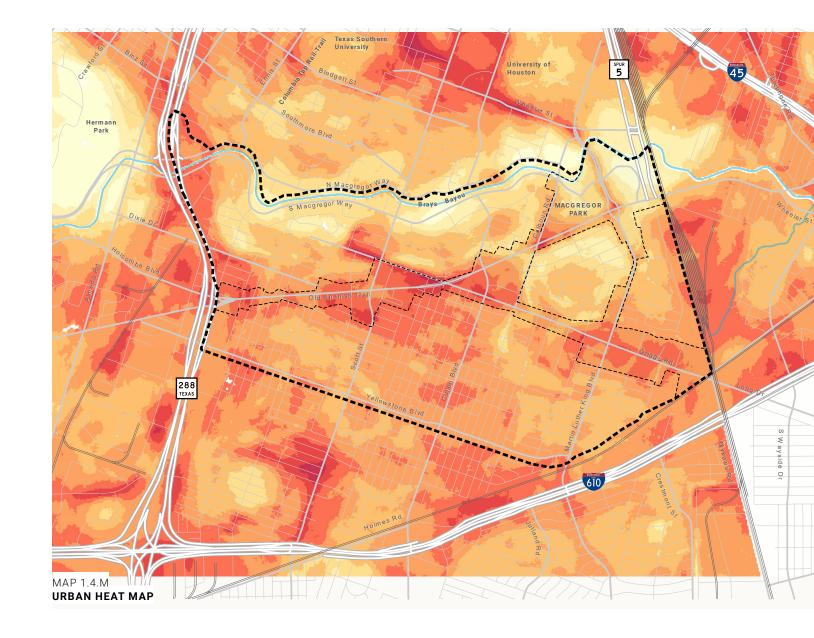
Large canopy gaps exist in OST, Griggs Rd commercial areas, as well as the portion of the western side of the study area along Hwy 228 and within the Palm Center development. The study area's main arterial roads have limited tree coverage adjacent to the roadway, particularly.

URBAN HEAT MAP

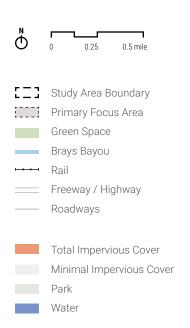


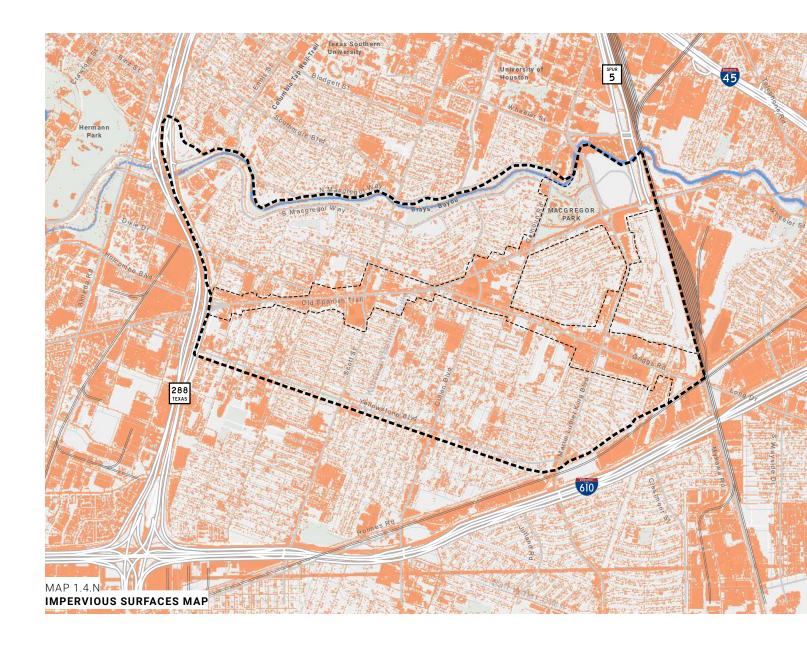
HEAT SCALE





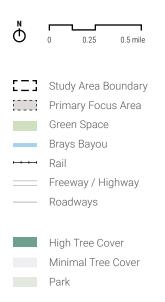
IMPERVIOUS SURFACES MAP

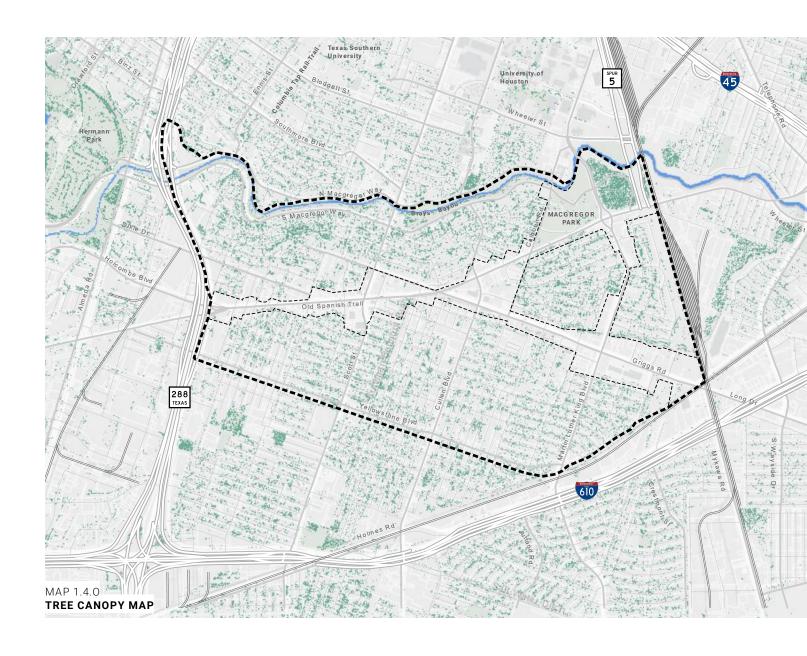




OST/PALM CENTER LIVABLE CENTERS STUDY 33

TREE CANOPY





1.4.6 INFRASTRUCTURE

The study of the infrastructure networks shows the age of the water and sewer lines.

INFRASTRUCTURE NETWORK

The water and sanitary infrastructure network covers the entire study area. Most of the water lines were built more than 30 years ago which raises the possibility of upgrades and repairs.

The sanitary network includes several sections that were also constructed more than 20 years ago. However, the year of construction of several sections is unknown.

TAKEAWAYS

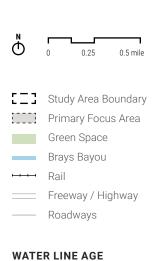
 The entire study area is served by infrastructure networks. The age of construction of the infrastructure varies.

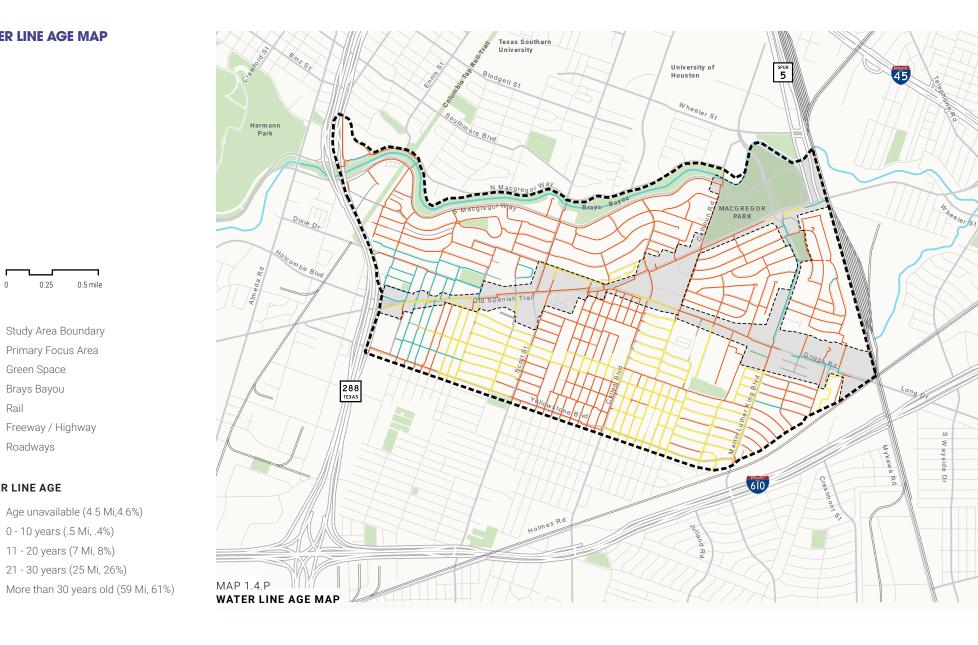


OST/PALM CENTER

LIVABLE CENTERS STUDY

WATER LINE AGE MAP







SANITARY SEWER AGE MAP











── Rail

Freeway / Highway

Roadways

SANITARY SEWER AGE

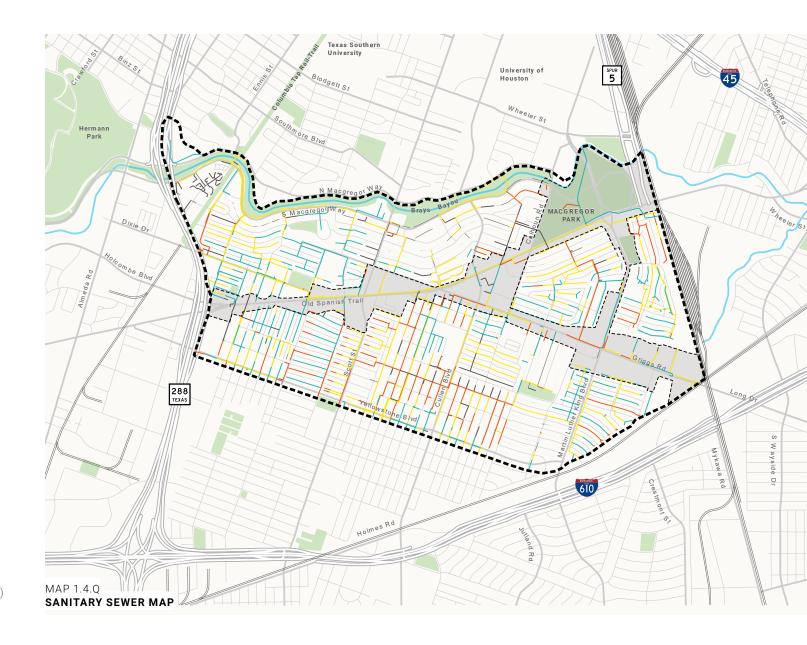


0 - 10 years (10 Mi, 12%)

11 - 20 years (23 Mi, 27%)

21 - 30 years (30 Mi, 36%)

More than 30 years old (14 Mi, 17%)

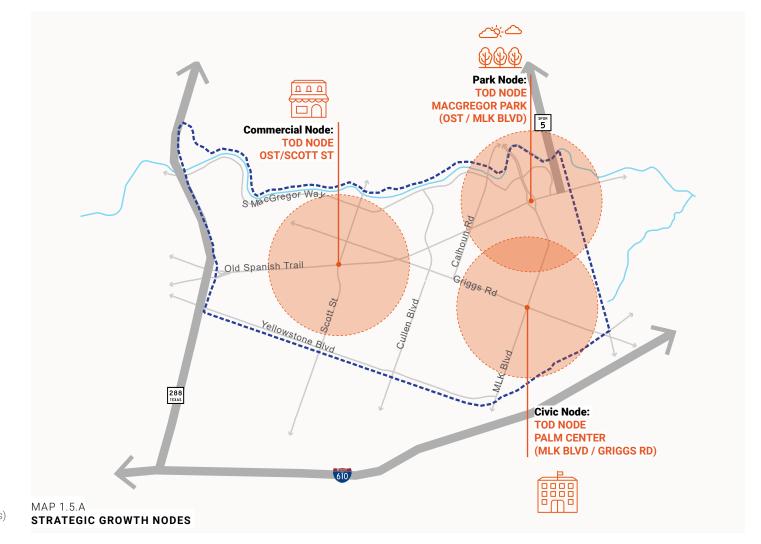


1.5 STRATEGIC GROWTH NODES OPPORTUNITIES AND CONSTRAINTS

Three Strategic Growth Nodes encompassing a 0.5-mile radius around high-order transit hubs are located at OST/Scott St, MacGregor Park station, and the Palm Center.

They are characterized by distinct urban environments:

- OST/Scott St is a commercial node
- MacGregor Park is a recreational node
- Palm Center is a civic node



Study Area Boundary
Primary Focus Area
Strategic Growth Node (0.5 mile radius)

38

1.5.1 OST/SCOTT ST

OST/Scott St is an important community commercial hub. The intersection is home to many retail and restaurant destinations. It is also site of the Southeast Transit Center.

The area is bordered by low-rise residential neighborhoods.



constraints slume streets are uncomfortable for ians and cyclists.
ions in the bicycle network, lack strian connections across large areas and problematic intersection
ration increase the risk of collisions with s.
g land uses are largely not transit- tive. Land immediately adjacent to s is occupied by commercial uses, while
ghtly further away is dominated by low- residential uses.
king lots are large, impervious surfaces d of tree canopy that accentuate an heat and make it difficult to walk tably to and from the Southeast Transit
5 t 6 c c

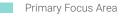
OST/PALM CENTER

LIVABLE CENTERS STUDY

ST/SCOTT ST OPPORTUNITIES & CONSTRAINTS MAP











Freeway / Highway

Roadways

5-min walkshed

10-min walkshed

OPPORTUNITIES

Potential Mobility Hub

Secondary Gateway

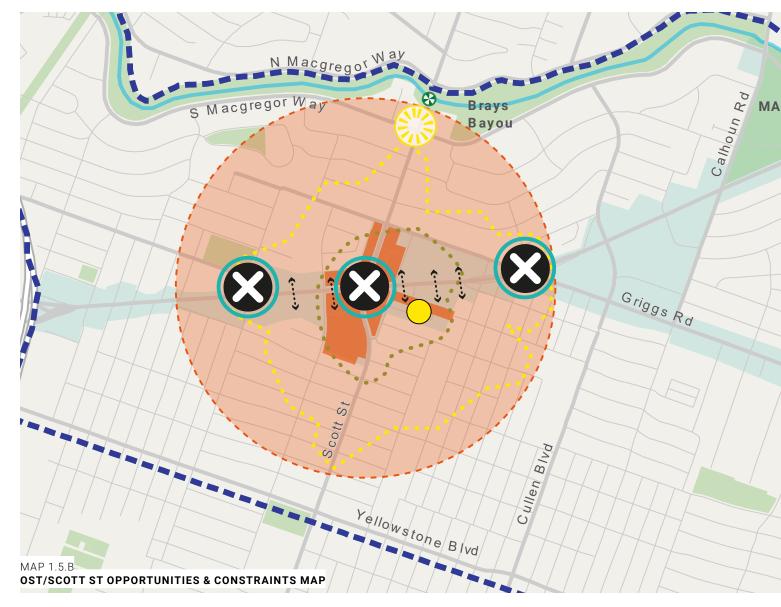
Trail Gateway

Potential Development Parcels

Major Intersection

CONSTRAINTS

Unsafe Intersection Limited connectivity



1.5.2 MACGREGOR PARK

MacGregor Park is a local recreational destination easily served by transit through the MacGregor Park-MLK station on the METRORail-Purple Line.

The park is home to sports facilities, the new University of Houston medical research campus, residential buildings and the MacGregor Community Center.



	OPPORTUNITIES		CONSTRAINTS
•	The arrival of the University of Houston's research campus in the heart of MacGregor Park will bring a critical mass of students and workers that could increase local demand for housing and retail.	phys • High	as Spur 5 and the railway create significant sical barriers to active mobility. n-volume streets are uncomfortable for estrians and cyclists.
•	The area is served by high frequency transit via the MacGregor Park/OST Metro Rail-Purple Line.	gap	ruptions in the bicycle network, sidewalk s and long crossing distance at intersection ease the risk of collisions with vehicles.
•	MLK Blvd is a transit corridor, in which mobility improvements will lead to better connectivity to stations, key employment and public amenities.	• Exis	sting low-density, commercial and industrial
,	Several underutilized lots have potential for mixed-use redevelopment or for placemaking.		
•	MacGregor Park has the highest tree cover in the entire study area.		
	Primary Gateway at OST/Texas Spur 5 is one of the main entry points to the area and showcase it's character.		
•	Secondary Gateway at MLK Blvd/Bayou Brays Greenway is a entry point within the area.		
•	Trail Gateways at Bayou Brays Greenway offers an opportunity for iconic landscaping entrance.		

OST/PALM CENTER

LIVABLE CENTERS STUDY

MACGREGOR PARK OPPORTUNITIES & CONSTRAINTS MAP











··· Ra



--- Roadways

- •••• 5-min walkshed
- •••• 10-min walkshed

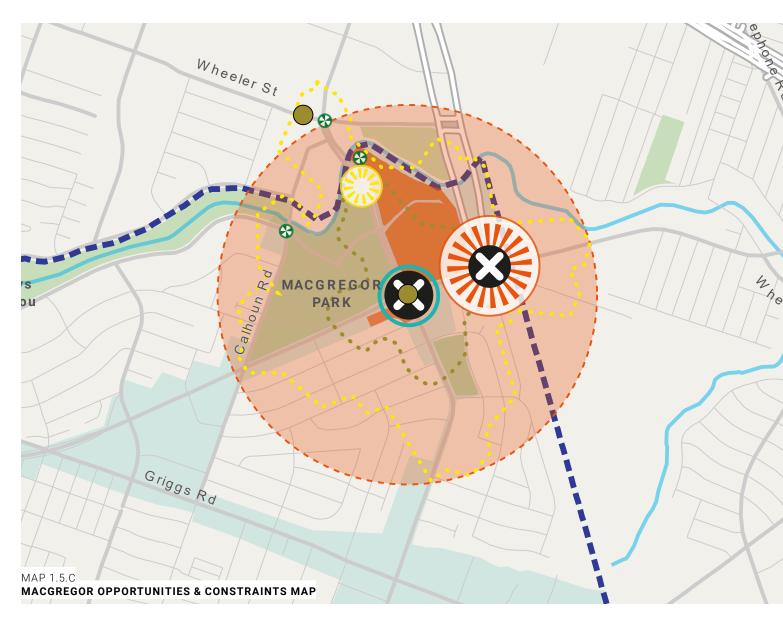
OPPORTUNITIES

- Rail Station
- Primary Gateway
- Secondary Gateway
- Trail Gateway
- Potential Development Parcels
- Major Intersection

CONSTRAINTS

42

Unsafe Intersection



1.5.3 PALM CENTER

Palm Center is a civic hub. This municipally owned complex includes retail spaces, small businesses, non-profit organizations and institutional establishments including the Alice McKEan Young Neighborhood Library and the Houston Texans YMCA. The MLK Blvd/ Griggs St is a gateway to Palm Center.



TABLE 1.5.C: PALM CENTER OPPORTUNITIES CONSTRAINTS MLK Blvd is a transit corridor, in which mobility Railway create significant physical barriers to improvements will lead to better connectivity to active mobility. stations, key employment and public amenities. The disconnected street network and the The area is served by high frequency transit mall large footprint shrinks the station area's via the Palm Center Transit Center METRORail 10-minute walkshed. Purple Line. Several underutilized lots have potential for High-volume streets are uncomfortable for mixed-use redevelopment or for placemaking. pedestrians and cyclists. A few high-visibility sites can be used to create Existing low-density, commercial and industrial new urban landmarks for the community. land-use mix is not transit supportive. Primary Gateway at Griggs Rd/Long Dr is one of the main entry points to the area and Existing built form immediately adjacent showcase it's character to station is composed of large-scale mall, warehousing, distribution, and light manufacturing building types, which does not provide welcoming or intuitive pedestrian access. The parking lots are large, impervious surfaces deprived of tree canopy that accentuate the urban heat and make it difficult to walk comfortably to and from Palm Center.

OST/PALM CENTER

LIVABLE CENTERS STUDY

PALM CENTER OPPORTUNITIES & CONSTRAINTS MAP













==== Freeway / Highway

--- Roadways

••• 5-min walkshed

•••• 10-min walkshed

OPPORTUNITIES

Rail Station

Primary Gateway

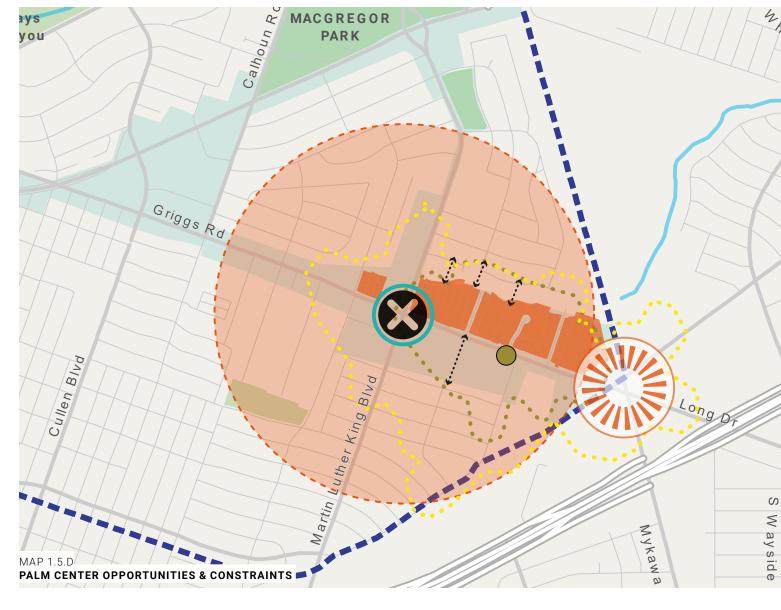
Secondary Gateway

Potential Development Parcels

Major Intersection

CONSTRAINTS

Unsafe IntersectionLimited connectivity



1.6 MARKET ASSESSMENT OVERVIEW

A market assessment was conducted to better understand the demographic conditions and trends of the study area as well as market conditions and trends, particularly for the residential, retail and office sectors.





DEMOGRAPHIC TRENDS

- The Study Area appears to be gaining population and households again following stagnant or declining conditions in the early 2000s. The population is currently estimated to exceed 15,000.
- The Study Area population is more skewed to age 55+ residents than the City of Houston overall.
- The Study Area population is approximately 72% African American. Approximately 23% of residents identify as of Hispanic / Latino ethnicity.
- The Study Area has relatively high concentrations of workers in Office / Administrative and Healthcare Support occupations.
- There is a greater concentration of households that are low income, and a lower concentration of affluent households, in the Study Area than for the city overall.

HOUSING

- Median for-sale detached home prices in 77021 have jumped dramatically over the last two years to the upper \$200,000s. Townhomes / condos are typically more expensive than detached homes.
- There are over 1,400 market rate multifamily rental apartment units in the Study Area, the majority developed pre-2000, with average lease rates of \$1.01 per square foot, a relatively moderate price level.
- Market conditions for existing properties are strong, with vacancy rates dropping, and lease rates rising.
- New single family homes targeted to entry-level buyers are underway near the Palm Center, and workforce housing for middle-class renters is also planned in that area, spearheaded by Houston Business Development, Inc. (HBDi), which owns and operates the Palm Center Business Technology Center.

OST/PALM CENTER LIVABLE CENTERS STUDY

RETAIL AND OFFICE TRENDS

- There are roughly 1 million square feet of leasable retail space in the Study Area, 241,000 square feet of which was developed in 2000 or later. Lease rates are moderate and occupancies high, with strong absorption in recent years.
- The Study Area contains approximately 205,000 square feet of leasable space. Occupancy in the 77021 ZIP Code that contains the Study Area dropped in 2021, but the Study Area itself remains at a strong 94% leased. Lease rates appear moderate by Houston standards.
- A 2019 Retail Market Study performed for the Houston Southeast Management District indicated that demand for purely retail uses totaled less than 100,000 square feet, and much of total leased space was occupied by non-retail users.
- An earlier study (2014-15) completed as part of a redevelopment plan for the Palm Center Business Technology Center on Griggs Road just east of Martin Luther King Jr. Boulevard found support for small increments of new retail and office development at that site with an emphasis on affordable lease rates with a moderately-priced sit-down café / bistro as an anchor.
- A veterans facility for women is under construction on Old Spanish Trail between Griggs and Cullen.





KEY TAKEAWAYS



WORKING

Numerous planning

efforts have been

made already and

plan.

need to be thoughtfully

integrated into a unified



PUTTING RESIDENTS AT THE HEART OF **URBAN MOBILITY**

The study area has good transit coverage. with a few major mobility nodes, including the Southeast Transit Center and two Light Rail Transit (LRT) stations. However, the study area has connectivity and safety issues that limit the interconnection between transit, pedestrian and bicycle networks and hinders accessibility to key destinations.





LEVERAGING THE COMMUNITY'S EXISTING ASSETS

The mix of land uses in the study area is reflected in the presence of a variety of commercial, residential. employment and community facilities. Some redevelopment opportunities are emerging within underused parcels and could lead to a more transit-supportive complete community.





TARGETING STRATEGIC AREAS TO **CATALYZE CHANGE**

The three Strategic **Growth Nodes** present unique urban environments that combine opportunities for redevelopment and urban transformation with constraints on mobility and built form that influence the connectivity and quality of place.



PLANNING TO MEET THE DEMOGRAPHIC **TRENDS**

The study area is experiencing population growth that will be reflected in the real estate market through increased interest in housing and commercial spaces. The challenge is to ensure inclusiveness and retention of existing communities while allowing new opportunities to emerge and improve the quality of life for all.

47

CHAPTER 02 RECOMMENDATIONS

2.1	CONCEPTUAL PLAN AND RECOMMENDATION	40
	OVERVIEW	49
2.1.1	GUIDE TO READING THE RECOMMENDATIONS	51
2.2	PREVIOUS PLANNING STUDY RECOMMENDATIONS	52
2.3	CONCEPTUAL PLAN RECOMMENDATIONS	53

2 RECOMMENDATIONS

2.1 CONCEPTUAL PLAN AND RECOMMENDATION OVERVIEW

STUDY AREA

Using the many comments shared by the community, Steering Committee, and the findings from the many previous studies, Conceptual Plan and Recommendations for OST/Palm Center study area were developed to help advance the community goals and vision.

The Conceptual Plan and Recommendations are designed to provide a visual blueprint for decisionmaking and design principles that can be carried forward.

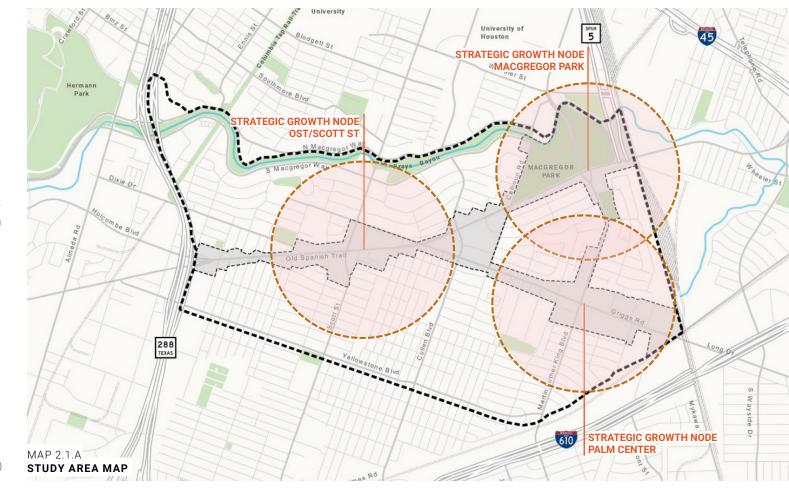
The organizing elements for the recommendations include **Subject Areas, Project Goals, Livability Principles** as defined by H.U.D, and **Recommendation Type**.











OST/PALM CENTER

LIVABLE CENTERS STUDY

SUBJECT AREAS

Design recommendations for the OST/Palm Center Livable Centers study can be broadly grouped into three primary subject areas:



SECTION 01: COMMUNITY OF PLACE

A vibrant and inclusive OST / Palm Center community with a distinct sense of place - where residents, businesses and visitors are proud of where they live, work, and play.



SECTION 02: COMMUNITY WITH AN INCLUSIVE ECONOMY

A community where everyone has access to economic opportunities - where residents and businesses can remain in place and thrive, and economic prosperity has broad community participation that is equitable and sustainable.



50

SECTION 03: COMMUNITY THAT IS CONNECTED

A community where access to opportunities and experiences can be made safely, comfortably, and in dignity by a variety of transportation choices including walking, bicycling, and transit.

PROJECT GOALS

Eight goals have been developed for the OST / Palm Center Livable Centers Study. Project goals were developed using community input from previously completed studies as a foundation.

Project goals include:

- Consolidate past plans, studies and ongoing efforts into a single collective vision.
- Make recommendations that are outcomefocused and implementable.
- Prioritize recommendations that create neighborhood connections and focus on improving safety, accessibility, and connectivity to greater Houston.
- Promote housing choices and affordability.
- O5 Strengthen the economic base and expand the local economy. Create strategies that support existing businesses to thrive in place.
- Develop placemaking strategies that reinforce a contextual place within the city.
- Promote community health by improving access to recreational, cultural, and educational opportunities.
- Prioritize recommendations that provide easy access to alternative modes of transportation such as walking, bicycling, and transit.

LIVABILITY PRINCIPLES

The Conceptual Plan Framework reflects the six livability principles as defined by U.S. Department of Housing and Urban Development (HUD).

The six livability principles include:

- Value communities and neighborhoods
- Promote equitable, affordable housing
- **03** Support existing communities
- 04 Coordinate policies and leverage investment
- **05** Provide more transportation choices
- 66 Enhance economic competitiveness

PROJECT TYPE

Conceptual Plan recommendations are within the following three types:

PROJECT

A project is a physical component of the plan that is to be built within the study area

POLICY

A set of guidelines or rules that determine a course of action

PROGRAM

A plan of action to accomplish a specified project

2.1.1 GUIDE TO READING THE RECOMMENDATIONS



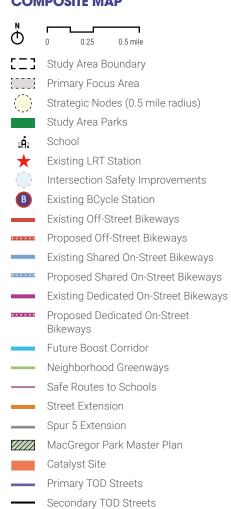
FIGURE 2.1.A

TYPICAL RECOMMENDATION PAGE LAYOUT

OST/PALM CENTER LIVABLE CENTERS STUDY 5

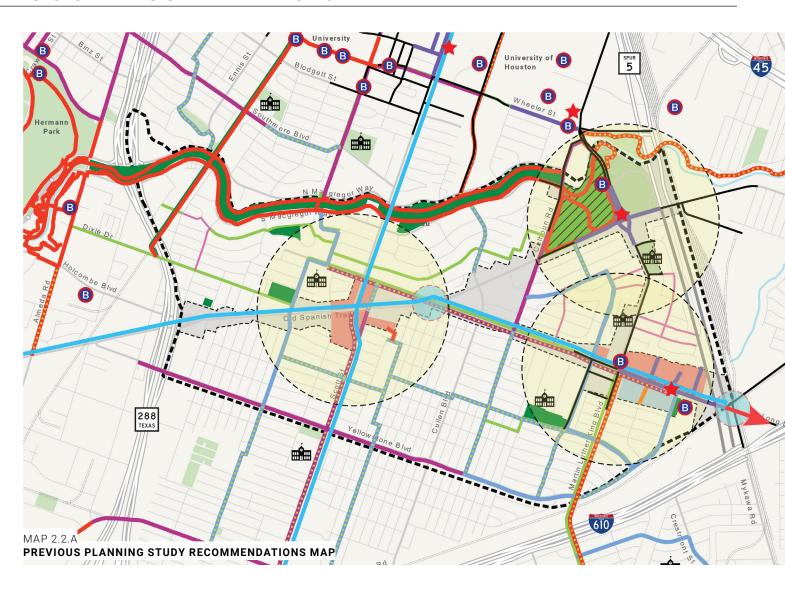
PREVIOUS PLANNING STUDY RECOMMENDATIONS

COMPOSITE MAP



LRT Extension to Hobby Airport

52

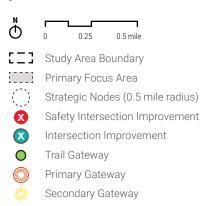


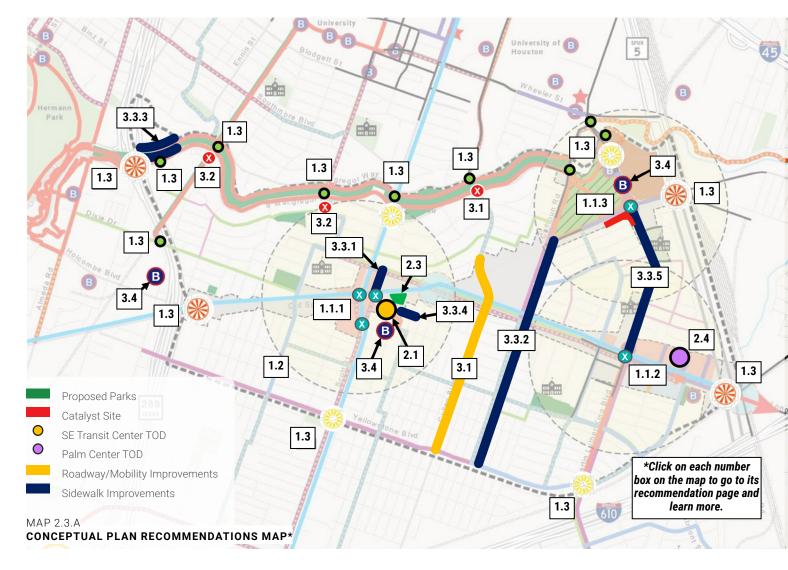
53

2.3 CONCEPTUAL PLAN RECOMMENDATIONS

LIVABLE CENTER STUDY PROPOSED RECOMMENDATIONS

This Livable Center study provides an opportunity to consolidate past plans, studies, and ongoing efforts into a single collective vision. Documenting the status of outstanding projects and identifying where they align with projected future trends will help inform new projects based on the study's recommendations into actionable items that will provide a holistic Capital Improvement Projects (CIP) prioritization and funding strategy. Collective efforts that the Southeast Management District, its partner agencies, and the community can implement to move OST / Palm Center area forward within the 10vear horizon.





OST/PALM CENTER

LIVABLE CENTERS STUDY

SECTION 01 COMMUNITY OF PLACE

1	1.1	STRATEGIC GROWTH NODES	55
1	1.1.1	OST/SCOTT/SCOTTCREST (COMMERCIAL GROWTH NOE	DE)56
1	1.1.2	MLK/GRIGGS (CIVIC GROWTH NODE)	65
1	1.1.3	OST/MLK (PARK GROWTH NODE)	73
1	1.2	PUBLIC ART & INFRASTRUCTURE	81
1	1.3	TRAIL GATEWAYS: MULTI-MODAL EXPERIENCES	83
1	1.4	IMPROVE PARK AMENITIES BY EXPANDING	0.0
		PROGRAMMING OPTIONS AT EXISTING PARKS	86

A vibrant and inclusive OST / Palm Center community with a distinct sense of place - where residents, businesses and visitors are proud of where they live, work, and play.

STRATEGIC GROWTH NODES

VISION SCOREBOARD

PROJECT GOALS ACHIEVED*



















TYPE: PROJECT











*As defined in Conceptual Plan and Recommendation Overview on page 50

THE VISION

Intersections at key strategic growth nodes provide a unique and safe travel experience for all road users – particularly pedestrians, bicyclists, and transit users.

This recommendation seeks to implement pedestrian safety and placemaking elements that celebrate the uniqueness of the area and reinforces the fundamental identity of place at the three strategic growth nodes in the community:

- 1.1.1 OST/Scott/Scottcrest
- 1.1.2 MLK/Griggs
- 1.1.3 OST/MLK

STRATEGY

This recommendation seeks to improve the pedestrian realm at intersections by:

- Upgrade intersection corners with wider, more generous ramps and pedestrian landing space.
- Upgrading sidewalks and ramps for improved accessibility and ADA compliance.
- Install prominent and well marked crosswalks for improved visibility for both pedestrians and drivers.
- Depending on jurisdictional requirements, seek opportunities to install public art within the intersection as a form of placemaking and to provide all road users with a sense of arrival.

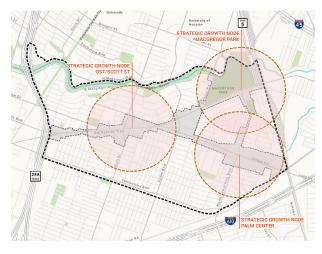


FIGURE 01.1.A STRATEGIC GROWTH NODES MAP



FIGURE 01.1.B REPRESENTATIVE TREATMENT (POST OAK **BOULEVARD/SAN FELIPE ST, HOUSTON, TX)**

1.1.1 OST/SCOTT/SCOTTCREST (COMMERCIAL GROWTH NODE)

VISION SCOREBOARD

PROJECT GOALS ACHIEVED*























TYPE: PROJECT



LIVABILITY PRINCIPLES ACHIEVED*





*As defined in Conceptual Plan and Recommendation Overview on page 50

THE VISION

The re-imagined node at OST/Scott/ Scottcrest is a key commercial hub for the community that is accessible by all modes of transportation. Pedestrians, bicyclists, and transit users can travel to the amenities in this node safely and comfortably.

The area has an inviting unique sense of place and serves as a convenient retail destination that sees this community thrive as an economically diverse urban neighborhood.

CURRENT CONTEXT

56

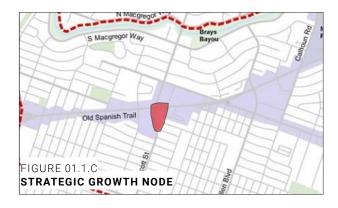
This Strategic Growth Node is home to many businesses with a variety of retail, restaurant, and health care service uses that are served by METRO's Southeast Transit Center.

Though this area has several existing businesses, a high percentage of vacant or underutilized retail and land is present.

These represent opportunities and are good candidates for redevelopment, reinvestment, or repositioning due to their central location to the community and their proximity to transit service. The node also has direct connections to nearby areas of interest including the University of Houston, Texas Southern University, and the Texas Medical Center.

This key node is earmarked for improvements by local agencies including:

- Proposed repaving and drainage improvements on OST by TxDOT.
- Planned sidewalk and bus stop improvements along Scott Street and Scottcrest Street by METRO as part of the Scott Street BOOST Corridor project.
- METRO and the Harris County Housing Authority are planning to add infill density around the existing Southeast Transit Center as part of a mixed-use Transit-Oriented Development focused on senior housing.



CONNECTING PROJECTS, STUDIES, AND PREVIOUS PLANNING EFFORTS

- Old Spanish Trail / South Union Strategic Action Plan 2020
- TxDOT planned improvements on OST (US 90A) as part of CSJ 0027-09-107
- City of Houston Bike Plan
- ReBuild Houston roadway improvements
- METRO Scott Street BOOST Corridor **Improvements**
- METRO / Harris County Housing Authority Southeast Transit Center Transit-Oriented-Development (TOD)

ACTIONS

Short-Term

- Upgrade sidewalks, pedestrian crossings, and intersection corners for accessibility compliance during the reconstruction of OST, Scott Street, and Scottcrest Drive.
- Repairs to curbs and damaged access ramps.
- Relocate utility poles impeding pedestrian movements and ADA access.
- Installation of crosswalks with high visibility for both drivers and pedestrians.
- Implement Leading Pedestrian Intervals (LPIs) to improve pedestrian crossing safety
- Explore opportunities to implement Transit Signal Priority (TSP) measures along Scott Street to improve transit service as part of the BOOST corridor.

Long-Term

 Removing the channelized/free right turn lane to shorten the pedestrian crossing distance and provide for a larger pedestrian landing area at intersection corners



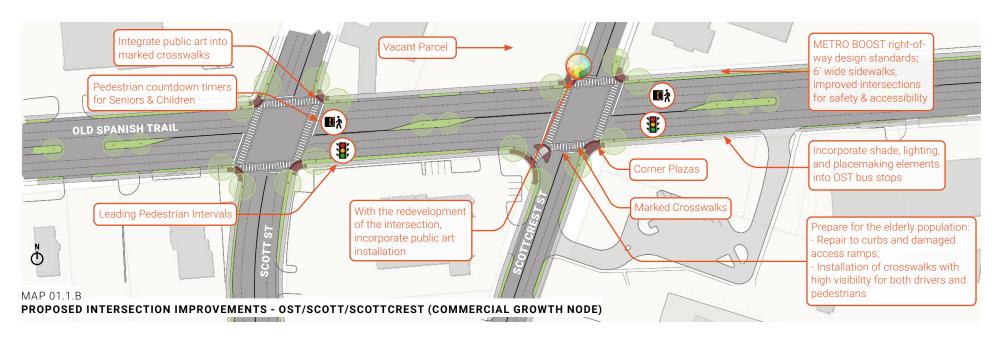


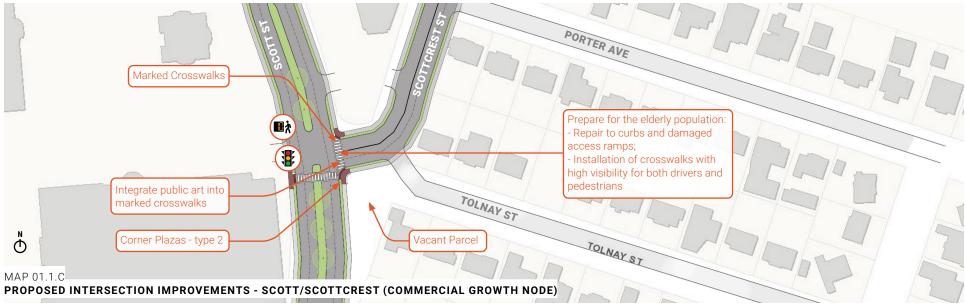


OST/PALM CENTER

LIVABLE CENTERS STUDY









- Corner Plaza | A pedestrian space created to simplify the intersection and improve the vibrancy of the area.
- Sidewalks | Safe, wide, clear, and connected. Accessible to buildings and transportation.
- **High Visibility Crosswalks** | Making pedestrians more visible to motorists.

- 4 Lighting | Pedestrian scaled lighting.
- **Utilities** | Clearing sidewalks of obstructions.
- **Pedestrian Refuge Island |** Not used at this intersection.
- Signal Timing & Pedestrian Controls |
 Safe crossings and synchronized traffic signalization.
- **Transit Stop Amenities** | A shaded bus stop with seating, clear signage, and branding.
- **Plantings and Landscaping** | Create a calm environment where drivers tend to drive more slowly.



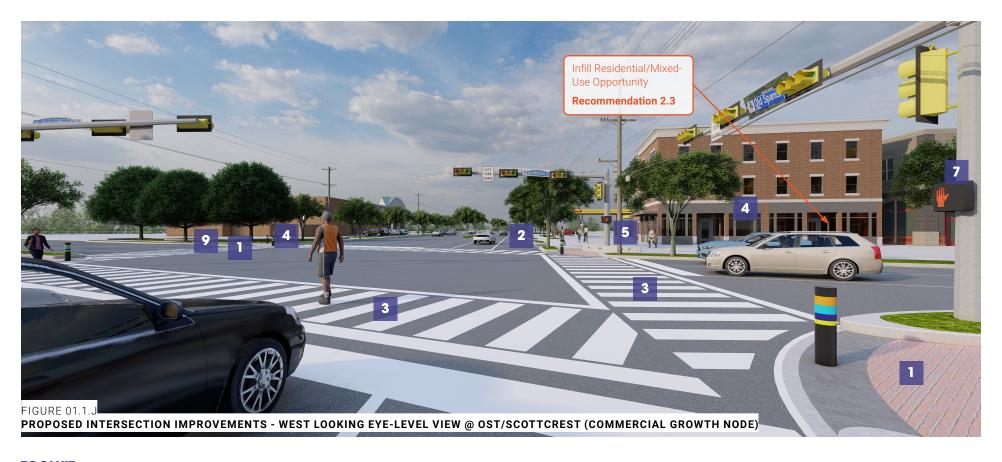
- Corner Plaza | A pedestrian space created to simplify the intersection and improve the vibrancy of the area.
- Sidewalks | Safe, wide, clear, and connected. Accessible to buildings and transportation.
- High Visibility Crosswalks | Making pedestrians more visible to motorists.

- **Lighting** | Pedestrian scaled lighting.
- **Utilities** | Clearing sidewalks of obstructions.
- 6 Pedestrian Refuge Island | Not used at this intersection
- Signal Timing & Pedestrian Controls |
 Safe crossings and synchronized traffic signalization.
- **Transit Stop Amenities** | A shaded bus stop with seating, clear signage, and branding.
- **Plantings and Landscaping** | Create a calm environment where drivers tend to drive more slowly.



- Corner Plaza | A pedestrian space created to simplify the intersection and improve the vibrancy of the area.
- Sidewalks | Safe, wide, clear, and connected. Accessible to buildings and transportation.
- High Visibility Crosswalks | Making pedestrians more visible to motorists.

- 4 Lighting | Pedestrian scaled lighting.
- **Utilities** | Clearing sidewalks of obstructions.
- **Pedestrian Refuge Island |** Not used at this intersection.
- Signal Timing & Pedestrian Controls |
 Safe crossings and synchronized traffic signalization.
- **Transit Stop Amenities** | A shaded bus stop with seating, clear signage, and branding.
- **Plantings and Landscaping** | Create a calm environment where drivers tend to drive more slowly.



- Corner Plaza | A pedestrian space created to simplify the intersection and improve the vibrancy of the area.
- Sidewalks | Safe, wide, clear, and connected. Accessible to buildings and transportation.
- **High Visibility Crosswalks** | Making pedestrians more visible to motorists.

- 4 Lighting | Pedestrian scaled lighting.
- **Utilities** | Clearing sidewalks of obstructions.
- 6 Pedestrian Refuge Island | Not used at this intersection
- Signal Timing & Pedestrian Controls | Safe crossings and synchronized traffic signalization.
- **Transit Stop Amenities** | A shaded bus stop with seating, clear signage, and branding.
- Plantings and Landscaping | Create a calm environment where drivers tend to drive more slowly.



- Corner Plaza | A pedestrian space created to simplify the intersection and improve the vibrancy of the area.
- Sidewalks | Safe, wide, clear, and connected. Accessible to buildings and transportation.
- High Visibility Crosswalks | Making pedestrians more visible to motorists.

- 4 Lighting | Pedestrian scaled lighting.
- **Utilities** | Clearing sidewalks of obstructions.
- **Pedestrian Refuge Island |** Not used at this intersection.
- Signal Timing & Pedestrian Controls |
 Safe crossings and synchronized traffic signalization.
- **Transit Stop Amenities** | A shaded bus stop with seating, clear signage, and branding.
- **Plantings and Landscaping** | Create a calm environment where drivers tend to drive more slowly.

1.1.2 MLK/GRIGGS (CIVIC GROWTH NODE)

VISION SCOREBOARD

PROJECT GOALS ACHIEVED*























TYPE: PROJECT



LIVABILITY PRINCIPLES ACHIEVED*





*As defined in Conceptual Plan and Recommendation Overview on page 50

THE VISION

The re-imagined node at MLK/Griggs is a key civic and community hub that is accessible by all modes of transportation. Pedestrians, bicyclists and transit users can travel to the amenities in this node safely and comfortably.

The area has an inviting and unique sense of place. It serves as a focal point for community programming at the Alice McKean Young Neighborhood Library, recreational activities at the Houston Texans YMCA, and community services and healthcare resources at the Palm Center.

THE INTERSECTION NOW

This Strategic Growth Node is home to the Alice McKean Young Neighborhood Library, Houston Texans YMCA, and mixed-use medium-density residential apartments that are served by the METRORail Purple Line.

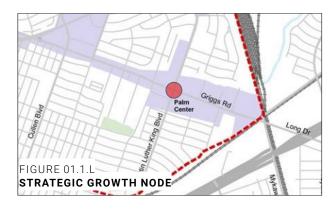
Although this area has a variety of existing land uses including recent mixed-use development, there are several vacant or underutilized retail lots that are good candidates for redevelopment, reinvestment, or repositioning due to its central location to the community and its proximity to METRORail service.

This key node is earmarked for improvements by local agencies including:

- Proposed dedicated on-street bikeway improvements along Griggs Rd, including this node, as part of the joint City of Houston and Harris County Healthy Connections Project.
- Proposed dedicated on-street bikeway improvements on MLK Blvd, between Griggs Rd and Airport Blvd, as part of the joint City of Houston and Harris County Healthy Connections Project.
- METRORail Purple Line extension to Hobby Airport.
- Planned grade-separation improvements at the Griggs Rd, Mykawa Rd, and UP Rail junction as part of the Road Rail Safety Improvements project.

CONNECTING PROJECTS, STUDIES, AND PREVIOUS PLANNING EFFORTS

- Old Spanish Trail/South Union Strategic Action Plan 2020.
- Martin Luther King Corridor Healthy Connections Study 2020.

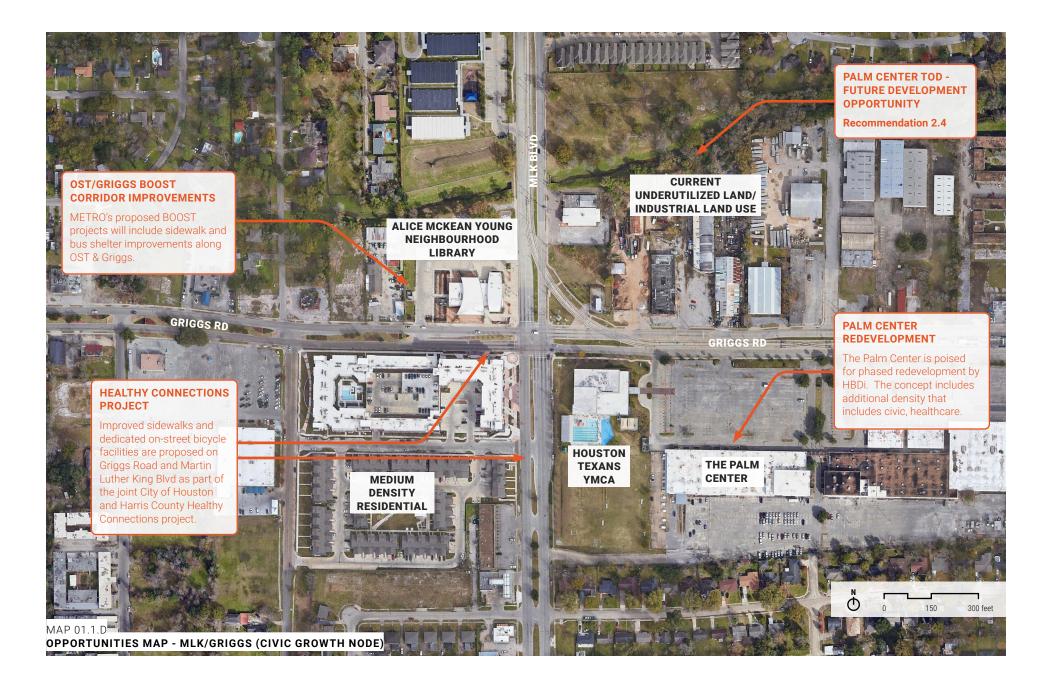


ACTIONS

Short-Term

- Upgrade sidewalks, pedestrian crossings, and intersection corners for accessibility compliance as part of the planned improvements to MLK Blvd and Griggs Rd bikeway project.
- Relocate utility poles impeding pedestrian movements and ADA access.
- Installation of crosswalks with high visibility for both drivers and pedestrians.
- Implement Leading Pedestrian Intervals (LPIs) to improve pedestrian crossing safety.
- Implement painted crosswalks and public art at the intersection.

OST/PALM CENTER LIVABLE CENTERS STUDY





- Corner Plaza | A pedestrian space created to simplify the intersection and improve the vibrancy of the area.
- 2 Sidewalks | Safe, wide, clear, and connected. Accessible to buildings and transportation.
- High Visibility Crosswalks | Making pedestrians more visible to motorists.
- 4 **Lighting** | Pedestrian scaled lighting.

- **Utilities** | Clearing sidewalks of obstructions.
- Pedestrian Refuge Island | A location for pedestrians to safely wait for a gap in the traffic by allowing them to cross in two stages.
- Signal Timing & Pedestrian Controls |
 Safe crossings and synchronized traffic signalization.

- **Transit Stop Amenities** | A shaded bus stop with seating, clear signage, and branding.
- **Plantings and Landscaping** | Create a calm environment where drivers tend to drive more slowly.
- Proposed by Houston Bike Plan: Multi-Use Sidewalk | Sidewalk widened to accommodate two-way pedestrian traffic and shared use two-way bike route.



- Corner Plaza | A pedestrian space created to simplify the intersection and improve the vibrancy of the area.
- Sidewalks | Safe, wide, clear, and connected. Accessible to buildings and transportation.
- High Visibility Crosswalks | Making pedestrians more visible to motorists.
- 4 Lighting | Pedestrian scaled lighting.

- **Utilities** | Clearing sidewalks of obstructions.
- Pedestrian Refuge Island | A location for pedestrians to safely wait for a gap in the traffic by allowing them to cross in two stages.
- Signal Timing & Pedestrian Controls |
 Safe crossings and synchronized traffic signalization.

- **Transit Stop Amenities** | A shaded bus stop with seating, clear signage, and branding.
- **Plantings and Landscaping** | Create a calm environment where drivers tend to drive more slowly.
- Proposed by Houston Bike Plan: Multi-Use Sidewalk | Sidewalk widened to accommodate two-way pedestrian traffic and shared use two-way bike route.



- Corner Plaza | A pedestrian space created to simplify the intersection and improve the vibrancy of the area.
- Sidewalks | Safe, wide, clear, and connected. Accessible to buildings and transportation.
- High Visibility Crosswalks | Making pedestrians more visible to motorists.
- 4 Lighting | Pedestrian scaled lighting.

- **Utilities** | Clearing sidewalks of obstructions.
- Pedestrian Refuge Island | A location for pedestrians to safely wait for a gap in the traffic by allowing them to cross in two stages.
- Signal Timing & Pedestrian Controls |
 Safe crossings and synchronized traffic signalization.

- **Transit Stop Amenities** | A shaded bus stop with seating, clear signage, and branding.
- **Plantings and Landscaping** | Create a calm environment where drivers tend to drive more slowly.
- Proposed by Houston Bike Plan: Multi-Use Sidewalk | Sidewalk widened to accommodate two-way pedestrian traffic and shared use two-way bike route.

TOOLKIT FOR CORNER PLAZAS

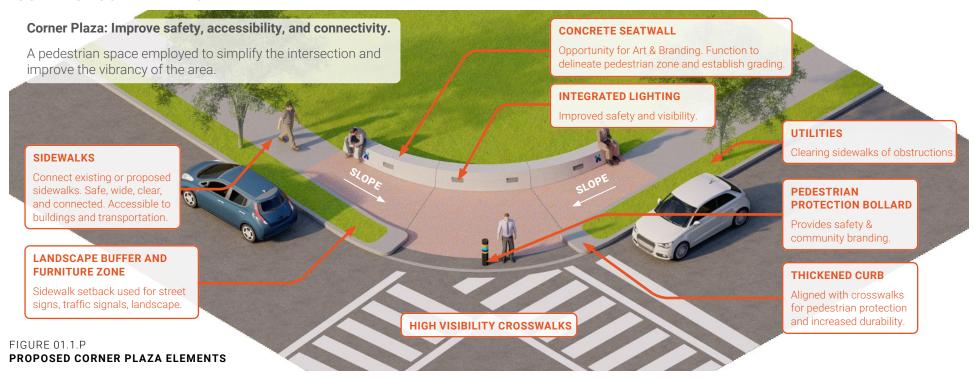




FIGURE 01.1.Q
CORNER PLAZA

70



FIGURE 01.1.R

SEATWALL: INTERPRETIVE CONCRETE FINISHES EXAMPLE (FINISHES AND FEATURES; JVI INC)



SEATWALL: INTERPRETIVE CONCRETE FINISHES EXAMPLES (LIVABLE CENTERS STUDY)

TOOLKIT FOR SAFER STREETS

THE VISION

Intersections at key strategic growth nodes provide a unique and safe travel experience for all road users – particularly pedestrians, bicyclists, and transit users.

This recommendation seeks to implement pedestrian safety and placemaking elements that celebrate the uniqueness of the area and reinforces the fundamental identity of place at the three strategic growth nodes in the community:

- 1. OST / Scott / Scottcrest
- 2. MLK / Griggs
- 3. OST / MLK

STRATEGY

This recommendation seeks to improve the pedestrian realm at intersections by:

- Upgrade intersection corners with wider, more generous ramps and pedestrian landing space.
- Upgrading sidewalks and ramps for improved accessibility and ADA compliance.
- Install prominent and well marked crosswalks for improved visibility for both pedestrians and drivers.
- Depending on jurisdictional requirements, seek opportunities to install public art within the intersection as a form of placemaking and to provide all road users with a sense of arrival.

STREETSCAPE DESIGN

Great streetscapes create a unique sense of place. They provide a clear separation between pedestrians and vehicles to make a safe and family-friendly street. They provide full accessibility for those traveling in wheelchairs as well as other mobility devices.

The design of a streetscape may include:

- · Crosswalks
- Bike Lanes & Multi-use Paths
- Streetscape Character
- Improved Intersections, Crosswalks & Curb Extensions
- Landscape & Plantings
- Sidewalk Standards
- Outdoor Amenity Spaces
- Site Furnishings
- Green Infrastructure for Stormwater Management
- · Original Art & Historical Markers
- · Pedestrian Scaled Lighting
- Wayfinding







TOOLKIT FOR SAFER STREETS

DESIGN GUIDELINES

A well-organized and designed streetscape can be just as welcoming as a large gateway or monument. Quality materials, good branding, a coordinated color palette, and useful amenities send a signal to the community and visitors that a street is really a place, cared for by its owners.

The following items should be considered in the creation of the public realm design guidelines:

- Approved Site Furnishings (color and design should reinforce district identity)
- Sidewalk Organization Standards/Public Space Organization and Management (eliminate streetscape clutter)
- · Bike Racks
- Lighting
- Landscape & Plantings
- · Public Art
- Parklets

72

- · Shade Structures
- Water Fountains/Bottle Fillers/Dog Water Stations
- · Waste and Recycling Receptacles
- Wayfinding System (color coded/branded to districts)
- · Flags and Banners (avoid pole clutter)
- · Smart Corridor Enhancements

Pedestrians are at risk every time they transition from the sidewalk into the roadway. This is particularly true for the vulnerable members of our society such as the visually impaired, the young, and the elderly.

Pedestrian Refuge Islands

Refuge islands differ from medians, in that, they are not continuous but are only provided at the crossing location. A pedestrian refuge island is a protected area that allows pedestrians to cross one direction of traffic at a time. This makes finding gaps in traffic easier on two-way streets.

Leading Pedestrian Intervals (LPI's)

A leading pedestrian interval (LPI) gives pedestrians a head start into an intersection before vehicles. The WALK signal is turned on approximately three seconds before vehicles are given a green signal.

Extended Countdown Timers

All countdown timers should be programmed to allow pedestrians to cross the street at a maximum walking speed of 3.5 feet per second. Walking speeds slower than 3.5 feet per second should be considered at all locations, particularly at crossings near children, seniors, and people with disabilities.

Retrofitting existing traffic signals with pedestrian countdown timers to be prioritized based on safety considerations, including the presence of children, seniors, and people with disabilities.



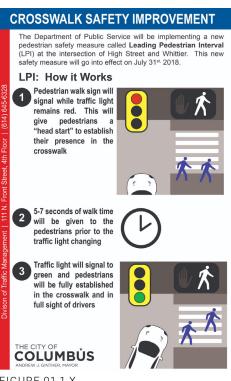


FIGURE 01.1.X

COLUMBUS DEPT. OF PUBLIC SERVICE

(COLUMBUS, OHIO)

OST/MLK (PARK GROWTH NODE)

VISION SCOREBOARD

PROJECT GOALS ACHIEVED*





















TYPE: PROJECT



LIVABILITY PRINCIPLES ACHIEVED*







*As defined in Conceptual Plan and Recommendation Overview on page 50

THE VISION

The re-imagined node at OST/MLK is a key community hub that is accessible by all modes of transportation. Pedestrians, bicyclists, and transit users can travel to the amenities in this node safely and comfortably. The area has an inviting and unique sense of place. It serves as a gateway into the community, as well as a focal point centered around two key destinations inviting visitors from within the community as well as the City of Houston at large - MacGregor Park and the University of Houston College of Medicine.

THE INTERSECTION NOW

This Strategic Growth Node is located adjacent to McGregor Park, existing bikeways and trailways, as well as the METRORail Purple Line.

The existing intersection has a significantly large footprint and requires pedestrians and bicyclists to walk or cycle a significant distance to cross the intersection. The scale of the intersection size and surrounding environment can be daunting and unwelcoming to pedestrians and bicyclists.

New land-uses and activities are being introduced through the University of Houston College of Medicine building in addition to recent mixed-use residential development.

Additionally, vacant lots and underutilized retail uses serve as good candidates for redevelopment, reinvestment, or repositioning.

CONNECTING PROJECTS, STUDIES, AND PREVIOUS PLANNING EFFORTS

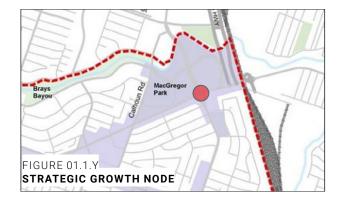
- MacGregor Park Master Plan 2016
- GSMD Joint Infrastructure Plan 2017

ACTIONS

The redesign will include elements such as improved pedestrian crossings, lighting, streetscaping, art, additional access to the park as well as gateway features.

Short-Term

Undertake updated pedestrian and bicyclists counts in partnership with H-GAC, Bike Houston, and/or other partners to understand existing pedestrian and bicyclist activity.



- Upgrade sidewalks, pedestrian crossings, and intersection corners.
- Widen sidewalks, particularly at medians, for improved walkability.
- Implement Leading Pedestrian Intervals (LPIs) to improve pedestrian crossing safety.
- Installation of crosswalks with high visibility for both drivers and pedestrians.

Long-Term

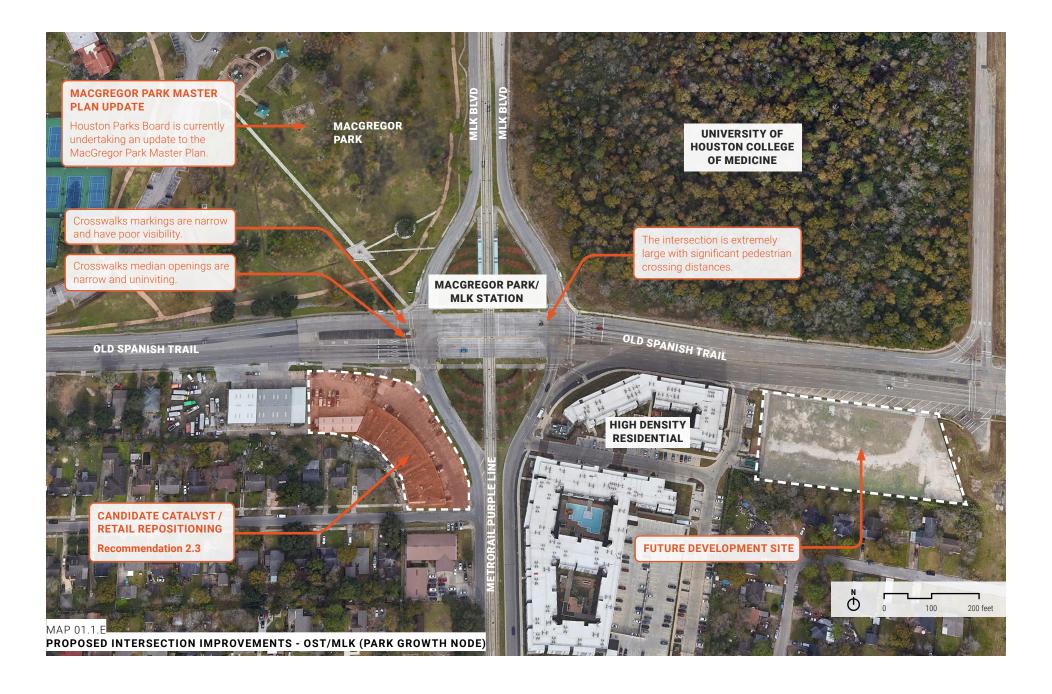
Additional access to the MacGregor Park Loop Drive from OST for improved accessibility to the park.

73

Gateway feature into the community that portrays its unique characteristic.

OST/PALM CENTER LIVABLE CENTERS STUDY

74

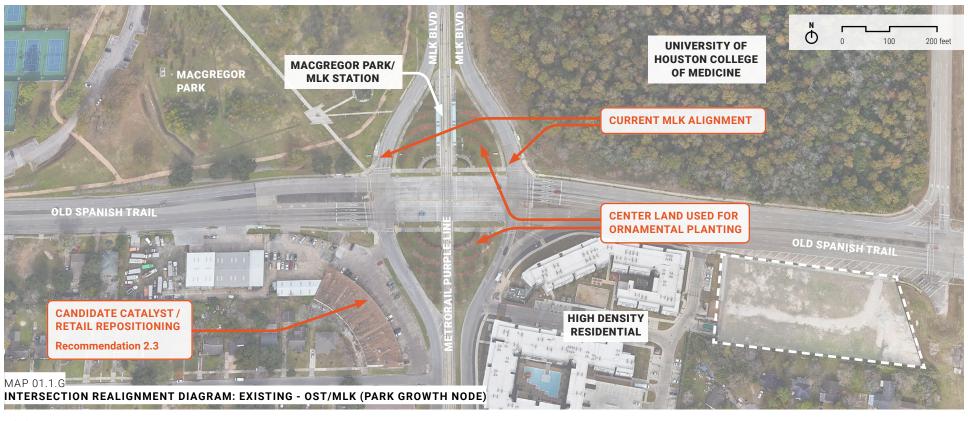




- Corner Plaza | A pedestrian space created to simplify the intersection and improve the vibrancy of the area.
- Sidewalks | Safe, wide, clear, and connected. Accessible to buildings and transportation.
- High Visibility Crosswalks | Making pedestrians more visible to motorists.
- **Lighting** | Pedestrian scaled lighting.

- Utilities | Clearing sidewalks of obstructions.
- Pedestrian Refuge Island | A location for pedestrians to safely wait for a gap in the traffic by allowing them to cross in two stages.
- Signal Timing & Pedestrian Controls | Safe crossings and synchronized traffic signalization.

- **Transit Stop Amenities** | A shaded bus stop with seating, clear signage, and branding.
- Plantings and Landscaping | Create a calm environment where drivers tend to drive more slowly.
 - Bicycle Expansion
 - Bike Parking Expansion
 - Gateway Monumentation

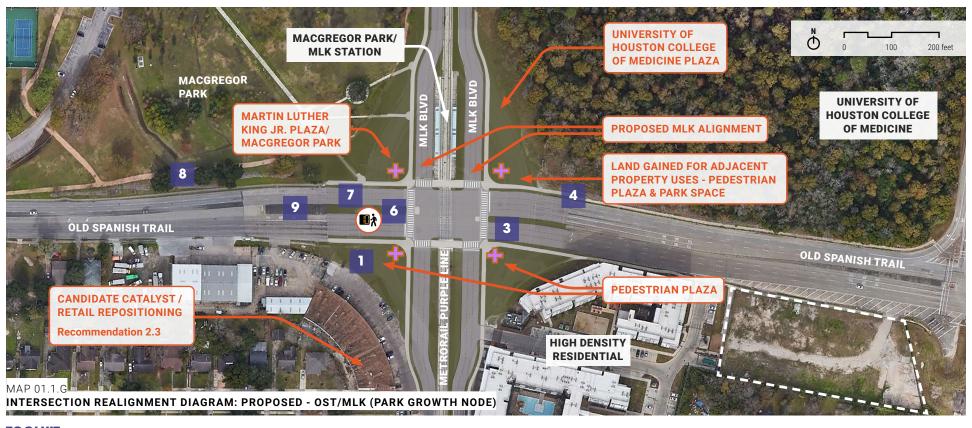


- Corner Plaza | A pedestrian space created to simplify the intersection and improve the vibrancy of the area.
- 2 Sidewalks | Safe, wide, clear, and connected. Accessible to buildings and transportation.
- High Visibility Crosswalks | Making pedestrians more visible to motorists.
- 4 Lighting | Pedestrian scaled lighting.

- **Utilities** | Clearing sidewalks of obstructions.
- Pedestrian Refuge Island | A location for pedestrians to safely wait for a gap in the traffic by allowing them to cross in two stages.
- 7 Signal Timing & Pedestrian Controls | Safe crossings and synchronized traffic signalization.

- **Transit Stop Amenities** | A shaded bus stop with seating, clear signage, and branding.
- **Plantings and Landscaping** | Create a calm environment where drivers tend to drive more slowly.

Gateway Monumentation



- Corner Plaza | A pedestrian space created to simplify the intersection and improve the vibrancy of the area.
- 2 Sidewalks | Safe, wide, clear, and connected. Accessible to buildings and transportation.
- **High Visibility Crosswalks** | Making pedestrians more visible to motorists.
- 4 **Lighting** | Pedestrian scaled lighting.

- **Utilities** | Clearing sidewalks of obstructions
- **Pedestrian Refuge Island** | A location for pedestrians to safely wait for a gap in the traffic by allowing them to cross in two stages.
- Signal Timing & Pedestrian Controls |
 Safe crossings and synchronized traffic signalization.

- **Transit Stop Amenities** | A shaded bus stop with seating, clear signage, and branding.
- **Plantings and Landscaping** | Create a calm environment where drivers tend to drive more slowly.

77

Gateway Monumentation



- Corner Plaza | A pedestrian space created to simplify the intersection and improve the vibrancy of the area.
- Sidewalks | Safe, wide, clear, and connected. Accessible to buildings and transportation.
- High Visibility Crosswalks | Making pedestrians more visible to motorists.

- 4 Lighting | Pedestrian scaled lighting.
- **Utilities** | Clearing sidewalks of obstructions.
- **Pedestrian Refuge Island |** Not used at this intersection.
- 7 Signal Timing & Pedestrian Controls | Safe crossings and synchronized traffic signalization.
- **Transit Stop Amenities** | A shaded bus stop with seating, clear signage, and branding.
- **Plantings and Landscaping** | Create a calm environment where drivers tend to drive more slowly.



- Corner Plaza | A pedestrian space created to simplify the intersection and improve the vibrancy of the area.
- Sidewalks | Safe, wide, clear, and connected. Accessible to buildings and transportation.
- **High Visibility Crosswalks** | Making pedestrians more visible to motorists.

- 4 Lighting | Pedestrian scaled lighting.
- **Utilities** | Clearing sidewalks of obstructions.
- 6 Pedestrian Refuge Island | Not used at this intersection
- Signal Timing & Pedestrian Controls |
 Safe crossings and synchronized traffic signalization.
- **Transit Stop Amenities** | A shaded bus stop with seating, clear signage, and branding.
- **Plantings and Landscaping |** Create a calm environment where drivers tend to drive more slowly.



- Corner Plaza | A pedestrian space created to simplify the intersection and improve the vibrancy of the area.
- Sidewalks | Safe, wide, clear, and connected. Accessible to buildings and transportation.
- High Visibility Crosswalks | Making pedestrians more visible to motorists.

- 4 Lighting | Pedestrian scaled lighting.
- **Utilities** | Clearing sidewalks of obstructions.
- **Pedestrian Refuge Island |** Not used at this intersection.
- Signal Timing & Pedestrian Controls |
 Safe crossings and synchronized traffic signalization.
- **Transit Stop Amenities** | A shaded bus stop with seating, clear signage, and branding.
- **Plantings and Landscaping** | Create a calm environment where drivers tend to drive more slowly.

PUBLIC ART & INFRASTRUCTURE

VISION SCOREBOARD

PROJECT GOALS ACHIEVED*















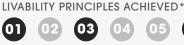






TYPE: POLICY









*As defined in Conceptual Plan and Recommendation Overview on page 50

Throughout the process of discovery, people have shared a desire for more public art that will promote and celebrate the community.

THE VISION

Build a unique cohesive visual experience and reinforce community pride.

OBJECTIVE

Apply placemaking strategies to use the streets, sidewalks, parks, and other public facilities as a canvas for community expression.

CONNECTING PROJECTS, STUDIES, AND PREVIOUS PLANNING EFFORTS

- Old Spanish Trail/South Union Strategic Action Plan 2020
- GSMD and OST -Almeda Corridors Redevelopment Authority Urban Design Guidelines
- GSMD Supplemental Lighting Plan

ACTIONS

- Develop and adopt branding guidelines in signage, lighting, street furniture, and other design elements on roadways throughout the community while adhering to GSMD Urban Design Standards and branding.
- Coordinate with other agencies to incorporate art in projects in the vicinity.
- Incorporate large and small-scale murals as an inexpensive, short-term way to highlight, local artists, cultural institutions, and visibility of local businesses.
- Identify opportunities to include local schools and other organizations to promote art to create a unique identity for the community.
- Build public art into street investment projects.





FIGURE 01.2.B

HISTORIC AND CULTURAL FEATURES - OVERALL COMMUNITY APPROACH (PREPARED BY M2L) THIRD WARD NEIGHBORHOOD STREETS DESIGN **GUIDELINES**

TOOLKIT: HIGH VISIBILITY AND PAINTED CROSSWALKS (Decorative paint not for use within TxDOT R.O.W.)

High visibility crosswalks indicate where pedestrians may cross the street and where drivers should expect them to cross.

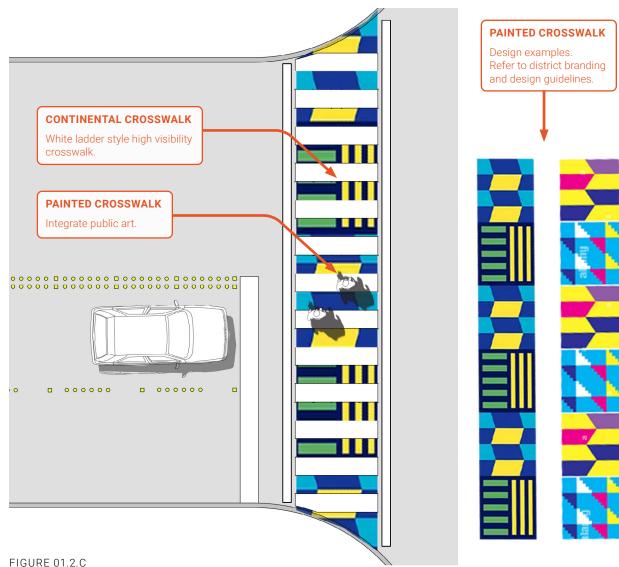
- Where: Marked crosswalks should be installed at all legs of signalized and stop-controlled intersections. At uncontrolled or midblock locations, consideration should be given to installing crosswalks with additional pedestrian safety tools, such as signage, and refuge islands.
- How: The default style for marked crosswalks to ensure high visibility among all roadway users will be the continental white ladder style. Decorative treatments as shown in the example right can be installed at appropriate locations.

Use the street as a canvas for community expression.

- In coordination with street improvements
- Community-led, collaboration with City and artists.
- Create a cohesive visual and thematic experience for unified community identity.

Additional Resources:

- Asphalt Art Guide, Bloomberg Philanthropies: https://asphaltart.bloomberg.org/guide
- The Washington Post « Art painted on crosswalks makes streets safer... » June 06, 2022



PAINTED CROSSWALK DESIGN EXAMPLES (KENTE FABRIC PATTERNING/GSMD COLORS)

TRAIL GATEWAYS: MULTI-MODAL EXPERIENCES

VISION SCOREBOARD

PROJECT GOALS ACHIEVED*



















TYPE: PROJECT









*As defined in Conceptual Plan and Recommendation Overview on page 50

THE VISION

Create gateways that provide a positive first impression and define a sense of place within the community for all modes of transportation.

THE GATEWAYS NOW

Gateways are key locations throughout the community that signify a point of entry.

Gateways provide a focal point and a visual first impression. Currently, the "gateways" into OST / Palm Center community are mostly the basic infrastructure needed for automobile transportation. Improved landscape medians exist on OST but the bridges over Brays Bayou, the arrival into the neighborhood under the railroad crossing on OST at Spur 5, and Mykawa Rd at Griggs provide very little indication to passersby that an interesting neighborhood is ahead.

Opportunities exist at these gateways for transformative placemaking.

Placemaking, branding, and wayfinding strategies are identified through other parallel planning efforts. These parallel initiatives are on-going and include

the GSMD Supplemental Lighting Plan and the GSMD and OST-Almeda Corridors Redevelopment Authority Urban Design Guidelines.

These parallel and on-going planning efforts identify Primary and Secondary Gateways for the broader District for auto-oriented intersections.

To supplement these on-going efforts, the opportunity to add complementing Trail Gateways along the Brays Bayou Greenway was identified to provide a sense of arrival into the neighborhood at pedestrian and bicycling points of entry.

CONNECTING PROJECTS, STUDIES, AND PREVIOUS PLANNING EFFORTS

- Old Spanish Trail/South Union Strategic Action Plan 2020
- GSMD and OST -Almeda Corridors Redevelopment Authority Urban Design Guidelines
- GSMD Supplemental Lighting Plan
- Houston Bike Plan
- Houston Active Living Plan



Southeast Houston Strollin' and Rollin' Mobility Report

ACTIONS

- Implement Primary and Secondary Gateways at key entry points within OST/Palm Center, consistent with the GSMD Supplemental Lighting Plan and the GSMD and OST-Almeda Corridors Redevelopment Authority Urban Design Guidelines currently under development by others.
- Use lighting and Art to create a welcoming impression and to anchor a neighborhood, a business, or a cultural district.
- Implement Trailway Gateways at key entry points along the Brays Bayou Greenway to provide a sense of arrival into the neighborhood at pedestrian and bicycling points of entry.

OST/PALM CENTER LIVABLE CENTERS STUDY

GATEWAYS MAP

* Primary and Secondary Gateways are identified through other on-going planning efforts led by GSMD and TIRZ 7. These planning initiatives include the Almeda Corridors Redevelopment Authority Urban Design Guidelines, and the GSMD Supplemental Lighting Plan.







Green Space



Brays Bayou Rail

Freeway / Highway

Roadways

VEHICULAR GATEWAYS

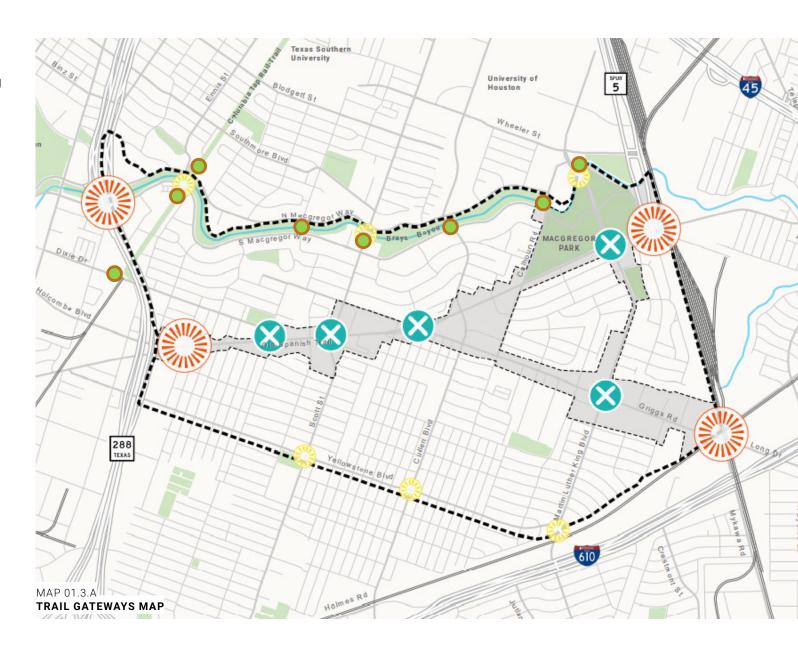


Secondary Gateway*

Major Intersection

TRAIL GATEWAYS

Trailhead Gateway



TRAIL GATEWAYS @ GREENWAY SAFE CROSSING IMPROVEMENTS

MATERIALS, GRAPHICS, AND TECHNIQUES:

The recommendation for Trail Gateway Markers may be constructed using different types of materials.

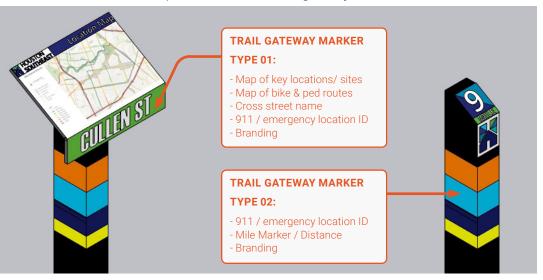
POST: Wood is a natural material, aesthetically pleasing, and readily available. Plastics, Fiberglass (fiber-reinforced polyester), and Composites are widely available, easily adaptable, weather-resistant, and reasonably inexpensive.

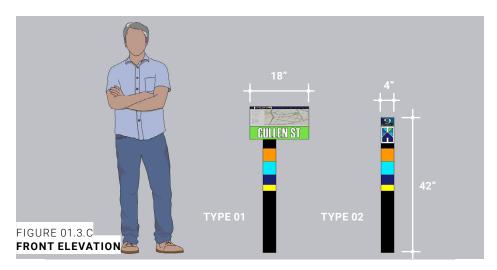
SIGNAGE: Aluminum is widely available, lightweight, durable, and can easily receive printing.

LOGOS: Any new signage being created for bikeway & trail facilities, including maps, etc., should conform to the most current branding guidelines and display only approved logos where appropriate.

TRAIL GATEWAY MARKER - WAYFINDING & BRANDING

- Cullen at S MacGregor Way
- Rio Vista at S MacGregor Way
- · Columbia Tap Rail-Trail at S MacGregor Way





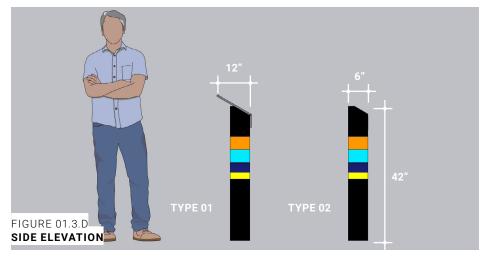


FIGURE 01.3.B

IMPROVE PARK AMENITIES BY EXPANDING PROGRAMMING OPTIONS AT FXISTING PARKS

VISION SCOREBOARD

PROJECT GOALS ACHIEVED*





















TYPE: PROGRAM







*As defined in Conceptual Plan and Recommendation Overview on page 50

THE VISION

Focus on expanding programs to fully utilize existing spaces to meet user demand.

THE PARKS NOW

Six public parks and open spaces are located within the OST / Palm Center study area boundaries and comprise 88.7 acres of land. Eight additional parks are within one mile of the study area boundary. These spaces include Greenways/ Parkways, publicly accessible school grounds/ SPARK Parks, intimate neighborhood parks, and a large community park.

The needs assessment looked at areas served by a 5- and a 10-minute walk from each park, park size, and the population density, by way of in-person observation, and data analysis from previous planning studies; the OST / South Union Parks Project, and MacGregor Park Master Plan-2016. The results show that the overall amount of green space is low, but accessibility except for the center of the OST / Palm Center neighborhood is good.

CONNECTING PROJECTS, STUDIES, AND PREVIOUS PLANNING EFFORTS

- HPARD Master Plan 2015
- MacGregor Park Master Plan 2016 *2021
- OST / South Union Parks Project 2021
- Third Ward Complete Communities Action Plan

ACTIONS

- Create pop-up play spaces such as painted game boards, creative play structures, and interactive elements. These are semipermanent lower-cost methods to introduce new elements.
- Continue to promote and expand urban greening and gardening.
- Use idle open space for community programming. Short to mid-term uses could include markets, art displays, community service centers for meetings, classes, and more.







PARKS AND OPEN SPACES MAP



[] Study Area Boundary

Schools

PARKS & OPEN SPACE

Neighborhood Park

Community Park

Linear Park / Greenway

Regional Park

Other

5-min walkshed

10-min walkshed

PARKS WITHIN THE STUDY AREA

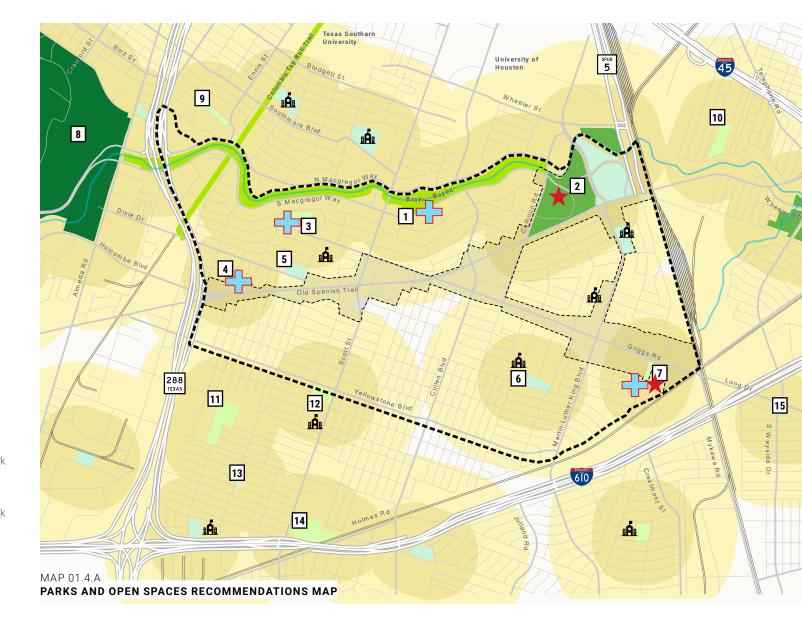
- 1 Macgregor Parkway
- 2 Macgregor Park
- 3 Parkwood Park
- 4 Calloway Park
- **5** Thompson Elementary Park
- 6 Hartsfield Elementary SPARK Park
- 7 Park at Palm Center

PARKS OUTSIDE THE STUDY AREA

- Herman Park 13 Madison Park
- Riverside Park 14 Beech-White Park Park
- 10 Fonde Park 15
 - Scales Park Golfview Park
- 12 Nelson Park

11

- ★ Park with Active Programming
- Park with Recommended Program Expansion



SECTION 22 COMMUNITY WITH AND INCLUSIVE ECONOMY

2.1	SOUTHEAST TRANSIT CENTER TOD	89
2.1.1	COMMUNITY FOOD CO-OP	. 92
2.2	HOUSING CHOICE AND AFFORDABILITY	94
2.3	PLACEMAKING FRAMEWORK FOR UNDERUTILIZED SPACES	.96
2.3.1	PLAZA PILOT	
2.4	PALM CENTER TOD	100

A community where everyone has access to economic opportunities - where residents and businesses can remain in place and thrive, and economic prosperity has broad community participation that is equitable and sustainable.

SOUTHEAST TRANSIT CENTER TOD

VISION SCOREBOARD

PROJECT GOALS ACHIEVED*



















TYPE: PROJECT



LIVABILITY PRINCIPLES ACHIEVED*







THE VISION

A mobility hub anchoring a mixed-use affordable housing development that is integrated within the fabric of its surroundings provides improved mobility connections, supports the ease of transfer between modes to complete trips, and provides onsite amenities that support economic development opportunities.

THE HUB NOW

The Southeast Transit Center is located on Scottcrest Drive, just south of OST, providing a transfer stop for 6 METRO bus routes. The parcel of the transit center is underutilized with ample vacant space around it. The center has limited bicycle racks and sparse pedestrian connections to its surroundings. Sidewalks along Scottcrest Drive are in poor condition.

METRO and the Harris County Housing Authority are currently in discussions to re-develop the vacant property around the transit station as a Transit-Oriented-Development that includes mixed-use residential housing focused on senior living.

The plans to redevelop the Southeast Transit Center as a TOD presents a unique opportunity to re-

positions the site by adding density and variety of land uses while improving the connectivity with the surrounding neighborhood. Close coordination with METRO and the Harris County Housing Authority will be essential in providing land-use and services that complement the community's needs. This includes providing additional opportunities for ground level retail / community grocery, integrating additional bicycle parking and bikesharing (Houston BCvcle), and enhancements to METROLift services to better serve senior members of the community.

CONNECTING PROJECTS, STUDIES, AND PREVIOUS PLANNING EFFORTS

- TxDOT planned improvements on OST (US 90A) as part of CSJ 0027-09-107
- City of Houston Bike Plan
- ReBuild Houston roadway improvements
- METRO Scott Street BOOST Corridor Improvements
- METRO SE Transit Center TOD Development
- Old Spanish Trail / South Union Strategic Action Plan 2020



ACTIONS

- Work with the City of Houston Planning Department to expand Designated TOD Streets to include portions of Scott Street, Scottcrest, and OST as TOD Streets to support TOD development standards.
- Work with METRO and Harris County Housing Authority to allow for future connectivity to the surrounding neighborhood, particularly at Dixie Drive and Porter Street
- Re-position building placement, particularly along Scottcrest and OST to allow for minimal building setbacks from the sidewalk and improve walkability.
- Collaborate with an economic development agency, UH, and TSU, for expanding and improving services.
- Coordinate with METRO and the City of Houston for pedestrian and bicycle-sensitive design and development of the Transit center.
- Collaborate with private partners for retail development that encourage and support bicycle and pedestrian activity.
- Improve transit reliability and connections within the community.



PROPOSED SITE PLAN ADJUSTMENTS

COMMUNITY THAT IS CONNECTED / COMMUNITY OF PLACE

- Ensure future development on both OST and Scottcrest provides active ground floor uses to promote a successful commercial environment.
- Buildings should be designed with primary entrances on OST and Scottcrest St. prioritizing pedestrian access.

METRO - CURRENT PROPOSED PLAN

 Expand sidewalks to provide space for outdoor commerce or dining and locate building facades directly adjacent to the back of the sidewalk.



OST/PALM CENTER

LIVABLE CENTERS STUDY

COMMUNITY FOOD CO-OP 2.1.1

VISION SCOREBOARD

PROJECT GOALS ACHIEVED*





















TYPE: PROGRAM



LIVABILITY PRINCIPLES ACHIEVED*







THE VISION

To provide the community with access to healthy food options in line with people's budgets and neighborhood needs within this underserved area.

THE ACCESS TO FOOD NOW

Access to healthy food choices for all people is a growing concern in the OST / Palm Center Community. With the departure of H.E.B. from this area, the nearby central and southeast neighborhood residents have low access to a supermarket or large grocery store.

The plans to redevelop the Southeast Transit Center as a TOD presents a unique opportunity to re-position the site by adding density and variety of land use while improving the connectivity with the surrounding neighborhood. Close coordination with METRO and the Harris County Housing Authority will be essential in providing land use and services that complement the community's needs.

This includes providing additional opportunities for ground-level retail/community grocery, integrating additional bicycle parking and bike-sharing (Houston

BCycle), and enhancements to METROLift services to better serve senior members of the community.

CONNECTING PROJECTS, STUDIES, AND PREVIOUS PLANNING EFFORTS

- METRO SE Transit Center TOD Development
- NuWaters Co-Operative (https://www. texasrealfood.com/nuwaters-co-operative/)

ACTIONS

- Incentivizing grocery stores and supermarkets in these underserved areas.
- Funding city-wide programs to encourage healthier eating.
- Extending support for small, corner-type stores and neighborhood-based farmers markets.
- Partnering with the community when selecting food desert measurements, policies, and interventions.
- Expanding pilot efforts allowing customers to use Supplemental Nutrition Assistance Program benefits to purchase groceries online.







Co-ops "in their various forms, promote the fullest possible participation in the economic and social development of all people, including women, youth, older persons, persons with disabilities and indigenous peoples, are becoming a major factor of economic and social development and contribute to the eradication of poverty."

United Nations Resolution 64/136

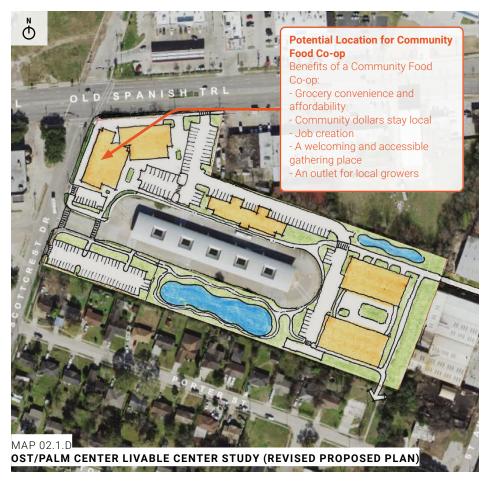






FIGURE 02.1.E

COMMUNITY FOOD CO-OP CASE-STUDY (SOUTH PHILLY FOOD CO-OP IS A GROCERY STORE OWNED BY MEMBERS OF THE SOUTH PHILADELPHIA COMMUNITY.) HTTPS://WWW.SOUTHPHILLYFOOD.COOP/



OST/PALM CENTER

LIVABLE CENTERS STUDY

HOUSING CHOICE AND AFFORDABILITY

VISION SCOREBOARD

PROJECT GOALS ACHIEVED*



















TYPE: POLICY











THE VISION

Maintain and expand a diverse housing stock to meet the current and future needs of residents with different incomes and housing preferences, preserve and expand affordability, and support residents to age in place.

THE COMMUNITY NOW

The OST/Palm Center area currently has a varied housing stock with detached single-family homes, townhomes, and rental apartments. Market conditions for existing properties are strong, with vacancy rates dropping and rental rates rising. This is consistent with regional and national trends in housing.

The community has a strong track record for programming and providing opportunities for affordable, entry-level buyers through programs that are spearheaded by organizations such as Houston Business Development, Inc. (HBDi), the Midtown Redevelopment Authority (MRA), and the Center for Civic and Public Policy Improvement (CCPI).

Both HBDi and MRA have purchased several tracts of land within the community with the goal of developing workforce housing.

Current inflationary environments and global supply chain challenges have driven the costs of acquisition, development, and construction to record levels. These conditions necessitate both higher densities in new developments and the addition of new strategies in the capitalization of projects.

The need exists to expand opportunities for the development of multifamily residential developments serving workforce renters near transit centers, by working with the City of Houston Planning Department to expand the existing designation of TOD Design Streets to include neighborhoods near the Southeast Transit Center, and adjacent to future BOOST Corridor streets including Scott Street and Griggs Street.



CONNECTING PROJECTS, STUDIES, AND PREVIOUS PLANNING EFFORTS

- Midtown Affordable Housing Plan (2018)
- Palm Center Business Technology Center Redevelopment Master Plan (2015)
- City of Houston-Oriented Development Standards

ACTIONS

- For legacy multifamily properties that remain in adequate physical condition, preserve them as an affordable rental housing option by encouraging social impact investors, nonprofits, etc. to acquire them and make appropriate capital reinvestments subject to income restrictions to serve lower income and/or workforce tenants.
- Promote larger potential redevelopment sites as opportunities for local organizations such as MRA and HBDi to partner with social impact/ workforce housing investors as an opportunity to acquire, assemble, and develop them into forsale and rental workforce housing in a variety of structure types and densities.











2.3 PLACEMAKING FRAMEWORK FOR UNDERUTILIZED SPACES

VISION SCOREBOARD

PROJECT GOALS ACHIEVED*



















TYPE: POLICY











THE VISION

To minimize vacancies, expand means for showcasing community culture, grow community wealth, and expand access to healthy affordable food

THE COMMUNITY NOW

While the OST/Palm Center area does have a variety of commercial retail and services, it does have a significant amount of property in prime locations vacant or underutilized.

OST / Palm Center Study Area contains several different types of vacancies. On Economic Development Corridors, there are both vacant storefronts and vacant lots. Within the neighborhoods, a number of vacant homes, small industrial businesses, and land are present.

Several existing retail fronts are run-down and require a re-fresh of building facades to attract new tenants and encourage patronage.

Strategies to Re-Activate, Re-Position, and Redevelop underutilized commercial sites have been assessed and outlined in the 2020 Old Spanish Trail / South Union Strategic Action Plan.

CONNECTING PROJECTS, STUDIES, AND PREVIOUS PLANNING EFFORTS

Old Spanish Trail/South Union Strategic Action Plan 2020

ACTIONS:

In addition to implementing the strategies outlined in the Old Spanish Trail / South Union Strategic Action Plan:

- Work with local brokers, public agencies, and not-for-profit organizations to fill vacant retail spaces with tenants that bridge current commercial and/or service gaps within the community.
- Develop promotional materials to market existing retail space vacancies.



- Develop a joint business-owner / district Storefront Improvement Program to reimburse a portion of storefront façade upgrades and improvements.
- Create an OST / Palm Center Art program to support public art as a traffic calming device.
- Establish a series of regular, moving small-scale festivals, farmer markets, and block parties.
- Encourage community-requested uses on vacant lots and in vacant storefronts, including Open space and parks/playgrounds; Flea markets and farmers markets; Food truck court; Pop-up events; Community Gardens; Cultural institutions; Bike parking; Murals and Art gardens.

2.3.1 PLAZA PILOT

VISION SCOREBOARD

PROJECT GOALS ACHIEVED*

















TYPE: PROJECT



LIVABILITY PRINCIPLES ACHIEVED*





*As defined in Conceptual Plan and Recommendation Overview on page 50

THE VISION

A pilot project utilizing existing physical assets to create short to mid-term public space in currently underutilized spaces. These plazas provide an excellent opportunity for placemaking and a catalyst for increased visitors, setting the stage for future permanent community spaces.

THE PARCEL NOW

This is a proposed pilot project to create a community gathering / public space at various locations throughout the community utilizing the existing underutilized vacant parcels.

OBJECTIVES

The objective of the pilot is to demonstrate and construct a range of possibilities for public use through lighter, quicker, cheaper methods of adding physical elements and programming to this underutilized space.

Physical elements such as seating, lighting, sculpture, or play objects and programming elements at different moments like a monthly

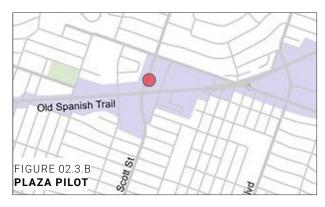
local market, weekly music, pop-up retail & food, meetings, and more could be incorporated.

CONNECTING PROJECTS, STUDIES, AND PREVIOUS PLANNING EFFORTS

- Old Spanish Trail / South Union Strategic Action Plan 2020
- METRO's Southeast Transit Hub T.O.D.

ACTIONS

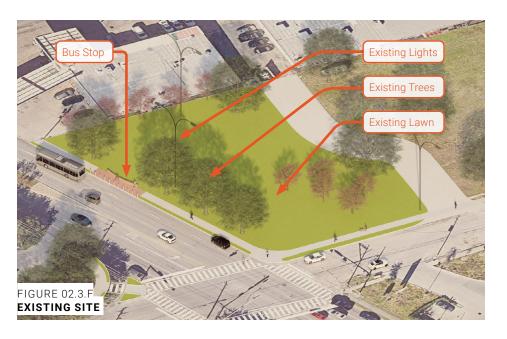
- Identify the temporary proposed use for a pilot project and its feasibility.
- Collaborate with the local organizations to identify the different possibilities for the vacant parcels.
- Identify funding opportunities for such tactical urbanism type pilot project for short duration.
- Coordinate with Houston METRO Southeast Transit Center TOD development.

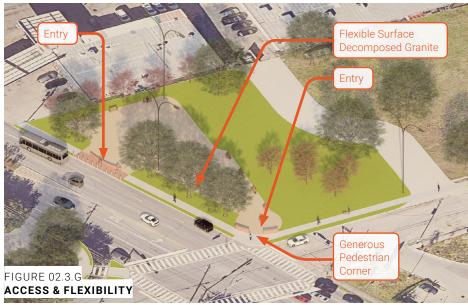


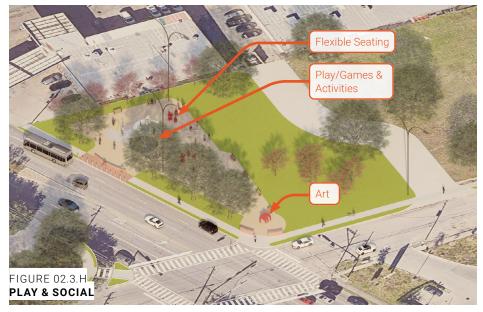


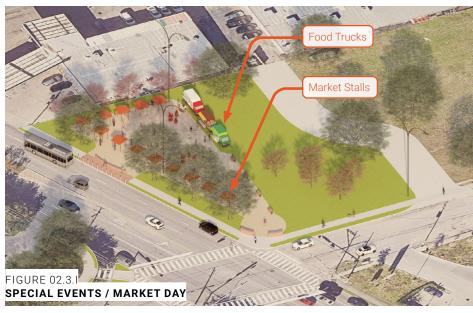












2.4 PALM CENTER TOD

VISION SCOREBOARD

PROJECT GOALS ACHIEVED*





















TYPE: PROJECT











THE VISION

The METRORail Purple Line Station at the Palm Center serves as a focal point for a mixed-use, Transit-Oriented Development (TOD) that is walkable, has a variety of land uses and civic spaces, and serves as a key hub to the community and the city at large.

Medium to high-density office, residential, and commercial/retail spaces are built on both sides of Griggs Road. The METRORail Purple Line no longer ends at the Palm Center Transit Center and is extended to Hobby Airport, fully unlocking the connection to this key node to other surrounding neighborhoods.

THE COMMUNITY NOW

100

The land uses around the Palm Center Transit Center are desirable due to their proximity to METRORail service and other community amenities including the Alice McKean Young Library, Houston Texans YMCA, and MacGregor Park. The Palm Center, located south of Griggs Road, is owned and operated by HBDi, and has recently completed a redevelopment plan.

The Palm Center currently consists of several civic, institutional, and medical land uses. The buildings are surrounded by an oversupply of parking.

The Palm Center Business Technology Center Redevelopment Plan provides a phased, incremental approach to redeveloping the Palm Center shopping plaza into a higher-density, mixed-use development.

The properties to the north of Griggs Road currently consist of underutilized industrial or vacant commercial land uses. Vacant lots have been acquired by HBDi and the Midtown Redevelopment Authority. Existing medium-density residential apartments are located off of Royal Palms Street.

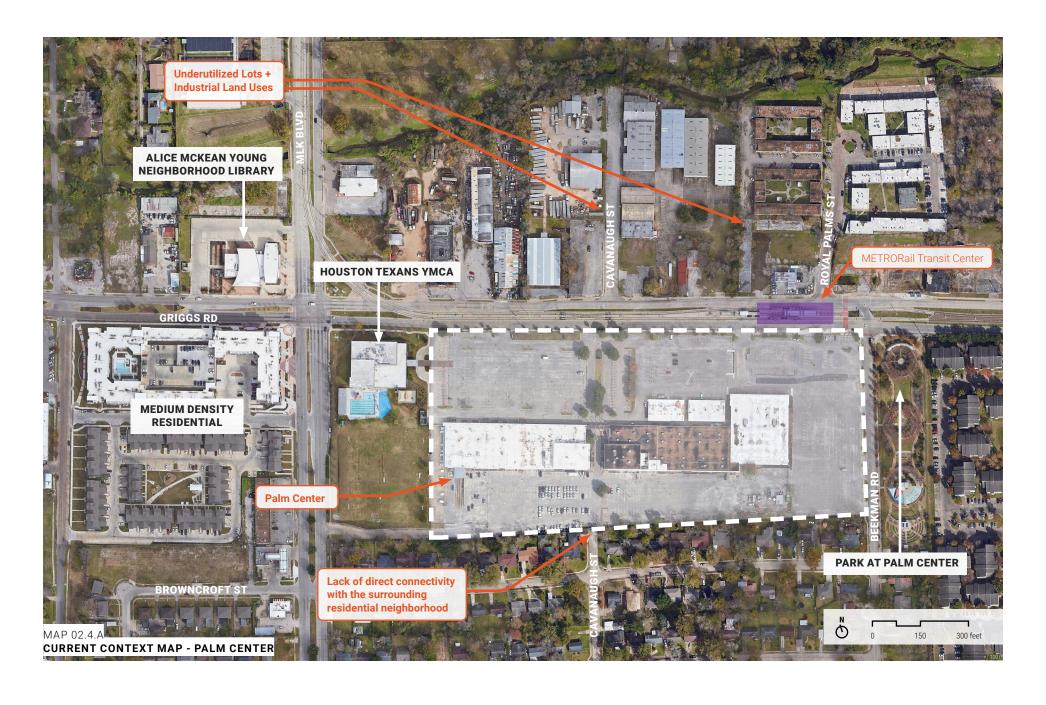
CONNECTING PROJECTS, STUDIES, AND PREVIOUS PLANNING EFFORTS

- The Palm Center Business Technology Center Redevelopment Plan (2015)
- Houston METRORail Purple Line Extension to Hobby Airport

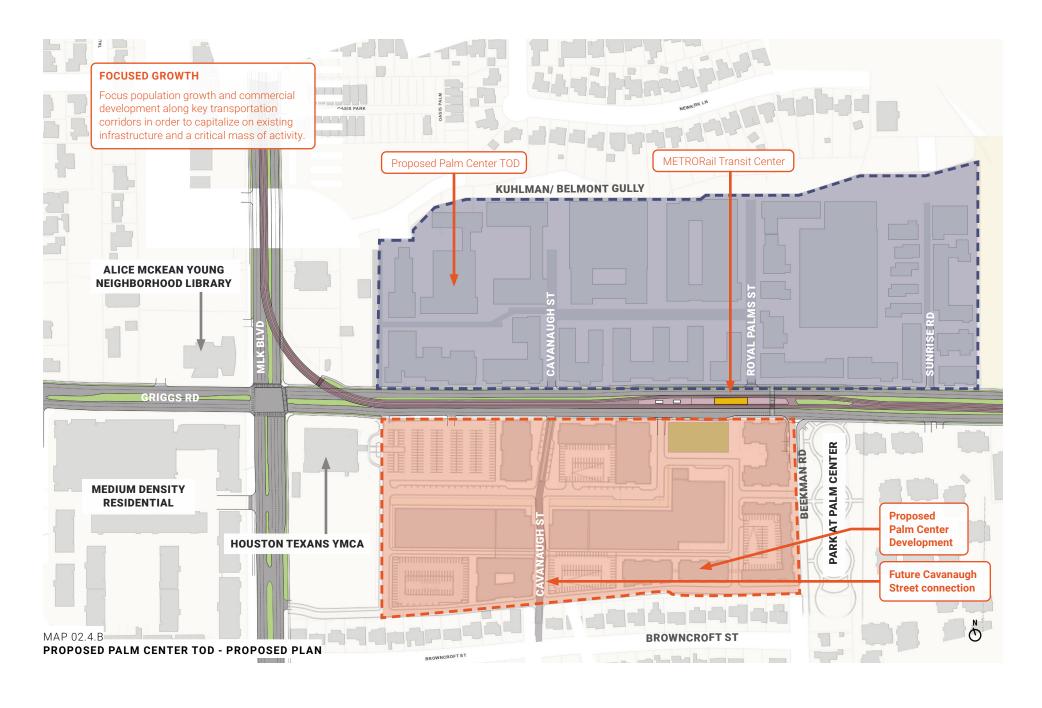


ACTIONS

- Support HBDi with Palm Center Redevelopment Master Plan
- Work with HBDi and MRA to develop a similar redevelopment strategy for acquired vacant properties on the north side of Griggs Road.
- Promote a focused redevelopment effort with local organizations such as MRA and HBDi, in conjunction with social impact/workforce housing investors to acquire, assemble, and develop parcels into a phased, mixed-use development consisting of for-sale and rental workforce housing in a variety of structure types and densities.



102





SECTION 03 COMMUNITY THAT IS CONNECTED

A community where access to opportunities and experiences can be made safely, comfortably, and in dignity by a variety of transportation choices including walking, bicycling, and transit.

3.1	CULLEN BLVD MOBILITY IMPROVEMENTS105
3.2	GREENWAY SAFE CROSSING IMPROVEMENTS109
3.2.1	CULLEN AT S. MACGREGOR WAY111
3.2.2	RIO VISTA AT S. MACGREGOR WAY112
3.2.3	COLUMBIA TAP RAIL-TRAIL AT S. MACGREGOR WAY113
3.3	SIDEWALK IMPROVEMENTS/SAFE ROUTES TO SCHOOL
3.3.1	SCOTTCREST (GRIGGS TO SCOTT)117
3.3.2	CALHOUN (YELLOWSTONE TO OST)118
3.3.3	N & S MACGREGOR WAY (BRAYS BAYOU TRAIL TO SH288 SERVICE RD)119
3.3.4	DIXIE ROAD PEDESTRIAN CONNECTION TO SE TRANSIT CENTER . 124
3.3.5	MARTIN LUTHER KING BLVD (OST TO GRIGGS RD)125
3.3.6	SAFE ROUTES TO SCHOOL
3.4	CYCLIST CONNECTIVITY129
3.4.1	INCREASE B-CYCLE ACCESSIBILITY
3.4.2	EXPAND BICYCLE PARKING
3.4.3	CREATE A COMPREHENSIVE SYSTEM OF CYCLE WAYFINDING 131
3.5	OST/PALM CENTER TRANSIT CONNECTOR (CURB2CURB)

3.1 CULLEN BLVD MOBILITY IMPROVEMENTS

VISION SCOREBOARD

PROJECT GOALS ACHIEVED*





















TYPE: PROJECT



LIVABILITY PRINCIPLES ACHIEVED*









THE VISION

Cullen Boulevard is a key pedestrian and bicycling corridor that connects residential areas with key points of interest within the community. It also serves as part of the bicycling spine network that connects Brays Bayou Greenways to Yellowstone Boulevard.

The improved corridor includes new sidewalk facilities and dedicated on-street bicycle lanes that are achieved through a road diet.

THE CORRIDOR NOW

Cullen Boulevard (FM 865) is a TxDOT thoroughfare with a posted speed limit of 55 mph. The 12-mi corridor connects the City of Pearland with Houston with key connections to interstate highways and tollways including I-610 and the Sam Houston Tollway.

The facility transitions to a City of Houston rightof-way north of OST becoming a neighborhood collector street with a speed limit of 55 mph, terminating at S. MacGregor Way and the Brays Bayou. The segment of Cullen Boulevard between OST and Yellowstone Blvd has a variety of retail, commercial as well as residential land uses.

There are currently no bicycle facilities along this segment with limited, discontinuous, and poor sidewalks for pedestrians. The corridor is well serviced by transit and accommodates METRO bus service with well-spaced bus stops.

Under the City of Houston Bike Plan, Cullen Blvd is proposed to have dedicated on-street bike facilities between OST and Orem Drive and a shared onstreet bicycle facility between OST and the Brays Bayou. The Bike Plan also identifies a multi-modal crossing at Brays Bayou, providing a connection with Cullen Blvd and N. MacGregor Way.

Cullen Blvd has an Average Annual Daily Traffic (AADT) volume of 10,000 vehicles per day north of Yellowstone Blvd, with volumes decreasing to 5,000 vehicles per day at OST. The AADT range of volumes on Cullen Blvd between Yellowstone Blvd and OST makes it a potential candidate for a roadway reconfiguration based on the U.S. Department of Transportation Federal Highway Administration (FHWA). The redesign of the corridor includes wider and improved pedestrian sidewalks, crossings, lighting, and dedicated on-street bicycle facilities (7') with a buffer area (5').



CONNECTING PROJECTS, STUDIES, AND PREVIOUS PLANNING EFFORTS

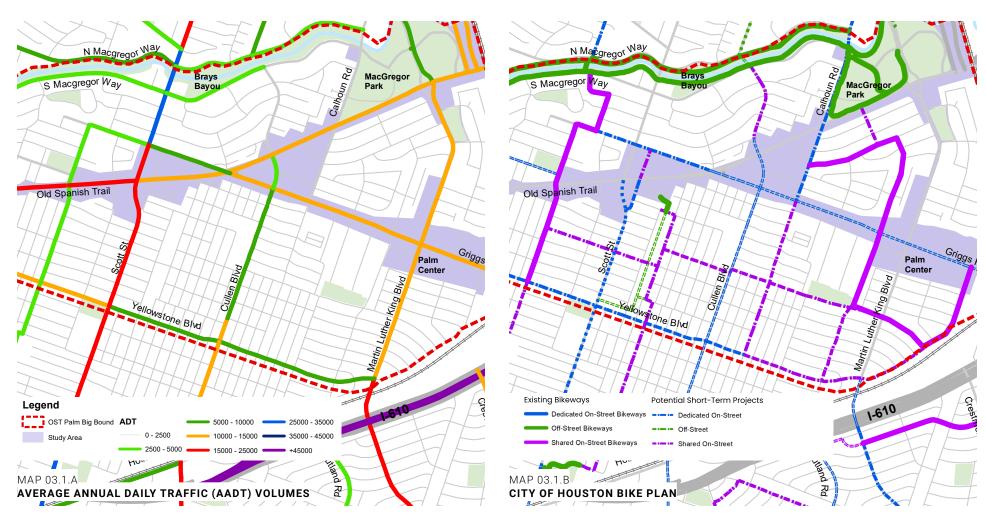
- City of Houston Bike Plan
- Greater OST / South Union Improvement Project
- Cullen Drainage and Paving Project

ACTIONS

- In conjunction with TxDOT and the City of Houston, initiate a Traffic Study to evaluate the feasibility of undertaking a road diet.
- Re-purposing of 12' curbside lanes into high comfort dedicated on-street bicycle facilities consisting of a 7' bike lane, and a 5' buffer.
- Improve bus stop amenities including the provision of floating bus stops to minimize conflicts between bicyclists and traffic.
- Improved pedestrian crossings with high visibility markings, signage, and lighting.

105

OST/PALM CENTER LIVABLE CENTERS STUDY



Historical Average Annual Daily Traffic (AADT) volumes on Cullen Boulevard indicate that volumes north of Yellowstone Blvd range between 10,000 and 5,000 AADT.

The City of Houston Bike Plan identifies Cullen Boulevard as a proposed High Comfort corridor with dedicated on-street facilities. The Plan also identifies a proposed multi-use crossing along Cullen Blvd at the Brays Bayou and MacGregor Way.

MOBILITY & CONNECTIVITY

CULLEN BOULEVARD

- Consistent with TxDOT BICYCLE ACCOMMODATION DESIGN GUIDANCE
- Improved Bus Shelter amenities, Improved sidewalks

BIKE NETWORK



BCycle Stations

EXISTING BIKEWAYS

Off-S

Off-Street Bikeways

Shar

Shared On-Street Bikeways

PROGRAMMED PROJECTS

Dedicated On-Street Bikeways

Off-Street Bikeways

POTENTIAL SHORT-TERM PROJECTS

Dedicated On-Street Bikeways

Shared On-Street Bikeways

POTENTIAL LONG-TERM PROJECTS

EXECUTE: Dedicated On-Street Bikeways

Off-Street Bikeways

Shared On-Street Bikeways

RECOMMENDATIONS



Cullen Boulevard



Bicycle Expansion



The section of Cullen Boulevard from US 90A (Old Spanish Trail) south toward IH 610 is a State (TxDOT) facility - FM 865. This State roadway is functionally classified as Principal Arterial and is part of the National Highway System as well as a designated Texas freight route carrying approximately four percent truck traffic. FM 865 connects two Principal Arterials including US 90 and Interstate 610, which subsequently connects to a designated hurricane evacuation route (IH 45).





3.2 GREENWAY SAFE CROSSING IMPROVEMENTS

VISION SCOREBOARD

PROJECT GOALS ACHIEVED*











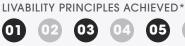








TYPE: PROJECT









*As defined in Conceptual Plan and Recommendation Overview on page 50

THE VISION

Implementing safe crossing improvements at key intersections along S. MacGregor Way to provide safer, designated crossing connections with the Brays Bayou Greenway Trail system. These connection points include:

- Cullen at S MacGregor Way
- Rio Vista at S MacGregor Way
- Columbia Tap Rail-Trail at S MacGregor Way

THE INTERSECTION NOW

While the Brays Bayou Greenway Trail and MacGregor Way travel parallel to each other and offer points of connection between Calhoun Road and Oakcrest Drive, there are currently no formal crossings between the two facilities. Residential neighborhoods located to the south of MacGregor Way in this area have limited safe crossing opportunities to reach the Bayou trail.

The redesign will include elements such as improved high-visibility crossings, bump-outs, street and trail signage, and art.

CONNECTING PROJECTS, STUDIES, AND PREVIOUS PLANNING EFFORTS

- Strollin' & Rollin' Mobility Plan 2014
- Neighborhood Greenways Plan 2015
- City of Houston Bike Plan

ACTIONS

Short Term

- Install crossing for accessibility between Greenway Trail and adjacent roadway.
- Upgrade on-street signage with sharrows and pedestrian crossing markings.
- Upgrade the intersection with road-diet strategies like bump-outs for safer crossing.

Long Term

Upgrade the intersection with road-diet strategies like bump-outs for safer crossing.





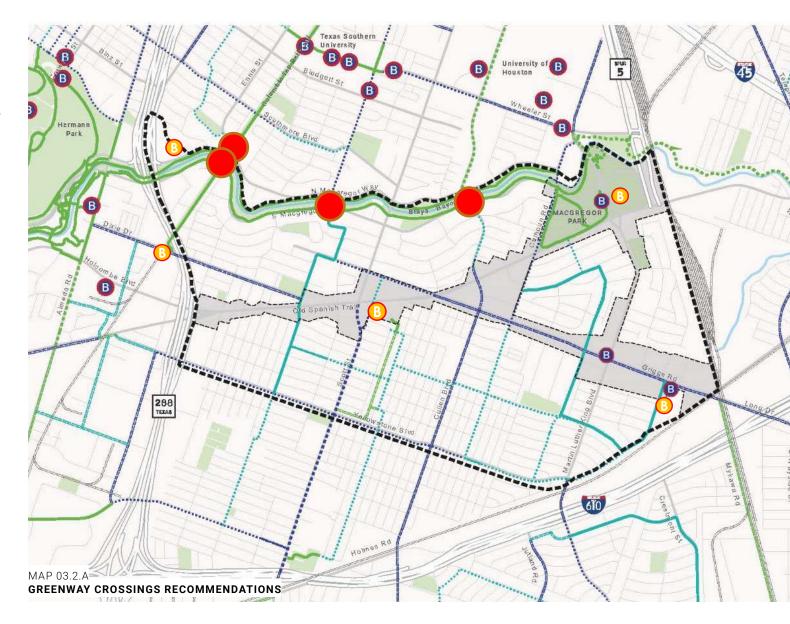
CROSSING IMPROVEMENTS

RECOMMENDATIONS

- **3.2.1** Cullen at S. MacGregor Way (includes new crossing)
- 3.2.2 Rio Vista at S. MacGregor Way
- **3.2.3** Columbia Tap Rail-Trail at S. MacGregor Way

RECOMMENDATIONS

Greenway Crossings



3.2.1 CULLEN AT S. MACGREGOR WAY

PAINTED CURB EXTENSIONS

- Reduce the distance that pedestrians are exposed to oncoming vehicles, and
- Constrict the roadway so that drivers slow down and drive carefully. Curb
 extensions can be effectively employed at mid-block crossings and at
 intersections.

Bayou Greenway FIGURE 03.2.B **CULLEN AT S. MAC GREGOR WAY (CURRENT)**

CROSSWALKS

 Alert drivers to the fact that the roadway is passing through a pedestrian pathway, and they need to be prepared to yield to crossing pedestrians.



OST/PALM CENTER

LIVABLE CENTERS STUDY

3.2.2 RIO VISTA AT S. MACGREGOR WAY

PAINTED CURB EXTENSIONS

- Reduce the distance that pedestrians are exposed to oncoming vehicles, and
- Constrict the roadway so that drivers slow down and drive carefully. Curb
 extensions can be effectively employed at mid-block crossings and at
 intersections.

CROSSWALKS

• Alert drivers to the fact that the roadway is passing through a pedestrian pathway, and they need to be prepared to yield to crossing pedestrians.





3.2.3 COLUMBIA TAP RAIL-TRAIL AT S. MACGREGOR WAY

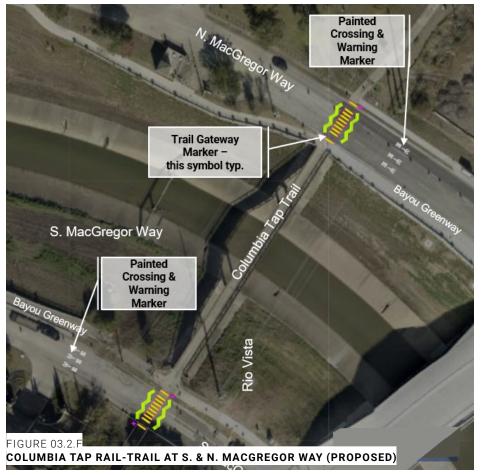
CROSSWALKS

• Alert drivers to the fact that the roadway is passing through a pedestrian pathway, and they need to be prepared to yield to crossing pedestrians.



NARROWED LANE

• Painted interior lanes can narrow traffic lanes to 12 feet wide to encourage slower speeds and direct traffic (See **Figure 3.2.G**).



OST/PALM CENTER

LIVABLE CENTERS STUDY









3.3 SIDEWALK IMPROVEMENTS/SAFE ROUTES TO SCHOOL

VISION SCOREBOARD

PROJECT GOALS ACHIEVED*



















TYPE: PROJECT











THE VISION

Improved pedestrian connection that promote walking and transit use and reinforce a safe and pleasant walking experience that promotes wellbeina.

THE CORRIDORS NOW

While the OST / Palm Center study area has an extensive sidewalk network, many sections are either poorly maintained, reached the end of their design service life, or feature discontinuous sidewalks missing curbs, accessible ramps or inadequate drainage.

The pedestrian facilities on this roadway at the intersection of OST and Scott Street is also limited to non-existent creating an unpleasant and dangerous environment for pedestrians. The Southeast Transit Center located along this corridor, makes this segment of most priority to boost transit usage and reliability. The segment of Scottcrest between Griggs Road and Scott Street is identified as a Future Corridor in the GSMD Joint Infrastructure Plan 2017.

The Houston Bike Plan proposes a shared on-street bikeway north of OST and a dedicated on-street bikeway south of OST.

CONNECTING PROJECTS, STUDIES, AND PREVIOUS PLANNING EFFORTS

- Old Spanish Trail / South Union Strategic Action Plan 2020
- TxDOT planned improvements on OST (US 90A) as part of CSJ 0027-09-107
- City of Houston Bike Plan
- ReBuild Houston roadway improvements
- METRO BOOST Corridor Improvements
- METRO SE Transit Center TOD Development

ACTIONS

- Install new sidewalks and fill in missing gaps along key corridors. Sidewalks should be 6' wide
- Install new and upgrade existing sidewalks and crossings for accessibility compliance during the reconstruction of OST, Scott, and Scottcrest.



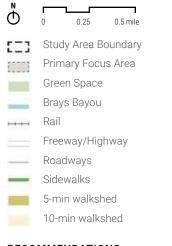
- Coordinate and collaborate with METRO for TOD Development in the corridor.
- Provide safety education for area residents in partnership with local organizations.
- Coordinate with TxDOT for proposed projects on OST and similar others in the vicinity of the corridor.
- Installation of pedestrian signage, signals, countdown timers, bump-outs, streetscaping, and other pedestrian amenities to reinforce a safe and pleasant walking experience.

OST/PALM CENTER LIVABLE CENTERS STUDY 115

PEDESTRIAN NETWORK

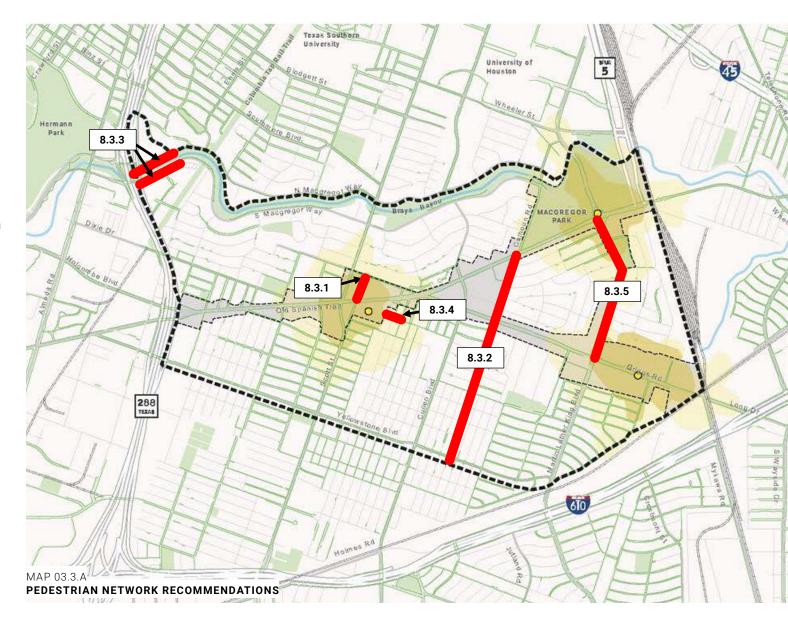
SIDEWALK IMPROVEMENTS/SAFE ROUTES TO SCHOOL

- Scottcrest (Griggs to Scott) -(3.3.1)
- Calhoun (Yellowstone to OST) -(3.3.2)
- N & S MacGregor Way (Brays Bayou Trail to SH288 Service Rd)
 - (3.3.3)
- Dixie Road Pedestrian Connection to SE Transit Center (3.3.4)
- Martin Luther King Blvd (OST to Griggs Rd) - (3.3.5)
- Safe Routes to School (3.3.6)



RECOMMENDATIONS

Sidewalk Improvements



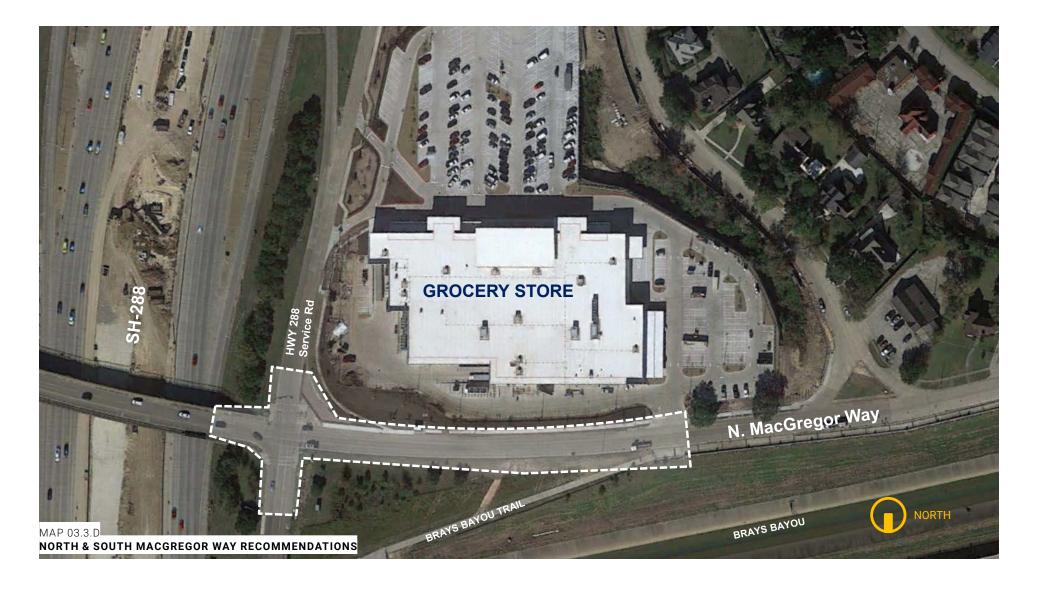
3.3.1 SCOTTCREST (GRIGGS TO SCOTT)



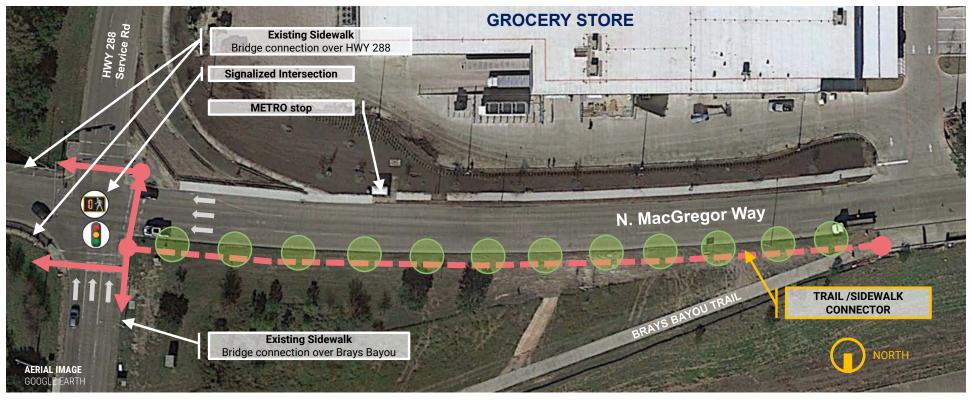
OST/PALM CENTER LIVABLE CENTERS STUDY 117

3.3.2 CALHOUN (YELLOWSTONE TO OST)





OST/PALM CENTER LIVABLE CENTERS STUDY 119



MAP 03.3.E
NORTH & SOUTH MACGREGOR WAY (SH288 SERVICE RD) RECOMMENDATIONS



MAP 03.3.F
NORTH & SOUTH MACGREGOR WAY (BRAYS BAYOU TRAIL TO SH288 SERVICE RD) RECOMMENDATIONS

OST/PALM CENTER

LIVABLE CENTERS STUDY 121









OST/PALM CENTER LIVABLE CENTERS STUDY 123

3.3.4 DIXIE ROAD PEDESTRIAN CONNECTION TO SE TRANSIT CENTER



LOCATION & PARCEL MAP
HARRIS COUNTY APPRAISAL DISTRICT



Pedestrian Scaled Lighting For visibility and personal security.

Trees and plantings Contribute to a comfortable space for pedestrians.

Multi-use Path A convenient, safe way to walk & bike to METRO, the commercial center, and neighborhoods.

Low Impact Development (LID)Porous Paving and Bioretention
Planting Areas



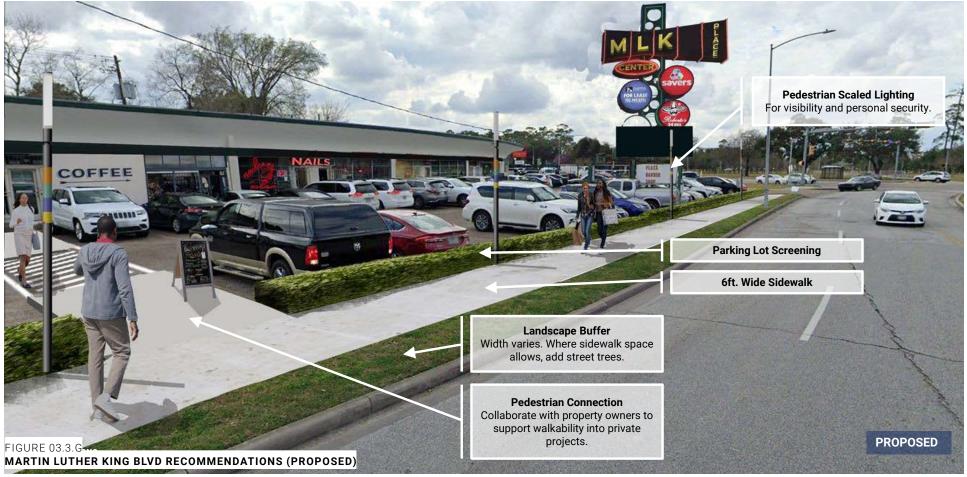
FIGURE 03.3.F

124

DIXIE ROAD PEDESTRIAN CONNECTION TO SE TRANSIT CENTER RECOMMENDATIONS

3.3.5 MARTIN LUTHER KING BLVD (OST TO GRIGGS RD)





OST/PALM CENTER LIVABLE CENTERS STUDY 125

126





3.3.6 SAFE ROUTES TO SCHOOL

THE VISION

An improved pedestrian connection to nearby schools and other public institutions from adjacent neighborhoods will promote and reinforce a safe and pleasant walking experience and encourage Safe Routes to Schools programs.

THE CORRIDOR NOW

These corridors are specifically identified for their proximity to Peck Elementary School and KIPP Peace Elementary School, both located along MLK Blvd

These corridors are identified due to poorly maintained or lack of sidewalks, curbs, ADA ramps, and similar pedestrian amenities making it difficult for children to walk or bike to a nearby school.

The Safe Routes to School Program is an approach that promotes walking and bicycling to school with infrastructure improvements, enforcement, education, and incentivizing walking and bicycling to school.

CONNECTING PROJECTS, STUDIES, AND PREVIOUS PLANNING EFFORTS

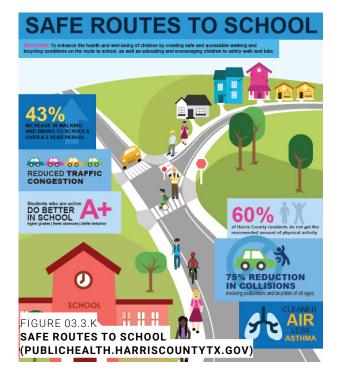
- GSMD Joint Infrastructure Plan 2017
- METRO Next TOD Corridors: connecting to MLK Blvd that is identified as TOD Street
- Harris County Public Health

ACTIONS

- Identify infrastructure needs in the corridors identified for a safe and pleasant walking environment.
- Collaborate with HISD (Houston ISD), Houston Southeast district, and Harris County to identify and build improvements for safe walking around schools and between schools and neighborhoods.
- Work with local school districts to seek funding grants through the Safe Routes to Schools (SRS) program.
- Upgrade sidewalks and crossings for accessibility compliance along MLK Blvd in coordination with other such programs/ projects.
- Provide safety education for students and families in partnership with schools and local organizations.
- Encourage and incentivize walking and bicycling to school by different programs like walk / bike to school, contests or competitions and other such programs.
- Identify funding opportunities to implement specific improvements.
- Street trees: install new where space exists and invest in maintaining existing street trees for a greener, healthier, and more walkable streets.

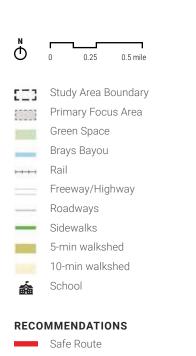


FIGURE 03.3.J
SAFE ROUTES TO SCHOOL IMPROVEMENTS

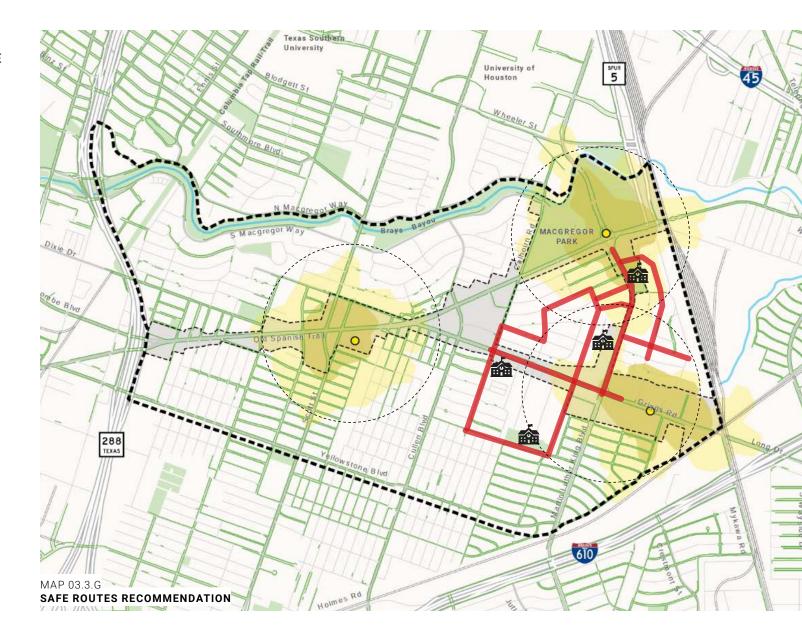


SAFE ROUTES MAP

SIDEWALK IMPROVEMENTS/SAFE ROUTES TO SCHOOL



128



3.4 CYCLIST CONNECTIVITY

VISION SCOREBOARD

PROJECT GOALS ACHIEVED*





















TYPE: PROGRAM











THE VISION

A broader network of bicycle sharing stations to facilitate and encourage healthy lifestyle choices with bicycling to key destinations in the community for improved travel demand management and foster economic development.

THE NETWORK NOW

Houston BCycle is the city's bike share program launched in 2012 and currently consists of over 140 stations and 700 bikes across the City. In the OST / Palm Center Study area, the BCycle network is limited to three locations: Alice McKean Young Library at MLK / Griggs Rd; corner of Milart St / Perry St; and at Park at Palm Center along Beekman Road. The BCycle location at Mac Gregor Park was closed

CONNECTING PROJECTS, STUDIES, AND PREVIOUS PLANNING EFFORTS

- City of Houston Bike Plan
- GSMD Joint Infrastructure Plan 2017
- METRO Next & TOD Street / Development
- Houston BCycle

ACTIONS

- Identify good candidate locations for BCycle stations in conjunction with proposed development as well as existing/proposed/ planned bicycle infrastructure. Possible locations are:
 - · At Southeast Transit Center / TOD **Development**
 - · In the vicinity of University of Houston Medical Camp / LRT station
 - · At proposed safe crossing Columbia Tap Rail trail / Brays Bayou Greenway Trail
- Coordinate with projects by other agencies that support and encourage walking and bicycling like Safe Routes to School, TOD development, mixed-use development.
- Coordinate with proposed projects/programs in the area to include policies for bicycle and pedestrian infrastructure.



- Identify funding opportunities for specific improvements that support the bicycle infrastructure expansion.
- Install wayfinding and signage and use other marketing strategies to advertise the BCycle stations in the community.

129

CYCLIST CONNECTIVITY

- Increase B-Cycle Accessibility (3.4.1)
- Expand Bicycle Parking (3.4.2)
- Create a Comprehensive System of Cycle Wayfinding - (3.4.3)

BIKE NETWORK



BCycle Stations

EXISTING BIKEWAYS

Off-Stre

Off-Street Bikeways

Shared On-Street Bikeways

PROGRAMMED PROJECTS

Dedicated On-Street Bikeways

Off-Street Bikeways

POTENTIAL SHORT-TERM PROJECTS

Dedicated On-Street Bikeways

Shared On-Street Bikeways

POTENTIAL LONG-TERM PROJECTS

Dedicated On-Street Bikeways

--- Off-Street Bikeways

Shared On-Street Bikeways

RECOMMENDATIONS

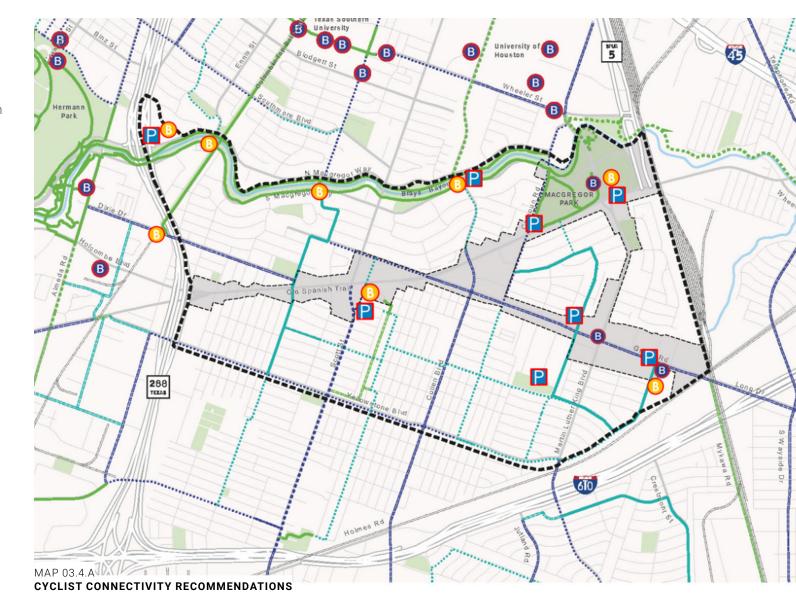
P

Bike Parking Expansion



130

Bicycle Expansion



3.4.1 INCREASE B-CYCLE ACCESSIBILITY

BIKERS WELCOME

Expand the network of bicycle-sharing stations to facilitate and encourage healthy lifestyle choices, and flexible transportation options with ease of accessibility.

Recent studies such as "The economic contribution of public bike-share to the sustainability and efficient functioning of cities," (2016)" show that there's a positive economic contribution of public bike-share to the urban economy.

3.4.2 EXPAND BICYCLE PARKING

BIKES WELCOME

Bicycle parking enhances the usefulness of bicycle networks and providing reliable bike parking is one way to encourage cycling. Knowing there's convenient and secure bike parking can determine whether someone chooses to ride a bike or not.

Bicycle parking in OST / Palm Center should complement the Houston Bike Plan, the planned expansion of Houston BCycle, the greenway safe crossing improvements, METRO's transit facilities, and align with the construction of a connected bicycle network.

Efforts should be made not just to expand bicycle parking but to improve bicycle parking quality to be secure, functional, convenient, and easy.

3.4.3 CREATE A COMPREHENSIVE SYSTEM OF CYCLE WAYFINDING

BIKERS CONNECTED

Expand the existing cycle wayfinding program and on-street signage at optimal positions.

Provide printed maps to schools and businesses and ensure that online maps highlighting infrastructure improvements that make it safer to cycle include the study area.







3.5 OST/PALM CENTER TRANSIT CONNECTOR (CURB2CURB)

VISION SCOREBOARD

PROJECT GOALS ACHIEVED*



132















TYPE: PROGRAM











THE VISION

Expand local transit coverage by providing convenient, demand-responsive service to address first-mile / last-mile trips and provide travel options for internal trips within the community other than by the single occupancy vehicle.

THE NETWORK NOW

The OST/Palm Center area is well served by METRO through bus and METRORail services. However, the Southeast Transit Center and METRORail Stations accommodate routes that predominately go through the community and do not provide interconnections within the community itself. This is particularly true for Route 80 (MLK) and Route 87 (Yellowstone).

Neighborhood circulators have been evaluated in the past by GSMD through the Houston Southeast Transit Circulator study (September 2017) and were deemed to have limited ridership demand to support the service. Despite this, feedback from the community indicates that conventional transit service in the community does not offer convenient travel to points of interest.

CONNECTING PROJECTS, STUDIES, AND PREVIOUS PLANNING EFFORTS

- **MFTRONext**
- City of Houston Walkable Places
- Houston Southeast Transit Circulator (2017)

ACTIONS

- Explore opportunities to implement demandresponsive transit service by working with METRO through the Curb2Curb program.
- Initiate a transit pilot project through the H-GAC to test out the service and gauge ridership potential.





CHAPTER 03 IMPLEMENTATION

3.1	IMPLEMENTATION PLAN	135
3.2	IMPLEMENTATION MATRIX	136
3.3	IMPLEMENTATION FRAMEWORK	(139
3.4	OPINION OF PROBABLE COST	145

OST/PALM CENTER LIVABLE CENTERS STUDY 133

3 IMPLEMENTATION

The OST / Palm Center Livable Centers Study provides several recommendations that aim at creating a livable, vibrant, and connected OST / Palm Center community.

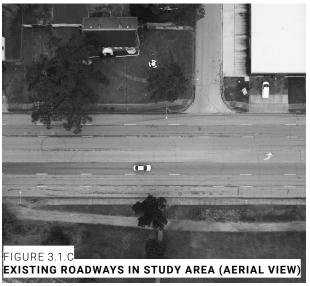
The success of this Livable Centers Study will be largely measured by the ability to implement the recommendations to meet the community's needs.

This chapter provides the framework for how to implement the study recommendations.

- 3.1 IMPLEMENTATION PLAN
- 3.2 IMPLEMENTATION MATRIX
- 3.3 IMPLEMENTATION FRAMEWORK
- 3.4 OPINION OF PROBABLE COST







3.1 IMPLEMENTATION PLAN

The following provides the plan for how to implement the study recommendations. Implementation success hinges on three key aspects: **Prioritization, Partnerships & Funding, Evaluation & Monitoring.**

PRIORITIZATION

Prioritization of study recommendations allows for the planning of projects from a timing and funding perspective.

- Short-Term (< 2 years)
- Medium-Term (2 5 years)
- Long-Term (+5 Years)

PARTNERSHIPS & FUNDING

Project implementation is influenced by the availability of resources, particularly funding. It will be critical for the Greater Southeast Management District (GSMD) and TIRZ #7 to identify multiple funding streams in addition to existing local funding and Capital Improvement Plans (CIPs).

GSMD and TIRZ #7 will play a key role in implementing the recommendations as they will be project managers and facilitators for coordination. Some of the recommendations will be able to be funded by GSMD / TIRZ #7, however, for larger projects, typically large-scale capital projects with multiple stakeholders, additional resources and partnerships will be required.

EVALUATION & MONITORING

Continuous evaluation and monitoring is necessary through the implementation process. Monitoring the success of implemented projects in meeting intended objectives is necessary.

In addition, regularly proposed monitoring is necessary to consider any changes in the community that might alter aspects of recommendations, including their need. In addition, a continuous evaluation process will help to identify if any changes to project prioritization are needed based on opportunities that arise from other projects or new funding sources.





3.2 IMPLEMENTATION MATRIX

136

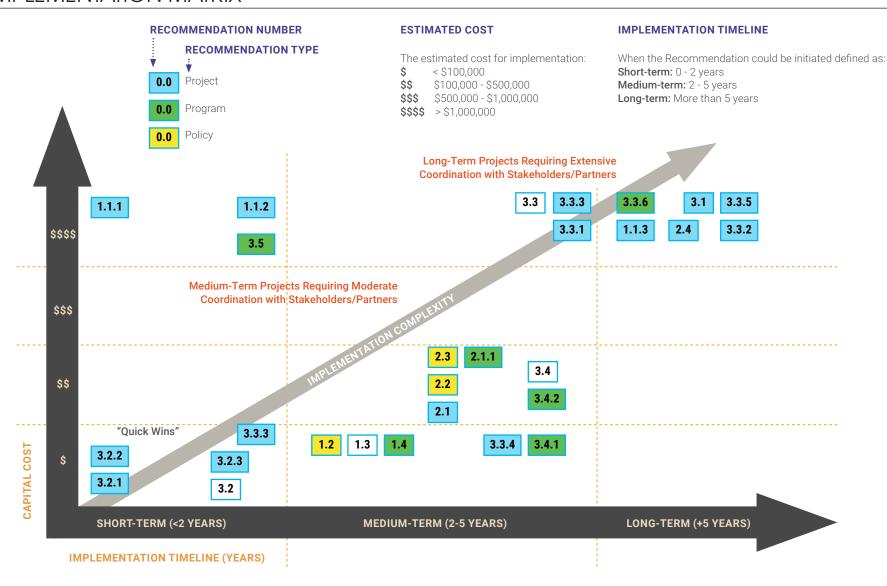


TABLE 3.2: IMPLEMENTATIO	N MATRIX
---------------------------------	----------

RECOMMENDATION	PRIORITIZATION	COST ESTIMATE	RECOMMENDATION TYPE
1.1 STRATEGIC GROWTH NODES			
1.1.1 OST/SCOTT/SCOTTCREST	Short-Term	\$1,000,000	Project
1.1.2 GRIGGS/MLK	Short-Term	\$250,000	Project
1.1.3 OST/MLK	Long-Term	\$5,300,000	Project
1.2 PUBLIC ART + INFRASTRUCTURE	Medium-Term	\$	Policy
1.3 TRAIL GATEWAYS: MULTI-MODAL EXPERIENCES	Medium-Term	\$	Project
1.4 IMPROVED PARK AMENITIES BY EXPANDING PROGRAMMING OPTIONS AT EXISTING PARKS	Medium-Term	\$	Program
2.1 SOUTHEAST TRANSIT CENTER TOD	Medium-Term	N/A	Project
2.1.1 COMMUNITY FOOD CO-OP	Medium-Term	N/A	Program
2.2 HOUSING CHOICE AND AFFORDABILITY	Medium-Term	N/A	Policy
2.3 PLACEMAKING FRAMEWORK FOR UNDERUTILIZED SPACES	Short-Term	N/A	Policy
2.4 PALM CENTER TOD	Long-Term	N/A	Project
3.1 CULLEN BLVD MOBILITY IMPROVEMENTS	Long-Term	\$2,900,000	Project
3.2 GREENWAY SAFE CROSSING IMPROVEMENTS			
3.2.1 CULLEN AT S MACGREGOR WAY	Short-Term	\$82,000	Project

(Table continued in next page)

3.4.1 EXPAND BICYCLE PARKING

138

3.4.2 CREATE A COMPREHENSIVE SYSTEM OF CYCLE WAYFINDING

3.5 OST / PALM CENTER TRANSIT CONNECTOR (CURB2CURB)

TABLE 3.2: IMPLEMENTATION MATRIX			
RECOMMENDATION	PRIORITIZATION	COST ESTIMATE	RECOMMENDATION TYPE
3.2.2 RIO VISTA S MACGREGOR WAY	Short-Term	\$48,000	Project
3.2.3 COLUMBIA TAP RAIL TRAIL @ S MACGREGOR WAY	Short-Term	\$89,500	Project
3.3 SIDEWALK IMPROVEMENTS / SAFE ROUTES TO SCHOOL			
3.3.1 SCOTTCREST (GRIGGS TO SCOTT)	Medium-Term	\$672,300	Project
3.3.2 CALHOUN (YELLOWSTONE TO OST)	Long-Term	\$2,711,500	Project
3.3.3 N & S MACGREGOR WAY (BRAYS BAYOU TRAIL TO SH288 SR)	Medium-Term	\$210,000	Project
3.3.4 DIXIE ROAD PEDESTRIAN CONNECTION TO SE TRANSIT CENTER	Medium-Term	\$92,000	Project
3.3.5 MARTIN LUTHER KING (OST TO GRIGGS)	Long-Term	\$2,714,800	Project
3.3.6 SAFE ROUTES TO SCHOOL	Long-Term	\$\$\$	Program
3.4 CYCLIST CONNECTIVITY			

LIVABLE CENTERS STUDY OST/PALM CENTER

Medium-Term

Medium-Term

Short-Term

\$

\$\$

\$500,000

Program

Program

Program

3.3 IMPLEMENTATION FRAMEWORK

TABLE 3.3: IMPLEMENTATION FRAMEWORK

RECOMMENDATION	STRATEGY/VISION	ACTION ITEM	COORDINATION WITH OTHER PROJECTS IN THIS STUDY	PROPOSED LEAD ENTITY	PROPOSED IMPLEMENTATION PARTNERS	IMPLEMENTATION AUTHORITY	PROBABLE ESTIMATE OF COST
1.1 STRATEGIC GROWTH NODES	This recommendation seeks to imple	ment pedestrian safety and placemaking elements that celebrates	the uniqueness of the area and reinforces the fundamental identi	fy of place at the thre	e strategic growth nodes in	the community.	
1.1.1 OST/SCOTT/ SCOTTCREST	The re-imagined node at OST/Scott/ Scottcrest is a key commercial hub for the community that is accessible by all modes of transportation. Pedestrians, bicyclists and transit users can travel to the amenities in this node safely and comfortably.	Coordinate with ongoing design efforts by TxDOT for planned improvements as part of (US90A) as part of CSJ 0027-09-107	TxDOT planned improvements on OST (US 90A) as part of CSJ 0027-09-107 City of Houston Bike Plan ReBuild Houston roadway improvements METRO Scott Street BOOST Corridor Improvements METRO / Harris County Housing Authority Southeast Transit Center Transit-Oriented-Development (TOD)	TIRZ, HHA	TxDOT, City of Houston, METRO	TxDOT	\$1,000,000
1.1.2 GRIGGS/MLK	The re-imagined node at MLK/ Griggs is a key civic and community hub that is accessible by all modes of transportation. Pedestrians, bicyclists and transit users can travel to the amenities in this node safely and comfortably.	Coordinate with City of Houston and Harris County. Initiate a Feasibility and Design study to evaluate utility relocations and intersection corner improvements	Martin Luther King Corridor Healthy Connections Study 2020	City of Houston	City of Houston, Harris County, METRO	City of Houston	\$250,000
1.1.3 OST/MLK	The re-imagined node at OST/MLK is a key community hub that is accessible by all modes of transportation. Pedestrians, bicyclists and transit users can travel to the amenities in this node safely and comfortably.	Coordinate with ongoing design efforts by TxDOT for planned improvements as part of (US90A) as part of CSJ 0027-09-107	TxDOT planned improvements on OST (US 90A) as part of CSJ 0027-09-107	City of Houston, TxDOT	City of Houston, TxDOT, METRO	City of Houston, TxDOT	\$5,000,000
1.2 PUBLIC ART + INFRASTRUCTURE	Apply placemaking strategies to use the streets, sidewalks, parks, and other public facilities as a canvas for community expression.	Develop and adopt branding guidelines in signage, lighting, street furniture, and other design elements on roadways throughout the community while adhering to GSMD Urban Design Standards and branding. Identify and implement public art as part of planned infrastructure improvements in district.	Old Spanish Trail/South Union Strategic Action Plan 2020 GSMD and OST -Almeda Corridors Redevelopment Authority Urban Design Guidelines GSMD Supplemental Lighting Plan	GSMD	City of Houston	City of Houston, TIRZ 7	Varies

^{*} Proposed GSMD Project Coordinator Role is envisioned to help progress and implement proposed study recommendations. Estimated Salary & Fringe Costs for 5-Years is ~ \$400,000

(Table continued in next page)

OST/PALM CENTER

LIVABLE CENTERS STUDY 139

RECOMMENDATION	STRATEGY/VISION	ACTION ITEM	COORDINATION WITH OTHER PROJECTS IN THIS STUDY	PROPOSED LEAD ENTITY	PROPOSED IMPLEMENTATION PARTNERS	IMPLEMENTATION AUTHORITY	PROBABLE ESTIMATE OF COST
1.3 TRAIL GATEWAYS: MULTI-MODAL EXPERIENCES	Create gateways that provide a positive first impression and define a sense of place within the community for all modes of transportation.	Implement Trailway Gateways at key entry points along the Brays Bayou Greenway to provide a sense of arrival into the neighborhood at pedestrian and bicycling points of entry.	Old Spanish Trail/South Union Strategic Action Plan 2020 GSMD and OST -Almeda Corridors Redevelopment Authority Urban Design Guidelines GSMD Supplemental Lighting Plan Houston Bike Plan Houston Active Living Plan Southeast Houston Strollin' and Rollin' Mobility Report	GSMD	City of Houston, Harris County	City of Houston	\$1,000 / Location
1.4 IMPROVED PARK AMENITIES BY EXPANDING PROGRAMMING OPTIONS AT EXISTING PARKS	Focus on expanding programs to fully utilize existing spaces to meet user demand.	Create pop-up play spaces such as painted game boards, creative play structures, and interactive elements. These are semi-permanent lower-cost methods to introduce new elements. Continue to promote and expand urban greening and gardening. Use idle open space for community programming. Short to mid-term uses could include markets, art displays, community service centers for meetings, classes, and more.	HPARD Master Plan 2015 MacGregor Park Master Plan 2016 (2022 Update) OST / South Union Parks Project 2021 Third Ward Complete Communities Action Plan	GSMD	City of Houston Parks and Recreation, Houston Parks Board	City of Houston Parks and Recreation, Houston Parks Board	GSMD Coordination Costs Captured through proposed Project Coordinator Role

^{*} Proposed GSMD Project Coordinator Role is envisioned to help progress and implement proposed study recommendations. Estimated Salary & Fringe Costs for 5-Years is ~ \$400,000

(Table continued in next page)

RECOMMENDATION	STRATEGY/VISION	ACTION ITEM	COORDINATION WITH OTHER PROJECTS IN THIS STUDY	PROPOSED LEAD ENTITY	PROPOSED IMPLEMENTATION PARTNERS	IMPLEMENTATION AUTHORITY	PROBABLE ESTIMATE OF COST
2.1 SOUTHEAST TRANSIT CENTER TOD	A mobility hub anchoring a mixed- use affordable housing development that is integrated within the fabric of its surroundings, provides improved mobility connections, support the ease of transfer between modes to complete trips, and provides on-site amenities that support economic development opportunities.	Work with the City of Houston Planning Department to expand Designated TOD Streets to include portions of Scott Street, Scottcrest, and OST as TOD Streets to support TOD development standards. Work with METRO and Harris County Housing Authority to allow for future connectivity to the surrounding neighborhood, particularly at Dixie Drive and Porter Street Re-position building placement, particularly along Scottcrest and OST to allow for minimal building setbacks from the sidewalk and improve walkability Collaborate with economic development agency, UH, and TSU, for expanding and improving services Coordinate with METRO and City of Houston for pedestrian and bicycle sensitive design and development of the Transit center Collaborate with private partners for retail development that encourage and support bicycle and pedestrian activity Improve transit reliability and connections within the community	"TxDOT planned improvements on OST (US 90A) as part of CSJ 0027-09-107 City of Houston Bike Plan ReBuild Houston roadway improvements METRO Scott Street BOOST Corridor Improvements METRO SE Transit Center TOD Development Old Spanish Trail / South Union Strategic Action Plan 2020"	Harris County Housing Authority, METRO	Harris County Housing Authority, METRO, City of Houston	Harris County Housing Authority	GSMD Coordination Costs Captured through proposed Project Coordinator Role *
2.2 HOUSING CHOICE AND AFFORDABILITY	Maintain and expand a diverse housing stock to meet the current and future needs of residents with different incomes and housing preferences, preserve and expand affordability, and support residents to age in place.	For legacy multifamily properties that remain in adequate physical condition, preserve them as an affordable rental housing option by encouraging social impact investors, nonprofits, etc. to acquire them and make appropriate capital reinvestments subject to income restrictions to serve lower income and / or workforce tenants. Promote larger potential redevelopment sites as opportunities for local organizations such as MRA and HBDi to partner with social impact / workforce housing investors as an opportunity to acquire, assemble, and develop them into for-sale and rental workforce housing in a variety of structure types and densities.	Midtown Affordable Housing Plan (2018) Palm Center Business Technology Center Redevelopment Master Plan (2015) City of Houston-Oriented Development Standards	GSMD	HBDi, MRA, City of Houston	TBC	GSMD Coordination Costs Captured through proposed Project Coordinator Role *

^{*} Proposed GSMD Project Coordinator Role is envisioned to help progress and implement proposed study recommendations. Estimated Salary & Fringe Costs for 5-Years is ~ \$400,000

(Table continued in next page)

OST/PALM CENTER

LIVABLE CENTERS STUDY 141

RECOMMENDATION	STRATEGY/VISION	ACTION ITEM	COORDINATION WITH OTHER PROJECTS IN THIS STUDY	PROPOSED LEAD ENTITY	PROPOSED IMPLEMENTATION PARTNERS	IMPLEMENTATION AUTHORITY	PROBABLE ESTIMATE OF COST
2.3 PLACEMAKING FRAMEWORK FOR UNDERUTILIZED SPACES	To minimize vacancies, expand means for showcasing community culture, grow community wealth, and expand access to healthy affordable food.	In addition to implementing the strategies outlined in the Old Spanish Trail / South Union Strategic Action Plan: Work with local brokers, public agencies, and not-for-profit organizations to fill vacant retail spaces with tenants that bridge current commercial and/or service gaps within the community Develop promotional materials to market existing retail space vacancies Develop a joint business-owner / district Storefront Improvement Program to reimburse a portion of storefront façade upgrades and improvements. Create an OST / Palm Center Art program to support public art as a traffic calming device. Establish a series of regular, moving small-scale festivals, farmer markets, and block parties. Encourage community-requested uses on vacant lots and in vacant storefronts, including Open space and parks/ playgrounds; Flea markets and farmers markets; Food truck court; Pop-up events; Community Gardens; Cultural institutions; Bike parking; Murals and Art gardens.	Old Spanish Trail/South Union Strategic Action Plan 2020	GSMD, AGAPE DEV. CORP	GSMD	TBC, Neighborhood Recovering, CDC	GSMD Coordination Costs Captured through proposed Project Coordinator Role *
2.4 PALM CENTER TOD	The METRORail Purple Line Station at the Palm Center serves as a focal point to a mixed-use, Transit-Oriented Development (TOD) that is walkable, has a variety of land uses and civic spaces, and serves as a key hub to the community and the city at large.	Support HBDi with Palm Center Redevelopment Master Plan, Work with HBDi and MRA to develop a similar redevelopment strategy for acquired vacant properties on the north side of Griggs Road Promote a focused redevelopment effort with local organizations such as MRA and HBDi, in conjunction with social impact / workforce housing investors to acquire, assemble, and develop parcels into a phased, mixed-use development consisting of for-sale and rental workforce housing in a variety of structure types and densities.	The Palm Center Business Technology Center Redevelopment Plan (2015) Houston METRORail Purple Line Extension to Hobby Airport	GSMD	HBDi, MRA	HBDi, MRA	GSMD Coordination Costs Captured through proposed Project Coordinator Role *

^{*} Proposed GSMD Project Coordinator Role is envisioned to help progress and implement proposed study recommendations. Estimated Salary & Fringe Costs for 5-Years is ~ \$400,000

(Table continued in next page)

RECOMMENDATION	STRATEGY/VISION	ACTION ITEM	COORDINATION WITH OTHER PROJECTS IN THIS STUDY	PROPOSED LEAD ENTITY	PROPOSED IMPLEMENTATION PARTNERS	IMPLEMENTATION AUTHORITY	PROBABLE ESTIMATE OF COST
3.1 CULLEN BLVD MOBILITY IMPROVEMENTS	Cullen Boulevard is a key pedestrian and transit corridor that connects residential areas with key points of interest within the community. It also serves as part of the bicycling spine network that connects Brays Bayou Greenways to Yellowstone Boulevard.	In conjunction with TxDOT, City of Houston, and METRO initiate a design study to reconstruct improve sidewalks and bus amenities including improved pedestrian crossings with high visibility markings, signage and lighting	City of Houston Bike Plan Greater OST / South Union Improvement Project Cullen Drainage and Paving Project	TxDOT	GSMD, City of Houston, METRO	TxDOT	\$2,000,000
3.2 GREENWAY SAFE CROSSING IMPROVEMENTS	Implementing safe crossing improvements at key intersections along S. MacGregor Way to provide safer, designated crossing connections with the Brays Bayou Greenway Trail system.	Short Term: Install crossing for accessibility between Greenway Trail and adjacent roadway Upgrade on-street signage with sharrows and pedestrian crossing markings Upgrade the intersection with road-diet strategies like bumpouts for safer crossing Long Term: Upgrade the intersection with road-diet strategies like bumpouts for safer crossing	Strollin' & Rollin' Mobility Plan 2014 Neighborhood Greenways Plan 2015 City of Houston Bike Plan	GSMD	City of Houston, Houston Parks Board	City of Houston	\$100,000
3.3 SIDEWALK IMPROVEMENTS / SAFE ROUTES TO SCHOOL	Improved pedestrian connection that	promote walking and transit use and reinforce a safe and pleasant	walking experience that promotes wellbeing.	1			
3.3.1 SCOTTCREST (GRIGGS TO SCOTT)	Improve Sidewalks	Submit a request through the City of Houston Public Works Sidewalk Improvement Program	TxDOT planned improvements on OST (US 90A) as part of CSJ 0027-09-107 ReBuild Houston roadway improvements	GSMD	City of Houston / TIRZ 7	City of Houston	\$630,000
3.3.2 CALHOUN (YELLOWSTONE TO OST)	Improve Sidewalks	Submit a request through the City of Houston Public Works Sidewalk Improvement Program	ReBuild Houston roadway improvements	GSMD	City of Houston / TIRZ 7	City of Houston	\$2,500,000
3.3.3 N & S MACGREGOR WAY (BRAYS BAYOU TRAIL TO SH288 SR)	Improve Sidewalks	Submit a request through the City of Houston Public Works Sidewalk Improvement Program	ReBuild Houston roadway improvements	GSMD	TxDOT, City of Houston, Houston Parks Board	City of Houston, TxDOT	\$210,000
3.3.4 DIXIE ROAD PEDESTRIAN CONNECTION TO SE TRANSIT CENTER	New Multi-use Pathway Connection to SE Transit Center	Coordinate with City of Houston and Harris County Housing Authority to ensure proposed site plan takes into account future connection to Dixie Road	City of Houston Bike Plan	Harris County Housing Authority, City of Houston	Harris County Housing Authority, City of Houston, METRO	Harris County Housing Authority, City of Houston	\$100,000

^{*} Proposed GSMD Project Coordinator Role is envisioned to help progress and implement proposed study recommendations. Estimated Salary & Fringe Costs for 5-Years is ~ \$400,000

(Table continued in next page)

OST/PALM CENTER STUDY 143

RECOMMENDATION	STRATEGY/VISION	ACTION ITEM	COORDINATION WITH OTHER PROJECTS IN THIS STUDY	PROPOSED LEAD ENTITY	PROPOSED IMPLEMENTATION PARTNERS	IMPLEMENTATION AUTHORITY	PROBABLE ESTIMATE OF COST
3.3.5 MARTIN LUTHER KING (OST TO GRIGGS)	Improve Sidewalks	Submit a request through the City of Houston Public Works Sidewalk Improvement Program	ReBuild Houston roadway improvements	GSMD	City of Houston / TIRZ 7	City of Houston	\$2,700,000
3.3.6 SAFE ROUTES TO SCHOOL	An improved pedestrian connection to nearby schools and other public institutions from adjacent neighborhoods will promote and reinforce safe and pleasant walking experience and encourage Safe Routes to Schools programs.	Submit a request through the City of Houston Public Works Sidewalk Improvement Program Request funding through FHWA Safe Routes To School Grant Program	ReBuild Houston roadway improvements	HISD, KIPP	City of Houston / TIRZ 7 / TxDOT	City of Houston	GSMD Coordination Costs Captured through proposed Project Coordinator Role *
3.4 CYCLIST CONNECTIVITY		g stations to facilitate and encourage healthy lifestyle choices, and g of cities," (2016)" show that there's a positive economic contribut		studies such as "The	economic contribution of pul	olic bike-share to the	
3.4.1 EXPAND BICYCLE PARKING	Expand and improve bicycle parking capacity and quality/security.						GSMD Coordination Costs Captured through proposed Project Coordinator Role *
3.4.2 CREATE A COMPREHENSIVE SYSTEM OF CYCLE WAYFINDING	Improved Bicycle Wayfinding	Expand the existing cycle wayfinding program and on-street signage at optimal positions. Provide printed maps to schools and businesses and ensure that online maps highlighting infrastructure improvements that make it safer to cycle include study area.	City of Houston Bike Plan	GSMD	City of Houston, Houston Parks Board	City of Houston, TIRZ 7	GSMD Coordination Costs Captured through proposed Project Coordinator Role *
3.5 OST / PALM CENTER TRANSIT CONNECTOR (CURB2CURB)	Expand local transit coverage by providing convenient, demand-responsive service to address first-mile / last-mile trips and provide travel options for internal trips within the community other than by the single occupancy vehicle.	Explore opportunities to implement demand-responsive transit service by working with METRO through the Curb2Curb program Initiate a transit pilot project through the H-GAC to test out the service and gauge ridership potential	METRONext City of Houston Walkable Places Houston Southeast Transit Circulator (2017)	GSMD	METRO, H-GAC	METRO	~ \$500,000 for 3 Year Pilot. Assumes 1,370 operating service hours per year. CMAQ Federal Funding Can Account for 80% For Year 1, 2, 3

^{*} Proposed GSMD Project Coordinator Role is envisioned to help progress and implement proposed study recommendations. Estimated Salary & Fringe Costs for 5-Years is ~ \$400,000

(Table continued in next page)

144 LIVABLE CENTERS STUDY

3.4 OPINION OF PROBABLE COST

3.4.1 STRATEGIC GROWTH NODES: OST/SCOTT/SCOTTCREST (COMMERCIAL GROWTH NODE)

TABLE 3.4.A: 1.1 STRATEGIC GROWTH NODES									
RECOMMENDATION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES				
1.1.1 OST/SCOTT/SCOTTCREST (COMMERCIAL GROWTH	l NODE)								
Thermoplastic Traffic Paint Striping , solid white (24-inch-wide)	LF	1,418	\$10.00	\$14,175.00	4 on OST/Scott and OST/Scottcrest each and 2 on Scott/Scottcrest				
Thermoplastic Traffic Paint Striping , solid white (12-inch-wide)	LF	1,075	\$5.00	\$5,375.00					
Integrated Public Art Along Marked Crossing	SF	7,350	\$40.00	\$294,000.00	Page 34 in Agency Package				
Remove Ramp	EA	10	\$200.00	\$2,000.00					
Improved ADA Compliant Intersection Corners / Corner Plazas (includes Concrete Seatwall)	EA	10	\$12,000.00	\$120,000.00	Scottcrest Dr and OST, Scott St and OST, Scott St and Scottcrest Dr. Page 24 in Agency Package				
ADA Compliant Ramp	EA	1	\$3,000.00	\$3,000.00	Scott St and Scottcrest Dr				
Pedestrian Protection Bollard (at Corner Plaza)	EA	10	\$500.00	\$5,000.00	Page 37 in Agency Package				
6" Curb Repairs	LF	110	\$6.00	\$660.00					
Signal LPIs	EA	11	\$3,000.00	\$33,000.00	COH may require full replacement of traffic signals.				

^{*}Opinion of potential cost(s). Not to be used for formal construction or exact budgeting. **Does not include design and engineering

(Table continued in next page)

OST/PALM CENTER LIVABLE CENTERS STUDY 14

TABLE 3.4.A: 1.1 STRATEGIC GROWTH NODES

RECOMMENDATION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
Traffic Signal	EA	1	\$150,000.00	\$150,000.00	Scott St and Scottcrest Dr. Pedestrian Hybrid Beacon.
Utility Relocates	LS	1	\$250,000.00	\$250,000.00	Allowance
Relocate Streetlights	EA	4	\$2,000.00	\$8,000.00	Anything in the corner plaza
Pedestrian Scaled Lighting	EA	40	\$3,500.00	\$140,000.00	Assumes 60' spacing
Transit Stop Amenities	EA	1		\$0.00	METRO would pay for Bus Shelter and amenities
Landscaping	LS	1	\$42,000.00	\$42,000.00	Shade Trees 30' O.C.
Public Art Installation	LS	1	\$50,000.00	\$50,000.00	Allowance
Sub Total				\$1,117,210.00	
Contingency (30%)				\$335,163.00	30% is recommended due to the market volatility
*TOTAL CONSTRUCTION COSTS				\$1,452,373.00	

^{*}Opinion of potential cost(s). Not to be used for formal construction or exact budgeting. **Does not include design and engineering

(See image of recommendation in next page)

Note: All images used are for illustrative purposes only and are intended to convey the concept and vision of the project. For additional information on this recommendation: **See page 61**



OST/PALM CENTER

LIVABLE CENTERS STUDY 1

3.4.2 STRATEGIC GROWTH NODES: MLK/GRIGGS (CIVIC GROWTH NODE)

TABLE 3.4.B: 1.1 STRATEGIC GROWTH NODES

ECOMMENDATION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
1.2 MLK/GRIGGS (CIVIC GROWTH NODE)			'		
Remove Existing Median	SF	220	\$5.00	\$1,100.00	
Pedestrian Refuge Island	SF	120	\$16.00	\$1,920.00	
Thermoplastic Traffic Paint Striping , solid white (24-inch-wide)	LF	617	\$10.00	\$6,171.43	
Thermoplastic Traffic Paint Striping , solid white (12-inch-wide)	LF	640	\$5.00	\$3,200.00	
Integrated Public Art Along Marked Crossing	SF	735	\$40.00	\$29,400.00	
Remove Ramp	EA	3	\$200.00	\$600.00	
Improved ADA Compliant Intersection Corners / Corner Plazas (includes Concrete Seatwall)	EA	3	\$12,000.00	\$36,000.00	The Southwest corner already has a nice corne plaza.
Pedestrian Protection Bollard (at Corner Plaza)	EA	3	\$500.00	\$1,500.00	
6" Curb Repairs	LF	40	\$6.00	\$240.00	
Signal LPIs	EA	4	\$3,000.00	\$12,000.00	COH may require full replacement of traffic signals.
Private Utility Relocates	LS	1	\$250,000.00	\$250,000.00	Allowance

^{*}Opinion of potential cost(s). Not to be used for formal construction or exact budgeting. **Does not include design and engineering

(Table continued in next page)

TABLE 3.4.B: 1.1 STRATEGIC GROWTH NODES

RECOMMENDATION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
Landscaping	LS	1	\$14,000.00	\$14,000.00	Estimated 8 trees - 25 trees for three intersections so 8 trees for one
Pedestrian Scaled Lighting	EA	16	\$3,500.00	\$56,000.00	
Transit Stop Amenities	EA	3		\$0.00	METRO would pay for Bus Shelter and amenities
Sub Total				\$412,131.43	
Contingency (30%)				\$123,639.43	30% is recommended due to the market volatility
*TOTAL CONSTRUCTION COSTS				\$535,770.86	

^{*}Opinion of potential cost(s). Not to be used for formal construction or exact budgeting. **Does not include design and engineering

(See image of recommendation in next page)

OST/PALM CENTER LIVABLE CENTERS STUDY 149

Note: All images used are for illustrative purposes only and are intended to convey the concept and vision of the project. For additional information on this recommendation: **See page 67**



3.4.3 STRATEGIC GROWTH NODES: OST/MLK (PARK GROWTH NODE)

TABLE 3.4.C: 1.1 STRATEGIC GROWTH NODES

RECOMMENDATION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
.1.3 OST/MLK (PARK GROWTH NODE)					
Remove Sidewalk	LF	3,970	\$6.00	\$23,820.00	See map for assumed limits.
6' Sidewalk	LF	3,850	\$60.00	\$231,000.00	Fully reconstructing the intersection. Stopped where road will straighten out along MLK.
Remove Conc Curb	LF	6,034	\$3.00	\$18,102.00	
6" Conc Curb	LF	5,811	\$6.00	\$34,866.00	
Remove Conc Pavement	SY	18,489.00	\$8.00	\$147,912.00	
Reinforced Concrete Pavement (11" Depth)	SY	19,000.00	\$80.00	\$1,520,000.00	
Remove Driveway	SF	4,200	\$5.00	\$21,000.00	
7" Reinforced Concrete Driveway	SF	3,600	\$16.00	\$57,600.00	
Remove Existing Concrete Median	SF	6,570	\$5.00	\$32,850.00	
Pedestrain Refuge Island	SF	940	\$16.00	\$15,040.00	
Subgrade Stabilization	SY	18,150.00	\$16.00	\$290,400.00	
Thermoplastic Traffic Paint Striping , solid white (24-inch-wide)	LF	714	\$10.00	\$7,135.71	

^{*}Opinion of potential cost(s). Not to be used for formal construction or exact budgeting. **Does not include design and engineering

(Table continued in next page)

OST/PALM CENTER LIVABLE CENTERS STUDY 15

TABLE 3.4.C: 1.1 STRATEGIC GROWTH NODES

RECOMMENDATION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
Thermoplastic Traffic Paint Striping , solid white (12-inch-wide)	LF	740	\$5.00	\$3,700.00	
Integrated Public Art Along Marked Crossing	SF	3,700	\$40.00	\$148,000.00	
Remove Ramp	EA	12	\$200.00	\$2,400.00	
Improved ADA Compliant Intersection Corners / Corner Plazas (includes Concrete Seatwall)	EA	4	\$12,000.00	\$48,000.00	Estimated 650 SF
Pedestrian Protection Bollard (at Corner Plaza)	EA	4	\$500.00	\$2,000.00	
Traffic Signal	EA	1	\$350,000.00	\$350,000.00	
Private Utility Relocates	LS	-		\$0.00	Utility owner would pay for relocations if within ROW.
Relocate Streetlights	EA	9	\$2,000.00	\$18,000.00	
Pedestrian Scaled Lighting	EA	16	\$3,500.00	\$56,000.00	
Transit Stop Amenities	EA	1		\$0.00	METRO would pay for Bus Shelter and amenities
Gateway Monumentation	EA	4	\$10,000.00	\$40,000.00	

^{*}Opinion of potential cost(s). Not to be used for formal construction or exact budgeting. **Does not include design and engineering

(Table continued in next page)

TABLE 3.4.C: 1.1 STRATEGIC GROWTH NODES

RECOMMENDATION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
Storm Sewer Improvements	LS	1	\$400,000.00	\$400,000.00	Storm Sewer improvements would be needed in intersection improvement projects. There are often improvements in hydraulic efficiency which would cost impacts without inline detention. Therefore, there may be significant Storm Sewer improvements.
Landscaping	LS	1	\$100,000.00	\$100,000.00	About 54 trees based off of rendering
Water and Sanitary Improvements	LS	1	\$80,000.00	\$80,000.00	It is common in full reconstruction projects with Storm Sewer replacements to cause Water line and Sanitary Sewer replacements due to clearance requirements in the current IDM.
Traffic Control Plan	LS	1	\$300,000.00	\$300,000.00	
Mobilization	LS	1	\$150,000.00	\$150,000.00	3% of total
Sub Total				\$4,097,825.71	
Contingency (30%)				\$1,229,347.71	30% is recommended due to the market volatility
*TOTAL CONSTRUCTION COSTS				\$5,327,173.43	

^{*}Opinion of potential cost(s). Not to be used for formal construction or exact budgeting. **Does not include design and engineering

OST/PALM CENTER LIVABLE CENTERS STUDY 153

3.4.4 CULLEN BLVD MOBILITY IMPROVEMENTS

TABLE 3.4.D: 3.1 CULLEN BLVD MOBILITY IMPROVEMENTS

ECOMMENDATION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
1 CULLEN BLVD MOBILITY IMPROVEMENTS					
Remove Sidewalk	LF	9,850	\$20.00	\$197,000.00	
6' Sidewalk	LF	9,850	\$130.00	\$1,280,500.00	Cost for 6' sidewalk, ramps, driveway replacements
Re-Purpose 12' curbside lane (pavement markings)	LF	9,850	\$7.50	\$73,875.00	Repurpose 12' lane into 7' bike lane + 5' buffer - no kickout curbs. Paint only
Floating Bus Stops	EA	10	\$20,000.00	\$200,000.00	Refer to Agency Package for Spec - Includes curb, curb removal and Ramp
Thermoplastic Traffic Paint Striping , solid white (24-inch-wide)	LF	1,948	\$10.00	\$19,478.57	
Thermoplastic Traffic Paint Striping , solid white (12-inch-wide)	LF	2,020	\$5.00	\$10,100.00	
Signage	LS	1	\$5,000.00	\$5,000.00	
Pedestrian Scaled Lighting	EA	197	\$3,500.00	\$689,500.00	Assuming 50' spacing
Private Utility Relocates	LS	1	\$250,000.00	\$250,000.00	Allowance
Coarse Sand	CY	456	\$85.00	\$38,767.08	

^{*}Opinion of potential cost(s). Not to be used for formal construction or exact budgeting. **Does not include design and engineering

(Table continued in next page)

TABLE 0.4	D. O. 4. OLUL I ENLINED LIVE	MAGRILITY INTRODUCTION
TABLE 3.4.	D: 3.1 CULLEN BLVD	MOBILITY IMPROVEMENTS

RECOMMENDATION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
Asphalt Mill and Overlay	SY	25760	\$16.00	\$412,160.00	There is much visible cracking in the pavement. Mill and Overlay is recommended.
Sub Total				\$3,176,380.65	
Contingency (30%)				\$952,914.20	30% is recommended due to the market volatility
*TOTAL CONSTRUCTION COSTS				\$4,129,294.85	

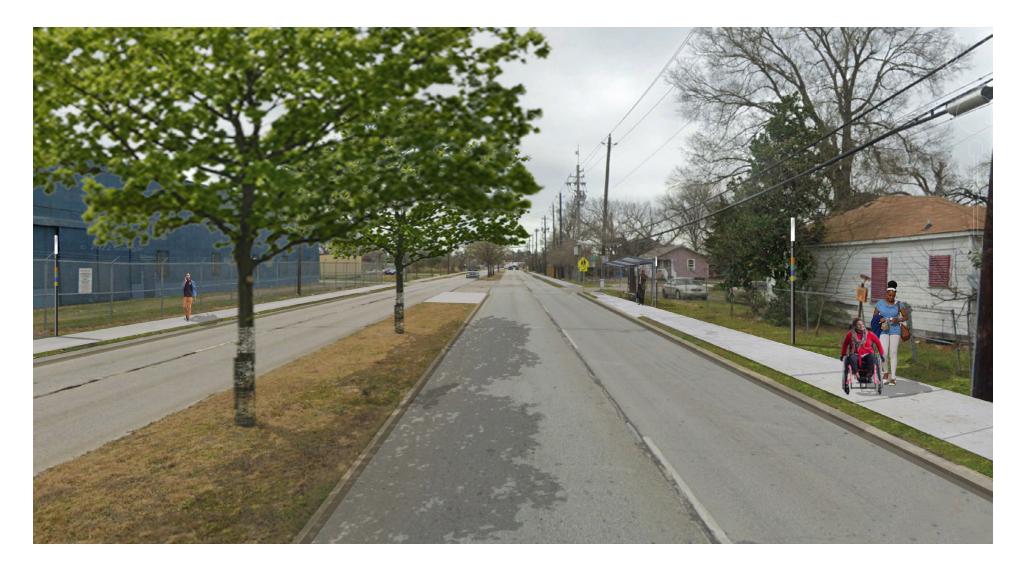
^{*}Opinion of potential cost(s). Not to be used for formal construction or exact budgeting. **Does not include design and engineering

(See image of recommendation in next page)

OST/PALM CENTER

LIVABLE CENTERS STUDY 15

Note: All images used are for illustrative purposes only and are intended to convey the concept and vision of the project. For additional information on this recommendation: **See page 108**



3.4.5 GREENWAY SAFE CROSSINGS IMPROVEMENTS: CULLEN AT S. MACGREGOR WAY

TABLE 3.4.E: 3.2 GREENWAY SAFE CROSSINGS IMPROVEMENTS

PERSONAL PROPERTY OF THE PERSONAL PROPERTY OF		OHANETEY.	<u>-</u>	TOTAL 000T	NOTES.
RECOMMENDATION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
3.2.1 CULLEN @ S MACGREGOR WAY					
Signage	LS	1	\$2,000.00	\$2,000.00	Pedestrian & Biking signs
Road Diet	SF	1,275	\$40.00	\$51,000.00	
Bollards	EA	46	\$40.00	\$1,840.00	
ADA Complient Ramp	EA	1	\$3,000.00	\$3,000.00	
Sharrow	EA	3	\$320.00	\$960.00	
Pavement Marking Symbol	EA	2	\$315.00	\$630.00	Bike symbol
Pavement Marking Word	EA	2	\$315.00	\$630.00	Crossing
Gateway Marker	EA	1	\$2,000.00	\$2,000.00	
Thermoplastic Traffic Paint Striping , solid white (24-inch-wide)	LF	46	\$10.00	\$462.86	
Sub Total				\$62,522.86	
Contingency (30%)				\$18,756.86	30% is recommended due to the market volatility
*TOTAL CONSTRUCTION COSTS				\$81,279.71	

^{*}Opinion of potential cost(s). Not to be used for formal construction or exact budgeting. **Does not include design and engineering

(See image of recommendation in next page)

OST/PALM CENTER LIVABLE CENTERS STUDY 157

Note: All images used are for illustrative purposes only and are intended to convey the concept and vision of the project. For additional information on this recommendation: **See page 114**



3.4.6 GREENWAY SAFE CROSSINGS IMPROVEMENTS: RIO VISTA AT S. MACGREGOR WAY

TABLE 3.4.F: 3.2 GREENWAY SAFE CROSSINGS IMPROVEMENTS

RECOMMENDATION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
3.2.2 RIO VISTA @ S MACGREGOR WAY					
Signage	LS	1	\$2,000.00	\$2,000.00	Pedestrian & Biking signs
Road Diet	SF	645	\$40.00	\$25,800.00	
Bollards	EA	28	\$40.00	\$1,120.00	
ADA Complient Ramp	EA	1	\$3,000.00	\$3,000.00	
Sharrow	EA	3	\$320.00	\$960.00	
Pavement Marking Symbol	EA	2	\$315.00	\$630.00	Bike symbol
Pavement Marking Word	EA	2	\$315.00	\$630.00	Crossing
Gateway Marker	EA	1	\$2,000.00	\$2,000.00	
Thermoplastic Traffic Paint Striping , solid white (24-inch-wide)	LF	61	\$10.00	\$605.71	
Sub Total				\$36,745.71	
Contingency (30%)				\$11,023.71	30% is recommended due to the market volatility
*TOTAL CONSTRUCTION COSTS				\$47,769.43	

^{*}Opinion of potential cost(s). Not to be used for formal construction or exact budgeting. **Does not include design and engineering

(See image of recommendation in next page)

OST/PALM CENTER LIVABLE CENTERS STUDY 159

Note: All images used are for illustrative purposes only and are intended to convey the concept and vision of the project. For additional information on this recommendation: **See page 114**



3.4.7 GREENWAY SAFE CROSSINGS IMPROVEMENTS: COLUMBIA TAP RAIL TRAIL AT S. MACGREGOR WAY

TABLE 3.4.G: 3.2 GREENWAY SAFE CROSSINGS IMPROVEMENTS

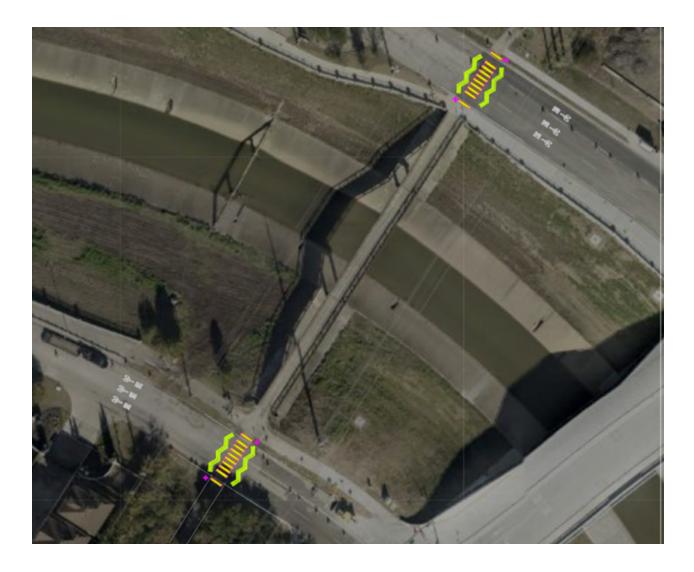
RECOMMENDATION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
3.2.3 COLUMBIA TAP RAIL TRAIL @ S MACGREGOR WAY	ONT	QOANTITI	ONIT COST	TOTAL COST	NOTES
Signage	LS	1	\$4,000.00	\$4,000.00	Pedestrian & Biking signs
Road Diet	SF	1,275	\$40.00	\$51,000.00	
Bollards	EA	50	\$40.00	\$2,000.00	
ADA Compliant Ramp	EA	1	\$3,000.00	\$3,000.00	
Pavement Marking Symbol	EA	3	\$315.00	\$945.00	Bike symbol
Pavement Marking Word	EA	3	\$315.00	\$945.00	Crossing
Gateway Marker	EA	3	\$2,000.00	\$6,000.00	
Thermoplastic Traffic Paint Striping , solid white (24-inch-wide)	LF	97	\$10.00	\$971.43	
Sub Total				\$68,861.43	
Contingency (30%)				\$20,658.43	30% is recommended due to the market volatility
*TOTAL CONSTRUCTION COSTS				\$89,519.86	

^{*}Opinion of potential cost(s). Not to be used for formal construction or exact budgeting. **Does not include design and engineering

(See image of recommendation in next page)

OST/PALM CENTER LIVABLE CENTERS STUDY 16'

Note: All images used are for illustrative purposes only and are intended to convey the concept and vision of the project. For additional information on this recommendation: **See page 113**



3.4.8 SIDEWALK IMPROVEMENTS/SAFE ROUTES TO SCHOOL: SCOTTCREST (GRIGGS TO SCOTT)

TABLE 3.4.H: 3.3 SIDEWALK IMPROVEMENTS / SAFE ROUTES TO SCHOOL

RECOMMENDATION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
3.3.1 SCOTTCREST (GRIGGS TO SCOTT)					
Remove Sidewalk	LF	2,940	\$20.00	\$58,800.00	Assumed 4'
6' Sidewalk	LF	2,940	\$130.00	\$382,200.00	Cost for 6' sidewalk, ramps, driveway replacements
Private Utility Relocates	LS	1		\$0.00	Power poles, should maintain 4' buffer. Anything in public ROW will be paid for by utility owner.
Landscaping	LS	1	\$30,000.00	\$30,000.00	18 trees based on rendering
Coarse Sand	CY	136	\$85.00	\$11,569.44	For drainage/mitigation purposes
Sub Total				\$482,569.44	
Contingency (30%)				\$144,770.83	30% is recommended due to the market volatility
*TOTAL CONSTRUCTION COSTS				\$482,569.44	

^{*}Opinion of potential cost(s). Not to be used for formal construction or exact budgeting. **Does not include design and engineering

(See image of recommendation in next page)

OST/PALM CENTER LIVABLE CENTERS STUDY 16:

Note: All images used are for illustrative purposes only and are intended to convey the concept and vision of the project. For additional information on this recommendation: **See page 117**



3.4.9 SIDEWALK IMPROVEMENTS/SAFE ROUTES TO SCHOOL: CALHOUN (YELLOWSTONE TO OST)

TABLE 3.4.I: 3.3 SIDEWALK IMPROVEMENTS / SAFE ROUTES TO SCHOOL

ECOMMENDATION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
3.2 CALHOUN (YELLOWSTONE TO OST)					
Remove Sidewalk	LF	5,932	\$20.00	\$118,640.00	Assumed 4'
6' Sidewalk	LF	12,038	\$130.00	\$1,564,940.00	Yellowstone to Hull 45' ROW. Hull to Perry 60' ROW. Perry to Kingsbury 80' ROW. Kingsbury to Griggs 60' ROW. Griggs to OST 70'-60' ROW. Could we consider sidewalk or 1 side for sections with lesser ROW width.
New Swale	LF	2,900	\$12.00	\$34,800.00	Balkin to Griggs Southbound. Need 4.5 SF per LF. V shape, 3:1 Slope, 2' Depth (requires 12' Width NOT FEASIBLE w/ Limited ROW)
Expand Swale	LF	2,500	\$9.00	\$22,500.00	Existing Swale: Yellowstone to Hull Southbound 9' wide. No room to expand, Northbound existing swale (approx 4') will need to be removed for sidewalks (not feasible).
Coarse Sand	CY	262	\$85.00	\$22,277.08	Mostly between Griggs and OST both sides and Dewberry to Griggs Northbound
Thermoplastic Traffic Paint Striping , solid white (24-inch-wide)	LF	1,489	\$10.00	\$14,888.57	

^{*}Opinion of potential cost(s). Not to be used for formal construction or exact budgeting. **Does not include design and engineering

(Table continued in next page)

OST/PALM CENTER LIVABLE CENTERS STUDY 16:

TABLE 3.4.1: 3.3 SIDEWALK IMPROVEMENTS / SAFE ROUTES TO SCHOOL

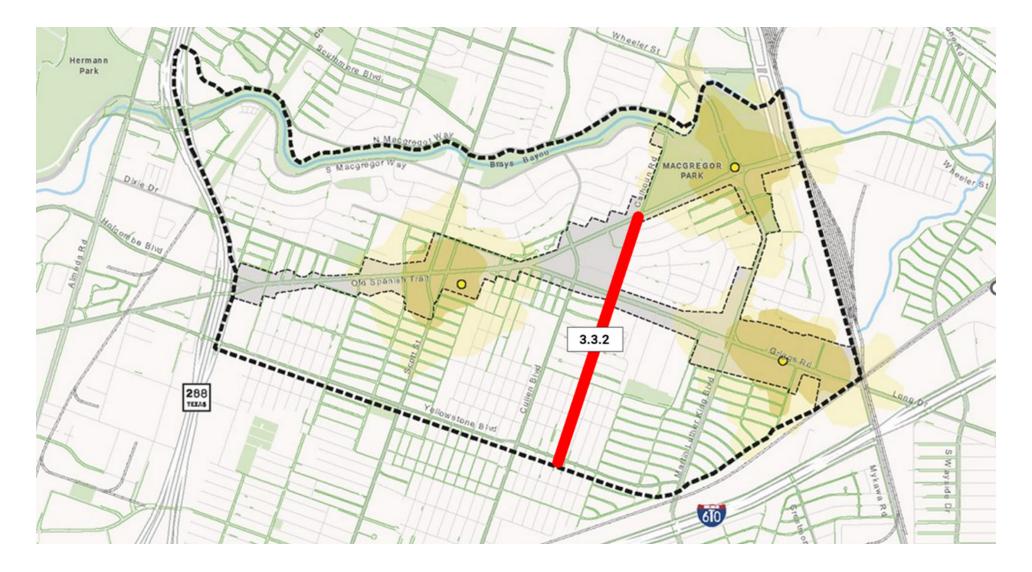
UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
LF	1,544	\$5.00	\$7,720.00	
LS	-		\$0.00	Power poles, should maintain 4' buffer. If in public ROW
LS	1	\$120,000.00	\$120,000.00	Mostly trees (Total sdwks here is 4X Griggs to Scott)
LS	1	\$20,000.00	\$20,000.00	
			\$1,925,765.65	
			\$577,729.70	30% is recommended due to the market volatility
			\$2,503,495.35	
	LF LS	LF 1,544 LS -	LF 1,544 \$5.00 LS - LS 1 \$120,000.00	LF 1,544 \$5.00 \$7,720.00 LS - \$0.00 LS 1 \$120,000.00 \$120,000.00 LS 1 \$20,000.00 \$20,000.00 \$1,925,765.65 \$577,729.70

^{*}Opinion of potential cost(s). Not to be used for formal construction or exact budgeting. **Does not include design and engineering

(See image of recommendation in next page)

LIVABLE CENTERS STUDY OST/PALM CENTER

Note: All images used are for illustrative purposes only and are intended to convey the concept and vision of the project. For additional information on this recommendation: **See page 118**



3.4.10 SIDEWALK IMPROVEMENTS/SAFE ROUTES TO SCHOOL: MACGREGOR WAY (BRAYS BAYOU TO SH 288)

TABLE 3.4.J: 3.3 SIDEWALK IMPROVEMENTS / SAFE ROUTES TO SCHOOL

RECOMMENDATION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES				
3.3.3 MACGREGOR WAY (BRAYS BAYOU TO SH 288) - NORTH MACGREGOR WAY									
6' Sidewalk	LF	560	\$100.00	\$56,000.00	Only adding SDWK no removal needed				
Coarse Sand	CY	78	\$85.00	\$6,615.83					
Thermoplastic Traffic Paint Striping , solid white (24-inch-wide)	LF	203	\$10.00	\$2,025.00					
Thermoplastic Traffic Paint Striping , solid white (12-inch-wide)	LF	210	\$5.00	\$1,050.00					
Improved Intersection Corners / Corner Plazas	EA	1	\$5,000.00	\$5,000.00	w/o Concrete Seatwall				
Pedestrian Traffic Control Device & Signal LPIs	EA	1	\$3,500.00	\$3,500.00					
Gateway Marker	EA	1	\$2,000.00	\$2,000.00					
Sub Total				\$76,190.83					
Contingency (30%)				\$22,857.25	30% is recommended due to the market volatility				
*TOTAL CONSTRUCTION COSTS				\$99,048.08					

^{*}Opinion of potential cost(s). Not to be used for formal construction or exact budgeting. **Does not include design and engineering

LIVABLE CENTERS STUDY OST/PALM CENTER

TABLE 3.4.K: 3.3 SIDEWALK IMPROVEMENTS / SAFE ROUTES TO SCHOOL

RECOMMENDATION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
3.3.3 MACGREGOR WAY (BRAYS BAYOU TO SH 288) - SOU	TH MACGRE	GOR WAY	'		
6' Sidewalk	LF	650	\$100.00	\$65,000.00	Only adding SDWK no removal needed
Coarse Sand	CY	90	\$85.00	\$7,671.25	
Thermoplastic Traffic Paint Striping , solid white (24-inch-wide)	LF	116	\$10.00	\$1,157.14	
Thermoplastic Traffic Paint Striping , solid white (12-inch-wide)	LF	120	\$5.00	\$600.00	
Improved Intersection Corners / Corner Plazas	EA	1	\$5,000.00	\$5,000.00	w/o Concrete Seatwall
Pedestrian Traffic Control Device & Signal LPIs	EA	1	\$3,500.00	\$3,500.00	
Gateway Marker	EA	1	\$2,000.00	\$2,000.00	
Sub Total				\$84,928.39	
Contingency (30%)				\$25,478.52	30% is recommended due to the market volatilit
*TOTAL CONSTRUCTION COSTS				\$110,406.91	

^{*}Opinion of potential cost(s). Not to be used for formal construction or exact budgeting. **Does not include design and engineering

(See image of recommendation in next page)

170

Note: All images used are for illustrative purposes only and are intended to convey the concept and vision of the project. For additional information on this recommendation: **See page 122**





LIVABLE CENTERS STUDY OST/PALM CENTER

3.4.11 DIXIE ROAD PEDESTRIAN CONNECTION

TABLE 3.4.L: 3.3 SIDEWALK IMPROVEMENTS / SAFE ROUTES TO SCHOOL

RECOMMENDATION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
3.3.4 DIXIE ROAD PED CONNECTION					
Multi-use Path (LID)	LF	210	\$200.00	\$42,000.00	Assumed 10' Wide pervious pavement
Pedestrian Scaled Lighting	EA	4	\$3,500.00	\$14,000.00	
Landscaping	LS	1	\$15,000.00	\$15,000.00	Trees, bushes, and flowers
					No mitigation because it is assumed that pervious pavement/pavers will be used and the management district will maintain.
Sub Total				\$71,000.00	
Contingency (30%)				\$21,300.00	30% is recommended due to the market volatility
*TOTAL CONSTRUCTION COSTS				\$92,300.00	

^{*}Opinion of potential cost(s). Not to be used for formal construction or exact budgeting. **Does not include design and engineering

(See image of recommendation in next page)

OST/PALM CENTER LIVABLE CENTERS STUDY 171

Note: All images used are for illustrative purposes only and are intended to convey the concept and vision of the project. For additional information on this recommendation: **See page 125**



172 LIVABLE CENTERS STUDY OST/PALM CENTER

3.4.12 MLK (OST TO GRIGGS)

TABLE 3.4.M: 3.3 SIDEWALK IMPROVEMENTS / SAFE ROUTES TO SCHOOL

RECOMMENDATION	UNIT	QUANTITY	UNIT COST	TOTAL COST	NOTES
3.3.5 MLK (OST TO GRIGGS)					
Remove Sidewalk	LF	8,868	\$20.00	\$177,360.00	Assumed 4'
6' Sidewalk	LF	8,868	\$130.00	\$1,152,840.00	Stop at Winetka St to not overlap with full reconstruction at MLK / OST growth node (1.1.3) 8868 LF
Coarse Sand	CY	411	\$85.00	\$34,897.22	
Thermoplastic Traffic Paint Striping , solid white (24-inch-wide)	LF	903	\$10.00	\$9,025.71	
Thermoplastic Traffic Paint Striping , solid white (12-inch-wide)	LF	936	\$5.00	\$4,680.00	
Pedestrian Scaled Lighting	EA	177	\$3,500.00	\$619,500.00	
Private Utility Relocates	LS	-		\$0.00	Power poles, should maintain 4' buffer. Anything in public ROW will be paid for by utility owner.
Landscaping	LS	1	\$90,000.00	\$90,000.00	(Total sdwks here is 3X Griggs to Scott)
Sub Total				\$2,088,302.94	
Contingency (30%)				\$626,490.88	30% is recommended due to the market volatility
*TOTAL CONSTRUCTION COSTS				\$2,714,793.82	

^{*}Opinion of potential cost(s). Not to be used for formal construction or exact budgeting. **Does not include design and engineering

OST/PALM CENTER LIVABLE CENTERS STUDY 173



MACGREGOR PARK

APPENDICES

APPENDIX B: PUBLIC ENGAGEMENT OVERVIEWB1 APPENDIX C: THE SECOND ECONOMYC1

APPENDIXA MARKET ASSESSMENT

OST / PALM CENTER LIVABLE CENTER MARKET ASSESSMENT OVERVIEW

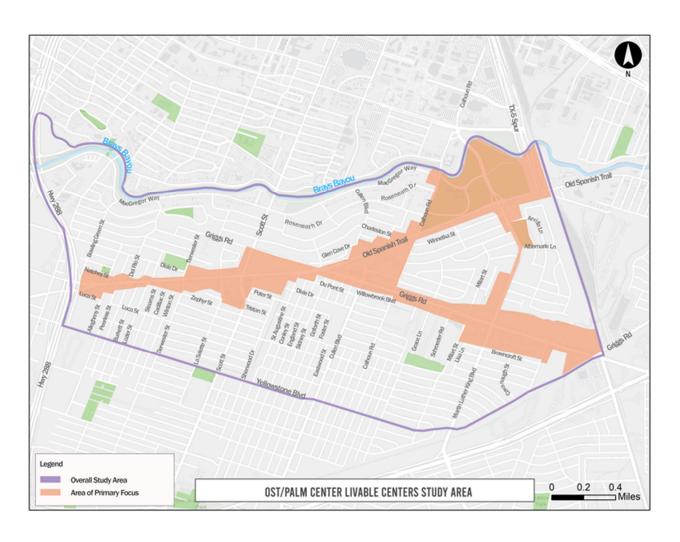




TABLE OF CONTENTS

Table of Contents	
Reference Maps	1
Key Findings	
Demographic Trends	
Housing	
Commercial Uses	
Population and Household Trends	
Total Population and Households	
Population by Age	
Race and Ethnicity	
Educational Attainment	
Household Income	-
Occupations of Residents	8
Single Family Market	12
77021 Resale Market	
77021 Townhome/Condos	13
77021 Single Family Rental Market	14
Summary Charts	16
New Development	17
Multifamily Market	19
New Development	22
Retail Market	
New Development	24
Office Market	



REFERENCE MAPS

Figure 1 below shows both the Livable Center Study Area and the Primary Focus Area, and Figure 2 shows ZIP Code 77021.

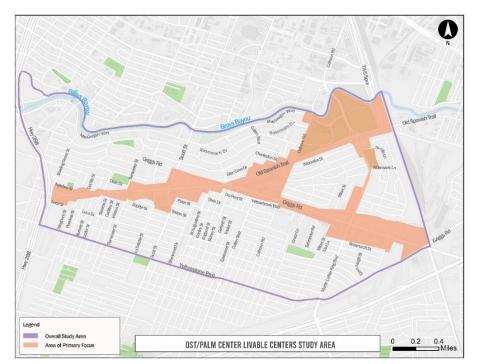
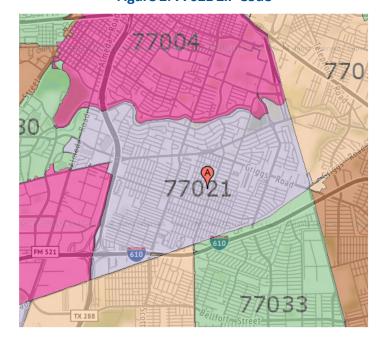


Figure 1: Livable Center Study Area and Primary Focus Area







KEY FINDINGS

This data summary presents a snapshot of demographic and market conditions in the OST / Palm Center Livable Center Study Area and the 77021 ZIP Code. Below are some key takeaways from the data gathered, plus remarks related to findings from previous relevant studies.

Demographic Trends

- The Study Area appears to be gaining population and households again following stagnant or declining conditions in the early 2000s. The population is currently estimated to exceed 15,000.
- The Study Area population is more skewed to age 55+ residents than the City of Houston overall.
- The Study Area population is approximately 72% African American. Approximately 23% of residents identify as of Hispanic / Latino ethnicity.
- The Study Area has relatively high concentrations of workers in Office / Administrative and Healthcare Support occupations.
- There is a greater concentration of households that are low income, and a lower concentration of affluent households, in the Study Area than for the city overall.

Housing

- Median for-sale detached home prices in 77021 have jumped dramatically over the last two years to the upper \$200,000s. Townhomes / condos are typically more expensive than detached homes.
- There are over 1,400 market rate multifamily rental apartment units in the Study Area, the majority developed pre-2000, with average lease rates of \$1.01 per square foot, a relatively moderate price level.
- Market conditions for existing properties are strong, with vacancy rates dropping, and lease rates rising.
- New single family homes targeted to entry-level buyers are underway near the Palm Center, and workforce housing for middle-class renters is also planned in that area, spearheaded by Houston Business Development, Inc. (HBDi), which owns and operates the Palm Center Business Technology Center.

Commercial Uses

- There are roughly 1 million square feet of leasable retail space in the Study Area, 241,000 square feet of which was developed in 2000 or later. Lease rates are moderate and occupancies high, with strong absorption in recent years.
- The Study Area contains approximately 205,000 square feet of leasable space. Occupancy in the 77021 ZIP Code that contains the Study Area dropped in 2021, but the Study Area itself remains at a strong 94% leased. Lease rates appear moderate by Houston standards.



- A 2019 Retail Market Study performed for the Houston Southeast Management District indicated that demand for purely retail uses totaled less than 100,000 square feet, and much of total leased space was occupied by non-retail users.
- An earlier study (2014-15) completed as part of a redevelopment plan for the Palm Center Business Technology Center on Griggs Road just east of Martin Luther King Jr. Boulevard found support for small increments of new retail and office development at that site with an emphasis on affordable lease rates with a moderately-priced sit-down café / bistro as an anchor.
- A veterans facility for women is under construction on Old Spanish Trail between Griggs and Cullen.



POPULATION AND HOUSEHOLD TRENDS

The following information and tables display population and household counts for 2000 and 2010, in addition to estimated counts for 2021 and 2026 for the OST South Livable Center Primary Focus Area (hereafter called "Primary Focus Area"), the OST Palm Center Study Area, and the City of Houston.

Total Population and Households

Table 1 provides population counts and change for 2000 and 2010, as well as estimate for 2021 and projections for 2026.

% '10-% '21-2021 2026 **Population** 2000 Census 2010 Census '21 '26 **Estimate Projection** OST / Palm Center Primary Focus Area 1,278 1,196 1,332 1,419 11.38 6.55 7.44 OST / Palm Center Study Area 15,022 14,407 15,480 16,323 5.45 2,414,313 2,566,115 15.00 6.29 City of Houston 1,974,547 2,099,451 2021 % '10-% '21-2026 Households 2000 Census 2010 Census **Estimate Projection** '21 '26 OST / Palm Center Primary Focus Area 452 460 518 12.50 6.84 553 OST / Palm Center Study Area 5,474 5,589 6,046 6,389 8.17 5.67 780,148 900,950 City of Houston 725,156 959,418 15.48 6.49

Table 1: Population and Households, 2000 to 2026

Source: US Census, American Community Survey, Nielsen/Claritas 2021 Estimates – PCensus for ArcView (hereafter referred to as PCensus)

- According to 2021 demographic projections the Primary Focus Area had around 1,332 residents.
- The Primary Focus Area's population represented 0.06% of the City of Houston's population according to 2021 estimates.
- The Primary Focus Area has had underperforming growth percentage increase in population from 2000-2010 with a slight decrease in population (-6.4%). The Palm Center also had negative growth while the City of Houston had positive growth.
- The Primary Focus Area is projected to increase by 6.55% in the next 5 years from 2021 to 2026, an annual average of approximately 17 new residents to the Primary Focus Area per year.
- According to 2021 estimates there were 518 households in the Primary Focus Area.
- The Primary Focus Area is projected to add an estimated 35 new households from 2021 to 2026.



Population by Age

Table 2 contains the breakdown of the population by age in the various geographic areas for 2021.

Table 2: Population by Age, 2021

	OST / Palm Center Primary Focus Area			m Center Area	City of Houston	
	2021	%	2021	%	2021	%
Total	1,332		15,480		2,414,313	
Age 0 to 4	78	5.82%	908	5.87%	176,141	7.30%
Age 5 to 9	82	6.16%	953	6.15%	169,169	7.01%
Age 10 to 14	84	6.28%	976	6.31%	168,922	7.00%
Age 15 to 17	49	3.68%	595	3.84%	99,472	4.12%
Age 18 to 20	44	3.33%	549	3.55%	94,552	3.92%
Age 21 to 24	59	4.40%	774	5.00%	121,866	5.05%
Age 25 to 34	200	15.01%	2,289	14.79%	385,740	15.98%
Age 35 to 44	173	13.00%	1,914	12.37%	364,728	15.11%
Age 45 to 54	155	11.64%	1,768	11.42%	293,205	12.14%
Age 55 to 64	166	12.44%	1,962	12.67%	249,797	10.35%
Age 65 to 74	124	9.28%	1,448	9.35%	176,352	7.30%
Age 75 to 84	86	6.42%	990	6.40%	82,797	3.43%
Age 85+	34	2.52%	353	2.28%	31,572	1.31%
Median Age		39.08		38.64		34.77

Source: US Census, American Community Survey, PCensus

The estimated median age of the OST Primary Focus Area was 39.08, OST Palm Center 38.64 and City of Houston 34.77.

- These are the largest age groups in the Primary Focus Area in order of share of total population:
 - Age 25 to 34 15.01% (200)
 - Age 35 to 44 13.00% (173)
 - Age 55 to 64 12.44% (166)
- OST and Palm Center both have older median ages than the city. Ages 65 and older are much larger.



Race and Ethnicity

Table 3 below shows the estimated 2021 ethnic makeup of the Primary Focus Area, Palm Center and the City of Houston.

Table 3: Race and Ethnicity, 2021

	OST / Palm Center Primary Focus Area		OST / Pal Study	m Center Area	City of Houston	
Ethnicity	2021	%	2021	%	2021	%
Total Population	1,332		15,480		2,414,313	
White Alone	147	11.06%	1,741	11.24%	1,190,491	49.31%
Black or African American Alone	966	72.55%	11,148	72.02%	532,887	22.07%
American Indian and Alaska Native Alone	4	0.30%	80	0.52%	18,418	0.76%
Asian Alone	9	0.70%	126	0.82%	174,286	7.22%
Native Hawaiian and Other Pacific Islander Alone	0	0.00%	1	0.01%	1,326	0.05%
Some Other Race Alone	180	13.55%	2,001	12.93%	403,504	16.71%
Two or More Races	25	1.84%	382	2.47%	93,401	3.87%
Hispanic or Latino	303	22.73%	3,502	22.63%	1,130,776	46.84%
Not Hispanic or Latino	1,029	77.27%	11,978	77.37%	1,283,537	53.16%

Source: PCensus 2021

- Black or African American made up almost 72% of the population in the Primary Focus Area and the Study Area compared to 22% in City of Houston.
- White Alone made up 11% of the population in the Primary Focus Area but 49% in the City of Houston.
- Some Other Race made up 13.5% of the population in the Primary Focus Area and 16.7% in the City of Houston.
- Hispanic or Latino (of any race) made up 23% of the population in the Primary Focus Area and 53% in the City of Houston.



Educational Attainment

Table 4 below provides estimates of the shares of the population age 25 and over by their educational attainment levels.

Table 4: Educational Attainment, 2021

Population Age 25+

Attainment Level	OST / Palm Center Primary Focus Area	OST / Palm Center Study Area	City of Houston
Less than 9th grade	9.22%	7.56%	12.57%
Some High School, no diploma	11.11%	9.63%	8.76%
High School Graduate (or GED)	25.14%	27.22%	22.98%
Some College, no degree	25.73%	23.96%	17.60%
Associate Degree	5.92%	4.84%	5.48%
Bachelors Degree	13.41%	15.88%	19.69%
Masters Degree	6.14%	7.13%	8.63%
Professional School Degree	1.78%	2.31%	2.70%
Doctorate Degree	1.55%	1.49%	1.59%
Bachelors Degree or Higher	22.88%	26.81%	32.61%

Source: US Census, American Community Survey, PCensus

- Approximately 20% of adults in the Primary Focus Area did not earn a high school diploma.
- The Primary Focus Area also is estimated to have approximately 23% of adults with a bachelors degree or higher, lower than the city at approximately 33%.

Household Income

The estimated distribution of households by estimated 2021 annual household income group is provided in Table 5 below.

Table 5: Households by Annual Income, 2021

	OST / Palm Center Primary Focus Area	OST / Palm Center Study Area	City of Houston
Households	518	6,046	900,950
Less than \$15,000	18.96%	20.50%	12.43%
\$15,000 to \$24,999	16.64%	14.92%	10.69%
\$25,000 to \$34,999	9.50%	9.06%	10.33%
\$35,000 to \$49,999	12.71%	11.91%	13.26%
\$50,000 to \$74,999	17.56%	16.89%	16.50%
\$75,000 to \$99,999	8.84%	9.15%	10.45%



	OST / Palm Center Primary Focus Area	OST / Palm Center Study Area	City of Houston
\$100,000 to \$124,999	5.38%	6.48%	7.32%
\$125,000 to \$149,999	3.57%	4.07%	4.83%
\$150,000 to \$199,999	3.96%	3.86%	5.30%
\$200,000 or more	1.78%	1.68%	2.62%
\$250,000 to \$499,999	0.92%	1.18%	3.87%
\$500,000 or more	0.19%	0.29%	2.39%
\$75,000 or higher	24.64%	26.71%	36.78%
Median HH Income	\$40,792	\$41,962	\$54,978

Source: US Census, American Community Survey, PCensus

- The largest income cohort was the less than \$15,000 cohort in the Primary Focus Area at 18.96%. This also held true for the Palm Center area at 20.5%. The city only had 12.4% in this cohort.
- The smallest household income cohort was the \$500,000 or more with only 0.19% in the Primary Focus Area while the city had 2.39%.
- The Primary Focus Area has a slightly higher concentration of households in the lowest income groups than the city. More than 35% of the Primary Focus Area households earn less than \$25,000. Conversely, just 25% and 27% of the Primary Focus Area's and Study Area Area's households, respectively, earn at least \$75,000 annually.
- Because of the higher concentration of households in the lowest parts of the income spectrum, the Primary Focus Area had a significantly lower median household income at \$40,792 than the city at \$54,978.

Occupations of Residents

The Primary Focus Area also exists within an economic context. The following data describes some of the features of the workers and commuters living in the Primary Focus Area as compared to the City of Houston.



Table 6 displays employment by occupation for residents who live in the Primary Focus Area and the City of Houston age 16 and older for 2021. This data describes the industry of employment of residents living in the Primary Focus Area, Palm Center area, and City of Houston, not the industry of employment of the jobs and workplaces that are located in those geographies.



Table 6: Occupations of Residents

	OST / Palr Primary Fo	cus Area	Cente A	/ Palm r Study rea	City of Houston	
Occupation	Count	Share	Count	Share	Count	Share
Civ. Employed Pop 16+ by Occupation	604		6,301		1,182,525	
Architect/Engineer	6	1.01%	86	1.37%	30,998	2.62%
Arts/Entertainment/Sports	12	1.93%	90	1.43%	20,078	1.70%
Building Grounds Maintenance	27	4.53%	247	3.92%	67,782	5.73%
Business/Financial Operations	33	5.44%	383	6.08%	68,740	5.81%
Community/Social Services	4	0.74%	78	1.24%	13,686	1.16%
Computer/Mathematical	10	1.70%	103	1.63%	30,304	2.56%
Construction/Extraction	47	7.73%	406	6.45%	111,208	9.40%
Education/Training/Library	21	3.51%	294	4.67%	59,702	5.05%
Farming/Fishing/Forestry	0	0.00%	1	0.02%	1,209	0.10%
Food Prep/Serving	50	8.24%	496	7.88%	75,643	6.40%
Healthcare Practitioner/Technician	17	2.79%	340	5.39%	56,663	4.79%
Healthcare Support	58	9.64%	441	7.00%	33,328	2.82%
Maintenance Repair	6	1.01%	69	1.09%	35,089	2.97%
Legal	12	2.00%	89	1.41%	18,031	1.52%
Life/Physical/Social Science	3	0.47%	46	0.73%	16,215	1.37%
Management	47	7.81%	513	8.14%	102,506	8.67%
Office/Admin. Support	77	12.80%	862	13.68%	113,364	9.59%
Production	28	4.60%	207	3.28%	60,604	5.12%
Protective Service	31	5.05%	255	4.04%	22,119	1.87%
Sales/Related	54	8.91%	522	8.28%	120,178	10.16%
Personal Care/Service	21	3.40%	285	4.52%	29,901	2.53%
Transportation/Moving	40	6.67%	488	7.75%	95,177	8.05%
2019 Est. Pop 16+ by Occupation Classification						
Blue Collar	121	20.01%	1,170	18.57%	302,078	25.55%
White Collar	297	49.13%	3,406	54.05%	650,465	55.01%
Service & Farm	186	30.87%	1,725	27.37%	229,982	19.45%

Sources: PCensus 2021

- In the Primary Focus Area 49% (297) of residents were employed in White Collar occupations and in the City of Houston 55% (650,465) were also White Collar.
- The City of Houston has a slightly larger equivalent share of Blue Collar workers as the Primary Focus Area at 25.5% and 20.0% respectively.
- Occupations with notably high concentrations in the Primary Focus Area and Study Area relative to the city overall include Office/Admin (12.8% / 13.7% vs. 9.6%) and Healthcare Support (9.6% / 7.0% vs. 2.8%).
- Blue Collar occupations for the purpose of this table include: Construction/Extraction, Maintenance Repair, Production, and Transportation/Moving.



- White Collar occupations include: Architect/Engineer, Arts/Entertainment/Sports,
 Business/Financial Operations, Computer/Mathematical, Education/Training/Library, Healthcare
 Practitioner/Technician, Healthcare Support, Legal, Life/Physical/Social Science, Management,
 Office/Admin. Support, Sales/Related.
- Service & Farm occupations include: Building Grounds Maintenance, Community/Social Services, Farming/Fishing/Forestry, Food Prep/Serving, Protective Service, Personal Care/Service.



SINGLE FAMILY MARKET

The following tables and charts present data obtained from the Houston Association of Realtors for ZIP code 77021, which includes the Primary Focus Area and Study Area. The data comes from the Multiple Listing Service (MLS) recorded listings and sales, which account for the vast majority of activity related to single family sales. Only a portion, possibly a minority, of single family rentals are represented in the MLS, but statistics on rentals are included here to indicate general trends. (*Note: DOM = Days on Market*.)

77021 Resale Market

As of 11/17/2021, there are 83 houses listed for sale in in 77021. The median list price is \$299,900 and median price per square foot \$176.86.

83 SF Yr Built **List Price** LP/SF **DOM** Min 702 1930 \$105,000 \$82.52 Max 10,000 2021 \$3,200,000 \$320.00 287 Avg 1,955 1975 \$355,242 \$173.01 71 Median 1,664 1952 \$299,900 \$176.86 59

Table 7: 77021 Current Single Family Listings 12/2021

Source: HAR/MLS

As of 11/17/2021, there have been 237 sales. The median sales price was \$235,000 and price per square foot \$151.55. This is 25% above the 2020 average. This is a common occurrence across the Houston market due to the low supply and high demand.

Table 8: 77021 Home Sales, 2021

237	SF	Yr Built	Sale Price	SP/SF	DOM
Min	736	1932	\$55,000	\$53.73	
Max	9,000	2021	\$1,682,500	\$292.61	349
Avg	1,877	1976	\$287,253	\$149.41	44
Median	1,619	1955	\$235,000	\$151.55	24

Source: HAR; CDS

In 2020, there were 209 homes sold in 77021. The median price was \$187,500. This is \$32,500 or 21% above the median 2019 price before the pandemic housing boom hit Houston.

Table 9: 77021 Home Sales, 2020

209	SF	Yr Built	Sale Price	\$/SF	DOM
Min	767	1930	\$48,000	\$31.37	
Max	8,210	2020	\$2,000,000	\$243.61	477



209	SF	Yr Built	Sale Price	\$/SF	DOM
Average	1,789	1972	\$245,336	\$129.87	58
Median	1,596	1953	\$187,500	\$131.13	29

Source: Houston Association of Realtors (HAR)

In 2019, there were 175 homes sold in 77021. The median price and price per square foot were \$155,000 or \$115.42 respectively.

Table 10: 77021 Home Sales, 2019

175	SF	Yr Built	Sale Price	\$/SF	DOM
Min	720	1935	\$31,000	\$26.59	
Max	4,888	2019	\$1,100,000	\$241.97	435
Average	1,694	1962	\$209,064	\$114.03	54
Median	1,452	1950	\$155,000	\$115.42	32

Source: Houston Association of Realtors (HAR)

77021 Townhome/Condos

Townhome / condo sales in 77021 are limited by the small inventory compared to other urban core neighborhoods. There were 5 current listings in 77021 on 11/17/21. The listings range from \$265,000 to \$409,999. The median list price per square foot is \$162.83 which is now just slightly below the median single family figure, a reversal of recent history.

Table 11: 77021 Townhome/Condo Listings, 12/2021

5	SF	Yr Built	List Price	\$/SF	DOM
Min	1,123	2005	\$265,000	\$156.63	34
Max	2,518	2021	\$409,999	\$235.98	241
Average	1,986	2015	\$348,899	\$182.69	161
Median	1,976	2021	\$349,899	\$162.83	239

Source: HAR/MLS

As of 11/17/21, there have been 21 sales of townhomes/condos. The median sales price was \$283,000 and price per square foot \$154.09psf. Condo/townhome sales prices in 2021 were relatively flat compared to 2020, in contrast to the strong appreciation of single family prices.



Table 12: 77021 Townhome/Condo Sales, 2021

21	SF	Yr Built	Sale Price	\$/SF	DOM
Min	1,440	2003	\$207,500	\$121.27	
Max	2,680	2021	\$330,000	\$184.94	625
Average	1,914	2012	\$286,881	\$153.47	63
Median	1927	2014	\$283,000	\$154.09	17

Source: Houston Association of Realtors

In 2020, there were 13 townhome/condo sales in 77021. The median sales price was \$285,485 or \$148.25 psf, which is significantly less than 2020/21.

Table 13: 77021 Townhome/Condo Sales, 2020

13	SF	Yr Built	Sale Price	\$/SF	DOM
Min	1,330	2003	\$240,000	\$113.45	7
Max	2,559	2020	\$375,000	\$180.45	217
Average	1,950	2010	\$285,485	\$148.25	57
Median	1,974	2007	\$290,000	\$144.84	34

Source: Houston Association of Realtors

In 2019, there were 14 townhome/condo sales in 77021. The median sales price was \$313,000.

Table 14: 77021 Townhome/Condo Sales, 2019

14	SF	Yr Built	Sale Price	\$/SF	DOM
Min	1,330	2002	\$240,000	\$121.70	7
Max	3,561	2019	\$495,000	\$192.11	364
Average	2,126	2010	\$326,029	\$154.96	98
Median	1,999	2006	\$313,000	\$152.64	67

Source: HAR/MLS

77021 Single Family Rental Market

There are currently 41 rentals on the market for lease in 77021. The median monthly rental price is \$1,595 or \$1.13/sq.ft. The listings include townhomes, condos, and single family homes.



Table 15: 77021 Single Family Rentals Listings, 12/2021

41	SF	Yr Built	List Price	\$/SF	DOM
Min	650	1930	\$677	\$0.00	
Max	1,780	2020	\$3,900	\$2.19	1647
Average	1,544	1973	\$1,761	\$1.14	126
Median	1,408	1955	\$1,595	\$1.13	26

Source: HAR/MLS

In 2021, there have been 199 leases to date. The median monthly lease rate is \$1,500 or \$1.11/sq.ft. The median lease rate has increased by 9% since 2020. The number of leases has decreased by 28%.

Table 16: 77021 Rentals, 2021

199	SF	Yr Built	Lease Price	\$/SF	DOM
Min	200	1930	\$480	\$0.38	
Max	3,921	2021	\$4,350	\$3.50	314
Average	1,515	1970	\$1,638	\$1.13	38
Median	1,459	1951	\$1,500	\$1.11	23

Source: HAR/MLS

In 2020, there were 255 leases through the MLS. The median lease rate was \$1,375 or \$1.03 psf. Median lease prices had increased slightly since 2019, going from \$1.00 to \$1.03/sq.ft.

Table 17: 77021 Rentals, 2020

255	SF	Yr Built	Lease Price	\$/SF	DOM
Min	500	1930	\$595	\$0.16	
Max	6395	2020	\$11,000	\$1.72	1126
Average	1624	1968	\$1,528	\$1.01	54
Median	1450	1953	\$1,375	\$1.03	25

Source: HAR/MLS

In 2019, there were 243 leases. The median monthly lease rate was \$1,300 and \$1.00/sq.ft.



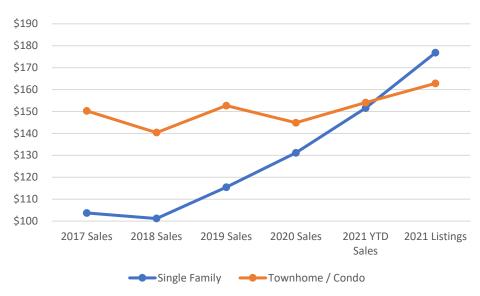
Table 18: 77021 Rentals, 2019

243	SF	Yr Built	Lease Price	\$/SF	DOM
Min	485	1939	\$575	\$0.01	
Max	3,392	2019	\$5,700	\$1.68	754
Average	2,033	1972	\$1,496	\$0.99	47
Median	1,428	1955	\$1,300	\$1.00	31

Source: HAR/MLS

Summary Charts

Figure 3: Price per Square Foot – For-Sale Homes



Sources: HAR, CDS



\$400,000 \$350,000 \$250,000 \$150,000 \$100,000 2017 Sales 2018 Sales 2019 Sales 2020 Sales 2021 YTD 2021 Listings Sales Single Family Townhome / Condo

Figure 4: Median Price – For-Sale

Sources: HAR, CDS

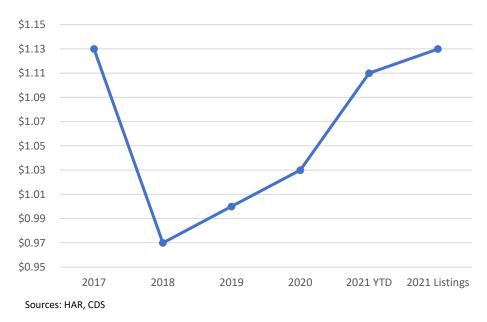


Figure 5: Rental Rate per Square Foot

New Development

Houston Business Development, Inc. (HBDi), the organization which owns the Palm Center Business Technology Center, has recently been engaging in residential revitalization and investment activities in nearby areas. It has been building 53 detached homes in locations to the south and west of the Palm Center, including a partnership with the Midtown Redevelopment Authority for a new project called Palmetto Place near Milart Street and Griggs Road. These new homes are 1,500 to 1,800 square feet and priced to be attainable to buyers of 120% of area median income or lower. HBDi has also redeveloped



an old multifamily complex on Browncroft just west of Martin Luther King Boulevard into 29 townhomes, also targeted to entry-level home buyers. Additionally, the organization will develop a two-acre site on Schroeder into 18 similar townhomes.



MULTIFAMILY MARKET

CDS presents the following data for multifamily apartments in the Study Area and ZIP code 77021, which encompasses the Study Area plus some areas outside the Study Area boundary. This data does not include student housing properties.

In the Study Area, per CoStar, there are over 1,400 multifamily apartment units that are fully market rate properties (excludes income-restricted units).

- Over half of the units are one bedroom plans.
- For properties for which data was available, the occupancy rate for the whole stock of units is 88.4%, and average monthly rent per square foot is \$1.01, which is moderate by overall Houston standards.
- The age of properties ranges from 1948 to 2021. Per CoStar, only 648 market rate units date from 2000 or later. Per CoStar, there are no Class "A" market rate properties in the Study Area.
- There are 649 income-restricted or subsidized units in four properties.

Table 19: Study Area Market Rate Multifamily Apartments

Total Inventory (units)	1,416
1 bedroom	727
2 bedroom	609
3 bedroom	47
Total vacancy rate	11.6%
Average monthly rent / sq.ft.	\$1.01

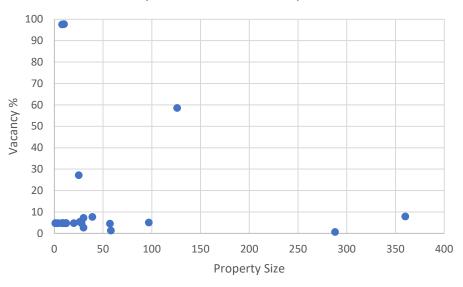
Source: CoStar

The vast majority of properties have vacancy rates under 10%. A few properties with higher vacancy rates bring the overall Study Area average up to over 11%.



Figure 6: Vacancy Rate vs. Property Size

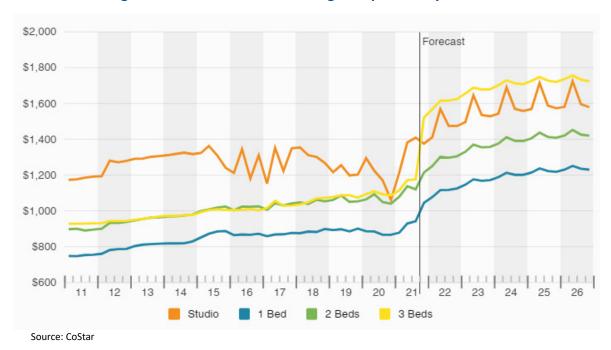
Study Area Market Rate Properties



Sources: CoStar, CDS

In ZIP code 77021, for most of the last 10 years, rents have appreciated slowly. However, they began to rise rapidly during 2021.

Figure 7: 77021 Market Rate Asking Rent per Unit by Bedroom





In the 77021 ZIP code, vacancy has trended steadily downward over the last 10 years, with a sharp drop in 2021. Note that the Study Area vacancy rate is higher than the 77021 rate.

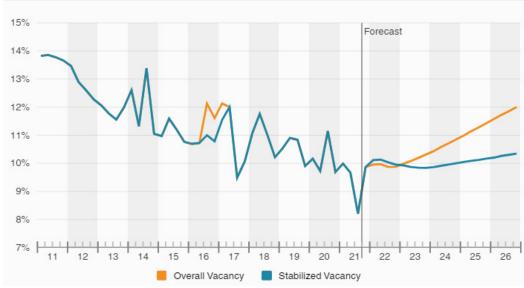


Figure 8: 77021 Overall and Stabilized Vacancy Trends

Source: CoStar

Absorption has varied over the last 10 years but has been mostly positive since late 2020.

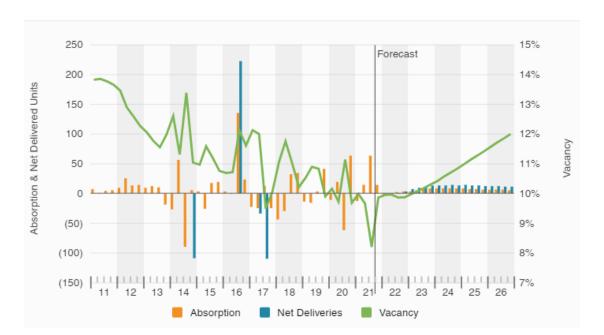


Figure 9: 77021 Absorption, Net Deliveries, and Vacancy Trends



New Development

In addition to its single family development activities, HBDi is also pursuing development of a 145-unit multifamily apartment complex on a 4-acre site on the north side of Griggs Road across from the Palm Center Business Technology Center. It target the middle-income workforce with rents affordable to households making between 80% and 120% of area median income.

The Harris County Housing Authority (HCHA) is reportedly planning a mixed-use development including 120 affordable multifamily apartments on a portion of the site of the Southeast Transit Center at Scottcrest and Old Spanish Trail. The HCHA typically serves low-income households. The project may have some ground-floor commercial / civic use space. Information on size and timing of the project was not available.

Along SH 288 at Dixie Road, the Brownstone Group is developing the Regency Lofts, a 120-unit affordable apartment property that is assisted by both federal disaster recovery funds and the Low-Income Housing Tax Credit (LIHTC) program. It will be income-restricted to households 60% of area median income and below. It should be completed later in 2022.

Action CDC has considered development of a multifamily complex on OST between

Griggs and Calhoun, possibly with some ground floor commercial space.

Figure 10: Planned HCHA Multifamily Complex
Southeast Transit Center







CDS

RETAIL MARKET

CDS presents the following data for retail space in the Study Area and ZIP code 77021, which encompasses the Study Area plus some areas outside the Study Area boundary.

- The Study Area contains just over 1 million square feet of retail space with an occupancy rate of approximately 93%.
- Lease rates are low to moderate by Houston standards.
- Thirty properties date from 2000 or later, totaling approximately 241,000 square feet of rentable building area (RBA). Approximately 47,000 square feet dates from the last five years.

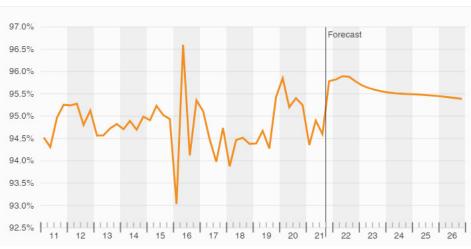
Table 20: Study Area Retail Space

Total RBA (sq.ft.)	1,020,498
Total occupancy rate	93.1%
Annual lease rate / sq.ft. range (available space only)	\$9.00 - \$28.00
Average weighted annual rent / sq.ft. (available space only)	\$15.69

Source: CoStar

For 77021 overall, occupancy rates have remained in the range of 94% to 96%, with rates mostly increasing during 2021.

Figure 11: 77021 Retail Occupancy Trends



Source: CoStar



Asking lease rates rose significantly from late 2017 to the present.

Figure 12: 77021 Retail Asking Lease Rate Trends

Absorption since 2018 has been mostly positive.



Figure 13: 77021 Retail Absorption, Deliveries, and Vacancy Trends

New Development

A low-income multifamily complex planned by the Harris County Housing Authority (HCHA) may contain some ground-floor commercial or civic use. Also, the Redevelopment Plan for the Palm Center Business Technology Center envisions some relatively small increments of new retail space fronting a plaza near the light rail station, including a sit-down café.



OFFICE MARKET

CDS presents the following data for office space in the Study Area and ZIP code 77021, which encompasses the Study Area plus some areas outside the Study Area boundary.

CoStar reports approximately 205,000 square feet of leasable office space within the Study Area.

- The most recent properties were built in 2006.
- Occupancy rates for leased office space within the Study Area are estimated to be approximately 94%, which is strong by Houston standards.
- Lease rates for Study Area office space are moderate, though data is limited.

Table 21: Study Area Leasable Office Space

Total RBA (sq.ft.)	205,384
Age range	1945-2006
Total occupancy rate	94.2%
Average weighted annual rent / sq.ft. (properties with available space only)	\$16.00

Source: CoStar

Occupancy rates for office space in the 77021 ZIP code, which includes the Study Area, were fairly stable until 2021. Note that 77021 also includes office space in the Texas Medical Center area west of SH 288.

Figure 14: 77021 Office Occupancy Trends





Lease rates in the 77021 ZIP code have been relatively stagnant since early 2015. Note that 77021 also includes some office properties in the Texas Medical Center area west of SH 288.

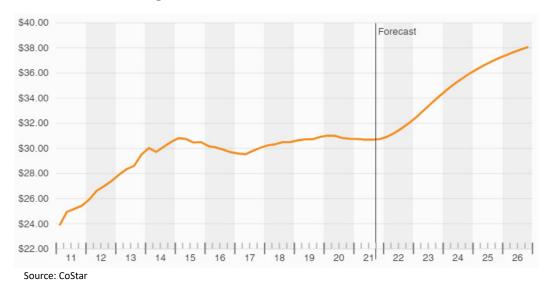


Figure 15: 77021 Office Lease Rate Trends

Office space in 77021 experienced relatively high negative absorption in 2021, which corresponds with the increase in vacancy during this period.

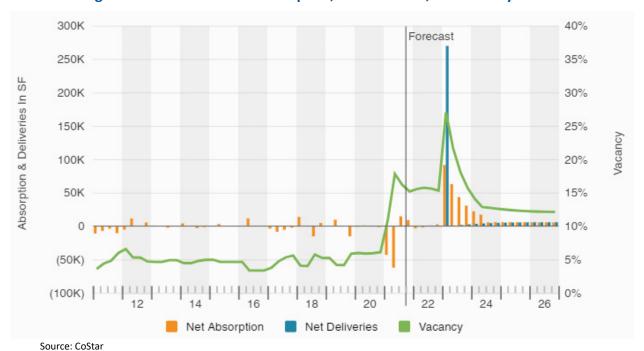


Figure 16: 77021 Office Net Absorption, Net Deliveries, and Vacancy Trends



APPENDIX B PUBLIC ENGAGEMENT SUMMARY

OST/PALM CENTER LIVABLE CENTERS STUDY

B1

PUBLIC ENGAGEMENT SUMMARY

PUBLIC ENGAGEMENT SUMMARY TIMELINE

Due to COVID-19, the OST / Palm Center Livable Centers Study community engagement process was conducted primarily through a synchronous hybrid engagement. Attendees could participate live, either remotely or in person.

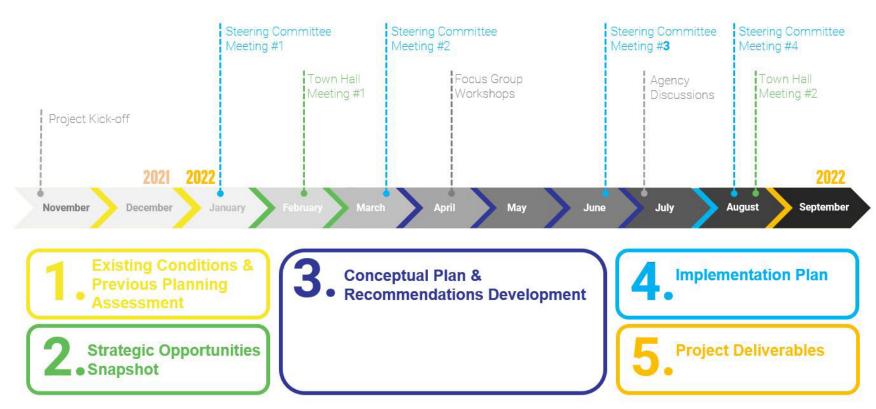


FIGURE B.1

PUBLIC ENGAGEMENT TIMELINE

PUBLIC ENGAGEMENT SUMMARY

STEERING COMMITTEE MEETINGS

Two Steering Committee meetings were held throughout the OST / Palm Center Livable Centers Study.

An initial meeting was held early in the project in a workshop setting to lay the foundational groundwork for the project. Steering Committee makeup and membership included a wide range of community leaders and agencies.

A second Steering Committee meeting was held during Conceptual Plan & Recommendations Phase of the project to the review conceptual renderings for specific recommendations and improvements via Agency Packages for discussion and feedback. Agency Packages were be distributed to Steering Committee members in advance of this meeting.







OST/PALM CENTER

LIVABLE CENTERS STUDY

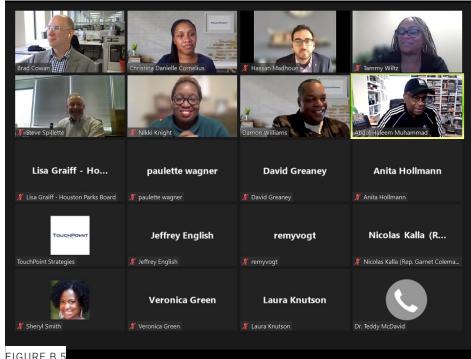
TOWN HALLS

PUBLIC MEETINGS

Two Town Hall Meetings were held to solicit feedback from the OST / Palm Center community.

The first Town Hall meeting was held in February 2022 introduce the project to the Community and solicit for some feedback. A survey was conducted to solicit feedback on mobility choice, user comfort, and amenities in the community.

The second Town Hall Meeting was held in August 2022 with the community to share the refinements on the conceptual renderings and prioritization plan.



VIRTUAL PUBLIC ENGAGEMENT SCREENSHOT

FOCUS GROUPS

Focus Group Workshop sessions were scheduled for substantive input from the community on the Conceptual Plan Recommendations and outputs.

A series of interviews with community members and subject matter experts were held in April 2022.













IN PERSON WORKSHOP IMAGES

B5

HTTPS://ENGAGESTANTEC.MYSOCIALPINPOINT.COM/OST_PALMCENTER_LIVABLECENTERSSTUDY

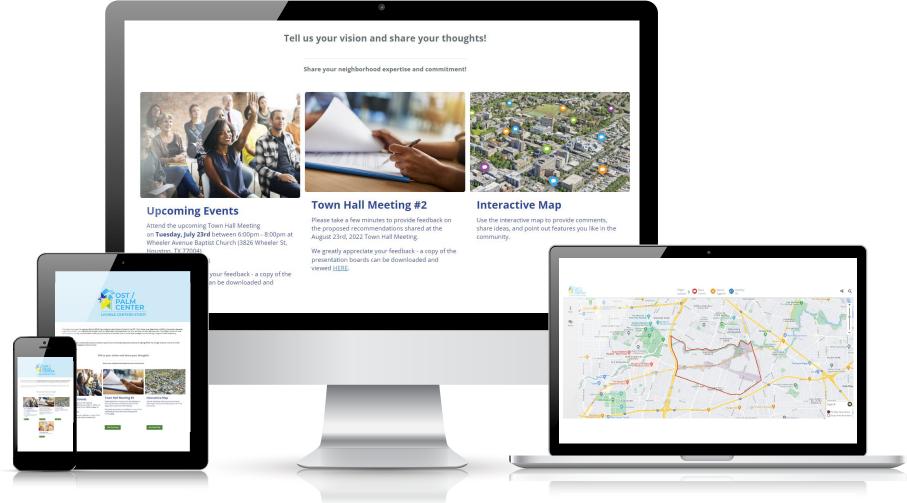
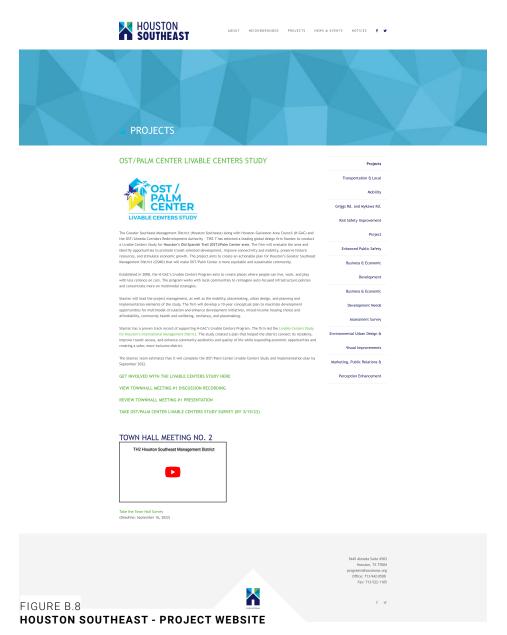


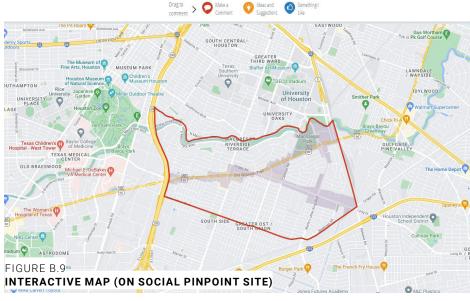
FIGURE B.7

SOCIAL PINPOINT WEBSITE - PART OF THE PUBLIC ENGAGEMENT VIRTUAL OPEN HOUSE

OST/PALM CENTER

LIVABLE CENTERS STUDY







TOWNHALL MEETING #1 SURVEY

Town Hall meeting was held on February 15, 2022, introduce the project to the Community and solicit for some feedback.

A survey was conducted to solicit feedback on mobility choice, user comfort, and amenities in the community.



JOIN US FOR A VIRTUAL

TOWNHALL MEETING

Tuesday, February 15th 2022 @ 6:30 PM Registration Required: https://tinyurl.com/OST2022



Please join H-GAC and Greater Southeast Management District (Houston Southeast) for our first Townhall meeting for the OST/Palm Center Livable Center Study







VIRTUAL TOWNHALL MEETING

ON AN AVERAGE WEEK, WHAT MODES OF TRANSPORTATION DO YOU USE TO TRAVEL?

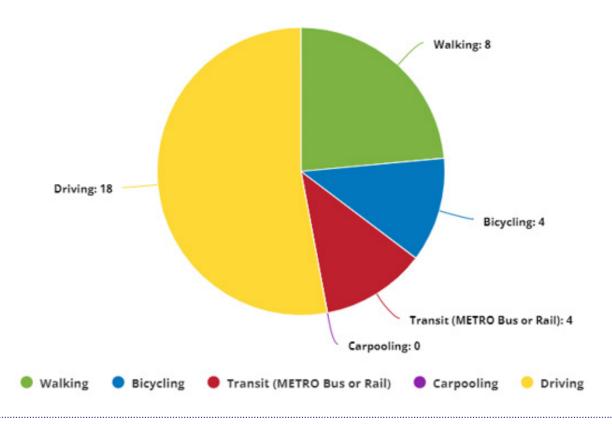
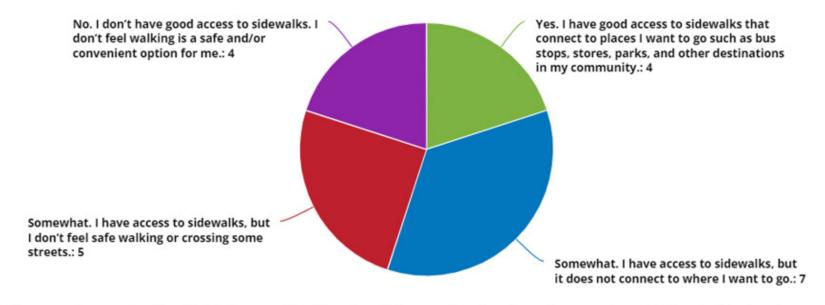


FIGURE B.12

MODES OF TRANSPORTATION RESPONSES (SOCIAL PINPOINT SITE - SURVEY)

WALKING: IS WALKING A SAFE AND CONVENIENT OPTION FOR YOU TO TRAVEL?

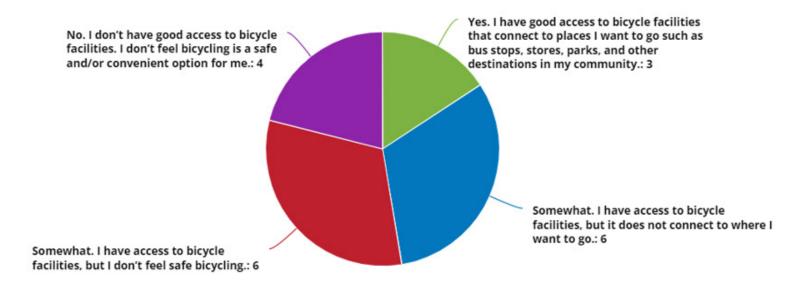


- Yes. I have good access to sidewalks that connect to places I want to go such as bus stops, stores, parks, and other destinations in my community.
- Osmewhat. I have access to sidewalks, but it does not connect to where I want to go.
- Somewhat. I have access to sidewalks, but I don't feel safe walking or crossing some streets.
- No. I don't have good access to sidewalks. I don't feel walking is a safe and/or convenient option for me.

FIGURE B.13

WALKING SAFETY RESPONSES (SOCIAL PINPOINT SITE - SURVEY)

BICYCLING: IS BICYCLING A SAFE AND CONVENIENT OPTION FOR YOU TO TRAVEL?

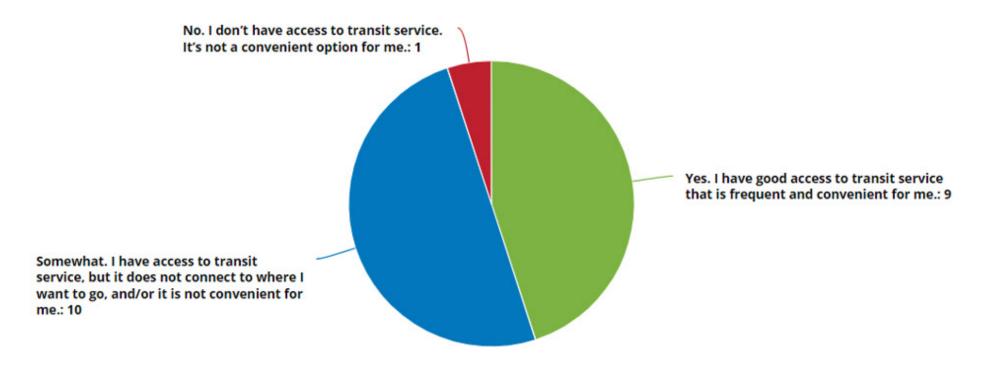


- Yes. I have good access to bicycle facilities that connect to places I want to go such as bus stops, stores, parks, and other destinations in my community.
- Somewhat. I have access to bicycle facilities, but it does not connect to where I want to go.
- Somewhat. I have access to bicycle facilities, but I don't feel safe bicycling.
- No. I don't have good access to bicycle facilities. I don't feel bicycling is a safe and/or convenient option for me.

FIGURE B.14

BICYCLING SAFETY RESPONSES (SOCIAL PINPOINT SITE - SURVEY)

TRANSIT: IS TRANSIT SERVICE IN OST / PALM CENTER A CONVENIENT TRAVEL OPTION FOR YOU?



- Yes. I have good access to transit service that is frequent and convenient for me.
- Osmewhat. I have access to transit service, but it does not connect to where I want to go, and/or it is not convenient for me.
- No. I don't have access to transit service. It's not a convenient option for me.

FIGURE B.15

TRANSIT SAFETY RESPONSES (SOCIAL PINPOINT SITE - SURVEY)

WHAT FACILITIES AND PROGRAMS DO YOU FEEL NEED IMPROVEMENT?

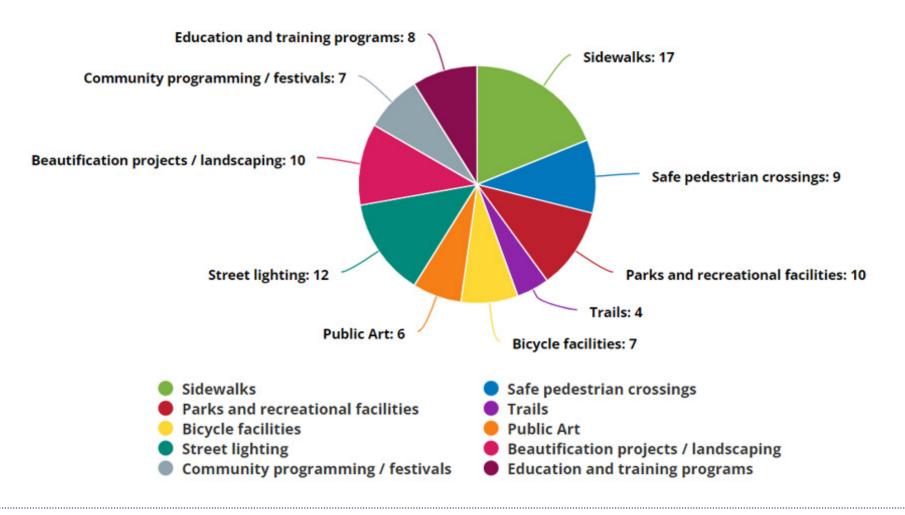


FIGURE B.16

FACILITIES & PROGRAMS IMPROVEMENT RESPONSES (SOCIAL PINPOINT SITE - SURVEY)

WHAT WE HEARD

"Movie theatre"

"Children friendly entertainment, healthy food options, fine dining"

"...more bike friendly..."

"Develop the theater on OST to house an art gallery, dance studio , an entertainment center, a Juneteenth Museum, etc"

"A focus on children and seniors"

"A renters rights/affordable housing office"

"Expanding the transit shed for the area, meaning the places that can be reached in, say, 45 minutes. This could mean faster and more frequent routes. It should also look at how to accelerate implementation of the Palm Center signature bus line in METRONext."

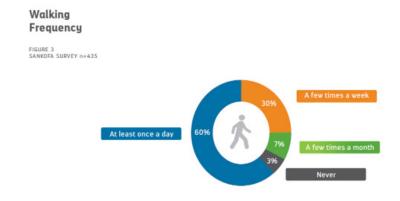
FIGURE B.17
OUOTES FROM RESPONSES

COMMUNITY FEEDBACK FROM PREVIOUS STUDIES

Numerous studies have been completed in the OST / Palm Center community over the past several years. One of the studies completed recently, the Strollin' & Rollin' Southeast Houston 2014 Mobility Report, included an extensive community engagement and survey component to understand existing challenges and opportunities – particularly for walking, bicycling.

The survey results from the 2014 Mobility Report were instrumental in understating the mobility issues in the OST / Palm Center community and were referenced in the process as part of the development of recommendations. This section includes excepts from the 2014 Mobility Study for reference:





60% of the community walk outside for at least 10 minutes a day and they do so primarily for exercise.



FIGURE B.18
WALKING FREQUENCY AND PRIMARY REASONS FOR WALKING (STROLLIN' & ROLLIN' SOUTHEAST HOUSTON
2014 MOBILITY REPORT)

OST/PALM CENTER

LIVABLE CENTERS STUDY B13



14% of the community bike for at least 10 minutes a day and they do so primarily for exercise.

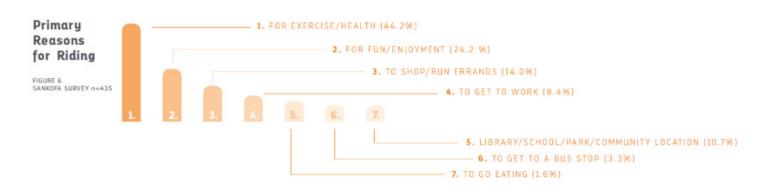


FIGURE B.19
RIDING FREQUENCY AND PRIMARY REASONS FOR RIDING (STROLLIN' & ROLLIN' SOUTHEAST HOUSTON 2014 MOBILITY REPORT)

COMMUNITY SURVEY RESULTS: FREQUENT WALKING ROUTES

Compiled walking routes (darker shaded routes were cited more frequently by survey respondents than lighter shaded ones).

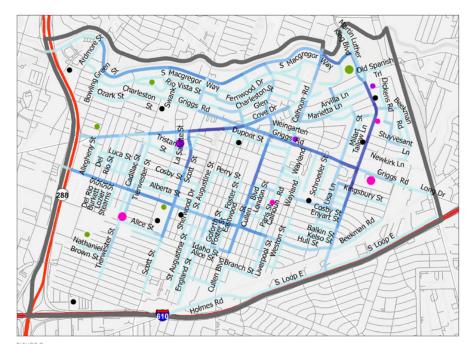
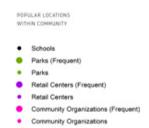


FIGURE B.20
FREQUENT WALKING ROUTES (STROLLIN' & ROLLIN' SOUTHEAST HOUSTON 2014 MOBILITY REPORT)



COMMUNITY SURVEY RESULTS: FREQUENT BICYCLING ROUTES

Compiled biking routes (darker shaded routes were cited more frequently by survey respondents than lighter shaded ones).

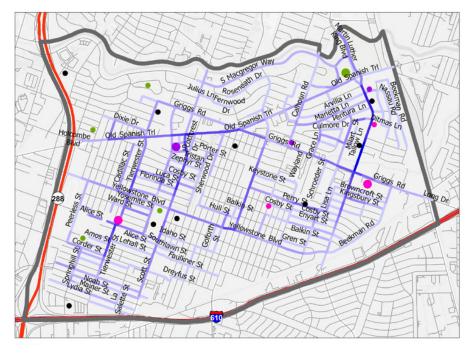
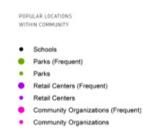


FIGURE B.21

FREQUENT BIKING ROUTES (STROLLIN' & ROLLIN' SOUTHEAST HOUSTON 2014 MOBILITY REPORT)



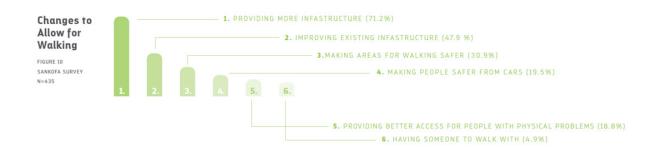
B15

OST/PALM CENTER

LIVABLE CENTERS STUDY

Improvements to Encourage Walking





Improvements to Encourage Biking



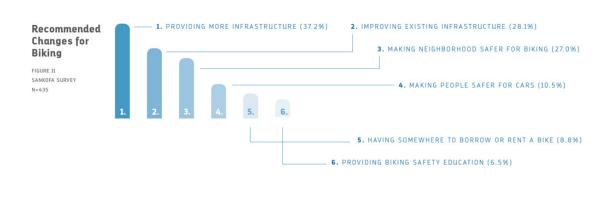


FIGURE B.22

IMPROVEMENTS TO ENCOURAGE WALKING AND BIKING (STROLLIN' & ROLLIN' SOUTHEAST HOUSTON 2014 MOBILITY REPORT)

APPENDIXC THE SECOND ECONOMY

OST/PALM CENTER LIVABLE CENTERS STUDY

C1

THE SECOND ECONOMY

WHY NODES?

While the Livable Centers Study for OST / Palm Center recommends improvements throughout the designated Study Area, it places primary focus on the three nodes that the Houston Southeast community identified as the most desired areas for catalytic change towards a Second Economy.

The principal benefit to this is that these nodes offer the most concentrated locations of potential activity, and the recommended improvements could thus serve a more multilayered set of users and visitors in each area than in other locations around the Study Area.

Therefore, the potential economic impacts in terms of enhancing the appeal for new levels of private investment would also be greater.

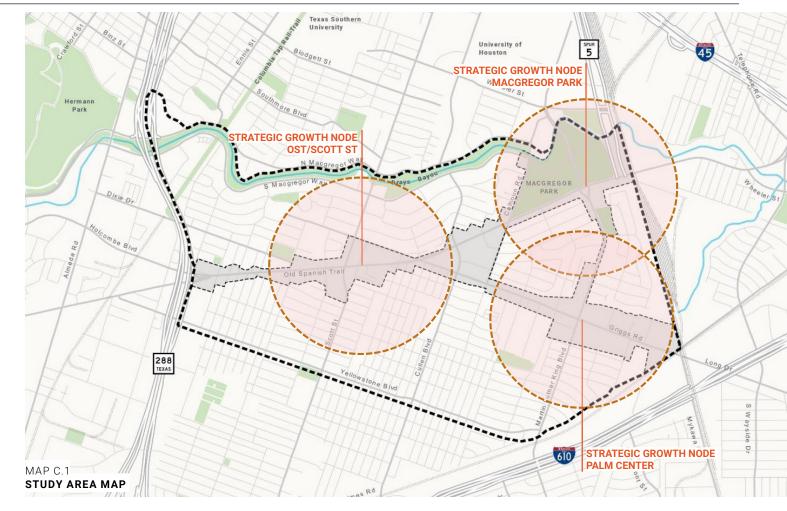




C2







The keys to successful nodes that entice new economic investment activity include:

- Different uses, occupant types, and public or quasi-public spaces situated closely together (i.e., within walking distance).
- A diversity of activities and uses that serve a variety of functions, giving area residents, employees and visitors multiple reasons to patronize the node.
- Uses and activities that are visited or patronized during a variety of time periods – day / evening, weekday / weekend.
- Multiple travel modes and directional corridors for access car, transit, bicycle, walking, etc.
- A physical layout that allows easy and direct travel, especially on foot, between destinations within the node, and urban design that makes intranode travel pleasant and comfortable.
- A unique positive identity or character that differentiates the node from others, making it stand out in a competitive cityscape.
- A balance of both commitment to perpetuation of uniqueness and adaptation to changing economic and demographic context on the part of the node's stewards and stakeholders.
- As economic investment intensifies at the node, additional investment will likely radiate along the corridors that providing approaching access.





OST/PALM CENTER

LIVABLE CENTERS STUDY

OST / SCOTT / SE TRANSIT CENTER NODE

The node around the OST / Scott / SE Transit Center intersections is a highly prominent one within Southeast Houston. It has the greatest concentration of retail activity, including some relatively newer commercial structures compared to other parts of the Study Area.

PRINCIPAL EXISTING RETAIL CENTER

Until the new HEB supermarket opened at North MacGregor and SH 288, the HEB at the southwest corner of Scott and OST was the area's principal grocery destination. Furthermore, a cluster of strip centers and pad sites offers large variety of retail, services, and fast food. The Houston Southeast community is already used to frequenting this node for goods and services.

MULTI-DIRECTION ACCESSIBILITY

OST, Griggs, and Scott create strong connectivity with areas west, north, east, and south. Notably, that connectivity includes the Texas Medical Center to the west and the university campuses to the north.

PARCEL SIZE / CONFIGURATION / UTILIZATION

The platted parcels in this node are somewhat larger than those elsewhere in Study Area, which helps provide options for development. In addition, some are currently underutilized or vacant, which could allow space for new development or programming.



EXISTING DEFICIENCIES

While economically this node has positive aspects, especially the recent development of some strip centers and reasonable overall occupancy, it also has challenges for broadening and elevating it commercial business offerings.

- The existing retail selection is undistinctive and oriented toward convenience errands, including the dining options, which are mostly fast food. The vast majority of it consists of national chains, denying the node a sense of place; it could be an intersection of suburban thoroughfares most anywhere.
- Apart from nearby religious institutions, there are no civic or cultural uses to provide variety to the node in terms of purpose of visit.
- There is no public space which can readily accommodate social or cultural programming to add more variety to the node and entice visitors to stay beyond their convenience visit.
- The OST intersections at Scott and Scottcrest, though signalized, do not
 provide a comfortable experience for pedestrians who may be coming
 from the Southeast Transit Center or who might consider walking between
 businesses or other destinations in the node. The Scott / Scottcrest
 intersection currently lacks safe crossings for pedestrians.

SECOND ECONOMY RECOMMENDATIONS

Despite the existing retail activity, this node will require implementation of some of the most intensive recommendations to advance its selection of businesses toward the Second Economy.

- Significant changes to the pedestrian infrastructure in the node per Recommendation 1.1.1 will facilitate movement on foot between the businesses and other destinations. These will include widened sidewalks and distinctive crosswalks, plus public art.
- Changing the development regulations which apply to this node will provide
 more flexibility for new real estate investment. If the **Recommendation 2.1**is implemented, commercial developers and businesses may be able to
 design and lay out their properties in a more distinctive manner, especially
 if parking can be reduced and buildings allowed closer to the right of way
 edge.
- Finding ways to broaden the occupant profile of the node will be key to making the node a more dynamic and interesting location. This could include finding resident or visitor-engaging organizations to occupy empty spaces in existing retail centers. The most ambitious of the ideas in Recommendation 2.3 is the proposed addition of a new programmable plaza at Scottcrest and OST. This could be used for cultural programming and pop-up small business activities. The objective is to entice customers at nearby businesses to come over and join in whatever fun is happening there. This will encourage visitors to the node to linger, making them more likely to spend money at a variety of local businesses.

OST/PALM CENTER

LIVABLE CENTERS STUDY C5

GRIGGS / MLK / PALM CENTER NODE

The node around the Griggs / Martin Luther King intersection, dominated by the Palm Center Business Technology Center, has a unique identity already in its concentration of civic and institutional uses, plus its past life as one of Southeast Houston's major shopping destinations. This identity has broadened in recent years with developments such as the Houston Texans YMCA, the Village at Palm Center residential/retail complex, and the Park at Palm Center with its community garden. METRO also added light rail service several years ago, with the Palm Center station being the current terminus of the Purple Line.

PRIVATE IMPLEMENTATION ACTOR IN PLACE

This node is fortunate to have a significant private development actor, Houston Business Development, Inc. (HBDi), in place and already working on the transformation of the Palm Center property and other properties nearby. It commissioned a redevelopment plan for Palm Center that calls for adding new office / institutional buildings and limited amounts of commercial/retail space around a public plaza area close to the Purple Line station.

HOUSING IMPROVEMENTS

C6

HBDi is actively working to bring new housing options to the node and adjacent locations. This will act to both add to the node's population within walking distance and increase the number of middle-class households that can support the node's businesses.

GATEWAY IMPROVEMENTS COMING

In the near to middle term, TxDOT will be extending the current Spur 5 freeway south to West Belfort, with the alignment running tangentially to the east end of this node. In addition, the community and local transportation agencies are working to redesign the existing complicated and unwelcoming intersection of Griggs, Long Drive, and Mykawa. This will improve access to this node from the east and also provide better connections to the regional highway network.



EXISTING DEFICIENCIES HAMPERING ECONOMIC GROWTH

While the node has a number of useful destinations in its existing form, the physical layout of connectivity in the node and some missing economic elements create some challenges.

- Underutilized and deteriorated commercial properties and parking lots create uninviting interstitial areas between the destinations. The light rail tracks also make automobile access on Griggs awkward, which further emphasizes the need to facilitate pedestrian or bicycle travel. The current conditions discourage travel among the various node components, which hampers its ability to serve multi-function visits and lowers overall vibrancy that would otherwise help attract investment.
- Much of the existing adjacent housing stock serves a lower-income renter
 population that has limited disposable income, and thus hampers the
 ability to add retail and services to the node to further broaden its activities,
 especially for more discretionary spending such as dining.
- Vacant modern retail space already exists in the Village at Palm Center, so additional new space may not be optimal without substantial residential or daytime population growth in the node.

SECOND ECONOMY RECOMMENDATIONS

HBDi and others have been creating a great deal of the framework needed to foster an environment that entices a new level of private sector investment and a broader range of commercial business offerings. Several of the other actions recommended in the Concept Plan will support and enhance this framework.

- Recommendation 1.1.2, with its sidewalk, crosswalk, and lighting improvements, will help tie together the various uses and destinations in the area now, plus facilitate pedestrian movement of future residents in the expected new housing around the node. For example, when HBDi and other entities are able to develop new housing on the north side of Griggs, these improvements will help and encourage the residents to walk to destinations at Palm Center, around the Library, and businesses in the Village at Palm Center retail space, without having to require automobile parking.
- The issue of helping to bridge unpleasant stretches of deteriorated or vacant commercial properties will receive mitigation from the placemaking improvements in underutilized spaces outline in **Recommendation 2.3**. Even properties that may not be occupied will become less intimidating to pedestrians circulating through the node on their way to other destinations. Over time, with an intentional marketing or redevelopment campaign, these sites can become housing or gain occupancy from productive and community-friendly uses. Having a more uniformly maintained set of private properties will also make the node more attractive for future private investment.
- HBDi, the Midtown Redevelopment Authority (MRA), and others will undertake the most transformative projects for the node per **Recommendation 2.4**, Palm Center TOD. As described above, it will add more residents to the node that can help support its businesses and other occupants, add "life on the street," provide a new usable public space along Griggs, add daytime population through new office space at Palm Center, and potentially foster a dining establishment that will raise the local profile of the node and encourage other private investment in businesses serving a more middle-class population.

C7

OST/PALM CENTER

LIVABLE CENTERS STUDY

MACGREGOR PARK / MLK / OST NODE

The node centered around the intersection of OST and Martin Luther King is unique in the Study Area, both in that it is a portal to Southeast Houston's premier public open space, has a light rail station and is a gateway into the area from the east and north. The prevalence of public and institutional land means that physical opportunities to produce private economic investment are limited, but they nevertheless could have a significant impact.

RECREATION AND STUDENT DESTINATION

Further distinguishing this node is the unique profile of its market demand opportunities, which consist not only of nearby single-family residents but also residents of nearby student housing complexes, students and staff at the new University of Houston Tilman J. Fertitta Family College of Medicine just opened nearby, and patrons of MacGregor Park.

GATEWAY IMPROVEMENTS COMING

The Spur 5 extension across OST will create new opportunities for an aesthetic gateway statement that further highlights the node, plus provide easier regional access from the south.

NEW MEDICAL CAMPUS AND PARK MASTER PLAN OPPORTUNITY

The growth of the new medical school will continue to add commuting students and staff through the node. The eventual improvements to MacGregor Park could increase its traffic and result in better integration with the node than it currently has.



EXISTING DEFICIENCIES

This is a relatively simple node at present, but one with two significant deficiencies that hamper its potential productivity as a location for Second Economy investment.

- The OST / MLK intersection itself, also encompassing the light rail station, is an obstacle to legible and easy pedestrian movement. The current configuration, which creates extra distance and unclear paths for access between the north and south sides of OST, discourages the ability of private properties on the south side of the intersection to leverage the population at MacGregor Park and the medical school.
- At present, the immediate potential for commercial investment is limited by the available sites. While an aged strip center at the southeast corner (Page Center) was redeveloped and replaced by the current student housing complex a few years ago, its counterpart property on the southwest corner remains with a drab dated exterior. The property's site is also narrow and curved, with a surface parking lot separating it from the intersection. The only other significant commercial site at the intersection is next door to the west and is a pedestrian-hostile auto and truck servicing business.

SECOND ECONOMY RECOMMENDATIONS

The compact nature of the OST / MLK / MacGregor Park node results in straightforward recommendations to encourage Second Economy investment.

Improving sidewalks, crosswalks, and a general reconfiguration of the intersection per **Recommendation 1.1.3** will significantly help make pedestrian and bicycle travel south across OST more attractive.

This will better enable the commercial properties on the southwest corner to capture time and spending from park patrons and medical school students and staff. The new pedestrian plazas resulting from the reconfiguration could provide opportunities to sit and socialize if street furniture is provided, which would in turn increase the attractiveness of purchasing refreshments from adjoining businesses.

- Increasing programming at MacGregor Park per Recommendation 1.4
 will increase potential patronage to the node that can support additional
 demand for businesses at the southwest corner of the intersection.
- Working with the commercial property owners at the southwest corner of the intersection per **Recommendation 2.3** would result in improved exterior appearance of the properties, which would encourage businesses to locate there to take advantage of the increased traffic described above.
- The pedestrian environment improvements in **Recommendation 3.3.5** could be designed to specifically connect travelers crossing the intersection to the commercial businesses, further increasing their appeal for potential businesses targeted to park patrons and university students and staff. Pedestrian lighting would help attract customers after dark.

OST/PALM CENTER

LIVABLE CENTERS STUDY C9

APPENDIXD AIR QUALITY ASSESSMENT

OST/PALM CENTER LIVABLE CENTERS STUDY

D1



910 Louisiana Street, Suite 2600 Houston TX 77002-4916

September 14, 2022

Project/File: 222012449

H-GAC Livable Centers Study for OST / Palm Center Air Quality Analysis Report

The Houston-Galveston Area Council (H-GAC) Livable Centers Study for OST / Palm Center seeks to improve livability and air quality in the study area. As part of the study, a VMT (Vehicle Miles Traveled) and Air Quality analysis was conducted to estimate the reduction of automobile trip VMT and subsequent air quality improvement associated with study recommendations that reduce the reliance on the automobile for localized travel, and increase the adoption of alternative modes of transportation such as walking, bicycling and transit.

Study Area:

The Livable Centers Study Area for OST/Palm Center is located in southeast Houston. The study area is bounded by MacGregor Way and the Brays Bayou to the north, SH-288 to the west, Yellowstone Blvd to the south, and Mykawa Road to the east.

The general study area boundary contains a total of 11 Travel Analysis Zones (TAZs) as defined by the H-GAC Travel Demand model. **Figure 1** illustrates the study area boundary and TAZs.

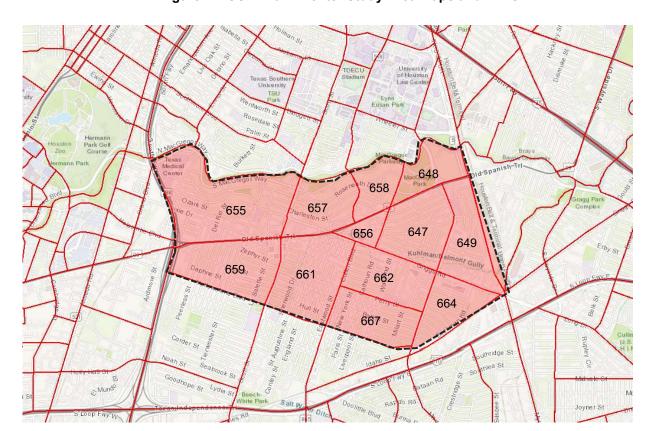


Figure 1 - OST / Palm Center Study Area Maps and TAZs

Design with community in mind

Livable Center Daily Trips Forecast:

Travel demand model data was obtained from H-GAC. Based on 2018 data provided by H-GAC, a total of 2,373 Auto LC Internal Daily trips made.

The H-GAC model also projects future trips based on land-use changes and population growth. Based on the model, the following Auto LC Internal Daily Trips are estimated for the 2025 and 2045 future horizons.

Table 1 – LC Daily Trips Forecast

Year	Auto LC Internal Daily Trips	Bike Buffer Zone to LC Zone Daily Trips	LC Zone to Bike Buffer Zone Daily Trips		
2018	2,373	2,442	2,324		
2025	2,146	2,384	2,284		
2045	2,851	3,132	3,023		

Modal Shift Estimates:

The H-GAC Emissions Air Quality Estimate tool was used to estimate the trip reduction benefits of proposed infrastructure improvements. The template requires input of various roadway improvements along with demographic data for the OST / Palm Center area, which in turn calculates VMT and auto emissions reductions in the study area.

The OST/Palm Center study area currently features ~356,650 linear feet of existing sidewalks. The Livable Center Study recommendations feature ~38,311 linear feet (~ 7 miles) of new or improved sidewalks within the study area.

Based on the proposed recommendations, an estimated 62 to 83 New Pedestrian Daily Trips are estimated for the 2025 and 2045 future horizons, respectively.

Similarly, 84 to 111 New Bike Daily Trips are estimated for the 2025 and 2045 future horizons, respectively.

Transit mode shift was estimated using the Air Quality Estimate tool. Existing transit ridership was estimated within the study area using the REPLICA mobility analytics tool for transit stops within the study area. Based on the REPLCIA platform, an average of 2090 and 1380 daily transit trip boardings are estimated to occur within the study area for during Weekdays (Thursday) and Weekends (Saturday). Fall 2019 Data was used as the basis for transit ridership to estimate pre-COVID numbers. REPLICA transit data boarding metrics are illustrated in **Figure 2** (Weekday) and **Figure 3** (Weekend)

Based on the proposed recommendations, 227 to 259 New Transit Daily Trips are estimated for the 2025 and 2045 future horizons, respectively.

The modal shift estimate is summarized below in Table 2.

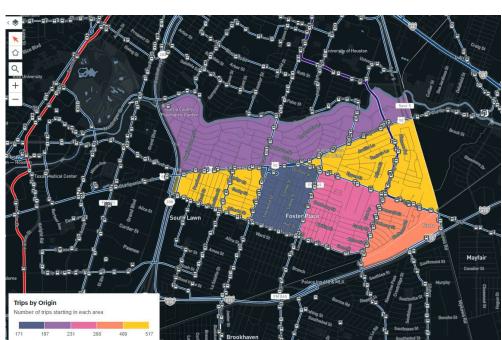


Figure 2 – Fall 2019 Weekday (Thursday) Transit Boarding Activity





Table 2 - Modal Shift Estimate

	Planning Horizon Totals	Share of Mode Shift
Total New Pedestrian Trips	1,974	18.2%
Total New Bike Trips	2,631	24.3%
Total New Transit Trips	6,217	57.5%

Year	New Pedestrian Daily Trips	New Bike Daily Trips	New Daily Transit Trips
2018	69	88	0
2019	68	88	0
2020	67	87	220
2021	66	86	222
2022	65	86	223
2023	64	85	224
2024	63	84	226
2025	62	84	227
2026	63	85	229
2027	64	86	230
2028	65	87	232
2029	66	88	233
2030	67	90	235
2031	68	91	237
2032	69	92	238
2033	70	93	240
2034	71	95	241
2035	72	96	243
2036	73	97	244
2037	74	99	246
2038	75	100	248
2039	76	102	249
2040	77	103	251
2041	78	105	252
2042	79	106	254
2043	80	108	256
2044	82	109	257
2045	83	111	259

VMT Reductions:

The H-GAC Emissions tool estimates VMT reductions based on two factors: infrastructure reductions based on proposed recommendations, and land use factor reductions based on future intensification of land use development that result in increased residential and employment density within the Livable Center study area.

VMT Reduction outputs based on infrastructure improvements are summarized in Table 3.

VMT Reduction outputs based on land use density bonus are summarized in Table 4.

The proposed recommendations are estimated to result in an average Daily VMT reduction of 2,034 VMT per day for the duration of the planning horizon period (2022 to 2045).

Emissions Reductions:

Implementation of the recommendations outlined in the H-GAC Livable Centers Study for the OST/Palm Center area is estimated to result in the following air emission reductions:

CO (ton/year): 1.47

NOX (ton/year): 0.06

VOC (ton/year): 0.06

CO² (ton/year): 194

A summary of estimated VMT and Emissions reductions is summarized in **Table 5**.



Table 3 – VMT Reduction Estimate (Infrastructure Improvements)

Year	New Pedestrian Daily Trips	New Bike Daily Trips	New Daily Transit Trips	Year	Pedestrian Daily VMT Reduction	
2018	69	88	0	2018	55	+
2019	68	88	0	2019	54	t
2020	67	87	220	2020	54	+
2021	66	86	222	2021	53	t
2022	65	86	223	2022	52	T
2023	64	85	224	2023	51	1
2024	63	84	226	2024	51	T
2025	62	84	227	2025	50	1
2026	63	85	229	2026	50	T
2027	64	86	230	2027	51	T
2028	65	87	232	2028	52	T
2029	66	88	233	2029	53	T
2030	67	90	235	2030	53	
2031	68	91	237	2031	54	T
2032	69	92	238	2032	55	1
2033	70	93	240	2033	56	T
2034	71	95	241	2034	57	
2035	72	96	243	2035	57	
2036	73	97	244	2036	58	
2037	74	99	246	2037	59	T
2038	75	100	248	2038	60	T
2039	76	102	249	2039	61	
2040	77	103	251	2040	62	
2041	78	105	252	2041	62	
2042	79	106	254	2042	63	
2043	80	108	256	2043	64	
2044	82	109	257	2044	65	
2045	83	111	259	2045	66	
Planning Horizon Totals	1,974	2,631	6,217	Planning Horizon Totals	1,579	
Planning Horizon Averages	70	94	222	Planning Horizon Averages	56	

	Pedestrian		
	Daily VMT	Bike	Transit
Year	Reduction	Daily VMT Reduction	Daily VMT Reduction
2018	55	265	0
2019	54	263	0
2020	54	261	1,541
2021	53	259	1,551
2022	52	257	1,561
2023	51	255	1,571
2024	51	253	1,582
2025	50	251	1,592
2026	50	254	1,602
2027	51	258	1,613
2028	52	262	1,624
2029	53	265	1,634
2030	53	269	1,645
2031	54	273	1,656
2032	55	277	1,666
2033	56	280	1,677
2034	57	284	1,688
2035	57	288	1,699
2036	58	292	1,711
2037	59	297	1,722
2038	60	301	1,733
2039	61	305	1,744
2040	62	309	1,756
2041	62	314	1,767
2042	63	318	1,779
2043	64	323	1,790
2044	65	327	1,802
2045	66	332	1,814
Planning Horizon Totals	1,579	7,892	43,521
Planning Horizon Averages	56	282	1,554

September 14, 2022 H-GAC Livable Centers Study for OST / Palm Center Air Quality Analysis Report Page 7 of 8

Reference: H-GAC Livable Centers Study for OST / Palm Center Air Quality Report

Table 4 – VMT Reduction Estimate (Land Use and Density Improvements)

Year	LC Internal Daily Trips	Growth To 100% Densification (User Defined)	General Auto Trip Reduction Due to Densification Daily Trip	VMT Reduction Bonus Daily VMT
2018	2,373	0%	0	0
2019	2,339	0%	0	0
2020	2,306	0%	0	0
2021	2,273	0%	0	0
2022	2,240	25%	2	4
2023	2,208	25%	2	4
2024	2,177	25%	2	4
2025	2,146	25%	2	4
2026	2,176	50%	4	9
2027	2,207	50%	4	9
2028	2,239	50%	4	9
2029	2,271	50%	4	9
2030	2,304	75%	7	14
2031	2,337	75%	7	14
2032	2,370	75%	7	14
2033	2,404	75%	7	14
2034	2,438	75%	7	15
2035	2,473	100%	10	20
2036	2,509	100%	10	20
2037	2,545	100%	10	20
2038	2,581	100%	10	20
2039	2,618	100%	10	21
2040	2,655	100%	10	21
2041	2,694	100%	10	21
2042	2,732	100%	11	22
2043	2,771	100%	11	22
2044	2,811	100%	11	22
2045	2,851	100%	11	23

Table 5 – VMT and Emissions Reduction Summary

									Emission Reduction			
Year	Auto LC Internal Daily Trips	New Pedestrian Daily Trips	New Bike Daily Trips	New Daily Transit Trips	General Auto Trip Reduction Due to Densification Daily Trip	Total Daily VMT Reduction	Total Annual VMT Reduction	CO (ton/year)	NOX (ton/year)	VOC (ton/year)	CO2 (ton/year)	PM10 (ton/year)
2018												
2019												
2020												
2021	1899	66	86	222	0	1,863	679,904	2.68	0.13	0.11	248	0.00
2022	1865	65	86	223	2	1,875	684,193	2.58	0.12	0.11	241	0.00
2023	1833	64	85	224	2	1,882	686,873	2.44	0.11	0.10	234	0.00
2024	1801	63	84	226	2	1,889	689,590	2.30	0.10	0.10	227	0.00
2025	1770	62	84	227	2	1,897	692,346	2.15	0.09	0.09	219	0.00
2026	1795	63	85	229	4	1,916	699,299	2.00	0.08	0.08	214	0.00
2027	1823	64	86	230	4	1,931	704,746	1.87	0.08	0.08	208	0.00
2028	1851	65	87	232	4	1,946	710,240	1.75	0.07	0.07	203	0.00
2029	1879	66	88	233	4	1,961	715,783	1.63	0.07	0.07	199	0.00
2030	1906	67	90	235	7	1,981	723,044	1.53	0.06	0.06	196	0.00
2031	1935	68	91	237	7	1,996	728,709	1.41	0.05	0.06	192	0.00
2032	1964	69	92	238	7	2,012	734,424	1.32	0.05	0.05	189	0.00
2033	1994	70	93	240	7	2,028	740,190	1.25	0.05	0.05	187	0.00
2034	2025	71	95	241	7	2,044	746,008	1.18	0.04	0.05	185	0.00
2035	2053	72	96	243	10	2,065	753,669	1.13	0.04	0.04	185	0.00
2036	2084	73	97	244	10	2,081	759,616	1.09	0.04	0.04	184	0.00
2037	2116	74	99	246	10	2,098	765,616	1.06	0.03	0.04	183	0.00
2038	2148	75	100	248	10	2,114	771,671	1.04	0.03	0.04	183	0.00
2039	2181	76	102	249	10	2,131	777,779	1.02	0.03	0.04	184	0.00
2040	2214	77	103	251	10	2,148	783,943	1.01	0.03	0.04	184	0.00
2041	2248	78	105	252	10	2,165	790,162	0.96	0.03	0.04	175	0.00
2042	2282	79	106	254	11	2,182	796,437	0.91	0.03	0.03	167	0.00
2043	2317	80	108	256	11	2,199	802,769	0.87	0.03	0.03	159	0.00
2044	2352	82	109	257	11	2,217	809,158	0.83	0.03	0.03	151	0.00
2045	2388	83	111	259	11	2,235	815,606	0.79	0.03	0.03	144	0.00
Planning Hori	izon Totals	1,770	2,367	5,997	173	50,854	18,561,777	36.79	1.45	1.48	4,841	0.07
Planning Horizo	on Averages	71	95	240	7	2,034	742,471	1.47	0.06	0.06	194	0.00

















