

SOUTHWEST **LIVABLE** **CENTERS** **STUDY**

June 2022



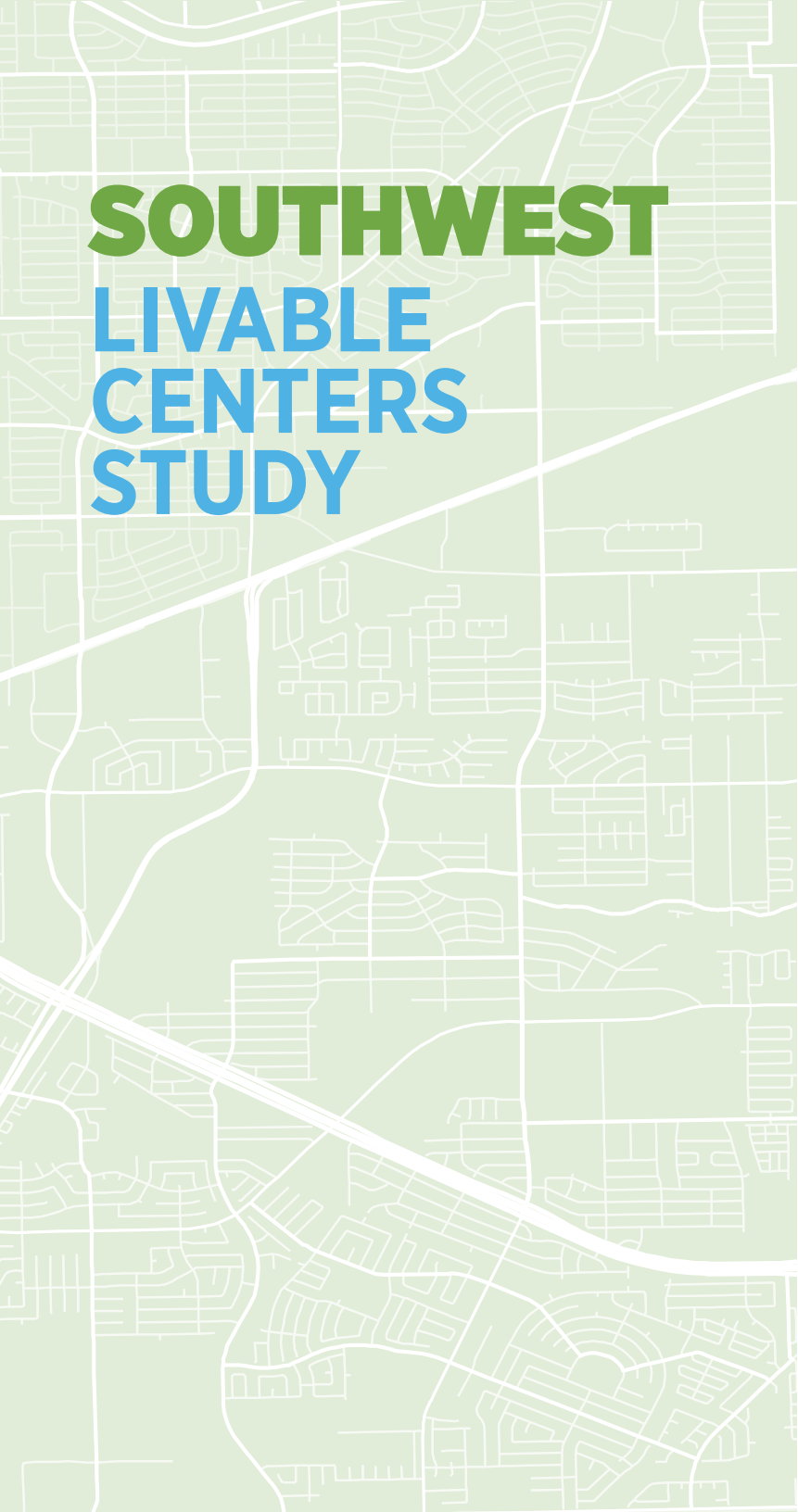
Martha Castex-Tatum
Vice Mayor Pro Tem
District K



Houston-Galveston
Area Council



**PLANNING &
DEVELOPMENT
DEPARTMENT**



SOUTHWEST **LIVABLE** **CENTERS** **STUDY**

Acknowledgments

Project Sponsors

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- City of Houston, Planning and Development Department
- City of Houston, Houston Public Works Department
- Houston-Galveston Area Council (H-GAC)

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THE
SOUTHWEST
LIVABLE
CENTERS STUDY
RECOMMENDS...

17
miles of
RECREATIONAL
TRAILS

3
CATALYST SITES

ECONOMIC
DEVELOPMENT
&
SKILLS TRAINING
PROGRAMS

10
NEW/REPAIRED
PEDESTRIAN
BRIDGES

HEALTH
ADVOCACY
&
FITNESS EQUIPMENT
PRESCRIPTIONS
PROGRAMS

2
COMMUNITY
SURVEYS

20+
SHELTERED
METRO
BUS STOPS

NEW
CONNECTIONS
TO
SIMS BAYOU

3
BCYCLE
DOCKING
STATIONS

...totaling
\$81-\$148
MILLION
DOLLARS
in public infrastructure and
improvements...

...and was informed by
150+
EVENT ATTENDEES AND
COMMUNITY SURVEY
RESPONDENTS.

PARK
IMPROVEMENTS,
REPAIRS, &
RECURRING
SEASONAL
ACTIVITIES



HOUSTON POLICE DEPARTMENT

POLICE

EXECUTIVE SUMMARY

Project Overview

In partnership with the City of Houston, Council District K and Houston-Galveston Area Council, the Southwest Houston area embarked on a Livable Centers Study. The Livable Centers Program is designed to facilitate the creation of walkable, mixed-use places that provide multi-modal transportation options, improve environmental quality, and promote economic development. The study area covers 25 square miles and is located south of Loop 610, bordered on the north by Main Street, to the south by McHard Road, to the east by Alameda Road, and the west by Fondren Road. The study area is bisected by Sims Bayou and includes 3 commercial corridors with significant opportunity for development and redevelopment, Sims Bayou Greenway, and a number of community parks.

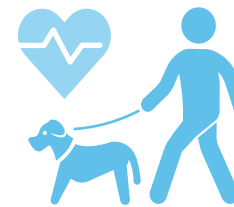
Over the course of nine months from August 2021 to May 2022, over 150 public forum attendees, survey respondents, and community members helped inform project and policy recommendations alongside project stakeholders, elected officials, and municipal leaders.

First, a demographic and psychographic analysis helped further characterize the Southwest Houston community and provided further context to ensure recommendations are appropriately aligned in **Chapter 2, Needs Analysis**. Then, an existing conditions assessment of roadway infrastructure, housing, parks, schools, sidewalks, market factors, vehicle crashes, traffic congestion, and public transportation was performed. Then, policy and project recommendations were presented to the community, refined through another round of feedback, and summarized in **Chapter 3, Recommendations**.

Project Goals

Through extensive public engagement events including both stakeholder and public meetings as well as attendance at pop-up events throughout Southwest Houston, the following three goals were identified and then refined based on community feedback. Each goal has associated objectives which relate to specific recommendations in **Chapter 3, Recommendations**, and action steps for implementation in **Chapter 4, Implementation Plan**.

1 Healthy and Active



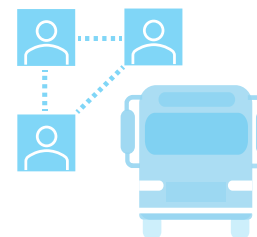
Support usability of parks and open spaces by providing more active transportation options and through programming that improves physical, mental, and economic wellbeing.

2 Thriving and Learning



Support the multigenerational livability of neighborhoods through expanding housing choice, local skills and educational training opportunities, and equitable community driven development.

3 Connected and Resilient



Provide enhanced multi-modal transportation connectivity to activity centers and destinations through coordinated infrastructure enhancements.

Public Engagement

Community engagement provides the basis for successful project implementation. Purposeful, thoughtful community engagement tunes into voices of the people who live, work, and play in Southwest Houston so they can formulate a preferred vision for their community's future. The Southwest Houston community was engaged through:

- Stakeholder Advisory Committee Meetings
- Community Meetings
- Community Pop-Up Events
- Virtual Community Meetings
- Online Engagement/Survey

Recurring themes during the public engagement process include demand for grocery stores, upscale dining and restaurants, general goods merchandisers and increased pedestrian connectivity via sidewalks, trails and cycling lanes. Community survey respondents indicated this Livable Centers Study should address local job opportunities, diverse housing options, community-driven development, youth programs and activities and more parks, public open-space, and recreational facilities.



Public engagement at FountainLife Center
November 4, 2021
Source: Half

Recommendations

Chapter 3, Recommendations, proposes actionable steps to address the needs and community interests that were identified through the public engagement process and through the analysis conducted in **Chapter 2, Needs Assessment**. Recommendations in this chapter are illustrated on **Map 18, Project Recommendations** on the facing page, and are outlined as follows:

- **Catalyst Sites:** Definitive areas for infill development or redevelopment that can maximize land use potential through mixed-use and transit-oriented development.
 - Catalyst Site 1: FountainLife Center
 - Catalyst Site 2: Edison Center
 - Catalyst Site 3: Fannin Apartments
- **Projects:** Constructable infrastructure improvements to facilitate pedestrian and bicycle access, provide safer travel for various modes, or improve the overall quality of life for residents and visitors.
 - Park Enhancements
 - Trail Network
 - Expand BCycle Stations
 - Pedestrian Bridges
 - Madison Mile Median Enhancement
 - METRO Enhancements
 - Roadway Reconstruction (Anderson Road, Allum Road, Blue Ridge Road)
 - Road Improvement (FM 521/Almeda Road)
 - Intersection Improvements

– **Policies:** Strategic actions that lay the groundwork to promote economic prosperity, reduce automobile dependence, enhance pedestrian and cyclist mobility, and improve quality of life for residents in Southwest Houston.

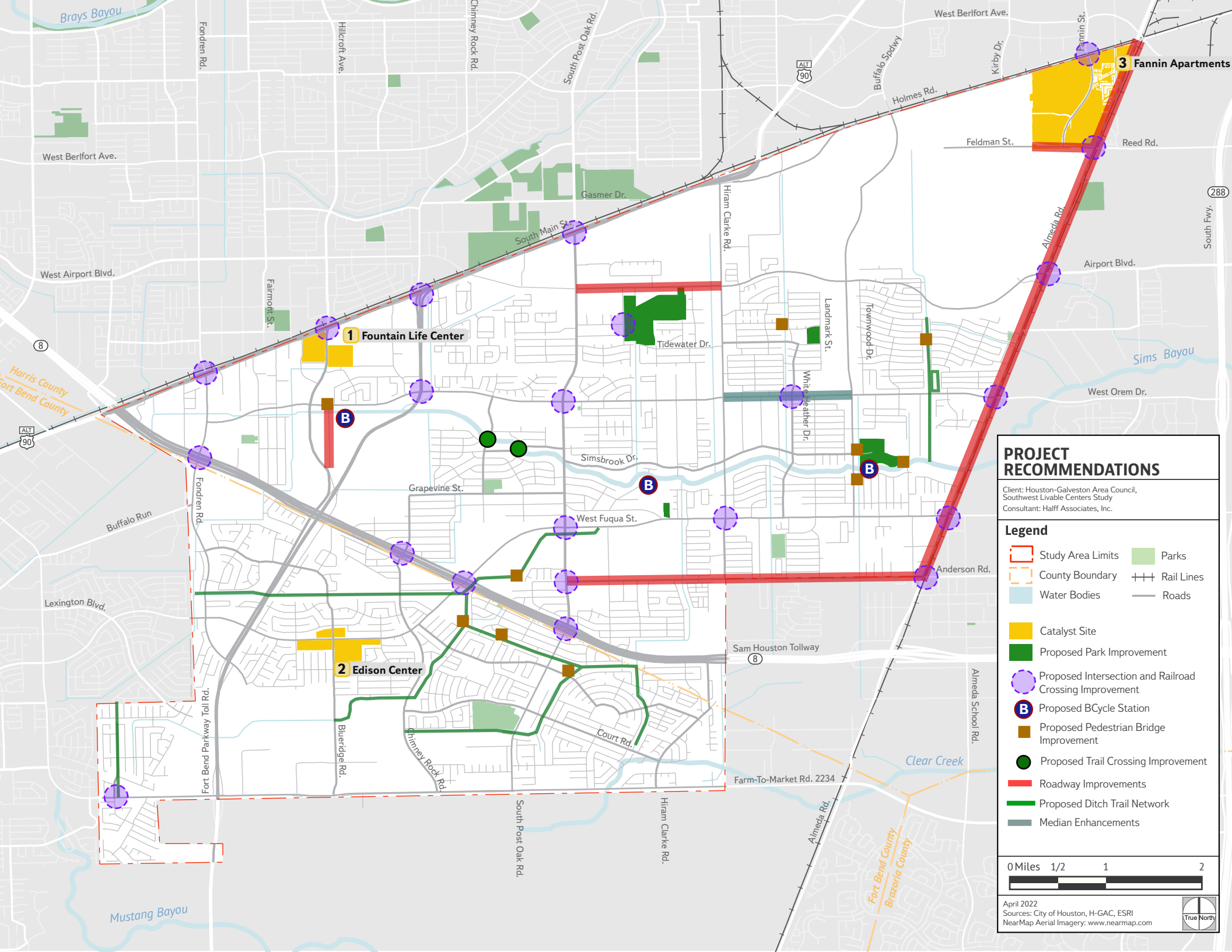
- Park Programming
- BikeRx Fitness Equipment Prescription
- Infill Development
- Economic Development Resources
- Skills Training and Partnership
- Traffic Calming
- Sidewalk Enhancements
- Access Management Studies
- Major Thoroughfare and Freeway Plan (MTFP) Classification

Each recommendation is meant to advance the goals and objectives developed through public outreach and feedback outlined in **Chapter 1, Introduction**.

Implementation Plan and Funding Sources

The goal of **Chapter 4, Implementation Plan** is to clearly outline an implementation framework for each of the projects and policies mentioned in **Chapter 3, Recommendations**.

The following page summarizes unit and aggregate project and policy costs, identify key implementation champions and partnership opportunities, and propose an implementation timeframe. An explanation of each table element can be found on Page 101.



Implementation Matrix

Goal	Objective	Recommendation	Type	Champion	Partner Entity																				
					P&D	CoHPRD	CoHPWD	FBCDD	FBCFCD	FBCHHS	FBCP2	FBCTRA	FBISD	HCFCDD	HCHCSD	HCHHS	HCPI	HCTRA	H-GAC	HISD	HPB	T/MD	THHSC	PDEV	TxDOT
1	1	Park Enhancements	Project	HPARD		X					X						X		X		X				
1	1	Park Programming	Policy	Council District K							X						X					X			
2	3	Skills Training and Partnership	Policy	Council District K																	X				
3	1	Madison Mile Median Enhancement	Project	Council District K															X		X				X
3	1	Traffic Calming Program	Policy	CoHP&D			X				X		X				X		X					X	
3	3	Intersection Improvements	Project	TxDOT			X																		
1	2	Ft. Bend Ditch/Canal Trail	Project	TIRZs/Management Districts			X		X		X			X			X								
1	3	Expand BCycle Stations	Project	Council District K			X												X						
2	3	Economic Development Resources	Policy	Council District K																X					
3	1	Sidewalk Enhancement Program	Policy	TIRZs/Management Districts	X		X					X						X						X	
3	3	Road Reconstruction (Anderson Road, Allum Road, Blue Ridge Road)	Project	HPW																				X	
2	1	Catalyst Site 1 - FountainLife Center*	Project	TIRZs/Management Districts																	X		X		X
3	1	Pedestrian Bridge Connections	Project	HPW					X					X							X				
2	1	Catalyst Site 2 - Edison Center*	Project	TIRZs/Management Districts																	X		X		
3	2	METRO Enhancements	Project	TIRZs/Management Districts																	X				
3	2	Catalyst Site 3 - Fannin Apartments	Project	CoHPWD/METRO			X														X			X	
3	3	MTFP Classification	Policy	Council District K	X																				
3	3	Access Management Studies	Policy	TIRZs/Management Districts	X		X																	X	
1	3	BikeRx Fitness Equipment Prescription	Policy	Council District K						X	X					X	X				X	X			X
2	2	Infill Development	Policy	CoHP&D				X							X						X				
3	3	Road Improvement (FM 521/Almeda Road)	Project	TxDOT			X													X			X	X	

* Cost estimates do not include private land acquisition and development.

Partner Entity Abbreviations

P&D = City of Houston Planning and Development Department
 HPARD = City of Houston Parks and Recreation Department
 HPW = City of Houston Public Works Department
 FBCDD = Fort Bend Community Development Department
 FBCFCD = Fort Bend County Flood Control District
 FBCHHS = Fort Bend County Health and Human Services
 FBCP2 = Fort Bend County Precinct 2

FBCTRA = Fort Bend County Toll Road Authority
 FBISD = Fort Bend Independent School District
 HCFCDD = Harris County Flood Control District
 HCHCSD = Harris County Housing and Community Services Department
 HCHHS = Harris County Health and Human Services
 HCPI = Harris County Precinct 1
 HCTRA = Harris County Toll Road Authority

H-GAC = Houston-Galveston Area Council
 HISD = Houston Independent School District
 HPB = Houston Parks Board
 T/MD = TIRZs/Management Districts
 THHSC = Texas Health and Human Services Commission
 PDEV = Private Developer
 TxDOT = Texas Department of Transportation

Potential Funding Sources

Goal	Objective	Recommendation	Type	Cost Estimate	Timeframe	Funding Sources			Community Preference (Total Votes at Public Meeting #3)
						Local & Regional	State Agency	Federal Government	
1	1	Park Enhancements	Project	\$1,057,158	M	X	X		19
1	1	Park Programming	Policy	\$106,080	S	X	X		17
2	3	Skills Training and Partnership	Policy	\$424,320	S	X	X	X	16
3	1	Madison Mile Median Enhancement	Project	\$329,340	S	X	X		15
3	1	Traffic Calming Program	Policy	\$343,200	L	X	X	X	15
3	3	Intersection Improvements	Project	\$21,411,595	L	X	X	X	14
1	2	Ft. Bend Ditch/Canal Trail	Project	\$6,565,833	L	X	X	X	13
1	3	Expand BCycle Stations	Project	\$162,000	S	X	X		13
2	3	Economic Development Resources	Policy	\$424,320	M	X	X	X	11
3	1	Sidewalk Enhancement Program	Policy	\$424,320	L	X	X		11
3	3	Road Reconstruction (Anderson Road, Allum Road, Blue Ridge Road)	Project	\$39,247,200	L	X	X	X	10
2	1	Catalyst Site 1 - FountainLife Center*	Project	\$2,614,728	L	X	X	X	9
3	1	Pedestrian Bridge Connections	Project	\$1,782,000	S	X	X		8
2	1	Catalyst Site 2 - Edison Center*	Project	\$211,734	L	X	X	X	7
3	2	METRO Enhancements	Project	\$720,000	S	X			7
3	2	Catalyst Site 3 - Fannin Apartments	Project	\$3,560,412	L	X	X	X	7
3	3	MTFP Classification	Policy	\$53,040	M	X			7
3	3	Access Management Studies	Policy	\$630,000	L	X	X		6
1	3	BikeRx Fitness Equipment Prescription	Policy	\$212,160	S	X	X	X	5
2	2	Infill Development	Policy	\$636,480	S	X			2
3	3	Road Improvement (FM 521/Almeda Road)	Project	\$336,000 - \$67,200,000	M	X	X	X	-
				Cost Estimate Total: \$81,274,720 - \$148,138,720					

Implementation Matrix

Goal = Desired outcomes identified via community and stakeholder engagement.

Objective = Strategies to reinforce the goals outlined in **Chapter 1, Introduction**.

Recommendation = Improvements to the Southwest Houston area based on feedback received during the public engagement process.

Type = Identifies whether a recommendation is a project or policy.

Champion = Primary organization leading effort.

Partner Entity = Supporting entities or organizations.

Potential Funding Sources

Cost Estimate = Determined using TxDOT bid tabs; should only be used to assess infrastructure construction feasibility.

Timeframe = Recommendations were divided into three categories for potential implementation horizon: S = Short Term, 1-3 Years; M = Medium Term, 3-5 Years, L = Long Term, 5-10+ Years.

Funding Sources = Evaluates potential financing opportunities at the local/regional, state and federal level.

Community Preference = Gauges the level of community support based on feedback received during Public Meeting #3. Although all projects were generally supported by the community, this column indicates which projects were most supported by tallying the total number of votes received. A higher number indicates more support.



Edison Lofts
Source: Halff

CHAPTER 1

INTRODUCTION

Purpose

Over the last decade, the Southwest Houston area has experienced rapid land development that exerts pressure on the infrastructure that residents depend on daily.

To ensure development is sustainable and intentional, the Southwest Houston Livable Centers Study worked with residents and other stakeholders to develop a robust set of strategies and recommendations for investment in infrastructure, housing, economic development, parks, and multi-modal mobility. In partnership with the City of Houston, Council District K, and Houston-Galveston Area Council (H-GAC), the Southwest Houston area (“Study Area”) is embarking on a Livable Centers Study. The goals of the Livable Centers Program are to facilitate the creation of walkable, mixed-use places that provide multi-modal transportation options, improve environmental quality, and promote economic development.

The project was completed over a ten-month period from July 2021 to May 2022.

Project Schedule

Element 1 - Needs Assessment

- Review of Existing Plans and Studies
- Market Trends/Market Position Analysis
- Demographics, Existing Land Use, Housing, Mobility Analysis
- Infrastructure and Amenities Inventory
- Sustainability and Resiliency Analysis

August 2021 - November 2021

Element 2 - Conceptual Plan

- Placemaking through Economic Development
- Infill Development and Redevelopment
- Multi-modal Connectivity
- Community Sustainability and Resiliency

November 2021 - February 2022

Element 3 - Recommendations

- Conceptual Designs
- Corridor Improvements
- Multi-modal Improvements
- Cost Estimates

January 2022 - April 2022

Element 4 - Implementation

- Prioritize Strategies and Actions
- Capital Improvement Program
- Identify Funding Sources
- Partnerships and Coordination
- Final Plan

April 2022 - May 2022

About the Study Area

As depicted below in **Figure 1, Regional Context**, the Study Area is located 11 miles from Downtown Houston and six miles south of the Texas Medical Center, and encompasses over 25 square miles, bounded by US 90A/Holmes Road to the north, McHard Road to the south, Alameda Road to the east and Fondren Road to the west.

The Study Area, as depicted in **Map 1, Study Area**, is bisected by Sims Bayou, and traverses both Harris and Fort Bend Counties as well as both Houston Independent School District (HISD) and Fort Bend Independent School District (FBISD).

Lastly, there are two railroads running along Alameda Road and US 90A/Holmes Road, with streets crossing the railroad at grade in many locations.

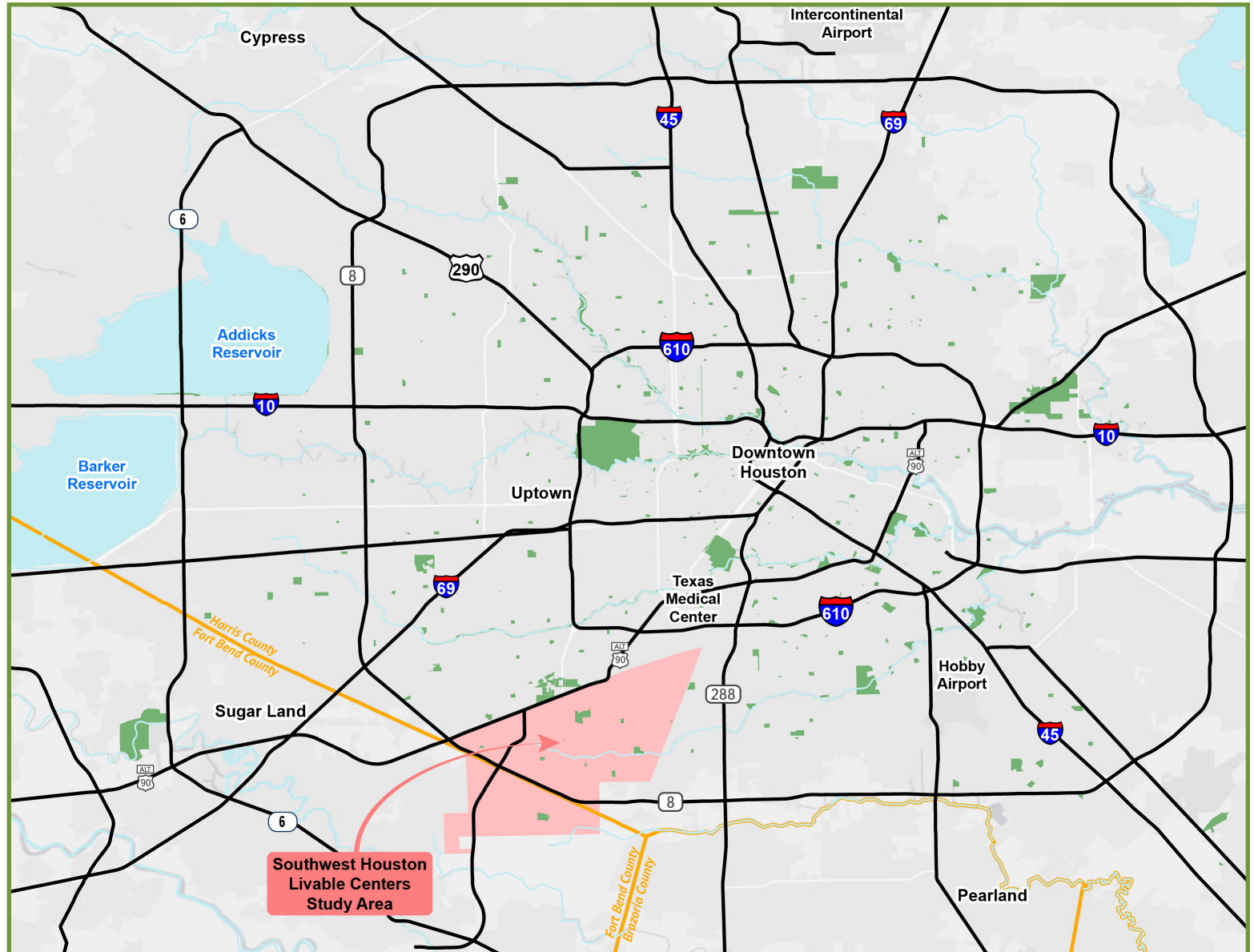
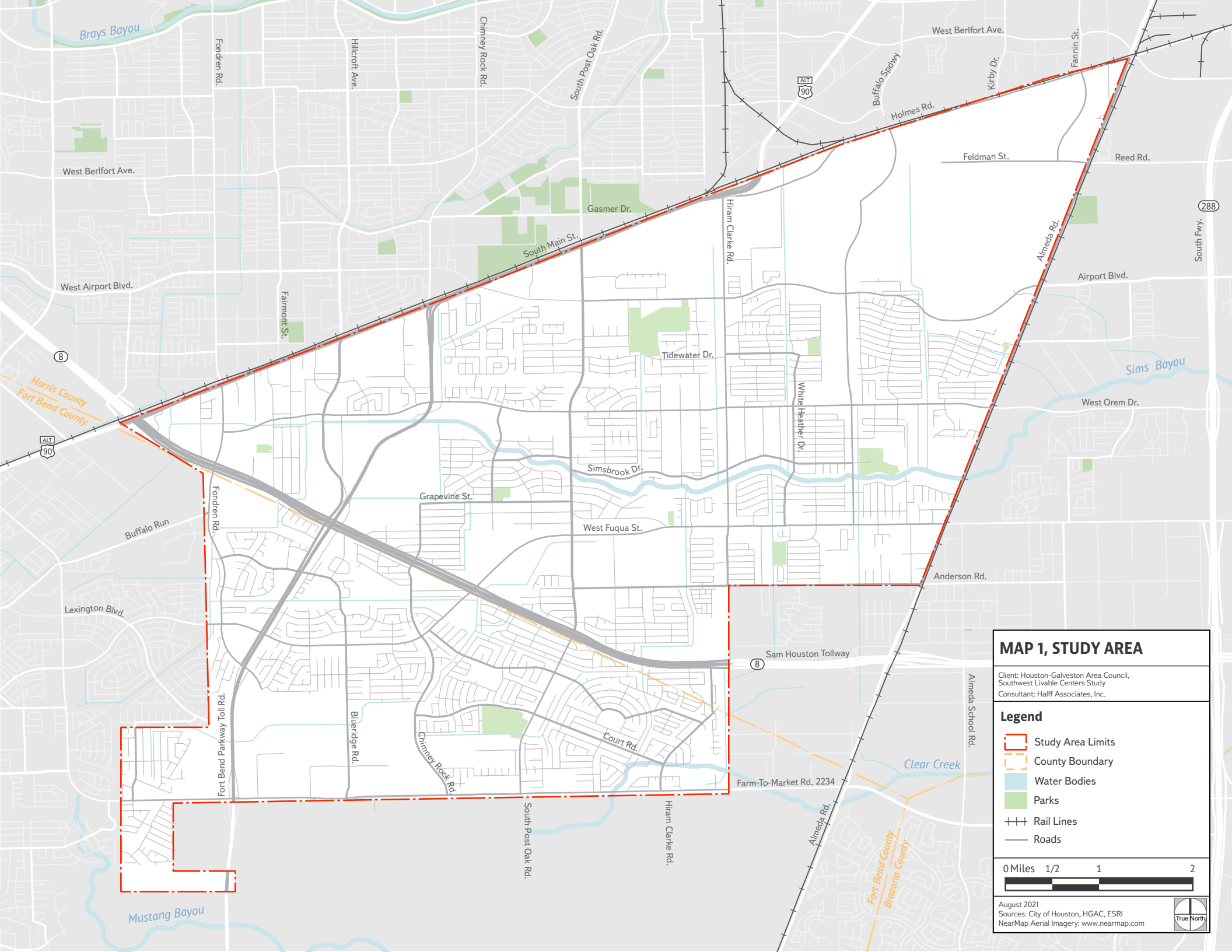


Figure 1, Regional Context



MAP 1, STUDY AREA

Client: Houston-Galveston Area Council,
Southwest Livable Centers Study
Consultant: Half Associates, Inc.

Legend

- Study Area Limits
- County Boundary
- Water Bodies
- Parks
- Rail Lines
- Roads

0 Miles 1/2 1 2

August 2021
Sources: City of Houston, HGAC, ESRI
NearMap Aerial Imagery: www.nearmap.com

Governing and Managing Political Entities

There are several officially recognized governing entities that exert leadership, taxing authority, budget allocations, and community influence within the Study Area, including but not limited to Management Districts, Houston City Council Districts, Super Neighborhood Associations, and Tax Increment Reinvestment Zones (TIRZs). Below is a brief description of some of these entities and organizations.

City of Houston Council District K, under the supervision of Vice Mayor Pro Tem Martha Castex-Tatum, is a Southwest Houston Livable Centers project sponsor, and its boundaries are partially within the Study Area. The City Council is Houston's legislative body, with the power to enact and enforce all ordinances and resolutions.

For more information, please visit <http://www.houstontx.gov/council/k/>

The Five Corners Management District

is a Southwest Houston Livable Centers project stakeholder, and its boundaries are partially within the Study Area. Management Districts are political subdivisions of the state created to promote, develop, encourage, and maintain employment, commerce, transportation, housing tourism, recreation, arts, entertainment, economic development, safety, and the public welfare within a defined area. The Management District exists to supplement rather than replace other government agencies.

For more information, please visit <http://5cornersdistrict.org/>

Figure 2, Council Districts

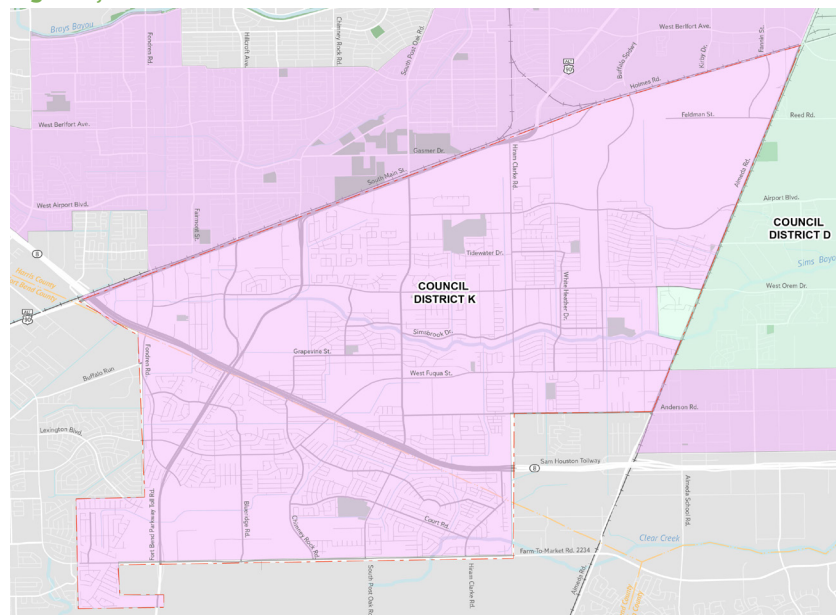
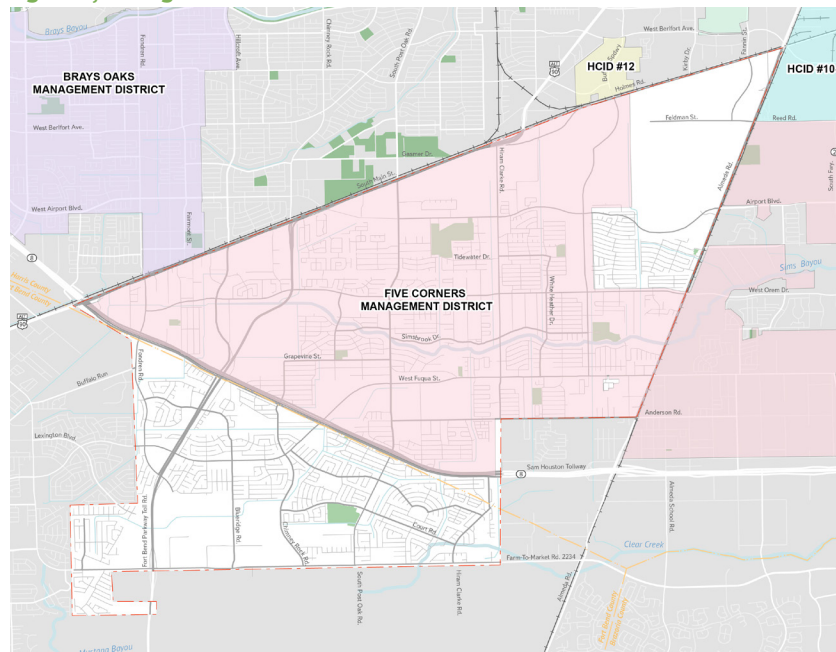


Figure 3, Management Districts

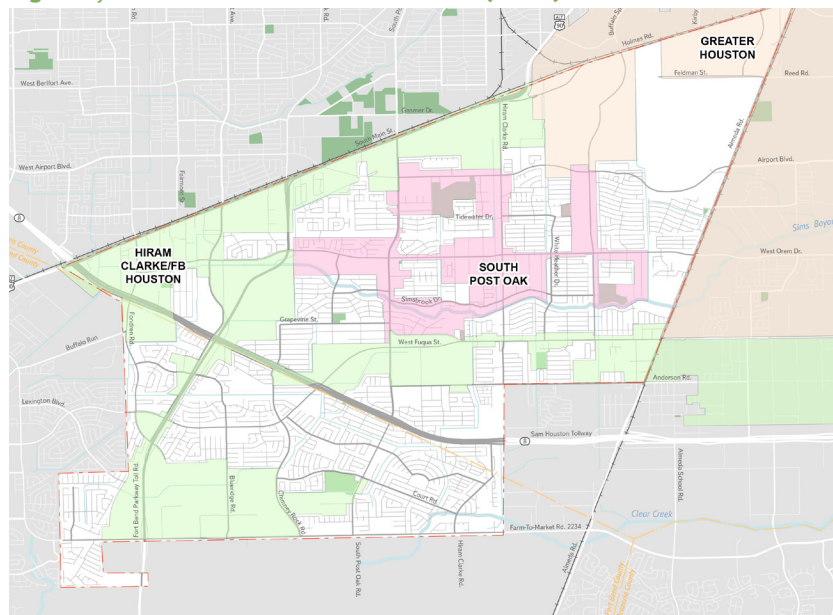


Tax Increment Reinvestment Zones (TIRZ)

are special financing districts created by Houston's City Council to attract new investment in an area. These zones help finance costs of redevelopment and promote growth in areas that would otherwise not attract sufficient market development in a timely manner. Taxes attributable to new improvements (tax increments) are set aside in a fund to finance public improvements only within the boundaries of the zone. There are three TIRZs in the Study Area and are involved in the Southwest Houston Livable Centers study as stakeholders: South Post Oak (#9), Hiram Clarke/Fort Bend Houston (#25) and Greater Houston (#24).

For more information, please visit <https://www.houstontx.gov/ecodev/tirz.html>

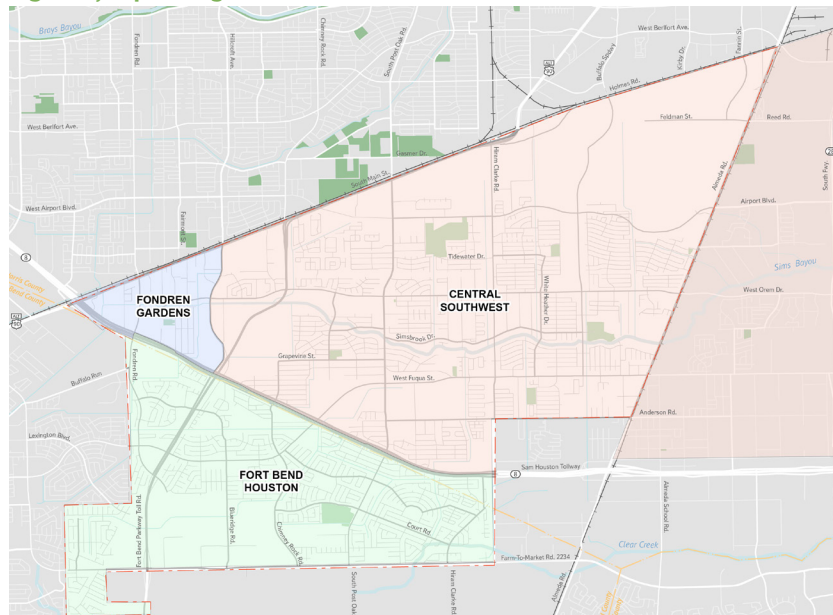
Figure 4, Tax Increment Reinvestment Zones (TIRZs)



Super Neighborhoods are located throughout the City of Houston and provide an opportunity for neighboring communities to work together to identify needs and priorities for their communities. Super Neighborhoods serve as a forum where residents and stakeholders can discuss issues, establish priority projects and develop action plans to meet established goals. There are three Super Neighborhoods located in the Study Area: Central Southwest, Fondren Gardens, and Houston Fort Bend.

For more information, please visit <http://www.houstontx.gov/superneighborhoods/>

Figure 5, Super Neighborhoods



Public Engagement

Community engagement is at the forefront of any project and provides the basis for successful project implementation. Purposeful, thoughtful community engagement allows the people who live, work, and play in Southwest Houston to voice their ideas and concerns, and be heard as they participate in formulating a preferred vision for the future of their community.

Over the course of the project, a wide variety of audiences were engaged in a variety of forums through which they could provide feedback and insight on the needs of the community and project recommendations for implementation.

Public engagement materials, including flyers and online surveys, were provided in both English and Spanish to ensure members of the community had an opportunity to provide feedback. The following community engagement methods were utilized throughout this planning process:

- **Stakeholder Advisory Committee Meetings:** Three meetings were held with a representative sample of community leaders from various agencies in the Study Area. This committee also helped identify funding and grant opportunities to implement projects resulting from this study.
- **Community Meetings, Events and Workshops:** Three community meetings were held concurrently with other organizations to increase attendance and ensure participation in the planning process. These meetings were held to kick-off the planning process, present preliminary concepts, and gather input and to present final plan recommendations. The team attended several community and pop-up events to raise awareness of the Study as well as provide information to the community about project recommendations.

- **Online Engagement/Survey:** Two surveys were administered throughout the planning process: one during the needs analysis phase and another during project recommendations and implementation. Survey feedback and engagement was utilized to ensure project recommendations were reflective of community needs.

Further information regarding public engagement can be found in **Appendix B, Public Engagement**.



National Night Out in October 2021 with Congressman Al Green.
Source: Halff



Public Meeting #1, November 4, 2021
Source: Halff



Public Meeting #3 at Townwood Park in April 2022
Source: Halff



National Night Out, October 5, 2021
Source: Halff



Houston Parks Board Simon Minchen Park pop-up event,
January 7, 2022
Source: Halff

Goals and Objectives

Through extensive public engagement events including both stakeholder and public meetings as well as attendance at pop-up events throughout Southwest Houston, the following goals were identified and then refined based on community feedback. Each goal has associated objectives which relate to specific recommendations in **Chapter 3, Recommendations**, and action steps for implementation in **Chapter 4, Implementation Plan**.

1

Healthy and Active

Support usability of parks and open spaces by providing more active transportation options and through programming that improves physical, mental, and economic wellbeing.

Objective #1:

Ensure that parks and open spaces are accessible to all through universal and inclusive design.

Objective #2:

Create an integrated and continuous system of trails and urban greenways that enhances cycling and pedestrian use and builds off of the Sims Bayou Greenway Trail system.

Objective #3:

Support physical and mental health through increasing access to grocery stores and healthcare services and promoting health related activities.



2

Thriving and Learning

Support the multigenerational livability of neighborhoods through expanding housing choice, local skills and educational training opportunities, and equitable community driven development.

Objective #1:

Encourage contextually appropriate development that provides safe and interactive community gathering spaces.

Objective #2:

Implement programs that encourage development and redevelopment of diverse housing options for current and future residents.

Objective #3:

Empower small businesses and support entrepreneurship and employment through local and regional economic and educational partnerships.



3

Connected and Resilient

Provide enhanced multi-modal transportation options and connectivity to activity centers and destinations through coordinated infrastructure enhancements.

Objective #1:

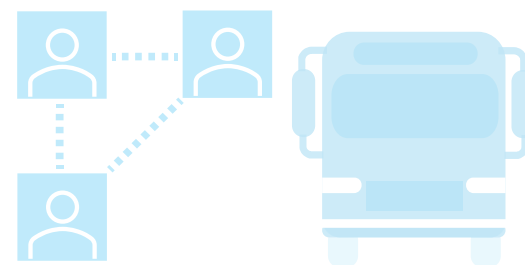
Create safer places and infrastructure for walking and biking with close proximity to area destinations such as schools, parks, and employment centers.

Objective #2:

Coordinate with area transit agencies to enhance transit opportunities to enable convenient access to local and regional destinations.

Objective #3:

Strengthen relationships with area agencies to build infrastructure systems that keep residents safe.





CHAPTER 2

NEEDS ASSESSMENT

An inventory and evaluation of existing conditions in the Study Area served as a starting point and provided valuable insight into the community. This analysis included a review of previous studies and documents (**Appendix A**), demographics and community health, housing and economic development, multi-modal transportation and connectivity, and sustainability and resiliency. Accompanied by public feedback, this analysis helped guide the recommendations proposed in **Chapter 3, Recommendations**.

Demographics and Community Health

This section details the Study Area's demographic profile, composition, employment, and other key community characteristics. This overview will ensure residents' needs are interwoven through an actionable community improvement plan.

Population, Race, and Ethnicity

According to data from the U.S. Census Bureau, the 2019 population for the Study Area is approximately 109,454 people.

As depicted in **Figure 6, Race and Ethnicity**, the largest demographic community in the Study Area are Black/African American residents (51,642 or 47.2 percent) with the second largest being the Hispanic or Latino (49,473 or 45.7 percent) residents. The remaining residents are White, Asian or belong to another racial group.

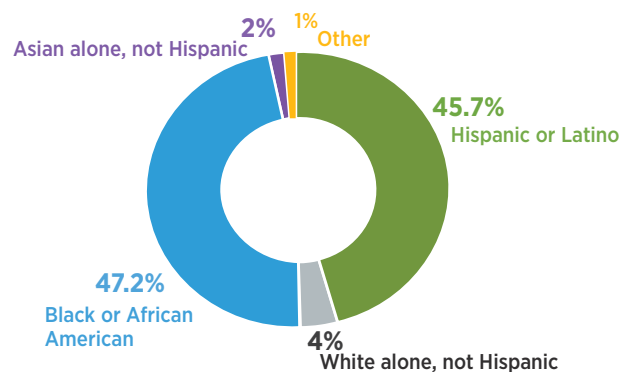


Figure 6, Race and Ethnicity

Age

Residents in the Study Area are relatively young with a median age of 34 years old. The median age of Houston residents is 34; compared to the median age in Harris County, which is 34; 37 in Fort Bend County; and 35 in the State of Texas.

As depicted in **Figure 7, Age**, approximately 48 percent of the residents are between the ages of 20 and 54 and another 31 percent of the population is comprised of young children and teens below the age of 19. Overall, close to 80 percent of residents are under the age of 54. Approximately 18 percent of the Study Area's residents are age 55 years or older.

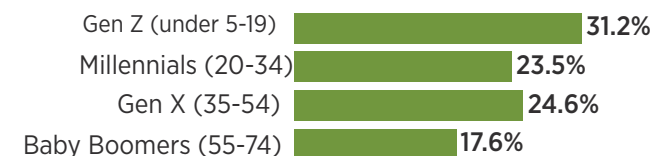


Figure 7, Age

Employment Industries

The unemployment rate in the Study Area is 8.1%, which is higher than the City of Houston and H-GAC region. Of the 50,000 employed civilian residents 16 years or older, the most prominent industries and occupations for residents in the Study Area are educational services, healthcare and social assistance, and retail trade, followed by construction, professional services and arts and entertainment.

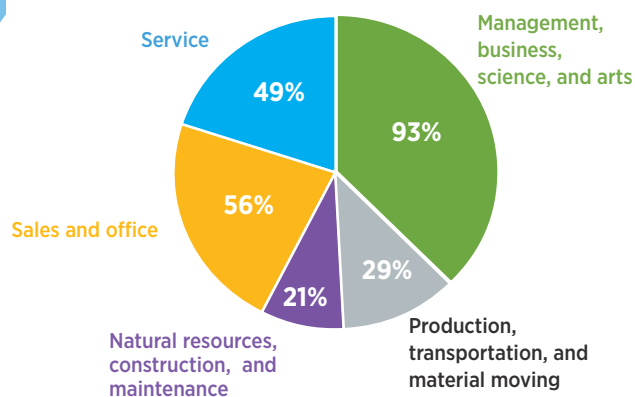
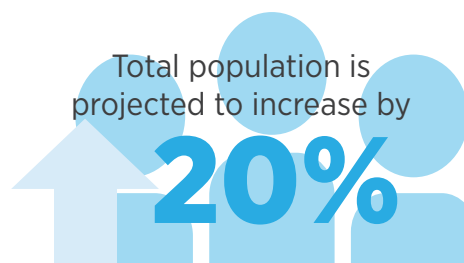


Figure 8, Employment by Industry

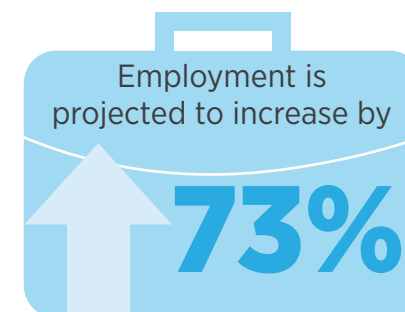
Population Growth

According to the (H-GAC) Travel Demand Model, population and employment within the Study Area is expected to increase significantly over the next 25 years. Total population is projected to increase by 20 percent while employment is projected to increase by 73 percent. Population growth is mostly concentrated within vacant tracts of land on the northeastern side of the Study Area along the triangular area bounded by Holmes Road and Alameda Road, between South Post Oak Road and Anderson Road. There are several new single-family and multi-family residential developments currently under construction along Alameda Road that, once completed and occupied, will contribute to further population density.



Employment Growth

Most employers in the Study Area are in the industrial and manufacturing sectors, such as pipe manufacturing and metalwork. A newly constructed Amazon Fulfillment Center on West Fuqua Road to the north of Beltway 8 is expected to become a major employer once fully operational. There are additional warehouses on the site that provide employment in the retail and service industries. In general, employment is concentrated along Holmes Road and Alameda Road with pockets of commercial, retail and service related businesses located along major corridors.



Tapestry Segmentation

ESRI's Business Analyst Tapestry Segmentation was utilized to better understand the Study Area based on psychographic characteristics. This information provides a snapshot of the different households that dominate the Study Area and allows for decision makers to better understand the typical household's demographic and socioeconomic characteristics including information on lifestyle, habits, interests, and their associated needs.

The top three tapestry segments, comprising nearly 62 percent of households, are characterized as Family Foundations, Urban Edge Families, and Forging Opportunity profiles. ESRI's Business Analyst suggests that these community segments are multigenerational, multilingual, and can be characterized as family-centric and prioritizing child-rearing. Faith and attendance at religious services plays an important part of their lives, as well as social and civic involvement.

Most of these households in the top three tapestry segments typically reside in single-family structures and earn a median household income below \$50,000 annually. Financially, many households need to abide by strict budgets and are characterized as having little to no financial investments or retirement savings.

Table 1, ESRI Tapestry Segmentation, represents the tapestry segments identified throughout the community.

Tapestry	Overview	Socioeconomic Trends
Family Foundations (24.7%)	Family and faith are cornerstones in these communities. Many residents work in the healthcare industry or public sector. Neighborhoods are stable with little growth over the last decade.	Strong focus on religion and character; style and appearance are important. More than half have either attended college or obtained a degree.
Urban Edge Families (18.9%)	Family-centric residents who own their own homes. The majority of households include younger married-couple families with children and grandparents. Many residents are foreign born.	Nearly 17% have earned a college degree with most residents deriving income from wages and salaries. They tend to spend money carefully and focus on necessities.
Forging Opportunity (18%)	Family is central within this community with primarily younger families with children or single parent households with multiple generations under the same roof.	Residents balance their budgets carefully by spending only on necessities. Many have no financial investments or retirement savings.
Urban Villages (9.2)	Multigenerational, multilingual residents who live in older homes and are focused on their children and maintaining gardens.	Well connected, status conscious consumers who are open to trying new things. Comfortable with technology and interested in latest innovations.
Southwestern Families (6.5%)	Residents are typically young families with children in limited English speaking households. Many are employed in blue-collar occupations and spending is focused on families.	Nearly 40% of residents did not complete high school. Budget conscious consumers that often make purchases that improve or organize their lives.
Young and Restless (5.3%)	Well-educated young workers, some of whom are still completing their education, are employed in professional/technical occupations, as well as sales and office/administrative support roles.	Careful shoppers, aware of prices and prefer to do research before buying new products.
Up and Coming Families (4.6%)	Residents are younger, more mobile and ethnically diverse than the previous generation. Their homes are new; their families are young. This is one of the fastest-growing markets in the country.	Young families who are careful shoppers, aware of prices, and willing to shop around for the best deals.
Newest Residents (4.3%)	Residents are new to America and their careers, often with new young families. Many pursue employment opportunities in service industry and construction/manufacturing.	Reside in mostly renter-occupied apartments. They seek adventure and take risks for the betterment of their families.
Home Improvement (3.7%)	These residents are married-couple families, homeowners living in low-density, suburban areas. These families are diverse, spend money on restaurants and home improvement projects.	Cautious consumers that do their research before buying. They are paying off student loans and spend heavily on eating out.
Metro Fusion (2.4%)	These are diverse residents, recently moved to their home, which is usually a rented space in an apartment building. These residents are hard working, but with a low median income.	Younger residents are highly connected and social status is important. They take pride in their appearance and spend money readily on what's hot.
Bright Young Professionals (2.3%)	Young, educated, working professionals that are physically active and up on the latest technology.	Concerned about the environment that impacts their purchasing decisions.

Table 1, ESRI Tapestry Segmentation

Health Metrics

Health metrics were analyzed to better understand the current health conditions of the community residents and formulate recommendations to improve quality of life in the Study Area. Data was obtained from the Centers for Disease Control and Prevention (CDC) Population Level Analysis and Community Estimates (PLACES) data model which provides health metrics at a local level.

Compared to the City of Houston and the 13-county H-GAC region, residents in Southwest Houston have worse health outcomes, unhealthier behaviors, and poorer prevention habits. As illustrated in **Table 2, Health Metrics**, Study Area residents are statistically more likely to have:

- Higher diagnoses of asthma, high blood pressure, diabetes, and kidney disease
- Episodes of stroke, and episodes of poor mental or physical health lasting two weeks or more
- Worse dental care, rates of physical exercise, and less hours of sleep

Topic	Study Area	Houston	H-GAC
Health Outcomes			
High blood pressure	37%	31%	35%
High cholesterol	33%	34%	36%
Poor physical health	14%	13%	13%
Prevalence of current asthma	10%	9%	9%
Prevention			
Lack of health insurance	33%	32%	26%
Unhealthy Behaviors			
No leisure-time physical activity	32%	30%	28%
Obesity	41%	37%	36%

Table 2, Health Metrics

The conditions in the places where people live, learn, work, and play affect a wide range of health and quality-of-life-risks and outcomes. According to the CDC, “social determinants of health include healthcare access and quality, education access and quality, social and community context, economic stability, and neighborhood and built environment.” Resources that enhance these quality-of-life measures can have a significant influence on population health outcomes.

The widest health disparities between the Study Area and other geographic locations are driven by preventative measures, namely:

- Lack of health insurance among adults, resulting in deferring other healthcare screenings (dentists, primary care, etc.). Without health insurance, people are less likely to have a regular health care provider and more likely to skip routine health care, putting them at increased risk for serious health problems.
- Less leisure-time physical activity resulting in significantly higher rates of obesity. Physical activity can help prevent disease, disability, injury, and premature death. The trend of less leisure-time activity indicates that residents cannot incorporate recreational exercise into their daily habits, or do not have access to such opportunities, and the trend correlates with higher rates of obesity in the Study Area.

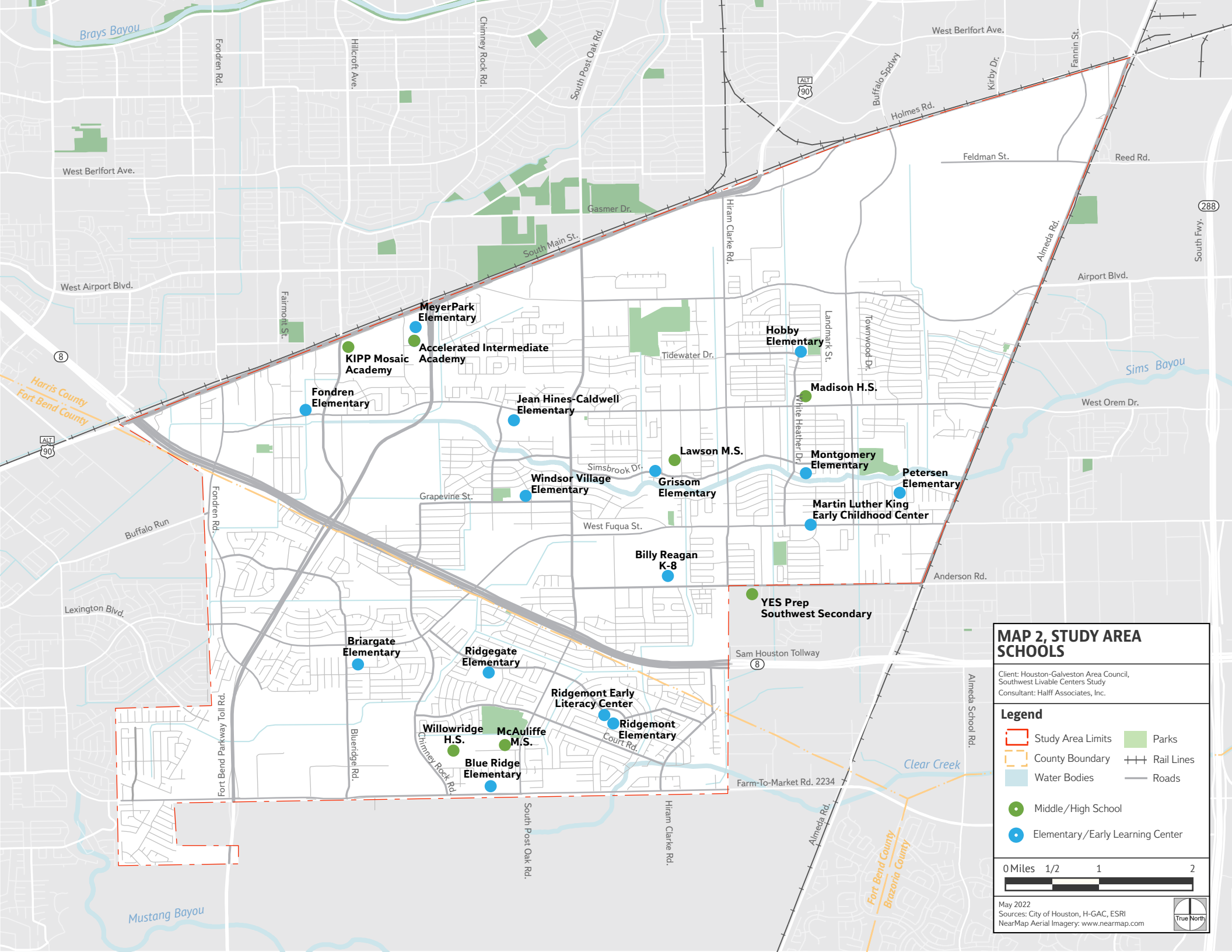
The disparities in various Study Area health metrics indicate a need for better access to preventative healthcare and screening, physical activity such as cycling, outdoor recreation, and passive exercise, intervention to educate residents about the dangers of unhealthy behaviors such as binge drinking, smoking, and proper sleep hygiene, and awareness and education on pollution point sources.

Education

Fort Bend Independent School District and Houston Independent School District both serve the Study Area. As depicted in **Map 2, Study Area Schools**, there are 21 schools within the Study Area that provide academic and extracurricular programs for students in prekindergarten to twelfth grade.

Houston Community College (HCC), South Campus is located just outside the Study Area boundaries that provide college credit courses and skills training opportunities for residents in the community. HCC’s Strategic Plan identifies six key strategic priorities, one being Community Investment. HCC understands the importance of ensuring equitable access to educational opportunities will ensure the creation of economic development opportunities for all residents in the Study Area. There is a need for continued education and skills training as a majority of residents in the Study Area have less than a Bachelor’s degree.





MAP 2, STUDY AREA SCHOOLS

Client: Houston-Galveston Area Council,
Southwest Livable Centers Study
Consultant: Half Associates, Inc.

Legend

	Study Area Limits		Parks
	County Boundary		Rail Lines
	Water Bodies		Roads
	Middle/High School		
	Elementary/Early Learning Center		

0 Miles 1/2 1 2

May 2022
Sources: City of Houston, H-GAC, ESRI
NearMap Aerial Imagery: www.nearmap.com

Grocery Stores and Medical Clinics

Limited access to supermarkets, grocery stores, or other sources of healthy and affordable food may make it difficult to eat a healthy, nutritious diet or maintain an active lifestyle. **Food deserts** are typically described as neighborhoods that lack immediate access to healthy food sources, while **food swamps** are described as areas with a high density of establishments selling high-calorie food, snacks, or soft drinks.

There are only six full-size grocery stores in the Study Area: Fiesta Mart, two Foodarama locations, Joe V's Smart Shop, and two La Michoacana Meat Market locations. As depicted in **Map 3, Food Access**, grocery stores are spatially concentrated in south-southeastern quadrant of the Study Area, with three along West Fuqua Street north of Beltway 8 and two along South Post Oak Road to the south of Beltway 8. Land use in this area is predominantly residential, and all grocery stores (except Joe V's) are accessible by public transit along Routes 49 and 54 (30-minute headways) and Routes 11 and 98 (60-minute headways). Many area residents indicated through the community survey and public engagement events that they shopped at grocery stores in nearby communities because the quality of food was better.

Comparatively, there are more than 35 fast food restaurants and 30 convenience stores in the Study Area such as Jack-in-the-Box, McDonald's, Stripes, and other food marts. Many fast food restaurants offer drive-through service and are conveniently located along thoroughfares with heavy vehicle volumes in strip-center style development patterns, further exacerbating the need for automobiles to access food options. Small convenience stores offer a very limited supply of fresh produce and purchasing bulk groceries from these locations are prohibitively expensive as well.

Approximately 50 percent of all residents in the Study Area live within one mile of a grocery store, representing the typical distance used to determine if an area is a food desert. The remaining 50 percent of residents in the Study Area must travel further than one mile to the nearest grocery store. The additional travel distance can be an obstacle for walkers without personal vehicles, those dependent on public transportation, disabled residents, and the elderly.

There are over 35 health related businesses within the Study Area including physician and doctor's offices, dentists, mental health services, and home health care. While many of them are located along major corridors, access without a vehicle is difficult as transit routes are infrequent and sidewalks are noncontiguous or in poor condition.



Joe V's Smart Shop located at 6100 W. Fuqua St.
Source: Half



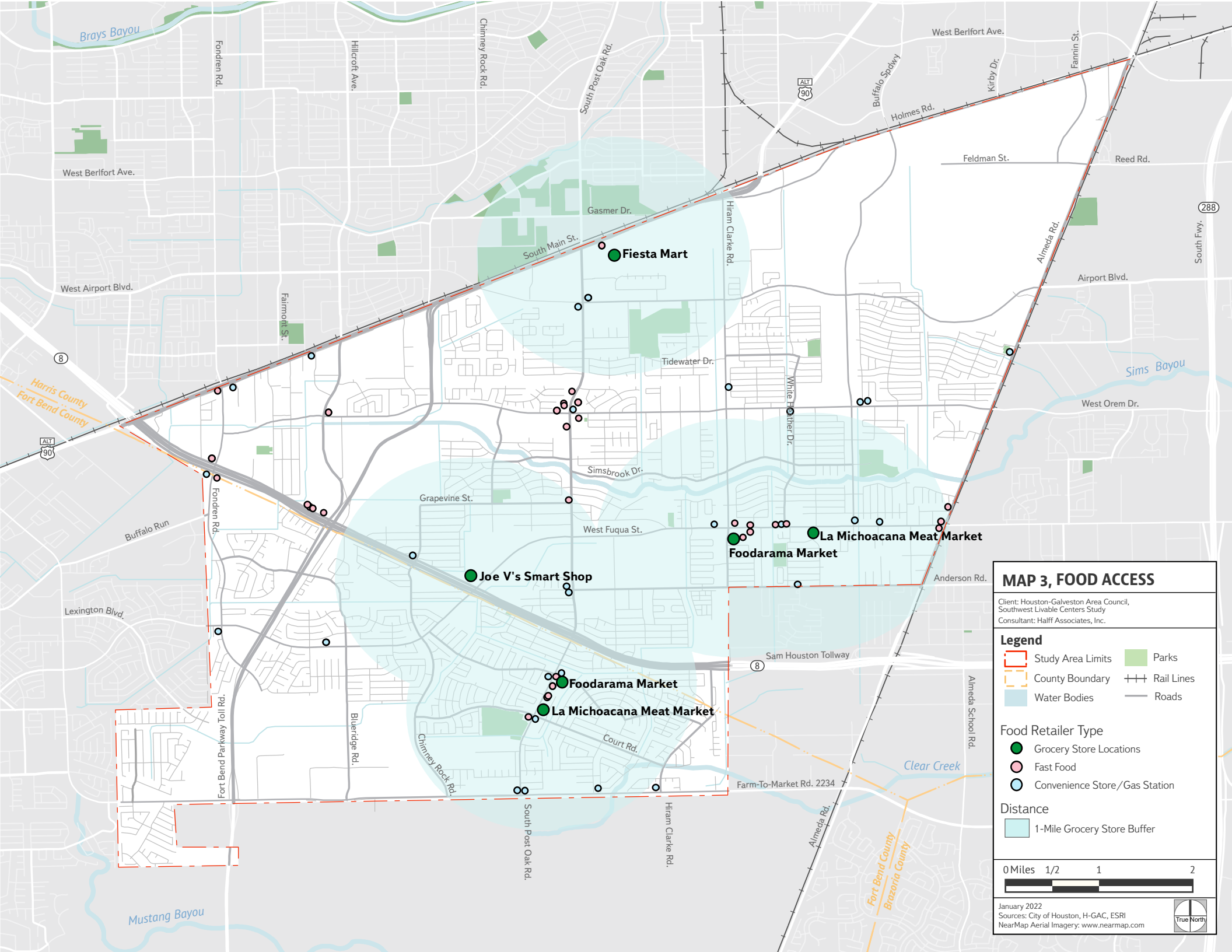
Foodarama located at 15915 S. Post Oak Rd.
Source: Half



Medical Plus Supplies, Inc. located at 4025 W. Fuqua St.
Source: Half



Med Center Food Mart located at 10924 Alameda Rd.
Source: Half



MAP 3, FOOD ACCESS

Client: Houston-Galveston Area Council,
Southwest Livable Centers Study
Consultant: Half Associates, Inc.

Legend

Study Area Limits	Parks
County Boundary	Rail Lines
Water Bodies	Roads

Food Retailer Type

Grocery Store Locations
Fast Food
Convenience Store/Gas Station

Distance

1-Mile Grocery Store Buffer

0 Miles 1/2 1 2

January 2022
Sources: City of Houston, H-GAC, ESRI
NearMap Aerial Imagery: www.nearmap.com

True North

Land Use and Economic Development

Land Use Composition

Understanding land use and development character is essential to plan for community resiliency, economic vitality, transportation mobility, and open space preservation that is compatible with the preferred character of the community. There are a variety of land uses in the Study Area of varying densities, level of intensity, and age.

Existing Land Use

Single-family residential homes are spatially distributed in clusters south of Airport Boulevard to the east of Fort Bend Tollway and west of Alameda Road, and to the south of Beltway 8, as shown in **Map 4, Existing Land Use**, on the facing page.

Land Use Type	Parcels	Acres	Acres, % of Total
Single-Family Residential	26,904	4,599	33%
Undeveloped	2,081	2,884	21%
Parks and Open Space	218	1,095	8%
Industrial/Warehouses	418	1,057	8%
Public and Institutional	152	895	6%
Agriculture Production	158	834	6%
Commercial	443	601	4%
Multi-Family Residential	356	307	2%
Office	14	25	0%
Other	1,036	1,709	12%
Total	31,780	14,005	100%

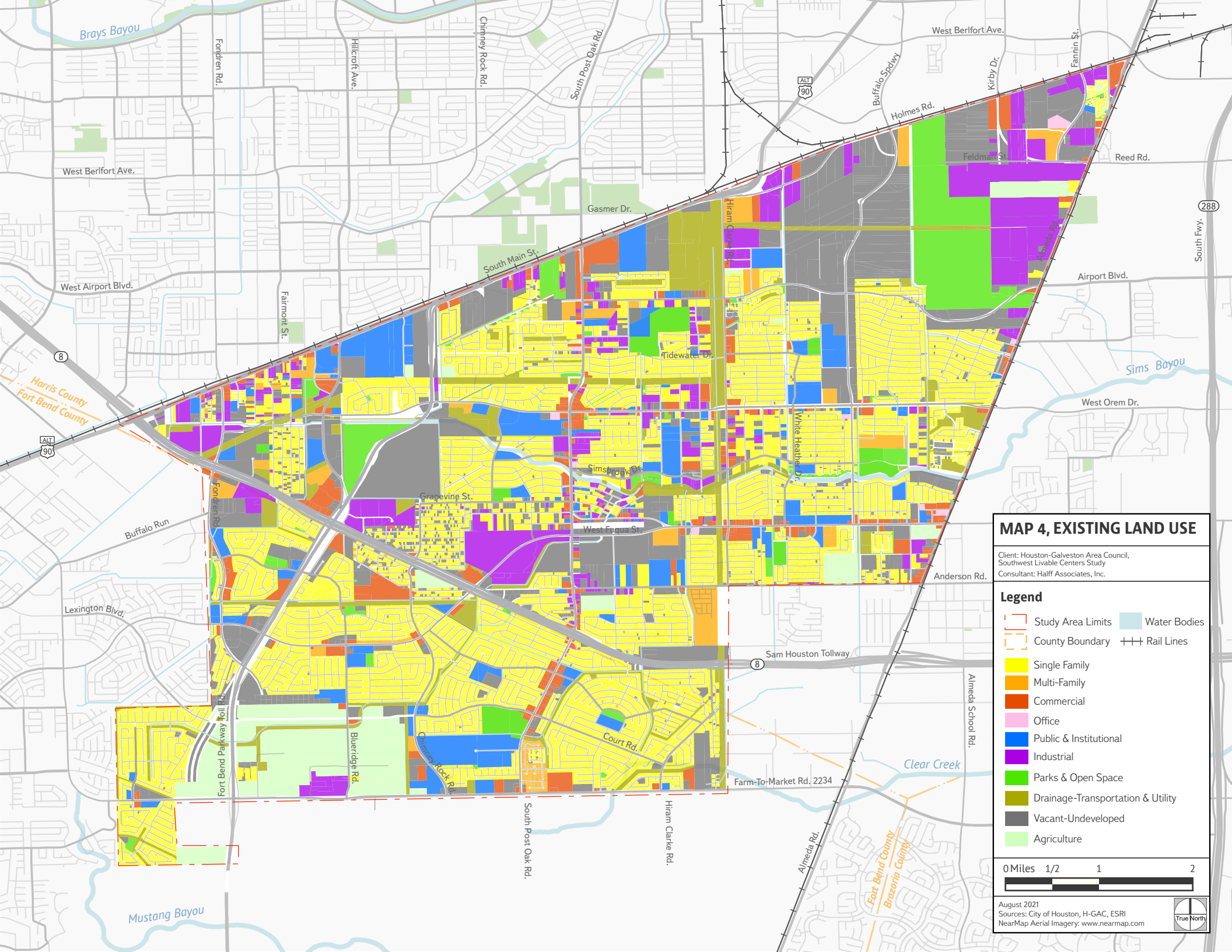
Table 3, Existing Land Use

As depicted in **Table 3, Existing Land Use**, more than 30 percent of the Study Area's land is composed of single-family residential homes, and can be typically characterized as one-story structures constructed in the early- to mid-1970s in ungated compact subdivisions, although larger homes in gated subdivisions do exist in the Study Area.



Neighborhoods typically have sidewalks and contain various amenities such as small parks, or community centers with pools. Approximately two percent of residential land use in the Study Area is composed of multi-family developments. There are two newly constructed multi-family apartment homes on Fannin Street near Alameda Road.





MAP 4, EXISTING LAND USE

Client: Houston-Galveston Area Council,
Southwest Livable Centers Study
Consultant: Half Associates, Inc.

- Legend**
- Study Area Limits
 - County Boundary
 - Water Bodies
 - Rail Lines
 - Single Family
 - Multi-Family
 - Commercial
 - Office
 - Public & Institutional
 - Industrial
 - Parks & Open Space
 - Drainage-Transportation & Utility
 - Vacant-Undeveloped
 - Agriculture



August 2021
Sources: City of Houston, H-GAC, ESRI
NearMap Aerial Imagery: www.nearmap.com



Household Characteristics

There are approximately 26,904 housing units in the Study Area, of which about five percent are vacant. Most existing housing units are either single-family detached structures (78 percent), or multi-family housing (16 percent), with most existing housing units occupied by families with children (76 percent). Housing units are typically 42 years old, with 1979 being the median construction year for all housing types.

In the Study Area, median household income is about \$56,000, which is approximately \$4,000 higher than the median income for the City of Houston, which is \$52,338. However, per capita income for Study Area residents is approximately \$21,521, which is about \$11,000 less than the City of Houston per capita income at \$32,521.

By 2045, according to the H-GAC Travel Demand Model, total households in the Study Area are projected to increase by 21 percent.



Orleans at Fannin Station Apartment Complex
Source: Half

Housing Typology and Value

Through an analysis utilizing Harris County Appraisal District and Fort Bend County Appraisal District data, an array of different housing typologies were identified in the Study Area.

Single-Family Residences

Single-family residential homes in the Study Area can be characterized as one- or two-story detached structures on quarter-acre lots within established suburban, automobile-centric subdivisions constructed between 1970 and 1980.

Newer homes in the northeastern section of the Study Area can be characterized as three-story attached or semi-attached zero-lot line homes in gated subdivisions constructed between 2000 and 2020. These structures are typically valued significantly higher than most homes in the Study Area at \$300,000+ compared to older homes which are typically valued at \$100,000 to \$150,000, with a median house value of \$142,000.



New Homes in Bayou Oaks Subdivision
Source: Half

Multi-Family Residences

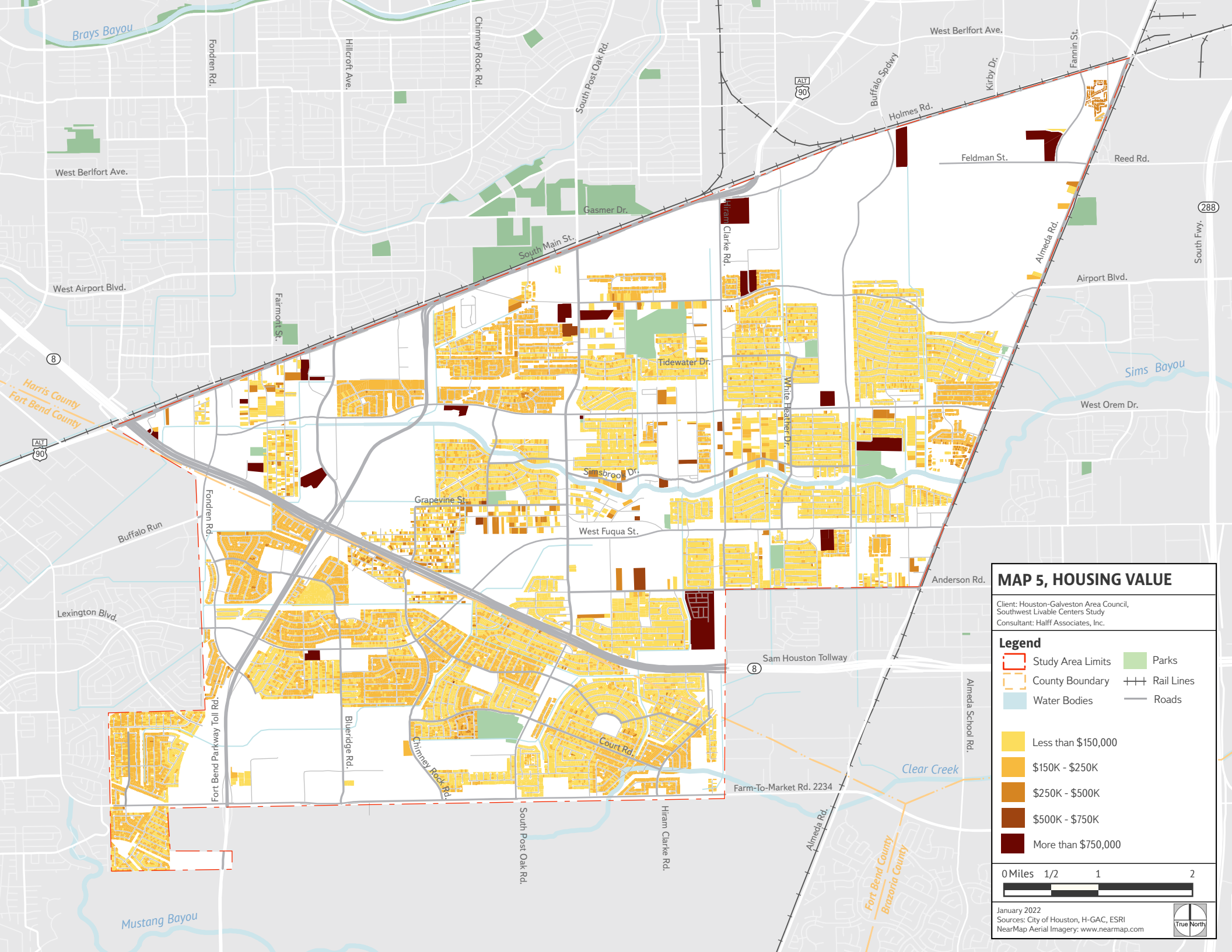
Multi-family residential homes in the Study Area range from duplex to mid-rise apartment homes. Smaller multi-family structures such as duplexes and triplexes are typically characterized as single-family homes on quarter- or half-acre lots that have been converted to accommodate multiple households.

Newer mid-rise apartment homes typically offer a variety of units for rent. There are two newly constructed (2015-2019) mid-rise structures on Fannin Street that are valued at approximately \$80 million dollars and offer units for rent between \$1,200-\$2,500 per month, which is above the median income range for the average resident in the Study Area.

Table 4, *Housing Characteristics*, describes the number, and average construction and value of housing units in the Study Area. **Map 5, *Housing Value***, on the facing page illustrates appraisal values.

Location	Topic	Multi-Family	Single-Family
Harris County	Count	29	16,107
	Median Year Built	1988	1981
	Median Rent/Value	\$1,110	\$135,473
Fort Bend County	Count	327	10,797
	Median Year Built	1961	1971
	Median Rent/Value	\$925	\$149,709
Study Area (Total)	Count	356	26,904
	Median Year Built	1974	1976
	Median Rent/Value	\$1,015	\$142,591

Table 4, *Housing Characteristics*



MAP 5, HOUSING VALUE

Client: Houston-Galveston Area Council,
Southwest Livable Centers Study
Consultant: Halff Associates, Inc.

- Legend**
- Study Area Limits
 - County Boundary
 - Water Bodies
 - Parks
 - Rail Lines
 - Roads

- Less than \$150,000
- \$150K - \$250K
- \$250K - \$500K
- \$500K - \$750K
- More than \$750,000

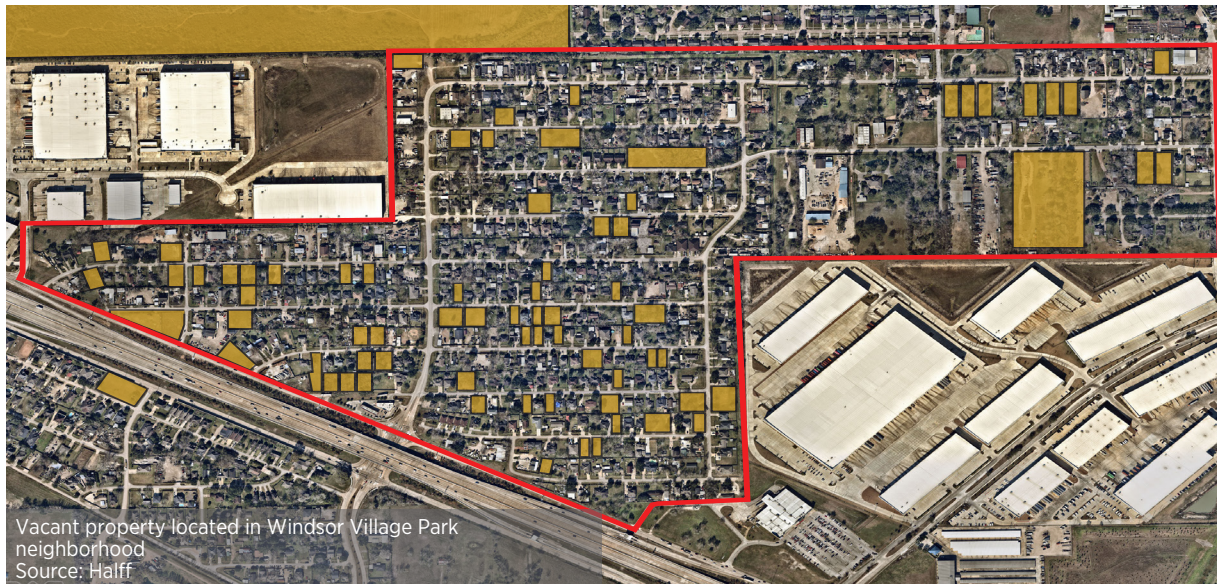


Vacant/Undeveloped Parcels

More than 20 percent of land in the Study Area is currently vacant or undeveloped, equating to more than 2,000 parcels or close to 3,000 acres of vacant land. Large contiguous vacant parcels are geographically concentrated in the following locations:

- Adjacent to the western Study Area boundary bounded by Fort Bend Parkway, Beltway 8, and US 90A
- Adjacent to West Fuqua Street to the north and south of Beltway 8
- Enveloping the recently constructed segment of Buffalo Speedway, connecting Holmes Road and West Airport Boulevard
- Interspersed as vacant lots throughout the Study Area within a variety adjacent land uses

Notably, the Windsor Village Park neighborhood has over 250 parcels, or 70 acres of vacant land that may be eligible for redevelopment into affordable housing units for residents.



Redevelopable Parcels

The ratio of Improvement Value to Total Assessed Value depicts the difference between the Tax Appraiser's assessed value of parcel improvements (e.g., buildings) compared to the land value of the parcel. An Improvement Value to Total Assessed Value ratio of "1" represents parcels where the value of the site improvement is most comparable to the value of the full site, including land; while a ratio of "0" represents parcels where the ratio of site improvement value to site value, including land, is the least. This metric can be used to indicate areas that are distressed, blighted buildings, or where the land is otherwise worth more than the existing structure, which suggests the potential for redevelopment.

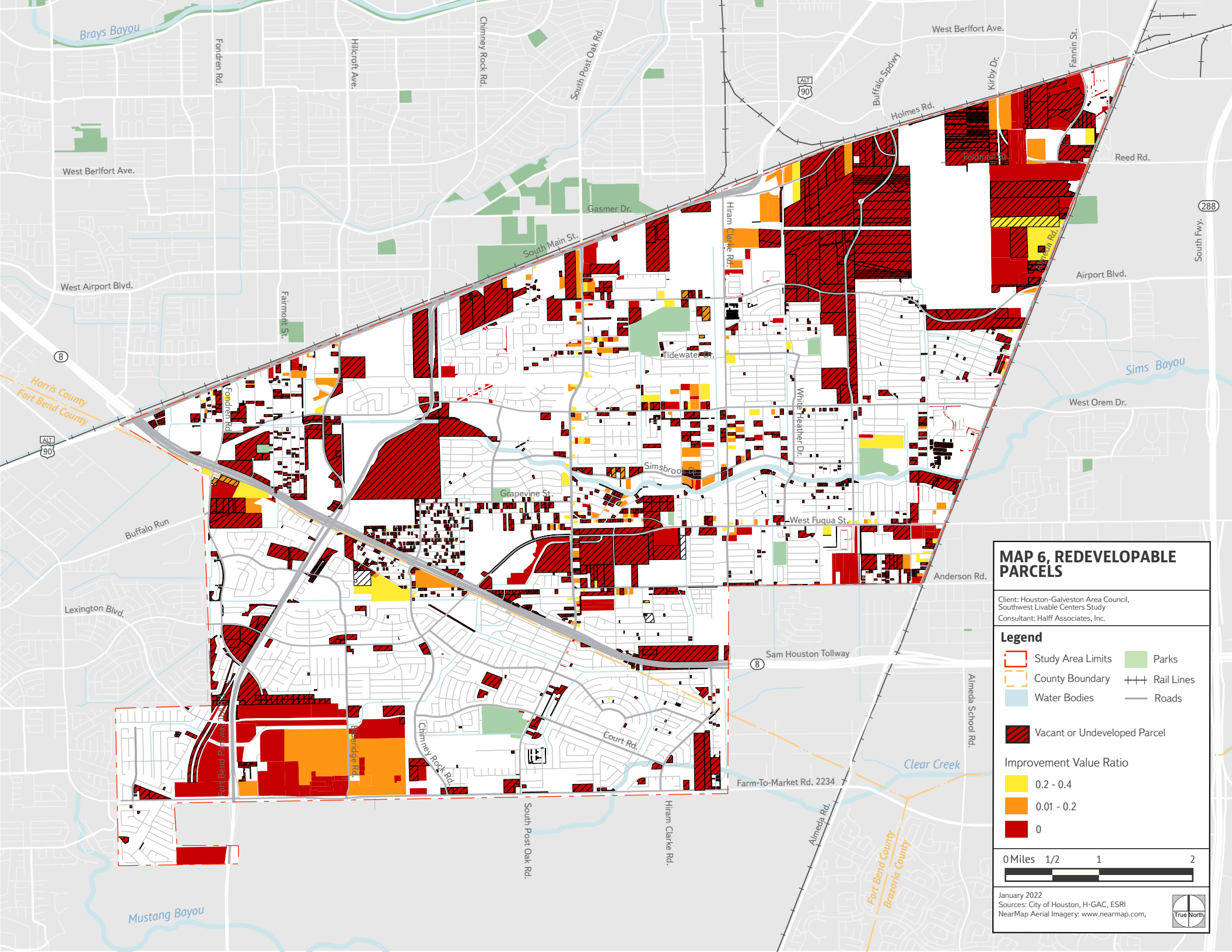
Consequently, the parcels with an Improvement Value to Total Assessed Value Ratio value of "0" to "0.3-0.4" represent the parcels that stand to benefit the most from redevelopment. Redevelopment of land on these parcels will have the most net

positive contribution benefit to the City's tax revenue base.

As depicted in **Map 6, Redevelopable Parcels**, there are approximately 3,470 parcels (5,706 acres or 41 percent) in the Study Area with a ratio of improvement value to total assessed value of 0.40 or less. These parcels are ideal candidates for redevelopment into uses and structures that possess a higher taxable value. Of those parcels characterized as ideal for redevelopment, 1,654 parcels (2,897 acres) are vacant.

Vacant parcels pose less challenges to development because they can potentially be purchased at a lower cost than redevelopable parcels with existing improvements that may need to be demolished and cleared. These vacant parcels with a ratio of improvement value to total assessed value of 0.40 or less are concentrated along Buffalo Speedway, in the northeast corner of the Study Area, along West Fuqua Street, and along Beltway 8.





Recent Development Patterns

The City of Houston Planning and Development Department releases subdivision plat application boundaries so the public can track and monitor development patterns in their communities. This includes boundaries for commercial, residential, and industrial development.

Between 2013 and 2021, almost 160 plat applications were submitted for tracts of land in the Study Area typically signifying new growth and development. However, this statistic also includes application submittals for revisions, minor plats, and amending plats, as well as resubmittals.

Recent development patterns are spatially concentrated along Buffalo Speedway, Hiram Clarke Road, and adjacent to Beltway 8. Large swaths of vacant land along Buffalo Speedway, amounting to 73 acres for the Willow Heights subdivision, recently received plat applications in 2021.

A breakdown of all applications submitted can be found in **Table 5, Plat Applications Received by Year** below.

Year	Plat Applications Submitted
2013	5
2014	13
2015	26
2016	20
2017	17
2018	18
2019	17
2020	22
2021	21
Total	159

Table 5, Plat Applications Received by Year

Economic Development

Approximately four percent of the Study Area's land use is comprised of commercial structures. Automobile-centric site designs facilitate commercial developments that are characterized by large parking lots surrounding stand-alone storefronts, drive-through establishments, and strip centers. Commercial businesses are typically concentrated in convenient locations to attract vehicle commuters along high-volume areas adjacent to major corridors such as Holmes Road/US 90A, South Post Oak Road and West Fuqua Street.

Industrial and warehouse land uses represent almost eight percent of total land use in the Study Area. These uses are typically concentrated adjacent to railroad corridors and along South Post Oak Boulevard. Examples of industrial uses in the Study Area include crushed concrete, construction material and steel fabrication, and pipe manufacturers. There are several newly constructed warehouse facilities in the Study Area including the Amazon Fulfillment Center, self-storage businesses, and other distribution centers.



Development along W. Airport Blvd.
Source: Half



The abundance of strip centers creates an opportunity to attract new businesses to the Study Area
Source: Half



The Kingdom Builders' Center located at 6011 W. Orem Dr. has adjacent vacant property and development opportunity.
Source: Half

Market Surpluses and Leakages

The breakdown of the Study Area's economy is reflected by the area's market surpluses and leakages. Market surplus represents a condition where supply exceeds the area's demand, which implies that retailers are relying on attracting customers outside the Study Area. As shown in **Figure 9, Market Surpluses and Leakages**, Southwest Houston has market surpluses in gasoline stations and non-store retailers. Market leakage represents a situation where the market's supply is less than demand which implies retailers outside of the Study Area are fulfilling the Study Area residents' demand. The major leakages in the Southwest Houston area include sporting goods, hobby, book, and music stores; miscellaneous store retailers; general merchandise stores; and furniture and home furnishings stores. Over 40 Community Survey respondents noted a strong desire for more grocery stores in the Study Area.

The Leakage/Surplus Factor presents a snapshot of potential retail opportunity. This is a measure of the relationship between supply and demand that ranges from +100 (total leakage) to -100 (total surplus). A positive value represents 'leakage' of retail opportunity outside the trade area. A negative value represents a surplus of retail sales, a market where customers are drawn in from outside the trade area.

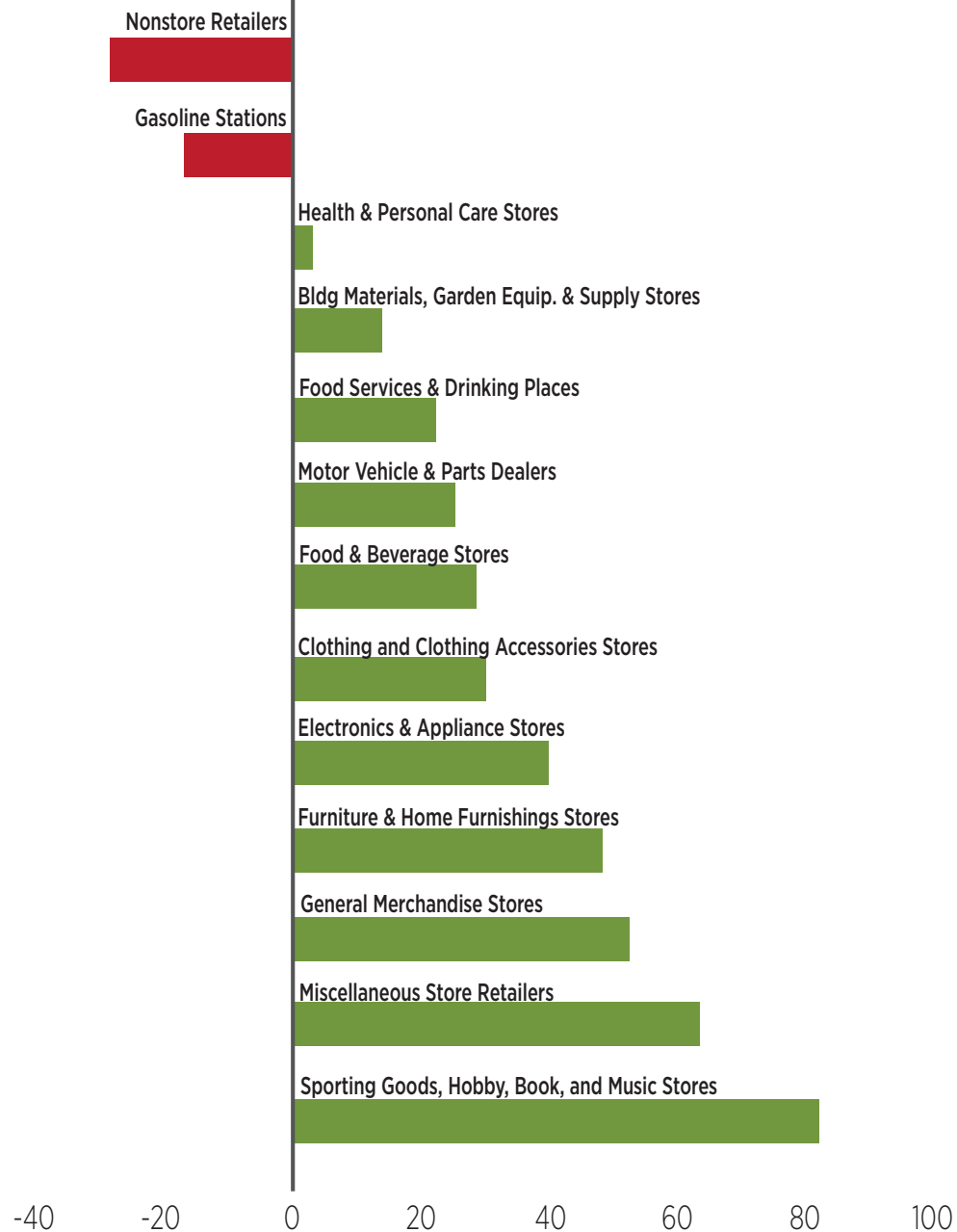
"We would like a Target, H-E-B grocery store, Starbucks, Lupe Tortilla, etc. We leave the neighborhood to get these."

-Community Survey Respondent when asked "What types of restaurants and/or retail establishments would you most likely be interested in?"

Figure 9, Market Surpluses and Leakages

Things people come to the Study Area to buy (Surpluses)

Things people leave the Study Area to buy (Leakages)



Source: 2017 ESRI Retail Marketplace Profile

Activity Centers

Activity centers offer residents a sense of community and belonging. These inviting spaces serve as vital gathering points, whether they are libraries, sports and athletic facilities, or community centers. Shown in **Map 7, Civic Activities**, the Southwest Houston area is host to several facilities that serve as community anchors and key destinations for local residents. Below is an extensive, but not exhaustive, list of activity centers in the Study Area:

There are two Houston Public Library system libraries in the Study Area:

- Located inside the Hiram Clarke Multi-Service Center on West Fuqua Street, the **William A. Vinson Public Library** is serviced by two METRO bus routes which run on half-hour headways, and two other routes which operate hourly.
- **Stimley-Blue Ridge Neighborhood Library** is located at the intersection of West Fuqua Street and Blue Ridge Road and is serviced by one bus route which operates hourly.



Stimley - Blue Ridge Library located at 7007 W. Fuqua St.
Source: Half

There are multiple community centers in the Study Area which serve a variety of patrons:

- **Windsor Village Community Center** and **Townwood Community Center** are both operated by Houston Parks and Recreation Department. They offer a combination of facility rentals, walking and cycling trails, activities, a playground, lighted tennis courts, a lighted sports field, swimming pool, and an outdoor basketball pavilion.
- **Fort Bend Boys and Girls Club** engages, educates and empowers low-income youth in ways that improve their chances of achieving and sustaining academic and economic success.
- **Pinnacle Senior Center**, operated by Fort Bend County Health and Human Services, provides seniors with fitness classes, and social programs and services. The facility is a joint project between the City of Houston and Fort Bend County, and is Fort Bend County's first Leadership in Energy and Environmental Design (LEED) certified building.

Hiram Clarke Multiservice Center is a central amenity in the Study Area that offers critical health services to residents as well as spaces for public meetings, receptions, workshops, banquets, and seminars. Examples of programs offered at Hiram Clarke Multi-Service Center include:

- **Lift Zones** offered by Comcast which provide free hotspot internet access to help students get online, participate in distance learning, and do their homework.
- **The Harris County Area Agency on Aging** senior program offers social activities, arts and crafts programs, daily warm meals, and volunteer opportunities to people 60 years of age and older. These age-friendly community hubs allow older adults to access a range of activities and services to improve their health, well-being, and independence.

- **Hiram Clarke Head Start** provides continuous, intensive, and comprehensive child development and family support services to low-income preschool children and their families.
- **Texas Health and Human Services Commission**, an agency within the Texas Health and Human Services System, provides direct support for women and children, people with special health care needs, the elderly, the disabled, and impoverished families.

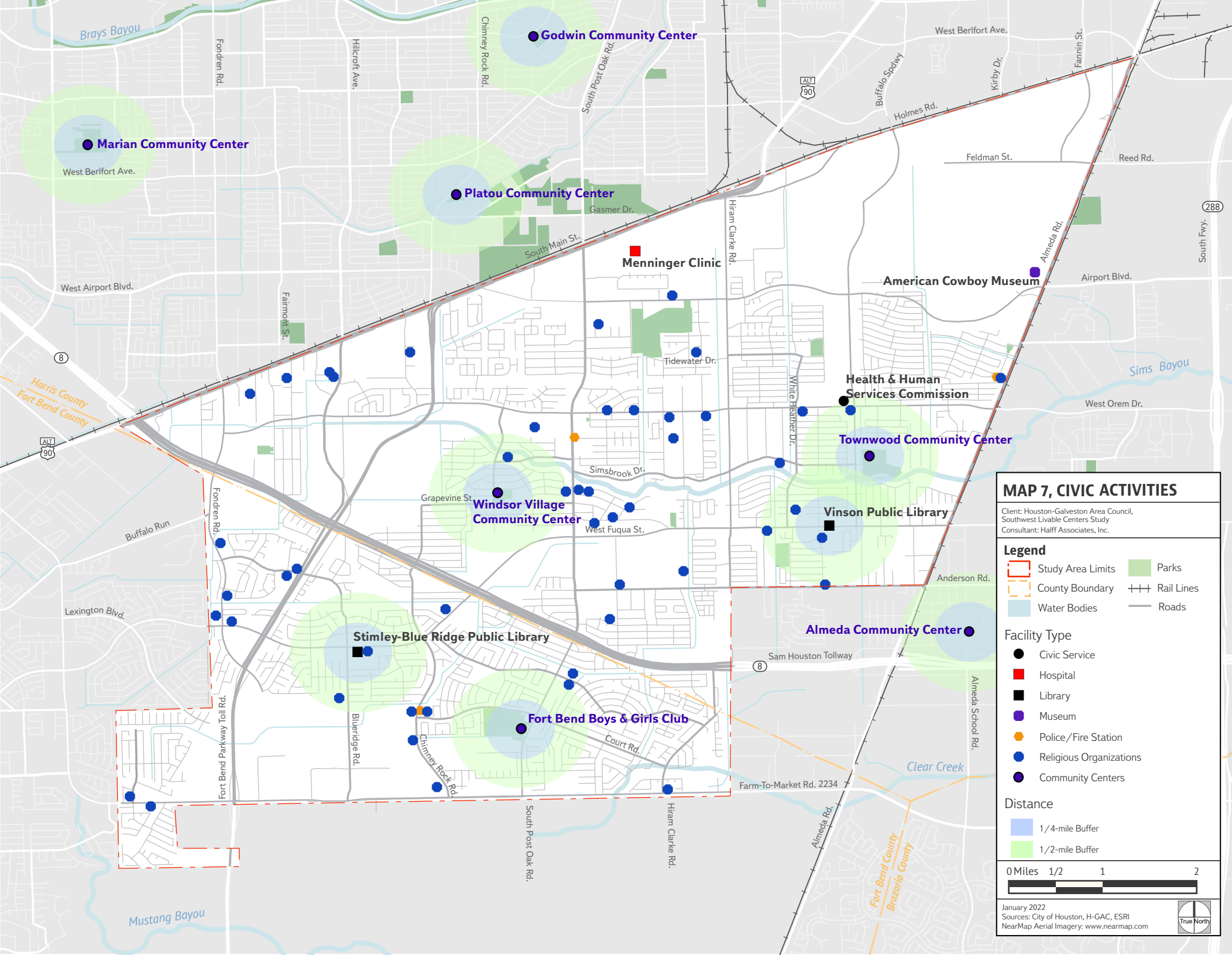
Wildcat Golf Course is a 450+ acre golf course that has been built on an old municipal landfill. The golf course is an example of adaptive reuse and allows a formerly off-putting land use to become a viable business.

While not in the Study Area, **Willow Waterhole Greenway** is a 280-acre recreational site that provides various amenities to the local community and is slated for improvements as a regional destination identified through the Brays Oaks Livable Centers Study.

Sports complexes provide residents and visitors with an area to gather, play athletic games and compete in tournaments. The Study Area has a combination of for-profit, public, and institutional sports fields.



Wildcat Golf Course
Source: Half



Parks and Open Space

Parks and recreation facilities are an essential part of a healthy, sustainable community environment and its social fabric. They provide the necessary ingredients for social interaction and serve as the backdrop for important family gatherings and community events. Much like streets and sidewalks, parks and open spaces are integral components of municipal infrastructure. Open spaces provide many environmental and social co-benefits for residents, such as stormwater filtration, reducing ambient temperatures and reducing levels of stress.

The Study Area has 11 public parks, local neighborhood parks and several access points along the Sims Bayou Greenway that provide area residents with close to 200 acres of parkland. As depicted in **Map 8, Park Level of Service**, buffers were drawn at the ½-mile (dark green) and ¼-mile (light green) distance from each of the Study Area's parks and open spaces access points as well as along the Sims Bayou Greenway. These represent the typical walking or cycling distance the average resident would comfortably walk or cycle to a park, open space, or trail.

Using a combination of U.S. Census block group population data and geospatial analysis, approximately 31 percent of residences in the Study Area are within ¼-mile of a park, open space, or trail and this accessibility increases to approximately 67 percent of residences at the ½-mile level. This high percentage of accessibility is driven by residential proximity to Sims Bayou Greenway, which bisects the Study Area.

Developing more widely accessible open green spaces to connect area parks, schools, community gathering places, and other public amenities will not only promote healthy living, but also expand mobility options for pedestrians and cyclists.

Open space access tends to be spatially concentrated to the south of Beltway 8 and along parks adjacent to the Sims Bayou Greenway. The northeastern section of the Study Area does not have immediate access to a park within the Study Area perimeter and residents must cross Alameda Road to access Taylor Park to the east or cross Holmes Road to access Willow Waterhole Greenway to the west.

Pedestrian circulation to interior parks and open spaces is typically facilitated with sidewalks. A recently constructed pedestrian walkway along a CenterPoint easement on Hiram Clarke Road facilitates major north-south residential connections to the Sims Bayou Greenway, although deeper connectivity is needed in other locations in the Study Area.

Level of Service Analysis

In long-range parks and open space planning, level of service metrics help easily compare parkland availability and access between communities of similar size. According to the National Recreation and Park Association (NRPA), the target level of service for parks is as follows:

- Community parks = 2 acres per 1,000 residents
- Neighborhood parks = 1 acre per 1,000 residents
- Pocket Parks = 0.5 acres per 1,000 residents

The current acreage for parks in the Study Area is significantly below recommended standards. Although the Study Area has over 200 acres of parks and open space, there is a **138-acre parkland deficit**.



Neighborhood Parks

Use and Facilities: Provide active and passive recreational opportunities within walking distance of neighborhoods; ideal destinations for families; common amenities include playground equipment, picnic areas, benches, walking trails, open play areas, and, occasionally, a sports court or athletic field.

- Mayfair Park .77 acres
- Beulah Maxie Park 1.52 acres
- Brentwood Park 8.10 acres
- Simon Minchen Park 3.3 acres
- Windsor Village Park/Community Center 8.2 acres
- Wildheather Park 12 acres
- South Main Estates Park 5.1 acres



Community Parks

Use and Facilities: Provide open spaces and natural areas for unstructured recreation, as well as facilities, such as athletic fields, sports courts, swimming pools, hike and bike trails, picnic pavilions, and exercise stations for structured recreational activities; intended to serve City residents.

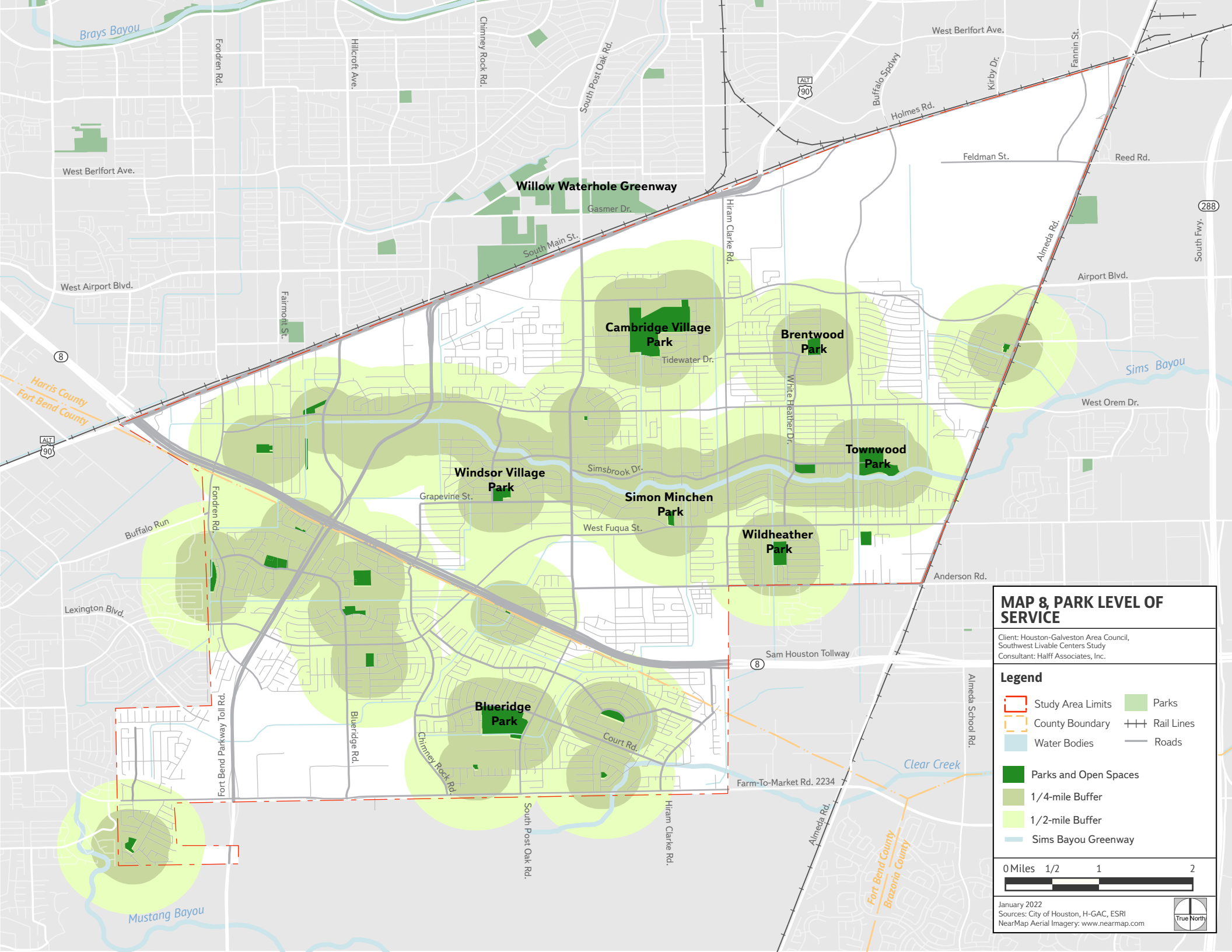
- Cambridge Village Park 81.6 acres
- Blueridge Park 45 acres
- Townwood Park/Community Center 31 acres



Pocket Park

Use and Facilities: Provides open spaces on a small-scale for surrounding community members; meets a variety of needs and functions including play spaces for children and small public events.

- Post Oak Park



MAP 8, PARK LEVEL OF SERVICE

Client: Houston-Galveston Area Council,
Southwest Livable Centers Study
Consultant: Half Associates, Inc.

Legend

- Study Area Limits
- County Boundary
- Water Bodies
- Parks and Open Spaces
- 1/4-mile Buffer
- 1/2-mile Buffer
- Sims Bayou Greenway
- Parks
- Rail Lines
- Roads



January 2022
Sources: City of Houston, H-GAC, ESRI
NearMap Aerial Imagery: www.nearmap.com



At almost seven miles, the existing segments of Sims Bayou Greenway provide critical outdoor recreational space, neighborhood connectivity, and pedestrian and cycling circulation for residents.

Various attractions and destinations along Sims Bayou Greenway in the Study Area include Blue Ridge Park off Fort Bend Tollway, Townwood Park and Townwood Community Center on Buffalo Speedway, the Hiram Clarke Multiservice Center and William Vinson Public Library on West Fuqua Street, and almost ten HISD schools.

At Hiram Clarke Road, the Greenway intersects with a two mile-long trail constructed along a CenterPoint Energy easement, providing a critical north-south alternative route to the primarily east-west Greenway.

With this easement trail, residents can now access Cambridge Village Park on Allum Road. Upon completion of the remaining proposed trail segments, the Sims Bayou Greenway will connect residents to attractions and destinations in Pasadena and downtown Houston.

"I'd love to be able to SAFELY walk from my house to the Willow Waterhole...too many cars speeding makes it unsafe to walk to neighborhood parks."

-Community Survey Respondent

"Neighborhood parks need enhanced maintenance and resources for park programming or events."

-Community Survey Respondent



Sims Bayou Greenway Trail System
Source: Halff

SPARK Parks

Using available public land is a fast and cost-effective way to increase park acreage. A 2014 study by the Trust for Public Land (TPL) found that SPARK parks ("school parks") are highly valued and heavily used by residents for recreation and physical activity. It was that study which fostered an expansion of the SPARK program through funding from Houston Endowment, Kinder Foundation and the Powell Foundation. The program is making great strides in filling "park deserts" with new green spaces - SPARK parks. The goal of the City of Houston's SPARK program is to create and finish selected park sites in 12 to 18 months. Through the SPARK program, the City has constructed over 200 community parks in 17 different school districts throughout the Houston area.

Each park is designed based on ideas and needs of the school and surrounding neighborhoods. Upon completion, the park is maintained by the school. While all of the parks are different, a typical park consists of modular playground equipment, a walking trail, benches, picnic tables, trees, an outdoor classroom, and a public art component. SPARK Parks are available for public use after the school day (including after-school programs) has ended and on weekends. To address security issues, SPARK parks can be fenced-off from the school grounds to discourage access beyond the park.

The following SPARK Parks are located in the Study Area:

- Hobby Elementary
- Montgomery Elementary
- Petersen Elementary
- Ridgemont Elementary
- Briargate Elementary
- Blue Ridge Elementary (under construction)



67%
of residents in the
Southwest Houston
Study Area are
within a 1/2 mile
access to a park



Park and Open Space Benefits

- Fosters a sense of community
- Improves quality of life
- Improves public health and well-being
- Increases property values and promotes tourism and economic development
- Environmental benefits and ecosystem services



Multi-Modal Transportation and Connectivity

Study Area residents rely on transportation networks daily, whether transportation networks are used for commuting to work or school, walking, cycling, or running along area trails, or traveling to retail establishments and places of worship. It is essential to understand the transportation options available in the community and what barriers hinder mobility and accessibility.

Data from the 2019 U.S. Census Bureau Longitudinal Employer-Household Dynamics (LEHD) indicate that 98.1 percent of residents that live within the Study Area are employed outside. The top 10 areas where Study Area residents work include:

- Texas Medical Center
- Downtown Houston
- Greenway Plaza
- Sugar Land Town Square
- Stafford
- South/North Main (I-610 and SH 288)
- NRG Center
- Uptown Houston
- Meadows Place



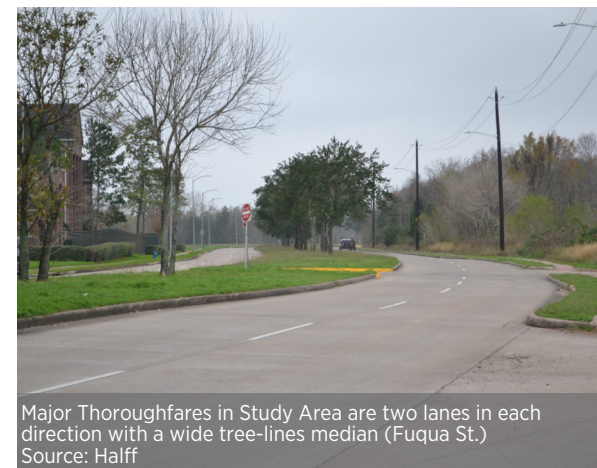
Roadway Network

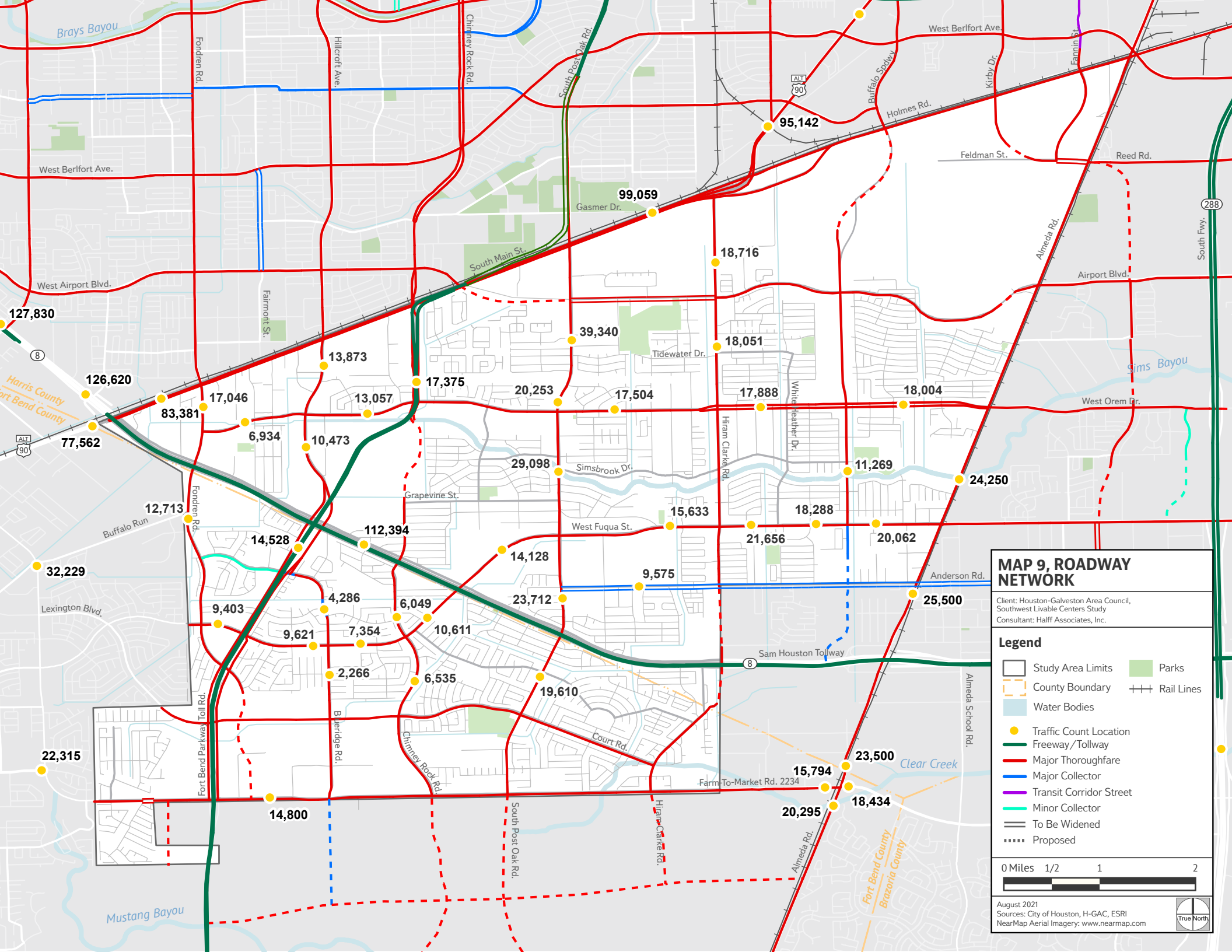
The majority of the roadway network in the Study Area is characterized by high-speed corridors with wide medians. As depicted in **Map 9, Roadway Network**, there are several limited access facilities including Beltway 8, US 90A, and Fort Bend County Tollway that residents can access via these major roadways. The network of roads between these limited access facilities is somewhat limited to a few east-west and north-south major thoroughfares including S. Post Oak Road, Fuqua Street, and W. Orem Drive.

Other Major Thoroughfares such as Hiram Clarke Road and Buffalo Speedway have significant gaps in infrastructure that hinder mobility and accessibility and are listed in the City's MTFP as proposed roadways or planned widenings. Based on the available Average Annual Daily Traffic Count (AADT), growth factor, and congestion factor, volume to capacity ratio (V/C) for the 15 major streets were assigned to V/C value greater than 0.75 indicates congested streets. **Table 6, Existing Street Capacity**, identifies four streets that appear to be congested based on their functional classification and projected 2021 peak hour volume.

Table 6, Existing Street Capacity

Street	# of Lanes	Functional Class	Length of Corridor	Capacity (C)	2021 Peak Hour Volume (V)	V/C
W. Orem Dr.	4	Major Thoroughfare	5.7 Miles	3200	2,445	0.76
W. Fuqua St.	4	Major Thoroughfare	5.7 Miles	1200	2,800	0.88
Anderson Rd.	2	Major Collector	2.7 Miles	1200	1,120	0.93
McHard Rd./FM 2234	4	Major Thoroughfare	5.3 Miles	3200	2,605	0.81





MAP 9, ROADWAY NETWORK

Client: Houston-Galveston Area Council,
Southwest Livable Centers Study
Consultant: Halff Associates, Inc.

Legend

	Study Area Limits		Parks
	County Boundary		Rail Lines
	Water Bodies		
	Traffic Count Location		
	Freeway/Tollway		
	Major Thoroughfare		
	Major Collector		
	Transit Corridor Street		
	Minor Collector		
	To Be Widened		
	Proposed		

0 Miles 1/2 1 2

August 2021
Sources: City of Houston, H-GAC, ESRI
NearMap Aerial Imagery: www.nearmap.com

Barriers to Connectivity

Speeds have a significant impact of roadway safety not only for the person driving the vehicle but also other road users such as bicyclists and pedestrians. While posted speed limits along major and local roadways within the Study Area are posted at 35-40 miles per hour (mph), the 85th percentile speed along these roadways range from 45-50 mph. Additional traffic calming techniques and enforcement can help reduce speeds and creates a safer environment for all road users.

While most major intersections throughout the Study Area are signalized, there is an opportunity to provide safer crossings and enhanced pedestrian safety elements to ensure safe pedestrian travel, particularly at intersections adjacent to schools and parks in the Study Area.



As represented in **Map 10, Barriers to Connectivity**, the barriers to connectivity in the Study Area include major highways such as Beltway 8, Fort Bend Tollway, and US 90A as well as local barriers, including drainage ditches and utility easements.

Major highways such as Beltway 8 and US 90A have opportunities to access or cross at each intersection, which are typically every 3/4 to 1.5 miles.

The Fort Bend Tollway is mostly elevated throughout the Study Area with limited sidewalk infrastructure and access points.

Street layouts and barriers such as highways, drainage ditches, and railroad facilities can unnecessarily increase trip distances and time. Each barrier to connectivity has a different impact on the user based on travel mode.

For example, a railroad crossing may not pose a challenge to vehicular travel but can impede safe travel for a person walking or cycling.

These barriers also funnel traffic and circulation to major thoroughfares, further increasing congestion and unsafe environments for non-motorized travel.

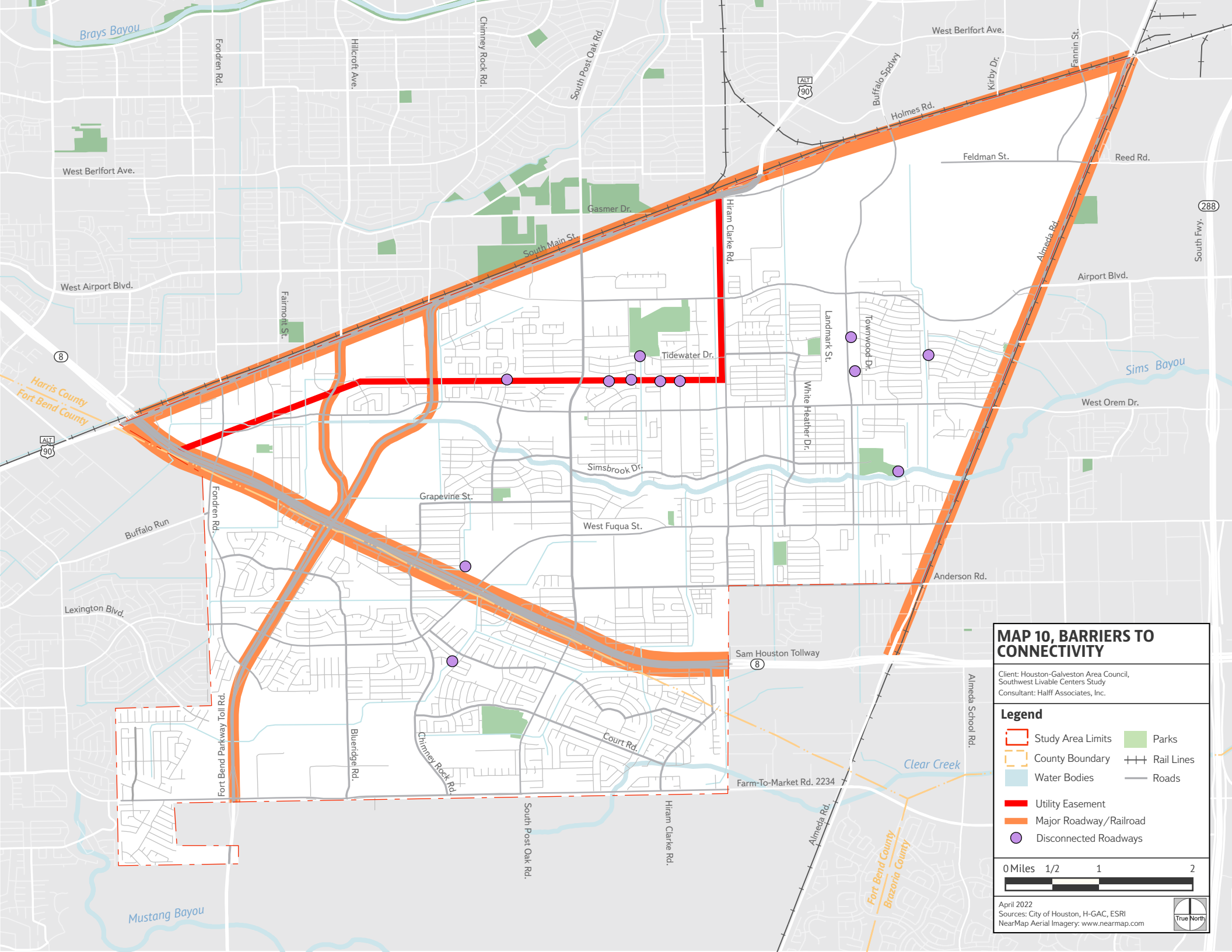
Figure 10, Travel Distance to Grocery Store below represents the commuting distance a neighborhood resident experiences when commuting to a local grocery store.

Despite being able to see the grocery store, the resident is obstructed by a fence. What would be a 750 ft. walk to the grocery store, becomes a one mile (21 minute) walk along roadways lacking sidewalk infrastructure.

This is also the case in other instances throughout the Study Area.

Figure 10, Travel Distance to Grocery Store





Crash Analysis

Roadway design can play a pivotal role in whether crashes happen and the severity for all persons involved. Crashes that occurred within the Study Area between January 2016 and August 2021 were collected from the Texas Department of Transportation (TxDOT) Crash Records Information System (CRIS).

The following were key takeaways from the crash analysis:

- 55 fatalities occurred between January 2016 and August 2021 of which 25 are pedestrians and one cyclist.
- 47 percent of crashes occurred at non-intersection locations, 30 percent occurred at intersections and 15 percent are intersection related crashes
- Top three crash types are single vehicle- straight, angle- straight, same direction- straight/rear-end, which accounts for 20 percent, 20 percent and 14 percent of total number of crashes, respectively.
- Top three contributing factors include failure to control speed, failure to drive in a single lane, and disregard for stop and go signals, which account for 22 percent, 10 percent and seven percent of total number of crashes, respectively.
- S. Post Oak Road, W. Fuqua Street, and W. Orem Drive have the most crashes which account for 14 percent, six percent and six percent of the total crashes respectively.

Crash Density/Severity

Crash densities are a useful assessment of road network safety that represents locations that have a higher number of crashes relative to other areas in the Study Area. **Map 11, Crash Density**, represents crash density within the Study Area as well as severity. Crash density hot spots appear all along S. Post Oak Road but more concentrated at the intersections of W. Orem Road, S. Main Street, S. Sam Houston Parkway West, and S. Sam Houston Parkway South. High crash density hot spots are also noted at the following intersections :

- S. Main street/Sam Houston frontage roads
- Hillcroft Avenue/Sam Houston Parkway frontage roads
- Fondren Road/Sam Houston Parkway frontage roads
- Fondren Road/S. Main Street
- Hillcroft Avenue/S. Main Street
- Hiram Clarke Road/S. Main Street
- Hiram Clarke Road/W. Orem Drive
- Buffalo Speedway/W. Orem Drive
- W. Fuqua Street/Alameda Road

Pedestrian and Bike Crash Density/Severity

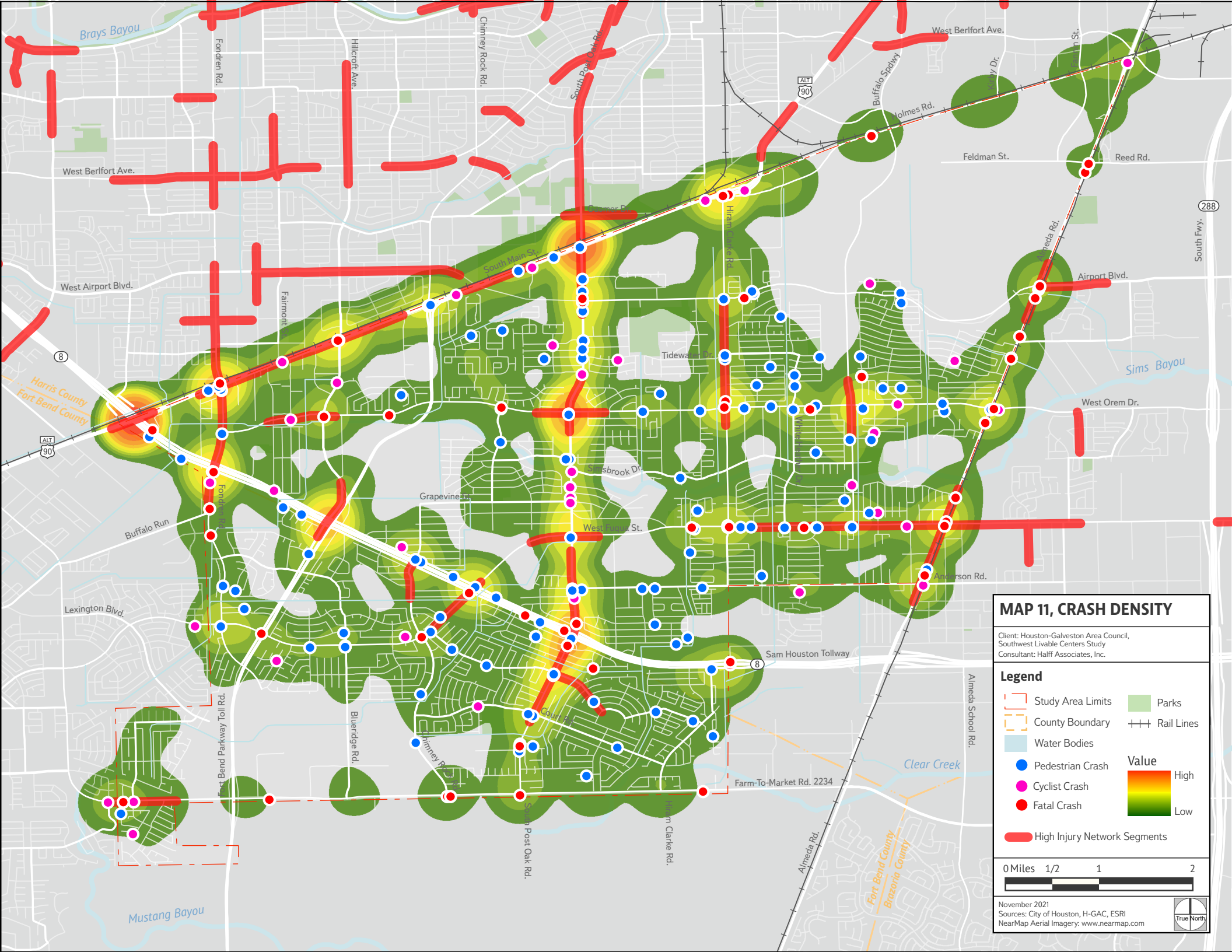
Vision Zero is a worldwide initiative to eliminate all traffic fatalities and severe injuries by designing roadway networks that are safe and equitable. In 2020, the City of Houston completed the **Vision Zero Action Plan** which identifies actions that the City will take to eliminate traffic deaths and serious injuries by the year 2030.

As part of this initiative, roadway segments were identified as part of the High Injury Network (HIN). There are 31 segments along 12 corridors within the Study Area that are designated on the HIN.

Table 6, Corridor Crash Rate, below represents total number of crashes and corridor crash rate along each major corridor in the Study Area.

Table 7, Corridor Crash Rate

Roadway	Number of Crashes	Serious (Fatal)	Crash Rate	Ped/Bike Crashes	Serious (Fatal)
S. Post Oak Road	1375	28 (5)	608	28	9 (3)
W. Fuqua Street	556	18 (3)	232	9	2 (1)
W. Orem Drive	565	19 (5)	245	10	1 (0)
Alameda Road/ FM521	470	31 (14)	173	21	7 (6)
Hiram Clarke Road	284	11 (2)	272	4	2 (1)
Fondren Road	290	10 (3)	587	5	1 (1)
Hillcroft Avenue	228	4 (2)	256	1	0 (0)
McHard Road/ FM2234	225	16 (6)	131	6	4 (3)
Holmes Road	195	5 (1)	258	1	0 (0)
Anderson Road	169	6 (0)	359	3	2 (0)
Buffalo Speedway	82	4 (0)	142	1	1 (0)
Court Road	64	2 (0)	408	3	0 (0)
Chimney Rock Road	33	0 (0)	171	1	0 (0)
Airport Boulevard	17	2 (1)	99	0	0 (0)



Transit Network

As indicated in **Map 12, Public Transportation**, the Study Area is completely within Houston METRO service area boundaries. There are approximately 210 active METRO bus stops in the Study Area. Of those, only 23 (11 percent) bus stops are sheltered while the remaining 187 (89 percent) are unsheltered. Unsheltered bus stops do not have enclosed waiting areas, and may or may not provide seating, meaning riders stand for long wait times exposed to the elements and inclement weather while waiting for the bus.

The Americans with Disabilities Act (ADA) outlines structural and design requirements to make public facilities accessible to those with disabilities. For bus stops, examples of ADA-compliant designs include using firm, stable construction materials like concrete or asphalt, and not loose materials such as gravel; and developing landing pads that are clear of obstructions for wheelchair loading and disembarking. More than half (117 or 55 percent) of bus stops are ADA-compliant, while the remainder (93 or 45 percent) are not ADA-compliant.

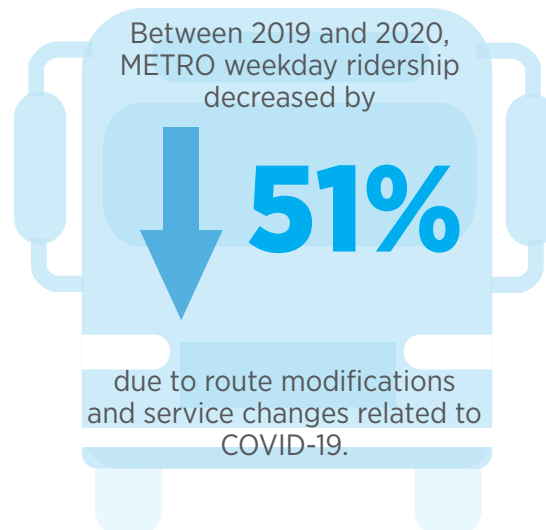


Many bus stops in the Study Area lack adequate amenities for riders to comfortably wait for the bus
Source: Half

The majority of METRO's public transit service in the Study Area operates on slower, less frequent intervals. Buses operate on headways measured in quarter-hour intervals (i.e., 15, 30, 45 and 60 minutes); meaning a passenger can expect a bus to pick them up at least once per headway. The Study Area is serviced by the following routes and frequencies:

- One route that operates on 15-minute headways: 63 (Fondren)
- Three routes that operate on half-hour headways: 49 (Chimney Rock/S. Post Oak), 54 (Scott), and 14 (Hiram Clarke)
- Six routes that operate on hourly headways: 11 (Almeda Lyons), 87 (Sunnyside), 98 (Briargate), 311 (Bayou City Event Shuttle), 363 (MCTX Community Connector) and 364 (MCTX Flex).

METRO Route 11 connects commuters from the Fannin South Transit Center north of the Study Area boundary to the Hiram Clarke Transit Center on West Fuqua Street. Both the Fannin Transit Center and Hiram Clarke Transit Center facilitate connections to a broader network of transit routes.



Ridership data provided by METRO indicates that average daily activities within the Study Area is 2,867 on weekdays and 3,909 on weekends. High ridership stops in the Study Area are near residential neighborhoods and shopping centers.

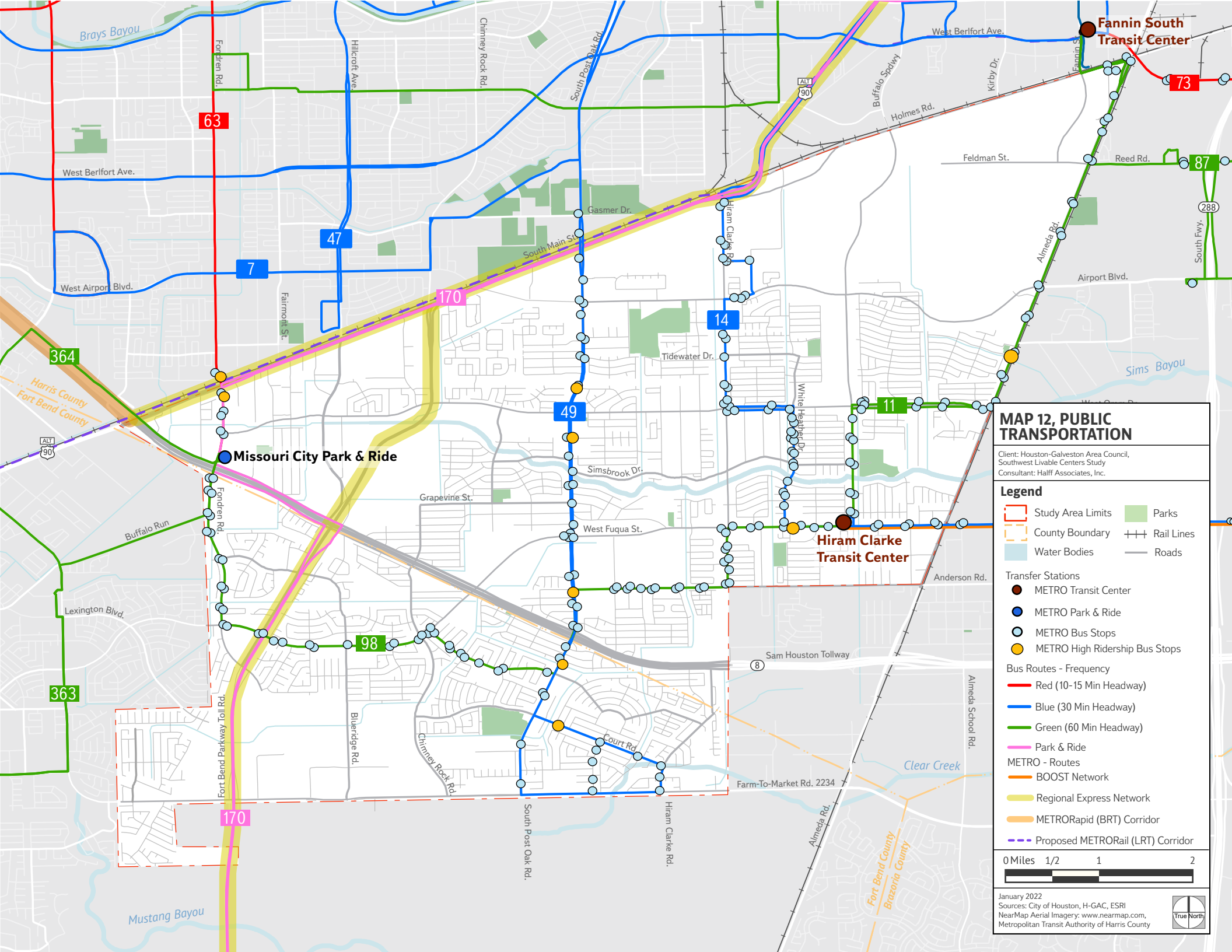
Approved in November 2019, the **METRONext Plan** identifies capital projects and enhancements to existing service throughout the METRO service area. Southwest Houston should benefit from several service enhancements:

- BOOST corridor along Route 54 (Scott)
- Regional Express service along US 90A and Fort Bend Tollway
- Light Rail Transit service along US 90A

Although not identified in the **METRONext Plan**, there are areas within the Study Area that would benefit from transit improvements, particularly route alignments. There is a gap in transit service west of S. Post Oak Rd. and along W. Fuqua St., and Fannin St. These areas would benefit from enhanced transit service as recent residential and employment development make these locations potential activity centers in the Study Area.



Few bus stops in the Study Area have adequate shelter to protect riders from inclement weather
Source: Half



MAP 12, PUBLIC TRANSPORTATION

Client: Houston-Galveston Area Council,
Southwest Livable Centers Study
Consultant: Half Associates, Inc.

Legend

- Study Area Limits
- County Boundary
- Water Bodies
- Parks
- Rail Lines
- Roads
- Transfer Stations
 - METRO Transit Center
 - METRO Park & Ride
 - METRO Bus Stops
 - METRO High Ridership Bus Stops
- Bus Routes - Frequency
 - Red (10-15 Min Headway)
 - Blue (30 Min Headway)
 - Green (60 Min Headway)
- METRO - Routes
 - Park & Ride
 - BOOST Network
 - Regional Express Network
 - METROrapid (BRT) Corridor
 - Proposed METROrail (LRT) Corridor



January 2022
Sources: City of Houston, H-GAC, ESRI
NearMap Aerial Imagery: www.nearmap.com,
Metropolitan Transit Authority of Harris County



Bikeway Network

Aside from Sims Bayou Greenway Trail and the Centerpoint Trail along Hiram Clarke Road, there is a lack of safe bicycle facilities within the Study Area. Along with these two trails, there is an on-street bike lane located along Airport Boulevard between Hiram Clarke Road and Alameda Road. This represents 10 miles of existing on-street and off-street active transportation facilities within the Study Area. According to the City of Houston Bike Plan, there are 43 miles of programmed and proposed active transportation facilities along Study Area roadways and drainage/utility easements, which is represented in **Map 13, Trail and Bicycle Facilities**, on the facing page.

Ongoing enhancements to the Sims Bayou Greenway Trail are currently underway by the Houston Parks Board as part of the Bayou Greenways and Beyond the Bayous programs. Additional enhancements can be made along Sims Bayou Greenway Trail to provide better accessibility to residential communities and area jobs.



On-street bike lane along W. Airport Blvd.
Source: Half



On-street bike lane along W. Airport Blvd.
Source: Half



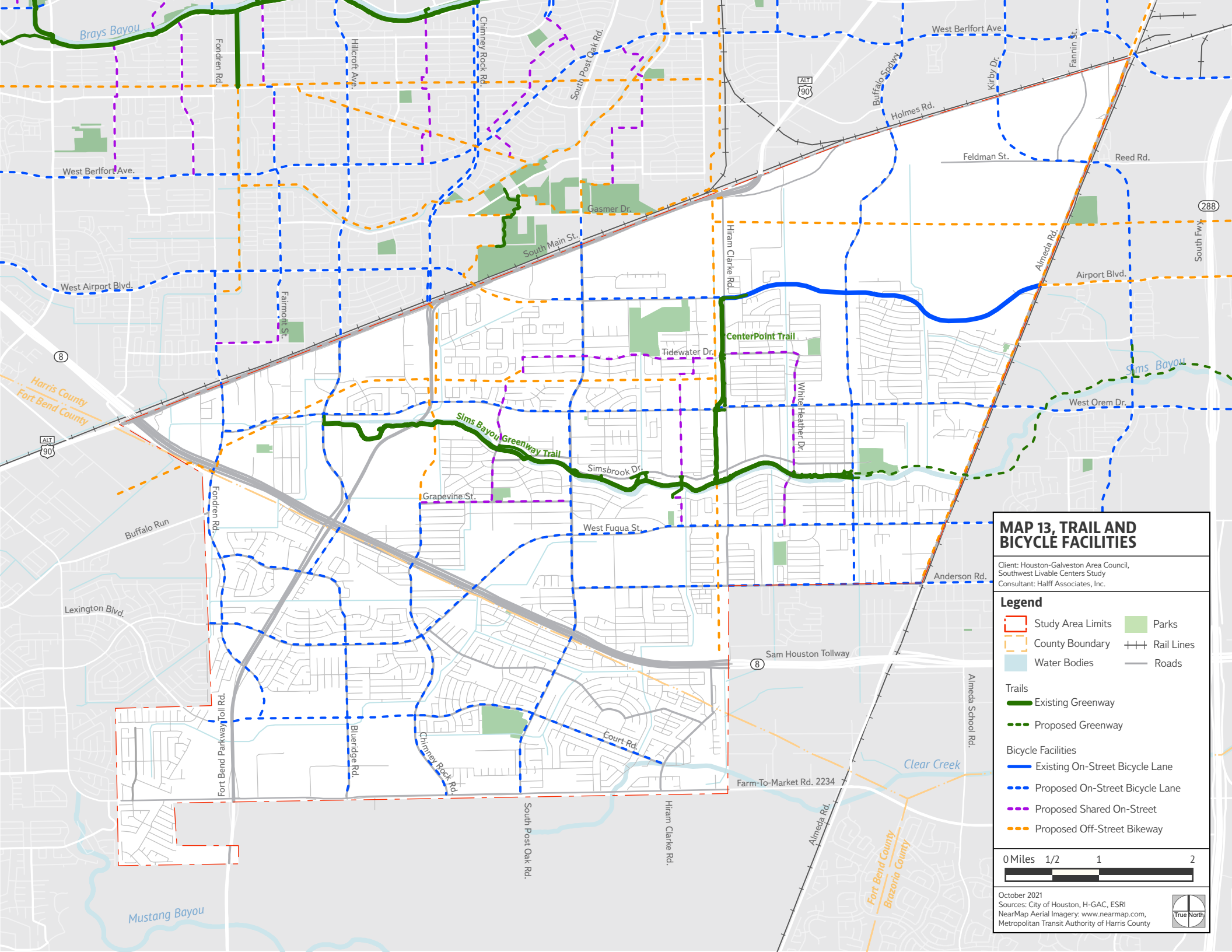
The lack of safe bicycle facilities force cyclists to ride on sidewalks in the Study Area
Source: Half



Sims Bayou Greenway
Source: Half

15%
of Study Area residences and businesses are within a quarter mile of the Sims Bayou Greenway Trail.

31%
of Study Area residences and businesses are within a half mile of the Sims Bayou Greenway Trail.



MAP 13, TRAIL AND BICYCLE FACILITIES

Client: Houston-Galveston Area Council,
Southwest Livable Centers Study
Consultant: Half Associates, Inc.

Legend

- Study Area Limits
- County Boundary
- Water Bodies
- Parks
- Rail Lines
- Roads

Trails

- Existing Greenway
- Proposed Greenway

Bicycle Facilities

- Existing On-Street Bicycle Lane
- Proposed On-Street Bicycle Lane
- Proposed Shared On-Street
- Proposed Off-Street Bikeway



October 2021
Sources: City of Houston, H-GAC, ESRI
NearMap Aerial Imagery: www.nearmap.com,
Metropolitan Transit Authority of Harris County



Sidewalk Infrastructure

Sidewalks exist along a majority of the roadways within the Study Area. As shown in **Map 14, Sidewalk Infrastructure**, only 68 percent of roadways have a sidewalk along one side or both sides of the roadway.

Continuous sidewalks exist along major roadways including Fuqua Street, West Orem Drive, and South Post Oak Road.

Along Almeda Road, from Holmes Road to Anderson Road, almost five miles of roadways lack a sidewalk or alternative pedestrian pathway, forcing walkers to navigate right-of-way shoulders or traverse grassy desire paths near railroad tracks.

While sidewalks are present along major roadways in the Southwest Houston area, many sidewalk designs are no longer compliant with current City of Houston design standards, which have been updated several times in recent years.

According to the City of Houston Infrastructure Design Manual, minimum sidewalk width requirements are six-feet for major thoroughfare roadways and five-feet for local streets. Primary Transit-Oriented Development (TOD) streets require eight-foot sidewalks along Major Thoroughfares and six-foot sidewalks along local streets, while Secondary TOD Streets require a minimum of six-foot wide sidewalks.

A TOD street is a public street that is usually within a one-quarter or one-half mile walking distance from an existing or future transit station. Fannin Street and Holmes Road adjacent to the METRO Rail Red Line; Fannin South Station, are the only roadways designated as a TOD street.

Regardless of sidewalk width, Study Area residents want comfortable, safe, and enjoyable places to walk that lead to destinations within the community including retail, grocery stores, parks, schools, and community centers.

Desire paths along roadways, particularly along Hillcroft Avenue, represent the need for sidewalk infrastructure within the community.

Most transit bus stops have adequate sidewalk infrastructure except for a few locations along South Post Oak Road. Sidewalk infrastructure providing connectivity to other modes of transportation should be prioritized to enhance multi-modal opportunities for residents within the community.

There are several local roadways within the Study Area that rely on open ditch drainage for stormwater conveyance. This hinders the ability to add sidewalk infrastructure and enhance connectivity for residents without major infrastructure improvements.



New sidewalk infrastructure along W. Fuqua St.
Source: Halff



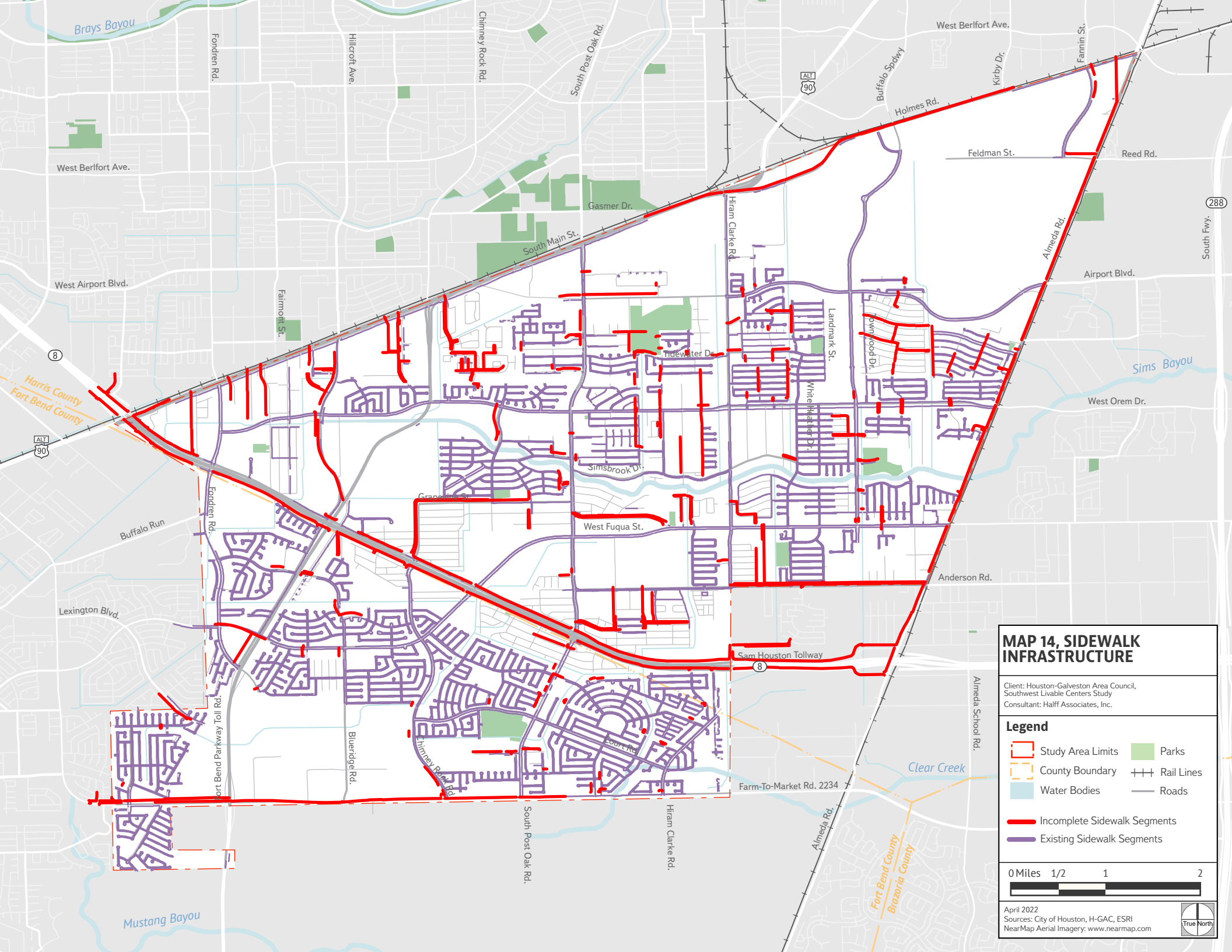
The lack of sidewalk infrastructure along tollways such as Beltway 8 force pedestrians to walk along busy roadways
Source: Halff



Discontinuous sidewalk segment along Fondren Rd.
Source: Halff



While sidewalks are present throughout most of the Study Area, many segments are broken or disrupted by overgrown grass
Source: Halff



MAP 14, SIDEWALK INFRASTRUCTURE

Client: Houston-Galveston Area Council,
Southwest Livable Centers Study
Consultant: Halff Associates, Inc.

Study Area Limits	Parks
County Boundary	Rail Lines
Water Bodies	Roads
Incomplete Sidewalk Segments	
Existing Sidewalk Segments	

0Miles 1/2 1 2

April 2022
Sources: City of Houston, H-GAC, ESRI
NearMap Aerial Imagery: www.nearmap.com

Sustainability and Resiliency

The City of Houston and surrounding Harris and Fort Bend Counties have faced flooding issues for decades. A combination of urban development, impervious soils, and relatively flat topography leads to high runoff rates during storm events.

Occasionally, these rainfall events cause flooding of streets, buildings, and residences, which can be fatal. In August 2017, Hurricane Harvey struck the Texas coast, bringing a historic amount of rainfall to the Houston metro region. The storm produced unprecedented precipitation depths in Harris County, as well as several surrounding counties.

Like other watersheds in the region, the Sims Bayou watershed basin experienced widespread flooding which resulted in loss of life, significant property damages, and disruption to people's livelihoods.

The Study Area is subject to flood risk primarily from Sims Bayou and localized neighborhood flooding. The Sims Bayou watershed is in southern Harris County, and most of the watershed is within the City of Houston corporate limits. The Sims Bayou watershed covers about 94 square miles in total and includes two primary streams: Sims Bayou and Berry Bayou.

According to the Harris County Flood Control District, structural flooding has occurred numerous times along Sims Bayou and its tributaries. Most of the structures that are flood prone were built prior to the existence of detailed floodplain maps and prior to floodplain management regulations. To reduce the severity of damage caused by flooding, the Harris County Flood Control District has a number of flood damage reduction projects in progress as part of its on-going Capital Improvement Program (CIP).

Notably, parks and open spaces provide considerable value as flood water detention and infiltration, and act to slow the volume and velocity of stormwater.

Additionally, green spaces filter pollutants from stormwater runoff, and can aid in preventing flood damage to adjacent properties while simultaneously providing outdoor recreational opportunities to area residents.



Flood Designations

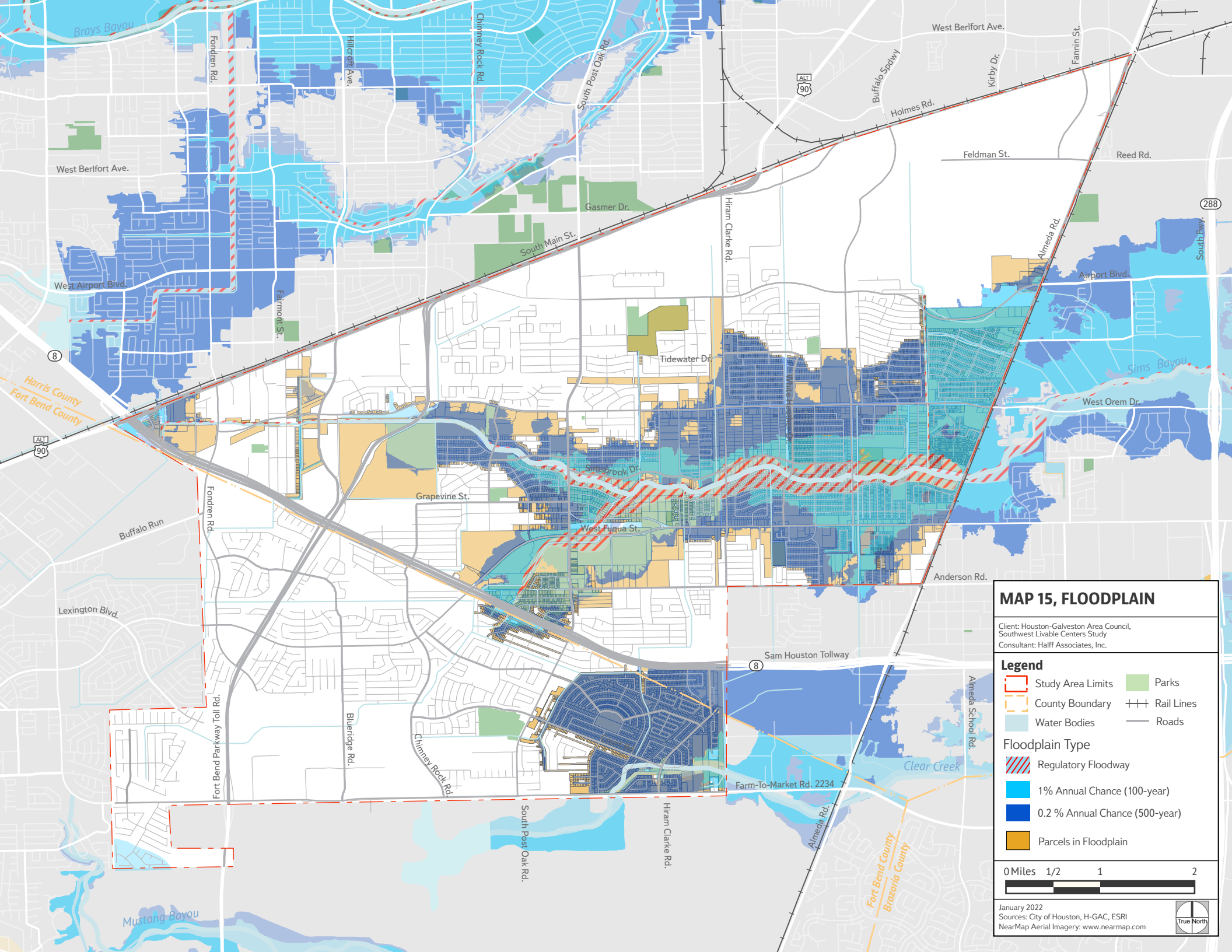
A **floodplain** is an area at risk for flooding from a bayou, creek or other waterway overflowing during certain flooding events. As depicted in **Map 15, Floodplain**, approximately 17 percent of all parcels, or 19 percent of total land mass, in the Study Area are within the 100-year floodplain. Approximately 36 percent of all parcels, or 33 percent of total land mass, in the Study Area are within the 500-year floodplain.

Floodplains delineated on a Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map include the one percent (100-year), 0.2 percent (500-year) and coastal floodplains. The risk for flooding increases the closer a structure is to a waterbody, assuming the structure is not elevated.

A **one percent (100-year) flood**, or Base Flood Elevation (BFE), is a flooding event that has a one percent (1 in 100) chance of occurring in any given year at any given location. Structures located in a one percent (100-year) floodplain have a minimum of a one percent chance of flooding in any given year.

A **0.2 percent (500-year) floodplain** is an area at risk for flooding from a bayou, creek, or other waterway overflowing during a 0.2 percent (500-year) flood. Structures located in a 0.2 percent (500-year) floodplain have a minimum of a 0.2 percent chance of flooding in any given year.

A **floodway** is an area within a one percent (100-year) floodplain closest to a bayou or creek where land development is regulated by a city or county. It is the area where water flows most quickly and is most likely the deepest. The floodway is the area needed to discharge or move floodwater downstream without causing the BFE to rise more than one foot.



MAP 15, FLOODPLAIN

Client: Houston-Galveston Area Council,
Southwest Livable Centers Study
Consultant: Half Associates, Inc.

Legend

- Study Area Limits
- County Boundary
- Water Bodies
- Parks
- Rail Lines
- Roads
- Regulatory Floodway
- 1% Annual Chance (100-year)
- 0.2 % Annual Chance (500-year)
- Parcels in Floodplain

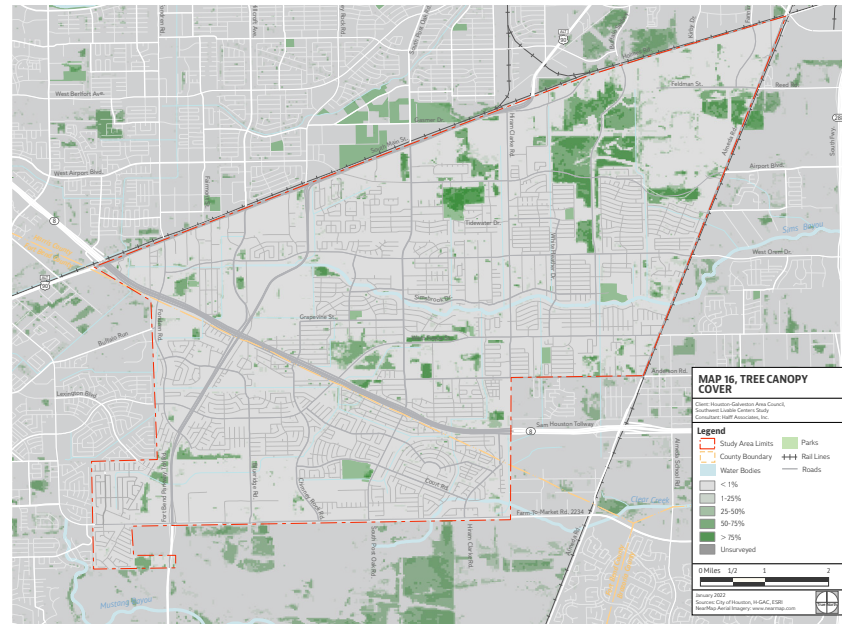


January 2022
Sources: City of Houston, H-GAC, ESRI
NearMap Aerial Imagery: www.nearmap.com



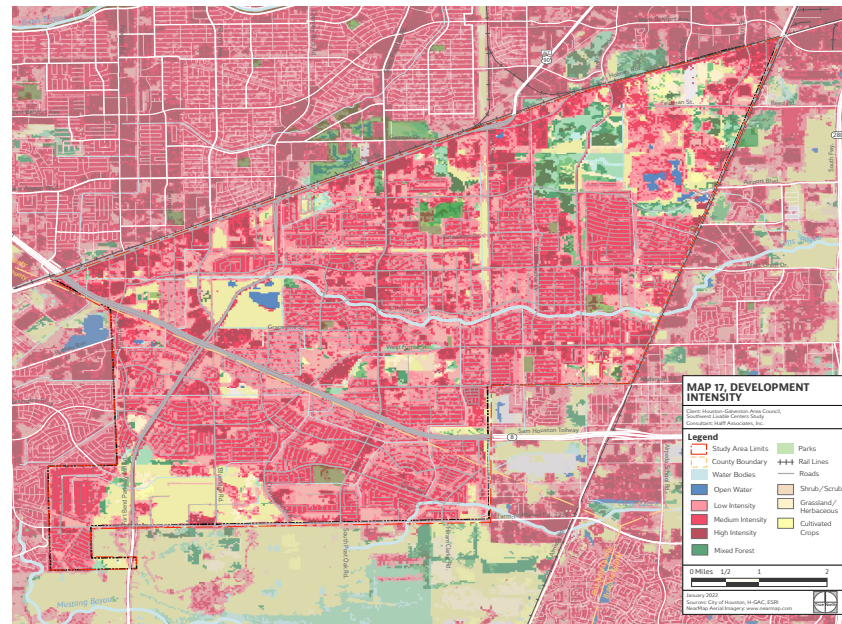
Tree Canopy

Shade is a precious natural resource for numerous social and environmental reasons. Tree canopies provide cover during Houston's hot summers, under which families and friends can gather at the park or in their own neighborhood. Trees also facilitate air and stormwater runoff filtration through their leaves and roots. Areas lacking substantial green spaces are prone to absorbing thermal radiation resulting in hotter ambient temperatures, also known as the urban heat island effect. As indicated in **Map 16, Tree Canopy Cover**, data from the National Land Cover Database indicates that most of the Study Area has less than one percent tree canopy coverage. Areas of greater than one percent tree canopy coverage are concentrated on undeveloped areas adjacent to Buffalo Speedway, at Wildcat Golf Course, and in other parkland areas.



Development Intensity

Inversely, **Map 17, Development Intensity**, demonstrates development intensity in the Study Area. Most of the Study Area has been moderately developed or intensely developed, indicating the extent to which the natural environment has been replaced with impervious surfaces such as asphalt and pavement. Development intensity has significant implications for stormwater runoff, as natural vegetation has the ability to reduce the volume and velocity of floodwater.



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Sims Bayou
Source: Halff

CHAPTER 3

Recommendations

Introduction

Chapter 3, *Recommendations* proposes actionable steps to address the needs and community interests that were identified through the public engagement process and through the analysis conducted in **Chapter 2, *Needs Assessment***.

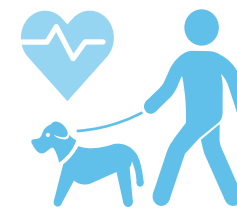
Recommendations in this chapter are illustrated on **Map 18, *Project Recommendations*** on the facing page, and are outlined as follows:

- **Catalyst Sites:** Definitive areas for infill development or redevelopment that can maximize land use potential through mixed-use and transit-oriented development. Not only do catalyst sites build upon already developed and programmed areas, but they also propose new opportunities for contextually-appropriate development that are considerate of local needs, culture and demands. This chapter includes conceptual renderings illustrating potential streetscape cross-sections, multi-modal integrations, master site plans, and parks and open space opportunities that enhance the live-work-play environment in Southwest Houston.
- **Projects:** Constructable infrastructure improvements to facilitate pedestrian and bicycle access, provide safer travel for various modes, or improve the overall quality of life for residents and visitors.
- **Programs / Policies:** Strategic actions that lay the groundwork to promote economic prosperity, reduce automobile dependence, enhance pedestrian and cyclist mobility, and improve quality of life for residents in Southwest Houston. Some policies are intended to facilitate dialogue between community groups, while others propose the creation of programs that address community needs.

Each recommendation is meant to advance the goals and objectives developed through public outreach and feedback, as outlined in **Chapter 1, *Introduction***.

To recap on project goals and objectives, the list below briefly summarizes the overarching themes for the Study Area in Southwest Houston:

1 Healthy and Active



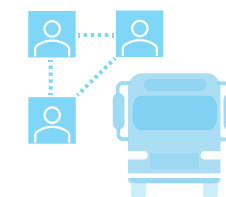
Support usability of parks and open spaces by providing more active transportation options and through programming that improves physical, mental, and economic wellbeing.

2 Thriving and Learning



Support the multigenerational livability of neighborhoods through expanding housing choice, local skills and educational training opportunities, and equitable community driven development.

3 Connected and Resilient



Provide enhanced multi-modal transportation connectivity to activity centers and destinations through coordinated infrastructure enhancements.

Goal Framework & Study Recommendations

1 Healthy and Active

Support usability of parks and open spaces by providing more active transportation options and through programming that improves physical, mental, and economic wellbeing.

Objective #1: Ensure that parks and open spaces are accessible to all through universal and inclusive design.

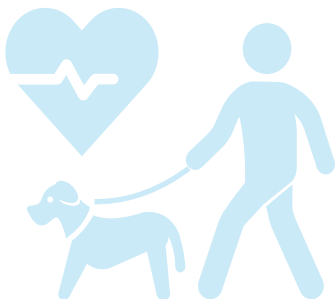
- *Project: Park Enhancements (Townwood Park, Cambridge Village Park, Simon Minchen Park, Brentwood Park)*
- *Policy: Park Programming*

Objective #2: Create an integrated and continuous system of trails and urban greenways that enhances cycling and pedestrian use and builds off of the Sims Bayou Greenway Trail system.

- *Project: Trail Network*

Objective #3: Support physical and mental health through increasing access to grocery stores and healthcare services, and promoting health related activities.

- *Policy: BikeRx Program*



2 Thriving and Learning

Support the multigenerational livability of neighborhoods through expanding housing choice, local skills and educational training opportunities, and equitable community driven development.

Objective #1: Encourage contextually appropriate development that provides safe and interactive community gathering spaces.

- *Project: Catalyst Site #1 FountainLife Center*
- *Project: Catalyst Site #2 Edison Center*

Objective #2: Implement programs that encourage development and redevelopment of diverse housing options for current and future residents.

- *Policy: Infill Development Program*

Objective #3: Empower small businesses and support entrepreneurship and employment through local and regional economic and educational partnerships.

- *Policy: Economic Development Resources*
- *Policy: Skills Training and Partnerships*



3 Connected and Resilient

Provide enhanced multi-modal transportation connectivity to activity centers and destinations through coordinated infrastructure enhancements.

Objective #1: Create safer places and infrastructure for walking and biking with close proximity to area destinations such as schools, parks, and employment centers.

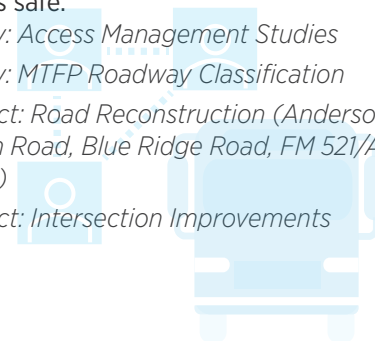
- *Project: Pedestrian Bridge Connections*
- *Project: BCycle Program*
- *Project: Median Enhancement: Madison Mile*
- *Project: Traffic Calming Program*
- *Policy: Sidewalk Enhancement Program*

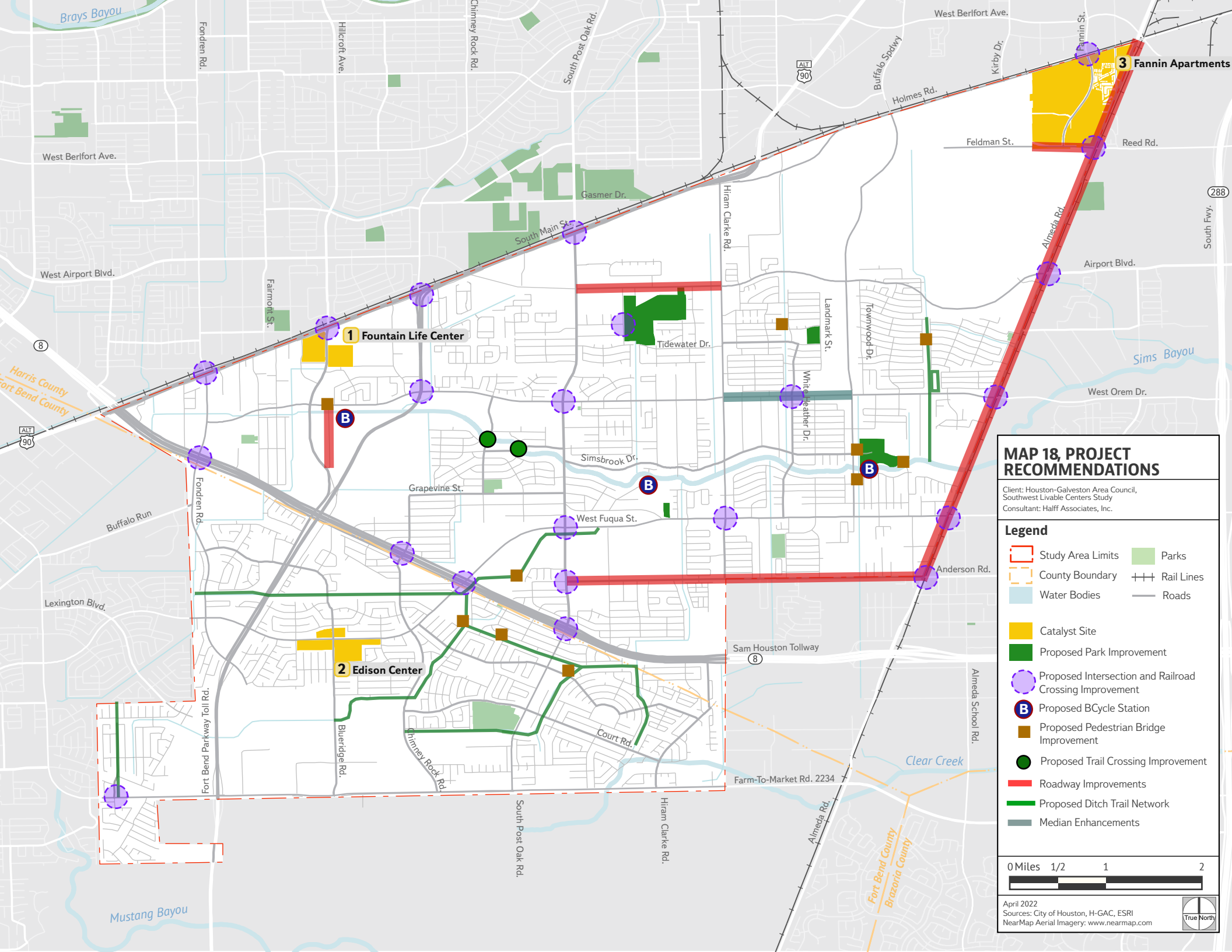
Objective #2: Coordinate with area transit agencies to enhance transit opportunities to enable convenient access to local and regional destinations.

- *Project: METRO Enhancements*
- *Project: Catalyst Site #3*

Objective #3: Strengthen relationships with area agencies to build infrastructure systems that keep residents safe.

- *Policy: Access Management Studies*
- *Policy: MTFP Roadway Classification*
- *Project: Road Reconstruction (Anderson Road, Allum Road, Blue Ridge Road, FM 521/Alameda Road)*
- *Project: Intersection Improvements*







Sims Bayou
Source: Halff

GOAL 1

Healthy and Active

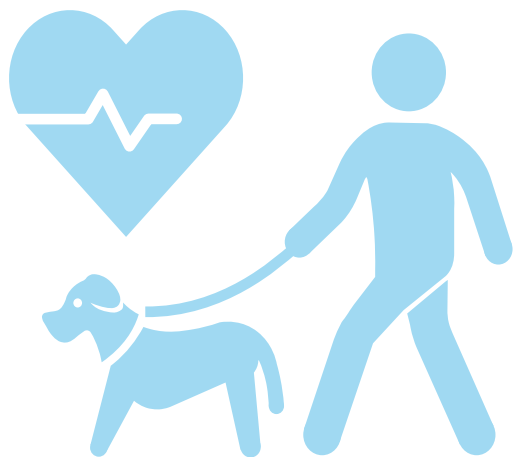
Support usability of parks and open spaces by providing more active transportation options and through programming that improves physical, mental, and economic wellbeing.

Objective #1:

Ensure that parks and open spaces are accessible to all through universal and inclusive design.

Project: Park Enhancements

Policy: Park Programming



Objective #2:

Create an integrated and continuous system of trails and urban greenways that enhances cycling and pedestrian use and builds off of the Sims Bayou Greenway Trail system.

Project: Trail Network

Objective #3:

Support physical and mental health through increasing access to grocery stores and healthcare services and promoting health related activities.

Project: Expand BCycle Stations

Policy: Bike Rx Program

Goal 1: Healthy and Active, Objective 1: *Ensure that parks and open spaces are accessible to all through universal and inclusive design.*

Park Enhancements

Description

Access to quality parks plays a vital role in ensuring communities are healthy, active, and thriving. Several parks in the Study Area have limited connectivity to surrounding neighborhoods and communities. Many roads near these parks are disconnected or lack adequate sidewalk infrastructure, preventing convenient and equitable access. This project outlines specific recommendations at Townwood, Cambridge Village, Brentwood, and Simon Minchen Parks.

Townwood Park

Located at Simsbrook Drive and Buffalo Speedway, Townwood Park currently has underutilized space on its eastern side that could potentially enhance pedestrian connectivity to the Sims Bayou Greenway Trail. The unused space could also connect residents living across Sims Bayou to the park.

As shown in **Figure 11, Townwood Park Enhancements**, the creation of a walking trail in the eastern portion of Townwood Park will extend the existing trail and provide additional connectivity to Sims Bayou. A pedestrian bridge located at Waterloo Drive south of Townwood Park will allow residents safe, off-street connectivity to the park and Sims Bayou Greenway Trail. Restoring the soccer fields in the northwestern corner of the park will create programming opportunities to host youth and recreational soccer leagues at Townwood Park.

Rationale

Expanding on existing access to Sims Bayou Greenway Trail through trail improvements in Townwood Park and improving pedestrian access from nearby neighborhoods will further enhance connectivity to Townwood Park and Sims Bayou.

Action Steps

- Extend walking trail and improve athletic fields in the eastern portion of the park.
- Enhance park and trail signage to provide additional wayfinding.
- Construct high-visibility crosswalks at the intersection of Buffalo Speedway and Simsbrook Drive to facilitate safe pedestrian connectivity to Townwood Park.

Figure 11, Townwood Park Enhancements



Brentwood Park

During public outreach, community members noted that Brentwood Park needs pedestrian improvements along Wuthering Heights Drive and Landmark Street.

Brentwood Park is located adjacent to Hobby Elementary and Brentwood Baptist Church, positioning the park to be utilized as a meeting place for various groups.

Shown in **Figure 12, Brentwood Park Enhancements**, recommended pedestrian improvements at Brentwood Park include high-visibility crosswalks and ADA-compliant ramps to allow safe pedestrian travel from Brentwood Park to the neighborhoods, school, and church that are adjacent to the park, and increased signage indicating pedestrian crossings.

Rationale

Ensuring community parks are safe and accessible to park users of all ages and abilities helps to promote a healthy and active lifestyle for community residents and visitors alike.

Action Steps

- Partner with Houston Public Works, Houston Parks Board, and Houston Parks and Recreation Department to improve pedestrian crossings at the intersections along Wuthering Heights Drive, Woodmont Drive, and Landmark Street.

Figure 12, Brentwood Park Enhancements



Goal 1: Healthy and Active, Objective 1: *Ensure that parks and open spaces are accessible to all through universal and inclusive design.*

Park Enhancements (continued)

Simon Minchen Park

Located along West Fuqua Street, Simon Minchen Park is within proximity to the Sims Bayou Greenway Trail and residential neighborhoods, but lacks amenities that would attract and connect community members to the park. The creation of a walking trail in Simon Minchen Park shown in **Figure 13, Simon Minchen Park Enhancements** will connect park visitors and residents to Sims Bayou Greenway Trail. The proposed trail is approximately 2,000 feet long and runs south from an existing Sims Bayou Greenway Trail bridge near Buxley Street behind Lawson Middle School to West Fuqua Street. This includes repaving an existing segment between the bridge and Dalmatian Drive. This trail will improve the existing pedestrian trail from Dalmatian Drive and promote usability of Simon Minchen Park. To enhance public safety, it is recommended that the Houston Police Department routinely patrol the trail by bicycle. Intersection improvements are required at West Fuqua Street and Fuqua Gardens View Road, as the right-hand slip lane encourages excessive speeding and limits access from the Peninsula Park apartments to the south.

Rationale

Improving existing pedestrian paths to be more accessible will allow a greater variety of users to access recreation areas such as the Sims Bayou Greenway Trail and Simon Minchen Park. The Houston Parks Board has expressed interest in using the 50/50 Park Partners funding program to upgrade Simon Minchen Park.

Action Steps

- Partner with Houston Public Works, Houston Parks and Recreation Department, and the Houston Parks Board to improve Simon Minchen Park and Dalmatian Drive.
- Coordinate with Houston BCycle to provide BCycle Stations to promote multi-modal connectivity.

Figure 13, Simon Minchen Park Enhancements



Linear Park

As indicated in **Chapter 2, Needs Assessment**, there is a 138-acre parkland deficit in the Study Area. Neighborhoods in the northeastern portion of the Study Area such as West Orem Place and Almeda Plaza lack access to public parks or open space for residents to enjoy. There is an opportunity to create a linear park with a walking trail along the existing drainage ditch infrastructure between Ambrose Street and Sunshadow Drive from West Airport Boulevard to West Orem Drive, depicted to the right in **Figure 14, Linear Park**. The photos below correspond to labeled points on the facing map, and represent opportunities for park activation and infrastructure improvements. The proposed linear park will provide the opportunity connect residents from nearby neighborhoods to the proposed median enhancements in front of Madison High School mentioned on Page 82 as well as connect to the Sims Bayou Greenway Trail. This project recommended was formulated through collaborative dialogue in agency meetings with Harris County Precinct 1.

Rationale

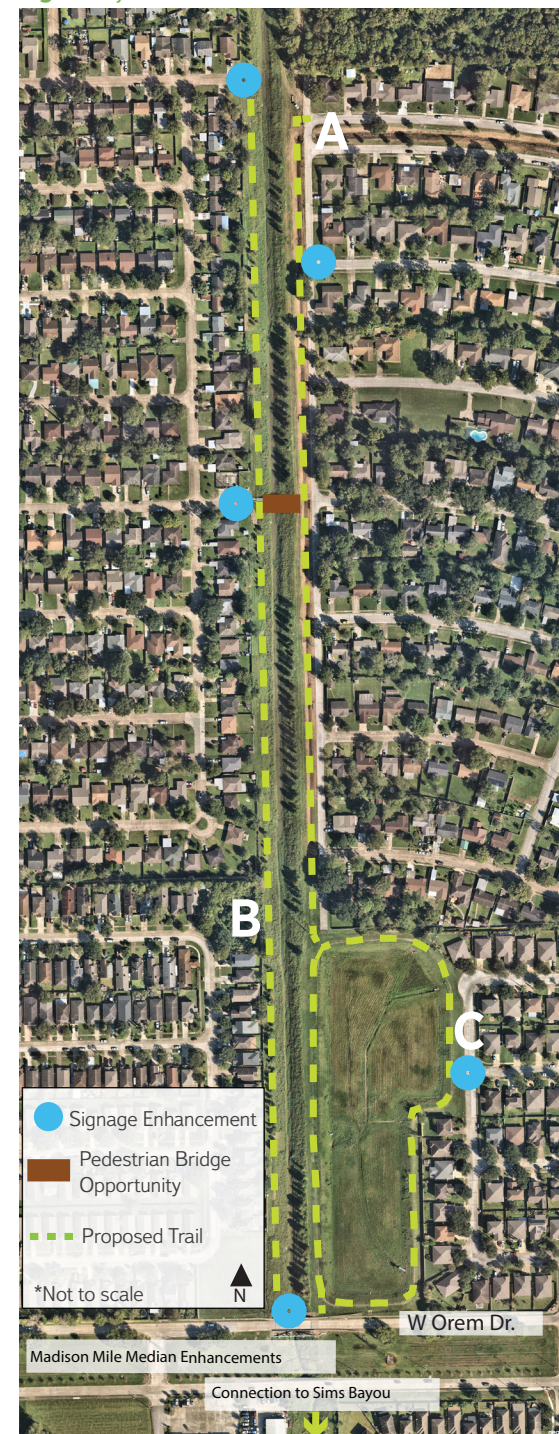
Creating parks and open space in areas that are currently experiencing a park deficit has the potential to enhance the quality of life of residents and provide greater pedestrian connectivity between neighborhoods that are disconnected by stormwater infrastructure. Additionally, stormwater drainage culverts can be used for green infrastructure installations such as bioswales and rain gardens that reduce the volume and velocity of stormwater runoff.

Action Steps

- Coordinate with West Orem Place Neighborhood Association to determine feasibility of constructing loop trail on association-owned stormwater retention site.
- Coordinate with Harris County Flood Control to ensure trail system follows drainage ditch design guidelines.



Figure 14, Linear Park



Goal 1: Healthy and Active, Objective 1: *Ensure that parks and open spaces are accessible to all through universal and inclusive design.*

Park Enhancements (continued)

Cambridge Village Park

Located along Nitida Street, Cambridge Village Park has many opportunities to enhance connectivity and promote park use. Like many streets in Southwest Houston, the residential streets to the south and east of the park are disconnected and lack adequate and accessible sidewalk infrastructure to connect residents in the immediate vicinity to Cambridge Village Park.

The intersection of Brookston Street and Nitida Street currently has eastbound traffic yielding to north and southbound traffic on Nitida Street with no sidewalks or pedestrian crossings, despite being across from Cambridge Village Park and Southwest Houston police substation. **Figure 15, Cambridge Village Park Enhancements** depicts locations for intersection and trail connectivity improvement opportunities.

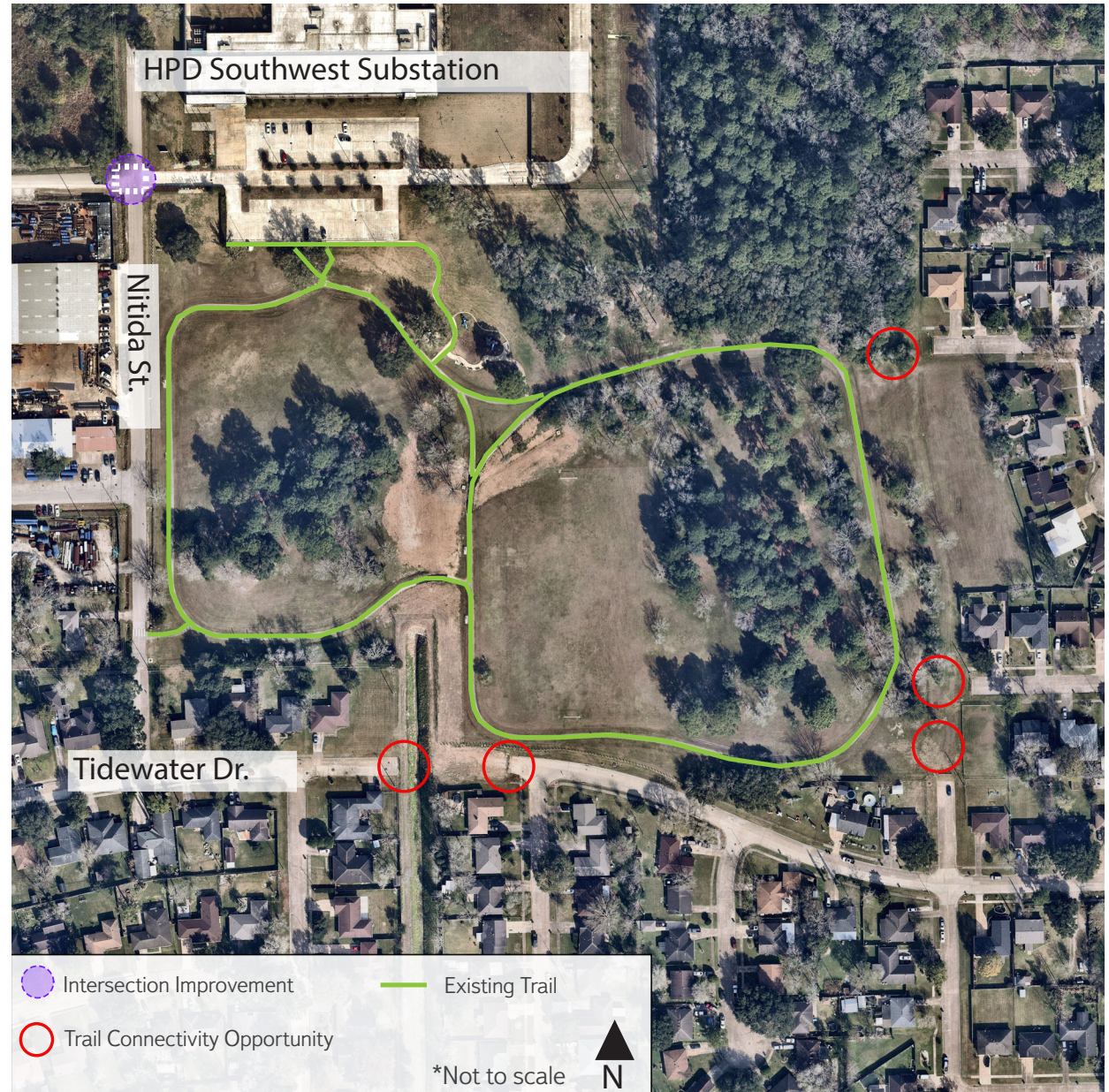
Rationale

Creating safe, pedestrian-friendly access to Cambridge Village Park through infrastructure improvements to adjacent roadways will allow residents and visitors to utilize the park more easily.

Action Steps

- Extend pedestrian access to Cambridge Village Park from Tidewater Drive.
- Improve Brookston Street/Nitida Street intersection to include a four-way stop with pedestrian crossings and sidewalks to connect to Cambridge Village Park.
- Extend existing sidewalks along residential streets east of Cambridge Village Park to ensure safe, off-street pedestrian access and promote usability of the park.

Figure 15, Cambridge Village Park Enhancements



Goal 1: Healthy and Active, Objective 1: *Ensure that parks and open spaces are accessible to all through universal and inclusive design.*

Park Programming

Description

Through a coordinated effort with Council District K, Houston Parks Board, and various Management Districts and tax increment reinvestment zones (TIRZs), develop a “Friday in the Park” event series at various park sites throughout the Study Area.

A variety of events can be held at these park sites including group exercise classes, yoga, fun-runs, farmers markets with local vendors, movie series, and dog days.

Food trucks can be invited to participate at these events along with local health and advocacy organizations that promote healthy and active living choices. Live music from local artists, school choirs, or citywide orchestras can also be provided at these events.

A bike ride event can also be coordinated with Houston BCycle and Bike Houston to promote trail connectivity along Sims Bayou between Blue Ridge Park and Townwood Park. This type of event can be extended further into Southeast Houston as a full build-out of the trail system occurs along Sims Bayou. Typically, these types of events should occur during fair weather months, April to October. Special events can also be coordinated around holidays to continue to promote local parks and increase community engagement.

Depending on depth of programming and number of organizations involved, events can occur on a weekly or monthly basis.

Rationale

As identified in **Chapter 2, Needs Assessment**, many of the residences in the Study Area are near parks, open space, and trail amenities. However, there is still a deficit of park and open space amenities in the Study Area.

Many of the parks in the study would benefit from park system improvements and activation as well as programming of events to help attract residents from nearby communities.

Action Steps

- Partner with local agencies, such as Houston Parks Board, management districts and TIRZs, to develop a “Friday in the Park” event series.
- Develop an action plan for a monthly park series event with programming that is accessible for all ages and abilities.
- Coordinate with the City of Houston, BCycle, and Bike Houston, to help promote bike events in the area.



Residents gather for summer movie night in Harris County Precinct 4.
Source: Community Impact Newsletter

Goal 1: Healthy and Active, Objective 2: *Create an integrated and continuous system of trails and urban greenways that enhances cycling and pedestrian use and builds off of the Sims Bayou Greenway Trail system.*

Trail Network

Description

During public engagement events and feedback, Study Area residents expressed a desire for more walking and biking trails that provide greater connectivity to the Sims Bayou Greenway Trail.

The creation of a continuous 10 foot wide shared-use trail system along existing drainage ditches and canals in the Study Area will allow residents who currently may not have access to parks and open space the opportunity to connect to a series of trail networks throughout the Study Area. Each proposed trail segment is described in greater detail below, and corresponds to **Figure 16, Trail Network**, on the facing page. Overall, the series of proposed trail connections is approximately 17.5 miles in length.

Chapter 4, Implementation Plan recommends trail network construction phases driven by each individual segment's potential to connect trail users to schools, retail shopping, residential neighborhoods, and employment centers. Please see Page 110 for cost details.

Fort Bend Ditch/Canal Trail (Trails A-Q)

The proposed Fort Bend Ditch/Canal Trail will connect residents in the southwest portion of the Study Area with approximately 13 miles of paved concrete trails. The Hunter's Glen Jogging Trail is an existing trail in Missouri City that has an opportunity to extend east of Fondren Road along the existing drainage infrastructure to connect to residents in Fort Bend Houston. This trail extension will serve as an east-west connection to West Fuqua Street and Beltway 8, where it will continue northeast to Simon Minchen Park and Sims Bayou.

Other trail connections in the Fort Bend area include an east-west trail between Chimney Rock Road and Beltway 8 to the north of FM 2234. This trail connects residents to Blueridge Park along Court Road, Willowridge High School, McAuliffe Middle School, and Ridgemont Elementary School. This trail will allow residents in nearby neighborhoods the opportunity to access the commercial areas along South Post Oak Road.

Quail Run Trail Connection (R)

The proposed Quail Run Trail will connect residents between the Hunters Glen Jogging Trail and Texas Parkway/FM 2234 with approximately 4,102 linear feet of concrete trail. This trail is a north-south route that runs parallel to Turtle Creek Drive and will provide greater connectivity in the Study Area.

Simon Minchen Trail Connection (S)

Please see Park Enhancement Projects at Simon Minchen Park on Page 54 for more detail.

West Orem Trail (T)

The proposed West Orem Trail is an approximately 7,360 foot long paved trail system between West Orem Drive, Croquet Lane, Sims Bayou Water Facility, and Corinthian Point Village.

Sims Bayou Greenway Trail Crossings

The Sims Bayou Greenway Trail intersects vehicular traffic along Heatherbrook Drive and Croquet Lane without proper pedestrian crossings. There is an opportunity to improve these crossings by adding high visibility crosswalks and signage to increase awareness of pedestrians crossing the street.

Blue Ridge Connection (U)

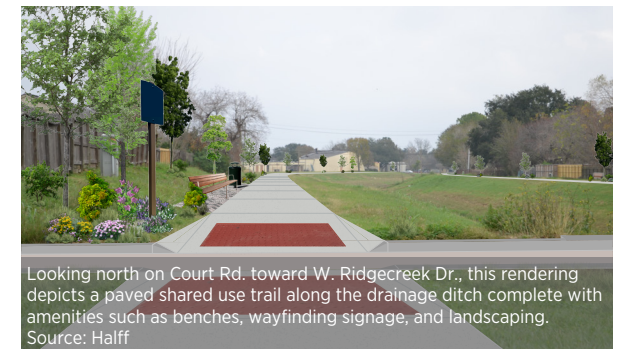
The proposed Blue Ridge Connection trail is an approximately 8,585 foot long trail on the north side of Sims Bayou between Fort Bend Parkway, West Orem Drive, and Blue Ridge Drive.

Rationale

Connecting residents in various neighborhoods to retail, recreational, educational, and commercial services through 10' wide shared-use paths will facilitate greater mobility throughout Southwest Houston. The proposed trail extensions all seek to provide alternative paths for movement through an existing drainage ditch network. Erosion driven by foot traffic along the drainage easements indicate pedestrians already utilize these paths as shortcuts.

Action Steps

- Identify agencies or organizations for funding and maintenance of trail system.
- Coordinate with Harris County Flood Control/ Fort Bend Drainage District, TIRZs, Management Districts and various City of Houston departments to initiate phased construction.
- Conduct feasibility studies on drainage ditch trail network build out. Ensure all trail designs follow applicable regulations.



Looking north on Court Rd. toward W. Ridgecreek Dr., this rendering depicts a paved shared use trail along the drainage ditch complete with amenities such as benches, wayfinding signage, and landscaping. Source: Half

Figure 16, Trail Network

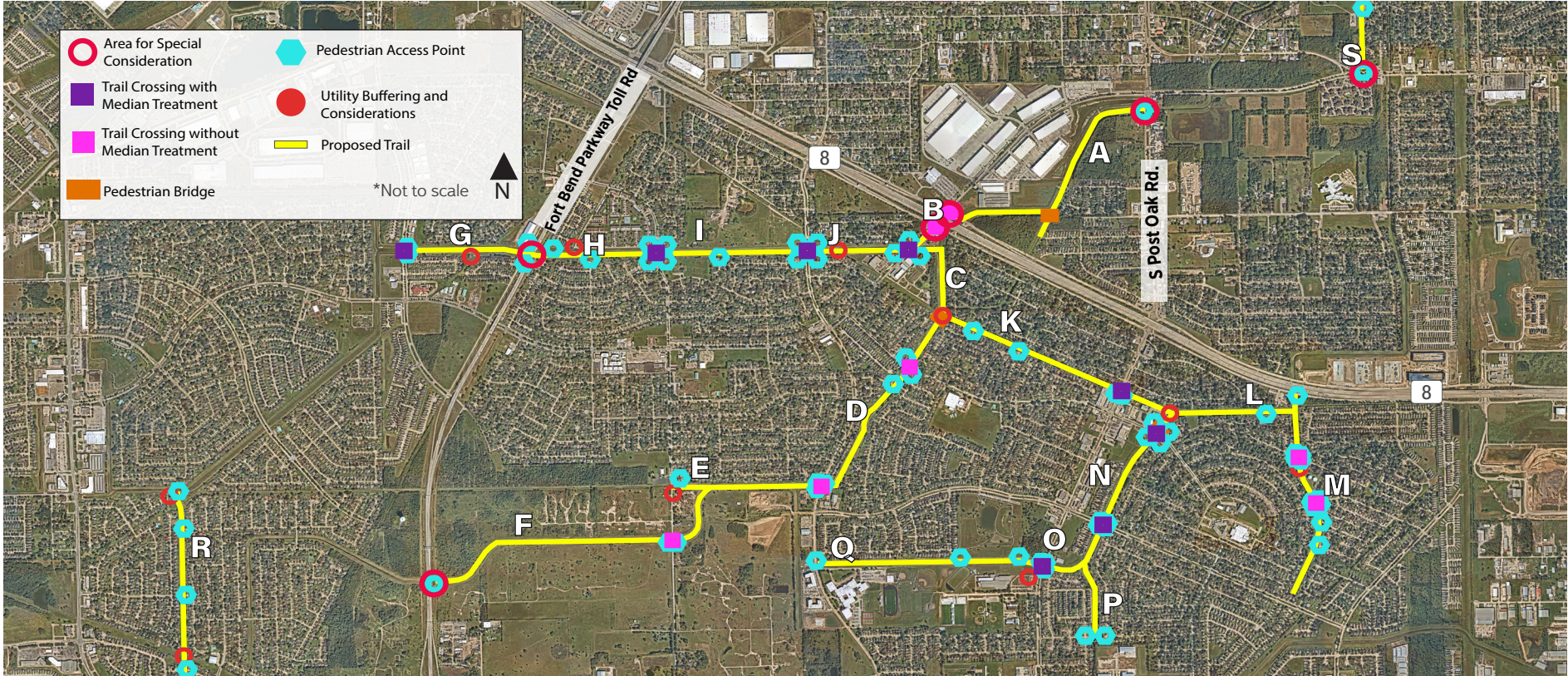
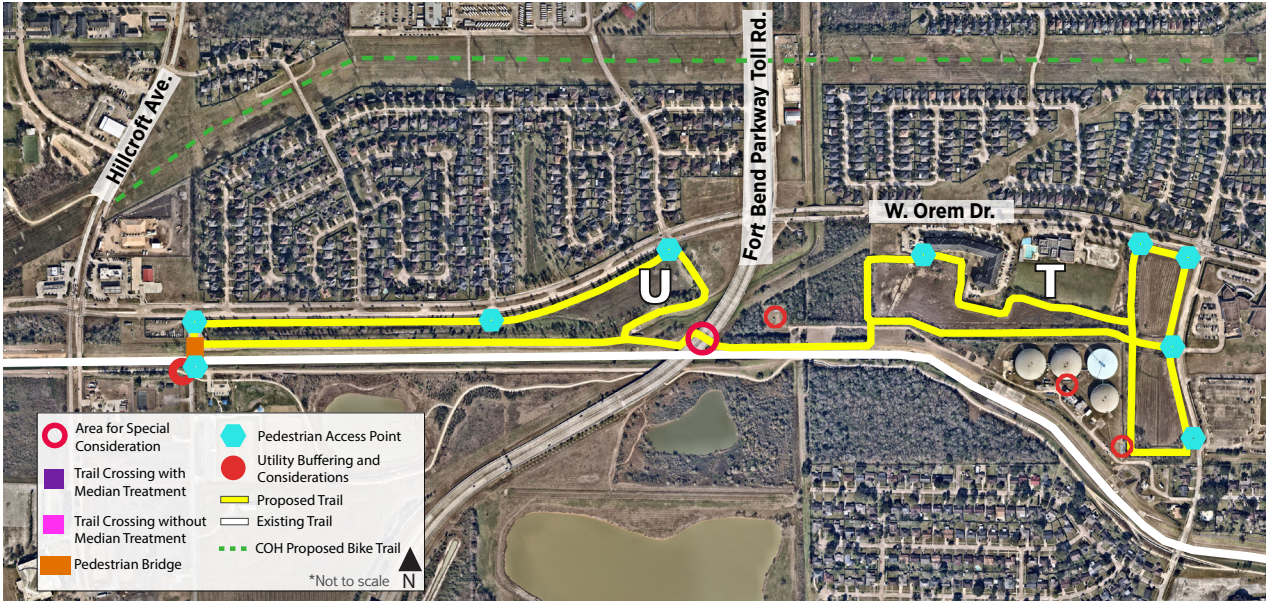


Figure 17, West Orem Loop Trail System



Goal 1: Healthy and Active, Objective 3: *Support physical and mental health through increasing access to grocery stores and healthcare services and promoting health related activities.*

Expand BCycle Stations

Description

As bikeshare and other forms of micromobility become more popular, there is an opportunity to bring Houston BCycle rentals to Southwest Houston.

Using BCycle rental bicycles and docking stations provides the opportunity to travel to key activity and employment centers around the Study Area without the need for a personal vehicle.

As represented in **Map 19, BCycle Stations**, BCycle stations can be placed along Sims Bayou Greenway, at community centers, and other activity centers throughout the Study Area.

It is recommended to phase BCycle expansion into the following locations:

- Phase 1 includes immediately identifiable locations at three points along Sims Bayou Greenway: at Blue Ridge Park, at a greenway intersection north of Simon Minchen Park, and at Townwood Park.
- Phase 2 should include installing BCycle stations at local schools and community centers in Southwest Houston.
- Phase 3 should extend the BCycle program connections to key destinations through installing BCycle stations at catalyst sites, parks, Willow Waterhole Parkway, and other nearby destinations outside the Study Area.

Rationale

Many streets within the Study Area are identified in the City of Houston's Bike Plan (2017) to include high-comfort on-street bicycle facilities.

As these facilities are implemented, there is an opportunity to extend the Houston BCycle service area to Southwest Houston to allow residents the opportunity to utilize the City's bike network and bikeshare program.

Based on geographic location and density of current BCycle stations, a BCycle service and maintenance center would be required to ensure BCycle equipment is properly maintained, creating an opportunity to partner with Madison High School to create a skills training and employment program for high school students and young adults in the area.

Action Steps

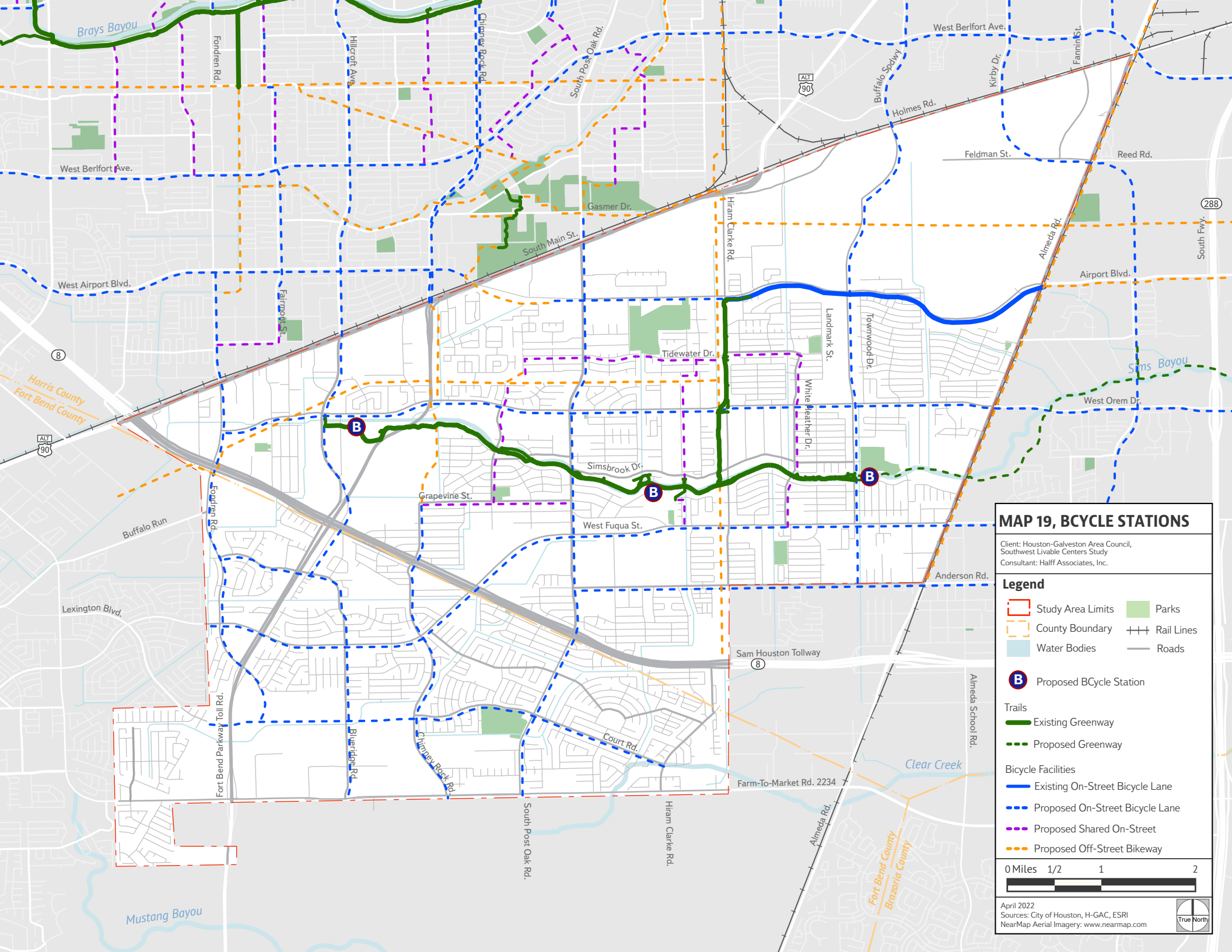
- Partner with Houston ISD and James Madison High School to create a skills training/internship program and BCycle service and maintenance at James Madison High School.
- Coordinate with local TIRZs to secure funding and install BCycle stations.
- Construct BCycle stations and launch program.

"New BCycle stations should be located near bus routes and commercial centers near Sims Bayou."

-Community Survey Respondent



BCycle rental stations at the University of Houston campus.
Source: University of Houston



Goal 1: Healthy and Active, Objective 3: *Support physical and mental health through increasing access to grocery stores and healthcare services and promoting health related activities.*

Bike Rx Fitness Equipment Prescription

Description

Through partnerships between City of Houston Council District K, Houston Health Department, Harris County Precinct 1, Fort Bend County, Precinct 2, and various community health advocates and cycling networks, develop a Bike Rx program to prescribe free or discounted Houston BCycle memberships to households in Southwest Houston.

Consider expanding this program to include fitness trackers and other fitness equipment to further promote physical activity as a preventative health measure, based on available funding.

There is a need to bring the Bike Rx program to Southwest Houston to provide free or discounted access to BCycle bikes as a means of reducing health risks.

By reducing one of many financial barriers to cycling, the Bike Rx program approaches physical fitness in a new and exciting way and even enables patients to track their bike rides through the BCycle mobile app (refer to Bike Rx sidebar on facing page).

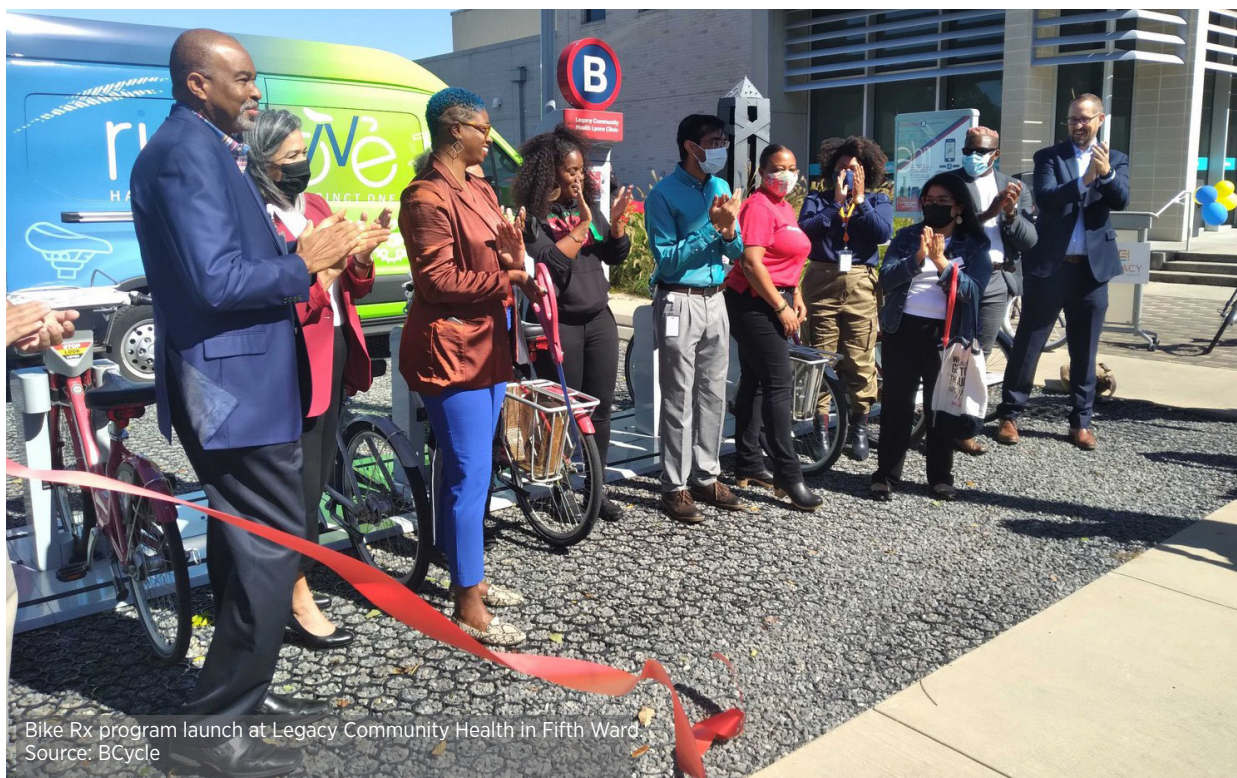
The Bike Rx program supports micromobility and encourages last-mile connections throughout Southwest Houston, helping residents reach key destinations such as grocery stores, doctor's offices, and parks.

Because the program leverages one of BCycle's 145+ docking stations, BCycle riders can start their trip in one part of Houston and return their rented bicycle at another station across town.

Group rides can be scheduled as well, making the Bike Rx pilot program a family-friendly activity, promoting fitness across age groups and ability levels.

"We need the city to be more walkable, bikeable, and to offer more options of quick public transportation to help with traffic congestion."

-Community Outreach Survey Respondent



Bike Rx program launch at Legacy Community Health in Fifth Ward.
Source: BCycle

Rationale

According to the U.S. Department of Health and Human Services' Physical Activity Guidelines for Americans (2018), some of the benefits of physical activity on brain health occurs immediately after a session of moderate-to-vigorous physical activity, such as reduced feelings of short-term anxiety, improved sleep, and improved aspects of cognitive function.

With regular physical activity, indicators of improvements include reduced levels of long-term anxiety, deeper sleep, and components of executive function (e.g., the ability to plan and organize; monitor, inhibit, or facilitate behaviors; initiate tasks; and control emotions).

As identified in **Chapter 2, Needs Assessment**, community survey respondents prioritized more programs and activities for youth, and more parks, public open-space and recreational facilities. Outdoor recreation and youth involvement was also a consistent theme in survey responses.

"Bike Rx is an innovative solution addressing health inequity in underserved communities. Physical activity can be difficult when you don't have access to equipment. Many community events have been taking place outdoors in response to the pandemic; this is a solution that can bridge the two to keep people active and give them a sense of community."

-Felicia Latson, Senior Director of Social Health Programs at Legacy (October 2021)

"Education on healthy lifestyles and removing the barriers that make healthy living a challenge, has the power to transform our community. The launch of the Bike Rx program is an important step to recognizing and addressing those social determinants of health that often lead to poor cardiovascular and brain health within priority populations."

-Dr. Doug Lawson, CEO of St. Luke's Health and president of the Board for American Heart Association, Greater Houston Division (October 2021).

According to CDC data, compared to the broader Houston region, Southwest Houston has lower rates of mental and physical health, and lower rates of outdoor leisure time, making the Southwest Houston area a prime candidate for BikeRx programs and similar initiatives that eliminate financial barriers to physical activity, engage youth, and promote access to public open-space and recreational facilities. Higher proportions of travel by bicycle would contribute to more positive community health outcomes through an increase in exercise, while also reducing the deleterious health effects of air pollution and climate change through reduced vehicular emissions.

Action Steps

- Identify healthcare providers in Council District K that can sponsor the expansion of the BikeRx program into Southwest Houston.
- Partner with healthcare providers, cycling advocacy groups and other stakeholders to fund the program expansion.

Bike Rx and "Prescribe-a-Bike" Programs

Houston, Texas

Bike Rx is a pilot partnership between Legacy Community Health, Houston BCycle, Bosch, the American Heart Association, and Harris County Precinct 1 that utilizes Houston BCycle bicycles in Houston's Fifth Ward community to prescribe bike use for patients in need of physical activity.

Launched in late 2021, patients that are prescribed BCycle bikes through Legacy Community Health are provided a free BCycle membership which allows them to rent out a bicycle for fun, exercise, or commute to work or school.

Boston, Massachusetts

Introduced in 2014, the "Prescribe-a-Bike" allows low-income Bostonians to join the city's bike share for \$5 per year rather than the full cost of \$85 per year, a 95 percent discount, and has sold about 900 subsidized memberships.¹

Portland Oregon

In 2021, the "Prescribe-a-Bike" partnership was launched between health clinics and the Portland Bureau of Transportation to sponsor up to 150 participants for up to three years, and includes the provision of a bike-share pass, helmets and safety gear, and education classes about cycling laws and the health benefits of cycling.² The program operates through select healthcare clinics chosen because they primarily serve people who are uninsured or under-insured.

1. "Prescription for Equity: Boston's Subsidized Memberships Lead the Way for Inclusive Bike Share" Better Bike Share Partnership. 2015.

2. "New 'Prescribe-a-Bike' Program Teams with Health Clinics in North/Northeast Portland" Bike Portland. 2021.



SHERMAN E STIMLEY BLUE RIDGE
LIBRARY

GOAL 2 Thriving and Learning

Support the multigenerational livability of neighborhoods through expanding housing choice, local skills and educational training opportunities, and equitable community driven development.

Objective #1:

Encourage contextually appropriate development that provides safe and interactive community gathering spaces.

Catalyst Site #1: FountainLife Center

Catalyst Site #2: Edison Center

Objective #2:

Implement programs that encourage development and redevelopment of diverse housing options for current and future residents.

Policy: Infill Development Program

Objective #3:

Empower small businesses and support entrepreneurship and employment through local and regional economic and educational partnerships.

Policy: Economic Development Resources

Policy: Skills Training and Partnerships



Goal 2: Thriving and Learning, Objective 1: *Encourage contextually appropriate development that provides safe and interactive community gathering spaces.*

About Catalyst Sites

What is a Catalyst Site?

Catalyst sites describes the ability of particular sites, when redeveloped, to catalyze, or rapidly stimulate and accelerate, development and redevelopment in an area. Catalyst sites are Within a relatively compact geographic area, different land uses are found side by side or within the same structures. The mix of uses in such an area, located in developments with minimal setbacks, reduced parking requirements and taller structures, will help achieve higher densities necessary to support transit, cycling, and pedestrian activity as well as a sense of place.

What do Catalyst Sites Do?

Catalyst sites offer residents, shoppers, business owners, and visitors the opportunity to participate, engage, and “stay” in a place with a stimulating abundance and variety of related economic and social activities such as outdoor dining at restaurants, entertainment venues and walking trails.

Catalyst Site Selection Criteria

Catalyst sites are designed with implementable projects and policies at their core, and supported by public-private partnerships, investment opportunity, and maximized community impact. Proposed site designs were informed using feedback collected during the months-long public engagement process, and aim to accomplish the Livable Center Goals. Catalyst site selection criteria includes topics such as adjacent land uses, availability of partnerships, parcel ownership, and proximity to existing amenities and assets like schools, parks, libraries, or places of worship.

Catalyst Site 1 - The FountainLife Center

Description

The FountainLife Center (FLC) is a key location in the Study Area offering ministry activities, health and wellness services, and public meeting space.

This location was selected because it serves as an existing anchor through the healthcare services provided at Avenue360 health clinic. Residents are familiar with the location as a central area that frequently hosts community events.

The site is a major pedestrian and vehicular gateway to the Southwest Houston community through US 90A/Hillcroft Avenue.

Because of its proximity to existing residential neighborhoods and its concentration to other services, this site is ideal for residential (including affordable and market-rate housing), retail (grocery store and community owned businesses), and restaurant development. If redeveloped, this location has the potential to attract residents and visitors to shopping and dining opportunities. All redevelopment should be integrated with transit, high-comfort bicycle connectivity, street improvements, and new park and open space.

Common parcel ownership at the FountainLife Center reduces barriers in the redevelopment design and permitting process.



Existing conditions of the FountainLife Center site.
Source: Half

Goal 2: Thriving and Learning, Objective 1: *Encourage contextually appropriate development that provides safe and interactive community gathering spaces.*

Catalyst Site 1 - The FountainLife Center

The following improvements are proposed at the FountainLife Center catalyst site:

- **Mixed Use Development:** Adjacent to the FountainLife Center, there is a large vacant warehouse building that creates an opportunity to provide space for mixed-use retail and residential units. The adaptive reuse project reinvents a vacant, unused warehouse into a vibrant community anchor with open-air retail shopping, apartment homes, activates a deteriorating parking lot, and also creates a pocket park for local residents to gather. The vacant Harris County-owned parcel east of the site on Hillcroft provides an opportunity for the construction of a major grocery store or retail business to meet the needs of residents in Southwest Houston. Access to fresh food was highlighted as a priority by community survey respondents.
- **Road Diet:** There is an opportunity to enhance vehicular and pedestrian travel along Dunlap Drive adjacent to the FountainLife Center site. The addition of traffic calming elements such as curb extensions and lighting along Dunlap Drive will enhance pedestrian safety and promote walkability.
- **METRO Route Realignment:** The realignment of METRO Route 47 through Hillcroft Avenue allows greater access to the Avenue360 health clinic and medical services located inside FLC, greater access to Sims Bayou Greenway and Blue Ridge Park, and lastly, facilitates pedestrian travel to the proposed catalyst site at FLC. There are no existing METRO routes in this area.

- **Sidewalk Improvements:** Continuous southbound sidewalk improvements along Hillcroft Avenue facilitate pedestrian travel to and from this catalyst site, encourages pedestrian travel from Kipp Mosaic Primary School, and other nearby facilities.
- **Roadway Extension:** Extending Carved Rock Drive from Summit Ridge Road to Hillcroft Avenue provides continuous automobile access to proposed mixed-use development at the Harris County owned parcel.

Action Steps

- Coordinate efforts with parcel owners to ensure contextually-appropriate commercial and residential development occurs at this catalyst site.
- Leverage incentives from TIRZs, and Management Districts such as the Small Business Investment Program through the U.S. Small Business Administration.
- Coordinate with METRO to realign Route 47 through Hillcroft Avenue. Discuss the construction of new sheltered bus stops with TIRZ 25, City of Houston and METRO.
- Discuss the potential to extend Carved Rock Drive and reduce roadway width on Dunlap Drive with the City of Houston Planning & Development Department (P&D) and Public Works Department (HPW), and Texas Department of Transportation (TxDOT).
- Coordinate with HPW to construct sidewalk connections along Hillcroft Avenue from South Main Street to West Orem Drive.

Table 8, *FountainLife Center Quick Facts*

Quick Facts - FountainLife Center	
Site Character	Highway Retail/Shopping Center
Site and Improvements	FountainLife Center: Approx. 14.2 acres; 45,000 square foot occupied warehouse constructed circa 1973; 100,000 square foot vacant warehouse; Harris County: 20 acres; undeveloped
Nearby Land Uses	Commercial (auto-repair services) Institutional (schools, stadiums, HISD depot) Residential – Southwest Crossing and Willow Ridge Apartments
Pedestrian Infrastructure and Condition	Four-feet wide sidewalks in average/poor condition Lacks continuous sidewalk segments New sidewalk along KIPP Academy perimeter
TIRZ Status	Yes – TIRZ 25
Schools	KIPP Academy; HISD stadiums;
Nearby Parks	Sims Bayou Greenway Blue Ridge Park



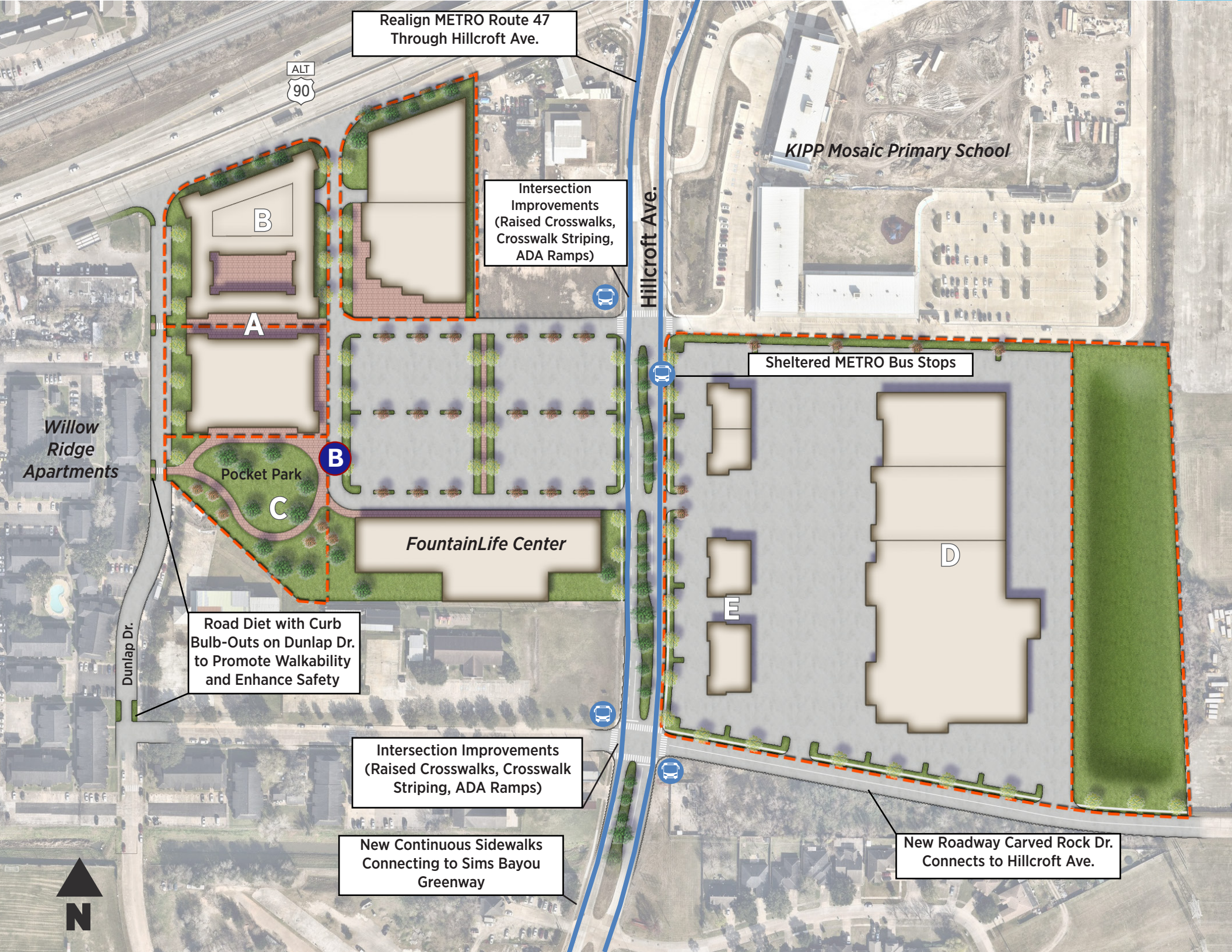
Existing conditions of Dunlap Dr.
Source: Half

Catalyst Site 1 - The FountainLife Center

According to the Congress for New Urbanism, mixed-use development increases tax assessment values that are 20 times or more greater than conventional development.



Building	Build-out Potential	Quantity
A	Farmer's Market, Co-working Space	40,000 sq. ft.
B	Mixed-use Residential	80-100 units
C	Pocket Park	1 acre
D	Retail Space	30,000-100,000 sq. ft.
E	Sit-down Restaurants/Cafes	8,500 - 10,500 sq. ft.



Realign METRO Route 47
Through Hillcroft Ave.



Intersection
Improvements
(Raised Crosswalks,
Crosswalk Striping,
ADA Ramps)

Hillcroft Ave.

KIPP Mosaic Primary School

Sheltered METRO Bus Stops

Willow
Ridge
Apartments

Pocket Park

FountainLife Center

Road Diet with Curb
Bulb-Outs on Dunlap Dr.
to Promote Walkability
and Enhance Safety

Intersection Improvements
(Raised Crosswalks, Crosswalk
Striping, ADA Ramps)

New Continuous Sidewalks
Connecting to Sims Bayou
Greenway

New Roadway Carved Rock Dr.
Connects to Hillcroft Ave.



Goal 2: Thriving and Learning, Objective 1: *Encourage contextually appropriate development that provides safe and interactive community gathering spaces.*

Catalyst Site 2 - Edison Center

Description

The Edison Center is a two-phase 12.5 acre development that revitalizes a blighted grocery store strip center into a vibrant community activity hub with arts, entertainment and healthcare services for community residents.

The Edison Center collectively refers to the Edison Lofts, a 126 unit mid-rise apartment complex, and the Edison Performing Arts Center, a neighborhood service center that will include a 400-seat theater, dance studio, event rental space, healthcare clinic, business incubators, police substation, restaurant leasing space, and beauty boutiques.

According to Fort Bend Superneighborhood President Troy Carter, the Edison Center represents a \$45 million dollar investment in the area upon completion and represents a multi-year and multi-agency effort. Construction on the Edison Arts Center broke ground in late 2021.

This catalyst site provides missing services in the area surrounding the Edison Center, and builds on accelerating development momentum by proposing improvements that bring economic and social vitality at the neighborhood scale.



Future Site of Edison Lofts, 2018



Construction of Edison Lofts, 2020



Completion of Edison Lofts, 2021

Table 9, *Edison Center Quick Facts*

Quick Facts - The Edison Center	
Site Character	Residential w/ Community Assets
Site and Improvements	Approx. 47 acres overall, multiple buildings incl. strip center, standalone drive through, gas station, and civic/institutional uses (school, library, house of worship)
Nearby Land Uses	Single-family residential Neighborhood commercial Multi-family apartments – Edison Lofts
Pedestrian Infrastructure and Condition	4 ft. wide continuous sidewalks in acceptable condition;
TIRZ Status	No
Nearby Schools	Briargate Elementary School Willowridge High School
Nearby Parks	Nearby private HOA parks Chasewood Park Blueridge Park (Fort Bend) South Post Oak Sports Complex
Other Assets	Stimley-Blue Ridge Neighborhood Library

Catalyst Site 2 - Edison Center

The following improvements are proposed at this catalyst site:

- **Commercial Site Development:** Adjacent lot to the north of the Edison Center is located in an IRS Designated Opportunity Zone, which creates the opportunity for advantageous tax treatments to be awarded to proposed development. Neighborhood-centric commercial development such as coffee shops, local restaurants and similar uses are proposed throughout the catalyst site. Additionally, community members have repeatedly expressed a need for doctor's offices, medical providers, and urgent or emergency care facilities. These are proposed for the eastern catalyst site parcels.
- **More Frequent METRO Bus Headways:** With the construction of the Edison Lofts, and expected visitor traffic driven by the Edison Performing Arts Center, increase the headway frequency of METRO Route 98 from every 60 minutes to every 30 minutes.
- **Intersection Improvements:** Integrate traffic calming, paint striping, raised crosswalks, changes in road texture, and other improvements at Ruppstock, Blue Ridge, and Ridgerock Roads.
- **Residential Infill Development:** Other vacant lots in the area provide an opportunity for missing middle housing, commercial development, and health and emergency facilities. At the northeast corner of West Fuqua Street and Blue Ridge Road is an approximately two acre parcel that has been identified as ideal for market rate housing in townhomes, cottage courtyards, or similar architectural forms.

Action Steps

- Coordinate efforts with parcel owners to ensure contextually-appropriate commercial and residential development occurs at this catalyst site. Leverage incentives from IRS Opportunity Zones, TIRZs, and Management Districts.
- Coordinate with METRO to increase Route 98 headways from 60 minutes to every 30 minutes.
- Coordinate with TxDOT and HPW to improve the intersections at Ruppstock, Blue Ridge, and Ridgerock Roads.



Existing conditions of the Edison Center site.
Source: Half

IRS Opportunity Zones

Opportunity Zones are a community development program established by Congress in the Tax Cuts and Jobs Act of 2017 to encourage long-term investments in low-income urban and rural communities. An Opportunity Zone is an economically distressed community where new investments, under certain conditions, may receive preferential tax treatment to promote economic development and employment opportunities. Opportunity Zones offer tax benefits to business or individual investors who can elect to temporarily defer tax on capital gains if they invest those gains in a Qualified Opportunity Fund.

The Opportunity Zone designation can catalyze and concentrate investments in a designated area, funneling resources that contribute to economic prosperity into historically neglected communities. The two Opportunity Zones in Fort Bend County, on the southern half of the Study Area, are characterized as predominantly single-family residential communities. Infill development and development of vacant parcels in these Opportunity Zones can draw on tax benefits in a private-public partnership with other stakeholders to incentivize high-quality construction at economies of scale that align with community goals.

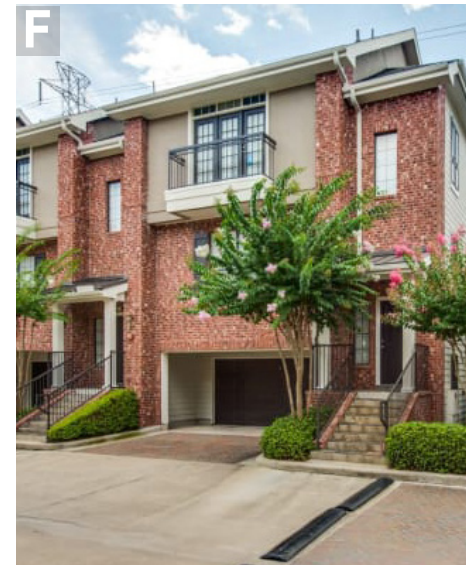
In all, there are almost 9,000 Opportunity Zone designations across the United States, of which 105 are within Harris County and five are within Fort Bend County.

Catalyst Site 2 - Edison Center



Leveraging the Edison Arts Center development, adjacent vacant sites can be redeveloped into walkable, transit-oriented community destinations such as coffee shops, co-working space, and local retail businesses.

Building	Build-out Potential	Quantity
A	Medical Offices, Urgent Care Facility	21,000 sq. ft.
B	Grocery Store	33,000 sq. ft.
C	Neighborhood Retail	10,500 sq. ft.
D	Co-Working Space	6,200 sq. ft.
E	Sit-down Restaurants/Cafes	11,000 sq. ft.
F	Townhomes	22 units



IRS Designated Opportunity Zone:
Advantageous Investment Tax
Treatments for Private Development

Castleview Ln.

Intersection Improvements
(Crosswalk Striping, ADA Ramps)

W Fuqua St.

Intersection Improvements
(Raised Crosswalks, Crosswalk
Striping, ADA Ramps)

Edison Performing
Arts Center

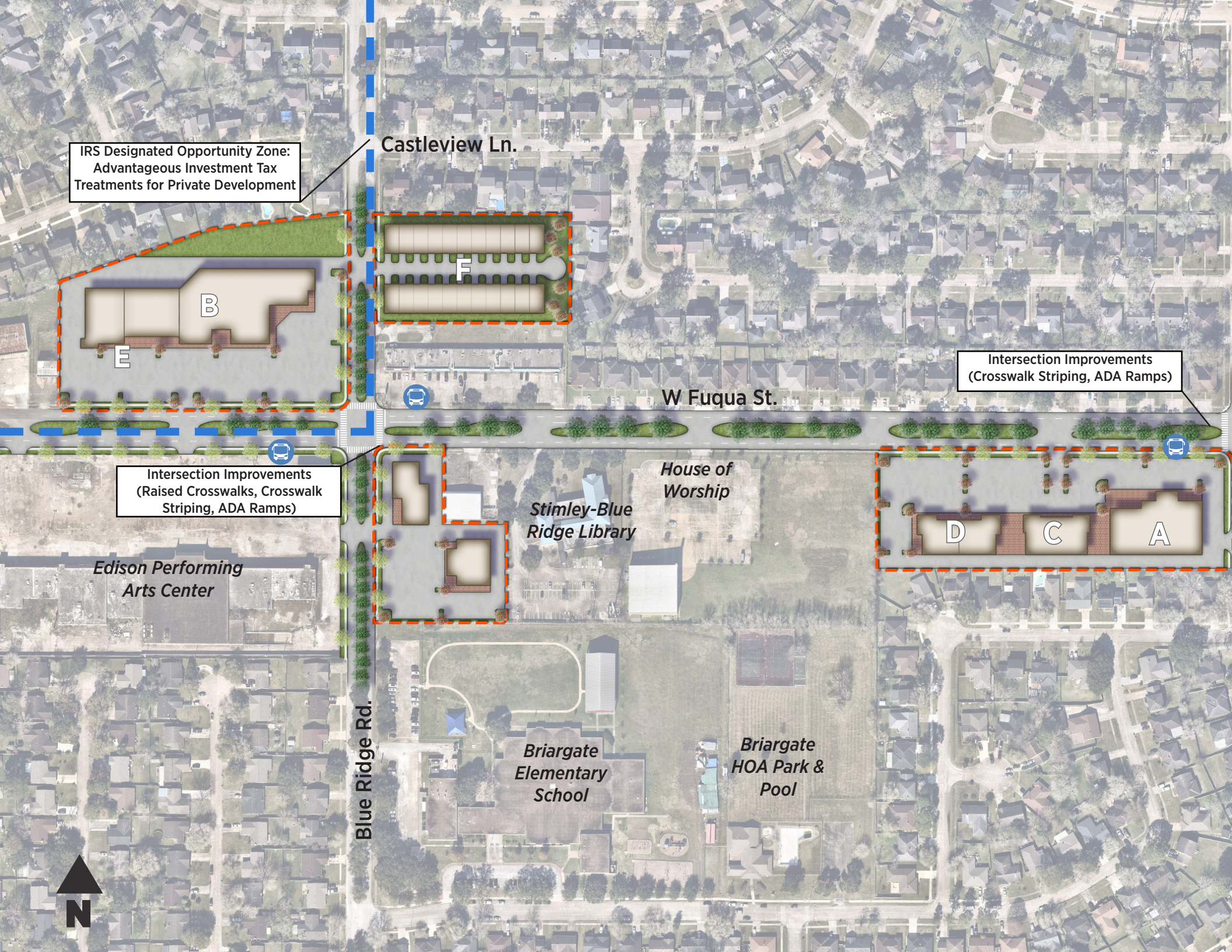
Stimley-Blue
Ridge Library

House of
Worship

Briargate
Elementary
School

Briargate
HOA Park &
Pool

Blue Ridge Rd.



Goal 2: Thriving and Learning, Objective 2: *Implement programs that encourage development and redevelopment of diverse housing options for current and future residents.*

Infill Development Support

Description

In partnership with Council District K, COH P&D, neighborhood and civic associations, TIRZs, advocacy groups and financial literacy groups, facilitate an infill housing development program that helps homeowners and developers build a wide variety of housing types and options to meet the needs of the diverse Southwest Houston community and promote walking and transit use. Residential infill development is generally explained as the development of new housing on vacant or underutilized land in previously developed areas, often in form factors varied from the conventional single-family detached home.

The program should be designed to help i) educate homeowners and developers on infill housing development methods, ii) eliminate barriers to infill housing permitting and construction, and iii) incentivizes infill development through tax abatements and stream-lined permitting.

An infill development policy can maintain and enhance housing affordability by redirecting growth away from fringe greenfields (undeveloped open space in Houston's perimeter) and into existing communities. Infill development can integrate and blend affordable housing into the community physical and social fabric with minimal negative impact through contextually appropriate housing.

Infill development can be developed in a variety of forms and architectural styles. Examples of infill development forms on remnant or previously developed parcels range from tiny homes and corner lot sixplexes to internal, attached or detached accessory dwelling units.

Rationale

An infill development support program can catalyze the construction of new homes to address sustainability and multi-modal transportation constraints on multiple scales:

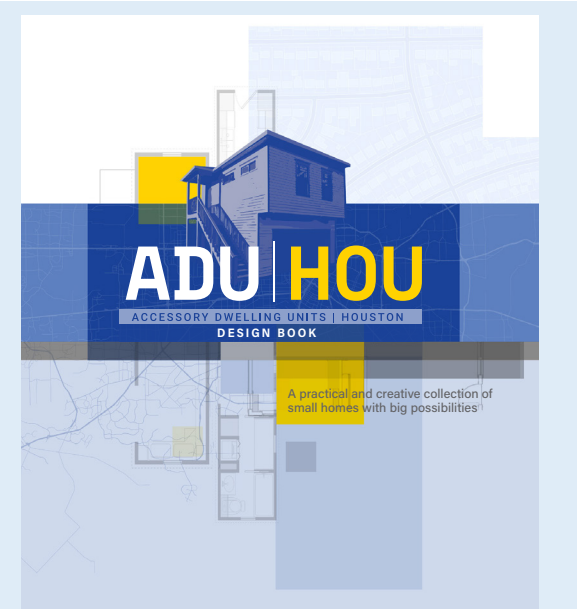
- Provides flexibility to people who do not own an automobile by allowing them to live in denser neighborhoods where more services are accessible by walking or cycling, thereby reducing vehicle miles traveled (VMT), improving air quality, and reducing traffic congestion.
- Supports the multigenerational livability of neighborhoods by expanding housing choices beyond conventional single-family detached structures or high-rise tower apartments.
- Satisfies demand for additional housing without sprawl that overburdens built infrastructure or harms the environment (natural habitats, tree canopy, etc.).

Action Steps

In 2022, the City of Houston Planning and Development Department published the ADU Design Book, in order to further reduce the financial barriers to infill development permitting and construction by sharing design examples and schematics to interested homeowners and developers. Accessory Dwelling Units, or ADUs, are secondary housing units that are allowed under Houston's definition of single-family housing. The Code of Ordinances describes an ADU as a unit that is detached from the main structure and restricted to 900 square feet or less. The Resilient Houston Plan specifically calls for Houston's future housing development to integrate accessory dwelling units into existing neighborhoods.

Source: Planning & Development Department

- Promote infill development as the preferred development method in Southwest Houston.
- Convene a Southwest Houston Redevelopment Council consisting of developers, community organizations and residents to facilitate redevelopment and community investment.
- Identify tax credits, tax funding sources, rebate programs and other incentives to facilitate infill development. Explore relaxed parking standards or other regulatory barriers to infill development. Study the availability of infill development financing, cost of construction, length of time for approvals, impact fees, and minimum parking requirements. Because construction costs and fees cannot be spread over large projects, as in traditional residential subdivisions, and must be absorbed on site, infill projects have fewer cost efficiencies than a project of a series of buildings.



Goal 2: Thriving and Learning, Objective 3: *Empower small businesses and support entrepreneurship and employment through local and regional economic and educational partnerships.*

Economic Development Resources

Description

In partnership with Council District K, community advocates, local employers, and the development community, promote discussions around equitable and contextually-appropriate design and provide resources to encourage development that addresses the community's needs.

As discussed, economic growth in Southwest Houston is dominated by convenience stores, gas stations, fast food restaurants, retail parks, and strip malls. Impersonal, incidental, and marginal development patterns such as these are primarily auto-centric and neglect surrounding neighborhood character, further eroding social fabric by limiting the opportunities residents have to spontaneously connect with each other.

Traditionally, economic development practice has focused disproportionately on attracting large corporations that ultimately displace the local community and job market.

Comparatively, locally-owned businesses help to facilitate conversations between residents at the community level, hiring neighbors, and spending locally as well.

A locally-owned business serves the community's needs because entrepreneurs are attuned to neighborhood history and issues, and implement their skills to address local concerns.

Rationale

Community survey respondents indicated that community-driven development and local employment opportunities are a top priority for them. When asked about the types of businesses they want to see, respondents prefer locally-owned businesses over chain franchises, the latter of which are seen as community wealth extractors.

However, many small businesses need technical (navigating licensing, permitting process, accessing market research, etc.) or financial (award grants, subsidized fees, etc.) assistance in order to grow. Intentionally investing in the local economy through entrepreneurship, start-up incubators, support networks, development councils and workshops will help drive the community's desired outcome for local employment and educational partnerships. Providing resources, support, and counseling to area small business owners will promote conversations on entrepreneurship, economic vitality and revitalization, and economic resilience while also nurturing new business growth.

As mentioned in the Fort Bend Houston Complete Communities Action Plan, local businesses are important economic engines because they provide opportunities for people to shop close to home. Locally owned small businesses promote economic and vibrant community development by increasing family income, wealth, and neighborhood stability. They also create a sense of ownership in the community by boosting the transformative power of entrepreneurship.

Action Steps

- Support and expand locally owned small businesses through partnerships and workshops with the City of Houston's Office of Business Opportunity, a resource center for established and aspiring entrepreneurs, to provide information on city, county, state, and federal regulations that affect the operation of Houston-area businesses.
- Identify incentives to attract new development such as Chapter 380/381 Agreements, IRS Opportunity Zones, and economic development funds such as state enterprise projects and new market tax credits.
- Advocate for new contextually-appropriate commercial development that serves demonstrable community need, including high-quality grocery stores, healthcare, restaurants, and banking services.

"We need economic development as part of resilience; entrepreneurship, youth jobs and resident engagement in business development and ownership."

-Community Survey Respondent

Goal 2: Thriving and Learning, Objective 3: *Empower small businesses and support entrepreneurship and employment through local and regional economic and educational partnerships.*

Skills Training and Partnerships

Description

Through partnerships between Council District K and Houston Health Department, Texas Workforce Commission, Career Gear, the Houston Area Urban League, Workforce Solutions and other employment agencies, launch a skills readiness and job training program to encourage local employment. The Fort Bend Houston Complete Communities Action Plan recommends the establishment of a Career and Life Skills Training Center at Willowridge High School through a partnership between Fort Bend ISD, Houston Community College, Workforce Solutions, and others. Support services should include, but are not limited to, financial literacy courses, adult education and literacy courses, apprenticeships, life skills and vocational training, and career fairs and development programs.

Skills training programs and partnerships provide a variety of benefits for local communities by:

- Promoting an increased opportunity for adults to transition to postsecondary education, training or employment.
- Supporting a workforce system that creates value for both employers and employees through a direct training-hiring pipeline.
- Offering employers, individuals, and communities the opportunity to achieve and sustain economic prosperity.
- Analyzing shifts in occupations and industries within the Houston metropolitan region.
- Working closely with the community to understand barriers to employment.
- Encouraging technological ability in trainees and participants, thereby expanding their employment prospects, especially through remote employment.

Rationale

Community survey respondents indicated that job training and educational programs for business and finance, higher education, healthcare, trades and technology/data analytics are a top priority for them. Respondents expressed an awareness for changing employment trends in a digital world and want to be positioned to leverage their skills for employment opportunities in those, and other, industries.

ESRI Business Analyst Tapestry Segments data suggests that families in Southwest Houston struggle to build wealth, or need coaching and continued support to achieve financial goals. A skills training program may help alleviate some of the employment and financial challenges families face in Southwest Houston.

Action Steps

- Identify partnering community organizations and local employers to provide financial wellness and literacy workshops. Examples of organizations include Houston Financial Empowerment Centers, YMCA, Houston Area Urban League, financial institutions like banks and credit unions, school districts, and places of worship.
- Launch a formal Skills and Job Training Taskforce devoted to promoting economic empowerment and independence in Southwest Houston.
- Identify employment sectors with high growth potential, high scarcity or high turnover to determine each market segment's distinctive attributes and supply-demand dynamics. Emphasize training and initiatives which may lead to job opportunities within these sectors.
- Develop a recurring schedule of quarterly events, workshops, or career fairs that promote local employment opportunities for community residents. Potential meeting locations include the FountainLife Center, the Fountain of Praise, the Kingdom Builder's Center, Edison Performing Arts Center (upon completion), or the West Orem Family YMCA, among others.

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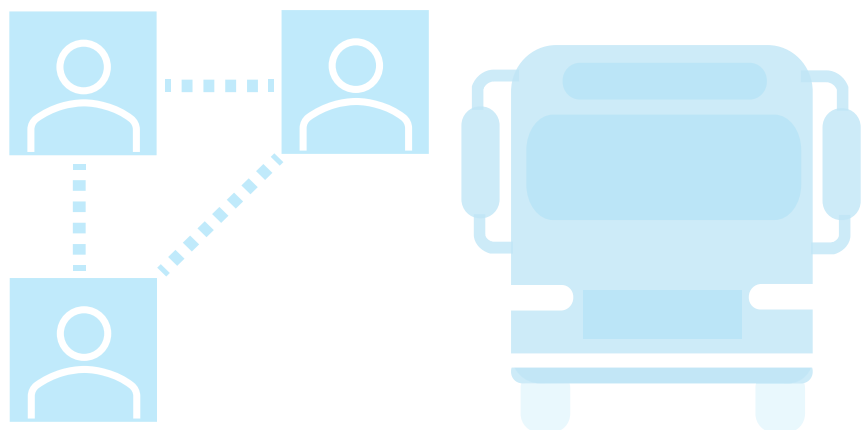


Hiram Clarke METRO Transit Center
Source: Halfp

GOAL 3

Connected and Resilient

Provide enhanced multi-modal transportation connectivity to activity centers and destinations through coordinated infrastructure enhancements.



Objective #1:

Create safer places and infrastructure for walking and biking with close proximity to area destinations such as schools, parks, and employment centers.

Project: Pedestrian Bridge Connections

Project: Madison Mile Median Enhancement

Policy: Traffic Calming Program

Policy: Sidewalk Enhancement Program

Objective #2:

Coordinate with area transit agencies to enhance transit opportunities that allow for convenient access to local and regional destinations.

Project: METRO Enhancements

Catalyst Site #3: Fannin Apartments

Objective #3:

Strengthen relationships with area agencies to build infrastructure systems that keep residents safe.

Policy: Access Management Studies

Project: Intersection Improvements

Policy: MTFP Roadway Classification

Project: Road Reconstructions (Anderson Road, Allum Road, Blue Ridge Road, FM 521/Alameda Road)

Goal 3: Connected and Resilient, Objective 1: *Create safer places and infrastructure for walking and biking with close proximity to area destinations such as schools, parks, and employment centers.*

Pedestrian Bridge Connections

Description

There are many pedestrian bridges that provide connections over drainage ditches and canals throughout Southwest Houston. However, most of these pedestrian bridges are aged and in poor condition, posing a safety risk for those who use them. As shown in **Map 20, Proposed Pedestrian Bridges**, this project proposes 10 locations where pedestrian bridges are either in need of reconstruction, or there is an opportunity to develop a new pedestrian bridge:

1. Blue Ridge Park
2. Winter Briar Drive/Corsair Road
3. Samoa Way
4. Anderson Oaks Street
5. West Ridgecreek Drive
6. Townwood Park
7. Woodmont Drive
8. Tiffany Drive
9. Waterloo Drive/Townwood Park
10. Ambrose Street/Sunshadow Drive
11. Dalmatian Drive

Rationale

Existing drainage canals and ditches that bisect the Study Area create challenges for pedestrian connectivity. Replacing existing pedestrian bridges with new, inviting structures provides community members with greater pedestrian access to activity and employment centers.

Action Steps

- Conduct a conditions analysis of existing pedestrian bridges in the Study Area to determine the number of bridges in need of repair or total reconstruction.
- Coordinate with Harris County Flood Control District, Fort Bend County Drainage District, and entities responsible for pedestrian bridges in the Study Area to ensure pedestrian bridge improvements are compliant with the respective infrastructure design criteria manuals provided by both Harris and Fort Bend Counties, and the City of Houston.



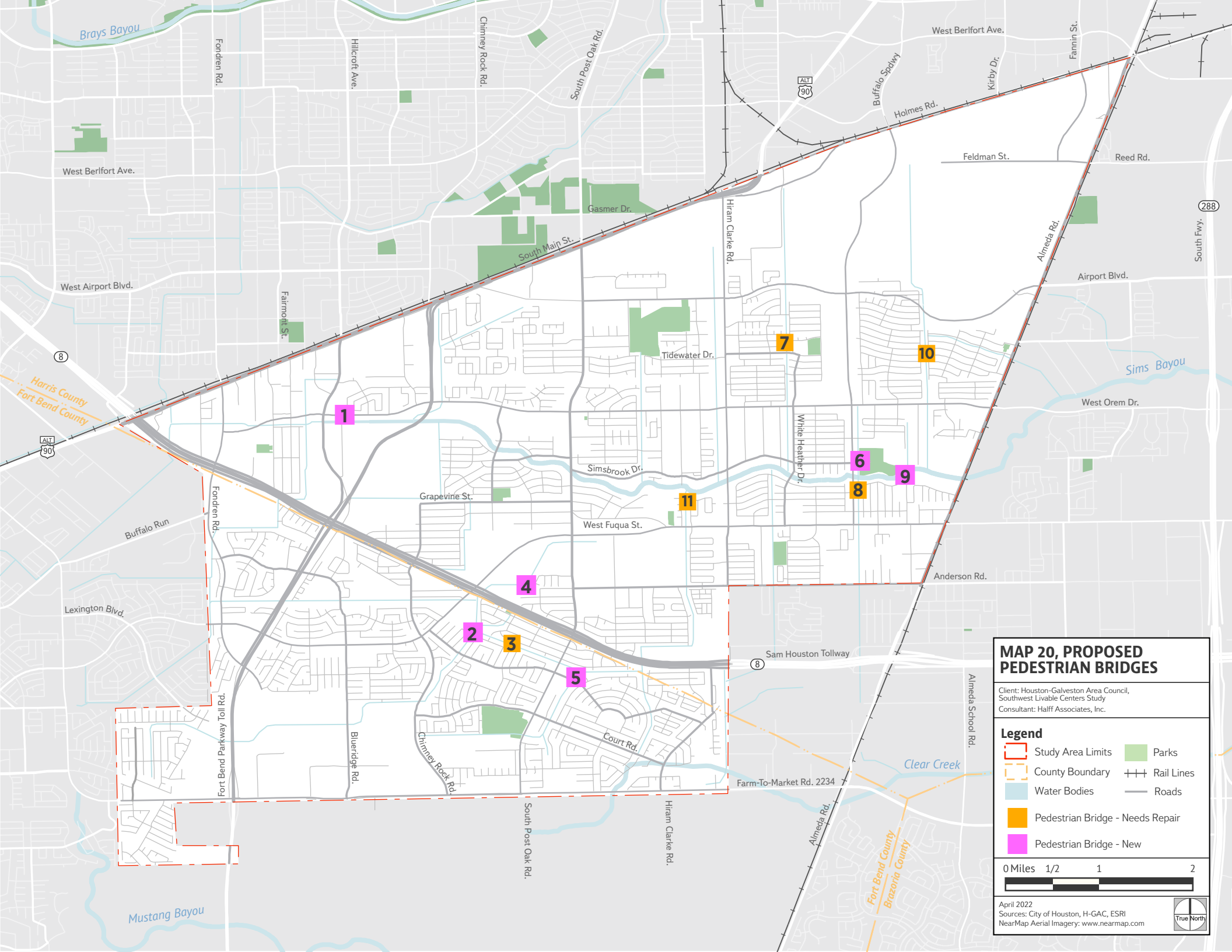
Example of a wooden pedestrian bridge in Southwest Houston.
Source: Halfff



Example of a wooden pedestrian bridge in Southwest Houston.
Source: Halfff



Example of a concrete pedestrian bridge in Southwest Houston.
Source: Halfff



MAP 20, PROPOSED PEDESTRIAN BRIDGES

Client: Houston-Galveston Area Council,
Southwest Livable Centers Study
Consultant: Half Associates, Inc.

Legend

- Study Area Limits
- County Boundary
- Water Bodies
- Pedestrian Bridge - Needs Repair
- Pedestrian Bridge - New
- Parks
- Rail Lines
- Roads



April 2022
Sources: City of Houston, H-GAC, ESRI
NearMap Aerial Imagery: www.nearmap.com



Goal 3: Connected and Resilient, Objective 1: *Create safer places and infrastructure for walking and biking with close proximity to area destinations such as schools, parks, and employment centers.*

Madison Mile Median Enhancement

Description

Linear parks are small, active public spaces created in the existing public right-of-way. They can be located in medians, curb extensions, or in the furnishings zone on sufficiently wide sidewalks, and may include seating areas, play areas, community garden space, or other elements to encourage active use of the public open space.

Adjacent to James Madison High School, West Orem Drive, between Hiram Clarke Road and Buffalo Speedway, there is an underutilized 120 ft. wide median that provides the opportunity to create a community gathering space and walking trail, as depicted in **Figure 18, Madison Mile Median Enhancement** below.

The median along West Orem Drive would provide Madison High School students with a staging area to hold events and showcase artwork along the walking trail, as well as provide a space for public pop-up marketplace events similar to the East End Farmer's Market at the Esplanade along Navigation Boulevard.

Rationale

The creation of park space within the median of West Orem Drive provides the opportunity for residents of nearby neighborhoods, high school students, and other community members to engage in open space activities in the community. This linear park could also serve as a trail connection from the Hiram Clarke utility trail to proposed trails and park improvements in the Study Area.

Action Steps

- Coordinate with City of Houston and CenterPoint Energy to determine feasibility of pocket park development within the utility easement.
- Coordinate with HISD and James Madison High School to create a public art walk with artwork created by Madison High School students.

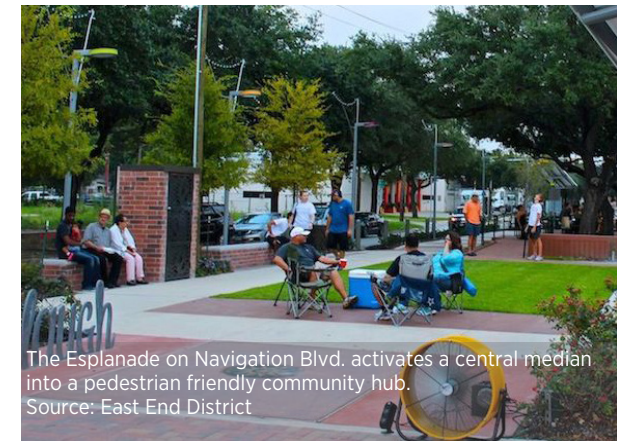


Figure 18, Madison Mile Median Enhancement



Goal 3: Connected and Resilient, Objective 1: *Create safer places and infrastructure for walking and biking with close proximity to area destinations such as schools, parks, and employment centers.*

Traffic Calming

Description

Many schools in the Study Area are along roads that lack proper pedestrian crossings and traffic calming infrastructure. Students who live less than two miles from their zoned school or magnet program are ineligible for district-provided transportation and must walk or have an alternative means of transportation.

There is an opportunity to implement traffic calming devices such as speed cushions, speed tables, and raised crosswalks to slow traffic speeds and improve pedestrian safety near schools such as YES Prep Public School, Billy R. Reagan Educational Center, and Briargate Elementary.

High-visibility crosswalks and reduced vehicle speeds will enhance pedestrian safety and connectivity to schools in the Study Area.

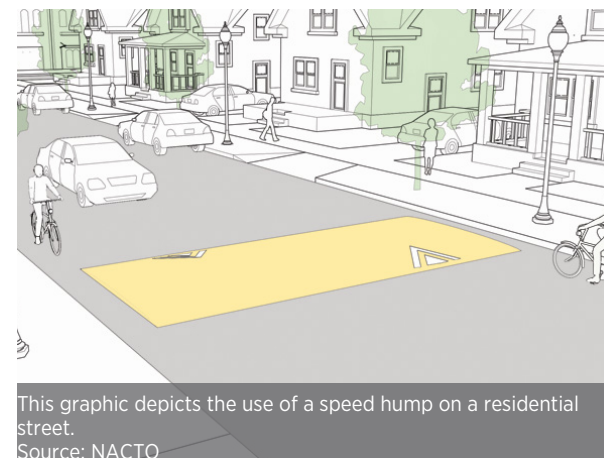
Rationale

Sidewalks and pedestrian crossing infrastructure are essential for safe passage to and from school.

The installation of traffic calming devices to reduce vehicle speed will reduce the risk of crashes involving pedestrians, thereby improving walkability for Study Area residents.

Action Steps

- Coordinate with "Walk. Bike. Safe. Texas", Fort Bend ISD, and Houston ISD to create a pedestrian and bicycle safety campaign for area schools.
- Partner with local entities to secure funding for sidewalk improvements and traffic calming around schools.
- Coordinate with City of Houston to construct sidewalk, bicycle, and pedestrian infrastructure along roads adjacent to schools.



School Name	Street Segment	From	To
Fort Bend Early Literacy Center	Ridgecreek Dr.	Raven Ridge Dr.	W. Ridgecreek Dr.
Ridgegate Elementary	W. Ridgecreek Dr.	Corsair Rd.	Samoa Way
Ridgemont Elementary	Raven Ridge Dr.	Ridgecreek Cir.	Cooper Ridge Ln.
Briargate Elementary	Blueridge Rd.	W. Fuqua St.	Laughlin Dr.
YES Prep Southwest Secondary	Anderson Rd.	White Heather Dr.	Hiram Clarke Rd.
Fondren Elementary	Carlsbad St.	W. Orem Dr.	Dublin St.
Hines-Caldwell Elementary	Croquet Ln.	W. Orem Dr.	Darlinghurst Dr.
Reagan K-8	Anderson Rd.	S. Post Oak Rd.	Hiram Clarke Rd.
Windsor Village Elementary	Polo St.	Newquay St.	Grapevine St.
Hobby Elementary	Whiteheather Dr.	Wuthering Heights Dr.	Woodmont Dr.
Grissom Elementary	Stancliff St.	Simsbrook Dr.	Heatherbloom Dr.
Lawson Middle School	Stancliff St.	Heatherbrook Dr.	Hugo Ln.
Montgomery Elementary	Simsbrook Dr.	Regg Dr.	Gowland St.
Petersen Elementary	Waterloo Dr.	Dalmatian Dr.	Brookfield Dr.

Goal 3: Connected and Resilient, Objective 1: *Create safer places and infrastructure for walking and biking with close proximity to area destinations such as schools, parks, and employment centers.*

Sidewalk Enhancement

Description

In partnership with Council District K, the City of Houston P&D, HPW, Management Districts, and TIRZs, develop a Sidewalk Enhancement Program to streamline sidewalk development, repair, maintenance and construction throughout Southwest Houston. This program is intended to supplement efforts by the City to repair and maintain pedestrian infrastructure and accelerate sidewalk repairs and development in areas of critical need. Pedestrians rely on sidewalks for critical connections such as access to schools, grocery stores, community centers, transit connections, medical services, and activity hubs.

While many areas in the Study Area are supported by existing sidewalk infrastructure, sidewalks that provide critical connections are not up to current sidewalk design standards in terms of width and ADA accessibility. The absence of adequate sidewalk infrastructure raises concerns about pedestrian safety, especially for school-age children and elderly residents.

Map 21, Sidewalk Enhancement Priority Areas

on the facing page provides additional details for improving existing sidewalks or constructing missing sidewalks based on their proximity to six activity centers: grocery stores, schools, parks, community centers, libraries, and METRO stops. Sidewalk segments were also identified in relation to high-crash locations as infrastructure improvements would be needed to support enhanced pedestrian and bicyclist safety.

Additional consideration was given to sidewalk improvements that would help advance other project recommendations such as intersection improvements, Madison Mile enhancements, roadway reconstruction, and catalyst site development opportunities. Sidewalk segments with the highest score out of 10 total points are deemed the highest priority for improvement or enhancement.

Rationale

There are many sections of the Study Area that lack complete segments of sidewalk, forcing pedestrians to walk on busy roadways, in overgrown grass, and in drainage ditches. Where sidewalks are present but in disrepair, pedestrians must navigate broken concrete pads which pose safety hazards.

Community survey respondents indicated that as pedestrians, they generally do not feel safely protected from vehicles. A majority (62 percent) of respondents feel their homes are not well-connected to other locations via sidewalks, cycling lanes, or trails and do not feel they can comfortably and safely walk to their primary destinations (school, work, shopping).

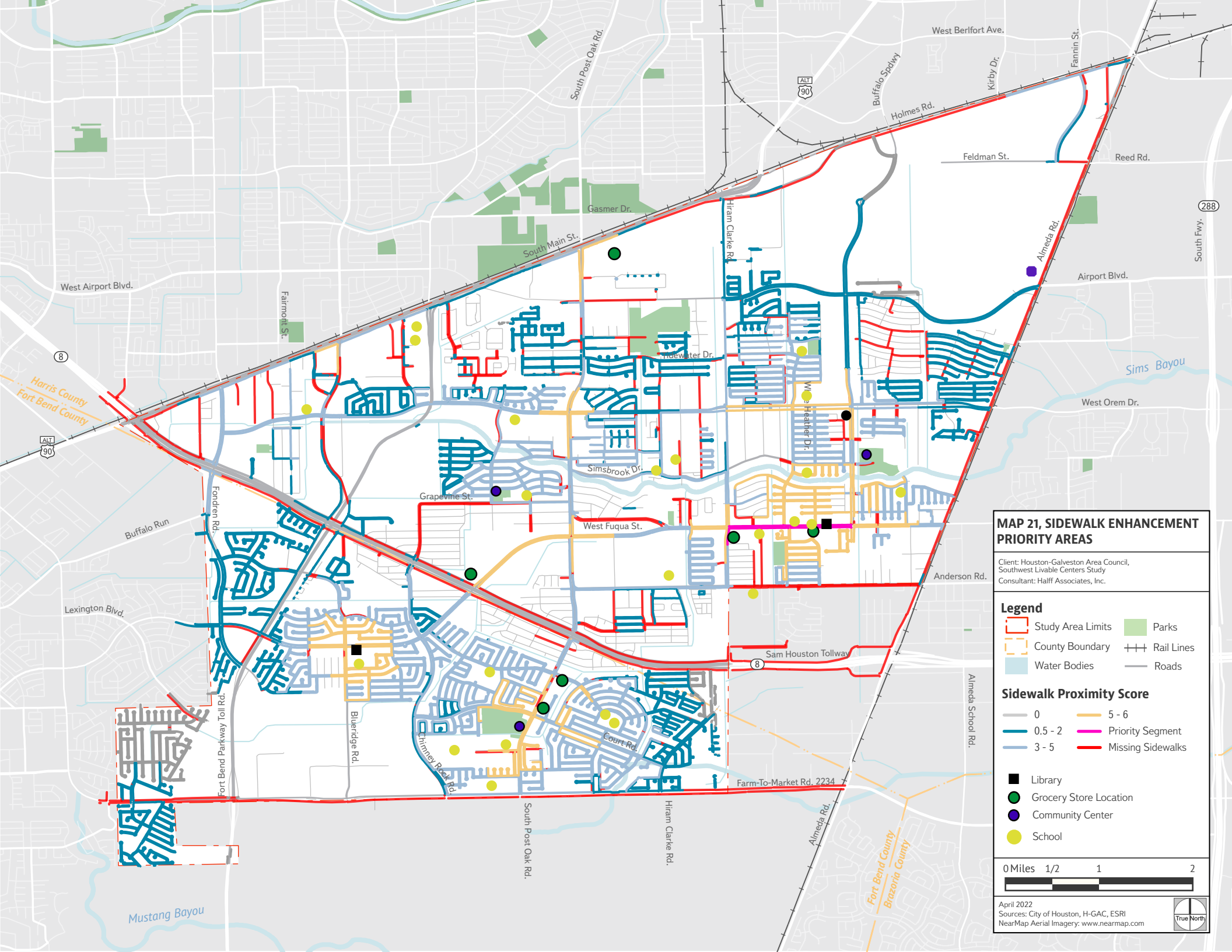
Sidewalks mostly everywhere are substandard (in poor condition or absent) or too narrow.

-Community Survey Respondent

Action Steps

- Launch a Southwest Houston Pedestrian Safety Coalition in partnership with the City of Houston Vision Zero program, school districts, parents, TIRZs, Management Districts, and other community-based organizations to provide a platform for residents to advocate for pedestrian safety at the grassroots level.
- Integrate a “Safe Routes to School” framework into the street network in Southwest Houston by using schools as a launching point for evaluating pedestrian need, and educating children on safe walking behavior. Safe Routes to School programs aim to make it safer for students to walk and bike to school and encourage more walking and biking where safety is not a barrier.





**MAP 21, SIDEWALK ENHANCEMENT
PRIORITY AREAS**

Client: Houston-Galveston Area Council,
Southwest Livable Centers Study
Consultant: Half Associates, Inc.

- Legend**
- Study Area Limits
 - County Boundary
 - Water Bodies
 - Parks
 - Rail Lines
 - Roads

- Sidewalk Proximity Score**
- 0
 - 0.5 - 2
 - 3 - 5
 - 5 - 6
 - Priority Segment
 - Missing Sidewalks

- Library
- Grocery Store Location
- Community Center
- School



April 2022
Sources: City of Houston, H-GAC, ESRI
NearMap Aerial Imagery: www.nearmap.com



Goal 3: Connected and Resilient, Objective 2: *Coordinate with area transit agencies to enhance transit opportunities to enable convenient access to local and regional destinations.*

METRO Enhancements

METRO curb2curb Service

METRO curb2curb is an on-call shuttle service available to communities that do not have immediate access to a METRO bus route. The curb2curb program operates in a defined zone but does not travel on a fixed route. Curb2curb service is designed to complement existing METRO routes, allowing community members greater access to public transportation. For a small fee, community residents can request a curb2curb shuttle to take them to any destination within the service area.

METRO has expressed interest in bringing curb2curb service to Southwest Houston. As depicted in the map on the facing page, the proposed service zone provides riders with direct access to each of the six grocery stores and both libraries in Southwest Houston, and uses the Missouri City Park & Ride and the Hiram Clarke Transit Center as potential anchor points. The service area could potentially be expanded to the north to include the Fannin South light rail station on Fannin Street.

The curb2curb service will include access to commercial and retail areas along West Fuqua Street and South Post Oak Road. The proposed curb2curb service area could potentially provide transit services for over 14,000 homes and 250 businesses.

Bus Stop Enhancements

As mentioned in **Chapter 2, Needs Assessment**, many bus stops in Southwest Houston lack amenities such as benches or a shelter to protect riders from inclement weather while waiting for their bus. By improving the existing bus stops in Southwest Houston, riders will feel more comfortable waiting for a bus. METRO's Passenger Bus Shelter Program is an initiative to install bus shelters throughout the METRO service area. Qualifying bus stops must meet improvement criteria such as proximity to major activity centers, transfer points, and number of average daily boardings. In adherence to METRO's Passenger Bus Shelter Program, **Map 22, METRO Enhancements** identifies approximately 30 unsheltered bus stops needing amenitization with close proximity to schools, libraries, grocery stores, health centers, and community services. Most of the identified bus stops are within a TIRZ or management district boundary for financial partnership opportunities.

Rationale

Portions of Southwest Houston have limited access to METRO transportation, but survey respondents have expressed the desire to utilize public transportation more frequently.

Action Steps

- Continue public outreach to identify key locations for the METRO curb2curb zone.
- Coordinate with METRO to create a curb2curb service zone.
- Coordinate with TIRZs and Management Districts to install METRO bus stop shelters at identified points.

I would use curb2curb service if it connected to...

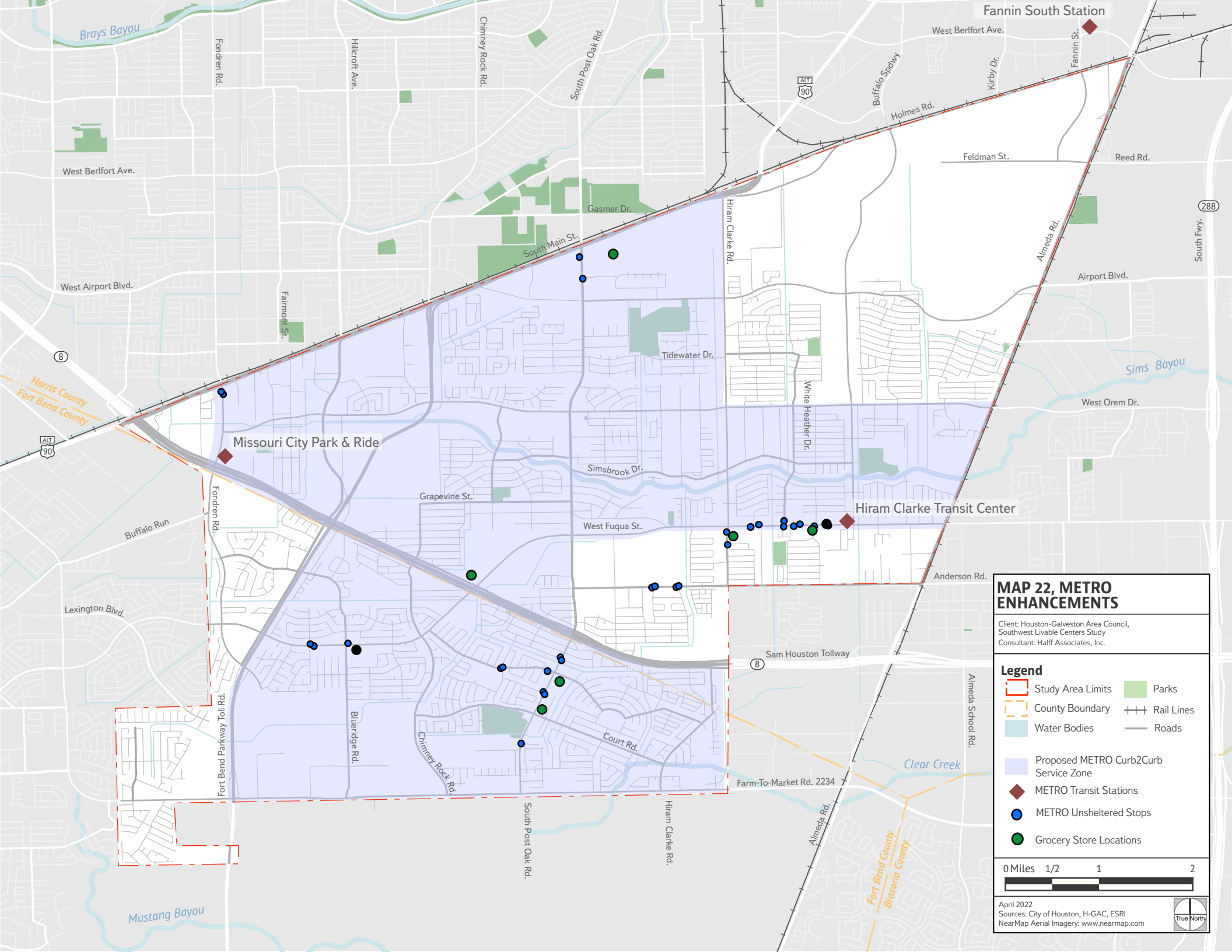
- "City of Houston libraries"
- "Grocery stores and doctors offices"
- "Post Oak retail, libraries, parks, church"
- "Parks, community centers"
- "To various community centers or parks"

-Community Survey Respondents when asked if they would take a curb2curb shuttle and where.



Sheltered bus stop in the Energy Corridor District branded by the Energy Corridor Management District.

Source: METRO



MAP 22, METRO ENHANCEMENTS

Client: Houston-Galveston Area Council,
Southwest Livable Centers Study
Consultant: Half Associates, Inc.

Legend

	Study Area Limits		Parks
	County Boundary		Rail Lines
	Water Bodies		Roads

	Proposed METRO Curb2Curb Service Zone
	METRO Transit Stations
	METRO Unsheltered Stops
	Grocery Store Locations

0 Miles 1/2 1 2

April 2022
Sources: City of Houston, H-GAC, ESRI
NearMap Aerial Imagery: www.nearmap.com

Goal 3: Connected and Resilient, Objective 2: *Coordinate with area transit agencies to enhance transit opportunities that allow for convenient access to local and regional destinations.*

Catalyst Site 3 - Fannin Apartments

Description

The northeast section of the Study Area has undergone rapid residential and commercial development in recent years. **Table 10, Fannin Apartments Quick Facts**, outlines the current character and condition of the site. The new development increases the demand for multi-modal and public transit connectivity. According to the City of Houston Plat Tracker, additional residential development is expected in this area.

The following improvements are proposed at this catalyst site:

- **METRO Route Realignment:** Currently, METRO Route 87 travels south along Fannin Street to Holmes Road, turns on to Almeda Road and continues east along Reed Road, bypassing new residential development and skipping potential riders. There is an opportunity for METRO to serve residents at the Fannin Station townhomes and apartments by rerouting to continue down Fannin Street before turning east onto Feldman Street. In 2017, METRO conducted a Fannin Station Needs Study to determine a potential reroute to Fannin Street but deemed it infeasible due to the current pavement conditions of Feldman Street.
- **Commercial Infill Development:** Local employment opportunities similar in character to existing structures, such as warehouses and commercial/retail, will be serviceable by transit once improvements are completed.
- **Sidewalk Enhancements:** Sidewalk improvements are needed along Fannin Street. Currently, the four-foot wide sidewalks on Fannin Street are in poor condition, overgrown and unmaintained, and must be widened to six-foot wide, according to the Infrastructure Design Manual.

- **Roadway Reconstruction:** In order for METRO to provide bus service to Fannin Street, roadway improvements are needed to Feldman Road between Fannin Street and Almeda Road to accommodate METRO buses. Heavy vehicle traffic from nearby industrial companies have deteriorated the roadway surface, requiring frequent repairs. Open ditch drainage along Feldman Street is a concern for METRO buses which require a wide turning radius. **Figure 21, Feldman Street Roadway Cross Sections**, depicts the potential reconstruction of Feldman Street to accommodate METRO buses.
- **Crosswalk Improvements:** Railroad crossing intersection improvements at Holmes Road/Fannin Street, as depicted in **Figure 20, Holmes Road/Fannin Street Intersection Improvements**, are needed to facilitate northbound pedestrian travel to Fannin South METRO rail station.

Rationale

As more housing and retail uses are developed along Fannin Street, there will be a greater demand for enhanced public transit access and connectivity.

Prioritizing the reconstruction of Feldman Road will allow METRO to consider rerouting Route 87 to service Fannin Street. METRO has identified the US 90A corridor as a prime candidate for a commuter rail network, with potential stops at several points along the route. A stop at this location along Fannin Street would facilitate commuter rail connectivity with the Fannin South METRO light rail station.

Lastly, sidewalk construction and widening, paired with crosswalk improvements at Holmes Road/Fannin Street across the Union Pacific railroad tracks helps encourage northbound pedestrian movement to the Fannin South METRO light rail station.

Action Steps

- Coordinate with Harris County TIRZ #24 and City Council District K to fund the reconstruction of Feldman Street and installation of improved stormwater drainage infrastructure.
- Coordinate with METRO to determine bus stops along Fannin Street.

Table 10, Fannin Apartments Quick Facts

Quick Facts - Fannin Apartments	
Site Character	Industrial Corridor
Site and Improvements	Mid-rise tower apartment homes
Nearby Land Uses	Dense single-family homes, commercial warehouses and industrial uses
Pedestrian Infrastructure and Condition	Limited along Holmes Rd. None along Almeda Rd. 4 ft. wide sidewalk on Fannin in average/poor condition; overgrown and unmaintained Limited pedestrian connectivity to Almeda Rd. via Feldman Rd.
TIRZ Status	Yes - TIRZ 24 (Greater Houston)
Nearby Schools	None
Nearby Parks	E. R. Ann Taylor Park
Other Assets	Bayou Event Center

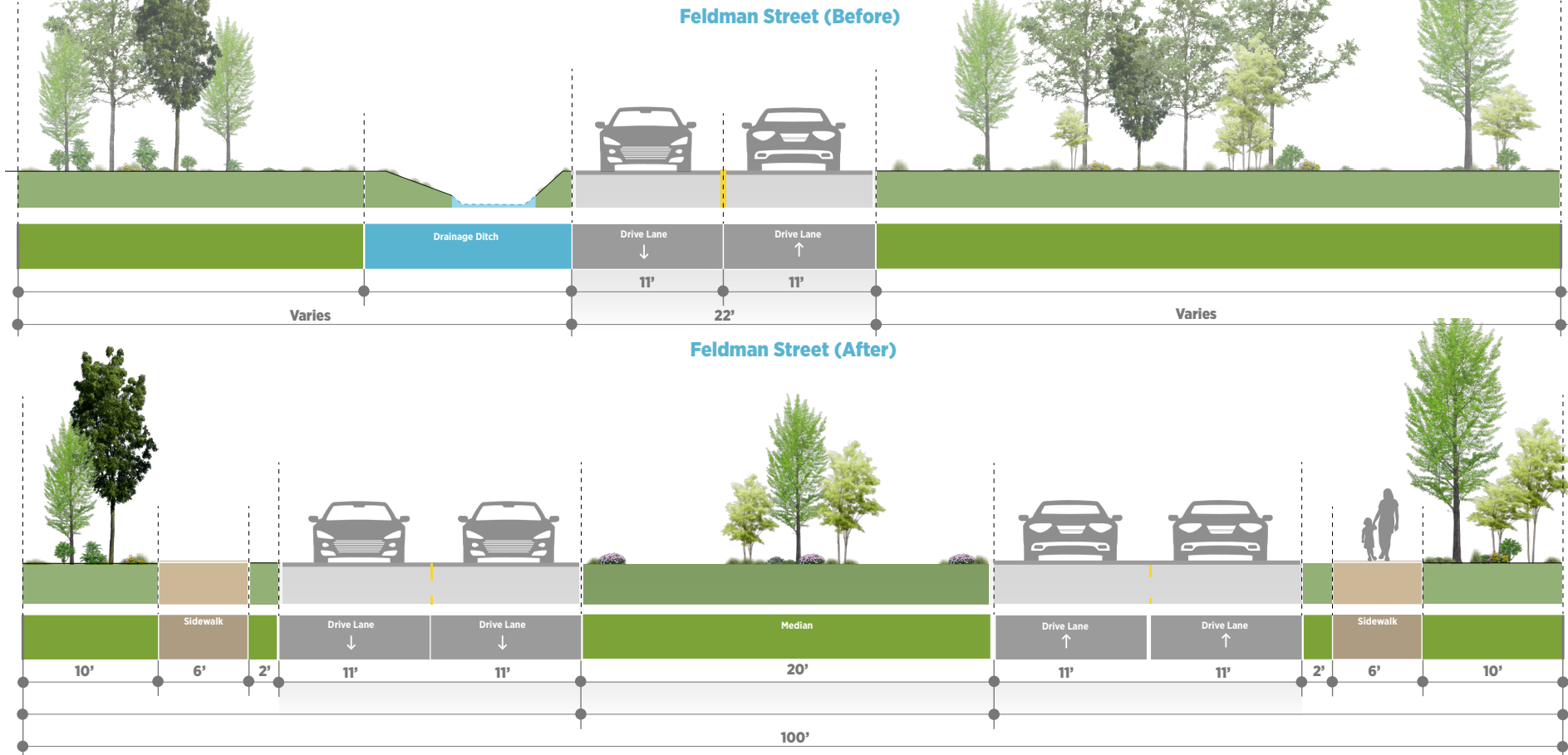
Figure 19, Fannin Street METRO Improvements



Figure 20, Holmes Road/Fannin Street Intersection Improvements



Figure 21, Feldman Street Roadway Cross Sections



Goal 3: Connected and Resilient, Objective 3: *Strengthen relationships with area agencies to build infrastructure systems that keep residents safe.*

Access Management Studies

Description

Wide, open driveways spanning the entire length of a parcel are a common thoroughfare design flaw. In predominantly auto-centric areas of Southwest Houston, corridors are governed by vehicular traffic and circulation patterns. Driveways at grade-level are convenient for vehicles because drivers can enter and exit at any point of the parking lot. Drivers can be seen entering restaurants, laundromats, grocery stores, and gas stations at the most convenient point, often cutting through several lanes of traffic. As depicted in **Figure 22, Before and After Access Management**, the left image depicts how a lack of access management allows vehicles to enter and exit a driveway or business parking lot at any point, exposing both drivers and pedestrians to unnecessary risk. South Post Oak Road, Hiram Clarke Road, and West Orem Drive are major roadways in the Study Area that have multiple driveway vehicle entry points that create numerous pedestrian, bicycle, and vehicular traffic conflict points.

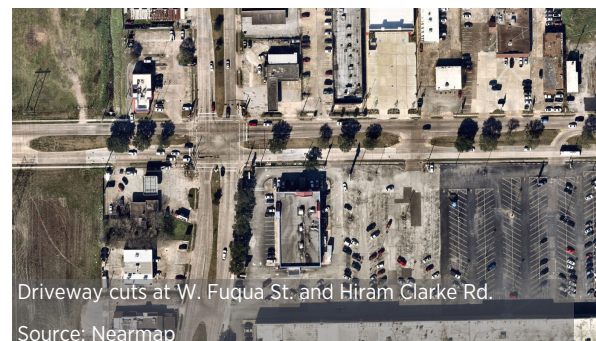
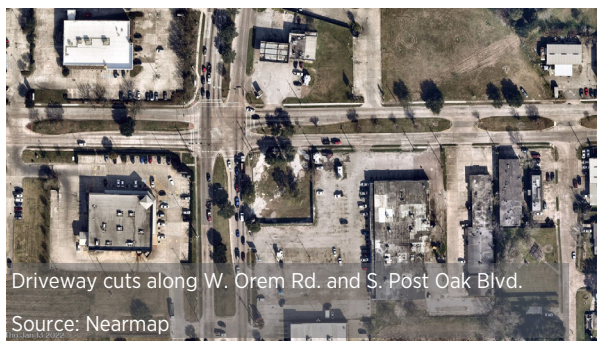
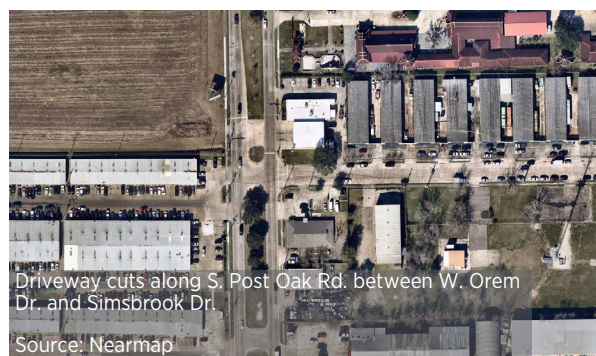
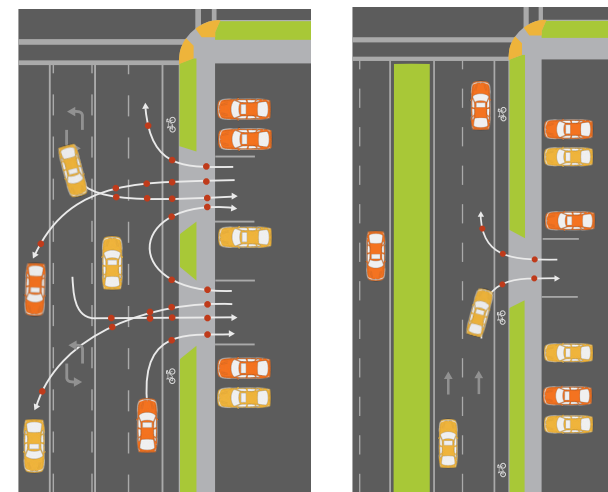
Rationale

Access management influences the efficiency and safety of motor vehicle traffic within the Study Area's thoroughfare network. As each commercial property fronting a street creates a new driveway cut, continuous pedestrian movement steadily decreases. The prevalence of driveway access crossing the direction of pedestrian travel reduces vehicle predictability, which means a pedestrian cannot always see where a vehicle will turn off the street and into a business' parking lot. Limiting vehicle driveways and consolidating parking lots in conjunction with providing cycling and pedestrian infrastructure promotes bikeability, walkability, and safety along a roadway.

Action Steps

- Partner with HPW to conduct access management roadway studies along critical corridors in Southwest Houston, including but not limited to South Post Oak Road, West Orem Drive, and West Fuqua Street. Access management studies should focus on enhancing pedestrian connectivity by reducing conflict points and providing recommendations on roadway enhancements to limit the number of access points for parking lots, and limit street and driveway connections.

Figure 22, Before and After Access Management



Goal 3: Connected and Resilient, Objective 3: *Strengthen relationships with area agencies to build infrastructure systems that keep residents safe.*

Intersection Improvements

Description

As depicted in **Map 23, Intersection Improvements**, several intersections in Southwest Houston have been identified on the City of Houston's High Injury Network as locations with high rates of pedestrian, car, and bicycle crashes. Overall, the High Injury Network represents approximately six percent of Houston's streets, but these roadways account for approximately 60 percent of traffic deaths and serious injuries.

Existing railroad crossings along US 90A/Holmes Road and FM 521/Almeda Road create a challenge for safe pedestrian travel and often lack pedestrian infrastructure, forcing pedestrians to walk on the street and risk crossing the railroad without a sidewalk. Crossings at Fondren Road and Hillcroft Avenue have been identified by the 2021 EPA Emerging Mobility Study as critical areas requiring special attention. Other intersections in need of improvement are Fort Bend Tollway, Hiram Clarke Road, and Fannin Street. Four intersections along Beltway 8 have been identified on the City of Houston's High Injury Network as high injury locations: Fondren Road, Hillcroft Avenue, West Fuqua Street, and South Post Oak Road. Each of these intersections lack pedestrian infrastructure to safely cross high-speed intersections.

Through public feedback, the High Injury Network, and the EPA Emerging Mobility Study, the intersection of West Orem Road and Fort Bend Tollway was identified as an intersection with high pedestrian and vehicle crashes and fatalities. Pedestrian improvements to this intersection include widened sidewalks, high visibility crosswalks, and pedestrian refuge islands to allow safe pedestrian travel along West Orem Road.

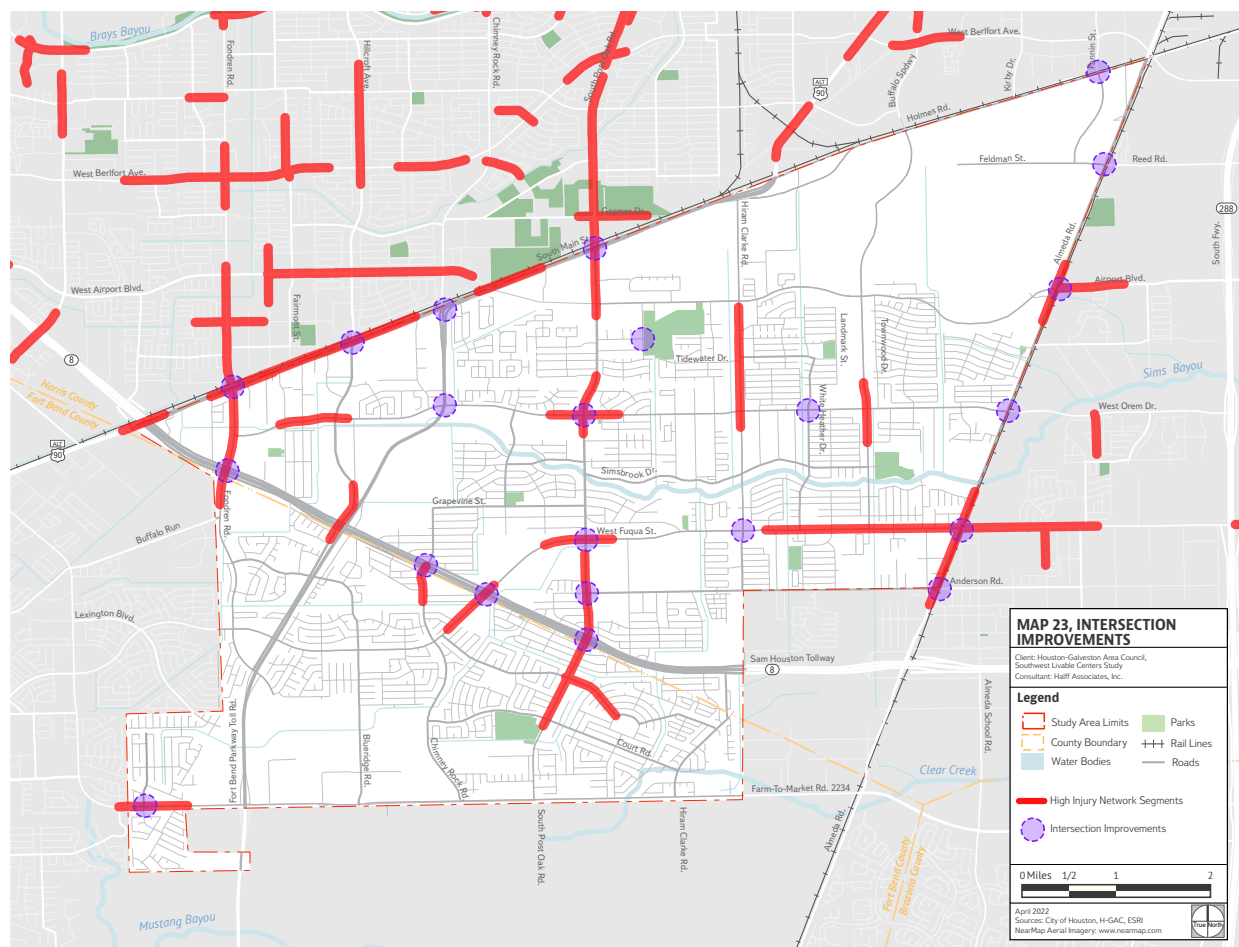
Rationale

Many Major Thoroughfares in the Study Area are included on the City of Houston High Injury Network, creating safety concerns for pedestrians, cyclists, and drivers. Improvements to these high crash intersections will create the opportunity for greater multi-modal connectivity and mobility throughout the Study Area. The addition of continuous sidewalks, high visibility crosswalks,

and crosswalk signal timing will create safer, more bikeable and walkable intersections that connect cyclists and pedestrians to key activity and employment centers in the Study Area.

Action Steps

- Coordinate with TxDOT, HPW, Fort Bend County Precinct 2, Harris County Precinct 1, and Harris County/Fort Bend County Toll Road Authority to enhance intersections identified for improvement.



Goal 3: Connected and Resilient, Objective 3: *Strengthen relationships with area agencies to build infrastructure systems that keep residents safe.*

Major Thoroughfare and Freeway Plan (MTFP) Roadway Classification

Description

In partnership with Council District K, the City of Houston P&D, the Planning Commission, and City Council, evaluate roadways in Southwest Houston for context-sensitive design and reclassification on the City's Major Thoroughfare and Freeway Plan (MTFP).

According to the 2021 MTFP, all the largest roadways in Southwest Houston are classified as Major Thoroughfares. However, recent development patterns in Southwest Houston have created a mixture of roadway needs and land uses that warrant upgrading street designations from unlisted local roads to include Major Collector and Minor Collector classifications.

According to the MTFP:

- Minor Collectors are public streets that accumulate traffic from local streets for distribution into a Major Thoroughfare or a Major Collector. A Minor Collector typically has residential uses, however it may also serve commercial or mixed uses.
- Major Collectors are public streets that accumulate traffic from local streets and Minor Collectors for distribution to the Major Thoroughfare. A Major Collector street may have commercial, residential or have mixed uses abutting.

On **Map 24, MTFP Roadway Classification**, the following roadways are recommended to be upgraded from unlisted local roads to MTFP classification given their connectivity and mobility potential, as well as proximity to schools, key destinations, proposed/existing roadway buildouts, and finally, proposed/existing sidewalk, bicycle, and METRO transit networks:

Major Collector (80 ft. minimum width right-of-way)

- West Ridgecreek Drive (Post Oak Drive to Fuqua Street).
- Carved Rock Drive (Summit Ridge Drive to Hillcroft Avenue).
- Summit Ridge Drive (US 90A to West Orem Drive).
- Croquet Lane (West Orem Drive to Brookfield Drive).

Minor Collector (60 ft. minimum width right-of-way)

- Townwood Drive (West Airport Boulevard to West Orem Drive).
- Landmark Street (West Airport Boulevard to West Orem Drive).
- Simsbrook Drive (Buffalo Speedway to South Post Oak Road).
- White Heather Drive (West Orem Drive to Anderson Road).

The City of Houston Planning Commission annually reassesses MTFP classification through an amendment process and requires public open house meetings to solicit feedback from residents. Applications for MTFP reclassification are accepted from both public agencies and the private sector. In general, the MTFP application process is as follows:

- Pre-submittal conference
- Application submittal period
- Public comments received
- Planning Commission review and recommendation to City Council for MTFP classifications and alignments

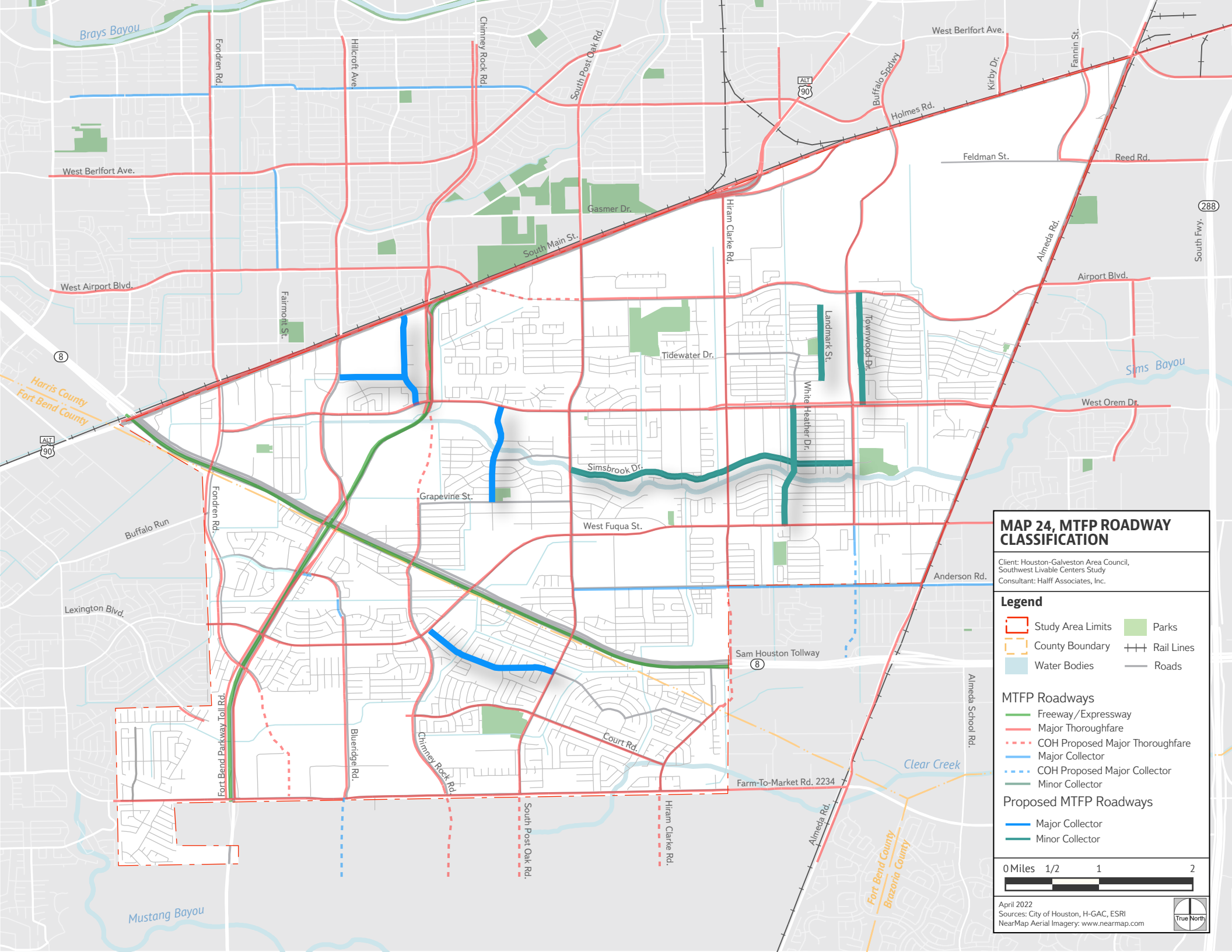
Rationale

MTFP roadway alignments, classification, and context-sensitive design affects infrastructure funding, building setbacks, accommodates future roadway expansion, and provides easements and dedications to support cycling and pedestrian infrastructure in the future. The absence of Major and Minor Collector streets in Southwest Houston indicates the routes that residents use are not being represented on the MTFP.

As Southwest Houston continues to develop, listing key routes on the MTFP allows for cycling and pedestrian infrastructure, and more context-sensitive design that will enhance connectivity and accessibility for residents to their destination.

Action Steps

- Evaluate proposed Major Collector and Minor Collector roadway reclassification based on annual and projected traffic flow, adjacent land use, context-sensitive design, and other relevant factors.
- Petition the City of Houston's Planning & Development Department to begin pre-application proceedings during the pre-submittal period to submit a timely application. Reference the Houston Complete Streets and Transportation Plan to implement the complete streets policy through the planning and implementation of all transportation improvements, including the City of Houston's Vision Zero Action Plan, Walkability Ordinance, and the HPW Infrastructure Design Manual.



MAP 24, MTFP ROADWAY CLASSIFICATION

Client: Houston-Galveston Area Council,
Southwest Livable Centers Study
Consultant: Half Associates, Inc.

Legend

- Study Area Limits
- County Boundary
- Water Bodies
- Parks
- Rail Lines
- Roads

MTFP Roadways

- Freeway / Expressway
- Major Thoroughfare
- COH Proposed Major Thoroughfare
- Major Collector
- COH Proposed Major Collector
- Minor Collector

Proposed MTFP Roadways

- Major Collector
- Minor Collector

0 Miles 1/2 1 2

April 2022
Sources: City of Houston, H-GAC, ESRI
NearMap Aerial Imagery: www.nearmap.com



Goal 3: Connected and Resilient, Objective 3: *Strengthen relationships with area agencies to build infrastructure systems that keep residents safe.*

Road Reconstruction - Anderson Road

Description

Anderson Road is identified on the City of Houston MTFP as a Major Collector, which accumulates traffic from local streets for distribution to Major Thoroughfares.

Currently, Anderson Road between South Post Oak Road and Hiram Clarke Road has both residential and commercial uses as well as education centers and various places of worship. This section of Anderson Road currently has four lanes of traffic with 70 feet of designated right-of-way, and, according to TxDOT counts, an Annual Average Daily Traffic (AADT) of 8,887 vehicles.

Continuing eastward, Anderson Road between Hiram Clarke Road and Almeda Road, land uses include various residential neighborhoods and commercial properties as well as YES Prep Southwest Secondary School and Anderson Road Baptist Church and Worship Center.

Anderson Road east of Hiram Clarke to Almeda Road has been identified by Harris County Precinct 1 for improvements to the existing roadway, drainage system, and sidewalks, and is set to be completed by Summer 2024. Improvements west of Hiram Clarke will complement the improvements made by Precinct 1 and further enhance multi-modal connectivity in the Study Area.

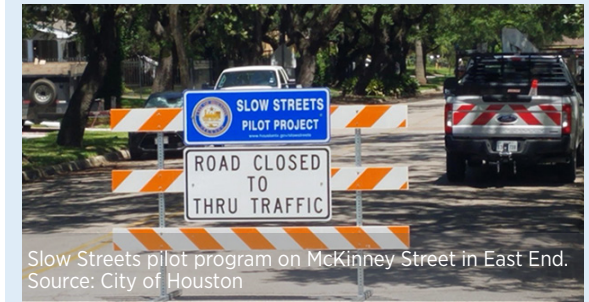
As shown in **Figure 23, Anderson Road Roadway Cross Sections**, this project proposes adding one 11 ft. wide lane of traffic in each direction with an on-street protected bike lane and five ft. wide continuous sidewalks.

Rationale

Anderson Road has been identified for improvements by the City of Houston Bike Plan and Harris County Precinct 1. Improving Anderson Road will allow greater east-west mobility and multi-modal connectivity to Major Thoroughfares in Southwest Houston. There is an opportunity to connect cyclists and pedestrians to Sims Bayou through the CenterPoint utility easement adjacent to Hiram Clarke Road.

Action Steps

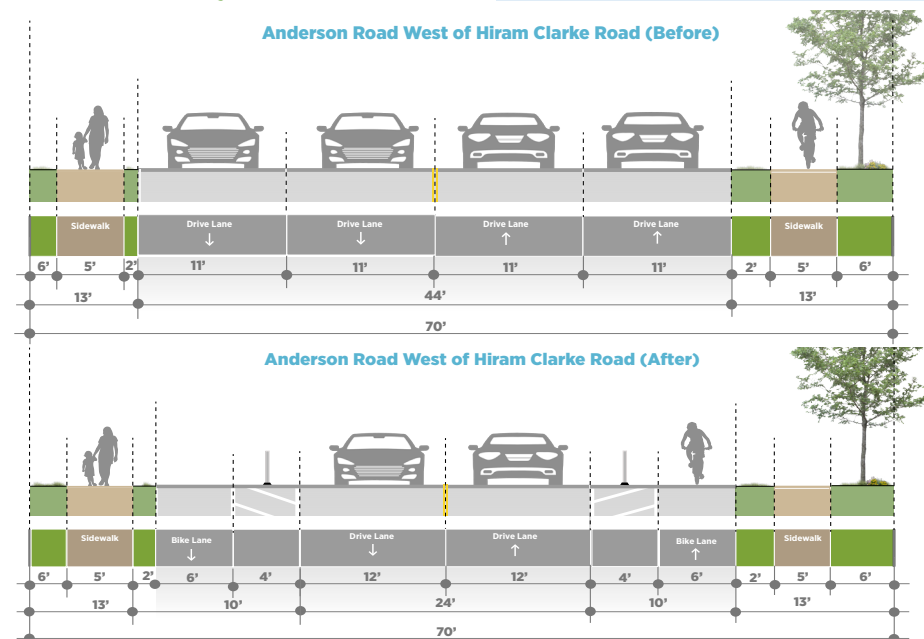
- Coordinate with Harris County Precinct 1 to ensure roadway improvements align with existing stormwater and infrastructure improvement projects.



Slow Streets Pilot Program

Anderson Road is an ideal candidate for the City of Houston's "Slow Streets" program that aims to reduce the amount of local streets being used as shortcuts by drivers and promote walkability and use of bicycles. The Slow Streets program was launched in 2020 in the Eastwood neighborhood in Houston as a response to fast-driving cars cutting through residential or local streets to get around traffic on main roads.

Figure 23, Anderson Road Roadway Cross Sections



Goal 3: Connected and Resilient, Objective 3: *Strengthen relationships with area agencies to build infrastructure systems that keep residents safe.*

Road Reconstruction - Blue Ridge Road

Description

Blue Ridge Road is a north-south street between Hillcroft Avenue and West Orem Drive that connects to Blue Ridge Park and other retail destinations. Land adjacent to Blue Ridge Road is currently being developed for multi-family residential use. Blue Ridge Road currently has one lane of traffic in each direction with open ditch drainage on each side and no sidewalk infrastructure. There is currently no pedestrian or bicycle infrastructure along this segment of the street and the poor pavement conditions of Blue Ridge Road has multiple patches and segments of cracked asphalt. In order to construct sidewalk infrastructure, it is recommended that the open ditch drainage is replaced with underground stormwater infrastructure.

Rationale

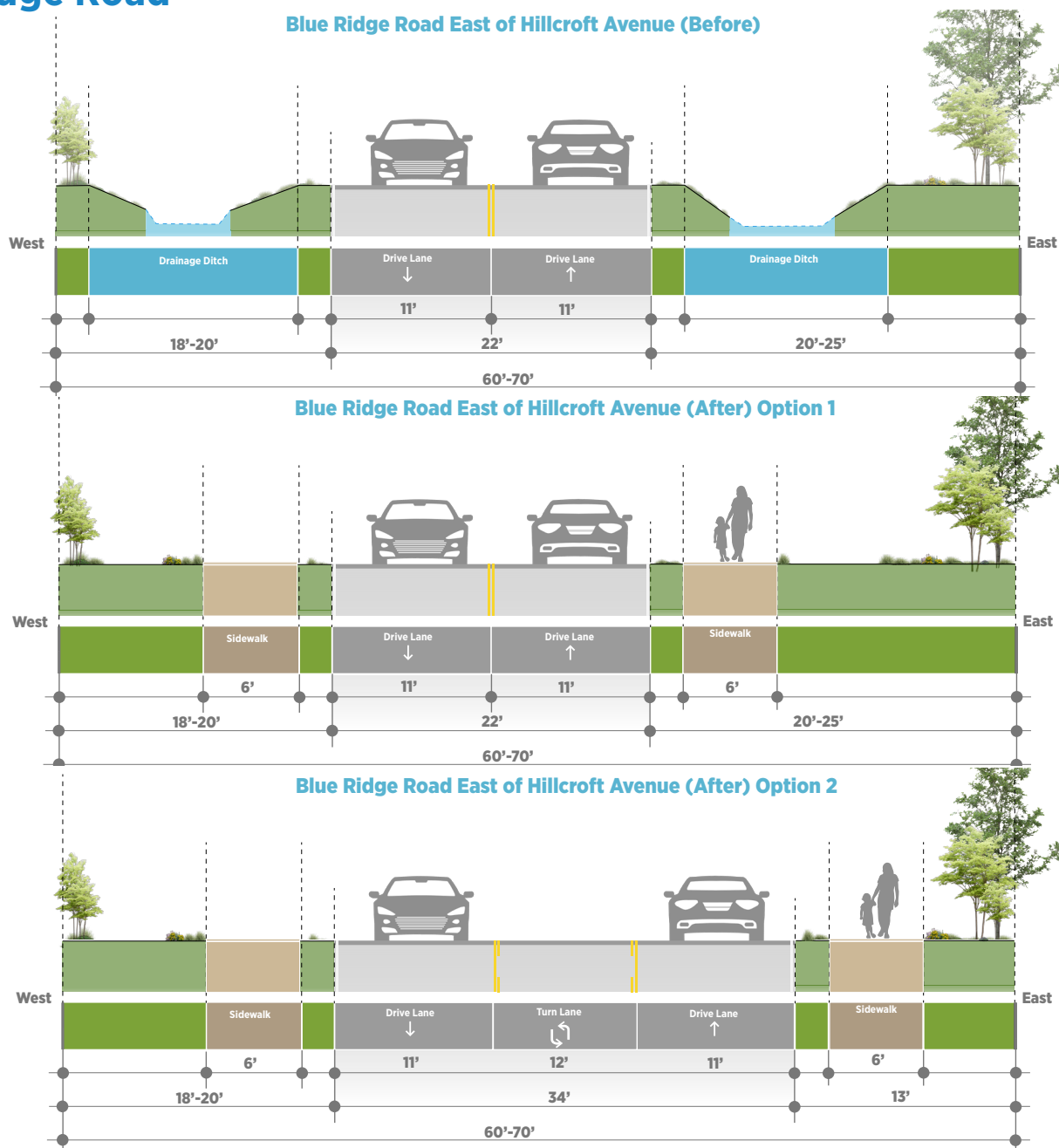
As the land along Blue Ridge Road gets developed, there will be a need for enhanced pedestrian and vehicle infrastructure.

There is an opportunity to connect residents north of West Orem Drive to Blue Ridge Park and the Sims Bayou Greenway Trail, as well as commercial and employment opportunities along Hillcroft Avenue south of Blue Ridge Road by adding six-foot wide sidewalks on both sides of Blue Ridge Road.

Action Steps

- Coordinate with Harris County, Precinct 1 and HPW to provide resurfacing and restriping of Blue Ridge Road.
- Coordinate with HPW to install underground stormwater infrastructure.

Figure 24, Blue Ridge Road Roadway Cross Sections



Goal 3: Connected and Resilient, Objective 3: *Strengthen relationships with area agencies to build infrastructure systems that keep residents safe.*

Road Improvement - FM 521/Alameda Road

Description

Alameda Road/FM 521 is a major north-south connector along the eastern edge of the Study Area connecting residents to employment centers in Pearland, Texas Medical Center, and Downtown Houston. In 2020, FM 521 had an Annual Average Daily Traffic (AADT) of 19,672. It is classified as a Principal Thoroughfare on the City of Houston's MTFP and a Principal Arterial by TxDOT.

Between Holmes Road and Reed Road, FM 521 has four travel lanes with a 120-foot right-of-way with open ditch drainage on both sides of the roadway. The Union Pacific Railroad to the east of the roadway is a major barrier for cycling and pedestrian travel and a constraint for development along the railroad right of way.

METRO currently has two routes that provide service along FM 521: Route 11 - Alameda/Lyons and 87 - Sunnyside, which both operate on 60-minute headways.

Bus stops along FM 521 lack amenities such as shelters, sidewalks, and benches, forcing transit riders to stand in the shoulder or in the grass as they wait for their bus. There is an opportunity to create sidewalk infrastructure along the western side, as well as a shared use path on the eastern side of FM 521 to facilitate pedestrian mobility and enhance transit use for METRO Routes 11 and 87.

The open ditch drainage system on the west side of FM 521 creates a challenge for sidewalk construction due to limited space between the roadway and drainage ditch. Based on functional classification, TxDOT requires a minimum four-to eight-foot shoulder width along FM 521. This presents a challenge as well as an opportunity to retrofit an additional shoulder width along FM 521 for cycling and pedestrian infrastructure. Slotted curbs have been implemented along other roadways in Houston such as Beverly Hill Street and Aldine Mail Route Road that provide enhanced safety measures for pedestrians. This type of vertical element can be implemented along the shoulder of FM 521, but would require additional geometric roadway design considerations.

An alternative to the slotted curb design and utilization of the shoulder would be to replace the existing drainage ditches with underground stormwater infrastructure. Replacing the existing drainage system would provide an additional 20 feet of space for a wider sidewalk system and protective barriers.

There is an opportunity to create a 10- to 12-foot wide shared use path along the eastern side of the roadway as a long-term project. According to the TxDOT Roadway Design Manual, work on or within 500 ft. of railroad right-of-way should be evaluated for impacts and coordination with the railroad entity and an approval letter is required for any project on or within 50 feet of railroad right-of-way. A shared use path will allow pedestrians and cyclists the opportunity to safely travel along FM 521 and enhance connectivity to northbound METRO Routes 11 and 87.

Rationale

Improvements to pedestrian infrastructure will increase pedestrian mobility and provide access to a variety of jobs around the Study Area.

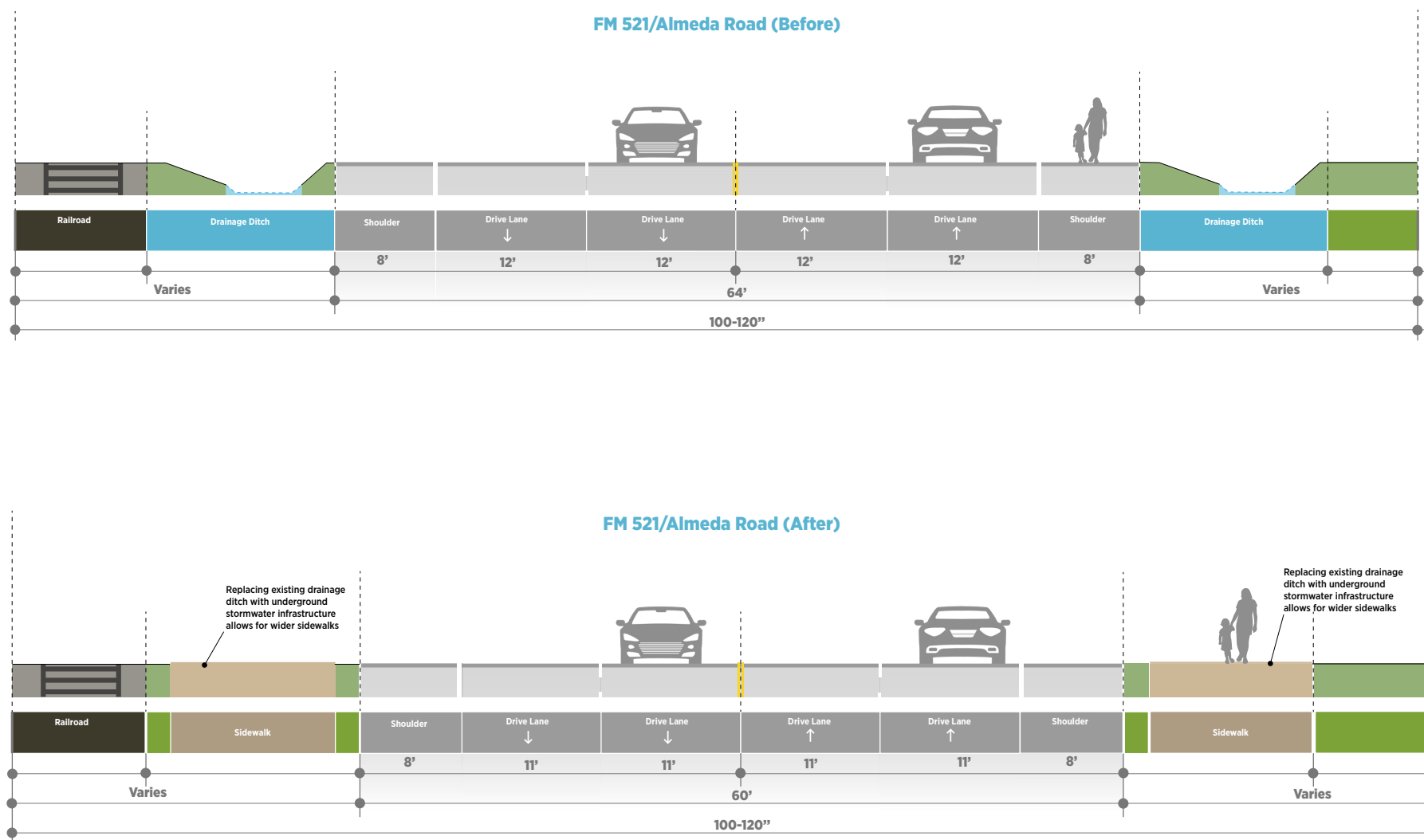
Installing sidewalks along the west side of Alameda Road will allow transit riders the opportunity for safe cycling and pedestrian travel to and from bus stops and destinations in the Study Area.

Action Steps

- Partner with TxDOT to provide funding for sidewalk installation along the west side of FM 521.
- Create five to seven year development timeframe for FM 521 sidewalk improvements.
- Coordinate with Union Pacific Railroad to determine feasibility of a 10 ft. to 12 ft. shared use path along the eastern side of FM 521.



Figure 25, FM 521/Alameda Road Roadway Cross Sections



Goal 3: Connected and Resilient, Objective 3: *Strengthen relationships with area agencies to build infrastructure systems that keep residents safe.*

Road Reconstruction - Allum Road

Description

Allum Road between South Post Oak Road and Hiram Clarke Road is identified on the City of Houston MTFP as a Principal Thoroughfare that connects to high-volume travel corridors. Currently, Allum Road has one 11-foot wide lane of traffic in each direction with open ditch drainage on each side of the street. According to TxDOT, the average daily traffic on Allum Road in 2019 was 6,144 vehicles. By 2040, Allum Road average daily traffic is projected to increase approximately 40 percent to 8,602 vehicles. Allum Road has a mixture of residential and commercial uses and is identified on the City of Houston Bike Plan to extend the high-comfort dedicated on-street bicycle infrastructure from West Airport Boulevard east of Hiram Clarke Road. There is an opportunity to widen Allum Road to one 11-foot wide travel lane in each direction with an 11-foot wide center turn lane, add protected bike lanes on each side, and build six ft. wide continuous sidewalks.

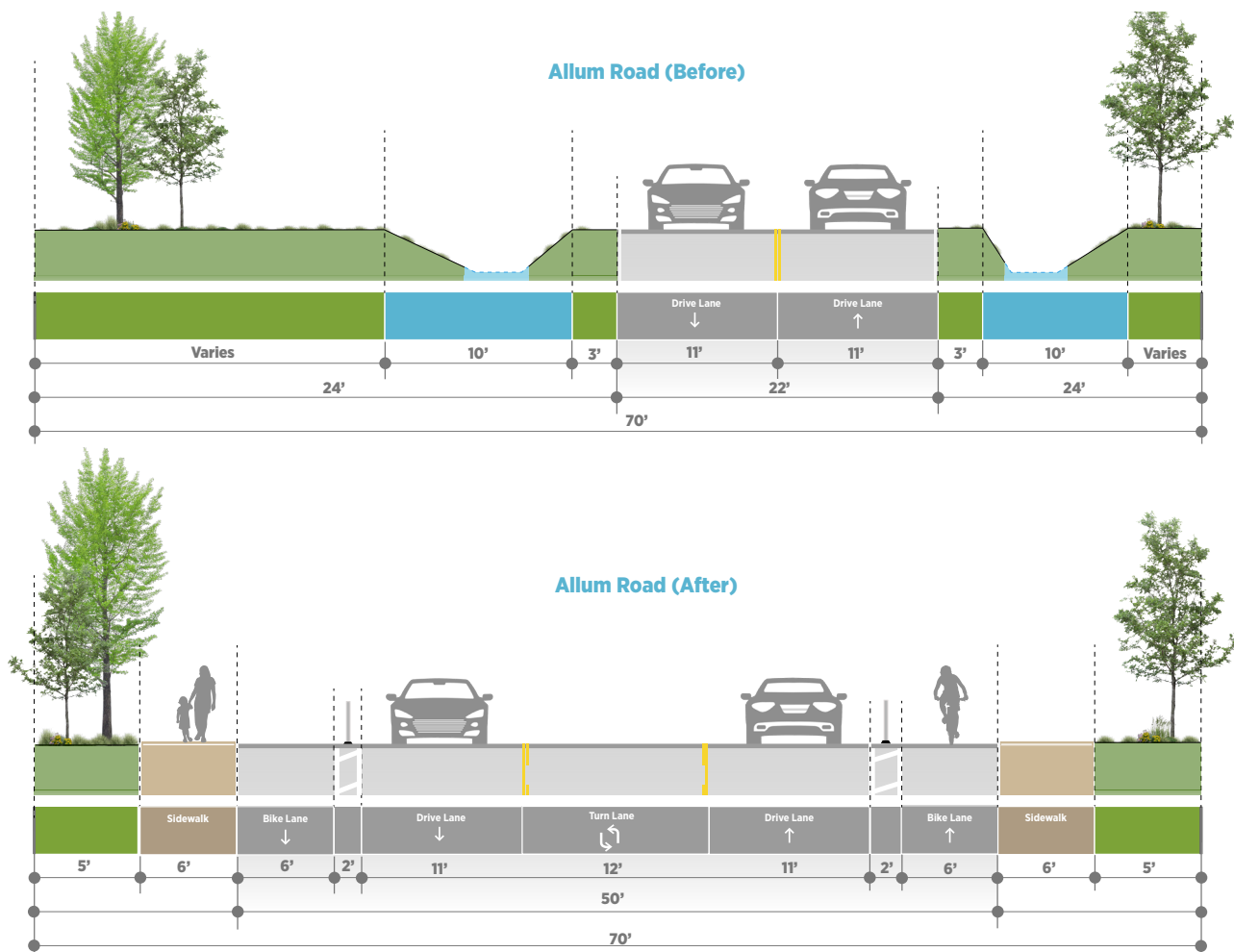
Rationale

There is an opportunity to continue existing bicycle, pedestrian, and vehicle infrastructure on West Airport Boulevard west along Allum Road. The extension of on-street bike lanes and sidewalk infrastructure from West Airport Boulevard will enhance pedestrian and bicycle connectivity and safety as well as connect to the CenterPoint Easement Trail.

Action Steps

- Coordinate with Harris County, Precinct 1 and City of Houston P&D to ensure roadway improvements align with existing and proposed plans.
- Coordinate with City of Houston Public Works Department to construct underground stormwater infrastructure.

Figure 26, Allum Road Roadway Cross Sections



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WILLOWRIDGE HIGH SCHOOL

16301



FOUR LANE NO PARKING TOW-AWAY-ZONE

CHAPTER 4

Implementation Plan

Introduction

The goal of this section is to clearly outline an implementation framework for each of the projects and policies mentioned in **Chapter 3, Recommendations**.

The following pages summarize unit and aggregate project and policy costs, identify key implementation champions and partnership opportunities, and propose an implementation timeframe.

The large scale of some proposed projects may require two or more agencies to serve as champions. This provides another opportunity for collaborative development across public agencies, private entities and local funders. Higher agencies of government, such as TxDOT, will likely continue to be a source of funding and technical assistance. It is advisable to make maximum use of financial assistance programs to leverage funding, thereby allowing more significant projects spread across larger geographic areas. Below is an explanation of elements on the following pages:

Implementation Matrix

- **Goal:** Desired outcomes identified through community and stakeholder engagement.
- **Objective:** Strategies identified through community and stakeholder engagement to reinforce project goals.
- **Recommendation:** Improvements to the Southwest Houston area based on feedback received during the public engagement process.
- **Type:** Identifies whether a recommendation is a project or policy.
- **Champion:** Identifies the primary organization responsible for leading the project or policy effort.
- **Partner Entity:** Identifies entities and organizations that will support or advocate for the Champion in implementing the project or policy.

Potential Funding Sources

- **Cost Estimate:** Cost estimates were determined using TxDOT bid tabs and project references, and should only be used to assess the feasibility and budget for improvements and new infrastructure construction. Costs for landscape sitework improvements are subject to field verification, additional design development, construction documentation and generally use a 20 percent contingency markup to capture permitting, labor, and other undeterminable costs. Project costs cannot account for expenses related to private developer construction or land acquisition. The estimated costs of implementing policies and programs, such as Bike Rx Fitness Equipment Prescriptions, were calculated based on labor hours of dedicated staff (or multiple staff persons) multiplied by a base rate, assuming 2,080 annual labor hours. Policy and program costs do not estimate the value of incentives offered through the policy or program.
- **Timeframe:** Recommendations were divided into three categories for a potential implementation horizon: S = Short Term (1-3 Years), M = Medium Term (3-5 years), and L = Long Term (5-10 years).
- **Funding Sources:** Evaluates potential financing opportunities at the local/regional, state, and federal level.
- **Community Preference:** Gauges the level of community support based on feedback received during Public Meeting #3. Although all projects were generally supported by the community, this column further indicates which projects were most supported by tallying the total number of votes received during Public Meeting #3. A higher number in this column indicates that more community members voted for a particular item.

Implementation Matrix

Goal	Objective	Recommendation	Type	Champion	Partner Entity																				
					P&D	HPARD	HPW	FBCDD	FBCFCD	FBCHHS	FBCP2	FBCTRA	FBISD	HCFCDD	HCHCSD	HCHHS	HCP1	HCTRA	H-GAC	HISD	HPB	T/MD	THHSC	PDEV	TxDOT
Healthy and Active	1	Park Enhancements	Project	HPARD		X					X					X		X		X					
		Park Programming	Policy	Council District K							X					X				X					
	2	Ft. Bend Ditch/Canal Trail	Project	TIRZs/Management Districts			X		X		X			X		X									
	3	Expand BCycle Stations	Project	Council District K			X												X						
		BikeRx Fitness Equipment Prescription	Policy	Council District K						X	X				X	X					X	X			X
Thriving and Learning	1	Catalyst Site 1 - FountainLife Center*	Project	TIRZs/Management Districts																X		X			X
		Catalyst Site 2 - Edison Center*	Project	TIRZs/Management Districts																X		X			
	2	Infill Development	Policy	CoHP&D				X						X						X					
	3	Economic Development Resources	Policy	Council District K																X					
		Skills Training and Partnership	Policy	Council District K																X					
Connected and Resilient	1	Pedestrian Bridge Connections	Project	HPW					X						X						X				
		Madison Mile Median Enhancement	Project	Council District K														X		X					X
		Traffic Calming Program	Project	CoHP&D			X				X		X			X		X						X	
		Sidewalk Enhancement Program	Policy	TIRZs/Management Districts	X		X					X				X								X	
	2	METRO Enhancements	Project	TIRZs/Management Districts																	X				
		Catalyst Site 3 - Fannin Apartments	Project	HPW/METRO			X													X				X	
	3	Access Management Studies	Policy	TIRZs/Management Districts	X		X																	X	
		MTFP Classification	Policy	Council District K	X																				
		Road Reconstruction (Anderson Road, Allum Road, Blue Ridge Road)	Project	HPW																				X	
		Road Improvement (FM 521/Almeda Road)	Project	TxDOT			X													X				X	X
		Intersection Improvements	Project	TxDOT			X																		

* Cost estimates do not include private land acquisition and development.

Partner Entity Abbreviations

P&D = City of Houston Planning and Development Department
 HPARD = City of Houston Parks and Recreation Department
 HPW = City of Houston Public Works Department
 FBCDD = Fort Bend Community Development Department
 FBCFCD = Fort Bend County Flood Control District
 FBCHHS = Fort Bend County Health and Human Services
 FBCP2 = Fort Bend County Precinct 2
 FBCTRA = Fort Bend County Toll Road Authority

FBISD = Fort Bend Independent School District
 HCFCDD = Harris County Flood Control District
 HCHCSD = Harris County Housing and Community Services Department
 HCHHS = Harris County Health and Human Services
 HCPI = Harris County Precinct 1
 HCTRA = Harris County Toll Road Authority
 H-GAC = Houston-Galveston Area Council

HISD = Houston Independent School District
 HPB = Houston Parks Board
 T/MD = TIRZs/Management Districts
 THHSC = Texas Health and Human Services Commission
 PDEV = Private Developer
 TxDOT = Texas Department of Transportation

Potential Funding Sources

Goal	Objective	Recommendation	Type	Cost Estimate	Timeframe	Funding Sources			Community Preference (Total Votes at Public Meeting #3)
						Local & Regional	State Agency	Federal Government	
Healthy and Active	1	Park Enhancements	Project	\$1,057,158	M	X	X		19
		Park Programming	Policy	\$106,080	S	X	X		17
	2	Ft. Bend Ditch/Canal Trail	Project	\$6,565,833	L	X	X	X	13
	3	Expand BCycle Stations	Project	\$162,000	S	X	X		13
		BikeRx Fitness Equipment Prescription	Policy	\$212,160	S	X	X	X	5
Thriving and Learning	1	Catalyst Site 1 - FountainLife Center*	Project	\$2,614,728	L	X	X	X	9
		Catalyst Site 2 - Edison Center*	Project	\$211,734	L	X	X	X	7
	2	Infill Development	Policy	\$636,480	S	X			2
	3	Economic Development Resources	Policy	\$424,320	M	X	X	X	11
		Skills Training and Partnership	Policy	\$424,320	S	X	X	X	16
Connected and Resilient	1	Pedestrian Bridge Connections	Project	\$1,782,000	S	X	X		8
		Madison Mile Median Enhancement	Project	\$329,340	S	X	X		15
		Traffic Calming Program	Project	\$343,200	L	X	X	X	15
		Sidewalk Enhancement Program	Policy	\$424,320	L	X	X		11
	2	METRO Enhancements	Project	\$720,000	S	X			7
		Catalyst Site 3 - Fannin Apartments	Project	\$3,560,412	L	X	X	X	7
	3	Access Management Studies	Policy	\$630,000	L	X	X		6
		MTFP Classification	Policy	\$53,040	M	X			7
		Road Reconstruction (Anderson Road, Allum Road, Blue Ridge Road)	Project	\$39,247,200	L	X	X	X	10
		Road Improvement (FM 521/Almeda Road)	Project	\$336,000 - \$67,200,000	M	X	X	X	-
		Intersection Improvements	Project	\$21,411,594.60	L	X	X	X	14
	Cost Estimate Total: \$81,274,720 - \$148,138,720								

Local/Regional Funding

The following list provides examples of local/regional funding opportunities for projects and programs:

- **City of Houston:** The City of Houston has the ability to support projects and programs to improve safety, mobility, and quality of life, by allocating funds through the Capital Improvement Plan (CIP). The CIP addresses major functional needs for the City, such as fire, general governance, housing, stormwater drainage, street and traffic infrastructure, etc.
- **TIRZ/Management District Funding:** TIRZs and Management Districts collect assessments on businesses and properties within their service area boundaries. They then allocate assessment revenue for planning, engineering and construction of new streets, water distribution facilities, wastewater collection facilities, storm drainage improvements, roadway and street reconstruction projects, cultural and public facility improvements, parks and other related improvements. TIRZs and Management Districts typically partner with other entities to administer projects, and share costs or resources.
- **Harris/Fort Bend County:** Through various departments such as the Health and Human Services, Community Development, Economic Development, or Housing Authority, Harris County and Fort Bend County may be able to provide financial support for infrastructure development or training programs. For example, the Harris County Community Services Department manages and administers Community Development Block Grants (CDBG) to develop viable urban communities through the provision of housing and economic opportunity.

- **Harris-Galveston Subsidence District:** Through the Water Conservation Grant Program, the District provides grant funds for projects that can achieve quantifiable water conservation, especially those projects and programs that correlate to implementing irrigation best management practices, water loss control measures, and water efficiency measures.
- **Lower Colorado River Authority (LCRA):** Through the Community Development Partnership Program, LCRA funds capital improvement projects including energy efficiency and water conservation, education, volunteer fire departments, and public safety organizations impacted by wildfires and extreme drought conditions. Projects must be in the LCRA's service area.

Other examples of local/regional funding opportunities include partnerships with local K-12 school district budgets, higher education institutions, and local advocacy networks.

State Agency Funding

The following list provides examples of state agency funding opportunities for projects and programs:

- **Texas Department of Transportation (TxDOT)**
 - **TxDOT Green Ribbon Program:** The goal of the Green Ribbon Program is to beautify landscape within TxDOT rights of way. The grant will fund landscape installation and the local government is responsible for landscape maintenance for at least five years. The grant is an annual competition held through

local TxDOT districts with various deadlines depending on the district.

- **Surface Transportation Program Set-Aside Program:** The Surface Transportation Program is a federal program for metro mobility administered as a set-aside through TxDOT for urbanized areas with populations greater than 200,000. This program helps states fund a variety of activities related to improving transportation assets, including on- and off-road pedestrian and bicycle facilities, environmental mitigation, and creating or improving recreational trails projects. Activities must be related to surface transportation, and can include the construction, planning, and design of infrastructure-related projects providing safe routes for non-drivers, pedestrians, and cyclists.
- **Safe Routes to School (SRTS):** This program aims to make it safer for students to walk and bike to school and encourage more walking and biking where safety is not a barrier. This funding is administered locally through TxDOT and the local MPO.
- **Unified Transportation Program (UTP):** The UTP is TxDOT's 10-year plan that guides the development of transportation work across the state. Organized into 12 funding categories, with each one addressing a specific type of work, the UTP authorizes the distribution of construction dollars expected to be available over the next 10 years. Within the UTP framework, TxDOT works with elected officials, local planning organizations, and the public to select and fund the state's highest priority transportation projects.
- **Texas Water Development Board**
 - **Clean Water State Revolving Fund (CWSRF) Loan Program:** The CWSRF Loan Program is a U.S. Environmental Protection Agency

(EPA) program dispersed to the state and administered to local governments by the Texas Water Development Board in Texas. The CWSRF provides low-cost financing for a wide range of stormwater, reuse (e.g., recycled water irrigation), and other pollution control projects. Streamlining of the program provides year-round funding as projects are included in the CWSRF Intended Use Plan.

- **Texas Parks and Wildlife Department**

- **Recreational Trails Grant:** Provides funding for motorized and non-motorized recreational trail projects such as the construction of new recreational trails, improvements to existing trails, development of trailheads or trailside facilities, and acquisition of trail corridors.

- **Local Grant Program:** The Local Park Grant Program consists of five individual programs that assist local units of government with the acquisition and/or development of public recreation areas and facilities throughout the State of Texas. The Program provides 50 percent matching grants on a reimbursement basis to eligible applicants. All grant assisted sites must be dedicated as parkland in perpetuity, properly maintained and open to the public.

- **Texas General Land Office:** Offers green infrastructure program development, stormwater quality management, and climate resilience based funding for infrastructure improvements. Projects can be funded through the GLO's Community Development Block Grant Mitigation (CDBG-MIT) funding calls to mitigate storm and flood impacts.

- **Chapter 380 Economic Development**

- **Agreements:** Authorizes municipalities to offer incentives designed to promote economic development such as commercial and retail projects. Specifically, it provides for offering loans and grants of city funds or services at little

to no cost to promote state or local economic development and to stimulate business and commercial activity.

Federal Government Funding

The following list provides examples of federal government funding opportunities for projects and programs:

- **American Rescue Plan Act (ARPA):** Signed into law March 2021, this program provides \$350 billion in additional funding for state and local governments. ARPA funds can be used to provide assistance to small businesses, households, and hard-hit industries due to the impacts of COVID-19, as well as investments in water, sewer, and broadband infrastructure.

- **U.S. Federal Highway Administration**

- **Section 5310 Funding:** This program provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service is unavailable, insufficient, or inappropriate to meeting these needs.

- **Congestion Mitigation and Air Quality Improvement Program (CMAQ):** This program provides flexible funding to State and local governments for transportation projects and programs to help meet the requirements for the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards

for ozone, carbon monoxide, or particulate matter, and for former nonattainment areas that are now in compliance.

- **Highway Safety Improvement Program**

- **(HSIP):** This program is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

- **U.S. Department of Transportation**

- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant Program:**

- This program provides funding for road, rail, transit, and port projects that achieve national environmental sustainability objectives. This includes projects that consider climate change and environmental justice in the planning stage.

- **Safe Streets and Roads for All (SS4A) Grant Program:**

- This program supports funding for regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries through the Bipartisan Infrastructure Law.

- **Carbon Reduction Program:** States may use Carbon Reduction Program funds for projects that support the reduction of transportation emissions, including: the construction, planning, and design of trail facilities for pedestrians, cyclists, and other nonmotorized forms of transportation; public transportation projects; and congestion management technologies.

- **Healthy Streets Program:** The Healthy Streets Program will be available to states, local governments, Tribal governments, and other eligible entities to utilize cool pavements and porous pavements, and to expand tree cover, for the purposes of mitigating urban heat islands, improving air quality, and

reducing the extent of impervious surfaces, storm water runoff and flood risks, and heat impacts to infrastructure and road users.

– **Federal Emergency Management Agency (FEMA)**

– **Flood Mitigation Assistance Program**

(FMA): This program is administered through the Texas Water Development Board and provides federal funding to help states and communities pay for cost effective ways to reduce or eliminate the long-term risk of flood damage to structures that are insured under the National Flood Insurance Program (NFIP). Projects should be listed in a local, current, FEMA-approved Hazard Mitigation Plan.

– **Hazard Mitigation Grant Program (HMGP):**

This program is administered through the Texas Department of Emergency Management (TDEM), and supports projects that will mitigate disasters, like flooding, when the project is listed in a local, current, FEMA-approved Hazard Mitigation Plan. Funds are released following disaster declarations.

–

– **Federal Transportation Authority (FTA)**

– **Buses and Bus Facilities Program:** This program assists in the financing of buses and bus facilities capital projects, including replacing, rehabilitating, purchasing or leasing buses, or related equipment; and rehabilitating, purchasing, constructing or leasing bus-related facilities. Additionally, recipients are permitted to use up to 0.5 percent of their requested grant award for workforce development activities eligible

under federal public transportation law (49 U.S.C. 5314(b)) and an additional 0.5 percent for costs associated with training at the National Transit Institute.

– **Low or No Emissions Grant Program:** The Low-No Program (5339(c)) provides funding for the purchase or lease of zero-emission and low-emission transit buses as well as for the acquisition, construction, or leasing of supporting facilities and equipment.

– **Section 5316:** Funds projects that provide work transportation or transportation to support services such as training, job search and child care. Funds are administered through TxDOT.

– **Section 5317:** Provides funds for projects that provide new public transportation services and public transportation alternatives beyond those currently required by the Americans with Disabilities Act. TxDOT administers the program and is responsible for ensuring consistency between the preparation of FTA-mandated coordinated, regional, public transit-human service plans and applicable metropolitan or statewide transportation planning processes outlined in 23 CFR 450.306(g).

– **U.S. Bureau of Reclamation**

– **WaterSMART Water and Energy Efficiency Grant Program:** This program provides 50/50 cost share funding to irrigation and water districts, tribes, states and other entities with water or power delivery authority. Projects conserve and use water more efficiently and accomplish other benefits that contribute to water supply reliability, including projects for water-wise irrigation, lining of a section of a canal to address seepage, or upgraded advanced meter reading.

– **WaterSMART Small Scale Water Efficiency Grant Program:** This program funds projects similar to those in the Water and Energy

Efficiency Program, but requires less of a burden to show substantial water savings per project, and is more appropriate for projects with a total project cost of \$225,000 or less.

– **WaterSMART Environmental Water**

Resources Projects Grant Program: This program will fund similar projects to those in the Water and Energy Efficiency and Small Scale Water Efficiency Grant Programs, but must result in quantifiable and sustained water savings and benefit ecological values. Projects include water management or infrastructure improvements to mitigate drought-related impacts to ecological values, and watershed management or restoration projects benefitting ecological values that have a nexus to water resources or water resources management.

– **U.S. Economic Development Agency (EDA)**

– **Public Works and Economic Adjustment**

Assistance: This program provides economically distressed communities and regions with comprehensive and flexible resources to address a wide variety of economic needs. Projects funded by these programs will support work leading to the creation and retention of jobs and increased private investment, advancing innovation, enhancing the manufacturing capacities of regions, providing workforce development opportunities, and growing ecosystems that attract foreign direct investment. Funds will support construction, non-construction, planning, technical assistance, and revolving

loan fund projects including construction of public facilities that support at least two new or existing private businesses (e.g., sewer or road improvements).

– **U.S. Department of Housing and Urban Development (HUD)**

– **Community Development Block Grant:**

The Community Development Block Grant (CDBG) Program provides annual grants on a formula basis to states, cities, and counties to develop viable urban communities by providing decent housing and a suitable living environment, and by expanding economic opportunities, principally for low- and moderate-income persons.

– **Choice Neighborhood Implementation Grant:**

The Choice Neighborhoods program leverages significant public and private dollars to support locally driven strategies that address struggling neighborhoods with distressed public or HUD-assisted housing through a comprehensive approach to neighborhood transformation.

– **Neighborhood Stabilization Program:**

The Neighborhood Stabilization Program (NSP) was established for the purpose of providing emergency assistance to stabilize communities with high rates of abandoned and foreclosed homes, and to assist households whose annual incomes are up to 120 percent of the area median income (AMI).

– **U.S. Small Business Administration (SBA)**

– **Management and Technical Assistance Program:**

This program helps provide high-quality assistance to SBA-approved small businesses to help them successfully compete for federal, state, and local contracting opportunities. Businesses in the program receive training, executive education, and assistance in accounting, marketing, financial analysis, and contract management.

- **Grants for Community Organizations:** The SBA offers a variety of grants for community organizations and cooperative agreements that support small business growth and development. These programs include financial support for veteran-owned small businesses; the Federal and State Technology (FAST) Partnership Program, which funds organizations that support small business innovation; and the Program for Investors in Microentrepreneurs (PRIME), an annual grant that funds capacity-building and training, technical assistance and guidance to disadvantaged microentrepreneurs.

Private Funding Sources

The following list provides examples of private funding sources:

- **AARP Community Challenge** provides small grant funding for quick-action projects that advance economic opportunity among low-income older adults.
- The **National Recreation and Park Association (NRPA)** offers "Parks as Community Wellness Hubs" grant funding to increase equitable access to health foods and reduce food insecurity.
- **Local Initiatives Support Corporation (LISC)** provides nationwide grants to business owners in geographically-targeted areas of the country.
- **Bezos Earth Fund:** The Solutions Project funds grassroots organizations at the forefront of climate solutions through its climate and equity fund. The Solutions Project funds and amplifies grassroots climate justice solutions created by Black, Indigenous, immigrant, women, and other People of Color-led organizations across the U.S. and Puerto Rico.
- The **Houston Parks Board** is currently leading the \$220 million Bayou Greenways 2020 project to complete a 150- mile network of connected parks and trails along Houston's major waterways, including along Sims Bayou in the project area.
- The **Brown Foundation** contributed a substantial donation to the Bayou Greenways 2020 project, and is dedicated to building, sustaining, and enhancing organizations that make Houston a stronger, more vibrant community. The Foundation may be available for additional future investment in the project area.
- The **Kinder Foundation** contributed a substantial donation to the Bayou Greenways 2020 project, including for hike and bike trails, directional and educational signage, trash and recycling bins, benches, ornamental design features, landscaping, new trailhead facilities, and neighborhood gateway connections. The Foundation may be available to provide future investment.
- The **Houston Endowment** is a private philanthropic institution that works across the community for the benefit of the people of greater Houston. They have been instrumental in parks and green space funding.
- The **Perry Homes Foundation** provided \$1 million in sponsorship for the Bayou Greenways 2020 initiatives in Houston, including for trail projects along Sims Bayou. The Foundation may be available for future funding.

Goal 1: Healthy and Active, Objective 1: *Ensure that parks and open spaces are accessible to all through universal and inclusive design.*

Park Enhancements

Townwood Park				
Item	Unit Cost	Unit	Quantity	Subtotal
Pedestrian Bridge	\$135,000.00	Each	1	\$135,000.00
Walking Trail	\$38.89	Linear Foot	2,833	\$110,175.37
ADA Compliant Sidewalk Ramp	\$3,000.00	Each	8	\$24,000.00
Signage Enhancement	\$300.00	Each	3	\$900.00
Crosswalk Striping	\$1.00	Linear Foot	350	\$350.00
Subtotal				\$270,425.37
20% Contingency				\$54,085.07
Total				\$324,510.44

Simon Minchen Park				
Item	Unit Cost	Unit	Quantity	Subtotal
Walking Trail	\$38.89	Linear Foot	1,838	\$71,479.82
Pedestrian Gateway	\$15,000.00	Each	1	\$15,000.00
Subtotal				\$86,479.82
20% Contingency				\$17,295.96
Total				\$103,775.78

Brentwood Park				
Item	Unit Cost	Unit	Quantity	Subtotal
ADA Compliant Sidewalk Ramp	\$3,000.00	Each	6	\$18,000.00
Crosswalk Striping	\$1.00	Linear Foot	250	\$250.00
Subtotal				\$18,250.00
20% Contingency				\$3,650.00
Total				\$21,900.00

Linear Park				
Item	Unit Cost	Unit	Quantity	Subtotal
Walking Trail	\$38.89	Linear Foot	8,320	\$323,564.80
Pedestrian Bridge	\$135,000.00	Each	1	\$135,000.00
Signage Enhancement	\$300.00	Each	3	\$900.00
Subtotal				\$459,464.80
20% Contingency				\$91,892.96
Total				\$551,357.76

Cambridge Village Park				
Item	Unit Cost	Unit	Quantity	Subtotal
New Trail Connections to Existing Neighborhoods	\$38.89	Linear Foot	770	\$29,945.30
ADA Compliant Sidewalk Ramp	\$3,000.00	Each	4	\$12,000.00
Pedestrian Access Signage	\$300.00	Each	10	\$3,000.00
Stop Signage	\$300.00	Each	4	\$1,200.00
Crosswalk Striping	\$1.00	Linear Foot	200	\$200.00
Subtotal				\$46,345.30
20% Contingency				\$9,269.06
Total				\$55,614.36

Park Enhancement Projects	
Subtotal - All	\$880,965.29
Contingency - All	\$176,193.06
Total Cost - All	\$1,057,158.35

Goal 1: Healthy and Active, Objective 1: *Ensure that parks and open spaces are accessible to all through universal and inclusive design.*

Park Programming

Park Programming				
Item	Unit Cost	Unit	Quantity	Subtotal
Annual Costs of Program Administration and Management	\$85.00	Labor Hours	1,040	\$88,400.00
Subtotal				\$88,400.00
20% Contingency				\$17,680.00
Total				\$106,080.00

Goal 1: Healthy and Active, Objective 3: *Support physical and mental health through increasing access to grocery stores and healthcare services and promoting health related activities.*

Expand BCycle Stations

Expand BCycle Stations				
Item	Unit Cost	Unit	Quantity	Subtotal
BCycle Station Installation (includes docks and bicycles)	\$45,000.00	Each	3	\$135,000.00
Subtotal				\$135,000.00
20% Contingency				\$27,000.00
Total				\$162,000.00

Bike Rx Fitness Equipment Prescription

Bike Rx Prescriptions				
Item	Unit Cost	Unit	Quantity	Subtotal
Annual Costs of Program Administration and Management	\$85.00	Labor Hours	2,080	\$176,800.00
Subtotal				\$176,800.00
20% Contingency				\$35,360.00
Total				\$212,160.00

Goal 1: Healthy and Active, Objective 2: *Create an integrated and continuous system of trails and urban greenways that enhances cycling and pedestrian use and builds off of the Sims Bayou Greenway Trail system.*

Trail Network

Trail Network												
Proposed Recreational Trails			Proposed Trail Length		Trail Construction	Trail Crossing Signage		Pedestrian Crossing Signage		Pedestrian-level Lighting		Segment Cost
Phase	Map Label	Name	Miles	Feet		Quantity	Cost	Quantity	Cost	Quantity	Cost	
1	Q	Willowridge Connect	0.78	4,123	\$160,356	4	\$1,200	4	\$1,200	17	\$85,000	\$247,756
	O	Court Bend	0.55	2,921	\$113,585	2	\$600	2	\$600	12	\$60,000	\$174,785
	P	Parkridge Connect	0.52	2,742	\$106,644	2	\$600	2	\$600	11	\$55,000	\$162,844
	N	Post Oak Parallel	0.93	4,935	\$191,926	2	\$600	2	\$600	20	\$100,000	\$293,126
2	C	Corsair Connect	0.32	1,690	\$65,713	4	\$1,200	2	\$600	7	\$35,000	\$102,513
	D	Ridgecreek Crossing	0.75	3,967	\$154,291	4	\$1,200	2	\$600	16	\$80,000	\$236,091
	E	Chimney Ridge	1.15	6,062	\$235,761	4	\$1,200	4	\$1,200	25	\$125,000	\$363,161
3	K	Samoa Crossing	0.88	4,622	\$179,756	4	\$1,200	4	\$1,200	19	\$95,000	\$277,156
4	I	Sway Connect	1.01	5,316	\$206,726	4	\$1,200	4	\$1,200	22	\$110,000	\$319,126
	J	Fuqua Crossing	0.66	3,492	\$135,816	4	\$1,200	4	\$1,200	14	\$70,000	\$208,216
5	L	Mackinaw	0.42	2,215	\$86,139	4	\$1,200	2	\$600	9	\$45,000	\$132,939
	M	Ridgemont	1.45	7,681	\$298,729	8	\$2,400	4	\$1,200	31	\$155,000	\$457,329
6	A	Anderson Oaks	0.92	4,862	\$189,079	2	\$600	4	\$1,200	20	\$100,000	\$290,879
	B	Sam Houston Crossing	0.28	1,469	\$57,135	4	\$1,200	4	\$1,200	6	\$30,000	\$89,535
7	F	Fort Bend Blue Ridge	0.89	4,722	\$183,650	4	\$1,200	4	\$1,200	19	\$95,000	\$281,050
	G	Fondren Connect	0.85	4,498	\$174,912	4	\$1,200	4	\$1,200	18	\$90,000	\$267,312
	H	Rupprock Connect	0.82	4,325	\$168,201	4	\$1,200	4	\$1,200	18	\$90,000	\$260,601
8	R	Quail Park	0.78	4,102	\$159,540	2	\$600	2	\$600	17	\$85,000	\$245,740
	S	Sims Minchen Connect	0.35	1,839	\$71,504	0	\$-	0	\$-	8	\$40,000	\$111,504
	T	West Orem Loop	1.39	7,360	\$286,216	4	\$1,200	4	\$1,200	30	\$150,000	\$438,616
	U	Blue Ridge Connect	1.63	8,585	\$333,851	4	\$1,200	4	\$1,200	35	\$175,000	\$511,251
Grand Total			17.33	91,528	\$3,559,528	74	\$22,200	66	\$19,800	374	\$1,870,000	\$5,471,528

Note: The installation intervals of each trail element was calculated based on the proposed trail length. For example, it is recommended to install one pedestrian-level light every 250 feet. Signage quantities reference TxDOT Manual for Uniform Traffic Control Devices (MUTCD) per number of roadway crossings on an as-needed basis. Additional amenities to consider above include 911 emergency location signage (one every 0.33 miles), shade trees (one every 50 feet), and ornamental trees (two every 50 feet).

Goal 2: Thriving and Learning, Objective 1: *Encourage contextually appropriate development that provides safe and interactive community gathering spaces.*

Catalyst Site 1 - The FountainLife Center

Catalyst Site 1 - FountainLife Center				
Item	Unit Cost	Unit	Quantity	Subtotal
Roadway Extension	\$1,650.00	Linear Foot	1,100	\$1,815,000.00
Sidewalk Construction	\$38.89	Linear Foot	6,000	\$233,340.00
Sheltered Bus Stops	\$20,000.00	Each	4	\$80,000.00
ADA Compliant Sidewalk Ramp	\$3,000.00	Each	8	\$24,000.00
Road Diet: Dunlap Dr.	\$2,500.00	Each	8	\$20,000.00
Crosswalk Signage	\$300.00	Each	22	\$6,600.00
Crosswalk Striping	\$1.00	Linear Foot	700	\$700.00
Subtotal				\$2,178,940.00
20% Contingency				\$435,788.00
Total				\$2,614,728.00

Catalyst Site 2 - Edison Center

Catalyst Site 2 - Edison Center				
Item	Unit Cost	Unit	Quantity	Subtotal
ADA Compliant Sidewalk Ramp	\$3,000.00	Each	12	\$36,000.00
Sidewalk Construction	38.89	Linear Foot	500	\$19,445.00
Crosswalk Striping	\$1.00	Linear Foot	1,000	\$1,000.00
New METRO Bus Stops	\$20,000.00	Each	6	\$120,000.00
Subtotal				\$176,445.00
20% Contingency				\$35,289.00
Total				\$211,734.00

Note: Cost estimates do not include land acquisition and private development construction.

Goal 2: Thriving and Learning, Objective 2: *Implement programs that encourage development and redevelopment of diverse housing options for current and future residents.*

Infill Development Support

Infill Development Program				
Item	Unit Cost	Unit	Quantity	Subtotal
Annual Program Costs	\$85.00	Labor Hours	6,240	\$530,400.00
Subtotal				\$530,400.00
20% Contingency				\$106,080.00
Total				\$636,480.00

Goal 2: Thriving and Learning, Objective 3: *Empower small businesses and support entrepreneurship and employment through local and regional economic and educational partnerships.*

Economic Development Resources

Economic Development Resources Program				
Item	Unit Cost	Unit	Quantity	Subtotal
Annual Program Costs	\$85.00	Labor Hours	4,160	\$353,600.00
Subtotal				\$353,600.00
20% Contingency				\$70,720.00
Total				\$424,320.00

Skills Training and Partnerships

Skills Training and Partnerships Program				
Item	Unit Cost	Unit	Quantity	Subtotal
Annual Program Costs	\$85.00	Labor Hours	4,160	\$353,600.00
Subtotal				\$353,600.00
20% Contingency				\$70,720.00
Total				\$424,320.00

Goal 3: Connected and Resilient, Objective 1: *Create safer places and infrastructure for walking and biking with close proximity to area destinations such as schools, parks, and employment centers.*

Pedestrian Bridge Connections

Pedestrian Bridge Connections				
Item	Unit Cost	Unit	Quantity	Subtotal
Pedestrian Bridge	\$135,000.00	Each	11	\$1,485,000.00
Subtotal				\$1,485,000.00
20% Contingency				\$297,000.00
Total				\$1,782,000.00

Madison Mile Median Enhancement

Madison Mile Median Enhancements				
Item	Unit Cost	Unit	Quantity	Subtotal
New Median Trail Construction	\$38.89	Linear Foot	5000	\$194,450.00
Wooden Pavilion	\$7,500.00	Each	5	\$37,500.00
Art Installation	\$10,000.00	Each	3	\$30,000.00
ADA Compliant Sidewalk Ramp	\$3,000.00	Each	2	\$6,000.00
Park Bench	\$1,500.00	Each	4	\$6,000.00
Crosswalk Striping	\$1.00	Linear Foot	500	\$500.00
Subtotal				\$274,450.00
20% Contingency				\$54,890.00
Total				\$329,340.00

Sidewalk Enhancement

Sidewalk Enhancement Program				
Item	Unit Cost	Unit	Quantity	Subtotal
Annual Costs of Program Administration and Management	\$85.00	Labor Hours	4160	\$353,600.00
Subtotal				\$353,600.00
20% Contingency				\$70,720.00
Total				\$424,320.00

Goal 3: Connected and Resilient, Objective 2: *Coordinate with area transit agencies to enhance transit opportunities to enable convenient access to local and regional destinations.*

METRO Enhancements

METRO Enhancements				
Item	Unit Cost	Unit	Quantity	Subtotal
Sheltered Bus Stops	\$20,000.00	Each	30	\$600,000.00
Subtotal				\$600,000.00
20% Contingency				\$120,000.00
Total				\$720,000.00

Catalyst Site 3 - Fannin Apartments

Catalyst Site 3 - Fannin Apartments				
Item	Unit Cost	Unit	Quantity	Subtotal
Sheltered Bus Stops	\$20,000.00	Each	4	\$80,000.00
Roadway Reconstruction	\$1,650.00	Linear Foot	1500	\$2,475,000.00
ADA Compliant Sidewalk Ramp	\$3,000.00	Each	4	\$12,000.00
Sidewalk Construction	\$38.89	Linear Foot	9000	\$350,010.00
Pedestrian Crossing (US 90A/Fannin Street)	\$50,000.00	Each	1	\$50,000.00
Subtotal				\$2,967,010.00
20% Contingency				\$593,402.00
Total				\$3,560,412.00

Goal 3: Connected and Resilient, Objective 1: *Create safer places and infrastructure for walking and biking with close proximity to area destinations such as schools, parks, and employment centers.*

Traffic Calming

Traffic Calming - Installation of Speed Hump/Speed Bump/Speed Table								
School	Street Segment	From	To	Length (ft)	Unit Cost	Unit	Quantity	Subtotal
Fort Bend Early Literacy Center	Ridgecreek Drive	Raven Ridge Drive	West Ridgecreek Drive	634	\$5,500.00	Each	2	\$11,000.00
Briargate Elementary	Blue Ridge Road	West Fuqua Street	Laughlin Drive	1,029	\$5,500.00	Each	3	\$16,500.00
Fondren Elementary	Carlsbad Street	West Orem Drive	Dublin Street	1,370	\$5,500.00	Each	3	\$16,500.00
Grissom Elementary	Stancliff Street	Simsbrook Drive	Heatherbloom Drive	1,017	\$5,500.00	Each	3	\$16,500.00
Hines-Caldwell Elementary School	Croquet Lane	West Orem Drive	Darlinghurst Drive	1,486	\$5,500.00	Each	3	\$16,500.00
Hobby Elementary	Whiteheather Drive	Wuthering Heights	Woodmont Drive	571	\$5,500.00	Each	2	\$11,000.00
Lawson Middle School	Stancliff Street	Heatherbrook Drive	Hugo Lane	1,322	\$5,500.00	Each	3	\$16,500.00
Montgomery Elementary	Simsbrook Drive	Regg Drive	Gowland Street	1,967	\$5,500.00	Each	4	\$22,000.00
Petersen Elementary	Waterloo Drive	Dalmatian Drive	Brookfield Drive	1,287	\$5,500.00	Each	3	\$16,500.00
Reagan K-8 Educational Center	Anderson Road	South Post Oak Road	Hiram Clarke Road	6,000	\$5,500.00	Each	12	\$66,000.00
Ridgegate Elementary	West Ridgecreek Drive	Corsair Road	Samoa Way	1,592	\$5,500.00	Each	4	\$22,000.00
Ridgemont Elementary	Raven Ridge Drive	Ridgecreek Circle	Cooper Ridge Lane	1,040	\$5,500.00	Each	3	\$16,500.00
Windsor Village Elementary	Polo Street	Newquay Street	Grapevine Street	902	\$5,500.00	Each	2	\$11,000.00
YES Prep Southwest	Anderson Road	White Heather Drive	Hiram Clarke Road	2,332	\$5,500.00	Each	5	\$27,500.00
Subtotal								\$286,000.00
20% Contingency								\$57,200.00
Total								\$343,200.00

Note: The installation intervals of traffic calming devices was determined as a proportion of road length (e.g., one traffic calming device every 500 feet).

Goal 3: Connected and Resilient, Objective 3: *Strengthen relationships with area agencies to build infrastructure systems that keep residents safe.*

Intersection Improvements

Roadway Intersection Improvements													
Intersection	ADA Compliant Ramps Needed	Cost	Pedestrian Push Buttons Needed (EA)	Cost	Crosswalk Striping (LF)	Cost	# Median Ped Refuge Needed	Cost	Sidewalk Length (LF)	Cost	Subtotal	20% Contingency	Total
S. Post Oak Rd. @ Allum Rd.	4	\$12,000	-	\$-	300	\$300		\$-	12,604	\$490,170	\$502,470	\$100,494	\$602,963
S. Post Oak Rd. @ Sam Houston Pkwy.	12	\$36,000	-	\$-	400	\$400		\$-	36,812	\$1,431,619	\$1,468,019	\$293,604	\$1,761,622
W. Fuqua St. @ Sam Houston Pkwy.	15	\$45,000	-	\$-	280	\$280		\$-	45,575	\$1,772,412	\$1,817,692	\$363,538	\$2,181,230
Rockwell Blvd. @ Sam Houston Pkwy.	23	\$69,000	-	\$-	400	\$400		\$-	69,823	\$2,715,416	\$2,784,816	\$556,963	\$3,341,780
Fondren Rd. @ Sam Houston Pkwy.	20	\$60,000	-	\$-	440	\$440		\$-	60,900	\$2,368,401	\$2,428,841	\$485,768	\$2,914,609
Fondren Rd. @ S. Main St./US 90A	9	\$27,000	-	\$-	620	\$620		\$-	28,249	\$1,098,604	\$1,126,224	\$225,245	\$1,351,468
Hillcroft Ave. @ S. Main St./US 90A	3	\$9,000	-	\$-	300	\$300		\$-	9,603	\$373,461	\$382,761	\$76,552	\$459,313
Chimney Rock Rd. @ S. Main St./US 90A	6	\$18,000	-	\$-	400	\$400		\$-	18,806	\$731,365	\$749,765	\$149,953	\$899,718
Hiram Clarke Rd. @ W. Fuqua St.	4	\$12,000	-	\$-	400	\$400	4	\$40,000	52,808	\$2,053,703	\$2,106,103	\$421,221	\$2,527,324
S. Post Oak Rd. @ W. Fuqua St.	4	\$12,000	-	\$-	410	\$410		\$-	12,824	\$498,725	\$511,135	\$102,227	\$613,362
S. Post Oak Rd. @ W. Orem Dr.	3	\$9,000	-	\$-	410	\$410		\$-	9,823	\$382,016	\$391,426	\$78,285	\$469,712
S. Post Oak Rd. @ S. Main St./US 90A	4	\$12,000	-	\$-	270	\$270		\$-	12,544	\$487,836	\$500,106	\$100,021	\$600,127
Fannin St. @ Holmes Rd.		\$-	-	\$-	340	\$340		\$-	680	\$26,445	\$26,785	\$5,357	\$32,142
White Heather Dr. @ W. Orem Dr.	1	\$3,000	-	\$-	275	\$275		\$-	3,551	\$138,098	\$141,373	\$28,275	\$169,648
Fort Bend Parkway Toll Rd. @ W. Orem Dr.	2	\$6,000	4	\$60,000	90	\$90		\$-	66,186	\$2,573,974	\$2,640,064	\$528,013	\$3,168,076
S. Post Oak Rd. @ Anderson Rd.	2	\$6,000	-	\$-	330	\$330		\$-	6,662	\$259,085	\$265,415	\$53,083	\$318,498
Total	112	\$336,000	4	\$60,000	5665	\$5,665	4	\$40,000	447,450	\$17,401,331	\$17,842,996	\$3,568,599	\$21,411,595

Goal 3: Connected and Resilient, Objective 3: *Strengthen relationships with area agencies to build infrastructure systems that keep residents safe.*

Anderson Road Reconstruction

Anderson Road Reconstruction				
Item	Unit Cost	Unit	Quantity	Subtotal
Roadway Reconstruction	\$1,550.00	Linear Foot	13400	\$20,770,000
Subtotal				\$20,770,000
20% Contingency				\$4,154,000
Total				\$24,924,000

Allum Road Reconstruction

Allum Road Reconstruction				
Item	Unit Cost	Unit	Quantity	Subtotal
Roadway Reconstruction	\$1,600.00	Linear Foot	5420	\$8,672,000
Subtotal				\$8,672,000
20% Contingency				\$1,734,400
Total				\$10,406,400

Blue Ridge Road Reconstruction

Blue Ridge Road Reconstruction (Option 1)				
Item	Unit Cost	Unit	Quantity	Subtotal
Roadway Reconstruction	\$1,200.00	Linear Foot	2720	\$3,264,000
Subtotal				\$3,264,000
20% Contingency				\$652,800
Total				\$3,916,800

Blue Ridge Road Reconstruction (Option 2)				
Item	Unit Cost	Unit	Quantity	Subtotal
Roadway Reconstruction	\$1,350.00	Linear Foot	2720	\$3,672,000
Subtotal				\$3,672,000
20% Contingency				\$734,400
Total				\$4,406,400

Access Management Studies

Access Management Studies				
Item	Unit Cost	Unit	Quantity	Subtotal
Access Management Study - West Orem Drive	\$175,000.00	Each	1	\$175,000
Access Management Study - South Post Oak	\$175,000.00	Each	1	\$175,000
Access Management Study - West Fuqua Street	\$175,000.00	Each	1	\$175,000
Subtotal				\$525,000
20% Contingency				\$105,000
Total				\$630,000

Major Thoroughfare and Freeway Plan (MTFP) Roadway Classification

MTFP Roadway Classification				
Item	Unit Cost	Unit	Quantity	Subtotal
Labor Cost of Staff Through MTFP Amendment Application Process	\$85.00	Labor Hours	520	\$44,200.00
Subtotal				\$44,200.00
20% Contingency				\$8,840.00
Total				\$53,040.00

Goal 3: Connected and Resilient, Objective 3: *Strengthen relationships with area agencies to build infrastructure systems that keep residents safe.*

FM 521/Alameda Road Improvements

Road Improvement (FM 521/Alameda Road) - Option 1

Item	Unit Cost	Unit	Quantity	Subtotal
5 ft. Wide Sidewalk - One Side	\$38.89	Linear Foot	28000	\$1,088,920.00
Subtotal				\$1,088,920.00
20% Contingency				\$217,784.00
Total				\$1,306,704.00

Road Improvement (FM 521/Alameda Road) - Option 1a

Item	Unit Cost	Unit	Quantity	Subtotal
Slotted Curb - One Side	\$10.00	Linear Foot	28000	\$280,000.00
Subtotal				\$280,000.00
20% Contingency				\$56,000.00
Total				\$336,000.00

Road Improvement (FM 521/Alameda Road) - Option 2

Item	Unit Cost	Unit	Quantity	Subtotal
10 ft. Wide Pedestrian Trail - One Side	\$77.78	Linear Foot	28000	\$2,177,840.00
Subtotal				\$2,177,840.00
20% Contingency				\$435,568.00
Total				\$2,613,408.00

Road Improvement (FM 521/Alameda Road) - Option 3

Item	Unit Cost	Unit	Quantity	Subtotal
Full Road Reconstruction - Stormwater Sewer Installation	\$2,000.00	Linear Foot	28000	\$56,000,000.00
Subtotal				\$56,000,000.00
20% Contingency				\$11,200,000.00
Total				\$67,200,000.00

Road Improvement (FM 521/Alameda Road) - Summary

Subtotal Range - All	\$280,000.00 - \$56,000,000.00
Contingency Range - All	\$56,000.00 - \$11,200,000.00
Total Cost Range - All	\$336,000.00 - \$67,200,000.00

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Cambridge Village Park

Source: Halff

Appendix A

Previous Plan Review

Introduction

The process of reviewing previous studies is an important part of the data collection phase and helps to determine opportunities for coordination and implementation. Information gathered from previous studies can inform the project team and prevent duplication of efforts.

The following pages contain information in the form of summary sheets and explain how key findings relate to the Study Area. The purpose of this overview is to provide a high-level review of the information provided in each study to utilize as a quick reference.

Plans identified include:

- Houston Vision Zero Action Plan
- Houston Bike Plan
- Resilient Houston
- Houston Climate Action Plan
- METRO Next
- Houston Greenway 2020 Initiative
- Houston Active Living Plan
- Houston Complete Streets and Transportation Plan (HCTSP)
- Major Thoroughfare and Freeway Plan (MTFP)
- Walkable Places/TOD Ordinance
- Livable Places Initiative
- Sidewalk Program
- Fort Bend Houston Complete Communities Action Plan



Houston Vision Zero Action Plan

The Vision Zero Action plan outlines the City of Houston's long-term commitment to safe streets for vulnerable road users and outlines where to focus on City-owned streets to make proactive investments in vulnerable communities who are disproportionately impacted by traffic deaths and serious injuries. The Plan identifies actions that the City will take to eliminate traffic deaths and serious injuries by the year 2030, with foundational priority actions taken in the three-year span from 2021-2023.

Key Findings for Study Area

The Action Plan provides a guiding framework for street designs that are pedestrian-oriented and intended to eliminate traffic deaths and serious injuries. Relevant street design recommendations derived from the Action Plan's public engagement process include ensuring all streets have sidewalks, reducing vehicle travel speed, connecting walking and biking spaces to transit facilities, and shortening the distances between pedestrian crosswalks. Public engagement respondents stated that "Streets and intersections feel most unsafe when there is no designated space to walk, bike, use a wheelchair, or wait for the bus."



Houston Bike Plan

Through a multi-year planning study, this plan develops a vision for how the City of Houston can become a Gold-Level bicycle-friendly city by the year 2027. A Bicycle Toolbox was developed to identify different bicycle facilities and corridor/intersection enhancements that could be made throughout the city.

Key Findings for Study Area

The Houston Bike Plan identifies corridors that are recommended for bicycle facilities. In this Study Area, there are three existing bicycle facilities. A dedicated on-street bike route travels along Airport Boulevard between Almeda Road and Hiram Clarke Road, connecting into an off-street cycling path that serves as an existing CenterPoint utility easement. The path runs parallel to Hiram Clarke Road between Airport Boulevard and the Sims Bayou Greenway and then merges into the Sims Bayou Greenway, traversing the bayou and connecting residents to nearby attractions and facilities.

High-Comfort dedicated on-street cycling lanes are proposed traversing key north-south (Kirby, Buffalo Speedway, South Post Oak, Hillcroft, and Fondren) and east-west (Airport, West Orem, and West Fuqua) corridors.



Resilient Houston

Resilient Houston is a sustainable development framework to rebuilding Houston after 2017's Hurricane Harvey and touches on topics of flooding, air quality, residential displacement, and mobility.

Key Findings for Study Area

Resilient Houston outlines important metrics and benchmarks for an equitable, inclusive, and affordable city which will be applied to the Study Area: income level, educational attainment, poverty rates, environmental risks along racial and ethnic lines and mobility access. In the Study Area, key transportation corridors serve as evacuation routes during emergencies. Building emergency response capacity in the Study Area is critical for disaster preparedness. As much of the existing Study Area is vacant land, implementing green stormwater infrastructure will assist the City's complex stormwater system by alleviating the volume and reducing the velocity of stormwater runoff.



Houston Climate Action Plan

Houston's first Climate Action Plan is a high-level inventory of greenhouse gas emissions reduction strategies for the City of Houston to meet the Paris Climate Agreement goal of carbon neutrality by the year 2050. The Action Plan scope includes all emissions generated inside city limits and is organized into four focus areas: transportation, energy transition, building optimization, and materials management.

Key Findings for Study Area

Implementing multi-modal and micro-mobility transportation options such as bike share in the Study Area can facilitate first- and last-mile connections and improve access to public transit. This strategy reduces vehicle miles traveled (VMT) per capita and provides equitable and safe mobility choices for Study Area residents. The Study Area can benefit from renewable and resilient energy systems such as solar panels installed on business rooftops to reduce building energy use and maximize utility cost savings.



METRONext

METRONext is a comprehensive plan that includes the acquisition, construction, repair, equipping, improving and/or extension of METRO's transit authority system. The plan calls for over 500 miles of travel improvements to help ease traffic congestion and provide more ways to move around the region.

Key Findings for Study Area

The Plan proposes Boost service beginning at the Hiram-Clarke Transit Center on West Fuqua Street providing connection to Downtown Houston. Boost service includes possible bus stop relocation, new shelters, accessibility upgrades, transit signal priority and real-time information display. In the Plan, METRO proposed a Regional Express service along US 90A along the Study Area's northwest boundary connecting to Missouri City. The Regional Express Network is designed to provide transit trips between job centers and other major destinations throughout the day, seven days a week. It will use two-way HOV lanes providing direct access to existing and new transit centers and Park & Rides.



Houston Greenways 2020 Initiative

The Bayou Greenways 2020 Initiative is a multi-purpose infrastructure investment to create connections between Houston's many bayous and waterways that function as outdoor recreational opportunities for area residents and visitors. Through partnerships and sponsorships with local municipal entities, donors and public partners, Houston Parks Board is creating 150 miles of trails, parks, and walkways.

Key Findings for Study Area

Sims Bayou extends through the Study Area between West Airport Boulevard and West Fuqua Street. A 4-mile portion of the Sims Bayou Greenway between Hillcroft Avenue and Buffalo Speedway has been completed, and another segment will extend 4 additional miles to Airport Boulevard. Upon completion of the Sims Bayou Greenway, cyclists, joggers, and pedestrians will enjoy the nearly 20-mile stretch from Blue Ridge County Park near Hillcroft Avenue to Milby Park. The Greenway represents a critical greenspace and linear parkland for Study Area residents.



Houston Active Living Plan

The Go Healthy Houston (GHH) Task Force aims to improve the health of all Houstonians by increasing access to healthy foods, physical activity, and tobacco-free places. The Plan takes a holistic approach to develop active living opportunities and promote public understanding of the social determinants of health and the correlation between public health and decision making.

Key Findings for Study Area:

Various strategies can be adapted from the Active Living Plan for this Study Area. Promoting equity in the development of a high-capacity transit network enhances the first and last mile connections to transit for walkers, rollers, and cyclists. Mixed land uses and infill development increase density and the potential for equitable transit-oriented development, and this should be a guiding principle when developing land use scenarios and alternatives. When identifying infrastructure improvements, all recommendations should operationalize universal design standards to accommodate varying lifestyles, fitness levels, and physical ability.



Houston Complete Streets and Transportation Plan (HCSTP)

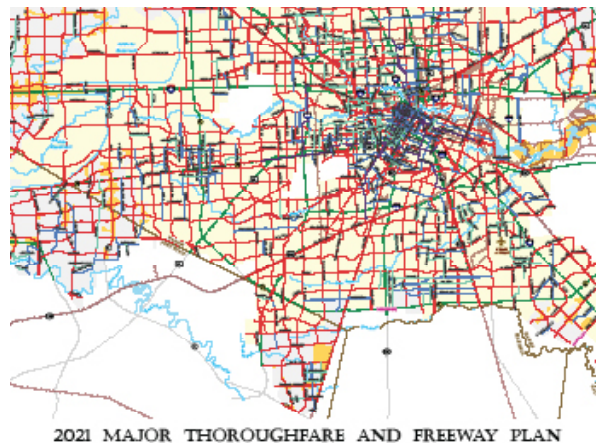
Complete Streets are public roadways that take into account all users, including people who are driving or riding in cars, using mass transit, riding bikes, walking, using wheelchairs, driving or riding in trucks, driving or being transported by emergency vehicles, and being served at their residence or property by other users.

Key Findings for Study Area

Every proposed roadway in the Study Area should be constructed to accommodate multi-modal transportation options. Design standards such as right-of-way and sidewalk width, building setbacks, traffic calming and parking availability are critical to ensure the Study Area becomes a safe transportation corridor.

Examples of Study Area evaluation metrics include:

- Implementation and expansion of micro-mobility transportation options such as BCycle
- Linear feet of new/reconstructed sidewalks
- Linear miles of new/restriped bicycle facilities
- Number of new/reconstructed curb ramps
- Number of new street trees planted
- Number of transit stops added



Major Thoroughfare and Freeway Plan (MTFP)

The MTFP is a graphic illustration of the functional classifications of the street and highway network within Houston and its extraterritorial jurisdiction. Street classifications determine volume and frequency of automobile access and include freeway, principal thoroughfare, major/minor collector and local. The City identifies sections of roadways that are in need of expansion either by widening or lengthening based on feedback from residents, developers and neighborhoods on issues such as congestion, mobility, and future development plans.

Key Findings for Study Area

The City has identified roadway alignments to be lengthened. As a result of these projects, thoroughfare congestion is expected to decrease while enhancing transportation safety, mobility, and connectivity. The existing land uses vary from vacant parcels to existing single-family residential. The proposed MTFP classifications are taken into account in this report.



Walkable Places/TOD Ordinance

The Walkable Places Committee of Plan Houston, Houston's general plan adopted by City Council in 2015, proposed two regulatory tools to create vibrant destinations and attract higher density developments that support multi-modal transportation in Houston: the Walkable Places Program and Transit-Oriented Development (TOD) Standards. These programs incentivize pedestrian oriented development and encourage development to consider adjacent land uses and local context, particularly development within close proximity of transit stations with significant amounts of pedestrian activities.

Key Findings for Study Area

Segments of Holmes Road and Fannin Street are designated as secondary TOD roadways. Properties along the Secondary TOD Streets can opt into the TOD rules, but adherence is not required. Mixed-use, public transit-friendly neighborhoods in the Study Area accommodate housing, restaurants, services, schools, cultural facilities, parks, and more within proximity. The Study Area holds substantial potential for multi-modal, mixed-use development along key corridors and at prominent intersections.

Livable Places Action Committee Scope and Timeline



PLANNING & DEVELOPMENT DEPARTMENT

Project Description:

The Livable Places Action Committee will continue the Planning Department's effort to update the City of Houston's development codes to create more opportunities for walkability, affordability and equity. Following the Walkable Places and Transit-Oriented Development Committee's work, the Livable Places Action Committee will focus on rules that encourage the development and preservation of quality, affordable housing for all. It will also focus on creating opportunities for increased infill development that will strengthen Houston's core. This effort is the next step the Department will take to realize the community's preferences identified in several previous planning efforts.

Houston is a city of opportunity that thrives on diversity. It is located within one of the fastest growing and diverse metropolitan areas in the U.S. Despite the success, Houston's growth has brought with it challenges such as rising home costs, displacement, lack of pedestrian and cyclist safety and many neighborhoods where homes and activities are separated by long distances. *Plan Houston*, adopted by City Council in 2015, describes a vision of Houston where these challenges don't exist. *Plan Houston* and other plans such as *Resilient Houston*, the *Climate Action Plan*, the *Complete Communities Action Plans*, *Complete Streets Executive Order*, and the *Vision Zero Action Plan* list goals and actions that will help achieve that vision. All of these were created with significant community input.

The Livable Places Action Committee is not another planning effort. It is the implementation of these plans through changes to the City's development codes. This project will result in more affordable housing and stronger communities across Houston and its extra-territorial jurisdiction. It will create opportunities for more

Livable Places Initiative

Houston's growth has brought with it challenges such as rising home costs, displacement, lack of pedestrian and cyclist safety and many neighborhoods where homes and activities are separated by long distances. The Livable Places initiative is a continuation of the Planning Department's effort to update portions of Houston's development codes to create more opportunities for walkability, affordability and equity.

Key Findings for Study Area

One of the purposes of the Livable Places Action Committee is to examine changes that can be made to current development rules that will allow more affordable housing options to be constructed, such as accessory dwelling units and compact infill housing. Strategies for improving Study Area housing affordability include subdivision standards (connectivity, block size, vehicle access), maximizing density (focusing on scale over density, pedestrian access and building frontage), and transit-oriented development along corridors (pedestrian realm improvements, parking requirements).



SIDEWALK PROGRAM

GUIDELINES

Houston Public Works **Sidewalk Program** constructs new sidewalks and ramps along streets leading to schools, major thoroughfares and improves accessibility for people with disabilities*.

* The Pedestrian Accessibility Review process is managed through the Mayor's Office for People with Disabilities

CODE

The Sidewalk Program is governed by [Code of Ordinances Article III, Sections 40-83 & 84](#)

PROGRAMS

The Sidewalk Program has three types of requests.

PROGRAM REQUEST	SIDEWALK UP TO	ELIGIBILITY
Pedestrian Accessibility Review	1,500 feet	Person with disability has no safe path to travel to: - bank - bus stop - educational facility - employment - grocery store - place of worship - home - medical facility - METROLift - pharmacy - vehicle
School Sidewalk	4 blocks	Used by students to walk to school Not around school perimeter Not on dead-end street

Sidewalk Program

The City of Houston Public Works Department constructs new sidewalks and ramps along streets leading to schools, Major Thoroughfares and improves accessibility for people with disabilities. The Sidewalk Program has three types of requests and provides sidewalk of varying lengths: Pedestrian Accessibility Review for sidewalks up to 1,500' in length for people with disabilities, School Sidewalks for sidewalks up to 4 blocks in length used by students to walk to school, and Major Thoroughfares also for sidewalks up to 4 blocks in length along designated thoroughfares.

Key Findings for Study Area

Partnership with the City's Sidewalk Program can be leveraged in the Study Area to facilitate the construction of additional sidewalks in key locations and further enhance pedestrian access. Requests for sidewalk installation can be made by any person.



Fort Bend Houston Complete Communities Action Plan

This Plan outlines the vision identified by Fort Bend stakeholders for their ideal community. Priority areas identified by stakeholders include community leadership and advocacy, economy and jobs, education, environment and health, mobility and infrastructure, neighborhood character and housing, parks and community amenities, and safety.

Key Findings for Study Area

The Fort Bend Development Task Force is creating guidelines for pockets that have experienced little new retail or commercial development over the last several decades, and economic activity in Fort Bend creates new attractions and services for residents in the Study Area. A Career and Life Skills Training Center was proposed to be organized through nearby Willowridge High School and provide financial literacy courses, life skills, vocational training and career development programs and these services will be available to area residents.



Willow Waterhole Annual Music Fest October 30, 2021
Source: Impact Strategies

Appendix B

Public Engagement

Introduction

Community engagement is at the forefront of any project and provides the basis for successful project implementation. Purposeful, thoughtful community engagement will allow voices of the people who live, work, and play in Southwest Houston to be heard as they participate in formulating a preferred vision for the future of their community.

Over the course of the Southwest Livable Centers Study project, a wide variety of audiences were engaged to provide feedback and insight on the needs of the community and project recommendations for implementation.

This includes sharing project recommendations in a collaborative dialogue with implementing agencies such as TxDOT, METRO, Harris County, various superneighborhood councils, TIRZs, Management Districts, and others.

Public engagement materials including flyers and online survey were provided in both English and Spanish to ensure members of the community had an opportunity to provide feedback.

In adherence to COVID-19 social distancing protocols, both in-person and virtual engagement options were provided to community members.

The following community engagement methods were utilized throughout this planning process:

- **Stakeholder Advisory Committee Meetings:** Three meetings were held with a representative sample of community leaders representative of various agencies in the Study Area. This committee also helped identify funding and grant opportunities and help implement projects resulting from this study.

- **Community Meetings:** There were three community meetings held concurrently with other organizations to increase attendance and ensure participation in the planning process. The project team attended several community events to raise awareness of the Study as well as provide information to the community about project recommendations. These meetings were held to kick-off the planning process, present preliminary concepts and gather input. The final meeting was used to present the final plan.
- **Community Pop-Up Events:** The project team attended a variety of pop-up events held in the community including the Five Corners National Night Out event in October 2021, District K Turkey Give-a-way in November 2021, a listening session held by the Houston Parks Board in January 2022, and the Willow Waterhole Music Fest in April 2022. These pop-up events provided an opportunity for the project team to engage with community members and local leaders to spread awareness of this Livable Centers Study.
- **Virtual Community Meetings:** The project team attended a number of virtual community meetings such as the South Houston Concerned Citizens Coalition Board Meeting, Super Neighborhood 41 Board Meeting, Alameda Plaza Civic Club, and monthly Tri-Party board meetings. At these virtual meetings, the project team presented updates on the Livable Centers Study and promoted public engagement and feedback
- **Online Engagement/Survey:** Two surveys were administered throughout the planning process: one during the needs analysis phase and another during project recommendations and implementation. Survey feedback and engagement was utilized to ensure project recommendations were reflective of community needs.

A summary of both public engagement surveys begins on Page 130, followed by copies of the completed survey instruments.

Community Meetings

To kick off the project, **Public Meeting #1** was hosted in November 2021 at the FountainLife Center and served as the project kick-off and had approximately 60 attendees (in-person/virtual).

At the midway point, **Public Meeting #2** was hosted as a virtual forum in February 2022 collect community responses on initial project recommendations and had approximately 75 attendees.

To conclude the project, **Public Meeting #3** was hosted in April 2022 at Townwood Park in conjunction with the Five Corners Management District's Five Corners Community Day.

Local representatives from partnering organizations such as Avenue360 Health and Wellness clinic, H-GAC, Houston Parks Board, Houston Health Department, Huitt-Zollars, BCycle and METRO hosted booths at the Townwood Community Center to share information with attendees. UP Art Studio artists showcased their talents by decorating the main driveway with inspirational chalk art sketches. A local faith-based organization provided food package donations to attendees.

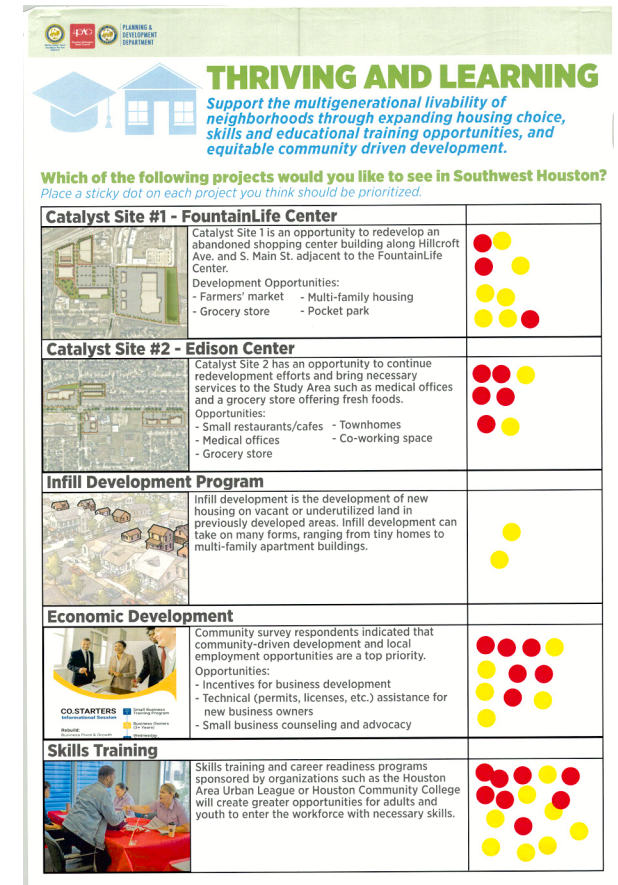
More than 50 community members and residents the opportunity reviewed final project and policy recommendations and provide feedback on project prioritization. Event attendees used dot stickers to vote on which project or policy recommendations should be prioritized by implementing agencies. Attendees who visited the project booth were each given 4-5 stickers to vote on which Study Area recommendations resonated with them the most. Overall, park enhancements and park programming received the highest number of dot votes, 19 and 17, respectively.

Numerous attendees expressed the need for greater connectivity to parks in the Study Area, as well as regularly scheduled events for children and adults.

Other popular choices included skills training (16 votes), traffic calming (15 votes), median enhancements to W. Orem Drive (15 votes), intersection improvements (14 votes), and trail expansion (13 votes).

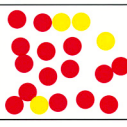
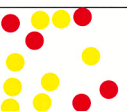
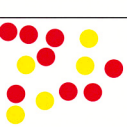
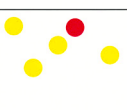
Each of these recommendations are explained in greater detail in **Chapter 3, Recommendations**. After tallying the votes, this community preference was used to prioritize project and policy implementation.

Public Meeting #3 was also accompanied with a Community Scavenger Hunt that encouraged community members to visit locations throughout the Study Area and submit photos for a chance to win raffle prizes at the Community Day event.



HEALTHY AND ACTIVE
Support usability of parks and open spaces through programming that improves physical, mental, and economic wellbeing.

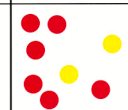
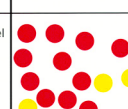
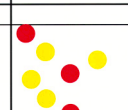
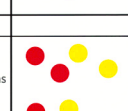
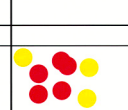
Which of the following projects would you like to see in Southwest Houston?
Place a sticky dot on each project you think should be prioritized.

 Park Enhancements Residents have identified the following parks in need of enhancement: - Townwood Park - Cambridge Village Park - Linear Park (Alameda Plaza) Improvements to each park will enhance connectivity to surrounding neighborhoods.	
 Park Programming Develop an event series at various parks in the Study Area. Programming opportunities: - Food truck events - Yoga in the Park - Spring/Summer movie nights - Concert series - Arts & Crafts events	
 Trail Network Development of 17 miles of continuous trails along existing drainage ditches and canals in Harris & Fort Bend Counties. - Opportunity to connect to Sims Bayou Trail - Enhanced safety and connectivity for pedestrians and cyclists - Additional wayfinding and trail placemarking opportunities	
 BCycle Expansion There is an opportunity to expand the Houston BCycle bike share service area to Southwest Houston. BCycle Stations could be located along Sims Bayou, near community centers, and parks in the Study Area.	
 BikeRx Program BikeRx is a partnership between Houston BCycle and community health centers to "prescribe" a free or discounted BCycle membership to qualifying residents to help lower health risks and promote physical activity.	



CONNECTED AND RESILIENT
Provide enhanced multimodal transportation connectivity of residents to activity centers and destinations through coordinated infrastructure enhancements.

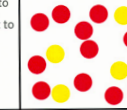
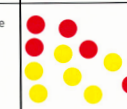
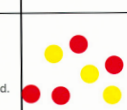
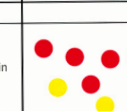
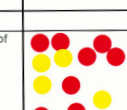
Which of the following projects would you like to see in Southwest Houston?
Place a sticky dot on each project you think should be prioritized.

 Pedestrian Bridge Connections Pedestrian bridges provide connections over drainage ditches and canals in the Study area, however, many of these bridges are aged and in poor condition, posing a safety risk for those who use them. Opportunities: - Reconstruct or repair existing bridges - Enhance connectivity between neighborhoods	
 Traffic Calming Installation of speed humps or speed tables to aid in slowing traffic to allow safe pedestrian and bicycle travel near Study Area schools including: - Madison H.S. - Lawson M.S. - Ridgemont Elementary - YES Prep Southwest Secondary - Billy Reagan K-8	
 METRO Enhancements Community survey respondents indicated they would use METRO services if it were more convenient. Opportunities: - METRO Curb2Curb service to provide on-call transportation to Study Area destinations and connect to the greater METRO service area - Installation of bus shelters at high-ridership stops	
 Access Management Uncontrolled vehicular access creates safety issues for both drivers and pedestrians. When access is not managed, drivers are able to enter and exit parking lots at any point, potentially cutting through lanes of traffic as well as sidewalks. - S. Post Oak Rd. - W. Fuqua St. - Hiram Clarke Rd. - W. Orem Dr.	
 Road Reconstruction The following streets have been identified for reconstruction: - Anderson Rd. - Allum Rd. - Blue Ridge Rd. - FM 521/Alameda Rd. These projects include the enhancement of bicycle, pedestrian, and utility infrastructure.	



CONNECTED AND RESILIENT
Provide enhanced multimodal transportation connectivity of residents to activity centers and destinations through coordinated infrastructure enhancements.

Which of the following projects would you like to see in Southwest Houston?
Place a sticky dot on each project you think should be prioritized.

 W Orem Median Enhancements The median along W. Orem Dr. from Hiram Clarke Rd. to Buffalo Speedway provides an opportunity to create a community gathering space and walking trail adjacent to Madison High School. Opportunities: - Host community events - Display public art - Provide pedestrian connectivity to CenterPoint Trail along Hiram Clarke Road	
 Sidewalk Enhancements 62 percent of survey respondents do not feel comfortable or safe walking to destinations around the Study Area due to the lack of sidewalk connectivity. Opportunities: - Sidewalk reconstruction or repair - Creation of continuous sidewalk network - Enhance pedestrian safety	
 Catalyst Site #3 - Fannin Apartments Catalyst Site 3 will enhance pedestrian and transit connectivity in the Study Area Opportunities: - Reroute METRO Route #87 along Fannin St. - Sidewalk enhancements - Crosswalk improvements at Fannin St. and Holmes Rd.	
 Major Thoroughfare and Freeway Plan (MTFP) As Southwest Houston continues to grow, roadway infrastructure will need to improve to support all modes of transportation to maximize mobility. The Major Thoroughfare and Freeway Plan aims to maintain current right-of-way to accommodate all modes of transportation (bicycle, pedestrian, public transit). There is an opportunity for roads in the Study Area to be reclassified and become safe for all users.	
 Intersection Improvements Many intersections in the Study Area have high rates of pedestrian, car, and bicycle crashes. Improvements to these intersections include high-visibility crosswalks, widened sidewalks, and pedestrian refuge islands to allow safe pedestrian travel along high traffic intersections such as: - US 90A and Hillcroft Ave. - FM 521/Alameda Rd. and W Fuqua St. - S. Post Oak Rd. and W. Orem Dr.	





The following list is a summary of locations where flyers or boards were placed, links were shared, or meetings were attended to promote the Livable Centers Study:

- Almeda Plaza Civic Club
- Alpha Eye Associates
- Alpha Phi Alpha Inc
- Altura Heights Apartment Complex
- Blue Ridge Park
- Brentwood Park
- Brentwood Park HOA
- Brentwood Place Homeowners Association
- Briargate Community Improvement Association
- Briarwick Homes Assoc. Inc.
- Cambridge Village Civic Club
- Cambridge Village Park
- Canterbury Civic Club
- Church's Chicken
- Corinthian Pointe HOA
- Corinthian Village Independent Senior Living
- Danny's Crawfish & Seafood
- District K Music Fest
- District K Office - Website
- District K Turkey Giveaway
- DL Cleaners & Alterations
- Dumbarton Oaks Civic Club
- Dumbarton Village Civic Club
- Eagle Mart
- Edison Center Lofts
- Edison Loft
- Exxon Foodmart
- Fiesta Grocery
- Five Corners Improvement Distribution List
- Flava Wings
- Foodarama Grocery
- Fountain of Praise
- Franklin Barber Institute
- Frenchy's Chicken
- Glenn Iris Civic Club
- Greater Houston Black Chamber of Commerce
- Green Valley Estates Civic Club Section 123
- HCRDA Distribution List
- Heathercrest/Post Oak Village Association
- Hiram Clarke Civic Club
- Hiram Clarke Multi-Service Center
- HISD Wrap-Around Specialist Meeting
- Houston Area Urban League
- Houston Public Library
- HPD PIP Meeting
- Jack Yates Alumni Group
- Keswick Place Ramblewood Park
- Kountry Kubbard
- La Michoacana Meat Market
- Landmark Apartment Complex
- Lani Nail Salon
- LinkedIn
- Luxe Shadow Creek Apartment Complex
- McHard Mart
- Mental Health America of Greater Houston
- Meredith Manor Civic Club
- New Faith
- New Hope Baptist- Rehabilitation Hub
- Nuevo Pacto Houston
- Oakmoor Apartments
- Orem Cleaners
- Palomino Place Apartments
- Peninsula Park Apartment Complex
- Power Center
- PVAMU CODE Department
- Pyburns Meat Market
- Quail Run CIA Meeting
- Receptionist Area - Power Center
- SHCCC Community Email Database
- SHCCC February 2022 Meeting
- Shell Gas Station
- SM2000 Liquor
- South Post Oak Red Authority
- Southmont Annex 4 HOA
- Southwest Crossing HOA
- Southwest Manor Civic Club
- Space Gas Station
- St. Benedict Catholic Church
- St. James Village Apartments
- St. Mark Evangelist Catholic
- Stakeholder Advisory Committee
- Subway
- Swift Gas
- Taqueria y Pupuseria Cristal
- The FountainLife Center
- The Imani School
- T-Mobile Metro PC Store
- Townwood Civic Club
- Valero Gas Station
- Villas At Brentwood
- Westbrook Civic Club
- Wildheather Civic Club
- Windsor Village Civic Club
- YMCA

Community Survey (Survey #1)

The intent of the Community Survey (Survey #1) was to assess residents' observations and concerns regarding transportation, safety and development patterns in Southwest Houston.

Using SurveyMonkey, the survey was available online from mid-October 2021 to late November 2021 and received 126 responses to 24 questions.

Responses with identifying information were excluded.

No question on the survey was mandatory, and as a result, the number of responses per question may not equal the total number of responses received.

Below is a summary of each survey question, followed by the survey instrument.

- **Survey Question #1:** A majority of respondents (69 percent) either live or work in the Study Area (or both). The remaining 31 percent visit the area.
- **Survey Question #2:** Of named subdivisions and communities that respondents live in, Corinthian Point, Southwest Crossing, Keswick Place, and Windsor Village were the most common.

- **Survey Question #3:** When asked about priorities for the Study Area out of nine different options, survey respondents ranked the following priorities as the most important, accompanied by the percentage that selected each choice as their top choice:
 - More Local Job Opportunities (26 percent selected this as their first choice)
 - More Diverse Housing Options (15 percent)
 - Community-Driven Development (14 percent)
 - More Programs and Activities for Youth (11 percent)
 - More Parks, Public Open-Space, and Recreational Facilities (11 percent)

Survey responses indicate a need for local employment opportunities, affordable housing, and community-centric development. Outdoor recreation and youth involvement was also a consistent theme in survey responses. Multiple priorities can be tackled simultaneously, such as youth programming centered around early job placement for teens.

Addressing growth/traffic issues and enhanced transit, biking, and walking transportation options ranked last among respondents compared to more pressing issues for local employment.

- **Survey Question #4:** When asked their primary transportation method, substantially all survey respondents drive their personal vehicle (114 respondents or 94 percent), while very few take public transportation (3 respondents or 3 percent)

- **Survey Question #5:** According to survey respondents, main traffic issues are congestion (74 respondents or 69 percent). Synchronization of traffic lights was noted as a key issue, as was roadway infrastructure (i.e., poor surface conditions), speeding, and impassable streets (either lacking crosswalks, or a barrier such as a highway prevents crossing).
- **Survey Question #6:** The main pedestrian/cycling issues in the Study Area are sidewalk width/condition or lack of sidewalks, lack of protected on-street cycling lanes, and lack of shade/sun exposure.
- **Survey Question #7:** When asked about the main public transit issues, respondents stated that the lack of sidewalk connectivity, lack of bus shelters, and bus frequency were the primary barriers to METRO ridership. Residents stated a need for sidewalk maintenance and repair, and the need to realign bus routes through certain neighborhoods.
- **Survey Question #8:** When asked, survey respondents indicated that sidewalks should connect to schools and other parks or trails.
- **Survey Question #9:** Survey respondents desire job training and educational programs for business and finance, higher education, healthcare, trades and technology/data analytics. Respondents are aware of changing employment trends and want to be positioned for employment in those fields.
- **Survey Question #10:** Single-family housing is the most preferred housing typology respondents want to see more of, followed by townhomes.

- **Survey Question #11:** When asked about the types of businesses they want to see, respondents desire locally-owned businesses and name-brand grocery stores. There were more than 40 written comments lamenting the need for more grocery stores.
- **Survey Question # 12:** As pedestrians, respondents generally do not feel safely protected from vehicles.
- **Survey Question #13:** A majority of respondents feel their homes are not well-connected to other locations via sidewalks, cycling lanes or trails (72 respondents or 62 percent)
- **Survey Question #14:** A majority of respondents do not feel they can comfortably and safely walk to destinations (school, work, shopping).
- **Survey Question #15:** A majority of respondents do not feel they can comfortably and safely ride a bicycle to destinations.
- **Survey Questions #16-19:** A majority of respondents would like to see more trails/sidewalks/bike paths, improved transit service, and mixed-use development, including retail, restaurant and entertainment establishments.
- **Survey Question #20:** A majority of respondents agree that there is a lack of grocery stores and

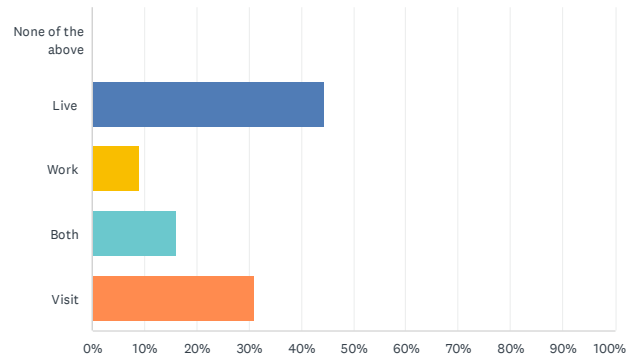
healthy food options.

Additionally, the following themes were observed in anecdotal survey responses:

- Overwhelming need for grocery stores
- Loose animals chasing pedestrians
- Lack of sidewalk maintenance
- Sections of streets not being repaired for 40+ years
- No direct METRO link to light rail
- Biggest strengths in Southwest Houston are diversity, opportunity for business, close-knit communities willing to work together, central location (proximity to Medical Center specifically).
- Opportunities in Southwest Houston include less gang and drug activity, indoor recreation facilities such as a roller rink, reducing warehouses and resulting trailer traffic, and the removal of environmental hazards.

Q1 Do you live, work or visit the Southwest Houston Study Area?

Answered: 113 Skipped: 13



ANSWER CHOICES	RESPONSES	
None of the above	0.00%	0
Live	44.25%	50
Work	8.85%	10
Both	15.93%	18
Visit	30.97%	35
TOTAL		113

Q2 If you live within the Study Area, what community/subdivision do you live in?

Answered: 84 Skipped: 42

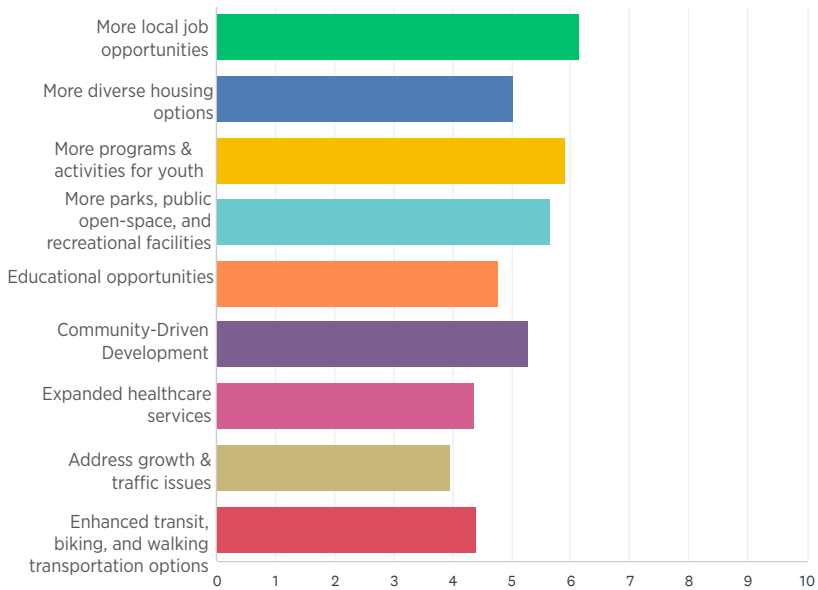
#	RESPONSES	DATE
1	Kirby Landing	12/1/2021 12:59 PM
2	Glen Iris	12/1/2021 8:21 AM
3	Villas at Brentwood	12/1/2021 7:08 AM
4	Westbury	11/30/2021 11:52 PM
5	Windsor Village	11/30/2021 8:04 PM
6	Pamela heights	11/30/2021 3:27 PM
7	Green Park	11/29/2021 10:34 PM
8	Southwest Crossing	11/28/2021 9:28 PM
9	Meyerland	11/24/2021 12:44 PM
10	Corinthian Pointe	11/20/2021 12:09 PM
11	New Faith Church	11/20/2021 10:33 AM
12	Alief	11/20/2021 10:22 AM
13	No	11/19/2021 1:01 PM
14	Benchmark	11/17/2021 10:25 AM
15	I live more to the west, however I work in the southwest area.	11/16/2021 8:05 PM
16	Corinthian Point	11/16/2021 7:49 PM
17	Glen Iris	11/16/2021 7:13 PM
18	Hillcroft and 90	11/16/2021 3:39 PM
19	I live and work in Brentwood park drive	11/16/2021 1:37 PM
20	Southwest Crossing/ SWC	11/15/2021 8:48 PM
21	Canterbury Village	11/15/2021 11:16 AM
22	Southwest Crossing	11/12/2021 11:28 AM
23	Southwest Crossing	11/11/2021 8:32 PM
24	Windsor Village	11/11/2021 8:14 PM
25	Southwest Crossing	11/11/2021 7:09 PM
26	Southwest Crossing	11/11/2021 6:17 PM
27	Keswick Place	11/11/2021 4:27 PM
28	Keswick Place	11/9/2021 8:06 PM
29	N/A	11/8/2021 8:14 PM
30	N/A	11/7/2021 7:36 PM
31	Promenade of Stafford	11/7/2021 7:34 PM
32	Briarwick	11/5/2021 10:57 PM
33	Keswick Place	11/5/2021 9:24 AM

34	Brentwood	11/5/2021 6:58 AM
35	Chasewood	11/4/2021 7:45 PM
36	Southwest Crossing.	11/4/2021 6:03 PM
37	Southwest Crossing	11/4/2021 5:07 PM
38	Corinthian Pointe	11/4/2021 1:44 PM
39	Windsor Village	11/4/2021 12:13 PM
40	Windsor Village	11/4/2021 8:43 AM
41	Almeda Plaza	11/3/2021 5:30 PM
42	ALMEDA PLAZA	11/3/2021 11:50 AM
43	Brentwood	11/3/2021 9:41 AM
44	Corinthian Pointe	11/2/2021 3:19 PM
45	Regal Oaks	11/2/2021 3:14 PM
46	Corinthian Pointe	11/2/2021 2:35 PM
47	Quail Glen	11/2/2021 1:42 PM
48	West Bellfort Property Owners Association	11/2/2021 11:18 AM
49	n/a	11/1/2021 7:33 PM
50	Park's Edge	11/1/2021 7:22 PM
51	GREEN VALLEY	11/1/2021 4:51 PM
52	Fifth Street Estates	11/1/2021 2:31 PM
53	Third ward	11/1/2021 1:09 PM
54	Southmeadow	11/1/2021 11:58 AM
55	South Main	11/1/2021 11:40 AM
56	Almeda Manor	11/1/2021 12:26 AM
57	Briar gate	10/31/2021 9:28 PM
58	Southmeadow	10/31/2021 5:16 PM
59	Na	10/31/2021 5:14 PM
60	N/A	10/31/2021 4:43 PM
61	Fondren Park	10/31/2021 3:31 PM
62	Westbury	10/30/2021 4:31 PM
63	Willow meadows	10/30/2021 4:06 PM
64	Willowgrove	10/30/2021 4:04 PM
65	4E	10/30/2021 3:04 PM
66	Westbury 4	10/30/2021 2:58 PM
67	Summerlyn	10/30/2021 10:40 AM
68	Quail Glen	10/30/2021 12:55 AM
69	Westbrae	10/29/2021 5:50 PM
70	I stay in Hiram Clarke	10/29/2021 12:52 PM
71	Benchmark	10/29/2021 11:54 AM
72	Glen Iris	10/29/2021 10:37 AM
73	77085	10/29/2021 8:19 AM

74	Hiram Clark	10/28/2021 9:11 AM
75	N/A	10/27/2021 12:01 PM
76	Fondren	10/27/2021 12:24 AM
77	Hunter's Glen 3	10/26/2021 10:08 AM
78	Westbury	10/26/2021 7:30 AM
79	Keswick Place	10/25/2021 9:40 PM
80	Pierce Junction Village	10/25/2021 4:21 PM
81	Altura Heights	10/25/2021 2:17 PM
82	Briar Villa	10/25/2021 11:25 AM
83	Brentwood	10/24/2021 4:36 PM
84	Chasewood	10/20/2021 11:53 AM

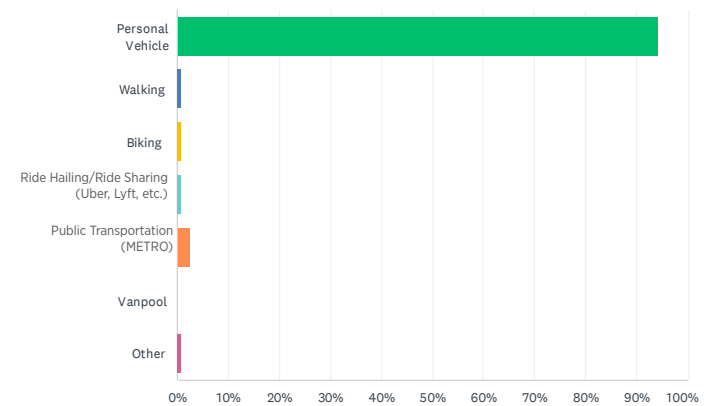
Q3 What are the top priorities for the Southwest Houston study area. Please rank in order of preference (1=top choice).

Answered: 124 Skipped: 2



Q4 What is the mode of transportation you use most commonly today?

Answered: 121 Skipped: 5

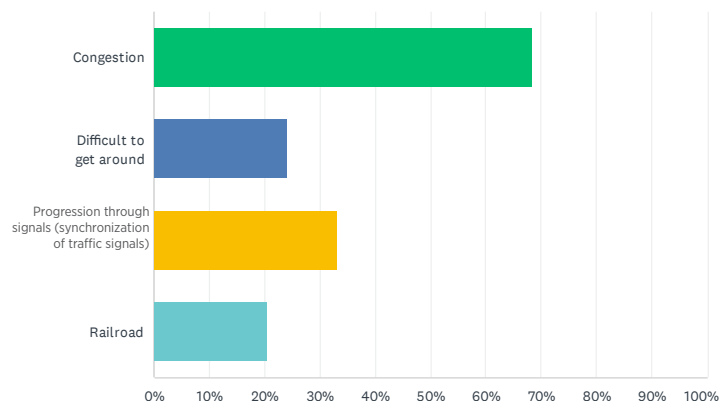


ANSWER CHOICES		RESPONSES	
Personal Vehicle		94.21%	114
Walking		0.83%	1
Biking		0.83%	1
Ride Hailing/Ride Sharing (Uber, Lyft, etc.)		0.83%	1
Public Transportation (METRO)		2.48%	3
Vanpool		0.00%	0
Other		0.83%	1
TOTAL			121

#	OTHER	DATE
1	Walking and Biking Trails	11/3/2021 5:30 PM

Q5 What are the main traffic issues in Southwest Houston?

Answered: 108 Skipped: 18

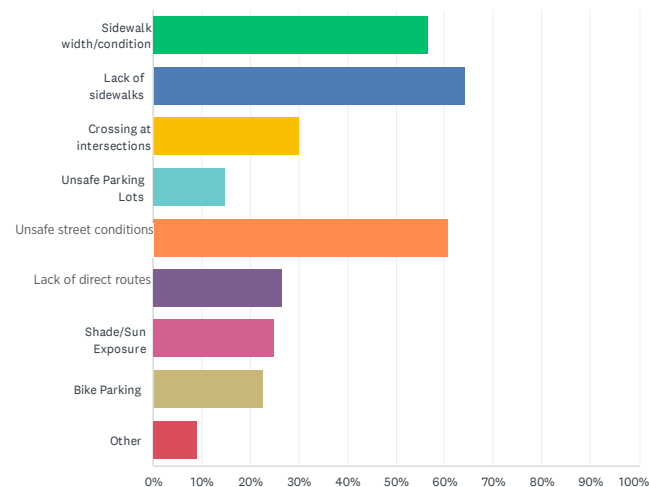


ANSWER CHOICES	RESPONSES	
Congestion	68.52%	74
Difficult to get around	24.07%	26
Progression through signals (synchronization of traffic signals)	33.33%	36
Railroad	20.37%	22
Total Respondents: 108		

#	OTHER (PLEASE SPECIFY)	DATE
1	road infrastructure . . . lots of unsafe bumps and holes	11/20/2021 12:09 PM
2	Need to concentrate destinations to make it easier to park once and get what you need.	11/17/2021 9:48 AM
3	Have to walk mile to closest bus stop	11/16/2021 7:13 PM
4	Lights not placed with expanded housing and street openings	11/5/2021 6:58 AM
5	Poor street conditions, barriers from freeways and railroads and lack of bike and transit options	11/4/2021 9:12 AM
6	Impassable streets	11/4/2021 8:43 AM
7	Bad Roads need major over Haul...	11/3/2021 5:30 PM
8	Poor condition of street surfaces	11/2/2021 3:14 PM
9	n/a	11/1/2021 7:33 PM
10	street /road repairs	11/1/2021 4:51 PM
11	Freeway	11/1/2021 11:37 AM
12	POTHLES/BUMPY ROADS	10/30/2021 10:40 AM
13	I'd love to be able to SAFELY walk from my house (behind the old Westbury Square) to the Willow Waterhole. Speeding on West Bellfort and speeding when cutting through neighborhood streets, specifically Atwell Dr. @ W. Bellfort. The speeding makes it unfriendly for kids to play out front or even walk/ride bikes through the neighborhood.	10/26/2021 7:30 AM
14	Poor road conditions (potholes, broken concrete)	10/25/2021 4:29 PM
15	Off ramp to Fort Bend Tollway coming	10/20/2021 11:53 AM

Q6 What are the main pedestrian/bicycling issues in Southwest Houston?
(select all that apply)

Answered: 120 Skipped: 6

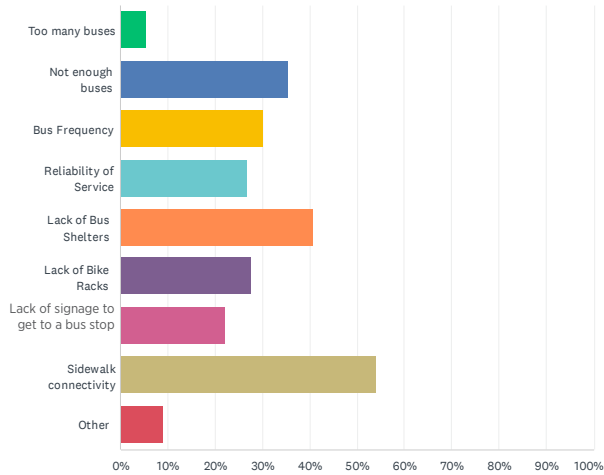


ANSWER CHOICES	RESPONSES	
Sidewalk width/condition	56.67%	68
Lack of sidewalks	64.17%	77
Crossing at intersections	30.00%	36
Unsafe Parking Lots	15.00%	18
Unsafe street conditions (lack of protected on-street bike lanes)	60.83%	73
Lack of direct routes from points of origin to key destinations	26.67%	32
Shade/Sun Exposure	25.00%	30
Bike Parking	22.50%	27
Other	9.17%	11
Total Respondents: 120		

#	OTHER	DATE
1	there are no real adequate safe walking / cycling areas in our neighbourhood. my neighbor and i on numerous occasions walk at Blueridge park on Court street. but not longer as we encounter dogs that are not on leashes (we are senior citizens and cannot run from dogs); the same scenario for the Sims trail at Simsbrook and S Post Oak; not safe due to large unleashed dogs. to be safe we now have to drive to Hermann Park to walk . . . so not cool :(	11/20/2021 12:09 PM
2	Physical boundaries between cars and bikes needed	11/17/2021 9:48 AM
3	I am biker	11/15/2021 8:48 PM
4	Roaming unattended animals	11/11/2021 8:14 PM
5	Lack of safe routes to connect to hike/bike trails	11/4/2021 12:49 AM
6	Walking area's needs to be Covered With asphalt or Small Rocks	11/3/2021 5:30 PM
7	Certain STREETS that were to be repaired 39 years ago (Certain PANELS to be REPLACED IN subdivision)	11/3/2021 11:50 AM
8	n/a	11/1/2021 7:33 PM
9	Unsafe drugs openly being sold	10/28/2021 9:11 AM
10	SPEEDING	10/26/2021 7:30 AM
11	Sidewalks are not maintained.	10/19/2021 5:23 PM

Q7 What are the main public transit issues in Southwest Houston? (select all that apply)

Answered: 113 Skipped: 13

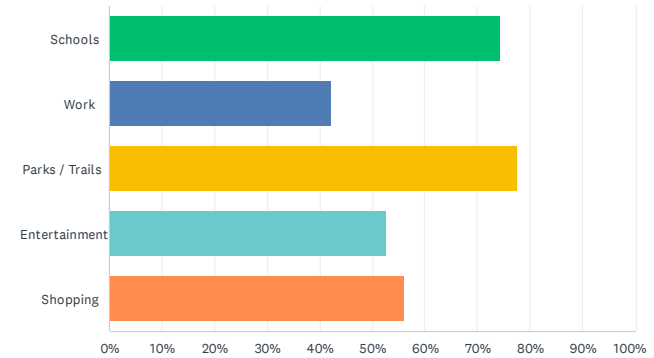


ANSWER CHOICES	RESPONSES	
Too many buses	5.31%	6
Not enough buses	35.40%	40
Bus Frequency	30.09%	34
Reliability of Service	26.55%	30
Lack of Bus Shelters	40.71%	46
Lack of Bike Racks	27.43%	31
Lack of signage to get to a bus stop	22.12%	25
Sidewalk connectivity	53.98%	61
Other	8.85%	10
Total Respondents: 113		

#	OTHER	DATE
1	I live south of Main Street off Hillcroft in southwest Crossing @ Coach Creek & Hillcroft. NO BUS PICKUP NOR DROP OFF ON THIS SIDE OF MAIN. .	11/28/2021 9:28 PM
2	there is no bus service on W Orem from Almeda to Fondren. Bus shelters are not sufficient for the number of riders waiting. there are no bike racks that I have seen in my S. Post Oak / W Orem area. Please, Please we so need spacious side walks. Thank you	11/20/2021 12:09 PM
3	Walking mile to closest bus stop	11/16/2021 7:13 PM
4	Distance between bus stops; there aren't enough convenient bus stops	11/15/2021 9:11 AM
5	Keeping The Grass Cut and Safe for Residents too Walk on.	11/3/2021 5:30 PM
6	No direct link to light rail	11/2/2021 3:14 PM
7	n/a	11/1/2021 7:33 PM
8	Safety	11/1/2021 2:31 PM
9	I don't ride the bus because I've always just driven. I'd be open to riding buses more often during my free time (not for work) if I thought it was easy: quick, simple & direct - like, can West hey residents easily take the bus to the rodeo without having to DRIVE to a Park & Ride area?	10/26/2021 7:30 AM
10	Do not ride the bus	10/25/2021 3:13 PM

Q8 I would like to see Southwest Houston's network of sidewalks, on-street bike lanes, and off-street multi-use trails provide connectivity from my neighborhood to... (select all that apply)

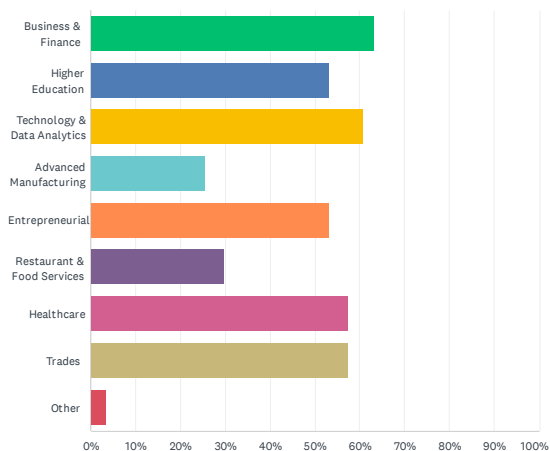
Answered: 116 Skipped: 10



ANSWER CHOICES	RESPONSES	
Schools	74.14%	86
Work	42.24%	49
Parks / Trails	77.59%	90
Entertainment	52.59%	61
Shopping	56.03%	65
Total Respondents: 116		

Q9 What types of job training and educational programs would be most beneficial? (select all that apply)

Answered: 117 Skipped: 9

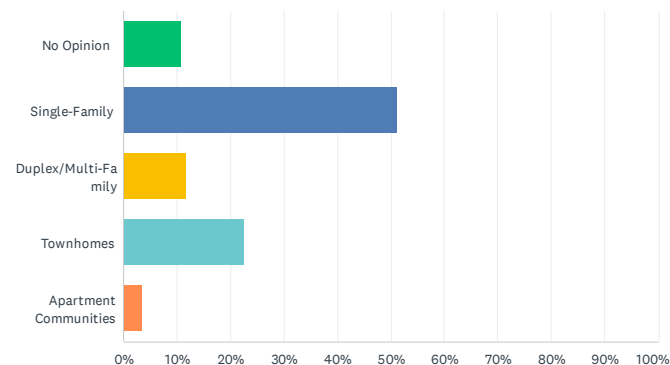


ANSWER CHOICES	RESPONSES	
Business & Finance	63.25%	74
Higher Education	52.99%	62
Technology & Data Analytics	60.68%	71
Advanced Manufacturing	25.64%	30
Entrepreneurial	52.99%	62
Restaurant & Food Services	29.91%	35
Healthcare	57.26%	67
Trades	57.26%	67
Other	3.42%	4
Total Respondents: 117		

#	OTHER	DATE
1	Grocery stores	11/16/2021 1:37 PM
2	Makers center, small business development	11/5/2021 6:58 AM
3	upholstery/trades	11/2/2021 2:35 PM
4	Crypto	10/30/2021 4:15 PM

Q10 What preferred housing types would you like to see more of in Southwest Houston?

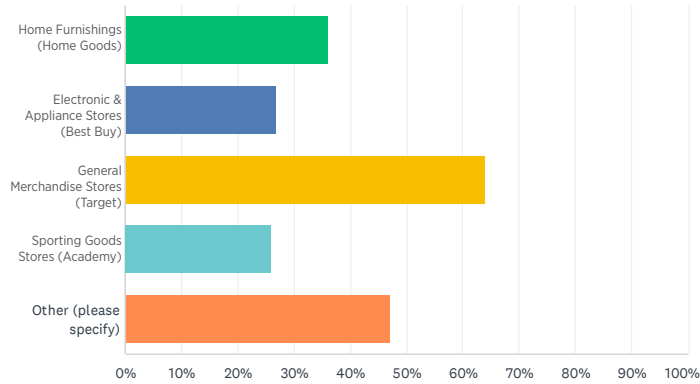
Answered: 119 Skipped: 7



ANSWER CHOICES	RESPONSES	
No Opinion	10.92%	13
Single-Family	51.26%	61
Duplex/Multi-Family	11.76%	14
Townhomes	22.69%	27
Apartment Communities	3.36%	4
TOTAL		119

Q11 What types of businesses would you like to see in the Southwest Houston area?

Answered: 119 Skipped: 7



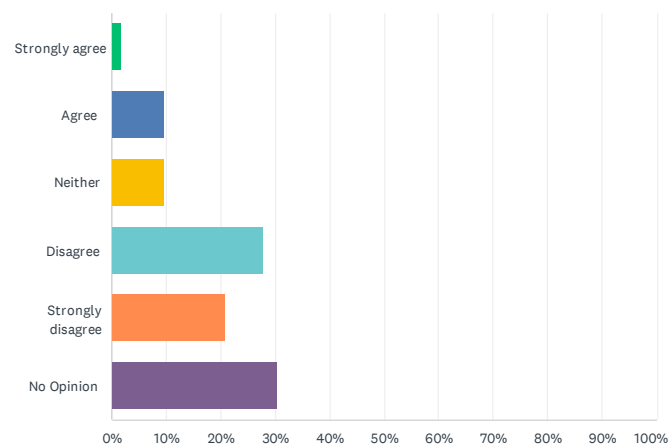
ANSWER CHOICES	RESPONSES
Home Furnishings Stores (Home Goods)	36.13% 43
Electronic & Appliance Stores (Best Buy)	26.89% 32
General Merchandise Stores (Target)	63.87% 76
Sporting Goods Stores (Academy)	26.05% 31
Other (please specify)	47.06% 56
Total Respondents: 119	

#	OTHER (PLEASE SPECIFY)	DATE
1	Local businesses, banks	12/1/2021 8:21 AM
2	Grocery	12/1/2021 7:08 AM
3	Better grocery stores with healthy options	11/30/2021 11:52 PM
4	Top End General Merchandise Stores; Top End Grocery Store; Mom & Pop/Mid-Level Sitdown dining	11/30/2021 8:04 PM
5	Business suppprt; fedex, ups,	11/30/2021 3:27 PM
6	Really ! a decent nice sit-down restaurant on S Post Oak or W Orem. S Post Oak would be ideal for people driving home from work and for families on Sundays after church and for the numerous individuals who are sick of fast food and have to drive 5 + miles to Meyerland or Pearland to enjoy a nice meal in a restaurant. because of this lack, this community is losing money. Also, i think the mass of open land next to Windsor Village church on W Orem should be developed into a community garden for the church member and the Corinthian Pointe neighbors (to the neighbors first).	11/20/2021 12:09 PM
7	Small businesses that sell furniture, electronics, general merchandise, and sporting goods.	11/20/2021 11:50 AM

8	Grocery	11/19/2021 1:01 PM
9	Starbucks, a first class super market, ice cream shop	11/16/2021 7:13 PM
10	Grocery stores	11/16/2021 1:37 PM
11	Restaurants	11/15/2021 11:16 AM
12	HEB; large chain grocery stores; healthier food options	11/15/2021 9:11 AM
13	Quality Groceries	11/12/2021 11:28 AM
14	Supermarket	11/11/2021 8:32 PM
15	Groceries	11/11/2021 8:14 PM
16	Supermarket	11/11/2021 7:09 PM
17	Upscale restaurant	11/11/2021 6:17 PM
18	Large Retail Grocery; i.e. Kroger, HEB	11/7/2021 7:08 PM
19	Crafts & Book Stores, Mental Health Services, Recreational	11/6/2021 3:31 PM
20	restaurants	11/5/2021 10:57 PM
21	better grocery stores like Kroger or HEB	11/5/2021 9:24 AM
22	Grocery Store	11/4/2021 6:27 PM
23	Supermarkets	11/4/2021 1:44 PM
24	Grocery Stores	11/4/2021 1:21 PM
25	no big box...local scale stores owned by local people	11/4/2021 9:12 AM
26	Grocery in walking distance	11/4/2021 8:43 AM
27	Grocery Stores, Restaurant,	11/3/2021 5:30 PM
28	More GROCERY STORES	11/3/2021 11:50 AM
29	Krogers or Randalls	11/3/2021 9:41 AM
30	Restuarants - NOT FAST FOOD	11/2/2021 3:14 PM
31	upscale restaurants	11/2/2021 2:35 PM
32	Walmart neighborhood	11/2/2021 1:42 PM
33	Higher quality groceries	11/2/2021 11:18 AM
34	Grocery	11/1/2021 10:13 PM
35	n/a	11/1/2021 7:33 PM
36	Nice Brand named grocery store	11/1/2021 4:51 PM
37	Health foods store	11/1/2021 2:31 PM
38	Grocery	11/1/2021 12:26 AM
39	Healthy Restaurants/ CHICK-FIL-A/CHIPOTLE	10/30/2021 10:40 AM
40	Grocery Stores	10/30/2021 12:55 AM
41	Grocers	10/29/2021 5:50 PM
42	decent grocery stores - not Foodarama	10/29/2021 11:54 AM
43	Grocery store	10/29/2021 10:37 AM
44	Clothing/shoes	10/28/2021 9:11 AM
45	grocery	10/26/2021 10:57 AM
46	Boutique retailers! Like, a neat place to shop for gifts or clothes without having to go to a big-box chain like Target.	10/26/2021 7:30 AM
47	Quality Grocery Stores	10/25/2021 9:40 PM
48	Grocery stores	10/25/2021 4:41 PM
49	Grocery stores	10/25/2021 4:29 PM
50	HEB	10/25/2021 4:21 PM
51	Restaurants and Grocery stores	10/25/2021 3:13 PM
52	More Fast food restaurants	10/25/2021 2:17 PM
53	Name Brand Grocery Stores	10/25/2021 11:25 AM
54	High quality grocery store	10/24/2021 4:36 PM
55	Grocery Store	10/20/2021 11:53 AM
56	Upscale grocery stores	10/19/2021 5:23 PM

Q12 When I am using my wheelchair, walking on the sidewalk, or crossing the street at an intersection, I feel safe from vehicles.

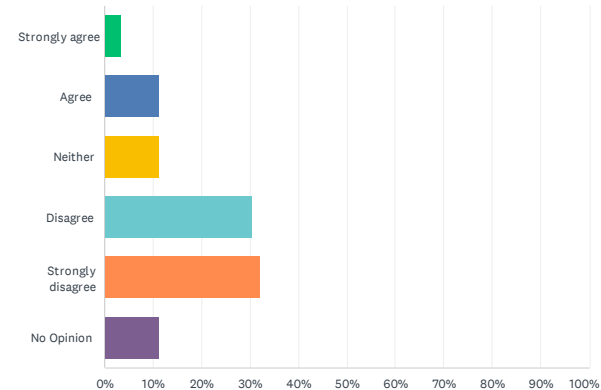
Answered: 115 Skipped: 11



ANSWER CHOICES	RESPONSES	
Strongly agree	1.74%	2
Agree	9.57%	11
Neither	9.57%	11
Disagree	27.83%	32
Strongly disagree	20.87%	24
No Opinion	30.43%	35
TOTAL		115

Q13 I feel that my residence is well-connected to other locations by means of sidewalks, on-street bike lanes, and off-street multi-use trails.

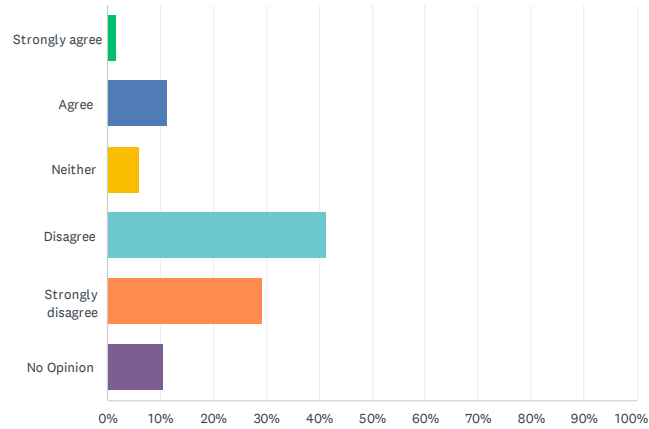
Answered: 115 Skipped: 11



ANSWER CHOICES	RESPONSES	
Strongly agree	3.48%	4
Agree	11.30%	13
Neither	11.30%	13
Disagree	30.43%	35
Strongly disagree	32.17%	37
No Opinion	11.30%	13
TOTAL		115

Q14 I can comfortably and safely walk to destinations (school, work, shopping, etc.)

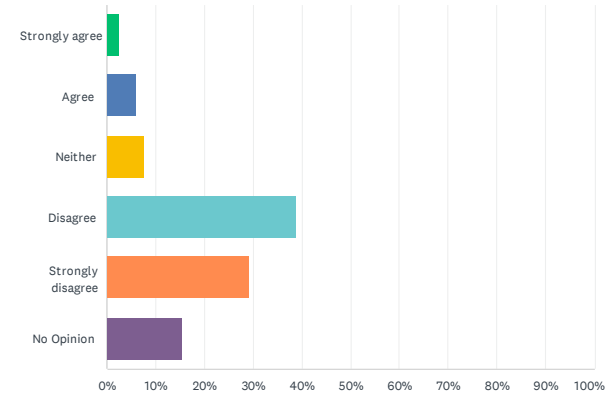
Answered: 116 Skipped: 10



ANSWER CHOICES	RESPONSES	
Strongly agree	1.72%	2
Agree	11.21%	13
Neither	6.03%	7
Disagree	41.38%	48
Strongly disagree	29.31%	34
No Opinion	10.34%	12
TOTAL		116

Q15 I can comfortably and safely ride my bicycle to destinations (school, work, shopping, etc.)

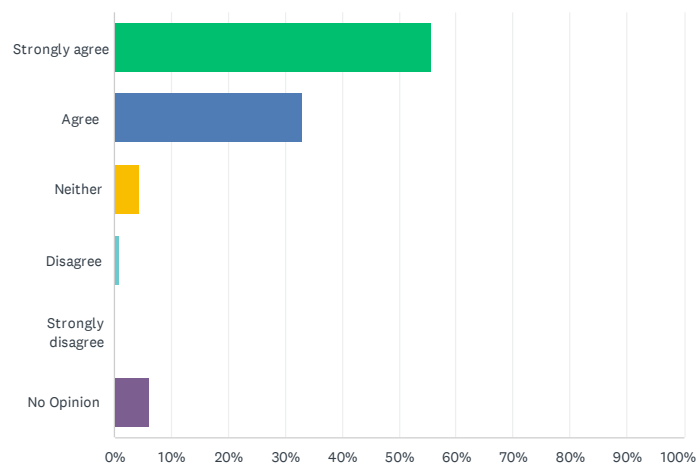
Answered: 116 Skipped: 10



ANSWER CHOICES	RESPONSES	
Strongly agree	2.59%	3
Agree	6.03%	7
Neither	7.76%	9
Disagree	38.79%	45
Strongly disagree	29.31%	34
No Opinion	15.52%	18
TOTAL		116

Q16 I would like to see more trails/sidewalks/bike paths

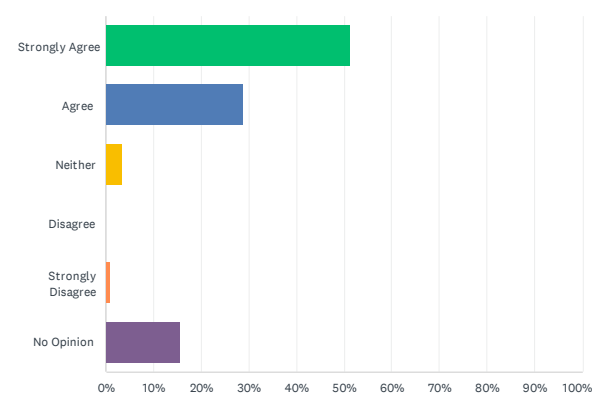
Answered: 115 Skipped: 11



ANSWER CHOICES	RESPONSES	
Strongly agree	55.65%	64
Agree	33.04%	38
Neither	4.35%	5
Disagree	0.87%	1
Strongly disagree	0.00%	0
No Opinion	6.09%	7
TOTAL		115

Q17 I would like to see improved transit service in the Southwest Houston community.

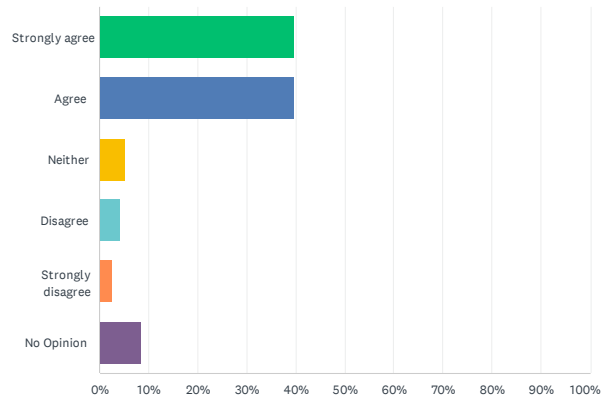
Answered: 115 Skipped: 11



ANSWER CHOICES	RESPONSES	
Strongly Agree	51.30%	59
Agree	28.70%	33
Neither	3.48%	4
Disagree	0.00%	0
Strongly Disagree	0.87%	1
No Opinion	15.65%	18
TOTAL		115

Q18 I would like to see more mixed-use development.

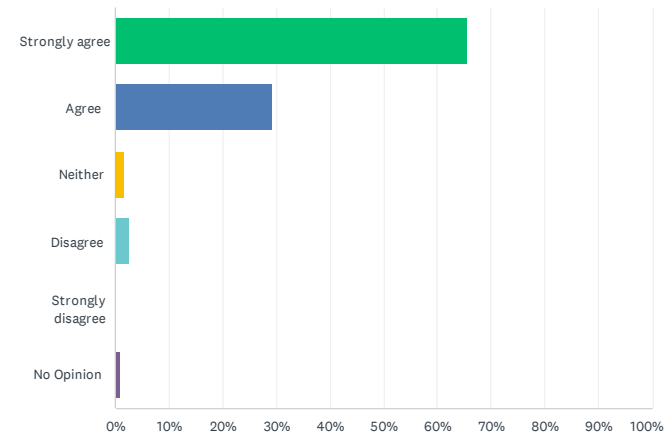
Answered: 116 Skipped: 10



ANSWER CHOICES	RESPONSES	
Strongly agree	39.66%	46
Agree	39.66%	46
Neither	5.17%	6
Disagree	4.31%	5
Strongly disagree	2.59%	3
No Opinion	8.62%	10
TOTAL		116

Q19 I would like more desirable retail, restaurant, and entertainment establishments.

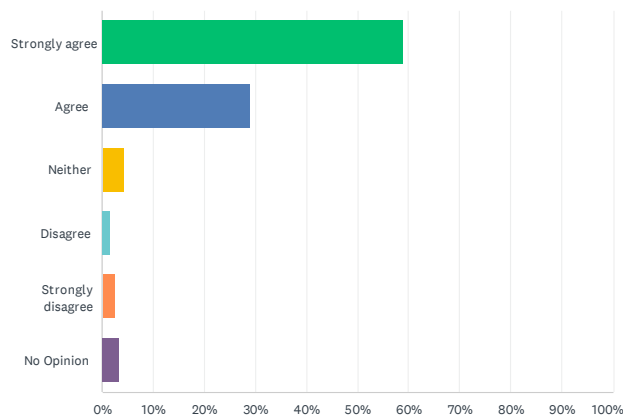
Answered: 116 Skipped: 10



ANSWER CHOICES	RESPONSES	
Strongly agree	65.52%	76
Agree	29.31%	34
Neither	1.72%	2
Disagree	2.59%	3
Strongly disagree	0.00%	0
No Opinion	0.86%	1
TOTAL		116

Q20 There is a lack of grocery store and healthy food options in Southwest Houston.

Answered: 117 Skipped: 9



ANSWER CHOICES	RESPONSES	
Strongly agree	58.97%	69
Agree	29.06%	34
Neither	4.27%	5
Disagree	1.71%	2
Strongly disagree	2.56%	3
No Opinion	3.42%	4
TOTAL		117

Q21 What streets, intersections, or locations do you believe are unsafe or need improvement? (Tell us below)

Answered: 73 Skipped: 53

#	RESPONSES	DATE
1	All of almeda rd. There are no sidewalks and people are always walking or biking down the street that's unsafe.	12/1/2021 8:29 AM
2	Allum (needs walkways) Charing Way (needs walkways) Regg (needs walkway) White Heather	12/1/2021 7:24 AM
3	All of west bellfort. Chimney Rock road near Westbury High School needs more security and traffic control—especially during after school hours when kids are waiting by the bus stops.	11/30/2021 11:59 PM
4	Simsbrook Dr near and along Lawson Middle School	11/30/2021 10:08 PM
5	Intersection of Hiram Clarke and Orem ... all up and down Orem	11/30/2021 3:30 PM
6	Post Oak and West Orem	11/29/2021 10:42 PM
7	Sidewalks south of Main on Hillcroft needs improvement	11/28/2021 9:33 PM
8	the overpass on S post oak over the train rail the entire S post oak street as well as W Fuqua	11/20/2021 12:21 PM
9	Down Town	11/20/2021 10:37 AM
10	Westheimer	11/20/2021 10:24 AM
11	Bissonnet	11/16/2021 8:09 PM
12	South Post Oak	11/16/2021 7:52 PM
13	Townwood at West Orem needs a light hard to cross especially during peak hours.	11/16/2021 7:28 PM
14	Hire Clark	11/16/2021 1:43 PM
15	Blue Ridge, Hillcroft street, ATN 90	11/15/2021 9:10 PM
16	Almeda and West Fuqua	11/15/2021 11:20 AM
17	Bellaire@Hillcroft	11/15/2021 10:58 AM
18	W. Fuqua (between S. Post Oak & Buffalo Speedway) & Hiram Clarke blvd (between W. Airport & W. Fuqua).	11/15/2021 9:20 AM
19	Hiram Clarke Street, Allum Street, West Orem Street	11/13/2021 8:04 PM
20	Due to Centerpoint LPG tanks Hillcroft @ Orem	11/12/2021 11:37 AM
21	All in the surrounding neighborhood	11/11/2021 8:17 PM
22	Fondren @ 90 Main @ 90 Chimney Rock @ 90	11/11/2021 7:16 PM
23	Allum St	11/11/2021 5:02 PM
24	Hiram Clark and Airport traffic signal is confusing for making turns.	11/9/2021 8:15 PM
25	Almeda/W. Orem area	11/7/2021 7:39 PM
26	Fondren and beltway	11/7/2021 7:36 PM
27	I consider the intersection of Hillcroft and West Orem to be unsafe and in need of improvement because of the location of a proposed liquid propane gas facility placement intending to hold 300,000 gallons of liquid propane located at 13617 Hillcroft 77085. This facility poses high risks to the safety of Southwest Houston communities in the case that there were a catastrophic event (gas leaks, explosions, air and ground contamination, destruction of property, bum injuries, respiratory difficulties). The facility is also located within 100-500ft of two gas stations which would intensify the risks of an incident if it were to occur. This facility is a stones throw from the backyards of a community of people, children and their homes as well as KIPP Mosaic school. In order to keep the Southwest Houston communities safe, this	11/6/2021 4:03 PM

facility needs to be removed and moved to an area that poses less risk of damage and injury to communities. This would be the second facility like this placed in Southwest Houston. The first is called the Pecan Point Preserve located at 4612 Allum Road, Houston—Capacity 360,000 gallons of liquid propane gas. These facilities also flare sending flames and chemical burnoff into the air. This will affect the air quality of the community which directly affects quality of health of community members. Please address these concerns. We appreciate all you are doing to help make this community safe and a great place to call our Southwest Houston home.

28	Main @ Hiram clark	11/6/2021 8:33 AM
29	Hiram Clarke at W. Orem, W. Orem at Alameda, W. Orem at Buffalo Speedway, W. Orem at Post Oak	11/5/2021 9:31 AM
30	Airport at glenwick	11/5/2021 7:05 AM
31	Beltway 8 and Fondren	11/4/2021 7:53 PM
32	(Unknown.)	11/4/2021 6:11 PM
33	Blue Ridge @ West Orem West Orem @ Post Oak between Hillcroft	11/4/2021 5:18 PM
34	S. Post Oak and West Orem	11/4/2021 2:07 PM
35	South Main @ South Post Oak South Post Oak	11/4/2021 1:25 PM
36	S. Post Oak, West Orem, Beltway 8 Frontage Roads and intersections.	11/4/2021 9:14 AM
37	South Post Oak and Heatherbrook, South Post Oak and West Orem All intersections on South Post Oak between Main and the Beltway. Beltway and Hillcroft!	11/4/2021 8:55 AM
38	South Post Oak Rd.at Alt-90/Main St. Most other intersections with S. Post Oak Rd.	11/4/2021 1:10 AM
39	Mandlay in Alameda Plaza, Monticello, Tidewater all of these Streets are in our Subdivision and they're are in Bad shape. Also repair if our sidewalks though out our Community!!!	11/3/2021 5:41 PM
40	In my Subdivision we need more Police presence/ People run STOP Signs and SPEED through the Streets.	11/3/2021 11:51 AM
41	Hiram Clarke and Allum	11/3/2021 9:47 AM
42	Alameda (FM 521) & Alameda Genoa/W. Fuqua intersection. Regal Oaks Bend/Del Papa & Alameda Genoa intersection	11/2/2021 3:51 PM
43	Main and Fondren	11/2/2021 2:40 PM
44	Quail Glen to Quail Valley	11/2/2021 1:51 PM
45	West Bellfort @ FONDREN, West Bellfort @ S Gessner, S Gessner @ S Braeswood, W Bellfort traveling East or West to/from Hillcroft, Fondren @ W Airport	11/2/2021 11:26 AM
46	Court Rd, Post Oak Rd., Hiram Clarke Rd.	11/2/2021 2:05 AM
47	South Main, Hwy 6	11/1/2021 7:24 PM
48	Everything near Bissonnet and Spice Ln.	11/1/2021 3:45 PM
49	Airport & Foundren	11/1/2021 12:07 PM
50	Southwest	11/1/2021 11:43 AM
51	Fondren , west Belfort	11/1/2021 11:39 AM
52	Alameda and West Fuqua, West Fuqua and Fuqua Gardens View	11/1/2021 12:31 AM
53	N/a	10/31/2021 9:29 PM
54	Cook Rd could be improved	10/31/2021 4:45 PM
55	All	10/31/2021 3:46 PM
56	Frodren road, lots of pot holes	10/31/2021 3:33 PM
57	W Bellfort and post oak	10/30/2021 4:08 PM
58	North and south braeswood where they intersect with the 610 feeder road	10/30/2021 3:06 PM

59	ANDERSON ROAD BY ALMEDA GENOA!! I hate driving that road on my way to work!! Horrible driving lanes and absolutely NO ROOM to walk safely!!	10/30/2021 10:59 AM
60	Quail Glen & FM 2234	10/30/2021 12:59 AM
61	Hillcroft Ave/Main Street	10/29/2021 5:54 PM
62	Fuqua	10/29/2021 12:54 PM
63	Sam Houston Expressway at W Fuqua	10/29/2021 12:04 PM
64	South post oak and West Fuqua	10/28/2021 9:19 AM
65	Main at South Post Oak needs better traffic lights. Hard to see if you have a green or red light due to sun, making it dangerous for pedestrians and drivers.	10/26/2021 10:18 AM
66	West Bellfort @ Atwell Drive (behind Burdine Street)	10/26/2021 7:39 AM
67	Allum Drive between S. Post Oak and Hiram Clarke	10/25/2021 9:51 PM
68	W. Fuqua between Alameda and Hiram Clarke is full of potholes and broken concrete making driving hazardous.	10/25/2021 4:34 PM
69	All Hiram Clarke area	10/25/2021 2:20 PM
70	South Post Oak @ Ridgescreek	10/25/2021 11:28 AM
71	Allum and Hiram Clarke	10/24/2021 4:54 PM
72	Hillcroft @ Carey Chase; Fondren from Buffalo Run to Independence speeding	10/20/2021 12:12 PM
73	Buffalo Speedway @W.Orem W. Orem @ Hiram Clarke S. Post Oak@ W. Orem Whiteheather@W. Orem	10/19/2021 5:36 PM

Q22 What types of restaurants and/or retail establishments would you most likely be interested in?

Answered: 84 Skipped: 42

#	RESPONSES	DATE
1	Local mom and pop shops. More grocery store options. Cafes, restaurants that offer healthy food.	12/1/2021 8:29 AM
2	Mixed use: grocery/ clothing / entertainment / event center (for small gatherings) / dance studio/ music / drama studio - for teaching Trade school: electrician / AC/ woodwork/ mechanic	12/1/2021 7:24 AM
3	-Various types of Dine-in establishments with diverse and healthy menu options -More retro restaurant options, i.e. Velvet Taco, Chipotle, Jamba Juice, Smoothie King, Starbucks, Pei Wei, Zoës Kitchen, Jason's Deli, Torchy's Taco, Cane's, Cheddars, even a Food Hall like Blodgett Food Hall in Third Ward -Nice establishments with bar options -Grocery Stores (H-E-B, Kroger) and Pharmacy Stores (CVS, Walgreens)	12/1/2021 7:16 AM
4	Less fast food places and more small businesses that sell healthier food. A retail center with a grocery store, and stores like Target, CVS, H-E-B, PetCo or petsmart would be very good.	11/30/2021 11:59 PM
5	1) Mid-Level Sit-Down restaurants 2) 1st/2nd Generation restaurants 3) Mixed-Use Retail (shopping/gaming) 4) Grocery Store	11/30/2021 10:08 PM
6	Grocery stores; Kroger, H-E-B ... Starbucks	11/30/2021 3:30 PM
7	Family sit down dining with healthy options.	11/29/2021 10:42 PM
8	Sotdown lu	11/28/2021 9:33 PM
9	Sit down restaurants (nice, tablecloths, cloth napkins) NOT fast food NOT cafeteria	11/20/2021 12:21 PM
10	Locally owned restaurants and retail shops.	11/20/2021 11:53 AM
11	All	11/20/2021 10:37 AM
12	Target, sprouts, Whole Foods	11/20/2021 10:24 AM
13	Grocery stores	11/19/2021 1:04 PM
14	High end restaurants	11/18/2021 10:16 PM
15	Family Restaurant	11/17/2021 10:37 AM
16	Some small locally owned places near an anchor would be cool. Pop-ups or markets on weekends to build some awareness of those local brands and test out which will be a good fit.	11/17/2021 10:02 AM
17	A variety	11/16/2021 8:09 PM
18	Steak, BBQ, Fish	11/16/2021 7:52 PM
19	A outside cafe to eat, a coffee shop-bakery, even a frozen dessert shop, even clothes shop, or shoes.	11/16/2021 7:28 PM
20	HEB ,Starbucks ,chic fil e	11/16/2021 1:43 PM
21	Cheese Cake Factory, IHOP	11/15/2021 9:10 PM
22	Family sit down restaurants Family stores (clothing & house)	11/15/2021 11:20 AM
23	Walmart, Dollar General, Five Below	11/15/2021 10:58 AM
24	Health food options (juice/smoothie, salads, bakery/sandwich shops): Panera Bread, Jason's Deli, Chick-fil-a, or a Chipotle.	11/15/2021 9:20 AM
25	Health Food Restaurants , Sporting Goods Retail Store	11/13/2021 8:04 PM
26	Same as West U or Meyerland	11/12/2021 11:37 AM
27	Soul food	11/11/2021 8:17 PM

28	A mall HEB	11/11/2021 7:16 PM
29	None	11/11/2021 5:02 PM
30	Seafood	11/9/2021 8:15 PM
31	Sit down restaurants. No fast food.	11/7/2021 7:39 PM
32	Health foods	11/7/2021 7:36 PM
33	Salata, Luby's, Freebirds, Jason's Deli, Gringos, Pappadeaux's, Olive Garden, Longhorn BBQ,	11/6/2021 4:03 PM
34	name brand restaurant for in door dining	11/5/2021 11:06 PM
35	upper-level restaurants like Pappadeaux's	11/5/2021 9:31 AM
36	Healthier foods - subway, soup n salad,	11/5/2021 7:05 AM
37	Family oriented sit down restaurants	11/4/2021 7:53 PM
38	Vegan Restaurants.	11/4/2021 6:11 PM
39	grocery stores that have any type of curb appeal	11/4/2021 5:18 PM
40	I'd like to see fewer fast food restaurants and more restaurants similar to Luby's , and Saltgrass Steakhouse	11/4/2021 2:07 PM
41	Eat-in restaurants (national and mom & pop)	11/4/2021 1:25 PM
42	local	11/4/2021 9:14 AM
43	Chick fil A, Seafood sit down restaurant. Less fast food more quality restaurants	11/4/2021 8:55 AM
44	More ethnic or regional cuisine restaurants High quality grocery stores like HEB in Central SW Houston	11/4/2021 1:10 AM
45	Wingstop, WhatBurger Seafood	11/3/2021 5:41 PM
46	il would have to think about it.	11/3/2021 11:51 AM
47	Sam's Club	11/3/2021 9:47 AM
48	Starbucks, a Pappas franchise (Pappadeaux/Pappasitos), TraderJoes/Sprouts (Organic food grocer),	11/2/2021 3:51 PM
49	Locally owned, craft brewpubs, healthy options	11/2/2021 2:41 PM
50	upscale; a variety food court w/ entertainment	11/2/2021 2:40 PM
51	Dine in & Kroger	11/2/2021 1:51 PM
52	More and higher class restaurants, at least one quality grocery store	11/2/2021 11:26 AM
53	name brand grocery store	11/2/2021 2:05 AM
54	Something other than chick fil a jack n the box	11/1/2021 7:24 PM
55	Healthy food choices	11/1/2021 3:45 PM
56	More variety of businesses; health food store and restaurants	11/1/2021 2:51 PM
57	Marshall's	11/1/2021 12:07 PM
58	Seafood - Health/Fitness- Smoothies & Organic Food options - Patios and Kid friendly establishments	11/1/2021 11:43 AM
59	More restaurants and less fast food	11/1/2021 11:39 AM
60	Casual dining, family style restaurant	11/1/2021 12:31 AM
61	Whole Foods or more healthier grocery options	10/31/2021 4:45 PM
62	All	10/31/2021 3:46 PM
63	Retail	10/31/2021 3:45 PM
64	Better grocery stores	10/31/2021 3:33 PM

65	Chick fil a	10/30/2021 4:08 PM
66	Places with patios	10/30/2021 3:06 PM
67	Any expansion would be good	10/30/2021 3:06 PM
68	CHICK-FIL-A!!! CHIPOTLE!! SHAKE SHACK! PANERA BREAD! STARBUCKS!! HOME GOODS! HEB! BURLINGTON! A NICER WALMART! OLD NAVY! GAP! H&M! FOREVER 21! ANYTHING BUT ANOTHER FREAKING DOLLAR STORE!	10/30/2021 10:59 AM
69	A variety	10/30/2021 12:59 AM
70	Casual dining	10/29/2021 5:54 PM
71	Healthier options and more pleasant popular brands.	10/29/2021 12:54 PM
72	Walmart, Krogers, Restaurants, Coffee Shops, banks	10/29/2021 12:04 PM
73	Healthy options farmers markets	10/29/2021 10:39 AM
74	Healthy foods catering to families/individuals. Less gas stations. Quality clothing and shoes.	10/28/2021 9:19 AM
75	The questions were misleading. We have grocery stores, restaurants, and retail but want more desirable entities. Would like a Target, HEB, Starbucks, Lupe Tortilla, etc. We leave the neighborhood to get these.	10/26/2021 10:18 AM
76	Boutiques! Like, gifts & clothes. And local coffee shops & restaurants that aren't in a strip center. The strip centers around us are awful & trashy & poorly taken care of. Less gas stations, too - gas stations are popping all along W. Bellfort - what a killer for other development. We have enough gas stations & "marts". They just make it look trashy when you enter our area.	10/26/2021 7:39 AM
77	More dine-in restaurants and fewer fast-food restaurants	10/25/2021 9:51 PM
78	Walmart Target with Grocery options in those stores Kroger	10/25/2021 4:42 PM
79	The Hiram Clarke area needs more grocery stores, retail stores like Walmart/Target and dining restaurants that aren't your run of the mill fast food.	10/25/2021 4:34 PM
80	More American restaurants: brick oven pizza joints. Chick fil a, American deli, Raising Canes	10/25/2021 2:20 PM
81	family friendly, discount retail establishments	10/25/2021 11:28 AM
82	Family oriented quality restaurants and shopping Town Center. Something that can be utilized by elderly and young people.	10/24/2021 4:54 PM
83	Not fast food, more white table cloth restaurants and healthy eating and/or bakery	10/20/2021 12:12 PM
84	Luby's Cracker Barrel Dillard's Marshall	10/19/2021 5:36 PM

Q23 What types of pedestrian and/or bicycle improvements are needed and where?

Answered: 72 Skipped: 54

#	RESPONSES	DATE
1	Everywhere in district K. Many of the single family neighborhoods don't have any sidewalks whatsoever.	12/1/2021 8:29 AM
2	Light signals that allow enough time (for a 90 year old in a wheelchair) to cross	12/1/2021 7:24 AM
3	Improvements need to be done along chimney Rock road where meyerland middle school and westbury high school are. There's a lot of kids that walk home and there needs to be improvement of bike paths and sidewalks. The intersection at bellfort and chimney rock is too unsafe during peak hours.	11/30/2021 11:59 PM
4	1) B - Cycle Houston 2) Walkable Esplanades (street furniture) 3) Bike Lanes	11/30/2021 10:08 PM
5	Bike parks	11/30/2021 3:30 PM
6	All sidewalks need to be connected or cleaned and cleared from brush.	11/29/2021 10:42 PM
7	Insure	11/28/2021 9:33 PM
8	South Post Oak if not both sides, the one side large enough 6' wide. the same for W Orem. and a real neighbourhood park with lots of trees and walking paths would be ideal for Seniors and families.	11/20/2021 12:21 PM
9	Improve the sidewalks, update street lights to benefit side walks, plant trees to offer shade.	11/20/2021 11:53 AM
10	All overallall	11/20/2021 10:37 AM
11	Bike lanes	11/19/2021 1:04 PM
12	Better sidewalks and marked area for bicycles	11/18/2021 10:16 PM
13	On Main Street S post oak	11/17/2021 10:37 AM
14	Full protected bike lanes and turning boxes at major intersections. Perhaps a big community bike event to get drivers in the area to be aware of cyclists of all ages and to get them to look for bike/ped when they're driving.	11/17/2021 10:02 AM
15	Safer places for both	11/16/2021 8:09 PM
16	Bike lanes and sidewalks	11/16/2021 7:28 PM
17	More sidewalks accessible for those who do not have transportation	11/16/2021 3:41 PM
18	More bike lanes	11/16/2021 1:43 PM
19	Hillcroft Street, ATN 90	11/15/2021 9:10 PM
20	Sidewalks	11/15/2021 11:20 AM
21	N/A	11/15/2021 10:58 AM
22	Closer bus stops on W. Orem (between S. Post Oak & Hiram Clarke Blvd) for students, adults, and elderly without access to personal transportation. An ideal location would be closer to Stancliff or Simsbrook.	11/15/2021 9:20 AM
23	Sidewalks along Hiram Clarke, Allum, Orem, and Post Oak Streets for bus riders. Bike lanes along the aforementioned streets	11/13/2021 8:04 PM
24	Sidewalks; bike lanes	11/11/2021 8:40 PM
25	None	11/11/2021 8:17 PM
26	Any streets without sidewalks.	11/11/2021 5:02 PM
27	Shaded areas no	11/9/2021 8:15 PM

28	All over	11/7/2021 7:39 PM
29	Bike trials along south post oak area	11/7/2021 7:36 PM
30	We need sidewalks on Main Street & 90 near Fiesta. Sidewalks on Summit Ridge Dr. up to Highway 90 near Meyer Park Charter School.	11/6/2021 4:03 PM
31	Safe lanes for bicycles along S. Post Oak, Hiram Clarke, Alameda	11/5/2021 9:31 AM
32	Sidewalk on Alum between Hiram Clarke and Post Oak	11/5/2021 7:05 AM
33	Bicycle trails and barriers FM 2234 to Fondren	11/4/2021 7:53 PM
34	Don't know.	11/4/2021 6:11 PM
35	Blue Ridge @ West Orem Simsbrook Dr @ Hiram Clarke Rd ****The hike and bike trail (Centerpoint connection) @ Simsbrook Dr.	11/4/2021 5:18 PM
36	Bike and walking trails	11/4/2021 2:07 PM
37	safe streets, wide sidewalks and dedicated bike lanes and trails	11/4/2021 9:14 AM
38	clearly lines intersections, repair and widen sidewalks for cyclists	11/4/2021 8:55 AM
39	Sidewalks mostly everywhere are substandard (in poor condition or absent) or too narrow. The need is -everywhere. There are no high comfort bike lanes. For starters complete Sims Bayou Trails gaps. Build trails to connect Sims Bayou Trail to Brays Bayou Trail via Hillcroft, or go for broke and build the trail all the way along the N/S CenterPoint easement from Clear Creek to Memorial Park (locally Sims Bayou to Brays Bayou along that easement). Would be super to build a pedestrian bridge over Alt-90/Main St. to get from study area to access the Willow Waterhole Greenway and imminent Levitt Pavilion site.	11/4/2021 1:10 AM
40	Sunshadow Bayou	11/3/2021 5:41 PM
41	Since we have a MAJORITY OF SENIORS, WE NEED WALKING PATHS LIKE OUR NEIGHBORS TO THE WEST OF US.	11/3/2021 11:51 AM
42	sidewalks and crosswalks throughout the major thorough fares. I see cycling clubs use Alameda Road as part of their daily workouts - they should have designated bike lanes on such a busy stretch of road.	11/2/2021 3:51 PM
43	Dedicated bike lanes with barriers from cars, reduced speed limits	11/2/2021 2:41 PM
44	More local bike stations	11/2/2021 2:40 PM
45	Safe sidewalks in the Quail Glen community & on FM2234 from Quail Glen to Cartwright Blvd	11/2/2021 1:51 PM
46	No opinion	11/2/2021 11:26 AM
47	sidewalks	11/2/2021 2:05 AM
48	I believe everywhere in Hou	11/1/2021 7:24 PM
49	More sidewalks, connecting sidewalks, safe, protected crosswalks, bike lanes	11/1/2021 2:51 PM
50	Bike Stop..A place to maybe Park it.	11/1/2021 12:07 PM
51	Nike lanes	11/1/2021 11:39 AM
52	Entire area	11/1/2021 12:31 AM
53	N/A	10/31/2021 4:45 PM
54	Need more city bikes	10/31/2021 3:46 PM
55	Sidewalks and bike lanes for commute to work and school	10/31/2021 3:45 PM
56	Bike lanes, better sidewalks	10/31/2021 3:33 PM
57	Lanes	10/30/2021 4:08 PM
58	In Denver, all drainage and irrigation paths are used for pedestrian and bicycle paths. With that said, there are no paths along most of the drainage areas I see (eg hillcroft, chimney rock)	10/30/2021 3:06 PM
59	ANDERSON ROAD!	10/30/2021 10:59 AM

60	N.a	10/30/2021 12:59 AM
61	Sidewalks are needed.	10/29/2021 5:54 PM
62	Better sidewalks that are leveled. Bike lanes need to be added	10/29/2021 12:54 PM
63	no opinion	10/29/2021 12:04 PM
64	off road paths or buffered on street paths	10/26/2021 10:58 AM
65	Need more marketing for what we do have currently. Need more people to use so that a sense of safety is increased. Being out there alone feels dangerous despite the beauty of the amenity.	10/26/2021 10:18 AM
66	More trails!	10/26/2021 7:39 AM
67	The continuation of sidewalks between Simsbrook and W. Orem; bike lanes along Hiram Clarke, W. Fuqua, and S. Post Oak	10/25/2021 9:51 PM
68	No opinion	10/25/2021 4:25 PM
69	Bus Shelters, sidewalks-increase width	10/25/2021 11:28 AM
70	N/A	10/24/2021 4:54 PM
71	These are currently being upgraded by TIRZ 25. Trees by Light Christian Church need to be trimmed because the growth prevents people from riding without branches hitting their heads. Business @ corner of Fondren & Fairway needs mowing. It has become an eyesore.	10/20/2021 12:12 PM
72	Hiram Clarke from South Main street to Anderson Road.	10/19/2021 5:36 PM

Q24 What do you think are the biggest strengths and opportunities for Southwest Houston?

Answered: 71 Skipped: 55

#	RESPONSES	DATE
1	Great location, it has potential but I'm worried about the overbuilding and how flooding will affect us in the future. There's also lots of littering around. There should be signs and/or cameras all around against it.	12/1/2021 8:29 AM
2	Property management companies for smaller communities HOA. Companies cater to larger HOAs and fees are burdensome Landscape companies for detention ponds. (They are expensive and burdensome to maintain.) Fancy event centers for smaller gatherings (charges are burdensome for gathering sizes less than 1,000.)	12/1/2021 7:24 AM
3	Lots of open space and undeveloped land Strong community interest and involvement	12/1/2021 7:16 AM
4	Southwest is extremely diverse. It is a cultural melting pot.	11/30/2021 11:59 PM
5	1) Perfect Location (between everything) 2) Fair Housing Market 3) Available Land for Development 4) Retail Leaking Equals Improvement Opportunities	11/30/2021 10:08 PM
6	Space and proximity to other popular areas in Houston.	11/30/2021 3:30 PM
7	Residents are working families and love their communities. They work in and support local businesses.	11/29/2021 10:42 PM
8	Divers	11/28/2021 9:33 PM
9	Find opportunities to provide safe environments for the Senior Citizens in this area as their are a lot of us in this area.	11/20/2021 12:21 PM
10	There is an opportunity to make it a walkable neighborhood.	11/20/2021 11:53 AM
11	All	11/20/2021 10:37 AM
12	Diversity	11/20/2021 10:24 AM
13	Room to grow	11/17/2021 10:37 AM
14	Find the most livable node and build from there. The proximity to the city and regional destinations is prime so if you make it pleasant to live (parks, walkability, safety...even if it starts with just one node of small area area with enough to safely do or see for a diverse cross section of people for 18 hours), then the commercial interest will come because the location makes so much sense. Palm Center could be like the Redbird (redbird-Dallas.com) redevelopment in Dallas but fill in the parking and connect to transit! Palm center is the opportunity. But you need a committed community-minded builder like UP-CDC.	11/17/2021 10:02 AM
15	Opportunities for business	11/16/2021 8:09 PM
16	People and their pride in their neighborhood	11/16/2021 7:52 PM
17	The people	11/16/2021 7:28 PM
18	diversity and unity is a strength	11/16/2021 3:41 PM
19	Center of everything	11/16/2021 1:43 PM
20	SWC -Hillcroft removal Centerpoint Energy LP Gas Tank. We can't smile coming home anymore. Depression 300, 000 right behind our home while we resting at night.	11/15/2021 9:10 PM
21	The community is close knit and willing to work together.	11/15/2021 10:58 AM
22	The biggest strength is that the stakeholders are committed and invested to seeing improvements for the entire Hiram Clark community.	11/15/2021 9:20 AM
23	Proximity to the Medical Center, the Galleria, and Midtown Houston	11/13/2021 8:04 PM
24	Re-Development	11/12/2021 11:37 AM

25	Close to medical center, NRG, easy access to 610 and Beltway. Opportunity: Grocery store	11/11/2021 8:40 PM
26	No opinion	11/11/2021 8:17 PM
27	Neighborhood safety Move the gas tanks on Hillcroft and West Orem	11/11/2021 7:16 PM
28	Alleviate flooding. Trim trees on an ongoing basis	11/11/2021 5:02 PM
29	Affordable housing single family housing.	11/9/2021 8:15 PM
30	Location to Medical Center	11/7/2021 7:39 PM
31	Na	11/7/2021 7:36 PM
32	The biggest strength of Southwest Houston is its location. It is central to other major parts of the city, highways, and tollways. The greatest opportunities for Southwest Houston is to continue to uphold its low crime rate and also work to increase commercial growth, support for homeless and housing insecure community members, and implementing environmentally safe protections for the community through legislation and zoning laws.	11/6/2021 4:03 PM
33	There is a lot of land that can be developed.	11/5/2021 9:31 AM
34	Single family housing, multiple generations, people with skills	11/5/2021 7:05 AM
35	Growing diverse population	11/4/2021 7:53 PM
36	Biggest strengths= Employed Good police officers. Opportunities= Keep employing morally decent police officers to keep Houston safe.	11/4/2021 6:11 PM
37	Low crime	11/4/2021 5:18 PM
38	It is more or less centrally located and near the medical center and NRG Stadium.	11/4/2021 2:07 PM
39	It use to be quiet, clean streets, clean neighborhoods. No loose and vicious dogs running loose, no cars parked on lawns, trash cans were not visible snd loads of Trash out for days.	11/4/2021 12:21 PM
40	proximity to major job centers and good people	11/4/2021 9:14 AM
41	NO MORE WAREHOUSES; TOO MANY TRAILER TRUCKS	11/4/2021 8:55 AM
42	If the pedestrian bridge mentioned in #23 was installed, a locus of high quality, diverse-oriented restaurants could spring up just south of main just as high quality restaurants surely will come to be near Willow Waterhole Greenway/Levitt Pavilion (like in currently run-down Westbury Square or in locations along Gasmer and S. Willow).	11/4/2021 1:10 AM
43	I feel the area is CONVIENTLY LOCATED to the Medical Center/Pearland/easy to get to Downtown/Loop 610 and Beltway 8.	11/3/2021 11:51 AM
44	Open land - plenty of room for expansion, young demographic overall	11/2/2021 3:51 PM
45	Opportunity for Dist K to work with community leaders to improve streets & sidewalks. Add speed bumps. Give sincere attention to community needs when requested	11/2/2021 1:51 PM
46	Fewer apartment and certainly less gangs	11/2/2021 11:26 AM
47	the access to freeway & beltway	11/2/2021 2:05 AM
48	Biggest strength is that it's always room for growth.	11/1/2021 7:24 PM
49	Creative and ingenuity of population; reasonable cost of living	11/1/2021 2:51 PM
50	Job Opportunities	11/1/2021 12:07 PM
51	The lane	11/1/2021 11:39 AM
52	No opinion	10/31/2021 4:45 PM
53	Infrastructure	10/31/2021 3:46 PM
54	It's diverse	10/31/2021 3:45 PM
55	Diverse area	10/31/2021 3:33 PM
56	Space	10/30/2021 4:08 PM
57	There are so opportunities for entertainment/recreational places in Southwest Houston. For	10/30/2021 10:59 AM

	instance, a roller rink! An arcade! For adults and for kids! Plenty of options other than dollar stores!!	
58	Togetherness with neighboring communities.	10/30/2021 12:59 AM
59	Safe community. Low crime rates.	10/29/2021 5:54 PM
60	It is an easily accessible side of Houston. You can get everywhere fairly quickly.	10/29/2021 12:54 PM
61	Churches	10/29/2021 12:04 PM
62	More law enforcement to provide safe environment to bike or walk	10/29/2021 10:39 AM
63	More family safe activities skating rinks, family recreation including swimming, tennis, chess lessons, outdoor and indoor exercises	10/28/2021 9:19 AM
64	Proximity to major areas (medical center, nrg, etc.) are strengths. Concerned that development will price-out current residents like what happened in Third Ward.	10/26/2021 10:18 AM
65	We have the growing demographic of families with extra income - we should cater to them by bringing in better options for retail & restaurants.	10/26/2021 7:39 AM
66	The biggest strength and opportunity for Southwest Houston is that it is a blank canvas that is ready for development.	10/25/2021 9:51 PM
67	The biggest strengths are that the residents of this area are looking for more opportunities to better their communities and schools.	10/25/2021 4:34 PM
68	Diversity	10/25/2021 4:25 PM
69	The West Airport/Buffalo Speedway area is an idea location for a Senior Adult Housing complex as well as a Nice grocery store and even Town Center. A Town Center could attract workers & travelers to & from Medical center, residents from town homes near Holmes Road as well as those of us in the 5 Corners area.	10/24/2021 4:54 PM
70	Centrality; not in the flood plane; no flooding in 41 years, easy access to freeways and downtown .	10/20/2021 12:12 PM
71	I believe accessibility and land for decent development.	10/19/2021 5:36 PM

Project Recommendation Survey (Survey #2)

The intent of the Project Recommendation Survey (Survey #2) was to solicit feedback on initial project recommendations, which were developed using community responses to Survey #1.

Using SurveyMonkey, the survey was available online from early February 2022 to mid-March 2022 and received 47 responses to 16 questions.

Responses with identifying information were excluded.

No question on the survey was mandatory, and as a result, the number of responses per question may not equal the total number of responses received.

Below is a summary of each survey question, followed by the survey instrument.

- **Survey Question #1:** When asked to give open-ended feedback on the goals of the study, survey respondents noted the need for safety in their community. Other responses proposed the establishment of protected open spaces to reduce flood risk and indicated a need for stronger relationships between the City, HOA, and Civic Clubs to ensure community standards are kept and maintained. Several comments discussed the need for police presence, and greater code and deed restriction enforcement. Lastly, respondents continued elevating the concern for grocery stores and fresh food.

- **Survey Question #2:** Of the types of restaurant/retail uses proposed for Catalyst Site #1 (FountainLife Center) and Catalyst Site #2 (Edison Center), 34 percent of respondents preferred dine-in restaurants, 26 percent preferred farmers markets, and 26 percent indicated the need for a continued education/learning center. Other responses include a full-size grocery store such as an H-E-B or Whole Foods, and local coffee shops. Written responses included senior citizen activity centers and multi-use coworking space.
- **Survey Question #3:** Of the types of residential units proposed for Catalyst Site #2 (Edison Center), a majority of respondents (44 percent) preferred single-family homes, and 38 percent preferred senior living or retirement communities. The equal split between single-family and retirement indicates a need for both housing styles, and there may be a development pattern that accommodates both.
- **Survey Question #4:** When asked about pedestrian, bicycle, and transit improvements needed at Catalyst Site #3 (Fannin Station Apartments), respondents indicated that wider sidewalks and improvements to intersections crossings are the primary improvements needed. Written comments continued raising the issue of stray or loose animals as a barrier to pedestrian travel.
- **Survey Question #5:** According to survey respondents, the main types of roadway improvements for new or reconstructed roadways are enhanced and accessible sidewalks (63 percent) and traffic signal timing (48 percent). No respondents selected “reduced travel lane widths.” Other responses included traffic and mobility management to support widened streets such as Airport Blvd, protected bicycle lanes, and reduced car speeds.
- **Survey Question #6:** High-visibility crosswalks and sidewalk/ADA ramp improvements were consistently chosen as the top two intersection improvements that would be most effective.
- **Survey Question #7:** The majority of survey respondents (52 percent) would prefer a paved concrete trail surface for the proposed trails in Fort Bend Houston over crushed stone or asphalt.
- **Survey Question #8:** Enhanced lighting and trees/shade structures are the most desired trail amenities. Written comments indicated a need for gathering or picnic areas along trails similar to Brays Bayou, and natural prairie, wetlands and natural conservation areas.
- **Survey Question #9:** Lighting and enhanced accessibility are the main improvements needed at neighborhood parks. Written responses included improved park maintenance, benches, security, playing fields and resources for programming or community events.
- **Survey Question #10:** When asked to select the best approach to improve connectivity between neighborhoods, 43 percent chose trail connections, and extended roadways was tied with additional sidewalks at 24 percent. Again, the issue of animal control, stray and loose dogs was raised.
- **Survey Question #11:** Respondents would like to see public art in parks and at intersections.
- **Survey Question #12:** The most desired amenity survey respondents would like to see in a median pocket park is a walking path or trail (39 percent), the second most desired amenity for a median pocket park is a covered pavilion (25 percent). The least desired amenities for a pocket park were public Wi-Fi (40 percent) and

rain gardens (23 percent).

- **Survey Question #13:** Houston BCycle rentals were tremendously supported by survey respondents.
- **Survey Question #14:** When asked where survey respondents would like to see BCycle stations in the Study Area, survey respondents indicated popular usage at community centers and at parks.
- **Survey Question #15:** 53 percent of survey respondents stated they would use a METRO Curb2Curb shuttle. However, the high rate of negative responses to a shuttle service (47 percent) indicates most residents would most likely prefer to drive themselves to their destination.
- **Survey Question #16:** Those who selected 'YES' stated they would like the METRO Curb2Curb to connect them to Study Area parks and community centers, as well as new retail developments proposed. Additional destinations for the METRO service included retail locations along W. Orem Dr and S. Post Oak, places of worship, local libraries, and the Power Center. Other survey respondents would utilize the shuttle service for greater connectivity to other transit routes outside of the Study Area such as the Fannin South METRO Rail.

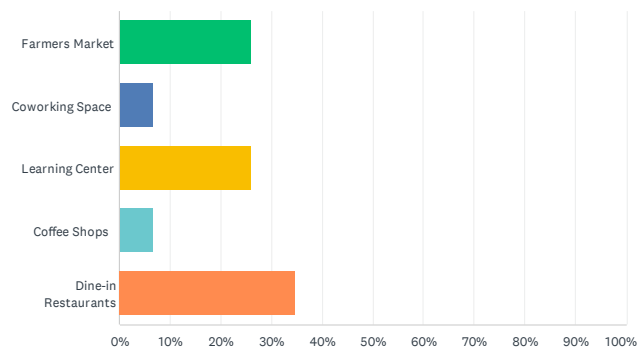
Q1 The following goals have been developed for this study: 1. Healthy and Active - Support usability of parks and open spaces through programming that improves physical, mental, and economic wellbeing. 2. Thriving and Learning - Support the multigenerational livability of neighborhoods through expanding housing choice, local skills and educational training opportunities, and equitable community driven development. 3. Connected and Resilient - Provide enhanced multimodal transportation connectivity of residents to activity centers and destinations through coordinated infrastructure enhancements. What additional goals should be considered as part of the Southwest Houston Livable Centers Study?

Answered: 29 Skipped: 18

#	RESPONSES	DATE
1	1. Provide quality restaurants and stores in the area. 2. Provide feeder roads for all of the Fort Bend Toll Road, for ease of mobility without being on the toll road. 3. Include cultural and training activities for all ages. 4. Consider sidewalks for all major roads.	3/13/2022 11:06 PM
2	More grocery stores offering affordable fresh food	3/13/2022 5:08 PM
3	I do not have any additional suggestions at this time.	3/11/2022 3:51 PM
4	None.	3/10/2022 8:02 PM
5	Security (Too Many Sex offenders and paroles) Friendly Police Communication	3/10/2022 7:46 PM
6	Need to feel secure	3/10/2022 3:16 PM
7	N_A	3/5/2022 1:55 PM
8	No comments /thoughts.... Maybe some resturants and better grocery stores	3/4/2022 4:42 PM
9	311 Calls be taken care of in less than 1 month	3/3/2022 7:56 PM
10	To stop placing so many Low Income Housing Tax Credit Units in our neighborhood!	3/1/2022 9:11 PM
11	What don't need is another gas. station, mechanic shop, used car dealerships, game room, storage company. We don't want contractors cutting the esplanade or the side of the highway grass and don't bother even to pick up the trash. We do need all the esplanades trees trimmed and sharpened, black mulch spread around all trees in all Fice Conners District. We need a stronger relationship between the City, HOA and Civic Club to enforce Deed Restriction Violators. We need more bus line and bus shelters for the up coming neighborhoods being developed on West Airport, brighter street lights for better illumination. Store with quality produce, meat and products, reasonable prices and customer service. I would like TxDOT to do another study on noise control in the 4000 Block of West Airport homeowners are complaining. I'm truly happy about the sidewalks being installed on Allum very happy!!!	3/1/2022 6:12 AM
12	sinage for the subdivisions and the library open on Saturdays	2/28/2022 9:58 PM
13	A high in grocery store (Kroger, HEB). Restaurants (Pappas, Starbucks, etc).	2/28/2022 1:46 PM
14	Windsor Village Community Center & park needs improvements.	2/28/2022 11:38 AM
15	Add to goal #1....seek out and establish new designed and protected open spaces to enhance property values and maintain (or even improve) the low flood risk of the area (counteract effects of new development on flooding/drainage).	2/26/2022 6:24 PM
16	These are comprehensive	2/22/2022 7:14 PM
17	Security	2/21/2022 7:28 AM
18	Complete transparency	2/18/2022 5:40 PM
19	none	2/15/2022 10:18 AM
20	Keep communities free of crowded entrances and exits.	2/14/2022 7:09 PM
21	Economic development as part of Resilience. Entrepreneurship, youth jobs and resident engagement in business development/ownership.	2/8/2022 1:19 PM
22	Cleanliness and conservation.	2/7/2022 11:58 PM
23	Public Safety	2/7/2022 6:57 PM
24	Increased safety	2/7/2022 6:22 PM
25	An additional goal to be considered is constructing upscale grocery stores and high end restaurants in the area.	2/7/2022 4:31 PM
26	Safety. I live on the bayou and hear gunshots regularly. More police presence maybe?	2/6/2022 5:33 PM
27	Provide more local businesses and recreational services/entities.	2/5/2022 10:31 AM
28	Public Safety - a community where residents feel safe to enjoy recreation, work, and life with minimal risk to their personal security and property.	2/4/2022 10:06 PM
29	Crime in the neighbor - especially in Rdgegate	2/4/2022 3:53 PM

Q2 For Catalyst Site #1 (FountainLife Center) and Catalyst Site #2 (Edison Center), what type of restaurants/retail would you like to see?

Answered: 46 Skipped: 1

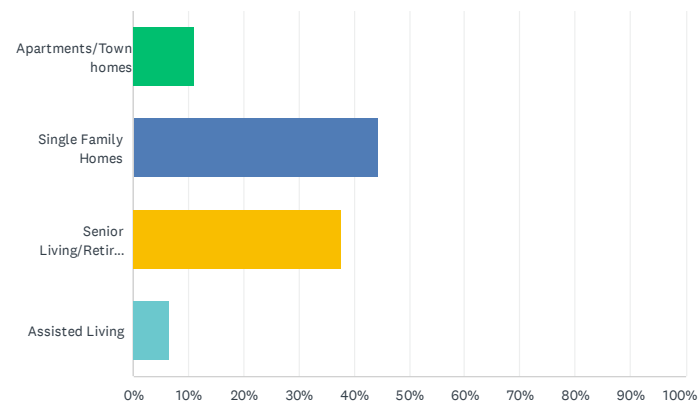


ANSWER CHOICES	RESPONSES
Farmers Market	26.09% 12
Coworking Space	6.52% 3
Learning Center	26.09% 12
Coffee Shops	6.52% 3
Dine-in Restaurants	34.78% 16
TOTAL	46

#	OTHER (PLEASE SPECIFY)	DATE
1	All of the ones mentioned above and a Target/Walmart type-store.	3/13/2022 11:06 PM
2	Luby's Cafeteria in my immediate area. Goal is to obtain a healthy well-balanced meal	3/1/2022 9:11 PM
3	Whole food are at H-E-B grocery store	3/1/2022 6:12 AM
4	Pappas, Starbucks,	2/28/2022 1:46 PM
5	A learning center for the youth & adults that don't have a GED	2/28/2022 11:38 AM
6	This area is less ideal for foot traffic development since it is surrounded by nonresidential areas	2/26/2022 6:24 PM
7	Farmers Markets, children and senior citizen activity centers	2/15/2022 8:46 AM
8	multi-use co-working space, including coffee shop, pop-up/farmers markets, etc.	2/8/2022 1:19 PM
9	Randalls - HEB	2/7/2022 4:31 PM
10	All of these are good.	2/6/2022 5:33 PM

Q3 For Catalyst Site #2 (Edison Center), what type of residential units would you like to see?

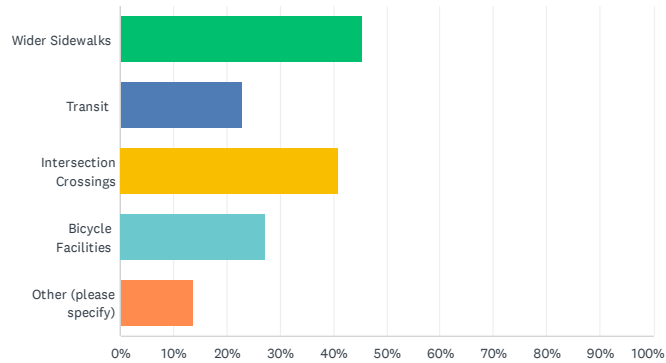
Answered: 45 Skipped: 2



ANSWER CHOICES	RESPONSES
Apartments/Townhomes	11.11% 5
Single Family Homes	44.44% 20
Senior Living/Retirement Community	37.78% 17
Assisted Living	6.67% 3
TOTAL	45

Q4 For Catalyst Site #3 (Fannin Station Apartments), what type of pedestrian, bicycle, and transit improvements are needed?

Answered: 44 Skipped: 3

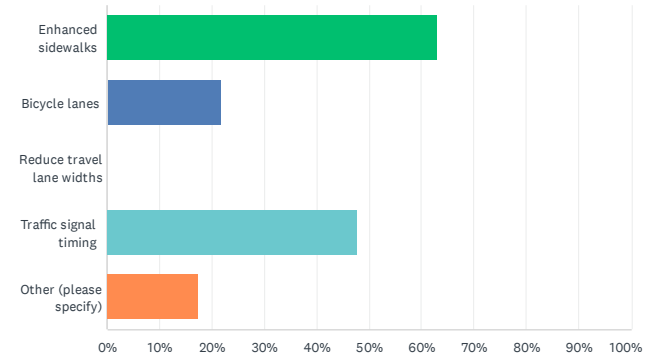


ANSWER CHOICES	RESPONSES
Wider Sidewalks	45.45% 20
Transit	22.73% 10
Intersection Crossings	40.91% 18
Bicycle Facilities	27.27% 12
Other (please specify)	13.64% 6
Total Respondents: 44	

#	OTHER (PLEASE SPECIFY)	DATE
1	Too many violent stray dogs	3/10/2022 7:46 PM
2	Repair sidewalks in communities	3/3/2022 7:56 PM
3	Sidewalks in neighborhoods, intersection crossings, bike trails and facilities	2/15/2022 8:46 AM
4	connecting sidewalks/bike trails to other parts of the neighborhood	2/8/2022 1:19 PM
5	Better connection to the greater area so that people can access the rail.	2/7/2022 11:58 PM
6	I am not familiar with this area.	2/6/2022 5:33 PM

Q5 What types of roadway improvements that should be considered for new or reconstructed roadways? (Select top 2.)

Answered: 46 Skipped: 1

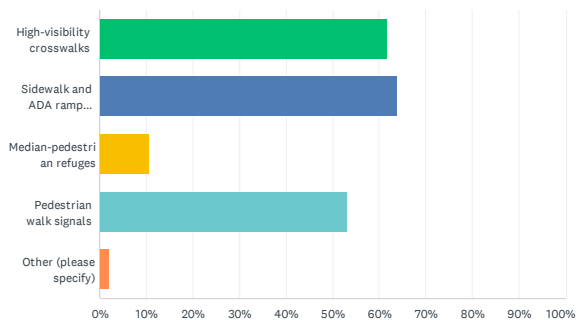


ANSWER CHOICES	RESPONSES
Enhanced sidewalks	63.04% 29
Bicycle lanes	21.74% 10
Reduce travel lane widths	0.00% 0
Traffic signal timing	47.83% 22
Other (please specify)	17.39% 8
Total Respondents: 46	

#	OTHER (PLEASE SPECIFY)	DATE
1	security cameras/license plate capture, focus to reduce speeding & erratic driving	3/1/2022 9:11 PM
2	O	2/28/2022 1:46 PM
3	Discourage excessive speed	2/26/2022 6:24 PM
4	replace old sidewalks thats in bad shape	2/18/2022 7:57 AM
5	traffic/mobility management tools to support widened streets (Airport) and others	2/8/2022 1:19 PM
6	Protected bicycle lanes. REDUCED car speeds. Stop giving priority to cars.	2/7/2022 11:58 PM
7	Repaired streets	2/7/2022 4:31 PM
8	No tollway extensions. Create classes of society where those disadvantaged cannot afford to use the roads.	2/4/2022 10:06 PM

Q6 What type of intersection improvements do you believe would be most effective? (Select top 2.)

Answered: 47 Skipped: 0

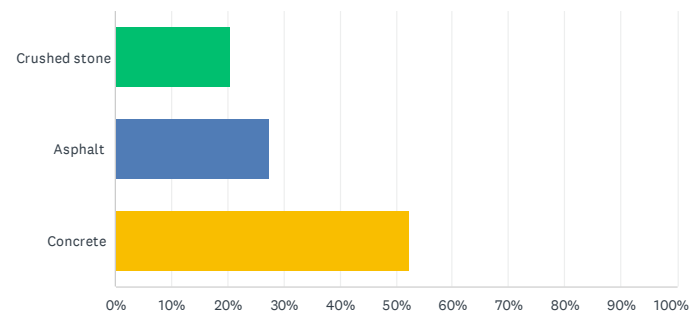


ANSWER CHOICES		RESPONSES	
High-visibility crosswalks		61.70%	29
Sidewalk and ADA ramp improvements		63.83%	30
Median-pedestrian refuges		10.64%	5
Pedestrian walk signals		53.19%	25
Other (please specify)		2.13%	1
Total Respondents: 47			

#	OTHER (PLEASE SPECIFY)	DATE
1	Sidewalks and ADA ramp improvements	2/15/2022 8:46 AM

Q7 What type of trail surface would you like to see along proposed trails in Fort Bend Houston?

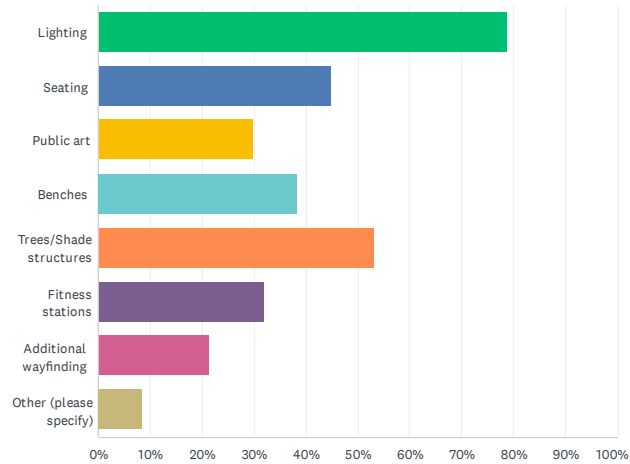
Answered: 44 Skipped: 3



ANSWER CHOICES		RESPONSES	
Crushed stone		20.45%	9
Asphalt		27.27%	12
Concrete		52.27%	23
TOTAL			44

Q8 What additional amenities would you like to see along existing and proposed trails?

Answered: 47 Skipped: 0

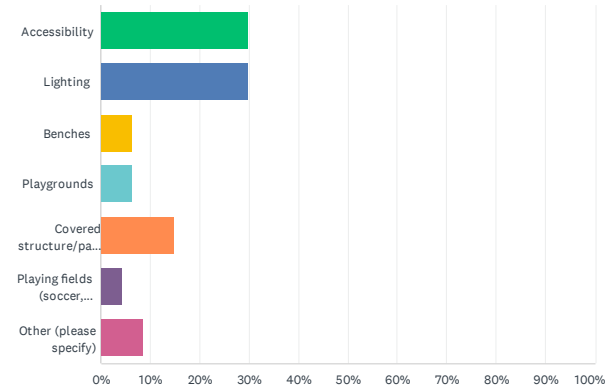


ANSWER CHOICES	RESPONSES
Lighting	78.72% 37
Seating	44.68% 21
Public art	29.79% 14
Benches	38.30% 18
Trees/Shade structures	53.19% 25
Fitness stations	31.91% 15
Additional wayfinding	21.28% 10
Other (please specify)	8.51% 4
Total Respondents: 47	

#	OTHER (PLEASE SPECIFY)	DATE
1	Small gathering/play/picnic areas such as are on brays bayou near downtown houstons	2/26/2022 6:24 PM
2	landscaped and scenic paths	2/18/2022 7:57 AM
3	Seating, public art, benches, tree/shade structures, fitness stations, additional wayfinding	2/15/2022 8:46 AM

Q9 What sort of improvements would you like to see at neighborhood parks?

Answered: 47 Skipped: 0

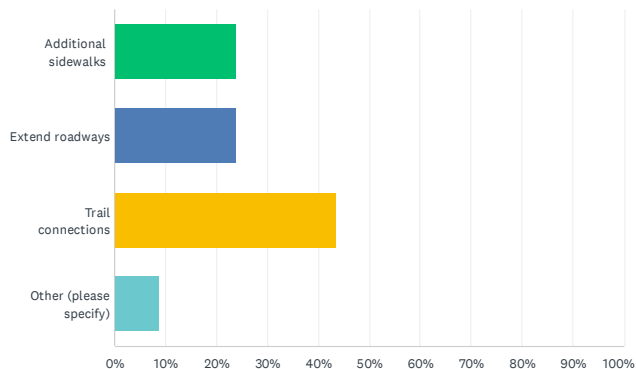


ANSWER CHOICES	RESPONSES
Accessibility	29.79% 14
Lighting	29.79% 14
Benches	6.38% 3
Playgrounds	6.38% 3
Covered structure/pavilion	14.89% 7
Playing fields (soccer, baseball)	4.26% 2
Other (please specify)	8.51% 4
TOTAL	47

#	OTHER (PLEASE SPECIFY)	DATE
1	All of the above.	3/13/2022 11:06 PM
2	parks needs upgraded and maintained	2/18/2022 7:57 AM
3	Lighting, security, benches, playgrounds, covered structure/pavilion, playing fields	2/15/2022 8:46 AM
4	maintenance and resources for programming/events	2/8/2022 1:19 PM

Q10 What is the best opportunity to improve connectivity between neighborhoods?

Answered: 46 Skipped: 1

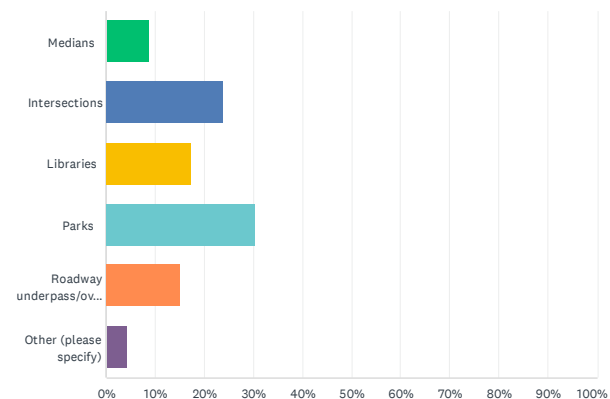


ANSWER CHOICES		RESPONSES
Additional sidewalks		23.91% 11
Extend roadways		23.91% 11
Trail connections		43.48% 20
Other (please specify)		8.70% 4
TOTAL		46

#	OTHER (PLEASE SPECIFY)	DATE
1	Too many stray dogs	3/10/2022 7:46 PM
2	Shortcuts for bikes and pedestrians or horses only	2/26/2022 6:24 PM
3	landscapes paths	2/18/2022 7:57 AM
4	Neighborhoods should not be connected. Each neighborhood is an entity within itself.	2/14/2022 7:09 PM

Q11 Where would you like to see public art throughout the Study Area?

Answered: 46 Skipped: 1

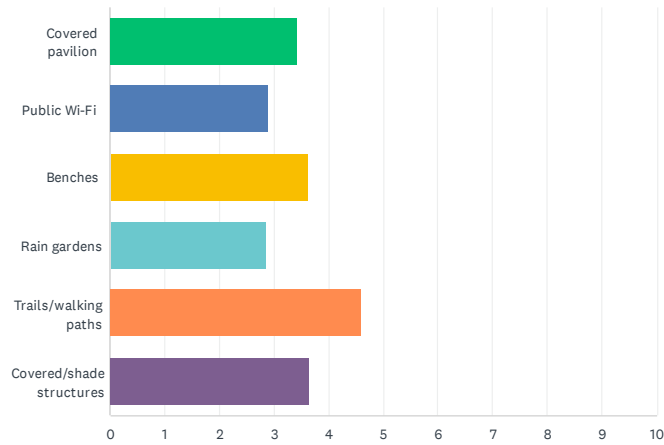


ANSWER CHOICES		RESPONSES
Medians		8.70% 4
Intersections		23.91% 11
Libraries		17.39% 8
Parks		30.43% 14
Roadway underpass/overpass		15.22% 7
Other (please specify)		4.35% 2
TOTAL		46

#	OTHER (PLEASE SPECIFY)	DATE
1	Not appealing...too much of a distraction	3/4/2022 4:42 PM
2	I don't like the art on Hillcroft and West Orem	3/1/2022 6:12 AM

Q12 Rank the following amenities you would most likely use in a median pocket park in order of most desired with 1 being the most desired to 6 being least desired.

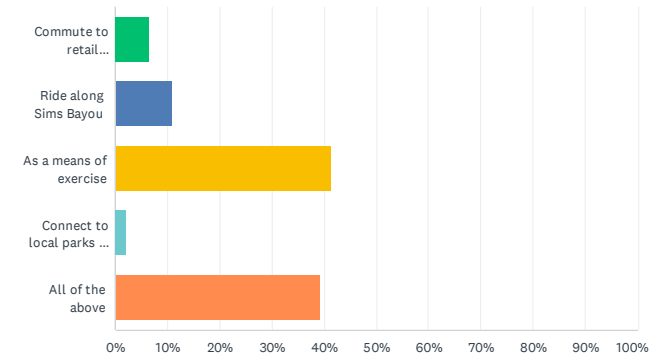
Answered: 46 Skipped: 1



	1	2	3	4	5	6	TOTAL	SCORE
Covered pavilion	25.00% 11	6.82% 3	11.36% 5	18.18% 8	20.45% 9	18.18% 8	44	3.43
Public Wi-Fi	16.67% 7	11.90% 5	7.14% 3	14.29% 6	9.52% 4	40.48% 17	42	2.90
Benches	11.63% 5	23.26% 10	18.60% 8	18.60% 8	18.60% 8	9.30% 4	43	3.63
Rain gardens	6.98% 3	13.95% 6	11.63% 5	16.28% 7	27.91% 12	23.26% 10	43	2.86
Trails/walking paths	38.64% 17	18.18% 8	25.00% 11	9.09% 4	2.27% 1	6.82% 3	44	4.61
Covered/shade structures	4.65% 2	25.58% 11	25.58% 11	20.93% 9	20.93% 9	2.33% 1	43	3.65

Q13 BCycle provides rental bicycles on a per-hour basis at designated stations throughout Houston. If available, would you use BCycle to...

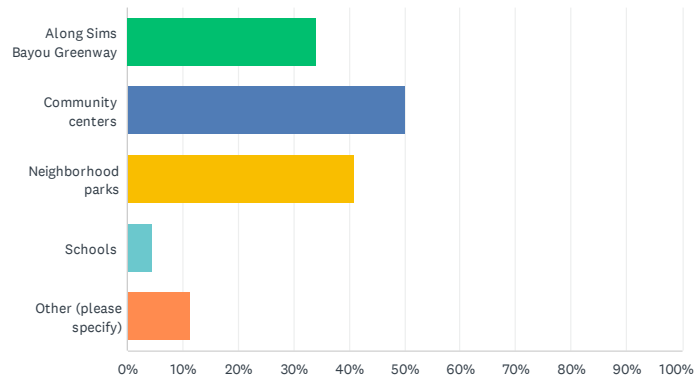
Answered: 46 Skipped: 1



ANSWER CHOICES	RESPONSES
Commute to retail destinations	6.52% 3
Ride along Sims Bayou	10.87% 5
As a means of exercise	41.30% 19
Connect to local parks and activity centers	2.17% 1
All of the above	39.13% 18
TOTAL	46

Q14 If BCycle were to provide rental bicycles in Southwest Houston, where would you like to see BCycle stations in the Study Area?

Answered: 44 Skipped: 3

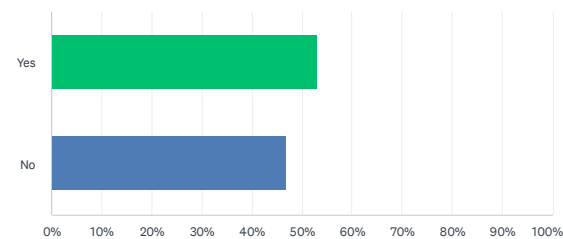


ANSWER CHOICES	RESPONSES
Along Sims Bayou Greenway	34.09% 15
Community centers	50.00% 22
Neighborhood parks	40.91% 18
Schools	4.55% 2
Other (please specify)	11.36% 5
Total Respondents: 44	

#	OTHER (PLEASE SPECIFY)	DATE
1	Near Bus routes	3/10/2022 7:46 PM
2	Not appealing.....this would encourage theft/vandalism and people getting hurt	3/4/2022 4:42 PM
3	Fort Bend-Houston	3/1/2022 9:11 PM
4	No need for them.	2/21/2022 7:28 AM
5	near commercial centers that are close to the bayou	2/7/2022 11:58 PM

Q15 If METRO were to provide an on-call curb-to-curb circulator shuttle in the Southwest Houston area that costs about as much as an Uber or METRO bus ride, would you use it?

Answered: 47 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	53.19%	25
No	46.81%	22
TOTAL		47

Q16 If you answered "Yes" to Question 15, what local areas and key destinations would you want to connect to in the Southwest Houston area?

Answered: 26 Skipped: 21

#	RESPONSES	DATE
1	Uncertain...	3/13/2022 11:06 PM
2	The Church at Bethel's Family City of Houston Library	3/13/2022 5:08 PM
3	Retail areas or public outdoor events.	3/11/2022 3:51 PM
4	Meyerpark, Multipurpose Centers, Meyerland Retail area.	3/10/2022 8:02 PM
5	Medical Center	3/10/2022 7:46 PM
6	Na	3/8/2022 8:48 PM
7	W. Orem	3/5/2022 1:55 PM
8	Not appealing....now days & times.....too much is happening and this would just endanger peoples life...already no security... Yhis would only encourage lofe threatening risks	3/4/2022 4:42 PM
9	Meyerland park shopping center , Pearland	3/3/2022 7:56 PM
10	West Airport and Orach Meadows	3/1/2022 6:12 AM
11	Not sure	2/28/2022 1:46 PM
12	Grocery stores & Doctor's offices	2/28/2022 11:38 AM
13	Post oak retail, library, post office, parks, power center	2/26/2022 6:24 PM
14	I answered no	2/22/2022 7:14 PM
15	City facilities	2/22/2022 7:08 PM
16	To stores, doctor and or dentist offices, churches, schools, to various neighborhoods within the area, and to community centers or parks	2/15/2022 8:46 AM
17	Hiram clarke	2/14/2022 10:07 PM
18	parks, community centers, new economic development centers that were mentioned in the presentation	2/8/2022 1:19 PM
19	Fannin South Metro Rail	2/7/2022 11:58 PM
20	Quail Valley Area to - Sienna to First Colony	2/7/2022 7:04 PM
21	NA	2/7/2022 6:57 PM
22	Pickup from Fondren and the Beltway to doctors offices and grocery stores	2/7/2022 6:22 PM
23	610/Main	2/7/2022 4:31 PM
24	Grocery store, malls	2/7/2022 4:08 AM
25	Galleria area	2/6/2022 12:27 PM
26	Na	2/5/2022 10:31 AM

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Appendix C

Air Quality Assessment

Introduction

Improving air quality is an important outcome for the Southwest Livable Centers Study.

In addition to health and safety benefits of recommended infrastructure improvement projects, a shift in travel modes to increased levels of biking, walking, and transit in the Study Area will likely reduce the level of emissions from vehicle trips.

Analysis Methodology

While it is difficult to estimate the total air quality impact from the recommendations proposed in **Chapter 3, Recommendations**, due to the number of factors that affect the total trips and the share of diverted trips in the Study Area, an estimation of the potential benefits has been made.

This estimate is based on the total trips generated from the region as well as trip lengths, mode shift factors and emission rates.

The air quality benefits derived from implementation of the recommended improvements for the Study Area were estimated based on methodology below.

Catchment Area

The Study Area was defined as the catchment area to determine the number of trips that would potentially be affected by the recommended improvements.

Trips Generated

The following regional trip generation rates based on data from H-GAC were used to estimate the total auto trips in the catchment area:

- 2025 Estimated Average Daily Auto trips: 52,899
- 2045 Estimated Average Daily Auto trips: 54,627

Mode Share Shifts

Three mode share shift rates were estimated based on a comparison of existing travel modes in the Study Area, existing and proposed pedestrian and bike infrastructure, and transit stops that improve pedestrian/bike connectivity.

Demand

The number of non-vehicle trips generated was computed by applying a mode shift factor to the total number of trips due to infrastructure improvements computed for the Study Area.

Mode shift factors are detailed below in **Table 11, Summary of Mode Shift (Additional Trips)**:

- Pedestrian Mode Shift: 3%
- Bike Mode Shift: 1.72%
- Increase in Transit Activity: 12.9%

Mode	Year		
	2020	2025	2045
Pedestrian Trips	333	462	477
Bicycle Trips	1,050	1,597	1,706
Transit Trips	0	27	31

Table 11, Summary of Mode Shift (Additional Trips)

VMT Reduction

Total reduction in vehicle miles traveled (VMTs) were calculated as a product of 2017 National Household Travel Survey estimates of trip length (2.38 miles for bike, 0.87 miles for walking, 6.42 miles for transit) and estimated trips for each of the three modes.

As indicated in **Table 13, Emission Reduction Summary**, an average annual VMT reduction for the planning horizon is 2,835,231 and total annual VMT reduction is 70,880,772.

Air Quality Calculations

Emission reductions were calculated using the 2020 Mobile Source Emissions Reduction Strategies (MOSERS) guide from Texas A&M Transportation Institute. Specific emission rates per pollutant were assumed for an Urban-Arterial corridor, year 2022 for automobiles at 45 miles per hour. The emission rates were multiplied by the VMT reduction to identify overall air quality emission benefits.

Transportation Analysis Zone (TAZ) numbers in the Study Area used for this analysis include:

- TAZ # 1491
- TAZ # 1492
- TAZ # 1501
- TAZ # 1502
- TAZ # 1503
- TAZ # 1504
- TAZ # 1505
- TAZ # 1506

Key data assumptions in the Study Area are below:

- 2045 average daily vehicle trips: 54,627
- 2045 average daily VMT: 111,586 miles/day
- Average Trip Distance 2.04 miles
- VMT Reduction Bonus: 5.3%

Category	2025	2045
Daily VMT Reduction	5,801	10,561
Total VMT Reduction	2,117,501	3,854,936
NOx (ton/year)	0.65	0.26
VOC (ton/year)	0.62	0.29

Table 12, Comparison VMT and Emission Rates

Year	Total Annual VMT Reduction	CO (ton/year)	NOX (ton/year)	VOC (ton/year)	CO2 (ton/year)	PM10 (ton/year)
2023	1,362,431	7.32	0.51	0.45	509	0.01
2024	1,961,859	10.06	0.66	0.61	716	0.01
2025	2,117,501	10.29	0.65	0.62	753	0.01
2026	2,123,557	9.80	0.59	0.60	735	0.01
2027	2,129,638	9.27	0.54	0.56	715	0.01
2028	2,658,417	10.85	0.62	0.63	865	0.02
2029	2,665,389	10.22	0.57	0.59	839	0.02
2030	2,672,387	9.55	0.52	0.55	812	0.02
2031	2,679,412	8.92	0.48	0.51	786	0.02
2032	3,212,509	9.91	0.53	0.55	911	0.02
2033	3,220,434	9.22	0.48	0.49	884	0.02
2034	3,228,387	8.59	0.44	0.45	860	0.02
2035	3,236,368	8.02	0.41	0.42	838	0.02
2036	3,244,379	7.47	0.37	0.39	818	0.02
2037	3,782,709	8.12	0.40	0.42	931	0.02
2038	3,791,630	7.68	0.37	0.39	913	0.02
2039	3,800,581	7.31	0.35	0.37	898	0.02
2040	3,809,563	7.00	0.33	0.36	886	0.02
2041	3,818,576	6.76	0.32	0.34	876	0.02
2042	3,827,619	6.57	0.31	0.33	868	0.01
2043	3,836,693	6.29	0.29	0.32	858	0.01
2044	3,845,799	6.05	0.27	0.30	849	0.01
2045	3,854,936	5.84	0.26	0.29	842	0.01
Total	70,880,772	191.09	10.28	10.53	18,963	0.35
Average	2,835,231	7.64	0.41	0.42	759	0.01

Table 13, Emission Reduction Summary

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