



LIVABLE CENTERS STUDIES

Pedestrian-Bicyclist
Subcommittee



LIVABLE CENTERS

Compact +
Mixed Use



Walkable

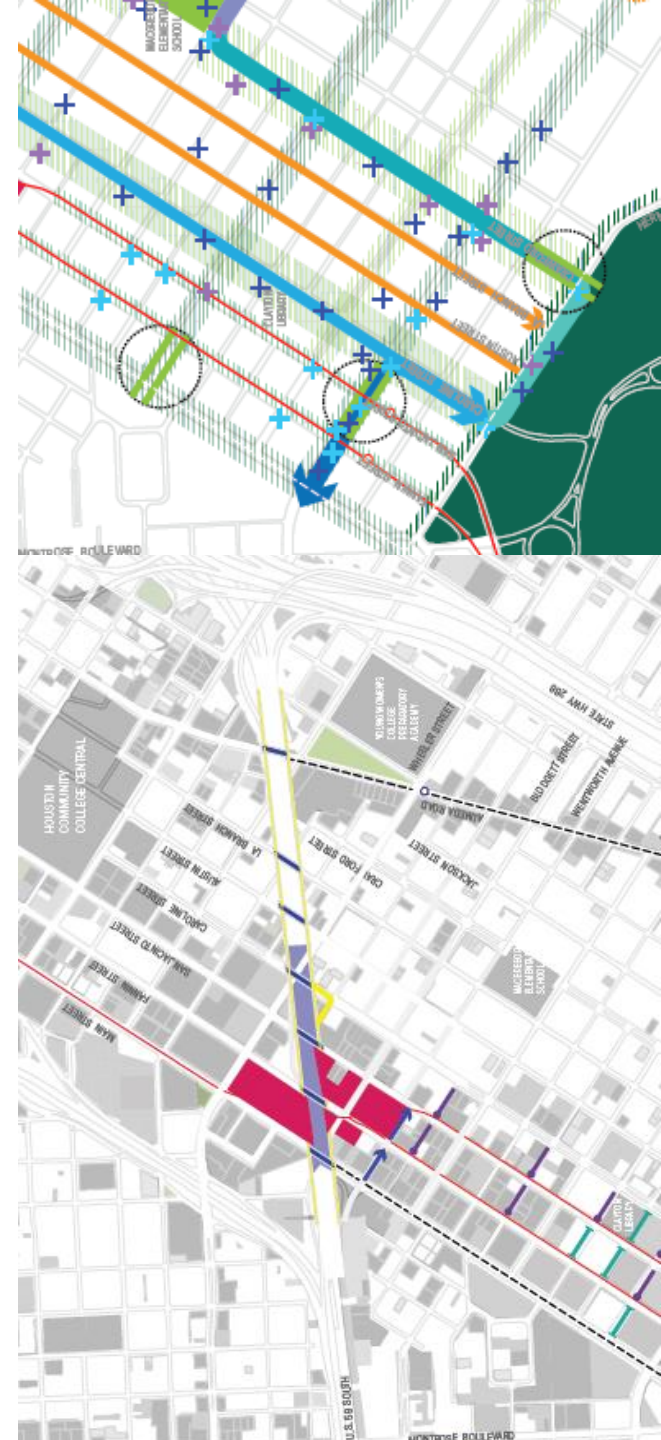


Connected +
Accessible



PROGRAM BASICS

- Local sponsor
- Competitive selection
- Average cost \$215,000
(80% federal, 20% local)
- H-GAC is project manager



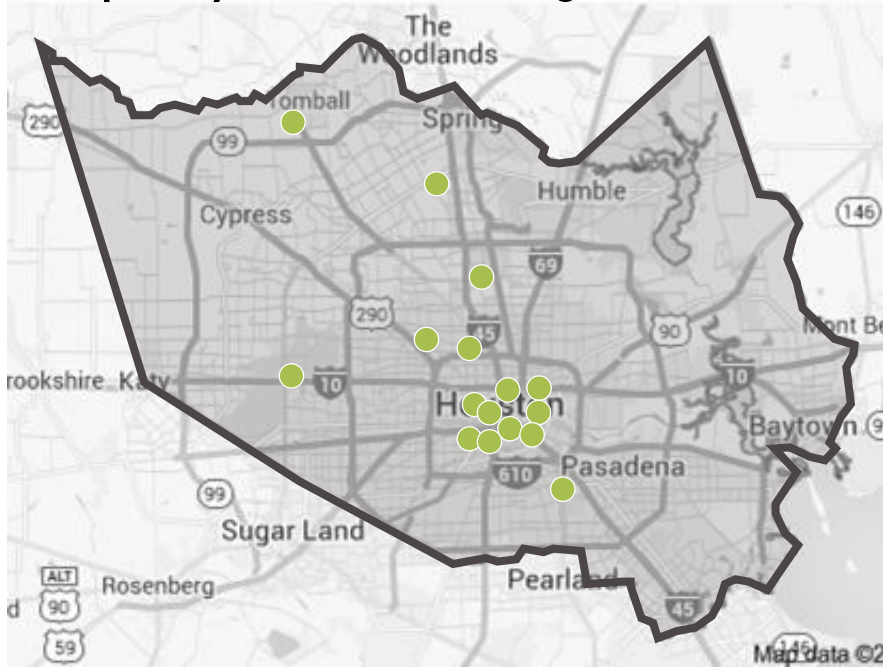
STUDY COMPONENTS

- Public engagement
- Assessment of local conditions
- Development concepts and recommendations
- Guide for implementation



LIVABLE CENTERS IMPACT

Property Value Change 09-14



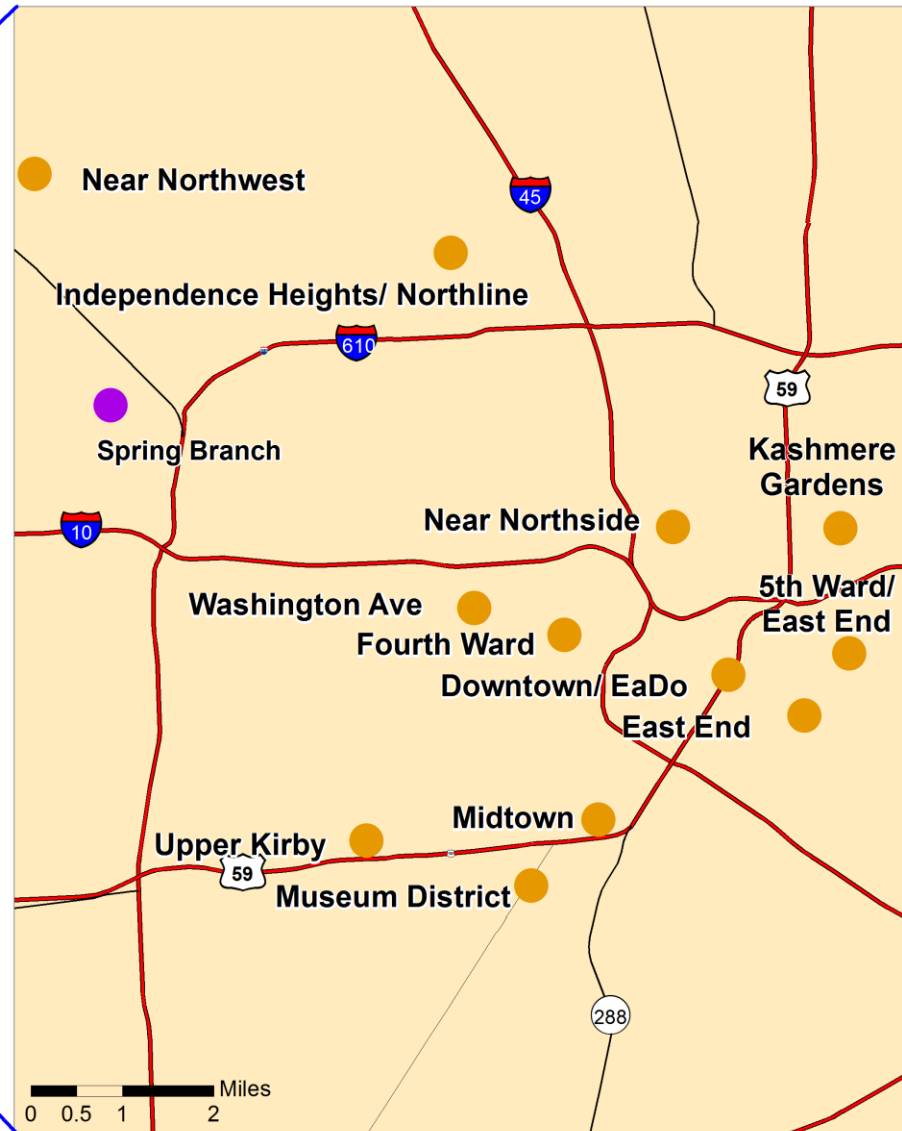
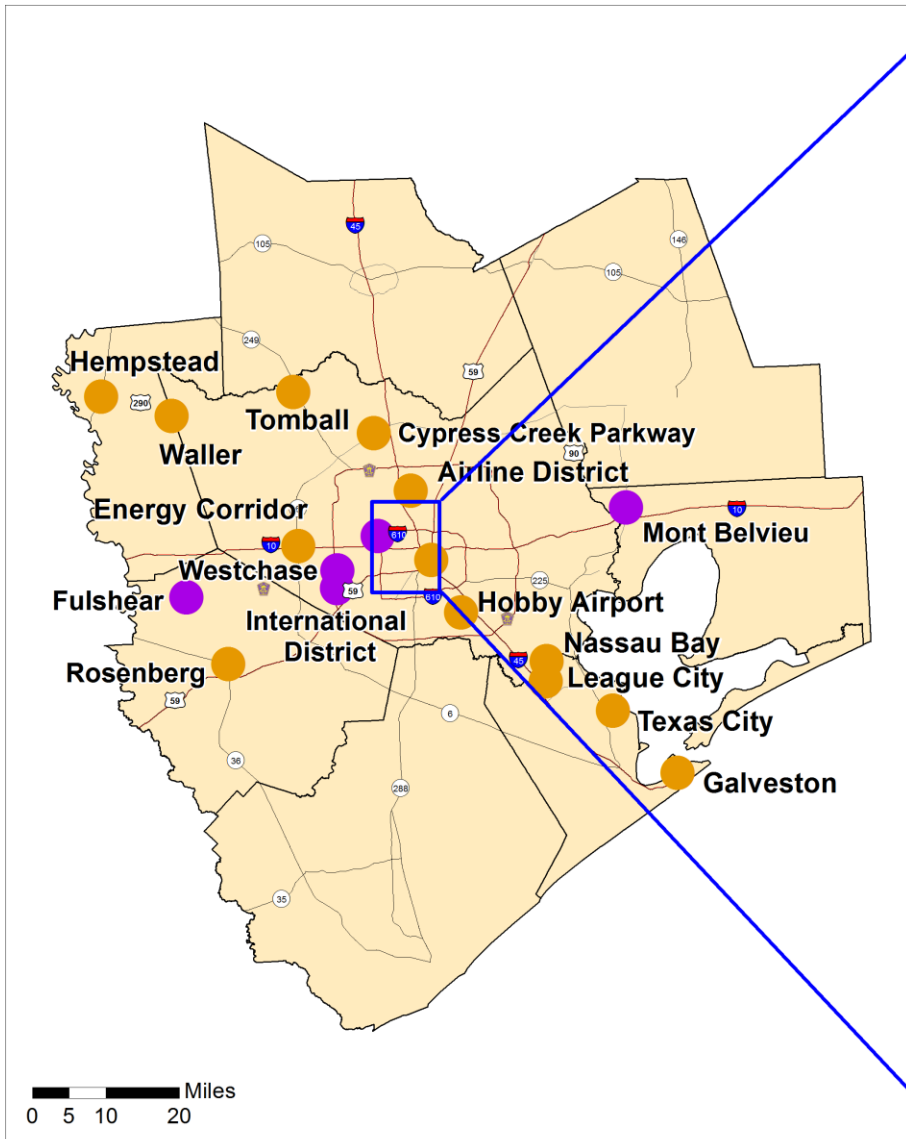
- ~\$2M in capital improvements
- Reduction of over 416,000 SOV trips daily
- 25.5% job growth, outpacing 8-county average of 20% (09-15)

Harris Co.

29%

Average LCS

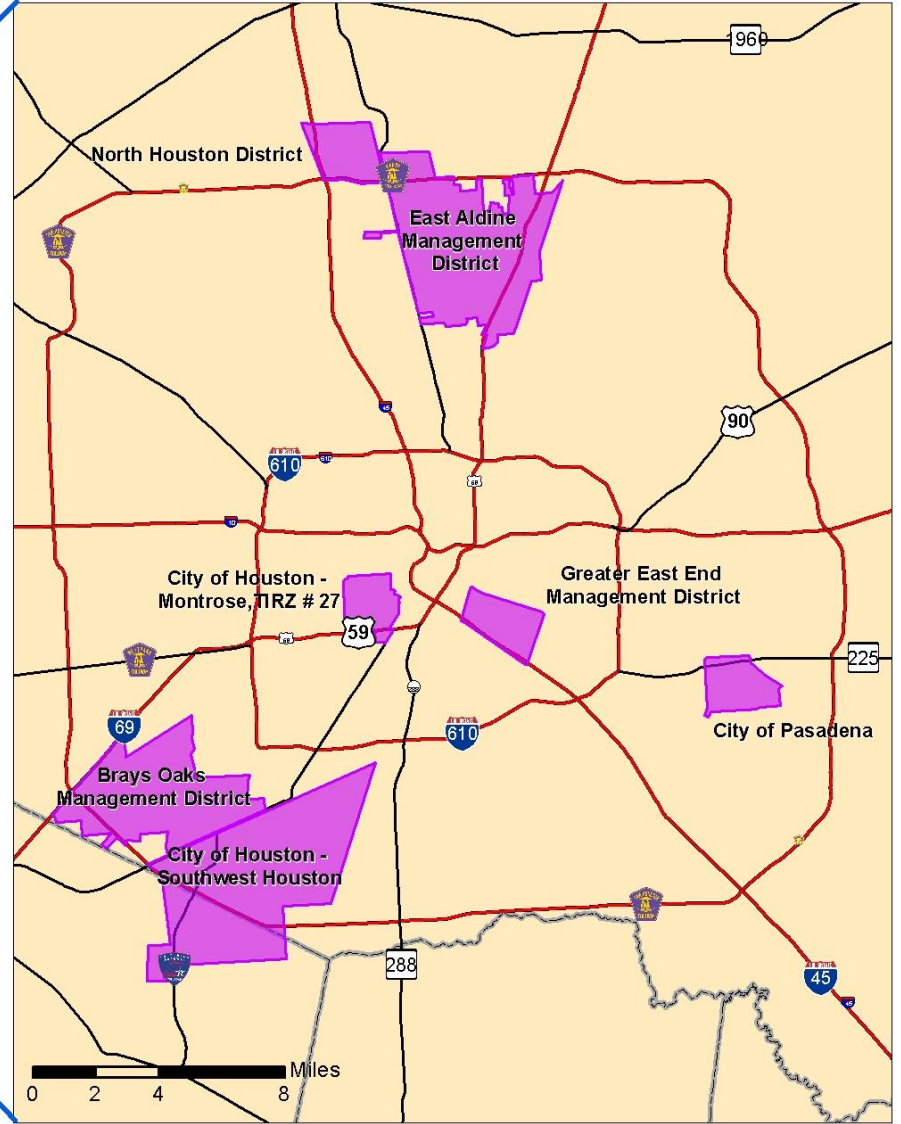
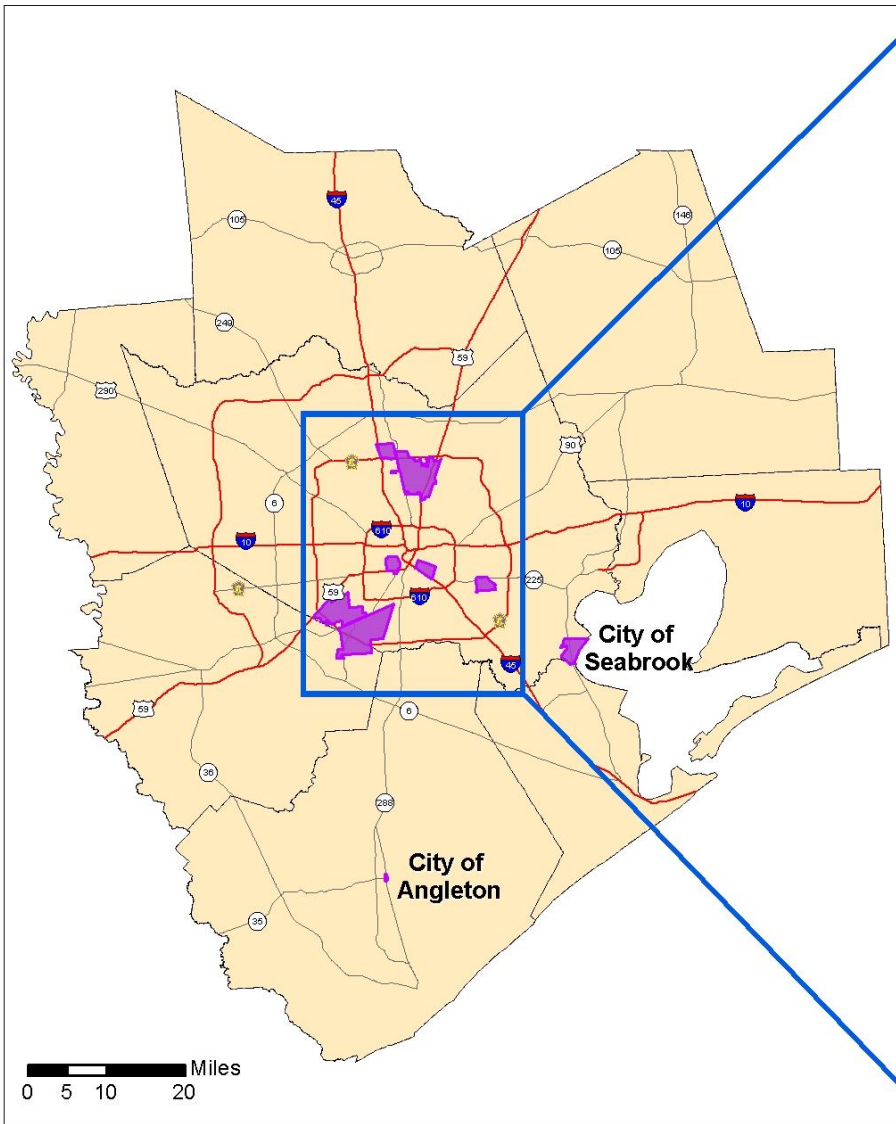
67%



- Completed Studies
- Ongoing and Future Studies

LIVABLE CENTERS STUDIES



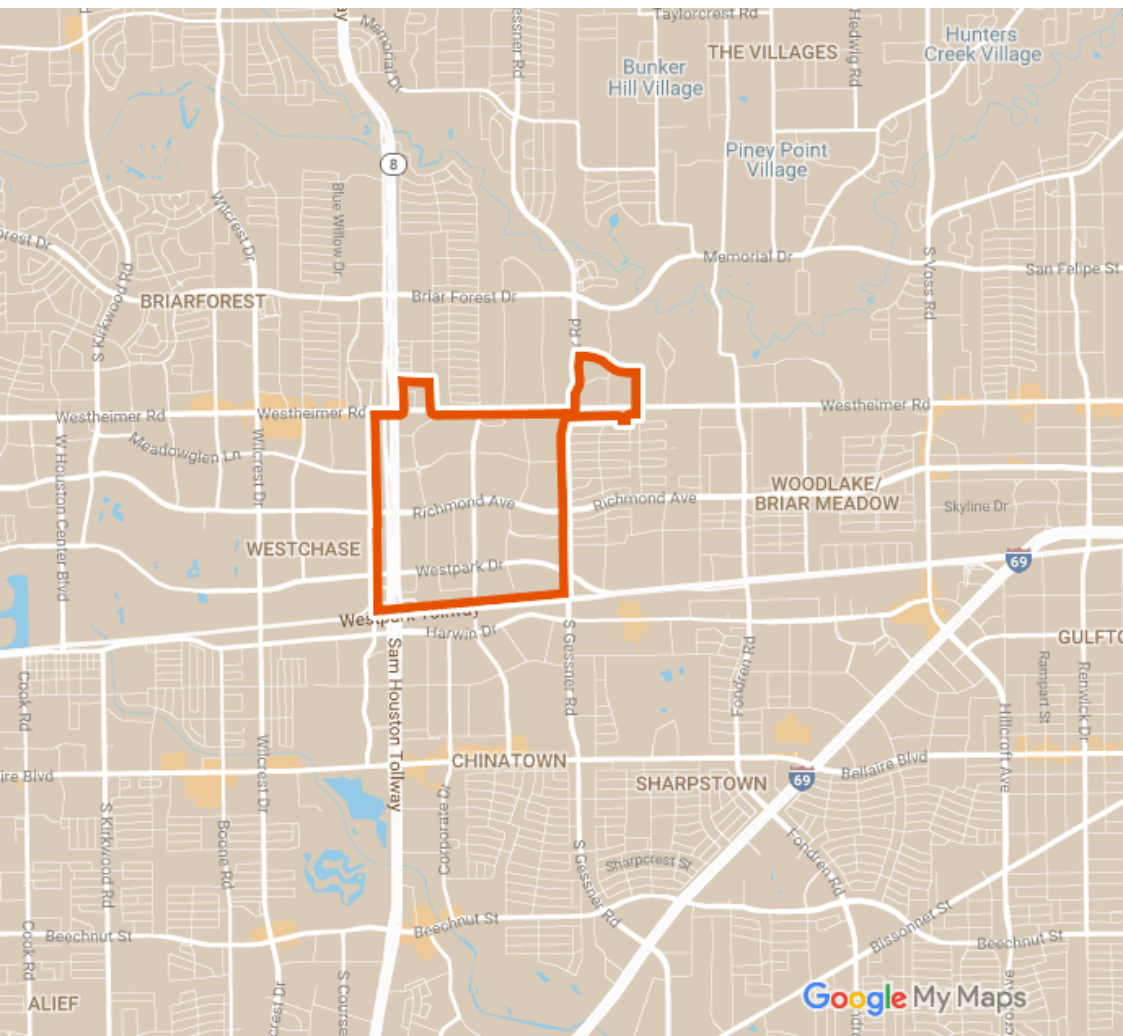


Proposed Study Areas

2017 LIVABLE CENTERS CALL FOR STUDY PARTNERS



WESTCHASE STUDY



WESTCHASE DISTRICT

LIVABLE CENTERS STUDY

Prepared by Asakura Robinson Company with Walter P. Moore
February 2018



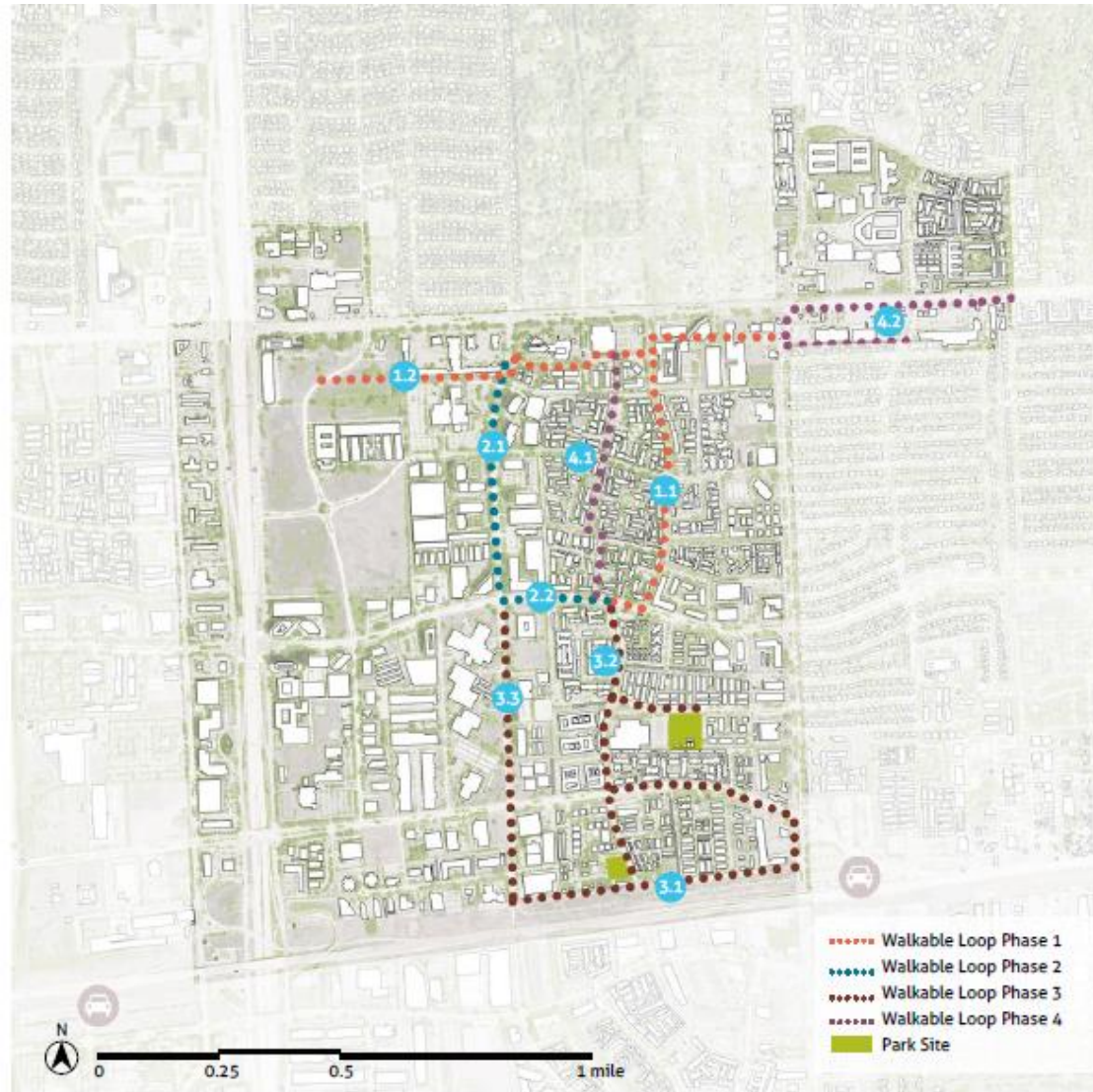
WESTCHASE STUDY



WESTCHASE STUDY



WESTCHASE STUDY



PHASE 1

- 1.1 Current improvements on Elmside/Woodchase
- 1.2 Promenade development begins

PHASE 2

- 2.1 Connect Promenade to Briarpark Dr
- 2.2 Richmond connection to Elmside/Woodchase

PHASE 3

- 3.1 Westpark Trail enhancements
- 3.2 Connect trails to parks
- 3.3 Utilize setbacks on Briarpark to connect loop

PHASE 4

- 4.1 Infill path between properties (may occur sooner)
- 4.2 Extend Promenade east of Gessner

WESTCHASE STUDY

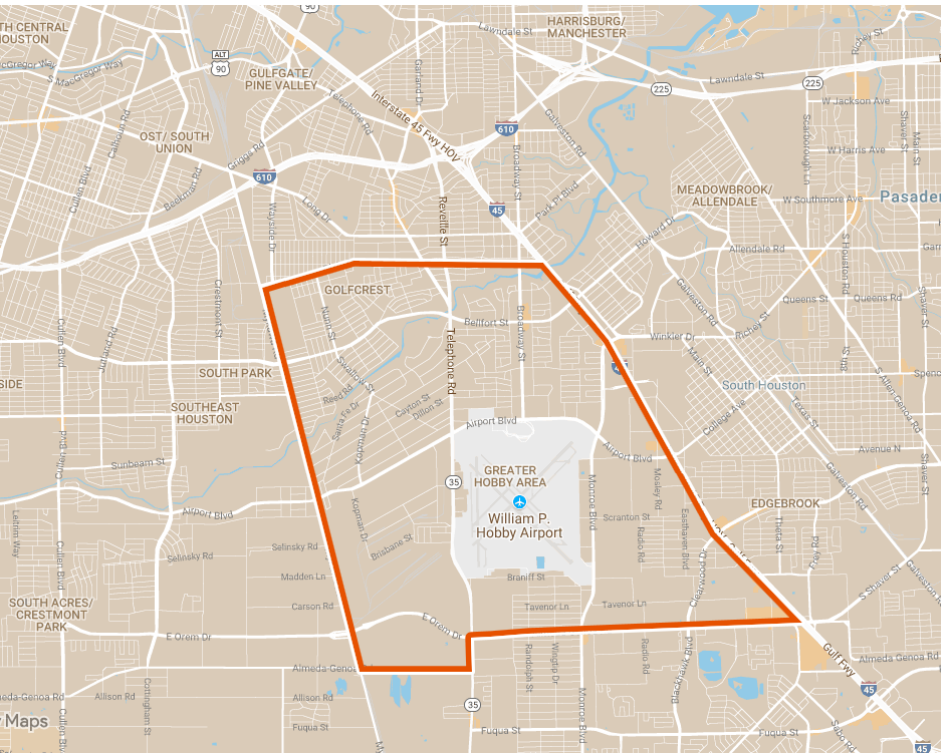
BEFORE: FENCES DIVIDE APARTMENT COMPLEX PARKING LOTS



AFTER: A PATH CONNECTS COMPLEXES, PROMOTES WALKING, AND BREAKS UP SUPERBLOCKS



HOBBY STUDY



HOBBY STUDY



HOBBY STUDY

THOROUGHFARE STREET WITH SHARED USE PATH - AIRPORT BOULEVARD FROM TELEPHONE ROAD TO HANSEN ROAD

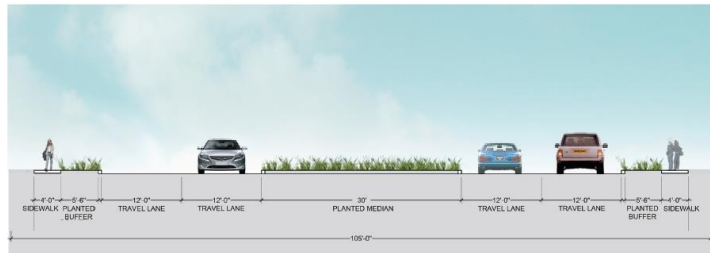


Figure 19: Existing Thoroughfare Conditions - Airport Boulevard

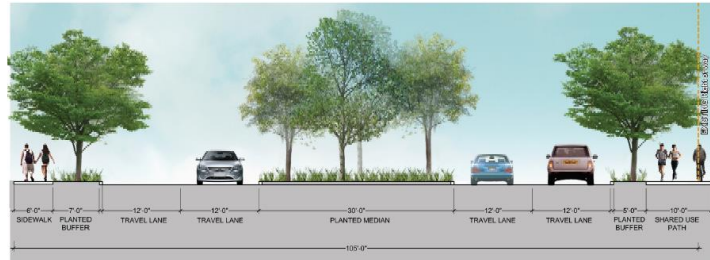


Figure 20: Proposed Thoroughfare Conditions With Shared Use Path - Airport Boulevard

IMPROVEMENTS:

- Add street trees to the center median and in vegetated buffers along the edge of the street.
- Incorporate a shared-use path along one side of street to accommodate bike and pedestrian traffic.
- Increase sidewalk width to 6-feet on other side of street so two people can stroll side by side comfortably.
- In certain conditions additional right of way may be needed in order to provide wider sidewalks or planting areas.

THOROUGHFARE STREET WITH DEDICATED BIKE LANES - MONROE ROAD

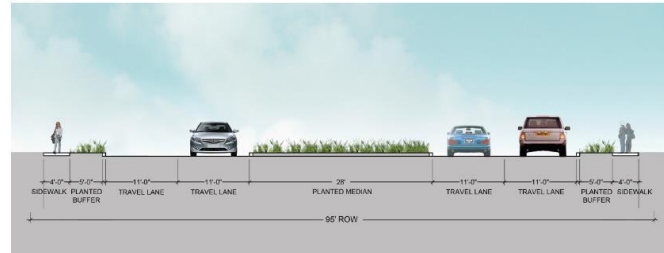


Figure 21: Existing Thoroughfare Conditions - Monroe Road

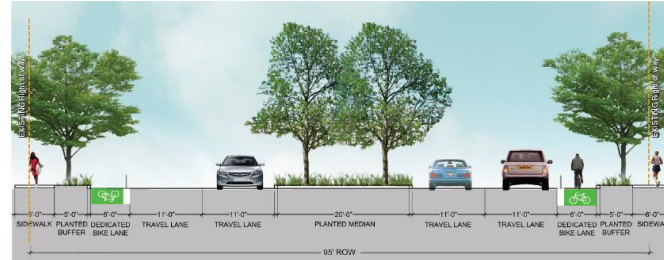


Figure 22: Monroe - Proposed Thoroughfare Conditions With Dedicated Bike Lanes - Monroe Road

IMPROVEMENTS:

- Add street trees to the center median and in vegetated buffers along the edge of the street.
- Increase sidewalk width to 6-feet so two people can stroll side by side comfortably.
- Add dedicated on-street bike lanes with a buffer between lanes and vehicle lanes.
- In certain conditions additional right of way may be needed in order to provide wider sidewalks or planting areas.

COLLECTOR STREET WITH DEDICATED BIKE LANES - BELLFORT STREET

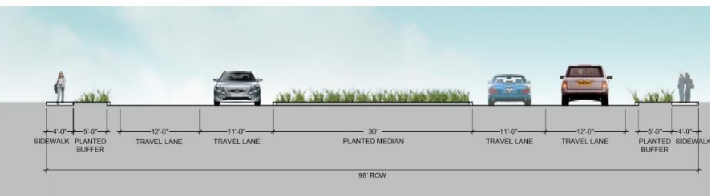


Figure 27: Existing Collector Conditions - Bellfort Street

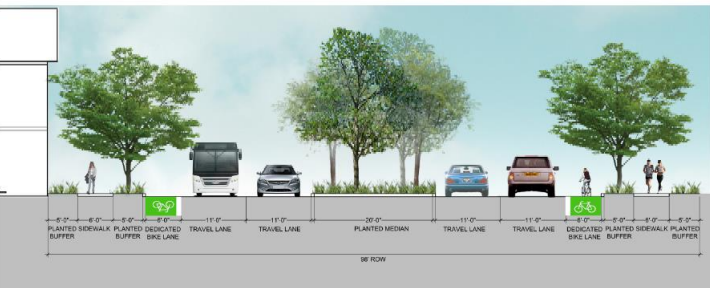


Figure 28: Proposed Collector Conditions With Dedicated Bike Path - Bellfort Street

IMPROVEMENTS:

- Add street trees to the center median and in vegetated buffers along the edge of the street.
- Increase sidewalk width to 6-feet on other side of street so two people can stroll side by side comfortably.
- Add dedicated on-street bike lanes with a buffer between lanes and vehicle lanes.

COLLECTOR STREET WITH DEDICATED BIKE LANES - DIXIE DRIVE FROM MYKAWA ROAD TO TELEPHONE ROAD

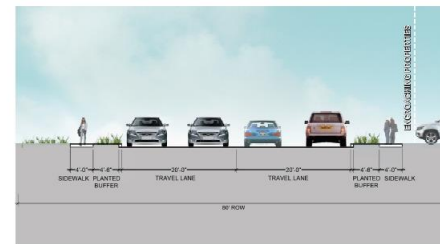


Figure 29: Existing Collector Conditions - Dixie Drive from Mykawa Road to Telephone Road



Figure 30: Dixie Drive from Mykawa Road to Telephone Road - Alternate A

IMPROVEMENTS:

- Adjacent properties currently encroach on the right of way along this portion of Dixie Drive. Alternative A accommodates this encroachment by reducing the number of vehicle lanes from two in each direction to one in each direction with a center turn lane. Alternative B considers an alternative solution that requires acquiring the right of way back from adjacent properties.
- Both alternatives recommend the incorporation of dedicated on-street bike lanes.
- Street trees should be planted within a 5-foot vegetated buffer along both edges of the street to improve tree canopy coverage.

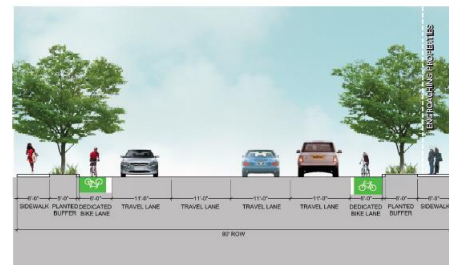


Figure 31: Dixie Drive from Mykawa Road to Telephone Road - Alternate B

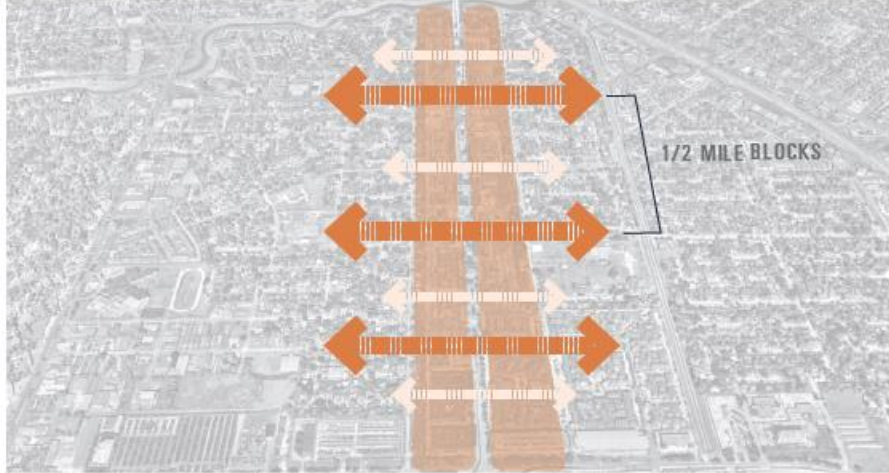
HOBBY STUDY

-  Green Corridor
-  New Mid-block Connection
-  Ground Floor Retail



HOBBY STUDY

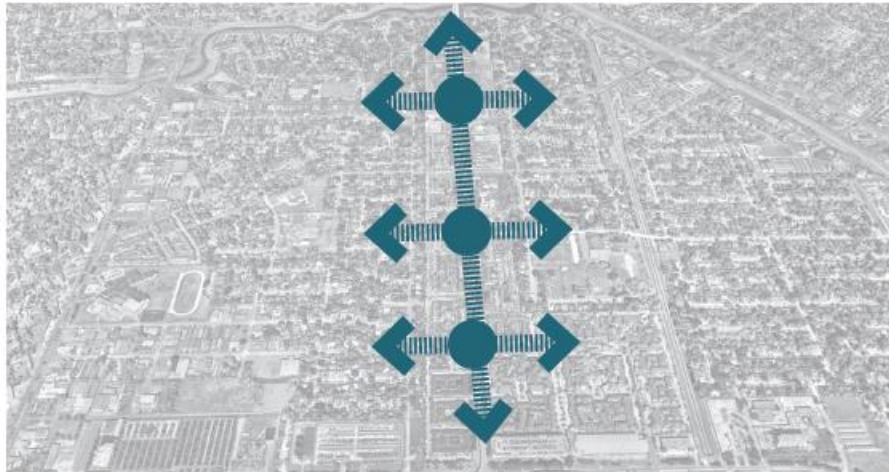
WALKABLE BROADWAY STREET DESIGN STRATEGIES



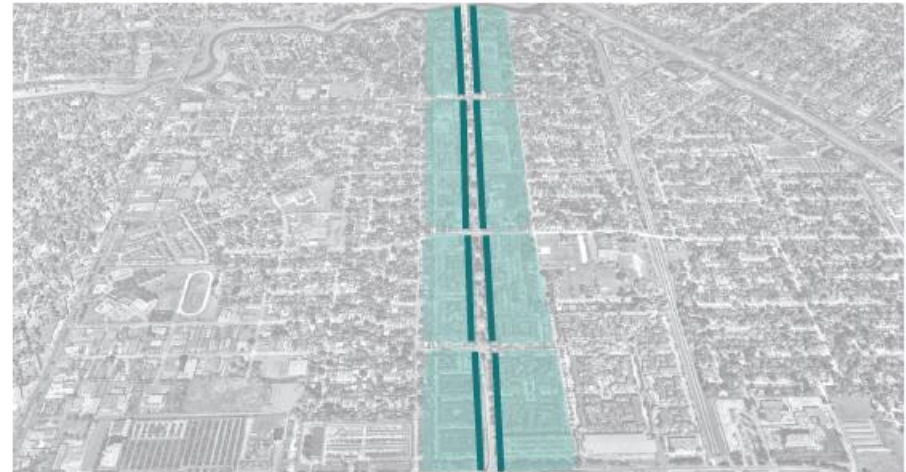
Break up large super blocks to create a more walkable environment while repairing the street grid.



Incorporate high quality landscaping and stormwater management techniques into the streetscape and surface parked lots so they become a part of the larger green space system

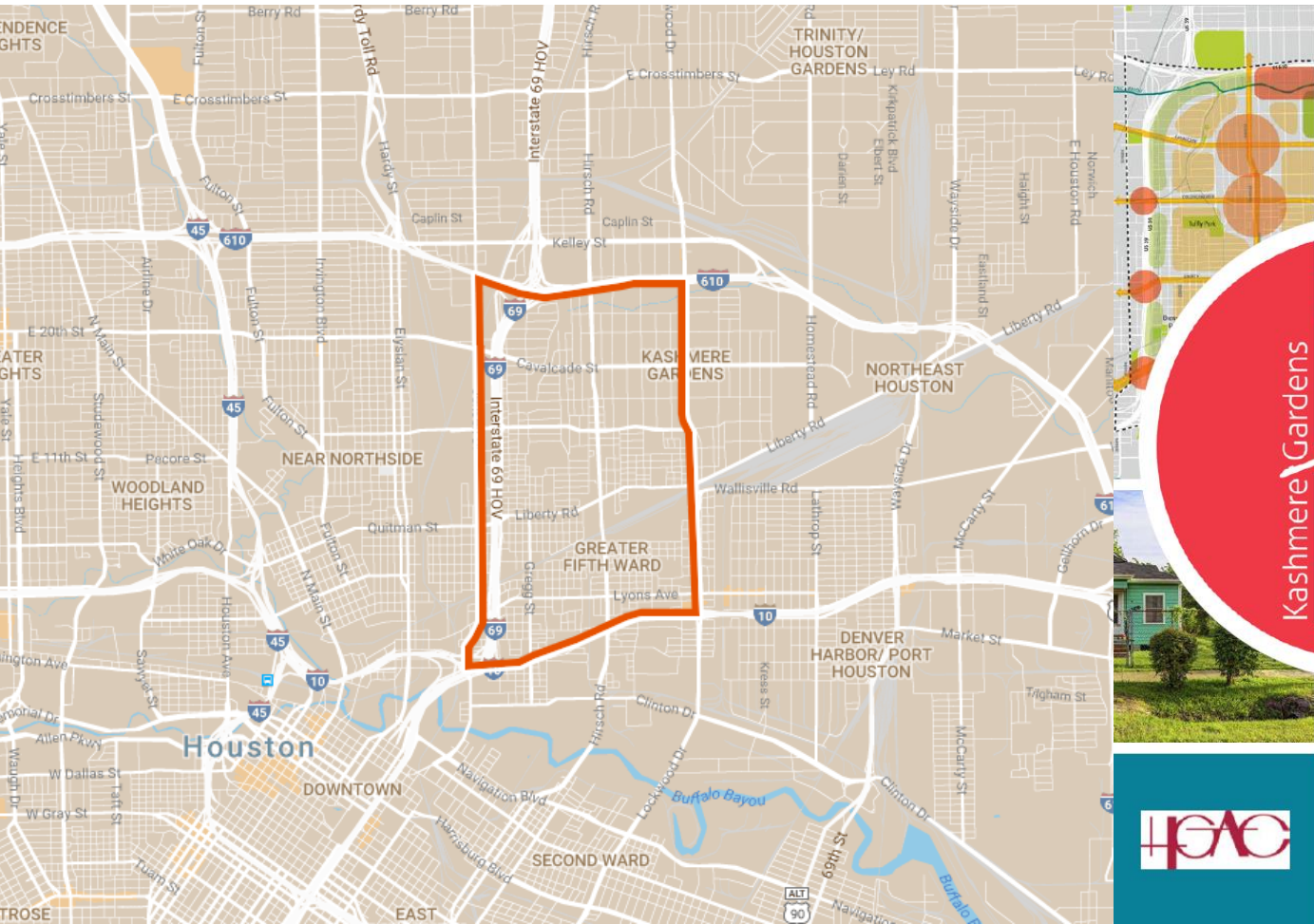


Create retail nodes at key corners.



Redevelop blocks so buildings are placed on the parcel edge and Leverages both Broadway and Rebuild Houston project (Monroe Road from IH-45 to Airport Boulevard) improvements.

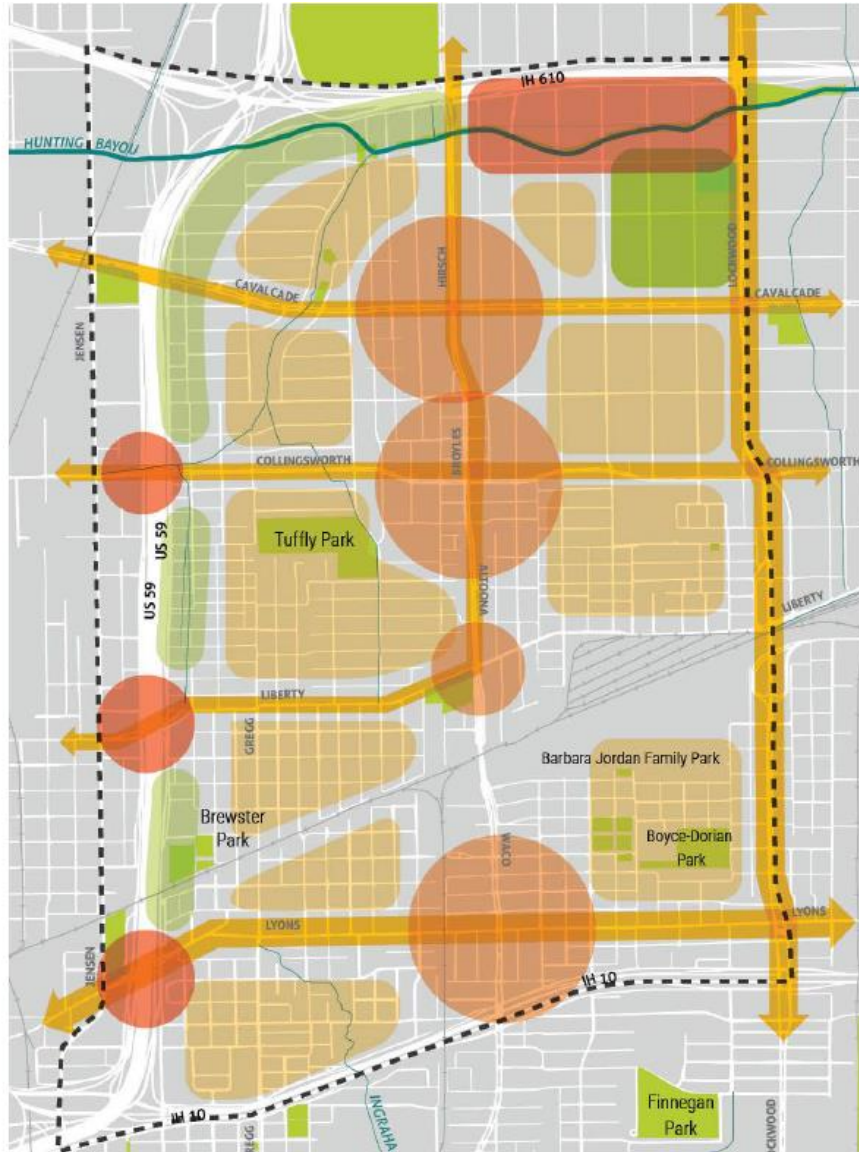
KASHMERE GARDENS STUDY



LIVABLE CENTERS STUDY

PREPARED BY ASAKURA ROBINSON
WITH: GOLDBER & ASSOCIATES

KASHMERE GARDENS STUDY



- Redevelop large properties at highway exits as commercial areas to generate jobs and revenue
- Encourage mixed-use infill development at key intersections to build on existing community assets
- Preserve and add to the stock of high quality affordable housing in neighborhood areas
- Strategically cultivate vacant lots as open space buffers and recreational opportunities
- Enhance existing transit corridors with multimodal improvements and infill development
- Enhance local corridors through infill development and multifamily housing.

LEGEND

- Freeway On & Off Ramps
- Study Area
- Parks
- Water Features
- Bayous
- Creeks & Streams
- Edge of Pavement
- Railroads

Miles
0 0.5

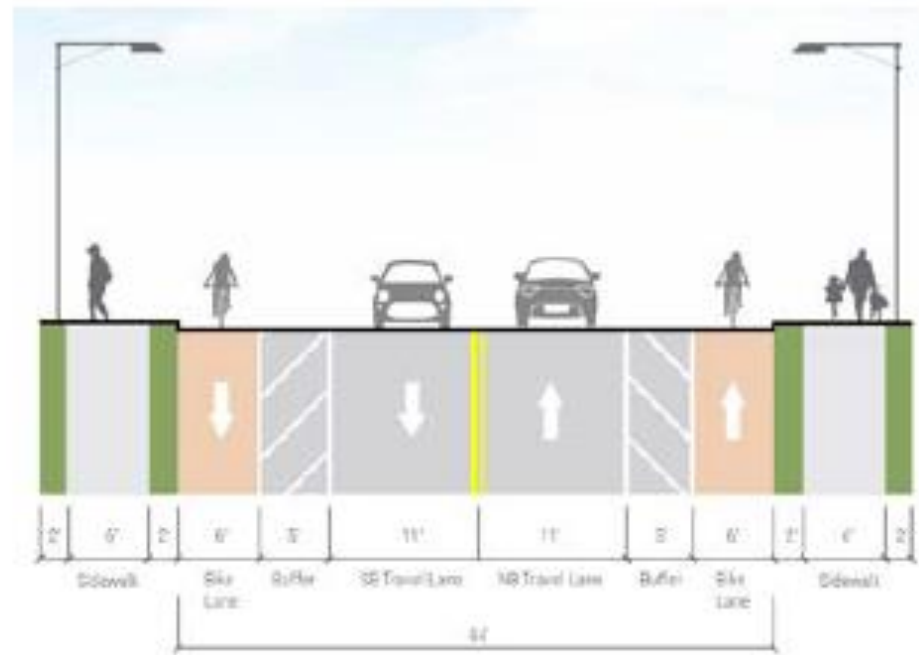
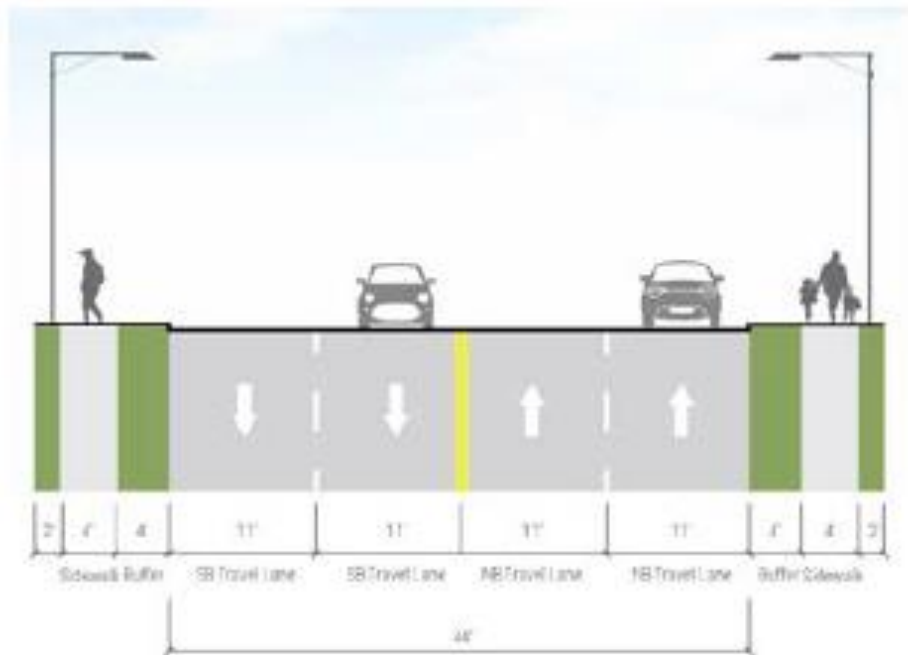
KASHMERE GARDENS STUDY



- LEGEND**
- Grade-separated Crossings
 - At-grade crossings
 - Study Area
 - Parks
 - Water Features
 - Bayous
 - Creeks & Streams
 - Edge of Pavement
 - Railroads



KASHMERE GARDENS STUDY



KASHMERE GARDENS STUDY



QUESTIONS?



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