

INTERNATIONAL MANAGEMENT DISTRICT

LIVABLE CENTERS STUDY

AUGUST 2019



Prepared By  **Stantec**

A COLLABORATION







INTERNATIONAL MANAGEMENT DISTRICT

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Prepared for:
Houston-Galveston Area Council
International Management District
Texas Department of Transportation

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FUNDING PARTNERS

International Management District

Houston-Galveston Area Council

Texas Department of Transportation

CONSULTANT TEAM

Stantec Consulting Services, Inc.

CDS - Community Development Strategies

CKP

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EXECUTIVE SUMMARY



ANALYSIS



CONCEPTUAL PLAN



IMPLEMENTATION PLAN



APPENDIX

- Market Study
 - Public Engagement
 - Air Quality Report
-





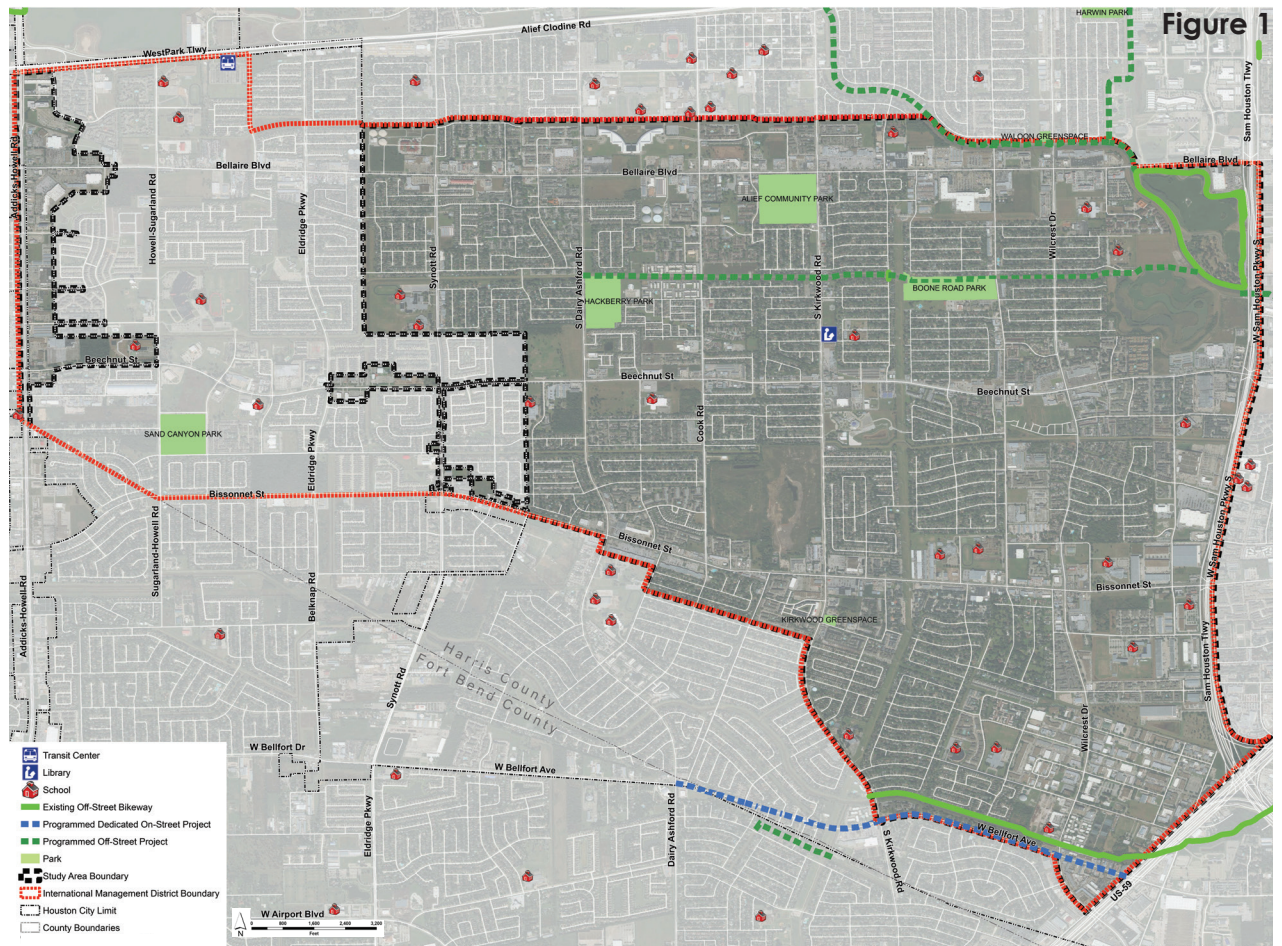
EXECUTIVE SUMMARY

The goal of the Study is to create Livable Centers in the International Management District by re-imagining the area's auto-focused infrastructure, to be more multi-modal friendly. The recommendations in this Study address Placemaking, Mobility, Economic Competitiveness, and Housing to create places where people can live, work, and play with less reliance on their cars in the International Management District.

The Livable Centers' program goal is to develop implementable plans to create a walkable, mixed-use community that provides multi-modal transportation options, improves environmental quality, and promotes economic development. The Texas Department of Transportation (TxDOT) funds this program, and the Houston-Galveston Area Council (H-GAC) manages the Livable Centers program with the main client and implementer of the Study, the International Management District.

EXECUTIVE SUMMARY

The boundary of the Study area encompasses 12 square miles generally bounded by Beltway 8 to the east, State Highway 6 to the west, Westpark Tollway to the north, and Fort Bend County to the south.





The main purpose of this H-GAC Livable Centers' study for the International Management District is to address the following challenges:

- An auto-dominated infrastructure;
- Superblocks and suburban trip retail development patterns in the District;
- Lack of unified community identity and investment throughout the area;
- Lack of safe access to existing transit; and
- Lack of central community cores.

The desired end goal of the Study is to provide the District with implementable recommendations to:

- Identify and market local and regional destinations in the District to the greater Houston area;
- Provide better access and connectivity to and within the District;
- Establish first and last mile connections throughout the District;
- Break up superblocks in the District;
- Close gaps in the pedestrian/bicycle network in the District;
- Diversify housing stock and employment opportunities in the District;
- Incorporate wayfinding and streetscape enhancements throughout the District; and
- Celebrate cultural diversity in the District.

Throughout January 2019 to August 2019 the consultant team (the team) led by Stantec and supported by CKP Group and CDS Community Development Strategies, gathered and analyzed data and prepared recommendations and the implementation plan based on community input, data from the previous planning studies, the team's field observations and best practices research for the District.



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Port Bend
Center



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The process started with public engagement and data gathering to determine which projects and recommendations would work best and had public support. The public engagement process involved several different avenues to inform and involve the various stakeholders of the District. These were:

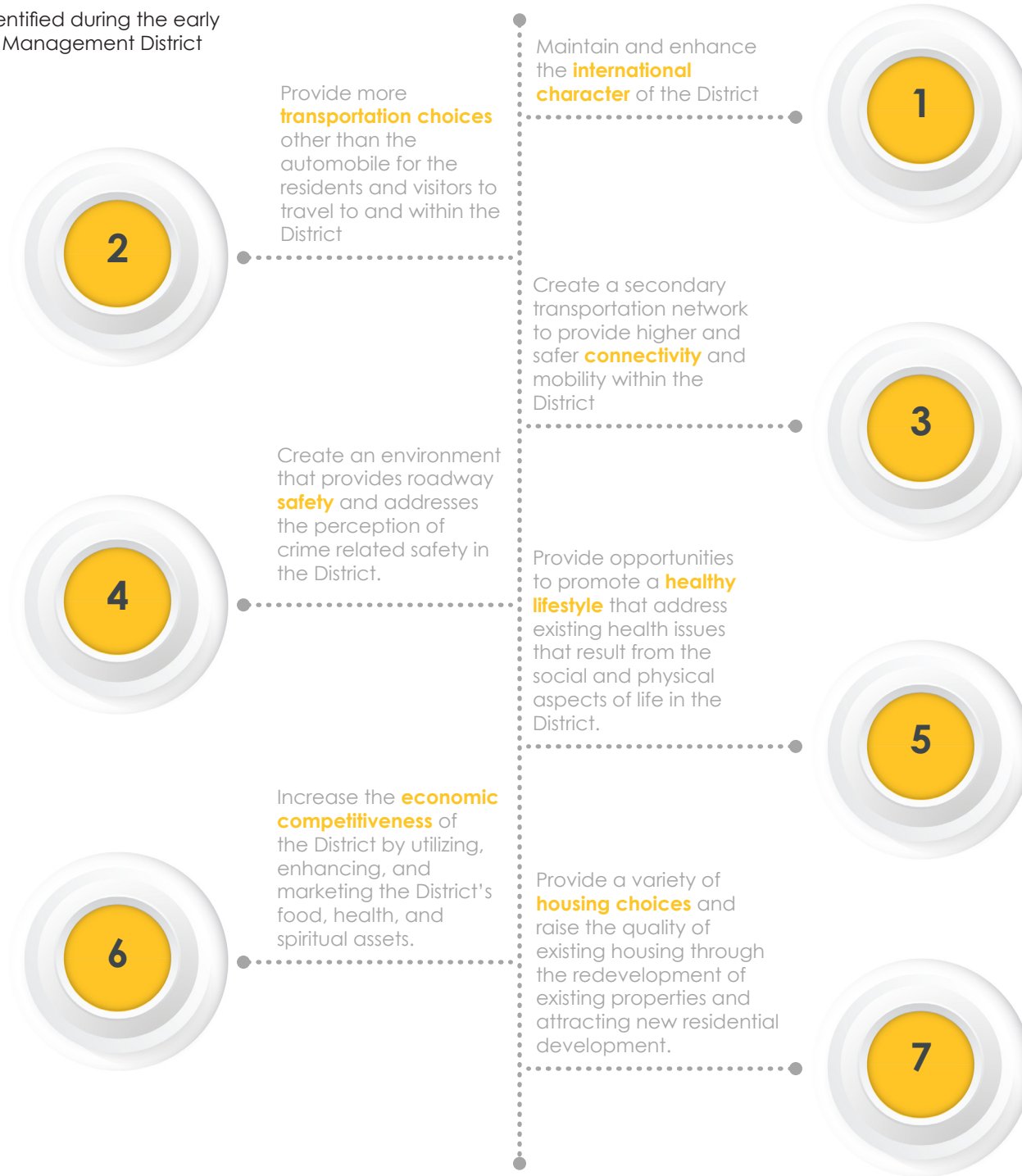
- **Stakeholder Advisory Committee (SAC) meetings**
Four meetings were held through the process to present data and get feedback from the SAC. These meetings served to get input from a group of stakeholders that represented several interests throughout the District.
- **Community Events**
The team attended and worked booths at two community events (Lunar New Year

festival and Chinese New Year festival) to raise awareness of the Study and also provide information.

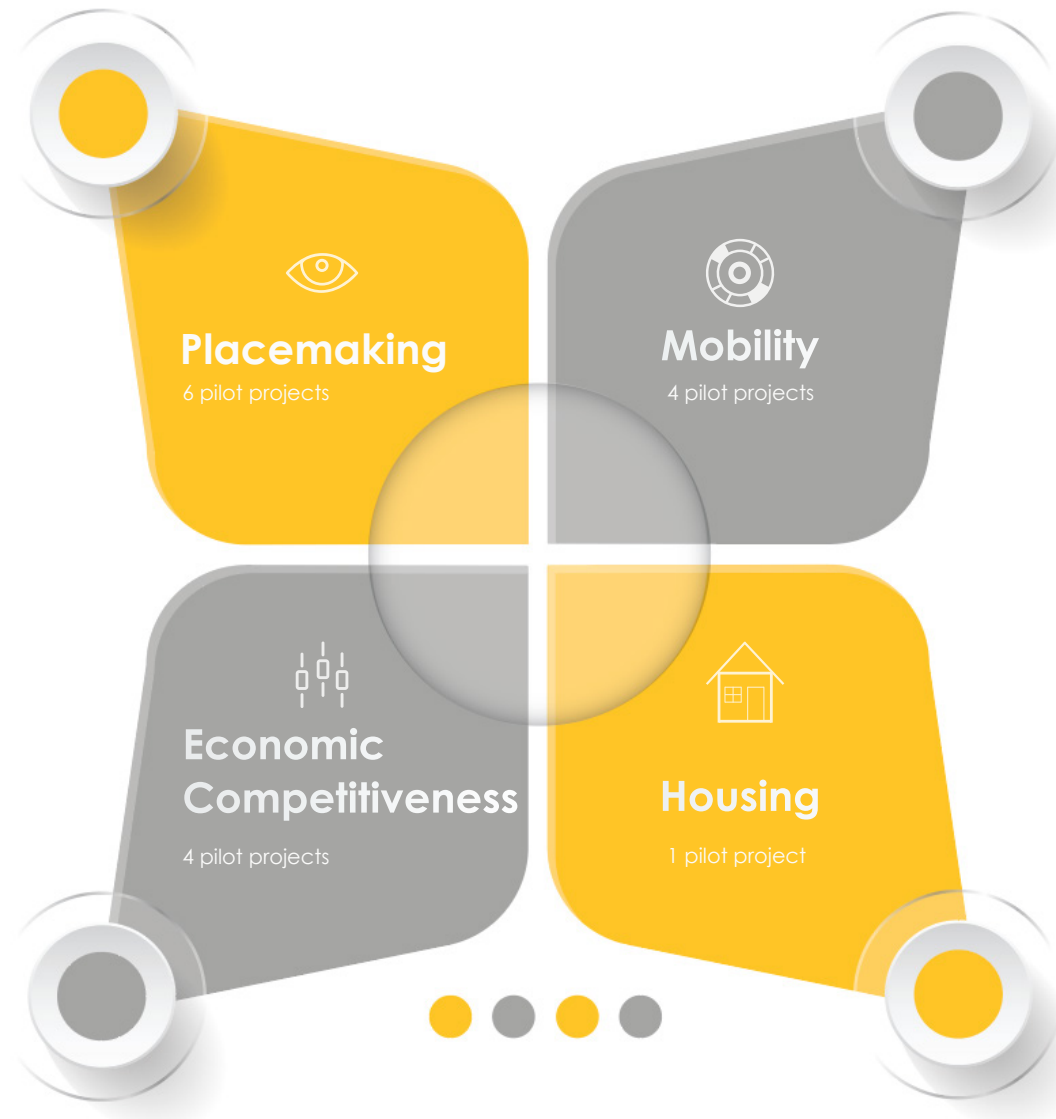
- **Community Visioning Forum**
The team shared preliminary concepts with the general public and collected input feedback using surveys and mapping exercises.
- **Community Workshop**
This was the second meeting to present the preliminary concepts and collect input from the community using surveys and mapping exercises.
- **Online Engagement**
The team also gathered input from the public through an online survey and online map posted on the project website.

- **Stakeholder Focus Group meeting**
The team met with a small group of stakeholders in the community who are involved or knowledgeable about the related processes and funding needed to implement the Study recommendations. The purpose of this focus group was to encourage commitments from this group of community supporters to champion pilot projects resulting from this International Management District Livable Centers study.
- **Community Meeting**
This was the final meeting where the team presented the final draft of the study to the general public using tactical urbanism with food trucks, live music, games and outdoor movie.

Seven major goals were identified during the early phases of the International Management District Livable Centers study.



The conceptual framework of this Study is divided into four elements that contain **10 overall recommendations** and **15 pilot projects**.

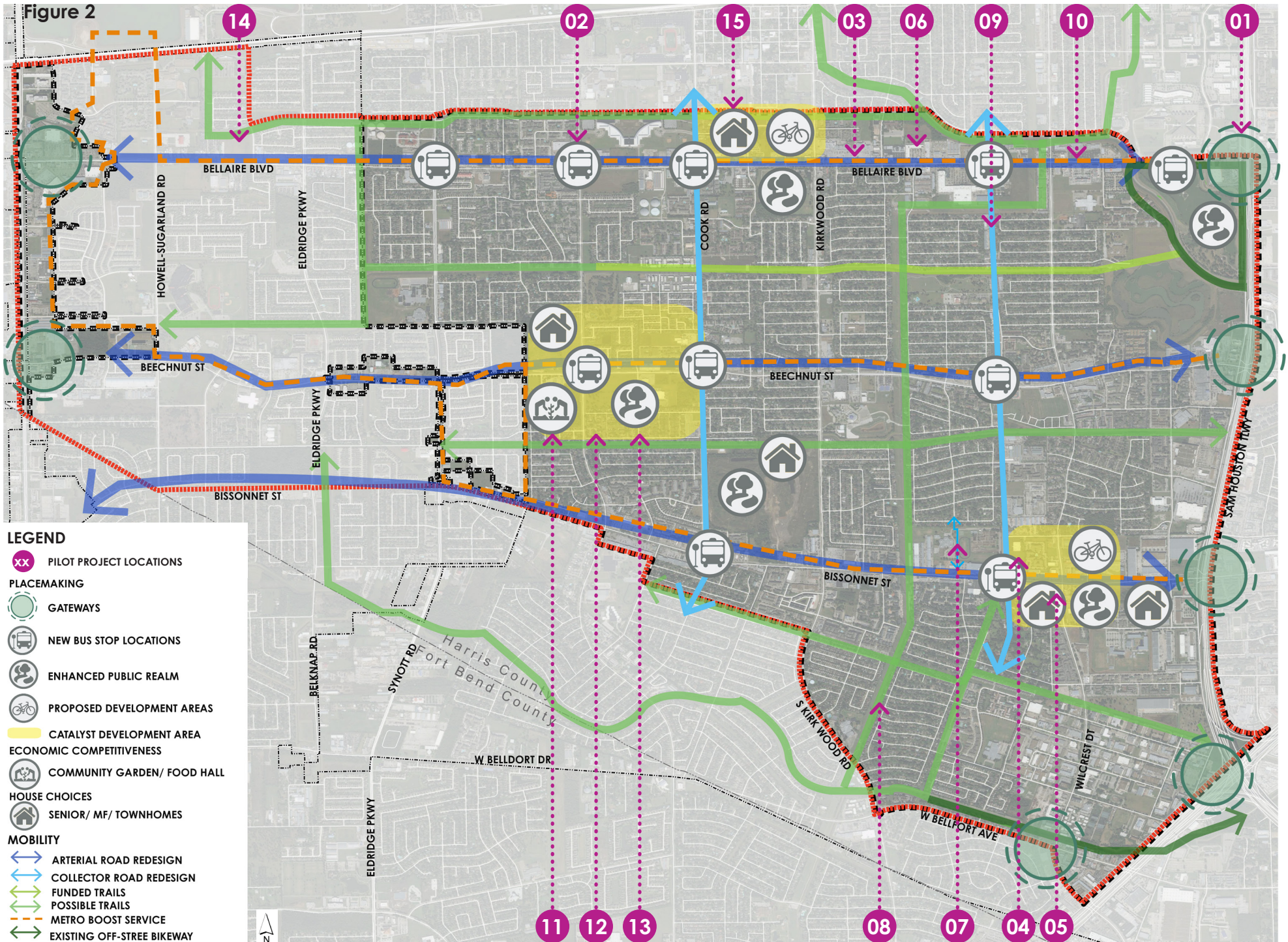




Recommendations and Pilot Projects

The overall 10 recommendations in this Study are versatile and can be implemented in several locations across the district to best address community wants and needs. The recommended 15 pilot projects identify locations for potential replication of the pilot projects.

Figure 2



LEGEND

- XX PILOT PROJECT LOCATIONS
- PLACEMAKING**
- GATEWAYS
- NEW BUS STOP LOCATIONS
- ENHANCED PUBLIC REALM
- PROPOSED DEVELOPMENT AREAS
- CATALYST DEVELOPMENT AREA
- ECONOMIC COMPETITIVENESS**
- COMMUNITY GARDEN/ FOOD HALL
- HOUSE CHOICES**
- SENIOR/ MF/ TOWNHOMES
- MOBILITY**
- ARTERIAL ROAD REDESIGN
- COLLECTOR ROAD REDESIGN
- FUNDED TRAILS
- POSSIBLE TRAILS
- METRO BOOST SERVICE
- EXISTING OFF-STREE BIKEWAY

Possible Locations -Recommendations and Pilot Projects

Placemaking

1 Gateways

1. **Gateways** – Increase the branding and awareness of and for the District by creating easily identifiable gateways into and out of the District.

- Pilot Project #1 – Gateway at Beltway 8 and Bellaire Boulevard pg 56

2 Public Realm Enhancement

2. **Public Realm Enhancements** – Enhance public amenities throughout the Districts through programs and measures such as parking lot activation, improved street lighting, curb cut closures for improved access management, sidewalk improvements, enhanced bus stops, etc. to improve the perception of safety and enhance the brand and international culture of the District.

- Pilot Project #2 – Enhanced Bus Stops on Bellaire Boulevard pg 60
- Pilot Project #3 – Curb Cut Closures along Bellaire Boulevard pg 62

3 Catalyst Development

3. **Catalyst Development** – Create development that is in character with the Districts but of quality that will spur further growth in the area.

- Pilot Project #4 – Catalyst Site 1: Boone Road and Bissonnet Street pg 65
- Pilot Project #5 – Catalyst Site 2: Wilcrest Drive and Bissonnet Street pg 69

4 Community Gathering Spaces

4. **Community Gathering Spaces** – Large and small projects that will create places for the diverse population of the District to gather and interact, creating a sense of true community.

- Pilot Project #6 – Parking Lot Activation along Bellaire Boulevard pg 72

5 Neighborhood Connectors

5. **Neighborhood Connectors** – Break up the superblocks by creating more connections between neighborhoods and public spaces to allow residents to walk or bike for nearby trips instead of driving for all trips within the District.

- Pilot Project #7 – Neighborhood Connectors: Around Catalyst Site 1 pg 76

6 Trails

6. **Trails** – Develop a network of trails that connect neighborhoods, parks, and retail spaces to form a secondary transportation network within the District.

- Pilot Project #8 – CenterPoint Easement Trail pg 78

7 Roadway Redesigns

7. **Roadway Redesigns** – Redesign key arterial and collector streets within the context of complete streets for improved safety for all road users.

- Pilot Project #9 – Boone Road Redesign pg 80
- Pilot Project #10 – Bellaire Boulevard Reimagined pg 82

Mobility



Placemaking - Catalyst Development Pilot Project - Mixed Use Development at Boone Road and Bissonnet Street

8 Encouraging Entrepreneurship

9 Workforce Training

10 Housing Choice

Economic Competitiveness

- 8. Encouraging Entrepreneurship – Attract new business startups to the District by marketing and branding the area for “Farm-to-Table” and “Health and Spiritual healing” based on the variety of foods, health, and spiritual cultures that come with the international diversity of the District.
 - Pilot Project #11 – Establish An International Food Festival pg 87
 - Pilot Project #12 – Build a Food Hall pg 88
- 9. Workforce Training – The majority of employed residents travel to work outside the District while a large number of people working in the District do not live in this District. Training the workforce in the District in sectors that are targeted for growth in the future such as a “Farm-to-Table” and “Health and Spiritual Healing” will improve the live, work, play environment, reduce time spent driving, and raise the economic conditions in the District while providing employment to residents within the District.
 - Pilot Project #13 – Expand the SPARK Park and Nature Center pg 90
 - Pilot Project #14 – Expand the culinary program pg 92

Housing Choice

- 10. Ensure that housing is both affordable and implementable by encouraging market-driven housing in the area. A variety of affordable housing in the District can be achieved by supporting Class B+ senior housing units with rents in the \$1.25 per square foot average, Class B and subsidized multifamily with standard amenities (both new and redevelopment), and townhomes priced between \$160,000 to \$275,000.
 - Pilot Project #15 – Senior Housing at Bellaire Boulevard and Cook Road pg 96



Placemaking - Gateway at Beltway 8 and Bellaire Boulevard





2

ANALYSIS

The inventory and evaluation of existing conditions in and around the District were used as a context and starting point for this Study. This included the analysis of previous studies and implemented recommendations, demographics, housing stock, the local job market, traffic demands and patterns, shopping habits and a variety of other social, economic and physical characteristics of the District and how these impact achieving the goals of the Study

Key relevant concepts and recommendations from past studies:

- Improve neighborhood brand and identity through signature gateways;
- Re-purpose unused portions of parking lots for public plazas and activities;
- Add pedestrian scale lighting along Bellaire Boulevard;
- Develop a trail network on the Bayous and utility corridor right-of-ways;
- Develop a network of bike/ped pathways connected to greenway trails to improve neighborhood scale circulation;
- Create a pilot road diet on Boone Road;
- Improve access and safety along Bellaire Boulevard; and
- Use pop-up demonstration events (tactical urbanism) as a low-cost, budget-friendly solution before permanent installation.

ANALYSIS

This chapter summarizes the research and analysis and contains an overview of the market conditions and opportunities that ultimately shaped the recommendations for revitalization, redevelopment, and general enhancement of the IMD Livable Centers study area.

This IMD Livable Centers study builds on previous planning efforts that include the 2013 *University of Houston Zones and Strategies* study, and the 2015 *AARP Texas Walkability and Active Living: Building an age-friendly Alief Study*.

The main concepts and recommendations of previous reports remain relevant today. Also, the recommendations in Chapter 3 (Concept Plan) and Chapter 4 (Implementation Plan) of the IMD study build on the findings and goals of the 2018 IMD Existing Conditions and Market Position Report.

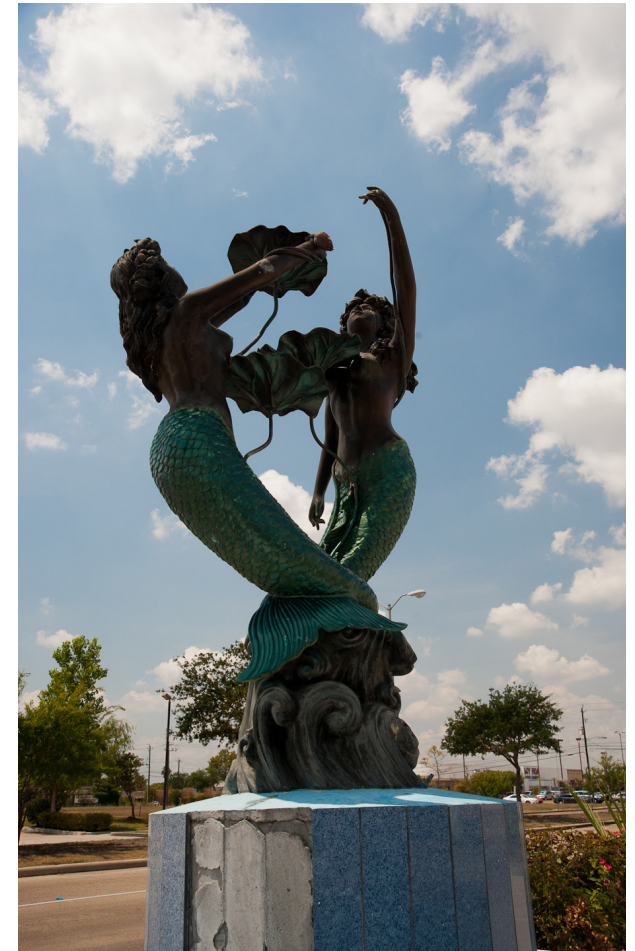
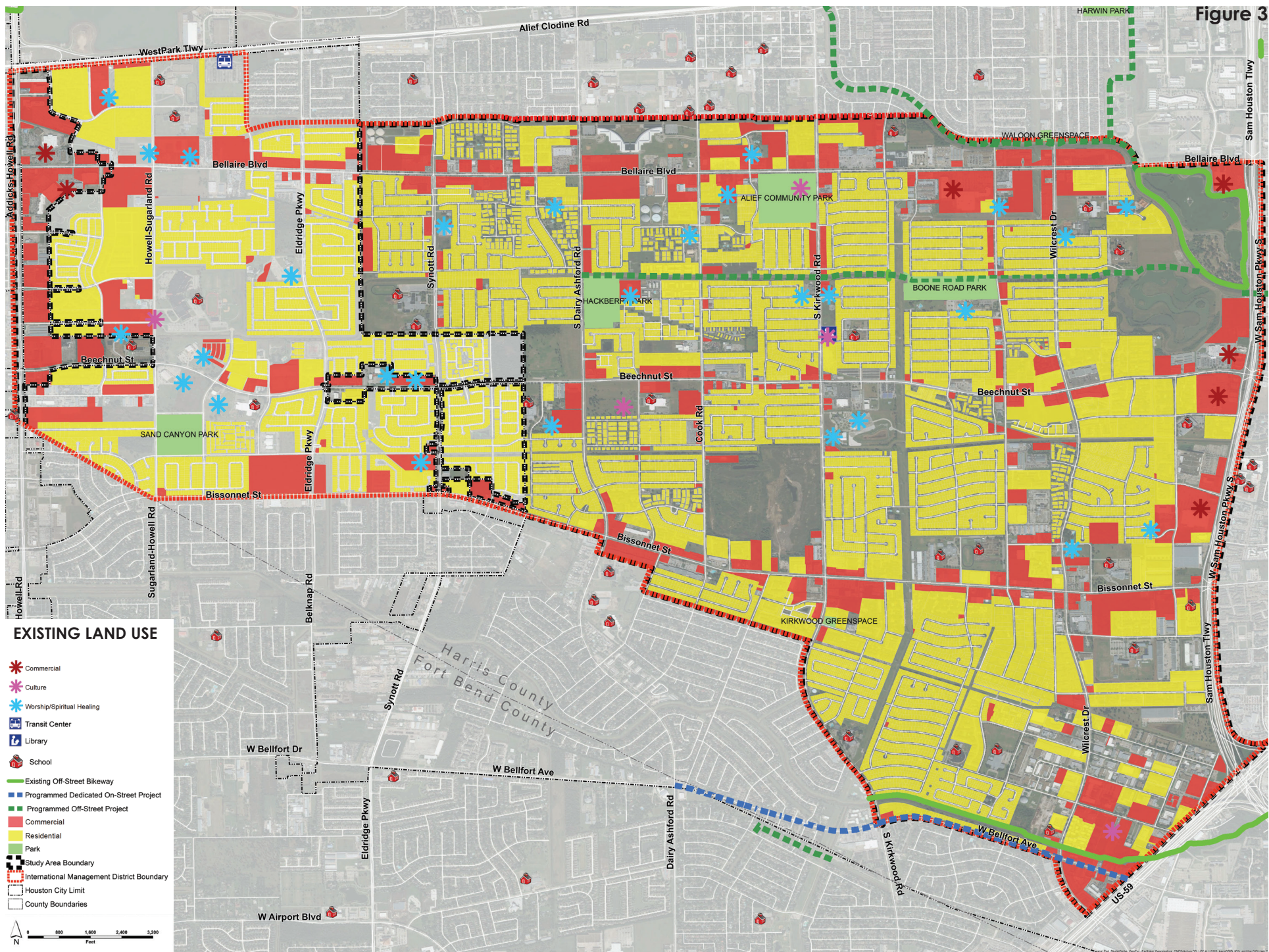


Figure 3





People and Place

IMD was created by the Texas legislature in 2007 by State Representative, Hubert Vo. According to data from the US Census, the 2018 population estimate for the District was 106,009 people, and the 2023 projection was 113,309. The population in the IMD had moderate growth from 2000 to 2010 (14.6%). Since 2018, estimates for the District show a continued increase of 6.9%. International Management District's population includes 67% in the age range 21 and over. Approximately 10% of residents are over age 65, and 29% are under the age of 18. The median age in the District is 36.8.

IMD is a true melting pot with a diverse population that brings cultural representation from around the world into one area. The IMD has a diverse population with several race groups. According to 2015 data from the City of Houston, 49% of IMD residents are Hispanic, 22% are Black, 19% are Asian, 9% are White, and 1% are Other. More cultural diversity exists within these groups with multiple ethnic representations such as Vietnamese, Chinese, Indian, Caribbean, and Hispanic. Businesses and places throughout the District represent each of these cultures. The Latin American community has businesses that originated in Alief that now have expanded throughout the city. The Asian communities have created a niche market in the area with "Little Saigon," and the Chinese owned Hong Kong City Mall, the District also referred to as "Asiatown." The Nigerian and Caribbean community in the District own cultural grocery stores and dance halls. The Middle Eastern population operates a Lebanese buffet along with centers of worship in this District.

While the District does celebrate its cultural diversity and international identity, there are cases of cultural clashes resulting from the differences between the cultural groups. For instance, the Vietnamese blade signs have created some controversy due to the perception created that the community is just Vietnamese groups. This perception, along with poor communication between organizations, has led to misunderstandings or anger.

To understand the characteristics and preferences of this culturally diverse population, the ESRI tapestry segments for this area give an insight on the retail and commercial services that serve this population and the types of businesses and housing that are needed in the IMD. ESRI data divides the population of IMD into nine segments (illustrated in Figure 4) that summarize the common habits of the households found in the District. An overview of the various nine population segments is provided below:

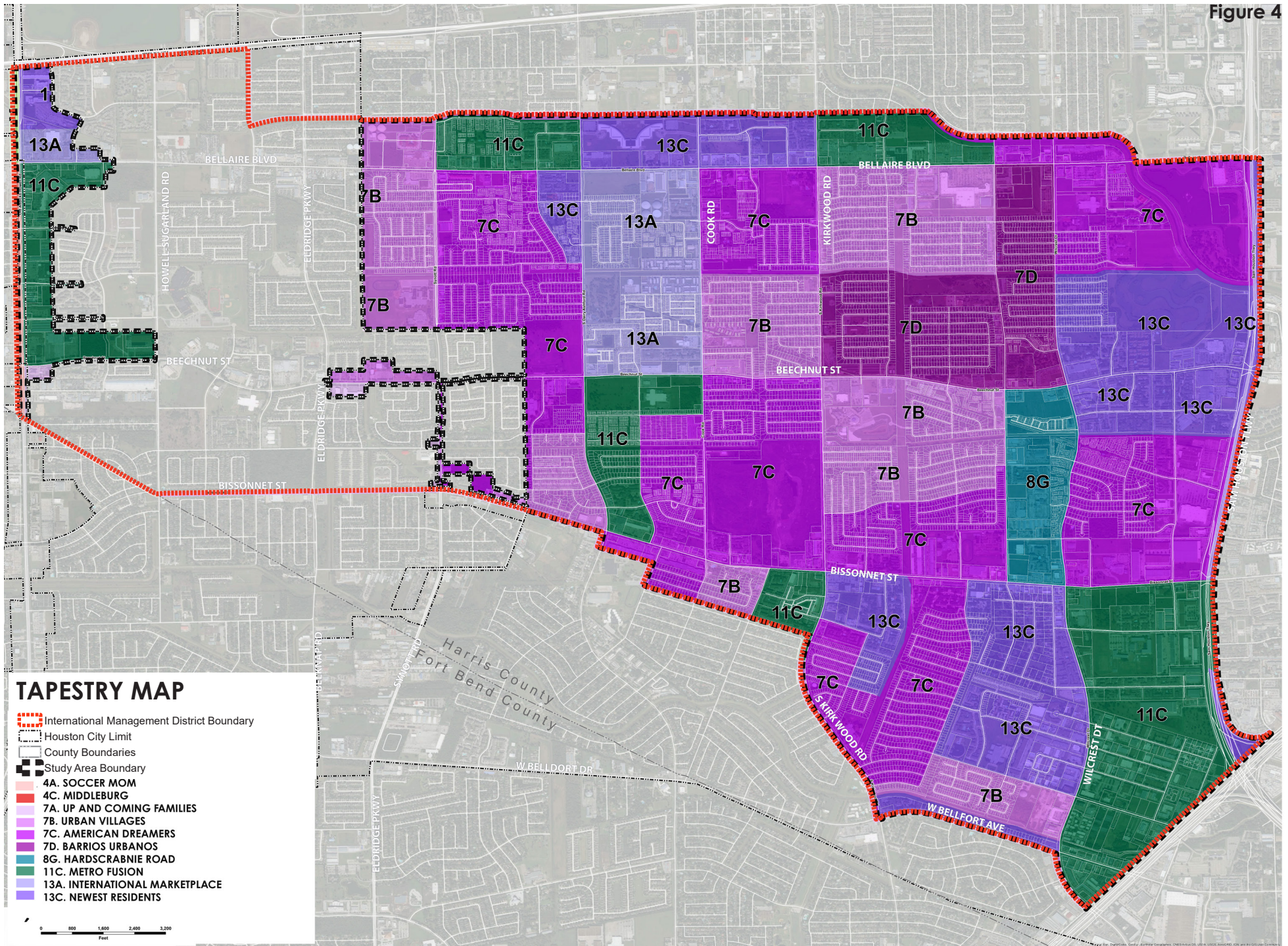
Soccer Moms – People in this group have a college degree and are employed in professional/management jobs. They are predominately White, married couples that live in single-family homes and carry a high level of debt. Typical activities for this group segment include jogging, biking, golfing, boating, and visiting theme parks and zoos. They shop and bank online, and own two or more vehicles (i.e. minivans, SUVs).

Up and Coming – This group is similar to Soccer Moms in characteristics and preferences. This group segment typically carries student loan debt and mortgages and are not interested in outdoor physical activities such as jogging, biking, golfing, and boating.

Urban Village – People in this group are typically employed in service industry/admin jobs and have a high school diploma Only/GED. They are predominantly Hispanic, married couples that live in single-family homes. They buy new clothes; play sports; visit water/theme parks. They shop in person; own smartphones; carry credit cards; and shop at Costco or Trader Joes, Target, or Macy's.

American Dreamer - People in this group are typically employed in service industry/admin jobs and have a high school diploma Only/GED. They are Black or White, married couples that live in single-family homes. This group own feature-rich cell phones and spend money carefully; buy necessities and pay bills, socialize online, and listen to urban or Hispanic radio. They eat at Taco Bell, Little Caesars, and IHOP.

Figure 4





Barios Urbanos - People in this group are in service industry and do not have a high school diploma. They are predominantly Hispanic, married couples that live in single-family homes. They buy discount for children's products and own no retirement savings. They read magazines and listen to Hispanic radio. They own 1-2 vehicles and carpool.

Hardscrabble Road - People in this category have a high school diploma only and work in service industry. They are Black or White, singles that live in single-family homes. Their favorite sports are NASCAR racing, professional wrestling, basketball. They invest in retirement savings, stocks, bonds and shop via sales representatives, discount stores, or the Internet. They listen to gospel, R&B, rap, hip-hop music, and own 1-2 vehicles.

Metro Fusion - People in this group are mostly Black or White, singles with high school diploma Only/ GED. They work in the service industry/admin/ professional services fields. They live in either multi-unit rentals or single family homes. This group shops at discount grocery stores, Family Dollar, and Walmart. They dress to impress and are fashion conscious. Football, weight lifting are popular activities for this group. They listen to R&B, rap, Latin, urban music and watch MTV, BET, Tru TV.

International Marketplace - People in this group are in the service industry and have a high school diploma Only/GED. They are predominantly Hispanic, married couples with kids that live in high-density apartments or single family homes. They shop at warehouse clubs, specialty markets, and do not save or invest. They visit theme parks; play soccer and listen to Spanish/Latin music on cell phone or radio. This group takes public transportation.

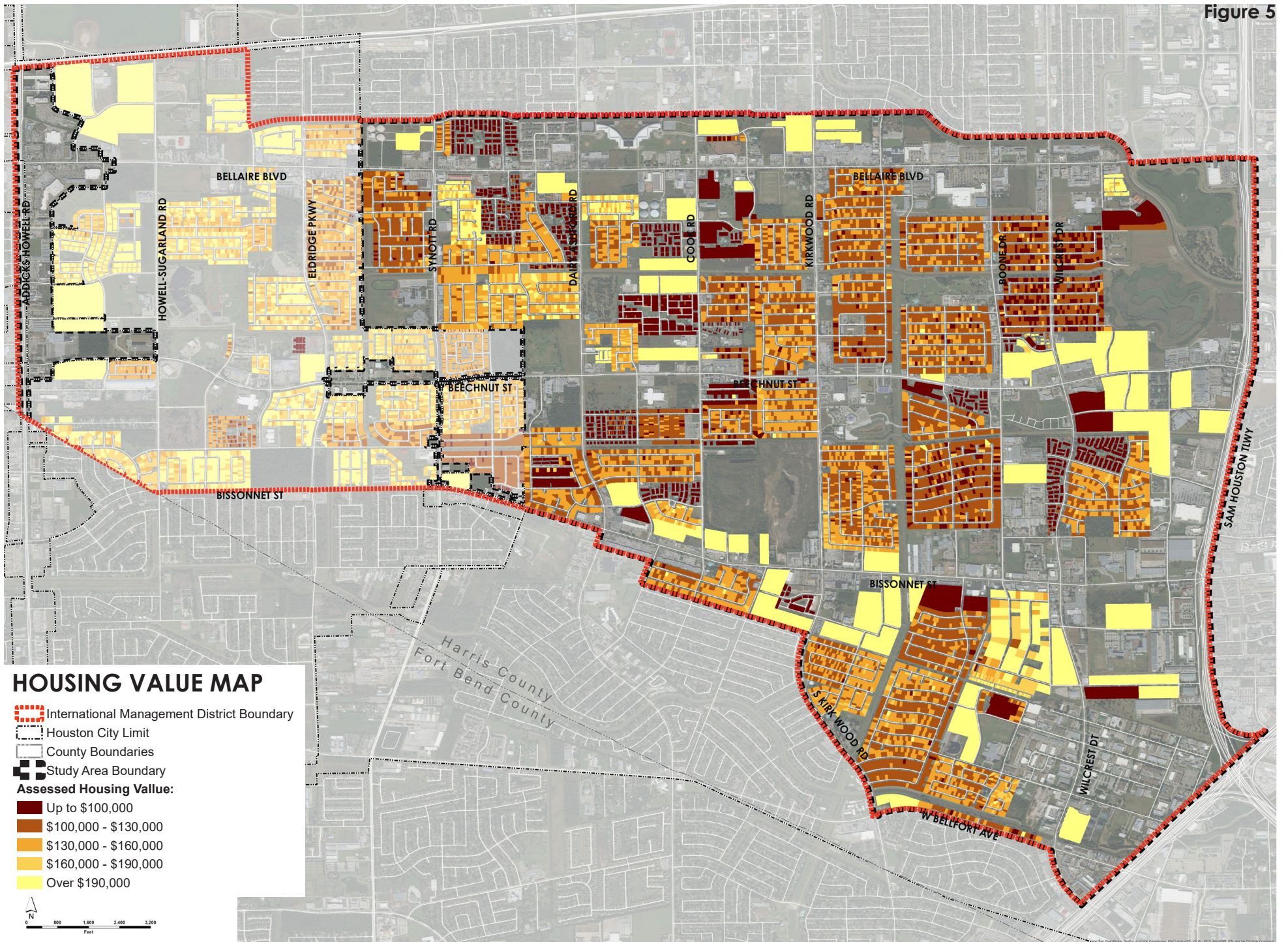
NeWest Residents - People in this group are in the service or construction industry and do not have a high school diploma. They are predominantly Hispanic, married couples with kids that live in multi-unit rentals. This group drinks sports or energy drinks. They pay with cash and buy baby/children's products. They watch Spanish-language channels on TV and like used, fun-to-drive vehicles.

Middleburg - People in this group are conservative, family-oriented consumers. Still more country than rock and roll, they are thrifty but willing to carry some debt and are already investing in their futures. They rely on their smartphones and mobile devices to stay in touch and pride themselves on their expertise. They prefer to buy American and travel in the US. This market is younger but growing in size and assets

The International Management District encompasses an area of 12 square miles. 78% of the District is within the City of Houston, 22% is within Harris County, and approximately 4% is within a limited purpose annexation area. The IMD area developed as typical suburban, auto-oriented subdivisions starting in the 1960s. Most of the land use in the District is residential with concentrations of commercial development along the District boundary and along Bellaire Boulevard, Beechnut Street, and Bissonnet Street which run east and west through the IMD. Most of the businesses in the IMD are small, locally oriented businesses, with some national retailers and office/business parks. Most of the office buildings and business parks are in the southeast corner of the study area near Wilcrest Drive. Although there is no central business or commercial center, there have been three commercial districts identified in past studies. First is the heavy concentration located along Beltway 8, along SH 6 (The "Fringe"), and finally the concentration along Bellaire Boulevard (The "Core"). Along with the three heavy concentrations, there have been typical development patterns of commercial and retail around the major thoroughfares that run throughout the District.

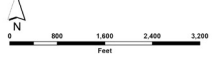
The majority of residential development in the District is from 1965 - 1988 with a small resurgence of building from 2000 - 2008 and is mostly single-family. The single-family housing units in the District developed in the typical fashion of suburbs - homogenous and disconnected. The District is not a master planned community and does not provide the same number of amenities that the newer subdivisions outside of the District might provide. Most of the newer housing developments, both single-family, and multifamily, are found on

Figure 5



HOUSING VALUE MAP

- International Management District Boundary
- Houston City Limit
- County Boundaries
- Study Area Boundary
- Assessed Housing Value:**
 - Up to \$100,000
 - \$100,000 - \$130,000
 - \$130,000 - \$160,000
 - \$160,000 - \$190,000
 - Over \$190,000





the west side of the District closer to SH 6, while the older neighborhoods are mostly found on the east side of the District. There is a major lack of connections from residential neighborhoods to parks, trails, schools, community centers, and retail. The District residents cannot access these amenities without utilizing the major roadways and interacting with through traffic. The location of multifamily and senior housing uses is spread throughout the District. The majority of multifamily housing in the area is affordable housing that costs approximately one-third or less of what people living in IMD make (i.e. annual housing costs of \$12,714 or less per year) and most of them need maintenance. A significant portion of the housing stock, particularly multifamily and senior living in the District, is in need of refurbishment or redevelopment.

The District has an abundance of diverse institutional/public uses such as schools, places of worship, the community center, and parks/open spaces.

Alief Independent School District serves the International Management District. The first elementary school in the District was built in 1964. The community and the District have steadily continued to grow. The school district encompasses 36.6 square miles. The District has 21 Recognized schools and 7 Exemplary schools and provides education for students in prekindergarten through grade twelve. The Alief Advanced Career Center is located just outside the District boundaries and is the latest in the innovative ideas that the school district employs in educating the youth in the District.

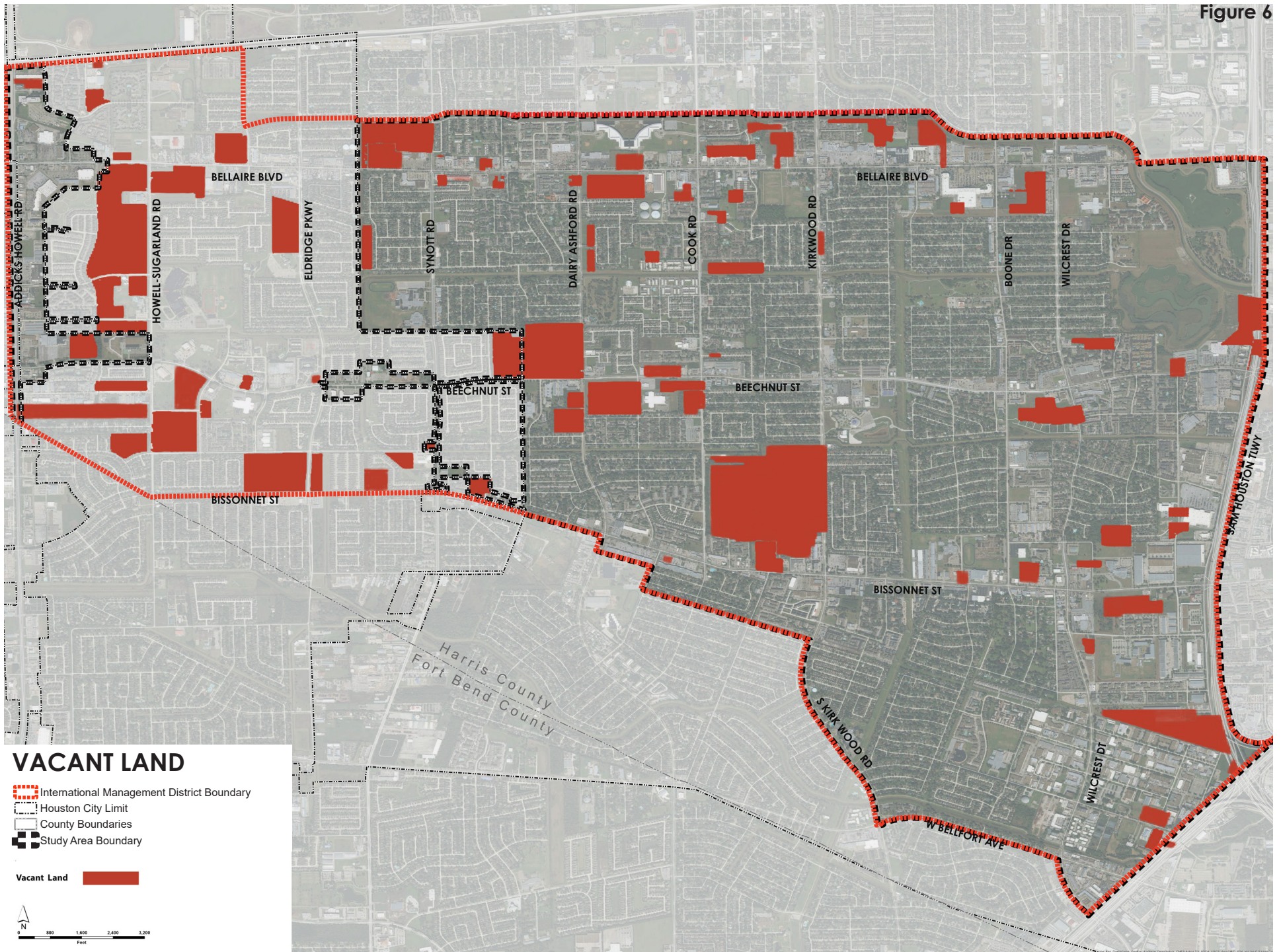
The IMD is also home to many different kinds of places of worship and spiritual healing. There is such a broad number and diversity of the various places of worship and spiritual healing that it can be considered one of the defining characteristics of the District. Examples of the different places of worship and spiritual healing include the Teo Chew Temple, Dominion International Center, Jade Buddha Temple, Iglesia Cristo Vive, Islamic Propagation Foundation, and the Christ Incarnate World Catholic Church.

There are four parks within the District boundary with a fifth planned. Most of the parks are in the northern and eastern part of the District except for the new park which will be in the west. Sugar Hill Golf Course is another opportunity for open space but would require substantial investment to redevelop into a community space. Sugar Hill Golf Course used to be a Type IV landfill which contained construction and demolition waste no putrescible and household wastes. EPAs Brownfields Grant program should be evaluated in partnership with the City of Houston to counter the costs of any environmental cleanup and redevelopment of this major community asset.

The District has about 257 acres of open space or 2.71 acres per 1000 residents. In addition to community parks, there is also a 7-acre SPARK park and Nature Center on the corner of Beechnut Street and Dairy View. The SPARK Park and Nature Center includes a community garden with 61 raised garden beds, a tree farm with the capacity for 500 trees, citrus grove, a butterfly garden, and a pavilion which serves as a gathering place for the residents. In addition to parks, there are existing and programmed bike trails through the District. The existing trails are located in the northern part of the District in Arthur Storey Park along Brays Bayou, and the Keegans Bayou Trail to the south along Keegans Bayou. There are programmed off-street bike paths to the south along West Bellfort Avenueq and an additional off-street trail that would connect to Arthur Storey Park along Brays Bayou. However, these trails are not connected to residential neighborhoods, requiring the use of automobiles to get to the parks and trails. The existing electric and drainage easements in the area provide an opportunity to create these trail connections.

The existing land uses, cultural assets, diversity in both people and businesses all provide the elements necessary for creating a unique sense of place in the District - a place that can draw visitors while providing quality amenities to the residents. However, currently, the public realm in the District lacks the four common characteristics needed for successful placemaking: public spaces that are easily accessible; public spaces where people can engage in activities; a comfortable space

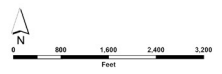
Figure 6



VACANT LAND

- International Management District Boundary
- Houston City Limit
- County Boundaries
- Study Area Boundary

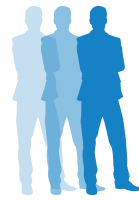
Vacant Land





that has a good image; and finally, a sociable place - a place where people meet each other and take people when they come to visit. For example, the District lacks a sense of arrival; the Arthur Storey Park, a regional asset, lacks an entrance off of Bellaire Boulevard; the public realm is uninviting with lack of pedestrian level lighting, uncomfortable bus stop locations and designs, broken sidewalks, multiple mid-block curb cuts, large parking lots, and the auto-centric roadways. All of these make walking, biking, and lingering in the area unattractive. While diversity in the District is a great asset for turning the District into a unique place using the placemaking principles, this diversity is also a challenge as the public spaces will need to respond and accommodate a variety of diverse cultures.

IMD does have some brand recognition when it comes to its Vietnamese retail and service cluster, which is located in the northern part of the District along Bellaire Boulevard. This Vietnamese cluster could offer a distinct character to part of the market that becomes a draw for consumers and visitors from outside of the District. The Vietnamese businesses, however, lack the critical mass to market this area as a destination and be a significant draw for the District today. Outside of small local businesses, some national chains exist in this area but not as many when compared to other parts of the City. The International Management District needs more brand recognition to define the District as the IMD. The recommendation to create a signature gateway in all of the previous studies is still a significant opportunity to build this brand recognition.



Population: 106,000
Median Age: 36.8



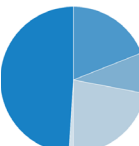
College Degree: 17.1%



Employed Population: 47,975



Households: 32,050
Owner Occupied: 44.1%



Asian: 19%
White: 9%
Black: 22%
Hispanic: 49%
Others: 1%



Blue Collar Jobs: 29.4%



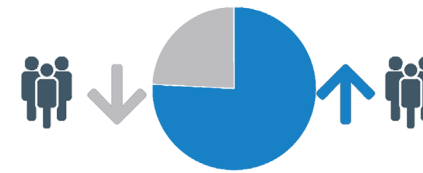
White Collar Jobs: 39.1%



Median Household Income:
\$38,145



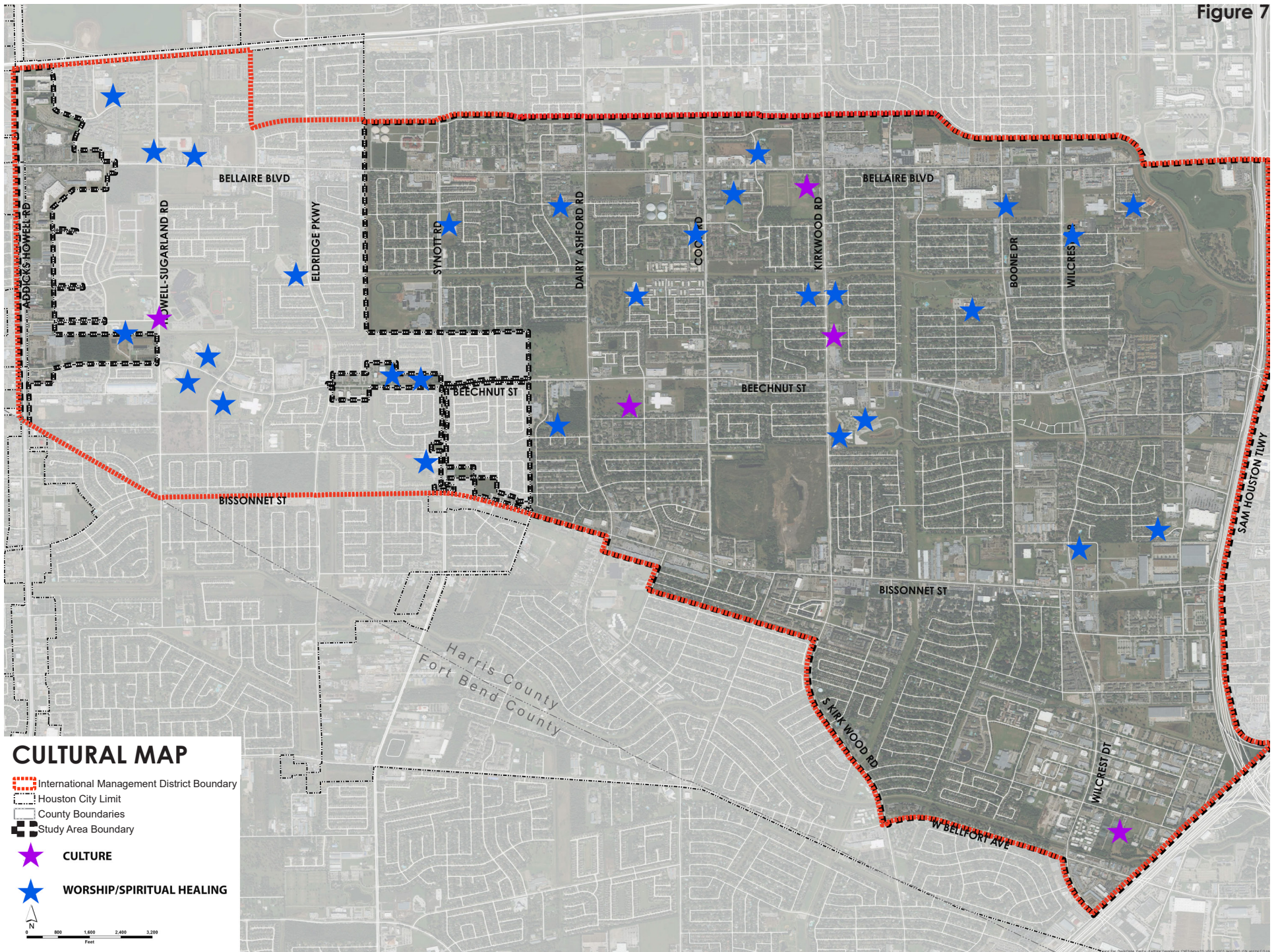
Average Household size: 3.29



Families at or Above Poverty: 75.8%
Families Below Poverty: 24.1%

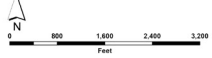
Source: City of Houston 2015 for the Alief Super Neighborhood

Figure 7



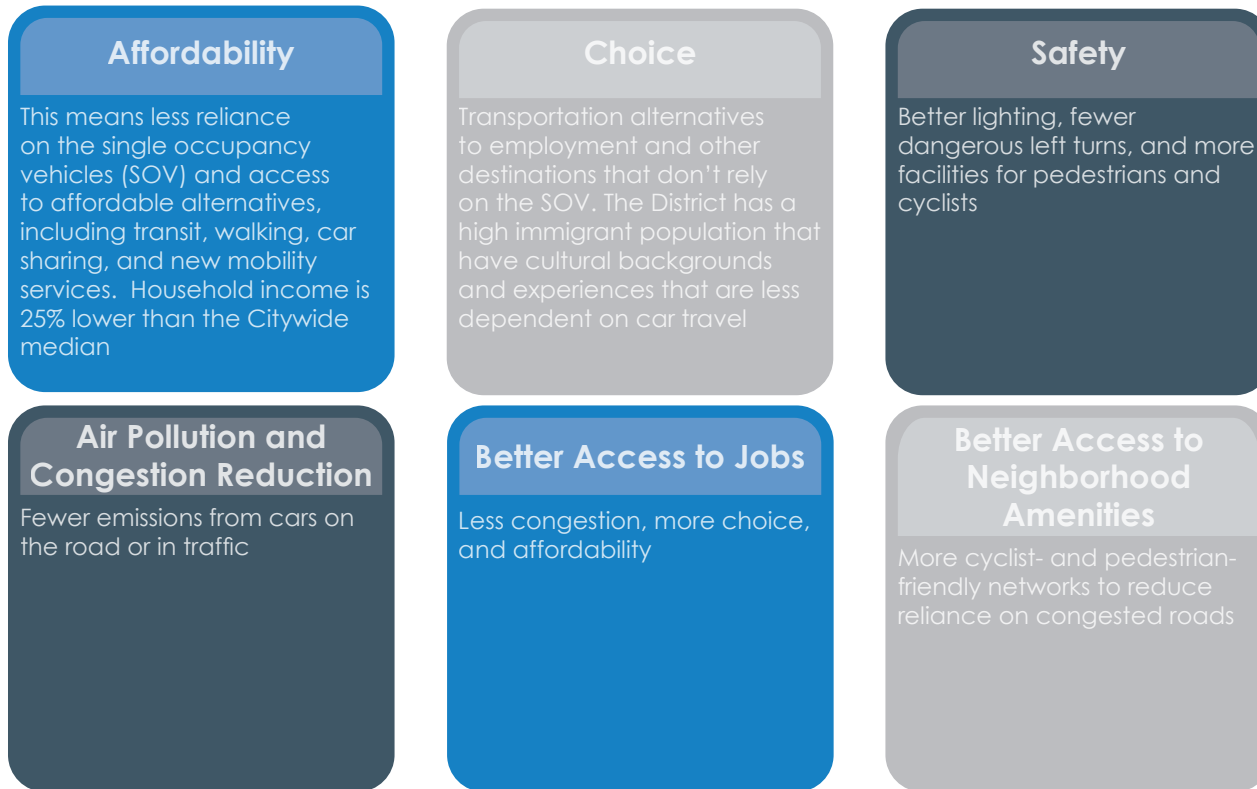
CULTURAL MAP

- International Management District Boundary
- Houston City Limit
- County Boundaries
- Study Area Boundary
- CULTURE
- WORSHIP/SPIRITUAL HEALING



Transportation and Connectivity

The success of a transportation and mobility network that is supportive of a community can be measured as follows:



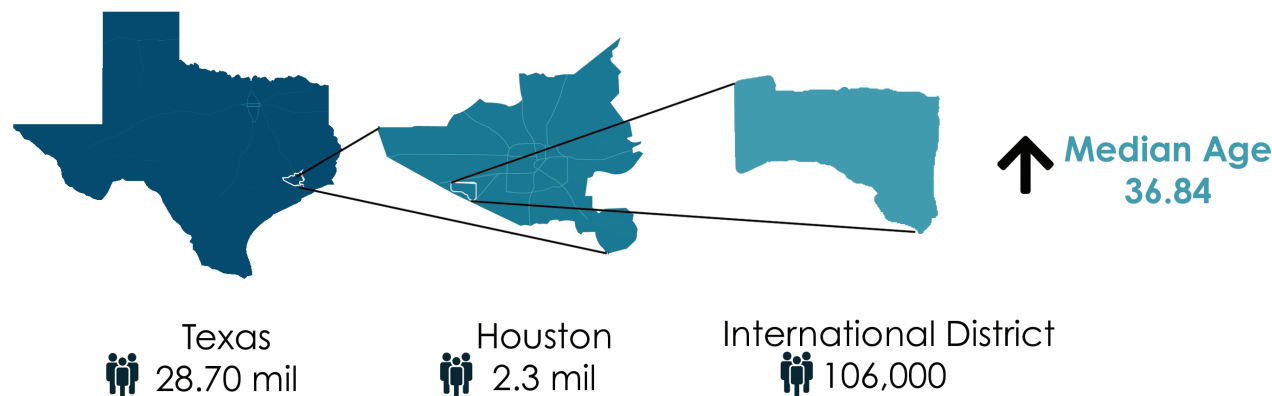
A brief neighborhood travel profile for the IMD was developed based on an American Community Survey (ACS). The journey to work data for the Study Area indicates that the majority of the working population that live within the IMD are employed outside of the District (approximately 36,500), and many employees that work within the District live outside of it (19,900).

Between 2013 - 2017, over 90% of employees drove to and from their places of employment. Over 75% of commuters drove alone, while approximately 18% carpooled.

Approximately 4% of employees used transit to commute. Active transportation accounted for a small percentage of travel modes with approximately 1% of employees reported to walk to work, while almost none cycled.

Based on the survey data, the percentage of employees driving to work has decreased slightly since the 2008 - 2012 ACS survey when over 93% of commuters drove to work. Average commutes were just over 30 minutes.

Also based on the ACS data, 10.2% of households reported to own no vehicles. This compares to an average of 9.3% citywide. This is consistent with a nationwide trend towards lower car ownership – but this is generally attributed to central urban areas with better access to alternative modes of transportation. The higher percentage of no vehicle ownership within the District supports the need to improve walking, cycling and transit infrastructure in the area.



Street Network

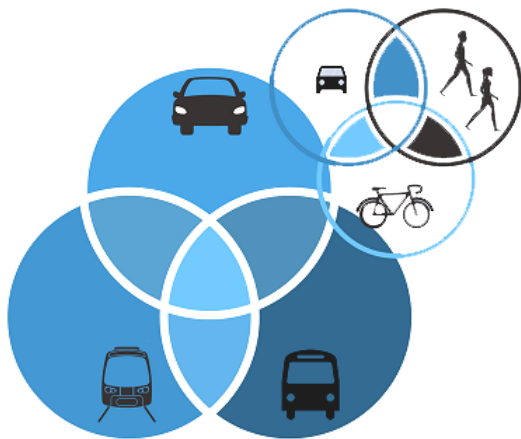
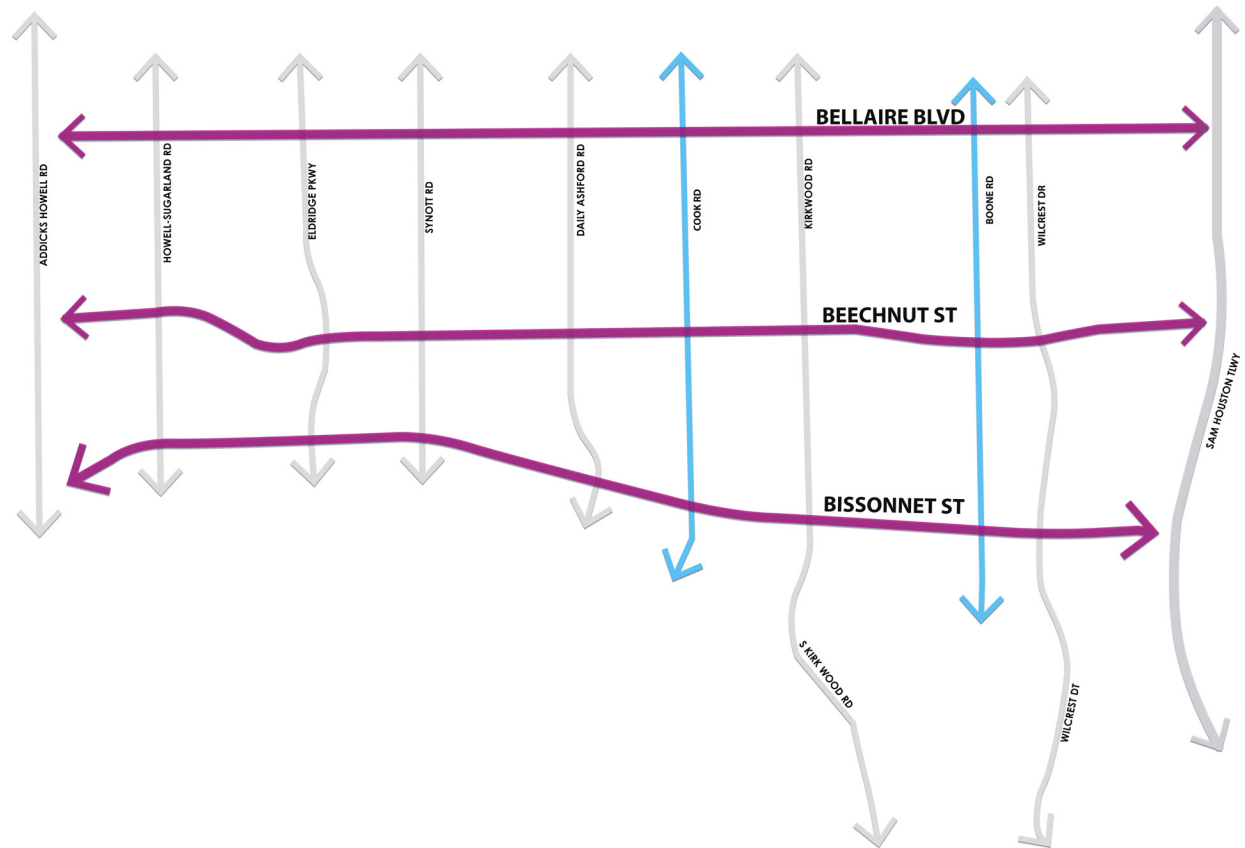
The District is characterized by a street network of high-volume east-west arterials and north-south arterials.

By way of comparison in Downtown Houston, blocks are typically 300 feet wide and 300 feet long. In the Study area, blocks are 2,500 feet wide and 5,200 feet long.

Major east-west roads, include Bellaire Boulevard, Beechnut Street, and Bissonnet Street. North-south roads include Wilcrest Drive, S. Kirkwood Road, and Synott Road. The District is bounded by Beltway 8 to the east, and Highway 6 to the west. These arterials typically lack sidewalks or bicycle facilities. Average daily traffic among some of the major east to west roadways ranges from 15,000 to almost 50,000 trips per day.

There is effectively no secondary local street network.

Residential subdivisions connect only to arterials. This lack of connectivity between IMD neighborhoods and local destinations forces local traffic to mix with through and commuting traffic.



Crashes

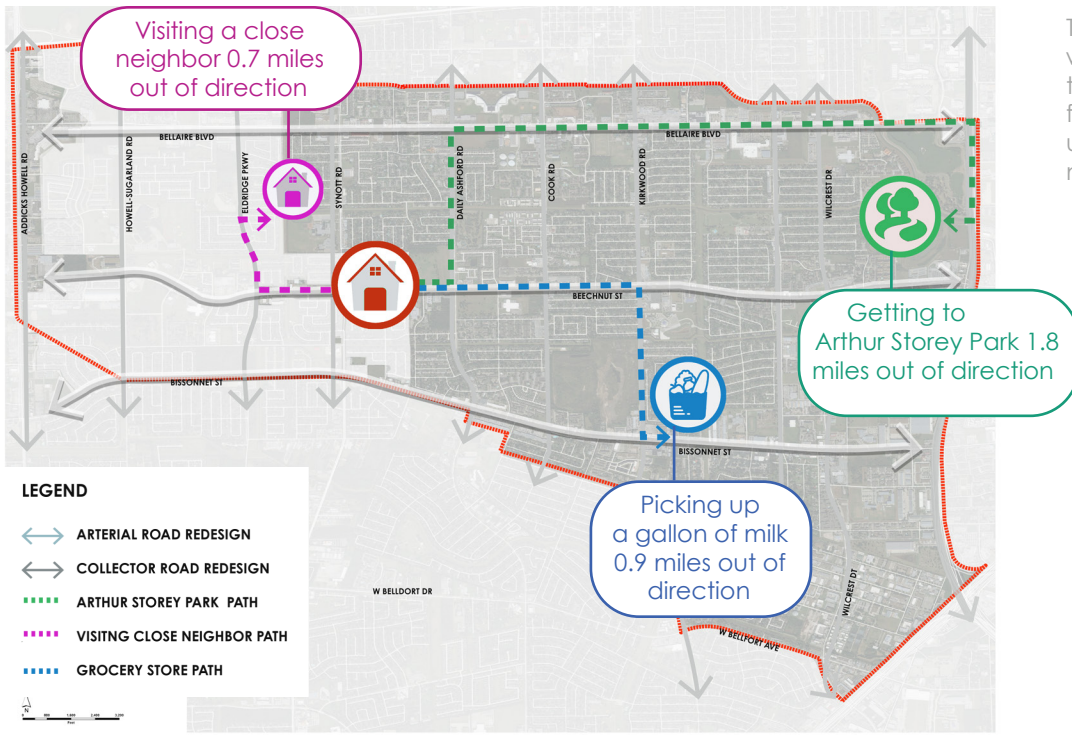
There were 10,802 crashes in the District from 2014-2018. Of these, 3,160 were classified severe crashes resulting in at least one injury or fatality. Crashes involving pedestrians and cyclists represent a small number of total crashes reported, this is due to the small active mode share (approximately 1% of residents walk or bike). However, a significant number of cyclists and pedestrians, 94% and 98% respectively, have been involved in a severe crash. This speaks to the vulnerability of people using these transportation methods and the importance of making them safer. Severe crashes were clustered around intersections along the main east-west roads in the District. Bellaire Boulevard, Beechnut Street, and Bissonnet Street had the highest crash densities in the area.



Boone Road and Bellaire Boulevard where there is higher walking demand represents an opportunity to improve safety and add walk infrastructure

Challenges and Opportunities

- **Network Inefficiencies:** The superblock street network consisting of a 1 mile and 0.5-mile arterial grid is highly inefficient for local trips.
 - **Poor Connectivity:** There is no secondary street network as neighborhood street systems do not connect. As a result, all local trips are forced to travel on arterials with heavy volumes of through-traffic.
 - **The predominance of Car-Oriented Infrastructure:** A lack of pedestrian, bike, and transit infrastructure forces most trips to occur by car.
 - **Opportunity to create a secondary movement network:** Retrofitting some north-south streets with lower traffic counts and higher right-of-way capacity such as Boone Road and Cook Road, combined with trails through the Centerpoint power easement, and the numerous east-west drainage easements in the study area would provide a secondary network for pedestrians and biking in the area.
 - **Extremely Poor Safety:** Data indicates extremely high crash rates.
 - **Opportunity to Reallocate Roadway Space:** East-west arterials such as Bellaire Boulevard consist of six vehicular travel lanes plus turning lanes. Although traffic volumes are high, there is capacity to dedicate existing travel lanes to Bus Rapid Transit and local slip roads. This will help reduce demand for single-occupancy vehicular trips and cater to local transit needs.
 - **Pilot Intersection Re-Designs:** The high numbers of crashes represents an opportunity to pilot intersection re-designs that improve vehicular and multi-modal safety. This should focus on Bellaire Boulevard, Beechnut Street and Bissonnet Street.
- **Re-Define Gateways:** Roadways are public spaces as much as they are conduits for travel.
 - The re-design of a major intersection such as Bellaire Boulevard and the Tollway presents an opportunity to enhance safety and welcome visitors and others to the District.



The street network is characterized by 2,500 foot wide by 5,200 foot long super blocks with no through-connecting, secondary network. This forces excessively long journeys for local residents unable to reach destinations that are nearby but not directly accessible.



Heat Map of Crashes (2014-2018). There were 10,802 crashes in the District from 2014-2018 . Source: TxDOT



Parking & Access

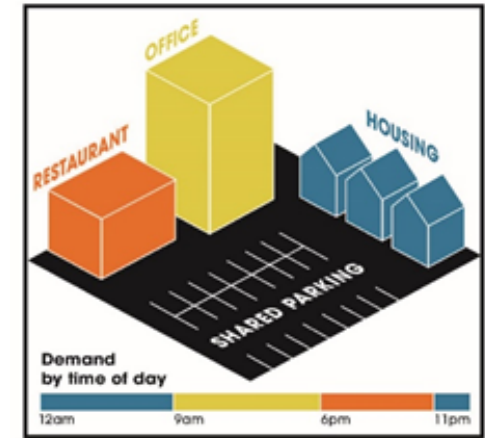
Two types of parking areas are most prevalent in IMD: 1) unregulated residential parking both on and off-street; and 2) off-street, private accessory commercial parking in surface lots. Some lots are busy, but large expanses of underutilized parking exist throughout the District. These lots are large, exposed areas that discourage walking. For the most part, customers cannot park their cars and walk comfortably from one business to another. The presence of several individual parking lots also creates a high-density of curb cuts requiring inefficient, unsafe left turns. For example, a one block stretch of Bellaire Boulevard (illustrated below) that is under a quarter of a mile in length features eight curb cuts.

Major thoroughfares have many curb cuts requiring unsafe left turns. The red triangles above indicate curb cuts along a busy section of Bellaire Boulevard.



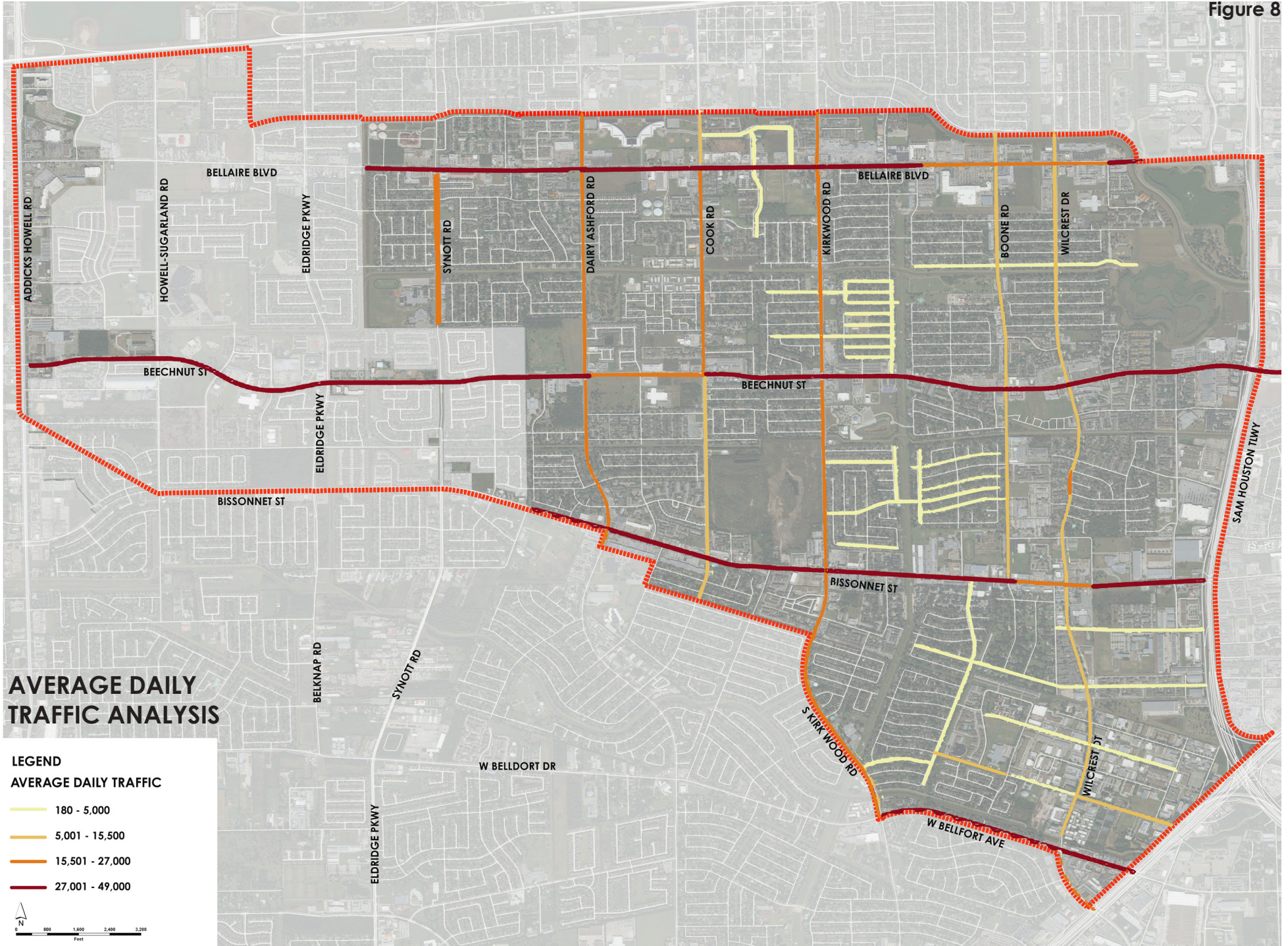
Challenges and Opportunities

- **Excessive Surface Parking:** Large commercial parking lots are underused and unappealing for those on foot.
- **Excessive Curb Cuts:** Individual parking lots create an excessive number of curb cuts that require drivers to make inefficient, unsafe left turns.
- **Opportunity to Share Parking and Access Management:** There is an opportunity to share commercial parking and reduce curb cuts, reducing sidewalk disruption and dangerous left turns.
- **Parking can be Converted to Public Amenities:** Underutilized parking lots can be transformed to include public amenities such as shade, seating, landscaping, outdoor dining, and patios.



Shared parking can happen formally through zoning mechanisms and agreements or it can happen informally between property owners. It works most effectively when land uses with different peaking demand characteristics share spaces. Developing a parking sharing strategy in the IMD presents an opportunity to consolidate parking demands and re-allocate underutilized parking spaces for other uses. It also helps with consolidating curb cuts for improved access management.

Figure 8



[Walking](#)

The Study area not only contains an extremely limited walking network, but the block structure is also vast in scale and not conducive to comfortable trips on foot. Residential areas and local destinations such as schools and retail are connected by a purely car-oriented street network. This presents residents who choose to walk with the choice of either taking long journeys out of direction on the street network or taking potentially hazardous more direct routes via mostly unmarked, non-ADA accessible power easements and bayous.

Major roadways often do not have sidewalks, or only have sidewalks present on one side of the street. These are in varying condition, tend to be exposed to the sun, and are generally not ADA compliant. Crosswalks are present on major arterials including pedestrian countdown signals. However, many of these, notably on Bellaire Boulevard, are parallel bars (marked crosswalk with two parallel white lines running from one side of the road to the other, with the width of the lines being typically 12 to 24 inches wide) which are neither best practice nor highly visible to motorists, coupled with high travel speeds and volumes along busy roads, this can be a daunting environment for pedestrians.

Older residential neighborhoods with a few exceptions, and some newer subdivisions for, example on Empanada Drive are entirely without



Empanada Road – as with many roadways in the Study Area, lacks basic walking infrastructure creating unsafe conditions

sidewalks or anything more than rudimentary stormwater infrastructure.

Retrofits of existing streets will be expensive. In the shorter-term, cost-effective opportunities to better serve walking demand, and to provide alternatives to walking on City streets will help improve access to neighborhood services – including those with limited access to a car or those who are unable to drive such as the young, elderly and disabled.

Sidewalk connections between neighborhoods and local retail are either inadequate or missing altogether. These conditions force unsafe trips on foot or trips by car.

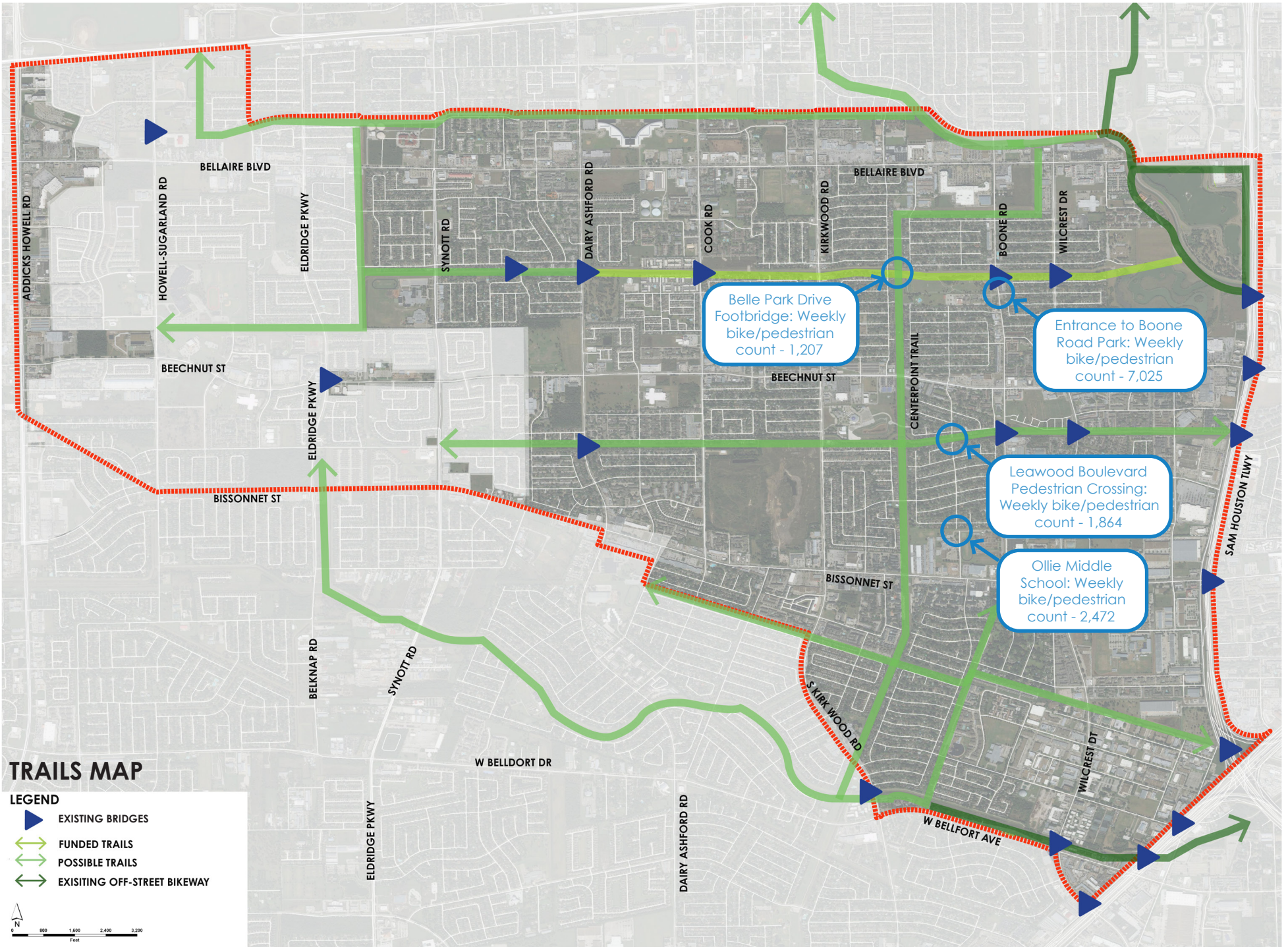
Some pedestrians choose to use informal paths along power easements and bayous. This presents an opportunity to formalize an existing network to create greater accessibility throughout the District.

[Challenges and Opportunities](#)

- **Lack of Infrastructure Discourages Walking:** Residential areas and local destinations such as schools and retail are served by a heavily car-oriented street network.
- **An Off-Street Network of Informal Walking Paths Exist:** An informal network of power easements and bayous provides an “unofficial” network of off-street walking paths. Desire lines (is a path created as a consequence of erosion caused by human or animal foot-fall traffic) observed in the field indicate people are already using these for trips on foot. This represents an opportunity to expand the walking network.
 - The “unofficial” pedestrian connection between Leawood Boulevard and Ollie Middle School shows a combined bike/pedestrian daily weekday count as 2,155 and a daily weekend count as 318. This could be a pilot location for improved bike/walk connectivity.
 - The combined bike/pedestrian daily counts at the pedestrian crossing on Leawood

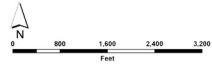
Boulevard between Newbrook drive and Bexley Drive are 1,674 on weekdays and 191 on weekends.

- These numbers show an opportunity to improve Leawood Boulevard for bike/walk connection all the way from Beechnut Street to Bissonnet Street.
- **Latent Demand for Walking:** The District's high proportion of low income and immigrant residents represents latent demand for better walking infrastructure. H-GAC bicycle and pedestrian data collected using passive infrared counters shows that the District has a commuting population as evidenced by the higher bicycle and pedestrian counts during weekdays.
- **Substandard Infrastructure:** Walking infrastructure including safe pedestrian crossings with comfortable island refuges, continuous sidewalks, shade trees, pedestrian scale lighting, and signage is lacking across the District: it is also inconsistent. For example, in some locations, pedestrian crossings are well-marked ladders (a combination of a crosswalk with two parallel lines and sets of multiple bars across the crosswalk itself that are perpendicular to the two parallel lines) ; and in others are worn-out low-visibility parallel bars (marked crosswalk with two parallel white lines running from one side of the road to the other, with the width of the lines being typically 12 to 24 inches wide).
- **Prioritize Investments in Areas with Demand:** The opportunities for better on-street and off-street walking infrastructure are many.
 - Based on observations and community feedback, the intersection of Boone Road and Bellaire Boulevard is a higher pedestrian demand location – especially for north-south crossings.
 - This could be the pilot location for an improved walk infrastructure.
- **Retrofits:** Streets such as Boone Road represent an opportunity to pilot a road diet especially when looking at the bike/ped data collected by H-GAC showing 7,025 counts at Boone Road Park.



TRAILS MAP

- LEGEND**
-  EXISTING BRIDGES
 -  FUNDED TRAILS
 -  POSSIBLE TRAILS
 -  EXISTING OFF-STREET BIKEWAY



Belle Park Drive Footbridge: Weekly bike/pedestrian count - 1,207

Entrance to Boone Road Park: Weekly bike/pedestrian count - 7,025

Leawood Boulevard Pedestrian Crossing: Weekly bike/pedestrian count - 1,864

Ollie Middle School: Weekly bike/pedestrian count - 2,472



Parallel pavement markings were observed throughout the District. High-visibility ladder, zebra, and continental crosswalk markings are safer and more visible.

Source: Stantec



Muti-Use Paths such as this trail in Westchase Management District are an opportunity to build on and provide safe walking and biking connections.

Source: Google Maps Keegan's Trail builds on informal bayou networks to increase connectivity in the District.

Bicycle Network

Bicycle infrastructure is extremely limited. Existing bicycle paths are off-street and recreational in nature. Newly constructed bayou trails, such as Keegan's Trail, provide much-needed connectivity but are few and far between.

The City of Houston's Capital Improvement Program includes an IMD hike and bike trail project. This includes several proposed trails along drainage corridors, one which would connect Hackberry and Boone Road Parks with Arthur Storey Park; however, this remains incomplete.

The City's Bike Plan also proposes improvements including dedicating one lane and off-street bike paths in parts of the District that are within City limits. Harris County Flood Control District east/west drainage channels between Beechnut Street and Bellaire Boulevard and the Westpark Tollway are included in the City of Houston's Bikeway network Master Plan. Additionally, Cook Road from Beechnut Street to Bellaire Boulevard and along Sims Bayou would provide north-south connections through the District. These are long term goals that currently lack funding and concrete action.



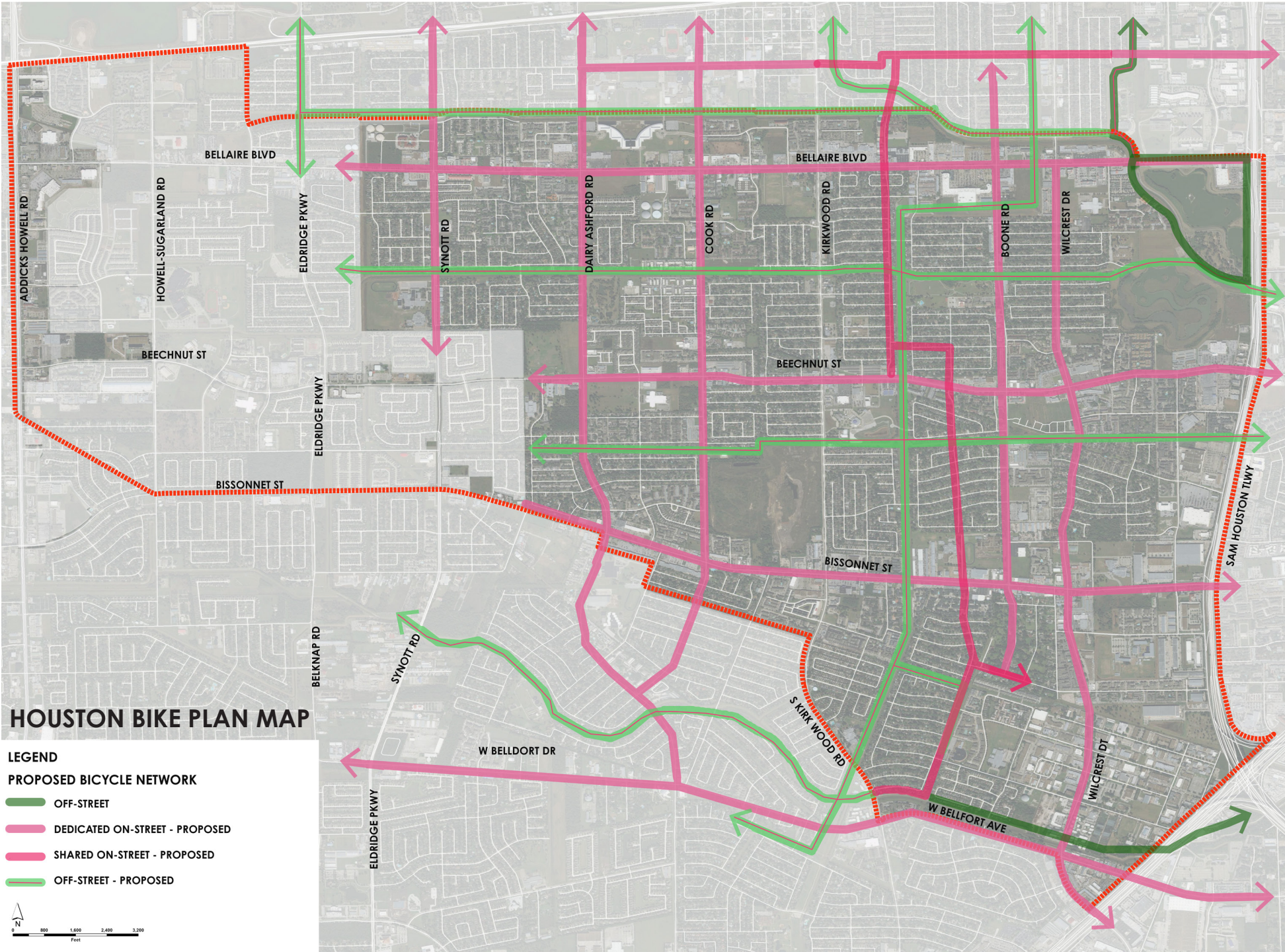
Keegan's Trail builds on informal bayou networks to increase connectivity in the District.

Challenges and Opportunities

- **Lack of Infrastructure:** Bicycle paths and bicycle infrastructure such as bike parking is extremely limited in the District.
- **Unsafe Roadways:** High traffic volumes and speeds create an unsafe environment for cycling.
- **Potential for Off-Street Network:** Power easements and bayous provide an opportunity for off-road trails that would increase connectivity for pedestrians and cyclists.
- **Core Connections Exist Already:**
 - **North-South:** The power easement running parallel to Belle Park Drive is a good candidate for a north-south off-street shared-use path.
 - **East-west:** The bayou that connects to Arthur Storey Park and that runs adjacent to Boone Road Park should be prioritized as a core, district multi-use path since it serves as a central spine connecting residential areas to destinations such as the YMCA, Taylor High School, and Kerr High School.
- **Expansion of Houston's B-Cycle:** Bicycle share program could increase last-mile connectivity in the District.

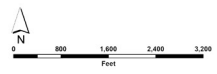


Bikeshares offer an alternative to driving for local trips. Photo credit: <https://www.bikeshare.cc/> informal bayou networks to increase connectivity in the District.



HOUSTON BIKE PLAN MAP

- LEGEND**
- PROPOSED BICYCLE NETWORK**
- OFF-STREET
 - DEDICATED ON-STREET - PROPOSED
 - SHARED ON-STREET - PROPOSED
 - OFF-STREET - PROPOSED





Bus stop amenities vary. (Top) Bus stop with little to no amenities. Many stops suffer from low visibility, sidewalk obstructions and visual clutter. (Bottom) Most improved bus stops on Bellaire Boulevard, no lighting or receptacles. In some instances there is seating and weather protection. Walking access to stops is hindered by a lack of walking infrastructure.

Source: Stantec

Transit

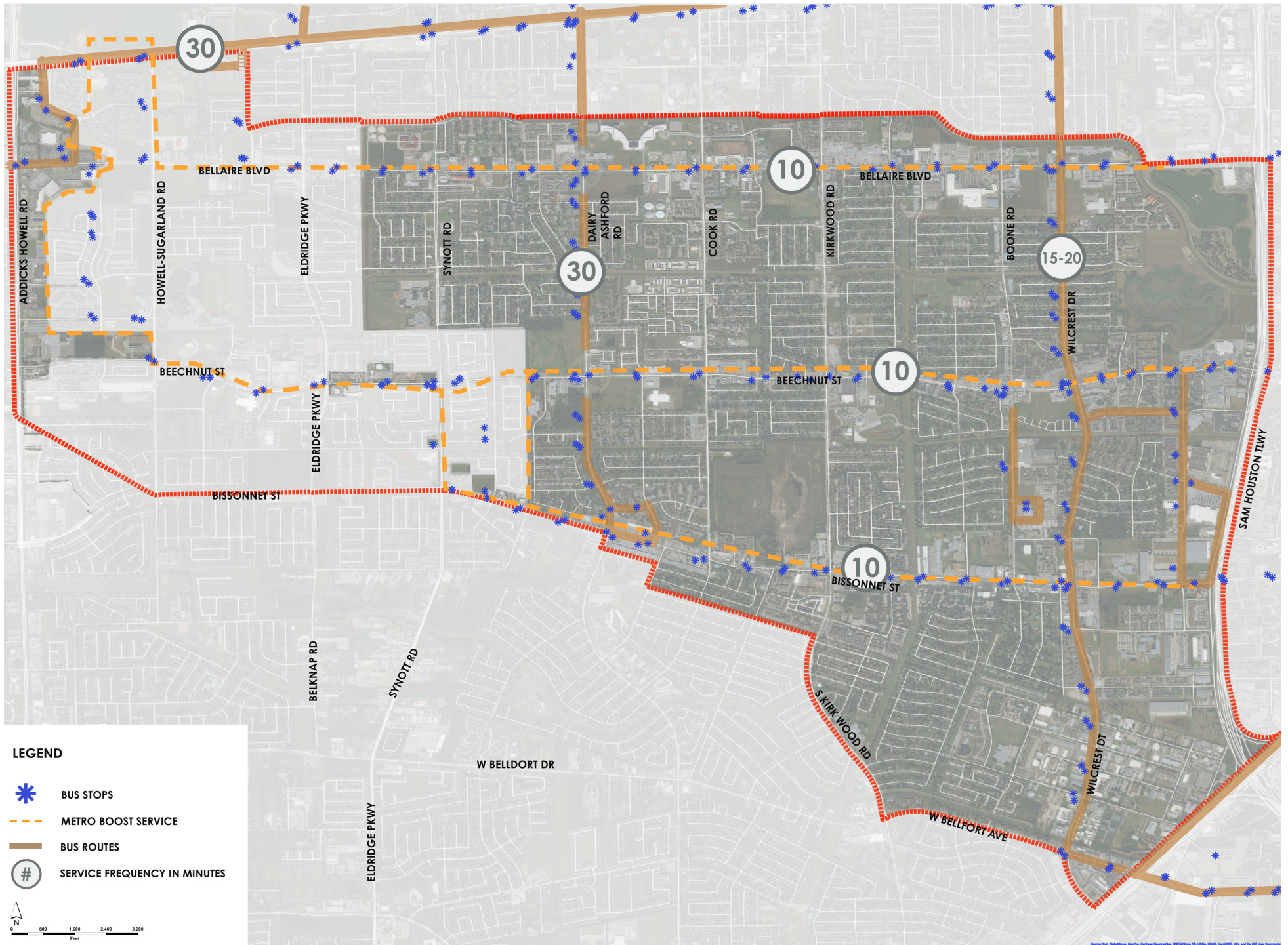
Transit service in the Study Area is operated by the Metropolitan Transit Authority of Harris County (METRO). Transit service in the Bellaire Boulevard area is robust. However, bus stop amenities such as seating, weather protection, and adequate lighting are lacking. Walking connections and access to bus stops are also uncomfortable and at worst unsafe.





Overall, 10 METRO Bus Routes serve the IMD. This includes four routes along Bellaire Boulevard, Beechnut Street, and part of Bissonnet Street that run all day at 15-minute intervals. IMD's western portion has the fewest bus stops compared to other parts of the District. On the other hand, Bellaire Boulevard is Houston's busiest transit corridor.

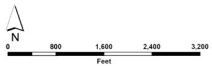
Access to transit is generally considered unsafe and uncomfortable. Bus stops are often unprotected from the weather. Many bus stops lack shelters or seating, and incomplete crosswalks force people to walk on the grass to reach bus stops.

Challenges and Opportunities

- **A mismatch between Frequency of Service and Level of Amenity:** Bellaire Boulevard is currently served by high-frequency bus service. There is a lack of consistent amenities however in terms of weather protected, lit bus shelters.
- **Access to Bus Service Feels Unsafe:** This is a function of substandard walking infrastructure in the District. For example, crossing eight lanes of traffic on Bellaire Boulevard to catch a bus feels unsafe.
- **Low-Cost Transit Amenity Improvements:** Add bus shelters, which can increase transit desirability.
- **Future High Capacity Transit:** METRO BOOST service has been announced on Bellaire Boulevard, Beechnut Street, and Bissonnet Street. The high capacity transit should be planned for now in terms of re-allocating roadway space for bus lanes that could potentially also be used as local access roads.



- LEGEND**
-  BUS STOPS
 -  METRO BOOST SERVICE
 -  BUS ROUTES
 -  SERVICE FREQUENCY IN MINUTES



Source: Esri, DeLorme, GeoEye, Swire, GeoEye, IGN, CNRS, IGN, GeoEye, and the US Coast Guard

Disruptive Technologies & Mobility Innovation

The District has a growing population of young, culturally diverse residents and a relatively high percentage of households with no access to a car. Demographics and the sprawling geography of IMD make the area well suited to micro-mobility solutions such as e-scooters, bike share, and car share.

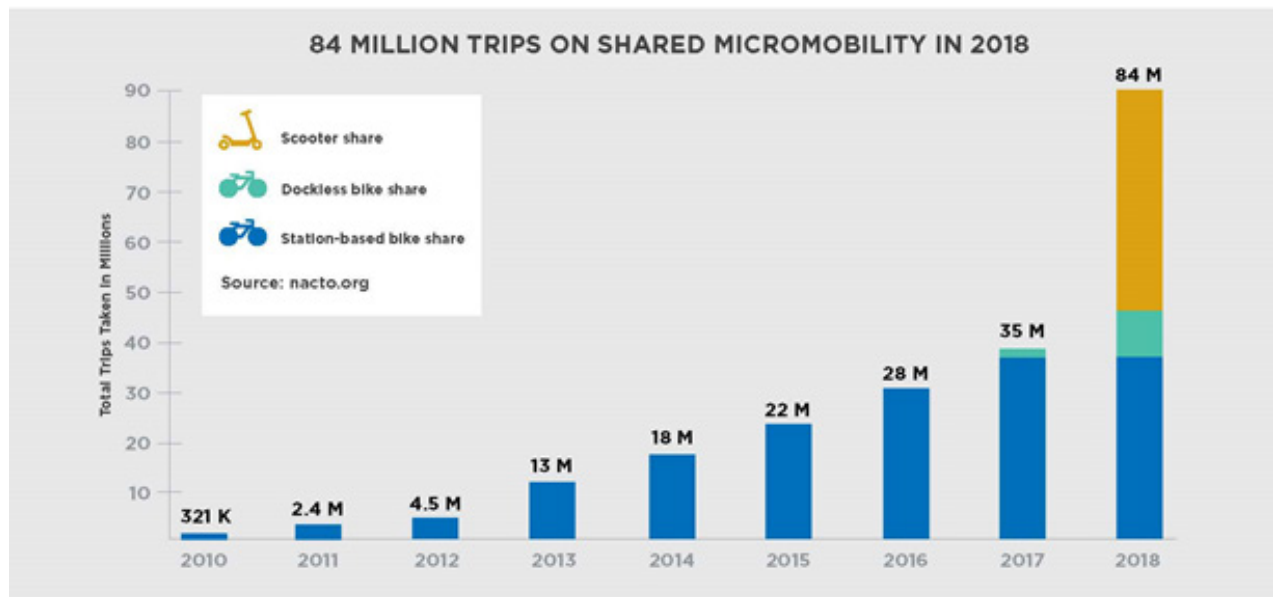
The District currently contains limited new transportation services. It lacks bike share, car share, bicycle paths, electric vehicles, and e-scooters.

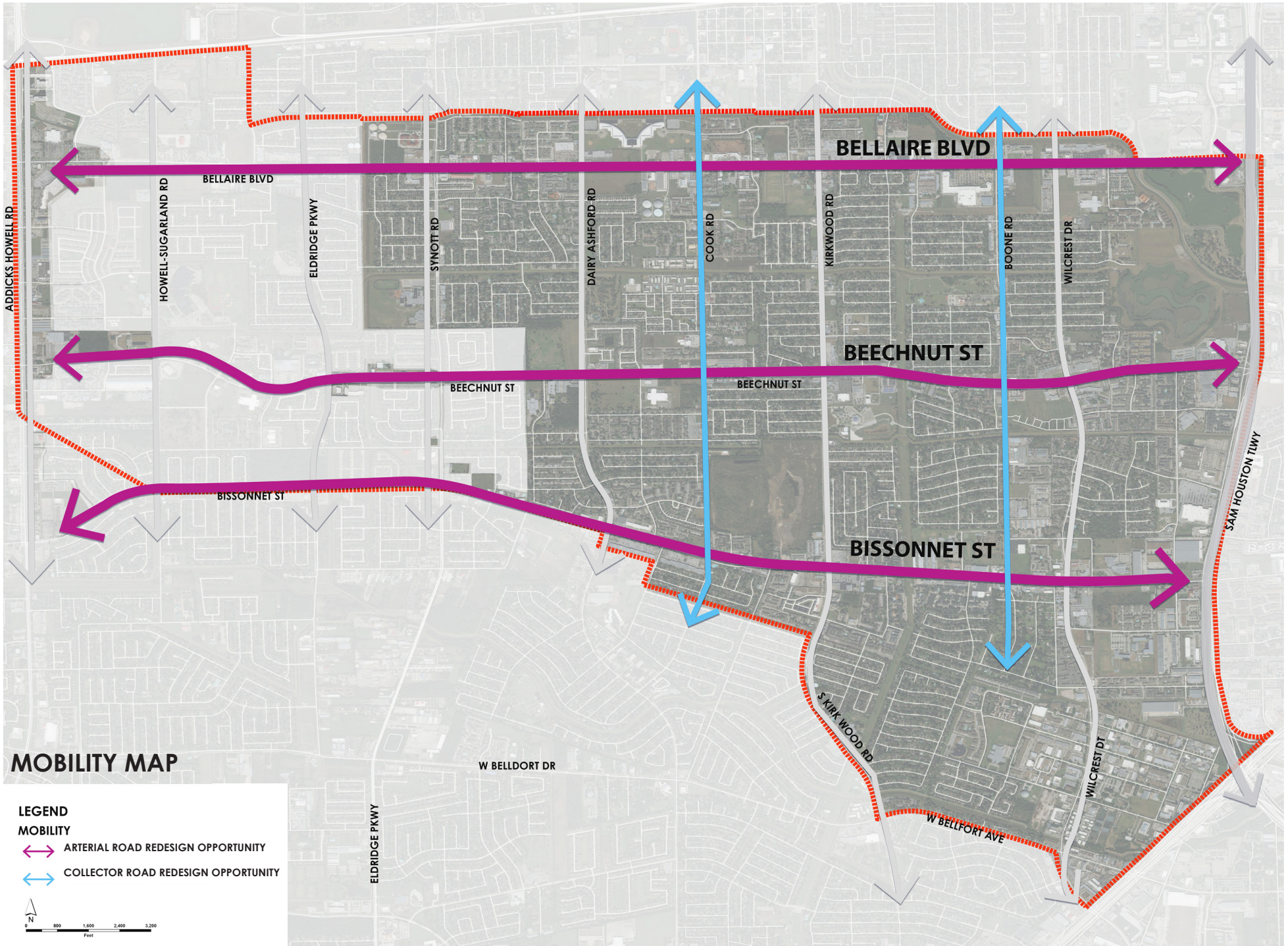
The City of Houston is taking a Smart City approach to transportation in a number of ways. New transit modes such as docked and dockless bikes, Houston is one of the few cities in Texas/USA without a e-scooter program. A pilot program is currently underway at Texas Southern University to test autonomous transit circulators. These technologies have the potential to improve access to more affordable, convenient forms of transportation in the District now and in the future.

Challenges and Opportunities

- **Lack of Infrastructure:** The District's current lack of infrastructure leaves potential bike share and e-scooter riders exposed.
- **Expansion of the Off-street Multi-Use Path Network:** Expanding paved paths on existing bayous and even power easements represent an opportunity to provide safe passage for micro-mobility.
- **Need to Plan Now:** Deployments of micro-mobility are often happening without City permission. It is recommended to get ahead of the curve and plan now for the arrival of bike share and scooters in the IMD. This means identifying off-street networks, station locations, and potential roadway improvements.

Micromobility provides an affordable, space efficient solution for shorter trips. Safety is a primary concern.





Market Analysis

A market analysis identified retail, office, commercial, industrial, hotel, and housing types that the area could potentially benefit from in the future. This section includes existing conditions in the District related to real estate market performance. This market analysis formed the basis of developing recommendations that would increase the economic competitiveness and housing choice in the District.



Retail Market:

A market analysis identified retail, office, commercial, industrial, hotel, and housing types that the area could potentially benefit from in the future. This section includes existing conditions in the District related to real estate market performance. This market analysis formed the basis of developing recommendations that would increase the economic competitiveness and housing choice in the District.

A critical factor in consideration for commercial retail development is the buying power of the market area that a potential development site is located in. Buying income can be measured by the level of disposable or expendable income from consumers in a market area. The District's effective buying income of \$38,145 (median) per household is considered relatively low. In addition to the buying power, psychographic analysis is also helpful to identify consumer segments and match retail demand categories in the trade area(s). In this Study, ESRI's tapestry segmentation (see page 25) data is used to understand and profile the population in the area to understand the consumer lifestyle - likes, dislikes, and purchase behavior relative to retail goods and services in the area. This information, combined with the data in the 2018 Existing Conditions and Market Position report informed the recommendations for future economic development themes and workforce training recommendations of this Study.

According to research provided by CoStar, July 2017, sales per square foot at all but a few public retailers have declined to an average of around \$325 in recent years, down from nearly \$375 in the early 2000s. Applying this average per square foot sales to the estimated expenditures in the Competitive Market Area.

There is support for 857,904 square feet of potential retail development in the Competitive Market Area over the next five years.

How much of this retail will be located in the IMD depends upon investment in raising the buying power in the area by attracting new residents and visitors.

Office Market:

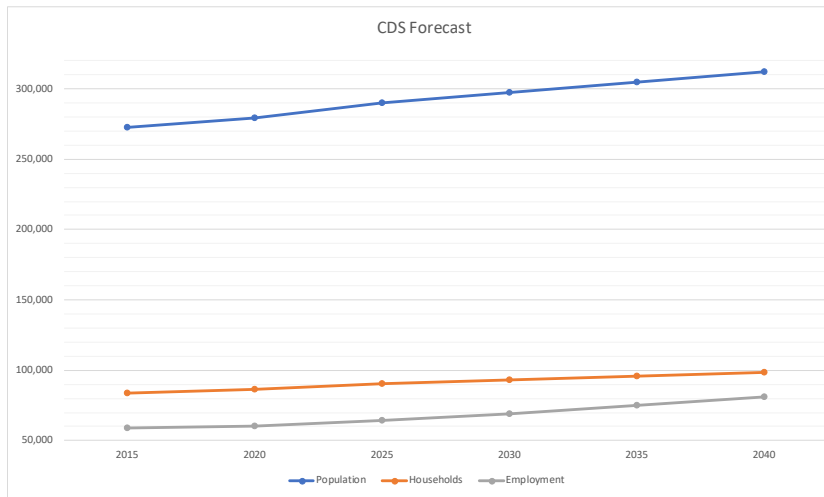
There are 57 buildings with 1,105,494 square feet of office space in the District. The office development is located along major roadways and in the Business Park area (along US Hwy 59). The District includes 1.0% vacancy rate with rents at \$13.30 per square foot. Office vacancy has been decreasing in the District since 2013 from 25% to the current 1%. Very low vacancy is likely due to the competitively priced low rental rates. In 2018, office rents in the District were \$13 per square foot. The Class B office buildings include 84,8877 square feet while Class C includes 1,362,111 square feet. There are no Class A buildings in this market.

Given the regional economic trends, and office market conditions, realistic potential capture of regional office growth, and competitiveness factors for the Competitive Market Area, the

estimated a realistic expectation of office development based on employment projections by HGAC/Community Development Strategies (CDS) is illustrated in the table below.

Employment growth in the market area is projected to increase at a rate of 6.2% over the next five-year period through 2025, and 7.8% the following period (2025 to 2030). Based on this employment growth, and the historical capture rate of 13.6%, the District could absorb 11,236 square feet or 2,485 square feet of office space annually.

This District is not suited for a traditional Class A specification multi-tenant office building at this time, which would typically be 40,000 square feet of leasable area or larger. Such space would likely require too high lease rates for the small businesses that will be generated in the area, and absorption of the space would take too long for the upfront investment.



CDS Forecasts	2015	2020	2025	2030	2035	2040
Population	272,711	279,271	290,100	297,664	304,896	311,900
Households	83,587	86,168	90,255	93,100	95,875	98,567
Employment	59,063	60,361	64,115	69,136	75,288	81,173

Source: CDS Community Development Strategies 2017 Forecasts

Industrial Market:

The District has a total of 3,996,919 square feet of industrial space in 155 buildings. The current vacancy rate in the District is 4.0% with rents at \$7.97 per square feet. There is currently no additional space under construction in this market. Industrial space rents in the District have remained stable, but the current annual rent is slightly down from 2016. The IMD currently includes 52.5% of the Competitive Market Area industrial space. Applying this percentage to the Competitive Market Area projected growth, the IMD can expect 28,954 square feet of industrial space to be needed by 2020. Based on the IMD historical absorption rate, 152,000 square feet over 12 months and the low rents, there is currently no need for additional industrial development in the District.

Hospitality Market:

IMDs goal of becoming a destination makes it important to look at this market. There are 502 hotel rooms in the IMD. One hotel is under construction and expected to open in Spring 2019 – Hotel Bel Air. There are also a couple of hotels just across the Beltway 8 in the Southwest Management District. According to the detailed Market Analysis conducted as a part of this study the District cannot absorb more hotels at this time.

Housing Market:

IMD includes 32,051 housing units of which only 44% are owner-occupied with a median value of \$118,677. A little over 40% are multifamily units.

There were 346 single family resales in 2018 in the District. The average sale price was \$175,406. Average prices rose 6.5% from 2017 to 2018. There are currently 60 active listings ranging from \$120,000 to \$299,000. The average list price is \$196,700. Two homes in Richmond Road Estates sold for \$300,000 and up in 2018. The District has a small quantity of new single-family construction. There were 28 new construction homes sold in 2018. Most of the new home sales (25) were in Terra Del Sol. These homes were priced between \$240,000 and \$265,000. Based on the current market, single-family homes are not warranted yet; however, this might change depending upon the HOPE Clinic's Doctor Internship Program. The program will add more doctors working in the District, therefore, an additional need for housing for these doctors might create a market for single-family housing.

There are 54 townhomes/condos currently listed in the IMD. The average list price is \$89,380, or \$75.44 per square foot. In 2018, there were 164 townhomes/condos sold in the IMD. They ranged from \$23,500 to \$159,950. The average sales price was \$103,706, or \$72.63 per square foot. Crescent Park Village sold the newest and highest priced townhomes in 2018. According to the detailed Market Analysis conducted as a part of this study, it is likely that more townhomes will be warranted in this District.

The District includes 15,202 multifamily units in 67 properties. The vacancy is currently 7.68%. The five-year average absorption has been positive, with 32 units annually. Rents in IMD range from \$625 per unit (Studio) to \$1,127 per unit (3 bedrooms). On average, rents are at \$0.98 per square foot. The average year built for multifamily structures within the District is 1986, so the inventory is over 30 years old. As discussed earlier in this report, multifamily is scattered throughout the District.

Currently, there are three Class A multifamily properties in the District, two are affordable (rent restricted). The total Class A units are 581 or 3.8% of the overall market. There are 7,373 Class B units and 7,329 Class C units. Approximately 14% (2,189) of the units in the District are affordable. Of these, 919 are senior units. An additional 1,299 units are both affordable/market. The remaining 11,714 are market rate units. The newest complex (built 2018), Aria is a Class A property with 81 market rate units. Rents are at \$1.43 per square foot with occupancy at 66%.

The accumulated supportable demand for a Class A apartment project in the IMD area will eventually exist. In the medium to long term, if the overall economic conditions related to the oil and gas industry do not have another drastic downturn, the multifamily demand in the IMD will be Class B and subsidized apartments based on the income levels, the age and the condition of existing properties. Required amenities have become relatively standard for multifamily housing. A new property should include these.

Of the total 45,732 owner-occupied housing units in the District, approximately 43.6% (19,961) are occupied by persons age 55 and over; and 22.1% (9,533) of the 43,038 renter occupied housing units in the IMD are occupied by seniors. There are currently, 919 income-restricted senior units in the District. The vacancy is at 5.8% with rents on average at \$0.88 per square foot. All senior units are affordable. Of the existing senior housing properties, there is one Class A property (250 units), and the average age of these properties is 2004.

The District's senior demographics show that there are 19,918 persons or 18.7% of the total District population over the age of 55. By 2023, the population over age 55 is expected to increase to 23,851 or 21.0% of the total population. There are currently 10,275 households with persons age 55, and over. 19.8% of the total households in the age group 55 to 64 have incomes over \$75,000. 29.6% of the total households with age group 65 to 74 have incomes over \$75,000. 2,123 senior households age 55 (20.6%) and above earn less than \$15,000 per year.

Looking at these conditions, senior housing appears to be feasible at this time in the District. Rent restricted units are prevalent currently at an average of \$595/month or less than \$15,000 annually approximately 20.6% or 403 of the 1,960 renters in the District could qualify for these units. Townhomes may be more appealing to this group of renters whose income levels could qualify from \$1,500 to \$1,700 based on median income levels.





3

CONCEPTUAL PLAN

The conceptual plan addresses the seven project goals that are derived as direct result of the community feedback through 10 overall recommendations divided into four main categories - Placemaking, Mobility, Economic Competitiveness, and Housing Choice. The Conceptual Plan also identifies 15 pilot projects that describe the idea, potential impact, and possible replication of each project.

Note: Concept designs are for illustrative purposes only and have not been formally reviewed nor approved by any permitting or funding entity. Should these concept designs mature, they will undergo a formalized plan, design and construction process with appropriate permitting.

CONCEPTUAL PLAN FRAMEWORK

This Livable Centers study has developed a series of recommendations and proposals for future development within the International Management District. Specifically, the work has focused on placemaking, mobility, economic development, and housing. Also, the Study has identified 15 pilot projects within the District to test ideas and strategies and establish priorities for potential replication in other locations.

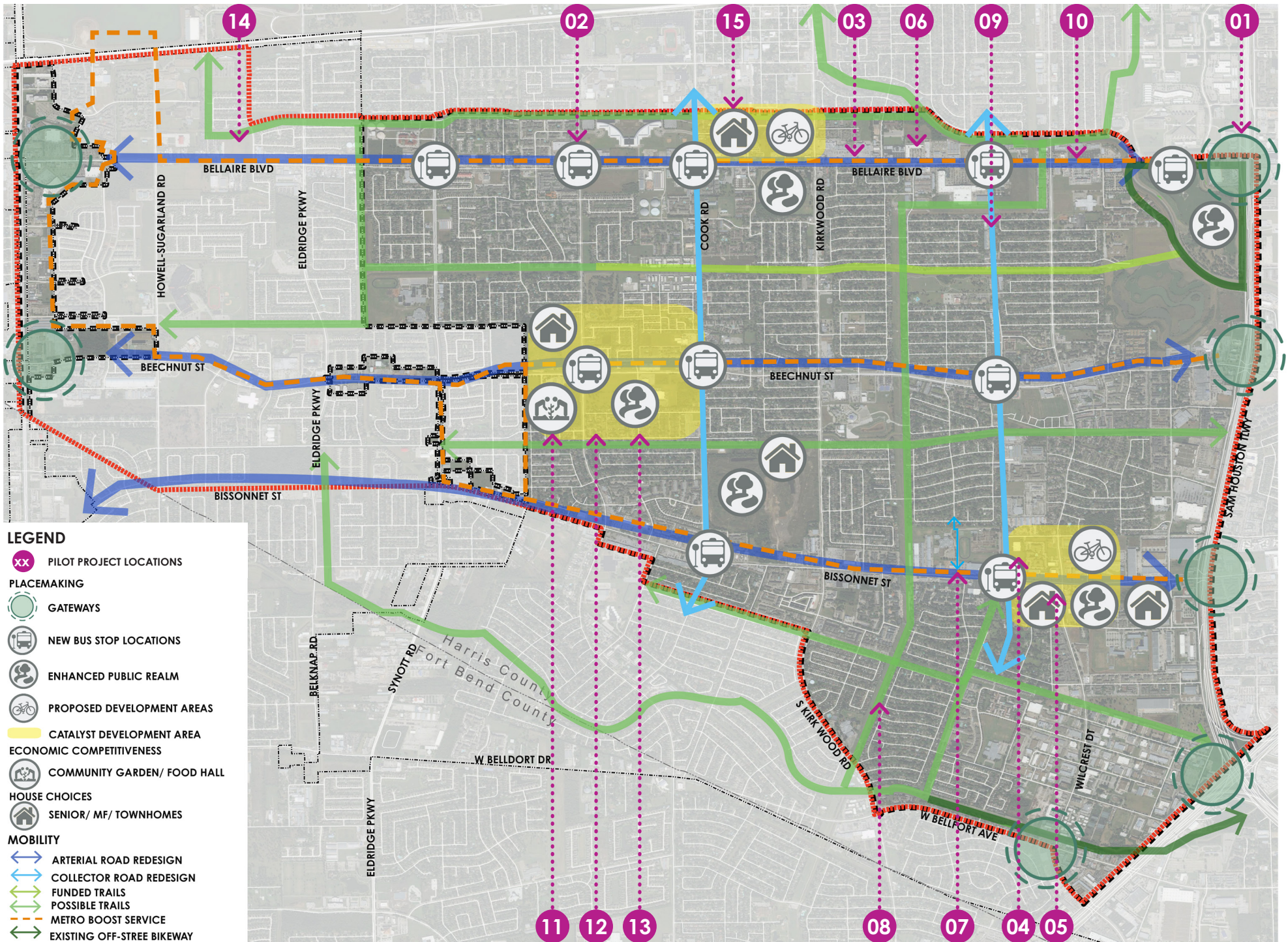
The recommendations and pilot projects included in this document are guided by a review of previous plans and studies, market and demographic research, field observations, community input and feedback, future trends, and the existing market for retail, office, industrial, and housing.

The goal of this Study is to build on the existing strengths and resources of the District to create a community that is home to diverse housing choices and mixed-uses that are served by multiple modes of transportation. The Study also emphasizes economic development in the District by enhancing the overall identity of the area by first understanding the District's unique assets and building on these.

PROJECT		Placemaking	Mobility	Economic Competitiveness	Housing
01	Gateway at Beltway 8 and Bellaire Boulevard	X			
02	Enhance Bus Stops On Bellaire Boulevard	X			
03	Curb Cut Closures Along Bellaire Boulevard	X			
04	Catalyst Site 1 (Boone Road And Bissonnet Street)	X			
05	Catalyst Site 2 (Wilcrest Drive And Bissonnet Street)	X			
06	Parking Lot Activation along Bellaire Boulevard	X			
07	Neighborhood Connector (Around Catalyst Site 1)		X		
08	Centerpoint Easement Trail		X		
09	Boone Road Redesign (Off-Street/On-Street)		X		
10	Bellaire Boulevard Reimagined (Restriping/Section A)		X		
11	Establish An International Food Festival			X	
12	Build a Food Hall			X	
13	Expand The SPARK Park and Nature Center			X	
14	Expand the Alief ISD Culinary Program			X	
15	Senior Housing at Bellaire Boulevard and Cook Road				X

Arthur Story Park





Possible Locations -Recommendations and Pilot Projects

Placemaking: Recommendations 1 - 6

Project for Public Spaces defines **placemaking** as both an overarching idea and a hands-on approach for improving an area that inspires people to collectively reimagine and reinvent public and private spaces as the heart of every community. Our team worked with the IMD community and stakeholders to discover and identify the placemaking ideas which can begin creating that unique place and brand to start telling the IMD story to the broader Houston community and beyond.

Gateways – the purpose of gateways in the urban realm is to signal arrival to a destination, implement branding, landscaping, and other aesthetic improvements at key locations. In IMD, the recommended gateway locations and designs gateways should act as the prologue to the story of District's revitalization. New investments within these Gateways will immediately signal the unique international cultural and economic renaissance is taking place within the IMD while creating a sense of place and arrival for residents and visitors alike.

We have identified seven locations for gateway locations. (See Map on Page 53).

The recommended phasing for building these gateways is based on the level of economic activity, quality of developments, and perceptions of the surrounding areas. For example, Chinatown to the east of Beltway 8 brings in residents and visitors that are already interested in diverse cultures. Therefore a gateway at Beltway 8 could be instrumental in drawing people west into the International District.

Enhancing the public realm — facilities like streets, and sidewalks, parks, and trails, and public gathering places — all create the environment that is most attractive to residents and visitors seeking a more urban and walkable environment. Once the gateways invite the residents and visitors into the District, it's the well designed public realm that makes the people want to linger. Great sidewalks don't just move pedestrians; they promote strolling, dining, people-watching, and spontaneous social gatherings. They also knit together an integrated system of public spaces. Within this system are places for people who want to walk a dog, ride a bike, sit and talk with friends, or enjoy public space in just about any

way imaginable. Good design also accounts for human comfort in every season, with an emphasis on shade in the summer and heat in the spring and fall to extend the outdoor environment.

The following elements are recommended to enhance the public realm within all parts of the Study area to increase a sense of community as well as make the area feel more attractive, inviting, and safe: lighting, curb cut closures, sidewalk improvements, enhanced bus stop designs, etc. The design of these elements can also be used to further brand and market the area's international culture and continue the story of the District's revitalization.



Catalyst Developments - Catalyst projects are public or private projects that are planned and designed to cause a corresponding and complementary development reaction on surrounding properties (See Concept Map, Page 53). They are projects of sufficient magnitude to stimulate redevelopment of underdeveloped properties or major rehabilitation of underutilized buildings. The identification and implementation of catalyst projects provides an opportunity for public and private investments to receive a reasonable return. The measure of return on investment can include job creation, increase in land value, improved transportation and access, increased local disposable income, additional regional traffic driven to the area, increased sales revenue, increased reinvestment in surrounding properties and new housing units.

Three Catalyst Development Areas were identified in the IMD study area based on location and proximity to existing activity and amenities.

- **Development Area at Bellaire Boulevard and Cook Road**

It has a developer interested in building senior housing and it is close to schools, future trails, transit service, new community center, retails, restaurants, and other commercial activity along Bellaire Boulevard.

- **Development Area at Beechnut Street and Dairy-Ashford Road**

There are large parcels of vacant developable land, existing activity in terms of the schools, the SPARK park and nature center, and HOPE Clinic is planning a community gathering space with trails and gazebo next to the SPARK park and nature center.

- **Development Area at Bissonnet Street between Boone Road and Wilcrest Drive**

It has all elements of a successful livable community in terms of retail, restaurants, commercial services, schools, vacant developable land, proximity to schools and existing neighborhoods. It is also in proximity to pilot projects recommended in this Study – Gateway at Beltway 8, CenterPoint Trail,

neighborhood connectors, and Boone Road Redesign. Therefore this area was selected for two catalyst development pilot projects (see recommendations 4 and 5).

Community Gathering Spaces - Work with private developers to ensure that public gathering spaces are part of mixed-use greenfield and redevelopment projects. Some ways to create these gathering spaces are – activating the parking lots, encouraging outdoor sales, encouraging outdoor eating, and by using creative landscaping and art installations.

Temporary and programmed uses such as bazaars, festivals, carnivals, produce stands, food trucks, and seasonal outdoor sales are an excellent strategy for activating the parking lots or open green spaces to create the public gathering spaces.

People tend to favor busy sidewalk areas with a complex visual environment. Allowing retailers

to “bring the store out into the street” is one effective way to create this environment. The outdoor displays provide an interesting aesthetic as long as they are properly managed. Just as with shopping, outdoor eating areas are very effective in creating a livelier, more engaging environment. Where possible, encouraging minimal separation between the eating area and the sidewalks with no or very low hedges and fences is a way to create a successful gathering space.

Public art is another element that creates visual excitement and helps to draw visitors—and activity—to the public realm. The Culture Gate art installation in the IMD is planned at the Arthur Storey Park entrance from Bellaire Boulevard. This piece of public art is meant to tell the story of the cultural evolution of the Bellaire Corridor and Houston. The Culture Gate sets up this park to be that special public gathering space for a livable community as the density and walk-ability continue to grow.



Gateway at Beltway 8 and Bellaire Boulevard

Associated Project Goals:



International Character



Connectivity



Economic Competitiveness

Proposed Improvements

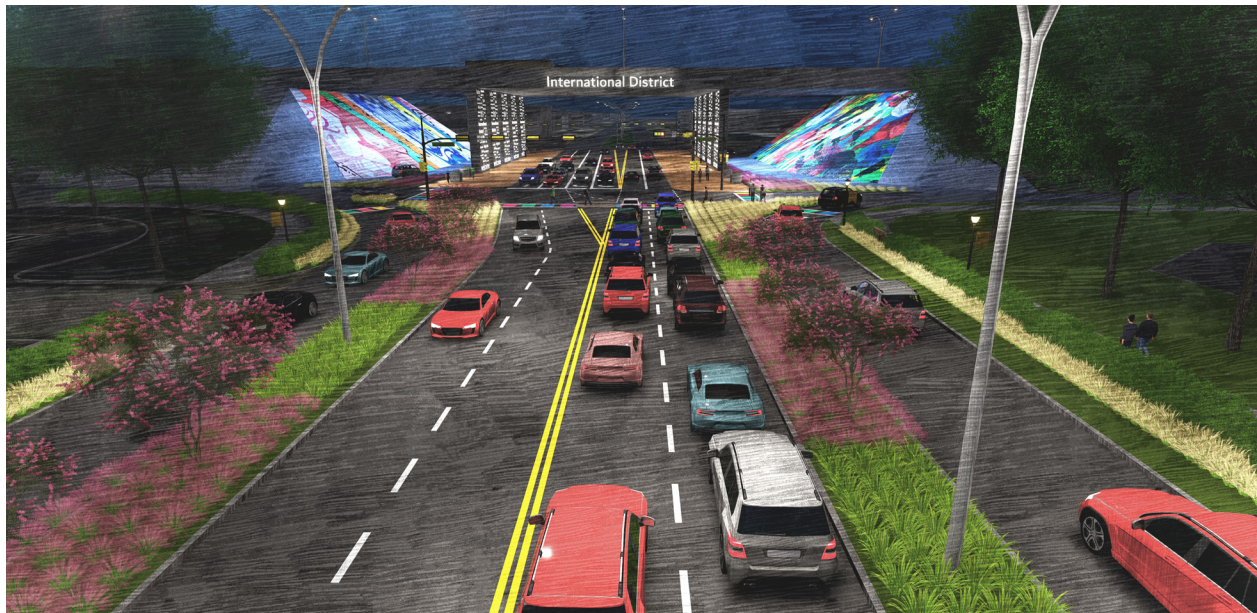
- Murals on embankment
- Signage (as allowed by TxDOT regulations) on the overpass
- Improved lighting in the underpass area
- Column wrapping with international themed motifs
- Intersection improvements to make it pedestrian friendly
- Landscaping and paving improvements in the underpass area and around the murals

Project Impact

- Draw attention to the west side of Beltway 8 and Bellaire Boulevard
- Increase perception of safety
- Draw visitors from the east side of the International District
- Help market and brand the District as a destination for an international experience.

Potential Replication

- One way to replicate this project would be to make the proposed improvements to all three gateway locations shown on the Map on Page 57. Improvements to all three gateways can be done at the same time or in phases if necessary.
- The recommended phasing for building these gateways is based on the level of economic activity, quality of developments, and perceptions of the surrounding areas. For example, Chinatown to the east of Beltway 8 brings in residents and visitors that are already interested in diverse cultures. Therefore, a gateway at Bellaire Boulevard Beltway 8 could be instrumental in drawing people west into the International District.



Note:

The recommended gateway design is for the purpose of providing a conceptual idea for IMD to work from in developing the final design for the gateway.



Note: The recommended locations for the pilot projects are flexible and the projects can be replicated in multiple other locations throughout the District.

Phasing

1

Mural – A mural can be accomplished in the least amount of cost and time, while signaling the beginning to create a sense of place and arrival into the District.

2

District sign on the overpass - will require more design and permitting but is an important step in branding and creating a sense of arrival.

3

Landscaping in the median and along embankments – A quick step would be to set up temporary landscaping elements such as potted plants along the median in the underpass area. A more permanent step would be to work with HCTRA Landscape Architect to design and plant appropriate vegetation to beautify the area.

4

Lighting in the underpass – This will require coordination with entities such as HCTRA, TxDOT, and the City of Houston. This phase will increase the amount of light in the underpass making the environment feel more inviting and safe.

5

Column wrap – This phase is aimed at creating a strong “international” brand. A quick and cost effective solution would be to paint on the existing columns or wrap them in wall paper reflecting the proposed design for the column wrap. The final column installment would be backlighting a permanent wrap between columns that still has access to the actual columns and will need to be coordinated with the lighting in the underpass.

6

Intersection Improvements – this phase will require coordination with HCTRA, TxDOT and City of Houston.



Note:

The recommended gateway design is for the purpose of providing a conceptual idea for IMD to work from in developing the final design for the gateway.

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welcome



Enhance Bus Stops On Bellaire Boulevard

Associated Project Goals:

- 1

International Character
- 2

Transportation Choices
- 3

Connectivity
- 4

Safety
- 6

Economic Competitiveness

Proposed Improvements

- New bus stops in locations near new developments (built or planned) and community assets such as parks, schools, trails etc. to begin branding IMD as an International District, as well as to signal the District's revitalization.
- 10 new bus shelters with ID branding (see map on page 61 for recommended locations and phasing)
- Solar power lighting
- Interactive display for the District map and location of retail, restaurants, entertainment and other district assets.

Project Impact

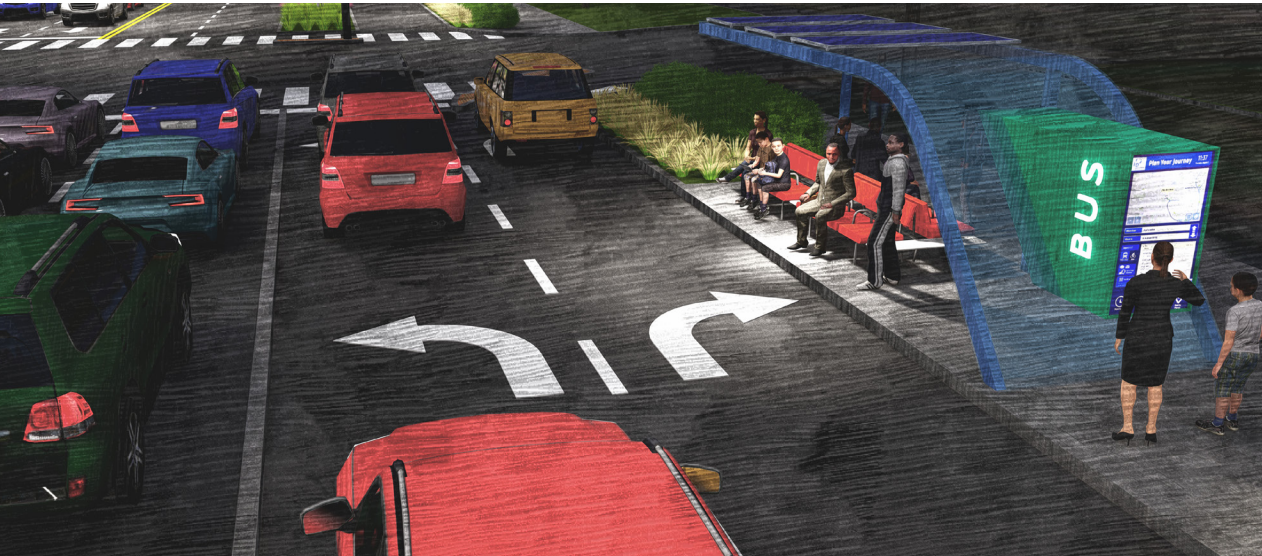
- Public Transit becomes more attractive with a comfortable and welcoming environment at the bus stops
- Perception of safety of the area improves

Phasing

- Area around existing bus stops can be improved using low-cost temporary materials (tactical urbanism).
- Partner with METRO to install the interactive bus stops with ID branding and solar power lighting.

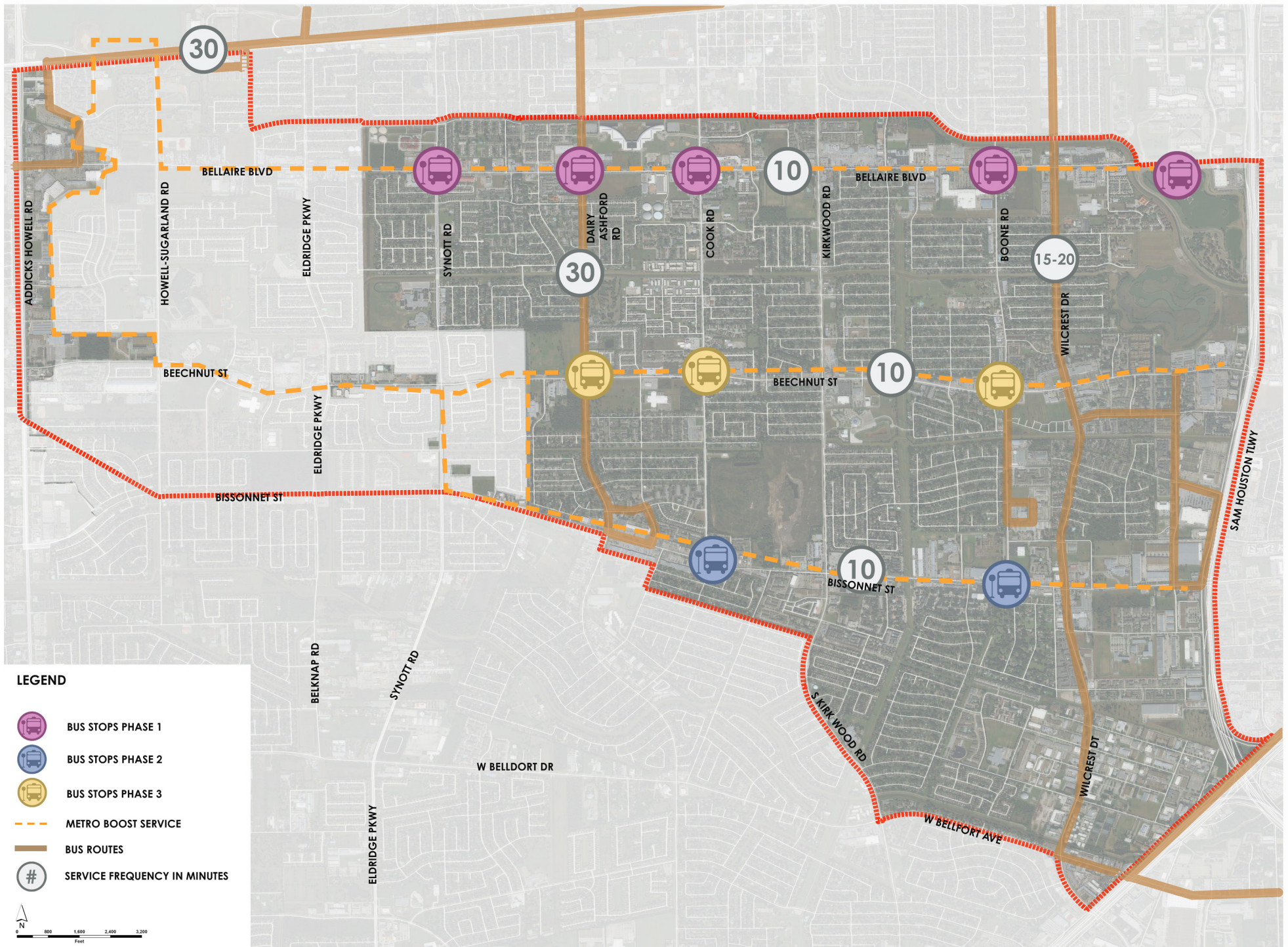
Potential Replication

- Start with enhanced bus stops on Bellaire Boulevard, moving east to west thereby capitalizing on existing development and proposed gateway.
- Next install enhanced bus stops along Bissonnet Street also moving from east to west to capitalize on proposed recommendations along Boone Road and the catalyst developments at Boone Road and Bissonnet Street and Wilcrest Drive and Bissonnet Street.



Note:

The recommended bus stop design is for the purpose of providing a conceptual idea for IMD to work from in developing the final design for the bus stop.



Note: The recommended locations for the pilot projects are flexible and the projects can be replicated in multiple other locations throughout the District.

Curb Cut Closures Along Bellaire Boulevard

Associated Project Goals:



Connectivity



Safety

Proposed Improvements

- Consolidate and reduce the number of mid-block curb cuts at shopping center parking lots to help:
 - Reduce conflict points between pedestrians on Bellaire Boulevard and vehicles accessing/exiting shopping centers.
 - Reduce the number of conflict points on Bellaire Boulevard between vehicles turning to/from shopping centers and through vehicles.
- As part of this process, opportunities to connect adjacent parking lots with access driveways should be explored. This will help improve internal circulation between shopping centers for pedestrians and vehicles and reduce the need to travel by car on Bellaire Boulevard to connect to adjacent, nearby amenities.

Project Impact

- Reduces the number of sidewalk interruptions along Bellaire Boulevard making the sidewalk safer while encouraging people to walk rather than drive the short distances between neighboring shopping centers.

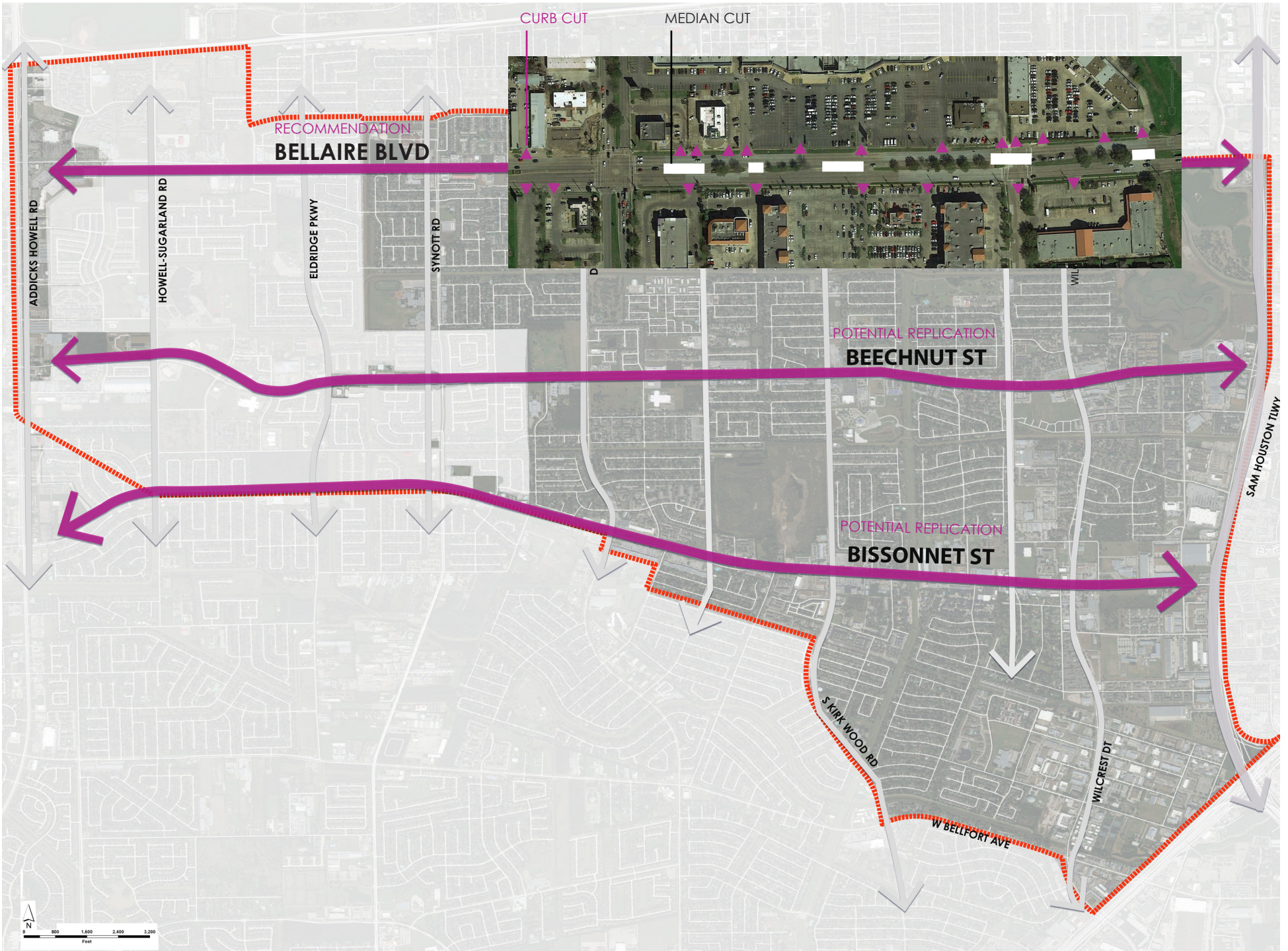
Potential Replication

- All major roadways that have commercial businesses with high frequency of trips is a potential for replication of this project.

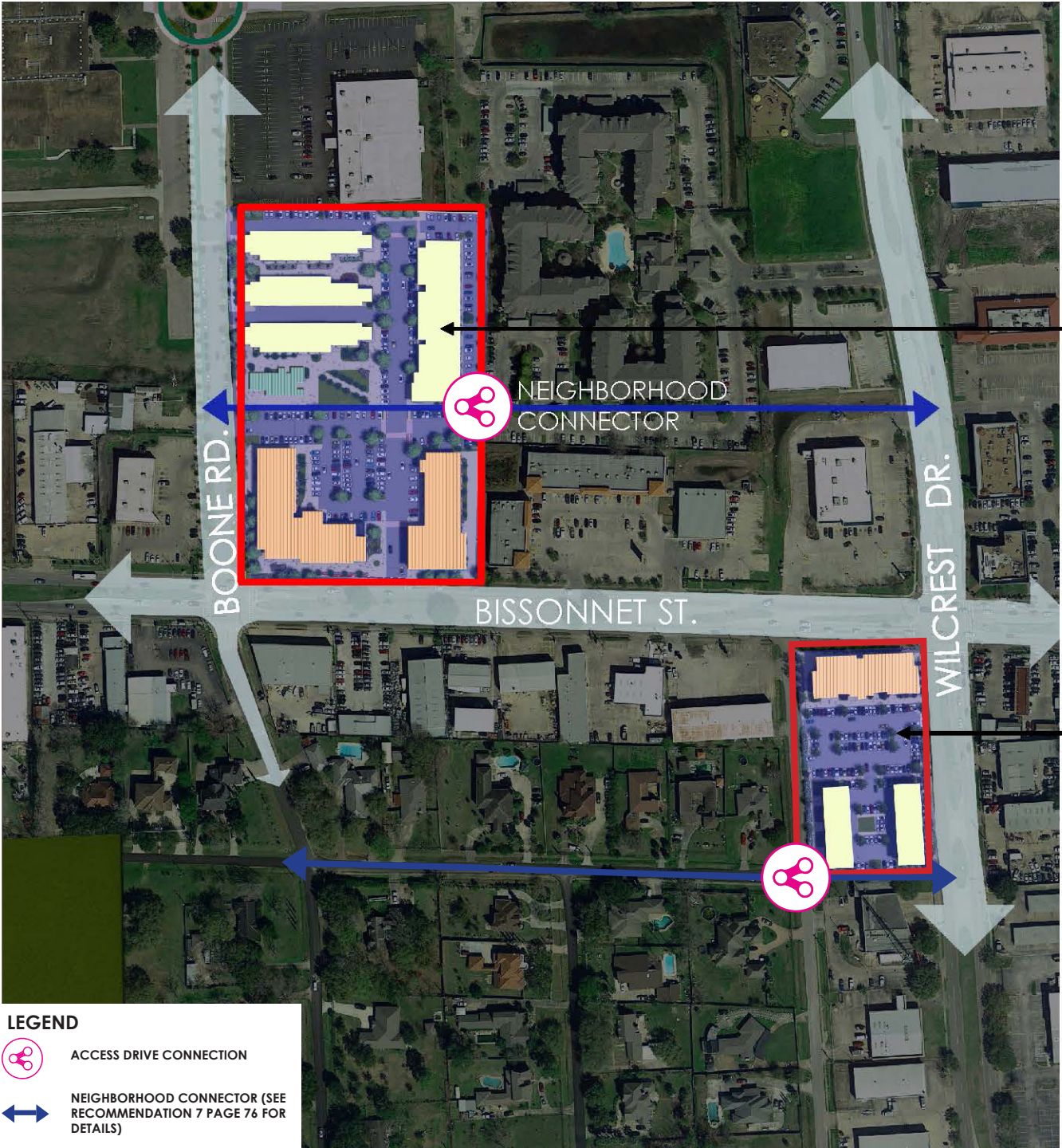
Phasing

- Tactical urbanism – use low-cost materials such as traffic cones and potted plants/ planters to temporarily close the mid-block curb cuts.
- Permanently close the curb cuts as determined by collaborating with landowners, business owners and the City of Houston.
- Partner with the City of Houston to conduct an access management study for the universal change of curb cuts/ median openings on Bellaire Boulevard, Beechnut Street, and Bissonnet Street.







Note: The recommended locations for the pilot projects are flexible and the projects can be replicated in multiple other locations throughout the District.



CATALYST SITE 1

CATALYST SITE 2

LEGEND

-  ACCESS DRIVE CONNECTION
-  NEIGHBORHOOD CONNECTOR (SEE RECOMMENDATION 7 PAGE 76 FOR DETAILS)

Catalyst Site 1: Boone Road And Bissonnet Street

Associated Project Goals:

- 5

Healthy Lifestyle
- 6

Economic Competitiveness
- 7

Housing Choices

Proposed Improvements

- Site Area: 6.8 acres/297,580 square feet
- Total new retail: 15,000 square feet
- Total new residential: 225,600 square feet/188 units
- Total parking needed: 342 spaces
- Total parking provided: 354 spaces (276 as surface parking + 78 in garage)
- Density: 27.6 U/A/FAR: 0.8

Project Impact

- Bring new development to the District
- Create community space for residents
- Draw visitors and new residents to the District

Potential Replication

- This model can be applied to any area in the District that has vacant land ready for development with minor changes depending on jurisdiction and character of the area.

Phasing

- Develop vacant land – Support bringing investors/developers to the proposed site through marketing the area and IMD and also, by championing various economic development incentives for this location.
- Design and construct - assist developers and landowners with navigating the City of Houston's development process.

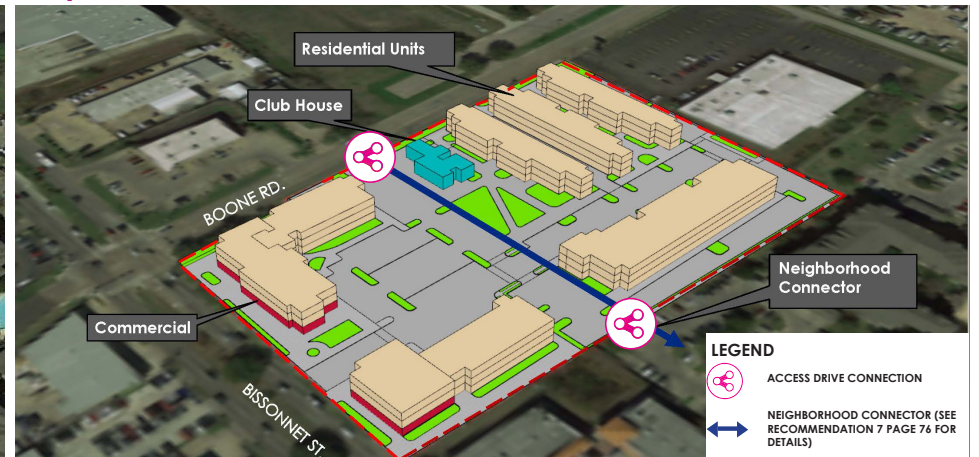
Sample Parking Lot Circulation



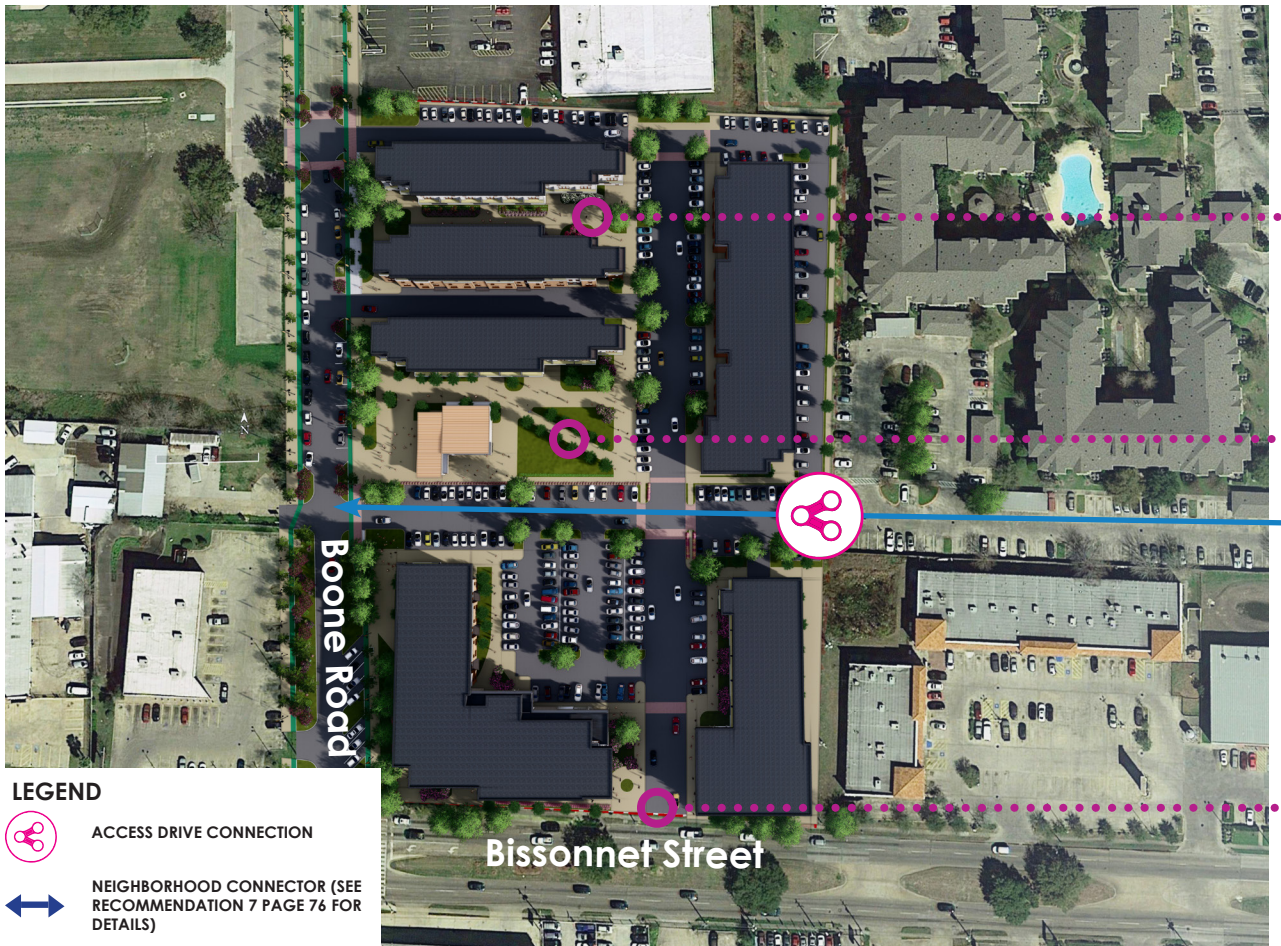
Existing





Proposed



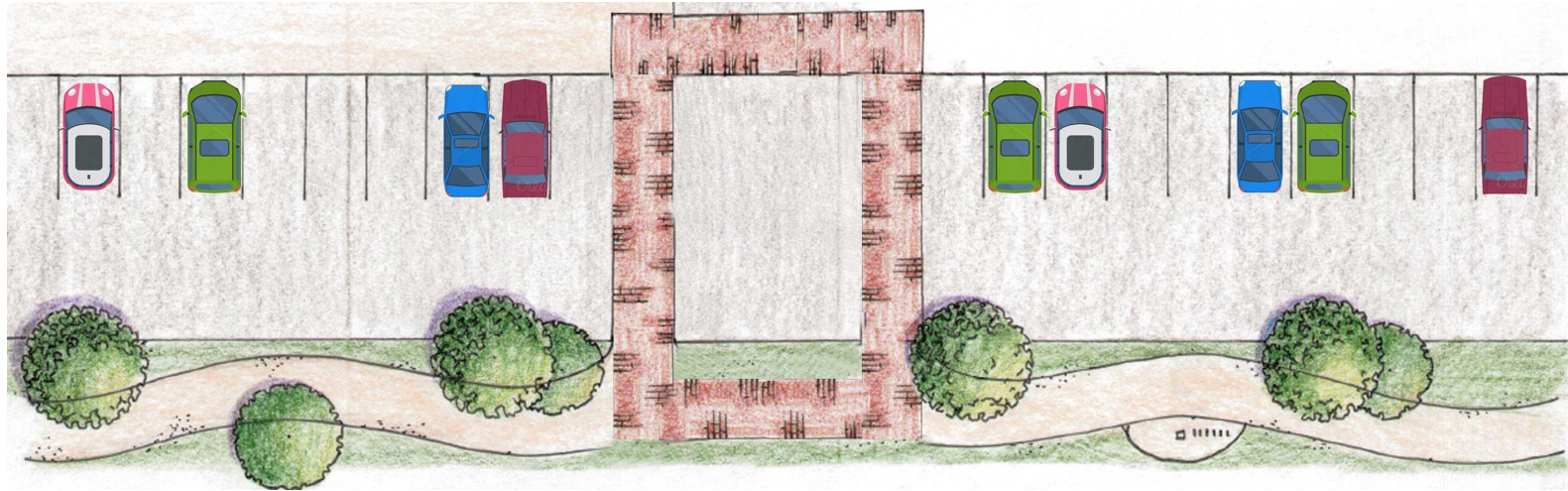
Catalysts Site 1 (Continued)



- LEGEND**
-  ACCESS DRIVE CONNECTION
 -  NEIGHBORHOOD CONNECTOR (SEE RECOMMENDATION 7 PAGE 76 FOR DETAILS)



Access Drive
Connection
Ideas



Catalyst Site 2: Wilcrest Drive And Bissonnet Street

Associated Project Goals:



Healthy Lifestyle



Economic Competitiveness



Housing Choices

Proposed Improvements

- Total Site Area 1.8 acres/80,500 square feet
- Retail: 8,000 square feet
- Residential: 60,000 square feet
- Parking Needed: 107 spaces
- Parking Provided: 107 spaces (85 as surface parking + 22 in garage)
- Density: 27.8 U/A/FAR 0.8

Potential Replication

- This development type can be replicated on properties that are ready for redevelopment depending on jurisdiction and character of the area.

Project Impact

- Redevelop existing site incrementally, redevelop the front portion of the site while maintaining the revenue from the buildings in the back. Once the new building is generating revenue redevelop the remainder of the site.
- Create community connections to existing neighborhoods

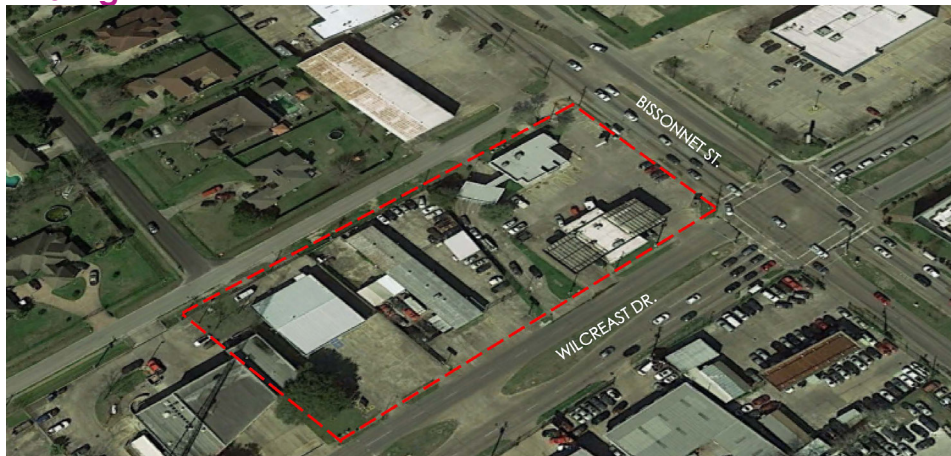
Phasing

- Redevelop land – by offering to coordinate development incentives from the City and the County to bring investors/developers to the proposed site.
- Design and construct - assist developers and landowners with navigating the City of Houston's development process from designing to bidding to construction.

Existing



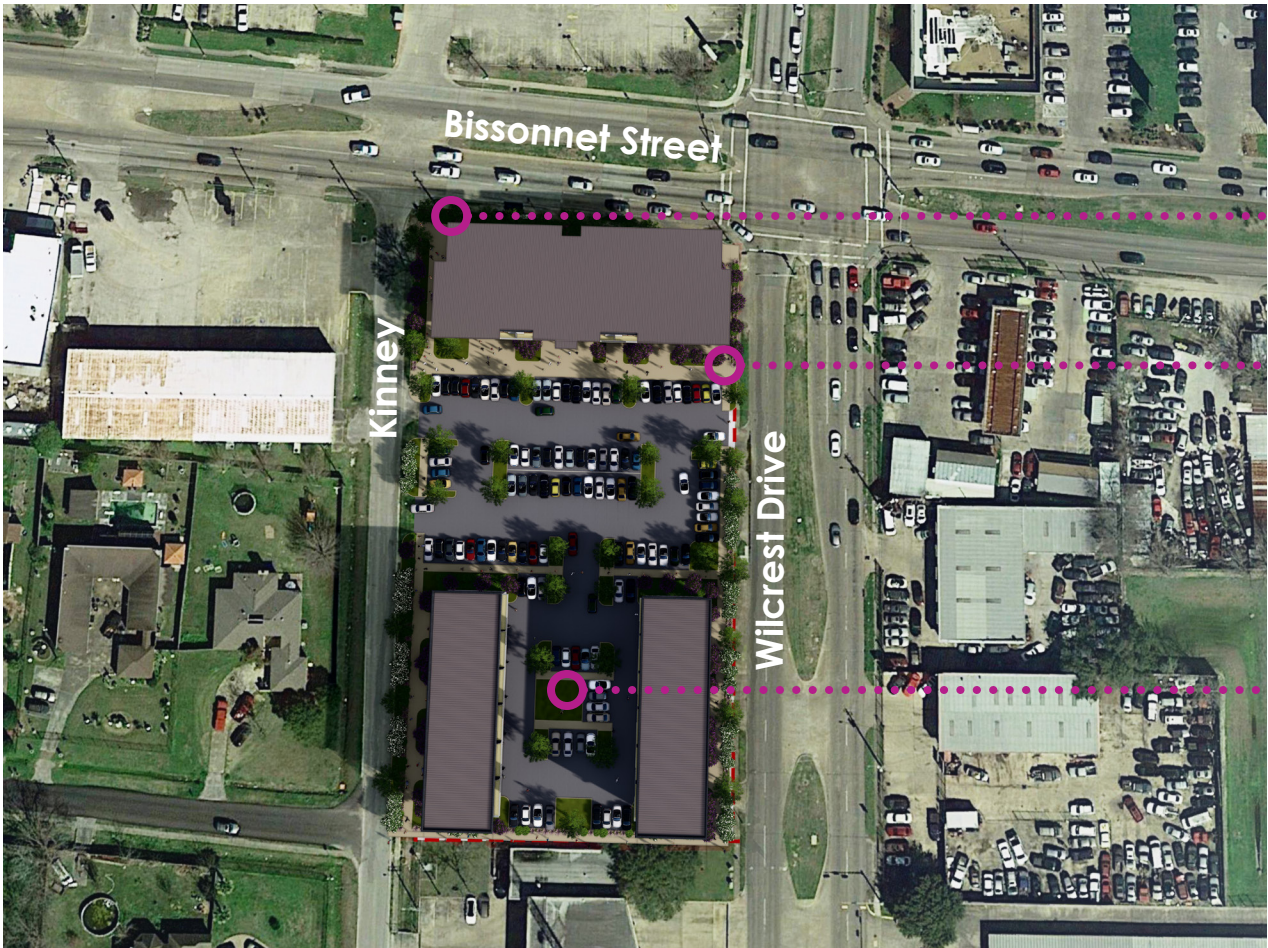
Existing



Proposed



Catalyst Site 2 (Continued)





Parking Lot Activation along Bellaire Boulevard

Associated Project Goals:



Proposed Improvements

- Provide overhead string lights
- Use street chalk, spray paint, traffic cones, movable chairs and tables, picnic tables, movable umbrellas, astro turf, pots and planters and other temporary materials to create pedestrian plazas.
- Outdoor restaurant seating
- Spaces for temporary stage, food truck court, outdoor markets, parklets, and so on in the existing parking lots.

Project Impact

- Re-purpose underutilized spaces at low-cost.
- Signal activity, and excitement and encourages more pedestrian activity.
- Activity and lighting along streets instead of large parking lots creates higher level of safety in the area.

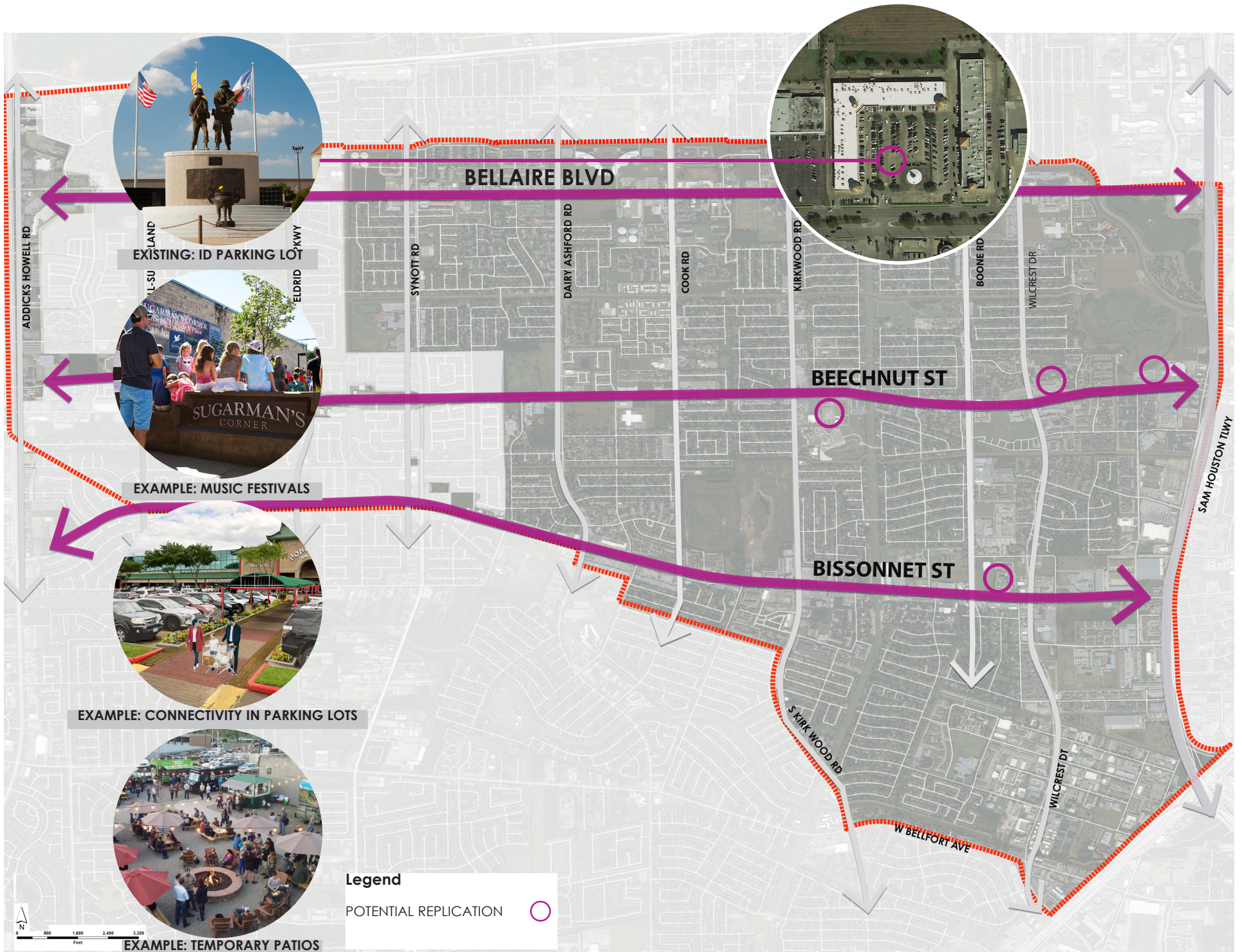
Potential Replication

- This project can be implemented in any parking throughout the District but most impact would be along any of the three major corridors in the District: Bellaire Boulevard, Bissonnet Street, and Beechnut Street.

Phasing

- Identify parking lots that can be activated to build on the existing activity along this corridor.
- Partner with property owners and area businesses to repurpose the identified parking lots and develop programming such as bazaars, festivals, carnivals, produce stands, food trucks, and seasonal outdoor sales to occur on these parking lots.





Note: The recommended locations for the pilot projects are flexible and the projects can be replicated in multiple other locations throughout the District.

Mobility: Recommendations 7 - 10

Investments in transportation infrastructure are a key recommendation of this Study. These include roadway redesigns, trails as secondary transportation networks, and intersection improvements all meant to increase safety and transportation choice for both residents and visitors to the area. These recommendations are based on an assessment of prior studies, available crash data, field visits, community and stakeholder feedback, and national best practices based on the team's experience.

For this Study, the intention is to re-think how the IMD street design might operate to better serve residents, and those on foot and taking the bus. The team developed new conceptual cross sections for 1) Bellaire Boulevard from Beltway 8 to Boone Road and 2) Boone Road between Bellaire Boulevard and South Drive to showcase the possibilities for using the existing right-of-way to create a multi-modal street design. These two roadway segments are within higher-density, growth areas and can serve as IMD pilot roadway projects. The project team identified these two roadways as "catalytic" projects in terms of potentially having the biggest impact on improving safety, access, and front door/first impressions of the IMD.

The strategy behind improving the Bellaire Boulevard and Beltway 8 intersection is to build upon the success of Houston's vibrant Chinatown on the east side of the Beltway and add vibrancy to the proposed new gateway in the underpass. The intersection improvements in addition to the new gateway will let visitors know that the International Management District (IMD) is inviting and safe to travel by all modes of transportation – cars, walking, biking, and public transit.

Another important mobility recommendation of this study is the creation of a secondary transportation network. There are two key elements to this recommendation, which will together create a secondary network in the District to allow residents access to alternative modes of transportation than cars. These elements are a system of off-street hike and bike trails/paths and redesigned collector streets.

1) Off-Street Hike and Bike Trails/Paths:

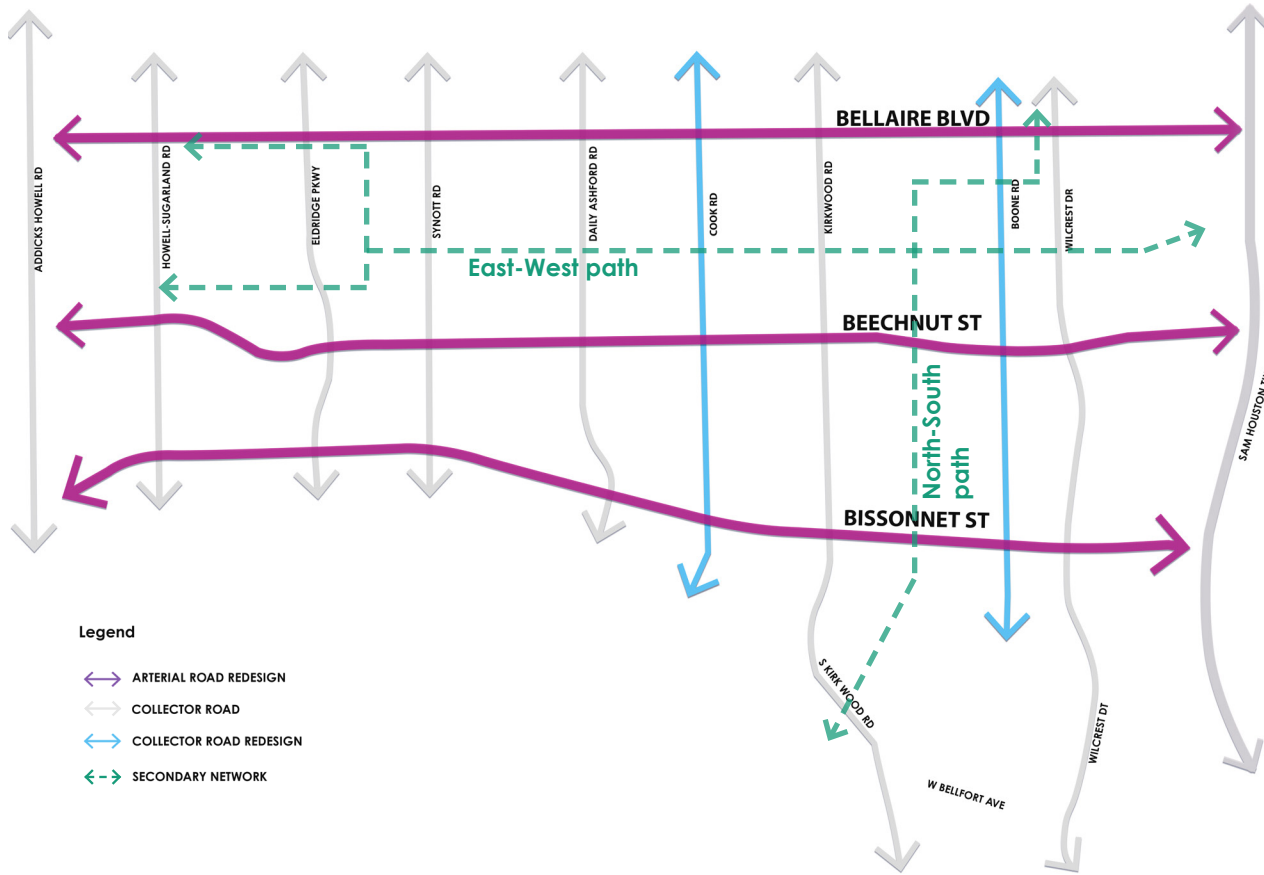
- **An east-west multi-use path** between Arthur Storey Park and the YMCA using an existing drainage canal easement/Brays Bayou - This east-west spine connects multiple neighborhood destinations, including Arthur Storey Park, the YMCA, and multiple schools and residential areas. It is consistent with the City's bike plan and can serve both regional recreational needs and support demand for trips between neighborhoods, parks, and local schools that would otherwise be taken by car. There is a precedent with Keegan's Trail, which exists in the southeast corner of IMD. Off-street trails provide a level of comfort and safety, which will be appealing to less confident cyclists and those on foot; and
- **A north-south multi-use path** using the CenterPoint electric easement - This north-south trail/path is consistent with the City's Bike Plan and proposed off-street network for this area. This project has been described in detail in the following pages (see pilot project #8 on page 78).

2) Collector Street Redesign:

- **Boone Road** - a north-south connector that ends in a residential neighborhood and therefore does not cater to high volumes of cross-traffic through the District, allowing an opportunity to redesign the roadway into a multi-modal street with on-street or off-street bike paths and sidewalks.

Boone Road connects to proposed Bellaire Boulevard redesign recommendations and the proposed catalyst developments on Bissonnet Street. Boone Road also intersects the east-west multi-use path/trail between Arthur Storey Park and the YMCA as well as three other proposed east-west trails, and it is the major collector between multiple residential neighborhoods and schools and commercial areas in the District (see map on page 53); and

- **Cook Road** - a north-south connector that is an opportunity for a multi-modal street with on-street or off-street bike paths and sidewalks. Cook Road connects the proposed Bellaire Boulevard redesign recommendations to two of the three overall development areas proposed in the Placemaking section and the Sugar Hill Golf Course, which is a major future redevelopment opportunity in the IMD. Cook Road also intersects the east-west multi-use path/trail between Arthur Storey Park and the YMCA as well as three other proposed east-west trails in the District (see map on page 53).



Legend

- ARTERIAL ROAD REDESIGN
- COLLECTOR ROAD
- COLLECTOR ROAD REDESIGN
- SECONDARY NETWORK



Neighborhood Connectors: Around Catalyst Site 1

Associated Project Goals:

2

Transportation
Choices

3

Connectivity

4

Safety

5

Healthy Lifestyle

Proposed Improvements

- Create pathways for walking
- Improved surfaces for biking
- Add activities such as markets or food trucks along these connections to create a safe and interesting connection between destinations

Project Impact

- Pedestrian connections – allows for people to move around their neighborhood without being dependent on a car.
- Creates a healthy environment by encouraging people to be more active while going about their daily chores.
- Promotes safety by delineating the slower bike/ped traffic from auto centric roadways.

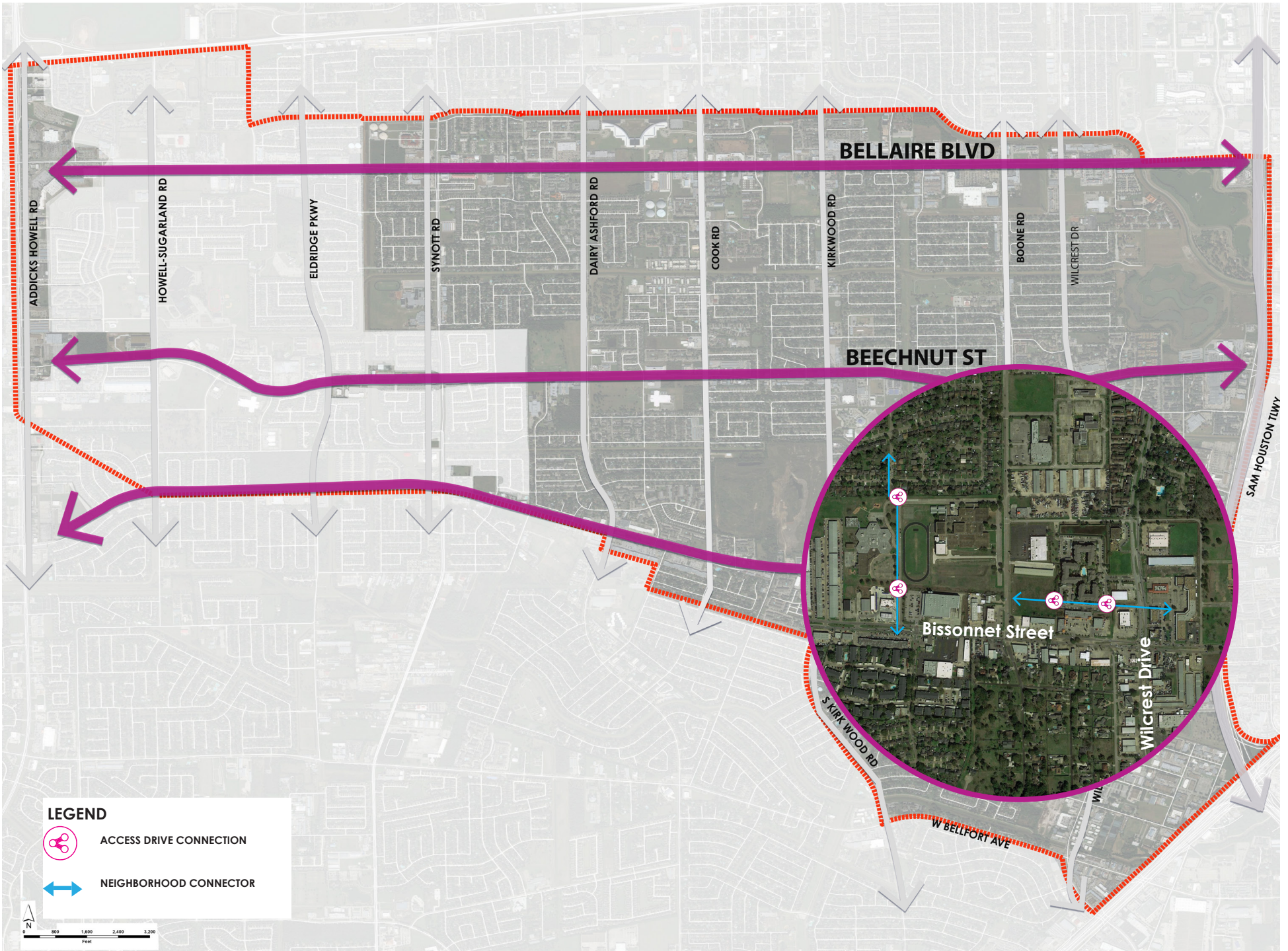
Phasing

- Tactical urbanism install temporary connections using spray paint, street chalk, crushed granite, turf grass, traffic cones and similar low-cost materials.
- Design and construction of the bike/ped connections as a permanent pathway.

Potential Replication

- This project can be replicated in almost any area of the District where there are existing neighborhoods, schools, retail, and trails in proximity to each other but all separated by auto-oriented roadways.





Note: The recommended locations for the pilot projects are flexible and the projects can be replicated in multiple other locations throughout the District.

Centerpoint Easement Trail

Associated Project Goals:



Transportation Choices



Connectivity



Safety



Healthy Lifestyle

Proposed Improvements

- Pedestrian and bike trail along the power easement
- Neighborhood trail heads

Phasing

- Partner with Houston Parks Board to allow the District to use existing agreements that the City of Houston has with CenterPoint to build trails in easements.
- Begin construction of the trail from north to south starting at Bellaire Boulevard.

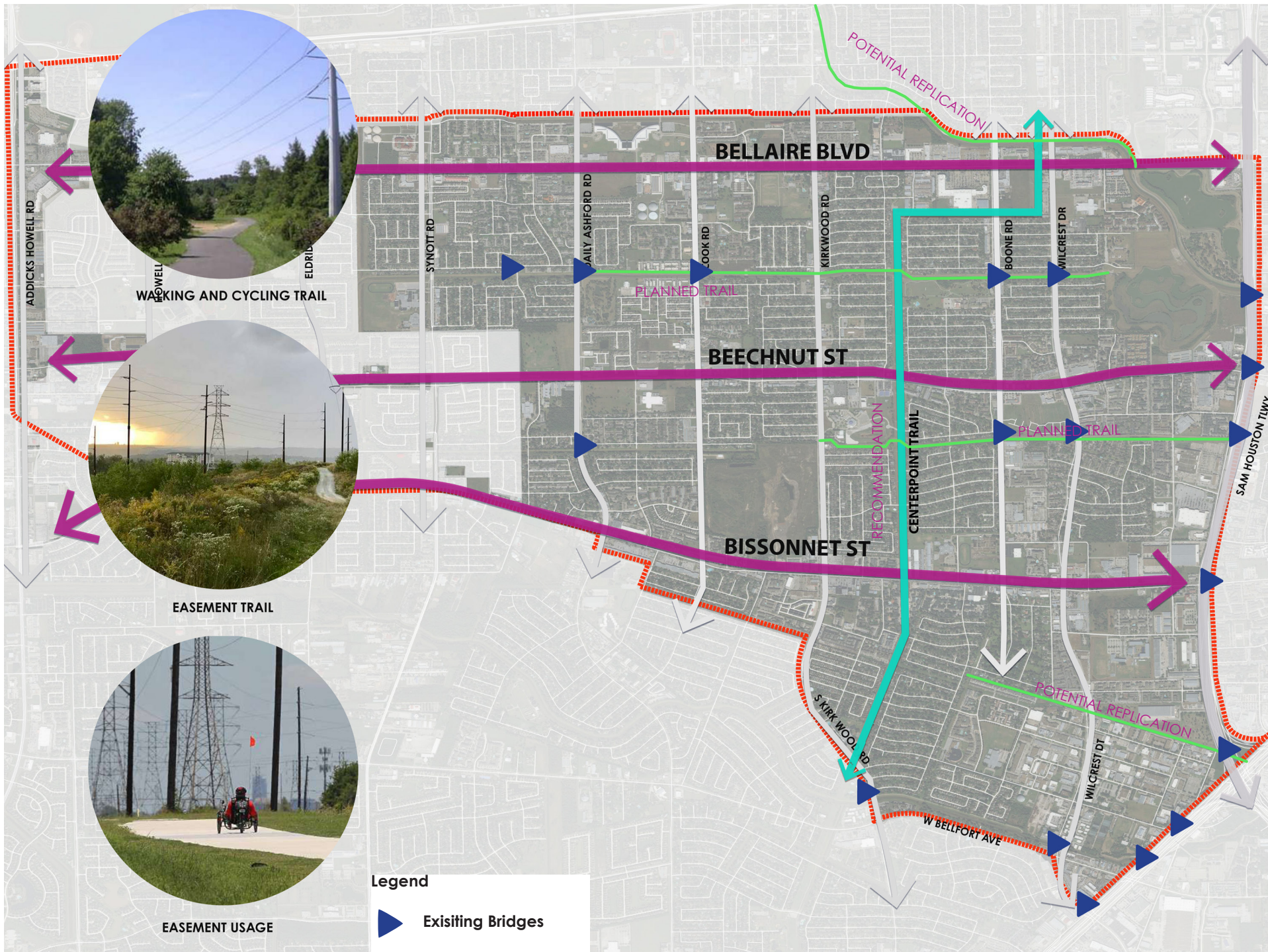
Project Impact

- This provides north-south connectivity and connects residential areas with destinations such as the cluster of religious meeting spaces and churches on Beechnut Street, Walmart, and the Hong Kong City Mall, Boone Road Park, the Cummings Elementary School, and Keegan's Bayou.
- It is consistent with the City's bike plan and serves both regional recreational needs and supports demand for trips between neighborhoods and local schools that would otherwise be taken by car.
- Off-street trails provide a level of comfort and safety that is appealing to less confident cyclists and those on foot.
- These trips are happening already.

Potential Replication

- This project can be replicated along the drainage easements on Page 79 as these have the necessary space around the channel to build a trail.





Note: The recommended locations for the pilot projects are flexible and the projects can be replicated in multiple other locations throughout the District.

Boone Road Redesign

Associated Project Goals:

- 2

Transportation Choices
- 3

Connectivity
- 4

Safety
- 5

Healthy Lifestyle

Proposed Improvements

- Boone Road connects residential areas to Bellaire Boulevard and is fairly typical of north-south roadways throughout the District. It is currently a four-lane cross-section with substandard or non-existent sidewalks. Sufficient right-of-way exists to re-purpose the roadway in a number of different configurations that could

include either on or off-street separated bicycle paths, wider sidewalks, street plantings, and eleven-foot travel lanes. A longer-term, more ambitious plan could accommodate front or back-in angled parking and traffic circles at gateways to the neighborhoods such as Stroud Drive.

Project Impact

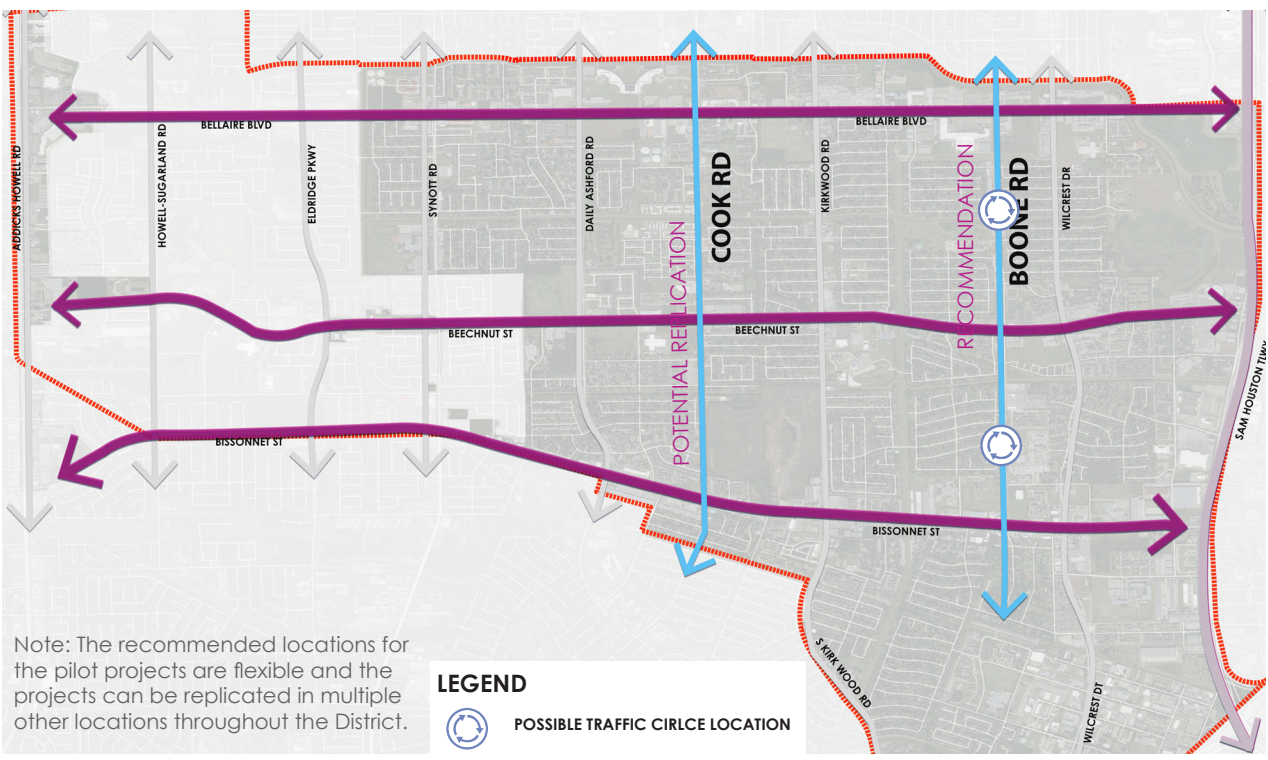
- Safe and easy access to alternative modes of transportation
- Increased pedestrian and bike safety
- Discourages pass through regional traffic from using this street
- Encourages a main street type development along the street

Phasing

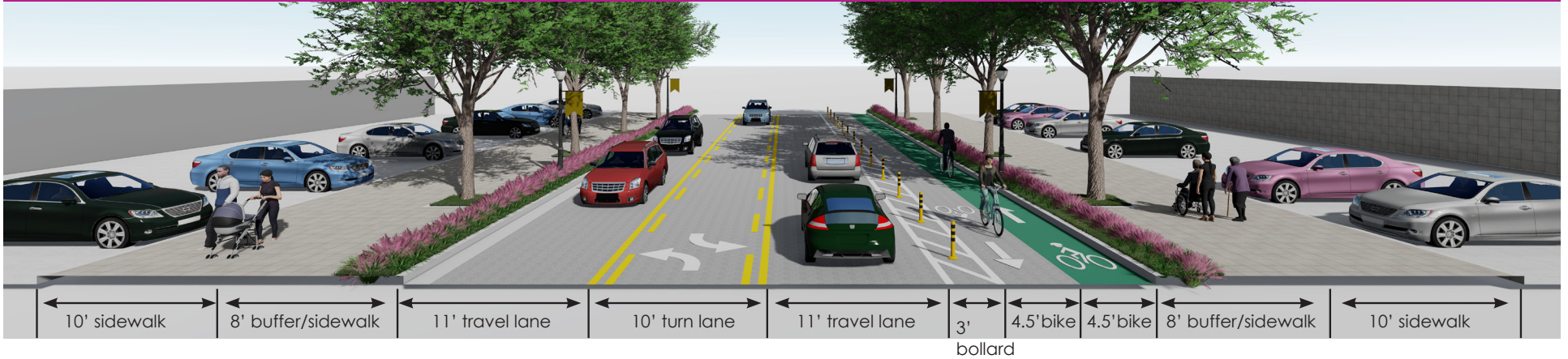
- Tactical urbanism – an immediate and low cost solution using temporary measures to test the proposed cross section and gather community reactions. This involves using materials such as spray paint, street chalk, potted plants, and traffic cones to create the street cross section.
- Reconstruction of Boone Road to the cross section shown on Page 81.

Potential Replication

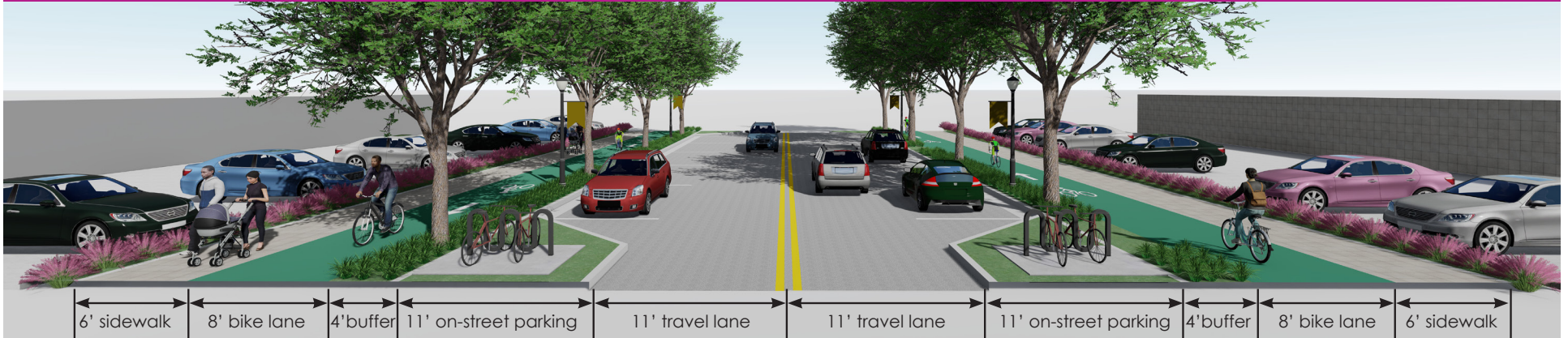
- This project can be replicated along Cook Road or any other roadway sections with traffic counts around 15,000 ADT, that serves as main routes to schools, parks, neighborhoods, and trails.



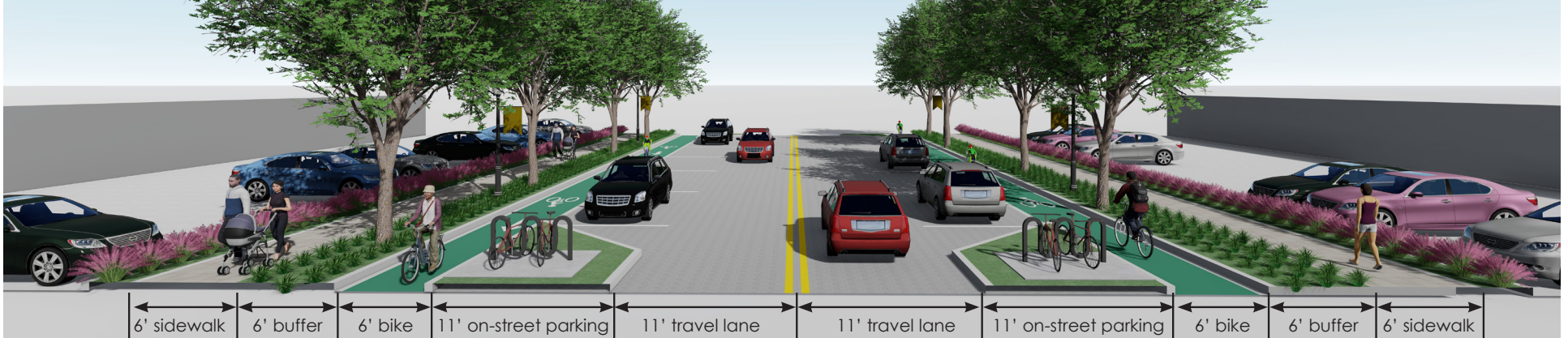
Restriping Existing Road- 80' R.O.W. Boone Rd – Proposed Commercial/Mixed Use Ave. Designation



Off-Street Bike Lane - 80' R.O.W. Boone Rd – Proposed Commercial/Mixed Use Ave. Designation



On-Street Bike Lane - 80' R.O.W. Boone Rd – Proposed Commercial/Mixed Use Ave. Designation



Bellaire Boulevard Reimagined

Associated Project Goals:



Transportation Choices



Connectivity



Safety



Healthy Lifestyle

Proposed Improvements

This new, conceptual cross section for Bellaire Boulevard from Beltway 8 to Boone Road contains the following elements:

- 1) Redesign of the vehicular travel lanes into two through travel lanes in both directions, a creation of a curbside dedicated bus lane, turn lane for cars, and elimination of the center median and left-turn pockets. It is noted that a new central median was recently added to this section of Bellaire Boulevard (and beyond), so the recommendation for the new cross-section should be viewed as longer term
- 2) The intersection with the southbound Beltway 8 service road can be substantially re-designed to include the following elements:
 - High visibility crosswalk treatments including but not limited to international/ladder/zebra style pedestrian crossings with refuges and medians
 - Shortened pedestrian crossings with refuges
 - New signal phasing
 - Pedestrian-scale lighting
- 3) The intersection with Boone Road is known to serve heavier amounts of foot traffic and is a good candidate for a re-design for safer crossings on foot. Enhanced walking amenities should include:
 - High visibility crosswalk treatments including but not limited to international/ladder/zebra style pedestrian crossings with refuges and medians
 - Pedestrian-scale lighting

Project Impact

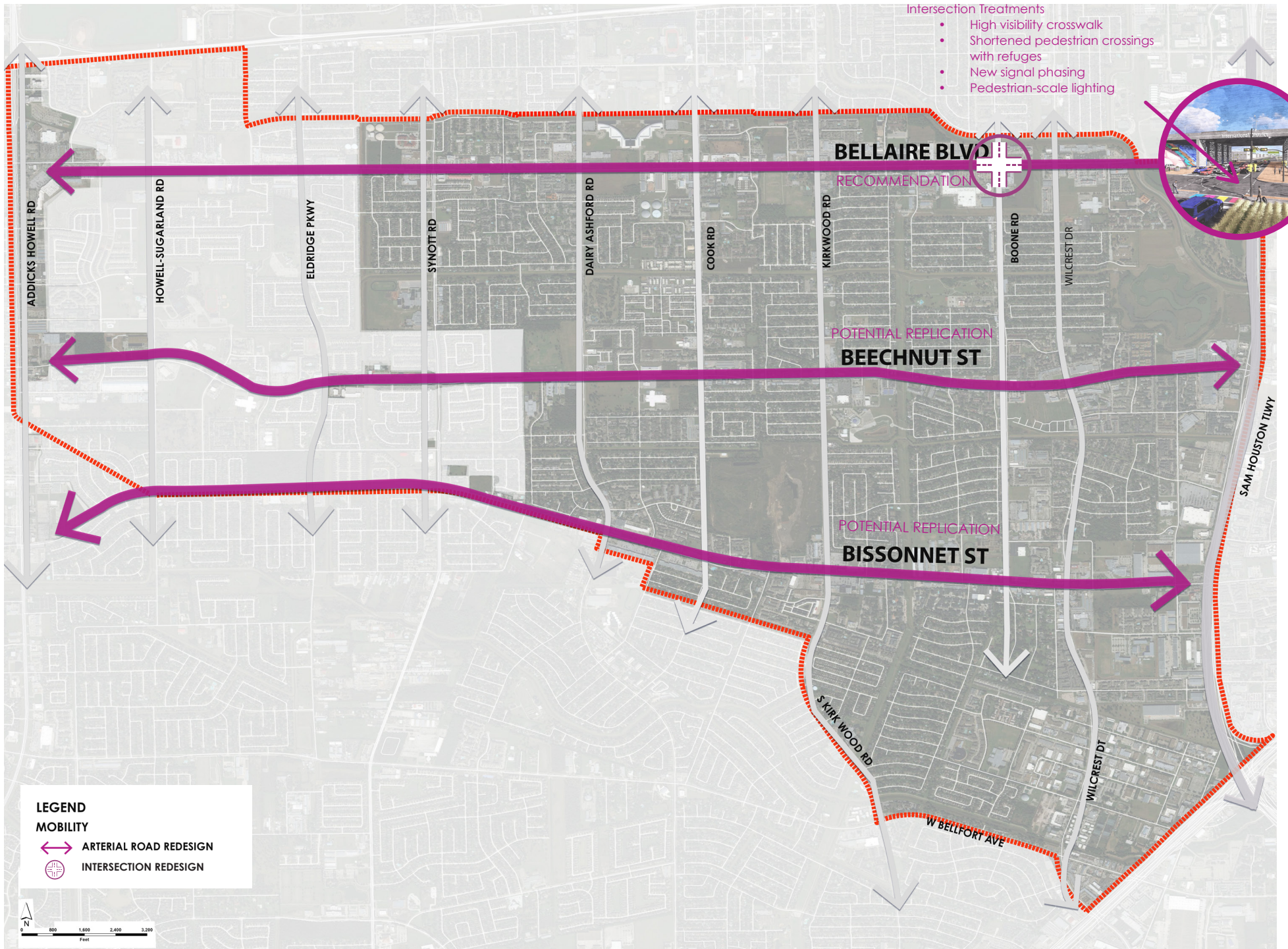
- Allows the creation of a new, curbside dedicated bus lane in each direction that can serve future plans for High Capacity Transit (HCT) in the corridor. If extended throughout the District this would significantly enhance bus service.
- The bus lane can serve a dual function; also providing as a local access/service road to businesses along Bellaire Boulevard.
- The addition of this lane will separate heavy volumes of through-trips from local traffic and reduce midblock, left-turn conflicts that currently exist.
- Improve safety and reduce the high crash rates that currently exist on this corridor.

Phasing

- As the medians on Bellaire Boulevard are a recent improvement and the roadway redesign to the cross sections shown on Page 86 and Page 87 will need significant investment, an interim phase would be to:
 - 1) Use temporary materials such as traffic cones or freestanding delineators in place of the landscape buffers to turn the far right and the far left lanes into a combined bus lane and turn lane shown in the recommended cross section.
 - 2) Use temporary materials like chalk and potted plants to create the intersection designs that are a part of the concept for this redesign.

Potential Replication

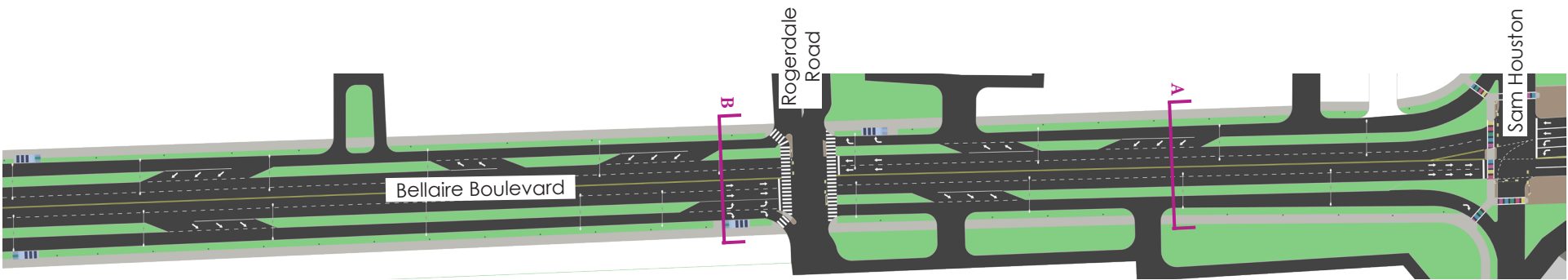
- With successful implementation this cross-section could be extended to SH 6 at the western edge of the IMD.
- The potential to replicate this project exists along other east and west arterials that run through the District such as Beechnut Street and Bissonnet Street.



Note: The recommended locations for the pilot projects are flexible and the projects can be replicated in multiple other locations throughout the District.

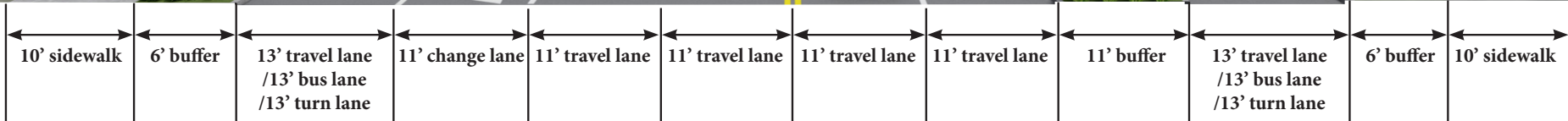


BELLAIRE BOULEVARD – RESTRIPING ON EXISTING ROAD

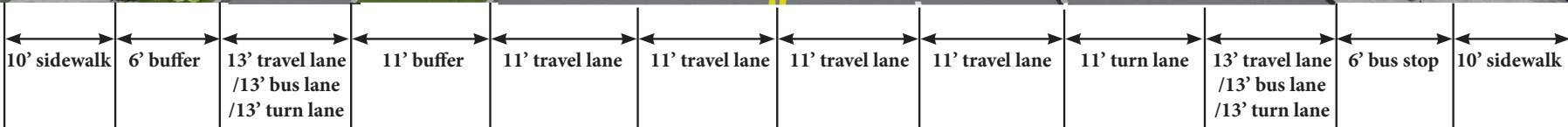


BELLAIRE BOULEVARD – REDESIGN (SEE NEXT PAGE FOR SECTIONS)





BELLAIRE BOULEVARD – SECTION A



BELLAIRE BOULEVARD – SECTION B

Economic Competitiveness: Recommendations 11 - 14

Demographics, changes in legislation and dependability of government support for communities, evolving consumer expectations and growth in technological infrastructure, rise in small business ventures, the “re-urbanization” of America, and lack of affordable/workforce housing are some challenges that IMD will need to address to enhance its economic competitiveness in Houston and the surrounding region.

Our team developed the economic development strategies in this Study based on a thorough understanding of the area's current demographic and psychographic (lifestyle) profiles, coupled with the existing community assets, and a review of past studies in the area to ensure that the community vision adheres to both existing and future conditions.

The existence of a diverse international culture combined with Alief ISD Culinary Arts Program, HOPE clinics kitchen incubator and healthy nutrition program, and the Alief SPARK Park and Nature Center together create an opportunity to develop a “Farm-To-Table” program and identity in the IMD. This identity and brand of IMD can result in an entrepreneurship program for restaurants, chefs, gardening, and horticulture in the District. Also, the alternative health and spiritual healing practices in the District that are also a result of the diverse international culture when combined with HOPE clinic's patient health and doctor's internship initiatives create an opportunity to build a Health and Wellness niche market in the IMD.

To create a live, work, and play community and build on existing District assets the Study recommends developing workforce training programs in the fields of Culinary Arts, Urban Gardening and Horticulture, and Health Science –alternative medicine. The existing partnerships with Alief ISD Culinary program, HOPE clinic health initiatives, the SPARK Park and Nature Center can all be utilized to develop these training programs which would allow people that live in the District to work in the emerging “Farm-to-Table” and “Health and Wellness” markets in the District.



Establish An International Food Festival

Associated Project Goals:



International Character



Healthy Lifestyle



Economic Competitiveness

Proposed Improvements

- Develop a food festival in the District similar to the Kite Festival.

Project Impact

- Branding and marketing the area's international identity and culture
- Creating an avenue for a collaborative and inclusive interaction among the diverse populations and cultures in the area
- Grow the District's foodie following and reputation for authentic international dining

Phasing

- Location – determine possible location for the festival such as the community garden where the Kite Festival is held.
- Partners – determine partners such as Alief ISD or local restaurants
- Identify and procure funding for the festival

Potential Replication

- This festival can be replicated multiple times a year throughout the District at any future community gardens or open spaces.

BELOW: EXAMPLE OF AN INTERNATIONAL FOOD FESTIVAL EVENTS



Build A Food Hall

Associated Project Goals:



International
Character



Healthy Lifestyle



Economic
Competitiveness

Proposed Improvements

- A building that can house multiple small restaurants and retail gourmet food stores (see Farmers Market in Dallas, TX, Pike Market in Seattle, WA, Pearl District Food Hall in San Antonio as examples of similar concepts)
- Integrate the building into a mixed-use development with public plazas, gardens, and gathering areas

Project Impact

- Create community gathering space for residents
- Draw people from outside the District to experience the District's diverse and unique food
- Create partnerships with the Alief ISD culinary program and HOPE clinic kitchen incubator and nutritious food initiative

Phasing

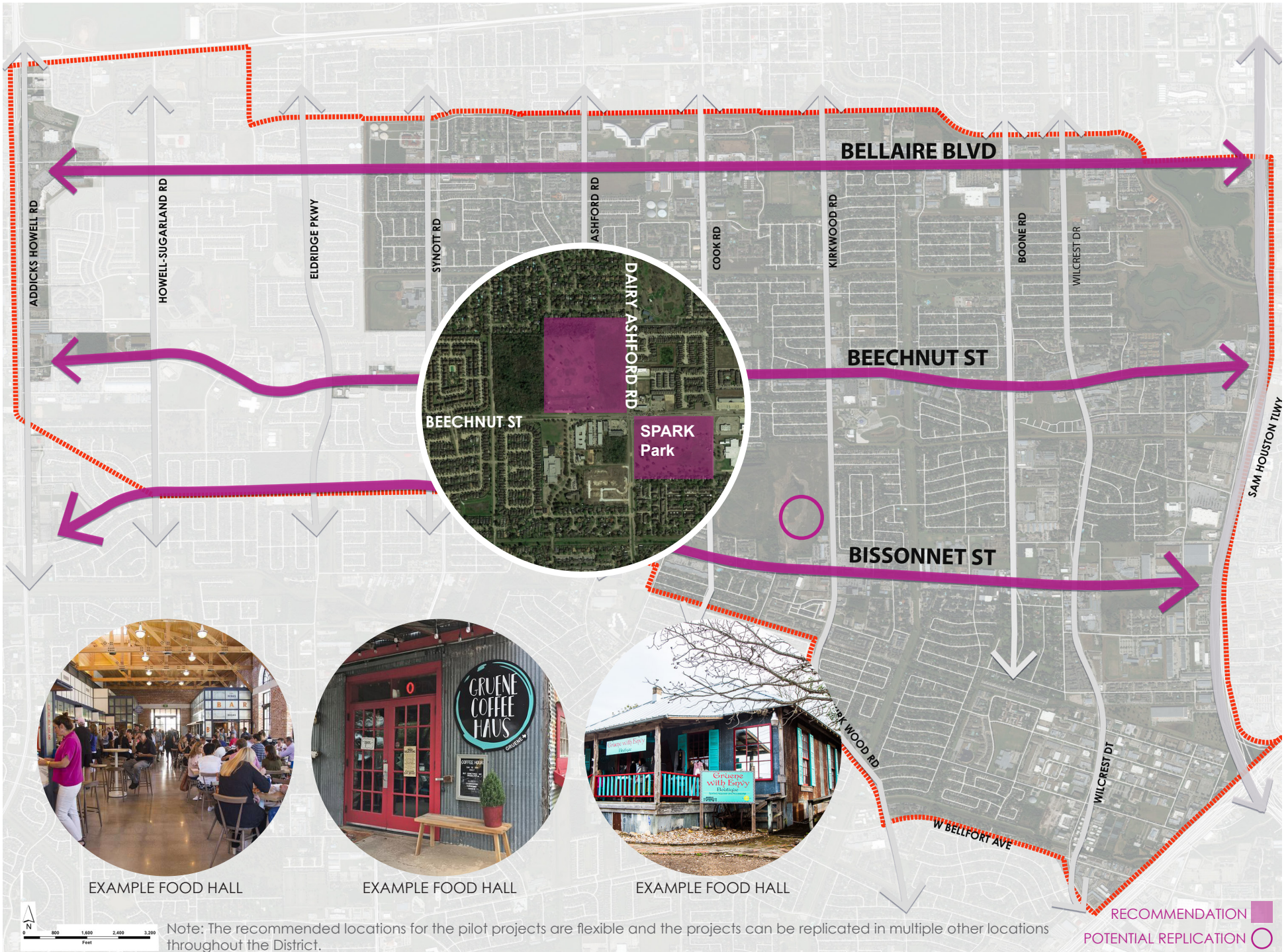
- Create food truck parks - this allows for the food hall to start operating before any major construction begins
- Construct a permanent food hall – support the concept and partner with Alief ISD, HOPE clinic, and developers and property owners by assisting with applying for grants, and assisting with the City of Houston incentives program and permitting process



EXAMPLE FOOD HALL

Potential Replication

- It's hard to replicate this project because market could only support one food hall in the District, but parking lots can be activated to be used as additional food truck parks.
- In addition to the recommended locations in the vicinity of the SPARK Park and Nature Center, the SugarHill Golf Course site can also be used for a food hall as a part of a mixed use development once the environmental contamination is cleaned up.



Expand The SPARK Park and Nature Center

Associated Project Goals:

1 International Character

5 Healthy Lifestyle

6 Economic Competitiveness

Proposed Improvements

- Expand community garden area to add international vegetables to the planting plan
- Work with HOPE Clinic to develop a walking trail, gazebo, and other improvements to the community garden

Project Impact

- Provide the community with a gathering space
- Provides opportunity to increase the area schools' programs and community participation
- Creates an avenue for providing locally grown fresh produce to area restaurants and chefs

Phasing

- Expand the boundary of community garden
- International vegetable patch for vegetables and fruits from District residents' home countries
- Work with volunteers and area nonprofits to create a walking trail and gazebo at the garden to provide a community gathering place

Potential Replication

- These community gardens can be replicated at most of the District's schools and on vacant lots within the District.





IMD COMMUNITY VOLUNTEERS

IMD COMMUNITY GARDEN

IMD COMMUNITY GARDEN

RECOMMENDATION

Note: The recommended locations for the pilot projects are flexible and the projects can be replicated in multiple other locations throughout the District.

Expand The Culinary Program

Associated Project Goals:

1 International Character

5 Healthy Lifestyle

6 Economic Competitiveness

Proposed Improvements

- Add International cuisine to the existing program
- Use the SPARK Park and Nature Center for fresh produce
- Partner with community organizations such as HOPE Clinic's incubator kitchen program
- Develop partnerships with U of H culinary program as well as with some of the City's internationally renowned Chefs through meal critiques, one-time classes, food events and so on.

Project Impact

- Partnership with HOPE Clinic nutrition and kitchen incubator program will promote healthy lifestyles for students and in the community.
- This program can also be a start for entrepreneurship by doubling as a kitchen incubator for small restaurant startups in the area.
- Using produce from the SPARK Park and Nature Center will be a first step to promoting the area for both International foods and the sustainable and healthy "Farm-to-Table" concept.

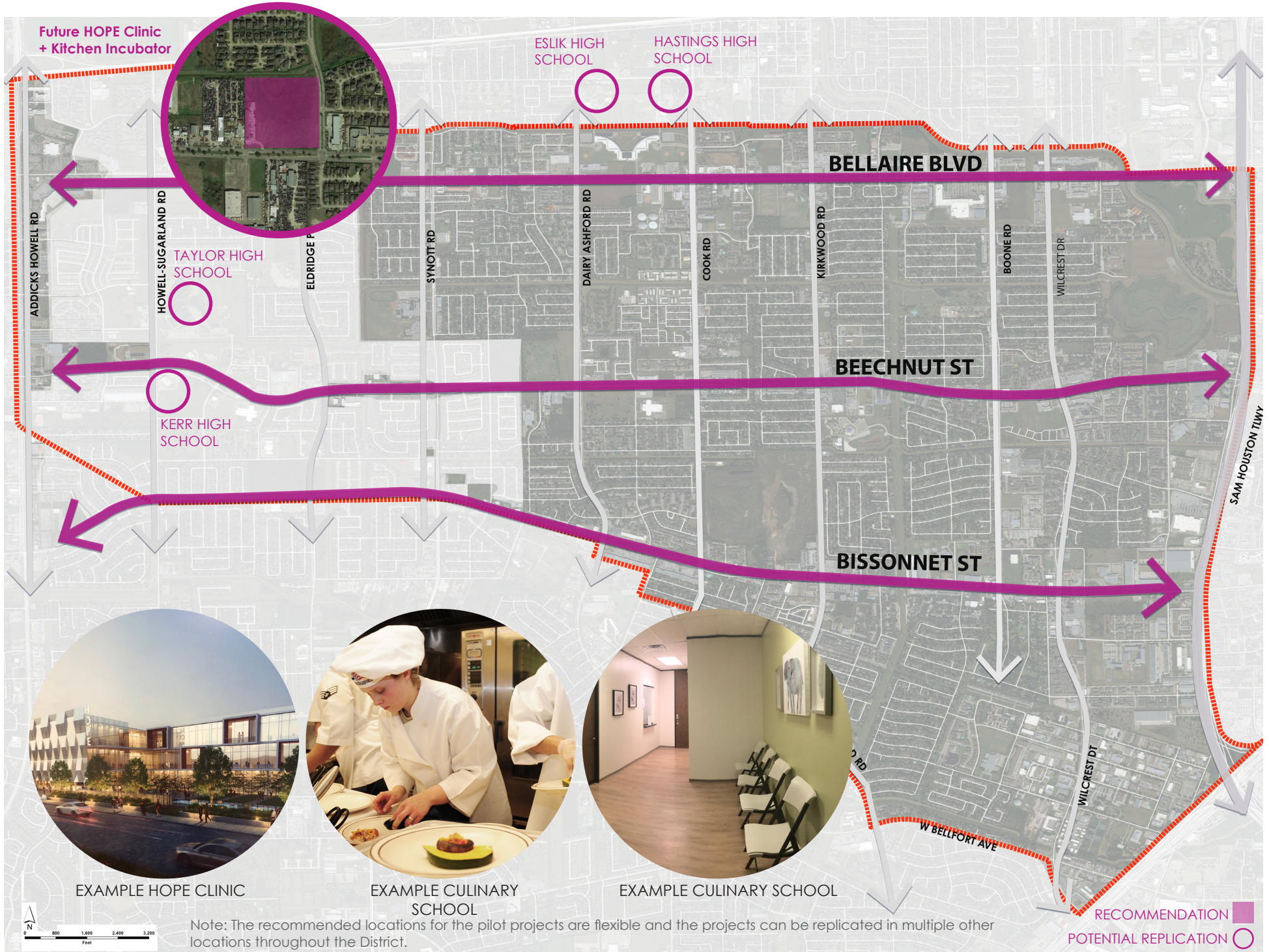
Phasing

- Allow HOPE Clinic to start their kitchen incubator program at the Alief ISD's Culinary Program kitchen.
- Once HOPE Clinic completes construction of its' new facilities, which includes a commercial kitchen within the District boundaries, that can begin teaching culinary classes at that facility also.

Potential Replication

- Potentially all restaurants in the area could be used to expand the culinary arts program in their commercial kitchens.
- The existing restaurants can also promote the "Farm-to-Table" concept by using fresh produce from the expanded the SPARK Park and Nature Center





Housing Choice: Recommendation 15

The market analysis conducted for the study shows an estimated demand of 24 homes by 2025, the Study recommends townhomes with estimated sales prices ranging from \$160,000 to \$275,000. This pricing is competitive with both Terra Del Sol and Crescent Park Village, which are in the District. Townhome units should range from 1300 square feet to 2200 square feet. The market offers 2 bedrooms/2 bath, 3 bedrooms/2 bath, and 4 bedrooms/2.5 bath units. Amenities are not needed with the Townhome development in the District (pool, fitness club, etc.). HOA fees should range from \$150 to \$225 per month, which includes yard maintenance, trash, and pool maintenance. The level of amenities will determine the pricing for the townhomes.

The majority of the multifamily units in the IMD are Class B and C. There is one new property in the IMD, and it is Class A with rents at \$1.43 per square foot and is 66% occupied. The accumulated supportable demand for a Class A apartment project in the District will eventually exist. In the

medium to long term, however as long as overall economic conditions related to the oil and gas industry do not have another drastic downturn, IMD should support Class A multifamily only when the existing Class A is at lease up.

The multifamily demand in the District is a prime Class B market, and subsidized apartments are also a strong option in this District, given the income levels and the age, condition of existing properties. Required amenities have become relatively standard, and a new multifamily property should include those. A way to encourage higher quality multifamily would be to incentive new and redevelopment of multifamily as a part of a mixed-use development with higher design standards.

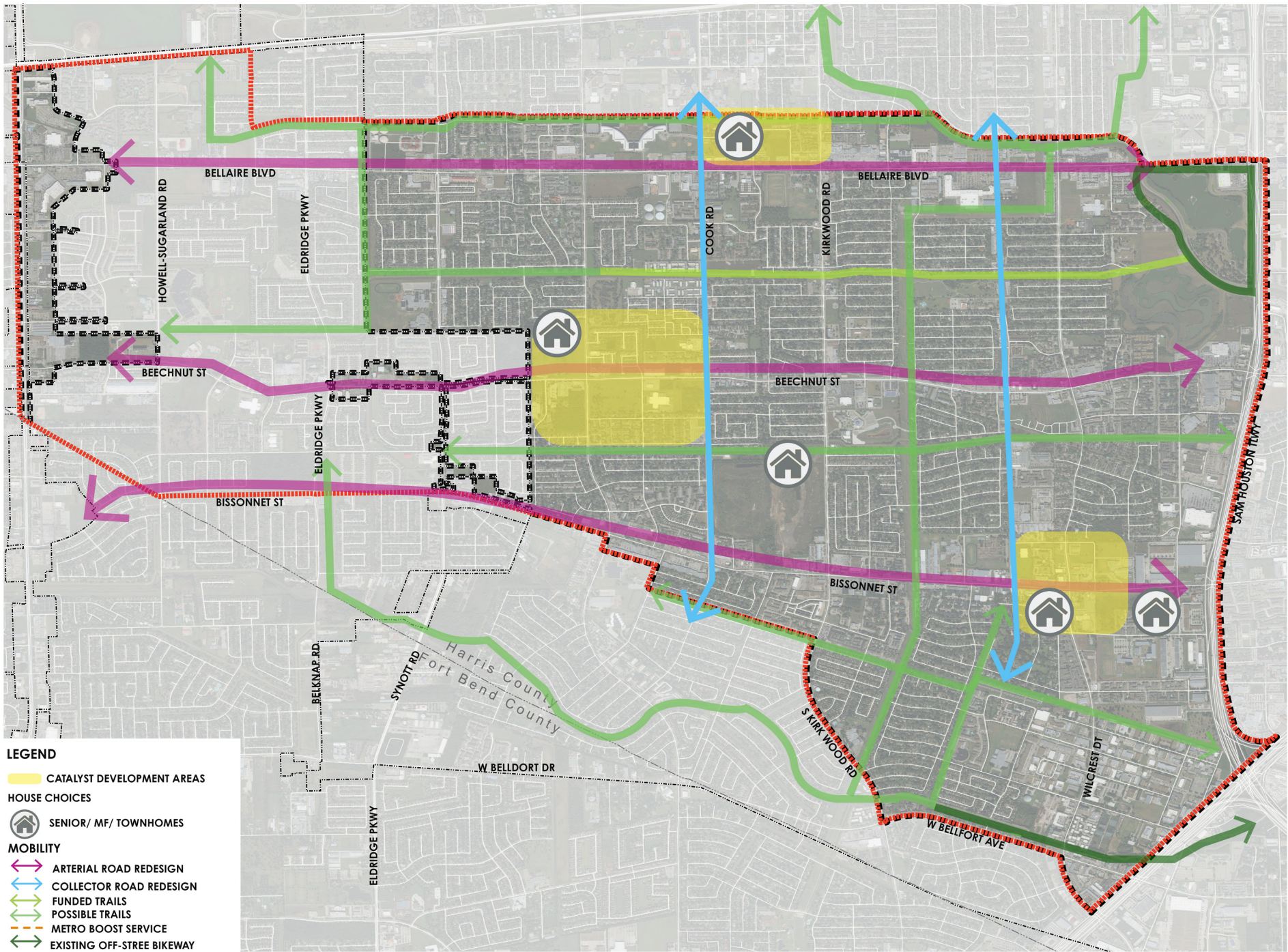
The District could capture 100% of the estimated senior housing market growth based on the percentage of households age 55 and older currently renting in the IMD and the lack of senior housing in the area. The total future IMD household

growth results in 1,960 additional renters in the next five years (by 2023) age 55 and older .

Senior housing appears to be feasible at this time in the Study area for both "for lease" and "for sale." Approximately 20.6% of the renters in the IMD could qualify for restricted rent units that are currently prevalent in the District.

Class B+ Senior Housing units would be appropriate for this market for market-rate units. Townhomes may be more appealing to this group of renters whose income levels could qualify from \$1,500 to \$1,700 based on median income levels. 2 bedrooms/2 bath units can be supported in this price range for rental townhomes. Based on the sales, the team recommends 2 bedrooms/2 bath and 3 bedrooms/2 bath units for Seniors with amenities that include clubhouse, fitness center, aerobics, multi-purpose room, library, arts and crafts, ballroom, billiards, catering kitchen, pool, beach, and walking/biking trails.





LEGEND

- CATALYST DEVELOPMENT AREAS
- HOUSE CHOICES
- SENIOR/ MF/ TOWNHOMES
- MOBILITY
- ARTERIAL ROAD REDESIGN
- COLLECTOR ROAD REDESIGN
- FUNDED TRAILS
- POSSIBLE TRAILS
- METRO BOOST SERVICE
- EXISTING OFF-STREET BIKEWAY

Senior Housing At Bellaire Boulevard and Cook Road

Associated Project Goals:



Healthy Lifestyle



Economic
Competitiveness



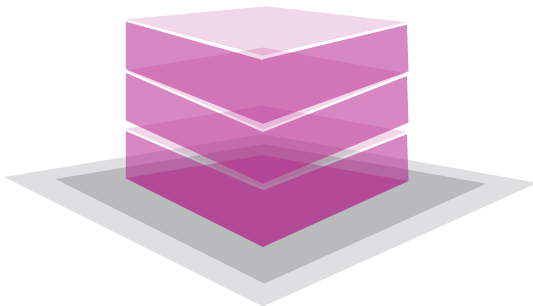
Housing
Choices

Proposed Improvements

- Support affordable senior housing developments on the vacant parcels at the NE intersection of Bellaire Boulevard and Cook Road.
- Assist in navigating the permitting process
- Assist with economic incentives
- Public Realm/pedestrian improvements to connect the senior housing to the new community center

Potential Replication

- On developable vacant land parcels in proximity to trails, transit, community center, community gathering places, or cultural assets



Project Impact

- Connects aging population to the retail and restaurants along Bellaire Boulevard
- Connect seniors to the new community center, public transit, future trails, and schools' facilities
- Develops unused or underutilized space

Phasing

- Support and encourage the developer and property owner that seeks to build senior housing at this location.
- Install enhanced amenities to create a safe, pedestrian friendly connection between senior housing and area attractions and amenities.





Note: The recommended locations for the pilot projects are flexible and the projects can be replicated in multiple other locations throughout the District.





4

IMPLEMENTATION PLAN

PROJECT IMPLEMENTATION

POTENTIAL COST

PROJECT	COST	POTENTIAL FUNDING SOURCES							
		District Assessment	TIRZ Funding	MPO / TxDOT /METRO	Federal Grants	State Grants	Local Govt. Funding	Private Sources	
01	Gateway at Beltway 8 and Bellaire Boulevard	\$1,285,562.50	X	X		X	X		X
02	Enhance Bus Stops On Bellaire Boulevard	\$400,000	X	X	X				X
03	Curb Cut Closures Along Bellaire Boulevard	\$11,200	X	X	X	X	X	X	X
04	Catalyst Site 1 (Boone Road And Bissonnet Street)	Developer Pro-Forma		X		X		X	X
05	Catalyst Site 2 (Wilcrest Drive And Bissonnet Street)	Developer Pro-Forma		X		X		X	X
06	Parking Lot Activation along Bellaire Boulevard	\$6,280.00	X					X	X
07	Neighborhood Connector (Around Catalyst Site 1)	\$579,155.50	X	X	X	X	X	X	X
08	Centerpoint Easement Trail	\$2,113,695.00	X	X	X	X	X	X	X
09	Boone Road Redesign (Off-Street/On-Street)	\$10,469,777.42/\$9,993,658.70		X	X	X	X	X	
10	Bellaire Boulevard Reimagined (Restriping/Section A)	\$648,881.50/\$9,790,936.10		X	X	X	X	X	
11	Establish An International Food Festival	\$5,000.00 (Based on Other IMD Festivals)	X						X
12	Build a Food Hall	Developer Pro-Forma	X	X	X	X	X	X	X
13	Expand The SPARK Park and Nature Center	Current Costs	X						X
14	Expand the Alief ISD Culinary Program	Alief ISD Annual Budget							X
15	Senior Housing at Bellaire Boulevard and Cook Road	Developer Pro-Forma				X		X	X

Gateway at Beltway 8 and Bellaire Boulevard

Increase the branding and awareness of and for the District by creating easily identifiable gateways into the District.

Associated Project Goals:

- 1

International Character
- 3

Connectivity
- 6

Economic Competitiveness

PARTNERS:	IMPLEMENTERS:	PROJECT CHAMPIONS:	FUNDING SOURCES:	ACTIONS:
COH PWE COH Planning H-GAC TxDOT HCTRA	Houston Parks Board Conservancy (501(c)(3) foundation proposed for the Cultural Gate in Art Storey Park	Rogene Calvert - Outreach Strategists Supporters: Wea Lee - IMD Board for Area resources Melissa Beeler - Planning & Development Department for City contact for Murals and tactical urbanism Sheela M Turner - Harriet Latimer & Associates for Fundraising	IMD Budget HCTRA Landscape Improvement Budget US HUD –Community Development Block Grant US HUD –Choice Neighborhood Implementation Grant Area business sponsorships and other private donations	<ol style="list-style-type: none"> 1) Assign the project to an IMD Committee to work with the Project Champions. 2) Secure TXDOT Houston District point of contact prior to design phase. Develop a request for proposal to hire a consulting firm to develop technical plans, more accurately estimate the costs and manage all aspects of permitting and installation of the gateway. 3) Identify and procure funding.



ITEM	UNIT PRICE	APPROXIMATE QUANTITY	TOTAL COST
Site Preparation - Survey/Demolition/Site Clearing	\$50,000.00	1	\$50,000.00
Decorative Column Wraps	\$15,000.00	10	\$150,000.00
International District Channel Letters	\$5,000.00	1	\$5,000.00
Channel Letters for the Decorative Column Wraps	\$80,000.00	1	\$80,000.00
Decorative Pavers	\$135,000.00	1	\$135,000.00
Planters	\$2,500.00	12	\$30,000.00
Bollards	\$1,800.00	60	\$108,000.00
Art Mural	\$35,000.00	2	\$70,000.00
Electrical Service	\$10,000.00	1	\$10,000.00
Electrical Power for Channel Lit Letters and Art Mural Lighting	\$50,000.00	1	\$50,000.00
Lighting for International District Channel Letters	\$4,500.00	1	\$4,500.00
Lighting for Decorative Column Wrap Channel Letters	\$7,500.00	10	\$75,000.00
Art Mural Lighting	\$10,000.00	2	\$20,000.00
Shrubs	\$25,000.00	1	\$25,000.00
Plant Soil Mix	\$20,000.00	1	\$20,000.00
Irrigation	\$5,000.00	1	\$5,000.00
Total			\$ 837,500.00
Design Consultation, Survey, Testing, Fees, Permitting, Etc. @ 30%			\$ 251,250.00
Construction Contingency @ 20%			\$ 167,500.00
Construction Management @ 3.5%			\$ 29,312.50
GRAND TOTAL			\$1,285,562.50

Notes:

- High-level-development costs are based on similar sized projects and numbers acquired from contractor's bid submission for unit pricing.
- High-level-development costs have been created by a Landscape Architect and not a professional construction contractor. The accuracy of this cost estimate is conceptual in nature and cannot be guaranteed.
- This price does not include design costs

Enhance Bus Stops On Bellaire Boulevard

Enhanced bus stops will create a safer and more appealing environment for transit users, invite more users, and enhance the creation of unique identity and branding efforts of the District.

Associated Project Goals:

- 

1 International Character
- 

2 Transportation Choices
- 

3 Connectivity
- 

4 Safety
- 

6 Economic Competitiveness

PARTNERS:	IMPLEMENTERS:	PROJECT CHAMPIONS:	FUNDING SOURCES:	ACTIONS:
IMD METRO Property Owners (adjacent to the bus stop)	METRO IMD	Stephen Le, Jr. - IMD Economic Development Committee Supporters: Susan Jaworski - METRO for coordination Shiela Turner - Harriet Latimer & Associates for Fundraising	Albert & Ethel Herzstein Charitable Foundation - Grant program Communities Foundation of Texas - - Grant program IMD Budget METRO maintenance and replacement budget	<ol style="list-style-type: none"> 1) Solicit partnership with Houston METRO prior to design phase. 2) Procure funding to work with a designer for the new bus stop concept design and hire the designer. 3) Identify a manufacturer to develop and install the new bus stops. 4) Coordinate efforts with METRO and the neighboring management district.

ITEM	UNIT PRICE	APPROXIMATE QUANTITY	TOTAL COST
Bus Stop (Custom design and fabrication with district branding)	\$40,000	10	\$ 400,000.00

LUMP SUM

\$400,000.00

Curb Cut Closures Along Bellaire Boulevard

There are many opportunities to share commercial parking and reduce curb cuts to reduce sidewalk disruption and dangerous left turns thereby increasing both pedestrian and vehicular safety

Associated Project Goals:

3 Connectivity

4 Safety

PARTNERS:	IMPLEMENTERS:	PROJECT CHAMPIONS:	FUNDING SOURCES:	ACTIONS:
Property Owners	Property Owners IMD	Donnie Chang - ABC Realty Advisors Supporters: Wea Lee - IMD Board Chair for IMD funding Isaac Perez - H-GAC Local Development Corporation funding	Houston Endowment - Capital Improvement Grant H-GAC/ TxDOT funding Cullen Foundation - Public Service Grant Kinder Foundation - Open Space Grants	<ol style="list-style-type: none"> 1) Conduct an access management study to identify the curb cuts to be closed. 2) Get buy-in for the project from the property owners along Bellaire Boulevard 3) Hire a traffic engineer to design and install connections between the parking lots - both pedestrian and vehicular. 4) Procure funding for the project

ITEM	UNIT PRICE	APPROXIMATE QUANTITY	TOTAL COST
Curb Cut Closures (City of Houston Standards)	\$7,000	1 (Depends on Final Study)	\$ 7,000.00
New Curbs			
New Sub-Base			
Sidewalk			
Sodding			
Total			\$ 7,000.00
Landscaping 10%			\$ 700.00
Construction Variability 50%			\$ 3,500.00
Grand Total			\$11,200.00

Catalyst Site 1: Boone Road And Bissonnet Street

Create development that is in character with the Districts but of quality that will bring money into the area.

Associated Project Goals:

- 5

Healthy Lifestyle
- 6

Economic Competitiveness
- 7

Housing Choices

PARTNERS:	IMPLEMENTERS:	PROJECT CHAMPIONS:	FUNDING SOURCES:	ACTIONS:
<p>Property Owners Developers, Banks Investors COH PW&E COH Planning COH Economic Development</p>	<p>Property Owners Developers</p>	<p>James Birney - Stone Mountain Properties</p> <p>Supporters: IMD and Donnie Chang - ABC Realty Advisors for buy in from property owners Andrea Caracostis - HOPE Clinic contact for housing needs Wea Lee - IMD Board Chair for Media support for marketing the properties</p>	<ol style="list-style-type: none"> 1) Texas Department of Housing and Community Affairs - Housing Tax Credit (HTC) Program, Multifamily Mortgage Revenue Bond Program, Multifamily Direct Loan Program, Community Services Block Grant Program, and Single Family Development for Community Housing Development Organizations. 2) US HUD - Community Development Block Grant, and Choice Neighborhood Implementation Grant 	<ol style="list-style-type: none"> 1) Market concept plan created by this study. 2) Connect/introduce the property owner, developers, and banks. 3) Assist in improving the public realm and infrastructure serving the project. 4) Assist the developer in bridging the gap between existing market and the desired product through incentives and grants.



Catalyst Site 2: Wilcrest Drive And Bissonnet Street

Create development that is in character with the Districts but of quality that will bring money into the area.

Associated Project Goals:

- 5

Healthy Lifestyle
- 6

Economic Competitiveness
- 7

Housing Choices

PARTNERS:	IMPLEMENTERS:	PROJECT CHAMPIONS:	FUNDING SOURCES:	ACTIONS:
<p>Property Owners Developers, Banks Investors COH PW&E COH Planning COH Economic Development</p>	<p>Property Owners Developers</p>	<p>James Birney - Stone Mountain Properties</p> <p>Supporters: IMD and Donnie Chang - ABC Realty Advisors to buy in from property owners</p> <p>Andrea Caracostis - case for housing needs in the District</p> <p>Wea Lee - IMD Board Chair for Media support for marketing the properties</p>	<p>1) Texas Department of Housing and Community Affairs - Housing Tax Credit (HTC) Program, Multifamily Mortgage Revenue Bond Program, Multifamily Direct Loan Program, Community Services Block Grant Program, and Single Family Development for Community Housing Development Organizations.</p> <p>2) US HUD - Community Development Block Grant, and Choice Neighborhood Implementation Grant.</p>	<p>1) Market concept plan created by this study.</p> <p>2) Connect/introduce the property owner, developers, and banks.</p> <p>3) Assist in improving the public realm and infrastructure serving the project.</p> <p>4) Assist the developer in bridging the gap between existing market and the desired product through incentives and grants.</p>



Parking Lot Activation along Bellaire Boulevard

Large and small projects that will create places for the diverse population of the District to gather and interact, creating a sense of true community.

Associated Project Goals:



1 International Character



6 Economic Competitiveness

PARTNERS:	IMPLEMENTERS:	PROJECT CHAMPIONS:	FUNDING SOURCES:	ACTIONS:
Department of Transformation Alief Superneighborhood Property Owners Area Businesses H-GAC	IMD Property Owners	Andrea Caracotis - HOPE Clinic community initiative Supporters: Donnie Chang - ABC Realty Advisors for buy-in from property owners Sheila Turner - Harriet Latimer & Associates for fundraising Jorge Bustamantes - DOTr contact for tactical urbanism Melissa Beeler - COH Planning & Development Department contact for tactical urbanism	US HUD - Community Development Block Grant, and Choice Neighborhood Implementation Grant IMD budget Private fundraising	1) Use landscaped planters and stand up delineators to separate the cars and parking activity from the plaza space. 2) Program the temporary plaza with live music, food trucks, and games. 3) Add movable tables and chairs. 4) Work with the businesses in the shopping center to provide oversight for the plaza functions and storage of the temporary furniture and other easily movable elements at night.

ITEM	UNIT PRICE	APPROXIMATE QUANTITY	TOTAL COST
Wooden Crate Planters	\$9 - \$15	32	\$ 288.00
Stand up Delineators	\$26 - \$34	24	\$ 624.00
Chalk	\$5 - \$15 per 15 oz.	9	\$ 45.00
Movable Tables	\$20 - \$165	10	\$ 200.00
Movable Chairs	\$15 to \$120	20	\$ 300.00
Misc. Materials			\$ 2,000.00
Total			\$ 4,000.00
Design Consultation, Survey, Testing, Fees, Permitting, Etc. @ 30%			\$ 1,200.00
Construction Contingency @ 20%			\$ 800.00
Construction Management @ 3.5%			\$ 140.00
GRAND TOTAL			\$6,280.00

Notes:
 * High-level-development costs are based on similar sized projects and numbers acquired from contractor's bid submission for unit pricing.
 * High-level-development costs have been created by a Landscape Architect and not a professional construction contractor. The accuracy of this cost estimate is conceptual in nature and cannot be guaranteed.
 * This price does not include design costs

Neighborhood Connector (Around Catalyst Site 1)

Break up the superblocks by creating more connections between neighborhoods and public spaces to allow residents to walk or bike for nearby trips instead of depending upon their cars for all movements within and out of the District.

Associated Project Goals:

2 Transportation Choices
 3 Connectivity
 4 Safety
 5 Healthy Lifestyle

PARTNERS:	IMPLEMENTERS:	PROJECT CHAMPIONS:	FUNDING SOURCES:	ACTIONS:
Property Owners H-GAC COH PW&E and COH Planning Bike Houston Harris County Parks Harris County Flood Control	Property Owners IMD COH	Concepcion Camarillo - HOPE Clinic Supporters: Melissa Beeler - COH Planning & Development Department contact for tactical urbanism Megan Campbell - COH PW&E contact	Texas Parks & Wildlife - Recreational Trails Grant US DOT - Transportation Improvement Generating Economic Recovery TX DOT - Transportation Alternatives Houston Endowment - Capital Improvement Grant Kinder Foundation – Open Space Grant Cullen Foundation – Public Service Grant	1) Work with Alief ISD to get buy-in from neighboring property owners 2) Procure funding for design, cost estimate, and construction 3) Hire a consultant/contractor to construct the trail connection

ITEM	UNIT PRICE	APPROXIMATE QUANTITY	TOTAL COST
Neighborhood Connector 20 ft wide next to schools	\$7.00 per square foot	1465 lineal feet	\$205,100.00
Neighborhood Connector 20 ft through Catalyst site 1	\$7.00 per square foot	1230 lineal feet	\$172,200.00

- Total
- Design Consultation, Survey, Testing, Fees, Permitting, Etc. @ 30%
- Construction Contingency @ 20%
- Construction Management @ 3.5%

\$377,300.00
\$113,190.00
\$75,460.00
\$13,205.50

GRAND TOTAL

\$579,155.50

Notes:
 * High-level-development costs are based on similar sized projects and numbers acquired from contractor's bid submission for unit pricing.
 * High-level-development costs have been created by a Landscape Architect and not a professional construction contractor. The accuracy of this cost estimate is conceptual in nature and cannot be guaranteed.
 * This price does not include design costs

Centerpoint Easement Trail

Opportunity for a network of trails that connect neighborhoods, parks, and retail throughout the District and thereby create a secondary transportation network within the District.

Associated Project Goals:

2 Transportation Choices
3 Connectivity
4 Safety
5 Healthy Lifestyle

PARTNERS:	IMPLEMENTERS:	PROJECT CHAMPIONS:	FUNDING SOURCES:	ACTIONS:
CenterPoint Energy Harris County Flood Control District COH PW & E H-GAC	IMD Houston Parks Board	Andrea Caracostis and HOPE Clinic Staff Supporters: IMD Board Alief ISD Alief Super - Neighborhood Board	Texas Parks & Wildlife Department - Recreational Trails Grant, and Local Parks Grant People for Bikes - Community Grant US DOT - Transportation Improvement Generating Economic Recovery Federal Transit Administration - Urbanized Area Formula Program US HUD - Community Development Block Grant TX DOT - Transportation Alternatives, and Traffic Safety Grants	1) Partner with Houston Parks Board to work with Centerpoint and develop the trail design and manage construction 2) Procure funding for developing a concrete pavement for bike/ pedestrian

ITEM	UNIT PRICE	APPROXIMATE QUANTITY	TOTAL COST
Trail 10 ft	\$7 per square foot	19,600 linear feet	\$ 1,372,000.00
Misc. Along Trail			\$ 5,000.00

Total

Design Consultation, Survey, Testing, Fees, Permitting, Etc. @ 30%

Construction Contingency @ 20%

Construction Management @ 3.5%

\$ 1,377,000.00
\$ 413,100.00
\$ 275,400.00
\$ 48,195.00

GRAND TOTAL

\$2,113,695.00

Notes:
 * High-level-development costs are based on similar sized projects and numbers acquired from contractor's bid submission for unit pricing.
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 * This price does not include design costs

Boone Road Redesign

Redesign arterial streets to make them more human scale while making it safer for pedestrians and cars.

Associated Project Goals:



Transportation Choices



Connectivity



Safety



Healthy Lifestyle

PARTNERS:	IMPLEMENTERS:	PROJECT CHAMPIONS:	FUNDING SOURCES:	ACTIONS:
COH PW&E COH Planning H-GAC	IMD COH	Melissa Beeler - COH Planning & Development Department Supporters: Jorge Bustamante - contact at DOTr Megan Campbell - COH PW&E contact	COH – Capital Improvement Program (CIP) US DOT - Transportation Improvement Generating Economic Recovery (TIGER now renamed) US HUD - Community Development Block Grant, and Choice Neighborhood Implementation Grant TX DOT - Traffic Safety Grants	<ol style="list-style-type: none"> 1) Use tactical urbanism of the recommended cross section for six months to one year to collect data and get community buy-in. 2) Procure funding to hire a consulting firm to develop a 30% design review set. 3) Hire consultant and work with them to develop the final concept for the roadway. 4) Get approvals from the COH – 30% permit set (construction drawings), 90% permit set (construction drawings), and final permit set (construction drawings). 5) Work with the City staff and Council Member to get this project on the City's CIP list to get funding for construction.

Notes:

- High-level-development costs are based on similar sized projects and numbers acquired from contractor's bid submission for unit pricing.
- High-level-development costs have been created by a Landscape Architect and not a professional construction contractor. The accuracy of this cost estimate is conceptual in nature and cannot be guaranteed.
- This price does not include design costs

Off-Street Bicycle Lane Options

ITEM	UNIT PRICE	APPROXIMATE QUANTITY	TOTAL COST
Street Design and Construction			
LIME (HYD,COM or QK)(SLRY) or QK(DRY)	\$172.49	421	\$72,677.63
LIME TRT (SUBGRADE)(6")	\$4.25	35,200	\$149,600.00
CEMENT TREAT (NEW BASE) (6")	\$4.33	35,200	\$152,416.00
D-GR HMA TY-B PG64-22	\$65.31	1,936	\$126,440.16
CONC PVMT (CONT REINF - CRCP) (8")	\$71.98	32,267	\$2,322,554.67
Curb and Gutter			
CONC CURB & GUTTER (TY II)	\$48.78	26,400	\$1,287,792.00
CONC SIDEWALKS (4")	\$47.46	41,067	\$1,949,024.00
CURB RAMPS (TY 2)	\$1,554.31	40	\$62,172.40
Total			\$ 6,122,676.85
Drainage @ 15%			\$ 918,401.53
Illumination @ 5%			\$ 306,133.84
ITS @ 10%			\$ 612,267.69
Landscaping @ 8%			\$ 489,814.15
Signage @ 3%			\$ 183,680.31
Contingency @ 30%			\$ 1,836,803.06
GRAND TOTAL			\$10,469,777.42

On-Street Bicycle Lane Options

ITEM	UNIT PRICE	APPROXIMATE QUANTITY	TOTAL COST
Street Design and Construction			
LIME (HYD,COM or QK)(SLRY) or QK(DRY)	\$172.49	421	\$72,677.63
LIME TRT (SUBGRADE)(6")	\$4.25	35,200	\$149,600.00
CEMENT TREAT (NEW BASE) (6")	\$4.33	35,200	\$152,416.00
D-GR HMA TY-B PG64-22	\$65.31	1,936	\$126,440.16
CONC PVMT (CONT REINF - CRCP) (8")	\$71.98	32,267	\$2,322,554.67
Curb and Gutter			
CONC CURB & GUTTER (TY II)	\$48.78	26,400	\$1,287,792.00
CONC SIDEWALKS (4")	\$47.46	35,200	\$1,670,592.00
CURB RAMPS (TY 2)	\$1,554.31	40	\$62,172.40
Total			\$ 5,844,244.85
Drainage @ 15%			\$ 876,636.73
Illumination @ 5%			\$ 292,212.24
ITS @ 10%			\$ 584,424.49
Landscaping @ 8%			\$ 467,539.59
Signage @ 3%			\$ 175,327.35
Contingency @ 30%			\$ 1,753,273.46
GRAND TOTAL			\$9,993,658.70

Bellaire Boulevard Reimagined

Redesign arterial streets to make them more human scale while making it safer for pedestrians and cars.

Associated Project Goals:



Transportation Choices



Connectivity



Safety



Healthy Lifestyle

PARTNERS:	IMPLEMENTERS:	PROJECT CHAMPIONS:	FUNDING SOURCES:	ACTIONS:
COH PW&E COH Planning H-GAC HCTRA TXDOT	IMD COH	Melissa Beeler - COH Planning & Development Department Supporters: Megan Campbell - COH PW&E contact Anita Hollmann - H-GAC contact	COH – Capital Improvement Program (CIP) US DOT - Transportation Improvement Generating Economic Recovery (TIGER now renamed) US HUD - Community Development Block Grant, and Choice Neighborhood Implementation Grant TX DOT - Traffic Safety Grants	<ol style="list-style-type: none"> 1) Use tactical urbanism to restripe the roadway as recommended. 2) Procure funding to hire a consulting firm to develop a 30% design review set. 3) Hire consultant and work with them to develop the final concept for the Roadway. 4) Get approvals from the COH for the entire street, and from HCTRA, and TxDOT for the intersection with Beltway 8 – 30% permit set (construction drawings), 90% permit set (construction drawings), and final permit set (construction drawings). 5) Work with the City staff and Council Member to get this project on the City's CIP list to get funding for construction.

Notes:

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- High-level-development costs have been created by a Landscape Architect and not a professional construction contractor. The accuracy of this cost estimate is conceptual in nature and cannot be guaranteed.
- This price does not include design costs

Restriping

ITEM	UNIT PRICE	APPROXIMATE QUANTITY	TOTAL COST
Pavement Marking Restriping	\$2.00	12,000	\$24,000.00
Bike Lane Delineators	\$50.00	530	\$26,500.00
Bike Lane Color Pavement Treatment	\$2.00	42,000	\$84,400.00
Transit Lane Color Pavement Treatment	\$2.50	58,100	\$145,250.00
New Bus Stop Shelters	\$18,000.00	10	\$180,000.00
Total			\$ 460,150.00

Landscaping @ 8%

\$ 36,812.00

Signage @ 3%

\$ 13,804.50

Contingency @ 30%

\$ 138,045.00

GRAND TOTAL

\$648,811.50

Section A Redesign

ITEM	UNIT PRICE	APPROXIMATE QUANTITY	TOTAL COST
Street Design and Construction			
LIME (HYD,COM or QK)(SLRY) or QK(DRY)	\$172.49	583	\$100,537.38
LIME TRT (SUBGRADE)(6")	\$4.25	48,693	\$206,946.67
CEMENT TREAT (NEW BASE) (6")	\$4.33	48,693	\$210,842.13
D-GR HMA TY-B PG64-22	\$65.31	2,678	\$174,911.28
CONC PVMT (CONT REINF - CRCP) (8")	\$71.98	47,520	\$3,420,489.60
Curb and Gutter			
CONC CURB & GUTTER (TY II)	\$48.78	21,120	\$1,030,233.60
CONC SIDEWALKS (4")	\$47.46	11,733	\$556,864.00
CURB RAMPS (TY 2)	\$1,554.31	16	\$24,868.96
Total			\$ 5,725,693.63
Drainage @ 15%			\$ 858,854.04
Illumination @ 5%			\$ 286,284.68
ITS @ 10%			\$ 572,569.36
Landscaping @ 8%			\$ 458,055.49
Signage @ 3%			\$ 171,770.81
Contingency @ 30%			\$ 1,717,708.09
GRAND TOTAL			\$9,790,936.10

Establish An International Food Festival

Attract people and businesses to the District by helping with marketing and branding the area for "Farm-to-Table" based on the variety of food that comes with the international diversity of the District.

Associated Project Goals:



International Character



Healthy Lifestyle



Economic Competitiveness

PARTNERS:	IMPLEMENTERS:	PROJECT CHAMPIONS:	FUNDING SOURCES:	ACTIONS:
Alief ISD Hope Clinic SPARK Park and Nature Center	IMD	IMD staff and Board Supporters: Andrea Caracostis & Tabbie Saenz - HOPE Clinic HD Chambers - Alief ISD Barbara Quattro - Alief Superneighborhood Anness Jensen - International Bank of Commerce (IBC)	IMD budget Area Restaurant sponsorships IBC Bank	<ol style="list-style-type: none"> 1) Procure funding 2) Recruit volunteers to organize and run the festival 3) Coordinate with Alief ISD and Hope Clinic for the community to use their commercial kitchens 4) Coordinate with the SPARK Park and Nature Center to use their produce and space around the gardens for a festival



Build A Food Hall

Attract new business startups to the District by marketing and branding the area for "Farm-to-Table" based on the variety of food cultures that come with the international diversity of the District.

Associated Project Goals:



International Character



Healthy Lifestyle



Economic Competitiveness

PARTNERS:	IMPLEMENTERS:	PROJECT CHAMPIONS:	FUNDING SOURCES:	ACTIONS:
Alief ISD HOPE Clinic H-GAC COH economic development SPARK Park and Nature Center	IMD Alief ISD Hope Clinic	HD Chambers Alief ISD and Tabbie Saenz HOPE Clinic Supporters: Sheila Turner - Harriet Latimer & Associates contact for fundraising Isaac Perez - H-GAC contact for Local Development Corporation funding	Private developers Alief ISD budget HOPE Clinic H-GAC Local Development Corporation	<ol style="list-style-type: none"> 1) Assist property owners to attract developers by marketing this concept by establishing a Food Truck Court on identified property 2) Identify and procure funding for permanent food hall facility (either standalone or as a part of a mixed use development)



Expands The SPARK Park and Nature Center

Enhance the concept of “Farm-to-Table” which will improve the live-work-play environment, reduce time spent in driving, and raise the economic conditions in the District while providing employment to residents within the District.

Associated Project Goals:



International
Character



Healthy Lifestyle



Economic
Competitiveness

PARTNERS:	IMPLEMENTERS:	PROJECT CHAMPIONS:	FUNDING SOURCES:	ACTIONS:
Alief ISD Area Restaurants HOPE Clinic	Alief ISD Alief Superneighborhood IMD	Charles Wood and HD Chambers - Alief ISD Supporters: Tabbie Saenz - contact at HOPE Clinic Barbara Quattro - contact at Alief Superneighborhood Natali Hurtado - contact at IMD	Alief ISD IMD HOPE Clinic	<ol style="list-style-type: none"> 1) Identify area for expansion 2) Create a planting plan that includes specific international themed produce 3) Procure funding for gardening materials 4) Organize volunteers



Expand The Culinary Program

Training the workforce in the District in "Farm-to-Table" concept with an international flavor will help enhance and market the international identity of the area while providing employment to residents in the area.

Associated Project Goals:



International
Character



Healthy Lifestyle



Economic
Competitiveness

PARTNERS:	IMPLEMENTERS:	PROJECT CHAMPIONS:	FUNDING SOURCES:	ACTIONS:
Alief ISD Area Restaurants HOPE Clinic SPARK Park and Nature Center	Culinary Program at Alief ISD Career Center Community College UOH Culinary Program	HD Chambers and the Alief Career Center team Supporters: Tabbie Saenz - contact at HOPE Clinic	Alief ISD UOH Culinary Program Community College	<ol style="list-style-type: none"> 1) Evaluate the existing culinary program curriculum with the recommended concepts and identify the gaps 2) Work with community college and UOH to develop additions to the curriculum to make it align with the international theme of the area 3) Work with HOPE Clinic to partner with the kitchen incubator program for the Alief community



Senior Housing at Bellaire Boulevard and Cook Road

Ensure that housing is both affordable and implementable by encouraging market-driven housing in the area. A variety of affordable housing in the District can be achieved by supporting Class B+ senior housing units with rents in the \$.25 per square foot average, Class B and subsidized multifamily with standard amenities (both new and redevelopment), and townhomes priced between \$160,000 to \$275,000.

Associated Project Goals:

5 Healthy Lifestyle
 6 Economic Competitiveness
 7 Housing Choices

PARTNERS:	IMPLEMENTERS:	PROJECT CHAMPIONS:	FUNDING SOURCES:	ACTIONS:
COH Housing Advocates Property owners Developers	IMD COH Housing Advocates Property Owners Developers H-GAC	Fred Bhandara - IMD Board Member Supporters: Ellen Rourke - developer and housing finance professional Andrea Caracostis - HOPE Clinic contact to build the case for housing needs Isaac Perez - contact for H-GAC Local Development Corporation	H-GAC local development corporation loans Texas Department of Housing and Community Affairs - Housing Tax Cred (HTC) Program, Multifamily Mortgage Revenue Bond Program, Multifamily Direct Loan Program, Community Services Block Grant Program, and Single Family Development for Community Housing Development Organizations. US HUD - Community Development Block Grant, and Choice Neighborhood Implementation Grant	<ol style="list-style-type: none"> 1) Contact the property owner/ (s) and discuss the ideas from the recommendations 2) Connect/introduce the property owner, developers, and banks 3) Assist in improving the public realm and infrastructure serving the project 4) Assist the developer in bridging the gap between existing market and the desired product through incentives and grants.







5

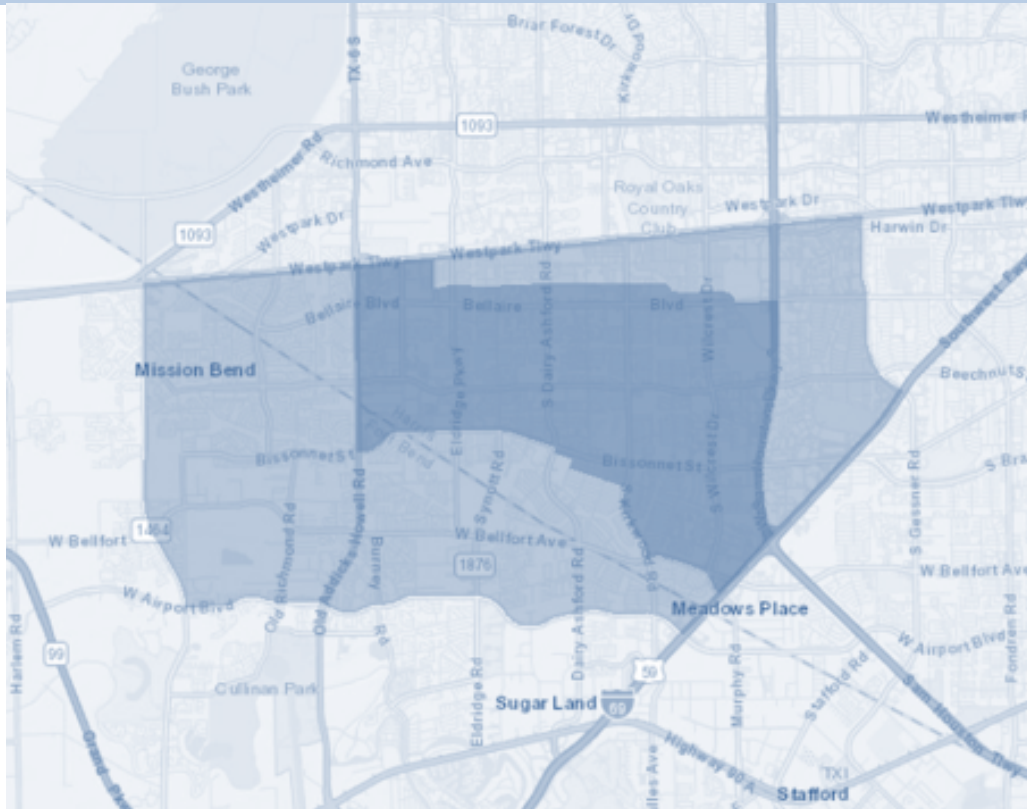
APPENDIX

- Market Study
- Public Engagement
- Air Quality Report

INTERNATIONAL MANAGEMENT DISTRICT

LIVABLE CENTER

MARKET ASSESSMENT



PREPARED BY:



Appendix: Market Study

Introduction

The following pages summarize the research and analysis performed by CDS Community Development Strategies for the International Management District Livable Center Study of the Houston-Galveston Area Council. It contains an overview of the market conditions and opportunities that will ultimately shape the recommendations for revitalization, redevelopment, and general enhancement of the Livable Center Study Area.

Single Family Housing

The CMA includes approximately 88,770 housing units of which 51% are owner occupied. The median housing value of owner-occupied homes is \$136,090. approximately 40% of the housing units are multifamily (38,511 units) in structures of at least five units. Comparatively the IMD includes 32,051 units of which only 44% are owner-occupied with a median value of \$118,677. A little over 40% are multifamily units.

Given the estimated demand of 24 homes by 2025, CDS recommends townhomes in the study area.

- Based on sales, townhomes are warranted in this market.
- CDS estimates that sales prices should range from \$160,000 to \$275,000 for townhome development. This pricing is competitive with both Terra Del Sol and Crescent Park Village which is in the District.
- Townhome units should range from 1300sf to 2200sf. The market offers 2/2, 3/2, and 4/2.5 units. CDS recommends these units.
- Amenities do not need to be included in this market (pool, fitness club, etc).

- HOA fees should range from \$150 to \$225 per month which includes yard maintenance, trash, and pool maintenance. The level of amenities determines the pricing.

Multifamily Housing

CDS has found that the market includes 34,408 units in 156 properties. The occupancy rate is 92.1% with rental rates at \$0.98psf. The 12-month absorption for 2018 was a negative 116 units. There are 264 units under construction currently. Apartments are located throughout the CMA with clusters around Beltway 8. The Study Area/ International Management District includes 15,202 units in 67 properties. Vacancy is currently 7.68%. The five year average absorption has been positive with 32 units annually. Rents in the IMD range from \$625 per unit (Studio) to \$1,127 per unit (3 bedroom). On average, rents are at \$0.98psf. The average year built is 1986 so the inventory is over 30 years old.

The majority of the units in the IMD are Class B and C. There is one new property in the IMD and it is Class A with rents at \$1.43psf and is 66% occupied. The accumulated supportable demand for a Class A apartment project in the Study Area will eventually exist. In the medium to long term, however as long as overall economic conditions related to the oil and gas industry do not have another drastic downturn, the following parameters should apply:

- For the interim Class A needs to be at lease up before another property is considered in the IMD.
- This is a prime Class B market
- Subsidized apartments are certainly an option in this market given the income levels and the age, condition of existing properties.
- Required amenities have become relatively standard, and a new property should include those.

Senior Housing

There are currently 1,171 Senior units in the CMA, of these 919 Senior units are in the IMD. Vacancy is at 5.8% with rents on average at \$0.88psf. All Senior units are Affordable, There is one Class A property (250 units), With the exception of 252 units, all units in the CMA are located in the IMD.

- Senior Housing appears to be feasible at this time in the Study Area for both "For Lease" and "For Sale".
- Rent Restricted units are prevalent currently at an average of \$595/month or less than \$15,000 annually approximately 20.6% or 403 of the 1,960 renters in the IMD could qualify for these rental units.
- Class B+ units would be appropriate for this market for market rate units. Market rate would need a more detailed study given there are currently no units in the CMA which are market rate. CDS assumes the market could bear rents in the \$1.25psf average.
- Townhomes may be more appealing to this group of renters whose income levels could qualify from \$1500 to \$1700 based on median income levels. 2/2 units are warranted in this price range for rental townhomes.
- Based on the sales, CDS estimates that sales prices should range from \$140,000 to \$250,000 for Senior "For sale" townhome development.
- Townhome units should range from 1300sf to 2200sf. The market offers 2/2, 3/2, and 4/2.5 units. CDS recommends 2/2 and 3/2 units for Seniors.
- Amenities should include Clubhouse, fitness center, aerobics, multi-purpose room, library, arts & crafts, ballroom, billiards, catering kitchen, pool, beach, and walking/biking trails.

Retail Market

The IMD includes 398 retail buildings with 8,512,155sf (54.3% of the overall CMA). Rental rates are at \$12.49psf NNN which is slightly less than the CMA. Vacancy is at 4.7%. There is no additional square footage under construction in the IMD. The five-year average absorption has been positive at 46,647sf annually. There are two proposed buildings with 47,950sf.

CDS estimates that the District can absorb 217,200sf of retail over the next five years.

- The IMD has leakage in the Furniture and Home Furnishings category
- The Opportunity Analysis indicates that the District is lacking in Grocers, Bakers, New Auto Dealers, Used Auto Dealers, Furniture, Electronic Equipment, Restaurants, Coffee Shops, Pharmacy, and Banks
- As far as restaurants, the area is lacking in Chinese, Barbeque, Vietnamese, Cajun, and Seafood.
- Retailers over the next five years should be those which would fill the gaps in opportunities and stop the leakage.

Office Space

There are 136 office buildings totaling 8,099,282 square feet in the CMA. The vacancy rate is 18.0% and gross rents are at \$20.95psf. There is currently no sf under construction and none proposed. The last five year average absorption is a negative 58,904. The Study Area includes 57 buildings with 1,105,494sf. The office development is located along major roadways and in the Business Park area (along US Hwy 59). The Study Area includes 1.0% vacancy rate with rents at \$13.30psf. Very low vacancy is probably due to the very low rents.

Industrial Space

The CMA includes 255 industrial buildings with 7.6 million square feet. The vacancy rate is 4.3% with rents at \$2.45psf. There is 16,500sf under construction. The IMD includes 3,996,919sf of industrial space in 155 buildings. The current vacancy rate is 4.0% with rents at \$7.97psf. There is currently no additional space under construction in this market.

Given that only 28,954sf is projected thru 2020 and rents are fairly low in the IMD, CDS does not recommend new industrial development at this time.

Hospitality Market

The CMA hotel market includes 13 hotels. The average occupancy is at \$66.14 ADR, 61.8% occupancy and REVPAR at \$41.02 overall. Houston is at \$109.97 ADR, 65.2% occupancy, and REVPAR at \$71.75. Comparatively, the CMA is performing below the overall Houston market. There are 502 rooms in the IMD. Two of the hotels are reported under zip code 77031 and one under 77074 (tiny slivers in the IMD). One hotel is under construction and expected to open in Spring 2019 – Hotel Bel Air.

Based on the CMA performance and that of the IMD and that a new hotel (BelAir) is coming on the market, CDS does not recommend additional hospitality at this time.

Full Report

The full market study report can be request from the International Management District.

INTERNATIONAL MANAGEMENT DISTRICT LIVABLE CENTER MARKET

ASSESSMENT

Prepared for:

International Management District/HGAC

Prepared by:

CDS Community Development Strategies

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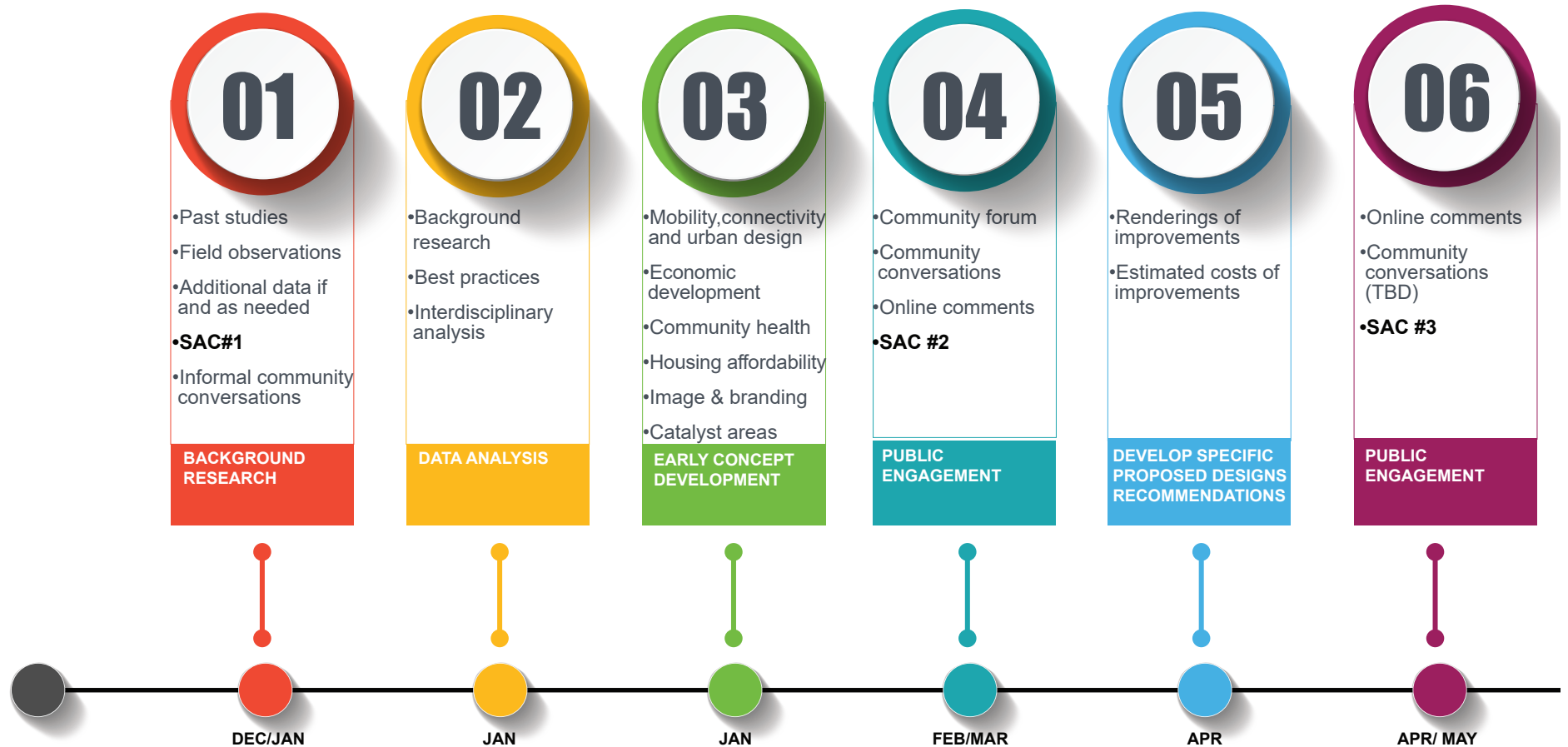
APPENDIX: PUBLIC ENGAGEMENT

Introduction

Public engagement is a crucial part of the process for a Livable Center study. It is important for the International Management District to get the input and support for those that live within the Study area. Stantec used the marketing firm CKP to get information out digitally while the consultants utilized different methods of in-person engagements from attending events within the District to larger community meetings with the general public.

Process

The consultant team used a 12-step process that guided the whole process of the plan. Within the 12-step planning process included four main ways of engaging with the community: stakeholder meetings, community visioning forums, community conversations, and online engagement.



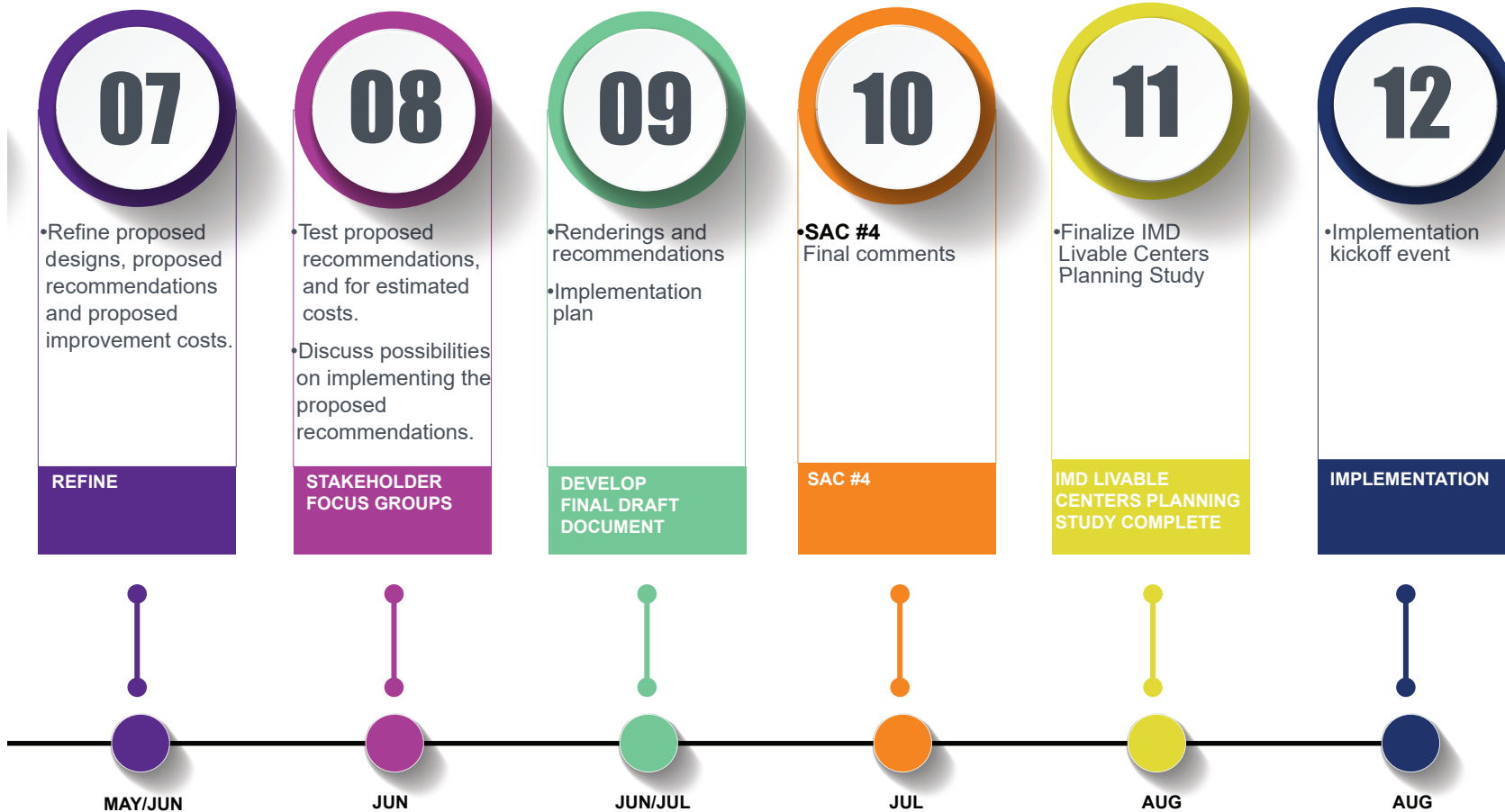
SAC

The stakeholder advisory committee (SAC) for the International Management District Livable Centers study was picked from a sample that represented community leaders, business owners, developers, employees, and residents. The SAC served as a committee that Stantec met with four times to discuss and give updates on the Study. This allowed the consultant team to get feedback on data and recommendations as the Study progressed.

Once data was presented to the SAC, the concepts were then presented in a community visioning format to the general public. It allowed for valuable insight from those that have an interest and knowledge of the District.

Community Engagement for this Study was a challenge because of the sheer number of different languages and cultures in the area.

There is a large portion of the population that speaks primarily Vietnamese. This does not mean they did not speak English, but they may have not had a comfortable enough grasp to express themselves at a meeting. The team attempted to make materials and engagements inclusive by translating the material or including a translator at meetings.



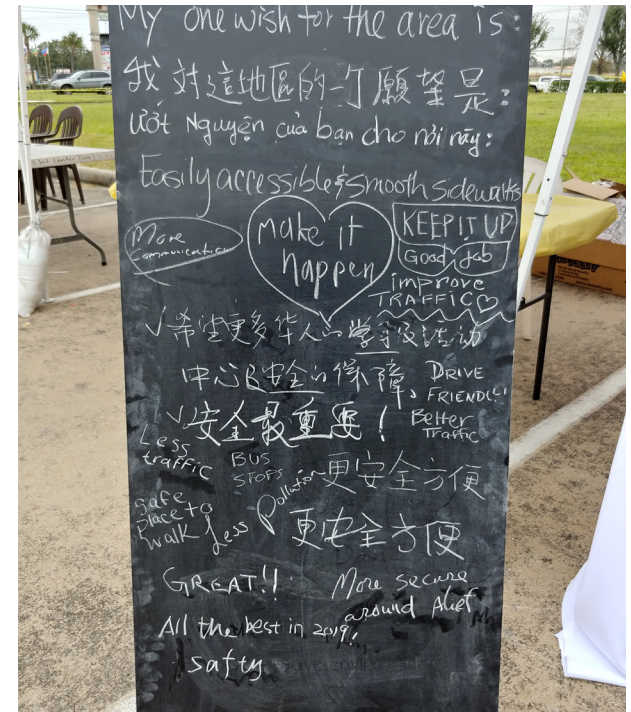
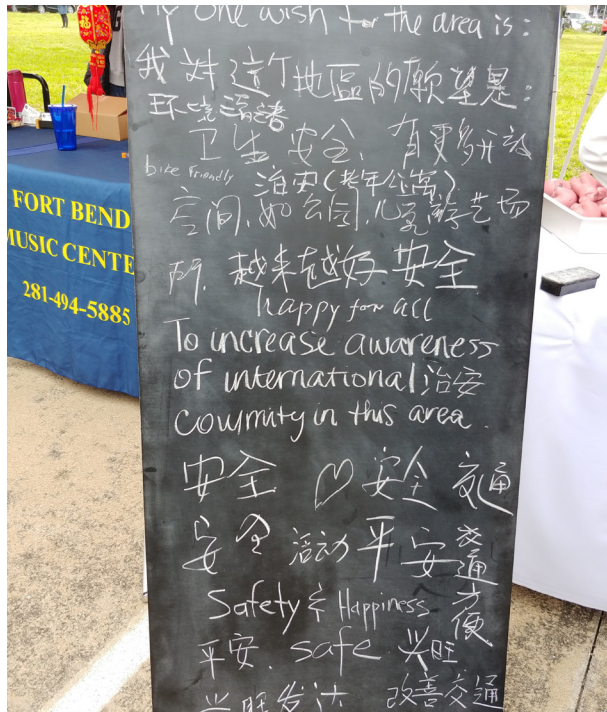
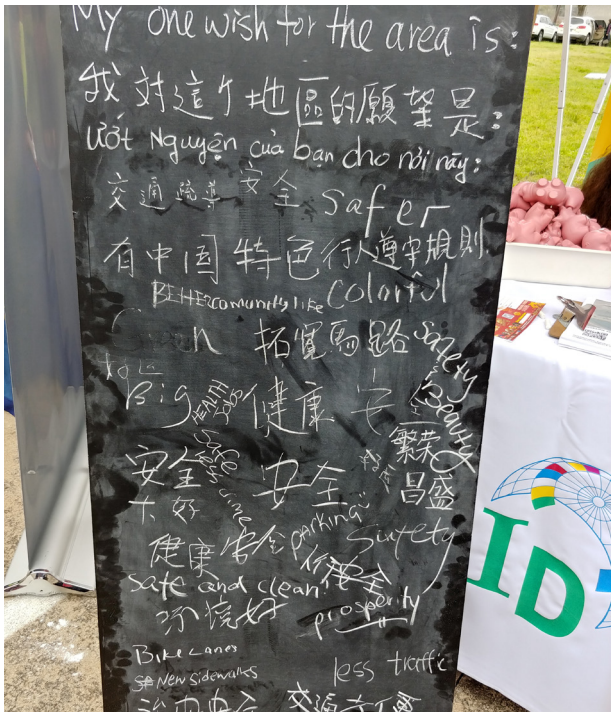
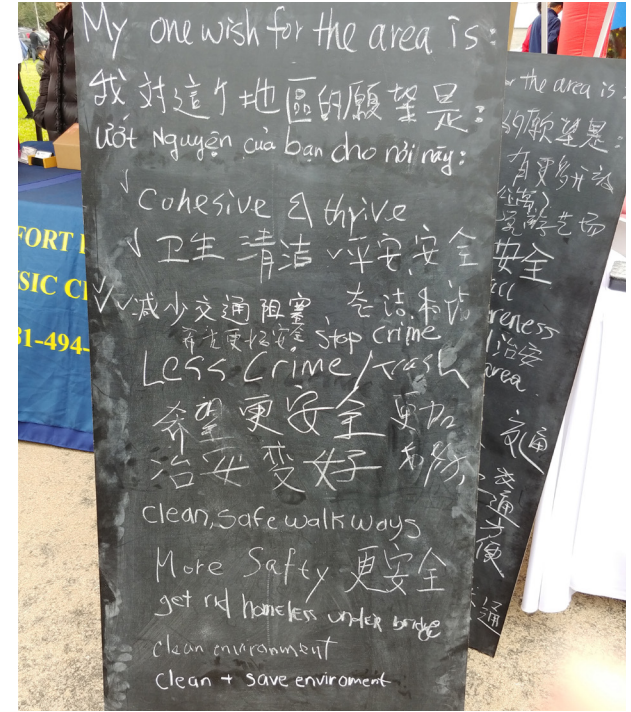
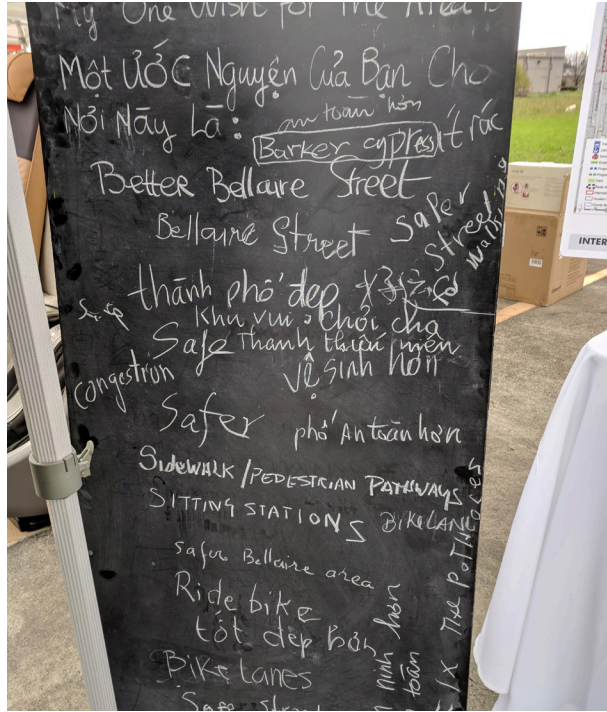
SAC Kickoff Meeting January 14, 2019

First meeting with the project team and the SAC to kick off the project. Presentation was given by the consultant, Stantec along with HGAC and IMD staff. After the presentation, the team started with activities to determine what the immediate issues are to the committee.



Lunar New Year Festivals

Stantec set up booths at two New Years' Festivals that were held in the international management district. At both festivals, the consultants had a couple of activities and items to inform people about the project, gather input and spread information about the February 28, 2019 community visioning forum. Year of the Pig stress toys were given to people who wrote their one wish for the District on a chalkboard. At the booth there was also VR goggles to show one of the early concepts that allows for people to see the plan on a human scale through their "own eyes". For those that did not try the VR, the info cards with information for the Study website and meeting information, had a QR code for the VR concepts that can be viewed on a phone.



One Wish Board

- Improve traffic
- Safety
- Safer
- More Chinese cultural characteristics
- Pedestrians need to follow rules
- Better community life
- Colorful
- Widen streets
- Safety
- Beautiful
- Healthy
- Jobs
- Healthy
- Safety
- Prosperity
- Safety
- Safe
- Less crime
- Healthy
- Parking
- Pedestrian safety
- Safe and clean
- Prosperity
- Bike lanes
- Good environment
- Less traffic
- New sidewalks
- Safety
- Convenient transportation

- Clean environment
- Clean, safe, more open space such as parks, playgrounds
- Bike friendly
- Security (for senior housing)
- Better environment
- Safe
- Happy for all
- To increase awareness of international community in this area
- Security
- Safety
- Safety
- Better traffic
- Safety
- Activities
- Peaceful
- Convenient transportation
- Safety and happiness
- Safe
- Safe
- Prosperity
- Prosperity and development
- Improve traffic
- Cohesive and thrive
- Clean
- Peaceful
- Safe
- Reduce traffic congestion
- Clean
- Harmonious

- Safer
- Stop crime
- Less crime/trash
- Safer
- More harmonious
- Improve safety
- Clean, safe walkways
- More safety
- Get rid of homeless under bridge
- Clean environment
- Clean and safe environment
- Easy accessible and smooth sidewalks
- More communication
- Make it happen
- Keep it up good job
- Improve traffic
- More learning opportunities and activity centers for the Chinese community
- Security
- Drive friendly
- Safety is the most important
- Better traffic
- Less traffic
- Bus stops
- Less pollution
- Safer and more convenient
- Safe place to walk
- Safer and more convenient
- More secure around Alief
- Safety



Community Visioning Forum February 28, 2019

The community visioning forum was the first major community meeting that the early concepts were presented to the people in the District. The meeting included a presentation from the consultant team followed by a Survey and Map exercise where the attendees had to answer the survey and mark-up of a map. Once the map was marked-up with potential issues and opportunities identified, a representative from each group presented what they had.

IMD Livable Centers

Connecting our rich culture for the future

The International District (IMD) is conducting a livable centers study to determine how the area can be transformed into a community where people can live, work and play with less reliance on their car for transportation.

The vision for transforming IMD is to increase walkability and connectivity in a way that embraces local culture to make this area a destination within Houston.

Connect with us


facebook.com/InternationalDistrict
[@Intl_District](https://twitter.com/Intl_District)
info@imdhouston.org 281.564.5252
imdlivablecenters.com



You're Invited!

The International District wants to hear from YOU.
Tell us your dreams, visions and goals for this community – your community.

**IMD LIVABLE CENTERS
COMMUNITY
KICKOFF MEETING
FEBRUARY 28, 2019**

Elsik Ninth Grade Center
Cafeteria
6:30 - 8:30 p.m.
6767 S Dairy Ashford St.
Houston, TX 77072

IMD 宜居中心

為未來連結我們豐富的文化

國際區 (IMD) 正在進行一項宜居中心研究, 以決定如何將此地區轉變為一個人們能減少對汽車運輸的依賴, 也能生活、工作與娛樂的社區。

改造IMD的願景是要包容當地文化來增加步行性與連通性, 讓這個地區成為休士頓內的一個目的地。

聯繫我們


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IMD trung tâm nên sinh sống

Kết nối nền văn hóa phong phú của chúng ta cho tương lai

Quận quốc tế (IMD) đang tiến hành một nghiên cứu về trung tâm nên sinh sống để xác định làm thế nào khu vực này có thể được chuyển đổi thành một cộng đồng nơi mọi người có thể sinh sống, làm việc và vui chơi mà không phụ thuộc vào xe hơi của họ để vận chuyển

Tầm nhìn để chuyển đổi IMD là tăng thêm khả năng đi lại của người đi bộ và kết nối mạng lưới theo cách bao quanh văn hóa của địa phương để biến khu vực này thành một điểm đến ở Houston

Kết nối với chúng tôi


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IMD Centros Habitables

Conectando nuestra cultura rica para el futuro.

El Distrito Internacional (IMD) está realizando un estudio de centros habitables para determinar cómo se puede transformar el área en una comunidad donde las personas puedan vivir, trabajar y jugar con menos dependencia de su automóvil para el transporte.

La visión para transformar el IMD es aumentar la accesibilidad y la conectividad de una manera que abarque la cultura local para hacer de esta área un destino dentro de Houston.

Connect with us


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info@imdhouston.org 281.564.5252
imdlivablecenters.com



邀請您!

國際區想聽聽您的意見。告訴我們您對這個社區—您的社區的夢想、願景和目標。

**IMD宜居中心
社區啟動會議**

Elsik九年級中心
餐廳
6:30 - 8:30 p.m.
6767 Dairy Ashford St
Houston TX 77072

FEBRUARY 28, 2019

Xin mời bạn!

Quận quốc tế rất muốn nghe từ BẠN. Xin chia sẻ với chúng tôi những ước mơ, tầm nhìn, và mục tiêu của bạn cho cộng đồng này – cộng đồng của bạn

**IMD TRUNG TÂM NÊN SINH SỐNG
CỘNG HỌP RA MẮT CỘNG ĐỒNG**

Elsik Ninth Grade Center
Cafeteria
6:30 - 8:30 p.m.
6767 S Dairy Ashford St
Houston, TX 77072

FEBRUARY 28, 2019

¡Estas Invitado!

El distrito internacional quiere saber de usted. Cuéntenos sus sueños, visiones y metas para esta comunidad – su comunidad.

**IMD LIVABLE CENTERS
COMMUNITY
KICKOFF MEETING
FEBRUARY 28, 2019**

Elsik Ninth Grade Center
Cafeteria
6:30 - 8:30 p.m.
6767 S Dairy Ashford St
Houston, TX 77072

Smaller Stakeholder Meetings

The team met with several groups/individuals in the District that have either insight for the recommendations are part of/familiar with the approval process for the implementation portion of the recommendations. The consultant team met with representatives from: The City of Houston Planning and Public Works, Houston Park Board, Hope Clinic, Council District F, Up Art Studio, Harris County, SW Empower Families, Harris County Flood Control, Harris County Toll Road Authority, and TxDOT.

SAC #2 Meeting May 20, 2019

Second update for the stakeholder advisory committee that included existing condition research along with opportunities for the District identified along with the recommendations from the consultant team.

SAC #3 Meeting June 24, 2019

The third update for the stakeholder advisory committee was mainly focused on recapping the Study process to give background on the recommendations chosen for the Livable Center study.



Focus Group Meeting

The team met with people in the District who are considered stakeholders that can help facilitate development either through approval or money.

Online Survey

The online survey was posted on the project website to gather data from residents in the District. It included 10 questions based on early concepts that have been presented at the community visioning forum.



Community Map Input

At multiple meetings and community events, the team asked the public to draw on a map anything they wanted the team to know about. This included what needs to change and areas of opportunity that could be added. This not only served as a way to get the community dialogue started with a visual representation, but allowed us to map their feedback. The team also created an online portal that allowed a greater number of people to add even more information to the map.



SAC Livable Centers Kickoff January 14, 2019

The goal of this meeting was to kickoff the project by introducing the Study to the stakeholder group and to gather information about the area through a presentation of what we know already and what we want to accomplish.

Agenda

1. Introduction
2. Background
3. Planning Process
4. Upcoming Dates
5. Issues/ Concerns Discussion
6. 2030 Newspaper Headline Exercise



IMD Livable Centers – Charrette Update January 18, 2019

The purpose of the Charrette Update was to show the SAC our design process and our preliminary concepts after our first week in the area.

Agenda

1. Our Approach
2. Existing Conditions
3. Early Concepts
 - Prototypes
 - Criteria
 - Selected Areas
 - Selected Projects
4. Questions



Community Visioning Forum February 28, 2019

This was the first major community visioning meeting that introduced the Livable Center study to the public and provided the opportunity to showcase some of the preliminary designs and get community feedback.

Agenda

1. Introduction
2. Why do this Study?
3. What are we doing?
4. What are we asking you today?



SAC Livable Centers Meeting #2 May 20, 2019

The purpose of the second SAC meeting was to review the findings and recommendations to find out what they love, questions, changes desired and any additional ideas or solutions.

Agenda

1. Purpose of the meeting
2. Process Recap
3. Existing Conditions
4. Opportunities
 - Mobility
 - Development
 - Public Realm
5. Recommendations
 - Mobility
 - Development
 - Public Realm



SAC Livable Centers Meeting #3 June 24, 2019

The purpose of the third SAC meeting was to review the recommended projects and the associated partners, phasing, priorities, and funding options for proposed projects.

Agenda

1. Purpose of the Meeting
2. Process Recap
3. Overview – Goals and Opportunities
4. Proposed Recommendations
5. Recommended Priority Projects



Community Meeting August 23, 2019

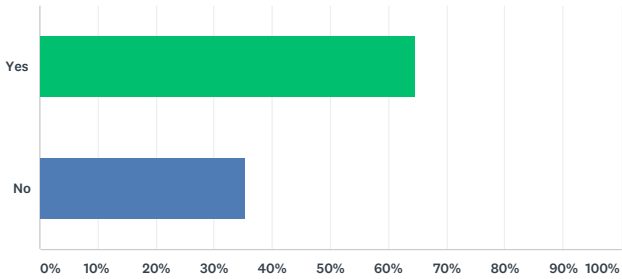
The purpose of the community meeting was to present the final draft of the study to general public using tactical urbanism with food trucks, live music, games and outdoor movie.



Appendix: Market Study

Q1 Do you live in the district?

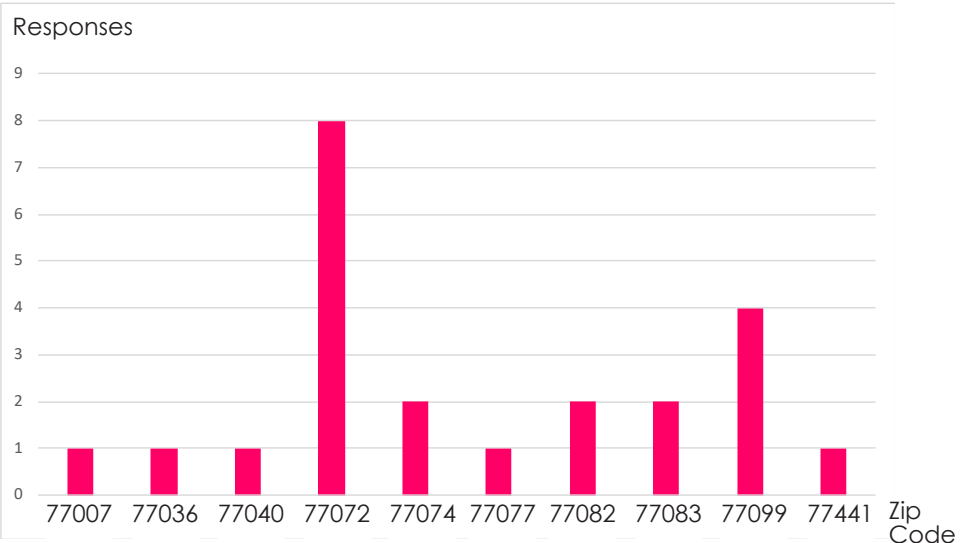
Answered: 51 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	64.71%	33
No	35.29%	18
TOTAL		51

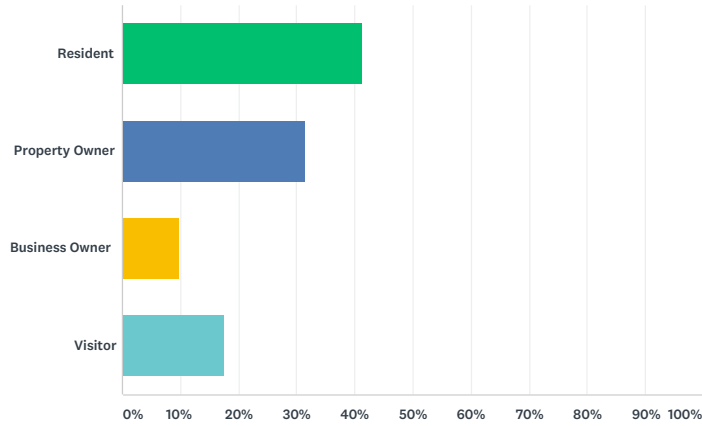
Q2 What is your zip code?

Answered: 23 Skipped: 28



Q3 Are you a:

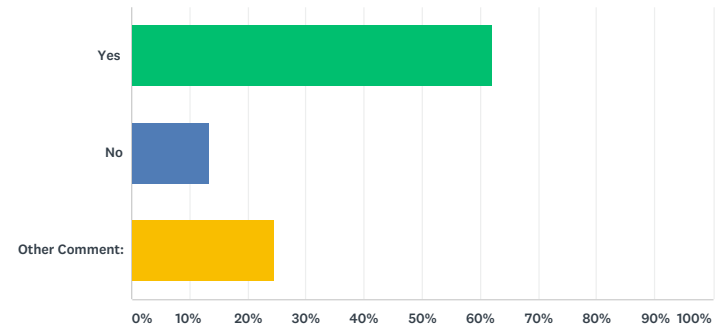
Answered: 51 Skipped: 0



ANSWER CHOICES	RESPONSES	
Resident	41.18%	21
Property Owner	31.37%	16
Business Owner	9.80%	5
Visitor	17.65%	9
TOTAL		51

Q4 Do you agree with the catalyst locations shown on the map (See presentation pg. 21 for more information) for funding and redevelopment priority?

Answered: 45 Skipped: 6



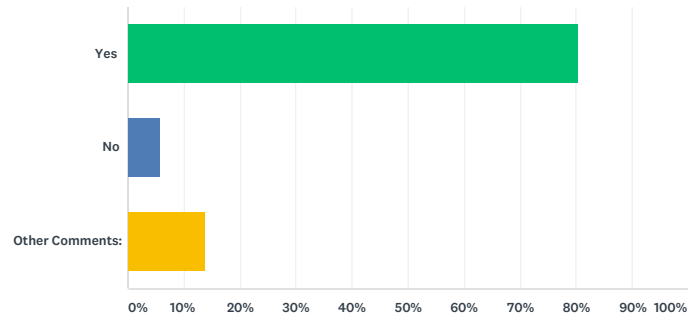
ANSWER CHOICES	RESPONSES	
Yes	62.22%	28
No	13.33%	6
Other Comment:	24.44%	11
TOTAL		45

#	OTHER COMMENT:	DATE
1	They do not seem to connect to things that are actually being used actively. Can you connect Bellaire shops like you said they are different than the north side of BW8	4/5/2019 10:07 AM
2	Unsure	4/5/2019 9:48 AM
3	Would need more time to see how it affects me and my pocketbook	4/5/2019 9:30 AM
4	gateway, Art & Parks & Walkability	4/5/2019 9:17 AM
5	Yes, Wilcrest also needs to be considered, it is a major thoroughfare.	4/5/2019 9:14 AM
6	Until the cross community problems are solved making issues of livability difficult	4/5/2019 9:09 AM
7	Need to fund across the district not just Bellaire	4/5/2019 9:01 AM
8	Mostly need gateway across all of alief, SugarHill use to be a dump and will need clean up	4/5/2019 8:58 AM
9	Do traffic study, Dont want bike lanes in the street.	4/5/2019 8:33 AM
10	i have no idea what this question is talking about	4/5/2019 8:21 AM
11	Too early to make an informed decision	4/5/2019 8:16 AM

Appendix: Market Study

Q5 Do you like the design of the first gateway concept - at the intersection of Hwy 8 and Bellaire shown in this picture.

Answered: 51 Skipped: 0

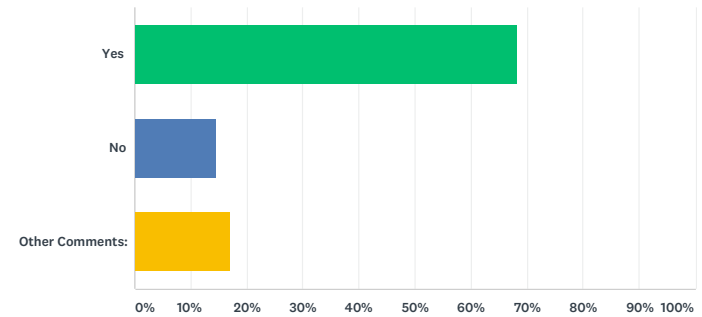


ANSWER CHOICES	RESPONSES
Yes	80.39% 41
No	5.88% 3
Other Comments:	13.73% 7
TOTAL	51

#	OTHER COMMENTS:	DATE
1	If this is the winning idea I would make sure there is an opportunity to utilize local artists for the design	4/5/2019 10:07 AM
2	Build Pedestrian bridge w/ similar concepts and build off of Chinatown	4/5/2019 9:54 AM
3	looks too busy what is the purpose how is it useful	4/5/2019 9:30 AM
4	Seems like all beatification projects happen in this area and it is not inclusive.	4/5/2019 9:26 AM
5	Yes, but BW 8 would make more sense to more people.	3/25/2019 1:56 PM
6	Needs Dedicated Bike Lanes	3/15/2019 12:59 PM
7	yeah, it looks nice, just concern about homeless people live under the bridges. Sometimes they knock my window when I'm stop for a red light. and they were trying to clean my windshield.	3/15/2019 8:59 AM

Q6 Do you agree with the early concepts for the projects presented in the PowerPoint? (See presentation pg. 21 for more information)

Answered: 41 Skipped: 10

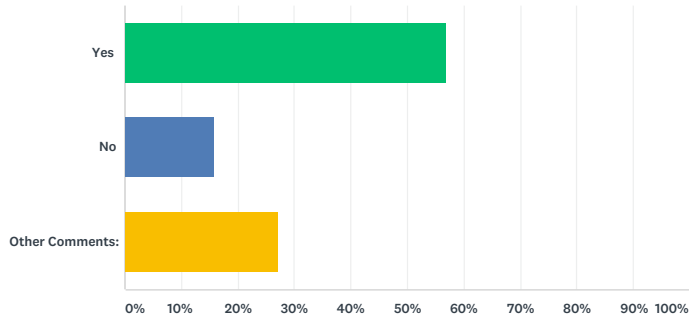


ANSWER CHOICES	RESPONSES
Yes	68.29% 28
No	14.63% 6
Other Comments:	17.07% 7
TOTAL	41

#	OTHER COMMENTS:	DATE
1	Pedestrian bridge at site 1 Beltway 8/Bellaire	4/5/2019 9:54 AM
2	Unsure	4/5/2019 9:48 AM
3	Not really as not seeing the vision	4/5/2019 9:43 AM
4	I was not involved with the decisions for the project	4/5/2019 9:22 AM
5	Somewhat	4/5/2019 8:58 AM
6	I have concern turning Bellaire into two lanes	4/5/2019 8:16 AM
7	Not sure	3/26/2019 10:20 PM

Q7 Do you agree with the proposed design for Bellaire Blvd. ?

Answered: 44 Skipped: 7



ANSWER CHOICES	RESPONSES	
Yes	56.82%	25
No	15.91%	7
Other Comments:	27.27%	12
TOTAL		44

#	OTHER COMMENTS:	DATE
1	BRT should be in the center of the Blvd	4/8/2019 8:48 AM
2	Not sure if Bellaire is a good choice for placement for due to congestion	4/5/2019 10:13 AM
3	more like the boone road w/ the buffer zone for the bikes an sidewalk from traffic going by.	4/5/2019 9:54 AM
4	No much traffic already	4/5/2019 9:33 AM
5	Not sure exactly how it will benefit the community that I live in	4/5/2019 9:30 AM
6	We need other ares to undergo a face lift, not just Bellaire	4/5/2019 9:26 AM
7	yes, but I do not believe you have enough land to increase size of road without taking out the median	4/5/2019 9:17 AM
8	Beautiful but need it throughout	4/5/2019 8:58 AM
9	I do not know enough info	4/5/2019 8:21 AM
10	I have concern turning Bellaire into two lanes	4/5/2019 8:16 AM
11	Needs Dedicated Bike Lanes	3/15/2019 12:59 PM
12	I like it however it's always a pain in the butt to turn into Chinatown	3/15/2019 8:59 AM

Q8 On which streets would you like to see the same types of roadway designs as shown for Bellaire Blvd.? Rank your top 3.

Answered: 33 Skipped: 18

Rank 1

#	1.	DATE
1	Boone	4/5/2019 10:18 AM
2	Belfort	4/5/2019 10:17 AM
3	Kirkwood	4/5/2019 10:07 AM
4	Wilcrest	4/5/2019 9:54 AM
5	Kirkwood	4/5/2019 9:46 AM
6	Beechnut	4/5/2019 9:45 AM
7	Kirkwood	4/5/2019 9:43 AM
8	Bissonett	4/5/2019 9:33 AM
9	Cook and Highstar	4/5/2019 9:30 AM
10	Cook	4/5/2019 9:27 AM
11	Bissonett	4/5/2019 9:26 AM
12	Beechnut	4/5/2019 9:22 AM
13	Bellaire/Beltway 8	4/5/2019 9:19 AM
14	Bellaire	4/5/2019 9:17 AM
15	Wilcrest & Beechnut	4/5/2019 9:14 AM
16	Beechnut	4/5/2019 8:59 AM
17	Beechnut	4/5/2019 8:58 AM
18	Beechnut	4/5/2019 8:25 AM
19	Beechnut	4/5/2019 8:23 AM
20	Beechnut	4/5/2019 8:19 AM
21	Bissonett	4/5/2019 8:13 AM
22	Bissonett	4/5/2019 8:06 AM
23	Dairy Ashford	4/4/2019 3:57 PM
24	Beechnut	4/4/2019 3:54 PM
25	W Belfort	4/4/2019 3:50 PM
26	Beechnut	4/4/2019 3:47 PM
27	Beechnut St.	4/4/2019 3:42 PM
28	Beechnut	3/26/2019 11:05 PM
29	Wilcrest	3/25/2019 1:56 PM
30	Bellaire drive from Corporate Dr to Rancheater Dr	3/15/2019 8:59 AM
31	Beechnut	3/8/2019 12:27 AM
32	Bissonnet	3/5/2019 3:45 PM

Appendix: Market Study

Q8 On which streets would you like to see the same types of roadway designs as shown for Bellaire Blvd.? Rank your top 3.

Answered: 33 Skipped: 18

Rank 2

#	2.	DATE
1	Wilcrest	4/5/2019 10:18 AM
2	Beechnut	4/5/2019 10:17 AM
3	Cook	4/5/2019 9:54 AM
4	Cook	4/5/2019 9:46 AM
5	kirkwood	4/5/2019 9:45 AM
6	Bissonett	4/5/2019 9:43 AM
7	Beechnut	4/5/2019 9:33 AM
8	Beechnut	4/5/2019 9:26 AM
9	Alief Clodine	4/5/2019 9:22 AM
10	Beechnut	4/5/2019 9:19 AM
11	Beechnut	4/5/2019 9:17 AM
12	Wilcrest & Bissonett	4/5/2019 9:14 AM
13	Bissonnet	4/5/2019 8:59 AM
14	Bissonett	4/5/2019 8:58 AM
17	Bissonnet	4/5/2019 8:19 AM
18	Beechnut	4/5/2019 8:13 AM
19	West Belfort	4/5/2019 8:06 AM
20	Bissonnet	4/4/2019 3:57 PM
21	kirkwood	4/4/2019 3:54 PM
22	Bissonnet	4/4/2019 3:47 PM
23	Bissonnet	3/26/2019 11:05 PM
24	Dairy Ashford	3/25/2019 1:56 PM
25	Richmond Ave - Is the State of good repair benefit so low? or the delay \$ is too big? I want Richmond get repaired, every time I drive on it makes me feel sorry for my tires.	3/15/2019 8:59 AM

Q8 On which streets would you like to see the same types of roadway designs as shown for Bellaire Blvd.? Rank your top 3.

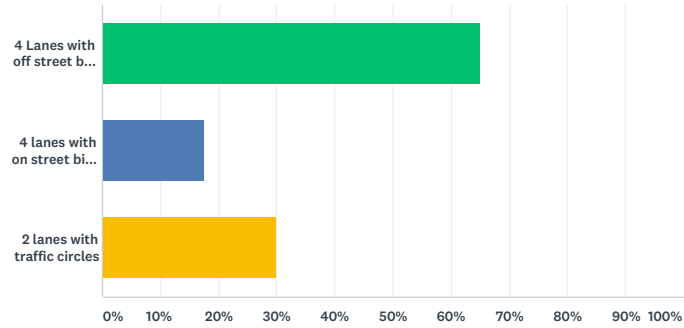
Answered: 33 Skipped: 18

Rank 3

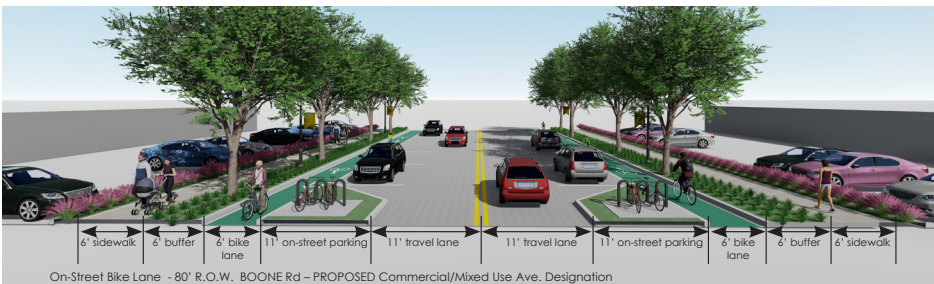
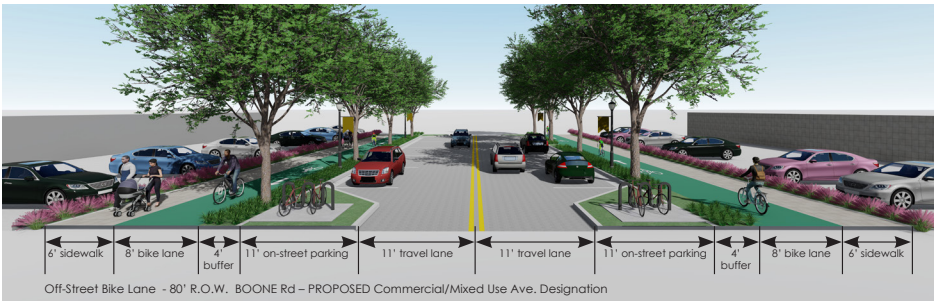
#	3.	DATE
1	Bissonet	4/5/2019 10:17 AM
2	Beechnut	4/5/2019 10:00 AM
3	Beechnut	4/5/2019 9:54 AM
4	Beechnut	4/5/2019 9:46 AM
5	Cook	4/5/2019 9:45 AM
6	Beechnut	4/5/2019 9:43 AM
7	Harwin	4/5/2019 9:33 AM
8	Harwin	4/5/2019 9:26 AM
9	Bissonnett	4/5/2019 9:19 AM
10	Bissonnet	4/5/2019 9:17 AM
11	Beechnut & BW8	4/5/2019 9:14 AM
12	Harwin	4/5/2019 8:25 AM
13	Cooke Rd	4/5/2019 8:23 AM
14	Westhermer	4/5/2019 8:19 AM
15	Wilcrest	4/5/2019 8:13 AM
16	Beechnut	4/4/2019 3:57 PM
17	Bissonnet	4/4/2019 3:54 PM
18	Dairy Ashford	3/26/2019 11:05 PM
19	Eldridge	3/25/2019 1:56 PM
20	Alabama - near Whole food that stretch.	3/15/2019 8:59 AM

Q9 Which Alternative would you like to see on Boone Road?

Answered: 40 Skipped: 11



ANSWER CHOICES



Q10 On which streets would you like to see the same type of roadways design that you chose for Boone Road? Rank your top 3.

Answered: 26 Skipped: 25

Rank 1

#	1.	DATE
1	Bellaire	4/5/2019 10:20 AM
2	cook	4/5/2019 10:17 AM
3	Kirkwood	4/5/2019 10:07 AM
4	Bellaire	4/5/2019 10:00 AM
5	Bellaire to 59	4/5/2019 9:54 AM
6	Cook	4/5/2019 9:46 AM
7	Kirkwood	4/5/2019 9:45 AM
8	Highstar	4/5/2019 9:43 AM
9	Boone	4/5/2019 9:33 AM
10	Dairy Ashford	4/5/2019 9:26 AM
11	Wilcrest	4/5/2019 9:17 AM
12	Wilcrest	4/5/2019 9:14 AM
13	Kirkwood	4/5/2019 9:01 AM
14	Cook	4/5/2019 8:59 AM
15	Kirkwood	4/5/2019 8:58 AM
16	Cook	4/5/2019 8:25 AM
17	Dairy Ashford	4/5/2019 8:23 AM
18	Wilcrest	4/5/2019 8:19 AM
19	Bissonett	4/5/2019 8:13 AM
20	Dairy Ashford	4/4/2019 3:57 PM
21	Beechnut	4/4/2019 3:54 PM
22	Dairy Ashford	4/4/2019 3:50 PM
23	Synott	3/26/2019 11:05 PM
24	Synott	3/25/2019 1:56 PM
25	Westheimer	3/15/2019 8:59 AM
26	Wiltshire	3/5/2019 3:45 PM

Appendix: Market Study

Q10 On which streets would you like to see the same type of roadways design that you chose for Boone Road? Rank your top 3.

Answered: 26 Skipped: 25

Rank 2

#	2.	DATE
1	Bissonnet	4/5/2019 10:20 AM
2	kirkwood	4/5/2019 10:17 AM
3	Cook	4/5/2019 10:07 AM
4	Fondren	4/5/2019 10:00 AM
5	Dairy Ashford	4/5/2019 9:54 AM
6	Kirkwood	4/5/2019 9:46 AM
7	Beechnut	4/5/2019 9:45 AM
8	Synett	4/5/2019 9:26 AM
9	kirkwood	4/5/2019 9:17 AM
10	Bissonett	4/5/2019 9:14 AM
11	Wilcrest	4/5/2019 9:01 AM
12	Kirkwood	4/5/2019 8:59 AM
13	Cook Rd	4/5/2019 8:58 AM
14	Kirkwood	4/5/2019 8:25 AM
15	Kirkwood	4/5/2019 8:23 AM
16	Dairy Ashford	4/5/2019 8:19 AM
17	W Belfort	4/5/2019 8:13 AM
18	Bissonett	4/4/2019 3:57 PM
19	Kirkwood	4/4/2019 3:54 PM
20	Dairy Ashford	3/26/2019 11:05 PM
21	Corporate	3/25/2019 1:56 PM
22	Fairbanks	3/15/2019 8:59 AM
#	3.	DATE

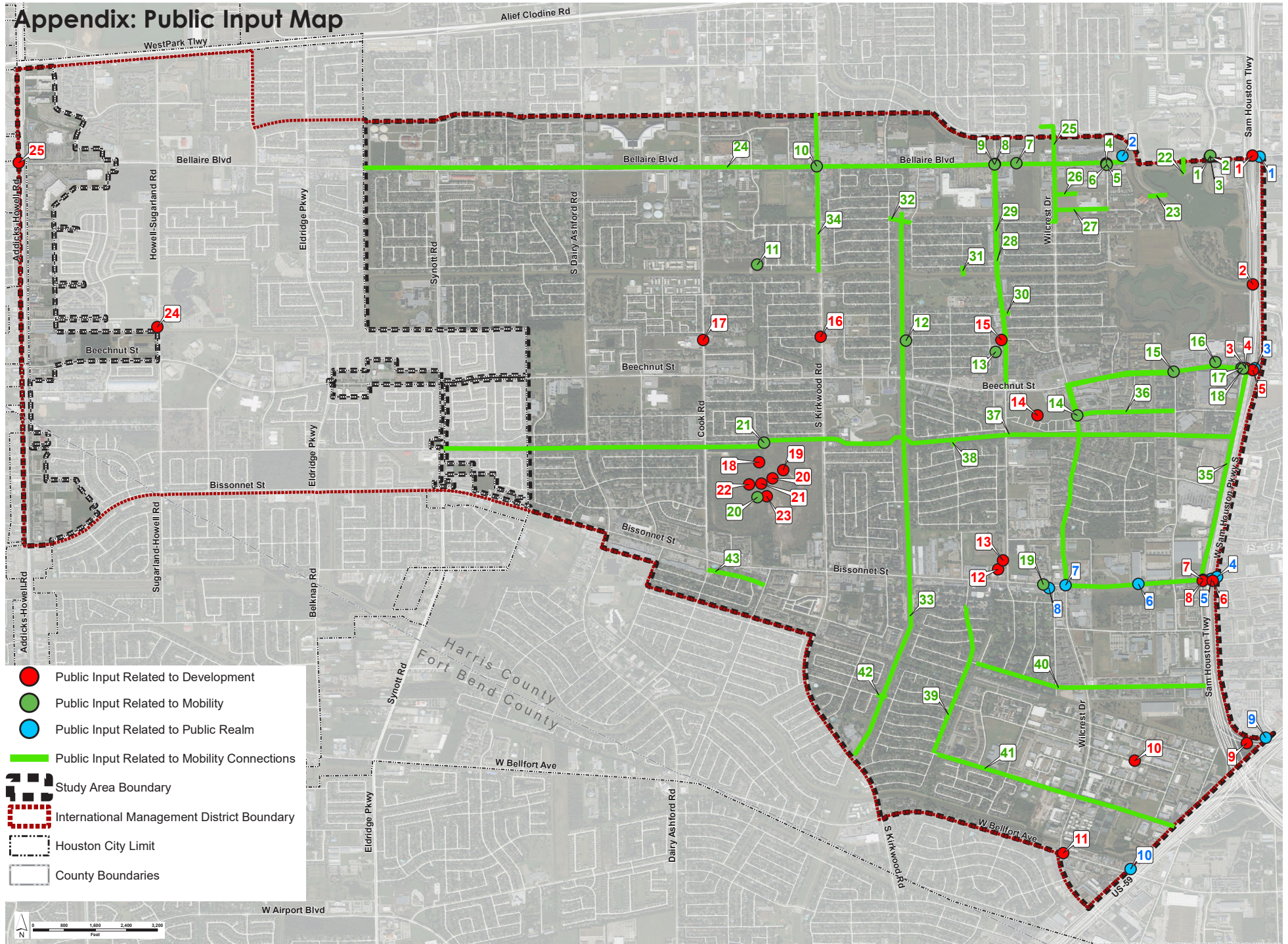
Q10 On which streets would you like to see the same type of roadways design that you chose for Boone Road? Rank your top 3.

Answered: 26 Skipped: 25

Rank 3

#	3.	DATE
1	Synott	4/5/2019 10:20 AM
2	Synott	4/5/2019 10:17 AM
3	Synott	4/5/2019 10:07 AM
4	Gessner	4/5/2019 10:00 AM
5	Wilcrest, Bellaire to Bissonet	4/5/2019 9:54 AM
6	Cook	4/5/2019 9:45 AM
7	Kirkwood	4/5/2019 9:26 AM
8	Eldridge/Synott	4/5/2019 9:17 AM
9	Beechnut	4/5/2019 9:14 AM
10	Dairy Ashford	4/5/2019 9:01 AM
11	Dairy Ashford	4/5/2019 8:59 AM
12	Cooke	4/5/2019 8:23 AM
13	Kirkwood	4/5/2019 8:19 AM
14	Beechnut	4/5/2019 8:13 AM
15	Beechnut	4/4/2019 3:57 PM
16	Cook	4/4/2019 3:54 PM
17	Sugar Land Howell	3/26/2019 11:05 PM
18	Kirkwood	3/25/2019 1:56 PM

Appendix: Public Input Map



Appendix: Public Input Map

- DEVELOPMENT
- MOBILITY
- PUBLIC REALM

Type	Comments	CreationDa	Creator	EditDate	Editor	ZipCode	MapType	MapID
Opportunity	More IMD signs and lights	4/4/2019		4/4/2019		77072	Public Realm	1
Yes Agree		4/2/2019		4/2/2019		77072	Development	1
Intersection	Remove/Rid bad lights	4/5/2019		4/5/2019		77072	Mobility	1
Opportunity	Mural Opportunity	4/2/2019		4/2/2019		77072	Public Realm	2
Add	Gateway at the trail	4/4/2019		4/4/2019		77072	Development	2
Intersection	Sync lights on Bellaire	4/4/2019		4/4/2019		77072	Mobility	2
Opportunity	More IMD signs and lights	4/4/2019		4/4/2019		77072	Public Realm	3
Add	Branding and gateway node	4/2/2019		4/2/2019		77072	Development	3
Intersection	Bad node	4/2/2019		4/2/2019		77072	Mobility	3
Opportunity	More IMD signs and lights	4/4/2019		4/4/2019		77072	Public Realm	4
Add	Gateway	4/2/2019		4/2/2019		77072	Development	4
Intersection	bad node	4/2/2019		4/2/2019		77072	Mobility	4
Opportunity	Safety and Security concern	4/2/2019		4/2/2019		77099	Public Realm	5
Add	gate way unity	4/4/2019		4/4/2019		77072	Development	5
Intersection	Rid/Remove bad light	4/5/2019		4/5/2019		77072	Mobility	5
Opportunity	Clean up "red light district"	4/2/2019		4/2/2019		77072	Public Realm	6
Add	gateway unity	4/4/2019		4/4/2019		77072	Development	6
Intersection	Remove Traffic light and create median at the intersection	4/8/2019		4/8/2019		77072	Mobility	6
Opportunity	Pop up Flea Market	4/2/2019		4/2/2019		77072	Public Realm	7
Add	Gateway	4/2/2019		4/2/2019		77072	Development	7
Bus Shelter/Stop	BRT lane	4/2/2019		4/2/2019		77072	Mobility	7
Opportunity	Pop up Flea Market and outdoor food theme	4/2/2019		4/2/2019		77072	Public Realm	8
Add	Branding and gateway node	4/2/2019		4/2/2019		77072	Development	8
Intersection	Pedestrian Safety	4/2/2019		4/2/2019		77072	Mobility	8
Opportunity	More IMD signs and lights	4/4/2019		4/4/2019		77072	Public Realm	9
Add	Gateway	4/2/2019		4/2/2019		77072	Development	9
Intersection	Sync lights on	4/4/2019		4/4/2019		77072	Mobility	9
Opportunity	More IMD signs and lights	4/4/2019		4/4/2019		77072	Public Realm	10
Add	attract business and generate more local employment	4/4/2019		4/4/2019		77072	Development	10
Intersection	Sync lights on Bellaire	4/4/2019		4/4/2019		77072	Mobility	10
Yes Agree		4/4/2019		4/4/2019		77072	Development	11
Other	Pedestrian/Bike	4/2/2019		4/2/2019		77072	Mobility	11
Opportunity	Hendon Lane	4/5/2019		4/5/2019		77227	Mobility	12
Yes Agree	Need to bring in commercial aactivity and business	4/2/2019		4/2/2019		77072	Development	12
Yes Agree	Connections, Safety and Appeal	4/4/2019		4/4/2019		77072	Development	13
Roadway Section	Ride my bicycle and would love a safe way to travel to and from my house	3/7/2019		3/7/2019		77072	Mobility	13
Other	What is this?	4/5/2019		4/5/2019		77009	Development	14
Intersection	Rid/Remove bad light	4/5/2019		4/5/2019		77072	Mobility	14
No	not a priority	4/4/2019		4/4/2019		77072	Development	15
Intersection	Bad Node	4/2/2019		4/2/2019		77072	Mobility	15
Add	Boone Redesign	4/4/2019		4/4/2019		77072	Development	16
Intersection	HEB dangerous entry and disorganized	4/2/2019		4/2/2019		77072	Mobility	16
Add	Boone Road Design	4/4/2019		4/4/2019		77072	Development	17
Intersection	Almost impossible to turn west when existing Beltway 8	4/2/2019		4/2/2019		77072	Mobility	17
Opportunity	Something like Towncenter	4/2/2019		4/2/2019		77072	Development	18
Intersection	Traffic Issues	4/2/2019		4/2/2019		77072	Mobility	18
Opportunity	Opportunity for stores like Trader Joe & Sprout	4/2/2019		4/2/2019		77072	Development	19
Roadway Section	Widen this segment	4/2/2019		4/2/2019		77072	Mobility	19
Commercial	Retail	4/2/2019		4/2/2019		77072	Development	20
Other	This is a great spot. You should consider an SBA loan - Check with H-GAC.	3/13/2019		3/13/2019		77082	Mobility	20
Opportunity	neighborhood connections	4/2/2019		4/2/2019		77072	Mobility	21
Commercial	Outdoor theater	4/2/2019		4/2/2019		77072	Development	21
Commercial	Movie theater	4/2/2019		4/2/2019		77072	Development	22
Other	Mixed Use	4/2/2019		4/2/2019		77072	Development	23
Add	Boone retrofit design for Howell-Sugarland Rd	4/4/2019		4/4/2019		77072	Development	24
Add	Entry signage	4/2/2019		4/2/2019		77072	Development	25

Appendix: Public Input Map

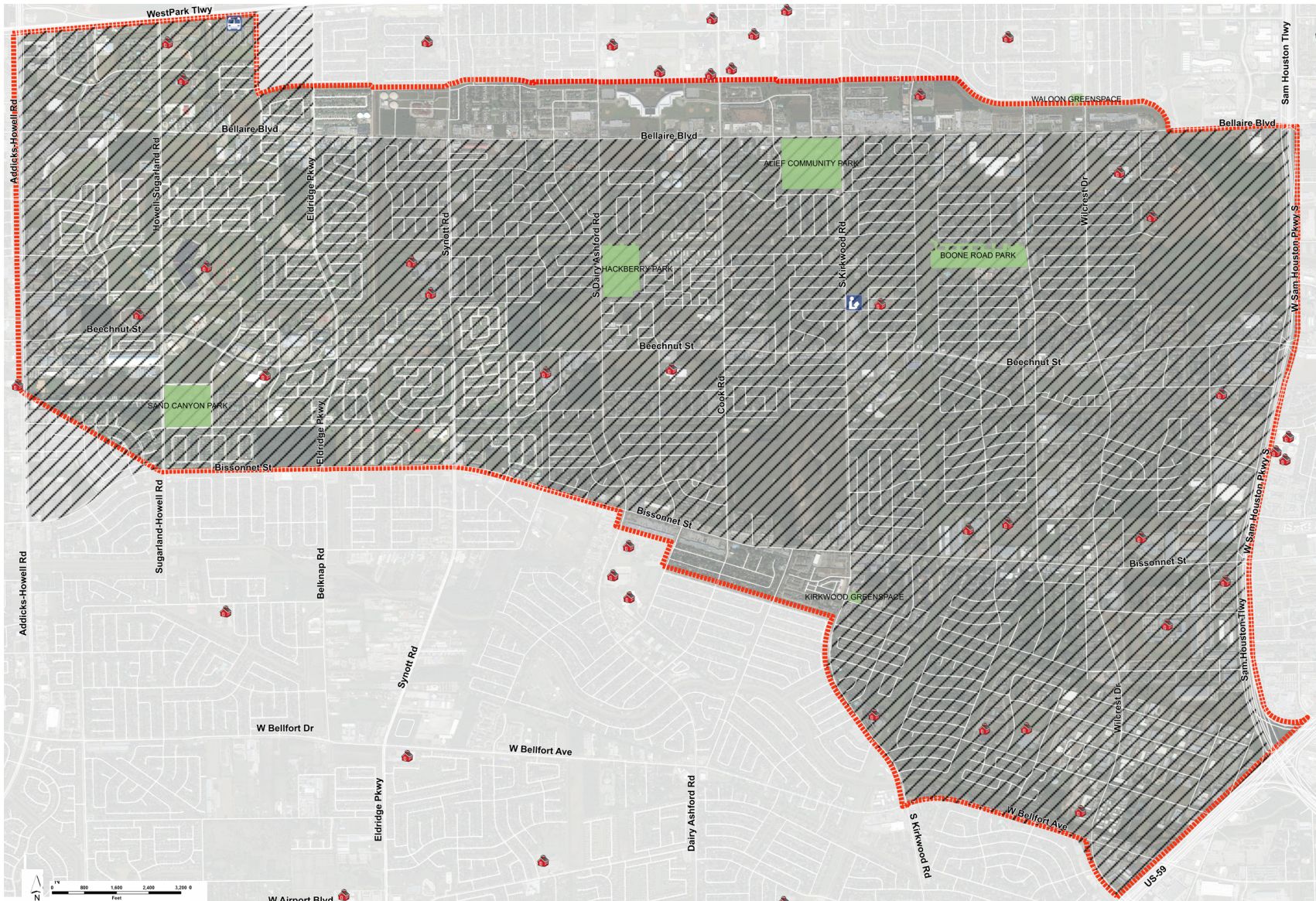
- MOBILITY CONNECTIONS

Type	Reason	CreationDa	Creator	EditDate	Editor	ZipCode	MapID
Other	Activity connection needed	4/2/2019		4/2/2019		77072	22
Other	Activity connection needed	4/2/2019		4/2/2019		77072	23
Bus Route	BRT in center of Bellaire	4/5/2019		4/5/2019		77072	24
Sidewalk	better sidewalk	4/4/2019		4/4/2019		77072	25
Roadway Connection	connection	4/2/2019		4/2/2019		77072	26
Roadway Connection	Connect Turtlewood to Wilcrest	4/8/2019		4/8/2019		77072	27
On-Road Bike Lane	Bike lanes, on or off road	4/2/2019		4/2/2019		77072	28
Sidewalk	Need sidewalks/ better sidewalks	4/2/2019		4/2/2019		77072	29
Roadway Connection	neighborhood connection	4/2/2019		4/2/2019		77072	30
Off-Road Trail	pedestrian and bike connection	4/2/2019		4/2/2019		77072	31
Roadway Connection	neighborhood connection	4/2/2019		4/2/2019		77072	32
Off-Road Trail	Bike/ped trail	4/4/2019		4/4/2019		77072	33
Other	Connection to community center from proposed trail	4/4/2019		4/4/2019		77072	34
Roadway Connection	Traffic circulation	4/2/2019		4/2/2019		77072	35
Other	One way lanes	4/2/2019		4/2/2019		77072	36
Off-Road Trail	Bayou trail connection	4/4/2019		4/4/2019		77072	37
Roadway Connection	Connection across bayou	4/5/2019		4/5/2019		77072	38
Roadway Connection	Elevate Streetscape	4/2/2019		4/2/2019		77072	39
Roadway Connection	Traffic circulation	4/2/2019		4/2/2019		77072	40
Other	Traffic Circulation	4/2/2019		4/2/2019		77072	41
Roadway Connection	Neighborhood connection	4/2/2019		4/2/2019		77072	42
Roadway Connection	Secondary connection to shopping centers and neighborhoods	4/4/2019		4/4/2019		77072	43

Appendix: Air Quality Report

Study Area

The map of the study area is shown below. The Traffic Analysis Zones (TAZ) are already defined in the model and was not changed for this assessment due to unavailability of complete model. As a result, they are not exactly matching with the IDM study area boundaries.



Key Data/Assumptions

- 2045 Average daily vehicle trips in the recognized study area: 61,491
- 2045 Average daily VMT in the recognized study area: 112,413 miles/day
- Assumed reduction in vehicle trips due to the project: 5.00%
- Emission rates from Table 2:
 - NOx: 2.63 g/mile
 - VOC: 0.51 g/mil

Calculations and Results

- Reduced VMT: $0.009 * 112,413 \text{ miles/day} = 5,621 \text{ miles/day}$
- Reduced NOx: $1,012 \text{ miles/day} * 2.63 \text{ g/mile} = 14,783 \text{ g/day}$
- Reduced VOC: $1,012 \text{ miles/day} * 0.51 \text{ g/mile} = 2,867 \text{ g/day}$

Results

- Daily NOx reduction: 14.783 kg/day
- Daily VOC reduction: 2.867 kg/day

Sources

- TAZ shape file from the HGAC Model for 2020
- Vehicle Trip tables from the HGAC Model for 2045
- Travel times and distance trip tables from HGAC Model for 2045
- Contract No. CA405 - Subconsultant Agreement (AECOM)

TAZ numbers in Houston IDM Study Area			
1621	1629	1650	1661
1622	1630	1651	1665
1623	1636	1652	1666
1624	1637	1653	1667
1625	1639	1655	1668
1626	1640	1656	1669
1627	1648	1658	1670
1628	1649	1659	3529

Vehicle Mix and Average Emission Rates by EPA Vehicle Type			
Fuel Type	Vehicle Type	NOx (g/mile)	VOC (g/mile)
Gasoline	Motorcylce	0.41	0.75
	Passanger car	0.12	0.03
	Passanger Truck	0.33	0.11
	Light Commercial Truck	0.41	0.10
	Intercity Bus	2.79	1.86
	Refuse Truck	4.81	2.03
	Single Unit Short Haul	0.46	0.20
	Single Unit Long Haul	0.42	0.18
	Motorhome	1.89	0.95
	Combination Short Haul Truck	1.33	0.65
Diesel	Passenger Car	0.09	0.02
	Passenger Truck	1.52	0.25
	Light Commercial Truck	1.55	0.29
	Intercity Bus	9.17	0.64
	Transit Bus	5.02	0.48
	School Bus	3.90	0.68
	Refuse Truck	5.70	0.34
	Single Unit Short Haul Truck	1.71	0.19
	Single Unit Long Haul Truck	1.57	0.17
	Motorhome	4.02	0.66
Combination Short Haul Truck	4.64	0.27	
Combination Long Haul Truck	6.09	0.33	
All Vehicles		2.63	0.51