

**Tax Increment Reinvestment Zone No. 1**

**Strategic Plan &  
Redevelopment West  
District Master Plan**

**April 2021**

ANDERSON PARK

An architectural rendering of a park area. In the foreground, there are planters with purple flowers and tall grasses. A paved walkway leads into the park. People are shown walking, a woman is pushing a stroller, and a man is walking a dog. In the background, there are trees, a yellow bus, and people sitting at tables under a green canopy. The text 'ANDERSON PARK' is overlaid in the middle ground.



# ACKNOWLEDGMENTS

## TAX INCREMENT REINVESTMENT ZONE NO. 1 BOARD OF DIRECTORS

**Bill Hutz**, Chairman

**Steve Rochelle**, Vice-Chair

**Frank Donnelly III**, Secretary

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## FINANCING PARTNERS OF THE STUDY

**Presidium**, Property Owner

**Frank Donnelly III**, Property Owner

**Michael Roa**, Property Owner

**Randy Sim**, Property Owner

**Tax Increment Reinvestment Zone No. 1**



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# STRATEGIC PLAN





# ABOUT REINVESTMENT ZONE NO. 1

## A Little History

A Tax Increment Reinvestment Zone is a special district permitted by the State of Texas to be created for purposes of bringing new investment into areas with need of enhancement, primarily through public improvements such as infrastructure, streets, sidewalks, trails, and parks, to name a few.

Tax Increment Reinvestment Zone No. 1 was established in 1990 as the first reinvestment zone in the City of Houston for purposes of promoting new development in the area known as Lamar Terrace. Redevelopment occurred and the area was rebranded as St. George Place. In 2015, the Urban Land Institute conducted a study entitled "Re-Imagining the Richmond Corridor" that proposed improvements to the area west of St. George Place. Following completion of the study, TIRZ No. 1 was substantially expanded west to Hillcroft and south to Westpark to its current boundaries.

## ORIGINAL BOUNDARY



## 2015 AMENDED BOUNDARY



# THE NEED FOR PLANNING

## Why Plan?

TIRZ No. 1 was created and expanded for purposes of spurring reinvestment in the community, largely through strategic capital improvements. A plan provides the vehicle for anticipating and implementing those improvements. Following are the benefits a plan provides to the reinvestment zone:

- Establishes a common, identifiable vision for the future of TIRZ No. 1
- Offers a means of **identifying and prioritizing ideas, opportunities and projects**
- Provides a tool for **understanding, assessing and responding to community needs**
- Creates community **consensus**
- Maximizes **opportunities for partnership** and to leverage funding
- Recognizes new, **unique and marketable opportunities** in the zone
- Allows the zone to **anticipate and better adapt to outside forces** (market, political and natural)

## TIRZ NO. 1 TODAY



# PLANS FOR TIRZ NO. 1



## VISION PLAN

Conducted as a precursor to the Strategic Plan and Redevelopment West District Master Plan. Provided initial analysis and guidance to the Board of Directors

- Examined TIRZ No. 1 at a basic level, including a look at mobility, drainage, character and composition
- Established eight “districts” in TIRZ No. 1 based on predominant use in each area
- Identified the Redevelopment District as the most likely location for large scale redevelopment to initially occur
- Resulted in a series of initial projects such as the art program and median improvements along Richmond Avenue
- Responded to community input



## STRATEGIC PLAN

Builds upon the Vision Plan by offering additional analysis and strategic direction for the Board of Directors

- Establishes Guiding Principles to follow
- Provides greater indepth analysis into the character of “districts”, including division of the Redevelopment District into Redevelopment West and Redevelopment East
- Defines the Strengths, Weaknesses, Opportunities & Threats for TIRZ No.1
- Establishes a series of four possible scenarios and identifies the scenario most likely to occur
- Incorporates additional research with emphasis on the likely scenario, including projects and activities being undertaken by other entities
- Recommends a series of strategic projects for improvement of the Zone



## MASTER PLAN

Establishes redevelopment scenarios *specific to Redevelopment West District* with sufficient detail to allow a master developer (or a series of developers) and TIRZ No. 1 to share a common vision for the area

- Provides two scenarios that are variations of a common design and character for Redevelopment West District
- Anticipates land use mix and development density with consideration for unique features of the district as well as development and market trends,
- Proposes a general “massing” and mobility program based upon each development scenario
- Establishes distinctive, marketable features within each development scenario
- Clarifies the roles available to TIRZ No. 1 to spur activity in Redevelopment West District
- Estimates financial forecasts and identifies economic impacts of redevelopment based upon the levels of development density
- Includes an alternative scenario depicting site-by-site reinvestment without a master developer in Redevelopment East District

# GUIDING PRINCIPLES

Guiding principles are aspirational, forward looking statements of purpose and intentions. They served as formal benchmarks and reference points throughout development of the Strategic Plan. However, the Guiding Principles can serve as a framework when considering or undertaking any project in TIRZ No. 1.

## PRINCIPLE

1

The Zone's **transforming character**, from a historically single-family suburban area to a denser, urban, mixed-use community having distinctly identifiable neighborhoods, is key to its future vibrancy and long-term viability.

## PRINCIPLE

2

The Zone's **cultural diversity and regional connectivity** underpins its attractiveness as a safe and convenient destination in Houston to live, learn, work and play.

## PRINCIPLE

3

The Zone's **distinctive international character** is a remarkable asset; preserving its base of businesses and residents is very important to its economic and social vibrancy.

## PRINCIPLE

4

Economic development is a top priority to expand a **diversity of new businesses and job opportunities**.

## PRINCIPLE

5

The Zone has **ample, available land** – both under-developed and vacant - to sustain its growth and redevelopment.

## PRINCIPLE

6

The Zone broadly capitalizes on its **strategic location** by seizing on the special opportunities this advantage affords the Zone.

## PRINCIPLE

7

The Zone becomes more connected with the **broadest spectrum of multi-modal transportation options** that offer choice and efficiency for local and cross-town commutes.

## PRINCIPLE

8

The Zone's renewed **infrastructure - including open space, drainage, and roadways/public realm** - supports and enhances a fully functional urban place.

## PRINCIPLE

9

The Zone cultivates and enjoys **relationships with key local, state and other governmental units**, as a cornerstone of its economic development initiatives, implementation and funding strategies.

## PRINCIPLE

10

The Zone is a leader in devising effective tools and techniques to further community benefits through **public private partnerships**.

## PRINCIPLE

11

The Zone is a **highly livable, in-town, hometown** with attractive, safe neighborhoods, superior civic resources and convenient services.

# SWOT ANALYSIS (PART 1)

	 <b>STRENGTHS</b>	 <b>WEAKNESSES</b>	 <b>OPPORTUNITIES</b>	 <b>THREATS</b>
<b>LOCATION</b>	<ul style="list-style-type: none"> <li>Strategic location. The Study Area is inside the Beltway, on West Loop, and adjacent to Uptown</li> </ul>	<ul style="list-style-type: none"> <li>Southern boundary of I-69 is a major barrier to the affluent areas further south, especially Bellaire</li> <li>Last decade's surge of redevelopment has passed the area by</li> </ul>	<ul style="list-style-type: none"> <li>Area has a storied and relatively recent history as the "Richmond Strip", or Corridor, arguably the first entertainment district in Houston</li> <li>Nestled in the corner of I-610 and I-69 makes the area a clearly defined "enclave"</li> </ul>	<ul style="list-style-type: none"> <li>Competition from other close-in areas that are also attractive for redevelopment</li> <li>Pressure and impacts from other, adjacent districts suffering generational blight</li> </ul>
<b>ECONOMY</b>	<ul style="list-style-type: none"> <li>Redevelopment of St. George Place and associated income, housing value, and buying power.</li> <li>Proximity/accessibility to nearby Uptown, surrounding area and region</li> <li>Daytime population is higher than traditional population</li> <li>Developer interest in redevelopment continues to be high</li> <li>Office and Multifamily markets are more affordable than the Houston Metro area and particularly more affordable than nearby Uptown</li> </ul>	<ul style="list-style-type: none"> <li>The area is largely unknown, lacking a sense of marketable identity – both internally and to the regional audience</li> <li>No destination that draws people (locally or regionally) – commercial, recreational or otherwise</li> <li>Businesses are positioned and designed to be focused upon passerby/ convenience focused traffic</li> <li>Lack of new multifamily or office product under construction in area</li> <li>Visible shuttered businesses and vacant properties – retail vacancy rates double the Houston Metro average</li> </ul>	<ul style="list-style-type: none"> <li>High traffic on major thoroughfares provide significant visibility for local businesses (Richmond at Chimney Rock – 34,000 average daily traffic volumes)</li> <li>Complementary place/destination/ culture to Uptown but unique to this area</li> <li>True and inclusive mix of cultures/ income levels from young professionals and higher to workforce housing</li> <li>Ripe to take advantage of "New Economy"</li> <li>Potential to reframe the concept/history/ identity of entertainment</li> <li>Tying to St. George Place vs. another identity</li> </ul>	<ul style="list-style-type: none"> <li>Uncertainty created by COVID-19 pandemic</li> <li>Stagnation/remaining the same and lacking identity/sense of direction/ destinations</li> <li>Ability (physically and financially) to adapt to changing market trends and demands in the residential, retail and office markets</li> <li>Uptown losing jobs and becoming more of a residential district - area cannot depend on Uptown as a major job center</li> <li>Redevelopment that might cause existing businesses and residents to be priced out of the market</li> <li>Loss of potential to remain a highly diverse mix of cultures, incomes and uses</li> </ul>

# SWOT ANALYSIS (PART 2)

## MOBILITY



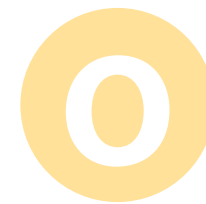
### STRENGTHS

- Well-served regionally by major freeways – I-69 and I-610
- Completed Major Thoroughfare system of high capacity streets
- Old / new transit improvements – Hillcroft Transit Center, Bellaire Transit Center, Uptown Enhanced Bus, METRO Next bond program
- Regular grid especially in some of the older parts of the area facilitates connectivity



### WEAKNESSES

- Major Freeways – I-69 and I-610 - serve more regional thru-traffic and present barriers and safety issues to local connectivity especially for local vehicular trips, bikers and pedestrians
- Major thoroughfare grid is at / above capacity for vehicular traffic
- Major thoroughfare grid operating capacities and constrained ROW are not favorable for other modes of transportation (transit, bike, pedestrians); expansion through ROW expansion are constrained by high cost
- Many local streets are inadequate for vehicular and other modes of travel being 2-way open ditch without sidewalks
- Long block lengths (i.e. “superblocks”) are a barrier to local connectivity



### OPPORTUNITIES

- Major freeways improvements – I-69 and I-610
- Old / New transit improvements – Hillcroft Transit Center, Bellaire Transit Center, Uptown Enhanced Bus, METRO Next Bond Improvements
- Leveraging METRO Next funding flowing from the recent bond approval
- Beyond the Bayou trail links
- Better and safer pedestrian network, particularly in and around the Education District



### THREATS

- Low performance of critical Major Thoroughfare intersections compounds and increases congestion
- Inadequate capacity of secondary roadways
- Inadequate sidewalks and sidewalk connectivity contribute to an unsafe pedestrian environment (including critical destinations such as schools, transit stops, places of employment)

## INFRASTRUCTURE

- TIRZ No. 1 capacity to undertake capital improvements

- Much of the local infrastructure is antiquated and at the end of its operating design life. In addition, this infrastructure was designed for a very low, rural / suburban land use and is inappropriate in supporting emerging development and development trends towards more urban densities and mixed uses
- Prevalence of open ditches is a hazard and traffic safety concern
- Poor street lighting
- Constrained street rights-of-way
- Overhead utilities complicate street reconstruction and streetscape enhancements

- Major drainage investments to address repetitive problems may be enhanced by recent availability of post-Harvey funding

- Grey infrastructure investment is inadequate to keep pace with emerging land use changes and trends and is increasingly a barrier to reinvestment from within and new investment from without.
- Repetitive flooding has significant costs both in loss of life and property

# SWOT ANALYSIS (PART 3)

## GOVERNANCE



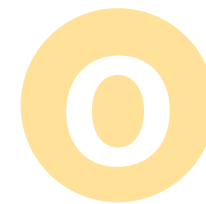
### STRENGTHS

- City Council, TIRZ No. 1 and St. George Place Management District work in concert to provide strong local representation and leadership



### WEAKNESSES

- Perception among residents and businesses that the area is over-looked and not receiving an equitable share of municipal resources
- Disadvantaged by its residential areas being largely devoid of HOAs and related deed restrictions
- No successful Houston model for area-wide, equitable comprehensive redevelopment planning and implementation



### OPPORTUNITIES

- Consensus-driven, transparent action to drive positive change through coordinated public and private investment
- Creation or expansion of a Management District to serve the annexed area of the reinvestment zone
- Closer coordination with grass root groups in the area especially Super Neighborhood 20 West
- Closer coordination and strategic partnerships with local schools



### THREATS

- Lack of consensus and coordinated action for addressing needs
- Poor performance of antiquated infrastructure and the blighted appearance of the public realm reflect wide perception of public sector neglect

## LAND USE

- Relatively distinctive sub-areas
- Second most dense park sector in Houston
- Abundance of older apartment properties on relatively large land parcels facilitate land assembly for redevelopment
- Abundance of older apartment properties provide a ready, affordable housing stock
- Long block lengths accommodate large parcels that are more amenable for property assembly and flexible for redevelopment.
- Some Class A apartment projects on the periphery

- Sexually-oriented businesses.
- High vacancies and below-market rents in retail sector
- Market conditions offer little incentive to redevelop or remodel Class B and C properties
- Land assembly for redevelopment is challenged by its land subdivision into relatively small land parcels reflecting the area's single-family history
- Poor quality of public realm streetscapes.
- Does not have a major bayou that runs through it

- Relatively abundant properties, especially apartments, at the end of their "life expectancy" and available for redevelopment to higher and better uses
- Decisions on infrastructure investments are forward-looking and consider the emerging land use patterns and trends that will pose different conditions, needs and wants in the future
- Expanding parks and open space resources through partnerships with local schools

- The area is critically underserved by parks and open space which are leading economic development attractors for redeveloping urban areas
- Mixed use redevelopment that may be viewed as incompatible with existing residential development

# SWOT ANALYSIS (PART 4)

## IDENTITY & CHARACTER



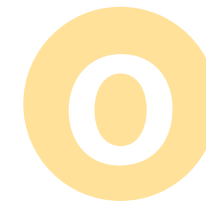
### STRENGTHS

- Storied history of legacy restaurants that were started in the area
- Benefits from some crossover association being wedged between affluent Uptown, Tanglewood and Bellaire
- Cultural diversity both in residential makeup and businesses
- Sub-areas identities could be strengthened in order to build a strong and distinctive brand for the overall area



### WEAKNESSES

- History as an “entertainment district” has eroded and the City of Houston now offers a variety of entertainment locations
- Area appears tired, worn, and threadbare with exception of areas such as St. George Place
- Areas where private property is not properly maintained
- Area is hard, bleak and devoid of green
- Areas where crime/gang activity is observed



### OPPORTUNITIES

- Counter the common perception that the area is blighted and crime-ridden
- Re-brand the area from “Richmond Strip” or “Richmond Corridor” to a more aspirational and inclusive moniker since the area is much more than a corridor
- Sunday Streets; local festivals

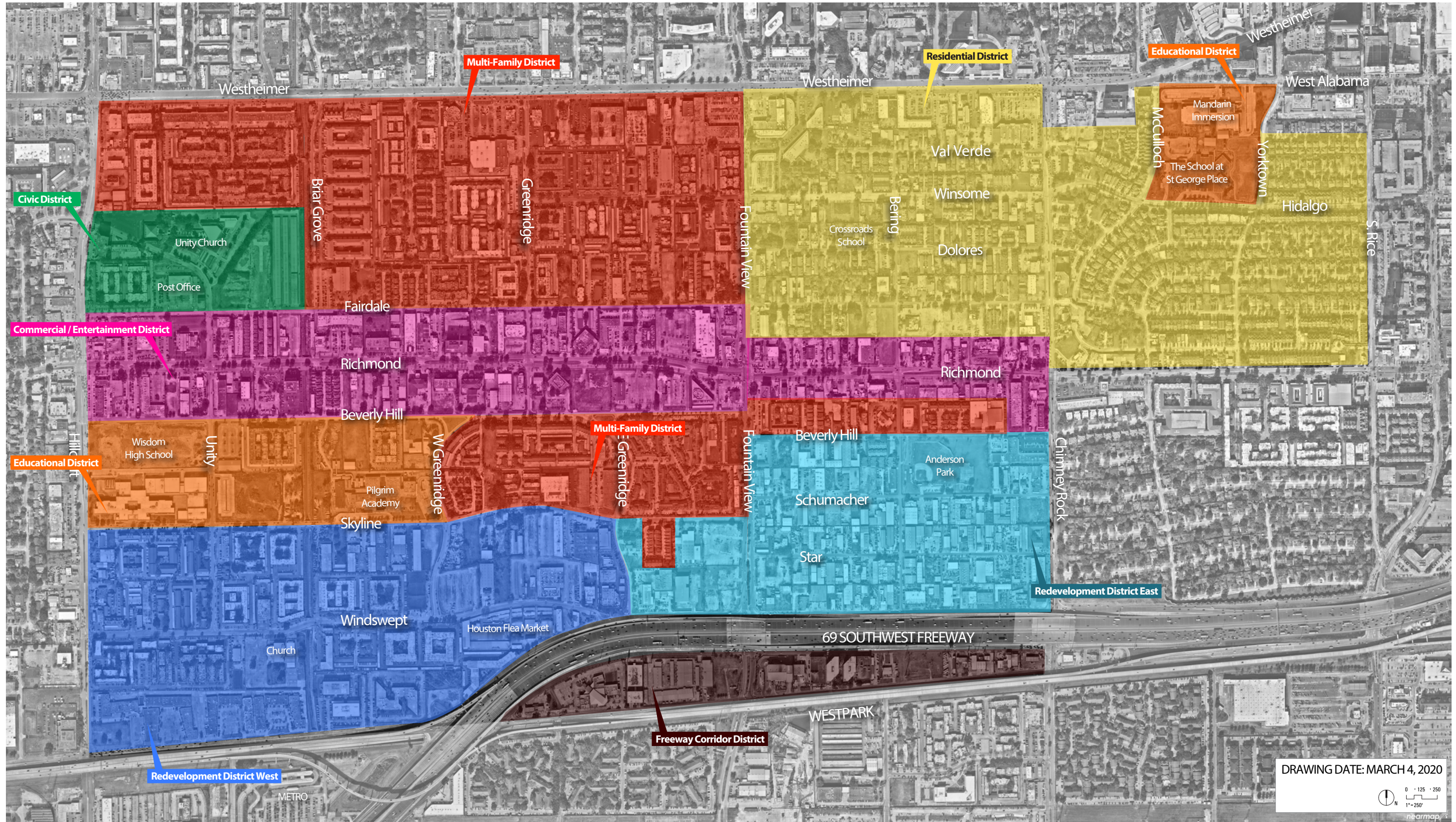


### THREATS

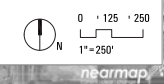
- Without creating the Study Area’s own story it allows others to frame the area’s identity
- Real and / or alleged perception of the area as blighted and crime-ridden impact quality of life
- “Fortress” mentality evidenced by heightened perimeter security of fences and barbed wire for businesses and gates enclaves for residential
- Pockets of gang activity and high crime rates



# CONTEXT & ANALYSIS BY DISTRICT



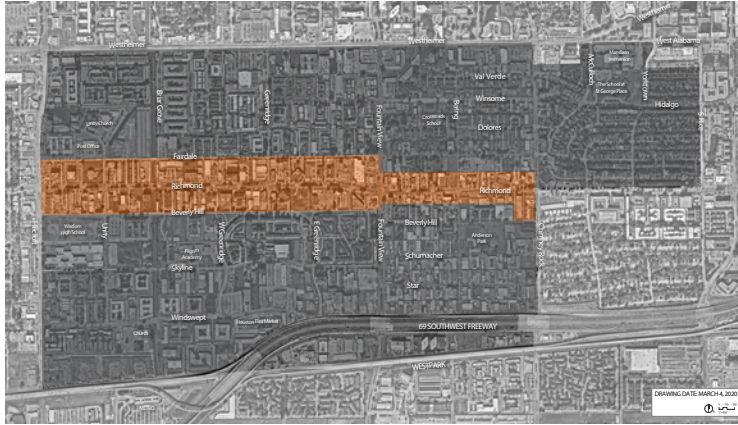
DRAWING DATE: MARCH 4, 2020



# CONTEXT & ANALYSIS BY DISTRICT



## COMMERCIAL ENTERTAINMENT DISTRICT



### Location

Centered on the “Richmond Strip”, the area is the core of St. George and includes all lands contained in the two blocks north and south of Richmond Avenue between Fairdale and Beverly Hill to the east and west limits of the annexed area (South Rice to Hillcroft).

### Size

The Commercial Entertainment District consists of 137.7 total acres. Approximately 101 of those acres are considered developable.

### Urban Form and Character

As Houston’s original, entertainment destination on Richmond Avenue, the area is defined by an irregular mix of low rise and mid-rise commercial buildings, many of whose property footprints extend a full block to “backer” streets (Fairdale for properties on the northside of Richmond and Beverly Hill on the south). Relatively regular, planted streetscape and Richmond Avenue’s wide planted esplanade give a certain “garden” feel to the area. Block lengths are significantly long, some more than 1,500’ feet. This contributes to congestion at major street intersections but also generates a degree of character continuity along the Richmond Strip.

### Land Use

Approximately 89.9 percent of developable acreage in the Commercial Entertainment District is used for various commercial activities. The remaining developable acreage is largely divided among residential types ranging from multifamily to single family.

### Population

Population in the Commercial Entertainment District is very limited – only approximately 70 people comprised of just 31 households.

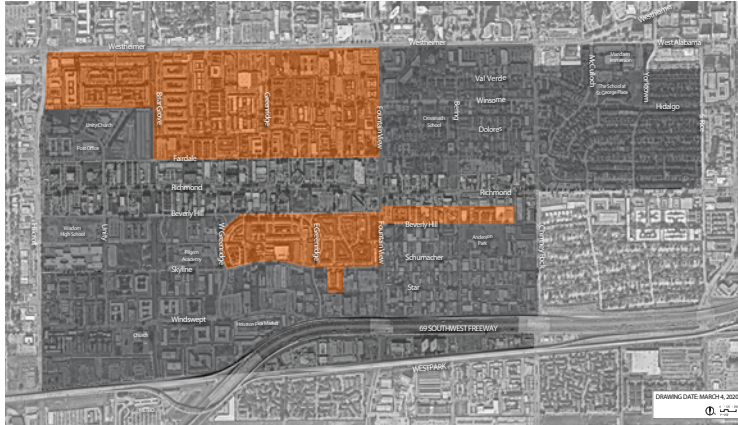
### Employment

Approximately 520 businesses are located in the Commercial Entertainment District employing roughly 3,300 employees. Services such as hotels, health, and automotive repair comprise nearly 40 percent of all area businesses. An additional 20 percent are involved in retail and dining activities.

# CONTEXT & ANALYSIS BY DISTRICT



## MULTI FAMILY DISTRICT



### Location

This area is positioned in the northwest of St. George and is substantially contained in an area south of Westheimer to the north limits of the Commercial Entertainment District and from Fountainview on the east to Hillcroft on the west. The District is bifurcated by the Commercial Entertainment District and has a smaller area south of Richmond.

### Size

The Multifamily District is comprised of 245.7 acres. Of those 206.8 are considered developable and divided into 795 different properties. The northern portion of the district makes up 155.1 of the total developable acres in the total district while the remaining 51.7 acres are located in the southern portion. The Multi Family District represents roughly 23 percent of all property in the reinvestment zone and 28.9 percent of the assessable value.

### Urban Form and Character

This area contributes to making St. George one of the most dense areas of Houston. Large garden apartment buildings constructed in the '60s, 70's and 80's, many with brick exteriors, predominate. The absence of a street grid and large property footprints result in an almost exclusive, private realm. The District is heavily oriented to the automobile, as a drive-in/drive-out residential destination.

### Land Use

Overall, multifamily structures, including apartments and condominiums, represent slightly more than 60 percent of developable acreage. Commercial property represents an additional 31 percent with nearly the entire remainder made up of single family residential activity.

### Population

The Multifamily District is home to 8,475 people living in 3,798 households. The majority (6,075) of people live in the northern portion of the district. Overall, approximately 43.8 percent of the people living in TIRZ No. 1 are located in the Multi Family District. Density in the area is nearly double the overall density within the reinvestment zone. Median Income in the area is low, but comparable to all other districts with the exception of the Residential District.

### Employment

While the area is largely comprised of multifamily activity, it also includes nearly 340 businesses employing roughly 2,620 people. More than 61 percent of businesses in the area are involved in daily services and retail activities. More than 10 percent of businesses located in the northern portion of the district are restaurants or similar activities.

# CONTEXT & ANALYSIS BY DISTRICT



## REDEVELOPMENT WEST DISTRICT



### Location

Located in the southwest corner of St. George, this area is bounded by Schumacher on the north, Greenridge on the east, I-69 on the south and Hillcroft to the west.

### Size

Redevelopment West District is comprised of 157.8 acres, including 134.8 acres of developable land consisting of 106 properties. The area represents nearly 16.7 percent of all acreage in the reinvestment zone; however, at an assessable value of approximately \$141,564,325, it represents only 8.6 percent of the total assessable value of the zone.

### Urban Form and Character

Similar to the Multi-Family District, this area has a significant density of existing multi-family apartment structures. With recent interest in redevelopment and property assembly activity, the area is likely to experience significant changes in the future. The area is likely to remain predominantly residential but include a mix of supporting commercial services and significant upgrades to the public realm including additional open space.

### Land Use

Approximately 55.7 percent of developable acreage in Redevelopment West district is used for commercial activity or is commercial property deemed vacant. An additional 38.3 percent is comprised of multifamily structures, including apartments and condominiums. The number of single family homes is very limited.

### Population

Redevelopment West district has a population of 6,529 people living in 1,703 households. The area is one of the most dense districts, housing approximately 41.3 persons per acre. Median income in the area is the lowest among the districts.

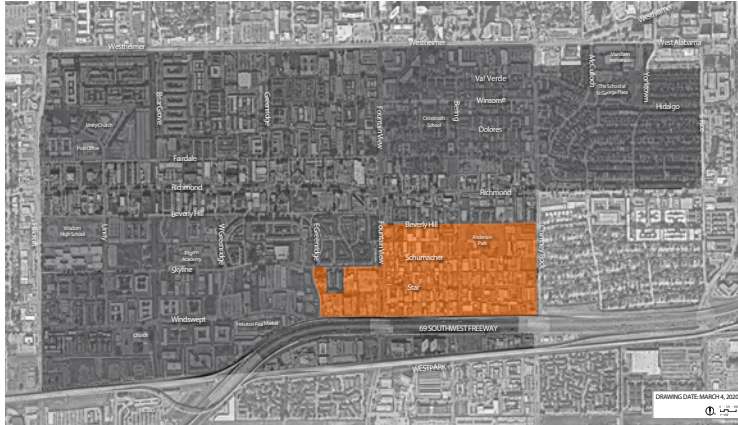
### Employment

The Redevelopment West District includes approximately 340 businesses that employ roughly 2,090 individuals. Over 41 percent of businesses are involved in various service industries such as health, legal and automotive services. Retail activity represents only 18.5 percent of district businesses.

# CONTEXT & ANALYSIS BY DISTRICT



## REDEVELOPMENT EAST DISTRICT



### Location

adjacent and east of the Redevelopment West District, this area extends north to Beverly Hill, south to I-69, east to Chimney Rock and west to East Greenridge.

### Size

The district includes 100.8 total acres, including 82.2 developable acres.

### Urban Form and Character

This area is distinguished from Redevelopment West District by its predominance of auto-oriented businesses located on smaller parcels in metal buildings of one or two stories. Streets are narrow with high volume of on-street parking. The general effect is a light industrial fabric, although punctuated by the green space of Anderson Park at the center of the district.

### Land Use

Redevelopment East District is very heavily commercial. Approximately 81.6 percent of all developable acreage is used for commercial purposes or is awaiting commercial activity. Less than 5 percent of developable acreage is associated with residential activity.

### Population

Similar to the Commercial Entertainment District, population is very limited in the Redevelopment East district. A total of only 154 people live in the area in households.

### Employment

Redevelopment East District is the location of choice for approximately 24 businesses that employ 2,510 people. Over 61 percent of area businesses are focused on service or retail industries. Nearly 20 percent of all businesses focus on automobile service, sales and aftermarket support.

# CONTEXT & ANALYSIS BY DISTRICT



## EDUCATION DISTRICT



### Location

The second smallest district after the Civic District, this area is contained by Beverly Hill to the north, Schumacher to the south, West Greenridge to the east and Hillcroft to the west. Similar to the Multi-Family District, it includes a bifurcated area defined by Mandarin Immersion / School of St. George Place and in the original TIRZ #1 area to the far northeast.

### Size

The Education District is relatively small in comparison to other districts in the reinvestment zone. In total, the district is comprised of just slightly more than 79 acres. Approximately 67.5 acres within the district are considered developable.

### Urban Form and Character

Wisdom High School and Pilgrim Academy define this district. In addition to its main building facilities, these schools also hold large acreage in open space for their recreational programs and is closely monitored by its respective school. While not developed in a true academic “campus” model, this district has a strong visual impact and may be the most cohesive in appearance of the eight St. George Districts.

### Land Use

As the name suggests, the vast majority of property within the district is devoted to education. Roughly 82.6 percent of developable acres is classified as “exempt”, which is the category that includes schools. The remaining property is used for multifamily development and commercial activity (7.0 and 3.4 acres, respectively).

### Population

A total of 901 people live in multifamily structures in the Education District within 280 households. Median income in the district is relatively lower than in the reinvestment zone as a whole (\$30,145 and \$35,847, respectively).

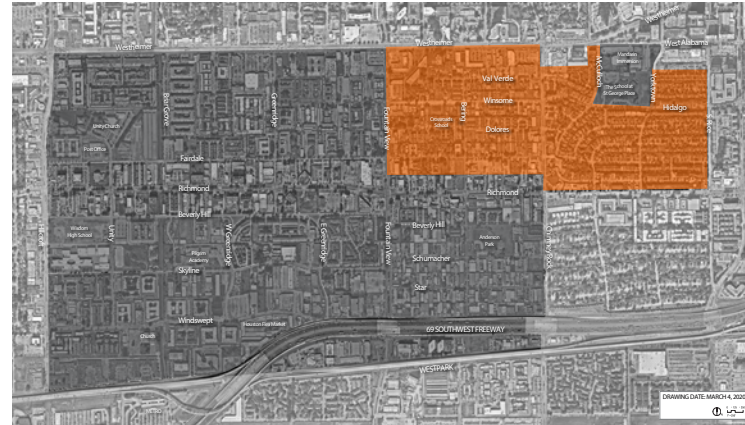
### Employment

Only in the range of 15 businesses are located in the Education District and they employ approximately 120 people. The majority of businesses are involved in various service industries.

# CONTEXT & ANALYSIS BY DISTRICT



## RESIDENTIAL DISTRICT



### Location

This area includes the foundational TIRZ No. 1 area of the old Lamar Terrace subdivision located at the northeast-most corner of the Zone and more recent development extending to the west. The general boundaries are Sage Road on the east, Westheimer on the north, Fountainview on the west and on the south generally to Fairdale including all properties on the south side of Fairdale.

### Size

The Residential District is largest area of TIRZ No. 1, with the exception of the combined areas that make up the Multi Family District. In total, the area is comprised of more than 219 acres. Slightly less than 161 acres in the district are developable. While area makes up just 20.8 percent of the land within the reinvestment zone, it represents 40.4 percent of the total assessable value of the zone. Assessable value per acre in the district is \$3,054,012 compared to an assessable value per acre of \$1,178,900 in the remainder of the reinvestment zone.

### Urban Form and Character

While this district is predominantly residential, it is differentiated by the original St. George Place and the areas to its west. While St. George Place is exclusively detached single family, the west sector is uniformly townhouse development. Where St. George Place is a planned community and employed a variety of strategies on a large, coordinated scale to enhance and differentiate it as a residential enclave (skinny streets, street closures, chicanes, alleys, etc.), the west sector is more ad hoc, market-driven at the parcel-level. One has a uniformly attractive public realm and the other depends on an inadequate public realm lacking basic features including but not limited to sidewalks.

### Land Use

Despite the name, only 50.5 percent of developable acreage in the Residential District is allocated toward residential activity. Approximately 46.4 percent of all developable acreage is developed as single family homes in the St. George Place neighborhood. The remaining residential uses are a mix of townhomes and multifamily structures. Beyond residential activity, an additional 35.2 percent of developable acreage is used for commercial activity or is commercial property considered vacant.

### Population

The Residential District is home to 2,101 people living in 889 households. In many ways, the population of the district differs from the remainder of the reinvestment zone. The average household size in the Residential District is approximately 2.36 persons compared to 2.68 persons per household throughout all of the zone. Similarly, while 68 percent of people throughout TIRZ No. 1 are considered of Hispanic Origin, only 21 percent of the Residential District falls into that category. Most notable, the median household income in the Residential District is estimated to be \$135,148 compared to \$35,847 for the entire zone.

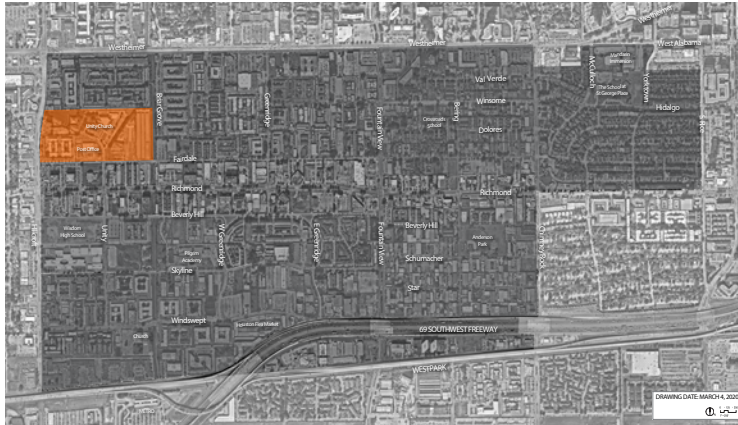
### Employment

While it may be called the Residential District, the area is also home to roughly 380 businesses that employ about 3,150 people. Businesses in the area are relatively diverse. While 41 percent of all businesses are service oriented, an additional 22 are devoted to retail. Nearly 9 percent of businesses are eating and drinking establishments. Additionally, more than 11 percent of all businesses are involved in finance, insurance or real estate activity.

# CONTEXT & ANALYSIS BY DISTRICT



## CIVIC DISTRICT



### Location

The Civic District is located on the west-most side of the annexed area. Its boundaries are generally W142 / Briargrove on the east, Fairdale on the south, Hillcroft on the west and the extension of High Meadow on the north.

### Size

The Civic District is the smallest. It consists of only 36.6 acres, of which 30.7 are developable.

### Urban Form and Character

This district is largely occupied by religious institutions and destination from adherents from across Houston. Notable buildings are distinctive in architecture style and while monumental, generally less than two stories. Similar to the Education District, the area has a campus feel while not strictly developed on a “campus” model.

### Land Use

Approximately 51 percent of all developable acreage in the Civic District is classified as “exempt” which is appropriate to the name of the district as a place of civic and religious activity. An additional 32.3 percent of acreage is devoted to commercial activity and a remaining 8.6 percent serves residential purposes.

### Population

The Civic District is home to 1,120 people living in 461 households. In all aspects, the population living within the Civic District mirrors the population of the reinvestment zone as a whole.

### Employment

The Civic District includes about 90 businesses that employ approximately 530 people. Approximately 38 percent of businesses are involved in service activities. An additional 28 percent are involved in retail. Roughly 10 percent of businesses are eating and drinking establishments.



# CONTEXT & ANALYSIS BY DISTRICT



## FREEWAY CORRIDOR DISTRICT



### Location

This district is sandwiched between I-69 Southwest Freeway on the north and west and Westpark Drive on the south. The combination of the freeway and Westpark Dr tend to isolate this district. Chimney Rock forms the eastern boundary.

### Size

The Freeway Corridor District is comprised of approximately 78 acres; however, only 24.1 acres are considered developable. The district may not be the smallest, but it does have the smallest amount of developable property.

### Urban Form and Character

This last district is distinguished by its freeway orientation to I-69 and freeway scale and preponderance of its public ownership. Buildings are multi-storied and tightly contained between I-69 and Westpark / elevated Westpark HOV. Of all the districts, this is the most disconnected and isolated.

### Land Use

Development in the Freeway Corridor District is hampered by the amount of spaces that is not available for development. That is further exacerbated by the fact that 11 of the developable 24.1 acres is classified as exempt. As a result, only 13.1 acres are fully utilized and all serve commercial purposes.

### Population

There is no residential activity in the Freeway Corridor District.

### Employment

Despite the limited available space for development, the Freeway Corridor District is estimated to include approximately 90 businesses that employ roughly 440 individuals. The majority of businesses include service and retail activities, although nearly 10 percent are involved with finance, insurance or real estate.

# HISTORY OF AREA DEVELOPMENT

1944



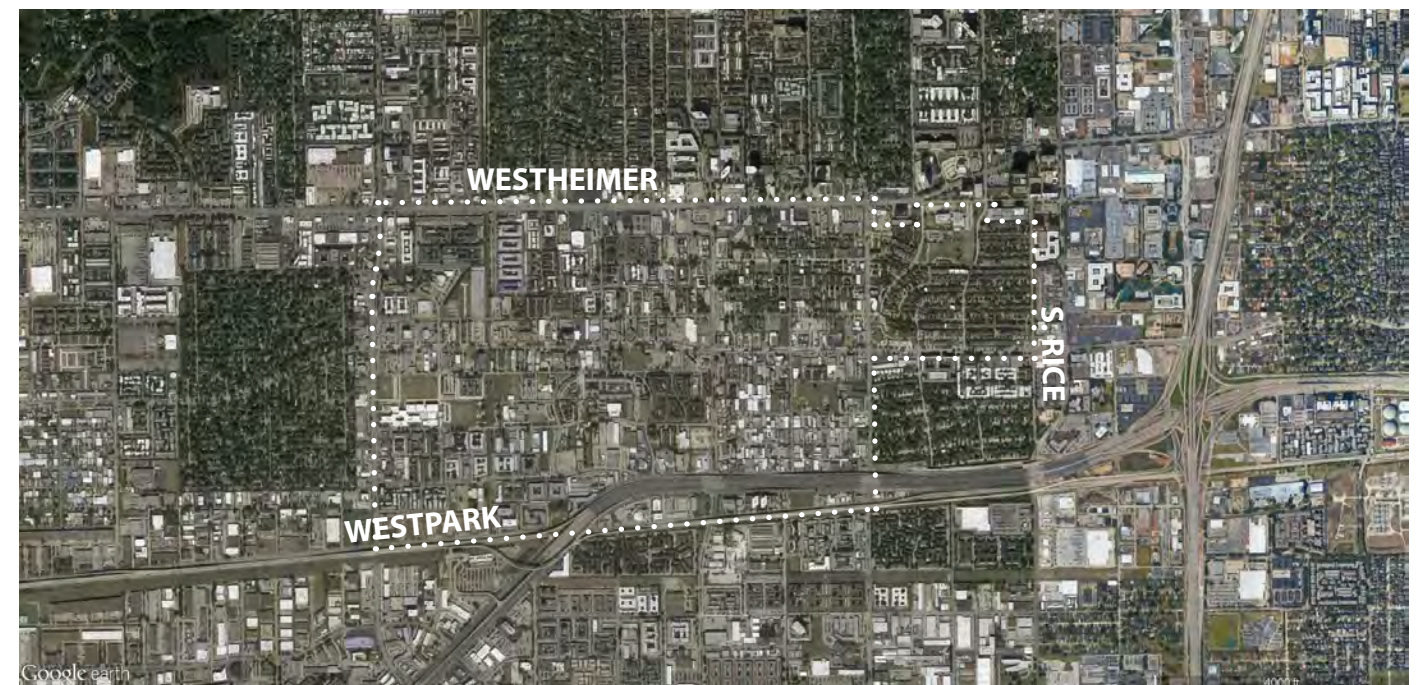
1978



1953

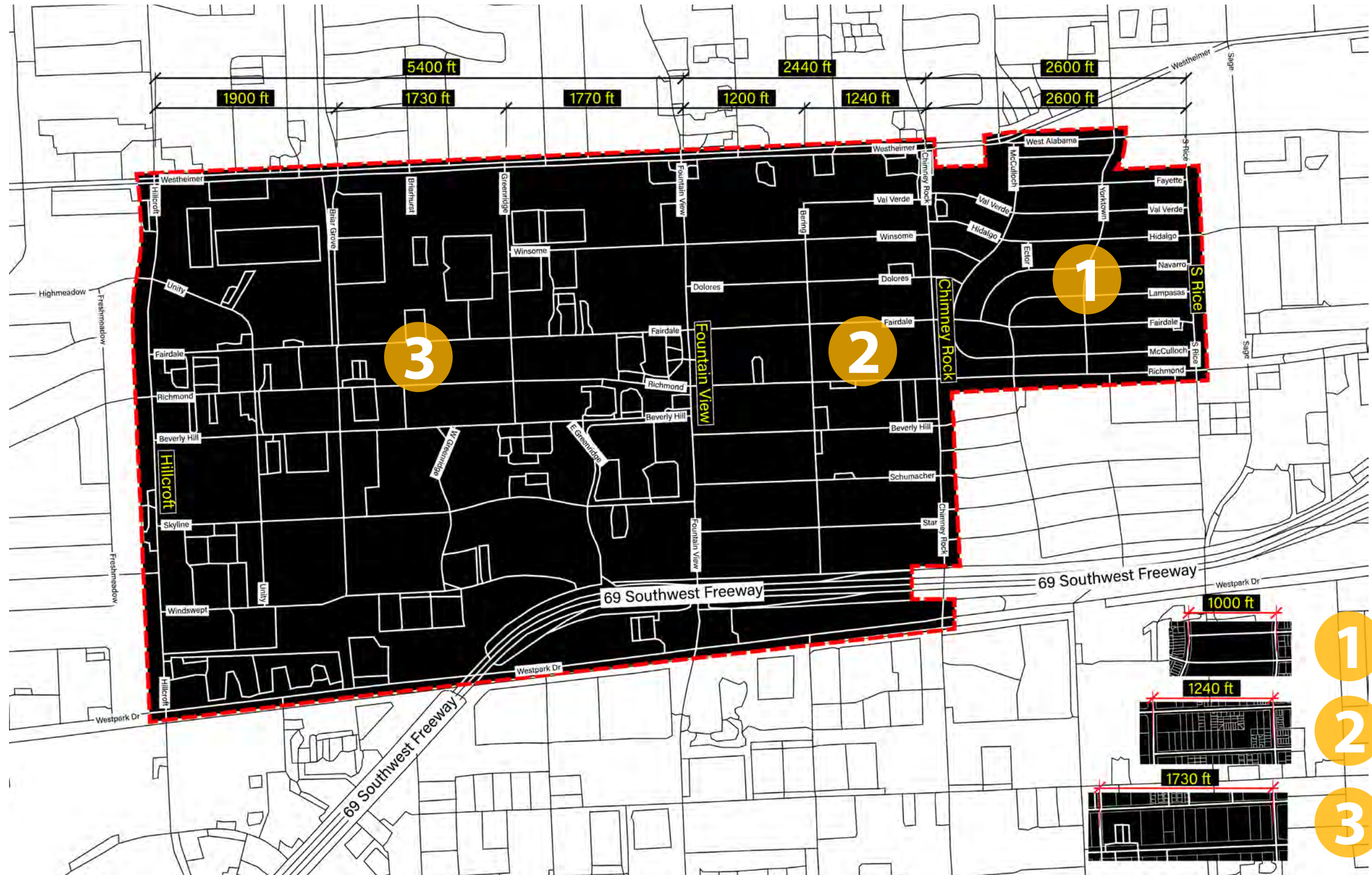


2019



# URBAN FORM ANALYSIS

## BLOCK LENGTH



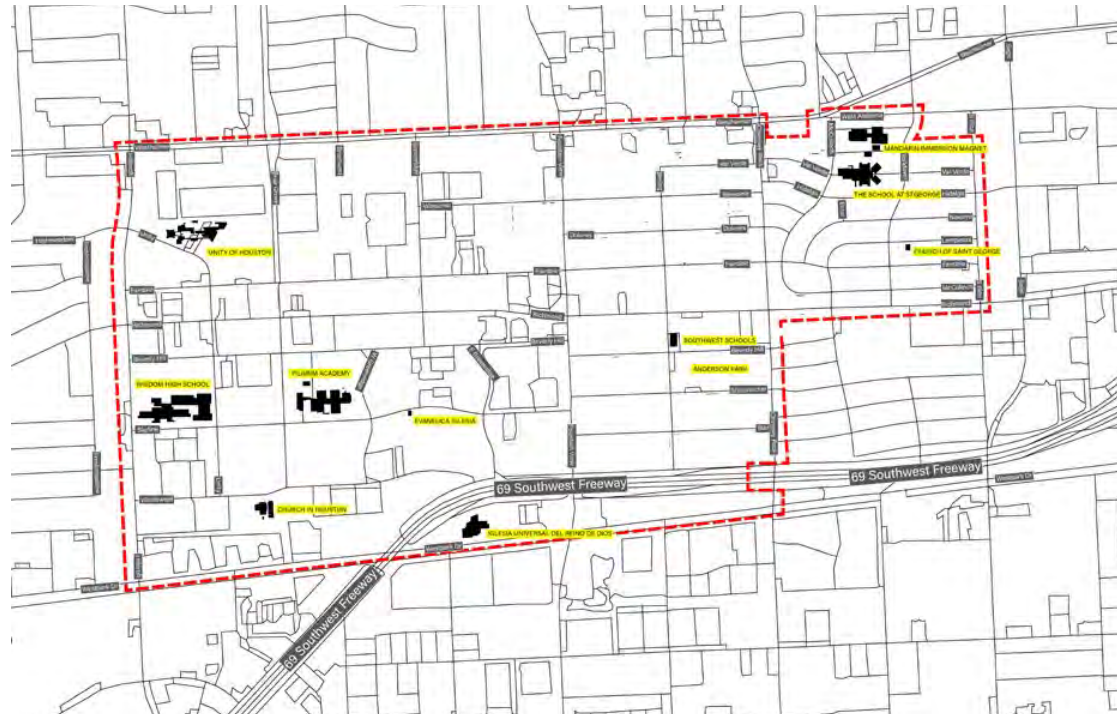
# URBAN FORM ANALYSIS

## BUILT ENVIRONMENT



# URBAN FORM ANALYSIS

## SCHOOLS, PARKS & CHURCHES



## COMMERCIAL



## Land Use

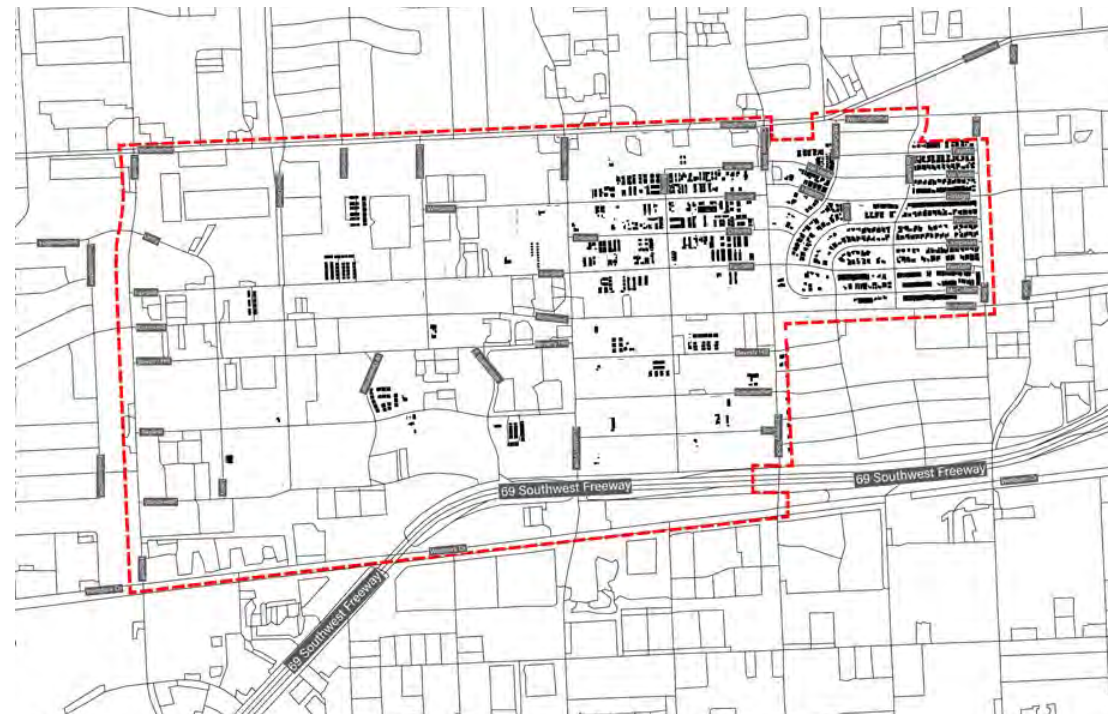
Breakdown of the Built Environment of TIRZ No. 1 highlights the development patterns and location of predominant uses in the area.

- TIRZ No. 1 offers a limited number of destinations, most of which are schools and churches. Anderson Park is the only public green space in the community.
- Commercial activity is spread throughout the community but is most predominant along the major roadways, including Richmond, Westheimer, Chimney Rock and Hillcroft and Fountain View.
- Multi-family residential areas are most prominent in the western portion of TIRZ No. 1 and are generally clustered.
- The majority of Single Family Residential development is located in the northeast portion of the Zone, including St. George Place neighborhood and areas west of Chimney Rock.

## RESIDENTIAL, MULTI-FAMILY



## RESIDENTIAL, SINGLE FAMILY



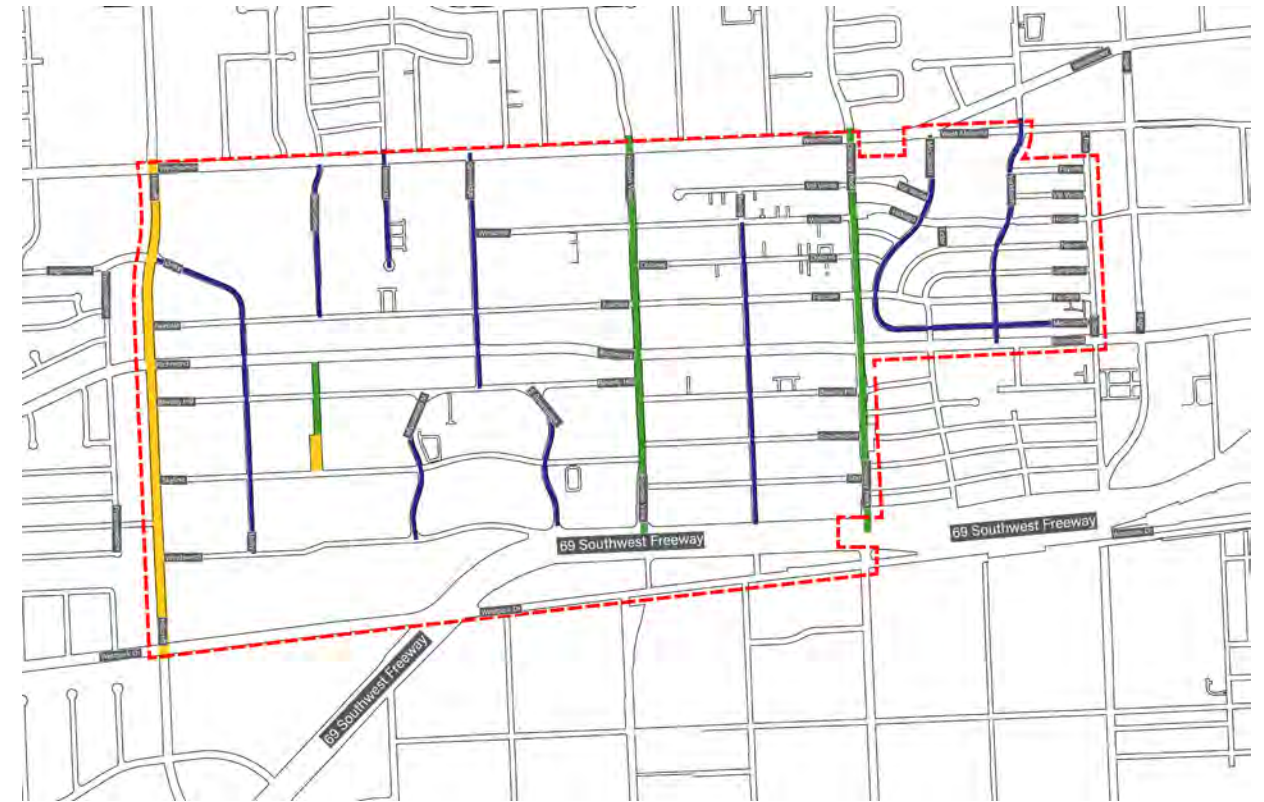
# URBAN FORM ANALYSIS

## Street Patterns

The predominant east-west streets show the area's origins as primarily serving through-flow as a farm-to-market route. As the area has developed and densified, only three continuous north-south streets through the Zone (Hillcroft, Fountain View, and Chimney Rock) must manage all of the north-south traffic. This creates a large amount of vehicular congestion and unsafe conditions for pedestrians and cyclists.

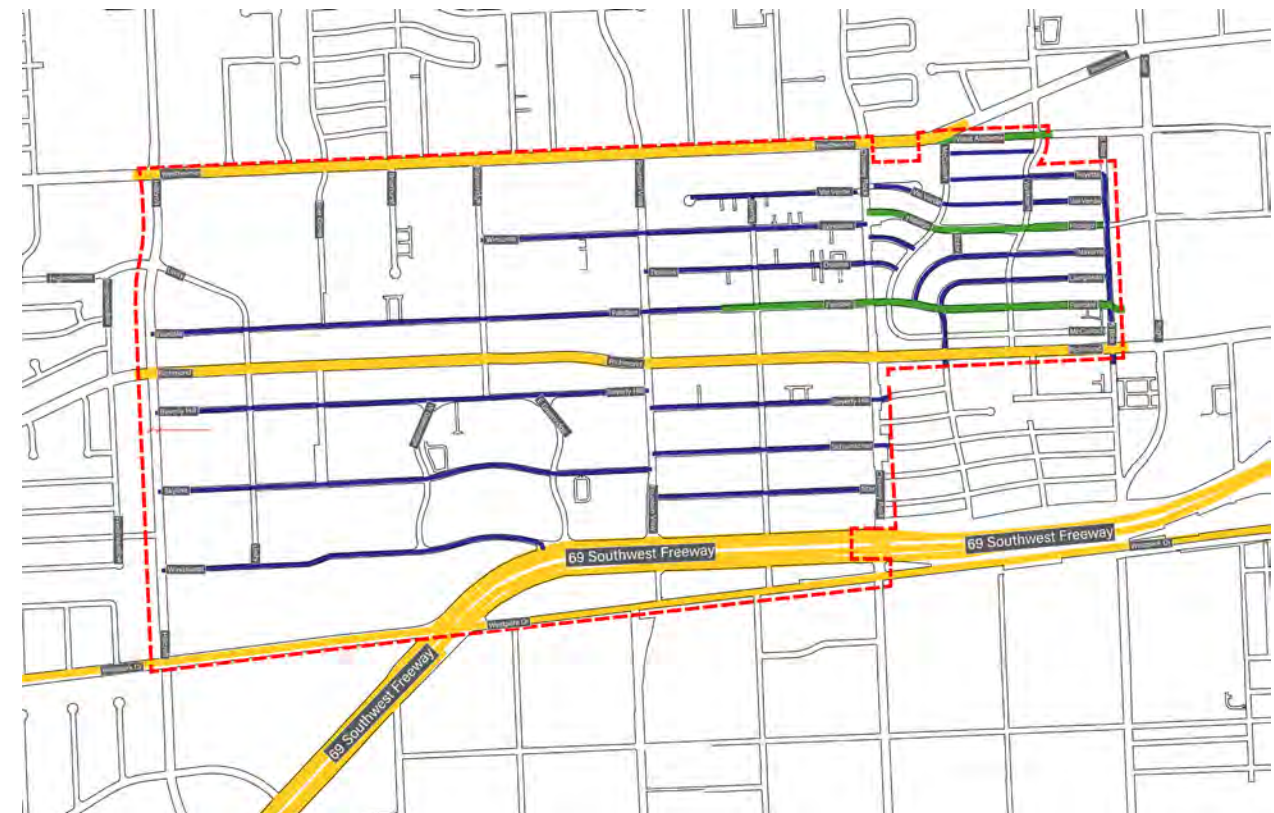
1

## NORTH & SOUTH



2

## EAST & WEST



# URBAN FORM ANALYSIS

## Sidewalks

The original area of the Zone at Lamar Terrace, which is primarily single family residential, has a robust network of sidewalks. At the west of the Zone with its concentration of multi-family structures, the block sizes become much larger and sidewalks become sparse and not highly connected, which contributes to an overall lack of walkability within the annexed area of the Zone.

1

**RESIDENTIAL DISTRICT**  
*of TIRZ No. 1*



2

**MULTI-FAMILY DISTRICT**  
*Non-contiguous Areas of TIRZ No. 1*



# URBAN FORM ANALYSIS

## Streetscapes

Many streetscapes within the Zone reflect its development as a farm-to-market route, with no curbs and open ditches. Redevelopment of infrastructure and the surrounding development allows the Reinvestment Zone and its partners the opportunity to identify streets that can be upgraded with amenities such as curb and gutter, sidewalks, bike paths, street trees, and in some cases on-street parking. These elements are more fitting to the urban environment of TIRZ No. 1 and better support walkability, drainage, quality of life and overall curb appeal.





# URBAN FORM ANALYSIS

VAL VERDE ST



WINSOME LN



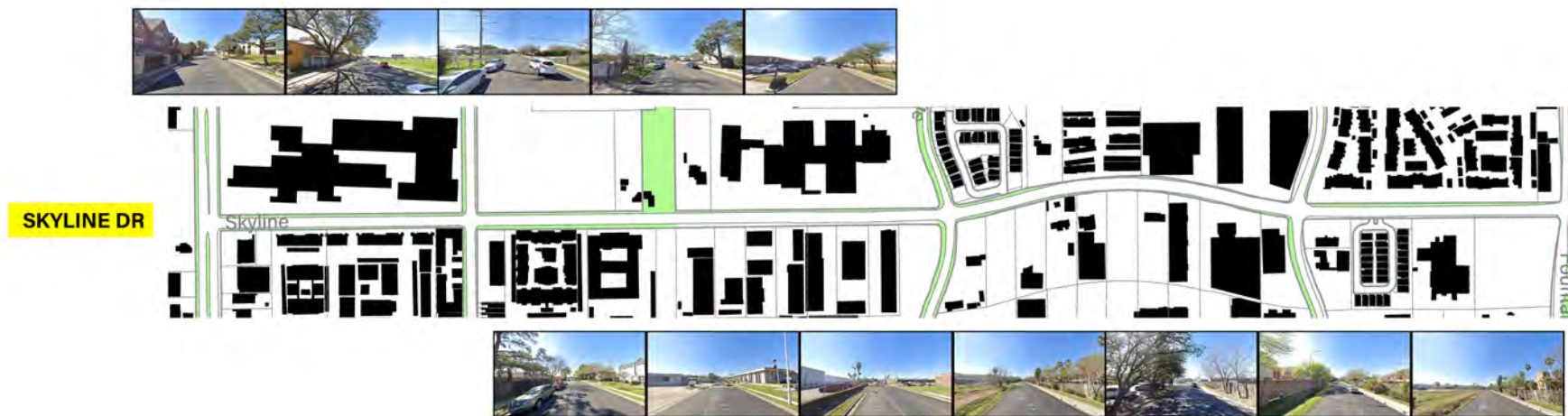
DOLORES ST



FAIRDALE LN

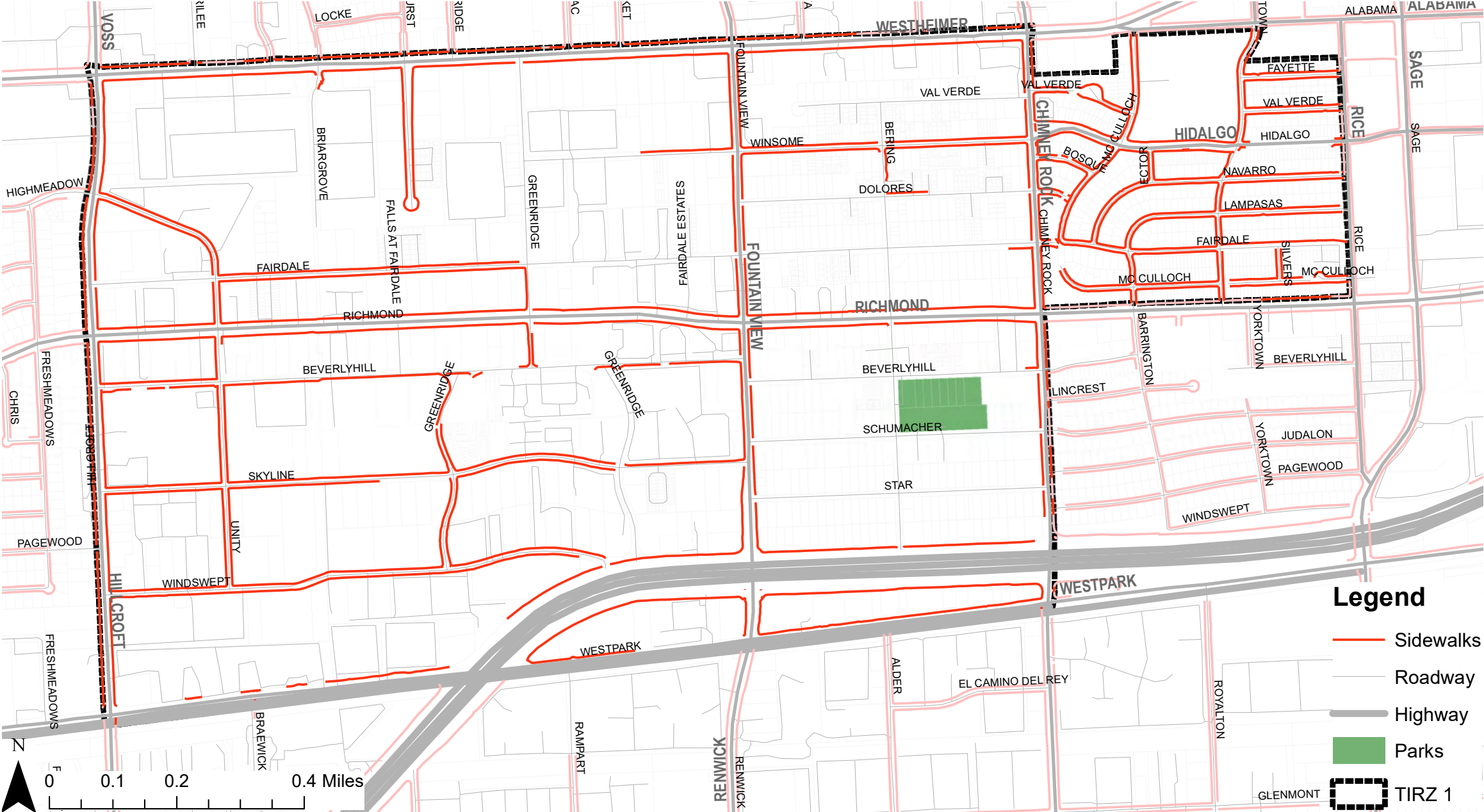


# URBAN FORM ANALYSIS



# MOBILITY ANALYSIS

## TIRZ NO. 1 SIDEWALK NETWORK



### Sidewalks

The ability to move throughout the Zone on foot can be difficult. Existing sidewalks in the Zone are predominantly east-west. The lack of north-south sidewalks in the annexed area of the Zone inhibit easy pedestrian mobility. As noted previously, sidewalks are particularly limited in areas outside of the St. George Place neighborhood, particularly in terms of moving from residential areas to major destinations such as Anderson Park of schools in the area.

# MOBILITY ANALYSIS

## Bicycle Travel

TIRZ No. 1 is highly deficient in regards to safe and comfortable travel by bicycle. According to the City of Houston Bike Plan, the only current designated bike routes are located in St. George Place neighborhood along Fairdale and Yorktown. A number of additional routes are proposed as part of the city's Bike Plan, including on-street and off-street bikeways.

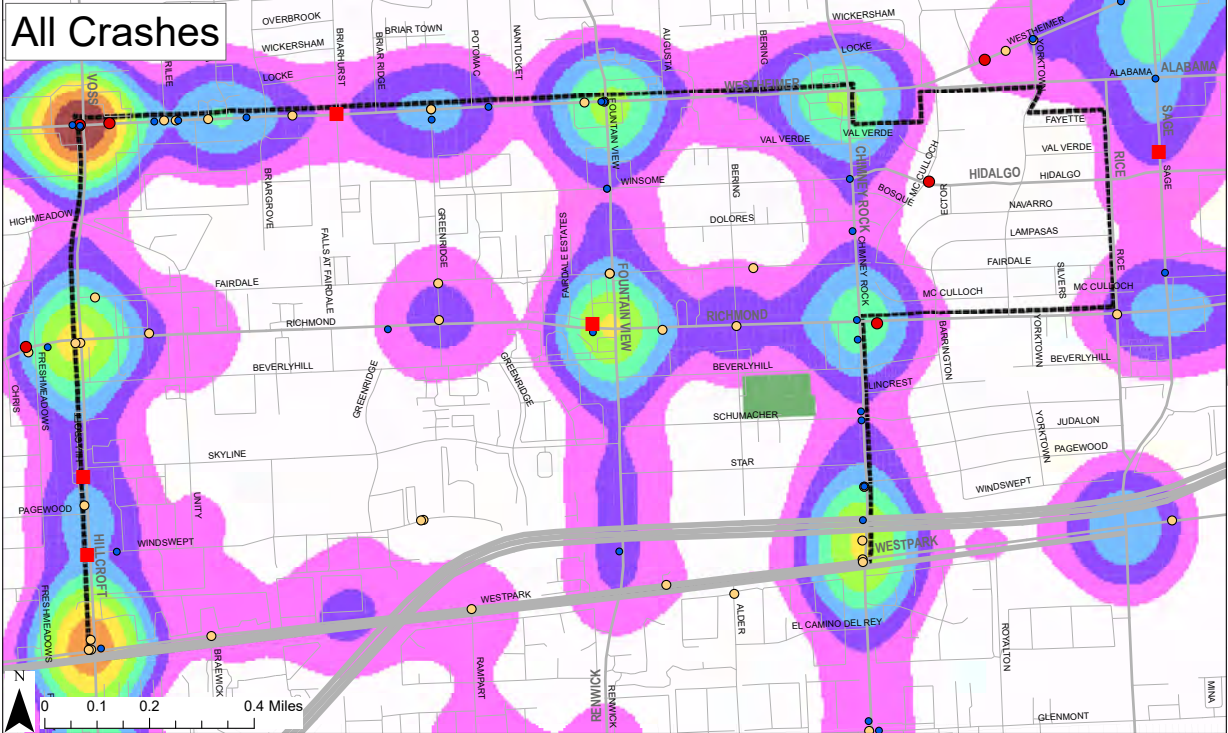
## CURRENT & FUTURE BIKEWAYS



# MOBILITY ANALYSIS

1

## CRASH DATA, TIRZ NO. 1 & SURROUNDS



**Legend**

- A - SUSPECTED SERIOUS INJURY
- Killed
- Ped Bike - Fatality (All Peds)
- Incapacitating Injury
- Suspected Serious Injury

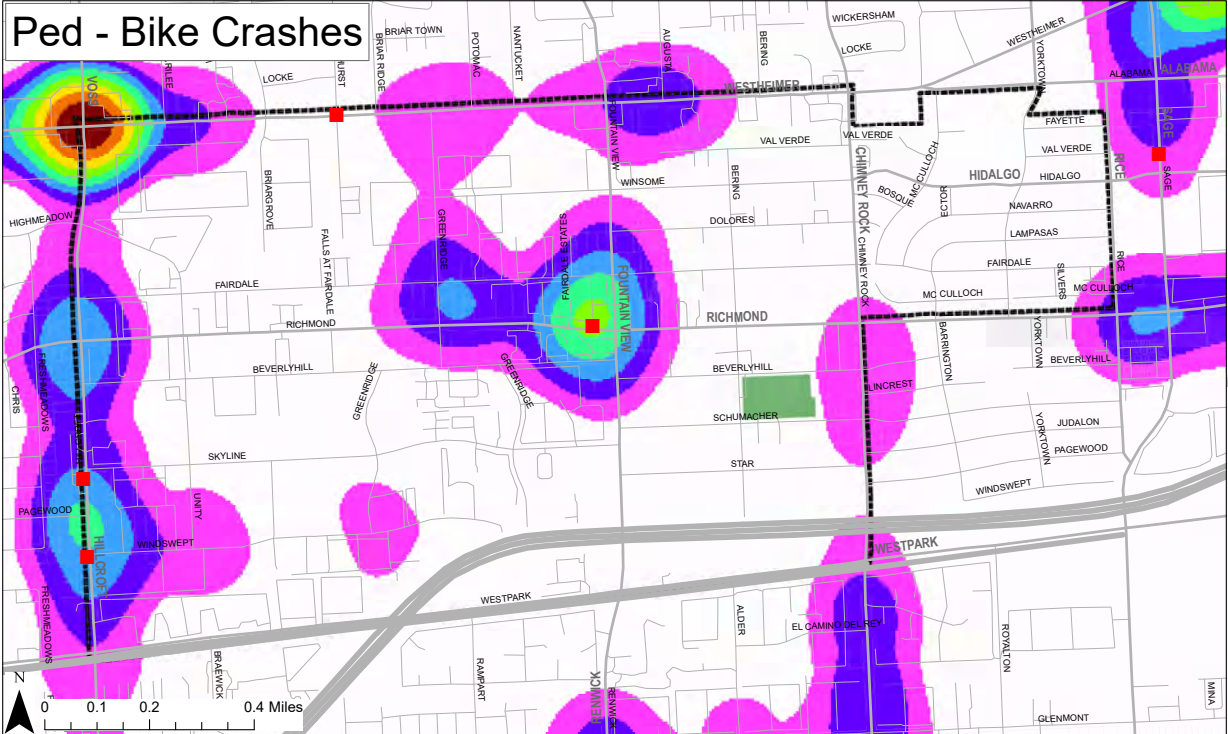
### Crash Data

“Heat maps” of crash data show that most collisions occur along the major roadways, with intersections along Hillcroft proving to be particularly susceptible. The lack of bikeways and north-south sidewalks forces pedestrians and cyclists to the three continuous north-south streets and increases the number of serious accidents with automobiles also forced to these streets. Many people currently walk on these streets to access transit in the area.

According to Houston Vision Zero, “nearly 60% of traffic deaths and serious injuries occur on just 6% of Houston’s streets.” Roads highlighted below are considered part of Houston’s High Injury Network and are considered among the city’s “highest priority safety corridors.”

2

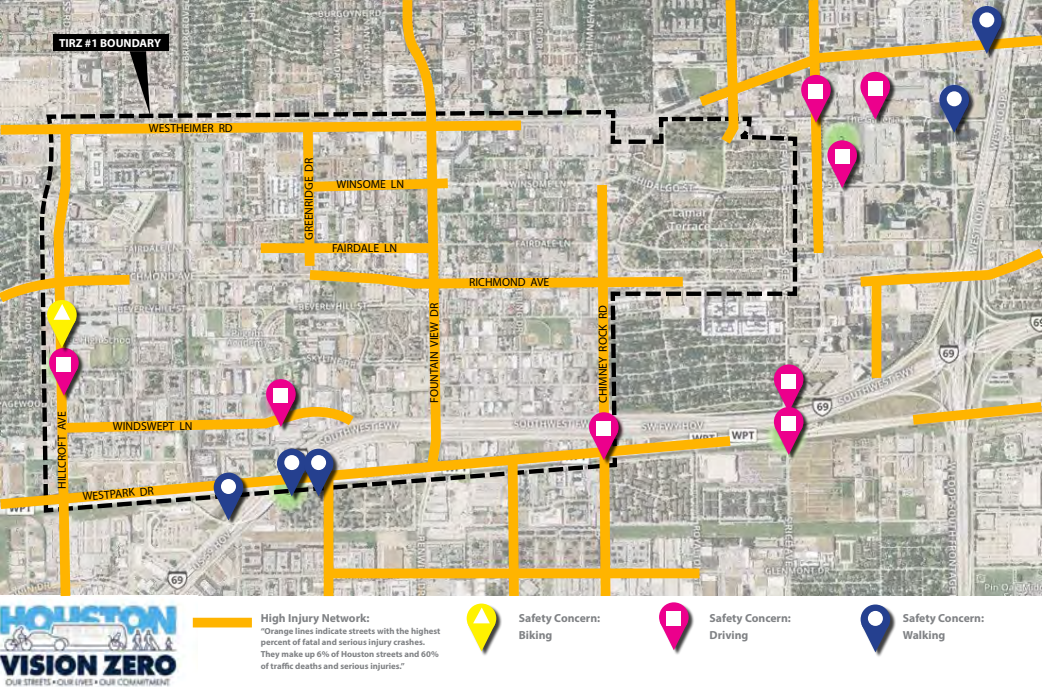
## CRASHES INVOLVING PEDESTRIANS OR CYCLISTS



**Legend**

- Ped Bike - Fatality (All Peds)

### HOUSTON VISION ZERO



**HOUSTON VISION ZERO**  
OUR STREETS • OUR VISION • OUR COMMITMENT

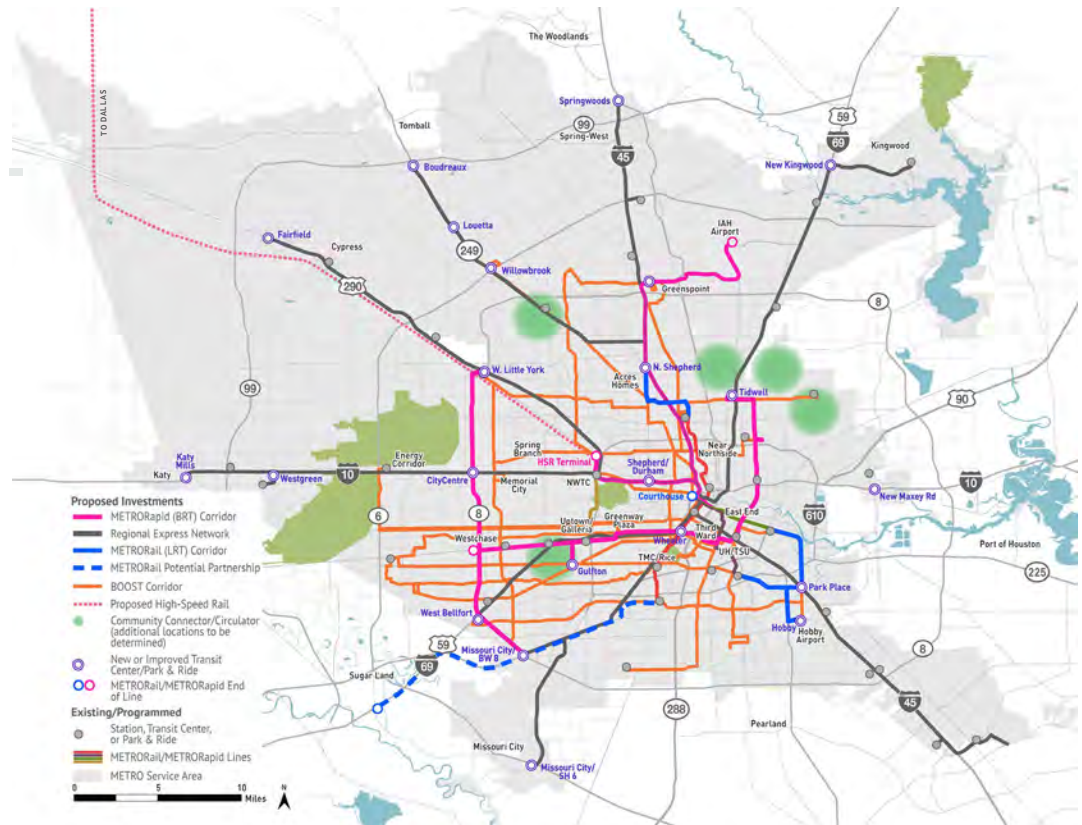
- High Injury Network: “Orange lines indicate streets with the highest percent of fatal and serious injury crashes. They make up 6% of Houston streets and 60% of traffic deaths and serious injuries.”
- Safety Concern: Biking
- Safety Concern: Driving
- Safety Concern: Walking

# MOBILITY ANALYSIS

## Transit Service

Houston METRO offers a series of transit routes along the major corridors of TIRZ No. 1 with the most boardings occurring along Westheimer and Richmond. Hillcroft Transit Center is located directly south of Westpark adjacent to the Zone.

METRONext proposes improvements throughout the Houston region, including the area of TIRZ No. 1.

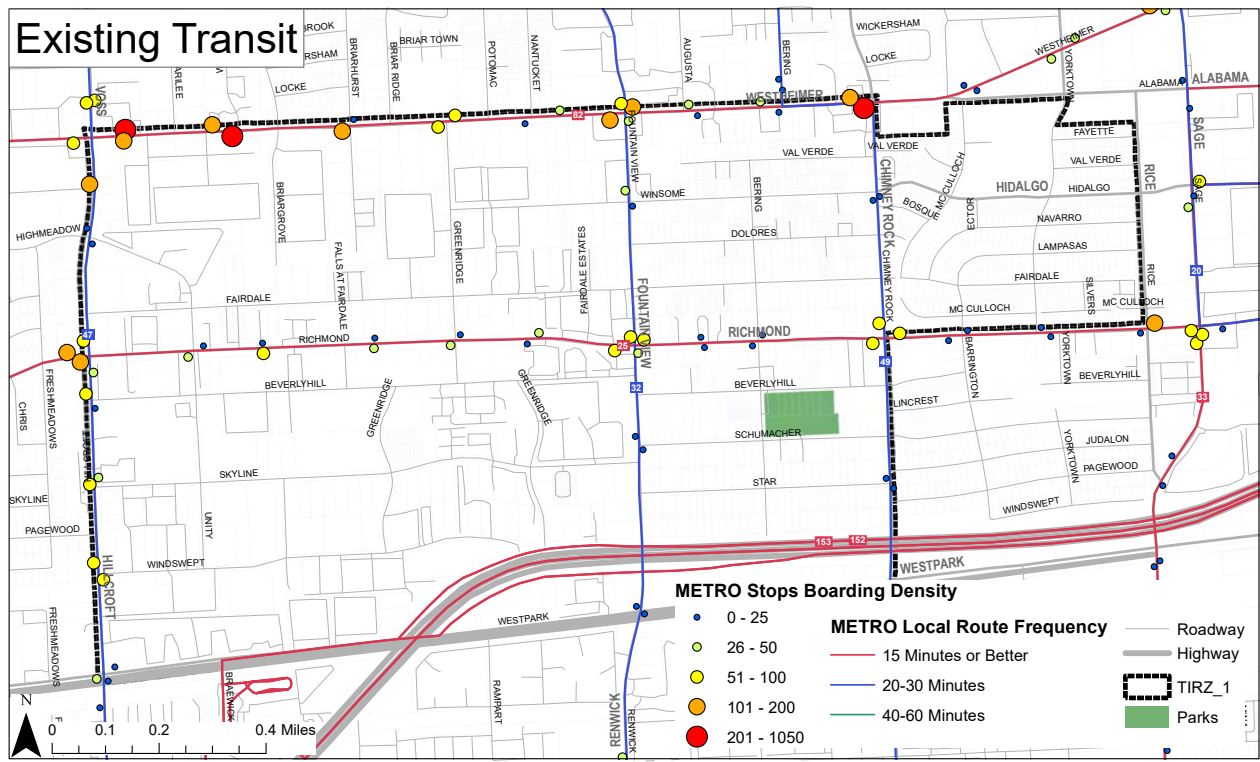


Note: During the course of the implementation of METRONext, exact routes of the METRORapid and METRORail connections shown above will only be decided and finalized after an extensive community involvement process.

NOTE: METRO transit service and boarding data reflects conditions from October 2020, prior to the onset of the COVID-19 pandemic. The pandemic has had significant impact on travel patterns, ridership and service levels. Pre-pandemic conditions have been shown as this may be more reflective of future demand in the area. In August 2020, METRO began service on the Silver Line METRORapid (BRT) Service along Post Oak. This also resulted in some changes to local service adjacent to the TIRZ 1 study area.

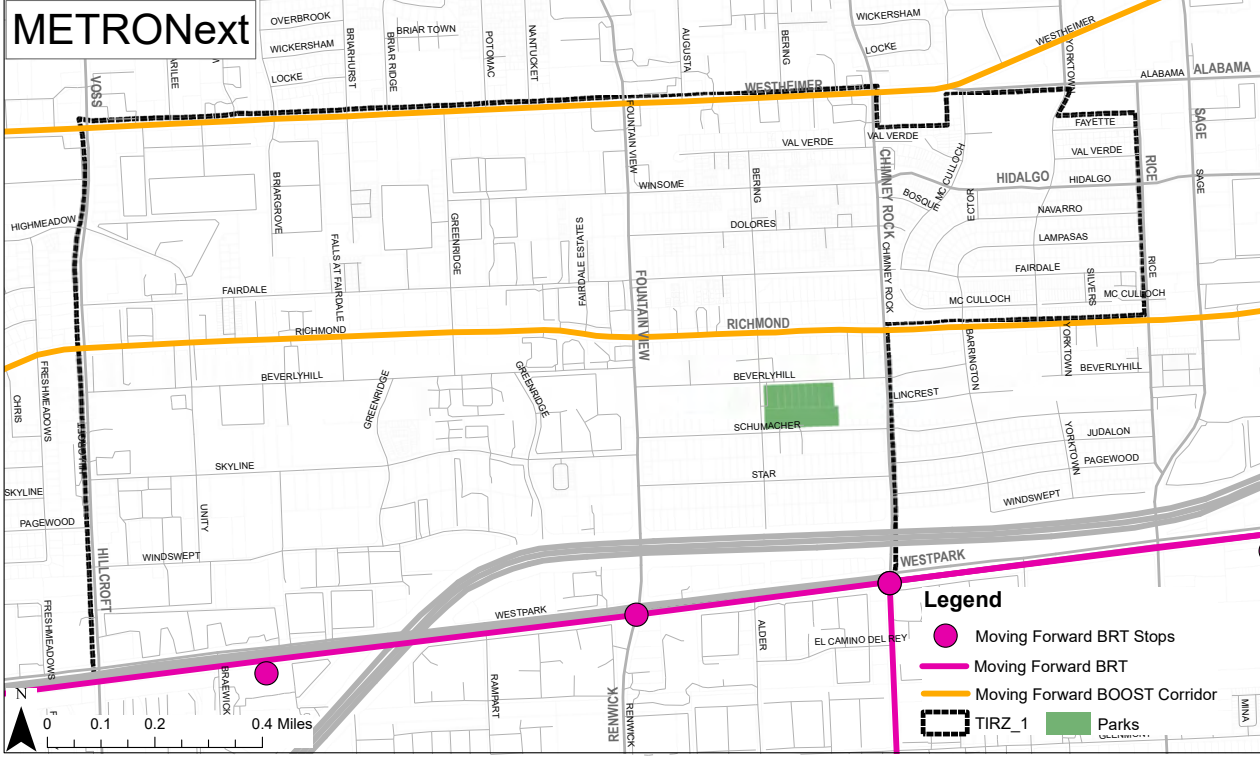
1

## CURRENT METRO SERVICE



2

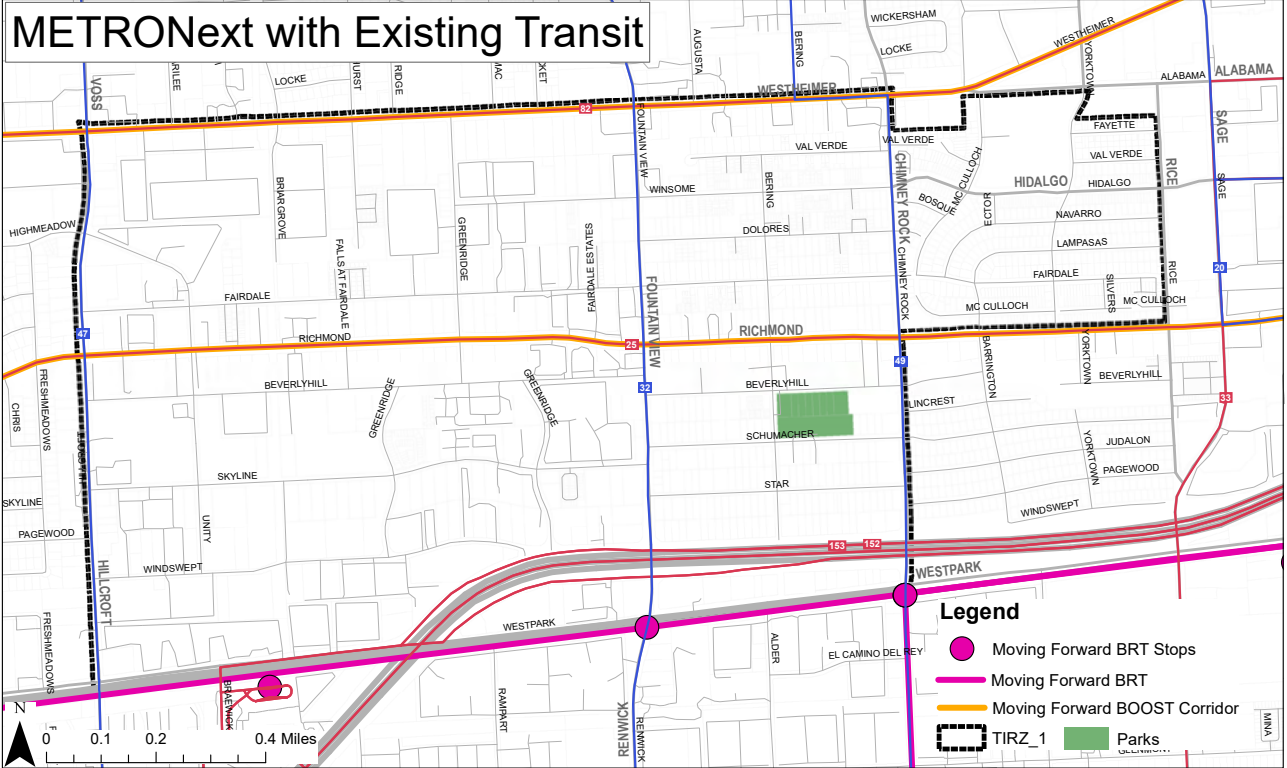
## METRONEXT IMPROVEMENTS



# MOBILITY ANALYSIS

3

METRONEXT + EXISTING



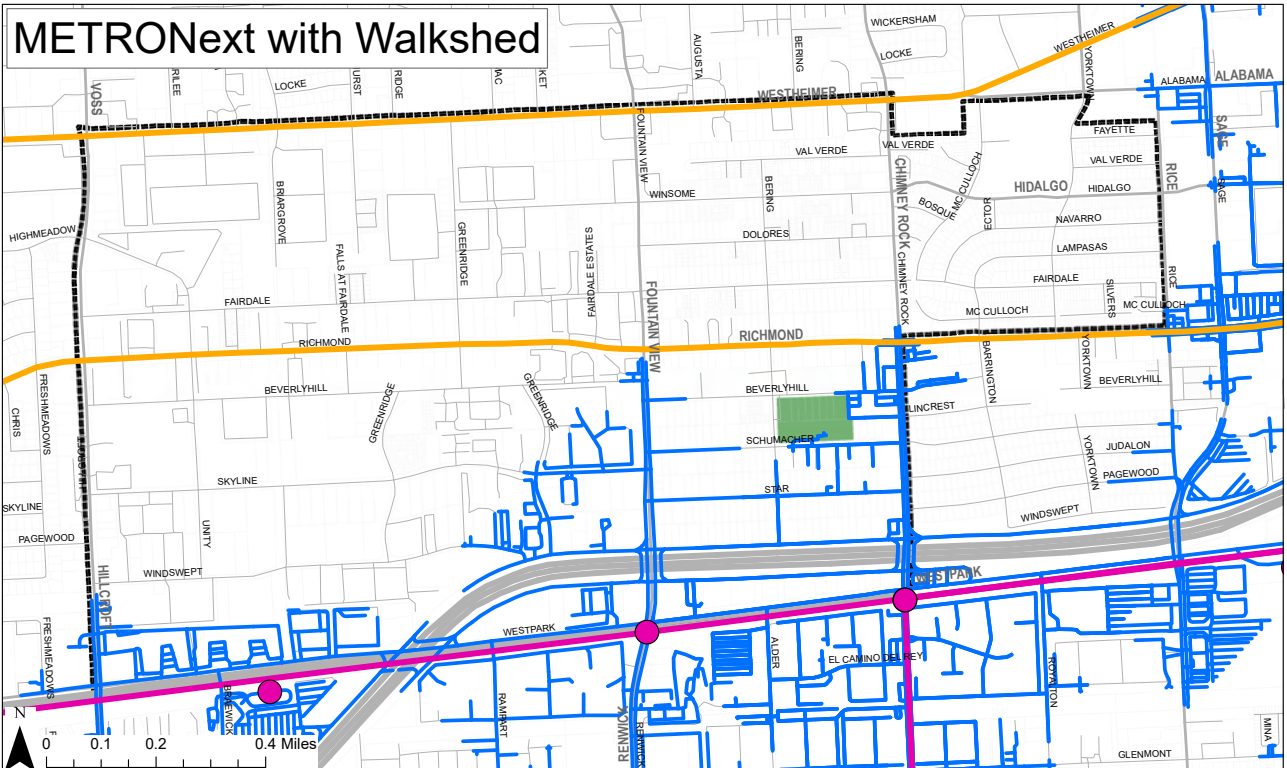
### Transit Service

Westheimer Road and Richmond Avenue are designated as METRO BOOST Corridors, and Westpark will have Bus Rapid Transit (BRT) implemented including three proposed stops in the TIRZ No. 1 area as shown.

The half-mile walkshed from the three proposed METRO Westpark BRT stops offers an understanding of the potential area of increased walkability associated with a shift to multi-modal transportation. Improvements to enhance the comfort and safety of the pedestrian/cyclist experience within the walkshed will increase the number of people willing to walk or ride to the proposed transit stops.

4

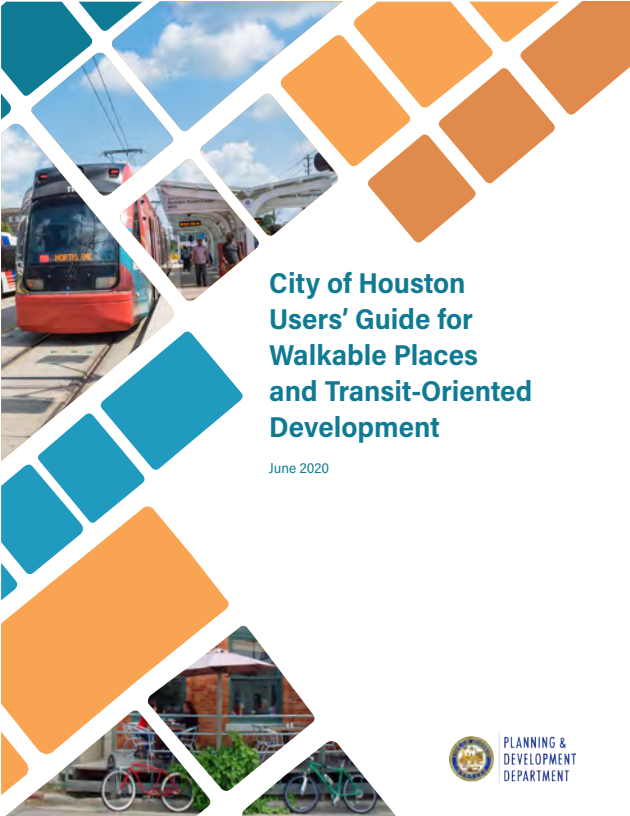
METRONEXT + WALKSHED



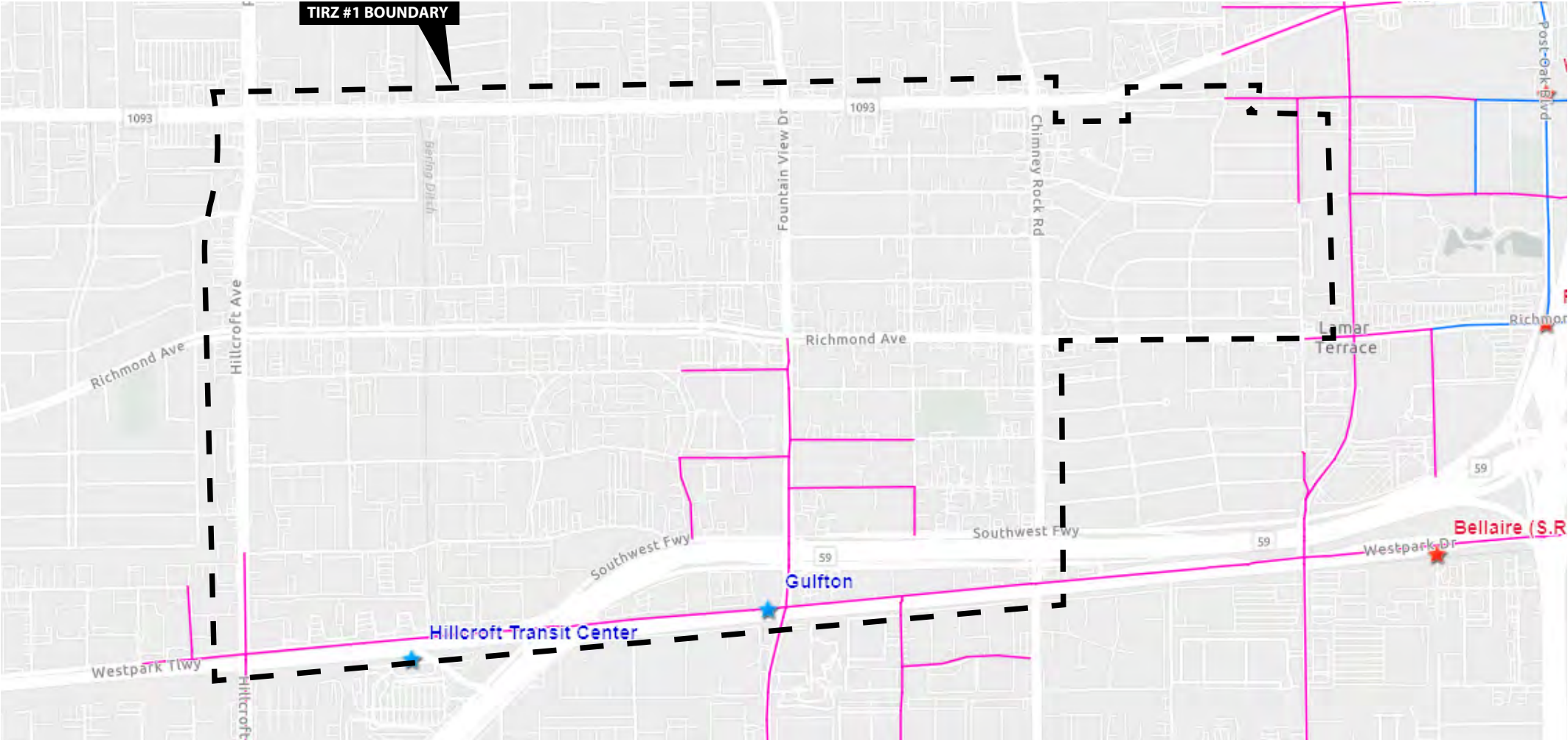
# MOBILITY ANALYSIS

## Transit-Oriented Development

The City of Houston User's Guide for Walkable Places and Transit-Oriented Development, approved in late 2020, identifies streets near transit stops as Primary (shown in blue) and Secondary (shown in pink). All proposed TOD streets within TIRZ #1 are secondary, which means it is optional for property owners to follow the guidelines.



## IDENTIFIED TOD STREETS IN TIRZ NO. 1 AREA



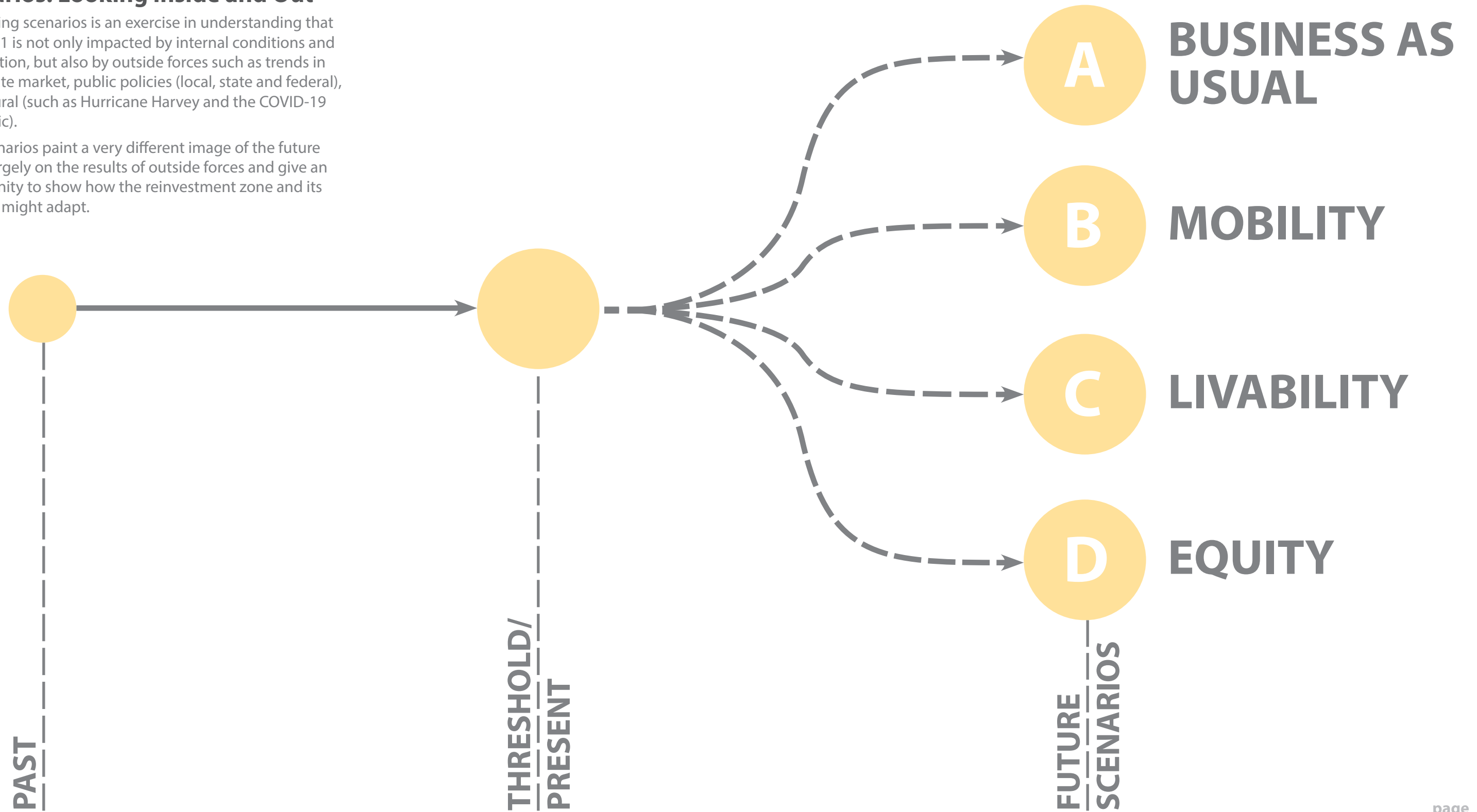


# PLANNING SCENARIOS

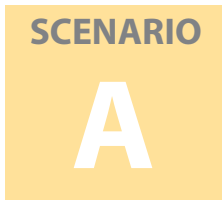
## Scenarios: Looking Inside and Out

Forecasting scenarios is an exercise in understanding that TIRZ No. 1 is not only impacted by internal conditions and composition, but also by outside forces such as trends in the private market, public policies (local, state and federal), and natural (such as Hurricane Harvey and the COVID-19 pandemic).

Four scenarios paint a very different image of the future based largely on the results of outside forces and give an opportunity to show how the reinvestment zone and its partners might adapt.



# PLANNING SCENARIOS

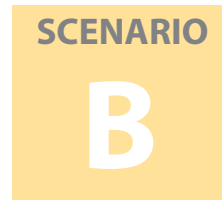


## BUSINESS AS USUAL

The BASELINE scenario as it exists prior to development of a Strategic Plan. National and local policies remain as they currently exist for the foreseeable future.

### The Verdict:

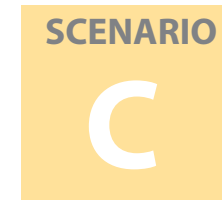
Both internal and external forces, including the level of mobility effort and programs underway by partner entities such as the City of Houston and METRO, point to a focus on the MOBILITY SCENARIO. This in no way precludes TIRZ No. 1 from taking on projects that would be considered “Livable” such as improvements to green spaces and destinations. It simply recognizes that the greatest opportunities to leverage resources and continue to transform the community occur in areas of Mobility.



## MOBILITY SCENARIO

Local and national policy promotes a stronger mix of transportation alternatives, including a greater regional emphasis on major transit systems improvements as a means of improving efficiency, sustainability, and growing density. The renewed focus on alternatives reduces funding available for roadway capacity projects as policymakers envision a “better bang for the buck” in increasing accessibility and moving larger numbers of people as the City’s population continues to expand. TIRZ No. 1 benefits from the shift in policy as a result of its strategic locational advantage, particularly those areas with the best access to currently proposed or future planned transit. Funds and programs become more readily available for transit connectivity as well as methods for accessing transit.

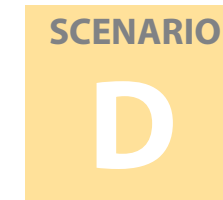
Private development, to the extent practical, responds to infrastructure changes with increased densities and housing options. Commercial retail activity similarly responds to a degree with some renewed emphasis on walkable, accessible retail.



## LIVABILITY SCENARIO

National and local policies build upon the growing appreciation of the quality of life offered by close-in locations as places to live, work, and play in a single or nearby locations. Policies and programs support investment in inner-city infrastructure and amenities and promote urban densities by the private market. TIRZ No. 1 benefits from the focus on investment in close-in locations as a result of its strategic locational advantage, particularly given the concentration of urban infrastructure that can support added density and availability of property for reinvestment.

Partnership with entities such as various departments of the City of Houston, as well as METRO and other entities provide an opportunity to enhance infrastructure, local corridors, and aesthetics. Local investments target improvements that will incentivize private capital especially for new roof tops. Commercial mixed use investments follow roof tops and grow local employment.



## EQUITY SCENARIO

Policy advocates build upon growing social trends and calls for general economic equity. The concept of “equity” becomes the a key driver for allocating national, state and local resources - public and private - to “historically under-served” populations and away from areas such as TIRZ No. 1.

Public funds from partners such as METRO and the City of Houston that are not currently allocated for local projects are repositioned to areas identified as under-served. Programs to spur reinvestment also prioritize underserved areas. As a result, private investment seeking to take advantage of partnership or financial incentives shift to other areas identified as having the greatest need and away from areas Such as TIRZ No. 1. Major employment / activity centers see a significant reduction in public investment. At the same time, Uptown continues a transformation from a nearby major job center to an exclusive, residentially-oriented enclave.

To make up for the lack of traditional partners, the TIRZ No. 1 leadership and staff would be expected to seek out grass roots partners to address projects and needs where possible.

**PROJECT PROGRAM**



# STRATEGIC PLAN PROJECT PROGRAM

## A Program for Success

The following is a list of projects underway by other organizations as well as 25 projects recommended to be undertaken by Tax Increment Reinvestment Zone No. 1 either on its own or in coordination with one or more reinvestment partners. Recommendations are drawn from projects that have been previously recommended, are previously or currently under study or new projects that have arisen as a result of this study. Regardless of the initial source, each recommendation is made based upon the project's importance to the community and the research conducted as part of the Strategic Plan process.

Some key points regarding the Strategic Plan recommendations:

- TIRZ No. 1 Projects are intended to complement projects underway by partners such as Harris County and the City of Houston
- TIRZ No. 1 Projects are largely designed to correspond with and promote the Mobility Scenario for the area (although a number equally support the Quality of Life Scenario)
- Recommendations are intended to work together to connect the community and establish amenities valuable to all current and future residents and investors.
- The 25 TIRZ No. 1 projects are numbered only for purposes of identification. The intent is to allow the Reinvestment Zone to identify projects to undertake as the Board of Directors sees appropriate



# TIRZ NO. 1 REIMAGINED

Concept Rendering of improved Bering Drive, Schumacher Lane & Anderson Park

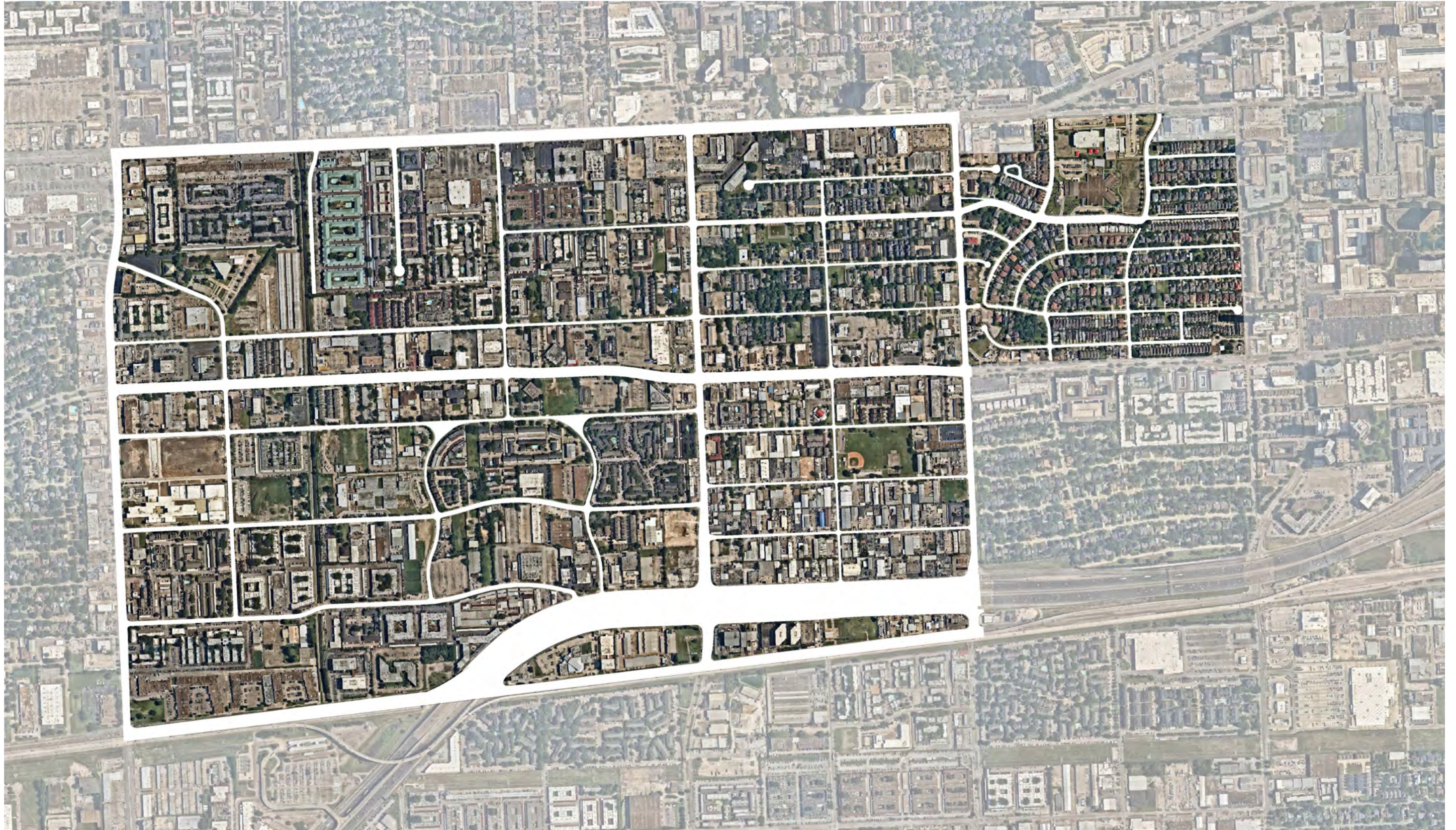


# TIRZ NO. 1 REIMAGINED

Concept Rendering of improved Skyline Drive,  
W-142 Safe Sidewalks & Adjacent Pocket Parks

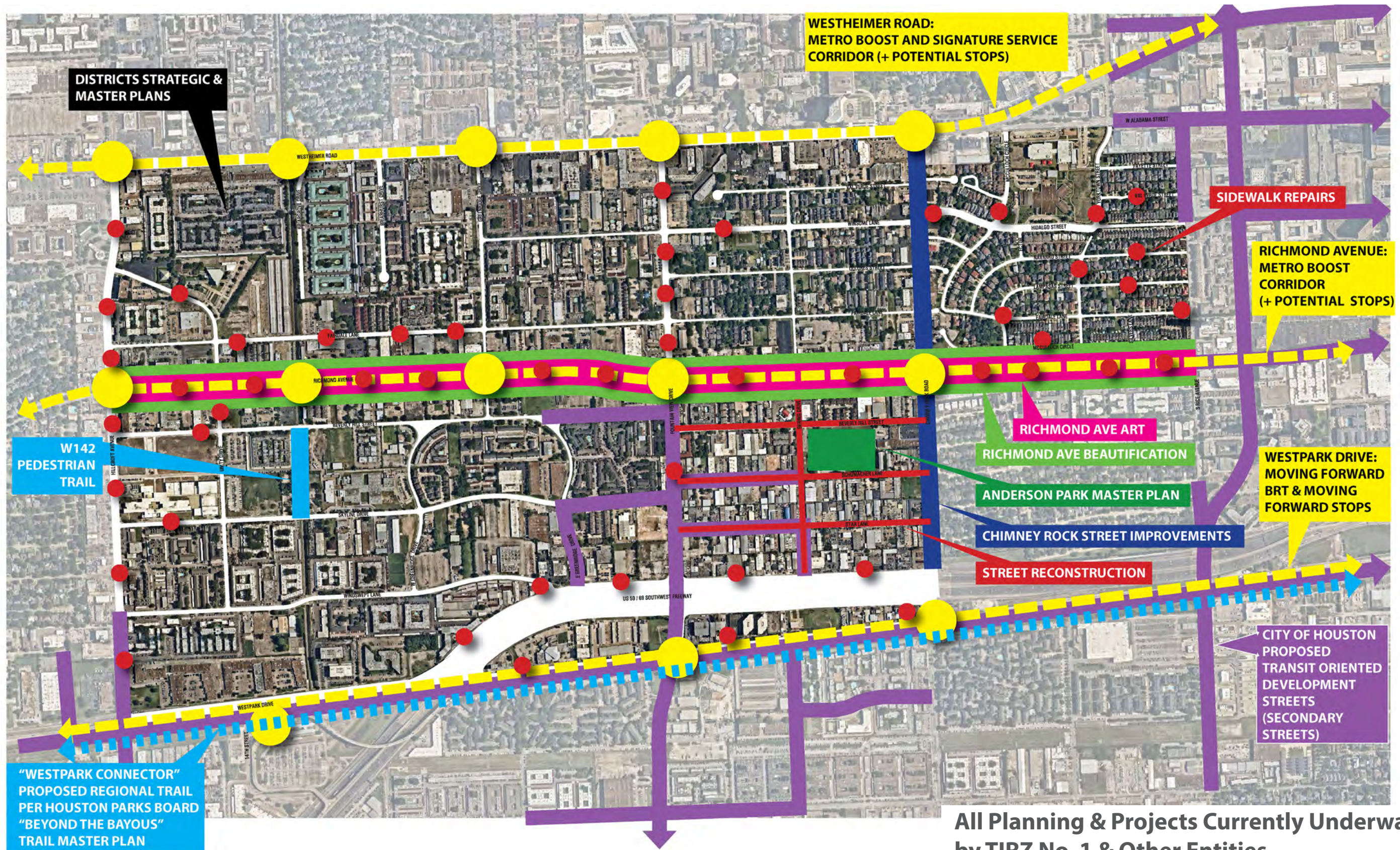


# TAX REINVESTMENT ZONE NO. 1



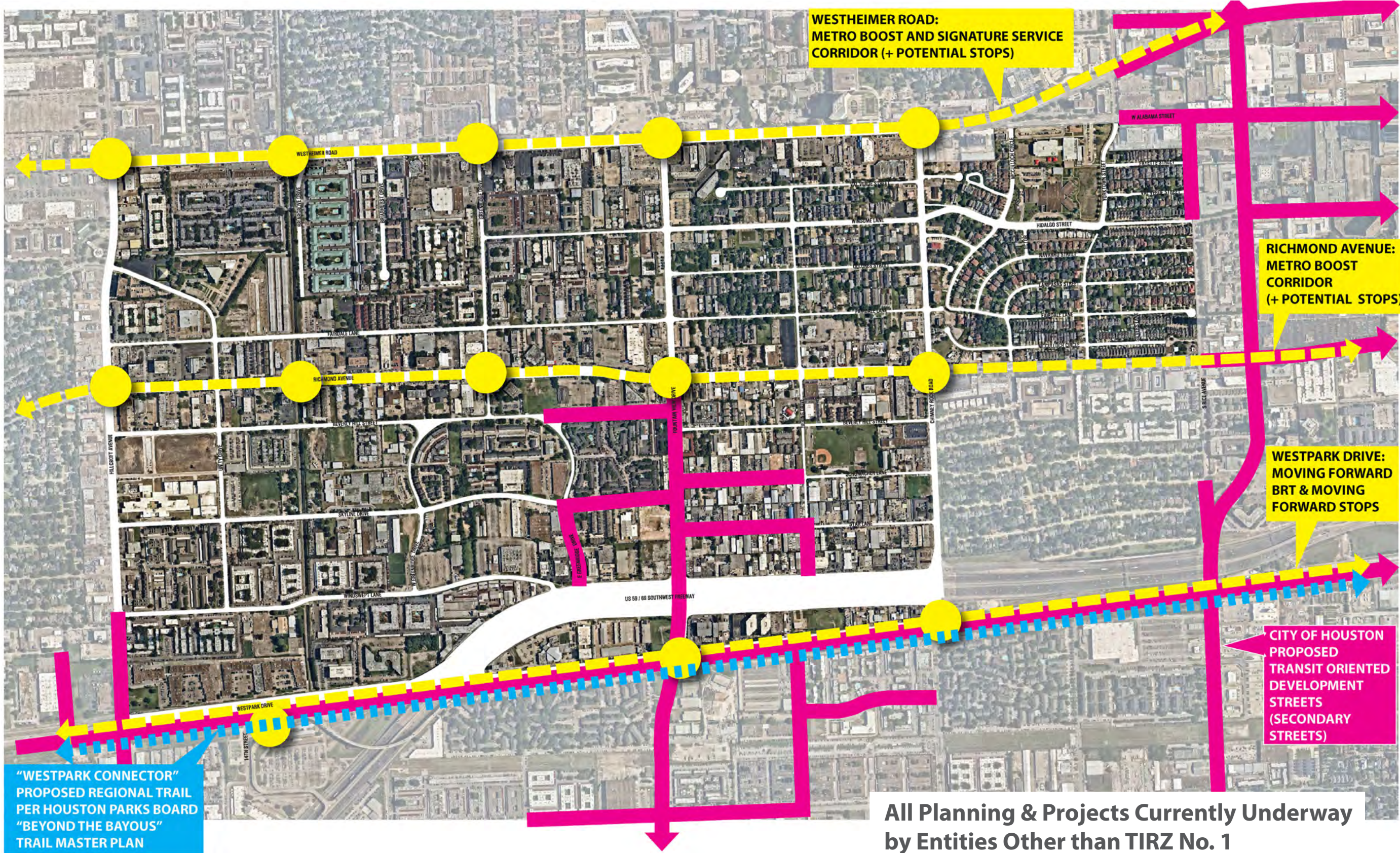


# CONCURRENT PLANNING & PROJECTS

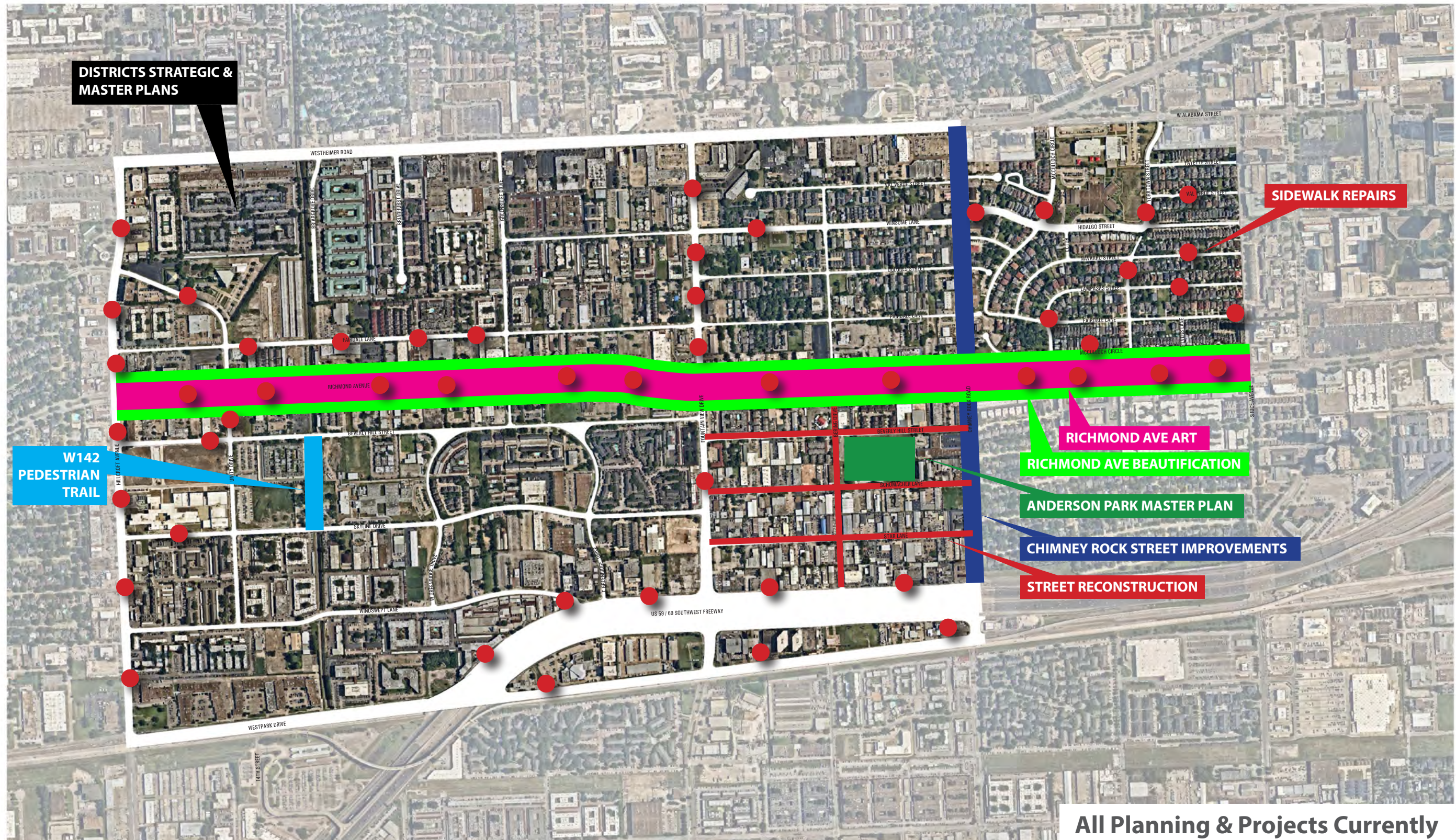


All Planning & Projects Currently Underway by TIRZ No. 1 & Other Entities

# CONCURRENT PLANNING & PROJECTS BY OTHERS

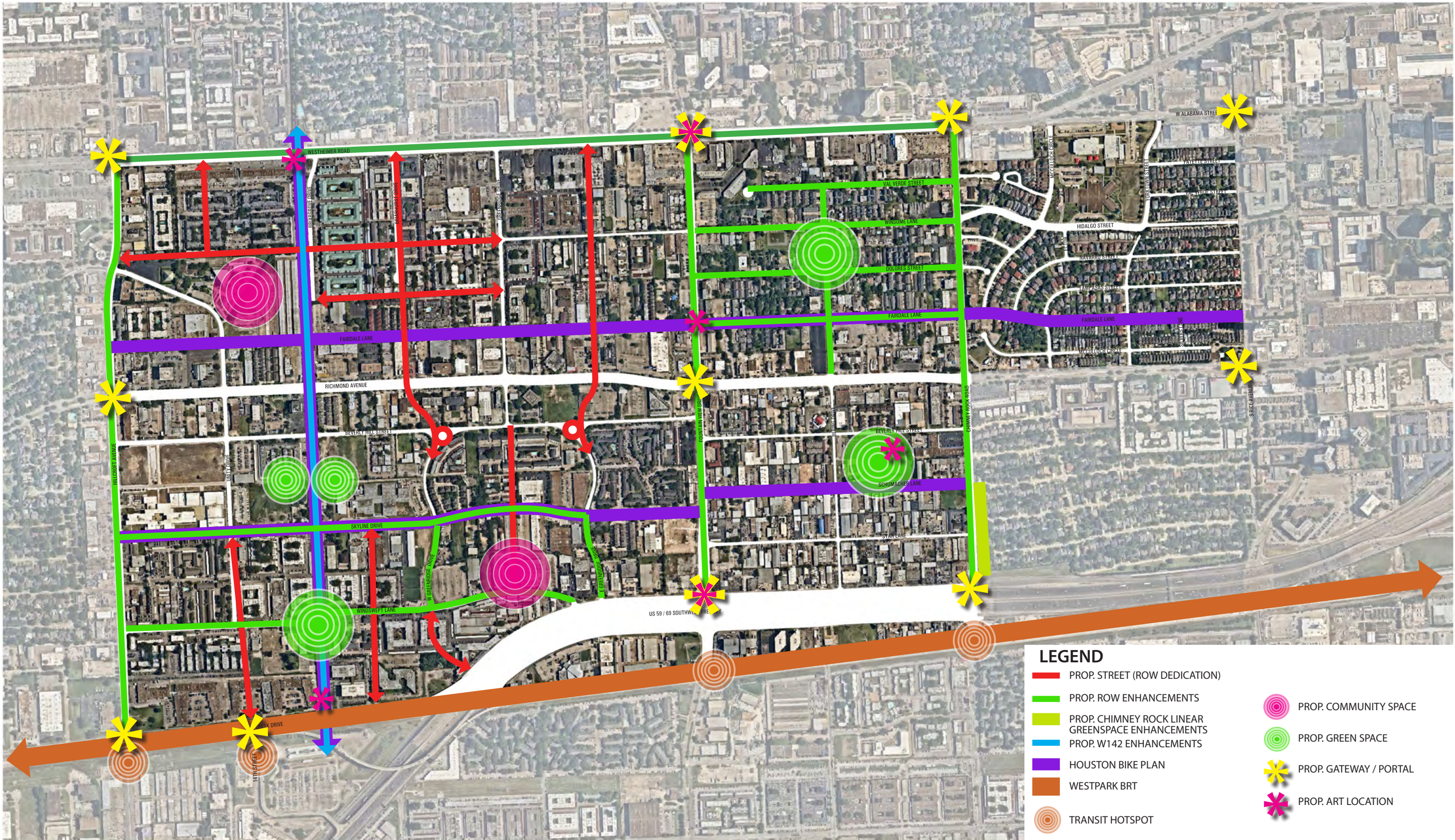


# CONCURRENT PLANNING & PROJECTS BY TIRZ NO. 1



All Planning & Projects Currently Underway by TIRZ No. 1

# PROJECTS ADDED BY STRATEGIC PLAN



LEGEND	
	PROP. STREET (ROW DEDICATION)
	PROP. ROW ENHANCEMENTS
	PROP. CHIMNEY ROCK LINEAR GREENSPACE ENHANCEMENTS
	PROP. W142 ENHANCEMENTS
	HOUSTON BIKE PLAN
	WESTPARK BRT
	TRANSIT HOTSPOT
	PROP. COMMUNITY SPACE
	PROP. GREEN SPACE
	PROP. GATEWAY / PORTAL
	PROP. ART LOCATION

# CATEGORIES OF STRATEGIC PLAN PROJECTS



## VEHICULAR MOBILITY

### Roadway & Intersection Redesign

- Chimney Rock Enhancements (phase one currently in progress)
- Fountain View & Richmond Intersection

### New Roadway Connection Improvements

- W142 Enclosure and New Roadway Connection (current project on hold)
- Bering Drive (Richmond to Westheimer)

### New Traffic Management Improvements

- East and West Greenridge Triangles to Amenitized Roundabouts



## MULTI-MODAL MOBILITY

### Pedestrian & Bicycle Improvements

- W142 Safe Sidewalk from Beverly Hill to Skyline (currently funded)
- Miscellaneous Sidewalk Replacement & Improvements (currently funded)
- Briargrove / W142 Pedestrian Greenway
- Schumacher & Star Lane System Reconstruction (currently under design)
- Residential District Roadway Reconstruction of Val Verde, Dolores, Fairdale, and Winsome Streets
- New Grid Streets in Civic and Multifamily Districts (long term or in coordination with redevelopment)
- New Grid Streets in Redevelopment West District (long term or in coordination with redevelopment)
- Houston Bike Plan Bikeway Improvements (Skyline to Schumacher; Fairdale (curb and gutter with bike facilities); Bering)

### Transit Supportive Improvements

- 14th Street Pedestrian Connectivity (to transit center)
- Westheimer Road Pedestrian & Transit Improvements



## QUALITY OF LIFE

### Parks, Open Space and Activity Center Expansion / Improvements

- Improvements to Anderson Park (currently under design)
- Community Civic Space at/adjacent to Unity Church
- New Park/Green Spaces at Skyline & W142 and in Residential District

### Public Art Enhancements

- Chimney Rock Gateway Art Park near IH69
- Richmond Avenue Median Beautification & Public Art (currently funded)
- District-Wide Gateway Portals / Art

### Economic Development Improvements

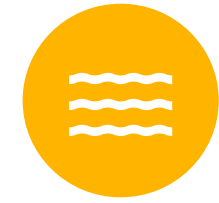
- Local Farmers Market/Public Market (ultimately in Redt. West District/any temporary location to start)

### Branding / Identity Improvements

- Name and Brand/Identity Logo for Area
- Illuminated Underpasses at IH69
- Rights-of-Way/Private Property Clean Up & Litter Abatement

### Governance Improvements

- Expanded or New Management District for Remainder of TIRZ No. 1 Area



## DRAINAGE

### Stormwater Management Improvements

- Regional Flood Mitigation projects (from study currently underway)

All projects described in the Strategic Plan are placed in one of four categories: Vehicular Mobility, Multi-Modal Mobility, Quality of Life, and Drainage. However, while placed in a single category, the majority of projects noted in the Strategic Plan actually perform multiple functions. For example, a project may be listed as multi-modal, but it may also be serving to improve overall quality of life or include drainage improvements. When possible, each project sheet will highlight both the primary classification as well as other categories that it substantially impacts.

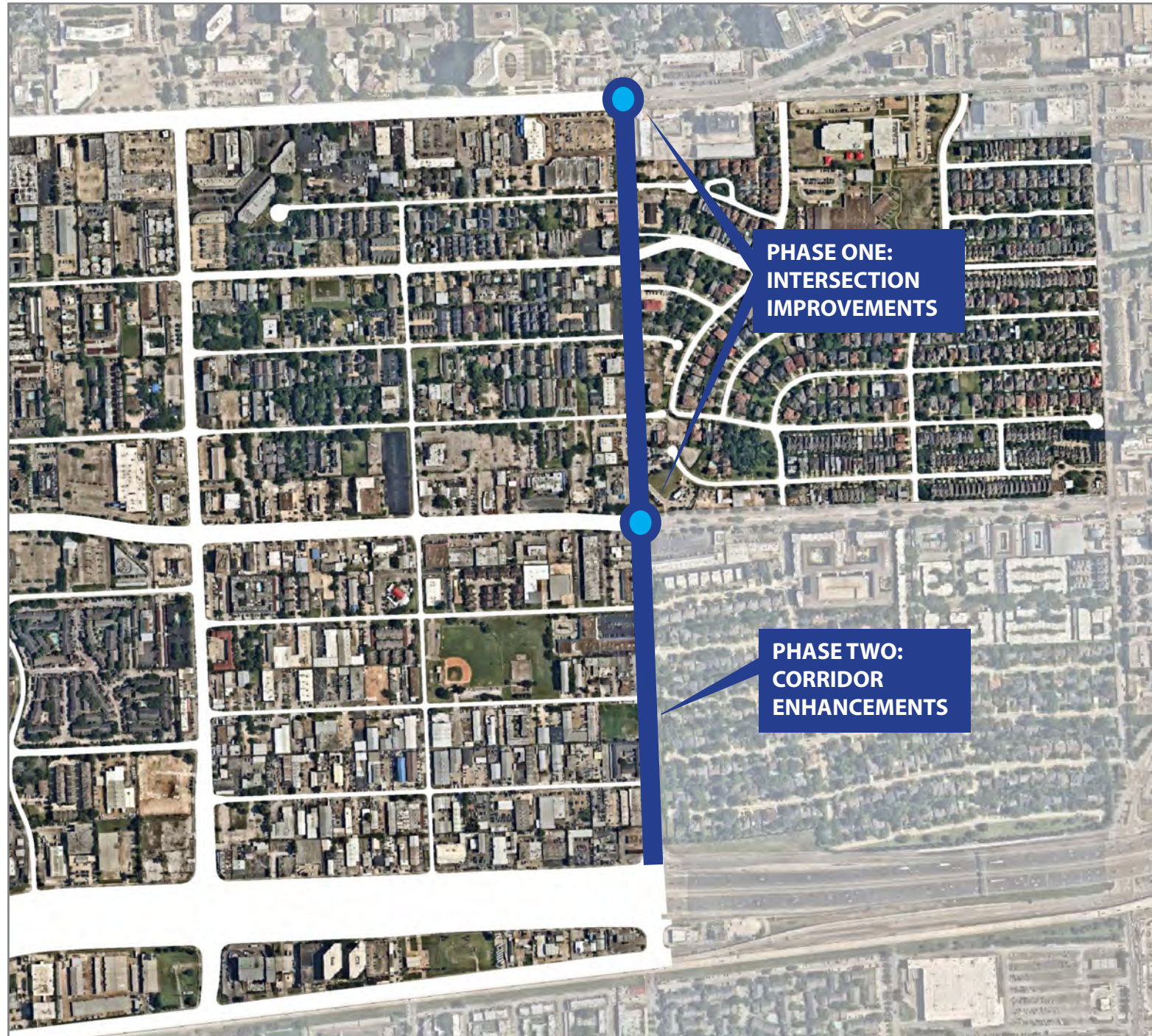
# VEHICULAR MOBILITY PROJECTS



# VEHICULAR MOBILITY PROJECTS

## PROJECT 1

### Chimney Rock Enhancements



#### Project Details:

- Initially envisioned in LAN study
- Project includes roadway and intersection redesign of Chimney Rock Road from Westpark to Westheimer
- Phase One includes redesign and reconstruction of Richmond and Westheimer intersections
- Phase Two involves redesign and reconstruction of the Chimney Rock corridor
- Includes access management improvements at the strategic intersections, including addition or enhancement of turn lanes, crosswalks, other pedestrian safety features, and new and better timed traffic signals
- Proposal involves roadway rehabilitation within the current right-of-way, except where “corner clips” where needed at strategic intersections
- Reduce lane width per updated Houston design standards to 11 foot external lanes and 10 or 11 foot internal lanes (TxDOT preference of 11 foot lanes could improve funding opportunities)
- Right-of-way preserved from reduced roadway width can be used to enhance the pedestrian realm, including sidewalks and the possibility of street furniture and/or landscaping
- Potential for Phase Two to be further divided into subphases for improvements to other intersections prior to overall corridor rehabilitation
- Project includes drainage and utility improvements as needed or appropriate
- 

#### Project Status:

- Phase One Under Design

#### Estimated Project Cost:

- Phase One: \$1.8 million construction cost
- Phase Two: \$15 million construction cost

#### Funding Opportunities:

- Phase One included in current Capital Improvements Program as a result of prior bond issuance
- Potential to resubmit the project for consideration as part of the Transportation Improvement Program (October 2021)
- Benefit Cost Analysis for 2018 Transportation Improvement Program Call for Projects with road widening was substantial
- Proposed project with improvements but no added capacity is still expected to provide a BCA of greater than 1.0. Although additional traffic analysis is needed for Phase One and Two improvements, the project could be positioned for the 2021 Call for Projects

#### Timeline

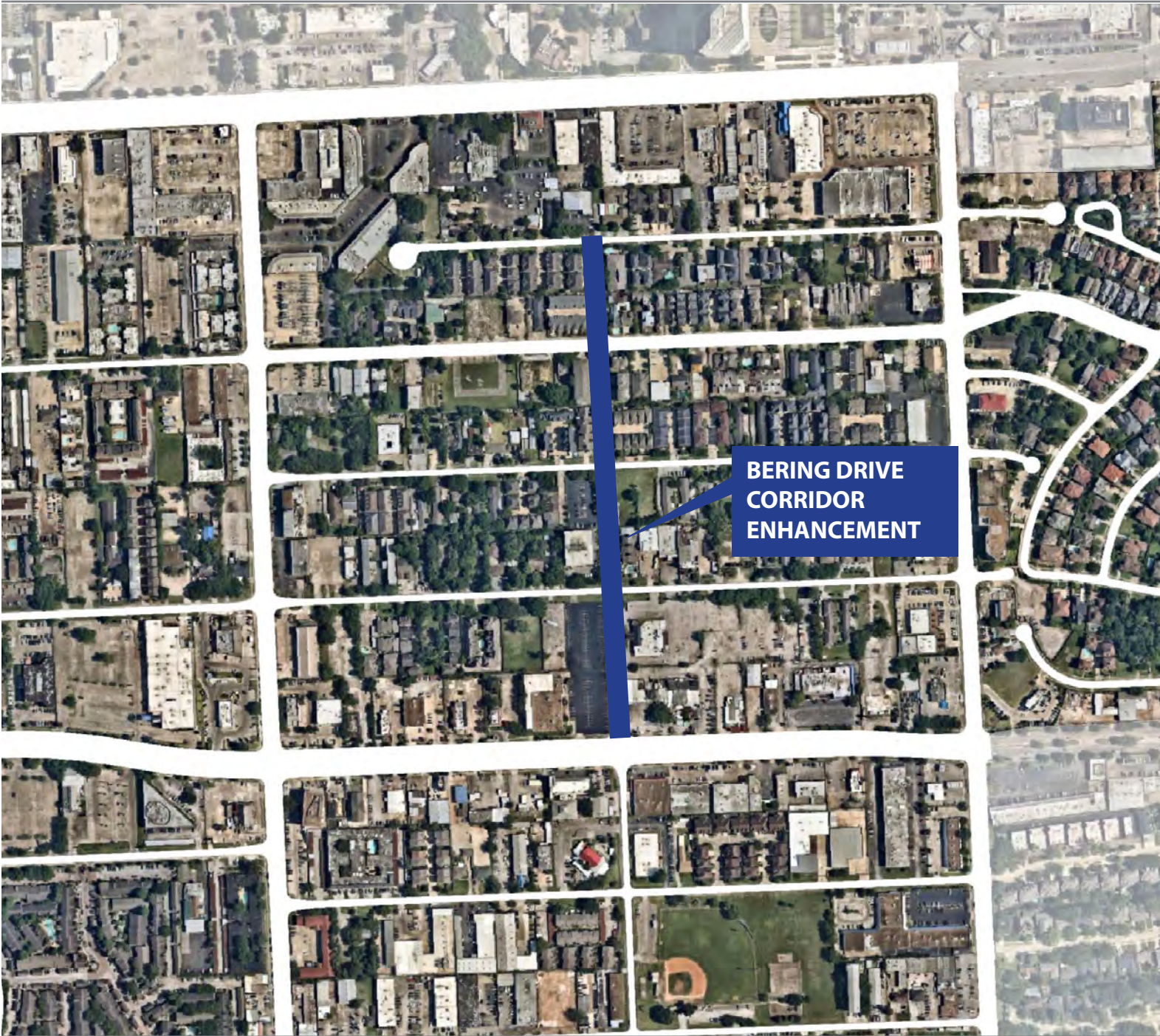
- Phase One: Preliminary design to be complete 1st Quarter of 2021, construction to be complete 1st Quarter of 2023



# VEHICULAR MOBILITY PROJECTS

## PROJECT 2

### Bering Drive Corridor Enhancement



#### Project Details:

- First of two projects based upon reimagining of a single Bering Drive project initially envisioned in LAN study
- Project rehabilitation/reconstruction of the Bering Drive corridor from Richmond to Val Verde
- Focus on internal connectivity, including convenient connectivity of area neighborhoods to Anderson Park
- Roadway vehicle capacity expected to remain generally similar to current capacity
- Enclosure of ditches could allow for pedestrian/bicycle mobility enhancements, streetscape improvements and potential on-street parking
- Similar in nature to Star/Schumacher project, but without the substantial drainage issues to overcome
- Could require additional enhancements to the intersection of Bering and Richmond (currently under consideration as part of the Star/Schumacher project)
- Removal of proposed Westheimer connection from this project resolves the largest barrier to the project. It could enter into design and be undertaken at any time upon availability of funding
- Opportunity for active community engagement/ input into design
- Opportunity to request amendment of the Houston Bike Plan to account for improved connectivity along Bering Drive

#### Project Status:

- Feasibility Study initiated (in association with Project No. 3)

#### Estimated Project Cost:

- \$2.0 million construction cost

#### Funding Opportunities:

- All or a portion of the project could be completed using bond funds in the current Capital Improvements Program
- Bicycle and pedestrian elements of Bering Drive (including the portion south of Richmond that is a part of Project No. 9) could be eligible for Transportation Alternative Set- Aside Funds, particularly if combined with east/west bicycle and pedestrian improvements from the Houston Bike Plan (Project No. 13) or the Residential District Roadway Improvements (Project No. 10)

#### Timeline

- Preliminary design: 6 months
- Detailed Design: 12 months
- Construction: 9 months

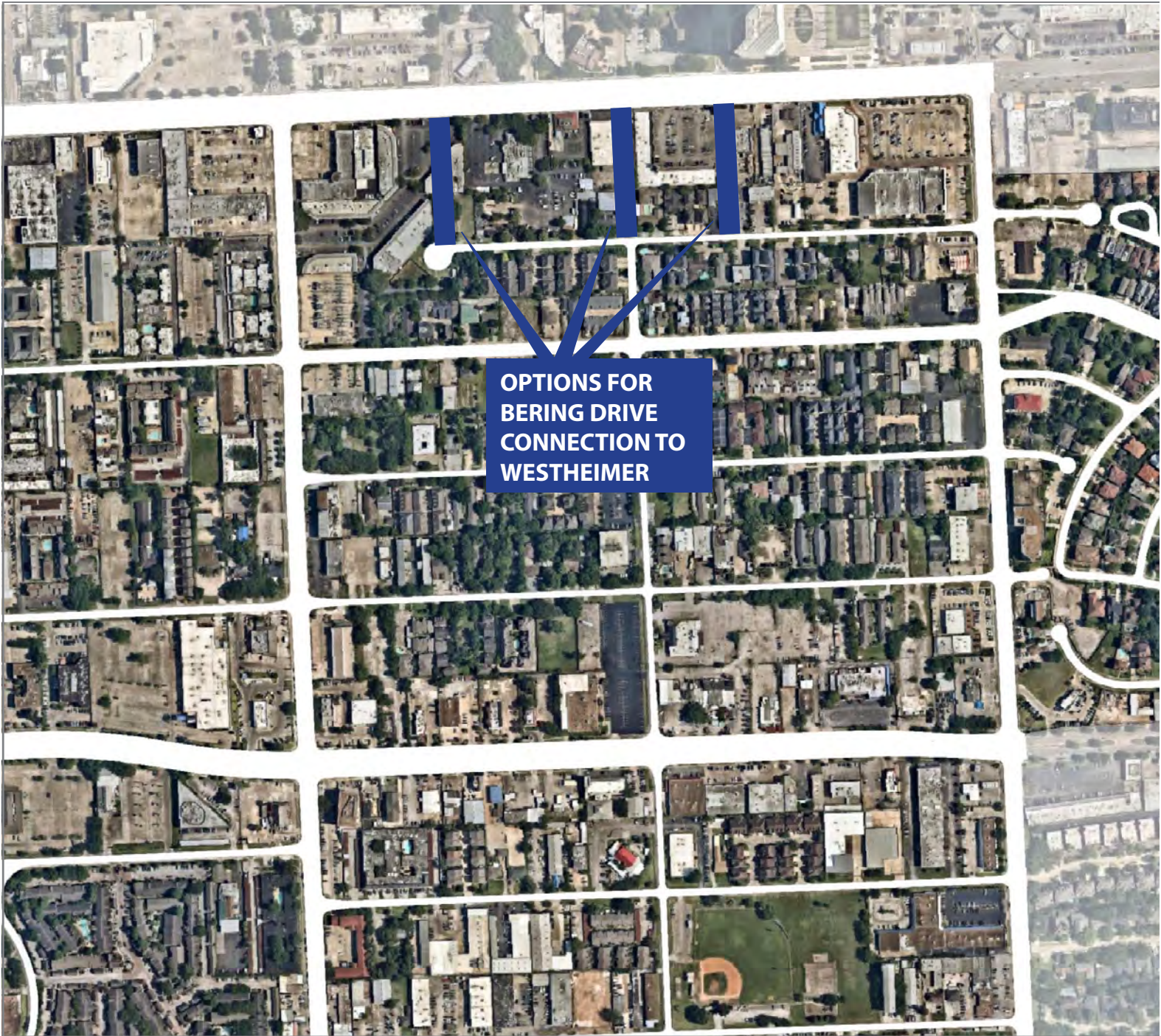




# VEHICULAR MOBILITY PROJECTS

## PROJECT 3

### Bering Drive Westheimer Connection



#### Project Details:

- Second of two projects based upon reimagination of a single Bering Drive project initially envisioned in LAN study
- Retains the initial purpose of the project to reduce congestion and inefficiency by creating an additional north/south connection through the community
- Continues to consider a series of alternative routes to reach Westheimer Road - all of which will require property acquisition to create right-of-way
- Dividing the detailed design and construction portion of the project allows TIRZ No. 1 to strategically plan for land acquisition as time and opportunity permit without delaying other improvements along the corridor
- Allows time necessary for community engagement and study to address any concerns from area residents regarding additional through traffic, noise or other concerns that may arise
- Need for property acquisition to create right-of-way may make this a project of opportunity based on cost and availability of currently developed private property

#### Project Status:

- Feasibility Study initiated (in association with Project No. 2)

#### Estimated Project Cost:

- 2.5 million estimated for Right-of-Way Acquisition
- \$750,000 construction cost

#### Funding Opportunities:

- Future funding with TIRZ revenues

#### Timeline

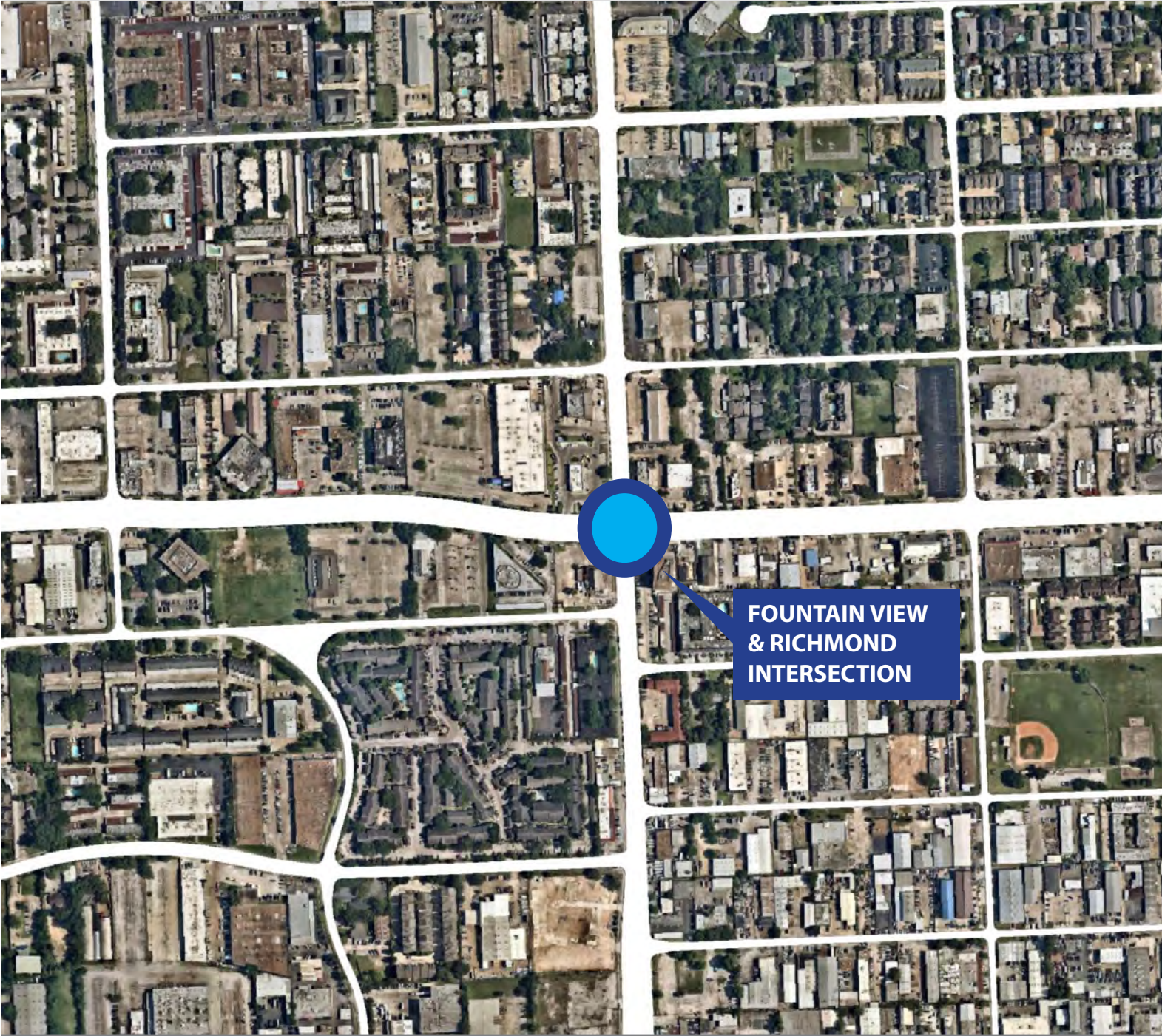
- Preliminary design: 6 months
- Detailed Design: 8 months
- Construction: 4 months



# VEHICULAR MOBILITY PROJECTS

## PROJECT 4

### Fountain View & Richmond Intersection Enhancement



#### Project Details:

- Proposed for purposes of reducing collisions at the intersection, particularly those related to pedestrians and cyclists in accordance with Vision Zero Houston
- Project should be considered for study before committing to full project development
- Concepts for consideration include:
  - Upgraded sidewalks to new minimum of 6' or greater
  - Enhanced curb ramps
  - Signal improvements, if warranted
  - Increased refuge space
  - Pedestrian leading indicators
  - Far side bus stops
  - "Last mile" connections to bus stops and retail activity
  - High visibility crosswalks
  - Aesthetic and functional streetscape and intersection treatments and amenities
- Could be completed in correspondence with METRO Next BOOST corridor improvements along Richmond
- The largest design challenge facing the project involves making the connection point of two major multi-lane roadways more safe and inviting for pedestrians and cyclists
- Bike lane along Fountain View proposed in the Houston Bike Plan and that would involve this intersection may be a longer term goal, unless a better solution is found

#### Project Status:

- Proposed New Project

#### Estimated Project Cost:

- \$250,000 construction costs (number may vary based upon the level of proposed improvements needed)

#### Funding Opportunities:

- Potential partnership with METRO as part of the METRO Next BOOST corridor improvements along Richmond

#### Timeline

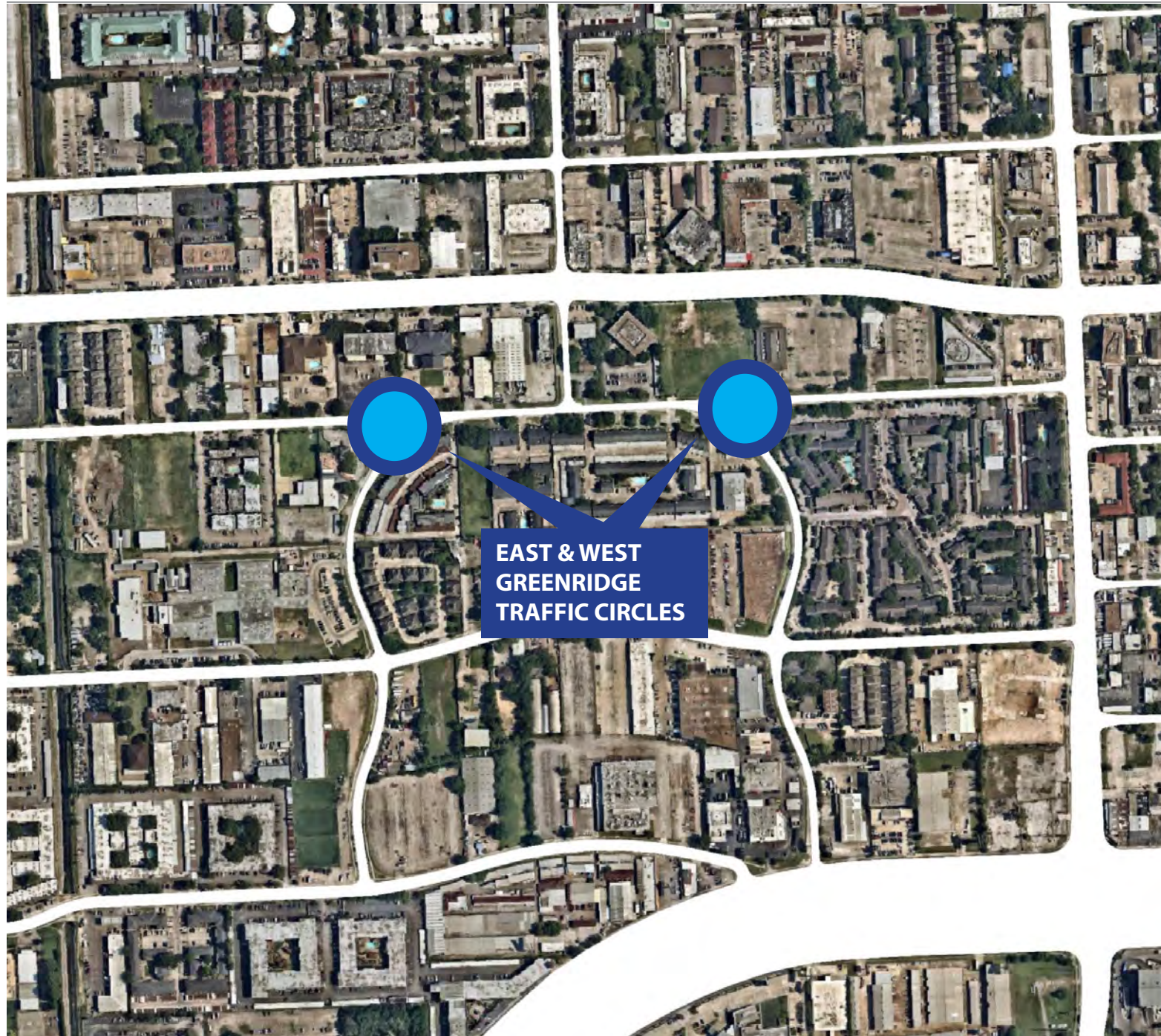
- METRO improvements (if awaiting partnership opportunity between the TIRZ and METRO) likely not to occur in the short term
- Preliminary design: 3 months
- Detailed design: 4 months
- Construction: 2 months



# VEHICULAR MOBILITY PROJECTS

## PROJECT 5

### East & West Greenridge Traffic Circles



#### Project Details:

- Project involves conversion of “triangles” created at the intersections of East and West Greenridge with Beverly Hills into functional traffic circles
- Intersection improvements would allow for improved efficiency and performance while also enhancing safety for all modes of traffic
- Space appears sufficient for construction of traffic circles without the need for additional land acquisition
- Potential for artwork, landscape and pedestrian enhancements within and around the traffic circles, including incorporation into the art program underway along Richmond and proposed for expansion in Project No. 19
- Adds visual character to an already uniquely designed pair of roadways
- Opportunity for active community engagement/ input into design
- No major challenges to implementation of the project
- Could be completed in tandem with a series of area streetscape enhancements or as a standalone project

#### Project Status:

- Proposed New Project

#### Estimated Project Cost:

- \$1 million

#### Funding Opportunities:

- Project is sufficiently inexpensive that it could be completed as an annual pay/go project or through use of future TIRZ bonds

#### Timeline

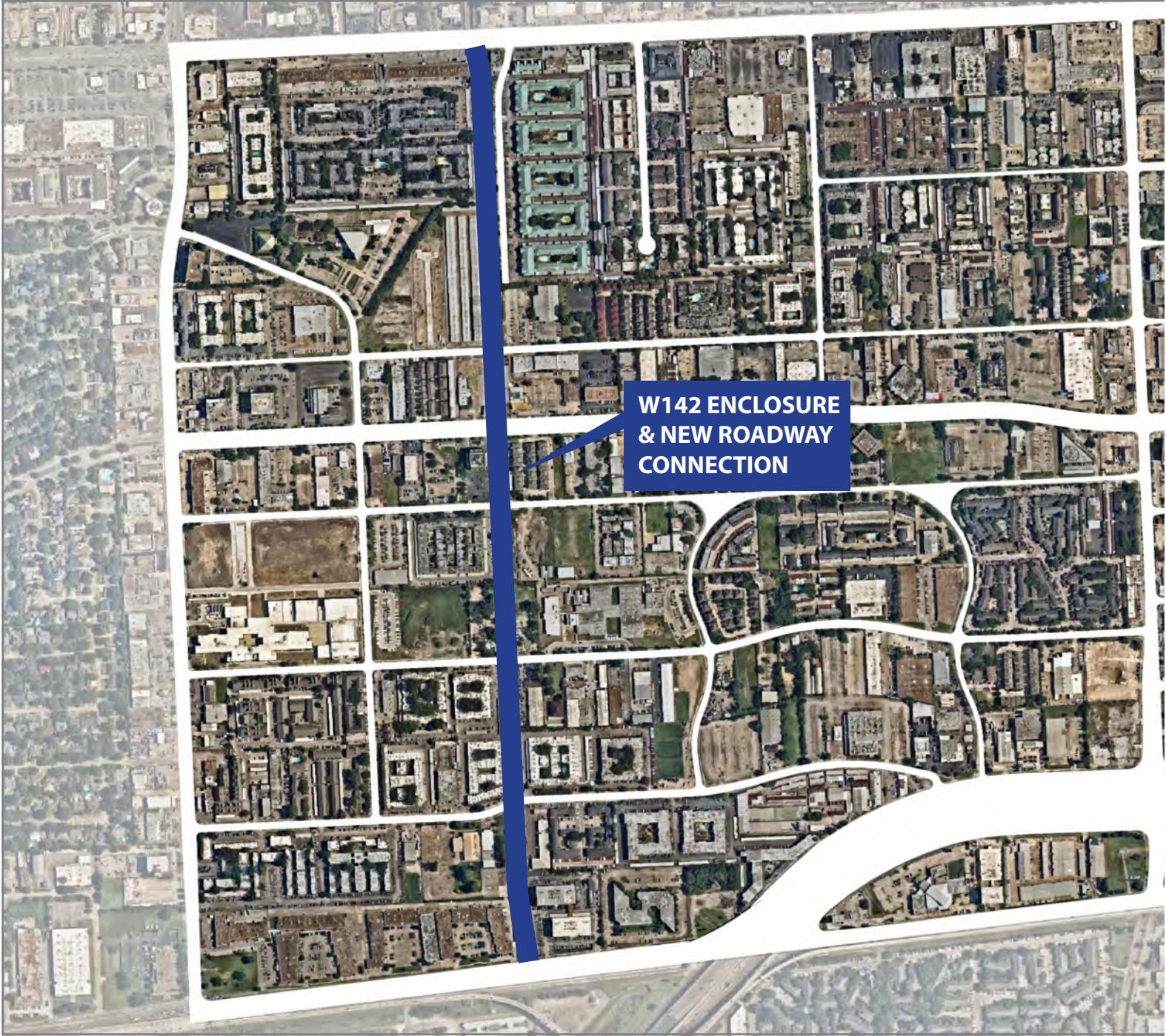
- Preliminary design: 3 months
- Detailed Design: 6 months
- Construction: 6 months



# VEHICULAR MOBILITY PROJECTS

## PROJECT 6

### W142 Enclosure & Roadway Connection



#### Project Details:

- Initially envisioned in LAN study
- Project under conceptual stage of preliminary design before being placed on hold for purposes of the regional drainage/tunnel study
- Project proposes enclosure of the W142 drainage channel (also known as the Bering Ditch) and utilizing the route for creation of an additional north/south connection through TIRZ No. 1
- Project proposed from Westpark to Westheimer
- Project performed well in previous benefit/cost analysis
- Major challenges to the project include:
  - Ability to gain partnership and/or approval by necessary partners, including the City of Houston (which would be responsible for corridor maintenance) and Harris County Flood Control District
  - Project cost
  - Viability or warrant for project if other improvements to north/south network are made

#### Project Status:

- Capital Improvements Project, placed on hold for further consideration

#### Estimated Project Cost:

- \$23 million

#### Funding Opportunities:

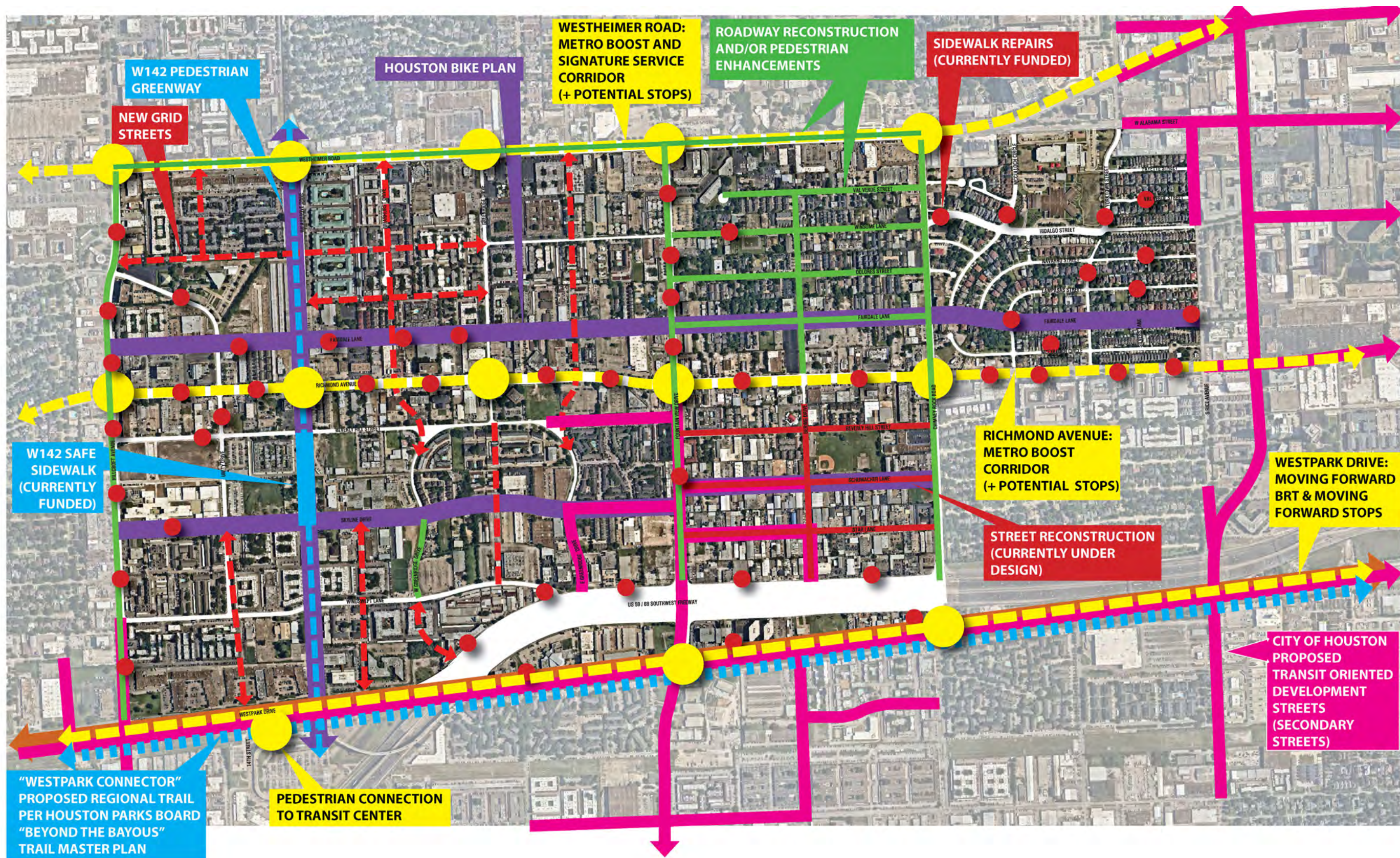
- Potential candidate for Transportation Improvement Program (requires approval by the City of Houston)
- Benefit Cost Analysis conducted for 2018 Transportation Improvement Plan Call for Projects indicated substantial benefit

#### Timeline

- Long term project due to magnitude of cost and studies required
- Preliminary design, including any preliminary studies required or to be conducted by others: 9 months
- Detailed design: 12 months
- Construction: 18 months



# MULTI-MODAL MOBILITY PROJECTS



# MULTI-MODAL MOBILITY PROJECTS

## PROJECT 7

### W142 Safe Sidewalk Project & Pedestrian Gateway



#### Project Details:

- Provides a sidewalk along the W142 drainage channel for purposes of increasing pedestrian and bicycle safety, particularly for students
- Provides connection between major multifamily properties and educational facilities
- Project currently extends from Skyline to Beverly Hills and takes place within the area owned by the Harris County Flood Control District
- Initial project has the potential to be a first phase to a substantially larger pedestrian greenway project extending the length of the W142 drainage channel throughout the reinvestment zone, particularly in the event that an enclosure and new roadway along the same corridor (Project No. 6) is determined to be unlikely in the near future
- The larger pedestrian greenway project could be successfully completed in phases as funding permits
- Could evolve into a more extensive shared use path, potentially in tandem with additional bike comfort improvements throughout the reinvestment zone and in coordination with the Houston Bike Plan
- Potential to connect improvements to the Hillcroft Transit Center via the 14th Street underpass
- Potential to connect improvements in the master planned area of Redevelopment District West with other areas of the reinvestment zone
- Possible candidate for “tactical urbanism” enhancements along the route to establish interest and effectiveness of concepts prior to making long term investments
- Additional study may be warranted to determine pedestrian demand for project
- Phases south of Windswept and north of Beverly Hill may require significant property acquisition

#### Project Status:

- Phase One Capital Improvements Project, placed on hold for further consideration

#### Estimated Project Cost:

- Phase One: \$187,000
- Phase Two: Right-of-Way Acquisition and Construction costs to be Determined based upon extent of scope

#### Funding Opportunities:

- Initial project is fully funded by TIRZ No. 1
- Potential for partial future funding through the Transportation Alternative Set-Aside or Houston METRO 5310 program

#### Timeline

##### Phase One:

- Preliminary design: completed 2020
- Detailed Design: 3 months
- Construction: 2 months

##### Phase Two:

- Preliminary design: TBD
- Detailed design: TBD
- Construction: TBD



# MULTI-MODAL MOBILITY PROJECTS

## PROJECT 8

### Minor Mobility Enhancement Program



#### Project Details:

- Project based upon the sidewalk enhancement program completed by TIRZ No. 1
- Project includes funding for annual, incremental improvements to sidewalks, crosswalks, streetscapes, refuge islands or more but is intended for flexibility and responsiveness
- Designed to encourage community engagement in both recognition of small scale problems and the solution process, including the potential for active community participation in the “study” and “solutions” processes
- Introduces opportunities for “tactical urbanism” that allows some solutions to be tested at limited cost before committing to a permanent solution

#### Project Status:

- Proposed New Project

#### Estimated Project Cost:

- Annual budget item with an initial proposed allocation of \$50,000 to \$100,000
- Program is designed to remain small. Major projects discovered as a result of this program should be added to the Capital Improvement Program

#### Funding Opportunities:

- Potential for partnership with Council District J and funding through the Council District Service Fund
- Larger projects or a series of projects with strategic benefits (such as improvements that aid seniors, school children, or persons with disabilities) could be candidates for partnership and funding through the Houston METRO 5310 program, Harris County Precinct 3 or AARP

#### Timeline

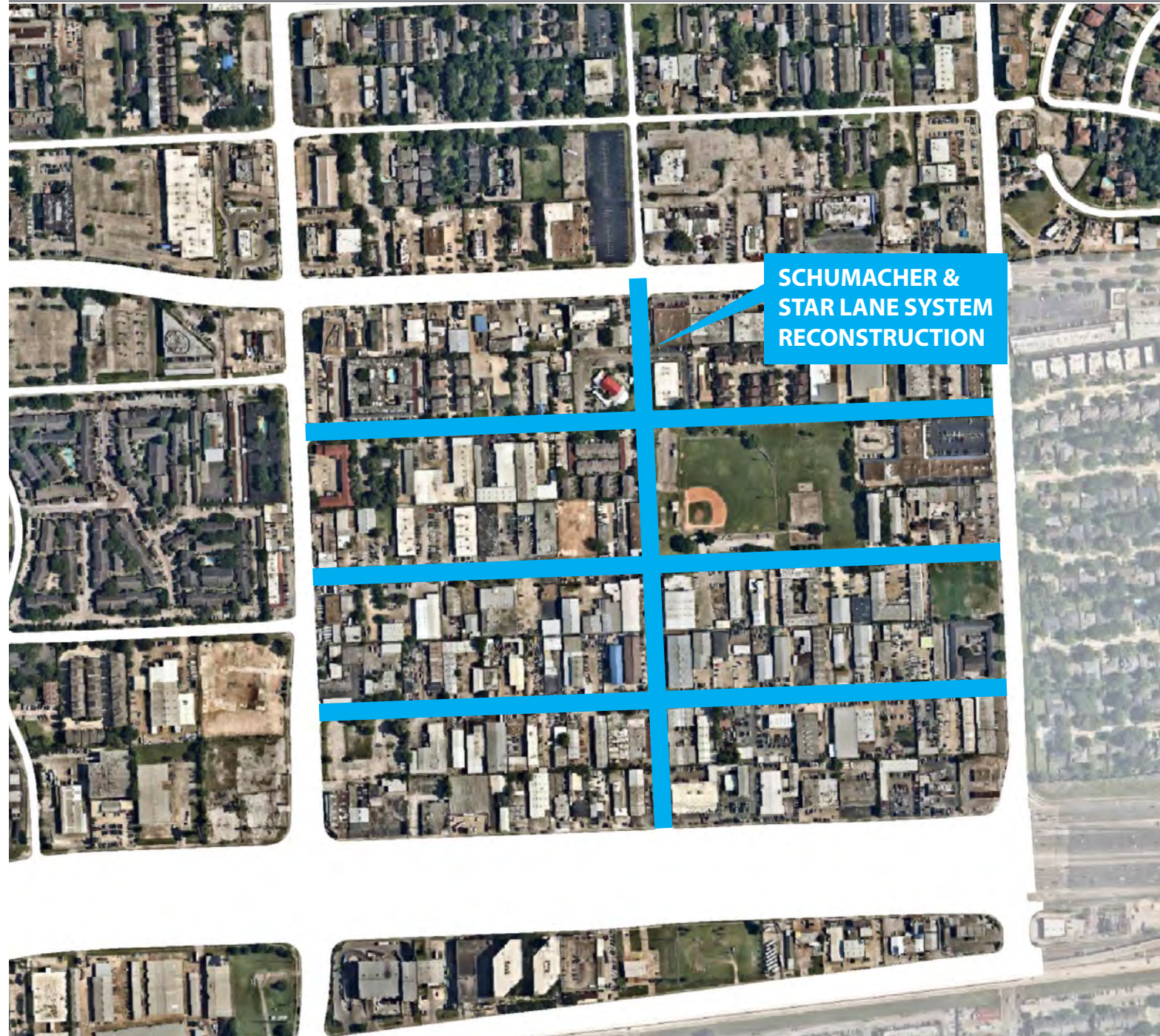
- Ongoing



# MULTI-MODAL MOBILITY PROJECTS

## PROJECT 9

### Schumacher & Star Lane System Reconstruction



#### Project Details:

- Conversion of roadway with mix of ditches and culverts into a more robust, near-complete street program
- Project includes roadway reconstruction, stormwater management, on-street parking, pedestrian and streetscape enhancements, and traffic signal improvements at the intersection of Bering and Richmond
- Extends through a network of streets located in Redevelopment District East, including Schumacher, Star, Beverly Hill, and Bering Drive
- 8' shared use paths proposed along both sides of Schumacher for pedestrian and bicycle circulation
- Project accommodates both current and future land uses
- Major challenges include:
  - Addressing substantial stormwater management issues while creating an urban, curb and gutter roadway network
  - Incorporating pedestrian and streetscape enhancements within a very limited right-of-way

#### Project Status:

- Capital Improvements Project
- Preliminary Design is Underway

#### Estimated Project Cost:

- \$10 million
- \$2.1 million provided by the City of Houston

#### Funding Opportunities:

- \$2.1 million in funding provided by the City of Houston

#### Timeline

- Detailed Design: 3rd Quarter of 2021
- Construction to be complete: 1st Quarter of 2023

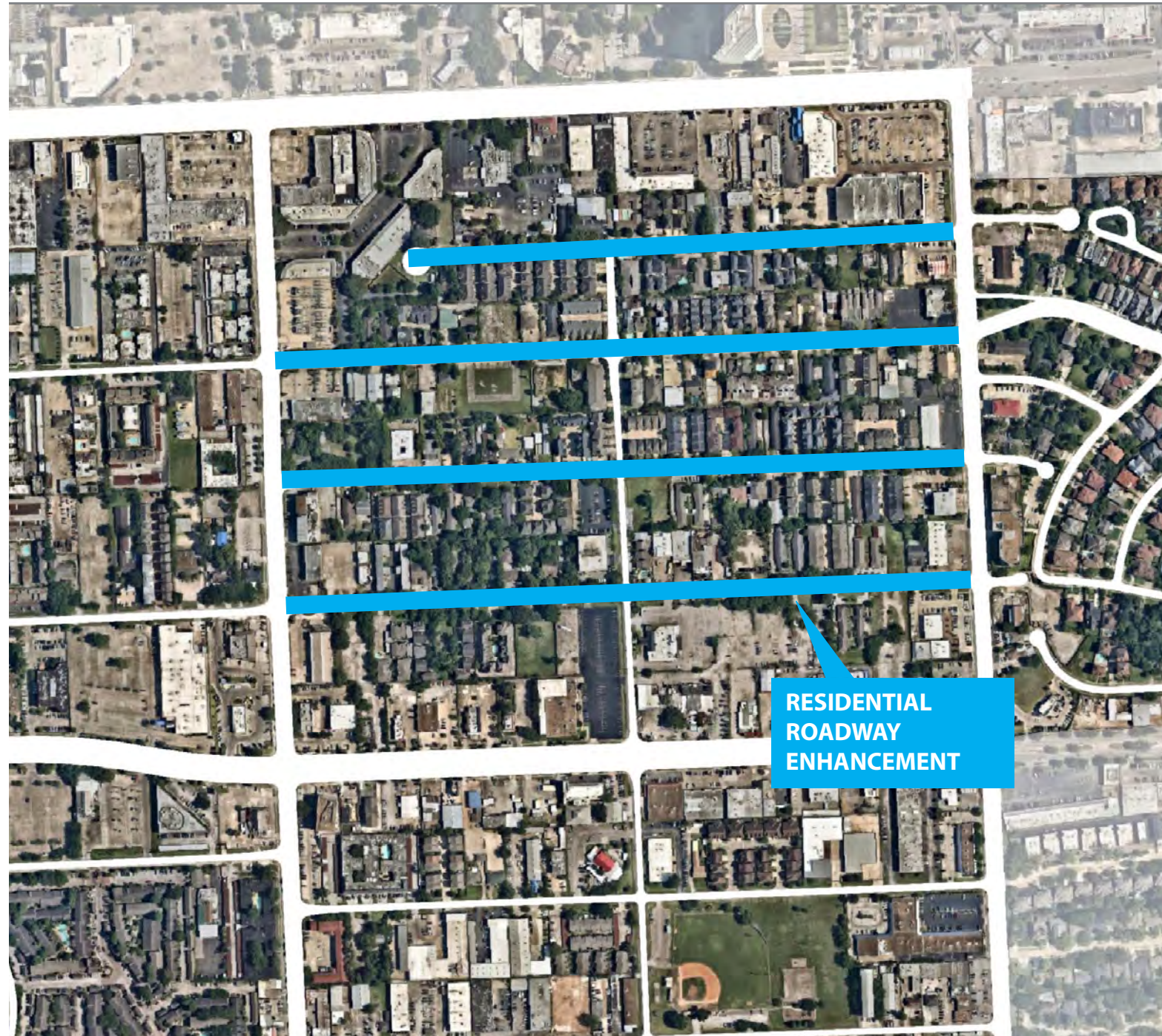




# MULTI-MODAL MOBILITY PROJECTS

## PROJECT 10

### Residential District Roadway Enhancement



#### Project Details:

- Proposed to transition Val Verde, Dolores, Fairdale and Winsome Streets into a series of urban “complete streets”
- Project includes rehabilitation/reconstruction of the roadway network to an urban curb and gutter system that incorporates a stronger focus on pedestrian and bicycle activity and streetscape enhancements, as well as on-street parking where appropriate
- Potential to reduce lane widths for purposes of gaining more space for pedestrian/bicycle and streetscape enhancements as well as manage traffic flow and speeds
- Complements proposed improvements along Bering Drive to increase network efficiency and make the area more inviting for walking and biking
- Similar in nature to Star/Schumacher project, but without the substantial drainage issues to overcome
- Project could potentially be completed in phases to allow for affordability to TIRZ No. 1
- Fairdale could be considered a series of phases of its own given the length of the roadway
- Opportunity for active community engagement/ input into design

#### Project Status:

- Proposed New Project

#### Estimated Project Cost:

- 9 million

#### Funding Opportunities:

- By establishing the project around a framework of pedestrian, ADA and bicycle improvements a portion of the project may be eligible for Transportation Alternative Set-Aside or Houston METRO 5310 program funding

#### Timeline

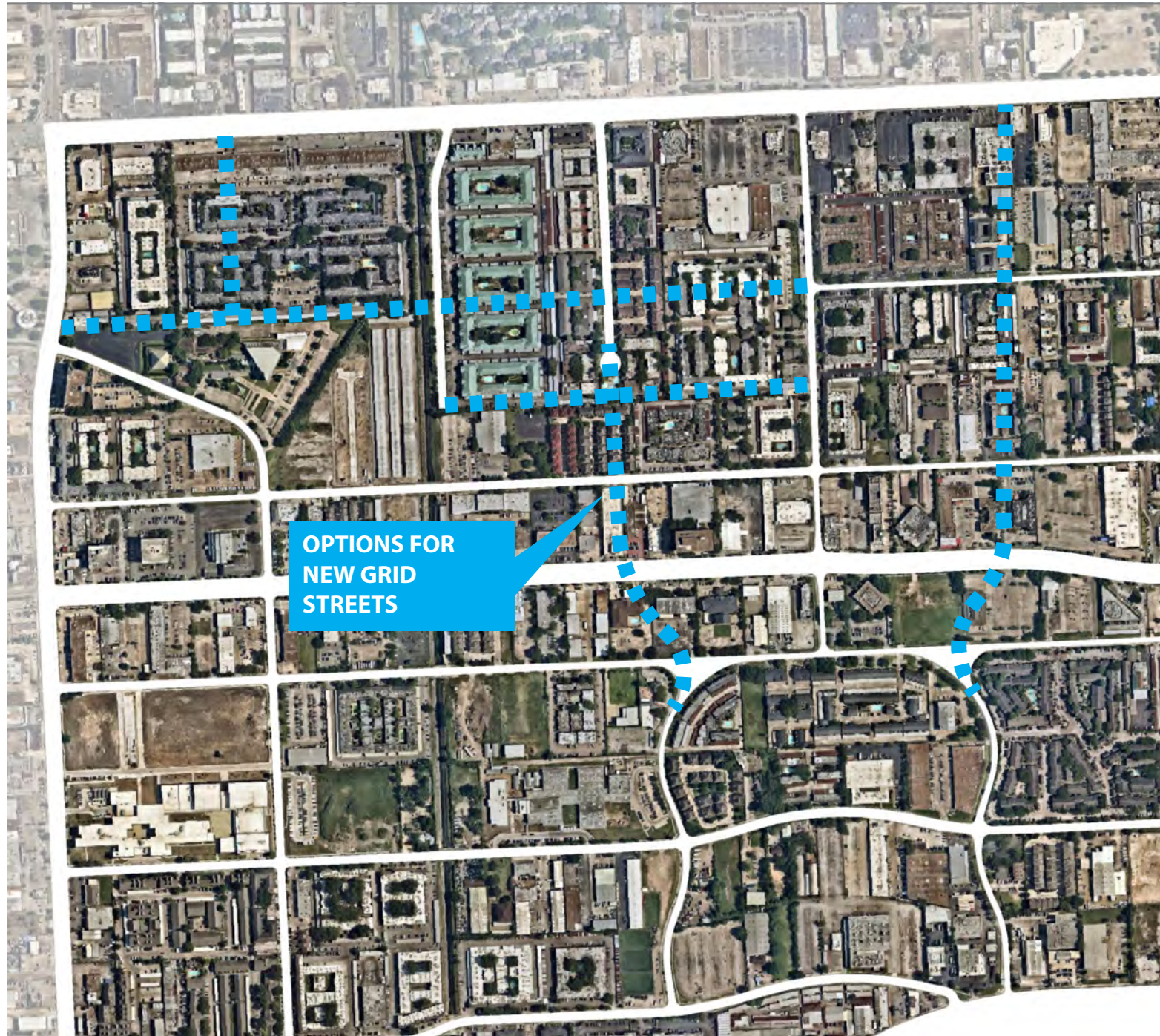
- Preliminary design: 9 months
- Detailed design: 12 months
- Construction: 18 months



# MULTI-MODAL MOBILITY PROJECTS

## PROJECT 11

### New Grid Streets in Civic & Multi-Family Districts



#### Project Details:

- Project is intended to break up the “super blocks” within the Civic and Multifamily Districts to increase alternatives for traffic flow, and improve overall connectivity and efficiency of the existing network
- Project to be undertaken in coordination with private sector redevelopment activity that occurs in the Districts over time
- Intended to be multimodal and reflective of the surrounding (or desired) community character
- Addition of roadways is also intended to provide increased flexibility for site redevelopment and enhanced area property values
- May involve acquisition of land for right-of-way as redevelopment occurs with roadway and streetscape improvements to be constructed once sufficient right-of-way is acquired, although preference is construction in conjunction with redevelopment

#### Project Status:

- Proposed New Series of Projects to be initiated in coordination with private development

#### Estimated Project Cost:

- Dependent upon project

#### Funding Opportunities:

- Shared financing between private developer and TIRZ No. 1
- Reimbursement agreement between developer and TIRZ No. 1 to allow for construction by the developer and repayment by the reinvestment zone over time

#### Timeline

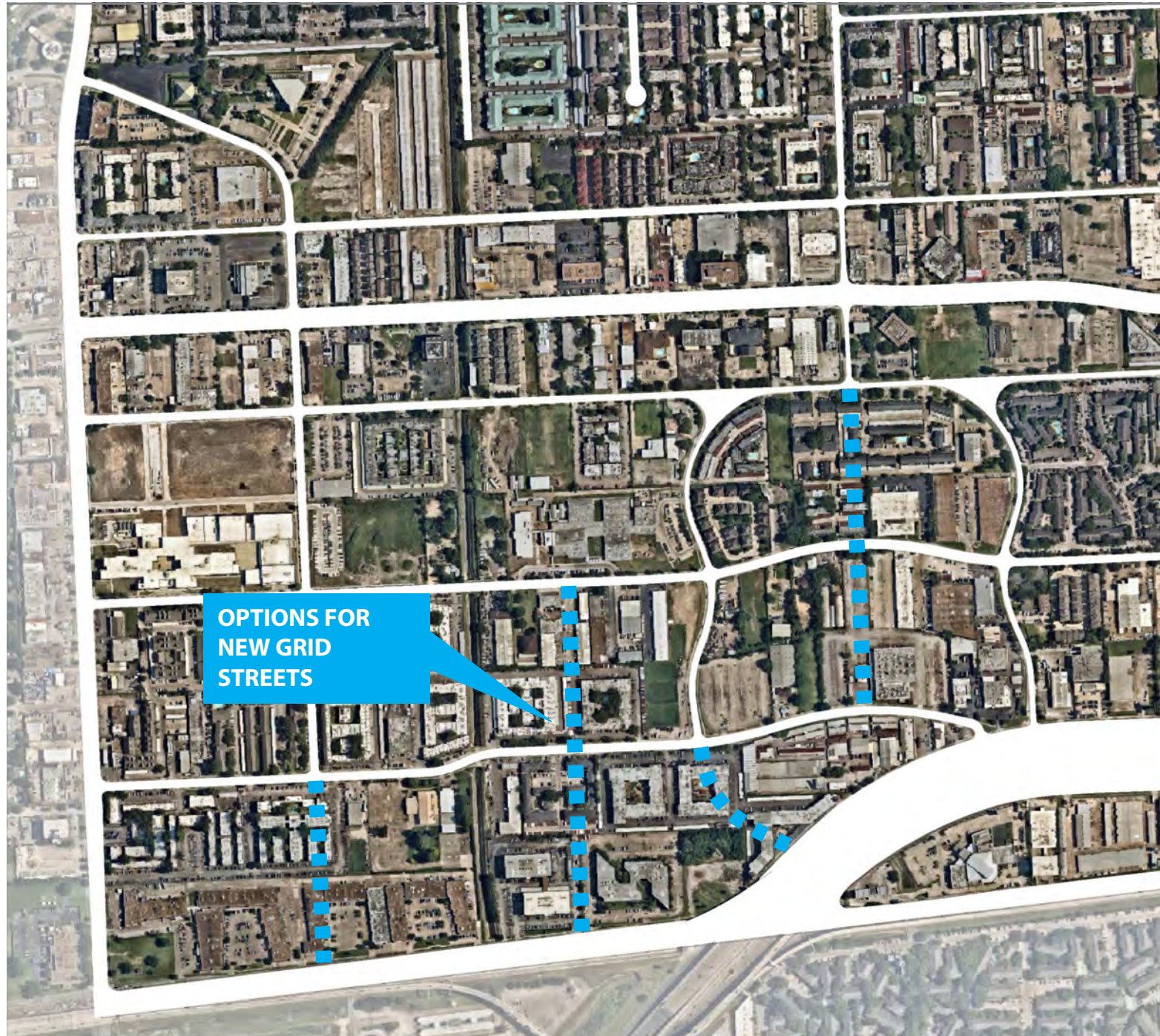
- Dependent upon project



# MULTI-MODAL MOBILITY PROJECTS

## PROJECT 12

### New Grid Streets in Redevelopment West District



#### Project Details:

- Project is part of the overall Redevelopment District West Master Plan and is intended to break up the “super blocks” within the Redevelopment West District to increase alternatives for traffic flow, and improve overall connectivity and efficiency of the existing network, including Westpark
- Project to be undertaken in coordination with private sector redevelopment activity that occurs in the District either through a single developer or a series of smaller scale redevelopment projects
- Intended to be highly multimodal and reflective of a relatively dense, active mixed use environment
- Designed to standard to be accepted into the City’s street system
- Addition of the additional roadway corridors is also intended to provide increased flexibility for site redevelopment and enhanced the ability to scale projects
- Preference is construction of the roadway corridor network in coordination with development
- In the event that a large scale developer is not involved in redevelopment, the project may involve acquisition of land for right-of-way as smaller scale redevelopment occurs with roadway and streetscape improvements to be constructed once sufficient right-of-way is acquired or in phases as development occurs
- Potential to incorporate connectivity to the Hillcroft Transit Center via the 14th Street underpass

#### Project Status:

- Proposed New Series of Projects to be initiated in coordination with private development

#### Estimated Project Cost:

- Dependent upon project

#### Funding Opportunities:

- Shared financing between private developer and TIRZ No. 1
- Reimbursement agreement between developer and TIRZ No. 1 to allow for construction by the developer and repayment by the reinvestment zone over time

#### Timeline

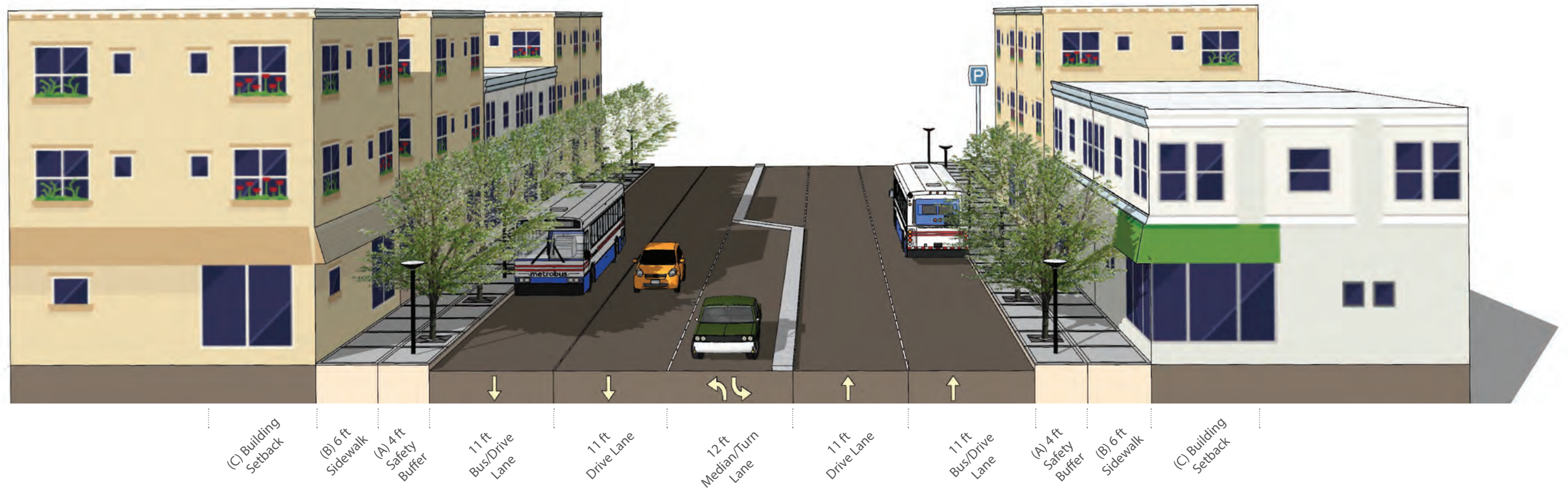
- Dependent upon project



# MULTI-MODAL MOBILITY PROJECTS

## EXAMPLE MULTI-MODAL STREET: FOUNTAIN VIEW DRIVE

### Four Thru-Lanes & A Median/Turn Lane



### TRAITS AND NOTES

1 City of Houston Standards for Walkable Places & Transit-Oriented Development (TOD) are as follows:

	Walkable Places	Transit-Oriented Development	
		Major Thoroughfares	Other Streets
Safety Buffer (A)	4 ft	4 ft	4 ft
Unobstructed Sidewalk Width (B)	6 to 10 ft minimum	8 ft	6 ft
Building Setback (C)	0 to 20 ft minimum	20 ft	15 ft

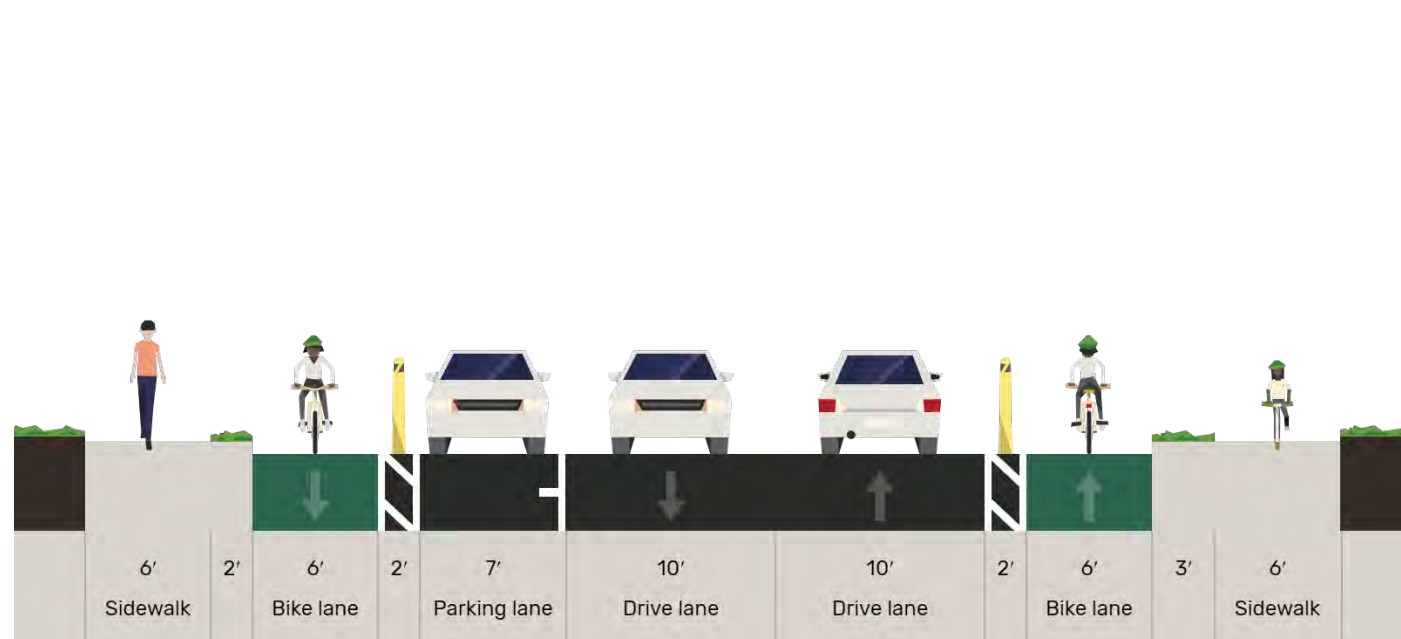
2 Houston Bike Plan proposes Dedicated In-Street Bike Lanes Both Sides

3 Depictions are general and conceptual, and may not fully reflect existing and / or proposed conditions

# MULTI-MODAL MOBILITY PROJECTS

## EXAMPLE MULTI-MODAL STREET: SKYLINE DRIVE

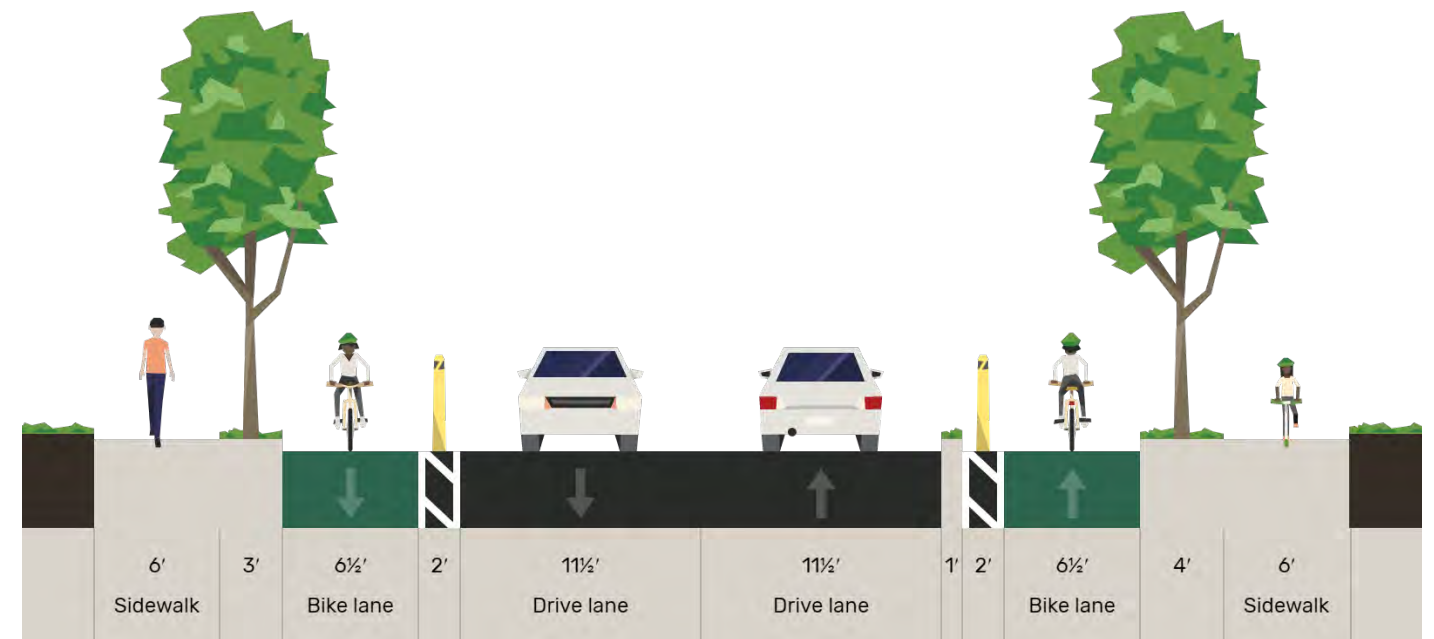
### Variable Cross Sections



60 ft Right-of-Way

Cross Section A

Parking on One Side & Reduced Lane Width



60 ft Right-of-Way

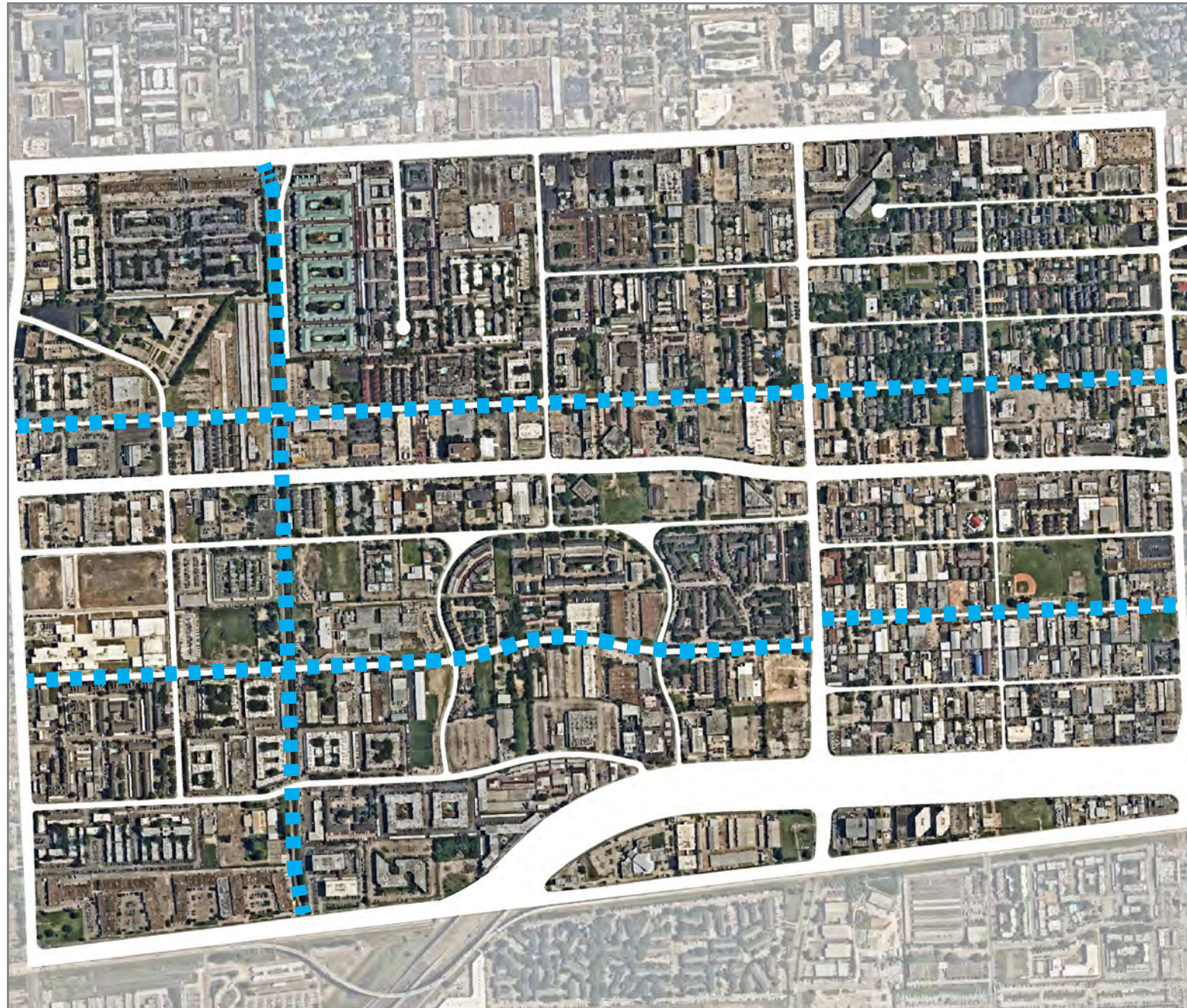
Cross Section B

No Parking & Wider Travel Lanes

# MULTI-MODAL MOBILITY PROJECTS

## PROJECT 13

### Houston Bike Plan Bikeway Improvements



#### Project Details:

- Potential improvements proposed in Schumacher/Star project, Bering Drive project, Residential District project, and future phases of the W142 Safe Sidewalk project as high comfort bike areas, specifically including Schumacher, Bering Drive, the W142 drainage channel and Fairdale
- Skyline provides an additional opportunity for bicycling enhancements, particularly given the mix of apartment units and schools along the roadway, however, right-of-way is limited and is heavily utilized for on-street parking
- Design efforts for bicycle improvements should focus on safety, convenience, comfort and vehicular design speed
- The actual suite of improvements along corridors such as Skyline, Fairdale and the W142 drainage channel, as well as alternatives such as Bering Drive will be developed as part of a more detailed corridor study
- Concepts for Skyline could include:
  - Widening of sidewalks, particularly in proximity to schools, to function as shared use paths (potential through access easements rather than right-of-way acquisition)
  - Bulbouts and other traffic calming measures that impact roadway design speed and enhance area character
- Opportunity for community engagement and for “tactical urbanism” that allows some solutions to be tested at limited cost before committing to a permanent solution

#### Project Status:

- Proposed New Series of Projects

#### Estimated Project Cost:

- To be determined on a project by project basis

#### Funding Opportunities:

- Some corridors could be candidates for the Transportation Alternative Set-Aside program
- Small scale grant funding available through AARP for purposes of pedestrian and bicycle connectivity

#### Timeline

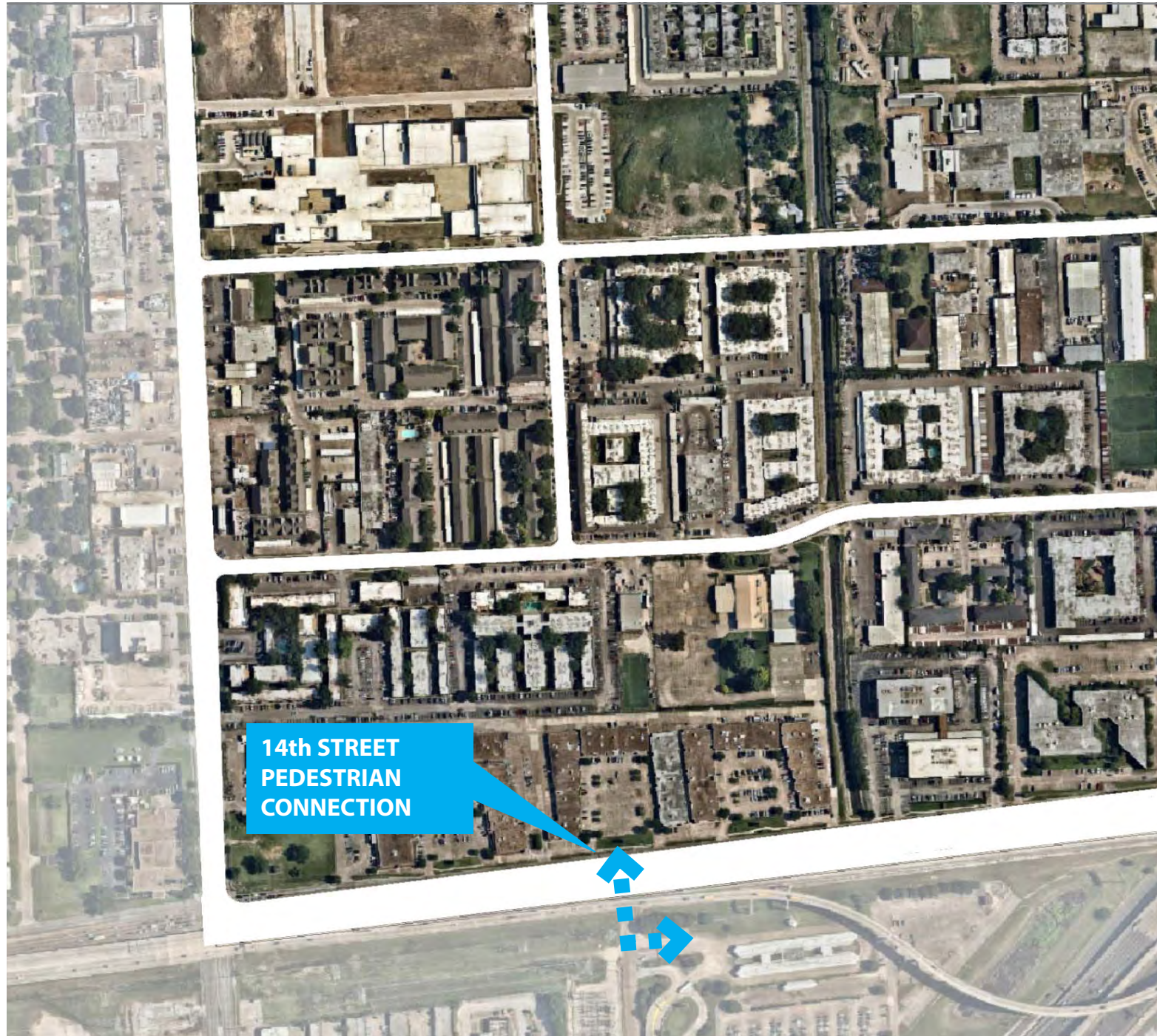
- To be determined on a project by project basis



# MULTI-MODAL MOBILITY PROJECTS

## PROJECT 14

### 14th Street Pedestrian Connectivity Enhancements



#### Project Details:

- Project is intended to enhance the Redevelopment West District Master Plan through enhanced connectivity to transit
- Improved Bus Rapid Transit (BRT) along Westpark and a new Regional Express would provide area residents improved commuting opportunities to job centers like Uptown, TMC or Downtown and reverse commute opportunities to Westchase. This improved accessibility should support higher density, transit oriented, mixed use development in close proximity to Hillcroft Transit Center and proposed stations at Renwick and Chimney Rock along Westpark.
- Project is particularly beneficial to the area within a 1/2 mile walk radius of the Hillcroft Transit Center but also beneficial to individuals that cycle or walk from a more expanded area
- Specific enhancements to be determined as part of a specific study but could include:
  - Additional pedestrian refuge space to improve the safety and comfort of crossing Westpark
  - Traffic signal and crosswalk enhancements
  - Elements to manage speed and visibility, particularly in the area of the pedestrian crossing
  - Alteration of current crosswalk configuration (east side only) to a “cross everywhere” configuration
  - Safety and aesthetic improvements along the underpass such as lighting, artwork and wayfinding signage
  - Trail quality and scale enhancements if the system includes connectivity to a shared use path along the W142 drainage channel
- Project is currently located just outside of the TIRZ No. 1 boundary
- Potential for coordination with METRO Next improvements

#### Project Status:

- Proposed New Project

#### Estimated Project Cost:

- \$500,000

#### Funding Opportunities:

- Opportunity for partnership with METRO as part of METRO Next improvements
- The Federal Transit Administration offers a planning grant for transit-oriented development projects that should be considered for a comprehensive and transit-oriented development connecting the Hillcroft Transit Center, the University Line BRT corridor and other opportunities in the Redevelopment West District. Study would allow for the purpose, needs and benefit for all aspects of the larger program to be fully defined. The City of Houston and Houston METRO may be potential joint applicants on a study

#### Timeline

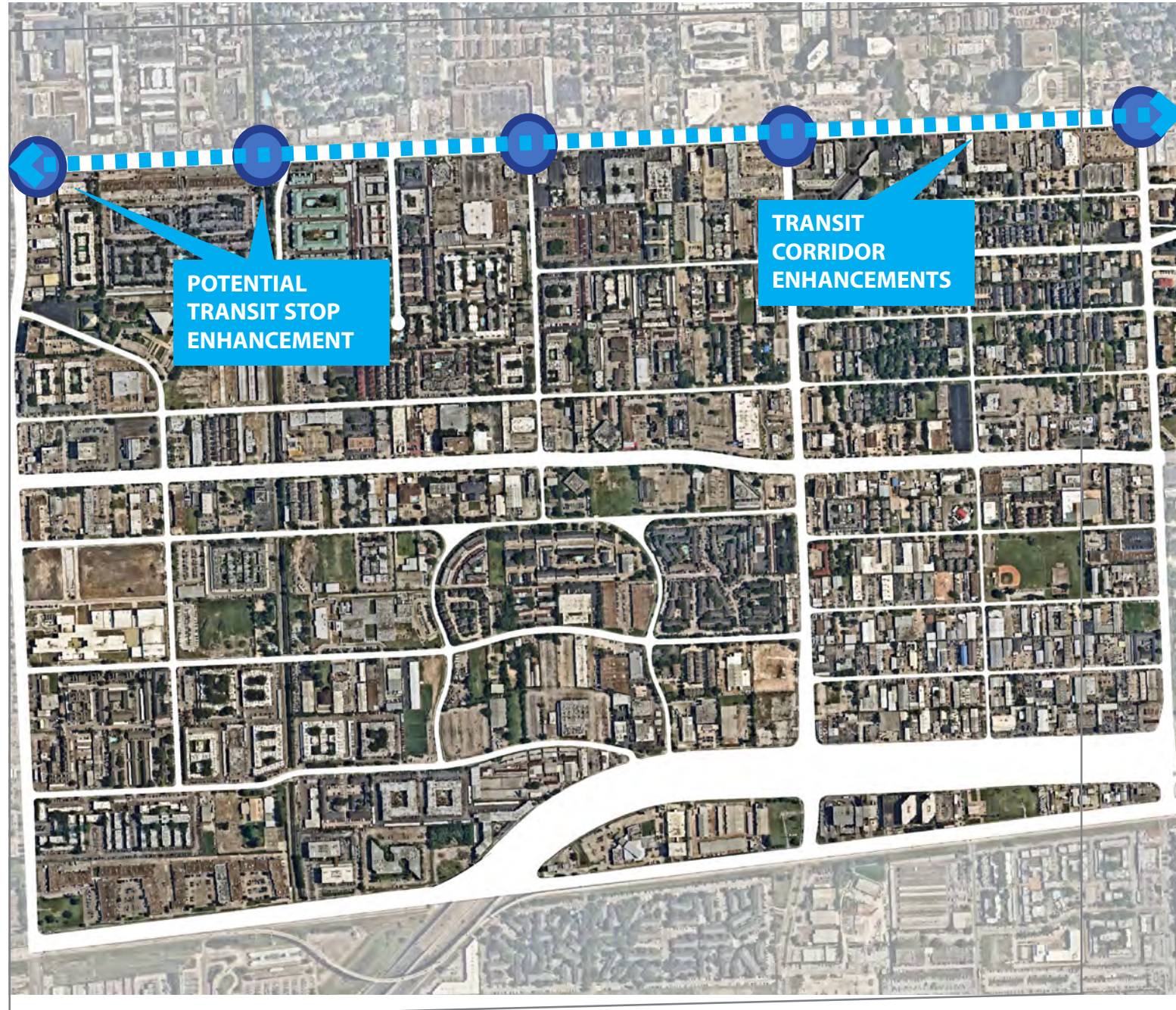
- Preliminary design: 3 months
- Detailed design: 4 months
- Construction: 3 months



# MULTI-MODAL MOBILITY PROJECTS

## PROJECT 15

### Westheimer Road Pedestrian & Transit Enhancements



#### Project Details:

- As part of METRONext, METRO plans to run Signature service along Westheimer in addition to the BOOST program improvements to local service. The signature service would make limited stops allowing trips from the TIRZ 1 study area to reach regional destinations more quickly than the local service which would make every stop along the corridor.
- Project serves dual purposes of enhancing improvements to increase pedestrian and transit activity and also improves aesthetics along a major edge and gateway into TIRZ No. 1
- Enhancements include enhanced sidewalk amenities and treatment around transit stops to improve safety, comfort and convenience
- Potential collaboration with METRO Next improvements along Westheimer Road
- Major challenges include:
  - Limited right-of-way that may require requests for access easements from private property owners for additional improvements
  - TIRZ No. 1 currently only has jurisdiction along one side of Westheimer, thereby diluting the impact of corridor improvements. Annexation of the remainder of the right-of-way may allow for improvement along both sides of the roadway but would also require maintenance without additional revenue
- A feasibility study would allow for evaluation of existing and necessary right-of-way to achieve optimal pedestrian and transit accessibility. A study should be coordinated with TxDOT (as the organization that operates and maintains Westheimer) and Houston METRO. The feasibility study should provide a more defined scope of improvements and the information necessary to establish a Benefits Cost Analysis

#### Project Status:

- Proposed New Project

#### Estimated Project Cost:

- \$750,000 (depending upon the scope of improvements)

#### Funding Opportunities:

- May be eligible for Congestion Mitigation Air Quality program funding due to increased utilization of transit and decreased single occupancy vehicle use
- Potential Partnership with METRO

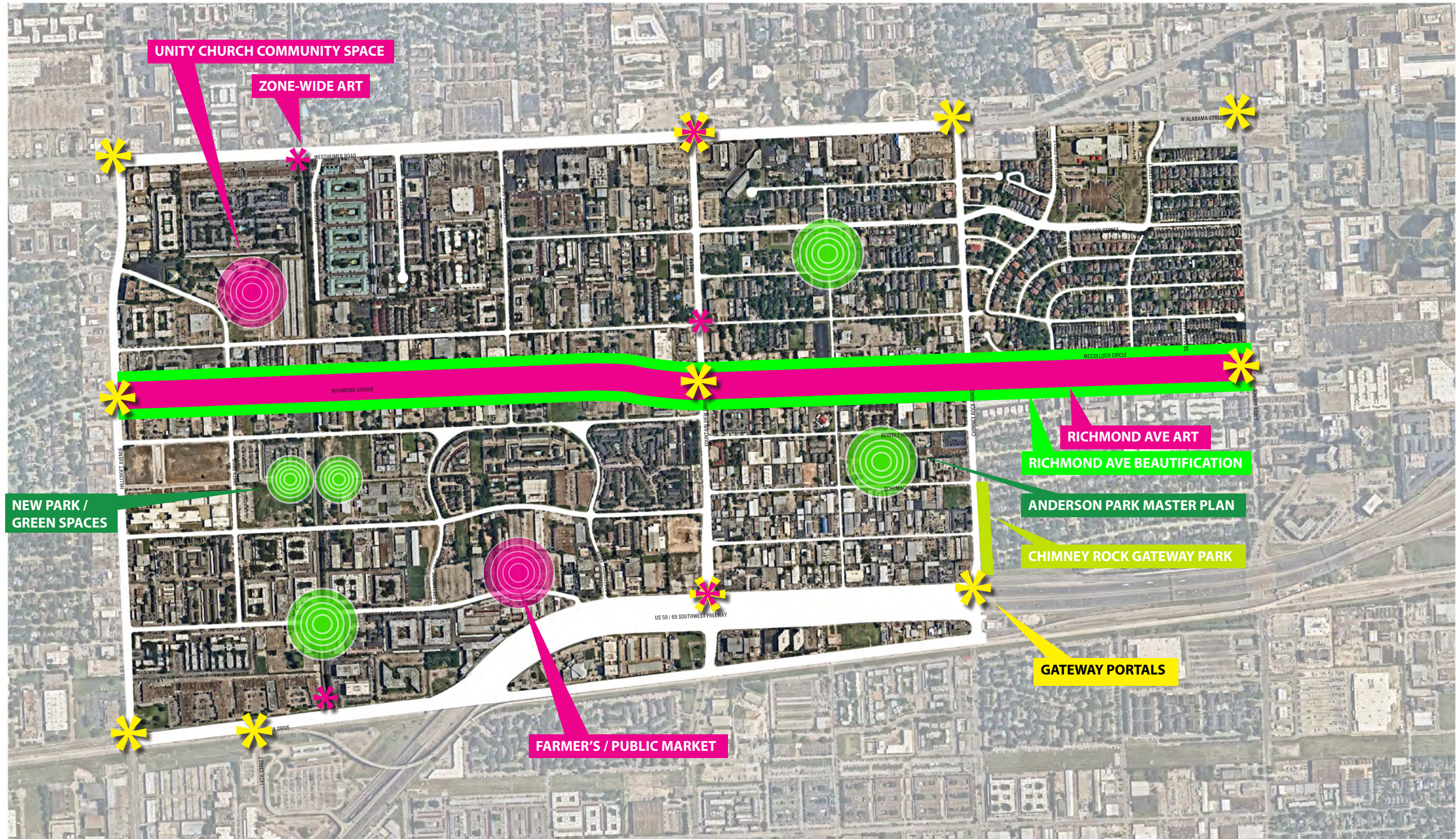
#### Timeline

- Preliminary design: 3 months
- Detailed design: 8 months
- Construction: 6 months





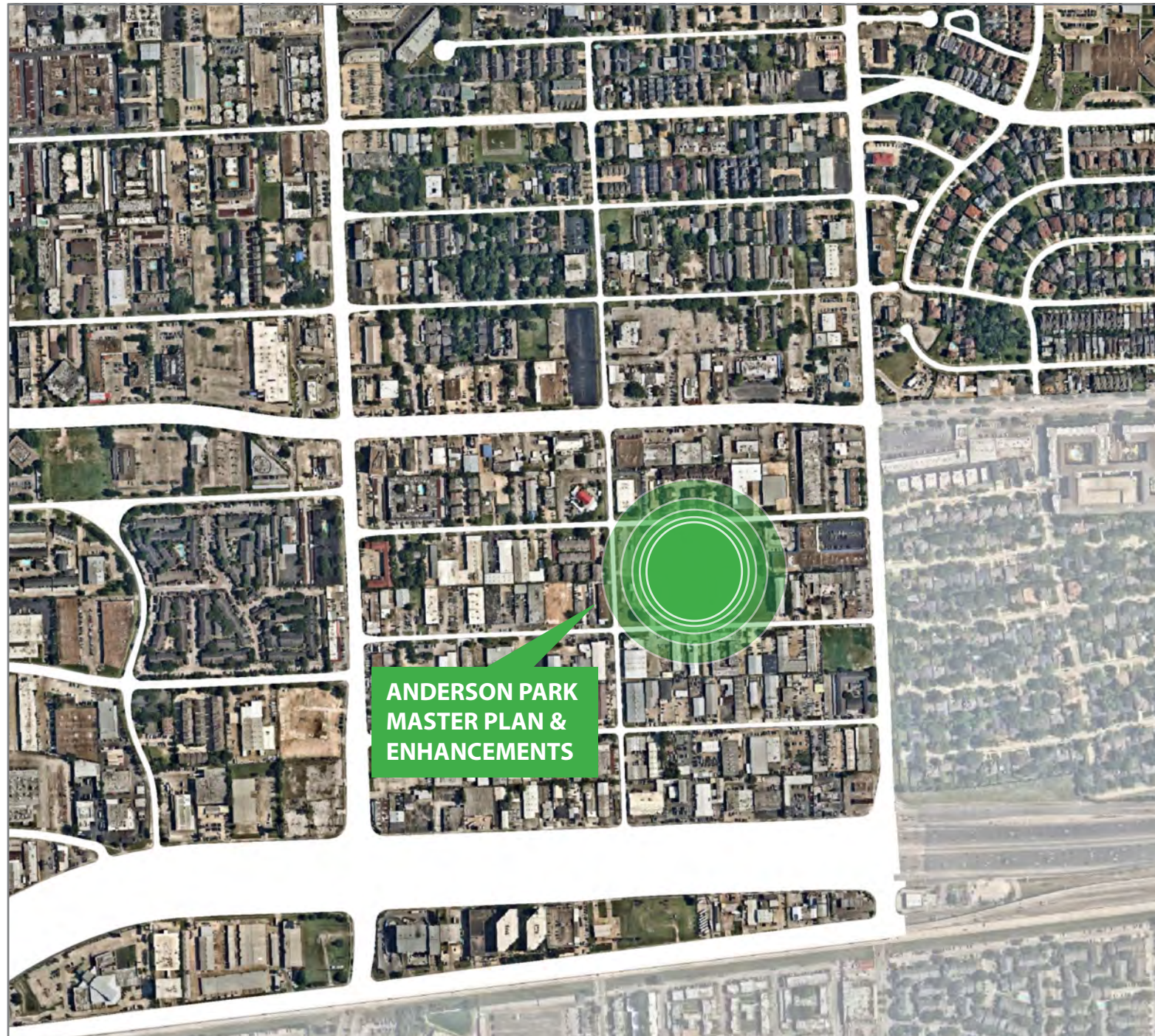
# QUALITY OF LIFE PROJECTS



# QUALITY OF LIFE PROJECTS

## PROJECT 16

### Anderson Park Master Plan Improvements



#### Project Details:

- Project offers the opportunity to enhance the only public park space currently available in TIRZ No. 1
- Project benefits from other proposed projects designed to enhance access to the park space, including projects associated with Bering Drive and adjacent roadways, as well as those that improve the area's pedestrian and bicycle amenities
- Master plan allows for future open spaces such as those proposed in Projects No. 17 and 18 to complement improvements in Anderson Park
- Master plan also establishes the foundation for potential shared and complementary resources between public and semi-public owners, including Houston ISD and Unity Church
- Phase One of construction will remove existing facilities, add backbone infrastructure and initial recreation amenities that will be determined upon completion of the master plan
- Future phases and proposed amenities proposed as future improvements will be determined upon completion of the master plan

#### Project Status:

- Master Plan underway

#### Estimated Project Cost:

- Phase One: \$2.0 million
- Future Phases: \$6 million

#### Funding Opportunities:

- TIRZ No. 1 has allocated \$2 million for park improvements
- City of Houston, including the Houston Parks and Recreation Department

#### Timeline

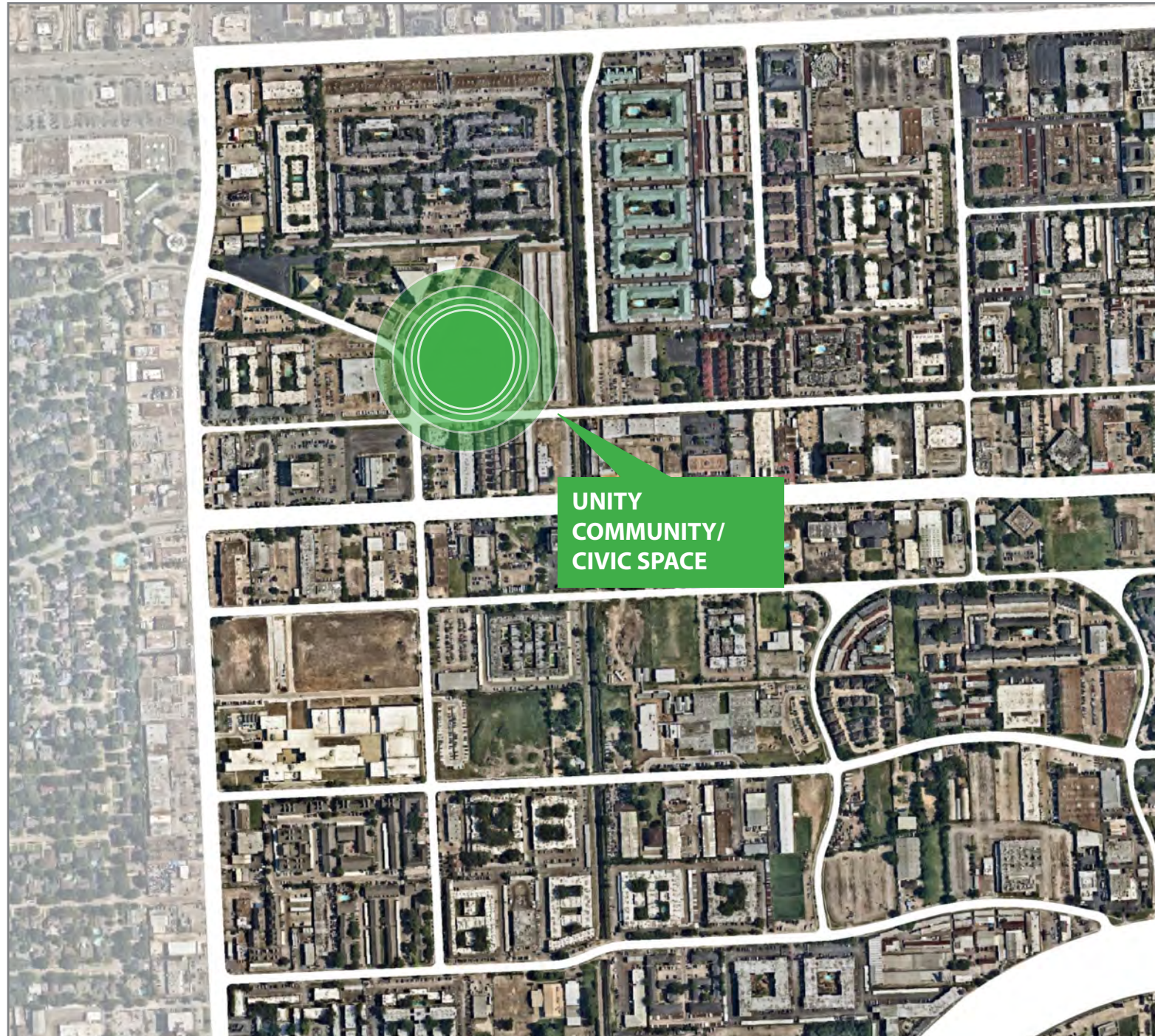
- Master Plan to be completed in 1st Quarter of 2021



# QUALITY OF LIFE PROJECTS

## PROJECT 17

### Unity Community/Civic Space



#### Project Details:

- Project is intended to address gaps in the availability of social spaces, entertainment venues and green spaces in the community and particularly in this area of the reinvestment zone
- Options for the site could include a myriad of options such as:
  - A community assembly space
  - A performance amenity
  - A temporary market space
  - Green space and natural areas
  - Recreational amenities
  - Stormwater detention
- The site is under ownership of Unity Church
- Project could be undertaken and maintained exclusively by Unity Church or in partnership with TIRZ No. 1
- TIRZ No. 1 could potentially acquire the space through purchase or by easement if more appropriate
- A shared resource agreement could also involve HISD to that could allow for amenities to be constructed that are also complementary to school resources (and similarly utilize school resources such as sports fields for community activities)
- Excellent opportunity for community engagement throughout the design process and/or tactical urbanism as a means of experimenting with ideas in advance of implementation

#### Project Status:

- Proposed New Project

#### Estimated Project Cost:

- \$850,000 for community improvements in partnership with Unity Church

#### Funding Opportunities:

- Partnership with Unity Church
- SPARK Parks program
- Kinder Foundation
- City of Houston (area is eligible for Community Development Block Grant funding)
- Texas Parks and Wildlife Department

#### Timeline

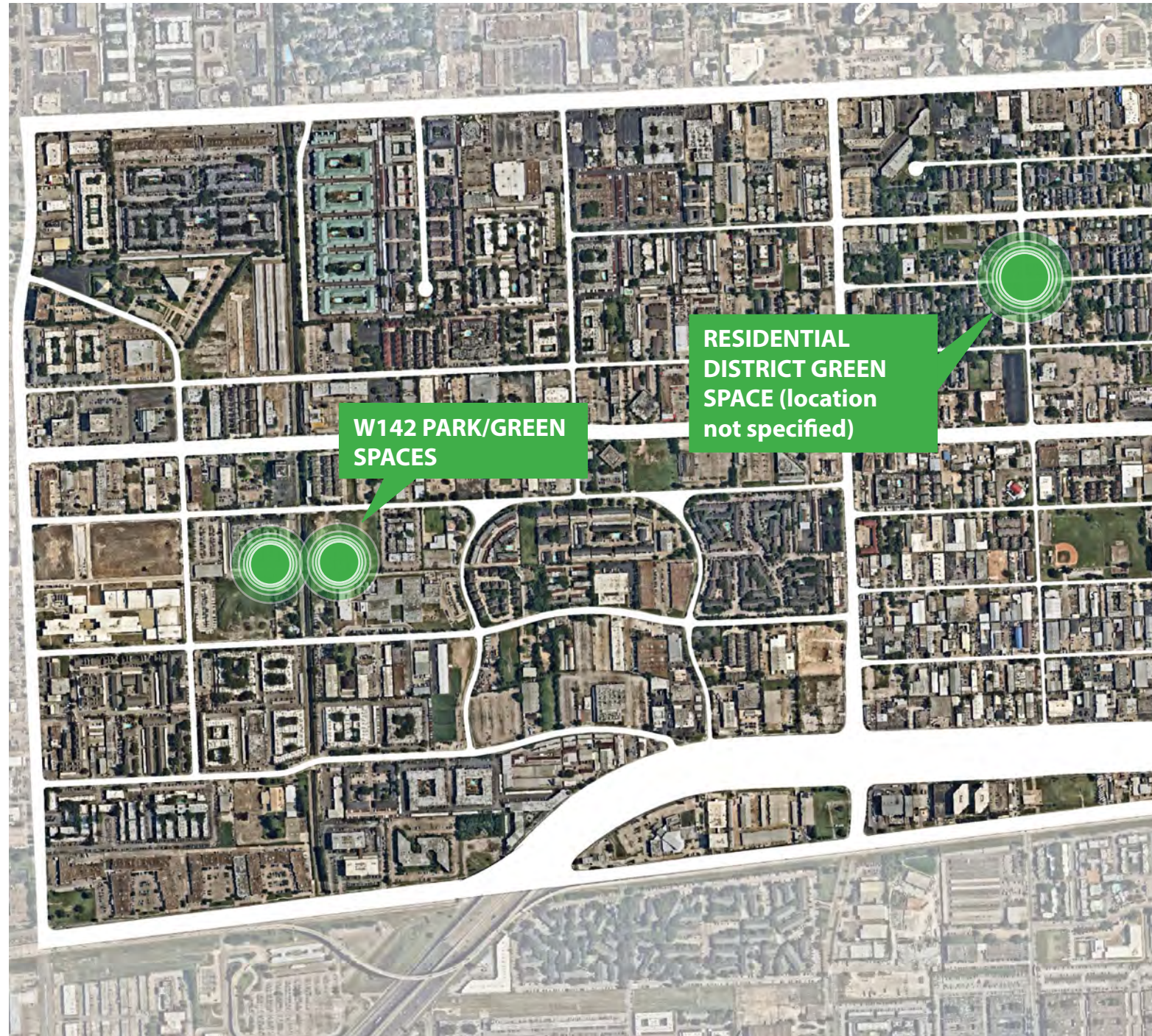
- Preliminary design: 6 months
- Detailed design and construction: 14 months



# QUALITY OF LIFE PROJECTS

## PROJECT 18

### Green Spaces at Skyline/W142 & Residential District



#### Project Details:

- Projects are intended to add small “pocket” park spaces in areas lacking in recreational space or green space
- Location at Skyline and the W142 drainage channel coincides with the W142 Safe Sidewalk project and includes vacant space on each side of the drainage channel
- The “bookend” open spaces provide a gateway opportunity for mobility improvements along the drainage channel but also serve to add “eyes” to the walking/biking path
- The spaces along Skyline about the play areas of adjacent schools and could serve as an extension of activities, trailhead sites, art/education sites or a similar role
- Location of park space within the Residential District is not specifically defined but is also intended to provide recreational or green space
- Major challenges include site acquisition, particularly for property within the Residential District where much of available land is developed
- Excellent opportunity for community engagement throughout the design process and/or tactical urbanism as a means of experimenting with ideas in advance of implementation
- Opportunities for “rolling activities” that change regularly to allow for new or interesting activities, potentially based upon community input

#### Project Status:

- Proposed Series of New Projects

#### Estimated Project Cost:

- \$500,000 per green space, \$1,500,000 in total
- Cost associated with property acquisition to be determined

#### Funding Opportunities:

- City of Houston, including use of Community Development Block Grant funds, particularly for the area along Skyline
- AARP grant funding

#### Timeline

- Preliminary design: 8 months
- Detailed Design and Construction: 20 months



# QUALITY OF LIFE PROJECTS

## PROJECT 19

### Median Beautification & Public Art Projects



#### Project Details:

- Project builds upon the strong success of Phase One of the Richmond Avenue Median Beautification and Public Art project (and upcoming Phase Two)
- Strip of available green space along Chimney Rock near IH-69 serves as an excellent location for additional art “park” and beautification outside of Richmond Avenue
- Additional areas of potential interest could include Hillcroft, Fountain View, Chimney Rock, and the proposed traffic circles at Greenridge (noted in Project No. 5)
- Art programs provide an additional level of interest areas such as TIRZ No. 1 that are seeking to change perception of a location or establish a new sense of identity
- Opportunity for active community engagement/ input into design
- Challenges to implementation of the project include improvement and maintenance costs that grow as TIRZ No. 1 adds sites, as well as the appetite of the City of Houston for continued expansions of the median art program

#### Project Status:

- Phase One of Richmond project complete
- Phase Two of Richmond project underway

#### Estimated Project Cost:

- \$1,950,000 for placement of artwork at multiple locations and a 10-year art rotation program

#### Funding Opportunities:

- Public and/or private art and median enhancement sponsors
- Potential partnership with management district (in the event that a district is added to the area)

#### Timeline

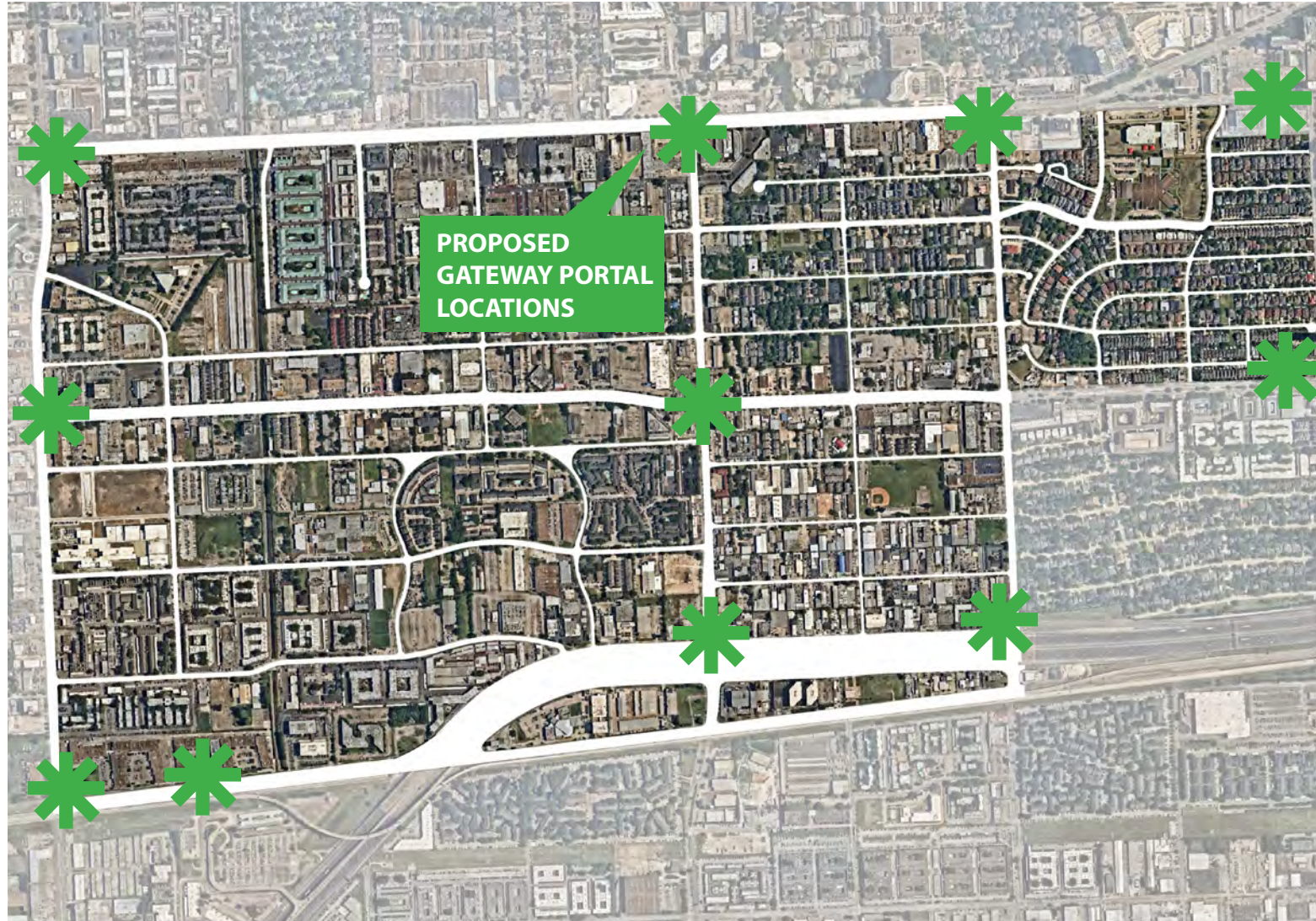
- Preliminary design: 6 months
- Detailed Design and Construction: 18 months



# QUALITY OF LIFE PROJECTS

## PROJECT 20

### District-Wide Gateway Portals



#### Project Details:

- Project serves to establish a sense of arrival into or departure from an area and create an initial and lingering positive perception. Intended to positively impact area residents/property owners, guests and potential investors
- Most commonly associated with a larger community branding effort, including a common set of streetscape enhancements, blade signs, intersection improvements and more
- Gateway treatments typically occur within medians or at the edge of the right-of-way, including the possibility of location on private property with the appropriate access easements in place
- Treatments can be a phased program that is gradually and cost-effectively implemented
- Project can be complementary or directly coordinated with improvements proposed in Projects No. 14 and 23
- Project can be completed in phases as funding permits
- Gateway treatments and many other community branding elements are typically projects undertaken and maintained by or in coordination with a management district
- Challenges include acquisition of space for gateway markers and the cost of ongoing maintenance

#### Project Status:

- Proposed Series of New Projects

#### Estimated Project Cost:

- \$125,000 per each major thoroughfare installation
- \$275,000 per each I-69 interstate installation

#### Funding Opportunities:

- Traditionally a project completed and maintained by or in coordination with a management district

#### Timeline

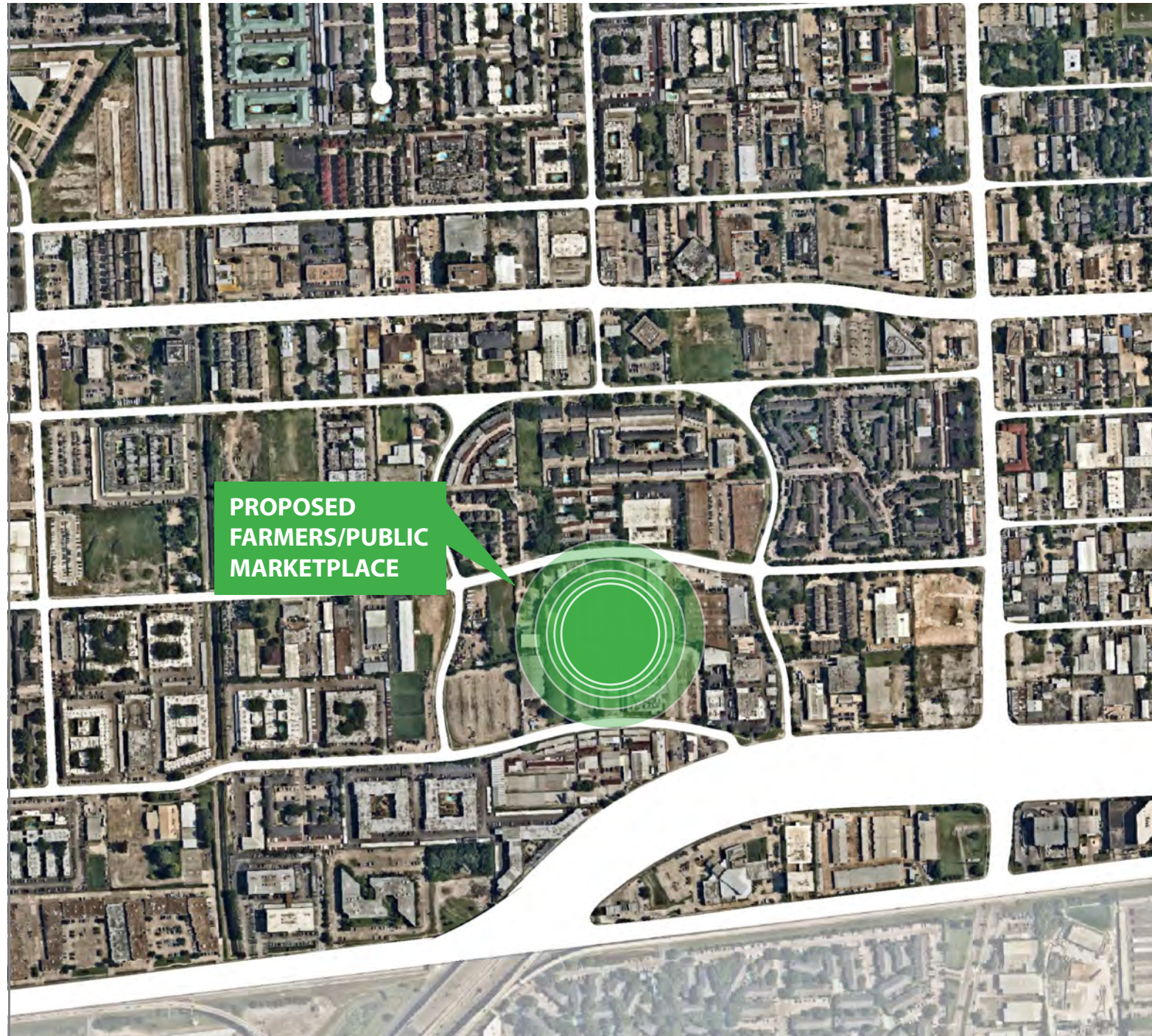
- Preliminary program and design: 10 months
- Detailed design and construction 24 months



# QUALITY OF LIFE PROJECTS

## PROJECT 21

### Local Farmers Market or Public Marketplace



#### Project Details:

- Project includes development of a farmer's market or public market as a means of drawing customers from within and outside of the area
- Project serves as a means of promoting and growing local businesses and building local wealth
- The ultimate destination for a marketplace is proposed to be within the open space of Redevelopment West District with the potential to become a large scale public market. A temporary location for the market may be fixed or could be rotated, depending upon availability of the necessary infrastructure and improvements
- A permanent location may include permanent facilities or a mix of permanent and temporary sites
- The marketplace is best managed by a nonprofit entity or organization that is NOT the reinvestment zone. The reinvestment zone may invest in infrastructure improvements, equipment, signage and other physical features of the market
- Marketplace activity may begin on a small scale, experimental basis (such as monthly) before scaling up in space and regularity with the potential goal of creating a public market that is open multiple days during a week
- Farmer's markets and public markets may adjust to be specialized or conduct special events, including night markets with activities and music
- Major challenges to the project include:
  - Determining a nonprofit or similar organization with the willingness and drive to initiate and maintain the marketplace in a competitive manner

#### Project Status:

- Proposed New Project

#### Estimated Project Cost:

- \$150,000 to \$500,000 for infrastructure and temporary amenities dependent upon scale and the type of infrastructure improvements needed
- \$500,000 to \$5 million for permanent amenities dependent upon scale and type of facilities

#### Funding Opportunities:

- City of Houston Community Development Block Grant funds
- Several grant programs and foundations sponsor startup farmer's markets and public markets
- Partnership with a nonprofit organization such as Urban Harvest for startup and operations
- Can be sponsored in tandem with a management district, if available

#### Timeline

- Preliminary design and program development: 6 months
- Detailed design: 6 months (depending upon substance of improvements)
- Construction and Implementation: 6 months (depending upon substance of improvements)



# QUALITY OF LIFE PROJECTS

## PROJECT 22

### Brand Identity for the Area



#### Project Details:

- Project establishes the desired brand identity for the area
- Traditionally more successful through use of a firm/expert in community branding with the ability to establish a brand identity and brand promise that is unique and honest to the area and marketable to desired audiences
- The project will include a name for the area and may include development of a logo, slogan and other marketing materials or it may set the foundation for a followup study
- The role of the reinvestment zone in establishing a brand identity is typically limited to
  - Advocacy for development of a brand identity
  - incorporation of the identity into capital improvements or other eligible expenditures
- Brand identity is traditionally a role more appropriate for a management district
- Major challenges to establishing a brand identity include the current absence of a management district in the area and community buy-in

#### Project Status:

- Proposed New Project

#### Estimated Project Cost:

- \$100,000 for an initial brand identity study and the corresponding study (if separate) for establishing a logo, slogan and other marketing materials

#### Funding Opportunities:

- Partnership with a management district if such is available
- Funding the initial study is typically not the function of a reinvestment zone

#### Timeline

- Brand Identity study: 6 months
- Development of Logo, Slogan and Other Marketing Materials: 6 months

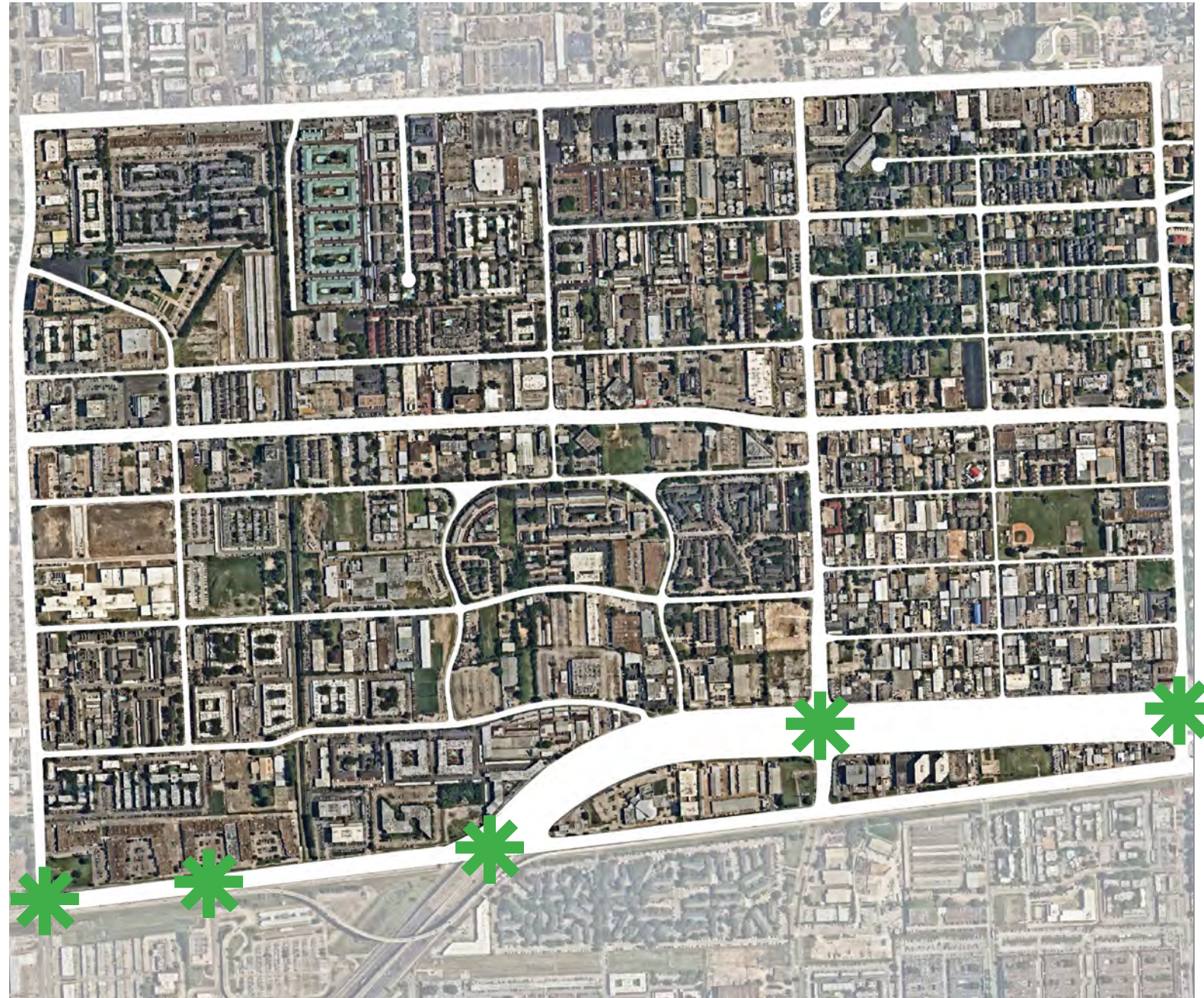




# QUALITY OF LIFE PROJECTS

## PROJECT 23

### Illuminated Underpasses along I-69



#### Project Details:

- Project includes aesthetic lighting treatment at underpasses below I-69 along the boundary with TIRZ No. 1
- Project serves as an extension of the underpass lighting concept proposed at the 14th Street underpass (Project No. 14) that provides connection of the area to the Hillcroft Transit Center
- Project can provide the dual purposes of enhancing local safety as well as aesthetic treatments
- Complements proposed interstate gateway portal treatments (Project No. 20) for entry into the reinvestment zone from below I-69
- Lighting can be completed overhead or in a number of other methods
- A challenge for the project involves coordination and development of maintenance agreements with TxDOT

#### Project Status:

- Proposed New Project

#### Estimated Project Cost:

- \$235,000 per underpass installation, including electrical service

#### Funding Opportunities:

- TxDOT may sometimes participate on large scale projects

#### Timeline

- Preliminary design: 12 months
- Detailed design and Construction: 16 months



# QUALITY OF LIFE PROJECTS

## PROJECT 24

### Management District for Remainder of TIRZ No. 1

#### Project Details:

- Project involves advocacy and support for the establishment of a management district in the area of the reinvestment zone that is not currently within the Saint George Place Management District
- A Management District could be created by expansion of an existing district, creation of a new district or revival of the currently dormant district that already overlays the area
- A Management District can provide services such as security, community branding, litter and/or graffiti abatement as well as take on capital or management projects. A Management District can also take on the enhancement and maintenance of capital projects completed by other entities, including TIRZ No. 1
- A Management District will be highly complement activities of TIRZ No. 1 and its partners with the ability to fill in gaps not otherwise covered by the reinvestment zone
- Challenges will include:
  - The effort associated with creation, expansion or revival of a Management District, including acquiring the necessary petitions for formation and agreement upon a specific assessment
  - The gap between establishment of the Management District and receipt of revenues from the first property owner assessment

#### Project Status:

- Proposed New Project

#### Estimated Project Cost:

- Limited but dependent upon the effort necessary for establishment of the Management District

#### Funding Opportunities:

- Not Applicable

#### Timeline

- Dependent upon the method of creation, expansion or revival of the Management District







# **REDEVELOPMENT WEST DISTRICT MASTER PLAN**



# TYPES OF MASTER PLANS

## Changing in the Face of Change

Initiation of the Strategic Plan and Master Plan began in partnership between major property owners in the area of Redevelopment West District and TIRZ No. 1 with a major developer prepared to engage in redevelopment activities in the area. The rise of the COVID-19 pandemic, significant changes in the energy industry and other variables caused a pause in immediate redevelopment. Lack of surety of a master developer in the short term did not negate the importance of a Master Plan for Redevelopment. On the contrary, the Master Plan became more important than ever.

The Master Plan section of this study was adapted from a Developer Driven Plan to a Reinvestment Zone Driven Plan. The adaptation continues to meet the majority of needs of a master developer but also allows for greater flexibility and longevity needed in a longer term redevelopment strategy.

## DEVELOPER DRIVEN MASTER PLAN



## TIRZ DRIVEN MASTER PLAN

- Establishes a common vision between parties, including the master developer, larger land owners and the tax increment reinvestment zone
- Assumes leadership by a single master developer in redevelopment
- Purpose is to gain “buy-in” from relevant parties in advance of the redevelopment process
- **Developer seeks to identify specific capital projects for reinvestment zone participation**
- Provides developer with finer grain details of redevelopment necessary for near term project implementation

- Establishes a common vision between parties, including larger land owners and the tax increment reinvestment zone
- Prefers leadership by a single master developer in redevelopment but also prepares for implementation by a series of smaller developers
- Purpose is to gain “buy-in” but also signal to the development community the opportunities possible in Redevelopment West District and presence of willing partners in reinvestment
- **Reinvestment Zone seeks to identify and set the standard for capital improvement projects that can be undertaken to spur redevelopment and/or in which the reinvestment zone is willing to be a participant as part of redevelopment**
- Establishes common elements that can be incorporated throughout the redevelopment to maintain a cohesive appearance even if redeveloped by multiple developers
- Provides the reinvestment zone and property owners owners with mid-grain detail that can remain relevant over a longer term

# DESIGN DRIVERS OF THE MASTER PLAN

1

## ADAPTABILITY & FLEXIBILITY

- The COVID-19 pandemic has substantially altered the manner in which people live, work, shop, socialize, find entertainment and more. Long term impacts in residential, commercial and public facilities will not be known for some time.
- The market for commercial activity was softening prior to the global COVID-19 pandemic due to changes in the marketplace and weakness in the energy sector. The pandemic has exacerbated those trends. The office sector has been hit particularly hard with vacancy rates citywide now greater than 20 percent.
- Commercial retail, dining, entertainment and office activities have been evolving and diversifying prior to the arrival of COVID-19. The pandemic has further spurred changes in the national marketplace.
- The retail and office markets will rebound and demand in the future will be strong. Adaptability and flexibility will allow development in Redevelopment West District to accommodate needs as appropriate.



2

## OPEN AIR & OPEN SPACE ARE CRITICAL

- National development trends have steadily been moving to incorporate open air and open space, including gathering spaces, outdoor cafes, walkable storefronts, food truck courts and more.
- COVID-19 has created increased demand for public, private and personal outdoor/open areas for purposes of health and safety, as well as the ability to socialize and escape from indoor isolation.
- Outdoor amenities such as open space, trails and other features for exercise, walking, jogging, biking and relaxation that were important prior to the pandemic have become essential to health and wellness.



# DESIGN DRIVERS OF THE MASTER PLAN

3

## A UNIQUE AND REDEFINING EXPERIENCE

- A sense of “experience”, particularly one that is unique to the site, is an increasingly important element in making an area viable in the highly competitive Houston market.
- One or more attractions will be needed to draw people to the development and add to the experience created by the development
- The majority of TIRZ No. 1 has struggled with a lack of identity with perception of the area ranging from negative to neutral. The experience, attractions and other features must be desirable enough to overcome and reverse existing preconceived notions of the area.
- The master plan provides an opportunity to incorporate elements and create an experience preferred in future redevelopment throughout the community.

4

## CREATIVE COMMUNITY CONNECTION

- Market viability of the site will be increased by connecting the development to the surrounding community at every opportunity to both spur redevelopment in surrounding areas and increase likelihood that area households, and their disposable income, will visit.
- Access by foot, bike and transit are particularly important within the area of the master plan and to surrounding areas.
- The presence of water features is a major draw to any development but also an opportunity for the master plan to directly and creatively address stormwater management concerns for the area.

5

## “RIGHT-SIZED” DENSITIES AND SCALE

- Densities and quality of product and features must be sufficient to make private development profitable but also to provide sufficiently increased property values to justify the commitment of public resources. A cumulative portion of the increment created by the development should be enough to cover the cost of select improvements involving reinvestment zone revenues.
- Densities, scale and overall design should be sufficient to be considered transit-oriented and to spur transit improvements in the area.
- Redevelopment West District provides an opportunity to benefit existing area residents and new households with housing and commercial space that supports a range of households from those earning workforce wages and higher. The market for workforce housing in the area is already established while those households earning higher wages are also showing interest in the area as shown by the growing number of townhomes.

# GENERAL MIX OF USES

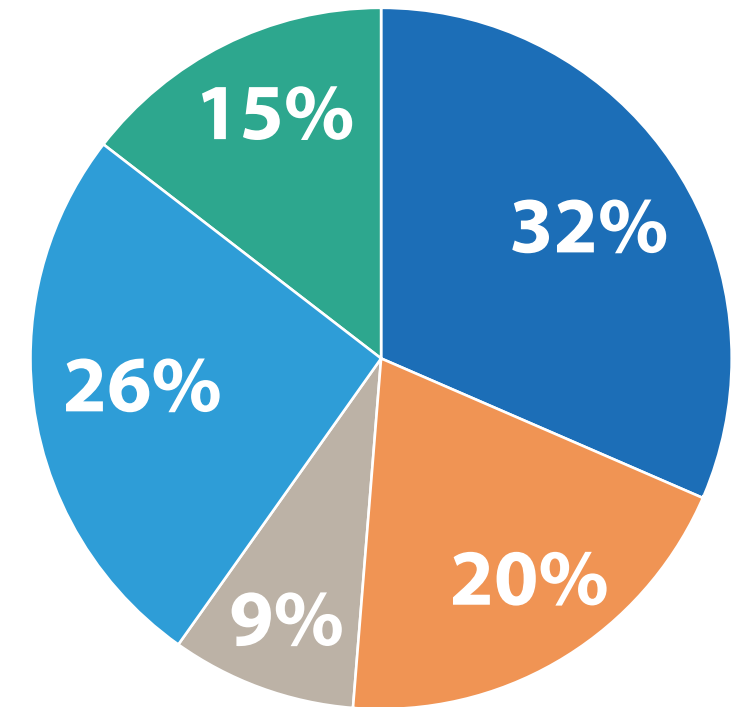
## A Complementary Approach to Land Use

The master plan for Redevelopment West District is intended to transform the current mix of unrelated uses into a comprehensive, coordinated development that is both appropriate to the area and market competitive. The proposed mix and intensity of uses is a reflection of that effort. In doing so, it introduces a different approach to commercial activity, increases the presence of residential uses, and makes public space a critical element where none previously existed. The master plan introduced an increased scale and density to uses as a means of activating space and justifying the expense of redevelopment to both developer and reinvestment zone.

It is important to note that projecting the mix and character of development activity in any area is a professional "best guess" that is based upon the statistics, trends, development patterns and external forces both known and anticipated. Absorption and adaptation will be factors considered at the time of redevelopment.

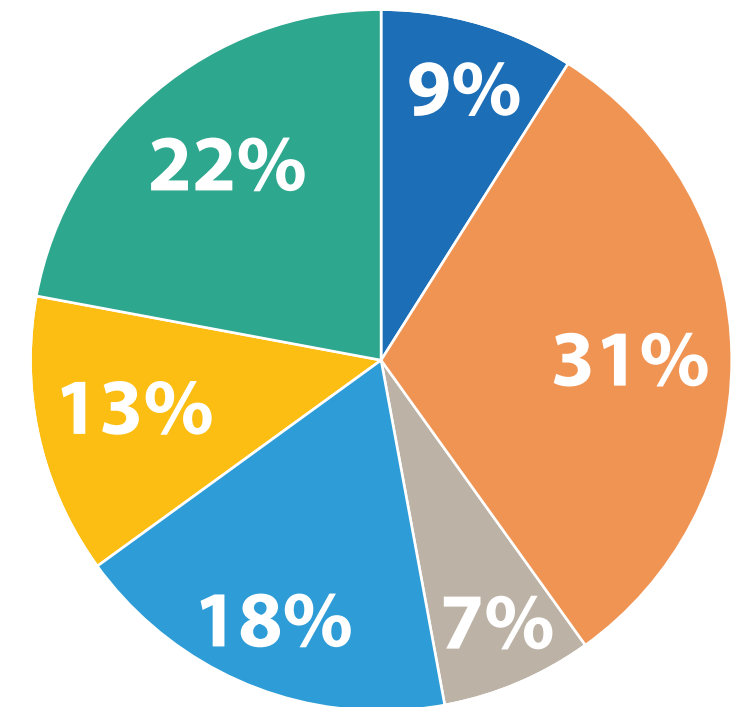
## CURRENT MIX

	Acres	Percent
Commercial & Institutional	49.71	32%
Residential	31.17	20%
Onsite Open Space	13.48	9%
Off-street Parking	40.44	26%
Public Open Space	-	-
Right-of-Way & Drainage	22.95	15%
<b>Total</b>	<b>157.75</b>	<b>100%</b>



## PROPOSED MIX

	Acres	Percent
Commercial & Institutional	14.20	9%
Residential	48.90	31%
Onsite Open Space	11.04	7%
Off-street Parking	28.39	18%
Public Open Space	20.51	13%
Right-of-Way & Drainage	34.70	22%
<b>Total</b>	<b>157.75</b>	<b>100%</b>



# GENERAL MIX OF USES



## COMMERCIAL & INSTITUTIONAL

- Reduction in acreage dedicated to “brick and mortar” commercial and institutional uses does not mean a reduction in the presence of commercial activity
- HCAD currently indicates more than 900,000 square feet of commercial space in Redevelopment West District - a large portion of which is dedicated to services such as auto-related activities that consume substantial space
- The master plan proposes that the amount of square footage of commercial space will actually grow to more than 1.3 million square feet but integrates a high level of flexibility in the format
- Commercial will be clustered, walkable, and focus on lifestyle retail, dining, entertainment and services appropriate to the market and class A/B office space, bolstered by complementary institutional space such as educational or health related activities
- Commercial activity is intended to be highly adaptable and includes complementary alternatives to brick and mortar space such as kiosks, food trucks, markets and other open air activities



## RESIDENTIAL ACTIVITY

- Residential will be the dominant use in the master plan with a focus on providing attractive options for a variety of households ranging from working class households that currently live in the area to others with relatively higher disposable income
- There are currently more than 1,850 residential units in the District, the majority of which are in 2-story, class B/C apartment complexes
- The master plan proposes a transition to greater density of housing units in structures with an average height between 3 and 5 stories and roughly 3 times the number of units
- Current residential structures face inward and have very little relationship to the surrounding activities or the street. Residential structures in the master plan are expected to follow an “urban footprint” with a stronger relationship to the sidewalk, street and other public spaces.



## ONSITE OPEN SPACE

- On-site open space represents the open areas within and around apartment complexes, office spaces and other activities in the District and are currently the only open spaces that are available. Current open spaces are largely ornamental with limited functionality beyond appearance
- The master plan proposes a slight decrease in the amount of space dedicated to onsite open space due to proposed increases in public space in the area
- Onsite open spaces in the master plan are expected to become substantially more functional and complementary to both the onsite activities and the surrounding open areas, including plazas, play spaces, room for activities or pop-up commercial vendors, and/or other outdoor activities and escapes.

# GENERAL MIX OF USES



## ONSITE PARKING

- The design team estimates roughly one quarter of property in the District is currently used for onsite parking
- The master plan proposes reducing the amount of space consumed for parking through introduction of parking garages and redesign of roadway corridors to increase the availability of on-street parking
- Metered parking in the District, particularly for on-street use and onsite, unstructured parking, is an option that can add another revenue stream to cover costs associated with maintenance and upkeep
- Parking garages may be designed to be hidden within surrounding structures or amenitized, including the possibilities of first floor commercial activity, where appropriate, or use of the upper floor for commercial dining or entertainment uses, if warranted



## PUBLIC SPACE

- Currently no public space exists in the Redevelopment West District. The closest public green space is Anderson Park
- The master plan proposes a substantial portion of the District, nearly 21 acres, be dedicated to provision of open space
- Public space should allow for a variety of activities including recreation, relaxation, exercise, socialization, and entertainment
- Portions of public space should allow for the regular introduction of events and commercial activities such as kiosks, food trucks, and market activities
- Open space should provide space for at least one major attraction to the area, such as a large-scale public marketplace
- Access to open space should be within easy reach in all areas of the master plan and should be designed to be a visual focal point



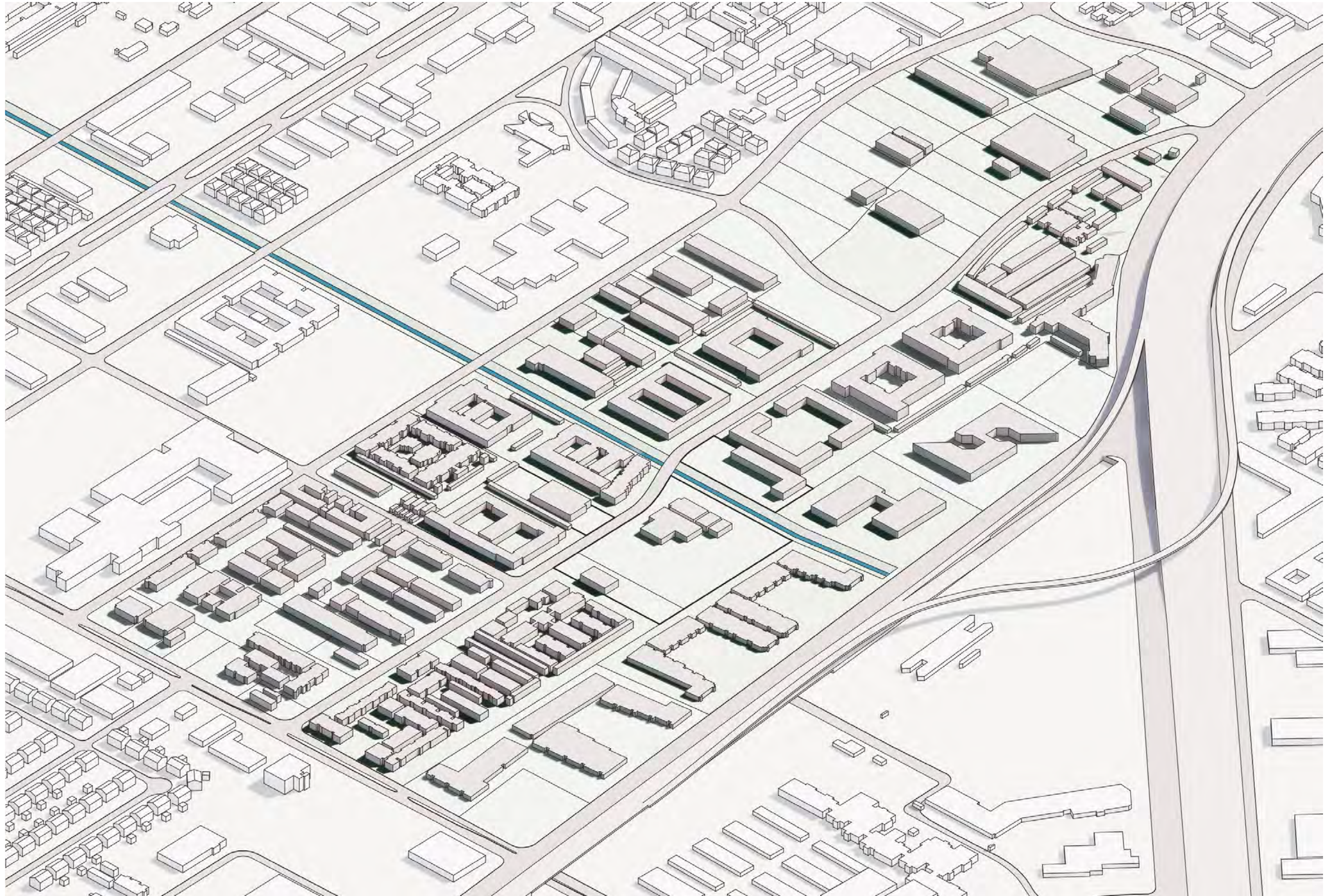
## RIGHTS-OF-WAY & DRAINAGE

- The master plan proposes increasing the percentage of space dedicated to rights-of-way and drainage to accommodate the need for enhanced connectivity and to meet drainage needs for the area
- Rights-of-way for vehicular traffic are to be designed to be fully multifunctional, including space for walking, biking, parking and driving. New roadways are expected to improve connectivity by enhancing the area grid network
- Particular focus is placed on prioritizing and encouraging pedestrian and bicycle traffic, as well as increased emphasis on transit. Urban pedestrian areas should allow for ample space for open-air activities and “window shopping”. Pedestrian and bicycle focus should extend to trails and transit connections to areas outside of the District
- Drainage solutions provide an opportunity for water amenities and features that add to the attraction of the area. Water storage that is not located underground should be strategically and obviously located

# THE DISTRICT: CURRENT VIEWS



# THE DISTRICT: CURRENT VIEWS



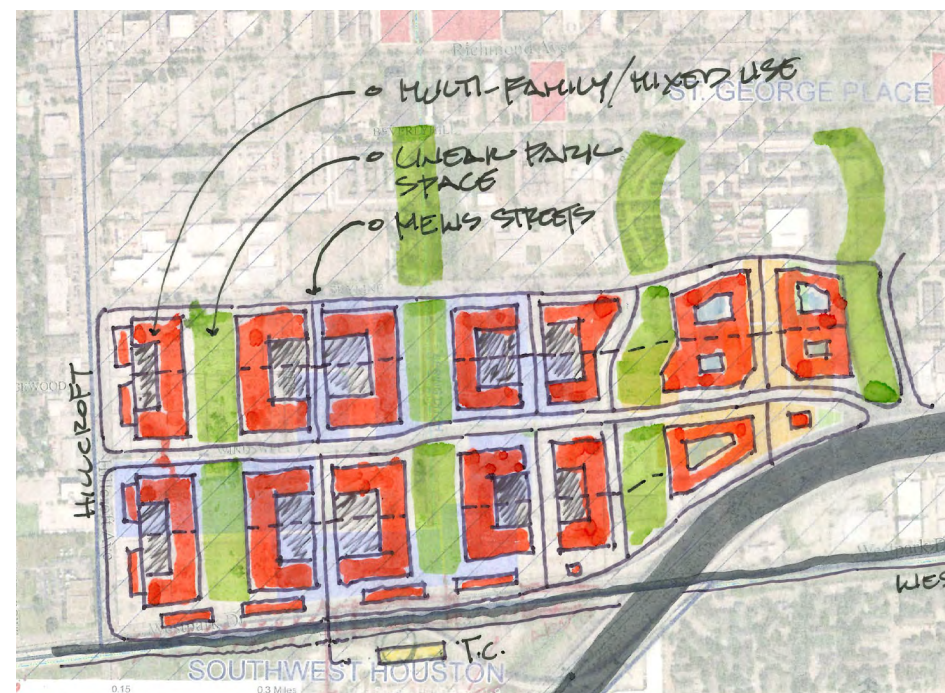
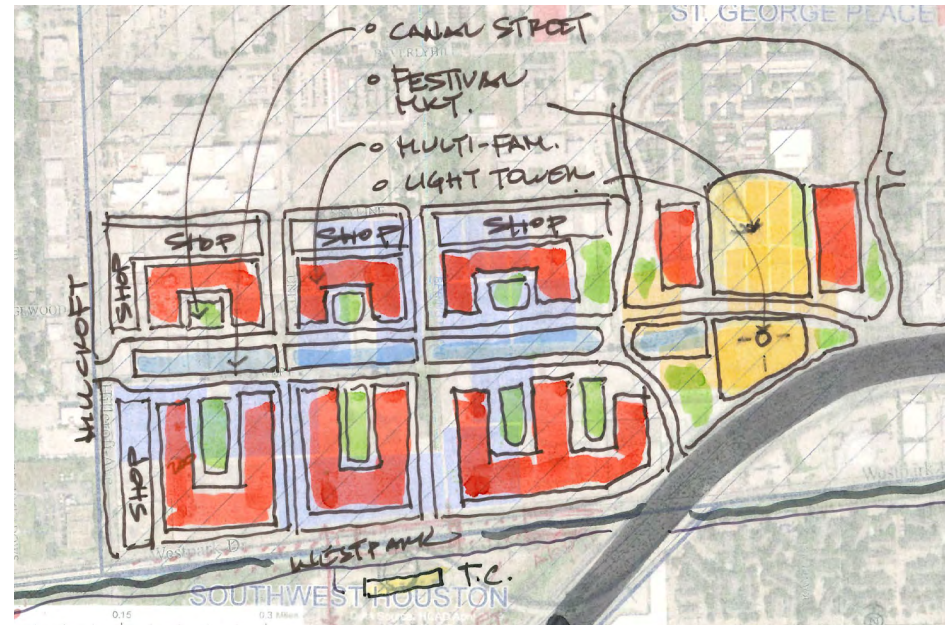
# MASTER PLAN ALTERNATIVES

## OPTION

# 1

## CANAL PROMENADE & MARKETPLACE

- Destination oriented mixed-use development
- Design organizes around a central core
- Features a formal internal canal and promenade street in place of Windswept that creates an element entirely unique to the District
- Existing and potential future parcel structure facilitates phasing and allows for flexibility to respond to the market
- Aggregated common areas provide large-scale, high-quality open space
- Distinct, separate and convenient vehicular and pedestrian systems
- The Festival Marketplace becomes a strategically located regional destination as an enhanced version of the current market
- Creatively incorporates improvements proposed in the Strategic Plan



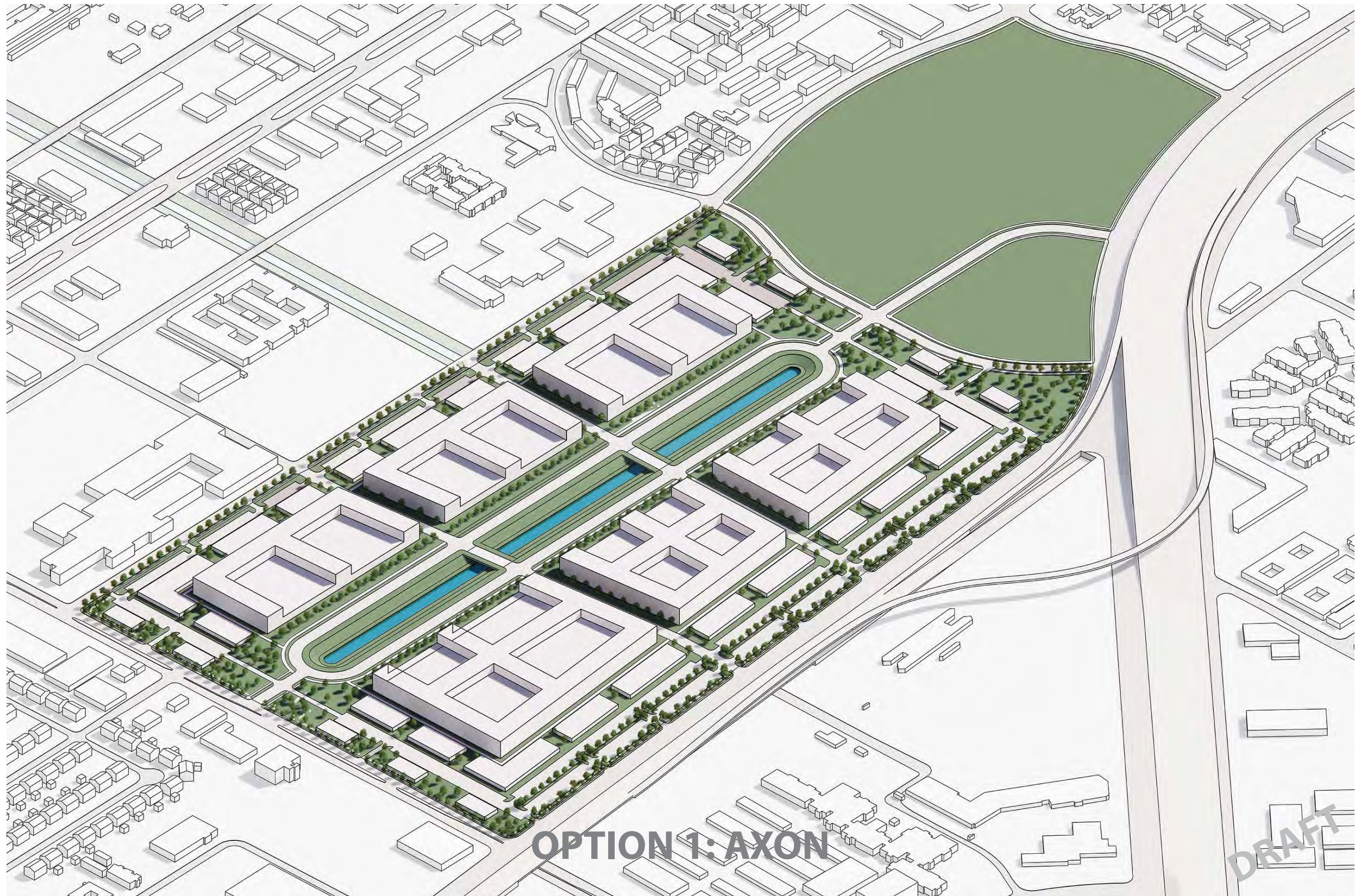
## OPTION

# 2

## URBAN VILLAGES & COMMON GREENS

- Destination oriented mixed-use development
- Design organizes around the concept of urban villages adjacent to a series of “front-door” common greens
- Features an informal series of connected ponds that overlay the current W142 drainage channel to create an element unique to the District
- Existing and potential future parcel structure facilitates phasing and allows for flexibility to respond to the market
- The disaggregated series of common open spaces allow for each to have a unique “personality”
- Distinct, separate and convenient vehicular and pedestrian systems
- Mews streets are highly functional and walkable “back doors”
- Creatively incorporates improvements proposed in the Strategic Plan

# OPTION 1: MASTER PLAN



OPTION 1: AXON

DRAFT



# OPTION 1: KEY FEATURES

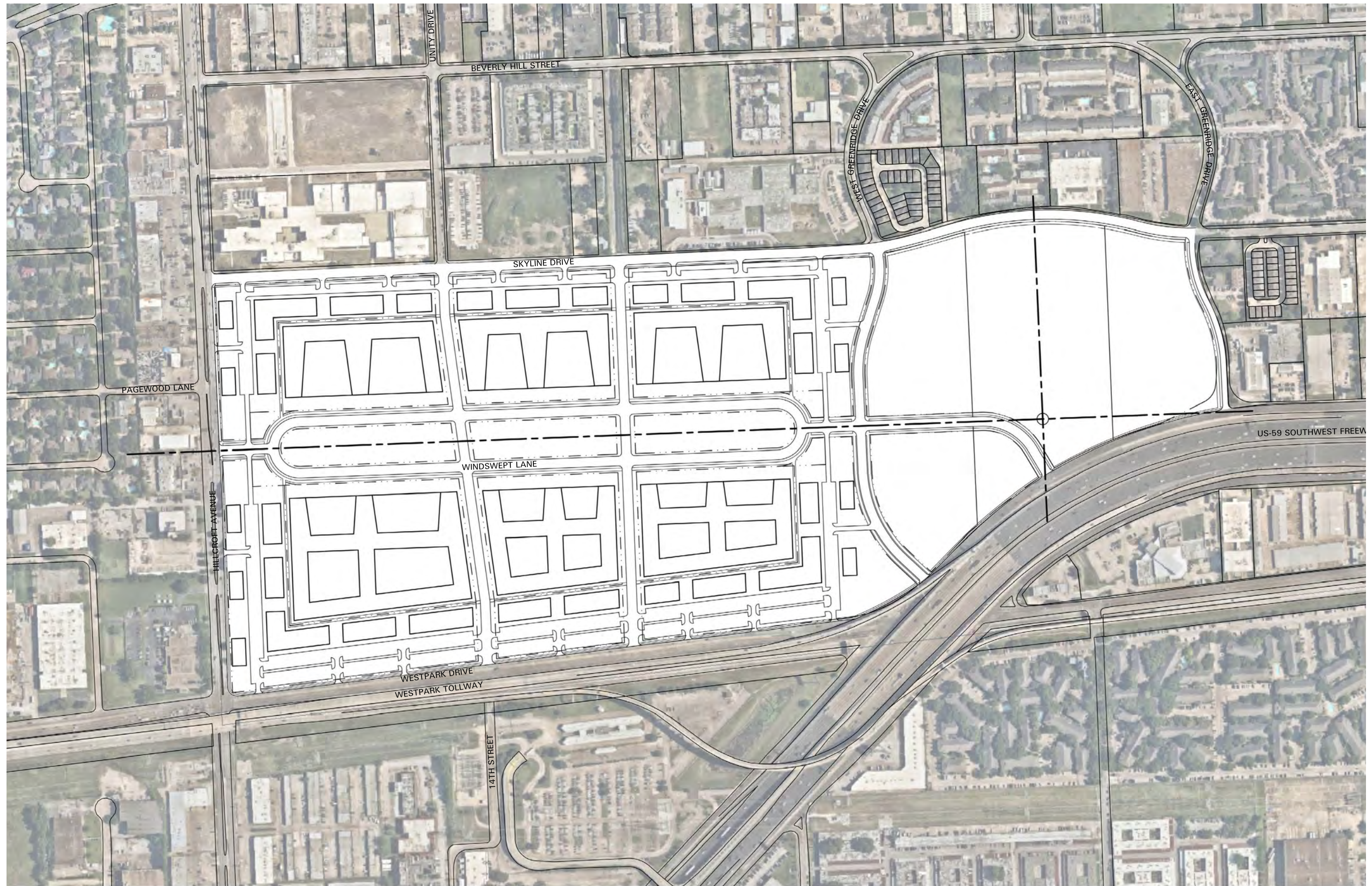
## 1 CANAL/ PROMENADE



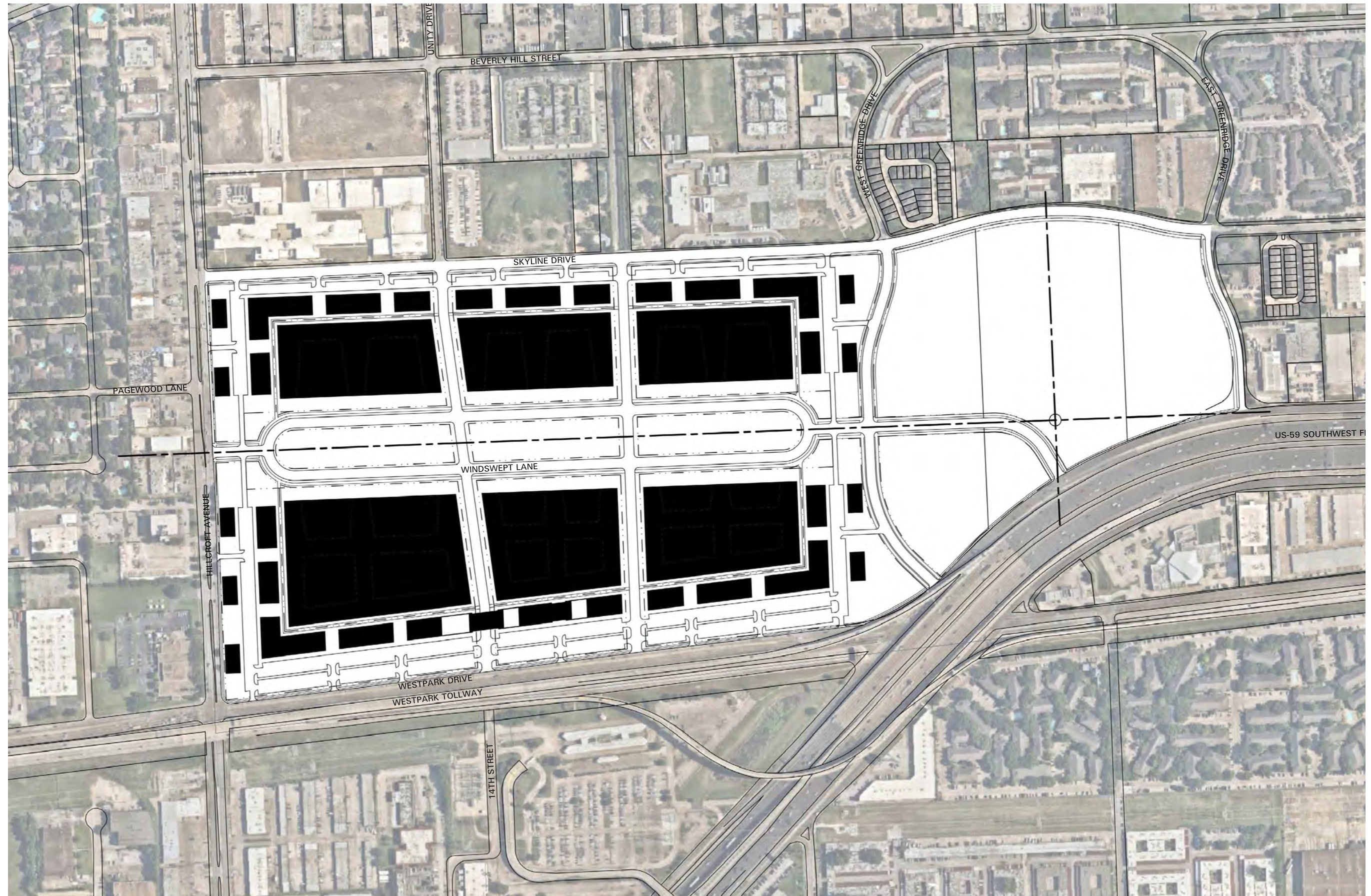
## 2 THE MARKETPLACE



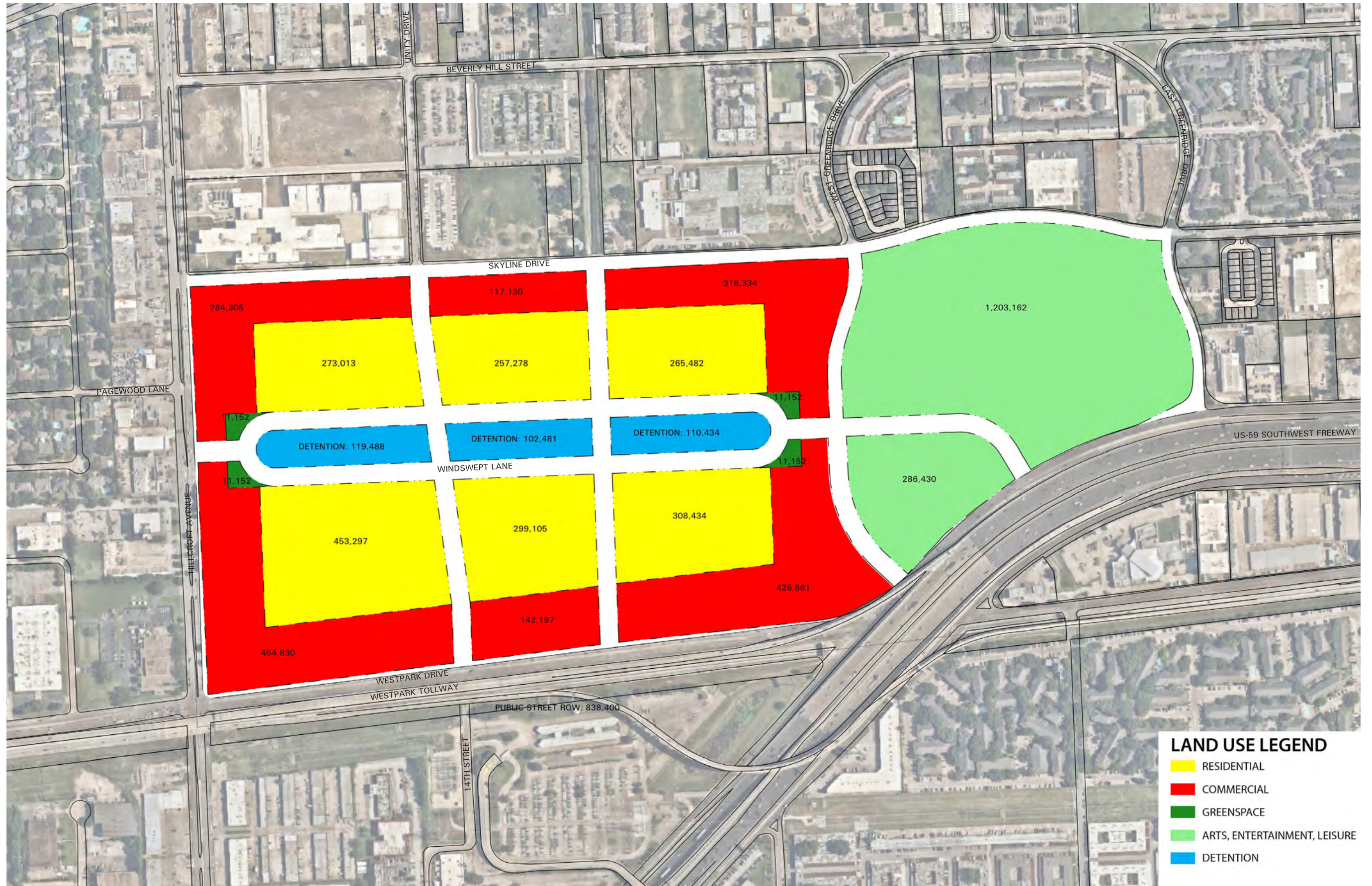
# OPTION 1: FRAMEWORK



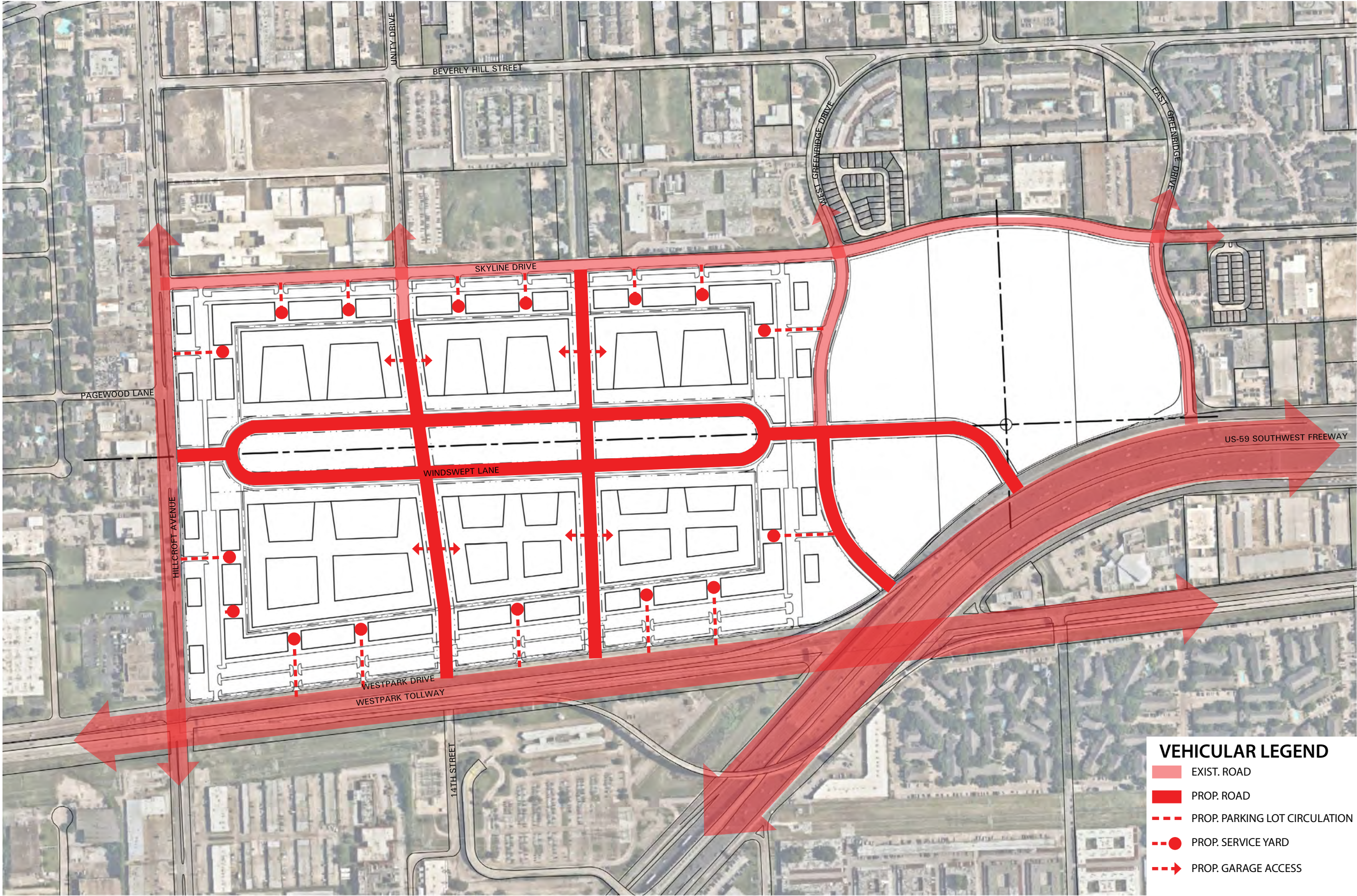
# OPTION 1: FIGURE - GROUND



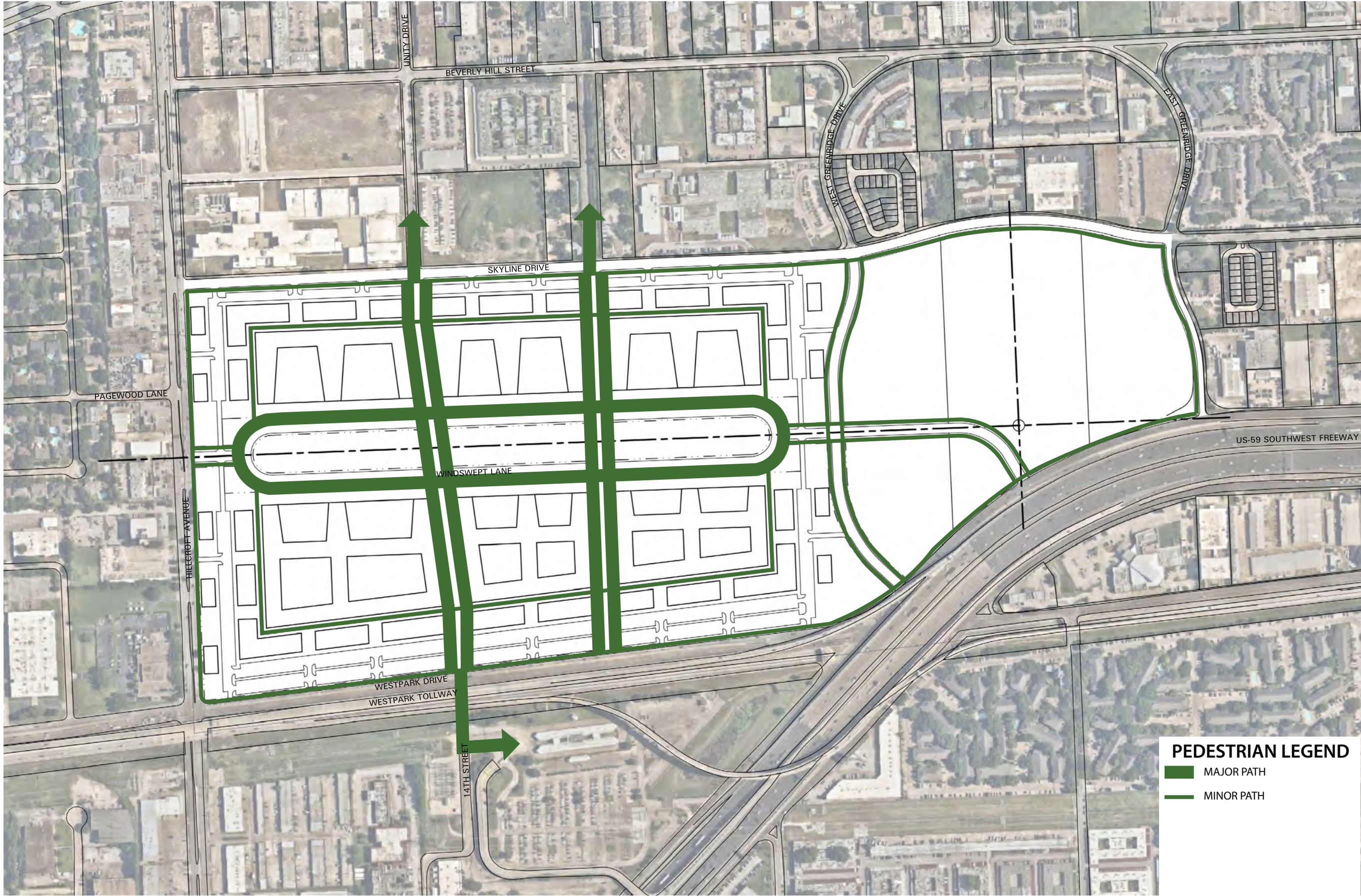
# OPTION 1: LAND USE



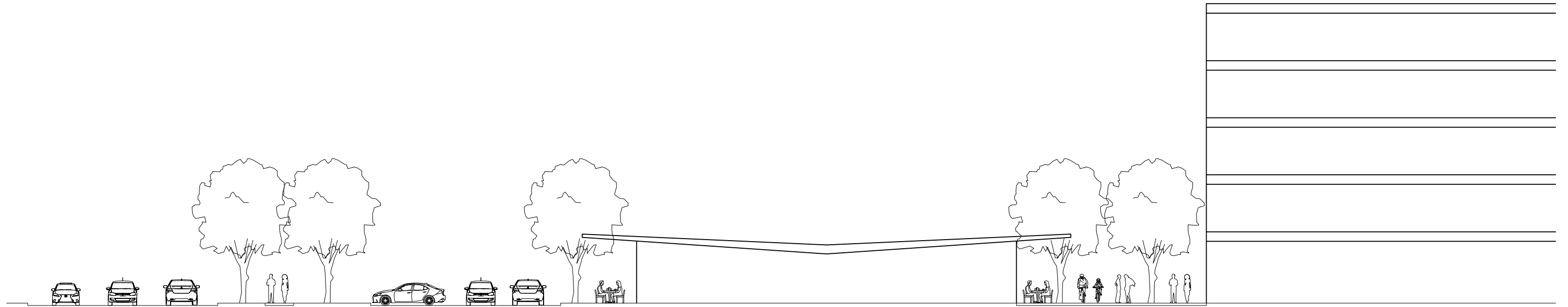
# OPTION 1: VEHICULAR MOBILITY



# OPTION 1: PEDESTRIAN MOBILITY



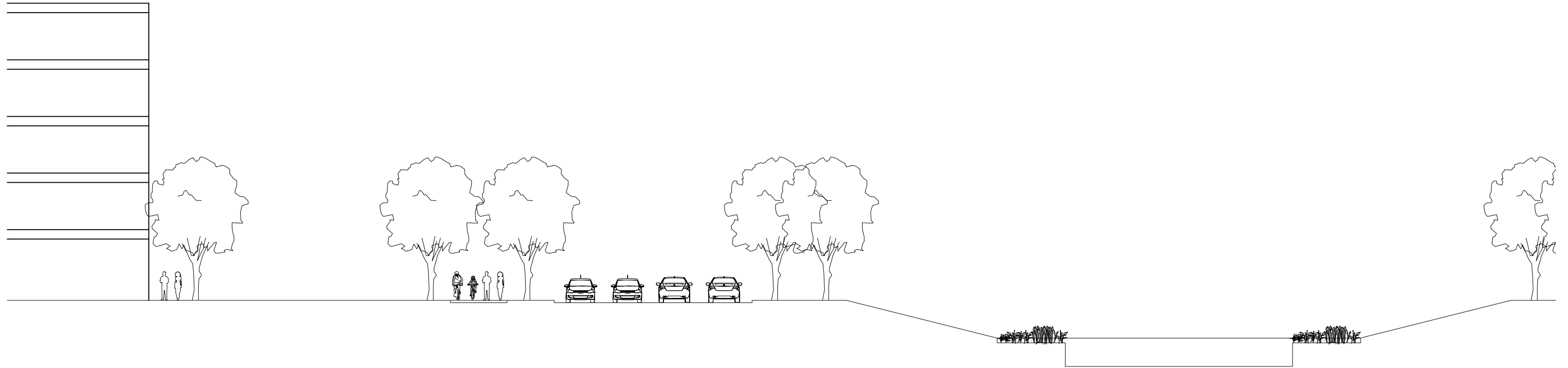
# OPTION 1: CROSS SECTION 1



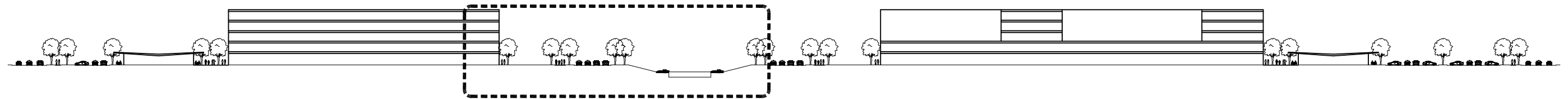
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# OPTION 1: CROSS SECTION 2

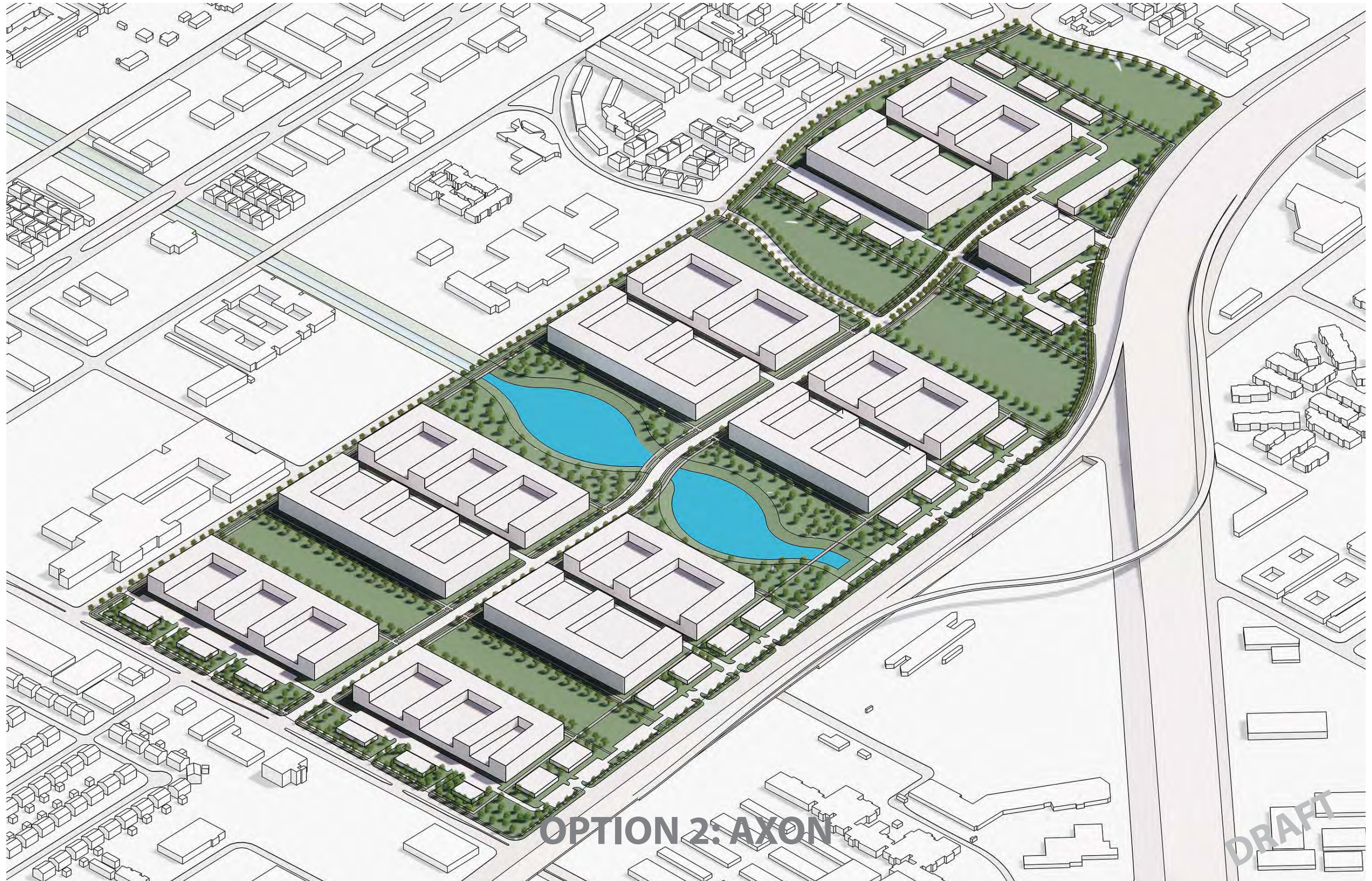


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# OPTION 2: MASTER PLAN



OPTION 2: AXON

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# OPTION 2: KEY FEATURES

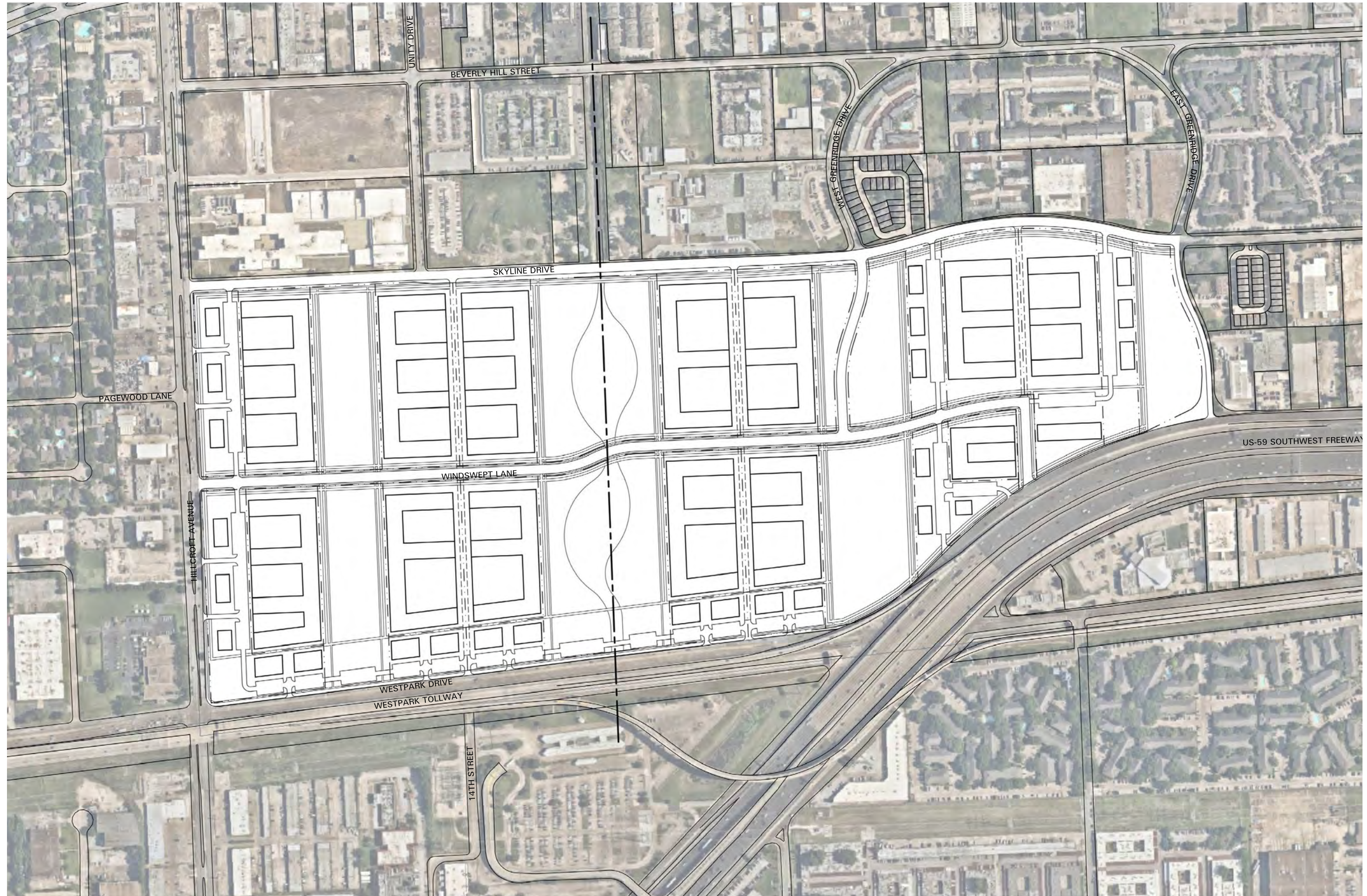
## 1 VILLAGE GREENS



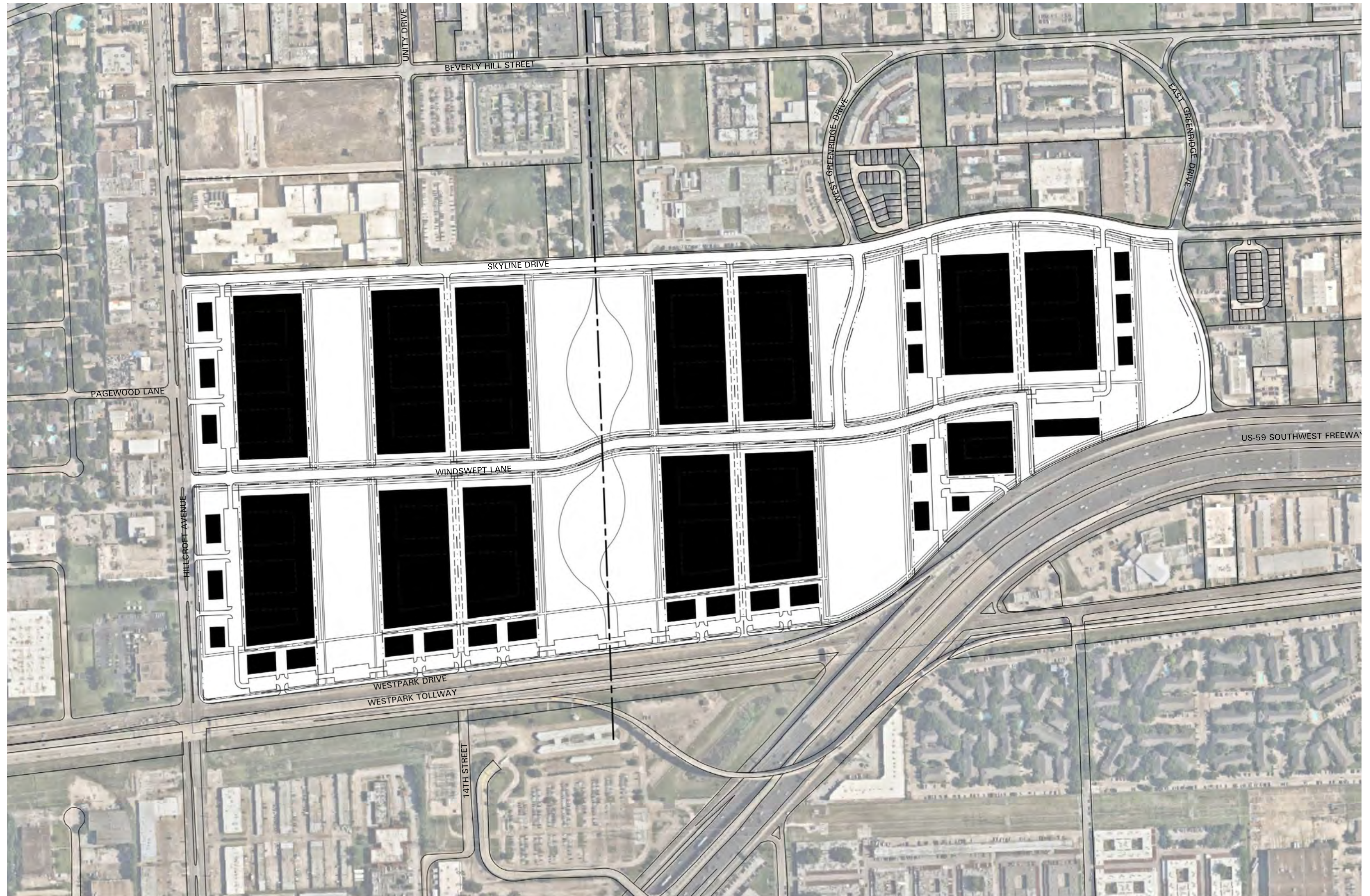
## 2 DETENTION + GREEN



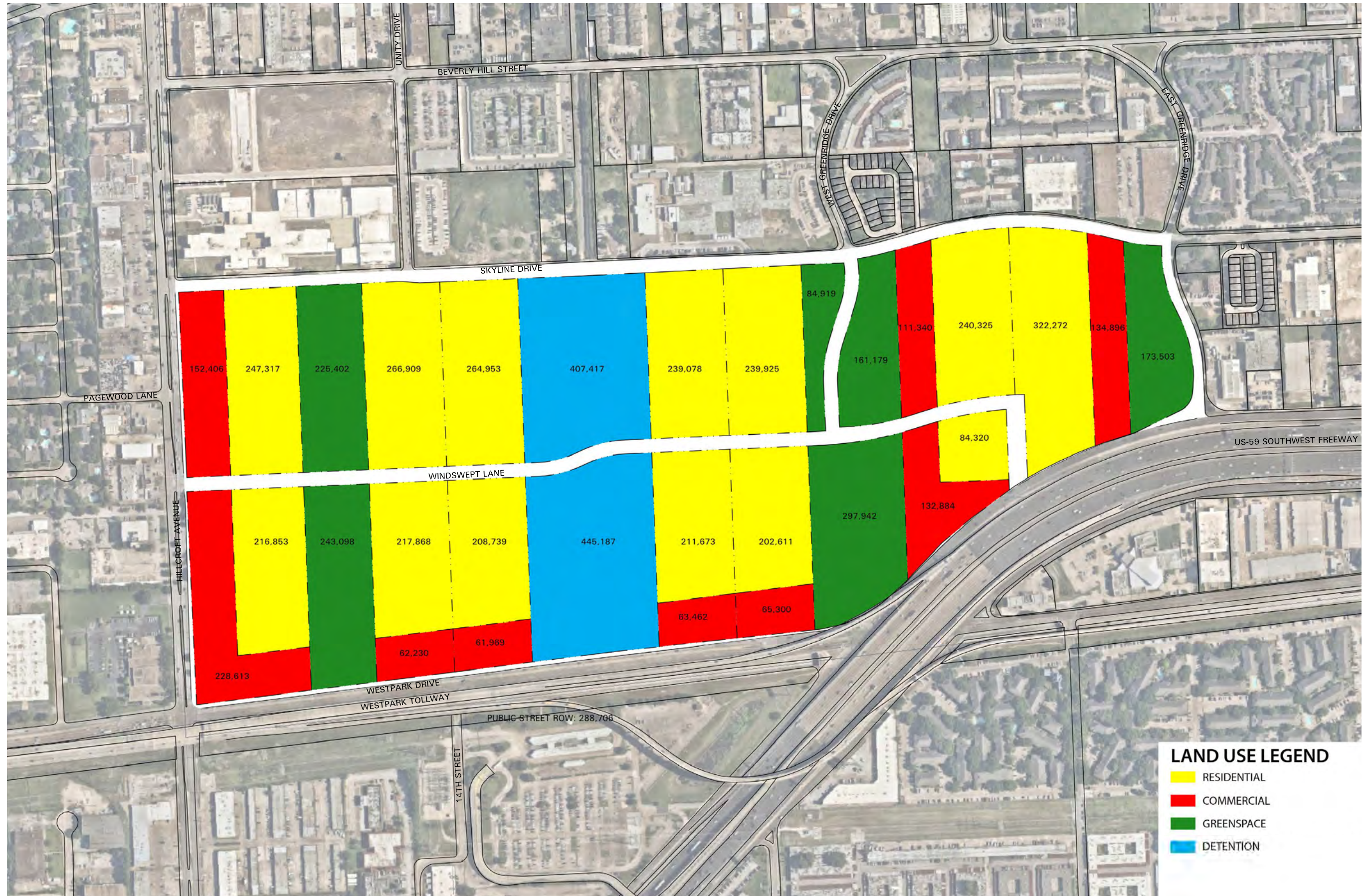
# OPTION 2: FRAMEWORK



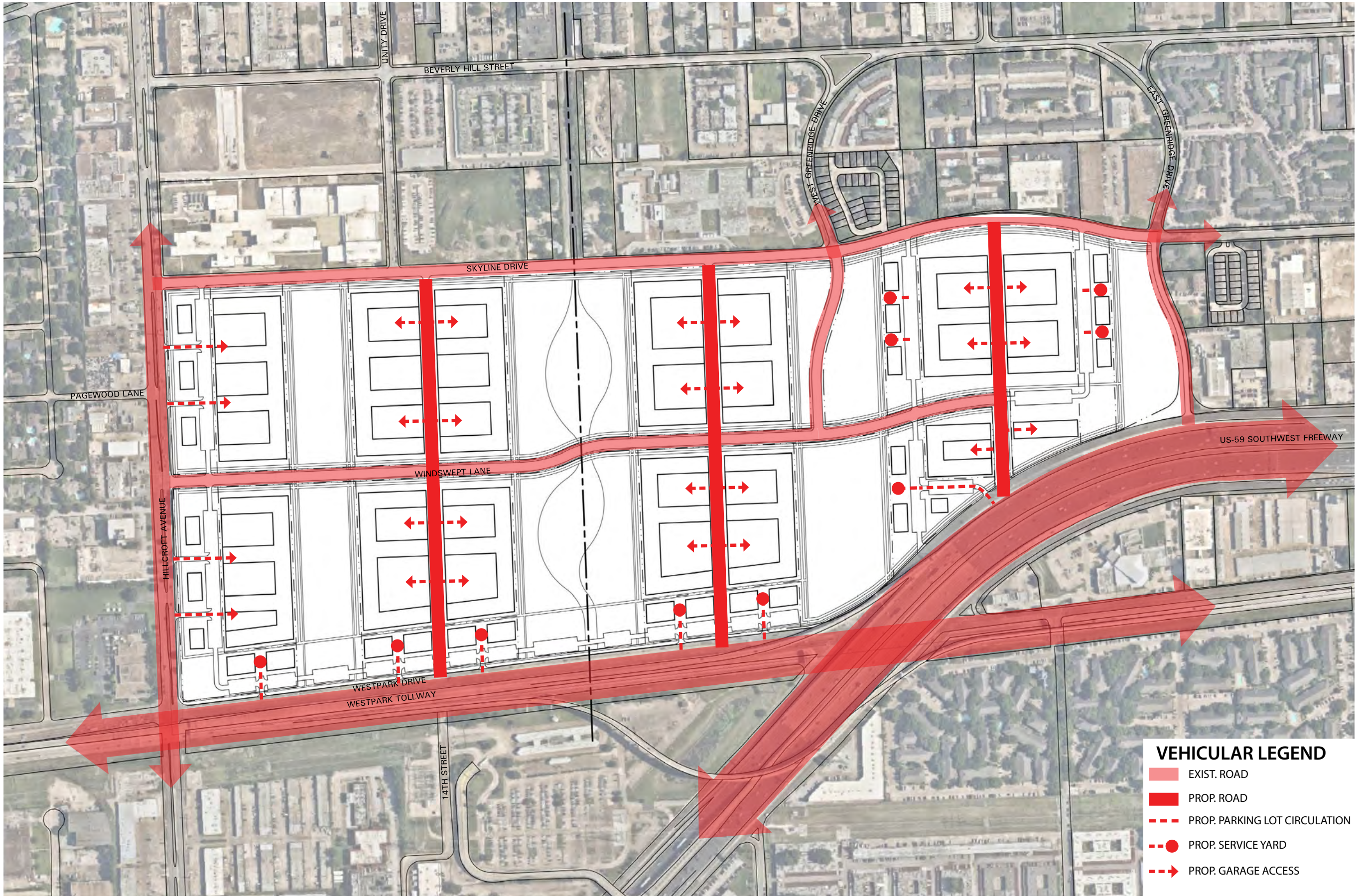
# OPTION 2: FIGURE - GROUND



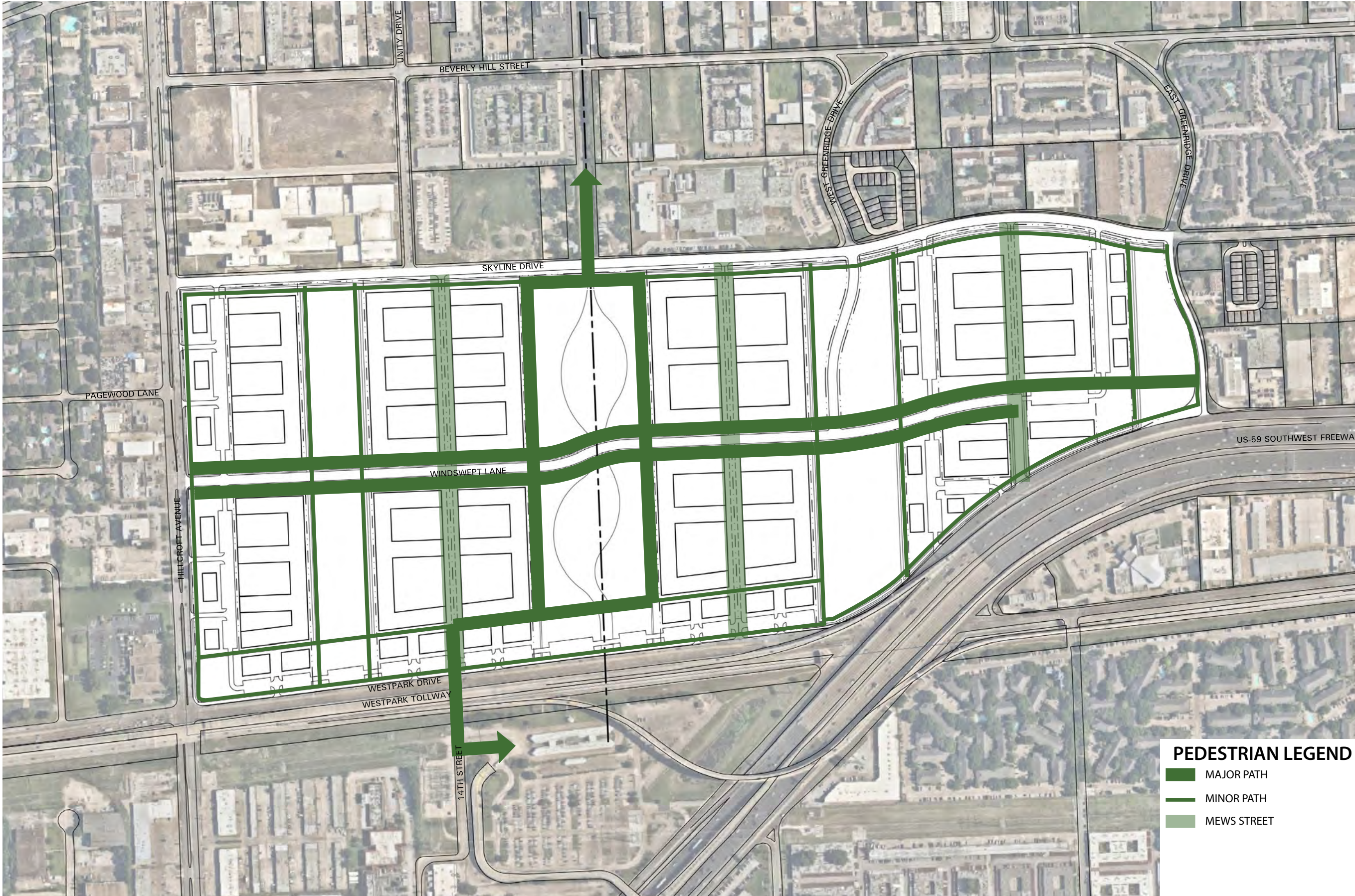
# OPTION 2: LAND USE



# OPTION 2: VEHICULAR MOBILITY



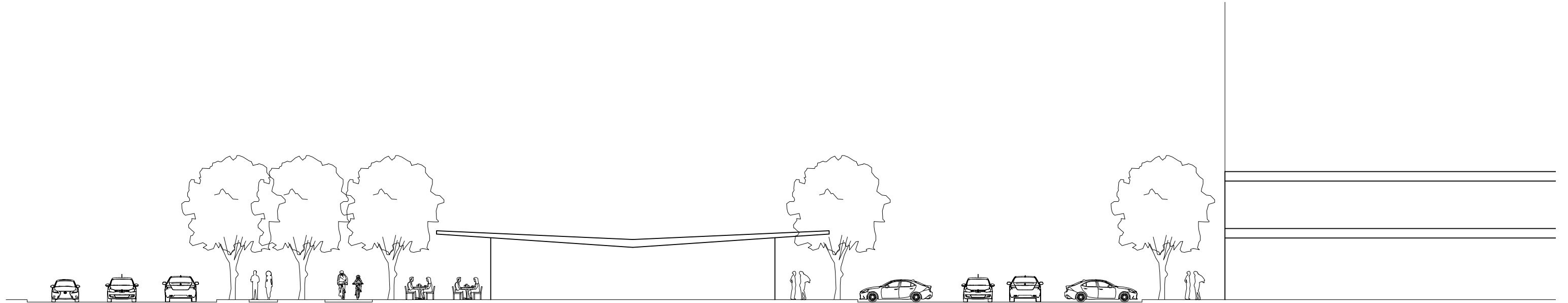
# OPTION 2: PEDESTRIAN MOBILITY



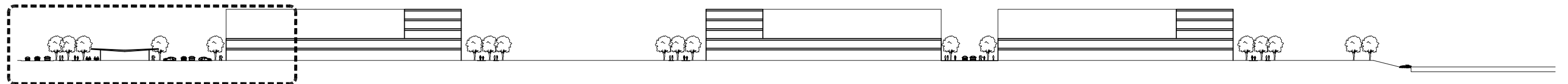
## PEDESTRIAN LEGEND

- MAJOR PATH
- MINOR PATH
- MEWS STREET

# OPTION 2: CROSS SECTION 1

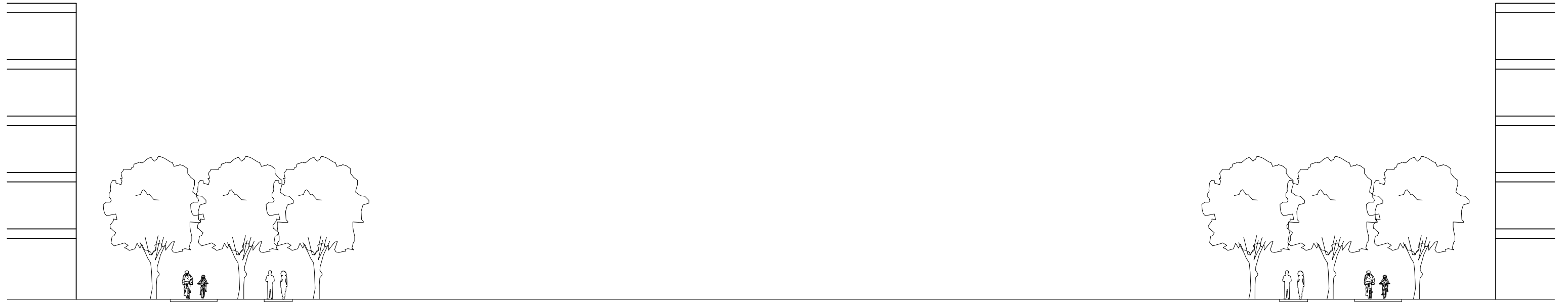


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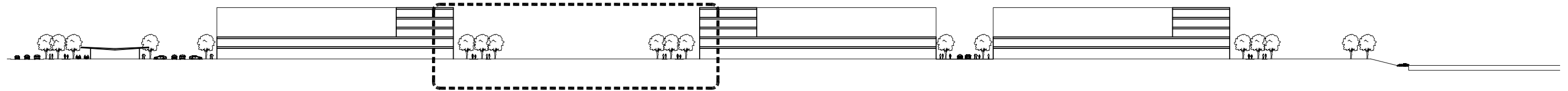




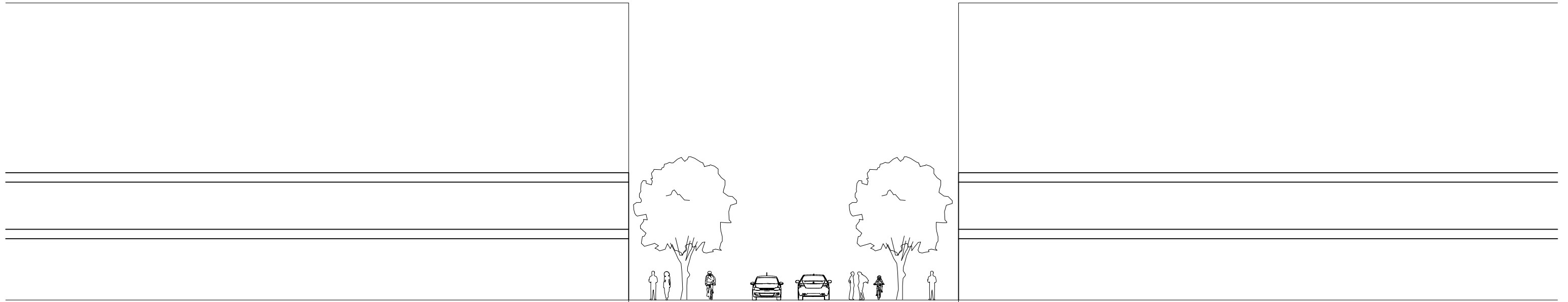
# OPTION 2: CROSS SECTION 2



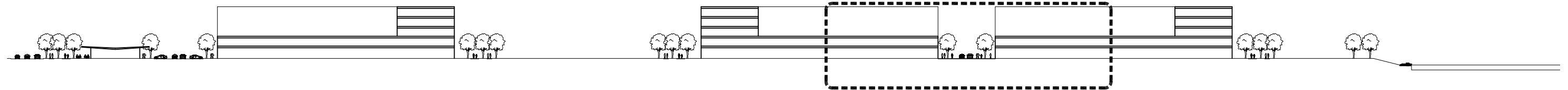
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1" = 10'



# OPTION 2: CROSS SECTION 3



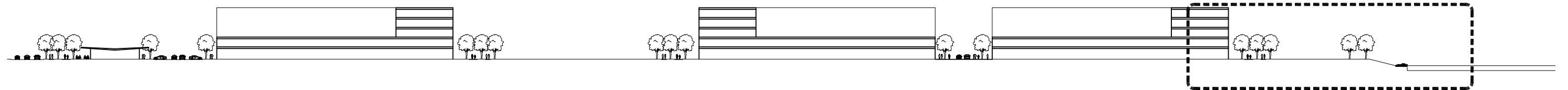
0 5' 10'  
1" = 10'



# OPTION 2: CROSS SECTION 4



0 5' 10'  
1" = 10'



# PHASED IMPLEMENTATION

## **A Phased Development Approach**

A master developer does not necessarily require site control of all properties in Redevelopment West District to begin implementation of the master plan. Similarly, in the event that the master developer chooses not to move forward, options still exist to bring the master plan to reality.

The master plan has been designed to provide a framework for complete redevelopment but both options are, in fact, also implementable incrementally.



Following are two examples of approaches to gradual implementation of the master plan. In both cases the intent is not only to allow for gradual implementation but to also serve as a catalyst for additional redevelopment.

# PHASED IMPLEMENTATION

## Leveraging Major Ownership

A small number of property owners have site control of a substantial amount of property in the Redevelopment West District. With strategic additional land acquisition to fill in gaps, the owners would have two very large areas from which to implement a phased approach to development.

### LEGEND

-  Property Owned by Major Property Owner
-  Property to be Acquired to Implement Phase 1

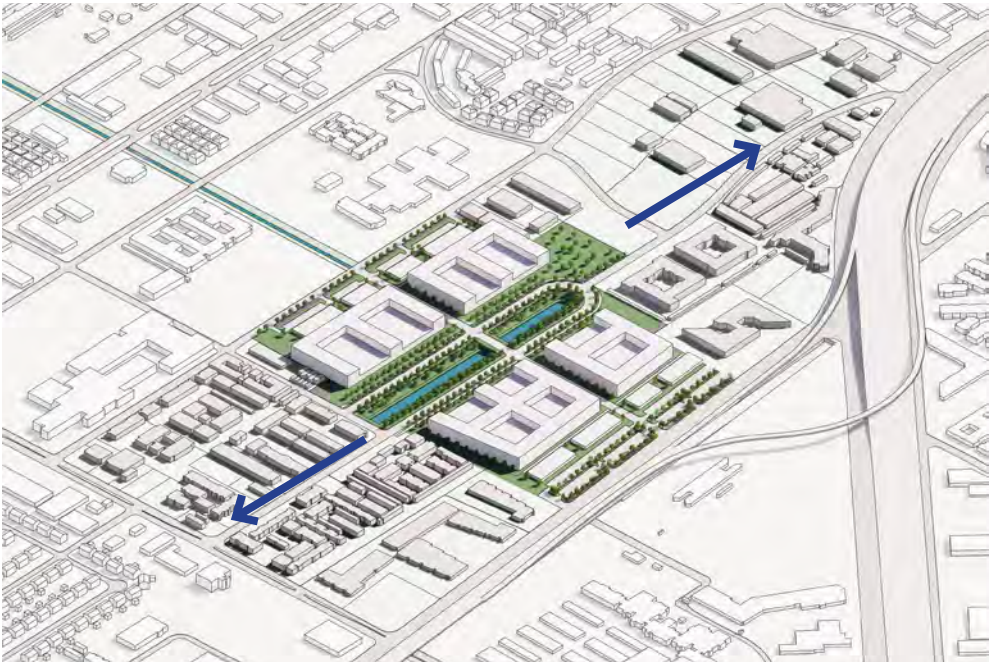
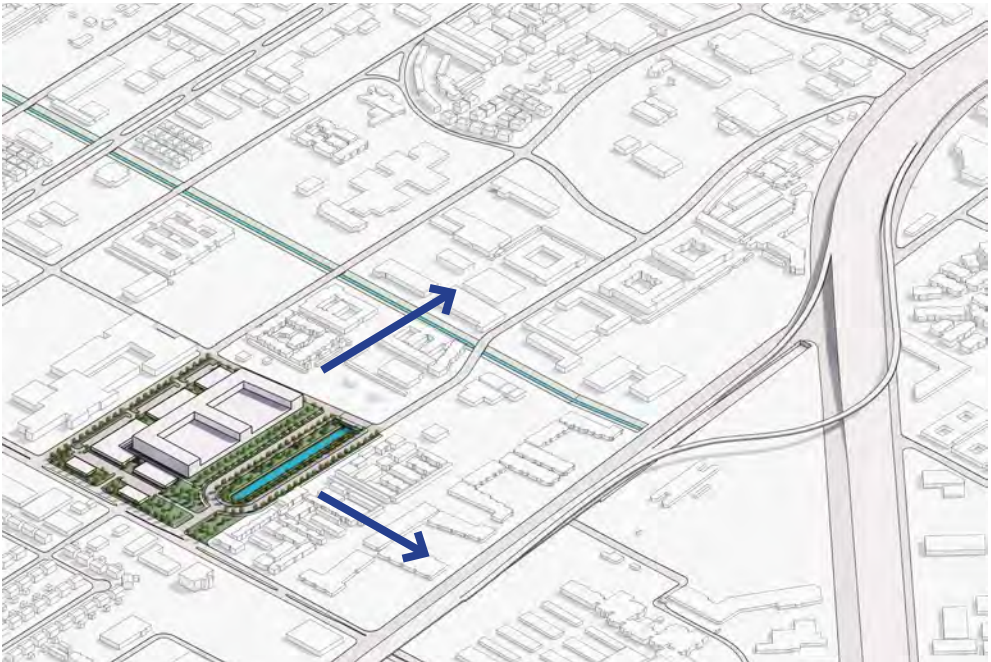


# PHASED IMPLEMENTATION

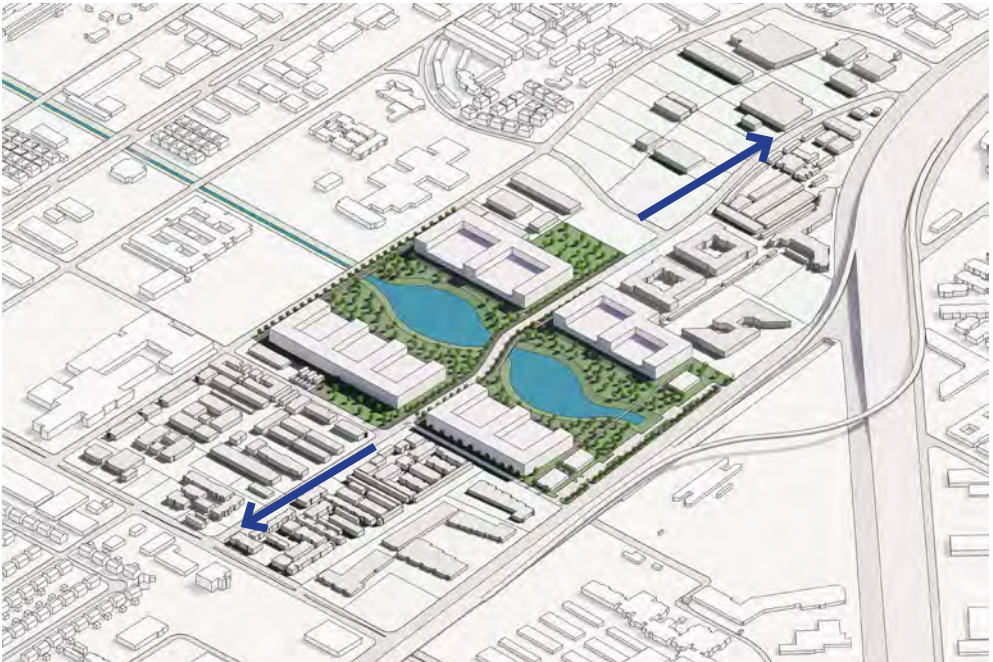
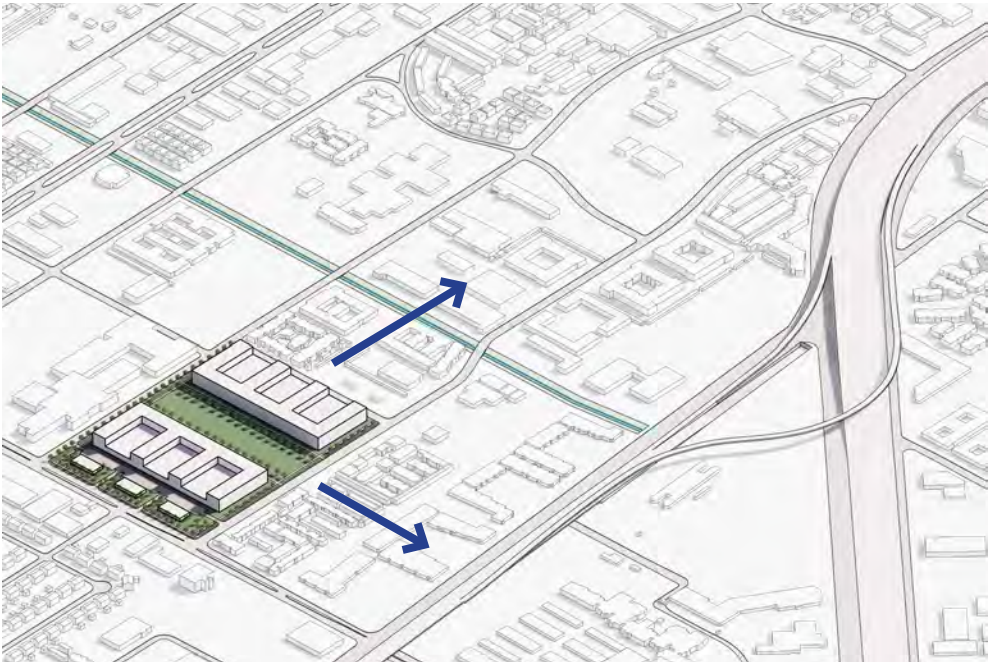
**PHASING STRATEGY A:  
LOCATION-BASED  
STRATEGY**

**PHASING STRATEGY B:  
OPTIMIZE PROPERTY OWNED  
BY MAJOR OWNERS**

**OPTION 1**



**OPTION 2**



# REDEVELOPMENT FINANCIAL FORECAST

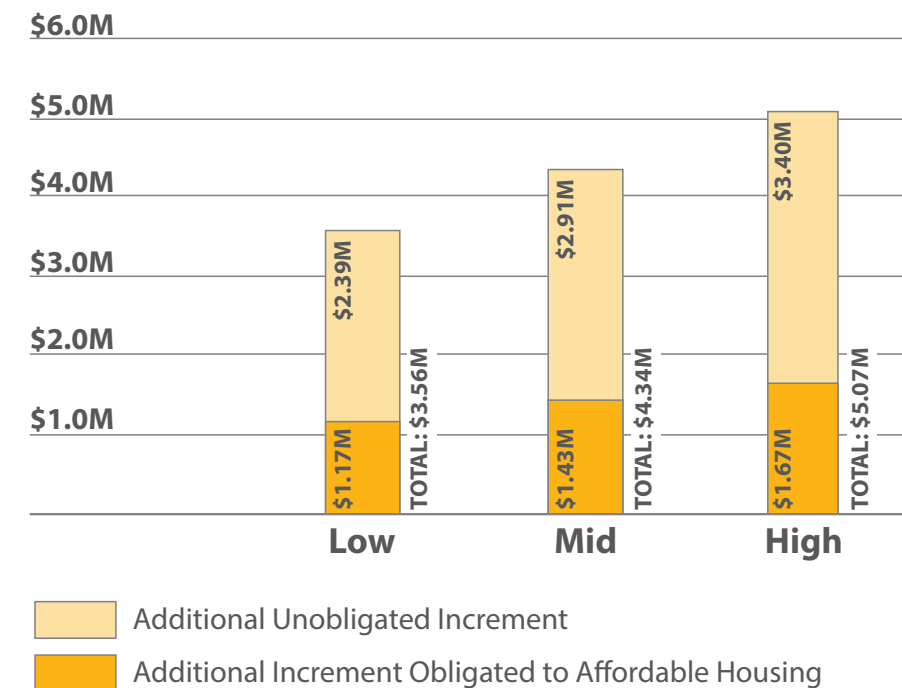
## Financial Benefits of Redevelopment to TIRZ No. 1

Assisting in redevelopment of an area such as Redevelopment West District can increase revenue streams to the Zone. The ability to assist in redevelopment depends largely on the amount of increased revenue that results the project. Three examples provide a better understanding of the amount of additional revenue available to the Zone as a result of reconstructing Redevelopment West District. Examples differ only by increased development density with mix and type of development activities remaining constant. Forecasts anticipate a growth of annual revenue between \$3.56 million and \$5.07 million upon full redevelopment of the District. Of that, approximately one-third must be allocated to affordable housing activities.

## FINANCIAL FORECAST ALTERNATIVES BY DEVELOPMENT DENSITY

	CURRENT	LOW	MID	HIGH
<b>FORECASTED DEVELOPMENT</b>				
Residential Units	1,888	4,473	5,219	5,964
Commercial & Institutional Square Footage	925,591	927,648	1,113,177	1,236,864
<b>FORECASTED DENSITY (STORIES)</b>				
Residential Units		3.0	3.5	4.0
Commercial & Institutional Square Footage		1.5	1.8	2.0
<b>IMPACT ON ANNUAL INCREMENT</b>				
Total Value	\$171,473,716	\$805,507,534	\$944,242,420	\$1,074,010,045
Total Property Tax Generated	\$963,408	\$4,525,664	\$5,305,132	\$6,034,218
<b>NEW TIRZ Increment Generated</b>		<b>\$3,562,256</b>	<b>\$4,341,734</b>	<b>\$5,070,810</b>

## FORECAST ALTERNATIVES: OBLIGATED/UNOBLIGATED REVENUES



# MASTER PLAN ROLES FOR TIRZ NO. 1

## Options for Involvement in Redevelopment

There are a number of different ways in which TIRZ No. 1 may choose to be involved in the improving the Redevelopment West District. Deciding which to pursue is dependent, in part, on the availability of a Master Developer or a series of private developers. Without a developer, the district can choose to take on projects designed to “nudge” the market into redevelopment, such as proactively redeveloping a roadway, trail or stormwater improvements in the area or by acquiring and assembling property. However, if a developer is available, the TIRZ may prefer to allow the developer to absorb the immediate infrastructure development costs and reimburse a portion of the costs.

- ROLE 1** Proactively Spur Redevelopment through Strategic Capital Improvements
- ROLE 2** Incentivize Redevelopment through Reimbursement for Certain Capital Improvements
- ROLE 3** Make Compatibility with the Master Plan a Requirement for any Request for TIRZ Project Support or Participation
- ROLE 4** Strategically Acquire Land for Capital Improvements that Support the Master Plan
- ROLE 5** Establish Consensus with Other Partners for Support of the Master Plan and Improvement to Redevelopment West District



# SITE-BY-SITE ALTERNATIVE

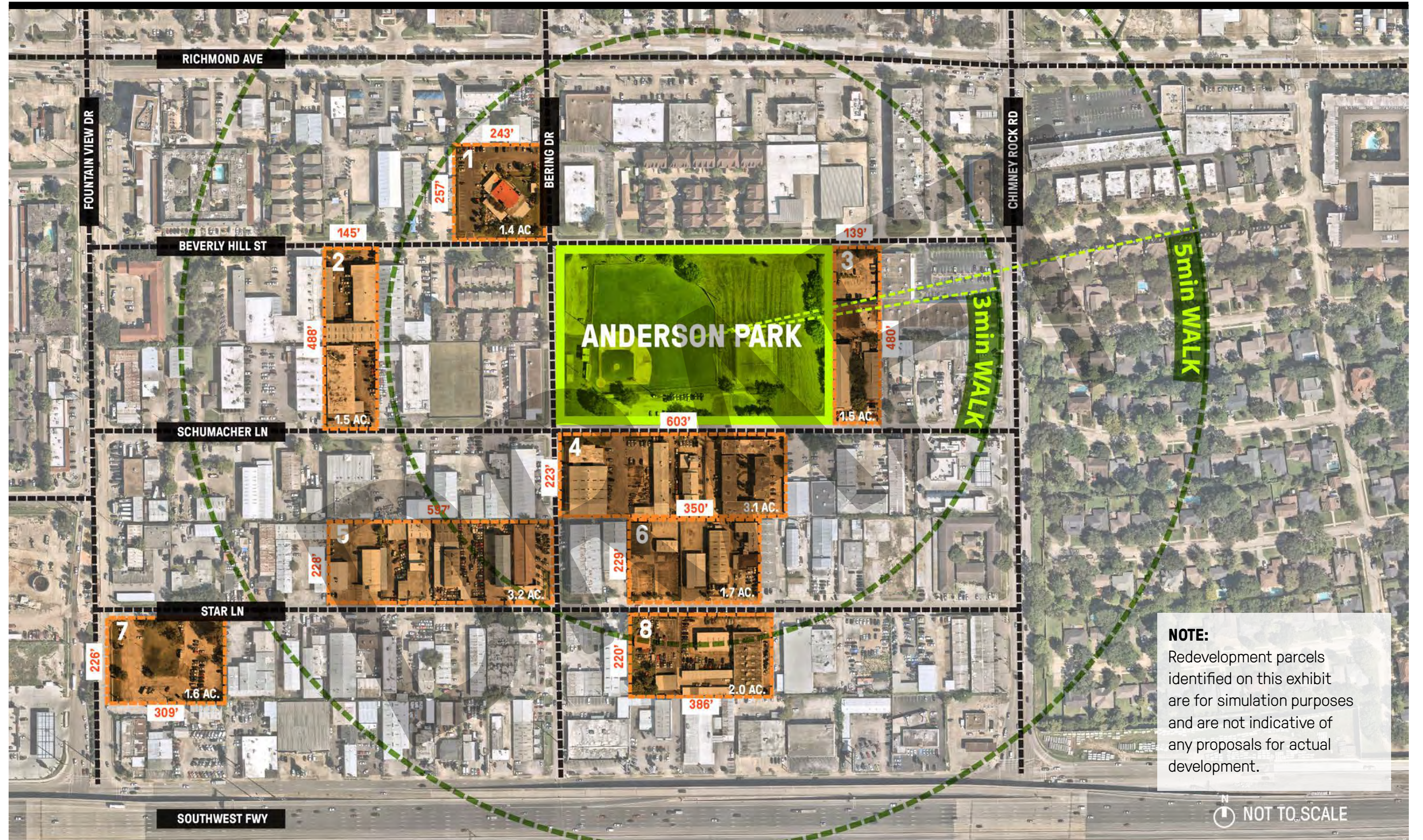
## **An Example of Implementation without a Master Developer**

Redevelopment West District has the advantage of substantial ownership of property by a limited number of property owners, thereby making it the most logical location for large-scale redevelopment to occur with a common development program. Other areas of Tax Increment Reinvestment Zone No. 1 do not have the same conditions and, as a result, are more likely to see improvements at a more limited scale.

Following is an example of redevelopment on a site-by-site basis in Redevelopment East District. Recent investments by TIRZ No. 1 and partner entities in the area of Redevelopment East District may be sufficient to spur development activity, particularly as Anderson Park is improved. The example sites potential properties for redevelopment and utilizes comparable developments in nearby areas for purposes of development and scale.

# SITE-BY-SITE ALTERNATIVE

**VISION** REDEVELOPMENT DISTRICT EAST/ POTENTIAL DEVELOPMENT PARCELS



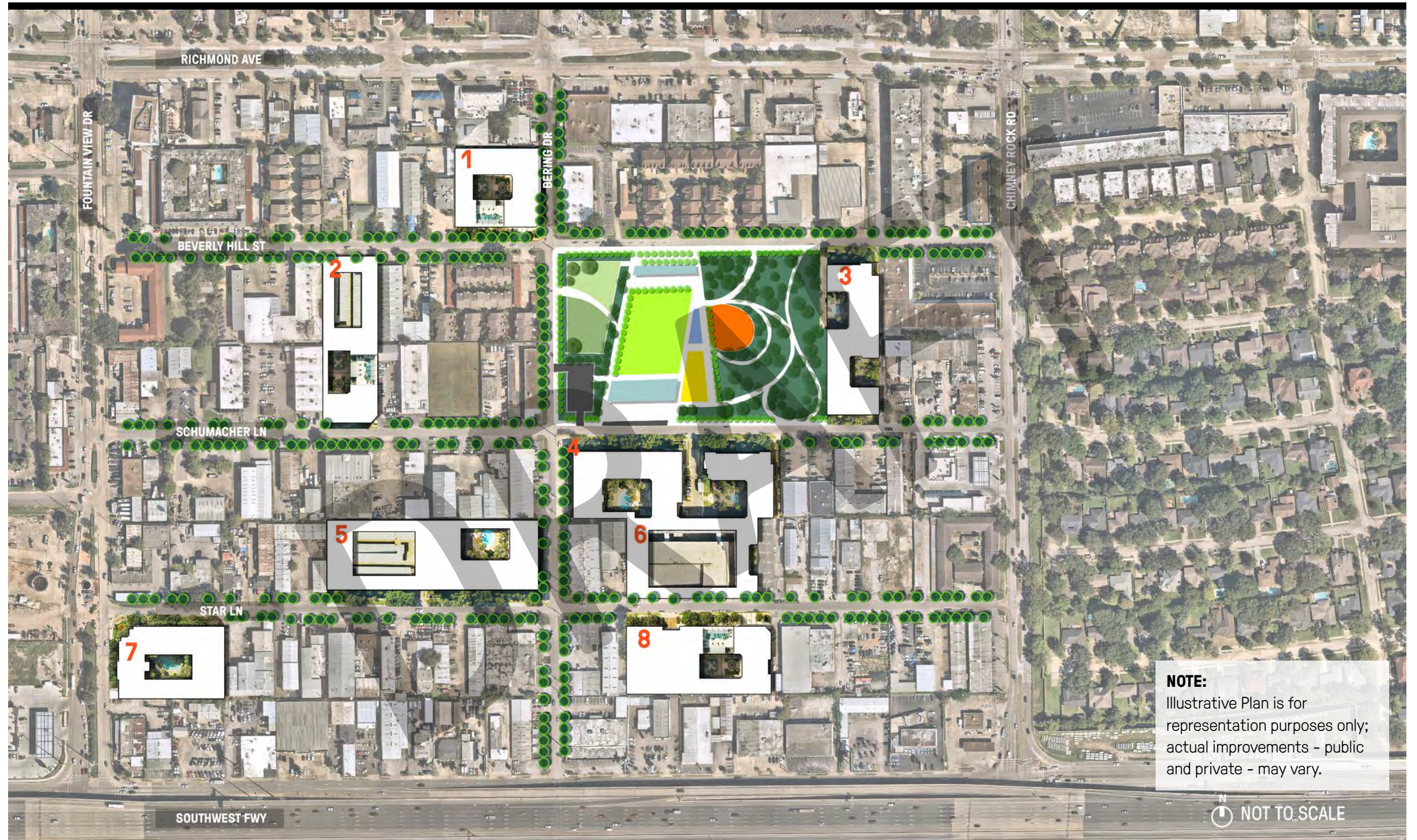
# SITE-BY-SITE ALTERNATIVE

**VISION** REDEVELOPMENT DISTRICT EAST/ PROPOSED MULTIFAMILY INFILL DEVELOPMENT



# SITE-BY-SITE ALTERNATIVE

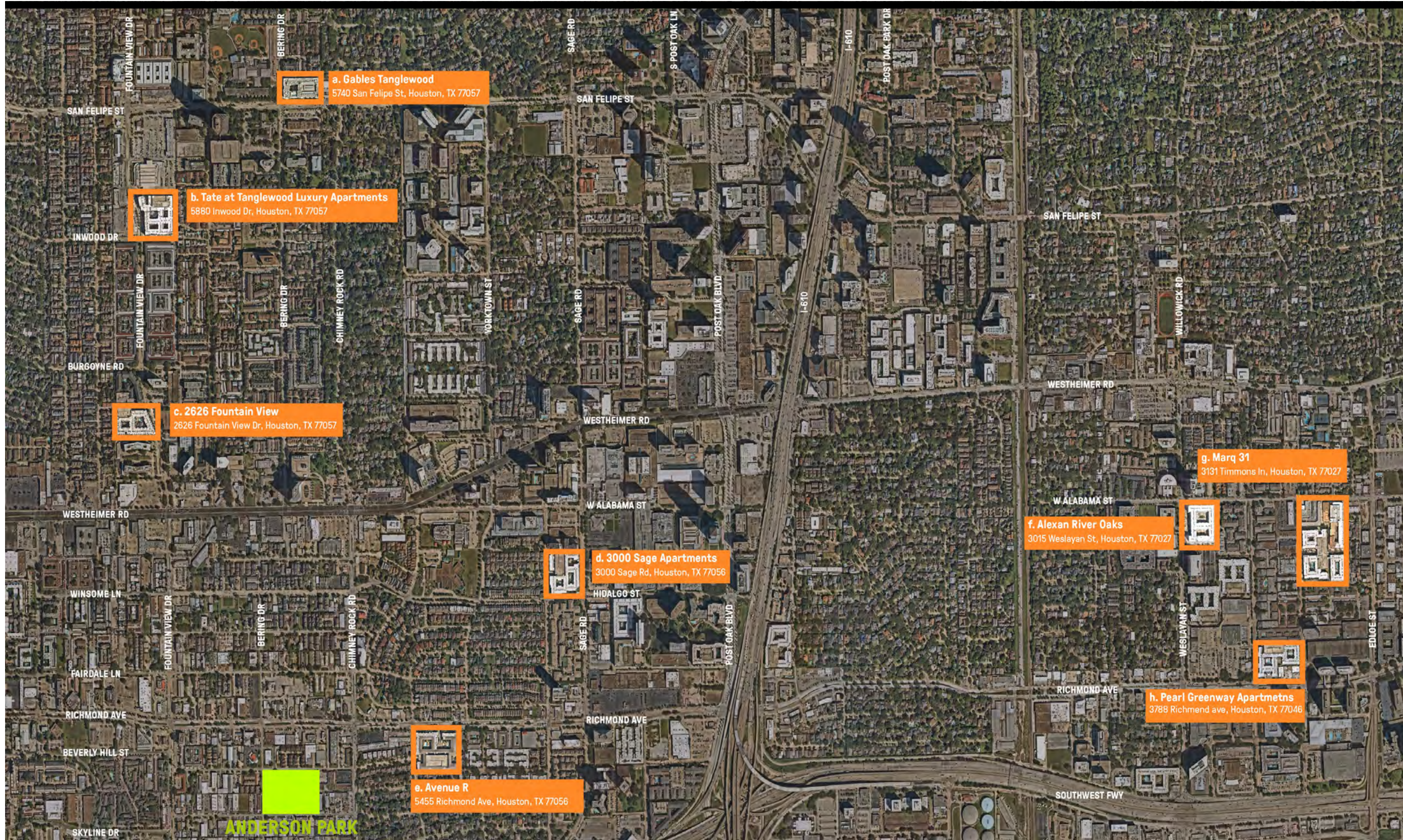
## VISION REDEVELOPMENT DISTRICT EAST ILLUSTRATIVE PLAN



**NOTE:**  
Illustrative Plan is for  
representation purposes only;  
actual improvements - public  
and private - may vary.

# SITE-BY-SITE ALTERNATIVE

## VISION PLAN MULTIFAMILY DEVELOPMENT REFERENCE PROPERTIES



# SITE-BY-SITE ALTERNATIVE

## VISION PLAN MULTI-FAMILY DEVELOPMENT REFERENCE PROPERTIES

### a. Gables Tanglewood

5740 San Felipe St

Parcel: 2.9 ac.

Levels: 8

Units: 351



### b. Tate at Tanglewood

5880 Inwood Dr

Parcel: 5.1

Levels: 5

Units: 212



# SITE-BY-SITE ALTERNATIVE

## VISION PLAN MULTI-FAMILY DEVELOPMENT REFERENCE PROPERTIES

### c. 2626 Fountain View

2626 Fountain View Dr

Parcel: 4.3 ac.

Levels: 4

Units: 282



### d. 3000 Sage Apartments

3000 Sage Rd

Parcel: 4.7 ac.

Levels: 4

Units: 275 (est.)



# SITE-BY-SITE ALTERNATIVE

## VISION PLAN MULTI-FAMILY DEVELOPMENT REFERENCE PROPERTIES

### e. Avenue R

5455 Richmond Ave

Parcel: 5.9 ac.

Levels: 4

Units: 280 (est.)



### f. Alexan River Oaks

3015 Wesleyan St

Parcel: 5.0 ac.

Levels: 6

Units: 383





# SITE-BY-SITE ALTERNATIVE

## VISION PLAN MULTI-FAMILY DEVELOPMENT REFERENCE PROPERTIES

### g. Marq 31

3131 Timmons Ln

Parcel: 6.3 ac.

Levels: 4

Units: 260 (est.)



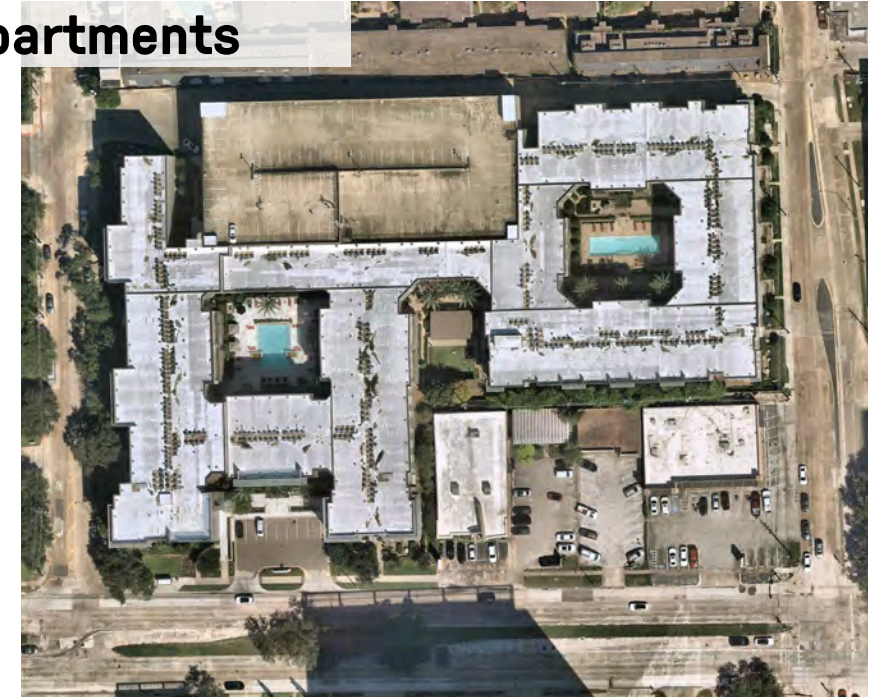
### h. Pearl Greenway Apartments

3788 Richmond Ave

Parcel: 5.5 ac.

Levels: 4

Units: 260 (est.)







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**TAX INCREMENT REINVESTMENT ZONE NO. 1**