REIMAGINE SPRING BRANCH
SPRING BRANCH MANAGEMENT DISTRICT
COMPREHENSIVE PLAN
2015 - 2030
AUGUST 2015
SPRING BRANCH MANAGEMENT DISTRICT
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NOTE: Data sets, tables and illustrations

The Planning Team started the process of creating the Comprehensive Plan in 2012, and developed its components over the two and a half year duration of the planning study, which concluded in mid-2015. The information presented in the Comprehensive Plan is a combination of public domain and proprietary data. It has been updated to 2015, where updated data is available. For the purposes of future updates, it should be assumed that the Comprehensive Plan’s data baseline is 2015, unless otherwise indicated.
1.0 INTRODUCTION

1.1 DISTRICT VISION + PURPOSE

1.2 COMPREHENSIVE PLAN COMPONENTS

1.3 HOW TO USE THIS COMPREHENSIVE PLAN
1.0 INTRODUCTION

OVERVIEW

As the Spring Branch Management District (the District) initiates its new fifteen-year service plan in 2016, it is well prepared to address the future of the area it serves. Over a two year period, the District has been hard at work to reimagine Spring Branch through a comprehensive planning process. The process has been led by the Comprehensive Plan Sub-Committee of the Spring Branch Board and has engaged a broad constituency of the community. A series of workshops, town hall meetings, and extensive interviews have engaged the District’s Board of Directors, key business leaders and stakeholders, and the community as a whole to formulate an integrated set of strategies that together comprise a flexible action plan to guide Spring Branch in the future. This document is the product of and summarizes the two-year effort. Going forward, the document will serve as a ready reference tool and provide actionable strategies for near term and long term economic development initiatives to be carried forward by the District.

Esplanades in Spring Branch as a means of branding the District
1.1 DISTRICT VISION + PURPOSE

DISTRICT VISION

The District’s vision for the future reflects the opportunities and challenges of this vibrant and expansive area. The vision seeks to capitalize on the strengths of Spring Branch, both in its history as a vibrant community in proximity to a big city and its present and evolving future as a community ringed and served by major job centers that are robustly mixed-use, and distinctly urban in character. The vision recognizes the market dynamics that are and will continue shaping the District. More importantly, it recognizes the opportunities the District has to proactively partner with private and public entities to address and enhance the economic development and quality of life of the Spring Branch community (see Appendix 7.1 District Vision Statement).

PURPOSE

The Comprehensive Plan’s primary purpose is to provide a blueprint for action. As stewards and advocates for Spring Branch, the Spring Branch Management District occupies a unique position to preserve, protect and enhance the assets of the District through insight and forethought. While the District has some fiscal limitations, it possesses the means, the opportunity and the ability to leverage its resources to target critical objectives to effect positive change in its service area. The Comprehensive Plan is intended to provide Spring Branch Management District with the blueprint for these actions.

A secondary purpose of the Comprehensive Plan is to provide Spring Branch Management District (SBMD) with the inputs for statutory compliance. As a management district created by the State of Texas, SBMD is required by law to have in place a service plan to guide the activities of the District and that the service plan be periodically up-dated. The District has excelled at providing the core services typically provided by management districts in Texas, including security, identity, and beautification (see Appendices for the District’s accomplishments). In the up-coming service plan for SBMD 2016 – 2030, the Board of Directors determined that it could and should continue with these core services but should also expand these with important economic development initiatives. This document, “Reimagine Spring Branch,” informs and provides the details for the up-coming service plan for the District. In most respects, this document can be viewed as an appendix to the new and forthcoming Service Plan 2016-2030.

NOTE: Data sets, tables and illustrations

The Planning Team started the process of creating the Comprehensive Plan in 2012, and developed its components over the two and a half year duration of the planning study, which concluded in mid-2015. The information presented in the Comprehensive Plan is a combination of public domain and proprietary data. It has been updated to 2015, where updated data is available. For the purposes of future updates, it should be assumed that the Comprehensive Plan’s data baseline is 2015, unless otherwise indicated.
1.2 COMPREHENSIVE PLAN COMPONENTS

The use of the term “comprehensive plan” for this document speaks to the broader mandate the Spring Branch Management District Board seeks in its new service plan. It should not be confused with the type of comprehensive plan that is routinely produced by municipalities in support of promulgated policies to comply with state law. The planning components that are included in this plan include those critical functions where Spring Branch Management District has the ability to influence and effect positive change, whether acting alone or in partnership with other entities. These functional areas of influence include (ordered alphabetically): Infrastructure, Land Use, Mobility, and Public Realm. The sections that follow in this document describe each of these functional components in detail, including existing conditions and opportunities for the future. “Section 6 Implementation” sets out the priority actions to achieve the key opportunities represented by each component.

**SECTION 2: INFRASTRUCTURE**
Drainage, sewer and water constitute the underground systems that sustain and support the community, particularly new growth and redevelopment. In Spring Branch, these systems are either inadequate or have reached their life cycles and require replacement. As with Mobility, fully functional Infrastructure systems are a primary objective of the Spring Branch Management District.

**SECTION 3: LAND USE**
Land Use refers to the categories of use to which lands are put, both public and private. The uses of private lands reflect the dynamics of the market place. Generally, this is understood as to how and the manner in which the market place values any one particular land parcel in terms of its highest and best use for a given purpose. This is particularly true in un-zoned cities like Houston where the public regulation of land is indirect. Spring Branch Management District possesses economic and quality of life tools to help influence the optimization of land use in terms of land use patterns and character, especially at the local, sub-district level.

**SECTION 4: MOBILITY**
 Mobility refers broadly to “connectedness” of a community and how people and goods move through the transportation system represented by highways, thoroughfares, local streets, sidewalks, and trails. For the purposes of “Reimagining Spring Branch” it also includes public transit. A safe, convenient, efficient and connected transportation network is a primary objective of the Spring Branch Management District.

**SECTION 5: PUBLIC REALM**
The Public Realm refers to all publically-owned land including but not limited to the street and drainage rights of way, easements, parks, and schools. It is in the Public Realm that the Spring Branch Management District has the greatest opportunity to make improvements. Such improvements can be made directly and / or through strategic partnerships with other units of government.
1.3 HOW TO USE THIS COMPREHENSIVE PLAN

HOW TO USE THIS GUIDE

The reader should use this document for both reference purposes and to gain an understanding of the priority strategies to be undertaken by the Spring Branch Management District. Its audience is intentionally broad, and includes the Board, the Spring Branch Community at large, and those who are interested in Spring Branch and its future. As an appendix to the Spring Branch Management District Service Plan 2015 – 2030, this document provides useful background information and facts about the Spring Branch area. These are organized by the four (4) functional planning components described above. It includes a reference section to resource information prepared by others and used in the preparation of this report. “Section 6 Implementation” identifies and describes near term and long term strategies to be undertaken by the District in support of the vision for Spring Branch.

References are made throughout this document to “Spring Branch,” “Spring Branch Management District,” and “District.” These references are intended to have the same meaning and to be interchangeable. Periodic up-dates to this document will be necessary. These may include updates to key metrics like population and demographics, land use, mobility and infrastructure. The District will also want to benchmark important accomplishments in its near term strategies and to update and fine tune others that may be ongoing. The District’s website will provide a ready portal as and when this report is refreshed with those updates.

CenterPoint Trail Concept

Enhanced Drainage Channel Concept
2.0 INFRASTRUCTURE

2.0 INTRODUCTION + METHODOLOGY

2.1 EXISTING CONDITIONS

2.1.1 ROADWAY QUALITY

2.1.2 PUBLIC UTILITIES

2.1.3 DRAINAGE

2.2 KNOWN PROPOSED INTERVENTIONS

2.2.1 REBUILD HOUSTON

2.2.2 CAPITAL IMPROVEMENTS

2.3 FUTURE UNKNOWN AND RECOMMENDATIONS

2.4 STRATEGIES FOR THE FUTURE

2.4.1 ADVOCATE FOR PROJECTS

2.4.2 ENGAGE WITH DEVELOPMENT

2.4.3 DRAINAGE PARTNERSHIPS

2.4.4 LID / GREEN INFRASTRUCTURE
INTRODUCTION

One of the key aspects for the future growth and development in and around Spring Branch will be the ongoing work to renew and upgrade the local infrastructure to meet the needs of current residents and support the demands placed on the area by the future growth. Feedback on critical issues such as drainage, roadway quality, and other utilities has been a common theme in the interaction with the community as the comprehensive plan has been developed. Many roadways and related utilities have begun to reach the end of their useful life or are undersized for current demand. Given the scope of the challenge and the size of the District, strategies to support areas of development growth, enhance partnerships, and maximize coordination and investment will be required to meet the region's infrastructure needs.
Spring Branch offers some relatively large parcels that are highly attractive for redevelopment.
Renewing infrastructure to meet current and future demands is not a unique challenge to the Spring Branch area. Government agencies and community groups including the City of Houston, Harris County Flood Control and local Tax Increment Reinvestment Zones (TIRZs) are looking for ways to improve local infrastructure, with funding being one of the biggest challenges. As many of the local neighborhoods in Spring Branch were developed in the 1970s and before (areas shown in green in Figures I-1 and I-2 below), they are often over 40 years old and the infrastructure needs are greater. The approach for the Spring Branch Comprehensive Plan provides a

Figure I-1: Age of Improvements (Residential) (Source: HCAD)
current assessment of major public infrastructure including roadways, drainage facilities and utilities. It also identifies current approaches and projects that are underway to upgrade infrastructure in the area. These are often tied to the timeline and funding availability of programs like the City of Houston’s ReBuild Houston Program, which is actively reviewing Spring Branch infrastructure needs on many corridors and in several neighborhoods. Coordinating and leveraging these investments will be critical to meet the area’s needs.
Roadways are one of the major infrastructure investments for any region. In Houston, they play a critical role in mobility and also serve to support the drainage system, particularly during high intensity rain events. Poor pavement quality is discussed in the Mobility section of this report as it impacts the safety, quality, and efficiency of people’s ability to move around Spring Branch.

Figure I-3 shows the current pavement quality based on City of Houston (COH) surveys taken in 2011 (neighborhood streets) and 2013 (major thoroughfares). The condition ratings are relative in that the pavement in poorest condition in the City is rated “low” and the medium rating is in the “middle” of the range of quality. Therefore, even medium rated pavement can be in poor condition in places but is not rated low overall because there are roadway segments that are worse.

In general, low pavement condition ratings can indicate poor drainage and related aging infrastructure that may not meet current COH standards for new roadway development. In addition, higher rated segments may have individual locations that are poor and in need of local improvement such as concrete panel replacement. Pavement condition assessments plays a critical role in the prioritization of roadways for improvements and reconstruction in programs such as Rebuild Houston. Additional inputs to the process include traffic counts, 311 calls (where citizens can report issues such as potholes), and safety (number and severity of crashes).
COH PAVEMENT QUALITY RATING ASSESSMENT

Figure I-3: COH Pavement Quality Rating (Source: COH)
2.1 EXISTING CONDITIONS

2.1.2 Public Utilities

WATER

Adequate water supply is important to support continued development. Spring Branch is outfitted with an extensive water supply system, shown in Figure I-4.

While age is not the only factor in the ability of the system to effectively meet water demands, it can be indicative of overall system condition and capacity. Aging water mains can also be more prone to breaks, inconveniencing residents and businesses alike. The ages of water lines in Spring Branch are shown in Figure I-5.

The majority of water lines in Spring Branch have been installed in the previous 30 years. There are pockets, particularly in the southeast area of the District, with many lines over 50 years of age, often assumed to be outside of their useful lifespan.

THERE ARE OVER 330 MILES OF WATER SUPPLY MAINS WITHIN THE SPRING BRANCH DISTRICT

Source: SWA
Figure I-4: Waterline Size (Source: COH)
2.1 EXISTING CONDITIONS

2.1.2 Public Utilities

WATER LINE AGE

Figure I-5: Water Line Age (Source: COH)
Adequate wastewater pipeline facilities, or sanitary sewers, are also a prerequisite for development. Spring Branch features a well-development wastewater system as shown in Figure I-6.

Older sewer lines that may require renewal or replacement can cause challenges for a community. Figure I-7 shows the age of sanitary sewer lines in Spring Branch. As shown, older sanitary sewers exist primarily in the southern part of the District. This aligns with many of the areas that are seeing the most redevelopment pressure in Spring Branch and will be important to continue to monitor as development continues.
2.1 EXISTING CONDITIONS

2.1.2 Public Utilities

WASTEWATER LINE SIZE

Figure I-6: Wastewater Line Size (Source: COH)
Figure I-7: Wastewater Line Age (Source: COH)
2.1 EXISTING CONDITIONS

2.1.3 Drainage

DRAINAGE

Managing the runoff from the intense rain events characteristic of the Houston region is an ongoing challenge for the entire city. Inadequate drainage leads to flooding which can cause damage to property and make an area unsuitable and unattractive for development.

Stormwater runoff from developed land is collected by streets, roadside ditches or other detention areas and conveyed to storm sewers, drainage channels, and eventually to the bayous. Proper sizing of the conveyance facilities is required to prevent flooding. Where capacity for additional flow is not available, water must be detained and released gradually to avoid overwhelming the channels and bayous.

Figure I-8 shows the existing FEMA floodplain area in Spring Branch. Flood plain areas are primarily along channel E115-00-00 which is a branch off of White Oak Bayou. Figure I-8 also shows the location of properties that have been acquired by Flood Control largely due to repetitive flood damage. These may represent a potential area for future detention facilities.

Figure I-9 shows a more detailed map of flood/drainage impacts including all of the reported flooding issues in the area as well as a ponding assessment for rain events. The darker purple/red areas typically represent existing regional detention areas in Spring Branch.

In the early 2000s, the City of Houston completed a Comprehensive Drainage Study that recommended numerous improvements to the storm drainage system including sizing of local storm sewer pipes. These recommendations factor into the prioritization of projects identified through ReBuild Houston (page 31).
Figure I-8: Drainage Channels, FEMA Floodplains and Flood Control Properties (Source: HCFCD)
2.1 EXISTING CONDITIONS

2.1.3 Drainage

FLOODING MAP

Figure I-9: Reported flooding and flood damage (Source: COH & HCFCD)
2.2 KNOWN PROPOSED INTERVENTIONS

2.2.1 ReBuild Houston

ReBuild Houston is the City of Houston’s process for identifying and prioritizing street and drainage projects for eventual inclusion in the 5-year Capital Improvement Program. Candidate projects are evaluated based on the needs they address and advanced if rated highly enough compared to other candidate projects. The City process works to analyze major thoroughfares and neighborhood streets to align capital project funding focused on a “worst first” prioritization based on issues such as pavement quality, roadway capacity, drainage issues, mobility, safety and benefit to the largest number of affected citizens. As shown in Figures I-10 and I-11, there are many projects underway or planned in the Spring Branch area including projects or pre-engineering assessments of most of the major north-south corridors including Gessner, Campbell, Bingle, Wirt, Antoine and Silber. There are also several neighborhood projects looking at both street and drainage improvements. Typically, corridors are assessed in the 5-year period prior to when they would be considered for inclusion in the 5-year CIP. Therefore, most of the projects identified in pre-engineering here would be constructed in the FY2020-2024 CIP budgets.
The ReBuild Houston process helps prioritize the City of Houston five-year list of upcoming infrastructure reconstruction projects across the City, some of which include street, drainage, and utility improvements in Spring Branch. Primary emphasis is placed on achieving a state of good repair. As this process is relatively new, projects currently in the CIP were developed based on the previous approach used by the City of Houston. Recent, current, and upcoming projects with confirmed funding timelines in Spring Branch are shown in Figure I-12 and identified in the Table I-1 at right.

Table I-1: Current and Recent Infrastructure-Related CIP Projects

<table>
<thead>
<tr>
<th>Project</th>
<th>Est. Completion</th>
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<tbody>
<tr>
<td>Tanner Road Paving: Gessner to Campbell</td>
<td>2015</td>
</tr>
<tr>
<td>NSR 465: Frontier, Tilson, Derrik area</td>
<td>2014</td>
</tr>
<tr>
<td>Kempwood Sidewalks: Hollister to Bingle</td>
<td>2013</td>
</tr>
<tr>
<td>Brittmoore Paving &amp; Drainage: Hammerly to Clay</td>
<td>2014</td>
</tr>
<tr>
<td>Long Point Paving &amp; Drainage: Pech to Hollister</td>
<td>2014</td>
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<tr>
<td>Long Point Overlay: Gessner to Hempstead</td>
<td>2014</td>
</tr>
<tr>
<td>NSR 449: Shady Villa, Glosridge, Larston areas</td>
<td>2014</td>
</tr>
<tr>
<td>Gessner Paving &amp; Drainage: Long Point to Neuns</td>
<td>2016</td>
</tr>
<tr>
<td>NSR 435A: Stebbins area</td>
<td>2013</td>
</tr>
<tr>
<td>NSR 456: Mapleton area</td>
<td>2015</td>
</tr>
<tr>
<td>Storm Drainage System: Binglewood</td>
<td>2016</td>
</tr>
<tr>
<td>Drainage and Paving: Spring Shadows (North)</td>
<td>2017</td>
</tr>
<tr>
<td>Wirt Road Drainage and Paving: I-10 to Long Point</td>
<td>2015</td>
</tr>
<tr>
<td>WMR: Spring Shadows, Witte, Peppermill areas</td>
<td>Not Available</td>
</tr>
</tbody>
</table>

NSR: Neighborhood Street Reconstruction  
WMR: Water Main Replacement  
Note: Intended for general reference only. List may not be complete.  
Refer to City of Houston published CIP documents for complete project information.  
Source: City of Houston Capital Improvement Program 2014-2018 and 2013-2017
While trends in Spring Branch development and redevelopment indicate particular areas of higher activity, future shifts in these trends will change the demands on infrastructure within the District. It will be important to manage infrastructure needs in order to also manage this growth. This will be a critical role played by the City but SBMD should assess opportunities to help facilitate regional improvements.

Figure I-13: Infrastructure and areas of development activity
2.3 FUTURE UNKNOWN AND RECOMMENDATIONS

DEVELOPMENT AND REDEVELOPMENT

Figure I-13 continued:
Infrastructure and areas of development activity

- Current development/
- redevelopment hot-spots
2.4 STRATEGIES FOR THE FUTURE

2.4.1 Advocate for Projects

ADVOCATE AND PLAN FOR REBUILD HOUSTON PROJECTS

Existing CIP projects to improve Long Point Road near Bingle Road, Tanner Road west of Hempstead, and Gessner Road north of Long Point are underway or planned for near term implementation. The COH has also been relatively comprehensive in identifying thoroughfares for needs assessment pre-engineering, the first steps in assessing a project for funding through the ReBuild Houston program. These corridors include most of the major north-south corridors in the area. The majority of east-west corridors have much better pavement condition and lower overall traffic volumes than the north-south streets and have not been identified as near term priority areas. In addition, several neighborhood (e.g., Campbell Woods on Hammerly) and drainage projects are on the CIP and other areas are identified for the needs assessment pre-engineering process.

Figure I-14: ReBuild Houston Projects, Study Areas, and Future Candidates
2.4 STRATEGIES FOR THE FUTURE

2.4.1 Advocate for Projects

ADVOCATE AND PLAN FOR REBUILD HOUSTON PROJECTS

W 43rd Street

Key Factors:

- Bike Lane
- Pedestrian Zone
- Travel Lane
- Median

Existing Condition

W 43rd Street is a Major Thoroughfare that transitions between three road designs, and from 100’ to 80’ of ROW as it moves east/west. Starting at US-290, 43rd is a 4-lane road with a median and bike lanes on both directions of travel. As it moves past TC Jester, the bike lanes drop off. Past Apollo Street the median drops off. The corridor is primarily residential with small segments of commercial/retail development. From Oak Forest Drive to Ella Boulevard, there is a center turn lane instead of a median.

Identified Needs

Comments received during the public input portion of this study identified a desire to slow traffic down, especially in the areas near the school. Residents expressed that they were open to options such as speed bumps, midblock crossings for pedestrians, and even a four-way stop light that would be active during the start and end of school hours. A below-grade crossing at the bridge at TC Jester for the multi-use trail was another idea expressed by residents. Other concerns raised involved invaded intersections, that needed improvement for pedestrian crossings—especially at the intersections with Oak Forest Drive and Ella Boulevard.

Possible Option(s):

- US 290
- W. TC Jester
- Antoine
- Ella
- Shepherd
- E. TC Jester

Future Vision

As W 43rd Street grows and redevelops under the classification of a Suburban Avenue & Suburban Boulevard, its different cross sections will adjust accordingly. The road could retain 4-lanes with 80-100’ of ROW and add/drop a median based on this allowance. Where medians are present, pedestrian refuges should be installed. These should be implemented near schools as a priority. The bicycle lane should be extended east of TC Jester to the existing bike lane on Crosstimbers. This will accommodate those traveling to the school and the White Oak Bayou Trail. A High Frequency Transit facility is recommended for the corridor.

Figure I-15: Example of City Mobility Study Recommendations

SBMD can advocate for additional corridors and neighborhoods to be prioritized to be included in the needs assessment so that preliminary work can begin. This may include the remaining sections of Long Point east and west of Bingle, east-west corridors where drainage is an issue or where they approach Hempstead Road, and several neighborhoods that exhibit poor pavement and drainage issues. The volume of project pre-engrūning work presents an opportunity to coordinate with the COH on mobility planning for the area to help define and coordinate the multi-modal needs for each corridor aligned with the District’s overall mobility and infrastructure goals.
SBMD can be a facilitator for the creation of financing districts such as Chapter 380 Agreements, Enterprise Zones, and Tax Increment Reinvestment Zones (TIRZs). Recently, City of Houston has slowed the number of TIRZs creations and has been focusing on other tools such as 380 Agreements (380s). By serving as facilitator, SBMD can support necessary improvements and help guide new development/redevelopment to specific locations. This approach can also promote specific types of development/redevelopment by establishing guidelines on development, open space, and landscaping.

Chapter 380 of the State of Texas Local Government Code allows Texas cities to make loans or grants of city funds to developers and investors, as well as provide project support to help accelerate projects that are deemed to be highly desired or of significant economic benefit. Since 2010, the City of Houston has used 380s to support projects that are viewed to stimulate development. These agreements have been with property owners, developers and management districts, including the Westchase District and the Energy Corridor District. 380s provide an avenue to accelerate funding of infrastructure projects that a special district may have in its long range or capital improvement plan and agreed to by the City including roadway reconstruction, pedestrian and bikeway enhancements, transit centers, and related utilities and infrastructure.
2.4 STRATEGIES FOR THE FUTURE

2.4.3 Drainage Partnerships

FACILITATE PARTNERSHIPS FOR COORDINATED/CENTRALIZED DETENTION

One of the challenges of the higher intensity development in the District will be managing the need for drainage facilities. Some of this could be mitigated by incorporating more low impact and green infrastructure directly into future projects (see 2.4.4), but with the increased intensity of development, additional infrastructure will likely be needed. SBMD can serve a role in partnering or coordinating with developers, local TIRZs, and agencies managing stormwater such as Harris County Flood Control District to create coordinated centralized detention supporting multiple developments. In some locations, areas of concentrated home buyout programs due to repetitive flood impacts, such as that managed by HCFCD, can create locations for future detention or retention facilities. Through careful design, these projects can also serve as public amenities for trails, open space, sports fields, and playgrounds.
SMBD can work to encourage development in the area to utilize low impact development (LID) for infrastructure projects and to enhance green infrastructure. Low impact development represents a set of tools and techniques for stormwater management through more natural design to infiltrate, filter, store, evaporate, and detain runoff closer to its source. This can slow down the flow of water into bayous and improve overall water quality as well as increase natural habitat. Low impact development techniques include bioswales, rain gardens, permeable pavement and other surfaces and integrated local and regional detention.

When done well, these types of projects can also become attractive amenities, improving the aesthetic appeal for the region and the quality of life for local residents. SBMD can develop or adopt existing guidelines to support LID enhancing green infrastructure. By thinking about some of these stormwater treatment strategies as green infrastructure that plays a role in economic development, pedestrian realm improvements, and mobility, the District can support additional goals of its comprehensive plan while addressing major areas of infrastructure investment.
3.0 LAND USE

3.0 INTRODUCTION + OVERVIEW + METHODOLOGY

3.1 EXISTING CONDITIONS

3.1.1 CURRENT LAND USE
3.1.2 RESIDENTIAL
3.1.3 COMMERCIAL
3.1.4 INDUSTRIAL
3.1.5 INSTITUTIONAL / EDUCATION

3.2 NEW DEVELOPMENT

3.2.1 KNOWN PROPOSED PROJECTS
3.2.2 OPPORTUNITY SITES

3.3 GROWTH TRENDS

3.3.1 DEVELOPMENT GROWTH PATH
3.3.2 LAND USE PATTERNS OF CHANGE
3.3.3 CORRIDOR USE

3.4 LAND USE SCENARIOS

3.4.1 LAND USE OPPORTUNITIES + CONSTRAINTS
3.4.2 LAND USE DECISION TREE
OVERVIEW

Land use, demographics and development patterns are critical components that will shape the future of Spring Branch. It is important to study these components and understand how specific implementation strategies can influence the growth and change in Spring Branch and expand the options the District may have in achieving specific outcomes. Many municipalities manage growth and change of land uses through traditional tools, including zoning. Although the District does not possess traditional land use controls, the need to influence land use is no less paramount to the extent that there are specific community benefits that will accrue through this influence. This influence can take a range of forms but most typically involves guiding and making public investments. It is also very important that the decisions made to exert this influence further the District’s stated vision (community benefits). That is, that they are supported by transparent, openly stated policies. This section reviews land uses and current trends to 2040 in the District and considers scenarios that might lead to alternative and broad outcomes in the land use characteristics of the District. The Implementation section at the end of this report provides specific recommendations in the form of near-term (~6 years) actions that the District should take to achieve more certain qualitative and quantitative outcomes, including but not limited to land use.

Single-Family homes in Spring Branch

Spring Branch is a dynamic retail market as evidenced by turn-over in business establishments
Ultimately, the goal is to foster economic development through economic stability, high employment and sustainable growth. The District is recognized for its strategic location, relative affordability, good educational institutions, diverse housing stock, growing retail market and existing multi-family complexes and industrial tracts, both of which are reservoirs of land highly suitable for redevelopment. Enhancing these attributes is a key objective of the comprehensive plan. Economic development allows for a competitive advantage in productivity, innovation and new business start-ups. Today, Spring Branch is not known for a particular industry sector nor as a significant employment center. However, there are an array of land use and development trends emerging in the District which have the potential to accentuate and accelerate positive economic change. Trends include: emerging small businesses; an improving school district; the introduction of Class A office buildings on Beltway-8; big-box and up-market retailers on I-10; and, a stable residential market in its interior and redeveloping residential market particularly in its east sector. In the future, the US 290 Corridor will usher in a commercial, mixed-use economic force of enormous potential value and benefit to the District. There are several areas of opportunity to be addressed in the short and medium terms:

- Redevelopment of dilapidated apartment complexes that have discouraged investment into high quality housing;
- Diversification of residential product types and encouraging affordable homes;
- Expansion of local services created by new roof tops and a new demographic;
- Creation of a Spring Branch “town-center”;
- Land use conversion of industrial / vacant parcels to new office commercial / mixed-use development; and,
- Re-purposing of old industrial tracts with rail network in the Hempstead / US 290 Corridor.

Informal Activities along Long Point Westway Park Class A Office Buildings at Clay Rd. and Beltway-8
Understanding factors that may affect land use development over time is vital to the District. The ‘decision-tree’ is a planning tool that can be used to simulate scenarios. It maps scenarios based on certain targeted trends and interventions. Since it is a visual tool, the information is more accessible and easier to understand. Figure L-2 and Figure L-3 were prepared by H-GAC and illustrate the current land use and the 2040 measured / projected land use, respectively. The first line in Figure L-1 graphically represents the proposed Trend between 2010 and 2040. For example, if no concerted action(s) is taken (ie: coordinated private and public capital project investment) to alter land use, land use changes will evolve in a linear trajectory from the land use patterns that are evident today. That is, the projected 2040 land use will yield sparse commercial along Gessner, Long Point and Clay and mixed use will in-fill tracts along the east and west corridors. If however, ‘Scenario A’ and ‘Scenario B’ were to occur in place of the Trend Scenario in the subsequent second and third line, the land use trend, over time, may result in quite a different outcome. The objective of this tool is to give the District options to consider which strategic action (if all, some or none) will make the greatest land use impact and promote the best socio-economic outcome over time that are consistent with the District’s vision. Exhibited at the end of this Land Use section are 2010 - 2040 scenarios for Spring Branch.

‘Decision Tree’ Scenario Description/ Intervention

<table>
<thead>
<tr>
<th>SCENARIOS</th>
<th>DESCRIPTION</th>
<th>INTERVENTIONS/ ACTIONS</th>
</tr>
</thead>
<tbody>
<tr>
<td>EXISTING</td>
<td>Projected Land Use based on Current Conditions</td>
<td>No Intervention, as projected via current conditions</td>
</tr>
<tr>
<td>A</td>
<td>Capital Improvement Projects</td>
<td>Drainage + street improvements along major arterial roads that support new commercial development</td>
</tr>
<tr>
<td>B</td>
<td>Deed Restricted Residential Areas + Corridor Development (Private Development/ New Employment Centers)</td>
<td>Accelerated change in areas without deed restrictions and preservation of residential areas with deed restrictions; Change in homeownership demographic drives demand for commercial services + potential mixed use along corridors</td>
</tr>
</tbody>
</table>

Table L-1: Refer to Illustration I ‘Decision Tree’
Figure L-1: ‘Decision Tree’ Methodology; Refer to Table I for ‘Scenario’ Description

Legend
- S8 Management District
- Residential
- Commercial
- Residential Mixed Use
- Sparse Commercial
- Corridor Commercial
- Transit System
- Major Commercial Node
- Community Center Node
- High-Density Mixed Use
3.1 EXISTING CONDITIONS

3.1.1 Current Land Use

CURRENT LAND USE [2010]

Figure L-2 (Source: HGAC)
Figure L-3 (Source: HGAC)

2040 Population: 192,300
3.1 EXISTING CONDITIONS

3.1.1 Current Land Use

LAND USE SUMMARY

The current land use shows a clear pattern of delineation. Commercial activity occurs along major thoroughfares. Residential areas are clustered in the center of the District. Industrial tracts appear on the edges along major freeways and civic institutions are dispersed throughout Spring Branch to serve its residential areas.

<table>
<thead>
<tr>
<th>LAND USE/PROPERTY TYPE</th>
<th>BUILDING AREAS (SQ FT in 000s)</th>
<th>LAND AREA (SQ FT in 000s)</th>
<th>LAND AREA (ACRES)</th>
<th>TOTAL APPRAISED VALUE (in 000s)</th>
<th>UNITS</th>
<th>AVERAGE VALUE/UNITS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Family Detached</td>
<td>33,186.0</td>
<td>174,365.8</td>
<td>4,002.9</td>
<td>$2,850,226.4</td>
<td>18,262</td>
<td>$156,074</td>
</tr>
<tr>
<td>Single Family Attached</td>
<td>404.0</td>
<td>1,462.2</td>
<td>33.6</td>
<td>$22,710.2</td>
<td>161</td>
<td>$141,057</td>
</tr>
<tr>
<td>Single-Family Total</td>
<td>33,590.0</td>
<td>175,828.0</td>
<td>4,036.0</td>
<td>$2,872,936.6</td>
<td>18,423</td>
<td>$155,943</td>
</tr>
<tr>
<td>Multi-Family</td>
<td>19,218.1</td>
<td>28,061.8</td>
<td>644.2</td>
<td>$495,746.2</td>
<td>19,718</td>
<td>$25,142</td>
</tr>
<tr>
<td>Commercial*</td>
<td>50,343.8</td>
<td>172,356.8</td>
<td>3,956.7</td>
<td>$2,309,121.8</td>
<td>1,996</td>
<td>$1,117.8</td>
</tr>
<tr>
<td>Vacant Land</td>
<td></td>
<td></td>
<td></td>
<td>$152,649.1</td>
<td>1,965</td>
<td>$77,684</td>
</tr>
<tr>
<td>Utilities and Easements</td>
<td>4.4</td>
<td>5,588.9</td>
<td>128.3</td>
<td>$9,589.3</td>
<td>53</td>
<td>$180,930</td>
</tr>
<tr>
<td>Exempt Total</td>
<td>1,827.8</td>
<td>50,945.5</td>
<td>1,199.5</td>
<td>$1,577.5</td>
<td>415</td>
<td>$3,801</td>
</tr>
<tr>
<td>TOTAL</td>
<td>104,984.0</td>
<td>484,289.2</td>
<td>11,117.8</td>
<td>$5,841,620.5</td>
<td>42,570</td>
<td>$136,538</td>
</tr>
</tbody>
</table>

Table L-2 (2011 Conditions Source: CDS Market Study 2011) *Commercial and Industrial is combined by CDS since much of what is considered industrial is classified as commercial by these codes.
It is important to note the role and importance of Super Neighborhoods in the District. There are a total of eight Super Neighborhoods. Generally, Super Neighborhoods serve a valuable function for local advocacy and civic governance. Super Neighborhoods in Spring Branch are among the most active in the City of Houston. The District works collaboratively with the Super Neighborhood Councils to coordinate and promote local programs, priorities and actions that benefit the community including but not limited to safety and security, beautification, drainage and street paving.
CURRENT RESIDENTIAL CONDITIONS

Figure L-6: Residential Concentration (Source: HCAD)
Spring Branch is composed primarily of single-family residential homes on a single lot.

- The Spring Branch residential market has strengthened in recent years as its strategic location has become more recognized and appreciated. With the rise in land prices and the increased single-family construction, housing values reflect a premium for close-in (Beltway 8 and 610 Loop), stable and attractive neighborhoods. There are also a significant number of large multi-family complexes, most of which are many decades old and at the end of their physical and economic life cycles.

- As older detached homes are renovated or demolished and re-built, and new, higher density residential development occurs, demographic changes in the District will create demand for more local services and amenities (schools, parks, retail and civic facilities).
EXISTING COMMERCIAL CONDITIONS

Figure L-8: Commercial Concentration (Source: HGAC)
The commercial sector within Spring Branch is slowly growing with local retail clustered along Long Point, service businesses along Gessner and big-box retailers along I-10. In addition, new business centers are emerging at Clay and Beltway 8. The local economy within the District is influenced by the diverse population. The large Korean and Hispanic populations support culture-specific businesses.

In addition to an older, solid middle and higher income demographic in the District, there is also a significant undocumented, cash-based community. A large number of small, service businesses depend exclusively on this community for their trade.

Korean shops have made their way into the retail market with grocers and restaurants.
3.1 EXISTING CONDITIONS

3.1.4 Industrial

EXISTING INDUSTRIAL CONDITIONS

Figure L-10: Industrial Concentration (Source: HGAC)
Industrial uses and warehouses are located substantially along the edges of the District particularly on Hempstead Rd.

- Industrial uses are located on the fringes of the District within large tracts particularly along Beltway 8 and the Hempstead Corridor. The Beltway 8 frontage as well as parcels between Wirt and 610 typify the significant land use transformation as many vacant parcels are being developed and adjacent industrial properties redeveloping.

- A major freight rail network on Hempstead Road services operations of a significant amount of warehouses along the corridor.

- In addition, as the US 290 reconstruction progresses towards its complete reconstruction, traffic between the US 290 / Hempstead Corridor and I-10 through the District will significantly increase. The trend of industrial uses converting to other, higher-value and more land-use intensive development will continue as industrial sites age, become obsolete and these businesses seek more optimal locations in the metro area.

<table>
<thead>
<tr>
<th>CENTER TYPE</th>
<th>TOTAL SF</th>
<th>OCCUPANCY</th>
<th>MEAN RENT TOTAL SF</th>
<th>WEIGHTED VACANT SF</th>
<th>MAX AVAILABLE AREA</th>
</tr>
</thead>
<tbody>
<tr>
<td>Distribution</td>
<td>1,632,045</td>
<td>96.1%</td>
<td>$0.35</td>
<td>$0.37</td>
<td>36,484</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>1,688,807</td>
<td>96.5%</td>
<td>$0.50</td>
<td>$0.49</td>
<td>43,290</td>
</tr>
<tr>
<td>Mini Warehouse</td>
<td>675,414</td>
<td>100.0%</td>
<td>$0.69</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Office/Warehouse</td>
<td>8,309,772</td>
<td>91.1%</td>
<td>$0.52</td>
<td>$0.58</td>
<td>82,943</td>
</tr>
<tr>
<td>Service Center</td>
<td>1,255,409</td>
<td>90.0%</td>
<td>$0.62</td>
<td>$0.74</td>
<td>10,101</td>
</tr>
<tr>
<td>Warehouse</td>
<td>16,276,546</td>
<td>86.9%</td>
<td>$0.40</td>
<td>$0.38</td>
<td>200,000</td>
</tr>
<tr>
<td><strong>TOTAL/AVG</strong></td>
<td><strong>29,837,993</strong></td>
<td><strong>89.5%</strong></td>
<td><strong>$0.45</strong></td>
<td><strong>$0.45</strong></td>
<td><strong>200,000</strong></td>
</tr>
</tbody>
</table>

Table L-3: 2011 Industrial Conditions (Refer to SBMD 2011 Report by CDS for detailed analysis of land uses in the District.)
3.1 EXISTING CONDITIONS

3.1.5 Institutional / Education

EXISTING COMMERCIAL NODES AND CIVIC + INSTITUTIONAL FACILITIES

Figure L-11 (Source: City of Houston & HGAC)
The strong residential neighborhoods within the District support a number of institutional services that are important to note.

Spring Branch enjoys an exemplary school district that encompasses an area of 44 square miles and receives 33,000 students at nearly 46 campuses daily. In addition, Houston Community College is located on the corner of Beltway 8 and I-10 and has recently repurposed several buildings on site including the former AMC Theater, now home to a performing arts center.

The District has seen an increase in health clinics. The new Spring Branch health center on Pitner opened in 2009 and has been providing uninterrupted services since that time. Additionally, small clinics have been established on Longpoint to serve the uninsured population.

Crime has diminished with improved security efforts. However, establishing a more prominent police surveillance with frequent stations may be necessary for public safety, particularly in the northwest.

# of Points of Interest: 10
# of Hospitals/ Clinics: 4
# of Schools: 25
# of Religious Institutions: 94

Source: SWA
In addition to the current land use, new development projects are being proposed in the District. These projects will impact change with respect to existing land value and usage, depending on the scale and type of project.

As indicated in Figure L-12, the central core of Spring Branch is seeing improvements to residential neighborhoods with the construction of new single-family homes. In addition, most of the currently-proposed commercial projects are located at the Beltway 8 and Clay intersection as well as near the North Post Oak and I-10 intersection.
• Demand for office space in west Houston is driving significant new development. The effort is, in part, a continued growth of the Energy Corridor and associated energy companies. But this sub-market is also becoming a major, diversified activity cluster with multiple focal developments. For example, the property on Beltway-8 between Clay and Kempwood is advertised as Westpoint Corporate Center, a Hines development that will reinforce this business park node with other office projects including 8 West Centre and Clay Beltway Complex.

• Retail development is also likely to expand at the corner of the 610 and I-10 interchange where the Northwest Transit Center is currently situated and slated for major expansion. With development of the future public transit lines and the improvement of future bus networks, the Northwest Transit Center will act as an important regional hub and will start to drive new retail services and high-density residential units. The eventual connection with transit of the Northwest Transit Center and the Northwest Mall site will introduce new opportunities for dramatic land use changes in the adjoining areas.

• Equally substantial is the Memorial City and CityCentre node where office, supplementary medical office space and supporting retail is being constructed, which will ultimately strengthen Spring Branch West. Furthermore, existing redevelopment is a factor that will energize the Long Point Corridor. Eventually, Long Point’s commercial resurgence will be to support and service the local residential market. The growth from an influx of new homeowners in neighborhoods will transform the character and value of Long Point to Spring Branch as an economic corridor.
3.2 NEW DEVELOPMENT

3.2.2 Opportunity Sites

OPPORTUNITY SITES

1. The vacant Metro National site on the north side of the Katy Freeway is open for development options.

2. The 290 expansion will cause population to grow in the region and will demand services along the corridor.

3. Longpoint has the potential to be the district’s main street.

4. The revitalization of the Northwest Mall area may be inevitable with the role of the nearby NW Transit Center.

5. Anticipated ridership increase at the Northwest Transit Center (a major transit hub) will necessitate land use strategies for surrounding areas in the district.

6. The 290 expansion will cause population to grow in the region and will demand services along the corridor.

7. The 290 expansion will cause population to grow in the region and will demand services along the corridor.

8. The revitalization of the Northwest Mall area may be inevitable with the role of the nearby NW Transit Center.

9. Large tracts of industrial near or on Hempstead will likely transition to other uses.

Figure L-13 (Source: SWA)
There are a number of opportunity sites that have the potential to add value as transformational “hotspots”. As the economic stewards of Spring Branch, the District’s considered actions regarding these opportunity sites could dramatically change the outcome of what these areas become in the future and how they contribute to the vitality and sustainability of the entire community.

The US290 expansion and the possible revitalization of the Hempstead Corridor by way of the proposed, future high-speed rail construction will introduce a new range of land use development patterns within the zone created by the two corridors. This zone will define the third and last of the three edges that bound the District. Large tracts of industrial land for future growth and development offer an unparalleled asset.

Metro National’s redevelopment site at I-10 and Gessner is proposed as a mixed-use commercial office and retail center. The project will have a catalyzing effect on the area and encourage more redevelopment in the southwest sector of the District. These include proximate properties that are under-utilized and vacant along and south of Westview and west of Gessner.

The importance of the current Northwest Mall site cannot be overstated. In time, it and the areas around it will become a regional anchor with high employment served by superb connectivity and high-density, mixed uses.
The figure above shows that Spring Branch is heavily influenced by and depends on the vitality from Memorial Village in the south, Downtown and the Houston Heights in the east, and the Energy Corridor on the west. The many significant community amenities that surround the District (ie: Uptown, Memorial Park, Cullen Park, etc) and the three major highways help to make it a superior, growth area.

In order for public and private investment to be optimized, capital improvement projects within the District that are proposed and prioritized by the municipality, should be coordinated with the District’s growth objectives and policies. Figure L-15 shows that the central core of Spring Branch should expect to receive most of the proposed projects. Insuring that capital projects and redevelopment opportunities are always aligned is critical to the District’s economic success.
As mentioned in the Overview, the way to manage land use change is to understand first where change is likely to occur. Once identified, the District can use its resources to guide and nurture the changes as an economic benefit to the community. The map above illustrates areas with residential tracts that have experienced structural improvements, not necessarily year of construction. This includes residences that may have undergone redevelopment/replatting.

According to the Figure L-16, many residences closer to the I-10 and 610 interchange are older single-family structures, and most likely to be modified or replaced. However, as also indicated from Figure L-16, newer homes are located towards the west end of the District. These areas may see change in residential improvement. Nevertheless older residential areas in proximity to the Beltway 8 corridor south of the District and that are not deed-restricted may well undergo redevelopment due to adjacent commercial/office development pressures.
RESIDENTIAL DEMOLITION + DEVELOPMENT CONCENTRATION (2004-2011)

- Figure L-17 and Figure L-18 illustrate the respective change in demolition and the change in construction over a period of seven years (2004-2011). There is a noticeable zone of demolition between Wirt and Silber along Westview.

- Paired with the concentration of new development in the same region are new neighborhoods consisting of single-family and townhomes emerging near the Northwest Transit Center.

- Further residential development is occurring in a central zone in the District. These new residential areas (by Lovett and Intown homes) have been constructed in the last few years and are creating a center of residential gravity for future residential development.

- The central zone of the District will likely remain predominantly single-family residential. However, as new townhomes and apartment construction increases near desirable amenities, many people are shifting housing preferences from single-family detached to denser multi-family or single-family attached product.
### DECADE OF IMPROVEMENT (COMMERCIAL + INDUSTRIAL)

**Figure L-19 (Source: HCAD)**

- Commercial and industrial properties conversions are more dynamic compared to residential tracts. The age of commercial and industrial parcels is relatively new. Commercial and industrial uses generally have longer life-spans. Industrial properties, in particular, have a high chance of seeing development change if surrounding land values start to drive a change to a higher, more intense land use.

- Improved commercial properties are appearing along major arterial corridors especially Blalock, Campbell, Bingle, Wirt, Post Oak, and Long Point. The Gessner corridor and the Beltway 8 frontage have the possibility of significant infill development, further redefining the character and economic value of the District’s west edge.

#### Table L-5 (Source: CDS SBMD 2011 Report)

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>PROJECTED NEW SF</th>
<th>PROJECTED EMPLOYEES</th>
</tr>
</thead>
<tbody>
<tr>
<td>Medical Office</td>
<td>154,903</td>
<td>1,688,807</td>
</tr>
<tr>
<td>Multifamily Apt</td>
<td>737,209</td>
<td>675,414</td>
</tr>
<tr>
<td>Office</td>
<td>394,130</td>
<td>8,309,772</td>
</tr>
<tr>
<td>Retail</td>
<td>61,873</td>
<td>1,255,409</td>
</tr>
<tr>
<td>TOTAL/AVG</td>
<td>1,491,297</td>
<td>2,221</td>
</tr>
</tbody>
</table>

**Legend**

- 5B Management District
- Earlier than 1950
- 1950’s
- 1960’s
- 1970’s
- 1980’s
- 1990’s
- Later than 2000
Sectors of commercial business are clustered by service types. In Figure L-20, business concentrations are shown towards the south of the District along major corridors, principally I-10 frontage, Gessner, Longpoint, Blalock, Bingle, and Wirt.

- Figure L-21 shows a breakdown of the concentration of business by type. Although trade is light in the District, light industrial and heavy industrial users are located on the east edge while the service sector is dominant in the south. With the expansion of the US 290 and the redevelopment of the Hempstead Corridor there may well be a shift as heavy industrial slowly moves away from Spring Branch.
**3.3 GROWTH TRENDS**

### 3.3.2 Land Use Patterns of Change

**LAND VALUE 2012 (DOLLARS PER SQ FT)**

Figures L-22.A and L-22.B illustrate land values of the District in 2012 and 2015. This information supports the general expectation of higher values originally occurred closer to I-10 / Memorial Villages and Beltway 8, and eventually appeared in the lower values area to the north, northeast, and east. Figure L-22.B on page 69 shows noticeable land value increase between 2012 and 2015.

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Figure L-22.A (Source: HCAD)
LAND VALUE 2015 (DOLLARS PER SQ FT)

Figure L-22.B (Source: HCAD)
Demographics and cultural characteristics are key attributes of the District and will continue to contribute to its economic evolution. Figure L-24 highlights the key areas of population density being concentrated in the central core. Although there is a growing white population, the District is home to a large Hispanic population and a unique Asian population. It is important to note that as much as 8% of the Spring Branch population is undocumented and many of them live among six to eight people per unit in a multi-family residence. This significantly impacts the demand for and the types of retail development along Long Point.

Figure L-24 (Source: HGAC)
Investing in smaller local business and providing venues that support social interaction with distinctive cultural variety is an opportunity strategy in Spring Branch. Young professionals as well as young families are part of the growing population that will be attracted to authentic experiences. Ultimately, cultural and demographic diversity will underpin the District’s attraction as a key location to live, work, and play.
THE DISTRICT HAS THE PROSPECT TO BUILD UP SAFE AND CLEAN RETAIL CORRIDORS THAT CAN BRING QUALITY NATIONAL RETAILERS AS WELL AS MULTI-CULTURAL LOCAL BUSINESSES. THESE WILL SERVICE THE GROWING RESIDENTIAL DEVELOPMENT IN THE DISTRICT.

Arterial streets that run through Spring Branch function moderately well with respect to traffic flow. However, most of them lack a sense of continuity in terms of streetscape, pedestrian and automobile access and identity relating to retail character. Certain retail trends differentiate east-west corridors from north-south corridors. North-south corridors are important through-fares allowing cars to get from point A to point B, and between I-10 and US 290. East-west corridors, on the other hand, are more locally-focused and oriented towards local businesses. Their character is also more pedestrian. The District has opportunities to create a better, more continuous road network in order to attract national retailers and services along north-south streets (Gessner, Blalock, Bingle, and Wirt) and a re-imagined “main-street” along Long Point.

GROWTH OF RETAIL ALONG CORRIDORS

Figure L-26: Building setback conditions along Long Point are cited to negatively contribute to the image of Spring Branch. Addressing building setback opportunities through the utilization of parking lots for new commercial development may begin to exhibit a “main street” approach.
A signature street is very important to the sense of a “District.” Long Point, currently, has a right-of-way that varies in width between 60 feet and 70 feet. In order to have 4 lanes and implement a wide sidewalk with vegetation, the right-of-way would need to be 80 feet. Right-of-way acquisition is expensive. As an alternative, adjacent property owners could be asked to grant a public access easement for sidewalk widening and planting areas. Another option would be to narrow the vehicular lanes to 2-thru lanes and 1-center continuous turning lane and repurpose the fourth travel lane as a widened sidewalk and planting area on both sides of the street.

Another strategy to encourage the renaissance of the Long Point Corridor is to redevelop selected retail sites that have large expanses of obsolete parking lots that are well suited for infill commercial retail. Were Long Point to be designated a “Transit Street,” the building line of 25 feet would be reduced to 10 feet. This would achieve two goals: first, provide more building space on the properties and second, create a more pedestrian scale to the street with street-fronting retail.

Figure L-27 (a-d) shows sites with large parking lots where this infill might occur. According to Figure L-27 (27a-d), building setbacks are as far back as 550 feet from the street curb. Greatly minimizing the setback and transforming Long Point into a “boulevard” with a planted central median will create a new District ‘main street.’
The objective of this section, as reiterated in the overview, is to provide tools to consider and possibly influence land use outcomes through targeted strategies when traditional land use controls are unavailable. This approach is dependent on evaluating all development proposals, the locations where these developments are proposed and most critically, locations within the District where municipalities (or the District) may be implementing capital improvement projects. Understanding where change is likely to occur will highlight redevelopment opportunity areas and their beneficial use(s). Figure L-29 depicts multiple levels of land use change ranging from areas most likely to change to areas least likely to transition to another uses(s). The edges of the District, in particular, the east edge as well as the major commercial corridors are prime opportunity areas for investment and will possibly see accelerated change.
LAND USE OPPORTUNITIES + CONSTRAINTS

Legend
- SB Management District
- Level 1 Most Change
- Level 2 Moderate Change
- Level 3 Moderate Change
- Level 4 Least Change (Strong Neighborhoods)
- Major Commercial Corridors

**Level 1 Change** - Areas Not within subdivisions. Such areas may be publicly-owned tracts and/or old industrial tracts, which have not been subdivided.

**Level 2 Change** - Large tracts of industrial land within subdivisions that will likely transition to a higher/better use such as residential.

**Level 3 Change** - Residential areas with mixed land use patterns and older constructed homes, which will likely transform to a higher density residential.

**Level 4 Change** - Preserved Neighborhoods.
3.4 LAND USE SCENARIOS

3.4.2 Land Use Decision Tree

Legend
- SB Management District
- Residential
- Commercial
- Moderate-Density Mixed Use
- High-Density Mixed Use
- Sparse Commercial
- Continuous Commercial
- High-Speed Rail
- US 290 Hwy Expansion
- US 290 Expansion Area
- Major Commercial Node
- Community Center Node
- High-Density Mixed Use

Figure L-30: ‘Decision Tree’ Methodology; Refer to Table L-7 for ‘Scenario’ description.
The District’s transformative character, from a predominantly single-family suburban community to a more dense, mixed-use community with distinctly identifiable neighborhoods, is key to its future vibrancy and long-term economic viability. The previous analyses of growth trends as well as the general opportunities and constraints framework suggests a number of possible scenarios of growth and change in the future. Figure L-30 simulates some of the possibilities for future outcomes. These are not intended to be predictive but to be instructive. As a policy-making tool, the scenarios illustrate some of the key dynamics driving growth and change in the District.

Scenario 1 - 3 are illustrated on the opposite page and range from a general urban trend model to more robust, urbanized models.

### Scenario Description / Intervention

<table>
<thead>
<tr>
<th>SCENARIOS</th>
<th>DESCRIPTION / INTERVENTION</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>EDGE + CENTER</strong></td>
<td>Existing conditions in Spring Branch with a residential core and commercial or semi-commercial edges.</td>
</tr>
<tr>
<td><strong>GRID/ NODE</strong></td>
<td>2020 land use patterns identify community centers and commercial nodes on intersections along a grid (Scenario 1A).</td>
</tr>
<tr>
<td><strong>HEMPSTEAD + 290</strong></td>
<td>2030 land use patterns continues with Scenario 1A and leverage the proposed high-speed rail and local transit along Hempstead and incorporates US 290 expansion (Scenario 1B).</td>
</tr>
<tr>
<td><strong>2040 SCENARIO 1</strong></td>
<td>2040 land use patterns illustrates the outcome of Scenario 1B.</td>
</tr>
<tr>
<td><strong>POLY-CENTRIC NODES</strong></td>
<td>2020 land use patterns identify multi-centric commercial nodes on opportunity sites as Scenario 2A.</td>
</tr>
<tr>
<td><strong>CORRIDORS</strong></td>
<td>2030 land use patterns continues with Scenario 2A and adds retail corridors along Gessner and Longpoint (Scenario 2B).</td>
</tr>
<tr>
<td><strong>2040 SCENARIO 2</strong></td>
<td>2040 land use patterns illustrate the result of Scenario 2B. The outcome may be a strong single-family core and mixed-used residential with a variety of commercial centers, high-speed rail and the 290 completion.</td>
</tr>
<tr>
<td><strong>HIGH-DENSITY MIXED USE</strong></td>
<td>2030 land use patterns continues with Scenario 2B and adds high-density mixed-use centers at opportunity sites (Scenario 3A).</td>
</tr>
<tr>
<td><strong>2040 SCENARIO 3</strong></td>
<td>2040 land use patterns illustrates the outcome of Scenario 3A as a composite plan with the addition of the high-speed rail along Hempstead and the 290 completion.</td>
</tr>
</tbody>
</table>

All three scenarios depict change over a period 2010 - 2040. The scenarios depict the following urban patterns:

- Nodes of concentrated development located on major thoroughfares;
- US 290 / Hempstead Redevelopment Corridor buttressed by high-speed rail and possibly some high capacity transit;
- Multi-centric nodes associated with the redevelopment of large land tracts that may or may not be located on freeways;
- Commercial corridors on selected major thoroughfares; and,
- Major employment centers of mixed-uses at high-densities.

---

The District’s transformative character, from a predominantly single-family suburban community to a more dense, mixed-use community with distinctly identifiable neighborhoods, is key to its future vibrancy and long-term economic viability. The previous analyses of growth trends as well as the general opportunities and constraints framework suggests a number of possible scenarios of growth and change in the future. Figure L-30 simulates some of the possibilities for future outcomes. These are not intended to be predictive but to be instructive. As a policy-making tool, the scenarios illustrate some of the key dynamics driving growth and change in the District.

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### Table L-7 Decision-Tree Description (Refer to Figure L-30)

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<td>Polycentric Scenario</td>
<td>Dense Centers Scenario</td>
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Land Use Scenarios

Scenario 1, the trend scenario, anticipates limited change in the urban development patterns. Small commercial nodes redevelop on major thoroughfares and at major intersections in the interior of the District to support the predominant residential use. Commercial nodes grow along I-10 and also appear on US 290 as its reconstruction is completed.

Scenario 2 anticipates the growth of large, independent, polycentric commercial nodes (i.e., the office parks on Clay) and postulates mobility improvements to Long Point and Gessner that reinforce these roadways as the primary north/south and east/west thoroughfares in the District.

Scenario 3 anticipates the development of major employment concentrations on the periphery of the District characterized by a wide mix of uses and built at very high densities. The eastern centers are served by high-capacity transit service with both local and intrastate connectivity. On the west, the Memorial City center expands north of I-10 into the District. Further to its north, and also situated on Gessner, is the US 290 employment center that develops as a result of the US 290 / Hempstead Corridor reconstruction.

As indicated in the diagrams on page 76, Scenarios 2 and 3 have some affinities based on the polycentric centers of Scenario 2 existing beside the much larger major employment concentrations illustrated in Scenario 3.
Finding opportunities to invest in areas of high priority particularly along Long Point will prove to maximize ROI for the District and developers while providing quality commercial activity for residents.
4.0 MOBILITY

4.0 INTRODUCTION + METHODOLOGY

4.1 EXISTING CONDITIONS
   4.1.1 STREETS AND ROADWAYS
   4.1.2 TRANSIT

4.2 KNOWN PROPOSED INTERVENTIONS
   4.2.1 STREETS AND ROADWAYS
   4.2.2 TRANSIT

4.3 FUTURE UNKNOWN AND RECOMMENDATIONS

4.4 STRATEGIES FOR THE FUTURE
INTRODUCTION

One of the attributes most frequently cited by residents as a strength of Spring Branch is its proximity to major regional employment, entertainment, and retail hubs. Memorial City and the Uptown/Galleria area are located just to the south across IH 10, and most of the District is within eight to ten miles of other major activity centers including Downtown Houston, the Texas Medical Center, Greenway Plaza, and the Energy Corridor. For the Spring Branch District to fully capitalize on its location, safe and convenient mobility options to these activity centers must be available. Improving circulation within the District is also important to allow residents and visitors to take advantage of all the available dining, retail, and recreational opportunities in Spring Branch. As the District continues to grow, new and innovative strategies will be required to strengthen these transportation connections.

Figure M-1: Spring Branch is proximate to many regional centers

Existing conditions along Long Point
METHODOLOGY

Mobility refers to one’s ability to move unimpeded. Addressing mobility issues requires an understanding of the patterns in which people and goods move around the region. For most people, the most frequently made trips are those between home and work. Figure M-2 shows where Spring Branch residents work. In addition to the District itself and nearby areas along US 290 and IH 10, major employment areas include Memorial City, CityCentre, Uptown, Downtown, Greenway Plaza, and the Texas Medical Center (TMC). Conversations with residents have indicated that these activity centers are also where they travel for many entertainment, cultural, retail, and social activities.

Figure M-2: People who Live in Spring Branch (Source: H-GAC)
Figure M-3 shows where people who work in Spring Branch live. The largest concentrations are within Spring Branch itself, indicating that many people both live and work within the District. The largest concentrations of employees from outside primarily come from areas north, south, and west of the District. Ensuring improved multimodal access to the places inside and outside the District to which Spring Branch residents and employees want to travel is the primary objective of the strategies discussed in this section.
Streets are central to mobility, whether it be by automobile, truck, transit, bike, or foot. A topic of great concern for many Spring Branch residents is the condition of the street pavement in the District. Figure M-4 shows the results of a comprehensive assessment of pavement condition conducted by the City of Houston Public Works and Engineering Department in 2011 using high-tech scanning equipment. While some streets have been improved or rebuilt since then and others may have deteriorated, this assessment generally demonstrates the suboptimal pavement conditions in the District. Some frequently mentioned streets in poor condition include Long Point and Campbell, shown above.
Figure M-4: 2010 Pavement Condition Assessment (Source: COH)
Spring Branch is currently experiencing redevelopment in many areas. This redevelopment is often occurring at higher density than the development it replaces, and as a result the number of residents and jobs in the District is projected to continue increasing. The Houston-Galveston Area Council (H-GAC) maintains a land use model that projects trends into the future, as seen in the changes between the existing land use (Figure L-2) and projected 2040 land use (Figure L-3). The model predicts an increase of over 85,000 residents and 70,000 jobs during this period, an increase likely to place additional demand on the transportation system in Spring Branch.

A significant amount of the projected growth is expected to be “Multiple Use,” which may include a mix of land uses in close proximity. This may support the need to provide increased multimodal connectivity within the study area as more destinations will be within walkable or bikable distance of one another.

<table>
<thead>
<tr>
<th>2010 Population:</th>
<th>105,292</th>
</tr>
</thead>
<tbody>
<tr>
<td>Projected 2040 Population:</td>
<td>192,318</td>
</tr>
<tr>
<td>Increase:</td>
<td>82%</td>
</tr>
<tr>
<td>2010 Jobs:</td>
<td>79,237</td>
</tr>
<tr>
<td>Projected 2040 Jobs:</td>
<td>151,407</td>
</tr>
<tr>
<td>Increase:</td>
<td>71%</td>
</tr>
</tbody>
</table>

Source: H-GAC
Traffic congestion is a concern of Spring Branch residents in light of the development they see occurring within the District, especially at major intersections and along major connections to the surrounding freeway system. Based on the land use projections, the regional travel demand model projects future roadway congestion. The model outputs for 2011 and 2040 can be seen in Figures M-5 and M-6. Higher volume per capacity ratios indicate greater likelihood of congestion occurring more often or more severely.
As expected, roadway volumes show increases. Among the north-south streets, which tend to have the highest traffic volumes in the area, Brittmoore, Campbell and Blalock see the largest projected volume increases. In the east-west direction, the largest increases are projected for Kempwood, Hammerly, and Long Point. Interestingly, the overall capacity constraints are not projected to significantly impact the overall congestion level. This is likely due to the improvements to US 290, the Hempstead Highway Corridor, and other Regional Transportation Plan projects assumed by the model. Targeted congestion mitigation projects will still be critical to area mobility particularly at key intersections and corridors.
4.1 EXISTING CONDITIONS

4.1.2 Transit

2012 Average Weekday Bus Boardings Within Spring Branch: 4,916

Percentage of Trips Internal to Spring Branch: 40-50%

Source: METRO 2014

Bus Route on Gessner Rd
LOCAL BUSES

Transit service within Spring Branch is provided by a network of local bus routes operated by the Metropolitan Transit Authority of Harris County (METRO). METRO also offers Park & Ride lots at West Little York, just north of the District, and Northwest Transit Center (TC), just to the southeast, with express bus service to major job centers.

Figure M-7 shows the existing local bus network in Spring Branch. All of the major east-west routes in the existing system funnel into Northwest TC. Existing north-south routes are along Gessner and Antoine-Hempstead-North Post Oak on the west and east ends of the District. Central Spring Branch has no routes offering north-south connectivity. In addition, many routes stop short of potential connections with others, limiting the ability for them to function as a network. The 45 Tidwell, for example, ends just short of Gessner where a connection to the 46 could offer access to Memorial City for customers from the northeast.

Spring Branch is well connected to Northwest TC, one of the largest hubs in the METRO bus system where local routes and peak hour express service to a variety of regional destinations are available. Memorial City, to the southwest, also offers a number of bus connections.

A key aspect of transit service is not just where it travels but when it is available. To show this, routes in Figures M-7 and M-8 are color coded by frequency, or how often buses run, during the weekday peak and midday periods, respectively. Frequency corresponds to usefulness, as a route with long waits between buses will not appeal to as many people as one that arrives often enough that a short wait is assured. Frequency and short waits also translate into convenient transfers between routes, multiplying the destinations available to a rider within a reasonable amount of time.

Existing routes within the District typically run every 30-60 minutes, relatively low frequencies, in the weekday midday period. This indicates that they may not be adequately serving the diversity of trip types necessary to make the system relevant to many people. During the weekday morning and afternoon peaks, frequency is increased on most routes. Buses on Gessner, Kempwood, Long Point, and Antoine run every 15 minutes or less, a level of service considered “high frequency” and limiting people’s need to consult the schedule to plan a trip. High frequency service is most likely to appeal to a wide variety of potential riders. When implemented in high-demand corridors, it generally achieves high ridership by attracting a diversity of people to transit.
4.1 EXISTING CONDITIONS

4.1.2 Transit

EXISTING LOCAL BUS NETWORK - WEEKDAY MIDDAY

Figure M-7: Weekday Midday Local Bus Frequency (Source: METRO)
EXISTING LOCAL BUS NETWORK - WEEKDAY AM & PM* PEAK PERIODS

Figure M-8: Weekday Peak Local Bus Frequency (Source: METRO)
* Varies by route but approximately (6-9am and 4-6pm)
The City of Houston maintains the Major Thoroughfare and Freeway Plan that sets out the planned alignment, right-of-way width and number of lanes for thoroughfares within the City. Figure M-9 shows planned right-of-way widths within Spring Branch and where widening and potential property acquisition will be necessary to achieve those widths. Figure M-9 also notes the planned number of lanes for each street after the name. Additional lanes are desired to add capacity along Campbell, Bingle, Tanner, Clay, and Hempstead, but most streets in the District are already as wide as the plan proposes. In many cases, right-of-way constraints and existing development make any further widening costly or impractical even if it were desired. Therefore, other mobility strategies beyond street widening will have to be employed going forward.
The City of Houston maintains a five-year list of upcoming infrastructure reconstruction projects across the city, some of which include street and drainage improvements in Spring Branch. Primary emphasis is placed on achieving a state of good repair.

Table M-1: Current and Recent Street-Related CIP Projects

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Est. Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tanner Road Paving: Gessner to Campbell</td>
<td>2015</td>
</tr>
<tr>
<td>NSR 465: Frontier, Tilson, Derrik area</td>
<td>2014</td>
</tr>
<tr>
<td>Kempwood Sidewalks: Hollister to Bingle</td>
<td>2013</td>
</tr>
<tr>
<td>Brittmooore Paving &amp; Drainage: Hammerly to Clay</td>
<td>2014</td>
</tr>
<tr>
<td>Long Point Paving &amp; Drainage: Pech to Hollister</td>
<td>2014</td>
</tr>
<tr>
<td>Long Point Overlay: Gessner to Hempstead</td>
<td>2014</td>
</tr>
<tr>
<td>NSR 449: Shady Villa, Glosridge, Larston areas</td>
<td>2014</td>
</tr>
<tr>
<td>Gessner Paving &amp; Drainage: Long Point to Neuns</td>
<td>2016</td>
</tr>
<tr>
<td>NSR 435A: Stebbins area</td>
<td>2013</td>
</tr>
<tr>
<td>NSR 456: Mapleton area</td>
<td>2015</td>
</tr>
<tr>
<td>Storm Drainage System: Binglewood</td>
<td>2016</td>
</tr>
<tr>
<td>Drainage and Paving: Spring Shadows (North)</td>
<td>2017</td>
</tr>
<tr>
<td>Wirt Road Drainage and Paving: I-10 to Long Point</td>
<td>2015</td>
</tr>
<tr>
<td>WMR: Spring Shadows, Witte, Peppermill areas</td>
<td>Not Available</td>
</tr>
</tbody>
</table>

NSR: Neighborhood Street Reconstruction
WMR: Water Main Replacement
Note: Intended for general reference only. List may not be complete.
Refer to City of Houston published CIP documents for complete project information.
Source: City of Houston Capital Improvement Program 2014-2018 and 2013-2017
Table M-1: Current and Recent Street-Related CIP Projects
In Fall, 2013, Houston Mayor Annise Parker signed an executive order directing city departments to develop a Complete Streets and Transportation Plan. The idea behind complete streets is that the design of public roadways should take into account all users, including those driving or riding in cars, accessing transit, riding bicycles, using wheelchairs, and walking. While city policies and procedures are still being updated to reflect this order, it seems clear that a larger toolbox of context-sensitive street treatments is likely to be employed in the design of future street projects. This change of approach will support many of the goals that residents of Spring Branch have indicated they would like to see in the District. As a stakeholder in future Spring Branch projects, the Spring Branch Management District will have the opportunity to advocate for street designs that advance the community’s mobility goals.
METRO TRANSIT SYSTEM REIMAGINING PROJECT

METRO has undertaken a project to “Reimagine” its transit network and the way local buses serve the region. Based on goals set forth by the METRO Board of Directors after an extensive stakeholder and public input process, a Draft Reimagined Network Plan has been developed and released for public comment. The Reimagined Network as proposed for Spring Branch is shown in Figure M-11. Frequent service, with buses running every 15 minutes or less all day, every day, is proposed for Gessner, Tidwell, Long Point, and Antoine. Kempwood sees 15 minute service during peak hours and service every 30 minutes other times. Westview, Hammerly, and Clay see service every 30 to 60 minutes. Routes are straighter and better connected, closing many of the missing links in the northern part of the district. The frequent Long Point and Gessner routes connect to Memorial City, and the Kempwood and Clay routes connect to the METRORail Red Line at Northline TC. Northwest TC is an even more significant hub in the Reimagined Network, and Spring Branch is connected to it by a number of routes.

While this plan represents a massive improvement over the existing network, and also includes significant improvement to service on weekends, a route providing north-south connectivity through central Spring Branch has not been proposed for the initial rollout. Route(s) on Blalock, Bingle, and/or Wirt could provide this important link for trips within the District.
Currently in design for the Uptown Houston Management District is a project to rebuild Post Oak Boulevard with center-running, dedicated bus lanes. This project promises to create a Rapid Bus Transit corridor between Northwest Transit Center and a new Bellaire Uptown Transit Center at Westpark Drive via Post Oak Boulevard through the heart of the Uptown/Galleria area. As Northwest TC is well connected to Spring Branch, this corridor will provide residents with a fast, frequent link to the employment and other opportunities available in Uptown.

There is potential to consider a future extension of the line beyond the initial corridor for the purpose of connecting to some of the major routes serving northwest Houston. An extension north to the Northwest Mall could create opportunities to better connect Spring Branch to a variety of destinations. It would obviate the need to bring so many routes into Northwest TC, allowing them to serve other destinations instead. For example, a Long Point-Cavalcade route linking the Bus Lanes to METRORail could be envisioned. The extension has the potential to create transit-oriented development opportunities in the eastern portion of Spring Branch.
HIGH SPEED RAIL

The Hempstead Highway corridor and the parallel Union Pacific Railroad tracks have long been considered a likely location for future rail transit. Past studies by METRO, H-GAC, and the Gulf Coast Rail District have examined commuter rail concepts. Due to the cost and difficulty involved in gaining Downtown access for commuter trains, no commuter rail proposals have moved beyond the preliminary planning phase.

Most recently, a private organization known as Texas Central Railway has announced intentions to build a 200mph high speed rail line between Houston and Dallas. The potential alignments under consideration are shown at right and among them is the Hempstead corridor.

In any future rail transit project involving the Hempstead Corridor, the area around Northwest Mall is likely to become an important hub to provide connections to Uptown and Greenway Plaza. Such a hub would drive redevelopment in the adjoining section of Spring Branch, creating the opportunity for an urban center built around the rail station and the statewide connectivity it would provide.
4.4 STRATEGIES FOR THE FUTURE

STREET GRID CONNECTIVITY

While the City of Houston’s Major Thoroughfare Plan lays out a path for a strong street grid network of arterial streets planned for the Spring Branch area, many gaps and barriers remain. A full grid would provide travelers multiple choices when selecting routes to their destinations. A disconnected street grid forces all traffic, even for local trips, onto a few major thoroughfares, exacerbating congestion issues. Major barriers to completing the street grid include the rail corridor along Hempstead Highway where several major road have gaps.

Utility corridors such as the Centerpoint easement also form barriers. Opportunities exist in Spring Branch to connect local and collector streets and relieve some pressure on the busiest intersections and roadway corridors. Possible connections include:

- Silber at Hempstead
- Tidwell/Tanner at Hempstead (under construction)
- Knoll at Hammerly
- Lavern at Hammerly
- Rosefield at Kempwood
- Numerous streets at Centerpoint easement

<table>
<thead>
<tr>
<th>Name</th>
<th>ROW Width</th>
<th>Number of Lanes</th>
<th>Lane Width</th>
<th>Median Trees</th>
<th>Median Tree Species</th>
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</thead>
<tbody>
<tr>
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<td>80</td>
<td>4</td>
<td>10</td>
<td>Yes</td>
<td>Crape Myrtle + Oak</td>
</tr>
<tr>
<td>Bingle Rd</td>
<td>100</td>
<td>6</td>
<td>11</td>
<td>Yes</td>
<td>Live Oak + Pine</td>
</tr>
<tr>
<td>Blalock Rd</td>
<td>100</td>
<td>4</td>
<td>12</td>
<td>Yes</td>
<td>Crape Myrtle + Live Oak + Bold Cypress</td>
</tr>
<tr>
<td>Brittmoore Rd</td>
<td>80</td>
<td>4</td>
<td>11</td>
<td>Turning Lane</td>
<td></td>
</tr>
<tr>
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<td>80</td>
<td>4</td>
<td>14</td>
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</tr>
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<td>12</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Clay Rd</td>
<td>100</td>
<td>4</td>
<td>10</td>
<td>Yes</td>
<td>Red Maple + Water Oak + Pine</td>
</tr>
<tr>
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<td>11</td>
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<tr>
<td>Hammerly Blvd</td>
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</tr>
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<tr>
<td>Kempwood Dr</td>
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<td>4</td>
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<tr>
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<td>12</td>
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<td>N. Post Oak Rd</td>
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<td>Pinemont</td>
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<td>3</td>
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<td></td>
</tr>
<tr>
<td>Silber</td>
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<td></td>
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<tr>
<td>W. Tidwell Rd</td>
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<td>12</td>
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<td>Westview Drive</td>
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<td>Westview Drive</td>
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<tr>
<td>Westview Drive</td>
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<td>Wirt Rd</td>
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<td>Witte Rd</td>
<td>60</td>
<td>2</td>
<td>11</td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>

Table M-2: Street Inventory (Source: SWA Group)
INTERSECTION IMPROVEMENTS NEAR FREEWAY

Street intersections where major thoroughfares meet freeways serve as gateways into the District for all kinds of traffic. They also can be difficult to cross on a bike or on foot and will experience traffic increases as a result of recent and ongoing freeway widening projects and new development. Targeted improvements to these intersections to improve traffic flow, transit priority, and pedestrian and bicycle accommodations could improve access to Spring Branch while offering an opportunity to add aesthetic and safety treatments that enhance the District’s brand.

The accompanying chart has been developed to provide a detailed inventory of the 25 major arterial roads running through the District. As Spring Branch continues to make improvements on these streets, this baseline will continue to be a quick reference for improvement proposals. The information should be updated periodically to show the most recent changes.
Many of the thoroughfare and collectors streets in Spring Branch have aging infrastructure and poor pavement conditions. In many cases roadways have been built without sidewalks and pedestrians have worn “desire paths” through walking along the roadside. With the ReBuild Houston program reaching levels of funding that allow many more streets to be in design and under construction, there is an opportunity for Spring Branch to see significant improvements. While ReBuild Houston is developed on the basis of need, the current conditions of several corridors should meet the City’s prioritization requirements including pavement quality, drainage needs and other factors like transit needs and reported issues such as 311 notifications. When reconstructed, these corridors should be developed with sufficient capacity, both for mobility and drainage, and multi-modal considerations to align with community goals. Well designed, attractive roads will support the level and quality of development Spring Branch is seeking.

Based on stakeholder feedback, field observations, and the roadway assessment by the City of Houston several corridors are priority candidates for reconstruction:

- Long Point Boulevard
- Campbell Road
- Hollister Road
- Silber Road
TRANSIT CORRIDOR STREET DESIGNATION

Gray Street (left) and Bagby Street (right) are examples of recently-improved sidewalks that provide wide pathways and tree shade, adding value to nearby neighborhoods and bettering the overall pedestrian network near downtown.

In 2009, the Houston City Council adopted an ordinance designating a new type of street to be used in thoroughfare planning, the Transit Corridor Street. By allowing smaller setbacks from the right-of-way line and providing for an enhanced pedestrian realm, the ordinance aims to create pleasant avenues to access transit. Except on Transit Corridor streets or with a variance, buildings must be set back from the right-of-way line as much as 25 feet, with certain exceptions. When that space in front of the building is used for parking, the street is typically less pleasant and engaging for pedestrians, as can be seen along Long Point today.

The Transit Corridor Ordinance is currently designated specifically for streets with fixed guideway transit, meaning light rail or bus rapid transit, but has the potential to be expanded to include streets with high-frequency bus service. Streets within Spring Branch that are proposed to have high-frequency bus service under METRO’s Reimagined Network, including Long Point, Gessner, and North Post Oak, may be potential corridors where new standards such as a transit corridor could help support new development.
The existing and proposed bus network in Spring Branch is primarily oriented in the east-west direction. A frequent north-south bus route through the middle of the District would enhance connectivity and enable east-west trips within Spring Branch to be made more easily. There are several alignments that may be worth exploring for this connection. A Bingle route could connect south to the neighborhoods in Southwest Houston where we know a number of Spring Branch employees reside. This route would likely cross through Spring Valley which will require coordination and may limit overall route productivity. There may also be an opportunity to extend a Chimney Rock route north through Spring Branch using a combination of Wirt Road and Bingle Road to connect to the highest density areas.

One way to leverage investments in transit, parks, and business districts is to improve bicycle and pedestrian access to those amenities. Bicycles can expand the service area of transit, making services accessible to locations without it. Businesses can benefit from walking and cycling access as it frees up their parking. For residents, attractive mobility options reduce traffic concerns. Other districts in the city have had great success winning grants for projects that enhance bicycle and pedestrian access to transit. Walking and biking conditions in Spring Branch can certainly be improved, making this a strategy worth exploring.

Also by making bicycle connections to transit easier, safer and more attractive, people’s ability to access more places in a reasonable amount of time is enhanced. Key locations that would benefit from this type of focus include Northwest TC, access to Gessner and Long Point, Northwest Mall and the area near Clay road and the Beltway where many connections may be possible.
By combining some of the aforementioned interventions and strategies, concepts for projects that enhance the Spring Branch community can be created.

The illustrations at left show how Long Point could be transformed based on the Complete Streets policy and Transit Corridor ordinance. A through lane in each direction provides for vehicle traffic with left turn lanes as appropriate to avoid blockage due to turning vehicles. Bike lanes make cycling a safe, attractive option for residents. Wide sidewalks with landscaping make strolling along the storefronts and shopping at local businesses an enjoyable experience. Attractive bus shelters make the short wait for METRO’s frequent bus service even more pleasant.

This is a different approach to roadway design that may require in-depth conversations with area residents and businesses, but in many locations it is this type of approach that supports the long term economic development, livability, and durability of a neighborhood.

The City’s “Complete Streets” initiative seeks to incorporate many of the principles that promote multimodality of local streets so that pedestrians, bicyclists and motor vehicles can all share the public ROW in a manner that is convenient and safe.
5.0 PUBLIC REALM

5.0 INTRODUCTION + METHODOLOGY

5.1 PARKS
5.1.1 EXISTING CONDITIONS
5.1.2 STRATEGIES FOR THE FUTURE

5.2 OFF-STREET TRAILS [OFF-STREET TRAILS + TRIBUTARIES + CENTERPOINT EASEMENT]
5.2.1 EXISTING CONDITIONS
5.2.2 STRATEGIES FOR THE FUTURE

5.3 ON-STREET BIKE LANES
5.3.1 EXISTING CONDITIONS

5.4 ESPLANADES + SIDEWALKS
5.4.1 EXISTING CONDITIONS

5.5 PROPOSED PUBLIC REALM PLAN
5.5.1 DISTRICT + REGIONAL CONNECTIVITY
INTRODUCTION

Spring Branch has significant opportunities to expand and enhance its public realm. The “public realm” is defined as any public-owned or public-accessed property, right-of-way, or easement. It includes dedicated park lands, on-street and off-street bikeways and multi-use trails, recreational easements, sidewalks, and street esplanades. The continuity and connectedness of the public realm in a community is an important indicator of quality of life. Great public realms define where people desire to work and live. As a key corollary, they drive economic value by increasing property values, health and environmental quality and social cohesion.
METHODOLOGY

The key components of Spring Branch’s public realm are its parks and connecting networks of bike ways and multi-use trails. In the following pages, these existing park and connection networks are assessed for their adequacy based on industry standards and other empirical metrics. Where inadequacies exist, strategies are proposed to provide connected park space that creates a complete public realm for a dynamic Spring Branch community, today and in the future.

The details relating to the implementation of the recommended strategies for the Public Realm can be found in “Section 6 Implementation.”

Illustration P1: Public Realm Networks
PARKS ARE PLACES OF RECREATIONAL ACTIVITY WHICH, IN SPRING BRANCH, MAY BE REMOTE AND HAVE INADEQUATE CONNECTIVITY BY TRAILS, BIKE LANES OR SIDEWALKS.

While Spring Branch has numerous public parks, their number, size and distribution are not adequate. There are also many SPARK Parks, which make an important contribution to available park space in the community and provide a better distribution for more convenient access.

COUNTY PARKS - There are eight county parks in the District, three of which are in Harris County Precinct 3 and five of which are in Precinct 4.

CITY PARKS - The Houston Parks and Recreational Department operates municipal parks within Spring Branch. Notable parks include Agnes Moffit, Carverdale, Freed, Haden and Schwartz Park.

GOLF COURSE - The only golf course located in the District is the Pine Crest Golf Course. Although considered open space as a land use, it is under private control and is subject to redevelopment to another land use.

SPARK PARKS - SPARK Parks are a valuable community program that helps transform school playgrounds and/or sportfields into community space that is open to the public after school hours in order to maximize usable park space.

There are a total of 32 parks in Spring Branch, of which 8 are county parks, 11 are city parks, and 13 are part of the SPARK Park program.

Source: SWA
### PARK SPACE CLASSIFICATION STANDARDS

<table>
<thead>
<tr>
<th>CLASSIFICATIONS</th>
<th>TYPICAL DEVELOPMENT</th>
<th>SERVICE AREA (sq mi) + POPULATION SERVED</th>
<th>STANDARD SIZE</th>
<th>NATIONAL GUIDELINE SERVICE LL</th>
<th>RECOMMENDED HPARD STANDARD</th>
<th>PARK NAMES</th>
<th>SERVICE AREA</th>
</tr>
</thead>
<tbody>
<tr>
<td>I Pocket Parks</td>
<td>Parks, which are considered mini-parks, frequently created on a single vacant lot or small, irregular pieces of land.</td>
<td></td>
<td>1/4-mile Radius Serves 500-3,000 people</td>
<td>Less than 1 Acre</td>
<td>1.25 Acre/1000 people</td>
<td>Independence Park, Woodlawn, Moritz Pech Family Park, Bracher Park, Creek Drive Park, Gessner Pocket Park</td>
<td>0.25 MI</td>
</tr>
<tr>
<td></td>
<td>Small Playgrounds, Picnic Tables, Site Furnishings, plantings. (Parking for maintenance only)</td>
<td></td>
<td>1/4-mile Radius Serves 500-3,000 people</td>
<td>Less than 1 Acre</td>
<td>1.25 Acre/1000 people</td>
<td>Independence Park, Woodlawn, Moritz Pech Family Park, Bracher Park, Creek Drive Park, Gessner Pocket Park</td>
<td>0.50 MI</td>
</tr>
<tr>
<td>II Neighborhood Parks</td>
<td>Parks that may range up to 20 acres and serve as a recreational and social space for neighborhoods. They are an integral and basic entity of a community.</td>
<td></td>
<td>1/2-mile Radius Serves 3,000 to 10,000 people</td>
<td>1 Acre to 15 Acres</td>
<td>2.5 Acre/1000 people</td>
<td>Agnes Moffett Park, Nob Hill Park, Carverdale Park, Freshmeadow Park, Binglewood Park, Glenmore Forest Park</td>
<td>1.0 MI</td>
</tr>
<tr>
<td></td>
<td>Open Space, natural habitat, walk trails, multi-use courts, sports fields and covered picnic shelters, in addition to pocket park programs mentioned above. (On-street and maintenance parking)</td>
<td></td>
<td>1/2-mile Radius Serves 3,000 to 10,000 people</td>
<td>1 Acre to 15 Acres</td>
<td>2.5 Acre/1000 people</td>
<td>Agnes Moffett Park, Nob Hill Park, Carverdale Park, Freshmeadow Park, Binglewood Park, Glenmore Forest Park</td>
<td>1.0 MI</td>
</tr>
<tr>
<td>III Community Parks</td>
<td>Community parks are larger in size and usually serve several adjoining neighborhoods. Surrounding uses should be predominately single or multi-family residential while park visibility is clear.</td>
<td></td>
<td>1-mile to 5-mile Radius Serves 10,000 to 50,000 people</td>
<td>16 Acre to 150 Acres</td>
<td>5 Acre/1000 people</td>
<td>Haden Park, Schwartz Park, Freed Park</td>
<td>1.0 MI</td>
</tr>
<tr>
<td></td>
<td>Playground, multi-use courts, trails, group picnic, open space and natural habitat, practice/game lights, site furniture and plantings.</td>
<td></td>
<td>1-mile to 5-mile Radius Serves 10,000 to 50,000 people</td>
<td>16 Acre to 150 Acres</td>
<td>5 Acre/1000 people</td>
<td>Haden Park, Schwartz Park, Freed Park</td>
<td>1.0 MI</td>
</tr>
<tr>
<td>IV SPARK Parks</td>
<td>SPARK Parks are developed as a way to increase park space in Houston by utilizing public school grounds into neighborhood parks after school hours. (In this case, SPARK Parks are considered part of the Neighborhood Parks category)</td>
<td></td>
<td>1/2-mile Radius Serves 3,000 to 10,000 people</td>
<td>1 Acre to 15 Acres</td>
<td>2.5 Acre/1000 people</td>
<td>Terrace Elementary, Spring Shadow Elementary, Buffalo Creek Elementary, Holibrook Elementary, Edgewood Elementary, Cedarbrook Elementary, Ridgecrest Elementary, Valley Oaks Elementary, Woodview Elementary, Shadow Oaks Elementary, Springwood Middle School, Pine Shadows Elementary, Treasure Forest Elementary</td>
<td>0.50 MI</td>
</tr>
</tbody>
</table>

Table P-1 (Refer to Figure P-3, Figure P-4 and Figure P-5 for Service Area Diagram) (Source: SWA)
5.1 PARKS

5.1.1 Existing Conditions

EXISTING PARK LOCATIONS (CITY/ COUNTY)

Figure P-1 (Source: COH)
EXISTING SCHOOLS WITH A SPARK PROGRAM *

Figure P-2 (Source: COH)
5.1 PARKS

5.1.1 Existing Conditions

PARK SERVICE AREAS

Figure P-3 (Source: SWA)
The park service radii is dependent on park typologies designated by the Houston Parks and Recreational Department. Pocket Parks allocate 1/4-mile radius for service areas while neighborhood parks and community parks allocate 1/2-mile radius and 1-mile radius, respectively.

In analyzing areas of deficient park services, there are clear inadequacies in the northwest corner at Beltway-8, south central Spring Branch and the southeast section.

Providing strategies to reduce the gap of neighborhoods not served by the parks requires analyzing and tapping into existing assets and later, if needed, acquiring new pieces to add to the open space network.

It is important to note that all parks shown in Figure P-1 (Existing Park Locations) are existing parks and are assumed to meet all requirements as fully functional parks.

- **Total Park Acreage:** 280
- **Total # of Parks:** 32
- **Total SPARK parks:** 13
- **Population served by Park 1/4-mile buffer:** 68%

* Based on 2010 Population Census
5.1 PARKS

5.1.2 Strategies for the Future

STRATEGY 1: FUTURE SPARK PARK COVERAGE

- Strategy 1 is to consider all elementary schools as potential SPARK parks.
- In Figure P-5, all elementary schools not presently under the SPARK Parks program are considered for future park space. It is evident that although there is some service coverage in the south central quadrant with potential SPARK parks, Spring Branch is still lacking substantial areas in its west and southeast quadrants.

<table>
<thead>
<tr>
<th>CLASSIFICATIONS</th>
<th>SPRING BRANCH PARK TOTAL</th>
<th>RECOMMENDED HPARD STANDARD</th>
<th>ABOVE (+)/BELOW (-) STANDARDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>I Pocket Parks</td>
<td>.025 Acre/1000 people</td>
<td>.005 Acre/1000 people</td>
<td>+.02 Acre/1000 people</td>
</tr>
<tr>
<td>II Neighborhood Parks</td>
<td>.41 Acre/1000 people</td>
<td>1.0 Acre/1000 people</td>
<td>-.59 Acre/1000 people</td>
</tr>
<tr>
<td>III Community Parks</td>
<td>.47 Acre/1000 people</td>
<td>1.5 Acre/1000 people</td>
<td>-1.03 Acre/1000 people</td>
</tr>
<tr>
<td>IV SPARK Parks</td>
<td>1.44 Acre/1000 people</td>
<td>1.0 Acre/1000 people</td>
<td>+.44 Acre/1000 people</td>
</tr>
<tr>
<td>IV Future SPARK Parks</td>
<td>2.89 Acre/1000 people</td>
<td>1.0 Acre/1000 people</td>
<td>+1.89 Acre/1000 people</td>
</tr>
<tr>
<td>II+III New Park Acquisition</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>II New Neighborhood Parks (2)</td>
<td>.57 Acre/1000 people</td>
<td>1.0 Acre/1000 people</td>
<td>-.43 Acre/1000 people</td>
</tr>
<tr>
<td>III Community Park (1)</td>
<td>1.6 Acre/1000 people</td>
<td>1.5 Acre/1000 people</td>
<td>+.57 Acre/1000 people</td>
</tr>
</tbody>
</table>

Table P-2: Recommended HPARD Standards within Spring Branch
(Source: Houston Parks and Recreation Department - HPARD)
STRATEGY 2: ACQUISITION OF LAND FOR NEW PARKS

- Strategy 2 calls for the acquisition of new park lands in locations where SPARK parks cannot satisfy the indicated deficiencies.
- The need for a new community park and neighborhood park is indicated in the northwest quadrant and another community park in the southeast quadrant (Figure P-5). There are two potential methods for achieving Strategy 2. The first method (Figure P-6) proposes opportunistic, short-term acquisitions of appropriate, undeveloped or under-developed properties. The second method, also opportunistic but probably medium-term to long-term, is a public/private partnership with private real estate developers to create new, needed public park space co-located with and built in conjunction with new development projects.
- Even though existing pocket parks and neighborhood parks exceed HPARD standards (when SPARK parks are included), eventually there will be a real need for new, dedicated community parks. As new park lands are added, it will be important to perform a comprehensive assessment of all the parks in the District to insure that they are performing as an integrated, complimentary park system.
5.2 OFF-STREET TRAILS + TRIBUTARIES + CENTERPOINT EASEMENT

5.2.1 Existing Conditions

TRAILS, TRIBUTARIES + EASEMENTS AS CONNECTIONS

WITHOUT GREAT PARK AND OPEN SPACE CONNECTIVITY, A COMPLETE, AESTHETIC AND FUNCTIONAL PUBLIC REALM IS NOT ACHIEVABLE.

A “connected” public realm enhances the value of park space by providing a community the means of convenient access to a larger, natural environment. These connections come in the form of off-street trails and on-street bikeway and adjacent sidewalks. The primary connections are off-street trails, whether existing or proposed. These include trails along bayou tributaries and other easements such as those occupied by Centerpoint power lines.

Off-street trails are often an extension of the open space and can function as linear park space. They provide a dedicated pedestrian way free and safe from vehicular traffic. The secondary connections are provided by networks located in the street right-of-way and include on-street bikeways and sidewalks.

TRIBUTARIES
Building tributary corridors as multi-functional open space, ecological layers and drainage ways contributes to the open space system. It is particularly conducive for tributary easements to provide an alternative, convenient network of off-street trails to encourage Spring Branch residents to take trails and to connect to park destinations.

CENTERPOINT EASEMENTS
A 6-mile long Centerpoint easement traverses the District. It currently has a hike and bike trail along a very small portion that is about 0.68 miles long.
LOCATION OF EXISTING TRAILS

Figure P6

- The current linkages to the park system are deficient. There are inadequate easement connections. The only usable trail within Spring Branch is the Precinct 4 Spring Branch Hike and Bike Trail located on a Centerpoint easement.
5.2 OFF-STREET TRAILS + TRIBUTARIES + CENTERPOINT EASEMENT

5.2.2 Strategies for the Future

POTENTIAL TRAILS: 1/4-MILE BUFFER ZONE FOR POTENTIAL TRAILS ON EXISTING EASEMENTS

Figure P-7 illustrates 1/4-mile buffer for easements, providing neighborhoods with proximate, convenient access.

Potential Off-street Trail Length: 38 MI
Potential Population Served: 89% 113,800

* Based on 2030 Population Projection
Strategies to construct an off-street trail network will depend on the trail type. The trail network on the CenterPoint easement has already been started by Precinct 4. Its shortness in length belies the importance it has in being in place and open to the public. Building on this fact should be a priority for the District. For the trail network on bayou tributaries, an opportunistic approach is the most practical. As and where drainage improvements are made to tributaries in Spring Branch, the District should actively pursue partnerships with HCFCD to make trails an integral part of those improvements. Additionally, where there are opportunities to complete a local network connection, both off-street and on-street, the District should exert its leadership to see that the linking tributary trail is constructed, hereby completing the local network.

Utilizing all existing tributary easements and Centerpoint easement (except those on private residential properties) for trails to connect existing off-street trails will start to formulate an integrated open space system, with priority given to section ‘A’ indicated on Figure P-8 where the easement links three parks.

According to Figure P-7, there are many parks that fall within the 1/4-mile buffer, particularly, along the Centerpoint easement.

The areas lacking any linkages to the existing park network are indicated in the north along Tanner Road, Hammerly Boulevard, as well as some isolated parks along Gessner Road.

<table>
<thead>
<tr>
<th>NATIONAL GUIDELINE SERVICE LEVEL</th>
<th>RECOMMENDED HPARD STANDAR</th>
<th>S.B. DISTRICT CURRENT EASEMENT TOTAL</th>
<th>ALL CURRENT EASEMENTS AS FUTURE USE</th>
<th>ABOVE (+)/ BELOW (-) STANDARDS</th>
</tr>
</thead>
<tbody>
<tr>
<td>8 Acre/1000 people</td>
<td>1 Acre/1000 people</td>
<td>.10 Acre/1000 people</td>
<td>1.72 Acre/1000 people</td>
<td>+1.62 Acre/1000 people</td>
</tr>
</tbody>
</table>

Table P-4 (Source: SWA)
A “CONNECTED” PUBLIC REALM LEVERAGES ALL THE PARK AND OPEN SPACE ASSETS OF THE COMMUNITY. CONNECTIVITY DRIVES USAGE BY PEOPLE AND THEREFORE VALUE TO THE COMMUNITY. ON-STREET BIKEWAYS ARE KEY TO THE PRIMARY CONNECTIVITY NETWORK.

DESIGNATED BIKE LANES
The City of Houston offers an interconnected bikeway network including bike lanes, bike routes, shared lanes, and other urban multi-use paths across the City. Many of the routes run through the Spring Branch District and the City is continuing to expand them. For example, the pavement markings along Antoine are being revised to provide a 14 foot-wide outside lane.

STREET R.O.W. CONDITIONS + PUBLIC SAFETY
The conditions of many of the bike routes, however, either need to be widened or improved with clear crossings for bicyclist and pedestrian safety.
EXISTING BIKE LANES AND TRAILS

Shared Use Lane – a roadway that is open to both bicycle and motor vehicle travel

On-Street Bike Lane – A portion of a roadway that has been designated for preferential or exclusive use by bicyclists by pavement markings and, if used, signs

Signed Bike Route – a route for bicycles that has been designated by signs on a roadway open to both bicycle and motor vehicle travel

Off-street Trail – a bikeway outside the travelled way and physically separated from motor vehicle traffic

Legend
- SB Management District
- Shared Use Lane
- On-Street Bike Lane
- Signed Bike Route
- Off-Street Trails
- Centerpoint Easement

Figure P-9 (Source: City of Houston)
5.3 ON-STREET BIKE LANES

5.3.1 Existing Conditions

EXISTING ON-STREET BIKE LANES

- The current on-street networks have the potential to benefit from wider rights-of-way and, ultimately wider bike lanes. The current conditions lack safety alongside oncoming traffic and often discourage safe bike trail usage.

Figure P-10 (Source: SWA)

Legend
- SB Management District
- On-Street Bike Lane with 1/4-mile Buffer
- Signed Bike Route with 1/4-mile Buffer
- Shared Use Lane with 1/4-mile Buffer

Total On-Street Bike Trail Length: 32 MI
Population Served by 1/4-mile buffer: 77%
* Based on 2010 Population Census

Existing road conditions and bike lane on Clay Rd.
EXISTING BIKE LANES + TRAILS

Figure P-11 illustrates 1/4-mile buffer for easements and on-street bike routes, providing neighborhoods with proximate, convenient access.

Total Bike Lane + Trail Length: 70 MI
Potential Population Served: 127,850
* Based on 2030 Projected Population
ESPLANADES AND SIDEWALKS ARE A CRITICAL PART OF THE PUBLIC REALM INVENTORY. ESPLANADE BEAUTIFICATION IS AN IMPORTANT PART OF MAINTAINING DISTRICT IDENTITY AND CHARACTER. ESPLANADES ARE ALSO POTENTIAL PUBLIC SPACE THAT MAY BE APPROPRIATED FOR OTHER PUBLIC USES SUCH AS SIDEWALKS AND / OR ON-STREET BIKE FACILITIES. OFTEN SIDEWALKS ARE THE PRIMARY MEANS OF PEDESTRIAN CONNECTIVITY TO IMPORTANT ACTIVITIES AND DESTINATIONS - WORK, SHOPPING, WORSHIP, AND RECREATION.

Street pavement beautification at the intersection of Long Point and Wirt

There are currently 3.1 miles of Adopt-an-Esplanade projects currently active within Spring Branch.

Source: SWA
EXISTING ESPLANADE LOCATIONS

Figure P-12 (Source: SBMD and SWA)
**5.4 ESPLANADES + SIDEWALKS**

**5.4.1 Existing Conditions**

**EXISTING STREETS WITH SIDEWALKS**

- Beautification of esplanades are currently underway in many parts of Spring Branch. Figure P-13 shows medians located along major roads, which, are maintained by the District as part of building district identity. Blalock Road and Wirt Road and major intersections along these roads are inclusive of the current esplanade projects. It will be especially important to expand esplanade improvements along major bike routes, particularly on east-west connections such as Clay Road.

- In evaluating right-of-way conditions, major thoroughfares may also require improved sidewalks for pedestrians. Spring Branch currently has sidewalks along most arterial roads except for Hempstead.

**ADOPT-AN-ESPLANADE + BEAUTIFICATION PROJECTS**

Spring Branch Management District has placed a priority for esplanade beautification and maintenance, monumentation, wall design, and waste management improvements. Altogether, 2,700 signs have been removed, 63 bridges have been repaired, and waterline replacements have resulted in a 13% decrease in water-related complaints.

**STREET R.O.W. CONDITIONS**

Although there are significant upgrades in the District, existing sidewalks necessitate widening and re-paving to promote walkable neighborhoods.

---

**Legend**

- SB Management District
- Major Thoroughfares with Sidewalks

**Figure P-13 (Source: SWA)**

<table>
<thead>
<tr>
<th>Total Esplanade Length:</th>
<th>47 MI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Sidewalk Length:</td>
<td>117 MI</td>
</tr>
</tbody>
</table>

Source: SWA
1-4-MILE BUFFER ZONE FOR ALL SIDEWALKS + POTENTIAL AREAS OF CONNECTION

Legend
- SB Management District
- Sidewalk with 1/4-mile Buffer
- Off-Street bike with 1/4-mile Buffer
- On-Street bike with 1/4-mile Buffer
- MTHF with Esplanade
- SPARK Parks
- All Public Parks

Off-street Bike Trail—A bikeway outside the travelled way and physically separated from motor vehicle traffic.

On-Street Bike Trail—A portion of a roadway that has been designated for preferential or exclusive use by bicyclists by pavement markings and, if used, signs.

Figure P-14 (Source: SWA)
5.5 PROPOSED PUBLIC REALM PLAN

5.5.1 District + Regional Connectivity

DISTRICT CONNECTIVITY

Linkages and connections promote a high quality of life by providing an alternative means of transportation for Spring Branch residents via pedestrian trails, sidewalks, and bikeways. When locating and developing important public realm destinations, interconnectivity within the District is key for multiple users to have the flexibility to get from point A to point B safely and conveniently.
As significant as connections within the District are, regional connectivity is crucial between Spring Branch and other destinations and points-of-interests such as employment centers, commercial areas, and valued recreational spots.
6.0 IMPLEMENTATION

6.0 INTRODUCTION + METHODOLOGY

6.1 ACTION PRIORITY

6.1.1 INFRASTRUCTURE IMPROVEMENTS
6.1.2 COMMUNITY STABILIZATION + ENHANCEMENT
6.1.3 ECONOMIC DEVELOPMENT TOOLS
6.1.4 LONG POINT CORRIDOR TRANSFORMATION
6.1.5 STREET NETWORK MULTI-MODAL DESIGN + CAPACITY
6.1.6 TRANSIT
6.1.7 BIKEWAYS
6.1.8 PARKS + TRAILS

6.2 IMPLEMENTATION STEPS

6.2.1 INFRASTRUCTURE IMPROVEMENTS
6.2.2 COMMUNITY STABILIZATION + ENHANCEMENT
6.2.3 ECONOMIC DEVELOPMENT TOOLS
6.2.4 LONG POINT CORRIDOR TRANSFORMATION
6.2.5 STREET NETWORK MULTI-MODAL DESIGN + CAPACITY
6.2.6 TRANSIT
6.2.7 BIKEWAYS
6.2.8 PARKS + TRAILS
INTRODUCTION

The introduction to this report stated that the Comprehensive Plan’s primary purpose is to provide a blueprint for action. The Spring Branch Management District occupies a unique position to promote, preserve, protect and enhance the assets of the District through insight and forethought. This is also its primary role and responsibility. As the stewards and advocates for Spring Branch, the District possesses the means, the opportunity and the ability to leverage its resources (economic, social and political) to cause positive change in Spring Branch.

This final section identifies the priorities that have been identified for immediate action. While long-term and short-term opportunities have been relayed throughout previous sections, the implementation section seeks to provide a set of actions with specific steps for focused action by the District over the next five years. Longer term projects are indeterminate and are highly dependent on near-term achievements. These projects will be identified and described in future updates to the Comprehensive Plan.

The priority actions are founded on the market dynamics that are and will continue to shape Spring Branch. More importantly, the priority actions recognize the realities of the broader circumstances the District operates within every day and which require it to identify opportunities and to proactively partner with private and public entities as platforms to implement these priority actions. By doing so, the District can and will address and enhance the economic development and quality of life of the Spring Branch community.

The Flea Market site, having been recently demolished, offers a prime redevelopment opportunity

The Spring Branch Medical Center prior to its demolition in late 2014
METHODOLOGY

The priority actions presented and described below are the outcome of many months of review and evaluation, led by the Comprehensive Planning Committee of the Board of Directors. The functional planning components, the present and future circumstances related to these components, and the opportunities and challenges they present to Spring Branch, especially in light of the District’s vision, have been the key considerations. The resulting priority actions have been vetted by the Board of Directors and the Spring Branch Community in public workshops.

The priority actions are listed in alphabetical order of their functional planning components as presented in earlier sections of this report, i.e., Infrastructure, Land Use, Mobility and Public Realm (see four-listed components below). The reader will note that the Land Use component has been modified to address economic development strategies and community stabilization, which are not included in the other components. The priority actions are not ranked from highest to lowest priority as they all represent important actions in their own right. The explanation is practical. Because the priority actions are wide ranging, it is expected that the District will likely have all these actions in some stage of implementation at any one time, as circumstances and opportunities dictate.

1. INFRASTRUCTURE
2. LAND USE / ECONOMIC DEVELOPMENT / COMMUNITY STABILIZATION AND ENHANCEMENT
3. MOBILITY
4. PARKS AND TRAILS

In the following pages, each priority action is presented in detail. The information includes a descriptive chart that notes each action’s opportunity, objective, and strategy and also accompanied by a representative graphic / map. This is expanded upon by a series of steps the District will need to take in order to implement each action plan. It will be up to the District to evaluate the timeline and phasing of each step, which will be dependent on opportunistic circumstances over the next five years. Supporting detailed information is provided in the Appendices.
6.1 ACTION PRIORITY

6.1.1 INFRASTRUCTURE IMPROVEMENTS
A. IDENTIFY OPPORTUNITIES FOR PARTNERING / LEVERAGING INVESTMENTS IN PRIVATE AND PUBLIC PROJECTS THAT IMPROVE INFRASTRUCTURE AND PROVIDE A STRONG RETURN ON INVESTMENT FOR THE DISTRICT.
B. CONDUCT A REGIONAL DRAINAGE STUDY FOR THE WHITE OAK BAYOU WATERSHED.
C. LEVERAGE REBUILD HOUSTON.

6.1.2 COMMUNITY STABILIZATION + ENHANCEMENT
A. SUPPORT COMMUNITY INTEGRITY PROGRAMS.
B. DEVELOP NEIGHBORHOOD INFRASTRUCTURE TOOLBOX.
C. CONTINUE AND ELEVATE SAFETY AND SECURITY PROGRAMS BY HIRING PRIVATE SECURITY WITH SBMD PATROL CARS.

6.1.3 ECONOMIC DEVELOPMENT TOOLS
A. CREATE A PROJECT ASSESSMENT TOOL THAT PROVIDES COST/ BENEFIT ANALYSIS. FOR “GO / NO GO” PARTNERING / LEVERAGING INVESTMENT BY THE DISTRICT IN ECONOMIC DEVELOPMENT PROJECTS.
B. DEVELOP FUNDING MECHANISMS TO ASSIST IN THE IMPLEMENTATION OF PROJECTS.
C. MAKE STRATEGIC ANNEXATIONS OF AREAS TO WEST AND NORTH / NORTHEAST TO SECURE THE DISTRICT’S NATURAL BORDERS.

6.1.4 LONG POINT CORRIDOR TRANSFORMATION
A. ESTABLISH NEW CORRIDOR DESIGNATION / MAIN STREET PROGRAM FOR MORE SPECIFIC AND FLEXIBLE DEVELOPMENT REGULATIONS.
B. LANDBANK PROPERTY ON LONG POINT AS PART OF IMPLEMENTING THE PILOT PROJECT(S).
C. ESTABLISH INCENTIVES FOR ENHANCED STANDARDS FOR DEVELOPMENT.
D. ADVOCATE FOR AND OBTAIN FUNDING FROM LOCAL STAKEHOLDERS TO PLAN AND DEVELOP A PILOT PROJECT IN THE VICINITY OF WIRT AND LONG POINT.
6.1.5 STREET NETWORK MULTI-MODAL DESIGN + CAPACITY
A. DEDICATE RESOURCES TO COORDINATE WITH CITY OF HOUSTON (COH) ON SUB-REGIONAL MOBILITY PLAN.
B. IDENTIFY NEW ROADWAY CONNECTIVITY TO BETTER DISTRIBUTE TRAFFIC ACROSS AREA ROADWAYS.
C. ADD ADDITIONAL CAPACITY ENHANCEMENTS AT LOCATIONS WHERE DEVELOPMENT WILL ADD TO INCREASED PRESSURE ON CORRIDORS.

6.1.6 TRANSIT
A. COORDINATE WITH METRO FOR NEW NORTH / SOUTH ROUTES ENHANCING THE GRID OF ROUTES PROPOSED THROUGH METRO SYSTEM REIMAGINING.
B. CONTINUE TO ADVOCATE FOR INCREASED FREQUENCIES AND SPANS ON NEW ROUTES.
C. PURSUE FUNDING THAT LEVERAGES FUTURE UPTOWN BUS RAPID TRANSIT (BRT) PROJECT FOR TRANSIT-ORIENTED DEVELOPMENT (TOD) OPPORTUNITIES AND CONNECTIONS TO NORTHWEST TRANSIT CENTER.
D. ENHANCE SUCCESS OF FUTURE TODS BY PROVIDING PUBLIC REALM IMPROVEMENTS AND DEVELOPMENT GUIDELINES AND INCENTIVES.

6.1.7 BIKEWAYS
A. ENGAGE WITH CITY OF HOUSTON’S (COH) NEW BICYCLE MASTER PLAN TO SUPPORT THE DISTRICT’S BIKEWAY GOALS TO CONNECT EXISTING ON-STREET ROUTES, OFF-STREET ROUTES AND LOCAL AND REGIONAL DESTINATIONS.
B. ENHANCE EXISTING ON-STREET BIKE ROUTES INCLUDING CLEANING, SWEEPING, SIGNAGE, INTERSECTION ENHANCEMENTS, STRIPING / WIDENING, REPAVING.

6.1.8 PARKS + TRAILS
A. CREATE ONE TO TWO NEW URBAN PARKS.
B. EXTEND AND COMPLETE THE EAST - WEST CENTERPOINT TRAIL.
C. ESTABLISH NEW SPARK PARKS AT SCHOOLS.
D. BUILD CRITICAL TRAIL LINKS TO KEY DESTINATIONS.
E. ENHANCE EXISTING PARKS.
F. COORDINATE WITH TIRZ 17, ENERGY CORRIDOR, TIRZ 16, BAYOU GREENWAYS, COH BIKEWAY PLAN.
6.1 ACTION PRIORITY

6.1.1 Infrastructure Improvements

**Legend**
- SB Management District
- Drainage Projects needing Assessment
- Programmed CIP Drainage Projects
- Programmed CIP Thoroughfares Projects
- Thoroughfare Projects needing Assessment
- Programmed CIP Neighborhood Projects
- CIP Neighborhood needing Assessment

- STREET PROJECTS NEEDING TO BE ASSESSED
- DRAINAGE PROJECTS NEEDING TO BE ASSESSED

**SB Management District**
- Drainage Projects needing Assessment
- Programmed CIP Drainage Projects
- Programmed CIP Thoroughfares Projects
- Thoroughfare Projects needing Assessment
- Programmed CIP Neighborhood Projects
- CIP Neighborhood needing Assessment
<table>
<thead>
<tr>
<th>PLAN COMPONENT + OPPORTUNITY</th>
<th>OBJECTIVE</th>
<th>STRATEGY</th>
<th>IMPLEMENTATION COSTS + FUNDING SOURCES</th>
<th>EXAMPLE PROJECT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Plan Component: Infrastructure</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Opportunity to partner with private and public project developers to include enhancements that benefit the Spring Branch community.</td>
<td>To improve infrastructure that will support continued development and investment in Spring Branch, e.g., regional detention.</td>
<td>Develop tools to allow district to partner with developers and other special districts on high return projects in priority areas.</td>
<td><strong>Potential Funding Costs:</strong> District funds, grants, flood control and utility agency partnerships.</td>
<td>Conrad Sauer Memorial City TIRZ Project W-140 Briar Branch</td>
</tr>
<tr>
<td><strong>Plan Component: Infrastructure</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Opportunity to pursue resolution of drainage issues in order to encourage and support future development.</td>
<td>To identify causes and define potential solutions for ponding and flooding issues within the District.</td>
<td>Complete study to inform and improve conversation with Flood Control District, residents, and developers.</td>
<td><strong>Potential Funding Costs:</strong> District funds, flood control funds, grants.</td>
<td></td>
</tr>
<tr>
<td><strong>Plan Component: Infrastructure</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Opportunity to improve prioritization of ReBuild Houston projects and need areas.</td>
<td>To target street and drainage improvements where local issues exist.</td>
<td>Provide input through council member to accelerate priority corridors and neighborhood need areas.</td>
<td><strong>Potential Funding Costs:</strong> District funds.</td>
<td></td>
</tr>
</tbody>
</table>
6.1 ACTION PRIORITY

6.1.2 Community Stabilization + Enhancement

- Year of Improvements - Commercial
- Year of Improvements - Residential
- Vacant Land + Parks
- Population Concentration
- Land Value

LAND USE / ECONOMIC DEVELOPMENT
### Neighborhood Infrastructure Toolbox

**Plan Component:** Land Use | **Project:** Infrastructure Improvements
--- | ---
Stabilize the values of the community in areas in need of minor infrastructure repairs.

**Plan Component:** Land Use | **Project:** Safety
--- | ---
Stabilize property values throughout the community and grow the perception and reality of “safe communities” for those investing in Spring Branch.

By assisting the District in facilitating local infrastructure repairs, improve the overall quality of life within Spring Branch.

Reducing crime statistics in high density and commercial areas and minimizing false perception of crime as a “problem” is essential to the safety factor in the District.

**Neighborhood Street Improvements Project**

<table>
<thead>
<tr>
<th>Staff</th>
<th>Monetary</th>
</tr>
</thead>
<tbody>
<tr>
<td>– minimal with website upgrades.</td>
<td>– moderate, for engineer participation.</td>
</tr>
</tbody>
</table>

**Deed Restriction Workshops**

<table>
<thead>
<tr>
<th>Staff</th>
<th>Monetary</th>
</tr>
</thead>
<tbody>
<tr>
<td>– minimal for oversight.</td>
<td>– moderate annually, for additional police and patrol service.</td>
</tr>
</tbody>
</table>

**Neighborhood Street Improvements Project**

<table>
<thead>
<tr>
<th>Staff</th>
<th>Monetary</th>
</tr>
</thead>
<tbody>
<tr>
<td>– minimal for oversight.</td>
<td>– moderate annually, for additional police and patrol service.</td>
</tr>
</tbody>
</table>

**Potential Funding Sources**: SBMD annual budget.
City of Houston Police Department; grants.

**Safety Enhancement Project**

<table>
<thead>
<tr>
<th>Staff</th>
<th>Monetary</th>
</tr>
</thead>
<tbody>
<tr>
<td>– minimal for oversight.</td>
<td>– moderate annually, for additional police and patrol service.</td>
</tr>
</tbody>
</table>

**Potential Funding Sources**: SBMD annual budget.
City of Houston Police Department; grants.
6.1 ACTION PRIORITY

6.1.3 Economic Development Tools

Legend
- SB Management District
- Areas of Potential Redevelopment
- High-value Development Nodes
- Employment Centers
- Spring Branch and outlying areas of Influence
- Potential Annexations
### Plan Component: Land Use

#### Project: Project Assessment Tool
Maximize return on funds allocated to special projects by SBMD or others.

#### Project: Investment + Financing
Influence / promote the development of projects that are beneficial to SBMD.

#### Project: Strategic Annexations
Influence redevelopment on SBMD’s borders to enhance the economic vitality of areas with poor / marginal investment.

### Objective
- Through a form of a project assessment tool, i.e a cost-benefit analysis, the purpose is to determine which special projects are worthy of SBMD funds and attention in order to appropriately leverage investments.

- In order to influence and assist in the development of certain projects, a “toolbox” of funding mechanisms and financing tools must be created.

- The objective is to increase reinvestment and redevelopment, and to prevent negative effects in Spring Branch caused by incompatible development on its border.

### Strategy
- Create a cost-benefit analysis program that assesses all costs involved in a proposed project, and the ultimate tangible and intangible benefits of that project if implemented properly. It will allow SBMD to prioritize the projects, accordingly.

- Deploy the “tool box” to be used exclusively by SBMD or by SBMD in cooperation with property owners and developers to develop projects that advance the goals of SBMD.

- Evaluate areas for annexation and gain support from property owners and others whose support is needed to approve the annexations. Specified Area Taxation.

### Implementation Costs + Funding Sources

<table>
<thead>
<tr>
<th>Staff</th>
<th>Financial Consultant</th>
<th>Potential Funding Sources</th>
</tr>
</thead>
<tbody>
<tr>
<td>initially minor, then high</td>
<td>high</td>
<td>SBMD</td>
</tr>
</tbody>
</table>

### Target Project

<table>
<thead>
<tr>
<th>Project Assessment Project</th>
<th>Banking Partners Project; Investor Partners Project; Financing Mechanisms Project; Public Contributions Project.</th>
<th>Hempstead Corridor Annexation Project; Beltway 8 Corridor; Annexation Project</th>
</tr>
</thead>
</table>
6.1 ACTION PRIORITY

6.1.4 Long Point Corridor Transformation

TRANSFORM LONGPOINT CORRIDOR
ADVOCATE FOR AND OBTAIN FUNDING FROM LOCAL STAKEHOLDERS TO PLAN AND DEVELOP A PILOT PROJECT IN THE VICINITY OF WIRT AND LONG POINT.

ESTABLISH INCENTIVES FOR ENHANCED STANDARDS FOR NEW CORRIDOR DESIGN/MAIN STREET PROGRAM FOR MORE SPECIFIC AND FLEXIBLE DEVELOPMENT REGULATIONS.

LANDBANK PROPERTY ON LONG POINT AS PART OF IMPLEMENTING SPRING BRANCH COMP PLAN 2015 - 2030 ACTION PLAN #3

SB Management District
Long Point Corridor

Legend
- SB Management District
- Long Point Corridor

LAND USE / ECONOMIC DEVELOPMENT
### Plan Component: Land Use

#### Project: Development Guidelines and Financial Incentives

**Objective:** The objective is to Influence and promote Long Point Corridor’s redevelopment.

**Strategy:** Create development guidelines and financial incentives that, when employed together in a redevelopment project, can help SBMD achieve its Long Point Corridor redevelopment goals.

**Implementation Costs + Funding Sources:**
- **Staff** – high, due to oversight
- **Monetary** – moderate to high, due to consultant fees and hard cost contributions.
- **Potential Funding Sources:** SBMD; Other financing districts grants; SBMD annual revenues.

**Target Project:**
- *Flea Market Area Mixed Use Redevelopment Subdistrict; Long Point at Campbell Road Mixed Use Redevelopment Subdistrict.*

### Plan Component: Land Use

#### Project: Land Banks

**Objective:** The objective is to influence and promote Long Point Corridor’s redevelopment.

**Strategy:** Acquire and hold available, suitable properties that can be redeveloped, the result being a major impact on the Long Point Corridor.

**Implementation Costs + Funding Sources:**
- **Staff** – high
- **Property Acquisition** – very high
- **Potential Funding Sources:** SBMD bond sales; SBMD annual revenues.

**Target Project:**
- *Flea Market Area Land Bank (for mixed-use redevelopment).*
6.1 ACTION PRIORITY

6.1.4 Long Point Corridor Transformation (Cont.)

Legend
- SB Management District
- Pilot Project Area

DISCRETIONARY GUIDELINES AND STANDARDS FOR CONTEXT-APPROPRIATE DEVELOPMENT
- Streetscape
- Parking lots
- Building Line(s) / Build-To Edges
- Driveways / Traffic Management
- Walls, Gates, and Fences
- Building Articulation / Scale and Materials

LAND USE / ECONOMIC DEVELOPMENT
Plan Component: Land Use
Project: Pilot Projects
Transform Long Point Corridor and adjacent areas.

The objective is to prove that through careful assessment, design and redevelopment, revitalization can be achieved in a specific, mixed-use subdistrict that had previously hosted commercial buildings and homes with little revitalization expectation, and that this project can be used as a model for other areas in Spring Branch.

Redevelop a specific subdistrict, using various SBMD tools, in a manner that successfully transforms the commercial uses and adjacent neighborhoods.

Staff – high
Monetary – high due to property acquisition and consulting

Potential Funding Sources: SBMD land banking program; Private investors/developers and homebuilders; grants and public agencies.

Ridgecrest / Long Point Mixed Use Revitalization Project

Plan Component: Land Use
Project: Master Plans
Redevelop Long Point Corridor and adjacent neighborhoods.

By influencing and promoting redevelopment along the Long Point Corridor, the District will benefit from a centralized retail and pedestrian experience (“Main Street”).

Create purpose-specific master plans to address various aspects of redevelopment.

Staff – high, due to supervision
Monetary – moderate, due to cost of consultants for Steps 1-2.

Land Use Master Plan; Infrastructure and Mobility Master Plan; Beautification Master Plan
6.1 ACTION PRIORITY

6.1.5 Street Network Multi-Modal Design + Capacity

Legend
- SB Management District
- Potential Roadway Connections
- CenterPoint Easement
- SB Management District
- Intersections on Highways
- Intersections on Hempstead
- Road Capacity Enhancements
- High-value Development Nodes

Legend
- SB Management District
- Potential Roadway Connections
- CenterPoint Easement
- SB Management District
- Intersections on Highways
- Intersections on Hempstead
- Road Capacity Enhancements
- High-value Development Nodes
### PLAN COMPONENT + OPPORTUNITY

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
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<tbody>
<tr>
<td><strong>DEDICATE RESOURCES TO COORDINATE WITH COH ON SUB-REGIONAL MOBILITY PLAN</strong></td>
<td><strong>IDENTIFY NEW ROADWAY CONNECTIVITY TO BETTER DISTRIBUTE TRAFFIC ACROSS AREA ROADWAYS</strong></td>
<td><strong>ADD ADDITIONAL CAPACITY ENHANCEMENTS AT LOCATIONS WHERE DEVELOPMENT WILL ADD TO INCREASED PRESSURE ON CORRIDORS</strong></td>
</tr>
</tbody>
</table>

#### Plan Component: Mobility
- Opportunity to partner on subregional mobility plan to define needs and possible cross sections for major thoroughfare corridors.
- Opportunity to improve circulation within the district by constructing street connections to enhance the grid.
- Opportunity to improve traffic operations with targeted capacity enhancements at key locations.

#### Objective
- Develop high-level concepts for multimodal street classifications, taking into account District context and priorities.
- Relieve pressure from major thoroughfares and intersections by providing alternate routes to serve local trips.
- Improve traffic operations in areas where increased development is creating strain on existing street capacity.

#### Strategy
- Advocate for the Spring Branch area in an upcoming subregional mobility planning project, leveraging large number of ReBuild Houston needs assessment area.
- Include study of street connections within subregional mobility study.
- Identify priority locations for development of projects in coordination with COH, TxDOT, and HCTRA.

#### Implementation Costs + Funding Sources
- **Monetary** - Total Study $300-400K w/ percentage as matching local funds.
- **Potential Funding Sources:**
  - Regularly-programmed COH planning funds; potential to accelerate projects by partnering with COH and H-GAC (requires matching funds).
  - TIP funds (requires match); COH Capital Improvement Program.
  - COH Capital Improvement Program; TxDOT (IH 10); HCTRA (Beltway 8).

#### Example Project
- **Heights & Northside Mobility Study (2014); East End Mobility Study (2011)**
- **Tanner Road & Hempstead Highway connection**
- **Energy Corridor IH 10 intersection project; Upper Kirby District street expansions**
6.1 ACTION PRIORITY

6.1.6 Transit

MOBILITY

POTENTIAL NORTH/ SOUTH LINES

Legend
- SB Management District
- Potential N-S Routes
- Transit Center

Note: These routes are not currently part of an approved system and are being recommended by the District.

Legend
- SB Management District
- Potential N-S Routes
- Transit Center

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Legend
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Legend
- SB Management District
- Potential N-S Routes
- Transit Center

Note: These routes are not currently part of an approved system and are being recommended by the District.
### PLAN COMPONENT + OPPORTUNITY

#### PLAN COMPONENT: Mobility
Opportunity to improve transit connectivity within Spring Branch, enabling more convenient local trips within the District and better links to other areas.

#### OBJECTIVE
To help plan, implement, and market a north-south bus route connecting through the center of Spring Branch, potentially on Wirt, Bingle, and/or Blalock, filling the gap in north-south service between Gessner and Antoine.

#### STRATEGY
Advocate for inclusion of a route in a future update of METRO’s transit service plan as additional bus system resources become available through the 2012 referendum. Potentially pursue grant funding for launch.

#### IMPLEMENTATION COSTS + FUNDING SOURCES
- **Monetary** - approx. $1.5 million per year per route (2014)
- Additional capital costs based on new bus stop infrastructure required.
- **Potential Funding Sources:** Job Access for Reverse Commute (JARC) grants; METRO operating funds and additional revenue from 2012 referendum

#### EXAMPLE PROJECT
- **Launch of 75 Eldridge in partnership with Energy Corridor District. N-S : Bingle route is a priority**

---

#### PLAN COMPONENT: Mobility
Opportunity to improve transit mobility by making local bus service a more attractive option for more Spring Branch residents and visitors through shorter wait times and quicker connections. To also expand mobility choices for a diverse demographic.

#### OBJECTIVE
To increase frequency of service on local bus routes serving Spring Branch; for example, upgrading 60-minute routes (Westview, Hammerly, Clay) to 30 minutes and 30-minute routes (Kempwood) to 15 minutes.

#### STRATEGY
Based on performance of the new bus routes implemented through METRO System Reimagining, advocate for improved frequency on those with above-average productivity.

#### IMPLEMENTATION COSTS + FUNDING SOURCES
- **Monetary** - Cost for routes vary (approx. $0.5-2 million per route - 2014)
- **Potential Funding Sources:** METRO operating funds

#### EXAMPLE PROJECT
- **Regular Transit Service Plan updates**
- **METRO Transit System Reimagining project**
6.1 ACTION PRIORITY

6.1.6 Transit (Cont.)

**Existing Situation**

**Potential Situation with Transit**
## PLAN COMPONENT + OPPORTUNITY

**Objective:**
- **Plan Component: Mobility**
  - Opportunity to leverage investments being made by the Uptown District, TxDOT, and METRO in a high-quality transit connection between Northwest Transit Center and Uptown.
- **Plan Component: Mobility**
  - Opportunity to promote and incentivize high-quality development around transit that enhances quality of life for all Spring Branch residents and visitors.

**Strategy:**
- To connect Spring Branch to a central node in the METRO Transit System, capitalizing on the mobility and access benefits Northwest Transit Center provides.
- To create safe, pleasant connections to transit from Spring Branch neighborhoods and destinations.

**Implementation Costs + Funding Sources:**
- **Monetary** - To be determined.
- **Potential Funding Sources:** Economic development grants.
- **Monetary**
  - Unknown
  - **Potential Funding Sources:** Grant funding; District funds.

**Example Project:**
- **Downtown Living Initiative**
  - East End pedestrian realm improvements
- **Greater East End Management District sidewalk and Streetscape Improvements Westchase Complete Streets project**
6.1 ACTION PRIORITY

6.1.7 Bikeways

Legend
- SB Management District
- High-Value Development Nodes
- Existing Schools
- Existing Bikeways (Includes signed routes that may be below standards)
- Trails along Channels
- CenterPoint Trail

Engage with CoH's New Bicycle Master Plan to support the District's bikeway goals to enhance existing routes including cleaning, sweeping, signage, intersection enhancements, striping/widening, repaving.

MOBILITY

CIVIC NODES + POINTS OF INTEREST

EXISTING ON-STREET BIKE NETWORK

Spring Valley

Beltway 8

I-10

Long Point

Westview

Gessner

Blalock

Bingle

Wirt

Antoine

Silber

Post Oak

Kempwood

Hammerly

Clay

Tanner

Tidwell

290

Gessner

SB Management District

High-Value Development Nodes

Existing Schools

Existing Bikeways (Includes signed routes that may be below standards)

Trails along Channels

CenterPoint Trail

154
<table>
<thead>
<tr>
<th>PLAN COMPONENT + OPPORTUNITY</th>
<th>A</th>
<th>B</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Plan Component: Mobility</strong></td>
<td>Opportunity to include Spring Branch vision for bikeway connectivity in city-adopted plans.</td>
<td>Opportunity to improve on-street bike facilities to make them more comfortable and attractive for a wider range of people wishing to travel by bike.</td>
</tr>
<tr>
<td><strong>Objective</strong></td>
<td>Influence City of Houston Bicycle Master Plan to include desired bikeway connection to and within Spring Branch, e.g., park connections, CenterPoint corridor.</td>
<td>To improve the condition and safety of existing on-street bike facilities (bike lanes, signed bike routes) within Spring Branch.</td>
</tr>
<tr>
<td><strong>Strategy</strong></td>
<td>Provide input into planning process, both by submitting comments from the District and by encouraging residents and businesses to engage, as well.</td>
<td>Review facilities versus standards and identify deficiencies. Review state of maintenance and develop maintenance plan.</td>
</tr>
<tr>
<td><strong>Implementation Costs + Funding Sources</strong></td>
<td>Staff - Moderate Potential cost to implement or partner to implement future projects.</td>
<td>Staff - Moderate Can be funded through district sources or through partnerships with the City of Houston or others.</td>
</tr>
<tr>
<td><strong>Example Project</strong></td>
<td>Energy Corridor District Bicycle Master Plan Clear Lake Bicyclist and Pedestrian Study</td>
<td>Energy Corridor District Bicycle Master Plan Clear Lake Bicyclist and Pedestrian Study</td>
</tr>
</tbody>
</table>
6.1 ACTION PRIORITY

6.1.8 Parks + Trails

Legend
- SB Management District
- Existing CenterPoint Easement Trail
- Proposed CenterPoint Easement Trail
- Proposed Channel Trails Along Existing Channels
- Proposed Park Service Areas

EXISTING CENTERPOINT TRAIL

TO CULLEN PARK + ENERGY CORRIDOR DISTRICT

TO WHITE OAK TRAIL

SB Management District
Existing CenterPoint Easement Trail
Proposed CenterPoint Easement Trail
Proposed Channel Trails Along Existing Channels
Proposed Park Service Areas

SPRING BRANCH COMP PLAN 2015 - 2030
ACTION PLAN #4

EXISTING CENTERPOINT TRAIL

TO CULLEN PARK + ENERGY CORRIDOR DISTRICT

TO WHITE OAK TRAIL

SB Management District
Existing CenterPoint Easement Trail
Proposed CenterPoint Easement Trail
Proposed Channel Trails Along Existing Channels
Proposed Park Service Areas

SPRING BRANCH COMP PLAN 2015 - 2030
ACTION PLAN #4
### Plan Component: Public Realm

<table>
<thead>
<tr>
<th>A</th>
<th>CREATE ONE TO TWO NEW URBAN PARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Plan Component:</strong> Public Realm</td>
<td>Co-locate new park space with private development, semi-private development or city park plan (Houston Parks and Recreation Department - HPARD).</td>
</tr>
<tr>
<td><strong>Objective</strong></td>
<td>Develop a centrally-located or site-specific park that can be used for individual recreation, organized sports, and/or passive enjoyment. Create identifiable District parks with broad appeal to users and accessible by appropriate trail connections.</td>
</tr>
<tr>
<td><strong>Strategy I:</strong></td>
<td>Partner / leverage park development by purchasing property and co-creating a District park in conjunction with private development.</td>
</tr>
<tr>
<td><strong>Strategy II:</strong></td>
<td>Participate and influence District park creation early on in a private development venture through economic incentives.</td>
</tr>
<tr>
<td><strong>Strategy III:</strong></td>
<td>Advocate for a public park development with Houston Parks Board (HPB) and City (HPARD).</td>
</tr>
<tr>
<td><strong>Implementation Costs + Funding Sources</strong></td>
<td><strong>Strategy I:</strong> District Funds. <strong>Strategy II:</strong> 380 Agreements; District Funds. <strong>Strategy III:</strong> City grants, County Precinct 4 funds.</td>
</tr>
<tr>
<td><strong>Example Project</strong></td>
<td>Levy Park - Midway Developers + Upper Kirby District Conrad Sauer Detention Park - MetroNational + TIRZ#17 Waterwall Park (Uptown)</td>
</tr>
</tbody>
</table>

### Plan Component: Public Realm

<table>
<thead>
<tr>
<th>B</th>
<th>EXTEND AND COMPLETE THE EAST - WEST CENTERPOINT TRAIL</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Plan Component:</strong> Public Realm</td>
<td>Construct a paved hike and bike network that connects important open spaces. Provide a link between the regional park on the west (Cullen Park) to White Oak Bayou on the east with a connector to Conrad Sauer Detention Pond / Proposed Park and Memorial City including areas south of I-10. The plan utilizes the existing CenterPoint easement as a backbone for a regional trail network in Spring Branch (see page 152 north-south connections).</td>
</tr>
<tr>
<td><strong>Strategy I:</strong></td>
<td>Partner / leverage park development by purchasing property and co-creating a District park in conjunction with private development.</td>
</tr>
<tr>
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<td>Participate and influence District park creation early on in a private development venture through economic incentives.</td>
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<td>Advocate for a public park development with Houston Parks Board (HPB) and City (HPARD).</td>
</tr>
<tr>
<td><strong>Implementation Costs + Funding Sources</strong></td>
<td><strong>Strategy I:</strong> District Funds. <strong>Strategy II:</strong> 380 Agreements; District Funds. <strong>Strategy III:</strong> City grants, County Precinct 4 funds.</td>
</tr>
<tr>
<td><strong>Example Project</strong></td>
<td>City of Addison, Texas, Powerline Trail</td>
</tr>
</tbody>
</table>
6.1 ACTION PRIORITY

6.1.8 Parks + Trails (Cont.)

Legend
- 5B Management District
- Existing Channels
- Proposed Channel Trails
- CenterPoint Trail
- Areas of Potential Neighborhood Parks
- Potential SPARK Parks
- Improvement of Important Existing Park

1a “Conrad Sauer Park”
1b “W140 Basin Park”
2a Potential Shadowdale on-street trail connection to W140
2b Potential N-S Trail between Westview and Campbell

6.1 ACTION PRIORITY
PUBLIC REALM
Plan Component: Public Realm
Increase park space in areas with deficiency (Northwest and Southeast District areas).

Objective
In order to establish more parks in park-deficient areas, the SPARK park program promotes community parks to be developed on school grounds.

Strategy
Work with Super Neighborhoods, local groups and SBISD, to locate schools that currently do not have SPARK Parks and strategize opportunities to develop parks in areas where there is a need.

Implementation
SPARK Park Grant: http://sparkpark.org/

NOTE: A city-wide City of Houston Bikeway plan is currently being developed. It will benefit the District to advocate for important bike routes as part of the planning process.
### 6.2 IMPLEMENTATION STEPS

<table>
<thead>
<tr>
<th>6.2.1 INFRASTRUCTURE IMPROVEMENTS</th>
<th>6.2.2 COMMUNITY STABILIZATION + ENHANCEMENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. IDENTIFY OPPORTUNITIES FOR PARTNERING / LEVERAGING INVESTMENTS IN PRIVATE AND PUBLIC PROJECTS THAT IMPROVE INFRASTRUCTURE AND PROVIDE A STRONG RETURN ON INVESTMENT FOR THE DISTRICT.</td>
<td>A. SUPPORT COMMUNITY INTEGRITY PROGRAMS.</td>
</tr>
<tr>
<td>B. CONDUCT A REGIONAL DRAINAGE STUDY FOR THE WHITE OAK BAYOU WATERSHED.</td>
<td>B. DEVELOP NEIGHBORHOOD INFRASTRUCTURE TOOLBOX.</td>
</tr>
<tr>
<td>C. REBUILD HOUSTON.</td>
<td>C. CONTINUE AND ELEVATE SAFETY AND SECURITY PROGRAMS BY HIRING PRIVATE SECURITY WITH SBMD PATROL CARS.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>6.2.3 ECONOMIC DEVELOPMENT TOOLS</th>
<th>6.2.4 LONG POINT CORRIDOR TRANSFORMATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. CREATE A PROJECT ASSESSMENT TOOL THAT PROVIDES COST/ BENEFIT ANALYSIS FOR “GO / NO GO” PARTNERING / LEVERAGING INVESTMENT BY THE DISTRICT IN ECONOMIC DEVELOPMENT PROJECTS.</td>
<td>A. ESTABLISH NEW CORRIDOR DESIGNATION / MAIN STREET PROGRAM FOR MORE SPECIFIC AND FLEXIBLE DEVELOPMENT REGULATIONS.</td>
</tr>
<tr>
<td>B. DEVELOP FUNDING MECHANISMS TO ASSIST IN THE IMPLEMENTATION OF PROJECTS.</td>
<td>B. LANDBANK PROPERTY ON LONG POINT AS PART OF IMPLEMENTING THE PILOT PROJECT(S).</td>
</tr>
<tr>
<td>C. MAKE STRATEGIC ANNEXATIONS OF AREAS TO WEST AND NORTH / NORTHEAST TO SECURE THE DISTRICT’S NATURAL BORDERS.</td>
<td>C. ESTABLISH INCENTIVES FOR ENHANCED STANDARDS FOR DEVELOPMENT.</td>
</tr>
<tr>
<td>D. ADVOCATE FOR AND OBTAIN FUNDING FROM LOCAL STAKEHOLDERS TO PLAN AND DEVELOP A PILOT PROJECT IN THE VICINITY OF WIRT AND LONG POINT.</td>
<td></td>
</tr>
</tbody>
</table>
6.1.5 STREET NETWORK MULTI-MODAL DESIGN + CAPACITY
A. DEDICATE RESOURCES TO COORDINATE WITH COH ON SUBREGIONAL MOBILITY PLAN.
B. IDENTIFY NEW ROADWAY CONNECTIVITY TO BETTER DISTRIBUTE TRAFFIC ACROSS AREA ROADWAYS.
C. ADD ADDITIONAL CAPACITY ENHANCEMENTS AT LOCATIONS WHERE DEVELOPMENT WILL ADD TO INCREASED PRESSURE ON CORRIDORS.

6.1.6 TRANSIT
A. COORDINATE WITH METRO FOR NEW NORTH / SOUTH ROUTES ENHANCING THE GRID OF ROUTES PROPOSED THROUGH METRO SYSTEM REIMAGINING.
B. CONTINUE TO ADVOCATE FOR INCREASED FREQUENCIES AND SPANS ON NEW ROUTES.
C. PURSUE FUNDING THAT LEVERAGES FUTURE UPTOWN BRT PROJECT FOR TRANSIT-ORIENTED DEVELOPMENT (TOD) OPPORTUNITIES AND CONNECTIONS TO NORTHWEST TRANSIT CENTER.
D. ENHANCE SUCCESS OF FUTURE TODS BY PROVIDING PUBLIC REALM IMPROVEMENTS AND DEVELOPMENT GUIDELINES AND INCENTIVES.

6.1.7 BIKEWAYS
A. ENGAGE WITH COH’S NEW BICYCLE MASTER PLAN TO SUPPORT THE DISTRICT’S BIKEWAY GOALS TO CONNECT EXISTING ON-STREET ROUTES, OFF-STREET ROUTES AND LOCAL AND REGIONAL DESTINATIONS.
B. ENHANCE EXISTING ON-STREET BIKE ROUTES INCLUDING CLEANING, SWEEPING, SIGNAGE, INTERSECTION ENHANCEMENTS, STRIPING / WIDENING, REPAVING.

6.1.8 PARKS + TRAILS
A. CREATE ONE TO TWO NEW URBAN PARKS.
B. EXTEND AND COMPLETE THE EAST - WEST CENTERPOINT TRAIL.
C. ESTABLISH NEW SPARK PARKS AT SCHOOLS.
D. BUILD CRITICAL TRAIL LINKS TO KEY DESTINATIONS.
E. ENHANCE EXISTING PARKS.
F. COORDINATE WITH TIRZ #17, ENERGY CORRIDOR, TIRZ 16, BAYOU GREENWAYS, COH BIKEWAY PLAN.
### 6.2 IMPLEMENTATION STEPS

#### 6.2.1 Infrastructure Improvements

<table>
<thead>
<tr>
<th>Step</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A</strong></td>
<td>Identify opportunities for direct investments in private and public projects that improve infrastructure and provide a strong return on investment for the district.</td>
<td><strong>B</strong></td>
<td>Conduct a regional drainage study for the White Oak Bayou Watershed</td>
</tr>
<tr>
<td><strong>C</strong></td>
<td>Leverage ReBuild Houston</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Step 1
- Develop tools, potentially with help from an economic development consultant, to identify high-ROI investments.
- Partner with other special district CIPs that have direct benefits for Spring Branch.
- Identify funding sources to conduct a regional drainage study.
- Review current prioritization of ReBuild Houston projects.

#### Step 2
- Identify priority areas for investments to occur.
- Conduct regional drainage study in partnership with Harris County Flood Control District.
- Consult the public on local priority corridors and areas.

#### Step 3
- Engage with developers and other special districts to execute projects.
- Use results of study to inform conversations with HCFC, residents, and developers about issues and potential improvements.
- Engage council member to influence project prioritization.
**A COMMUNITY INTEGRITY PROGRAMS**

**STEP 1**
- Identify and post information on District’s website concerning deed restrictions and avenues of assistance by other entities including legal.

**STEP 2**
- If appropriate and interest exists, promote deed restrictions workshops by professional specialists.

**STEP 3**
- Engineer to investigate severity of the reported problems.

**STEP 4**
- Engineer to prepare brief recommendation, with cost estimate and specific objectives, to correct the problem.

**STEP 5**
- SBMD and community organizations to contact proper agency to request corrections.

**B NEIGHBORHOOD INFRASTRUCTURE TOOLBOX**

**STEP 1**
- Solicit input from community organizations regarding specific pavement and drainage deficiencies; review Rebuild Houston program and project status.

**STEP 2**
- Prepare agreements for community organizations to monitor problem areas after the improvements have been completed.

**STEP 3**
- Identify community leaders who will be responsible for hosting semi-annual meetings.

**STEP 4**
- Review crime statistics and community revitalization activities to determine success of the program.

**STEP 5**
- Ongoing monitoring and community reporting.

**C CONTINUE AND ELEVATE SAFETY AND SECURITY PROGRAMS BY HIRING PRIVATE SECURITY WITH SBMD PATROL CARS**

**STEP 1**
- Identify locations with high-reported incidence of crime.

**STEP 2**
- Increase patrol car, bicycle and foot police and private security presence, in community parks and hike/bike trails.

**STEP 3**
- Identify community leaders who will be responsible for hosting semi-annual meetings.

**STEP 4**
- Review crime statistics and community revitalization activities to determine success of the program.

**STEP 5**
- Ongoing monitoring and community reporting.
### 6.2 IMPLEMENTATION STEPS

#### 6.2.3 Economic Development Tools

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CREATE A PROJECT ASSESSMENT TOOL FOR “GO / NO GO” DIRECT INVESTMENT BY THE DISTRICT</strong></td>
<td><strong>DEVELOP FUNDING MECHANISMS TO ASSIST IN THE IMPLEMENTATION OF PROJECTS</strong></td>
<td><strong>MAKE STRATEGIC ANNEXATIONS OF AREAS TO WEST AND NORTH / NORTHEAST TO SECURE THE DISTRICT’S NATURAL BORDERS</strong></td>
</tr>
</tbody>
</table>

#### STEP 1
- Identify general types of high-benefit / cost-intensive projects SBMD may wish to undertake.
- **Strategy I:** Develop relationships with credible bankers who are favorable to Spring Branch development projects.
- **Strategy II:** Develop relationships that would be instrumental to the District’s development projects through Investor Open House events.
- **Strategy III:** Identify existing funding mechanisms available to developers in Spring Branch, i.e. TIRZ, In-City MUD, SBMD bonds.
- **Strategy IV:** Identify available funds at City of Houston, Harris County departments, and other public entities.
- **Strategy V:** Include a summary explaining how to establish each mechanism, how it operates, and the benefits to a developer.
- **Strategy VI:** Prepare a summary explaining how funds can be accessed.

#### STEP 2
- Determine the amount of funds available for special projects over the next 5 years.
- **Strategy I:** Understand the bankers’ parameters and requirements.
- **Strategy II:** Understand the investors’ parameters and requirements.
- **Strategy III:** Prepare a summary explaining how to establish each mechanism, how it operates, and the benefits to a developer.

#### STEP 3
- Engage a financial consultant to create a template for a cost-benefit analysis, with project examples, some showing positive results and some showing negative results.
- **Strategy I:** Identify geographic areas that could be or should be annexed.
- **Strategy II:** Evaluate each area for: development risks, such as crime and drainage issues; opportunities related to mobility and drainage improvements; positive development potential; and additional management costs.
- **Strategy III:** Identify key stakeholders.
- **Strategy IV:** Meet key stakeholders to enlist their support.

#### STEP 4
- Apply the analysis to potential SBMD projects.
- **Strategy I:** Enlist support from elected officials and annex desired areas through the proper process.
### 6.2.4 Long Point Corridor Transformation

#### A NEW CORRIDOR DESIGNATION / MAIN STREET PROGRAM FOR MORE SPECIFIC AND FLEXIBLE DEVELOPMENT REGULATIONS

<table>
<thead>
<tr>
<th>STEP 1</th>
<th>Identify site-specific redevelopment opportunities.</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Assess ability of and methods for SBMD to raise substantial funds for property acquisition. Determine &quot;how much and when&quot;.</td>
</tr>
<tr>
<td>STEP 2</td>
<td>Create relationship with landowners or developers by sharing plans for Long Point Corridor Redevelopment.</td>
</tr>
<tr>
<td></td>
<td>Determine eligibility criteria for a property to be acquired.</td>
</tr>
<tr>
<td>STEP 3</td>
<td>Solicit support of landowner or developer to allow SBMD to suggest development guidelines for the property.</td>
</tr>
<tr>
<td></td>
<td>Determine available properties and acquisition information.</td>
</tr>
<tr>
<td>STEP 4</td>
<td>Create financial incentives tools, i.e. tax abatements, direct SBMD funding, grants, etc. tailored to the specific project.</td>
</tr>
<tr>
<td></td>
<td>Prepare a conceptual plan for the redevelopment.</td>
</tr>
<tr>
<td>STEP 5</td>
<td>Obtain agreement from landowner(s) or developer(s) to adopt development guidelines for the property.</td>
</tr>
<tr>
<td></td>
<td>Through the project assessment tool, determine if the property is a recommended investment.</td>
</tr>
<tr>
<td>STEP 6</td>
<td>Secure financial incentives.</td>
</tr>
<tr>
<td></td>
<td>Secure acquisition funds and purchase property; Enlist a developer to improve the property through a partnership / development agreement.</td>
</tr>
</tbody>
</table>

#### B LANDBANK PROPERTY ON LONG POINT AS PART OF IMPLEMENTING THE PILOT PROJECT(S)

| STEP 6          | Secure financial incentives.                                                                                        |
|                 | Secure acquisition funds and purchase property; Enlist a developer to improve the property through a partnership / development agreement. |
### 6.2 IMPLEMENTATION STEPS

#### LAND USE / ECONOMIC DEVELOPMENT

#### 6.2.4 Long Point Corridor Transformation (Cont.)

<table>
<thead>
<tr>
<th>C</th>
<th>ADVOCATE FOR AND OBTAIN FUNDING FROM LOCAL STAKEHOLDERS TO PLAN AND DEVELOP A PILOT PROJECT IN THE VICINITY OF WIRT AND LONG POINT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>STEP 1</strong></td>
<td>Assess need for residential neighborhood redevelopment assistance and assess composition and site plans of adjacent non-single family homes along Long Point and Wirt Roads.</td>
</tr>
<tr>
<td><strong>STEP 2</strong></td>
<td>If there is a need, determine homes and commercial establishments that can be purchased, and at what price; Using planning assessment tool and criteria adopted by SBMD, prepare a conceptual plan for Long Point Redevelopment.</td>
</tr>
<tr>
<td><strong>STEP 3</strong></td>
<td>Determine property acquisition and redevelopment costs; use project assessment tool to determine financial viability of the project.</td>
</tr>
<tr>
<td><strong>STEP 4</strong></td>
<td>If Step 3 is acceptable, acquire through land banking properties identified in Step 2; enlist and assist developers to redevelop Long Point and Wirt Road blocks in a mixed-use manner that enhances the values and desirability of targeted neighborhoods; sell acquired / targeted properties to homebuilders for development as new housing.</td>
</tr>
<tr>
<td><strong>D</strong></td>
<td>ESTABLISH INCENTIVES FOR ENHANCED STANDARDS FOR DEVELOPMENT</td>
</tr>
</tbody>
</table>

**Strategy I:** Analyze existing corridor land uses.

**Strategy II:** Analyze existing corridor mobility patterns, street conditions, drainage capacities, sidewalks conditions and open space needs.

**Strategy III:** Analyze existing conditions of building exteriors, landscaping, lighting and signage.

**Strategy I:** Prepare a practical conceptual plan that addresses the needs of existing businesses, desired businesses, and adjacent neighborhoods.

**Strategy II:** Prepare a practical conceptual plan that corrects existing problems and strives to achieve higher results (i.e., Complete Streets).

**Strategy III:** Create a conceptual plan that identifies opportunities to improve conditions of building exteriors, landscaping, lighting and signage.

**Strategy I:** Include “pedestrian opportunities” within the corridor, and connected to adjacent neighborhoods, in the conceptual plan; Identify funding sources for conceptual plan.

**Strategy II/III:** Identify funding sources for the conceptual plan.
### 6.2.5 Street Network Multi-Modal Design + Capacity

<table>
<thead>
<tr>
<th>STEP 1</th>
<th>A</th>
<th>DEDICATE RESOURCES TO COORDINATE WITH COH ON SUB-REGIONAL MOBILITY PLAN</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Meet with COH Planning &amp; Development Department to discuss opportunities to include Spring Branch in an upcoming mobility planning project.</td>
<td>B</td>
<td>IDENTIFY NEW ROADWAY CONNECTIVITY TO BETTER DISTRIBUTE TRAFFIC ACROSS AREA ROADWAYS</td>
</tr>
<tr>
<td>• Pursue Subregional Mobility Plan and ensure local and collector street connectivity is included in scope in order to identify priority projects.</td>
<td>C</td>
<td>ADD ADDITIONAL CAPACITY ENHANCEMENTS AT LOCATIONS WHERE DEVELOPMENT WILL ADD TO INCREASED PRESSURE ON CORRIDORS</td>
</tr>
<tr>
<td>• Pursue Subregional Mobility Plan to identify priority projects.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>STEP 2</th>
<th>A</th>
<th>DEDICATE RESOURCES TO COORDINATE WITH COH ON SUB-REGIONAL MOBILITY PLAN</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Coordinate with council member, COH, and H-GAC to identify potential funding sources.</td>
<td>B</td>
<td>IDENTIFY NEW ROADWAY CONNECTIVITY TO BETTER DISTRIBUTE TRAFFIC ACROSS AREA ROADWAYS</td>
</tr>
<tr>
<td>• Coordinate with community to identify locally desired connections.</td>
<td>C</td>
<td>ADD ADDITIONAL CAPACITY ENHANCEMENTS AT LOCATIONS WHERE DEVELOPMENT WILL ADD TO INCREASED PRESSURE ON CORRIDORS</td>
</tr>
<tr>
<td>• Coordinate with community to identify local areas of concern.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>STEP 3</th>
<th>A</th>
<th>DEDICATE RESOURCES TO COORDINATE WITH COH ON SUB-REGIONAL MOBILITY PLAN</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Participate in the execution of the study.</td>
<td>B</td>
<td>IDENTIFY NEW ROADWAY CONNECTIVITY TO BETTER DISTRIBUTE TRAFFIC ACROSS AREA ROADWAYS</td>
</tr>
<tr>
<td>• Identify funding sources for priority projects.</td>
<td>C</td>
<td>ADD ADDITIONAL CAPACITY ENHANCEMENTS AT LOCATIONS WHERE DEVELOPMENT WILL ADD TO INCREASED PRESSURE ON CORRIDORS</td>
</tr>
<tr>
<td>• Identify funding sources for priority projects.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### 6.2 IMPLEMENTATION STEPS

#### 6.2.6 Transit

<table>
<thead>
<tr>
<th>STEP 1</th>
<th>• Coordinate with METRO and COH on access improvements in the vicinity of Northwest Transit Center.</th>
<th>• Pursue grant opportunities to enhance the public realm along major transit corridors.</th>
</tr>
</thead>
<tbody>
<tr>
<td>STEP 2</td>
<td>• Pursue grant opportunities to improve the pedestrian realm and bicycle infrastructure.</td>
<td>• Create development guidelines in accordance with the District's vision.</td>
</tr>
<tr>
<td>STEP 3</td>
<td>• Work with COH to develop TOD-supportive development policies that the District can help support.</td>
<td>• Partner with developers and potentially provide direct incentives to encourage adherence to the guidelines.</td>
</tr>
</tbody>
</table>

**A** PURSUE FUNDING THAT LEVERAGES FUTURE UPTOWN BRT PROJECT FOR TRANSIT-ORIENTED DEVELOPMENT (TOD) OPPORTUNITIES AND CONNECTIONS TO NORTHWEST TRANSIT CENTER

**B** ENHANCE SUCCESS OF FUTURE TODS BY PROVIDING PUBLIC REALM IMPROVEMENTS AND DEVELOPMENT GUIDELINES AND INCENTIVES
### 6.2.6 Transit (Cont.)

<table>
<thead>
<tr>
<th>STEP 1</th>
<th>STEP 2</th>
<th>STEP 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Work with METRO staff to identify preferred route and costs.</td>
<td>• Coordinate with the Spring Branch community, stakeholders, and Memorial Villages and special districts as necessary to build support.</td>
<td>• Identify grant opportunities and local funds to implement route.</td>
</tr>
<tr>
<td>• Actively assess performance of Reimagined routes against METRO service standards.</td>
<td>• Work with METRO staff to identify routes with demand for additional frequency and/or span of service.</td>
<td>• Advocate for inclusion of additional frequency and/or span in future updates to METRO’s Transit Service Plan.</td>
</tr>
</tbody>
</table>

**C** COORDINATE WITH METRO FOR NEW NORTH / SOUTH ROUTES ENHANCING THE GRID OF ROUTES PROPOSED THROUGH METRO SYSTEM REIMAGINING

**D** CONTINUE TO ADVOCATE FOR INCREASED FREQUENCIES AND SPANS ON NEW ROUTES
### 6.2 IMPLEMENTATION STEPS

#### 6.2.7 Bikeways

**A**

**ENGAGE WITH COH’S NEW BICYCLE MASTER PLAN TO SUPPORT THE DISTRICT’S BIKEWAY GOALS TO CONNECT EXISTING ON-STREET ROUTES, OFF-STREET ROUTES AND LOCAL AND REGIONAL DESTINATIONS**

<table>
<thead>
<tr>
<th>STEP 1</th>
<th>STEP 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Identify local priorities for bicycle connections.</td>
<td>• Engage in Bicycle Master Plan stakeholder group.</td>
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<table>
<thead>
<tr>
<th>STEP 3</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Inventory existing bicycle facilities and evaluate relative to best practices (National Association of City Transportation Officials, Institute of Transportation Engineers, etc.)</td>
<td>• Develop a list of priority improvements.</td>
</tr>
</tbody>
</table>

**B**

**ENHANCE EXISTING ON-STREET BIKE ROUTES INCLUDING CLEANING, SWEEPING, SIGNAGE, INTERSECTION ENHANCEMENTS, STRIPING / WIDENING, REPAVING**

<table>
<thead>
<tr>
<th>STEP 3</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>• Identify funding for capital and maintenance improvements.</td>
<td></td>
</tr>
</tbody>
</table>
### 6.2.8 Parks + Trails

#### A CREATE ONE TO TWO NEW URBAN PARKS

<table>
<thead>
<tr>
<th>STEP 1</th>
<th>STRATEGY</th>
</tr>
</thead>
<tbody>
<tr>
<td>• <strong>Strategy I:</strong> Identify strategic sites and allocate District funds to purchase property.</td>
<td></td>
</tr>
<tr>
<td>• <strong>Strategy II:</strong> Identify potential development sites on private land that may be used as District park space.</td>
<td></td>
</tr>
<tr>
<td>• <strong>Strategy III:</strong> Work with the City to assess possible park sites for purchase and/or improvement.</td>
<td></td>
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</tbody>
</table>

#### B EXTEND AND COMPLETE THE EAST - WEST CENTERPOINT TRAIL

<table>
<thead>
<tr>
<th>STEP 1</th>
<th>STRATEGY</th>
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</thead>
<tbody>
<tr>
<td>• Confirm partnering route and prepare plan and updated budget for proposed trail extension.</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>STEP 2</th>
<th>STRATEGY</th>
</tr>
</thead>
<tbody>
<tr>
<td>• <strong>Strategy I:</strong> Partner with developer to determine park program.</td>
<td></td>
</tr>
<tr>
<td>• <strong>Strategy II:</strong> Incentivize developers to include park development in selected projects.</td>
<td></td>
</tr>
<tr>
<td>• <strong>Strategy III:</strong> Coordinate with from the City to determine park location and program.</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>STEP 3</th>
<th>STRATEGY</th>
</tr>
</thead>
<tbody>
<tr>
<td>• <strong>Strategy I:</strong> Draft plan and allocate funds for park construction.</td>
<td></td>
</tr>
<tr>
<td>• <strong>Strategy II/III:</strong> Draft plan for park construction.</td>
<td></td>
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</table>

<table>
<thead>
<tr>
<th>STEP 2</th>
<th>STRATEGY</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Develop agreement with CenterPoint for the proposed trail.</td>
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</table>

<table>
<thead>
<tr>
<th>STEP 3</th>
<th>STRATEGY</th>
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</thead>
<tbody>
<tr>
<td>• Obtain Design, Permitting and Approvals.</td>
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</table>
### 6.2 IMPLEMENTATION STEPS

#### 6.2.8 Parks + Trails (Cont.)

<table>
<thead>
<tr>
<th>Step</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>C</strong></td>
<td><strong>ESTABLISH NEW SPARK PARKS AT SCHOOLS</strong></td>
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</tbody>
</table>
|      | • Work with school leadership to apply with SPARK Park Program:  
|      | **Elementary Schools** - Westwood, Spring Branch, Tiger Trail, Lion Lane, Panda Path;  
|      | **Middle Schools** - Landrum, Northbrook, Spring Oaks;  
|      | **High Schools** - Northbrook, Springwoods. |
| **D** | **BUILD CRITICAL TRAIL LINKS TO KEY DESTINATIONS** |
|      | • **1. W140 Trail**: Support and collaborate with TIRZ#17 in an effort to monitor progress of W140 Trail. A portion of the trail maintenance will be a part of the District’s responsibility.  
|      | • **2. North-South Trails**: Partner with Harris County Flood Control District (HCFCD) and Houston Parks Board (HPB) to assess potential North-South trails and along drainage channels and prepare plan. |
| **E** | **ENHANCE EXISTING PARKS** |
|      | • Fund the acceleration of city park improvements through COH CIP Assessment Tool in areas with high potential for residential investment/reinvestment.  
|      | • Collaborate with Harris County Precinct 4 to identify county parks that need upgrades. |
| **F** | **COORDINATE WITH PLANNING INITIATIVES** |
|      | • Actively maintain the capacity to review and consider plans and initiatives by other partners on an on-going basis. |

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**STEP 1**

- 1. **W140 Trail**: Work with HCFC and possibly TIRZ#17 and other partners for future extension of trail to Campbell Road.  
- 2. **North-South Trails**: **Strategy I**: Once plan is approved, seek funds by partnering with Bayou Greenways and/or other initiatives to begin construction.  
  **Strategy II**: Work with HCFC, COH and TIRZ#17 to design and construct the trail.  
- Collaborate with City to locate city parks that require improvement and monitor progress of COH CIP 2017-2021.  
- Actively promote key priority actions for Spring Branch with other partners to influence plans and initiatives in order to optimize partnering opportunities, and to maximize benefits and reduce costs.  
- Once a school is selected by SPARK Committee on an annual basis, parks may take up to 18 months to be completed (1-3 year process in total per school).
Under-utilized easements are alternative ways of providing critical trail linkages between important nodes and neighborhoods.