

MONTROSE



Livable Centers

**Final
Plan**

February 26, 2021



Acknowledgement

Client Team



Dr Randy Mitchmore, Former Chair
Projects & Planning

Joe Webb, Present Chair
Projects & Planning/ Finance/ Administrative Services

Sherry Weesner, Vice-chair
Projects & Planning/ Public Engagement

Montrose TIRZ Board Administrative Consultant

Patricia Joiner
CEO/President

Christina Cornelius
Project Manager



Anita Hollmann, Project Manager
Principal Planner/Regional Manager

Jillian Donatto, Senior Planner
Sustainable Development

Prime Consultant



Zakq Lockrem, Principal-In-Charge
Managing Principal

Katie Coyne, Project Manager
Principal, Urban Ecology Studio Lead

Wei Xiao, Deputy Project Manager
Senior Urban Designer

Sub Consultants



David Manuel, Mobility Planning Lead
Senior Associate

Louis Cutaia, Mobility Planning Support
Associate Transportation Planner



Elia Quiles, Creative Placemaking Lead
Co-founder, Principal

Noah Quiles, Artist/Creative Placemaking
Owner, Curator

Katherine Gregor, Communications/Creative Placemaking
Communications Consultant

Florida State University

Petra Doan, LGBTQ Planning and Placemaking Expert
PhD, Professor

Contents

EXECUTIVE SUMMARY vi

PROJECT OVERVIEW 2

PUBLIC ENGAGEMENT SUMMARY 8

NEEDS ASSESSMENT..... 18

PREVIOUS PLANNING20

EXISTING CONDITIONS24

RECOMMENDATIONS.....102

CONNECTED..... 106

INCLUSIVE..... 168

THRIVING 202

PHASING AND IMPLEMENTATION PLAN 228

PREVIOUS AND ONGOING PROJECTS..... 230

IMPLEMENTATION MATRIX262

RESILIENCE IMPACT.....276

AIR QUALITY ASSESSMENT 284

OPINION OF PROBABLE PROJECT CONSTRUCTION
COSTS 288

1.

EXECUTIVE SUMMARY



1

PROJECT OVERVIEW

For many decades, Montrose has been one of Houston's most distinctive, exciting, and desirable neighborhoods. Culturally rich, economically vibrant, human-scaled, and close to Downtown, Montrose is now entering its second century and its successes have also created new challenges for historic communities who have called Montrose home. There is an overwhelming desire to continue to encourage all of the things that have made Montrose Montrose. The Montrose Livable Centers Plan seeks to provide a robust set of strategies for investment in infrastructure, housing, economic development, parks, and the arts within the TIRZ 27 in order to continue Montrose's trajectory as one of Houston's best places to live, work, and play.

About the project

The Montrose Livable Centers Plan was commissioned by Houston-Galveston Area Council (H-GAC) and Montrose TIRZ 27 within the context of the current challenges and opportunities. A program of H-GAC, in partnership with local agencies, Livable Centers studies seek to create places where people can live, work, and play with less reliance on their cars and encourage a complementary mix of land uses for a more walkable, connected environment that is accessible by multimodal transportation.

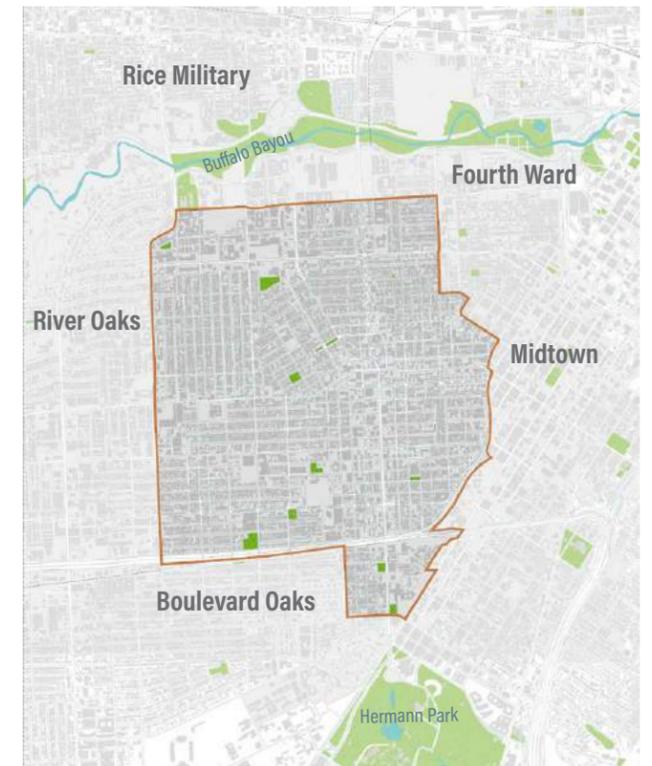
Study Area

The Montrose Livable Centers Plan is bounded by Shepherd Drive on the west side and West Dallas Street on the north side. With I-69 as a partial southern edge, the study is also focused on opportunity areas between Midtown, Fourth Ward, and Museum District as shown in the study area map.

The study area has regional significance - it has been the haven for Houston's counterculture and is recognized across the country for its art, music, multi-cultural bohemian lifestyle, and as one of the south's largest 'Gayborhoods'. Montrose was planned as one of Houston's first large-scale subdivisions. Artists, families, young professionals, seniors, and LGBTQ+ community members are the heart of Montrose and one of the reasons why Montrose is one of the most energetic areas in Houston. Since the 1990s, increasing gentrification has challenged the community and forced many long-time residents to move out. Housing options and affordability have become critical topics in order to help Montrose thrive. Bringing in people of diverse ages, races and identities is also key to making the Livable Centers Plan successful.

The historic street grid has made Montrose one of the most potentially walkable places in Houston, though current conditions limit mobility in many areas. The esplanades built by the communities in the last century also became a prominent feature of Montrose in contributing to the walkability. TIRZ 27 is striving to improve walking, biking, and overall transit experience in the community through past and current studies such as Lower Westheimer Corridor, Bike Walk Montrose, and Montrose Drainage Study. These studies also create a solid foundation for this Livable Centers Plan. Another walkability factor is the treasured tree canopy that is both welcoming and inviting. Additionally, building off of clusters of restaurants, bars, and coffee shops, Montrose is a regional employment engine in the service industry. These hotspots open up opportunities as well as preserve Montrose activities and culture to keep Montrose diverse, unique, and attractive.

Map 1. Study Area



Project Timeline, Purpose, and Potential Outcomes

Project Timeline

The project schedule was 12 months long, commencing in March 2020, just as the impact of the global COVID-19 pandemic became clear in the United States. Due to the impact of the pandemic, H-GAC, the TIRZ, and the consultant team has rethought the ways of engagement and created alternative solutions to respect

rules and ensure community safety. The team sought to collect insights from technical groups and public input by hosting steering committee meetings, virtual public meetings, online forums, focus groups, tours, and small-scale in-person meetings.

Purpose of the Plan:



Prior to the initiation of this study, H-GAC and the TIRZ worked to develop clear goals and potential outcomes for the plan, as follows:

- Balancing economic development and character with great urban design to establish a stronger business environment and district identity.
- Reimagining the transportation network across multiple mobility options to improve experiences for residents who are walking, biking, or in need of transit to their destinations.
- Improving community resilience, health, and housing opportunity in tandem to promote better quality of life for residents.
- Creating a transparent and accessible engagement plan that ensures all communities in Montrose are reached and represented.

Potential Outcomes:

- A multimodal connectivity plan that increases safety, access, and mobility throughout the study area for residents.
- A market-oriented approach that promotes catalytic development opportunities and facilitates public-private partnerships.
- Housing choice and affordability strategies that focus on

restoring existing housing, redeveloping vacant properties and lots, and providing additional housing options for mixed-income development.

- Community health recommendations through built-environment interventions.
- Improvements of landmarks, wayfinding, gateways, land use strategies, and other placemaking elements.
- Recommendations for strategic investments in neighborhood-scale community resilience.

TIRZ 27 Responsibility

The study seeks implementable design strategies to build the future of a walkable, resilient, and affordable Montrose. Although the study is funded by TIRZ 27 and H-GAC, TIRZ 27's responsibility and ability to implement all recommendations are limited by the TIRZ's boundaries and statutory abilities. The purpose of the Montrose Tax Increment Reinvestment Zone (TIRZ) is to finance the construction of public facilities and infrastructure necessary to catalyze residential and commercial development and redevelopment within the zone boundaries. In order to build upon the limited responsibility of TIRZ 27, the study will explore potential partnerships and opportunities to lead recommendations through implementation.

Map 2. TIRZ Boundary



Data Source: Houston-Galveston Area Council



- Study Area
- TIRZ 27 Boundaries
- School
- Park
- Light Rail
- Light Rail Station
- Bus Rapid Transit Route

Study Recommendations

The three overarching goals of the Montrose Livable Centers Plan, including 13 concepts and 41 recommendations, aim to respond to key opportunities identified during the Needs Assessment phase of this project. The three goals and their associated recommendations are as follows:



CONNECTED

OPPORTUNITY

One of Montrose's greatest assets, and its most public, is its streets. Excellent work has already been completed to define key routes for biking, walking, transit and automobile traffic, and important work is being done to help mitigate the impacts of flooding on the neighborhood and to create more parks and open spaces.

GOAL

The Livable Centers Plan must build upon this past work and examine more ways to utilize street rights-of-way to provide multiple forms of benefits, including mobility, resilience, and recreation.

- 1.1 Build on previous work completed for Montrose focused on commercial, major neighborhood, and minor neighborhood corridor improvements.
- 1.2 Pilot temporary and permanent opportunities for reclaiming rights-of-way for community, pedestrian, and bicycle activation.
- 1.3 Create a dispersed but connected network of urban green spaces in Montrose that promotes urban heat island mitigation, urban habitat provision, and stormwater treatment, in addition to filling parkland and open space gaps.
- 1.4 Create a system of urban greenways in Montrose to better connect bicyclists between two major green nodes, with key priority projects along Montrose Boulevard, from Buffalo Bayou to Hermann Park, and connecting via Westheimer to Waugh and Commonwealth extending north to Buffalo Bayou.

INCLUSIVE

OPPORTUNITY

Montrose's community members are what makes Montrose special; however, for many residents, the neighborhood's successes are also its challenges. High quality of life, rising land values, and the desirability of real estate have endangered the ability of many of the residents who have made Montrose the special place it is to stay in the neighborhood.

GOAL

Affordable housing funding and programs should be directed toward improving the ability of long-time residents communities to remain in the neighborhood, to providing more housing for service workers in the neighborhood, and to removing barriers to home ownership.

- 2.1 Fund, subsidize, or incentivize the development of new units of affordable rental housing at deeper affordability levels to better support housing options throughout the neighborhood for those who have been historically excluded or those who have been previously displaced.
- 2.2 Pursue the City of Houston's Walkable Places designation for all TIRZ areas, and seek to apply TOD guidelines to Richmond in advance of the construction of the proposed BRT line.
- 2.3 Acknowledge historic harm and current unenforceable racial restrictions on homeownership in Montrose.
- 2.4 Increase civic engagement of all Montrose residents.

THRIVING

OPPORTUNITY

Montrose is a totally unique destination in the Houston region, and a great deal of the neighborhood's character is due to the eclectic combination of small businesses, restaurants, bars, galleries, and other destinations.

GOAL

Economic development strategies must seek, first and foremost, to maintain and support existing businesses and create new opportunities for entrepreneurship. Art, wayfinding, and placemaking opportunities must also build upon the unique character of the neighborhoods and should provide opportunities for community members to participate.

- 3.1 Preserve and evolve the Montrose "vibe" by protecting and promoting small, local businesses and beloved institutions.
- 3.2 Partner with local businesses and employers for district-scale transportation demand management (TDM).
- 3.3 Use public art, creative placemaking/keeping, and active programming to reflect and extend Montrose's identity as an inclusive place.
- 3.4 Create and pilot a comprehensive program of place keeping/making, including public art.

2

PUBLIC ENGAGEMENT SUMMARY

Our team believes deeply in the public engagement process: a successful planning process should be measured by the amount of ownership community members feel at the conclusion of the work. From August to December 2020, a wide variety of audiences and stakeholders were engaged to share knowledge and insights. The engagement process was multi-pronged and inclusive. While modifications needed to be made to the original community engagement plan to respond to the COVID-19 pandemic and ensure the community's safety, the team was still able to maintain a dynamic engagement approach, utilizing a number of virtual engagement methods throughout the study.

There were a variety of engagement groups and strategies for the study. The primary sounding board was the Steering Committee, which consisted of 23 individuals who were considered essential to the understanding of Montrose as well as to the future implementation of the study. The list included City staff, business owners, residents, art institute representatives, school representatives, and leaders of local economic development and regional planning agencies.

With help from the Steering Committee, the team also identified agencies that were essential to the implementation and worked to gain their buy-in. Individuals and organizations with

specialized expertise in the themes of the recommendations were also identified as attendees for roundtable discussions with topics including transportation, green infrastructure, housing, public art, cultural districts, civic engagement, accessibility, resilience, and sustainability.

Finally, the general public who work, live, and visit Montrose, were also notified of the efforts of the study via press releases and social media engagement and were asked to provide their feedback from personal experience and community knowledge.

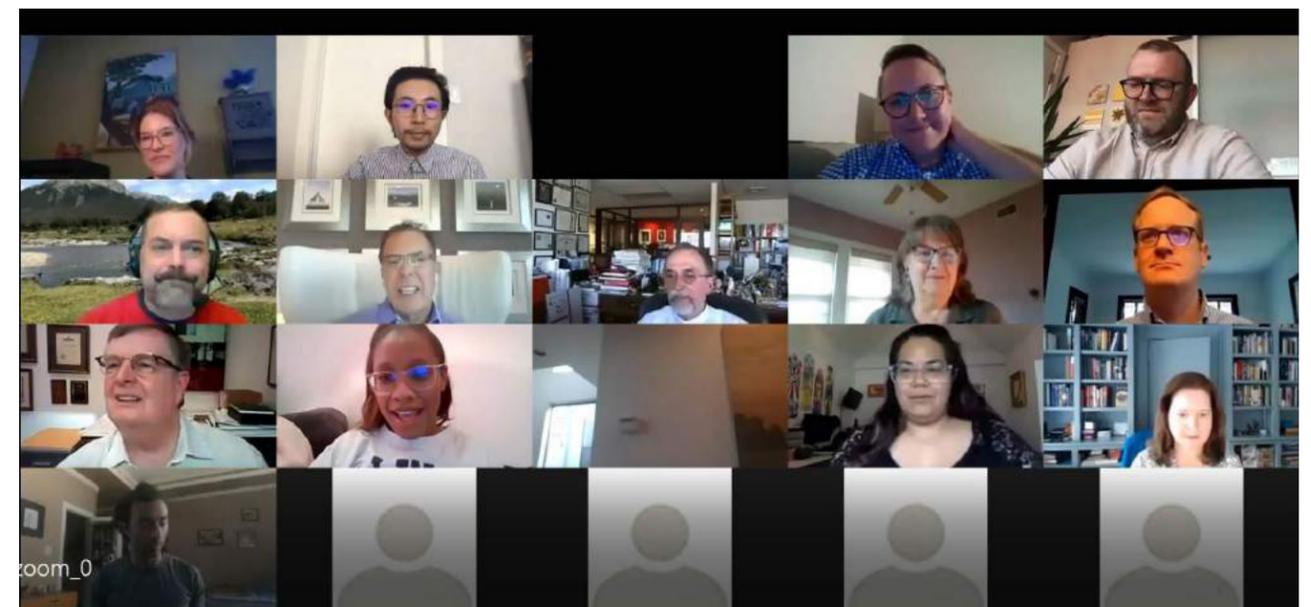
Phase 1 Needs Assessment

The goal of the first phase was to present the findings from the Needs Assessment research and build upon that data with community knowledge and experience. This was our first step in working together to create a vision for the neighborhood's future. From June to September 2020, the team hosted one stakeholder meeting, a public workshop, and a series of online activities.

Stakeholder Meeting #1

The team hosted the first stakeholder committee meeting in August with 16 stakeholders. Four group discussions were facilitated by the project team with focused topics. Apart from discussing the needs assessment key findings, current challenges, future programs, and potential impediments of

the project were also shared and brainstormed by the group members. The team has summarized the meeting notes and highlighted common themes on the following page to help better frame the opportunities and challenges identified early on in this planning process.



Stakeholder Meeting #1 Summary

What is surprising or unexpected from the Needs Assessment results?

- Percentage of white residents
- Percentage of people who work in Montrose who do not live there
- Heat island map
- Lack of affordable housing

What is missing from the findings?

- More information on the conditions of the streets and sidewalks
- Gaps in pedestrian infrastructure: lighting, damaged/missing sidewalks

What are the biggest challenges you see for this project?

- Funding
- Affordable housing

- People who are opposed to any change in the neighborhood
- How can this project preserve Montrose's vibe and unique feel, while not being exclusionary?

What big ideas would you propose for the future of Montrose and why?

- Improvements to the pedestrian realm: lighting, trees, sidewalks, wayfinding, shade, etc.
- Car-free areas (such as lower Westheimer) and bike lanes
- Preserve unique landmarks (murals, public art, LGBTQ historical sites)
- Move parking from the front of buildings

What major impediments to implementation might we face?

- Cost
- Public buy-in

Public Workshop #1 Summary

What is surprising or unexpected from the Needs Assessment results?

- Current residents of Montrose aren't likely to experience cost burden for their housing, but there are many unmet needs for housing at other price points
- The percentage of workers who live outside of Montrose is so high

What is missing from the findings?

- Mention that Buffalo Bayou is a significant barrier to the north, especially for bikes and transit
- "Renters/renting" is not mentioned explicitly and should be
- More discussion of how housing cost burden data was assessed
- More discussion of homelessness/homeless population

What is your favorite thing about Montrose?

- Destinations

- Unique Character
- Walkability

What are your biggest concerns about Montrose?

- Affordable Housing
- New Developments
- Diversity
- Safety

What would you like to see for the future of Montrose and why?

- Affordability
- Placemaking/Placekeeping
- Transportation and Connectivity
- Guidelines/Standards

Public Workshop #1

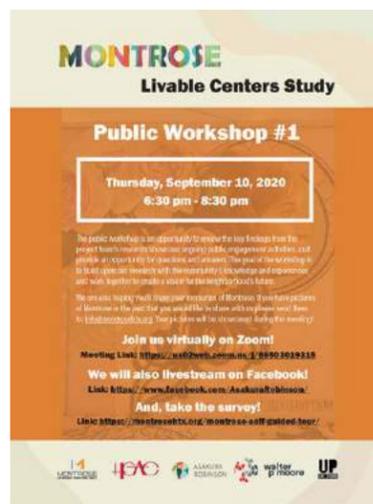
The first public meeting was hosted in early September. More than 50 people attended the Zoom meeting, and the livestream on Facebook reached 585 views as of September 23. During the 2-hour meeting, the team received feedback on the draft Needs Assessment and comments on the community's vision

for the future of Montrose. The feedback was critical to the team and critical to set up an initial vision for the concept plan that addresses public concerns and builds an actionable vision for the future of Montrose that aligns with the community's hopes for the future.

Self-guided Tour Survey

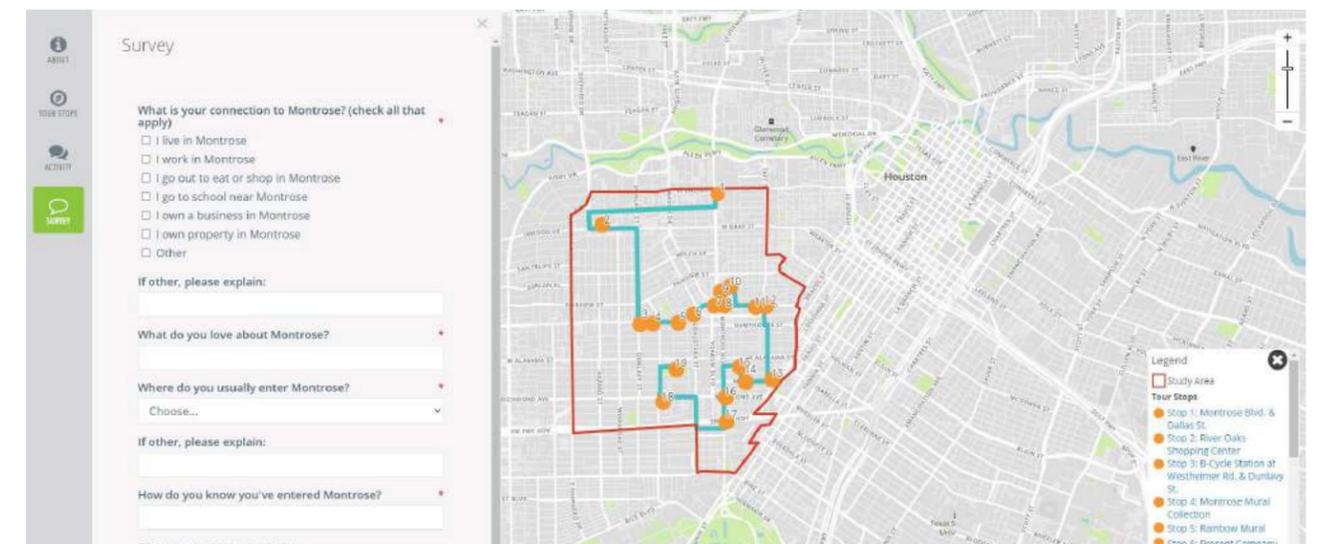
The first public survey was launched in late August to the public. The survey questions were attached to specific locations in Montrose that were selected by the team based on the Needs Assessment research. People could take the self-guided tour either by phone or tablet while walking and

biking the route, or at home by traveling the route virtually. The survey covered topics such as housing, transportation, economic development, arts and culture. It was a great success and, as the survey received 549 responses in total.



Livable Centers Program

The Montrose Livable Centers study seeks to develop a strategy to achieve a complementary mix of land uses that are designed to be walkable, connected, and accessible by multiple modes of transportation. It also promotes community resilience, a variety of housing choices, and activities in Montrose.



Self-guided Tour Survey Summary

Respondents' Connection to Montrose

- 39% live in Montrose
- 27% eat/shop in Montrose
- 24% own property in Montrose

What respondents like about Montrose:

- Diversity
- Culture
- Walkability
- Close proximity to restaurants/shops

Architecture/Housing

- Half of respondents strongly disagree or disagree with "Montrose offers diverse and affordable housing options for residents who are interested in renting and owning."
- Montrose needs a variety of smaller scale housing options: fourplexes, low-rise, single family
- No more luxury housing
- Preserve older houses

Open Space/Community Health

- Community resources needed in Montrose: Services for homeless, Mental health professionals, Health clinic

Art/Branding/Culture

- All respondents rate the cultural life in Montrose as excellent or good
- 44% of responses want to see painted sidewalks as gateway markers
- Respondents think Montrose should have a memorial to those lost in the HIV/AIDS epidemic
- 93% strongly agree or agree that "Montrose has a great variety of retailers, services and dining options that appeal to me"
- Most people love the look of the Montrose Bridges but think they need more maintenance

Economic Development

- Businesses that respondents want to see more of in Montrose: Locally owned small businesses, cafes, bars, and restaurants with outdoor seating, and unique/specialty retail
- Respondents want protection for LGBTQ+ owned businesses so that they stay in Montrose

Green Infrastructure

- 41% of responses want to see more trees to improve outdoor experiences
- 31% of responses want to see more rain gardens in Montrose
- Respondents see vacant lots as potential pocket parks

Connectivity/Transportation

- Speeding cars and lack of crossings separate Montrose from the Bayou
- The top choice for intersection improvements was sidewalks
- 47% of respondents arrive to River Oaks Shopping Center by car/personal vehicle
- Weather protection was the #1 bus stop improvement mentioned
- 63% of respondents have never used bike share programs
- 63% of respondents rate the bike infrastructure in Montrose as poor or very poor
- Only 4% of respondents say that it is safe to cross streets in Montrose
- Preferred traffic calming interventions: Wider sidewalks, raised medians

Phase 2 Concept Plan

In Phase 2, the team presented the Concept Plan framework draft that will guide future TIRZ 27 efforts and investments throughout the neighborhood, to the stakeholders and to the public. The goal was to ensure these concepts align with the community's vision for the future and set the stage for continued work together in crafting an implementable strategy for action moving forward.

Stakeholder Meeting #2

The second stakeholder meeting was hosted in late October with 18 stakeholders attending. The meeting reviewed the Concept Plan framework developed by the consultant team, then shared the ongoing process and feedback from public workshop #1.

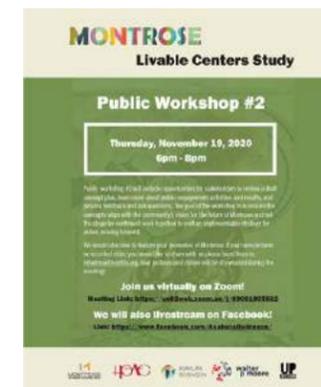
Three breakout group discussions were facilitated to identify the gaps and key locations for the recommendations. The team received a great amount of feedback that would help the Concept Plan to fully develop into the community's vision.



Public Workshop #2

With the feedback received from stakeholder meeting #2, the team updated the Concept Pan framework to reflect the desired vision. In November, the team hosted the second public workshop. More than 20 attendees joined online through ZOOM

and livestream on Facebook. The team presented the Concept Plan framework to the public. The live polling for the concepts and each recommendation was organized to understand the priority and importance.

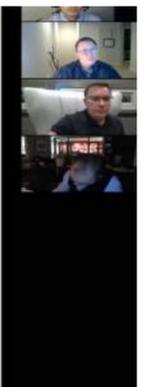


Connected:

1.3 Create a dispersed but connected network of urban green spaces in Montrose that promotes urban heat island mitigation, urban habitat provision, and stormwater treatment, in addition to filling parkland and open space gaps

Recommendations/Strategies

- 1.3.6 Create ROW parklet and small park activations through ongoing small-scale arts and active living programming
- 1.3.7 Cultivate more district-scale parks programming including examining the potential for an outdoor music venue.



Public Workshop #2 Summary

From the polling results, connected and inclusive obtained the equal votes at 44% as the prioritized concept, thriving received 12%. Below are the top 3 recommendations that are essential/important to Montrose as surveyed during the meeting based on the voting percentage:

- 92.86% - Partner with local businesses and employers for district-scale transportation demand management (TDM)
- 88.89% - Create a system of urban greenways in Montrose along Montrose Boulevard, through the heart of Montrose and at Westheimer, along Waugh to Buffalo Bayou, to better connect bicyclists between two major green nodes - Buffalo Bayou and Hermann Park
- 87.5% - Preserve and evolve the Montrose "vibe" by protecting and promoting small, local businesses and beloved institutions

Below are the top 3 recommendations that people strongly agree/agree that address a pressing need in Montrose:

- 100% - Partner with local businesses and employers for district-scale transportation demand management (TDM)
- 94.44% - Create a system of urban greenways in Montrose along Montrose Boulevard, through the heart of Montrose and at Westheimer, along Waugh to Buffalo Bayou, to better connect bicyclists between two major green nodes - Buffalo Bayou and Hermann Park
- 87.5% - Pilot temporary and permanent opportunities for reclaiming rights-of-way for community, pedestrian, and bicycle activation



Storytelling

In August, the team interviewed two residents and one family and asked them to share their stories about Montrose, including why they love Montrose, why they chose to live in Montrose, what their biggest concerns were, and what they hope to see in the future for Montrose. Three talented local artists were invited to create illustrations based on the themes from interviewees' stories. The recorded interviews were edited into a final video, along with the drawings, and shared with the public.

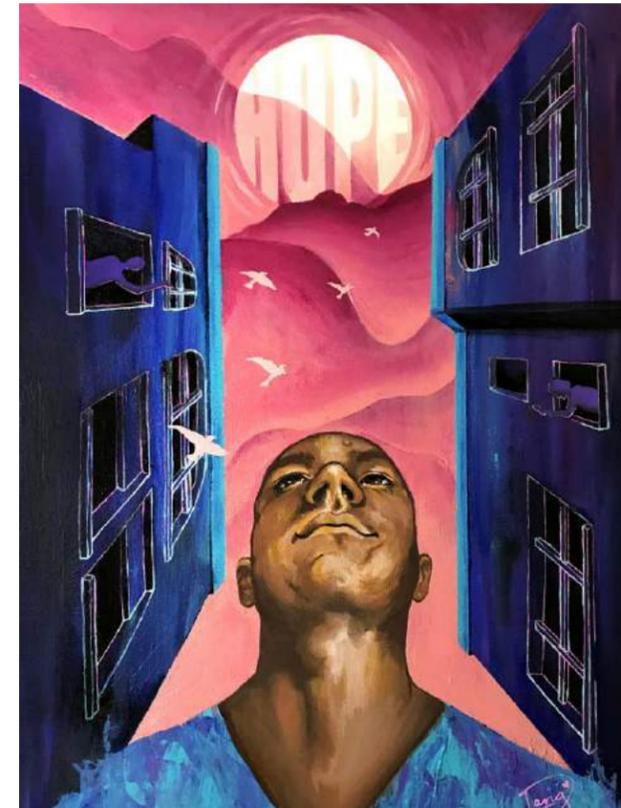
Taylor family; Vision: Diversity



Stan McDonald; Vision: Hope



Eleni Pappas; Vision: Home



Planning for Inclusive Cities Panel

During the Concept Plan phase, the team hosted a panel with national experts in planning and with LGBTQ+ communities. Across the United States, national experts are working to better understand how to balance economic growth and development with preservation of a neighborhood's inclusive identity. The goal of the panel was to better understand what lessons learned

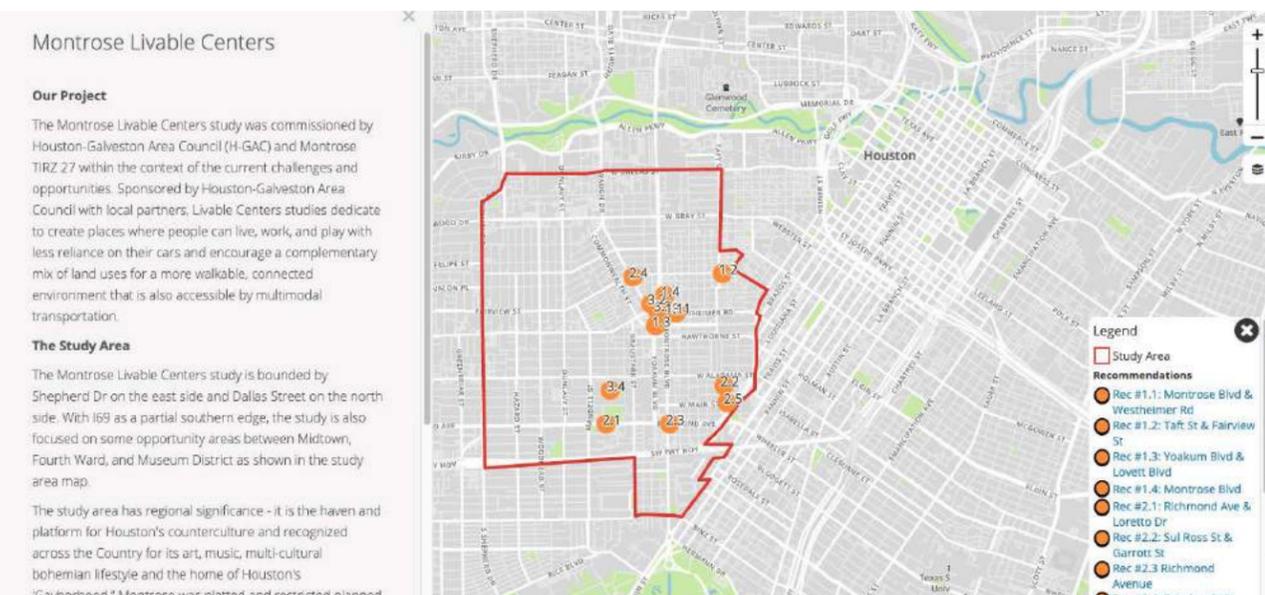
from other gayborhoods around the country might help guide recommendations for Montrose into the future. Panelists shared examples from Chicago, Dallas, San Francisco, and elsewhere. The event attracted more than 30 people and was highly appreciated by the public.



Self-guided Tour Survey - Concept Plan

The survey for the Concept Plan was launched in early December as a tool to reach broader audiences and obtain public feedback. Each recommendation was assigned a stop along this version of our online neighborhood tour. The survey questions were

attached to each recommendation to get public input on the priorities and concerns. The respondents were also encouraged to share comments. The tour received about 400 responses.



Self-guided Tour Survey - Concept Plan Summary

Below are the summaries of the votes and common themes of the answers to the open discussion.

The top three recommendations that are essential and very important to Montrose that respondents voted for are:

- **Recommendation 3.1:** Preserve and evolve the Montrose "vibe" by protecting and promoting small, local businesses and beloved institutions
- **Recommendation 1.1:** Build on previous work completed for Montrose focused on commercial, major neighborhood, and minor neighborhood corridor improvements
- **Recommendation 1.3:** Create a dispersed but connected network of urban green spaces in Montrose that promotes urban heat island mitigation, urban habitat provision, and stormwater treatment, in addition to filling parkland and open space gaps

The top three recommendations that respondents strongly agree that address the pressing needs for Montrose are:

- **Recommendation 3.1:** Preserve and evolve the Montrose "vibe" by protecting and promoting small, local businesses and beloved institutions
- **Recommendation 1.3:** Create a dispersed but connected network of urban green spaces in Montrose that promotes urban heat island mitigation, urban habitat provision, and stormwater treatment, in addition to filling parkland and open space gaps
- **Recommendation 1.4:** Create a system of urban greenways in Montrose along Montrose Boulevard, through the heart of Montrose and at Westheimer, along Waugh to Buffalo Bayou, to better connect bicyclists between two major green nodes - Buffalo Bayou and Hermann Park

Phase 3 Implementation Plan

After the second stakeholder meeting and public workshop, the team summarized the input and worked on improving the Concept Plan to better align with the community vision. In Phase 3, the public engagement efforts were focused on obtaining input from the stakeholders and staff from entities on the timeline, partnership, and potential funding for implementation. The meetings in this phase included one stakeholder meeting, numerous agency package meetings, and topical roundtable

discussions.

Stakeholder Meeting #3

The third stakeholder meeting was hosted in early December with 15 stakeholders attending. The meeting reviewed the updated Concept Plan as a group. The attendees were divided into three breakout groups for the implementation matrix discussion. Each group reviewed all recommendations, and stakeholders provided their insights on the timeline, potential funding, and partners. These discussions set up a solid stage for the implementation matrix.

Agency package meetings

The agency package meetings are opportunities for the governmental entities, agencies, and nonprofit organizations to sit together to review the updated Concept Plan. The meetings reviewed updated recommendations to ensure they align with the vision of ongoing/planned works from each entity.

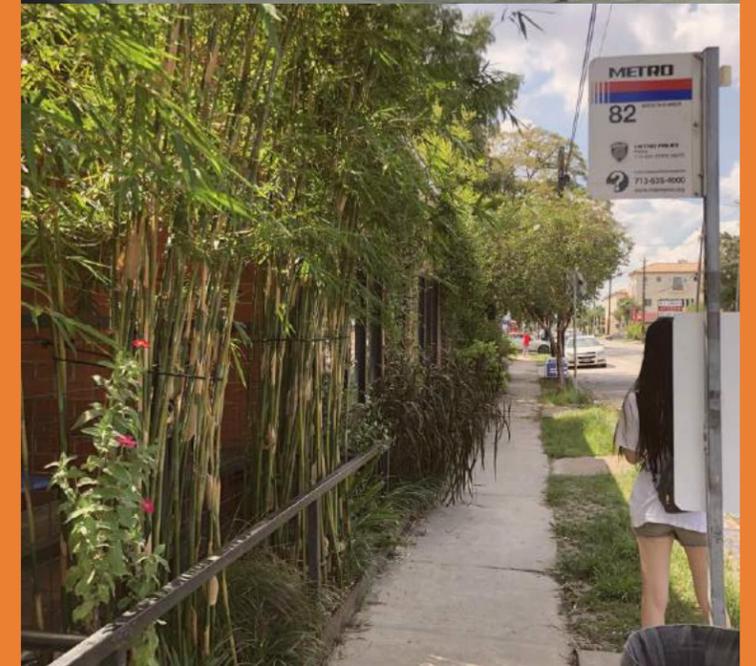
The conversations around potential partnerships and funding for the recommendations were also the core parts of these meetings. The team received a great amount of feedback from attendees with comments reflected in the final Concept and Implementation Plans.

Roundtable Discussions

Roundtable discussions were hosted for these specific topics: transportation, green infrastructure, housing, public art, cultural districts, civic engagement, accessibility, resilience, and sustainability. Experts in these fields were invited to share their knowledge and comments to help the team refine the recommendations. A number of elements were also proposed during the meetings to enhance the Concept Plan such as the exploration of EV charging stations opportunities to promote the creation of community solar as a part of the plan's structured parking recommendation.

1.

NEEDS ASSESSMENT

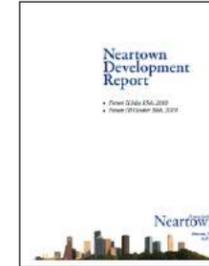


1

PREVIOUS PLANNING

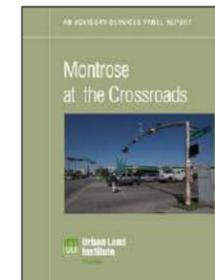
This Livable Centers Plan seeks to build upon the many planning efforts and studies that have focused on the Montrose neighborhood previously or are applicable to the neighborhood but cover the City or region as a whole. In this section, we have summarized each of the key plans or studies. Throughout the document, however, "call-out" boxes can be found highlighting more specific components of these plans and how they relate to our Needs Assessment, in addition to providing space for other current projects and national best practices.

Neartown Development Report



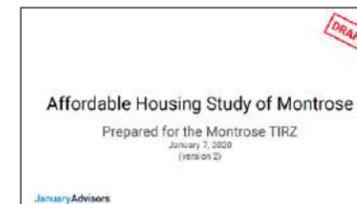
The report reviews updates to projects related to improvements to pedestrian infrastructure, historical preservation, public parks, and the local transit. H-E-B presented three designs for a proposed new location. Public opinions centered around preserving existing trees, aligning building design with Montrose's unique cultural nature, and keeping access to the store pedestrian and cyclist friendly. Park updates covered the renovation of Ervan Chew Park, the fundraising campaign to implement the Mandell Park Master Plan, and the fund raising campaign to develop a SPARK Park at Wilson Montessori School. The Montrose Management District as well as its first Comprehensive Business Development Plan are introduced here. This was more of a newsletter and had no specific calls to action.

Montrose at the Crossroads



This report documents Urban Land Institute's recommendations for development and placemaking within Montrose. The study focuses on improvements to the pedestrian realm: improved lighting for safety, repaired sidewalks for comfort, and added landscaping for shade. There were also recommendations for large-scale projects to increase the amount of open space. Other topics such as new development were addressed to explain how they would be benefitted by a more walkable neighborhood. Changes can be anticipated in existing plans, but it was stressed that a relationship needs to be built with local business owners to ensure any new development fits the vision of the study.

Montrose Housing Stock Inventory Study



This study evaluated the existing housing stock in the Montrose neighborhood. It revealed that there is no true affordable housing available in the neighborhood (the one low-income housing tax credit property has no units designated low-income). Newly built units are more expensive than older units. With booming development, rents and property values have been rising rapidly for the last 10 years. The report concludes by pointing out areas that need more research and recommendations for resources to provide residents.

Montrose Bike and Walk Study



The vision of the study is Montrose as a 20-minute neighborhood, where all streets are walkable and accessible by all ages and all abilities bikeways. To achieve this, the study developed five major goals. Two addressed the need for affordable housing and infill development. The rest of the goals pertain to enhancing the experience of those biking, walking, and taking transit: enhancing the transportation network, enhancing the existing pedestrian realm, and creating more open space and recreational amenities. High priority, short term projects involve traffic calming measures for pedestrian and bicyclist safety. Long-term projects relate to walkable street retrofitting. Funding can be provided through the Montrose TIRZ budget, bonds, and grants. The study also identified other possible funding sources and partnerships.

Lower Westheimer Corridor Study



This report identified project objectives as chosen by residents who participated in past meetings. The highest priority was street design that supports transit, manages traffic safely and effectively, and improves access to local businesses. The report then goes into depth on proposed construction projects block by block. Proposed construction is along Westheimer Road from Shepherd Drive to Main Street – most of which is in Montrose. Dedicated bus lanes, dedicated turn lanes, and improved bicycle crossings are featured in the projects.

Livable Centers Study - Fourth Ward



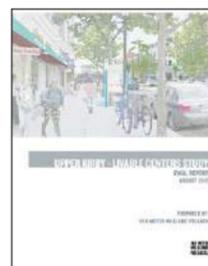
This study focused on how new development can be leveraged to increase walkability and create more mixed-use buildings. The study aims for overall improvements to biking and walking experiences: safe, comfortable, visible, interesting, and accessible. New development would be ideally mixed-use and appropriate for all economic groups. The study lists existing plans related to the area, options to pursue funding, strategies to overcome regulatory barriers, and public engagement ideas.

Livable Centers Study - The Museum District



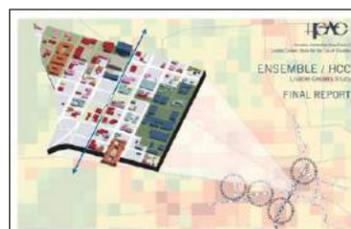
This study's goals break down into three main categories: focus on high density, mixed-use development, improve the bike network, and improve the pedestrian realm. A goal is to create a TOD site that would include mixed-income housing. The City of Houston Bike Plan would provide the foundation for the Museum District's own bike trail network. A "green grid" is proposed, comprising trails, functional public art, and beneficial landscaping.

Livable Centers Study - Upper Kirby



This study recommends promoting the Civic Center district of the neighborhood as the "heart" of Upper Kirby with both public and private investment. The district would ideally establish itself as a key transit-oriented development site with greater connectivity to its neighbors. The study recommends mixed-use redevelopment and enhancements to the pedestrian realm such as improvements in sidewalks and increasing streetscape amenities. The study also recommends identifying spaces that can be converted to parks and community gardens. These changes may increase overall foot traffic in the area.

Livable Centers Study - Midtown



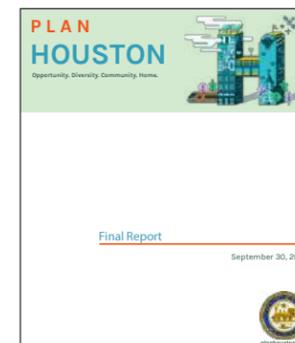
The goal of the study was to better link three distinct districts within Midtown (design, arts, and college) by repairing disconnected systems. Issues with connectivity are largely addressed with improvements to pedestrian and bicycle infrastructure. A key part of the study's implementation plan is a series of streetscape changes to improve pedestrian circulation.

Resilient Houston



The plan's goals cover resilience in its many forms: transportation network, economic development, and natural resources. The City seeks to expand access to wealth-building and employment opportunities, and to leverage investments and partnerships for optimal gain. The plan also created goals directly related to disaster management: provide access to real-time emergency alerting and preparedness training. Technological advances should be incorporated where appropriate. The City intends to create new funding and financing tools and update policies to support the plan's vision.

Plan Houston



Houstonians identified 32 goals, which Plan Houston proposed core strategies with corresponding action items to achieve. To increase mobility for all Houstonians, the plan supports land use policies that support transit use. The plan outlines its numerous actions steps to develop Houston's local economy while working to reach a global audience. The plan also strives for greater equity with mixed-income housing, sufficient affordable housing, and improved affordability of targeted public services. Action steps to preserve open space, tree canopy, and cultural resources reflect the high value that Houstonians place on them. Plan Houston encourages further studies and creation of more focused planning on comprehensive housing policy, pedestrian and bicycle mobility, and arts and culture.

METRONext



The Moving Forward Plan was approved by voters in 2019, and now METRO is authorized to borrow up to \$3.5 billion in bonds without new taxes for transit related projects. With the proposed projects, the METRONext intends to serve more people and more places, provide service that is fast, more reliable and more frequent, and increase accessibility and usability. Improvements to transit infrastructure will be made on nearly every existing bus route.

2

EXISTING CONDITIONS

The following section outlines the existing conditions of the Montrose neighborhood within three overarching categories: Infrastructure and Environment, Living and Working, and People and Culture. Key findings are listed at the beginning of each section, and current projects, previous or ongoing planning, and best practices are highlighted throughout with colored call-out boxes.

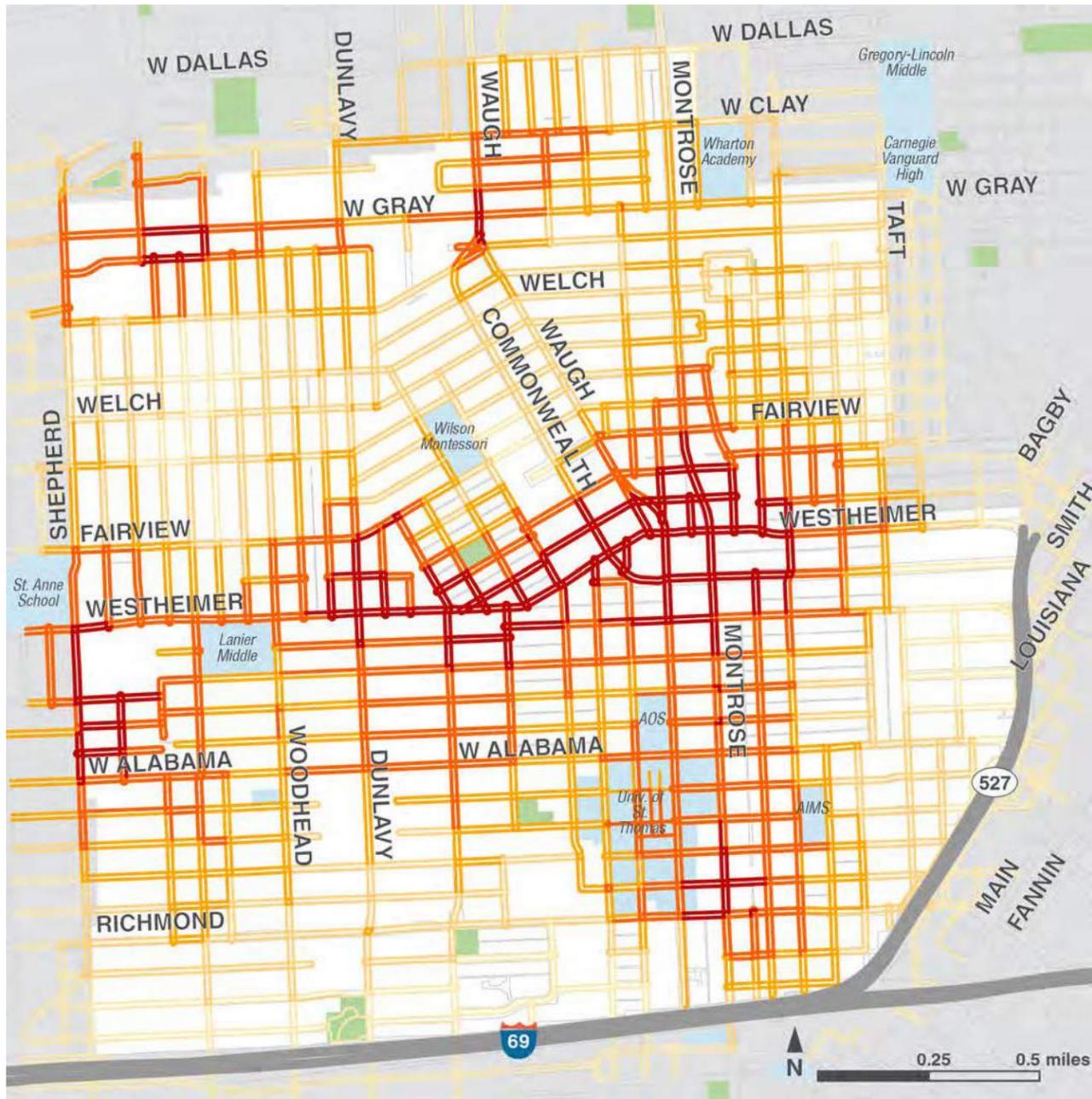


Infrastructure and Environment

Key findings:

- Montrose is served by a mostly continuous gridded network of streets, but bounded by highway systems to the south and east that may create barriers for active transportation.
- There is opportunity for the neighborhood to provide more on-street bicycle infrastructure within Montrose and between the community and adjacent neighborhoods.
- At least 65% of collisions involving bicyclists and pedestrians are caused by drivers.
- Although the walkshed analyses indicate that Montrose is a fairly walkable neighborhood with 137 miles of sidewalk, missing segments and their degraded counterparts greatly affect accessibility and reduce walkability in the southern portion of the study area.
- 95% of the jobs available in Montrose are held by people who live outside of the neighborhood. Of the 94% of Montrose residents who work outside of the neighborhood in major employment centers, nearly 80% of these workers drive to and from Montrose.
- 80% of the area is covered by impervious surfaces and much of the stormwater infrastructure is incorrectly sized.
- The southeast edge of the study area falls within both the 500 and 1000 foot buffer of I-69, indicating that it may be affected by vehicle-generated air pollution, in addition to areas in the core of Montrose where traffic may cause local air pollution issues due to idling cars.
- Many plant and wildlife species have been observed in Montrose, despite it being highly urbanized and containing less than 25% canopy cover.
- While the study area does not include any FEMA floodplains, there are regular issues with localized flooding in a series of hotspots throughout the neighborhood.
- Montrose has almost 21 acres for its 36,363 residents. Even if we include Buffalo Bayou in this calculation for a total of 181.53 acres, Montrose is still only meeting 25% of the best practice goal for park acreage per capita.
- The rates of chronic illnesses, such as asthma, obesity, and diabetes are lower for the study area when compared to the City of Houston as a whole.

Map 3. Network Connectivity



Map Source: Walk Bike Montrose 2020 (Traffic Engineer Inc)

Network Connectivity

Connects to Fewer Destinations
Connects to More Destinations

- Highway
- Study Area
- School
- Park

Source: Team Analysis 2020

Connectivity and Transportation

Regional Connections and Barriers

The Montrose Livable Centers Plan area is located directly west of Downtown Houston. It is bordered by I-69 and Spur 527 in the southeast, West Dallas Street in the north, and South Shepherd Drive in the west. Allen Parkway is approximately .25 mile north of the study area and Kirby Drive is .5 mile west of the study area. Directly north of Allen Parkway is Buffalo Bayou. Westheimer Road runs east-west through the center of the study area and Montrose Boulevard provides north-south connections. Both are major thoroughfares in the City of Houston Metropolitan Thoroughfare and Freeway Plan (MTFP). West Gray Street is an additional major thoroughfare in the northern portion of the study area. Richmond Avenue is designated as a transit corridor on the MTFP meaning that it is a right-of-way that METRO has proposed as a route for guided rapid transit or fixed guideway transit system. I-69 provides transport through Houston, but creates a barrier for bicyclists and pedestrians in reaching areas to the south. The METRO Rail red line operates just outside of the southeastern boundary of the study area. The map to the left shows the regional context of the Montrose study area along with the current Houston MTFP.



Allen Pkwy at Montrose Boulevard; Source: Asakura Robinson

Montrose is a walkable and bikeable neighborhood serviced by frequent transit but with limited bikeshare stations. Traffic safety is a big issue for the neighborhood.



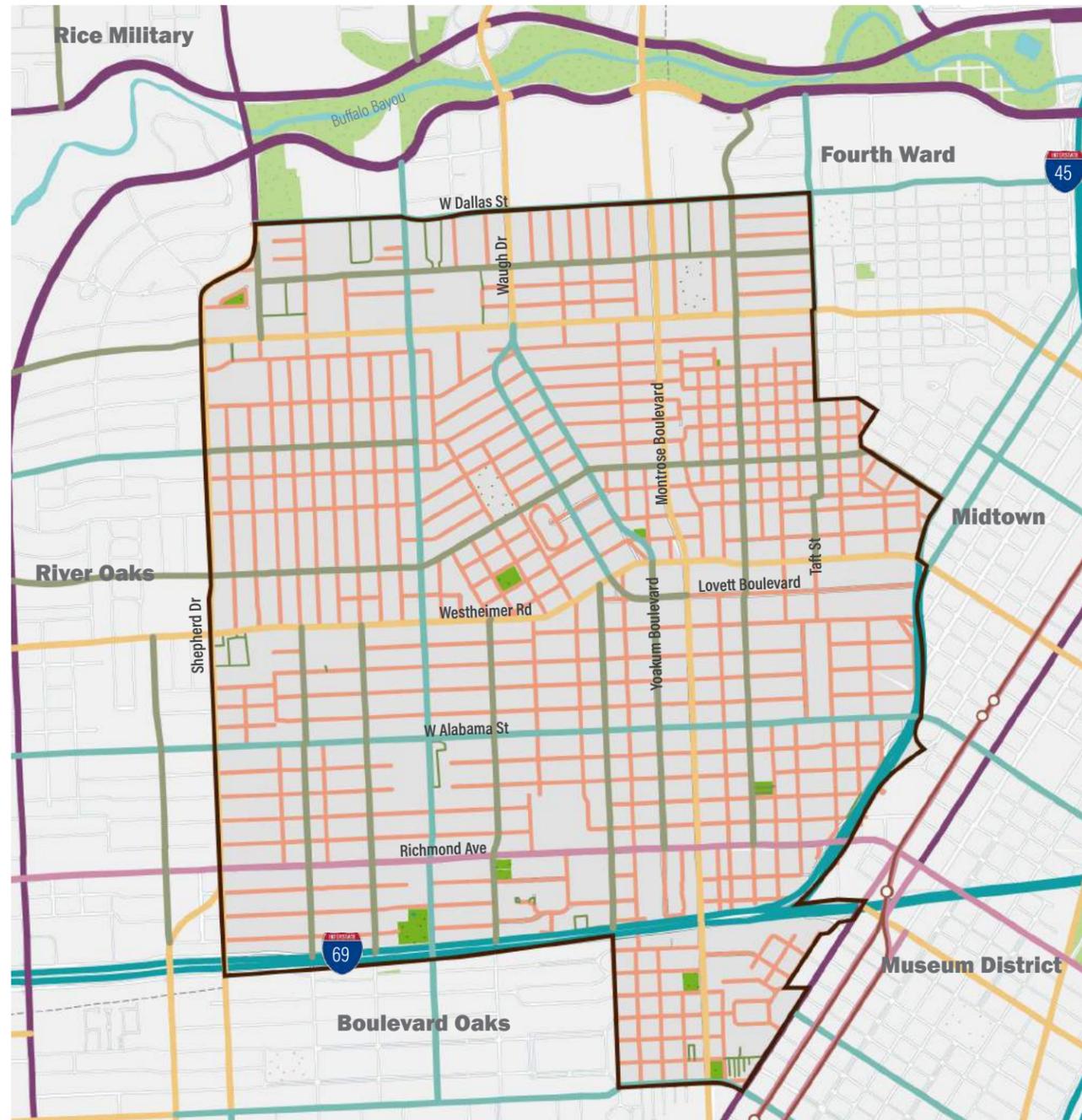
Intersection at Westheimer Rd and Montrose Boulevard; Source: Asakura Robinson

Street Connectivity

The street network in the Montrose neighborhood consists of a mostly uniform, mostly continuous gridded network with direct east-west and north-south corridors. Notable exceptions in the street network are Commonwealth Street and Waugh Drive, which run parallel to one another at a diagonal through the heart of the neighborhood for approximately 0.6 miles (1 kilometer).

There are no principal thoroughfares within the study area boundaries. There are four thoroughfares within the study area boundaries: Westheimer Road, which bisects the area laterally, and West Gray Street which also runs the full east-west distance across the study area; Montrose Boulevard, which runs the full north-south area; and a short section of Waugh Drive. The major collector streets within the Montrose area include Dunlavy Street, the twin Commonwealth Street and Waugh Drive segment, and W Alabama Street. Minor collectors include streets such as Fairview Street, West Dallas Street, and Taft Street. There is one transit corridor street located within the study area along Richmond Avenue. The southern portion of the study area is bounded by the I-69 freeway.

Map 4. Bus Network



Data Source: City of Houston Major Thoroughfare and Freeway Plan.



- | | | |
|------------------------|-------------------------|------------|
| Freeway | Minor Collector | METRO Rail |
| Principal Thoroughfare | Transit Corridor Street | Study Area |
| Thoroughfare | Local Street | Park |
| Major Collector | Private Road | |

Bus Network

Houston METRO operates 19 bus routes throughout the Montrose study area. The routes are designated by different colors by the City to determine how often they operate. The red routes are scheduled every 15 minutes or less, blue routes every 16 to 30 minutes, and green routes every 31 to 60 minutes. Red, blue, and green routes run seven days a week. Orange routes function during weekday peak periods only.

The Lower Westheimer Study completed in 2017 suggested reduced bus stops along the corridor, signaled timing adjustments, relocated parking, among others. These improvements have been delayed due to Hurricane Harvey. The Uptown Silver Line, the first line of the METRORapid BRT project, began service in summer 2020 running north/south along Post Oak Boulevard through the Galleria, west of the study area.

CURRENT PROJECTS:

Metro Boost (Bus Operation Optimized System Treatments) Corridors are planned throughout the study area with Montrose Boulevard planned as the first to be implemented. These corridors will allow for faster and more reliable service on highly traveled corridors. The Boost Corridors will have improved bus stops with digital signage, bike racks, shelters, and transit signal priority. They will have better access to trails and, sidewalks, and bicycle facilities to make reaching the bus stops easier.



Current METRO bus stop at Montrose Boulevard; Source: Asakura Robinson



Painted bus amenities; Source: Asakura Robinson

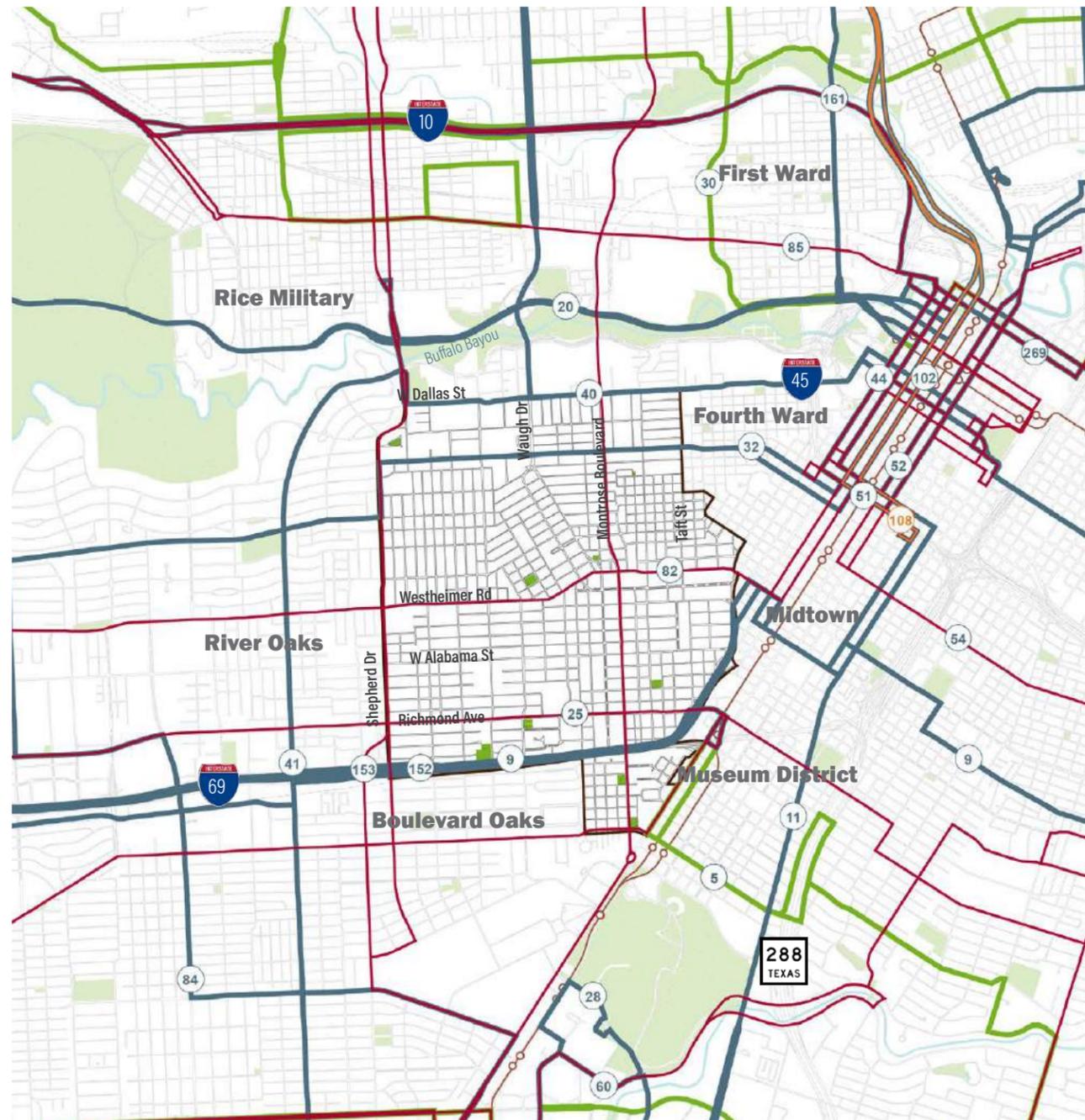


Limited width for the bus stop; Source: Asakura Robinson

BEST PRACTICES:

Plan Hillcrest in San Diego surveyed community members on how to address connectivity issues. When asked about their biggest barriers to active transportation, respondents overwhelmingly stated safety concerns. Many respondents also expressed dissatisfaction with sidewalks and intersections. The major barriers to transit use were speed of service and distance to their destination.

Map 5. Bus Routes

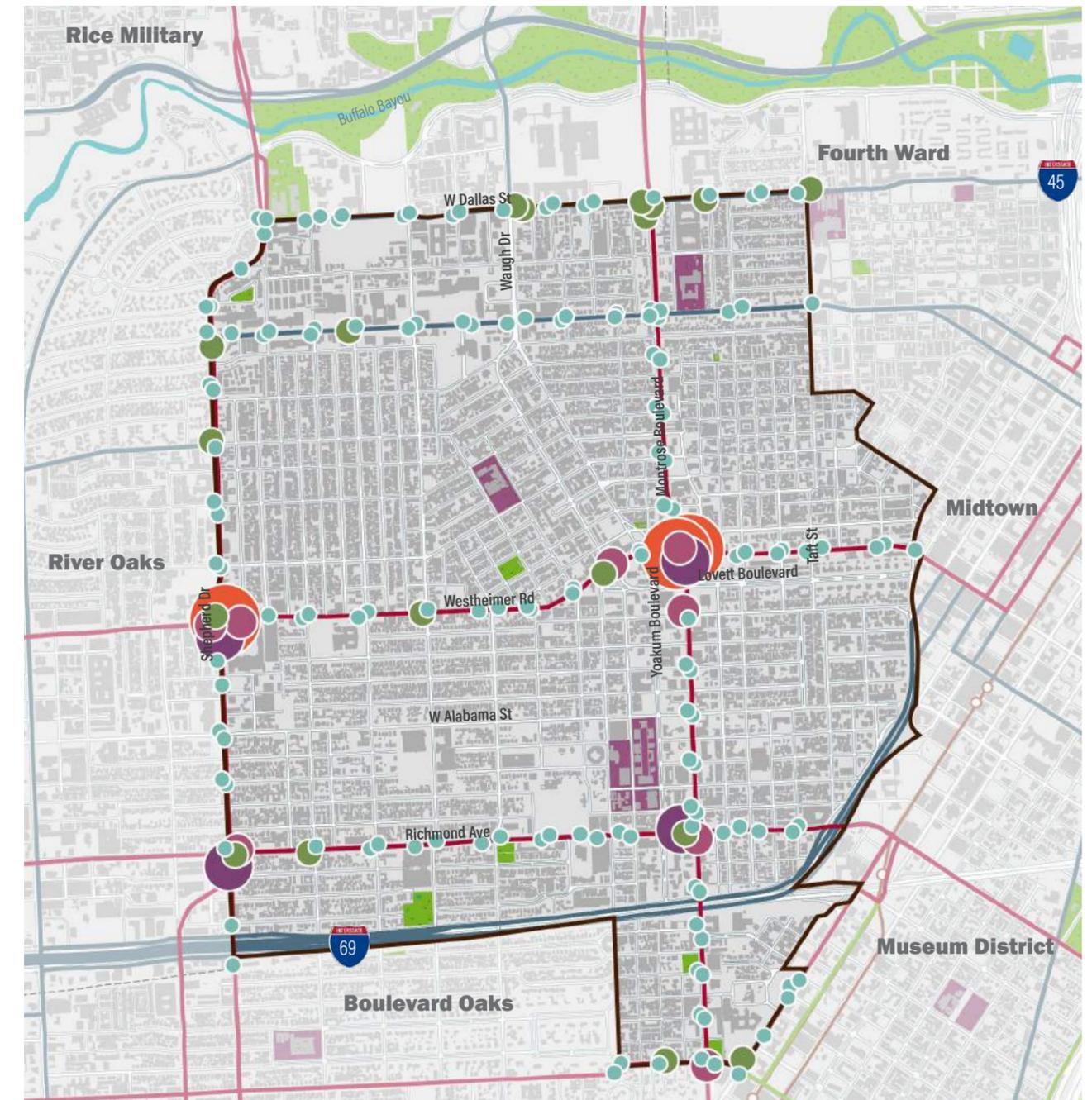


Data Source: [data source].



- Every 15 minutes
- Every 20 or 30 minutes
- Every 60 minutes
- Weekday peak periods only
- METRO Rail
- Study Area
- Park

Map 6. Bus Ridership



Data Source: City of Houston.



- 0-30 daily boardings
- 31-60 daily boardings
- 61-90 daily boardings
- 91-120 daily boardings
- 120+ daily boardings
- Every 15 minutes
- Every 20 or 30 minutes
- Every 60 minutes
- Weekday peak periods only
- METRO Rail
- Study Area
- Park

Existing Bikeways

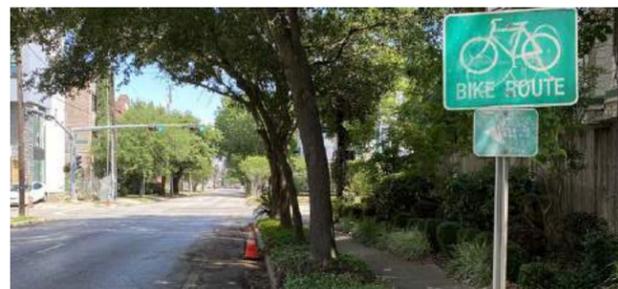
The Montrose neighborhood has an existing on-street network of bikeways primarily consisting of signed shared roadways. The existing signed shared roadways include one east-west that provides connections outside of the neighborhood boundaries along Fairview Street with three east-west intra-neighborhood signed shared roadways along Kipling Street, Hawthorne Street, and much of West Dallas Street. The only existing dedicated on-street bikeways are along Waugh Drive and Commonwealth Street in the heart of the neighborhood. Off-street bikeways in the form of shared use trails are present just outside of the northern boundary of the neighborhood along Buffalo Bayou. The Buffalo Bayou Trail is also known as the Sandy Reed Memorial Trail. Most bikeways are substandard, and only 31% of the population currently lives within a quarter mile of a high-comfort bikeway (Walk Bike Montrose).

Proposed Bikeways

The Houston Bike Plan will add approximately 1,800 miles of bikeways in the city over the next 20 years (houstonbikeplan.org). Of these bikeways, several shared on-street and dedicated on-street facilities are recommended within the Montrose neighborhood boundaries. Recommended east-west dedicated bikeways include W Alabama Street and most of Fairview Street, upgrading this section of Fairview Street from an existing shared on-street facility to a high comfort bikeway. Proposed north-south dedicated on-street facilities include Taft Street, Montrose Boulevard, and Dunlavy Street. A new proposed off-street trail runs along Interstate 69 on the southside of the neighborhood.

Bicycle Amenities

Houston Bcycle, the city's bikeshare program, operates 109 stations with 800 bikes (houstonbicycle.com). Four Bcycle stations are located within the Montrose neighborhood boundaries along Waugh Drive, Taft Street, Alabama Street, and Montrose Boulevard. Formalized, secure bicycle parking is not uniformly provided or available within the study area.



Shared on-street bike route in Montrose; Source: Asakura Robinson

PREVIOUS PLANNING:

The Museum District Livable Centers Plan recommends developing a comprehensive bicycle trail network based on the City of Houston Bike Plan, with a particular focus on regional connectivity. The Houston Bike Plan outlines a bike network that includes bikeways and end of trip facilities. It also recommends options to grow ridership through increasing the safety of bicyclists and providing affordable access to bikes.

CURRENT PROJECTS:

The Walk Bike Montrose study, completed by TIRZ 27 in June 2020, assessed the current condition of bicycle and pedestrian infrastructure in Montrose and recommends the addition of various facilities including dedicated on-street, neighborhood safe-street, off-street, and walking priority streets. The proposed Bikeway Vision Network, shown in Map 7, would place 100% of Montrose residents within 1/4 mile of a high-comfort bikeway when combined with projects by other entities. A dedicated on-street bikeway along Waugh and Commonwealth is currently in the design phase.

Neighborhood Safe Streets

- 1 West Main Neighborhood Safe Street
- 2 West Clay Neighborhood Safe Street
- 3 Taft Neighborhood Safe Street
- 4 Lovett Neighborhood Safe Street
- 5 Graustark Neighborhood Safe Street
- 6 Harold Neighborhood Safe Street

Dedicated On-Street Bikeways

- 7 Fairview Street Bikeway
- 8 West Gray Bikeway (east of Waugh Drive)

Walkable Priority Streets

- 9 Westheimer Road
- 10 Montrose Boulevard
- 11 Richmond Avenue
- 12 Dunlavy Street
- 13 West Gray Street (west of Waugh Drive)
- 14 Shepherd Drive

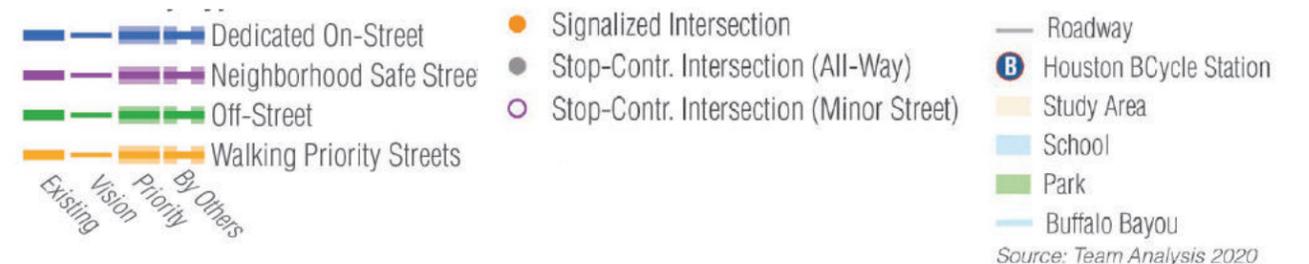
Off-Street Bikeway

- 15 Montrose Boulevard (north and south connections)

Map 7. Montrose Bikeway Vision Network



Map Source: Walk Bike Montrose 2020 (Traffic Engineer Inc)



Safety

During a 5-year period between 2014 and 2018, there were 5,287 total reported collisions within the Montrose study area boundaries. Approximately 35%, or 1,855, of these collisions occurred in locations with only one reported collision during this time frame. Since these single collision incident locations account for 76% of the 2,425 unique crash locations, approximately one-quarter of reported collision locations account for nearly 65% or 3,432 reported collisions. When the data is examined in closer detail, just 6% of crash locations account for approximately 46% of all reported collisions.

The three locations with the highest frequency of reported collisions are W Gray Street and Dunlavy Street, Graustark Street and W Alabama Street, and Richmond Avenue and Montrose Boulevard, which together account for 203 collisions or nearly 4% (3.8%) of all reported collisions that occurred in the Montrose study area between 2014 and 2018. On average, slightly more than one collision was reported every month at each of these three intersections for the five-year data timeframe.

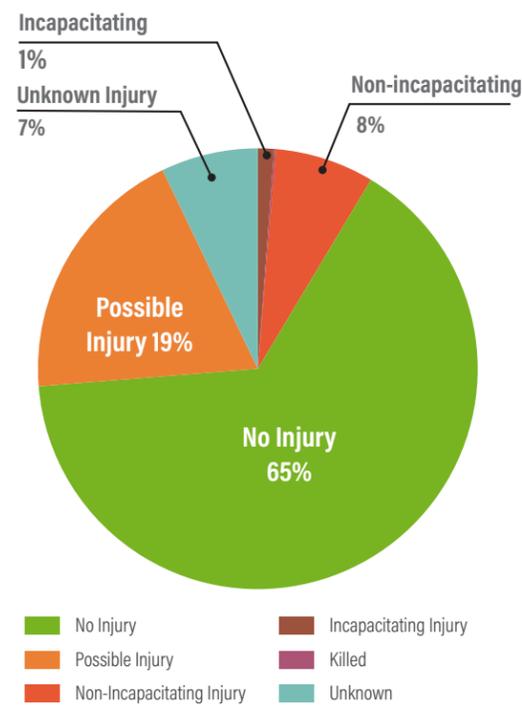
Although the annual crash volume in the study area has decreased from year to year during the 5-year period examined,

this trend does not hold true for collisions involving pedestrians and bicyclists. The number of collisions involving bicyclists and pedestrians increased between 2014 and 2015, with the number of bicyclist-involved collisions declining year-to-year thereafter and pedestrian-involved collisions peaking in 2016.

While bicyclists and pedestrians represent less than 4% of reported collisions between 2014 and 2018, they are overrepresented among collision-involved persons sustaining any type of injury. For known severity of reported injuries, bicyclists and pedestrians represent nearly one-third of incapacitating injuries, one-fifth of non-incapacitating injuries, and one-tenth of possible injuries. According to Walk Bike Montrose Study, between 2014 and 2018 145 pedestrians were involved in crashes, including two pedestrian fatalities.

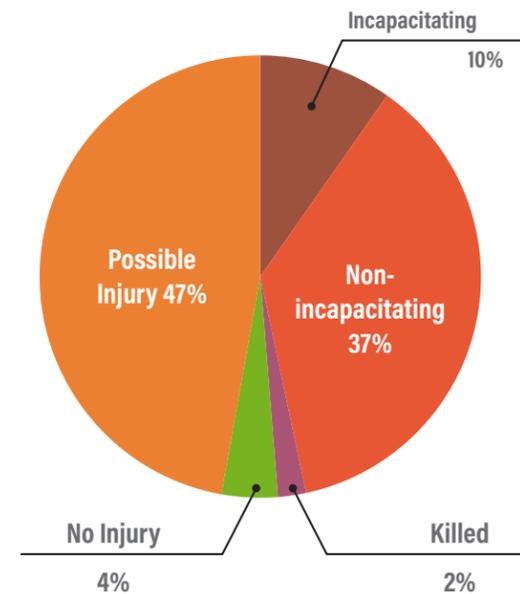
According to TXDOT CRIS data, there are 195 collisions involving bicyclists and pedestrians reported during 2014 - 2018. Only 24 collisions of 195 are reported as bicyclists and pedestrians failing to yield to drivers. Forty-five collisions are reported with unclear reasons. The rest of the collisions are involved with automobiles with reasons such as inattention and failing to yield. That is to say, at least 65% collisions involving bicyclists and pedestrians are caused by drivers.

Figure 1. All Collisions by Severity

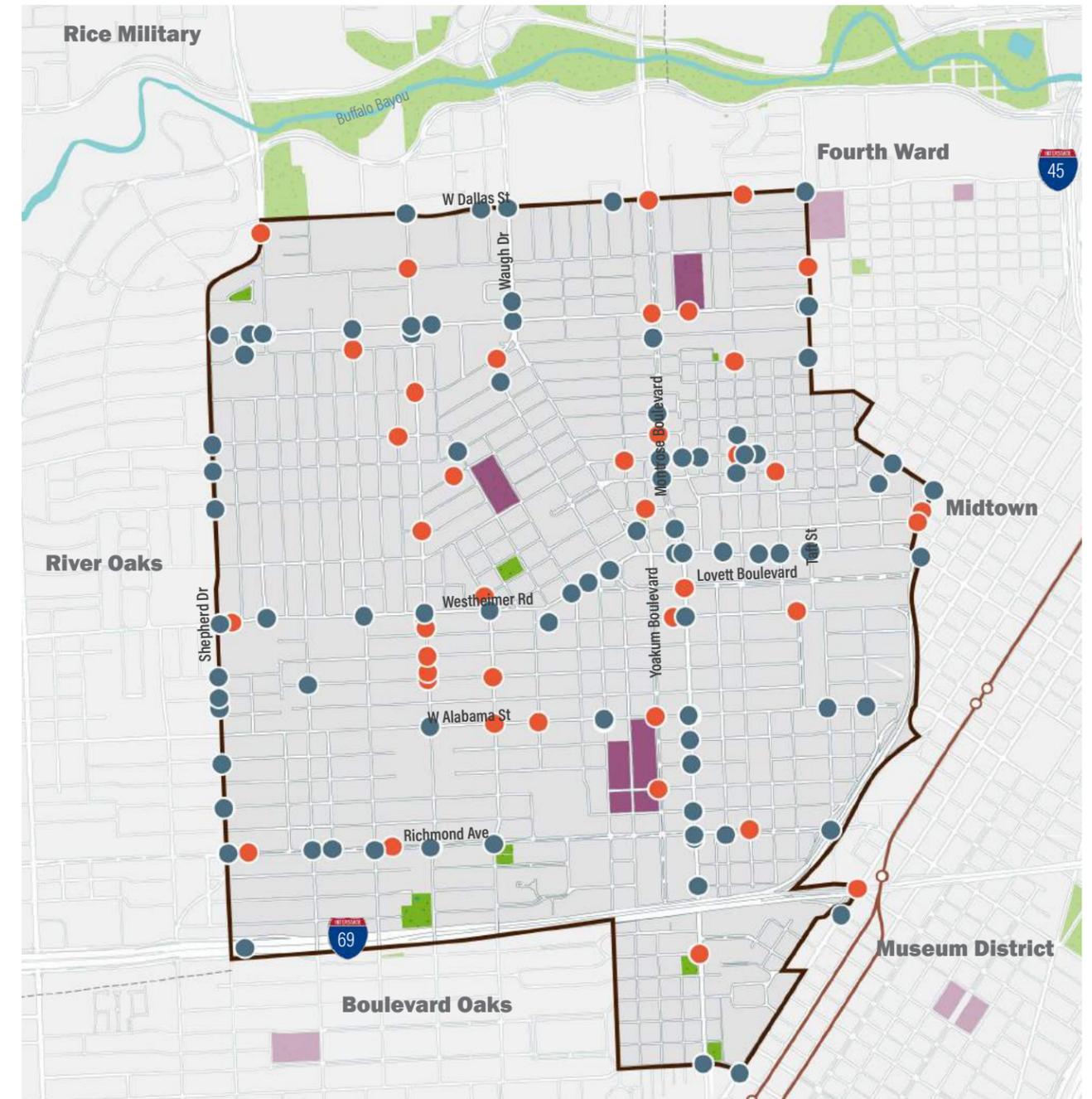


Data Source: Houston-Galveston Area Council.

Figure 2. Bicycle and Pedestrian Collisions by Severity



Map 8. Location of Bicycle and Pedestrian Collisions

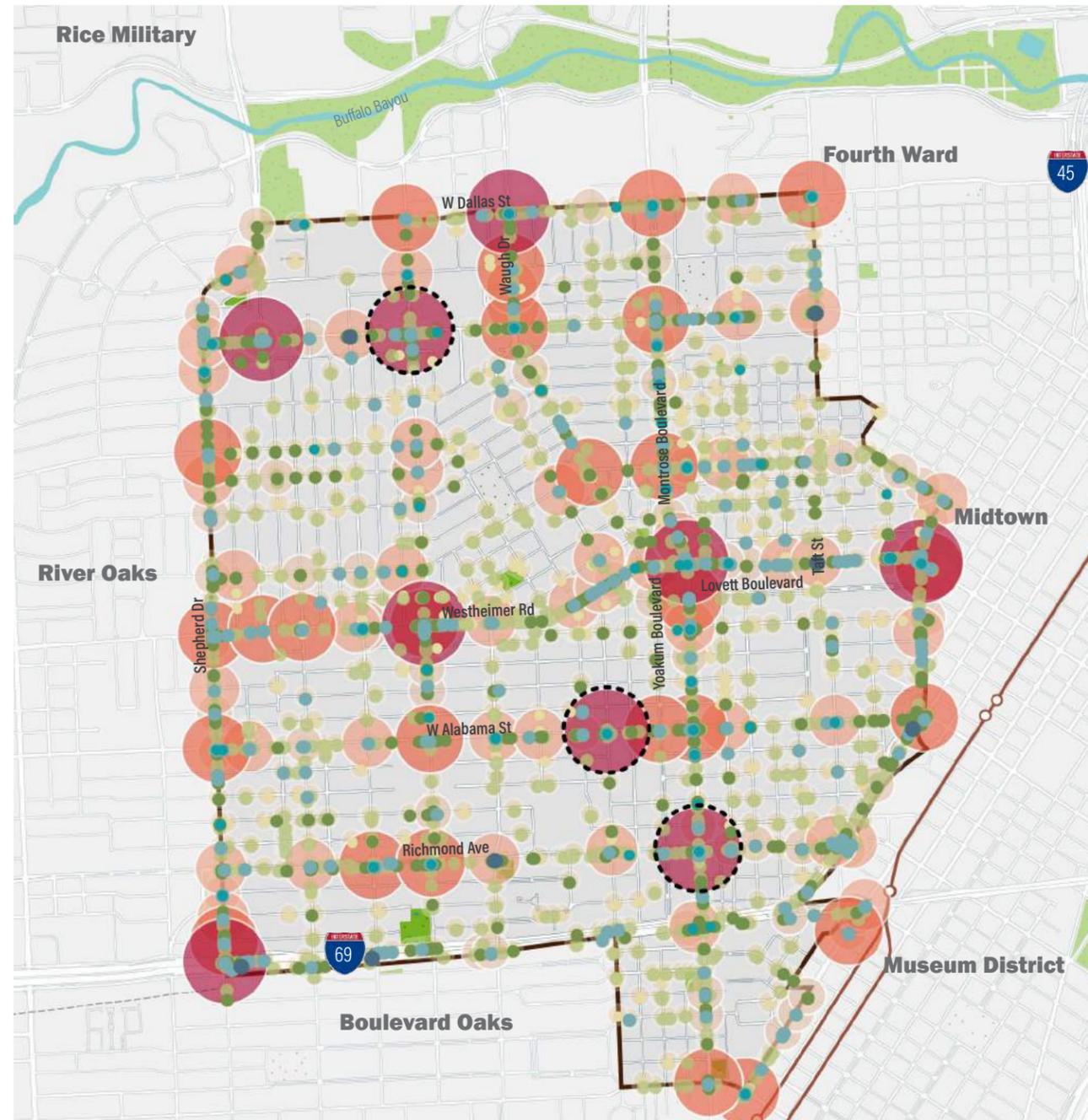


Data Source: Houston-Galveston Area Council.



- Pedestrian Collisions
- Bicycle Collisions
- METRO Rail
- Study Area
- Park
- School

Map 9. Severity of Collisions by Injury Status



Data Source: Houston-Galveston Area Council.



- | | | |
|-----------------------------|--------------------|--|
| ● Unknown | ● 41-80 collisions | ○ Intersections with highest crash frequency |
| ● Not Injured | ● 21-40 collisions | — METRO Rail |
| ● Possible Injury | ● 11-20 collisions | — Study Area |
| ● Non-Incapacitating Injury | ● 6-10 collisions | ■ Park |
| ● Incapacitating Injury | ● 1-5 collisions | |
| ● Killed | | |

Walkability

There are 137 centerline miles of sidewalk in the study area. The map to the left shows the existing and missing sidewalk network. There are approximately 7 miles of missing sidewalk connections. The missing sidewalk network is scattered across the study area. There is a cluster of missing sidewalks between Harold Street and West Alabama Street near South Shepherd Drive. The quality of existing sidewalks in the study area vary greatly and often differ from one property to the next. This inconsistency in sidewalk conditions is a major impediment to what is otherwise very good walkability in the study area, and the scattered nature of sidewalk issues makes wholesale repairs difficult to program.

A walkshed analysis was performed within the Montrose study area. A quarter mile straight-line buffer as well as 5- and 10-minute walkshed buffers were used to determine how walkable an area adjacent to a school was for pedestrians. The walkshed buffers use the existing street network to identify actual routes that are accessible within the specified time. The area around St. Thomas University is very walkable within 5 minutes. All areas within a quarter mile of schools were walkable

within 10 minutes. The 10-minute walkshed around the University is also very accessible with the exception of the area south of I-69. The area surrounding the intersection of Westheimer Road and Montrose Boulevard was also examined for its walkability due to the high concentration of restaurants and retail. It was also found to be walkable and relatively easy for pedestrians to access within 10 minutes. All of these walksheds benefit from the continuous grid of small blocks typical of the urban development patterns of the early 20th century, allowing direct routes along multiple paths.

PREVIOUS PLANNING:

Nearly all of the plans recommended improvements to the pedestrian realm. Montrose at the Crossroads noted that one of the most needed improvements is improved pedestrian safety and comfort to enhance walkability. Fourth Ward, Midtown, and Upper Kirby Livable Centers Studies recommended enhancements such as better and more consistent lighting, wayfinding signage, and landscaping.

CURRENT PROJECTS:

The Walk Bike Montrose Study completed by TIRZ 27 in June 2020 included a sidewalk condition assessment, revealing that many sidewalks in Montrose are aging and narrow. Sidewalks were classified into five condition classes shown in Map 10. Sixty-nine percent of linear feet of sidewalk is passable by foot or better; however only 38% of sidewalks meet this standard when the assessment is applied to the entire block face.

TIRZ 27 has partnered with Precinct 1 to fund seven sidewalk and bikeway projects in Montrose. The first will be implemented along the Commonwealth Street and Waugh Drive corridor as identified in the Montrose Walk and Bike Study, and will include surface improvements, adding a bike lane, and creating wider contiguous sidewalks with curb ramps. The project could begin by December 4th, 2020 with a 9-month duration.¹

1. <https://communityimpact.com/houston/heights-river-oaks-montrose/transportation/2020/04/27/montrose-tirz-partnering-with-harris-county-on-commonwealth-waugh-area-enhancements/>



Sidewalk in bad condition; Source: Asakura Robinson



Areas missing sidewalks; Source: Asakura Robinson

Map 10. Sidewalk Condition Assessment by Parcel

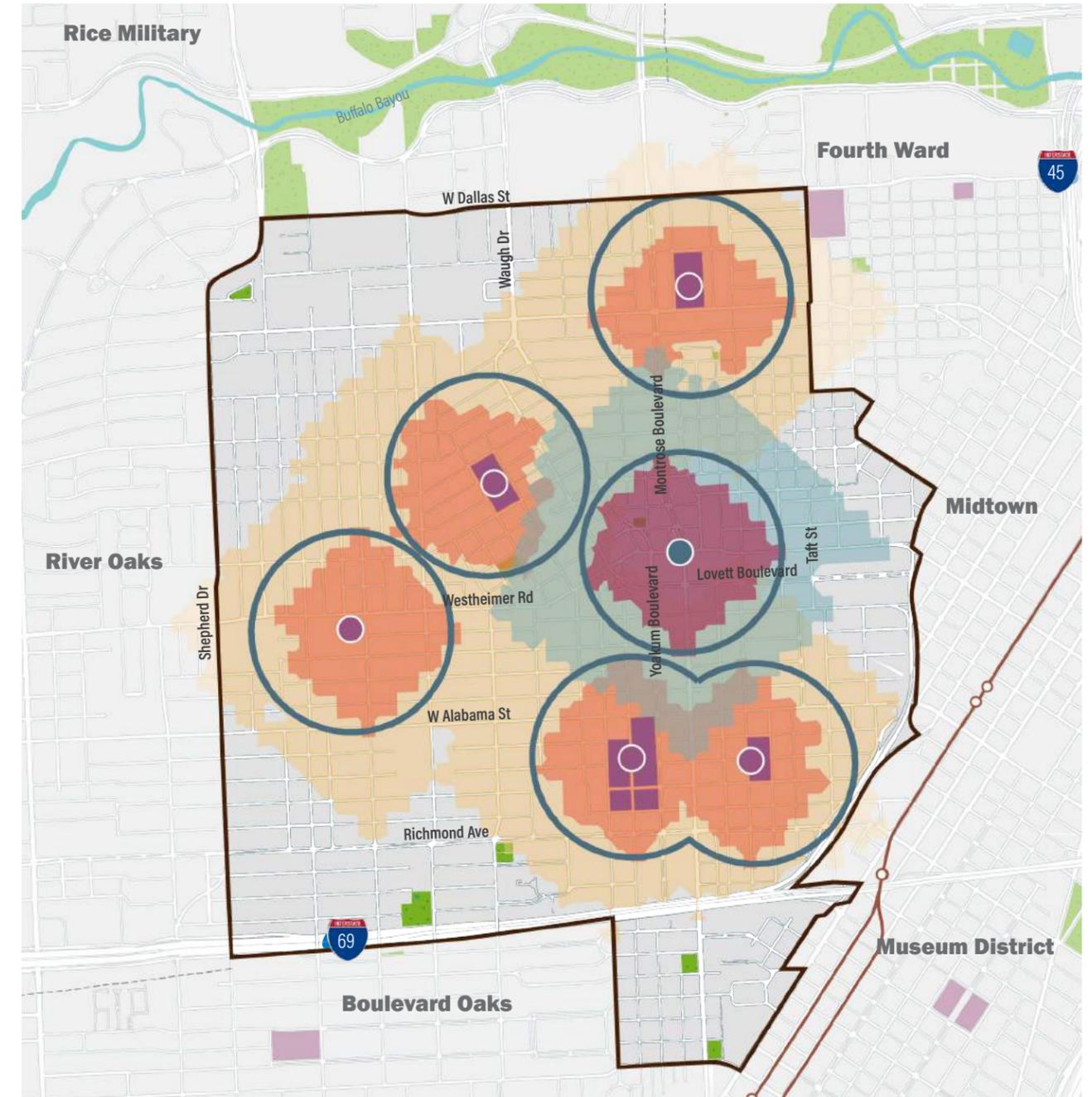


Map Source: Walk Bike Montrose 2020 (Traffic Engineer Inc)

Sidewalk Condition by Parcel

- A | Flat - 5'+
 - B | Flat - Less than 5'
 - C | Poor Condition - 5'+
 - D | Poor Condition - Less than 5'
 - E | No Sidewalk Present
 - Under Construction
 - Highway
 - Study Area
 - School
 - Park
- Source: Team Analysis 2019

Map 11. Walkshed



Data Source: ArcMap Network Analyst analysis.



- 0.25 mile radius
- School campus 5 minute walkshed
- School campus 10 minute walkshed
- Westheimer & Montrose 5 minute walkshed
- Westheimer & Montrose 10 minute walkshed
- School walkshed centerpoint
- Westheimer & Montrose centerpoint
- School Campus
- METRO Rail
- Study Area
- Park

Commuting Patterns

An inflow/outflow analysis of workers and residents shows, according to 2017 estimates, 986 people who both live and work within the Montrose neighborhood boundaries. This means that 16,428 Montrose neighborhood residents of the 17,412 total employed neighborhood residents, or 94%, travel outside of Montrose for employment. Employment hotspots for Montrose residents include Downtown Houston, the Texas Medical Center, and The Galleria, all of which are located within three miles of the Montrose study area boundary.

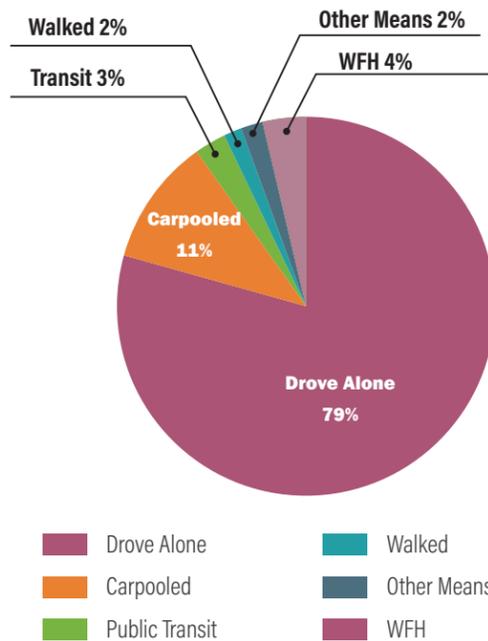
There are more people traveling to the neighborhood for work than there are Montrose residents whose employment destinations lay outside the neighborhood's boundaries. Of the 18,892 people whose places of work are within the neighborhood, 17,906, or 95%, of these jobs are held by people who live outside of Montrose. While there is a much greater geographic distribution of Montrose workers residing across the city, there is a concentration of Montrose employees who live on the northeast side of the Houston Zoo with other concentrations near Buffalo Bayou. Montrose residents who hold employment within the neighborhood are generally spread across the area, with the largest concentration in the southern portion of the

neighborhood around the University of St. Thomas, and they account for more than 8% of resident-employees.

For Montrose residents, the majority drive alone to work (79%). Approximately 11% of Montrose residents carpool with someone else to their place of employment. Less than 10% of employed Montrose residents use public transportation, walk, reach work by other means, or work at home. As shown in Map 12, the major employment hotspots are within three miles of the study area's boundaries, suggesting that the distance between home and work is generally an achievable bikeable distance for the average adult. More comfortable bikeway facilities combined with bike commuting education and encouragement may aid current drivers who would prefer to bike to nearby places.

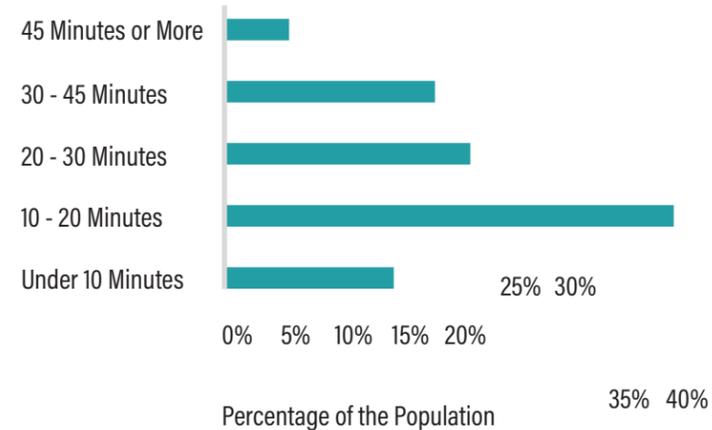
The density maps on the next two pages suggest that there is a mismatch between housing and jobs in the study area. People who can afford to live in the available housing in Montrose tend to work in employment centers where there are higher paying jobs, particularly Downtown Houston and the Texas Medical Center. As only 6% of Montrose residents also work in the study area, the jobs that are available in the study area may not offer wages that allow these workers to afford housing units in Montrose.

Figure 3. Commuter Mode Share



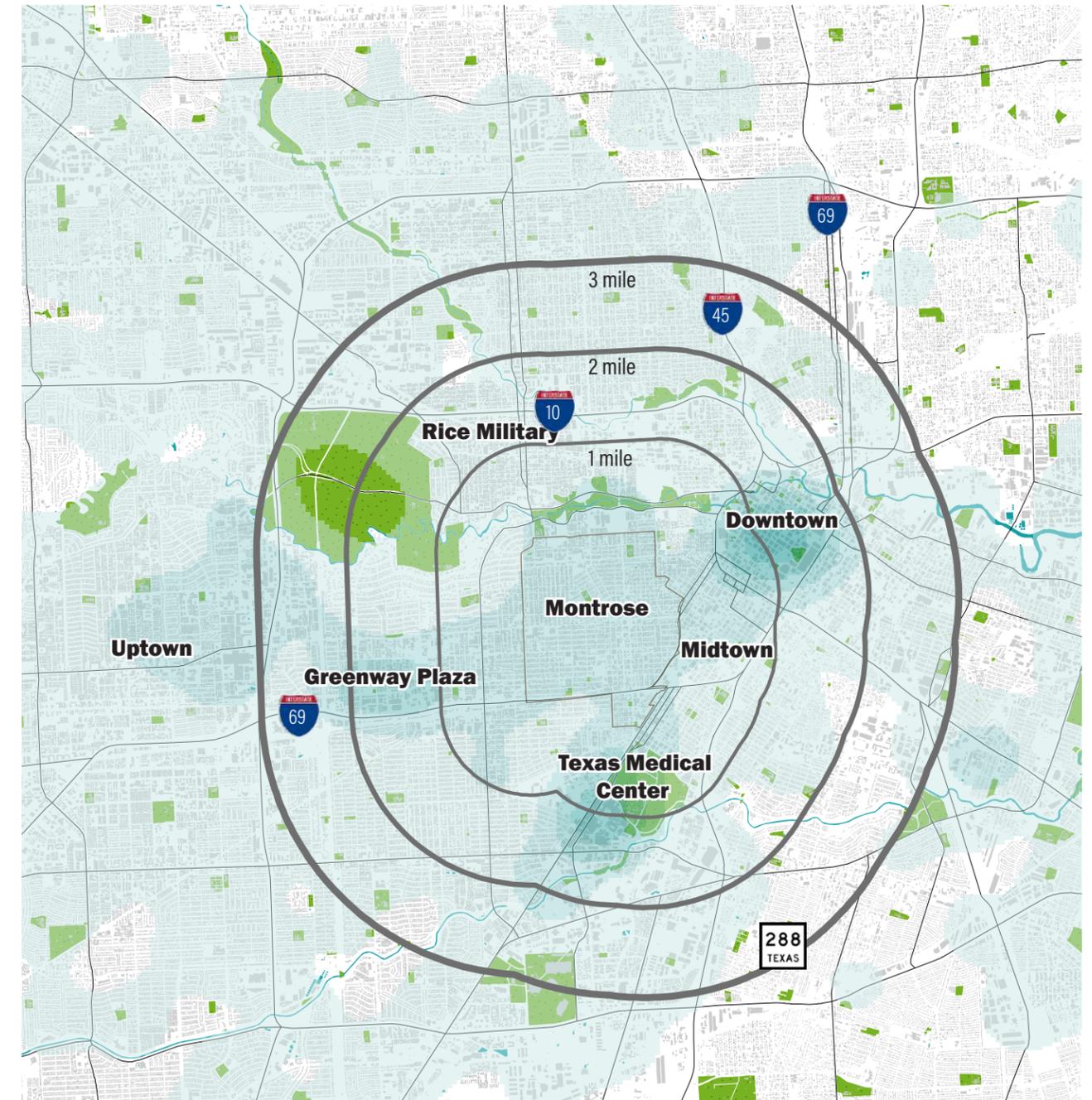
Data from 2014 - 2018 5 Year ACS

Figure 4. Average Commute Time to Work

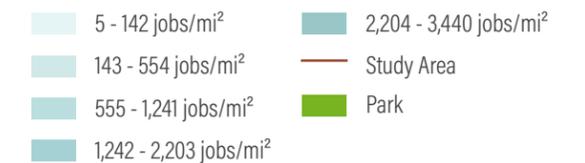
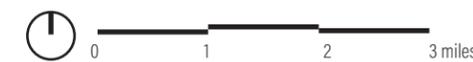


Data from 2014 - 2018 5 Year ACS

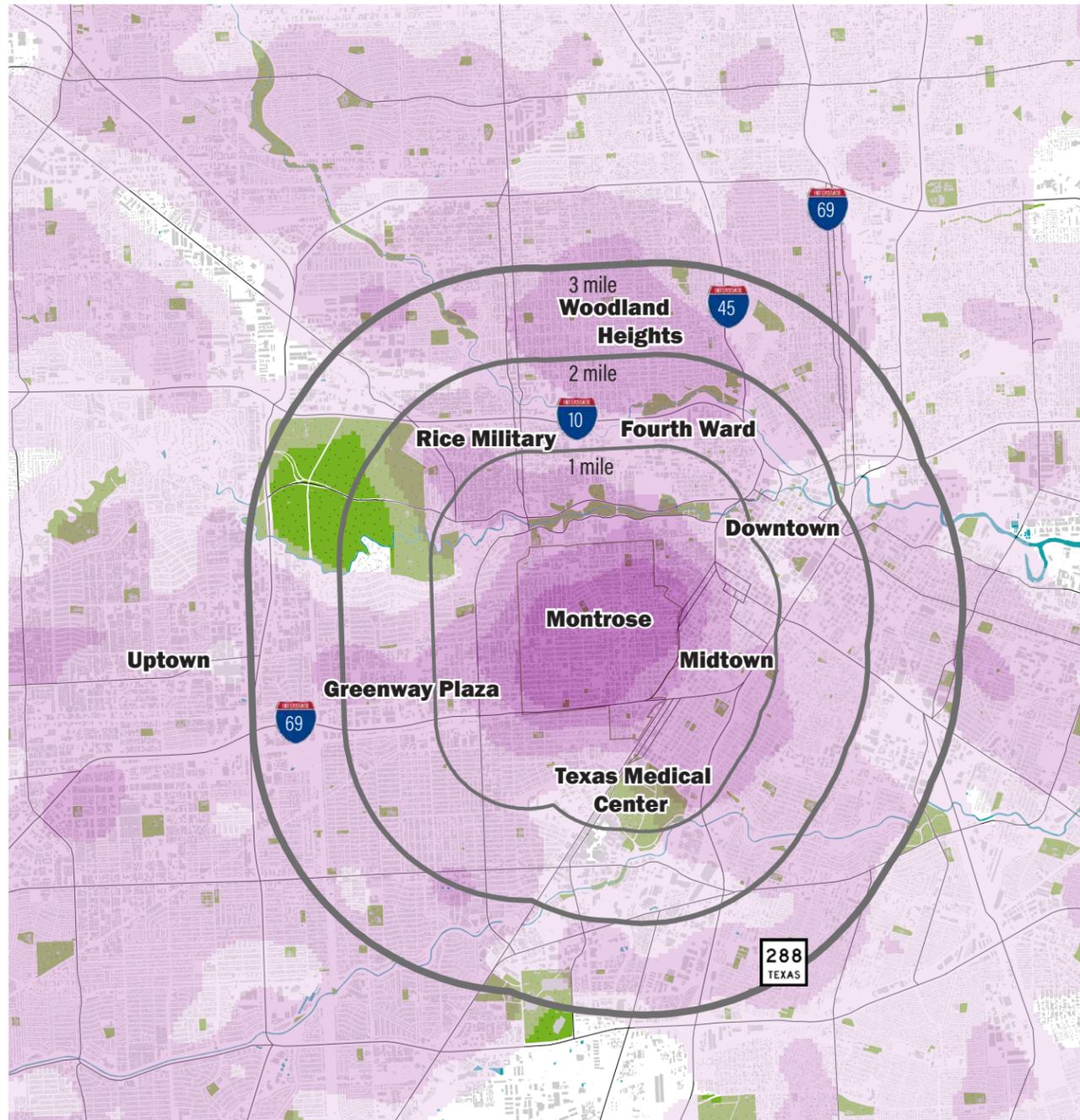
Map 12. Where Montrose Residents Work



Data Source: U.S. Census Bureau, LEHD Origin-Destination Employment Statistics.



Map 13. Where Montrose Employees Live



Data Source: U.S. Census Bureau, LEHD Origin-Destination Employment Statistics.



- 5 - 20 employees place of residence/mi²
- 21 - 66 employees place of residence/mi²
- 67 - 143 employees place of residence/mi²
- 144 - 250 employees place of residence/mi²
- 251 - 389 employees place of residence/mi²
- Study Area
- Park

Parking Supply and Demand

The City of Houston requires that new or redeveloped buildings must provide sufficient off-street parking depending on the use and size of the development. In several older areas of the city, such as Montrose, there are numerous “grandfathered” properties that have insufficient parking as defined by the City ordinance, or even no off-street parking at all. These older single-family and multi-family residences, as well as small businesses, must rely on on-street parking, shared parking, or valet services. In much of the study area parking is allowed on local streets. A typical local street is 24 to 28 feet curb to curb and allows parking on one or both sides. Parking spots are not usually marked with striping, as seen in this example photo from Cherryhurst Street.



Neighborhood On-street Parking; Source: Asakura Robinson

Although this on-street parking addresses a considerable share of the parking needs of the neighborhood, the City’s ordinances do not specify a way for that to be calculated. The 2012 Comprehensive Montrose-Wide Mobility Study examined parking in Montrose. A need for more parking spaces during evening peak hours was noted in this study. It noted that a parking garage located near the Westheimer Road and Montrose Boulevard may help alleviate some of the parking shortages in that area.



Business Off Street Parking; Source: Asakura Robinson

In 2017 a Special Parking Area (SPA) was enacted in Montrose along Westheimer Road from Mandell Street to Taft Street and along Montrose Boulevard from Hyde Park Boulevard to Harold Street. Within this area almost all uses are allowed to deviate from the citywide off-street parking standards, primarily in allowing most if not all parking spaces to be located off-site. On-street parking cannot be considered in meeting parking requirements in the SPA. The required number of parking spaces were not changed by the SPA, but more flexibility was allowed in using off-street parking within a reasonable walking distance. A similar SPA was enacted in 2015 for the Menil Foundation museum campus, essentially allowing the museum to reconfigure its properties and provide additional gallery space, without substantial expansion to off-street parking. The Menil also owns numerous nearby studio spaces located in former residential properties, many of which are without off-street parking or even driveways. Montrose Commons is providing publicly accessible parking through an agreement with the TIRZ.



Business On-Street Parking; Source: Asakura Robinson

Green Infrastructure and Climate Resilience

Regional Ecology

The regional ecology provides those who live in Montrose with the opportunity to be exposed to a variety of vegetative types and water bodies. Montrose sits inside the West Gulf Coastal Plain ecoregion; this ecoregion contains a complex and interesting system of woodlands, meadows, forests, swamps, lakes, and bayous. Montrose is surrounded by a variety of vegetative types in Memorial Park, Hermann Park, and Buffalo Bayou. Memorial Park is north of Montrose and contains pine plantation, pineywoods, deciduous woodlands, and post oak savannah. Hermann Park is south of Montrose and contains grasslands, live oak motte and woodlands, and gulf coastal prairie. Buffalo Bayou sits just above the northern border of Montrose and is surrounded by several parks which contain deciduous and juniper woodlands as well as marshes. Tree canopy throughout Montrose allows for regional connections between Buffalo Bayou, Memorial Park, and Hermann Park. Montrose sits inside of Buffalo Bayou and Brays Bayou watersheds, which feed into the Trinity Bay. The ecological diversity that exists around Montrose allows for flourishing wildlife as well as a variety of recreational opportunities.



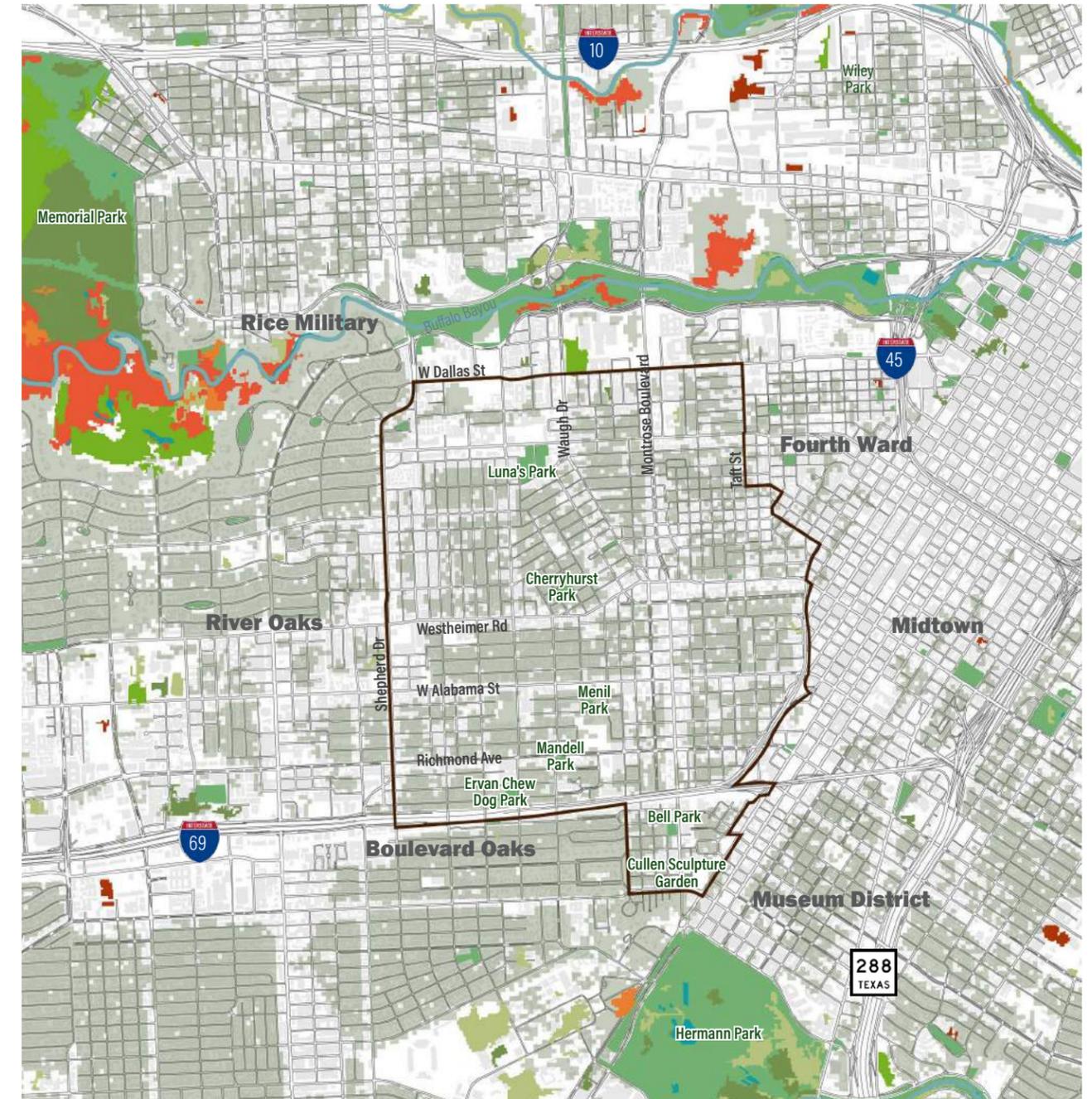
Hermann Park; Source: OLIN Studio

Montrose is a highly developed urban neighborhood surrounded by both major highways and natural areas including Buffalo Bayou to the north.



Buffalo Bayou Park; Source: Buffalo Bayou Partnership

Map 14. Regional Ecology



Data Source: Houston-Galveston Area Council and City of Houston



- Study Area
- Pavement Edges
- Bayou
- Water
- Building Footprints
- Tree Canopy
- Pineywoods
- Marsh
- Gulf Coastal Prairie
- Post Oak Savannah
- Native Invasive
- Barren

Green Montrose

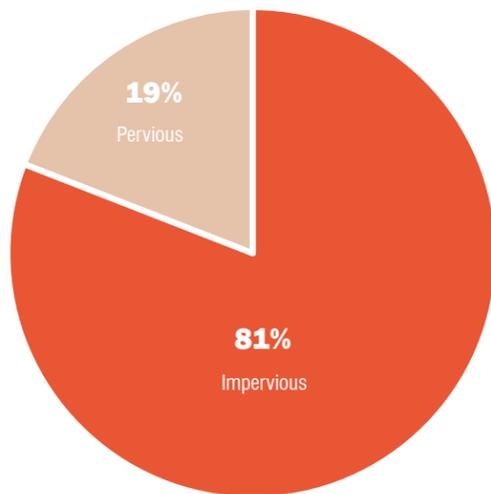
Montrose has green corridors created through a combination of park spaces, tree canopy, and vacant land that support wildlife and active living. Tree canopy with densities above 20% was mapped in order to observe areas where coverage is not minimal. The study area is connected to Hermann Park, Memorial Park, and Buffalo Bayou through tree canopy, vacant land, and parks. There is a north/south connection between Buffalo Bayou and Hermann Park along Montrose Boulevard. This connection allows for a shaded and comfortable connection between the two spaces. There is significant tree canopy coverage between Westheimer Road, and W Alabama Street, which supports cooler temperatures and an east/west connection in the south. North of Montrose is another east/west connection between Memorial Park and Buffalo Bayou that is connected through tree canopy, vacant land, cemeteries, and smaller parks. Together, this connection creates a large greenspace surrounding the bayou, which serves as habitat for wildlife as well as an easily accessible recreational opportunity for people in Montrose who want to remain cool while outdoors.

Montrose is a fully developed urban neighborhood; 80% of the area is covered by impervious surfaces, and 24% by tree canopy. The majority of the study area has little canopy coverage (0-20%). Scattered pockets of 20-40% canopy and a few patches of 40-60% canopy are found throughout the area. A denser area of canopy cover exists adjacent to the northwest corner of the study area to the west of Shepherd Drive, with some areas of 60% cover extending along Buffalo Bayou to the north. Another area of denser canopy cover is located to the south of the study area below I-69 in the Boulevard Oaks neighborhood.

PREVIOUS PLANNING:

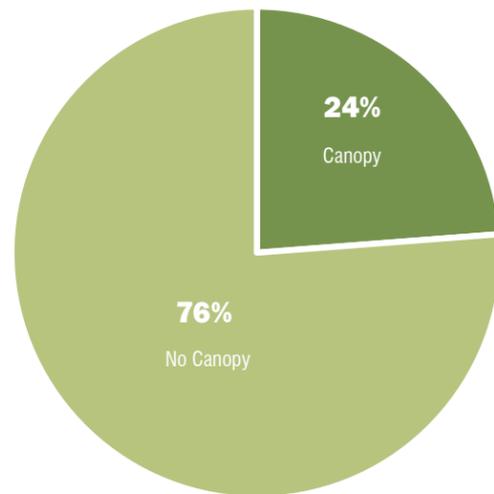
Houstonians highly value their parks and open space. Plan Houston recommends preservation of open space for recreation, habitat, and other uses. It also encourages the preservation and enhancement of the public tree canopy. One of the Montrose Bike-Walk Study's main goals was to develop and enhance open space, parks, plazas, recreational amenities, and cultural facilities.

Figure 5. Impervious Cover



Data Source: Houston-Galveston Area Council

Figure 6. Canopy Cover



Impervious surfaces; Source: Asakura Robinson



Path along Buffalo Bayou; Source: Asakura Robinson



Canopy cover in Montrose residential neighborhood; Source: Asakura Robinson



Green space at Menil Collection; Source: Asakura Robinson

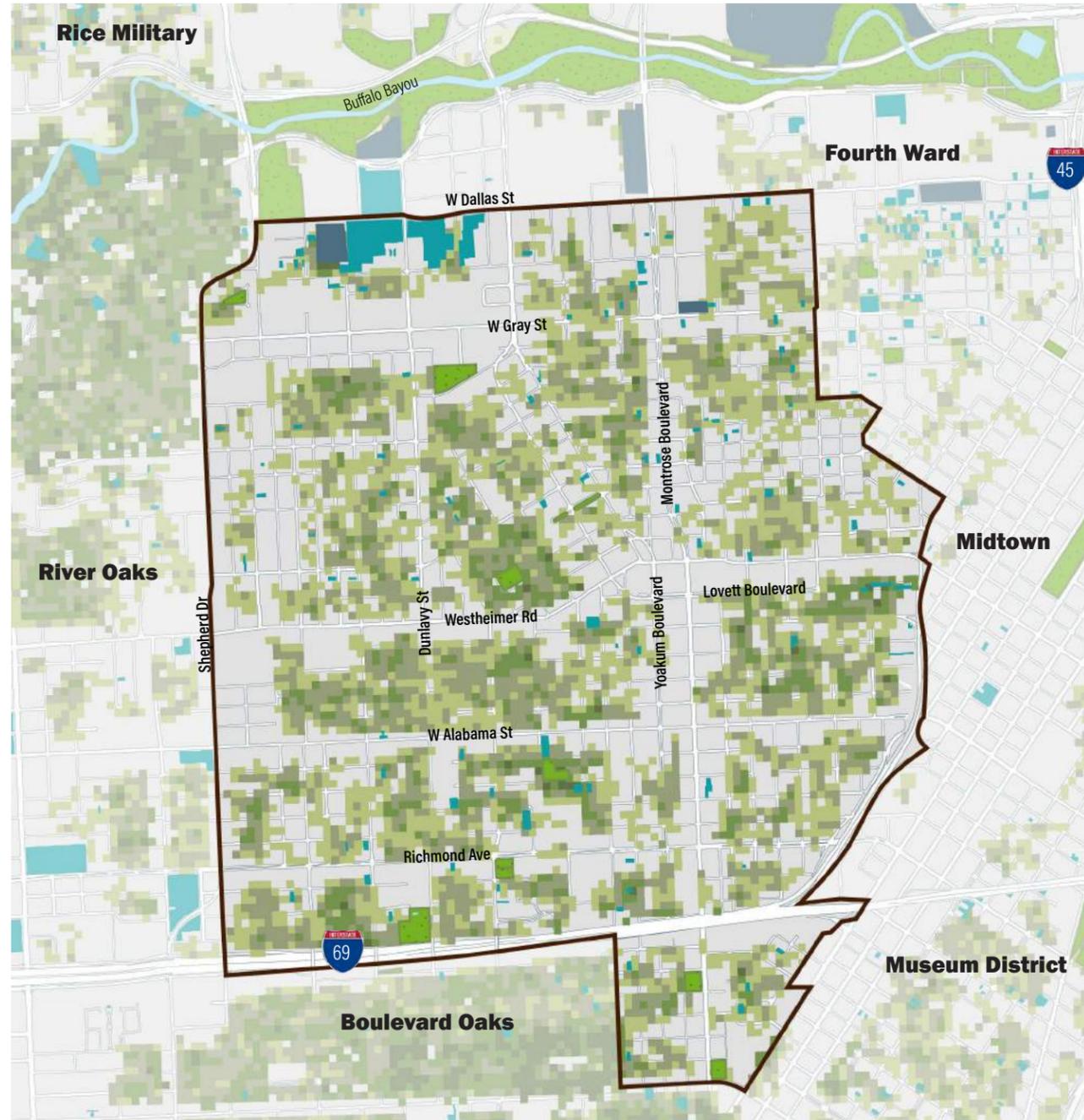


Tree canopy in Montrose; Source: Asakura Robinson



Vegetation along Buffalo Bayou; Source: Asakura Robinson

Map 15. Green Connections

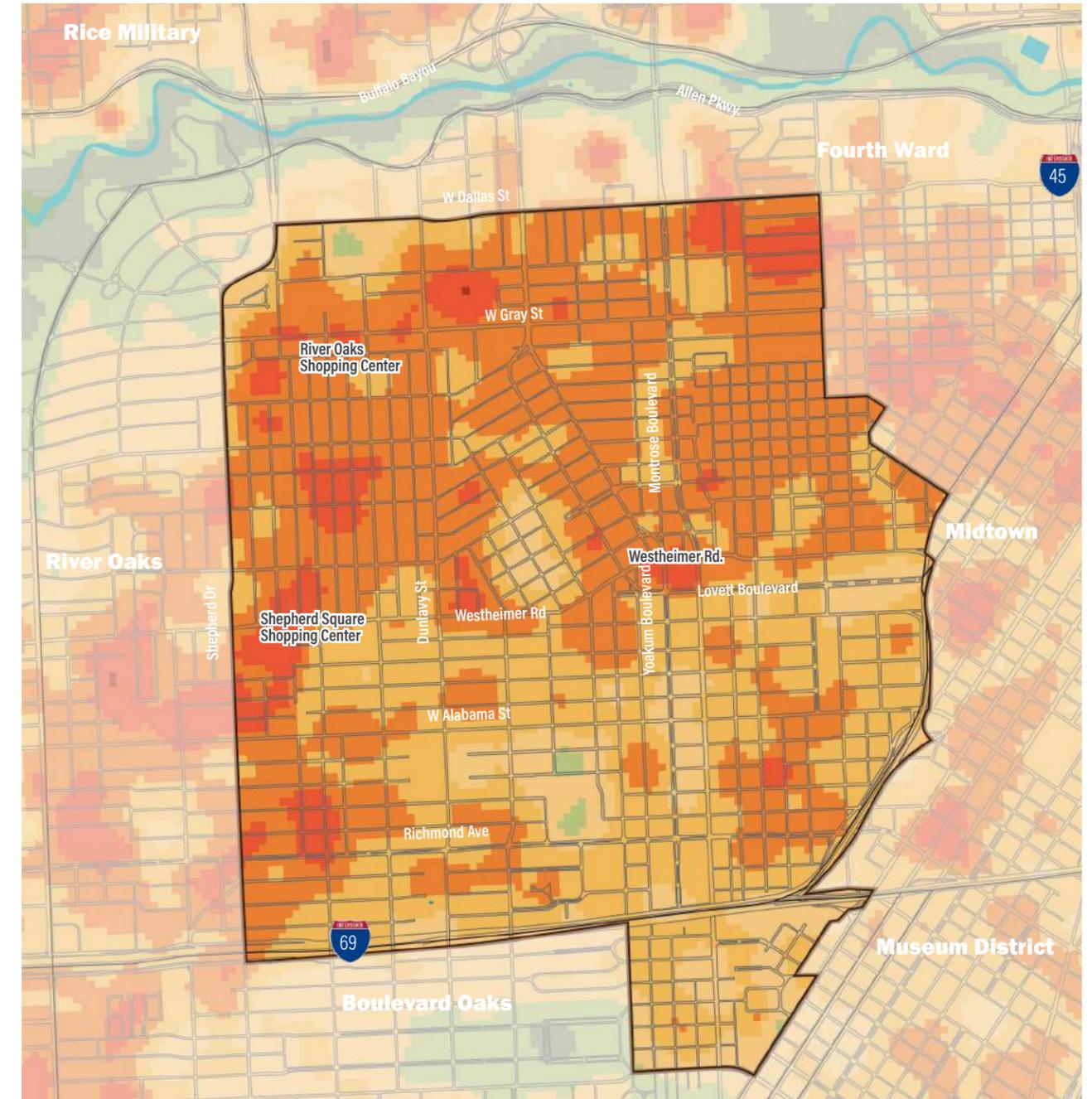


Data Source: Houston-Galveston Area Council and City of Houston



- | | | |
|---------------------|--------------------|---------------------|
| Water | Cemeteries | 60-80% Tree Canopy |
| Street Pavement | 1-20% Tree Canopy | 80-100% Tree Canopy |
| Parks | 20-40% Tree Canopy | |
| 90-100% Vacant Land | 40-60% Tree Canopy | |

Map 16. Urban Heat Island



Data Source: Houston-Galveston Area Council and United States Geological Survey



- | | | |
|----------------|-----------------------|-----------------------|
| Study Area | 73.7-74.7 Degrees (F) | 80.3-81.3 Degrees (F) |
| Highways | 74.7-76.2 Degrees (F) | 81.8-83.8 Degrees (F) |
| Pavement Edges | 76.2-78.3 Degrees (F) | 83.8-85.4 Degrees (F) |
| Water | 78.3-80.3 Degrees (F) | 85.4-87.9 Degrees (F) |

Urban Heat Island

Montrose's concentration of dense development areas creates heat islands in three distinct locations within the site. On a day when temperatures along Buffalo Bayou are in the low to mid-seventies, many areas of Montrose are in the low to mid-eighties. Westheimer Road, has a variety of places to eat and drink and is one of the three locations that is warmer than average. The other locations that are warmer than average are River Oaks Shopping Center and Shepherd Square Shopping Center. These locations have a lot of paving for parking and the variety of businesses that they support. The warmer temperatures seen in these areas are a result of higher densities of paved areas that hold heat, vehicles that produce carbon monoxide which holds heat, as well as a lack of vegetated and shaded spaces.

In Montrose there are other locations that are noticeably warmer, but not a connected network of dense development. In the north, south, and southeast areas there are commercial and residential developments as well as parking garages huddled together creating the same warming effect. This is especially the case in the north where there are several apartments immediately south of Allen Parkway south of Westheimer Road, the temperatures are lower as a result of there being a few parks and green spaces scattered across the southern portion of Montrose. Even Allen Parkway is cooler along the northside than other major roadways because it sits next to Buffalo Bayou. Residents living south of Allen Parkway are sitting at the warmer end of an almost 10-degree temperature difference across the site. Green spaces, and even small green features in urban spaces, promote the localized cooling of air temperatures, which allows for people to be more comfortable and avoid heat-related illnesses.



River Oaks Shopping Centers; Source: Wikimedia

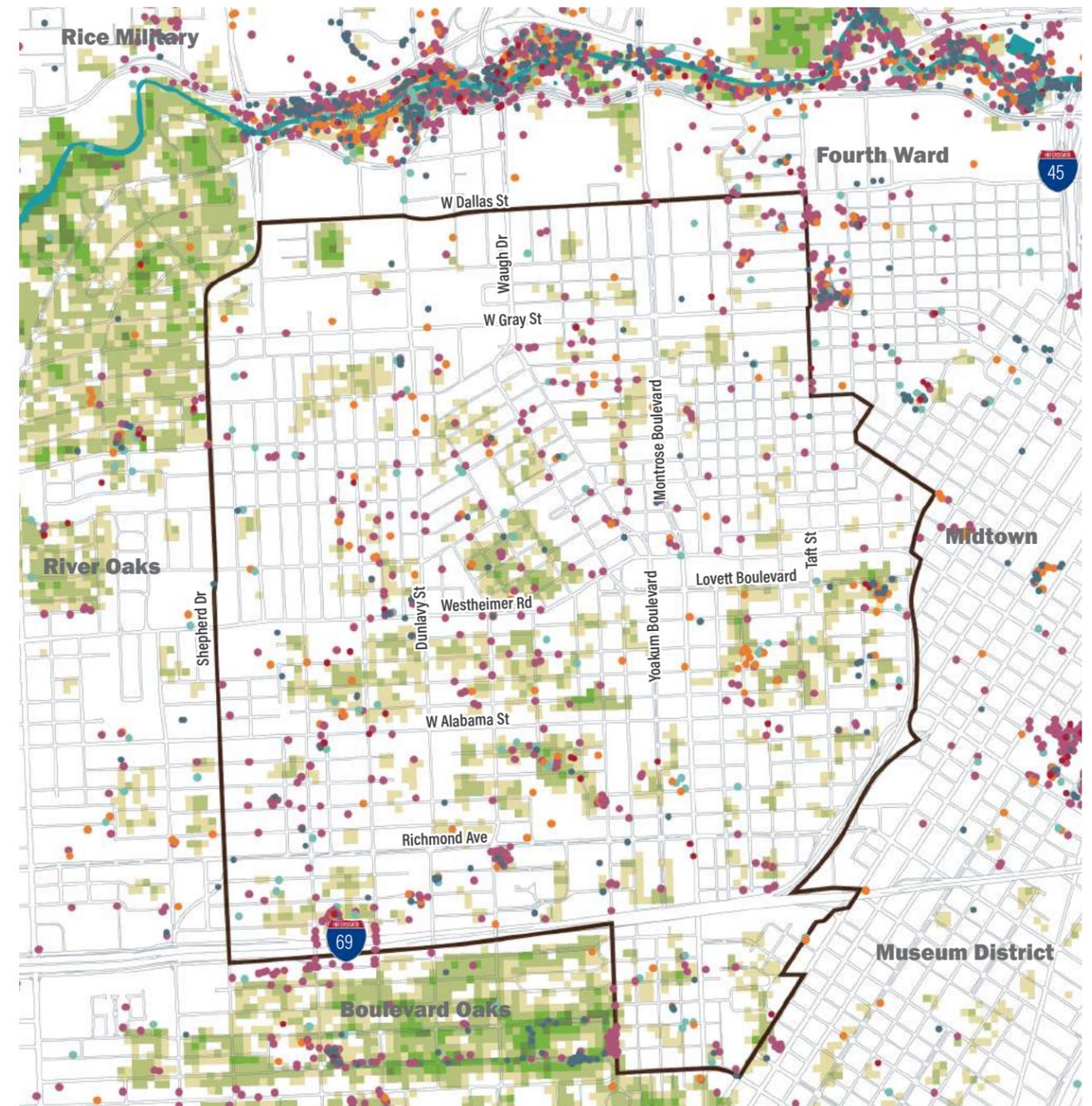


Westheimer Road; Source: Flickr user EJ Kristopher

PREVIOUS PLANNING:

Just this summer, the City and key regional stakeholders embarked on the largest heat mapping project ever conducted in the United States. This research will add more nuanced data to our understanding of heat islands in the region. Currently, Texas is ranked second in the country for the most heat-related deaths. Climate projections show that Texas will increase in the number of over 100 degree days substantially and experts are increasingly concerned about the public health impacts. This study and a groundswell of conversations around urban heat are vital to the urban greening in Montrose, especially if transit systems and aging-in-place are two priorities for the neighborhood - seniors and transit-dependent populations are some of the most at-risk for experiencing heat-related illness or mortality. Additionally, Resilient Houston calls for a number of Urban Greening projects to both mitigate local flooding and urban heat, and was instrumental in setting the stage for the above-mentioned study. The plan also calls for accelerated tree planting and prairie restoration, more cool and green roofs, and piloting cool pavement options - all of which could be opportunities for Montrose to improve the quality of life for visitors and residents alike.

Map 17. Biodiversity and Tree Canopy



Data Source: iNaturalist, National Land Cover Database



- Study Area
- Mammals
- Birds
- Plants and Fungi
- Insects and Arachnids
- Amphibians, Reptiles, Molluscs
- 20%-40% Canopy Cover
- 40%-60% Canopy Cover
- 60%-80% Canopy Cover
- > 80% Canopy Cover

Biodiversity

Despite being an urbanized and highly impervious area, user-generated data from iNaturalist, a citizen science platform that collects observations about wildlife, indicates that a wide variety of wildlife and plant species were observed both within and around the study area. Dense clusters of wildlife observations are apparent along Buffalo Bayou to the north of the study area. Scattered observations appear throughout the study area, with a slight tendency to cluster in areas with a higher percentage of canopy cover. Observations include a variety of birds, mammals, insects, amphibians, reptiles, and plants.

Key Species

Cedar Waxwing The Cedar Waxwing (*Bombycilla cedrorum*) is found throughout the United States and into Canada. These birds prefer to feed on berries and other fruit, and emit a high, thin whistle so are often heard before being seen.¹

Polyphemus moth: The Polyphemus Moth (*Antheraea polyphemus*) is a silk moth distributed throughout North America with eye-like markings and a wing-span of 4-6 inches, preferring to live in deciduous hardwood forests, urban areas, orchards, and wetlands.²

Coyote: The Coyote (*Canis latrans*) is a carnivore in the dog family that has taken over much of the range formerly occupied by the red wolf, and has adapted well to the expansion of human communities. Coyotes can occasionally be found in urban neighborhoods such as Montrose.³

Broad-banded water snake: The broad-banded water snake (*Nerodia fasciata confluens*) is a non-venomous snake found in the southern United States, preferring to live near bodies of water.⁴

1. https://www.allaboutbirds.org/guide/Cedar_Waxwing/overview

2. <https://www.butterfliesandmoths.org/species/Antheraea-polyphemus>

3. <https://tpwd.texas.gov/education/resources/texas-junior-naturalists/watching-wildlife/coyote>

4. https://www.inaturalist.org/guide_taxa/494741



Cedar Waxwing; Source: Flickr, U.S. Fish and Wildlife Service



Polyphemus Moth; Source: Wikimedia Commons



Coyote; Source: Flickr user Dru Bloomfield



Broad-Banded Water Snake; Source: Flickr user Greg Schechter

Regional Flooding

Houston has experienced intense flooding due to major storm events such as Hurricane Ike and Hurricane Harvey that inundate the city with several feet of water in short periods of time. Ordinarily the 100-year and 500-year floodplains are designated areas expected to flood in response to major storms and, according to FEMA, this makes living in these areas a higher risk. In the case of Ike and Harvey there was intense and dangerous flooding seen outside of the floodplain. Montrose does not have a 100-year or 500-year floodplain in the neighborhood; the closest floodplain to the neighborhood is Buffalo Bayou. Despite not being in a floodplain, Montrose, like many areas across Houston, still experiences localized flooding.



Flooding in Houston; Source: Flickr user Jill Carlson



Flooding in Houston; Source: Flickr user I Am R.



Flooding in Houston; Source: Flickr user Jill Carlson

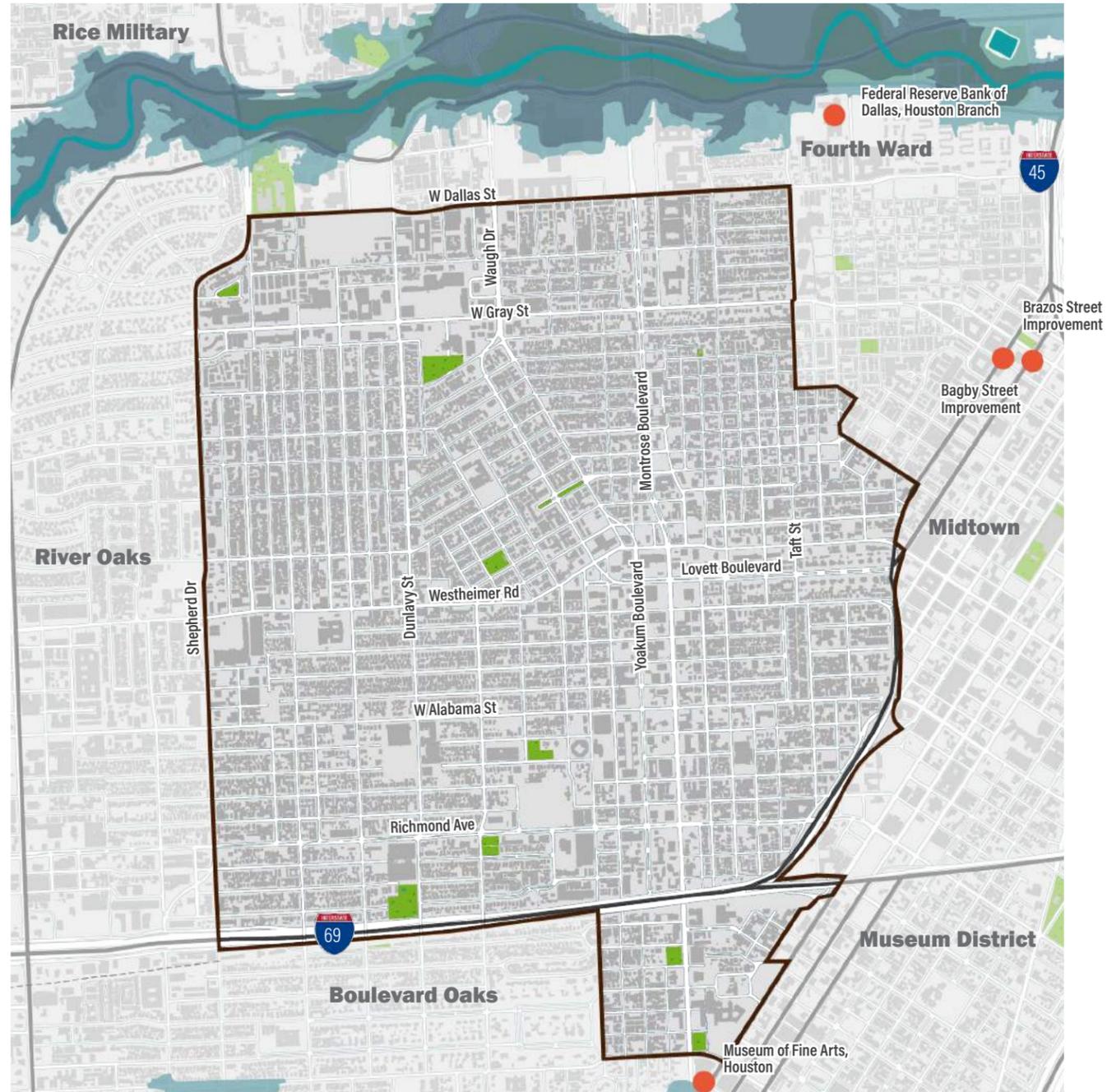


Flooding on Westheimer; Source: video from Ronscott.



Flooding in Montrose; Source: video from Ronscott.

Map 18. Flooding



Data Source: FEMA, H-GAC



- Study Area
- Water Features
- 1% yearly chance of flooding (100-year floodplain)
- Parks
- 0.2% yearly chance of flooding (500-year floodplain)
- H-GAC LID Projects

Localized Flooding

Localized flooding is the result of a lack of stormwater management within the site. Gauge Engineering has conducted their own study of Montrose and has found several locations where flooding depths range from 3-5 feet. All of the problem areas identified by Gauge overlap with areas where urban heat is an issue suggesting that these are areas where there is a lot of paving, which doesn't allow for infiltration. The lack of infiltration makes drainage systems that do not get overwhelmed important. Gauge in their study indicates that there have already been repetitive structural losses as a result of flooding within the site. These floods in many locations are caused by stormwater management systems that are either too small or experience more inundation than they were designed to manage.

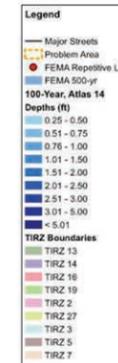


Gray & Woodhead

Map 19. Localized Flooding

Problem Areas:

1. Gray & Woodhead
2. Commonwealth
3. Montrose & Westheimer
4. Richmond & Montrose
5. Richmond & Mandell
6. Richmond & Shepherd
7. Alabama & Shepherd





Commonwealth



Montrose & Westheimer



Richmond & Montrose



Richmond & Mandell



Richmond & Shepherd



Alabama & Shepherd

Map Source: Drainage Study (Gauge)

Stormwater Management

There are several ways to address flooding that occurs outside of a floodplain. Low Impact Development (LID) allows for small alterations to local environments to manage inundation caused by storm events. LID projects identified by H-GAC are located adjacent to Montrose, including the redesign of Bagby Street and Brazos Street to the east of the study area. This redesign of 13 blocks of Bagby Street included a series of rain gardens for stormwater infiltration and biofiltration, newly planted trees, and public realm amenities including informational signage, benches, and sidewalk detailing, along with traffic control redesign.^{5 6} The Brazos Street Reconstruction Project included the construction of bioswales and tree boxes. The Houston Museum of Fine Arts incorporated bioswales and permeable pavement on their site. The Federal Reserve Bank of Dallas (Houston Branch) constructed vegetated bioswales on site and incorporated a green roof on their building.⁷

5. <https://www.walterpmoore.com/projects/bagby-street-reconstruction>

6. <https://www.cnu.org/what-we-do/build-great-places/bagby-street>

7. <http://www.arcgis.com/apps/MapJournal/index.html?appid=e9ae92b6da2d4aeb9b25db8e9014a645>



Green roof on Federal Reserve Bank of Dallas (Houston); Source: Asakura Robinson



Bagby Street green infrastructure project; Source: Asakura Robinson



Bagby Street green infrastructure project; Source: Asakura Robinson

PREVIOUS PLANNING:

Resilient Houston and the City's Chief Resilience Officer were also instrumental in the development of a new "Incentives for Green Development" document focused on increasing the construction of green infrastructure that would capture more rainwater and reduce flooding throughout the region. All in all, Resilient Houston calls for 100 new green infrastructure projects to be constructed in the region by 2025.

Community Health and Quality of Life

Parks and Open Space Accessibility

The Montrose neighborhood is situated near popular natural amenities that provide recreational opportunities as well as many cultural institutions along or nearby outdoor spaces. More than one dozen parks and green spaces – including public parks, open space, and school campuses open to the public; are within the Montrose neighborhood study area boundary. The smallest, Peggy H. Shiffick Park, is approximately the area of one residential lot while some of the largest spaces include College Memorial Park Cemetery and the Metropolitan Multi-Services Center.

Montrose's park system was shaped early on by a 1913 report by landscape architect Arthur Comey, which included a comprehensive park plan for Houston that envisioned a series of small local parks and recreation centers easily accessible to urban residents, complemented by larger parks including bayou parkways. Comey's impact lives on in Montrose's current assemblage of small parks, as well as Buffalo Bayou Park, the which was spurred by the 1913 Comey report. Comey's plan also contributed to Montrose's walkability by specifying sidewalk dimensions and planning for the maintenance and expansion of the city's tree canopy.

According to the Houston Parks and Recreation Department's (HPARD) Master Plan (2015) the national best practice is 20 acres of parkland for every 1,000 people. While the HPARD Sector 14 Summary (June 2015) sites a parkland shortage of only 37 acres, they project a future need due to population growth of 106 acres of additional parkland by 2040 in Sector 14. However, the extent of the Sector 14 boundary extends well-beyond the boundary of the Montrose Livable Centers Plan and the reach of the TIRZ – including parkland such as Buffalo Bayou Park (160.53 acres) and Memorial Park (1,458.01 acres) as a part of the summary's park acreage need calculations.

Looking only to the existing parkland within the boundary of this study, Montrose has almost 21 acres for its 36,363 residents – meeting only 2.9% of its acreage need per the national best practice standard of 20 acres per 1,000 residents. Even if we include Buffalo Bayou in this calculation for a total of 181.53 acres,

Montrose residents experience a high quality of life with access to parks and open space in a walkable, bikeable neighborhood. Also, Montrose has a long history of organizing medical and mental health services.

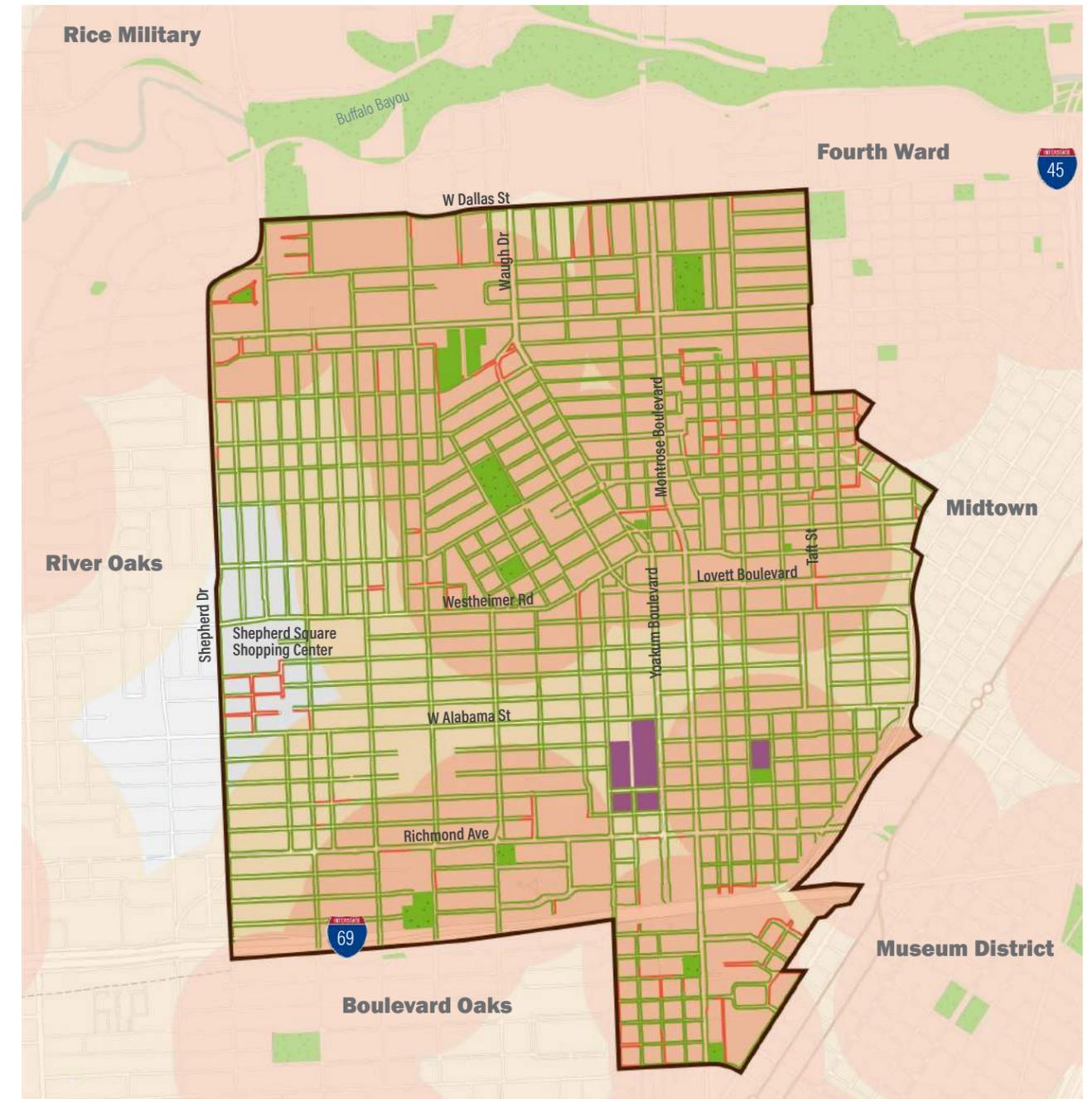


Sidewalks along Menil Park; Source: Asakura Robinson

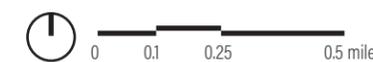
Montrose is still only meeting 25% of the best practice goal for park acreage per capita.

This information makes a clear case for ensuring connections to Buffalo Bayou Park are made safer so that it may become a truly accessible resource for residents. New pocket parks and parklets, play streets, and increased park programming are all vital as Montrose is tasked with making the most of limited park space. The addition of up to 545 acres of parkland in and near Montrose is a tall ask with the limited vacant land left, high land values, and densely developed neighborhoods. However, it is clear, based on the numbers in the study area, that the Montrose neighborhood needs parkland to grow with its ever growing population.

Map 20. Active Living for Pedestrians

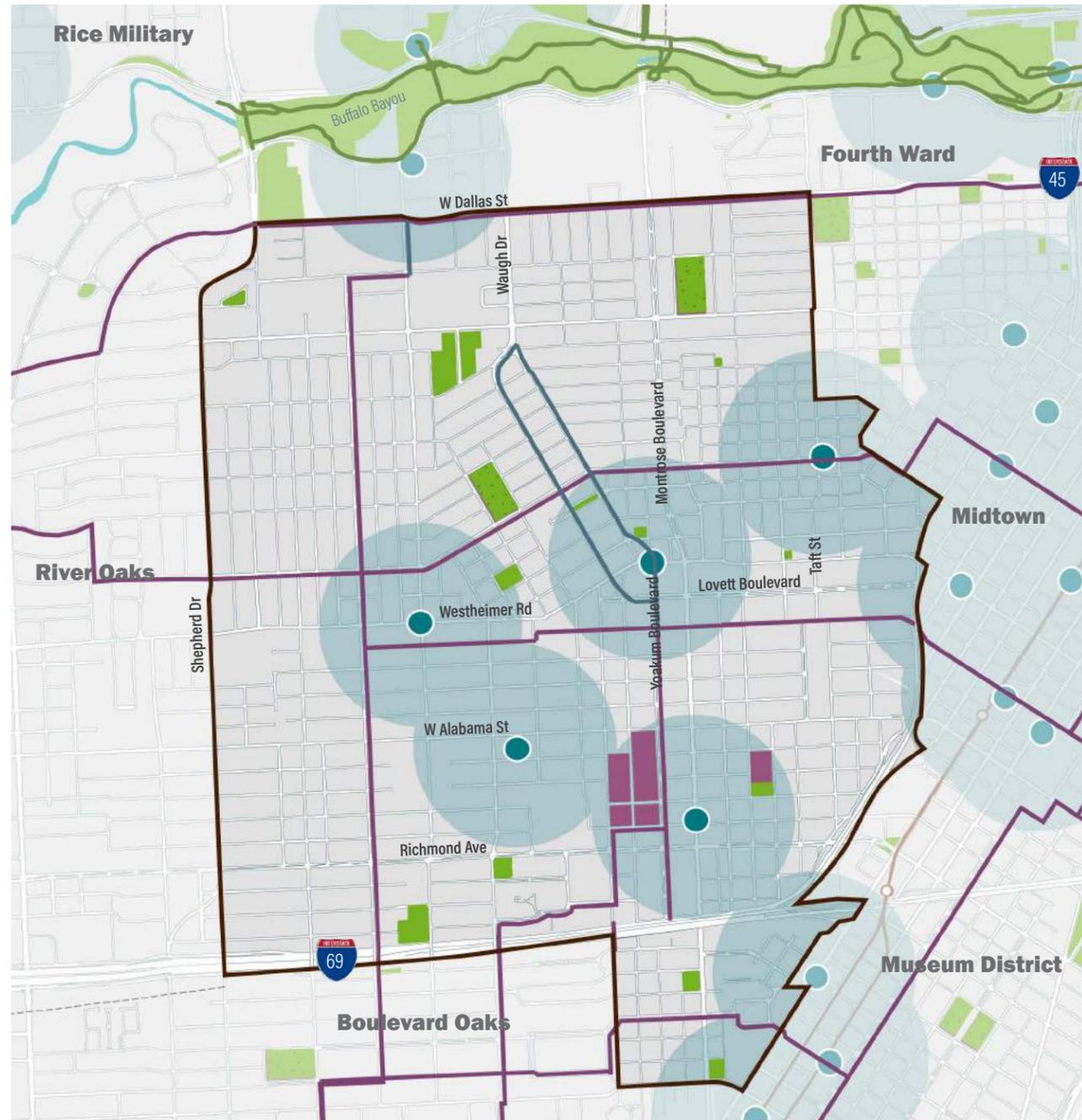


Data Source: Houston-Galveston Area Council, City of Houston.



- 5 minute (0.25 mi) walking radius
- 10 minute (0.5 mi) walking radius
- Sidewalks present
- Sidewalks missing
- METRO Rail
- Study Area
- Park and Open Space
- Campus Open Space

Map 21. Active Living for Bicyclists



Data Source: City of Houston.



- Existing Dedicated On-Street Bikeway
- Existing Shared On-Street Bikeway
- Existing Off-Street Bikeway
- BCycle Station
- 5 minute (0.25 mi) walking radius
- Campus Open Space
- METRO Rail
- Study Area
- Park and Open Space

General geographic proximity to parks and open space, including formal parks, cemeteries, and public education campuses, was examined in terms of pedestrian infrastructure and bicycling infrastructure. The average ambulatory adult typically walks one-quarter mile in approximately 5 minutes, a half mile in 10 minutes, and one mile in about 20 minutes. Using this baseline, more than half of the Montrose neighborhood area is within a 5 minute walk radius of green or open space for most adults; nearly all of the Montrose neighborhood is within a 10 minute walk radius of green or open space. The only area of Montrose that is currently outside of a 10-minute walk to green space is around the Shepherd Square Shopping Center, which is an area also lacking in sidewalk infrastructure.

The average adult on a bike covers ground at a leisurely speed of 10 miles per hour; this translates into 6-minutes per mile. All of Montrose is within a 6-minute bike ride radius, although a more detailed bikeshed based on available bikeway infrastructure and facility types would be needed to determine bikesheds for different users. Although only five BCycle stations are presently located within the study area, these stations are within about a 5-minute walk of higher activity centers in the neighborhood, such as the University of St. Thomas and along Montrose Boulevard.

Previous Study:

Public spaces show a range of differences and how they can be performed. Different types of gendered spaces have varying potential for confrontation. The design influences the way spaces are perceived and the kinds of activities that are possible, acceptable, or safe within them.¹

CURRENT PROJECT:

Walk Bike Montrose has examined the sidewalk and bike lane conditions and their connections to schools and parks based on field works. The condition and network section also identified the problems of existing infrastructure and impediments for the implementations.

¹ I. Doan, P. L. (2010). *The Tyranny of Gendered Spaces: Living Beyond the Gender Dichotomy*. *Gender, Place and Culture*, 17, 635-654



Bicycle bikeshare station in Montrose; Source: Asakura Robinson



While there are no shared-use trails in Montrose presently, this above photo is an example of a nearby shared-use trail along Buffalo Bayou north of the study area; Source: Asakura Robinson



Existing on-street bike facility in Montrose; Source: Asakura Robinson

Open Space Programming

There are 10 park programs identified from parks in Montrose and adjacent neighborhoods within a mile radius. By looking at the map, parks in the study area have less programming compared to parks in the adjacent neighborhoods. The majority meet the basic needs of providing green space and sitting while failing in maximizing uses of the space to promote more activities and improving community health by providing park facilities. Some residential areas on the west side are also in need of small scale parks to support daily uses. City of Houston and Texas Parks & Wildlife Department planned and funded Avondale Promenade Park in 2015.⁸ More partnerships on this type of project should be initiated by Montrose TIRZ to build a healthier Montrose in the long term.

Some open spaces in Montrose are observed to be used for temporary social events on certain dates/daily basis such as Montrose Morning Market. These events increase the social interaction and bring vibrancy by gathering people in Montrose and adjacent neighborhoods. This can also be taken as a short term strategy for open space utilization in Montrose.

8. <https://communityimpact.com/houston/heights-river-oaks-montrose/government/2019/11/20/houston-city-council-greenlights-montroses-avondalepromenade-park-contract/>



Menil Park



Montrose Morning Market; Source: montrose-morning-market.business.site

PREVIOUS PLANNING:

To address the shortage of open space in Montrose, ULI recommends linear promenades (Westheimer & Lovett), a public plaza (Montrose & Westheimer), and multiple pocket parks within walking distance of the intersection. Fourth Ward, Midtown, Upper Kirby, and Museum District Livable Centers Studies emphasized the importance of creating public spaces that are visible, safe, comfortable, interesting, and accessible. The Museum District Livable Centers Plan also recommends improvements to the pedestrian realm including trails, a "green grid", functional public art, and unique and beneficial landscaping.

There are 10 prevalent types of park programs in the study area and adjacent neighborhood

-  Passive Use: Area for sitting, reading, and lounging
-  Recreation: Hardscape or softscape surface for team sports or individual practice
-  Playground: Splash Pad, climbing structures, swings, exercise station and other facilities that serve for kids and adults to practice and play
-  Picnic Area: Sitting area with table and canopy for food sharing and activities
-  Trail: A path that encourages walking, biking, and jogging
-  Community Garden: Soil ground for vegetable planting
-  Dog Equipment: Pet waste station, grooming tables, agility training equipment and other equipment that can be utilized for dog walking and playing
-  Performing Stage: Area for performances such as music, dancing, opera, or small community gathering
-  Art Installation: Sculpture and any art piece that provides visual attraction
-  Informal Gathering Space: Space used for unprompted social activities such as market

Map 22. Open Space Programming



Data Source: Houston-Galveston Area Council; Google Map



-  Study Area
-  Park
-  Existing Bikeway
-  Proposed Bikeway

Community Health Condition

Health metrics were examined to analyze community health at a high level by comparing the population share of residents experiencing specific conditions to the City of Houston as a whole. Data is obtained from the Center for Disease Control's (CDC) 500 Cities Project, which tracks dozens of health measures for the nation's largest cities, provides figures at the city, and census tract geography levels to help identify geographic - based health disparities.

Compared to the City of Houston as a whole, residents living within the Montrose study area census tracts are less likely to experience health conditions such as asthma, diabetes, obesity, and mental illness. Mental health, for the purposes of the 500 Cities Project, is defined as survey respondents experiencing 14 or more days in a month in which their mental health was "not good." These four specific health conditions were selected for examination since each condition is either exacerbated by a lack of, or reduced access to, active transportation infrastructure and open, green spaces or directly limits an individual's ability to enjoy these types of opportunities. As such, increasing the availability of and access to active living infrastructure and open spaces is often an effective strategy for improving public health.

Another important health condition that has greatly impacted the City of Houston, especially the neighborhood of Montrose, is the HIV/AIDS epidemic that emerged in the late 1970s. Over the past few decades, several resources, centers, and support groups have been founded to assist HIV-positive individuals and their families in the City of Houston. Within Montrose, two clinics exist and are a vital part of the community: Legacy Community Health Clinic and Montrose Center.

Legacy Community Health Services, then known as the Montrose Clinic, opened its doors in 1978 as a clinic devoted to STD testing services for gay men. The Montrose Clinic was at the forefront of testing and resources both in Houston and the country, being

"the first community-based organization in the state and second in the nation" to offer HIV antibody testing.⁹ Over the decades, the Montrose Clinic was instrumental in developing educational health resources and attracting funding to support programs or those impacted by HIV and their families.

Another important community resource, the Montrose Center, opened the same year that the Montrose Clinic opened their doors. With a similar service population, the Montrose Center initially opened to provide mental health services for the gay community. Over time, the Montrose Center has expanded to include HIV testing, in addition to resources related to substance abuse, domestic violence, and housing support for members of the local gay, lesbian, bisexual, and transgender community.¹⁰ The Montrose Center describes itself as more than a health resource; as a community hub, the center hosts many collaborative partnerships to facilitate programs that serve different segments of the LGBT community across age and class.¹¹

Food access is also an important aspect of health. According to the Food Access Research Atlas from the United States Department of Agriculture (USDA), the Montrose study area is not a food desert.¹² Nearly one dozen grocers ranging in size from corner stores to larger regional and nation chains are located with Montrose or just outside the study area boundary.

9. <https://www.legacycommunityhealth.org/about-us/>

10. <https://www.chron.com/news/health/article/New-name-new-look-same-mission-for-Montrose-4919764.php>

11. <https://www.chron.com/news/health/article/New-name-new-look-same-mission-for-Montrose-4919764.php>

12. <https://www.ers.usda.gov/data-products/food-access-research-atlas/>

BEST PRACTICES:

Under federal law, people living with HIV/AIDS are protected through the Americans with Disabilities Act (ADA). Federal funding is available "to expand HIV/AIDS awareness, prevention, and treatment services in communities," in addition to medical research.¹

1. <https://www.hiv.gov/federal-response/funding/federal-funding>

Figure 7. Rates of Montrose and City of Houston Health Conditions

	Asthma	Diabetes	Obesity	Mental Health
Montrose	6.8%	6%	9.3%	24.9%
City of Houston	8.3%	11.9%	13.8%	34.1%



Living and Working

Key findings:

- 10 types of housing and 5 types of historic housing are identified in Montrose.
- New housing in the area is limited by development regulations and available land.
- Only 4 eldercare and 1 childcare facilities are identified in Montrose.
- While the neighborhood is located in a majority minority city, this area is predominately white, nonhispanic, or Latino.
- Montrose has had lower percentages of residents over 60 than the City of Houston as a whole in the last two census counts, but has seen a disproportionate growth in this demographic over the past decade.
- Montrose's median household income is around \$92,000, approximately \$40,000 higher than the median point for the City at \$51,140.
- Out of roughly 20,000 housing units in the area, approximately 60% are renter occupied.
- Median home values are roughly 2.5 times greater in Montrose than they are in Houston as a whole.
- Almost half of the jobs available in Montrose are hourly service jobs.
- People visiting to Montrose are primarily for food services and drinking places.

Land Use and Redevelopment

Existing Land Use and Character

Montrose contains a well-connected and intact street grid. Commercial land uses are centered on the major corridors of Allen Parkway, Gray Street, Westheimer Road, Montrose Boulevard, West Alabama Street, and Richmond Avenue. In between, single-family uses dominate, with some condo and multi-family development scattered throughout. Institutional uses are typically located along the major commercial corridors.

There are a variety of residential home types in the area, and single-family dominates most areas, including small-lot single-family units and detached townhomes. In addition to a few larger multi-family developments, smaller multi-family parcels are scattered throughout Montrose, and many are aging. Condo development, as shown on the map at right, is usually in reference to the ownership structure of a multifamily parcel, rather than the existence of a condominium tower or larger development.

Existing Regulatory Environment

While the City of Houston does not use traditional zoning to regulate uses and land development, development is guided by a complex network of City development standards, deed restrictions, planning efforts, and historic restrictions.¹ Other initiatives to regulate development include minimum lot size protection, a petition based process where residents can use the process to discourage teardowns through a deed restriction.²

In Montrose, development is subject to the development code, any deed restrictions (which are common in the area),³ and any restrictions of the six historic districts. The development code details physical requirements, including a 25-foot front setback for residential properties and ample parking requirements for commercial properties.⁴

1. <https://kinder.rice.edu/urbanedge/2020/01/09/no-zoning-in-Houston-there-are-workarounds>
 2. <https://kinder.rice.edu/urbanedge/2020/01/09/no-zoning-in-Houston-there-are-workarounds>
 3. <https://www.houstontx.gov/superneighborhoods/24.html>
 4. <https://kinder.rice.edu/urbanedge/2020/01/09/no-zoning-in-Houston-there-are-workarounds>

Montrose is home to a variety of developments of different ages, styles, and functions. Understanding how these elements come together to form Montrose’s regulatory environment is key to addressing community needs in the future.

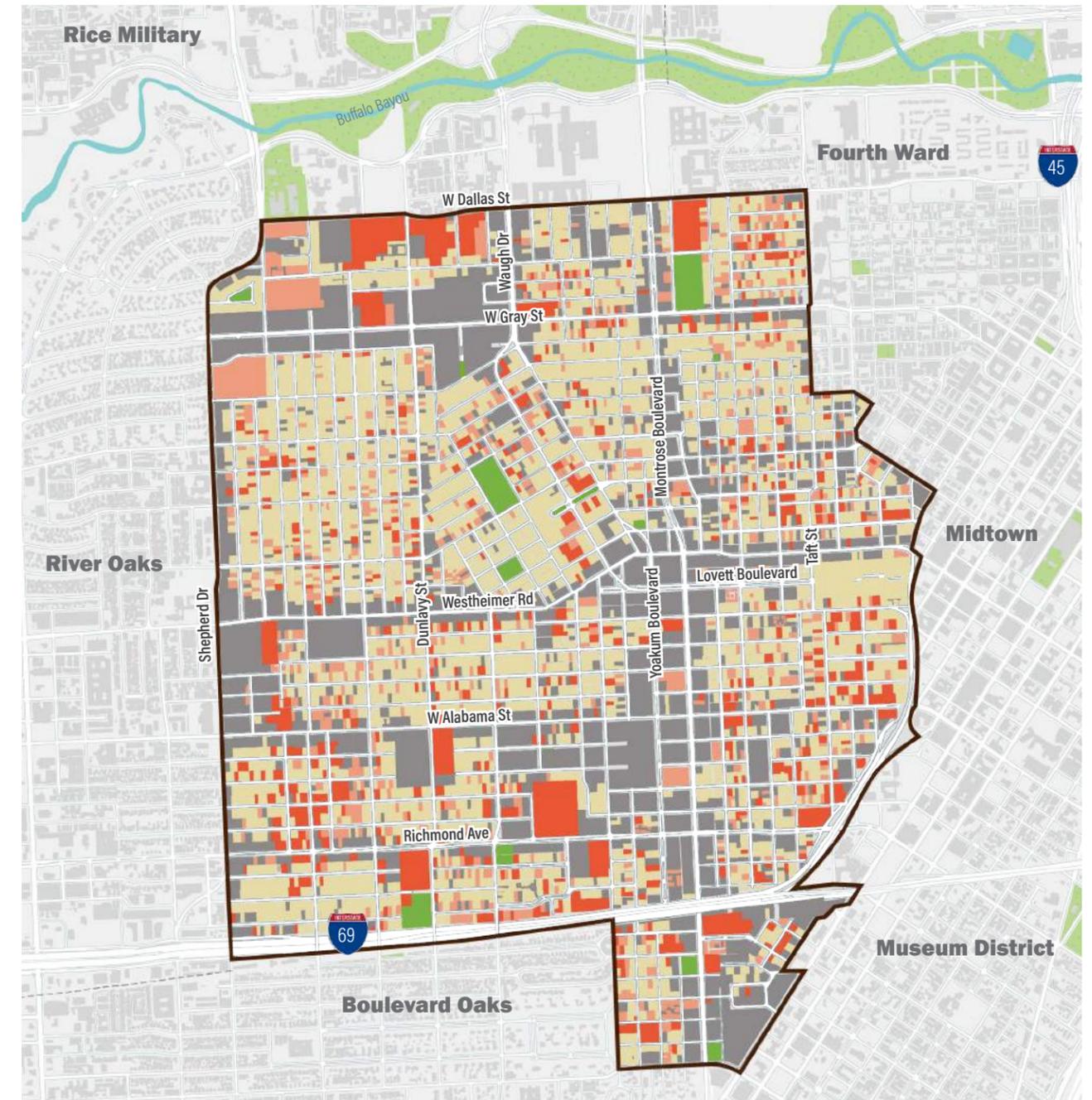
Deed restrictions are used in Montrose most often to restrict the construction of multi-family housing⁵, which discourages the development of more diverse and affordable housing in this transit- and jobs-rich area. The Special Minimum Lot Size Ordinance has allowed neighborhoods and blocks to add deed restrictions setting a minimum lot size if the size is met by at least 70% of the application area, or 60% in historic districts. These restrictions apply to new structures.⁶ This tool has been used extensively by property owners to explicitly limit the construction of more diverse housing types, but has also preserved some housing stock with historic significance.⁷

Properties in one of the six historic districts in Montrose - Audubon Place, Avondale East, Avondale West, Courtland Place, Westmoreland, and First Montrose Commons—are subject to a variety of restrictions as detailed in the City of Houston’s Historic Preservation Manual. These restrictions require obtaining a Certificate of Appropriateness through the City’s Planning and Development Department before beginning work.⁸

In areas not covered by restrictions, it has been common to replace older single-family dwellings with 2, 3 or 4 townhouses.

workarounds
 5. <http://www.winlowplace.org/deed-restrictions>
 6. https://www.houstontx.gov/planning/Min-Lot_Size-Min_Bldg_Line.html
 7. <https://www.januaryadvisors.com/minimum-lot-size-houston-maps/>
 8. http://www.houstontx.gov/planning/HistoricPres/HistoricPreservationManual/plan_project.html

Map 23. Existing Residential Land Use

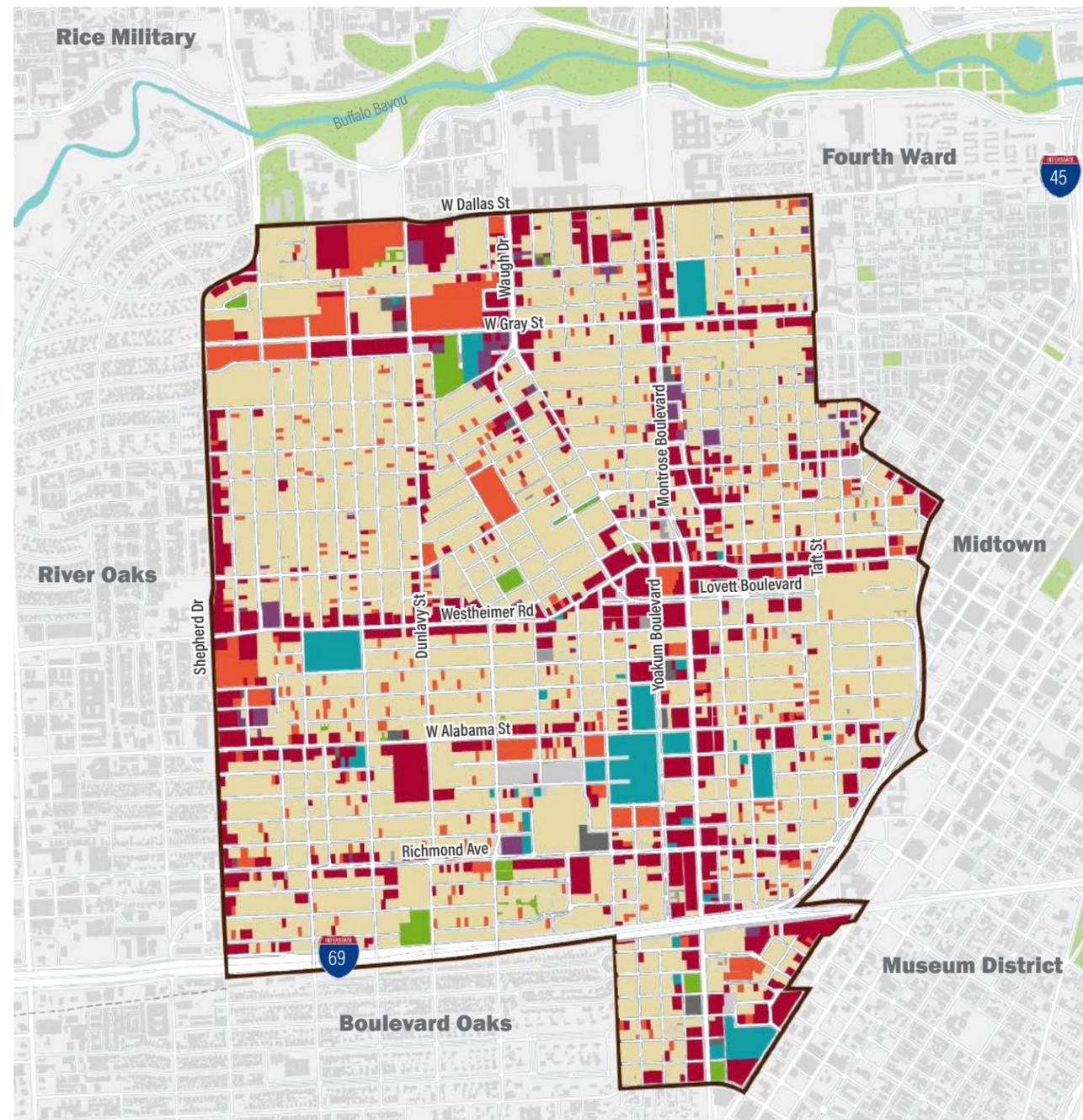


Data Source: Houston-Galveston Area Council



- Study Area
- Single-Family
- Condo
- Multi-Family
- Non-Residential
- Park

Map 24. Existing Land Use



Data Source: Houston-Galveston Area Council



- | | |
|--------------|-------------------|
| — Study Area | Gov/Med/Edu |
| Residential | Parks/Open Spaces |
| Mixed Use | Undevelopable |
| Commercial | Unknown |
| Industrial | Other |

As discussed earlier in the chapter, what TIRZ 27 is responsible for are limited in TIRZ 27 boundaries and funding is limited to capital improvements typically in the rights-of-way. TIRZ 27 will explore potential partnering opportunities to work on other agencies/entities for some recommendations in this chapter.

Additional Development Tools

The Walkable Places Committee, formed to further the goals of Plan Houston, has proposed two regulatory tools to “create vibrant destinations and attract higher density developments that support multi-modal transportation.”⁹ The first tool is the Walkable Places Program, which establishes a process to create pedestrian-friendly development, is being tested through three pilot programs in the Near Northside, Midtown, and Emancipation Avenue. The program offers developers more buildable area in exchange for pedestrian improvements.¹⁰ This program has the potential to be used in Montrose to further the results of this planning process.

The Walkable Places Committee also reviewed the City’s optional Transit-Oriented Development tools, and determined that they were not used enough to produce the result intended. The committee updated the standards to include more concrete information about eligible streets, establish areas as mandatory or optional, and update the standards for these areas.¹¹

Both ordinances were under consideration for adoption as of January 2020.¹²

Vacant Lots

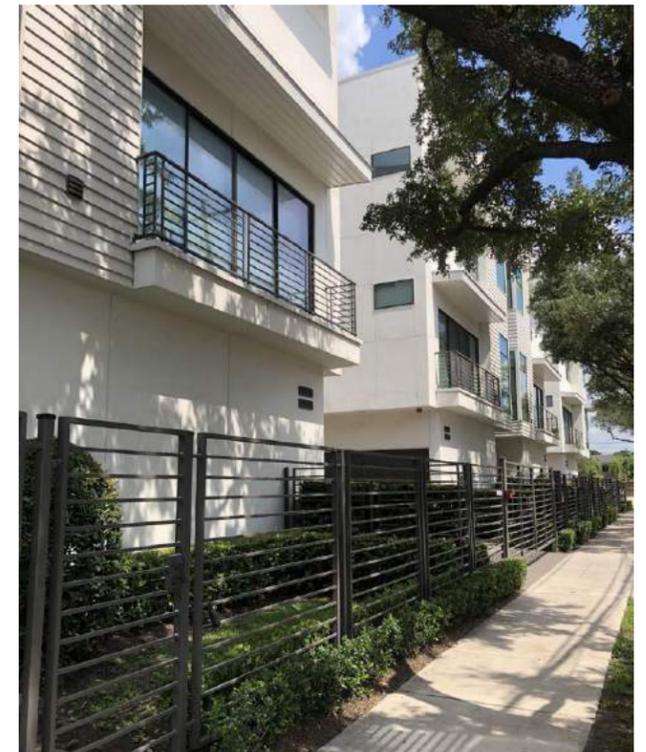
Montrose has little vacant residential land, encouraging high land values and low levels of residential development. Vacant land tends to be piecemeal and surrounded by existing housing, limiting land assemblage for major redevelopments.

9. https://www.houstontx.gov/planning/docs_pdfs/DRAFT_FOR_REVIEW_WP_and_TOD_Users_Guide_010320.pdf

10. https://www.houstontx.gov/planning/docs_pdfs/DRAFT_FOR_REVIEW_WP_and_TOD_Users_Guide_010320.pdf

11. https://www.houstontx.gov/planning/docs_pdfs/DRAFT_FOR_REVIEW_WP_and_TOD_Users_Guide_010320.pdf

12. <https://communityimpact.com/houston/heights-river-oaks-montrose/development/2020/01/14/public-has-final-chance-to-weigh-in-on-new-policies-aiming-to-make-houston-more-walkable/>



Land Development in Montrose is guided by development standards and deed restrictions; Source: Asakura Robinson

Map 25. Vacant Residential Land



Data Source: Harris County Assessment Montrose



- Study Area
- Park
- Vacant Residential Land

Demographics

Race and Ethnicity

Montrose stands out as an anomaly in many ways from the City of Houston as a whole. While the neighborhood is located in a majority minority city, this area is still predominately white. As the second largest component, hispanic or Latino only comprises 13.3%. African American people living in Montrose is only 3.5% of the total population. Out of the nine census tracts in the community, there is not a location that does not have a plurality of white residents, despite some of the north central region reaching up to 30% of a Hispanic or Latino population.

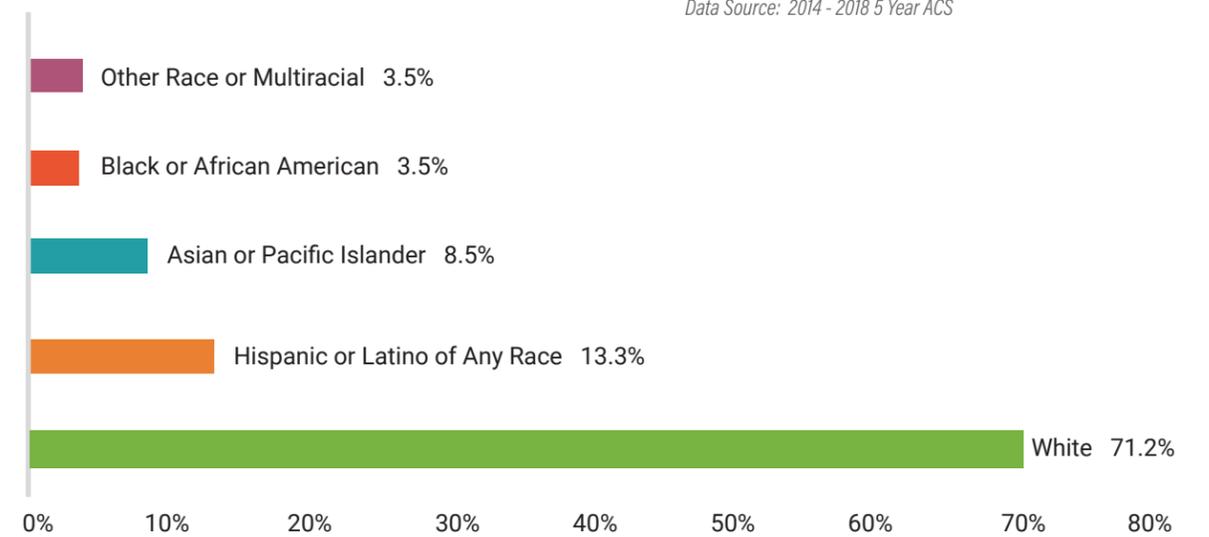
Language

As a majority-minority city, there are more than 145 languages spoken within the City of Houston. In Montrose, an average of 95% of residents speak English exclusively. The second most spoken language in the area is Spanish, although it should be noted that the vast majority of residents who speak a language other than English are still proficient in English.

Age Composition

Houston's median age is around 32 years old, which is four years younger than Montrose's. Most of the regions in the community have populations that range much from mid 30s to late 40s.

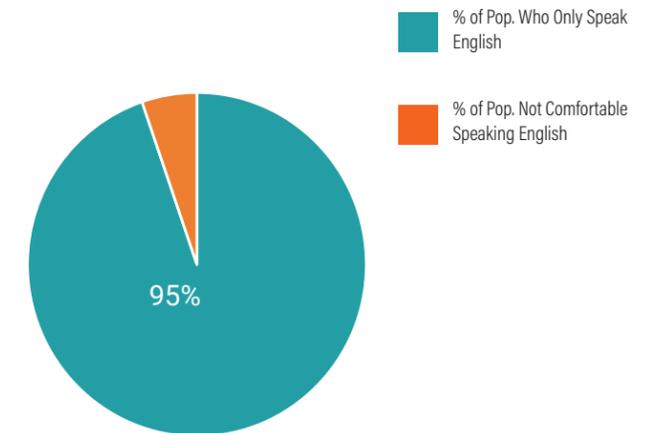
Figure 8. Race and Ethnicity



Data Source: 2014 - 2018 5 Year ACS

Montrose has had lower percentages of residents over 60 than the City of Houston as a whole in the last two census counts, but has seen a disproportionate growth in this demographic over the past decade. Montrose has also had a significantly smaller percentage of residents under 19 than the city as a whole, and this demographic has declined since the year 2000. Numerous explanations may play a part in this reality, including perception of schools, size of homes, and the tendency of higher income and higher educational level households to have fewer children.

Figure 9. Language Proficiency



Data Source: 2014 - 2018 5 Year ACS

Figure 10. Foreign Born Population

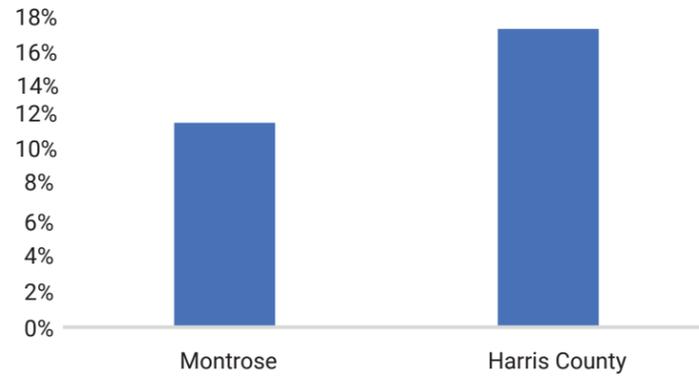
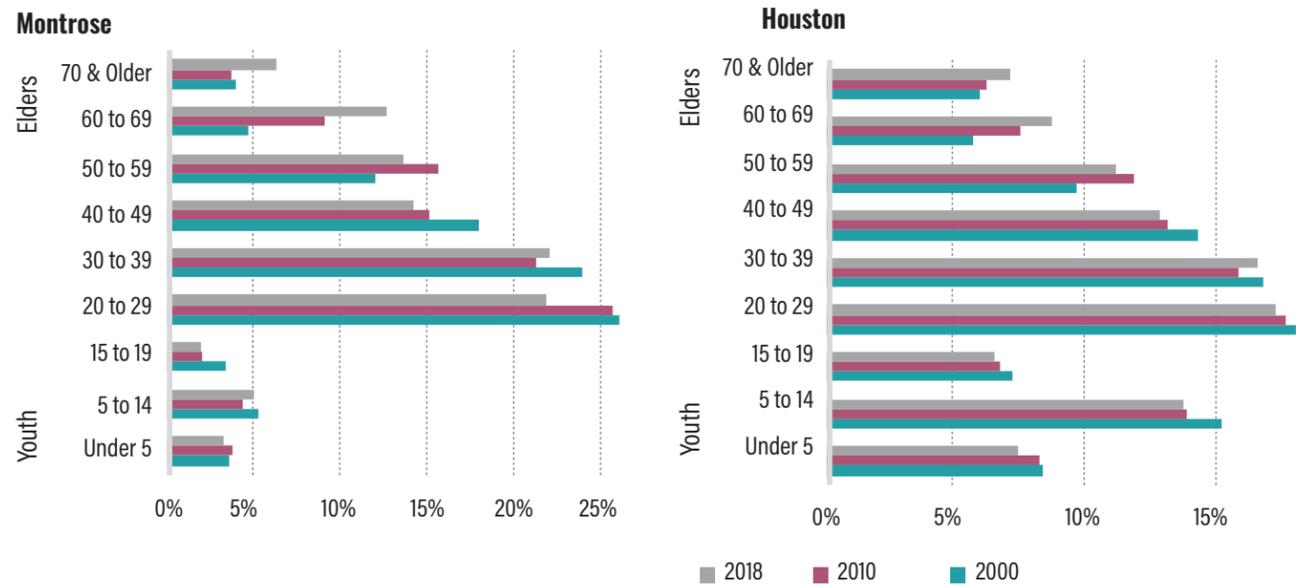


Figure 11. Age Composition



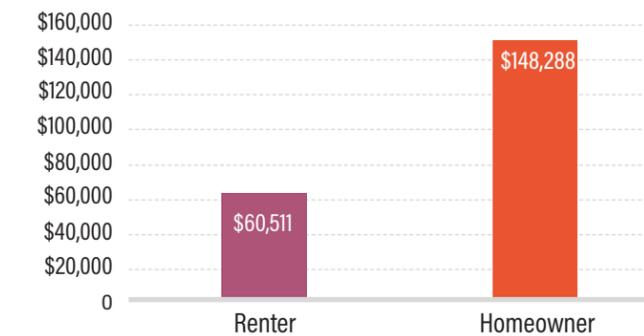
Data from the 2000 and 2010 Decennial Census, and 2014-2018 5 Year ACS

Housing Typology and Affordability

Household Income

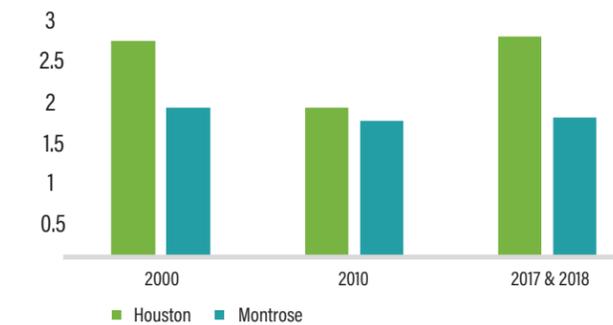
Montrose's median household income is around \$92,000, approximately \$40,000 higher than the median point for the City at \$51,140. While there are a few areas in the neighborhood with income points more similar to the City's, there are more areas that surpass that median by over \$20,000. This trend is similar when focusing more explicitly on homeowners in the area who have a median income closer to \$148,000. Renters, however, average closer to \$60,500 a year. These differences in income often lead to stark disparities in housing costs.

Figure 12. Median Income by Tenure



Data Source: 2014 - 2018 5 Year ACS

Figure 13. Average Household Composition



Data from the 2000 and 2010 Decennial Census, and 2014-2018 5 Year ACS. Data for the City was only available up to 2017

Montrose is a has a thriving real estate market for homeowners, but a shortage in housing for renters.

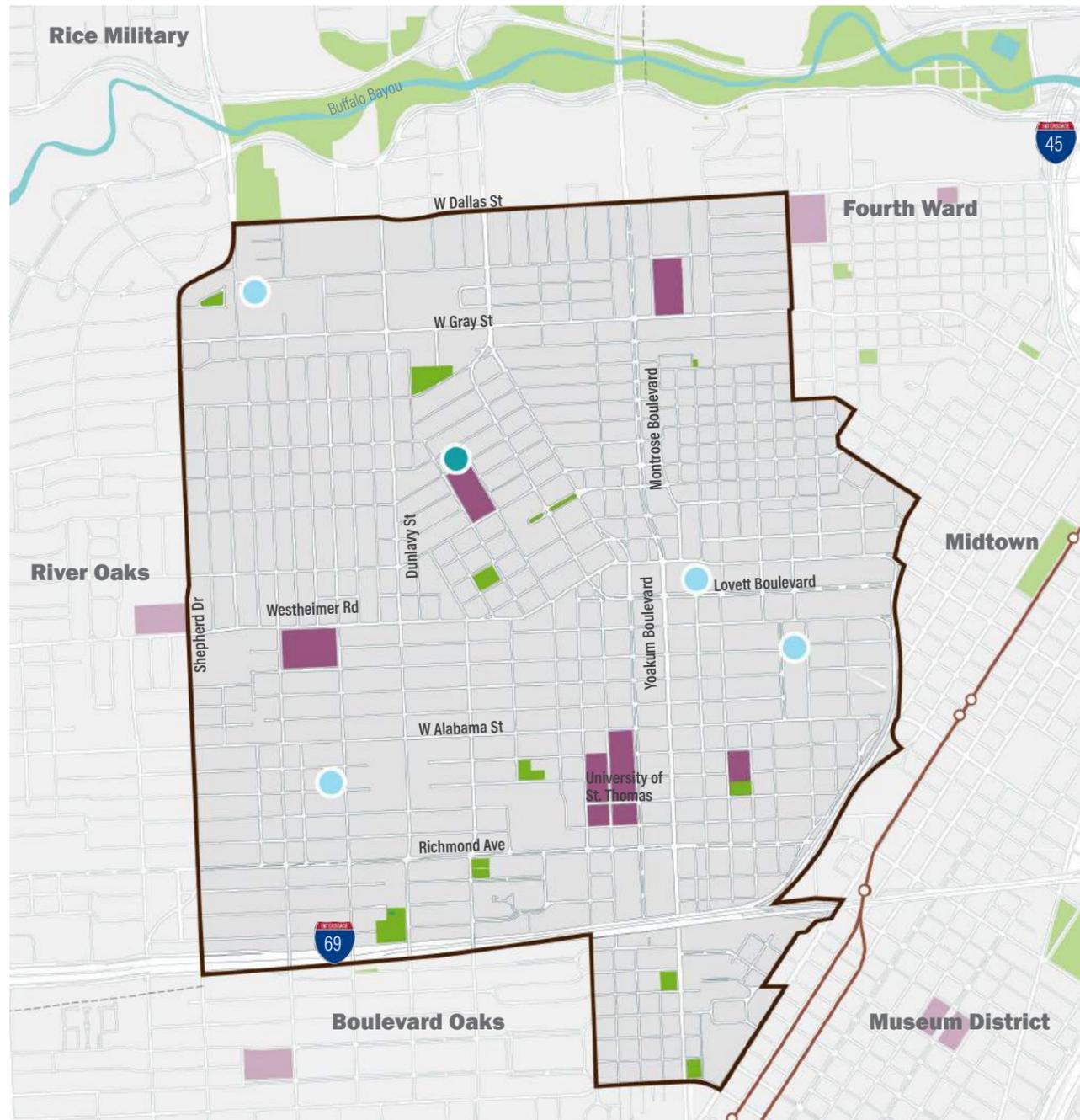
PREVIOUS STUDY:

An affordable housing study of the neighborhood was conducted in January 2020 for the Montrose TIRZ. It found that there is no true affordable housing in Montrose, so affordability in the study is defined relative to the neighborhood. Over 50% of all residential parcels in Montrose are for single family homes and 16% are condominiums. No other housing type makes up a significant portion of the remaining parcels

Rental property development in the last 10 years have largely been high end, which has been driving up rents. Newly built units are more expensive than older units, with the most affordable homes having been built before the 1980s. There are very few new studio apartments being built. Older apartments in historic districts have some protection from demolition, but there is no similar protection for affordable mid-century apartments. There is one low income housing tax credit property in Montrose, but none of the units are designated low income. Property values in Montrose have been rising in the last 10 years as well. The median price per square foot for listings in 2019 was \$242.

The study also provided recommendations for additional research. Incentives for accessory dwelling unit (ADU) could encourage small-scale apartment development and infill. ADUs (garage apartments) are allowed in the City of Houston. Further study is needed to create inclusionary housing incentives for developers. The study also suggests researching the ability to create a renter equity fund that assists renters with saving up for a property purchase. Cincinnati's Cornerstore Renter Equity is an example.

Map 26. Elder Care and Child Care Facilities



Data Source: Google Maps



- Study Area
- Park
- Schools
- Childcare Facility
- Eldercare Facility

BEST PRACTICE:

Aging in Place is the ability to live in one's own home and community safely, independently, and comfortably, regardless of age, income, or ability level¹. Our aging population will have an impact on housing stock and affordability, business districts, mobility and transportation, healthcare, and basic neighborhood assets. While older adults may decide to move into senior homes and assisted living facilities, equitable planning and design allows those residents to have access to comparable resources in their communities, should they decide to stay in their neighborhoods. An aging-sensitive community provides a built environment with housing alternatives, a transportation system and a land use pattern that enable aging residents to maintain healthy, independent lives even as their needs change².

In order to ensure that aging residents' needs and available community assets match, an "aging in place prioritization matrix" would help to identify aging-in-place strategies and priority levels for those strategies³. One priority for aging in place is housing. These efforts may include making strategic investments of public funding to expand the supply of affordable housing for seniors on a fixed income, and encouraging the creation of new types of supportive housing that creates a wider range of choices for all seniors⁴. Transportation priorities for aging in place may include easy access to special needs transit and design improvements that make it easy for seniors to board public transit, walk throughout their neighborhoods, and safely cross streets. Other built environment improvements to help residents age in place include low curbs that meet wheelchair and ADA requirements, strategic placement of benches on sidewalks and at parks, and traffic calming infrastructure. Other neighborhood amenities to help residents age in place include access to hospitals and medical centers, senior centers, and business districts that offer senior discounts⁵.

¹ "Aging in place design guidelines: For Independent Living in Multifamily Buildings". 2016. Enterprise Green Communities. Retrieved from: <https://www.enterprisecommunity.org/resources/aging-place-design-guidelines-18245>.

² "Design for aging in place". nd. Puget Sound Regional Council. Retrieved from: https://www.psrc.org/sites/default/files/design_for_aging_in_place.pdf.

³ "Aging in place prioritization charrette tool with directions". 2016. Enterprise Green Communities. Retrieved from: <https://www.enterprisecommunity.org/resources/aging-place-prioritization-charrette-tool-directions-13430>.

⁴ "Design for aging in place". nd. Puget Sound Regional Council. Retrieved from: https://www.psrc.org/sites/default/files/design_for_aging_in_place.pdf.

⁵ "Age-friendly NYC new commitments for a city for all ages". nd. NYC Department for the Aging. Retrieved from: <https://www1.nyc.gov/assets/dfta/downloads/pdf/oublications/AaeFriendlvNYC2017.pdf>

BEST PRACTICE:

Families are an essential component to any diverse and thriving city! Designing places that are family-friendly goes beyond the built environment. Great schools, inclusive public spaces, multiple transportation options, and a variety of housing choices can help cities create diverse, inclusive communities that support families and society at large². This means that families' needs should be met by resources and amenities located in their neighborhoods, regardless of where those neighborhoods are located--in the suburbs or in urban areas.

One priority for creating family friendly neighborhoods is to develop long-term strategies that will continue to meet the demands of diverse family structures. Developing long term strategies should be community-led and include input from diverse families, including the perspectives of parents, youth, and aging residents³. Family friendly neighborhoods should offer walkable areas that have affordable housing options and a mix of housing types (apartments, single family, multifamily)⁴. For example, family-friendly neighborhood priorities may include connecting schools to educational programming at local museums and libraries⁵. Another family-friendly neighborhood priority may also include living in a neighborhood where they can walk to stores, restaurants, and parks.

¹ "Family friendly city initiative". Nd. San Francisco Planning. Retrieved from: <https://sfplanning.org/family-friendly-city-initiative>.

² "Family friendly city initiative". Nd. San Francisco Planning. Retrieved from: <https://sfplanning.org/family-friendly-city-initiative>.

³ "Best practices in engaging diverse families". 2016. Hanover Research. Retrieved from: <http://www.gssaweb.org/wp-content/uploads/2016/06/Hanover-Research-Spotlight-Best-Practices-in-Engaging-Diverse-Families.pdf>.

⁴ "Building a family-friendly city". 2019. Smart Cities America. Retrieved from: <https://smartgrowthamerica.org/building-a-family-friendly-city/>.

⁵ "Parents paving the way for family-friendly urban living". 2018. Strong Towns. Retrieved from: <https://www.strongtowns.org/journal/2018/1/22/parents-paving-the-way-for-family-friendly-urban-living>.

Housing Typologies

Through the analysis, we have identified an array of housing typologies in the study area. This helps the team to understand the current housing development and create strategies for future recommendations based on market demands, community needs, and current supply.

Housing in the study area are primarily single-family housing. Accessory dwelling units are observed being constructed in many of them. In some parts of Montrose, it has become common for smaller, historic single family houses to be replaced with larger, but still single family homes. Townhouse is the second largest part of the housing in the study area, along with

a small portion of multifamily housing. A very small amount of rowhouses is identified in the study area.

Montrose is the home to creativity and activity; however, the housing typology structure is fairly unhealthy and family-oriented. This structure also results in a high rent. A large amount of people who are making Montrose vibrancy face limited housing options to call Montrose home. Introducing more multifamily/mixed use development would be a key to break this unhealthy pattern and keep Montrose diverse and lively.

Sidewalk
 Planting Area
 Driveway
 Swimming Pool
 Parking

Single-family



This housing typology represents single-family residential development, the predominant exists in Montrose. The house is in a traditional look with a gable roof, garages/parking in the front, access to the public realm from the house. Many of them have detached units in the back in the courtyard.

Duplex



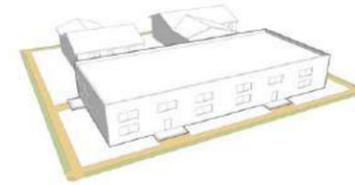
This housing typology typically has two attached living units with shared walls like apartments. The connectivity to the public realm is generally good with an alley from house entrances to the sidewalk.

Triplex



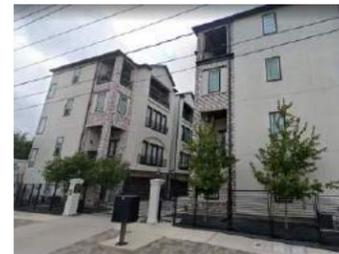
This housing typology typically has three attached living units with shared walls like apartments. The connectivity to the public realm is generally good with allies from house entrances to the sidewalk.

Fourplex



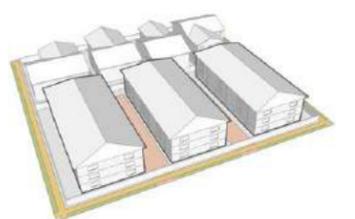
This housing typology typically has three attached living units with shared walls like apartments. The connectivity to the public realm is generally good with allies from house entrances to the sidewalk. This type of housing is very similar to apartments in size.

Condos



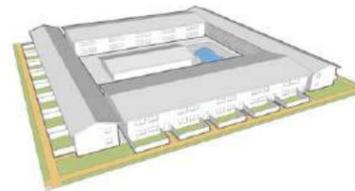
This typology represents multifamily development, typically this topology has more than 3 units in every structure. It does not have alleys, which reduces walkability. This type of home usually smaller than townhomes. Garages are in the front and use a shared driveway with other houses.

Townhouse



This typology represents multifamily development, usually with three stories in height and three or four units in every structure. The entrances could face internal driveway. The walkability is reduced if the garage is in the front and facing the street, or the development is occurred with open ditch.

Rowhouse



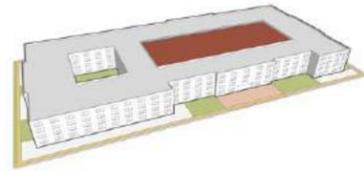
This typology represents multifamily development, usually with two to three stories and more than four units per structure. Each unit has its own access to the street and fenced courtyard in the front.

Low-rise Multi-family



This typology represents multifamily development that is generally 2-3 stories in height and contains 4-12 units per structure. These developments typically have surface parking and shared amenities. The connectivity varies by the affection of surface parking.

Mid-rise Multi-family



This typology represents multifamily development that is in a large building with a structured garage wrapped by the residential units and shared inner courtyards. These developments usually have one or two vehicle entrances and multiple pedestrian access from the building to the public realm. The heights typically ranges from 45 feet to 55 feet.

High-rise Multi-family



This typology represents multifamily development that is in a large building with retail/restaurant use in the ground floor and a few stories of parking garage above. These developments usually have one or two vehicle entrances and multiple pedestrian access from the building to the public realm. The amenities are typically designed on the top floor.

Historic Housing

As one of the oldest districts in the City, First Montrose Commons was developed between 1900 and 1925 and is also the home of numerous historic buildings. The typical historic architectural styles in this neighborhood are Craftsman, Prairie, and Colonial Revival, built between 1920 to 1940.¹³ They are relatively late examples of Victorian-era style and smaller compared to current housing. These housing types are generally decorated with elaborate details and one to two stories in height.¹⁴ Historically, platting was initially for single family housing. Due to lack of restrictions and enforcement, lots were combined and multifamily was created. The notable historic houses include Cherryhurst House, Kaufhold House, Cochran-Hofheinz House, Julia Baker Carson House, Dr. John Hoskins Foster House, and Rosie Kalle Boarden House. Characteristics of historic houses are discussed below.

Craftsman

This style is often associated with a house form - Bungalow and sometimes applied to American Four Square. They typically have low-pitched roofs with wide eaves. The decorations on these houses are less detailed but prominent. Kaufhold House on 4104 Greeley is a typical Craftsman style house.

13. https://www.houstontx.gov/planning/HistoricPres/HistoricPreservationManual/historic_districts/first_montrose.html

14. https://www.houstontx.gov/planning/HistoricPres/HistoricPreservationManual/historic_districts/first_montrose_arch.html

Colonial Revival

This typology is generally reminiscent of the styles built during the time of Revolutionary War. They are typically two stories in height and rectangular in shape. The front door is usually central located of the facade and emphasized with a porch or decorative trim. Symmetric windows are commonly seen in this typology while other configurations are also possible.

Prairie

This style was developed in Chicago by architect Frank Lloyd Wright and commonly used for commercial purposes and large houses. The shape is typically wider in horizontal with all detailed features. This is the most common historic housing typology in Montrose. Dr. John Hoskins Foster House is a typical prairie home in Montrose.

Sears Cut

Sears Cut houses are primarily built in early twentieth century by offering the latest technology. The ready cut method saves on materials and construction costs, which enables people to build the house by their own.¹⁵

15. <https://en.wikipedia.org/wiki/Sears>

Crain Cut

This type of house typically has a long sweeping roof line and well proportioned dormer, centered over a front porch. Triple windows make symmetrical balance successful. Cherryhurst House was designed by Crain designers and is indeed a Crain home.¹⁶

Apartment Buildings

Historic apartment buildings are primarily built in 1920s and 1930s and in revival style. The style is derived from architectural styles of other countries that include Spanish Colonial Revival, Dutch Colonial Revival, Tudor Revival, and Renaissance Revival styles. Sul Ross is one of the oldest apartment buildings in Montrose.

16. <https://www.cherryhurstcivic.org/history.html>



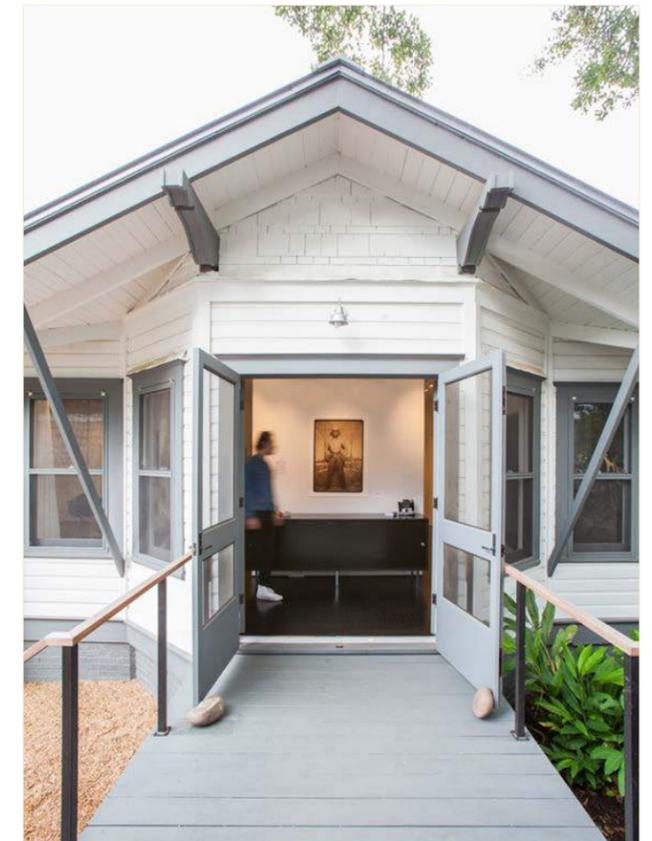
Apartment Buildings - Sul Ross, 1930s; Source: HAR.com



Prairie - Dr. John Hoskins Foster House, 1912; Source: Houstontx.gov

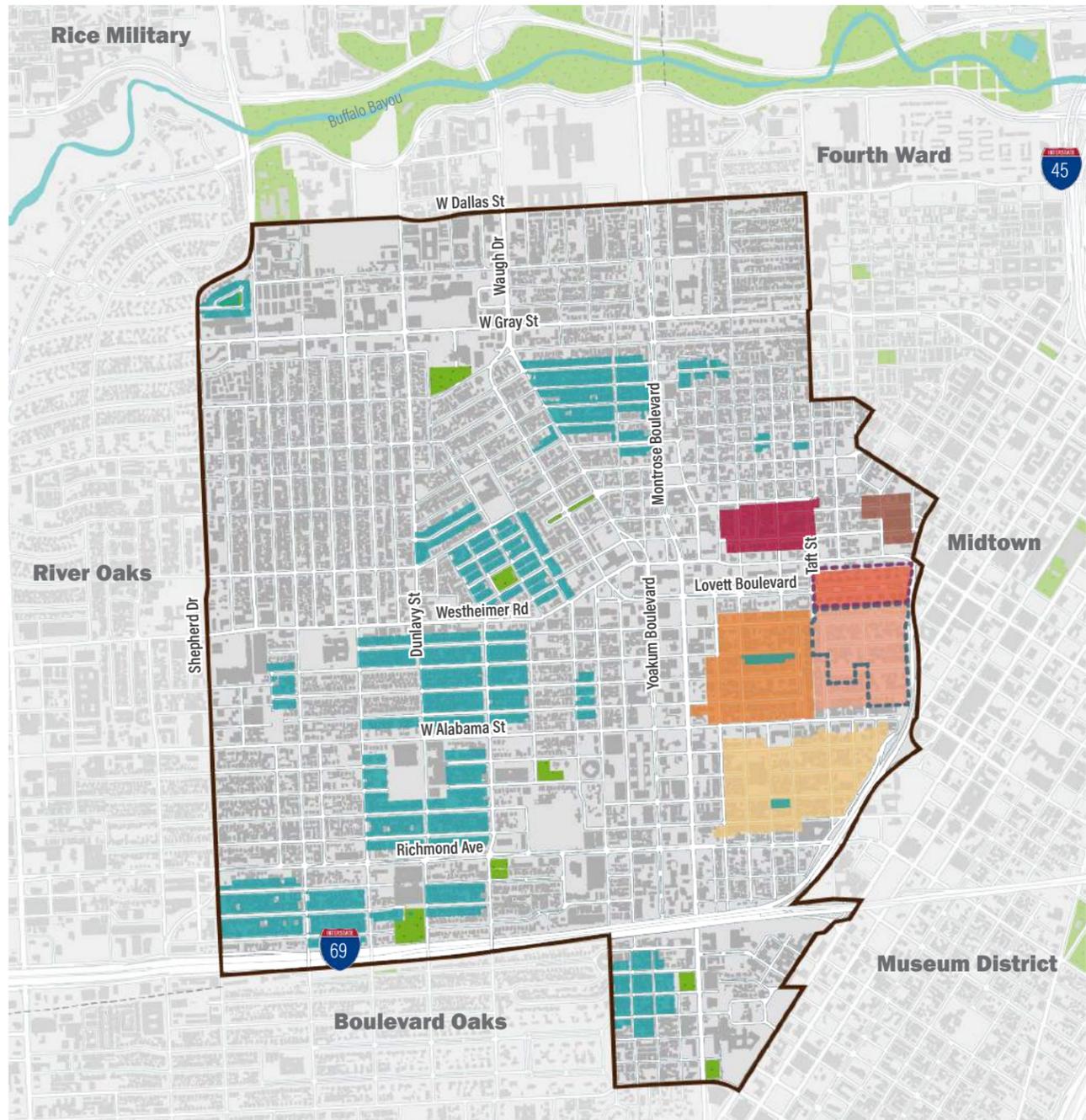


Prairie - Cherryhurst House, 1912; Source: Google Maps



Crain Cut -Cherryhurst House, 1913; Source: cherryhurst house.com

Map 27. City of Houston Historic Districts and Minimum Lot Size Restrictions



Data Source: City of Houston



- Study Area
- Courtland Place
- First Montrose Commons
- ⋯ Westmoreland National Historic Montrose
- Avondale West
- Audubon Place
- ⋯ Courtland Place National Historic Montrose
- Avondale East
- Westmoreland
- Minimum Lot Size Restrictions

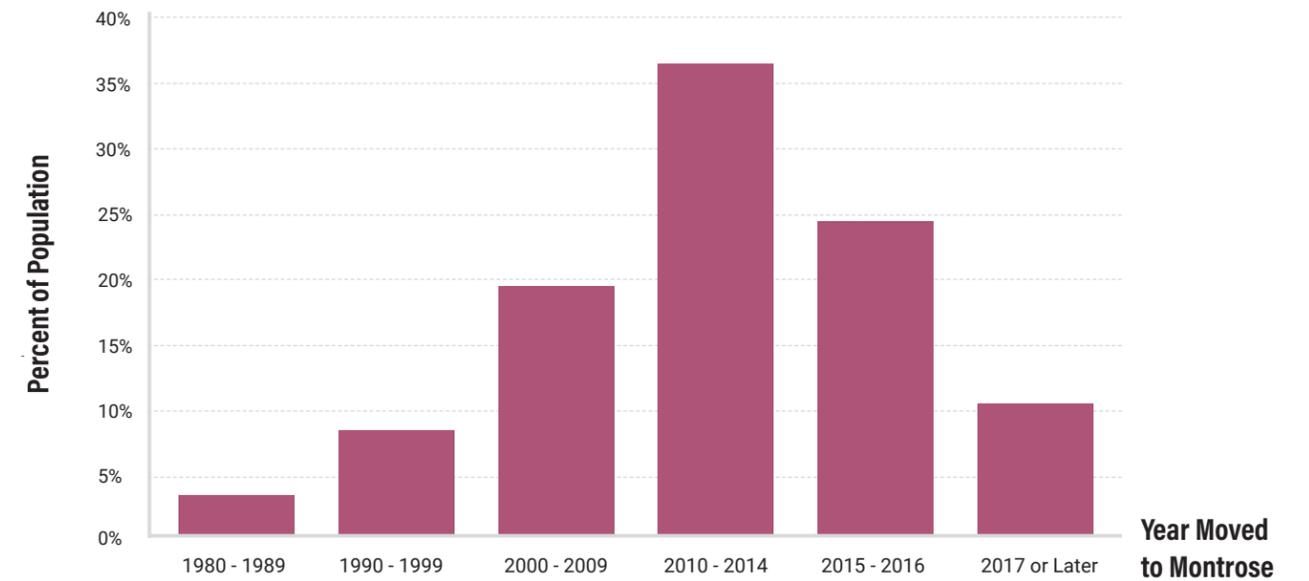
Housing Tenure and Occupancy

Montrose is predominantly a renter community. Out of roughly 20,000 housing units in the area, approximately 60% are renter occupied. The concentration of renters is 2% higher than the Houston average. This is a community that has transformed dramatically in the last decade. Roughly 70% of the current population moved to Montrose after 2010, and 11% have lived in the area for more than 20 years.

Housing Cost Burden

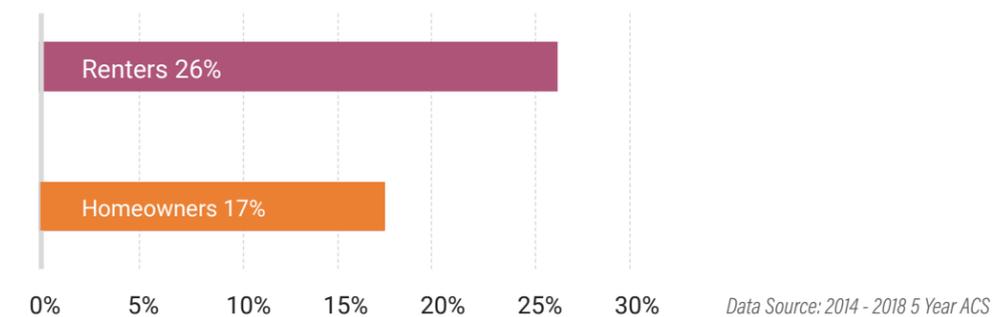
As shown earlier, the median income for renters is roughly 50% of typical homeowner incomes in the area. It is difficult to parse the data out much more than this, but it can be assumed that members of the community making substantially less than this are not fully represented by these figures. It is apparent, however, that the mid range of residents are already experiencing paying around 30% of their income on monthly housing costs. The highest rates of rent burden are being experienced on the outskirts of the neighborhood to the North, East, and South.

Figure 14. Average Housing Cost as a Percent of Household Income



Data Source: 2014 - 2018 5 Year ACS

Figure 15. Housing Tenure and Occupancy



Data Source: 2014 - 2018 5 Year ACS

Housing Supply and Demand by Income

There is a severe shortage of affordable housing in the Montrose area. The population has grown rapidly over the last decade, but the supply of housing has not increased at the same pace. Fifty-seven percent of Houston's population are renters but this increased by 2% when concentrated to the Montrose region. There are 11,641 bedrooms in the community, with the highest demand and supply concentrated at 1 bedroom apartments. Fifty-four percent of renters in the area lived in 1 bedroom apartments. There is an immediately notable shortage of 321 studio apartments for the reported 1341 renters who live in them.

A close look at renters who make up to 100% of the area median income finds that they make up roughly a third of the total number of renters in the area. Thirty-two percent of those renters make less than 30% of the area median income. Projecting the need of renters across Houston compared to Montrose suggests there is a shortage of 800 apartments for those residents, a roughly 2,500 apartment shortage for residents making up to 100% AMI, and an overall shortage of almost 9,900 apartments.

Home Price and Rent

The median contracted rents range from around \$900 to \$1700. The lower end of that range sits closer to Midtown and Downtown, while the higher-end apartments are located closer to River Oaks.

Home values in Montrose are exponentially higher than most other neighborhoods in Houston. The median home value in the neighborhood is \$473,150, but the southern end of the community ranges closer to \$720,000. River Oaks and The Heights follow this trend of property value but looking toward the east at the nearby Third Ward community the prices fall below \$200,000.

Figure 16. Renter Demand By Bedroom

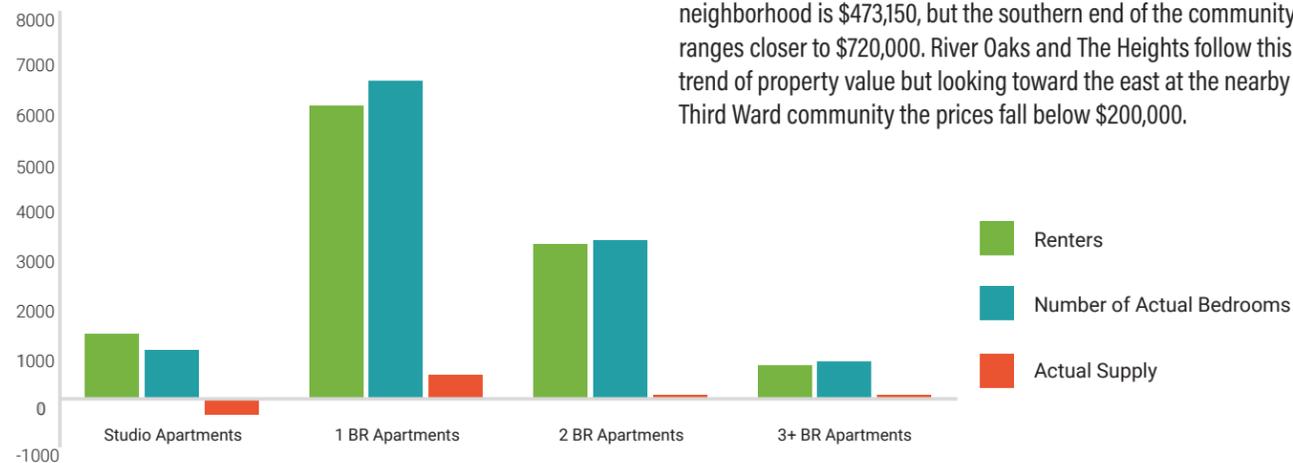
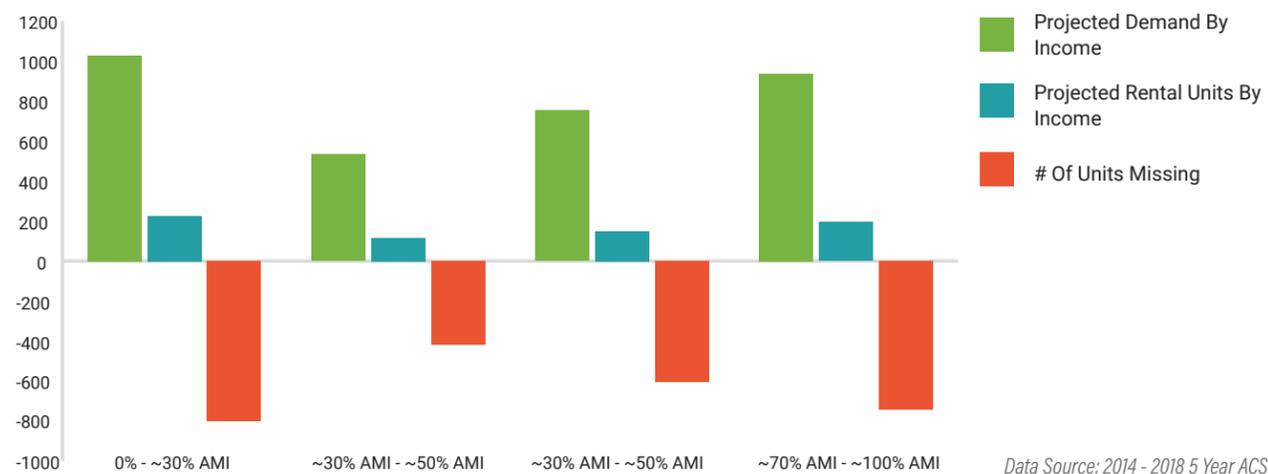
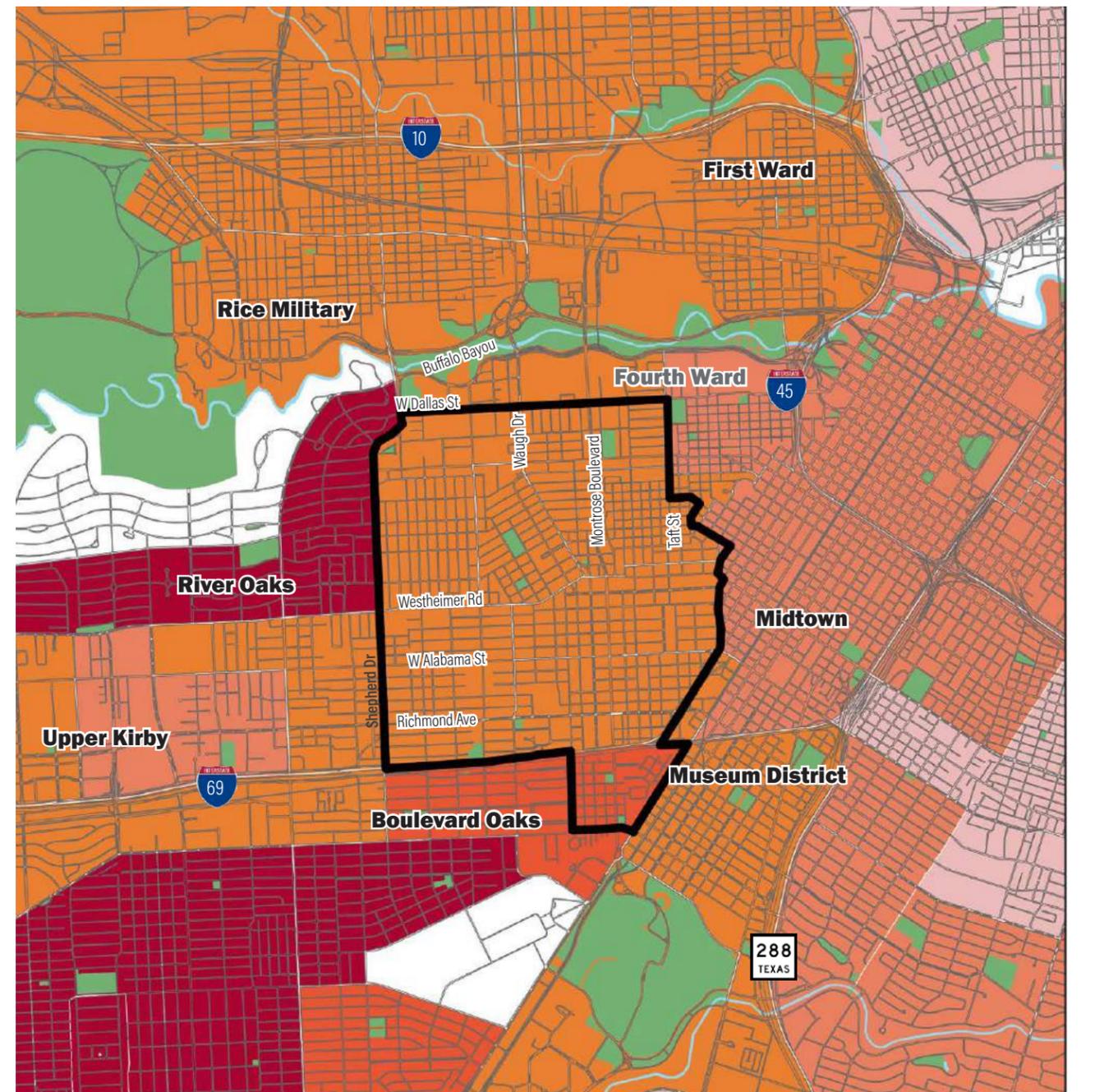


Figure 17. Projected Apartment Demand by AMI



Data Source: 2014 - 2018 5 Year ACS

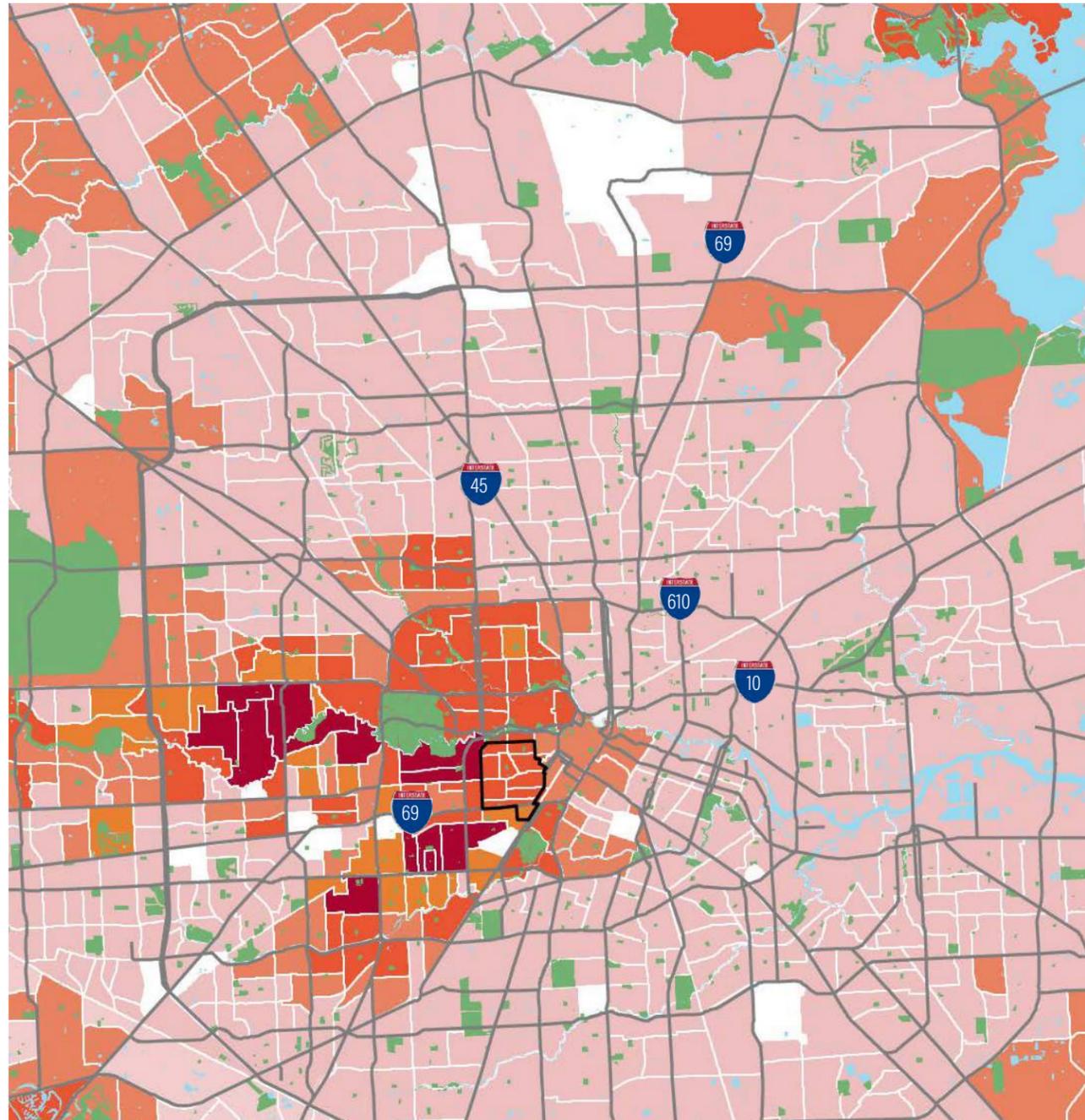
Map 28. Study Area and Adjacent Neighborhood Median Home Value



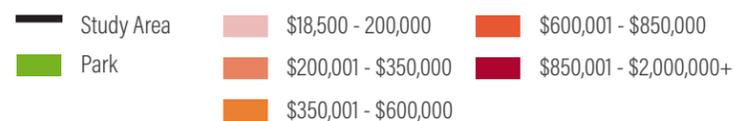
Data Source: Houston-Galveston Area Council; 2014 - 2018 5 Year ACS



Map 29. City Wide Median Home Value



Data Source: Houston-Galveston Area Council; 2014 - 2018 5 Year ACS



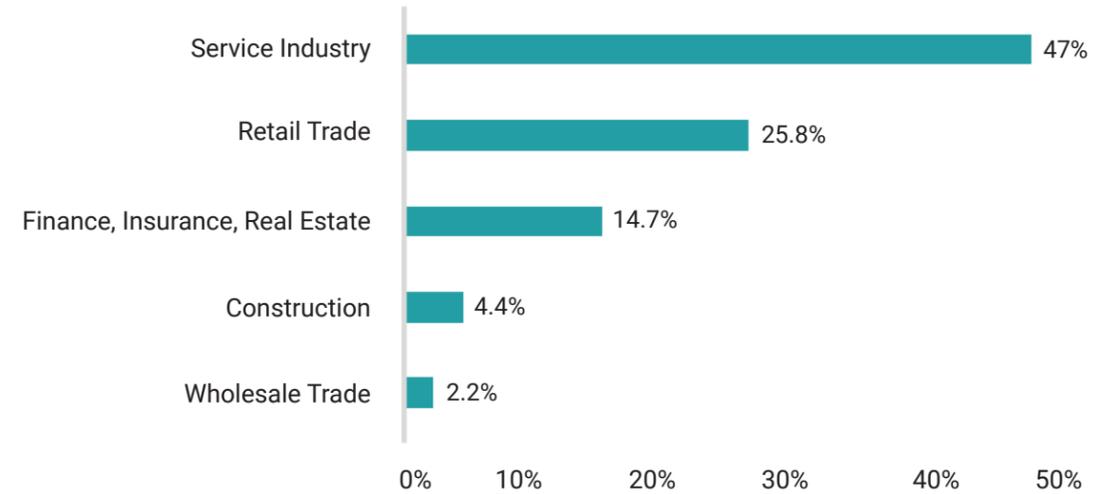
Economic Development

Top Employers

Montrose's local economy is largely focused on the service industry. Approximately half of all of the employees in the area are employed in service jobs, and a quarter of employees are in retail trade positions. This implies that the majority of jobs in the regions are lower paying positions.

Montrose is the home to many successful restaurants that provide the majority of employment opportunities in the community.

Figure 18. Top Employers in Study Area



Data Source: Data from 2019 Esri Business Summary Report



Uchi in Montrose; Source: Asakura Robinson



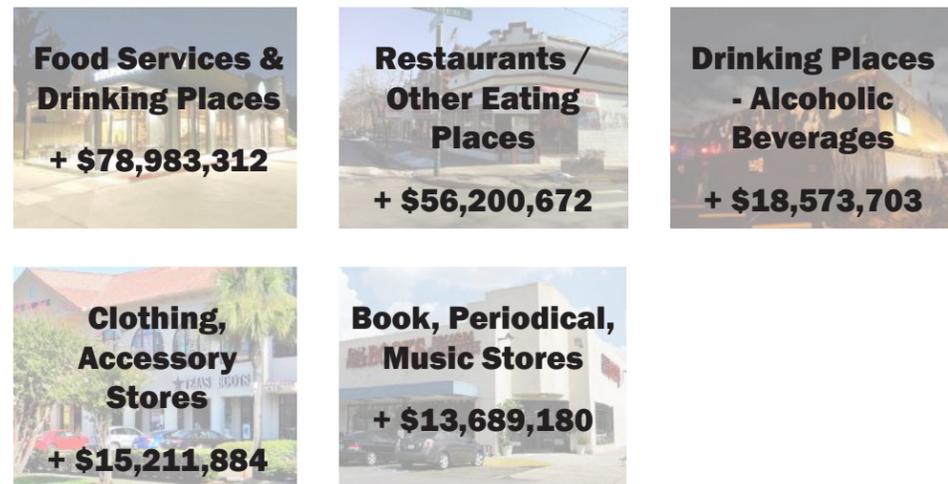
The present company; Source: Asakura Robinson

Shopping in Montrose

The prevalence of service and restaurant industry jobs is supported by Food & Drink related businesses. In 2017, there was an approximately \$79 million surplus in Food & Drink related businesses in this area, establishing it as the top revenue generator for the neighborhood. The prevailing businesses were also pronounced in the book industry and the clothing retail market. The most severe business shortages were from

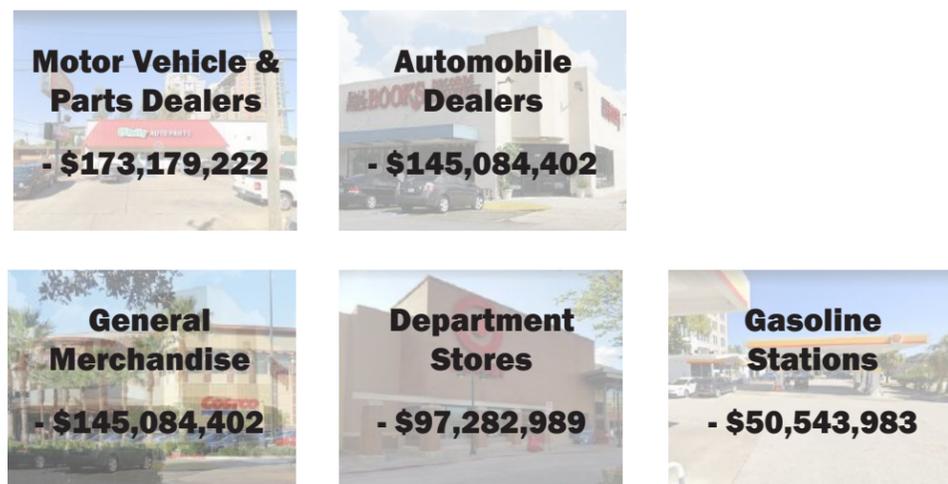
gasoline stations, department stores, general merchandise stores, automobile dealers, and motor vehicle and parts dealers. This means that Montrose residents are most likely to leave their neighborhood to find services related to these industries. Montrose could capture more revenue by building or encouraging more of these businesses.

Figure 19. Income Generators (Market Surpluses):



Data Source: 2017 Esri Retail Marketplace Profile

Figure 20. Lost Income (Market Leakages):



Data Source: 2017 Esri Retail Marketplace Profile



Half price books on Westheimer Rd; Source: Google Map



Common Bond Bakery; Source: Culturemap Houston



Pavement Houston clothing; Source: Google Map

PREVIOUS PLANNING:

Both Plan Houston and Resilient Houston had goals to develop Houston's local economy while working to reach a global audience. Strategies include expanding access to wealth-building and employment opportunities, leveraging Houston's unique identity to attract businesses, investors, and tourists, and encouraging emerging industries. Montrose at the Crossroads and the Upper Kirby Livable Centers Study note that businesses could thrive in a more pedestrian friendly environment. Both Montrose Bike-Walk Study and Resilient Houston recommended identifying vacant lots sites for development.

As a part of the analysis for the Walk Bike Montrose study, the importance of each block in connecting to destinations throughout the neighborhood. This analysis included schools, universities, public facilities and shopping destinations. The resulting map shows much of the spatial organization of Montrose with regards to key commercial corridors



People and Culture

Key findings:

- There are six historic districts in the study area.
- The development history created housing, spaces, places, and culture for today's Montrose.
- There are a variety of formal and informal arts initiatives in Montrose, and the community has a rich cultural history.
- Montrose is home to many creativities in Houston. Over 50 pieces of art, including murals, sculptures, water fountains, and an artistic crosswalk are identified in the study area.
- A variety of events are hosted in Montrose to embrace and celebrate diverse communities and culture.
- 5 major LGBTQ+ events are hosted in Montrose District. Houston pride parade took place in Montrose District for 40 years from 1976 - 2016.
- Montrose's median age is four years younger than Houston's, which is 32. There is a smaller proportion of Montrose residents over the age of 60, although that age group has been growing steadily in the last 10 years.

Montrose History

Since planned in the early 20th century, Montrose has experienced great developments and events to become the counterculture place in Houston today. The development history and events on the next page explicitly showcase the major developments and events in different eras. Montrose has produced plentiful homes, spaces, places, and culture for the hipster culture, art scene, food scene, nightlife, and LGBTQ+ group. These historic treasures make Montrose unique. In the meantime, preserving them to keep Montrose unique is also key to make this study successful.

PREVIOUS PLANNING:

Plan Houston recommends creating a plan to evaluate and preserve its historic resources. The Neartown Development Report reviewed neighborhood updates to historic preservation and regulatory tools for protecting neighborhood character.

BEST PRACTICES:

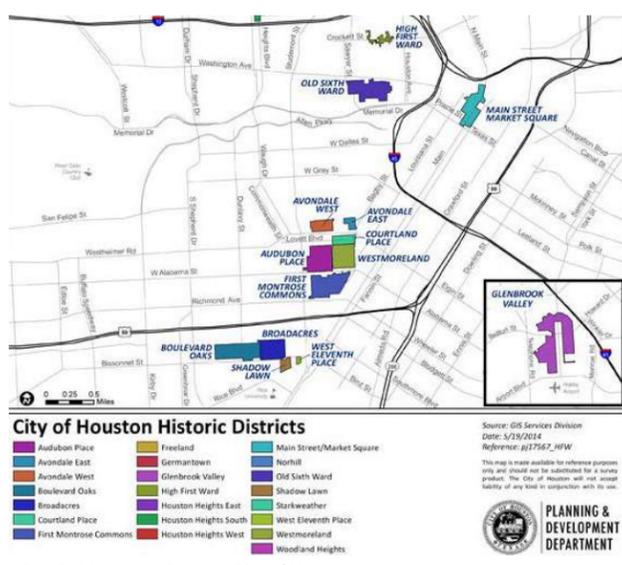
San Diego's LGBTQ Historic Context Statement (2016) provides an overview of historical designation programs and a list of properties associates with the LGBTQ community. Recommendations for future study include transgender history, bisexual history, and a closer look at individuals and groups with LGBTQ people of color. These groups were underrepresented in the 2016 Historic Context Statement so further study will give a more complete look at the LGBTQ+ community in San Diego. This will also assist in evaluating spaces for San Diego's first comprehensive historic preservation planning effort to recognize and protect LGBTQ+ resources.

Washington D.C.'s Historic Context Statement for LGBTQ Resources (2019) also provides a list of historically significant spaces for the LGBTQ+ community. A guide to determine, evaluate, and nominate these properties to be registered in historical preservation programs is included.

“ Montrose is a home to historic buildings and places, cultural events, and arts. This is a place where Houstonians' memories exist. ”



Historic pride parade in Montrose; Source: Houston Chronicle



Historic Montrose; Source: City of Houston

Development History

1911 to 1940s: FOUNDING AND "SILK STOCKING DAYS"

- 1911** (Event) Original Plat / Montrose Streetcar started operation
- 1926** (Buildings and Places) Plaza Apartment Hotel, the first apartment hotel in Houston opened. It was modeled on the Ritz-Carleton in New York
- 1936** (Event) Montrose Streetcar was converted to Bus
- 1939** (Buildings and Places) Alabama Theater opened. Built in Art Deco/Streamline Moderne Style, the building's setback from the street, parking in front and freestanding marquee showed how dominant the car is in Houston development, even before World War II
- (People) J.W. Link: Real Estate Developer who founded Montrose. His home is now a part of St. Thomas University
- (People) Howard Hughes: Hughes' childhood home was in Montrose, evidencing the neighborhood's attractiveness for Houston's elites, which would later be replaced by River Oaks and other neighborhoods further west.
- (People) Lyndon B. Johnson: the former president lived in Montrose's Westmoreland Historic District in the 1930s and the home remained in Johnson's family for more than 90 years.

1940s to 1950s: POST-WAR DECLINE

- 1947** (Event) University of St Thomas was founded. The university campus in Montrose took advantage of declining property values to purchase numerous historic homes and mansions to establish their campus.

1960s: COUNTERCULTURE

- (Event) Montrose was a center of anti-Vietnam War Protests
- (Arts and Culture) Underground Radio Stations, such as KPFT, were centered in the neighborhood.
- (Arts and Culture) Folk music venues proliferate
- (Buildings and Places) Art Wren's Silver Dollar Restaurant was a key location for both the neighborhood counterculture and the growing art and LGBTQ scenes in the neighborhood.

1970s to 1990s: GAYBORHOOD

- (Arts and Culture) Punk / New Wave and Disco venues became popular
- 1971** (Buildings and Places) Rothko Chapel: a non-denominational chapel in Houston founded by Dominique and John de Menil. It served as both a chapel and a work of modern art.
- 1971** (Event) Westheimer Colony Art Festival and its offshoot Westheimer Street Festival were important festivals held in Montrose until 1993.
- 1972** (Event) Ert and Moline Married (first gay marriage in Texas) / Opening of Montrose Gaze, the first Gay and Lesbian community center in Houston.
- 1978** (Buildings and Places) Montrose Center: provided mental health services to the LGBT+ community in Houston
- (People) Ray Hill: gay rights and prison reform activist. He co-organized the first gay rights organization in Houston, co-organized Houston's first gay pride parade, and many of the gay rights protests in Houston.

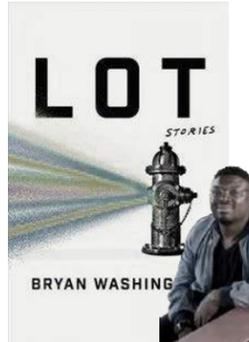
2000s to 2010s: HIPSTRICT

- 1979** (Event) First Pride March
- 1980** (Event) AIDS Crisis (1980s)
- 1987** (Arts and Culture) Menil Art Museum: a free museum in Montrose featuring the art collection of Dominique and John de Menil
- 1992** (Arts and Culture) Milam House (-2006): residential facility for men with AIDS
- (Arts and Culture) Dominique and John de Menil: art collectors and philanthropists. The Menil Collection is a free museum in Montrose of their once private art collection.
- (People) Rev. Ralph Lasher: openly gay ordained minister and community activist. He served as the director of the Montrose Clinic, which provided STD screenings primarily to gay men during the height of the HIV/AIDS epidemic.
- (People) Don Sanders: singer-songwriter. Nicknamed the "Mayor of Montrose", Sanders was a staple of the Houston music scene.
- (People) Paul Broussard: Houston area banker. Broussard was killed outside of a gay nightclub in Montrose. His murder and subsequent inaction by police spurred the largest gay rights protests in Houston history.

2000s to 2010s: HIPSTRICT

- (Arts and Culture) Lot by Bryan Washington: Short story collection that depicted the rich cultural diversity of Houston
- 2015** (Event) Pride moved Downtown
- (People) Annise Parker: Houston's second female mayor and one of the first openly gay mayors of a major US city (2010 - 2016), resident of East Montrose
- (People) Monica Roberts: transgender rights advocate. She is a founding member of the National Transgender Advocacy Coalition and founded the TransGriot blog, which chronicles the history of Black transpeople.

- Event
- Arts and Culture
- People
- Buildings and Places



Arts and Culture

Identity

Historically, Montrose has been the haven and platform for Houston's counterculture and recognized across the Country for its art, music, multi-cultural bohemian lifestyle, and the home of Houston's 'Gayborhood. Montrose has a strong identity, honed through years of community-led efforts, existing landmarks that have come to be associated with Montrose, and coordinated efforts, such as designated signage and wayfinding efforts. This identity is so strong that it is often recognized nation-wide. Montrose has informal identity markers that are not part of a coordinated effort but have come to represent Montrose, as well as efforts that are deployed formally. Montrose is widely known as a cool, hip, and exciting place to live and visit.

Informal Identity

Landmarks

Montrose has a variety of landmarks that are well-known by the community and in some cases the region or country at large. The former El Real Mexican restaurant, located to the north of Montrose, is known for its large "Tex Mex" sign, and often indicates entry into Montrose.

The neighborhood is also known as being home to the Menil Collection and Menil Park, located on Sul Ross Street near Alabama and Richmond Streets. The museum and park are visible from the intersection of Branard and Mandell Streets, and hosts community programming.

The Montrose Bridges are well-known landmarks in the southern part of the neighborhood, crossing over Interstate 69. The six bridges are often lit in interesting colors and provides a safe way for pedestrians and bicyclists to cross into the museum areas.

Buffalo Bayou crosses to the north of Montrose and is a landmark location for its access to the trail network and recreation opportunities, such as a dog park and bayou-facing restaurants. The area is home to a variety of community-serving commercial uses.

Crosswalks

Montrose is home to a diverse and rich cultural history, with a number of active arts groups and initiatives. There are both formal and informal initiatives present.



Tex Mex sign; Source: Asakura Robinson



Montrose Bridge at Interstate 69; Source: Asakura Robinson

Texas' first gay pride crosswalk, located on the north side of Westheimer Road at Taft Street, was installed in 2017 at all four segments of the intersection. The design of the sidewalk, based on the Rainbow Flag, is a symbol of gay rights and pride. Atlanta, Austin, San Francisco, and other cities also have these crosswalks in prominent gay districts. The intersection was selected to honor Alex Hill, who was killed by a hit-and-run driver at the spot in January 2016. The bright colors, in addition to celebrating gay rights, provides extra safety to pedestrians. The project was produced by UP Art Studio and sponsored by Pride Houston.

Murals

There are a variety of vibrant and colorful murals in Montrose. These murals have become popular with tourists and locals alike as photography backgrounds and places to visit. Local media has covered these mural walls extensively.¹ The murals in Montrose are often included on tourist-focused mural tours in the Houston area.² Mural topics cover everything from neighborhood and Houston pride to more abstract artistic projections. Murals and other artistic expressions can also be found on traffic control signal cabinets throughout Montrose.

Coordinated Efforts

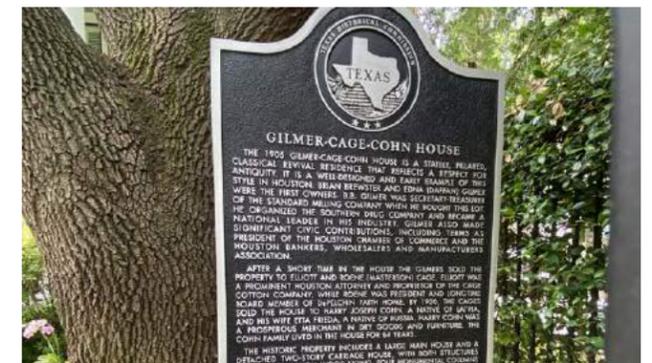
In addition to informal elements that support Montrose's identity, formal efforts to designate areas and landmarks have been completed.

Historic Districts

Six of the City of Houston's 19 historic districts are located in Montrose. These are Audubon Place, Avondale East, Avondale West, Courtland Place, Westmoreland, and First Montrose Commons.³ These districts cover a wide range of building types and styles, and a range of historically-significant areas.



Rainbow Crosswalk at Taft Street and Westheimer Road; Source: Asakura Robinson



Recorded Landmark in Montrose; Source: Asakura Robinson

BEST PRACTICES:

In 2014, a plan was put in place to improve Castro Street in San Francisco. This included improvements to the pedestrian realm such as widened sidewalks, landscaping, additional pedestrian and traffic signals, and new ADA compliant curb ramps. Jane Warner Plaza, named after a beloved openly gay police officer who patrolled the Castro for 20 years, received special paving and barrier improvements. The plan also featured the installation of Rainbow Honor Walk sidewalk insets commemorating LGBT leaders and heroes.

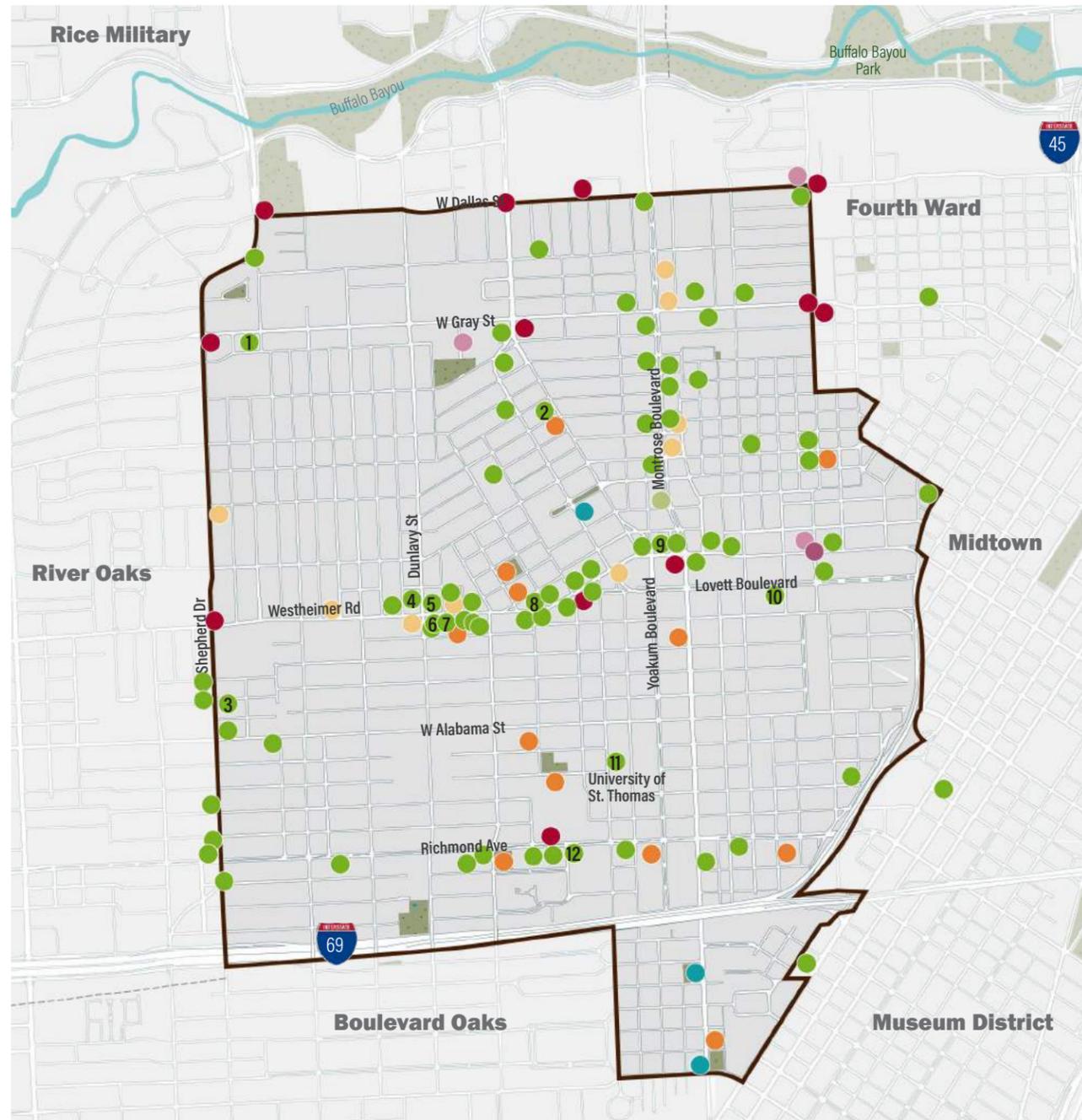
1. <https://thebuzzmagazines.com/articles/2017/06/buzzing-about-murals-montrose-edition>

2. <https://www.airbnb.com/experiences/302255?location=Montrose%2C%20Houston%2C%20TX%2C%20United%20States&source=p2>

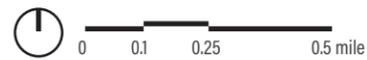
3. https://www.houstontx.gov/planning/HistoricPres/HistoricPreservationManual/historic_districts/first_montrose.html

Art Locations

Map 30. Art Locations



Data Source: UP Art Studio



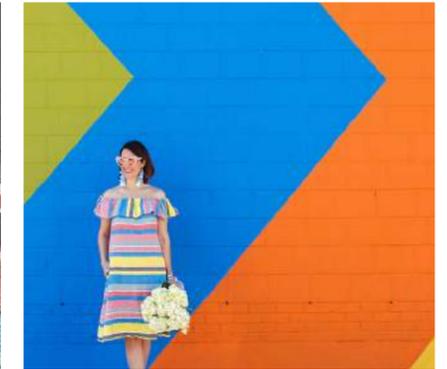
- Montrose Signature
- Mini Murals
- Water Fountain
- Sculpture
- Hand Painted Sign
- Crosswalk
- Mural
- Mural Mosaic



1. 2006 Peden St; Source: Asakura Robinson



2. 2020 Waugh Dr; Source: Asakura Robinson



3. 2901 S Shepherd Dr; Source: Carriecolbert.com



4. Westheimer at Dunlavy; Source: elmuralcho.com



5. Westheimer at Dunlavy; Source: elmuralcho.com



6. Pride Wall at 1643 Westheimer; Source: thebusmagazines



7. 1657 Westheimer; Source: Carriecolbert.com



8. Westheimer at Windsor; Source: UP Art Studio



9. 1002 Westheimer Road; Source: findmasa.com



10. 501 Lovett Boulevard; Photo Credit: Sylvia Blanco

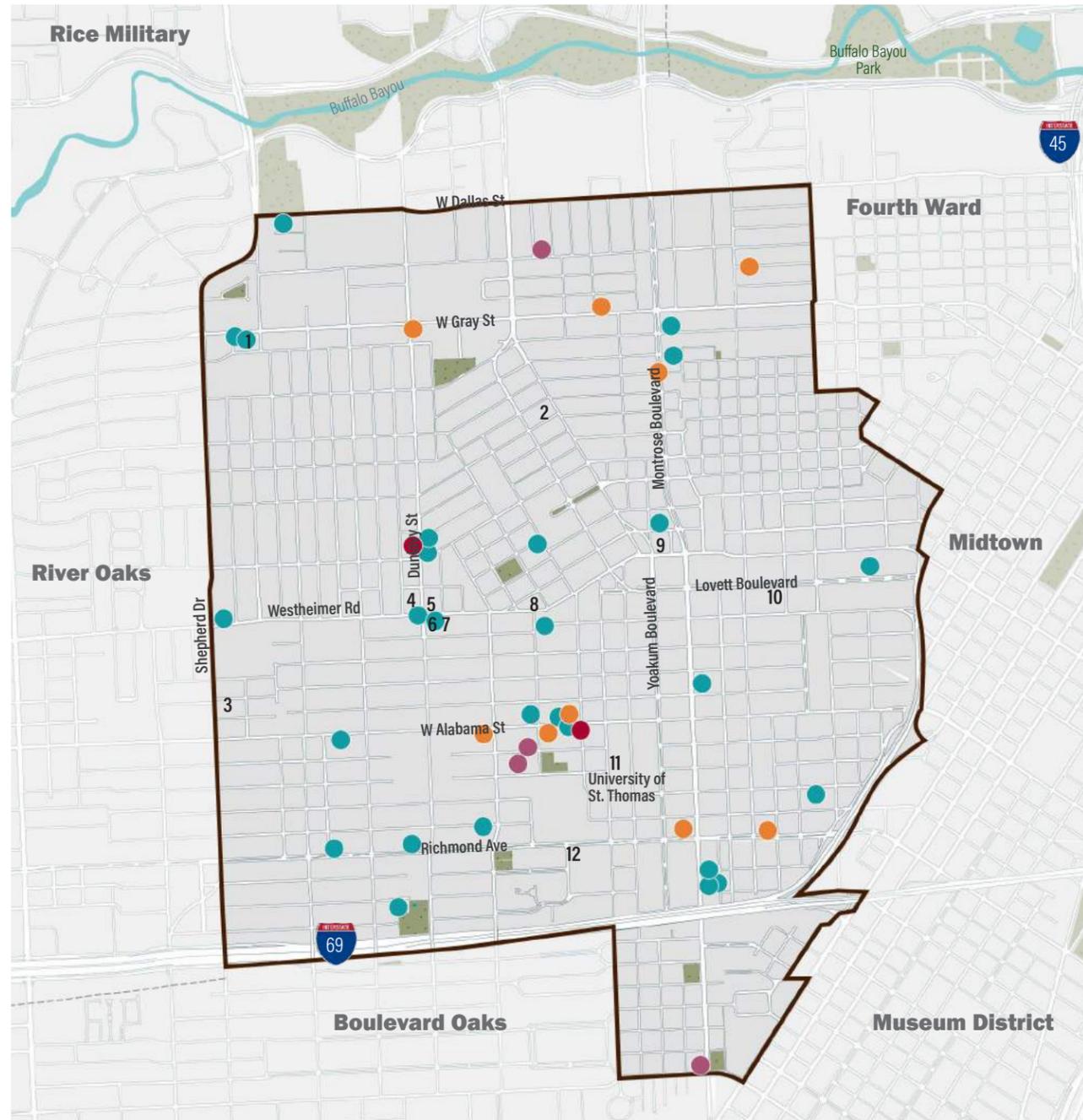


11. 3909 Graustark St; Source: findmasa.com



12. Richmond at Yupon; Source: elmuralcho.com

Map 31. Arts Institutions



Data Source: Google Maps



- Study Area
- Park
- Performing Arts Venues
- Arts Organizations
- Galleries
- Museums

Arts Institutions

The Montrose neighborhood is home to a thriving art scene including dozens of galleries and an array of museums, performance venues, and organizations offering arts education and programming for the community.

Programs

Several organizations offer programming and arts education to community members in Montrose and beyond. Art League Houston offers a variety of classes that are open to the public, as well as programs tailored to specific groups including aging populations, people living with critical illnesses, and high-school youth. Art League Houston also offers in-school artist residencies, guided tours of its galleries, and the annual MARTY Block party. Houston Cinema Arts Society hosts an annual film festival as well as year-round screenings. The Children's Prison Art Project brings educational theater and visual arts experiences to youth in correctional facilities in Harris County. Art classes are available to the public through Lassaulx Art Studio, Foelber Pottery, Watercolor Art Society - Houston, and Houston Center for Photography. Many of these programs are currently on pause or being conducted virtually due to the COVID-19 pandemic.



Menil Collection; Source: Asakura Robinson

Funding

Funding for the arts in Houston is available through the Mayor's Office of Cultural Affairs which raises grant funds through the Hotel Occupancy Tax. These grants are administered by the Houston Arts Alliance and are awarded yearly through a competitive process. Grants are available for organizations, artists and creative individuals, and festivals.⁴

The Mayor's Office of Cultural Affairs also administers the Traffic Signal Control Cabinet Art Program <https://www.houstontx.gov/culturalaffairs/tsscartsprogram.html> and the Civic Art Ordinance which allocates 1.75% of the budget for eligible construction projects to the incorporation of art into public space.⁵

In response to the COVID-19 pandemic, in August 2020 the City of Houston allocated two million in CARES Act funding to nonprofits and individuals in the arts. These funds are available to select nonprofits and individuals who previously applied for funding through the Mayor's Office of Cultural Affairs. Nonprofits are eligible for up to \$15,000, individuals are eligible for up to \$1000.⁶

⁴ <https://www.houstonartsalliance.com/how-hot-works>

⁵ <https://www.houstontx.gov/culturalaffairs/civicsartprogram.html>

⁶ <https://communityimpact.com/houston/heights-river-oaks-montrose/coronavirus/2020/08/19/houston-city-council-oks-2-million-arts-support-program/>



Menil Drawing Institute; Source: Asakura Robinson

Events and Culture

The 4-square-mile area is a pocket of creativity and diversity in the heart of the city. Montrose hosts communities of artists and artisans. Events throughout the year raise money for LGBTQ+ causes while celebrating its history. Montrose also hosts gatherings specifically for families with children, including literacy events and cultural festivals.

The weekly Montrose Morning Market features gourmet foods, handmade goods, jewelry, arts & crafts, clothing, organic groceries, and more. Vendors are local artisans, farmers, and entrepreneurs. The market is held every Sunday in an indoor and outdoor space.

The Westheimer Street Festival and the Westheimer Colony Art Festival were community fairs held in Montrose. The street festival formed an offshoot of the art festival. The art festival would reorganize to be the Bayou City Art Festival in 1997 and is now held in Memorial Park in Downtown Houston.

The Art Car Parade is the largest free public art event in the City of Houston. The parade includes over 250 mobile works of art from around the country. The event is free, although food and drink from local vendors are available for purchase.

Montrose Walking/Biking Tours are hosted by AIA (American Institute of Architects) Houston. Tour guides present an overview of the architectural and social history of the area and bring guests into Montrose's mansions, galleries, and chapels. Tours are held on Saturdays in October through May.

Montrose Art Party (MARTY) is annually hosted by Art League of Houston. The art exhibition also features live music and a silent auction. The fundraising events Art League Houston's Healing Art Program.

PREVIOUS PLANNING:

Residents prioritize a unique identity for Houston based on its history, culture, and creative community. **Plan Houston** recommends creating a plan for supporting arts and culture; one that will celebrate Houston's past and present diversity and culture. Resilient Houston also aims to invest in arts and culture. Public participants of the Lower Westheimer Corridor Study prioritize aesthetic appeal and preservation of local culture and character.



Art Car Parade; Source: flickr user Isidro Urena



Montrose morning market; Source: Montrose morning market Facebook page



Biennial foodie home tour & art walk; Source: Houstonarchitecture.com



Annual Montrose Crawl event; Source: The Montrose Crawl Facebook page

Biennial Foodie Home Tour & Art Walk is hosted by the East Montrose Civic Association every other April. The walking tours explore homes of varying architecture styles and working studios of local artists. Local restaurants also offer complimentary horderves for tour guests.

Annual Race Against Violence is hosted by Houston Area Women's Center annually in February. The event consists of a 5K run/walk, kid's fun run, and post-race family festival.

Annual Montrose Crawl is an annual Halloween celebration. Costumed Crawlers enjoy drink and food specials, and the Montrose Crawl awards prizes for best costumes. A portion of drink sales is donated to the Houston Area Women's Center.

Montrose Dine Around is held annually in June. A local guide leads guests on a walk through Montrose while enjoying a progressive meal, held at three local restaurants through the neighborhood.

Montrose Library Family Event is hosted by iWRITE Literacy Organization, Library in the Bag, and the Texas Tamale Company. The event is primarily a book drive, but also includes a variety of family friendly activities and free tamales.

The Original Greek Festival is held annually on the first weekend in October in the Annunciation Greek Orthodox Cathedral. The three-day festival features Greek food, live Greek music and Greek folk dances, as well as a gift shop and tours of the cathedral.

Houston Italian Festival is presented by the Italian Cultural & Community Center (ICCC) and takes place on the grounds of the University of St. Thomas. This four day event is held in mid-October celebrating Italian heritage and culture with food, wine, music, and a wide variety of activities for all ages.



Annual race against violence event; Source: hawc.org

Tea for 2000 was a series of fundraising events geared to raise money for the Montrose Activity Center (1977 - 2012), which served as a community center for the LGBT community. Fundraising events (usually tea dances) were held between 1978 and 1982.

Super Gayla is hosted by the Montrose Center annually in April. The dinner, speakers, and musicians attract over 500 attendees. All event proceeds support the Hatch Youth Rapid Rehousing Program.

LGBTQIA Youth Prom is hosted by the Montrose Center annually in June. The event is free for all teenagers and Hatch Youth alumni 25 or under. There is dancing, crowning of prom royalty, snacks, drinks, and door prizes. Free on-site hair and makeup services are available for youth, donated by local stylists.

Out for Good Dinner is LGBTQ+ Houston's Premier Annual Dinner. Over 500 guests enjoy dinner and cocktails in celebration of National Coming Out Day. Proceeds benefit the Montrose Center.

Houston Pride 1976 - 2016

Montrose is home to dance clubs, gay bars, dive bars, upscale restaurants, and everything in between. The Eagle and JR's Bar & Grill are neighborhood fixtures and among Montrose's numerous gay bars. Boheme is a favorite date night spot. Riel and One Fifth are popular with Houstonians for their Gulf Coast cuisine.



Greek festival; Source: The Original Greek Festival Facebook page



Italian festival; Source: Houston Italian Festival Facebook page

Honoring the Identity of the Gayborhood with Plans for the Future

Before Montrose became known as Houston's Gayborhood, the neighborhood was home to creatives and hippies. Art Wren, a 24-hour restaurant in Montrose, became a social center for the gay community as it was one of the few to welcome gay patrons after the bars closed. By 1968, there were 26 gay bars in Montrose.

The late 1960s is when the LGBTQ community started to organize and get political. The Promethean Society started in 1968 as Houston's first gay support group. The Houston Gay Political Caucus formed in 1975 and is still running today under the name GLBT Political Caucus (or simply "The Caucus"). It is dedicated solely to the advancement of gay, lesbian, bisexual, and transgender rights and helped organize the first Houston Pride Parade. In 1972, Montrose Gaze, Houston's first gay community center, opened and later formed the Houston Political Coalition.

Anita Bryant, a popular country singer and outspoken anti-gay activist, was invited to sing for the Texas Bar Association in Houston. The night of her performance in 1977, a peaceful protest of more than 10,000 of the LGBTQ community and their allies marched in front of City Hall and the Hyatt Regency where Bryant performed. The following year, Town Meeting I was organized, Houston's first formal celebration of Gay Pride Week. Town Meeting I produced the Montrose Counseling Center (which will become the Montrose Center), the Montrose Activity Center, and the Gay and Lesbian Switchboard.

In 1986, Eleanor Munger opened the Omega House, a residential hospice for terminally ill AIDS patients.

The first Houston Transgender Unity Banquet was held in 1992 and has become the largest transgender community event in Houston.



Ray Hill at Town Meeting I Source: houstonlgbthistory.org

Current LGBTQ Resources in Montrose

The Montrose Center provides mental and behavioral services to the LGBTQ+ community in Houston in the form of therapy, support groups, and wellness programming. The Montrose Center also hosts community events such as the Hatch Youth Prom and the Out for Good Dinner.

The Gay and Lesbian Switchboard created in 1978 from Town Meeting I is now the LGBT Switchboard operated by the Montrose Center – a 24-hour helpline.

Assist Hers provides non-medical in-home support and care to LGBTQ+ women and nonbinary people with chronic illnesses and disabilities.

DignityHouston is an inclusive community of LGBT Catholics and their friends.

Montrose Grace Place provides a safe, welcoming environment for vulnerable homeless youth of all sexualities and genders.

Seniors Preparing for Rainbow Years (SPRY) provides services to LGBT seniors to help in navigating government assistance programs and social enrichment.



Anita Bryant Protests Source: houstonlgbthistory.org/



LGBTQ night scene; Source: My Gay Houston



Night life in Montrose District; Source: Asakura Robinson

Previous Study:

Planning practices can work to both honor the history and existing identities of a place by using a multicultural framework. The preservation of gayborhoods requires intervention such as protecting historical buildings and unique cultural centers and the building of affordable housing.

A case study in Atlanta reveals the long-held planning strategy of business first and community second. This leads to redevelopment without recognition of the existing culture in a neighborhood. The redevelopment of Midtown sought to create a "family friendly" community, which was used as an excuse to close gay bars and other places that are deemed to be overtly sexual. The missed opportunity for neighborhood planning that enables real dialogues between different parties could have preserved the diversity of the neighborhood.¹

Planning practices can work to both honor the history and existing identities of a place by using a multicultural framework. The preservation of gayborhoods requires intervention such as protecting historical buildings and unique cultural centers and the building of affordable housing.

1. Doan, P.L. (2015) Planning for Gender and Sexual Minorities in M. Burayidi (Ed.) Cities & the Politics of Difference: Multiculturalism and Diversity in Urban Planning. Toronto: University of Toronto Press.

2.

RECOMMENDATIONS



Recommendation Overview

CONNECTED

OPPORTUNITY: One of Montrose’s greatest assets, and its most public, is its streets. Excellent work has already been completed to define key routes for biking, walking, transit and automobile traffic, and important work is being done to help mitigate the impacts of flooding on the neighborhood and to create more parks and open spaces.

GOAL#1: The Livable Centers Plan must build upon this past work and examine more ways to utilize street rights-of-way to provide multiple forms of benefits, including mobility, resilience, and recreation.

1.1 Build on previous work completed for Montrose focused on commercial, major neighborhood, and minor neighborhood corridor improvements.

1.2 Pilot temporary and permanent opportunities for reclaiming rights-of-way for community, pedestrian, and bicycle activation.

1.3 Create a dispersed but connected network of urban green spaces in Montrose that promotes urban heat island mitigation, urban habitat provision, and stormwater treatment, in addition to filling parkland and open space gaps.

1.4 Create a system of urban greenways in Montrose to better connect bicyclists between two major green nodes, with key priority projects along Montrose Boulevard, from Buffalo Bayou to Hermann Park, and connecting via Westheimer to Waugh and Commonwealth extending north to Buffalo Bayou.

INCLUSIVE

OPPORTUNITY: Montrose’s community members are what makes Montrose special; however, for many residents, the neighborhood’s successes are also its challenges. High quality of life, rising land values, and the desirability of real estate have endangered the ability of many of the residents who have made Montrose the special place it is to stay in the neighborhood.

Montrose also has a history of not living up to its desire to be and identity as a fully inclusive space with regards to people of color.

GOAL #2: Affordable housing funding and programs should be directed toward improving the ability of long-time residents to remain in the neighborhood, to providing more housing for service workers in the neighborhood, and to removing barriers to home ownership.

2.1 Fund, subsidize, or incentivize the development of new units of affordable rental housing at deeper affordability levels to better support housing options throughout the neighborhood for those who have been historically excluded or those who have been previously displaced

2.2 Pursue the City of Houston’s Walkable Places designation for all TIRZ areas, and seek to apply TOD guidelines to Richmond in advance of the construction of the proposed BRT line..

2.3 Acknowledge historic harm and current unenforceable racial restrictions on homeownership in Montrose.

2.4 Increase civic engagement of all Montrose residents.

THRIVING

OPPORTUNITY: Montrose is a totally unique destination in the Houston region, and a great deal of the neighborhood’s character is due to the eclectic combination of small businesses, restaurants, bars, galleries, and other destinations.

GOAL #3: Economic development strategies must seek, first and foremost, to maintain and support existing businesses and create new opportunities for entrepreneurship. Art, wayfinding, and placemaking opportunities must also build upon the unique character of the neighborhoods and should provide opportunities for community members to participate.

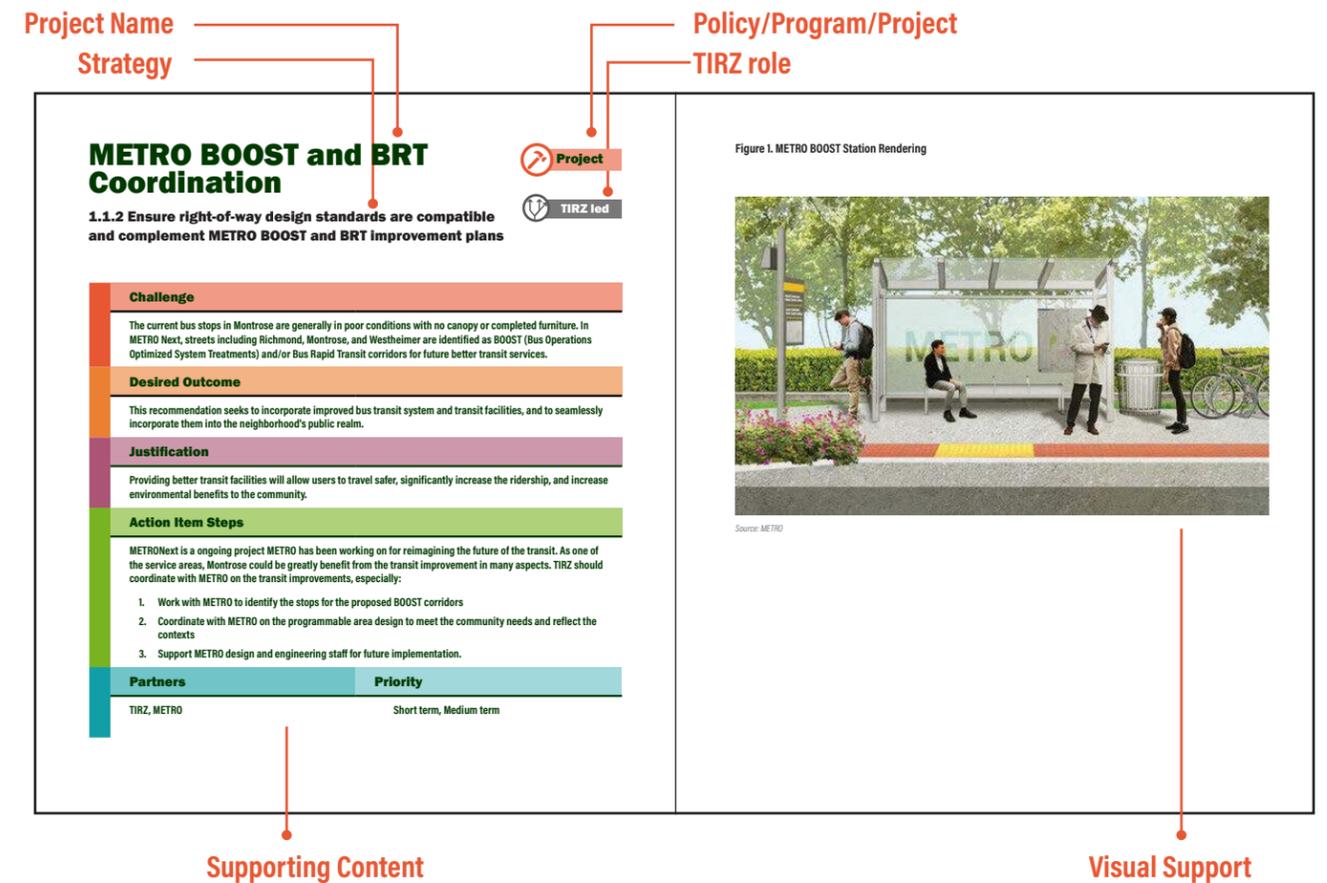
3.1 Preserve and evolve the Montrose “vibe” by protecting and promoting small, local businesses and beloved institutions.

3.2 Partner with local businesses and employers for district-scale transportation demand management (TDM).

3.3 Use public art, creative placemaking/keeping, and active programming to reflect and extend Montrose’s identity as an inclusive place.

3.4 Create and pilot a comprehensive program of place keeping/making, including public art.

Typical Page Layout



The spread shown above is the typical page layout the team created for a consistent reading experience and visual presentation. The recommendation and specific strategy are listed at the top of the first page as an introduction. Each strategy has been identified as either a policy, program, project, or combination of the three. The three P’s are defined as follows:

Policy: A plan for what to do in particular situations that has been agreed to officially by a group of people. For example: Walkable Places designation sets up a specific policy framework for future development and investments in the neighborhood.

Program: A policy delivery tool to provide goods and services. Program procedures are typically well defined including management, monitoring, control, and evaluation. For example: the development of a public art program, including communications, facilitated tours, events, etc.

Project: A project is a built component of a plan that may be based on specific policy intent and is often accompanied by programming. For example: the construction of a structured parking garage.

Each recommendation also includes Desired Outcomes, Justification, Action Item Steps, Implementer and Partners, and Priority sections. Below is a further explanation of each section:

- **Challenge:** Issues and opportunities identified from the Needs Assessment findings and public feedback
- **Desired Outcome:** the outcome this strategy seeks to accomplish
- **Justification:** A statement of the long-term importance of this strategy
- **Action Item Step:** The specific actions to instruct the process for the final implementation
- **Partners:** Identified lead implementer and implementation partners
- **Priority:** The timeframe for implementing the strategy or next steps to move forward into implementation

1

CONNECTED



OPPORTUNITY:

One of Montrose's greatest assets, and its most public, are its streets. Excellent work has already been done to define key routes for biking, walking, transit and automobile traffic, and important work is being done to help mitigate the impacts of flooding on the neighborhood and to create more parks and open spaces.

GOAL:

The Livable Centers Plan must build upon this past work and examine more ways to utilize street rights-of-way to provide multiple forms of benefits, including mobility, resilience, and recreation.



CONCEPT 1.1

Build on the previous work that has been completed for Montrose which focused on commercial, major neighborhood, and minor neighborhood corridor improvements

Streetscape Design Standards

1.1.1 Create robust urban design standards to complement safe and green streets improvements for major (Montrose, Westheimer, Alabama, West Gray, Commonwealth/Waugh and Richmond) and minor (Dunlavy, Taft, Fairview) commercial corridors. The standards must be utilized by partners for all projects funded in part or whole by the TIRZ.

-  Policy
-  TIRZ led
-  TIRZ funded



Challenge

The quality of the streetscape varies in places in Montrose and many of them fail to provide safe and comfortable experiences to get to destinations on commercial corridors.



Desired Outcome

This recommendation seeks to implement improved streetscape improvements on major and minor commercial corridors throughout Montrose.



Justification

The Montrose TIRZ has adopted the Scenic Houston Streetscape Resource Guide to provide guidance for TIRZ investment in streetscapes. This recommendation seeks to build upon and strengthen those recommendations. The TIRZ has two main ways of influencing these guidelines. It can either partner to reconstruct streets and public realm in their entirety in order to ensure guidelines are followed, or it can partner with developers to build to these. The TIRZ has the ability to decide a portion of the increment created by a specific development to reimburse a portion of public infrastructure. These agreements are development in infrastructure specific. It will likely make sense to utilize both strategies in pursuing an improved public realm. Concept 2.3, which encourages the adoption of the City's Walkable Place ordinance and TOD ordinance, will likely supersede portions of this recommendation when adopted; however, even within those regulatory programs, the TIRZ will have the ability to encourage additional streetscape elements. Additionally, as identified in the Walk Bike Montrose Plan, some projects and partnerships for street reconstructions have already been identified, while additional improvements will take place through the implementation of METROs BOOST network and other on-going studies. Adoption of standards in advance of those projects will strengthen the public realm of the TIRZ. Taken together these recommendations will provide cohesive and comfortable walking and biking experience and will bring more robust street life.



Action Item Steps

While Walkable Places and the Transit Oriented Development ordinances and the Scenic Houston guidance is the latest and most instructive document for streetscape standards, the TIRZ has the opportunity to build upon those standards with its own guidelines.

1. TIRZ should adopt their own standards for the street improvements
2. Utilize the standards for streets that are not identified in ordinances, and where the standards are higher than applicable ordinances
3. Work with the board to identify the priorities and allocate funds for the improvements, based on previous studies such as Walk Bike Montrose and opportunistically as development projects emerge
4. Identify and partner with an outside organization(s) or entity(ies) to implement streetscape improvements that TIRZ cannot fully fund
5. Work with local businesses to encourage recycling and begin conversations about composting
6. Explore opportunities and partnerships for electric vehicle parking spaces and charging stations



Implementer and Partners

Lead Implementer: TIRZ 27

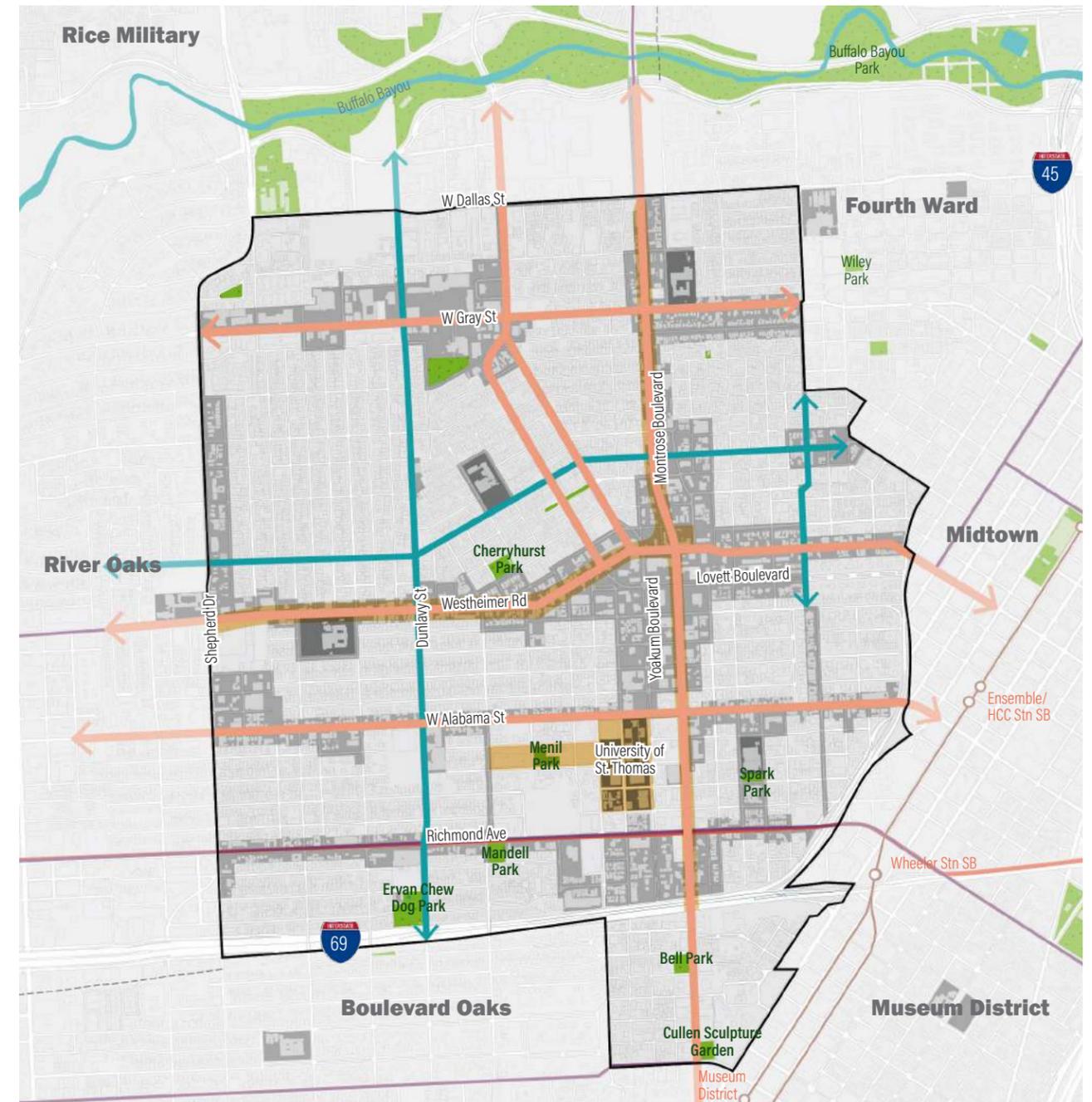
Implementation Partners: City of Houston Public Works, City of Houston Planning, Harris County Precinct 1, Adjacent TIRZ as partners

Priority

Short term, Medium term, Long term

Map 1. Streetscape Standards by Corridor

Map illustrates the major and minor commercial corridors for this strategy. The corridors are defined by the intensity of destinations, activities, and traffic. The requirements of the design standards evaluate the condition and are cost-effective. Following the standard for the streetscape development is vital to create the cultural, social, and economic lifspring for the community.



Data Source: Houston-Galveston Area Council



- Study Area
- TIRZ 27 Boundaries
- School
- Park
- Light Rail
- Light Rail Station
- Bus Rapid Transit
- METRO BOOST Corridor
- Major Commercial Corridor Improvements
- Minor Commercial Corridor Improvements
- Public Art Framework

Figure 1. Streetscape Standard Elements

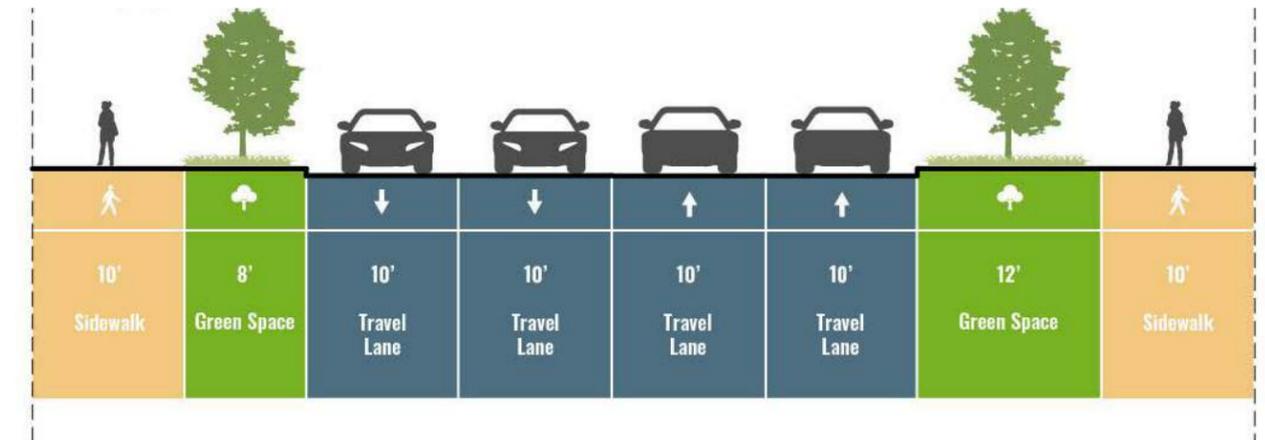
Elements	Major Commercial Corridors	Minor Commercial Corridors
Pedestrian Realm		
1 Sidewalk Width	10' preferred , 6' min in constrained R.O.W	8' preferred , 6' min in constrained R.O.W
2 Tree/Furniture Zone Depth	8' preferred , 6' min in constrained R.O.W	6' preferred , 5' min in constrained R.O.W
3 Frontage Activation	Allowed	Allowed
Street Furniture		
4 Bench	4/300 ft, require partners for maintenance	2/300 ft, require partners for maintenance
5 Bike Rack	4/block face, require partners for maintenance	2/block face, require partners for maintenance
6 Waste and Recycling Bins	2/block face, require partners for maintenance;	2/block face, require partners for maintenance
7 Street Lighting (dark skies compliant)	Height: 10' min, 15' max; Spacing: 60' O.C. max	Height: 12' min, 15' max; Spacing: 50' O.C. max
8 Wayfinding Kiosk	Encouraged	Allowed
Landscape		
9 Minimum Softscape	35%	40%
10 Street Tree Spacing	30' O.C. (mature height: 25' and above); 20' O.C. (mature height: 25' or less);	25' O.C. (mature height: 25' and above); 20' O.C. (mature height: 25' or less); *
Building		
11 Fenestration (facade transparency)	Minimum 50% decorative features, including minimum 30% fenestration	Minimum 30% decorative features, including minimum 15% fenestration
12 Arcade, Awning, Balcony	Encouraged, 6' min, 10' max (depth), 7.5' min (height)	Allowed, 5' min, 8' max (depth), 7.5' min (height)
13 Signs	42.5' ft max (height), A wall sign may extend no higher than 8 feet above the roof line of the building.	42.5' ft max (height), A wall sign may extend no higher than 8 feet above the roof line of the building.
Crossing		
14 Crosswalk	Required	Required
15 Mid-block Crossing	Allowed when there is refuge island	Allowed, striped crosswalk is required
Auto/Transit Use		
16 Driveway (block length: 300ft min)	Property owners are allowed to provide at most one 30' two-way driveway or two 15' one-way driveways every 300' on their property	Property owners are allowed to provide at most one 30' two-way driveway or two 15' one-way driveways every 300' on their property
17 Bus Stop Placement	Stops designated for 40' long bus: 65' min past the crosswalk; Stops designated for 60' long bus: 85' min past the crosswalk	Stops designated for 40' long bus: 65' min past the crosswalk; Stops designated for 60' long bus: 85' min past the crosswalk
18 Electric Vehicle Charging Station	If the corridor is designed with on-street parking lane, 10% of the parking spaces are required for electric vehicle with EV charging station supplied.	If the corridor is designed with on-street parking lane, 5% of the parking spaces are encouraged for electric vehicle with EV charging station supplied.

* The street tree spacing also applies to all other streets within TIRZ boundary

See p. 282 for estimate of probable project construction cost

Figure 2. Typical Sections of Major and Minor Commercial Corridor Under Design Standards

Major Commercial Corridor - Montrose Boulevard



Minor Commercial Corridor - Dunlavy Street

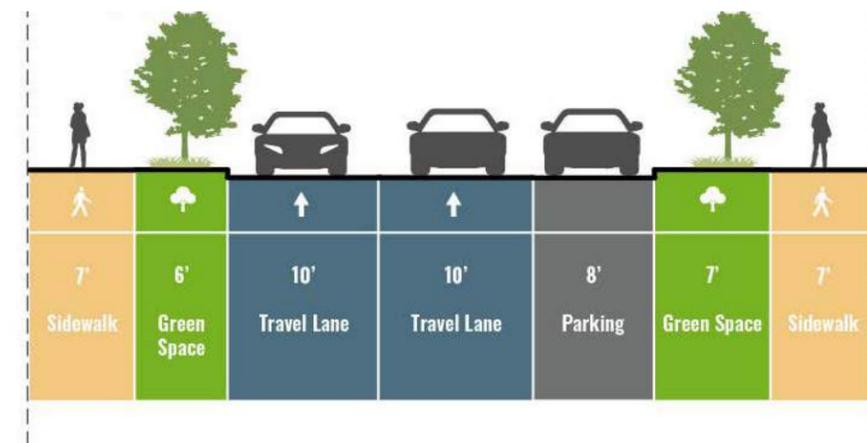
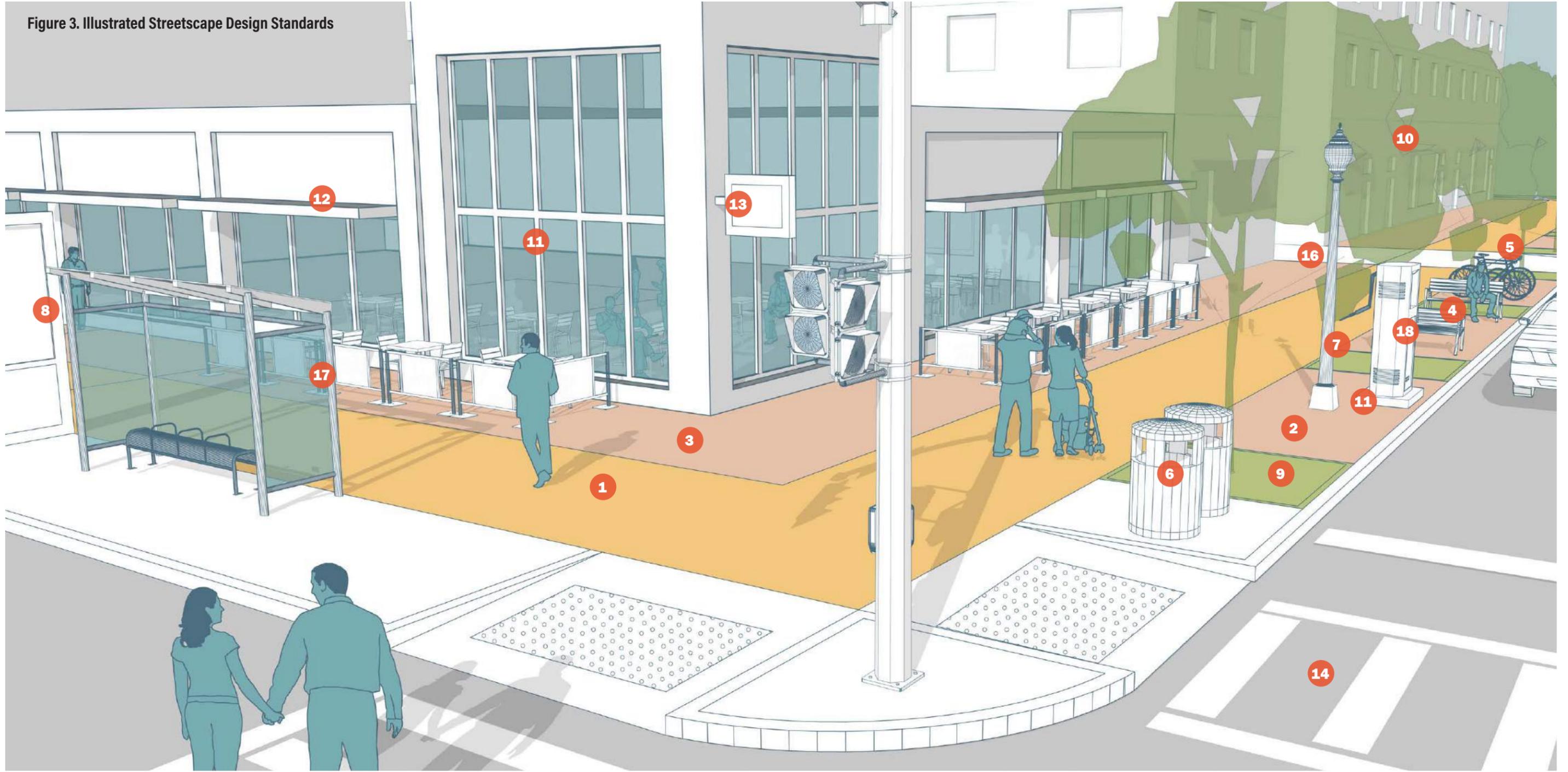


Figure 3. Illustrated Streetscape Design Standards



- | | | | | |
|-----------------------|----------------------------|----------------------------|-----------------------|--------------------------------------|
| 1 Sidewalk | 5 Bike Rack | 9 Minimum Softscape | 13 Signs | 17 Bus Stop Placement |
| 2 Tree/Furniture Zone | 6 Waste and Recycling Bins | 10 Street Tree Spacing | 14 Crosswalk | 18 Electric Vehicle Charging Station |
| 3 Frontage Activation | 7 Street Lighting | 11 Fenestration | 15 Mid-block Crossing | |
| 4 Bench | 8 Wayfinding Kiosk | 12 Arcade, Awning, Balcony | 16 Driveway | |

Figure 4. Streetscape Standard and Guideline References

Walkable Places is a recently adopted planning document for creating pleasant walking and biking environment for Houstonians. The document defined Walkable Places and Transit-Oriented Development streets and developed standards for public realm, building, and parking. The City has already designated primary and secondary TOD streets and a number of streets are in Montrose. TIRZ should work with the City and METRO to ensure the standards are accurately applied to the streetscape improvements for these streets.

TIRZ has adopted the Scenic Houston streetscape guideline as its streetscape standard. The document has focused on three areas - pedestrian realm, travelway realm, and shared realm. Each realm expands into contributing elements and includes visual examples as the guideline. The guideline does not develop metrics but is a good supplementary to the design standard recommended in this report, especially in furnishing/material selections.

Transit Oriented Development Public Realm Standards

	Elements	Standards
All uses		
1	Minimum Pedestrian Realm Width	1A Measured from property line to building façade 0', 5', 10', 15', or 20'
		1B Measured from back of curb to building façade 10', 12', 15', 18', or 20'
2	Minimum Unobstructed Sidewalk Width	6', 8', or 10'
3	Minimum Safety Buffer Width	4'
4	Maximum Softscape	35%
5	Minimum Street Tree Size	2" caliper
6	Fences	The maximum allowable height in the pedestrian realm is 54". A fence located between the back of curb and the building façade shall be a non-opaque, decorative fence.
7	Auto-Related Uses	No auto-related uses, except: <ul style="list-style-type: none"> • Driveway(s) perpendicular with the Walkable Place Street; or • Pedestrian drop-off/loading area beyond minimum pedestrian realm width on a Secondary Walkable Place Street where the design is approved by the City Traffic Engineer.

Walkable Places Public Realm Standards

	Elements	Standards	
		Transit Corridor Streets and TOD Streets designated as a Major Thoroughfare	All Other TOD Streets
1	Minimum Pedestrian Realm Width	20'	15'
2	Minimum Unobstructed Sidewalk Width	8'	6'
3	Minimum Safety Buffer Width	4'	
4	Maximum Softscape	35%	
5	Minimum Street Tree Size	3" caliper	2" caliper
6	Fences	The maximum allowable height in the pedestrian realm is 54" in the pedestrian realm. A fence located between the back of curb and the building façade shall be a non-opaque, decorative fence.	
7	Auto-Related Uses	No auto-related uses, except: <ul style="list-style-type: none"> • Driveway(s) perpendicular with the TOD Street; or • Pedestrian drop-off/loading area beyond minimum pedestrian realm width on a Secondary TOD Street where the design is approved by the City Traffic Engineer. 	

Scenic Houston Streetscape Guide

Pedestrian Realm	Travelway Realm	Shared Realm
<ul style="list-style-type: none"> • Reduce green median areas to allow for open and friendly pedestrian space at sidewalks — add pedestrian benches and larger walkways • Provide sufficient pedestrian walkways • Enhance lighting and seating in high volume pedestrian areas • Utilize native and sustainable landscaping around shade trees • Follow the City's recommended tree list • Consider appropriate placement for all signs • Create an easement to allow for a wider pedestrian realm 	<ul style="list-style-type: none"> • Provide sufficient pedestrian waiting areas • Ensure proper drainage • Supply accessible ramps and access to pedestrian signal buttons • Allow for safe passage of pedestrians • Repair and consolidate curb cuts 	<ul style="list-style-type: none"> • Add landscaped stormwater planters to clean stormwater and provide a sustainable buffer from pedestrian travelway • Ensure adequate lighting and avoid light pollution • Landscape between walkways, streets, and parking lots • Provide ADA compliance • Align above-ground utilities and poles • Minimize number of poles by consolidating utilities and signage

METRO BOOST and BRT Coordination

-  **Project**
-  **TIRZ led**
-  **TIRZ funded**

1.1.2 Ensure right-of-way design standards are compatible and complement METRO BOOST and BRT improvement plans

Challenge

The current bus stops in Montrose are generally in poor conditions with no canopy or completed furniture. In METRO Next, streets including Richmond, Montrose, and Westheimer are identified as BOOST (Bus Operations Optimized System Treatments) and/or Bus Rapid Transit corridors for future better transit services.

Desired Outcome

This recommendation seeks to incorporate improved bus transit system and transit facilities, and to seamlessly incorporate them into the neighborhood's public realm.

Justification

Providing better transit facilities will allow users to travel safer, significantly increase the ridership, and increase environmental benefits to the community.

Action Item Steps

METRONext is an ongoing project METRO has been working on for reimagining the future of the transit. As one of the METRO service areas, Montrose could greatly benefit from the transit improvement in many aspects. TIRZ should coordinate with METRO on the transit improvements, especially:

1. Work with METRO to identify the stops for the proposed BOOST corridors
2. Coordinate with METRO on the programmable area design to meet the community needs and reflect the contexts
3. Support METRO design and engineering staff for future implementation

 Implementer and Partners	Priority
--	----------

Lead Implementer: TIRZ 27

Short term

Implementation Partners: City of Houston Planning, METRO, Non-profit arts organizations

Figure 5. METRO BOOST Station Rendering



Source: METRO



CONCEPT 1.2

Pilot temporary and permanent opportunities for reclaiming rights-of-way for community, pedestrian, and bicycle activation

Identify High Priority Slow Streets Projects

1.2.1 Identify high priority locations for slow streets pilot projects.

-  Program
-  TIRZ led
-  TIRZ funded



Challenge

Research supports that having a public park at a 10-minute walking radius and ideally a 5-minute walking radius is important for community health. West Montrose is lacking in public park space and could benefit from more open space. Likewise, there is limited open space compared to population and limited provisions for non-motorized transportation. The COVID-19 pandemic and subsequent limitation also show opportunities for limited street closures or lane reallocations to encourage walking and biking were successful in many communities.



Desired Outcome

The goal of this recommendation is to create a mechanism to pilot the reuse of street right-of-way for general open-space purposes in the neighborhoods.



Justification

Heavy pedestrian, bicyclist, and transit user activity exist in the neighborhood, but street designs typically do not recognize this and are not appreciably different than in more vehicle-oriented areas. The Walk Bike Montrose Study identified numerous streets that are mostly utilized by local traffic. Much of the infrastructure in the study area is older and will require repair, rehabilitation or reconstruction — making this a perfect time to evaluate the current design and re-imagine the cross-section of the rights-of-way. Similar to the model set forth by the Walkable Places ordinance, a system could be created whereby 50% of property owners on a small residential street could opt in to a pilot lane reduction to create more opportunities for play or multimodal transportation.

Map 2. Network Connectivity



Map Source: Walk Bike Montrose 2020 (Traffic Engineer Inc)



Action Item Steps

The City of Houston has an ongoing project to implement bicycle infrastructure throughout the City, as well as a project currently under design to reconfigure Westheimer Road east of Montrose Boulevard. In addition, Council District C may have discretionary funds for drainage and roadway improvements, which typically the TIRZ could both supplement and execute on. The neighborhood has long desired sidewalk repairs, and this is also an item where the TIRZ may supplement City efforts. The TIRZ should work with the City, the Councilmember, and the neighborhood to identify

1. Streets where drainage or pavement repairs are planned
2. Work out preferred cross sections for the repair/reconfiguration of these streets
3. Schedule temporary closures in conjunction with Sunday Streets or other community events, and
4. Evaluate the experience after each event closure or redesign, in order to improve the decision-making process for future interventions.



Implementer and Partners

Lead Implementer: TIRZ 27

Implementation Partners: City of Houston Public Works, City of Houston Planning, Economic Development Administration (EDA), Civic Associations, Block clubs, Neartown Association

Priority

Short Term, Medium Term, Long Term

Street Space Reallocation

1.2.2 Following successful pilots, develop shared street concepts in the long term to create additional community space for play, walking or biking, community gathering, or greening uses.

-  **Project**
-  **Program**
-  **TIRZ led**
-  **TIRZ funded**



Challenge

Although temporary street space reallocation as proposed in Recommendation 1.2.1 may prove popular, in the long term, it will be desirable to create more flexibility in low-volume street design in order to accommodate the limited open space compared to population and limited provisions for non-motorized transportation in the neighborhood.



Desired Outcome

The goal of this recommendation would be the long-term reuse street rights-of-way for general open-space purposes, recreation or multimodal accommodation. In most cases this would require reducing travel lanes (and making streets one way) or reducing parking. The recommendation would introduce three new typologies of streets to the neighborhood, woonerfs, or living streets, green streets, and play streets. The recommendation is also an opportunity to partner with City's Slow Street program to reimagine street safety and explore park opportunity when non-exist.



Justification

Added flexibility in residential street design will encourage better use of the public realm and be a branding element of the "difference" of Montrose. Three typologies are proposed. Woonerfs, or living streets, are streets explicitly designed for very, very slow automobile traffic in mixed pedestrian or bicyclist company. Typically, the streets are curbsless and will be mounted, similar to entering a parking lot. Lanes are very narrow and often not straight. Green Streets would prioritize green infrastructure or major drainage projects, including rain gardens and provide additional tree canopy and bio habitat. Play Streets are designed to incorporate small playgrounds or nature play elements into streetscapes. All three types have been successfully deployed in the United States. The space allocation will also address the deficiency in park acreage in Montrose.



Action Item Steps

The City of Houston has an ongoing project to implement bicycle infrastructure throughout the City, as well as a project currently under design to reconfigure Westheimer Road east of Montrose Boulevard. In addition, Council District C may have discretionary funds for drainage and roadway improvements, which typically the TIRZ could both supplement and execute on. The neighborhood has long desired sidewalk repairs, and this is also an item where the TIRZ may supplement City efforts. The TIRZ should work with the Councilmember and the neighborhood to identify:

1. Streets where drainage or pavement repairs are planned and pilot lane reductions were successful,
2. Work out preferred cross sections for the repair/reconfiguration of these streets, and
3. Evaluate the experience after each event closure or redesign, in order to improve the decision-making process for future interventions.

The slow street is an ongoing efforts leading by the city, seeking to calm traffic in the neighborhood and create safer and comfortable walking environment. TIRZ should work with the city for the opportunities of including pilot streets into the Slow Streets program and support the city for further engagements and implementations.



Implementer and Partners

Lead Implementer: TIRZ 27

Implementation Partners: City of Houston, Harris County, Economic Development Administration (EDA)

Priority

Medium term, Long term

Map 3. Potential Pilot Streets for Space Reallocation

This map illustrates the pilot neighborhood streets for street space reallocation. These streets are evaluated by the traffic intensity. The R.O.W of these streets is typically 54'



Data Source: Houston-Galveston Area Council

- Study Area
- School
- Potential Pilot Streets
- TIRZ 27 Boundaries
- Park



Map 4. Prioritized Pilot Streets for Space Reallocation

Prioritized streets are streets that are not accessible to existing parks within a quarter mile.



Data Source: Houston-Galveston Area Council

- Study Area
- School
- Potential Pilot Streets
- TIRZ 27 Boundaries
- Park



Figure 6. Proposed Cross Sections for typical neighborhood Right of Way (54')

Three street typologies are proposed for the space reallocation including woonerf, play streets, green streets.

Woonerf is a design that does not involve a curb, provides space sharing, and contributes to traffic calming.

Play streets are developed to respond to the limited programming in parks in Montrose, looking to utilizing the public right of way for space that kids and adults can linger, play, and enjoy. It is also a great supplementary areas with longer walking distance to parks.

The green streets idea seeks to provide environmental benefit by introducing low impact development strategy. It is also supplementary to the existing drainage study by improving the water quality and slowing down stormwater runoff.

For more information on green streets, please see pages 133-138

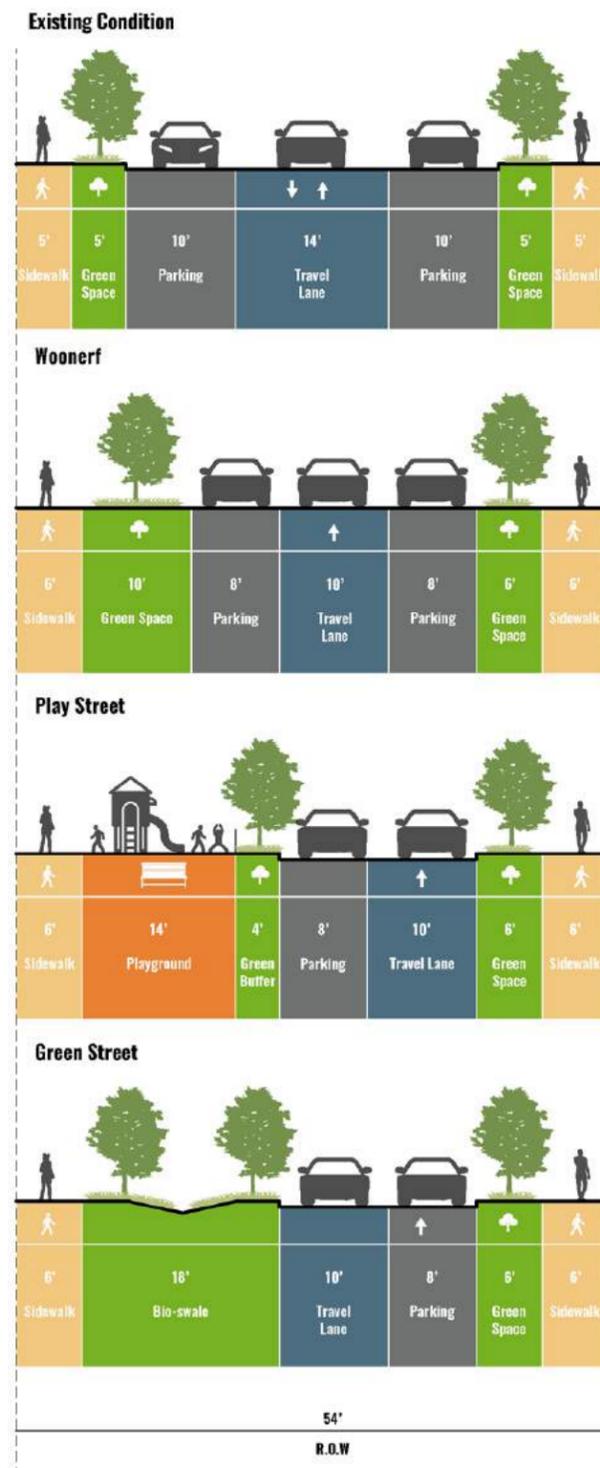


Figure 7. Play Street

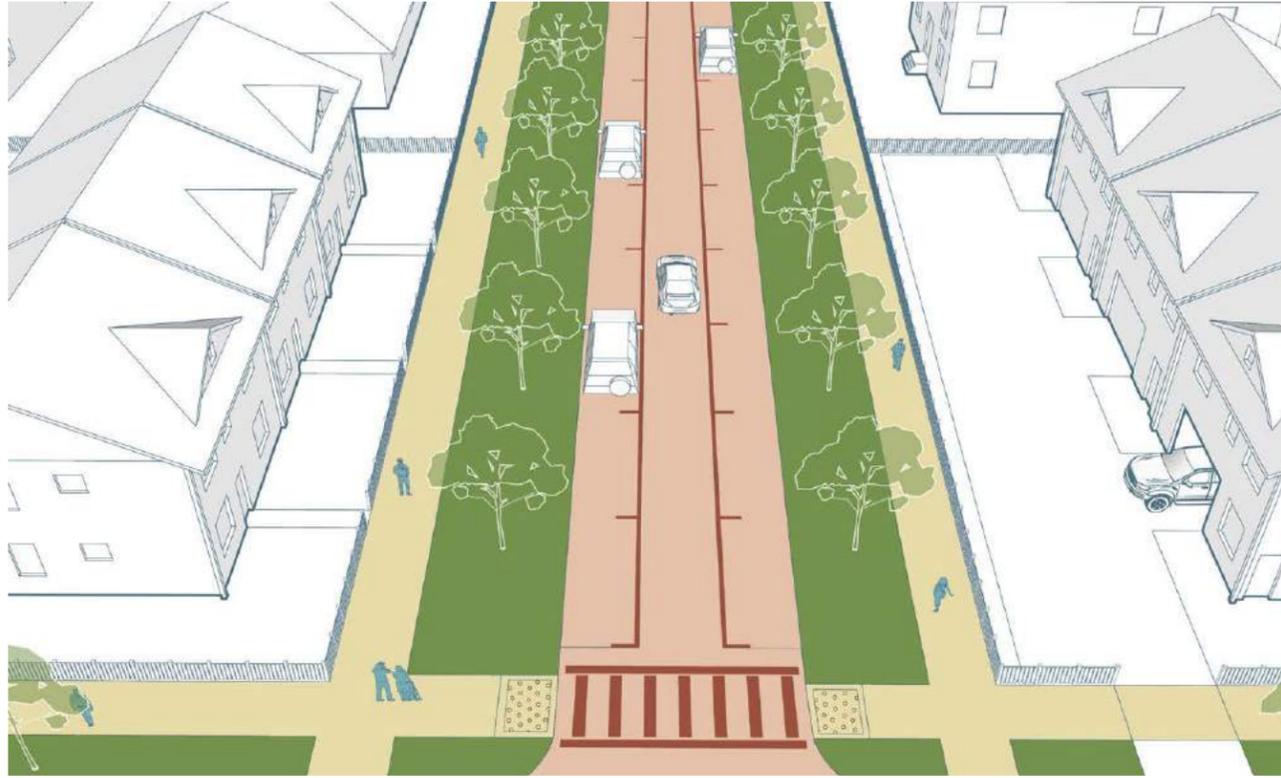


Sønder Boulevard, Copenhagen, Denmark
Source: Wikipedia



Philadelphia, Pennsylvania
Source: Philadelphia Parks and Recreation

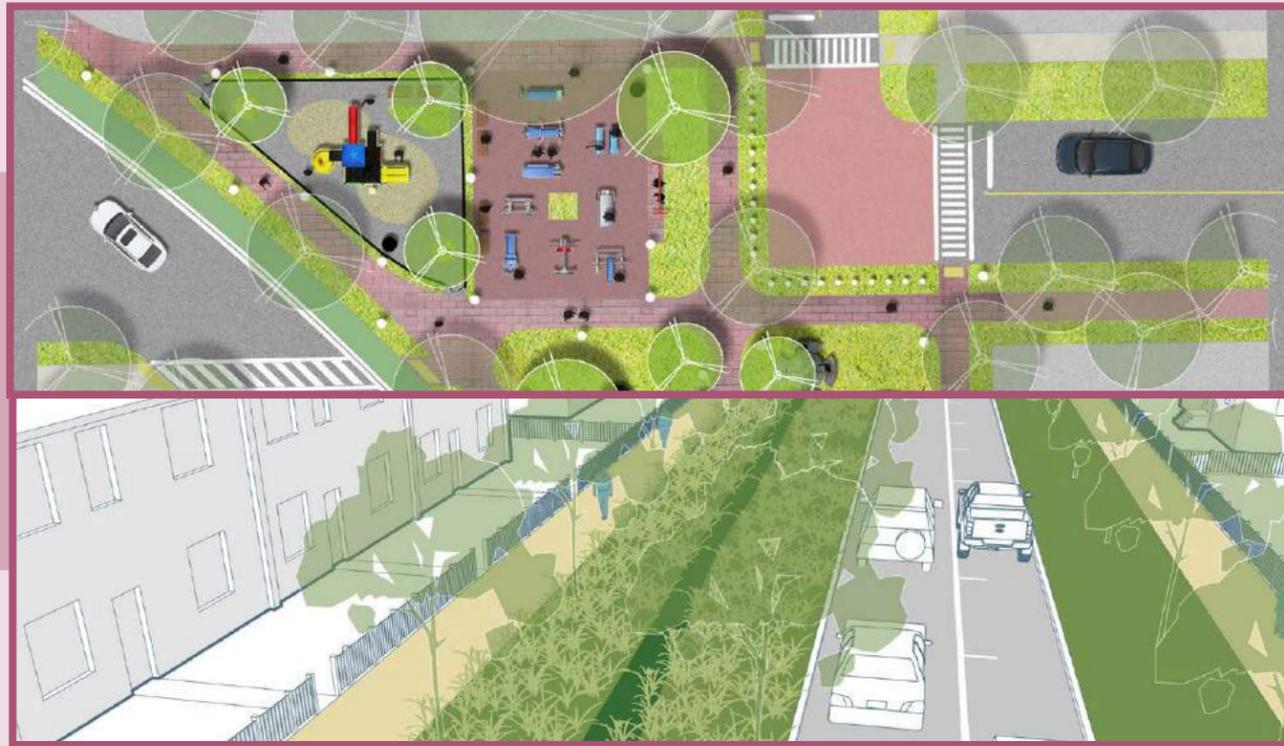
Figure 8. Woonerf



Bell Street, Seattle, Source: NACTO

Figure 9. Play Street Rendering (Castle Street)





CONCEPT 1.3

Create a dispersed but connected network of urban green spaces in Montrose that promotes urban heat island mitigation, urban habitat provision, and stormwater treatment, in addition to filling parkland and open space gaps.

Green Street Guidelines

1.3.1 In coordination with 1.1.1 Create green streets guidelines and program for various street typologies to supplement existing corridor standards, including design and maintenance specifications for ROW trees and green infrastructure features, with a focus on tree health that does not conflict with walkability.



- 
Challenge

There is only approximately 24% tree canopy throughout Montrose, and the dense conditions along streets and sidewalks make it challenging to incorporate green features and trees in some ROWs.
- 
Desired Outcome

A balanced addition of ROW trees and vegetation that does not conflict with walkability and improves local ecological health and pedestrian comfort.
- 
Justification

Providing vegetation and urban tree canopy along ROWs increases environmental quality as well as provides more comfortable and beautiful ways of moving through the Montrose community. Thoughtful design will maximize tree health while minimizing disruptions to public infrastructure.

Figure 10. Green Streets (commercial context)





Action Item Steps

The City of Houston completed work on the Houston Incentives for Green Development document in 2019 and Resilient Houston in 2020, both leading to the City Council recently approving the creation of certain incentives, including tax incentives for green development. There are great opportunities to pilot some green street and infrastructure projects in Montrose and to encourage developers to adopt green strategies.

1. TIRZ should work with the City to develop and pilot green street strategies in Montrose.
2. TIRZ should prioritize streets that have low canopy cover and high urban temperatures, such as Gray Street, Montrose Boulevard, Dunlavy Street, and Westheimer Road.
3. TIRZ should overlap any other ROW improvements with opportunities for adding vegetation and/or urban canopy to provide co-benefits for the community.
4. Board to identify priorities and allocate funds for the improvements in coordination with 1.1.1.
5. Identify and partner with an outside organization(s) or entity(ies) to implement streetscape improvements that TIRZ cannot fully fund in coordination with 1.1.1.



Implementer and Partners

Lead Implementer: TIRZ 27

Implementation Partners: City of Houston Planning, City of Houston Public Works, Harris County Precinct 1, City of Houston Office of Sustainability, Trees for Houston

Priority

Short term, Medium term, Long term



Aurora, IL, Source: Center for Neighborhood Technology

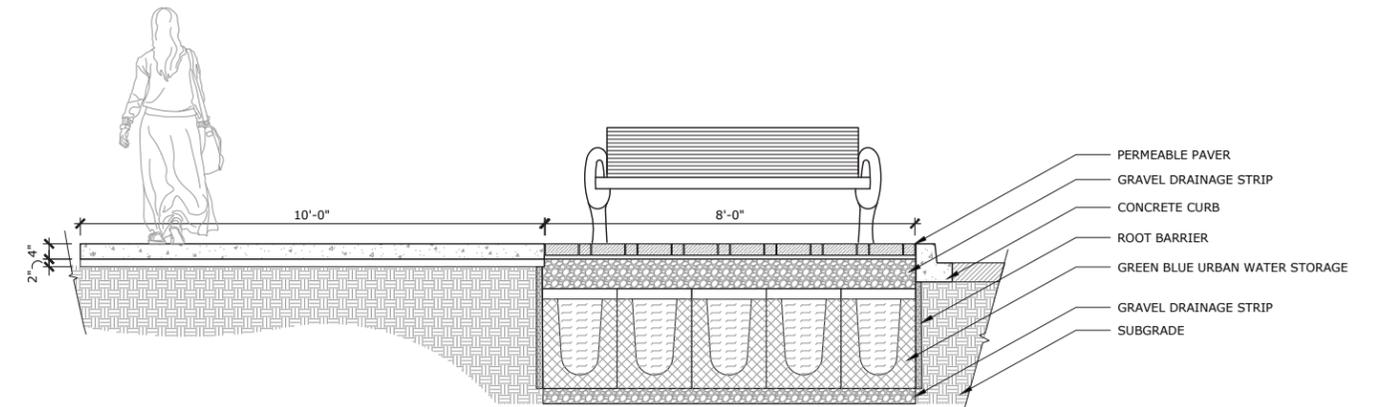


Miami, FL, Source: Flickr user Philip Pessar

Figure 11. Major Commercial Corridor Paver and Tree Sections

The following pages include detailed specifications to help guide the development of future green infrastructure projects that allow for a healthy urban drainage system, air flow to support tree wells, in addition to reducing the potential for tree roots to cause damage to pedestrian walkways

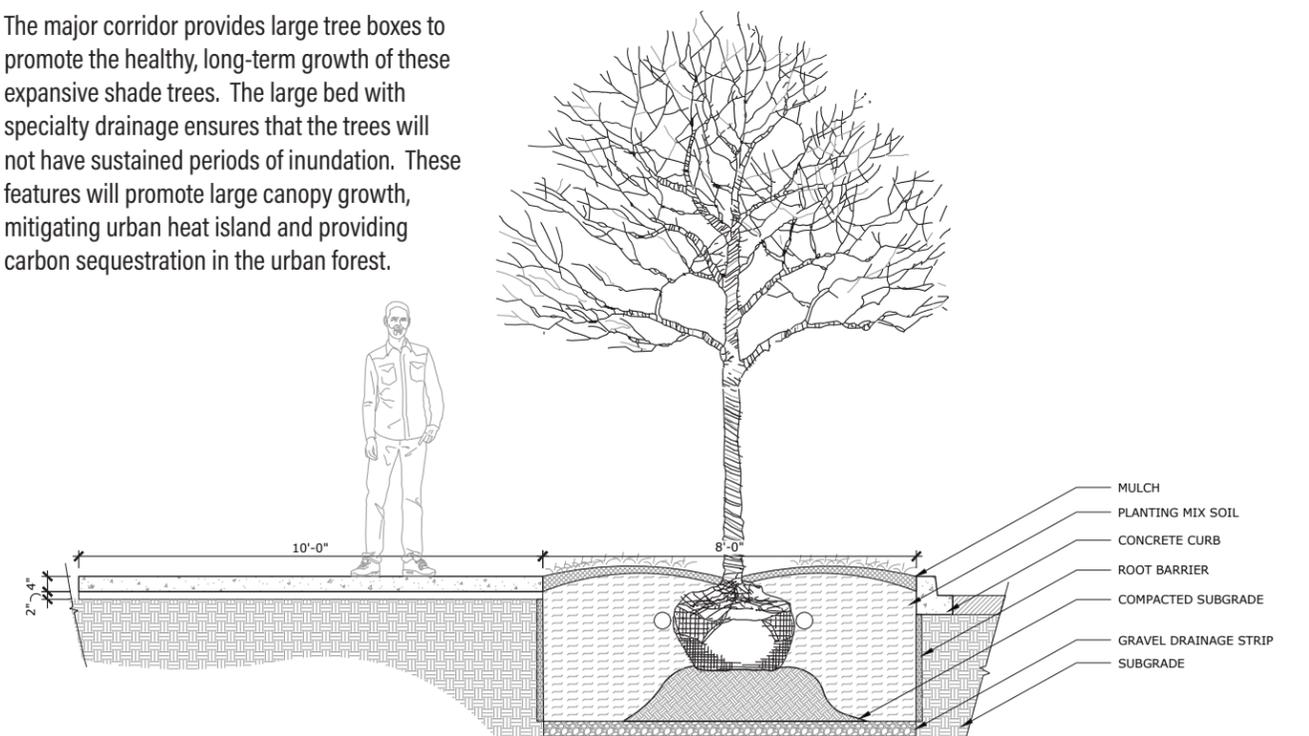
The major corridor provides ample spaces for bi-directional pedestrian traffic while providing regular spaces for seating. Beneath these seating areas lies a permeable paving system that allows rainwater to pass through to the system below. This below grade system allows for the temporary storage of rainwater and fosters the healthy growth of tree roots from adjacent plantings.



1 MAJOR COMMERCIAL CORRIDOR PAVER SECTION

0 2'-0" 4'-0"

The major corridor provides large tree boxes to promote the healthy, long-term growth of these expansive shade trees. The large bed with specialty drainage ensures that the trees will not have sustained periods of inundation. These features will promote large canopy growth, mitigating urban heat island and providing carbon sequestration in the urban forest.



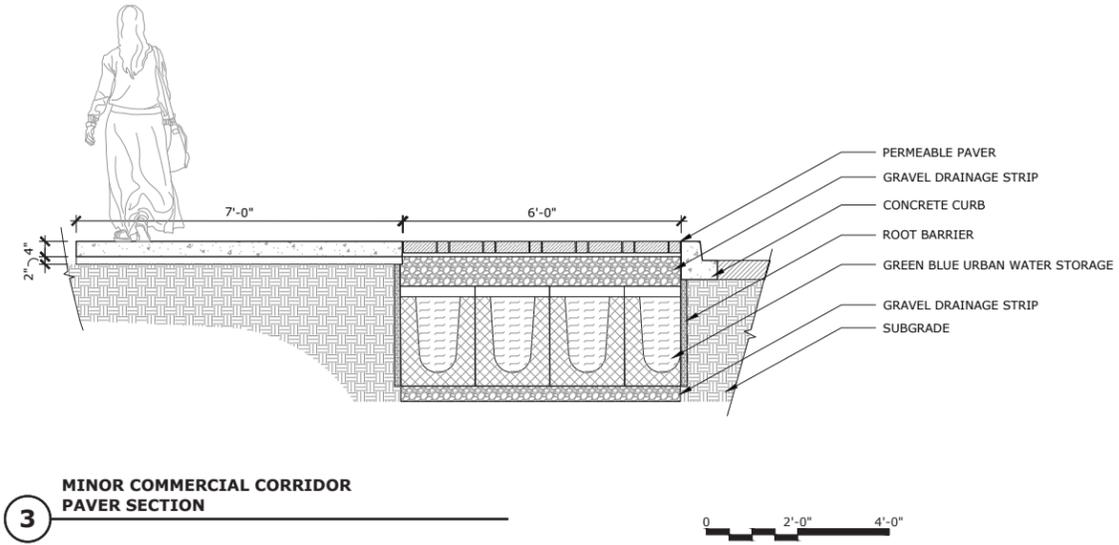
2 MAJOR COMMERCIAL CORRIDOR TREE SECTION

SCALE 1/2" = 1'-0"

1/2" = 1'-0" 0 2'-0" 4'-0"

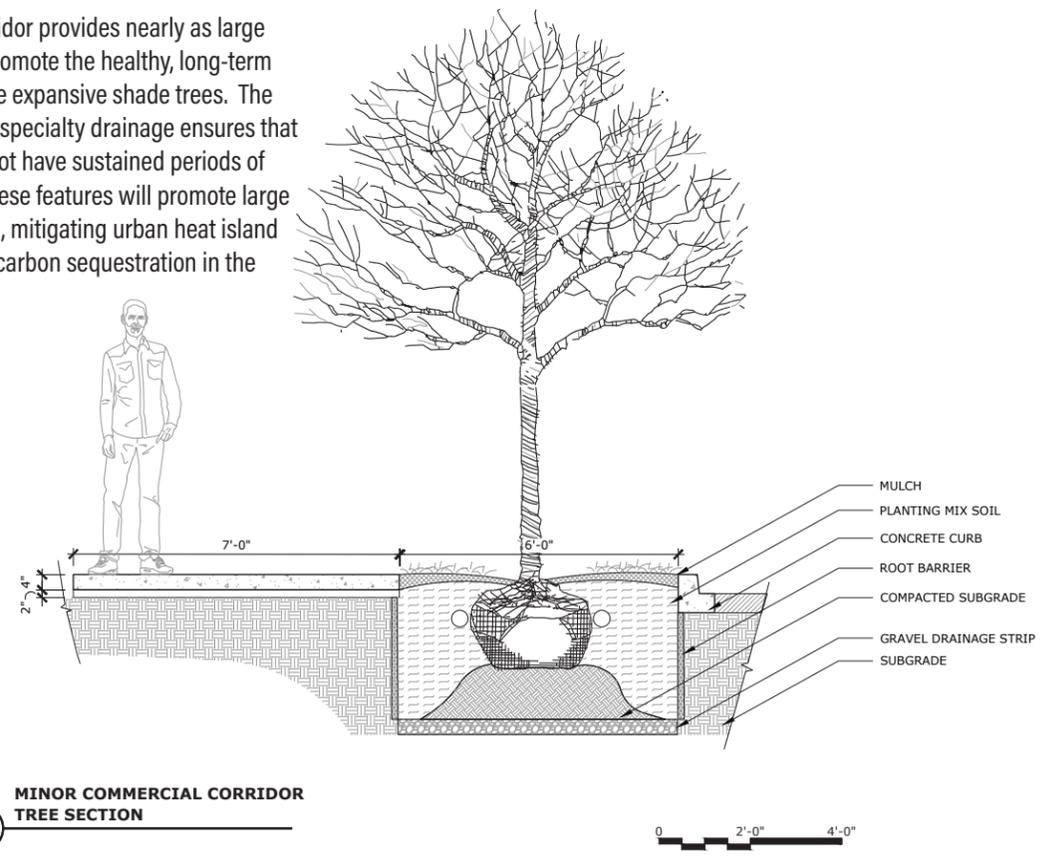
Figure 12. Minor Commercial Corridor Paver and Tree Sections

The minor corridor provides ample space for bi-directional pedestrian traffic while providing regular paved areas for access to the street. These supplemental paved areas are constructed of a permeable paving system that allows rainwater to pass through to the system below. This below grade system allows for the temporary storage of rainwater and fosters the healthy growth of tree roots from adjacent plantings.



3 MINOR COMMERCIAL CORRIDOR PAVER SECTION

The minor corridor provides nearly as large a tree box to promote the healthy, long-term growth of these expansive shade trees. The large bed with specialty drainage ensures that the trees will not have sustained periods of inundation. These features will promote large canopy growth, mitigating urban heat island and providing carbon sequestration in the urban forest.



4 MINOR COMMERCIAL CORRIDOR TREE SECTION

Figure 13. Green Streets (residential context)



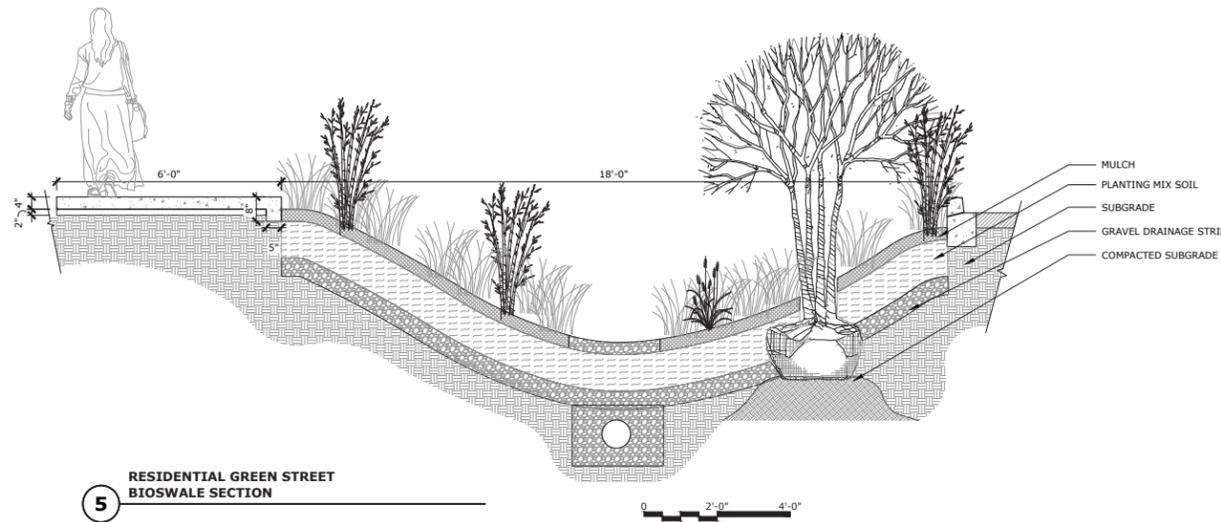
Vancouver, B.C., Source: Flickr user Payton Chung



Hinsdale, IL, Source: Center for Neighborhood Technology

Figure 14. Green Streets (residential context) Paver and Tree Sections

In residential scenarios with enough ROW conversion to accommodate larger green infrastructure systems, a bioswale system is recommended to maximize the capacity of the green infrastructure system, improve the neighborhood aesthetic, and greatly improve water quality



Green Infrastructure in Drainage Projects

1.3.2 Ensure all future drainage improvements include green infrastructure features to supplement gray infrastructure and are designed to capture a 2-year or larger storm.

-  **Project**
-  **Policy**
-  **TIRZ led**
-  **TIRZ funded**

Challenge

While gray infrastructure is necessary to mitigate the most harm possible in major flood events, pairing gray improvements with green infrastructure can provide more benefits to the community and improve water quality. The TIRZ is already working with Gauge Engineering to better understand localized flooding throughout the neighborhood and will be working toward improving drainage in key problem areas. Ensuring these improvements also include green infrastructure components is vital to ensuring both drainage and quality of life returns on investments.

Desired Outcome

Green infrastructure paired with gray infrastructure improvements that improve water quality, reduce local heat, and provide green, walkable streets and spaces.

Justification

Pairing green infrastructure with other gray drainage improvements adds to the overall benefits experienced by the community and the environment such as increased water quality.



Potential projects to explore

The City of Houston completed work on the Houston Incentives for Green Development document in 2019 and Resilient Houston in 2020, both leading to the City Council recently approving the creation of certain incentives, including tax incentives for green development.

1. Incorporate green infrastructure, including tree planting, in the areas around River Oaks Shopping Center to both align with other gray infrastructure drainage improvements identified in the area's problem area assessment by Gauge Engineering, as well as to mitigate one of the worst areas in Montrose for urban heat island.
2. Explore possibility for including a rain garden or biofiltration area at West Gray Multiservice Center and Park to treat stormwater from Peden Street and other impervious surfaces.
3. Incorporate raingarden bump out along the west side of Commonwealth Street to take some stormwater from the lateral streets and west side of Commonwealth, align with other drainage improvements proposed in this area.
4. Incorporate raingarden bump out at Crocker Street and Westheimer Road, align with other drainage improvements proposed in this area.
5. Incorporate stormwater treatment trenches along Richmond Avenue, align with other drainage improvements proposed in this area.
6. Incorporate stormwater trenches (tree or grasses) along the Montrose Boulevard and Dunlavy Street, align with other drainage improvements proposed in this area.
7. Explore potential maintenance partnerships with the City of Houston to ensure green infrastructure features are maintained properly and continue to function effectively.



Implementer and Partners

Lead Implementer: TIRZ 27

Implementation Partners: City of Houston Public Works, City of Houston Office of Sustainability

Priority

Short term policy setting; Long term implementation

Map 5. Green Stormwater Infrastructure



Data Source: Houston-Galveston Area Council



Study Area	Green Stormwater Infrastructure
TIRZ 27 Boundaries	Green Stormwater Infrastructure Strategies*
School	<i>*corresponds to narrative</i>
Park	Gauge Engineering Existing Problem Areas

Figure 15. H-GAC Designing for Impact Regional Guide



The H-GAC "Designing for Impact: A Regional Guide for Low Impact Development" offers great insight into green infrastructure techniques and cost-benefits of green development compared to traditional development.

Tree Planting

1.3.3 Focus tree planting and shading efforts on the hottest places in Montrose, including near River Oaks Shopping Center and along key green corridors.

-  **Project**
-  **TIRZ led**
-  **TIRZ funded**

Challenge

Montrose has several corridors and shopping centers that have little to no tree canopy cover in addition to many paved areas and large buildings, leading to higher temperatures than nearby areas and thereby putting pedestrians and cyclists at risk of heat-related illnesses.

Desired Outcome

Increased tree canopy in key areas across Montrose that will support heat respite as well as other connected concepts like the development of green infrastructure.

Justification

Increasing tree canopy across Montrose allows residents to live, work, and play more comfortably.

Action Item Steps

1. **Air Pollution:** Ervan Chew Dog Park and Mandell Park are both located within a 1000 feet of a highway. Air pollution can be made worse as a result of elevated temperatures, which makes the presence of dense tree canopy cover vital.
2. **Active Corridors:** Locations that would improve comfort for commuters, pedestrians, patrons, and cyclists include Shepherd Drive bounded by W. Alabama Street and W. Gray Street, Montrose Boulevard., W. Gray Street bounded by McDuffie Street and Waugh Drive, Westheimer Road, and Waugh Drive and Commonwealth Street
3. **Urban Heat:** River Oaks Shopping Center, Shepherd Square Shopping Center, parking lots at the Westheimer Road and Montrose Boulevard intersection, and River Oaks Plaza are all areas in Montrose experiencing warmer temperatures. These locations would benefit greatly from tree plantings as they have parking lots and sidewalks that are not well shaded.
4. **Biodiversity:** Use the City of Houston's Parks and Recreation Department Tree Planting Species lists as standard for any future tree planting. Ensure a variety of species are being planted throughout the neighborhood
5. **Coordinate with Trees for Houston** to partner on planting and stewardship.

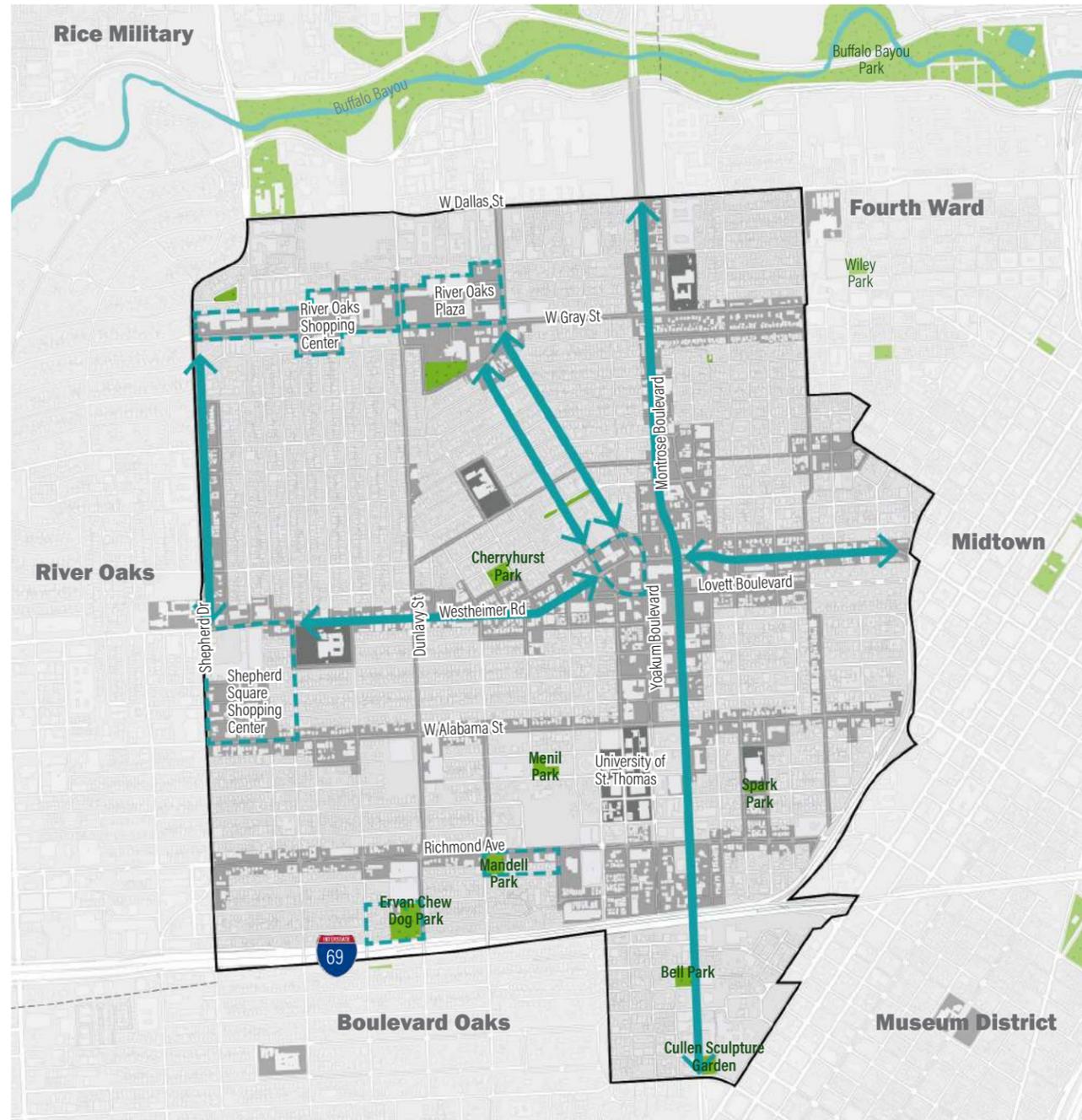
Implementer and Partners Priority

Lead Implementer: TIRZ 27
 Implementation Partners: City of Houston Public Works, Trees for Houston, Scenic Houston, Nurseries

Short term, Medium term,
 Long term

Map 7. Tree Planting

Note: Per the City's goal of planting 4.8 million native trees by 2030 (two trees for every person in Houston), Montrose should set planting targets at 72,726 trees over the next ten years.



Data Source: Houston-Galveston Area Council



- Study Area
- TIRZ 27 Boundaries
- School
- Park
- Tree Planting Priority Areas
- ↔ Tree Planting Priority Corridors

Street Maintenance Education



1.3.4 Support regional efforts to expand capacity for green infrastructure maintenance education.

Challenge

Adding vegetation and green infrastructure to public ROWs can be challenging to maintain if not planned for prior to installation.

Desired Outcome

ROW vegetation and green infrastructure that is maintained to function will provide co-benefits such as pedestrian comfort and beauty.

Justification

Providing maintenance planning for projects solidifies the long-term success of the improvement in terms of function and aesthetic character.

Action Item Steps

1. H-GAC should support regional and City of Houston efforts to train staff on maintaining green
2. H-GAC to develop connections to the City of Houston representative that is working on green infrastructure maintenance planning, including exploring options to offer ongoing training for green infrastructure maintenance.
3. TIRZ should tour Bagby Street and other ROW with green infrastructure installation projects.
4. In coordination with 1.3.3, TIRZ should prioritize green infrastructure projects that correspond with other gray infrastructure improvements such as drainage system upsizing.
5. TIRZ should work with the City to develop and pilot green infrastructure projects in Montrose that could benefit from the City maintenance program.

Implementer and Partners **Priority**

Lead Implementer: Houston-Galveston Area Council, City of Houston Public Works

Short term

Implementation Partners: TIRZ 27

Parklets & Pocket Parks



1.3.5 Locate key locations for temporary and permanent small "parklets" along key commercial corridors and within neighborhoods to help supplement park acreage gaps.

Challenge

Montrose does not have an even distribution of parks across the neighborhood and it has rights-of ways that are underutilized, especially along commercial corridors. Additionally, the acreage of parks and open space within the Montrose neighborhood does not sufficiently serve the density of people who reside there, according to the City's 2015 goal of providing 20 acres per 1,000 people, especially since Buffalo Bayou Park is out of reach for many residents because of both distance and the disconnection in bicycle and pedestrian connection.

Desired Outcome

The development of small parklets that allow residents to relax and safely enjoy the dynamism of the Montrose neighborhood and support increasing the park acreage

Justification

Developing parklets and identifying locations for pocket parks both along commercial corridors and within neighborhoods allows for greater access to park spaces as well as connectivity across Montrose. Parklets and pocket parks have also been shown to support the local economy and nearby small businesses by encouraging longer durations of stays in commercial areas and by providing spaces for congregation, including to eat food purchased nearby

Action Item Steps

Key Locations to explore for potential Parklets:

1. Waugh Drive and Yoakum Boulevard: Narrow California Street by 15 feet, narrow Yoakum Boulevard by 5 feet
2. California Street and Ridgewood Street: Remove on street parking adjacent to green space, narrow California Street and Ridgewood Street by 5 feet
3. Waugh Drive and Haddon: Extend median which would close the Waugh Drive lane that splits off, narrow Haddon Street by 5 feet

TIRZ should also ensure parklets and pocket parks are prioritized locations for new public art investments and further explore locations for pocket dog parks

Implementer and Partners

Lead Implementer: TIRZ 27

Implementation Partners: City of Houston Parks Department, City of Houston Planning, City of Houston Public Works, Private Owners (for maintenance)

Priority

Short/immediately post-COVID-temporary

Long term - permanent

Map 6. Parklets and Pocket Parks



Pilot Pocket Park Context

As one of the most popular destinations, Montrose at Westheimer gains significant passenger flow due to the adjacent commercial and residential developments. The site identified as key pocket park location is an existing green space (see the aerial below), bounded by California Street on the north, Waugh Drive on the west, and Yoakum Boulevard on the east. This triangular intersection currently does not provide clear routing nor does it serve required connections. A road closure on parts of California Street and Yoakum Boulevard would increase acreage for park development, as well as provide better walking and biking experience. The closure does not involve with existing curb cut removal and meet City safety code requirements. The park development on this site would also provide more facilities to nearby residents and allow visitors to stay. To ensure the success of the future construction, TIRZ should work with the City for temporary closure to get community buy-in.



Pilot Pocket Park Site



Figure 16. Pocket Park Design



Note: the street closure on Yokum Boulevard and California St does not involve with existing curb cut removal and meet City safety code requirements

Parks Investments & Programming

1.3.6 Cultivate more district-scale parks programming including examining the potential for an outdoor music venue. Explore opportunities to partner with other stakeholders to leverage new land toward signature park goals.

-  **Project**
-  **Program**
-  **TIRZ led**
-  **TIRZ funded**

 **Challenge**

Parks in Montrose provide green space and some seating, but lack dynamic programming to engage the varied communities in the area. Additionally, Montrose has open spaces that are ideal locations for park investments.

 **Desired Outcome**

Activated park spaces that support the physical, emotional, and mental health of Montrose residents.

 **Justification**

Programming can be developed to meet many needs across Montrose by utilizing proximity to existing facilities, environmental factors, and local arts and culture. Partnerships allow open spaces to be leveraged towards supporting signature park goals.



 **Action Item Steps**

1. Recreational and social programming for families and seniors should be developed at West Gray Multiservice Center and Park, and Cherryhurst Park. These parks are located near senior and childcare facilities.
2. Outdoor fitness programming should be developed at Cherryhurst Park, West Gray Multiservice Center and Park, Menil Park*, and Ervan Chew Dog Park. Cherryhurst Park and Ervan Chew Dog Park both have sports fields that can be utilized for local leagues and tournaments.
3. West Gray Multiservice Center and Park, Mandell Park, and Menil Park* would be ideal locations for intimate music events.
4. Cherryhurst Park, Menil Park*, and Cullen Sculpture Garden* provide an opportunity for programming around environmental education. These are locations with more tree canopy cover as well as wildlife.
5. Mandell Park, West Gray Multiservice Center and Park, Bell Park, Cherryhurst Park, and Cullen Sculpture Garden are ideal locations for programming around arts and culture. These parks are located near existing art that can be extended into the parks.
6. Partner with Menil Foundation to utilize Menil Park* and the larger campus for music and arts festivals. Begin discussions with the Menil about underutilized property along Richmond for a potential future Signature Park.
7. Partner with Houston Parks and Recreation Department to develop pocket parks along the west side of Montrose, develop a vegetative buffer at Ervan Chew Dog Park and Autry Park, and increase tree canopy at Mandell Park.

 Implementer and Partners	Priority
Lead Implementer: TIRZ 27, City of Houston Parks	Mid to long term
Implementation Partners: Mayor's office, work with bars for the live music	

*As Menil Park is private property, any recommendation for programming there must be led by Menil

*As Cullen Sculpture garden is owned by Musuem of Fine Arts, any recommendation for programming there must be led by Musuem of Fine Arts



CONCEPT 1.4

Create a system of urban greenways in Montrose to better connect bicyclists between two major green nodes, with key priority projects along Montrose Boulevard from Buffalo Bayou to Hermann Park, and connecting via Westheimer to Waugh Drive and Commonwealth extending north to Buffalo Bayou.

Urban Greenway

1.4.1 Design a Montrose Greenway Network which connects Hermann Park to Buffalo Bayou Park.

- Project**
- Program**
- TIRZ led**
- TIRZ funded**

Challenge

Montrose is well-situated within the city and among some of the city's best regional commercial and parks assets including downtown, Hermann Park, Buffalo Bayou, Memorial Park, etc. However, there is not currently a safe and contiguous bike/ped artery through the neighborhood connecting north and south.

Desired Outcome

A protected greenway system connecting through the neighborhood from north to south.

Justification

While Montrose does not have a signature park within this project's study area, multiple world class parks exist within reach. A system of world-class urban greenways will help fill that signature park gap to get closer to the city goal as well as connect the neighborhood to two adjacent signature parks - Hermann Park and Buffalo Bayou Park, in addition to highlighting and complementing other green corridor goals outlined in other recommendations.

Action Item Steps

1. Coordinate ROW improvements to create an urban greenway system with green infrastructure and tree planting improvements.
2. Create a brand and PR campaign focused on the creation of the urban greenway project and create programming to build excitement for the future project.

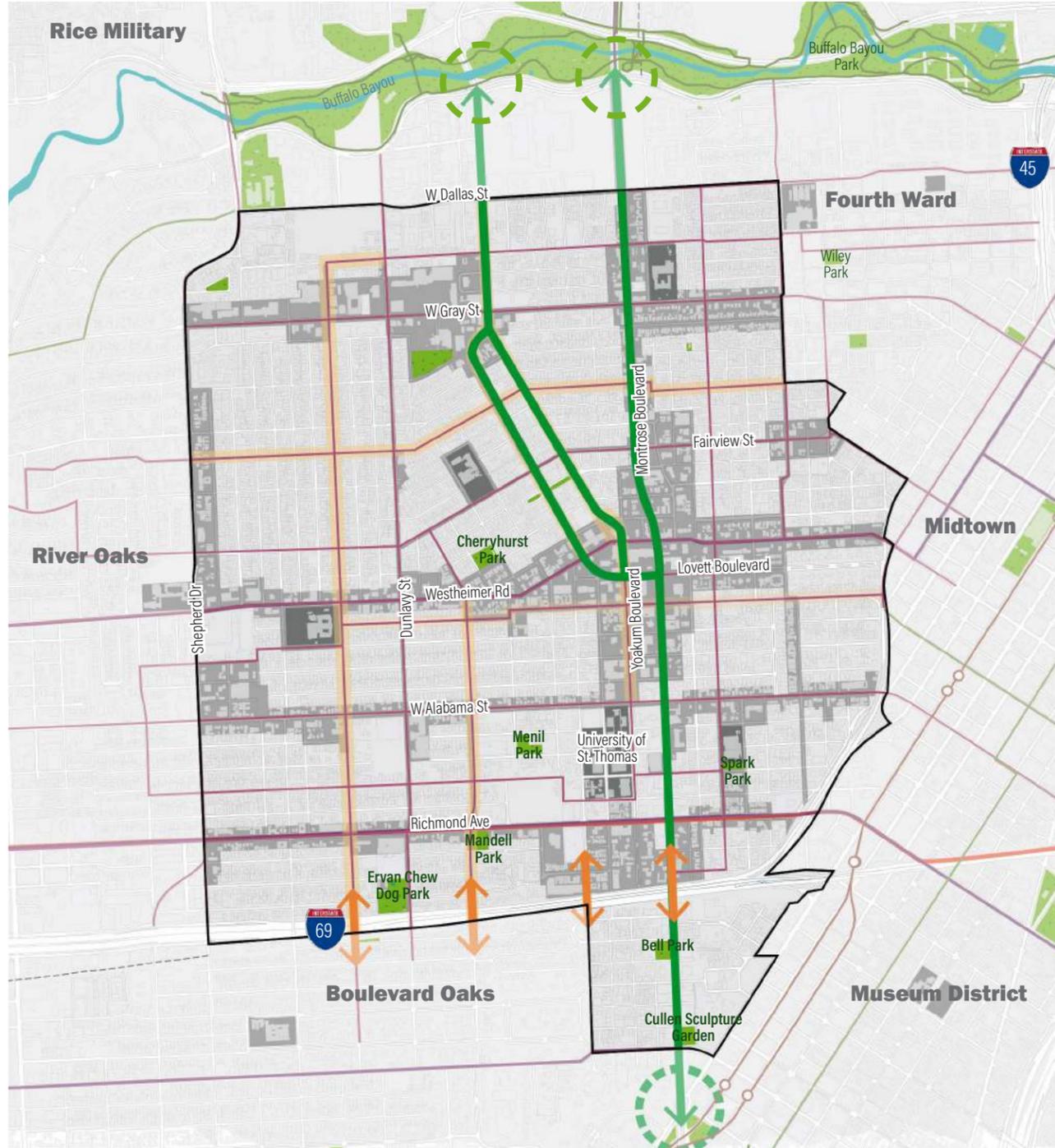
Implementer and Partners **Priority**

Lead Implementer: TIRZ 27

Short term, Medium term, Long term

Implementationo Partners: City of Houston Parks, City of Houston Public Works, City of Houston Planning, Harris County Precinct 1, Developers, Buffalo Bayou Partnership, Developers

Map 8. Urban Greenway



Data Source: Houston-Galveston Area Council



- | | | |
|--------------------|------------------------------|-------------------------|
| Study Area | Urban Greenway | Existing Bikeway |
| TIRZ 27 Boundaries | Crossing Improvements | Proposed Bikeway |
| School | Bridge Crossing Improvements | Bike Houston Priorities |
| Park | | |

Map 9. Urban Greenway (site plan)

This plan illustrates the connection from Montrose Boulevard to Waugh Dr. (the key connection of the urban greenway) and improvements of the intersections for the safer crossing. In addition, this graphic shows the reallocation of Lincoln St and the closure of California Street as two prioritized street reallocation and parklet examples in the heart of Montrose.



- | | | |
|---------------|-----------|------------|
| Crosswalk | Bikeway | BCycle Pad |
| Planting Area | Sidewalk | Playground |
| Park | Promenade | |

Figure 17. Urban Greenway Rendering



Figure 18. Urban Greenway Intersection Design Guidelines

In order to provide safer biking experience, intersection is a key elements in urban greenway design. This Dutch intersection effectively keeps away bikers from the center of the intersection and provides dedicated bike crossing. The design should be universally applied to all bikeway intersections in Montrose to provide consistent biking experience.

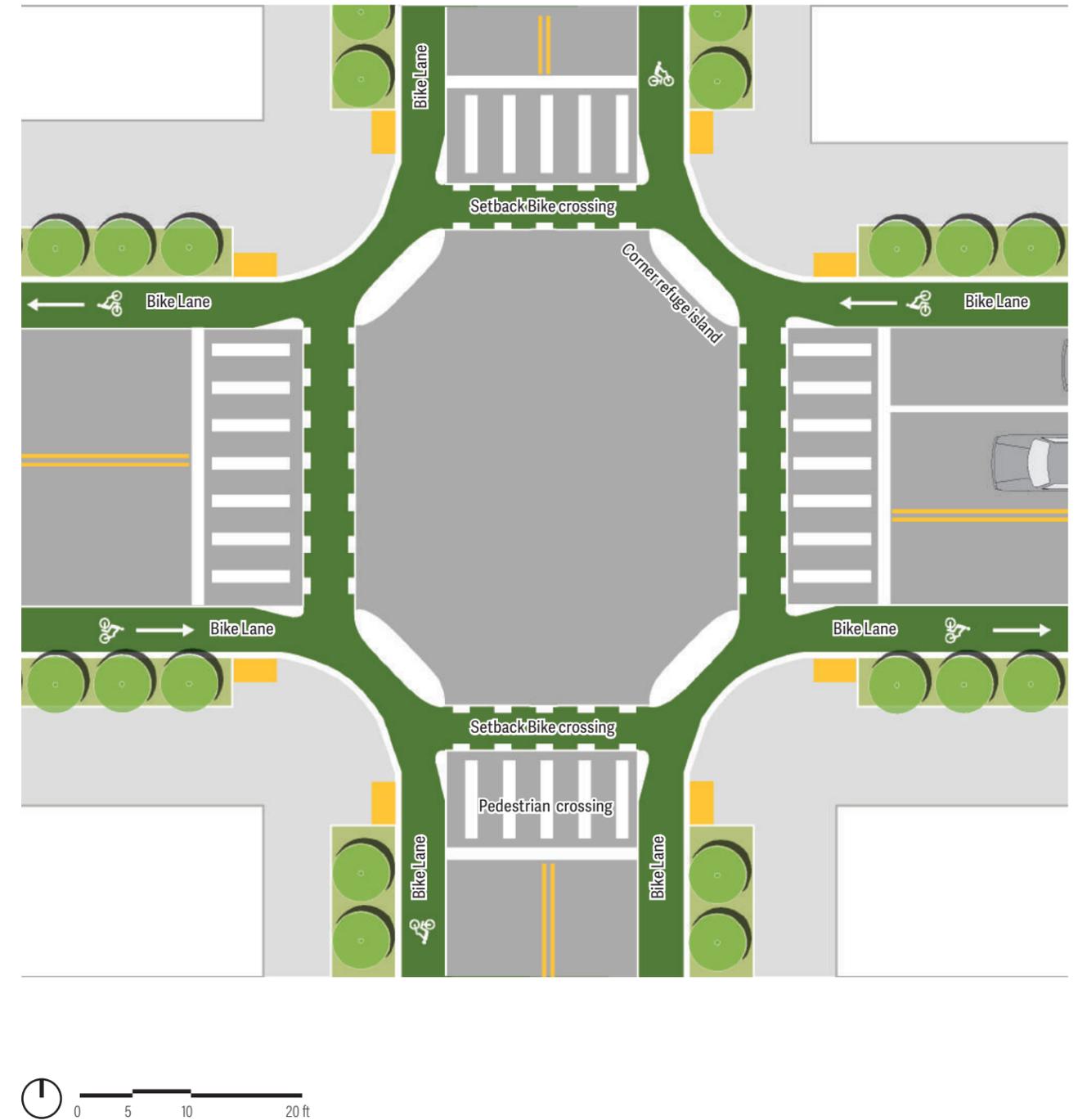
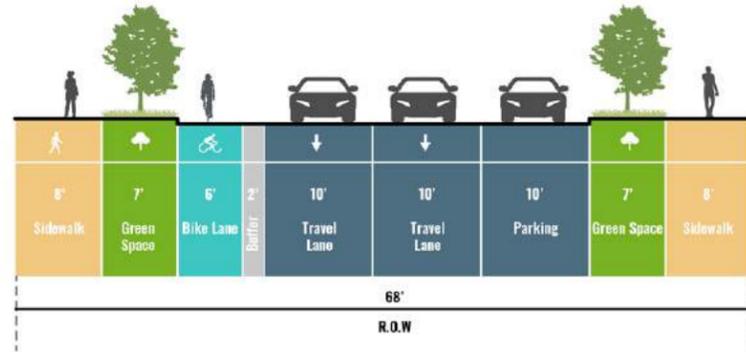


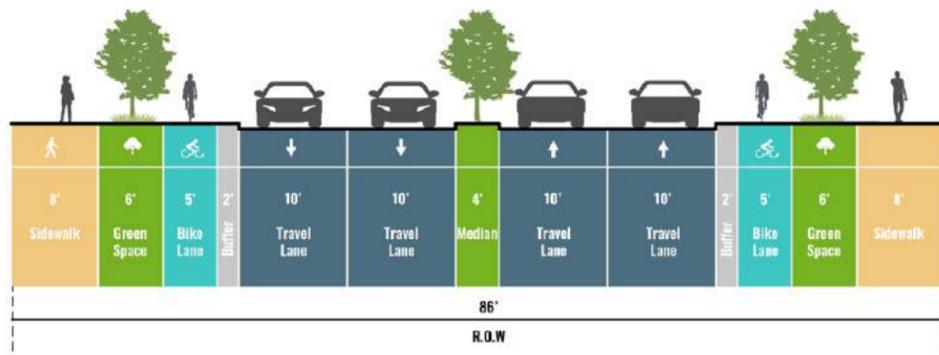
Figure 19. Urban Greenway Sections

The sections on this spread are the street designs for the segments of the urban greenway. They cover all typical street conditions in each segment and provide specific recommendations for the street reconfigurations.

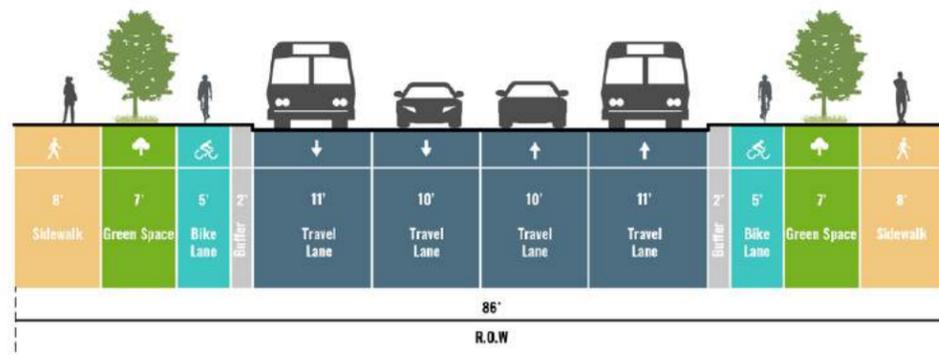
Commonwealth St (W Grey St to Lovett Boulevard)



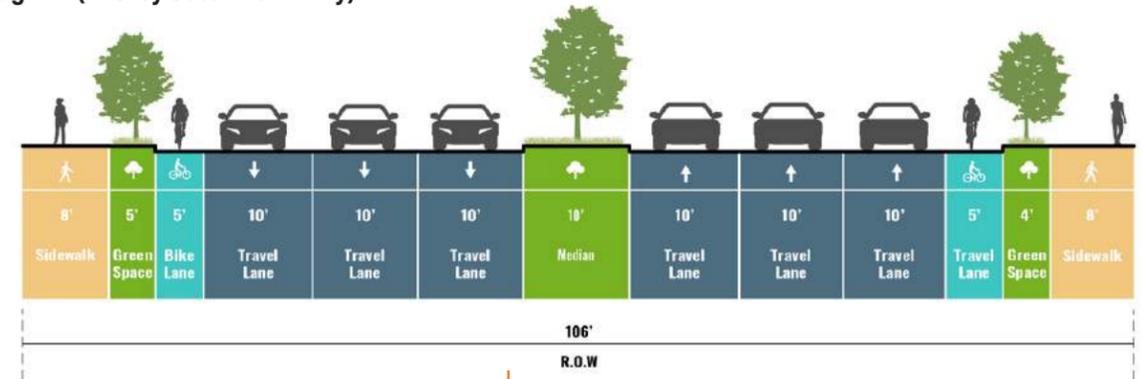
Yoakum Boulevard (Westheimer Rd to W Alabama St)



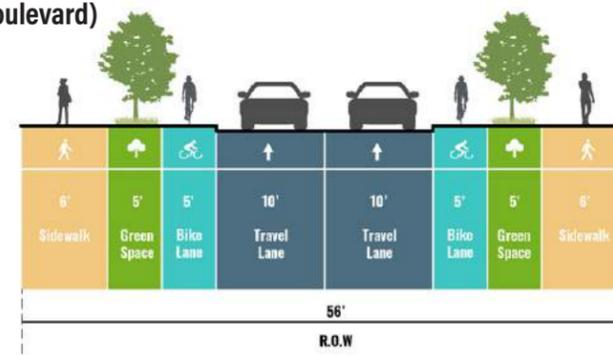
Montrose Boulevard (Hawthorne St to Main St)



Waugh Dr (W Grey St to Allen Pkwy)



W Alabama St (Yoakum Boulevard to Montrose Boulevard)



Waugh Dr (W Grey St to Westheimer Rd)

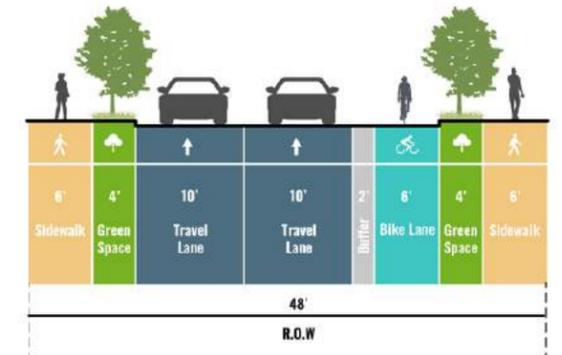
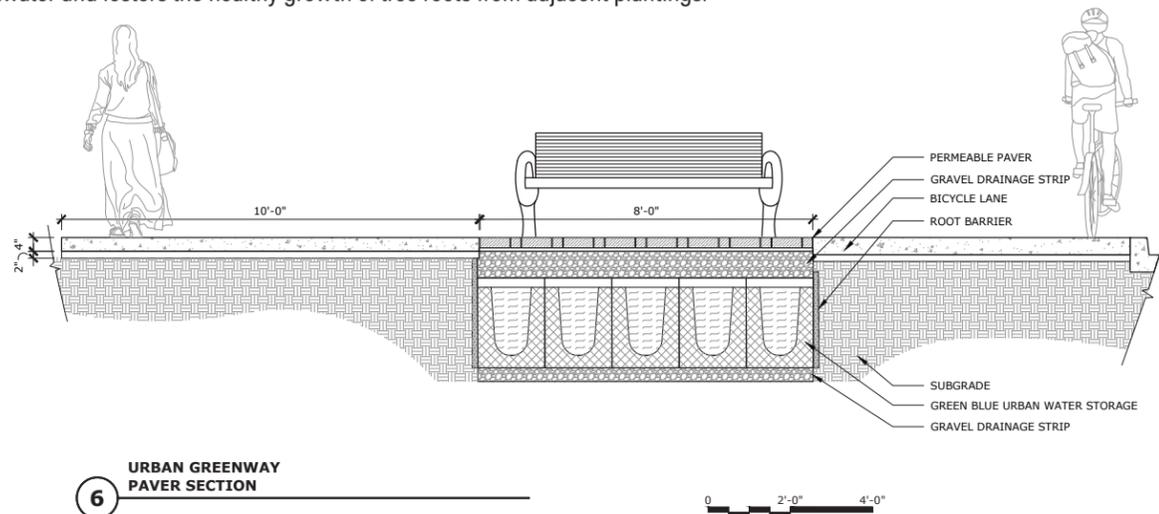


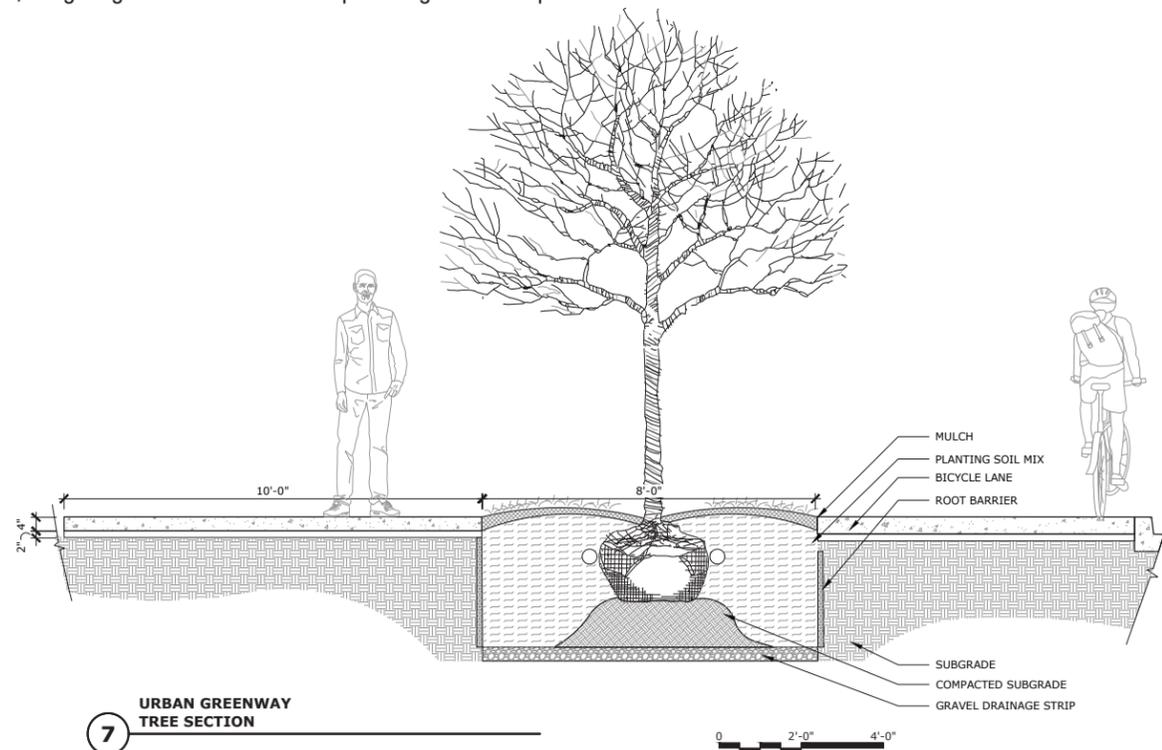
Figure 20. Urban Greenway Paver and Tree Sections

The following graphics show the integration of urban green streets standards adjacent to the priority corridors of the urban greenway system

The addition to providing ample space for bi-directional pedestrian traffic the Urban Greenway provides dedicated bicycle lanes separated from the pedestrian path by paved seating areas long planting bed. Beneath these seating areas lies a permeable paving system that allows rainwater to pass through to the system below. This below grade system allows for the temporary storage of rainwater and fosters the healthy growth of tree roots from adjacent plantings.



The Urban Greenway provides large tree boxes to promote the healthy, long-term growth of these expansive shade trees. The large bed with specialty drainage ensures that the trees will not have sustained periods of inundation. These features will promote large canopy growth, mitigating urban heat island and providing carbon sequestration in the urban forest.



I-69 Bikeway Crossing



1.4.2 Construct an improved bike/ped crossing across I-69 at Montrose Boulevard.



Challenge

The I-69 Bridge structure with separate, delineated roadways, medians, and sidepaths is a significant choke point for bicyclists.

Desired Outcome

Improved connections between the northern and southern portions of the neighborhood and a safer crossing of a major barrier.

Justification

Due to the suspension construction of the Montrose Bridge, the bridge cannot be widened. The existing sidewalk facility is too narrow to convert to a shared bicycle and pedestrian space at 5', which is also narrower than the NACTO recommended minimum desired width of 6' in residential areas. The most feasible and cost-effective strategy for adding an improved bicycle crossing is to reduce the auto travel lanes and install an on-street bike lane, preserving the existing sidewalk for pedestrian use.

Action Item Steps

1. Narrow the two auto travel lanes from 12' to 9.5' on both bridge spans.
2. Add 5' on-street bike lane along the outside travel lane for both bridges.
3. South of the bridge, narrow Montrose Boulevard travel lanes from 13.75' to 11' for outer travel lanes to accommodate transit and 10' for the inner travel lanes.
4. Add raised 5' cycletrack with 2' curb and gutter buffer to either side of Montrose Boulevard, preserving existing mature tree line and reallocating in-street Right-of-Way to an off-street bicycle facility in line with both the Houston Bike Plan and Walk Bike Montrose recommendations for Montrose Boulevard north of the bridge crossing. Extend the facility to Bissonnet Street, where auto travel lanes will be reduced from two lanes in either direction to one auto travel lane in either direction.

Implementer and Partners

Lead Implementer: TxDOT
 Implementation Partners: TIRZ 27, City of Houston Public Works, City of Houston Planning

Priority

Long term

Figure 21. Montrose Bridge Existing and Recommended Cross Sections

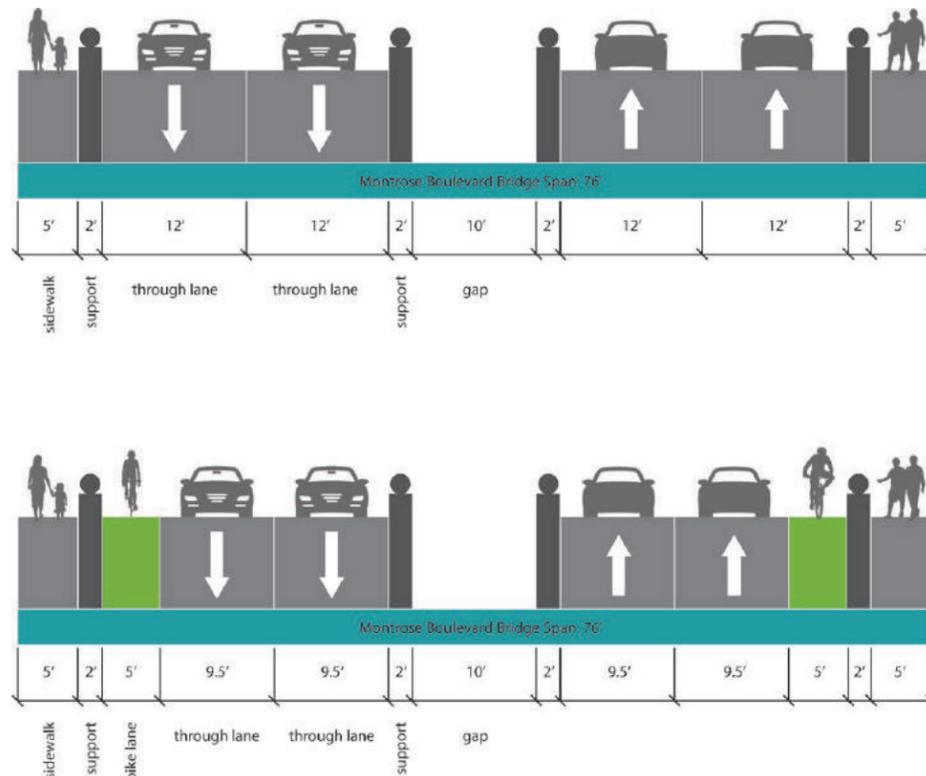
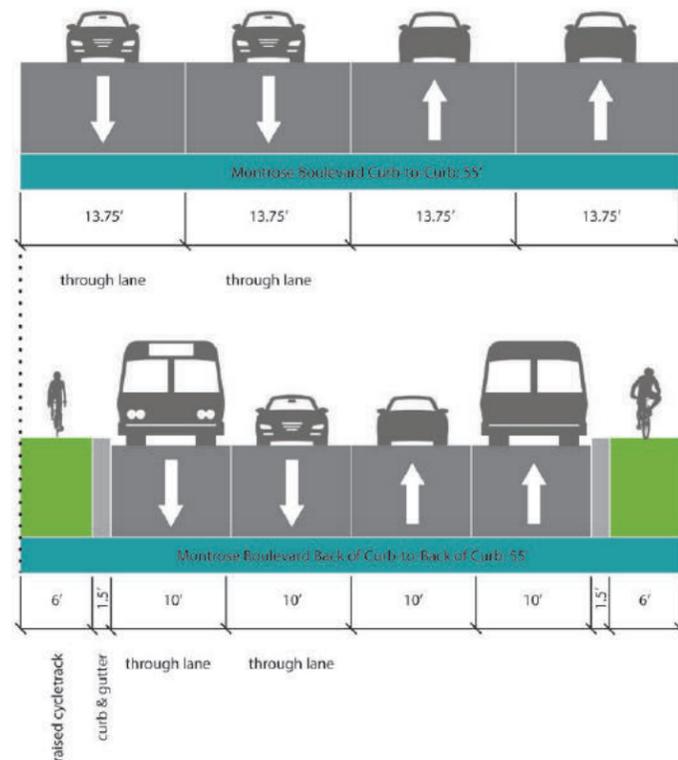


Figure 22. Montrose Boulevard south of Montrose Bridge Existing and Recommended Cross Sections



Hermann Park Bikeway Accessibility



1.4.3 Construct an improved bike/ped crossing into Hermann Park at Montrose and Main Street

Challenge

The connection between Montrose Boulevard and the Park includes multiple intersections with odd angles; general-purpose lanes, transit, and pedestrians all converging and requires a new strategy for safe crossing.

Desired Outcome

Improved connections to Hermann Park and a safer crossing of a major barrier.

Justification

Bicycle facilities are not recommended in roundabouts, thereby necessitating that any facilities must be off-street and behind-the-curb to ensure the safety of cyclists and motorists. The behind-the-curb space is similarly constrained by a row of mature trees that should be preserved to encourage walkability as the existing crushed gravel path should be paved and preserved as dedicated space for pedestrians. Removing one auto travel lane from the roundabout as well as one travel lane in every direction from each intersecting street will reduce possible entry and exit conflict points for pedestrians, bicyclists, and drivers while also reallocating in-street rights-of-way to an off-street bicycle facility that honors the recommendations of the Houston Bike Plan and NACTO best practices.

Action Item Steps

Remove one lane of auto travel from the Mecom Fountain roundabout and add a raised 6' cycletrack with 3' buffer, connecting the raised cycletrack from Montrose Boulevard with future on-street bicycle facilities on Hermann Drive and shared transit-lane bicycle facilities on Main as recommended in the Houston Bike Plan.

1. Reduce possible points of entry from intersecting travel lanes from 13 to 8 possible entry lanes at five different points from Montrose Boulevard, Main Street, Hermann Parkway, and Hermann Drive.
2. Reduce possible points of exit from intersecting travel lanes from 14 to 8 possible exit lanes at five different points from Montrose Boulevard, Main Street, Hermann Parkway, and Hermann Drive.

Implementer and Partners

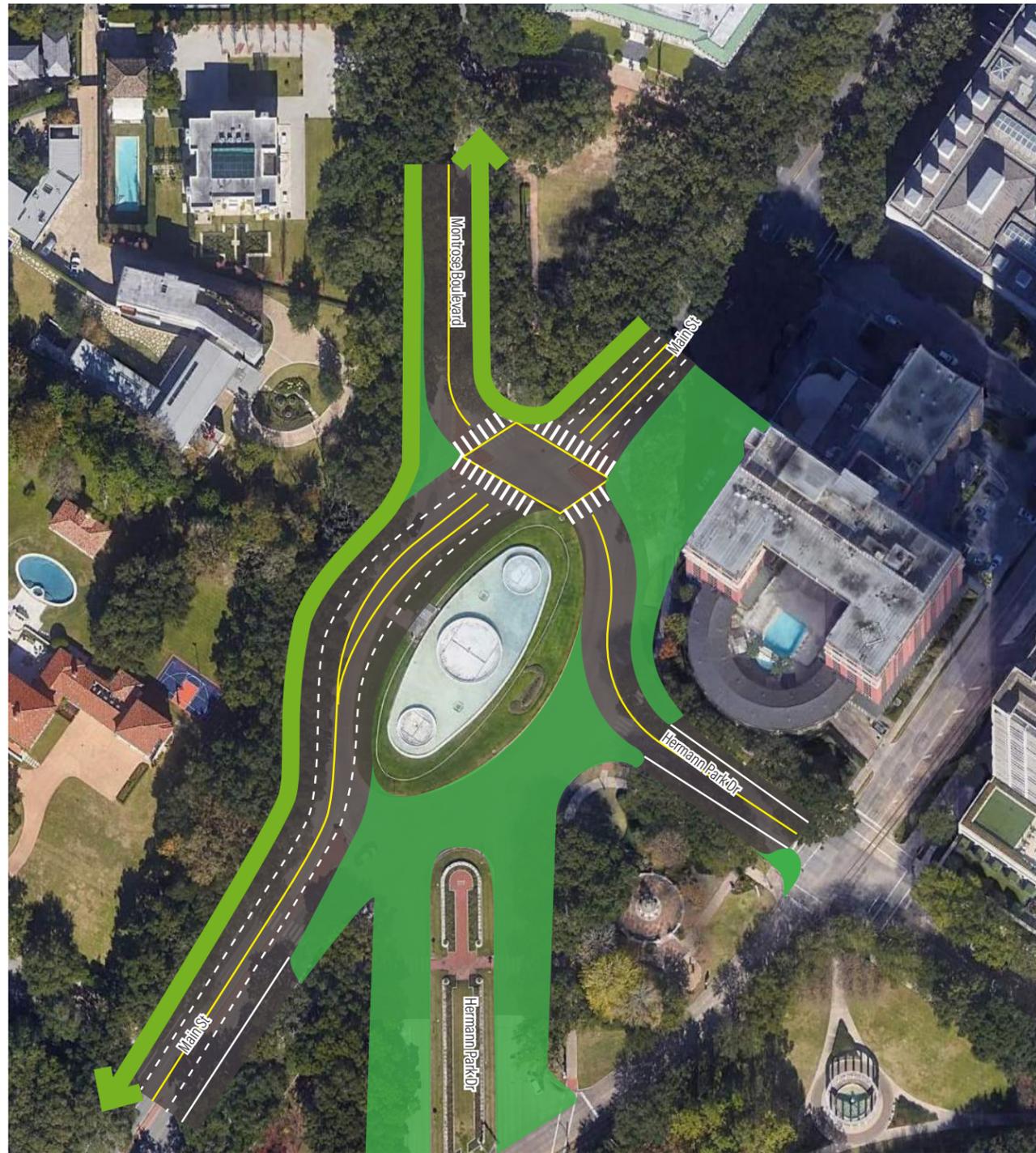
Lead Implementer: Hermann Park Conservancy, City of Houston Public Works, City of Houston Planning

Implementation Partners: TIRZ 27, Houston Parks Board, South Main Alliance, Other TIRZs, TxDOT, Harris County Precinct 1, Developers

Priority

Long term

Figure 23. Mecom Fountain and Hermann Park Active Transportation Access Points



Buffalo Bayou Park Bikeway Accessibility

Project

TIRZ supported

1.4.4 Construct an improved bicycle and pedestrian connection along Waugh Drive between Dallas Street and Buffalo Bayou and a new connection along Montrose Boulevard, creating Montrose's front doors to Buffalo Bayou Park.

Challenge

The bike lanes on Waugh Drive / Commonwealth do not continue north of West Gray Street, stranding cyclists who wish to access Buffalo Bayou Park; no bike lanes are present on Montrose Boulevard.

Desired Outcome

Improved connections to Buffalo Bayou Park and elimination of a long-standing network gap.

Justification

Six lanes of auto travel creates a streetscape environment that is unfriendly to pedestrians and cyclists. Removing one lane of auto travel in each direction and reallocating to dedicated bicycling space will preserve the existing sidewalk space for pedestrians, allow for slightly wider auto travel lanes, and contribute to an inviting, "front door" entryway for bicyclists and pedestrians connecting to Buffalo Bayou via Waugh Drive. Off-street raised cycletracks may be accommodated on Montrose Boulevard by narrowing existing travel lanes.

Action Item Steps

1. Remove one lane of auto travel in each direction on Waugh Drive, reducing travel lanes from six to four. Widen the remaining four travel lanes from 10' to 11' and add a 6' raised cycletrack with 2' buffer on either side of Waugh Drive to the northern side of Allen Parkway.
2. Add a 6' raised off-street cycletrack to Montrose Boulevard and narrow travel lanes to 10'.

Implementer and Partners Priority

Lead Implementer: City of Houston Public Works, Buffalo Bayou Partnership

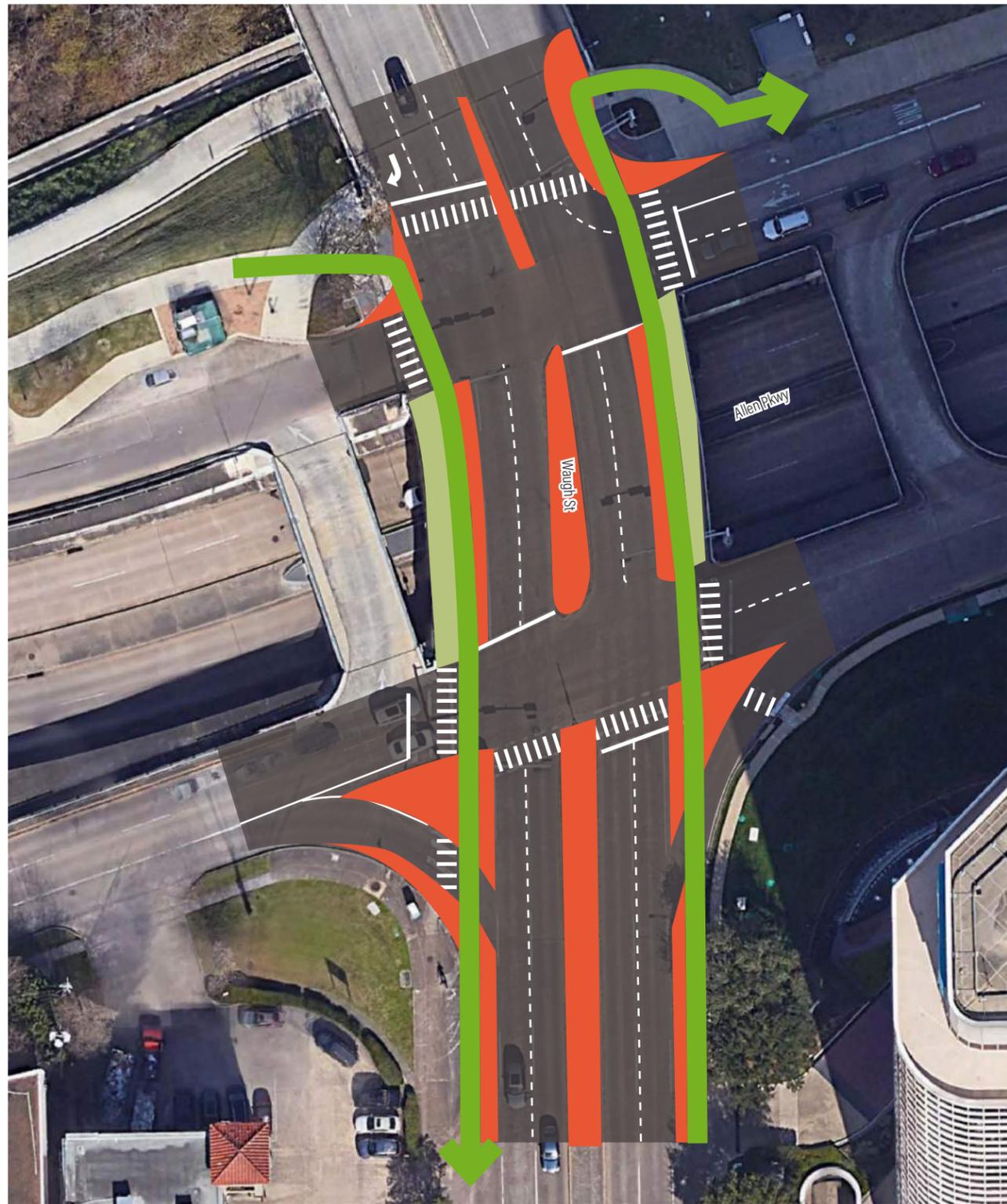
Long term

Implementation Partners: TIRZ 27, City of Houston Parks Department, TIRZ 5, Houston Parks Board



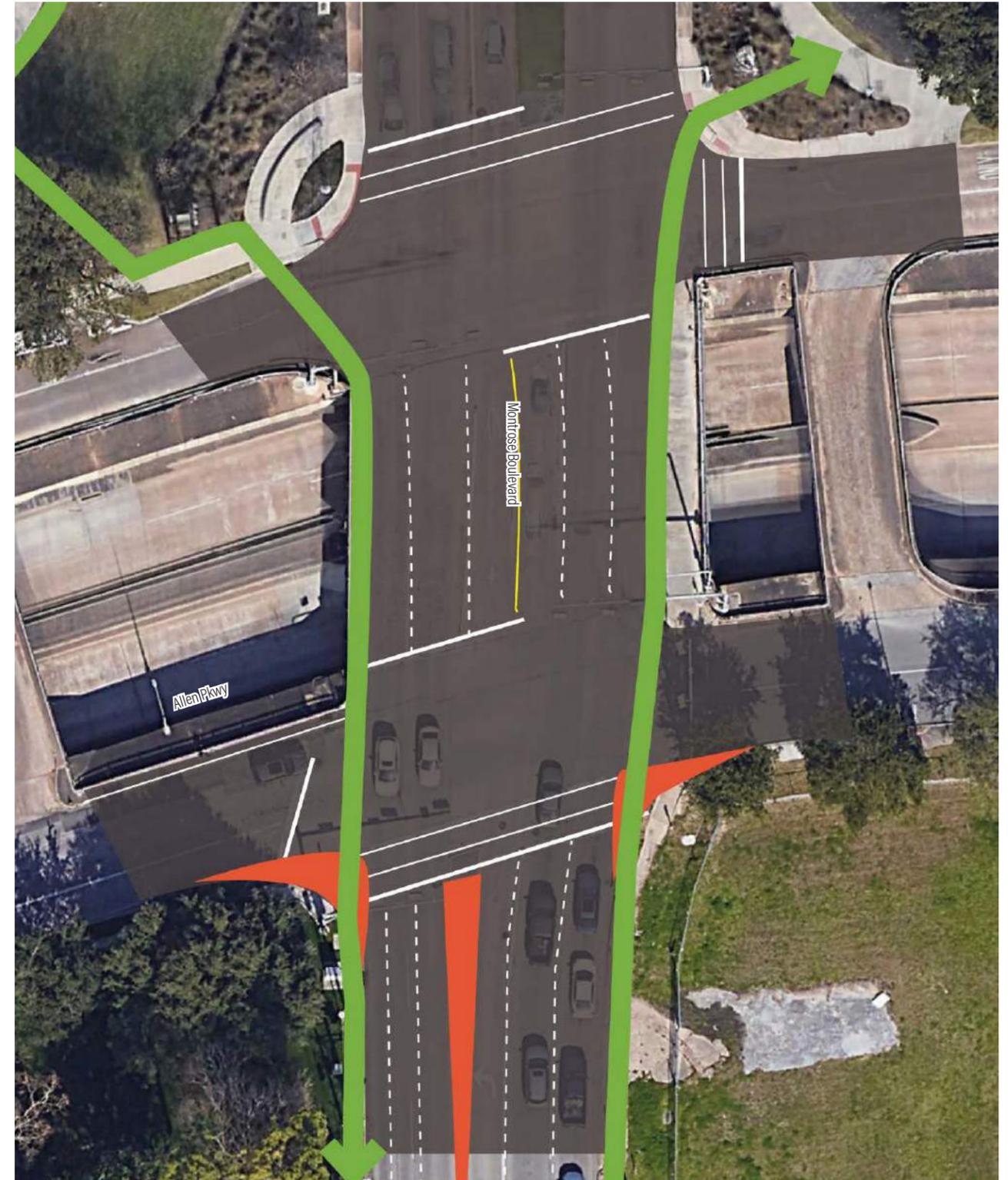
- Curb Enhancements
- Pedestrian space/enhancements

Figure 24. Waugh Drive Recommended Bicycle Infrastructure Connections to Buffalo Bayou Trailheads



Red arrow Curb Enhancements Green arrow Raised Cycletrack

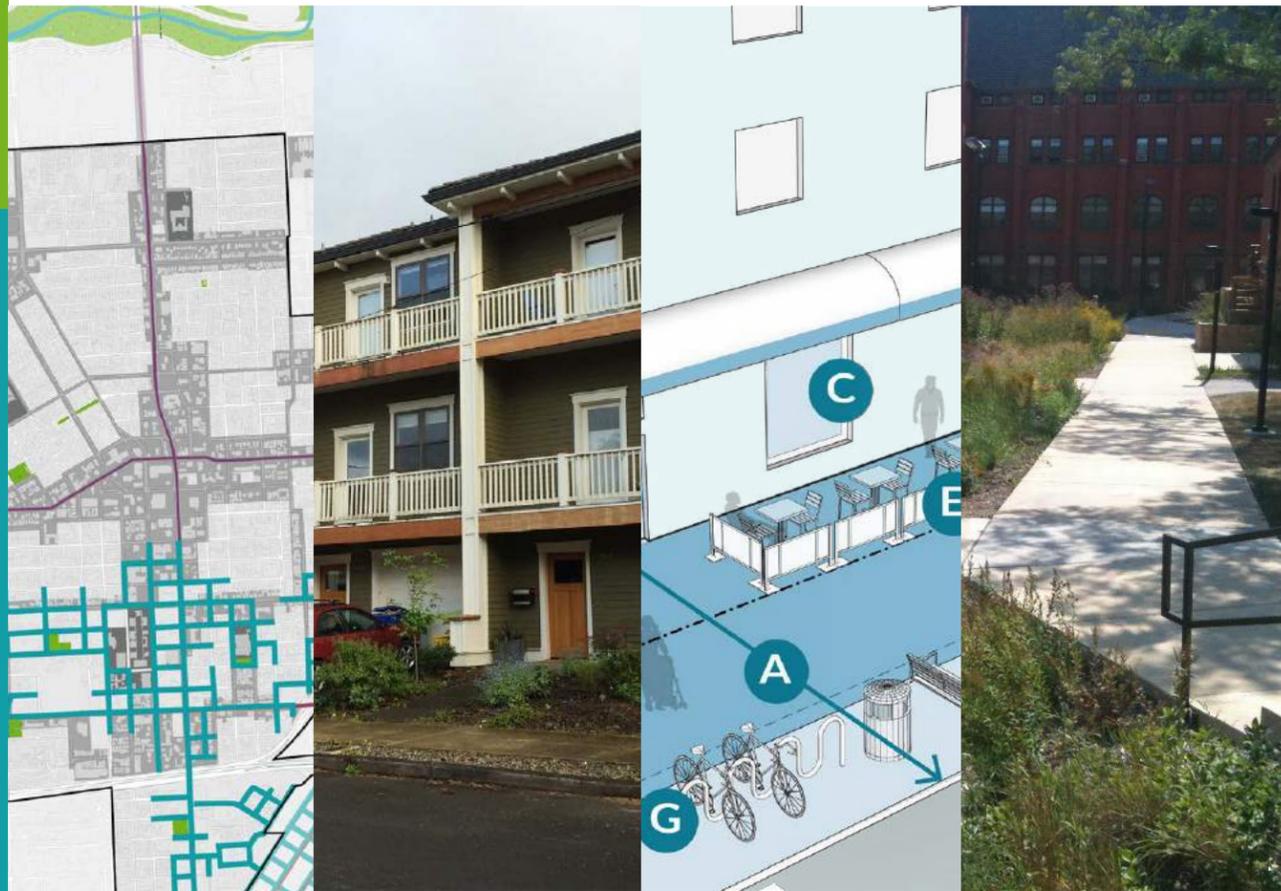
Figure 25. Montrose Boulevard Recommended Bicycle Infrastructure Connections to Buffalo Bayou Trailheads



Red arrow Curb Enhancements Green arrow Raised Cycletrack

2

INCLUSIVE

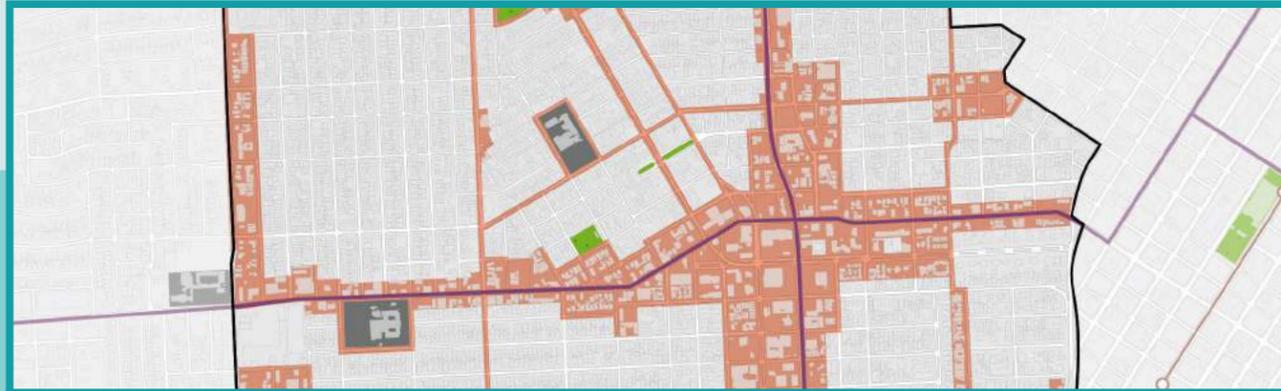


OPPORTUNITY:

Montrose's community members are what makes Montrose special; however, for many residents, the neighborhood's successes are also its challenges. High quality of life, rising land values, and the desirability of real estate have endangered the ability of many of the residents who have made Montrose the special place it is stay in the neighborhood. Montrose also has a history of not living up to its desire to be and identity as a fully inclusive space with regards to people of color.

GOAL:

Affordable housing funding and programs should be directed toward improving the ability of long-time residents to remain in the neighborhood, to providing more housing for service workers in the neighborhood, and to removing barriers to home ownership.



CONCEPT 2.1

Fund, subsidize, or incentivize the development of new units of affordable rental housing at deeper affordability levels to better support housing options throughout the neighborhood for those who have been historically excluded or those who have been previously displaced.

Affordable Housing Development

2.1.1 Provide incentives that assist partners in developing new affordable housing to meet the needs of key populations.

- Project**
- Program**
- TIRZ led**
- TIRZ funded**



Challenge

Montrose has a severe shortage of affordable housing; there is a shortage of 2,500 housing units for residents making 100% or less of the Area Median Income. The cost of land and heightened property values make it difficult to develop affordable housing at a reasonable cost. With a median home value of approximately \$475,000, it is difficult to use typical methods of homeownership assistance such as soft second mortgages or down payment assistance to bridge the financial gap for low-to-moderate-income residents wishing to purchase homes. Rents have also increased in recent years. New rental developments such as the Law Harrington Senior Living Center will offer affordable living opportunities, but the large gap between affordable units available and the demand for affordable units persists. Currently, the Montrose TIRZ does not generate enough revenue to establish a direct subsidy program that could meaningfully assist in closing this gap, and sources of leverage such as City of Houston entitlement funds and Low Income Housing Tax Credit funds are not likely to focus in this area in the near future. The TIRZ therefore needs to consider other types of innovative educational programs and partnerships that could assist in increasing affordable housing stock in Montrose.



Desired Outcome

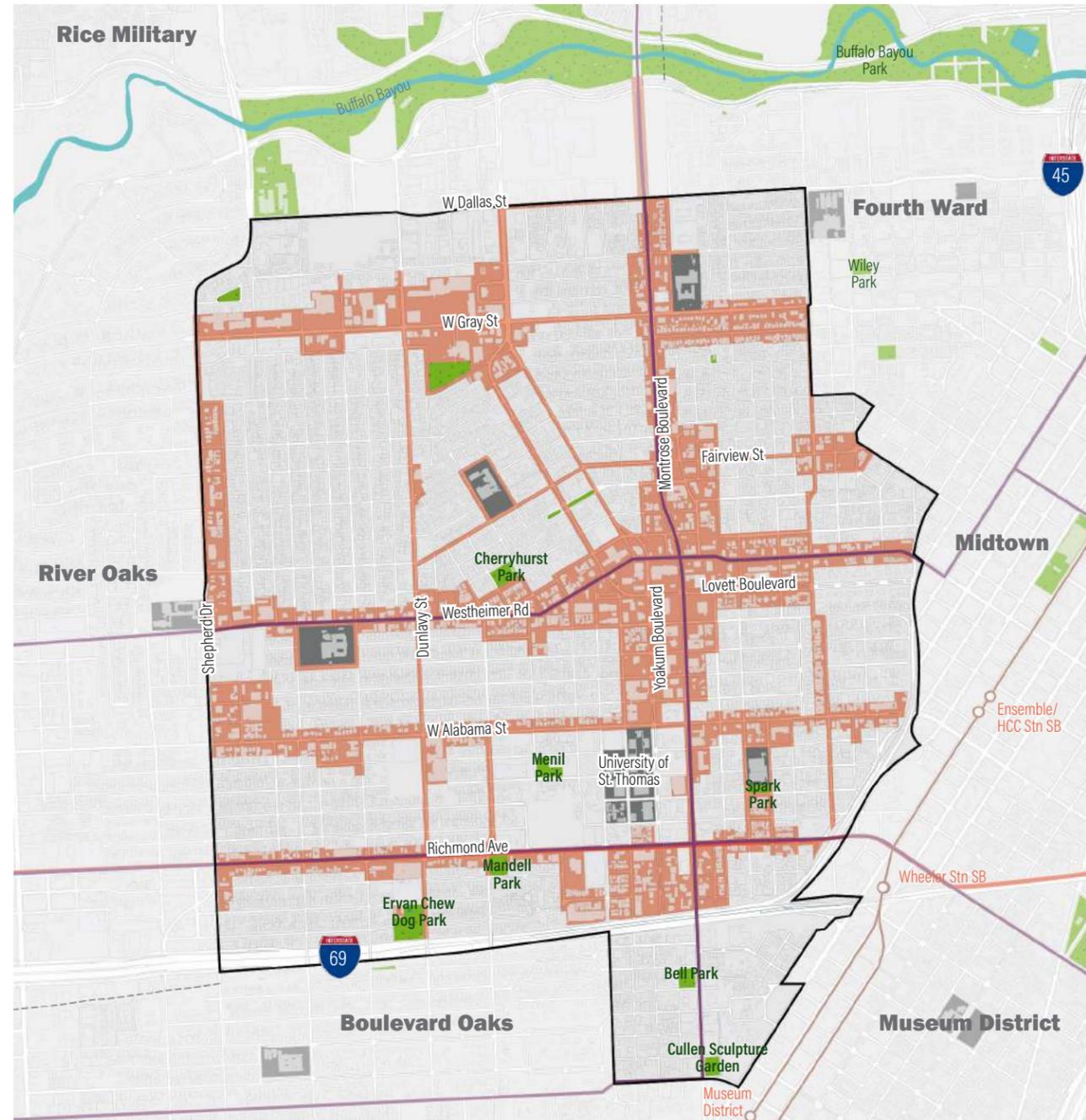
The Montrose TIRZ should work to create innovative partnerships with entities like the Houston Land Bank, Houston Community Land Trust to create and preserve affordable housing stock in the neighborhood. The TIRZ should also consider offering educational programs in partnership with the City of Houston's Livable Places Initiative that promote Accessory Dwelling Unit development, which could enable homeowners to create new, attainable rental units within existing neighborhoods.



Justification

Housing costs in Montrose are too high for the service industry workers who constitute the majority of employees in the area and are beyond the reach of many seniors on fixed incomes and prior residents of Montrose who are no longer able to afford the rising costs of rent. Current residents are also rent-burdened and struggling to afford their homes. By making affordable development available, the Montrose TIRZ and its partners will help reduce commute times, improve the well-being and economic sustainability of Montrose residents, and provide sustainable living near the central city for local workers. The availability of affordable housing would also support artists and LGBTQ community members and prevent further displacement.

Map 10. Affordable Housing (Target areas)



Data Source: Houston-Galveston Area Council



- Study Area
- TIRZ 27 boundaries and target area
- School
- Park
- Light Rail
- Light Rail Station
- Bus Rapid Transit
- METRO BOOST Corridor



Action Item Steps

1. The TIRZ will work with local CDCs to finance the development or rehabilitation of affordable housing using a portion of their annual proceeds and leveraged funding from the federal CDBG and HOME funding opportunities being offered through the City of Houston.
2. Montrose currently has several Secondary Transit Oriented Development Streets that are eligible to receive a 50% reduction in parking requirements according to the Walkable Places Guide if they opt into TOD standards, which reduces the per unit construction costs and creates more buildable space. The TIRZ will encourage new mixed-income developers to opt into these standards to receive this parking requirement reduction moving forward, and may work with the City of Houston to extend reduced parking requirements for affordable development into other areas of the neighborhood, if feasible.
3. The TIRZ will evaluate the feasibility of developing a community land trust program that will purchase land from seniors to help reduce tax burden and allow seniors to age-in-place in their homes. Properties purchased through the land trust program will be retained by the land trust after seniors pass or choose to sell their homes, and these homes will only be sold to residents in lower income brackets to maintain neighborhood affordability. This program could potentially be undertaken in partnership with the Houston Community Land Trust.
4. The TIRZ will partner with nonprofit organizations and Houston Community Development Department to ensure that supportive housing for unhoused community members is built in the neighborhood with the Multifamily Housing Program's \$30 million of funding. This funding can also be used to help defray rental costs for families experiences hardships to prevent evictions.
5. The TIRZ should work with local nonprofit organizations and the City of Houston to educate the community about affordable housing.



Implementer and Partners

Lead Implementer: TIRZ 27
 Implementation Partners: Menil, Montrose Center, Developers, Harris County Housing, City of Houston Housing

Priority

Short term: policy
 Medium term: unit creation through partnership

Figure 26. Affordability by Occupation

%AMI	Annual Income	Occupation	Approximate Monthly Affordability Cap
0% Area Median Income	-	Unhoused/Unemployed	-
20% Area Median Income	\$18,858	Food Service, Bartender	\$471
30% Area Median Income	\$28,287	Hair Stylist, Custodian, Senior Living on Fixed Income	\$707
50% Area Median Income	\$47,145	Teacher, Firefighter	\$1178
80% Area Median Income	\$75,433	Manager, Early-Career Engineer, Registered Nurse	\$1885

Missing Middle Preservation

2.1.2 Acquire and preserve existing multifamily housing stock (4 units and larger) in key locations throughout the neighborhood to be offered at various affordability levels.

-  **Project**
-  **Program**
-  **TIRZ led**
-  **TIRZ funded**

Challenge

The cost of land in Montrose makes it very expensive to build small to medium rental apartment buildings of 2-10 units. The existing housing stock of apartments of this scale is largely based in older buildings, which may be subject to redevelopment pressure as they become more expensive to maintain with age. Because many are in a neighborhood context, redevelopment would more likely generate fewer housing units (e.g. larger single-family homes), which would compress the rental housing supply and make renting in the neighborhood even more expensive. Preserving these small-to-medium apartment complexes by partnering with nonprofit organizations will assist in reducing year-over-year rent increases and household cost burdens in Montrose.

Desired Outcome

The TIRZ will preserve small-to mid-sized rental stock by partnering with local CDCs to either acquire and preserve existing buildings, or develop new buildings on available land. The TIRZ may also elect to develop loan programs or grant subsidies that help owners of existing stock upgrade and preserve their properties, with conditions that require longer-term preservation of the building. These programs will leverage funding offered by the City of Houston through HUD entitlement grants and CDBG-DR dollars administered by the State of Texas General Land Office.

Justification

Preservation of small to medium rental developments keeps denser rental living opportunities in an area that is walkable and close to jobs and services, while maintaining these important components of the neighborhood's fabric.

Action Item Steps

1. The TIRZ should partner with organizations such as the Houston Land Bank, a local CDC, or a similar organization functioning as a developer and property manager, to acquire and preserve small to medium multifamily housing buildings.
2. These acquisitions should target housing in all areas within the neighborhood to make it possible to attain land at affordable costs.
3. Develop a program to subsidize housing repairs in small to medium multi-family properties that leverages funding and assistance from the City of Houston's Home Repair Program.

Implementer and Partners Priority

Lead Implementer: TIRZ 27

Short term, Medium term, Long term

Implementation Partner: City of Houston Housing



Multifamily housing, Portland, OR, Source: Sightline Institute



Green & White Apartments, Los Angeles, CA Source: Wikimedia

Right-to-Return Program

2.1.3 Create and promote a "right-to-return" program focused on giving priority for affordable housing to individuals and families who were previously displaced from Montrose.

-  Program
-  Policy
-  TIRZ led
-  TIRZ funded

Challenge

The popularity of the Montrose neighborhood led to a sharp increase in cost of living that displaced many long-term residents over the last few decades.

Desired Outcome

Implementing a Right-to-Return Program will provide a method for former residents to move to the neighborhood who might not otherwise be able to afford it. This program will focus on working with local cultural stakeholder groups to market affordable housing opportunities to former residents of Montrose who still maintain affiliations in the neighborhood, and preventing current residents from being displaced due to high housing costs.

Justification

Right-to-Return programs have been implemented in localities including Portland, OR and Austin, TX to help remedy the effects of rising housing costs that have resulted in displacement. This effort will bring local stakeholders together to ensure that residents who have been displaced from Montrose receive up-to-date information about available affordable housing opportunities as they are developed so that residents can choose to return, if desired. This communication pipeline may also provide valuable feedback about the types of living opportunities that displaced residents are looking for, enabling more targeted development efforts.

Action Item Steps

As Montrose has become a more popular and affluent neighborhood, the cost of living has risen exponentially. The sharp increase in rent and homeownership costs has meant that residents in lower-income brackets have been forced to leave the neighborhood.

1. A marketing strategy for the program should be intentionally designed to reach out to residents who were displaced from the neighborhood. This could include targeting communications/ads for the program to families who experienced foreclosure or were evicted. These former community members should be offered spaces in the newly developed affordable rental and ownership units created by the TIRZ and local CDCs in and near the neighborhood.
2. Nonprofit organizations across the city took advantage of CARES Act funding to develop a rental assistance program for families who lost or had their incomes reduced during the COVID-19 pandemic. If additional funding for rental assistance and economic recovery becomes available from the federal government to localities and local nonprofits, the TIRZ should partner with those organizations to encourage families in Montrose to take advantage of these resources to prevent eviction.

Implementer and Partners

Lead Implementer: TIRZ 27

Implementation Partners: Individual homeowners

Priority

Long term

Resilient Affordable Housing

2.1.4 Ensure all new affordable housing developed meets the City's goals outlined in the "Resilience Checklist" to qualify for potential green tax abatements and other benefits.

-  Program
-  Policy
-  TIRZ led

Challenge

As Houston experiences repeated flooding, it is important that affordable housing is developed in a manner that can withstand major weather events and not increase the likelihood of flooding. Affordable housing is generally challenged across the country when it comes to maintenance due to restricted cash flows and lack of long-term federal support for operations. Building affordable housing in a resilient manner to begin with, including energy efficiency and floodproofing measures that decrease the costs of energy and flood damage, can help keep properties functioning and prevent the loss of affordable housing stock. The City of Houston is working to develop a Resilience Checklist for proposed affordable housing developments, and adhering to this Checklist will also help Montrose projects be more competitive for limited affordable housing funding.

Desired Outcome

Affordable housing that is built in the community will meet the city's standards for resilient development, including floodproofing, energy efficiency, backup power sources, and inclusion of community spaces. High-quality initial development will reduce maintenance and disaster recovery costs, keeping the housing stock affordable long term.

Justification

Encouraging affordable development that meets resilience standards will help Montrose projects compete for City of Houston funding and subsidy opportunities that the TIRZ will not have to cover independently. The broader applicability of the city's resilient development standards will incentivize developers to build according to these new guidelines.



Donnor Lofts, San Jose, CA
Source: Wikimedia user Will Buckner



Cherokee Mixed-Use Lofts, West Hollywood, CA
Source: Wikimedia user Oliver Calder

Action Item Steps

- The City of Houston is developing a series of incentives for Green Development including:
 - Integrated Green Stormwater Infrastructure Development Rules
 - Property Tax Abatements
 - Award and Recognition Program
 - Increased Permitting Process Certainty and Speed
- The TIRZ should endorse these recommendations and encourage developers to participate in the city's Green Development programs.
- The TIRZ should consider implementing Green Development Zones within Montrose where flooding is prevalent. In these areas, the City of Houston could provide added benefits to developers who prioritize the city's green development standards. These bonuses can include reductions in required parking and open space, and expedited or guaranteed approval of permitting of affordable housing complexes that adopt these standards.
- The TIRZ should work with the City of Houston to create a subset of subsidies for rental property owners who opt to bring their housing stock up to current green development standards. These benefits can focus on temporary property tax abatements.

Implementer and Partners	Priority
Lead Implementer: TIRZ 27, City of Houston	Medium term, Long term
Implementation Partners: Private Developers	

Figure 27. Multi-family Building Resilience Checklist

Resilient Area: Protection (Minimum of 2)
Wet Floodproofing
Relocate or protect equipment that cannot be exposed to water.
<i>Electrical panels, mechanical equipment, gas and electric meters and shut-offs should be relocated from flood-prone areas to locations above the DFE. If that is not possible, they should be protected in place. (See Strategy: Dry Floodproofing.)</i>
Dry Floodproofing
Protect in Place equipment that cannot be exposed to water AND cannot be relocated.
<i>Active measures require removable elements to be put into place before an anticipated flood. Permanent measures are fixtures and systems integrated into the structure itself, which do not need to be manually deployed in the event of an emergency. Effective dry floodproofing requires a design by a qualified engineer and an operations and maintenance plan, and should include:</i>
<ul style="list-style-type: none"> - Sealing cracks or openings on exterior walls or the foundation. - Covering entry points below the DFE. - Protecting against and remove seepage inside the building. - Protecting mechanical and electrical systems.
Site Perimeter Floodproofing
Protective barriers may be temporary or permanent
<i>Temporary barriers can include:</i>
<ul style="list-style-type: none"> - Sandbags - Water-inflated tube systems - Panelized systems installed into foundations
<i>Permanent barriers can include:</i>
<ul style="list-style-type: none"> - Floodwalls - Berms

Live Work Unit Development



2.1.5 Develop programs that support the development of new live/work and the rehabilitation and retrofit of existing units near key commercial districts.



Challenge

Live Work units are an important component of a creative and arts-centered district. These units allow artists and other small business owners to both live and work in the neighborhood, supporting community engagement and ownership.

Desired Outcome

Assisting the development community with the development and preservation of Live Work units in Montrose is a key element of this concept. By supporting the development of new units and the rehabilitation and preservation of existing ones, more opportunities for inclusive development will be available in Montrose.

Justification

Supporting the development community by offering an incentive to build these units will help achieve the goals outlined in this item, while still allowing for developer flexibility.

Action Item Steps

The Montrose TIRZ has the ability to rebate up to 50% of the tax increment value created by the increase in value an owner engenders through their public infrastructure improvement(s) to their property. The TIRZ should work with the City of Houston to develop policies and incentives to support the type of units, including live/work, that the community desires. As such, the TIRZ should work with the City of Houston Housing to:

- Conduct focus groups and interviews with local developers to understand the specifics of live/work unit development, and what barriers offering this incentive may see.
- Develop incentive policies offering a tax rebate for the development of live/work units and public infrastructure improvements.

Implementer and Partners

Lead Implementer: TIRZ 27

Implementation Partners: City of Houston Housing, Menil, Rothko Chapel, Houston Arts League, Center for Photography,

Priority

Short: communication, grant applications

Medium: full implementation



Houston South Quarter Apartments, Dublin, Ireland, Source: Flickr user William Murphy



Toronto, ON, Source: Flickr user David Morris



CONCEPT 2.2

Pursue the City of Houston's Walkable Places designation for all Commercial corridors and potential development hotspots within the neighborhood, and seek to apply TOD guidelines to Richmond Avenue in advance of the construction of the proposed BRT line.

Walkable Places Designation

-  Policy
-  TIRZ led
-  TIRZ funded

2.2.1 Work with property owners and developers to apply for the Walkable Places Designation.

Challenge

The community shows a strong desire for a more walkable Montrose. This process is required by the City of Houston in order to attain that designation.

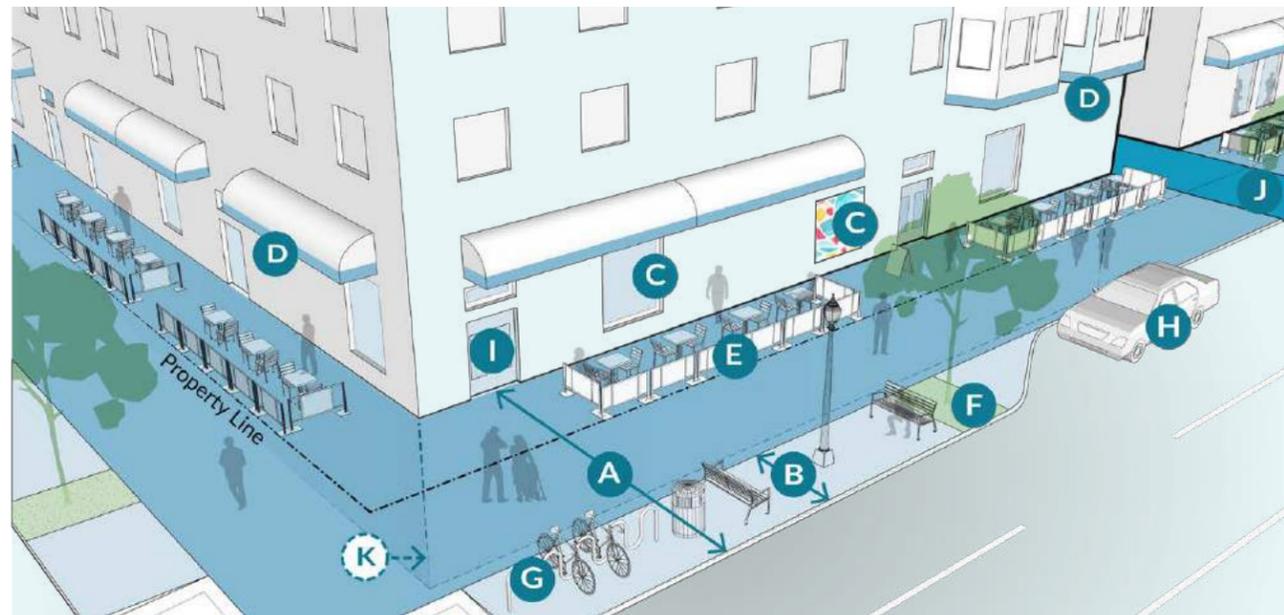
Desired Outcome

The desired outcome of this action is the reception of the city's designations and application of the Walkable Places Ordinance to as much of the TIRZ as possible.

Justification

Working with the City to continue the work for designated pilot areas in Montrose and the application of the Walkable Places ordinance in as many areas of the TIRZ as possible will be one of the most robust opportunities to ensure the direction of future development in Montrose.

Figure 28. Walkable Place Right-of-Way Standards



Source: Houston Planning & Development Department User's Guide to Walkable Places and TOD.

Action Item Steps

The City Council is able to directly designate Walkable Places areas and waive the petition process. TIRZ shall explore the opportunities to get Walkable Places designated by the council to expedite the process and save the budget for the areas that can not be designated directly by the City Council. The City of Houston has also laid out a six-step process for the designation of the Walkable Places ordinance through a petition process. A petition must include at least one Primary Walkable Place Street (i.e. a segment in which the Walkable Places Standards are required) and can include any number of Secondary Walkable Places Streets as well (segments in which the standard are opt-in for developers). Applications require 50% of the property owners (defined as linear feet of each segment) to acknowledge support. The current six official steps are as follows:

1. The TIRZ must schedule a pre-submittal meeting with the Planning and Development Department.
2. The applicant will submit an application.
3. The Planning and Development Department will review the submission and work to jointly conduct a public meeting.
4. A public hearing will occur at the Planning Commission.
5. The Planning Commission will make a recommendation to City Council.
6. The Council will make a final determination on the designation. In addition to the official steps, it should be noted that the TIRZ will need to go through the process of developing their application, which would occur between the first and second step. The process would likely require multiple mailings, meetings or focus groups as well as on the work to identify and contact landowners.

The TIRZ should then develop an outreach campaign to communicate the benefits of walkable places to Montrose residents and property owners. If there are conflicts between historic district guidelines and TOD guidelines, TIRZ should work with the City for legal clarity regarding how they interact.

Partners	Priority
Lead Implementer: TIRZ 27	Medium term
Implementation Partner: City of Houston Planning, Mayor's Office for People with Disabilities	

Walkable Places Outreach

2.2.2 Develop a communications campaign to stress the importance of the Walkable Places designation for the future of quality development in the neighborhood.

-  Program
-  TIRZ led
-  TIRZ funded



Challenge

Public engagement and research have shown that residents and business owners strongly desire to build on Montrose's compact urban development to fully realize the community's potential as one of Houston's truly walkable places. At the same time, the neighborhood is in high demand for new development and will continue to see significant redevelopment throughout the neighborhood. Public engagement likewise identified a strong preference for more "urban" styles of development, with more street facing buildings, reduced, and hidden, parking, and a strong relationship between the pedestrian realm and developments.

In September 2020, the City of Houston established a new Walkable Places Ordinance and created three pilot areas for the ordinance in Midtown, the Near Northside and in the Third Ward. According to the city's user guide, "Walkable Places support communities, property owners, and developers by providing options that create interesting and enjoyable, walkable destinations. The program gives property owners more flexibility in their development to create these places. This encourages more pedestrian and business activities in closer proximity and will lead to greater economic vitality in the city." The ordinance further allows for additional areas to initiate the designation of a walkable place by acquiring the support of the owners of at least 50% of each street segment's frontage. Within the city's user guide, two key benefits to property owners are called out. First, reduced setbacks allow for more buildable area (and thus more leasable square feet). Second, parking reductions allow both more buildable square feet, but also have secondary benefits of reducing development costs and improving walkability and environmental conditions in the community.



Washington, D.C.
Source: Shutterstock user Valerii Iavtushenko



Denver, CO
Source: Shutterstock user Michael Rosebrock



Desired Outcome

The outcome of this action item will be to ensure that community members, business owners, land owners, and developers understand the benefits of the City of Houston's Walkable Places designation and are prepared to opt into the program.



Justification

Regulatory ordinances of this kind are relatively new to Houston and many landowners are rightfully risk averse with regards to anything that may be perceived to limit their ability to utilize their land in the manner of their choosing. Broad based support and a deep understanding of the benefits of the ordinance are required to insure the smooth passage of the ordinance.



Action Item Steps

1. Montrose currently has several Secondary Transit Oriented Development Streets where new developments are eligible to receive a 50% reduction in parking requirements according to the Walkable Places Guide if they opt into TOD standards. The TIRZ should encourage new mixed income and market rate developers to opt into these standards to receive this parking requirement reduction moving forward, and may work with the City of Houston to extend reduced parking requirements for affordable development into other areas of the neighborhood, if feasible. Reducing parking requirements for new development lowers the cost of construction for developers, and allows them to consider developing on smaller parcels, increasing the financial feasibility of more projects. It also reduces individual apartment costs for residents who choose to not store a vehicle, increasing the options or affordability. In cases where additional parking is still desirable, there is a potential for multi-family housing complexes to create shared parking with nearby businesses.
2. Initiate a public information campaign aimed at communicating the benefit of Walkable Places to property owners. Many landowners may be concerned about the economic viability of their developments with reduced parking, so communication on this issue should also be tied to recommendation 3.2.2, which will introduce more shared, structured parking to the neighborhood. This public information campaign should also work with the City of Houston to encourage the wide dispersal of information and participation in the program.



Implementer and Partners

Lead Implementer: TIRZ 27
Implementation Partner: City of Houston Planning, Mayor's Office for People with Disabilities

Priority

Medium to long term

TOD Standards

2.2.3 Work with the City of Houston and METRO to apply the City's TOD standards in advance of the construction of the BRT on Richmond Avenue.

-  **Project**
-  **Program**
-  **TIRZ led**
-  **TIRZ funded**

Challenge

After almost two decades of debate, it seems resolved that the proposed University Line along Richmond Avenue will be constructed as Bus Rapid Transit, which will trigger the City of Houston's Transit-Oriented Streets ordinance, a similar regulatory tool to the City's Walkable Places ordinance, which is meant to ensure areas around transit stations develop in a way which is transit supportive.

Desired Outcome

The desired outcome of this action is to establish the City's TOD standards in advance of station area planning in order to ensure development that occurs during the planning, design and construction process takes advantage of the TOD ordinance.

Justification

The TOD ordinance will eventually be applied to Richmond Avenue and adjacent streets. Doing so as soon as possible will help to ensure development that occurs prior to the realization of the University Line will capture the benefits of transit oriented development.

Action Item Steps

TOD Streets are divided into primary and secondary, which are defined by their distance from a station platform on a Light Rail or Bus Rapid Transit (such as the Silver Line in Uptown) line. Primary streets are those within 1000 feet of a station platform, while secondary streets make up the ½ mile around the platform. Although the preliminary plans for the University Line identify suggested station areas, platform locations are not determined until later in the planning and design process that is defined and required by the Federal Transportation Administration as a part of the funding process for new transit service. As such, the TOD ordinance is usually not applied to streets until that process has progressed significantly, even though a number of years, allowing significant development to occur prior to the designation

1. As the general station areas have already been decided, the TIRZ should work with the City of Houston to request the application of the TOD ordinance prior to the fixing of station platform locations in order to capture the benefit of the TOD ordinance.
2. During the transportation roundtable discussion, METRO expressed the interest in asking the city to reconsider applying TOD standards to the BOOST and BRT corridor. TIRZ shall work on METRO and the City to move this forward. If there are conflicts between historic district guidelines and TOD guidelines, TIRZ should work with the City for legal clarity regarding how they interact.

Partners **Priority**

Lead Implementer: TIRZ 27

Implementation Partners: City of Houston Planning, METRO, Mayor's Office for People with Disabilities

Short to medium term,
Long term

Map 11. TOD Streets



Data Source: Houston-Galveston Area Council



-  Study Area
-  TIRZ 27 Boundaries
-  School
-  Park
-  Light Rail
-  Light Rail Station
-  Bus Rapid Transit
-  METRO BOOST Corridor
-  Primary TOD streets

Expand TOD Guideline

2.2.4 Work with the City of Houston to examine the appropriateness of the application of TOD guidelines to METRO's proposed signature bus corridor on Montrose Boulevard and Westheimer Road and to the other proposed BOOST corridors.

-  Policy
-  Program
-  TIRZ led

 **Challenge**

METRO BOOST is a new class of transit which will operate at high frequency with additional boarding amenities and less frequent (and therefore faster) station locations. While not operating on dedicated rights-of-way like a Light Rail or Bus Rapid Transit, these services will still represent a significantly improved transit experience.

 **Desired Outcome**

The desired outcome of this action item would apply the City's TOD guidelines to Montrose Boulevard and Westheimer Road along the METRO BOOST Corridors.

 **Justification**

METRO Boost Corridors will benefit significantly from development that is transit supportive. Applying TOD guidelines in these areas will ensure development is supportive of improved transit.

 **Action Item Steps**

METRO BOOST corridors are proposed along Montrose Boulevard and Westheimer Road, both of which will represent significant improvements in transit service for two important Montrose corridors. Currently the City's TOD standards are only applied to station areas on Light Rail or Bus Rapid Transit lines. The TIRZ should petition the city to consider the application of the TOD standards at METRO BOOST station areas, which will encompass significant important areas of the community.

Implementer and Partners	Priority
Lead Implementer: TIRZ 27	Medium to long term
Implementation Partner: City of Houston Planning, METRO, Mayor's Office for People with Disabilities	

Green Design Tax Abatements

2.2.5 Utilize the City's new tax abatement public incentive tool to offset costs associated with improved green design standards for multi-family and mixed-use development.

-  Program
-  TIRZ led

 **Challenge**

As new development occurs in Montrose, it is important to Montrose residents and the larger community to ensure buildings, ROW, and other spaces are designed to include sustainable design and urban greening principles. During public engagement, community members voiced some concern in the additional cost-burden on developers to engage in green building and green infrastructure as a part of future development projects. Some of the cost-burden on developers for constructing more "green" developments can be alleviated using the City of Houston programs outlined here.

 **Desired Outcome**

Buildings, ROW, and other spaces being redeveloped in Montrose will provide improved quality of life benefits to residents and visitors by utilizing green and sustainable design techniques. The City of Houston's existing LEED tax abatement program in addition to the Green Stormwater Infrastructure (GSI) Tax Abatement Program has launched in late 2020 will translate to up to 15% abatement through the LEED program, and up to 100% abatement of GSI features over the course of ten years. Eligible projects include any development or redevelopment with more than \$3 million in total investments and for the GSI abatement program - at least \$200,000 in GSI-specific investments.

 **Justification**

As one of Houston's most dense inner loop neighborhoods, urban heat, poor air quality, reduced access to parks and nature, localized flooding, and other urban issues are present. Greening new developments can have a measurable impact on the neighborhood's ability to benefit from a better functioning ecosystem. At a landscape scale, greening efforts can result in cooler outdoor environments and reduced energy costs for surrounding buildings. Green stormwater infrastructure can both mitigate some small flood events and alleviate the burden on gray infrastructure, but can also clean stormwater runoff that lands in Montrose, before making its way to Buffalo Bayou. From a building perspective, LEED certified buildings provide greatly improved energy efficiency and often utilize renewable energy generation, can have improved indoor air quality, and attempt to minimize building-wildlife conflict, among many other benefits.



Action Item Steps

Action items include education items to spread the word about the program itself, in addition to understanding the specific requirements for program application with the City and opportunities to encourage developments utilizing TIRZ dollars to use the program.

- Work with the City of Houston to develop and/or distribute Green Tax Abatement Program information to prospective developers and owners in the Montrose community.
- Highlight existing and future developments where green and sustainable design principals have been used and/or tax abatement programs have been utilized in TIRZ communications.
- Direct potential developers/owners to the City's website for more information on the application process and requirements.
- Strongly encourage the use of the LEED and GSI Tax Abatement programs for any development utilizing TIRZ affordable housing dollars.



Implementer and Partners

Priority

Lead Implementer: TIRZ 27

Medium to long term

Implementation Partner: City of Houston

Figure 29. Houston Incentives for Green Development Guide



Contents

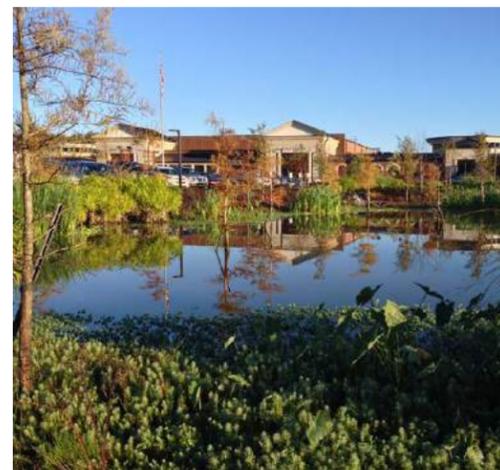
1.0: Introduction	02
2.0: What is Green Stormwater Infrastructure?	08
3.0: Houston Incentives for Green Development	16
4.0: Integrated Green Stormwater Infrastructure Development Rules	20
5.0: Property Tax Abatements	26
6.0: Award and Recognition Program	30
7.0: Increased Permitting Process Certainty and Speed	34
8.0: Summary	40
About the Authors	42



Bioretention Area in Milwaukee, WI
Source: Flickr user Aaron Volkening



Rain Garden in Washington, D.C.
Source: Flickr user Elvert Barnes



Bioretention Basin in Clinton, MA
Source: Flickr user Christopher B. Hoffman



LOCAL NEWS

Realtor: More Houston neighborhoods have old racist deed restrictions

CONCEPT 2.3

Acknowledge historic harm and current unenforceable racial restrictions on homeownership in Montrose.

Acknowledgement of Harm



Policy



TIRZ supported

2.3.1 In the near-term, work with all neighborhood associations to ensure websites include a reparative statement acknowledging historic harm of race-based covenants.



Challenge

The historic inclusion of racial covenants has depressed the rate of homeownership and generation of wealth for minorities in Houston. The continued existence of these clauses adds to a culture of exclusion that makes minorities feel unwelcome in many neighborhoods.



Desired Outcome

Neighborhoods that have had a racial covenant in their by-laws should all acknowledge the harm that this has caused.



Justification

It is important to acknowledge the historic harms caused by systemic racism in order to move forward together as a community.



Action Item Steps

1. A statement acknowledging the historic harm of race-based covenants will be posted within the next year on all local neighborhood websites. The language below is an example that can be adopted to local needs, "Historically, some deed-restricted neighborhoods used racial covenants to perpetuate segregation by making it illegal to sell homes within their boundaries to be sold to nonwhite families. This was wrong. Upholding segregation and residential red-lining directly benefited the white residents of those communities by inflating their property values at the expense of people of color. The ramifications of this practice can be traced to the current racial disparities in generational wealth. We regret this chapter in our history and support the advocacy at the state level to have the language legally removed from our bylaws."



Implementer and Partners

Lead Implementers: Civic Associations

Implementation Partners: Other regional advocates including Oak Forest Deed for Change, TIRZ

Priority

Long term

Advocate for the Removal of Racial Covenants

 Policy

 TIRZ supported

2.3.2 Work with other neighborhood associations, cities, and advocacy organizations to encourage legislators to create a legal means of removing historic racial covenants from deed restrictions through legislative action at the State level.

Challenge

While racial covenants are attached to local deeds, there is currently no way to legally remove these covenants in the State of Texas. Many of these covenants must be repealed or made illegal at a state-level.

Desired Outcome

Montrose should work with other communities and groups to advocate for the Texas Legislature to make racial covenants illegal and to pass legislation that invalidates them in all deed restrictions.

Justification

The Montrose neighborhood and TIRZ are not responsible for changing these historic clauses in local deed restrictions, but their presence remains an unwelcoming reminder of historic divides and current day implications. As a community that is welcoming to all, the TIRZ should reinforce their message of welcome by forming a subgroup or encouraging community advocacy to rectify the problem.

Action Item Steps

- Work with other neighborhood associations, cities, and advocacy organizations such as Oak Forest Homeowner Association to encourage state legislators to create a legal means of removing historic racial covenants from deed restrictions through legislative action around Title 11, Chapter 201, in the Property Code of the State Constitution.
- Support local and statewide efforts to remove barriers to unconstitutional and unenforceable deed restrictions including working with Council Member Abbie Kamin, State Representative Gene Wu (District 137 State Representative), and Senator John Whitmire (District 15 Senate seat).

 Implementer and Partners	Priority
--	----------

Lead Implementers: Civic Associations

Long term

Implementation Partners: City of Houston, other regional advocates including Oak Forest Deed for Change, TIRZ 27



CONCEPT 2.4

Increase civic engagement of all Montrose residents.

Civic Participation Outreach



2.4.1 Create a communications plan targeted toward Montrose renters to better spread the word about opportunities to engage in civic clubs and activities.

Challenge

Civic participation from renters is lower than that from homeowners. Montrose is predominantly a renter community, however, and more participation will significantly improve the community.

Desired Outcome

This recommendation seeks to engage renters and other underrepresented groups effectively through communications improvements and increased relevance to renter needs.

Justification

Increased civic participation from renters in civic activities, in addition to forming better connection between civic organizations and nearby multifamily residents, is essential to have a representative voice from the community. Explicitly addressing areas of relevance to renters in the community is one key way of encouraging greater participation.

Action Item Steps

- Translate key documents to be distributed
- Invite renters to low risk opportunities for engagement
- Appoint "apartment building captains" to represent the buildings' residents
- Direct engagement through regular meetings with apartment building captains
- Provide education about tenant rights and city services in the neighborhood
- Have a regularly scheduled time renters can talk to city staff with questions and concerns
- Ensure local publications are distributed to apartment buildings as well as single family homes

Partners	Priority
----------	----------

Lead Implementers: Civic Associations	Long term
Implementation Partners: TIRZ 27	

Civic Organization Diversification



2.4.2 Increase opportunities for more racially and generationally diverse civic leadership by creating more inclusive protocols, offering reimbursement for civic association board service, and promoting those opportunities to renters and homeowners alike.

Challenge

Participants on civic association boards are currently unrepresentative of the neighborhoods demographics with regards to race, age, and ownership status. A perception exists that renters are often uninterested or unengaged in the community, however it is also true that there are unacknowledged barriers to participation and a deficit in relevance to some members of the community.

Desired Outcome

This recommendation seeks to increase civic participation in Montrose and to ensure that civic participation represents Montrose's diversity.

Justification

Diverse civic leadership will better represent the concerns, needs, and views of Montrose residents. Civic associations should be aware of the specific demographics within their association boundaries and make explicit goals regarding representation. This is often not achievable with a single board election, so there should be continued annual attention to diversity goals. Cultivating new board members often occurs outside of association meetings. Providing relevant programming and opportunities for volunteerism on relevant projects will attract more diverse participation. Numerous barriers to participation may be invisible. For example, data shows that many Montrose renters work in the service industry, especially at restaurants and bars, while most homeowners are white collar professionals. As such, times that are available for meetings for homeowners are often the times that renters are at work. Experimenting with new times, for example late Saturday morning, may be more likely to attract diverse audiences. Finally, the ability to spend significant amounts of time on volunteer positions is a privilege that not all residents can afford. Provision of a small reimbursement may allow those with the interest, but not the ability, to be able to participate in more depth. Additional considerations related to the time, location, and supportive services offered may increase participation as well. For instance, holding meetings at different times to allow for varying work schedules (including service workers) to participate, having childcare present, providing a meal for those attending, and ensuring locations are accessible by transit, are all best practices for creating inclusive meetings. Additional considerations related to the time, location, and supportive services offered may increase participation as well. For instance, holding meetings at different times to allow for varying work schedules (including service workers) to participate, having childcare present, providing a meal for those attending, and ensuring locations are accessible by transit, are all best practices for creating inclusive meetings.



Action Item Steps

Key actions for further consideration by civic associations should include the following:

1. Each Civic association should set explicit goals for board representation, to be revisited annually, with regards to race, gender, age and homeowner status.
2. Civic association board members should continue to seek and develop new board members in the community through volunteerism and connections with their neighbors.
3. Civic associations should experiment with the times and locations of meetings to find what works best in attracting a diverse audience.
4. Civic associations should mix "business and fun" and provide opportunities for networking and casual associations with neighbors.
5. Civic associations should provide childcare at their meetings and encourage the participation of children and teens in civic engagement.
6. Civic associations should consider the possibility of providing reimbursement to board members for their work. Doing so will increase the number of residents, especially those of lower incomes, who can spare time for participation.



Implementer and Partners

Priority

Lead Implementers: Civic Associations

Long term

Implementation Partners: TIRZ 27



Source: Pexels user RF Studio



Source: Pexels user Christina Morillo



Source: Pexels user Daria Shevtsova

Civic Organization Activities



2.4.3 Ensure civic meetings and activities offer childcare, are located in accessible locations, and are scheduled on days of the week and times that expand opportunities for more diverse participation.



Challenge

Civic participation can increase overall and be from underrepresented backgrounds with some accommodations.



Desired Outcome

This recommendation seeks greater participation by those who cannot typically attend civic meetings such as those who work evenings, care for children, or do not have access to a car.



Justification

Diverse civic participation will better represent the concerns, needs, and views of Montrose residents.



Action Item Steps

1. Identify companies that offer drop-in childcare services
2. Conduct a survey that determines best times for meetings
3. Explore options for meeting locations that are accessible on foot or transit



Implementer and Partners

Priority

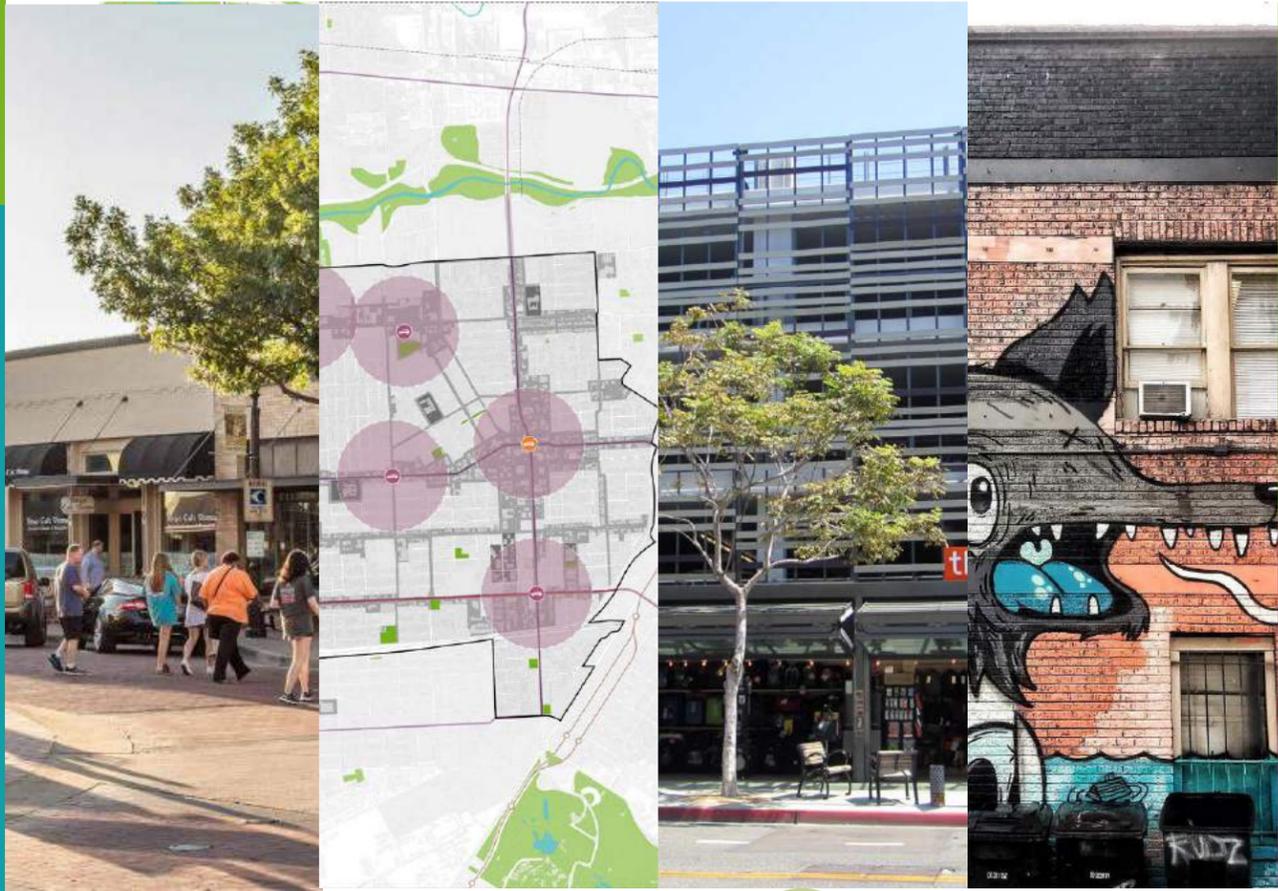
Lead Implementers: Civic Associations

Long term

Implementation Partners: TIRZ 27

3

THRIVING



OPPORTUNITY:

Montrose is a totally unique destination in the Houston region, and a great deal of the neighborhood's character is due to the eclectic combination of small businesses, restaurants, bars, galleries, and other destinations.

GOAL:

Economic development strategies must seek, first and foremost, to maintain and support existing businesses and create new opportunities for entrepreneurship in the community. Art, wayfinding, and placemaking opportunities must also build upon the unique character of the neighborhoods and should provide opportunities for community members to participate.



CONCEPT 3.1

Preserve and evolve the Montrose "vibe" by protecting and promoting small, local businesses and beloved institutions.

Commercial Space Standards

 Program

 Policy

 TIRZ supported

3.1.1 Create commercial space guidelines that ensure spaces are designed to promote small local business over large national chains with "big box" footprints.

Challenge

The Montrose community has expressed the desire to attract and preserve locally-owned, small commercial businesses, rather than national retail chains and big box stores; however, in many cases, larger footprint stores and national anchors are easier for developers to attract.

Desired Outcome

While specifically prohibiting certain retailers is not possible, there are strategies that can be used to make commercial spaces less attractive to national retailers and more suited for smaller businesses. These strategies can also require national retailers to conform to smaller footprints, more pedestrian-supportive development, and other community-serving items. Ensuring these structures have a strong street presence through entrances and transparency will also support these goals.

Justification

Reducing the square footage of new commercial spaces will discourage national big box chains and attract national chains that are able to conform to pedestrian-friendly, smaller spaces. Requiring pedestrian-supporting design elements such as entrances facing the street, parking in the rear, and a large number of street-facing windows, any national retailers that do wish to locate in Montrose.

Action Item Steps

The Montrose TIRZ should support the City to develop policies and incentives to support the type of commercial spaces the community desires. The actions include:

1. Develop policy incentives that encourage new development to create commercial spaces under 2,000 SF, or support the subdivision of larger spaces into smaller leasable spaces.
2. Develop policy incentives that encourage new development to adhere to reduced parking requirements, and utilize parking in the rear or shared parking in structures.
3. Develop policy incentives that require entrances facing the street and a minimum of 60% ground floor transparency.



Implementer and Partners

Priority

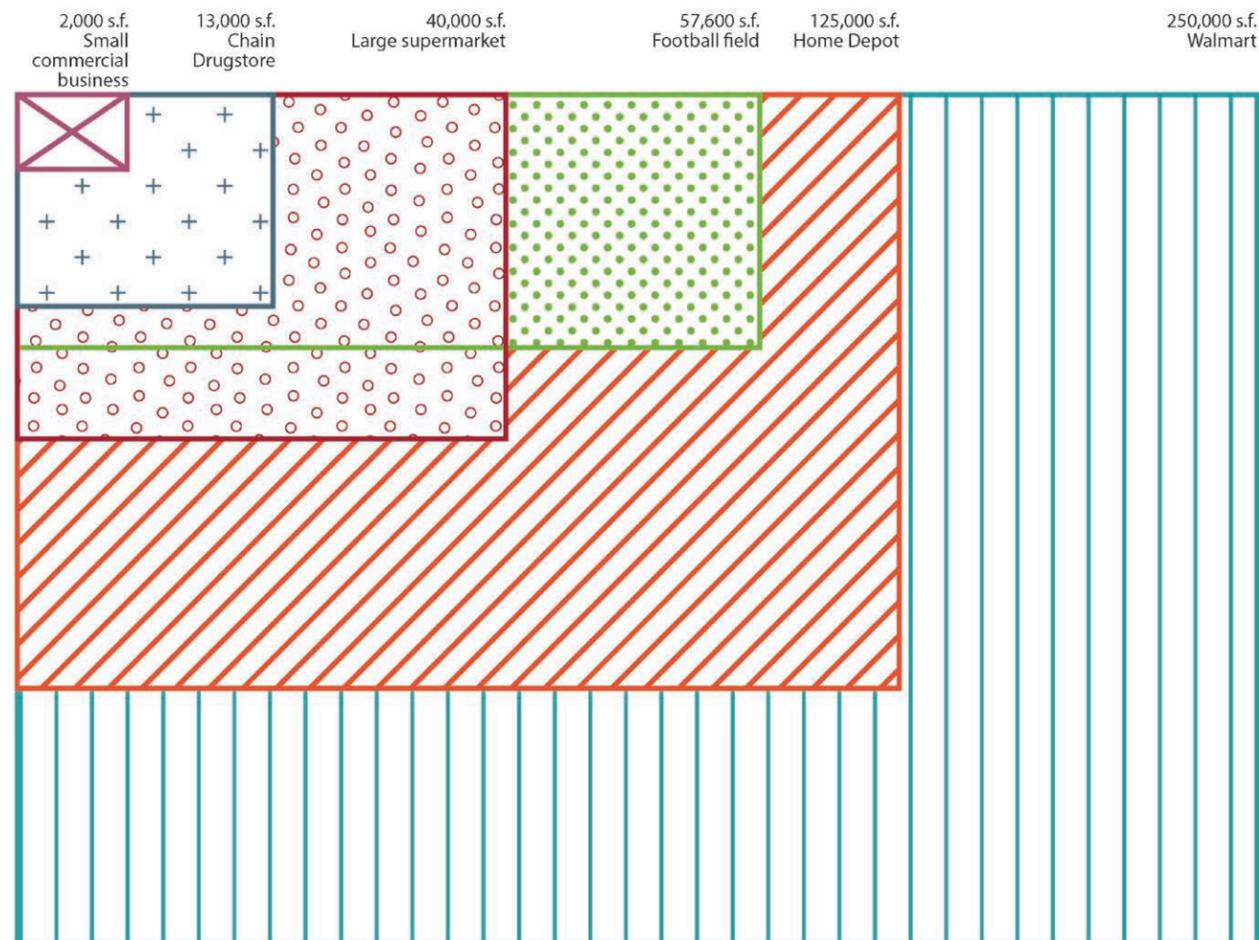
Lead Implementer: City of Houston Planning

Short term

Implementation Partners: TIRZ 27, Existing small businesses, Private developers

Figure 30. Commercial Scales

The graphic below shows a comparison between small commercial business space needs versus other, larger, and often chain businesses.



Commercial Incubation



3.1.2 Develop networking and capacity building programs (incubation) including offering on-going trainings on formation, management, fundraising and sponsorships, contracts and intellectual property, among other relevant educational efforts for both new and seasoned business owners.



Challenge

Small local businesses and institutions are central to the identity, culture, and livelihood of the Montrose District. Ensuring that these businesses thrive and that the small business ecosystem continues to grow and evolve will be key to a vibrant future for the neighborhood. Throughout this project, stakeholders have expressed the desire for new development to be locally-focused and small.



Desired Outcome

Existing and new small local businesses and institutions have access to business development resources that allow them to survive and evolve with the neighborhood, including affordable rents for start-up businesses and ongoing trainings for new and existing businesses.



Justification

Incentivizing the creation of affordable and supportive spaces for new and small businesses to operate, along with trainings and networking opportunities, will reduce barriers for new business owners and support the continued operation and growth of existing businesses.



Downtown Plano, TX
Source: planomagazine.com



Manitou Springs, CO
Source: visitcos.com

Revolving Loan

 Program

 TIRZ supported

3.1.3 Create a financial assistance grant program or small revolving loan fund to help local businesses make small dollar facade and interior improvements.



Action Item Steps

A property owner may increase its tax increment value through improvements to public infrastructure on their property. The Montrose TIRZ could use up to 50% of that added value to finance other public infrastructure enhancements. The TIRZ could also incentivize the creation of small business incubator spaces and/or organizations by doing the following:

1. Develop incentives to property owners who
 - Develop or improve commercial spaces with leasing rates affordable to small businesses, or
 - Develop or improve commercial spaces designed to function as shared incubator spaces for start-ups and new businesses, which would be managed by an incubator organization or company.
2. Provide business networking opportunities and business development trainings is outside the scope of the TIRZ; however, it is a need within the district.
3. Identify and partner with an outside organization(s) or company(s) to provide ongoing networking opportunities and business development trainings available to all local Montrose businesses. If the tax rebate incentive process is successful in attracting a business incubator organization to Montrose, there is potential to coordinate networking and training offerings through such an organization.

Note: The East End District has developed comprehensive business incentives plans that TIRZ can reference.



Implementer and Partners

Priority

Lead Implementer: City of Houston Planning Long term

Implementation Partners: TIRZ 27, Business District Alliances, Private Developers



Challenge

Small businesses can benefit from physical improvements that keep their appearance and facilities up to date, functional, attractive to customers, and cohesive; however, access to capital can be a challenge for small, local businesses working on tight margins.



Desired Outcome

Small businesses have an incentive and access to capital to make key improvements to their facades and interiors that will attract customers and contribute to a cohesive design and visual identity for Montrose businesses.



Justification

Incentivizing business owners to make needed physical improvements will enhance the business environment in Montrose as a whole, in addition to benefitting individual business. While this is a long-term recommendation, it is important to note that the availability of these funds may be especially important as businesses adapt to COVID restrictions.



Source: worldlandscapearchitect



Source: by Mike Salviski



Action Item Steps

In order to incentivize improvements to small local businesses, the TIRZ should support City of Houston to:

1. Develop eligibility criteria for the public improvement grant or loan. Property owners, tenants and for-profit and not-for-profit businesses should be eligible, as long as funds are used for a commercial building.
2. Develop a list of eligible exterior improvements and associated design standards.
3. Provide a matching grant, up to a maximum of \$10,000 and a minimum of \$2,000 per project, requiring a 1:1 match with private dollars.
4. Alternately or in addition, develop a tax incentive program offering a tax increment rebate, as described in Strategy 3.1.3, for eligible public improvements to commercial properties.

TIRZ should explore and support businesses in utilizing the City's PACE program, including:

1. Enabling businesses and nonprofits to install energy and water saving measures through increased awareness and use of the affordable, cash-flow positive, long-term Houston PACE program financing.
2. Promoting business and nonprofit access to the Houston PACE program for affordable, cash-flow positive, long-term financing for energy and water saving improvements that lower operating costs and benefit the environment.
3. Encouraging the installation of energy and water saving property improvements by increasing awareness and use of the Houston PACE program for access to affordable, cash-flow positive, long-term financing. Businesses and nonprofits can lower operating expenses while improving the environment.



Implementer and Partners

Lead Implementer: City of Houston Planning

Implementation Partner: TIRZ 27

Priority

Long term



CONCEPT 3.2

Partner with local businesses and employers for district-scale transportation demand management (TDM).

Transportation Demand Management

-  Program
-  TIRZ led
-  TIRZ funded

3.2.1 Create a plug-and-play TDM program for use by area businesses. TDM programs include proven approaches such as employee incentives for commuting by bike or transit.

Challenge

Parking for visitors, residents, and employees has been identified as a major issue within Montrose. Transportation Demand Management (TDM) seeks to develop strategies that reduce the need for parking, especially for employees in the area. This is desirable as many employee vehicles take up parking spaces for the entire length of a shift, reducing the spaces available for visitors and customers. Existing H-GAC TDM programs, such as Commute Solutions, vanpools, etc., may be better suited for large employers.

Desired Outcome

This recommendation seeks to provide increased mobility and allow greater density of activity without worsening traffic congestion. Specifically, a major goal would be to shift a significant number of short trips (for example, those under three miles) to other modes of transportation and therefore reduce the demand for parking.

Justification

TDM programs are often facilitated at the scale of major employers; however, as Montrose is dominated by smaller employers, the TIRZ may take a role in organizing program objectives for groups of employers, for example, providing access to discounted transit passes that may not be available to an individual employer with few employees. Typical TDM strategies include discounted or free transit passes, funding for bicycle maintenance and secure indoor parking, and other strategies that will maintain and expand the existing higher usage levels of transit and non-motorized transportation, and support higher-density development by minimizing traffic, often the major complaint against such developments. Additional TIRZ support could also take the form of creating bicycle hubs in conjunction with recommendation 3.2.2, encouraging significant space in structure parking garages be devoted to secure bicycle parking.

Action Item Steps

Research, report and review best practices in model small-scale TDM programs, such as City of Austin's, for planned developments.

1. Scope program. Plan for staff, budget, approach, funding sources, potential METRO involvement.
2. Launch program. Secure necessary expertise, staff, and funding. Initiate 1-3 pilot projects with new mixed-use or multifamily projects.

Implementer and Partners Priority

Lead Implementer: TIRZ 27

Short term

Implementation Partners: Small businesses, City of Houston, H-GAC



Carpooling
Source: header_transportation.ucsd.edu



Biking
Source: Bogotá



Source: mobilitylab.org

Structured Parking

3.2.2 Build 2-3 structured parking garages in key locations to allow/encourage park-and-walk behavior in walkable neighborhoods. Partner with developers and/or build independently.

-  **Project**
-  **TIRZ led**
-  **TIRZ funded**

Challenge

Parking stresses Montrose in numerous ways. Most existing businesses do not meet City of Houston (COH) parking standards, which simultaneously can create challenges for the competitiveness of businesses while also making redevelopment more difficult. At the same time, the city's parking standards are quite high for urban areas and often will have the result of breaking up dense urban fabric when provided. Neither of these situations is good for Montrose. One or more common-use garages have been discussed in the past. The challenge is to manage a concentrated expense but dispersed benefits.

Desired Outcome

This recommendation seeks to provide additional parking while avoiding negative impacts to streets and walkability, and to create new opportunities for redevelopment on existing surface parking lots. This will become especially important as parking requirements are further reduced by the actions in Goal 2.3, which will seek to designate more of Montrose within the Walkable Places or Transit-Oriented Development Ordinances. Ultimately, structured parking within a 5-minute walk of all key business nodes within the neighborhood may be desirable.

Justification

This recommendation will provide additional parking to address perceived shortage, without having more surface lots or impacting residences with more competition for on-street parking. In coordination with Goal 2.3, it will assist in alleviating some of the challenges of being a dense urban neighborhood, encourage walkability and create new opportunities for redevelopment that are currently constrained by the expense of providing for the city's parking standards.

1. There are two priority locations proposed by the team for the pilot parking garages:
 - Westheimer Road at Dunlavy Road
 - Richmond Avenue at Montrose Boulevard
2. In addition, TIRZ shall explore opportunities at the West Gray Multiservice Center for shared parking as a part of center expansion.
3. To support creating more sustainable and healthy Montrose, TIRZ should also explore opportunities for electric vehicles. In the long-term, 10% of the new parking spaces should be targeted for electric vehicle and fast-charging stations should be supplied in these spaces. In the short term, TIRZ should select pilot areas and target for 5%. In addition, TIRZ shall explore opportunities and partnerships to install community solar as a part of structured parking investments.

Map 12. Potential Parking Garage



Data Source: Houston-Galveston Area Council



-  Study Area
-  TIRZ 27 Boundaries
-  School
-  Park
-  Light Rail
-  Light Rail Station
-  Bus Rapid Transit
-  METRO BOOST Corridor
-  Existing Parking Garage
-  Parking Garage Target Area
-  5 Minute Walking Radius



Action Item Steps

- Work with developers to establish parking strategy similar to that achieved at Montrose Collective.
- Program in the TIRZ budget ongoing collection of parking statistics and variances, etc. granted, to make the case for a structure.
- Work with City of Houston to document best practices in terms of design and landscaping requirements, minimizing negative aspects of garage layout and siting.
- Eventually, partner with a developer to site, design, and construct a public parking facility at one or more locations in the study area, with a goal of providing structured parking within a 5-minute walk of key nodes in the study area.



Implementer and Partners

Lead Implementer: TIRZ 27

Implementation Partners: Developers, ParkHouston, Private developers, Bcycle

Priority



Parking Structure over retail in Santa Monica, CA
Source: Flickr user La Citta Vitta



Parking in Boulder, CO
Source: Flickr user Barett VA

Park and Walk Campaign



3.2.3 Develop and implement a public information program to communicate Montrose's new "park and walk" vision for its future.



Challenge

In Montrose, there is a critical mass of pedestrian destinations, and distances between these destinations are very short. Likewise, the neighborhood will benefit economically from visitors and residents visiting multiple shops, restaurants, and services in a single trip, however, most parking is restricted to one owner/destination, and many sidewalks are in poor condition. Additionally, a culture of window shopping and walking between destinations is not strong in Houston.



Desired Outcome

The development of consistently high-quality sidewalks and pedestrian realm, expanding existing programs of shared parking and communicating effectively regarding parking provides multiple economic development and transportation benefits.



Justification

Reduce short-distance auto travel, including searching for parking, and its associated congestion and air-quality impacts.



Action Item Steps

1. Establish an inventory of all shared parking arrangement to ensure accurate information sharing as a part of this campaign.
2. Encourage businesses to partner on shared/valet/common use agreements.
3. Develop a marketing campaign to communicate parking locations and encourage walking between destinations throughout the neighborhood, potentially on a node by node basis.
4. Related to sidewalk projects, continue to improve the pedestrian realm with sidewalk repairs, crosswalk improvements, shade, signage, and other improvements utilizing the prioritization put forward in the Walk Bike Montrose Plan.



Implementer and Partners

Lead Implementer: TIRZ 27

Priority

Medium term



CONCEPT 3.3

Honor a legacy of inclusiveness in Montrose by incorporating images, symbols, and language of inclusiveness into public art, creative placemaking, and aesthetic elements of infrastructure projects.

Montrose Stories: Public Art Program



3.3.1 Develop a Vision and Approach for a "Montrose Stories" Public Art Program. Partner and develop program to secure necessary expertise, staff, and funding.

	Challenge
	The story of Montrose's unique character and history can be engagingly told, celebrated, and made visible through a dedicated public art program.
	Desired Outcome
	Create murals, and other signature public art installations, that tell the story of Montrose as a special, inclusive place; enhance the pride of all residents; and attract visitors and desired economic investment.
	Justification
	Honor and strengthen the unique identity, character, and history of the Montrose District. Create new opportunities for small local businesses and the Montrose creative community. Attract desired evolution and investment while preserving history.
	Action Item Steps
	<ul style="list-style-type: none"> • Research, report, review of best practices in model public art programs. Seek guidance from the Mayor's Office of Cultural Affairs. Establish phased approach. • Scope program. Plan for staffing and/or consultants, budget, approach, funding sources, potential partners. • Launch program. Secure necessary expertise, staff, and funding. Initiate 1-3 short-term pilot projects.
	Implementer and Partners
	Lead Implementer: TIRZ 27
	Implementation Partners: City of Houston, TxDOT, Buffalo Bayou Partnership, Scenic Houston, MAFH, Menil Collection, Houston Arts Alliance, The Contemporary Arts Museum Houston
	Priority
	Short to Medium term

Figure 31. Existing Mural from Montrose Neighborhood



Montrose Stories: Tourism Program

 Program

 TIRZ led

3.3.2 Develop a "Montrose Stories" tourism program. Engage tour operators, convention center, and Houston Visitors Bureau. Pursue tourism funding (e.g. HOT funds) for the program. List tours on VisitHoustonTexas.com.

Challenge

The story of Montrose's unique character and history needs to be shared, so that it is not lost.

Desired Outcome

Tourism program featuring tours that tell the story of Montrose history, and show visitors significant places, public art, and historic sites. Market to Greater Houston residents and visitors.

Justification

Honor and strengthen the unique identity, character, and history of the Montrose District. Build the tourism economy, creating new opportunities for small local businesses, independent tour guides, and the Montrose creative community.

Action Item Steps

1. Research, report, review of best practices in model district tourism programs. Establish phased approach.
2. Scope program. Plan for staffing and/or consultants, budget, approach, funding sources, potential partners.
3. Engage tour operators, convention center, and Houston Visitors Bureau. Contract with tour providers.
4. Pursue tourism funding (e.g. HOT funds) for the program.
5. Launch pilot tour, with marketing and PR program.

Implementer and Partners Priority

Lead Implementer: TIRZ 27

Medium term

Implementation Partners: City of Houston, TxDOT, Buffalo Bayou Partnership, Scenic Houston, MAFH, Menil Collection, Houston Arts Alliance, The Contemporary Arts Museum Houston

Percent for Art Program: Construction Projects

3.3.3 Create a Percent for Art program. TIRZ can require that all infrastructure, transportation, and development projects it funds (or co-funds) allocate a percent for art.

-  Program
-  Policy
-  TIRZ led

Challenge

Ongoing funding source is needed for public art and placemaking/keeping projects.

Desired Outcome

For all appropriate TIRZ-funded infrastructure and development projects: Allocate 1-2% of budget for public art and placemaking enhancements, to be integrated into the project or surrounding area.

Justification

Honor and strengthen the unique identity, character, and history of the Montrose District. Obtain significant funding to allow significant public art and placemaking installations.

Action Item Steps

1. Establish TIRZ vision and goal. e.g. "TIRZ can require that all projects it funds (or co-funds) allocate a percent for art. Research, report, review of best practices in Percent for Art programs. Determine legal basis.
2. Develop program rules, guidelines, requirements. Submit for review to key partners, stakeholders. Revise, issue final program rules. Plan for program administration.
3. Plan for TIRZ Percent for Art Program Management (e.g. staff, contractors, budget).

Implementer and Partners	Priority
Lead Implementer: TIRZ 27 Implementation Partners: Public art entities, developers	Medium term

LGBTQ Cultural District

3.3.4 Apply for a designation as a Cultural District by the Texas Art Commission. If granted, submit grant requests for funding arts projects that honor LGBTQ community.

-  Project
-  Program
-  TIRZ supported

Challenge

Montrose has distinct character built on a history of inclusivity and creative expression. Grants from the Texas Art Commission would fund public art projects to strengthen this identity.

Desired Outcome

Public art that explain the history of Montrose, reflect its inclusive identity, and anchor visitors in Montrose.

Justification

The community-led efforts for public art and landmarks require funding to get started.

Action Item Steps

Previously, Montrose has been denied Cultural District status by the Texas Art Commission. TIRZ 27 should unify the neighborhood's identity and communicate this through physical interventions to make a clearer case for the designation.

1. The TIRZ should form a specific committee and identify a local arts organization as the lead organizer for this effort to lead the district in its efforts to attain cultural district status. This committee should represent Montrose's culture, hoping to preserve and attract and make sustained efforts to engage with the community around representing the neighborhood best.
2. Create a Cultural Plan that meets the requirements of the Texas Commission on the Arts for application to their State Cultural District Program.
3. The culture district committee should designate a series of iconic arts locations and businesses to act as cultural anchors for the community. Creating a clear list of cultural anchors will help direct where specific events should be located and drive tourism through the community. A clear list of anchor points can also designate sub-areas within the neighborhood and clarify the desired development types in a given corridor.
4. The branding and placemaking efforts that have begun in the neighborhood should be intentionally expanded along specific corridors to give major roads a sense of identity that can read as a cohesive arts district. These efforts can begin along Westheimer Road, Dunlavy Road, and Alabama Street
5. A visitor's center that can explain the history and highlight Montrose's landmarks should be established and managed by the cultural committee. This will help to develop a formal cultural district and tourism traffic. The visitor's center can also operate community tours.

Implementer and Partners	Priority
Lead Implementer: Arts Organizations Implementation Partners: TIRZ 27, State of Texas (Texas Art Commission), City of Houston,	Short to medium term

Historic District Program

 Program

 TIRZ led

3.3.5 Pursue and obtain National, State, and/or Local designations.

Challenge

Montrose has a significant history. Funding and incentives are needed for projects that celebrate this history.

Desired Outcome

Obtain historic district designation(s). Preserve and celebrate LGBTQ history, through preservation of historic structures and places; add informational/educational signage. Obtain funding and offer incentives to preserve historic structures. Separate efforts can focus on racial histories, other significant history.

Justification

Honor and strengthen the unique identity, character, and history of the Montrose area. Federal designation is a prerequisite for receiving Federal grants, tax incentives, and other benefits. State and local designations can bring other forms of visibility, support, and incentives. It also attracts tourism that provides customers and revenue for small, local businesses that give the area its special character.

Action Item Steps

1. Nominate Montrose area for listing on the National Register of Historic Places.
2. Individual properties may apply for National Historic Landmark designation.
3. Individual properties/places also can be designated by the Texas Historical Commission, as a recorded Texas Historic Landmark.
4. Locally, pursue designation as a City of Houston Historic District, and/or designation of individual landmarks and historic landmarks, by City Council.
5. For designations received, utilize to apply for grants, advance preservation, pursue other funding, and receive other benefits (e.g. tax abatements).

Implementer and Partners Priority

Lead Implementer: TIRZ 27

Long term

Implementation Partners: City of Houston Planning,
Non-profit partnerships



CONCEPT 3.4

Create and pilot a comprehensive program of placekeeping and placemaking, including public art.

Montrose Memorial: LGBTQ+ Community Public Art Pilot Project



3.4.1 Co-create a memorial art installation in a visible public space. Define vision with Montrose residents and LGBTQ+ wider community. Define scope, approach and funding sources. Issue a public Call for Artists to select and commission a lead artist for the project. Include LGBTQ+ people of color.

Challenge

While a remembrance garden exists in Montrose as a memorial to LGBTQ victims of violence, community feedback painted a clear desire for an additional memorial in Montrose, specifically memorializing victims of the HIV/AIDS crisis.

Desired Outcome

Install a memorial sculpture, mural, or other large-scale artwork in public space.

Justification

Honor and strengthen unique identity, character, and history of the Montrose neighborhood. Preserve and promote LGBTQ+ and multi-ethnic community histories and sites.

Action Item Steps

1. Engage experienced public art project manager to lead and deliver project.
2. Define vision and goals with Montrose residents and LGBTQ+ wider community.
3. Define scope, approach, funding sources.
4. Issue a public Call for Artists to select and commission a lead artist, with criteria (e.g. seeking artist with lived experience of district and subject matter of memorial).
5. Manage process of artist and artwork selection, oversee artist's work and creative process, and manage final installation and delivery, all TIRZ and partner approvals.
6. Hold community celebration, with media, PR.
7. Explore location opportunities near Blacksmith Coffee Shop to intentionally tie memorialization to HIV/AIDS victim remains buried behind Mary's Bar (now paved over as Blacksmith's parking lot).

Implementer and Partners Priority

Lead Implementer: Non-profit Partnerships Long term

Implementation Partners: TIRZ 27, Art Alliances, City of Houston

Montrose Tour: LGBTQ+ Places of Interest Tourism Pilot Project



3.4.2 See 3.3.2, above. Include people of color in tour creation and promotions.

Challenge

Montrose has many sites of interest and significance for LGBTQ community history.

Desired Outcome

Tour available to the public that tells the history and story of the LGBTQ+ community and counterculture of Montrose.

Justification

Preserve and promote the unique Montrose identity. Fulfill the promise of Montrose as a fully inclusive and equitable community.

Action Item Steps

1. Plan and implement community engagement. Include people who identify as LGBTQ.
2. Engage tour operator/provider and partners as needed to create, market, and deliver the tour.
3. Obtain tourism funding (e.g. HOT funds) for the program.
4. Launch pilot tour, with marketing and PR program. List tour on VisitHoustonTexas.com.

Implementer and Partners Priority

Lead Implementer: TIRZ 27 Long term

Implementation Partners: Art Alliances, City of Houston Planning

Montrose Cultural District Pilot Project / Historic District Pilot Project

-  **Project**
-  **Program**
-  **TIRZ supported**

3.4.3 Create a program with defined approach, engage partners, creatives, and the wider community.

Challenge

Montrose has opportunity to more clearly brand itself with unique but distinctive art and placemaking/placekeeping at key nodes, intervals along corridors, gateways, etc.

Desired Outcome

Network of Public Art visible to the public as a clear identifier of neighborhood identity.

Justification

Preserve and promote unique Montrose identity. Fulfill promise of Montrose as a fully inclusive and equitable community.

Action Item Steps

1. Develop program vision, goals, action plan, approach, etc.
2. Conduct community engagement. Include people of color, LGBTQ+ community, and other historically marginalized groups in developing and implementing pilot project(s).
3. Publish clear guidelines for organic community-led efforts. Provide resources.
4. Funding Sources: If Cultural District Designation is granted, submit a first TCA grant application to fund creative signage and outreach to identify it.
5. If Historic District Designation is granted, apply for funding for creative signage and about historic sites and structures.

Implementer and Partners	Priority
Lead Implementer: Arts Organizations	Long term
Implementation Partners: TIRZ 27, City of Houston Planning	

The page intentionally left blank

3.

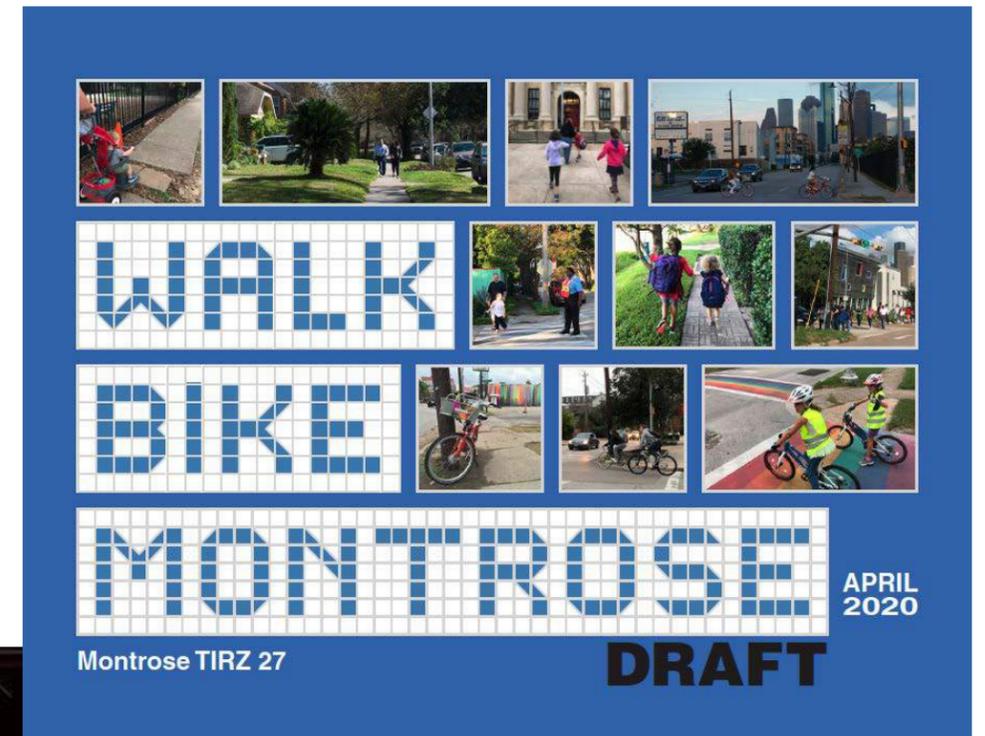
PHASING AND IMPLEMENTATION PLAN



1

PREVIOUS AND ONGOING PROJECTS

The section examines the previous and ongoing projects within Montrose. The tables in the following pages summarize the priority, cost estimate, potential partners, plan origin, and the connection to this plan. The goal of the overview is to provide more resources for TIRZ to leverage and identify the existing projects that the recommendations in this plan can potentially weave into and partners that TIRZ can work with.



Map 13. Short-Term Corridor Recommended Projects in Walk Bike Montrose

The following map highlights recommended short-term corridor projects in Walk Bike Montrose and corresponds to the tables on the following pages



Map Source: Walk Bike Montrose 2020 (Traffic Engineers Inc.)

Neighborhood Safe Streets

- 1 Hawthorne Street
- 2 Woodhead Street
- 3 Stanford Street
- 4 Welch Street

Dedicated On-Street Bikeways

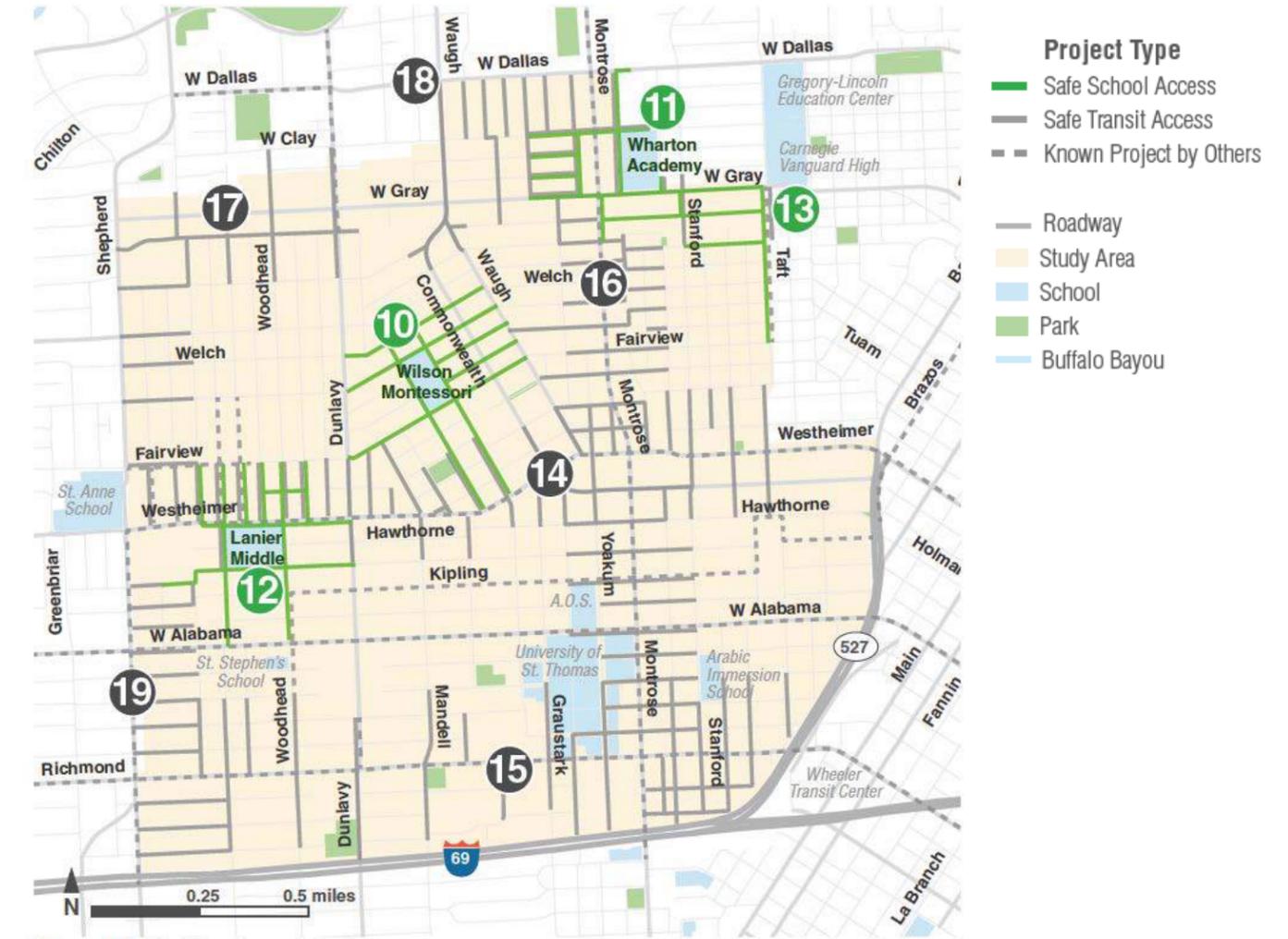
- 5 West Dallas Street
- 6 Mandell Street
- 7 Waugh and Commonwealth

Walkable Street Retrofits

- 8 Dunlavy Street
- 9 West Gray Street

Map 14. Short-Term Access Recommended Projects in Walk Bike Montrose

The following map highlights recommended short-term access projects in Walk Bike Montrose and corresponds to the tables on the following pages.



Map Source: Walk Bike Montrose 2020 (Traffic Engineers Inc.)

Safe School Access

- 10 Wilson Montessori School
- 11 Wharton Dual Language Academy
- 12 Lanier Middle School
- 13 Carnegie Vanguard High School

Safe Transit Access

- 14 Westheimer Road
- 15 Richmond Avenue
- 16 Montrose Boulevard
- 17 West Gray Street
- 18 West Dallas Street
- 19 Shepherd Drive

Recommended Projects:

Map Key	Project Name	Description	Short/ Medium/Long Term
Short-Term Corridor 1	Hawthorne Street: Neighborhood Safe Streets	Intersection and roadway improvements to prevent vehicle speeding and improve safety for people walking and biking including new sidewalks, reconstructed curb ramps, crosswalk markings, curb extensions, speed humps, mini traffic circles, traffic diverters, and wayfinding designed for people walking and biking <ul style="list-style-type: none"> • 2.40 miles of improved sidewalk • 86 improved curb ramps 	Short
Short-Term Corridor 2	Woodhead Street: Neighborhood Safe Streets	Intersection and roadway improvements to prevent vehicle speeding and improve safety for people walking and biking including new sidewalks, reconstructed curb ramps, crosswalk markings, curb extensions, speed humps, mini traffic circles, traffic diverters, and wayfinding designed for people walking and biking <ul style="list-style-type: none"> • 2.31 miles of improved sidewalk • 80 improved curb ramps 	Short
Short-Term Corridor 3	Stanford Street: Neighborhood Safe Streets	Intersection and roadway improvements to prevent vehicle speeding and improve safety for people walking and biking including new sidewalks, reconstructed curb ramps, crosswalk markings, curb extensions, speed humps, mini traffic circles, traffic diverters, and wayfinding designed for people walking and biking <ul style="list-style-type: none"> • 1.86 miles of improved sidewalk • 117 improved curb ramps 	Short
Short-Term Corridor 4	Welch Street: Neighborhood Safe Streets	Intersection and roadway improvements to prevent vehicle speeding and improve safety for people walking and biking including new sidewalks, reconstructed curb ramps, crosswalk markings, curb extensions, speed humps, mini traffic circles, traffic diverters, and wayfinding designed for people walking and biking <ul style="list-style-type: none"> • 2.50 miles of improved sidewalk • 115 improved curb ramps 	Short
Short-Term Corridor 5	West Dallas Street: Dedicated On- Street Bikeways	New buffered/protected bike lanes with green conflict markings at driveways and intersections, improvements for safe crossings such as leading bicycle and pedestrian signals and protected turns. Improvements also include updated sidewalks and curb ramps. <ul style="list-style-type: none"> • Connect to programmed bikeway • 0.52 miles of improved sidewalk • 59 improved curb ramps 	Short

Funding	Cost Estimate	Potential Partners	Plan Origin	Connection to Montrose Livable Centers
<ul style="list-style-type: none"> • TIRZ Budget & Bonds • Funded by others 	\$1,788,000	<ul style="list-style-type: none"> • County • City 	Walk Bike Montrose	
<ul style="list-style-type: none"> • TIRZ Budget & Bonds • Funded by others 	\$2,507,000	<ul style="list-style-type: none"> • County • City 	Walk Bike Montrose	
<ul style="list-style-type: none"> • TIRZ Budget & Bonds 	\$1,802,000	<ul style="list-style-type: none"> • County • City 	Walk Bike Montrose	
<ul style="list-style-type: none"> • TIRZ Budget & Bonds • Funded by others 	\$2,134,000	<ul style="list-style-type: none"> • County • City 	Walk Bike Montrose	
<ul style="list-style-type: none"> • TIRZ Budget & Bonds • Funded by others 	\$395,000	<ul style="list-style-type: none"> • County • City • METRO 	Walk Bike Montrose	

Map Key	Project Name	Description	Short/ Medium/Long Term
Short-Term Corridor 6	Mandell Street: Dedicated On-Street Bikeways	New buffered/protected bike lanes with green conflict markings at driveways and intersections, improvements for safe crossings such as leading bicycle and pedestrian signals and protected turns. Improvements also include updated sidewalks and curb ramps. <ul style="list-style-type: none"> • 1.14 miles of improved sidewalk • 44 improved curb ramps 	Short
Short-Term Corridor 7	Waugh and Commonwealth: Dedicated On-Street Bikeways	At driveways and intersections, improvements for safe crossings such as leading bicycle and pedestrian signals and protected turns. Improvements also include updated sidewalks and curb ramps. <ul style="list-style-type: none"> • 2.60 miles of improved sidewalk • 163 improved curb ramps 	Short
Short-Term Corridor 8	Dunlavy Street: Walkable Street Retrofits	Interim design improvements to reduce and prevent speeding and improve safety for people walking such as updated Sidewalks and curb ramps, curb extensions, crosswalk markings, formalized parking, and vehicle lane re-striping. <ul style="list-style-type: none"> • 1.69 miles of improved sidewalk • 122 improved curb ramps Proj Distance: 8,925 LF Unit Price: \$ 75 per LF=8,925 x 75 = \$670 K x 20% Contingency = \$ 800 K	Short
Short-Term Corridor 9	West Gray Street: Walkable Street Retrofits*	Interim design improvements to reduce and prevent speeding and improve safety for people walking such as updated sidewalks and curb ramps, curb extensions, crosswalk markings, formalized parking, and vehicle lane re-striping. <ul style="list-style-type: none"> • 1.69 miles of improved sidewalk • 62 improved curb ramps • Proj Distance: 8,920 LF • Unit Price: \$ 75 per LF • =8,920 x 75 = \$670 K x 20% Contingency = \$800 K 	Short

Funding	Cost Estimate	Potential Partners	Plan Origin	Connection to Montrose Livable Centers
• TIRZ Budget & Bonds	\$1,800,000	• County • City	Walk Bike Montrose	
• TIRZ Budget & Bonds	\$2,900,000	• County • City	Walk Bike Montrose	1.1.1 Create robust urban design standards to complement safe and green streets improvements for major (Montrose, Westheimer, Alabama, West Gray, Commonwealth/Waugh and Richmond) and minor (Dunlavy, Taft, Fairview) commercial corridors, which must be referenced by partners for all projects funded in part or whole by the TIRZ.
• TIRZ Budget & Bonds	\$800,000	• Residents • City	Walk Bike Montrose	1.1.1 Create robust urban design standards to complement safe and green streets improvements for major (Montrose, Westheimer, Alabama, West Gray, Commonwealth/Waugh and Richmond) and minor (Dunlavy, Taft, Fairview) commercial corridors, which must be referenced by partners for all projects funded in part or whole by the TIRZ.
• TIRZ Budget & Bonds	\$889,000	• County • City	Walk Bike Montrose	

*Note: TIRZ includes W Gray from Shepherd to Taft St as full reconstruction \$18.2 M

Map Key	Project Name	Description	Short/ Medium/Long Term
Short-Term Access 10	Wilson Montessori School: Safe School Access	Improvements near schools including updated sidewalks and curb ramps, new crosswalk markings, curb extensions, and additional intersection treatments like leading pedestrian signals where applicable. Improvements can be split and combined with other projects. <ul style="list-style-type: none"> 4.34 miles of improved sidewalk 201 improved curb ramps Proj Distance: 22,900 LF Unit Price: \$ 75 per LF =22,900 x 75 = \$1.72 M x 20% Contingency = \$2.06 M	Short
Short-Term Access 11	Wharton Dual Language Academy: Safe School Access	Improvements near schools including updated sidewalks and curb ramps, new crosswalk markings, curb extensions, and additional intersection treatments like leading pedestrian signals where applicable. Improvements can be split and combined with other projects. <ul style="list-style-type: none"> 2.85 miles of improved sidewalk 128 improved curb ramps Proj Distance: 15,050 LF Unit Price: \$ 75 per LF =15,050 x 75 = \$1.13 M x 20% Contingency = \$1.35 M	Short
Short-Term Access 12	Lanier Middle School: Safe School Access	Improvements near schools including updated sidewalks and curb ramps, new crosswalk markings, curb extensions, and additional intersection treatments like leading pedestrian signals where applicable. Improvements can be split and combined with other projects. <ul style="list-style-type: none"> 4.42 miles of improved sidewalk 152 improved curb ramps Proj Distance: 23,350 LF Unit Price: \$ 75 per LF =23,350 x 75 = \$1.75 M x 20% Contingency = \$ 2.1 M	Short

Funding	Cost Estimate	Potential Partners	Plan Origin	Connection to Montrose Livable Centers
<ul style="list-style-type: none"> TIRZ Budget & Bonds Grant Opportunities Funded by others 	\$2,071,000	<ul style="list-style-type: none"> County City 	Walk Bike Montrose	
<ul style="list-style-type: none"> TIRZ Budget & Bonds Grant Opportunities Funded by others 	\$1,334,000	<ul style="list-style-type: none"> County City 	Walk Bike Montrose	
<ul style="list-style-type: none"> TIRZ Budget & Bonds Grant Opportunities Funded by others 	\$1,964,000	<ul style="list-style-type: none"> County City Residents 	Walk Bike Montrose	

Map Key	Project Name	Description	Short/ Medium/Long Term
Short-Term Access 13	Carnegie Vanguard High School: Safe School Access	Improvements near schools including updated sidewalks and curb ramps, new crosswalk markings, curb extensions, and additional intersection treatments like leading pedestrian signals where applicable. Improvements can be split and combined with other projects. <ul style="list-style-type: none"> 1.23 miles of improved sidewalk 56 improved curb ramps Proj Distance: 6,500 LF Unit Price: \$ 75 per LF = 6,500 x 75 = \$488 K x 20% Contingency = \$ 585 K	Short
Short-Term Access 14	Westheimer Road: Safe Transit Access	Improvements for streets intersecting transit routes including updated sidewalks and curb ramps, new crosswalk markings, curb extensions, and additional intersection treatments like leading pedestrian signals. Improvements can be split and combined with other projects. <ul style="list-style-type: none"> 8.86 miles of improved sidewalk 606 improved curb ramps Proj Distance: 47,300 LF Unit Price: \$ 75 per LF =47,300 x 75 = \$3.55 M x 30% Contingency = \$4.6 M	Short
Short-Term Access 15	Richmond Avenue: Safe Transit Access	Improvements for streets intersecting transit routes including updated sidewalks and curb ramps, new crosswalk markings, curb extensions, and additional intersection treatments like leading pedestrian signals. Improvements can be split and combined with other projects. <ul style="list-style-type: none"> 5.83 miles of improved sidewalk 383 improved curb ramps Proj Distance: 30,780 LF Unit Price: \$ 75 per LF =30,780 x 75 = \$2.31 M x 30% Contingency = \$3 M	Short

Funding	Cost Estimate	Potential Partners	Plan Origin	Connection to Montrose Livable Centers
<ul style="list-style-type: none"> TIRZ Budget & Bonds Grant Opportunities Funded by others 	\$ 606,000	<ul style="list-style-type: none"> County City Residents 	Walk Bike Montrose	
<ul style="list-style-type: none"> TIRZ Budget & Bonds Funded by others 	\$4,703,000	<ul style="list-style-type: none"> County City METRO 	Walk Bike Montrose	1.1.1 Create robust urban design standards to complement safe and green streets improvements for major (Montrose, Westheimer, Alabama, West Gray, Commonwealth/Waugh and Richmond) and minor (Dunlavy, Taft, Fairview) commercial corridors, which must be referenced by partners for all projects funded in part or whole by the TIRZ.
<ul style="list-style-type: none"> TIRZ Budget & Bonds Funded by others 	\$3,080,000	<ul style="list-style-type: none"> County City METRO 	Walk Bike Montrose	1.1.1 Create robust urban design standards to complement safe and green streets improvements for major (Montrose, Westheimer, Alabama, West Gray, Commonwealth/Waugh and Richmond) and minor (Dunlavy, Taft, Fairview) commercial corridors, which must be referenced by partners for all projects funded in part or whole by the TIRZ.

Map Key	Project Name	Description	Short/ Medium/Long Term
Short-Term Access 16	Montrose Boulevard: Safe Transit Access	Improvements for streets intersecting transit routes including updated sidewalks and curb ramps, new crosswalk markings, curb extensions, and additional intersection treatments like leading pedestrian signals. Improvements can be split and combined with other projects such as Montrose reconstruction <ul style="list-style-type: none"> 10.01 miles of improved sidewalk 666 improved curb ramps <p>TIRZ 27 is currently exploring combining Montrose Boulevard Safe Transit Access and Montrose Boulevard Street and Drainage Construction as a single project in partnership with METRO for back of curb/transit work:</p> <ul style="list-style-type: none"> Montrose PH I: Westheimer to Allen Pkwy: \$25 M Montrose PH II: US 59 Bridge to Westheimer: \$15.3 M 	Short
Short-Term Access 17	West Gray Street: Safe Transit Access*	Improvements for streets intersecting transit routes including updated sidewalks and curb ramps, new crosswalk markings, curb extensions, and additional intersection treatments like leading pedestrian signals. Improvements can be split and combined with other projects. <ul style="list-style-type: none"> 6.27 miles of improved sidewalk 380 improved curb ramps <p>Proj Distance: 33,100 LF Unit Price: \$ 75 per LF =33,100 x 75 = \$2.5 M x 20% Contingency = \$3 M</p>	Short
Short-Term Access 18	West Dallas Street: Safe Transit Access	Improvements for streets intersecting transit routes including updated sidewalks and curb ramps, new crosswalk markings, curb extensions, and additional intersection treatments like leading pedestrian signals. Improvements can be split and combined with other projects. <ul style="list-style-type: none"> 2.13 miles of improved sidewalk 108 improved curb ramps <p>Proj Distance: 11,250 LF Unit Price: \$ 75 per LF =11,250 x 75 = \$840 K x 20% Contingency = \$1 M</p>	Short

Funding	Cost Estimate	Potential Partners	Plan Origin	Connection to Montrose Livable Centers
<ul style="list-style-type: none"> TIRZ Budget & Bonds Funded by others 	\$5,261,000	<ul style="list-style-type: none"> County City METRO 	Walk Bike Montrose	1.1.1 Create robust urban design standards to complement safe and green streets improvements for major (Montrose, Westheimer, Alabama, West Gray, Commonwealth/Waugh and Richmond) and minor (Dunlavy, Taft, Fairview) commercial corridors, which must be referenced by partners for all projects funded in part or whole by the TIRZ.
<ul style="list-style-type: none"> TIRZ Budget & Bonds Funded by others 	\$3,215,000	<ul style="list-style-type: none"> County City METRO 	Walk Bike Montrose	
<ul style="list-style-type: none"> TIRZ Budget & Bonds Funded by others 	\$1,045,000	<ul style="list-style-type: none"> County City METRO 	Walk Bike Montrose	

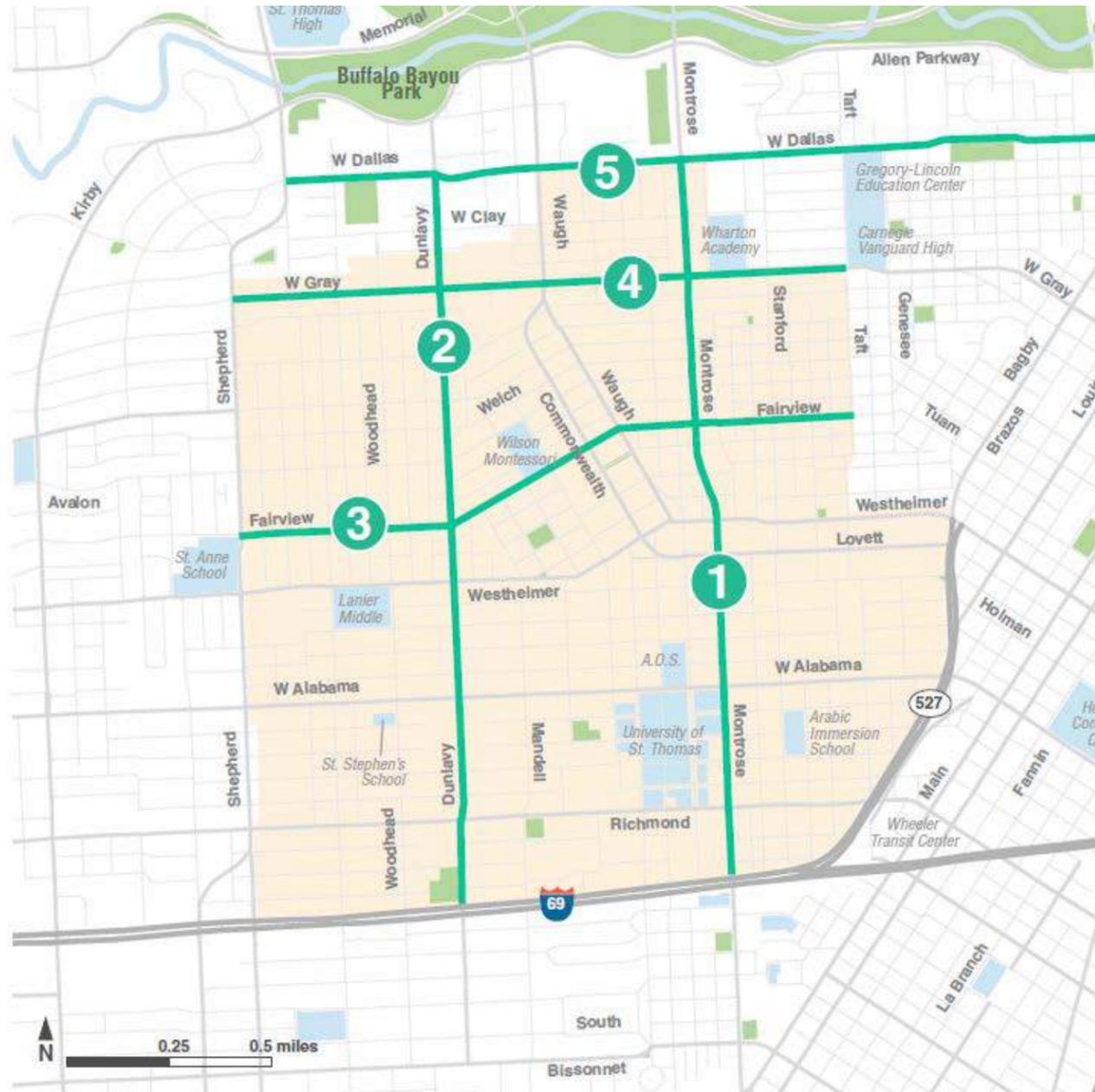
*Note: TIRZ includes W Gray from Shepherd to Taft St as full reconstruction \$18.2 M

Map Key	Project Name	Description	Short/ Medium/Long Term
Short-Term Access 19	Shepherd Drive: Safe Transit Access	<p>Improvements for streets intersecting transit routes including updated sidewalks and curb ramps, new crosswalk markings, curb extensions, and additional intersection treatments like leading pedestrian signals. Improvements can be split and combined with other projects.</p> <ul style="list-style-type: none"> • 6.00 miles of improved sidewalk • 309 improved curb ramps <p>Proj Distance: 31,680 LF Unit Price: \$ 75 per LF =31,680 x 75 = \$2.38 M x 30% Contingency = \$3.1 M</p>	Short

Funding	Cost Estimate	Potential Partners	Plan Origin	Connection to Montrose Livable Centers
<ul style="list-style-type: none"> • TIRZ Budget & Bonds • Funded by others 	\$2,930,000	<ul style="list-style-type: none"> • County • City • METRO 	Walk Bike Montrose	

Map 15. Long-Term Recommended Projects in Walk Bike Montrose

The following map highlights recommended long-term projects in Walk Bike Montrose and corresponds to the tables on the following pages.



Map Source: Walk Bike Montrose 2020 (Traffic Engineer Inc)

Long Term Reconstruction projects

- 1 Montrose Boulevard
- 2 Dunlavy Street
- 3 Fairview Street
- 4 West Gray Street
- 5 West Dallas Street

- Long-Term Project
- Roadway
- Study Area
- School
- Park
- Buffalo Bayou

The page intentionally left blank

Map Key	Project Name	Description	Short/ Medium/Long Term
Long-Term Vision 1	Montrose Boulevard Street and Drainage Reconstruction: North-South Community Walking & Transit Spine	<ul style="list-style-type: none"> Widen sidewalks beyond current standards and add amenities like seating, shade trees, lighting, and landscaping for people walking along the whole corridor Rebuild transit stops and improve stop spacing Improve crossings at all intersections along the corridor and add new signals where needed Add new drainage capacity to prevent flooding <p>TIRZ 27 is currently exploring combining Montrose Boulevard Safe Transit Access and Montrose Boulevard Street and Drainage Construction as a single project in partnership with METRO for back of curb/transit work:</p> <ul style="list-style-type: none"> Montrose PH I: Westheimer to Allen Pkwy: \$25 M Montrose PH II: US 59 Bridge to Westheimer: \$15.3 M 	Long
Long-Term Vision 2	Dunlavy Street Redesign: Bayou Gateway & Small Business Corridor	<ul style="list-style-type: none"> Rebuild all sidewalks to current standards or better, widen sidewalks in places with more walking activity, and add amenities like seating, shade trees, lighting, and landscaping Improve intersections and extend the curbs to improve safety and comfort for people walking and to slow vehicle speeds Assess stop sign placement to reduce crashes at intersections Right-size the corridor to two travel lanes and formalize street parking for portions of the corridor Challenges: Limited right-of-way makes it difficult to include a protected bikeway, and presents challenges at major intersections like at Westheimer Road and West Alabama Street 	Long

Funding	Cost Estimate	Potential Partners	Plan Origin	Connection to Montrose Livable Centers
<ul style="list-style-type: none"> TIRZ Budget & Bonds Funded by others 	\$\$\$\$	<ul style="list-style-type: none"> City METRO 	Walk Bike Montrose	<p>1.1.1 Create robust urban design standards to complement safe and green streets improvements for major (Montrose, Westheimer, Alabama, West Gray, Commonwealth/Waugh and Richmond) and minor (Dunlavy, Taft, Fairview) commercial corridors, which must be referenced by partners for all projects funded in part or whole by the TIRZ.</p> <p>1.3.1 In coordination with 1.1.1 Create green streets guidelines and program for various street typologies to supplement existing corridor standards, including design and maintenance specifications for ROW trees and green infrastructure features, with a focus on tree health that does not conflict with walkability.</p>
<ul style="list-style-type: none"> TIRZ Budget & Bonds Funded by others 	\$\$\$	<ul style="list-style-type: none"> County City 	Walk Bike Montrose	<p>1.1.1 Create robust urban design standards to complement safe and green streets improvements for major (Montrose, Westheimer, Alabama, West Gray, Commonwealth/Waugh and Richmond) and minor (Dunlavy, Taft, Fairview) commercial corridors, which must be referenced by partners for all projects funded in part or whole by the TIRZ.</p> <p>1.3.1 In coordination with 1.1.1 Create green streets guidelines and program for various street typologies to supplement existing corridor standards, including design and maintenance specifications for ROW trees and green infrastructure features, with a focus on tree health that does not conflict with walkability.</p> <p>1.4.1 Design an urban greenway which connects Hermann Park to Buffalo Bayou Park</p> <p>1.4.2 Construct an improved bike/ped crossing across I-69 at Montrose Boulevard.</p> <p>1.4.4 Construct an improved bicycle and pedestrian connection along Waugh Dr between Dallas and Buffalo Bayou, creating Montrose's front door to Buffalo Bayou Park</p>

Map Key	Project Name	Description	Short/ Medium/Long Term
Long-Term Vision 3	Fairview Street Reconstruction: Houston's LGBTQ Main Street	<ul style="list-style-type: none"> Rebuild all sidewalks to current standards or better, widen sidewalks in places with more walking activity, and add amenities like seating, shade trees, lighting, and landscaping Improve intersections and extend the curbs to improve safety and comfort for people walking and to slow vehicle speeds Assess stop sign placement to reduce crashes at intersections Right-size the corridor to two travel lanes and formalize street parking for portions of the corridor Challenges: Limited right-of-way makes it difficult to include a protected bikeway, and presents challenges at major intersections like at Westheimer Road and West Alabama Street 	Long
Long-Term Vision 4	West Gray Street Redesign: High-Density Luxury Commercial Street	<ul style="list-style-type: none"> Rebuild all sidewalks to current standards or better, widen sidewalks in places with more walking activity and west of Waugh Drive, add amenities like seating, shade trees, lighting, and landscaping, and improve crosswalks at all intersections Rebuild transit stops and improve stop spacing Where possible, reallocate vehicle travel lanes to have two through-lanes and one center turn lane Add a Dedicated On-Street bikeway east of Waugh Drive to connect to the existing Gray Street bike lane in Midtown 	Long

Funding	Cost Estimate	Potential Partners	Plan Origin	Connection to Montrose Livable Centers
<ul style="list-style-type: none"> TIRZ Budget & Bonds Grant Opportunities Funded by others 	\$\$\$\$	<ul style="list-style-type: none"> County City Residents 	Walk Bike Montrose	<p>1.1.1 Create robust urban design standards to complement safe and green streets improvements for major (Montrose, Westheimer, Alabama, West Gray, Commonwealth/Waugh and Richmond) and minor (Dunlavy, Taft, Fairview) commercial corridors, which must be referenced by partners for all projects funded in part or whole by the TIRZ.</p> <p>1.3.1 In coordination with 1.1.1 Create green streets guidelines and program for various street typologies to supplement existing corridor standards, including design and maintenance specifications for ROW trees and green infrastructure features, with a focus on tree health that does not conflict with walkability.</p> <p>3.3.4 Apply for a designation as a Cultural District by the Texas Art Commission. If granted, submit grant requests for funding arts projects that honor LGBTQ community.</p>
<ul style="list-style-type: none"> TIRZ Budget & Bonds Grant 	\$\$	<ul style="list-style-type: none"> County City METRO 	Walk Bike Montrose	<p>1.1.1 Create robust urban design standards to complement safe and green streets improvements for major (Montrose, Westheimer, Alabama, West Gray, Commonwealth/Waugh and Richmond) and minor (Dunlavy, Taft, Fairview) commercial corridors, which must be referenced by partners for all projects funded in part or whole by the TIRZ.</p> <p>1.3.1 In coordination with 1.1.1 Create green streets guidelines and program for various street typologies to supplement existing corridor standards, including design and maintenance specifications for ROW trees and green infrastructure features, with a focus on tree health that does not conflict with walkability.</p>

Map Key	Project Name	Description	Short/ Medium/Long Term
Long-Term Vision 5	West Dallas Street Redesign: High-Density Bayouside Residential	<p>Rebuild all sidewalks to current standards or better, widen sidewalks in places with more walking activity, add amenities like seating, shade trees, lighting, and landscaping, and improve crosswalks at all intersections</p> <ul style="list-style-type: none"> • Add a high-comfort bikeway or wide Off-Street path behind the curb on both sides of West Dallas to accommodate people walking and biking • Rebuild transit stops and improve stop spacing • Reallocate vehicle travel lanes to have two through-lanes and turn lane at key intersections and driveways • Challenges: Rebuilding to create a high-quality street for bicyclists, transit users, and people walking will likely require right-of-way acquisition, especially near intersections 	Long
N/A	TIRZ (Tax Increment Reinvestment Zone)	<ul style="list-style-type: none"> • For West Main Street, Harold Street, West Clay Street, Lovett Boulevard, and Graustark Street • Rebuild all sidewalks to current standards or better, widen sidewalks in places with more walking activity, and add amenities like seating, shade trees, lighting, and landscaping • Improve intersections and extend the curbs to improve safety and comfort for people walking and to slow vehicle speeds • Assess stop sign placement to reduce crashes at intersections • Invest in mini-traffic circles, traffic diverters, speed bumps, and other improvements that support safe driving speeds • Challenges: Interruptions in the street grid will force the TIRZ to think carefully about direct connections to other bikeways in the network 	Long
N/A	Regional Connections: Getting To and From Montrose	<ul style="list-style-type: none"> • In the north and south, safe ways to get to Buffalo Bayou Park and Rice University will improve neighborhood access to recreation and employment centers. • Connections to the east will bring more people to Montrose as the populations of Midtown and Downtown continue to grow • Westward connections to Upper Kirby and Greenway Plaza will give residents easy ways to get to work in those employment centers 	Long

Funding	Cost Estimate	Potential Partners	Plan Origin	Connection to Montrose Livable Centers
<ul style="list-style-type: none"> • TIRZ Budget & Bonds • Grant 	\$\$\$	<ul style="list-style-type: none"> • County • City • METRO 	Walk Bike Montrose	<p>1.3.1 In coordination with 1.1.1 Create green streets guidelines and program for various street typologies to supplement existing corridor standards, including design and maintenance specifications for ROW trees and green infrastructure features, with a focus on tree health that does not conflict with walkability.</p> <p>1.4.4 Construct an improved bicycle and pedestrian connection along Waugh Dr between Dallas and Buffalo Bayou, creating Montrose's front door to Buffalo Bayou Park</p>
<ul style="list-style-type: none"> • TIRZ Budget & Bonds • Grant Opportunities 	\$	<ul style="list-style-type: none"> • County • City • Residents 	Walk Bike Montrose	<p>1.1.1 Create robust urban design standards to complement safe and green streets improvements for major (Montrose, Westheimer, Alabama, West Gray, Commonwealth/Waugh and Richmond) and minor (Dunlavy, Taft, Fairview) commercial corridors, which must be referenced by partners for all projects funded in part or whole by the TIRZ.</p> <p>1.3.1 In coordination with 1.1.1 Create green streets guidelines and program for various street typologies to supplement existing corridor standards, including design and maintenance specifications for ROW trees and green infrastructure features, with a focus on tree health that does not conflict with walkability.</p>
<ul style="list-style-type: none"> • TIRZ Budget & Bonds • Grant 	\$\$	<ul style="list-style-type: none"> • County • City 	Walk Bike Montrose	<p>1.4.1 Design an urban greenway which connects Hermann Park to Buffalo Bayou Park</p> <p>1.4.2 Construct an improved bike/ped crossing across I-69 at Montrose Boulevard.</p>

City of Houston Capital Improvement Project (CIP)

- 1 Lower Westheimer Reconstruction
- 2 West Alabama Reconstruction
- 3 Dunlavy Reconstruction
- 4 Taft Reconstruction
- 5 Brazos Reconstruction
- 6 Avalon Place Neighborhood Reconstruction
- 7 Kipling Pavement Replacement
- 8 Spur Project between Louisiana and Brazos

METRO

- 9 56 Montrose BOOST Corridor Improvements
- 10 25 Richmond METRORapid Improvements
- 11 82 Westheimer BOOST Improvements

Other TIRZs and Management Districts

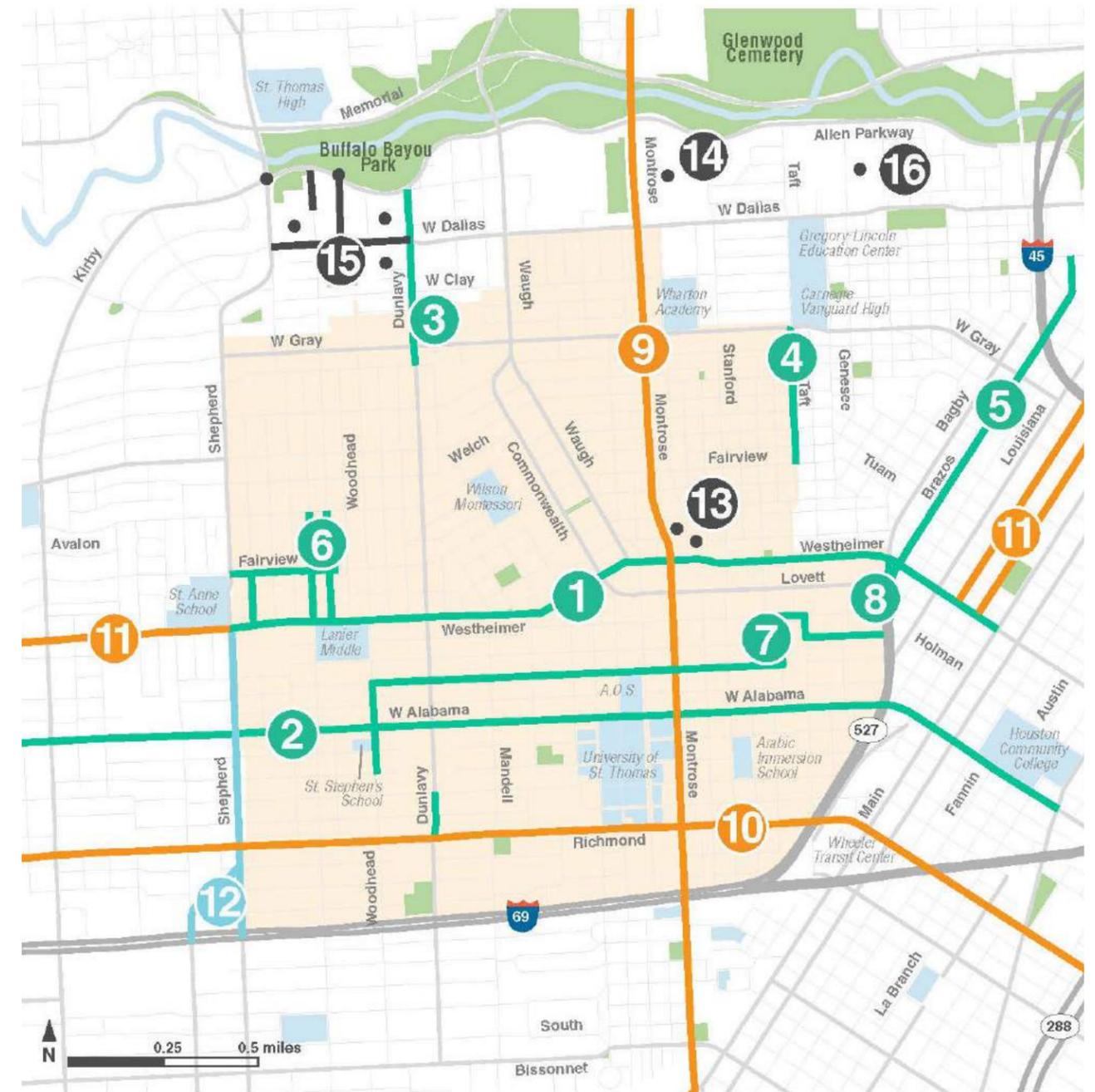
- 12 Shepherd Drive Drainage Improvements by Upper Kirby District

Significant Private Development

- 13 Montrose Collective
- 14 Ismaili Center
- 15 West Dallas developments
- 16 The Allen

Map 16. Projects by Others

The following map highlights previous or ongoing projects led by others and corresponds to the tables on the following pages.



Map Source: Walk Bike Montrose 2020 (Traffic Engineer Inc)

Project Lead

- City of Houston (CIP)
- METRO
- TIRZ/Management District
- Private Developer
- Roadway
- Study Area
- School
- Park
- Buffalo Bayou

Map Key	Project Name	Description	Short/ Medium/Long Term
Projects by Others 2	Alabama Street Reconstruction: Neighborhood Cultural Spine	<ul style="list-style-type: none"> Rebuild sidewalks to current standards or better, add amenities like seating, shade trees, lighting, and landscaping, and improve crosswalks at all intersections Where possible, extend the curbs to improve safety and comfort for people walking and to slow vehicle speeds Assess the need for new signals at intersections with more people walking and biking - Re-size and reallocate vehicle travel lanes to have two through-lanes and turn lane where necessary Add a Dedicated On-Street bikeway Challenges: Limited right-of-way and mature oak trees makes it difficult to design a high-comfort bikeway 	Long
Projects by Others 3	Dunlavy: West Dallas to Peden	<p>Project provides for acquisition, design and construction of a four-lane, non-divided, concrete with curbs, sidewalks, driveways, street lighting, traffic control and necessary underground utilities</p> <p>Proj Distance: 1,850 LF, 4-lanes</p> <p>LN-MI: 1.40</p> <p>Unit Price: \$ 2M per lane mile (City uses \$1.5M)</p> <p>=1.40 x 2,000,000 = \$2.8M x 20% Contingency = \$3.4 M</p> <p>Cost Seems high unless there are high level amenities, high drainage cost or cost for acquisition</p> <p>*Fitting 4 lanes means eliminating the dedicated bike lanes</p> <p>* Calculations for originl design, current design may change</p> <p>* Acquiring ROW is going to be extremely challenging due to properties being built up to ROW line and presence of large CP transmission lines</p>	2023 funds allocated

Funding	Cost Estimate	Potential Partners	Plan Origin	Connection to Montrose Livable Centers
			City of Houston Capital Improvement Project	<p>1.1.1 Create robust urban design standards to complement safe and green streets improvements for major (Montrose, Westheimer, Alabama, West Gray, Commonwealth/Waugh and Richmond) and minor (Dunlavy, Taft, Fairview) commercial corridors, which must be referenced by partners for all projects funded in part or whole by the TIRZ.</p> <p>1.3.1 In coordination with 1.1.1 Create green streets guidelines and program for various street typologies to supplement existing corridor standards, including design and maintenance specifications for ROW trees and green infrastructure features, with a focus on tree health that does not conflict with walkability.</p>
• CIP	\$6,866		City of Houston Capital Improvement Project	<p>1.1.1 Create robust urban design standards to complement safe and green streets improvements for major (Montrose, Westheimer, Alabama, West Gray, Commonwealth/Waugh and Richmond) and minor (Dunlavy, Taft, Fairview) commercial corridors, which must be referenced by partners for all projects funded in part or whole by the TIRZ.</p>

Map Key	Project Name	Description	Short/ Medium/Long Term
Projects by Others 10	Richmond Avenue Reconstruction: Transit-Oriented Avenue & Gateway to Midtown	<ul style="list-style-type: none"> Improvements on the 25 Richmond Route Rebuild all sidewalks to current standards or better, widen sidewalks in places with more walking activity, add amenities like seating, shade trees, lighting, and landscaping, and improve crosswalks at all intersections Rebuild transit stops to be high-quality, implement transit signal priority, and improve stop spacing Reallocate vehicle travel lanes to have two through-lanes and one center turn lane Challenges: Limited right-of-way will force tradeoffs between vehicles and people walking" 	Medium
N/A	Westheimer Road Reconstruction: Main Street of Montrose	<ul style="list-style-type: none"> Planned Project: Align with the goals of the City of Houston Lower Westheimer Study Rebuild sidewalks to current standards or better, add amenities like seating, shade trees, lighting, and landscaping, and improve crosswalks at all intersections Reallocate vehicle travel lanes to have two through-lanes. Include one center turn lane along the corridor as needed Rebuild transit stops to be high-quality, implement transit signal priority, and improve stop spacing Where possible, extend the curbs to improve safety and comfort for people walking and to slow vehicle speeds Challenges: Limited right-of-way and high vehicle volumes prevent the addition of a Dedicated On-Street bikeway" 	Medium
N/A	Westheimer: Bagby to Main	<ul style="list-style-type: none"> Dedicated bus lanes at bus stops Reconfigured roadway Dedicated turn lanes Improved bicycle crossing Raised median" 	

Funding	Cost Estimate	Potential Partners	Plan Origin	Connection to Montrose Livable Centers
<ul style="list-style-type: none"> Funded by others 	\$\$\$	<ul style="list-style-type: none"> City 	METRO Project	<p>1.1.1 Create robust urban design standards to complement safe and green streets improvements for major (Montrose, Westheimer, Alabama, West Gray, Commonwealth/Waugh and Richmond) and minor (Dunlavy, Taft, Fairview) commercial corridors, which must be referenced by partners for all projects funded in part or whole by the TIRZ.</p> <p>1.1.3 Ensure right-of-way design standards are compatible and complement METRO BOOST and BRT improvement plans</p> <p>1.4.3 Construct an improved bike/ped crossing into Hermann Park at Montrose and Main Street</p>
<ul style="list-style-type: none"> TIRZ Budget & Bonds Funded by others 	\$\$\$\$	<ul style="list-style-type: none"> METRO 	City of Houston Capital Improvement Project	<p>1.1.1 Create robust urban design standards to complement safe and green streets improvements for major (Montrose, Westheimer, Alabama, West Gray, Commonwealth/Waugh and Richmond) and minor (Dunlavy, Taft, Fairview) commercial corridors, which must be referenced by partners for all projects funded in part or whole by the TIRZ.</p> <p>1.3.1 In coordination with 1.1.1 Create green streets guidelines and program for various street typologies to supplement existing corridor standards, including design and maintenance specifications for ROW trees and green infrastructure features, with a focus on tree health that does not conflict with walkability.</p>
			Lower Westheimer Corridor Study	<p>1.1.1 Create robust urban design standards to complement safe and green streets improvements for major (Montrose, Westheimer, Alabama, West Gray, Commonwealth/Waugh and Richmond) and minor (Dunlavy, Taft, Fairview) commercial corridors, which must be referenced by partners for all projects funded in part or whole by the TIRZ.</p>

Map Key	Project Name	Description	Short/ Medium/Long Term
N/A	Westheimer: Dunlavy to Montrose	<ul style="list-style-type: none"> Improved pedestrian crossing Dedicated turn lanes Improved bicycle crossing Dedicated parking spaces Convert to oneway" 	2020 scheduled construction, 2022 anticipated completion
N/A	Westheimer: Montrose to Bagby	<ul style="list-style-type: none"> Dedicated parking spaces Minimum 6-ft sidewalk Dedicated turn lanes Dedicated bus lanes at bus stops" 	

Funding	Cost Estimate	Potential Partners	Plan Origin	Connection to Montrose Livable Centers
			Lower Westheimer Corridor Study	1.1.1 Create robust urban design standards to complement safe and green streets improvements for major (Montrose, Westheimer, Alabama, West Gray, Commonwealth/Waugh and Richmond) and minor (Dunlavy, Taft, Fairview) commercial corridors, which must be referenced by partners for all projects funded in part or whole by the TIRZ.
			Lower Westheimer Corridor Study	1.1.1 Create robust urban design standards to complement safe and green streets improvements for major (Montrose, Westheimer, Alabama, West Gray, Commonwealth/Waugh and Richmond) and minor (Dunlavy, Taft, Fairview) commercial corridors, which must be referenced by partners for all projects funded in part or whole by the TIRZ.

2

IMPLEMENTATION MATRIX

The goal of the section is to provide resources to help ensure strategies are implemented. The section includes two key components:

1. Lists of key leaders and partners in implementing Livable Centers strategies including supporting information includes the mission or purpose of the organizations, the implementation assets they have at their disposal, and the abilities these organizations have to carry out the recommended strategies;
2. All strategies listed in the Concept Plan with phasing, partners, potential funders, and the TIRZ role, clearly outlined.

Partner Entity Overview

Entity	Purpose	Assets	Abilities
TIRZ (Tax Increment Reinvestment Zone)	Establish a framework and create conditions for redevelopment to occur that will stabilize a declining tax base, establish the basis for a consistency of land uses and strengthen the character or residential and commercial properties.	Property value/increment	Historic Preservation, Roadway/Sidewalk Construction, Water/Sewer Construction, Brownfield Remediation, Demolition Costs, Area Park & Recreation Redevelopment, Gateway Improvements, Streetscape, landscape & Lighting Improvements, Bus Stop/Shelter Improvements, Land Acquisition, Development and Redevelopment, Affordable Housing
City of Houston Public Works	Provide many of the basic services that affect the daily lives of everyone who lives and works in Houston. Primarily, the department is responsible for the administration, planning, maintenance, construction management and technical engineering of the City's infrastructure.	City general fun, City special revenue fund, City enterprise funds	Improvements to transportation infrastructure, public spaces, and public services (roads, sidewalks, sewer system)
City of Houston Planning and Development	Manage land-development regulations, enhance and protect neighborhood character and stability, and provide reliable data, mapping and analysis to decision makers	City general fund, City special revenue fund	Historic preservation, Implement land development regulations, Improve transportation planning efforts, Pursue grant funding, Review projects for compliance with development codes
Harris County Precinct 1	Deliver responsive public services to improve the quality of life, advance equality of opportunity, and promote the fair treatment for all	Tax revenue, government grants	Bikeway/Street/Sidewalk/Trail improvements, Park & community center programming, flood mitigation projects
METRO	Develop, operate, and maintain a mass transit system to serve the residents within and visitors to its service area	Sales tax, grants, fares	Expansion and enhancement of transit infrastructure, design and plan expansions and enhancements
City of Houston Office of Sustainability	Encourage green development and lifestyles across the city by carrying out green projects, educating on pressing environmental issues, and promoting sustainable projects and services	City general fund	Support greenhouse gas mitigation initiatives, Serve as a liaison between the City and other entities on matters pertaining to greenhouse gas mitigation, Provide support on utility regulation and its cost saving efficiencies
City of Houston Parks	Enhance the quality of urban life by providing safe, well-maintained parks, and offering affordable programming for our community	City general fund, City special revenue fund, Parks and Open Spaces Ordinance fees	Park maintenance and construction, Programming, Land acquisition for park purposes

Entity	Purpose	Assets	Abilities
Hermann Park Conservancy	Nonprofit citizens' organizations dedicated to the stewardship and improvement of Hermann Park	Donations	Partner with the Houston Parks and Recreation Department to enhance and maintain the park, Manage designs of park improvement projects, Share construction costs with the City of Houston
Buffalo Bayou Partnership	Non-profit organization revitalizing and transforming Buffalo Bayou, seeks ways to activate Buffalo Bayou through pedestrian, boating and biking amenities; volunteer activities; permanent and temporary art installations; and wide-ranging tours and events.	Donations	Parks construction, Hike & bike trail construction and maintenance, programming
Harris County Housing	Provide housing and assistance programs designed to create desirable, livable, and sustainable communities	Government grants, tenant revenue	Own and manage affordable housing properties
City of Houston Housing	Make investments that serve Houstonians' housing needs and build a more equitable city by creating safe, resilient homes	City general fund, City special revenue fund	Manage and administer federal and non-federal funds that are earmarked for the development of viable urban communities, Invest to build new homes and fix existing homes, Assist to increase homeownership, Underwrite multi-family developments
State of Texas (Texas Art Commission)	Support a diverse and innovative arts community in Texas by providing resources to enhance economic development, arts education, cultural tourism, and art sustainability initiatives	State funding, federal funding	Arts district designation and Project grants
Economic Development Administration (EDA)	Lead the federal economic development agenda by promoting innovation and competitiveness, preparing American regions for growth and success in the worldwide economy	Federal funding	Design and implement economic development strategies, provides assistance on planning strategies, project grants,

The entities listed in the table are the key partners. There are other organization that are also critical for the implementation. They are:

Block Clubs, Bcyle, Buffalo Bayou Partnership, City of Houston Office of Sustainability, Civic Associations, Developers, Hermann Park Conservancy, Houston Arts Alliance, Mayor's Office, Mayor's Office for People with Disabilities, Menil, Montrose Center, Neartown Association, Nurseries, Oak Forest Deed for Change, Private Owners, Scenic Houston, State of Texas (Art Commission), The Contemporary Arts Museum Houston, Trees for Houston.

Livable Center Plan Strategies

CONNECTED: The Livable Centers Plan must build upon this past work and examine more ways to utilize street right of way to provide multiple forms of benefits, including mobility, resilience and recreation.

Concept	Phase	Partners	Potential Funders	TIRZ #27 Role
1.1 Build on the previous work that has been completed for Montrose which focused on commercial, major neighborhood, and minor neighborhood corridor improvements				
1.1.1 Create robust urban design standards to complement safe and green streets improvements for major (Montrose, Westheimer, Alabama, West Gray, Commonwealth/Waugh and Richmond) and minor (Dunlavy, Taft, Fairview) commercial corridors. The standards must be utilized by partners for all projects funded in part or whole by the TIRZ.	Short term Medium term Long term	<ul style="list-style-type: none"> TIRZ 27 City of Houston Public Works City of Houston Planning Harris County Precinct 1 Adjacent TIRZ as partners 	<ul style="list-style-type: none"> TIRZ Funds City of Houston Harris County Precinct 1 Private Developers Regional Funding 	TIRZ led TIRZ funded
1.1.2 Ensure right-of-way design standards are compatible and complement METRO BOOST and BRT improvement plans	Short term	<ul style="list-style-type: none"> TIRZ 27 City of Houston Planning METRO Non-profit arts organizations 	<ul style="list-style-type: none"> METRO City of Houston TIRZ Funds Regional Funding 	TIRZ led TIRZ funded
1.2 Pilot temporary and permanent opportunities for reclaiming right-of-way for community, pedestrian, and bicycle activation				
1.2.1 Identify high priority locations for slow streets pilot projects.	Short term Medium term Long term	<ul style="list-style-type: none"> TIRZ 27 City of Houston Public Works City of Houston Planning Economic Development Administration Civic associations Block clubs Neartown Association 	<ul style="list-style-type: none"> TIRZ Funding City of Houston Harris County Precinct 1 Regional Funding 	TIRZ led TIRZ funded

Concept	Phase	Partners	Potential Funders	TIRZ #27 Role
1.2.2 Following successful pilots, develop shared street concepts in the long term to create additional community space for play, walking or biking, community gathering or greening uses.	Medium term Long term	<ul style="list-style-type: none"> TIRZ 27 City of Houston Harris County Economic Development Administration 	<ul style="list-style-type: none"> City of Houston Harris County Precinct 1 TIRZ Funding Regional Funding 	TIRZ led TIRZ funded
1.3 Create a dispersed but connected network of urban green spaces in Montrose that promotes urban heat island mitigation, urban habitat provision, and stormwater treatment, in addition to filling parkland and open space gaps				
1.3.1 In coordination with 1.1.1 Create green streets guidelines and program for various street typologies to supplement existing corridor standards, including design and maintenance specifications for ROW trees and green infrastructure features, with a focus on tree health that does not conflict with walkability.	Short term Medium term Long term	<ul style="list-style-type: none"> TIRZ 27 City of Houston Planning City of Houston Public Works Harris County Precinct 1 City of Houston Office of Sustainability Trees for Houston 	<ul style="list-style-type: none"> TIRZ Funding 	TIRZ led TIRZ funded
1.3.2 Ensure all future drainage improvements include green infrastructure features to supplement gray infrastructure and are designed to capture a 2-year or larger storm	Short term policy setting; long term implementation	<ul style="list-style-type: none"> TIRZ 27 City of Houston Public Works City of Houston Office of Sustainability 	<ul style="list-style-type: none"> TIRZ Funding City of Houston Harris County Precinct 1 Harris County Flood Control District Regional Funding 	TIRZ led TIRZ funded
1.3.3 Focus tree planting and shading efforts on the hottest places in Montrose including near River Oaks Shopping Center and along key green corridors.	Short term Medium term Long term	<ul style="list-style-type: none"> TIRZ 27 City of Houston Public Works Trees for Houston Scenic Houston Nurseries 	<ul style="list-style-type: none"> Trees for Houston City of Houston TIRZ Funding Private Property Owners 	TIRZ led TIRZ funded

Concept	Phase	Partners	Potential Funders	TIRZ #27 Role
1.3.4 Support regional efforts to expand capacity for green infrastructure maintenance education.	Short term	<ul style="list-style-type: none"> TIRZ 27 City of Houston Public Works H-GAC 	<ul style="list-style-type: none"> City of Houston Local Universities Harris County Flood Control District 	TIRZ Supported
1.3.5 Locate key locations for temporary and permanent small "parklets" along key commercial corridors and within neighborhoods to help supplement park acreage gaps.	Short/ immediately post-COVID - temporary Long - permanent	<ul style="list-style-type: none"> TIRZ 27 City of Houston Parks Department City of Houston Planning City of Houston Public Works Private Owners (for maintenance) 	<ul style="list-style-type: none"> Adjacent business or Institutional owners TIRZ Funds City of Houston Harris County Precinct 2 	TIRZ led TIRZ funded
1.3.6 Cultivate more district-scale parks programming including examining the potential for an outdoor music venue. Explore opportunities to partner with other stakeholders to leverage new land toward signature park goals.	Mid to long term	<ul style="list-style-type: none"> TIRZ 27 City of Houston Parks Mayor's Office Work with bars for the live music 	<ul style="list-style-type: none"> City of Houston Harris County Precinct 1 Non-profit institutions Corporate Sponsorships 	TIRZ led
Create a system of urban greenways in Montrose to better connect bicyclists between two major green nodes, with key priority projects along Montrose Boulevard. from Buffalo Bayou to Hermann Park, and connecting via Westheimer to Waugh and Commonwealth extending north to Buffalo Bayou				
1.4.1 Design a Montrose Greenway Network which connects Hermann Park to Buffalo Bayou Park.	Short term Medium term Long term	<ul style="list-style-type: none"> TIRZ 27 City of Houston Parks City of Houston Public Works City of Houston Planning Harris County Precinct 1 Developers Buffalo Bayou Partnership 	<ul style="list-style-type: none"> TIRZ Funding City of Houston Harris County Precinct 1 Regional Funding 	TIRZ led TIRZ Funded

Concept	Phase	Partners	Potential Funders	TIRZ #27 Role
1.4.2 Construct an improved bike/ped crossing across I-69 at Montrose Boulevard.	Long term	<ul style="list-style-type: none"> TIRZ 27 City of Houston Public Works City of Houston Planning TxDOT 	<ul style="list-style-type: none"> TxDOT Regional Funding 	TIRZ supported
1.4.3 Construct an improved bike/ped crossing into Hermann Park at Montrose and Main Street	Long term	<ul style="list-style-type: none"> TIRZ 27 Houston Parks Board City of Houston Public Works City of Houston Planning Hermann Park Conservancy South Main Alliance Other TIRZs TxDOT Harris County Precinct 1 Developers 	<ul style="list-style-type: none"> Hermann Park Conservancy City of Houston Harris County Precinct 1 	TIRZ supported
1.4.4 Construct an improved bicycle and pedestrian connection along Waugh Boulevard between Dallas and Buffalo Bayou and a new connection along Montrose Boulevard, creating Montrose's front doors to Buffalo Bayou Park.	Long term	<ul style="list-style-type: none"> TIRZ 27 TIRZ 5 Houston Parks Board Buffalo Bayou Partnership City of Houston Parks Department City of Houston Public Works 	<ul style="list-style-type: none"> TIRZ Funding Buffalo Bayou Partnership Adjacent TIRZ City of Houston Harris County Precinct 1 	TIRZ supported

INCLUSIVE: Affordable housing funding and programs should be directed toward improving the ability of long time residents and communities to stay in the neighborhood, to providing more housing for service workers in the neighborhood, and to removing barriers to home ownership.

Concept	Phase	Partners	Potential Funders	TIRZ #27 Role
2.1 Fund, subsidize, or incentivize the development of new units of affordable rental housing at deeper affordability levels to better support housing options throughout the neighborhood for those who have been historically excluded or those who have been previously displaced				
2.1.1 Establish educational programs and partnerships that take innovative approaches to increasing affordability in Montrose.	Short: policy Medium: unit creation through partnerships	<ul style="list-style-type: none"> TIRZ 27 Menil Montrose Center Developers Harris County Housing City of Houston Housing 	<ul style="list-style-type: none"> Acquisition partnerships with Houston Land Bank or Houston Community Land Trust Educational in-kind efforts from City of Houston Livable Places TIRZ Funds 	TIRZ led TIRZ funded
2.1.2 Acquire and preserve existing multifamily housing stock (4 units and larger) in key locations throughout the neighborhood to be offered at various affordability levels.	Short to long term	<ul style="list-style-type: none"> TIRZ 27 City of Houston Housing 	<ul style="list-style-type: none"> Acquisition funding partnerships with Houston Land Bank and/or City of Houston TIRZ Funds 	TIRZ led TIRZ funded
2.1.3 Create and promote a "right-to-return" program focused on giving priority for affordable housing to individuals and families who were previously displaced from Montrose.	Long term	<ul style="list-style-type: none"> TIRZ 27 Individual Homeowners 	<ul style="list-style-type: none"> TIRZ 27 	TIRZ led TIRZ funded
2.1.4 Ensure all new affordable housing developed meets the City's goals outlined in the "Resilience Checklist" to qualify for potential green tax abatements and other benefits.	Medium to Long Term	<ul style="list-style-type: none"> TIRZ 27 City of Houston Private Developers 	<ul style="list-style-type: none"> GSI program 	

Concept	Phase	Partners	Potential Funders	TIRZ #27 Role
2.1.5 Develop programs that support the development of new live/work and the rehabilitation and retrofit of existing units near key commercial districts.	Short term: communication, grant applications Medium term: full implementation	<ul style="list-style-type: none"> TIRZ 27 Menil Rothko Chapel Houston Arts League Center for Photography City of Houston 	City of Houston	TIRZ led
2.2 Pursue the City of Houston's Walkable Places designation for all TIRZ areas, and seek to apply TOD guidelines to Richmond in advance of the construction of the proposed BRT line				
2.2.1 Work with property owners and developers to apply for the Walkable Places Designation.	Medium term	<ul style="list-style-type: none"> TIRZ 27 City of Houston Planning Mayor's Office for People with Disabilities 	<ul style="list-style-type: none"> Developers TIRZ Funds 	TIRZ led TIRZ funded
2.2.2 Develop a communications campaign to stress the importance of the Walkable Places designation for the future of quality development in the neighborhood.	Medium to long term	<ul style="list-style-type: none"> TIRZ 27 City of Houston Planning Mayor's Office for People with Disabilities 	<ul style="list-style-type: none"> Developers TIRZ Funds 	TIRZ led TIRZ funded
2.2.3 Work with the City of Houston and METRO to apply the City's TOD standards in advance of the construction of the BRT on Richmond.	Short to long term	<ul style="list-style-type: none"> TIRZ 27 City of Houston Planning METRO Mayor's Office for People with Disabilities 	<ul style="list-style-type: none"> Developers TIRZ Funds 	TIRZ led TIRZ funded

Concept	Phase	Partners	Potential Funders	TIRZ #27 Role
2.2.4 Work with the City of Houston to examine the appropriateness of the application of TOD guidelines to METROs proposed signature bus corridor on Westheimer and to the other proposed BOOST corridors.	Medium to long term	<ul style="list-style-type: none"> TIRZ 27 City of Houston Planning METRO Mayor's Office for People with Disabilities 	<ul style="list-style-type: none"> METRO BRT program 	TIRZ led
2.2.5 Utilize the City's new tax abatement public incentive tool to offset costs associated with improved green design standards for multi-family and mixed use development.	Medium to long term	<ul style="list-style-type: none"> TIRZ 27 City of Houston 	City of Houston	TIRZ led
2.3 Acknowledge historic harm and current unenforceable racial restrictions on homeownership in Montrose				
2.3.1 In the near-term, work with all neighborhood associations to ensure websites include a reparative statement acknowledging historic harm of race-based covenants.	Long	<ul style="list-style-type: none"> Civic Associations Other regional advocates including Oak Forest Homeowners Association and Oak Forest Deed for Change TIRZ 	Civic Associationos	TIRZ supported
2.3.2 Work with other neighborhood associations, cities and advocacy organizations to encourage state legislators to create a legal means of removing historic racial covenants from deed restrictions through legislative action at the State level.	Long term	<ul style="list-style-type: none"> City of Houston Civic Associations Other regional advocates including Oak Forest Deed for Change TIRZ 	Civic Associationos City of Houston	TIRZ supported

Concept	Phase	Partners	Potential Funders	TIRZ #27 Role
2.4 Increase civic engagement of all Montrose residents				
2.4.1 Create a communications plan targeted toward Montrose renters to better spread the word about opportunities to engage in civic clubs and activities.	Long term	• Civic Associations	Civic Associations	TIRZ supported
2.4.2 Increase opportunities for more racially and generationally diverse civic leadership by creating more inclusive protocols, offering reimbursement for civic association board service, and promoting those opportunities to renters and homeowners alike.	Long term	• Civic Associations	Civic Associations	TIRZ supported
2.4.3 Ensure civic meetings and activities offer childcare, are located in accessible locations, and are scheduled on days of the week and times that expand opportunities for more diverse participation.	Long term	• Civic Associations		TIRZ supported

THRIVING: Economic development strategies must seek, first and foremost, to maintain and support existing businesses and create new opportunities for entrepreneurship in the community. Art, wayfinding and placemaking opportunities must also build upon the unique character of the neighborhoods and should provide opportunities for community members to participate.

Concept	Phase	Partners	Potential Funders	TIRZ #27 Role
3.1 Preserve and evolve the Montrose “vibe” by protecting and promoting small, local businesses and beloved institutions				
3.1.1 Create commercial space guidelines that ensure spaces are designed to promote small local business over large national chains with "big box" footprints.	Short term	• TIRZ 27 • City of Houston Planning • Existing small businesses • Private Developers	City of Houston Planning	TIRZ supported

Concept	Phase	Partners	Potential Funders	TIRZ #27 Role
3.1.2 Develop networking and capacity building programs (incubation) including offering on-going trainings on formation, management, fundraising and sponsorships, contracts and intellectual property, among other relevant educational efforts for both new and seasoned business owners.	Long term	• TIRZ 27 • City of Houston Planning • Business District Alliances • Private Developers	City of Houston Planning	TIRZ supported
3.1.3 Create a financial assistance grant program or small revolving loan fund to help local businesses to make small dollar facade and interior improvements.	Long term	• TIRZ 27 • City of Houston Planning	City of Houston Planning	TIRZ supported
3.2 Partner with local businesses and employers for district-scale transportation demand management (TDM)				
3.2.1 Create a plug-and-play TDM program for use by area businesses. TDM programs include proven approaches such as employee incentives for commuting by bike or transit.	Short term	• TIRZ 27 • Small businesses • City of Houston • H-GAC	Special parking districts Program	TIRZ led TIRZ funded
3.2.2 Build 2-3 structured parking garages in key locations, to allow/encourage park-and-walk behavior in walkable neighborhoods. Partner with developers and/or build independently.	Medium to long term	• TIRZ 27 • ParkHouston • Private developers • Bcycle	• TIRZ Funding • Developers	TIRZ led TIRZ funded
3.2.3 Develop and implement a public information program to communicate Montrose's new "park and walk" vision for its future.	Medium term	• TIRZ 27		TIRZ led TIRZ funded
3.3 Honor a legacy of inclusiveness in Montrose by incorporating images, symbols, and language of inclusiveness into public art, creative placemaking, and aesthetic elements of infrastructure projects				
3.3.1 Develop a Vision and Approach for a "Montrose Stories" Public Art Program. Partner and develop program to secure necessary expertise, staff, and funding.	Medium term	• TIRZ 27 • City of Houston • TxDOT • Buffalo Bayou Partnership • Scenic Houston • MAFH • Menil Collection • Houston Arts Alliance • The Contemporary Arts Museum Houston		TIRZ led

Concept	Phase	Partners	Potential Funders	TIRZ #27 Role
3.3.2 Develop a "Montrose Stories" tourism program. Engage tour operators, convention center, and Houston Visitors Bureau. Pursue tourism funding (e.g. HOT funds) for the program. List tours on VisitHoustonTexas.com.	Medium term	<ul style="list-style-type: none"> • TIRZ 27 • City of Houston • TxDOT • Buffalo Bayou Partnership • Scenic Houston • MAFH • Menil Collection • Houston Arts Alliance • The Contemporary Arts Museum Houston 	HOT funds	TIRZ led
3.3.3 Create a Percent for Art program. TIRZ can require that all infrastructure, transportation, and development projects it funds (or co-funds) allocate a percent for art.	Medium term	<ul style="list-style-type: none"> • TIRZ 27 • Public art entities • Developers 	HAA Grant	TIRZ led
3.3.4 Apply for a designation as a Cultural District by the Texas Art Commission. If granted, submit grant requests for funding arts projects that honor LGBTQ community.	Short to medium term	<ul style="list-style-type: none"> • TIRZ 27 • State of Texas (Texas Art Commission) • City of Houston Planning • Arts Organizations 		TIRZ supported
3.3.5 Pursue and obtain National, State, and/or Local designations.	Long term	<ul style="list-style-type: none"> • TIRZ • Non-profit Partnerships • City of Houston Planning 		TIRZ led
3.4 Create and pilot a comprehensive program of placekeeping and placemaking, including public art.				
3.4.1 Co-create a memorial art installation in a visible public space. Define vision with Montrose residents and LGBTQ/ wider community. Define scope, approach, funding sources. Issue a public Call for Artists to select and commission a lead artist for the project. Include LGTBQ+ people of color.	Long term	<ul style="list-style-type: none"> • TIRZ 27 • Non-profit Partnerships • Art Alliances • City of Houston 	<ul style="list-style-type: none"> • TIRZ 27 • State and National Grant Programs 	TIRZ supported

Concept	Phase	Partners	Potential Funders	TIRZ #27 Role
3.4.2 See 3.3.2, above. Include people of color in tour creation and promotions.	Long term	<ul style="list-style-type: none"> • TIRZ 27 • Art alliances • City of Houston Planning 		TIRZ supported
3.4.3 Create a program with defined approach, engage partners, creative and wider community.	Long term	<ul style="list-style-type: none"> • TIRZ 27 • Art alliances • City of Houston Planning 		TIRZ supported

3

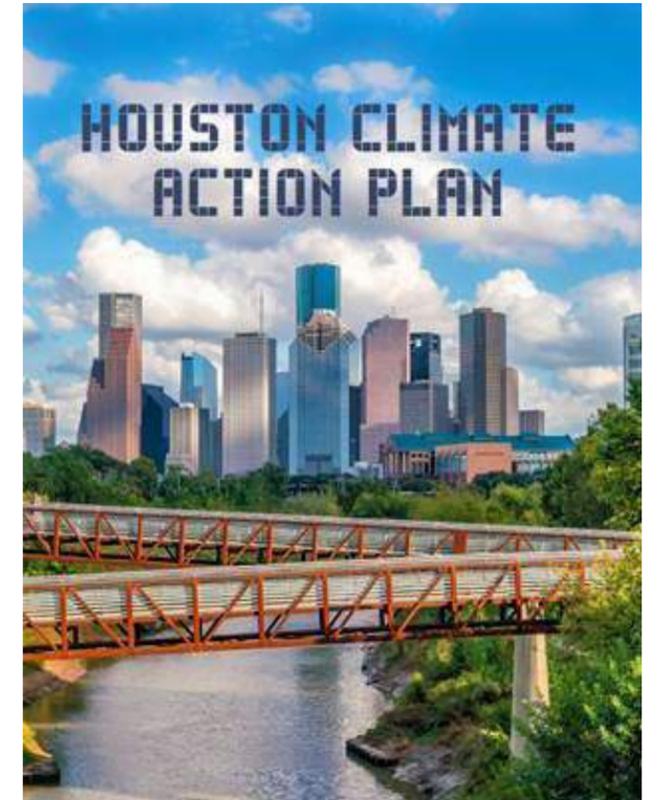
RESILIENCE IMPACT

The following section outlines key ways the strategies outlined in the Montrose Livable Centers Plan further city and regional resilience goals. Many of the strategies are complimentary to the City's efforts outlined in both Resilient Houston and the Houston Climate Action Plan.

What is resilience?

Resilient Houston (2020) defines resilience as the capacity of individuals, communities, institutions, businesses, and systems within an urban area to survive, adapt, and thrive no matter what kinds of chronic stresses and acute shocks they experience. It's important to note, the kind of resilience we are working toward regionally certainly includes climate resilience - how we are going to respond to urban heat, more frequent and more severe flooding, etc., but the holistic lens of this work means we are also looking equally at the ways we can support economic and social resilience in the face of economic downturns, industry shifts, chronic social issues, and many other factors. Without looking holistically at economic, social, and environmental resilience, we miss opportunities to most effectively act to improve upon our resilience in our most urban places. Resilient Houston (2020) also looks to ensure we work across many scales - everything from the way individuals and families can experience increased resilience, to neighborhoods, bayous, the entire city, and the region as a whole.

Working toward resilience is built into the DNA of this Montrose Livable Centers Plan. In the next section, we break resilience outcomes into key themes to better highlight how concepts identified will impact the ability of all in Montrose and beyond to survive, adapt, and thrive.



Key Themes

Upon implementation, the concepts outlined in this plan will impact across eight key themes: Safe and Active, Urban Heat, Water, Connection to Community and Nature, Sustainability, Access to Housing, Access to Opportunity, Honoring Culture and Trauma. The table to the right highlights each project in this plan and which key themes each has the potential to impact. Every recommendation touches an at least one resilience impact key theme.

Safe and Active

So many of the early recommendations and strategies outlined in the Montrose Livable Centers Plan have direct and measurable impact on the safety of people moving around Montrose and the ability of residents and visitors to engage in active living within the neighborhood. Each streetscape improvement and street space reallocation project, projects that are a part of the urban greenway, walkable places implementation work, and TOD standards all aim to make Montrose a more safely walkable and bikeable place. A reduction in bike/ped injury or mortality because of these recommendations has a clear and direct community health implication, but indirectly, if people feel safe they are more likely to engage in walking and biking with less anxiety - resulting in positive physical and mental health benefits. Additionally, an increase in parkland access, new parkland in the form of pocket parks, parklets, and a new potential signature park, and better activation of parks especially around fitness and community gathering programs, will also have measurable health impact.

Urban Heat

With some areas of Montrose over ten degrees hotter than others on the same day and at the same time, it is clear that certain greening and shading techniques can directly impact the comfort of pedestrians and bicyclists throughout the neighborhood. We are expected to get hotter days overall, and more in a row, as the years go on. While the Montrose population is not as high-risk as other communities in Houston, heat-related mortality and illness are real, current, and long-term concerns, especially for elderly and transit-dependent communities. Tree planting goals, green infrastructure, pocket parks, and parklets, and other green interventions can combat urban heat island and offer relief, especially for those who are most vulnerable.

Water

As was mentioned in previous sections, the boundary of this study area does not include any FEMA floodplain. However, many localized flooding problem areas exist and are being studied by Gauge Engineering to better understand how future drainage infrastructure could help mitigate some of Montrose's flooding

woes. However, gray infrastructure improvements to drainage systems on their own do not further the many resilience goals that can be accomplished with hybrid gray/green interventions.

Recommendations and strategies related to the integration of green infrastructure (GI) throughout this plan are targeted to be able to take on a 2-year storm event but will also help to clean stormwater runoff. This function of GI cannot be understated in urban systems where runoff is often heavily polluted by chemicals picked up on highly trafficked roadways throughout the neighborhood. Poor water quality of runoff, translates to poor water quality of our surface waters regionally, including our degraded bayous. This can become a substantial health risk, impacts the ability of our community to interact with and enjoy our waterways, and can have drastic impacts on the health of our local ecosystem.



Safe and Active; Source: futurearchitectureplatform.org



Water; Source: Land 8

Connection to Community and Nature

The year during which this study was created also proved to be a difficult year due to a global pandemic. Perhaps no disaster could better illustrate how vital both connection to each other and connection to nature are to the health of communities - we have been missing each other in the last year and finding new ways to connect digitally; and, our parks and natural areas have been more heavily trafficked and valued than ever before. While many establishments exist within Montrose to gather with community, Montrose is missing acreage of one of the primary public spaces where communities gather with each other and connect with nature - parkland.

Almost every strategy in the first section of this concept plan addresses opportunities to create more public spaces for people to connect with each other and nature - including recommendations for reallocating public right-of-way, integration of green streets and more tree canopy into the urban fabric, and the development of more parks and parks programming.

We know that especially for the elderly and immigrant communities in Montrose and the surrounding areas, social isolation is a significant mental health concern. Creating more public spaces for community to gather and get to know each other has been shown to combat social isolation and help reduce symptoms of depression. Additionally, as dense as Montrose is, greening this neighborhood has some of the most potential to impact the health of this community and its visitors - views and interactions with nature in the form of plants, urban critters, and our waterways have been shown to reduce anxiety, improve mood, and even reduce recovery times of patients after certain medical procedures.

Sustainability

Montrose, and the Houston region as a whole, have felt the widespread impacts of a changing climate including having more frequent and more intense weather events. Sustainability focused recommendations and strategies outlined in this plan and not already mentioned include the provision for 5-10% of public or publicly accessible parking in Montrose to be for electric vehicle charging, including with fast chargers. Many recommendations in the first section - "Connected" and in the second section - "Inclusive" focus on ways Montrose can develop in the future to be even more compact and connected with less dependence on cars. Encouraging the use of EVs in Montrose, as well as encouraging dense non-car dependent development, not only impacts the local air quality and the associated impacts on residents' respiratory health, but also furthers the City of Houston's de-carbonization goals outlined in Houston's Climate

Action Plan (2020), with downstream impacts on climate impacts in the years to come.

Tree planting efforts regionally call for 2 trees to be planted for every Houstonian - that equates to 4.6 million trees, with a goal of planting all by 2030. If Montrose lives up to the City's goal - which admittedly is more difficult in an urban and dense area, this would mean planting almost 73,000 trees within the next 10 years. A mature tree can absorb almost 48 lbs of carbon per year, planting 73,000 trees would equate to the absorption of over 1,500 metric tons of carbon per year - not including any trees that already exist in the neighborhood. The impact would be staggering, and equivalent to the greenhouse gas emissions or avoided emissions of:

- 254 homes' electricity use for one year
- 3,722,084 miles driven by an average passenger vehicle; or,
- 63,824 trash bags of waste recycled instead of landfilled.

As a streetscape standard, this plan also calls for receptacles for recycling to be a part of any street furnishing package that includes landfill waste receptacles. Additionally, the plan calls for further exploration of opportunities to work with commercial business owners to encourage both recycling and composting. Any shift of materials consumed from landfill streams to recycling or compost streams will again impact the City's carbon footprint and has potential positive equity implications due to a reduction in reliance on landfill operations which are often placed in or adjacent to low-income and minority communities regionally, and globally.



Connection to Community and Nature; Source: cripe.biz



Sustainability; Source: PV magazine

Access to Housing

Access to stable, safe, and high-quality housing is one of the biggest factors influencing mental health outcomes. In a region where many are at risk of displacement from their home due to both environmental and economic factors, this plan seeks to ensure there continues to be opportunities for affordable housing in a place that is known for its high quality of life. Many recommendations and strategies within the second section of this plan - "Inclusive" - support the provision of housing and the "right-to-return" for anyone who previously lived in the neighborhood and has already been displaced.

Two strategies, framed as opportunities for TIRZ support, include an encouragement for neighborhoods to acknowledge the historic harm of racial covenants in deed restrictions and encourage advocacy around the removal of racial covenants. While the TIRZ cannot lead these efforts, these strategies felt vitally important to include to ensure healing can occur and trauma is no longer experienced by current and future homeowners in Montrose and beyond.

Overall, these recommendations directly support the "all are welcome" identity Montrose holds dear, and are vital to ensure the ongoing social resilience of the Montrose community.

Access to Opportunity

As Montrose continues to change, it is not only residents who have been and continue to be at risk of displacement, but also local businesses that directly contribute to what so many in our community engagement called the "vibe" of the neighborhood. Strategies focused on commercial space standards, commercial incubation, and revolving loan programs all target the long term cultural and economic resilience of the community.

Honoring Culture and Trauma

People need to feel seen to feel valued - even in moments of trauma. Montrose has long-been the center of Houston's counter culture and is known as Houston's gayborhood. Its identity as an inclusive space has translated to it feeling like a safe space for many diverse residents and visitors alike, even when other places in Houston and throughout the region and state were not. Honoring that culture of inclusivity and the trauma experienced by the LGBTQ+ is directly relevant to the mental health and resilience of, not just Montrose, but the regional LGBTQ+ community. Strategies call for both programs and public art/memorial projects to commemorate this history and current identity of place, including the development of a memorial to victims of the HIV/AIDS crisis. Even during community

conversations, we heard about victims of that crisis who had been cremated, their remains put into Folger's coffee cans, and buried behind Mary's Bar under the patio (1018 Westheimer Rd). This site has since been paved over by a parking lot - stacking two levels of mental trauma on those who know its history. Strategies outlined in this plan's third section - "Thriving" - aim to heal.



Access to Housing; Source: Advanced Management Group



Access to Opportunity; Source: bankerandtradesman.com



Honoring Culture and Trauma; Source: NBC News

Figure 32. Recommendations and Resilience Impact Theme

CONNECTED	Safe & Active	Urban Heat	Water	Connection to Community and Nature	Sustainability	Access to Housing	Access to Opportunity	Honoring Culture and Trauma
1.1.1 Streetscape Design Standards								
1.1.2 METRO BOOST and BRT Coordination								
1.2.1 Identify high priority slow streets projects								
1.2.2 Street Space Reallocation								
1.3.1 Green Streets Guidelines								
1.3.2 Green Infrastructure in Drainage Projects								
1.3.3 Street Maintenance Training								
1.3.4 Parklets and Pocket Parks								
1.3.5 Tree Planting								
1.3.6 Parks Programming								
1.4.1 Urban Greenway								
1.4.2 I-69 Bikeway Crossing								
1.4.3 Hermann Park Bikeway Accessibility								
1.4.4 Buffalo Bayou Park Bikeway Accessibility								

INCLUSIVE	Safe & Active	Urban Heat	Water	Connection to Community and Nature	Sustainability	Access to Housing	Access to Opportunity	Honoring Culture and Trauma
2.1.1 Affordable Housing Development								
2.1.2 Missing Middle Preservation								
2.1.3 Right-to-Return Program								
2.1.4 Resilient Affordable Housing								
2.1.5 Live Work Unit Development								
2.2.1 Walkable Places Designation								
2.2.2 Walkable Places Outreach								
2.2.3 Apply TOD Standards for Richmond BRT								
2.2.4 Expand TOD Guideline for Signature and BOOST Projects								
2.2.5 Green Design Tax Abatements								
2.3.1 Acknowledgement of Harm								
2.3.2 Advocate for the Removal of Racial Covenants								
2.3.1 Civic Engagement Communication								
2.3.2 Civic Organization Diversification								
2.3.3 Civic Organization Activities								

THRIVING	Safe & Active	Urban Heat	Water	Connection to Community and Nature	Sustainability	Access to Housing	Access to Opportunity	Honoring Culture and Trauma
3.1.1 Commercial Space Standards								
3.1.2 Commercial Incubation								
3.1.3 Revolving Loan								
3.2.1 Transportation Demand Management								
3.2.2 Structured Parking								
3.2.3 Park and Walk Campaign								
3.3.1 Montrose Stories: Public Art Program								
3.3.2 Montrose Stories: Tourism Program								
3.3.3 Percent for Art Program: Construction Projects								
3.3.4 LGBTQ Cultural District								
3.3.5 Historic District Program								
3.4.1 Montrose Memorial: LGBTQ+ Community Public Art Pilot Project								
3.4.2 Montrose Tour: LGBTQ+ Places of Interest Tourism Pilot Project								
3.4.3 Montrose Cultural District Pilot Project / Historic District Pilot Project								

4

AIR QUALITY ASSESSMENT

A number of recommendations in the report are focused on promoting a safer and a more comfortable walking and biking environment in Montrose. A better environment is also attractive for automobiles. We anticipate that the concept recommendations will have a net result of a modest decrease in automobile trips, vehicle miles traveled, and associated vehicle emissions. The consultant team has conducted the air quality assessment to evaluate the environmental impact from the recommendations.

Air Quality Benefits Calculation

Premise of Benefits

Strategies to reduce on-road GHG operational emissions fall under three major categories:

- Federal engine and fuel controls under the Clean Air Act implemented jointly by EPA and U.S. Department of Transportation (USDOT), which include CAFE standards as well as other reasonably foreseeable technological advances (e.g. electric or hydrogen vehicles)
- Traffic system management (TSM), which improves the operational characteristics of the transportation network (e.g., traffic light timing, pre-staged wrecker service to clear accidents faster, or traveler information systems)
- Travel demand management (TDM), which provides reductions in VMT (e.g., transit, rideshare, and bicycle and pedestrian facilities).

Source: TxDOT Environmental Affairs Division, October 2018, Statewide On-Road Greenhouse Gas Emissions Analysis and Climate Change Assessment

Several of this study's recommendations provide more attractive and more functional sidewalks in the areas in which they are most needed, namely where existing sidewalks have deteriorated and are in poor condition. Other recommendations improve bicycling conditions by providing separated bike lanes, especially to fill in existing gaps in the network. These improvement to study-area infrastructure will make these non-motorized travel modes more attractive, following the premise of the third category listed above. The net result anticipated is a modest decrease in automobile trips, vehicle miles traveled, and associated vehicle emissions.

Key Assumptions:

- 33,494 Vehicle Miles Traveled (VMT) per day in study area (see Note 1)
- 90.9% existing automobile mode share
- 30,491 automobile VMT per day in study area
- Vehicle emissions rates in study area match regional average:
 - Oxides of Nitrogen (NOx) = 0.00062 kg/mile
 - Volatile Organic Compounds (VOC) = 0.00040 kg/mile

Potential Mode Shift

There are very few studies on the effect of microscale pedestrian improvements on travel patterns. H-GAC has begun data collection on pedestrian and bicyclist trips, on selected trails and at other locations in the region, but this data is still very limited, and the regional travel demand model does not currently track these modes.

The consultant team and H-GAC undertook a methodology discussion in January 2021 to determine an appropriate shift from motorized to non-motorized travel modes, based on the recommended infrastructure improvements. Previous H-GAC studies have estimated a mode shift of as low as 0% and as high as 20%, with an average of 7-8%, based on qualitative assessments of travel, economic, and development characteristics of their respective neighborhoods. The most similar study areas to Montrose in terms of size, development mix, and arterials with through traffic are Spring Branch, Eastwood, and Pasadena. These three studies estimated a potential mode shift of 5%-15%. For this Montrose study, a potential shift of 10% (in terms of VMT shifted to non-motorized modes) is estimated.

Calculations and Statement of Benefit

Existing auto VMT / day = 30,491

Existing NOx emissions = 30,491 X 0.000065 kg/VMT = 1.982 kg/day

Existing VOC emissions = 30,491 X 0.000034 kg/VMT = 1.037 kg/day

Reductions:

Change in auto VMT / day = 30,491 X 0.1 = 3,049 VMT/day

Change in NOx emissions = 1.982 X 0.1 = 0.198 kg/day

Change in VOC emissions = 1.037 X 0.1 = 0.104 kg/day

Note 1:

Traffic Analysis Zones (TAZs) are statistical areas used in the regional travel demand model, where land use, development density, and population and employment estimates are used to

calculate travel. In the Montrose study area, they are typically a few city blocks in each direction. The following 23 TAZs are included in this calculation:

TAZ Emissions Calculations - Potential Air Quality Benefit

TAZ#	Daily	Mode Share	Daily VMT	Daily NOx (kg)	Daily VOC (kg)
	VMT	by Car	by Car	Car	Car
334	3,610	97.5%	3,521	0.2289	0.1197
335	1,802	87.3%	1,573	0.1022	0.0535
336	1,106	89.5%	990	0.0643	0.0336
337	1,692	87.8%	1,485	0.0965	0.0505
338	530	89.6%	475	0.0309	0.0161
339	1,212	84.4%	1,023	0.0665	0.0348
340	1,115	88.4%	986	0.0641	0.0335
341	1,550	87.3%	1,352	0.0879	0.0460
342	499	97.8%	488	0.0317	0.0166
343	602	91.3%	550	0.0357	0.0187
344	1,634	94.1%	1,537	0.0999	0.0523
345	3,041	77.6%	2,360	0.1534	0.0802
347	3,365	93.6%	3,149	0.2047	0.1071
349	2,298	95.4%	2,192	0.1425	0.0745
350	1,117	85.8%	958	0.0623	0.0326
351	105	98.2%	103	0.0067	0.0035
352	1,042	97.7%	1,018	0.0662	0.0346
353	209	96.4%	201	0.0131	0.0068
359	1,679	97.9%	1,644	0.1069	0.0559
360	354	97.4%	345	0.0224	0.0117
361	2,965	88.9%	2,635	0.1713	0.0896
362	238	87.8%	209	0.0136	0.0071
707	1,729	98.0%	1,695	0.1102	0.0576
TOTAL	33,494	90.9%	30,491	1.98	1.04
Regional	199,108,876				

The assumption is that only current automobile trips are likely to be diverted to walking or bicycling, so only the emissions from autos (not buses or freight vehicles) are considered for potential reduction.

Potential reduction amount is generalized from what has been stated by the sponsors of past Livable Centers studies. H-GAC recognizes the need to develop a standardized methodology, but none exists as yet.

Emissions by Mode (g/VMT)			Original	Change	Reduced	Daily Reduction	Annual Reduction		
	g/VMT	kg/VMT							
			VMT/day	30,491	-10.0%	27,442	3,049	1,112,908	are exported from H-GAC model data
NOx	0.06500	0.000065	kg NOx	1.98189	-10.0%	1.78370	0.198	72.34	are developed from review of similar studies
VOC	0.03400	0.000034	kg VOC	1.03668	-10.0%	0.93301	0.104	37.84	are the ultimate metric

TAZ#	Mode Split - trips		Mode Split - %	
	Light	Heavy	Light	Heavy
334	7,076	179	97.5%	2.5%
335	5,364	781	87.3%	12.7%
336	2,951	347	89.5%	10.5%
337	3,425	477	87.8%	12.2%
338	2,004	233	89.6%	10.4%
339	2,969	548	84.4%	15.6%
340	3,824	502	88.4%	11.6%
341	3,642	532	87.3%	12.7%
342	1,895	42	97.8%	2.2%
343	1,612	153	91.3%	8.7%
344	4,705	296	94.1%	5.9%
345	6,651	1,919	77.6%	22.4%
347	6,774	464	93.6%	6.4%
349	6,453	311	95.4%	4.6%
350	3,451	571	85.8%	14.2%
351	668	12	98.2%	1.8%
352	3,652	87	97.7%	2.3%
353	1,229	46	96.4%	3.6%
359	5,296	113	97.9%	2.1%
360	1,758	47	97.4%	2.6%
361	5,945	744	88.9%	11.1%
362	1,048	145	87.8%	12.2%
707	4,010	80	98.0%	2.0%
	86,402	8,629	90.9%	9.1%

Estimated Potential Mode Shift from Other Studies

Selected Livable Center Plan	Potential Mode Shift
Kashmere Gardens	0.0%
Fifth Ward/Buffalo Bayou/East End	0.9%
Westchase	0.9%
Hobby Area	3.0%
Cypress Creek Parkway	4.0%
International District	5.0%
Spring Branch	5.0%
Pasadena	10.0%
Greater Eastwood - Scenario 1	10.0%
Greater Eastwood - Scenario 2	15.0%
Greater Eastwood - Scenario 3	20.0%
Museum Park	20.0%
Energy Corridor	not discussed
Fulshear	not discussed
Mont Belvieu	not discussed
North Houston/Greenspoint	not discussed
Rosenberg/90A	not discussed
Texas City	not discussed
Tomball	not discussed

"Light" includes cars, SUVs, and pickup-equivalent trucks

"Heavy" includes buses of all types and freight vehicles

5

OPINION OF PROBABLE PROJECT CONSTRUCTION COSTS

1.1 Build on previous work completed for Montrose focused on commercial, major neighborhood, and minor neighborhood corridor improvements

Major Commercial Corridor

Item	Extension	Comments
General Conditions	\$48,863.9	
Hardscape	\$57,264.0	
Grading / Drainage	\$120,258.0	
Planting	\$33,131.7	
Lighting/Electrical	\$17,150.0	
30% Contingency	\$68,341.1	
Project Sub-total	\$296,144.8	Based on 300' block length using Streetscape Standard Elements, p. 12. Cost excludes design fees, contractor fees, permit fees, labor, and demo, grading, and other site-specific costs.
Site Furnishings	\$31,200.0	
Tax*	\$2,574.0	
Total Furnishings	\$33,774.0	
*8.3% rate **Freight cost not included		

Minor Commercial Corridor

Item	Extension	Comments
General Conditions	\$8,272.72	
Hardscape	\$36,078.00	
Grading / Drainage	\$71,496.00	
Planting	\$38,551.67	
Lighting/Electrical	\$21,000.00	
30% Contingency	\$50,137.70	
Site Furnishings	\$12,600.00	
Tax*	\$1,039.50	
Total Furnishings	\$13,639.50	
*8.3% rate **Freight cost not included		

This opinion of probable construction cost is made on the basis of Asakura Robinson's experience and qualifications, and represents Asakura Robinson's best judgment as an experienced and qualified professional generally familiar with the industry. However, since Asakura Robinson has no control over the cost of labor, materials, equipment, or services furnished by others, or over the Contractor's methods of determining prices, or over competitive bidding or market conditions, Asakura Robinson cannot and does not guarantee that proposals, bids, or actual construction cost will not vary from opinions of probable construction cost as prepared by Asakura Robinson.

1.2 Pilot temporary and permanent opportunities for reclaiming right-of-way for community, pedestrian, and bicycle activation

Local Street Reconstructions

Local Street	Units	Unit	Unit Cost	Cost
Bonnie Brae	300	centerline linear feet	\$73.83	\$22,150
Branard	300	centerline linear feet	\$73.83	\$22,150
Branard	510	centerline linear feet	\$73.83	\$37,655
Castle	800	centerline linear feet	\$73.83	\$59,067
Cherryhurst	1,010	centerline linear feet	\$73.83	\$74,572
Crocker	1,460	centerline linear feet	\$73.83	\$107,797
Driscoll	1,540	centerline linear feet	\$73.83	\$113,703
Fargo	1,860	centerline linear feet	\$73.83	\$137,330
Graustark	540	centerline linear feet	\$73.83	\$39,870
Haver	1,020	centerline linear feet	\$73.83	\$75,310
Hazel	1,050	centerline linear feet	\$73.83	\$77,525
Hopkins	1,730	centerline linear feet	\$73.83	\$127,732
Huldy	780	centerline linear feet	\$73.83	\$57,590
Kuester	330	centerline linear feet	\$73.83	\$24,365
Kyle	830	centerline linear feet	\$73.83	\$61,282
Lexington	300	centerline linear feet	\$73.83	\$22,150
Lincoln	340	centerline linear feet	\$73.83	\$25,103
Marshall	710	centerline linear feet	\$73.83	\$52,422
Marshall	230	centerline linear feet	\$73.83	\$16,982
Maryland	1,000	centerline linear feet	\$73.83	\$73,833
McDuffie	450	centerline linear feet	\$73.83	\$33,225
McDuffie	1,550	centerline linear feet	\$73.83	\$114,442
Michigan	970	centerline linear feet	\$73.83	\$71,618
Missouri	1,030	centerline linear feet	\$73.83	\$76,048
Missouri	780	centerline linear feet	\$73.83	\$57,590
Morgan	1,730	centerline linear feet	\$73.83	\$127,732
Mt Vernon	720	centerline linear feet	\$73.83	\$53,160
Mt Vernon	900	centerline linear feet	\$73.83	\$66,450
Mt Vernon	660	centerline linear feet	\$73.83	\$48,730
Norfolk	460	centerline linear feet	\$73.83	\$33,963
Norfolk	830	centerline linear feet	\$73.83	\$61,282
Oakley	1,310	centerline linear feet	\$73.83	\$96,722
Portsmouth	430	centerline linear feet	\$73.83	\$31,748

Includes sidewalk demolish/replace, curb/gutter demolish/replace landscaping, playground equipment, etc. not priced

Project likely will only include select lengths of select streets

Local Street	Units	Unit	Unit Cost	Cost
Ralph	810	centerline linear feet	\$73.83	\$59,805
Ridgewood	1,170	centerline linear feet	\$73.83	\$86,385
Sul Ross	310	centerline linear feet	\$73.83	\$22,888
Sul Ross	530	centerline linear feet	\$73.83	\$39,132
Upas	260	centerline linear feet	\$73.83	\$19,197
W Drew	2,110	centerline linear feet	\$73.83	\$155,788
Welch	2,280	centerline linear feet	\$73.83	\$168,340
Willard	2,240	centerline linear feet	\$73.83	\$165,387
Yoakum	1,050	centerline linear feet	\$73.83	\$77,525
Subtotal				\$2,895,743
20% Contingency				\$579,149
Grand Total				\$3,474,892

1.3 Create a dispersed but connected network of urban green spaces in Montrose that promotes urban heat island mitigation, urban habitat provision, and stormwater treatment, in addition to filling parkland and open space gaps

Pocket Park (Waugh Dr at California Street)

Item	Extension	Comments
Demolition	\$ 58,619.20	
Hardscape	\$ 210,394.00	
Planting	\$ 18,936.64	
Site Furnishings	\$ 294,000.00	
Tax*	\$ 24,255.00	
Total Furnishings	\$ 318,255.00	

**Freight cost not included

Mobilization***	\$ 30,310.24	
35% Contingency	\$ 212,171.69	

Total	\$ 848,686.78	Based on map 18. Cost excludes design fees, contractor fees, permit fees, labor, and demo, grading, and other site-specific costs.
*8.25% rate		
***5% rate		

This opinion of probable construction cost is made on the basis of Asakura Robinson's experience and qualifications, and represents Asakura Robinson's best judgment as an experienced and qualified professional generally familiar with the industry. However, since Asakura Robinson has no control over the cost of labor, materials, equipment, or services furnished by others, or over the Contractor's methods of determining prices, or over competitive bidding or market conditions, Asakura Robinson cannot and does not guarantee that proposals, bids, or actual construction cost will not vary from opinions of probable construction cost as prepared by Asakura Robinson.

Green Streets (Residential Context)

Item	Extension	Comments
General Conditions	\$141,036.23	
Hardscape	\$82,460.00	
Grading / Drainage	\$680,000.00	
Planting	\$82,505.00	
Lighting/Electrical	\$9,800.00	
30% Contingency	\$256,429.50	
Project Sub-total	\$1,111,194.50	Based on 200' block length using figure 15. Cost excludes design fees, contractor fees, permit fees, labor, and demo, grading, and other site-specific costs.
Site Furnishings	\$9,000.00	
Tax*	\$742.50	
Total Furnishings	\$9,742.50	
*8.25% rate		
**Freight cost not included		

This opinion of probable construction cost is made on the basis of Asakura Robinson's experience and qualifications, and represents Asakura Robinson's best judgment as an experienced and qualified professional generally familiar with the industry. However, since Asakura Robinson has no control over the cost of labor, materials, equipment, or services furnished by others, or over the Contractor's methods of determining prices, or over competitive bidding or market conditions, Asakura Robinson cannot and does not guarantee that proposals, bids, or actual construction cost will not vary from opinions of probable construction cost as prepared by Asakura Robinson.

1.4 Create a system of urban greenways in Montrose along Montrose Boulevard. through the heart of Montrose and at Westheimer, along Waugh to Buffalo Bayou, to better connect bicyclists between two major green nodes - Buffalo Bayou and Hermann Park

Urban Greenway

Items	Cost	
General Conditions	\$49,519.29	
Hardscape	\$71,250.00	
Grading / Drainage	\$97,200.00	
Planting	\$45,259.17	
Lighting/Electrical	\$17,150.00	
30% Contingency	\$69,257.75	
Project Sub-total	\$300,116.92	Based on 200' block length using map 8. Cost excludes design fees, contractor fees, permit fees, labor, and demo, grading, and other site-specific costs.
Site Furnishings	\$19,200.00	
Tax*	\$1,584.00	
Total Furnishings	\$20,784.00	
*8.25% rate		
**Freight cost not included		

This opinion of probable construction cost is made on the basis of Asakura Robinson's experience and qualifications, and represents Asakura Robinson's best judgment as an experienced and qualified professional generally familiar with the industry. However, since Asakura Robinson has no control over the cost of labor, materials, equipment, or services furnished by others, or over the Contractor's methods of determining prices, or over competitive bidding or market conditions, Asakura Robinson cannot and does not guarantee that proposals, bids, or actual construction cost will not vary from opinions of probable construction cost as prepared by Asakura Robinson.

Bike Lane Retrofits - Montrose

Items	Cost	
Montrose Bridge restriping	\$8,280	includes restriping only
Montrose Roadway separated lane	\$178,200	includes restriping with armadillos
Subtotal	\$186,480	
20% Contingency	\$37,296	
Total	\$223,776	
Items	Cost	

Bike Lane Retrofits - Fountain Oval

Mecom Fountain Oval off-street path	\$95,200	includes pavement demolition, new curb/gutter, new 8' sidepath
Montrose Approach restriping/ bike lane	\$54,450	includes restriping with armadillos
Main Approaches restriping	\$25,200	includes restriping only
Hermann Dr Approach restriping	\$3,600	includes restriping only
Park Dr Approach restriping	\$9,900	includes restriping only
Subtotal	\$188,350	
20% Contingency	\$37,670	
Total	\$226,020	
Items	Cost	
Waugh separated lane	\$297,000	includes restriping with armadillos
Subtotal	\$297,000	
20% Contingency	\$59,400	

Bike Lane Retrofits - Waugh

Total	\$356,400	
--------------	------------------	--

3.1 Preserve and evolve the Montrose “vibe” by protecting and promoting small, local businesses and beloved institutions

Commercial Space Guidelines

Items	Units	Unit	Unit Cost	Cost
One-Time Consulting Services	N/A	N/A	N/A	\$50,000

Capacity Building Programs

3.1.2 Capacity Building Programs	Units	Unit	Unit Cost	Cost
Annual Costs of Program Administration	250	Hours	\$150	\$37,500

Facade Improvement Fund

Items	Units	Unit	Unit Cost	Cost*
* Note: costing for a facade improvement fund depends on the total number of businesses that the TIRZ aims to serve and the proposed cost share between businesses and TIRZ funding, as well as the nature of the program (loan vs. grant). Assuming a primarily grant fund, see below for number of businesses that can be served using an approximately \$250,000 fund under different program guidelines.				
<i>Option 1: 10% Rebate on Expenses Under \$10,000 and 20% Rebate on Expenses Over \$10,000, total cost up to \$50,000 (Possible Substantial Improvement, But Most Cost Borne by Businesses)</i>				
Assuming all businesses spend up to the \$50,000 limit:	27	Businesses	\$9,000	\$243,000
<i>Option 2: \$10,000 Grant Per Business (e.g. Sign + Awning Replacement)</i>				
Assuming all businesses spend up to the \$10,000 limit:	25	Businesses	\$10,000	\$250,000
<i>Option 3: \$25,000 Grant Per Business (More Substantial Facade Improvement)</i>				
Assuming all businesses spend up to the \$25,000 limit:	10	Businesses	\$25,000	\$250,000
<i>Option 4: 3:1 Match for Business Expenses, total cost up to \$50,000 (Highly Substantial Improvement)</i>				
Assuming all businesses spend up to the \$50,000 limit:	6	Businesses	\$37,500	\$225,000

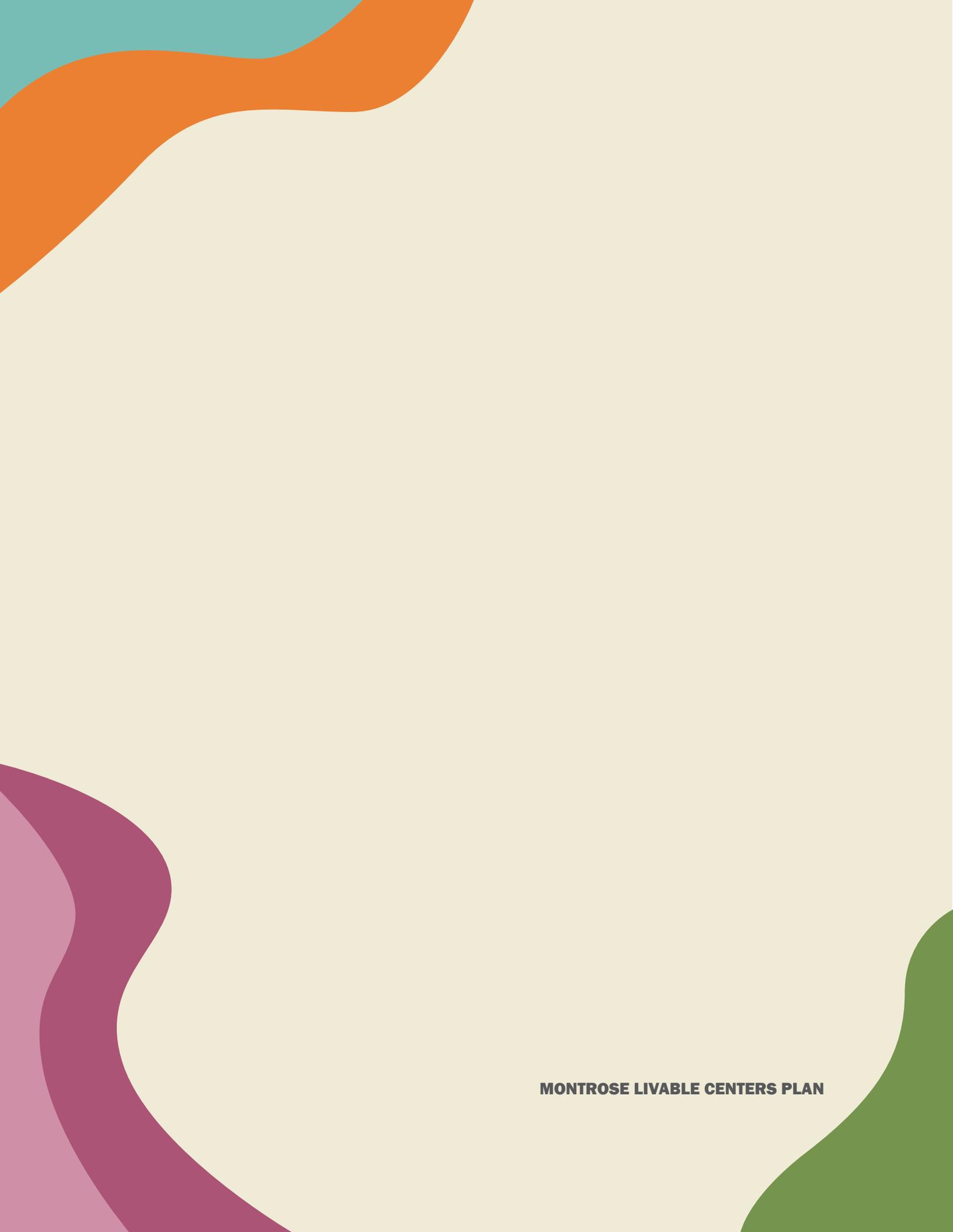
3.2 Partner with local businesses and employers for district-scale transportation demand management (TDM)

Parking Garages

Item	Units	Unit	Unit Cost	Cost
Garage small	150	parking space	\$20,000.00	\$3,000,000
Garage medium	200	parking space	\$20,000.00	\$4,000,000
Garage large	250	parking space	\$20,000.00	\$5,000,000
Subtotal				\$12,000,000
20% Contingency				\$2,400,000
Grand Total				\$14,400,000

3.3 Create and pilot a comprehensive program of place keeping/making, including public art.

Recommendation	Unit Cost	Unit	Qty	Subtotal
3.4.1 Montrose Memorial: LGBTQ+ Community (Public Art Pilot Project)	\$25,000.00 - \$150,000.00	EA	1	\$25,000.00 - \$150,000.00
3.4.3 Montrose Branding, Signage & Wayfinding	\$50,000.00 - \$500,000.00	EA	1	\$25,000.00 - \$500,000.00
Total				\$50,000.00 - \$650,000.00



MONTROSE LIVABLE CENTERS PLAN