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Bellfort Station Special Area Study

Final Report May 2019

ACKNOWLEDGMENTS

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COH Planning	Houston Botanic Garden	Scenic Houston
HAD	Houston Parks Board	TxDOT

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May 2019

Special thanks is given to our partners at the Hobby Airport DoubleTree Hotel and the Hobby Airport Marriott Hotel for their generous and courteous support in hosting the various meetings conducted during the project.

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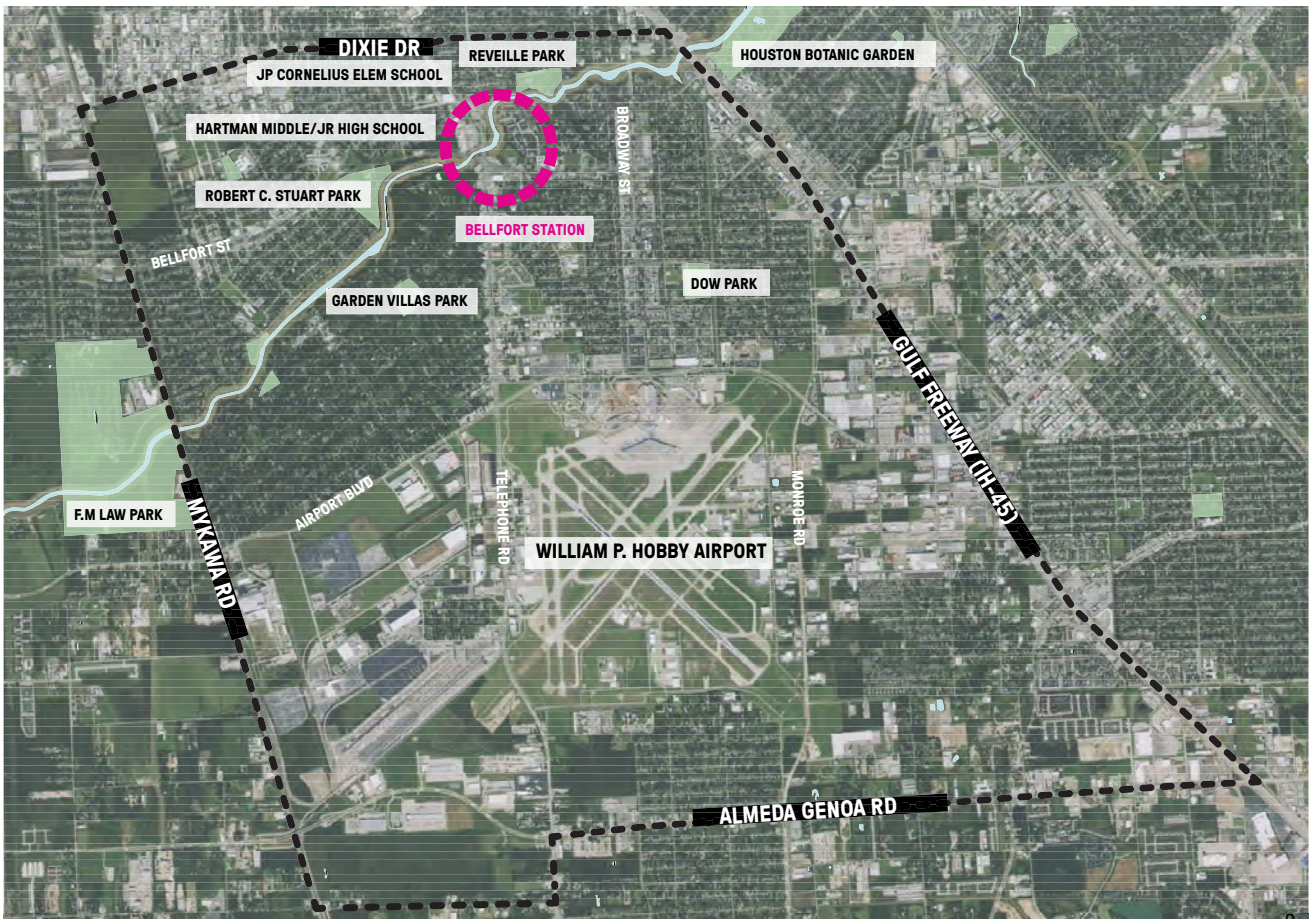
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Exhibit A



Overall Vision from the Hobby Livable Centers Study

Exhibit B



1 Study Introduction

This study, the Bellfort Station Special Area Study, is the outcome of recommendations made in the Hobby Livable Centers Study (HLCS) completed in 2016 by the Hobby Area District. This study looked broadly at the District and opportunities to create a more connected, walkable and mixed-use urban place (see Exhibit A, page 1). Integral to the HLCS is the recommended Overall Vision and its dozen proposed “livable centers” located throughout the Hobby Area District. Exhibit B (page 1) shows the location of the Bellfort Station Area within the boundaries of the District and its relationship to local landmarks (Sims Bayou, Hobby Airport, Houston Botanic Gardens and major roadways) and other identified “livable centers”. Among these, Bellfort Station is identified as a “community center” and one of three “catalyst opportunity” sites. The catalyst projects are described as places “that can achieve stakeholders’ aspirations”. Although the three catalyst sites were not ranked at the time the study concluded, the HLCS does state that “the community may prioritize recommendations as partnerships and funding opportunities for plan implementation become available.”

Subsequently, the Hobby Area District determined that Bellfort Station represented a unique opportunity among the three sites identified in the HLCS and warranted an early, detailed study and development of an actionable plan. This Bellfort Station Area Study is that result.

(A complete report of the HLCS is available at the H-GAC website and this link <http://www.h-gac.com/livable-centers/planning-studies/hobby-area.aspx>)

Exhibit C



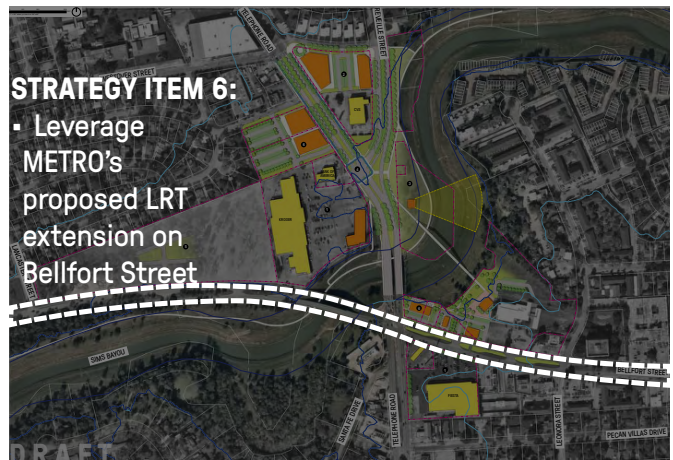
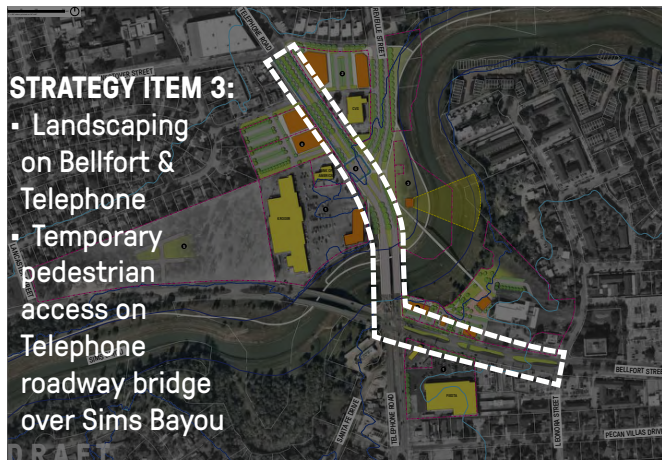
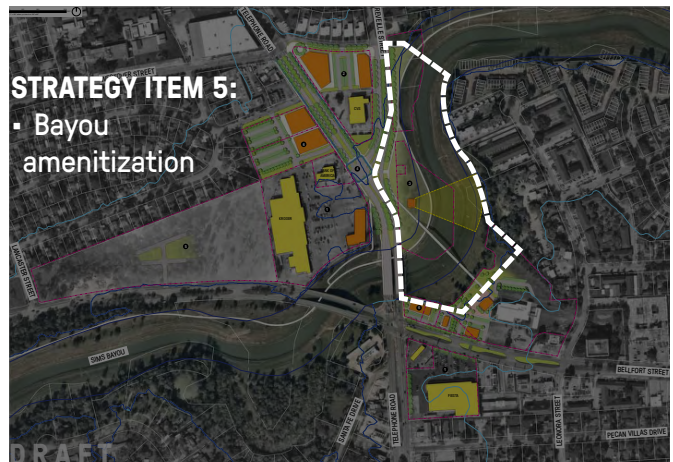
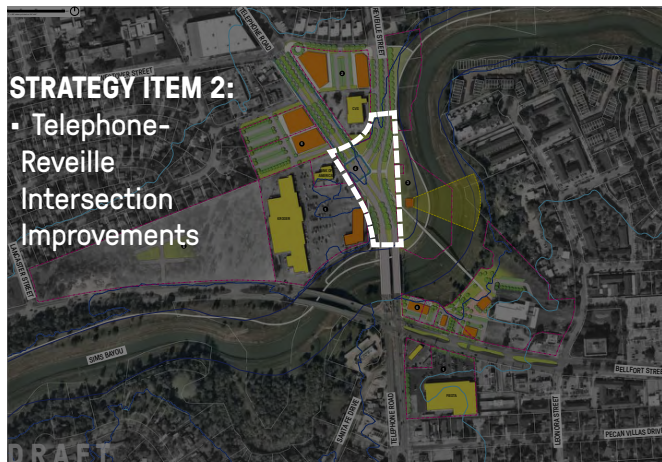
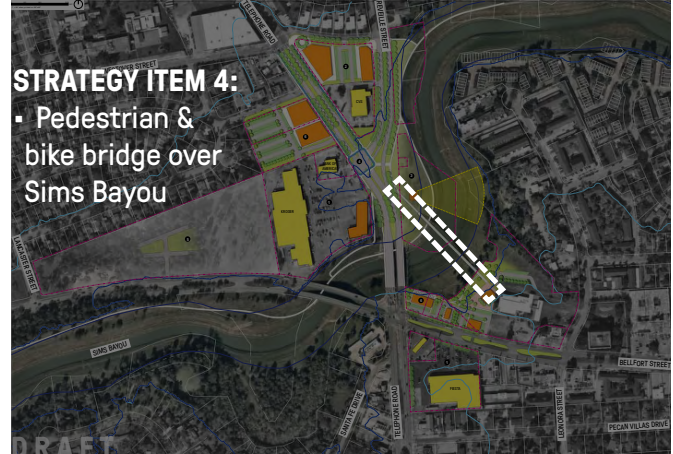
Economic Development Corridors

2 Summary of Recommendations

The Bellfort Station Area presents an achievable opportunity for economic uplift and physical improvement that can also act as a catalyst for reinvestment in a broader, expanding area around Bellfort Station (see Exhibit C, page 3). To realize the opportunity, it will be important to develop and sustain a close partnership between the private and public interests in the area. On the private side, this largely consists of existing private property owners and businesses as well as future private interests that will be attracted to invest in the area and contribute to its economic vitality. The public side is more complex. On the front line are local residents in the area who already patronize local businesses or who may have once patronized local businesses but have subsequently stopped doing so and instead travel outside to other, competing trade areas. In addition, public interests include the City of Houston, Harris County, METRO, Gulfgate Redevelopment Authority / TIRZ #8, Army Corps of Engineers and not-for-profits, namely the Houston Parks Board and the Houston Botanic Garden. Finally, the Hobby Area District itself plays a crucial role as the business leadership organization with the mission and financial means to make positive change happen through leadership, partnerships and direct investment.

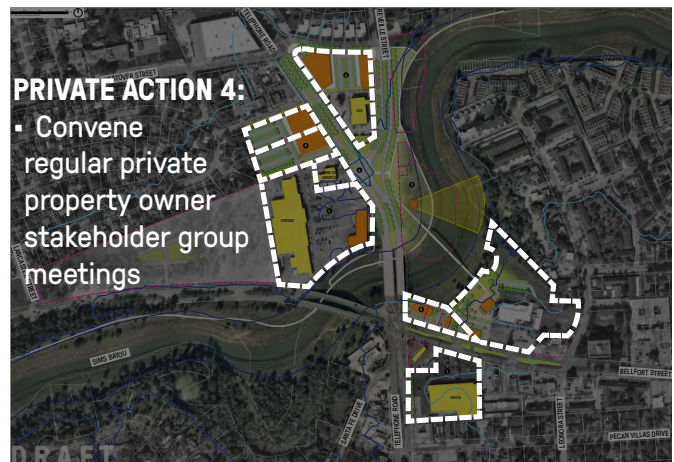
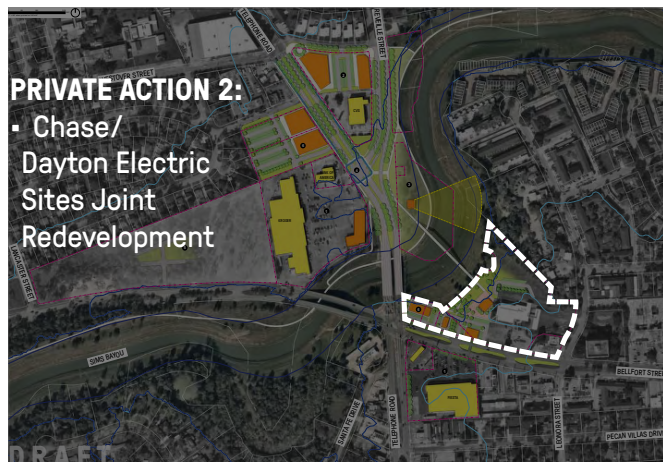
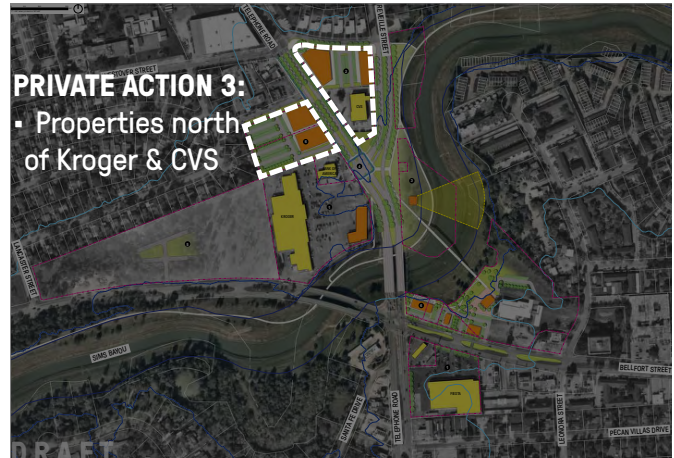
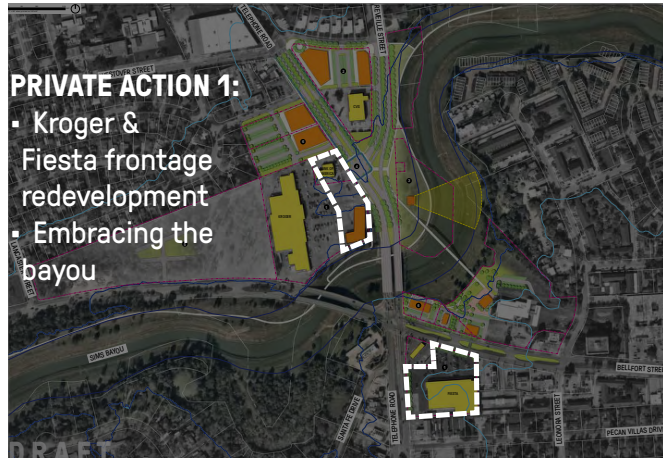
To launch Bellfort Station on a path to achieving its potential, and to reflect the importance in commitments from both the private and public interests, the Advisory Committee and Study Team identified anchor strategies for both the Public and the Private Realms. These are intended as starting points and are intentionally short to medium term actions without which broader commitments and attendant success will be unlikely. The strategies for both the public and private realms are described, and illustrated as follows:

Public Realm Implementation Strategies



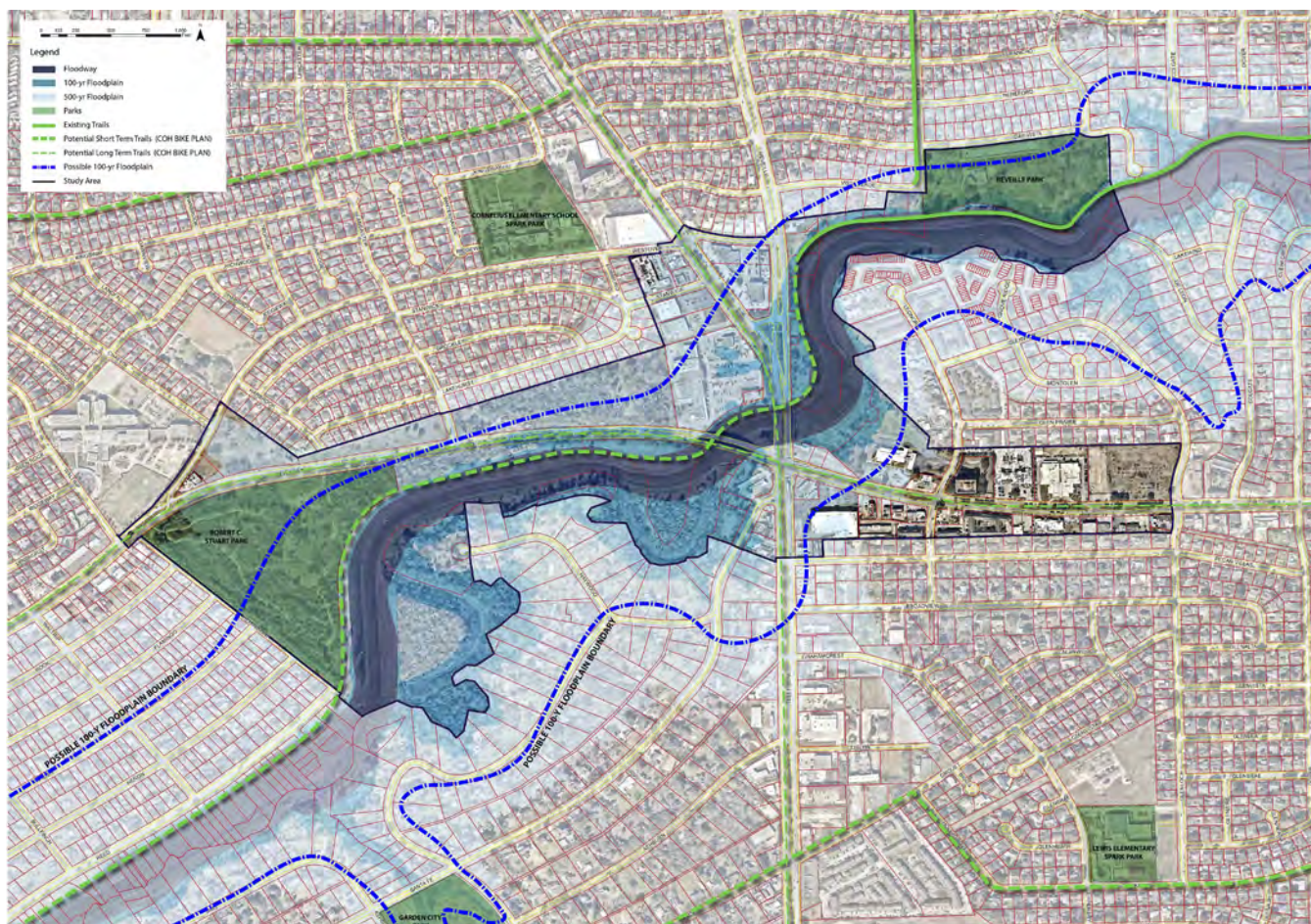
Note: METRO's alignment may shift to Telephone Road, as mentioned in other sections of this report.

Private Realm Development Strategies



As previously stated, these are intentionally short to medium term actions to make achievable gains with tangible outcomes and benefits. Essentially, these actions demonstrate “proof of concept” for the Belfort Station Area idea. During their implementation, some

or possibly even all of these strategies may be further refined and new, associated strategies developed to respond to the dynamic circumstances and opportunities in the Belfort Station area.



Belfort Station Study Area with possible expanded 100-year floodplain based on future Atlas 14 update.

3 Background

Bellfort Station is located in south central Houston 1.5 miles north of Hobby Airport. Its center is the intersection of Telephone Road and Reveille / SH35. This street intersection is also the crossing point over Sims Bayou. As defined by the District for the purposes of this study, the area covers approximately 220 acres, is located in Council District I (CM Robert Gallegos) and shared between Harris County Precincts 1 (Commissioner Rodney Ellis) and 2 (Commissioner Adrian Garcia). Portions of Bellfort Station are included in the TIRZ #8 boundaries. Stuart Park and Reveille Park anchor the west and east ends of the study area, respectively. The Houston Botanic Garden is located outside the area and is immediately downstream, and east of I-45.

CATALYST OPPORTUNITY

In the HLCS, the Bellfort Station area is described as a “key activity center” due to its having certain attributes:

- Acknowledged local community gathering location
- Combination of uses, and not just a single use
- Transit-enabled, with the possibility for expanded transit service
- Multi-modal transportation options including bike lanes and trails supporting a walkable district
- Mix of uses and opportunities for mixed-use infill, included mixed housing

DEMOGRAPHIC AND MARKET PROFILE

A market assessment was included in the HLCS. The assessment considered demographic and economic existing conditions and trends. In summary, the assessment concluded the following:

- The Competitive Market Area (CMA; containing the study area and used for comparative purposes) includes zip codes 77033, 77048, 77061, 77075, 77087, 77017, 77587, and a large portion of 77034, and a small portion of 77504.
- The Study Area, located within the CMA, is defined largely by zip code 77061, with a small portion of 77087 and 77075.
- The Study Area includes 51,917 persons while the CMA has a population of 237,434.
- Since 2010, estimates for the Study Area show a marginal population increase of 5.4%. Over the same time period from 2010 to 2016, the CMA has seen steady growth at 6.5% while the City experienced strong growth at 10.2%.
- The CMA saw decreases in several age groups from 2010 to 2016; the largest decreases were in ages 18 to 20 and 45 to 54.
- The Study Area experienced decreases in almost half of all age groups. The highest

percentage of decline in the Study Area took place in the age groups of 21 to 24, followed by 18 to 20. The largest increase was in ages 65 to 74 in the Study Area.

- The Study Area has 69.8% Hispanic or Latino population.
- Average Household size is 3.1 in the Study Area and 3.2 in the CMA.
- Educational attainment in the Study Area and CMA shows a higher portion of individuals in households with high school or less education as compared to the City of Houston.
- The average income in the Study Area is \$49,010; in the CMA, \$52,255.
- According to 2016 estimates, the Study Area has a slightly higher percentage of families in poverty (26.49%), when compared with the CMA and the City.
- The 2020 projections from H-GAC and CDS estimate that the population in the CMA will increase by roughly 4.5%.

The HLCS market assessment also identified a number of opportunities for new development and redevelopment based on existing market demand for a range of uses in the Study Area. Total, potential demand in the District as a whole (Bellfort Station being a smaller subset of this area) over a 5-year period for these uses are estimated as follows:

Office	117,600 GSF
Retail	137,400 GSF
Industrial	250,900 GSF
Housing - Single Family	360 Units
Housing - Multi-Family	(Conventional market rate units not recommended)*
Senior Housing	130 Units
Hospitality	76 Keys

* Due to the large number of existing stock

Note: For details, see Appendix E from the HLCS Report



View of Bellefort Street with proposed mixed-use buildings and proposed Sims Bayou Hike & Bike Bridge.

Since the completion of the HLCS, the Hobby Area District has also completed the Hobby Area Strategic Plan (HASP). The stated purpose of this strategic plan is to “guide the District’s economic development efforts over the next five years to achieve value-added and sustainable economic growth”, as measured by increased revenue and permanent job creation. The Study’s Executive Summary makes four critical points:

- The District’s superior location gives it a competitive position in the local, regional and global marketplace. However, due to a lack of strategic investment there have been limited opportunity to leverage its advantages.
- The District’s stakeholders believe safety and security are top priorities. Statistics may vary on the degree of security/public safety. However, the general unattractiveness of both the public realm and private properties (in particular, building facades and parking areas) reinforce the perception that the area is unsafe and uninviting, and encourage people with the means to shop outside the area’s borders to do so. Properly addressed, these factors could be overcome and greatly improve the area’s image and economic opportunity.
- The District has superior accessibility, affordability and infrastructure. These must be maintained and even enhanced in order to safeguard the area’s competitive advantages.
- Strategic partnerships with area educational institutions could be helpful in addressing low educational attainment, employment and poverty.

EXISTING CONDITIONS SUMMARY

Key observations from the HLCS (market assessment) and the HASP are that Bellfort Station and the Study Area as a whole possess important competitive advantages. These are largely the result of its strategic location and robust infrastructure. However, compared to both the CMA and the City of Houston as a whole, the area is significantly disadvantaged across all demographic and economic indicators. Lack of safety and security are the most often repeated concerns among area stakeholders. Other perceptions are that the area's image would be greatly improved with more investment in the public realm and upkeep of private property. The HLCS's market assessment concluded that based on current trends, there will be very modest demand across a range of key land uses over the next five years. Presumably, a targeted economic development and reinvestment program would make this demand curve more robust.

Given the challenges presented by the existing conditions, coupled with the objective to create an economic development node at Bellfort Station, what are the avenues for proactive action? Clearly, creating an economic center of gravity at Bellfort Station requires a strategy that leverages, concentrates, and

mobilizes all available resources – private and public. Importantly, this also requires a realistic identification and assessment of the key obstacles operating today in the Bellfort Station area that prevent or retard any economic development strategy. Of particular note is safety and security concerns, voiced both from area stakeholders as previously mentioned and also first-hand reports to the Consultant Team by businesses, property owners and residents. Concern for personal safety and security dissuades patronage of local businesses, as reported by residents attending the first community workshop. Local businesses report that the cost of doing business not only includes a premium for property and product losses due to theft, but more significantly lost business (“leakage”) from local residents shopping elsewhere outside the trade area. Paradoxically, the lack of a good grocery store is cited by many residents as a major detractor to living in the area. Local homelessness and other social maladies often associated with poverty contribute to many of the local challenges. This, and the attendant safety and security concern, may well be the biggest set of factors acting against investment and reinvestment into the area.



Community workshop Event: Hobbyfest, April 2018.

4 Initial Development Strategy

The Consultant Team's initial findings concerning the general planning and investment circumstances operating in the Belfort Station Study Area, while subsequently modified and refined, formed the nucleus of the development strategy for the area. This information is included here to establish the basic approach and presents key observations, followed by more detailed information related to and including the Team's economic development strategies and urban design concepts.

Two important conclusions underpin the initial development strategy for Belfort Station:

1. First, there will always be shoppers in and visitors to the Study Area. However, the economic means of the current shoppers and visitors result in the current types of businesses that exist in the study area. The economic circumstances do not allow the businesses to spend money to upgrade their facilities, and thus are unable to attract a higher economic customer who would spend more money, allowing for businesses to make improvements, and subsequently attract more customers. Many upper-moderate income customers living within a few miles of the Study Area are being lured away to other shopping districts outside the Study Area. This is an economic cycle that perpetuates and reinforces under-investment.
2. Second, redevelopment in the Study Area will not be successful if it is phased over a lengthy period of time. There needs to be a few, initial "big bang" announcements to create excitement, momentum and investment confidence. However, to be achievable, these catalytic "big bang" projects will need some level of economic support to launch.

CONCEPTS AND STRATEGY FOR BELLFORT STATION REDEVELOPMENT AREA

The Belfort Station Study Area was previously described as covering an area of 220 acres. The Belfort Station Redevelopment Area, a more targeted location contained within Belfort Station, covers approximately 55 acres. This is, in fact, the “core” or center of the larger Belfort Station Study Area. The Consultant Team’s opinion is that the smaller Belfort Station Redevelopment Area represents a suitable – albeit very ambitious – footprint for considering a local redevelopment initiative consistent with the “livable centers” concept.

This area has a good density of existing development as well as under-utilized and vacant land suitable for redevelopment. Properties contained in the redevelopment area include both private and public properties. The private properties – all occupied by on-going business concerns – are:

Northside of Sims Bayou – 10.5 Acres

- Kroger Supermarket
- CVS Pharmacy

Southside of Sims – 11 Acres

- Fiesta Market
- Chase Bank

Public property is primarily confined to the street right-of-way (ROW), with a small parcel of 3.5 acres along Sims Bayou belonging to the Harris County Flood Control District (HCFCD). Street ROW in the major thoroughfares (Telephone, Reveille, and West Belfort) constitute 12 acres / 5,000 linear feet of roadway.

Current investment into the Belfort Station Redevelopment Area is modest. The following summarizes published and anecdotal information on public investment:

Public Investment

- TIRZ #8 – The TIRZ is a partner and co-funder of the proposed Sims Trail being implemented by the Houston Parks Board (HPB).

- Hobby Transit Connection – METRO could extend a line rail or enhanced busway line to Hobby, most likely on its Purple Line or potentially on its Green Line. While the enhanced busway would be far less expensive to build and operate than light rail, it would likely impose inconvenient transfers between the two technologies. The Purple Line Extension would most likely use the Telephone Road alignment. Timing is uncertain. METRO is currently finalizing its system plan which will be published in the summer of 2019.
- Sims Bayou – One of the very few bayous to have contained the Harvey Flood waters in 2017, Sims has already seen the completion of its Federal Project. The 2018 bond election identifies twelve projects on Sims with a combined cost of just over \$100 million. These projects focus on Sim’s tributaries; one project is located in the Belfort Station Special Study Area, C-116, whose outfall is at Stuart Park and drains neighborhoods to the north of Sims.
- Bayou Greenways 2020 – Houston Parks Board will be constructing the Sims Bayou Trail on the north bank; plans are being reviewed by agencies having jurisdiction with construction commencing soon.

Private Investment

- Kroger – The store, located in its leased location for more than 40 years, is reportedly on a “watch list” for consistent under performance. Many employees and customers use the bus and MetroLift. Customers complain about the walk from the unsheltered bus stop to the store. The manager feels that if the parking lot was restriped and kept clean, it would help; the store looks rundown from the outside.
- Fiesta – Parking lot security, sidewalks and streetscape would be valuable and attractive improvements.
- Chase – Chase is across from Fiesta on West Belfort. The bank has recently consolidated

a few banks into this location. New accounts are being opened daily.

- CVS and the abutting shopping center to the north are well-maintained by the owners. Trespassing and loitering is reported to be a constant deterrent to retail tenants and their customers.
- Other – An 11.4-acre property located immediately behind and west of Kroger on West Bellfort is being developed into a senior living facility.

A brief summary of the constraints and opportunities operating on Bellfort Station include:

Constraints:

1. Crime and concerns for personal safety and security + homeless activity
2. Level of poverty
3. Low educational attainment
4. Business “leakage”
5. Aging housing stock
6. Perceived lack of grocery store(s) that cater to proximate residential demographic preferences.

Opportunities:

1. Strategic location
2. Robust infrastructure / relative high flood resilience
3. Existing businesses
4. Sims Bayou Green Space
5. Area neighborhoods
6. Stable population
7. Houston economy and population growth with strong demand trends of “closer in”.

Redevelopment Strategy

As stated in the introduction to this report, the proposed development strategy has two components: 1) attracting the moderate-high income customer who already lives in the area; and, 2) creating a near-term “big bang” redevelopment rollout.

The accompanying illustrations show the proposed strategy for Bellfort Station Redevelopment Area. Anchoring the scheme are the four primary clusters of existing business clusters – Chase, Fiesta, Kroger, and CVS.

CHASE PROPERTY

Option A

This 6.4-acre site is substantially redeveloped, including the separate property adjoining Chase. Chase Bank moves into a smaller, free-standing bank building located on the corner northwest of West Belfort and Leonora. The old Chase Bank building is demolished and gives way to several “spec” retail service structures built along West Belfort. Internal streets provide access to civic buildings containing office and educational services overlooking Sims Bayou. A multi-level, multi-family structure completes the mix of uses. The south landing for a new pedestrian bridge over Sims is located at the civic building park / plaza and gives access via trails to nearby lawn amphitheater space just downstream on the bayou. A new streetscape is installed on West Belfort, including street trees, sidewalks, and bus shelters.

Option B

This option is similar in approach to Option A, but occurs on a reduced property footprint that leaves a substantial part of the Chase Bank property in its current location and operation. Parcels east of the Telephone Rd. / West Belfort intersection would be developed with new retail and civic structures up to but excluding the existing Chase Bank building. These improvements would have the same orientation to Sims Bayou as an important amenity and civic space, and have connectivity to the north bank via the new pedestrian bridge.

Chase Property: Existing Condition



Chase Property: Option A



Chase Property: Option B



FIESTA PROPERTY

A new streetscape is installed on West Bellfort and Telephone Road, including street trees, sidewalk repairs, and bus shelters. Parking lot security program is launched.

KROGER PROPERTY

Kroger parking area is resurfaced. The Reveille / SH35 and Telephone Road intersection is redesigned and reconstructed. A new signalized intersection gives Kroger a direct access route from the new intersection. Residual ROW resulting from the intersection modification is combined with public property (HCFCD) to create a publicly accessible gathering space with a plaza, food truck area, canoe livery / bayou canoe ramp, stage for special events and lawn seating (includes lawn seating on the Chase Bank site). The public space is also connected with new trails along Sims Bayou constructed by Houston Parks Board and reaching east to the Houston Botanic Gardens.

CVS PROPERTY / NORTH KROGER PROPERTIES

The CVS property is redeveloped as a direct response to and result of the Kroger Property improvements.

Note: The Future Redevelopment Areas on Exhibit __ indicate properties that are in the Bellfort Station's area of influence and could, assuming the success of the broader strategy, elevate the redevelopment potential for redeveloping these sites.

PLANNING HORIZON FOR BELLFORT STATION REDEVELOPMENT AREA

The strategy outlined above describes an ambitious redevelopment program. The strategy calls for two "big bangs" occurring in next two years, one on north bank of Sims and the other on south, combined with public realm improvements (pedestrian connectivity and streetscape / landscaping) supporting the private investments.

Kroger & CVS Node: Existing Condition



Kroger & CVS Node: Proposed Intersection Reconfiguration



North Kroger & CVS Node: Proposed Intersection Reconfiguration with continuous North-Bound Option

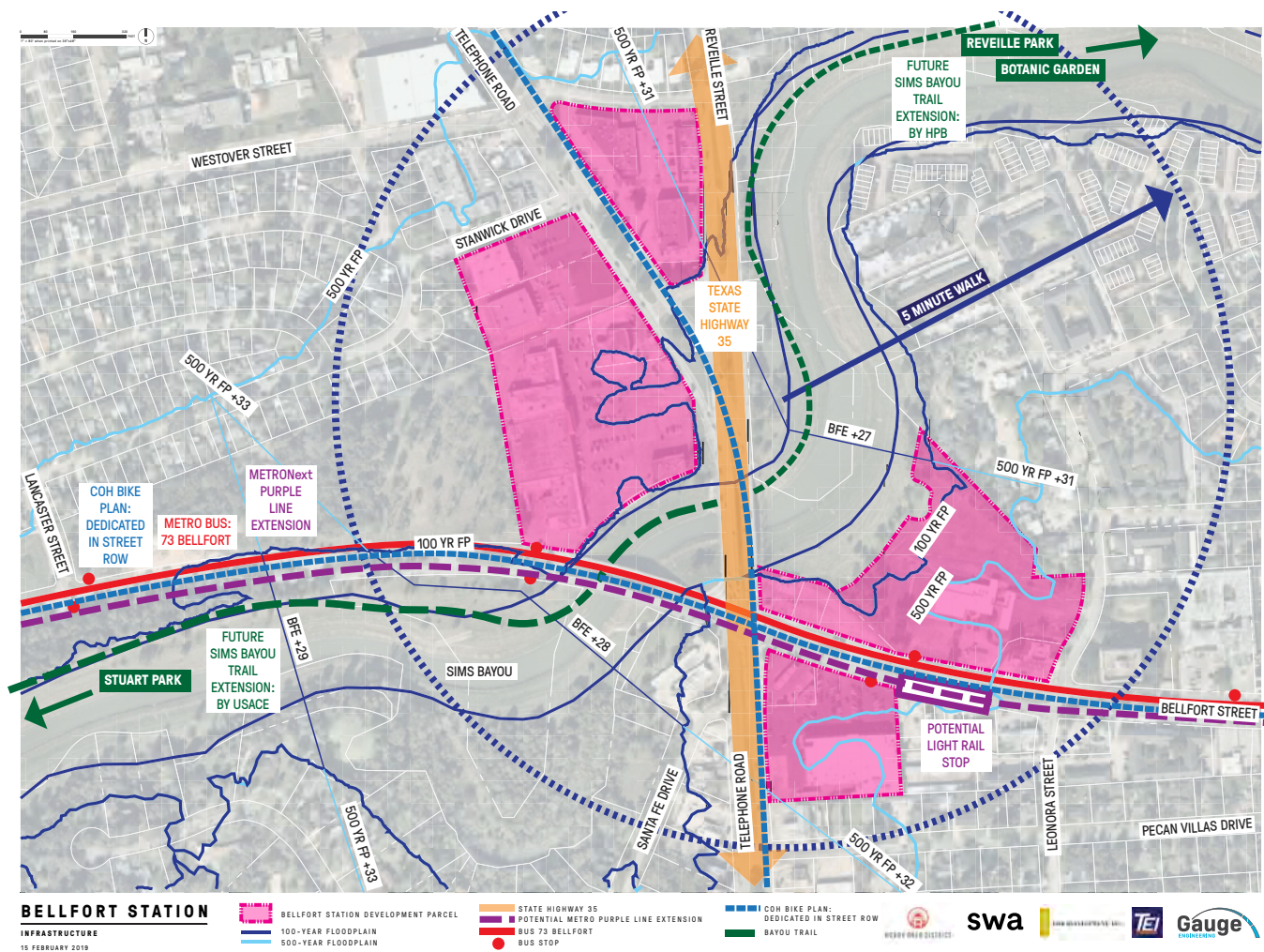


Existing Conditions



Aerial Illustrative of Improvements





Belfort Station Special Study Area - Infrastructure & Subject Private Parcels

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5 Recommended Development Strategy

Subsequent to the initial development strategy described above, the Consultant Team made certain modifications and refinements. These were primarily driven by two factors:

A. Public Realm - Telephone Road / Reveille Road Intersection

This existing intersection is the scene of frequent accidents attributable to the awkward geometries of the street transitions and signalization. The Consultant Team researched the accident history and reviewed options to address the intersection deficiencies to create a safer facility for automobiles and pedestrians. Two options were developed (see Appendix, page 51-52). A complicating factor in considering intersection modifications is that Reveille is a state highway (SH35) and designated as a major freight corridor. Meetings were held with both the City and TxDOT to review the options and assess the feasibility of either modified intersection option.

In addition to the City and TxDOT, the Consultant Team met with local property owners that would potentially be impacted by any improvements to this intersection. The Kroger Center, CVS, Fiesta and Chase property owners were very supportive. Their perspective was that resolving the vehicular and pedestrian safety issues would contribute to increased business on their properties.

Through the vetting process by TxDOT and the City of Houston, the intersection study options were refined into a hybrid option that allowed continuous, uninterrupted flow of north-bound traffic on Reveille (see Appendix, page 53). The hybrid option was then reviewed with local property owners who, again, voiced strong and encouraging support.

It must be noted that the intersection study and related activities occurred after METRO published route studies of the Hobby Airport light rail service moving the alignment from Telephone Road to West Belfort. Therefore, all the intersection studies were developed without a light rail facility, which would significantly complicate the design parameters. As previously mentioned, METRO is still weighing route options as this report is being published with preference for Telephone Road.

B. Private Realm – Chase Property / Dayton Electric Property

Initially, the Consultant Team had focused primarily on the Chase Bank property as a redevelopment

opportunity, due to its strategic location and relatively large size. Following evolving discussions with Chase Bank representatives, the Consultant Team reduced the footprint of the Chase Bank redevelopment parcel leaving the existing bank facility and associated parking in place to continue operating as a Chase Bank facility. This is described above as Chase Property – Option B. Discussions later expanded to include the adjacent property owner of three adjoining tracts, Dayton Electric. Ultimately, they too expressed serious interest in being part of the Belfort Station plan.

In summary, the original strategy was modified to account for these two factors.



Illustrative of Belfort Station Improvements

6 Recommended Implementation

The implementation of the Bellfort Station Area recommendations are described as a series of discrete elements, or capital improvement projects (CIPs). While all are linked in the sense of underpinning and working as a unit to further the development of the area, it is convenient for the purposes of clarifying each element to describe each separately, whether being directly implemented by the District or not. The back portion of this section describes each of the CIPs, which are listed below for convenient identification. Specifically with regards to the Private CIPs (#6 - #9), the information provided should be read as “potential” and not “actual” commitments by the respective property owners until confirmed later. The Consultant Team met with each property owner and discussed conceptually the types of improvements that could be made on their properties. These will need to be verified and developed further following detailed discussions with the District and Property Owners based on actual commitments.

Public CIP

1. Telephone / Reveille Roads Intersection
2. Telephone Road and Bellfort Streetscapes
3. Sims Bayou Trail
4. Sims Bayou Pedestrian Bridge and Amenities
5. Bellfort Light Rail Transit

Private CIP

6. Chase / Dayton Electric Properties
7. Fiesta Property
8. Kroger Center Property
9. CVS Property

Jurisdictional Influences on Implementation

The Hobby Area District benefits from a collaborative governance at the state and local levels that includes the Texas House District 147 (Representative Garnet Coleman) and Texas Senate, District 6 (Senator Sylvia Garcia), Harris County Precinct 1 (Commissioner Rodney Ellis), and Houston City Council District I and D (Council Members Robert Gallegos and Dwight Boykins). The Appendix section of this report shows the various jurisdictional boundaries. The Hobby Area District (District) was created by legislative action in 2005 and represents the premier coordinating body in the Hobby Airport area for a wide variety of business and other programs including but not limited to economic development, security, marketing and identity, and beautification. Its influence is significant in coalescing government, business and community interests and support for the design and planning of capital projects. As part of a wider alliance of other management district and agencies (including and in particular, TXDOT and METRO), the District also provides a critical and timely sub-regional coordination role. With its demonstrated mission, capabilities and achievements, the District is the primary – though not the exclusive – implementing entity for the proposed Hobby Area Livable Centers projects

For most of the recommendations underpinning the Implementation for Bellfort Station, the District is able to exert a high degree of control, thereby assuring a greatly likelihood of a successful outcome from each CIP. The notable exception is the CIPs Sims Bayou Trail, which is already under construction by others and the Bellfort Transit, which is under the purview and direction of METRO.

Implementation of Projects / Opinion of Potential Costs

The majority of the recommended CIPs are to be implemented over a short time horizon. They are intentionally scaled from a cost standpoint to be within the means of the respective parties to fund them. This includes the District and primarily from its assessment and, as the opportunity may arise, from readily available grants and partnering funders. However, to

the extent that the District may pursue other funding sources and partners, the following information has been included in this report for convenient reference.

PARTNERSHIPS & FUNDING

City of Houston Tax Abatement

The City can offer tax abatements for the relocation, expansion or retention of businesses, if the incentives are critical to the location decision of an applicant. Moreover, the City considers tax abatements that include some level of State economic development assistance.

If the project site is located within a State Enterprise Zone, minimum requirements are reduced. Eligibility extends to new or expanding businesses (for example, retail, industrial, commercial) in neighborhood areas targeted for revitalization (i.e., in neglected parts of the City) and transit-oriented development within 1,500 feet of transportation corridors, such as existing and planned Metro rail stops, multi-modal centers, and bus transfer stations. (www.houstontx.gov/ecdev)

Harris County Tax Abatement

Harris County's Tax Abatement Program promotes new growth, new wealth, new jobs, new opportunities, and environmental sustainability. The Harris County Guidelines and Criteria define "abatement" as a partial exemption from ad valorem taxes of certain real property in a reinvestment zone designated for economic reinvestment zone. Authorized facilities eligible for abatement are: manufacturing facilities, research facilities, regional distribution center facilities, regional service facilities, regional entertainment facilities, research and development facilities and other basic industry facilities. Granting tax abatement in a reinvestment zone has been shown to be an effective method of enhancing and diversifying an area's economy by attracting primary jobs in industries which bring in money from outside a community rather than re-circulate dollars within the community.

Tax Increment Reinvestment Zone (TIRZ)

The City of Houston designates local tax increment reinvestment zones. TIRZs have the capacity to finance infrastructure improvements but could potentially provide other forms of assistance to businesses in Bellfort Station.

City of Houston 380 Agreements

The intent of these agreements, which are authorized under the Local Government Code, is to promote economic development activities, such as commercial and retail projects. One such previous use was support for a retailer desiring to locate in a neighborhood underserved by retail establishments; a similar use of this mechanism could benefit Bellfort Station.

Houston Business Development Inc. (HBDI)

HBDI provides loans and technical assistance to small businesses and micro enterprises. Loans have flexible terms and lower interest rates. One of its loan programs is for startup businesses that have not yet generated cash flow. These programs can be applied to businesses and prospective businesses in Bellfort Station.

Community Development Block Grant (CDBG)

Annually, Houston receives CDBG funds from the U. S. Department of Housing and Urban Development (HUD). These funds can be expended for activities that benefit low-moderate income persons and low-moderate income persons, as well as low-moderate income housing. The City of Houston's Consolidated Plan that describes activities in which the city will engage with CDBG funds includes economic development.

Gulf Coast Economic Development District (GCEDD)

GCEDD administers a business loan program on behalf of the Houston-Galveston Area Council. Businesses that have been unable to obtain a loan from a private lender are eligible to apply. There is a requirement that one job be generated for each \$65,000 in loan funding. The program targets both existing businesses and start-ups. The interest rate is below market and

the loan term is up to ten years. Loan proceeds may be used for working capital, purchase of assets, and closing costs. At least half of the loan must be used to purchase assets. (<http://www.h-gac.com/community/gcedd/business-loan-fund.aspx>)

PLACEMAKING & SUSTAINABILITY PROJECTS

Typical local partnerships and funding opportunities that would ordinarily be considered for placemaking and sustainability project implementation include the Management District, TIRZs, and the City of Houston. There are also a number of funding opportunities for projects focused on mobility and transportation, parks, community agriculture, and cultural resources. A few programs from that list may be supportive of the placemaking and sustainability goals for the CIPs.

U.S. Department of Agriculture (USDA) Farm to School Grant Program

Food and Nutrition Services of the USDA administers funds under this grant to improve access to local foods and expand educational activities in agriculture and gardening for students in kindergarten to 12th grade. Grants can be used for planning, training and technical assistance, purchasing equipment, developing school gardens, building partnerships, implementing farm to school programs, and supporting operations. Eligible recipients include state and local agencies and nonprofit groups. The grant can be used for projects that increase the purchase and consumption of locally produced fresh food and implementing nutrition education and garden-based curriculum. The development of landscapes as an "outdoor classroom" and collaboration with educational institutions in the neighborhood to support projects in that vein may fit well with the educational requirements outlined in the program.

U.S. Environmental Protection Agency (EPA) Environmental Education (EE) Grants

The EPA awards approximately \$2 million to \$3 million annually through its EE program. These grants "support

environmental education projects that increase the public's awareness about environmental issues and provide them with the skills to take responsible actions to protect the environment.”

The Houston Endowment

The foundation provides grants to support initiatives focused on arts and culture, education, the environment, health, and human services. Grants are awarded for general operating support, project support, capital improvements, capacity building, innovative approaches, public policy and engagement, and research. The foundation accepts applications and awards grants throughout the year with no hard deadlines. No local matching funds are required.

The Cockrell Foundation

The foundation provides financial assistance to 501(c)(3) organizations primarily in the Houston area to support education, youth activities, health care, medical research, and cultural institutions. Grants are given to support annual campaigns, capital campaigns, endowments, building funds, matching funds, special projects, and general purposes.

The Kresge Foundation

Funding is provided to government entities and nonprofits with projects focusing on arts and culture, education, environment, health, and human services. Most grants are awarded on an on-going basis. Both single- and multi-year grants are given for operating support, project support, and program-related investments.

City of Houston Department of Neighborhoods Neighborhood Matching Grant Program

This grant helps neighborhoods fund various beautification and improvement projects by providing a dollar-for-dollar matching grant reimbursement ranging from \$500 to \$5,000. The program is designed to cultivate the spirit of volunteerism to help neighborhood-based organizations learn the art of planning and community building through neighborhood projects.

ArtPlace National Grants Program

This grant is designed to invest in creative placemaking projects that involve cross sector partners committed to strengthening the social, physical, and economic fabric of their communities. ArtPlace provides support for projects led by the arts/artists that are integrated with a community's economic development and revitalization strategies, and have the potential to attract additional support. Nonprofit organizations, local and tribal governing bodies, individual artists/designers, and for-profit organizations are eligible, and awards range between \$50,000 and \$500,000.

Texas Historical Commission (THC) Certified Local Government (CLG) Grants

Certified-local-government CLG grants provide funding to participating city and county governments to develop and sustain an effective local preservation program critical to maintaining local historic resources. Activities eligible for CLG grants funding must be tied to the statewide comprehensive preservation planning process. Rehabilitation or restoration of properties individually-listed in the National Register of Historic Places or contributing to a National Register historic district qualify are eligible activities.

CONSTRUCTION OF MIXED-USE DEVELOPMENT

Developer(s)

The property could be developed by combination of private, nonprofit, public sector, and quasi-public development entities. METRO's participation could take a number of forms, as alluded to previously.

The Community Development Block Grant (CDBG) Entitlement Program

The City of Houston receives Community Development Block Grant funds that can be used for a variety of purposes that benefit low-moderate income households. These include improvements to the housing stock, infrastructure, clearance/acquisition, and social services. At least 70 percent of CDBG funds must be used for activities that benefit low- and moderate-income persons. CDBG funds can be leveraged with other Federal, state, local or private funds.

Section 108 Loan Guarantee Program

The Section 108 Program allows for the CDBG funds to be used as a pledge against the payment of loans for housing rehabilitation, public facilities, economic development, and large-scale development projects. Repayment terms can be flexible, interest rates can be set below market, and project costs can be spread over time. The funds can be loaned to a private developer or used by the City to engage in development.

City of Houston 380 Agreements

Chapter 380 of the Texas Local Government Code enables municipalities to provide funds, city services, and city staff to encourage economic development. The City of Houston has provided subsidies to developers of retail uses to stimulate economic development in a mature, transitioning neighborhood like Spring Branch, thus this mechanism has the potential for use in the proposed mixed use development in Spring Branch.

Private Capital

Private sources of capital include banks, pension funds, and other forms of private capital.

Public Funding

Public investment in the public realm and transportation network can spur additional investment from the private sector. Public investments can come from a variety of sources including local sources, grants, and partnerships. It will be important to utilize a variety of funding sources and leverage grants and private funding to maximize local resources. The information below provides a variety of funding sources that could be utilized or pursued for implementation of the plan.

Surface Transportation Block Grant Program (STBGP)

STBGP funds are perhaps the most flexible federal funding available and may be used for nearly all transportation project types, including construction of a wide variety of sidewalk and bicycle facilities and non-construction projects such as maps, data collection and monitoring, bike share, and more. The Houston-Galveston Area Council (H-GAC) allocates this federal funding for the Houston region and holds a competitive process for distributing funds typically every other year, coordinating with approval of the region's Transportation Improvement Program (TIP). Within the STBGP program there is a set-aside specifically for bicycle and pedestrian. Eligible activities include infrastructure facilities, safety and educational activities, and Safe Routes to School programs. These funds are subject to the same competitive process and allocation as the overarching STBGP funds.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

Funds from CMAQ program may be used to construct sidewalk and bicycle facilities if they demonstrate an air quality improvement. CMAQ funds are also allocated through a competitive process by the H-GAC, and typically match the same call-for-projects timing as STBGP funds.

The Community Development Block Grant (CDBG) Entitlement Program

The program provides annual grants on a formula basis to cities and counties. These grants are intended to revitalize neighborhoods, improve economic development, and provide improved community facilities and services. Eligible activities include construction of public facilities improvements, including sidewalks and bikeways. Coordination with the City of Houston's Housing and Community Development Department would be required.

Businesses and Developers

Businesses and developers can be partners to developing better infrastructure and providing amenities for people walking and biking in Hobby Area District. Financial assistance in connecting people on foot or on bike to their business or providing parking, other amenities, and promotion of walking and bicycling in the neighborhood bicycling are just a few ways that businesses may be partners in implementing recommendations in this plan.

Health Service Providers

Health service providers are natural places of interest for community health and can be a partner for improving active transportation facilities. For example, the Seattle Children's Hospital committed to making bicycle and pedestrian improvements in its Major Institution Master Plan. Through that, they are improving nearby connections, including bike lanes, to the hospital and investing \$2 million in a Bicycle and Pedestrian Fund to build infrastructure to help employers and visitors access the hospital safely.

Philanthropic Entities and Nonprofits

Partnerships with nonprofit organizations can demonstrate support for projects and programs beyond government entities, which can be crucial to obtaining federal funds or leveraging new local funding. The Kinder Foundation, the Houston Endowment and The Robert Wood Johnson Foundation are potential resources that have supported bicycle, pedestrian, and environmental projects. The Robert Wood Johnson Foundation particularly looks for projects if they can

be tied to research or promotion of health and physical activity.

Parking Benefit District

A Parking Benefit District can serve as a financing tool to support improvements in employment and activity centers. Within a parking benefit district, public parking spaces (on and off-street) are charged hourly rates designed to keep a particular percentage of parking spaces vacant at all times. Funds collected from parking charges go directly to improvements within the district, such as bike facilities and amenities. According to case studies in Austin, Texas and Washington, D.C., the Federal Highway Administration has found that the application of parking benefit districts has been shown to reduce the need for surface parking and improve traffic congestion while funding local improvements, such as bicycle facilities within the district.

HOUSING AND DEVELOPMENT PROJECTS

Although housing is not specifically included as a proposed use in Bellfort Station, healthy communities are vital to its success. This information may be useful in this regard and in consideration of the wider area.

Low Income Housing Tax Credits

The Low Income Housing Tax Credit program, which was created by the Tax Reform Act of 1986, allows an investor to claim a federal tax credit equal to a percentage of the cost incurred for development of the low-income units in a rental housing project. The tax credit is calculated as a percentage of costs incurred in developing the affordable housing property, and is claimed annually over a 10-year period. Tax credits are syndicated to raise capital for housing development projects. To qualify for the credit, a project must meet the requirements of a qualified low-income project. Project sponsors are required to set aside at least 40 percent of the units for renters earning no more than 60 percent of the area's median income or 20 percent of the units for renters earning 50 percent or less of the area's median income. (<http://www.occ.gov/topics/community-affairs/publications/insights/insights-low-income-housing-tax-credits.pdf>)

In Texas, this program is administered by the Texas Department of Housing and Community Affairs. Tax credits provide a source of equity financing for the development of affordable housing. The two types of tax credits that are awarded are 4% tax credits, which are non-competitive and 9% tax credits, which are competitive.

HUD Section 202 Supportive Housing for the Elderly

In support of senior housing, the U. S. Department of Housing and Urban Development (HUD) provides "capital advances to finance the construction, rehabilitation or acquisition with or without rehabilitation of structures that will serve as supportive housing for very low-income elderly persons, including the frail elderly, and provides rent subsidies for the projects to help make them

affordable" (<http://portal.hud.gov/hudportal>). Eligible sponsors are private nonprofit organizations and nonprofit consumer cooperatives that meet certain threshold requirements, so in order for this program to be used for senior housing in the proposed mixed use development, a collaboration with an eligible entity would have to be formed

Tax Reinvestment Zone (TIRZ)

Tax Increment Reinvestment Zones are special zones created by City Council in efforts to attract new investment in an area. Taxes from new improvements are set aside in a fund designed to finance public improvements within the boundaries of the TIRZ. Redevelopment Authorities are created to aid, assist, and act on behalf of the city in the performance of the city's governmental functions to promote the common good and general welfare of their defined areas and to provide an operating and financing vehicle for implementing their TIRZ Project and Financing Plan. A TIRZ has the ability to provide financing for projects located within its jurisdiction. Redevelopment Authorities can direct funding to capital costs, including the actual costs of the acquisition and construction of new buildings, structures, and fixtures, the actual costs of the acquisition of land and equipment and the clearing and grading of land; financing costs, including all interest paid to holders of evidences of indebtedness or other obligations issued to pay for project costs and any premium paid over the principal amount of the obligations because of the redemption of the obligations before maturity; real property assembly costs; and professional service costs, including those incurred for architectural, planning, engineering, and legal advice and services; among other expenses. (Texas State Code, Chapter 311, Tax Increment Financing Act.) Houston's tax increment reinvestment zones send millions of dollars in bond proceeds to the City's housing department to use for affordable housing projects in the city. Other housing initiatives are funded with the TIRZ bond money, such as emergency home repairs and developer reimbursements. It is important that programs meet the requirements that homes remain affordable for low-income families

Community Development Block Grant

The City of Houston receives Community Development Block Grant funds that can be used for a variety of purposes that benefit low-moderate income households. These include improvements to the housing stock, infrastructure, clearance/acquisition, and social services. At least 70 percent of CDBG funds must be used for activities that benefit low- and moderate-income persons. CDBG funds can be leveraged with other Federal, state, local or private funds.

Section 108 Loan Guarantee

The Section 108 Program allows for the CDBG funds to be used as a pledge against the payment of loans for housing rehabilitation, public facilities, economic development, and large-scale development projects. Repayment terms can be flexible, interest rates can be set below market, and project costs can be spread over time. The funds can be loaned to a private developer or used by the City to engage in development.

HOME Investment Partnerships Program

The City of Houston receives these flexible HUD funds which are awarded to jurisdictions on a formula basis. HOME funds can be used to build, buy, and/or rehabilitate affordable housing for rent or homeownership or to provide direct rental assistance to low-income people. HOME funds could subsidize rents or purchase prices, allowing for a mix of incomes in the housing portion of the proposed mixed use development.

City of Houston 380 Agreements

Chapter 380 of the Texas Local Government Code enables municipalities to provide funds, city services, and city staff to encourage economic development. Under this provision of the code, among other uses, the city of Houston has provided subsidies to developers of Downtown housing to stimulate residential development in this part of the city. This mechanism has the potential for use in the proposed mixed use development in Bellfort Station.

City of Houston Housing Trust Fund

Houston Mayor Sylvester Turner has accepted a Mayor's Transition Team recommendation for the creation of a Housing Trust Fund. This represents an innovation for Houston and has the potential to expand housing choice at strategic sites in the District.

Private Capital

Private sources of capital include banks, pension funds, and other forms of private capital.

DISPLACEMENT PREVENTION FACILITATION OF AGING IN PLACE

City of Houston

The City of Houston has a Voluntary Visitability Program that addresses new construction. The program guidelines allow for small subsidies to make it possible for homes to be designed in such a way that people who have difficulty with steps or who use wheelchairs or walkers can have ease of access. (www.visitability.org). If the ordinance were modified to include existing homes, it would potentially benefit eligible Hobby area residents.

City of Houston Down Payment Assistance Programs

Administered by the Housing and Community Development Department, this program “provides direct financial assistance at the closing to pay a portion of the required down payment, closing cost, and other approved settlement charges.” To be eligible, a property must be located within a designated revitalization area as determined by Houston’s Mayor. (www.houstontx.gov/housing/workforce.html) The department also administers a Homebuyer Assistance Program for low and moderate income households. Funds may be used for down payment assistance or closing costs. This assistance could be directed to households desiring to purchase a unit in the mixed use development.

State of Texas

The Department of Housing and Community Affairs administers the Texas Housing Trust Fund, of which the Amy Young Barrier Removal Program is a component part. This program provides one-time grants to disabled low-income households, defined as households with income not exceeding 80 percent of the median income to make their homes more accessible. Grants of up to \$20,000 are available to construct reasonable accommodations for renters and homeowners. This program could enhance the opportunity for eligible Hobby area seniors to age in place.

AARP

The Association of Retired Persons and the National Association of Home Builders have created a Certified Aging-in-Place Specialist program that trains and certifies housing professionals in aging-friendly design. The District could collaborate with the Greater Houston Builders Association, the City of Houston, housing professionals, and other community-based organizations to provide this training locally.

Community-Based Organizations

The District could collaborate with community-based organizations in other mature communities to promote a change in policy regarding visitability and to advocate for tax relief and funding for retrofitting homes.

Community Development Block Grant

The City of Houston (COH) receives Community Development Block Grant funds that can be used for a variety of purposes, including improvements to the housing stock, infrastructure, clearance/acquisition, and social services. At least 70 percent of CDBG funds must be used for activities that benefit low- and moderate-income persons. CDBG funds can be leveraged with other Federal, state, local or private funds and could provide a portion of the financing needed for the mixed income housing proposed for the mixed use development.

HOME Investment Partnerships Program

This program, described previously, has the flexibility to be used for structural modifications for eligible senior homeowners residing in single family detached units in the District.

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6 Recommended Implementation Cont.

As mentioned in the beginning of this Section 6 Recommended Implementation, this last portion of the section describes each of the CIPs, beginning with the Public Realm improvements and ending with the Private Realm improvements. A brief description is provided for each CIP, followed by listing of other, dependent CIPs, then an “activities / action” table and finishing with an Opinion of Potential Cost. Note that an Opinion of Potential Cost for CIPs already being exclusively funded by specific partners are not included since these are considered 100% funded and will not require the District to consider funding.

TELEPHONE/REVEILLE ROADS INTERSECTION

Collaborate with the City of Houston, TxDOT, TIRZ #8, private property owners, and other partners as necessary to reconstruct the intersection to improve local access, vehicular and pedestrian safety. In addition to access, visibility and safety improvements, this CIP will provide a signalized intersection at the Kroger Center, greatly improving access, visibility and opportunities for new retail space. The CIP will also connect to and support Sims Bayou Trail improvements (CIP#3) and Sims Bayou Ped Bridge and Amenities (CIP#4).

DEPENDENT PUBLIC AND PRIVATE CIP RECOMMENDATIONS:

02

TELEPHONE ROAD & BELLFORT STREETSCAPES

04

SIMS BAYOU PED BRIDGE & AMENITIES

09

CVS

03

SIMS BAYOU TRAIL

08

KROGER CENTER

PARTNERS:	FUNDING:	IMPLEMENTER:	TASKS AND MILESTONES:
TXDOT COH TIRZ #8 PROPERTY OWNERS	TXDOT	TXDOT / COH (WITH HAD AS LOCAL COORDI- NATOR)	Conduct feasibility studies, secure approvals for design and funding; Prepare surveys, preliminary and final designs, and cost estimates; Prepare and receive bids, award and construct the improvements.

OPINION OF POTENTIAL COST

PROJECT	#	DESCRIPTION	UNIT	PRICE	QTY	SUBTOTAL
01 Telephone / Reveille Roads Intersection	1	Intersection Reconstruction	EA	\$ 2,151,500	1	\$ 2,151,500

Total

\$ 2,151,500

Construction Contingency @ 30%

\$ 645,450.0

Design Consultation, Survey, Testing, Fees, Permitting, Etc. @ 17%

\$ 475,481.50

Construction Management @ 15%

\$ 419,542.50

General Conditions, Bonds, Etc. @ 10%

\$ 279,695.00

GRAND TOTAL

\$ 3,971,669.00

Notes:

Funding is predominantly TxDOT

A cost-sharing formula with other Partners may be required (TBD)

Does not include METRO LRT alignment / facility

Values and allowances in 2019 dollars

TELEPHONE ROAD & BELLFORT STREETSCAPES

Make landscape improvements to the public rights-of-way on Telephone and Bellfort including sidewalk repairs to beautify and enhance safety and convenience in the public realm for the traveling public, both drivers and pedestrians. These improvements will also to expand the District's brand beyond Broadway and contribute to Bellfort Station's special identity. Beautification improvements should consider the selected METRO LRT alignment such that these improvements would not be disrupted during LRT construction.

DEPENDENT PUBLIC AND PRIVATE CIP RECOMMENDATIONS:

01

TELEPHONE / REVEILLE ROADS INTERSECTION

04

SIMS BAYOU PED BRIDGE & AMENITIES

07

FIESTA

09

CVS

03

SIMS BAYOU TRAIL

06

CHASE / DAYTON ELECTRIC

08

KROGER CENTER

PARTNERS:	FUNDING:	IMPLEMENTER:	TASKS AND MILESTONES:
COH TIRZ #8 PROPERTY OWNERS	HAD TIRZ #8	HAD	Prepare surveys, preliminary and final designs, and cost estimates; Prepare and receive bids, award and construct the improvements.

OPINION OF POTENTIAL COST

PROJECT	#	DESCRIPTION	UNIT	PRICE	QTY	SUBTOTAL
02 Telephone Road / Bellfort Streetscapes	1	Landscape Installation Features - trees, irrigation, benches, bike racks; minor sidewalk adjustments; landscape includes medians for both streets.	EA	\$ 850,000.00	1	\$ 850,000.00
Total						\$ 850,000.00
Construction Contingency @ 20%						\$ 170,000.00
Design Consultation, Survey, Testing, Fees, Permitting, Etc. @ 18%						\$ 183,600.00
General Conditions, Bonds, Etc. @ 10%						\$ 102,000.00
GRAND TOTAL						\$ 1,305,600.00

Notes:

Medians and ROW -
Bellfort - Lancaster St. to Leonora St.
Telephone - Westover St. to Pecan Villas
Does not include custom bus shelter.
Values and allowances in 2019 dollars

SIMS BAYOU TRAIL

The Sims Bayou Trail is part of the Bayou Greenways 2020 project and will soon be under construction. In addition to a continuous trail on the north bank, this project will also make connections to the top of bank to provide street access to sidewalks at Telephone Road. CIP#03 recognizes this work as a significant capital improvement to Bellfort Station. As part of this CIP, other improvements may be necessary to further optimize the Sims Bayou Trail in terms of connectivity and to support CIP#4, including widened sidewalks, lighting, signage, landscaping and trail portals.

DEPENDENT PUBLIC AND PRIVATE CIP RECOMMENDATIONS:

01

TELEPHONE / REVELLE ROADS INTERSECTION

04

SIMS BAYOU PED BRIDGE & AMENITIES

08

KROGER CENTER

02

TELEPHONE ROAD & BELLFORT STREETSCAPES

05

BELLFORT LIGHT RAIL TRANSIT

09

CVS

PARTNERS:	FUNDING:	IMPLEMENTER:	TASKS AND MILESTONES:
HPB HAD COH TIRZ #8 PROPERTY OWNERS	HPB	HPB	Schedule and hold opening celebration at completion of project.

OPINION OF POTENTIAL COST

PROJECT	#	DESCRIPTION	UNIT	PRICE	QTY	SUBTOTAL
		03 Sims Bayou Trail				\$ -
Total						\$ -
Construction Contingency						\$ -
Design Consultation, Survey, Testing, Fees, Permitting, Etc.						\$ -
General Conditions, Bonds, Etc.						\$ -
GRAND TOTAL						\$ -

Notes:

Funding is exclusively Houston Parks Board and Partners

SIMS BAYOU PEDESTRIAN BRIDGE & AMENITIES

This CIP proposes to advance the goal to make Bellfort Station a water-oriented, vibrant mixed-use and connected urban destination. It leverages HPB's improvements with the Sims Bayou Trail (CIP#03) and includes a pedestrian-only, iconic bridge over Sims Bayou to connect the north and south bank, construction of a multi-event bayou venue with canoe launch, plaza and a stage on the north bank and slope lawn seating on the south bank. The concept is to provide the physical and cultural infrastructure to make Bellfort Station a "town center" for the community, as envisioned in the Hobby Livable Center Study.

DEPENDENT PUBLIC AND PRIVATE CIP RECOMMENDATIONS:

01

TELEPHONE / REVELLE ROADS INTERSECTION

05

BELLFORT LIGHT RAIL TRANSIT

07

FIESTA

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02

TELEPHONE ROAD & BELLFORT STREETSCAPES

06

CHASE / DAYTON ELECTRIC

08

KROGER CENTER

PARTNERS:	FUNDING:	IMPLEMENTER:	TASKS AND MILESTONES:
COH TIRZ #8 HPB PROPERTY OWNERS HOUSTON BOTANIC GARDEN	HAD TIRZ #8 POTENTIAL GRANTS (TBD)	HAD OTHERS (TBD)	Prepare phasing per funding availability; Prepare surveys, preliminary and final designs, and cost estimates; Prepare and receive bids, award and construct the improvements.

OPINION OF POTENTIAL COST

PROJECT	#	DESCRIPTION	UNIT	PRICE	QTY	SUBTOTAL
04 Sims Bayou Pedestrian Bridge and Amenities	1	Pedestrian Bridge (450')	EA	\$ 2,500,000	1	\$ 2,500,000
	2	Structure - Canoe Launch / Stage	EA	\$ 1,750,000	1	\$ 1,750,000
	3	Associated Site Amenities	EA	\$ 1,250,000	1	\$ 1,250,000
Total						\$ 5,500,000
Construction Contingency @ 25%						\$ 1,375,000
Design Consultation, Survey, Testing, Fees, Permitting, Etc. @ 20%						\$ 1,375,000
General Conditions, Bonds, Etc. @ 10%						\$ 687,500
GRAND TOTAL						\$ 8,937,500

Notes:

Values and allowances in 2019 dollars

BELLFORT LIGHT RAIL TRANSIT

This CIP is principally a placeholder. Among all the recommended CIPs, the Bellfort Light Rail Transit is the largest public commitment with the least certainty, especially in terms of location, impacts and timing. For the purposes of maximizing the benefits to Bellfort Station, and setting aside the potential relative advantages / disadvantages of a Telephone Road or a Bellfort alignment, the optimal location of a Bellfort Transit Station would be on Bellfort east of Telephone Road. As a placeholder CIP, no detail is provided below relative to costs and related details.

DEPENDENT PUBLIC AND PRIVATE CIP RECOMMENDATIONS:

02	TELEPHONE ROAD & BELLFORT STREETSCAPES	04	SIMS BAYOU PED BRIDGE & AMENITIES	07	FIESTA
03	SIMS BAYOU TRAIL	06	CHASE / DAYTON ELECTRIC		

PARTNERS:	FUNDING:	IMPLEMENTER:	TASKS AND MILESTONES:
METRO	METRO	METRO	<p>Monitor METRO's planning and route selection process;</p> <p>Provide inputs that advantage the Bellfort Station Area;</p> <p>Revise strategy(s) and CIPs once route selection is determined, as necessary.</p>

OPINION OF POTENTIAL COST

PROJECT	#	DESCRIPTION	UNIT	PRICE	QTY	SUBTOTAL
05 Bellfort Light Rail Transit		(See Notes below)				\$ -
Total						\$ -
Construction Contingency						\$ -
Design Consultation, Survey, Testing, Fees, Permitting, Etc.						\$ -
General Conditions, Bonds, Etc.						\$ -
GRAND TOTAL						\$ -

Notes:

Funding is exclusively by METRO

CHASE / DAYTON ELECTRIC

This CIP supports the redevelopment of these two properties to create the focal point for Bellfort Station. As depicted, the redevelopment plan envisions three new market-based buildings, two of which are commercial / retail / entertainment structures located on Bellfort. The third building is a multi-use community center building located on the Chase property and configured with open space and the landing of the proposed Sims Pedestrian Bridge (CIP#04). The Community Center would serve as a public meeting space as well as provide after-school and entrepreneurial programs for the community. Funding and ownership of this building is still to be determined. The associated costs for CIP#06 are confined to the public use and community center building. As stated above, the commercial / retail / entertainment structures located on Bellfort would be funded and constructed privately, costs of which are to be determined and not included below.

DEPENDENT PUBLIC AND PRIVATE CIP RECOMMENDATIONS:

02

TELEPHONE ROAD & BELLFORT STREETSCAPES

04

SIMS BAYOU PED BRIDGE & AMENITIES

07

FIESTA

03

SIMS BAYOU TRAIL

05

BELLFORT LIGHT RAIL TRANSIT

PARTNERS:	FUNDING:	IMPLEMENTER:	TASKS AND MILESTONES:
PROPERTY OWNERS / PRIVATE DEVELOPERS TIRZ #8 COH / NOT-FOR-PROFITS FOR SOCIAL PROGRAMMING HPB	PRIVATE GRANTS	HAD HPB NOT-FOR-PROFIT (TBD)	Support formation of Bellfort Area Property Owners Group to further the plan; Facilitate private development; seek funding and partnerships for acquiring the land, building and programming the Community Center; Provide funding for the landscape and connectivity amenities to create a unique destination and setting.

OPINION OF POTENTIAL COST

PROJECT	#	DESCRIPTION	UNIT	PRICE	QTY	SUBTOTAL
06 Chase / Dayton Electric Property	1	Community Center	EA	3,000,000	1	\$ 3,000,000.00
	2	Mitigation				
	2a.	Floodplain Mitigation	EA	\$ 175,000.00	1	\$ 175,000.00
	2b.	Site Development Amenities	EA	\$ 1,200,000.00	1	\$ 1,200,000.00
	3	Private Development *				
Total						\$ 4,375,000.00
Construction Contingency						\$ 787,500.00
Design Consultation, Survey, Testing, Fees, Permitting, Etc.						\$ 656,250.00
General Conditions, Bonds, Etc.						\$ -
GRAND TOTAL						\$ 5,818,750.00

Notes:

* This privately funded CIP is leveraged by public improvements especially CIP#01; associated costs are TBD.

Costs may need to be allocated for support staff at District or outside consultants.

Community Center at 10,000 GSF

Site Development amenities includes parking; public plaza, public art.

FIESTA

This CIP looks to improvements on the existing Fiesta property to improve pedestrian access, landscaping and facade improvements, as may be determined in the future by Fiesta and Property Owners Group. Most if not all improvements will be funded and constructed privately, costs of which are to be determined and not included below.

DEPENDENT PUBLIC AND PRIVATE CIP RECOMMENDATIONS:

02 TELEPHONE ROAD & BELLFORT STREETSCAPES
05 BELLFORT LIGHT RAIL TRANSIT

06 CHASE / DAYTON ELECTRIC
08 KROGER CENTER

09 CVS

PARTNERS:	FUNDING:	IMPLEMENTER:	TASKS AND MILESTONES:
FIESTA PROPERTY OWNERS GROUP HAD	PRIVATE GRANTS	FIESTA HAD	Support formation of Bellfort Area Property Owners Group to further the plan; Facilitate private development improvements; Seek funding for related improvements as appropriate.

OPINION OF POTENTIAL COST

PROJECT	#	DESCRIPTION	UNIT	PRICE	QTY	SUBTOTAL
07 Fiesta Property		(See Notes Below)				\$ -
Total						\$ -
Construction Contingency						\$ -
Design Consultation, Survey, Testing, Fees, Permitting, Etc.						\$ -
General Conditions, Bonds, Etc.						\$ -
GRAND TOTAL						\$ -

Notes:

This privately funded CIP is leveraged by public improvements especially CIP#02
Costs may need to be allocated for support staff at District or outside consultant

KROGER CENTER

This CIP looks to improvements on the existing Kroger Center property to improve pedestrian access, parking, landscaping, facade improvements and a new pad building overlooking Sims Bayou, as may be determined in the future by Kroger Center and Property Owners Group. CIP#01 and CIP#02 are especially critical to making CIP#08 economically viable. Most if not all improvements will be funded and constructed privately, costs of which are to be determined and not included below.

DEPENDENT PUBLIC AND PRIVATE CIP RECOMMENDATIONS:

01 TELEPHONE / REVELLE ROADS INTERSECTION
02 TELEPHONE ROAD & BELLFORT STREETSAPES

03 SIMS BAYOU TRAIL
04 SIMS BAYOU PED BRIDGE & AMENITIES

05 BELLFORT LIGHT RAIL TRANSIT
06 CHASE / DAYTON ELECTRIC

07 FIESTA
09 CVS

PARTNERS:	FUNDING:	IMPLEMENTER:	TASKS AND MILESTONES:
KROGER CENTER PROPERTY OWNERS GROUP HAD	PRIVATE GRANTS	KROGER CENTER HAD	Support formation of Bellfort Area Property Owners Group to further the plan; Facilitate private development improvements; Seek funding for related improvements as appropriate.

OPINION OF POTENTIAL COST

PROJECT	#	DESCRIPTION	UNIT	PRICE	QTY	SUBTOTAL
08 Kroger Center Property		(See Notes Below)				\$ -
						\$ -
						\$ -
						\$ -
Total						\$ -
Construction Contingency						\$ -
Design Consultation, Survey, Testing, Fees, Permitting, Etc.						\$ -
General Conditions, Bonds, Etc.						\$ -
GRAND TOTAL						\$ -

Notes:

This privately funded CIP is leveraged by public improvements especially CIP#01
Costs may need to be allocated for support staff at District or outside consultant

CVS

This CIP looks to improvements on the existing CVS property to improve pedestrian access, parking, landscaping, and facade improvements, as may be determined in the future by CVS and Property Owners Group. CIP#01 and CIP#02 are important to making CIP#09 attractive. Most if not all improvements will be funded and constructed privately, costs of which are to be determined and not included below.

DEPENDENT PUBLIC AND PRIVATE CIP RECOMMENDATIONS:

01

TELEPHONE / REVEILLE ROADS INTERSECTION

03

SIMS BAYOU TRAIL

05

BELLFORT LIGHT RAIL TRANSIT

07

FIESTA

02

TELEPHONE ROAD & BELLFORT STREETSCAPES

04

SIMS BAYOU PED BRIDGE & AMENITIES

06

CHASE / DAYTON ELECTRIC

08

KROGER CENTER

PARTNERS:	FUNDING:	IMPLEMENTER:	TASKS AND MILESTONES:
KROGER CENTER PROPERTY OWNERS GROUP HAD	PRIVATE GRANTS	KROGER CENTER HAD	Support formation of Bellfort Area Property Owners Group to further the plan; Facilitate private development improvements; Seek funding for related improvements as appropriate.

OPINION OF POTENTIAL COST

PROJECT	#	DESCRIPTION	UNIT	PRICE	QTY	SUBTOTAL
	09	CVS Property	(See Notes Below)			\$ -
						\$ -
						\$ -
						\$ -
Total						\$ -
Construction Contingency						\$ -
Design Consultation, Survey, Testing, Fees, Permitting, Etc.						\$ -
General Conditions, Bonds, Etc.						\$ -
GRAND TOTAL						\$ -

Notes:

This privately funded CIP is leveraged by public improvements especially CIP#01
Costs may need to be allocated for support staff at District or outside consultant

APPENDIX

Telephone Road/Reveille Road Intersection
Improvement Studies (Traffic Engineers, Inc)

Chase/Dayton Electric Property Redevelopment
Studies (Gauge Engineering)

Community Engagement (SWA)

TELEPHONE ROAD INTERSECTION IMPROVEMENTS

The following information was prepared by the Consultant Team as part of the project to study the current situation at the Telephone Road / Reveille Road intersection and potential remedies to address improved operation with regard to general traffic safety.

The first set of information is a compilation of the data collection in the form of traffic counts that were performed, as shown in the tabulations and the diagrams. As noted, this includes all modes of transportation moving through the intersection.

Following the data compilation are three design options for the improved intersection that were developed from the analysis. These were all presented and vetted through TxDOT (Reveille / Telephone are SH35, a state

facility) and the City of Houston. While all three options are included here, only the third option was deemed to satisfy the criteria identified by TxDOT and the City of Houston. This third option will require further study and vetting before an improved intersection design can be established.

(Note: information presented in this section was prepared under the leadership of the Consultant Team's Traffic Engineer, TEI.)

Reveille St at Telephone Rd - TMC

Wed Dec 5, 2018

Full Length (7AM-9AM, 4PM-6PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 593760, Location: 29.674833, -95.289308



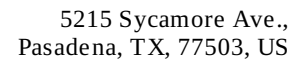
Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Reveille St Southbound					Reveille St Northbound					Telephone Rd Eastbound					
Time	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	Int
2018-12-05 7:00AM	0	681	0	681	0	721	1346	0	2067	1	587	0	0	587	0	3335
8:00AM	0	560	0	560	0	456	775	0	1231	2	501	0	0	501	2	2292
4:00PM	0	820	0	820	0	542	842	0	1384	0	1160	0	0	1160	0	3364
5:00PM	0	878	0	878	1	586	845	0	1431	2	1230	1	0	1231	1	3540
Total	0	2939	0	2939	1	2305	3808	0	6113	5	3478	1	0	3479	3	12531
% Approach	0%	100%	0%	-	-	37.7%	62.3%	0%	-	-	100.0%	0%	0%	-	-	-
% Total	0%	23.5%	0%	23.5%	-	18.4%	30.4%	0%	48.8%	-	27.8%	0%	0%	27.8%	-	-
Lights	0	2696	0	2696	-	2212	3681	0	5893	-	3377	1	0	3378	-	11967
% Lights	0%	91.7%	0%	91.7%	-	96.0%	96.7%	0%	96.4%	-	97.1%	100%	0%	97.1%	-	95.5%
Articulated Trucks	0	132	0	132	-	41	25	0	66	-	26	0	0	26	-	224
% Articulated Trucks	0%	4.5%	0%	4.5%	-	1.8%	0.7%	0%	1.1%	-	0.7%	0%	0%	0.7%	-	1.8%
Buses and Single-Unit Trucks	0	111	0	111	-	52	102	0	154	-	75	0	0	75	-	340
% Buses and Single-Unit Trucks	0%	3.8%	0%	3.8%	-	2.3%	2.7%	0%	2.5%	-	2.2%	0%	0%	2.2%	-	2.7%
Pedestrians	-	-	-	-	1	-	-	-	-	5	-	-	-	-	3	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

ID: 593760, Location: 29.674833, -95.289308



Reveille St at Telephone Rd - TMC

Wed Dec 5, 2018

AM Peak (7AM - 8AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 593760, Location: 29.674833, -95.289308



Provided by: C. J. Hensch &
Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Reveille St Southbound					Reveille St Northbound					Telephone Rd Eastbound					
Time	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	Int
2018-12-05 7:00AM	0	155	0	155	0	196	375	0	571	0	112	0	0	112	0	838
7:15AM	0	193	0	193	0	180	353	0	533	0	137	0	0	137	0	863
7:30AM	0	149	0	149	0	197	359	0	556	0	190	0	0	190	0	895
7:45AM	0	184	0	184	0	148	259	0	407	1	148	0	0	148	0	739
Total	0	681	0	681	0	721	1346	0	2067	1	587	0	0	587	0	3335
% Approach	0%	100%	0%	-	-	34.9%	65.1%	0%	-	-	100%	0%	0%	-	-	-
% Total	0%	20.4%	0%	20.4%	-	21.6%	40.4%	0%	62.0%	-	17.6%	0%	0%	17.6%	-	-
PHF	-	0.882	-	0.882	-	0.915	0.897	-	0.905	-	0.772	-	-	0.772	-	0.932
Lights	0	639	0	639	-	701	1321	0	2022	-	562	0	0	562	-	3223
% Lights	0%	93.8%	0%	93.8%	-	97.2%	98.1%	0%	97.8%	-	95.7%	0%	0%	95.7%	-	96.6%
Articulated Trucks	0	23	0	23	-	7	3	0	10	-	5	0	0	5	-	38
% Articulated Trucks	0%	3.4%	0%	3.4%	-	1.0%	0.2%	0%	0.5%	-	0.9%	0%	0%	0.9%	-	1.1%
Buses and Single-Unit Trucks	0	19	0	19	-	13	22	0	35	-	20	0	0	20	-	74
% Buses and Single-Unit Trucks	0%	2.8%	0%	2.8%	-	1.8%	1.6%	0%	1.7%	-	3.4%	0%	0%	3.4%	-	2.2%
Pedestrians	-	-	-	-	0	-	-	-	-	1	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Reveille St at Telephone Rd - TMC

Wed Dec 5, 2018

AM Peak (7AM - 8AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

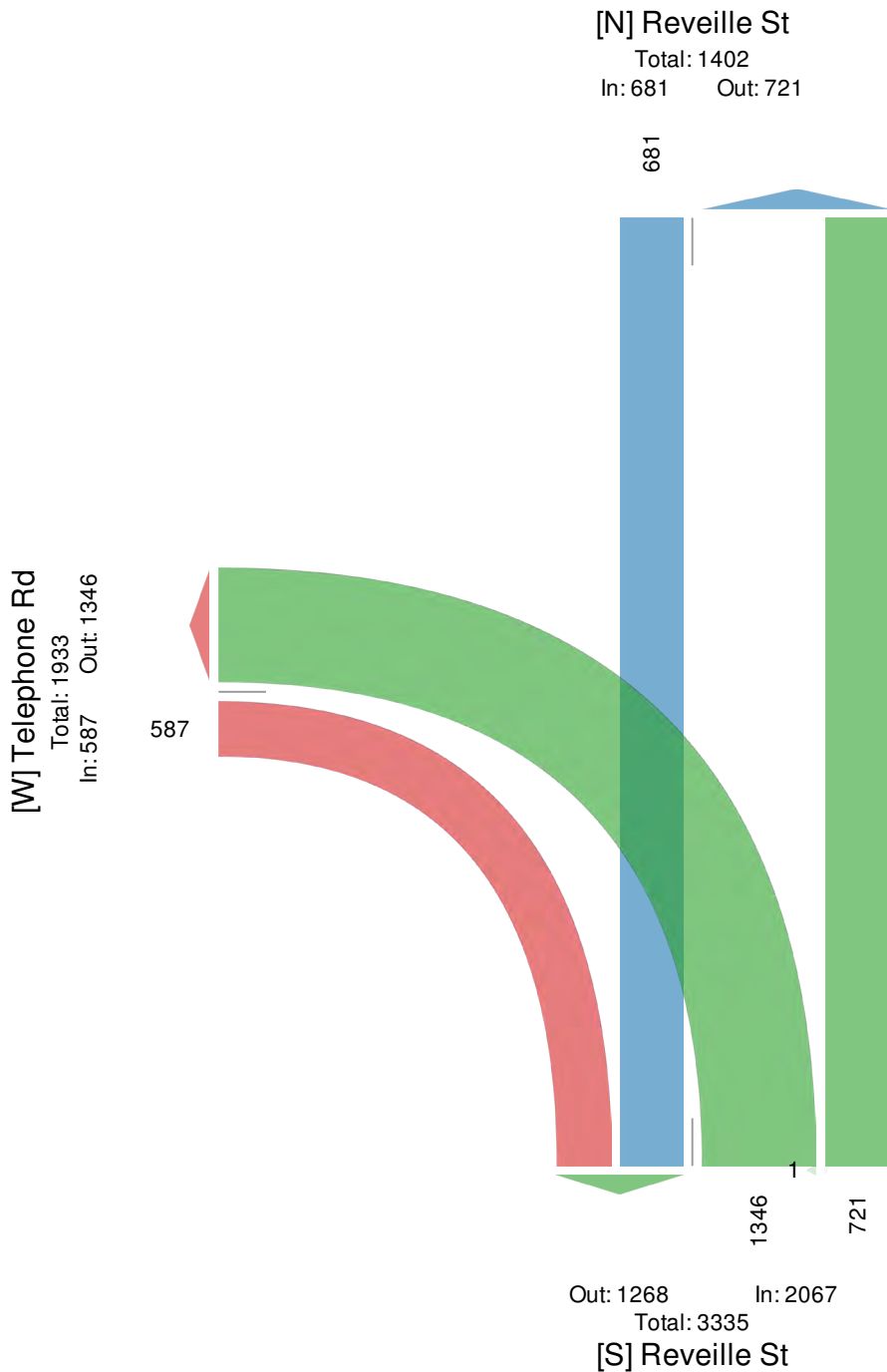
All Movements

ID: 593760, Location: 29.674833, -95.289308



Provided by: C. J. Hensch & Associates
Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US



Reveille St at Telephone Rd - TMC

Wed Dec 5, 2018

PM Peak (5PM - 6PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 593760, Location: 29.674833, -95.289308



Provided by: C. J. Hensch & Associates Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US

Leg Direction	Reveille St Southbound					Reveille St Northbound					Telephone Rd Eastbound					
Time	R	T	U	App	Ped*	T	L	U	App	Ped*	R	L	U	App	Ped*	Int
2018-12-05 5:00PM	0	217	0	217	0	146	205	0	351	0	319	1	0	320	0	888
5:15PM	0	234	0	234	0	151	215	0	366	1	275	0	0	275	1	875
5:30PM	0	208	0	208	1	146	207	0	353	0	325	0	0	325	0	886
5:45PM	0	219	0	219	0	143	218	0	361	1	311	0	0	311	0	891
Total	0	878	0	878	1	586	845	0	1431	2	1230	1	0	1231	1	3540
% Approach	0%	100%	0%	-	-	41.0%	59.0%	0%	-	-	99.9%	0.1%	0%	-	-	-
% Total	0%	24.8%	0%	24.8%	-	16.6%	23.9%	0%	40.4%	-	34.7%	0%	0%	34.8%	-	-
PHF	-	0.938	-	0.938	-	0.970	0.969	-	0.977	-	0.946	0.250	-	0.947	-	0.993
Lights	0	834	0	834	-	562	818	0	1380	-	1209	1	0	1210	-	3424
% Lights	0%	95.0%	0%	95.0%	-	95.9%	96.8%	0%	96.4%	-	98.3%	100%	0%	98.3%	-	96.7%
Articulated Trucks	0	23	0	23	-	13	5	0	18	-	7	0	0	7	-	48
% Articulated Trucks	0%	2.6%	0%	2.6%	-	2.2%	0.6%	0%	1.3%	-	0.6%	0%	0%	0.6%	-	1.4%
Buses and Single-Unit Trucks	0	21	0	21	-	11	22	0	33	-	14	0	0	14	-	68
% Buses and Single-Unit Trucks	0%	2.4%	0%	2.4%	-	1.9%	2.6%	0%	2.3%	-	1.1%	0%	0%	1.1%	-	1.9%
Pedestrians	-	-	-	-	1	-	-	-	-	2	-	-	-	-	-	1
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	-	0%

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Reveille St at Telephone Rd - TMC

Wed Dec 5, 2018

PM Peak (5PM - 6PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

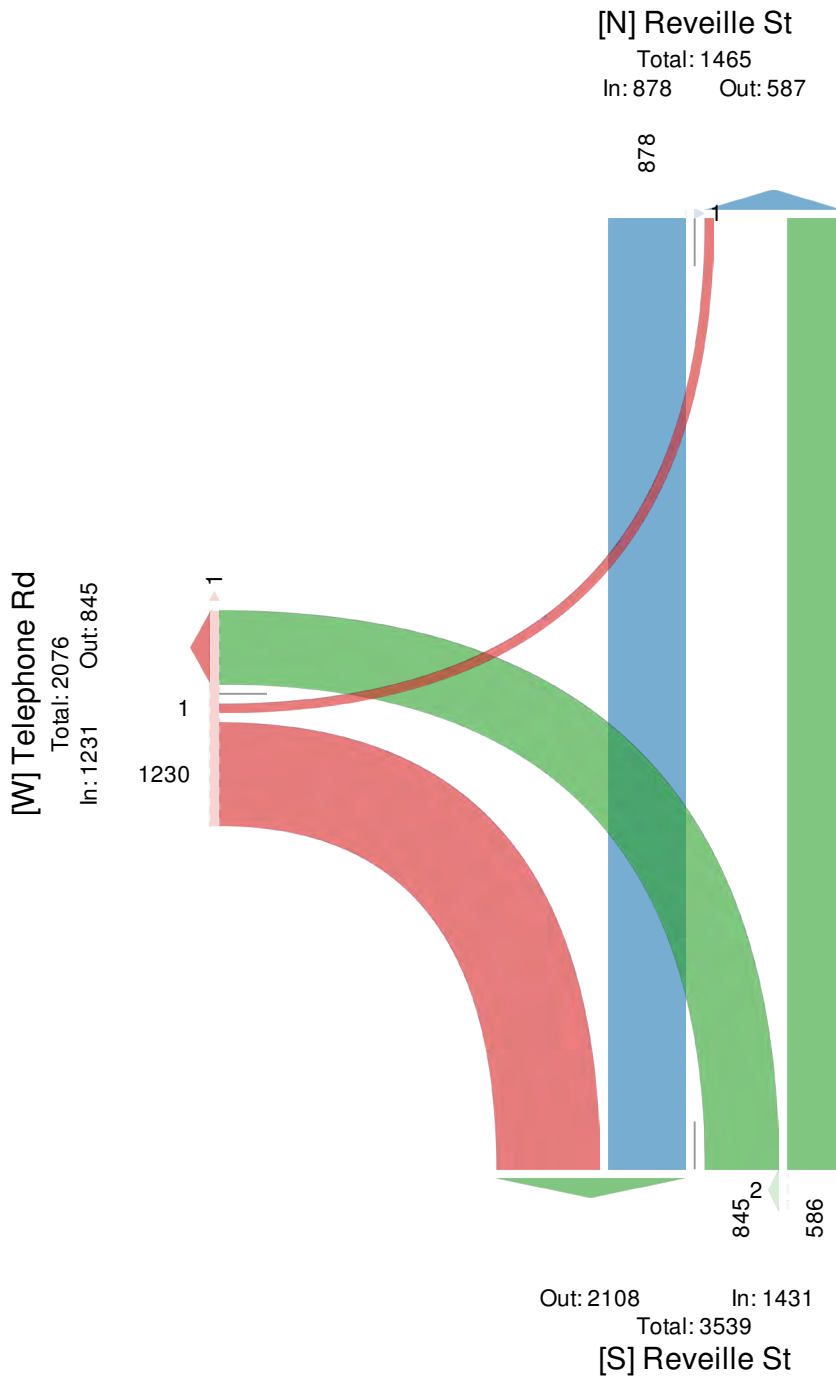
All Movements

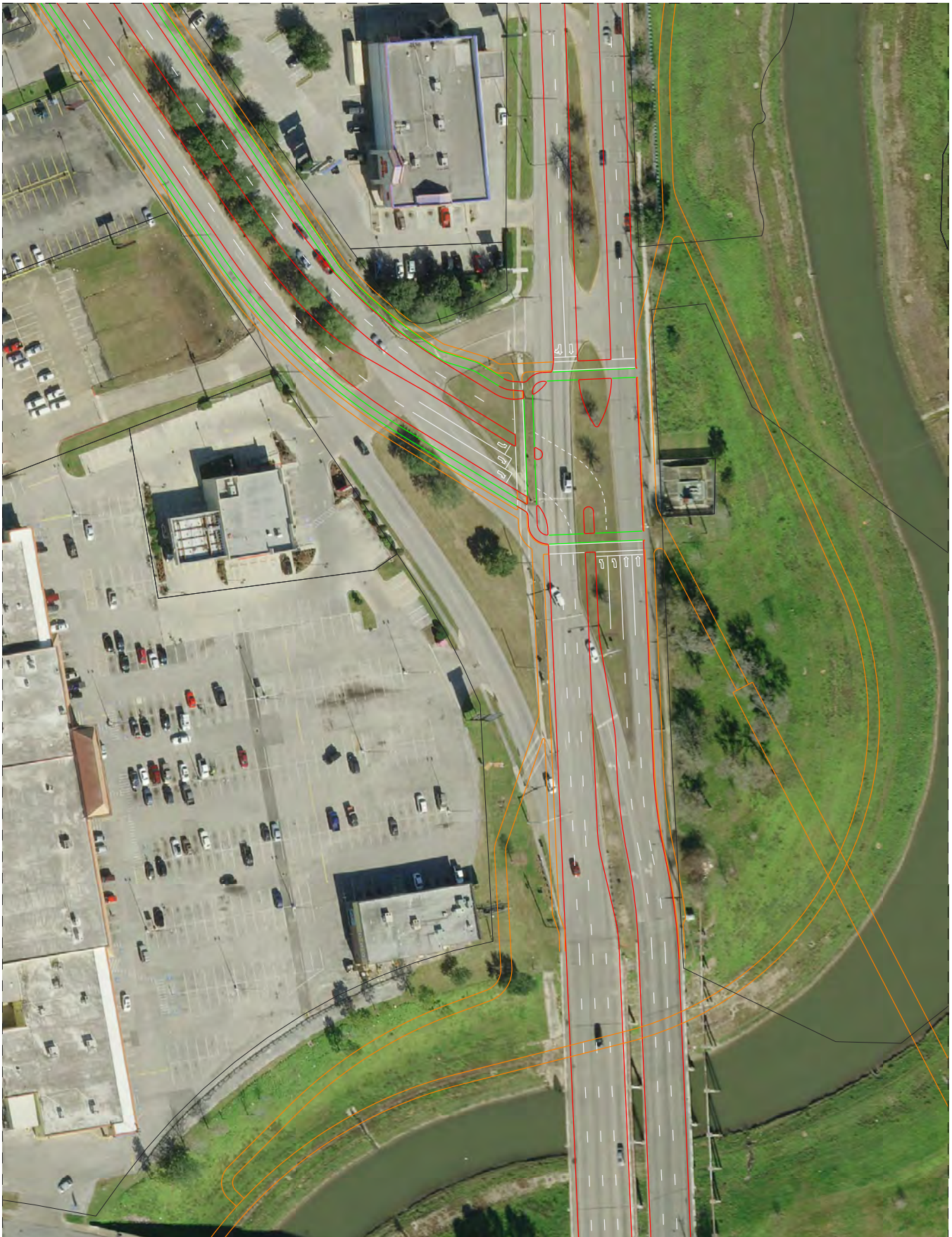
ID: 593760, Location: 29.674833, -95.289308



Provided by: C. J. Hensch & Associates
Inc.

5215 Sycamore Ave.,
Pasadena, TX, 77503, US





Intersection Reconfiguration, Option 1 (least preferred): This option makes the intersection safer for both motorists and pedestrians but does not add greenspace to the bayou side of the intersection and does not provide convenient access to the Kroger site.



Intersection Reconfiguration, Option 2: This option makes the intersection safer for both motorists and pedestrians and captures greenspace on the bayou side for the proposed bridge landing. This option also clarifies access to the Kroger site parking lot.



Intersection Reconfiguration, Hybrid Option: This option makes the intersection safer for both motorists and pedestrians, recaptures green-space on the bayou side for the proposed bridge, provides safe access to the Kroger site, and keeps a north-bound throughflow lane based on the traffic counts on the preceding pages.

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CHASE BANK PROPERTY REDEVELOPMENT ASSESSMENT AND COSTS

As part of the assessment of potential development of the Chase Property (including abutting Dayton Electric Property), the Consultant Team studied the storm water mitigation requirements as are likely to pertain to development in the floodplain under post-Harvey regulations. Various options were considered. These are preliminary findings and will require further study and verification, in particular since the regulatory authorities are continuing to refine new floodplain

regulations. The cost information related to the selected option – Development Scenario 1 Full Site” – are included in the Recommended Implementation section of this report.

(Note: information presented in this section was prepared under the leadership of the Consultant Team’s Civil Engineer, Gauge.)



January 17, 2019

James Vick, AIA
Principal
SWA Houston
1245 West 18th Street
Houston, TX 77008

Re: Belfort Station Drainage Technical Memo

Dear Mr. Vick,

Gauge Engineering (Gauge) was retained by SWA to evaluate drainage mitigation strategies for the future potential redevelopment of the Belfort Station area which is generally located in the vicinity of Belfort St. and Telephone Rd. adjacent to Sims Bayou. This letter report focuses on stormwater mitigation strategies for the redevelopment of the Chase bank site within the Belfort Station Zone.

Existing Conditions

The proposed site is within the Sims Bayou Watershed located adjacent to Sims Bayou main stem unit number C100-00-00. Sims Bayou is a Federal Emergency Management Association (FEMA) studied channel with mapped floodplains that are part of the National Flood Insurance Program (NFIP). Sims Bayou was improved as part of a joint United States Army Corps of Engineers (USACE) Harris County Flood Control District (HCFCD) project. This federal flood damage reduction project greatly improved the function of the channel. There are no planned projects for the Sims Bayou watershed that will impact the project site in the foreseeable future.

The proposed project site consists of commercial and open space land uses. There is a small detention pond west of Chase Bank that has approximately 0.4 ac-ft of volume at the elevation it spills over spillway crest. This existing pond provides mitigation for approximately 0.8 acres of the existing development, quantified using the City of Houston's standard 0.5 ac-ft of mitigation volume per acre of impervious area. Please refer to Exhibit 1.

Mitigation Needs Summary

Mitigation requirements are based on the City of Houston's Infrastructure Design manual, and Chapter 19 of the City of Houston Drainage Ordinance.

Development Scenario 1: Full Site

1. Impervious Cover Mitigation: Provide detention at a rate of 0.5 ac-ft per acre of disturbed area.
 - a. Total Site Area = 7.6 acres
 - b. Estimated Mitigation Need: $7.6 \text{ acres} \times 0.50 \text{ ac-ft/ac} = 3.8 \text{ ac-ft}$
 - c. Existing Pond Mitigation Provided = 0.4 ac-ft
 - d. Estimated Mitigation Need adjusted = $3.8 \text{ ac-ft} - 0.4 \text{ ac-ft} = 3.4 \text{ ac-ft}$
2. Fill in the Floodplain Mitigation: compensatory fill for fill in the 500-yr floodplain. Based on provided site plan
 - a. Option 1: Pier and beam foundation (estimated without structural) = 0.6 ac-ft
 - b. Option 2: Fill for elevating building footprints only = 4.4 ac-ft
 - c. Option3: Fill for elevating the entire site = 13.2 ac-ft
3. Total Mitigation Volume Requirements:



- a. Option 1: $3.4 \text{ ac-ft} + 0.6 \text{ ac-ft} = 4.0 \text{ ac-ft}$
- b. Option 2: $3.4 \text{ ac-ft} + 4.4 \text{ ac-ft} = 7.8 \text{ ac-ft}$
- c. Option 3: $3.4 \text{ ac-ft} + 13.2 \text{ ac-ft} = 16.6 \text{ ac-ft}$

Development Scenario 2: Partial Site

1. Impervious Cover Mitigation: Provide detention at a rate of 0.5 ac-ft per acre of disturbed area.
 - a. Total Site Area = 2.5 acres
 - b. Estimated Mitigation Need: $2.5 \text{ acres} \times 0.50 \text{ ac-ft/ac} = 1.25 \text{ ac-ft}$
 - c. Existing Pond Mitigation Provided = 0.4 ac-ft
 - d. Estimated Mitigation Need adjusted = $1.25 \text{ ac-ft} - 0.4 \text{ ac-ft} = 0.85 \text{ ac-ft}$
2. Fill in the Floodplain Mitigation: compensatory fill for fill in the 500-yr floodplain. Based on provided site plan
 - a. Option 1: Pier and beam foundation (estimated without structural) = 0.3 ac-ft
 - b. Option 2: Fill for elevating building footprints only = 2.0 ac-ft
 - c. Option3: Fill for elevating the entire site = 13.2 ac-ft
3. Total Mitigation Volume Requirements:
 - a. Option 1: $0.85 \text{ ac-ft} + 0.3 \text{ ac-ft} = 1.15 \text{ ac-ft}$
 - b. Option 2: $0.85 \text{ ac-ft} + 2.0 \text{ ac-ft} = 2.85 \text{ ac-ft}$
 - c. Option 3: $0.85 \text{ ac-ft} + 13.2 \text{ ac-ft} = 14.05 \text{ ac-ft}$

Option 1 is recommended for both development scenarios given the magnitude of the expected required mitigation volume for Options 2 and 3. Refer to Exhibit 4.

Mitigation Options

The existing site currently has a small detention pond that provides approximately 0.40 ac-ft of volume. Additional mitigation volume will need to be added to the site as described above. Mitigation options generally include open detention facilities that can be landscaped and incorporated into the site plan as an amenity. Sub-surface detention is an alternative to an open detention pond. Three (3) improvement alternatives were considered.

1. Improvement 1: Development Scenario 1 – Full Site: Open vertical wall detention pond
 - a. Planning level cost: \$470K
2. Improvement 2: Development Scenario 2 – Partial Site: Open vertical wall detention pond
 - a. Planning level cost: \$450K
3. Improvement 3: Development Scenario 2 – Partial Site: Underground detention
 - a. Planning level cost: \$1.0M

Exhibits 5a, 5b and 5c represent improvements 1, 2 and 3 respectively. Alternative detention configurations can be explored in detail in future planning phases.

Additional Drainage Considerations for Developing Site

1. Building finished floor elevations must be elevated a minimum of 2-feet above the effective 500-year WSEL. On average, that equates to elevating the finished floors for the building footprints in the proposed site plan approximately 4 feet relative to adjacent ground. Two options for achieving the



required finished floor elevations were evaluated; 1. Building up each individual building pad, and 2. Filling and elevating the entire site. As noted above, filling the entire site would require significant fill mitigation volume. Therefore, Option 1 is recommended.

2. Fill in the 100-year and 500-year floodplain cannot impede 100-year sheet flow and cannot impede channel conveyance. Refer to Exhibit 3 for the limits of the City defined conveyance zone. A detailed conveyance analysis will be required to demonstrate no adverse change in conveyance. Some site modifications may be required to offset the change in conveyance that results from the proposed structures.
3. Harris County Flood Control District is currently in the process of reanalyzing and remapping all FEMA studied channels within Harris County. Part of this updated will include the use of updated rainfall information released as part of NOAA's Atlas 14. Atlas 14 is expected to increase design event rainfall totals as follows:

Table 1: Rainfall Totals (Inches)

Event	Effective	Atlas 14 (Future)
100-Year	13.5	~17
500-Year	19.3	~25

The updated FEMA floodplains, based on the updated Atlas 14 rainfall, are expected to be released in approximately 3 years or 2022. This is expected to have limited impact on the development of the Chase Bank site. The current criteria were updated after Hurricane Harvey to regulate to the 500-year WSEL/floodplain. It is understood that the criteria will be reevaluated following the release of the updated FEMA floodplains, reinstating regulation to the 100-year WSEL/FP. Stated another way, the current 500-yr regulatory requirements will be similar to the future Atlas 14 updated 100-yr regulatory requirements.




Sincerely,

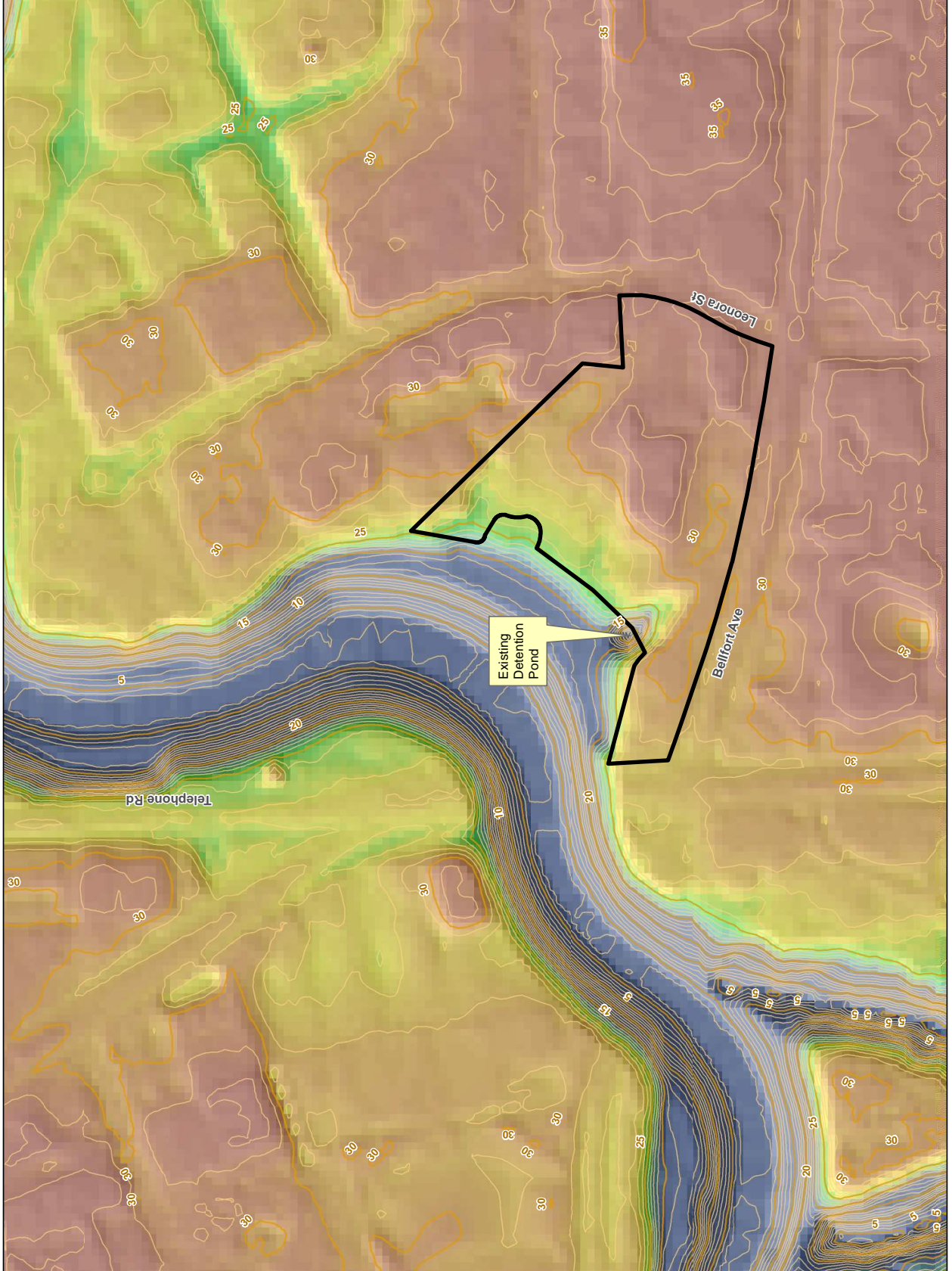
Derek St. John, PE, CFM

Gauge Engineering



P.E. FIRM Registration No. F-20017

Legend
 Bellfort Station Site
 HCFCF 2001 Lidar
 5-ft
 1-ft



swa

BELLFORT STATION DRAINAGE STUDY

Figure 2 -
FEMA Flood Zones

Legend

— Sims Bayou XS w/ 500-yr WSE

□ Bellfort Station Site

FEMA Flood Zone

Zone A

Floodway

100-Year

500-Year

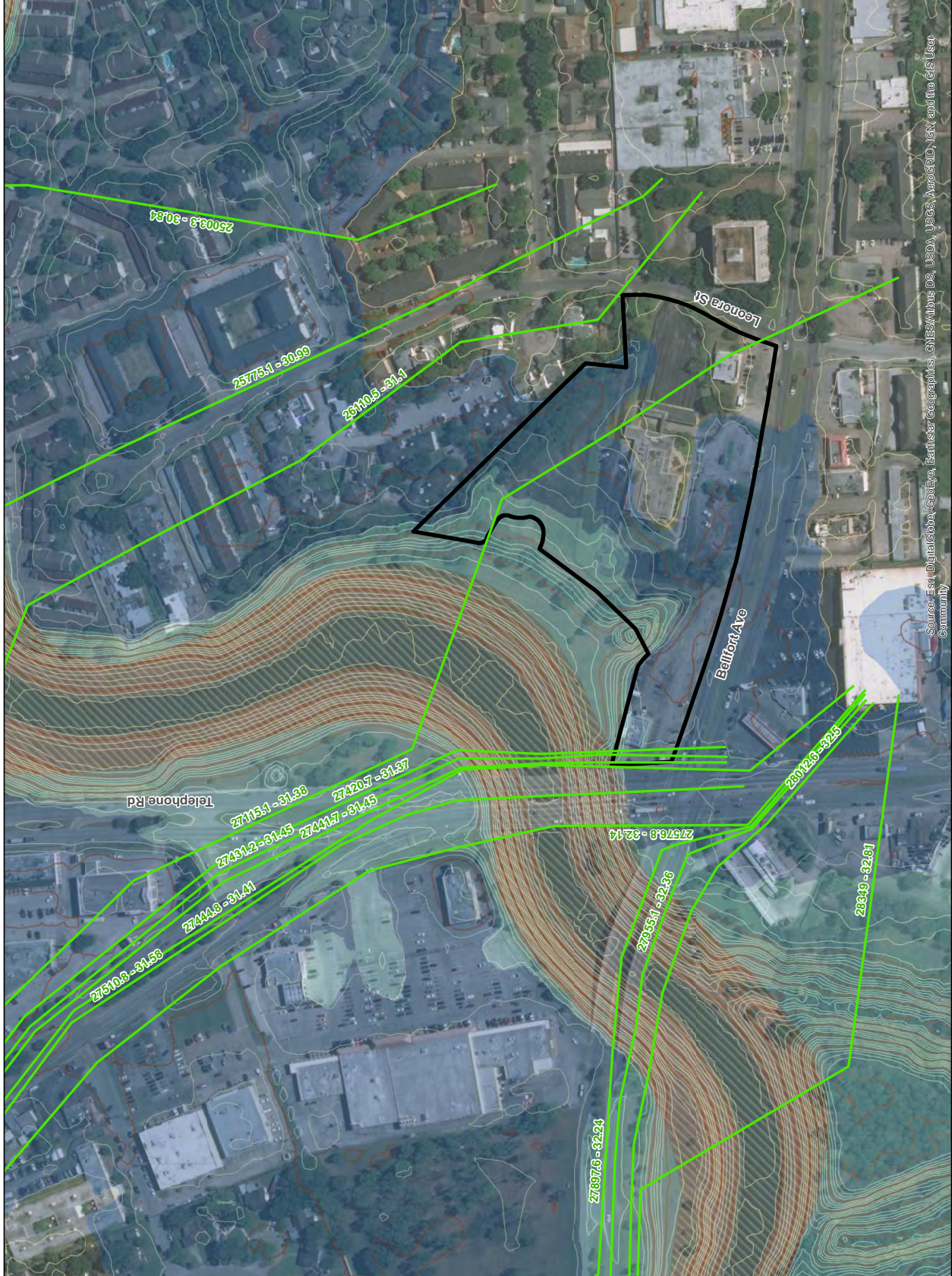
HCFC 2001 Lidar

5-ft

1-ft



Gauge
ENGINEERING



BELLFORT STATION DRAINAGE STUDY

Figure 3 -
City of Houston
Conveyance Zone

Legend

FEMA Flood Zone

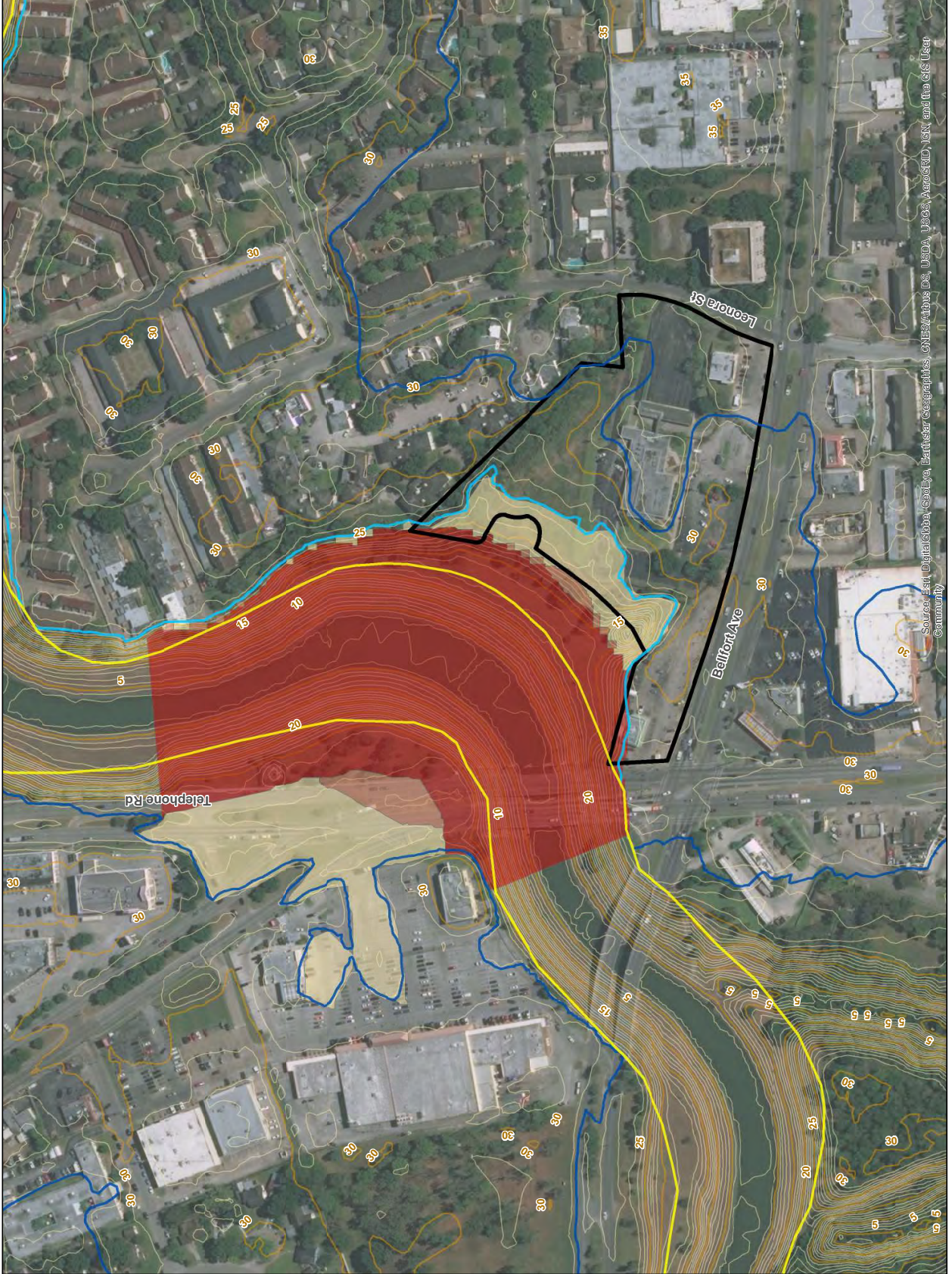
- Floodway
- 100-Year
- 500-Year
- Bellfort Station Site

Conveyance Zone Type

- No
- Yes: Depth
- Yes: Floodway or Buffer...

HCFC 2001 Lidar

- 5-ft
- 1-ft



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, AeroGRID, IGN, and the GIS User Community

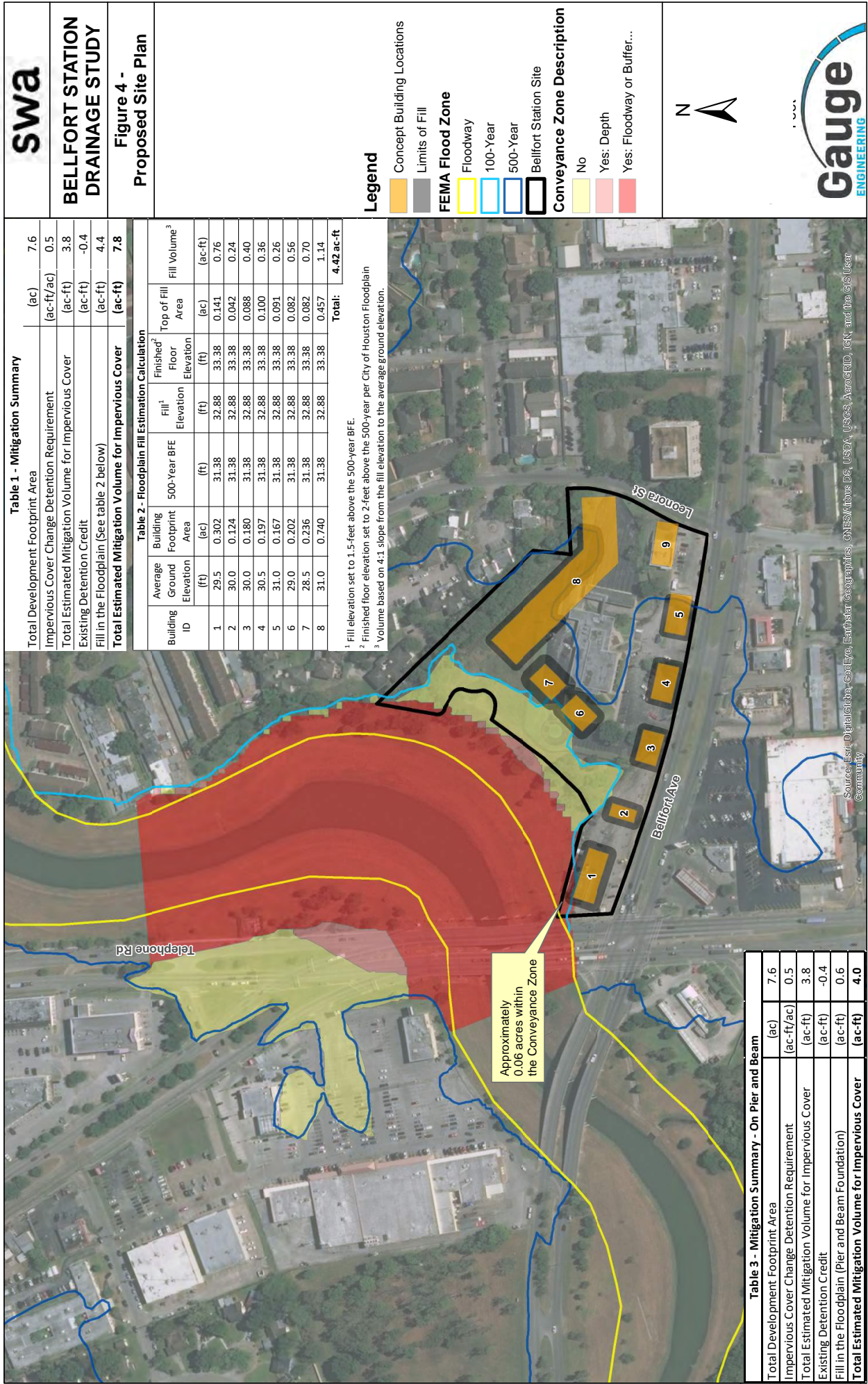
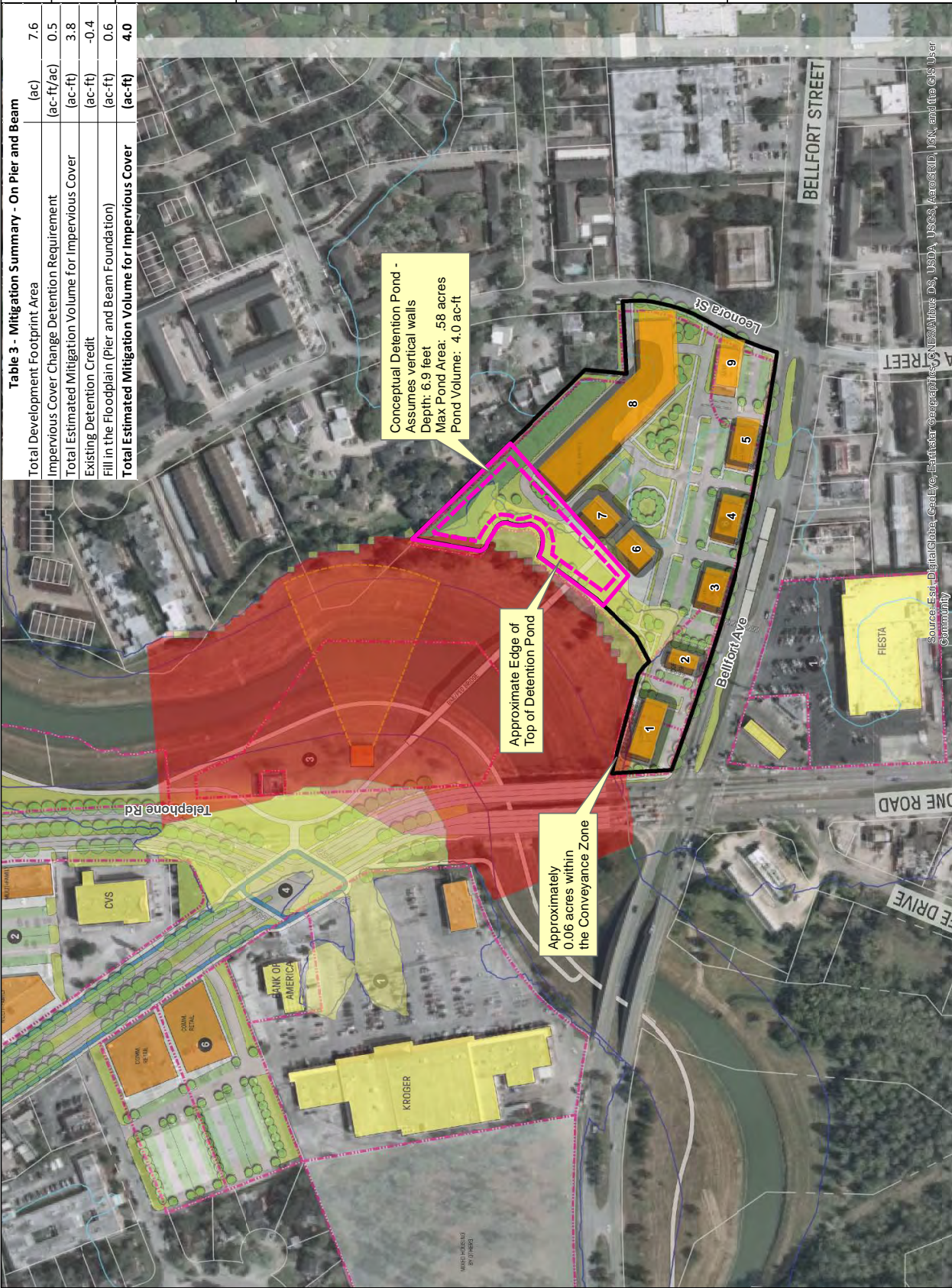


Table 3 - Mitigation Summary - On Pier and Beam

Total Development Footprint Area	(ac)	7.6
Impervious Cover Change Detention Requirement	(ac-ft/ac)	0.5
Total Estimated Mitigation Volume for Impervious Cover	(ac-ft)	3.8
Existing Detention Credit	(ac-ft)	-0.4
Fill in the Floodplain (Pier and Beam Foundation)	(ac-ft)	0.6
Total Estimated Mitigation Volume for Impervious Cover	(ac-ft)	4.0





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BELLFORT STATION DRAINAGE STUDY

Figure 5c - Improvement 3

Development Scenario 2

Partial Site: Underground Detention

Legend

Concept Building Locations

Limits of Fill

Bellfort Station Site

Conveyance Zone Description

No

Yes: Depth

Yes: Floodway or Buffer...

N

Gauge ENGINEERING



PUBLIC ENGAGEMENT APPROACH

The Consultant Team implemented a three-pronged approach to Public Engagement:

1. Convened a **Stakeholder Advisory Group** that met four times over the course of the study. This Group was comprised of representatives of the following: COH PW&E, COH Planning, HAD, H-GAC, Houston Botanic Garden, Houston Parks Board, METRO, Scenic Houston, and TXDOT.
2. Conducted **Small Group Meetings** with relevant property and business owners in the area.
3. **Public Meetings** consisted of engaging the general public at the annual Hobbyfest event (held in April by the District) in both 2018 and 2019, and hosting a final science-fair style public meeting at the Marriott on May 2, 2019.

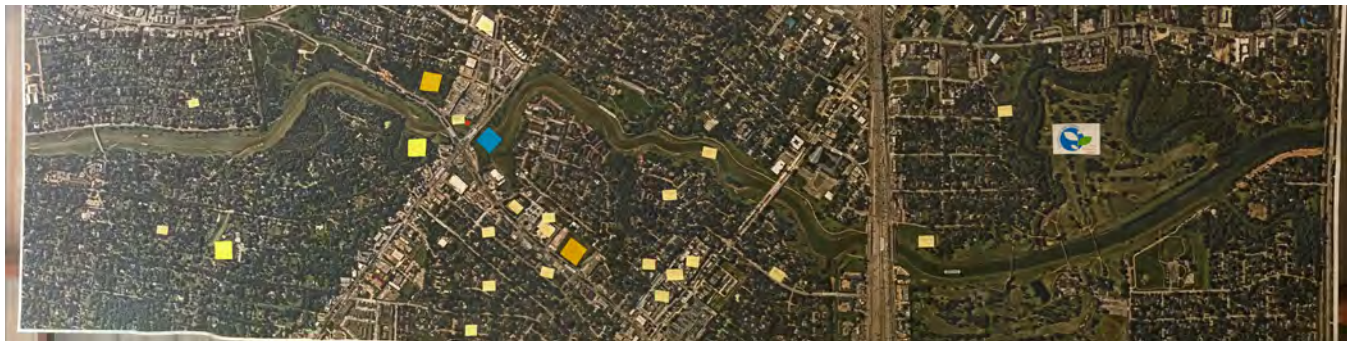
A summary of the Public Meetings is included on the following pages.

	APR 2018	MAY 2018	JUN 2018	JUL 2018	AUG 2018	SEP 2018	OCT 2018	NOV 2018	DEC 2018	JAN 2019	FEB 2019	MAR 2019	APR 2019	MAY 2019
1. STAKEHOLDER ADVISORY GROUP		●		●		●						●		
2. SMALL GROUP MEETINGS			●	→										
3. PUBLIC MEETINGS	●												●	●



PUBLIC ENGAGEMENT

Hobbyfest 2018



Summary Comments from Hobbyfest 2018

1. Nature, green, small town, self-sufficient.
2. More activities for kids / teenagers – bowling, skating, theater.
3. More park recreation attractions and activities.
4. Only bayou that did not flood; play it up as a market advantage.
5. Medicine Man Pharmacy – patronize local businesses.
6. Flintstone Building! Blight!
7. Garden Villas is still waiting on new streets!
8. Parking problems at Early Childhood Center on Bellfort.
9. Broadway looks great! Keep up the clean-up!
10. Home values are affordable but rising – \$200k – \$500k .
11. Asian Village – condo ownership will make the area very difficult to redevelopment.
12. Need more bayou trails!
13. Need more police officers.
14. Light rail is needed in the area.
15. Chicago developer planning to do Broadway mixed-use redeveloping all the apartments.
16. Additional volunteer clean-up on the bayou is needed; make it a fund-raising event.
17. Kids / young adults are moving back and / or staying in the neighborhood rather than moving out.
18. Stuart Park is scary.
19. Reveille Park is a jewel.
20. Area was a complete community until the jobs moved away and people moved with them
21. Bellfort Station connotes “transportation”. Maybe rebrand as “Bellfort Belle”, Beaufort”, or “Beautiful Bellfort”.
22. Make it walkable and “stroller friendly”.
23. Botanic Gardens may or may not be a benefit.
24. Crime is a real problem – Broadway @ I-45.
25. Apartments – messy, scary, dirty.
26. Beautification.
27. Like – convenience of area restaurants; want – sidewalks; address – homeless population under I45.
28. Bodies in the Bayou.
29. Not safe after dark – Bayou Oaks.
30. Beautiful, affordable homes.
31. Bayou is a great place to walk but not always easy to get there.

WHAT PEOPLE SAID THEY LIKE ABOUT THE AREA (Board 1):

1. It's close to Sims Bayou.
2. It's convenient/close to a lot of things.
3. No place in Houston has what we have—nature, great neighborhoods, houses, close-in.

4. Young people are buying in, rejuvenating our old wonderful neighborhoods.
5. I grew up here and still live here; ½ kids from my schools live in area, renting, whatever.
6. It feels like a cohesive community; is a great place to show out-of-town visitors and has a lot of local vendors.

WHAT PEOPLE SAID THEY WANT IN THE AREA (Board 2):

1. Canoe/kayak connection to the future arboretum (+ landing).
2. A good grocery store / Better grocery stores.
3. A Starbucks.
4. More varieties of food / eateries.
5. Sidewalks.
6. Safety.
7. Beautification projects.
8. Restore old homes.
9. Beautify Telephone Road corridor between Bellfort and Airport.
10. Shut down cantinas.
11. Mixed use; good, local restaurants & cafes; coffee shops.
12. Better/more single family housing.
13. Medical services—newer/nicer clinic (OTC, diagnostics).
14. Nice retail.
15. Fix potholes in roads.
16. Swing sets and a playground.
17. Young children activities.
18. Early youth sports.
19. Parks – more park features.
20. More kid restaurants.
21. More restaurants.
22. Light rail—connection to Hobby Airport.
23. Movie theater.
24. Entertainment center for kids.
25. Elementary/High School destination (theater, bowling).
26. Starbucks.
27. Coffee & Kids.
28. Roller Skating Rink.
29. Meadowbrook area needs to be gentrified and park area updated and landscaped.
30. Trails.
31. Shops.
32. Grocery Stores.
33. Restaurants.

BELLFORT STATION SPECIAL AREA STUDY

Hobby Area District

COMMUNITY ENGAGEMENT SUMMARY

19 May 2018

TOPICAL CATEGORIES		COMMUNITY MEETING #1 / HOBBYFEST	LIVABLE CENTERS ENGAGEMENT 2017
BELLFORT STATION CATEGORIES	LIVABLE CENTERS CATEGORIES		
A. Economic Development	Social	<p>Create local jobs</p> <p>Home values are affordable but rising</p> <p>Restore older homes</p> <p>Area apartments need improvement</p> <p>Improve police presence; better security</p> <p>More family-centered activities: bowling, theaters, skating rink</p> <p>Better grocery stores</p> <p>More restaurant choices</p> <p>More retail</p> <p>Starbucks</p>	<p>Create Hobby-centric programming</p> <p>Provide quality housing</p> <p>Support cultural expression</p> <p>Promote health and wellness</p> <p>Enhance safety and security</p> <p>Activate social centers</p> <p>Enhance services for all</p>
B. Quality of Life	Vibrant	<p>Improved streets; repair potholes</p> <p>Improve parking in specific areas</p> <p>Remove blight</p> <p>More beautification of the area</p> <p>Strong sense of community</p> <p>Improve medical services</p> <p>Homelessness is an issue under I-45</p> <p>It is a desirable place to live</p>	<p>Celebrate historic elements</p> <p>Establish memorable arrival experiences</p>
C. Mobility	Connected	<p>More trails and sidewalks</p> <p>Need light rail</p> <p>Regional location is convenient</p> <p>Use bayou as connection and recreation element</p>	<p>Improve pedestrian and bicycle connections</p> <p>Consider physical barriers to placemaking</p> <p>Provide attractive alternative transportation</p>
D. Environment	Sustainable	<p>Improve parks</p> <p>More park recreation attractions and activities</p> <p>Bayou did not flood!</p>	<p>Amenitize stormwater capture areas</p> <p>Strengthen district's natural beauty</p> <p>Create stewardship of spaces</p>

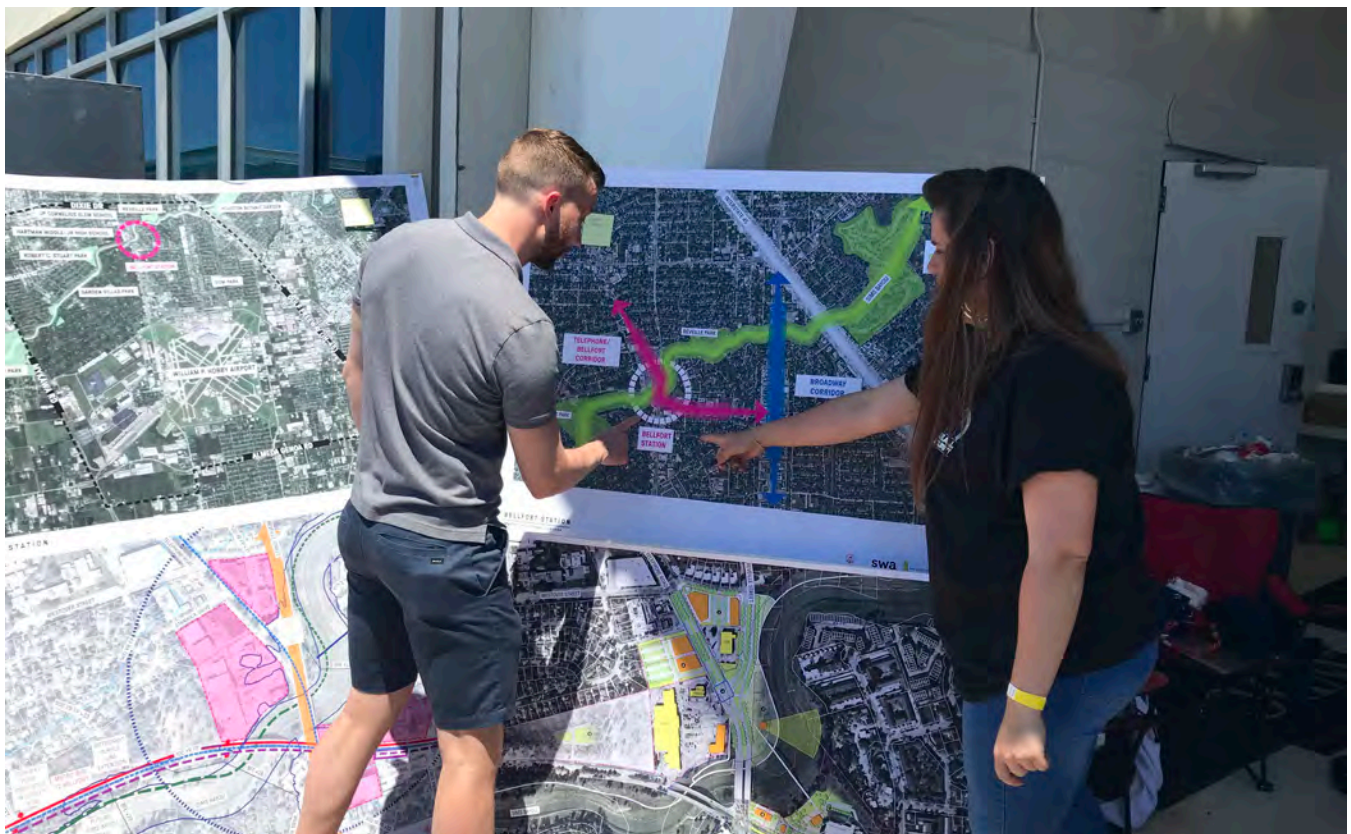
NOTES:

Community Meeting #1 – these are a summary of written comments received from the HobbyFest attendees on 23 February; comments represent the most frequently cited topics and shared opinions.

Livable Centers Engagement – these are transposed from the final document (pg. 25) of that 2016 study.

PUBLIC ENGAGEMENT

Hobbyfest 2019



PUBLIC ENGAGEMENT

Final Public Meeting - Event Flyer

HOBBY AREA COMMUNITY MEETING

Thursday, May 2, 2019

6:30-8:00 PM

Marriott Hobby Airport, 9100 Gulf Freeway



Come out and guide the future
of Belfort Station.

Review Ideas to Improve:

- Mobility on Local Streets
- Shopping & Entertainment
- Destinations Bayou Amenities
- Quality of Life Features

Hobby Area District
www.hadistrict.org



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DM DEVELOPMENT, INC.

TEI

Gauge
ENGINEERING

PUBLIC ENGAGEMENT

Final Public Meeting - Comment Boards

