

# MIDTOWN PARKS AND PUBLIC SPACE MASTER PLAN

HOUSTON, TX - 2023



# ACKNOWLEDGMENT

## CLIENT

Midtown Redevelopment Authority

## CONSULTANT

Lionheart Places

## ADVISORY COMMITTEE

Sam Dike - Rice Management Company;

Bill Franks - Midtown Parks Conservancy;

Edwin Friedrichs - Walter P. Moore;

Abe Goren - Midtown Redevelopment Authority;

Michael Lewis - Midtown Super Neighborhood;

James Llamas - Midtown Management District;

Kathleen O'Reilly - Museum Park Super Neighborhood;

Muddassir Siddiqi - Houston Community College; and

Doreen Stoller - Hermann Park Conservancy.





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# 1

## BACKGROUND

Study

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# PREVIOUS MIDTOWN STUDIES



## MIDTOWN PARKS AND OPEN SPACE MASTER PLAN

2011

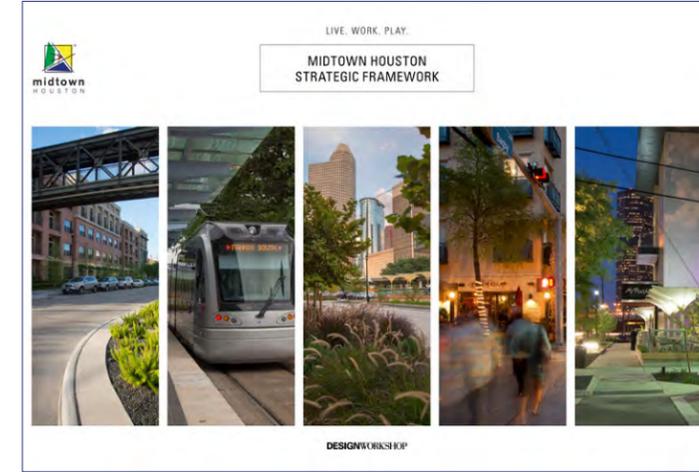
Completed in 2011, this report analyzes and recommends certain programs within each park. The report also recommends what parcels can be used for future park space in areas of scarce park service.



## MIDTOWN CULTURAL ARTS MASTER PLAN

2016

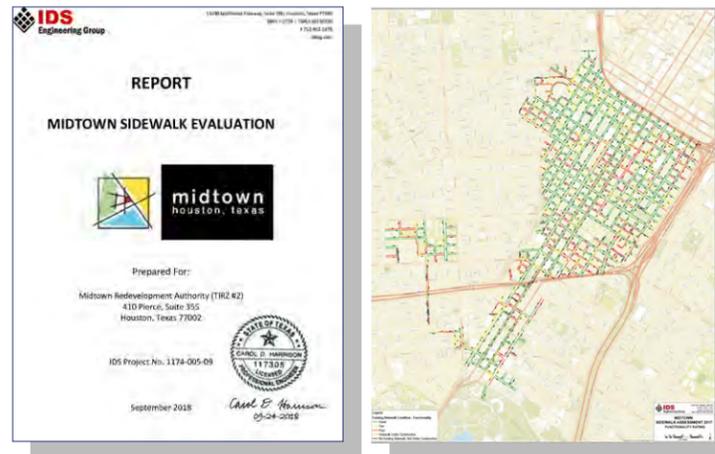
Developed in 2016, the purpose of the Midtown Cultural Arts Master Plan is to engage Midtown and the applicable community in creating a 10 year cultural arts strategic plan.



## MIDTOWN HOUSTON STRATEGIC FRAMEWORK

2018

Developed in 2018, the Strategic Framework Plan examines existing conditions and creates an overall vision for development and improvements in Midtown.



## MIDTOWN SIDEWALK EVALUATION

2018

Completed in 2018, Midtown Sidewalk Evaluation is a comprehensive examination of the condition of all sidewalk segments in Midtown. Sidewalk conditions are rated from “good” to “poor”.



## SAFE STREETS AND ROADS FOR ALL PROGRAM

2023

This document is still in development, but the draft presentation of Safe Streets and Roads from 2022 identifies strategies for improving mobility safety in Midtown, specifically addressing streets with high accident rates.

## OTHER STUDIES

HPARD Master Plan Phase II: Park Sector Profiles Study  
December 2015

Houston METRO Transit Design Guidelines  
March 2022

Museum Park Livable Centers Study  
2016

Walk Bike Montrose  
June 2020

Houston Bike Plan  
February 2017

City of Houston User's Guide for Walkable Places and Transit Oriented Development  
September 2020

Plan Downtown Study  
November 2017

North Houston Highway Improvement Project (NHHIP)  
November 2021

Houstons Incentives for Green Development  
August 2019

City of Houston and Houston Public Works Infrastructure Design Manual  
July 2022

Resilient Houston  
February 2020

Houston Southeast Caroline Street Promenade  
February 2020

# CONTEXT

## PURPOSE

The Midtown Parks and Public Space Master Plan is a follow-up to the 2011 Midtown Parks and Open Space Master Plan. Over a decade has passed since the initial plan was developed, and parks and public space remain of key importance to the community. The results of the 2022 Midtown Capital Improvements Plan Survey indicate that parks and public space, as well as active mobility, are top items that respondents feel need more attention and investment. In the survey, 93.2 percent of respondents felt that it is very/somewhat important that public and recreational amenities are within a short walk of their homes. Similarly, 88.5 percent of people considered creating more pedestrian/bike linkages as very/somewhat important. As a result, this master plan update will focus not only on parks, but also on walkable and bikeable streetscapes that can provide comfortable connections throughout Midtown.

This plan is intended to assist Midtown Houston in updating their goals, strategies, and recommendations for their parks and public space. It ties into previous planning efforts by Midtown and references key plans created by the City of Houston as well. Where feasible, this master plan attempts to build off these past efforts, but while keeping an eye towards the current and future needs of Midtown. In some instances, this requires assisting Midtown in developing a stance in relation to outside plans that may impact the parks and open space opportunities in Midtown. The priority recommendations in this plan are organized sequentially into streets, and parks, with some overlapping recommendations. For example, an enhanced streetscape may provide a linear park program opportunity. The master plan finishes with an implementation roadmap section that summarizes projects, programs, and policies that will allow Midtown to execute their vision for parks and public space.

## MIDTOWN

Midtown staff handles the day to day operations between three separate organizations: Midtown Redevelopment Authority (MRA) Midtown Management District (MMD), and Midtown Parks Conservancy (MPC).

### MIDTOWN REDEVELOPMENT AUTHORITY (MRA)

This organization is paired with the Tax Increment Reinvestment Zone No. 2 (TIRZ). The TIRZ was created on December 14, 1994 by ordinance no. 94-1345 and enlarged ordinance no. 95-1322. The MRA was created by City Resolution No 95-96 in January 1995 in order to foster economic development and revitalize Midtown with new construction and the preservation and restorative of existing structures. MRA uses incremental taxes generated in Midtown to provide basic infrastructure improvements and public right of way enhancements as well as financing and management necessary to alleviate deteriorated site conditions and obsolete platting, and encourage growth of residential, commercial/ industrial, retail, and institutional uses. The multi-use nature of the MRA/TIRZ is intended to provide new housing choices as well as employment, education, entertainment, and retail opportunities to residents in Midtown.

### MIDTOWN MANAGEMENT DISTRICT (MMD)

The Midtown Management District (MMD) was created in 1999 by the 76th Texas Legislature in House Bill 2894, and began providing services under the Service Plan October 1, 2000. MMD provides valuable services to the neighborhood, which enhance the efforts of the MRA. It creates a safer environment by providing additional contracted law enforcement; serves as an advocate for constituents to ensure their concerns are made known and addressed; develop community based events and projects to assist in attracting more residents, businesses, and investments; and work diligently to encourage interaction between residents and businesses to continuously enhance Midtown.

### MIDTOWN PARKS CONSERVANCY (MPC)

The Midtown Improvement and Development Corporation is a non-profit corporation formed on December 30, 2013 and does business as the Midtown Parks Conservancy (MPC). MPC aids and assists the Midtown Redevelopment Authority (MRA) and the Midtown Management District (MMD) with the promotion, development, maintenance, safety, and the public welfare in Midtown. In addition, MPC maintains and operates MRA-owned facilities, including Midtown Park, Midtown Park Parking Garage, and Bagby Park.

## MIDTOWN HOUSTON VISION STATEMENT

**Due to its strategic location between Houston's two largest employment centers, strong culture and personality, its unparalleled transportation, and the community's ongoing strategic efforts, Midtown will be the place where much of Houston's enormous economic opportunity is fulfilled in the coming years.**

**We will deliver on this promise by ensuring that arts and culture thrive alongside new and existing businesses in a walkable environment.**

**We will exceed the expectations of our people – residents, workforce, and visitors – for a safer, more sustainable, inspiring, and active community with the best neighborhoods. Our never-ending progress will celebrate the past, present and future of the place we all call “home!”**

# MASTER PLAN GOALS



## DESTINATION QUALITY



Enhance Midtown as a citywide destination to live, work, and play.



## RESILIENCE & MAINTENANCE



Make parks and public space infrastructure more resilient.



## CULTURE & INNOVATION



Design and program parks and public space that reflect the culture and innovative spirit of Midtown.



## HEALTH & WELLNESS



Increase the health of nearby residents by creating easy access to parks, public space, and cultural institutions.



## EQUITABLE ACCESS



Expand equitable access to parks and public space resources.

# APPROACH

**0 CARE**  
**CARE**  
 Lionheart’s approach starts with caring deeply about the people and communities with whom we work and the environment in which our projects are located. Lionheart focuses on climate action, equity, and health – as we feel these issues are key to addressing current challenges in the world. Lionheart also takes care of the client’s ambitions by implementing their overarching goals for the project before making decisions.

**1 THINK**  
**Think**  
 Think phase considered time, money, land, and people to develop a strong strategy with Midtown leadership and stakeholders to guide the management of the work, engagement of stakeholders, and achievement of project goals. Initial goals of the project are created.

**2 INVESTIGATE**  
**Investigate**  
 During investigate, the team reviewed the current state of the parks and public space for baseline mapping aligned to the initial goals of the project. The team sought out comparable or aspirational projects to understand the possibilities. Finally, the study used existing relevant plans and city codes.

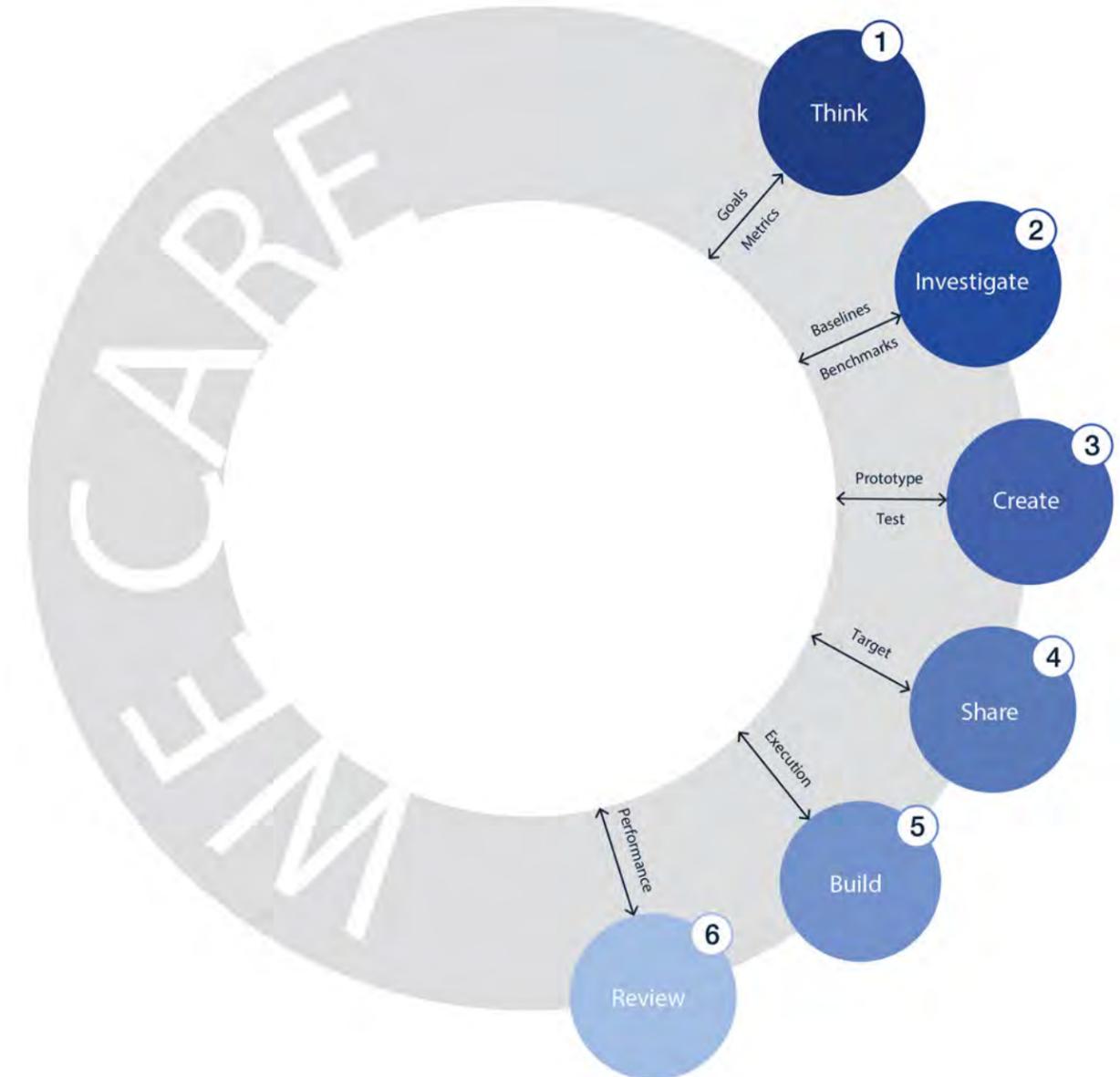
Investigate phase also included the Midtown Parks and Public Space - Values and Vision Workshop to engage participants in a discussion of the Midtown Parks and Public Space planning process.

**3 CREATE**  
**Create**  
 Lionheart charged forward with developing recommendations for Capital Improvement Projects (CIP), possible programs, and policies for Midtown. These three categories help fill in the gaps and address the future needs of Midtown. The recommendations chapter includes analysis and design guidelines for streets and parks within Midtown. Through establishing the ‘hierarchy and priority’ maps, the team identified eleven streets and six park deficit areas within Midtown for further recommendations. The project team met with focus groups and held a public meeting to receive critical feedback on the recommendations, after which the final draft of the Create phase was developed.

**4 SHARE**  
**Share**  
 The Midtown Parks and Public Space Master Plan is the key deliverable for Midtown. The final deliverable will be of high quality, user-friendly, and visually interesting document.

**5 BUILD AND REVIEW**  
**Build**  
 The Midtown Parks and Public Space Master Plan should be used to initiate the next steps for possible construction of the recommended projects and other necessary plans.

**6**  
**Review**



# COMMUNITY OUTREACH

## THINK PHASE - KICKOFF MEETING

The kickoff meeting included the client and members of the advisory committee. The meeting discussed the project management plan, stakeholder engagement strategy, project goals, and initial metrics. Also, members were tasked to also include their hopes and fears in relation to time, money, land, and people.

## INVESTIGATE PHASE - MIDTOWN PARKS AND PUBLIC SPACE - VALUES AND VISION WORKSHOP

Midtown Parks and Public Space - Values and Vision Workshop was held on June 15th, 2022 and included members from the MRA, potential stakeholders and members of the community. Initial observations, goals, metrics, and strategies were presented. The participants were engaged in the Values and Vision Survey which was conducted live throughout the presentation. The Values and Vision Survey was open to the public after the workshop. The survey received 151 responses of which the results can be reviewed throughout this document.

## INVESTIGATE PHASE - FOCUS GROUP MEETINGS

Five different focus groups were given the initial Values and Vision Workshop presentation to identify and fill in gaps and bridge connections. The five groups were categorized into: Super Neighborhoods, City Department/Public Agencies, Advisory Committee, Special Districts, and the Midtown Management District Urban Planning Committee. All the comments given during those meetings were integral to documenting the correct procedures to follow for the master plan. Other comments included the introduction of METRO's Urban Design Manual, City of Houston Infrastructure Design Manual, street closure events and high comfort connections.

## CREATE PHASE - FOCUS GROUP MEETINGS

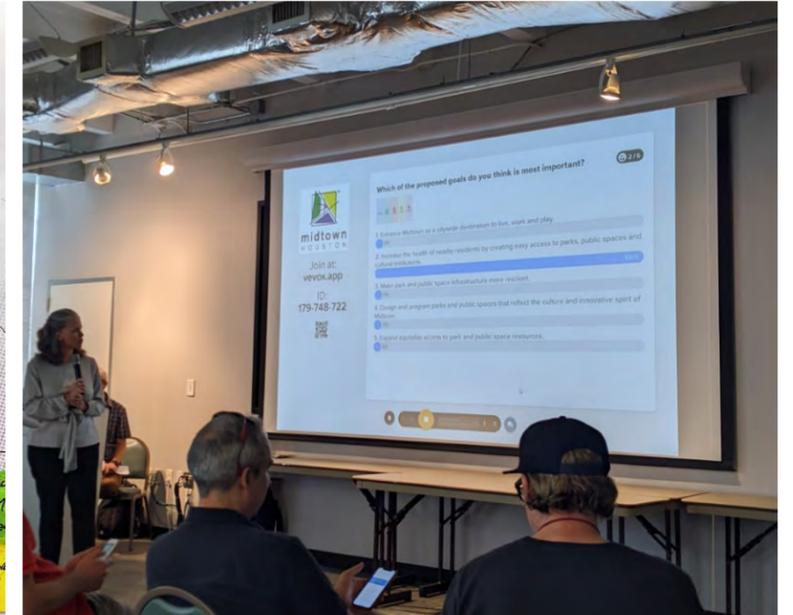
As a part of the create phase, Lionheart presented the set of street and parks recommendations to focus groups to gain feedback on feasibility, support, and challenges. The groups were MMD Urban Planning Committee, Museum Park Super Neighborhood groups and City of Houston/TxDOT/METRO public agency representatives. Valuable feedback was obtained which has been critical in shaping the recommendations.

## CREATE PHASE - MIDTOWN PARKS AND PUBLIC SPACE - RECOMMENDATIONS

A virtual public meeting was held on February 22, 2023 to review park and public space recommendations with the community. This included proposals related to priority streetscapes and park deficit areas. Over 50 people attended and provided their feedback on the plans.



During the kick off meeting, project advisory committee members were invited to express their hopes and fears related to the master plan.



Live polling with mobile devices was used during the Values and Vision workshop to get real-time feedback on inventory and analysis information presented.

A virtual presentation was given to City Departments/ Public Agencies as one of the 5 focus groups during the investigate phase.



# 2

## INVESTIGATE Existing Conditions Analysis

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# METHODOLOGY

## SUMMARY

The existing condition analysis was developed using information collected from site visits, opinion polling of the Midtown community, and latest available GIS data and pre-existing studies. The analysis is concurrent with past Midtown studies such as the Midtown Houston Strategic Framework Plan and Midtown Cultural Arts and Master Plan. The analysis data and maps includes topics relevant to parks and streets, including NHHIP Caps and Stitches, plans for Pierce Elevated, and other related ideas.

The analysis identifies park ownership and proximity, perceived safety and comfort within Midtown, street hierarchy, public transit and bike facilities to list a few. In order to elevate the parks and public space in Midtown, the Create chapter build on this data to inform recommendations for the streets and parks.

## ON-SITE VISIT

A site visit was conducted to examine all the parks and public spaces within Midtown. Using the list of park programs studied in Midtown's Strategic Framework Plan, the team analyzed each park documenting the current programmatic elements. Similarly, streets were studied for sidewalk conditions, existing and potential green infrastructure, and bike lanes.

## SHARED KEY

**MIDTOWN TIRZ BOUNDARY**  The current TIRZ boundary for Midtown.

**1/4<sup>TH</sup> MILE RADIUS**  A quarter mile radius buffer around the Midtown TIRZ Boundary to help clearly identify parks within a 5 minute walk

**GREENWAY TRAIL**  A bike/pedestrian trail alongside a bayou

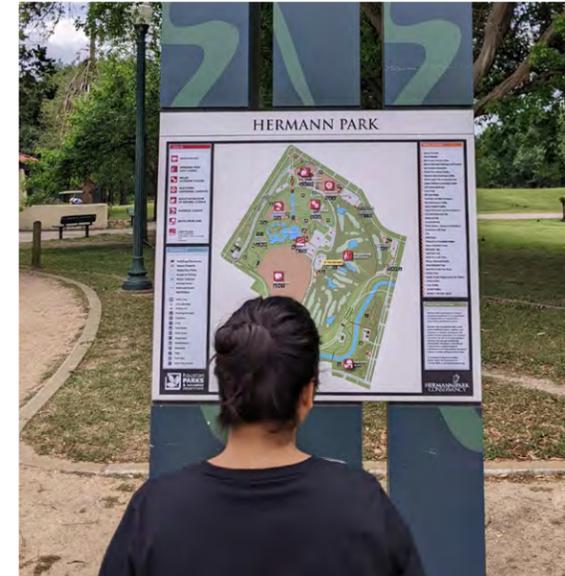
**BAYOU**  A slow moving natural body of water or stream

**METRO RAIL**  City of Houston's light rail system

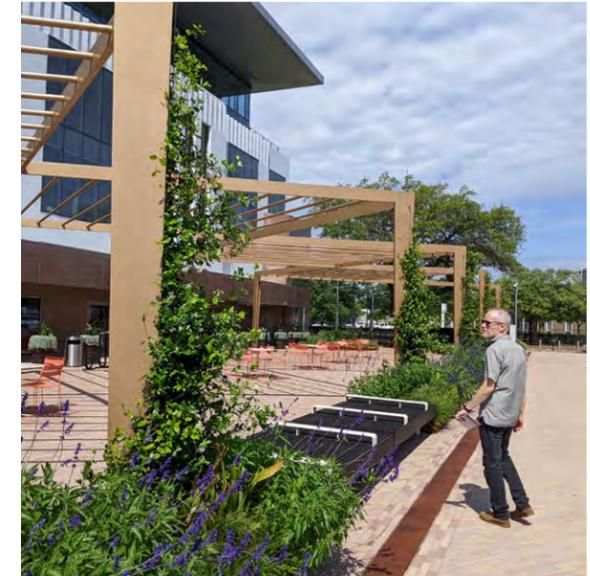
## SURVEY RESULTS

The Midtown Parks and Public Space - Values and Vision Survey was taken by 151 participants, including the in-person workshop and online. It included questions about project goals, parks and public space, bike facilities, public transit, safety, and walkability within Midtown. Some of the results are highlighted in this chapter.

## ON-SITE INVENTORY AND ANALYSIS PHOTOS



Taking inventory of the programs/activities within Hermann Park.



Analyzing existing public space in Midtown.



Documenting murals and art work in Midtown.



Note taking and documentation at Menil Park.

# OVERALL PARKS

## SUMMARY

Figure 1 catalogs the parks within the Midtown TIRZ boundary as well as the parks within 1/4<sup>th</sup> mile of the boundary. The parks typologies are indentified as public park , private park, plaza, community garden, and SPARK park.

## PARK DATA

"A TYPICAL PARK AND RECREATION AGENCY OFFERS ONE PARK FOR EVERY 2,277 RESIDENTS SERVED, WITH 9.9 ACRES OF PARK LAND PER 1,000 RESIDENTS."

- NATIONAL RECREATION AND PARK ASSOCIATION (NRPA), 2022

**143.5**  
**ACRES OF PARK**

RESIDENTS HAVE ACCESS TO 143.5 ACRES OF PARKS INCLUDING THE PARKS WITHIN THE 1/4<sup>TH</sup> MILE OF THE MIDTOWN BOUNDARY.

**10.1**  
**ACRES PER 1000 RESIDENTS**

AS OF 2022, ESRI DATA SHOWS MIDTOWN TO HAVE AN ESTIMATED POPULATION OF 14,500. BASED ON THE CURRENT PARK SPACE AVAILABLE, THIS CALCULATES TO 10.1 ACRES PER 1000 RESIDENTS. AT CURRENT GROWTH RATES, MIDTOWN POPULATION IS ANTICIPATED TO INCREASE TO 15,100 RESIDENTS BY THE YEAR 2027. ASSUMING NO ADDITION OF PARK SPACE, THIS WOULD RESULT IN 9.6 ACRES OF PARK PER 1000 RESIDENTS, JUST BELOW THE NRPA AVERAGE.

## IN MIDTOWN

- 1 Bagby Park
- 2 Chenevert Urban Gardens
- 3 Cullens Sculpture Garden
- 4 Elizabeth Baldwin Park
- 5 Elizabeth Glover Park
- 6 HAIS SPARK Park
- 7 Hermann Park
- 8 Menil Park
- 9 Midtown Park
- 10 Peggy's Point Plaza Park
- 11 Plant It Forward
- 12 San Jacinto Memorial Green

## WITHIN 1/4<sup>TH</sup> MILE

- 1 Arabic Immersion SPARK Park
- 2 Bell Park
- 3 Bethel Park
- 4 Cravens Parkway
- 5 Emancipation Park
- 6 Harmonica Man Park
- 7 Heiner Street Park
- 8 Mandell Park
- 9 Peggy Park
- 10 Trebly Park
- 11 West Webster Street Park
- 12 Willey Park

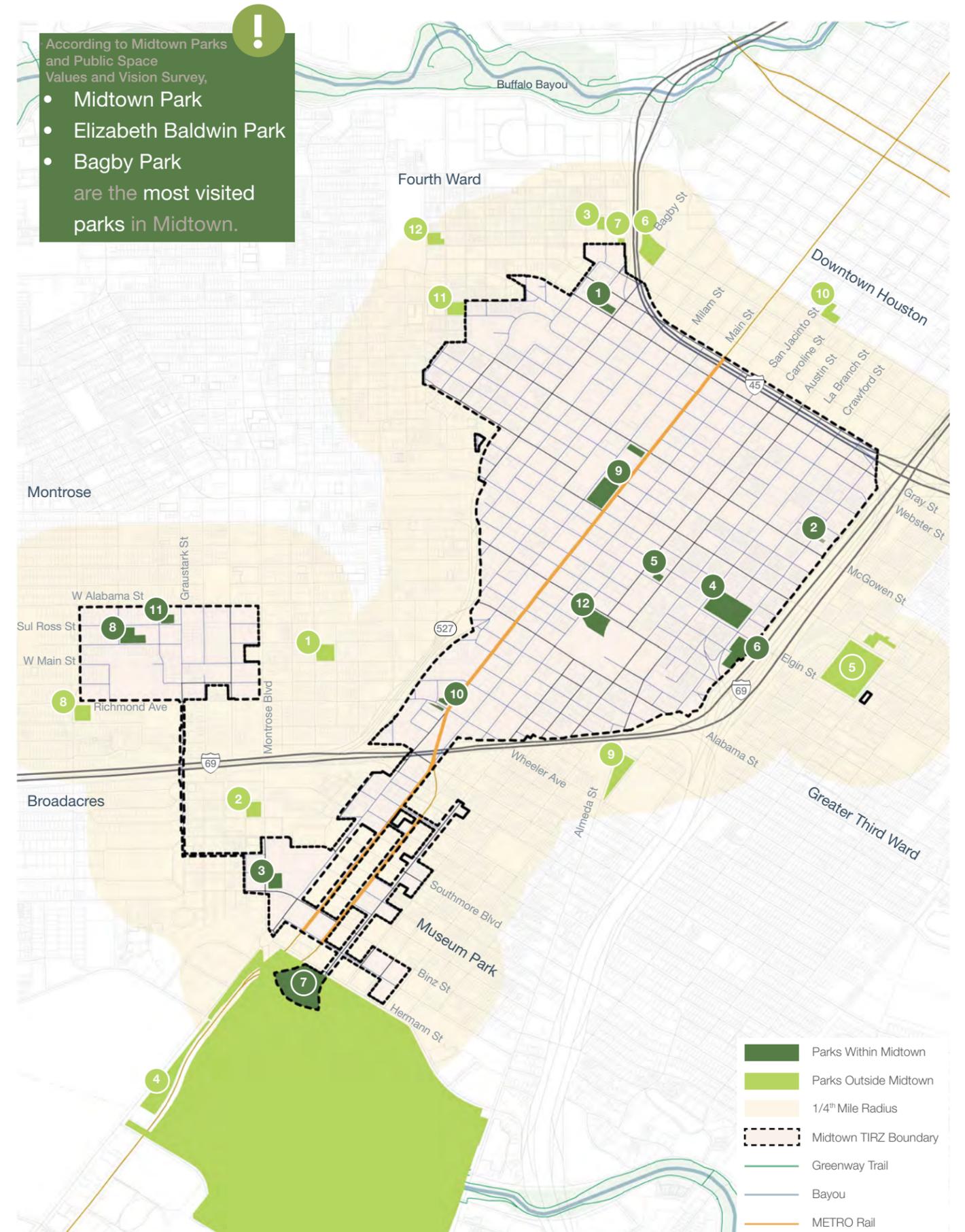


Figure 1 Existing Parks in and around Midtown

# PARK OWNERSHIP

## SUMMARY

Ownership and maintenance of the park and public space varies in Midtown. The City of Houston and Midtown operated parks offer the most public access and are conventionally described as "public parks". Eg: Baldwin Park and Midtown Park. The SPARK program is a shared used model where schools open up their outdoor campus amenities to the public during non-school operation hours. Example: Houston Academy of International Studies (HAIS). Private Parks are outdoor spaces that may be perceived of and used as park space, but the ownership and operations is controlled by a private entity. Example: The Houston Community College Campus and Menil Park. They allow access, but with limited public use of the space and the maintenance is private.



CITY OF HOUSTON | BALDWIN PARK



MIDTOWN | MIDTOWN PARK



PRIVATE PARKS | MENIL PARK



SPARK (SCHOOLS) | HAIS SPARK PARK

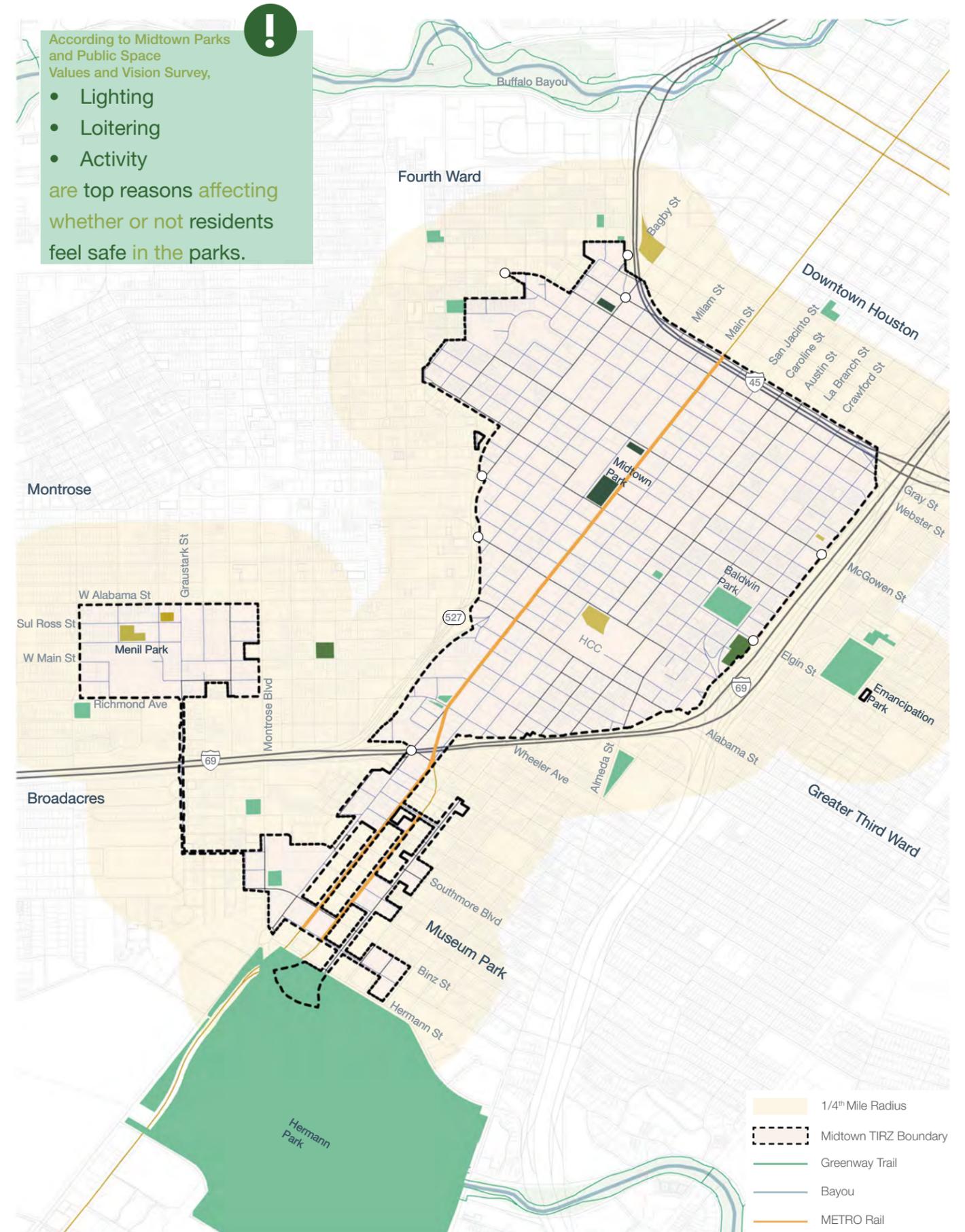


Figure 2 Park Ownership

# PARK PROXIMITY

## SUMMARY

Park proximity is a key metric used to determine effective park access for the community. The Trust for Public Land has a Park Score system that uses a 1/2 mile radius (10 minute walk) as their baseline metric. In previous studies, Midtown has targeted a higher level of access and has consistently used a 1/4<sup>th</sup> mile radius (5 minute walk) as its baseline for park proximity. From inception to current day, the Midtown Redevelopment Authority has made progress in improving park access for all residents. In 1994, only two parks served the Midtown community. Today the parks have increased and their geographic distribution has helped fill gaps in under-served areas. Bagby Park and Midtown Park, both constructed and operated by Midtown, have been major contributors to this success, but there are still areas that lack park access and are opportunities for continued improvement.

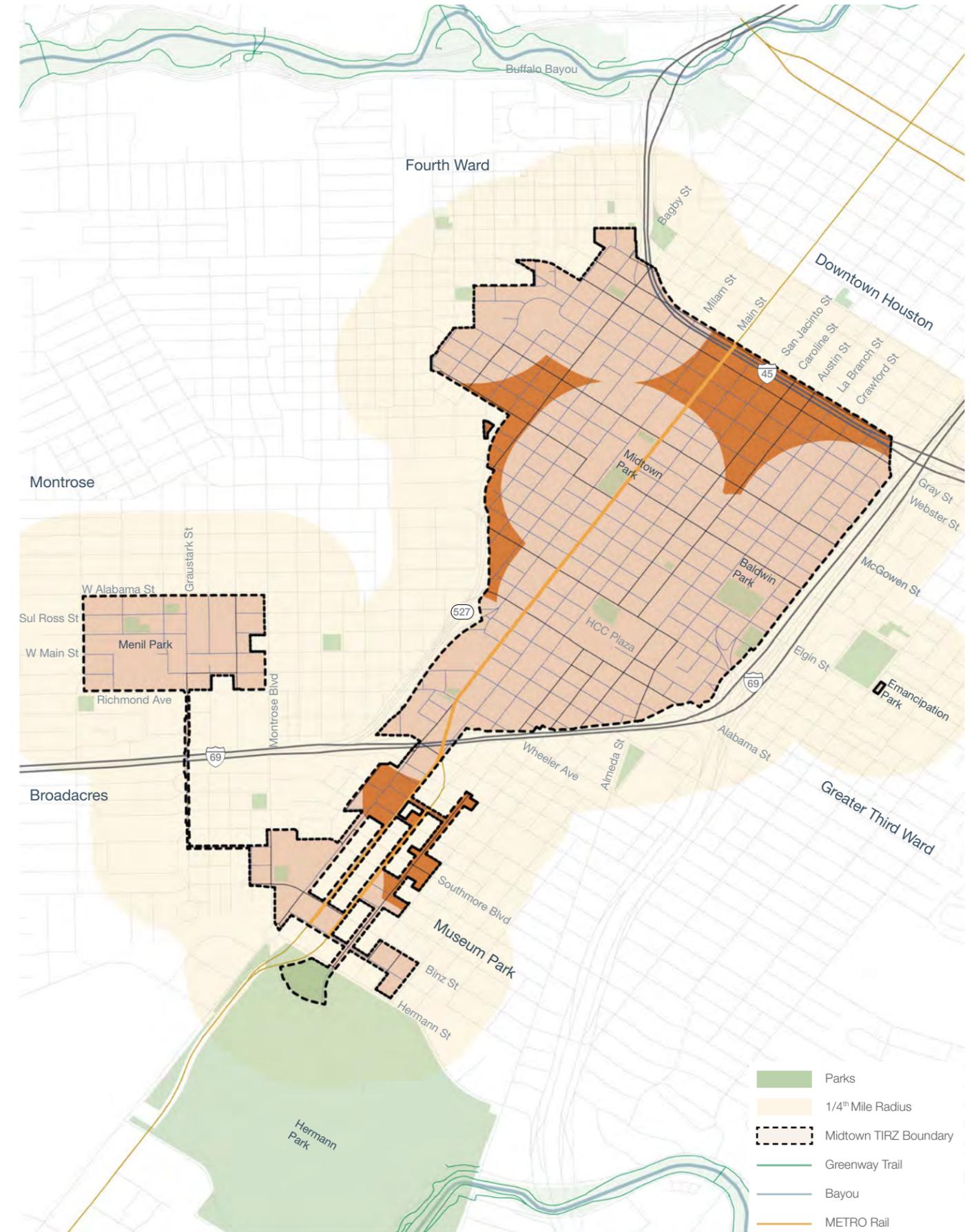
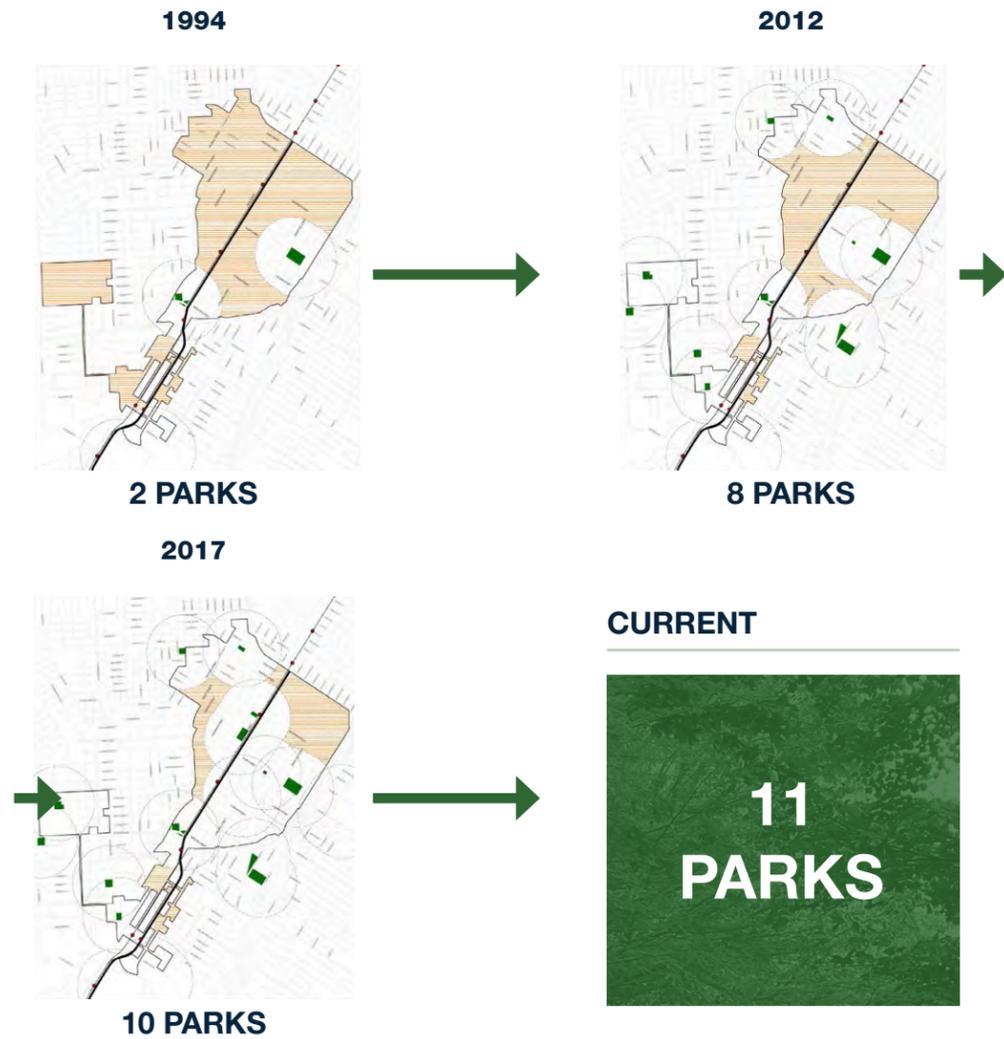


Figure 3 Park Buffer

### KEY

- 1/4<sup>th</sup> Mile Buffer Around Parks
- Under-Served Areas

- Parks
- 1/4<sup>th</sup> Mile Radius
- Midtown TIRZ Boundary
- Greenway Trail
- Bayou
- METRO Rail

# SAFETY AND COMFORT

## SURVEY RESULT

Midtown Parks and Public Space - Values and Vision Survey asked respondents to locate on maps their most visited as well as least safe area within Midtown. The goal of these questions was to capture information on use of parks, prominent public space, and perceived safety. From the survey results, the most visited parts within Midtown, overlapped with parks like Baldwin Park, Bagby Park, and Midtown Park. North Midtown and areas under the Pierce Elevated were marked as the least perceived safe area and they overlap with a park deficit area, as seen in Figure 3.



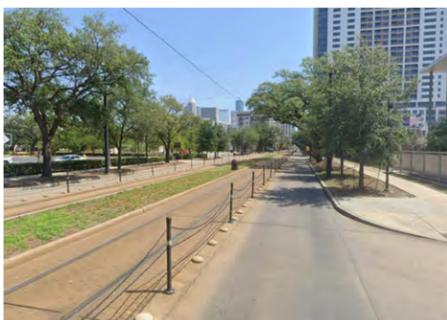
ELIZABETH BALDWIN PARK



FANNIN STREET



ELIZABETH GLOVER PARK



MAIN STREET



BAGBY PARK



ALABAMA STREET



Figure 4 Most Visited Parts within Midtown - According to the Midtown Parks and Public Space - Values and Vision Survey

### KEY

- Most Visited
- ↓
- Parks
- 1/4<sup>th</sup> Mile Radius
- Midtown TIRZ Boundary
- Greenway Trail
- Bayou
- METRO Rail

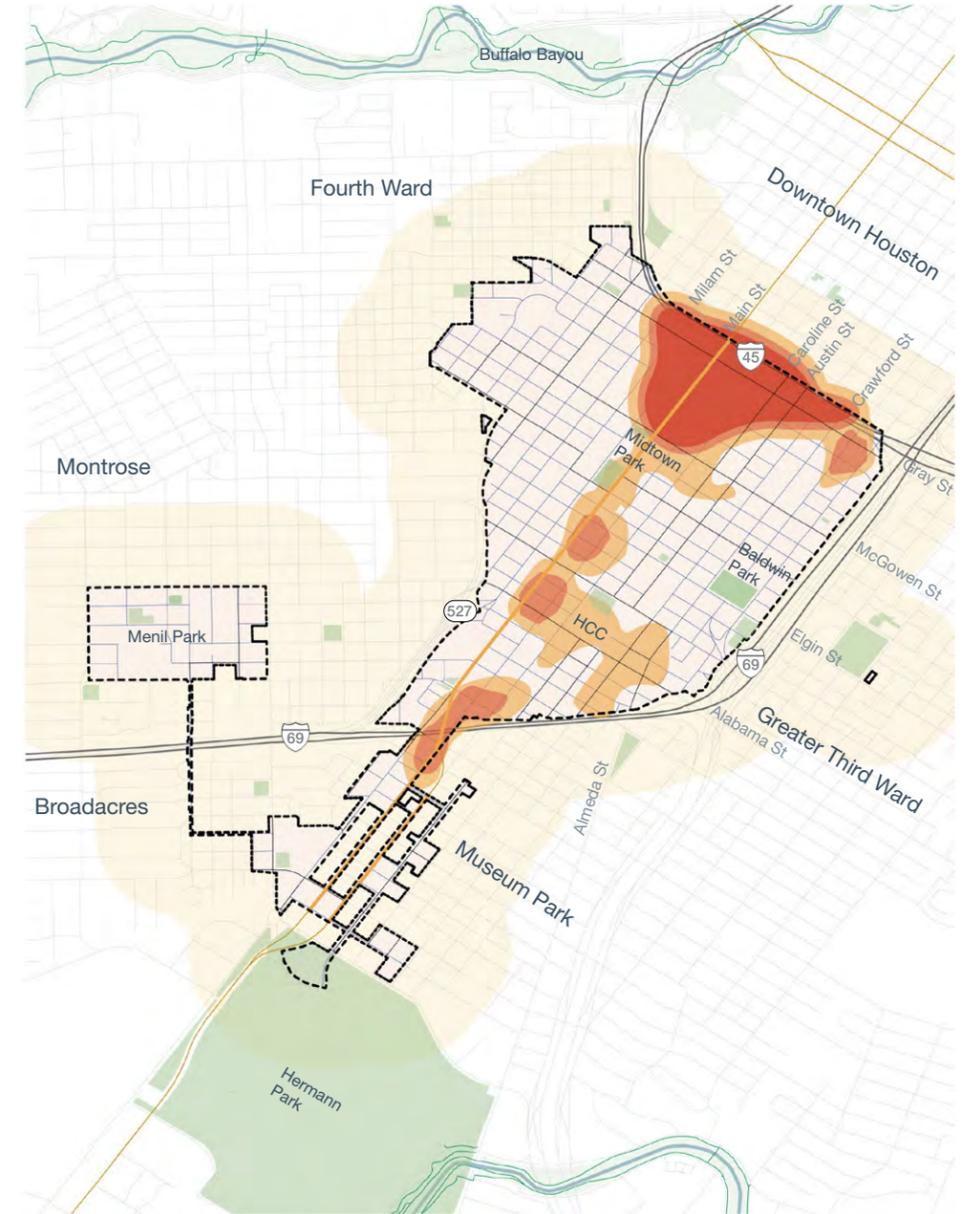


Figure 5 Areas of Least Perceived Safety within Midtown - According to the Midtown Parks and Public Space - Values and Vision Survey

### KEY

- ↑
- Least perceived safety
- Parks
- 1/4<sup>th</sup> Mile Radius
- Midtown TIRZ Boundary
- Greenway Trail
- Bayou
- METRO Rail

According to Midtown Parks and Public Space Values and Vision Survey, **Lighting**, **Loitering**, and **Activity** are top reasons affecting whether or not residents feel safe in the parks.

# VEHICULAR USE

## SUMMARY

Figure 6 shows the current street hierarchy as defined in the City of Houston's Major Thoroughfare and Freeway Plan. The streets are classified by right of way width and general land uses they are connected to by motorized vehicles. Freeways border the majority of Midtown's edges and greatly impact it's connectivity, especially for pedestrians and bicyclists. Six streets to the west of Main Street provide north and south connections to Downtown Houston from Spur 527 and I-69. These are classified as Major Thoroughfares and Major Collectors and have wider right of way with 4-5 travel lanes. This condition could potentially impact east/west mobility as well as pedestrian safety.



**MAJOR THOROUGHFARE | FANNIN**



**MAJOR COLLECTOR | MCGOWEN**



**MINOR COLLECTOR | HADLEY**



**LOCAL STREETS | HELENA**



**FREEWAY/EXPRESSWAY | IH-45/PIERCE ELEVATED**

## KEY

**Major Thoroughfare (100' min. ROW)**

Streets that accumulate traffic from Collectors and other Thoroughfares for distribution to the freeway system.

- Louisiana Street
- Milam Street
- Travis Street
- Fannin Street
- San Jacinto Street

**Major Collector (80' min. ROW)**

Streets that accumulate traffic from Local Streets and Minor Collectors for distribution to Thoroughfares.

- Babgy Street
- Brazos Street
- Smith Street
- Crawford Street
- Jackson Street
- Gray Street
- Webster Street
- McGowan Street
- Alabama Street

**Minor Collector (60' min. ROW)**

Public streets that accumulate traffic from Local Streets for distribution to a Thoroughfare or a Major Collector.

**Local Streets**

Streets that provide access to individual single-family residential lots, entry and exit to the neighborhood, and connectivity to collectors and thoroughfares.

**Freeway/Expressway**

A divided, controlled access highway for through traffic. The term includes a toll road.

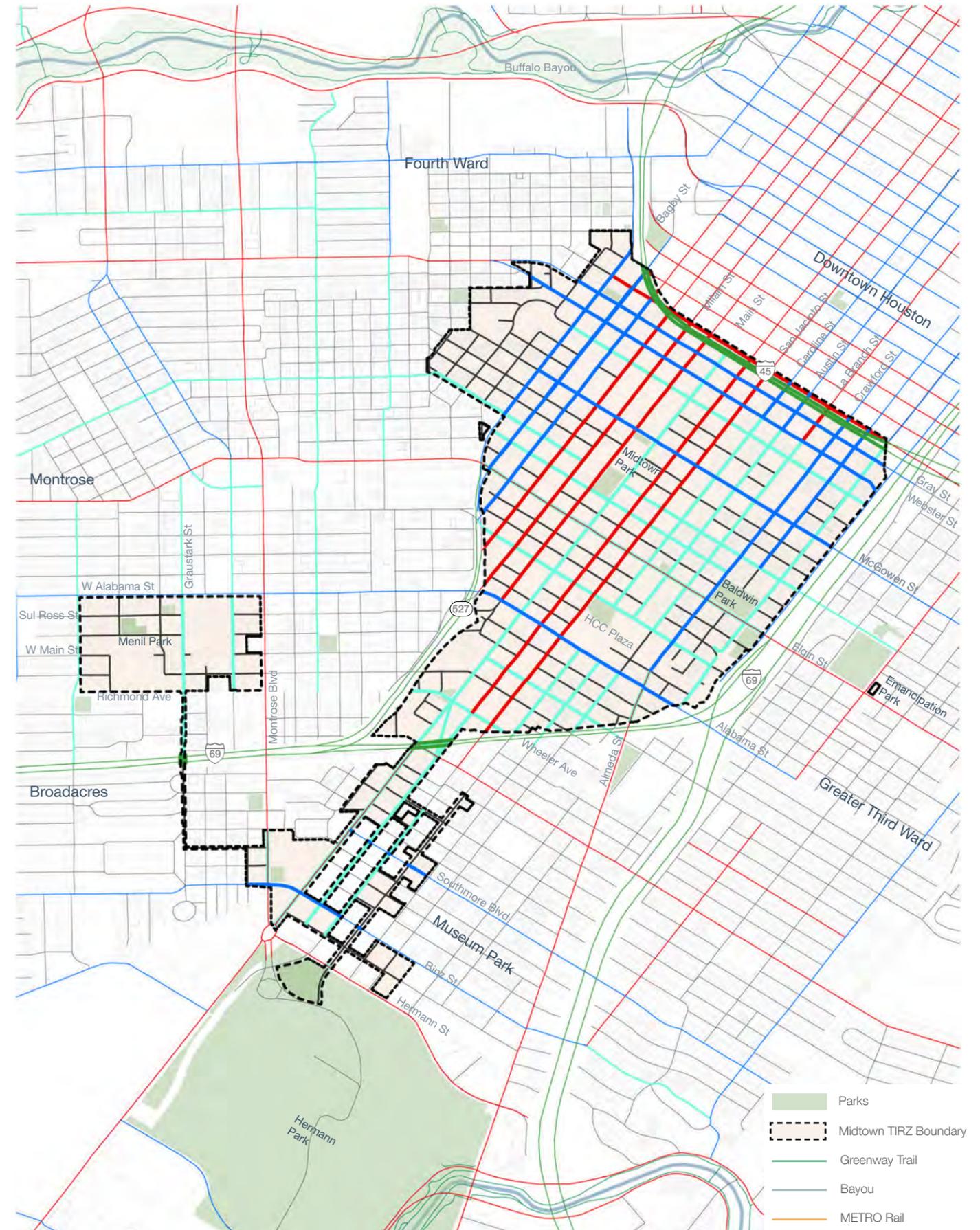


Figure 6 Street Categories by Vehicular Use

# BIKE LANES

## SUMMARY

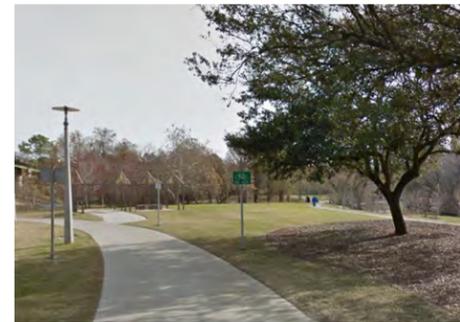
Midtown has a mix of existing and proposed bicycle route types. Routes shown in Figure 8 are from the Houston Bike Plan. The top level division of bike routes is based on how far they are from being constructed. Aside from "Existing", there are "Programmed" and "Proposed". According to the Houston Bike Plan, "Programmed" routes have already secured some funding source/and or have gone through some design. The Houston Bike Plan also has two main rider comfort categories: High Comfort (HC) and Low Comfort (LC). This level of comfort is based on factors such as separation from vehicles and vehicle speed. Sub-categories for lane types include Shared On-Street (no barrier), Dedicated On-Street (includes some type of physical barrier), and Off-Street (not on the roadway).



SHARED ON-STREET | LA BRANCH



DEDICATED ON-STREET | GRAY



OFF-STREET | BUFFALO BAYOU



**Figure 7 Current Bike Score for Midtown.** Points are based on the distance to amenities in each category. Amenities within a 5 minute walk are given maximum points scaling from 25 to 100.

## KEY

### EXISTING HIGH COMFORT

- Dedicated On-Street
- Shared On-Street
- Off-Street

### EXISTING LOW COMFORT

- - - Shared On-Street

### PROGRAMMED

- - - Dedicated On-Street
- - - Shared On-Street
- - - Off-Street

### PROPOSED

- - - - Dedicated On-Street
- - - - Shared On-Street
- - - - Off-Street

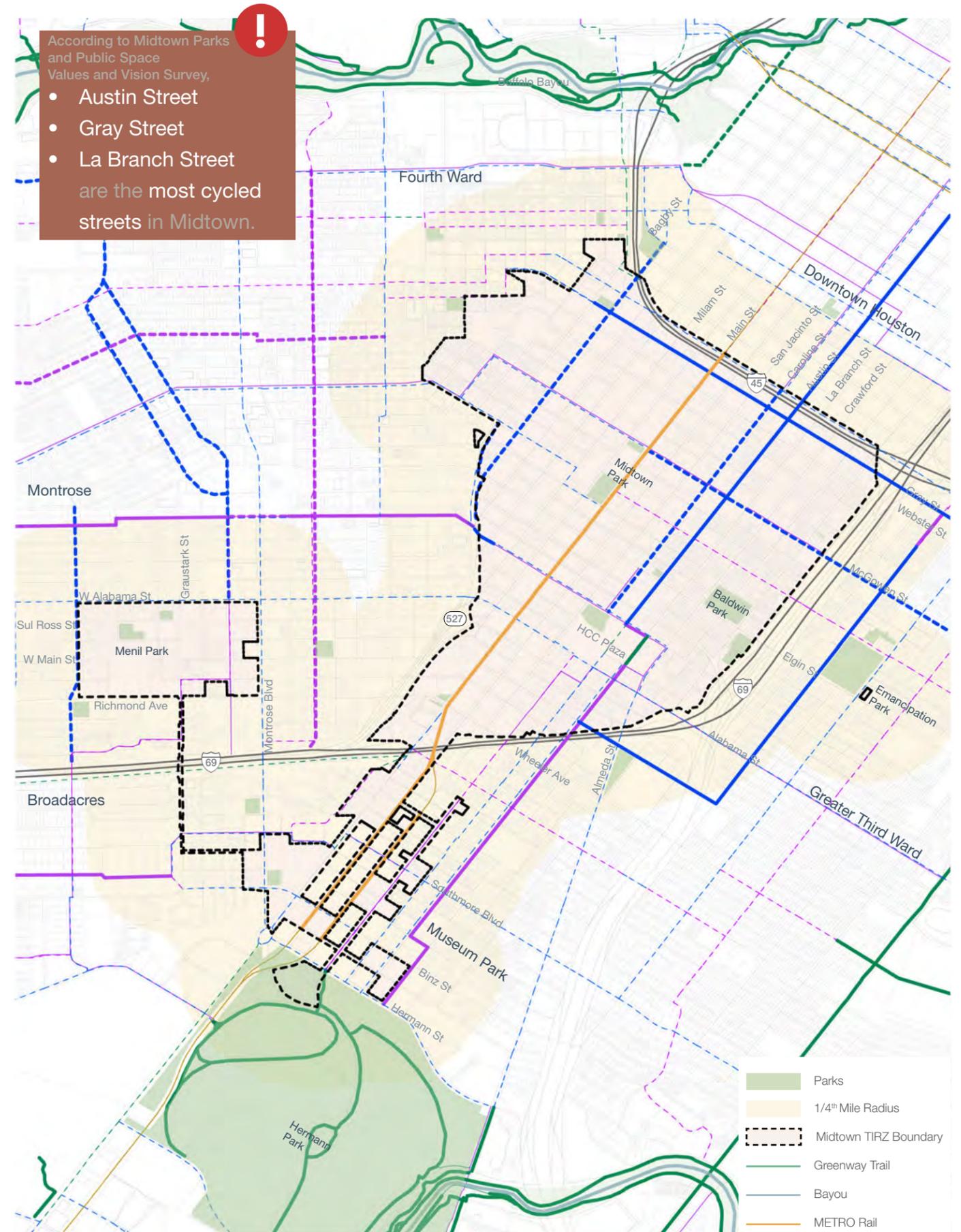
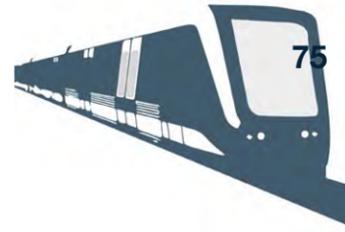


Figure 8 Bike Lanes

# PUBLIC TRANSIT

## SUMMARY

METRO Rail is a major north/south connector in Houston, and it links Midtown to Downtown Houston, Museum District, Texas Medical Center, and NRG Stadium. There are four stops of METRO Rail within Midtown, including the McGowen Station near Midtown Park. Bus routes thread through Midtown, but are concentrated in north and west Midtown. North - south bus routes linking Spur 529 and I-69 to the Central Business District are important to the commuters. Metro is proposing a bus rapid transit (BRT) route that would include a segment on Wheeler Ave in Midtown. Based on the Automatic Passenger Counter system, the METRO pre-pandemic ridership for rail and bus in Houston was about 59.5 million. METRO Rail contributed to about 30% (18.5 million) of the ridership. During the pandemic, overall ridership dropped to about 33.1 million in 2021. Close to 26% (8.8 million) of those riders used METRO Rail. This relatively high proportion of ridership for METRO Rail highlights the importance of the Red line connecting people to and from Midtown.



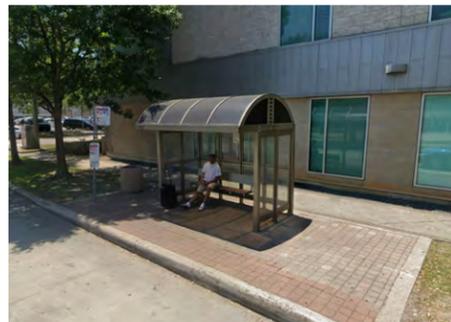
**Figure 9 Current Transit Score for Midtown.** Points are based on the distance to amenities in each category. Amenities within a 5 minute walk are given maximum points scaling from 25 to 100.



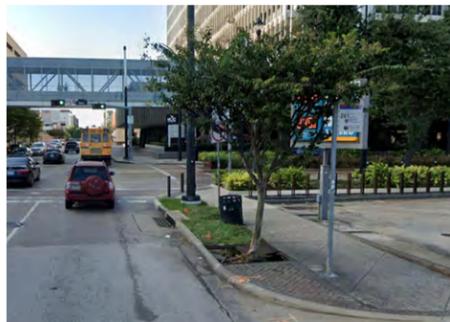
METRO RAIL | MIDTOWN



METRO RAIL STOP | MCGOWEN



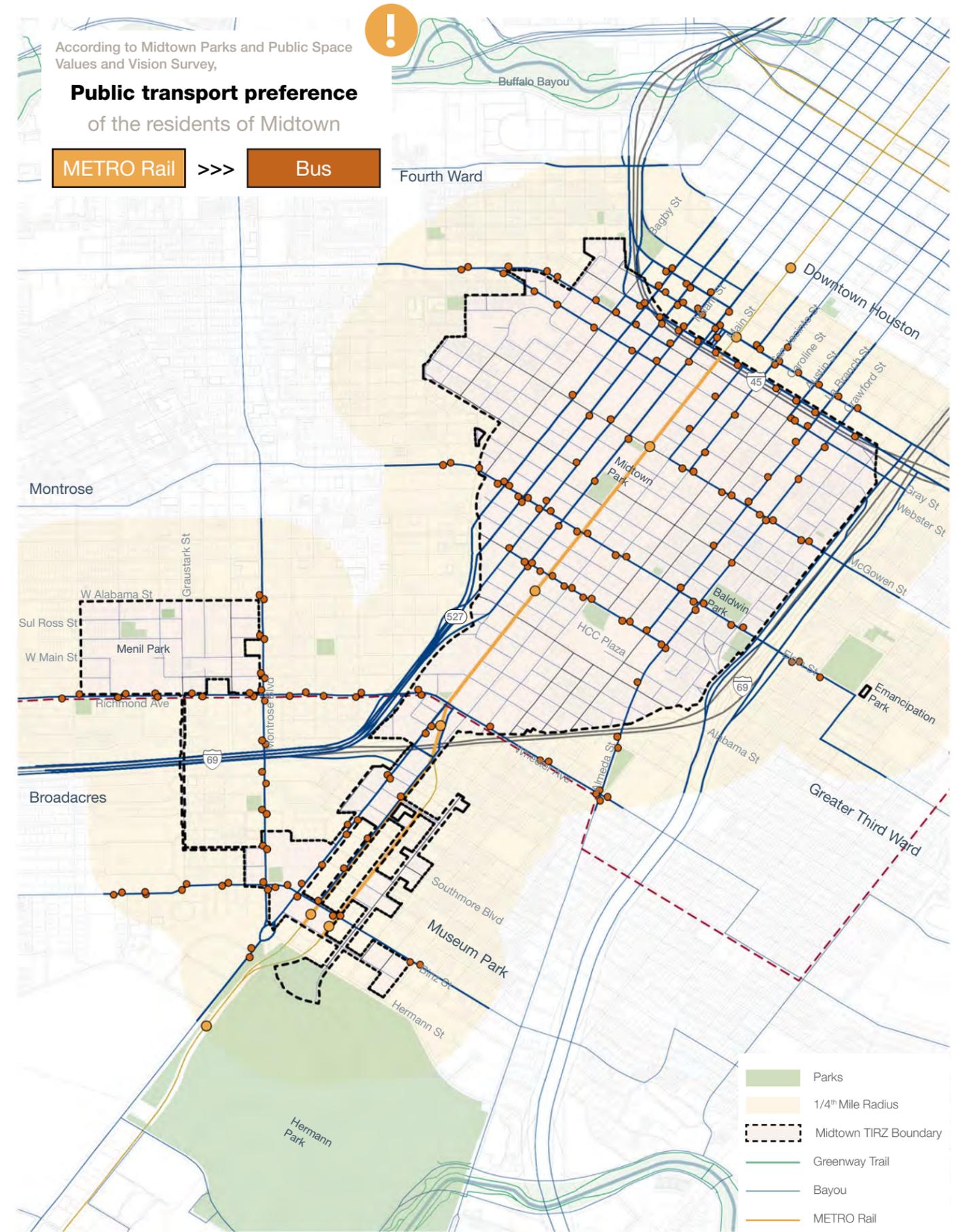
COVERED BUS STOP | MCGOWEN



NOT COVERED BUS STOP | ELGIN

### KEY

- Bus routes
- METRO BRT proposed segments
- Bus stops
- METRO Rail stops



**Figure 10 Transit**

# MIDTOWN'S WALKABLE AREAS

## SUMMARY

Midtown was selected as a pilot for the City of Houston Walkable Places program. The program was initiated to make Houston more walkable. Goals include creating vibrant destinations and attracting higher density developments that support multi-modal transportation. The program has expanded to include Transit-Oriented Development (TOD) areas and is documented in the 'City of Houston Users' Guide for Walkable Place and Transit Oriented Development' planning document that was published in 2020. In the guidelines, Walkable Streets are divided into 'Primary' and 'Secondary'. New development or redevelopment on streets designated as "Primary" by the plan must meet the design guideline requirements. Development on "Secondary" streets can opt into the walkable places standards. For Primary streets, the minimum zone width is 20', whereas it is 15' for Secondary streets.

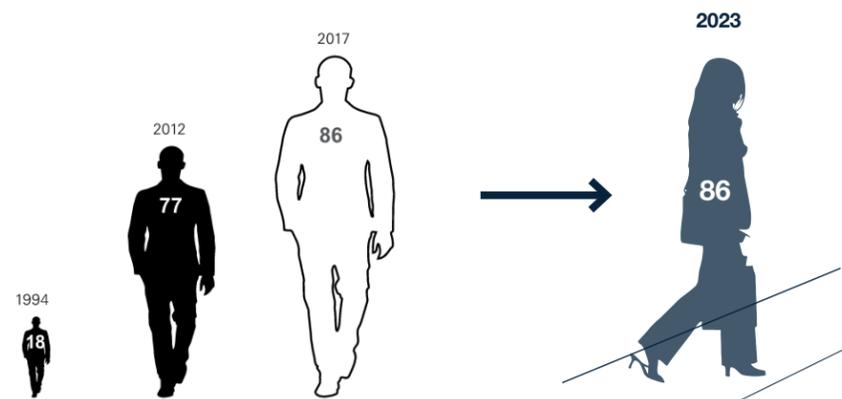


Figure 11 Walk Score in Midtown throughout time. Points are based on the distance to amenities in each category. Amenities within a 5 minute walk are given maximum points scaling from 25 to 100.

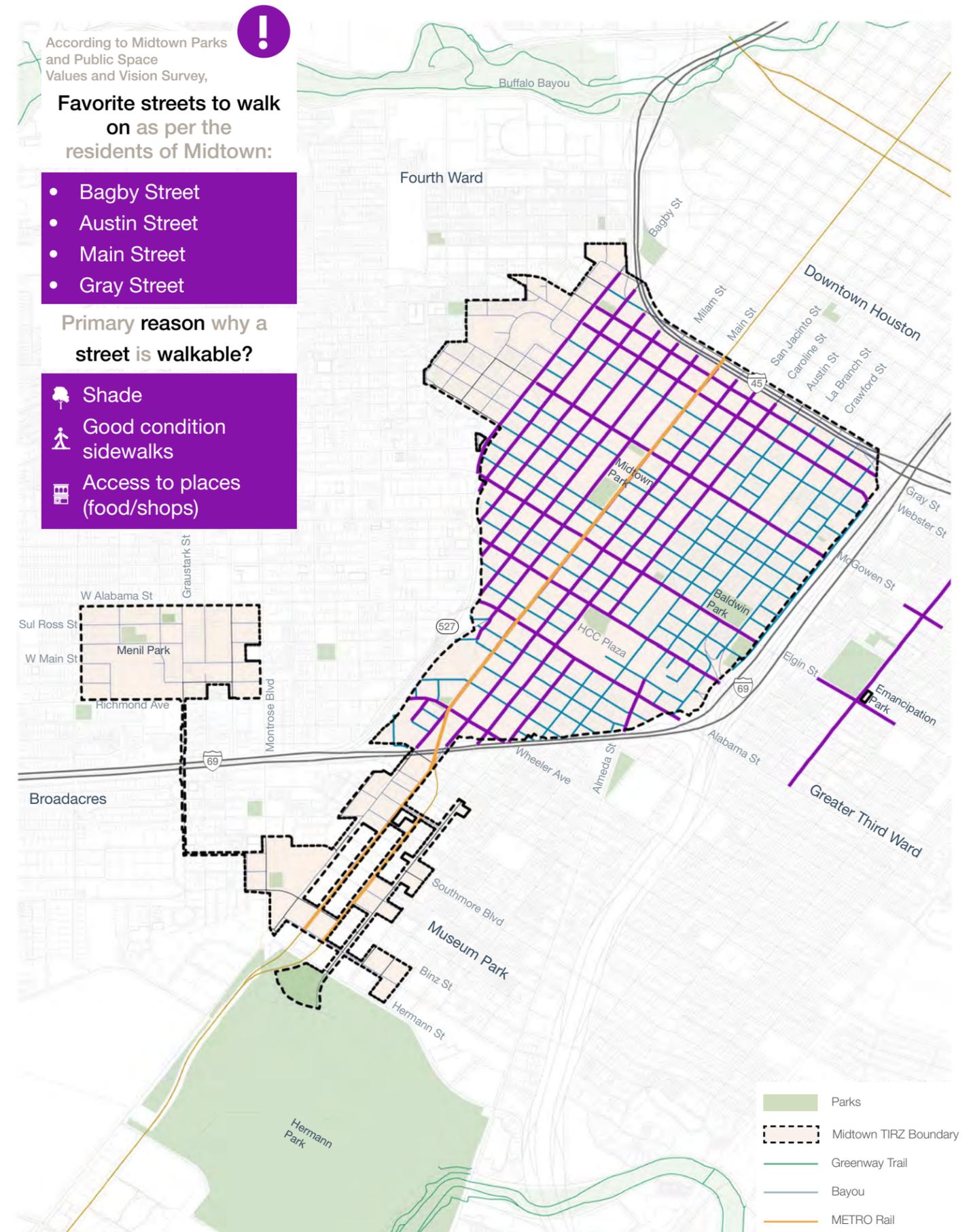


Figure 12 Walkable Streets | City of Houston Users' Guide for Walkable Place and Transit Oriented Development

# STREET CONNECTIVITY AND DIRECTION

## SUMMARY

The connectivity and direction of the streets in Midtown is quite varied. The vast majority of north/south roadways are one-way streets. Main Street, the only north/south street that connects all the way through Midtown from the Museum District to Downtown Houston, has only one lane of traffic in either direction with the METRO Rail line in the middle. There are more two-way east/west streets, but only a handful of those link all the way through Midtown from Montrose/Fourth Ward on the west and Greater Third Ward on the east. I-69 /Highway 288 is a major barrier on the east. 12 streets dead-end at the interstate because there are a limited number of overpasses. The Menil Park area has limited linkages to the central core of Midtown.



← ONE-WAY STREET | AUSTIN STREET



↔ TWO-WAY STREET | ELGIN STREET



↔ NOT THROUGH THE DISTRICT BOUNDARY | TWO-WAY STREETS: DENNIS STREET

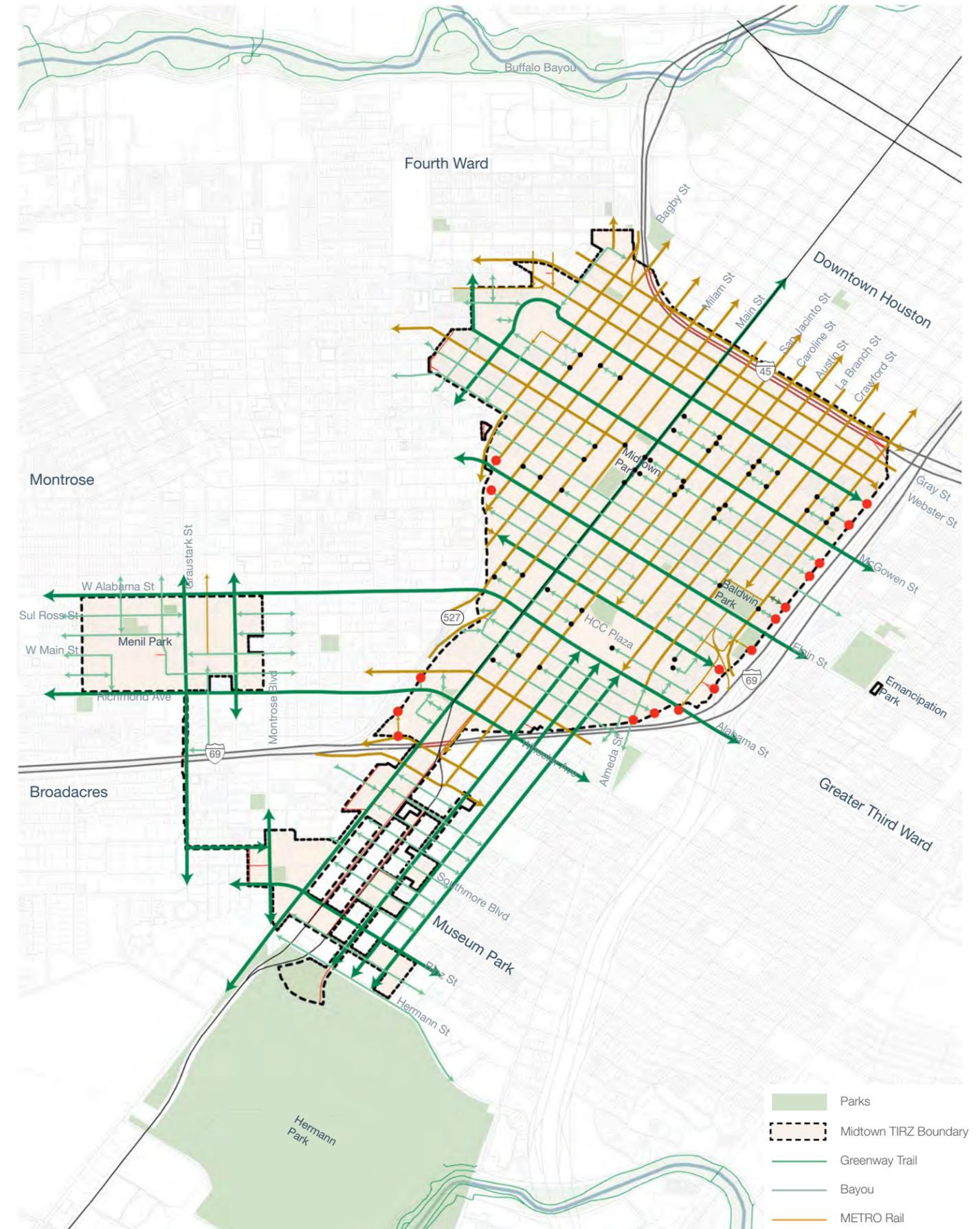


Figure 13 Street Connectivity and Direction

# NHHIP CAP AND STITCH + PIERCE ELEVATED

## SUMMARY

The North Houston Highway Improvement Project (NHHIP) is a roadway infrastructure improvement project being led by the Texas Department of Transportation (TxDOT). Portions of I-45 and I-69 will be impacted by the work. There is a planned reconstruction of I-45 North between Houston's downtown and the North Sam Houston Tollway (also known as Beltway 8), and this will also affect connecting roadway segments. With regards to I-69, additional portions of the interstate will be depressed, and NHHIP proposes a series of "caps" and "stitches" over it. The "caps" will be larger in scope and have the potential to provide parks and public space amenities. The "stitches" are more modest in scale and will take the form of enhanced streetscapes. Three of Midtown's edges will be impacted by NHHIP. On the north edge, Pierce Elevated has been determined to be redundant, so it potentially could be removed or converted to an alternate use. Plan Downtown, which was developed by downtown partner organizations, proposes a greenway connecting to Buffalo Bayou. Other groups, such as Pierce Elevated Park and Pierce Sky Park, have proposed keeping the elevated structure and converting it to a signature linear park. On the west and southern edges of Midtown, additional portions of I-69 will be depressed, and NHHIP proposes a series of "caps" and "stitches" over the interstate. Where these occur in Midtown, there is the potential to advocate to maximize the parks and public space benefits that could be achieved at these areas.

## CURRENT PROPOSALS & CONCEPTS



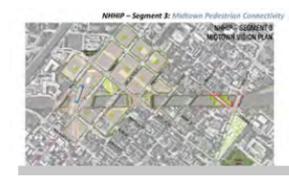
PIERCE ELEVATED PARK



PIERCE SKY PARK



PLAN DOWNTOWN - GREENWAY



MIDTOWN NHHIP VISION PLAN

### KEY

- Stitch
- Cap
- Pierce Elevated

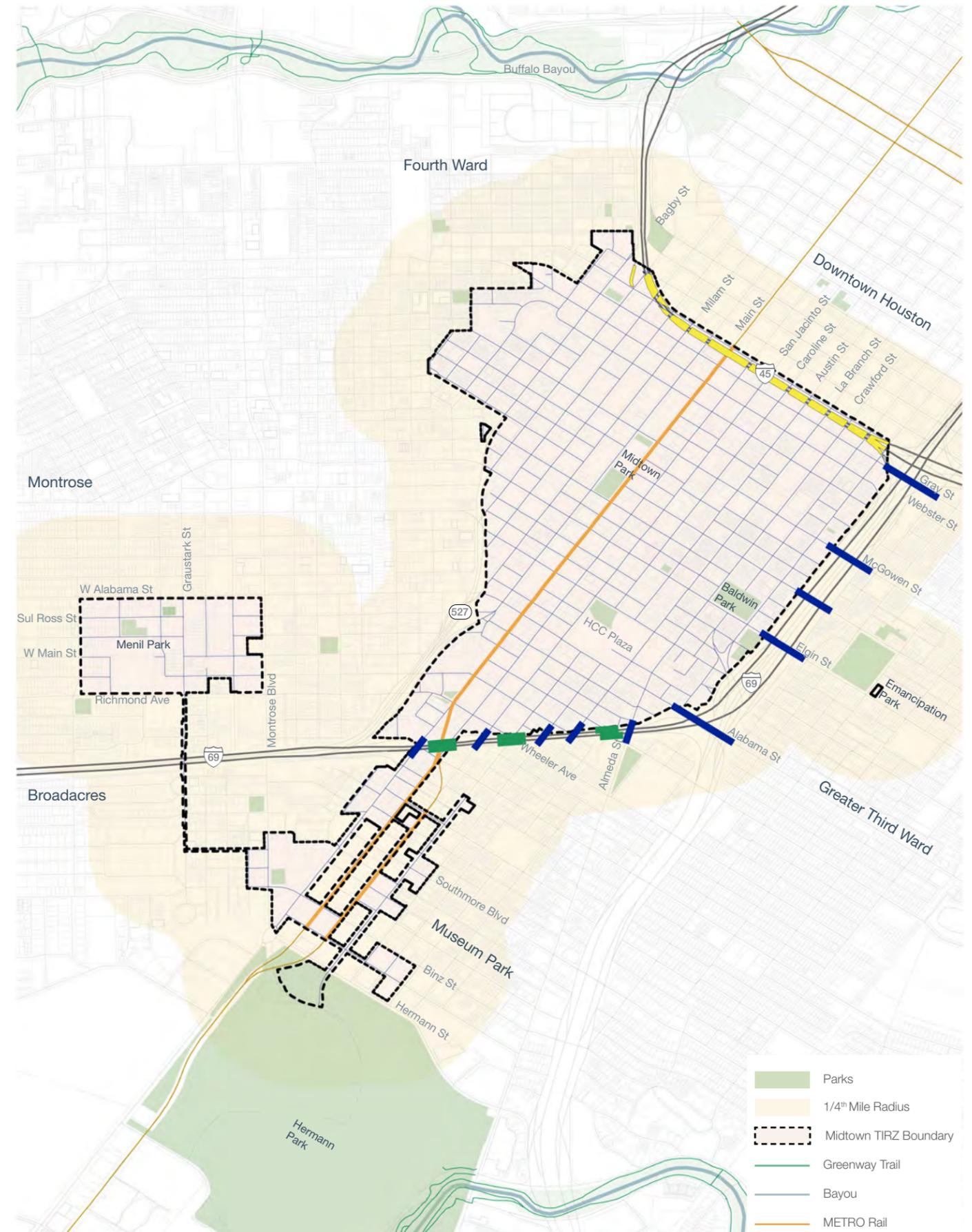


Figure 14 NHHIP Cap and Stitch + Pierce Elevated

# CULTURAL SITES

## SUMMARY

This is a cultural sites map documenting destinations including museums, historic sites, and public art for the Midtown residents and visitors. Figure 15 highlights some of the key current sites. The 2015 Midtown Cultural Arts Master Plan goes into more depth, especially with regards to dining and performance spaces. One metric of note is that Midtown is home to many museums. When looking at public space such as streetscapes, the clustering of cultural sites helps to start identify destinations and routes that may want to be linked together. These become areas where enhancing the pedestrian realm and increasing bicycle routes could help to strengthen Midtown's cultural network as well.



**LIBRARY | CLAYTON LIBRARY CENTER FOR GENEALOGICAL RESEARCH**



**PLACE OF WORSHIP | TRINITY EPISCOPAL CHURCH**



**HISTORIC SITE | BUFFALO SOLDIERS NATIONAL MUSEUM**



**MUSEUM | HOUSTON MUSEUM OF NATURAL SCIENCE**



**COMMUNITY CENTER | SHAPE COMMUNITY CENTER**



**PUBLIC ART | MINI MURALS**

## KEY

- Library
- Place of Worship
- Historic Site
- Museum
- Community Center
- Public Art

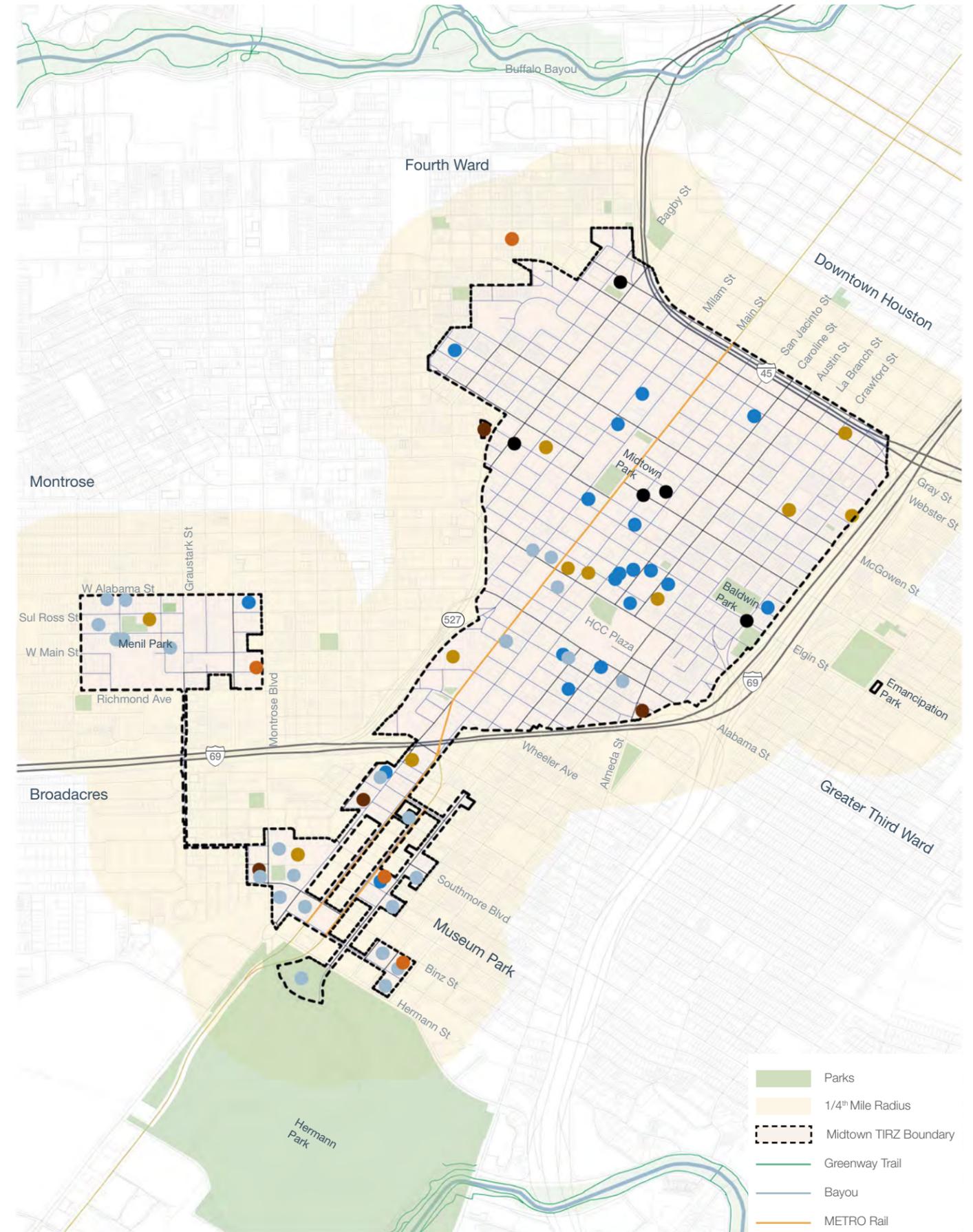


Figure 15 Cultural Sites



# 3.1

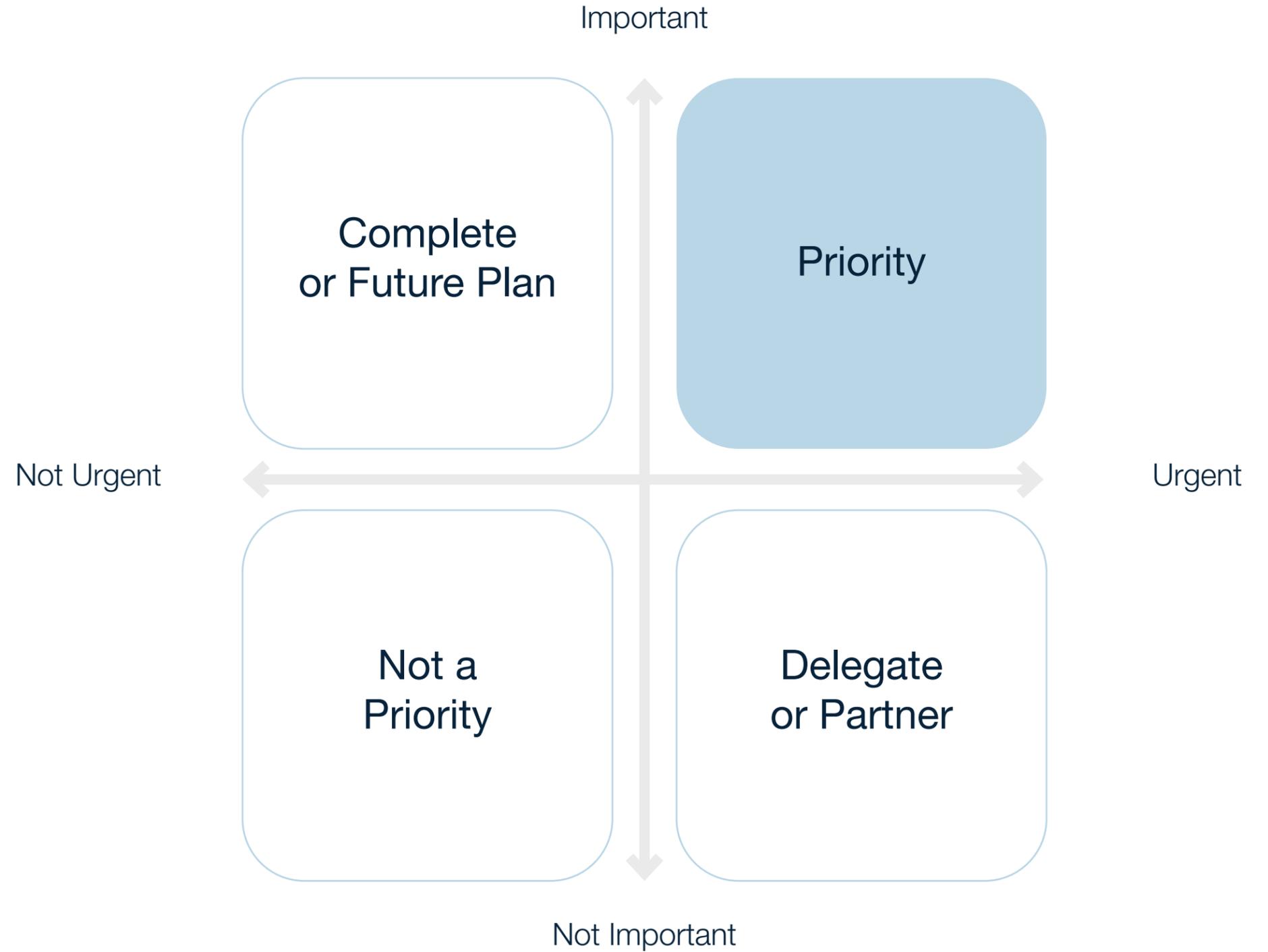
## CREATE - STREETS Recommendations

<a href="#">Hierarchy vs Priority</a>	24
<a href="#">Hierarchy Streets</a>	25
<a href="#">Street Improvement Zones</a>	27
<a href="#">Priority Streets</a>	28

# HIERARCHY VS PRIORITY

## SUMMARY

Midtown Parks and Public Space Master Plan seeks to develop recommendations for capital improvements to public space over the next five to 10 years. In order to narrow down to the key priority projects for this time period, the project team started by establishing a hierarchy list for streets and parks. These lists assigned points to each street and park based on analysis of the previous plans and other site factors, such as transit routes on streets. This helped to create a list of streets organized by importance and ability to achieve Midtown's goals. From those, a professional value judgment was made on the priority of the parks and public space to further distill the top candidates for capital improvements based on those that are the most urgent. The priority diagram on the right illustrates how this plan strives to target projects that will be both urgent and of high importance.



# HIERARCHY STREETS

## SUMMARY

The chart below is a compilation of hierarchical classifications from the previous plans to better establish the priority streets. It refers to the 2015 CAMP Plan, the 2018 Strategic Framework Plan, the Houston Bike Plan, the City of Houston Users' Guide for Walkable Place and Transit Oriented Development, and Midtown Safe Streets and Roads For All.

STREET NAME	2015 CAMP PLAN	2018 STRATEGIC FRAMEWORK PLAN	HOUSTON BIKE PLAN	WALKABLE STREETS	TRANSIT STREETS	SAFE STREET PRIORITY	LEVEL
<b>McGowen St</b>	<b>Medium Priority Connector</b>	<b>Proposed Green Corridor</b>	<b>Existing HC Shared On-Street</b>	<b>Primary</b>	<b>Bus</b>	<b>Yes</b>	<b>6</b>
Holman St	High Priority Connector	Existing Green Corridor	Existing HC Shared On-Street	Primary	Bus		5
<b>Main St</b>	<b>High Priority Connector</b>	<b>Bike/Ped Promenade</b>	<b>Proposed Dedicated On-Street</b>	<b>Primary</b>	<b>Rail</b>		<b>5</b>
<b>Webster St</b>	<b>Medium Priority Connector</b>	<b>Proposed Green Corridor</b>	<b>Proposed Shared On-Street</b>		<b>Bus</b>	<b>Yes</b>	<b>5</b>
<b>Alabama St</b>	<b>High Priority Connector</b>	<b>Proposed Green Corridor</b>	<b>Proposed Shared On-Street</b>	<b>Primary</b>			<b>4</b>
<b>Crawford St</b>	<b>Medium Priority Connector</b>			<b>Secondary</b>	<b>Bus</b>	<b>Yes</b>	<b>4</b>
<b>Elgin St</b>	<b>Medium Priority Connector</b>	<b>Proposed Green Corridor</b>		<b>Primary</b>	<b>Bus</b>		<b>4</b>
<b>Gray St</b>		<b>Proposed Green Corridor</b>	<b>Proposed Shared On-Street</b>	<b>Primary</b>	<b>Bus</b>		<b>4</b>
Tuam St		Proposed Green Corridor	Proposed Dedicated On-Street	Secondary		Yes	4
Alameda Rd			Proposed Shared On-Street	Primary	Bus		3
Binz St		Proposed Green Corridor	Proposed Shared On-Street		Bus		3
Caroline St	Medium Priority Connector		Existing HC Shared On-Street	Primary			3
<b>Fannin St</b>				<b>Primary</b>	<b>Bus</b>	<b>Yes</b>	<b>3</b>
La Branch St			Proposed Shared On-Street	Secondary	Bus		3
Louisiana St	Medium Priority Connector			Primary	Bus		3
Montrose Blvd		Proposed Green Corridor	Proposed Shared On-Street		Bus		3
Pierce St				Secondary	Bus	Yes	3
San Jacinto St				Primary	Bus	Yes	3
<b>Travis St</b>			<b>Proposed Dedicated On-Street</b>	<b>Primary</b>	<b>Bus</b>		<b>3</b>
<b>Wheeler St</b>		<b>Proposed Green Corridor</b>		<b>Primary</b>	<b>Bus</b>		<b>3</b>
<b>Brazos St</b>			<b>Proposed Shared On-Street</b>	<b>Primary</b>			<b>2</b>

# STREET HIERARCHY

## SUMMARY

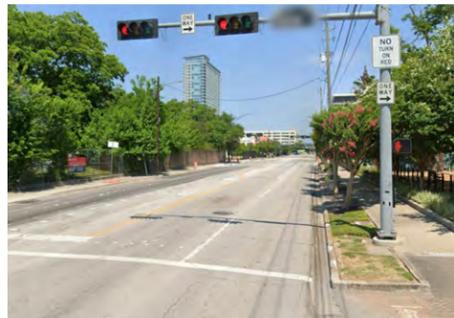
Figure 16 represents the hierarchical classifications of streets as defined on page 25. The top level streets from this analysis are graphically shown as thicker lines on the map. It is from the top level streets that a more narrow set of priority streets was identified as the best candidates for capital improvements that could enhance the streetscape and public space in Midtown.



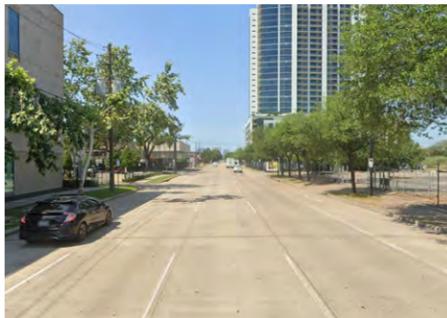
LEVEL 6 | MCGOWEN STREET



LEVEL 5 | MAIN STREET



LEVEL 4 | ELGIN STREET



LEVEL 3 | FANNIN STREET



LEVEL 2 | MILAM STREET



LEVEL 1 | DREW STREET

### KEY

- █ Level 6 street
- █ Level 5 street
- █ Level 4 street
- █ Level 3 street
- █ Level 2 street
- █ Level 1 street

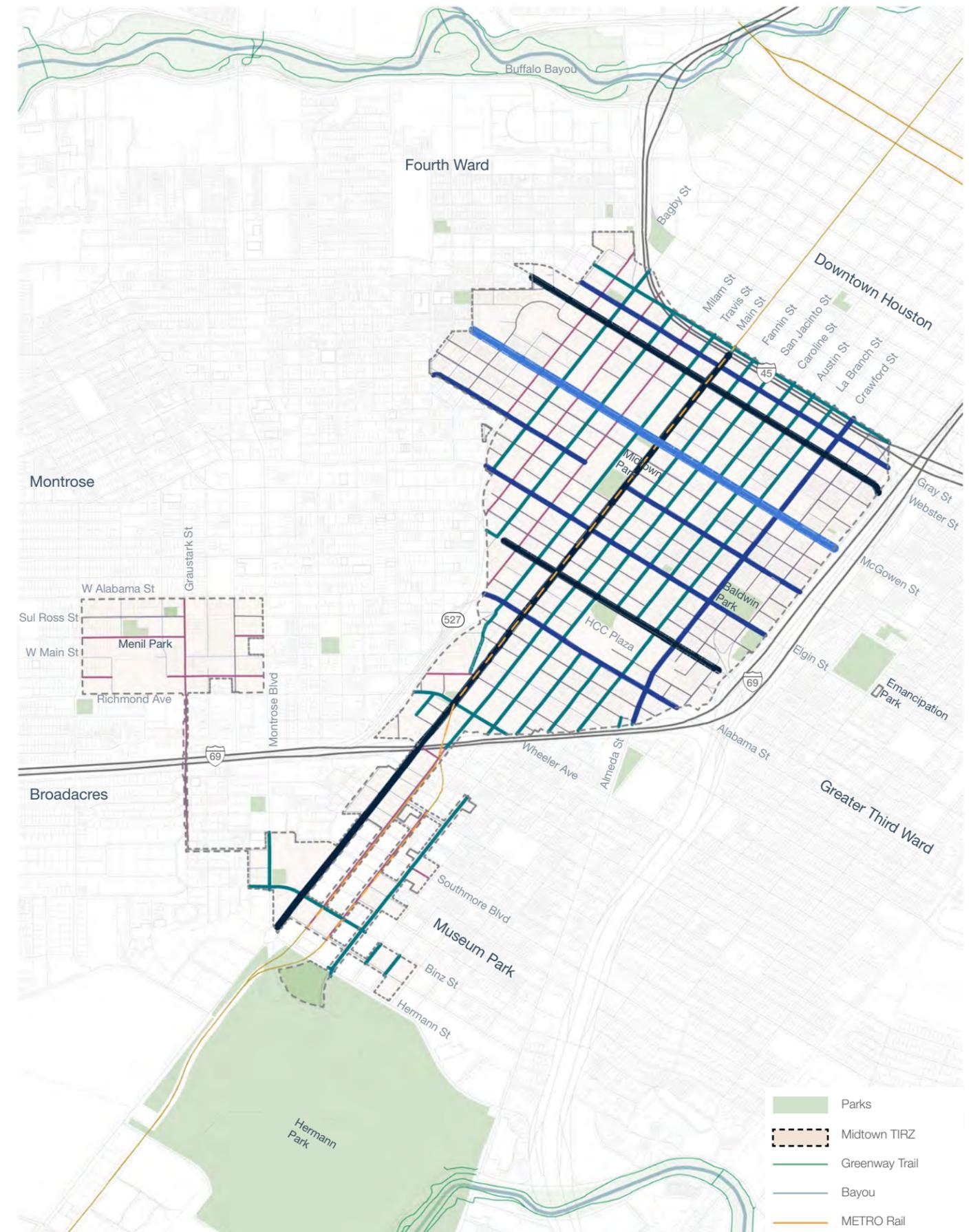


Figure 16 Street Hierarchy

# STREET IMPROVEMENT ZONES

## STREETS

Streets are the spaces between the curb or between the on-street parking lanes. It includes travel lanes for vehicles and bicycles.



Shared On Street Bike Lane



Dedicated Two-way On Street Bike Lane



Crosswalk Striping

## PEDESTRIAN REALM

The pedestrian realm includes the entire area from back of curb to the building facade. It is made up of four zones: Building Transition Zone, Sidewalk Zone, Planting Zone, and Street Furnishing Zone.



Improved Tree Zone



Street Furniture



Dedicated Off Street Bike Lane



Rain Garden



Street Benches



Green Medians



Street Lights



Pavement Patterns



Improved Signage

## ON STREET PARKING

On-street parking is accommodated on many public streets in Midtown. These guidelines address the character and functionality of these parking spaces and their impact on Midtown.



On Street Parking - Buffer/Tree Zone



On Street Parking and Bike Lane



Single Side On Street Parking

# PRIORITY STREETS

## SUMMARY

From the top hierarchy streets, a sub-set of 'priority streets' was established as the streets recommended for capital improvements that would have the most impact on Midtown. These top 11 priority streets include:

Alabama Street	
Brazos Street	
Crawford Street	
Elgin Street	
Fannin Street	
Gray Street	
Main Street	
McGowen Street	
Travis Street	
Webster Street	
Wheeler Street	

The narrowing process took into consideration previous capital improvement projects. If a street recently had major construction that enhanced the public space, then the street or the specific portion of the street, was removed from the recommended priority street.

The street section recommendations in the chapter are representative of typical conditions. Detailed designs for streets should respond to specific site conditions. Bike lane types and locations shown are also conceptual and may be revised based on project design needs.

## STREETS

- Remove/ reduce travel lane
- Improve crosswalk stripping
- Add dedicated bike lane
- Add shared bike lane
- Bury utility lines, raise utility lines, remove sidewalk hindrances

## PEDESTRIAN REALM

- Add trees to the planting zone
- Improve/ add planting bed
- Add streetlights
- Improve sidewalk conditions
- Widen sidewalk
- Add planting bed to the median
- Add street furniture

## ON-STREET PARKING

- Reduce on-street parking
- Add on-street parking
- Add buffer between the street and pedestrian realm

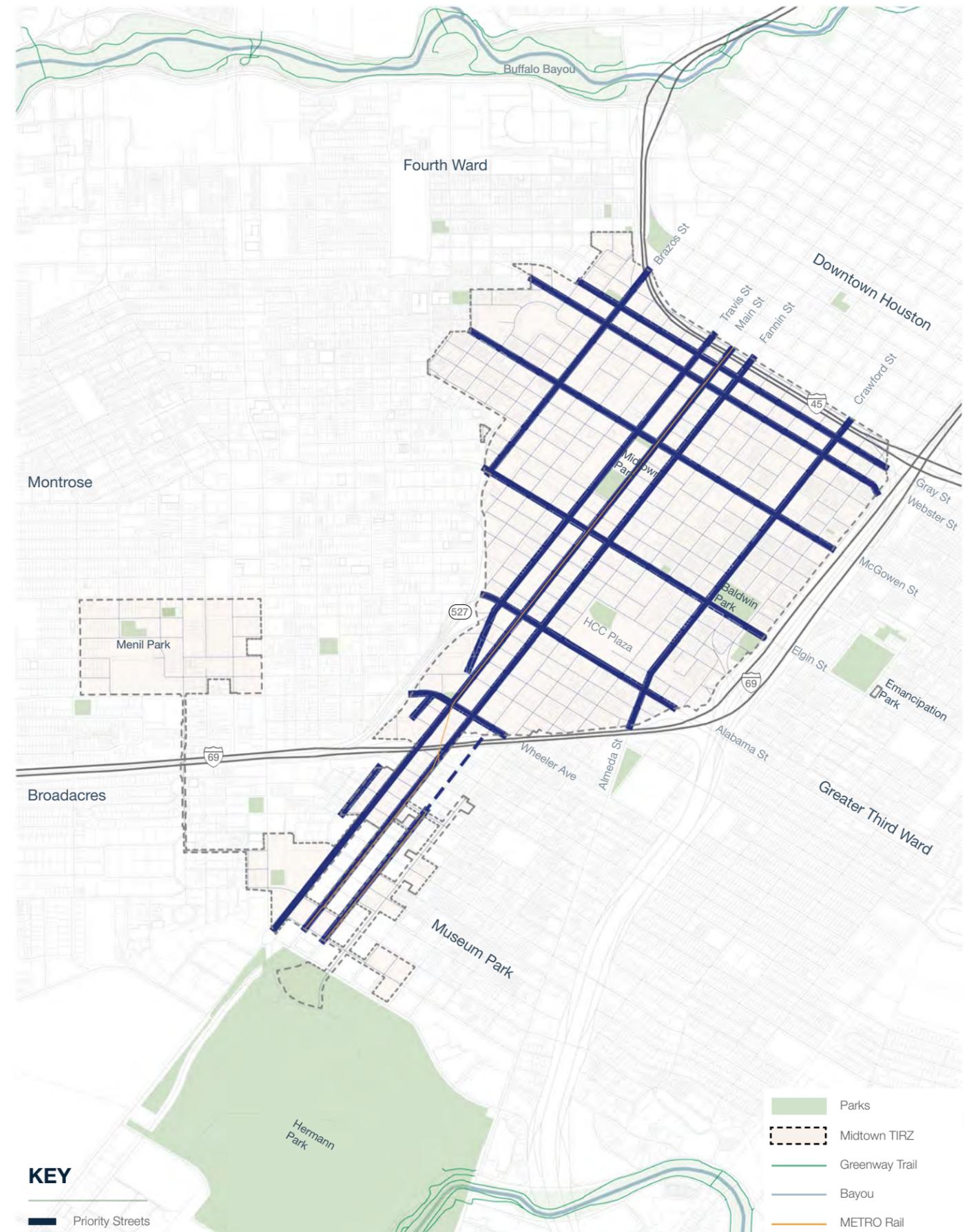


Figure 17 Street Priority

# ALABAMA STREET

- High Priority Connector
- Proposed Green Corridor
- Existing LC Shared Bike Lane
- Proposed HC Dedicated Bike Lane
- Primary Walkable Street
- Major Collector

Alabama Street is a two-way street between Milam Street on the west and Chenevert Street on the east. As per the 2018 Midtown Sidewalk Survey, eight out of 19 sidewalk segments are in good condition, six segments are in fair condition, and three segments are in poor condition. The highlighted red line in Figure 18 is a stitch proposed by NHHIP to improve connections to Midtown.



Figure 18 Street Key

## RECOMMENDATIONS

- 1 Convert two travel lanes into an off-street dedicated 6' bike lane on either sides with signs and safety for bicyclists.
- 2 Maintain the travel lanes at 10' width.
- 3 Clean up and consolidate utility lines.
- 4 Widen sidewalk to a minimum of 8' width where necessary.
- 5 Improve sidewalk quality.
- 6 Rebuild the hardscape on the medians as necessary and convert planting beds to native and adapted plantings where possible.
- 7 Increase the width of planting zone.
- 8 Add Midtown standard streetlights at 20'-30' interval, evenly between street trees.
- 9 Add 2' raised buffer between the dedicated bike lane and travel lane.

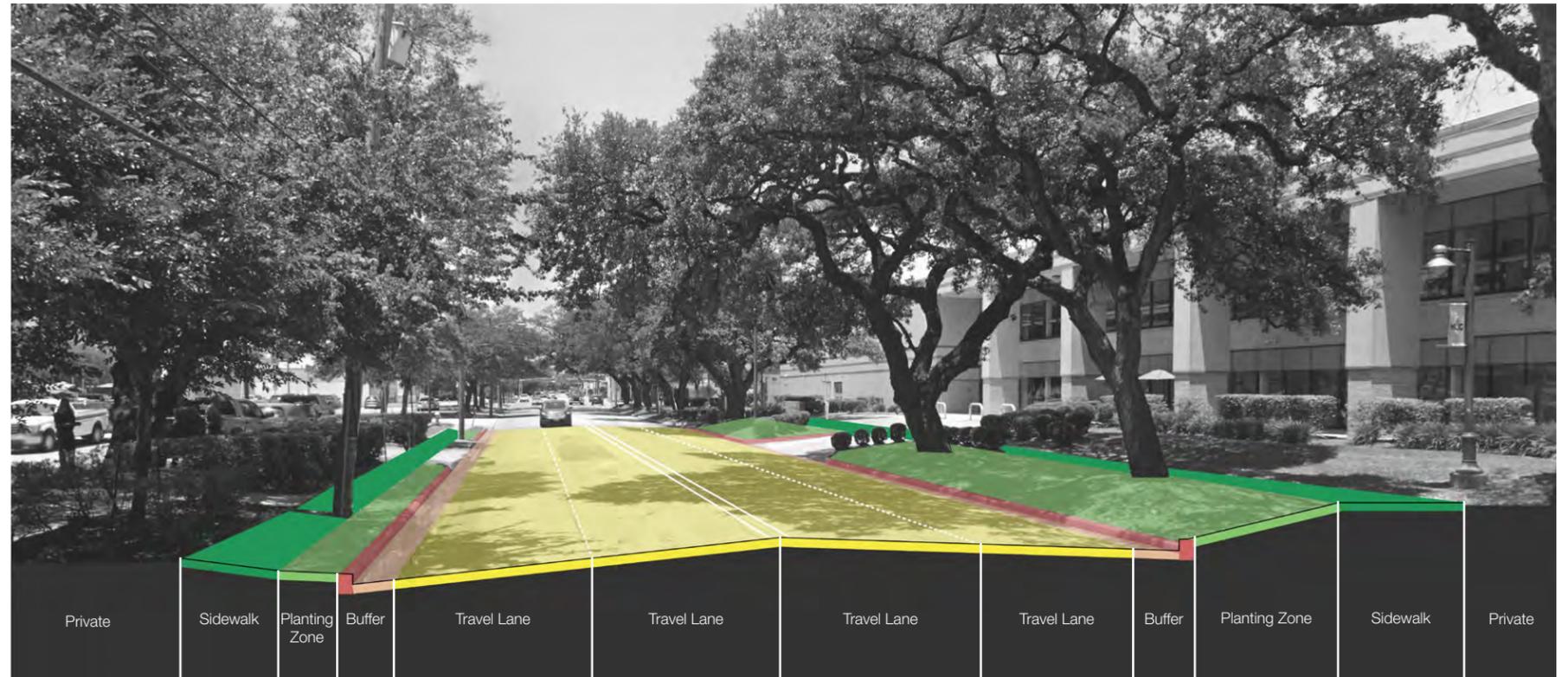


Figure 19 Existing Street Conditions

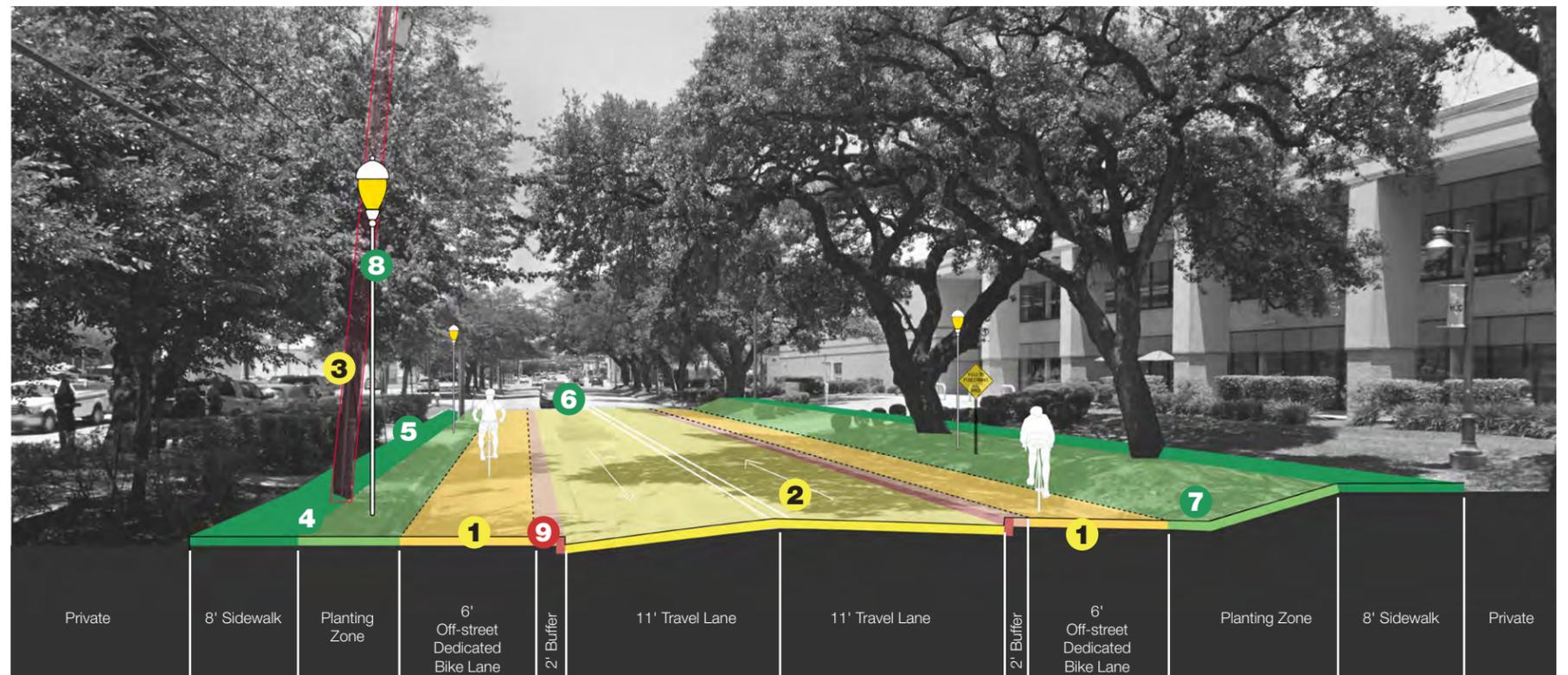


Figure 20 Recommended Street Conditions

### KEY

- Sidewalk
- Planting Zone
- Bike Lane
- Travel Lane
- Curb

# BRAZOS STREET

- Programmed HC Dedicated Bike Lane
- Primary Walkable Street
- Major Collector

Brazos Street is a one-way northbound street between St. Joseph Parkway on the north and Elgin Street on the south. As per the 2018 Midtown Sidewalk Survey, 14 out of 24 sidewalk segments are in good condition, nine segments are in fair condition, and one segment is in poor condition.



Figure 21 Street Key



Figure 22 Existing Street Conditions

## RECOMMENDATIONS

- 1 Add a 10' two-way dedicated bike lane.
- 2 Improve crosswalk striping.
- 3 Clean up and consolidate utility lines.
- 4 Add shade trees and native & adapted vegetation in the planting zone.
- 5 Add Midtown standard street and pedestrian lighting at 20'-30' interval, evenly between street trees.
- 6 Widen sidewalk to a minimum of 8' width where necessary.
- 7 Remove one parking lane.

### KEY

- Sidewalk
- Planting Zone
- Bike Lane
- Travel Lane
- Curb
- On Street Parking

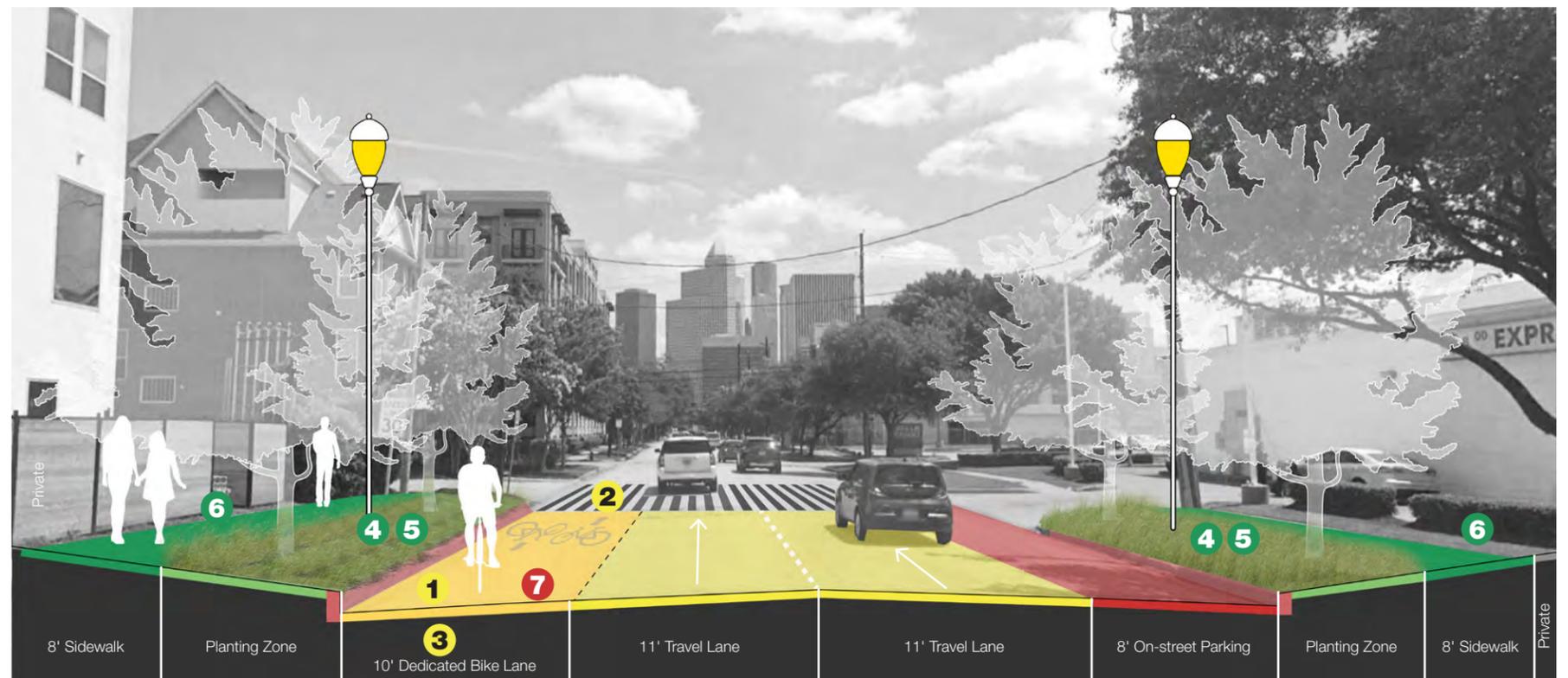


Figure 23 Recommended Street Conditions

# CRAWFORD STREET

- **Medium Priority Connector**
- **Secondary Walkable Street**
- **Safe Streets Priority**
- **Bus Route**

Following the plans for the adjacent dedicated bike route on Alabama Street, Crawford Street could install a bike lane to connect to Baldwin Park and further. As per the 2018 Midtown Sidewalk Survey, 18 out of 34 sidewalk segments are in good condition, eight segments are in fair condition, and eight segments are in poor condition. However, after the Crawford Street improvements, the sidewalk conditions have bettered. The proposed cap at Alameda Street by NHHIP will depress I-69, enhancing the connections Midtown.

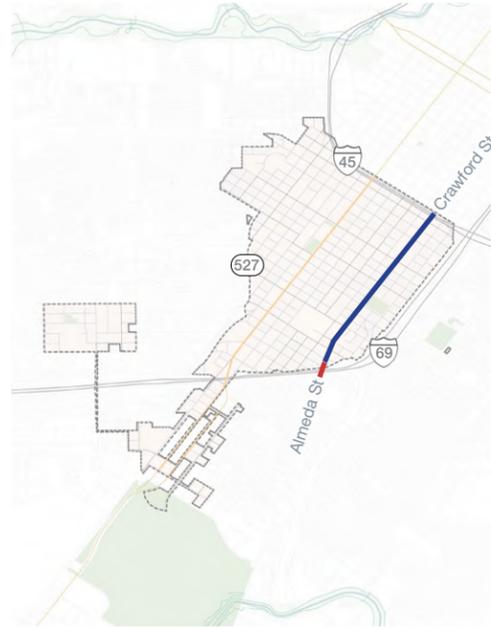


Figure 24 Street Key

## RECOMMENDATIONS

- 1 Convert a travel lane to a two-way 10' dedicated bike lane with signs and safety for bicyclists.
- 2 Add buffer between the dedicated bike lane and travel lane.
- 3 Maintain the travel lanes with bus routes at 11' width.
- 4 Convert Crawford Street to a two-way street, aligning to Alameda Street.
- 5 Clean up and consolidate utility lines.
- 6 Widen sidewalk to a minimum of 6' width where necessary.
- 7 Improve sidewalk quality where necessary.
- 8 Add Midtown standard streetlights at 20'-30' interval, evenly between street trees.
- 9 Add buffer between travel lane and bike lane.

### KEY

- Sidewalk
- Planting Zone
- Bike Lane
- Travel Lane
- Curb

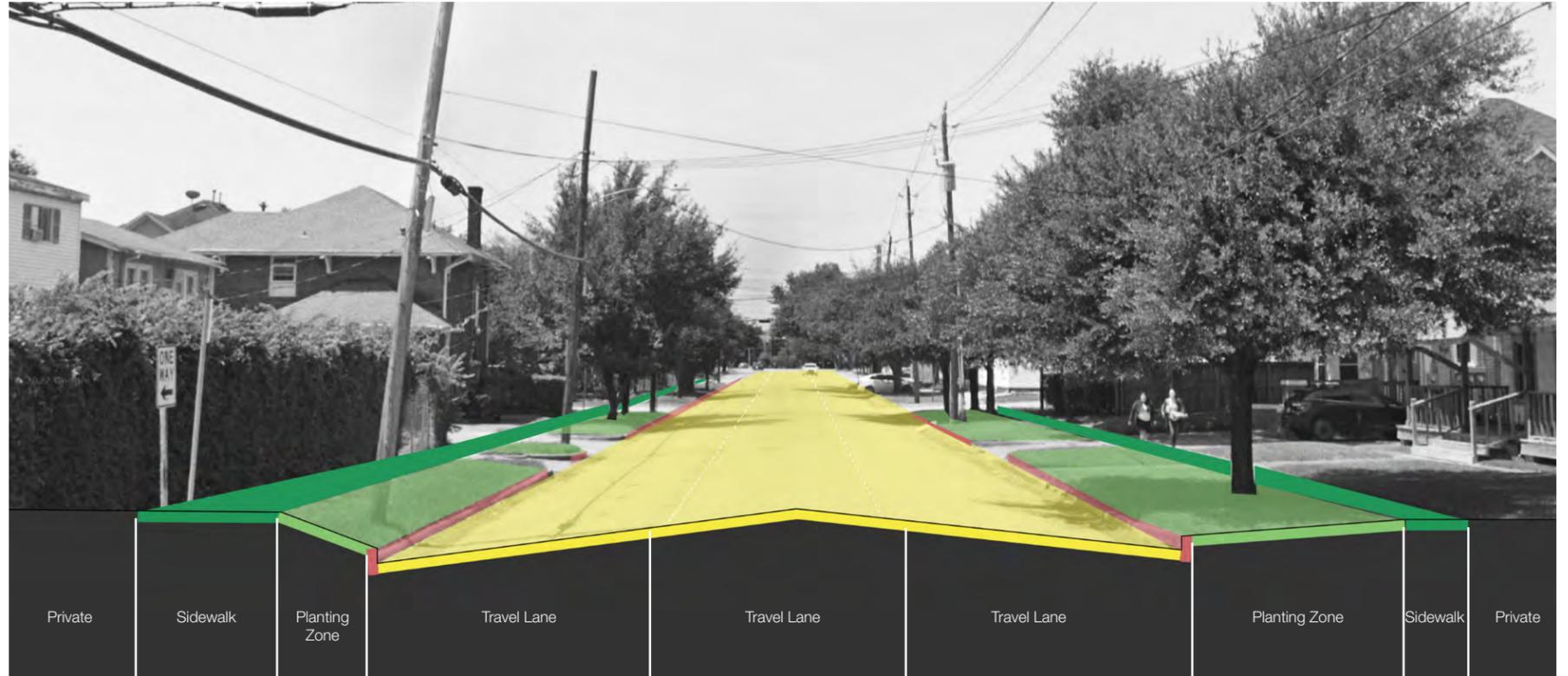


Figure 25 Existing Street Conditions

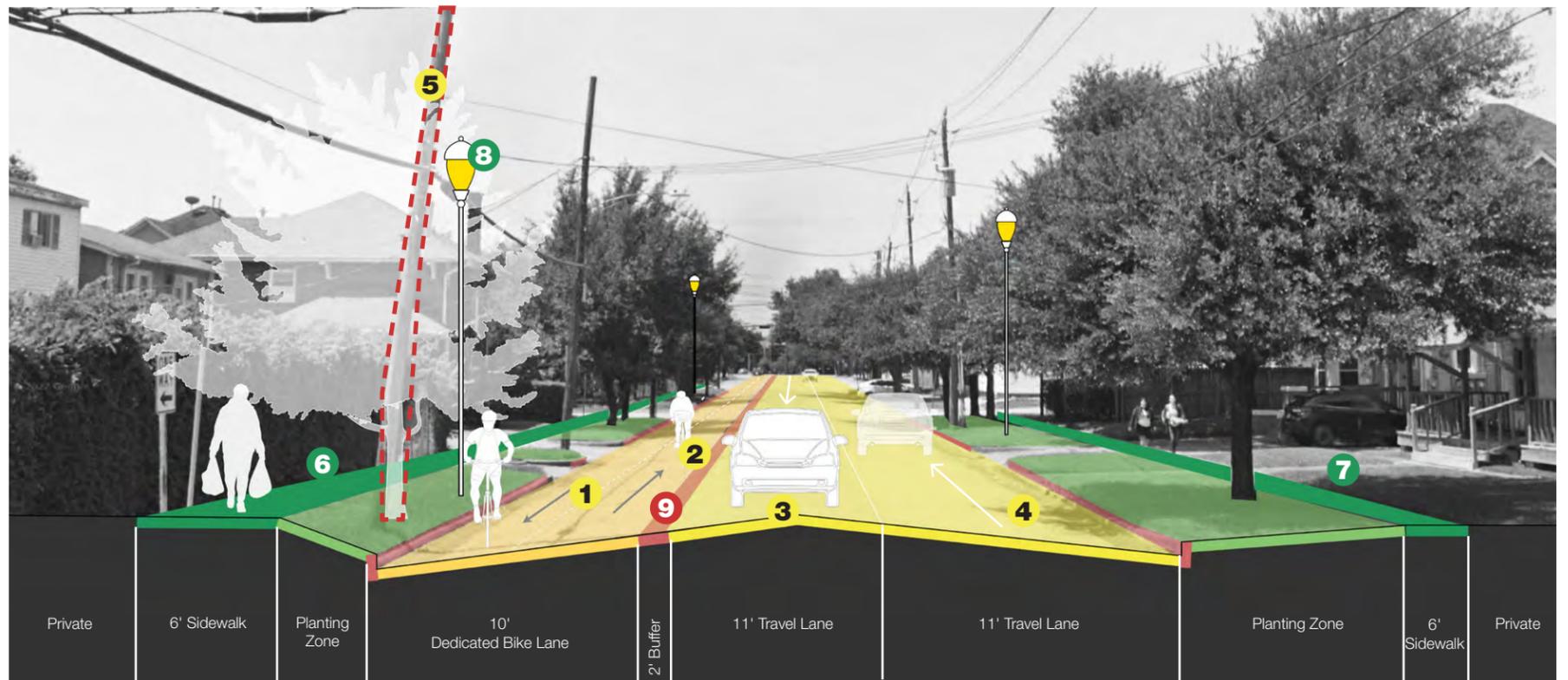


Figure 26 Recommended Street Conditions

# ELGIN STREET

- **Medium Priority Connector**
- **Proposed Green Corridor**
- **Primary Walkable Street**
- **Bus Route**
- Minor Collector

Elgin Street is a major two-way east-west connector. The street has four travel lanes and a turning lane with minimal pedestrian spaces. Figure 29 shows the potential to include planted medians, and improve the quality of sidewalks. As per the 2018 Midtown Sidewalk Survey, 29 out of 30 sidewalk segments are in good condition, one segment are in fair condition, and zero segments are in poor condition. The highlighted red line in Figure 27 is a stitch proposed by NHHIP which will better connections to Midtown.



Figure 27 Street Key

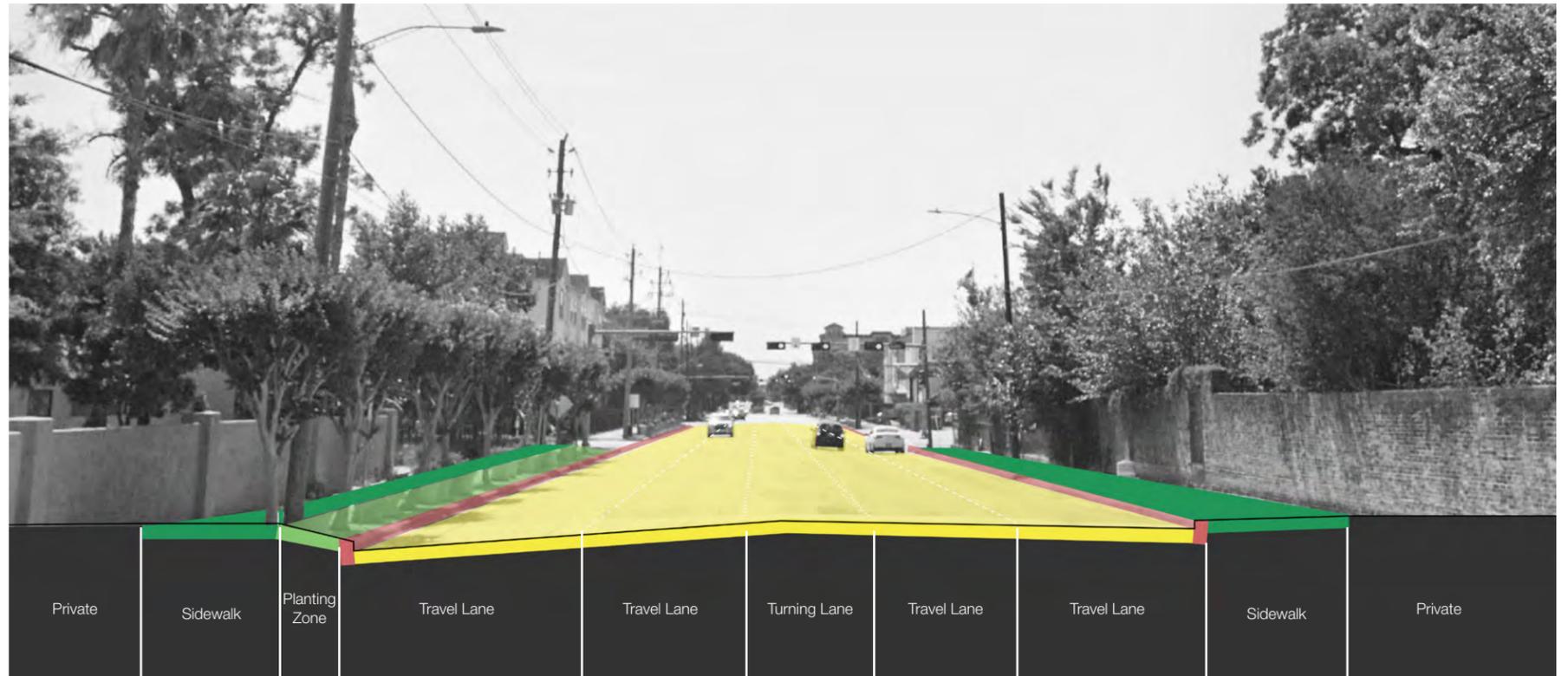


Figure 28 Existing Street Conditions

## RECOMMENDATIONS

- 1 Widen sidewalk to a minimum of 8' width where necessary.
- 2 Add Midtown standard street and pedestrian lighting at 20'-30' interval, evenly between street trees.
- 3 Upgrade turn lane to planted median with native trees.
- 4 Maintain travel lanes with bus routes at 11' width and travel lanes at 10' width.
- 5 Clean up and consolidate utility lines.

### KEY

- Sidewalk
- Planting Zone
- Bike Lane
- Travel Lane
- Curb



Figure 29 Recommended Street Conditions

# FANNIN STREET

- **Primary Walkable Street**
- **Safe Streets Priority**
- **Bus Route**
- Major Thoroughfare

Fannin Street is a major one-way north-south connector. The street has one lane for parking and four travel lanes with two lanes dedicated for carpools and buses during particular hours. As per the 2018 Midtown Sidewalk Survey, 64 out of 70 sidewalk segments are in good condition, three segments are in fair condition, and three segments are in poor condition. The highlighted red line in Figure 30 is a cap and stitch proposed by NHHIP which will boost pedestrian conditions by adding high quality sidewalks and green spaces.



Figure 30 Street Key

## RECOMMENDATIONS

- 1 Widen sidewalk to a minimum of 8' width where necessary.
- 2 Improve sidewalk quality.
- 3 Reduce dedicated buses and carpools only travel lane from two lanes to one lane.
- 4 Maintain travel lanes with bus routes at 11' width.
- 5 Add 6' dedicated bike lane.
- 6 Shift the parking to accommodate the dedicated bike lane.
- 7 Add a paved median buffer between the dedicated bike lane and parking.

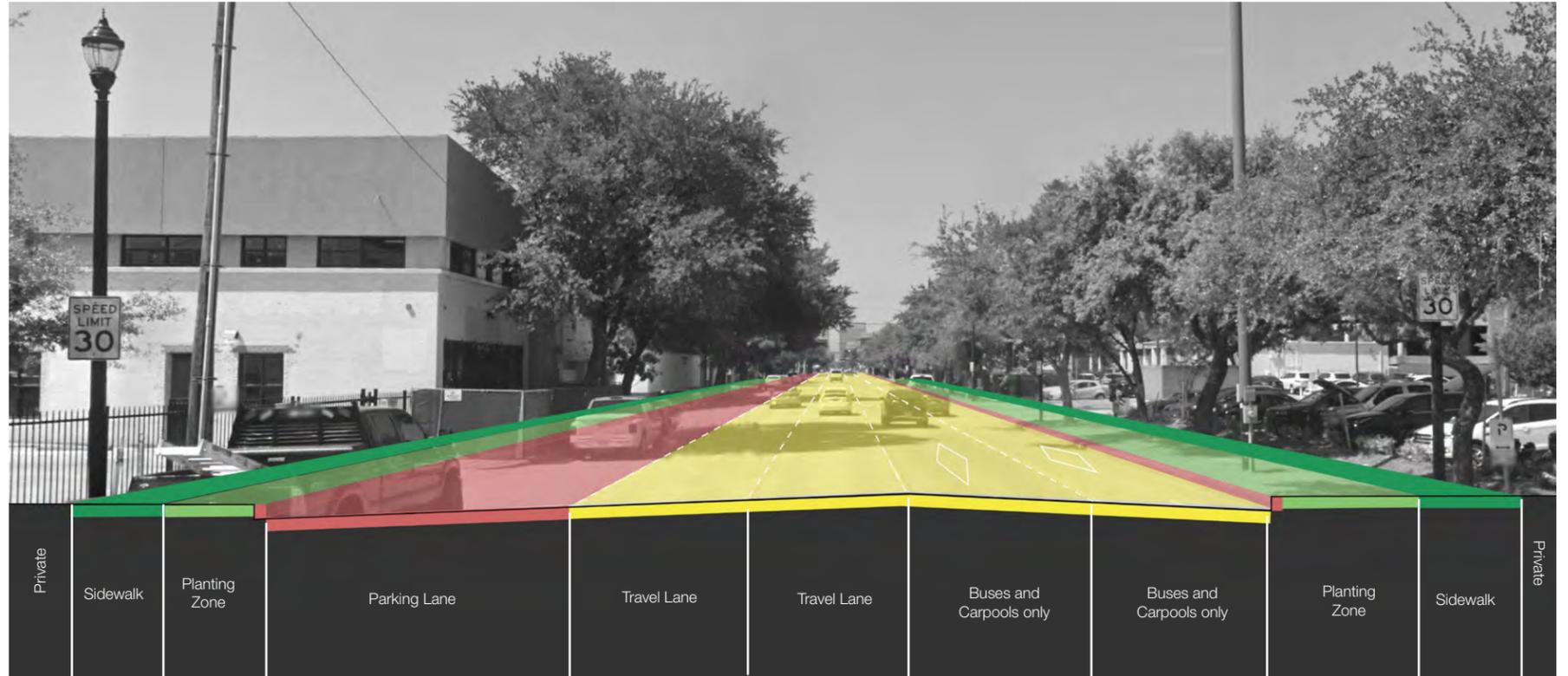


Figure 31 Existing Street Conditions

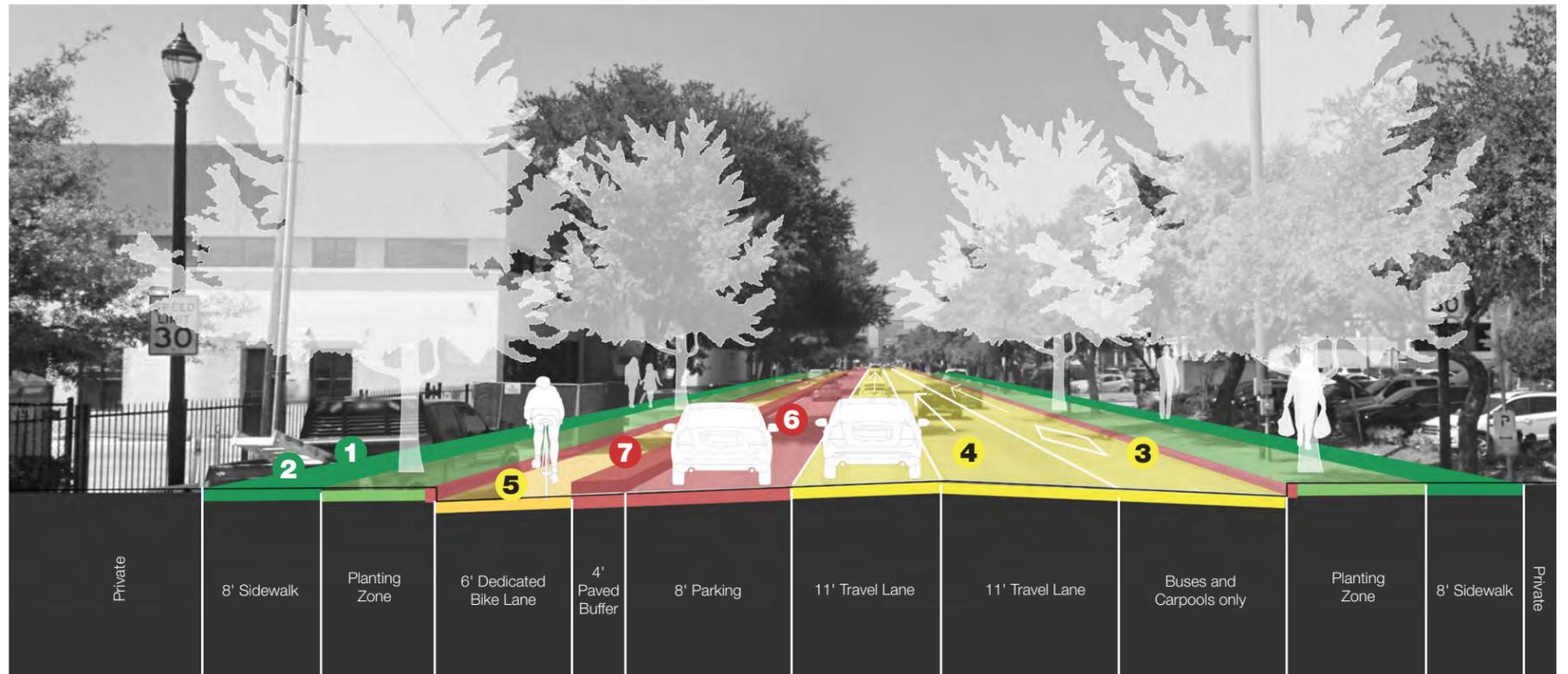


Figure 32 Recommended Street Conditions

# GRAY STREET

- **Proposed Green Corridor**
- **Existing Two-Way Dedicated Bike Lane**
- **Primary Walkable Street**
- **Bus Route**
- Major Collector

Gray Street is a one-way westbound street between Mathews Street on the west and Hamilton Street on the east. As per the 2018 Midtown Sidewalk Survey, 30 out of 30 sidewalk segments are in good condition. The highlighted red line in Figure 33 is a stitch proposed by NHHIP which will boost connections to Midtown.

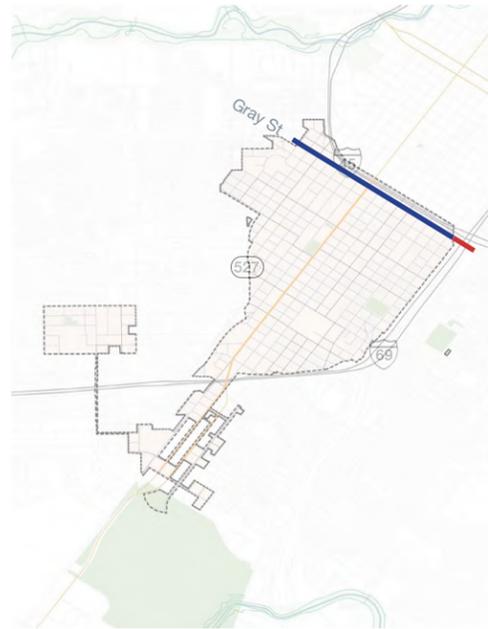


Figure 33 Street Key

## RECOMMENDATIONS

- 1 Clean up and consolidate utility lines.
- 2 Increase planting zone width and position it between the travel lane and sidewalk.
- 3 Add shade trees, and native and adapted vegetation in the planting zone.
- 4 Add Midtown standard street and pedestrian lighting at 20'-30' interval, evenly between street trees.
- 5 Widen sidewalk to a minimum of 8'.
- 6 Add street furniture.
- 7 Plan the back of the curb as a potential linear park.
- 8 Remove the one street parking lane.

### KEY

- Sidewalk
- Planting Zone
- Bike Lane
- Travel Lane
- Curb
- On Street Parking



Figure 34 Existing Street Conditions

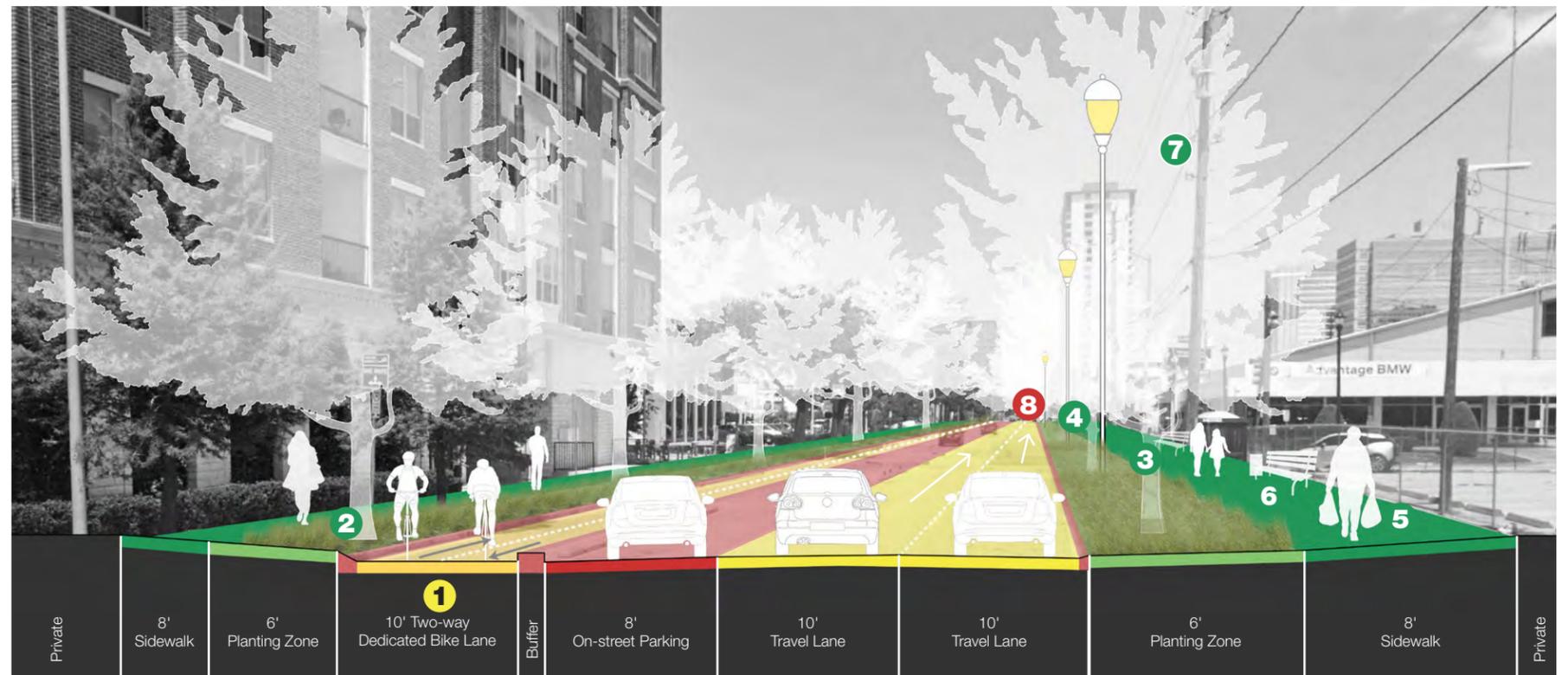


Figure 35 Recommended Street Conditions

# MAIN STREET

- High Priority Connector
- Bike/Ped Promenade
- Proposed HC Shared
- Primary Walkable Street
- Transit Route
- Major Thoroughfare

Main Street is one of the most prominent north-south connection through Midtown. The METRO Rail Red Line runs in the center of the street with a travel lane on either side. As per the 2018 Midtown Sidewalk Survey, most of 74 sidewalk segments are in good condition. The highlighted red line in Figure 36 is a cap and stitch proposed by NHHIP which will enhance the pedestrian conditions by adding high quality sidewalks and green spaces. Design treatments will need to vary along the corridor to accommodate access needs in certain locations.

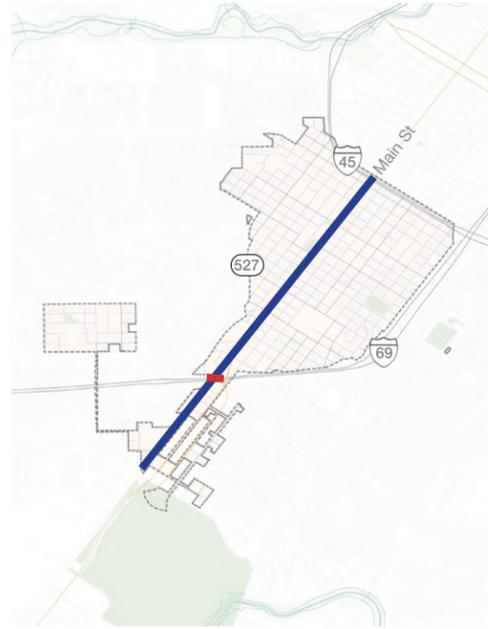


Figure 36 Street Key

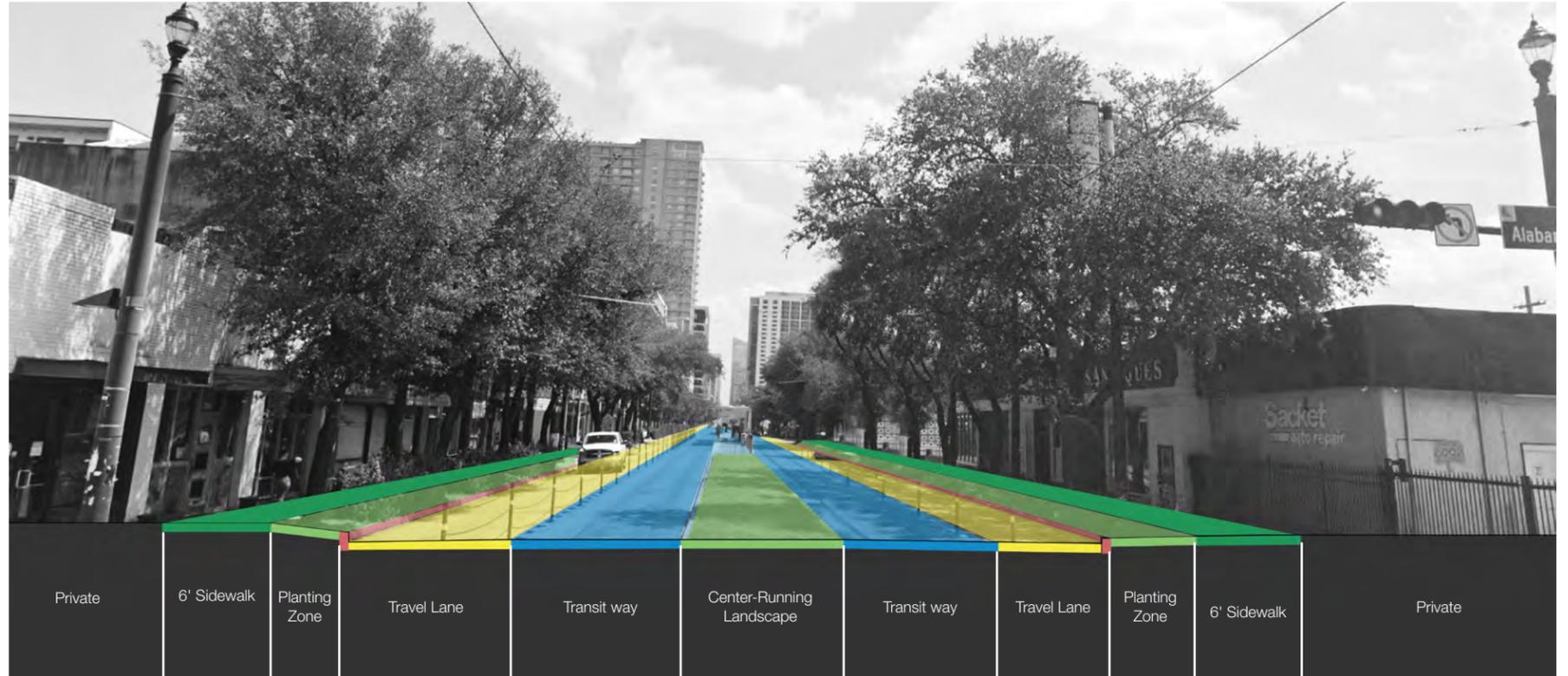


Figure 37 Existing Street Conditions

## RECOMMENDATIONS

- 1 Convert both travel lanes to a dedicated 10' bike lane with signs and safety for bicyclists.
- 2 Explore improved pedestrian crossing opportunities at all street intersections.
- 3 Widen sidewalk to a minimum of 8' width where possible (new development, etc.)
- 4 Improve sidewalk quality.
- 5 Add street furniture.

### KEY

- Sidewalk
- Planting Zone
- Bike Lane
- Travel Lane
- Curb
- Transit way

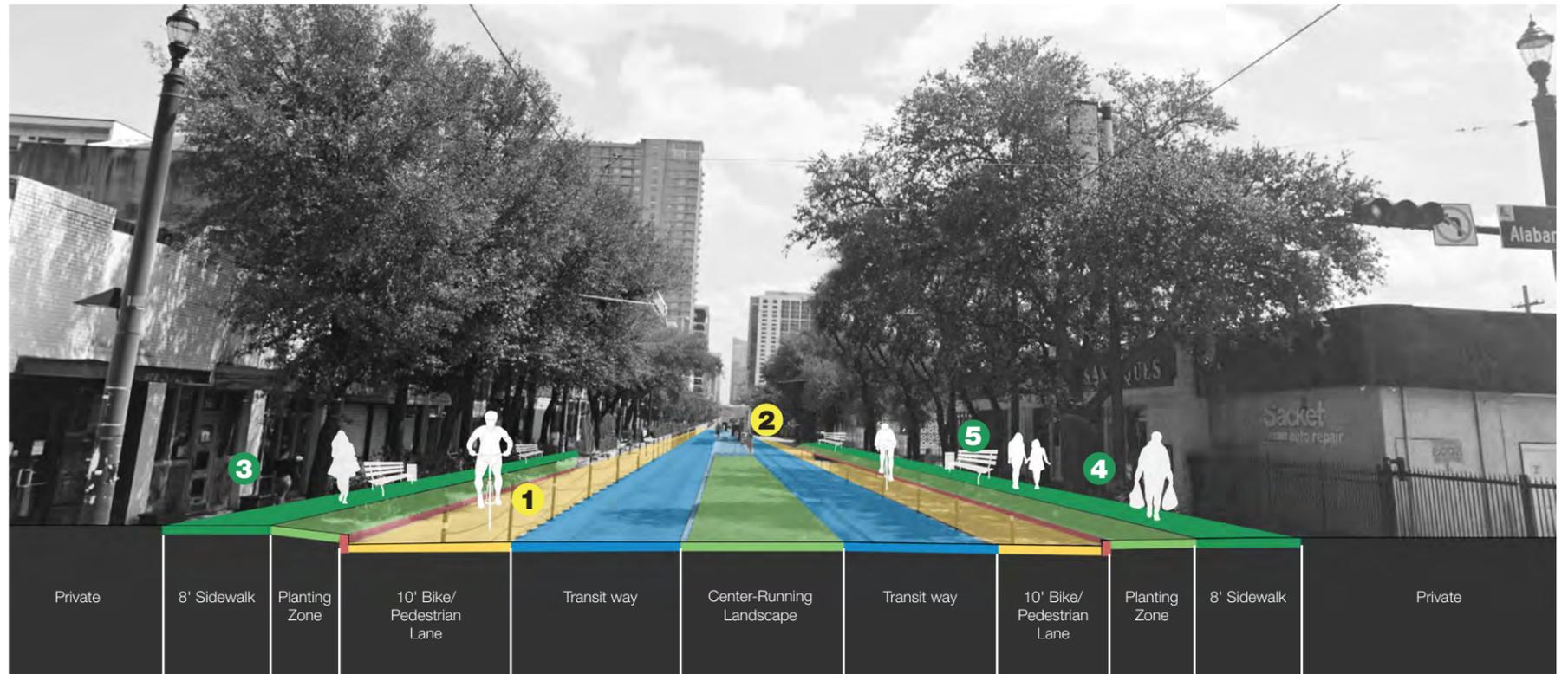


Figure 38 Recommended Street Conditions

# MAIN STREET

## PUBLIC ART/BRANDING CONCEPT

Streetscape improvements on Main Street offer an opportunity to revisit the existing Midtown entry portal experience at the Main Street and Pierce Elevated intersection.

### BRANDING

- 1 Use the space in between the columns as opportunities for art or architectural paneling.
- 2 Work with a local artist to create graphic murals that create an engaging moment for pedestrians.

### WAYFINDING

- 3 Integrate the names of parks, major businesses, and other important locations within a 5-min walking radius.
- 4 Include the dedicated bicycle symbol on Main Street as suggested in the Houston Bike Plan and recommendations.

### PASSAGE

- 5 Re-paint the crosswalk zone with a simple graphic to clearly mark where cars should stop. Crosswalks should be smooth and slip-resistant.
- 6 Restore both the sidewalk realm and the median refuge island with durable concrete paint.
- 7 Improve ADA conditions.



Figure 39 Street Key



Figure 40 Existing Conditions



Figure 41 Proposed Concept

# MCGOWEN STREET

- **Medium Priority Connector**
- **Proposed Green Corridor**
- **Proposed Dedicated Bike Lane**
- **Primary Walkable Street**
- **Safe Street Priority**
- **Bus Route**
- Major Collector

McGowen Street is a two-way east-west street with varied street segments between intersections. As per the 2018 Midtown Sidewalk Survey, all of the 40 sidewalk segments are in good condition. The highlighted red line in Figure 42 is a stitch proposed by NHHIP which will better connections to Midtown.



Figure 42 Street Key

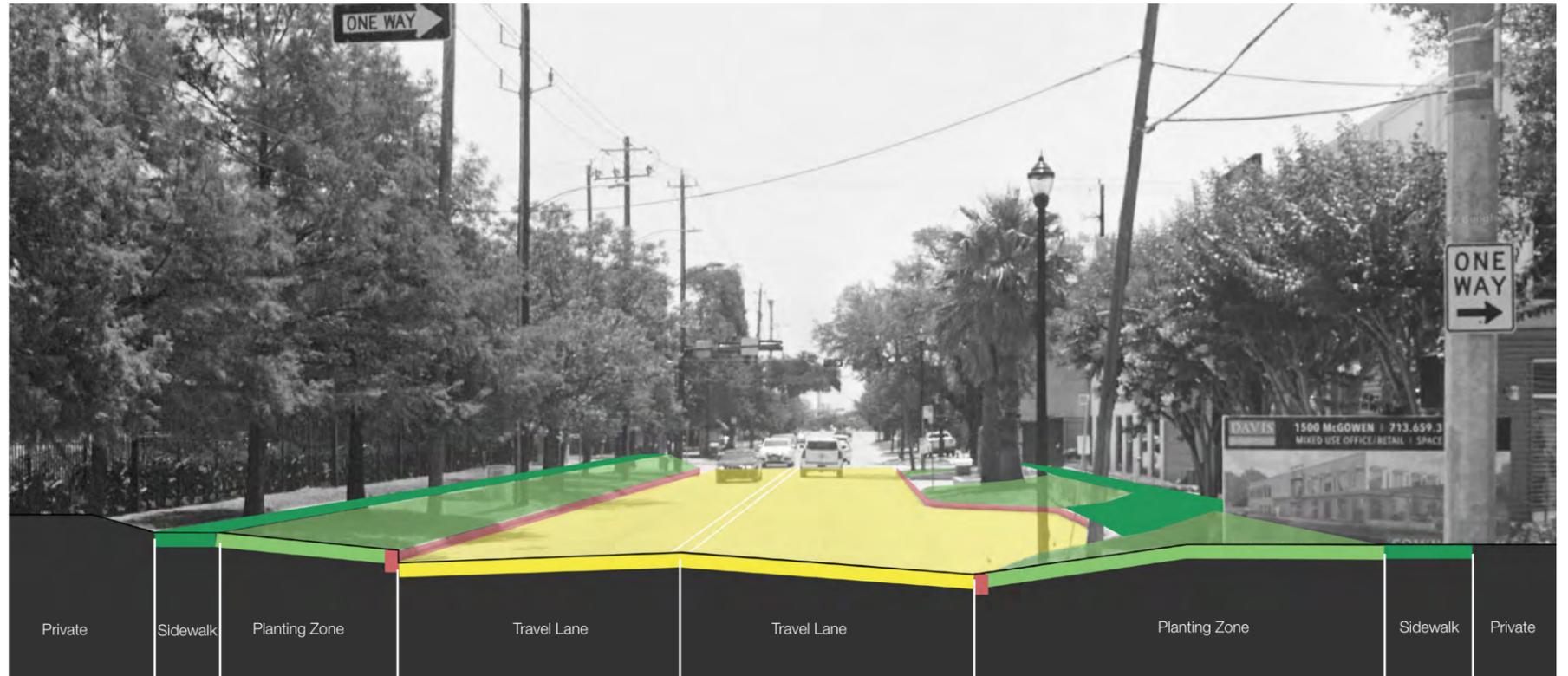


Figure 43 Existing Street Conditions

## RECOMMENDATIONS

- 1 Convert travel lane to a dedicated 6' bike lane with signs and safety for bicyclists.
- 2 Maintain travel lanes with bus routes at 11' width.
- 3 Clean up and consolidate utility lines.
- 4 Widen sidewalk to a minimum of 8' width where possible (new development, etc.)
- 5 Improve sidewalk quality.
- 6 Add Midtown standard street and pedestrian lighting at 20'-30' interval, evenly between street trees.
- 7 Add 2' buffer between the dedicated bike lane and travel lane.

### KEY

- Sidewalk
- Planting Zone
- Bike Lane
- Travel Lane
- Curb



Figure 44 Recommended Street Conditions

# TRAVIS STREET

- **Primary Walkable Street**
- **Bus Route**
- Major Thoroughfare

Travis street is a one-way north-south street with a dedicated lane for buses and carpools, two travel lanes, and on-street parking. As per the 2018 Midtown Sidewalk Survey, the segment along Midtown Park is in poor condition, while all the other segments are in good condition.



Figure 45 Street Key

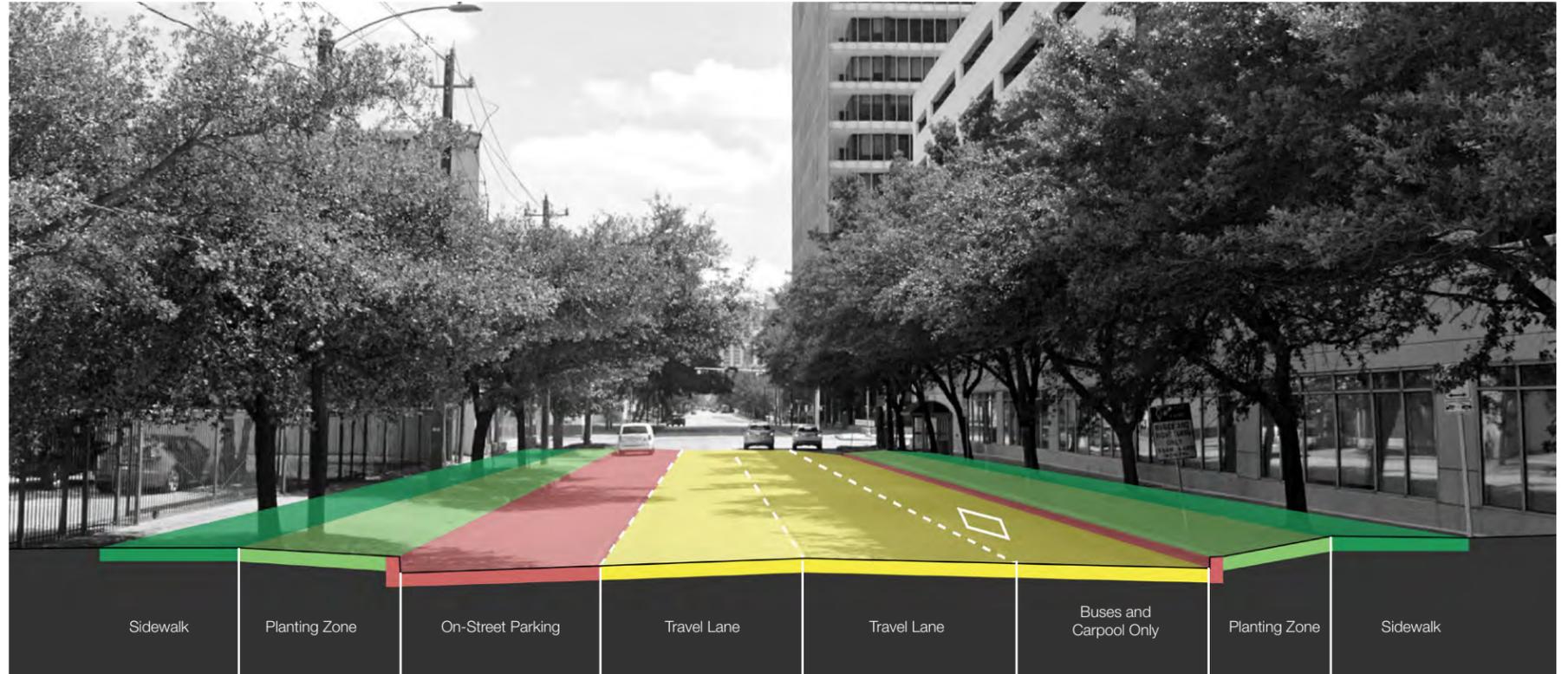


Figure 46 Existing Street Conditions

## RECOMMENDATIONS

- 1 Maintain travel lanes with bus routes at 11' width and travel lanes at 10' width.
- 2 Clean up and consolidate utility lines.
- 3 Convert on-street parking into a 6' dedicated bike lane.
- 4 Widen sidewalk to a minimum of 8' width where necessary.
- 5 Add 6'-8' wide rain garden to collect and hold rainwater and improve street quality for pedestrians.
- 6 Add Midtown standard street and pedestrian lighting at 20'-30' interval, evenly between street trees.

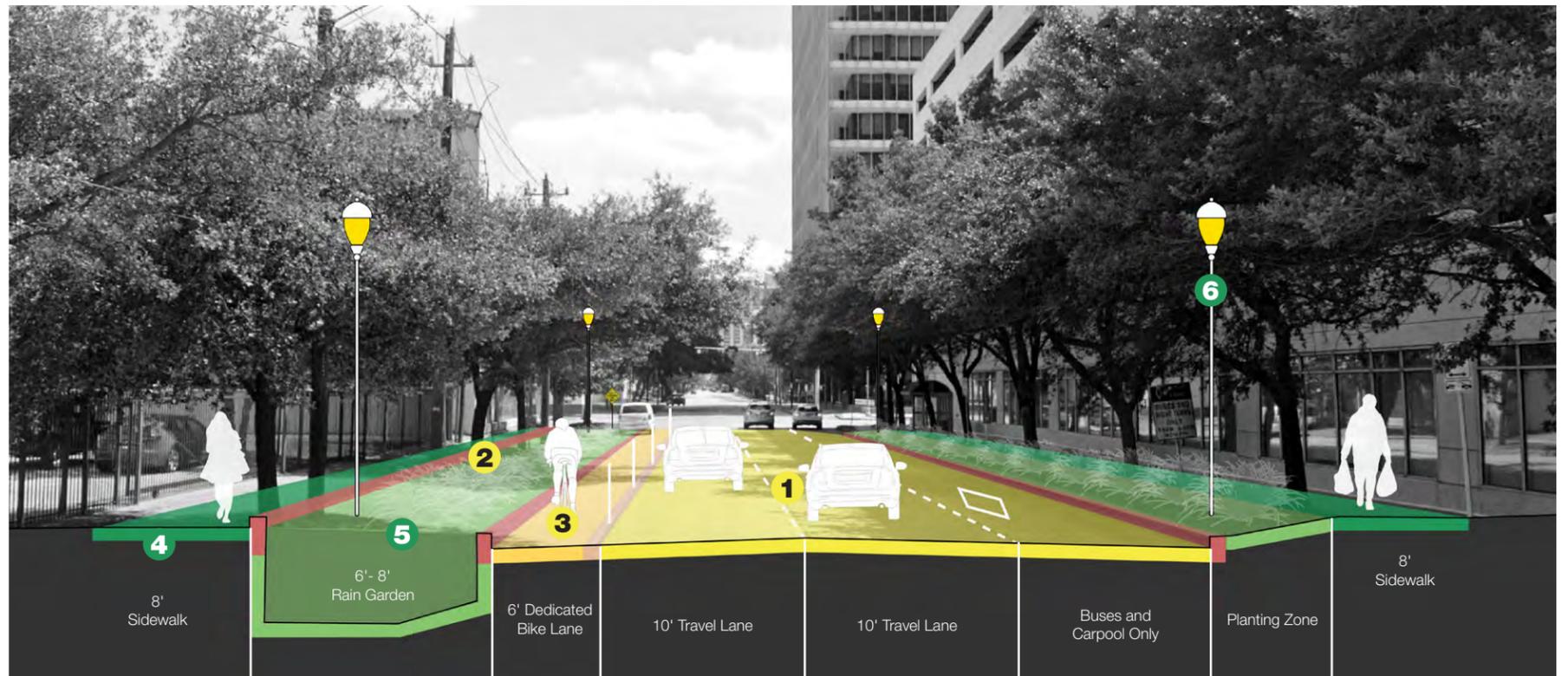


Figure 47 Recommended Street Conditions

# WEBSTER STREET

- Medium Priority Connector
- Proposed Green Connector
- Safe Street Priority
- Proposed Shared On-Street
- Primary Walkable Street
- Bus Route
- Major Collector

Webster Street is a east bound one- way street with three travel lanes. As per the 2018 Midtown Sidewalk Survey, 18 out of the 38 sidewalk segments are in good condition, 12 segments are in fair condition, and eight segments are in poor condition.



Figure 48 Street Key

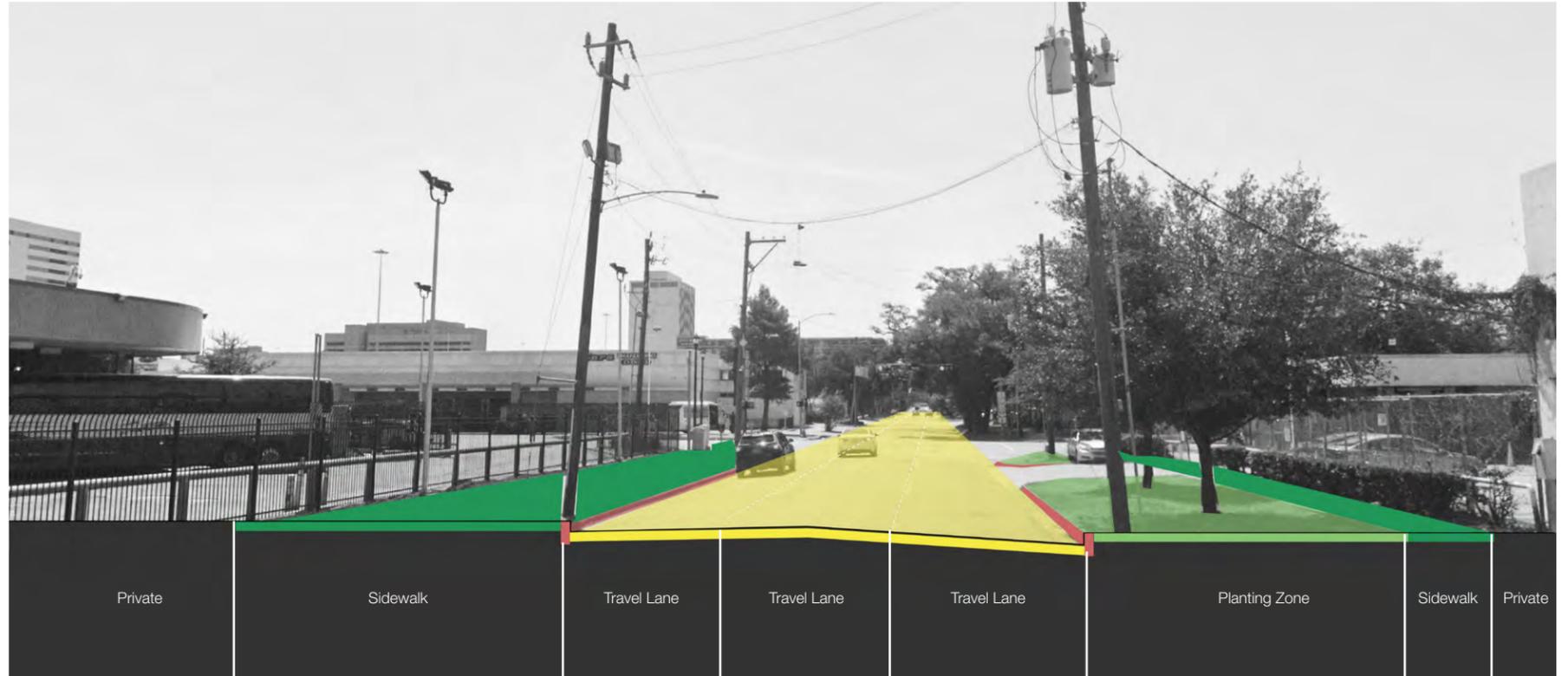


Figure 49 Existing Street Conditions

## RECOMMENDATIONS

- 1 Maintain travel lanes with bus routes at 11' width.
- 2 Clean up and consolidate utility lines.
- 3 Widen sidewalk to a minimum of 8' width where necessary.
- 4 Improve sidewalk quality.
- 5 Add Midtown standard street and pedestrian lighting at 20'-30' interval, evenly between street trees.
- 6 Add planting zones where necessary.

### KEY

- Sidewalk
- Planting Zone
- Travel Lane
- Curb



Figure 50 Recommended Street Conditions

# WHEELER STREET

- **Proposed Green Connector**
- **Primary Walkable Street**
- **Bus Route**
- Major Collector

There is a small part of Wheeler Street within Midtown boundary. It is a two-way street with two travel lanes in each direction. As per the 2018 Midtown Sidewalk Survey, two out of the 10 sidewalk segments are in good condition, and the street needs pedestrian improvements.

The highlighted red line in Figure 51 is a cap and stitch proposed by NHHIP which will improve pedestrian conditions by adding high quality sidewalks and green spaces. The METRO Bus Rapid Transit (BRT) proposed line passing along Wheeler Street will add significant connectivity and opportunities to the region.



Figure 51 Street Key



Figure 52 Existing Street Conditions

## RECOMMENDATIONS

- 1 Clean up and consolidate utility lines.
- 2 Maintain travel lanes with bus routes at 11' width.
- 3 Add a 6'+ wide planting zone.
- 4 Add shade trees, and native and adapted vegetation in the planting zone.
- 5 Add Midtown standard street and pedestrian lighting at 20'-30' interval, evenly between street trees.
- 6 Improve sidewalk quality.

### KEY

- Sidewalk
- Planting Zone
- Bike Lane
- Travel Lane
- Curb
- On Street Parking

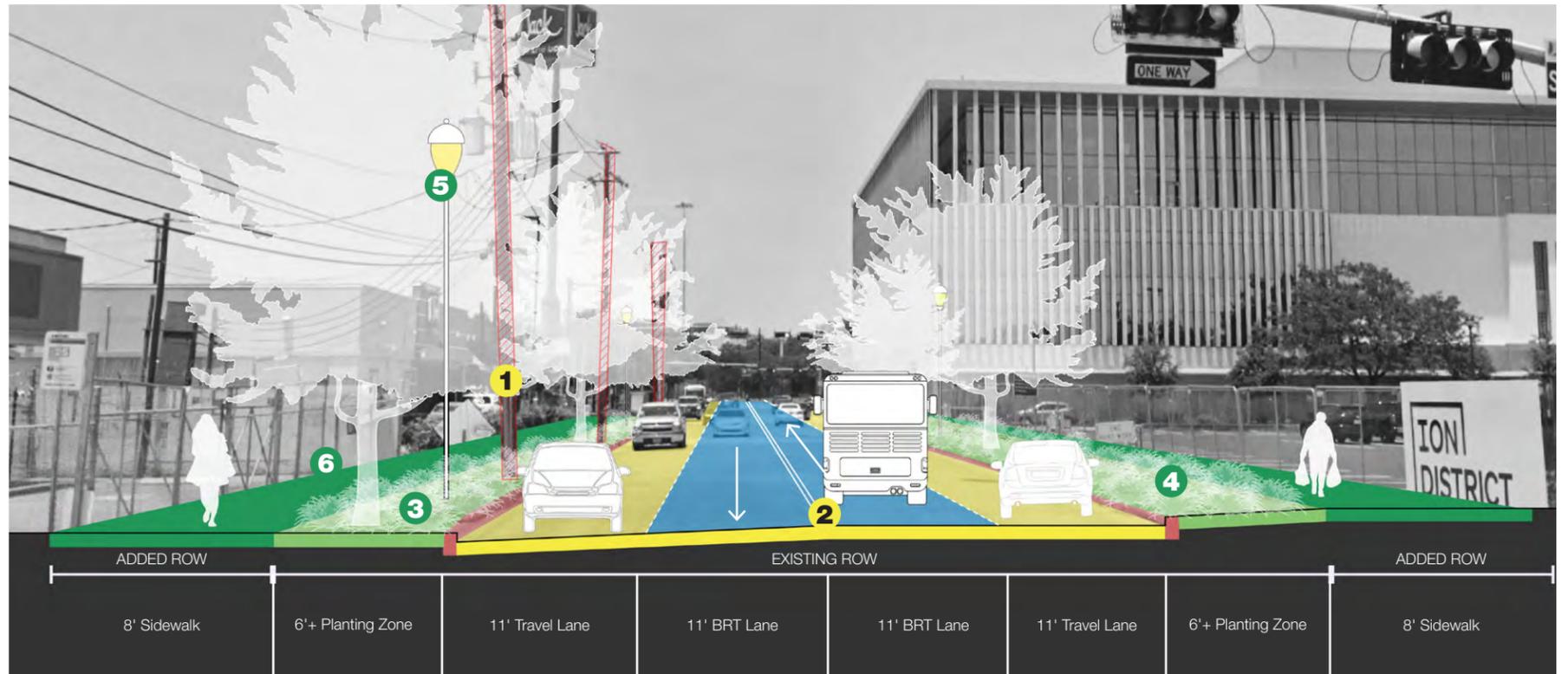


Figure 53 Recommended Street Conditions



## 3.2

### CREATE - PARKS Recommendations

<a href="#">Parks Hierarchy</a>	42
<a href="#">Park Program Elements</a>	43
<a href="#">Parks Priority</a>	45
<a href="#">Park Deficits</a>	46

# PARKS HIERARCHY

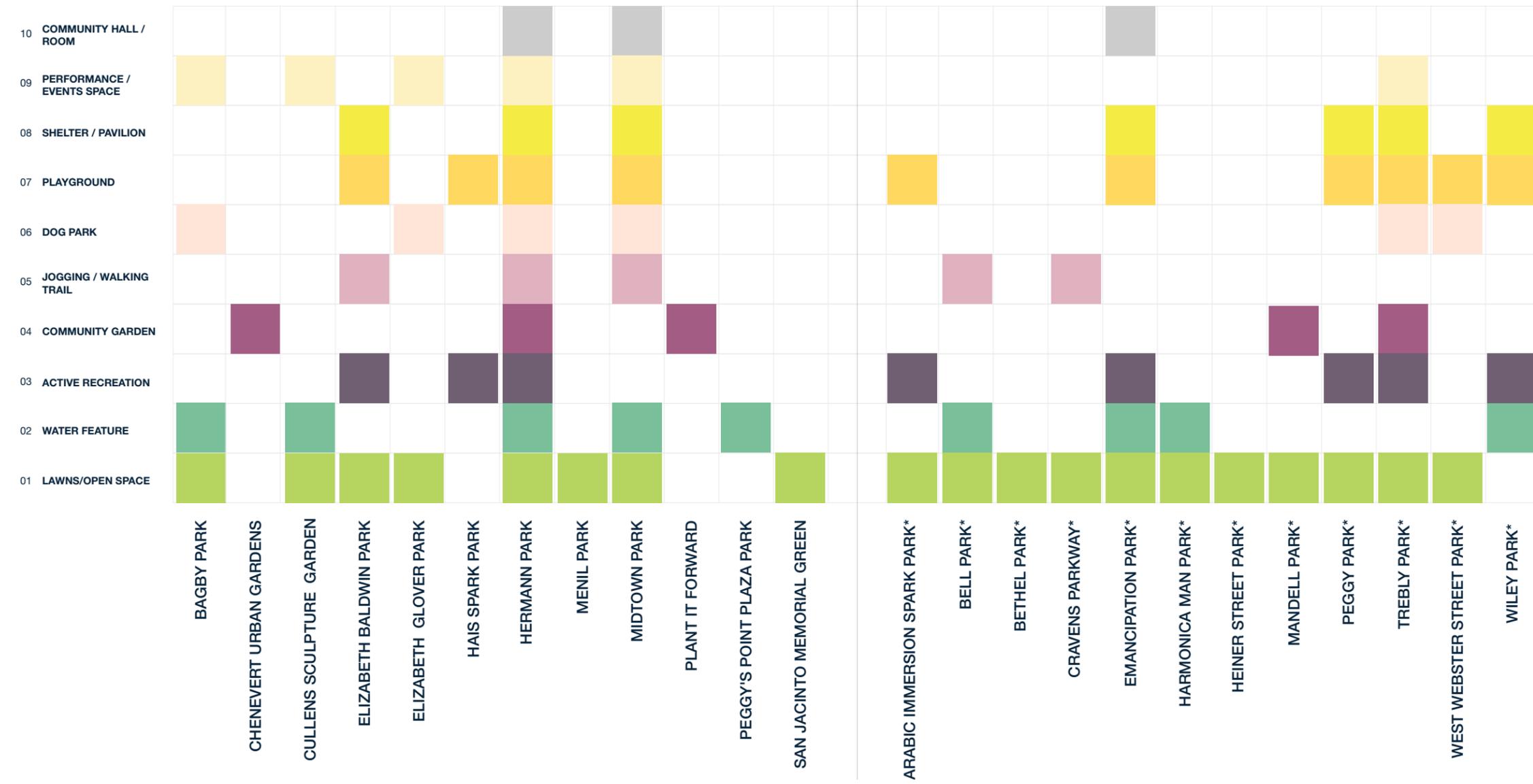
The chart below is a compilation of hierarchical classifications based on five criteria: location of the park within/outside the Midtown TIRZ boundary, number of program elements in the park, ownership of the park, park type, and the size of the park. The key metric is the number of the program elements in the park as it reflects the park deficit within Midtown. The same park program elements were used to analyze park facilities in the 2011 Parks and Open Space Master Plan.

PARK NAME	MIDTOWN BOUNDARY	NUMBER OF PROGRAM	OWNERSHIP	PARK TYPE	AREA IN ACRES
Midtown Park	Inside	8	Midtown Redevelopment Authority	Urban Park	3.03
Elizabeth Baldwin Park	Inside	5	City of Houston	Neighborhood	4.97
Bagby Park	Inside	4	Midtown Redevelopment Authority	Pocket Park	0.62
Cullens Sculpture Garden	Inside	3	City of Houston	Neighborhood Park	1.02
Elizabeth Glover Park	Inside	3	City of Houston	Pocket Park	0.28
Hais Spark Park	Inside	2	Houston Independent School District	Neighborhood Park	2.10
Chenevert Urban Gardens	Inside	1	Private	Pocket Park	0.14
Menil Park	Inside	1	Private	Neighborhood Park	1.56
Peggy's Point Plaza Park	Inside	1	City of Houston	Pocket Park	0.50
Plant It Forward	Inside	1	Private	Pocket Park	0.56
San Jacinto Memorial Green	Inside	1	Houston	Neighborhood	2.23
Hermann Park	Outside	10	City of Houston	Community Park	420.59
Treby Park	Outside	7	Downtown Redevelopment Authority	Neighborhood Park	1.02
Emancipation Park	Outside	6	City of Houston	Urban Park	10.87
Peggy Park	Outside	4	City of Houston	Neighborhood Park	2.24
Wiley Park	Outside	4	City of Houston	Pocket Park	0.92
Arabic Immersion Spark Park	Outside	3	Houston Independent School District	Neighborhood Park	1.43
Bell Park	Outside	3	City of Houston	Neighborhood Park	1.15
West Webster Street Park	Outside	3	City of Houston	Neighborhood Park	1.17
Cravens Parkway	Outside	2	Private	Neighborhood Park	7.69
Harmonica Man Park	Outside	2	Private	Neighborhood Park	2.65
Bethel Park	Outside	1	City of Houston	Pocket Park	0.47
Heiner Street Park	Outside	1	City of Houston	Pocket Park	0.18
Mandell Park	Outside	1	City of Houston	Neighborhood Park	1.26

# PARK PROGRAM ELEMENTS

## PARKS IN MIDTOWN

## \*PARKS WITHIN 1/4<sup>TH</sup> MILE OF MIDTOWN



## PARK PROGRAMS

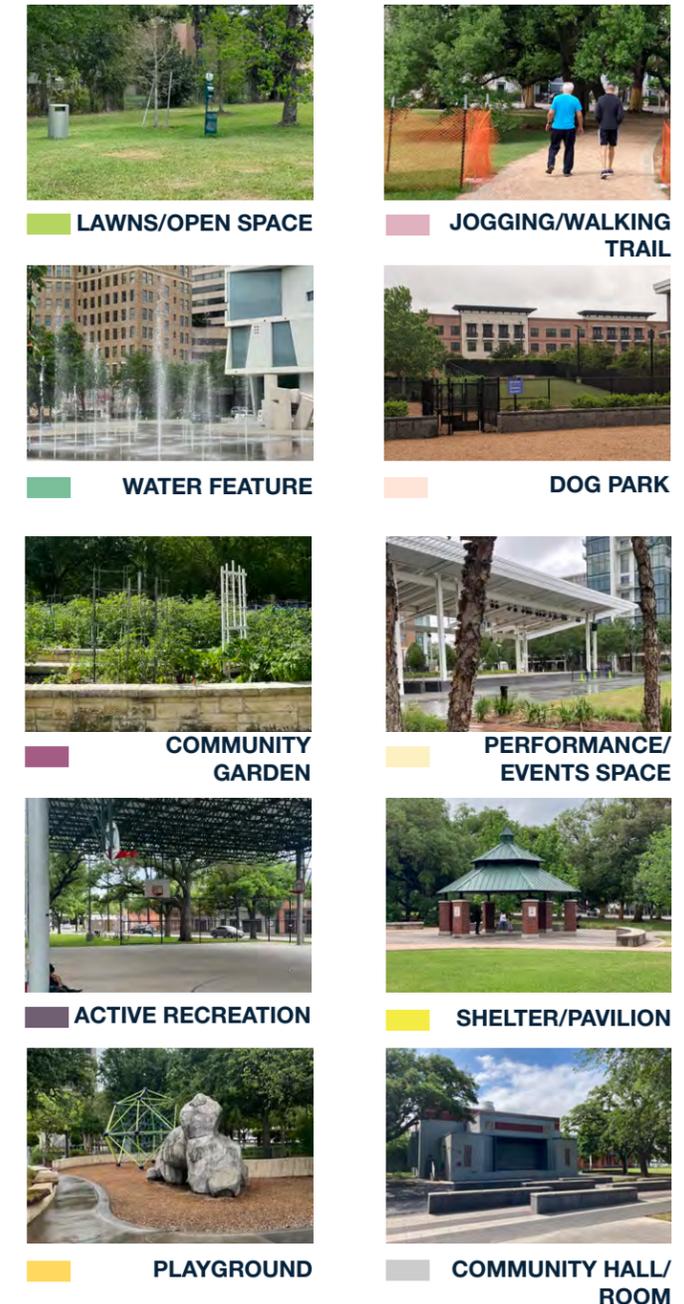


Figure 54 Park Amenities

## METRICS

ON AVERAGE THERE ARE 3 PARK PROGRAMS PER PARK.

7 OUT OF 24 PARKS (29% OF PARKS) CURRENTLY HAVE ONLY 1 PROGRAM.

5 OUT OF 24 PARKS (21% OF PARKS) CURRENTLY HAVE MORE THAN 4 PROGRAMS.

LAWN/OPEN SPACE IS THE MOST COMMON PROGRAM WITH THE PARKS.

COMMUNITY GARDEN IS THE LEAST COMMON PROGRAM WITH THE PARKS.

# PARKS HIERARCHY

## SUMMARY

Figure 55 catalogs the number of programs in the parks. The quantity and type of program elements in the parks varies on the park size, context, etc. This “heat map” show the density of program available within a 1/4<sup>th</sup> mile (5-minute) walk around the park. In consequence, the map displays areas that are lacking in park program diversity. Programming a park with the necessary and required elements will help increase the health and well being of the surrounding residents. Understanding the park deficit areas within Midtown will aid in identifying the need for potential parks and program diversification.



### MIDTOWN PARK

Out of the 10 measured program elements, Midtown Park has 8 programs that fit a wide variety of users.



### MENIL PARK

Out of the 10 measured program elements, Menil Park has one program element - lawn/open space.

### KEY

- # Number of programs in the parks < 3
- # Number of programs in the parks > 3 < 5
- # Number of programs in the parks > 5
- # Number of programs in the parks outside Midtown
- No programs
- 1 program
- 2 programs
- 3 programs
- 4 programs
- 5 programs
- 6 programs
- 7 programs
- 8 programs
- 9 programs
- 10 programs

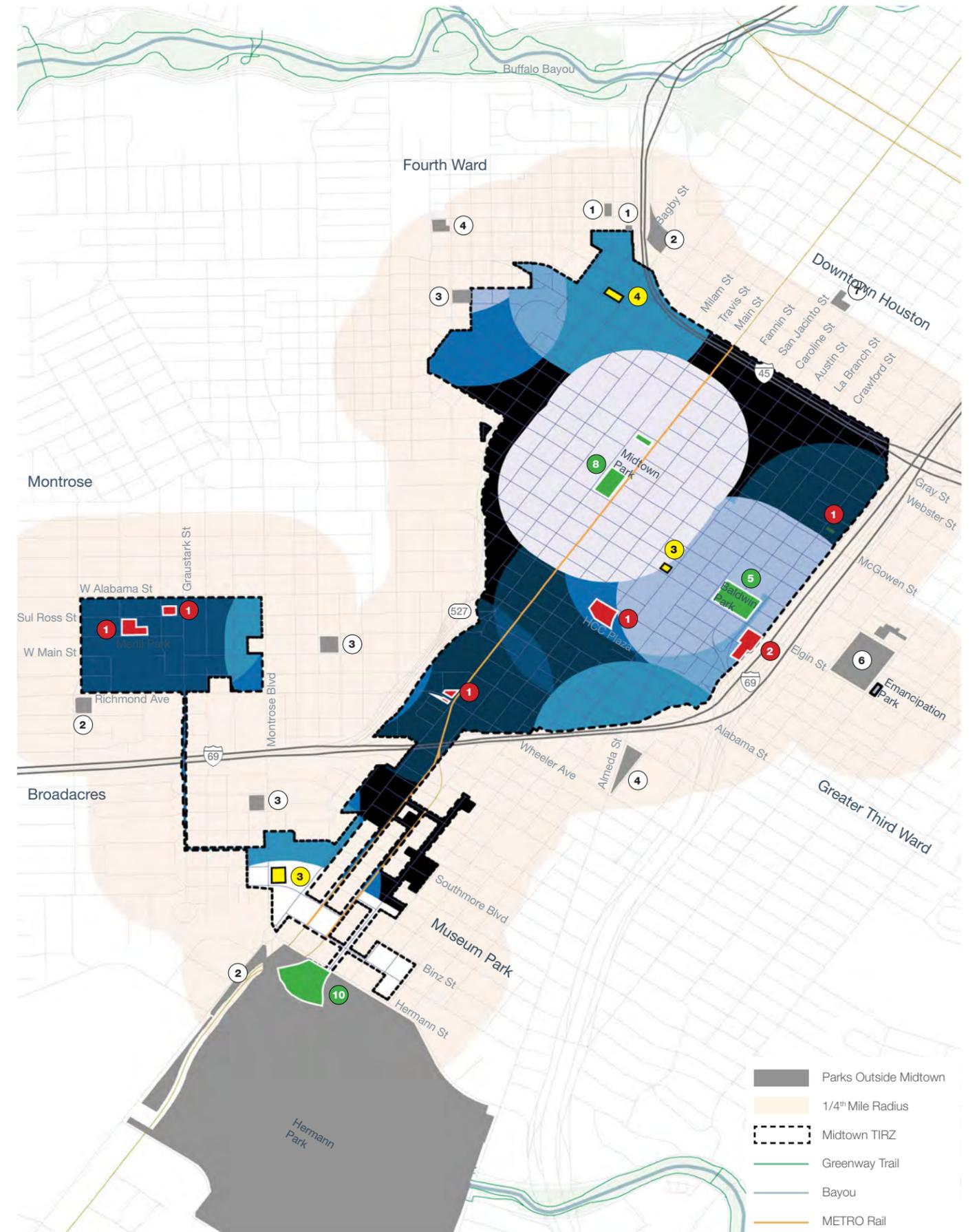


Figure 55 Park Hierarchy

# PARKS PRIORITY

## SUMMARY

Six priority park deficit zones identified in Figure 56 are areas in Midtown with no parks within a 1/4<sup>th</sup> mile walk and/or the parks that are within 1/4<sup>th</sup> mile walk collectively offer less than three park program to residents. The deficit zones have been shaped to conform to street boundaries to better define them. In addition to the deficit zones, Figure 56 also overlays the priority streets defined in this document. Recommendations to address park deficits should take into consideration the recommendations for the streetscape improvements. The chapter details out the six deficit areas and suggests potential recommendations.



**PARK DEFICIT A | GAZEBO ON A UNDERUTILIZED PARCEL**



**PARK DEFICIT B | CHENEVERT URBAN GARDENS**



**PARK DEFICIT C | LULAC COUNCIL 60**



**PARK DEFICIT D | SAN JACINTO MEMORIAL GREEN**



**PARK DEFICIT E | PEGGY POINT PLAZA PARK**



**PARK DEFICIT F | MENIL PARK**

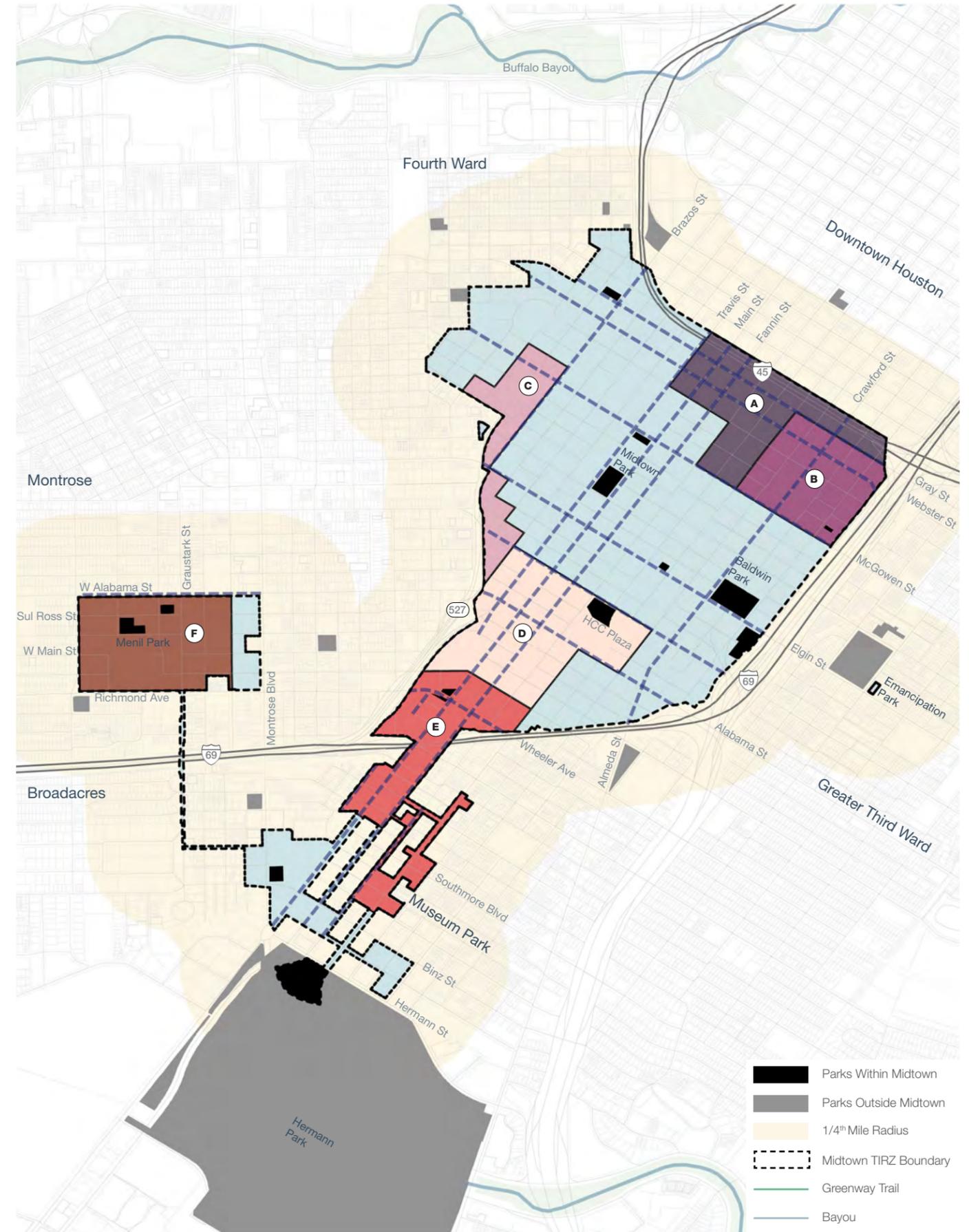


Figure 56 Park Priority: Park Deficit Areas

# PARK DEFICIT A

Park Deficit A is located in the northern part of Midtown and east of Main Street, along I-45/Pierce Elevated. According to the Midtown Parks and Public Space - Values and Vision Survey, the deficit area is perceived least safe in Midtown and it currently devoid of any parks.

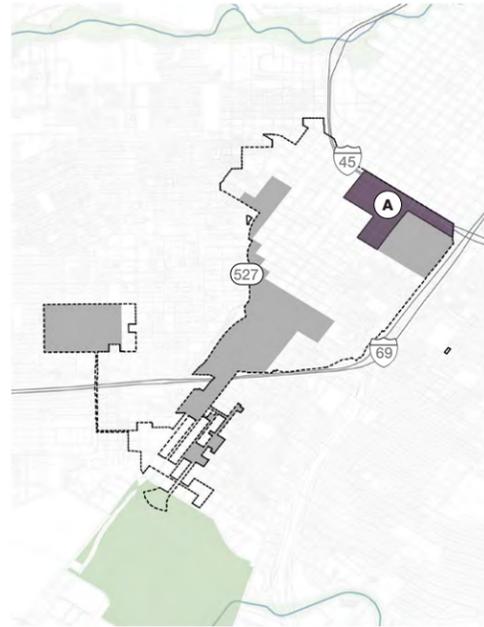


Figure 57 Key Plan

## STRATEGIES

- 1 Potential long term park opportunity: parcels of Pierce Elevated.
- 2 Design priority streetscapes with added green and linear park spaces.
- 3 Utilize vacant/undeveloped lands to add park space and programming. This could include working with a private development to include publicly accessible private park space.



### KEY

- NHHIP Stitch
- Park Deficit Area
- Existing Parks (within the deficit)
- Existing Parks (outside the deficit)
- Potential Park Programming Opportunity
- Priority Streets
- Land use
- Undeveloped
- Unknown

Figure 58 Park Deficit 'E'

# PARK DEFICIT A

## GRAY STREET LINEAR PARK

### SUMMARY

In the near future, Gray Street can attract future development due to TxDOT's NHHIP impact on Pierce Elevated. As proposed within the Create - Streets chapter, Gray Street could incorporate linear parks creating moments of pause and recreation along the street. Street activation is at the core of creating vibrant urban spaces that attract the surrounding community. It can include a community garden, active recreational spaces, or a jogging trail. The community garden could act as a native habitat for butterflies and bees.

Cities such as the Monon trail in Carmel, Indiana have already implemented similar strategies within their public space and experienced positive results. Projects around the world have implemented "skate dots" which are small scale integrated skateboarding moments along the streetscape such as rails, and small ramps.

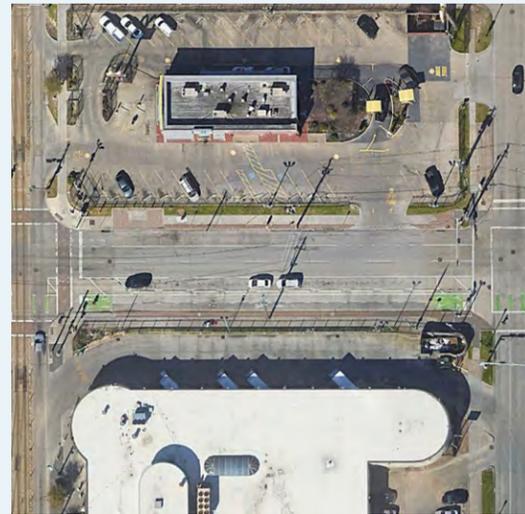


Figure 59 Existing Conditions

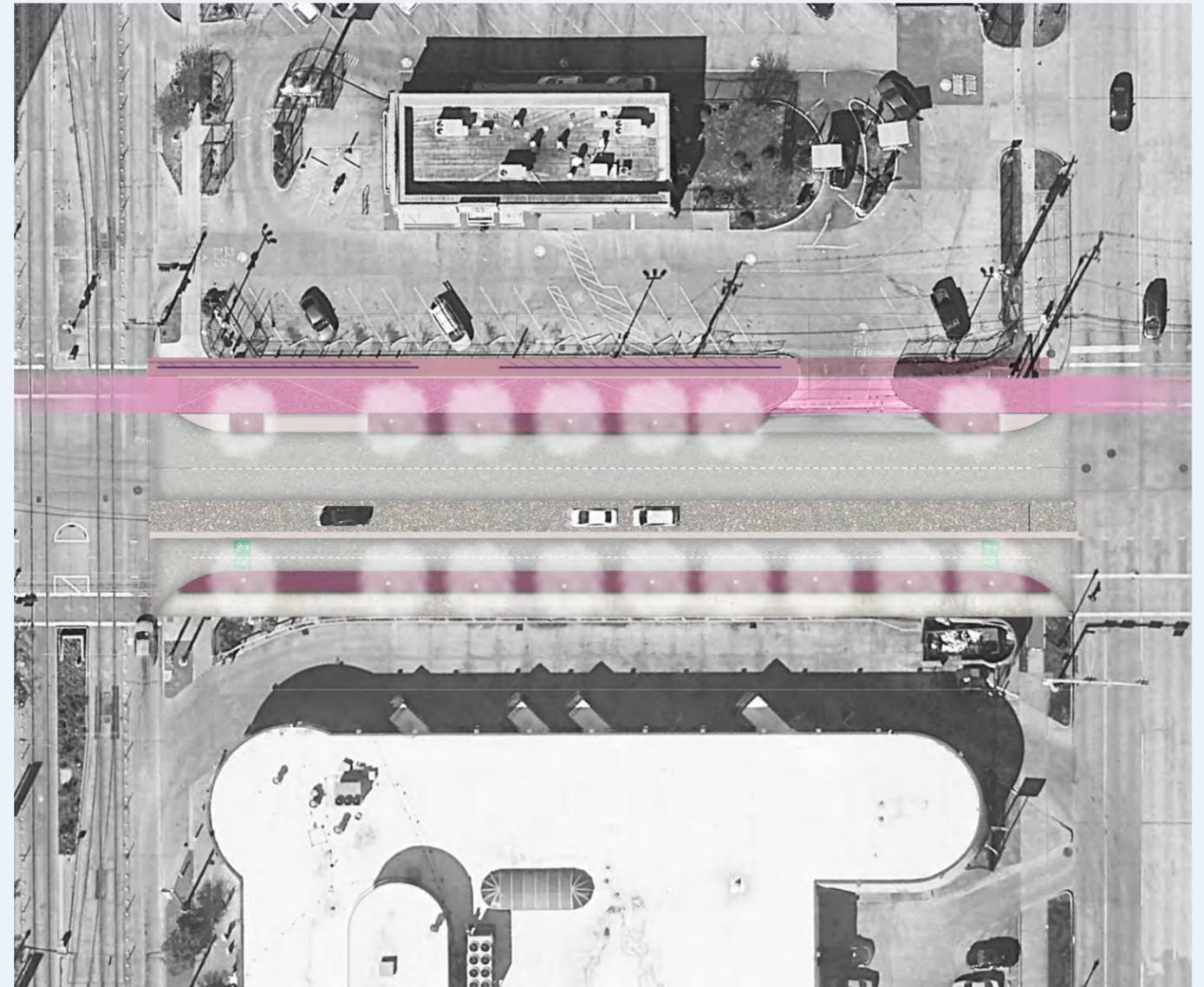
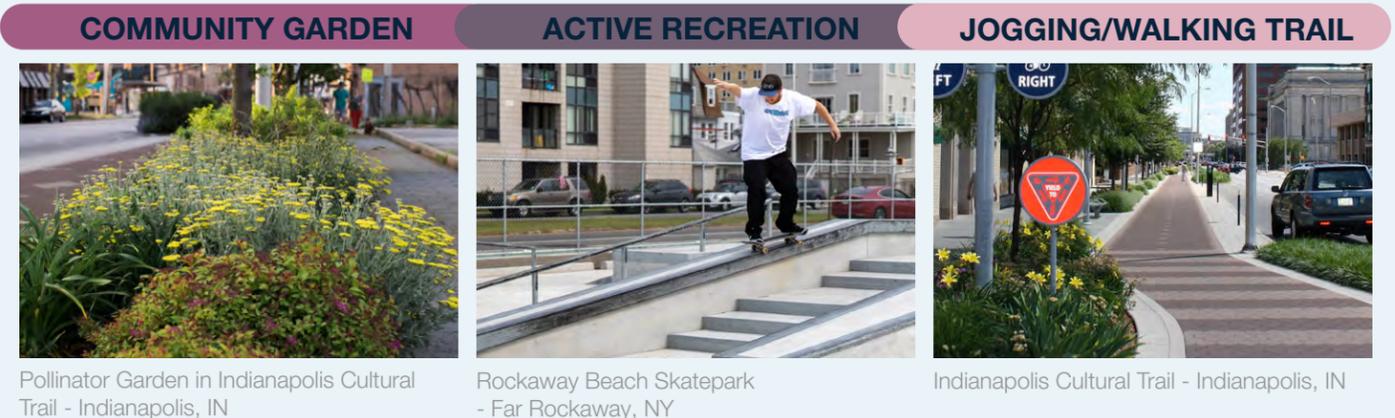


Figure 60 Proposed Conditions

### PARK PROGRAM



Pollinator Garden in Indianapolis Cultural Trail - Indianapolis, IN

Rockaway Beach Skatepark - Far Rockaway, NY

Indianapolis Cultural Trail - Indianapolis, IN

# PARK DEFICIT A

## PIERCE ELEVATED

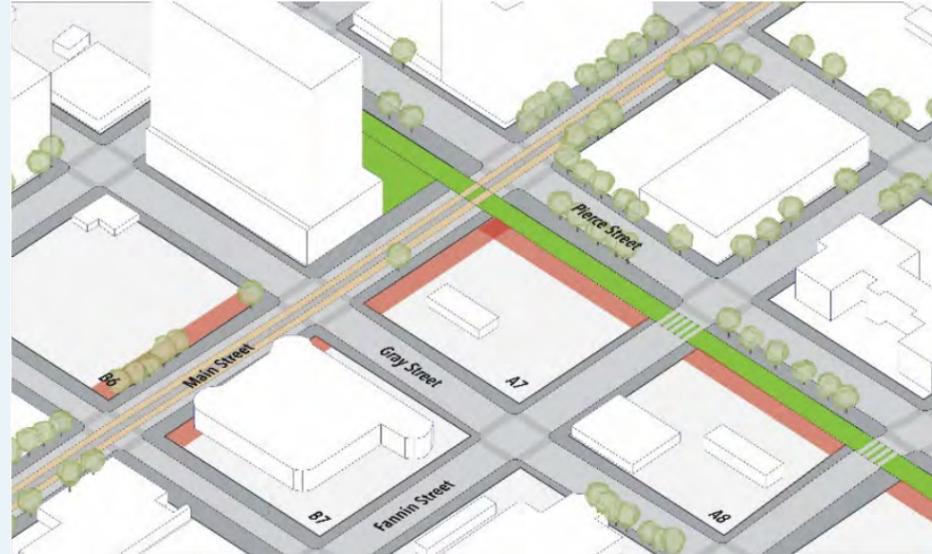
### SUMMARY

Since the inception of TxDOT's NHHIP Cap and Stitch, Midtown is exploring alternative plans for Pierce Elevated.

### PIERCE ELEVATED STRUCTURE REMOVED



Prioritize improvements on the intersection of Gray and Main Street.



Prioritize improvements on Main Street with minor green streets improvements on Pierce as the primary retail street.



Prioritize improvements Main Street with major green street improvements on Pierce as the primary retail street.

### PIERCE ELEVATED STRUCTURE REMAINS



Develop only half the width of Pierce Elevated as a narrow elevated park.



Develop entire width of Piece Elevated as an urban park all the way up to Austin St.



Develop a mix of wide and narrow areas of the Pierce Elevated, freeing up ROW for additional development on certain blocks.

# PARK DEFICIT B

Park Deficit B is located in the north-eastern part of Midtown, adjacent to I-45 and I-69 /Highway 288. Chenevert Urban Gardens, a community garden, is the only park located within the deficit area.

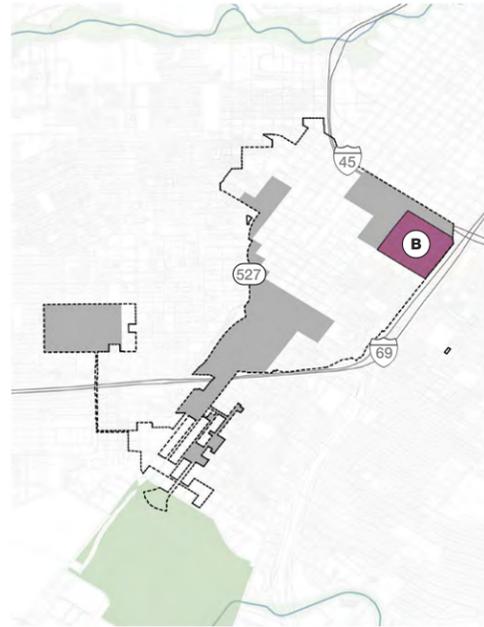


Figure 61 Key Plan

## STRATEGIES

- 1 Improve and add park programming to Chenevert Urban Gardens.
- 2 Design priority streetscapes with added green and linear park spaces.
- 3 Utilize vacant/undeveloped lands to add park space and programming. This could include working with a private development to include publicly accessible private park space.

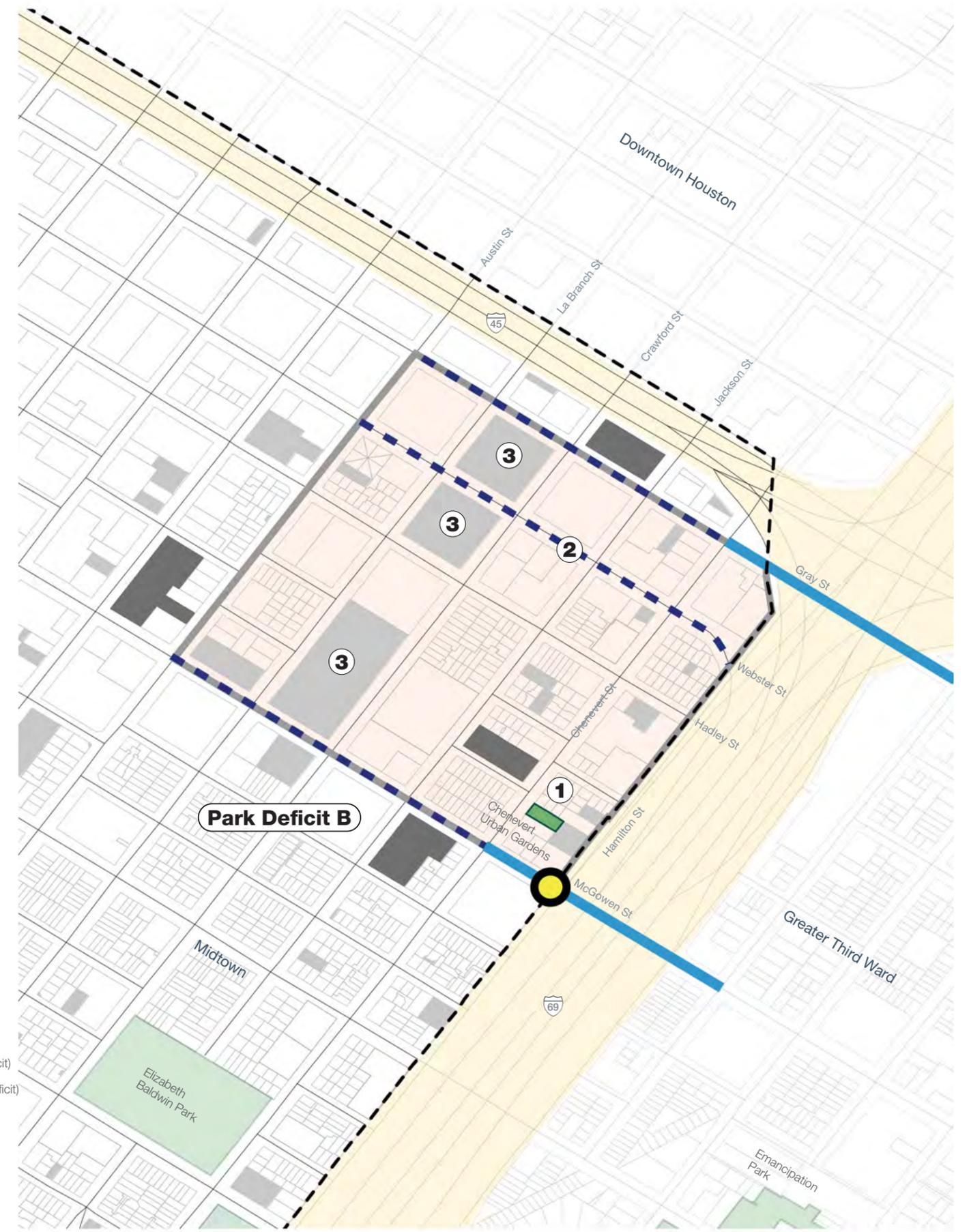


Figure 62 Park Deficit 'E'

### KEY

- NHHIP Stitch
- Park Deficit Area
- Existing Parks (within the deficit)
- Existing Parks (outside the deficit)
- Priority Streets
- Existing Entry Portal
- Land use
- Undeveloped
- Unknown

# PARK DEFICIT B

## CHENEVERT URBAN GARDENS

### SUMMARY

Adding 'context appropriate' park programs to existing parks or public space will help improve the deficit area. The Chenevert Urban Gardens serves as community garden where nearby residents can rent a garden planter annually to grow fruits and vegetables. It only has one park program - community garden, but could include up to three more in the upcoming years with design and partnership help. Added programs could include: nature play, a shelter/pavilion, and a water feature. This project would be a public-private partnership, similar to the private use agreement for public access in the case of the Ion and Midtown.



Figure 63 Existing Conditions



Figure 64 Proposed Conditions

### PARK PROGRAM



#### SHELTER/PAVILION



Viaduct Rail Park by Hood Design - Philadelphia, PA

#### WATER FEATURE



Stock Tank water garden at Lady Bird Johnson Wildflower Center - Austin, TX

#### PLAYGROUND



Cow Hollow School Natural Play scape by Surface Design - San Francisco, CA

# PARK DEFICIT C

Park Deficit C is located in the western part of Midtown, adjacent to Spur 527. It is devoid of any parks, but has two existing entry portals which can be developed as potential public space. Additionally, the LULAC Council 60 is prominent community space located with the area.



Figure 65 Key Plan

## STRATEGIES

- 1 Partner with LULAC Council 60 as a potential Community hall for the area.
- 2 Improve the existing entry portal at Holman Street and Louisiana Street with added park space and programming.
- 3 Design priority streetscapes with added green and linear park spaces.

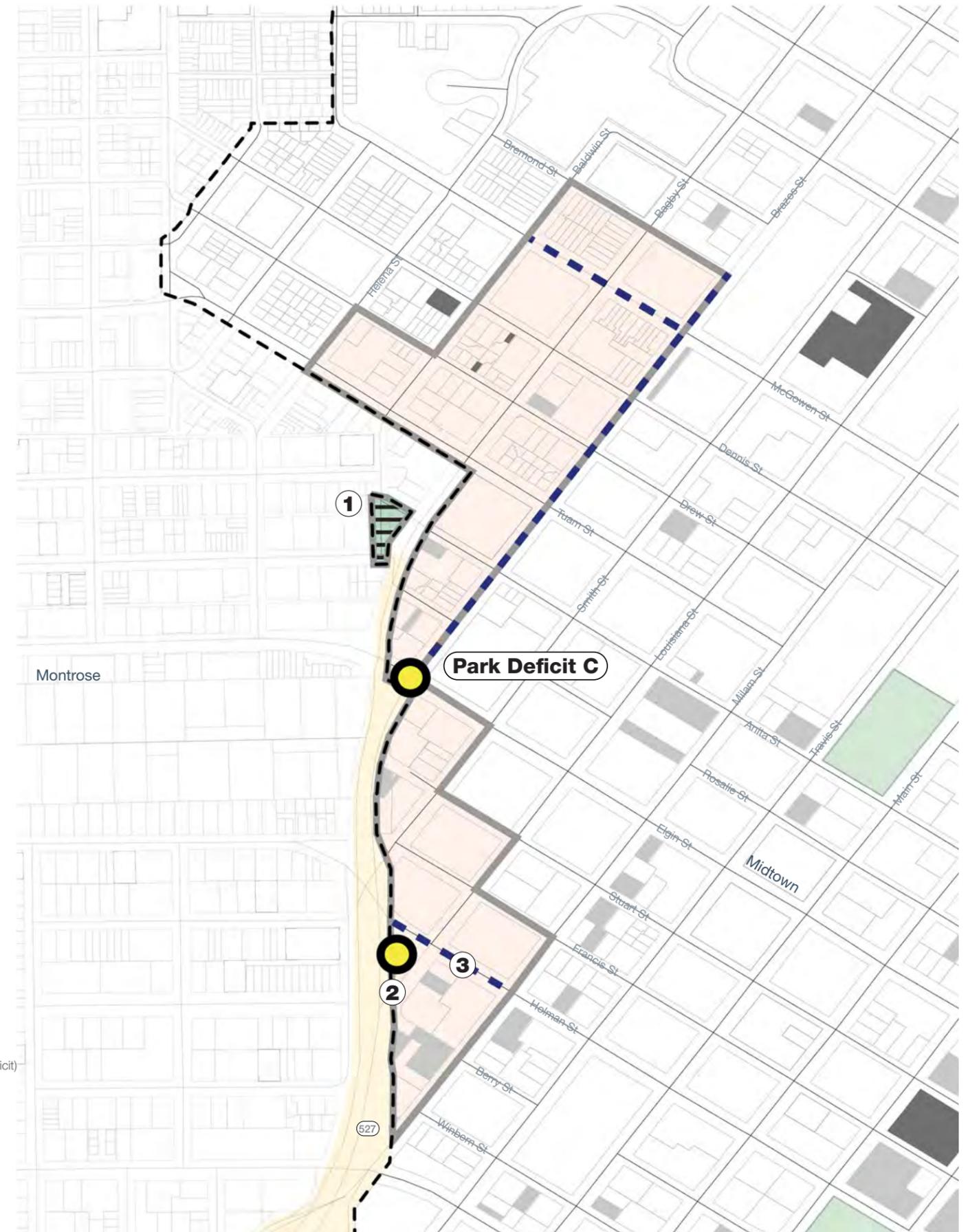


Figure 66 Park Deficit 'E'

# PARK DEFICIT C

## EXISTING ENTRY PORTAL - SPUR 527/ LOUISIANA STREET AND HOLMAN STREET

### SUMMARY

The entry portal serves as wayfinding and branding opportunity. Given it's size and location, it can become a pocket park. Based on the scale of the space and it's proximity to a highway ramp, possible program additions include a dog park, shelter/pavilion, and active recreation in the form of adult fitness equipment.



Figure 67 Existing Conditions



Figure 68 Proposed Conditions

### PARK PROGRAMS

	EXISTING	PROPOSED
10		
09		
08		
07		
06		
05		
04		
03		ACTIVE RECREATION
02		DOG PARK
01		SHELTER/PAVILION

**SHELTER/PAVILION**      **DOG PARK**      **ACTIVE RECREATION**



The Casitas by Ten Arquitectos - New York City, NY



Levy Park by OJB - Houston, TX



Elevate Fitness Course Ashburn, VA

# PARK DEFICIT C

## LULAC COUNCIL 60 BUILDING

### SUMMARY

The LULAC Council 60 Building is under going renovation, and this effort has had past support from Midtown. The council's focus is on advancing the economic condition, educational attainment, political influence, health, housing, and civil rights of the Latino population of Houston. The house will be preserved as a historical monument. It has approximately 3,700 sq/ft of lawn space which is currently not accessible to the public and could be used as a major amenity for the surrounding neighborhood. The area is also highly visible from an adjacent restaurant. Since it already serves the community, it might be best to include an outdoor performance space for local musicians, shelter/pavilion, and a community room inside the building.

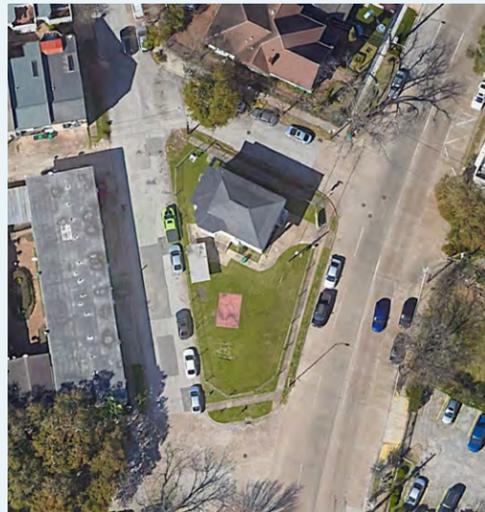


Figure 69 Existing Conditions



Figure 70 Proposed Conditions

### PARK PROGRAMS

	EXISTING	PROPOSED
10		
09		
08		
07		
06		
05		
04		LAWN/OPEN SPACE
03		PERFORMANCE/EVENT SPACE
02		COMMUNITY HALL/ROOM
01		SHELTER/PAVILION

**LAWN/OPEN SPACE**      **SHELTER/PAVILION**      **COMMUNITY HALL/ROOM**      **PERFORMANCE/EVENT SPACE**



Fontaine Plaza in Austin, TX



Fareground at One Eleven by DWG in Austin, TX



La Maison du Coworking - Yemanja - Paris, France



Centennial Center Park - Design Concepts - Denver, CO

# PARK DEFICIT D

Park Deficit D is located in the western part of Midtown, adjacent to Spur 527. Houston Community College's San Jacinto Memorial Green is the prominent public space in the area.

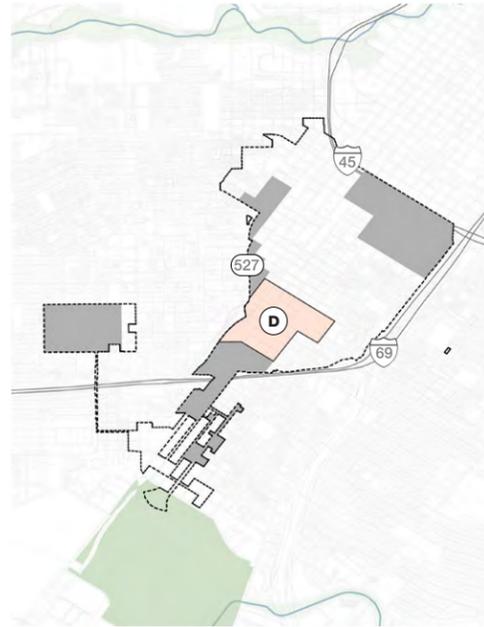
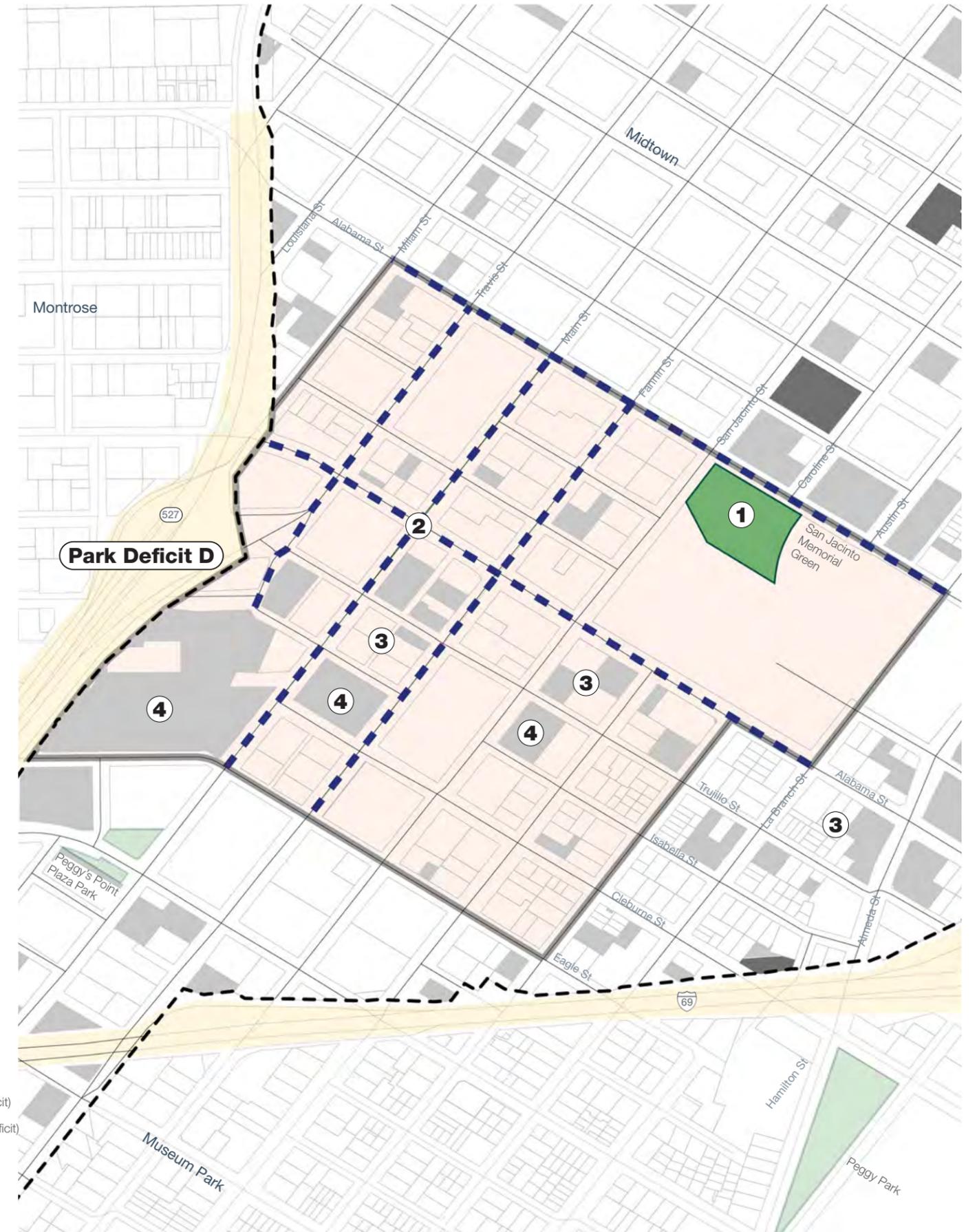


Figure 71 Key Plan

## STRATEGIES

- 1 Partner with HCC to improve San Jacinto Memorial Green with added park programming.
- 2 Design priority streetscapes with added green and linear park spaces.
- 3 Partner and work with institution and museums to add park programming.
- 4 Utilize vacant/undeveloped lands to add parks within the area. This could include working with a private development to include publicly accessible private park space.



### KEY

- Park Deficit Area
- Existing Parks (within the deficit)
- Existing Parks (outside the deficit)
- Priority Streets
- Land use
- Undeveloped
- Unknown

Figure 72 Park Deficit 'E'

# PARK DEFICIT D

## SAN JACINTO MEMORIAL GREEN

### SUMMARY

San Jacinto Memorial Green is privately owned publicly accessible space by Houston Community College. The plaza currently serves as lawn with seating around. The plaza geometries follow most classical college campus design strategies with formal alleys leading towards important building entrances. Although this plaza is privately owned, Midtown Redevelopment Authority could partner with HCC, much like the public use agreement with The Ion, to incorporate more park programs alongside the San Jacinto Street. The programs could include a shelter/pavilion for outdoor classrooms, study spaces, and a garden for the community to learn about native plants.



Figure 73 Existing Conditions

### PARK PROGRAMS

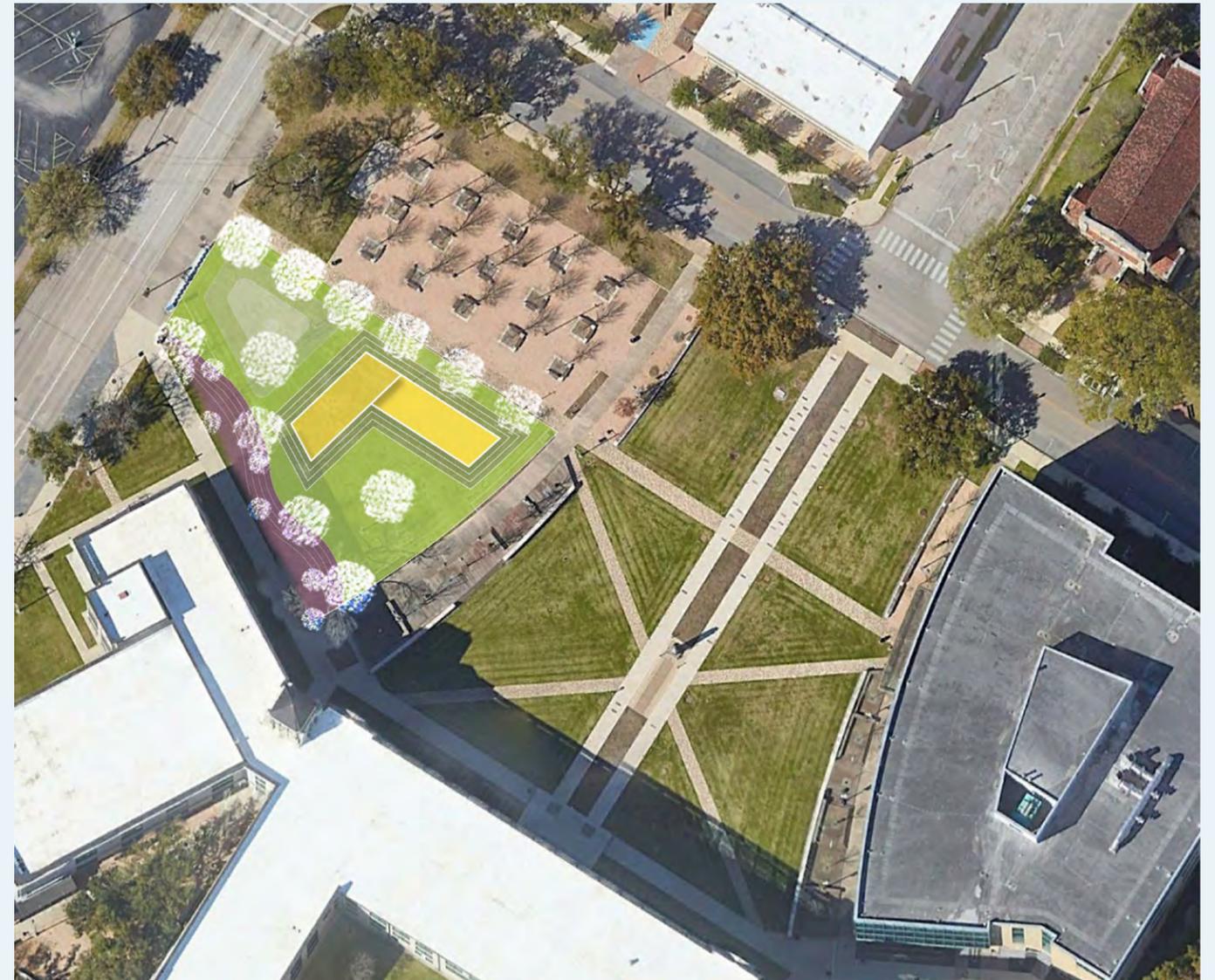
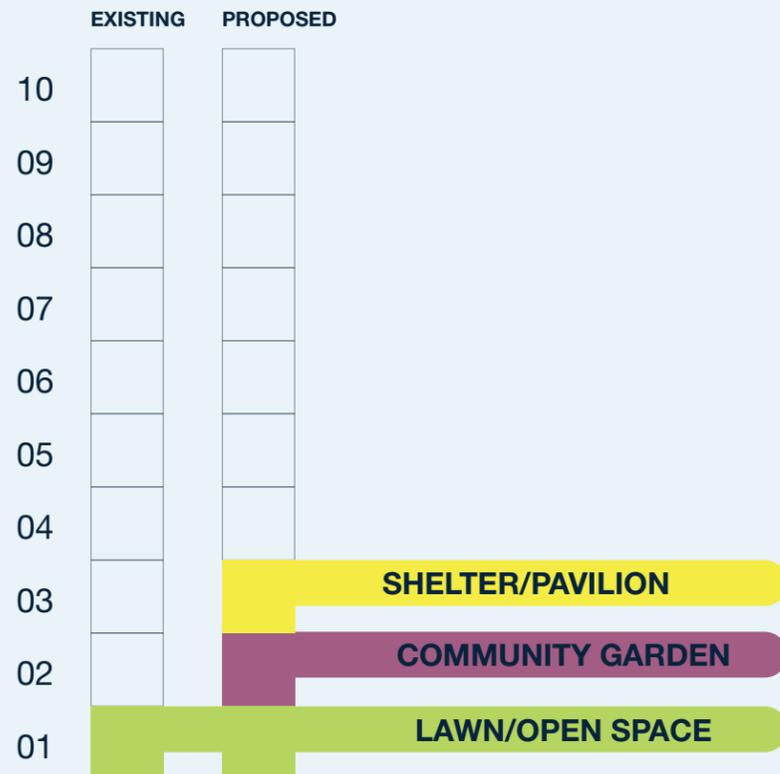


Figure 74 Proposed Conditions

**LAWN/OPEN SPACE**

**COMMUNITY GARDEN**

**SHELTER/PAVILION**



Limelight - Meyer Studio Land Architects



Mandell Park Prairie Garden - Houston, TX



HBS Schwartz Pavilion - REID architecture PLLC

# PARK DEFICIT E

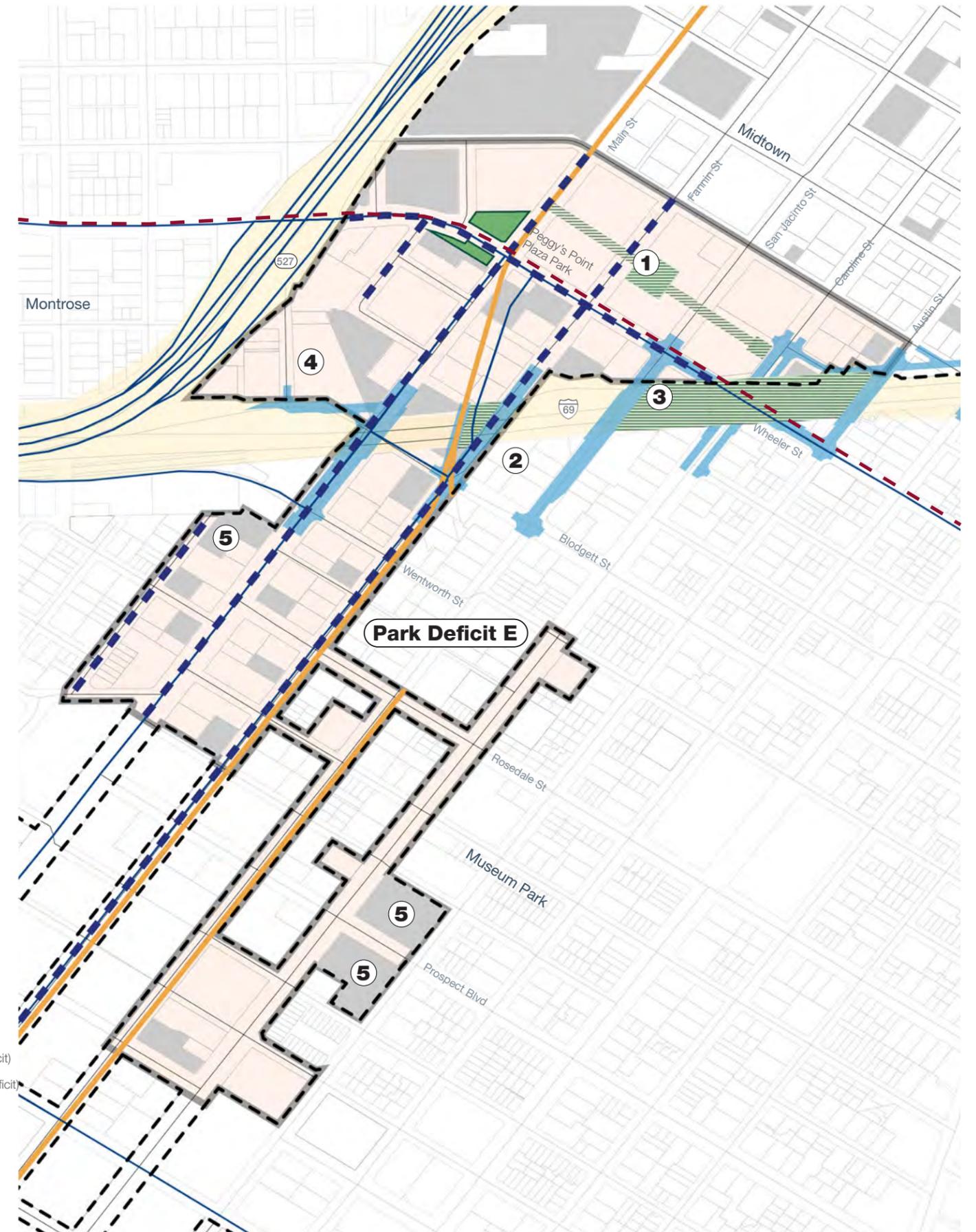
Park Deficit E is located in the southern part of Midtown, adjacent to Spur 527 and on both the sides of I-69. The deficit area is part of the Museum Park district and has numerous museums. Adding program elements to Peggy's Point Plaza Park will improve the park quality of this segment. The METRO Bus Rapid Transit (BRT) proposed line passing along Wheeler Street will add significant connectivity and opportunities to the region.



Figure 75 Key Plan

## STRATEGIES

- 1 Potential long term park opportunity with Ion District's future development.
- 2 Partner and work with institution and museums to add park programming.
- 3 Potential long term park opportunity: Cap @ Main Street and Caroline/Wheeler Street.
- 4 Design priority streetscapes with added green and linear park spaces.
- 5 Utilize vacant/undeveloped lands to add park space and programming. This could include working with a private development to include publicly accessible private park space.



### KEY

- NHHIP Stitch
- Park Deficit Area
- Existing Parks (within the deficit)
- Existing Parks (outside the deficit)
- Potential Park Programming Opportunity
- Priority Streets
- Land use
- Undeveloped
- METRO BRT proposed segments

Figure 76 Park Deficit 'E'

# PARK DEFICIT E

## ION DISTRICT MASTER PLAN

### SUMMARY

The Ion District Master Plan, being developed by Rice University, includes a substantial amount of open space, at the center of which is a Civic Plaza. A shared use agreement will provide public access to these spaces, and this will help improve the park deficit in this area of Midtown. Renderings for the Civic Plaza show a water feature, pavilion, and seating areas. Midtown could collaborate with Rice to ensure that the program element diversity in the Ion District provides a range of different types of activities and uses for all visitors. Possible park program could include a water feature, shelter/pavilion and performance/events space.



Figure 77 Existing Conditions



Figure 78 Ion District Master Plan

### PARK PROGRAMS

	CURRENTLY (ION PLAZA)	PROPOSED
10		
09		
08		
07		
06		
05		
04		
03		WATER FEATURE
02		PERFORMANCE/EVENT SPACE
01		LAWN/OPEN SPACE

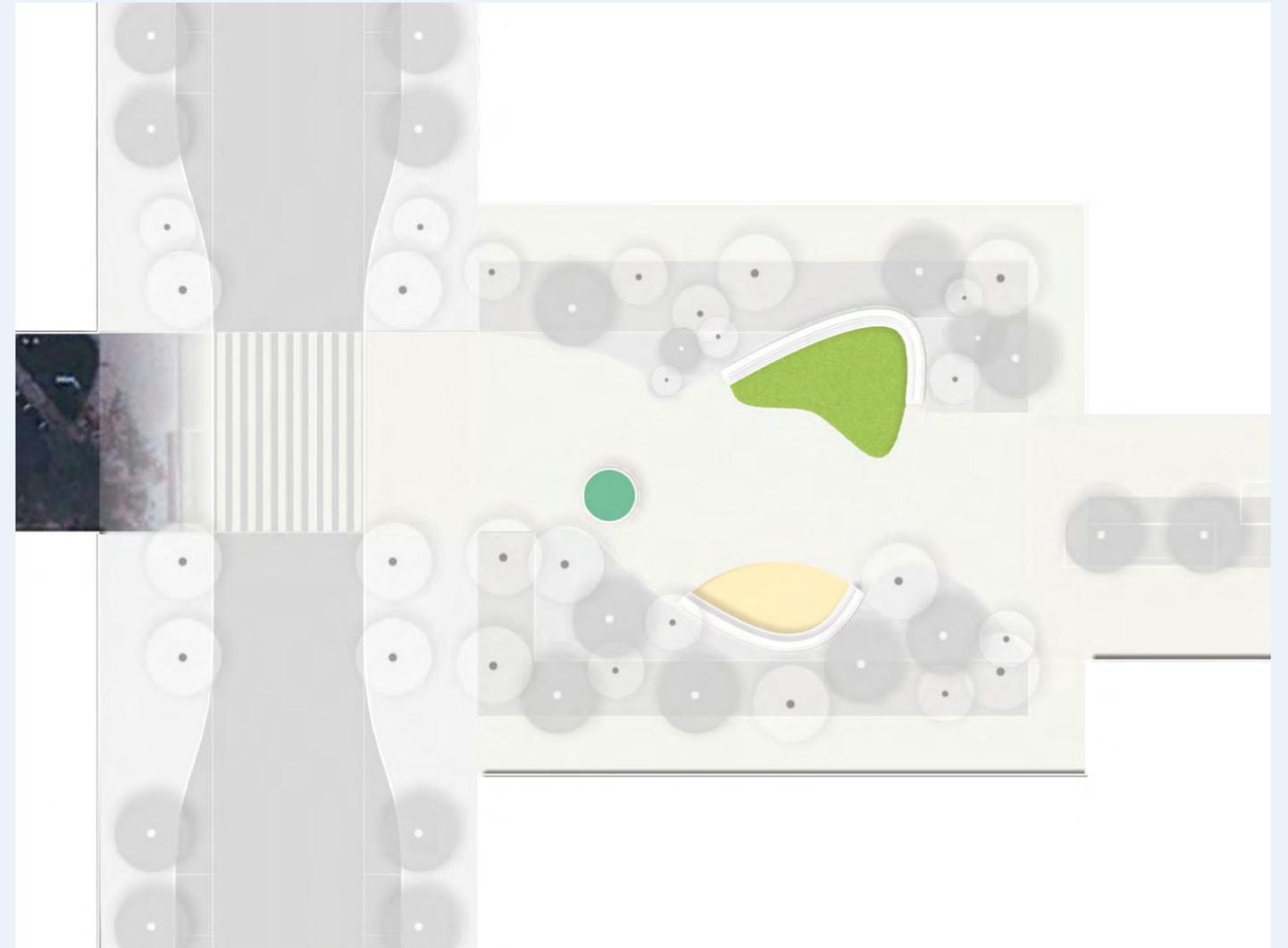


Figure 79 Proposed conditions for the Civic Plaza at the The Ion District

#### WATER FEATURE

#### PERFORMANCE/EVENT SPACE

#### LAWN/OPEN SPACE



City Creek Center - Salt Lake Center



Wetmore Theatre Plaza - Nakano Associates - Everett, WA



Discovery Green - Houston, TX

# PARK DEFICIT F

Park Deficit F is located in the western portion of Midtown. The Menil Foundation and the Menil Park are prominent public spaces. It also has a community garden: Plant it Forward. The METRO Bus Rapid Transit (BRT) proposed line passing along Richmond Avenue will add significant connectivity and opportunities to the region.

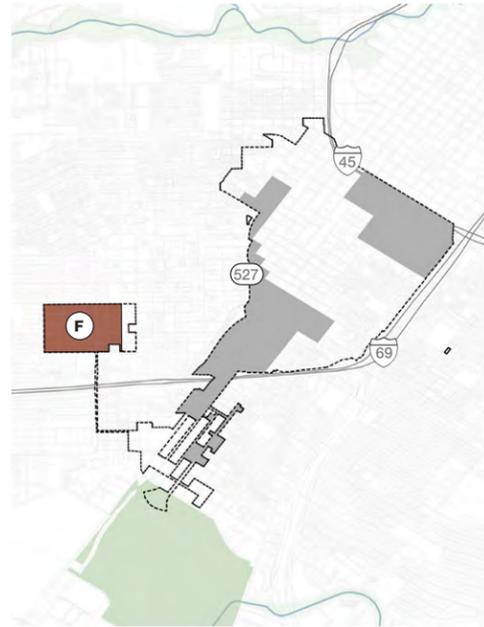


Figure 80 Key Plan

## STRATEGIES

- 1 Improve and add park programming to Menil Park and Plant it Forward.
- 2 Partner and work with Menil Foundation to add more park space and programming.
- 3 Utilize vacant/undeveloped lands to add park space and programming. This could include working with a private development to include publicly accessible private park space.

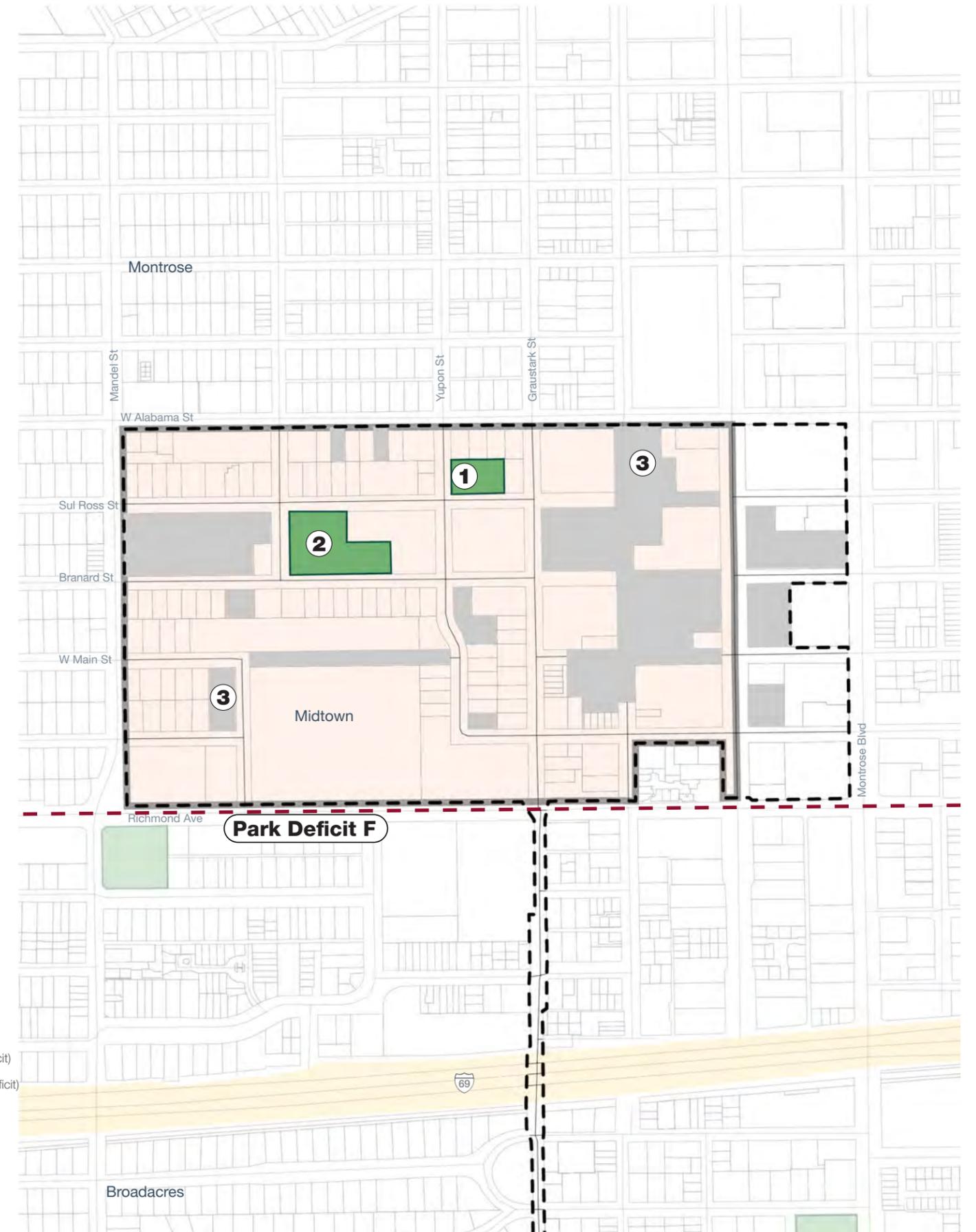


Figure 81 Park Deficit 'F'

# PARK DEFICIT F

## PLANT IT FORWARD

### SUMMARY

The neighborhood has a community garden - Plant it Forward, Midtown could help with installing quality plant beds, as well as other maintenance items needed by the surrounding community. The area has access to a community garden nearby - Mandell Park which can collaborate with the Plant It Forward organization as well. To help fill in the program deficit, the community gardens could include shipping containers as shelter/pavilion, a nature play garden, and updated planters with automatic irrigation.



Figure 82 Existing Conditions

### PARK PROGRAM



Figure 83 Proposed Conditions

**COMMUNITY GARDEN**      **SHELTER/PAVILION**      **PLAYGROUND**



Community Gardens in Levy Park - Houston, TX



The Yard at Mission Rock by YDI - San Francisco, CA



Barbara Fish Daniels Nature Play Center - Houston, TX



# 4

## **IMPLEMENT** Implementation Roadmap

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## OVERVIEW

Implementation strategies provide a roadmap for success. This section provides strategies that Midtown and local leaders can use to implement the Parks and Public Space Master Plan. With an emphasis on the planning and regulatory framework, incentives, financial tools, and capital improvements, the strategies provide the necessary actions that will advance the long-term vision of the plan. The following pages present each strategy in detail, including a list of actions, potential funding sources and leading entities. The strategies help guide Midtown and partners in defining programs, setting priorities, allocating finances, and assessing achievements. Over time, this part of the Plan should be revisited and updated to ensure that the strategies remain relevant and current as Midtown continues to evolve. As work in Midtown continues, new partnerships will be formed and new funding sources will be discovered. Successful projects will also lead to new opportunities.



# ELEMENTS OF IMPLEMENTATION

## ACTION ITEM

Action steps provide guidance about where and how to start implementing each of the recommendations. Action steps also help in planning for full implementation and establishing when funding sources will be needed.

## PHASE

Implementation phases are estimated time frames for initiation to completion of each recommendation. They are classified as follows:

- Short-term (1 - 5 years) - These are typically less complex recommendations which require fewer resources and involve fewer partners for implementation. It also includes projects which are currently in advanced planning or full design stage.
- Mid-term (5 - 10 years) - These are recommendations that may require more resources and planning than the 5-year horizon.
- Long-term (10+ years) - These recommendations typically require a large amount of capital and coordination between different partners. Implementation for long-term recommendations may begin earlier but may include a number of steps and phases to construction taking the full

## LEVEL OF INVESTMENT

Level of investment designations help to provide planning level estimates for future budgets, resources, and funding sources. The symbology for the designations is described here:

- \$ Low - Typically includes allocating or reallocating existing resources, staff time, and partner coordination. A low level of investment does not typically require capital expenditures.
- \$\$ Medium - Typically includes design, studies, aesthetic enhancements and limited infrastructure improvements.
- \$\$\$ High - Typically includes construction of significant infrastructure that would be part of a Capital Improvement Program.

## POTENTIAL FUNDING SOURCES

Potential funding sources are included for each recommendation. Funding strategies are to assist Midtown Redevelopment Authority in seeking available funding. Every strategy is not applicable in every case; however, a single strategy may be utilized to fund multiple recommendations. Potential funding sources include:

- Midtown Redevelopment Authority (MRA);
- Private organizations (ie.- Houston Community College, Menil Foundation, etc.);
- Private developers and donors;
- Houston-Galveston Area Council (H-GAC);
- Houston Parks Board;
- City of Houston Public Works Department;
- City of Houston Parks Department (HPARD);
- Houston METRO (transit tax funds, etc.)
- TxDOT;
- Transportation Improvement Program (TIP);
- Statewide Transportation Improvement Program (STIP);
- USDOT Safe Streets and Roads Grants; and
- Federal funding (IIJA or RAISE grants, appropriations, etc.).

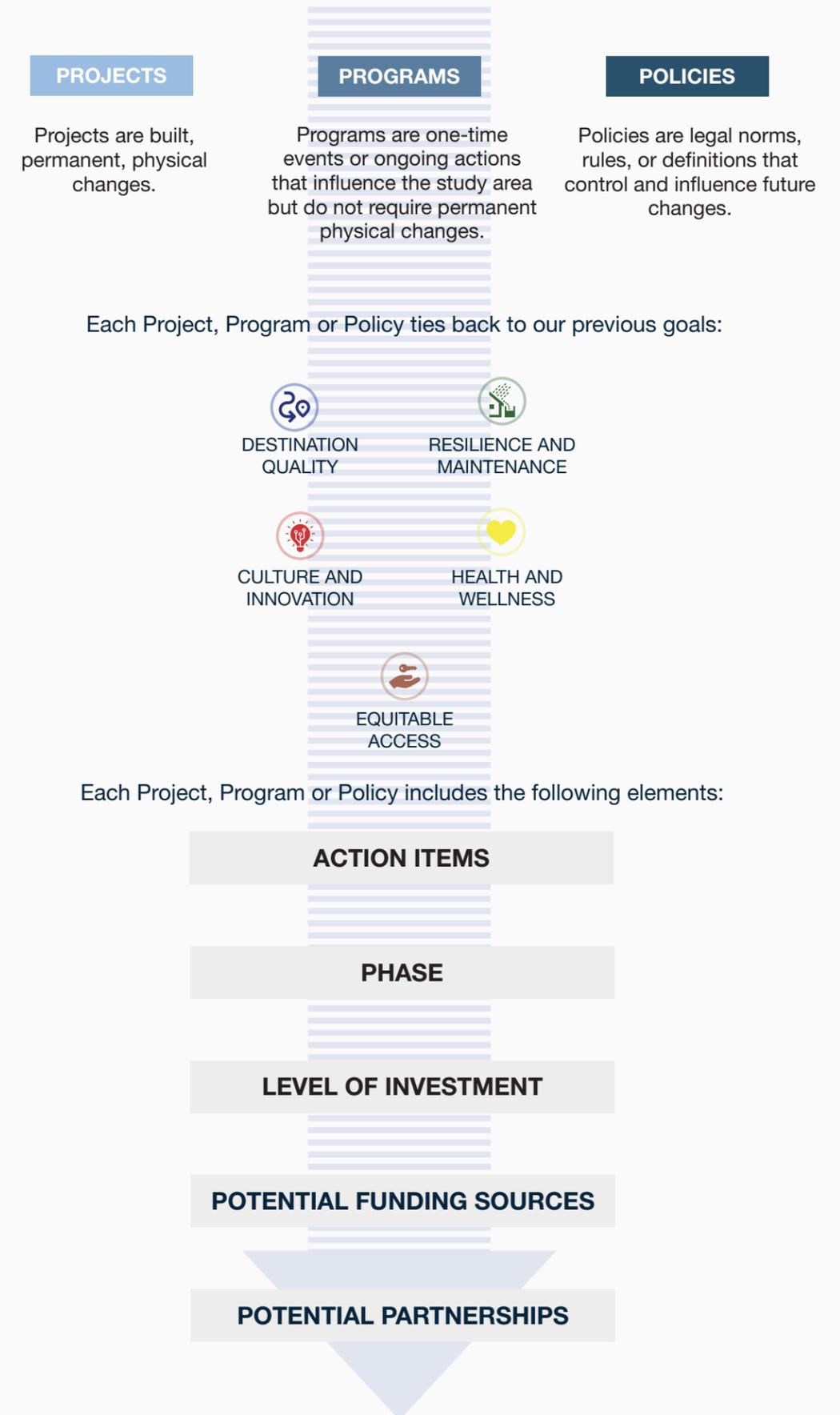
## POTENTIAL PARTNERSHIPS

Both public, private, and community organizations have roles to play in contributing to the implementation of these recommendations. Partners can play a number of different roles including:

- Organize;
- Advocate;
- Initiate;
- Participate; and/or
- Lead.

Examples of organizations include:

- City of Houston Mobility Planning (Vision Zero);
- Rice University;
- LULAC Council;
- Houston METRO;
- Houston Community College (HCC);
- TxDOT;
- Midtown Parks Conservancy; and
- Houston Art Alliance.



# IMPLEMENTATION MAP

#	RECOMMENDATION	PHASE	LEVEL OF INVESTMENT
<b>STREETS</b>			
PS 1	Alabama Street	Short-term	\$\$\$
PS 2	Brazos Street	Short-term	\$\$\$
PS 3	Crawford Street	Mid-term	\$\$
PS 4	Elgin Street	Mid-term	\$\$
PS 5	Fannin Street	Mid-term	\$\$
PS 6	Gray Street	Long-term	\$\$
PS 7	Main Street	Short-term	\$
PS 8	McGowen Street	Mid-term	\$\$
PS 9	Travis Street	Long-term	\$\$\$
PS 10	Webster Street	Mid-term	\$\$\$
PS 11	Wheeler Street	Mid-term	\$\$
<b>PARKS</b>			
PD A	Park associated with NHHIP	Long-term	\$\$\$
PD A	Create a linear park along Gray Street	Long-term	\$\$\$
PD B	Add programming to Chenevert Urban Gardens	Short-term	\$\$
PD C	LULAC Council 60 building as an outdoor performance space	Mid-term	\$\$\$
PD C	Develop the entry portal as a park space	Mid-term	\$\$\$
PD D	Add programming to San Jacinto Plaza	Mid-term	\$\$\$
PD E	Civic Plaza at Ion District	Short-term	\$
PD E	Cap at Caroline and Wheeler	Long-term	\$\$\$
PD F	Add programming to Plant it Forward - community garden	Short-term	\$\$

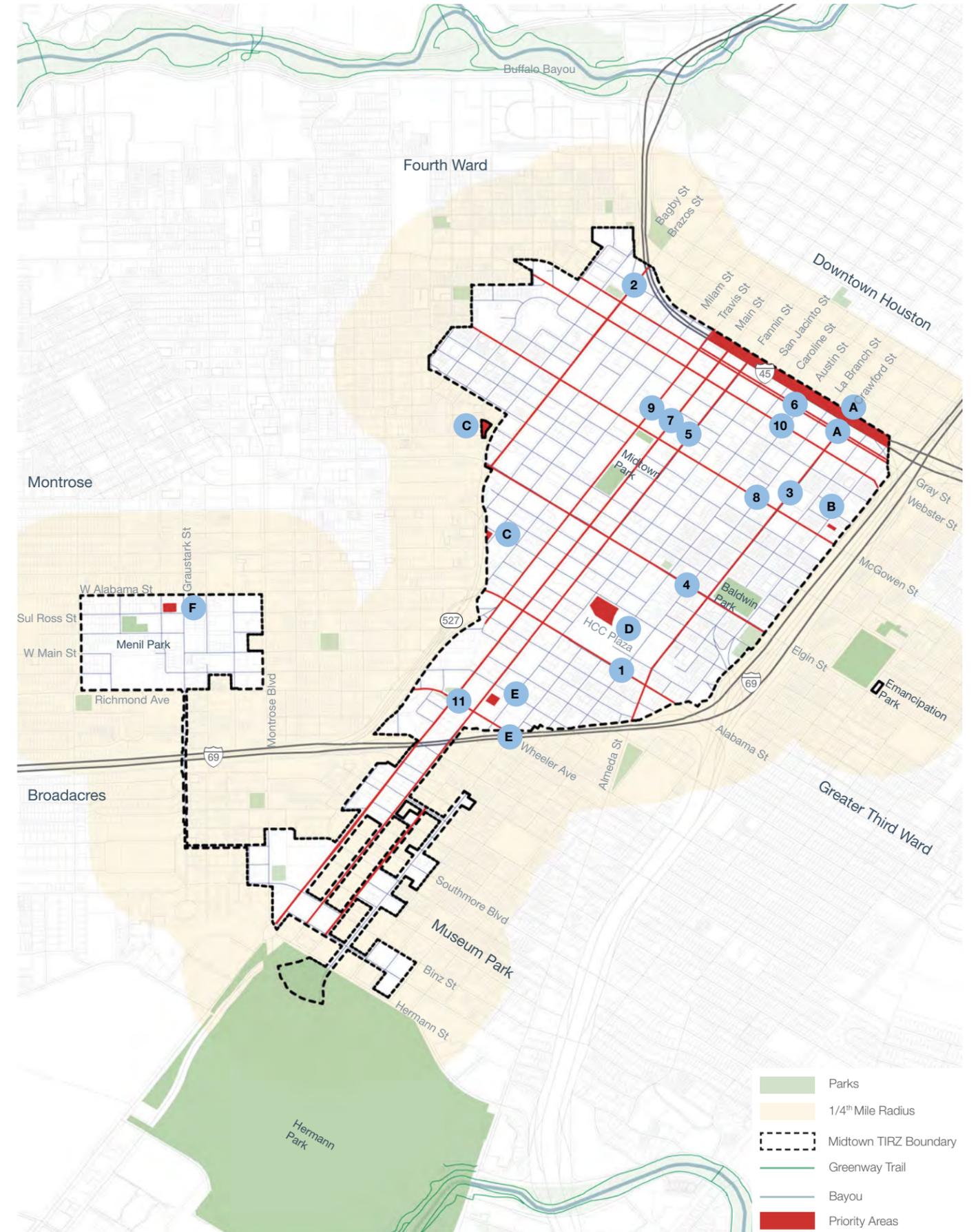


Figure 84 Implementation Map

# IMPLEMENTATION TABLE



#	RECOMMENDATION	DESCRIPTION	#	ACTION ITEMS	PHASE	LEVEL OF INVESTMENT	POTENTIAL FUNDING SOURCES	POTENTIAL PARTNERSHIPS	GOALS ADDRESSED
<b>PROJECTS</b>									
PS.1	<b>Alabama Street</b>	Alabama Street recommendations focus on a road diet, by converting two travel lanes to raised dedicated bike lanes, and widening and improving the back of curb. Additionally the conditions are improved by cleaning utility lines and hindrances, and rebuilding medians, and planting beds with native and adapted vegetation.	i	Update CIP Plan and obtain Board approval on phasing.	Short-term	\$\$\$	<ul style="list-style-type: none"> <li>• MRA</li> <li>• City of Houston Public Works</li> <li>• TIP and STIP</li> <li>• Federal Funding</li> </ul>	<ul style="list-style-type: none"> <li>• City of Houston</li> <li>• HCC</li> </ul>	
			ii	Identify potential partners with commitment to the project.					
			iii	Identify and secure funding.					
			iv	Lead project design to be inclusive.					
			v	Construct the project.					
			vi	Review metrics and success after construction.					
PS.2	<b>Brazos Street</b>	Brazos Street recommendations convert one parking lane to a dedicated bike lane, improve crosswalks striping, widen and improve back of curb, and add streetlights.	i	Update CIP Plan and obtain Board approval on phasing.	Short-term	\$\$\$	<ul style="list-style-type: none"> <li>• MRA</li> <li>• City of Houston Public Works</li> <li>• TIP and STIP</li> <li>• Federal Funding</li> </ul>	<ul style="list-style-type: none"> <li>• City of Houston</li> </ul>	
			ii	Identify potential partners with commitment to the project.					
			iii	Identify and secure funding.					
			iv	Lead project design to be inclusive.					
			v	Construct the project.					
			vi	Review metrics and success after construction.					
PS.3	<b>Crawford Street</b>	Crawford Street recommendations convert it to a two-way street (with added two-way dedicated travel lane), widen and improve back of curb where possible, clean utility lines and hindrances, and add streetlights.	i	Update CIP Plan and obtain Board approval on phasing.	Mid-term	\$\$	<ul style="list-style-type: none"> <li>• MRA</li> <li>• TIP and STIP</li> <li>• Houston METRO</li> <li>• Federal Funding</li> </ul>	<ul style="list-style-type: none"> <li>• City of Houston</li> <li>• Houston METRO</li> </ul>	
			ii	Identify potential partners with commitment to the project.					
			iii	Identify and secure funding.					
			iv	Lead project design to be inclusive.					
			v	Construct the project.					
			vi	Review metrics and success after construction.					
PS.4	<b>Elgin Street</b>	Elgin Street recommendations are limited to certain blocks, and they focus on back of curb improvements like widening sidewalks, adding streetlights, and cleaning utility lines and hindrances. The turn lanes are converted to a planted median with native trees and vegetation.	i	Update CIP Plan and obtain Board approval on phasing.	Mid-term	\$\$	<ul style="list-style-type: none"> <li>• MRA</li> <li>• TIP and STIP</li> <li>• Houston METRO</li> <li>• Federal Funding</li> </ul>	<ul style="list-style-type: none"> <li>• City of Houston</li> <li>• Houston METRO</li> </ul>	
			ii	Identify potential partners with commitment to the project.					
			iii	Identify and secure funding.					
			iv	Lead project design to be inclusive.					
			v	Construct the project.					
			vi	Review metrics and success after construction.					

# IMPLEMENTATION TABLE CONTINUED



#	RECOMMENDATION	DESCRIPTION	#	ACTION ITEMS	PHASE	LEVEL OF INVESTMENT	POTENTIAL FUNDING SOURCES	POTENTIAL PARTNERSHIPS	GOALS ADDRESSED
PS.5	<b>Fannin Street</b>	Fannin Street recommendations include the removal of a travel lane and the addition of a dedicated bike. In addition, sidewalks and planting zones are widened where possible, and utility lines and hindrances are cleaned up.	i	Update CIP Plan and obtain Board approval on phasing.	Mid-term	\$\$	<ul style="list-style-type: none"> <li>• MRA</li> <li>• City of Houston Public Works</li> <li>• TIP and STIP</li> <li>• Federal Funding</li> </ul>	<ul style="list-style-type: none"> <li>• City of Houston</li> </ul>	
			ii	Identify potential partners with commitment to the project.					
			iii	Identify and secure funding.					
			iv	Lead project design to be inclusive.					
			v	Construct the project.					
			vi	Review metrics and success after construction.					
PS.6	<b>Gray Street</b>	Gray Street recommendations remove portions of on-street parking on one side of the road and convert those areas to planting zones with shade trees, native plantings, and streetlights. Sidewalks are also widened and street furniture is added to create a pedestrian promenade. It is also proposed that portions of the pedestrian zone be upgraded to provide linear park program elements.	i	Update CIP Plan and obtain Board approval on phasing.	Long-term	\$\$	<ul style="list-style-type: none"> <li>• MRA</li> <li>• City of Houston Public Works</li> <li>• TIP and STIP</li> <li>• Houston METRO</li> <li>• Federal Funding</li> </ul>	<ul style="list-style-type: none"> <li>• City of Houston</li> <li>• Houston METRO</li> </ul>	
			ii	Identify potential partners with commitment to the project.					
			iii	Identify and secure funding.					
			iv	Lead project design to be inclusive.					
			v	Construct the project.					
			vi	Review metrics and success after construction.					
PS.7	<b>Main Street</b>	Main Street recommendations include the closure of portions of the road to cars, and the conversion of the travel lanes to dedicated biking and pedestrian lanes. Improved pedestrian crossings at all intersections are also recommended.	i	Update CIP Plan and obtain Board approval on phasing.	Short-term	\$	<ul style="list-style-type: none"> <li>• MRA</li> <li>• City of Houston Public Works</li> <li>• TIP and STIP</li> <li>• Houston METRO</li> <li>• Federal Funding</li> </ul>	<ul style="list-style-type: none"> <li>• City of Houston</li> <li>• Houston METRO</li> </ul>	
			ii	Identify potential partners with commitment to the project.					
			iii	Identify and secure funding.					
			iv	Lead project design to be inclusive.					
			v	Construct the project.					
			vi	Review metrics and success after construction.					
PS.8	<b>McGowen Street</b>	McGowen Street recommendations include reducing the width of travel lanes and allocating that space to dedicated bike lanes. In addition streetlights are added at regular intervals, and new developments should consider widening sidewalks to meet Walkable Places standards.	i	Update CIP Plan and obtain Board approval on phasing.	Mid-term	\$\$	<ul style="list-style-type: none"> <li>• MRA</li> <li>• City of Houston Public Works</li> <li>• TIP and STIP</li> <li>• Federal Funding</li> </ul>	<ul style="list-style-type: none"> <li>• City of Houston</li> </ul>	
			ii	Identify potential partners with commitment to the project.					
			iii	Identify and secure funding.					
			iv	Lead project design to be inclusive.					
			v	Construct the project.					
			vi	Review metrics and success after construction.					

# IMPLEMENTATION TABLE CONTINUED



#	RECOMMENDATION	DESCRIPTION	#	ACTION ITEMS	PHASE	LEVEL OF INVESTMENT	POTENTIAL FUNDING SOURCES	POTENTIAL PARTNERSHIPS	GOALS ADDRESSED
PS.9	<b>Travis Street</b>	Travis Street recommendations include a road diet that eliminates a lane of parking in order to provide room for a dedicated bicycle lane, wider sidewalks, and rain gardens. Street lighting is also added where needed.	i	Update CIP Plan and obtain Board approval on phasing.	Long-term	\$\$\$	<ul style="list-style-type: none"> <li>• MRA</li> <li>• City of Houston Public Works</li> <li>• TIP and STIP</li> <li>• Federal Funding</li> </ul>	<ul style="list-style-type: none"> <li>• City of Houston</li> </ul>	
			ii	Identify potential partners with commitment to the project.					
			iii	Identify and secure funding.					
			iv	Lead project design to be inclusive.					
			v	Construct the project.					
			vi	Review metrics and success after construction.					
PS.10	<b>Webster Street</b>	Webster Street recommendations include maintaining a minimum width for the travel lanes, widening sidewalks and adding plant zones with street trees where necessary, along with added street lighting at regular intervals.	i	Update CIP Plan and obtain Board approval on phasing.	Mid-term	\$\$	<ul style="list-style-type: none"> <li>• MRA</li> <li>• City of Houston Public Works</li> <li>• TIP and STIP</li> <li>• Federal Funding</li> </ul>	<ul style="list-style-type: none"> <li>• City of Houston</li> </ul>	
			ii	Identify potential partners with commitment to the project.					
			iii	Identify and secure funding.					
			iv	Lead project design to be inclusive.					
			v	Construct the project.					
			vi	Review metrics and success after construction.					
PS.11	<b>Wheeler Street</b>	Wheeler Street recommendations anticipate the addition of the METRO Bus Rapid Transit line down the middle of the road. This reduces travel lanes to one in each direction. Planting zones and widened sidewalks are proposed, but will require additional ROW. Street trees and streetlights added too.	i	Update CIP Plan and obtain Board approval on phasing.	Long-term	\$\$	<ul style="list-style-type: none"> <li>• MRA</li> <li>• Houston METRO</li> </ul>	<ul style="list-style-type: none"> <li>• City of Houston</li> <li>• Houston METRO</li> <li>• Ion District</li> </ul>	
			ii	Identify potential partners with commitment to the project.					
			iii	Identify and secure funding.					
			iv	Lead project design to be inclusive.					
			v	Construct the project.					
			vi	Review metrics and success after construction.					
PD.A	<b>Park Deficit A</b>	Park Deficit A recommendations integrate future parcels of Pierce Elevated as a long term park opportunity. When furthering the design for Gray Street there is potential to include linear park spaces and utilize vacant/undeveloped lands to add park space and programming.	i	Update CIP Plan and obtain Board approval on phasing.	Long-term	\$\$\$	<ul style="list-style-type: none"> <li>• MRA</li> <li>• Midtown Management District (MMD)</li> <li>• Midtown Parks Conservancy (MPC)</li> <li>• HPARD</li> <li>• Grants</li> </ul>	<ul style="list-style-type: none"> <li>• City of Houston</li> <li>• Houston Parks Board</li> <li>• H-GAC</li> <li>• Texas Parks and Wildlife Department</li> <li>• Garden Clubs</li> <li>• Houston Endowment</li> <li>• TxDOT</li> <li>• Greater Houston Partnership</li> </ul>	
			ii	Identify potential partners with commitment to the project.					
			iii	Identify and secure funding.					
			iv	Lead project design to be inclusive.					
			v	Acquire land, if necessary.					
			vi	Construct the project.					
			vii	Review metrics and success after construction.					

# IMPLEMENTATION TABLE CONTINUED



#	RECOMMENDATION	DESCRIPTION	#	ACTION ITEMS	PHASE	LEVEL OF INVESTMENT	POTENTIAL FUNDING SOURCES	POTENTIAL PARTNERSHIPS	GOALS ADDRESSED
PD.B	<b>Park Deficit B</b>	Park Deficit B recommendations include adding context appropriate park programs to Chenevert Urban Gardens. With design and partnership help, this community garden could add up to three more programs, including nature play, a shelter/pavilion, and a water feature. Other strategies include adding linear park programming on streets such as Webster and McGowen and utilizing vacant/undeveloped lands to add park space and programming.	i	Update CIP Plan and obtain Board approval on phasing.	Short-Term	\$\$	<ul style="list-style-type: none"> <li>• MRA</li> <li>• MMD</li> <li>• MPC</li> <li>• HPARD</li> <li>• Grants</li> </ul>	<ul style="list-style-type: none"> <li>• City of Houston</li> <li>• Houston Parks Board</li> <li>• H-GAC</li> <li>• Texas Parks and Wildlife Department</li> <li>• Garden Clubs</li> <li>• Houston Endowment</li> <li>• Greater Houston Partnership</li> </ul>	
			ii	Identify potential partners with commitment to the project.					
			iii	Identify and secure funding.					
			iv	Lead project design to be inclusive.					
			v	Acquire land, if necessary.					
			vi	Construct the project.					
			vii	Review metrics and success after construction.					
PD.C	<b>Park Deficit C</b>	One of the existing entry portals in Park Deficit C could become a pocket park with program additions such as a dog park and adult fitness equipment. In addition, the LULAC Council 60 Building has lawn space that could be used as a major amenity for the neighborhood and could include an outdoor performance space, seating, and a community garden/pollinator garden.	i	Update CIP Plan and obtain Board approval on phasing.	Mid term	\$\$\$	<ul style="list-style-type: none"> <li>• MRA</li> <li>• MMD</li> <li>• MPC</li> <li>• HPARD</li> <li>• Grants</li> </ul>	<ul style="list-style-type: none"> <li>• City of Houston</li> <li>• Houston Parks Board</li> <li>• H-GAC</li> <li>• Texas Parks and Wildlife Department</li> <li>• Garden Clubs</li> <li>• Houston Endowment</li> <li>• Greater Houston Partnership</li> <li>• LULAC Council 60</li> </ul>	
			ii	Identify potential partners with commitment to the project.					
			iii	Identify and secure funding.					
			iv	Lead project design to be inclusive.					
			v	Acquire land, if necessary.					
			vi	Construct the project.					
			vii	Review metrics and success after construction.					
PD.D	<b>Park Deficit D</b>	The San Jacinto Memorial Green at Houston Community College in Park Deficit area D could become a publicly accessible park space by partnering with Houston Community College (HCC). This could include a shelter/pavilion, study spaces, and a community garden.	i	Update CIP Plan and obtain Board approval on phasing.	Mid term	\$\$\$	<ul style="list-style-type: none"> <li>• MRA</li> <li>• MMD</li> <li>• MPC</li> <li>• HPARD</li> <li>• Houston Community College</li> <li>• Grants</li> </ul>	<ul style="list-style-type: none"> <li>• City of Houston</li> <li>• HCC</li> <li>• Houston Parks Board</li> <li>• H-GAC</li> <li>• Texas Parks and Wildlife Department</li> <li>• Garden Clubs</li> <li>• Houston Endowment</li> <li>• Greater Houston Partnership</li> </ul>	
			ii	Identify potential partners with commitment to the project.					
			iii	Identify and secure funding.					
			iv	Lead project design to be inclusive.					
			v	Acquire land, if necessary.					
			vi	Construct the project.					
			vii	Review metrics and success after construction.					

# IMPLEMENTATION TABLE CONTINUED



#	RECOMMENDATION	DESCRIPTION	#	ACTION ITEMS	PHASE	LEVEL OF INVESTMENT	POTENTIAL FUNDING SOURCES	POTENTIAL PARTNERSHIPS	GOALS ADDRESSED
PD.E	<b>Park Deficit E</b>	The Ion District's Master Plan is envisioning a Civic Plaza, which is projected to have a water feature, a pavilion as well as spaces for recreation and sitting. As the project develops, Midtown has the opportunity to express the interest in other possible programs for the public space since there is a public use agreement in place for these spaces. The final date of completion is 2030. There is also a long term park	i	Ensure public oriented programming is included in the park.	Mid term	\$	<ul style="list-style-type: none"> <li>• Rice Management Company</li> <li>• MRA</li> <li>• MMD</li> <li>• MPC</li> <li>• HPARD</li> <li>• Grants</li> </ul>	<ul style="list-style-type: none"> <li>• Ion District</li> <li>• TxDOT</li> <li>• Houston Endowment</li> <li>• Greater Houston Partnership</li> </ul>	
			ii	Identify potential partnerships.					
			iii	Identify and secure funding.					
			v	Review metrics and success after construction.					
PD.F	<b>Park Deficit F</b>	Park Deficit Area F has two community gardens that can be leveraged by installing quality plant beds and other maintenance items, along with adding public programming through pavilions, nature play gardens and planters.	i	Update CIP Plan and obtain Board approval on phasing.	Short term	\$\$	<ul style="list-style-type: none"> <li>• MRA</li> <li>• MMD</li> <li>• MPC</li> <li>• HPARD</li> <li>• Grants</li> </ul>	<ul style="list-style-type: none"> <li>• City of Houston</li> <li>• Houston Parks Board</li> <li>• H-GAC</li> <li>• Texas Parks and Wildlife Department</li> <li>• Garden Clubs</li> <li>• Houston Endowment</li> <li>• Greater Houston Partnership</li> </ul>	
			ii	Identify potential partners with commitment to the project.					
			iii	Identify and secure funding.					
			iv	Lead project design to be inclusive.					
			v	Acquire land, if necessary.					
			vi	Construct the project.					
			vii	Review metrics and success after construction.					
<b>PROGRAMS</b>									
A1	<b>Parks and Public Space Marketing Program</b>	The Parks and Public Space Marketing Program recommendation is directed towards increasing community engagement and promote the use of public space in Midtown.	A1.1	Develop a series of routes/circuits and events for various users of parks and public places.	Short-Term	\$	<ul style="list-style-type: none"> <li>• MRA</li> <li>• MMD</li> <li>• MPC</li> </ul>	<ul style="list-style-type: none"> <li>• Midtown Parks Conservancy</li> <li>• Houston Parks Board</li> <li>• Midtown Management District</li> <li>• HPARD</li> </ul>	
			A1.2	Use a variety of methods to advertise these routes/circuits and events to potential users.					
			A1.3	Host events at all parks and public space.					
			A1.4	Use tactical urbanism approaches to gain feedback and awareness of future projects.					
A2	<b>Coordinated Signage and Wayfinding Program</b>	Coordinated Signage and Wayfinding Program intends to enhance the navigability and overall aesthetic of Midtown.	A2.1	Inventory existing signage and wayfinding.	Mid-Term	\$\$	<ul style="list-style-type: none"> <li>• MRA</li> <li>• MMD</li> </ul>	<ul style="list-style-type: none"> <li>• City of Houston</li> <li>• MMD</li> </ul>	
			A2.2	Coordinate Midtown branding with signage design.					
			A2.3	Integrate signage design into Midtown Design Standards.					
			A2.4	Place/replace signage and wayfinding throughout Midtown.					

# IMPLEMENTATION TABLE CONTINUED



#	RECOMMENDATION	DESCRIPTION	#	ACTION ITEMS	PHASE	LEVEL OF INVESTMENT	POTENTIAL FUNDING SOURCES	POTENTIAL PARTNERSHIPS	GOALS ADDRESSED
A3	<b>Educational Materials for Landowners/ Developers</b>	This recommendation targets landowners and developers to help increase awareness and understanding of existing programs and policies related to land use and development.	A3.1	Develop materials to educate landowners and developers on existing programs and policies	Short-Term	\$	<ul style="list-style-type: none"> <li>• MRA</li> <li>• MMD</li> </ul>	<ul style="list-style-type: none"> <li>• Midtown Marketing and Economic Development Committee</li> </ul>	 
			A3.2	Use a variety of methods to advertise these programs (i.e., website, pamphlets, social					
			A3.3	Host informational sessions bi-annually.					
A4	<b>Public/Private and Public/Public Partnerships</b>	Collaboration between public and private entities can lead to innovative solutions that benefit both the public and private sectors. Additionally, partnering with city agencies on metric tracking helps ensure that progress towards the project goals is measured and reported transparently.	A4.1	Present plan to partners as identified in this plan.	Short-Term	\$\$	<ul style="list-style-type: none"> <li>• MRA</li> <li>• MMD</li> <li>• MPC</li> <li>• Public Partners</li> <li>• Private Partners</li> </ul>	<ul style="list-style-type: none"> <li>• Midtown Marketing and Economic Development Committee</li> <li>• Ion District</li> <li>• HCC</li> <li>• University of St. Thomas</li> </ul>	 
			A4.2	Get formal or informal commitment to partner on projects, programs, and policies.					
			A4.3	Partner with city agencies on metric tracking.					
<b>POLICIES</b>									
B1	<b>Midtown Design Standards Updates</b>	This recommendation aims to ensure that new development in the area is consistent with the desired aesthetic and functional qualities. The updated standards can also address any issues or deficiencies that have arisen since the previous version was created, and can reflect changes in design trends and best practices.	B1.1	Obtain Board approval for updating Midtown Design Standards.	Mid-Term	\$\$	<ul style="list-style-type: none"> <li>• MRA</li> </ul>	<ul style="list-style-type: none"> <li>• MRA</li> <li>• City of Houston Planning &amp; Development Department Redevelopment Authority</li> <li>• City of Houston</li> </ul>	 
			B1.2	Lead a planning process to update Midtown Design Standards.					
			B1.3	Adopt final Midtown Design Standards.					
B2	<b>Consolidated Operations &amp; Maintenance Plan</b>	The Consolidated Operations & Maintenance Plan is a recommendation that aims to develop a comprehensive strategy for maintaining and operating the parks and streets in Midtown.	B2.1	Obtain Board approval for developing consolidated operations and maintenance strategies for parks and streets.	Mid-Term	\$\$	<ul style="list-style-type: none"> <li>• MRA</li> </ul>	<ul style="list-style-type: none"> <li>• Midtown Parks Board</li> <li>• City of Houston Public Works</li> <li>• Houston METRO</li> <li>• Midtown Parks Conservancy</li> <li>• HPARD</li> </ul>	  
			B2.2	Lead a planning process to develop Midtown-wide Operations and Maintenance Plan.					
			B2.3	Adopt final Midtown-wide Operations and Maintenance Plan.					
			B2.4	Review Midtown-wide Operations and Maintenance Plan during annual budgeting process.					
B3	<b>Midtown Committees</b>	This policy would help identify potential new committees that would assist Midtown to continue to be innovation leaders in areas such as technology, sustainability, etc.	B3.1	Review Midtown's committee structure.	Short-Term	\$	<ul style="list-style-type: none"> <li>• MRA</li> </ul>	<ul style="list-style-type: none"> <li>• Local Business Leaders</li> </ul>	 
			B3.2	Consider filling gaps in committees (i.e., technology and research sub-committee).					

# IMPLEMENTATION TABLE CONTINUED



#	RECOMMENDATION	DESCRIPTION	#	ACTION ITEMS	PHASE	LEVEL OF INVESTMENT	POTENTIAL FUNDING SOURCES	POTENTIAL PARTNERSHIPS	GOALS ADDRESSED
B4	Sub-District Plans	Develop detailed sub-district plans that consult various projects and programs and display opportunities for further growth.	B4.1	Prioritize areas with multiple projects, programs and policy recommendations to be future sub-district plans.	Mid-Term	\$\$	<ul style="list-style-type: none"> <li>MRA</li> <li>Private Partners</li> </ul>	<ul style="list-style-type: none"> <li>Developers</li> <li>Land Owners</li> </ul>	
			B4.2	Obtain Board approval for additional sub-district plans.					
			B4.3	Lead a planning process for additional sub-district plans.					
			B4.4	Adopt additional sub-district plans.					



