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NEIGHBORHOOD PROFILES

APPENDIX A SUPER

EXECUTIVE SUMMARY

The mission of the City of Houston's Brownfields Redevelopment Program (BRP) is to restore urban land, natural resources, and historically and culturally significant landmarks into valued community assets. The BRP seeks to assist in the revitalization of economically distressed neighborhoods in Houston's urban core, catalyze economic growth, and ensure a safe and clean environment. The BRP operates in conjunction with other City departments to advance the Mayor's agenda, improve quality of life for Houston residents, and create thriving, livable neighborhoods in this world-class city.

The City of Houston is currently the 4th largest city in the country, following New York, Los Angeles, and Chicago, with a population of 2,319,603. Sustained growth over the past decade has led to the development of both short- and long-term planning efforts by governmental agencies, educational institutions, and community-based organizations aimed at addressing the growing demands on City infrastructure and resources. The BRP seeks to acknowledge and leverage the wide variety of planning initiatives and programs that influence economic development and strengthen underserved areas of the City.

The purpose of this Strategic Plan is to understand how Houston's BRP can incentivize redevelopment of brownfield properties, catalyze community revitalization efforts, and facilitate collaboration between community stakeholders and public resources throughout the city. This plan should be used as a guidance document to influence decision making as it relates to the following:

- Allocation of BRP grant dollars and technical resources
- Prioritization of key action items, such as community outreach, site assessments, and cleanup planning
- Leveraging continued funding to support brownfields redevelopment and community revitalization initiatives

This strategic plan has one key objective: to identify brownfields redevelopment opportunities that are aligned with the priorities of of the BRP and publically supported economic development initiatives in Houston. To maximize the use of grant dollars, the BRP seeks to support brownfields redevelopment projects that will result in tangible and measurable results. These brownfields redevelopment opportunities should have a catalytic effect on advancing economic development agendas in areas where they



are located. As such, this strategic plan focuses on 14 economically distressed neighborhoods:

- 1. Acres Homes
- 2. Denver Harbor/Port Houston
- 3. Downtown (including East Downtown Neighborhood)
- 4. Greater Fifth Ward
- 5. Gulfton
- 6. Gulfgate/Pine Valley
- 7. Kashmere Gardens
- 8. Lawndale/Wayside
- 9. Magnolia Park
- 10. Near Northside
- 11. Old Spanish Trail/South Union
- 12. Pleasantville Area
- 13. Second Ward
- 14. Third Ward

Based on a detailed evaluation of community need and the capacity to achieve tangible and measurable results, four of the 14 neighborhoods were selected as priority for further BRP focus:

- 1. Second Ward
- 2. Greater Fifth Ward
- 3. Third Ward
- 4. Near Northside

Next steps for implementing the strategic plan include creating mini-plans for priority neighborhoods, community engagement, identifying specific brownfields properties for assessment, conducting Phase I and II Environmental Site Assessments, and planning cleanup and remediation, as necessary.

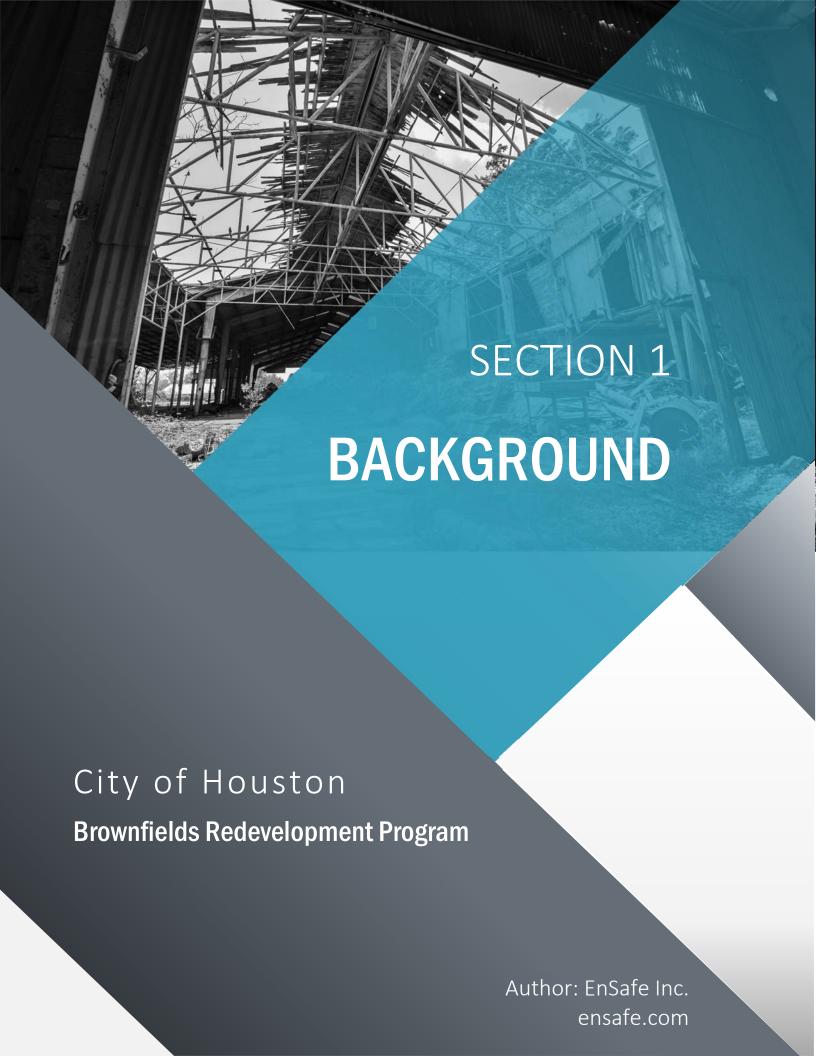
This Strategic Plan should be viewed as a living document that will evolve as economic conditions change, new information becomes available, and the city as a whole progresses towards its vision as a world class city.



Tangible,
measurable
results for
distressed
neighborhoods







1. BACKGROUND

1.1 Environmental Protection Agency Brownfields Program

The United States Environmental Protection Agency's (U.S. EPA) Brownfields Program was started in 1995 and has grown into a proven, results-oriented program that has changed the way contaminated properties are perceived and redeveloped (U.S. EPA, October 2006). The U.S. EPA defines a brownfield as a property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant (U.S. EPA, October 2006). There are many challenges unique to brownfields redevelopment, including environmental liability concerns, financial barriers, cleanup considerations, and reuse planning. Through federal grant funding, the U.S. EPA's Brownfields Program removes some of these barriers and serves as an empowerment tool for land and community revitalization.

The U.S. EPA's Brownfields Program is part of the U.S. EPA's larger Land Revitalization Program, which promotes the integration of sustainable reuse considerations into all cleanup and redevelopment decisions (U.S. EPA, June 2016). The U.S. EPA's Land Revitalization Program fosters strong partnerships with communities to address environmental issues, promote sustainable redevelopment, and encourage public involvement in area-wide planning to enhance economic development, create green jobs, and maximize the efficiency of site cleanup efforts (U.S. EPA, June 2016). In addition to the U.S. EPA, other federal agencies are empowering community revitalization effort aligned with the same objectives as the U.S. EPA's Land Revitalization The United States Department of Housing and Urban Development (HUD) has historically provided funding through their Community Development Block Grant program for the redevelopment of brownfields; the U. S. Department of Transportation (DOT) has supported the extension of light rail systems and transit-oriented development; U.S. National Parks Services offers great technical support for the development of city parks, often compromised by environmental contamination; and the U.S. Economic Development Agency (EDA) launches projects to transform neighborhoods and create growth opportunities.



The U.S. EPA's 2015 publication titled *Brownfields Federal Program Guide* is an excellent reference for understanding how different federal agency programs apply specifically to brownfields redevelopment. The publication is available online at: https://www.epa.gov/sites/production/files/2015-09/documents/brownfields-federal-programs-guide-2013.pdf.

The U.S. EPA's Brownfields Program, in partnership with other federal economic stimulus programs, has proven to be a powerful catalyst for revitalizing underserved neighborhoods, economically depressed areas, and communities disproportionally effected by blight and legacy environmental contamination; however, it should be noted that the proposed 2018 Federal Budget includes \$54 billion in cuts to federal departments, including the elimination of community development funding from HUD, transit-oriented development grants from DOT (TIGER grant program), and 31% cuts to the over 50 U.S. EPA programs. Although the budget is currently pending approval, federal support for brownfields projects in Houston should be carefully evaluated upon the finalization of the 2018 Federal Budget.

1.2 City of Houston's Brownfields Redevelopment Program

1.2.1 Program Background

Since 2005, Houston's BRP has assisted in redeveloping over 75 sites and restoring more than 3,000 acres of City land to beneficial use. As a result, more than \$5 million in tax revenue has been generated, over \$800 million in investment for cleanup and redevelopment has been leveraged, and over 4,000 new jobs have been created or retained. Brownfields redevelopment projects in the City include Minute Maid Park, Discovery Green, Hobby Center for the Performing Arts, and Downtown Aquarium. Other notable projects include senior housing complexes, townhomes, Wildcat Golf Course, neighborhood parks, and commercial mixed use or industrial properties.

1.2.2 Program Capabilities

In 2014, the City was awarded two U.S. EPA Brownfields Assessment grants totaling \$400,000 for use on sites impacted or potentially impacted by hazardous substances and/or petroleum products. Grant funding has been used for a brownfields areawide inventory, due diligence property assessments, cleanup planning, and community outreach activities in the



City's Greater East End, the target area of the grants. The East End begins along the eastern edge of Downtown, is bisected by Buffalo Bayou, and extends east to the Port of Houston.

In addition to the 2014-2017 U.S. EPA Brownfields Area-Wide Assessment Grant, the Houston's BRP is funded with money allocated through the Planning and Development budget. In FY2017 the BRP had a budget of \$50K and in FY2018 that budget was increased to \$100K.

The BRP is an important resource to revitalizing Houston's underserved and blighted neighborhoods. Through key partnerships and federal funding, the BRP is able to offer developers and community stakeholders the following services to support redevelopment efforts:

- Phase I & II Environmental Site Assessments
- Cleanup Planning
- Area-wide planning
- Project Financing Strategies
- Grant support for leveraging other funding sources
- Technical Assistance
- Education and Regulatory Guidance
- Community Engagement

1.2.3 Mission and Priorities of Houston's Brownfields Redevelopment Program

The mission of the City of Houston's BRP is to restore urban land, natural resources, and historically and culturally significant landmarks into valued community assets. The BRP seeks to assist in the revitalization of economically distressed neighborhoods in Houston's urban core, catalyze economic growth, and ensure a safe and clean environment. The BRP operates in conjunction with other City departments to advance the Mayor's agenda, improve quality of life for Houston residents, and create thriving, livable neighborhoods in this world-class city.

The BRP has established priority criteria that serve as a guide for selecting sites to receive environmental assessment or cleanup funding. These priorities, listed below, are based on objectives of both the U.S. EPA's Land Revitalization Program and City initiatives.









- Protection of Human Health and the Environment A priority of the BRP BRP is to support projects that protect human health and the environment by eliminating imminent health and safety hazards, such as abandoned structures and illegal dumping sites; building resiliency to severe weather, natural disasters, and sea-level rise; promoting healthy neighborhoods with equitable access to parks and recreation facilities, healthy food choices and healthcare options; and improving water and air quality.
- Environmental Justice The U.S. EPA defines environmental justice as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. The cleanup of contaminated sites in neighborhoods disproportionally impacted by multiple brownfields sites contributes to mitigating issues of Environmental Justice areas by eliminating adverse environmental concerns in these neighborhoods.
- Community Engagement & Partnerships Continuous community involvement and stakeholder engagement is essential to achieve objectives of the BRP and to help ensure success of community revitalization projects. Partnerships with other city departments, public entities, and private-sector organizations also create opportunities to leverage multiple resources to ensure project success.
- Urban Smart Growth Principles Smart growth strategies are central to
 to brownfields redevelopment and help communities grow in ways that
 expand economic opportunity while protecting human health and the
 environment (U.S. EPA, May 2016). Examples of urban smart growth
 principles include improved access to affordable housing, increased
 transportation options, lower transportation costs, expansion of
 permeable surfaces and green space, and walkable and bike-able
 neighborhoods.
- Results Oriented Brownfields funding will prioritize projects with tangible outcomes to maximize the Program's influence on progress towards neighborhood revitalization or restoration efforts. Brownfields funding serves as a catalyst for economic growth by removing barriers to redevelopment and economic improvement projects, revitalizing tax delinquent proprieties, and creating jobs through construction and new business. Outcomes from Brownfields-funded projects should have measurable accomplishments, such as, number of jobs created, tax revenue generated, open space created, amount of contaminants removed, acres of wetlands restored, etc.



1.3 Purpose of the Strategic Plan

The purpose of this Strategic Plan is to understand how Houston's BRP can incentivize redevelopment of brownfield properties, catalyze community revitalization efforts, and facilitate collaboration between community stakeholders and public resources throughout the city. This plan should be used as a guidance document to influence decision making as it relates to the following:





Influence decision-making as it relates to:

- 1. Allocation of BRP grant dollars and technical resources
- 2. Prioritization of key action items, such as community outreach, site assessments, and cleanup planning
- 3. Alignment with publically supported economic development initiatives in Houston
- 4. Leveraging continued funding to support brownfields redevelopment and community revitalization initiatives



2. DEVELOPMENT TRENDS IN HOUSTON



2.1 General Overview

The City of Houston saw its population grow 9% between 2010 and 2015 (City of Houston, *How We Compare*, 2017b) and despite a recent slowdown in the Oil & Gas sector, Houston still added 18,666 people in 2016, for a total population of 2,319,603 (U.S. Census Bureau, 2017). This sustained growth places Houston as the 4th largest city in the county, following New York, Los Angeles, and Chicago, and has led to the development of both short- and long-term planning efforts by governmental agencies, educational institutions, and community-based organizations aimed at addressing the growing demands on City infrastructure and resources.

The BRP seeks to acknowledge and leverage the wide variety of planning initiatives and programs that influence economic development and strengthen underserved areas of the City. The following briefly summarizes a few of the many relevant planning documents and studies that can inform the BRP.

2.2 Plan Houston

<u>Plan Houston</u> is the City's first general plan. In 2015, the City Council initiated the development of Plan Houston, which describes "a vision for Houston's future and identifies the policies, plans, and programs that represent the City's long-term priorities for achieving the vision. This plan was developed by looking at prior planning efforts, then listening to residents and community leaders who described their image of a successful Houston." (City of Houston, 2017a) In order to achieve the community's vision and goals, the Houston Plan identifies 12 core strategies:



12 Core Strategies

- 1. Spend money wisely
- 2. Grow responsibly
- 3. Nurture safe and healthy neighborhoods
- 4. Connect people and places
- 5. Support a global economy
- 6. Sustain quality infrastructure

- 7. Champion learning
- 8. Foster an affordable city
- 9. Protect and conserve our resources
- 10. Communicate clearly and with transparency
- 11. Partner with others, public and private
- 12. Celebrate what's uniquely Houston

The BRP shares many priorities with Plan Houston. Protection of human health and the environment, environmental justice, and the use of urban smart growth principles are the most obvious and should be seen as common ground for both programs to build upon. In addition, Plan Houston includes the development of an online database that incorporates plans created by the City, community-based organizations, developers and other agencies outside the City. Relevant plans should be used to support the implementation of the Strategic Plan.

2.3 Parks Plan

PARKS

PLAN

In 2015, the Houston Parks and Recreation Department (HPARD) produced its <u>Master Plan Phase II document</u>. The Phase II document builds upon earlier Parks Master Plans released in 2001 and 2007.

The City of Houston parks system includes 370 parks and more than 37,859 acres of parkland. According to the Trust for Public Land, Houston has approximately 23 acres of parkland per 1,000 people, which stands out when compared to the national average of 20 acres of parkland per 1,000 people. Houston's incredible growth prompted the need for a Master Plan update that evaluates Houston's park and recreation system and guides future development and growth.

The goals of the Parks Plan directly align with the priorities of the BRP. Both seek to revitalize existing neighborhoods, consider human health and the environment, and emphasize developing community partnerships. In addition, both programs have a focus on expanding in underserved areas of the City.

The BRP and HPARD would both benefit by working together to identify catalyst sites or areas where combining resources will facilitate neighborhood revitalization.



2.4 Master Plan for Buffalo Bayou and Beyond



The Buffalo Bayou Partnership is also leading community revitalization efforts through Houston's urban core along the Buffalo Bayou, which runs west to east and transects Downtown. The Buffalo Bayou Park located on the west side of the city is a valued asset to Houstonians and an attraction for visitors. Buffalo Bayou Partnership is currently implementing their 2002 Master Plan for Buffalo Bayou and Beyond. The plan identifies ways that Buffalo Bayou can become a central feature in the life of the City and of every Houstonian. It sets forth specific proposals to (Thomas Design Group, August 2002):



2.5 **Houston Galveston Area Council Livable Centers Program**



The Houston Galveston Area Council (HGAC) Livable Centers Program seeks to facilitate the creation of walkable, mixed-use places that provide multimodal transportation options, improve environmental quality, and promote economic development. The HGAC has completed over 20 Livable Centers studies in urban, suburban, and rural areas in the region. Six of these studies focus directly on urban neighborhoods in Houston, which include the following:

- The Downtown/East Downtown Study
- The East End Study
- The Fifth Ward/Buffalo Bayou/East End Study
- The Fourth Ward Study
- The Kashmere Gardens Study
- The Near Northside Study



Although each plan is unique, the 2009 East End Study serves as a great example of how these studies address a number of community needs, including the following for the East End (Houston Galveston Area Council, *The Greater East End Livable Centers Master Plan*, 2011):

- 1. Conceptual master plan
- 2. Plan to improve pedestrian/transit access
- 3. Infill/mixed-use strategy and land use program
- 4. Conceptual design of Guadalupe Park & surrounding area
- 5. Urban form vision of Navigation Boulevard and surrounding neighborhoods
- 6. Measurable benefits of resulting reductions in vehicle-miles traveled

- 7. Measurable emission reduction benefits
- 8. Economic benefits
- 9. Cost estimates and funding sources

The HGAC Livable Centers program and the 2009 East End Study are part of a strategy to address expected regional growth of 3.5 million people by 2035. By evaluating existing conditions, engaging the local community, and developing a master plan, the East End Study seeks to bring needed investment and economic development to this part of the city.

The BRP can benefit from the coordination of community partners, the data collected to develop relevant HGAC studies, and the prioritization of needs and resources outlined in the study. The HGAC Livable Centers Program and the BRP share the goals protecting human health and the environment, community involvement and partnerships, and the use of smart growth principles. These mutual interests should be leveraged to the benefit of both the BRP and the HGAC Livable Centers Program.

COMPLETE COMMUNITIES INITIATIVE

2.6 Complete Communities

In 2017, City of Houston Mayor Sylvester Turner launched the <u>Complete Communities</u> initiative. The initiative seeks to improve neighborhoods by creating better access to quality services and amenities. The Mayor wants to develop partnerships to help communities reach their full potential. Five communities have been identified to pilot the initiative. These communities include:



The City has committed a team of dedicated staff across several City departments that will work with each neighborhood to identify priority projects and develop implementation strategies. The City is also committed to implementing "quick-delivery projects," as well as developing a "Neighborhood Toolbox" that identifies all City programs available for the enhancement of neighborhoods and communities. The City will evaluate funding sources and engage outside organizations to provide support for the initiative.

The BRP would benefit by engaging with the Complete Communities Initiative early in the development of the initiative. As a new initiative, Complete Communities has a need for the resources of the BRP. The BRP could see a benefit in helping with a "quick delivery project," as there is often a need to use grant funding expeditiously.

2.7 Development Trends

The recent Oil & Gas industry boom between 2011 and 2014 brought tremendous economic growth and investment in the greater Houston Metropolitan Area (HMA) and supported the population growth noted in section 2.1. In 2011, job growth in the HMA was not restricted to the Oil & Gas industry. Professional and business services jobs increased by 6.3% and hospitality and leisure sector jobs grew by 6%. In 2012, the economic expansion continued as the professional and business services sector increased jobs by 6.3% and the hospitality and leisure sector increased jobs by 6%. The growth continued in 2013 as well, with professional and business services sector job growth at 3.6% and hospitality and leisure sector job growth at 4.7%. New and existing home sales saw consistent growth during this period as well. In 2013, the number of new single family home building permits increased by 13% in Harris County compared to the previous year (U.S. Department of Housing and Urban Development, 2014).

The latest downturn in Oil & Gas prices started in late 2014. The price of oil fell from its June 2014 high of over \$107 per barrel to approximately \$53 a barrel at the start of 2015. Despite the collapse in prices, in 2015 the number of housing starts in Harris County was up 8.8% from 2014 (Harris County Appraisal District, 2016). Recent data from the Houston Realtors Association show sales and rentals of homes throughout greater Houston continue to outpace 2016's record performance. According to the residential property search website, www.har.com, home sales in the Houston area are ahead of 2016's volume by 7.4% on a year to date basis.

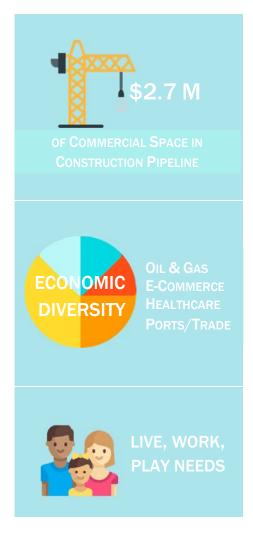
Houston is still growing and developing. The pace has slowed but the economy has proven to be more resilient in comparison to previous boom and bust cycles. Houston is a prime hub for international trade with the Port of Houston, the Port of Texas City, and the Port of Freeport all serving the region. Houston is also a healthcare industry

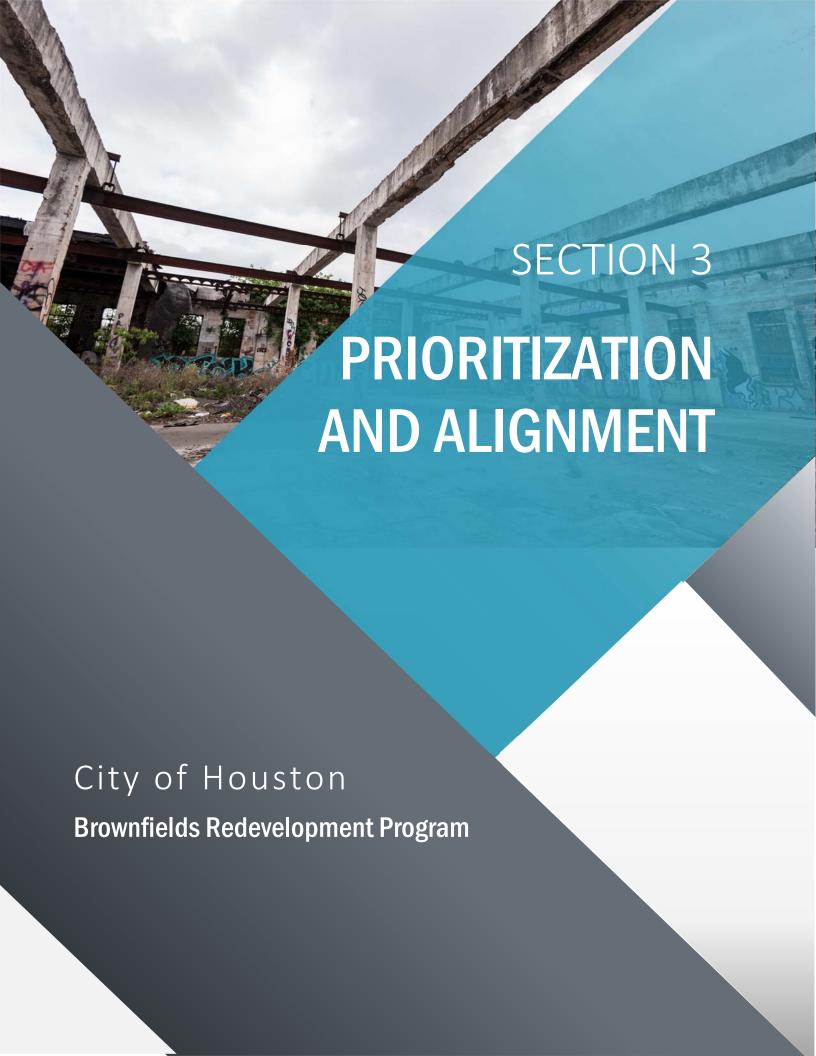


hub. The Texas Medical Center is the largest medical center in the world, with more than 7 million patient visits recorded a year and more than 100,000 employees working in the medical center (U. S. Department of Housing and Urban Development, 2014).

According to a first quarter (Q1) 2017 market analysis published by NAI Partners, the low oil prices have had a marginal impact on Houston's industrial real estate market. With strong demand from e-commerce tenants such as Amazon and FedEx, the Houston industrial real estate market is reasonably healthy. The vacancy rate for the metro area rose to 5.7% in Q1 2017. In addition, as of June 2017, there are 2.7 million square feet of commercial office space in the construction pipeline. Approximately 45% is pre-leased, which provides some relief to the oversupply. Approximately 1.6 million square feet are set to be made available in 2017 (NAI Partners, 2017).

Houston's economic diversity is also reflected in its neighborhoods and communities. The needs in these communities are as diverse as the people who live in them. This is documented in the Plan Houston FY 2018 Priorities Exercise Results. More than 18,387 needs were recorded from 6,129 total respondents. From affordable housing, flooding, and food deserts to walkable streets and increasing transportation options, residents are increasingly looking for places where they can live, work, and play. Section 3 begins to prioritize these needs.





3. PRIORITIZATION AND ALIGNMENT

3.1 Strategic Plan Objective

As stated in Section 1.4, the purpose of this strategic plan is to broadly understand the community need for support from the City's BRP to incentivize redevelopment of brownfield properties, catalyze community revitalization efforts, and facilitate collaboration between community stakeholders and public resources. This strategic plan has one key objective: to identify brownfields redevelopment opportunities that are aligned with the priorities of the BRP and publically supported economic development initiatives in Houston. To maximize the use of grant dollars and leverage additional funding, the BRP seeks to support brownfields redevelopment projects that will result in tangible and measurable results. These brownfields redevelopment opportunities should have a catalytic effect on advancing economic development agendas in areas in which they are located. To ensure a return on the investment of brownfields grant dollars, which can be measured in the form of community benefit, increased tax revenue, job creation, or other economic indicators, the BRP must understand the likelihood for project completion after the environmental issues have been addressed. Public support in the form of community driven revitalization, city-led capital improvement projects, and federally financed programs typically indicate a capacity for the BRP to achieve tangible and measurable results. Furthermore, areas of public investment generally indicate the potential for growth and investment opportunities from the private sector.

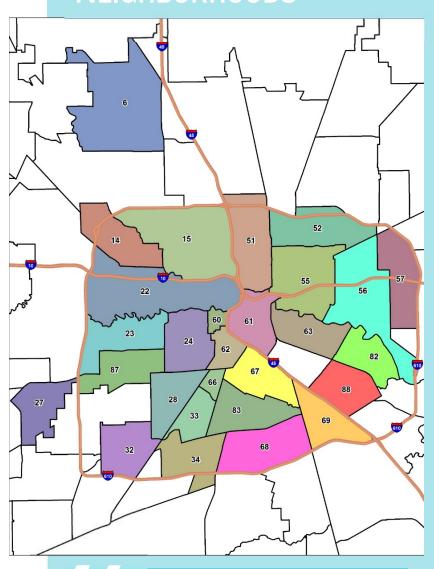


3.2 Selection of Focus Areas

To identify brownfields redevelopment opportunities that align the priorities of the BRP with publically supported economic development initiatives in Houston, the strategic plan has evaluated community need and economic conditions in 28 Super Neighborhoods within Houston's urban core, shown at right. "A super neighborhood is a geographically designated area where residents, civic organizations, institutions and businesses work together to identify, plan, and set priorities to address the needs and concerns of their community." (City of Houston, 2017a) Houston's urban core is defined by the area within the "Inner Loop" of Interstate 610, with the exception of Gulfton and Acres Homes. Although the Gulfton and Acres Homes are not in Houston's urban core, they have been selected as a focus area by the Mayor's office through the Complete Communities initiative, discussed in Section 2.5.

One of the missions of the BRP is to assist in the revitalization of economically distressed neighborhoods in Houston's urban core. As such, the 28 Super Neighborhoods were evaluated relative to median household income as a general indicator of economic conditions. Of the 28 neighborhoods, half fell below the average median household income for the entire city of Houston, while the other half were above the median household income. This strategic plan will focus on the 14 Super Neighborhoods with median household incomes below the city average. The following table summarizes the economic and demographic data for all Super Neighborhoods.

28 SUPER NEIGHBORHOODS



SUPER NEIGHBORHOOD:

geographically designated area where residents, civic organizations, institutions and businesses work together to identify, plan, and set priorities to address the needs and concerns of their community

Table 1 - Summary	of Houston Super Neighborhoods &						
2012 Median Household Income							

Super Neighborhood Name	Super Neighborhood No.	2012 Median Household Income
Greater Fifth Ward	55	\$20,870
Kashmere Gardens	52	\$21,492
OST/South Union	68	\$27,785
Pleasantville Area	57	\$28,218
Magnolia Park	82	\$29,875
Near Northside*	51	\$30,258
Second Ward*	63	\$30,872
Gulfton*	27	\$31,427
Denver Harbor/Port Houston	56	\$31,734
Lawndale/Wayside	88	\$34,210
Gulfgate/Pine Valley	69	\$38,589
Third Ward*	67	\$38,936
Acres Homes*	6	\$39,315
Downtown (includes EADO)	61	\$43,601
CITY OF HOUSTON A	/ERAGE	\$44,648
Astrodome Area	34	\$45,135
Macgregor	83	\$48,999
Lazybrook/Timbergrove	14	\$59,568
Fourth Ward	60	\$59,671
Neartown Montrose	24	\$64,918
Museum Park	66	\$69,503
Greater Heights	15	\$70,102
Midtown	62	\$70,829
Braeswood	32	\$76,953
		· · ·
Greenway/Upper Kirby Area	87	\$78,192
Medical Center Area		· · ·
	87	\$78,192 \$87,937 \$93,071
Medical Center Area Washington Avenue Coalition/	87 33	\$78,192 \$87,937

Note: 2012 median household income was last published by the Super Neighborhoods as part of their neighborhood profiles. Although updated information may be available through census data, the 2012 data are sufficient for screening purposes. As more information is gathered about neighborhoods, this information will be tracked and updated to identify trends, community needs, and opportunities.



3.3 Evaluation of Super Neighborhoods

The 14 Super Neighborhoods identified in Section 3.2 as economically distressed areas, defined by having median household incomes that are lower than the city average, were further evaluated relative to priorities of Houston's Specifically, information was gathered to understand the community need and to identify initiatives led by public or private entities to address community need. Details of this research are presented in Super Neighborhood Profiles, included as **Appendix A**. These profiles summarize information gathered from existing master plans; livability studies; studies conducted by groups including the Kinder Institute, Houston Health Department, and Environmental Defense Fund; U.S. EPA's environmental justice screening tool; and various other resources specific for defining community need and plans for improvement.

In general, community need in the 14 economically distressed Super Neighborhoods aligns with priorities of the BRP. These Houston neighborhoods are disproportionately affected by adverse environmental conditions, including brownfields properties, blight, illegal dumping, poor air quality, and flooding. Furthermore, these neighborhoods are characterized by inequitable access to necessary amenities such as healthcare facilities, healthy food, parks, transportation, and job markets.

Although each of these neighborhoods demonstrate a need for brownfields redevelopment assistance, this strategic plan prioritizes communities that demonstrate the capacity to complete redevelopment projects and catalyze further economic development.

A community's brownfields redevelopment capacity can be defined as the community's ability to leverage public support, technical resources, and funding to achieve community revitalization goals. Each of these 14 economically distressed communities have great visions





ISSUES

Blight
Illegal Dumping
Poor Air Quality
Flooding
Lack of Health Care Facilities
Healthy Food Desert
Shortage of Parks
Transportation Deficiencies
Scarcity of Jobs

PRIORITIES

Neighborhoods that demonstrate

CAPACITY TO COMPLETE

redevelopment projects

& CATALYZE

further economic growth



for improving their neighborhoods and the living conditions for their residents, but they do not all have the capacity yet for implementing significant change. Because the BRP is limited in its resources, it must focus attention on those communities that have the capability of using BRP's funding to catalyze a greater initiative. A simple example is the use of a \$5,000 Phase I Environmental Site Assessment to conduct due diligence on a vacant lot intended for redevelopment into park space. For the BRP to invest \$5,000 in this project, it is important to know that the user of the funding has the will and financial capacity to complete the final development of the park.

To understand community Brownfields redevelopment capacity, neighborhoods were ranked from high to moderate to low, based on a qualitative evaluation of three key elements:



It is assumed that if the City has invested in a community, funding may be available to support real estate improvement projects, including brownfields redevelopment. It also indicates that there is public support for improvement initiatives. Federal and state funding may also be an indicator of available funding to support brownfields projects, as well as a recognition by those federal and state agencies that the communities are in need of financial support. This recognition of need may help support future grant funding through U.S. EPA or other public agencies. The type and number of community organizations active in a neighborhood represents potential end users of brownfields funding. Organizations that are active in real estate development and transactions, such as the Fifth Ward Community Redevelopment Corporation (FWCRC) and the Buffalo Bayou Partnership, demonstrate a strong capacity for brownfields redevelopment in that community.

Table 2 – Summary of Super Neighborhood Capacity for Brownfields Redevelopment

		City	-Led Improveme			Federal or State	y for Brownneids Redevelopment	
Super Neighborhood	Complete Communities	Parks Plan	Transportation	Housing & Community Development	Management District	Funding Commitments	Community Organizations	Community's Brownfields Redevelopment Capacity
Second Ward*	Yes	Very High Need	METRO bus system2017 Houston Bike PlanLight Rail along Harrisburg	One HHA development Housing Choice Voucher Program	Managed by Greater East End MD	 U.S. EPA Brownfields TCEQ – water quality of Buffalo Bayou Harris County Flood Control 	 Fifth Ward Community Redevelopment Corporation United Way Buffalo Bayou Partnership Houston Parks Board 	High – Strong non-profit developers in area and brownfields funding has already been invested in Second Ward. Driven non-profit developers, including Buffalo Bayou Partnership. Close proximity to downtown and waterfront redevelopment potential is attracting private investment. Focus of Mayor's Complete Communities.
Greater Fifth Ward	No	Very High Need	METRO bus system2017 Houston Bike Plan	Two HHA developments	Southern portion managed by Greater East End MD	 HUD CDBG U.S. EPA Brownfields Harris County Flood Control TCEQ – water quality of Buffalo Bayou 	Fifth Ward CRCUnited WayBuffalo Bayou PartnershipHouston Parks Board	High- Fifth Ward Community Redevelopment Corporation is a driving redevelopment force. Proximity to downtown is also attracting private developers.
Third Ward*	Yes	Very High Need	METRO bus system2017 Houston Bike PlanLight Rail	One HHA Development	Managed by Greater Southeast MD	- Harris County Flood Control	 The Northern Third Ward Consortium Houston Parks Board Change Happens Project Row Houses University of Houston Wheeler Avenue Triangle Ministries William A. Lawson Institute for Peace and Prosperity 	High – Recent initiatives have gained momentum, spurring redevelopment of blighted properties, including brownfields. Focus of Mayor's Complete Communities. The re-dedication of Emancipation Park on June 17, 2017 and renaming of Dowling Street to Emancipation Avenue spotlights ongoing revitalization of the Greater Third Ward.
Old Spanish Trail/ South Union	No	Very High Need	METRO bus system2017 Houston Bike PlanLight Rail	No HHA developments	Eastern portion managed by Greater Southeast MD	- National Endowment for the Arts	 Houston Parks Board Houston Local Initiative Support Corporation - Greater Opportunities Neighborhoods program Southeast Houston Transformation Alliance Neighborhood Recovery Community Development Corporation Houston Southeast Habitat for Humanity Houston Rebuilding Together 	Moderate to High – Proximity to downtown, universities, museums, and Texas Medical Center is attracting private development.
Downtown (includes EADO)	No	High Need	METRO bus system2017 Houston Bike PlanLight Rail	No HHA developments	Managed by Houston Downtown and East Downtown MDs	 U.S. EPA Brownfields TCEQ – water quality of Buffalo Bayou Harris County Flood Control 	Houston Parks BoardBuffalo Bayou PartnershipHouston Rebuilding TogetherHabitat for Humanity	High – Based on its proximity to downtown and attractions like Houston Symphony and Minute Maid Stadium. Abundant private investment opportunities.
Near Northside*	Yes	Very High Need	METRO bus system2017 Houston Bike PlanLight Rail	One HHA development	Managed by Near Northside MD	 U.S. Army Corp of Engineers – White Oak Bayou Flood Damage Reduction Project TCEQ – White Oaks Bayou 	 Houston Parks Board Houston Local Initiative Support Corporation - Greater Opportunities Neighborhoods program 	Moderate to High — Focus of Mayor's Complete Communities. Proximity to downtown and the airport is attracting private development.

Acres Homes*	Yes	Very High Need	- METRO bus system - 2017 Houston Bike Plan	One HHA development	Western portion managed by Near Northwest MD	Harris County Flood ControlU.S. Army Corp of Engineers	Houston Parks BoardHope HouseHouston Rebuilding TogetherHabitat for Humanity	Moderate – Focus of Mayor's Complete Communities.
Gulfton*	Yes	Very High Need	- METRO bus system - 2017 Houston Bike Plan	No HHA developments	No MD	- Harris County Flood Control	 Houston Parks Board Habitat for Humanity Houston Rebuilding Together	Moderate – Focus of Mayor's Complete Communities.
Denver Harbor/ Port Houston	No	Very High Need	METRO bus system2017 Houston Bike Plan	No HHA developments	Managed by Greater East End MD	Harris County Flood ControlTCEQ – water quality of Buffalo Bayou	Houston Parks BoardHabitat for HumanityHouston Rebuilding Together	Moderate – Port of Houston attracts industrial development.
Kashmere Gardens	No	Very High Need	METRO bus system2017 Houston Bike Plan	Housing vouchers No HHA developments	No MD	Harris County Flood ControlTCEQ – water quality of Hunting Bayou	Houston Parks BoardProUnitasHouston Rebuilding TogetherHabitat for Humanity	Moderate – Not many redevelopment groups active in this area, but proximity to downtown and relatively cheap land are attracting private development.
Magnolia Park	No	Very High Need	METRO bus system2017 Houston Bike Plan	No HHA developments	Managed by Greater East End MD	Harris County Flood ControlTCEQ – water quality of Buffalo Bayou	 Houston Parks Board Habitat for Humanity Houston Rebuilding Together Hope House El Centro de Corazon Health Center Women Infant Children Center 	Moderate— Proximity to downtown and active community organizations.
Gulfgate/ Pine Valley	No	Very High Need	- METRO bus system - 2017 Houston Bike Plan	No HHA developments Housing vouchers	Managed by Greater East End MD	Harris County Flood ControlTCEQ – water quality of Brays Bayou	 Houston Parks Board Habitat for Humanity Houston Rebuilding Together	Moderate – Greater East End Management District capital improvement projects and influence of University of Houston.
Pleasantville Area	No	High Need	- METRO bus system - 2017 Houston Bike Plan	No HHA developments	Managed by Greater East End MD	 Harris County Flood Control TCEQ – water quality of Buffalo Bayou 	Houston Parks BoardHabitat for HumanityHouston Rebuilding Together	Low or Unknown – more information is needed.
Lawndale/ Wayside	No	Very High Need	- METRO bus system - 2017 Houston Bike Plan	No HHA developments	Managed by Greater East End MD	Harris County Flood ControlTCEQ – water quality of Brays Bayou	 Houston Parks Board Habitat for Humanity Houston Rebuilding Together	Low or Unknown – more information is needed.

^{*} Part of City of Houston Complete Communities initiative

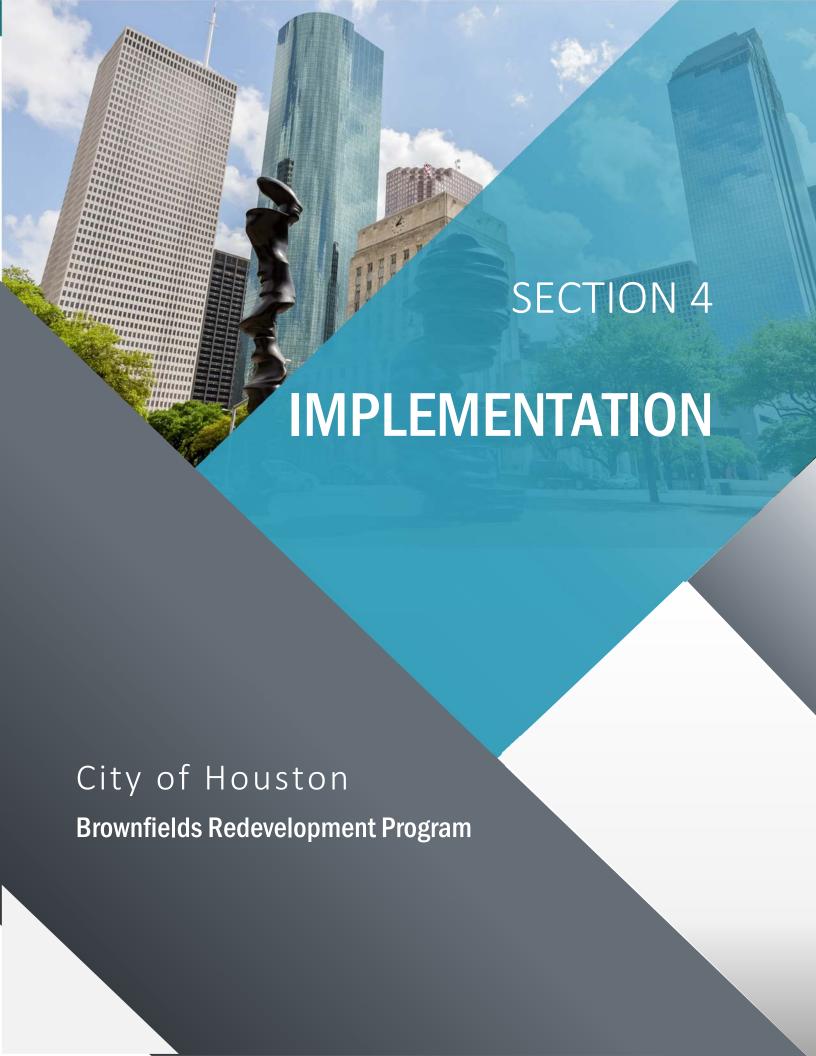
Acronyms: MD = Management District

EADO= East of Downtown MD=Management District

U.S. EPA=United States Environmental Protection Agency FEMA = Federal Emergency Management Agency TCEQ = Texas Commission on Environmental Quality

HHA = Houston Housing Authority

HUD CDBG = Housing and Urban Development Community Development Block Grant



4. IMPLEMENTATION

4.1 Prioritized Super Neighborhoods

Based on information presented in Section 3, the following sections summarize four Super Neighborhoods identified as high-priority areas in need of further evaluation and immediate support through the BRP. The remaining 10 neighborhoods should still be considered for brownfields support, especially if new information is gathered that demonstrates a need for brownfields assistance that aligns with priorities of the BRP.

4.1.1 Second Ward

The Second Ward has become a focus of City revitalization efforts because of its historical and cultural significance, as well as the concern and determination of community organizations within the area. The BRP has focused attention on the East End since 2010 and recently amplified its contribution to redevelopment efforts using FY14 U.S. EPA Assessment Grant funding to establish key partnerships with community organizations, most specifically the Greater East End Management District, Buffalo Bayou Partnership, and Houston Parks and Recreation Department. Each of these organizations has developed master plans for redeveloping the East End based on their unique missions for community improvement. These plans were developed through thoughtful research and extensive public participation efforts, and therefore, best represent the community's vision for revitalization. This vision includes equitable access to parks and recreation trails, pedestrian-friendly street and traffic patterns, access to affordable housing, and the preservation of neighborhood character. Additionally, community need has been clearly defined by demographic information, various health studies, unemployment/underemployment statistics.

In response to community need and in collaboration with key community partners, the BRP launched the Brownfields to Parks Initiative in 2016. The Initiative joins various independent revitalization efforts and leverages the strengths of each organization through the common mission to rid the Second Ward of blight and create a park system that satisfies an immediate need for improving the health and wellbeing of the community, as well as incentivizes continued investment and sustainable development. In addition to identifying several priority brownfield sites, the City has created a brownfields inventory that has identified over 600 parcels with potential for redevelopment as parks, recreation trails, or open space.

The BRP has made great strides in recent years assisting the Second Ward community with their revitalization efforts through community outreach, area-wide inventory of brownfields, Phase I and Phase II assessments, and cleanup planning. The Second Ward is a



high-priority area, as community stakeholders have come to rely on the BRP as an essential resource for redeveloping properties in the Second Ward due to the abundance of abandoned industrial facilities intermingled with residential properties and community space. Continued focus on the Second Ward allows the BRP to better position projects such as the Brownfields to Parks Initiative, bayou restoration, and affordable housing projects for other federal grant opportunities, including National Parks Service assistance and Department of Transportation (DOT) and HUD grants, as well as private grants and investments.

4.1.2 Greater Fifth Ward

The Greater Fifth Ward was prioritized based on its dire community need and community-led efforts for revitalization, spearheaded by the Fifth Ward Community Redevelopment Corporation (FWCRC). The FWCRC was established in 1989 to bring about comprehensive redevelopment of Houston's Fifth Ward and, as evidenced by their mission, serve as an organization dedicated to the collaborative fostering of holistic development. They achieve this by concentrating efforts in the following areas: real estate development, economic development, arts & culture, homeownership promotion and preservation, and community planning.

Lyons Avenue has become the focus of revitalization in the Fifth Ward based on research, livability studies, and master planning efforts led through collaborative partnerships between the FWCRC, community stakeholders, elected officials, the Mayor's office, and general public participation. The Fifth Ward has suffered decades of declining population, loss of income diversity, and various levels of neglect and disinvestment. Today, the FWCRC is working diligently to reverse the severe physical distress of the neighborhood. Partially collapsed houses, overgrown vegetation, and intermittent piles of refuse all contribute to an impression of neglect and lack of community. One by one, the FWCRC is transforming vacant buildings, blight, and brownfield properties that line the streets of Lyons Avenue into community assets. Within the narrow Lyons Avenue sub-district, there are over 550 vacant house lots and over 125 physically distressed and tax delinquent houses. Fifth Ward household income is \$22,237, which is about half of the Houston median income of \$43,365. The Fifth Ward has historically been an African American community and today African Americans make up 52% of the population. The remaining residential population is 46% Hispanic and 2% white or other.



The jazz, blues, and zydeco music that once emanated from venues along Lyons Avenue are extensions of the uniquely American cultural heritage characteristic of the Fifth Ward's past. The vision for the future of the Fifth Ward looks towards a time when the blocks buildings are once again filled with people and it is a vital place to live, work, and visit. The City of Houston and FWCRC are committed to transforming Lyons Avenue into a sustainable neighborhood for residents and a cultural destination that preserves the history of this African American community and embraces future growth.



To become a thriving district again, substantial numbers of new residents, businesses, and institutions need to be invited into the neighborhood so that it becomes more economically, ethnically, and culturally diverse over time. However, neighborhood stability also requires a balance of new investments and creating stabilization for residents who may be threatened by displacement as property values rise and housing options become inaccessible to the current demographic. It is equally important to preserve the authentic cultural identity of the neighborhood to prevent new residents and cultural influences from rebranding the area. With partners and investors, the Lyons Avenue Renaissance project has thus far attracted in excess of \$175 million in new developments to Lyons Avenue.

As a result of City investments in the Firth Ward and pioneering work by the FWCRC, economic conditions are shifting. The Fifth Ward population is projected to grow at a rate of approximately 4% in the next 5 years and nearly 9% over the next 10 years. If the Fifth Ward grows as Houston has grown over the past decade, 3,000 new households will migrate to the Fifth Ward in the next 10 years.

The BRP recognized the opportunities for brownfields redevelopment in the Fifth Ward in early 2017. Through a collaborative partnership with the FWCRC, several catalyst projects have been identified and a preliminary area-wide inventory has been conducted. The BRP is dedicated to strengthening their relationship with the FWCRC, as well as other community stakeholders, and identifying opportunities for brownfields support that will help to ensure the success of the Lyons Avenue Renaissance project.

4.1.3 Third Ward

The Third Ward has been considered as a potential focus area of the BRP for several years based on community need. It was in the Third Ward community that, in 1872, four influential African American ministers and businessmen purchased 10 acres of land to create Emancipation Park, a location dedicated to the celebration and commemoration of the emancipation of slaves. This area is also the home to the City's first accredited African American University and second African American high school, as well as the home to one of the first non-profit African American hospitals in the city. It was also in this community, an area that has been predominantly African American since legal segregation was first enforced, that Houston's first lunch counter sit-in took place, along with many other events designed to promote equality and civil rights for African Americans. Yet, despite all this, a lack of available resources has resulted in a community that continues to be plagued by hardships and environmental justice issues.

In just the past year, the community has demonstrated a growing capacity for revitalization, which aligns with the BRP priorities. Currently, the Greater Third Ward community is participating in a resident-driven revitalization plan for the Northern Third Ward. A coalition of nonprofits, The Northern Third Ward Consortium, has received a planning grant from the Wells Fargo Foundation to develop a comprehensive, resident-driven revitalization plan for the Northern Third Ward (Lindsey, 2016). Northern Third Ward encompasses 2.57 square miles, bounded by U.S. 59 to the west, I-45 to the north, Cullen Street to the east, and Blodgett Street to the south. The project began on August 19, 2016, and a finalized plan is anticipated by fall of 2017. The Northern Third Ward Neighborhood Planning Project will study and provide analysis on existing conditions, and create a detailed, multi-year revitalization plan that addresses community needs and makes recommendations for equitable community investment and development. Residents will have the opportunity to share their voice on a variety of issues such as land use planning and urban design, community development, services for families and children, public safety, transportation, education, and parks and open space. Specific areas addressed in the plan will reflect the issues deemed most important by the residents.

The Greater Third Ward's proximity to downtown and universities position the community for prime redevelopment and revitalization. The re-dedication of Emancipation Park on June 17, 2017 and the renaming of Dowling Street to Emancipation Avenue spotlights ongoing revitalization of the Greater Third Ward. City-based initiatives like the Complete Communities project and Bayou Greenways 2020 will further attract development. Growth saturation in other neighboring areas such as the Second Ward, Downtown, and Midtown further elevate the Greater Third Ward as a potential area for focused economic development.



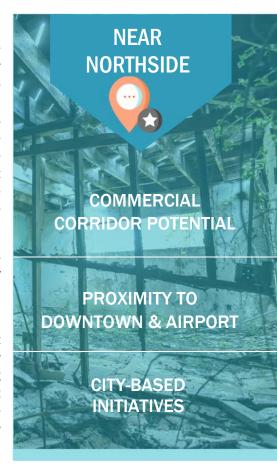
4.1.4 Near Northside

The Near Northside Super Neighborhood was selected as a focus area of the BRP based on both community need and the community's capacity for implementing redevelopment plans. Near Northside's proximity to Downtown and the airport position the community for prime redevelopment and revitalization. The creation of commercial corridors was identified as a need in the 2010 Northside Livable Centers Study (Houston-Galveston Area Council, 2010), and City-based initiatives like the Complete Communities and Bayou Greenways 2020 will further attract development. Growth saturation in other neighboring areas such as the Greater Fifth Ward, Downtown, and Midtown further elevate Near Northside for economic development potential.

Since the BRP has not yet formed partnership or provided brownfields services to the Near Northside, additional research and community engagement is needed.

4.1.5 Non-Priority Super Neighborhoods

Although only four Super Neighborhoods are selected as priority areas at this time, the remaining 10 Super Neighborhoods should be continuously evaluated for brownfields redevelopment potential. Of the 10 remaining Super Neighborhoods, two are also included in the Mayor's recent Complete Communities initiative: Acres Homes and Gulfton. As the Complete Communities initiative advances, these neighborhoods may become attractive for brownfields redevelopment.



4.2 Next Steps

4.2.1 Creation of Mini-Plans

Action items for each of the prioritized Super Neighborhoods are expected to differ based on specific needs of those communities. The first step in identifying action items for the BRP to support these Super Neighborhoods is to create mini-plans for each neighborhood. The purpose of the mini-plans is to further understand community need and capacity for redevelopment, identify community-specific next steps, and develop a roadmap of brownfields redevelopment actions and funding options that can be implemented by the BRP and its partners.

The BRP should use the development of the mini-plans as a tool to facilitate community and stakeholder engagement. By using the neighborhood profiles as a starting point for the mini-plans (included as Appendix A), the BRP should gather the following additional information about each Super Neighborhood:



Super Neighborhood mini-plans will be based on additional research and information gained through community and stakeholder engagement. Action items will vary between Super Neighborhoods based on community need and capacity. However, the following are examples of actions that may be identified for a given neighborhood:

- Develop a road map for federal funding, including U.S. EPA, HUD, DOT, and EDA grants.
- Identify and apply for appropriate grants. For example, the Fifth Ward may benefit from a U.S. EPA Area Wide Planning grant for a specific catalyst site and the Second Ward may consider a U.S. EPA Urban Waterways grant for Buffalo Bayou restoration.
- Conduct a Brownfields Area-Wide Inventory of a corridor or other economic development feature.
- Conduct Phase I or II Environmental Site Assessments on select sites.
- Use cleanup planning funding to incentivize development on a catalyst site.
- Leverage support from other sources, including U.S. EPA Technical Brownfields Assistance Programs (like Kansas State University), Texas Commission on Environmental Quality resources, city departments, or other federal agencies.
- Prepare a community engagement plan specific for the demographics of a particular neighborhood.

4.2.2 Build the Capacity of the BRP

The capacity of neighborhoods to redevelop brownfields properties is important to the BRP. Similarly, the capacity of the BRP to continue to support community revitalization and real estate development throughout the city is equally important. To be recognized as an essential resource for community revitalization, the BRP must advocate program benefits to decision makers at the city and U.S. EPA. The following action items should be considered:

- Track metrics of success. For every use of BRP funding and resources, there should be a measurable outcome. The BRP should consider creating a system to track these outcomes. Measurements of success could include:
 - ✓ Jobs created
 - ✓ Additional funding leveraged
 - √ Tax revenue generated
 - ✓ Housing created
 - ✓ Acres of new or improved park space
 - ✓ Increases in property values
 - Hazards eliminated (including illegal dumping, unsafe structures, or contaminants)
 - ✓ Improvements to surface water quality.





Garner support from the Mayor's office and elected officials. To be recognized by public officials, the BRP must market the mission of the program and showcase success stories to support its claims. Support from the Mayor's office and elected officials is key to securing continued funding

of the program through the city's budget, as well as leveraging federal grant dollars. The BRP should create opportunities to present the mission and accomplishments of the BRP to the Mayor's office, council members, and state and federal representatives.

• **Become an essential resource.** Through execution and delivery of brownfields services, the BRP will demonstrate its value to community redevelopment.

4.2.3 Immediate Action Items for 2017 (next 6 months)

The following action items are recommended to initiate the implementation of the Strategic Plan:

Begin Mini-Plan for Second Ward

- a. Finalize brownfields area wide inventory
- b. In collaboration with community stakeholders and development partners, use the brownfields area wide inventory to identify potential priority brownfields sites
- c. Conduct Phase I/II Environmental Site Assessments and cleanup planning activities on selected brownfields sites
- d. Evaluate continued funding opportunities in the Second Ward
- e. Draft Mini-Plan to document progress and next steps

Begin Mini-Plan for Fifth Ward

- a. Finalize brownfields area wide inventory for Lyons Avenue
- b. In collaboration with FWCRC, use the Lyons Avenue brownfields area wide inventory to identify potential priority brownfields sites
- c. Evaluate continued funding opportunities in the Fifth Ward
- d. Draft Mini-Plan to document progress and next steps

Begin community engagement with Third Ward and Near Northside Communities

- a. Meet with Greater Southeast and Near Northside Management Districts to verify and update understanding of community needs and revitalization initiatives
- b. Identify catalyst projects or redevelopment corridors to focus efforts
- c. Start to develop partnerships with local stakeholders
- d. Re-evaluate brownfields redevelopment potential in these neighborhoods relative to BRP priorities
- e. If warranted based on the re-evaluation of brownfields redevelopment potential, draft a mini-Plan to document progress and next steps

Promote BRP to city departments and elected officials

- a. Create messaging and presentation summarizing the importance of the BRP and elements of this strategic plan to maximize the use of grant dollars and city funding
- b. Set up meetings with key city departments, including Parks and Recreation, Economic Development, and Planning and Development
- c. Set up meetings with key public officials, especially representing priority Super Neighborhoods
- d. Accept suggestions for improving the strategic plan and adjust the strategy as deemed appropriate

Build next steps on previous actions

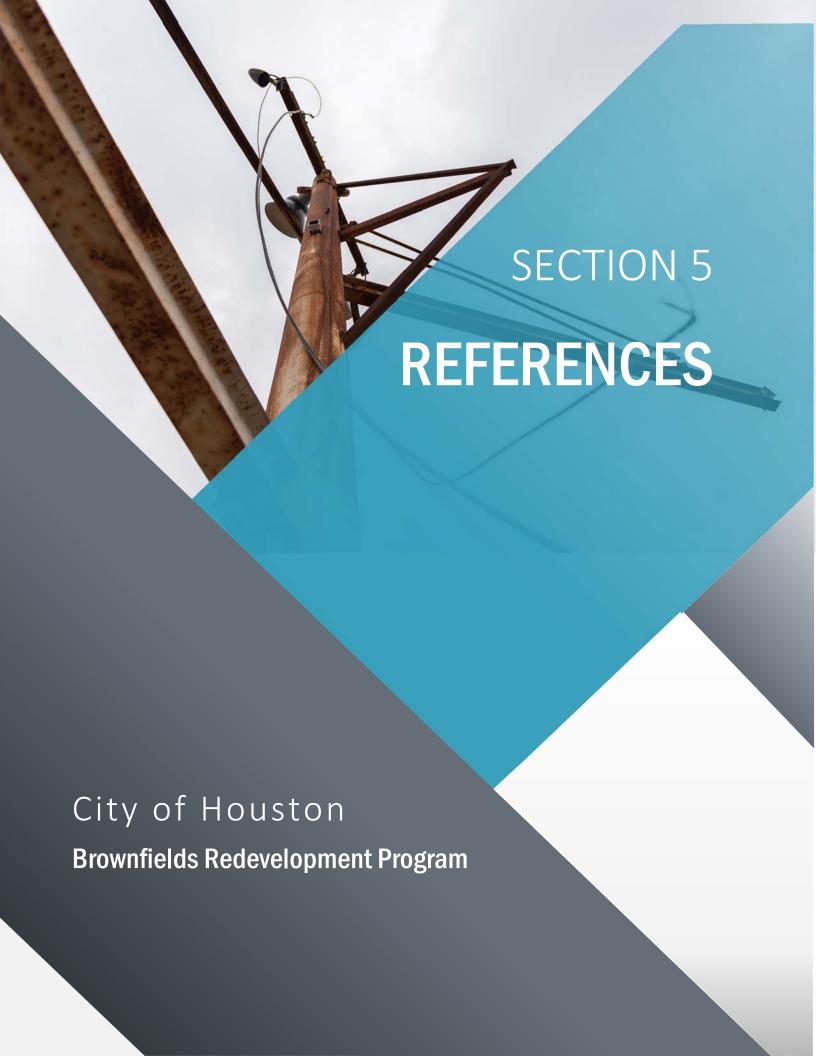
- a. Continuously evaluate the 14 Super Neighborhoods for brownfields opportunities
- b. Revise mini-plans as necessary
- c. Adjust
- d. Keep 6 month action items list updated as new knowledge is gained

3

5

As this Strategic Plan is implemented and new information becomes available, it is important to update the Strategic Plan to reflect current knowledge. This Strategic Plan should be viewed as a living document that will evolve as economic conditions change and the city as a whole progresses towards its vision as a world class city.



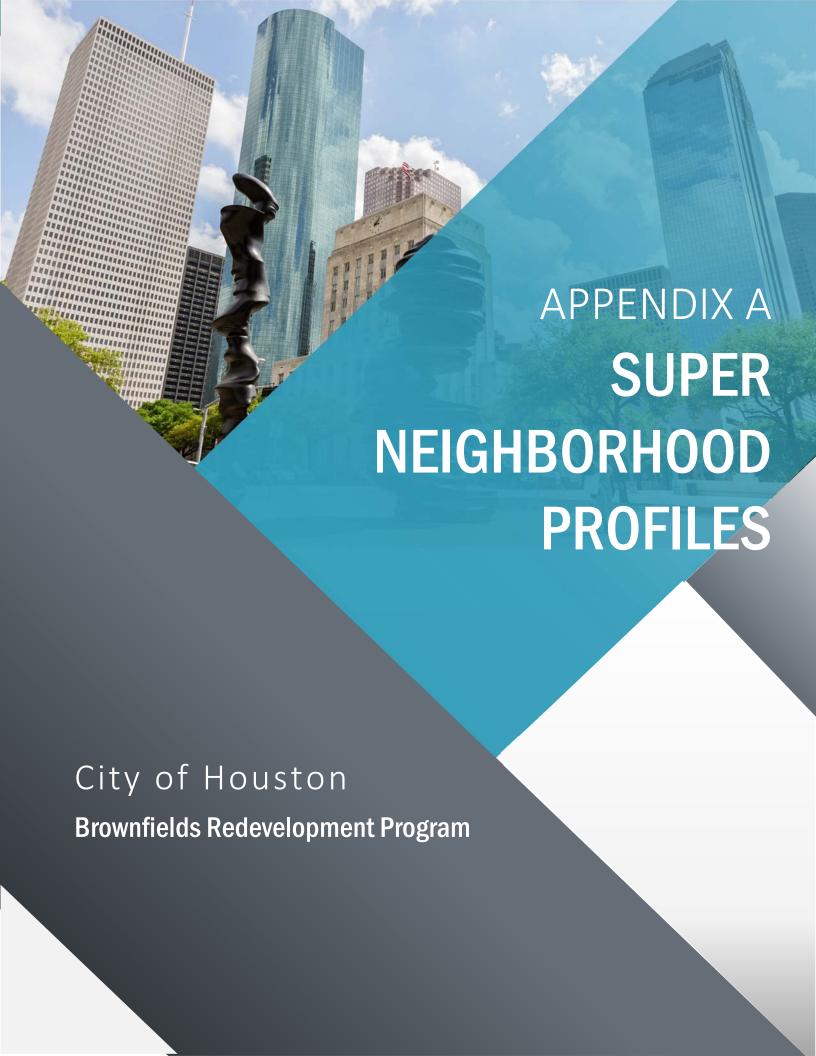


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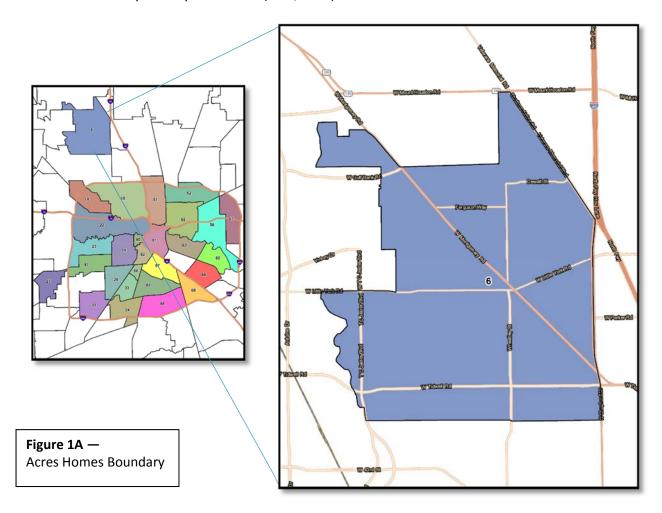
ACRES HOMES

Section 1 General Information

Super Neighborhoods: 6

City Council District and Representative: District A – Brenda Stardig, District B — Jerry Davis, District C — Ellen Cohen, and District H — Karla Cisneros

Description: According to the City of Houston, Planning and Development Super Neighborhood Resource Assessment, Acres Homes encompasses 5,733 acres (8.96 square miles). Acres Homes, a wooded area northwest of the City, was originally subdivided into large lots and marketed to African Americans. Still primarily African American, the community now includes a combination of large areas of pine forests, small tract homes built in standard suburban subdivisions, and large comfortable homes on well-maintained wooded lots. There is little commercial or industrial development. The eastern part of the community is located in the Houston Independent School District (ISD), the western part is in the Aldine ISD. Water and sewer service was introduced into the original subdivisions during the 1970s as the area was annexed by the City of Houston (COH, 2014).



Section 2 Protection of Human Health and the Environment

Natural Disaster Resiliency and Natural Resource Restoration

The ability of Acres Homes to prepare for and build resiliency against adverse weather events requires short- and long-term planning, and investments of time and resources. Acres Homes is vulnerable to flooding, as evidenced by the aftermath of the recent flooding events including Hurricane Allison in 2001, and Hurricane Harvey in 2017. The Federal Emergency Management Agency (FEMA), National Flood Hazard Layer for Acres Homes is shown below (FEMA, 2017). The light blue shaded areas indicate a 1% annual chance of flood. The brown shaded areas indicate a 0.2% annual chance of flood. The hatched brown and blue shading indicates regulatory floodways. The Acres Homes community includes many areas of regulatory floodway: at the northeast corner in the vicinity of Halls Bayou; along the western side at Vogel Creek to the northwest and White Oak Bayou to the southwest; and to the southeast along Little White Oak Bayou. Unshaded areas are considered to be areas of minimal flood hazard.



Figure 2A — FEMA's National Flood Hazard Layers (accessed 6/22/17)

The Harris County Flood Control District identifies Acres Homes as within the White Oak Bayou and Greens Bayou watersheds. Rainfall within 111 square miles of the watershed drains to the primary waterway, White Oak Bayou. Rainfall within 212 square miles of the watershed drains to the primary waterway, Greens Bayou. The Harris County Flood Control District and the United State Army Corps of Engineers have completed many capital projects in the bayous aimed at reducing flooding risks (Harris County Flood Control District, 2013).

Acres Homes is highly urbanized and has limited access to natural resources. West Littlefork Park, Carver Park, Lincoln Park, Highland Park, and portions of Halls Bayou, Vogel Creek, Little White Oak Bayou, and White Oak Buffalo Bayou are features where the community has an opportunity to access natural space; however, White Oak Bayou is classified by the U.S. Environmental Protection Agency (U.S. EPA) as impaired under the Clean Water Act. According to the Texas Commission on Environmental Quality's (TCEQ's) 2014 Texas Integrated Report Index of Water Quality Impairments (TCEQ, 2015), bacteria levels in the segment of White Oak Bayou within Acres Homes do not meet water quality standards. The TCEQ is working to improve the water quality of White Oak Bayou through a variety of management practices.

Air Quality

In accordance with the Clean Air Act, the U.S. EPA has set National Ambient Air Quality Standards for six categories of pollutants, known as "criteria pollutants," considered harmful to public health and the environment. They are: particulate matter less than ten and two and a half microns in diameter (PM10 and PM2.5), sulfur dioxide, nitrogen dioxide, ozone, carbon monoxide, and lead. The Primary National Ambient Air Quality Standards provide public health protection, including protecting the health of sensitive populations such as asthmatics, children, and the elderly.

Acres Homes is not bordered or bisected by railways, as are other Houston communities. Acres Homes is only bordered by Interstate 45 to the east, and air quality is identified as issue for Harris County due to ozone levels, its proximity to major interstates.

Healthy Living

According to the Office of Disease Prevention and Health Promotion, Leading Health Indicators (LHI) are high-priority health issues in the United States that serve as measures of the nation's health. Measured LHI include: access to health services, clinical preventive services, environmental quality, injury and violence, maternal, infancy, and child health, mental health, nutrition, physical activity, obesity, oral health, reproductive and sexual health, social determinants, substance abuse and tobacco. The interrelationship of biological, social, economic, and environmental factors influence the ability of individuals and communities to make progress on these indicators.

According to the most recent census data, Acres Homes qualifies as a low-income community, a factor that influences overall healthy living. Overall there is a lack of primary care physicians and dental practices in the area.

The U.S. Department of Agriculture (USDA) defines an urban "low-access community," as one with at least 500 people (and/or at least 33% of the census tract's population) residing more than 1 mile from a supermarket or large grocery store. As shown below, the USDA Food Access Research Atlas (USDA, 2017) depicts Acres Homes as an entirely low-income community, with the majority of the community having

low vehicle access, and a majority of the population that resides more than 1 mile from a supermarket or large grocery store.

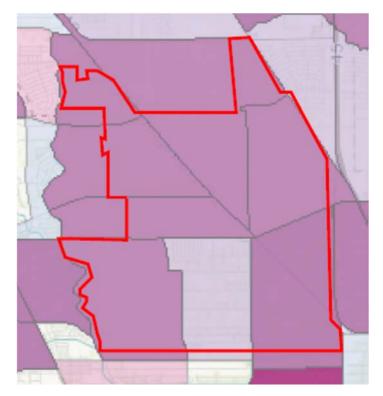


Figure 2B — USDA's Food Access Research Atlas (accessed 6/22/17)

The Acres Homes community includes several public and private community centers that provide services related to leading health indicators. The Lincoln Park Community Center, Acres Homes Health Center, Acres Homes Multi-Service Center, Highland Community Center, and Shepard-Acres Homes Neighborhood Library provide programing and in some cases nutritional assistance to the community.

Acres Homes is located within a portion of one of 21 park sectors managed by the City of Houston (Park Sector 1 — Northwest Side). The 2015 Houston Parks and Recreations Department Master (HPARD, 2015) identified the level of park need (very high, high, and moderate) for each park sector. Very high and high park needs were identified for Park Sector 1.

Bayou Greenways 2020 is a public-private partnership between the Houston Parks Board and the Houston Parks and Recreation Department with the purpose of creating an integrated system of connected linear parks with walking, running, and bicycle trails along the nine major bayous, including White Oak Bayou (Houston Parks Board, 2017). A 2012 bond referendum, providing a \$100 million set aside for Bayou Greenways 2020, was approved by Houston voters. Houston Parks Board has raised more than \$90 million from private funds toward Bayou Greenways 2020 (Houston Parks Board, 2017).

Health and Safety Hazards

Factors contributing to health and safety hazards in Acres Homes stem from a combination of interrelated socioeconomic conditions that contribute to areas of urban blight. Overgrown empty lots, buildings in

disrepair, and condemned houses contribute to visual and psychological effects as well as health and safety hazards.

The City of Houston Department of Neighborhoods, Inspections and Public Service (IPS) uses a mobile app called Houston 311 to partner with and empower residents to fight blight (COH, 2017a). The map below depicts the open and closed 311 service requests pertaining to any of the following issues: dangerous single-family structures that are open and vacant; heavy trash violations; inoperable vehicle or part of a junked vehicle that is visible from a public place or right-of-way; code violation for single-family buildings; stagnant water or deposit of any foul/decaying substance on property; or bandit signs posted in the City of Houston right-of-way. The red dots indicate open Houston 311 cases and blue dots indicate closed Houston 311 cases (as of June 23, 2017).

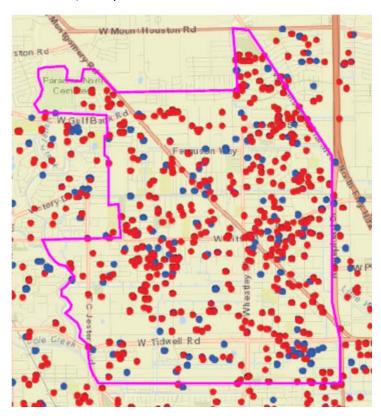


Figure 2C— Houston 311's Code Violation Service Request Map (accessed 6/23/17)

The IPS uses building codes, sign codes, nuisance violations, and beautification projects to improve the quality of life in neighborhoods. In addition to Houston 311, the City has a number of community-based initiatives to provide the tools necessary for communities to fight blight and improve the quality of life in neighborhoods. The Neighborhood Mow Down Program is a partnership with Keep Houston Beautiful to work with neighborhood groups and maintain weeded lots. This program helps eliminate eyesores and public safety hazards created by irresponsible property owners while helping the City address the problem more efficiently. In partnership with Keep Houston Beautiful and other City of Houston departments, a Tool Warehouse is available to support community groups with beautification and cleanup projects.

Section 3 Environmental Justice

The U.S. EPA defines environmental justice as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. The U.S. EPA's environmental justice mapping and screening tool, EJSCREEN, combines U.S. census data with environmental and demographic indicators to provide demographic and environmental information for a particular area (U.S. EPA, 2017). The EJSCREEN tool assists in discerning a community's degree of protection from environmental and health hazards, and their degree of access to the decision-making process to have a healthy environment in which to live, learn, and work.

The EJSCREEN output provides the State of Texas, U.S. EPA Region 6, and national environmental justice (EJ) Indexes for Acres Homes. The EJ Indexes are compiled from eight environmental indicators, such as air quality standards and proximity to large emission sources. The EJ Indexes are presented in percentiles to provide perspective on how Acres Homes compares to the State, U.S. EPA Region 6, and the nation. The results of the screening report identified a higher value for environmental indicators, and a higher percentage of demographic indicators for Acres Homes residents, when compared with State, U.S. EPA Region 6, or national populations. The State, U.S. EPA Region 6, and national percentiles for Acres Homes, range from 73 to 96. A small percentile of State, U.S. EPA Region 6, or national populations (4 to 27) would report EJ Index percentiles that are higher than the average person living within Acres Homes. The EJSCREEN also reports the eight individual environmental indicators, used to develop the EJ Indexes, and six demographic indicators such as percentage of minority and low-income populations.

Section 4 Community Involvement & Partnerships

Public Participation Efforts

Directly engaging with the Acres Homes community in decision-making gives full consideration of residents' input and affords them an opportunity to influence decisions that affect their lives. Public participation is sought through many City- and county-based initiatives, from reporting blight to seeking input on Capital Improvement Plans with City Council Representatives. The residents of Acres Homes are active in several community organizations, such as Acres Homes Super Neighborhood Council, Acres Homes Citizens Council, Sister of Faith in Action, Inc., and Acres Homes Chamber of Commerce. The Acres Homes Community Development Corporation has also sought public participation efforts to facilitate residential and commercial real estate development in the area.

Public participation is also sought through many City of Houston initiatives and non-profit programming, discussed below.

City Support/Initiatives

Acres Homes is Super Neighborhood Number 6. The Super Neighborhood Council is composed of area residents and stakeholders, and identifies and implements priority projects and sets priorities to address the needs and concerns of their community.

The Super Neighborhood Council serves as a forum where residents and stakeholders can discuss issues, establish priority projects for the area, and develop a Super Neighborhood Action Plan to help them meet their goals.

The Land Assemblage Redevelopment Authority (LARA) is a 13-member board, organized for the purpose of aiding, assisting, and acting on behalf of the City in the performance of its governmental functions to promote the common good and general welfare of the City. In particular, projects include the acquisition, assemblage, management, marketing, development, and disposition of properties that have been acquired by taxing authorities through foreclosure of delinquent ad valorem taxes, including the redevelopment of identified properties. The map below indicates available LARA lots (green dots) currently, as of June 23, 2017, available to builders at low cost for development (LARA, 2017). Homes constructed on LARA lots are available to residents to purchases from the low to mid \$100,000s. Down payment assistance is available to qualified residents.



Figure 4A — Location of Available Land Lots through LARA (accessed 6/23/17)

Bayou Greenways 2020 will add park land, trails and natural habitat, and native wildlife and promote the health and welfare of the community by linking the City's existing stretches of linear parks, trails, and larger traditional parks with new greenways (Houston Parks Board, 2017).

In 2017, the City of Houston kicked off the Complete Communities initiative, aimed at revitalizing the quality of life for residents in five pilot neighborhoods, including Acres Homes (COH, 2017b). This focused community engagement initiative will work with stakeholders in each community and partners across Houston to create more complete neighborhoods with enhanced access to quality affordable homes, jobs, well-maintained parks and greenspaces, improved streets and sidewalks, grocery stores and other retail, good schools, and transit options.

The Neighborhood Matching Grant Program helps neighborhoods fund various beautification and improvement projects by providing a dollar-for-dollar matching grant reimbursement ranging from \$500.00 to \$5,000.00. This program is administered in partnership through the City of Houston Department of Neighborhoods and the City of Houston Council Members' Offices (COH, 2017c).

The Harris County and the City of Houston Illegal Dumping Camera Project deployed 25 cameras in Districts B, D, H, I, and K in January 2016. Numerous cases of illegal dumping have been investigated, resulting in charges of illegal dumping and cleanup in these districts as a result of this project (COH, Harris County, 2016).

The Houston Bike Plan outlines a Vision for the City to become a Gold Level Bicycle Friendly Community by 2027 with a focus on improved safety, increased access to bicycling opportunities, overall ridership growth, and an expanding network of high quality, well-maintained, high-comfort bikeway facilities (COH, 2017d). Existing and proposed bike trails in Acres Homes are depicted in the Walkable/Bikeable Neighborhoods section.

Non-Profit Community Organizations

The Greater Houston Area is home to many non-profit community organizations. Nonprofit organizations such as Houston Habitat for Humanity and Houston Rebuilding Together provide resources for home ownership and home repair. Several community organizations area are also active in Acres Homes, including Acres Homes Super Neighborhood Council, Acres Homes Citizens Council, Sister of Faith in Action, Inc., and Acres Homes Chamber of Commerce. The Acres Homes Community Development Corporation has also sought public participation efforts to facilitate residential and commercial real estate development in the area. Houston Hope has worked within the Acres Homes community to create and implement human service action plans and establish neighborhood action committees to implement the projects and programs that address their neighborhoods' basic needs and improve the quality of life in selected Houston Hope communities.

The Acres Homes community includes several community centers (Lincoln Park Community Center, Acres Homes Health Center, Acres Homes Multi-Service Center, Highland Community Center, and Shepard-Acres Homes Neighborhood Library), which provide programing and, in some cases, nutritional assistance to the community. Acres Homes is also home to multiple churches, as depicted below.

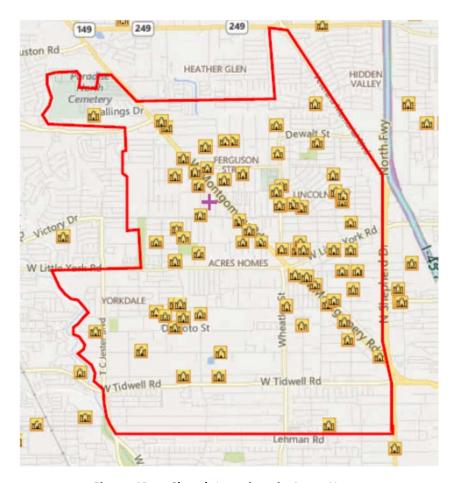


Figure 4B — Church Locations in Acres Home

Private Community Developers

Acres Homes' proximity to Downtown, and its abundance of larger, wooded lots, position the community for prime redevelopment and revitalization. City-based initiatives like the Complete Communities project and Bayou Greenways 2020 will further attract development. Growth saturation in other neighboring areas such as the Greater Fifth Ward, Downtown, and Midtown further elevate Acres Homes as the next area for redevelopment.

Section 5 Urban Smart Growth

Equitable Access to Housing

According to U.S. census data, Acres Homes is a low-income community. As such, affordable housing is a pressing need for this community. The Houston Housing Authority (HHA) oversees 20 multi-family and six senior housing developments (HHA, 2017). Acres Homes includes one multifamily housing development, Lincoln Park. The Housing Choice Voucher Program (formerly Section 8) provides tenant-based assistance, in the form of a voucher, to low-income families, seniors, and persons with disabilities for rental units chosen by the tenant in the private market.

The convenient location of Acres Homes to Downtown and recent efforts to attract redevelopment are stressing the importance of securing low-income housing options for current residents who are at threat of displacement as market-rate housing infiltrates the neighborhoods.

Sustainable Infrastructure/Energy

Aging infrastructure and capital improvements are the stated and immediate priorities of Acres Homes. As those needs are addressed and the community benefits from new development, sustainable growth initiatives adopted by the City of Houston will be implemented.

Transit-Oriented Development

The proximity of Acres Homes to interstates and rail lines impacts walkability/bikeability. Public infrastructure, land use, and zoning can impact how residents of the Acres Homes area navigate their community. Infrastructure such as sidewalks and bike lanes are needed in Acres Homes.

The 2017 Houston Bike Plan Network Map depicts the City's proposed bike plan initiatives (COH, 2017d). The map below illustrates existing bikeways in Acres Homes as thick green lines. Potential short-term implementation bikeways are identified as pink lines, key connection projects are identified by green lines, and long-term bikeway visions are proposed in blue.

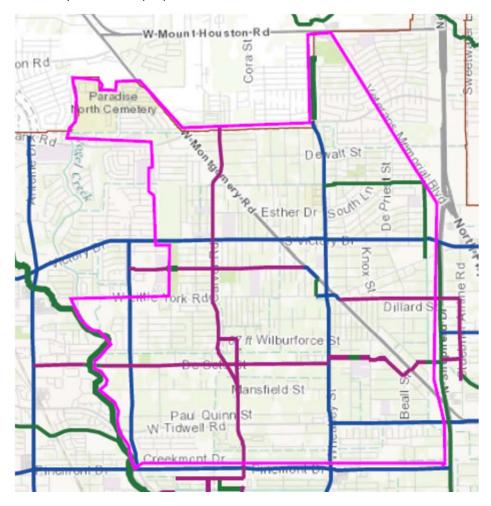


Figure 5A — Houston Bike Plan Map Routes

Acres Homes is located within the METRO service area. The METRO bus system currently serves the Acres Homes neighborhood. The Acres Homes Transit Center is located at West Montgomery Road and West Little York Road. Infrastructure improvements for pedestrian and bicycling are needed along transit corridors. Existing north-south corridors include North Shepherd Drive, Wheatley Street, and West Montgomery Road running northwest to southeast. Existing east-west corridors include Pinemont Drive, West Tidwell Road, West Little York Road, Victory Drive, West Gulf Bank Road, Dewalt Street, and West Mount Houston Road. New development and street improvement plans that incorporate bike lanes and focus on walkability and ease of access to transit riders in these areas will improve mobility outcomes for the Acres Homes community.

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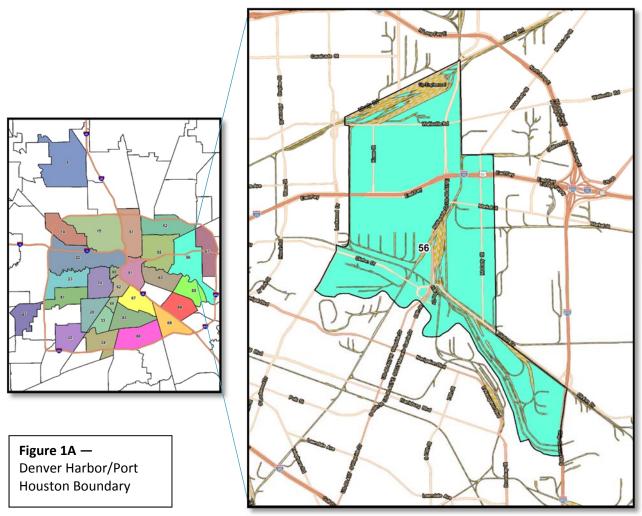
DENVER HARBOR/PORT HOUSTON

Section 1 General Information

Super Neighborhoods: 56

City Council District and Representative: District B — Jerry Davis, and District H - Karla Cisneros

Description: According to the City of Houston, Planning and Development Super Neighborhood Resource Assessment Denver Harbor/Port Houston comprises approximately 4,090 acres, and is made up of two distinct but similar neighborhoods located north of the Houston Ship Channel turning basin (COH, 2014). The southern portion of the area along Clinton Drive is industrial. The smaller residential area, Port Houston, is laid out on both sides of McCarty Street. It has a mix of residential, commercial, and industrial uses. Denver Harbor is primarily residential. Lyons Avenue is the major commercial corridor in Denver Harbor. Although Interstate 10 splits Denver Harbor physically, its identity has remained strong. Both neighborhoods, originally blue collar Anglo neighborhoods, are now predominantly Hispanic (Planning & Development, 2014).



Section 2 Protection of Human Health and the Environment

Natural Disaster Resiliency and Natural Resource Restoration

The ability of Denver Harbor/Port Houston to prepare for and build resiliency against adverse weather events requires short- and long-term planning, as well as investments of time and resources. Denver Harbor/Port Houston is vulnerable to flooding, as evidenced by recent flooding and Hurricane Allison in 2001. The Federal Emergency Management Agency (FEMA), National Flood Hazard Layer for Denver Harbor/Port Houston is shown below (FEMA, 2017). The light blue shaded areas indicate a 1% annual chance of flood. The brown shaded areas indicate a 0.2% annual chance of flood. The hatched brown and blue shading along Hunting Bayou to the north, and Buffalo Bayou to the south indicates a regulatory floodway. Unshaded areas are considered to be areas of minimal flood hazard.



Figure 2A — FEMA's National Flood Hazard Layers (accessed 6/26/17)

The Harris County Flood Control District identifies Denver Harbor/Port Houston within the Buffalo Bayou watershed. Rainfall within 106 square miles of the watershed drains to the primary waterway, Buffalo Bayou. The Harris County Flood Control District undertakes a variety of programs that exist to

provide flood damage reduction projects, including \$57 million spent on erosion repair, flood reduction programs, and infrastructure improvements along Buffalo Bayou (Harris County Flood Control District, 2013).

Denver Harbor/Port Houston is highly urbanized and has limited access to natural resources. Cliff Tuttle Park, McReynolds Park, Denver Harbor Park, and Buffalo Bayou are features where the community has an opportunity to access to natural space; however, portions of Buffalo Bayou/ Houston Ship Channel are classified by the U.S. Environmental Protection Agency (U.S. EPA) as impaired under the Clean Water Act. According to the Texas Commission on Environmental Quality (TCEQ) 2014 Texas Integrated Report Index of Water Quality Impairments (TCEQ, 2014), water quality in the segment of Buffalo Bayou within Denver Harbor/Port Houston exceeds water quality standards-based bacteria levels and concentrations of pesticides and polychlorinated biphenyls/dioxins. The TCEQ is working to improve the water quality of Buffalo Bayou through a variety of management practices and development of Total Maximum Daily Load pollutant load targets.

Air Quality

In accordance with the Clean Air Act, the U.S. EPA has set National Ambient Air Quality Standards for six categories of pollutants, known as "criteria pollutants" considered harmful to public health and the environment. They are particulate matter less than 10 and 2 1/2 microns in diameter (PM10 and PM2.5), sulfur dioxide, nitrogen dioxide, ozone, carbon monoxide, and lead. The Primary National Ambient Air Quality Standards provide public health protection, including protecting the health of sensitive populations such as asthmatics, children, and the elderly.

Air quality was identified as an issue for Denver Harbor/Port Houston due to its proximity to major interstates and rail yards. The volume of traffic on Interstates 10, 69, and 610, and rail yard collectively contribute to higher concentrations of air pollution, when compared to those communities not bordered or bisected by interstates or railways. Roadway design such as sound walls, cut sections, and roadside vegetation can reduce traffic air pollutants. Solutions to reducing the amount of emissions emitted from railyards include reducing idling, and alternative connection systems at loading stations that allow locomotives to plug into an electric power source rather than using onboard engines while stopped in a rail yard.

Healthy Living

According to the Office of Disease Prevention and Health Promotion, Leading Health Indicators (LHI) are high-priority health issues in the United States that serve as measures of the nation's health. Measured LHI include: access to health services, clinical preventive services, environmental quality, injury and violence, maternal, infancy, and child health, mental health, nutrition, physical activity, obesity, oral health, reproductive and sexual health, social determinants, substance abuse, and tobacco. The interrelationship of biological, social, economic, and environmental factors influence the ability of individuals and communities to make progress on these indicators.

According to the most recent census data, Denver Harbor/Port Houston qualifies as a low-income community, a factor that influences overall healthy living. The Denver Harbor/Port Houston community has some access to healthcare and dental care clinics in the area. The USDA defines an urban "low-access community," as one with low access to a supermarket or large grocery store with at least 500 people (and/or at least 33% of the census tract's population) residing more than 1 mile from a supermarket or

large grocery store. As shown below, the USDA Food Access Research Atlas (USDA, 2017) depicts Denver Harbor/Port Houston as an entirely low-income community with the majority of the community having low vehicle access; however, the Denver Harbor/Port Houston population lived within 1 mile from a supermarket or large grocery store.

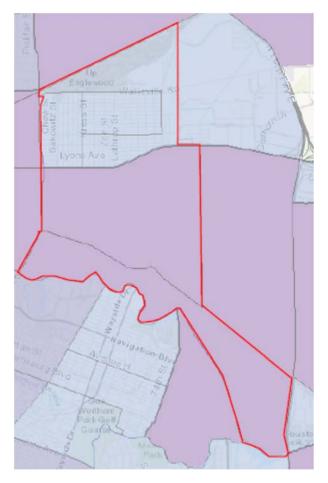


Figure 2B — USDA's Food Access Research Atlas (accessed 6/26/17)

The Denver Harbor/Port Houston community includes a community center that provides services related to LHI. The Selena Q. Perez Community Center and Community Garden (formerly the Denver Harbor Multi-Service Center), Denver Harbor Women Infants and Children Center and Tuttle Library provided programing and in some cases nutritional assistance to the community. The Houston Health and Human Services Department has a community garden program at 12 locations (including Selena Q. Perez Community Center) to give communities an opportunity to participate in the process and reap from the harvest of the garden.

Denver Harbor/Port Houston is located within two of 21 park sectors managed by the City of Houston. Denver Harbor/Port Houston is located within Park Sector 11 — East Side Inside Loop, and Park Sector 17 — Northeast Side inside Loop. The 2015 Houston Parks and Recreations Department Master Plan (HPARD, 2015), identified level of park need (very high, high, and moderate) for each park sector. Very high and high park needs were identified for Park Sectors 11 and 17.

Bayou Greenways 2020 is a public-private partnership between Houston Parks Board and the Houston Parks and Recreation Department with the purpose of creating an integrated system of connected linear parks with walking, running, and bicycle trails along the nine major bayous, including Buffalo Bayou (Houston Parks Board, 2017). A 2012 bond referendum providing \$100 million set aside for Bayou Greenways 2020 was approved by Houston voters. Houston Parks Board has raised more than \$90 million from private funds toward Bayou Greenways 2020 (Houston Parks Board, 2017).

Health and Safety Hazards

Factors contributing to health and safety hazards in Denver Harbor/Port Houston stem from a combination of interrelated socioeconomic conditions that contribute to areas of urban blight. Overgrown empty lots, buildings in disrepair, and condemned houses contribute to visual and psychological effects, and health and safety hazards.

The City of Houston Department of Neighborhoods, Inspections and Public Service uses a mobile app called Houston 311 to partner with and empower residents to fight blight (COH, 2017a). The map below depicts the open and closed 311 service requests pertaining to any of the following issues: dangerous single-family structures which are open and vacant; heavy trash violations; inoperable vehicle or part of a junked vehicle that is visible from a public place or right of way; code violation for single-family buildings; stagnant water or deposit of any foul/decaying substance on property; or bandit signs posted in the City of Houston right-of-way. The red dots indicate open Houston 311 cases and blue dots indicate closed Houston 311 cases (as of June 26, 2017).

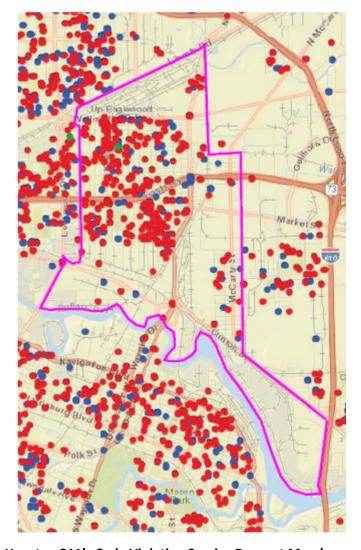


Figure 2C — Houston 311's Code Violation Service Request Map (accessed 6/26/17)

Inspections and Public Service uses building codes, sign codes, nuisance violations, and beautification projects to improve the quality of life in neighborhoods. In addition to Houston 311, the City has a number of community-based initiatives, to provide the tools necessary for communities to fight blight and improve the quality of life in neighborhoods. The Neighborhood Mow Down Program is a partnership with Keep Houston Beautiful to work with neighborhood groups and maintain weeded lots. This program helps eliminate eyesores and public safety hazards created by irresponsible property owners while helping the City address the problem more efficiently. In partnership with Keep Houston Beautiful and other City of Houston departments, the Houston Community ToolBank is located within the Denver Harbor/Port Houston community to support community groups with beautification and cleanup projects.

Section 3 Environmental Justice

The U.S. EPA defines environmental justice as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. The U.S. EPA's environmental justice mapping and screening tool, EJSCREEN combines U.S. Census data with environmental and demographic

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The EJSCREEN output provides the State of Texas, U.S. EPA Region 6 and national environmental justice (EJ) Indexes (in percentile) for Denver Harbor/Port Houston. The EJ Indexes are compiled from eight environmental indicators, such as air quality standards and proximity to large emission sources. The EJ Indexes are presented in percentiles to provide perspective on how Denver Harbor/Port Houston compares to the State, U.S. EPA Region 6, and nation. In general, the state, U.S. EPA Region 6, and national percentiles are high for Denver Harbor/Port Houston, (ranging from 75 to 99) indicating a small percentile of state, U.S. EPA Region 6, or national populations (1 to 25) would report higher block group values for the EJ Indices than the average person living within Denver Harbor/Port Houston. The EJSCREEN also reports the eight individual environmental indicators, used to develop the EJ Indexes, and six demographic indicators such as percentage of minority and low-income populations.

It should be noted that the EJSCREEN output indicates a Superfund site is located in the Denver Houston/Port Houston community; however research on the facility indicates it is located in the neighboring Near Northside community.

The results of screening report identified a higher value for environmental indicators and a higher percentage of demographic indicators for Denver Harbor/Port Houston residents, when compared with state, U.S. EPA Region 6, or national populations.

Section 4 Community Involvement & Partnerships

Public Participation Efforts

Directly engaging with the Denver Harbor/Port Houston community in decision-making gives full consideration of resident input and affords them an opportunity to influence decisions that affect their lives. Public participation is sought through many city and county-based initiatives from reporting blight to seeking input on Capital Improvement Plans with City Council District B Representative Jerry Davis, and City Council District H Representative Karla Cisneros.

The residents and stakeholders of the Denver Harbor/Port Houston community participated in a 2013 study by the University of Houston in partnership with the Community Transformation Initiative through the Houston Department of Health and Human Services (University of Houston, 2013). *The Denver Harbor: Healthy Community Design Ideas Book* resulted in strategies for healthy communities that focuses on the following seven areas: public space, education, neighborhoods, safety, food security, economic opportunity, and environment. The study examined existing conditions within Denver Harbor/Port Houston by gathering input from residents and other stakeholders (University of Houston, 2013). Conceptual plans and recommendations were prioritized into proposed projects to help further livability in Denver Harbor/Port Houston.

City Support/Initiatives

Denver Harbor/Port Houston is Super Neighborhood Number 56. The Super Neighborhood Council is comprised of area residents and stakeholders who identify and implement priority projects and set priorities to address the needs and concerns of their community.

The Super Neighborhood Council serves as a forum where residents and stakeholders can discuss issues, establish priority projects for the area and develop a Super Neighborhood Action Plan to help them meet their goals.

The Land Assemblage Redevelopment Authority (LARA) is a 13-member board, organized for the purpose of aiding, assisting and acting on behalf of the City in the performance of its governmental functions to promote the common good and general welfare of the City. In particular, projects include the acquisition, assemblage, management, marketing, development, and disposition of properties that have been acquired by taxing authorities through foreclosure of delinquent ad valorem taxes, including the redevelopment of identified properties. The map below indicates available LARA lots (green dots), as of June 26, 2017, in the central portion of Denver Harbor/Port Houston available to builders at low cost for development (LARA, 2017). Homes constructed on LARA lots are available to residents for purchase from the low to mid \$100,000s. Down payment assistance is available to qualified residents.

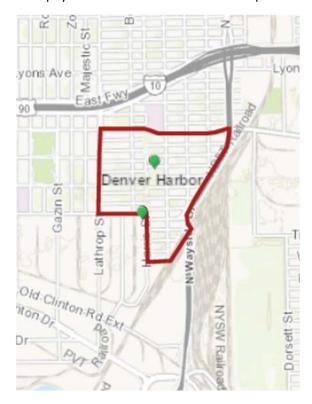


Figure 4A — Location of Available Land Lots in through LARA (accessed 6/26/17)

Bayou Greenways 2020 will add park land, trails, and natural habitat, native wildlife and promote the health and welfare of the community by linking the City's existing stretches of linear parks, trails, and larger traditional parks with new greenways along major bayous, including Buffalo Bayou (Houston Parks Board, 2017).

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The Harris County and the City of Houston Illegal Dumping Camera Project deployed 25 cameras in Districts B, D, H, I, and K in January 2016. Numerous cases of illegal dumping have been investigated, resulting in charges of illegal dumping and cleanup in these districts as a result of this project (COH, Harris, 2016).

The Houston Bike Plan outlines a vision for the City to become a Gold Level Bicycle Friendly Community by 2027 with a focus on improved safety, increased access to bicycling opportunities, overall ridership growth, and an expanding network of high quality, well-maintained, high-comfort bikeway facilities (COH, 2017c). Existing and proposed bike trails in Denver Harbor/Port Houston are depicted in the Walkable/Bikeable Neighborhoods section.

Non-Profit Community Organizations

The Greater Houston Area is home to many non-profit community organizations. Nonprofit organizations such as Houston Habitat for Humanity and Houston Rebuilding Together provide resources for homeownership and home repair.

The Denver Harbor/Port Houston community includes The Selena Q. Perez Community Center and Community Garden (formerly the Denver Harbor Multi-Service Center), and Tuttle Library. The Tejano Center for Community Concerns and Raul Yzaguirre School for Success is located in the Denver Houston/Port Houston community, with a mission to develop education, social, health, and community institutions that empower families to transform their lives. Current programs at the center include an affordable housing program, teen health clinic, juvenile justice diversion program, leadership development school, foster care/child placement, and adult education. Emerging programing includes proposed housing for homeless young adults, including youth aging out of foster care. Denver Harbor/Port Houston is also home to multiple churches that serve the community, as shown on the map below.

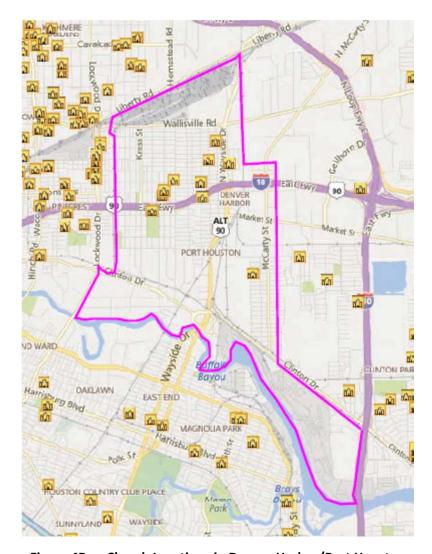


Figure 4B — Church Locations in Denver Harbor/Port Houston

Private Community Developers

Denver Harbor/Port Houston's inner I-610 loop location and proximity to Downtown and the airport position the community for prime redevelopment and revitalization. Creating a commercial corridor along the Lyons Avenue as identified in the *Denver Harbor: Healthy Community Design Ideas Book* (University of Houston, 2013). Capital improvement projects aimed at improving Buffalo Bayou will further attract development. Growth saturation in other neighboring areas such as the Third Ward, Fifth Ward, Near Northside, and Downtown elevate Denver Harbor/Port Houston as the next area for redevelopment.

Section 5 Urban Smart Growth

Equitable Access to Housing

According to U.S. Census data, Denver Harbor/Port Houston is a low-income community. As such, affordable housing is a pressing need for this community. The Houston Housing Authority (HHA) oversees 20 multi-family and six senior housing developments; however, none are located in Denver Harbor/

Port Houston (HHA, 2017). The Housing Choice Voucher Program (formerly Section 8) provides tenant-based assistance, in the form of a voucher, to low-income families, seniors, and persons with disabilities for rental units chosen by the tenant in the private market.

The convenient location of Denver Harbor/Port Houston to Downtown and recent efforts to attract redevelopment are stressing the importance of securing low-income housing options for current residents who are at threat of displacement as market rate housing infiltrates the neighborhoods.

Sustainable Infrastructure/Energy

Aging infrastructure and capital improvements are the stated and immediate priorities of Denver Harbor/Port Houston. As those needs area addressed and the community benefits from new development, sustainable growth initiatives adopted by the City of Houston will be implemented.

Transit-Oriented Development

The proximity of Denver Harbor/Port Houston to interstates and the Englewood Yard Railroad rail yard impact walkability/bikeability. Public infrastructure, land use, and zoning impact how residents of the Denver Harbor/Port Houston area navigate their community. Infrastructure such as sidewalks and bike lanes are needed in Denver Harbor/Port Houston.

The 2017 Houston Bike Plan Network Map depicts the City's proposed bike plan initiatives (COH, 2017c). The map below illustrates existing bikeways in Denver Harbor/Port Houston as thick green trails. Potential short-term implementation bikeways are identified as pink trails, key connection projects are identified as thin green trails, and long-term bikeway visions are proposed in blue.

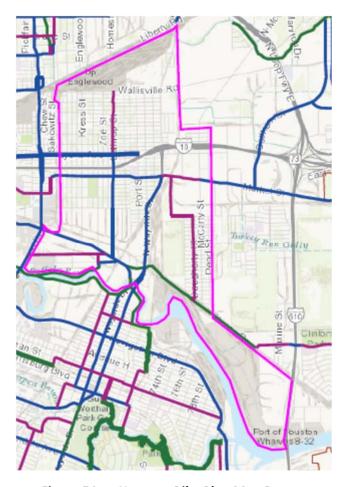


Figure 5A — Houston Bike Plan Map Routes

Denver Harbor/Port Houston is located within the METRO Bus service area. Infrastructure improvements for pedestrian and bicycling are needed along transit corridors. Existing north-south corridors include Lockwood Road, Kress Street, Lathrop Street, and Wayside Drive. Existing east-west corridors include Liberty Road, Wallisville Road, Lyons Avenue, and Clinton Drive. New development and street improvement plans that incorporate bike lanes and focus on walkability and ease of access to transit riders in these areas will improve mobility outcomes for the Denver Harbor/Port Houston community.

Section 6 References

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DOWNTOWN

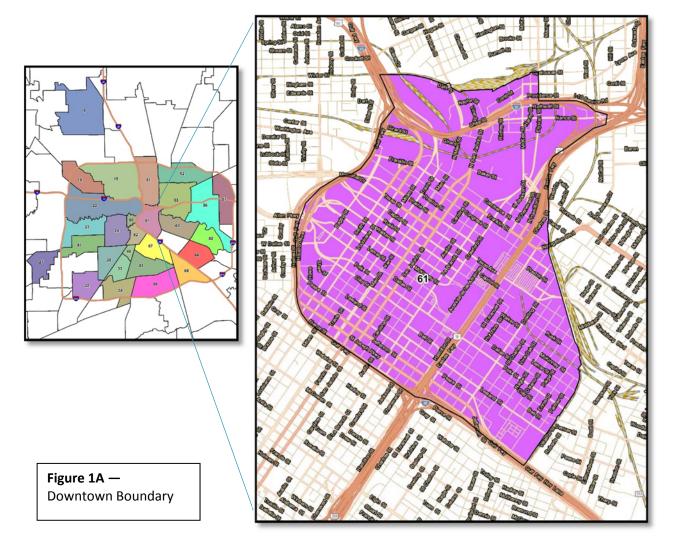
Section 1 General Information

Super Neighborhoods: 61

City Council District and Representative: District B — Jerry Davis, District H — Karla Cisneros, and

District I — Robert Gallegos

Description: According to the City of Houston, Planning and Development Super Neighborhood Resource Assessment, Downtown comprises approximately 1,733 acres (2.71 square miles), and is the birthplace of Houston (COH, 2014). The construction of a ring of freeways in the 1960s and 1970s created the modern boundaries of Downtown. The area extends into a transitional warehouse and light industrial area to the southeast, part of which was included in the Third Ward before the Gulf Freeway was built in the 1950s. Downtown was once the City's retail hub, but suburban development in the 1970s and 1980s reduced its importance, even as millions of square feet of new office space added tens of thousands of new workers. Loft conversions in older, often vacant office/commercial buildings are adding a new and welcome residential element to downtown (Planning & Development, 2014).



Section 2 Protection of Human Health and the Environment

Natural Disaster Resiliency and Natural Resource Restoration

The ability of Downtown to prepare for and build resiliency against adverse weather events requires short-and long-term planning, as well as investments of time and resources. Downtown is vulnerable to flooding as evidenced by recent flooding including Hurricane Allison in 2001, and Hurricane Harvey in 2017. The Federal Emergency Management Agency (FEMA), National Flood Hazard Layer for Downtown is shown below (FEMA, 2017). The light blue shaded areas indicate a 1% annual chance of flood. The brown shaded areas indicate a 0.2% annual chance of flood. The hatched brown and blue shading along Buffalo Bayou indicates a regulatory floodway. Unshaded areas are considered to be areas of minimal flood hazard.

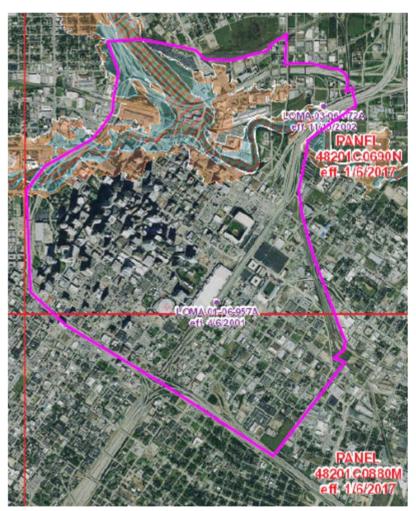


Figure 2A — FEMA's National Flood Hazard Layers (accessed 6/27/17)

The Harris County Flood Control District identifies Downtown within the Buffalo Bayou watershed. Rainfall within 106 square miles of the watershed drains to the primary waterway, Buffalo Bayou. The Harris County Flood Control District undertakes a variety of programs that exist to provide flood damage reduction projects, including \$57 million spent on erosion repair, flood reduction programs, and infrastructure improvements along Buffalo Bayou (Harris County Flood Control District, 2013).

Downtown is highly urbanized and has limited access to natural resources. James Bute Park, Market Square Park, Little Tranquility Park, Sam Houston Park, Discovery Green, Root Square, and walkways along Buffalo Bayou are features where the community has an opportunity to access natural space; however, Buffalo Bayou/Houston Ship Channel is classified by the U.S. Environmental Protection Agency (U.S. EPA) as impaired under the Clean Water Act. According to the Texas Commission on Environmental Quality's (TCEQ's) 2014 Texas Integrated Report Index of Water Quality Impairments (TCEQ, 2014), water quality in the segment of Buffalo Bayou within Downtown do not meet water quality standards for bacteria levels and concentrations of pesticides and polychlorinated biphenyls/dioxins. The TCEQ is working to improve the water quality of Buffalo Bayou through a variety of management practices and development of total maximum daily load pollutant load targets.

Air Quality

In accordance with the Clean Air Act, the U.S. EPA has set National Ambient Air Quality Standards for six categories of pollutants, known as "criteria pollutants" considered harmful to public health and the environment. They are: particulate matter less than 10 and 2 1/2 microns in diameter (PM10 and PM2.5), sulfur dioxide, nitrogen dioxide, ozone, carbon monoxide, and lead. The Primary National Ambient Air Quality Standards provide public health protection, including protecting the health of sensitive populations such as asthmatics, children, and the elderly.

Air quality is identified as issue for Downtown due to its proximity to major interstates and railways. The volume of traffic on Interstates 10 and 45 and railways collectively contributes to higher concentrations of air pollution than in communities not bordered or bisected by interstates or railways.

Healthy Living

According to the Office of Disease Prevention and Health Promotion, Leading Health Indicators (LHI) are high-priority health issues in the United States that serve as measures of the nation's health. Measured LHI include: access to health services, clinical preventive services, environmental quality, injury and violence, maternal, infancy, and child health, mental health, nutrition, physical activity, obesity, oral health, reproductive and sexual health, social determinants, substance abuse, and tobacco. The interrelationship of biological, social, economic, and environmental factors influences the ability of individuals and communities to make progress on these indicators.

According to the most recent census data, East of Downtown (EADO) is a low-income community with an overall lack of health and dental care services; however, several health and dental care facilities are located in the west portion of Downtown. The U.S. Department of Agriculture (USDA) defines an urban "low-access community," as one with low access to a supermarket or large grocery store with at least 500 people (and/or at least 33% of the census tract's population) residing more than 1 mile from a supermarket or large grocery store. As shown below, the USDA Food Access Research Atlas (USDA, 2017) depicts portions of EADO and north of Downtown as low-income, low vehicle access, and residing more than 1 mile from a supermarket or large grocery store.

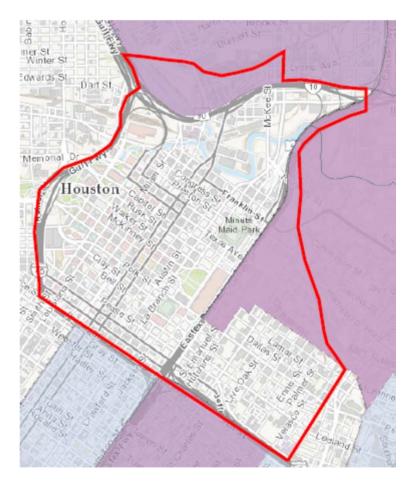


Figure 2B — USDA's Food Access Research Atlas (accessed 6/27/17)

The Downtown community includes community centers that provide services related to leading health indicators. The Tellepsen Family Downtown YMCA and the Houston Public Library provide programing and, in some cases, nutritional assistance to the community. The Settegast Community Center is located adjacent to the official Downtown Super Neighborhood boundary in EADO.

Downtown is located within one of 21 park sectors managed by the City of Houston. Downtown is located within Park Sector 16 — Downtown. The 2015 Houston Parks and Recreations Department Master (HPARD, 2015), identified levels of park need (very high, high, and moderate) for each park sector. High park needs were identified for Park Sector 16.

Bayou Greenways 2020 is a public-private partnership between the Houston Parks Board and the Houston Parks and Recreation Department, with the purpose of creating an integrated system of connected linear parks with walking, running, and bicycle trails along the nine major bayous, including Buffalo Bayou, (Houston Parks Board, 2017). A 2012 bond referendum, providing a \$100 million set aside for Bayou Greenways 2020, was approved by Houston voters. The Houston Parks Board has raised more than \$90 million from private funds toward Bayou Greenways 2020 (Houston Parks Board, 2017).

Health and Safety Hazards

Factors contributing to health and safety hazards in Downtown stem from a combination of interrelated socioeconomic conditions that contribute to areas of urban blight. Overgrown empty lots, buildings in

disrepair, and condemned houses contribute to visual and psychological effects, as well as health and safety hazards.

The City of Houston Department of Neighborhoods, Inspections and Public Service (IPS) uses a mobile app called Houston 311 to partner with and empower residents to fight blight (COH, 2017a). The map below depicts the open and closed 311 service requests pertaining to any of the following issues: dangerous single-family structures which are open and vacant; heavy trash violations; inoperable vehicle or part of a junked vehicle that is visible from a public place or right-of-way; code violation for single-family buildings; stagnant water or deposit of any foul/decaying substance on property; or bandit signs posted in the City of Houston right-of-way. The red dots indicate open Houston 311 cases, and blue dots indicate closed Houston 311 cases (as of June 27, 2017).

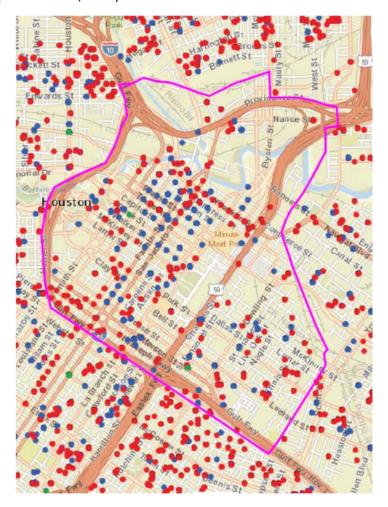


Figure 2C — Houston 311's Code Violation Service Request Map (accessed 6/27/17)

The IPS uses building codes, sign codes, nuisance violations, and beautification projects to improve the quality of life in neighborhoods. In addition to Houston 311, the City has a number of community-based initiatives to provide the tools necessary for communities to fight blight and improve the quality of life in neighborhoods. The Neighborhood Mow Down Program is a partnership with Keep Houston Beautiful to work with neighborhood groups and maintain weeded lots. This program helps eliminate eyesores and public safety hazards created by irresponsible property owners while helping the City address the problem

more efficiently. In partnership with Keep Houston Beautiful and other City of Houston departments, the Houston Community ToolBank is available to the Downtown community to support community groups with beautification and cleanup projects.

Section 3 Environmental Justice

The U.S. EPA defines environmental justice as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. The U.S. EPA's environmental justice mapping and screening tool, EJSCREEN, combines U.S. census data with environmental and demographic indicators to provide demographic and environmental information for a particular area (U.S. EPA, 2017c). The EJSCREEN tool assists in discerning a community's degree of protection from environmental and health hazards, and their degree of access to the decision-making process to have a healthy environment in which to live, learn, and work.

The EJSCREEN output provides the State of Texas, U.S. EPA Region 6, and national environmental justice (EJ) Indexes (in percentile) for Downtown. The EJ Indexes are compiled from eight environmental indicators, such as air quality standards and proximity to large emission sources. The EJ Indexes are presented in percentiles to provide perspective on how Downtown compares to the State, U.S. EPA Region 6, and the nation. The results of the screening report identified a higher value for environmental indicators and a higher percentage of demographic indicators for Downtown residents, when compared with State, U.S. EPA Region 6, or national populations. The State, U.S. EPA Region 6, and national percentiles are high for Downtown ranging from 56 to 99. By comparison, only a small percentile of State, U.S. EPA Region 6, or national populations (1 to 44) would report EJ Index values greater than those reported for the average person living within Downtown. The EJSCREEN also reports the eight individual environmental indicators, used to develop the EJ Indexes, and six demographic indicators such as percentage of minority and low-income populations. It should be noted that the EJSCREEN output indicates a Superfund site is located Downtown; however, research on the facility indicates it is located in the neighboring Near Northside community.

Section 4 Community Involvement & Partnerships

Public Participation Efforts

Directly engaging with the Downtown community in decision making gives full consideration of resident input and affords them an opportunity to influence decisions that affect their lives. Public participation is sought through many City- and county-based initiatives, from reporting blight to seeking input on Capital Improvement Plans with City Council District Representatives.

The Greater East End Management District has engaged the EADO community around transit-oriented development to improve the pedestrian and cycling environment in Houston's East End (GEEMD, 2017). Capital reserves projects are aimed at making improvements for walkers and transit riders (GEEMD, 2017).

In 2011, the Downtown community participated in *Livable Centers Study for the Houston Downtown Management District and the East Downtown Management District*, by the Houston-Galveston Area Council (Council, 2011). The study examined existing conditions within Downtown by gathering input from residents and other stakeholders. Conceptual plans and recommendations were prioritized into a

framework to help further livability in Downtown. In 2011, the East Downtown Management District also completed a *Five-Year Service and Improvement Plan and Assessment Plan for Fiscal Years 2012-2016* (East Downtown Management District, 2011).

The residents and stakeholders identified as the Downtown-East End community participated in a 2012 *Health Equity Assessment* from the Houston/Harris County Community Transformation Initiative (Initiative, 2012). According to the assessment, residents of Downtown have some of Houston's highest percentage of childhood obesity and percentage of adults that received less than recommended aerobic activity (Initiative, 2012).

City Support/Initiatives

Downtown is Super Neighborhood Number 61. The Super Neighborhood Council is composed of area residents and stakeholders, and it identifies and implements priority projects and sets priorities to address the needs and concerns of their community.

The Super Neighborhood Council serves as a forum where residents and stakeholders can discuss issues, establish priority projects for the area, and develop a Super Neighborhood Action Plan to help them meet their goals.

The Greater East End Management District provides services and conducts capital improvements throughout the 16 square miles of the District, including a portion of EADO (GEEMD, 2017). The services, funded by assessments paid by commercial property interests throughout the District include public safety programs, an award-winning graffiti abatement program, maintenance of major thoroughfares, and disposal of illegally dumped trash. The District's grant-funded capital program focuses on connecting neighborhoods and business to transit, and will result in \$31 million in improvements through 2017.

Bayou Greenways 2020 will add park land, trails, and natural habitat for native wildlife, and promote the health and welfare of the community by linking the City's existing stretches of linear parks, trail, and larger traditional parks with new greenways along major bayous, including Buffalo Bayou (Houston Parks Board, 2017).

The Neighborhood Matching Grant Program helps neighborhoods fund various beautification and improvement projects by providing a dollar-for-dollar matching grant reimbursement ranging from \$500.00 to \$5,000.00. This program is administered in partnership through the City of Houston Department of Neighborhoods and the City of Houston Council Members' Offices (COH, 2017b).

The Harris County and the City of Houston Illegal Dumping Camera Project deployed 25 cameras in Districts B, D, H, I, and K in January 2016. Numerous cases of illegal dumping have been investigated, resulting in charges of illegal dumping and cleanup in these districts as a result of this project (COH, Harris County, 2016).

The Houston Bike Plan outlines a vision for the City to become a Gold Level Bicycle Friendly Community by 2027 with a focus on improved safety, increased access to bicycling opportunities, overall ridership growth, and an expanding network of high-quality, well-maintained, high-comfort bikeway facilities (COH, 2017c). Existing and proposed bike trails in Downtown are depicted in the Walkable/Bikeable Neighborhoods section.

Non-Profit Community Organizations

The Greater Houston Area is home to many non-profit community organizations, such as Houston Habitat for Humanity and Houston Rebuilding Together, which provide resources for homeownership and home repair. Houston Recovery Center and Star of Hope Men's Shelter provide addiction recovery and services for the homeless. The Tellepsen Family Downtown YMCA and the Houston Public Library provide programing and, in some cases, nutritional assistance to the community. The Settegast Community Center is located adjacent to the official Downtown Super Neighborhood boundary in EADO. Downtown is also home to multiple churches that serve the community, as shown on the map below.

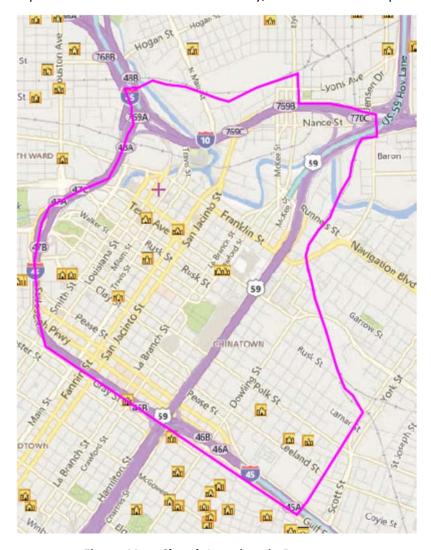


Figure 4A — Church Locations in Downtown

Private Community Developers

Downtowns' inner I-610 loop location and proximity to the airport position the EADO community for prime redevelopment and revitalization. Capital improvement projects aimed at improving Buffalo Bayou and projects initiated by the Greater East End Management District will further attract development. Growth saturation in other neighboring areas such as the Third Ward, Greater Fifth Ward, and Near Northside elevate EADO as the next area for redevelopment.

Section 5 Urban Smart Growth

Equitable Access to Housing

According to United States census data, areas of Downtown qualify as a low-income community. As such, affordable housing is a pressing need for this community. The Houston Housing Authority (HHA) oversees 20 multi-family and six senior housing developments; however, none are located Downtown (HHA, 2017). The Housing Choice Voucher Program (formerly Section 8) provides tenant-based assistance, in the form of a voucher, to low-income families, seniors, and persons with disabilities for rental units chosen by the tenant in the private market.

The convenient location of Downtown and recent efforts to attract redevelopment are stressing the importance of securing low-income housing options for current residents who are at threat of displacement as market-rate housing infiltrates the neighborhoods.

Sustainable Infrastructure/Energy

Aging infrastructure and capital improvements are the stated and immediate priorities of Downtown. As those needs are addressed and the community benefits from new development, sustainable growth initiatives adopted by the City of Houston will be implemented.

Transit-Oriented Development

The proximity of Downtown to interstates and the railways impacts walkability/bikeability. Public infrastructure, land use, and zoning impact the ability of residents of the Downtown area to navigate their community. Infrastructure such as sidewalks and bike lanes are needed in Downtown.

The 2017 Houston Bike Plan Network Map depicts the City's proposed bike plan initiatives (COH, 2017c). The map below illustrates existing bikeways in Downtown as thick green lines. Potential short-term implementation bikeways are identified as pink lines, key connection projects are identified in as thin green lines, and long-term bikeway visions are proposed in blue.

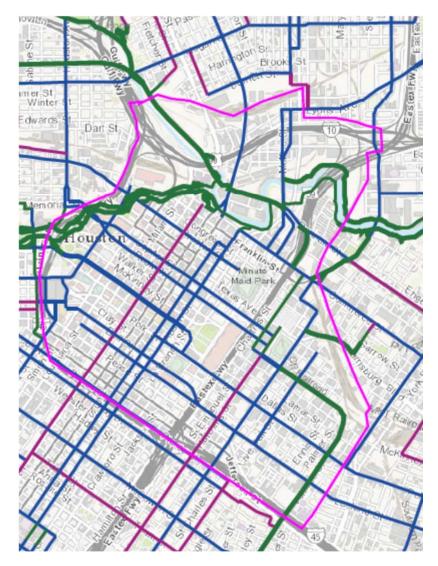


Figure 5A — Houston Bike Plan Map Routes

Downtown is located within the METRO service area for bus and rail service (all lines). Infrastructure improvements for pedestrians and bicycling are needed along transit corridors, particularly in EADO. Existing north-south corridors in EADO include Sampson Street and Emancipation Avenue. Existing east-west corridors in EADO include Leeland Street, Polk Street, and Texas Avenue. New development and street improvement plans that incorporate bike lanes and focus on walkability and ease of access to transit riders in these areas will improve mobility outcomes for the EADO community.

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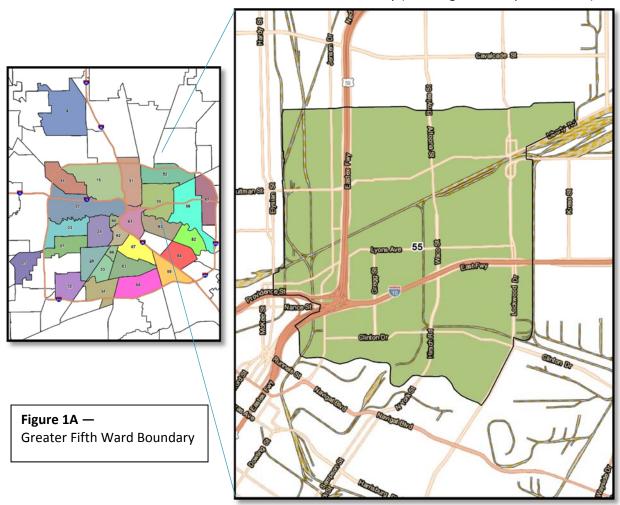
GREATER FIFTH WARD

Section 1 General Information

Super Neighborhoods: 55

City Council District and Representative: District B — Jerry Davis, and District H — Karla Cisneros

Description: According to the City of Houston, Planning and Development Super Neighborhood Resource Assessment, the Greater Fifth Ward encompasses 3,192 acres (4.99 square miles), with origins on the north bank of Buffalo Bayou/Houston Ship Channel across from the original town site for Houston (COH, 2014). Originally a multi-racial community, Fifth Ward quickly became one of the centers of Houston's African American community. Its commercial streets, especially Lyons Avenue and Jensen Drive, provided retail outlets and entertainment for the residents of the small, wood frame homes that predominated in the area. Small clusters of brick homes identified a small middle class population. Many original, sub-standard housing units have been demolished over the past two decades, but a recent revival of commercial activity and home construction is now filling these empty lots. One Superfund site is located within the Greater Fifth Ward, the San Jacinto Foundry (Planning & Development, 2014).



Section 2 Protection of Human Health and the Environment

Natural Disaster Resiliency and Natural Resource Restoration

The ability of the Greater Fifth Ward to prepare for and build resiliency against adverse weather events requires short- and long-term planning, as well as investments of time and resources. The Greater Fifth Ward is vulnerable to flooding, particularly in the vicinity of the north bank of Buffalo Bayou/Houston Ship Channel, as evidenced by the aftermath of the 2014 and 2015 flooding events including Hurricane Allison in 2001, and Hurricane Harvey in 2017. The Federal Emergency Management Agency (FEMA), National Flood Hazard Layer for the Greater Fifth Ward is shown below (FEMA, 2017). The light blue shaded areas in the top right corner indicate a 1% annual chance of flood. The brown shaded areas indicate a 0.2% annual chance of flood. The hatched brown and blue shading along Buffalo Bayou/Houston Ship Channel to the south indicate a regulatory floodway. Unshaded areas are considered to be areas of minimal flood hazard.

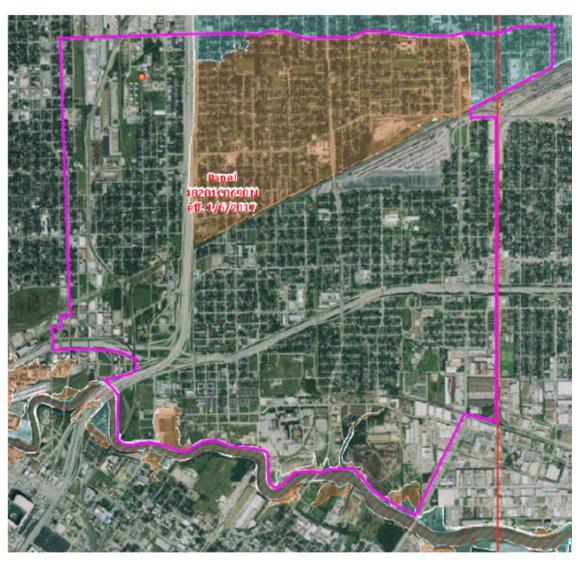


Figure 2A — FEMA's National Flood Hazard Layers (accessed 6/20/17)

The Harris County Flood Control District identifies the Greater Fifth Ward as within the Buffalo Bayou watershed. Rainfall within 106 square miles of the watershed drains to the primary waterway, Buffalo Bayou. The Harris County Flood Control District undertakes a variety of programs that exist to provide flood damage reduction projects, including \$57 million spent on erosion repair, flood reduction programs, and infrastructure improvements along Buffalo Bayou (Harris County Flood Control District, 2013).

The Greater Fifth Ward is highly urbanized and has limited access to natural resources. Tuffy Park, Drewstel Park, Finnigan Park, Hennessy Park, and Buffalo Bayou/Houston Ship Channel are features where the community has an opportunity to access natural space; however, Buffalo Bayou/Houston Ship Channel is classified by the U.S. Environmental Protection Agency (U.S. EPA) as impaired under the Clean Water Act. According to the Texas Commission on Environmental Quality's (TCEQ's) 2014 Texas Integrated Report Index of Water Quality Impairments (TCEQ, 2014), bacteria levels and concentrations of pesticides and polychlorinated biphenyls/dioxins in the segment of Buffalo Bayou within the Greater Fifth Ward do not meet water quality standards. The TCEQ is working to improve the water quality of Buffalo Bayou through a variety of management practices and development of total maximum daily load pollutant load targets.

Air Quality

In accordance with the Clean Air Act, the U.S. EPA has set National Ambient Air Quality Standards for six categories of pollutants, known as "criteria pollutants" considered harmful to public health and the environment. They are: particulate matter less than 10 and 2 1/2 microns in diameter (PM10 and PM2.5), sulfur dioxide, nitrogen dioxide, ozone, carbon monoxide, and lead. The Primary National Ambient Air Quality Standards provide public health protection, including protecting the health of sensitive populations such as asthmatics, children, and the elderly.

Air quality is identified as an issue for the Greater Fifth Ward due to its proximity to major interstates and rail yards. The Greater Fifth Ward is intersected by three major highways and one rail yard. The volume of traffic on Interstates 10 and 69 and the rail yard collectively contribute to higher concentrations of air pollution than in communities not bordered or bisected by interstates or railways. Roadway design such as sound walls, cut sections, and roadside vegetation can reduce traffic air pollutants. Solutions to reducing the amount of emissions emitted from railyards include reducing idling and alternative connection systems at loading stations that allow locomotives to plug into an electric power source rather than using onboard engines while stopped in a rail yard.

Healthy Living

According to the Office of Disease Prevention and Health Promotion, Leading Health Indicators (LHI) are high-priority health issues in the United States that serve as measures of the nation's health. Measured LHI include: access to health services, clinical preventive services, environmental quality, injury and violence, maternal, infancy, and child health, mental health, nutrition, physical activity, obesity, oral health, reproductive and sexual health, social determinants, substance abuse, and tobacco. The interrelationship of biological, social, economic, and environmental factors influences the ability of individuals and communities to make progress on these indicators.

According to the most recent census data, the Greater Fifth Ward qualifies as a low-income community, a factor that influences overall healthy living. Overall, there is a lack of primary care physicians, dental practices, and supermarkets or large grocery stores in the area.

The U.S. Department of Agriculture (USDA) defines an urban "low-access community" as one with low access to a supermarket or large grocery store with at least 500 people (and/or at least 33% of the census tract's population) residing more than 1 mile from a supermarket or large grocery store. As shown below, the USDA Food Access Research Atlas (USDA, 2017) depicts the Greater Fifth Ward as an entirely low-income community, with the majority of the community having low vehicle access, and a population living more than 1 mile from a supermarket or large grocery store.

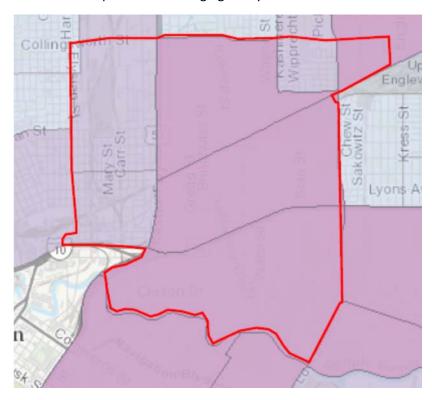


Figure 2B — USDA's Food Access Research Atlas (accessed 6/20/17)

The Greater Fifth Ward community includes several public and private community centers that provide services related to leading health indicators. The Tuffly Community Center, Julia C. Hester House Inc., Legacy Community Health — Fifth Ward Clinic, Swiney Community Center, Fifth Ward Library, Greater Houston Area Health Education Center, and Finnigan Park Community Center provide programing and, in some cases, nutritional assistance to the community.

A 2012 Health Equity Assessment from the Houston/Harris County Community Transformation Initiative (Initiative, 2012) reported that, compared to other Houston neighborhoods, residents of the Greater Fifth Ward have some of the highest percentages of smokers, adult obesity, high blood pressure, cardiovascular disease, and serious psychological distress, and the lowest availability of fruits and vegetables.

The Greater Fifth Ward is located within a portion of three of 21 park sectors managed by the City of Houston: Park Sectors, Park Sector 11 — East Side Inside Loop; Park Sector 16 — Downtown; and Park Sector 17 — Northeast Side inside Loop. The 2015 Houston Parks and Recreations Department Master (HPARD, 2015), identified levels of park need (very high, high, and moderate) for each park sector. Very high and high park needs were identified for Park Sectors 11, 16, and 17.

Buffalo Bayou Partnership is a nonprofit organization with a mission to revitalize a 10-mile stretch of Buffalo Bayou from Shepherd Drive to the Port of Houston Turning Basin. Annual funding is provided by private donors and the Downtown Tax Increment Reinvestment Zones. The Buffalo Bayou Partnership has raised and leveraged more than \$150 million for the redevelopment and stewardship of the Buffalo Bayou waterfront project, including high-profile capital projects, natural landscaping, footpaths, trail lighting, water features, and pedestrian bridges (Buffalo Bayou Partnership, 2017).

Bayou Greenways 2020 is a public-private partnership between the Houston Parks Board and the Houston Parks and Recreation Department, with the purpose of creating an integrated system of connected linear parks with walking, running, and bicycle trails along the nine major bayous, including Buffalo Bayou/Houston Ship Channel (Houston Parks Board, 2017). A 2012 bond referendum, providing a \$100 million set aside for Bayou Greenways 2020, was approved by Houston voters. Houston Parks Board has raised more than \$90 million from private funds toward Bayou Greenways 2020 (Houston Parks Board, 2017).

Health and Safety Hazards

Factors contributing to health and safety hazards in the Greater Fifth Ward stem from a combination of interrelated socioeconomic conditions that contribute to areas of urban blight. Overgrown empty lots, buildings in disrepair, and condemned houses contribute to visual and psychological effects, as well as health and safety hazards.

The City of Houston Department of Neighborhoods, Inspections and Public Service (IPS) uses a mobile app called Houston 311 to partner with and empower residents to fight blight (COH, 2017a). The map below depicts the open and closed 311 service requests pertaining to any of the following issues: dangerous single-family structures that are open and vacant; heavy trash violations; inoperable vehicle or part of a junked vehicle that is visible from a public place or right-of-way; code violation for single-family buildings; stagnant water or deposit of any foul/decaying substance on property, or bandit signs posted in the City of Houston right-of-way. The red dots indicate open Houston 311 cases and blue dots indicate closed Houston 311 cases (as of June 20, 2017).

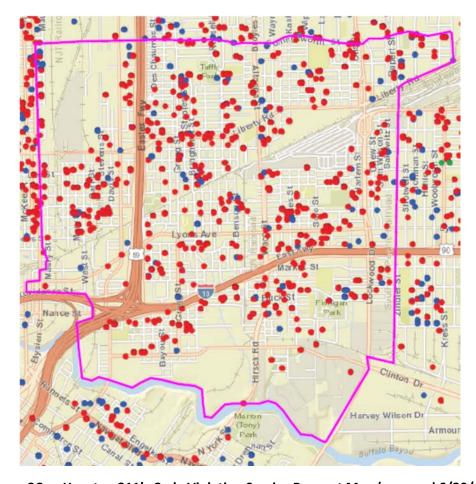


Figure 2C — Houston 311's Code Violation Service Request Map (accessed 6/20/17)

The IPS uses building codes, sign codes, nuisance violations, and beautification projects to improve the quality of life in neighborhoods. In addition to Houston 311, the City has a number of community-based initiatives to provide the tools necessary for communities to fight blight and improve their quality of life. The Neighborhood Mow Down Program is a partnership with Keep Houston Beautiful to work with neighborhood groups to maintain weeded lots. This program helps eliminate eyesores and public safety hazards created by irresponsible property owners while helping the City address the problem more efficiently. In partnership with Keep Houston Beautiful and other City of Houston departments, a Tool Warehouse is available to support community groups with beautification and cleanup projects.

According to the U.S. EPA, the 35-acre Many Diversified Interests, Inc. Superfund Site is located within the Greater Fifth Ward community, south of I-10 at Gillespie Street (U.S. EPA, 2017b). A former foundry operated on the site from 1926 to 1992, contaminating the soil and groundwater from foundry air emissions (U.S. EPA, 2017b). Cleanup actions included soil excavation and treatment, groundwater well use restrictions, and long-term groundwater monitoring. A removal action in 1998 removed contaminated soil from 89 residential yards. Another removal action in 2003 removed contaminated soils from 57 residential areas. Groundwater monitoring continues at the site (U.S. EPA, 2017b).

Section 3 Environmental Justice

The U.S. EPA defines environmental justice as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. The U.S. EPA's environmental justice mapping and screening tool, EJSCREEN, combines U.S. census data with environmental and demographic indicators to provide demographic and environmental information for a particular area (U.S. EPA, 2017a). The EJSCREEN tool assists in discerning a community's degree of protection from environmental and health hazards, and their degree of access to the decision-making process to have a healthy environment in which to live, learn, and work.

The EJSCREEN output provides the State of Texas, U.S. EPA Region 6, and national environmental justice (EJ) Indexes (in percentile) for the Greater Fifth Ward. The EJ Indexes are compiled from eight environmental indicators, such as air quality standards and proximity to large emission sources. The EJ Indexes are presented in percentiles to provide perspective on how the Greater Fifth Ward compares to the State, U.S. EPA Region 6, and the nation. The results of the screening report identified a higher value for environmental indicators and a higher percentage of demographic indicators for the Greater Fifth Ward residents, when compared with State, U.S. EPA Region 6, or national populations. The State, U.S. EPA Region 6, and national percentiles for the Greater Fifth Ward range from 73 to 99. By comparison, only a small percentile of State, U.S. EPA Region 6, or national populations (1 to 27) would report EJ Index values greater than those reported for the average person living within the Greater Fifth Ward. The EJSCREEN also reports the eight individual environmental indicators, used to develop the EJ Indexes, and six demographic indicators such as percentage of minority and low income populations.

Section 4 Community Involvement & Partnerships

Public Participation Efforts

Directly engaging with the Greater Fifth Ward community in decision making gives full consideration of residents' input and affords them an opportunity to influence decisions that affect their lives. Public participation is sought through many City- and county-based initiatives, from reporting blight to seeking input on Capital Improvement Plans with City Council District B Representative Jerry Davis and District H Representative Karla Cisneros. The residents of the Greater Fifth Ward have provided valuable input into several studies, including a 2012 Health Equity Assessment from the Houston/Harris County Community Transformation Initiative (Initiative, 2012).

The Fifth Ward Community Redevelopment Corporation partnered with the American Institute of Architects — Regional Urban Design Assistance Team on the 2012 Fabulous Fifth Revitalization Strategy. Along with community residents and stakeholders, a strategic plan was developed to transform the existing Lyons Avenue corridor into a thriving, mixed-use cultural district that offers art, artist housing, historical markers, education, and space (AIA, 2012).

The 2013 Healthy Living Matters by the Harris County Public Health and Environmental Services Department assessed the built environment and food access of the Greater Fifth Ward compared to other areas and offered strategies for improved health outcomes (Harris County, 2013).

Most recently, the Greater Fifth Ward community participated in a 2016 Framework Plan 2015-2035 by the Fifth Ward Community Redevelopment Corporation (CRC, 2016). The Framework Plan examined

existing opportunities and constraints within the Greater Fifth Ward and gathered input from residents and other stakeholders. The Framework Plan concentration on land controlled by the Fifth Ward Community Redevelopment Corporation, and areas out of the floodplain. The Framework Plan capitalizes on the numerous assets and elements that promote strong community development. It leverages the recently expanded investment redevelopment zone, ongoing private development, infrastructure, transportation, and natural amenities.

City Support/Initiatives

The Greater Fifth Ward is Super Neighborhood Number 55. The Super Neighborhood Council is composed of area residents and stakeholders who identify and implement priority projects and set priorities to address the needs and concerns of their community.

The Super Neighborhood Council serves as a forum where residents and stakeholders can discuss issues, establish priority projects for the area and develop a Super Neighborhood Action Plan to help them meet their goals.

The Greater East End Management District provides services and conducts capital improvements throughout the 16 square miles of the District, including a portion of the Greater Fifth Ward (GEEMD, 2017). The services, funded by assessments paid by commercial property interests throughout the District, include public safety programs, an award-winning graffiti abatement program, maintenance of major thoroughfares, and disposal of illegally dumped trash. The District's grant-funded capital program focuses on connecting neighborhoods and business to transit, and will result in \$31 million in improvements through 2017.

The Land Assemblage Redevelopment Authority (LARA) is a 13-member board organized for the purpose of aiding, assisting, and acting on behalf of the City in the performance of its governmental functions to promote the common good and general welfare of the City. In particular, projects include the acquisition, assemblage, management, marketing, development, and disposition of properties that have been acquired by taxing authorities through foreclosure of delinquent ad valorem taxes, including the redevelopment of identified properties. The map below indicates available LARA lots (green dots) as of June 20, 2017, available in the Greater Fifth Ward area to builders at low cost for development (LARA, 2017). Homes constructed on LARA lots are available to residents to purchases from the low to mid \$100,000s. Down payment assistance is available to qualified residents.

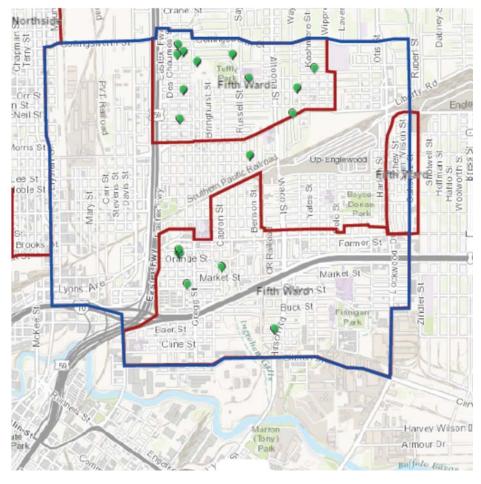


Figure 4A — Location of Available Land Lots through LARA (accessed 6/20/17)

Bayou Greenways 2020 will add park land, trails, and natural habitat for native wildlife, and promote the health and welfare of the community by linking the City's existing stretches of linear parks, trails, and larger traditional parks with new greenways (Houston Parks Board, 2017).

The Neighborhood Matching Grant Program helps neighborhoods fund various beautification and improvement projects by providing a dollar-for-dollar matching grant reimbursement ranging from \$500.00 to \$5,000.00. This program is administered in partnership with the City of Houston Department of Neighborhoods and the City of Houston Council Members' Offices (COH, 2017b).

The Harris County and the City of Houston Illegal Dumping Camera Project deployed 25 cameras in Districts B, D, H, I, and K in January 2016. Numerous cases of illegal dumping have been investigated, resulting in charges of illegal dumping and cleanup in these districts as a result of this project (COH, Harris County, 2016).

The Houston Bike Plan outlines a Vision for the City to become a Gold Level Bicycle Friendly Community by 2027 with a focus on improved safety, increased access to bicycling opportunities, overall ridership growth, and an expanding network of high-quality, well-maintained, high-comfort bikeway facilities (COH, 2017c). Existing and proposed bike trails in the Greater Fifth Ward are depicted in the Walkable/Bikeable Neighborhoods section.

Non-Profit Community Organizations

The Greater Houston Area is home to many non-profit community organizations, such as Houston Habitat for Humanity and Houston Rebuilding Together, which provide resources for homeownership and home repair. Fifth Ward Enrichment Program, Inc.'s stated mission is to empower boys to become responsible men and productive members of their families and communities. Covenant Community Capital offers financial education and loans to the residents of the Greater Fifth Ward.

One of the most notable non-profits is the Fifth Ward Community Redevelopment Corporation, established in 1989 to bring about comprehensive redevelopment of Houston's Fifth Ward through its mission as a catalytic organization dedicated to the collaborative fostering of holistic development. They achieve this by concentrating efforts in the follow areas: real estate development, economic development, arts and culture, homeownership promotion and preservation, and community planning.

The Greater Fifth Ward is also home to multiple churches, as depicted below. The Greater Fifth Ward community includes several community centers (Tuffly Community Center, Julia C. Hester House Inc., Legacy Community Health — Fifth Ward Clinic, Swiney Community Center, Fifth Ward Library, Greater Houston Area Health Education Center, and Finnigan Park Community Center) that provide community assistance.

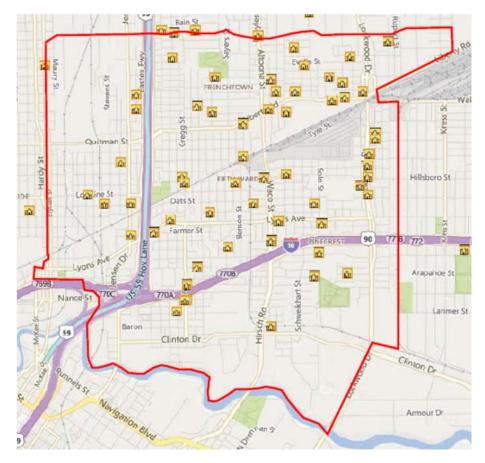


Figure 4B — Church Locations in the Greater Fifth Ward

Buffalo Bayou Partnership (BBP) is the non-profit organization restoring Houston's historic waterway, Buffalo Bayou. Throughout its history, BBP has focused on a 10-mile stretch of the bayou from Downtown to the Port of Houston Turning Basin. Projects include: master plan that has guided restoration (2002), \$58 million Buffalo Bayou Park (2015), Buffalo Bend Nature Park (2016), 10 miles of trails (ongoing), and a cleanup program that rids the bayou of trash and debris (ongoing). The organization is currently dedicated to the bayou's east sector (including the Greater Fifth Ward), low-income, disadvantaged communities, which are predominately African American and Hispanic. The BBP is working closely with two main partners — Fifth Ward Community Redevelopment Corporation (FWCRC) and Greater East End Management District (GEEMD). The effort's overarching goal is to use parks/green spaces that serve as a catalyst for sustainable and inclusive development. Approximately 400,000 out of 1.1 million acres in Harris County is paved and 54,000 acres of wetlands were lost during 1996-2016, which contributed to significant flooding during spring storm events in 2015 and 2016. This collaborative project will demonstrate how green infrastructure builds resilient communities and may transform traditional strategies for development and resiliency building. The BBP has historically effected change through extensive community engagement and strong collaborations with a host of community organizations, philanthropic institutions, and public sector partners (Thomas Design Group, August 2002).

Private Community Developers

The Greater Fifth Ward's proximity to Downtown and the airport position the community for prime redevelopment and revitalization. Creating commercial corridors was identified in the 2016 Framework Plan 2015-2035 by the Fifth Ward CRC (CRC, 2016). City-based capital improvement projects aimed at improving the Buffalo Bayou will further attract development. Growth saturation in other neighboring areas such as the Third Ward, Downtown, and Midtown further elevate the Greater Fifth Ward as the next area for redevelopment.

The Fifth Ward CRC continues to support the creation of a cultural district along the Lyons Avenue commercial corridor. The corridor and related developments are seeking designation as a cultural district in partnership with the Houston Arts Alliance and Mayor's Office of Cultural Affairs. Tax Increment Zone 18 has committed to supporting efforts to preserve the structures of historical significance and contributions to The City of Houston. Intermediaries Local Initiatives Support Cooperation and NeighborWorks America are both providing technical assistance and predevelopment capital to the effort. Partners in development along the corridor include Houston Housing Authority, Legacy Community Health, Habitat for Humanity, Houston Independent School District, Reliant — NRG, and Starbucks. The CRC is partnering with various departments within The City of Houston (Public Works, Planning and Development, Housing and Community Development and Mayor's Office of Cultural Affairs) to attract investments related to brownfields redevelopment, Community Development Block Grant funding, and the establishment of the cultural district. A proposed development, Cloudbreak, includes a 170-unit mixed use development, and will engage artists live/work space experts, Artspace.

Section 5 Urban Smart Growth

Equitable Access to Housing

According to U.S. census data, the Greater Fifth Ward is a low-income community. As such, affordable housing is a pressing need for this community. The Houston Housing Authority (HHA) oversees 20 multi-family and six senior housing developments (HHA, 2017). The Greater Fifth Ward includes two

multi-family complexes, Kelly Village, and Kennedy Place. The Housing Choice Voucher Program (formerly Section 8) provides tenant-based assistance, in the form of a voucher, to low-income families, seniors, and persons with disabilities for rental units chosen by the tenant in the private market.

The convenient location of the Greater Fifth Ward to Downtown and recent efforts to attract redevelopment are stressing the importance of securing low-income housing options for current residents who are at threat of displacement as market-rate housing infiltrates the neighborhoods.

Sustainable Infrastructure/Energy

Aging infrastructure and capital improvements are the stated and immediate priorities of the Greater Fifth Ward. As those needs are addressed and the community benefits from new development, sustainable growth initiatives adopted by the City of Houston will be implemented.

Transit-Oriented Development

The proximity of the Greater Fifth Ward to interstates and the Englewood Yard Railroad rail yard impacts walkability/bikeability. Public infrastructure, land use, and zoning impact how residents of the Greater Fifth Ward area navigate their community. Infrastructure such as sidewalks and bike lanes are needed in the Greater Fifth Ward.

The 2017 Houston Bike Plan Network Map depicts the City's proposed bike plan initiatives (COH, 2017c). The map below illustrates existing bikeways in the Greater Fifth Ward as thick green lines. Potential short-term implementation bikeways are identified as pink lines, key connection projects are identified as thin green lines, and long-term bikeway visions are proposed in blue.

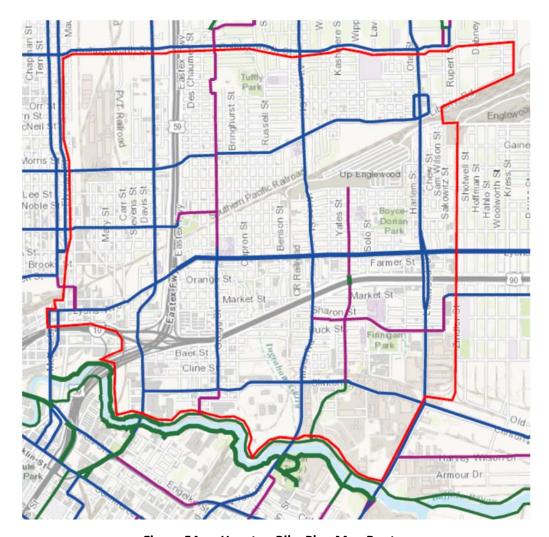


Figure 5A — Houston Bike Plan Map Routes

The Greater Fifth Ward is located within the METRO service area. The METRO Bus system currently serves the Greater Fifth Ward neighborhood. The Fifth Ward/Denver Harbor Transit Center is located in the Greater Fifth Ward along Lyons Avenue. The METRO Red Line provides subway servers along the eastern boundary of the Greater Fifth Ward. Infrastructure improvements for pedestrian and bicycling are needed along transit corridors. Existing north-south corridors include Elysiant Street, Waco Street, and Lockwood Drive. Existing east-west corridors include Collingsworth Street, Liberty Road, Lyons Avenue, Liberty Road, and Clinton Drive. New development and street improvement plans that incorporate bike lanes and focus on walkability and ease of access to transit riders in these areas will improve mobility outcomes for the Greater Fifth Ward community.

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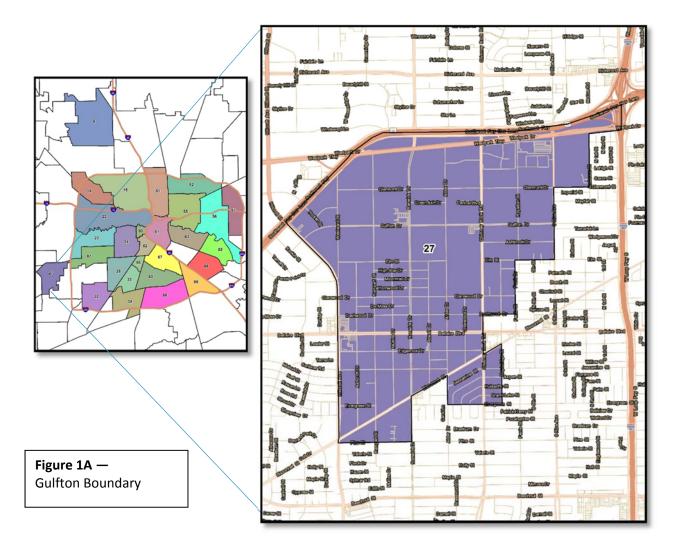
GULFTON

Section 1 General Information

Super Neighborhoods: 27

City Council District and Representative: District J — Mike Laster

Description: According to the City of Houston, Planning and Development Super Neighborhood Resource Assessment (COH, 2014), Gulfton encompasses 1,851 acres (2.84 square miles). Gulfton is located just outside of Loop 610, in southwest Houston, south of US 59. Although it includes two small areas of single-family homes, its large apartment complexes dominate the area's landscape along with scattered commercial and light industrial uses (COH, 2014). Most of Gulfton was originally developed as a rural subdivision called Westmoreland Farms. The large acreage parcels and widely-spaced grid pattern of roads made it possible for very large apartment complexes to be built in the area starting in the 1960s, many of which were restricted to adults. Gulfton is home to many recent immigrants from Mexico and Latin America (Planning & Development, 2014).



Section 2 Protection of Human Health and the Environment

Natural Disaster Resiliency and Natural Resource Restoration

The ability of Gulfton to prepare for and build resiliency against adverse weather events requires short-and long-term planning, as well as investments of time and resources. Gulfton is less vulnerable to flooding than other Houston communities. The Gulfton community does not border a bayou. The Federal Emergency Management Agency (FEMA), National Flood Hazard Layer for Gulfton is shown below (FEMA, 2017). Unshaded areas are considered to be areas of minimal flood hazard. The light blue shaded areas indicate a 1% annual chance of flood. The brown shaded areas indicate a 0.2% annual chance of flood.

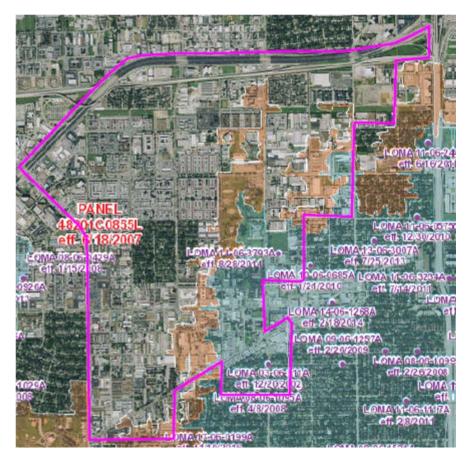


Figure 2A — FEMA's National Flood Hazard Layers (accessed 6/21/17)

The Harris County Flood Control District identifies Gulfton within the Brays Bayou watershed. Rainfall within 127 square miles of the watershed drains to the primary waterway, Brays Bayou. The Harris County Flood Control District undertakes a variety of programs that exist to provide flood damage reduction projects, including Project Brays, a \$530 million cooperative effort project with the U.S. Army Corps of Engineers that, when completed, will substantially reduce flooding risks in the Brays Bayou watershed (Harris County Flood Control District, 2013).

Gulfton is highly urbanized and has limited access to natural resources. Burnett Bayland Park is the only area within Gulfton where the community has an opportunity to access natural space.

Air Quality

In accordance with the Clean Air Act, the U.S. Environmental Protection Agency (U.S. EPA) has set National Ambient Air Quality Standards for six categories of pollutants, known as "criteria pollutants," considered harmful to public health and the environment. They are: particulate matter less than 10 and 2 1/2 microns in diameter (PM10 and PM2.5), sulfur dioxide, nitrogen dioxide, ozone, carbon monoxide, and lead. The Primary National Ambient Air Quality Standards provide public health protection, including protecting the health of sensitive populations such as asthmatics, children, and the elderly.

Air quality is identified as an issue for Gulfton due to its proximity to U.S. 59 and Interstate 610. The volume of traffic from these major roadways collectively contributes to higher concentrations of air pollution than those communities not bordered or bisected by interstates.

Healthy Living

According to the Office of Disease Prevention and Health Promotion, Leading Health Indicators (LHI) are high-priority health issues in the United States that serve as measures of the nation's health. Measured LHI include: access to health services, clinical preventive services, environmental quality, injury and violence, maternal, infancy, and child health, mental health, nutrition, physical activity, obesity, oral health, reproductive and sexual health, social determinants, substance abuse, and tobacco. The interrelationship of biological, social, economic, and environmental factors influence the ability of individuals and communities to make progress on these indicators.

The U.S. Department of Agriculture (USDA) defines an urban "low-access community" as one with low access to a supermarket or large grocery store with at least 500 people (and/or at least 33% of the census tract's population) residing more than 1 mile from a supermarket or large grocery store. As shown below, the USDA Food Access Research Atlas (USDA, 2017) depicts Gulfton as a majority low-income community, based on U.S. census data. However, the majority of the community has vehicle access and resides within 1 mile from a supermarket or large grocery store. Exceptions are noted in the northwest corner of Gulfton, where access to a large grocery store is greater than 1 mile; and at the southwest corner, not considered to be a low-income tract based on United States census data. Overall, the Gulfton community has access to primary care physicians, dental practices, and supermarkets or large groceries.

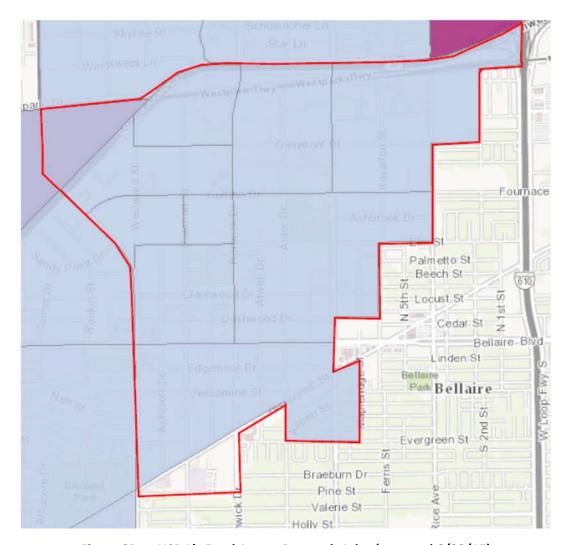


Figure 2B — USDA's Food Access Research Atlas (accessed 6/23/17)

Gulfton community includes several public and private community centers that provide services related to leading health indicators. Gulfton Community Health Center, Burnett Bayland Community Center, and Planned Parenthood — Southwest Health Center provide programing, and in some cases, nutritional assistance to the community. Bayland Community Center is located adjacent to the southwest corner of the official Gulfton boundary, on the west side of Hillcroft Avenue.

A 2012 Health Equity Assessment from the Houston/Harris County Community Transformation Initiative (Initiative, 2012) reported residents of Gulfton are among Houston neighborhoods with the highest percentage of adults reporting serious psychological distress.

Gulfton is located within a portion of one of 21 park sectors managed by the City of Houston — Park Sector 8 — Southwest Side. The 2015 Houston Parks and Recreations Department Master (HPARD, 2015), identified levels of park need (very high, high, and moderate) for each park sector. Very high and high park needs were identified for Park Sector 8.

Health and Safety Hazards

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The City of Houston Department of Neighborhoods, Inspections and Public Service (IPS) uses a mobile app called Houston 311 to partner with and empower residents to fight blight (COH, 2017a). The map below depicts the open and closed 311 service requests pertaining to any of the following issues: dangerous single-family structures that are open and vacant; heavy trash violations; inoperable vehicles or parts of junked vehicles that are visible from a public place or right-of-way; code violations for single-family buildings; stagnant water or deposit of any foul/decaying substance on property; or bandit signs posted in the City of Houston right-of-way. The red dots indicate open Houston 311 cases and blue dots indicate closed Houston 311 cases (as of June 23, 2017).

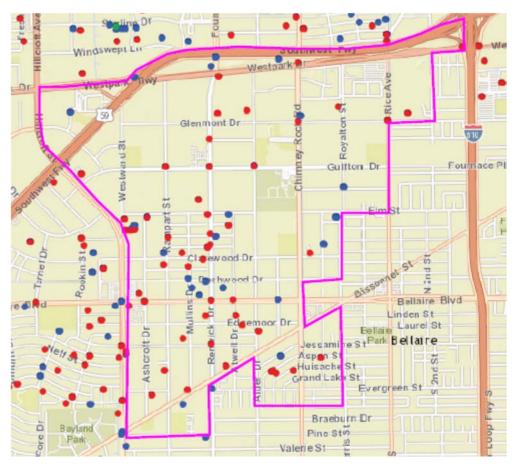


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The IPS uses building codes, sign codes, nuisance violations, and beautification projects to improve the quality of life in neighborhoods. In addition to Houston 311, the City has a number of community-based initiatives to provide the tools necessary for communities to fight blight and improve the quality of life in neighborhoods. The Neighborhood Mow Down Program is a partnership with Keep Houston Beautiful to

work with neighborhood groups to maintain weeded lots. This program helps eliminate eyesores and public safety hazards created by irresponsible property owners while helping the City address the problem more efficiently. In partnership with Keep Houston Beautiful and other City of Houston departments, a Tool Warehouse is available to support community groups with beautification and cleanup projects.

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Public Participation Efforts

Directly engaging with the Gulfton community in decision-making gives full consideration of resident input and affords them an opportunity to influence decisions that affect their lives. Public participation is sought through many City- and county-based initiatives, from reporting blight to seeking input on Capital Improvement Plans with City Council District J Representative Mike Laster. The residents of Gulfton have provided valuable input into several studies, including a 2012 Health Equity Assessment from the Houston/Harris County Community Transformation Initiative (Initiative, 2012). According to the assessment, residents of Gulfton are among Houston neighborhoods with the highest percentage of adults reporting serious psychological distress, having no access to a regular doctor, and having trouble seeing a specialist or getting a prescription filled (Initiative, 2012).

Public participation is also sought through many City of Houston initiatives and non-profit programming, discussed below.

City Support/Initiatives

Gulfton is Super Neighborhood Number 27. The Super Neighborhood Council is composed of area residents and stakeholders who identify and implement priority projects and set priorities to address the needs and concerns of their community.

In 2017, the City of Houston kicked off the Complete Communities initiative, aimed at revitalizing the quality of life for residents in five pilot neighborhoods, including Gulfton (COH, 2017b). This focused, community engagement initiative will work with stakeholders in each community and partners across Houston to create more complete neighborhoods with enhanced access to quality, affordable homes, jobs, well-maintained parks and greenspace, improved streets and sidewalks, grocery stores and other retail, good schools, and transit options.

The Neighborhood Matching Grant Program helps neighborhoods fund various beautification and improvement projects by providing a dollar-for-dollar matching grant reimbursement ranging from \$500.00 to \$5,000.00. This program is administered in partnership with the City of Houston Department of Neighborhoods and the City of Houston Council Members' Offices (COH, 2017c).

The Houston Bike Plan outlines a vision for the City to become a Gold Level Bicycle Friendly Community by 2027 with a focus on improved safety, increased access to bicycling opportunities, overall ridership growth, and an expanding network of high-quality, well-maintained, high-comfort bikeway facilities (COH, 2017d). Existing and proposed bike trails in Gulfton are depicted in the Walkable/Bikeable Neighborhoods section.

Non-Profit Community Organizations

The Greater Houston Area is home to many non-profit community organizations. Nonprofit organizations such as Houston Habitat for Humanity and Houston Rebuilding Together provide resources for homeownership and home repair. Connect Community works with residents of the Gulfton community to create both a pathway out of poverty and to build a healthy, sustainable neighborhood.

Gulfton community includes several community centers (Gulfton Community Health Center, Burnett Bayland Community Center, and Planned Parenthood – Southwest Health Center) that provide programing, and in some cases, nutritional assistance to the community. Bayland Community Center is located adjacent to the southwest corner of the official Gulfton boundary, on the west side of Hillcroft Avenue. Gulfton is also home to several churches, as depicted below.

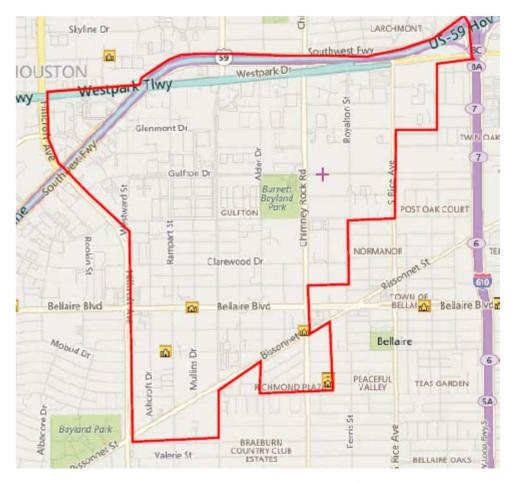


Figure 4A — Church Locations in Gulfton

Private Community Developers

Gulfton's proximity to Downtown positions the community for prime redevelopment and revitalization. City-based initiatives like the Complete Communities project will further attract development. Growth saturation in other neighboring areas such as Downtown and Midtown further elevate Gulfton as the next area for redevelopment.

Section 5 Urban Smart Growth

Equitable Access to Housing

According to United States census data, Gulfton is a low-income community. As such, affordable housing is a pressing need for this community. The Houston Housing Authority (HHA) oversees 20 multi-family and six senior housing developments (HHA, 2017); however, none of them are located in the community of Gulfton. The Housing Choice Voucher Program (formerly Section 8) provides tenant-based assistance, in the form of a voucher, to low-income families, seniors, and persons with disabilities for rental units chosen by the tenant in the private market.

The convenient location of Gulfton to Downtown and recent efforts to attract redevelopment are stressing the importance of securing low-income housing options for current residents who are at threat of displacement as market-rate housing infiltrates the neighborhoods.

Sustainable Infrastructure/Energy

Aging infrastructure and capital improvements are the stated and immediate priorities of Gulfton. As those needs are addressed and the community benefits from new development, sustainable growth initiatives adopted by the City of Houston will be implemented.

Transit-Oriented Development

The proximity of Gulfton to interstates and a rail spur impacts walkability/bikeability. Public infrastructure, land use, and zoning impact how residents of Gulfton navigate their community. Infrastructure such as sidewalks and bike lanes are needed in Gulfton.

The 2017 Houston Bike Plan Network Map depicts the City's proposed bike plan initiatives (COH, 2017d). The map below illustrates existing bikeways in Gulfton as thick green lines. Potential short-term implementation bikeways are identified as pink lines, key connection projects are identified as thin green lines, and long-term bikeway visions are proposed in blue.

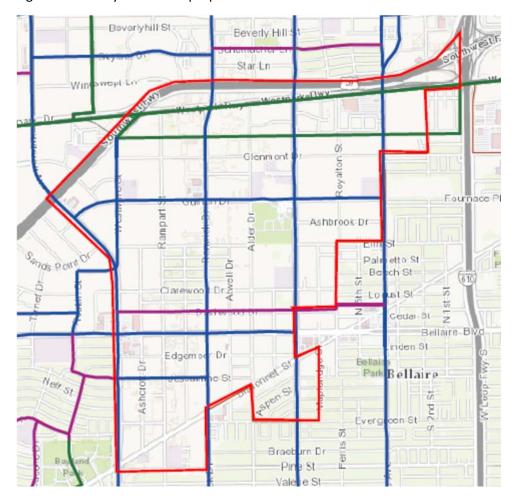


Figure 5A — Houston Bike Plan Map Routes

Gulfton is located within the METRO Bus service area. The Bellaire Transit Center is located in Gulfton. Infrastructure improvements for pedestrian and bicycling are needed along transit corridors. Existing north-south corridors include Hillcroft Avenue, Renwick Drive, Chimney Rock Road, and South Rice Avenue.

Existing east-west corridors include Gulfton Street, Bellaire Boulevard, and Bissonnet Street. New development and street improvement plans that incorporate bike lanes and focus on walkability and ease of access to transit riders in these areas will improve mobility outcomes for the Gulfton community.

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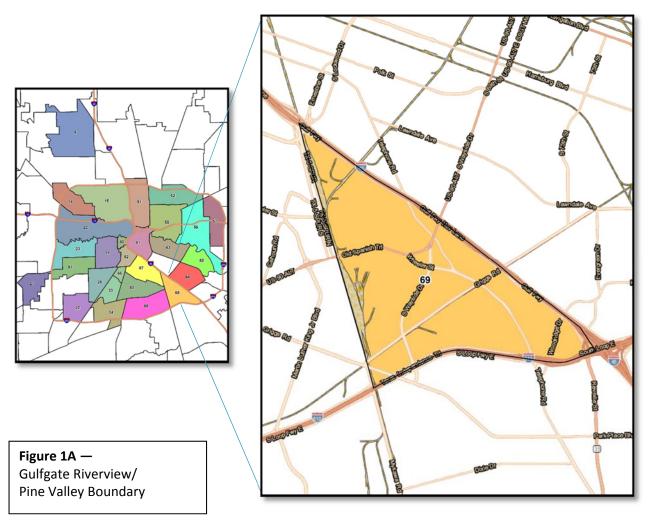
GULFGATE RIVERVIEW/PINE VALLEY

Section 1 General Information

Super Neighborhoods: 69

City Council District and Representative: District D — Dwight Boykins and District I — Robert Gallegos

Description: According to the City of Houston, Planning and Development Super Neighborhood Resource Assessment, Gulfgate Riverview/Pine Valley comprises approximately 1,812 acres (2.83 square miles), and is a collection of neighborhoods inside Loop 610 south of the Gulf Freeway (COH, 2014). It is crisscrossed by older highways, such as Telephone Road and the City's first bypass, the Old Spanish Trail/Wayside combination. These highways, along with a major rail line and Brays Bayou, divide the area into a number of discrete neighborhoods. The largest of these (Pine Valley, Freeway, and Riverview) consist of single-family homes surrounded by light industrial buildings and warehouses. Gulfgate, one of Houston's first malls, located on the eastern edge of the area, has been completely redeveloped as part of a tax increment reinvestment zone to revitalize what had been a failing retail district (Planning & Development, 2014).



Section 2 Protection of Human Health and the Environment

Natural Disaster Resiliency and Natural Resource Restoration

The ability of Gulfgate Riverview/Pine Valley to prepare for and build resiliency against adverse weather events requires short- and long-term planning, as well as investments of time and resources. Gulfgate Riverview/Pine Valley is vulnerable to flooding, as evidenced by recent flooding including Hurricane Allison in 2001, and Hurricane Harvey in 2017. The Federal Emergency Management Agency (FEMA), National Flood Hazard Layer for Gulfgate Riverview/Pine Valley is shown below (FEMA, 2017). The light blue shaded areas indicate a 1% annual chance of flood. The brown shaded areas indicate a 0.2% annual chance of flood. The hatched brown and blue shading along Brays Bayou to the southeast indicates a regulatory floodway. Unshaded areas are considered to be areas of minimal flood hazard.

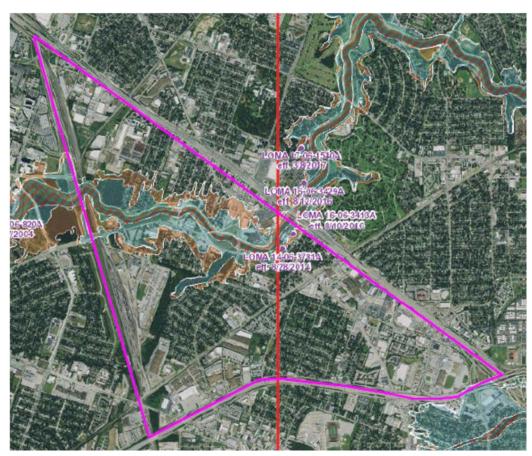


Figure 2A — FEMA's National Flood Hazard Layers (accessed 6/28/17)

The Harris County Flood Control District identifies the Gulfgate Riverview/Pine Valley as within the Brays Bayou watershed. Rainfall within 127 square miles of the watershed drains to the primary waterway, Brays Bayou. The Harris County Flood Control District undertakes a variety of programs that exist to provide flood damage reduction projects, including Project Brays, a \$530 million cooperative effort project with the U.S. Army Corps of Engineers that, when completed, will substantially reduce flooding risks in the Brays Bayou watershed (Harris County Flood Control District, 2013).

Gulfgate Riverview/Pine Valley is highly urbanized and has limited access to natural resources. Brookline Park, Gragg Park, Fonde Park, and Smither Park are features where the community has an opportunity to access natural space. Brays Bayou also runs through the Gulfgate Riverview/Pine Valley community; however, portions of Brays Bayou are classified by the U.S. Environmental Protection Agency (U.S. EPA) as impaired under the Clean Water Act. According to the Texas Commission on Environmental Quality's (TCEQ's) 2014 Texas Integrated Report Index of Water Quality Impairments (TCEQ, 2014), bacteria levels in the segment of Brays Bayou within Gulfgate Riverview/Pine Valley do not meet water quality standards. The TCEQ is working to improve the water quality of Brays Bayou through a variety of management practices and development of total maximum daily load pollutant load targets.

Air Quality

In accordance with the Clean Air Act, the U.S. EPA has set National Ambient Air Quality Standards for six categories of pollutants, known as "criteria pollutants" considered harmful to public health and the environment. They are: particulate matter less than 10 and 2 1/2 microns in diameter (PM10 and PM2.5), sulfur dioxide, nitrogen dioxide, ozone, carbon monoxide, and lead. The Primary National Ambient Air Quality Standards provide public health protection, including protecting the health of sensitive populations such as asthmatics, children, and the elderly. Air quality is identified as issue for Gulfgate Riverview/ Pine Valley due to its proximity to Interstates 45 and 610, rail lines, William P. Hobby Airport, and its location within Harris County in general.

Healthy Living

According to the Office of Disease Prevention and Health Promotion, Leading Health Indicators (LHI) are high-priority health issues in the United States that serve as measures of the nation's health. Measured LHI include: access to health services, clinical preventive services, environmental quality, injury and violence, maternal, infancy, and child health, mental health, nutrition, physical activity, obesity, oral health, reproductive and sexual health, social determinants, substance abuse, and tobacco. The interrelationships of biological, social, economic, and environmental factors influence the ability of individuals and communities to make progress on these indicators.

According to the most recent census data, Gulfgate Riverview/Pine Valley is a low-income community, a factor that influences overall healthy living. The Gulfgate Riverview/Pine Valley community has some access to healthcare and dental care clinics in the area. The U.S. Department of Agriculture (USDA) defines an urban "low-access community," as one with low access to a supermarket or large grocery store with at least 500 people (and/or at least 33% of the census tract's population) residing more than 1 mile from a supermarket or large grocery store. As shown below, the USDA Food Access Research Atlas (USDA, 2017) depicts Gulfgate Riverview/Pine Valley as an entirely low-income community. However, residents of the Gulfgate Riverview/Pine Valley community reside within 1 mile from a supermarket or large grocery store and have access to a vehicle.

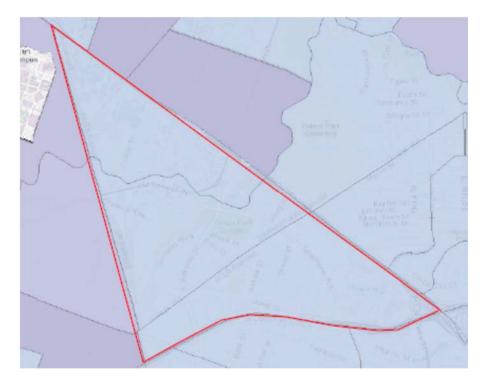


Figure 2B — USDA's Food Access Research Atlas (accessed 6/28/17)

Gulfgate Riverview/Pine Valley is lacking community centers that provide services related to leading health indicators, other than Planned Parenthood.

Gulfgate Riverview/Pine Valley is located within one of 21 park sectors managed by the City of Houston. Gulfgate Riverview/Pine Valley is located within Park Sector 11 – East Side Inside Loop. The 2015 Houston Parks and Recreations Department Master (HPARD, 2015), identified levels of park need (very high, high, and moderate) for each park sector. Very high and high park needs were identified for Park Sector 11.

Bayou Greenways 2020 is a public-private partnership between Houston Parks Board and the Houston Parks and Recreation Department, with the purpose of creating an integrated system of connected linear parks with walking, running, and bicycle trails along the nine major bayous, including Buffalo Bayou and Brays Bayou (Houston Parks Board, 2017). A 2012 bond referendum, providing a \$100 million set aside for Bayou Greenways 2020, was approved by Houston voters. Houston Parks Board has raised more than \$90 million from private funds toward Bayou Greenways 2020 (Houston Parks Board, 2017).

Health and Safety Hazards

Factors contributing to health and safety hazards in Gulfgate Riverview/Pine Valley stem from a combination of interrelated socioeconomic conditions that contribute to areas of urban blight. Overgrown empty lots, buildings in disrepair, and condemned houses contribute to visual and psychological effects, as well as health and safety hazards.

The City of Houston Department of Neighborhoods, Inspections and Public Service (IPS) uses a mobile app called Houston 311 to partner with and empower residents to fight blight (COH, 2017a). The map below depicts the open and closed 311 service requests pertaining to any of the following issues: dangerous

single-family structures that are open and vacant; heavy trash violations; inoperable vehicles or parts of a junked vehicle that are visible from a public place or right-of-way; code violation for single-family buildings; stagnant water or deposit of any foul/decaying substance on property; or bandit signs posted in the City of Houston right-of-way. The red dots indicate open Houston 311 cases and blue dots indicate closed Houston 311 cases (as of June 28, 2017).

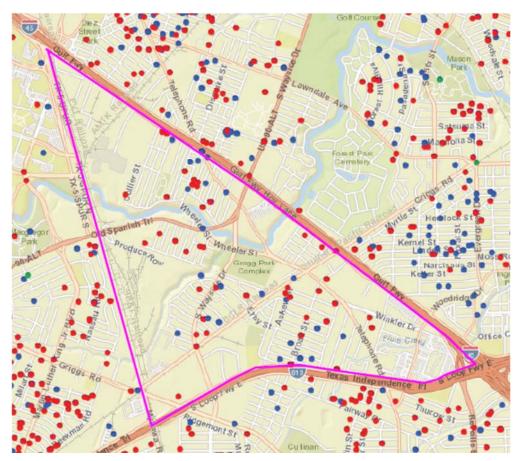


Figure 2C — Houston 311's Code Violation Service Request Map (accessed 6/28/17)

The IPS uses building codes, sign codes, nuisance violations, and beautification projects to improve the quality of life in neighborhoods. In addition to Houston 311, the City has a number of community-based initiatives to provide the tools necessary for communities to fight blight and improve the quality of life in neighborhoods. The Neighborhood Mow Down Program is a partnership with Keep Houston Beautiful to work with neighborhood groups to maintain weeded lots. This program helps eliminate eyesores and public safety hazards created by irresponsible property owners while helping the City address the problem more efficiently. In partnership with Keep Houston Beautiful and other City of Houston departments, the Houston Community ToolBank is available to the Gulfgate Riverview/Pine Valley community to support community groups with beautification and cleanup projects.

Section 3 Environmental Justice

The U.S. EPA defines environmental justice as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation,

and enforcement of environmental laws, regulations, and policies. The U.S. EPA's environmental justice mapping and screening tool, EJSCREEN, combines U.S. census data with environmental and demographic indicators to provide demographic and environmental information for a particular area (U.S. EPA, 2017c). The EJSCREEN tool assists in discerning a community's degree of protection from environmental and health hazards, and their degree of access to the decision-making process to have a healthy environment in which to live, learn, and work.

The EJSCREEN output provides the State of Texas, U.S. EPA Region 6, and national environmental justice (EJ) Indexes (in percentile) for Gulfgate Riverview/Pine Valley. The EJ Indexes are compiled from eight environmental indicators, such as air quality standards and proximity to large emission sources. The EJ Indexes are presented in percentiles to provide perspective on how Gulfgate Riverview/Pine Valley compares to the State, U.S. EPA Region 6, and the nation. The results of the screening report identified a higher value for environmental indicators and a higher percentage of demographic indicators for Gulfgate Riverview/Pine Valley residents, when compared with State, U.S. EPA Region 6, or national populations. The State, U.S. EPA Region 6, and national percentiles for Gulfgate Riverview/Pine Valley range from 82 to 99. By comparison, only a small percentile of State, U.S. EPA Region 6, or national populations (1 to 28) would report EJ Index values greater than those reported for the average person living within Gulfgate Riverview/Pine Valley. The EJSCREEN also reports the eight individual environmental indicators, used to develop the EJ Indexes, and six demographic indicators such as percentage of minority and low-income populations.

It should be noted that the EJSCREEN output indicates a Superfund site in the Gulfgate Riverview/ Pine Valley community; however, research on the facility indicates it is located in the neighboring South Houston community.

Section 4 Community Involvement & Partnerships

Public Participation Efforts

Directly engaging with the Gulfgate Riverview/Pine Valley community in decision making gives full consideration of resident input and affords them an opportunity to influence decisions that affect their lives. Public participation is sought through many City- and county-based initiatives, from reporting blight to seeking input on Capital Improvement Plans with City Council District D Dwight Boykins and District I Representative Robert Gallegos.

The Greater East End Management District has engaged the Gulfgate Riverview/Pine Valley community around transit-oriented development to improve the pedestrian and cycling environment in Houston's East End (GEEMD, 2017). Capital reserves projects are aimed at making improvements for walkers and transit riders (GEEMD, 2017).

City Support/Initiatives

Gulfgate Riverview/Pine Valley is Super Neighborhood Number 69. The Super Neighborhood Council is composed of area residents and stakeholders, and identifies and implements priority projects and set priorities to address the needs and concerns of their community.

The Super Neighborhood Council serves as a forum where residents and stakeholders can discuss issues, establish priority projects for the area, and develop a Super Neighborhood Action Plan to help them meet their goals.

The Greater East End Management District provides services and conducts capital improvements throughout the 16 square miles of the District, including a small portion of Gulfgate Riverview/Pine Valley (GEEMD, 2017). The services, funded by assessments paid by commercial property interests throughout the District, include public safety programs, an award-winning graffiti abatement program, maintenance of major thoroughfares, and disposal of illegally dumped trash. The District's grant-funded capital program focuses on connecting neighborhoods and business to transit, and will result in \$31 million in improvements through 2017.

Bayou Greenways 2020 will add park land, trails, and natural habitat for native wildlife, and promote the health and welfare of the community by linking the City's existing stretches of linear parks, trails, and larger traditional parks with new greenways along major bayous, including Buffalo Bayou and Brays Bayou (Houston Parks Board, 2017).

The Neighborhood Matching Grant Program helps neighborhoods fund various beautification and improvement projects by providing a dollar-for-dollar matching grant reimbursements ranging from \$500.00 to \$5,000.00. This program is administered in partnership with the City of Houston Department of Neighborhoods and the City of Houston Council Member's Offices (COH, 2017b).

The Harris County and the City of Houston Illegal Dumping Camera Project deployed 25 cameras in Districts B, D, H, I, and K in January 2016. Numerous cases of illegal dumping have been investigated, resulting in charges of illegal dumping and cleanup in these districts as a result of this project (COH, Harris County, 2016).

The Houston Bike Plan outlines a vision for the City to become a Gold Level Bicycle Friendly Community by 2027 with a focus on improved safety, increased access to bicycling opportunities, overall ridership growth, and an expanding network of high-quality, well-maintained, high-comfort bikeway facilities (COH, 2017c). Existing and proposed bike trails in Gulfgate Riverview/Pine Valley are depicted in the Walkable/Bikeable Neighborhoods section.

Non-Profit Community Organizations

The Greater Houston Area is home to many non-profit community organizations. Non-profit organizations such as Houston Habitat for Humanity and Houston Rebuilding Together provide resources for homeownership and home repair. Planned Parenthood is among few non-profit community organizations working with Gulfgate Riverview/Pine Valley. Gulfgate Riverview/Pine Valley is also home to multiple churches that serve the community, as shown on the map below.

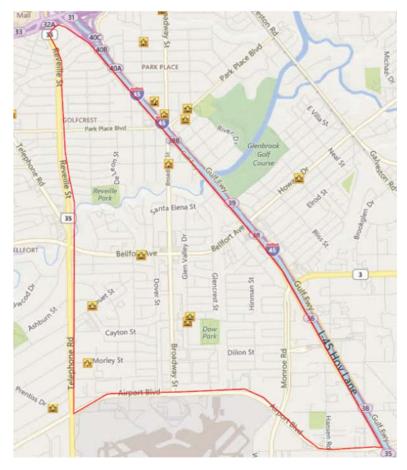


Figure 4A — Church Locations in Gulfgate Riverview/Pine Valley

Private Community Developers

Gulfgate Riverview/Pine Valley's inner I-610 loop location and proximity to Downtown position the community for prime redevelopment and revitalization. A portion of the University of Houston is located within the Gulfgate Riverview/Pine Valley community. The University of Houston Energy Research Park to the north, Gulfgate Mall, and Gulfgate Center Mall to the south further position the community for greater investment. Capital improvement projects funded through the Greater East End Management District will further attract development. Growth saturation in other neighboring areas such as Lawndale/Wayside, Magnolia Park, and Downtown elevate Gulfgate Riverview/Pine Valley as the next area for redevelopment.

Section 5 Urban Smart Growth

Equitable Access to Housing

According to U.S. census data, Gulfgate Riverview/Pine Valley is a low-income community. As such, affordable housing is a pressing need for this community. The Houston Housing Authority (HHA) oversees 20 multi-family and six senior housing developments; however, none are located in Gulfgate Riverview/Pine Valley (HHA, 2017). The Housing Choice Voucher Program (formerly Section 8) provides tenant-based assistance, in the form of a voucher, to low-income families, seniors, and persons with disabilities for rental units chosen by the tenant in the private market.

The convenient location of Gulfgate Riverview/Pine Valley to Downtown and recent efforts to attract redevelopment are stressing the importance of securing low-income housing options for current residents who are at threat of displacement as market-rate housing infiltrates the neighborhoods.

Sustainable Infrastructure/Energy

Aging infrastructure and capital improvements are the stated and immediate priorities of Gulfgate Riverview/Pine Valley. As those needs are addressed and the community benefits from new development, sustainable growth initiatives adopted by the City of Houston will be implemented.

Transit-Oriented Development

The proximity of Gulfgate Riverview/Pine Valley to interstates and the Englewood Yard Railroad rail yard impacts walkability/bikeability. Public infrastructure, land use, and zoning impact how residents of Gulfgate Riverview/Pine Valley area navigate their community. Infrastructure such as sidewalks and bike lanes are needed in Gulfgate Riverview/Pine Valley.

The 2017 Houston Bike Plan Network Map depicts the City's proposed bike plan initiatives (COH, 2017c). The map below illustrates existing bikeways in Gulfgate Riverview/Pine Valley as thick green lines. Potential short-term implementation bikeways are identified as pink lines, key connection projects are identified as thin green lines, and long-term bikeway visions are proposed in blue.

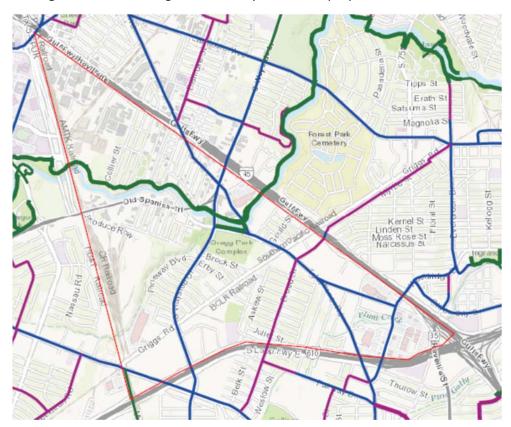


Figure 5A — Houston Bike Plan Map Routes

The Gulfgate Riverview/Pine Valley is located within the METRO service area. METRO Bus and Rail (Purple line) service the area. The Eastwood Transit Center is located at the north end of Gulfgate Riverview/Pine

Valley. Infrastructure improvements for pedestrian and bicycling are needed along transit corridors. Existing north-south corridors include Telephone Road, Winkler Drive, and Wayside Drive. Existing east-west corridors include the Old Spanish Trail and Griggs Road. New development and street improvement plans that incorporate bike lanes and focus on walkability and ease of access to transit riders in these areas will improve mobility outcomes for the Gulfgate Riverview/Pine Valley community.

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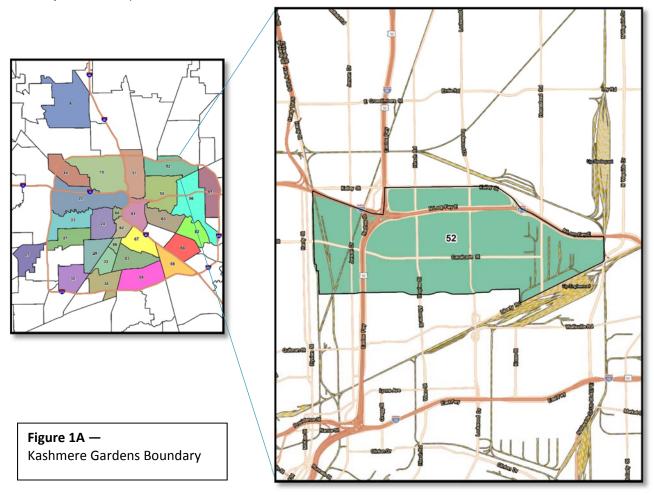
KASHMERE GARDENS

Section 1 General Information

Super Neighborhoods: 52

City Council District and Representative: District B — Jerry Davis, and District H — Karla Cisneros

Description: According to the City Of Houston, Planning and Development Super Neighborhood Resource Assessment, Kashmere Gardens comprises approximately 2,582 acres (4.03 square miles), and is located northeast of Downtown, bounded by the Greater Fifth Ward to the south along Collingsworth Street and the Englewood Yard Railroad rail yard to the southeast, I-69 to the west, I-610 to the north, and a rail line to the east (COH, 2014). Kashmere Gardens is a historic African American neighborhood of mixed residential and industrial land use. Kashmere Gardens is also home to two active state superfund sites, North Cavalcade and South Cavalcade, and one former superfund site, Houston Scrap (Planning & Development, 2014).



Section 2 Protection of Human Health and the Environment

Natural Disaster Resiliency and Natural Resource Restoration

The ability of Kashmere Gardens to prepare for and build resiliency against adverse weather events requires short- and long-term planning, as well as investments of time and resources. Kashmere Gardens is vulnerable to flooding, particularly in the vicinity of Hunting Bayou, as evidenced by the aftermath of flooding events in 2014 and 2015, and in addition to Hurricane Allison in 2001 and Hurricane Harvey in 2017. The Federal Emergency Management Agency (FEMA), National Flood Hazard Layer for Kashmere Gardens is shown below (FEMA, 2017). The light blue shaded areas indicate a 1% annual chance of flood. The brown shaded areas indicate a 0.2% annual chance of flood. The hatched brown and blue shading along Hunting Bayou indicates a regulatory floodway. Unshaded areas are considered to be areas of minimal flood hazard.



Figure 2A — FEMA's National Flood Hazard Layers (accessed 6/20/17)

The Harris County Flood Control District identifies Kashmere Gardens as within the Hunting Bayou watershed. Rainfall within 31 square miles of the watershed drains to the primary waterway, Hunting Bayou. The Harris County Flood Control District undertakes a variety of programs that exist to provide flood damage reduction projects, including Project Hunting, a \$176 million project that, when completed, will substantially reduce flooding risks along Hunting Bayou (Harris County Flood Control District, 2013).

The Houston-Galveston Area Council's, Kashmere Gardens Livable Centers Study (Council, 2017) identified a goal to work with city and county partners to install green, unpaved infrastructure and remove unnecessary paved cover to mitigate localized flooding in areas of new development or redevelopment in Kashmere Gardens.

Kashmere Gardens is highly urbanized and has limited access to natural resources. Hutcheson Park and Hunting Bayou, and two unnamed tributaries of the bayou are features where the community has an

opportunity to access natural space; however, Hunting Bayou and one of its unnamed tributaries is classified by the U.S. Environmental Protection Agency (U.S. EPA) as impaired under the Clean Water Act. According to the Texas Commission on Environmental Quality's (TCEQ's) 2014 Texas Integrated Report Index of Water Quality Impairments (TCEQ, 2014), bacteria levels in an unmanned tributary of Hunting Bayou do not meet water quality standards. The Texas Commission on Environmental Quality is working to improve the water quality of Hunting Bayou and the unnamed tributary through a variety of management practices and development of total maximum daily load pollutant load targets.

Air Quality

In accordance with the Clean Air Act, the U.S. EPA has set National Ambient Air Quality Standards for six categories of pollutants, known as "criteria pollutants," considered harmful to public health and the environment. They are: particulate matter less than 10 and 2 1/2 microns in diameter (PM10 and PM2.5), sulfur dioxide, nitrogen dioxide, ozone, carbon monoxide, and lead. The Primary National Ambient Air Quality Standards provide public health protection, including protecting the health of sensitive populations such as asthmatics, children, and the elderly.

Air quality is identified as an issue for Kashmere Gardens due to its proximity to major interstates and rail yards. The volume of traffic on Interstates 69 and 610 and the rail yard collectively contribute to higher concentrations of air pollution compared to communities not bordered or bisected by interstates or railways. Roadway design such as sound walls, cut sections, and roadside vegetation can reduce traffic air pollutants. Solutions to reducing the amount of emissions emitted from railyards include reducing idling and alternative connection systems at loading stations that allow locomotives to plug into an electric power source rather than using onboard engines while stopped in a rail yard.

The Houston-Galveston Area Council's, *Kashmere Gardens Livable Centers Study* (Council, 2017) identified a goal to coordinate tree-planting efforts to provide highway buffer areas. According to the study, a 65- to 600-foot forested highway buffer can reduce particulate pollution by 40 to 75%.

Healthy Living

According to the Office of Disease Prevention and Health Promotion, Leading Health Indicators (LHI) are high-priority health issues in the United States that serve as measures of the nation's health. Measured LHI include: access to health services, clinical preventive services, environmental quality, injury and violence, maternal, infancy, and child health, mental health, nutrition, physical activity, obesity, oral health, reproductive and sexual health, social determinants, substance abuse, and tobacco. The interrelationship of biological, social, economic, and environmental factors influence the ability of individuals and communities to make progress on these indicators.

According to the most recent census data, Kashmere Gardens qualifies as a low-income community, a factor that influences overall healthy living. Lyndon B. Johnson Hospital is located within Kashmere Gardens; however, overall there is a lack of primary care physicians, dental practices, and supermarkets or large grocery stores in the area.

The U.S. Department of Agriculture (USDA) defines an urban "low-access community" as one with low access to a supermarket or large grocery store with at least 500 people (and/or at least 33% of the census tract's population) residing more than 1 mile from a supermarket or large grocery store. As shown below, the USDA Food Access Research Atlas (USDA, 2017) depicts Kashmere Gardens as an entirely low-income community with the majority of the community having low vehicle access and a population living more than 1 mile from a supermarket or large grocery store.

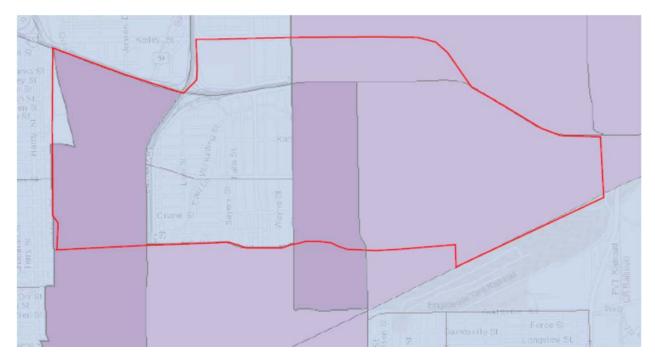


Figure 2B — USDA's Food Access Research Atlas (accessed 6/20/17)

The Kashmere Gardens community includes three community centers that provide services related to leading health indicators. The McCrane-Kashmere Gardens Library, the Cavalcade Community Center, and the Kashmere Multi-Service Center provide programing and, in some cases, nutritional assistance to the community. The Houston Health and Human Services Department has a community garden program at 12 locations (including Kashmere Multi-Service Center) to give communities an opportunity to participate in the process and reap from the harvest of the garden.

A 2012 Health Equity Assessment from the Houston/Harris County Community Transformation Initiative (Initiative, 2012) reported residents of Kashmere Gardens (identified as Near Northside-Greater Fifth Ward) have, compared to other Houston neighborhoods, high percentages of smokers, high adult obesity rates, high blood pressure, and low access to fruits and vegetables.

Kashmere Gardens is located within one of 21 park sectors managed by the City of Houston, within Park Sector 17 — Northeast Side Inside Loop. The 2015 Houston Parks and Recreations Department Master (HPARD, 2015), identified levels of park need (very high, high, and moderate) for each park sector. Very high and high park needs were identified for Park Sector 17.

Bayou Greenways 2020 is a public-private partnership between Houston Parks Board and the Houston Parks and Recreation Department with the purpose of creating an integrated system of connected linear parks with walking, running, and bicycle trails along the nine major bayous, including Hunting Bayou, (Houston Parks Board, 2017). A 2012 bond referendum, providing a \$100 million set aside for Bayou Greenways 2020, was approved by Houston voters. Houston Parks Board has raised more than \$90 million from private funds toward Bayou Greenways 2020 (Houston Parks Board, 2017).

Health and Safety Hazards

Factors contributing to health and safety hazards in Kashmere Gardens stem from a combination of interrelated socioeconomic conditions that contribute to areas of urban blight. Overgrown empty lots, buildings in disrepair, and condemned houses contribute to visual and psychological effects, as well as health and safety hazards.

The City of Houston Department of Neighborhoods, Inspections and Public Service (IPS) uses a mobile app called Houston 311 to partner with and empower residents to fight blight (COH, 2017a). The map below depicts the open and closed 311 service requests pertaining to any of the following issues: dangerous single-family structures which are open and vacant; heavy trash violations; inoperable vehicles or parts of junked vehicles that are visible from a public place or right-of-way; code violations for single-family buildings; stagnant water or deposit of any foul/decaying substance on property; or bandit signs posted in the City of Houston right-of-way. The red dots indicate open Houston 311 cases and blue dots indicate closed Houston 311 cases (as of June 20, 2017).

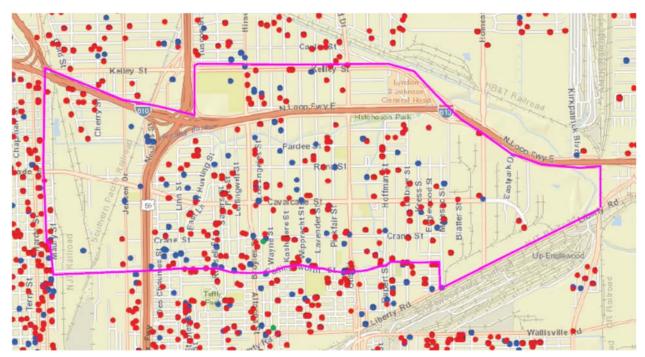


Figure 2C — Houston 311's Code Violation Service Request Map (accessed 6/20/17)

The IPS uses building codes, sign codes, nuisance violations, and beautification projects to improve the quality of life in neighborhoods. In addition to Houston 311, the City has a number of community-based initiatives to provide the tools necessary for communities to fight blight and improve the quality of life in neighborhoods. The Neighborhood Mow Down Program is a partnership with Keep Houston Beautiful to work with neighborhood groups to maintain weeded lots. This program helps eliminate eyesores and public safety hazards created by irresponsible property owners while helping the City address the problem more efficiently. In partnership with Keep Houston Beautiful and other City of Houston departments, a Tool Warehouse is available to support community groups with beautification and cleanup projects.

According to the U.S. EPA, the 21-acre North Cavalcade Street Superfund Site is located within the Kashmere Gardens community, west of I-69 and east of Maury Street, along the rail line (U.S. EPA, 2017a). The site is the former home of Houston Creosoting Company, Inc., a wood-treatment business that operated onsite from 1946 to 1961, contaminating the soil and groundwater with hazardous chemicals (U.S. EPA, 2017a). Cleanup actions included soil containment and capping, treatment of groundwater, groundwater well use restrictions, and long-term monitoring. Groundwater monitoring continues. The northern 10 acres of the site outside the cap are available for reuse. Private owners manage the southern half of the site. In 2009, a spice import business renovated and now operates in one of the buildings. The Harris County Toll Road Authority plans to extend the Hardy Toll Road along the site's western boundary to ease traffic flow north from the downtown Houston area (U.S. EPA, 2017a).

According to the U.S. EPA, the 66-acre South Cavalcade Street Superfund Site is located within the Kashmere Gardens community, west of I-69 and east of Maury Street, along the rail line (U.S. EPA, 2017b). A former wood-treating plant operated onsite from 1910 to 1962. A coal tar distillation plant also operated onsite from 1944 to 1962 (U.S. EPA, 2017b). Cleanup actions included soil capping, treatment of groundwater, groundwater well use restrictions, and long-term monitoring. Groundwater monitoring continues. Pavement, buildings, and storage areas cover a large portion of the site, particularly in the southern half. Multiple businesses are using the site for industrial uses, including distribution, truck and heavy equipment staging, and pallet supply. A commercial business entity purchased the northern half of the site in March 2014. The Harris County Toll Road Authority plans to expand the street adjacent to the south side of the site and extend the toll road adjacent to the west side of the site (U.S. EPA, 2017b).

According to the TCEQ, a 20-acre former lead-acid battery recycling facility, Houston Scrap, is located in the Kashmere Gardens community at 3799 Jensen Drive, south of I-610 and west of I-69 (TCEQ, 2014 January 23). It is estimated that the site contained about 7,500 cubic yards of used battery casings, scrap metal, used 55-gallon drums, household garbage, and 1,000 used car and truck tires. After active business operations ceased, in 1976 illegal dumping occurred. Cleanup actions included soil excavation and long-term groundwater monitoring. In 2000, the facility was deleted from the Superfund registry based on cleanup actions; however, groundwater monitoring of the site continues to date (TCEQ, 2014 January 23).

Section 3 Environmental Justice

The U.S. EPA defines environmental justice as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. The U.S. EPA's environmental justice mapping and screening tool, EJSCREEN, combines United States census data with environmental and demographic indicators to provide demographic and environmental information for a particular area (U.S. EPA, 2017c). The EJSCREEN tool assists in discerning a community's degree of protection from environmental and health hazards, and their degree of access to the decision-making process to have a healthy environment in which to live, learn, and work.

The EJSCREEN output provides the State of Texas, U.S. EPA Region 6, and national environmental justice (EJ) Indexes (in percentile) for Kashmere Gardens. The EJ Indexes are compiled from eight environmental indicators, such as air quality standards and proximity to large emission sources. The EJ Indexes are presented in percentiles to provide perspective on how Kashmere Gardens compares to the State, U.S. EPA Region 6, and the nation. The results of the screening report identified a higher value for

environmental indicators and a higher percentage of demographic indicators for Kashmere Gardens residents, when compared with State, U.S. EPA Region 6, or national populations. The State, U.S. EPA Region 6, and national percentiles are high for Kashmere Gardens ranging from 76 to 99. By comparison, only a small percentile of State, U.S. EPA Region 6, or national populations (1 to 24) would report EJ Index values greater than those reported for the average person living within Kashmere Gardens. The EJSCREEN also reports the eight individual environmental indicators, used to develop the EJ Indexes, and six demographic indicators such as percentage of minority and low-income populations.

Section 4 Community Involvement & Partnerships

Public Participation Efforts

Directly engaging with the Kashmere Gardens community in decision-making gives full consideration of resident input and affords them an opportunity to influence decisions that affect their lives. Public participation is sought through many City- and county-based initiatives, from reporting blight to seeking input on Capital Improvement Plans with City Council District B Representative Jerry Davis and District H Representative Karla Cisneros. The residents of Kashmere Gardens have provided valuable input into several studies, including a 2012 Health Equity Assessment from the Houston/Harris County Community Transformation Initiative (Initiative, 2012), and a 2013 Healthy Living Matters, a built environment and food access assessment by the Harris County Public Health and Environmental Services Department (Harris County, 2013).

Most recently, the Kashmere Gardens community participated in a 2017 Kashmere Gardens Livable Centers Study by the Houston-Galveston Area Council (Council, 2017). The study examined existing conditions within Kashmere Gardens by gathering input from residents and other stakeholders. Conceptual plans and recommendations were prioritized into an action plan to help further livability in Kashmere Gardens.

City Support/Initiatives

Kashmere Gardens is Super Neighborhood Number 52. The Super Neighborhood Council is composed of area residents and stakeholders, who identify and implement priority projects and set priorities to address the needs and concerns of their community.

The Super Neighborhood Council serves as a forum where residents and stakeholders can discuss issues, establish priority projects for the area and develop a Super Neighborhood Action Plan to help them meet their goals.

Bayou Greenways 2020 will add park land, trails, and natural habitat for native wildlife, and promote the health and welfare of the community by linking the City's existing stretches of linear parks, trails, and larger traditional parks with new greenways along major bayous, including Brays Bayou (Houston Parks Board, 2017).

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The Harris County and the City of Houston Illegal Dumping Camera Project deployed 25 cameras in Districts B, D, H, I, and K in January 2016. Numerous cases of illegal dumping have been investigated, resulting in charges of illegal dumping and cleanup in these districts as a result of this project (COH, Harris County, 2016).

The Houston Bike Plan outlines a vision for the City to become a Gold Level Bicycle Friendly Community by 2027 with a focus on improved safety, increased access to bicycling opportunities, overall ridership growth, and an expanding network of high-quality, well-maintained, high-comfort bikeway facilities (COH, 2017c). Existing and proposed bike trails in Kashmere Gardens are depicted in the Walkable/Bikeable Neighborhoods section.

Non-Profit Community Organizations

The Greater Houston Area is home to many non-profit community organizations such as Houston Habitat for Humanity and Houston Rebuilding Together, which provide resources for homeownership and home repair. ProUnitas focuses on partnering with and supporting Kashmere Gardens Elementary School by leveraging relationships with other experienced non-profits and governmental institutions (ProUnitas, 2017).

Kashmere Gardens is also home to multiple churches that serve the community, as shown on the map below. The Kashmere Gardens community includes three community centers: the McCrane-Kashmere Gardens Library, the Cavalcade Community Center, and the Kashmere Multi-Service Center and community garden.

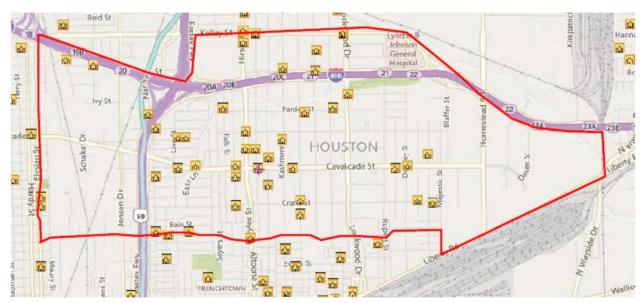


Figure 4A — Church Locations in Kashmere Gardens

Private Community Developers

Kashmere Gardens' inner I-610 loop location and proximity to Downtown and the airport position the community for prime redevelopment and revitalization. Creating commercial corridors was identified as a need in the 2017 Livable Centers Study by the Houston-Galveston Area Council. Capital improvement projects aimed at improving the Hunting Bayou will further attract development. Growth saturation in

other neighboring areas such as the Third Ward, Greater Fifth Ward, Downtown, and Midtown further elevate Kashmere Gardens as the next area for redevelopment.

Section 5 Urban Smart Growth

Equitable Access to Housing

According to United States census data, Kashmere Gardens is a low-income community. As such, affordable housing is a pressing need for this community. The Houston Housing Authority (HHA) oversees 20 multi-family and six senior housing developments; however, none are located in Kashmere Gardens (HHA, 2017). The Housing Choice Voucher Program (formerly Section 8) provides tenant-based assistance, in the form of a voucher, to low-income families, seniors, and persons with disabilities for rental units chosen by the tenant in the private market.

The convenient location of Kashmere Gardens to Downtown and recent efforts to attract redevelopment are stressing the importance of securing low-income housing options for current residents who are at threat of displacement as market-rate housing infiltrates the neighborhoods.

Sustainable Infrastructure/Energy

Aging infrastructure and capital improvements are the stated and immediate priorities of Kashmere Gardens. As those needs are addressed and the community benefits from new development, sustainable growth initiatives adopted by the City of Houston will be implemented. A stated goal of the 2017 Kashmere Gardens Livable Centers Study is to investigate, with the Houston Parks Board and Flood Control District, the potential for installation of solar lighting along Hunting Bayou (Council, 2017).

Transit-Oriented Development

The proximity of Kashmere Gardens to interstates and the Englewood Yard Railroad rail yard impacts walkability/bikeability. Public infrastructure, land use, and zoning impact how residents of the Kashmere Gardens area navigate their community. Infrastructure such as sidewalks and bike lanes are needed in Kashmere Gardens.

The 2017 Houston Bike Plan Network Map depicts the City's proposed bike plan initiatives (COH, 2017c). The map below illustrates existing bikeways in Kashmere Gardens as thick green lines. Potential short-term implementation bikeways are identified as pink lines, key connection projects are identified as thin green lines, and long-term bikeway visions are proposed in blue.



Figure 5A— Houston Bike Plan Map Routes

Kashmere Gardens is located within the METRO service area. The METRO Bus system currently serves Kashmere Gardens. The Kashmere Transit Center is located just north of Kashmere Gardens, north of I-610. Infrastructure improvements for pedestrian and bicycling are needed along transit corridors. Existing north-south corridors include Hirsch Road, Lockwood Road, and Homestead Road. Existing eastwest corridors include Cavalcade Street, Collingsworth Street, and Liberty Road. New development and street improvement plans that incorporate bike lanes and focus on walkability and ease of access to transit riders in these areas will improve mobility outcomes for the Kashmere Gardens community.

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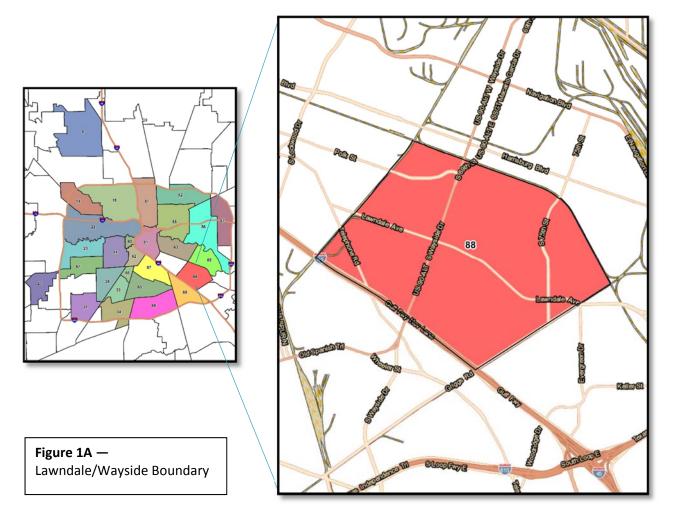
LAWNDALE/WAYSIDE

Section 1 General Information

Super Neighborhoods: 88

City Council District and Representative: District I — Robert Gallegos

Description: According to the City of Houston, Planning and Development Super Neighborhood Resource Assessment Lawndale/Wayside comprises approximately 1,805 acres (2.82 square miles), and is a collection of neighborhoods which still reflect the area's origins as a prestigious east side neighborhood (COH, 2014). At that time, the municipal Wortham Golf Center was the City's first country club, which is now the Houston Country Club (established in 1908). The adjacent, heavily wooded country club and Idylwood neighborhoods have remained attractive. The areas of Forest Hill and Mason Park are shady, middle-class havens with curving streets and large lots. The presence of wooded preserves, such as the large Forest Park Cemetery, Villa De Matel convent, Mason Park, and Wortham Golf Center have helped to maintain the area's beauty. The entire neighborhood is within the Greater East End Management District. (Planning & Development, 2014)



Section 2 Protection of Human Health and the Environment

Natural Disaster Resiliency and Natural Resource Restoration

The ability of Lawndale/Wayside to prepare for and build resiliency against adverse weather events requires short- and long-term planning, as well as investments of time and resources. Lawndale/Wayside is vulnerable to flooding as evidenced by recent flooding including Hurricane Allison in 2001 and Hurricane Harvey in 2017. The Federal Emergency Management Agency (FEMA), National Flood Hazard Layer for Lawndale/Wayside is shown below (FEMA, 2017). The light blue shaded areas indicate a 1% annual chance of flood. The brown shaded areas indicate a 0.2% annual chance of flood. The hatched brown and blue shading along Brays Bayou to the southeast indicates a regulatory floodway. Unshaded areas are considered to be areas of minimal flood hazard.

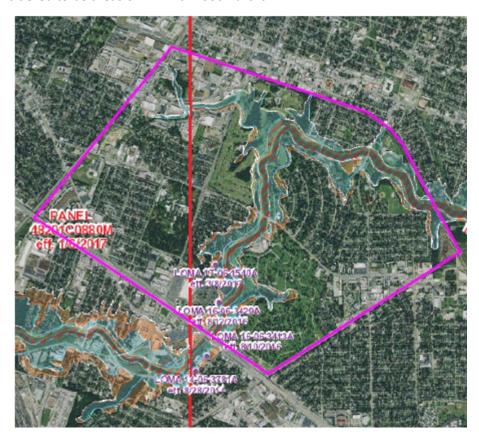


Figure 2A — FEMA's National Flood Hazard Layers (accessed 6/28/17)

The Harris County Flood Control District identifies the Lawndale/Wayside as within the Brays Bayou watershed. Rainfall within 127 square miles of the watershed drains to the primary waterway, Brays Bayou. The Harris County Flood Control District undertakes a variety of programs that exist to provide flood damage reduction projects, including Project Brays, a \$530 million cooperative effort project with the U.S. Army Corps of Engineers that, when completed, will substantially reduce flooding risks in the Brays Bayou watershed (Harris County Flood Control District, 2013).

Lawndale/Wayside is urbanized but has greater access to natural resources than other Houston neighborhoods near Downtown. Wooded preserves in the Lawndale/Wayside community include Forest Park Cemetery, Villa De Matel convent, Mason Park, Spurlock Park, and green spaces at

Wortham Park and Golf Course. Brays Bayou also runs through the Lawndale/Wayside community; however, portions of Brays Bayou are classified by the U.S. Environmental Protection Agency (U.S. EPA) as impaired under the Clean Water Act. According to the Texas Commission on Environmental Quality's (TCEQ's) 2014 Texas Integrated Report Index of Water Quality Impairments (TCEQ, 2014), bacteria levels in the segment of Brays Bayou within Lawndale/Wayside do not meet water quality standards. The TCEQ is working to improve the water quality of Brays Bayou through a variety of management practices and development of total maximum daily load pollutant load targets.

Air Quality

In accordance with the Clean Air Act, the U.S. EPA has set National Ambient Air Quality Standards for six categories of pollutants, known as "criteria pollutants," considered harmful to public health and the environment. They are: particulate matter less than 10 and 2 1/2 microns in diameter (PM10 and PM2.5), sulfur dioxide, nitrogen dioxide, ozone, carbon monoxide, and lead. The Primary National Ambient Air Quality standards provide public health protection, including protecting the health of sensitive populations such as asthmatics, children, and the elderly. Air quality is identified as an issue for Lawndale/Wayside due to its proximity to Interstate 45, rail lines, the Port of Houston, its and location within Harris County in general.

Healthy Living

According to the Office of Disease Prevention and Health Promotion, Leading Health Indicators (LHI) are high-priority health issues in the United States that serve as measures of the nation's health. Measured LHI include: access to health services, clinical preventive services, environmental quality, injury and violence, maternal, infancy, and child health, mental health, nutrition, physical activity, obesity, oral health, reproductive and sexual health, social determinants, substance abuse, and tobacco. The interrelationship of biological, social, economic, and environmental factors influence the ability of individuals and communities to make progress on these indicators.

According to the most recent U.S. census data, Lawndale/Wayside is a low-income community, a factor that influences overall healthy living. The Lawndale/Wayside community has some access to healthcare and dental care clinics in the area. The U.S. Department of Agriculture (USDA) defines an urban "low-access community" as one with low access to a supermarket or large grocery store with at least 500 people (and/or at least 33% of the census tract's population) residing more than 1 mile from a supermarket or large grocery store. As shown below, the USDA Food Access Research Atlas (USDA, 2017) depicts Lawndale/Wayside as an entirely low-income community with a small section to the northeast living within 1 mile from a supermarket or large grocery store and approximately one-third of the community to the southwest with low vehicle access.



Figure 2B — USDA's Food Access Research Atlas (accessed 6/28/17)

Lawndale/Wayside includes community centers that provide services related to leading health indicators. The Mason Community Center, Life Houston, Planned Parenthood, and United Against Human Trafficking provide programing and, in some cases, nutritional assistance to the community.

Lawndale/Wayside is located within one of 21 park sectors managed by the City of Houston. Lawndale/Wayside is located within Park Sector 11 — East Side Inside Loop. The 2015 Houston Parks and Recreations Department Master Plan (HPARD, 2015), identified levels of park need (very high, high, and moderate) for each park sector. Very high and high park needs were identified for Park Sector 11.

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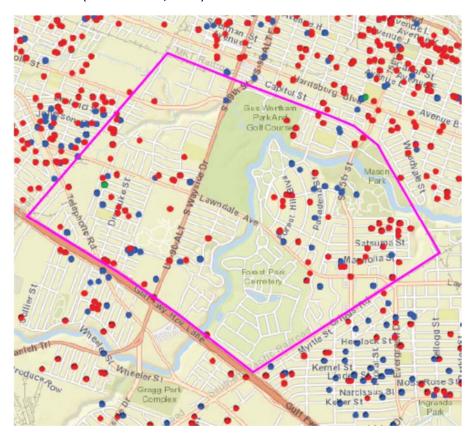


Figure 2C — Houston 311's Code Violation Service Request Map (accessed 6/28/17)

Inspections and Public Services uses building codes, sign codes, nuisance violations, and beautification projects to improve the quality of life in neighborhoods. In addition to Houston 311, the City has a number of community-based initiatives, to provide the tools necessary for communities to fight blight and improve the quality of life in neighborhoods. The Neighborhood Mow Down Program is a partnership with Keep Houston Beautiful to work with neighborhood groups to maintain weeded lots. This program helps eliminate eyesores and public safety hazards created by irresponsible property owners while helping the City address the problem more efficiently. In partnership with Keep Houston Beautiful and other City of Houston departments, the Houston Community ToolBank is available to the Lawndale/Wayside community to support community groups with beautification and cleanup projects.

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The Greater East End Management District has engaged the Lawndale/Wayside community around transit-oriented development to improve the pedestrian and cycling environment in Houston's East End. Capital reserves projects are aimed at making improvements for walkers and transit riders (GEEMD, 2017).

City Support/Initiatives

Lawndale/Wayside is Super Neighborhood Number 88. The Super Neighborhood Council is composed of area residents and stakeholders, who identify and implement priority projects and set priorities to address the needs and concerns of their community.

The Super Neighborhood Council serves as a forum where residents and stakeholders can discuss issues, establish priority projects for the area and develop a Super Neighborhood Action Plan to help them meet their goals.

The Greater East End Management District provides services and conducts capital improvements throughout the 16 square miles of the District, including Lawndale/Wayside (GEEMD, 2017). The services, funded by assessments paid by commercial property interests throughout the District, include public safety programs, an award-winning graffiti abatement program, maintenance of major thoroughfares, and disposal of illegally dumped trash. The District's grant-funded capital program focuses on connecting neighborhoods and business to transit, and will result in \$31 million in improvements through 2017.

Bayou Greenways 2020 will add park land, trails, and natural habitat for native wildlife, and promote the health and welfare of the community by linking the City's existing stretches of linear parks, trails, and larger traditional parks with new greenways along major bayous, including Buffalo Bayou and Brays Bayou (Houston Parks Board, 2017).

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The Houston Bike Plan outlines a vision for the City to become a Gold Level Bicycle Friendly Community by 2027 with a focus on improved safety, increased access to bicycling opportunities, overall ridership growth, and an expanding network of high-quality, well-maintained, high-comfort bikeway facilities (COH, 2017c). Existing and proposed bike trails in Lawndale/Wayside are depicted in the Walkable/Bikeable Neighborhoods section.

Non-Profit Community Organizations

The Greater Houston Area is home to many non-profit community organizations such as Houston Habitat for Humanity and Houston Rebuilding Together, which provide resources for homeownership and home repair. The Mason Community Center, Life Houston, providing infant/child care, Planned Parenthood, and United Against Human Trafficking are among some of the non-profit community organizations working with Lawndale/Wayside. Lawndale/Wayside is also home to multiple churches that serve the community, as shown on the map below.

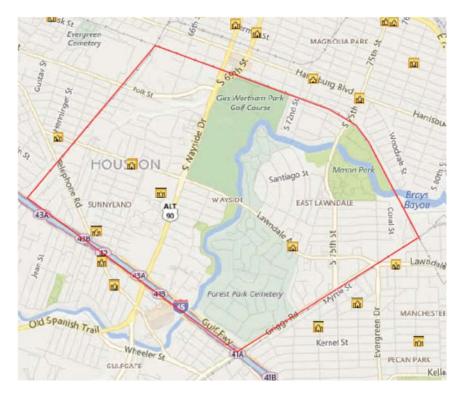


Figure 4A — Church Locations in Lawndale/Wayside

Private Community Developers

Lawndale/Wayside's inner I-610 loop location and proximity to Downtown position the community for prime redevelopment and revitalization. Capital improvement projects funded through the Greater East End Management District will further attract development. Growth saturation in other neighboring areas such as the Second Ward, Greater Fifth Ward, Magnolia Park, and Downtown elevate Lawndale/Wayside as the next area for redevelopment.

Section 5 Urban Smart Growth

Equitable Access to Housing

According to United States census data, Lawndale/Wayside is a low-income community. As such, affordable housing is a pressing need for this community. The Houston Housing Authority (HHA) oversees 20 multi-family and six senior housing developments; however, none are located in Lawndale/Wayside (HHA, 2017). The Housing Choice Voucher Program (formerly Section 8) provides tenant-based assistance, in the form of a voucher, to low-income families, seniors, and persons with disabilities for rental units chosen by the tenant in the private market.

The convenient location of Lawndale/Wayside to Downtown and recent efforts to attract redevelopment are stressing the importance of securing low-income housing options for current residents who are at threat of displacement as market-rate housing infiltrates the neighborhoods.

Sustainable Infrastructure/Energy

Aging infrastructure and capital improvements are the stated and immediate priorities of Lawndale/Wayside. As those needs area addressed and the community benefits from new development, sustainable growth initiatives adopted by the City of Houston will be implemented.

Transit-Oriented Development

The proximity of Lawndale/Wayside to interstates and the Englewood Yard Railroad rail yard impacts walkability/bikeability. Public infrastructure, land use, and zoning impact how residents of Lawndale/Wayside area navigate their community. Infrastructure such as sidewalks and bike lanes are needed in Lawndale/Wayside.

The 2017 Houston Bike Plan Network Map depicts the City's proposed bike plan initiatives (COH, 2017c). The map below illustrates existing bikeways in Lawndale/Wayside as thick green lines. Potential short-term implementation bikeways are identified as pink lines, key connection projects are identified as thin green lines, and long-term bikeway visions are proposed in blue.

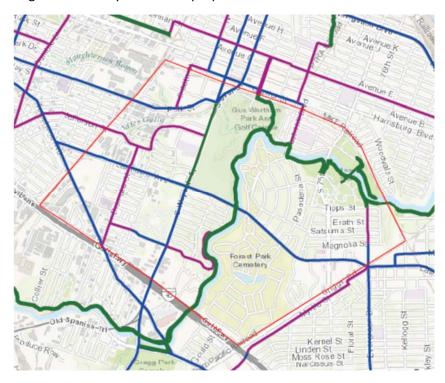


Figure 5A — Houston Bike Plan Map Routes

Lawndale/Wayside is located within the METRO Bus service area. Infrastructure improvements for pedestrian and bicycling are needed along transit corridors. Existing north-south corridors include South 75th Street and Wayside Drive. Existing east-west corridors include Telephone Road, Polk Street, Lawndale Street, and Griggs Road. New development and street improvement plans that incorporate bike lanes and focus on walkability and ease of access to transit riders in these areas will improve mobility outcomes for the Lawndale/Wayside community.

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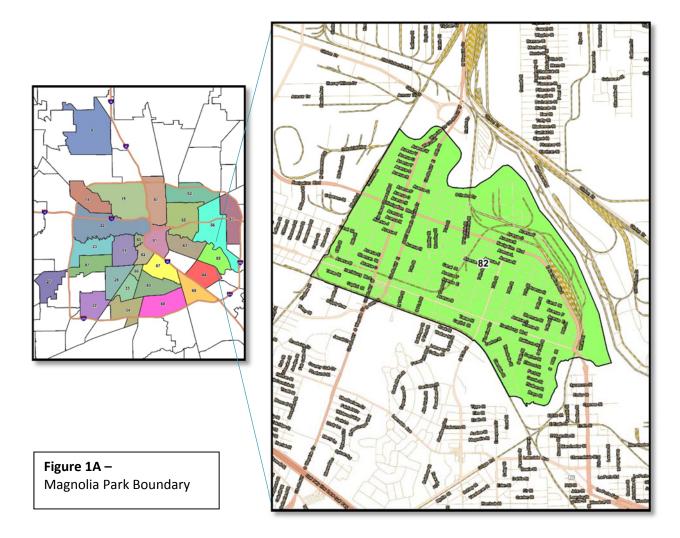
MAGNOLIA PARK

Section 1 General Information

Super Neighborhoods: 82

City Council District and Representative: District I – Robert Gallegos

Description: According to the City of Houston, Planning and Development, Super Neighborhood Resource Assessment Magnolia Park comprises approximately 1,619 acres (2.53 square miles), and borders the Houston Ship Channel just south of the Turning Basin, the location of some of the first wharves built when Houston became a deep water port in 1913 (COH, 2014). The community thrived as a home for workers on the docks and in industries lining the channel. For a time it was even an incorporated municipality. As early as the 1930s, Magnolia Park was developing an identity as a center of Houston's Hispanic community. This continues, especially around recently revived commercial areas near Harrisburg and Wayside.



Section 2 Protection of Human Health and the Environment

Natural Disaster Resiliency and Natural Resource Restoration

The ability of Magnolia Park to prepare for and build resiliency against adverse weather events requires short- and long-term planning, as well as investments of time and resources. Magnolia Park is vulnerable to flooding, as evidenced by recent flooding and Hurricane Allison in 2001. The Federal Emergency Management Agency (FEMA), National Flood Hazard Layer for Magnolia Park is shown below (FEMA, 2017). The light blue shaded areas indicate a 1% annual chance of flood. The brown shaded areas indicate a 0.2% annual chance of flood. The hatched brown and blue shading along Buffalo Bayou to the north and Brays Bayou to the southeast indicate a regulatory floodway. Unshaded areas are considered to be areas of minimal flood hazard.

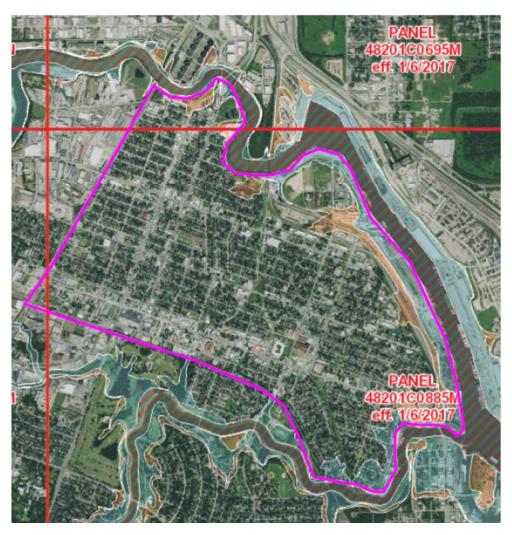


Figure 2A — FEMA's National Flood Hazard Layers (accessed 6/27/17)

The Harris County Flood Control District identifies Magnolia Park within the Buffalo Bayou watershed and bordered by the Brays Bayou watershed to the southeast. Rainfall within 106 square miles of the watershed drains to the primary waterway, Buffalo Bayou. The Harris County Flood Control District undertakes a variety of programs that exist to provide flood damage reduction projects, including

\$57 million spent on erosion repair, flood reduction programs, and infrastructure improvements along Buffalo Bayou (Harris County Flood Control District, 2013).

Magnolia Park is highly urbanized and has limited access to natural resources. Buffalo Bend Nature Park, Hidalgo Park, DeZavala Park, Buffalo Bayou, and Brays Bayou are features where the community has an opportunity to access to natural space; however, a portion of Buffalo Bayou is classified by the U.S. Environmental Protection Agency (U.S. EPA) as impaired under the Clean Water Act. According to the Texas Commission on Environmental Quality (TCEQ) 2014 Texas Integrated Report Index of Water Quality Impairments (TCEQ, 2015), water quality in the segment of Buffalo Bayou within Magnolia Park exceeds water quality standards based bacteria levels and concentrations of pesticides and PCB/dioxins. The TCEQ is working to improve the water quality of Buffalo Bayou through a variety of management practices and development of Total Maximum Daily Load pollutant load targets. Gus Wortham Park and Golf Course and Mason Park are located adjacent to the south of Magnolia Park, outside of the official Super Neighborhood boundary.

Air Quality

In accordance with the Clean Air Act, the U.S. EPA has set National Ambient Air Quality Standards (NAAQS) for six categories of pollutants, known as "criteria pollutants" considered harmful to public health and the environment. They are: particulate matter less than ten and two and a half microns in diameter (PM10 and PM2.5), sulfur dioxide, nitrogen dioxide, ozone, carbon monoxide, and lead. The Primary NAAQS standards provide public health protection, including protecting the health of sensitive populations such as asthmatics, children, and the elderly. Air quality is identified as issue for Magnolia Park due to its proximity to major roads, rail lines, Port of Houston, William P. Hobby Airport, and location within Harris County in general.

Healthy Living

According to the Office of Disease Prevention and Health Promotion, Leading Health Indicators (LHI) are high-priority health issues in the United States that serve as measures of the nation's health. Measured LHI include: access to health services, clinical preventive services, environmental quality, injury and violence, maternal, infancy, and child health, mental health, nutrition, physical activity, obesity, oral health, reproductive and sexual health, social determinants, substance abuse, and tobacco. The interrelationship of biological, social, economic, and environmental factors influences the ability of individuals and communities to make progress on these indicators.

According to the most recent census data, Magnolia Park qualifies as a low-income community, a factor that influences overall healthy living. The Magnolia Park community has some access to healthcare and dental care clinics in the area. The U.S. Department of Agriculture (USDA) defines an urban "low-access community," as one with low access to a supermarket or large grocery store with at least 500 people (and/or at least 33% of the census tract's population) residing more than one mile from a supermarket or large grocery store. As shown below, the USDA Food Access Research Atlas (USDA, 2017) depicts Magnolia Park as an entirely low-income community with approximately half of the community living within 1 mile from a supermarket or large grocery store. The Magnolia Park community was not identified as having low vehicle access.

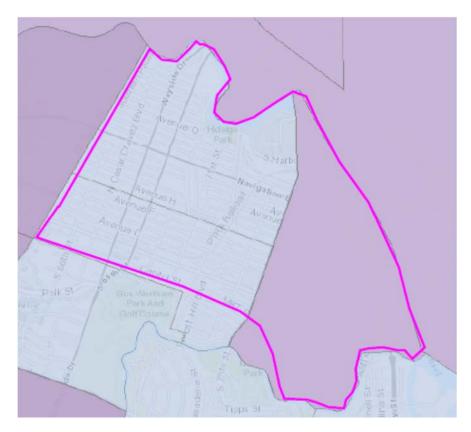


Figure 2B - USDA's Food Access Research Atlas (accessed 6/27/17)

Magnolia Park includes community centers that provide services related to leading health indicators. The Magnolia Multi-Service Center that includes the El Centro de Corazon Health Center, DeZavala Community Center, the JP McGovern Community Family Center, Franklin Head Start Center, and Stanaker Library provided programing, and in some cases, nutritional assistance to the community. A non-profit, Houston Hope, has partnered with a local health clinic, El Centro del Corazon to offer the residents of Magnolia Park a healthy cooking class focused on preparing healthy meals geared towards the Hispanic community.

Magnolia Park is located within one of 21 park sectors managed by the City of Houston. Magnolia Park is located within Park Sector 11 — East Side Inside Loop. The 2015 Houston Parks and Recreations Department Master (HPARD, 2015), identified levels of park need (very high, high, and moderate) for each park sector. Very high and high park needs were identified for Park Sector 11.

Bayou Greenways 2020 is a public-private partnership between Houston Parks Board and the Houston Parks and Recreation Department with the purpose of creating an integrated system of connected linear parks with walking, running, and bicycle trails along the nine major bayous, including Buffalo Bayou and Brays Bayou (Houston Parks Board, 2017). A 2012 bond referendum providing \$100 million set aside for Bayou Greenways 2020 was approved by Houston voters. Houston Parks Board has raised more than \$90 million from private funds toward Bayou Greenways 2020 (Houston Parks Board, 2017).

Health and Safety Hazards

Factors contributing health and safety hazards in Magnolia Park stem from a combination of interrelated socioeconomic conditions that contribute to areas of urban blight. Overgrown empty lots, buildings in disrepair, and condemned houses contribute to visual and psychological effects, and health and safety hazards.

The City of Houston Department of Neighborhoods, Inspections and Public Service (IPS) uses a mobile app called Houston 311 to partner with and empower residents to fight blight (COH, 2017a). The map below depicts the open and closed 311 service requests pertaining to any of the following issues: dangerous single-family structures which are open and vacant; heavy trash violations; inoperable vehicles or part of junked vehicles visible from a public place or right of way; code violation for single-family buildings; stagnant water or deposit of any foul/decaying substance on property; or bandit signs posted in the City of Houston right-of-way. The red dots indicate open Houston 311 cases and blue dots indicate closed Houston 311 cases (as of June 27, 2017).

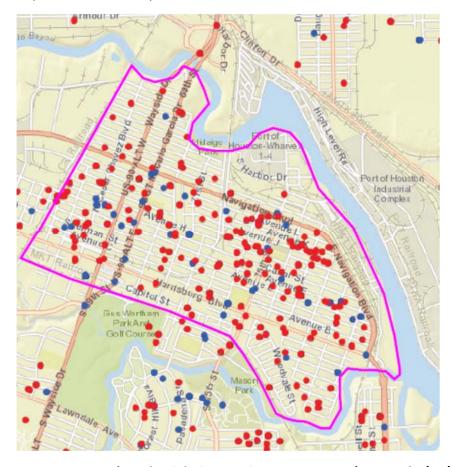


Figure 4C — Houston 311's Code Violation Service Request Map (accessed 6/27/17)

The IPS uses building codes, sign codes, nuisance violations, and beautification projects to improve the quality of life in neighborhoods. In addition to Houston 311, the City has a number of community-based initiatives to provide the tools necessary for communities to fight blight and improve the quality of life in neighborhoods. The Neighborhood Mow Down Program is a partnership with Keep Houston Beautiful to work with neighborhood groups to maintain weeded lots. This program helps eliminate eyesores and

public safety hazards created by irresponsible property owners while helping the City address the problem more efficiently. In partnership with Keep Houston Beautiful and other City of Houston departments, the Houston Community ToolBank is available to the Magnolia Park community to support community groups with beautification and cleanup projects.

Section 3 Environmental Justice

The U.S. EPA defines environmental justice as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. U.S. EPA's environmental justice mapping and screening tool, EJSCREEN, combines U. S. Census data with environmental and demographic indicators to provide demographic and environmental information for a particular area (U.S. EPA, 2017c). The EJSCREEN tool assists in discerning a community's degree of protection from environmental and health hazards, and their degree of access to the decision-making process to have a healthy environment in which to live, learn, and work.

The EJSCREEN output provides the State of Texas, U.S. EPA Region 6, and national environmental justice (EJ) Indexes (in percentile) for Magnolia Park. The EJ Indexes are compiled from eight environmental indicators, such as air quality standards and proximity to large emission sources. The EJ Indexes are presented in percentiles to provide perspective on how Magnolia Park compares to the State, U.S. EPA Region 6, and the nation. In general, the State, U.S. EPA Region 6, and national percentiles are high for Magnolia Park, (ranging from 83 to 99), indicating a small percentile of State, U.S. EPA Region 6, or national populations (1 to 17) would report higher block group values for the EJ Indices than the average person living within Magnolia Park. The EJSCREEN also reports the eight individual environmental indicators, used to develop the EJ Indexes, and six demographic indicators such as percentage of minority and low-income populations.

The results of screening report identified a higher value for environmental indicators and a higher percentage of demographic indicators for Magnolia Park residents, when compared with State, U.S. EPA Region 6, or national populations.

Section 4 Community Involvement & Partnerships

Public Participation Efforts

Directly engaging with the Magnolia Park community in decision making gives full consideration of resident input and affords them an opportunity to influence decisions that affect their lives. Public participation is sought through many City- and county-based initiatives, from reporting blight to seeking input on Capital Improvement Plans with City Council District I Representative Robert Gallegos.

The residents and stakeholders of the Magnolia Park community participated in a 2013 study by the University of Houston in partnership with the Community Transformation Initiative through the Houston Department of Health and Human Services (University of Houston, 2013). *The Magnolia Park: Healthy Community Design Ideas Book* resulted in strategies for healthy communities that focus on seven areas: education, public space, neighborhoods, economic opportunity, food security, safety, and environment. The study examined existing conditions within Magnolia Park by gathering input from residents and other

stakeholders (University of Houston, 2013). Conceptual plans and recommendations were prioritized into proposed projects to help further livability in Magnolia Park.

City Support / Initiatives

Magnolia Park is Super Neighborhood Number 82. The Super Neighborhood Council is composed of area residents and stakeholders who identify and implement priority projects and set priorities to address the needs and concerns of their community.

The Super Neighborhood Council serves as a forum where residents and stakeholders can discuss issues, establish priority projects for the area, and develop a Super Neighborhood Action Plan to help them meet their goals.

The Land Assemblage Redevelopment Authority (LARA) is a 13-member board, organized for the purpose of aiding, assisting, and acting on behalf of the City in the performance of its governmental functions to promote the common good and general welfare of the City. In particular, projects include the acquisition, assemblage, management, marketing, development, and disposition of properties that have been acquired by taxing authorities through foreclosure of delinquent ad valorem taxes, including the redevelopment of identified properties. The map below indicates available LARA lots (green dots) as of June 27, 2017 in Magnolia Park, available to builders at low cost for development (LARA, 2017). Homes constructed on LARA lots are available to residents to purchase from the low to mid \$100,000s. Down payment assistance is available to qualified residents.

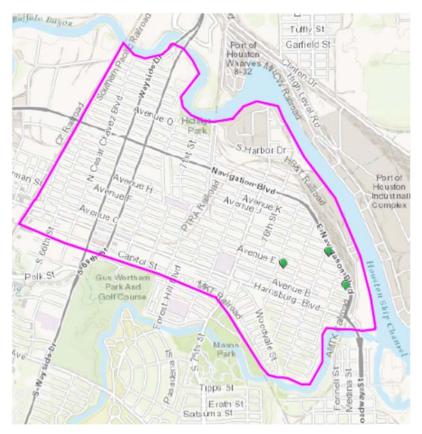


Figure 4A — Location of Available Land Lots in through LARA (accessed 6/27/17)

The Greater East End Management District provides services and conducts capital improvements throughout the 16 square miles of the District, including Magnolia Park (GEEMD, 2017). The services, funded by assessments paid by commercial property interests throughout the District, include public safety programs, an award winning graffiti abatement program, maintenance of major thoroughfares, and disposal of illegally dumped trash. The District's grant-funded capital program focuses on connecting neighborhoods and business to transit, and will result in \$31 million in improvements through 2017.

Bayou Greenways 2020 will add park land, trails, and natural habitat for native wildlife, and promote the health and welfare of the community by linking the City's existing stretches of linear parks, trails, and larger traditional parks with new greenways along major bayous, including Buffalo Bayou and Brays Bayou (Houston Parks Board, 2017).

The Neighborhood Matching Grant Program helps neighborhoods fund various beautification and improvement projects by providing a dollar-for-dollar matching grant reimbursement ranging from \$500.00 to \$5,000.00. This program is administered in partnership through the City of Houston Department of Neighborhoods and the City of Houston Council Member's Offices (COH, 2017b).

The Harris County and the City of Houston Illegal Dumping Camera Project deployed 25 cameras in Districts B, D, H, I, and K in January 2016. Numerous cases of illegal dumping have been investigated, resulting in charges of illegal dumping and cleanup in these districts as a result of this project (COH, Harris County, 2016).

The Houston Bike Plan outlines a Vision for the City to become a Gold Level Bicycle Friendly Community by 2027 with a focus on improved safety, increased access to bicycling opportunities, overall ridership growth, and an expanding network of high quality, well-maintained, high-comfort bikeway facilities (COH, 2017c). Existing and proposed bike trails in Magnolia Park are depicted in the Walkable/Bikeable Neighborhoods section.

Non-Profit Community Organizations

The Greater Houston Area is home to many non-profit community organizations. Nonprofit organizations such as Houston Habitat for Humanity and Houston Rebuilding Together provide resources for homeownership and home repair. Houston Hope has worked within the Magnolia Park community to create and implement human service action plans and establish neighborhood action committees to implement the projects and programs that address their neighborhoods' basic needs and improve the quality of life in selected Houston Hope communities.

Houston Hope has partnered with Texans Together to create and sustain a youth group called Magnolia's Teen Voice to encourage creative outlets such as art and photography. Houston Hope has also partnered with El Centro del Corazon to offer the residents of Magnolia Park a healthy cooking class focused on preparing healthy meals geared towards the Hispanic community.

The SER-Jobs for Progress (SER-Jobs) center is located just east of the official Super Neighborhoods boundary for Magnolia Park. SER-Jobs assists individuals from low-income communities to transform their lives through education, training, employment, and financial empowerment services.

The Magnolia Multi-Services Center is home to the Women Infant Children Center and the El Centro de Corazon Health Center. Magnolia Park is also home to multiple churches that serve the community, as shown on the map below.



Figure 4B — Church Locations in Magnolia Park

Private Community Developers

Magnolia Park's inner I-610 loop location and proximity to downtown position the community for prime redevelopment and revitalization. Creating a waterfront district at Magnolia Park along Buffalo Bayou is identified in the *Magnolia Park: Healthy Community Design Ideas Book* (University of Houston, 2013). Capital improvement projects funded through the Greater East End Management District will further attract development. Growth saturation in other neighboring areas such as the Second Ward, Fifth Ward, Denver Harbor/Port Houston, and Downtown elevate Magnolia Park as the next area for redevelopment.

Section 5 Urban Smart Growth

Equitable Access to Housing

According to United States Census data, Magnolia Park is a low-income community. As such, affordable housing is a pressing need for this community. The Houston Housing Authority (HHA) oversees 20 multifamily and 6 senior housing developments; however, none area located in Magnolia Park (HHA, 2017). The Housing Choice Voucher Program (formerly Section 8) provides tenant-based assistance, in the form

of a voucher, to low-income families, seniors, and persons with disabilities for rental units chosen by the tenant in the private market.

The convenient location of Magnolia Park to Downtown and recent efforts to attract redevelopment are stressing the importance of securing low-income housing options for current residents who are at threat of displacement as market rate housing infiltrates the neighborhoods.

Sustainable Infrastructure/Energy

Aging infrastructure and capital improvements are the stated and immediate priorities of Magnolia Park. As those needs are addressed and the community benefits from new development, sustainable growth initiatives adopted by the City of Houston will be implemented.

Transit-Oriented Development

The proximity of Magnolia Park to interstates and the Englewood Yard Railroad rail yard impact the walkability/bikeability. Public infrastructure, land use, and zoning impact how residents of Magnolia Park navigate their community. Infrastructure such as sidewalks and bike lanes are needed in Magnolia Park.

The 2017 Houston Bike Plan Network Map depicts the City's proposed bike plan initiatives (COH, 2017c). The map below depicts existing bikeways in Magnolia Park as thick green lines. Potential short-term implementation bikeways are identified as pink lines, key connection projects are identified in as thin green lines, and long-term bikeway visions are proposed in blue.

The Greater East End Management District has received several grant awards that have helped improve the pedestrian and cycling environment in Houston's East End (GEEMD, 2017). Additional amenities for walkers and transit users include lighting, benches, bike racks, bus shelters, and ramps, all of which improve access to transit in the East End. The District has spent \$2.25 million of its capital reserves to make improvements for walkers and transit riders on Harrisburg Boulevard in the Magnolia Park community, including shade trees along the new East End light rail corridor, and this work generated match dollars for additional grant funding (GEEMD, 2017).

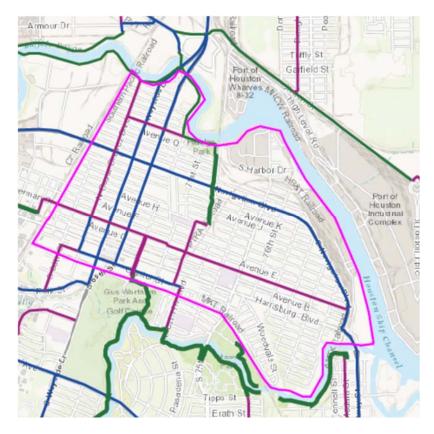


Figure 5A — Houston Bike Plan Map Routes

Magnolia Park is located within the METRO Bus and Rail service area. The Green Line terminates at Magnolia Park. Infrastructure improvements for pedestrian and bicycling are needed along transit corridors. Existing north-south corridors include Wayside Drive, 69th Street, East and West Hendricks Streets, and 75th Street. Existing east-west corridors include Navigation Boulevard, Canal Street, and Harrisburg Boulevard. New development and street improvement plans that incorporate bike lanes and focus on walkability and ease of access to transit riders in these areas will improve mobility outcomes for the Magnolia Park community.

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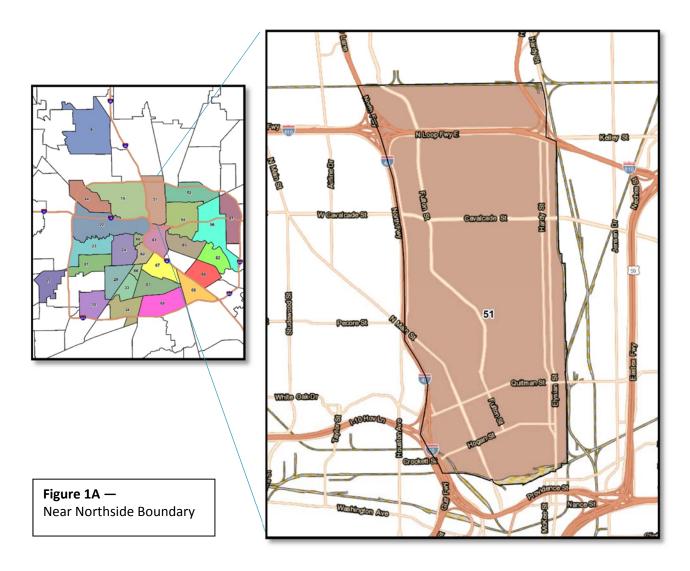
NEAR NORTHSIDE

Section 1 General Information

Super Neighborhoods: 51

City Council District and Representative: District H — Karla Cisneros

Description: According to the City Of Houston, Planning and Development Super Neighborhood Resource Assessment, Near Northside encompasses 2,779 acres (4.34 square miles) and is immediately adjacent to Downtown (COH, 2014). The southern two thirds of the area consists of wood frame homes surrounding commercial properties along North Main and Fulton. The northern third includes Lindale Park, with its large lots and more substantial homes. Moody Park is an important gathering place in the center of the community, as is the Davis High School-Marshall Middle School-Carnegie Library complex in the southern part of the community. Extension of the Hardy Toll Road runs along the entire eastern edge of the area (Planning & Development, 2014).



Section 2 Protection of Human Health and the Environment

Natural Disaster Resiliency and Natural Resource Restoration

The ability of Near Northside to prepare for and build resiliency against adverse weather events requires short- and long-term planning, as well as investments of time and resources. Near Northside is vulnerable to flooding, particularly in the vicinity of the Little White Oak Bayou along the western side of Near Northside, and White Oak Bayou at the southwest corner of Near Northside, as evidenced by the aftermath of recent flooding events and Hurricane Allison in 2001. The Federal Emergency Management Agency (FEMA), National Flood Hazard Layer for Near Northside is shown below (FEMA, 2017). The light blue shaded areas indicate a 1% annual chance of flood. The brown shaded areas indicate a 0.2% annual chance of flood. The hatched brown and blue shading along Little White Oak Bayou and White Oak Bayou indicates a regulatory floodway. Unshaded areas are considered to be areas of minimal flood hazard.

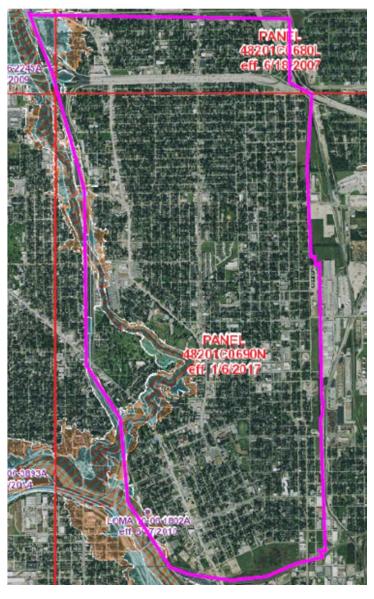


Figure 2A — FEMA's National Flood Hazard Layers (accessed 6/22/17)

The Harris County Flood Control District identifies Near Northside as within the White Oak Bayou watershed. Rainfall within 111 square miles of the watershed drains to the primary waterway, White Oak Bayou. The Harris County Flood Control District has spent \$117 million on active and completed capital projects in the White Oak Bayou in the past 20 years (Harris County Flood Control District, 2013). In 1998, the Flood Control District and the U.S. Army Corps of Engineers began the White Oak Bayou Federal Flood Damage Reduction Project, a multi-year, \$166 million project that, when completed, will substantially reduce flooding risks along White Oak Bayou.

Near Northside is highly urbanized and has limited access to natural resources. Irvington Park, Moody Park, Hogg Park, and Little White Oak Bayou and White Oak Buffalo Bayou are features where the community has an opportunity to access to natural space; however, Little White Oak Bayou and White Oak Bayou are classified by the U.S. Environmental Protection Agency (U.S. EPA) as impaired under the Clean Water Act. According to the Texas Commission on Environmental Quality (TCEQ) 2014 Texas Integrated Report Index of Water Quality Impairments (TCEQ, 2015), bacteria levels exceed water quality standards in the segment of Little White Oak Bayou within Near Northside. The TCEQ is working to improve the water quality of Little White Oak Bayou through a variety of management practices.

Air Quality

In accordance with the Clean Air Act, the U.S. EPA has set National Ambient Air Quality Standards (NAAQS) for six categories of pollutants, known as "criteria pollutants," considered harmful to public health and the environment. They are particulate matter less than 10 and 2 1/2 microns in diameter (PM10 and PM2.5), sulfur dioxide, nitrogen dioxide, ozone, carbon monoxide, and lead. The Primary NAAQS standards provide public health protection, including protecting the health of sensitive populations such as asthmatics, children, and the elderly.

Air quality is identified as an issue for Near Northside due to its proximity to major interstates. Near Northside has three major highways and rail lines that border or bisect the neighborhood. The volume of traffic on Interstate 10, 45, and 610 and rail lines collectively contribute to higher concentrations of air pollution than those communities not bordered or bisected by interstates or railways.

Healthy Living

According to the Office of Disease Prevention and Health Promotion, Leading Health Indicators (LHI) are high-priority health issues in the United States that serve as measures of the nation's health. Measured LHI include: access to health services, clinical preventive services, environmental quality, injury and violence, maternal, infancy, and child health, mental health, nutrition, physical activity, obesity, oral health, reproductive and sexual health, social determinants, substance abuse, and tobacco. The interrelationships of biological, social, economic, and environmental factors influence the ability of individuals and communities to make progress on these indicators.

According to the most recent census data, Near Northside qualifies as a low-income community, a factor that influences overall healthy living. Overall there is a lack of primary care physician and dental practices in the area.

The U.S. Department of Agriculture (USDA) defines an urban "low-access community" as one with low access to a supermarket or large grocery store with at least 500 people (and/or at least 33% of the census

tract's population) residing more than 1 mile from a supermarket or large grocery store. As shown below, the USDA Food Access Research Atlas (USDA, 2017) depicts Near Northside as an entirely low-income community with the majority of the community having low vehicle access. Two large grocery stores (Fiesta Marts) are located within the Near Northside community. The population of Near Northside lives less than 1 mile from a supermarket or large grocery store.



Figure 2B — USDA's Food Access Research Atlas (accessed 6/22/17)

The Near Northside community includes several public and private community centers that provide services related to leading health indicators. The Moody Community Center, Woodland Community Center, Leonel Castillo Community Center, Wesley Community Center, and Carnegie Neighborhood Library and Center for Learning provide programing and in some cases nutritional assistance to the community.

A 2012 Health Equity Assessment from the Houston/Harris County Community Transformation Initiative (Initiative, 2012) reported residents of Near Northside are among Houston neighborhoods with a high percentage of smokers, adult obesity, high blood pressure, cardiovascular disease, serious psychological distress, and low availability for access to fruits and vegetables.

Near Northside is located within a portion of one of 21 park sectors managed by the City of Houston; park sectors, Park Sector 17 — Northeast Side inside Loop. The 2015 Houston Parks and Recreations

Department Master (HPARD, 2015), identified levels of park need (very high, high, and moderate) for each park sector. Very high and high park needs were identified for Park Sector 17.

Bayou Greenways 2020 is a public-private partnership between the Houston Parks Board and the Houston Parks and Recreation Department with the purpose of creating an integrated system of connected linear parks with walking, running, and bicycle trails along the nine major bayous, including White Oak Bayou, (Houston Parks Board, 2017). A 2012 bond referendum, providing a \$100 million set aside for Bayou Greenways 2020, was approved by Houston voters. Houston Parks Board has raised more than \$90 million from private funds toward Bayou Greenways 2020 (Houston Parks Board, 2017).

Health and Safety Hazards

Factors contributing to health and safety hazards in Near Northside stem from a combination of interrelated socioeconomic conditions that contribute to areas of urban blight. Overgrown empty lots, buildings in disrepair, and condemned houses contribute to visual and psychological effects, as well as health and safety hazards.

The City of Houston Department of Neighborhoods, Inspections and Public Service (IPS) uses a mobile app called Houston 311 to partner with and empower residents to fight blight (COH, 2017a). The map below depicts the open and closed 311 service requests pertaining to any of the following issues: dangerous single-family structures which are open and vacant; heavy trash violations; inoperable vehicles or part of junked vehicles visible from a public place or right of way; code violation for single-family buildings; stagnant water or deposit of any foul/decaying substance on property; or bandit signs posted in the City of Houston right-of-way. The red dots indicate open Houston 311 cases and blue dots indicate closed Houston 311 cases (as of June 22, 2017).

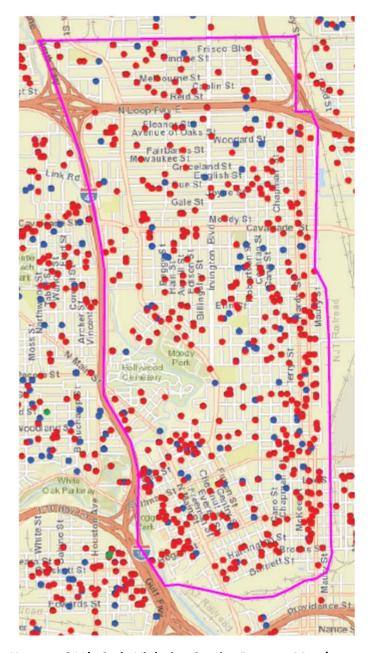


Figure 2C — Houston 311's Code Violation Service Request Map (accessed 6/22/17)

The IPS uses building codes, sign codes, nuisance violations, and beautification projects to improve the quality of life in neighborhoods. In addition to Houston 311, the City has a number of community-based initiatives to provide the tools necessary for communities to fight blight and improve the quality of life in neighborhoods. The Neighborhood Mow Down Program is a partnership with Keep Houston Beautiful to work with neighborhood groups to maintain weeded lots. This program helps eliminate eyesores and public safety hazards created by irresponsible property owners while helping the City address the problem more efficiently. In partnership with Keep Houston Beautiful and other City of Houston departments, a Tool Warehouse is available to support community groups with beautification and cleanup projects.

Section 3 Environmental Justice

The U.S. EPA defines environmental justice as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. The U.S. EPA's environmental justice mapping and screening tool, EJSCREEN, combines U.S. Census data with environmental and demographic indicators to provide demographic and environmental information for a particular area (U.S. EPA, 2017c). The EJSCREEN tool assists in discerning a community's degree of protection from environmental and health hazards and their degree of access to the decision-making process to have a healthy environment in which to live, learn, and work.

The EJSCREEN output provides the State of Texas, U.S. EPA Region 6, and national environmental justice (EJ) Indexes (in percentile) for Near Northside. The EJ Indexes are compiled from eight environmental indicators, such as air quality standards and proximity to large emission sources. The EJ Indexes are presented in percentiles to provide perspective on how Near Northside compares to the State, U.S. EPA Region 6, and the nation. In general, the State, U.S. EPA Region 6, and national percentiles are high for Near Northside (ranging from 81 to 99), indicating a small percentile of State, U.S. EPA Region 6, or national populations (1 to 19) would report higher block group values for the EJ Indices than the average person living within Near Northside. The EJSCREEN also reports the eight individual environmental indicators, used to develop the EJ Indexes, and six demographic indicators such as percentage of minority and low income populations.

The results of the screening report identified a higher value for environmental indicators and a higher percentage of demographic indicators for Near Northside residents, when compared with State, U.S. EPA Region 6, or national populations.

Section 4 Community Involvement & Partnerships

Public Participation Efforts

Directly engaging with the Near Northside community in decision making gives full consideration of resident input and affords them an opportunity to influence decisions that affect their lives. Public participation is sought through many city and county-based initiatives, from reporting blight to seeking input on Capital Improvement Plans with City Council District H Representative Karla Cisneros. The residents of Near Northside have provided valuable input into several studies, including a 2012 Health Equity Assessment from the Houston/Harris County Community Transformation Initiative (Initiative, 2012).

The Houston Local Initiative Support Corporation (LISC) launched the Great Opportunities (GO) Neighborhoods program in 2009. The Near Northside community is a GO Neighborhood and employs a community-driven approach to comprehensive community development by investing in and leveraging investments across six areas: expanding capital investment, local wealth-building, economic development, improving access to education, developing healthy environments and lifestyles, and strengthening leadership and civic engagement (LISC, 2017). In 2010, the Near Northside community participated in a *Qualify of Life Agreement* in partnership with the LISC GO Neighborhood initiative and the Avenue Community Development Corporation. The *Quality of Life Agreement* engaged local stakeholders through nine focus areas (family income and wealth, mobility, housing, youth and education,

health, history and art, connections, safety, and infrastructure), prioritized strategies for each of the focus areas, and defined a timeframe to achieve the stated goals (Avenue CDC, 2010).

The Near Northside community participated in a 2010 Northside Livable Centers Study by the Houston Galveston Area Council (Houston-Galveston Area Council, 2010). The Study examined conditions within Near Northside by gathering input from residents and other stakeholders. Conceptual plans and recommendations were prioritized into an action plan to help further livability in Near Northside.

Public participation is also sought through many City of Houston initiatives and non-profit programming, discussed below.

City Support/Initiatives

Near Northside is Super Neighborhood Number 51. The Super Neighborhood Council is composed of area residents and stakeholders who identify and implement priority projects and set priorities to address the needs and concerns of their community.

The Super Neighborhood Council serves as a forum where residents and stakeholders can discuss issues, establish priority projects for the area, and develop a Super Neighborhood Action Plan to help them meet their goals.

The Land Assemblage Redevelopment Authority (LARA) is a 13-member board, organized for the purpose of aiding, assisting and acting on behalf of the City in the performance of its governmental functions to promote the common good and general welfare of the City. In particular, projects include the acquisition, assemblage, management, marketing, development, and disposition of properties that have been acquired by taxing authorities through foreclosure of delinquent ad valorem taxes, including the redevelopment of identified properties (LARA, 2017). When available, LARA lots can be purchased by residents at a low cost, from low to mid \$100,000s. Down payment assistance is available to qualified residents. As of June 21, 2017, no LARA lots were available to builders in the Near Northside for development.

In 2017, the City of Houston kicked off the Complete Communities initiative, aimed at revitalizing the quality of life for residents in five pilot neighborhoods, including Near Northside (COH, 2017b). This focused community engagement initiative will work with stakeholders in each community and partners across Houston to create more complete neighborhoods with enhanced access to quality affordable homes, jobs, well-maintained parks and greenspace, improved streets and sidewalks, grocery stores and other retail, good schools, and transit options.

The Neighborhood Matching Grant Program helps neighborhoods fund various beautification and improvement projects by providing a dollar-for-dollar matching grant reimbursement ranging from \$500.00 to \$5,000.00. This program is administered in partnership through the City of Houston Department of Neighborhoods and the City of Houston Council Members' Offices (COH, 2017c).

Bayou Greenways 2020 will add park land, trails, and natural habitat for native wildlife, and promote the health and welfare of the community by linking the City's existing stretches of linear parks, trails, and larger traditional parks with new greenways (Houston Parks Board, 2017).

The Harris County and the City of Houston Illegal Dumping Camera Project deployed 25 cameras in Districts B, D, H, I, and K in January 2016. Numerous cases of illegal dumping have been investigated,

resulting charges of illegal dumping and cleanup in these districts as a result of this project (COH, Harris County, 2016).

The Houston Bike Plan outlines a vision for the City to become a Gold Level Bicycle Friendly Community by 2027 with a focus on improved safety, increased access to bicycling opportunities, overall ridership growth, and an expanding network of high quality, well-maintained, high-comfort bikeway facilities (COH, 2017d). Existing and proposed bike trails in Near Northside are depicted in the Walkable/Bikeable Neighborhoods section.

Non-Profit Community Organizations

The Greater Houston Area is home to many non-profit community organizations. Nonprofit organizations such as Houston Habitat for Humanity and Houston Rebuilding Together provide resources for homeownership and home repair. The Avenue Community Development Corporation and their GO Neighborhoods initiative engage the Near Northside community around the projects identified in the 2010 Quality of Life document (Avenue CDC, 2010).

Near Northside includes several community centers (The Moody Community Center, Woodland Community Center, Leonel Castillo Community Center, Wesley Community Center, and Carnegie Neighborhood Library and Center for Learning) that provide a variety of community assistance. Near Northside is also home to multiple churches, as depicted below.

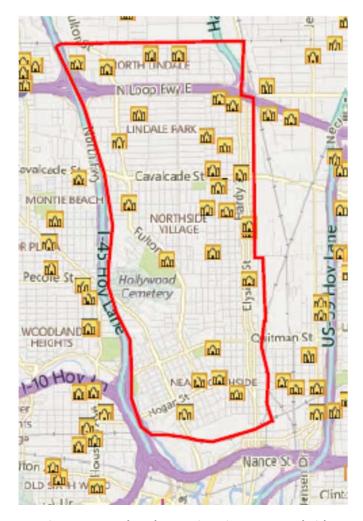


Figure 4A — Church Locations in Near Northside

Private Community Developers

Near Northside's proximity to Downtown and the airport position the community for prime redevelopment and revitalization. Creating commercial corridors was identified as a need in the 2010 Northside Livable Centers Study (Houston-Galveston Area Council, 2010). City-based initiatives like the Complete Communities project and Bayou Greenways 2020 will further attract development. Growth saturation in other neighboring areas such as the Greater Fifth Ward, Downtown, and Midtown further elevate Near Northside as the next area for redevelopment.

Section 5 Urban Smart Growth

Equitable Access to Housing

According to U.S. census data, Near Northside is a low-income community. As such, affordable housing is a pressing need for this community. The Houston Housing Authority (HHA) oversees 20 multi-family and six senior housing developments (HHA, 2017). Near Northside includes one senior housing development, Fulton Village. The Housing Choice Voucher Program (formerly Section 8) provides tenant-based

assistance, in the form of a voucher, to low-income families, seniors, and persons with disabilities for rental units chosen by the tenant in the private market.

The convenient location of Near Northside to Downtown and recent efforts to attract redevelopment are stressing the importance of securing low-income housing options for current residents who are at threat of displacement as market rate housing infiltrates the neighborhoods.

Sustainable Infrastructure/Energy

Aging infrastructure and capital improvements are the stated and immediate priorities of Near Northside. As those needs are addressed and the community benefits from new development, sustainable growth initiatives adopted by the City of Houston will be implemented.

Transit-Oriented Development

The proximity of Near Northside to interstates and rail lines impacts walkability/bikeability. Public infrastructure, land use, and zoning impact how residents of Near Northside navigate their community. Infrastructure such as sidewalks and bike lanes are needed in Near Northside.

The 2017 Houston Bike Plan Network Map depicts the City's proposed bike plan initiatives (COH, 2017d). The map below depicts existing bikeways in Near Northside as thick green lines. Potential short-term implementation bikeways are identified as pink lines, key connection projects are identified in as thin green lines, and long-term bikeway visions are proposed in blue.

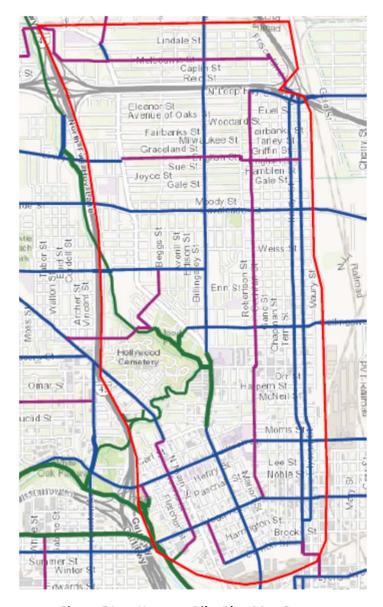


Figure 5A — Houston Bike Plan Map Routes

Near Northside is located within the METRO Service Area. The METRO bus system and rail (Red Line) currently serve Near Northside neighborhood. The Fifth Ward/Denver Harbor Transit Center is located in Near Northside, along Lyons Avenue. The METRO Red Line provides subway servers along the eastern boundary of Near Northside. Infrastructure improvements for pedestrian and bicycling are needed along transit corridors. Existing north-south corridors include Elysian Street, Irvington Boulevard, Fulton Street, and North Main Street. Existing east-west corridors include West Cavalcade Street, Collingsworth Street, Quitman Street, and Hogan Street. New development and street improvement plans that incorporate bike lanes and focus on walkability and ease of access to transit riders in these areas will improve mobility outcomes for the Near Northside community.

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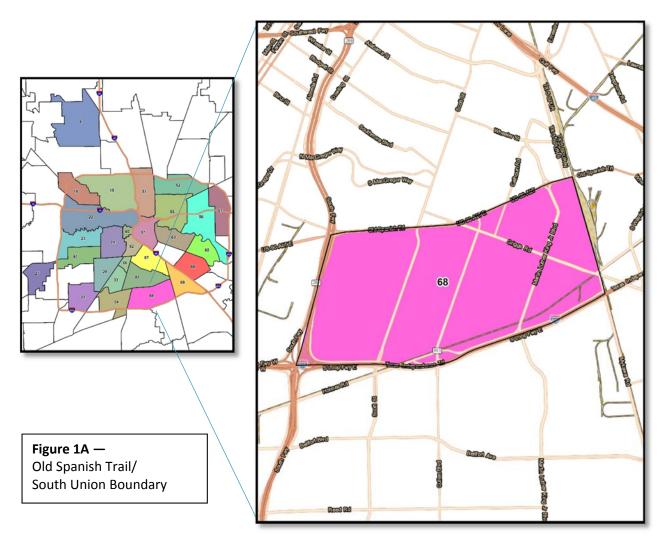
OLD SPANISH TRAIL/SOUTH UNION

Section 1 General Information

Super Neighborhoods: 68

City Council District and Representative: District D – Dwight Boykins

Description: According to the City of Houston, Planning and Development Super Neighborhood Resource Assessment Greater Old Spanish Trail (OST)/South Union comprises approximately 2,773 acres (4.33 square miles), and is a collection of neighborhoods in south central Houston inside Loop 610 (COH, 2014). Most of the homes in this community were built just after World War II. Many of these small homes have been converted to commercial use, especially along Martin Luther King Boulevard. Other areas, such as LaSalette Place, remain deed restricted and well maintained. One small portion on Riverside Terrace is included in the community immediately south of MacGregor Park. Commercial development has revived along Old Spanish Trail, and the Shrine of the Black Madonna church has purchased and redeveloped a number of deteriorated properties near its sanctuary. In addition, new home construction is occurring in various locations throughout the area (Planning & Development, 2014).



Section 2 Protection of Human Health and the Environment

Natural Disaster Resiliency and Natural Resource Restoration

The ability of Greater OST/South Union to prepare for and build resiliency against adverse weather events requires short- and long-term planning, as well as investments of time and resources. Greater OST/South Union is less vulnerable to flooding than other areas of Houston, as evidenced by recent flooding and Hurricane Allison in 2001. The Federal Emergency Management Agency (FEMA), National Flood Hazard Layer for Greater OST/South Union is shown below (FEMA, 2017). The Greater OST/South Union community is within an area of minimal flood hazard, as indicated by a lack of shading on the map. The light blue shaded areas indicate a 1% annual chance of flood. The brown shaded areas indicate a 0.2% annual chance of flood. The hatched brown and blue shading along Brays Bayou to the north, indicates a regulatory floodway.



Figure 2A — FEMA's National Flood Hazard Layers (accessed 6/26/17)

The Harris County Flood Control District identifies the Greater OST/South Union as within the Brays Bayou watershed. Rainfall within 127 square miles of the watershed drains to the primary waterway, Brays Bayou. The Harris County Flood Control District administers a variety of programs that exist to provide flood-damage-reduction projects, including Project Brays, a \$530 million cooperative effort project with the U.S. Army Corps of Engineers that, when completed, will substantially reduce flooding risks in the Brays Bayou watershed (Harris County Flood Control District, 2013).

A portion of an unnamed channelized tributary of Brays Bayou is located at the southeast corner of the Greater OST/South Union community and is classified by the U.S. Environmental Protection Agency (U.S. EPA) as impaired under the Clean Water Act. According to the Texas Commission on Environmental Quality's (TCEQ's) 2014 Texas Integrated Report Index of Water Quality Impairments (TCEQ, 2014), bacteria levels in the tributary of Brays Bayou within the Greater OST/South Union exceed

water quality standards. The TCEQ is working to improve the water quality of Brays Bayou and its tributaries through a variety of management practices and development of total maximum daily load pollutant load targets.

The Greater OST/South Union community is highly urbanized and has limited access to natural resources. Zollie Scales Park, Yellowstone Park, and the Park at Palm Center are features where the community has an opportunity to access natural space.

Air Quality

In accordance with the Clean Air Act, the U.S. EPA has set National Ambient Air Quality Standards (NAAQS) for six categories of pollutants, known as "criteria pollutants," considered harmful to public health and the environment. They are particulate matter less than 10 and 2 1/2 microns in diameter (PM10 and PM2.5), sulfur dioxide, nitrogen dioxide, ozone, carbon monoxide, and lead. The Primary NAAQS standards provide public health protection, including protecting the health of sensitive populations such as asthmatics, children, and the elderly.

Air quality is identified as an issue for Greater OST/South Union due to its proximity to major interstates and rail yards. The volume of traffic on Interstate 610, State Highway 288, and the rail yard collectively contribute to higher concentrations of air pollution, when compared to those communities not bordered or bisected by interstates or railways. Roadway design such as sound walls, cut sections, and roadside vegetation can reduce traffic air pollutants. Solutions for reducing the amount of emissions emitted from railyards include reducing idling and alternative connection systems at loading stations that allow locomotives to plug into an electric power source rather than using onboard engines while stopped in a rail yard.

Healthy Living

According to the Office of Disease Prevention and Health Promotion, Leading Health Indicators (LHI) are high-priority health issues in the United States that serve as measures of the nation's health. Measured LHI include: access to health services, clinical preventive services, environmental quality, injury and violence, maternal, infancy, and child health, mental health, nutrition, physical activity, obesity, oral health, reproductive and sexual health, social determinants, substance abuse, and tobacco. The interrelationships of biological, social, economic, and environmental factors influence the ability of individuals and communities to make progress on these indicators.

According to the most recent census data, Greater OST/South Union qualifies as a low-income community, a factor that influences overall healthy living. Overall, there is a lack of primary care physicians and, dental practices, as well as supermarkets or large grocery stores in the area.

The U.S. Department of Agriculture (USDA) defines an urban "low-access community" as one with low access to a supermarket or large grocery store with at least 500 people (and/or at least 33% of the census tract's population) residing more than 1 mile from a supermarket or large grocery store. As shown below, the USDA Food Access Research Atlas (USDA, 2017) depicts Greater OST/South Union as an entirely low-income community, with approximately half of the community having low vehicle access. A population living at the northeast corner of the Greater OST/South Union area lives more than 1 mile from a grocery store.



Figure 2B — USDA's Food Access Research Atlas (accessed 6/26/17)

The Greater OST/South Union community includes community centers that provide services related to leading health indicators. The Alice McKean Young Neighborhood Library and Park at Palm Center and community garden provide programing and, in some cases, nutritional assistance to the community.

The Greater OST/South Union community is part of the Houston Southeast District. Created in 2001 by the Texas Legislature, Houston Southeast seeks improvements in transportation, public safety, business and economic development, and positive perception within Houston's southeast district. The Park at Palm Center and the community garden is managed by the Houston Southeast District. In 2011, the Southeast Houston Initiative received a \$100,000.00 Our Town grant from the National Endowment for the Arts to help enhance the park with public art and other amenities. Other Houston Southeast programs include the House Rewards program, which encourages consumers within the southeast district to patronize local businesses. Participating establishments offer discounts to residents with a House Rewards card (Houston Southeast, 2017).

Greater OST/South Union is located within one of 21 park sectors managed by the City of Houston. Greater OST/South Union is located within Park Sector 15 — South Side Inside Loop. The 2015 Houston Parks and Recreations Department Master (HPARD, 2015), identified level of park need (very high, high, and moderate) for each park sector. Very high and high park needs were identified for Park Sector 15.

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Factors contributing to health and safety hazards in Greater OST/South Union stem from a combination of interrelated socioeconomic conditions that contribute to areas of urban blight. Overgrown empty lots, buildings in disrepair, and condemned houses contribute to visual and psychological effects, as well as health and safety hazards.

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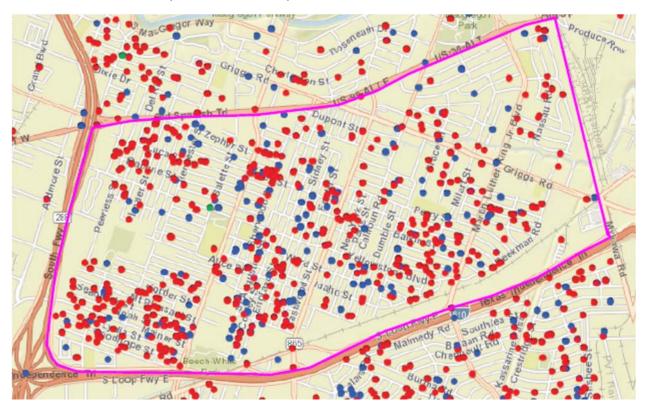


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Directly engaging with the Greater OST/South Union community in decision making gives full consideration of resident input and affords them an opportunity to influence decisions that affect their lives. Public participation is sought through many City- and county-based initiatives, from reporting blight to seeking input on Capital Improvement Plans with City Council District D Representative Dwight Boykins.

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Greater OST/South Union is Super Neighborhood Number 68. The Super Neighborhood Council is comprised of area residents and stakeholders and identifies and implements priority projects and set priorities to address the needs and concerns of their community.

The Super Neighborhood Council serves as a forum where residents and stakeholders can discuss issues, establish priority projects for the area, and develop a Super Neighborhood Action Plan to help them meet their goals.

The Neighborhood Matching Grant Program helps neighborhoods fund various beautification and improvement projects by providing a dollar-for-dollar matching grant reimbursement ranging from \$500.00 to \$5,000.00. This program is administered in partnership through the City of Houston Department of Neighborhoods and the City of Houston Council Members' Offices (COH, 2017b).

The Harris County and the City of Houston Illegal Dumping Camera Project deployed 25 cameras in Districts B, D, H, I, and K in January 2016. Numerous cases of illegal dumping have been investigated, resulting in charges of illegal dumping and cleanup in these districts as a result of this project (COH, Harris County, 2016).

The Houston Bike Plan outlines a vision for the City to become a Gold Level Bicycle Friendly Community by 2027 with a focus on improved safety, increased access to bicycling opportunities, overall ridership growth, and an expanding network of high-quality, well-maintained, high-comfort bikeway facilities (COH, 2017c). Existing and proposed bike trails in Greater OST/South Union are depicted in the Walkable/Bikeable Neighborhoods section.

Non-Profit Community Organizations

The Greater Houston Area is home to many non-profit community organizations. Non-profit organizations such as Houston Habitat for Humanity and Houston Rebuilding Together provide resources for homeownership and home repair. Southeast Houston Transformation Alliance, Neighborhood Recovery Community Development Corporation, and Houston Southeast all promote economic development in Greater OST/South Union.

The Greater OST/South Union community includes the Alice McKean Young Neighborhood Library and Park at Palm Center and community garden, which provide programing and, in some cases, nutritional assistance to the community. Houston Area Urban League, Agape Development, and Houston Texans YMCA are other non-profit community partners located in Greater OST/South Union. Greater OST/South Union is also home to multiple churches that serve the community, as shown on the map below.

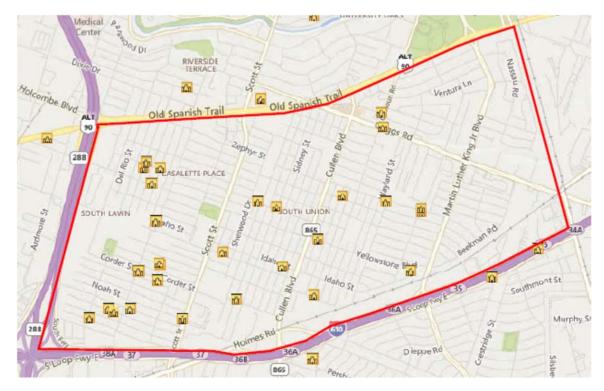


Figure 4A— Church Locations in Greater OST/South Union

Private Community Developers

The Greater OST/South Union inner I-610 loop location and proximity to Downtown position the community for prime redevelopment and revitalization. Creating commercial corridors was a need identified in the 2014 Quality of Life Agreement (SEHTA, 2014). Growth saturation in other neighboring areas such as the Third Ward, Near Northside, and Downtown further elevate Greater OST/South Union as the next area for redevelopment.

Section 5 Urban Smart Growth

Equitable Access to Housing

According to United States census data, Greater OST/South Union is a low-income community. As such, affordable housing is a pressing need for this community. The Houston Housing Authority (HHA) oversees 20 multi-family and six senior housing developments; however, none are located in Greater OST/South Union (HHA, 2017). The Housing Choice Voucher Program (formerly Section 8) provides tenant-based assistance, in the form of a voucher, to low-income families, seniors, and persons with disabilities for rental units chosen by the tenant in the private market.

The convenient location of Greater OST/South Union to Downtown and recent efforts to attract redevelopment are stressing the importance of securing low-income housing options for current residents who are at threat of displacement as market rate housing infiltrates the neighborhoods.

Sustainable Infrastructure/Energy

Aging infrastructure and capital improvements are the stated and immediate priorities of Greater OST/South Union. As those needs are addressed and the community benefits from new development, sustainable growth initiatives adopted by the City of Houston will be implemented.

Transit-Oriented Development

The proximity of Greater OST/South Union to interstates and railroads impacts walkability/bikeability. Public infrastructure, land use, and zoning impact how residents of Greater OST/South Union navigate their community. Infrastructure such as sidewalks and bike lanes are needed in Greater OST/South Union.

The 2017 Houston Bike Plan Network Map depicts the City's proposed bike plan initiatives (COH, 2017c). The map below illustrates existing bikeways in Greater OST/South Union as thick green lines. Potential short-term implementation bikeways are identified as pink lines, key connection projects are identified as thin green lines, and long-term bikeway visions are proposed in blue.



Figure 5A — Houston Bike Plan Map Routes

Greater OST/South Union is located within the METRO service area for bus and rail (Purple Line). The Southeast Transit Center is located in Greater OST/South Union. Infrastructure improvements for pedestrian and bicycling are needed along transit corridors. Existing north-south corridors include Scott Street, Cullen Boulevard, and Martin Luther King Jr. Boulevard. Existing east-west corridors include the Old Spanish Trail Highway, Griggs Road, and Yellowstone Boulevard. New development and street improvement plans that incorporate bike lanes and focus on walkability and ease of access to transit riders in these areas will improve mobility outcomes for the Greater OST/SU community.

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PLEASANTVILLE AREA

Section 1 **General Information**

Super Neighborhoods: 57

City Council District and Representative: District B — Jerry Davis, District H — Karla Cisneros, and

District I — Robert Gallegos

Description: According to the City of Houston, Planning and Development Super Neighborhood Resource Assessment, Pleasantville Area comprises approximately 2,267 acres (3.54 square miles), and includes many industrial areas, as well as two distinct residential areas (COH, 2014). Groveland Terrace is a small, residential area in the north; south of Interstate 10 is the Pleasantville subdivision. Pleasantville was developed after World War II, and is predominantly African American. The high homeownership rate and strong neighborhood identity has staved off deterioration even as the residential area has been surrounded by warehouses and industries (Planning & Development, 2014).

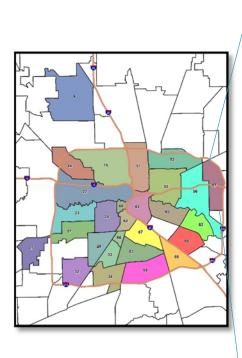
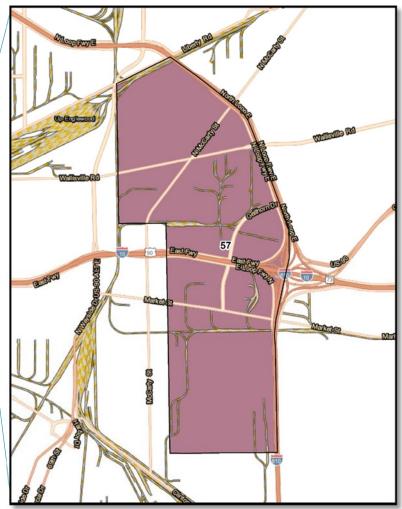


Figure 1A —

Pleasantville Area Boundary



pg. 1

Section 2 Protection of Human Health and the Environment

Natural Disaster Resiliency and Natural Resource Restoration

The ability of the Pleasantville Area to prepare for and build resiliency against adverse weather events requires short- and long-term planning, as well as investments of time and resources. The Pleasantville Area is vulnerable to flooding, as evidenced by recent flooding and Hurricane Allison in 2001. The Federal Emergency Management Agency (FEMA), National Flood Hazard Layer for Pleasantville Area is shown below (FEMA, 2017). The light blue shaded areas indicate a 1% annual chance of flood. The brown shaded areas indicate a 0.2% annual chance of flood. The hatched brown and blue shading along Hunting Bayou indicates a regulatory floodway. Unshaded areas are considered to be areas of minimal flood hazard.



Figure 2A — FEMA's National Flood Hazard Layers (accessed 6/27/17)

The Harris County Flood Control District identifies the Pleasantville Area as being within the Hunting Bayou and Buffalo Bayou watersheds. Rainfall within 106 square miles of the watershed drains to the primary waterway, Buffalo Bayou, and rainfall within 31 square miles drains to the primary waterway, Hunting Bayou. The Harris County Flood Control District administers a variety of programs that exist to provide flood-damage-reduction projects, erosion repair, flood reduction programs, and infrastructure improvements along Buffalo Bayou and Hunting Bayou (Harris County Flood Control District, 2013).

The Pleasantville Area is highly urbanized and has limited access to natural resources. Pleasantville Park, Pleasanton Manor Park, and the perimeter of Hunting Bayou are features where the community has an opportunity to access natural space; however, Buffalo Bayou/Houston Ship Channel is classified by the U.S. Environmental Protection Agency (U.S. EPA) as impaired under the Clean Water Act. According to the Texas Commission on Environmental Quality's (TCEQ's) 2014 Texas Integrated Report Index of Water Quality Impairments (TCEQ, 2014), bacteria levels in the segment of Hunting Bayou within the Pleasantville Area exceed water quality standards. The Texas Commission on Environmental Quality is working to improve the water quality of Hunting Bayou and an unnamed tributary through a variety of management practices and development of total maximum daily load pollutant load targets.

Air Quality

In accordance with the Clean Air Act, the U.S. EPA has set National Ambient Air Quality Standards (NAAQS) for six categories of pollutants, known as "criteria pollutants," considered harmful to public health and the environment. They are particulate matter less than 10 and 2 1/2 microns in diameter (PM10 and PM2.5), sulfur dioxide, nitrogen dioxide, ozone, carbon monoxide, and lead. The Primary NAAQS standards provide public health protection, including protecting the health of sensitive populations such as asthmatics, children, and the elderly.

Air quality is identified as an issue for the Pleasantville Area due to its proximity to major interstates and railways. The volume of traffic on Interstates 10 and 610, and railways collectively contribute to higher concentrations of air pollution compared to those communities not bordered or bisected by interstates or railways.

Healthy Living

According to the Office of Disease Prevention and Health Promotion, Leading Health Indicators (LHI) are high-priority health issues in the United States that serve as measures of the nation's health. Measured LHI include: access to health services, clinical preventive services, environmental quality, injury and violence, maternal, infancy, and child health, mental health, nutrition, physical activity, obesity, oral health, reproductive and sexual health, social determinants, substance abuse, and tobacco. The interrelationships of biological, social, economic, and environmental factors influence the ability of individuals and communities to make progress on these indicators.

According to the most recent census data, the Pleasantville Area is a low-income community. Overall, there is a lack of health and dental care facilities in the Pleasantville Area. The U.S. Department of Agriculture (USDA) defines an urban "low-access community" as one with low access to a supermarket or large grocery store with at least 500 people (and/or at least 33% of the census tract's population) residing more than 1 mile from a supermarket or large grocery store. As shown below, the USDA Food Access Research Atlas (USDA, 2017) depicts the entire Pleasantville Area as low-income, with residents in the southern portion having low vehicle access and residing more than 1 mile from a supermarket or large grocery store.

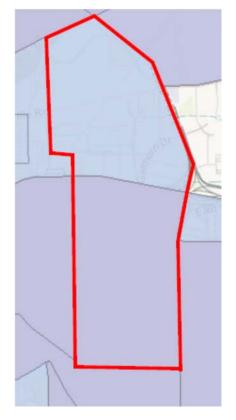


Figure 2B — USDA's Food Access Research Atlas (accessed 6/27/17)

The Pleasantville Area community includes a community center that provide services related to leading health indicators. The Judson Robinson Sr. Community Center, Pleasantville Library, and Houston Food Bank provide programing and, in some cases, nutritional assistance to the community.

The Pleasantville Area is located within two of 21 park sectors managed by the City of Houston. The Pleasantville Area is located within Park Sector 11 — East Side Inside Loop, and Park Sector 17 — Northeast Side Inside Loop. The 2015 Houston Parks and Recreations Department Master (HPARD, 2015), identified levels of park need (very high, high, and moderate) for each park sector. High park needs were identified for Park Sectors 11 and 17.

Bayou Greenways 2020 is a public-private partnership between the Houston Parks Board and the Houston Parks and Recreation Department, with the purpose of creating an integrated system of connected linear parks with walking, running, and bicycle trails along the nine major bayous, including Hunting Bayou, (Houston Parks Board, 2017). A 2012 bond referendum, providing a \$100 million set aside for Bayou Greenways 2020, was approved by Houston voters. Houston Parks Board has raised more than \$90 million from private funds toward Bayou Greenways 2020 (Houston Parks Board, 2017).

Health and Safety Hazards

Factors contributing to health and safety hazards in the Pleasantville Area stem from a combination of interrelated socioeconomic conditions that contribute to areas of urban blight. Overgrown empty lots, buildings in disrepair, and condemned houses contribute to visual and psychological effects, as well as health and safety hazards.

The City of Houston Department of Neighborhoods, Inspections and Public Service (IPS) uses a mobile app called Houston 311 to partner with and empower residents to fight blight (COH, 2017a). The map below depicts the open and closed 311 service requests pertaining to any of the following issues: dangerous single-family structures which are open and vacant; heavy trash violations; inoperable vehicles or parts of junked vehicles visible from a public place or right-of-way; code violation for single-family buildings; stagnant water or deposit of any foul/decaying substance on property, or bandit signs posted in the City of Houston right-of-way. The red dots indicate open Houston 311 cases and blue dots indicate closed Houston 311 cases (as of June 27, 2017).

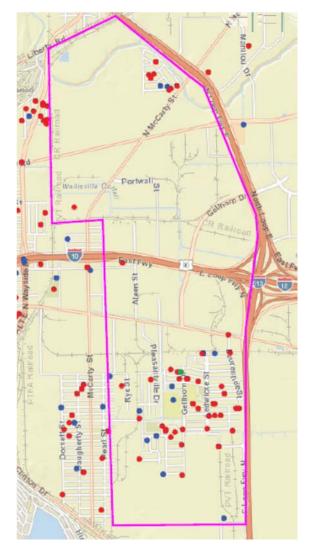


Figure 2C — Houston 311's Code Violation Service Request Map (accessed 6/27/17)

The IPS uses building codes, sign codes, nuisance violations, and beautification projects to improve the quality of life in neighborhoods. In addition to Houston 311, the City has a number of community-based initiatives to provide the tools necessary for communities to fight blight and improve the quality of life in neighborhoods. The Neighborhood Mow Down Program is a partnership with Keep Houston Beautiful to work with neighborhood groups to maintain weeded lots. This program helps eliminate eyesores and public safety hazards created by irresponsible property owners while helping the City address the problem

more efficiently. In partnership with Keep Houston Beautiful and other City of Houston departments, the Houston Community ToolBank is available to the Pleasantville Area community to support community groups with beautification and cleanup projects.

Section 3 Environmental Justice

The U.S. EPA defines environmental justice as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. The U.S. EPA's environmental justice mapping and screening tool, EJSCREEN, combines United States census data with environmental and demographic indicators to provide demographic and environmental information for a particular area (U.S. EPA, 2017c). The EJSCREEN tool assists in discerning a community's degree of protection from environmental and health hazards, and their degree of access to the decision-making process to have a healthy environment in which to live, learn, and work.

The EJSCREEN output provides the State, U.S. EPA Region 6, and national environmental justice (EJ) Indexes (in percentile) for the Pleasantville Area. The EJ Indexes are compiled from eight environmental indicators, such as air quality standards, and proximity to large emission sources. The EJ Indexes are presented in percentiles to provide perspective on how the Pleasantville Area compares to the State, U.S. EPA Region 6, and the nation. In general, the State, U.S. EPA Region 6, and national percentiles are high for the Pleasantville Area (ranging from 72 to 99), indicating a small percentile of State, U.S. EPA Region 6, or national populations (1 to 28) would report higher block group values for the EJ Indices than the average person living within the Pleasantville Area. The EJSCREEN also reports the eight individual environmental indicators, used to develop the EJ Indexes, and six demographic indicators such as percentage of minority and low-income populations.

The results of the screening report identified a higher value for environmental indicators and a higher percentage of demographic indicators for the Pleasantville Area residents compared to State, U.S. EPA Region 6, or national populations.

Section 4 Community Involvement & Partnerships

Public Participation Efforts

Directly engaging with the Pleasantville Area community in decision making gives full consideration of resident input and affords them an opportunity to influence decisions that affect their lives. Public participation is sought through many City- and county-based initiatives, from reporting blight to seeking input on Capital Improvement Plans with City Council District Representatives. Overall, public participation efforts in the Pleasantville Area are low when compared to other Super Neighborhoods.

City Support/Initiatives

The Pleasantville Area is Super Neighborhood Number 57. The Super Neighborhood Council is composed of area residents and stakeholders who identify and implement priority projects and set priorities to address the needs and concerns of their community.

The Super Neighborhood Council serves as a forum where residents and stakeholders can discuss issues, establish priority projects for the area, and develop a Super Neighborhood Action Plan to help them meet their goals.

Bayou Greenways 2020 will add park land, trails, and natural habitat for native wildlife, and promote the health and welfare of the community by linking the City's existing stretches of linear parks, trails, and larger traditional parks with new greenways along major bayous, including Buffalo Bayou (Houston Parks Board, 2017).

The Neighborhood Matching Grant Program helps neighborhoods fund various beautification and improvement projects by providing dollar-for-dollar matching grant reimbursement ranging from \$500.00 to \$5,000.00. This program is administered in partnership through the City of Houston Department of Neighborhoods and the City of Houston Council Members' Offices (COH, 2017b).

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The Houston Bike Plan outlines a vision for the City to become a Gold Level Bicycle Friendly Community by 2027 with a focus on improved safety, increased access to bicycling opportunities, overall ridership growth, and an expanding network of high-quality, well-maintained, high-comfort bikeway facilities (COH, 2017c). Existing and proposed bike trails in the Pleasantville Area are depicted in the Walkable/Bikeable Neighborhoods section.

Non-Profit Community Organizations

The Greater Houston Area is home to many non-profit community organizations. Non-profit organizations such as Houston Habitat for Humanity and Houston Rebuilding Together provide resources for homeownership and home repair. The Houston Food Bank provides nutritional assistance to the community. The Pleasantville Area is also home to churches that serve the community, as shown on the map below.

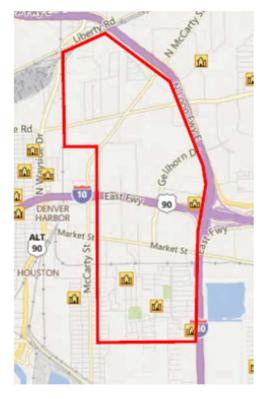


Figure 4A — Church Locations in Pleasantville Area

Private Community Developers

Pleasantville Area's inner I-610 loop location and proximity to the airport and Downtown position it for prime redevelopment and revitalization. Capital improvement projects aimed at improving Buffalo Bayou will further attract development. Growth saturation in other neighboring areas such as Downtown, Fifth Ward, and Near Northside elevate the Pleasantville Area as the next area for redevelopment.

Section 5 Urban Smart Growth

Equitable Access to Housing

According to United States census data, a portion of the Pleasantville Area qualifies as a low-income community. As such, affordable housing is a pressing need for this community. The Houston Housing Authority (HHA) oversees 20 multi-family and six senior housing developments; however, none are located in the Pleasantville Area (HHA, 2017). The Housing Choice Voucher Program (formerly Section 8) provides tenant-based assistance, in the form of a voucher, to low-income families, seniors, and persons with disabilities for rental units chosen by the tenant in the private market.

The convenient location of the Pleasantville Area and recent efforts to attract redevelopment are stressing the importance of securing low-income housing options for current residents who are at threat of displacement as market-rate housing infiltrates the neighborhoods.

Sustainable Infrastructure/Energy

Aging infrastructure and capital improvements are the stated and immediate priorities of the Pleasantville Area. As those needs are addressed and the community benefits from new development, sustainable growth initiatives adopted by the City of Houston will be implemented.

Transit-Oriented Development

The proximity of the Pleasantville Area to interstates and the railways impacts walkability/bikeability. Public infrastructure, land use, and zoning impact how residents of the Pleasantville Area navigate their community. Infrastructure such as sidewalks and bike lanes are needed in the Pleasantville Area.

The 2017 Houston Bike Plan Network Map depicts the City's proposed bike plan initiatives (COH, 2017c). The map below illustrates existing bikeways in the Pleasantville Area as thick green lines. Potential short-term implementation bikeways are identified as pink lines, key connection projects are identified as thin green lines, and long-term bikeway visions are proposed in blue.



Figure 5A — Houston Bike Plan Map Routes

The Pleasantville Area is located within the METRO service area for bus service. Infrastructure improvements for pedestrian and bicycling are needed along transit corridors. Existing north-south corridors include McCarty Street, Gellhorn Drive, Aleen Street, and Pleasantville Drive. Existing east-west corridors include Liberty Road, Wallisville Road, and Market Street. New development and street

improvement plans that incorporate bike lanes and focus on walkability and ease of access to transit riders in these areas will improve mobility outcomes for the Pleasantville Area community.

Section 6 References

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SECOND WARD

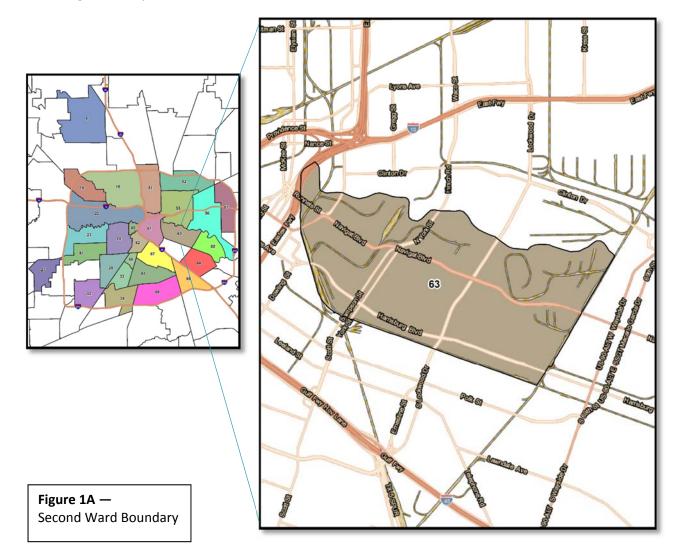
Section 1 General Information

Super Neighborhoods: 63

City Council District and Representative: District B — Jerry Davis, District H — Karla Cisneros, and

District I – Robert Gallegos

Description: According to the City of Houston, Planning and Development Super Neighborhood Resource Assessment Second Ward comprises approximately 1,846 acres (2.9 square miles), and was one of the first Hispanic neighborhoods in Houston (COH, 2014). It is the home to a number of important Hispanic institutions, including Our Lady of Guadalupe Catholic Church, Ripley House, and Talento Bilingue. The northern portion of the neighborhood is industrial. Most of the housing in the area was built before World War II. The largest block of post-war housing is the Clayton Homes public housing project on the community's western edge. In recent years, the area's proximity to Downtown has made it possible for a number of restaurants, especially along Navigation Boulevard, to attract a city-wide following (Planning & Development, 2014).



Section 2 Protection of Human Health and the Environment

Natural Disaster Resiliency and Natural Resource Restoration

The ability of Second Ward to prepare for and build resiliency against adverse weather events requires short- and long-term planning, as well as investments of time and resources. Second Ward is vulnerable to flooding as evidenced by recent flooding including Hurricane Allison in 2001 and Hurricane Harvey in 2017. The Federal Emergency Management Agency (FEMA), National Flood Hazard Layer Second Ward is shown below (FEMA, 2017). The light blue shaded areas indicate a 1% annual chance of flood. The brown shaded areas indicate a 0.2% annual chance of flood. The hatched brown and blue shading along Buffalo Bayou indicates a regulatory floodway. Unshaded areas are considered to be areas of minimal flood hazard.

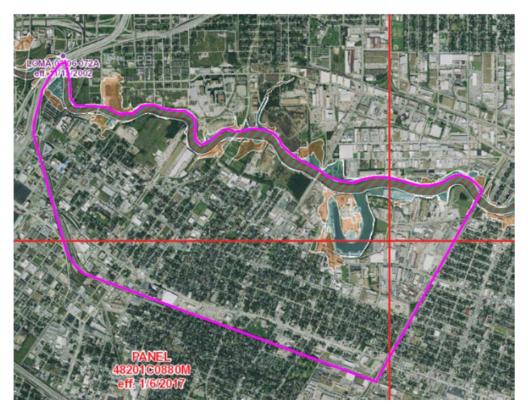


Figure 2A — FEMA's National Flood Hazard Layers (accessed 6/28/17)

The Harris County Flood Control District identifies Second Ward as within the Buffalo Bayou watershed. Rainfall within 106 square miles of the watershed drains to the primary waterway, Buffalo Bayou. The Harris County Flood Control District administers a variety of programs that exist to provide flood-damage-reduction projects, including \$57 million spent on erosion repair, flood reduction programs, and infrastructure improvements along Buffalo Bayou (Harris County Flood Control District, 2013).

Second Ward is highly urbanized and has limited access to natural resources. Guadalupe Plaza Park, Settegast Park, Marron (Tony) Park, Eastwood Park, and walkways along Buffalo Bayou are features where the community has an opportunity to access natural space; however, Buffalo Bayou/Houston Ship Channel is classified by the U.S. Environmental Protection Agency (U.S. EPA) as impaired under the Clean Water Act. According to the Texas Commission on Environmental Quality's (TCEQ's) 2014 Texas Integrated Report

Index of Water Quality Impairments (TCEQ, 2014), bacterial, pesticide, and polychlorinated biphenyls/dioxins levels in the segment of Buffalo Bayou within Second Ward do not meet water quality standards. The TCEQ is working to improve the water quality of Buffalo Bayou through a variety of management practices and development of total maximum daily load pollutant load targets.

Air Quality

In accordance with the Clean Air Act, the U.S. EPA has set National Ambient Air Quality Standards for six categories of pollutants, known as "criteria pollutants," considered harmful to public health and the environment. They are: particulate matter less than 10 and 2 1/2 microns in diameter (PM10 and PM2.5), sulfur dioxide, nitrogen dioxide, ozone, carbon monoxide, and lead. The Primary National Ambient Air Quality Standards provide public health protection, including protecting the health of sensitive populations such as asthmatics, children, and the elderly.

Air quality is identified as an issue for Second Ward due to its proximity to Interstate 10 and railways. The volume of traffic on Interstate 10 and the railways collectively contribute to higher concentrations of air pollution, compared to communities not bordered or bisected by interstates or railways.

Healthy Living

According to the Office of Disease Prevention and Health Promotion, Leading Health Indicators (LHI) are high-priority health issues in the United States that serve as measures of the nation's health. Measured LHI include: access to health services, clinical preventive services, environmental quality, injury and violence, maternal, infancy, and child health, mental health, nutrition, physical activity, obesity, oral health, reproductive and sexual health, social determinants, substance abuse, and tobacco. The interrelationship of biological, social, economic, and environmental factors influence the ability of individuals and communities to make progress on these indicators.

According to the most recent census data, Second Ward is a low-income community with an overall lack of health and dental care services. The U.S. Department of Agriculture (USDA) defines an urban "low-access community" as one with low access to a supermarket or large grocery store with at least 500 people (and/or at least 33% of the census tract's population) residing more than 1 mile from a supermarket or large grocery store. As shown below, the USDA Food Access Research Atlas (USDA, 2017) depicts Second Ward as a low-income community with approximately two-thirds of the community residing more than 1 mile from a supermarket or large grocery store, and one-third of the community with low vehicle access.

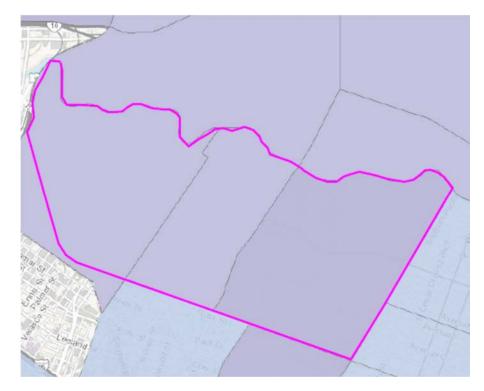


Figure 2B — USDA's Food Access Research Atlas (accessed 6/28/17)

The Second Ward community includes community centers that provide services related to LHI. The Eastwood Community Center, Neighborhood Centers Inc., Clayton Homes Head Start Center, Urban Harvest, Boys & Girls Club of Greater Houston, Houston Community Services/Centro Aztlan, and the Flores Neighborhood Library provide programing and, in some cases, nutritional assistance to the community.

Second Ward is located within one of 21 park sectors managed by the City of Houston. Second Ward is located within Park Sector 11 — East Side Inside Loop. The 2015 Houston Parks and Recreations Department Master Plan (HPARD, 2015) identified level of park need (very high, high, and moderate) for each park sector. High park needs were identified for Park Sector 11.

Bayou Greenways 2020 is a public-private partnership between Houston Parks Board and the Houston Parks and Recreation Department, with the purpose of creating an integrated system of connected linear parks with walking, running, and bicycle trails along the nine major bayous, including Buffalo Bayou, (Houston Parks Board, 2017). A 2012 bond referendum, providing a \$100 million set aside for Bayou Greenways 2020, was approved by Houston voters. Houston Parks Board has raised more than \$90 million from private funds toward Bayou Greenways 2020 (Houston Parks Board, 2017).

Health and Safety Hazards

Factors contributing to health and safety hazards in Second Ward stem from a combination of interrelated socioeconomic conditions that contribute to areas of urban blight. Overgrown empty lots, buildings in disrepair, and condemned houses contribute to visual and psychological effects, as well as health and safety hazards.

The City of Houston Department of Neighborhoods, Inspections and Public Service uses a mobile app called Houston 311 to partner with and empower residents to fight blight (COH, 2017a). The map below depicts the open and closed 311 service requests pertaining to any of the following issues: dangerous single-family structures which are open and vacant; heavy trash violations; inoperable vehicles or parts of junked vehicles that are visible from a public place or right-of-way; code violations for single-family buildings; stagnant water or deposit of any foul/decaying substance on property; or bandit signs posted in the City of Houston right-of-way. The red dots indicate open Houston 311 cases and blue dots indicate closed Houston 311 cases (as of June 28, 2017).

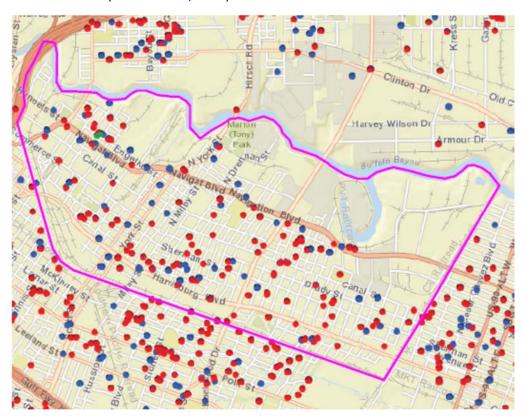


Figure 2C — Houston 311's Code Violation Service Request Map (accessed 6/28/17)

Inspections and Public Service uses building codes, sign codes, nuisance violations, and beautification projects to improve the quality of life in neighborhoods. In addition to Houston 311, the City has a number of community-based initiatives, to provide the tools necessary for communities to fight blight and improve the quality of life in neighborhoods. The Neighborhood Mow Down Program is a partnership with Keep Houston Beautiful to work with neighborhood groups to maintain weeded lots. This program helps eliminate eyesores and public safety hazards created by irresponsible property owners while helping the City address the problem more efficiently. In partnership with Keep Houston Beautiful and other City of Houston departments, the Houston Community ToolBank is available to the Second Ward community to support community groups with beautification and cleanup projects.

Section 3 Environmental Justice

The U.S. EPA defines environmental justice as the fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income, with respect to the development, implementation, and enforcement of environmental laws, regulations, and policies. The U.S. EPA's environmental justice mapping and screening tool, EJSCREEN, combines United States census data with environmental and demographic indicators to provide demographic and environmental information for a particular area (U.S. EPA, 2017c). The EJSCREEN tool assists in discerning a community's degree of protection from environmental and health hazards, and their degree of access to the decision making process to have a healthy environment in which to live, learn, and work.

The EJSCREEN output provides the State of Texas, U.S. EPA Region 6 and national environmental justice (EJ) Indexes (in percentile) for Second Ward. The EJ Indexes are compiled from eight environmental indicators, such as air quality standards and proximity to large emission sources. The EJ Indexes are presented in percentiles to provide perspective on how Second Ward compares to the State, U.S. EPA Region 6, and the nation. The results of the screening report identified a higher value for environmental indicators and a higher percentage of demographic indicators for Second Ward residents, when compared with State, U.S. EPA Region 6, or national populations. The State, U.S. EPA Region 6, and national percentiles for Second Ward range from 72 to 99. By comparison, a small percentile of State, U.S. EPA Region 6, or national populations (1 to 28) would report EJ Index values greater than those reported by the average person living within Second Ward. The EJSCREEN also reports the eight individual environmental indicators, used to develop the EJ Indexes, and six demographic indicators such as percentage of minority and low-income populations.

It should be noted that the EJSCREEN output indicates a Superfund site is located in Second Ward; however, research on the facility indicates it is located in the neighboring Near Northside community.

Section 4 Community Involvement & Partnerships

Public Participation Efforts

Directly engaging with the Second Ward community in decision making gives full consideration of resident input and affords them an opportunity to influence decisions that affect their lives. Public participation is sought through many City- and county-based initiatives from reporting blight to seeking input on Capital Improvement Plans with City Council District Representatives.

The Greater East End Management District has engaged the Second Ward community around transit-oriented development to improve the pedestrian and cycling environment in Houston's East End (GEEMD, 2017). Capital reserves projects are aimed at making improvements for walkers and transit riders (GEEMD, 2017).

In 2011, the Second Ward community participated in *Greater East End Livable Centers Master Plan* for the Greater East Ward Management District, by the Houston-Galveston Area Council (Council, 2011). The Plan examined existing conditions within Second Ward (referred to as South Bayou) by gathering input from residents and other stakeholders. Conceptual plans and recommendations were prioritized into a framework to help further livability in the Second Ward. In 2012, the Greater East End Management District also completed the *Greater East End Urban Village Development Potential* aimed at marketing potential projects and aligning stakeholders (East Downtown Management District, 2011).

City Support/Initiatives

Second Ward is Super Neighborhood Number 63. The Super Neighborhood Council is composed of area residents and stakeholders, who identify and implements priority projects and set priorities to address the needs and concerns of their community.

The Super Neighborhood Council serves as a forum where residents and stakeholders can discuss issues, establish priority projects for the area and develop a Super Neighborhood Action Plan to help them meet their goals.

The Greater East End Management District provides services and conducts capital improvements throughout the 16 square miles of the District, including the Second Ward (GEEMD, 2017). The services, funded by assessments paid by commercial property interests throughout the District include public safety programs, an award-winning graffiti abatement program, maintenance of major thoroughfares, and disposal of illegally dumped trash. The District's grant-funded capital program focuses on connecting neighborhoods and business to transit, and will result in \$31 million in improvements through 2017.

In 2017, the City of Houston kicked off the Complete Communities initiative, aimed at revitalizing the quality of life for residents in five pilot neighborhoods, including the Second Ward (COH, 2017c). This focused community engagement initiative will work with stakeholders in each community and partners across Houston to create more complete neighborhoods with enhanced access to quality affordable homes, jobs, well-maintained parks and green space, improved streets and sidewalks, grocery stores and other retail, good schools and transit options.

Bayou Greenways 2020 will add park land, trails, and natural habitat for native wildlife and promote the health and welfare of the community by linking the City's existing stretches of linear parks, trails, and larger traditional parks with new greenways along major bayous, including Buffalo Bayou (Houston Parks Board, 2017).

The Neighborhood Matching Grant Program helps neighborhoods fund various beautification and improvement projects by providing a dollar-for-dollar matching grant reimbursement ranging from \$500.00 to \$5,000.00. This program is administered in partnership with the City of Houston Department of Neighborhoods and the City of Houston Council Members' Offices (COH, 2017b).

The Harris County and City of Houston Illegal Dumping Camera Project deployed 25 cameras in Districts B, D, H, I, and K in January 2016. Numerous cases of illegal dumping have been investigated, resulting in charges of illegal dumping and cleanup in these districts as a result of this project (COH, Harris County, 2016).

The Houston Bike Plan outlines a vision for the City to become a Gold Level Bicycle Friendly Community by 2027 with a focus on improved safety, increased access to bicycling opportunities, overall ridership growth, and an expanding network of high- quality, well-maintained, high-comfort bikeway facilities (COH, 2017d). Existing and proposed bike trails in Second Ward are depicted in the Walkable/Bikeable Neighborhoods section.

Non-Profit Community Organizations

The Greater Houston Area is home to many non-profit community organizations. Nonprofit organizations such as Houston Habitat for Humanity and Houston Rebuilding Together, provide resources for homeownership and home repair. The Eastwood Community Center, Neighborhood Centers Inc., Clayton Homes Head Start Center, Catholic Charities, Urban Harvest, Boys & Girls Club of Greater Houston, Houston Community Services/Centro Aztlan, and the Flores Neighborhood Library are located in the Second Ward. Second Ward is also home to multiple churches that serve the community, as shown on the map below.



Figure 4A — Church Locations in Second Ward

Buffalo Bayou Partnership (BBP) is the non-profit organization restoring Houston's historic waterway, Buffalo Bayou. Throughout its history, BBP has focused on a 10-mile stretch of the bayou from Downtown to the Port of Houston Turning Basin. Projects include: master plan that has guided restoration (2002), \$58 million Buffalo Bayou Park (2015), Buffalo Bend Nature Park (2016), 10 miles of trails (ongoing), and a cleanup program that rids the bayou of trash and debris (ongoing). The organization is currently dedicated to the bayou's east sector (Second Ward), low-income disadvantaged communities that are predominately African American and Hispanic respectively. The BBP is working closely with two main partners — Fifth Ward Community Redevelopment Corporation and Greater East End Management District (GEEMD). The effort's overarching goal is: use parks/green space to serve as a catalyst for sustainable and inclusive development. Approximately 400,000 out of 1.1 million acres in Harris County is paved and 54,000 acres of wetlands were lost during 1996-2016, which contributed to significant flooding during spring storm events in 2015 and 2016. This collaborative project will demonstrate how green infrastructure builds resilient communities and may transform traditional strategies for development and resiliency building. The BBP has historically effected change through extensive

community engagement and strong collaborations with a host of community organizations, philanthropic institutions, and public sector partners (Thomas Design Group, August 2002).

Private Community Developers

Second Ward' inner I-610 loop location and proximity to the airport position the Second Ward community for prime redevelopment and revitalization. Capital improvement projects initiatives like the Complete Communities, Bayou Greenways 2020, Buffalo Bayou park systems, and projects initiated by the Greater East End Management District will further attract development. Growth saturation in other neighboring areas such as the Greater Third Ward, Greater Fifth Ward, and Near Northside elevate the Second Ward as the next area for redevelopment.

Section 5 Urban Smart Growth

Equitable Access to Housing

According to United States census data, a portion of Second Ward qualifies as a low-income community. As such, affordable housing is a pressing need for this community. The Houston Housing Authority (HHA) oversees 20 multi-family and six senior housing developments. One multi-family housing complex, Clayton Homes, is located in Second Ward (HHA, 2017). The Housing Choice Voucher Program (formerly Section 8) provides tenant-based assistance, in the form of a voucher, to low-income families, seniors and persons with disabilities for rental units chosen by the tenant in the private market.

The convenient location of Second Ward and recent efforts to attract redevelopment are stressing the importance of securing low-income housing options for current residents who are at threat of displacement as market-rate housing infiltrates the neighborhoods.

Sustainable Infrastructure/Energy

Aging infrastructure and capital improvements are the stated and immediate priorities of Second Ward. As those needs are addressed and the community benefits from new development, sustainable growth initiatives adopted by the City of Houston will be implemented.

Transit-Oriented Development

The proximity of Second Ward to interstates and the railways impacts walkability/bikeability. Public infrastructure, land use, and zoning impact how residents of Second Ward area navigate their community. Infrastructure such as sidewalks and bike lanes are needed in Second Ward.

The 2017 Houston Bike Plan Network Map depicts the City's proposed bike plan initiatives (COH, 2017d). The map below illustrates existing bikeways in Second Ward as thick green lines. Potential short-term implementation bikeways are identified as pink lines, key connection projects are identified as thin green lines, and long-term bikeway visions are proposed in blue.

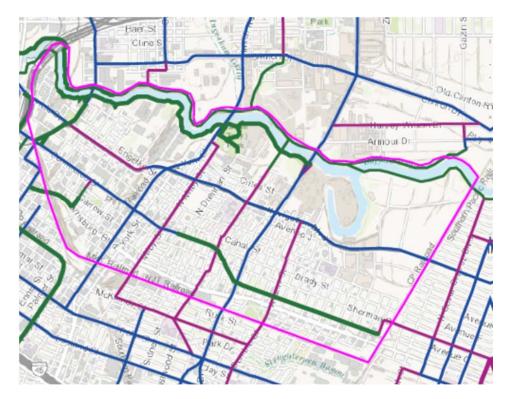


Figure 5A — Houston Bike Plan Map Routes

Second Ward is located within the METRO service area for bus and rail service (Purple and Green Lines). Infrastructure improvements for pedestrian and bicycling are needed along transit corridors. Existing north-south corridors include South Jensen Drive, North York Street, North Milby Street, and Lockwood Drive. Existing east-west corridors include Navigation Boulevard, Canal Street, and Harrisburg Boulevard. New development and street improvement plans that incorporate bike lanes and focus on walkability and ease of access to transit riders in these areas will improve mobility outcomes for the Second Ward community.

Section 6 References

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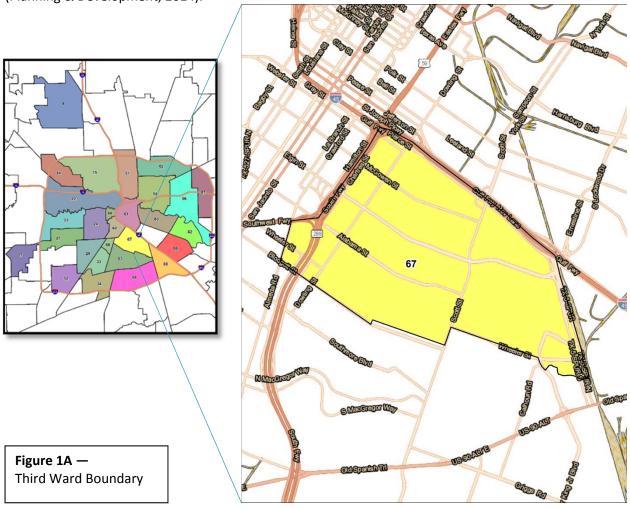
GREATER THIRD WARD

Section 1 General Information

Super Neighborhoods: 67

City Council District and Representative: District D — Dwight Boykins

Description: According to the City Of Houston, Planning and Development Super Neighborhood Resource Assessment (COH 2014), Greater Third Ward encompasses 1,851 acres (2.89 square miles) and is the home of some of the most important institutions in Houston's African American community, including Texas Southern University, University of Houston, Riverside General Hospital, and dozens of prominent churches (COH, 2014). Originally, a small community of shotgun-style houses and modest frame homes, the area called Third Ward, expanded to the south into neighborhoods such as Washington Terrace. By the mid-1950s, the growing African American middle-class found more substantial brick homes and duplexes in areas formerly reserved for Anglo Americans. Neighborhood household income has not kept pace with the rest of the City; however, recently there has been some revival along Scott Street (Planning & Development, 2014).



Section 2 Protection of Human Health and the Environment

Natural Disaster Resiliency and Natural Resource Restoration

The ability of the Greater Third Ward to prepare for and build resiliency against adverse weather events requires short- and long-term planning, and investments of time and resources. The Greater Third Ward is vulnerable to flooding in the vicinity of Brays Bayou in the southeast section of the Greater Third Ward, as evidenced by the aftermath of the recent flooding events including Hurricane Allison in 2001 and Hurricane Harvey in 2017. The Federal Emergency Management Agency (FEMA), National Flood Hazard Layer for the Greater Third Ward is shown below (FEMA, 2017). Unshaded areas are considered to be areas of minimal flood hazard. The light blue shaded areas indicate a 1% annual chance of flood. The brown shaded areas indicate a 0.2% annual chance of flood. The hatched brown and blue shading along Brays Bayou to the south indicates a regulatory floodway.

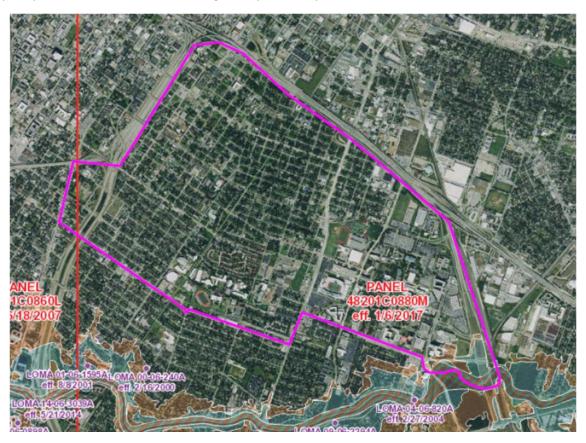


Figure 2A — FEMA's National Flood Hazard Layers (accessed 6/21/17)

The Harris County Flood Control District identifies the Greater Third Ward as within the Brays Bayou watershed. Rainfall within 127 square miles of the watershed drains to the primary waterway, Brays Bayou. The Harris County Flood Control District administers a variety of programs that exist to provide flood-damage-reduction projects, including Project Brays, a \$530 million cooperative effort project with the U.S. Army Corps of Engineers that, when completed, will substantially reduce flooding risks in the Brays Bayou watershed (Harris County Flood Control District, 2013).

The Greater Third Ward is highly urbanized and has limited access to natural resources. Emancipation Park and a small portion of Brays Bayou are features where the community has an opportunity to access natural space. Open green space is also located on the University of Houston campus. Brays Bayou is classified by the U.S. Environmental Protection Agency (U.S. EPA) as impaired under the Clean Water Act. According to the Texas Commission on Environmental Quality's (TCEQ's) 2014 Texas Integrated Report Index of Water Quality Impairments (TCEQ, 2014), bacterial levels in the segment of Brays Bayou within the Greater Third Ward do not meet water quality standards. The TCEQ is working to improve the water quality of Brays Bayou through a variety of management practices and development of total maximum daily load pollutant load targets.

Air Quality

In accordance with the Clean Air Act, the U.S. EPA has set National Ambient Air Quality Standards for six categories of pollutants, known as "criteria pollutants," considered harmful to public health and the environment. They are: particulate matter less than 10 and 2 1/2 microns in diameter (PM10 and PM2.5), sulfur dioxide, nitrogen dioxide, ozone, carbon monoxide, and lead. The Primary National Ambient Air Quality Standards provide public health protection, including protecting the health of sensitive populations such as asthmatics, children, and the elderly.

Air quality is identified as an issue for the Greater Third Ward due to its proximity to major interstates and rail yards. The Greater Third Ward has two major highways and one rail spur that border or bisect the neighborhood. The volume of traffic on Interstates 45 and 69, and Texas Rail Spur 5 collectively contribute to higher concentrations of air pollution than those communities not bordered or bisected by interstates or railways.

Healthy Living

According to the Office of Disease Prevention and Health Promotion, Leading Health Indicators (LHI) are high-priority health issues in the United States that serve as measures of the nation's health. Measured LHI include: access to health services, clinical preventive services, environmental quality, injury and violence, maternal, infancy, and child health, mental health, nutrition, physical activity, obesity, oral health, reproductive and sexual health, social determinants, substance abuse and tobacco. The interrelationship of biological, social, economic, and environmental factors influence the ability of individuals and communities to make progress on these indicators.

According to the most recent census data, the majority of the Greater Third Ward qualifies as a low-income community, with the exception of the University of Houston campus demographics, a factor that influences overall healthy living. Overall there are a lack of primary care physicians, dental practices and supermarkets or large grocery stores in the area, with the exception of services provided to students of the University of Houston.

The U.S. Department of Agriculture (USDA) defines an urban "low-access community" as one with low access to a supermarket or large grocery store, with at least 500 people (and/or at least 33% of the census tract's population) residing more than 1 mile from a supermarket or large grocery store. As shown below, the USDA Food Access Research Atlas (USDA, 2017) depicts the Greater Third Ward as a majority low-income community with the majority of the community having low vehicle access and a population

living more than 1 mile from a supermarket or large grocery store. Exceptions are noted for the University of Houston campus and a small area in the southwest of the Greater Third Ward.

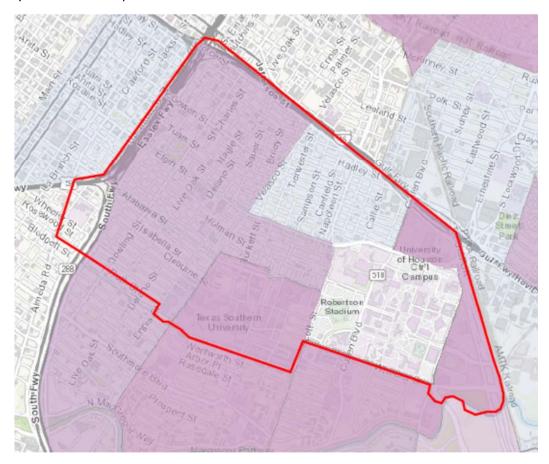


Figure 2B — USDA's Food Access Research Atlas (accessed 6/21/17)

The Greater Third Ward community includes several public and private community centers that provide services related to LHI. Emancipation Community Center, Smith Neighborhood Library, Third Ward Multi-Service Center and community garden, and the SHAPE Community Center provide programing, and in some cases, nutritional assistance to the community. MacGregor Community Center is located adjacent to the southeast corner of the official Greater Third Ward boundary, on the south side of Brays Bayou.

The Houston Health and Human Services Department has a community garden program at 12 locations (including the Third Ward Multi-Service Center) to give communities an opportunity to participate in the process and reap from the harvest of the garden.

A 2012 Health Equity Assessment from the Houston/Harris County Community Transformation Initiative (Initiative, 2012) reported residents of the Greater Third Ward have, compared to other Houston neighborhoods, high percentages of adult obesity rates.

The Greater Third Ward is located within a portion of one of 21 park sectors managed by the City of Houston; Park Sector 15 — South Side Inside Loop. The 2015 Houston Parks and Recreations Department Master Plan (HPARD, 2015), identified levels of park need (very high, high, and moderate) for each park sector. Very high and high park needs were identified for Park Sector 15.

Bayou Greenways 2020 is a public-private partnership between Houston Parks Board and the Houston Parks and Recreation Department with the purpose of creating an integrated system of connected linear parks with walking, running, and bicycle trails along the nine major bayous, including Brays Bayou (Houston Parks Board, 2017). A 2012 bond referendum, providing a \$100 million set aside for Bayou Greenways 2020, was approved by Houston voters. Houston Parks Board has raised more than \$90 million from private funds toward Bayou Greenways 2020 (Houston Parks Board, 2017).

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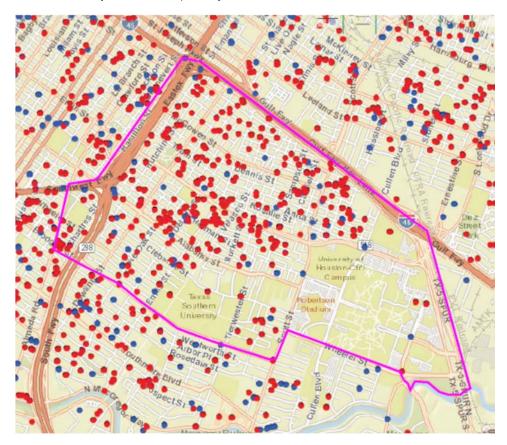


Figure 2C — Houston 311's Code Violation Service Request Map (accessed 6/22/17)

Inspections and Public Service uses building codes, sign codes, nuisance violations, and beautification projects to improve the quality of life in neighborhoods. In addition to Houston 311, the City has a number of community-based initiatives to provide the tools necessary for communities to fight blight and improve the quality of life in neighborhoods. The Neighborhood Mow Down Program is a partnership with Keep Houston Beautiful to work with neighborhood groups and maintain weeded lots. This program helps eliminate eyesores and public safety hazards created by irresponsible property owners while helping the City address the problem more efficiently. In partnership with Keep Houston Beautiful and other City of Houston departments, a Tool Warehouse is available to support community groups with beautification and cleanup projects.

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Section 4 Community Involvement & Partnerships

Public Participation Efforts

Directly engaging with the Greater Third Ward community in decision making gives full consideration of resident input and affords them an opportunity to influence decisions that affect their lives. Public participation is sought through many City- and county-based initiatives from reporting blight to seeking input on Capital Improvement Plans with City Council District D Representative Dwight Boykins. The residents of the Greater Third Ward have provided valuable input into several studies including a 2012 Health Equity Assessment from the Houston/Harris County Community Transformation Initiative (Initiative, 2012).

Currently, the Greater Third Ward community is participating in a resident-driven revitalization plan for the Northern Third Ward. A coalition of nonprofits, The Northern Third Ward Consortium, has received a planning grant from the Wells Fargo Foundation to develop a comprehensive, resident-driven revitalization plan for the Northern Third Ward (Lindsey, 2016). The Northern Third Ward encompasses 2.57 square miles, bounded by U.S. 59 to the west, I-45 to the north, Cullen Street to the east and Blodgett Street to the south. The project began on August 19, 2016, and a finalized plan is anticipated by fall of 2017. The Northern Third Ward Neighborhood Planning Project will study and provide analysis on existing conditions and create a detailed, multi-year revitalization plan that addresses community needs and makes recommendation for equitable community investment and development. Residents will have the opportunity to share their voice on a variety of issues such as land use planning and urban design, community development, services for families and children, public safety, transportation, education, and parks and open space. Specific areas addressed in the plan will reflect the issues deemed most important by the residents.

Public participation is also sought through many City of Houston initiatives and non-profit programming, discussed below.

City Support/Initiatives

The Greater Third Ward is Super Neighborhood Number 67. The Super Neighborhood Council is composed of area residents and stakeholders who identify and implement priority projects and set priorities to address the needs and concerns of their community.

The Super Neighborhood Council serves as a forum where residents and stakeholders can discuss issues, establish priority projects for the area, and develop a Super Neighborhood Action Plan to help them meet their goals.

The Land Assemblage Redevelopment Authority (LARA) is a 13-member board, organized for the purpose of aiding, assisting, and acting on behalf of the City in the performance of its governmental functions to promote the common good and general welfare of the City. In particular, projects include the acquisition, assemblage, management, marketing, development, and disposition of properties that have been acquired by taxing authorities through foreclosure of delinquent ad valorem taxes, including the redevelopment of identified properties (LARA, 2017). When available, LARA lots can be purchased by residents at a low cost, from low to mid \$100,000s. Down payment assistance is available to qualified residents. As of June 21, 2017, no LARA lots were available to builders in the Greater Third Ward for development.

Bayou Greenways 2020 will add park land, trails, and natural habitat for native wildlife, and promote the health and welfare of the community by linking the City's existing stretches of linear parks, trails, and larger traditional parks with new greenways along major bayous, including Brays Bayou (Houston Parks Board, 2017).

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The Houston Bike Plan outlines a vision for the City to become a Gold Level Bicycle Friendly Community by 2027 with a focus on improved safety, increased access to bicycling opportunities, overall ridership growth, and an expanding network of high-quality, well-maintained, high-comfort bikeway facilities (COH, 2017d). Existing and proposed bike trails in The Greater Third Ward are depicted in the Walkable/Bikeable Neighborhoods section.

Non-Profit Community Organizations

The Greater Houston Area is home to many non-profit community organizations, such as Houston Habitat for Humanity and Houston Rebuilding Together, provide resources for homeownership and home repair. The Northern Third Ward Consortium includes nonprofit partners: Change Happens, Change Happens CDC, Project Row Houses, Row House CDC, The University of Houston, Wheeler Avenue Triangle Ministries, and the William A. Lawson Institute for Peace and Prosperity. C Stem Inc. provides teacher and student support services based around communication, science, technology, engineering, and mathematics for youth.

The Greater Third Ward is part of the Houston Southeast District. Created in 2001 by the Texas Legislature, Houston Southeast seeks improvements in transportation, public safety, business and economic development, and positive perception within Houston's southeast district. The Houston Southeast House Rewards program encourages consumers within the southeast district to patronize local businesses. Participating establishments offer discounts to residents with a House Rewards card (Houston Southeast, 2017).

The Greater Third Ward community includes several community centers (Emancipation Community Center, Smith Neighborhood Library, Third Ward Multi-Service Center and community garden; and the SHAPE Community Center provided programing, and in some cases, nutritional assistance to the community. MacGregor Community Center is located adjacent to the southeast corner of the official Greater Third Ward boundary, on the south side of Brays Bayou. The Greater Third Ward is also home to multiple churches as depicted below.

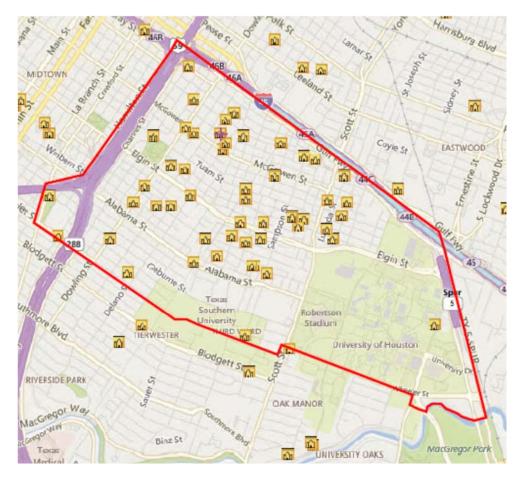


Figure 4A — Church Locations in the Greater Third Ward

Private Community Developers

The Greater Third Ward's proximity to Downtown and to several universities position it for prime redevelopment and revitalization. The re-dedication of Emancipation Park on June 17, 2017, and the renaming of Dowling Street to Emancipation Avenue spotlights ongoing revitalization of the Greater Third Ward. City-based initiatives like the Complete Communities project and Bayou Greenways 2020 will further attract development. Growth saturation in other neighboring areas such as the Second Ward, Downtown, and Midtown further elevate the Greater Third Ward as the next area for redevelopment.

Section 5 Urban Smart Growth

Equitable Access to Housing

According to United States census data, the Greater Third Ward is a low-income community. As such, affordable housing is a pressing need for this community. The Houston Housing Authority (HHA) oversees 20 multi-family and six senior housing developments (HHA, 2017). The Greater Third Ward includes one multi-family complex, Cuney Homes. The Housing Choice Voucher Program (formerly Section 8) provides tenant-based assistance, in the form of a voucher, to low-income families, seniors and persons with disabilities for rental units chosen by the tenant in the private market.

The convenient location of the Greater Third Ward to Downtown and recent efforts to attract redevelopment are stressing the importance of securing low-income housing options for current residents who are at threat of displacement as market-rate housing infiltrates the neighborhoods.

Sustainable Infrastructure/Energy

Aging infrastructure and capital improvements are the immediate priorities of the Greater Third Ward. As those areas are addressed and the community benefits from new development, sustainable growth initiatives adopted by the City of Houston will be implemented.

Transit-Oriented Development

The proximity of the Greater Third Ward to interstates and rail spur impacts walkability/bikeability. Public infrastructure, land use, and zoning impact how residents of the Greater Third Ward navigate their community. Infrastructure such as sidewalks and bike lanes are needed in the Greater Third Ward.

The 2017 Houston Bike Plan Network Map depicts the City's proposed bike plan initiatives (COH, 2017d). The map below illustrates existing bikeways in the Greater Third Ward as thick green lines. Potential short-term implementation bikeways are identified as pink lines; key connection projects are identified as thin green lines, and long-term bikeway visions are proposed in blue.

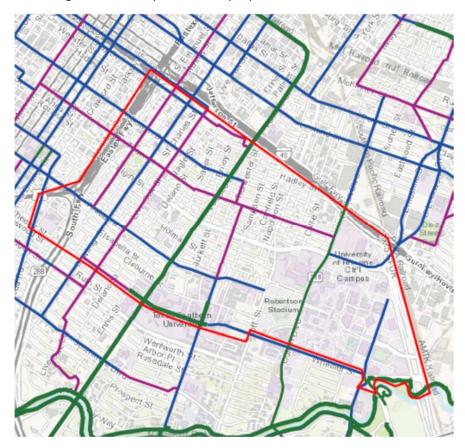


Figure 5A — Houston Bike Plan Map Routes

The Greater Third Ward is located within the METRO service area. METRO Bus and Rail (Purple line) service the area. The Eastwood Transit Center is located in the Greater Third Ward. The METRO Red Line

provides subway servers along the eastern boundary of the Greater Third Ward. Infrastructure improvements for pedestrian and bicycling are needed along transit corridors. Existing north-south corridors include Scott Street and Cullen Boulevard. Existing east-west corridors include Wheeler Avenue, Alabama Street, Eglin Street, and McGowen Street. New development and street improvement plans that incorporate bike lanes and focus on walkability and ease of access to transit riders in these areas will improve mobility outcomes for the Greater Third Ward community.

Section 6 References

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