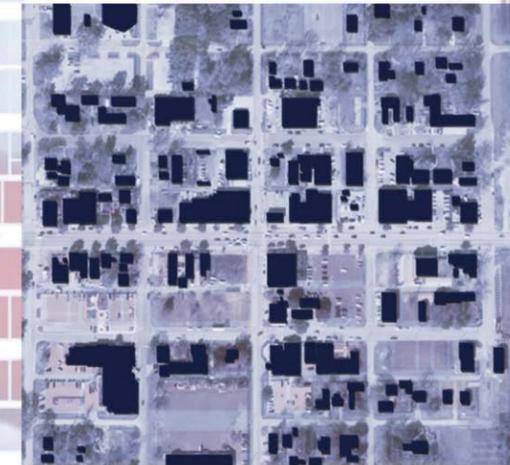




# Livable Centers | Downtown Plan

## TOMBALL, TEXAS



September 2009

In association with the FM 2920 Access Management Study (November 2008)

 Houston-Galveston Area Council







## Acknowledgments

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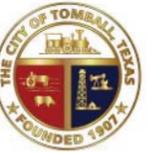
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# 01 Introduction

- Purpose of Study
- Project Scope
- Livable Centers
- Project Goals
- History
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- Downtown Study Area
- Land Use / Character
- Architectural Character
- Streetscape Character





## PURPOSE OF STUDY

The Tomball Livable Centers Downtown Plan is a partnership between the Houston-Galveston Area Council (H-GAC) and the City of Tomball, Texas for developing Livable Centers recommendations, infrastructure improvements, and urban design solutions for Downtown Tomball. HNTB Corporation serves as the lead project consultant for the study. Additionally, a public advisory committee essential to the success of the plan was developed to provide vital input and feedback to the team and project process.

The Downtown Plan builds upon mobility improvements identified in the FM 2920 Access Management Study completed in November 2008. The purpose of the FM 2920 Access Management Study was to identify transportation measures to improve public safety and traffic flow, reduce motorist delay, enhance air quality, and improve pedestrian and bicycle access. The Access Management Study provides the basis for the Livable Centers Study with regard to traffic management, including, but not limited to, driveway consolidations, traffic channelization, and an alternate east-west corridor to relieve traffic congestion on Main Street. The plans working together will bring increased mobility and safety while preserving, promoting and enhancing the downtown area.

Downtown Tomball area improvements include removing FM 2920 on-street parking and providing off-street parking on adjacent streets with adequate signage, introducing raised medians and left turn lanes along FM 2920, widening and improving sidewalks and alternate bike routes throughout Tomball, updating traffic lights and improving parallel east-west facilities, including extending Medical Complex both east and west to provide connections to FM 2920 along with a grade separation at SH 249 and the railroad track.

## PROJECT SCOPE

The study consists of a preliminary inventory analysis, needs assessment, community visioning workshop, urban design framework plan, community framework workshop, urban design guidelines, and implementation strategies.

## LIVABLE CENTERS

H-GAC has developed a plan to bring together land use and transportation through a three-pronged coordination strategy that employs the creation of bicycle and pedestrian friendly **Centers**, establishment of better **Connections** between the centers, and designs based on the **Context** of the surrounding land uses. A "Livable Centers" project category has been created in the Transportation Improvement Program both planning and implementation of Livable Centers projects. Centers are places with a concentration of workplaces, shopping, entertainment, and/or housing. Clustering these activities creates opportunities for walking, bicycling, and transit trips, thus reducing the need for car travel. The goal of the Livable Centers strategy is to improve access, while reducing the need for single-occupant vehicles. Through a concentration and a mix of land uses, Livable Centers allow for greater accessibility by a variety of transportation modes, including walking, bicycling, and transit.

<p><b>3Cs PROGRAM</b></p> <p><b>CENTERS</b> • <i>Safe Walkable Places</i></p> <p>Centers are places with concentrations of jobs, shopping, entertainment, public buildings, recreation, housing or all of these together. Well-designed Centers provide safe opportunities to walk, bike, utilize transit and "Park Once."</p>	<p><b>KEY STRATEGIES</b></p> <p><b>CENTERS</b></p> <ul style="list-style-type: none"> <li>• Reinvest in existing downtowns and other already walkable centers and neighborhoods.</li> <li>• Promote development of live, work and play opportunities near transit.</li> <li>• Encourage Town and Village Center designs in new development.</li> <li>• Provide a safe, convenient walking environment.</li> </ul>
<p><b>CONNECTIONS</b> • <i>Convenient Choices</i></p> <p>Providing better auto, transit and pedestrian/bicyclist connections between Centers and neighborhoods gives residents, workers and visitors an alternative to congested thoroughfares.</p>	<p><b>CONNECTIONS</b></p> <ul style="list-style-type: none"> <li>• Establish excellent transit Connections between Centers.</li> <li>• Provide safe pedestrian/bicyclist access to Centers.</li> <li>• Design local streets networks to give people alternatives to congested thoroughfares.</li> </ul>
<p><b>CONTEXT</b> • <i>Collaborative Solutions</i></p> <p>Early collaboration between stakeholders can produce street designs that meet all user needs and provide lasting community benefits.</p>	<p><b>CONTEXT</b></p> <ul style="list-style-type: none"> <li>• Develop "Complete Streets" that are safe, have transit options, sidewalks, bikeways and landscaping appropriate for the surrounding land uses.</li> </ul>

Source H-GAC

## 3Cs APPROACH

A mix of destinations are clustered and can be accessed by vehicle, transit or pedestrian/bicyclist.



Source H-GAC

## PROJECT GOALS

(Mission Statement, as defined through the advisory committee and public community workshop)

Develop the downtown public realm to preserve, promote, and enhance the Tomball "sense of place" as the identifiable physical, social, and cultural heart of Tomball.

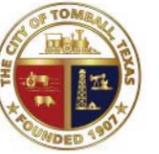
**Preserve** the eclectic and historic main street classic "Americana" character of the commercial downtown and the historical small town atmosphere of the residential neighborhood.

**Promote** a diverse and balanced mixed-use, commercial retail "work, live, shop, and play" pedestrian-oriented downtown environment.

**Enhance** the collective sense of community pride and heart in the social interaction, celebrations, gatherings, and traditions that define the identity and character of the Tomball community.

### Objectives:

- Develop the Depot / Open Space plaza into "The Downtown Destination," as an active multi-use event and gathering space, a public park in the heart of downtown, and a cultural platform to celebrate the history and tradition of Tomball.
- Develop a hierarchy of streetscape enhancements and pedestrian linkages that properly define and connect the main street corridor, commercial zones, community and civic spaces, and residential neighborhoods.
- Develop a combination of clearly visible and accessible public open-lot, on-street parking and retail loading options that are properly scaled to the downtown environment, providing clear pedestrian access to adjacent streetscape.



## 01 Introduction

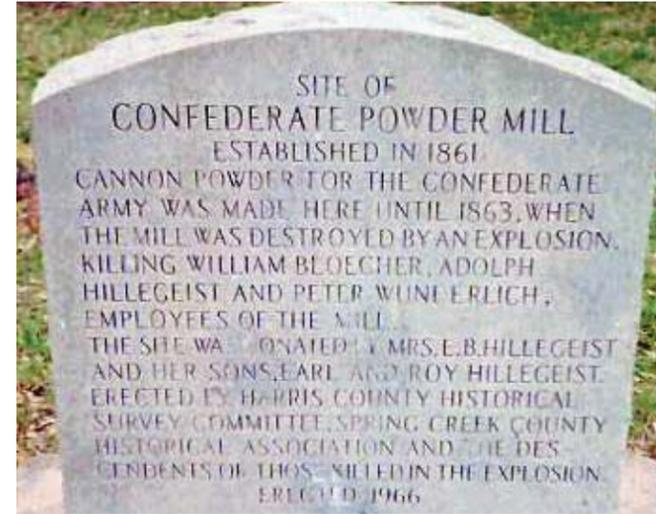
### HISTORY

Downtown Tomball can draw its history back to three primary economic growth periods. Like most of rural south Texas, its beginning centered on agriculture. This railroad period helped the town develop along the tracks of the Trinity and Brazos Valley Railroad. Founded in 1906, the town of Peck began to develop around the railroad, which reflected the architecture of this time. With the expansion of railroad services, supporting business developed on Main and Elm Streets. The town was renamed to Tomball in late 1907 after former United States Congressman, Thomas Henry Ball, Jr. for using his influence to bring the railway through the city.

In 1933 the next period was brought in with the discovery of a massive oil field. Humble Oil Company was one of the leaders in the rapid development of Tomball. This development boom brought with it many civic improvements such as paved streets, sidewalks, and recreational amenities. This rapid development put Tomball, Texas on the national map as "Oil Town, USA".

Tomball's proximity to the Houston metroplex continues to be a predominant growth factor for the community. This growth started to directly affect the town in 1950 when the Tomball Parkway and FM 2920 expansion linked the town directly to Houston.

Tomball has both the unique challenge and opportunity to preserve and promote its distinct history and identity. Whereas many suburban communities seek to invent a created "sense of place" and in so, detract from any authentic placemaking, the preservation and enhancement of Downtown Tomball offers a proactive opportunity to preserve and enhance the physical, social, and cultural character of Tomball's unique small town and historic character.





### PROJECT CONTEXT

The City of Tomball is located in southeastern Texas along State Highway 249, approximately 28 miles northwest of downtown Houston. The City of Tomball has experienced continuous growth since 1990 and has grown from a population of 6,475 in 1990 to an estimated 11,531 in 2007. Tomball has an estimated area of approximately 10.2 square miles and has become a commercial center for a large portion of Houston's rapidly growing northwest quadrant.

On February 4, 2008 the City of Tomball adopted its first zoning ordinance and land use map. The adoption of the zoning ordinance and the desire of the City to have a well-planned, sustainable community that reflects common goals and objectives, have caused the City to pursue its first Comprehensive Plan. This Comprehensive Plan is anticipated to be completed by December 2009.

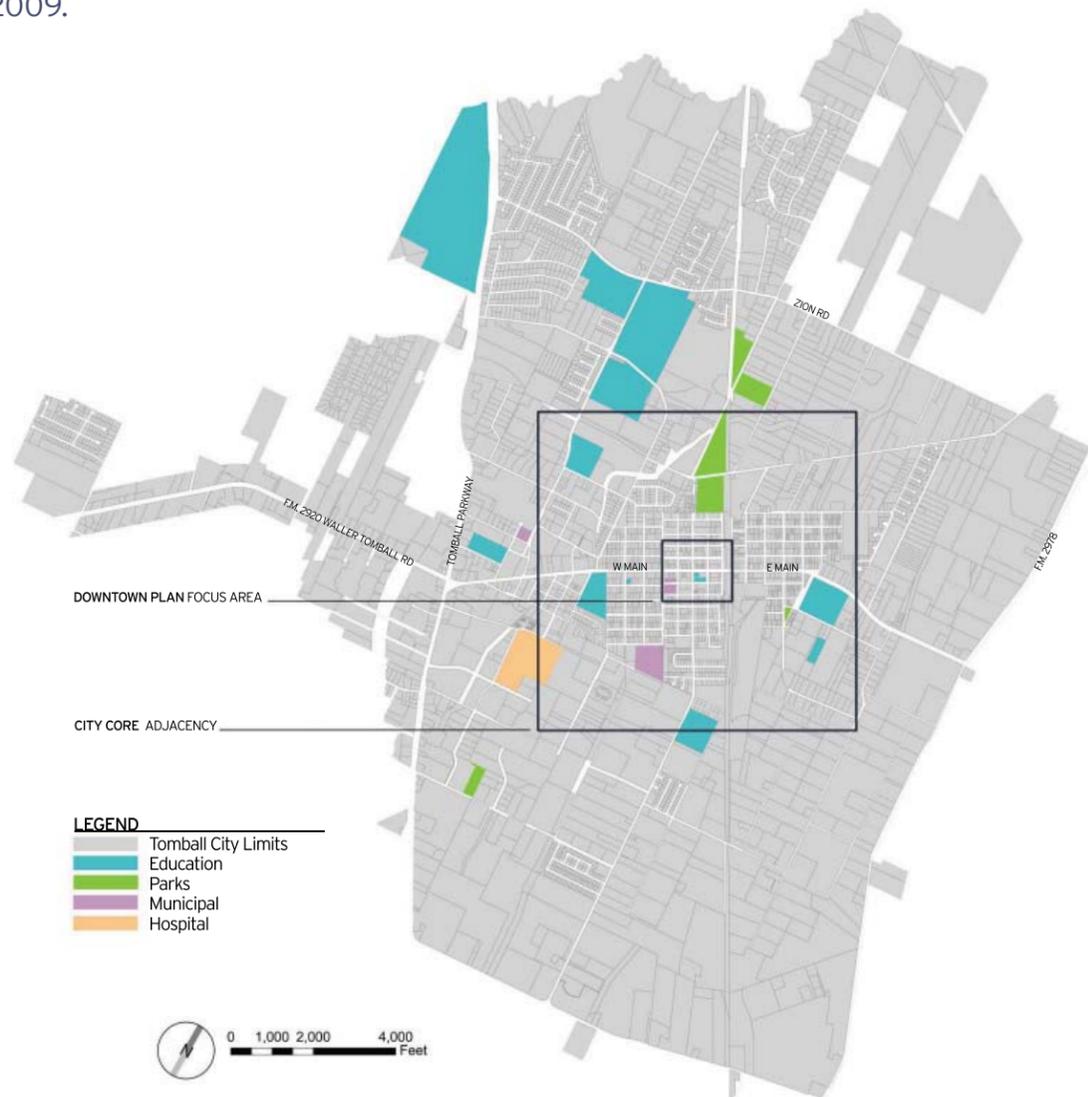


Figure 1.1

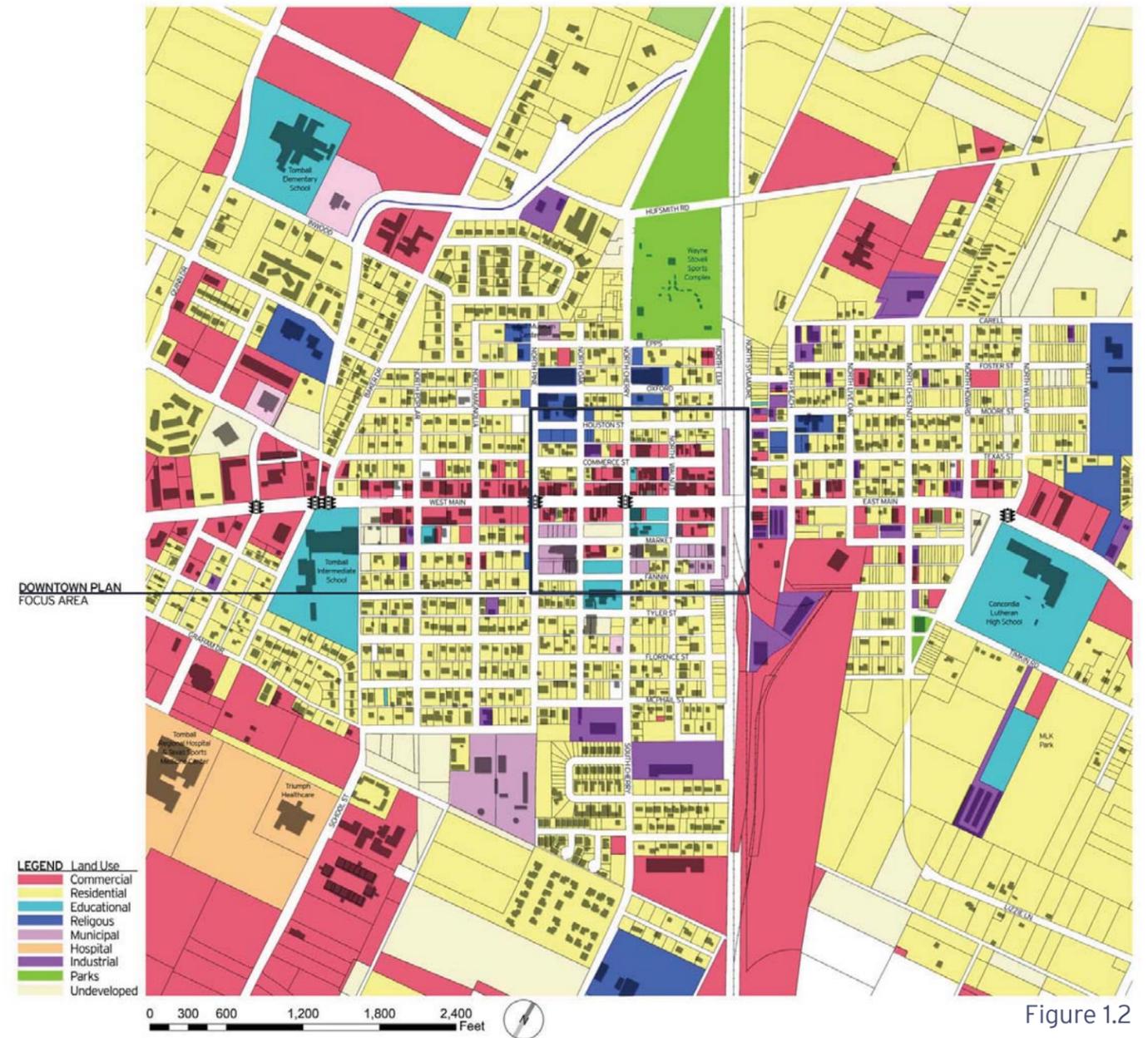


Figure 1.2

The city core adjacency is primarily a suburban residential mix along the FM 2920 commercial corridor. Various educational and civic, as well as the Tomball Regional Medical Center, are within close proximity to the Downtown focus area. The Downtown focus area, comprised of a roughly four block by four block area, serves as the Downtown Study Area (fig 1.3). The study area, bounded by Houston Street to the north, Fannin Street to the south, Pine Street to the west, and Burlington Northern Santa Fe Railroad to the east, shares the unique character and conditions of the historic Main Street and downtown urban core.



DOWNTOWN STUDY AREA

KEY Business / Facility

- |   |  |
|---|--|
| <ol style="list-style-type: none"> <li>1. First Baptist Church of Tomball</li> <li>2. Parking for Tomball Bible Church</li> <li>3. Agency Signs</li> <li>4. Internal Medicine, Dr. Amy Ciborowski</li> <li>5. AT&amp;T</li> <li>6. Needle &amp; Thread<br/>El Chipotle Casero<br/>David Mercer<br/>Bowden Realty Group<br/>Sally Fisher Custom Frames<br/>Personal Training Studio</li> <li>7. Certified Public Accountant, David L. Merritt</li> <li>8. Klein's Antique's</li> <li>9. Texas Department of Public Safety (Old City Hall)</li> <li>10. Pilgrim's Law Office<br/>Le Gourmet Bistro<br/>Metals &amp; Twigs</li> <li>11. Tomball Furniture</li> <li>12. Suzanna's<br/>Whistle Stop Tea Room<br/>Renewed Reflections</li> <li>13. A+ Radiator<br/>Just Passing Thru Antiques<br/>Windows to the Past<br/>Home Hearth Holidays<br/>KV Quilters<br/>Otto's Emporium<br/>Bob's Wild West</li> <li>14. Pelguria-Emma's Hair Salon<br/>Logo Smart<br/>Team Resale Shop</li> <li>15. AA Metropolitan Publishing Co.<br/>Soo Bahk Do Karate<br/>Iglesia Tallerde Alfarero<br/>At Home Furniture &amp; Appliances<br/>Scott R. Wiley State Farm</li> </ol> | <ol style="list-style-type: none"> <li>16. Relics by the Railroad<br/>Charlotte's Saddlery<br/>Elite Antique</li> <li>17. Lighthouse Chocolates<br/>South Texas Coffee Company<br/>Linda's Dog &amp; Cat Grooming<br/>Joe's Barber &amp; Style Salon<br/>Global &amp; Company Real Estate<br/>St. Timothy's Anglican Church<br/>Yerberia Sta. Lucia<br/>Austen's Motorcycle Shop</li> <li>18. West Main Veterinary Clinic<br/>Da Vinci's Gallery<br/>The Little Pet Corner<br/>Just Scrubs<br/>Our Lady of the Angel Books</li> <li>19. Tomball ISD<br/>Coats Jewellers</li> <li>20. Main Street Crossing<br/>Linda Morgen's Unique Interiors<br/>Houston Shoe Hospital</li> <li>21. City of Tomball Municipal Building</li> <li>22. Old Market Village</li> <li>23. Tomball Community Center</li> <li>24. Granny's Korner Antiques &amp; More</li> <li>25. Harris County Tax Office</li> <li>26. Depot</li> </ol> |
|---|--|

Old Town / Mixed-Use (OT/MU) Zoning

LEGEND Land Uses		Symbol Legend	
	Commercial		Industrial
	Residential		Railroad
	Education		Undeveloped Property - City of Tomball
	Religious		Undeveloped Property - Private
	Municipal Police / Fire Station		Historical Informational Marker

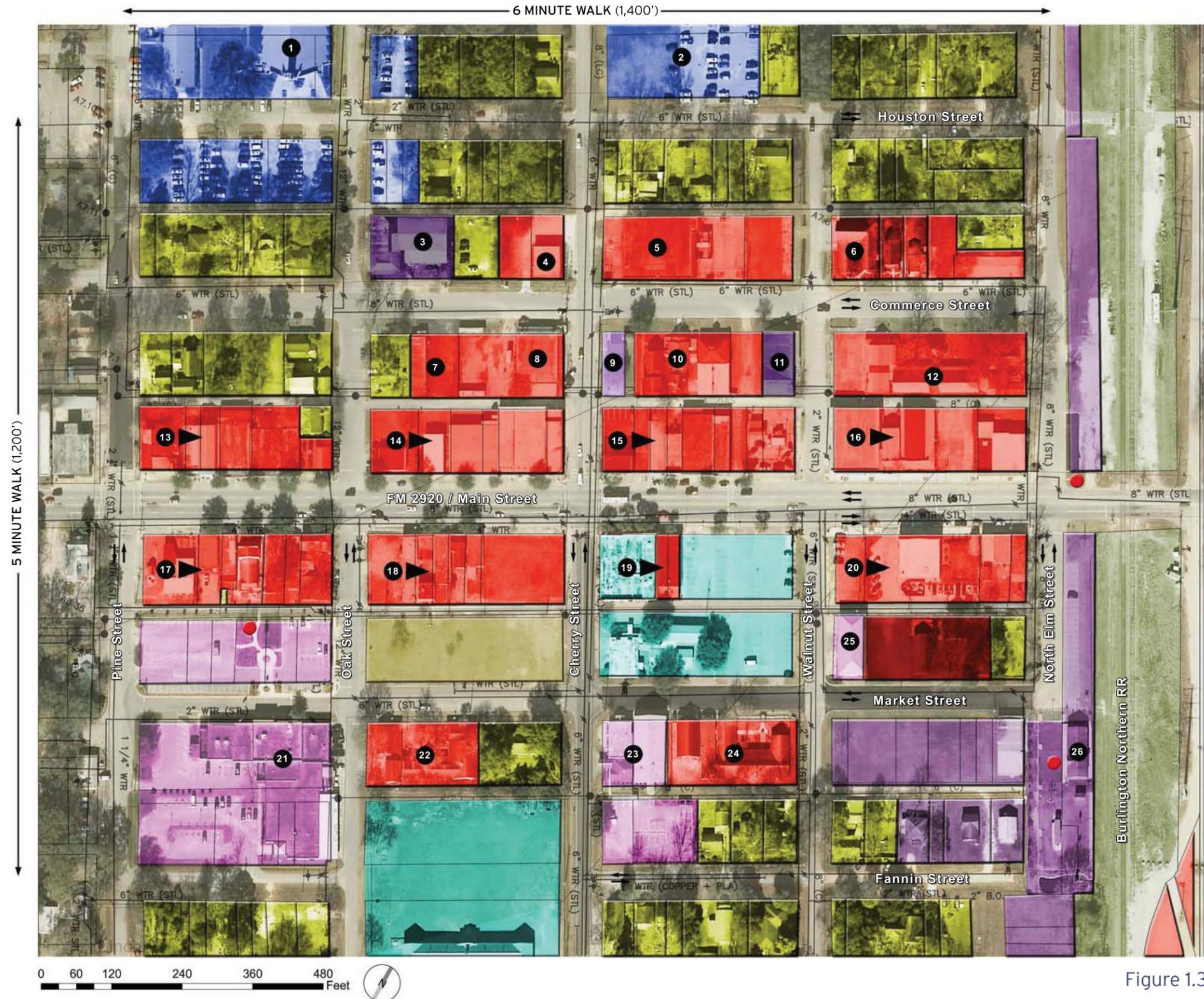


Figure 1.3



## LAND USE / CHARACTER

The Downtown study area is comprised of an interesting mix of land uses within a compact, walkable district.

The central land use is the commercial retail corridor of Main Street. This corridor is comprised of single and double-story attached and detached commercial structures. The structures represent an eclectic nature and character of varying styles and compositions.

Municipal, County and Tomball ISD land uses and facilities also permeate throughout the downtown, characterized by both historic and modern single-story structures.

Commercial retail uses extend directly behind each side of the commercial Main Street corridor characterized primarily by single-story boutique retail sites converted from residential uses. A few small industrial uses are also located along these corridors.

Both the northern and southern edges of the Downtown area are bordered by single family residential uses. These primarily single-story cottage and bungalow homes create a unique ambiance of a historic, unfenced open neighborhood.

Additionally, religious land uses comprise a vital component to the fabric and character of the community.

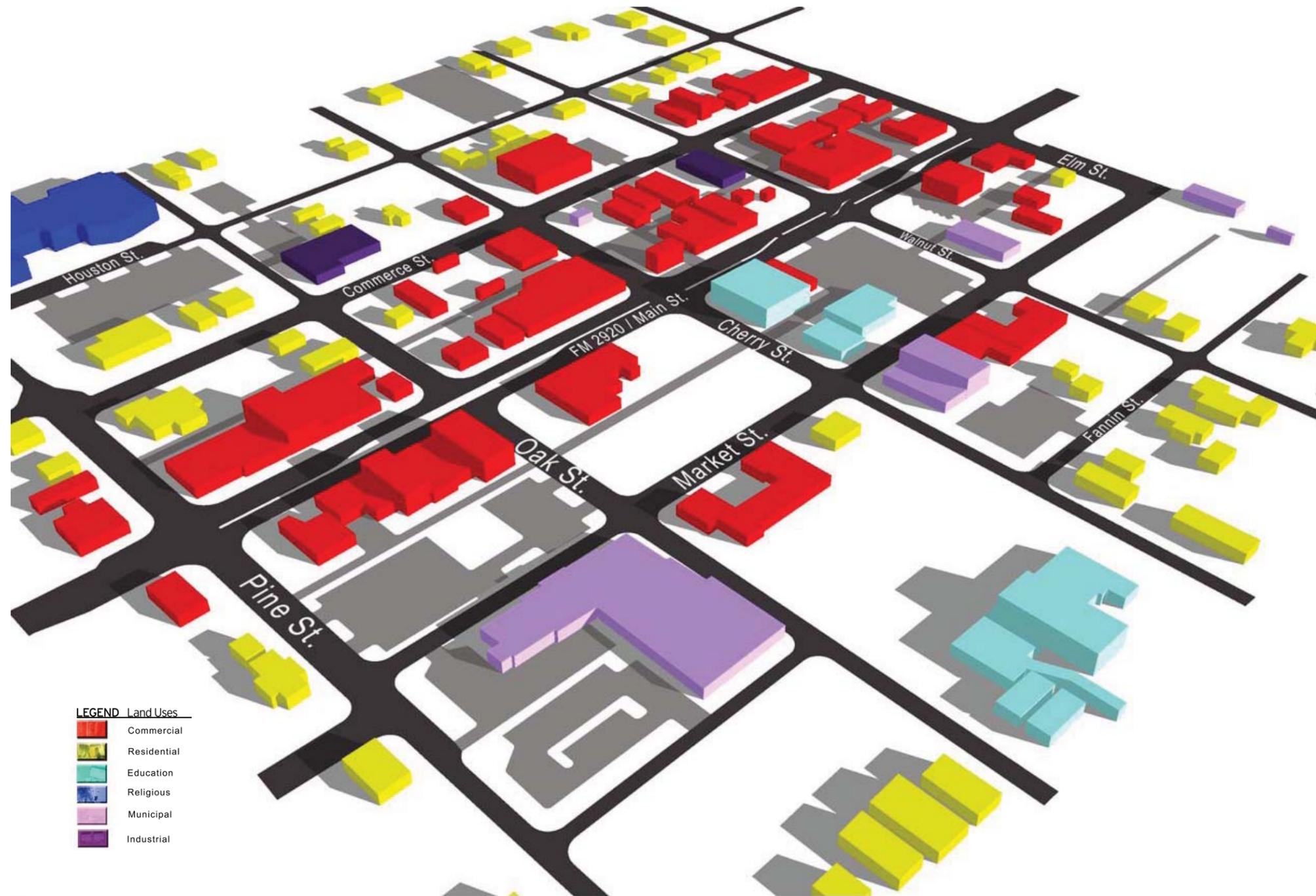
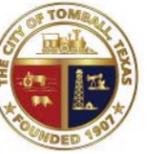


Figure 1.4



# 01 Introduction

## LAND USE / DOWNTOWN CHARACTER



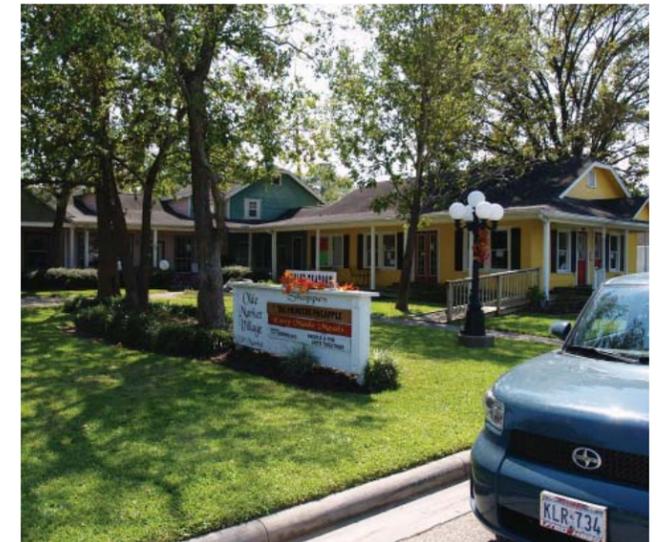
Main Street - Commercial Retail



Main Street - Commercial Retail



Main Street - Commercial Retail



Converted Residential Retail



Residential



Municipal - Civic, Historic



Municipal - Civic



Municipal

Figure 1.5



## ARCHITECTURAL CHARACTER

Although Downtown Tomball is often perceived as historic in nature and atmosphere, the architectural character of the structures take on an eclectic appeal of mixed-matched styles and materials. Both through its varying land uses and within each land use itself, excluding residential, there is no dominant vernacular, material or color. Some of this is a result of development and redevelopment along multiple time periods from its historic roots to its not too distant post-modern past.

The result however, is a very authentic charm of a unique atmosphere of the past and the present of a city that has evolved over time and continues to hold on to the valued traditions of the past. It's this charm and atmosphere created by the unpredictable architectural nature that make Downtown Tomball unique in contrast to the well-planned and consistently "themed" surrounding suburban developments.



Figure 1.6



## 01 Introduction

### STREETSCAPE CHARACTER

The streetscape character is equally as eclectic throughout the Downtown. Main Street, though primarily characterized by a purely utilitarian nature with little enhancement, does contain pockets of charm in pedestrian areas that have become a part of the retail experience. Historic lighting, street markers and street trees on the western end help to create a unique pedestrian environment, but overall, the streetscape lacks any continuity and is in disrepair.

Alleyways directly behind the Main Street are in fairly good condition and serve as an important link at places for pedestrian connectivity to Main Street.

Streets off of the Main Street corridor have a relative consistency in character and quality. While the remaining streets are in very good condition, there are few to no sidewalks, and few to no real enhancements to the streetscape character and pedestrian realm.

The residential area streets are characterized by narrow lanes, no sidewalks, and open ditch swales with historic street markers that add to the unique charm and nostalgia of a historic neighborhood.

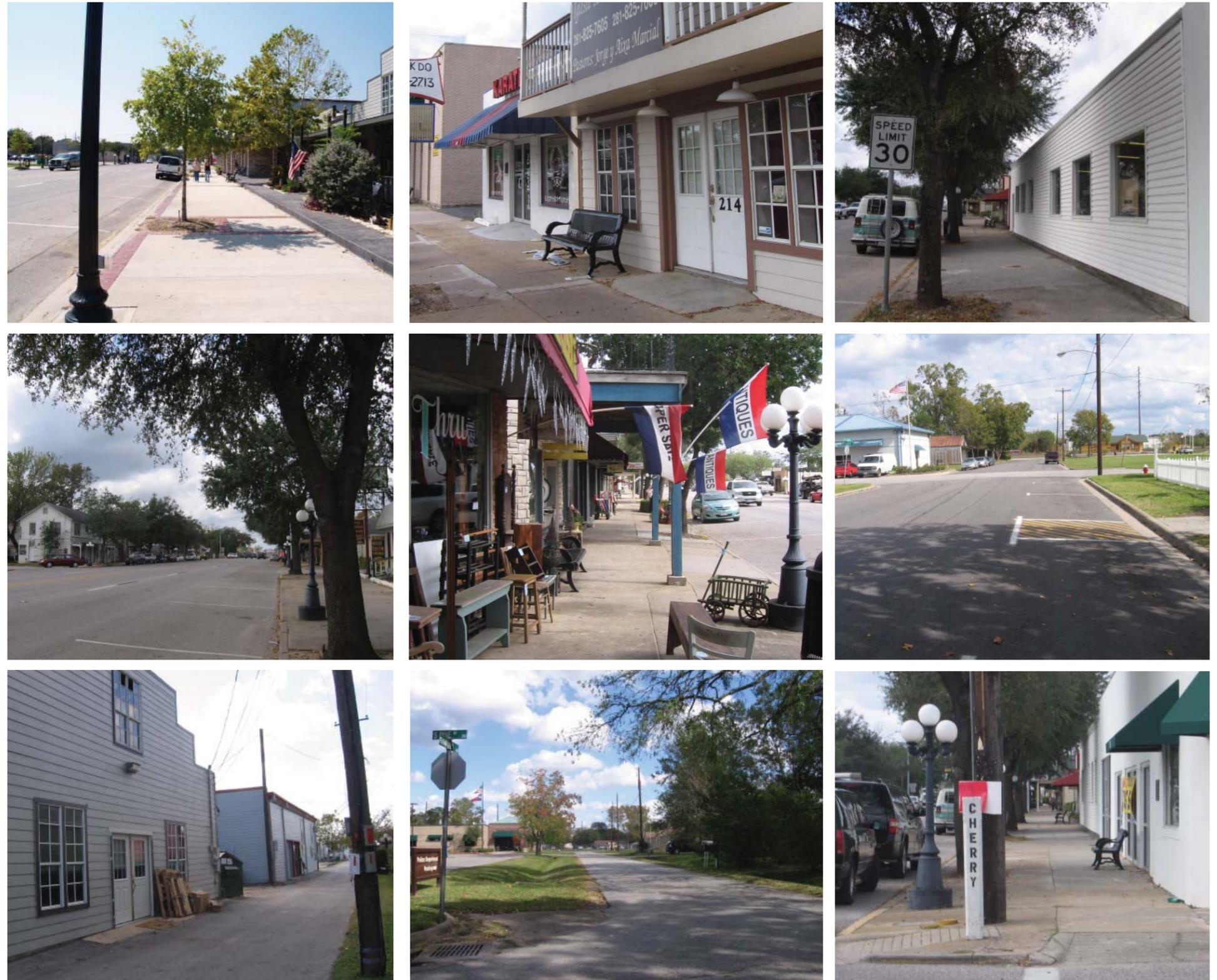


Figure 1.7





## 02 Public Involvement

- Public Involvement
- Livable Centers Study Advisory Committee
- Public Meetings
- Community Vision Workshop
- Community Framework Workshop





### PUBLIC INVOLVEMENT

Public involvement is fundamental to understanding the unique aspects of the Downtown project area as well to gain support for implementation through a proactively built consensus of diverse interests.

### LIVABLE CENTERS STUDY ADVISORY COMMITTEE

The Livable Centers Study Advisory Committee was comprised of the Houston-Galveston Area Council, Texas Department of Transportation, City of Tomball staff, Greater Tomball Area Chamber of Commerce, and various private, public and institutional community leaders/stakeholders from the Downtown and Tomball community. The purpose of the Livable Centers Study Advisory Committee was to guide and direct the technical aspects of the study throughout the various stages of development. The Committee helped develop the vision statement for the project, discussed community character and values, project issues, concerns, existing conditions, goals and ideas for economic development and visions for urban design improvements within the study area.

### PUBLIC MEETINGS

Two series of public meetings were held as part of Livable Centers Downtown Plan. The first series of meetings, the Community Visioning Workshop held on November 18, 2008, introduced the planning process, discussed needs and objectives, and presented preliminary observations in order to elicit public input. The second meeting, the Community Framework Workshop, held on February 12, 2009, was conducted to solicit public input on the proposed recommendation alternatives for parking, streetscape, and the Depot Plaza.

The Community Visioning Workshop solicited participants' input through an interactive public discussion and a focused questionnaire. The discussion included a detailed overview of the project and Downtown inventory, followed by an in-depth visioning discussion on what encapsulates the Tomball "Spirit of Place." The meeting further continued with individual issues related to development pressures, economic development opportunities, demands, problems, and issues to be addressed by this study as it relates to parking, streetscape opportunities, and the Depot Plaza. This effort was instrumental in gathering input to help establish community and stakeholder priorities to guide preliminary conceptual design.

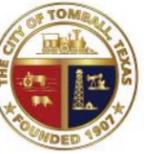
The Community Framework Workshop solicited participants' input through small separate interactive break-out sessions. The discussion began with a brief overview of the project and an explanation of the project Mission Statement and goals. Three individual break out sessions were offered, providing discussion on design alternatives for Parking, Streetscape, and the Depot Plaza. The solicited input was critical to understanding site specific design related issues used to formulate preferred design concepts.

Community Vision Workshop



Community Framework Workshop

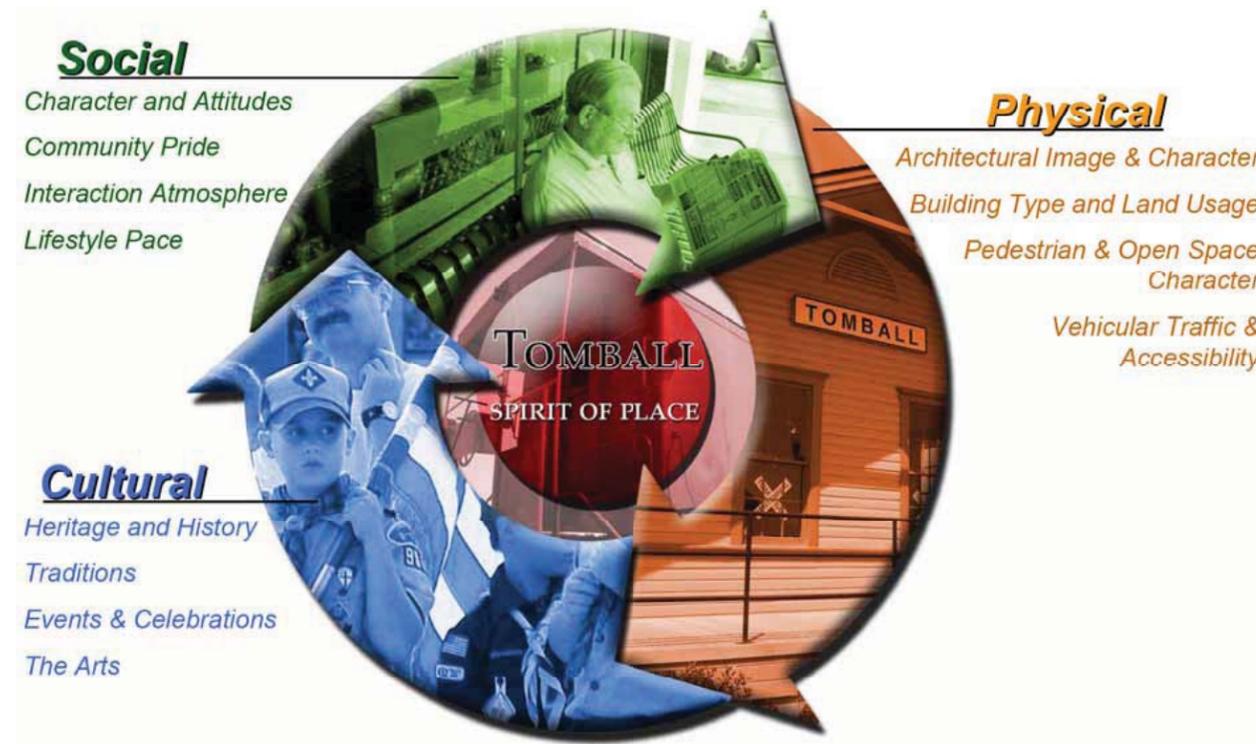




## 02 Public Involvement

### COMMUNITY VISION WORKSHOP

Establishing the Tomball *Spirit of Place*



#### SOCIAL

- Friendly, sociable residents that promote a sense of belonging
- Tomball pride, the city with a heart
- Slow pace, "Classic Americana" quality of life

#### PHYSICAL

- Distinctive, unique, eclectic and historic
- Old world charm attracts residents and visitors alike
- Railroad Depot is one of the city's and regional destination

#### CULTURAL

- Active community of year around celebrations and gatherings
- German heritage and festival
- Active celebration of the arts and cultural antiques

### COMMUNITY FRAMEWORK WORKSHOP

Break-out sessions key public feedback:

#### PARKING

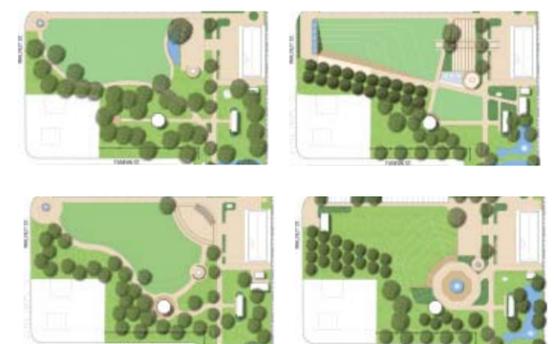
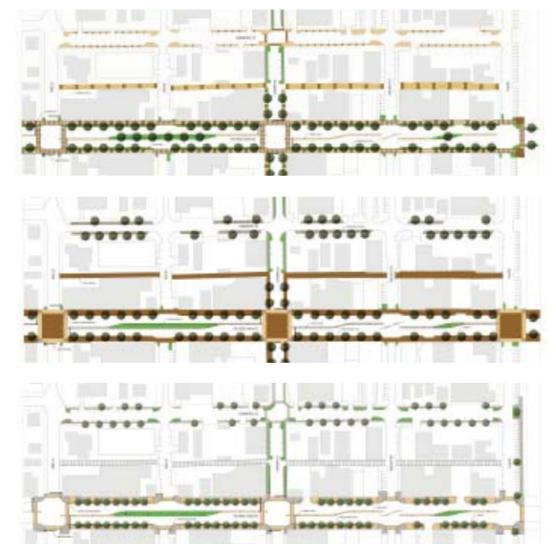
- Public shared lot north of Main Street
- Oak Street favored one-way w/ north access only
- Provide solutions for loading zones
- Drainage issues need to be addressed on Main Street

#### STREETSCAPE

- Landscaping in medians should be low
- Enhanced crosswalks (not full intersection)
- Replace historic lighting w/ new period style
- Pavers and concrete combination for Main
- Bulb-outs
- Minimum sidewalk on commercial streets
- Convert alleys to pedestrian way and loading
- Way-finding combined with signalization
- Minimize small planters on Main Street
- Overhead gateway truss at railroad
- No sidewalks on neighborhood streets

#### DEPOT PLAZA

- Frame view of Depot
- Frame view of Gazebo
- Curvilinear paths and character
- Incorporate existing concrete foundation
- Entry plaza on west side
- Provide public restroom
- Provide additional parking
- Acquire and incorporate existing structures in southwest corner







## 03 Streetscape

- Existing Streetscape
- Existing Pedestrian Linkage
- Streetscape Masterplan
- Streetscape Prototypes
- Pedestrian Linkages Masterplan
- Downtown Gateway
- Wayfinding
- Traffic Signals
- Site Lighting

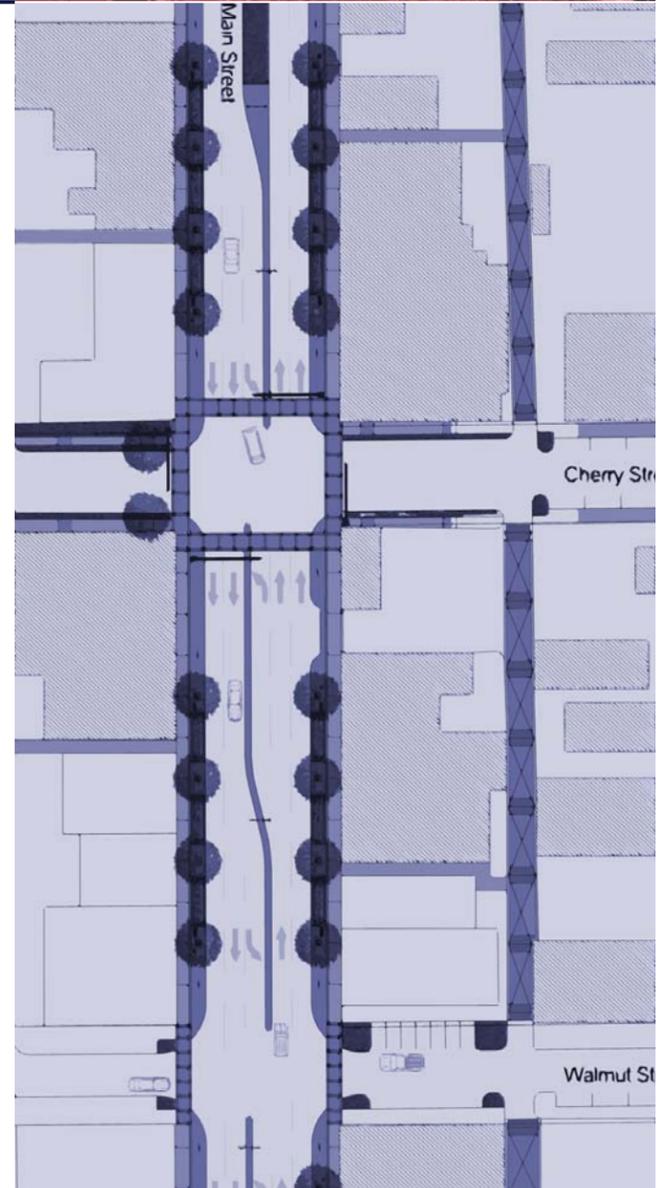
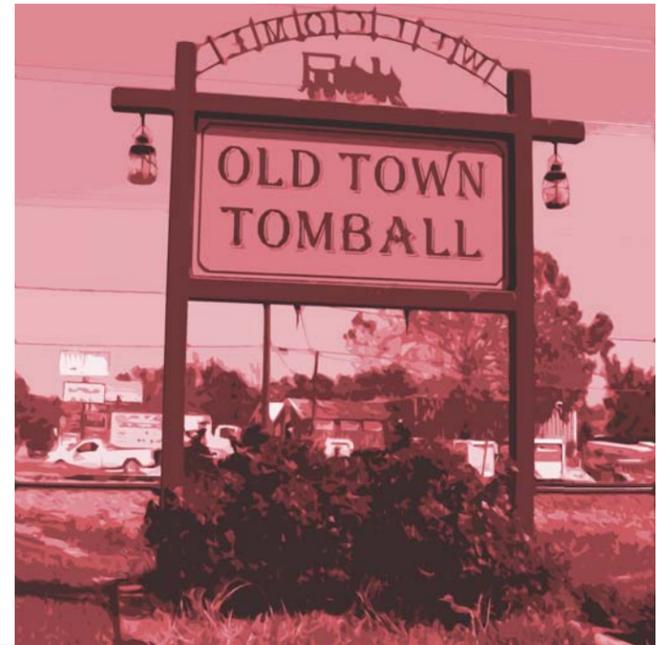




Figure 3.1



Figure 3.2

## EXISTING STREETSAPES

The roadways that define the edges of downtown on the east and west are Elm Street and Pine Street respectively, with Cherry Street running parallel through the center of Downtown.

### Commercial Main Street: FM 2920 / Main Street

High density of commercial businesses and office space. Considered to be the "core" commercial corridor of the Downtown area. Primarily utilitarian in nature with few enhancements other than decorative period lighting.

Existing traffic conditions include: Two-lanes each way with no center median, existing traffic lights at Pine Street and Cherry Street, parallel parking along both sides of roadway.

### Commercial Alleys

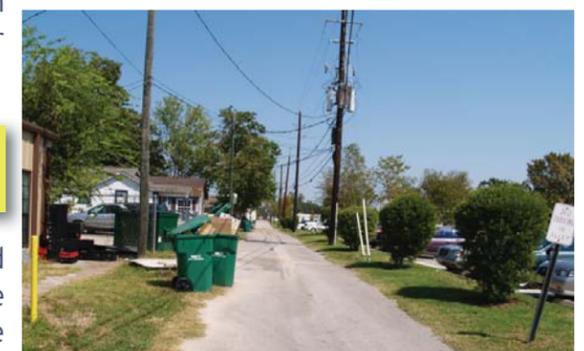
Located between FM 2920 / Main Street and Commerce Street to the north and Market Street to the south. The alleys are currently used for utilities, trash pick-up, and pick-up/delivery of merchandise for adjacent businesses.

### Commercial Neighborhood Streets: Commerce Street and Market Street

Mostly commercial businesses, restaurants, and civic/educational land uses are located in existing residential structures, providing a friendly neighborhood feel. Existing conditions include: two-way single lane each way, parallel parking in some locations (either with or without striping).

### Neighborhood Streets: Houston Street and Fannin Street

Residential streets with some municipal offices and churches. Existing conditions include: Two-way single lane each way, roadway profile includes open drainage ditches.





03 Streetscape

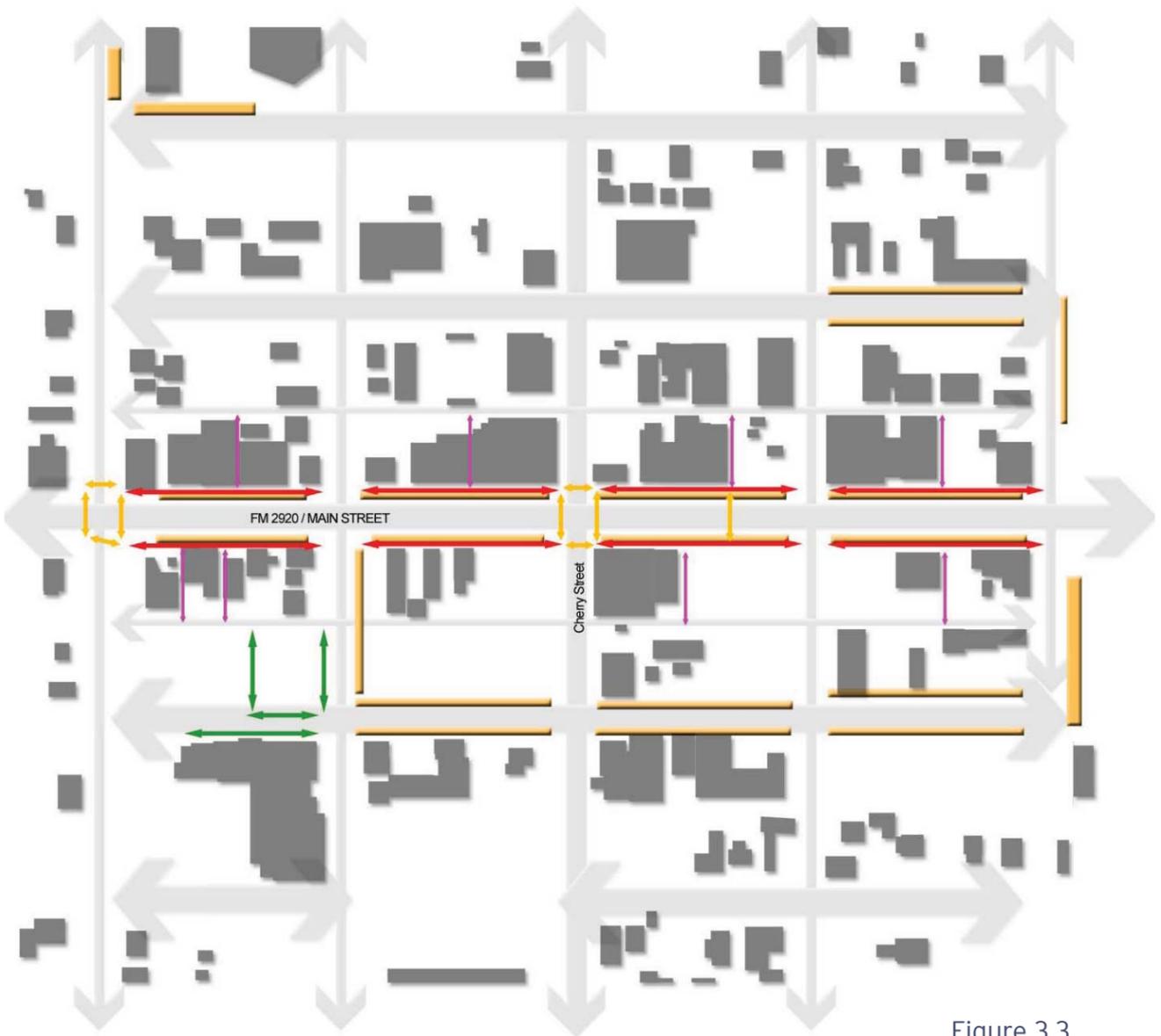


Figure 3.3

- LEGEND**
- On-street Parking
  - Commercial / Main Street Sidewalk
  - Commercial / Main Street Crosswalk
  - Commercial Connectors
  - Municipal Plaza Sidewalk

**EXISTING PEDESTRIAN LINKAGE**

**FM 2920 / Main Street**

Sidewalks line both sides of FM 2920 / Main Street. In general they are in poor condition with a number of areas that need complete replacement. Existing trees line most of the length of the walkways, providing shade and a sense of a barrier from the traffic. The sidewalks can seem very narrow at times due to the close proximity of the buildings, the trees and parallel parking. Grading and drainage may be an issue in many areas.

Crosswalks are located at both intersections with signal poles (Pine Street and Cherry Street). Additionally, there is a mid-block crosswalk between Cherry Street and Walnut Street that is unprotected and may be unsafe.

**Commercial Connectors**

Commercial connectors are open areas between buildings that provide a pedestrian route between the sidewalks at Main Street and the alleys and parcels behind them. These connectors allow quick and easy access for customers, shop employees, and deliveries. There is currently at least one connector per block, and on one block, two connectors. Most of the connectors are paved and one unintentional connector is narrow and has an air-conditioning unit that blocks most of the passageway.

**Commercial Neighborhood**

Parallel parking is either designated or possible along three of the four blocks of Market Street and one block of Commerce Street. There are no existing sidewalks along these streets forcing pedestrians to walk in the road or in the grass areas adjacent to the curb.

**Municipal Plaza Sidewalk**

Plaza area adjacent to the City of Tomball Municipal Building, public parking and Main Street.





STREETSCAPE MASTERPLAN



Figure 3.4

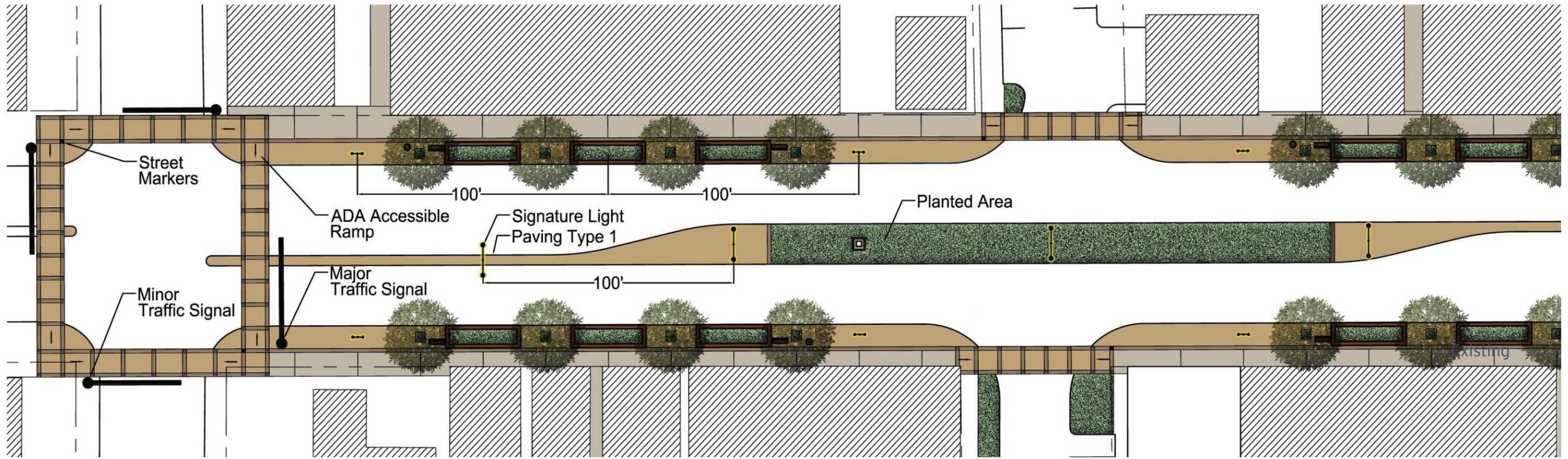


03 Streetscape

STREETSCAPE PROTOTYPES



Figure 3.5



COMMERCIAL MAIN STREET - FM 2920 / MAIN STREET PROTOTYPE

Figure 3.6



Existing



Proposed (Main Street and Pine Street)



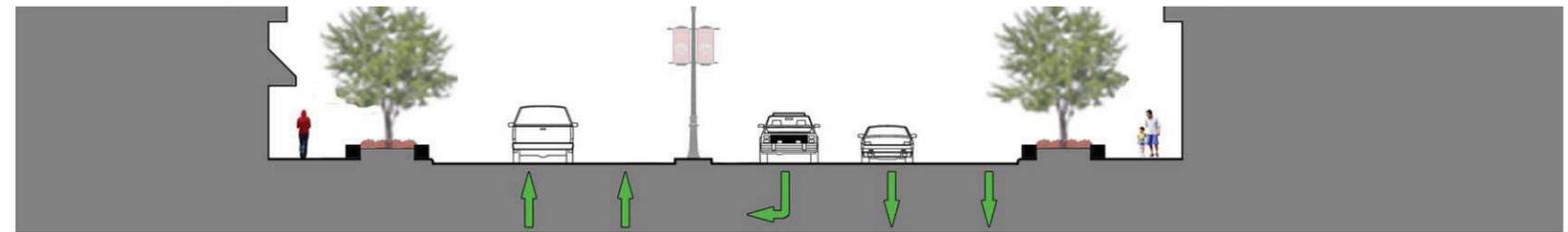
### 03 Streetscape

#### COMMERCIAL MAIN STREET / FM 2920

The concept for the proposed FM 2920/Main Street streetscape is classic and simplistic. In summary, the concept is to revamp Main Street and reflect the core values of the City of Tomball and its citizens. Added amenities include:

- Median with landscaping and special paving;
- Wide pedestrian walkways on each side;
- Crosswalks with specialty paving at signalized intersections;
- Pedestrian and vehicular street lighting;
- Street trees and landscaping; and
- Pedestrian furnishings.

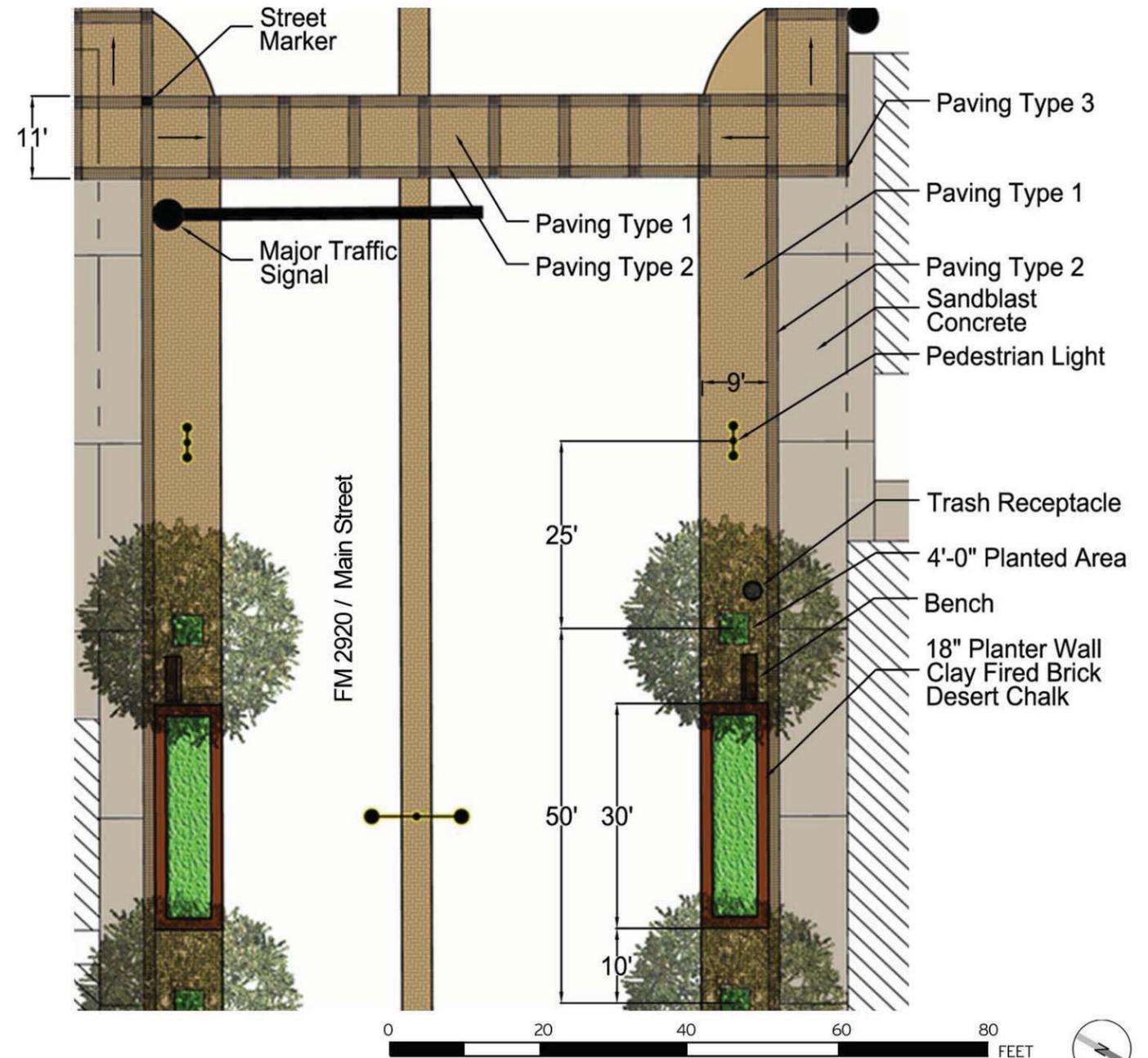
This proposed streetscape design will create an aesthetically pleasing environment for the citizens of Tomball and will help to promote economic growth and development by increasing and enhancing pedestrian connectors and creating an attractive atmosphere.

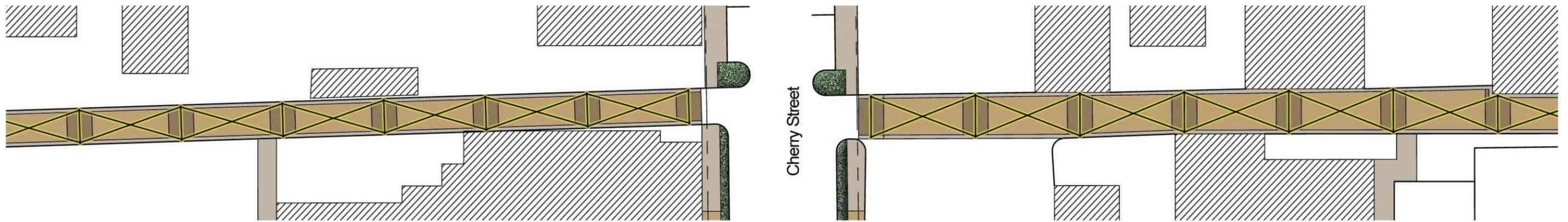


#### LEGEND

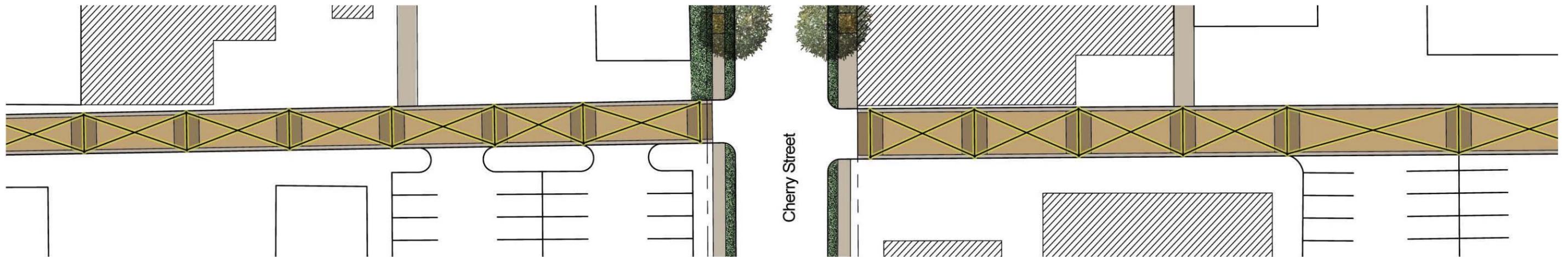
- Paver Type 1**  
Clay Fired Brick  
Coppertone  
Herringbone Pattern  
Rotated 90 degrees
- Paver Type 2**  
Clay Fired Brick  
Medium Ironspot #46  
Double Soldier
- Paver Type 3**  
Clay Fired Brick  
Dark Ironspot  
8"x8"

Figure 3.7



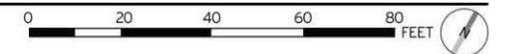


COMMERCIAL ALLEY - NORTH



COMMERCIAL ALLEY - SOUTH

Figure 3.8

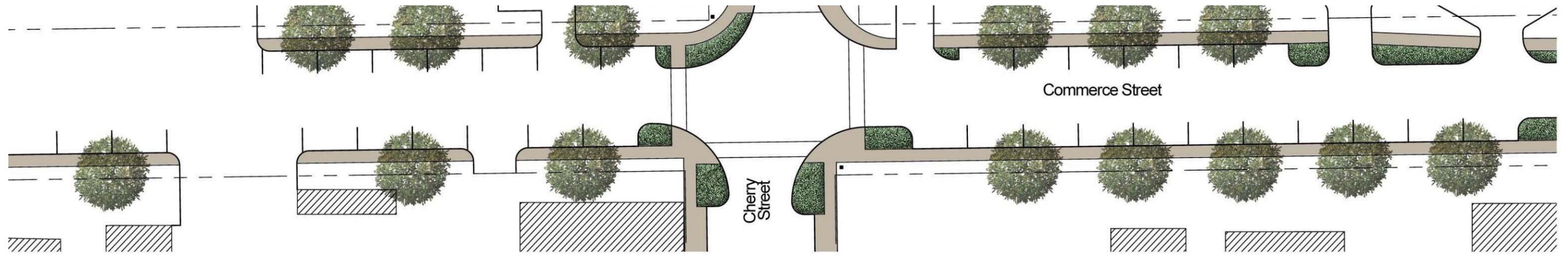


Existing

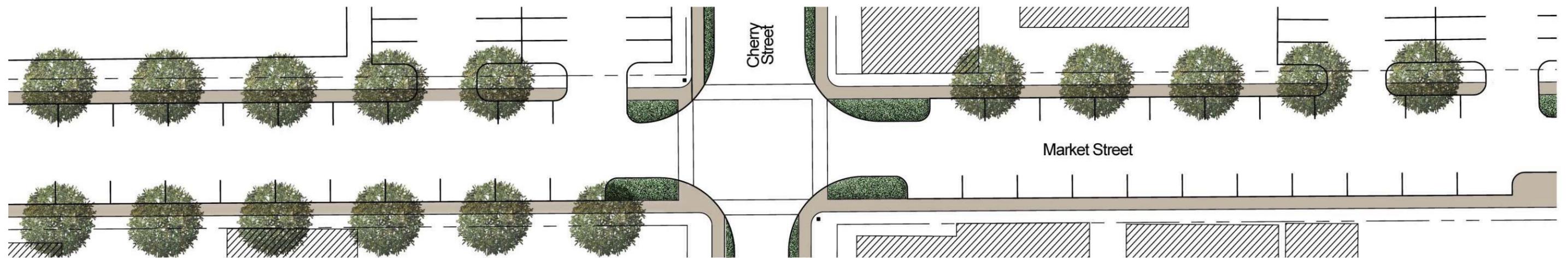


Proposed





COMMERCIAL NEIGHBORHOOD STREET - COMMERCE STREET

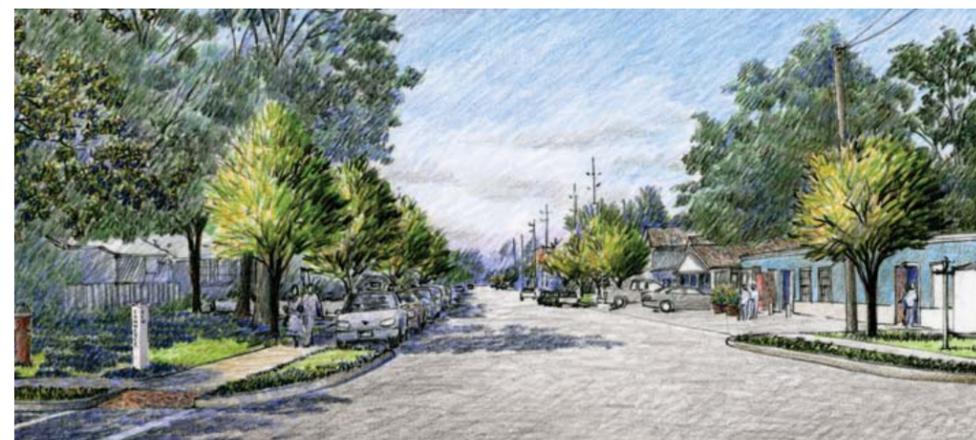


COMMERCIAL NEIGHBORHOOD STREET - MARKET STREET

Figure 3.10 0 20 40 60 80 FEET



Existing



Proposed



# 03 Streetscape

## COMMERCIAL NEIGHBORHOOD STREET

The City of Tomball and business owners along the commercial neighborhood streets expressed a desire to maintain the friendly, neighborly ambience that currently exists along the streets, while increasing accessibility and a sense of safety. This goal was achieved by adding concrete sidewalks along both sides of the street and lining each side of the street with street trees. The sidewalks are placed adjacent to the back of curb, allowing passengers in parallel-parked cars to step out onto a paved surface. The street trees increase shade and give uniformity to the streets and help to tie into the street trees also proposed for FM 2920/Main Street.

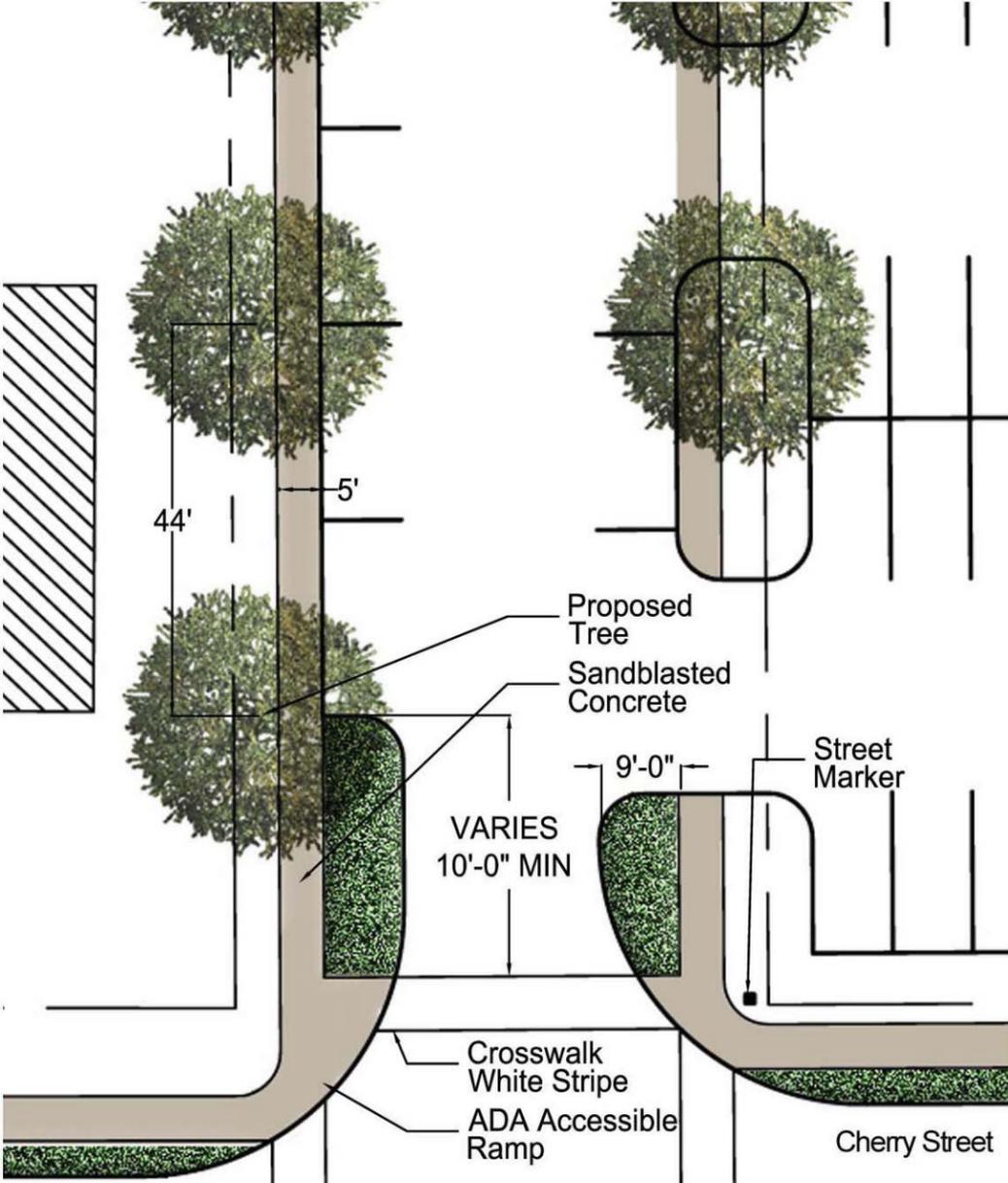
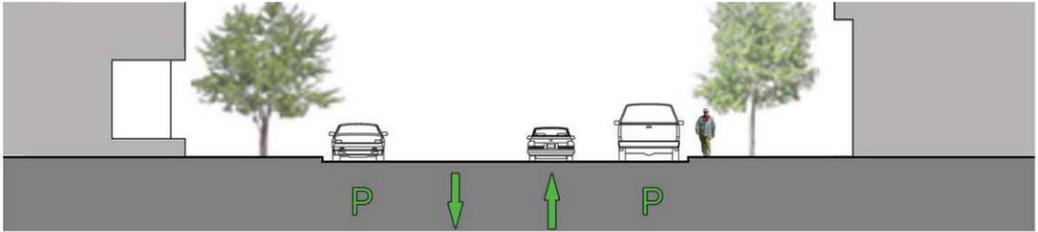


Figure 3.11



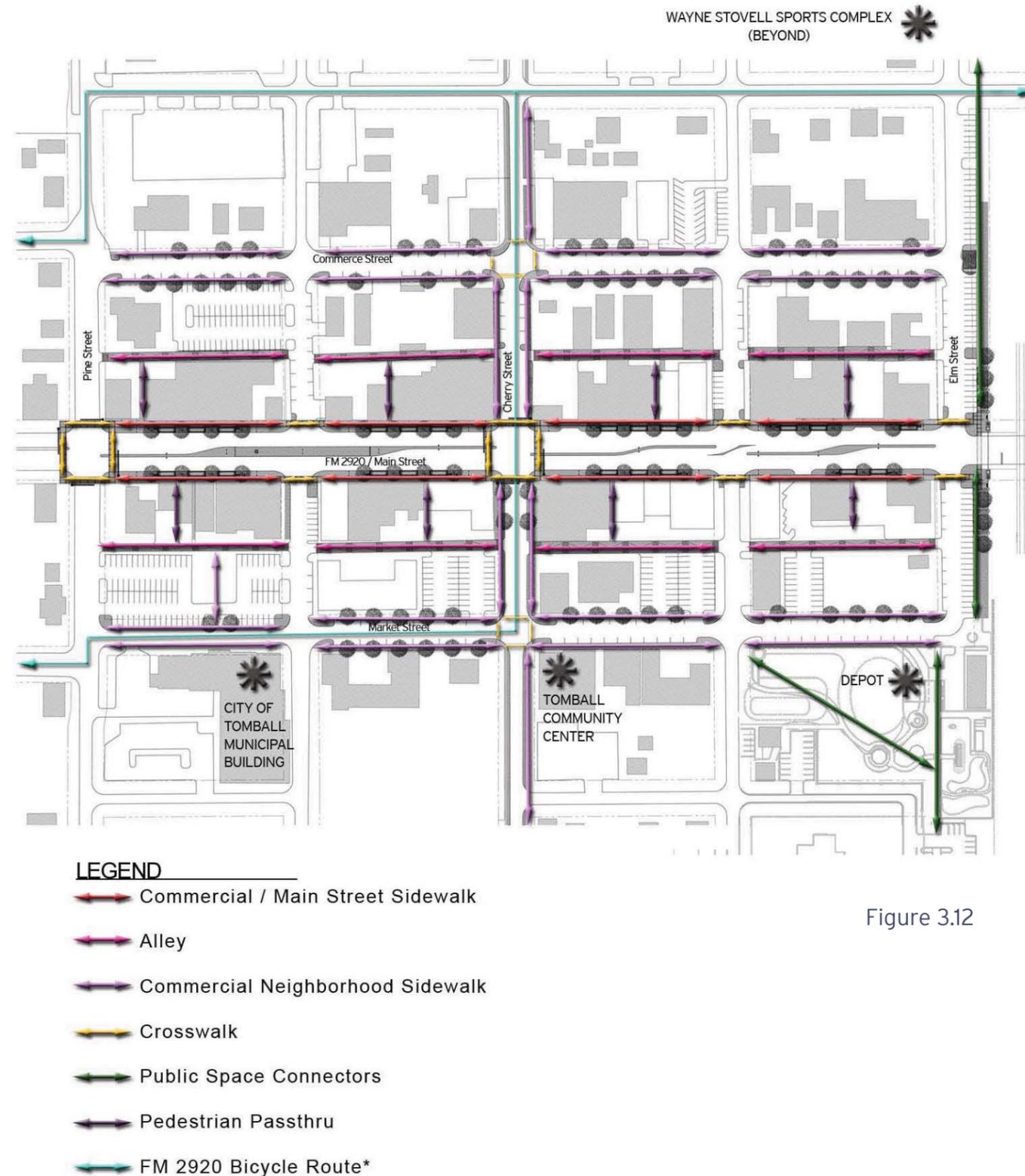


Figure 3.12

## PEDESTRIAN LINKAGES MASTERPLAN

Encouraging pedestrian usage will help to enhance the friendly and small town atmosphere that defines the City of Tomball. The ability for pedestrians to move safely in and throughout Downtown Tomball is an important component of business growth and the vitality of the city. The main commercial area is only eight square blocks, and can easily be walked within a short time period of five to six minutes from end-to-end. As a result, providing clear, safe, attractive, and accessible linkages will further encourage pedestrian usage and foster quality of life and economic development in the Downtown area.

Sidewalks are provided along all commercial streets, including FM 2920 / Main Street, Commerce Street, Market Street, and Cherry Street. Pedestrian connectors between businesses along Main Street provide quick access to the alleys and public parking. Enhancing the alleys with specialty paving and lighting allow for pedestrian linkages between blocks. Crosswalks are provided along Main Street at signalized intersections, with refuge stops at the median. Crosswalks also are provided at commercial streets and Cherry Street.

Additionally, providing pedestrian links between and through the downtown and public open spaces promotes usage by citizens and visitors. A sidewalk along Cherry Street will serve as the primary link back into the residential neighborhoods. Sidewalks along Market Street connect the City of Tomball Municipal Building, the Tomball Community Center, and the Depot Open Space Plaza. A sidewalk adjacent to Elm Street along the railroad corridor connects the Wayne Stovell Sports Complex, just north of Downtown, to all commercial streets and the Depot.

\*See page 30 of FM 2920 Access Management Study for bicycle route improvements.



### 03 Streetscape

#### DOWNTOWN GATEWAY

An important aspect in promoting a “sense of place” is to create a “sense of arrival” at an entrance. Having a gateway entry announces that the driver or pedestrian has arrived in Downtown Tomball. The FM 2920/Main Street and Elm Street intersection provides ample right-of-way room adjacent to the railroad and near the Depot. Special treatments could include an arched truss with the town name, entry monuments, decorative “train track” fencing, lighting, flag poles, and landscape treatments.

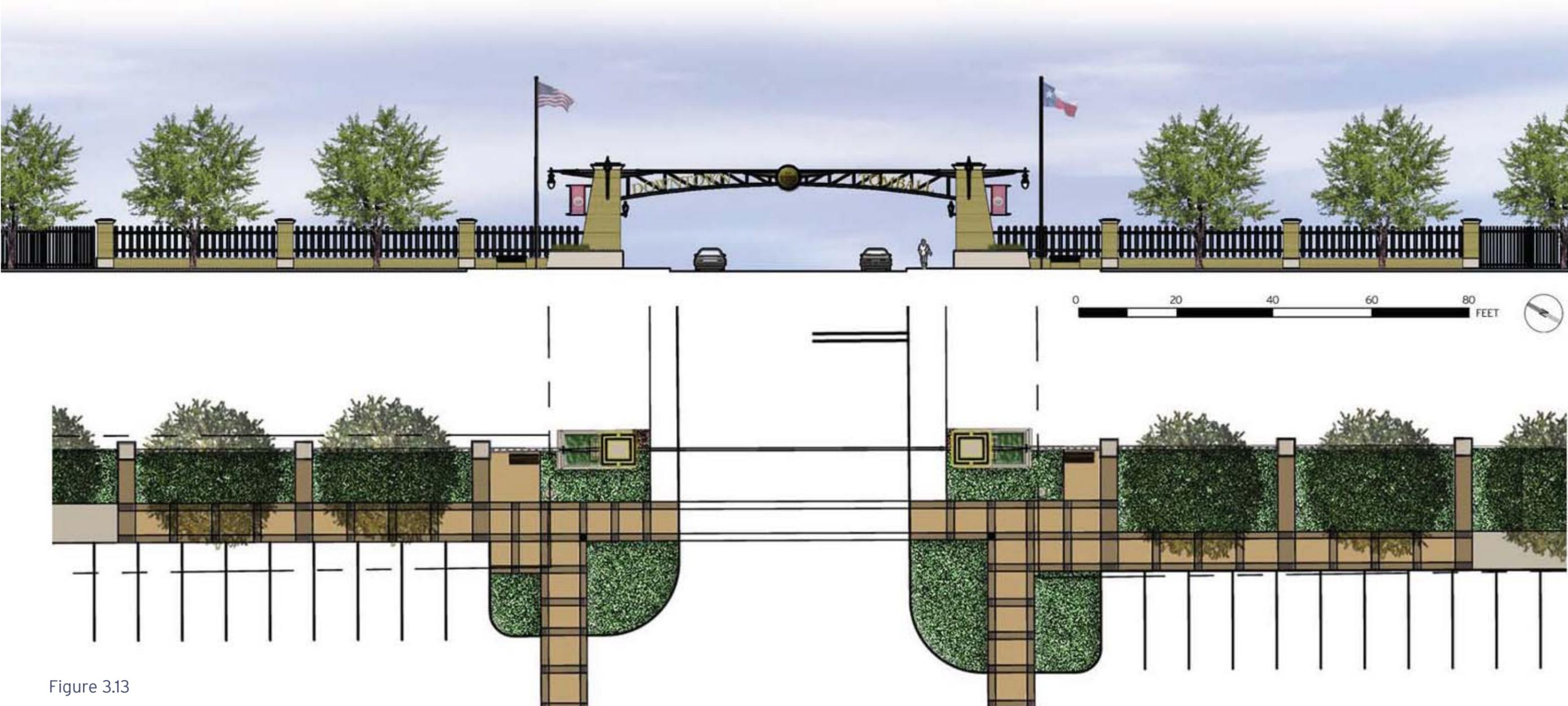


Figure 3.13



Figure 3.14

LEGEND

-  Kiosk
-  Traffic Signal Directional Signage
-  Vehicular Directional Signage
-  Public Parking Signage

WAYFINDING

The proposed way-finding signage is a conceptual look that corresponds to both the City of Tomball's preferred streetscape furnishings and the lighting standards. The signage includes:

Kiosk

The kiosk provides key location information for Tomball as well as information on upcoming events and is located in key places throughout Downtown with the most visibility provided to foot traffic. One location in Downtown that is most visible is the intersection of FM 2920/Main Street and Cherry Street. The sidewalks on Cherry Street will encourage pedestrian traffic on both the north and south sides. The same intersection also has a signal light and crosswalk, drawing more pedestrians to the safety of the intersection. A second location that will receive a large amount of pedestrian traffic is at the northwest corner of the Depot.

Vehicular Directional Signage

Containing information of key locations and public parking around Downtown Tomball, this signage is positioned at intersections to help control traffic flow.

Street Name Signage

To be placed at all intersections within Downtown. Also included along FM 2920 / Main Street is the existing city pole street sign.

Major Traffic Signal with Signage

Located at intersections FM 2920 / Main Street and Pine Street, Cherry Street with attached vehicular signage.

Street Marker

An existing street naming sign that adds to the small-town, "Americana" style of the city. Located at two corners of each intersection of FM 2920 / Main Street, Commerce Street and Market Street.

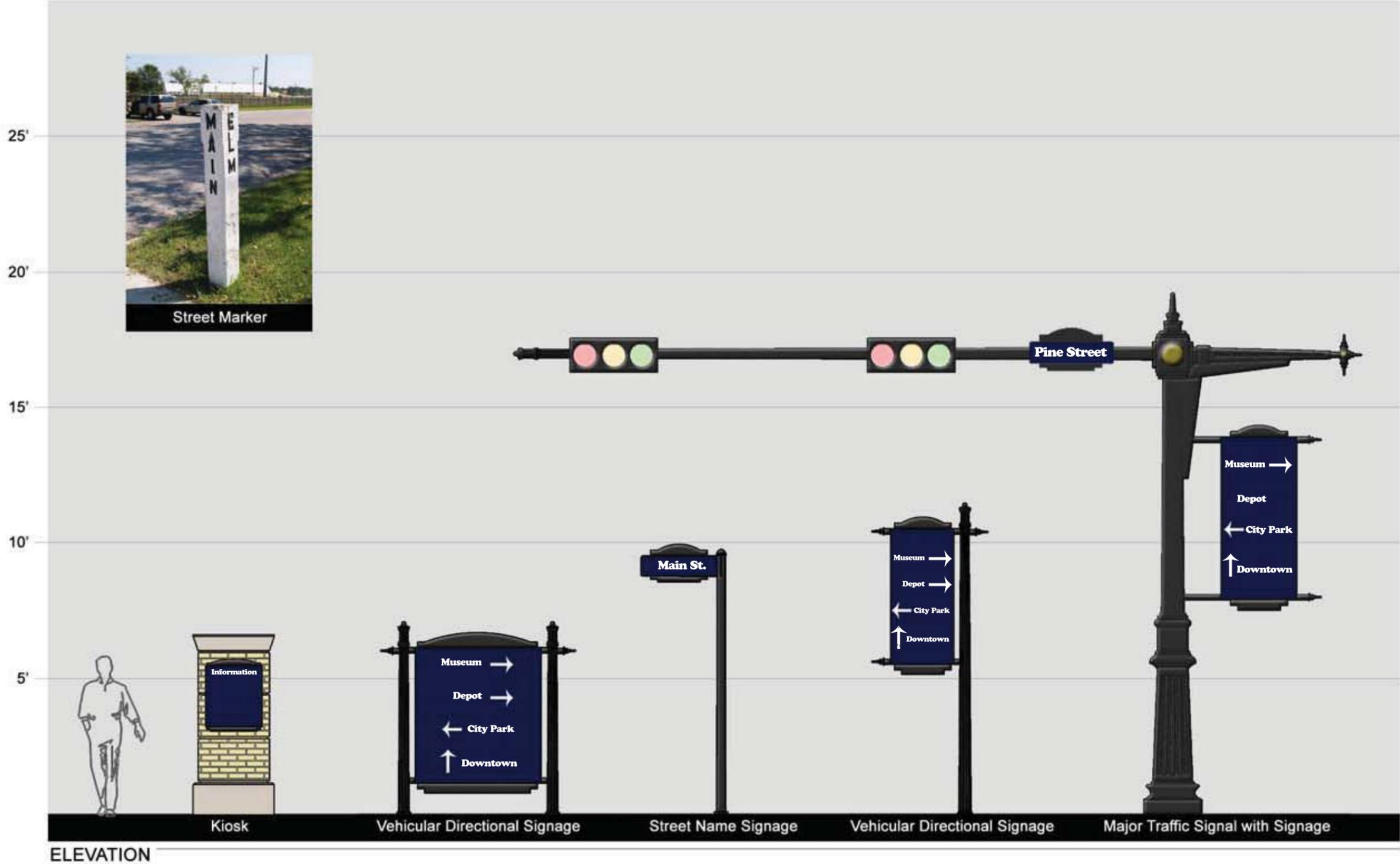
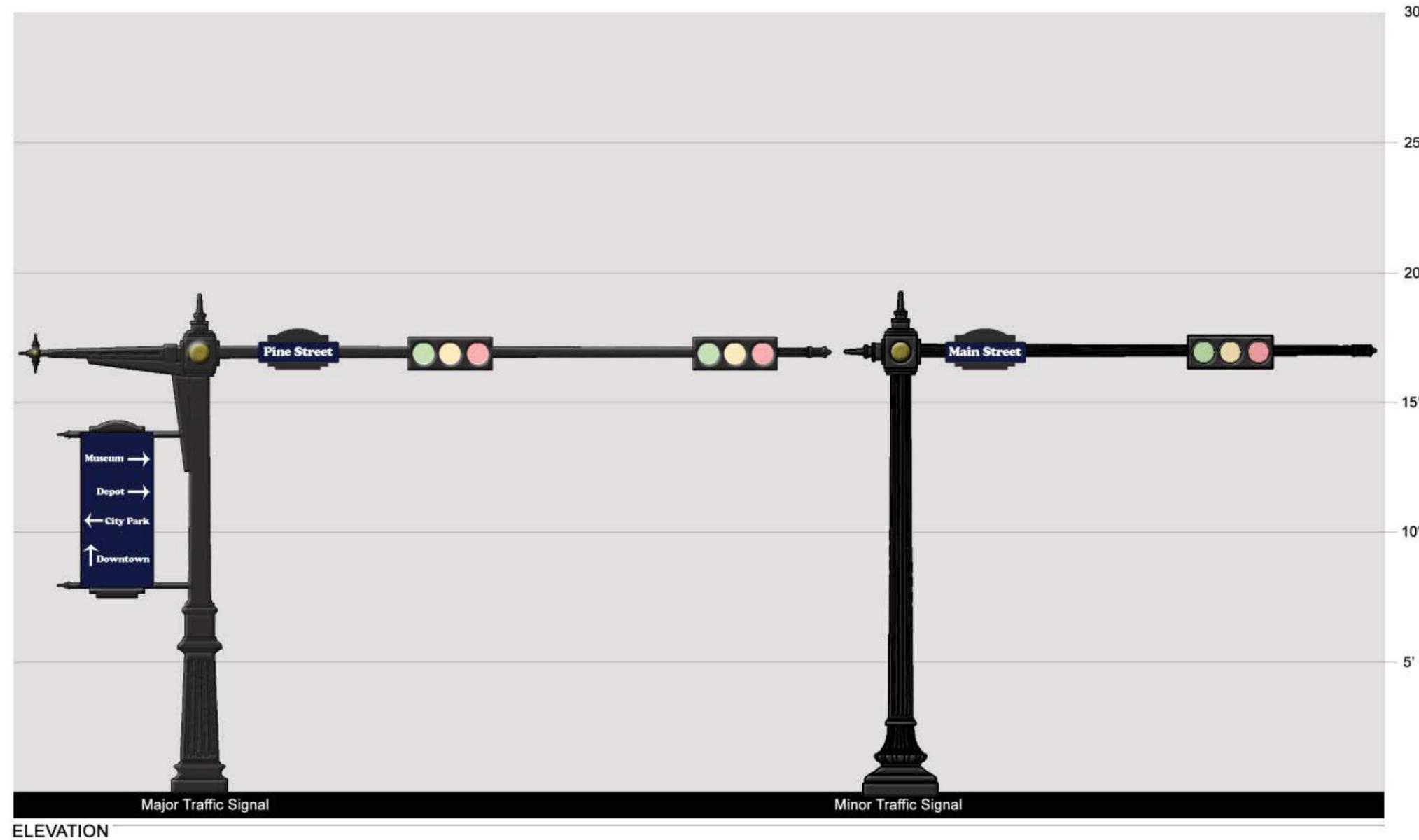


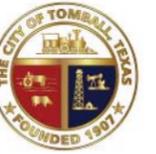
Figure 3.15



### TRAFFIC SIGNALS

The traffic signals are located at two intersections in Downtown Tomball: FM 2920 / Main Street with Pine Street and with Cherry Street. The traffic signals are to be black decorative pole assemblies in the same family as way-finding signage and site lighting.

Figure 3.13



## 03 Streetscape

### SITE LIGHTING

Continuing the decorative family of fixtures as used in way-finding, signage and traffic signals, the lighting consists of signature double pendant light and the current new downtown pedestrian lighting.

The Signature light is located in the median along FM 2920 / Main Street at 100' intervals.

Pedestrian lighting is located along both sides of FM 2920 / Main Street at 100' intervals and is to match City of Tomball's existing double-lamp pedestrian light fixture. (existing period-style pedestrian lights to be removed)

### SITE FURNISHINGS

The City of Tomball has a standard bench currently used throughout the downtown area. The conceptual design includes additional benches to match city standards and a selected trash receptacle of the same manufacturer.



Bench: Webcoat # B6WBVILLAEXP,  
6' contour benches, Black



Trash Receptacle: Webcoat  
TR Crown, Black



ELEVATION

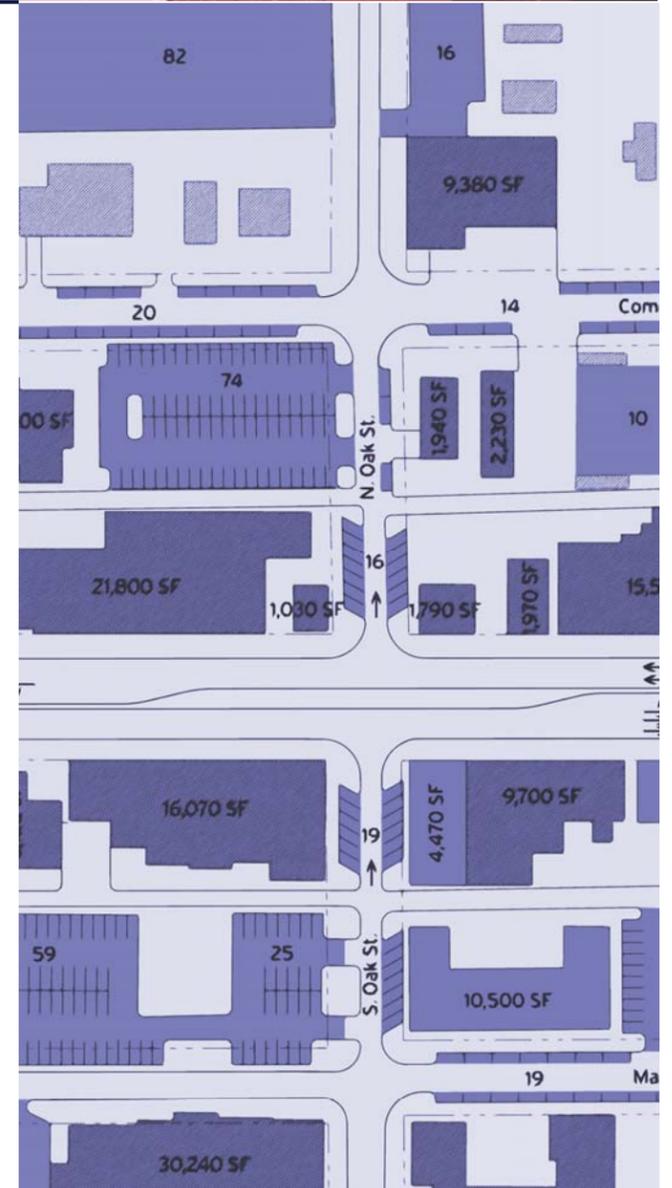
Figure 3.17





## 04 Parking

- Introduction
- TxDOT Improvements
- Existing Conditions
- Spatial Comparison
- Recommended Layout
- Parking Requirements
- Landscape Recommendations
- Infill Opportunity
- Loading / Unloading
- Oak Street Option





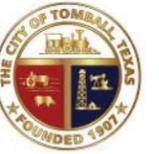
## INTRODUCTION

Traditionally, ample parking has not been a significant issue for Downtown Tomball. However, H-GAC's 2020 *Access Management Study* called for the removal of parallel parking along Main Street in order to allow for the addition of a median with left turn channelization for the Downtown area. The need to remove the existing parallel parking along Main Street (FM 2920) to improve the traffic safety and mobility has created a need to replace and supplement the lost on-street parking with a comprehensive parking strategy for the Downtown area as a whole. This chapter will look at how to address this loss of parking as well as other parking issues complementary to redevelopment in the Downtown area.



Figure 4.1





## 04 Parking

### TxDOT IMPROVEMENTS

The Texas Department of Transportation (TxDOT) has planned a number of improvements for the FM 2920 corridor to improve traffic safety and circulation. One of those improvements is the removal of the parallel parking along Main Street in the area of Downtown Tomball. The parallel parking will be replaced with 4 lanes of traffic, improved wider sidewalks, and a raised median with left turn channelization at several intersections.

These changes will help to create a safer and more efficient traffic atmosphere on this section of FM 2920. While these changes may seem to be inconvenient in the short term, in the long run it will improve traffic safety, access, and circulation in the Downtown area. Of great importance to the pedestrian experience along Main Street is the planned addition of a wider pedestrian space in front of the businesses along Main Street. This added space coupled with the proposed streetscape improvements will help to create a more pedestrian friendly Downtown atmosphere, which in turn will generate public interest and economic development in Downtown Tomball.



median and turn lane channelization example

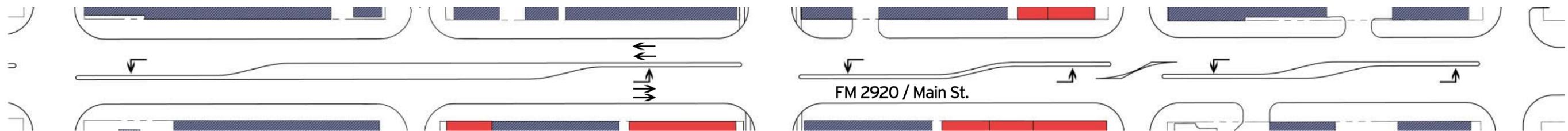


Figure 4.2 (proposed FM 2920 improvements)



### EXISTING CONDITIONS

A detailed count of existing public and private parking spaces was taken to understand the parking needs within Downtown Tomball. There are approximately 818 public and private parking spaces within the four block radius of the Downtown area, 76 of those are the parallel spaces on Main Street and are slated for removal as part of the FM 2920 Access Management improvements. Figure 4.3 gives a view of how the parking is dispersed throughout Downtown and shows what parking category each space falls into.

Parallel parking along Main Street is of particular interest to the merchants of Tomball. While parallel parking on Main Street is convenient for patrons and business owners, it creates an undesirable traffic conflict situation because of the high volume of thru traffic on FM 2920/Main Street. This volume of traffic is due to FM 2920/Main Street functioning as a corridor between US 290 and IH 45.

Parallel parking also occurs on Market, Commerce Street and portions of Elm Street, defined by the pavement markings on the street. This on-street public parking currently provides convenient parking for smaller establishments, but will not be sufficient to sustain the anticipated parking need when the 76 parallel parking spaces on Main Street are removed.

A public lot at the corner of Pine Street and Market Street exists to serve City Hall as well as the Downtown Main Street merchants. However, proper signage and way-finding would help clarify the parking opportunity to retail patrons.

The remainder of the parking lots are small private lots to facilitate staff and patron parking across Downtown.

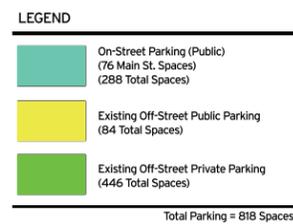
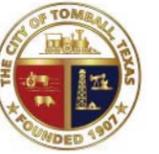


Figure 4.3



## 04 Parking

### SPATIAL COMPARISON

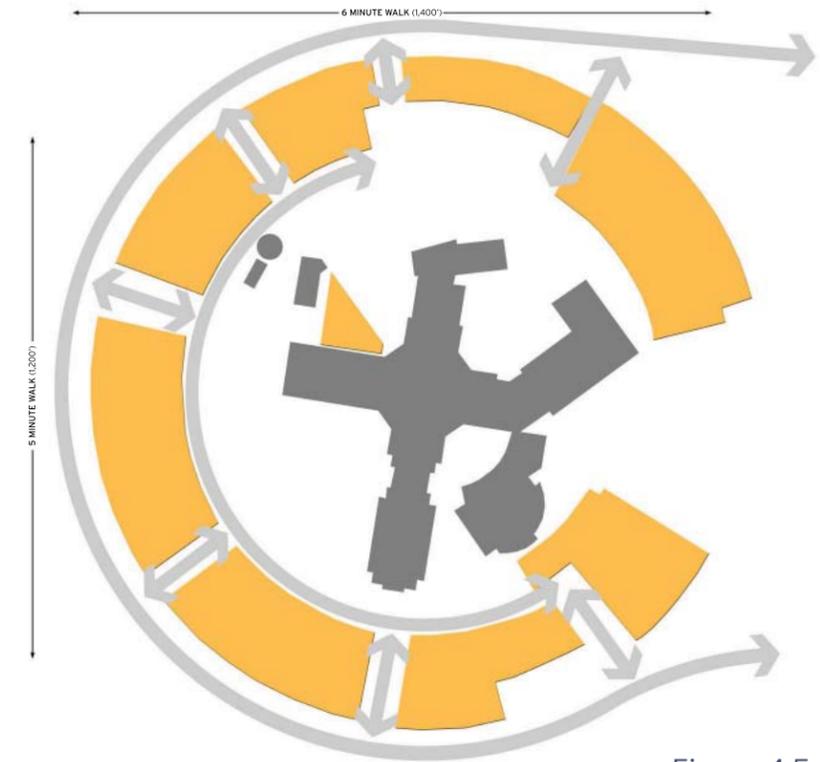
There is a common misconception as to the size of the Downtown area and the adjacency to available parking. The perception is that not having parking within 10 - 20 feet of a business front will cause people to have to walk an undesirable distance, thus detracting from business. The reality, however, as illustrated by this scale comparison to other local retail/institutional sites demonstrates that the compactness of Downtown is actually more convenient than other "big-box" suburban models. The entire Downtown area, as defined by the study, measures roughly 1,400 feet by 1,200 feet and can be walked from end-to-end in six and five minutes respectively.

In figures 4.4 - 4.7 the yellow color represents existing parking, the dark grey shapes are the buildings and the arrows are vehicular circulation. All of these examples are at the same scale to provide an accurate spatial comparison. Upon examination of these exhibits, it is clear that the distance a person must travel by foot in Downtown Tomball is less than that of other locations in Tomball. Downtown Tomball is a very walkable area and can become even more so with the streetscape improvements that are proposed in this document. Moreover, Downtown Tomball visits are not defined by a singular destination. Creating the opportunity to stroll amongst various businesses in Downtown will increase the vitality and quality of life within an enhanced pedestrian environment.



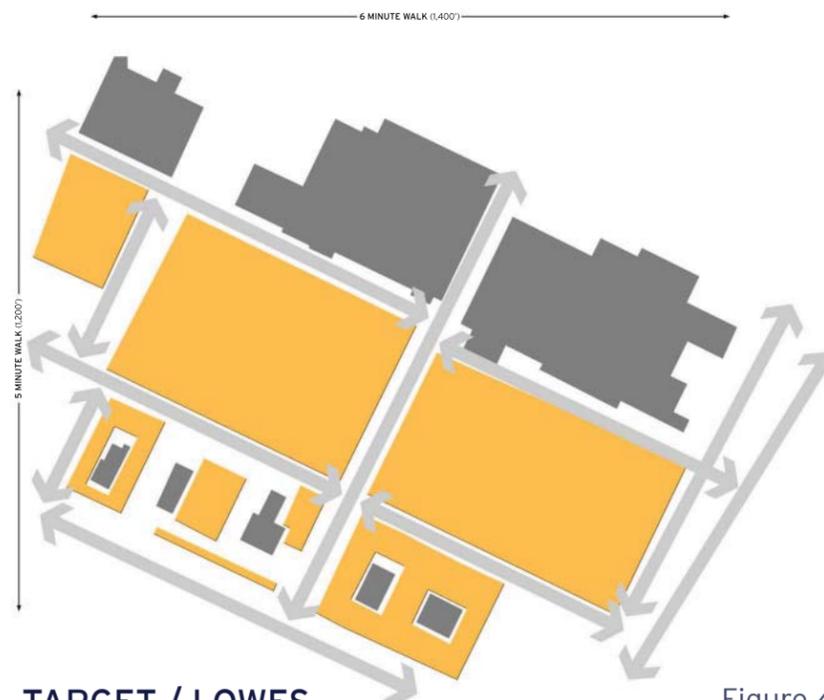
**DOWNTOWN TOMBALL**

Figure 4.4



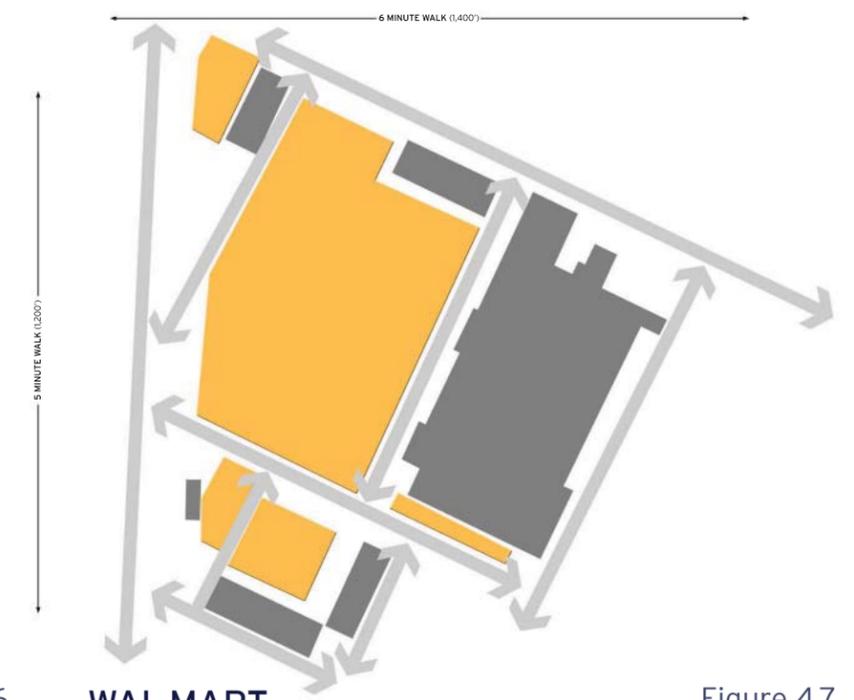
**LONESTAR COLLEGE**

Figure 4.5



**TARGET / LOWES**

Figure 4.6



**WAL-MART**

Figure 4.7



### RECOMMENDED LAYOUT

The recommended layout of parking development has been created as a guide accommodating future public parking needs in conjunction with redevelopment (as shown in figure 4.8).

An important design criterion was to minimize the instances of multiple small parking lots serving individual properties occurring off Main Street. In contrast, consolidated public parking lots would be distributed behind the Main Street corridor. This, coupled with the additional development, would help to create an aesthetically pleasing view along Main Street in which the building facades are the dominant feature as opposed to parking lots. Parking whenever possible, should be located on the other side of the alley, as shown in the layout.

Another goal of this layout was to ensure the parking capacity for Downtown Tomball was adequate now and in the future, especially in light of the Main Street on-street parking replacement. Currently there are 818 parking spaces in the downtown, the recommended plan of 919 spaces meets and exceeds necessary parking requirements associated with the present and future development scene depicted.

This layout is only a recommendation and not the only alternative layout possible for private development. It is, however, one that best accommodates the needs of the Downtown area while still having the desired balance of parking and development.



Figure 4.8



## 04 Parking

### PARKING REQUIREMENTS

Standard parking space sizes should comply with all current city codes and zoning provisions. Refer to the Texas Accessibility Standards (TAS) for all handicap space and dimension requirements.

All parking areas and driveways are to be paved with concrete, bituminous concrete or concrete pavers and are to be curbed and guttered (integral curb and gutter) with concrete. All plans are to be reviewed and approved in writing by the City of Tomball Public Works and Engineering & Planning Departments. Any vehicular paving subgrades shall have lime stabilization, or equivalent, unless it is otherwise approved in writing by the City of Tomball Public Works and Engineering & Planning Departments. Vehicular paving must also be structurally designed to sustain anticipated traffic loads.

It is the recommendation of this study to eliminate required parking spaces for private development in the downtown study area in lieu of a public shared parking strategy.

### LANDSCAPE RECOMMENDATIONS

Landscaping is a key component to breaking up the monotony of large parking areas as well as helping to screen them from public view. Parking lots should be screened from the sidewalk and street. There will be a minimum 5'-0" landscape buffer required for any sides of a parking lot that are adjacent to a public sidewalk or street. The landscape buffer may utilize a combination of the following methods to screen the parking lot:

- A continuous hedge 3'-0" tall with foundation planting.
- A sequence of trees at 25'-0" on center to match any other adjacent street tree, alternate spacing accompanied by hedges and foundation planting.
- A decorative fence 3'-0" tall, specifically created for vines and foundation planting.

Any planting islands at the end of parking stall rows and that is within the paving field shall be a minimum 7'-0" wide and the full length of the parking stall. Planting islands must align or create an identifiable pattern. One tree is required in the island for each stall length and if it is a contiguous island across adjoining stalls then 2 trees will be required for the planting island. There must also be trees at a maximum of 120'-0" on center (o.c.) or every 15 stalls in-between planting islands. Alternative design solutions, such as tree masses or creating Basques of trees in rows, will be considered to substitute for the 120'-0" o.c. requirement. All trees must be a minimum 4" caliper or larger. If there are any existing trees of good health and desired species on the site of the parking lot, those should be looked to be preserved or transplanted to fulfill tree requirements before planting new trees on-site.

### INFILL DEVELOPMENT OPPORTUNITY

Looking at Downtown one can also see that there is a great deal of room for growth through development. There are various lots of vacant land as well as under utilized property scattered throughout the area. These areas could be developed into new businesses as well as additional parking for the Downtown area. These areas are highlighted in red in figure 4.9. These highlighted areas are either publicly owned, privately owned or currently for sale. Possible development could be in the form of retail, restaurants, office space, or any other use permitted by the Zoning Ordinance.



Figure 4.9





### LOADING / UNLOADING

One particular issue that is created by the removal of the parallel parking along Main Street, is the inability to load and unload deliveries and merchandise through the front door entrances of businesses directly from the street.

One solution is to use the alley behind the business for loading and unloading, which are called out by the purple arrows in figure 4.10.

This, however, is not a complete solution, since some businesses are of older construction and do not have adequate entrances and exits to the rear of their buildings to accommodate loading and unloading. Upgrades to private property will be necessary for proper rear alley loading. To further solve this issue, the City of Tomball may have to negotiate pedestrian easements with the owner or acquire the strips of property in-between buildings from the current property owners.

The proposed and existing locations of the easements/acquisitions are called out by the green arrows in figure 4.10.

These alley connections can then be repaved in areas to create a smooth surface in which deliveries or merchandise can be rolled, using furniture dollies or furniture moving carts, to and from the alley. The paving of these areas should be consistent with the appearance and type of the paving of the alley and the pedestrian areas along Main Street as per the previous Streetscape chapter. It is also noted that the sidewalks that occur at the end of each block between Main Street and the alley will also need to be redone to create a smooth surface for the same reason of moving deliveries or merchandise to and from the alley.

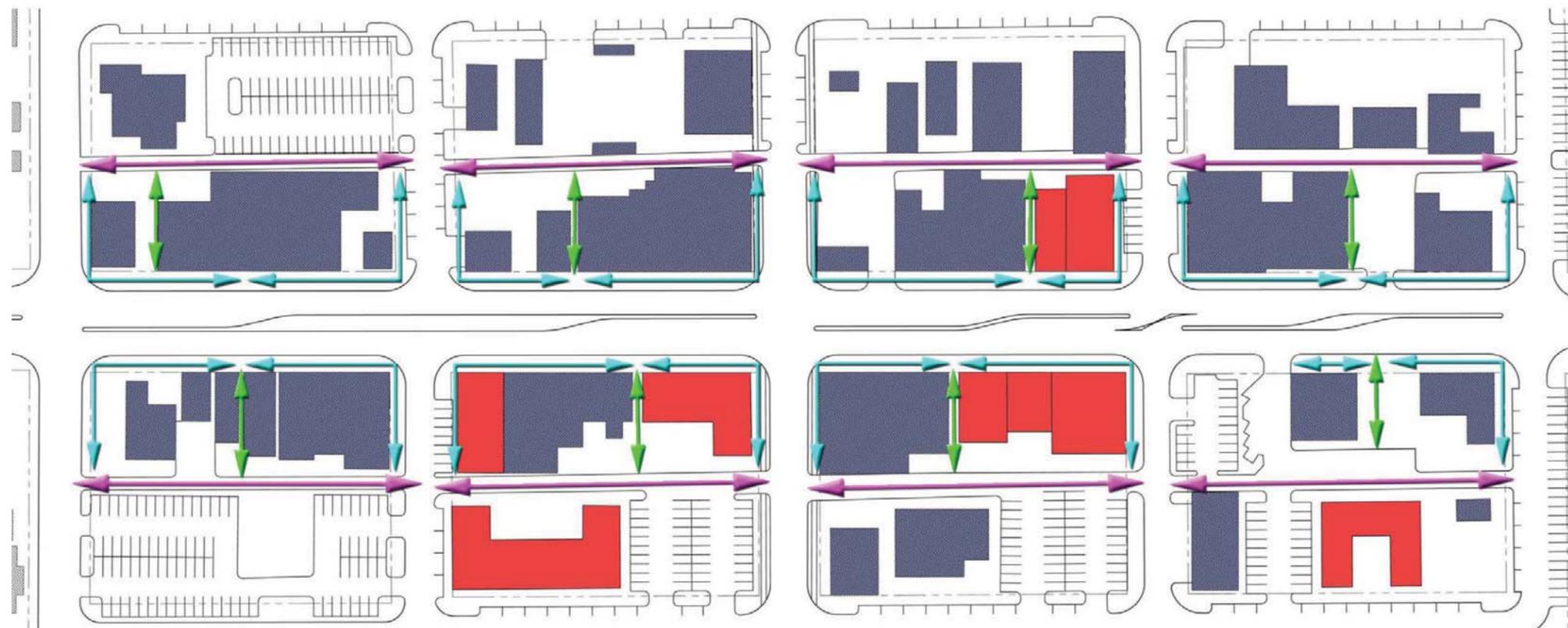
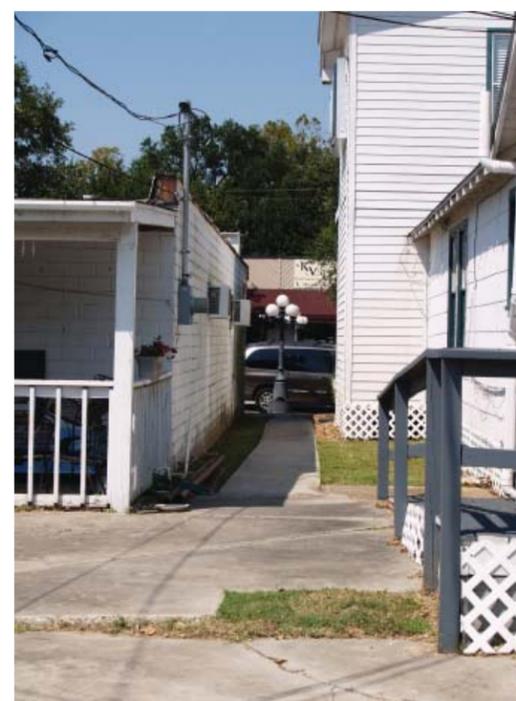
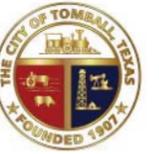


Figure 4.10





## 04 Parking

### OAK STREET OPTION

The Oak Street option represents an alternative recommendation to the existing and proposed vehicular traffic and parking configuration as recommended in the *FM 2920 Access Management Study*. This recommendation will need further engineering study and City approval. Vehicular traffic on Oak Street is currently allowed to cross Main Street at an unsignalized intersection, thus causing an undesirable left-turn and cross traffic situation. However, with the proposed addition of a raised median in the center of Main Street, this will no longer be an option. Through this study, a proposal has been made to change Oak Street from a two-way street to a one-way street. This change would only affect the section of Oak Street that is between Market Street and Commerce Street. The direction of the one-way traffic is shown in figure 4.11. The proposed change will create greater efficiency in vehicular circulation as well as allow for the opportunity to add angled, on-street, head-in parking to areas shown in figure 4.11. This additional public parking will help replace some of the removed parallel parking along Main Street within close proximity to the main pedestrian walkway.

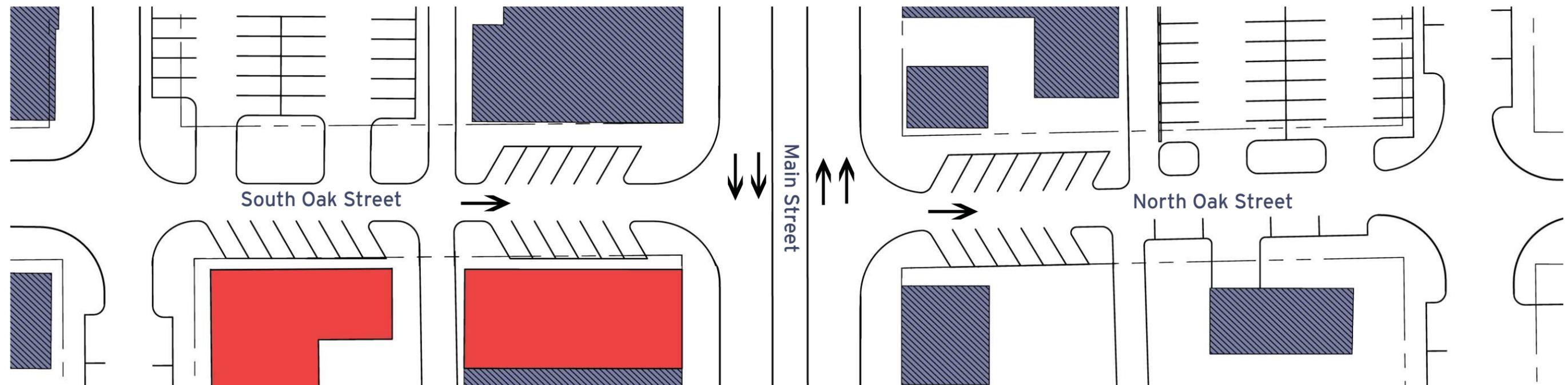


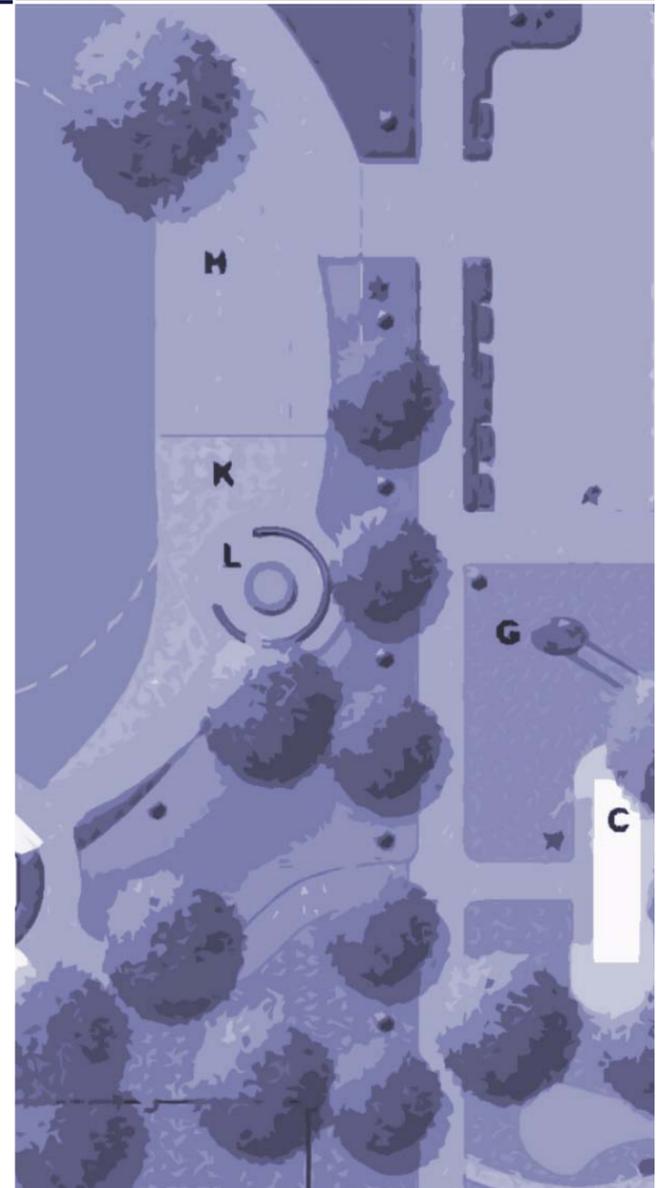
Figure 4.11





## 05 Historic Depot Plaza

- Existing Conditions
- Downtown Linkages
- Masterplan





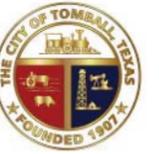
### THE DEPOT SITE

The Historic Depot Plaza is a 3 acre site, encompassing a city block, located on the eastern end of the historic downtown area directly adjacent to the Burlington Northern Santa Fe Railroad. The site is anchored by a fully restored train depot originally built in 1907. The restoration of the Depot, completed in honor of the Tomball Centennial in 2007, represents an important part of the City's history. The Depot is embossed in the original yellow-gold paint and has been beautifully refurbished to include a museum of railroad history. An authentic, restored turn-of-the-century era cabooses sits alongside the Depot, and is open to visitors to view during special events.



The Depot site has become the central celebratory public space for gatherings and events and is quickly becoming "the destination" when visiting Tomball. These time honored traditions and celebrations such as Germanfest, Train Day, and 2nd Saturdays will continue to embody Tomball's sense of pride into an identifiable cultural heart of Downtown to both residents and visitors alike.





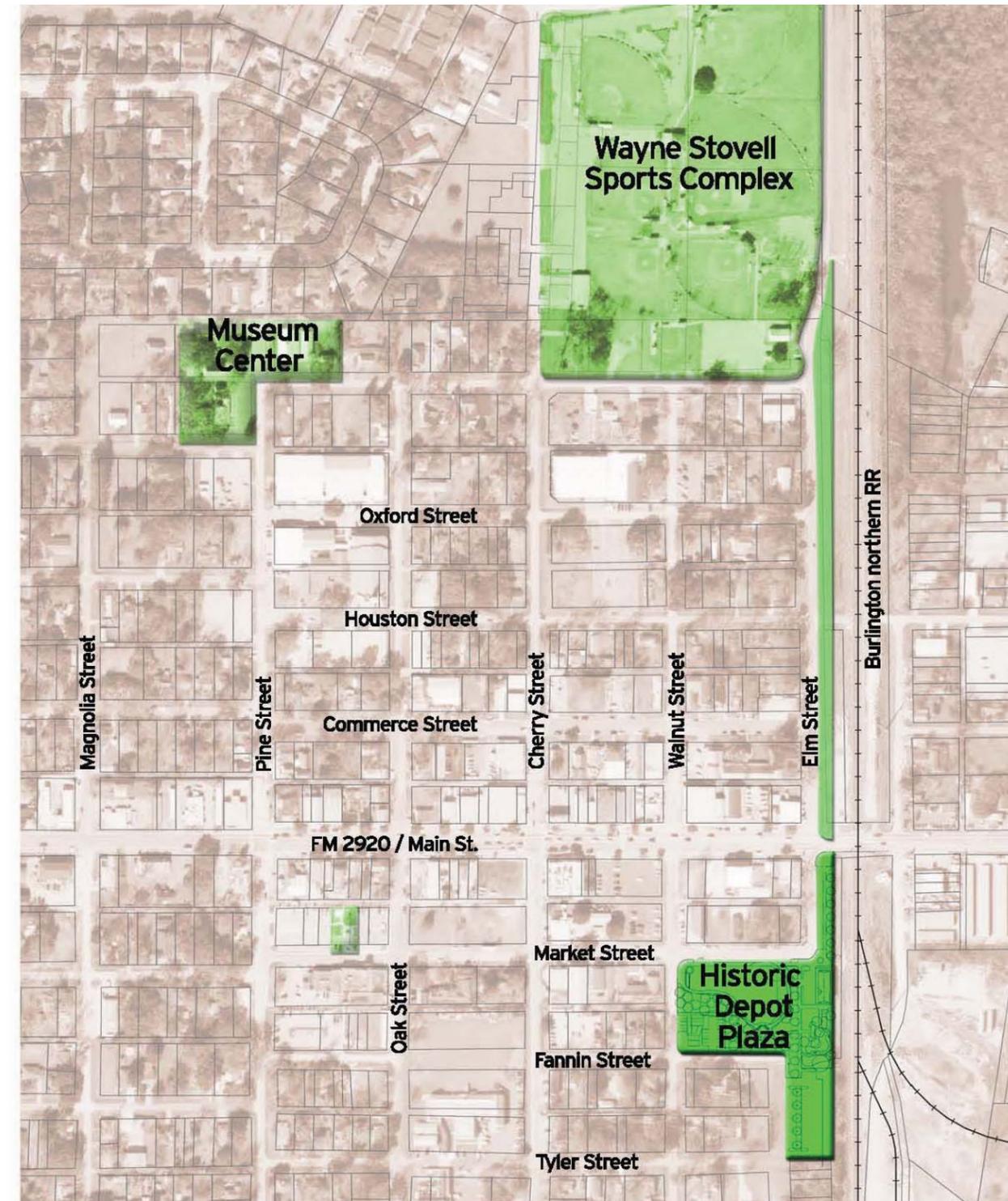
## 05 Historic Depot Plaza

### DOWNTOWN LINKAGES

The City of Tomball has actively acquired parcels adjacent to the Depot in order to expand the site. The acquisition of additional parcels will be necessary to complete the full vision and potential of the Depot Plaza site. In particular, the parcels located at the northeast corner of Walnut and Fannin Streets provide the opportunity to complete the city block and offer future parking potential as well as an opportunity to adaptively reuse the existing residential structures for Depot and park events. Additionally, the parcels south of the Depot site along the Burlington Northern Santa Fe railroad right-of-way should be acquired to provide a linear parking opportunity to connect with Tyler Street.



To the north of the Depot site, a linear stretch of city owned property along Elm Street adjacent to the Burlington Northern Santa Fe railroad right-of-way provides a vital linkage opportunity to the Wayne Stovell Sports Complex. With the development of parking, trails, landscaping, and decorative fencing, a “linear park” connection can provide an essential connection between public spaces and recreation facilities. This link will also offer an important pedestrian connection to off-site parking opportunities in the sports complex for large gatherings and events in the Depot Plaza.





## MASTERPLAN

The City of Tomball is often referred to as “A hometown with a heart”. The Historic Depot Plaza will serve as the “cultural heart” within the heart of Downtown Tomball. Building upon the continued success of the site as a major gathering space for events and festivals, the vision for the Depot Plaza is to create a series of active and passive spaces and structures into a multi-use downtown park that celebrates the history and social fabric of the community.



Farmer's Market



Perennial Garden

The master plan design incorporates a versatile arrangement of spaces to easily adapt to a variety of gatherings, celebrations and performances. Equally, the plaza site is envisioned to serve as a daily space of rest and recreation for Downtown residents, employees, and visitors alike. Continuing the traditions of yearly celebrations, festivals, holidays, and events will continue to develop a deep social and cultural sense of place to the heart of the downtown fabric.

### Key Elements to Promote as Defined by the Public

(in addition to the programmed elements of the masterplan)

- Preserve an Open View to the Depot Facade
- Frame the View to the Gazebo
- Create a Large Open Venue
- Create Smaller Intimate Spaces
- Promote Active Daily Use / Night Use / Place for all Ages
- Promote both Yearly Festivals and Performances (Germanfest)
- Promote Seasonal Repetitive Events (Farmer's Market)
- Promote Public Art Opportunities



Interactive Play Fountain



Artist's Rendering



# 05 Historic Depot Plaza

## LEGEND

- A Existing Historic Train Depot
- B Existing Gazebo
- C Existing Historic Caboose
- D Existing Structures (future acquisition and structure reuse)
- E Existing Detention Pond
- F Proposed Detention Pond
- G Existing Flag Poles
- H Existing Concrete Pad with Proposed Improvements
- I Event Lawn
- J Proposed Entry Fountain (with wall signage)
- K Proposed Interactive Play Fountain
- L Proposed Fire Pit Ring with Seat Wall
- M Proposed South Parking Lot (future acquisition to connect to Tyler Street)
- N Proposed West Parking Lot (future acquisition)
- O Proposed Ornamental Fencing with Masonry Columns
- P Proposed Park Entry Signage Wall
- Q Proposed Perennial Bed
- R Restrooms

	Stone Patterned Concrete		Event Lawn
	Slate Patterned Concrete		Turf
	Standard Concrete		Shrubs
	Decomposed Granite		Perennial Bed

-  Proposed Statue
-  Existing Thomas Ball Statue
-  Bench
-  Pedestrian Lamp







## 06 Implementation

- Funding
- Implementation Steps
- Phasing
- Cost Estimation



## FUNDING OPPORTUNITIES

The City of Tomball should work closely with the Houston-Galveston Area Council (H-GAC) and the Texas Department of Transportation (TxDOT) to advance the improvements identified in the *FM 2920 Access Management Study* and the *Tomball Livable Centers Study*. The Tomball City Council should demonstrate its commitment to the proposed improvements by formally adopting both plans. Appropriate projects should be incorporated into the City's Capital Improvements Program (CIP) document. This includes projects for which the City may consider applying for federal funds.

The City also should work with Harris County to ensure that any projects within the County's purview are included in the County CIP. The City and the County can work cooperatively with other funding agencies to affect the improvements identified in the reports.

## FEDERAL FUNDING

Infrastructure projects, typically, are eligible for Federal Highway Administration or Federal Transit Administration funding. Most federal transportation funds are administered by TxDOT, therefore, the City should consult with TxDOT prior to submitting an application for federal funding. This consultation should continue through the application process since all federally funded projects must be designed and constructed according to federal guidelines. While federal funding remains an excellent option for local governments to leverage their tax dollars, many times the stringent federal guidelines make an improvement cost prohibitive and local governments find it more cost effective to not utilize federal funding but rather design and construct to local standards.

Most federally funded projects require a local match commitment. A local match is a resource commitment, beyond the federal grant amount, made by a local entity to help implement a project. While the local match commitment varies, it is generally 20 percent of approved costs. Local match contributions generally are cash commitments but also can be in the form of an in-kind contribution. In-kind contributions include direct contributions to a project's implementation in the form of goods or effort and have a dollar-specific value.

Most federally funded projects are not actually grant programs but reimbursement programs, which means that a cost must be incurred by the State or local entity and is subsequently reimbursed by the federal government once approved documentation has been received. Should the City receive federal funding, it will need to enter into a Local Project Advance Funding Agreement with TxDOT. TxDOT lets most federally funded projects to construction; however, local lets are possible. In order to accelerate proposed improvements, the City should consider contributing local funds to certain proposed improvements in order to further leverage the State's resources.

*Local funds help to leverage the State's limited resources and may accelerate the implementation of a proposed improvement.*

## CATEGORIES OF FEDERAL FUNDING

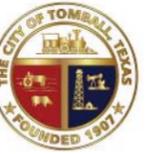
Surface Transportation Program - Metropolitan Mobility (STP) funds provide flexible funding for projects on any Federal-aid highway, including public roads, bike lanes, sidewalks, and transit projects. These federal funds require a local match of 20 percent.

Congestion Mitigation Air Quality (CMAQ) provides funding for projects that demonstrate a benefit to air quality through reduced emissions. These funds are available only to areas designated as non-attainment. The Houston-Galveston Transportation Management Area (TMA) has been designated as a non-attainment area. Funds may be used for projects that improve mobility thereby reducing traffic delay and emissions. Most of the recommendations in the *FM 2920 Access Management Study* are eligible for CMAQ funding. In addition projects that support alternative modes of transportation such as mass transit, walking, and bicycling are eligible for CMAQ funding. These funds generally require a 20 percent local match; however, some activities such as carpool/vanpool projects, priority control systems for emergency and transit vehicles, and traffic control signalization are eligible for 100 percent funding.

The Houston-Galveston Area Council, in consultation with TxDOT, programs the STP and CMAQ funded programs. Approximately every two years, the MPO conducts a Call for Projects and State and local entities apply and compete for funding in these two categories. Selected projects are then carried in the Transportation Improvement Program, which is the four-year funding document for the region. Final decision-making authority for project selection rests with the Transportation Policy Council, which is the policy making board for the MPO and is composed of local representatives from the eight-county TMA.

The Statewide Transportation Enhancement Program (STEP) is federal funding that contributes to quality of life and environment, and enhances the aesthetics of roadways. The STEP funding is a statewide competitive program administered by TxDOT. Projects are eligible for reimbursement up to 80 percent of allowable costs. To be considered, all projects must demonstrate a relationship to the surface transportation system through either function or impact and must incorporate one of the following:

- Provision of facilities for pedestrians and bicycles
- Provision of safety and education of pedestrians and bicycles
- Acquisition of scenic easements and scenic and historic properties
- Scenic or historic highway programs (including provisions for tourist and welcome centers)
- Landscaping and other scenic beautification
- Historic preservation, including buildings
- Rehabilitation and operation of transportation-related buildings, structures, and facilities (including historic railroad facilities)
- Preservation of abandoned railway corridors (including conversion to bicycle/pedestrian facilities)
- Control/removal of outdoor advertising



## 06 Implementation

- Archaeological planning and research
- Environmental mitigation to address water pollution due to highway runoff or reduce vehicle-caused wildlife mortality while maintaining habitat connectivity
- Establishment of a transportation museum

### LOCAL FUNDING OPTIONS

In addition, to the traditional CIP funding, the legislature has created a broad-range of project funding options that enhance economic development and quality of life for Texas taxpayers. A summary of some potential funding options below should be explored by the City of Tomball, in consultation with legal counsel to determine eligibility and best fit.

Neighborhood Empowerment Zones (Zone) may be created by a municipality under Section 378.001 of the Texas Local Government Code to facilitate affordable housing, increase economic development, and improve the quality of social services, education, and public safety to residents of the Zone.

Chapter 380 Grants, which refers to Chapter 380 of the Texas Local Government Code authorizes municipalities to provide assistance for economic development. Municipalities may provide for administration of programs that make loans/grants of public funds, and provide city personnel and city services for promotion and encouragement of economic development by stimulating business and commercial activity within the municipality.

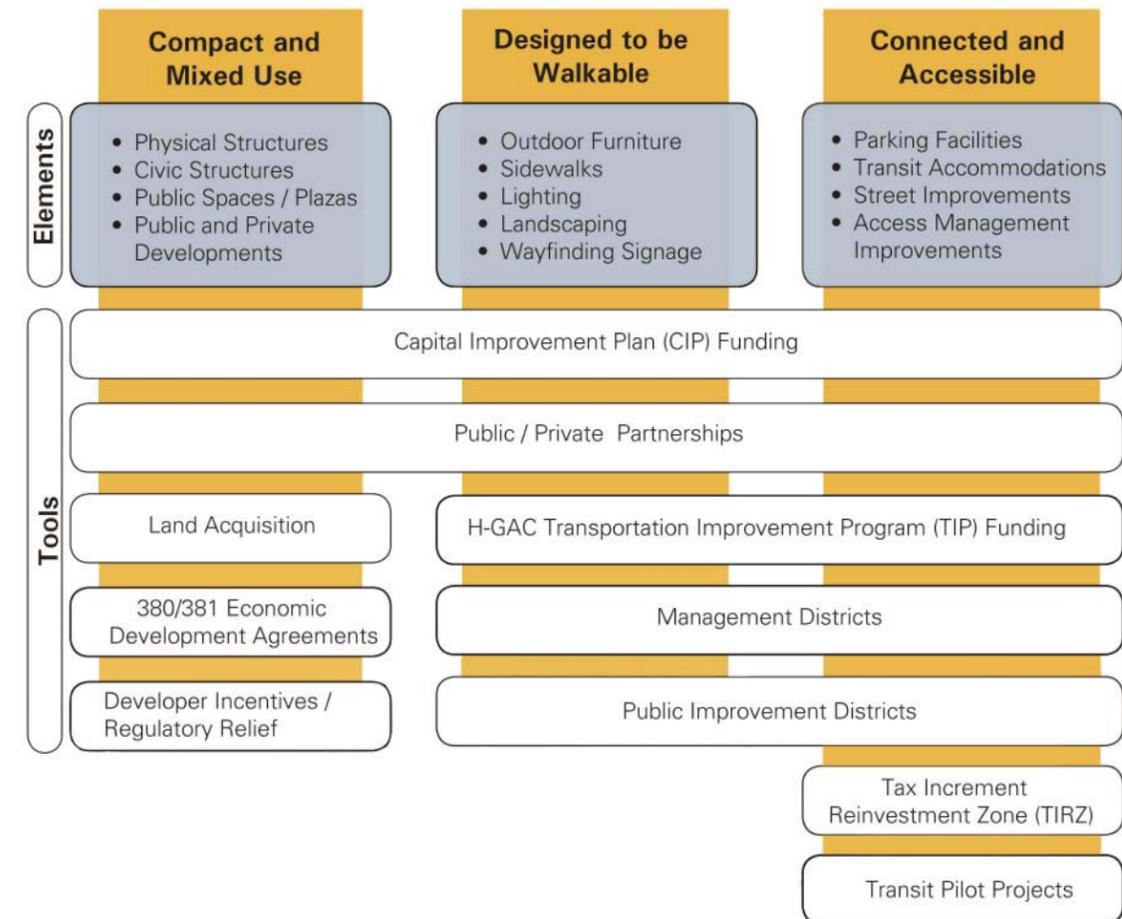
In addition, the City of Tomball could explore options for a Municipal Management District, Public Improvement District, and/or Tax Increment Reinvestment Zone - all of which promote employment, commerce, economic development, and public welfare in commercial areas.

### PRIVATE SECTOR

The private sector plays an important role in improving mobility and relieving congestion by cooperating with infrastructure agencies to develop raw land and redevelop existing sites according to the *FM 2920 Access Management Study's* guidelines. The private sector can improve mobility on existing roadways through the donation of relatively small strips of right-of-way for agencies to make improvements. Private property owners can consolidate driveways and shift primary business entrances to side streets thereby promoting less turning movements from the through street. The donation of right-of-way can be used by local agencies as part of the required local match in applying for federal funding.

Public-private partnerships (P3s) are a powerful economic development mechanism for redeveloping areas that are going to be affected by transportation improvements. P3s are created when public-sector agencies join with private-sector entities and enter into a business relationship to share risk while pursuing a commonly shared goal linked to objectives of individual partners.

### LIVABLE CENTERS ACTION STEPS



Source H-GAC

### CITY OF TOMBALL IMPLEMENTATION STEPS

- City Council to formally adopt the *FM 2920 Access Management Study* and the *Tomball Livable Centers Downtown Plan*
- Develop a Downtown Specific Plan (DSP) to incorporate the *Tomball Livable Centers Study* recommendations into the Zoning Ordinance to establish development standards for the Downtown area
- Formalize strategic list of projects and phasing plan with a priority on public parking
- Create annual budget in Capital Improvements Plan
- Pursue and develop funding sources for strategic implementation phasing
- Develop full design plans, specifications and estimates (PS&E) design construction document



PHASING

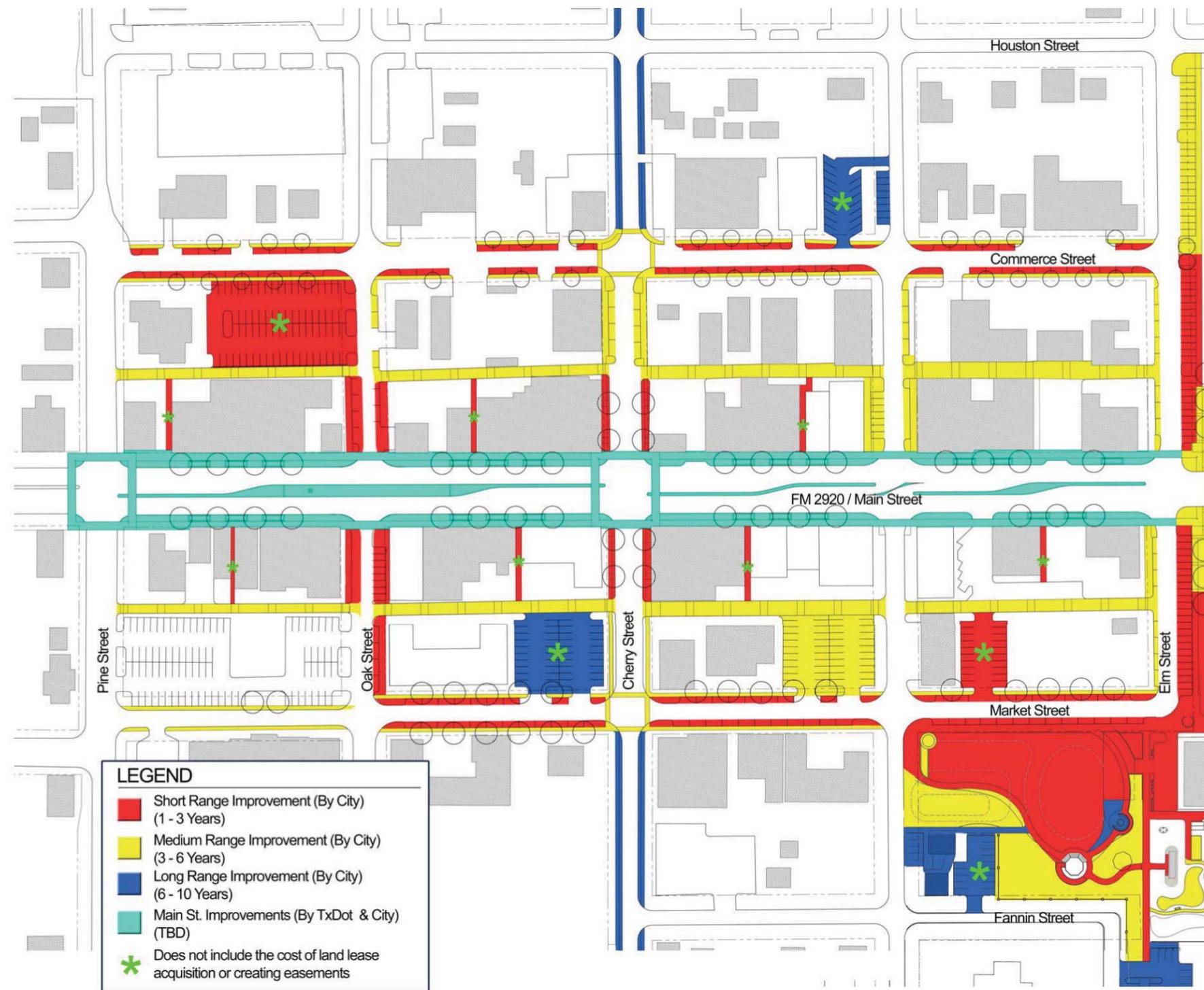
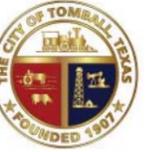


Figure 5.1 This layout is a recommendation only, and is not the only alternative layout possible due to land availability and acquisition. Further design, development and acquisition will be necessary for final implementation.

# 06 Implementation



## COST ESTIMATION

The Tomball Livable Centers Downtown Plan Preliminary Cost Estimate is a planning level order of magnitude cost estimate based on May 2009 information only. Detailed construction plans and specifications for individual projects will need to be developed for accurate definable construction costs.

Tomball Livable Centers Downtown Plan Preliminary Cost Estimate				
Improvement	City of Tomball			
	Number	Unit	Unit Cost	Cost
<b>Short Range</b>				
<b>Parking</b>				
Surface Parking Lot at Commerce Street and Oak Street	21,900	SF	\$7.00	\$153,300.00
Surface Parking Lot at Market Street and Walnut Street	6,350	SF	\$7.00	\$44,450.00
Surface Parking at Elm Street	5,800	SF	\$7.00	\$40,600.00
<b>Streetscape</b>				
Paver Type 1	600	SF	\$12.00	\$7,200.00
Standard Concrete Sidewalk	9,200	SF	\$4.75	\$43,700.00
Bulb Outs - Commerce Street, Market Street and Elm Street	1,850	LF	\$2.20	\$4,070.00
Parallel Parking Striping at Commerce Street, Market Street and Elm Street	1,650	LF	\$0.30	\$495.00
4" Caliper Trees (Cherry Street)	8	EA	\$600.00	\$4,800.00
Sod	3,800	SF	\$0.30	\$1,140.00
Irrigation	3,800	SF	\$0.25	\$950.00
<b>Depot</b>				
Grading	1	LS	\$21,500.00	\$21,500.00
Slate Patterned Concrete	17,200	SF	\$8.00	\$137,600.00
Stone Patterned Concrete	6,150	SF	\$8.00	\$49,200.00
Kiosk	1	EA	\$15,000.00	\$15,000.00
4" Caliper Trees	21	EA	\$600.00	\$12,600.00
Shrubs, Ornamental Grasses, Groundcover	2,000	SF	\$3.50	\$7,000.00
Sod	25,300	SF	\$0.30	\$7,590.00
Irrigation	27,300	SF	\$0.25	\$6,825.00
<b>TOTAL FOR SHORT RANGE IMPROVEMENTS</b>				<b>\$558,020.00</b>
<b>Medium Range</b>				
<b>Parking</b>				
Surface Parking Lot at Market Street and Walnut Street	12,800	SF	\$7.00	\$89,600.00
Parallel Parking at Oak Street, Cherry Street and Walnut Street	7,100	SF	\$7.00	\$49,700.00
<b>Streetscape</b>				
Paver Type 1	22,050	SF	\$12.00	\$264,600.00
Paver Type 2	8,000	SF	\$12.00	\$96,000.00
Standard Concrete Sidewalk (and Banding)	30,600	SF	\$4.75	\$145,350.00
Poles for String Lights	126	EA	\$1,300.00	\$163,800.00
String Lights	5,950	LF	\$20.00	\$119,000.00
Gateway (Including Structure, Fencing, Landscape areas, Benches and Flag Poles, and Special Paving)	1	LS	\$260,000.00	\$260,000.00
Striping for crosswalks at Cherry Street and Commerce Street/Market Street	550	LF	\$0.30	\$165.00
Street Markers	20	EA	\$500.00	\$10,000.00
Wayfinding Vehicular Signage	4	EA	\$1,500.00	\$6,000.00
4" Caliper Trees	56	EA	\$600.00	\$33,600.00
Sod	10,000	SF	\$0.30	\$3,000.00
Irrigation	10,000	SF	\$0.25	\$2,500.00
<b>Depot</b>				
Entry Fountain	1	LS	\$75,000.00	\$75,000.00
Restroom Building	1	LS	\$25,000.00	\$25,000.00
Decomposed Granite	700	SF	\$2.75	\$1,925.00
Detention Pond	1	LS	\$16,800.00	\$16,800.00
Benches	7	EA	\$1,500.00	\$10,500.00
Ornamental Fencing with Masonry Columns	1	LS	\$40,000.00	\$40,000.00
Pedestrian Lighting	22	EA	\$10,000.00	\$220,000.00
4" Caliper Trees	21	EA	\$600.00	\$12,600.00
Shrubs, Ornamental Grasses, Groundcover	4,950	SF	\$3.50	\$17,325.00
Sod	23,350	SF	\$0.30	\$7,005.00
Irrigation	28,300	SF	\$0.25	\$7,075.00
<b>TOTAL FOR MEDIUM RANGE IMPROVEMENTS</b>				<b>\$1,676,545.00</b>

Tomball Livable Centers Downtown Plan Preliminary Cost Estimate				
Improvement	City of Tomball			
	Number	Unit	Unit Cost	Cost
<b>Long Range</b>				
<b>Parking</b>				
Surface Parking Lot at Commerce Street and Walnut Street / Market Street and Cherry Street	18,300	SF	\$7.00	\$128,100.00
Parallel Parking at Commerce Street and Walnut Street	1,300	SF	\$7.00	\$9,100.00
Surface Parking at Elm Street	6,850	SF	\$7.00	\$47,950.00
<b>Streetscape</b>				
Standard Concrete Sidewalk along Cherry Street	7,350	SF	\$4.75	\$34,912.50
Standard Concrete Sidewalk along Elm Street	3,825	SF	\$4.75	\$18,168.75
Drainage/Curb and Gutter at Cherry Street	1,100	LF	\$145.00	\$159,500.00
Drainage/Curb and Gutter at Elm Street	250	LF	\$145.00	\$36,250.00
Sod	5,860	SF	\$0.30	\$1,758.00
<b>Depot</b>				
Park Entry Signage Wall	1	LS	\$5,000	\$5,000.00
Interactive Play Fountain	1	LS	\$75,000.00	\$75,000.00
Fire Pit Ring with Seat Wall	1	LS	\$10,000.00	\$10,000.00
Standard Concrete	1,750	SF	\$4.75	\$8,312.50
Surface Parking Lots	5,050	SF	\$6.50	\$32,825.00
Existing Structures (Future Acquisition)	1	LS	TBD	TBD
<b>TOTAL FOR LONG RANGE IMPROVEMENTS</b>				<b>\$566,876.75</b>
<b>TOTAL IMPROVEMENT COSTS</b>				<b>\$2,801,441.75</b>
<b>CONTINGENCY (25%)</b>				<b>\$700,360.44</b>
<b>GRAND TOTAL</b>				<b>\$3,501,802.19</b>

Tomball Livable Centers Downtown Plan Preliminary Cost Estimate									
Improvement	City of Tomball				TxDOT				GRAND TOTAL
	Number	Unit	Unit Cost	Cost	Number	Unit	Unit Cost	Cost	
<b>FM 2920 / Main Street</b>									
<b>Streetscape</b>									
Paver Type 1 *	30,800	SF	\$12.00	\$369,600.00		SF		TBD	
Paver Type 2 *	7,070	SF	\$12.00	\$84,840.00		SF		TBD	
Paver Type 3 *	500	SF	\$12.00	\$6,000.00		SF		TBD	
Standard Concrete *	23,250	SF	\$4.75	\$110,437.50		SF		TBD	
Major Traffic Signal *	4	EA	\$15,000.00	\$60,000.00		EA		TBD	
Minor Traffic Signal *	4	EA	\$10,000.00	\$40,000.00		EA		TBD	
Pedestrian Lighting *	24	EA	\$10,000.00	\$240,000.00		EA		TBD	
Vehicular Lighting *	9	EA	\$12,500.00	\$112,500.00		EA		TBD	
Kiosk	2	EA	\$15,000.00	\$30,000.00		EA		\$0.00	
Street Markers (Precast)	8	EA	\$500.00	\$4,000.00		EA		\$0.00	
Wayfinding Vehicular Signage	3	EA	\$1,500.00	\$4,500.00		EA		\$0.00	
18" Planter Walls	2,000	LF	\$150.00	\$300,000.00		LF		\$0.00	
Benches	16	EA	\$1,500.00	\$24,000.00		EA		\$0.00	
Trash Receptacles	8	EA	\$300.00	\$2,400.00		EA		\$0.00	
4" Caliper Trees	31	EA	\$600.00	\$18,600.00		EA		TBD	
Shrubs, Ornamental Grasses, Groundcover	7,800	SF	\$3.50	\$27,300.00		SF		TBD	
Irrigation	7,800	SF	\$0.25	\$1,950.00		SF		TBD	
<b>TOTAL FOR SHORT RANGE IMPROVEMENTS</b>				<b>\$1,436,127.50</b>				<b>\$0.00</b>	
<b>CONTINGENCY (25%)</b>				<b>\$359,031.88</b>				<b>\$0.00</b>	
<b>TOTAL IMPROVEMENT COSTS</b>				<b>\$1,795,159.38</b>				<b>\$1,795,159.38</b>	

\* indicates streetscape elements integral to the reconstruction of FM2920 Main Street which represent a cost sharing opportunity. Cost Estimate is only for streetscape enhancement elements. For roadway reconstruction reference the *FM 2920 Access Management Study*.

**Note: Estimates do not include design fees, permitting fees, and cost for land acquisition.**