



Cypress Creek Greenway Case Study



Consolidated Final Report

May 2013



Introduction

This document presents the consolidated reports from the Cypress Creek Greenway Case Study, conducted for the Houston-Galveston Area Council (H-GAC) and the Houston Parks Board from November 2012 through May 2013. The reports contained herein reflect the fact that the Case Study comprised a series of tasks with reports produced at different points during the study period. The following describes the general content of each report:

Tasks 1 and 2 Summary of Findings

Initial work focused on understanding the geographic, demographic, economic, and political context of the studied portion of the Cypress Creek Greenway corridor. This report presents the results of the research on population and land use trends, an overview of governance structures in the corridor, and a Sustainability Gap Analysis.

Public Involvement Plan

The Case Study process centered around extensive involvement from corridor residents, businesses, property owners, and community organizations, plus local utility districts. The public involvement plan lays out the initial approach to structuring this outreach to achieve maximum input, two-way communication, and assessment of support for the Greenway concept.

Benefits Projection and Discussion

One of the primary analyses conducted during the Case Study was a projection of the various types of public benefits that could be quantitatively projected specifically for implementation of the Cypress Creek Greenway. This report presents the methodologies, research sources, and results of these projections that were presented during the public involvement process.

Survey Report

A community survey was a central focus of community outreach, as it was the most effective means for obtaining input and gauging support for the Greenway from a large sample of individuals residing or having other interests in the Cypress Creek corridor. This report presents the results of that survey.

Concluding Findings and Recommendations

After having accomplished its public involvement program and dialogued with Harris County officials, the consultant team made a series of recommendations to Harris County and to the community stakeholders who assisted with the Case Study. This brief report summarizes those concluding recommendations.

Table of Contents

(note: each report is separately paginated)

Tasks 1 and 2 Summary of Findings

Public Involvement Plan

Benefits Projection and Discussion

Survey Report

Concluding Findings and Recommendations



Cypress Creek Greenway Case Study



Tasks 1 and 2 Summary of Findings

February 2013



Table of Contents

Introduction..... 2

Table of Contents..... 3

 Tasks 1 and 2 Summary of Findings..... 3

 Public Involvement Plan 3

 Benefits Projection and Discussion 3

 Survey Report..... 3

 Concluding Findings and Recommendations 3

Table of Contents..... i

Introduction..... 1

Corridor Description 2

Demographics..... 3

 Total Population Trends..... 3

 Age Distribution..... 3

 Ethnicity 6

 Household Income..... 8

 School Information 9

Land Use and Economy..... 10

 Land Use By Area and Valuation 10

 Assessed Value Trends..... 13

 Valuation Trends – Single Family Homes..... 14

Governance 15

 Harris County..... 15

Commissioner Precincts 15

Harris County Flood Control District 16

 Utility Districts..... 16

Utility Districts in the Cypress Creek CorridorTotal Taxable Value Trends..... 16

Total Taxable Value Trends..... 17

Strategic Partnership Agreements (SPAs)..... 17

Utility District Parks 18

Sustainability Gap Analysis..... 19

 Provide More Transportation Choices..... 19

 Promote Equitable, Affordable Housing..... 20

 Enhance Economic Competitiveness..... 20

Support Existing Communities	21
Coordinate policies and leverage investment.....	21
Value Communities and Neighborhoods	22
Appendix A: Greenway Benefits Model Update Summary.....	23

Introduction

This report presents a summary of the findings from initial research conducted for the Cypress Creek Greenway Case Study, covered Tasks 1 and 2 of the Scope of Work for the CDS | Spillette – Marsh Darcy Partners consultant team. This Case Study is one of six that are part of the Regional Plan for Sustainable Development, a project of the Houston-Galveston Area Council (H-GAC), funded by a grant from the federal Department of Housing and Urban Development (HUD).

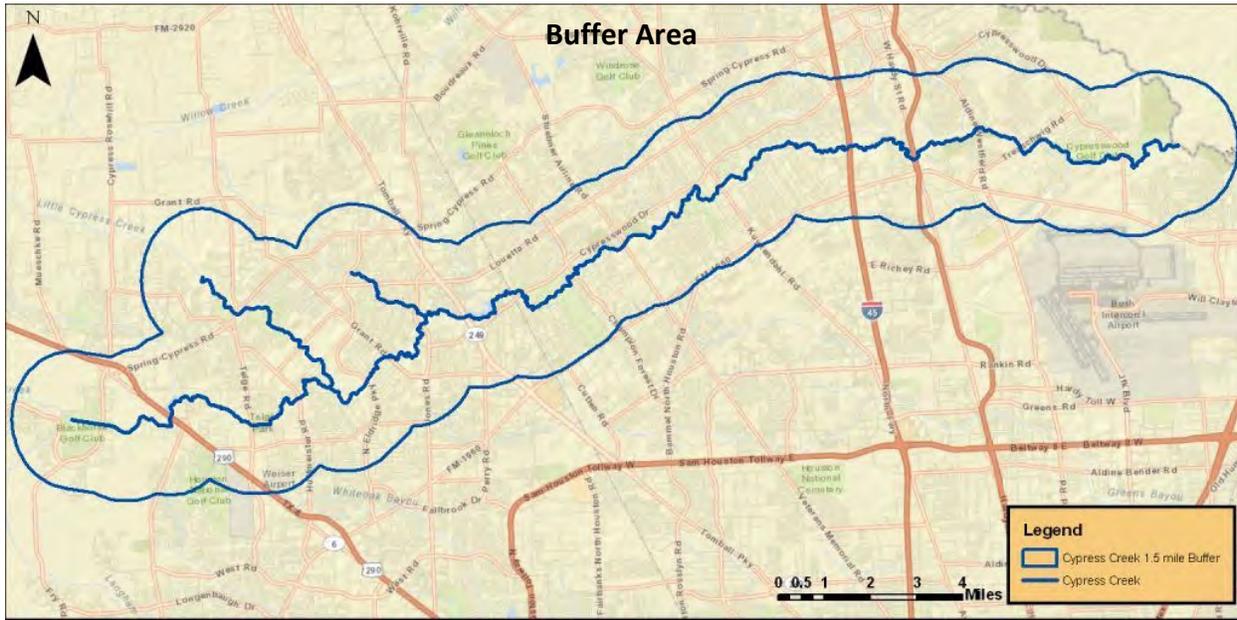
The Houston Parks Board is the local sponsor of this Case Study. The Parks Board has been a principal promoter of the Bayou Greenways Initiative, an effort to create continuous, connected open space with walking / biking trails along the region's bayous and creeks. Whereas implementation of this initiative along other waterways has been fortunate to have been taken on as a specific project by relevant local governments such as the City of Houston and Harris County, Cypress Creek does not currently have an organizational or financial sponsor devoted to making a Greenway project happen. This Case Study is intended to identify ways that public support can be generated for the project and provide a direction for an organizational and funding structure that could see through its implementation.

Findings in the report include:

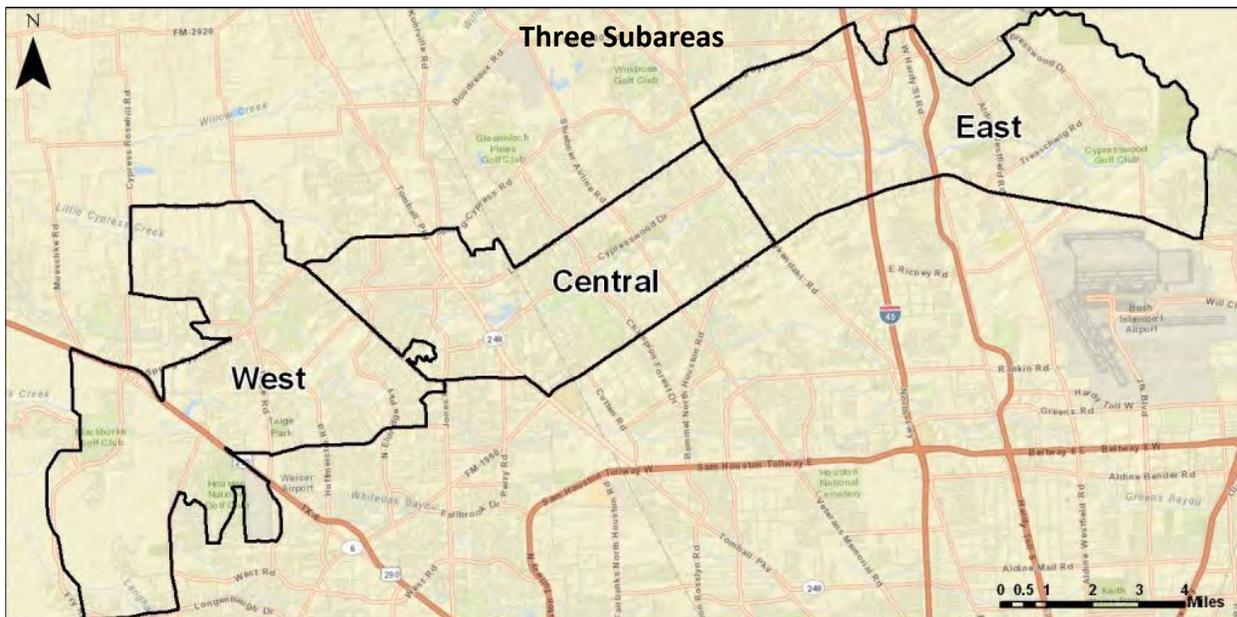
- A summary of Census-based demographic research on the Cypress Creek corridor
- Results of analysis on land uses and assessed values using Harris County Appraisal District data
- An overview of the public governance structure in the corridor
- A Sustainability Gap Analysis based on HUD's six Livability Principles
- The Public Involvement Plan for the corridor (appendix – attached separately)
- An update of a socioeconomic impact model describing the benefits of implementing the Greenway in the Cypress Creek Corridor (appendix)

Corridor Description

The Cypress Creek corridor study area was first defined by a 1.5 mile buffer around the selected length of Cypress Creek and two of its tributaries. This 1.5 mile buffer was then used to create a study area based on 2010 US Census Block Groups for demographic analysis, illustrated in the map below.



The Cypress Creek corridor study area is broken into three sections for analysis, West, Central, and East. The boundaries between the sections are defined almost entirely by major roads. Kuykendahl Road is the boundary between the East and Central sections while Grant Road forms most of the boundary between the Central and West sections. These boundaries follow along 2010 US Census Block Groups.



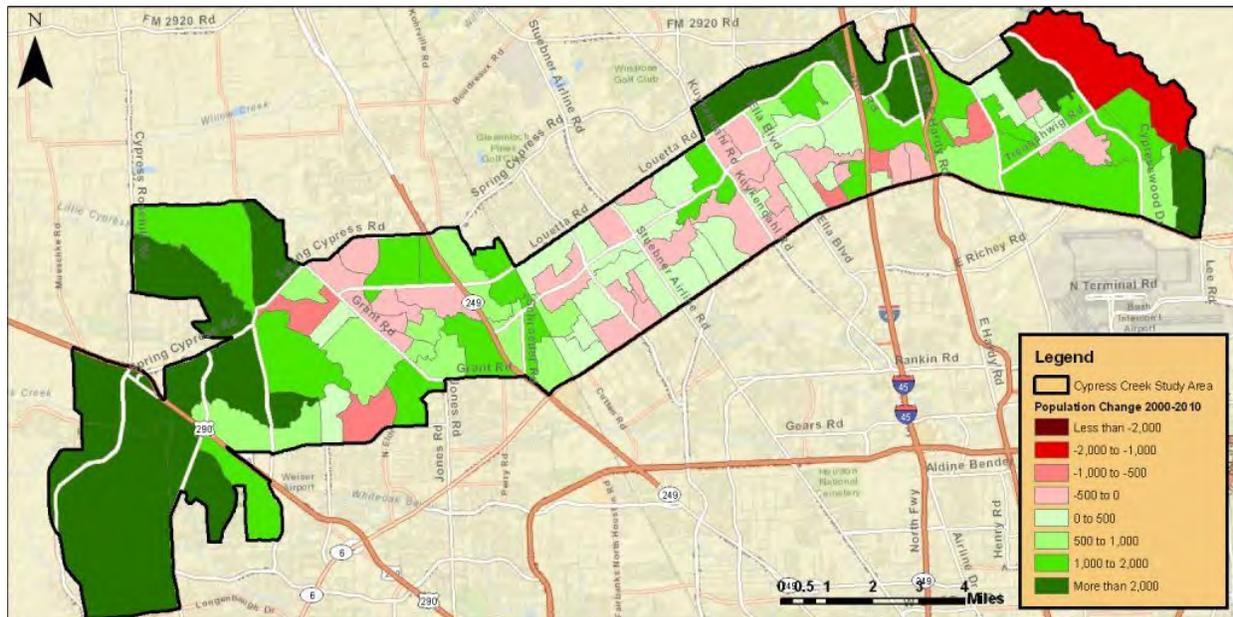
Demographics

Total Population Trends

The population of the Cypress Creek corridor study area increased significantly between the 2000 and 2010 US Census. The study area added over 70,000 residents during this 10 year period, a 42.8% increase that brought the total population of the area to 238,097. The West section saw both the largest increase in population and the largest percent increase in population. It remains the least populated of the segments, but likely the one with the most room for growth. The study area population growth is illustrated in the table and map below.

Study Area Population Growth				
Subarea	2000 Census	2010 Census	Difference	
			Change	% Change
East	70,240	95,621	25,381	36.1%
Central	70,875	83,042	12,167	17.2%
West	25,570	59,434	33,864	132.4%
Total Area	166,685	238,097	71,412	42.8%

Total Population Change 2000-2010 Map – Block Groups



The Block Groups that saw the most significant increase in population were concentrated in the West section of the study area, with a handful located in the East. Several Block Groups lost population between 2000 and 2010, most of which are located in the Central section. Many of the Central section’s block groups are built-out and contain established neighborhoods.

Age Distribution

Different age groups can take advantage of and value the sustainability benefits of the corridor in different ways. Children benefit from expanded opportunities for active recreation in an environment safe from automobile traffic. Older people not only have greater opportunities to gain health benefits

from exercise but also can broaden their mobility options for local travel without requiring getting behind the wheel of an automobile.

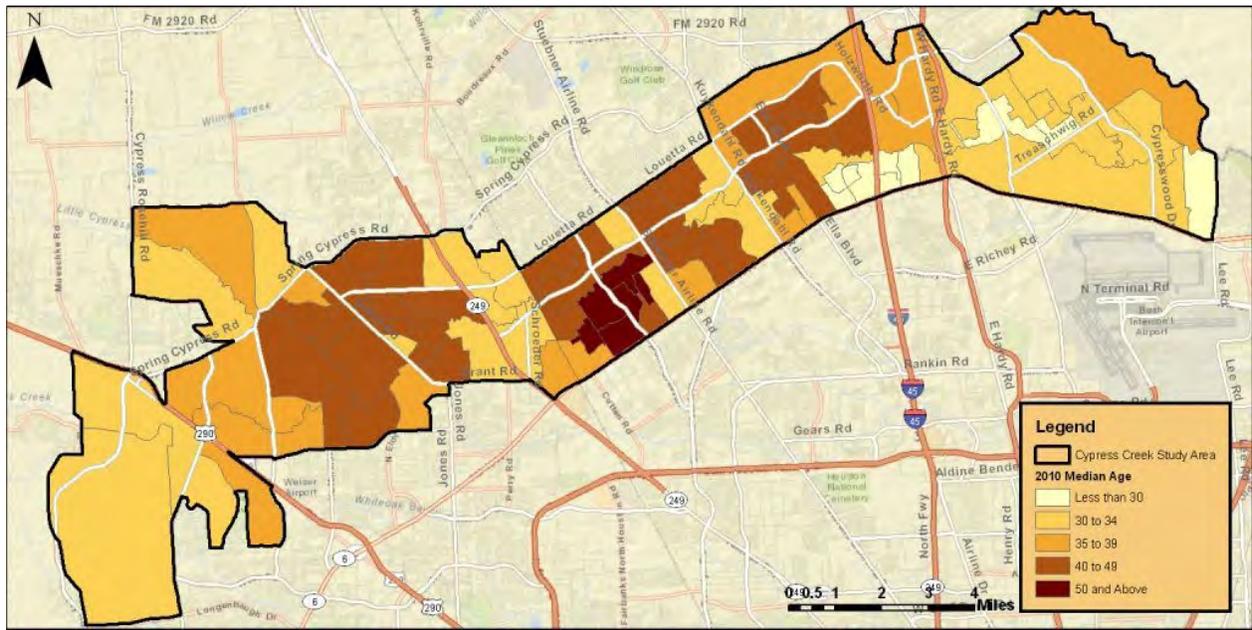
While the median age of the residents of the Cypress Creek corridor study area did not change between the 2000 and 2010 Census, the age makeup did change. Totals in all age ranges increased, none more than those from ages 55 to 64. Total population over age 65 increased by nearly 100%, while the population of children under age 18 increased by nearly 39%, less than the 42.8% increase seen among the entire population. The share of children decreased slightly, as did shares of young adults. Middle-aged adults combined to lose 4.7 percentage points of their share while the population over age 55 gained 4.9 percentage points.

Between the 2000 and 2010 Census, the population over age 65 increased significantly in all sections. The East section skewed much younger than the study area as a whole, with a median age of 32. The Central section saw a slight decrease in its total under age 18 population, while also seeing its median age grow from 38 to 43 years.

Study Area Population By Age						
Total Area	2000 Census		2010 Census		Difference	
	Count	Share	Count	Share	Change	% Change
Total Population	166,685		238,097		71,412	42.8%
Median Age	35		35		0	0.0%
Under Age 18	46,681	28.0%	64,861	27.2%	18,180	38.9%
Over Age 65	10,873	6.5%	21,440	9.0%	10,567	97.2%
Under Age 5	11,739	7.0%	16,993	7.1%	5,254	44.8%
Ages 5 to 9	12,824	7.7%	18,107	7.6%	5,283	41.2%
Ages 10 to 14	13,849	8.3%	18,727	7.9%	4,878	35.2%
Ages 15 to 17	8,269	5.0%	11,034	4.6%	2,765	33.4%
Ages 18 to 21	6,187	3.7%	8,738	3.7%	2,551	41.2%
Ages 21 to 24	7,290	4.4%	11,360	4.8%	4,070	55.8%
Ages 25 to 34	23,427	14.1%	32,404	13.6%	8,977	38.3%
Ages 35 to 44	29,670	17.8%	35,170	14.8%	5,500	18.5%
Ages 45 to 54	27,168	16.3%	36,034	15.1%	8,866	32.6%
Ages 55 to 64	14,938	9.0%	27,415	11.5%	12,477	83.5%
Ages 65 to 74	6,920	4.2%	13,428	5.6%	6,508	94.0%
Ages 75 to 84	3,160	1.9%	5,978	2.5%	2,818	89.2%
Over Age 85	793	0.5%	2,034	0.9%	1,241	156.5%

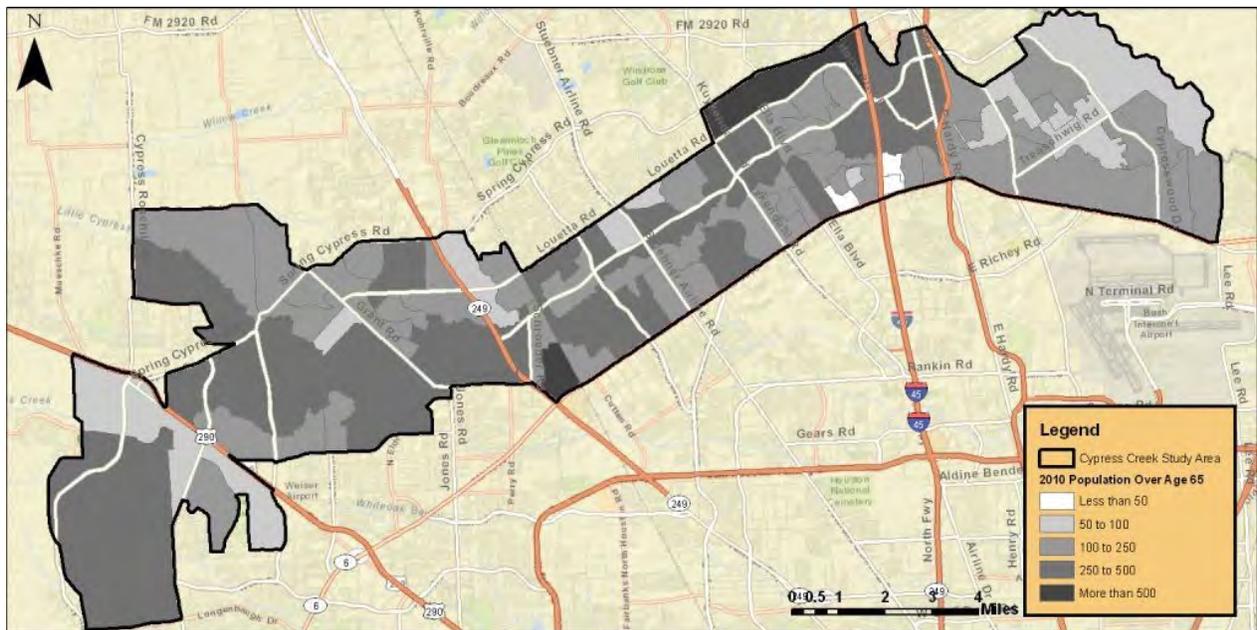
Many of the Block Groups that experienced a decrease or small increase in total population from 2000 to 2010 also have a higher median age. All of the Block Groups with a median age over 50 years are located in the Central section. Conversely, all Block Groups with a median age below 30 years are located in the East section.

2010 Median Age – Block Groups

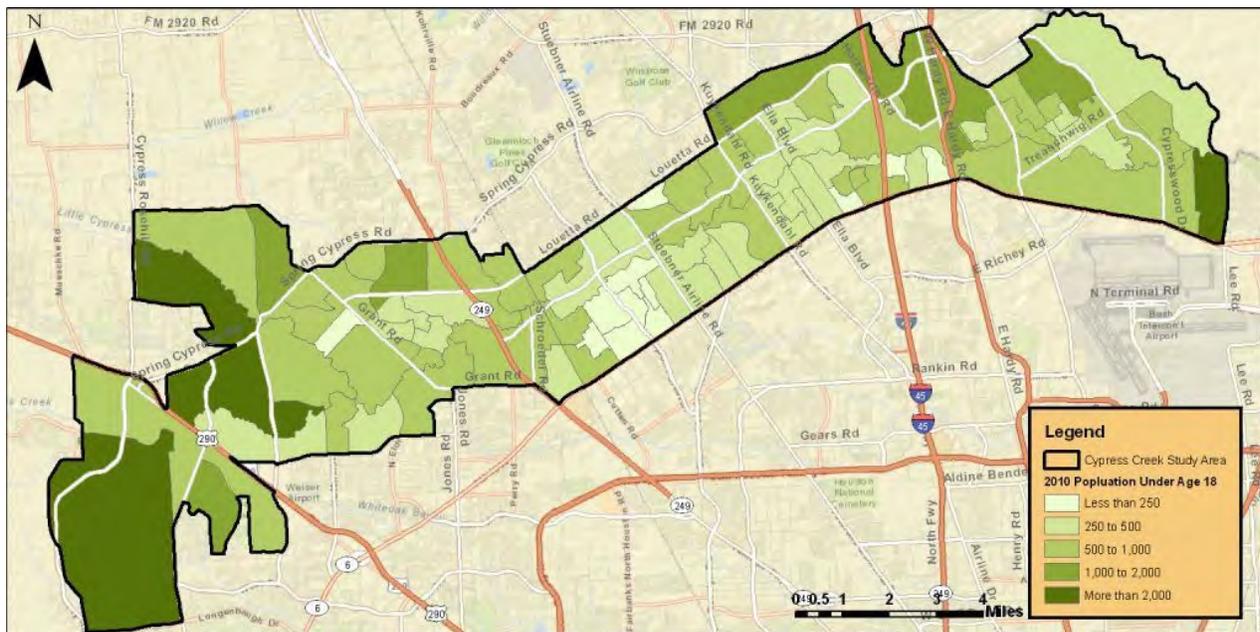


Nearly all Block Groups contain more than 100 residents over the age of 65, though only 2 contain more than 500 such residents. The only Block Groups with less than 50 residents over the age of 65 are located in the East section.

2010 Population Over Age 65 – Block Groups



2010 Population Under Age 18 – Block Groups



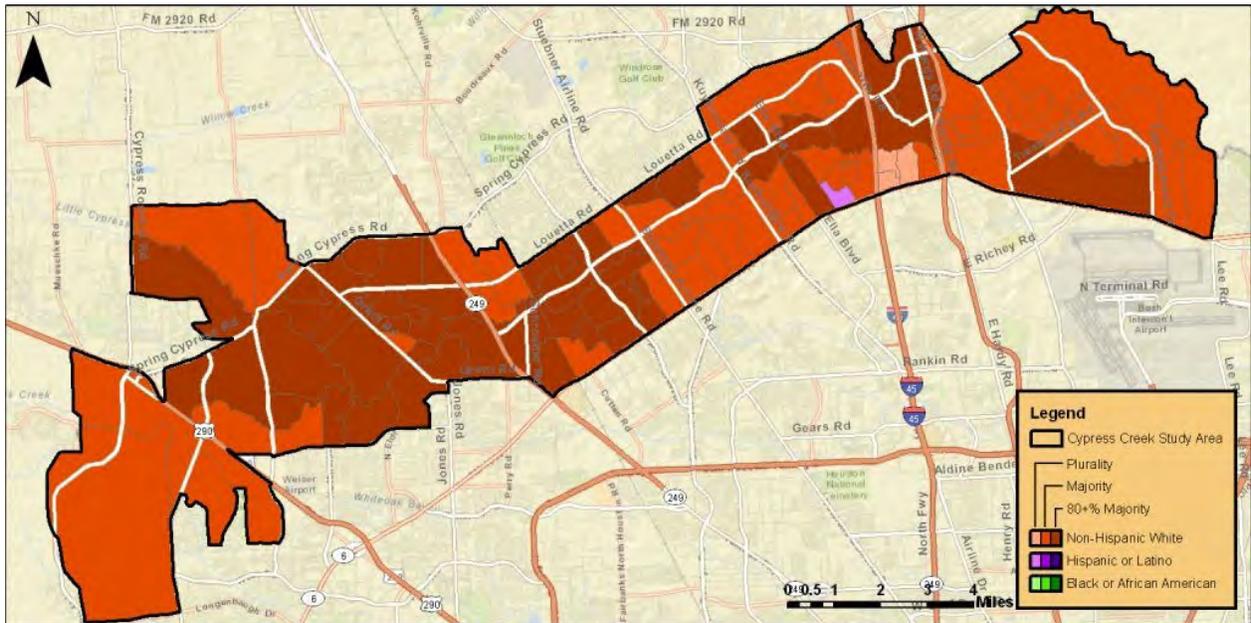
The Central section contains no Block Groups with more than 1,000 children and most of the block groups that are home to less than 250 people under age 18. Several block groups in the fast-growing West section contain more than 2,000 children.

Ethnicity

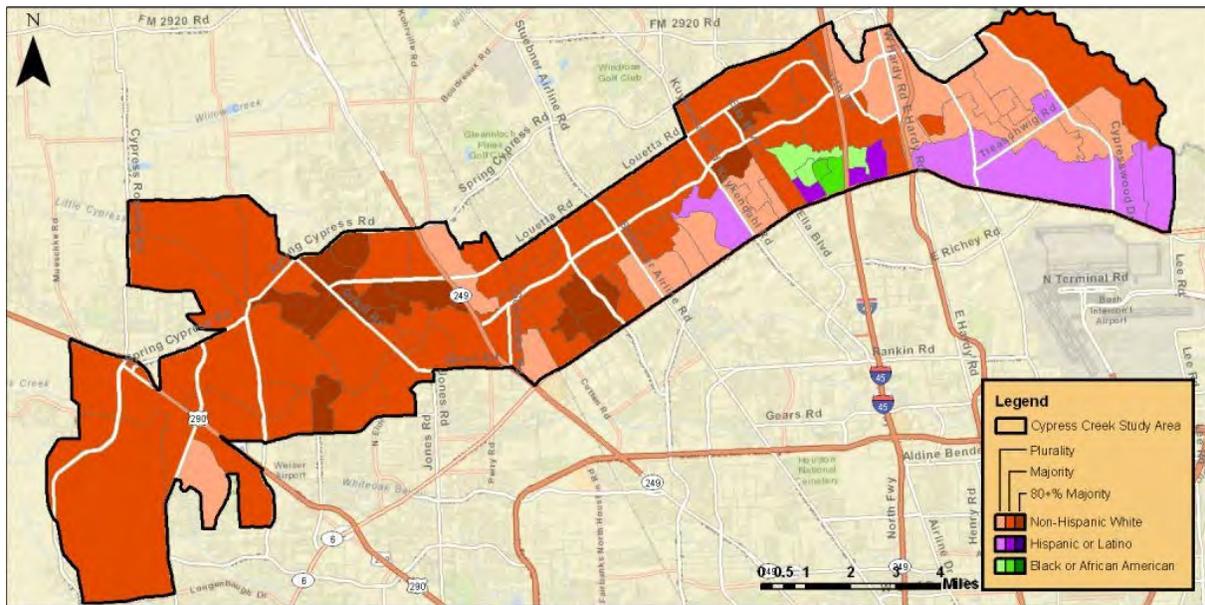
The population of all ethnic groups in the Cypress Creek corridor study area increased from 2000 to 2010. Every ethnic group except for Non-Hispanic Whites increased at a greater percentage than the district population as a whole. Among the 5 ethnic groups with more than 1,000 members, the Hispanic or Latino population saw the largest total population increase and the Black or African-American population saw the largest percent increase. Non-Hispanic Whites remain the majority in the study area, despite their share dropping by nearly 20 percentage points. The Asian population added 2.6 points to its share of the population, the Hispanic or Latino population added 8.8 points, and the Black or African-American population more than doubled with an increase of 7.5 points.

Study Area Population By Ethnicity						
Total Area	2000 Census		2010 Census		Difference	
	Count	Share	Count	Share	Change	% Change
Total Population	166,685		238,097		71,412	42.8%
Non-Hispanic White	126,888	76.1%	134,586	56.5%	7,698	6.1%
Black or African-American	10,321	6.2%	33,206	13.9%	22,885	221.7%
American Indian or Alaska Native	290	0.2%	458	0.2%	168	57.9%
Asian	6,183	3.7%	15,058	6.3%	8,875	143.5%
Native Hawaiian or Other Pacific Islander	53	0.0%	257	0.1%	204	384.9%
Some Other Race	122	0.1%	363	0.2%	241	197.5%
Two or More Races	2,170	1.3%	3,810	1.6%	1,640	75.6%
Hispanic or Latino	20,155	12.1%	49,881	20.9%	29,726	147.5%

2000 Population by Ethnicity – Block Groups



2010 Population by Ethnicity – Block Groups



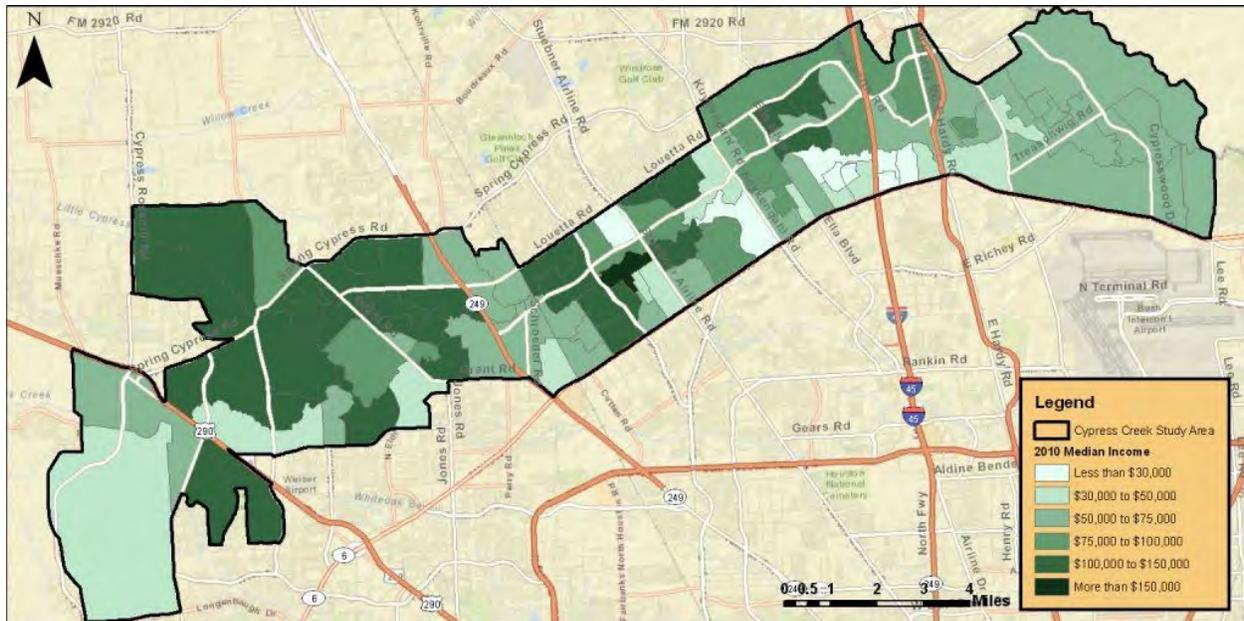
Non-Hispanic White residents were the majority in all but four Block Groups in 2000, and were the largest ethnic group in all but one Block Group. While Non-Hispanic Whites remain the majority in most Block Groups, Black or African American and Hispanic or Latino populations are now the majority in two Block Groups apiece and the largest ethnic group in an additional seven Block Groups. This speaks to the increasing ethnic diversity of the Cypress Creek corridor study area. For ethnic groups which have particularly high incidences of health issues related to lack of exercise, such as Hispanics who have a high incidence of obesity, the Greenway would offer particularly high sustainability value.

Household Income

Household incomes in the Cypress Creek corridor study area have increased across the board. Median household income increased 3.4% between 2000 and 2010 and the number of households making over \$150,000 per year more than doubled to over 15,000. Such households ranked 5th among the household income ranges in 2000, moving up to 3rd in the 2010 American Community Survey data, less than 1,000 households behind the most populated income range. Median income adjusted to 2010 dollars decreased by over \$15,000 between the 2000 Census and the 2010 ACS, a very significant decrease.

Study Area Households By Income						
Total Area	2000 Census		2010 ACS		Difference	
	Count	Share	Count	Share	Change	% Change
Total Households	61,210		87,232		26,022	42.5%
Under \$15,000	3,739	6.1%	2,499	2.9%	-1,240	-33.2%
\$15,000 to \$25,000	4,317	7.1%	6,399	7.3%	2,082	48.2%
\$25,000 to \$35,000	5,746	9.4%	7,569	8.7%	1,823	31.7%
\$35,000 to \$50,000	8,492	13.9%	10,460	12.0%	1,968	23.2%
\$50,000 to \$75,000	12,675	20.7%	16,198	18.6%	3,523	27.8%
\$75,000 to \$100,000	9,445	15.4%	12,736	14.6%	3,291	34.8%
\$100,000 to \$150,000	9,910	16.2%	16,163	18.5%	6,253	63.1%
Over \$150,000	6,886	11.2%	15,208	17.4%	8,322	120.9%
Median Household Income (nominal \$)	\$66,832		\$69,135		\$2,303	3.4%
Median Household Income (2010 \$)	\$84,152		\$69,135		-\$15,017	-17.8%

2010 Median Income – Block Groups



Block Groups with high median incomes are concentrated in the West section, with a more scattered collection in the Central and western part of the East sections. Only a single Block Group has a median income greater than \$150,000, located in the middle of the Central section.

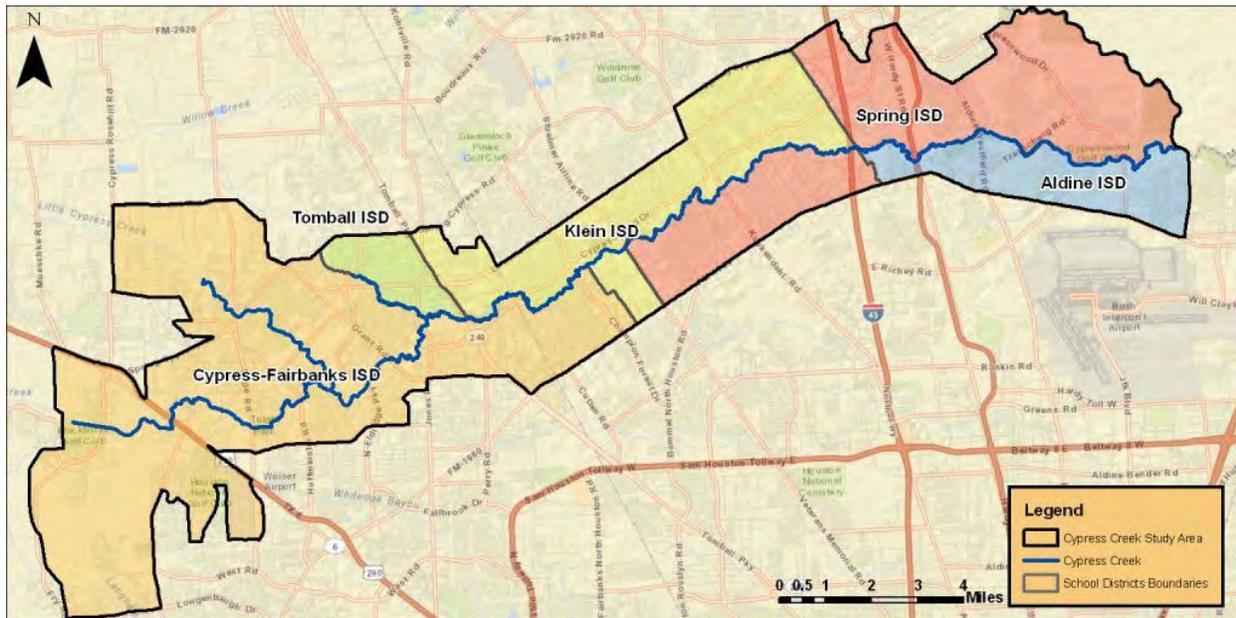
Lower-income person can benefit in proportionally greater fashion from some sustainability benefits than higher-income populations. For example, the Greenway will provide a facility to utilize relatively inexpensive transportation options such as walking and biking to destinations.

School Information

The attendance zones of 74 schools are contained in whole or part by the Cypress Creek corridor study area. This includes 39 elementary, 22 middle, and 13 high schools located in 5 different independent school districts. Of the 74 schools, 45 are actually located in the study area. According to the Texas Education Agency’s 2012 Academic Excellence Indicator System reports, a total of 96,180 are enrolled in these 74 schools. Across all of the schools, nearly half of the students are considered economically disadvantaged. Additional data regarding the schools in the study area is listed in the table below.

Schools With Attendance Zones in the Cypress Creek Corridor (2012 TEA Data)											
	School and Student Count			Student Characteristics			Student Ethnicity				
	Schools	Schools in Corridor	Enrollment	Economically Disadvantaged	Limited English (LEP)	At-Risk	White	Black	Latino	Asian	Other
Total	74	45	96,180	47.3%	9.3%	37.7%	32.2%	22.9%	35.5%	6.7%	2.7%
Aldine ISD	10	5	10,415	77.2%	19.3%	59.8%	4.2%	38.6%	53.6%	1.5%	2.1%
Cy-Fair ISD	25	15	37,926	33.1%	6.8%	28.7%	43.0%	14.8%	30.5%	8.5%	3.2%
Klein ISD	15	8	21,017	38.9%	7.8%	36.0%	38.9%	14.3%	34.4%	9.1%	3.4%
Spring ISD	20	16	23,529	68.6%	11.0%	45.9%	17.4%	39.0%	38.3%	3.7%	1.6%
Tomball ISD	4	1	3,293	18.2%	4.7%	23.0%	60.0%	6.2%	22.6%	8.6%	2.6%

School Districts in the Cypress Creek Corridor



Land Use and Economy

Land Use By Area and Valuation

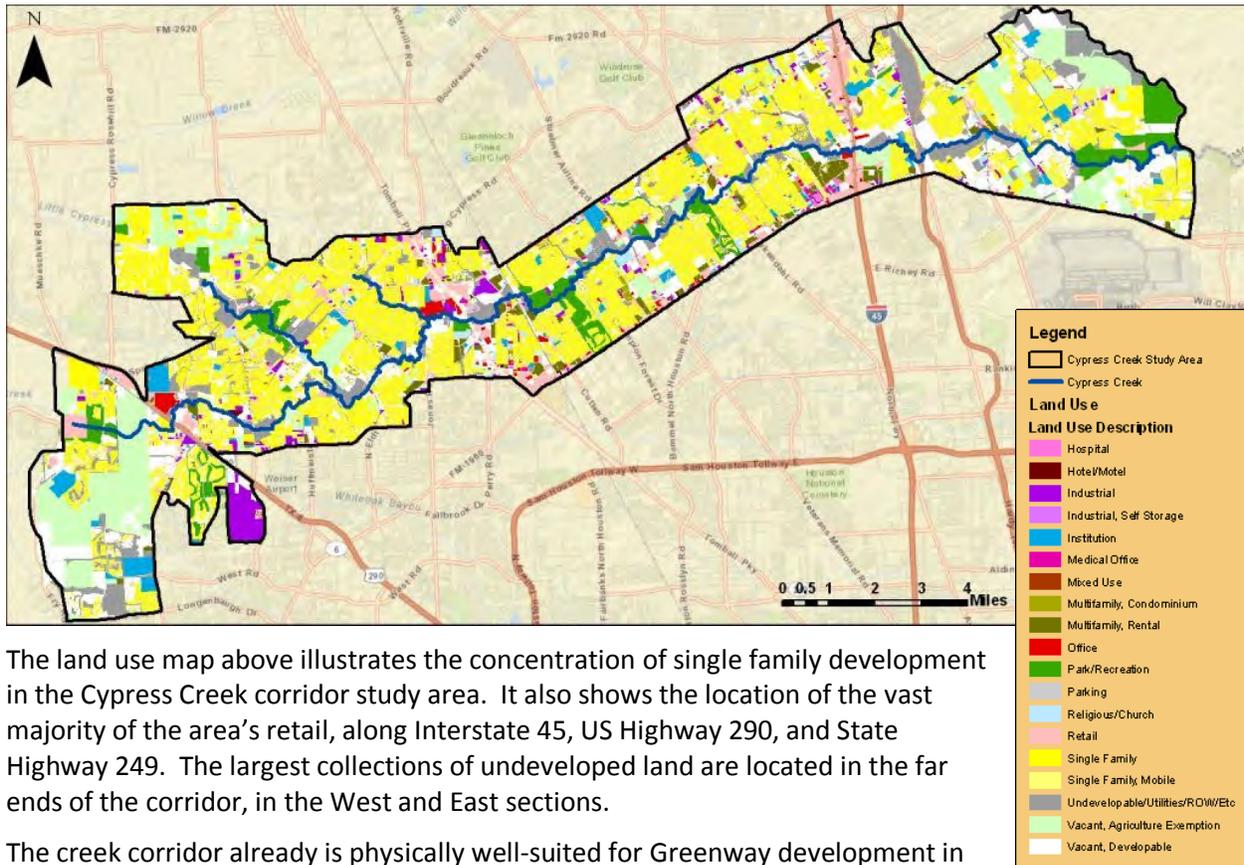
A near-majority of the Cypress Creek corridor study area's parceled land area is made up of single family homes. Single family homes make up the vast majority of total parcels, total building square-footage, and 2012 Harris County Appraisal District total appraised value. Retail and rented multifamily land uses join single family homes in having a total 2012 value above \$1 billion.

2012 HCAD Parcel Data - Whole Area					
Land Use	Parcels	Building SF	Land SF	Land Acreage	2012 Total Appraised Value
Single Family	69,511	180,750,285	1,568,343,225	36,004.15	\$ 11,692,106,811
Retail	920	19,984,263	93,413,231	2,144.47	\$ 1,460,946,164
Multifamily, Rental	206	24,859,356	49,170,245	1,128.79	\$ 1,043,270,921
Office	521	10,528,406	21,500,671	493.59	\$ 465,306,076
Vacant, Developable	8,898	111,119	586,604,864	13,466.60	\$ 462,659,567
Industrial	227	5,396,122	25,863,301	593.74	\$ 229,066,613
Hotel/Motel	121	3,249,405	35,694,776	819.44	\$ 225,616,450
Hospital	11	1,605,057	3,130,726	71.87	\$ 168,734,209
Medical Office	253	2,556,691	4,723,840	108.44	\$ 148,150,226
Multifamily, Condominium	2,171	2,626,527	17,613	0.40	\$ 112,645,535
Institution	114	4,822,380	32,785,155	752.64	\$ 104,908,423
Park/Recreation	97	472,379	124,742,790	2,863.70	\$ 45,123,100
Industrial, Self Storage	42	2,313,448	32,172,434	738.58	\$ 18,525,028
Single Family, Mobile	368	516,297	14,418,078	330.99	\$ 17,715,376
Undevelopable/Utilities/ROW/Etc	1,753	60,699	282,533,934	6,486.09	\$ 15,293,109
Parking	26	216,561	2,817,195	64.67	\$ 14,765,259
Vacant, Agriculture Exemption	285	2,824	347,940,055	7,987.61	\$ 10,220,422
Religious/Church	87	1,062,788	22,316,986	512.33	\$ 4,200,750
Mixed Use	1	900	8,882	0.20	\$ 62,806
Total	85,612	261,135,507	3,248,198,001	74,568	\$ 16,239,316,845

The overwhelming majority of both total parcels and value in each of the three sections are single-family homes. The West section has the lowest percentage of single family parcels but the highest single family value percentage among the three sections. This suggests that the West section contains the largest amount of vacant, developable land and the lowest amount of commercial development among the three sections.

Share of Assessed Value								
Land Use	Whole Area		East Region		Central Region		West Region	
	Parcels	2012 Value	Parcels	2012 Value	Parcels	2012 Value	Parcels	2012 Value
Hospital	0.0%	1.0%	0.0%	2.4%	0.0%	0.9%	0.0%	0.1%
Hotel/Motel	0.1%	1.4%	0.0%	0.5%	0.0%	0.7%	0.4%	3.1%
Industrial	0.3%	1.4%	0.4%	1.9%	0.3%	2.1%	0.0%	0.1%
Industrial, Self Storage	0.0%	0.1%	0.0%	0.0%	0.0%	0.1%	0.1%	0.2%
Institution	0.1%	0.6%	0.2%	0.7%	0.2%	1.0%	0.0%	0.1%
Medical Office	0.3%	0.9%	0.2%	1.9%	0.2%	0.8%	0.5%	0.2%
Mixed Use	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Multifamily, Condominium	2.5%	0.7%	2.5%	0.6%	4.7%	1.3%	0.0%	0.0%
Multifamily, Rental	0.2%	6.4%	0.3%	6.9%	0.3%	8.2%	0.1%	3.6%
Office	0.6%	2.9%	0.4%	1.0%	1.1%	5.3%	0.3%	1.1%
Park/Recreation	0.1%	0.3%	0.1%	0.0%	0.2%	0.3%	0.1%	0.5%
Parking	0.0%	0.1%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%
Religious/Church	0.1%	0.0%	0.1%	0.1%	0.1%	0.0%	0.1%	0.0%
Retail	1.1%	9.0%	1.0%	10.6%	1.4%	11.4%	0.7%	4.4%
Single Family	81.2%	72.0%	81.6%	69.8%	82.3%	65.5%	79.4%	82.9%
Single Family, Mobile	0.4%	0.1%	0.5%	0.2%	0.0%	0.0%	0.9%	0.2%
Undevelopable/Utilities/ROW/Etc	2.0%	0.1%	1.8%	0.1%	1.8%	0.1%	2.7%	0.1%
Vacant, Agriculture Exemption	0.3%	0.1%	0.3%	0.0%	0.1%	0.0%	0.6%	0.2%
Vacant, Developable	10.4%	2.8%	10.6%	3.4%	7.1%	2.2%	14.0%	3.3%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%

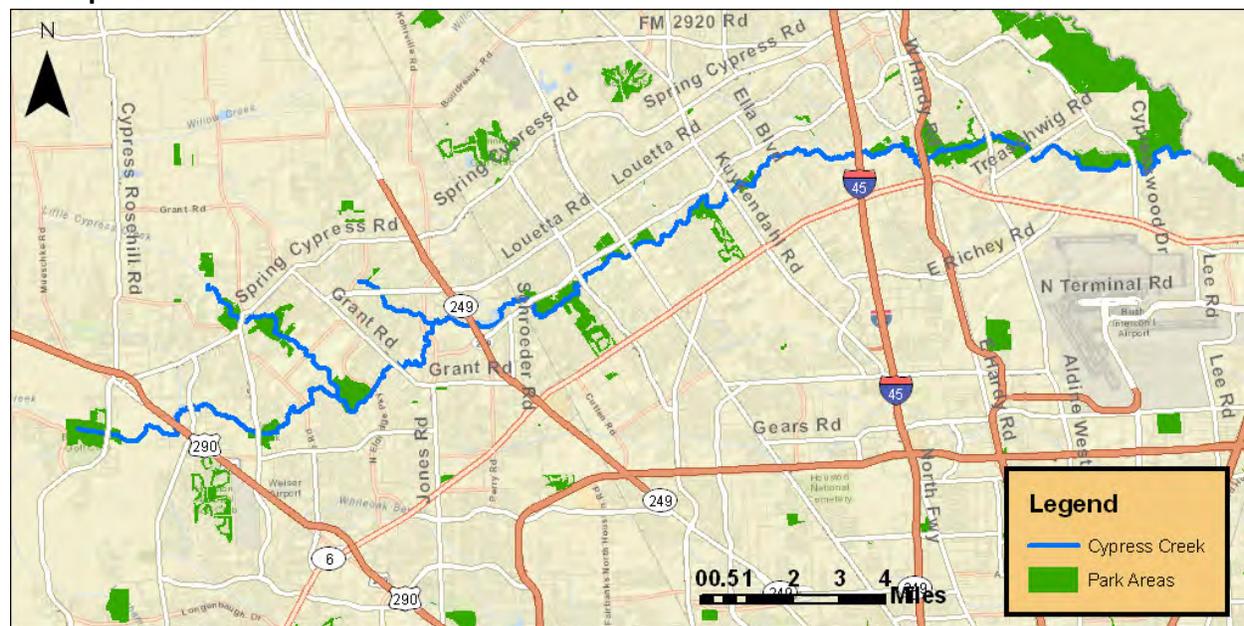
2012 Land Use Map



The land use map above illustrates the concentration of single family development in the Cypress Creek corridor study area. It also shows the location of the vast majority of the area’s retail, along Interstate 45, US Highway 290, and State Highway 249. The largest collections of undeveloped land are located in the far ends of the corridor, in the West and East sections.

The creek corridor already is physically well-suited for Greenway development in that it already has a significant amount of public park space interspersed along its length that would be connected by the new trails. The map below shows the prevalence of these parks.

Park Space in the Corridor

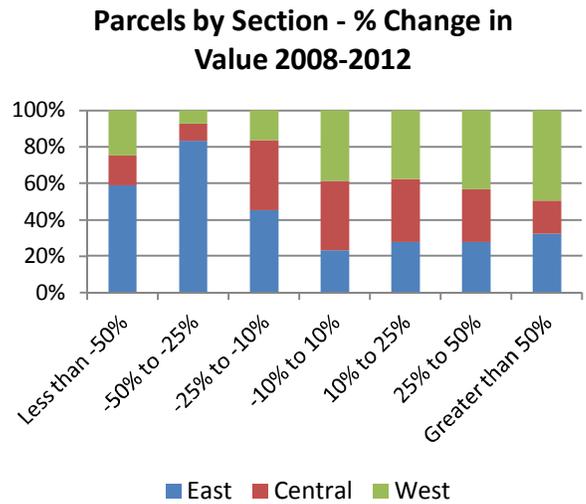


Assessed Value Trends

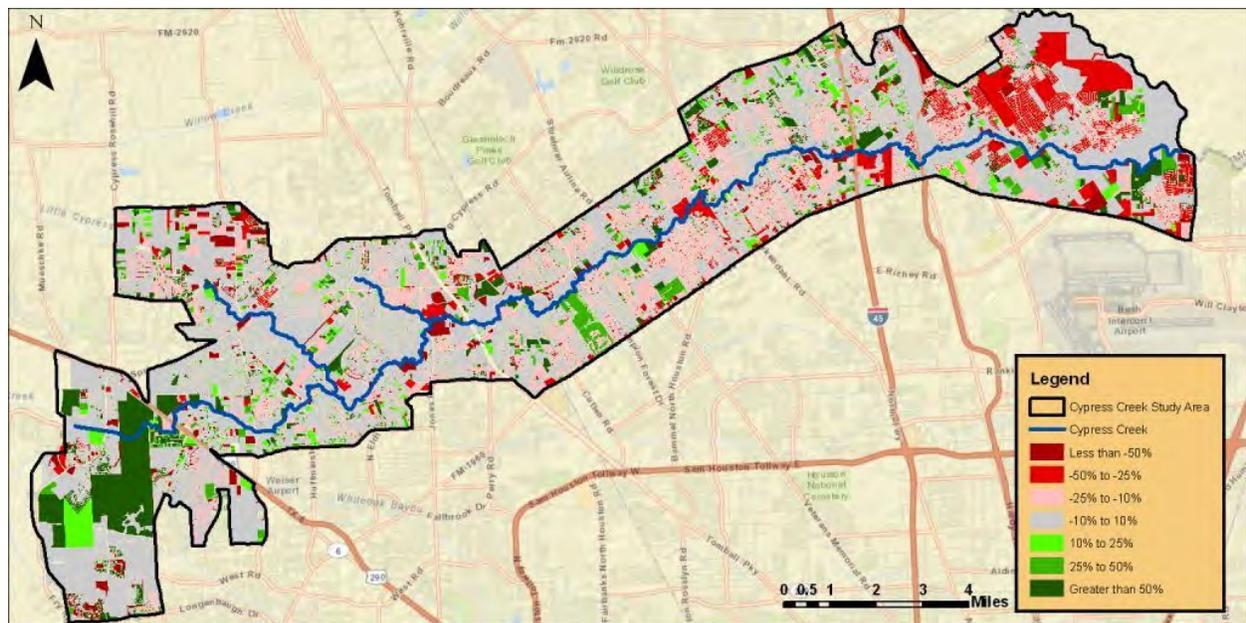
A comparison of the 2008 HCAD total appraised value data by parcel to the 2012 data found that the value of a majority of the Cypress Creek corridor study area’s parcels stagnated or decreased during over this 5 year period. The East section contained the largest share of parcels that saw a loss of value, while the largest share that saw an increase in value was found in the West section.

Most single family homes in the study area experienced a stagnation (+/- 10%) or loss of value from 2008 to 2012 appraisals. The greatest number of parcels that experienced a loss of 50% or more of their value are located in the East section. Few areas saw any concentration of parcels that experienced an increase in value.

Count (by Parcel)				
Assessed Value Change 2008-2012	Whole Area	East	Central	West
Less than -50%	1,571	925	261	385
-50% to -25%	10,201	8,489	969	743
-25% to -10%	25,430	11,520	9,748	4,162
-10% to 10%	41,326	9,568	15,801	15,957
10% to 25%	1,699	470	593	636
25% to 50%	964	268	278	418
Greater than 50%	4,421	1,430	800	2,191



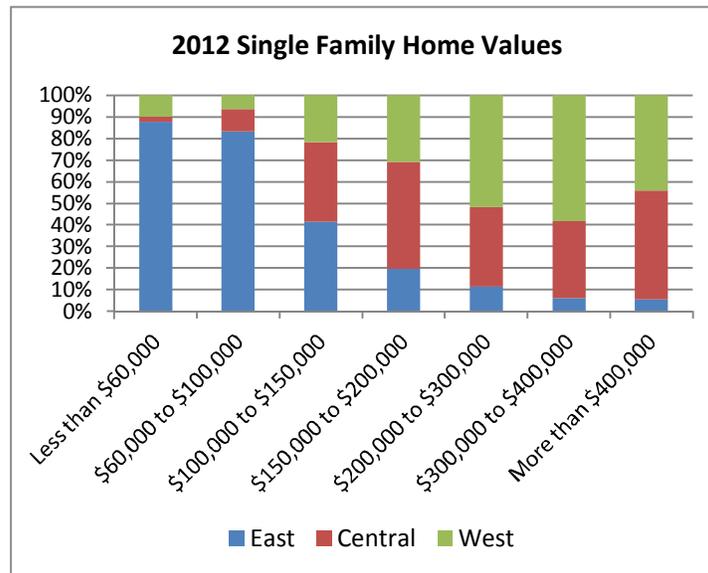
2008 to 2012 Parcel Value Change



Valuation Trends – Single Family Homes

The vast majority, over 80%, of single family homes in the Cypress Creek corridor study area that are valued under \$100,000 are located in the East section. Over 90% of homes valued over \$300,000 are located in the Central and West sections, with the West section accounting for a near majority of such homes.

Count (by Single Family Home)				
2012 Single Family Home Value	Whole Area	East	Central	West
Less than \$60,000	4,658	4,085	116	457
\$60,000 to \$100,000	10,986	9,142	1,154	690
\$100,000 to \$150,000	21,382	8,851	7,890	4,641
\$150,000 to \$200,000	15,531	3,067	7,653	4,811
\$200,000 to \$300,000	11,396	1,303	4,178	5,915
\$300,000 to \$400,000	3,694	224	1,320	2,150
More than \$400,000	2,232	125	1,120	987



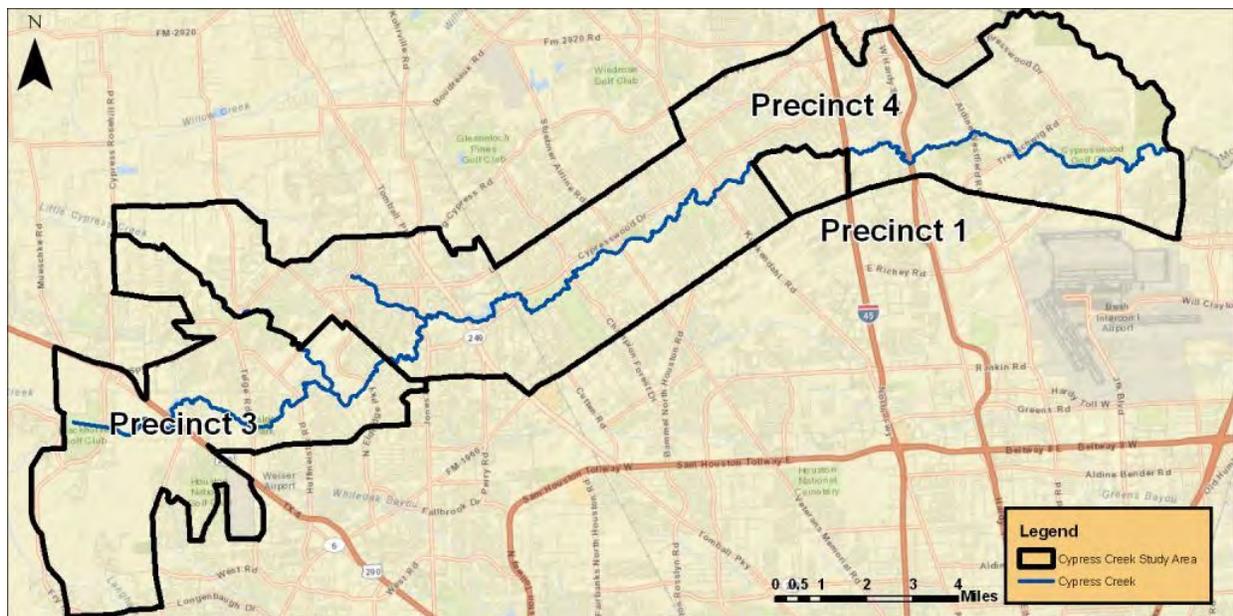
Governance

Harris County

Commissioner Precincts

Three of the four Harris County Commissioner Precincts contain some part of the Cypress Creek corridor study area and all three of them contain some part of Cypress Creek. The part of the Creek itself used in this study is 35.7 miles long, with two tributaries running 4.8 and 2.1 miles in length respectively. Most of the Creek is located in Precinct 4. Precinct 1 includes approximately 2.6 miles of Cypress Creek, on the south bank only. Precinct 3 includes 10.0 miles of the Creek, on both banks. It also includes the entire 4.8 miles of the longer tributary on the west bank, with 1.4 miles of that distance including both banks. Precinct 4 contains 20.5 miles of the Creek on both its north and south banks, along with 2.6 miles of its north bank only. Precinct 4 also contains the entire 2.1 miles of the Creek’s shorter tributary as well as 3.4 miles on the East bank of its longer one.

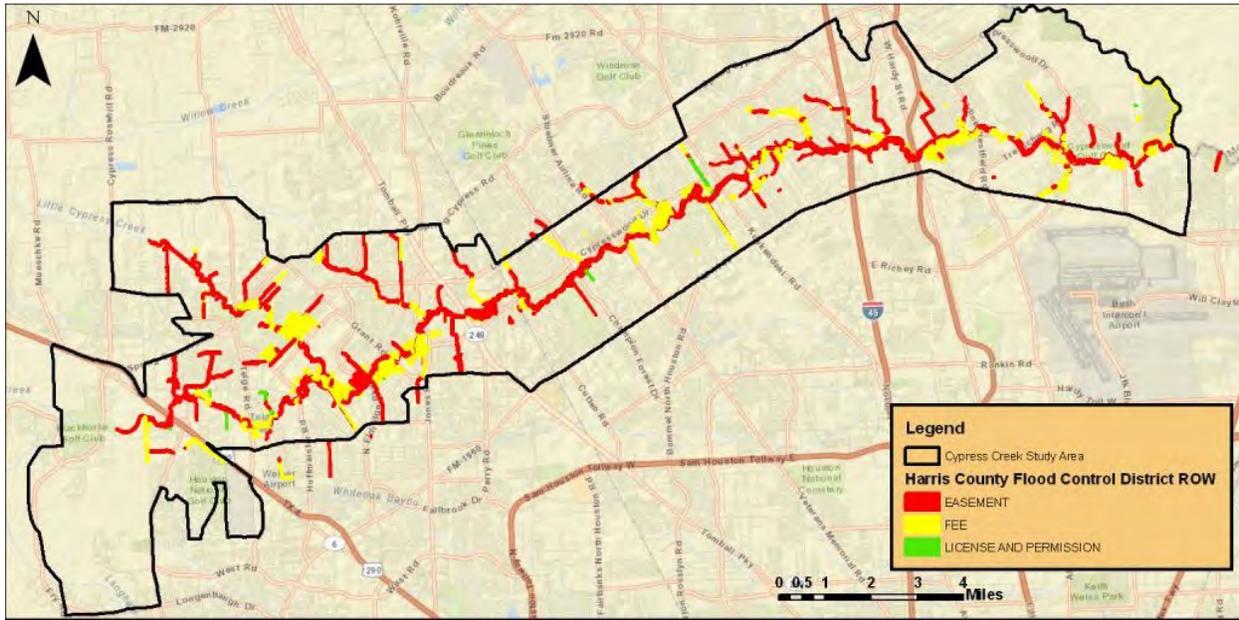
Harris County Commissioner Precinct Boundaries



Harris County Flood Control District

The map below illustrates the Right-Of-Way (ROW) along the Cypress Creek corridor controlled by the Harris County Flood Control District and how that ROW was acquired. Most of the ROW was acquired via easement.

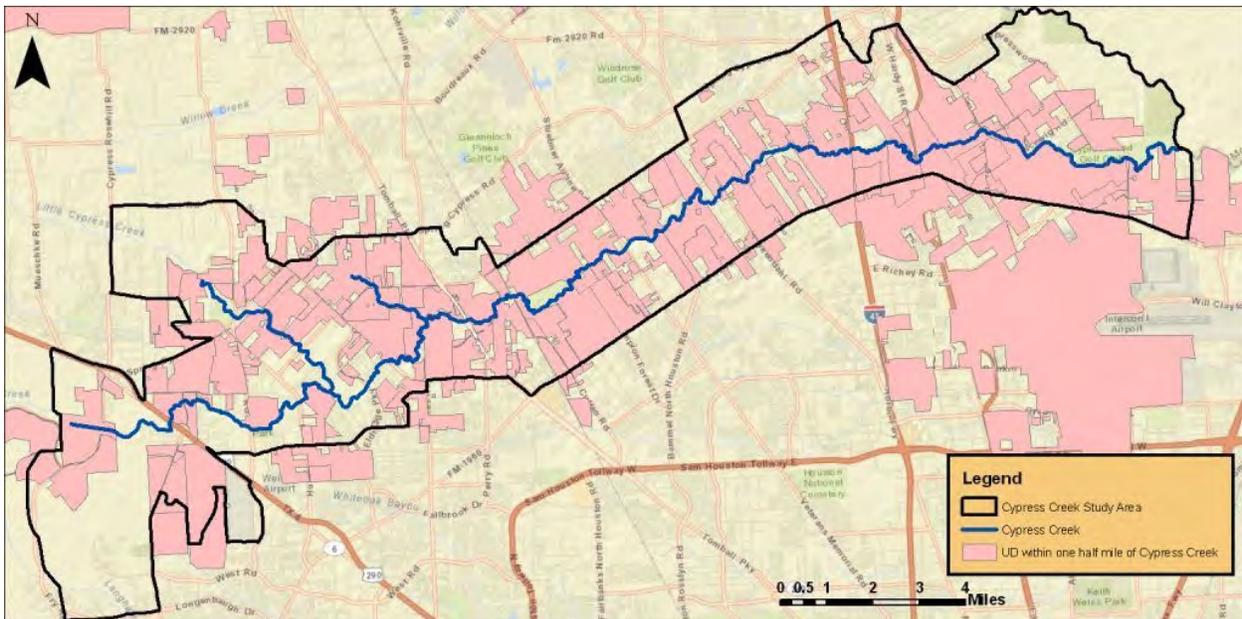
Harris County Flood Control District Properties



Utility Districts

A total of 68 utility districts are, in whole or part, within 1.5 miles of Cypress Creek.

Utility Districts in the Cypress Creek Corridor



Total Taxable Value Trends

Despite slight decreases in 2009 and 2010, the taxable value of the Utility districts in the corridor (for which such data was available) has increased significantly over the past 10 years. The increase was 68.2% since 2002.

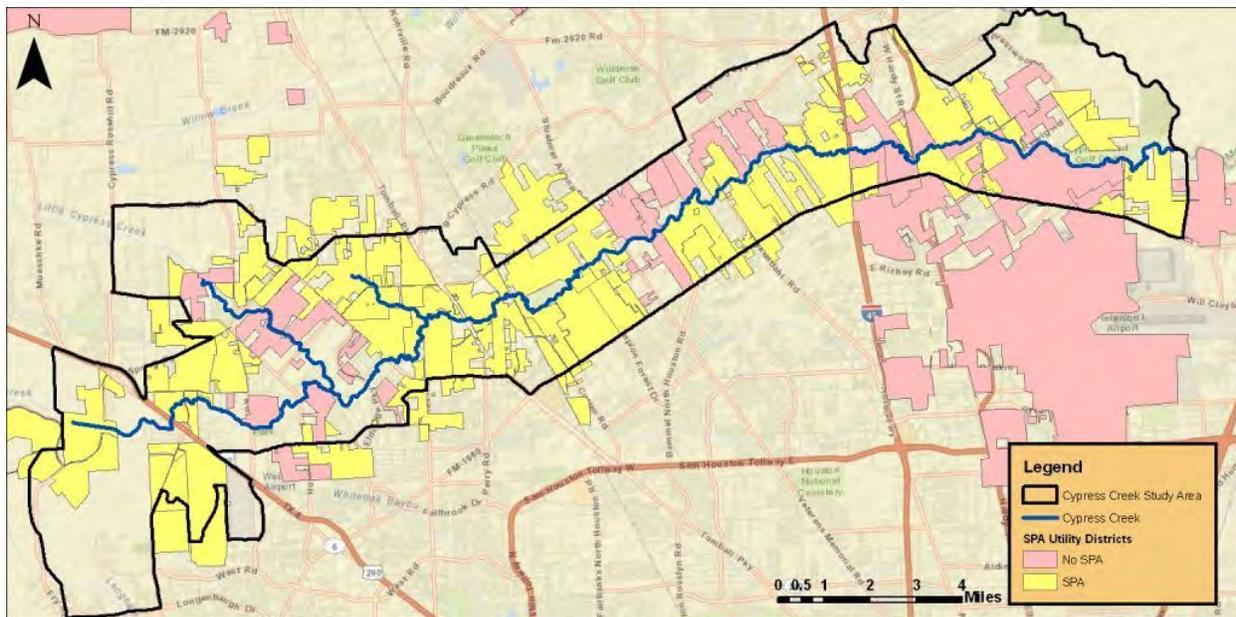
Taxable Value of Utility Districts		
Year	Taxable Value*	Yearly % Change
2011	\$ 13,772,888,329	1.1%
2010	\$ 13,619,397,962	-2.0%
2009	\$ 13,890,404,084	0.0%
2008	\$ 13,893,593,741	7.4%
2007	\$ 12,942,141,038	13.6%
2006	\$ 11,395,009,362	12.0%
2005	\$ 10,171,926,308	5.5%
2004	\$ 9,643,007,326	7.0%
2003	\$ 9,013,538,070	10.1%
2002	\$ 8,188,990,950	-

* Taxable value only of corridor utility districts with third party data available

Strategic Partnership Agreements (SPAs)

Out of the 68 utility districts in the Cypress Creek corridor, 41 have Strategic Partnership Agreements (SPAs) with the City of Houston. These agreements constitute a “limited purpose annexation” under State of Texas law, allowing the City to levy its 1% sales tax within these districts’ boundaries. This sales tax revenue is then shared, roughly 50/50, with each district. In most SPAs the City is providing no services except for its fireworks ban.

Utility Districts with SPAs



Utility District Parks

Three quarters of the 68 utility districts in the Cypress Creek corridor have publicly stated that parks and recreation are among their services and functions. Utility districts may issue bonds expressly to fund parks and recreation facilities. Park bonds are subject to certain limitations by the State of Texas regarding the total amount of bonds that can be issued for recreational facilities. These restrictions do not apply to bonds funding reimbursements for water, sewer, and drainage improvements. Park bonds are also subordinate to water / sewer / drainage bonds in terms of the priority of issuance.

Utility Districts with Park Functions		
	Count	Share
Yes	51	75.0%
No	8	11.8%
No Data	9	13.2%

Sustainability Gap Analysis

This Case Study is part of the Regional Plan for Sustainable Development, an effort being conducted by H-GAC with funding via a grant from the federal Department of Housing and Urban Development (HUD). HUD, through its Partnership for Sustainable Communities that includes the Department of Transportation and the Environmental Protection Agency, has identified six Livability Principles that are guiding both the Regional Plan and this Case Study:

1. Provide more transportation choices.

Develop safe, reliable and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions and promote public health.

2. Promote equitable, affordable housing.

Expand location- and energy-efficient housing choices for people of all ages, incomes, races and ethnicities to increase mobility and lower the combined cost of housing and transportation.

3. Enhance economic competitiveness.

Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services and other basic needs by workers as well as expanded business access to markets.

4. Support existing communities.

Target federal funding toward existing communities—through such strategies as transit-oriented, mixed-use development and land recycling—to increase community revitalization, improve the efficiency of public works investments, and safeguard rural landscapes.

5. Coordinate policies and leverage investment.

Align federal policies and funding to remove barriers to collaboration, leverage funding and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.

6. Value communities and neighborhoods.

Enhance the unique characteristics of all communities by investing in healthy, safe, and walkable neighborhoods—rural, urban, or suburban.

The proposed Cypress Creek Greenway concept has the potential to ameliorate gaps in the conditions of the existing corridor with regard to these principles.

Provide More Transportation Choices

Currently, transportation choices are very limited in the Cypress Creek corridor, at various levels:

- Each section of the corridor has street connectivity gaps that hinder east-west (or in some areas northeast-southwest) travel by all modes (driving, transit, walking, and biking). This issue is particularly problematic between Kuykendahl and Treaschwig roads in the east section of the corridor and in the west portion of the corridor, west of Jones Road.

- Many streets and thoroughfares in the corridor lack sidewalks or shared-use paths to facilitate safe walking and biking. Destinations such as schools lack safe walking or biking access, requiring the use of school buses or parent drivers.
- Local bus service is extremely limited – the only local routes north of Cypress Creek Parkway are METRO’s 86 route to the Lone Star University Park campus along SH 249, and the end loop of route 44 in the Willowbrook area. East-west public bus travel is only available between SH 249 and Aldine-Westfield on route 86; this route does not run on weekends east of Ella Boulevard.

The proposed Greenway will provide a new safe, choice for walking and biking in an east-west (northeast-southwest) direction and connect neighborhoods and commercial areas that were previously difficult to travel between without a car. It will also help potential transit patrons in neighborhoods near SH 249 access METRO’s route 86.

Promote Equitable, Affordable Housing

The corridor is a mix of relatively affordable rental and single family homes today. In some locations, single family home values have dropped, making housing even more affordable; many areas feature for-sale homes under \$150,000. The west portion of the corridor, where homes are generally newer, has higher home values and a smaller supply of affordable housing. However, overall, housing affordability by itself does not have a major gap between existing conditions and meeting the ideals of the livability principle, except perhaps for very low income households. There is a risk in some areas, particularly in the eastern end of the corridor, that dropping home values could lead to a lack of maintenance and reinvestment in existing homes, many of which have reached or are approaching 40 years in age. The presence of the Greenway, perceived as an amenity by the market, could incentivize home owners and buyers to put more investment into these properties and help prevent physical housing deterioration.

When factoring in transportation costs, however, there is a greater affordability burden. While there are significant shopping, services, and employment located along the corridor, the lack of transportation options means that many lower and moderate income households will have to have access to a car, with the attendant expenses. As a connective walking and biking pathway that will increase access to shopping and employment locations, the Greenway could help these households reduce automobile expenses, either through increasing the share of trips they can accomplish without driving or perhaps even by allowing them to dispose of a car.

Enhance Economic Competitiveness

Houston is notable for its profusion of “masterplanned communities” in its outlying suburban areas, which feature extensive open space and walking / biking trail amenities. These communities have been highly successful in attracting middle class and affluent households, a wide array of retail and services, and in some cases a healthy job base. In recent years, the City of Houston and other entities have also been adding trail investments and improved open space in areas within and near the urban core to go along with market-driven general revitalization activity.

The Cypress Creek corridor lies in between these two areas of growth and improvement. In its formative years, during the 1970s and 1980s, the corridor was a thriving home for suburban commuters with associated retail and services. Some employers chose to locate in the area, most notably Compaq Computer (now HP). However, the area never became one of the region’s “major activity centers” – it remained primarily as a suburban residential area where many or most residents commuted to jobs elsewhere. Furthermore, its residential developments, as was fairly typical of projects during that era,

offered few recreational amenities apart from golf and swim clubs and did not stress transportation connectivity.

Newer areas of development, especially large masterplanned communities in outlying locations, began to compete for both residents and commercial activity. These communities offered newer housing and a more complete package of amenities in tune with current consumer desires, such as walking trails. Also, the commercial areas in the corridor (especially along Cypress Creek Parkway) began to age and lose their original occupants, in some cases becoming blighted.

Thus, the corridor could benefit from an amenity and transportation project such as the Greenway. By offering a feature similar to and even more effective than those found in outlying masterplanned communities, the residential areas of the corridor would remain competitive for middle class and affluent residents. This, plus the general amenity appeal, would also help to attract employers, shopping, and service providers to help spur revitalization where needed.

The positive economic impacts conferred on nearby land uses, as indicated by property price premiums, are discussed more in-depth in Appendices B1 and B2.

Support Existing Communities

Though some limited public investments by higher levels of government (Harris County for example) have been made in the corridor – “anchor parks” along Cypress Creek and associated small-scale trail networks, some thoroughfare extensions and intersection improvements, and Lone Star College’s campuses – for the most part, public and civic investments have been left to neighborhood-level government such as utility districts and private development entities, which have limited funding capacity on their own. Meanwhile, major public infrastructure and amenity investments are occurring in newly developing areas along the Grand Parkway and Spring Creek.

The Cypress Creek Greenway would provide a project that would help direct large-scale public investment back into an existing developed area in a way that would enhance its economic competitiveness (see previous point). This investment could also include federal funding if transportation grants are utilized in implementation. In general, it would be a demonstration of making public sector investments in quality of life and economic competitiveness within already-developed areas that are on par with the infrastructure and amenity investments made in outlying areas. Thus local governments and others would be helping the corridor improve its appeal and livability as its original development ages, which will serve to spur infill development on underutilized sites and reinvestment in older properties.

Coordinate policies and leverage investment

Currently, there are two public entities at the local or regional level that have the capability and mission to ensure coordinated public investment across large swaths of the Cypress Creek corridor: Harris County (including the Harris County Flood Control District) and METRO. METRO’s function is limited to transportation and mobility, primarily public transit and related services. Harris County has a much wider range of functions, from law enforcement to public health to parks to transportation. However, Harris County’s jurisdiction is split within the corridor among three commissioner precincts. All commissioners control their own staff and project / program areas (such as parks) and make their own capital improvement plans.

At the even more local level, over 60 public utility districts (generally referred to as MUDs, or municipal utility districts) provide neighborhood-level infrastructure for water, sewer, and drainage; some also

provide parks. As independent political subdivisions of the State of Texas, these districts are not obliged to coordinate their activities with each other.

All of these public entities can be eligible for receiving federal and state funding grants, depending upon the type of grant. The obligation and practice of coordinating grants and leveraging local public funding investments across the reach of the corridor is limited or lacking, however.

This fragmented public governance landscape is a limitation that the Cypress Creek Greenway can help stitch together for a singular purpose – creating a recreational amenity that also functions as transportation infrastructure. In fact, this coordination will be required in order for the Greenway to come to full fruition.

Value Communities and Neighborhoods

The corridor’s neighborhoods have typically existed as islands, left to their own devices. Retail and commercial uses have focused on capturing traffic from the major thoroughfares on the border of or outside the residential neighborhoods. Occasionally public investments such as “anchor parks” have been designed to fit in with the desires of the adjacent neighborhood, but public investment has largely focused well above the neighborhood level to address a more regional issue.

This could change with the Cypress Creek Greenway. In addition to providing an amenity and alternative transportation access for each neighborhood, it could provide an opportunity to enhance each neighborhood’s identity through the placement and design of access portals. Plus, commercial areas that are accessible to these neighborhoods through the Greenway trails have an opportunity to forge stronger ties with them.

Appendix A: Greenway Benefits Model Update Summary

Cypress Creek
Quantitative Benefit Projections
Draft: February 27, 2013

Summary Rollup

Overview: *The following benefit projections have been developed to illustrate the value of the proposed project to Houston / Harris County if the entire project were complete today. All benefits are annualized in 2012 dollars.*

The projections outlined here rely on data that may change from time to time. For example, population is the basis for many of the calculations and if the population surrounding the bayous grows or falls, so will the benefits. Likewise, some projections are based on patterns of behavior or the "market" value of emissions reductions and to the degree these variables change, so too will projections.

A	Estimated Population within 1.5 Miles of a Bayou (1)	Single Family	Multi Family	Total
	East	56,265	24,785	81,050
	Central	56,182	30,028	86,210
	West	35,190	6,463	41,653
		147,637	61,276	208,913
	Population of Harris County (Census Bureau, July 2011)			4,180,894
	Percentage of Harris County Population living within 1.5 Miles of Cypress Creek			5.0%

(1) Population Estimates are based on the number of single and multi-family parcels located within the jurisdictional boundaries of the City or the County, and within 1.5 miles of Cypress Creek. Parcel data is per HCAD (September, 2012). Residents per household are per Census Bureau

B	Recreation Benefits: Parkland and Trails (2)	Low	Moderate	High
	East	\$ 2,579,353	\$ 3,109,035	\$ 4,274,336
	Central	\$ 2,686,828	\$ 3,238,581	\$ 4,452,436
	West	\$ 1,352,731	\$ 1,630,521	\$ 2,241,658
		\$ 6,618,913	\$ 7,978,137	\$ 10,968,430
	Estimated Current Users (Daily)	10,083	12,054	16,392
	Estimated Additional Users (Daily)	4,122	4,928	6,701
	Estimated Total Users (Daily)	14,205	16,982	23,093

(2) Recreation benefits represent the value of the park and trail recreational activity based on research by the US Army Corps of Engineers. The methodology for estimating users is based on approaches developed by the University of North Carolina.

C	Health Benefits (3)	Low	Moderate	High
	East	\$ 669,504	\$ 800,417	\$ 1,088,426
	Central	\$ 697,400	\$ 833,768	\$ 1,133,778
	West	\$ 351,119	\$ 419,775	\$ 570,821
		\$ 1,718,023	\$ 2,053,961	\$ 2,793,025
	Estimated Current Users (Daily)	10,083	12,054	16,392
	Estimated Additional Users (Daily)	4,122	4,928	6,701
	Estimated Total Users (Daily)	14,205	16,982	23,093

(3) Health benefits represent dollars saved by individuals whose use of the system results in less need for medical care. The calculation assumes individuals with access to a system of parks and trails will utilize it. Benefits are projected for populations age 65 years and over, and under 65. The estimates and methodology were developed by The Trust for Public Land and the University of North Carolina.

D	Vehicle Operating Cost Savings / Congestion Relief (4)	Commuting	Short Trips	Total
	East	\$ 80,126	\$ 138,516	\$ 218,642
	Central	\$ 83,465	\$ 144,288	\$ 227,753
	West	\$ 42,022	\$ 72,644	\$ 114,666
		\$ 205,613	\$ 355,448	\$ 561,061
	Estimated Total Reduction in Vehicle Miles Traveled	370,474	640,447	1,010,920

(4) Vehicle Operating Cost Savings benefits are an estimate of the value of the reduction in vehicle miles traveled because of an increase in short trips (errands) and commutes (work) by bicycle. Average trip and commute length is per H-GAC and the value of each reduced mile is per the IRS mileage reimbursement rate.

E Crash Reduction (5)	Commuting	Short Trips	Total
East	\$ 5,463	\$ 9,444	\$ 14,907
Central	\$ 5,691	\$ 9,838	\$ 15,529
West	\$ 2,865	\$ 4,953	\$ 7,818
	\$ 14,019	\$ 24,235	\$ 38,254
Estimated Total Vehicle Crashes Reduced	0.65	1.13	1.78

(5) Crash Reduction benefits are the annual savings achieved by reducing the number of accidents. The estimate is based on the vehicular crash rate per 100,000,000 miles traveled and the average cost per crash per H-GAC.

F Air Quality: VOC, NOx and CO2 (6)	Commuting	Short Trips	Total
East	\$ 2,742	\$ 4,740	\$ 7,482
Central	\$ 2,856	\$ 4,937	\$ 7,793
West	\$ 1,438	\$ 2,486	\$ 3,924
	\$ 7,036	\$ 12,163	\$ 19,198
Estimated Total Pounds of VOC, NOx and CO2 Reduced (Annual)	4,012	6,936	10,948

(6) Air Quality benefits estimate the value of VOC, NOx, and CO2 emissions reductions. The benefit is a calculation of the volume of VOC, NOx, and CO2 multiplied by the value of those reductions. The value is the purchase price of emissions reduction credits (per ton) paid by H-GAC.

G Carbon Sequestration: 952 Acres of land acquisition and conservation (7)	Metric Tonnes of CO2	114.21
(7) The Carbon Sequestration benefit represents an estimate of the value of the Carbon sequestered by the permanent conservation of 952 acres of land to the bayou system. The calculation is based on an estimate of the amount of carbon taken up by an average acre of land in a year and the floor value of Carbon per the California Emissions Market.		

H Ecosystem Services Benefits: 952 Acres of land acquisition and conservation (8)	Freshwater Wetlands	Riparian Buffer	Grasslands	Urban/Recreational Grasses	Total
Cypress Creek	\$ 1,095,914	\$ 2,554,774	\$ 153,523	\$ 8,927	\$ 2,717,223
Estimated Value per Acre (Annual)	\$ 11,536	\$ 4,127	\$ 1,290	\$ 75	

(8) The Ecosystem Services benefit is an estimate of the annual value per acre of the various types of eco-systems. Generally, the value is derived from the land's ability to provide environmental benefits such as pollution control, habitat detoxification, wildlife nurseries, migratory habitat, aesthetic, cultural, educational, scientific activities, etc. Total acres per ecosystem type per Houston Parks Board.

I Property Value Benefits (10)	One Time Premium	Annual Value of One-Time Premium *	Additional Incremental Annual	Total
East	3,674,383	\$ 296,105	\$ 176,370	\$ 472,476
Central	13,384,269	\$ 1,078,590	\$ 642,445	\$ 1,721,035
West	6,008,265	\$ 484,184	\$ 288,397	\$ 772,581
	23,066,917	\$ 1,858,880	\$ 1,107,212	\$ 2,966,092

(10) Property Value increases are anticipated for those properties within 600 linear feet of the outside the boundary of a greenspace or future greenspace parcel. Base values are per HCAD, premium estimates are per Dr. John Crompton, Texas A&M University. The "One Time Premium" is annualized and then added to the "Additional Incremental Annual Premium" which is the additional value that will accrue over the no-build case assuming that values will continue to appreciate per historic growth rates. *Annualized over 30 years @ 7% interest (Federal Discount Rate, OMB Circular No. A-94 Revised).

J Total Annual Benefits Aggregated: Recreation and Health benefit values are projected at Low, Moderate and High levels based on the number of potential users; Vehicle Operating Cost Savings, Crash Reduction, Air Quality, Carbon Sequestration, Ecosystem Services, Clean Water and Property Value benefits are held constant.	Low	Moderate	High
East	\$ 6,679,588	\$ 7,340,183	\$ 8,793,493
Central	\$ 5,356,338	\$ 6,044,459	\$ 7,558,324
West	\$ 2,602,839	\$ 2,949,285	\$ 3,711,467
	\$ 14,638,879	\$ 16,334,041	\$ 20,063,398

K Average Benefit per Person: Excluding Property Value Benefits (11)	Low	Moderate	High
Study Area	\$ 70.07	\$ 78.19	\$ 96.04

(11) Average Benefit per Person is an annual estimate based on population figures for the study area. Property Value benefits are not included because they are not shared by the general population.

(this page intentionally left blank)

Cypress Creek Greenway Case Study

Public Involvement Plan

January, 2013

Project Description

The Cypress Creek Greenway Case Study will investigate options for implementing a recreational / transportation trail and open space corridor that would follow the course of Cypress Creek through northwest Harris County. The study is being conducted for the Houston Parks Board, which is promoting development of the Cypress Creek Greenway as part of its overall Bayou Greenways Initiative. The work is being funded by a grant from the federal Department of Housing and Urban Development (HUD), administered by the Houston-Galveston Area Council as part of its Regional Plan for Sustainable Development. The consultant team is listed in Appendix A. The goal is to gain a general understanding of community support for the Greenway and develop a defined strategy for implementation by the time the study concludes in April 2013.

Public Involvement Objectives

This public involvement plan outlines strategies to engage property owners, residents, businesses, local governing entities, civic and special interest groups and other stakeholders and interested parties to:

- Increase their awareness of the Cypress Creek Greenway and the benefits, opportunities and challenges associated with the implementation of a recreational / transportation trail and open space corridor along the Creek;
- Contribute their input, ideas and expertise to the development of a Cypress Creek Greenway Plan, insuring that their issues, aspirations and concerns are consistently understood and considered in the Plan;
- Foster interaction with the Cypress Creek Greenway and ownership of the implementation ideas articulated in the Plan for the ongoing work that will be required to realize the Cypress Creek Greenway.

Situational Assessment

The governance, land use, and demographic profile are greatly varied along the Cypress Creek corridor. The corridor runs along Cypress Creek and is in the jurisdiction of the Harris County Flood Control District. A large number of utility and water districts are in the corridor. There are some gaps in governance. The Cypress Creek Flood Control Coalition was formed in 1999 to pursue unified, proactive resolutions to flooding within the Cypress Creek Watershed. It is a coalition of municipal utility districts, homeowner/civic associations, residents, and individual business firms united under the umbrella of a 501(c) (3) nonprofit organization and managed by an elected nine-member board of directors, all residents of the Cypress Creek Watershed.

In 2004, the Cypress Creek Greenway project was launched to raise awareness and foster support of a continuous linear greenbelt along Cypress Creek and Little Cypress Creek. This Greenway would connect a series of existing and future anchor parks, and develop a trail system that would link other trails in Greenway parks and local communities. Numerous meetings were held with Municipal Utility Districts (MUDs), County

representatives, business community members and others to raise awareness about opportunities presented by the Greenway, such as reducing flooding, creating recreational opportunities, preserving natural habitat, etc. The effort has faced challenges of fostering broad-based support and overcoming perceived barriers by key entities, particularly the MUDs.

This project presents a public education challenge as many area residents, land owners and governing bodies are not aware of the potential of a greenway along Cypress Creek, and to the degree they are aware, they have a variety of concerns, including:

- Security
- Maintenance
- Cost
- Legal issues
- Workload impacts
- Parking
- Existing land fragmentation

There are many potential benefits to the Greenway that may have resonance among various stakeholder groups, including:

- Flood mitigation
- Improved water quality
- Preservation of trees and natural habitats
- Increased security as a result of use and monitoring
- Increased property values and improved competitiveness of communities along Greenway
- Access to recreational activities

Affected Stakeholders: *See Appendix B for listing of specific stakeholder groups*

- Residents
- Governmental Entities
- Landowners
- Business Owners & Business Groups
- Conservation Groups
- Recreation Groups
- Historical and Cultural Groups

Timeline

The development of Cypress Creek Greenway Case Study will run from November 2012 to the end of April 2013. Background research on current conditions and input for the benefits model will begin in November and run through January. The public involvement plan will launch in January. From January through March, the team will reach out to entities, build a knowledge base and support, and research financial capacity. The final deliverable, to be completed by the end of April 2013, is a plan that can be supported by local entities.

CYPRESS CREEK CORRIDOR CASE STUDY PIP TIMELINE



PROJECT DETAILS

DATE	MILESTONE	DATE	MILESTONE
1-Jan	Project Start	4-Mar	Task 3 Speaker Presentations
18-Jan	SAG Mtg	11-Mar	Task 3 Survey
25-Jan	Task 1 PIP/Comm. Tools	18-Mar	Task 3 Public Workshops
4-Feb	Task 2 Stakeholder Meetings	29-Mar	SAG Mtg
11-Feb	Task 2 Presentations	1-Apr	Task 4 Document Support
18-Feb	Task 3 Outreach Launch	8-Apr	Task 4 Stakeholder Meetings
22-Feb	SAG Mtg	15-Apr	Task 4 Open Houses
25-Feb	Site Tour	26-Apr	SAG Mtg
		1-May	Project End

Public Involvement Plan (PIP) Strategies

TASK 1 - Project Kickoff: Planning and Materials Development

Purpose: Developing PIP and communication and outreach tools to educate and inform, support public engagement and set the stage for future ownership of the Cypress Creek Greenway Plan.

Target Audience: Residents, MUDs and MUD service providers, Elected Officials and Staff, Landowners, Businesses, Civic, Community and Current or potential future user groups, Stakeholder Advisory Group, other stakeholders and the general public.

Timeframe: Mid-November 2012 to Mid-January 2013

Subtasks:

a. *Form Stakeholder Advisory Group*

- i. The role of the Stakeholder Advisory Group (SAG) is to provide guidance and feedback on the process and serve as a strategic resource to help the consultant team produce the best solutions. The group will be comprised of governmental, business, civic, and non-profit organizations. This group will not be asked to vote, ratify the plan or serve as a decision-making body.
- ii. The SAG will be convened early in the process to provide insight into critical issues and concerns, as well as past efforts and key players. They will also be asked for input on appropriate outreach and engagement strategies and important individuals and entities to involve.
- iii. The SAG will be convened as needed during the approximately five-month project to give input and guidance on elements of the plan, including implementation strategies. They will also provide ongoing input on public involvement efforts.

b. *Develop a Public Involvement Plan*

A public involvement plan will be developed and provided to the SAG for feedback in mid-January.

c. *Develop a Communication Toolbox*

- i. A basic communication toolbox, including project identity and messaging, fact sheets, FAQ's, and communication templates.
- ii. A media strategy including owned (i.e. ongoing project newsletter), earned (i.e. press relations), and social media (i.e. Facebook, Twitter). A paid media component (i.e. advertising) is not anticipated for this project.

TASK 2 – Preliminary Outreach: Initial Engagement and Discovery

Purpose: To gather information and input from key stakeholders on issues, concerns and aspirations for the Cypress Creek Greenway; To build awareness and interest in key groups about the Greenway and begin to identify potential support for the initiative.

Target Audience: Interested MUDs and MUD service providers, county and other governmental entities, medical community, business community, key civic and interest groups, education community and parent teacher organizations, home owner associations, real estate professionals, media outlets and the Stakeholder Advisory Group.

Timeframe: Mid-January to late-February 2013

Subtasks

a. *Outreach Strategies for SAG*

Provide SAG with appropriate outreach materials and seek their support in securing contact with key individuals, groups and organizations and setting up subsequent presentation opportunities or communication lines for future contact.

b. *Stakeholder Meetings*

Conduct 8-12 small-group meetings with key stakeholder groups along the Corridor to identify goals, issues, perceptions and concerns related to the development of a Greenway plan:

- Interested MUDs and their engineers and attorneys
- Leaders from governmental entities (i.e. commissioners)
- Major business interests (i.e. HP/SYSCO), convened by Chamber
- Medical community representatives
- Interested PTO and HOA representatives
- Athletic/youth organizations
- Media representatives
- Residential realtors and real estate professionals

c. *Small-Group Presentations*

Conduct 3-5 small-group presentations to supportive civic, community and interest groups to raise awareness about the project, gather input and seek their active support in reaching their networks about the project.

TASK 3 – Broad Outreach: Raising Awareness and Gathering Input

Purpose: To foster awareness among a broad group of stakeholders about the Cypress Creek Greenway; To gather specific input on goals and aspirations for the Greenway Plan; To understand related community values and needs.

Target Audience: Interested MUDs and MUD service providers, county and other governmental entities, medical community, business community, home and property owners, residents, PTO's, educational institutions, key civic and interest groups, media outlets, current or potential future user groups, real estate professionals, Stakeholder Advisory Group, other stakeholders and the general public.

Timeframe: Late-February to Late-March 2013

Subtasks

- a. Informational Campaign
Launch web-based informational platforms, e-newsletter, electronic fact sheets and other informational materials to share with interested parties about planning process and ways to provide input.
- b. Site Tour
Conduct site tour with key stakeholders to existing park site and potential future trail sight to highlight project potential and answer questions.
- c. Speakers Bureau
Launch speakers bureau to make brief presentations to community and civic groups about the project.
- d. Survey / Photo Voice
Conduct online survey to gather feedback on Greenway plan elements and gather visual narrative on desired elements/activities along the Corridor.
- e. Public Workshops
Conduct three public workshops along Corridor to engage citizens in discussing their priorities, goals and needs relative to the potential recreational, transportation and open space related elements of the Greenway in their area.

TASK 4 – Identifying Support and Laying Groundwork for Ongoing Activities

Purpose: To provide public with information about the Plan and how their input helped shape it; To provide detailed information to key stakeholder groups about the Plan and implementation strategies; To identify and document existing support in a meaningful way that will help foster increased ownership of the Plan and its ongoing implementation.

Target Audience: MUDs and MUD service providers, county and other governmental entities, medical community, business community, home and property owners, residents, PTO's, educational institutions, key civic and interest groups, media outlets, current or potential future user groups, real estate professionals, Stakeholder Advisory Group, other stakeholders and the general public.

Timeframe: Late-March to Late-April 2013

Subtasks

- a. Identify and Document Support
 - i. Convene small-group meetings of key stakeholders from the business, medical, education, homeowner and civic groups to update them on the elements of the plan and document expression of their support (i.e. letter signed by organizational representatives)
 - ii. Meet with MUD engineers and attorneys to provide an update on project and expression of support and get feedback.
- b. Small-Group Meetings
Meet with key MUD representatives and other governing bodies to share the results of the planning process and any identified expressions of community support, and discuss implementation strategies.
- c. Informational Updates
Provide updated web-based information and e-newsletters to keep interested parties informed about what is in the Plan and what to expect moving forward.

d. Open Houses

Conduct three open house presentations along the Corridor to inform the public and key stakeholders about the results of the plan and implementation strategies and the documented expressions of support.

e. Stakeholder Advisory Group Meeting

Conduct meeting of Stakeholder Advisory Group to conduct action planning for creating an ongoing strategy to advance the implementation of the Plan.

Appendix A:

Consultant Project Team Contact Information

Steve Spillette
Spillette Consulting
281-582-0847
sspillette@spilletteconsulting.com

Lawrence Dean
CDS Market Research
281-582-0849
ldean@cdsmr.com

Diane Miller
Marsh Darcy Partners
512-971-3033
dmiller@marshdarcypartners.com

John Havenstrite
Marsh Darcy Partners
713-647-9880
jhavenstrite@marshdarcypartners.com

Sue Darcy
Marsh Darcy Partners
713-647-9880
sdarcy@marshdarcypartners.com

Appendix B:

Specific Stakeholder Groups to Involve:

Governmental

- Harris County Flood Control District
- Municipal Utility Districts (and Professionals involved with MUDs including engineers, attorneys and financial advisors)
- Harris County Precincts 1, 3 and 4

Home Owner/Property Owner Associations

- Norchester HOA
- Bridgeland HOA
- Cypress Lakes HOA
- Olde Oaks Greenbelt Association

Medical / health / wellness

- Houston Northwest Medical Center
- St. Luke's Hospital
- Methodist Willowbrook Hospital
- Cypress-Fairbanks Medical Center
- North Cypress Medical Center
- Kelsey-Siebold
- Texas Children's
- YMCA
- The Solana
- The Conservatory
- Paradise Springs
- The Terrace at Willowbrook
- Sialyspa

Education Institutions

- Aldine ISD
- Cy-Fair ISD
- Klein ISD
- Spring ISD
- Tomball ISD
- Lone Star College University Park
- Lone Star College N. Harris Campus
- Northland Christian
- Prairie View A&M University
- Texas Southern University
- University of Houston

Business / commercial properties

- The Vintage
- HP
- Sysco

- Chasewood complex owner / representative
- Noble Energy
- Merchants' associations
- Houston Northwest Chamber of Commerce
- Cy-Fair Chamber of Commerce
- Exxon
- Westpark Communications
- Centerpoint
- Fitness Folks
- Fitness 19
- 24-hour Fitness
- The Lipton Agency
- H.E.B.
- Kroger
- Whole Foods
- Sprouts

Residential realtors and real estate professionals

- AmeriStar Realtors
- B Pennington Commercial Real Estate
- Heritage Texas Properties
- Keller Williams Realty
- REB Group
- Register Real Estate Advisors
- Retail Properties Group
- ReMax Vintage
- Texas Home Group, REALTORS
- BHGRE Gary Greene
- The Jan Jackson Group
- GHBA
- Read King
- Greenwood
- Jim Smith
- Houston Building Assoc.
- Towne Lake

Key Interest Groups

- Cypress Creek Flood Control Coalition
- Property Owner Associations
- Bayou Land Conservancy

Recreation / User Groups

- Scouts
- Bike Organizations
- Canoe Clubs
- Audubon
- GHORBA
- National Parks Service
- S&S Trail Services
- BPA
- Texas Master Naturalists

- Texas Master Gardners
- Houston Dog Park Association
- Skim2Live

Civic / Historical / Cultural Groups

- Renaissance 1960
- NW Area Republican Women
- Champion Forest Garden Club
- Memorial NW Garden Club
- AAUWCA Assoc. University Women
- Green Medians
- Pearl Fincher Museum Board
- Foundation for Arts & Community Enrichment
- NW Arts Alliance
- Spring Historical Society

CYPRESS CREEK GREENWAY CASE STUDY

Benefits Projections and Discussion

Prepared for the
Houston-Galveston Area Council
and the Houston Parks Board

April, 2013





Table of Contents

Section 1	Overview
Section 2	Quantitative Benefits Review
Section 3	Methodology and Primary Sources
Section 4	Areas for Discussion
	A. Childhood Obesity
	B. Regional Growth
	C. Community Assets
	D. Areas for Further Study
Exhibits	Exhibit A Overview of Study Area
	Exhibit B Eastern Segment, Parcels and Land Use, Detail
	Exhibit C Central Segment, Parcels and Land Use, Detail
	Exhibit D Western Segment, Parcels and Land Use, Detail
	Exhibit E Population Density and Community Assets

**Houston-Galveston Area Council
Cypress Creek Greenway
Benefits Projections**

Section 1: Overview

It has been well understood that amenitized infrastructure design concepts like those opportunities identified by the Houston Park's Board's Bayou Greenway initiative (BGI) can complement the community and environment. The challenge has been integrating those designs so that they are compatible with broader needs of a community, and defining... quantitatively... the benefits of such an endeavor.

The first effort to aggregate, localize and quantify this broad array of benefits was undertaken by Marsh Darcy Partners (MDP) as part of the BGI. Because the similarities between Cypress Creek Greenway (the Greenway) study area and the BGI, MDP was asked to study the corridor and assess the range and scale of benefits that might be associated with a similar initiative to be developed by the Houston Parks Board (HPG) and local stakeholders.

It should be noted that much of the primary research used to model and project the benefits discussed herein was developed by others, then updated, aggregated and calibrated by MDP to ensure consistency. Every effort has been made to cite original sources whenever appropriate.

It should also be noted that the science of assessing and assigning an annual value to any benefit associated with an initiative like the Greenway is new and evolving. Thus, all values are estimates.

Nevertheless, the scale and scope of the projections associated with the Greenway comfortably illustrate that efforts like these deliver opportunities for substantial previously undefined benefits to individuals and communities.

What follows is a discussion of the benefits projected (Section 2), the methodology and sources that form the basis for those projections (Section 3), observations that may help further define the benefit projections (Section 4), and exhibits that illustrate the areas reviewed and their proximity to residential populations.

Section 2: Quantitative Benefit Projections

The following is a discussion of benefits which may be associated with amenities contemplated within the Cypress Creek Greenway Study area.

Table 1: Annual Benefits, Summary

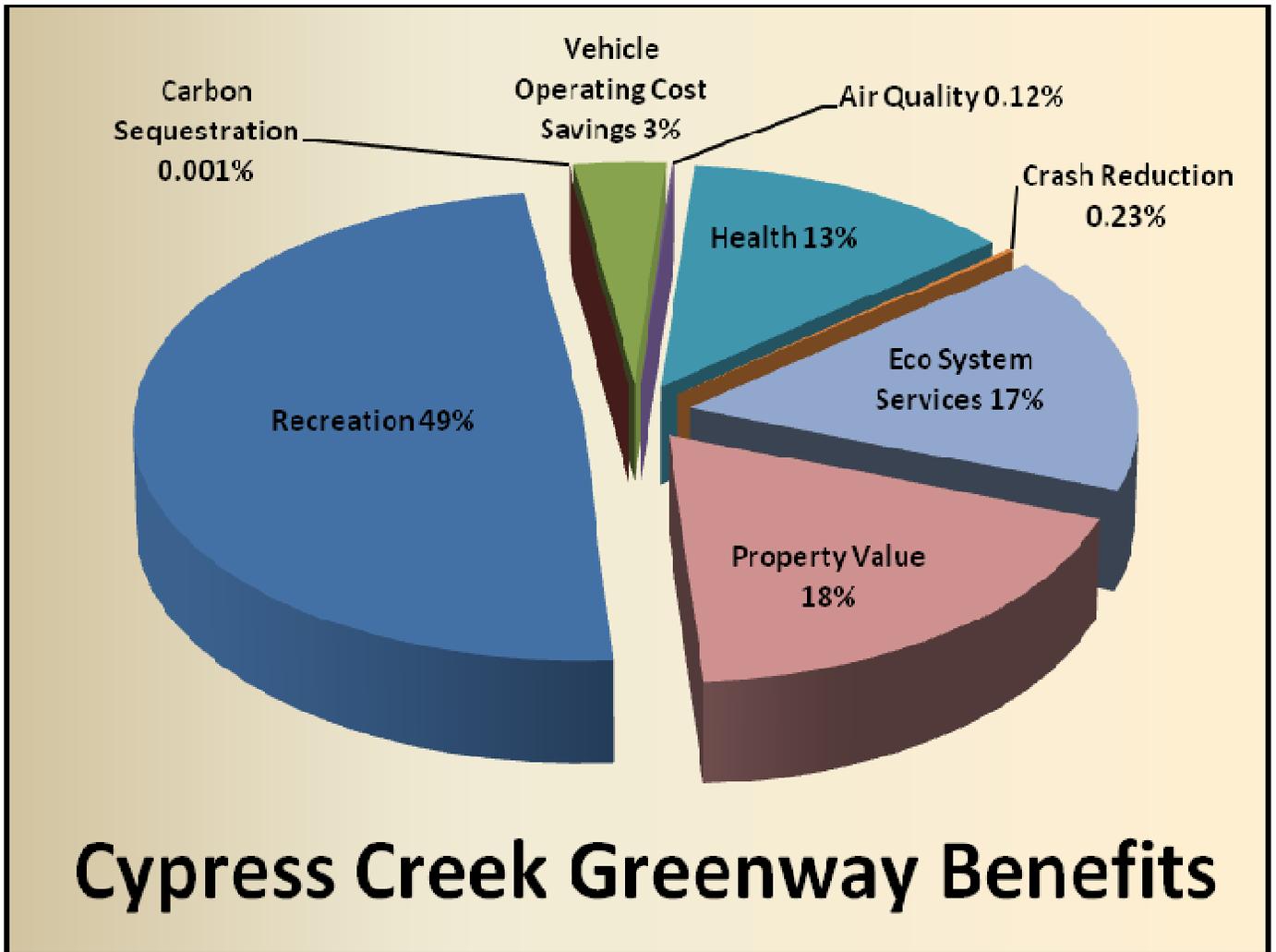


Table 2: Annual Benefits, Detail

Overview: *The following benefit projections have been developed to illustrate the value of the proposed project to Houston / Harris County if the entire Cypress Creek Greenway project were complete today. All benefits are annualized in 2012 dollars.*

The projections outlined here rely on data that may change from time to time. For example, population is the basis for many of the calculations and if the population surrounding the bayous grows or falls, so will the benefits. Likewise, some projections are based on patterns of behavior or the "market" value of emissions reductions and to the degree these variables change, so too will projections.

A	Estimated Population within 1.5 Miles of the Greenway (1)	Single Family	Multi Family	Total
	East	56,265	24,785	81,050
	Central	56,182	30,028	86,210
	West	35,190	6,463	41,653
		147,637	61,276	208,913

(1) Population Estimates are based on the number of single and multi-family parcels located within the jurisdictional boundaries of the City or the County, and within 1.5 miles of each bayou. Parcel data is per HCAD (September, 2012). Residents per household are per Census Bureau (2010).

B	Recreation Benefits: Parkland and Trails (2)	Low	Moderate	High
	East	\$ 2,579,351	\$ 3,109,033	\$ 4,274,332
	Central	\$ 2,686,828	\$ 3,238,580	\$ 4,452,435
	West	\$ 1,352,738	\$ 1,630,529	\$ 2,241,670
		\$ 6,618,917	\$ 7,978,142	\$ 10,968,437

(2) Recreation benefits represent the value of the park and trail recreational activity based on research by the US Army Corps of Engineers. The methodology for estimating users is based on approaches developed by the University of North Carolina.

C	Health Benefits (3)	Low	Moderate	High
	East	\$ 669,503	\$ 800,416	\$ 1,088,425
	Central	\$ 697,400	\$ 833,768	\$ 1,133,778
	West	\$ 351,120	\$ 419,778	\$ 570,824
		\$ 1,718,024	\$ 2,053,962	\$ 2,793,027

(3) Health benefits represent dollars saved by individuals whose use of the system results in less need for medical care. The calculation assumes individuals with access to a system of parks and trails will utilize it. Benefits are projected for populations age 65 years and over, and under 65. The estimates and methodology were developed by The Trust for Public Land and the University of North Carolina.

D	Vehicle Operating Cost Savings / Congestion Relief (4)	Commuting	Short Trips	Total
	East	\$ 80,126	\$ 138,516	\$ 218,642
	Central	\$ 83,465	\$ 144,288	\$ 227,752
	West	\$ 42,022	\$ 72,645	\$ 114,667
		\$ 205,613	\$ 355,448	\$ 561,061

(4) Vehicle Operating Cost Savings benefits are an estimate of the value of the reduction in vehicle miles traveled because of an increase in short trips (errands) and commutes (work) by bicycle. Average trip and commute length is per H-GAC and the value of each reduced mile is per the IRS mileage reimbursement rate.

E	Crash Reduction (5)	Commuting	Short Trips	Total
	East	\$ 5,463	\$ 9,444	\$ 14,907
	Central	\$ 5,691	\$ 9,838	\$ 15,529
	West	\$ 2,865	\$ 4,953	\$ 7,818
		\$ 14,019	\$ 24,235	\$ 38,254

(5) Crash Reduction benefits are the annual savings achieved by reducing the number of accidents. The estimate is based on the vehicular crash rate per 100,000,000 miles traveled and the average cost per crash per H-GAC.

F	Air Quality: NOx (6)	Commuting	Short Trips	Total
	East	\$ 2,742	\$ 4,740	\$ 7,481
	Central	\$ 2,856	\$ 4,937	\$ 7,793
	West	\$ 1,438	\$ 2,486	\$ 3,924
		\$ 7,036	\$ 12,163	\$ 19,198

(6) Air Quality benefits estimate the value of NOx emissions reductions. The benefit is a calculation of the volume of NOx multiplied by the value of those reductions. The value is based on emission reduction credit values used by H-GAC in their air quality models.

G	Carbon Sequestration: 952 Acres of land acquisition and conservation added to Greenway (7)	Metric Tonnes of CO2	114.21
	(7) The Carbon Sequestration benefit represents an estimate of the value of the Carbon sequestered by the permanent conservation of 952 acres of land to the greenway system. The calculation is based on an estimate of the amount of carbon taken up by an average acre of land in a year and the floor value of Carbon per the California Emissions Market.		

H	Ecosystem Services Benefits: 952 Acres of land acquisition and conservation (8)	Freshwater Wetlands	Riparian Buffer	Grasslands	Urban/Recreational Grasses	Total
	Cypress Creek	\$ 1,095,914	\$ 2,554,774	\$ 153,523	\$ 8,927	\$ 2,717,223

(8) The Ecosystem Services benefit is an estimate of the annual value per acre of the various types of ecosystems. Generally, the value is derived from the land's ability to provide environmental benefits such as pollution control, habitat detoxification, wildlife nurseries, migratory habitat, aesthetic, cultural, educational, scientific activities, etc. Total acres per ecosystem type per Houston Parks Board.

I	Property Value Benefits (10)	One Time Premium	Annual Value of One-Time Premium *	Additional Incremental Annual Premium in Year 2012	Total
	East	3,674,383	\$ 296,105	\$ 176,370	\$ 472,476
	Central	13,384,269	\$ 1,078,590	\$ 642,445	\$ 1,721,035
	West	6,008,265	\$ 484,184	\$ 288,397	\$ 772,581
		23,066,917	\$ 1,858,880	\$ 1,107,212	\$ 2,966,092

(10) Property Value increases are anticipated for those properties within 600 linear feet of the outside the boundary of a greenspace or future greenspace parcel. Base values are per HCAD, premium estimates are per Dr. John Crompton, Texas A&M University. The "One Time Premium" is annualized and then added to the "Additional Incremental Annual Premium" which is the additional value that will accrue over the no-build case assuming that values will continue to appreciate per historic growth rates. *Annualized over 30 years @ 7% interest (Federal Discount Rate, OMB Circular No. A-94 Revised).

J	Total Annual Benefits Aggregated:			
	Recreation and Health benefit values are projected at Low, Moderate and High levels based on the number of potential users; Vehicle Operating Cost Savings, Crash Reduction, Air Quality, Carbon Sequestration, Ecosystem Services, Clean Water and Property Value benefits are held constant.			
		Low	Moderate	High
	East	\$ 6,679,584	\$ 7,340,179	\$ 8,793,487
	Central	\$ 5,356,337	\$ 6,044,458	\$ 7,558,322
West	\$ 2,602,849	\$ 2,949,297	\$ 3,711,483	
	\$ 14,638,884	\$ 16,334,048	\$ 20,063,407	

**Houston-Galveston Area Council
Cypress Creek Greenway
Benefits Projections**

Section 3: Methodology and Primary Sources

The following is a discussion of the method and sources for the calculations and benefit projections.

1. Summary: All Bayou Greenway Initiative and Cypress Creek Greenway benefits are based on three methods of calculating results, and each was monetized and indexed into 2012 dollars. The benefits may be grouped as follows:

- user-based benefits** (Recreation, Health and Transportation),
- proximity-based benefits** (Property Value), and
- acreage-based benefits** (Environmental benefits).

The Recreation, Health and Transportation benefits are contingent upon user demand. Marsh Darcy Partners (MDP) investigated several methods for projecting demand, and chose to modify a model researched and developed in 2006 by the University of North Carolina (UNC) National Highway Safety Research Center, the University of Minnesota (UM), Planners Collaborative and Active Living by Design (the "UNC model") as the basis for these benefit calculations.

To adapt the UNC model to the specific conditions in Houston, MDP analyzed, revised, and modified it to reflect local conditions by incorporating the best and most current local data. The resulting MDP model projects greenway users as a function of population, from which the value of various benefits can be derived.

The ecosystem services benefit is an estimate of the annual value per acre of the various types of ecosystems, using a model developed by The Economics of Ecosystems and Biodiversity (TEEB). TEEB a global initiative developed in March 2007 in response to an initiative request by the ministers from the G8+5 countries to analyze the global economic benefit of biological diversity. These calculations are based on the different types of ecosystems found along the Greenway.

Property Value benefits are derived from research by Dr. John Crompton, (University Distinguished Professor of Recreation, Park and Tourism Sciences at Texas A&M University). Dr. Crompton's area of expertise is the economic significance of parks and recreation on the pricing and marketability of land. His findings were integrated into this study using geo-spatial and tax appraisal data.

A. Benefits accruing to Individual Users, based on usage and proximity

1. Based on Usage: Benefits that are a derivative of the number of estimated trail and greenspace users. Benefits are calculated on both new and existing users, however only those attributable to new users are shown.

- a. Recreation**
- b. Health**
- c. Transportation**, including Vehicle Operating Cost Savings, Crash Reduction and Air Quality

2. Based on Proximity: Benefits that are a function of the closeness of a given parcel of land to a bayou

- a. Property Value Premiums**

B. Benefits accruing to the Community, based on acreage: Benefits that result from the preservation and acquisition of open space.

- 1. Air Quality**
- 2. Carbon Sequestration**
- 3. Environmental Services**
- 4. Water Quality**

2. Overview of Population Statistics used for Individual User Benefits

A. Population: The MDP model relies on population as the basis for user projections, with that population delineated in three bands on either side of the trail (0 to ½ mile; ½ mile to 1 mile; 1 mile to 1½ mile). A declining percentage of users are assumed as the distance from the greenway increases.

To derive population figures for the MDP model, the ½, 1, and 1½ mile bands were extended from the edge of the bayou, linear park or greenway. These bands were overlaid on Harris County Appraisal District (HCAD) property classification data.

The number of all single family and multi-family properties were extracted and then multiplied by an average occupancy rate (US Census Bureau, 2010) to determine the most likely number of people to use the greenway system. While benefits are calculated on both new and existing users, only those attributable to new users are shown.

Exhibits A, B, C and D illustrate the relationship between the study area and residential populations, and reflect those densities as they exist within the ½ mile, 1 mile, and 1½ mile buffers surrounding the bayou's centerline.

B. Usage Demand Projections: The User Demand projections were extrapolated to predict total new users using data from a 1999 Texas Transportation Institute (TTI) study and predict the likelihood that an individual living near the greenway will engage in an activity and the value of the benefit that an individual will consequently obtain.

1. Existing Bicycle Commuters: The usage demand projections are a function of existing bicycle commuters, which is estimated by H-GAC and the League of American Bicyclists. To the extent actual trail counts are available they were used and calibrated to reflect "low" usage because studies have shown that as trail connectivity increases, so too will users, thus existing usage is low when compared to potential usage.

The UNC model and the Alliance for Biking and Walking (2010 Benchmarking Report) document the assumption in the model that existing bicycle commuters will switch to a trail system, if available. The UNC model further predicts the number of existing adult, and child recreational bicycle users using the trail system as a function of the band population and the commute rate. The MDP model uses the same methodology, and includes high, moderate, and low projections.

2. New Bicycle Commuters: The UNC model and the MDP model also predict the number of new bicycle commuters and new adult and child recreational bicycle users as a function of the existing user base, with the usage factor decreasing with distance from the trail facility. The new users would be those segments of the population induced to bicycle use by the presence of an extensive trail system.

3. Additional Users: Where the UNC model only predicted bicycle users the MDP model incorporated the TTI study data, and data from actual regional trail counts on the composition of trail users in various categories of usage (bicycle, walking, jogging, skating, and other). The total number of projected users was extrapolated from the projected number of bicycle users, using the ratios in the TTI study or as otherwise observed. And while benefits are calculated on both new and existing users, only those attributable to new users are shown.

Consequently, the MDP model calibrates the UNC model to represent users and conditions in Houston and Harris County more accurately. Additionally, the MDP model corrects an error in the UNC model relating specifically to the calculation of base bicycle users, thus reducing that projection when compared to the UNC model's on-line estimates.

C. Calculation of Benefits accruing to both Individual Users and the Community

1. Recreational Benefits: The Recreational Use Value benefit measures the value a percentage of the population living near the Greenway system will obtain by using the trails and adjacent green space on a periodic basis for enjoyable activities such as walking, running, biking, picnicking and nature appreciation.

A recreational benefit is calculated as a function of the new recreational users (all usage types) of the trail system. The UNC model was modified by using a parameter more closely related to the specific greenway corridor application in the MDP model. It is based on a value established by the Corps of Engineers (Army Corp Unit Day Values for Recreation, 2010) for trail corridor recreational benefits calibrated using the scoring criteria recommended by the ACE.

2. Health Benefit: This benefit is based on the consistent findings that exercising several times per week improves general health and results in lower overall health care costs. Proximity to outdoor exercise options is an incentive to use, and having the greenway nearby will result in a percentage of nearby residents using the facilities.

The MDP model calculates a physical health benefit derived by new users of the trail system. The health benefit varies by age (those 65 and older and those under 65 years of age). The source of the age distribution is the 2010 Census data for Harris County and the source of the health benefit values is based on a 2013 update of a 2004 Trust for Public Land (TPL) study, "Developing a Tool for Quantifying the Economic Value of Human Health Associated with City Parks" and crosschecked with estimates from the Centers for Disease Control and Prevention (CDC).

The annual health benefit assumes a usage of at least three days/week. Although studies have shown there are also mental health benefits of greenways and outdoor exercise, these are not included within this calculation.

3. Transportation Benefits

a. Vehicle Operating Cost Savings: The Vehicle Operating cost savings benefits are an estimate of the value of the reduction in vehicle miles traveled because of an increase in short trips (errands) and commutes (work) by bicycle.

The MDP model calculates vehicle operating cost savings due to a reduction in vehicle miles traveled (VMT) from two mode shifts if adequate trails are available: 1) commuters switching to bicycle from automobile; 2) individuals using bicycles in place of automobiles for short non-commuting trips such as shopping or errands. The VMT reduction is converted to a dollar amount benefit by utilizing the Internal Revenue Service (IRS) mileage reimbursement rate.

b. Crash Reduction Benefit: The Crash Reduction benefit of using bikes instead of cars for the trips above also results in fewer car accidents.

The MDP model calculates a crash reduction benefit by multiplying the VMT reduction by the H-GAC 2010 vehicular crash rate per 100,000,000 miles traveled. The crash reduction benefit is converted to a dollar amount benefit by multiplying the reduction in crashes by the H-GAC 2010 average cost per crash. Crash reduction benefits are calculated for both the commuting and short trip VMT reductions.

c. Air Quality Benefit (NOx): The Air Quality benefits estimate the value of NOx emissions reductions as a result of fewer miles travelled by car. The benefit is a calculation of the volume of NOx multiplied by the estimated value of those reductions. The value is based on a per ton value established by H-GAC.

The MDP model calculates an air quality benefit by multiplying the VMT reduction times the H-GAC 2010 emissions per mile for VOC, NOx and CO₂. As utilized by H-GAC, the air quality benefit is converted to a dollar amount benefit by multiplying the NOx reduction amounts by the emission reduction credit values used

by H-GAC in their air quality models. Air quality benefits are calculated for both the commuting and short trip VMT reductions.

D. Property Value Benefits

a. Property Value: The property value benefit calculation is based on research showing that residential property within three blocks of a greenway is valued higher than that further away (“premium”).

The MDP model includes two types of premiums - an initial premium, which is applicable when the greenway is created, and an annual premium, which is the incremental increase in value that occurs annually. Base values are per HCAD, premium estimates are per Dr. John Crompton, Texas A&M University. Calculation of the annual premium assumes that values will appreciate per 20-year historic Harris County growth rates of 4.8%.

While it is anticipated that the value of some commercial properties may be increased due to proximity to a greenway system, MDP has found no methodology to quantify that value.

E. Environmental Benefits

a. Carbon Sequestration: The carbon sequestration benefit represents an estimate of the value of the carbon sequestered by the acquisition and conservation of acreage not previously within the bayou system. The calculation is based on an estimate of the amount of carbon dioxide taken up by an average acre of land in a year and is expressed in tonnes. The value of those tonnes are included within Ecosystem Services values.

b. Ecosystem Services Benefit including Water Quality: Generally, this value is derived from the land's ability to provide benefits such as pollution control, habitat detoxification, wildlife nurseries, migratory habitat, aesthetic, cultural, educational, scientific activities, etc. These benefits result from maintaining existing open space, thereby reducing flooding, and maintaining existing wetlands that filter runoff before it reaches the bayous.

The ecosystem services benefit is an estimate of the annual value per acre of the various types of ecosystems, using a model developed by The Economics of Ecosystems and Biodiversity (TEEB). TEEB a global initiative developed in March 2007 in response to an initiative request by the ministers from the G8+5 countries to analyze the global economic benefit of biological diversity. Calculations for the purposes of the Greenway are based on the acquisition and conservation of acreage not previously within the bayou system.

**Houston-Galveston Area Council
Cypress Creek Greenway
Benefits Projections**

Section 4: Areas for Discussion

The following is a discussion of areas that could further clarify the benefits that may be associated with Cypress Creek Greenway opportunities.

Overview:

In the course of Marsh Darcy Partners (MDP) review of the Greenway study area several areas were identified that brought further clarity to benefits discussions within the corridor.

It should be noted that the benefits projections shown are, in many cases, aggregate numbers representing the sum of a related sub-categories. To provide a better understanding, the potential relationship between childhood obesity and the Greenway will be discussed in Section 4(A).

In an effort to review the reasonableness of the assumption that an interconnected linear system of parks and trails could serve as an alternative transportation corridor for the region, a community asset survey was conducted. Those results are shown in Section 4(B).

Additionally, the Harris-Galveston Area Council has done extensive demographic analysis of the region, and has extended that analysis in population forecasts broken down by Census tract. To the extent possible, those forecasts have been adapted to the model and their impact on the benefits is also shown Section 4 (C).

And finally, as with any study, there remain areas that, better understood, could lead to better benefits modeling. To the extent those issues have been identified, they are discussed Section 4(D).

Section 4(A): Childhood Obesity

Healthcare benefits are based on dollar cost savings projections developed by the CDC, and are designed to show totals for an array of issues that can be impacted by regular moderate exercise. To illustrate the way small sub-calculations combine to create larger projections of benefit, consider the following discussion of childhood obesity.

Obesity is a widespread problem and well recognized problem in American adults and children. And there are similarly well known statistics defining obesity by ethnicity and geography. For example, according to a recent report by Texas Children's Hospital (2011) outlined childhood (under 18) obesity rates, by ethnicity, in Texas.

Obesity Rate Among White Texas Children: 23%
Obesity Rate Among Hispanic Texas Children: 47%
Obesity Rate Among African American Texas Children: 26%

Additionally, researchers at the Mount Sinai School of Medicine (Trasande, and Chatterjee, 2009) have quantified and annualized the actual cost born by a family with an obese child.

Annual Cost of Outpatient Visits: \$194
Annual Cost of Prescription Drug Expenses: \$114
Annual Cost of Emergency Room Visits: \$12
Average Total Annual Cost: \$320

Combining these data points with 2010 Census data and one can easily define not only the number of children within the corridor who are likely to be obese, but also the annual cost on an individual and aggregate basis.

Total Children (under 18) Within Corridor: 23,916
 Total Estimated Obese Children within Corridor: 7,063

But more compelling is the application of data from the University of Indiana (2012) that suggests that obesity rates among children decline by 5% when those children live within one half (0.5) miles of a park or trail. Combining this statistic with Census numbers and one can quickly arrive at the number of Greenway corridor children who are likely to fall from the ranks of the obese each year. And with that, one can calculate health care dollars saved.

Estimated Number of Children Lifted out of Obesity Annually: 353
 Estimated Health Care Dollars Saved: \$45,943

Section 4(B): Community Assets within Corridor

In studying the Greenway, its population, and trends, the team reviewed the features of the community within the corridor. The goal was to establish whether it was reasonable to assume that an interconnected system of parks and trails might be used as for transportation, as well as recreation.

While there are a number of sources for commute rates, for the purposes of this analysis the team chose to review land use maps to determine whether the number and proximity of sites within the corridor that residents might be expected to visit via a trail system.

The area reviewed matched the buffers from which likely users are derived. Findings are shown in Table 3. Exhibit E shows the relationship between corridor population densities and community assets.

Table 3: Community Asset Survey

Community Assets	Buffers			
	Half Mile	1 Mile	1.5 Miles	Total
Civic and Community Facilities	7	9	2	18
Entertainment Facilities	9	17	35	61
Health Care Facilities	13	73	69	155
Recreational Facilities	38	26	31	95
Religious Institutions	25	32	43	100
Schools	11	25	14	50
Total	103	182	194	479

Source: Harris County Appraisal District, 2012

Section 4(C): Regional Growth

The Houston-Galveston Area Council's (H-GAC) 2040 Regional Growth Forecast provides population projections for each Transportation Analysis Zone (an area of varying size, commonly comprising 3,000 individuals) within the corridor in five (5) year intervals through 2040. These projections suggest that the population within the corridor will continue to grow as shown in Table 4.

Many of the benefit projections are based on residential population. Thus, one may reasonably assume that the pool of trail users will grow with the corridor. Correspondingly, benefits in population sensitive categories are expected to grow.

Because of the nature of the improvements contemplated in the Greenway, it is expected that a leveraged series of funding strategies will be considered. Bonds, typically sold in 20 year increments, may be among those strategies.

To illustrate benefits that might be expected at the end of a typical bond series, the following Tables 5a and 5b, show population sensitive benefits projections for the year 2025. These projections are an extrapolation based on growth H-GAC 2040 Regional Growth Forecast projections shown in Table 4.

Table 4: Growth Forecast for Greenway Corridor

	Population	Growth %	Households	Jobs
2010	255,076		92,910	73,021
2015	282,886	10.90%	104,755	82,078
2020	310,436	9.74%	116,721	87,956
2025	327,365	5.45%	124,532	100,105
2030	339,321	3.65%	130,559	107,119
2035	346,683	2.17%	134,596	118,096
2040	352,599	1.71%	137,441	124,775

Source: H-GAC 2040 Regional Forecast

Table 5a: 2025 Benefits Projections, Percentages

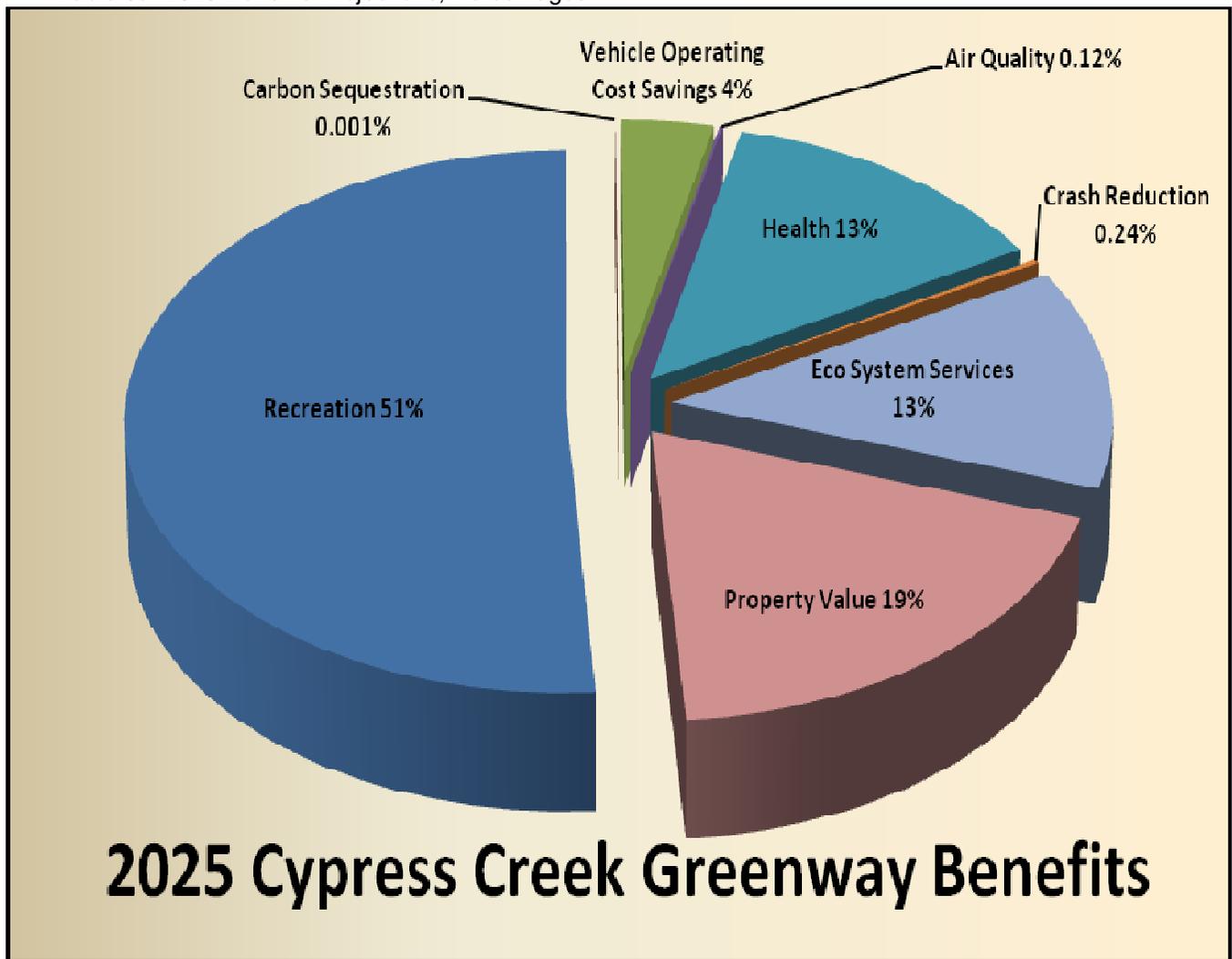


Table 5b: 2025 Population Sensitive Benefits Projections, Detail

Recreation Benefits: Parkland and Trails	Low	Moderate	High
East	\$ 3,414,017	\$ 4,115,102	\$ 5,657,487
Central	\$ 3,556,299	\$ 4,286,602	\$ 5,893,267
West	\$ 1,790,502	\$ 2,158,190	\$ 2,967,104
	\$ 8,760,819	\$ 10,559,894	\$ 14,517,858

Recreation benefits represent the value of the park and trail recreational activity based on research by the US Army Corps of Engineers. The methodology for estimating users is based on approaches developed by the University of North Carolina.

Health Benefits	Low	Moderate	High
East	\$ 886,152	\$ 1,059,428	\$ 1,440,635
Central	\$ 923,083	\$ 1,103,580	\$ 1,500,674
West	\$ 464,748	\$ 555,623	\$ 755,550
	\$ 2,273,982	\$ 2,718,631	\$ 3,696,859

Health benefits represent dollars saved by individuals whose use of the system results in less need for medical care. The calculation assumes individuals with access to a system of parks and trails will utilize it. Benefits are projected for populations age 65 years and over, and under 65. The estimates and methodology were developed by The Trust for Public Land and the University of North Carolina.

Vehicle Operating Cost Savings / Congestion Relief	Commuting	Short Trips	Total
East	\$ 106,055	\$ 183,339	\$ 289,394
Central	\$ 110,475	\$ 190,980	\$ 301,454
West	\$ 55,621	\$ 96,153	\$ 151,774
	\$ 272,150	\$ 470,472	\$ 742,622

Vehicle Operating Cost Savings benefits are an estimate of the value of the reduction in vehicle miles traveled because of an increase in short trips (errands) and commutes (work) by bicycle. Average trip and commute length is per H-GAC and the value of each reduced mile is per the IRS mileage reimbursement rate.

Crash Reduction	Commuting	Short Trips	Total
East	\$ 7,231	\$ 12,500	\$ 19,731
Central	\$ 7,532	\$ 13,021	\$ 20,554
West	\$ 3,792	\$ 6,556	\$ 10,348
	\$ 18,556	\$ 32,078	\$ 50,634

Crash Reduction benefits are the annual savings achieved by reducing the number of accidents. The estimate is based on the vehicular crash rate per 100,000,000 miles traveled and the average cost per crash per H-GAC.

Air Quality: NOx	Commuting	Short Trips	Total
East	\$ 3,629	\$ 6,274	\$ 9,902
Central	\$ 3,780	\$ 6,535	\$ 10,315
West	\$ 1,903	\$ 3,290	\$ 5,193
	\$ 9,312	\$ 16,099	\$ 25,411

Air Quality benefits estimate the value of NOx emissions reductions. The benefit is a calculation of the volume of NOx multiplied by the value of those reductions. The value is based on a per ton value established by H-GAC.

Property Value Benefits	One Time Premium	Annual Value of One-Time Premium *	Additional Incremental Annual Premium in Year 2025	Total
East	3,674,383	\$ 296,105	\$ 324,431	\$ 620,536
Central	13,384,269	\$ 1,078,590	\$ 1,181,769	\$ 2,260,359
West	6,008,265	\$ 484,184	\$ 530,502	\$ 1,014,686
	23,066,917	\$ 1,858,880	\$ 2,036,702	\$ 3,895,582

Property Value increases are anticipated for those properties within 600 linear feet of the outside the boundary of a greenspace or future greenspace parcel. Base values are per HCAD, premium estimates are per Dr. John Crompton, Texas A&M University. The "One Time Premium" is annualized and then added to the "Additional Incremental Annual Premium" which is the additional value that will accrue over the no-build case assuming that values will continue to appreciate per historic growth rates. *Annualized over 30 years @ 7% interest (Federal Discount Rate, OMB Circular No. A-94 Revised).

Total Annual Benefits Aggregated: Recreation and Health benefit values are projected at Low, Moderate and High levels based on the number of potential users; Vehicle Operating Cost Savings, Crash Reduction, Air Quality, Carbon Sequestration, Ecosystem Services, Clean Water and Property Value benefits are held constant.	Low	Moderate	High
	East	\$ 7,956,957	\$ 8,831,317
Central	\$ 7,072,064	\$ 7,982,864	\$ 9,986,624
West	\$ 3,437,252	\$ 3,895,816	\$ 4,904,656
	\$ 18,466,388	\$ 20,710,111	\$ 25,646,303

Section 4(D): Areas for Further Study

By way of background, all Greenway benefits are based on three methods of calculating results. The benefits may be grouped as follows:

user-based benefits (Recreation, Health and Transportation),
proximity-based benefits (Property Value), and
acreage-based benefits (Environmental benefits).

It appears that trail users are being undercounted. As a result, the benefits projected are being underprojected. What follows are a few options that might better define Greenway users and environmental benefits:

Issue 1: Feeder Trails

Currently all trail user projections for the trail system are derived from residential population estimates proximate (within 1.5 miles) of a trunk bayou. There are other trails that exist, and that would be created which would connect to the trunk trails and each of those will feed users.

To the extent that those feeder trails extend beyond the 1.5 mile buffers along the bayou, likely users of the trail system are being undercounted. Thus benefits are being under represented. It should be noted, that the user benefits are based on projections of new users, and not existing trail or amenity users.

Recommendation 1: Identifying feeder trails within the watershed and estimating their proximate populations would provide a more accurate definition of the user base and a better estimate of benefits that might flow from the Cypress Creek Greenway community enhancements. This research would primarily affect Recreation, Health and Transportation benefit estimates.

Issue 2: Commercial Properties

Since all trail user projections are based on residential population estimates, no users are assumed to come from commercial properties. Population maps of the trails clearly shows that large areas of the potential trail system abut high concentrations of office and other commercial land uses. This is particularly true for areas near downtown and there is ample anecdotal evidence that many of the users of trails near downtown originate from downtown commercial clusters.

Recommendation 2: Identify an area where commercial activity is perceived to be high. Estimate the professional populations within those activity areas. Research and develop a methodology for estimating the likelihood that a professional working near a trail would use an amenitized trail. This research would primarily affect Recreation and Health benefit estimates.

Issue 3: Replanting

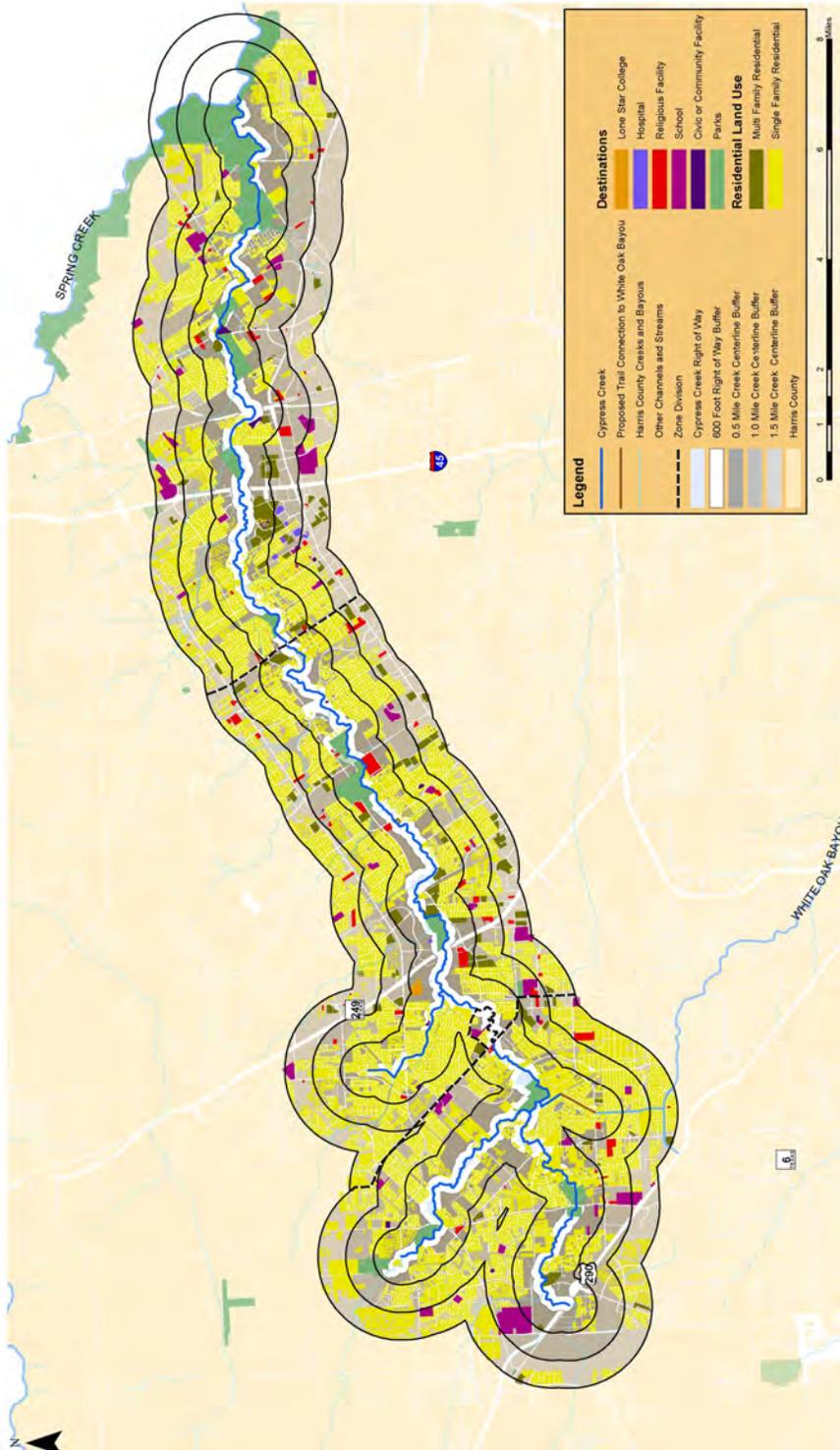
The evaluation of the Greenway's Environmental benefits is based entirely on an extrapolation of the Bayou Greenway Initiative's land acquisition plan. No replanting was assumed in the BGI analysis, thus none of the habitat conservation and restoration or water quality improvement opportunities flowing from the Greenway Initiative have been estimated.

Further, the Greenway does not currently have a master plan to guide habitat restoration, or replanting efforts. It is reasonable to assume that those efforts would be undertaken by parties involved in the projects implementation. Nevertheless, no additional values were assumed.

Recommendation 3: Remodeling the Environmental benefits so that they properly reflect the scope and scale of any subsequent master plan would likely dramatically reframe the value of those initiatives. This research would primarily affect Environmental benefits.

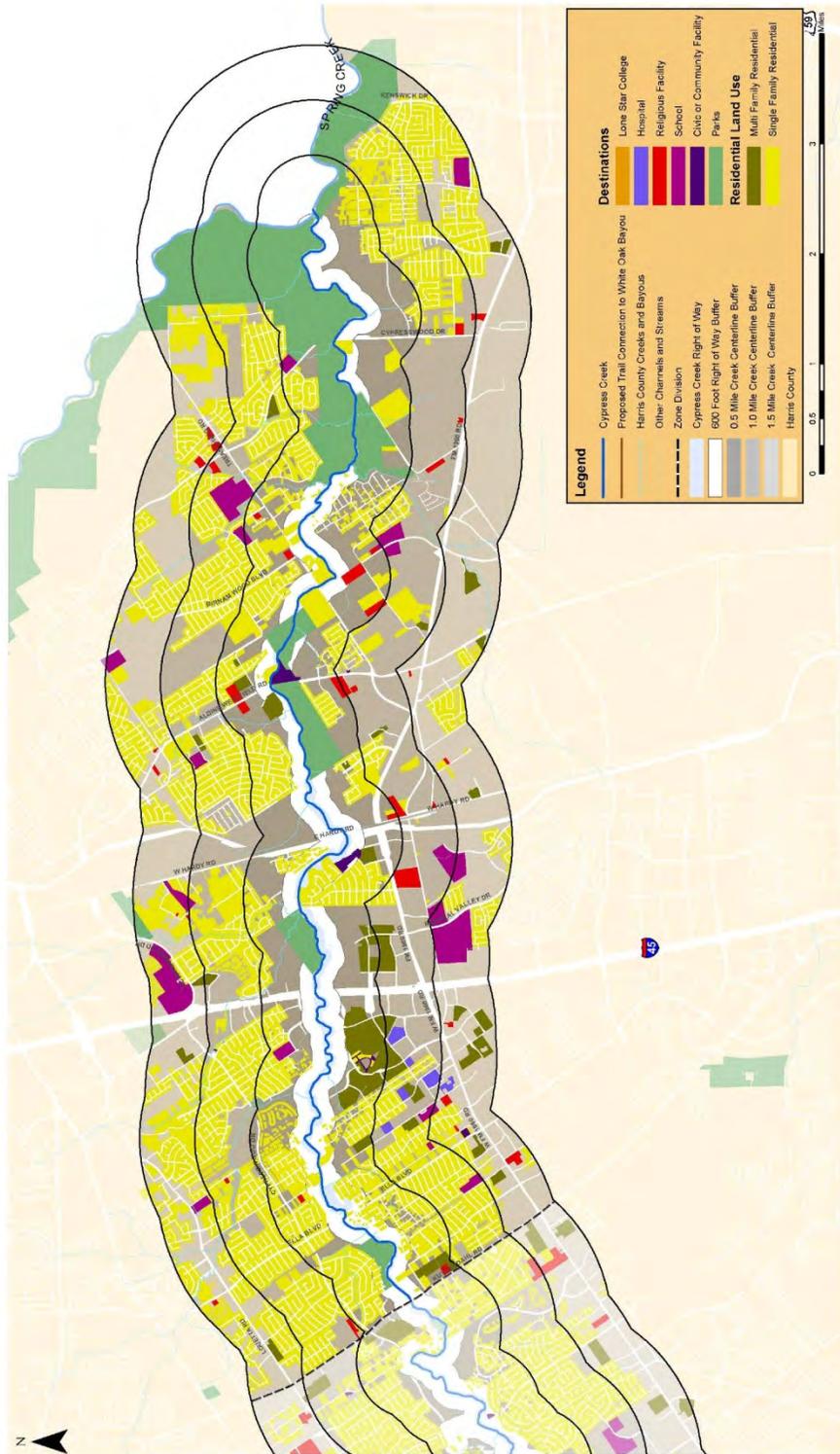
Houston-Galveston Area Council
Cypress Creek Greenway

Exhibit A
Overview of Study Area
Land Use Map



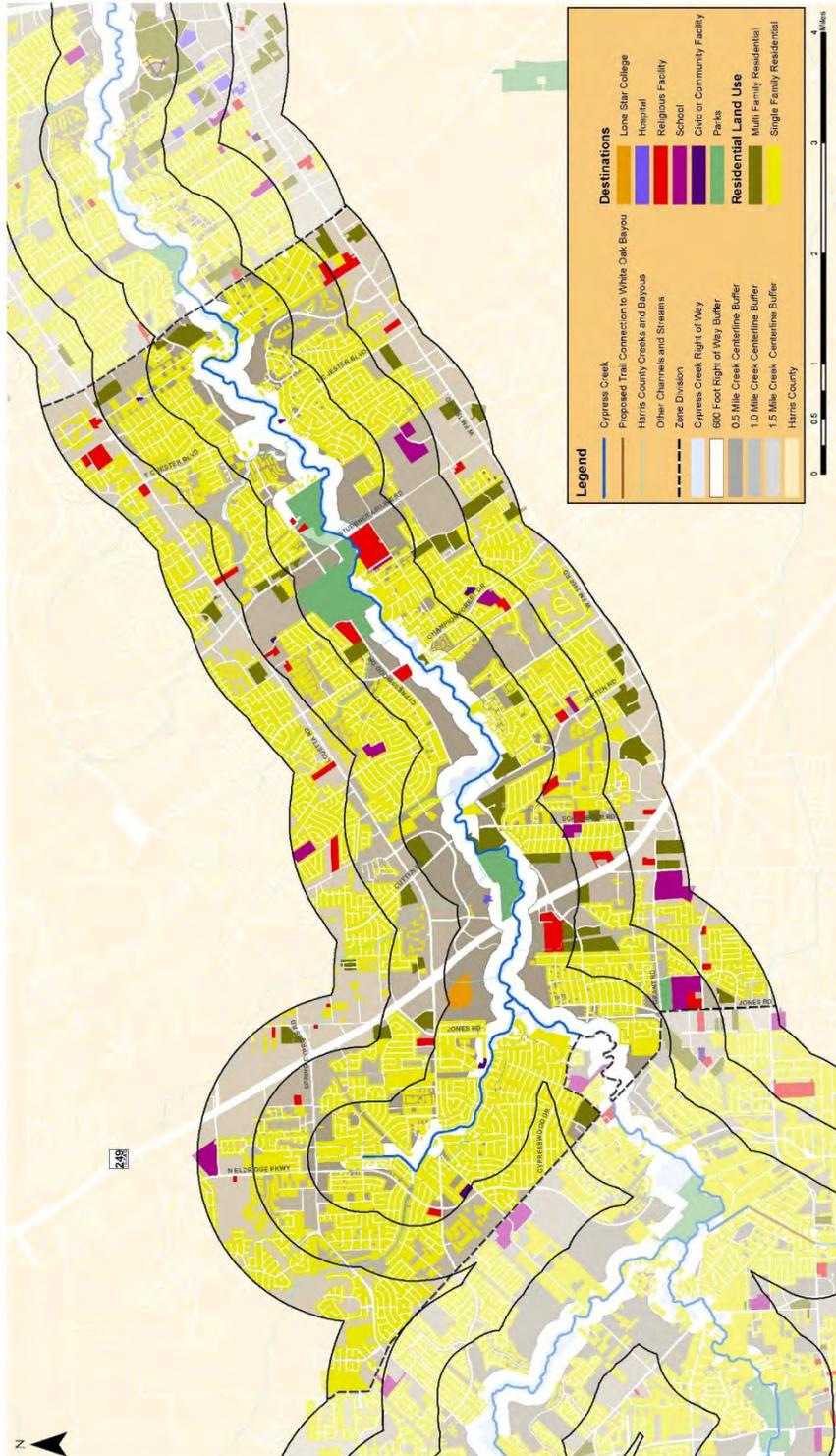
Houston-Galveston Area Council
Cypress Creek Greenway

Exhibit B
Cypress Creek Greenway, Eastern Section
Parcels and Land Use, Detail



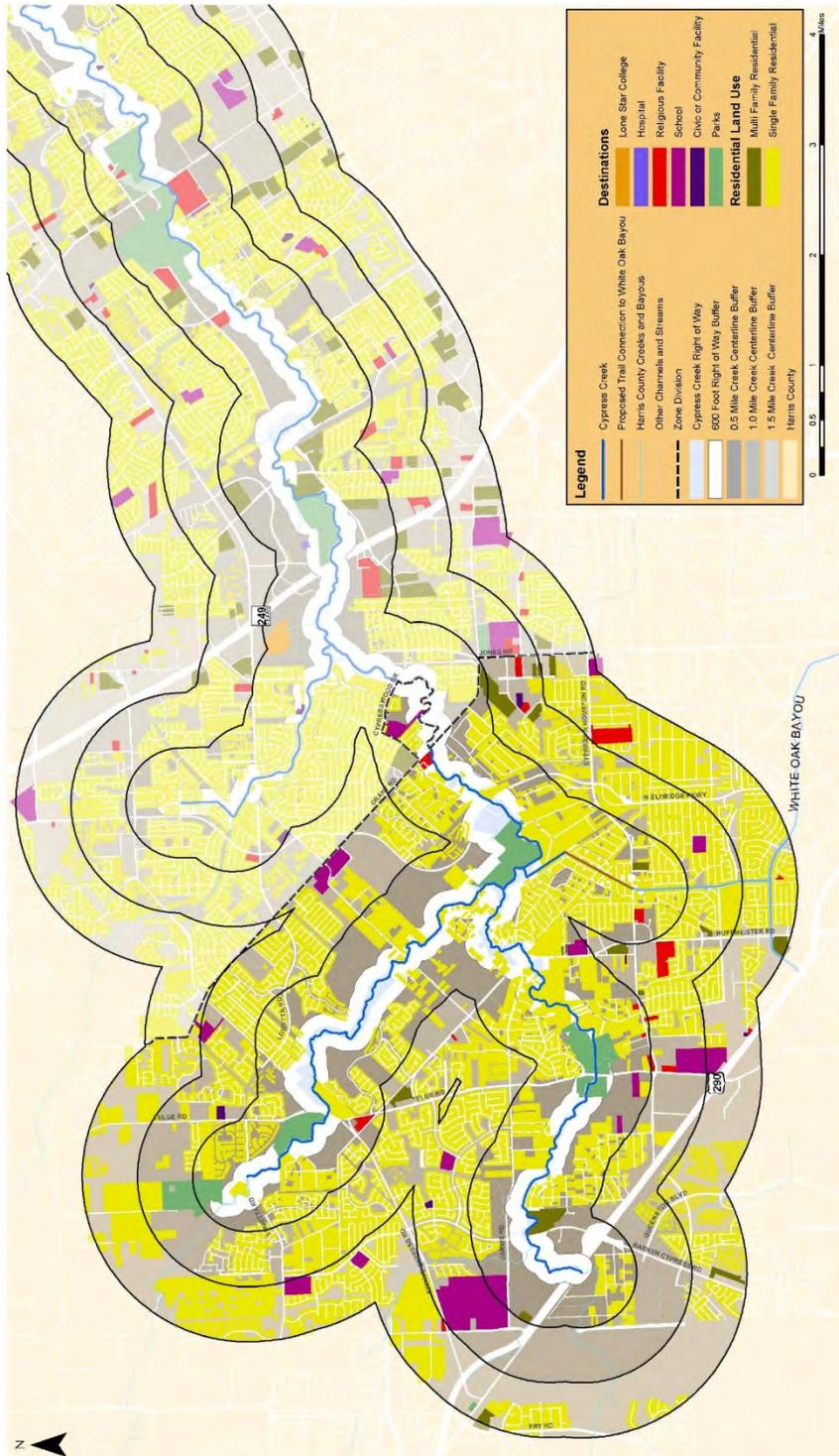
Houston-Galveston Area Council
Cypress Creek Greenway

Exhibit C
Cypress Creek Greenway, Central Section
Parcels and Land Use, Detail



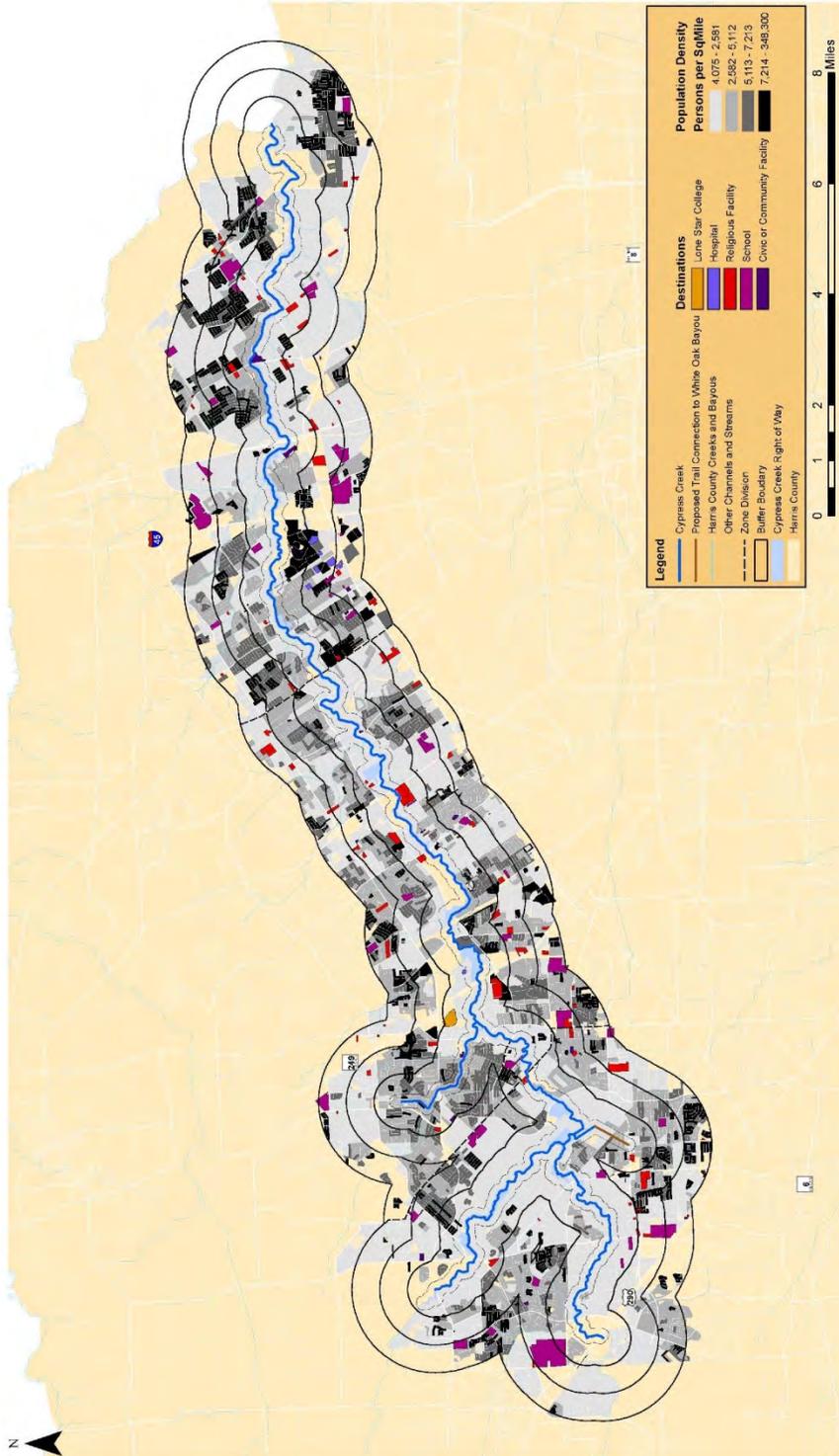
Houston-Galveston Area Council
Cypress Creek Greenway

Exhibit D
Cypress Creek Greenway, Western Section
Parcels and Land Use, Detail



Houston-Galveston Area Council
Cypress Creek Greenway

Exhibit E
Cypress Creek Greenway, Western Section
Population Density and Community Assets



Survey Report

Bayou Greenways Initiative Case Study

Harris County, TX

Prepared for:
Houston-Galveston Area Council
Houston Parks Board

May 2013



Table of Contents

Table of Contents	i
Table of Exhibits	ii
Introduction and Summary	1
Survey Respondent Demographics	3
Rating Trail Benefits	4
Rating Trail Concerns	5
Preferred Activities	6
Greenway Support Statements	7
Greenway Preferred Features	8
Level of Greenway Support	9
Willingness to Get Involved in the Greenway	10
Support by Subdivision/Apartment Complex	11
Support by Utility District	21
Appendix – Survey	27
Appendix 2 Other Responses to Q1 – Benefits of Trail System	34
Appendix 3 Other Responses to Q2 – Concerns of Trail System	39
Appendix 4 Other Responses to Q3 – Preferred Activity on Trail	43

Table of Exhibits

Overall Map of Survey Respondents' Zip Codes 1

Number of Respondents by ZIP Code of Residence – Vicinity of Study Area 2

Q14. What is your age? 3

Q15. What is your ethnicity? 3

Q16. Do you have children under age 18 in your household? 3

Q1. A connected system of trails and parks could offer a variety of benefits to communities along Cypress Creek. Please indicate how important the following potential benefits are to you? 4

Q2. Creating a connected system of trails and parks can also present challenges. Please indicate how you concerned you are with these potential challenges: 5

Q3. How likely would you be to use this trail and park system for the following activities? 6

Q4. Please indicate your level of agreement with the following statements 7

Q5. What are the most important features the Greenway needs to have? 8

Q6. How supportive are you for continuing such discussions among these groups? 9

Q7. Would you be willing to get involved personally in efforts to plan, implement, and manage the Greenway? 10

Cross Tabulation of Q8 – Subdivision/Apartment by Q6 and Q7 11

Cross Tabulation of Q10 – Utility District by Q6 and Q7 21

Introduction and Summary

This survey was completed in conjunction with the Bayou Greenways Initiative Case Study – part of the Regional Plan for Sustainable Development of the Houston-Galveston Area Council (H-GAC).

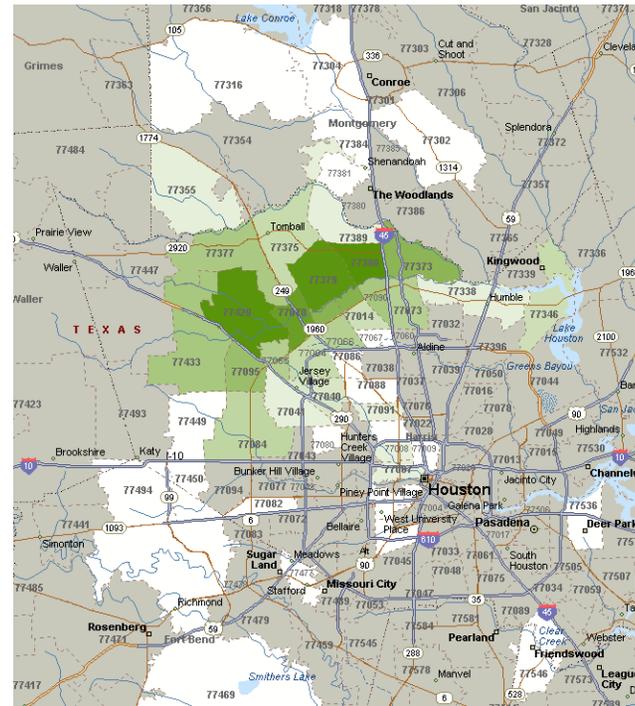
The H-GAC and a consortium of community partners received a \$3.75 million Sustainable Communities Regional Planning Grant from the federal Department of Housing and Urban Development to develop a regional plan for sustainable development for the 13-County Texas Gulf Coast Planning Region. As a part of this effort, the H-GAC has commissioned a series of case studies to demonstrate ways that the sustainability goals developed in the Plan can be applied to issues at the local level and in a variety of geographic contexts. The case studies are intended to focus on implementation, moving beyond the planning level of the broader Regional Plan for Sustainable Development.

The Bayou Greenways Initiative (BGI) Case Study is developing mechanisms to implement segments of the trail system along Cypress Creek, outside the limits of the City of Houston. The project covers the reach of Cypress Creek from its confluence with Spring Creek to US 290. The Cypress Creek Greenway Survey was conducted in an online format from February 25, 2013 through April 12, 2013. The survey was conducted primarily through the online survey system SurveyMonkey. Links to the survey were sent through email lists of area organizations. In addition, paper survey forms were distributed at community meetings. The survey was intended to investigate potential support for the Cypress Creek Greenway over a wide sample of the population in the Cypress Creek corridor and northwest Harris County.

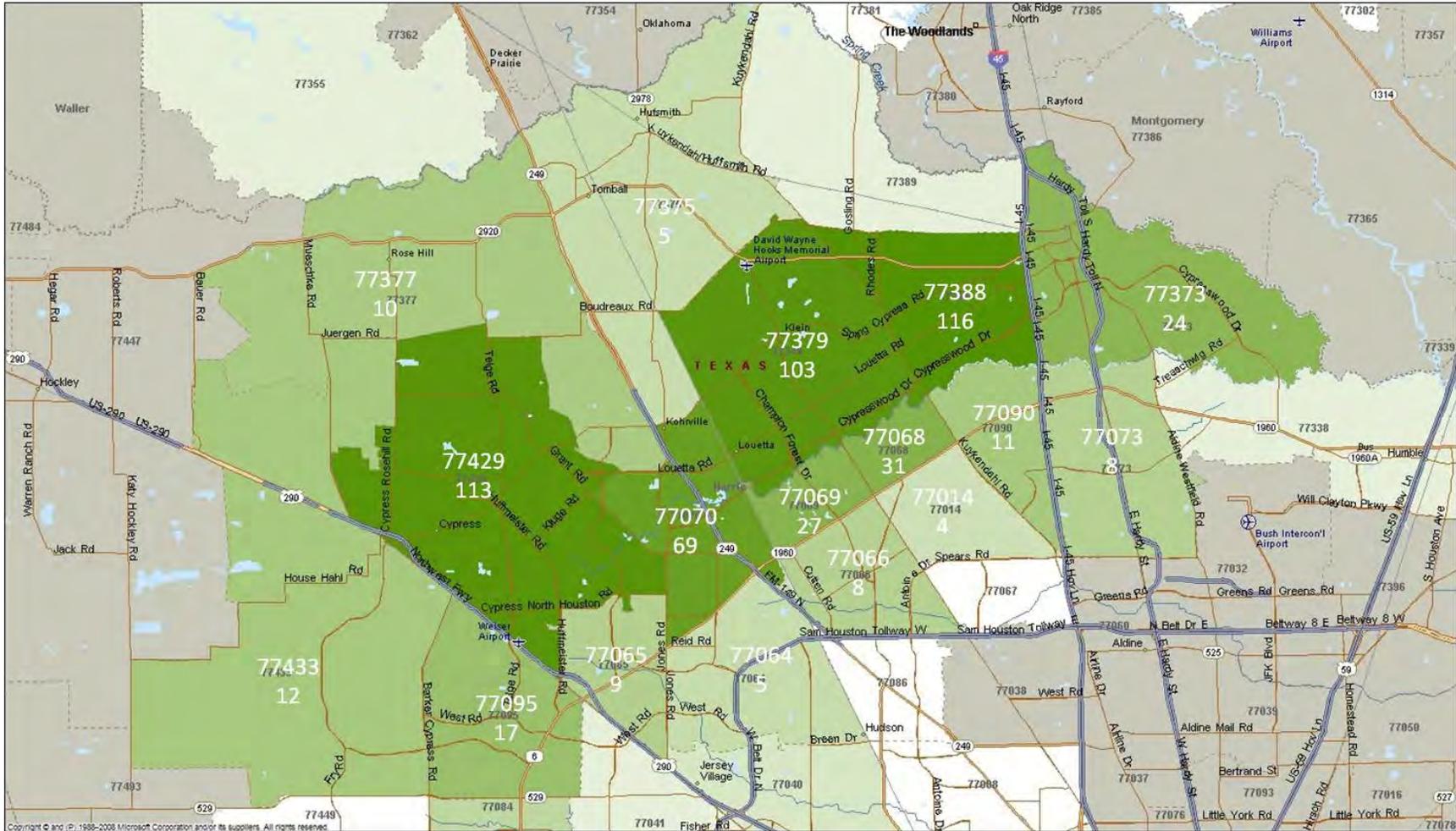
In total, 667 online surveys were begun and almost all were completed. In addition, 46 paper surveys were collected and coded into the survey.

Overall, the respondents to this survey represented a reasonable geographic distribution of the community, although some respondents noted residential zip codes outside of the Cypress Creek vicinity. See map below where white zip codes had at least one respondent and green zips have many respondents.

Overall Map of Survey Respondents' Zip Codes



Number of Respondents by ZIP Code of Residence – Vicinity of Study Area



Survey Respondent Demographics

In this section, the demographic profile of the survey respondents is presented.

The survey respondent almost equally represented men (50.1%) and women (49.9%).

On the right is the age profile of the respondents.

- All adult age groups were reasonably represented and two persons under 18 completed the survey.
- The median age was 49.5.

The tables on the right present the comparison of the respondent by ethnicity and incidence of children in the home.

- The respondents to the survey were overwhelmingly white/Anglo (85%). This does not reflect the ethnicity breakdown of the immediate Cypress Creek corridor area, which showed about 21% Hispanic and 14% African-American population, despite a broad publicity push for the survey.
- Two out of every five respondent households (40.9%) had children under 18 in their homes.

Q14. What is your age?

Age Range of Respondents	Response No.	Response Percent
Under 18	2	0.3%
Age 18 to 24	7	1.1%
Age 25 to 34	97	15.1%
Age 35 to 44	150	23.3%
Age 45 to 54	149	23.2%
Age 55 to 64	128	19.9%
Age 65 and over	110	17.1%
Total w/ age provided	643	
Median Age	49.5	

Q15. What is your ethnicity?

Ethnicity	Response No.	Response Percent
Asian	14	2.2%
Black / African-American	16	2.5%
Hispanic / Latino	49	7.6%
White / Anglo	550	85.0%
Other	18	2.8%
Total who answered question	647	100.0%

Q16. Do you have children under age 18 in your household?

Children at home	Response No.	Response Percent
Yes	268	40.9%
No	387	59.1%

Rating Trail Benefits

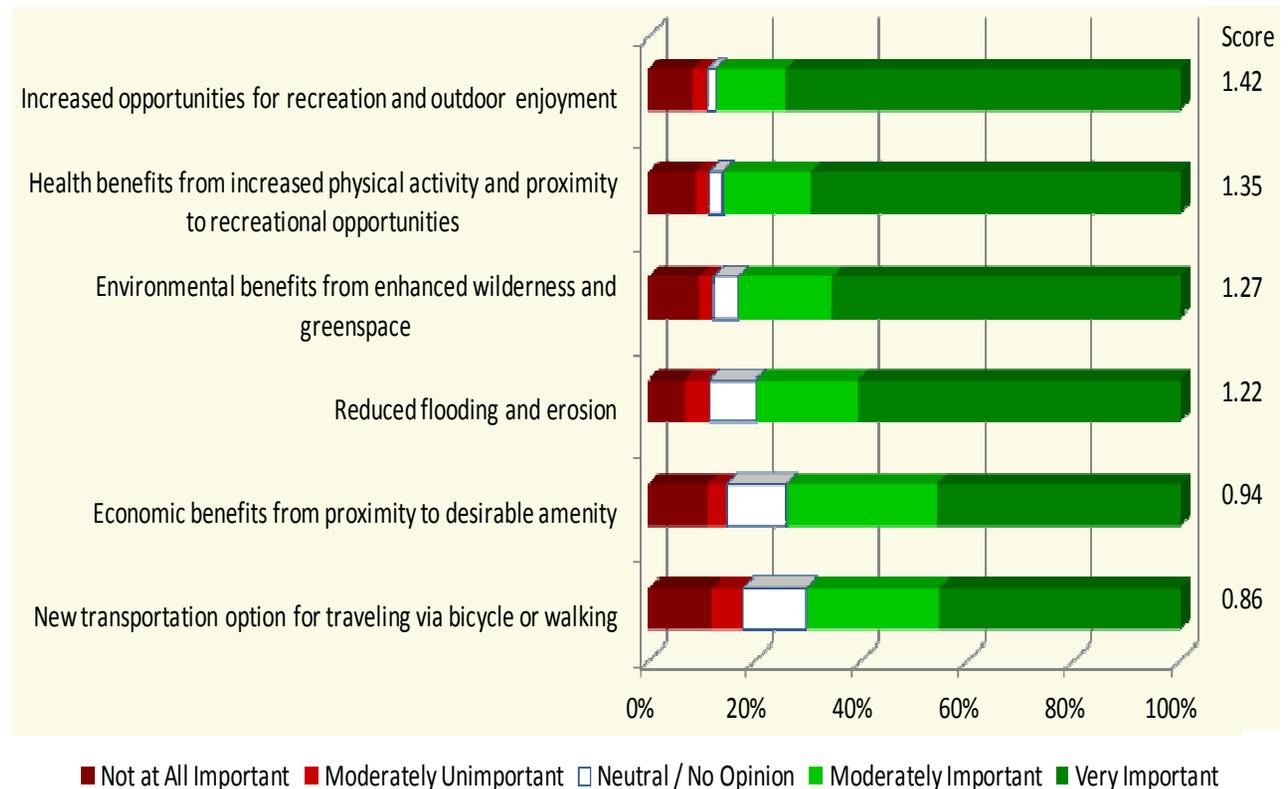
In Question 1, the respondents were asked to rate the potential benefits of a trail system on Cypress Creek. The chart on the right presents the ratings.

For the average scores on the far right, a “Neutral/No Opinion” rating was scored as zero. On the positive side, “Very Important” was a +2 and “Moderately Important” was given a +1. On the negative side, “Not at all Important” was given a -2 and “Moderately Unimportant” was given a -1.

All of these benefits were considered important and even the lowest score, for “New transportation option of traveling via bicycle or walking,” was rated positively just slightly below “Moderately Important.”

147 respondents wrote in an open-ended response of other benefits what are important to them. Those verbatim responses are included in **Appendix 2**.

Q1. A connected system of trails and parks could offer a variety of benefits to communities along Cypress Creek. Please indicate how important the following potential benefits are to you?



Rating Trail Concerns

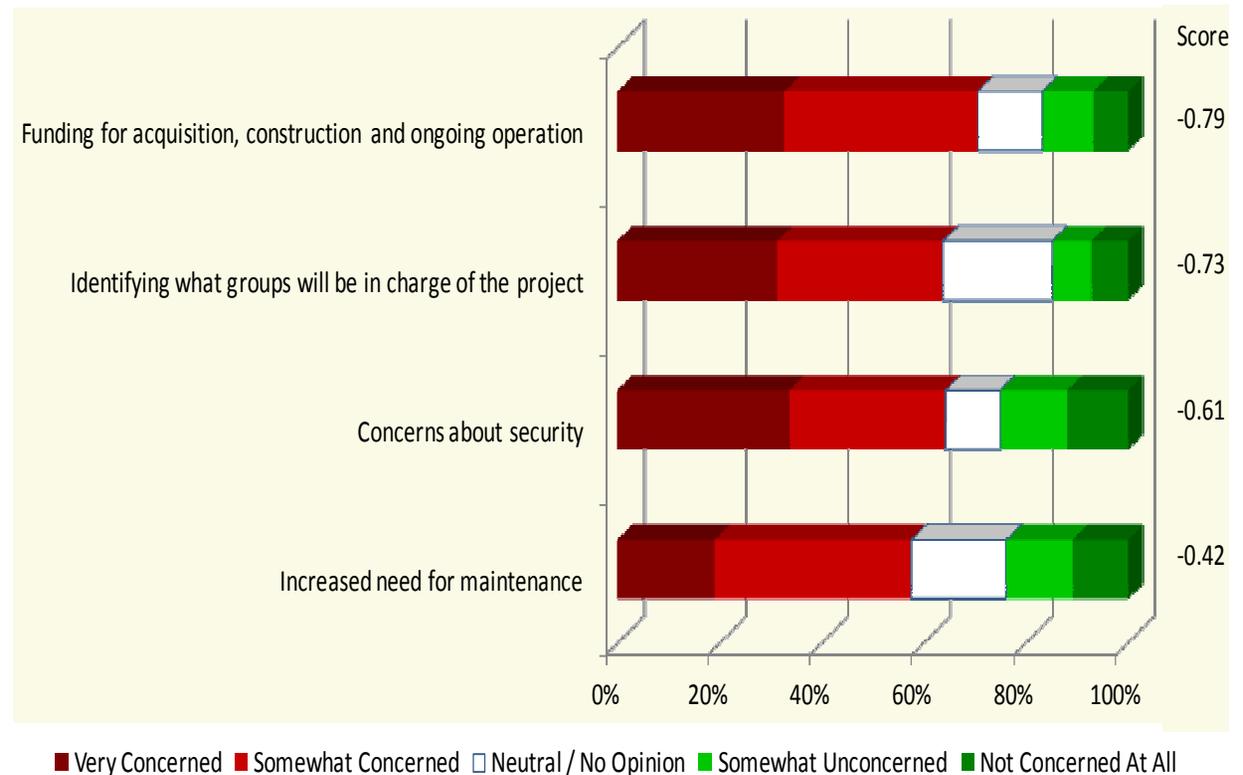
In Question 2, the respondents were asked to rate the level of concern that they had with certain aspects of the Greenway project. The chart on the right presents the ratings.

For the average scores on the far right, a “Neutral/No Opinion” rating was scored as zero. On the positive side, “Not Concerned at All” was a +2 and “Somewhat Concerned” was given a +1. On the negative side, “Very Concerned” was given a -2 and “Somewhat Concerned” was a -1.

All of these concerns were evident in the responses but “Funding...” was the area of most concern to the respondents – rating just slightly better than “Somewhat Concerned” (at -0.79). “Concerns about security” and “increased need for maintenance” were lower level concerns.

99 respondents wrote in an open-ended response of other concerns they had. Those verbatim responses are included in **Appendix 3**.

Q2. Creating a connected system of trails and parks can also present challenges. Please indicate how concerned you are with these potential challenges:



Preferred Activities

In Question 3, the respondents were asked “How likely would you be to use this trail and park system for the following activities? They were asked to rate them as “Very Likely.” “Somewhat Likely,” “Somewhat Unlikely,” and Very “Unlikely.”

“Walking” and “Biking” were the most likely activities of the respondents with strong positive ratings.

Horseback Riding was the least likely activity, but 62 (8.8%) of the respondents said that it would be a “Very Likely” or “Somewhat Likely” activity.

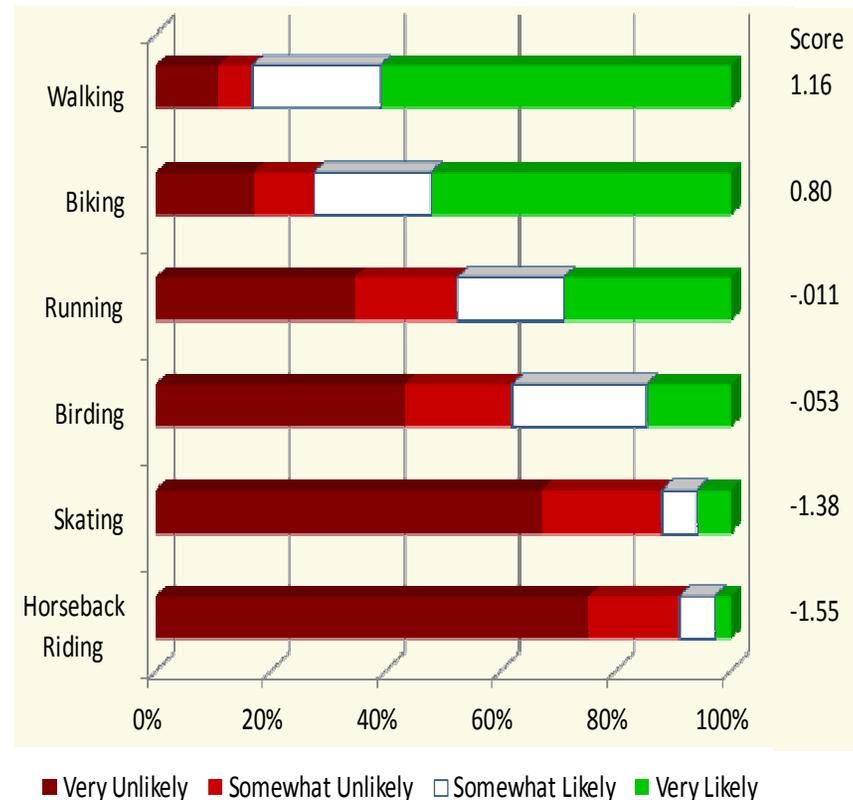
The score on the far right was calculated by assigning a score of -2 to “Very Unlikely,” a -1 to “Somewhat Unlikely,” a +1 to “Somewhat Likely,” and a +2 to “Very Likely.”

130 of the respondents wrote in another activity for their use of the trail. Those responses were coded into similar activities and the most often mentioned (more than 10 mentions) “Other Activities” are:

- Canoeing and Kayaking (26)
- Disc Golf (23)
- Mountain bike (off-road) riding(12)
- Nature/wildlife watching (11)

Those and the additional verbatim responses are included in **Appendix 4**.

Q3. How likely would you be to use this trail and park system for the following activities?



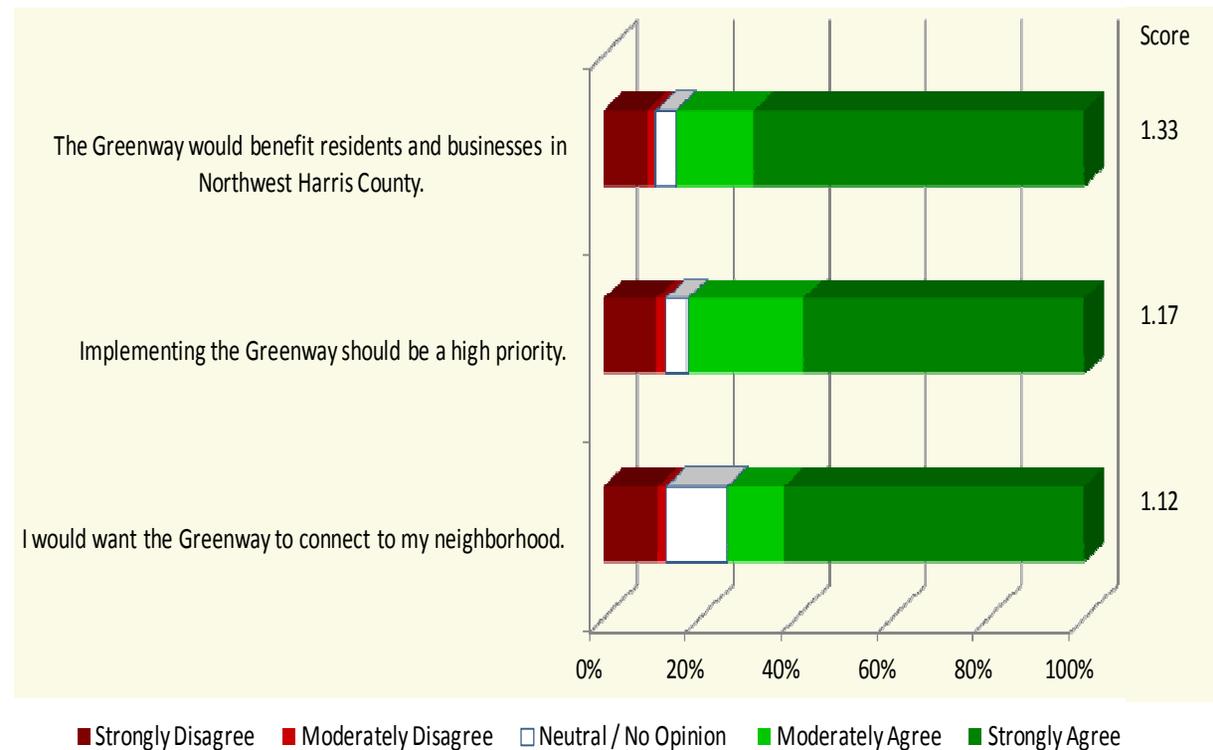
Greenway Support Statements

In Question 4, the respondents were asked to indicate their agreement with some statements regarding their general support for the Greenway.

The respondents overwhelmingly agreed with all of the statements. Over two-thirds (68.7%) Strongly Agreed that the Greenway would benefit residents and businesses in Northwest Harris County. Sentiment was similar for making the Greenway a high priority for implementation (58.5%) and connecting the Greenway to the respondent's neighborhood (62.4%).

Strong disagreement with these statements was less than 12% for all three.

Q4. Please indicate your level of agreement with the following statements



Greenway Preferred Features

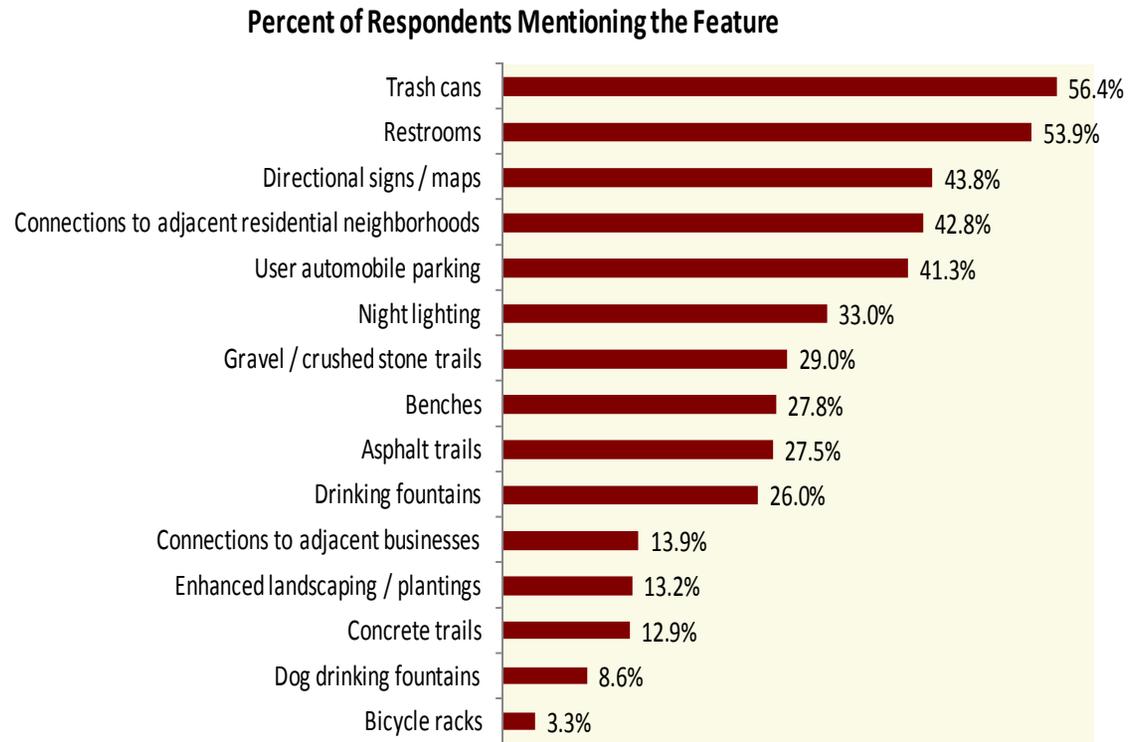
In Question 5, the respondents were asked, “What are the most important features the Greenway needs to have?” Each respondent could list up to five features that they thought are important for the Greenway.

The most often mentioned feature for the greenway was “Trash cans” mentioned by well over half of the respondents. “Restrooms” was also highly mentioned.

The respondents were asked to mention “Other” features that would be important for the greenway. 193 of the respondents added an open-ended comment.

Those verbatim responses are included in **Appendix 5**.

Q5. What are the most important features the Greenway needs to have?

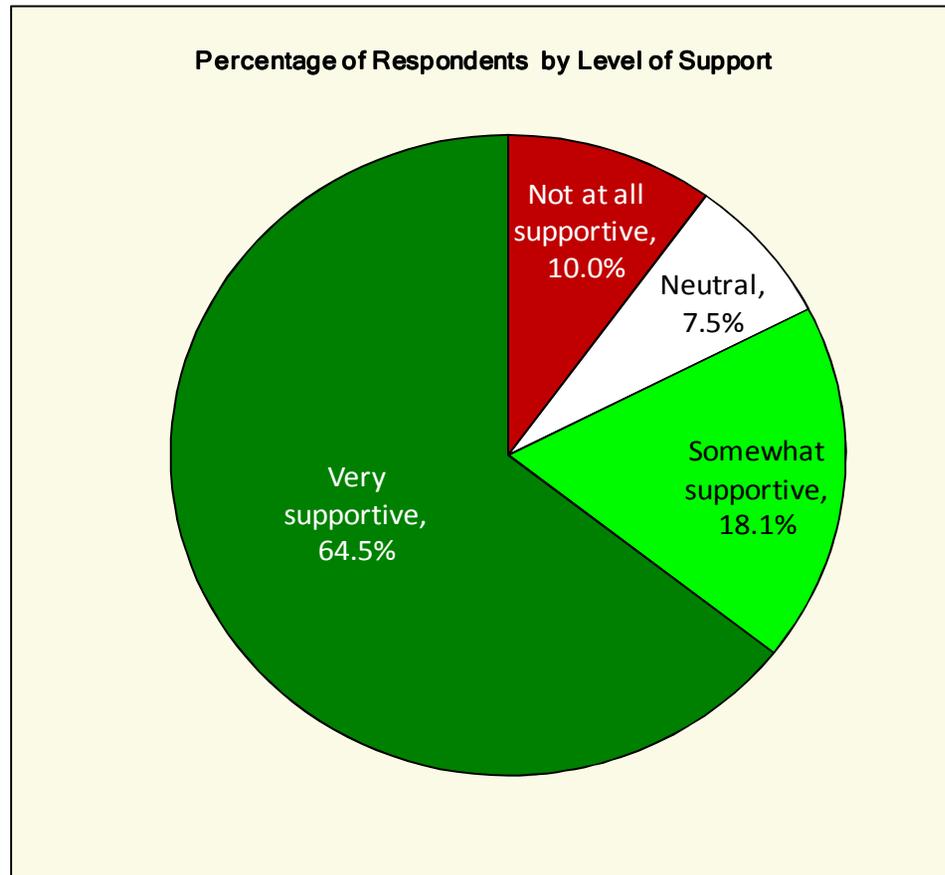


Level of Greenway Support

In Question 6, the respondents were asked to indicate their level of support for continuing work on greenway project. The question read, “Much still needs to be determined regarding how to design, fund, build, and operate the Cypress Creek Greenway. Groups like Harris County, utility districts, neighborhood and community groups, and civic organizations will need to work together to find solutions on these matters. **How supportive are you for continuing such discussions among these groups?**”

The respondents were overwhelmingly supportive (64.5%) of continuing the greenway development process. Only 10% expressed that they were not supportive of continuing the discussions.

Q6. How supportive are you for continuing such discussions among these groups?

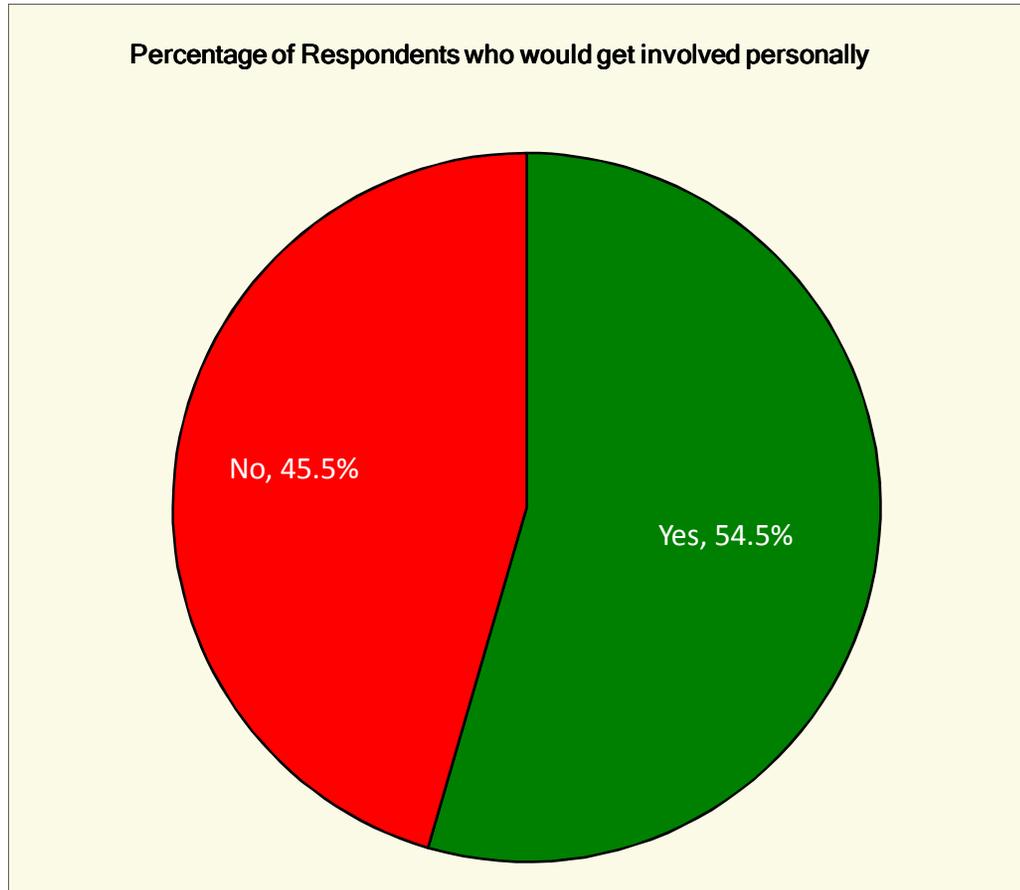


Willingness to Get Involved in the Greenway

In Question 7, the respondents were asked if they would be willing to get involved in the greenway planning and implementation efforts.

A majority (54.5%) of the respondents stated that they would get personally involved. On the paper surveys, some even provided their contact information.

Q7. Would you be willing to get involved personally in efforts to plan, implement, and manage the Greenway?



Support by Subdivision/Apartment Complex

In Question 8, the respondents were asked “Please provide the name of the subdivision or apartment complex where you live.”

The table below lists the subdivisions that were identified, the number of total mentions of that subdivision, and the number of respondents who support the greenway project, and those who would personally get involved.

Q8 Please provide the name of the subdivision or apartment complex where you live

Q6 Much still needs to be determined regarding how to design fund build and operate the Cypress Creek Greenway Groups like Harris County utility districts neighborhood and community groups and civic organizations will need to work together to find solutions on these matters How supportive are you for continuing such discussions among these groups?

Q7 Would you be willing to get involved personally in efforts to plan implement and manage the Greenway?

Those respondents who identified their subdivision or apartment complex were more supportive than those who didn’t. 68.6% of this group was very supportive as compared with 64.5% of the entire sample. In addition, 57.2% said that they would be personally willing to help as compared with 54.5% of the entire sample.

Cross Tabulation of Q8 – Subdivision/Apartment by Q6 and Q7

Sorted by Total Response then by the Q7 %

Q8 Subdivision or Apartment Complex	Total Responses	Q6 % Very Supportive	Q7 % Willing to Help
Cypresswood	55	69.1%	43.6%
Cypressdale	39	71.8%	51.3%
Norchester	26	65.4%	46.2%
Park Creek	23	47.8%	52.2%
Lakewood Forest	19	73.7%	68.4%
Stablewood Farms	15	66.7%	66.7%
Northgate Forest	15	46.7%	26.7%
Champion Forest	14	71.4%	64.3%
Tower Oaks Plaza	12	58.3%	75.0%

Survey Report Bayou Greenways Initiative Case Study

Q8 Subdivision or Apartment Complex	Total Responses	Q6 % Very Supportive	Q7 % Willing to Help
Terranova West	10	80.0%	60.0%
Coles Crossing	9	77.8%	44.4%
Huntwick Forest	9	77.8%	44.4%
Kleinwood	9	77.8%	88.9%
Olde Oaks	8	100.0%	50.0%
Wimbledon Estates	8	87.5%	62.5%
Longwood	7	85.7%	71.4%
Candlelight Hills	6	50.0%	50.0%
Memorial Northwest	6	66.7%	40.0%
Gleannloch Farms	6	83.3%	33.3%
Copperfield	6	50.0%	66.7%
Fairfield	6	83.3%	83.3%
Ponderosa Forest	6	83.3%	83.3%
Greenwood Forest	5	100.0%	80.0%
Spring Creek Oaks	5	100.0%	80.0%
Windrose	5	80.0%	80.0%
Champions	4	75.0%	25.0%
Champions Park North	4	100.0%	50.0%
North Hill Estates	4	100.0%	100.0%
Post Wood	4	25.0%	50.0%
Kingwood	3	100.0%	100.0%
Lakes of Cypress Forest	3	100.0%	100.0%
Oak Creek Village	3	100.0%	100.0%
Ravensway	3	100.0%	100.0%
The Woodlands	3	33.3%	100.0%
Bear Creek	3	33.3%	33.3%
Mandolin Village	3	33.3%	33.3%

Survey Report Bayou Greenways Initiative Case Study

Q8 Subdivision or Apartment Complex	Total Responses	Q6 % Very Supportive	Q7 % Willing to Help
North Spring	3	33.3%	33.3%
OakTree Place	3	66.7%	33.3%
Cypress Villas	3	66.7%	66.7%
Fairwood	3	66.7%	66.7%
Prestonwood Forest	3	33.3%	66.7%
Bridgeland	2	100.0%	50.0%
Bridgestone	2	50.0%	50.0%
CandleLight Hills	2	50.0%	100.0%
Champions Creek	2	100.0%	50.0%
Charterwood	2	100.0%	100.0%
Colony Creek	2	100.0%	100.0%
Copper Lakes	2	100.0%	50.0%
Cutten Green	2	50.0%	50.0%
Cypress Point	2	50.0%	100.0%
Decker Prairie	2	50.0%	50.0%
Enchanted Oaks	2	100.0%	50.0%
Heatherwood Village	2	100.0%	50.0%
Highland Timbers	2	100.0%	100.0%
Lexington Woods	2	0.0%	100.0%
Longwood Village	2	50.0%	50.0%
Memorial Chase	2	100.0%	50.0%
Memorial Creek Estates	2	50.0%	100.0%
Northlake Forest	2	50.0%	50.0%
Northpointe	2	100.0%	50.0%
Sableridge	2	100.0%	50.0%
Spring Creek Forest	2	50.0%	50.0%
Steeplechase	2	100.0%	50.0%

Survey Report Bayou Greenways Initiative Case Study

Q8 Subdivision or Apartment Complex	Total Responses	Q6 % Very Supportive	Q7 % Willing to Help
Stone Forest	2	50.0%	50.0%
Terranova	2	50.0%	50.0%
Timber Lane	2	100.0%	100.0%
Waterford Park	2	100.0%	100.0%
Westador	2	50.0%	50.0%
Wimbledon	2	100.0%	100.0%
Wimbledon Champions	2	100.0%	100.0%
Woodedge Village	2	50.0%	100.0%
Hunter's Valley	2	50.0%	0.0%
Inwood Forest	2	0.0%	0.0%
Lakes of Rosehill	2	50.0%	0.0%
Memorial Northwest Estates	2	100.0%	0.0%
N/A	2	0.0%	0.0%
Villages of Cypress Lakes	2	0.0%	0.0%
Aberdeen Trails	1	100.0%	100.0%
Anderson Woods	1	100.0%	100.0%
Ascot Court	1	100.0%	100.0%
Atascocita South	1	100.0%	100.0%
Bammel Forest	1	100.0%	100.0%
Berkshire	1	100.0%	100.0%
Breckenridge Forest North	1	100.0%	100.0%
Candlelight Hills	1	100.0%	100.0%
Champion Oaks Apts	1	100.0%	100.0%
Champion Springs	1	100.0%	100.0%
Champion Woods	1	100.0%	100.0%
Champions Place	1	100.0%	100.0%
Champions Springs	1	100.0%	100.0%

Survey Report Bayou Greenways Initiative Case Study

Q8 Subdivision or Apartment Complex	Total Responses	Q6 % Very Supportive	Q7 % Willing to Help
Champions Terrace	1	100.0%	100.0%
Copper Village	1	100.0%	100.0%
Courts at Auburn Lake	1	0.0%	100.0%
Cranbrook	1	100.0%	100.0%
Crossroads Park	1	100.0%	100.0%
Cupresswood subdivision	1	100.0%	100.0%
Cypress Forest Lakes	1	100.0%	100.0%
Cypress Mills Park II	1	100.0%	100.0%
Cypress Ridge	1	0.0%	100.0%
Cypress Trace	1	100.0%	100.0%
Cypress chase	1	100.0%	100.0%
Cypresspoint apts	1	100.0%	100.0%
Cypresswood Green	1	100.0%	100.0%
Cypresswood Lake	1	100.0%	100.0%
Cypresswood place	1	100.0%	100.0%
Dowdell woods	1	100.0%	100.0%
Eldridge Park	1	0.0%	100.0%
Enclave at Lakewood	1	0.0%	100.0%
Foxwood	1	100.0%	100.0%
Glenshire	1	0.0%	100.0%
Grand Mission	1	100.0%	100.0%
Greengate	1	100.0%	100.0%
Greengate Place	1	100.0%	100.0%
Harvest Bend	1	0.0%	100.0%
Hastings Green	1	0.0%	100.0%
Heritage Village	1	100.0%	100.0%
Jersey Village	1	100.0%	100.0%

Survey Report Bayou Greenways Initiative Case Study

Q8 Subdivision or Apartment Complex	Total Responses	Q6 % Very Supportive	Q7 % Willing to Help
Lakes at Northpointe	1	100.0%	100.0%
Lakewood Crossing	1	100.0%	100.0%
Lakewood Grove	1	100.0%	100.0%
Lakewood grove	1	0.0%	100.0%
Langham Creek Colony	1	0.0%	100.0%
Miramar Lakes	1	100.0%	100.0%
NA	1	100.0%	100.0%
Norchester South	1	100.0%	100.0%
North View	1	100.0%	100.0%
Northcliffe	1	0.0%	100.0%
Northern Point	1	100.0%	100.0%
Northwest Park	1	0.0%	100.0%
Oak Grove Apartments	1	100.0%	100.0%
Oaks of Terra Nova	1	100.0%	100.0%
Oakwood West	1	100.0%	100.0%
Outside of watershed	1	100.0%	100.0%
Ponderosa Trails	1	100.0%	100.0%
Ravensway Lake	1	100.0%	100.0%
Ravensway Saracen Park	1	100.0%	100.0%
Remmington Ranch	1	100.0%	100.0%
Retreat at Cypress Station	1	100.0%	100.0%
Sabine Street Lofts	1	100.0%	100.0%
Sablechase	1	100.0%	100.0%
Saracen Park	1	100.0%	100.0%
Shepherd Park Plaza	1	100.0%	100.0%
Silver Pines	1	100.0%	100.0%
Sommerall	1	100.0%	100.0%

Survey Report Bayou Greenways Initiative Case Study

Q8 Subdivision or Apartment Complex	Total Responses	Q6 % Very Supportive	Q7 % Willing to Help
Spring Cypress Corridor	1	100.0%	100.0%
Stable Gate	1	100.0%	100.0%
Stone Gate	1	0.0%	100.0%
Stonegate Court	1	100.0%	100.0%
Sunbury Estates	1	100.0%	100.0%
Tallow Wood	1	100.0%	100.0%
The Meadowlands	1	100.0%	100.0%
The Ravinia	1	100.0%	100.0%
The Thicket	1	100.0%	100.0%
Thornbury Apartments	1	0.0%	100.0%
Tour 18	1	100.0%	100.0%
Tower Oaks	1	0.0%	100.0%
Towne Lake	1	100.0%	100.0%
Trail at Corinthian Creek	1	100.0%	100.0%
Turtle Hill Village	1	0.0%	100.0%
Village Creek	1	100.0%	100.0%
Vintage Woods	1	0.0%	100.0%
Washington Ave. at Heights Blvd.	1	100.0%	100.0%
White Oak Landing	1	100.0%	100.0%
Willow Park Village	1	100.0%	100.0%
Willowbrook	1	100.0%	100.0%
Wincrest Falls	1	100.0%	100.0%
Wortham	1	100.0%	100.0%
16000 Stuebner Airline	1	0.0%	0.0%
77377	1	100.0%	0.0%
Atascocita Forest	1	100.0%	0.0%
Augusta pines	1	0.0%	0.0%

Survey Report Bayou Greenways Initiative Case Study

Q8 Subdivision or Apartment Complex	Total Responses	Q6 % Very Supportive	Q7 % Willing to Help
Barker Lake	1	100.0%	0.0%
Briar Green Terrace	1	0.0%	0.0%
Briarwick	1	100.0%	0.0%
Candlelight Oaks	1	100.0%	0.0%
Champion Forest Villas	1	100.0%	0.0%
Champion Pines	1	0.0%	0.0%
Champions Park	1	100.0%	0.0%
Concord Bridge	1	100.0%	0.0%
Cypress Bend	1	0.0%	0.0%
Cypress Creek Lakes	1	0.0%	0.0%
Cypress Meadow	1	100.0%	0.0%
Cypress Mill Park 2	1	100.0%	0.0%
Cypress Park	1	0.0%	0.0%
Eagle Springs, Atascocita	1	0.0%	0.0%
Enchanted Valley	1	0.0%	0.0%
Enchanted Woods	1	100.0%	0.0%
Gettysburg	1	0.0%	0.0%
Greenway	1	100.0%	0.0%
Hambledon	1	0.0%	0.0%
Hawthorne Ridge Apartments	1	100.0%	0.0%
Heatherwood	1	100.0%	0.0%
Heritage	1	0.0%	0.0%
Heritage Park	1	0.0%	0.0%
Heron Nest	1	100.0%	0.0%
Imperial Garden	1	0.0%	0.0%
Kelliwood Pointe	1	100.0%	0.0%
Kings River Estates	1	0.0%	0.0%

Survey Report Bayou Greenways Initiative Case Study

Q8 Subdivision or Apartment Complex	Total Responses	Q6 % Very Supportive	Q7 % Willing to Help
Kingwood Mills Branch Village	1	0.0%	0.0%
Lafone Estates/Wimbledon Estates	1	0.0%	0.0%
Lakes of Pine Forest	1	0.0%	0.0%
Lakewood	1	0.0%	0.0%
Lakewood Glen	1	0.0%	0.0%
Lakewood Glen Trails	1	0.0%	0.0%
Larewood Forest 16	1	0.0%	0.0%
Louetta Glen	1	0.0%	0.0%
Memorial Creek	1	0.0%	0.0%
Memorial Hills	1	100.0%	0.0%
Memorial northwest	1	0.0%	0.0%
Mill Ridge Estates	1	0.0%	0.0%
Millridge Estates	1	100.0%	0.0%
Mills crossing	1	0.0%	0.0%
Northwest memorial Estates	1	0.0%	0.0%
Oak Tree Place	1	100.0%	0.0%
Oakwood Glen	1	0.0%	0.0%
Pinecrest - Three Lakes	1	100.0%	0.0%
Private information	1	0.0%	0.0%
Quail forest	1	100.0%	0.0%
Queenscliff Sub of Sterling Ridge Woodlands	1	100.0%	0.0%
Raveneaux	1	100.0%	0.0%
Spring Park Apartments	1	100.0%	0.0%
Spring creek oaks	1	100.0%	0.0%
Stone Pine	1	100.0%	0.0%
The Park at Cypresswood	1	0.0%	0.0%
The Park at Kirkstall	1	0.0%	0.0%

Survey Report Bayou Greenways Initiative Case Study

Q8 Subdivision or Apartment Complex	Total Responses	Q6 % Very Supportive	Q7 % Willing to Help
Tuscany	1	100.0%	0.0%
Village in the Woods	1	0.0%	0.0%
West University	1	0.0%	0.0%
Willowbrook Townhome Community	1	0.0%	0.0%
Woodcreek	1	0.0%	0.0%
Woodcreek Reserve	1	100.0%	0.0%
Woodwind Lakes	1	100.0%	0.0%
Wynnewood Apartment	1	0.0%	0.0%
Total	609	68.6%	57.2%

Support by Utility District

Q10 If your residence is located in a utility district please provide the name

Q6 Much still needs to be determined regarding how to design fund build and operate the Cypress Creek Greenway Groups like Harris County utility districts neighborhood and community groups and civic organizations will need to work together to find solutions on these matters How supportive are you for continuing such discussions among these groups

Q7 Would you be willing to get involved personally in efforts to plan implement and manage the Greenway

Those respondents who identified their utility district were significantly more supportive than those who didn't. 75.0% of this group was very supportive as compared with 64.5% of the entire sample. In addition, 60.4% said that they would be personally willing to help as compared with 54.5% of the entire sample.

Cross Tabulation of Q10 – Utility District by Q6 and Q7

Sorted by Total Response then Q7 %

Q10 District	Total Responses	Q6 % Very Supportive	Q7 % Willing to Help
Cypresswood UD	63	66.7%	52.4%
Cypress Creek UD	15	80.0%	53.3%
NW Harris County MUD 10	14	64.3%	64.3%
Klein PUD	12	75.0%	41.7%
Cypress Forest PUD	10	90.0%	70.0%
Harris County WCID 132	9	77.8%	55.6%
Faulkey Gully MUD	9	55.6%	66.7%
Harris County MUD 389	9	66.7%	77.8%
Kleinwood MUD	9	66.7%	77.8%
Harris County MUD 44	7	100.0%	57.1%
Harris County WCID 110	7	100.0%	85.7%
Harris County WCID 116	7	71.4%	28.6%

Survey Report Bayou Greenways Initiative Case Study

Q10 District	Total Responses	Q6 % Very Supportive	Q7 % Willing to Help
Terranova West MUD	6	100.0%	50.0%
Lake Forest UD	6	100.0%	83.3%
Cypress Klein UD	5	100.0%	60.0%
Bilma PUD	4	100.0%	50.0%
Cy Champ PUD	4	100.0%	25.0%
Harris County MUD 119	4	75.0%	100.0%
Harris County MUD 211	4	50.0%	50.0%
Harris County MUD 365	4	75.0%	25.0%
Harris County WCID 109	4	100.0%	100.0%
Harris County WCID 99	4	100.0%	100.0%
Louetta North PUD	4	100.0%	100.0%
NW. Harris County. MUD 23	4	75.0%	50.0%
Post Wood MUD	4	50.0%	50.0%
Harris County MUD 233	4	25.0%	0.0%
Harris County WCID 114	4	75.0%	0.0%
Harris County MUD 360	3	100.0%	100.0%
NW Harris County. MUD 5	3	100.0%	100.0%
Ponderosa Forest UD	3	66.7%	100.0%
Timberlake ID	3	100.0%	100.0%
NW Harris County. MUD 6	3	33.3%	33.3%
Bridgestone MUD	3	66.7%	66.7%
Harris County MUD 18	3	100.0%	66.7%
Harris County MUD 24	3	66.7%	66.7%
NW. Harris County. MUD 20	3	66.7%	66.7%
Bammel	2	100.0%	100.0%
Emerald Forest UD	2	50.0%	100.0%
Harris County FWSD 52	2	100.0%	50.0%
Harris County MUD 230	2	50.0%	50.0%

Survey Report Bayou Greenways Initiative Case Study

Q10 District	Total Responses	Q6 % Very Supportive	Q7 % Willing to Help
Harris County MUD 286	2	50.0%	50.0%
Harris County MUD 364	2	100.0%	100.0%
Harris County MUD 383	2	100.0%	100.0%
Harris county MUD 82	2	50.0%	50.0%
Mills Road MUD	2	100.0%	100.0%
NW Harris County. MUD 9	2	100.0%	50.0%
Prestonwood MUD	2	50.0%	50.0%
Spring Klein	2	100.0%	100.0%
Terra Nova UD	2	50.0%	100.0%
Grant Road PUD	2	100.0%	0.0%
Harris County MUD 391	2	0.0%	0.0%
Klien PUD	2	50.0%	0.0%
Aqua Texas	1	100.0%	100.0%
CCUD	1	100.0%	100.0%
Charterwood	1	100.0%	100.0%
Cypress MUD 1	1	0.0%	100.0%
Dunbrook	1	100.0%	100.0%
Fountainview	1	100.0%	100.0%
Harris Co. MUD 191	1	100.0%	100.0%
Harris County MUD 173	1	100.0%	100.0%
Harris County FWSD 52	1	100.0%	100.0%
Harris County FWSD 61	1	100.0%	100.0%
Harris County MUD 82	1	0.0%	100.0%
Harris County MUD 15	1	100.0%	100.0%
Harris County MUD 152	1	100.0%	100.0%
Harris County MUD 154	1	100.0%	100.0%
Harris County MUD 162	1	100.0%	100.0%
Harris County MUD 200	1	100.0%	100.0%

Survey Report Bayou Greenways Initiative Case Study

Q10 District	Total Responses	Q6 % Very Supportive	Q7 % Willing to Help
Harris County MUD 217	1	100.0%	100.0%
Harris County MUD 271	1	100.0%	100.0%
Harris County MUD 274	1	100.0%	100.0%
Harris County MUD 390	1	100.0%	100.0%
Harris County MUD 96	1	100.0%	100.0%
Harris County WCID 91	1	100.0%	100.0%
Harris county MUD 69	1	100.0%	100.0%
Hunters Glen	1	100.0%	100.0%
Huntwick	1	100.0%	100.0%
Klien MUD	1	100.0%	100.0%
LRUD	1	100.0%	100.0%
Lakewood Forest	1	100.0%	100.0%
Lakewood Forest UD	1	100.0%	100.0%
Local MUD 209	1	100.0%	100.0%
MUD	1	100.0%	100.0%
MUD 397	1	100.0%	100.0%
MUD 3	1	100.0%	100.0%
MUD 316	1	100.0%	100.0%
MUD 32	1	100.0%	100.0%
Malcolmson	1	0.0%	100.0%
Malconson Road UD	1	100.0%	100.0%
Montgomery County MUD 47	1	100.0%	100.0%
NW Harris County 5	1	100.0%	100.0%
Northampton MUD	1	0.0%	100.0%
Prestonwood Forest MUD	1	0.0%	100.0%
Remington MUD 1	1	0.0%	100.0%
Stablewood Farms	1	100.0%	100.0%
Tatter Rd MUD	1	100.0%	100.0%

Survey Report Bayou Greenways Initiative Case Study

Q10 District	Total Responses	Q6 % Very Supportive	Q7 % Willing to Help
Tattor MUD	1	100.0%	100.0%
Timber Land UD	1	100.0%	100.0%
Timber Lane UD	1	100.0%	100.0%
Timberlane	1	100.0%	100.0%
WDM	1	0.0%	100.0%
Westadore MUD	1	0.0%	100.0%
White Oak Bend	1	0.0%	100.0%
ccud	1	100.0%	100.0%
fountainhead MUD	1	0.0%	100.0%
Harris County MUD 374	1	0.0%	0.0%
Barker Cypress MUD	1	0.0%	0.0%
CCMUD	1	100.0%	0.0%
Cinco MUD 1	1	0.0%	0.0%
Cinco MUD 3	1	100.0%	0.0%
City of Houston	1	0.0%	0.0%
Harris County MUD 208	1	0.0%	0.0%
Harris County MUD	1	100.0%	0.0%
Harris County MUD 151	1	0.0%	0.0%
Harris County MUD 156	1	100.0%	0.0%
Harris County MUD 223	1	100.0%	0.0%
Harris County MUD 384	1	0.0%	0.0%
Harris County MUD 386	1	100.0%	0.0%
Harris County MUD 46	1	100.0%	0.0%
Hayes	1	0.0%	0.0%
Horsepen	1	100.0%	0.0%
MUD 10	1	100.0%	0.0%
MUD 163	1	100.0%	0.0%
MUD 168	1	100.0%	0.0%

Survey Report Bayou Greenways Initiative Case Study

Q10 District	Total Responses	Q6 % Very Supportive	Q7 % Willing to Help
MUD 30	1	100.0%	0.0%
MUD 354	1	0.0%	0.0%
MUD 367	1	100.0%	0.0%
Meadowhill	1	0.0%	0.0%
Memorial Hills	1	100.0%	0.0%
Montgomery County MUD 40	1	100.0%	0.0%
NW. Harris County. MUD 19	1	0.0%	0.0%
Norchester	1	100.0%	0.0%
North Harris County Regional Water Authority	1	100.0%	0.0%
Riata Ranch MUD	1	100.0%	0.0%
SCF PUD	1	100.0%	0.0%
Spring Creek Forest P.U.D.	1	0.0%	0.0%
Weston MUD	1	100.0%	0.0%
Total	380	75.0%	60.4%

Appendix – Survey

Cypress Creek Greenway Case Study Survey

Welcome to the Cypress Creek Greenway Case Study Survey.

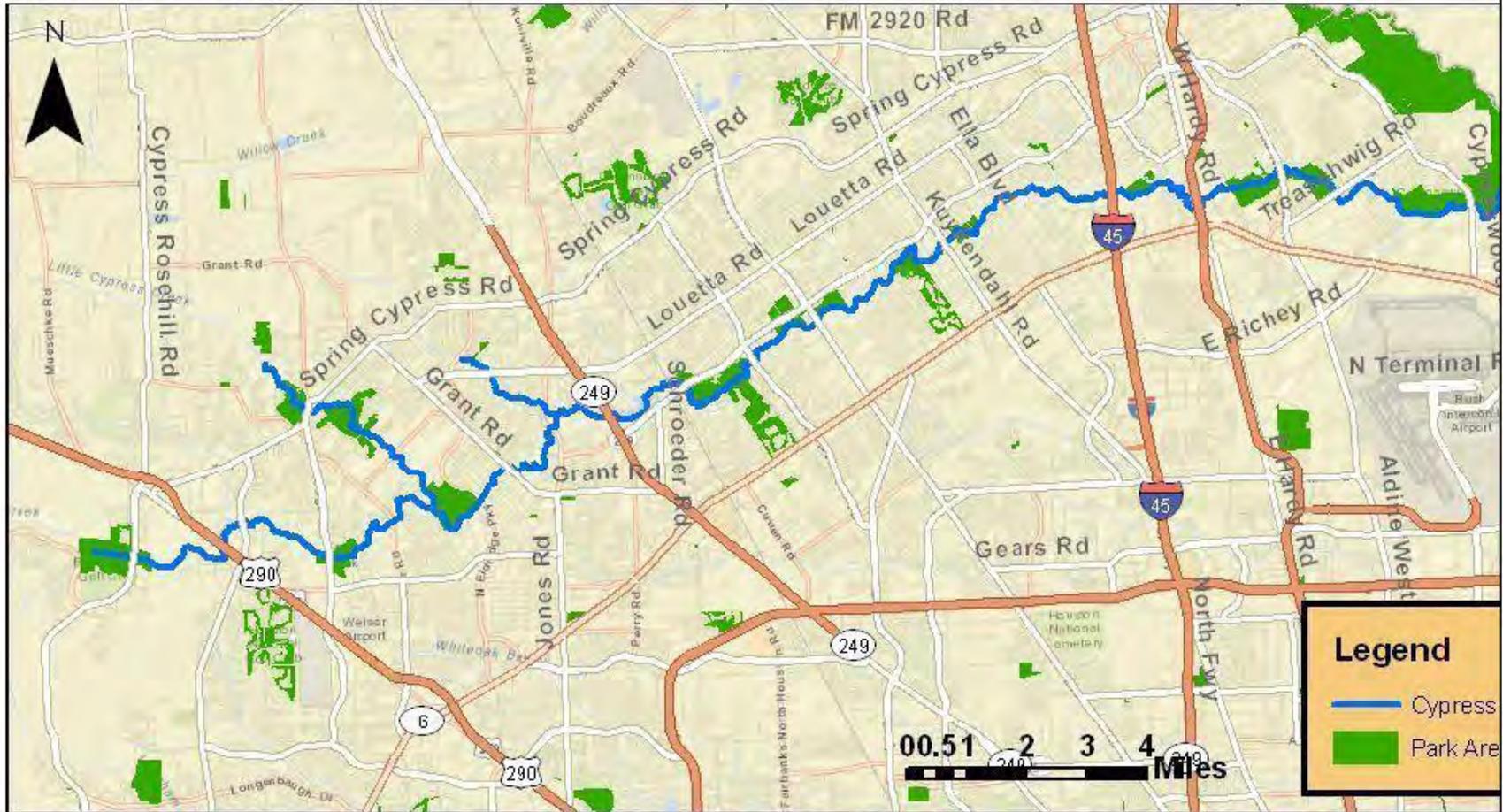
The Cypress Creek Greenway would be a continuous trail and park system located along Cypress Creek. It would extend nearly 40 miles from Spring Creek, north of Bush Intercontinental Airport, to west of U.S. Highway 290, providing new opportunities to walk, run, and bike.

Cypress Creek is an element of the Bayou Greenways Initiative, a cooperative effort to create connected open space and trails along most of the major bayous and streams in the greater Houston area. Both local governments and civic groups are working together to bring this initiative to reality. There are still significant opportunities for guiding the Cypress Creek Greenway's development — building community support; funding its acquisition, construction, and operation; and identifying who will be in charge of the project.

By taking this survey, you can help us better define these opportunities. It should only take about 5 minutes. Your answers will remain anonymous.

Cypress Creek Greenway Case Study Survey

Please examine the map below before answering the survey questions. The survey questions concern the portion of Cypress Creek highlighted in blue.



Cypress Creek Greenway Case Study Survey

1. A connected system of trails and parks could offer a variety of benefits to communities along Cypress Creek. Please indicate how important the following potential benefits are to you:

	Not at All Important	Moderately Unimportant	Neutral / No Opinion	Moderately Important	Very Important
Health benefits from increased physical activity and proximity to recreational opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Economic benefits from proximity to desirable amenity	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increased opportunities for recreation and outdoor enjoyment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
New transportation option for traveling via bicycle or walking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reduced flooding and erosion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Environmental benefits from enhanced wilderness and greenspace	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other benefits that are important to you:

2. Creating a connected system of trails and parks can also present challenges. Please indicate how you concerned you are with these potential challenges:

	Not Concerned At All	Somewhat Unconcerned	Neutral / No Opinion	Somewhat Concerned	Very Concerned
Increased need for maintenance	<input type="radio"/>				
Concerns about security	<input type="radio"/>				
Funding for acquisition, construction and ongoing operation	<input type="radio"/>				
Identifying what groups will be in charge of the project	<input type="radio"/>				

Other concerns and challenges that are important to you:

Cypress Creek Greenway Case Study Survey

3. How likely would you be to use this trail and park system for the following activities?

	Very Unlikely	Somewhat Unlikely	Somewhat Likely	Very Likely
Biking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Running	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Skating	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Horseback Riding	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Birding	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other activity in which you would likely participate:

4. Please indicate your level of agreement with the following statements.

	Strongly Disagree	Moderately Disagree	Neutral / No Opinion	Moderately Agree	Strongly Agree
The Greenway would benefit residents and businesses in Northwest Harris County.	<input type="radio"/>				
Implementing the Greenway should be a high priority.	<input type="radio"/>				
I would want the Greenway to connect to my neighborhood.	<input type="radio"/>				

Cypress Creek Greenway Case Study Survey

5. What are the most important features the Greenway needs to have? Please check BETWEEN ONE AND FIVE features that you think are important for the Greenway.

- Concrete trails
- Asphalt trails
- Gravel / crushed stone trails
- Connections to adjacent residential neighborhoods
- Connections to adjacent businesses
- User automobile parking
- Directional signs / maps
- Night lighting
- Bicycle racks
- Restrooms
- Benches
- Trash cans
- Drinking fountains
- Dog drinking fountains
- Enhanced landscaping / plantings

Other feature not listed above

Cypress Creek Greenway Case Study Survey

6. Much still needs to be determined regarding how to design, fund, build, and operate the Cypress Creek Greenway. Groups like Harris County, utility districts, neighborhood and community groups, and civic organizations will need to work together to find solutions on these matters.

How supportive are you for continuing such discussions among these groups?

- Not at all supportive
- Neutral
- Somewhat supportive
- Very supportive

7. Would you be willing to get involved personally in efforts to plan, implement, and manage the Greenway?

- Yes
- No

Some information about you

Please answer a few questions about you and your relationship to the Cypress Creek corridor. This information will remain totally anonymous, but it will be very valuable as study of the Greenway moves forward.

8. Please provide the name of the subdivision or apartment complex where you live:

9. Please provide the ZIP code of your residence:

10. If your residence is located in a utility district, please provide the name:

Cypress Creek Greenway Case Study Survey

11. Do you own non-residential property in any of these ZIP codes: 77433, 77429, 77095, 77070, 77379, 77069, 77068, 77090, 77388, 77073, 77373, 77338?

Yes

No

12. Do you work at or represent an employer located in any of these ZIP codes: 77433, 77429, 77095, 77070, 77379, 77069, 77068, 77090, 77388, 77073, 77373, 77338?

Yes

No

13. Your gender:

Male

Female

14. Your age:

Years

15. Your ethnicity:

Asian

Black / African-American

Hispanic / Latino

White / Anglo

Other

16. Do you have children under age 18 in your household?

Yes

No

Appendix 2 Other Responses to Q1 – Benefits of Trail System

Following are the verbatim, open-ended responses to Question 1, “Other benefits that are important to you.”

- A benefit to residents in the area.
- A disc golf course would be a great addition.
- A no to low cost of benefits for families as a source of entertainment and enjoyment
- A place to run longer distances in a safe secure environment
- A safe place to run long distances
- A safe place to walk near home to enjoy nature
- A safe, developed place to bird (birdwatch) near my home
- Ability to exercise with family in safe/confined area
- Adding other recreation to biking, running, and walking. Disc golf could be an inexpensive way to use some of this additional park space.
- Addition of more "no cost" activities.
- Aesthetic appeal
- Aesthetic benefit to area
- Aesthetic benefits/ national recognition for area
- All round enjoyment!
- Alternatives enabling commuters a choice on how they would like to get to work. Another benefit is the decreased time being stuck in traffic when going on FM1960 from Humble to Champions for example.
- Another place to be a part of nature
- Availability of natural surface, single track multi-use trails in close proximity to my work
- Balance between paved and natural trails.
- Beautification of 'natural' properties
- Beautification of the Cy Creek channel, scenic enhancement of the area as seen from the roadways
- Before you spend money on trails, etc. Cypress Creek needs to be dredged up & all debris removed so it does not flood as readily
- Being able to get away from the hustle and bustle not too far from home
- Better access to existing trails for longer bike rides
- Better quality of life, increased family time with outdoor activity, encourages group gatherings and social activities such as running club and fitness clubs
- Bicyclists are eyes and ears of safety for the area they ride - and they ride day and night
- Bike trail should be separated from walking trails.
- Bikers are protected more on trails and paths. I have developed a great interest in bike riding and now know the interest in bike paths. They are much safer.
- Bird and wildlife sanctuary/ nature education for children
- Close to home family outings
- Community good will and appeal.

- Comradery
- Concerned about Eminent Domain seizures, property rights & EPA overreach.
- Connection of the trails will make longer bike trails for everyone to enjoy!
- Connection to other parts of the community
- Construction only cares about detention and not retention of forestry
- Constructive family time, this place has grown an awful lot...it would be nice to get away without going anywhere
- Cycling on natural surface (dirt) trails.
- Disc Golf
- Disc Golf in close proximity means healthy mind, body and soul
- Distance from people who can benefit the most for health opportunities some communities are completely missed
- Do not mess up existing mtb dirt trails please
- Do you seriously think people will use this walkway to 'travel'? To work? That's a ridiculous idea and you'll have a hard time selling people on that 'reason'.
- Dog Park, bike trail
- Education of children (biology, science, etc)
- Enjoying my own community amenities and not tying people into my subdivision.
- Esthetic benefits of living, working and traveling in the midst of a more natural environment.
- Family time
- For recreational, outdoors, and physical activities, our family enjoys the access that a variety of disc golf courses provide. Would be great to see that included.
- Gets me off the couch
- Getting to meet and know your neighbors
- Good air quality
- Govt and bureaucrats should be OUT of the project
- Great area for Disc golf courses.
- Great idea allowing an area the size of greater Houston to enjoy the outdoors
- Greenways promote a sense of community
- Handicapped access
- Having a place to walk in nature
- Health benefits from more plants in the ecosystem
- Hello, Thank you for this project! The NW burbs of Houston are far, far, far behind in "safe" outdoor activity options compared to Fort Bend county, ie Sugarland, Missouri City and Katy! With the future of the Woodlands and it's own green spaces connectable to the Cypress Creek project is a win win situation in every aspect. To fight any future development of the cypress creek project at any level is either of ignorance and/or politics. There should be NO DEBATE! Just make it happen! Every MUD connectable to this project should be on board! No excuses. BTW, I'm 57, ride a mountain bike, crashed it on this trail last May 2012 because of the rule and common sense ignorance of a citizen trail user. Now, after 7 collarbone and shoulder surgeries due to complications I love the outdoor Cypress Creek

trail and can't wait to get back on my bike and explore the healthy way.

- Hiking and running trails, both paved and unpaved, as well as kayak/canoe put in/put out checkpoints with nearby parking lots.
- I don't believe that the people proposing this have the community's best interest at heart. According to the map, for too much land is being set aside for community use. While some parks are helpful, this is an over-reach. It is a step toward communism. 40 miles is absurd in an urban setting. Individuals are important too, not just the collective.
- I oppose this measure so long as we have better things to do with our money (like testing rape kits, fixing roads with pot holes and faded lane markers, and mental health patients wandering the street. Seriously. Are these your priorities? Pursuing this is like buying Coca Cola with food stamps!
- I regularly use the existing parts of the trail system as I am an avid biker, seeing more would be nice. I would be willing to assist.
- Increase in property value
- Increased homeowner property value. Greater sense of community.
- Increased property value
- Increasing home values and fortifying long term resale and competitiveness
- It will make the creek easier to use as for water recreation like kayaking and canoeing.
- It's fun for my family
- Jobs
- Kayaking and fishing access in particular
- Kayaking and paddling trails.
- Kayaking on Cypress Creek
- Keeping the natural trails
- Keeping the wildlife and non- developed areas in our community for environment as well as visual beauty
- Leave nature the way it was originally- Very Important
- Leave the community alone
- Low taxes and regulation
- Making our community even more attractive to new businesses and residents and enhancing my property value.
- More greenery!!
- More natural surface trails
- More options to get my kids outside playing
- More outdoor opportunities for children, family time
- Mother Nature!!
- Natural surface trail
- Natural Surface Trails
- Natural surface trails
- Natural surface trails
- Natural trail surface
- Need to enhance safety & security due to additional & easier access to homes along creek park route.
- None, too expensive.
- Not accepting this UN's plan for Agenda 21!
- Not having UN backed control of every aspect of life

- Not only is this preserving and expanding the natural beauty around our community, it is the right thing to do for our families and our environment
- Open parks and spaces available for disc golf courses.
- Opportunity for Disc Golf courses
- Opportunity to have events such as Bayou Fest and Art Fest close to my home
- Opportunity to kayak along the creek w/better potential access points
- Our National Debt ; Not allowing illegal immigration; Private public schools, Defunding Abortion Clinics, Smaller Government , Pledge of Allegiance in all Schools, School Prayer , Smaller Government
- Pass to ride with kids
- Peaceful benefits from being able to enjoy nature
- Peacefulness of being outdoors & having a safe place to run long distance w/o having to run on roads & busted up sidewalks
- Place to ride bike without risk from cars
- Possible location for outdoor activities like Disc Golf.
- Potential for increase in property values. More community appeal to draw prospective home buyers.
- Preservation of existing natural surface (dirt) trails
- Preservation of the creek
- Preserve the natural course of the stream and its banks
- Property values rise (if not the same as Economic benefits)
- Protection of wildlife habitat
- Providing safe zone for biking/walking vs. Street or non-continuous sidewalks
- Reduced driving to access bike / jogging trails
- Ride bike without being hit by a car
- Safety
- Safety and well lit pathways
- Safety on the trails. We are from Sacramento California, we had beautiful trails that connected the Sacramento, and the American river. We rode on them for years, and then homeless people started camping in them, and robberies, and I believe rapes started to happen. I believe they are patrolled now.
- Safety through neighbors utilizing trails
- Saving areas for wildlife and trees
- Security - this project does make some of the older subdivisions vulnerable to outside elements, both good and bad. Would like some more information on how this area will be policed, if at all.
- Social Opportunities within the community
- Something close to home
- Stop squandering money that has to be borrowed and then paid back by future taxpayers.
- Teaching my kids to appreciate and care for nature.
- That you would be willing to open all trails to horses in addition to people
- The intrusion unto private property rights by eminent domain which is NOT a benefit at all. All of the above should only be funded by donations, not taxpayer funds. Our community can not afford such extravagance during recessionary times
- The wildlife need to be protected!!!! Especially DEER, raccoons, possums, etc.

- The wildlife need to be protected, such as DEER, raccoons, etc,
- There is a need for more mountain bike trails in the Houston area.
- There will be no benefit to any of this work except spending too much money
- This area is one of the prettiest parts of the Houston area, we need to utilize this area for its beauty and serenity in our hectic city lives.
- To decrease flooding to North end Norchester
- To have some sort of park like area to actually ride a bike. There are no sidewalks around Cypress and it's dangerous to ride along a busy road. We have waited almost 18 years for some type of park in our area.
- To save the natural environment along this waterway and the surrounding areas.
- Trails that are natural surface are important. It is imperative that the new trails will not be paving over any existing natural surface trail systems. Also, any paved trails should allow for access to acreage with natural surface trails.
- Upgrade area
- Usage of the property and no hoarding of assets.
- Using the money on our Highways for better roads...
- Venue for events; meeting places, etc...
- View wildlife
- Waste of my tax money
- Water quality, more greenways would keep more soil out of the water and reduce hydrocarbon pollution
- We also want horses allowed on these trails. Are you people going to deny horse people that right when we have been very important in this area???????
- Where do you commies exert the power to take peoples land through eminent domain? This is a total land grab!
- Wildlife benefits
- Wildlife would benefit from this as well, we are slowly eradicating nature and natural habitats for not only wildlife but native vegetation and recreational areas for our children
- Will have a park to be able to walk to with family and pets.

Appendix 3 Other Responses to Q2 – Concerns of Trail System

- Access from the opposite side of the creek
- Accountability
- All these are great concerns but in the same aspect all these things could create jobs for our community
- Allowing horses on these trails are very important!!!!
- Also taking of property...
- Any long term program must ensure/provide for well maintained and safe greenway. This would mean that it construction, completion, maintenance, etc. Cannot be allocated to a variety of entities. This would increase the risk of not meeting the long term objectives and potentially create an even worse outcome than no development at all. The system must be attractive, well designed, well constructed and continuously maintained.
- As before I would be happy to assist in this initiative.
- At grade crossings and coordination with precincts for crossings
- Concerned that group in charge will not support the users of "Natural Surface trails".
- Connecting up the trails with the Kingwood trails is very important to me.
- Continued use of the area. Building something that ends up rarely used would be a waste of time and money.
- Creating too much accessibility (paved sidewalks, lighting, infrastructure) destroys natural green space and habitat.
- Designing for Multi-use
- Emergency call boxes for security purposes
- Encourage "Adopt a Trail" or "Sponsor a Trail" programs to involve local groups and businesses to supplement maintenance and funding (i.e REI, Hospitals, Corporations, Scouts, PTA's, etc)
- Ensuring a trail that fits the majority's needs
- Fairness in contracting for projects related to repairs and upkeep.
- Follow-on by an overarching authority after case study is completed - - - so this doesn't die on the vine due to lack of empowered leadership
- Funding Funding Funding
- Funding to the degree to create a high quality project...not a low budget greenway
- GHORBA and local bike shops have been huge help in helping maintain trails
- GHORBA has already proven itself an excellent organization for trail stewardship.
- Great people are already working on this and I trust them.
- Harris County Precincts should take an active role in ultimately managing the project
- Have a mixed panel of county & public
- Have you missed the point? This is dessert, and we still need to pay for dinner! Damn Agenda 21.

- Houston has one of the highest crime rates in the nation and a substantially large group of illegal immigrant drug gangs. Citizens will not be protected.
- How long it will take.
- How much "green" will have to be removed to add an eco-friendly environment? What is the environmental impact be during the creation of this "better means of transportation"?
- How to accommodate motor vehicles such as low powered carts for disabled.
- I don't like the green project stretched for 40 miles.
- I don't want any taxes or government fees associated with this project. This reminds me of spending thousands of dollars renaming FM 1960 'Cypress Creek Parkway'. I do not know a single person who calls it that, and it was a huge waste of money and NO ONE wanted it changed except for some bored, nothing-better-to-do self-appointed committee who thought it would be 'neat'. Again, they ignored public sentiment so they could implement their silly project.
- I say "NO" to federal control and "sustainable development"
- I think our water district does a very good job and are diligent, so I am not really concerned
- If groups such as Bayou Land Conservancy are involved I am sure they could muster enough interest to have volunteers to assist in maintenance.
- If organizations such as Bayou Land Conservancy are involved with the project, plus are involved with maintenance I have very little concern.
- If organizations such as Bayou Land Conservancy can be involved I believe maintenance could be a heavily volunteer effort.
- Impact from the construction on flood plains for nearby areas
- Insist that funds be donated to any such project before a vote.
- It is important to allow for natural surface trails including some limited areas that require some armoring of trails in accordance with IMBA guidelines. This will allow for extensive trail mileage at much lower costs and will offer the same benefits as paved trails.
- Keeping natural surface trails
- Keeping the natural trails
- Keeping trail safe, especially near busy road like cypresswood & golf course
- Lack opportunities
- Less government intrusion
- Lighting
- Lighting and bicycle police along path, emergency phone system
- Litter
- Maintenance and security are not concerns to me as I WOULD SUPPORT a tax increase to make sure these items are funded.
- Maintenance seems like the biggest obstacle of the listed options for me. I have not felt threatened or feared my safety when I visit parks with my family. I am not sure about funding and assigning groups, except that I know the Texas Army Trail disc golf course has volunteers that help. I assume the same would apply to future courses/trails.

Survey Report Bayou Greenways Initiative Case Study

- Major concern is the avoidance of turning natural trails for mountain biking into smooth and unchallenged surface!!!!
- Making sure the Greenway is used appropriately to prevent environmental degradation (i.e. By four wheelers, mountain bikes)
- Must maintain the natural look - no heavy earthwork like going on now west of Stuebner
- My concern is mainly how long the duration of project would take. The Kuykendahl underpass didn't seem that long to complete but traffic during the construction was hard to handle for some businesses with decreased foot traffic for them to stay open.
- My concerns are will gangs settle in with no way of getting them out. Security is a big issue for me
- Natural surface trail
- Natural surface trails
- Need the county to complete the master plan so the muds can see how they will connect to each other!
- Need to include Disc Golf in the plans
- No private land should be confiscated for this project
- Not accepting your plans for Agenda 21!
- Not getting this done!! It is an invaluable asset to the trade area
- Not interested in participating in Agenda 21
- Please make sure there is also a natural surface area trail for off road biking
- Please work with ghorba
- Preservation of existing natural surface (dirt) trails
- Private property rights
- Project should serve the entire community, not special interests
- Projected time frame for completion
- Property rights of citizens whose property may be acquired via eminent domain.
- Protection of wildlife!!!!!!!!!!
- Respect for people's private property
- Security concerns are false; more people hiking & biking along the creek make for safer neighborhoods along the creek.
- Seems most likely suited for Harris County to maintain and manage since they have a parks department.
- Seriously? You're wanting to do this in the middle of a recession?
- Spending money or borrowing money the community doesn't have
- Standards for construction are based on long term durability and lack of maintenance needs
- Tax payer dollars could be better spent.
- That this does not become a political football up in Austin; that funding is always provided.
- The amount of privately owned property that will be confiscated for this project.
- The community will be the ones paying for all this through increased taxes - correct?
- The County has never maintained the debris & trash in Cypress Creek, therefore, I doubt if they would maintain the trails
- The county obviously will need to take over this project. They are currently maintaining parks, this is a natural fit.

- The critical need to create and then maintain an alliance of community entities working together to achieve the goals after this short term study is completed.
- The project needs to be done, the challenges will be met as we go along, I don't think it's beyond the scope of the agencies that already exist
- The speed of lack of that this seems to be moving
- The urgency of acquiring land ownership before more expensive and subdivided
- There are no parks on other planets in the solar system
- This is just a big step in UN plan to scam people into thinking that it is ok to give up private property to non-governmental, non-elected entities
- Too costly - too much govt intrusion
- Too Expensive
- Waste of spending
- We don't need any more expenses to be in tax forms are any other
- What areas will be available to build disc golf courses
- Whatever is constructed is subject to being destroyed by flooding- Very Concerned
- Who's legacy is this, what PCT 4????
- WILDLIFE!!!!!!!!!!!!!!
- Would like to see the initial installation fully funded by private donations

Appendix 4 Other Responses to Q3 – Preferred Activity on Trail

- Canoeing and Kayaking (26)
- Disc Golf (23)
- Mountain bike (off-road) riding (12)
- Nature/wildlife watching (11)
- Reading, prayer, meditation, relaxation (7)
- Fishing (6)
- Dog activities (5)
- Geocaching (5)
- Picnicking, other group gatherings, playing with kids (5)
- Fitness, gym equipment (3)
- Hiking/backpacking/camping (3)
- Photography (2)
- Rollerblading, skateboarding (2)
- Appeal to the community.
- Chasing the big spending politicians out of Harris County.
- Driving my car along the nearby potholed roads.... Have you been here in the summer?
- Education of my grandchildren on the critters and plants along the way
- Parks to sit and watch the foot traffic and just enjoy the air and rest.
- People currently have plenty of options to exercise if they so choose. 40 miles of additional parks is an unaffordable luxury.
- Photography, interpretation, foraging, picnicking, wildlife viewing.
- Portions of this area could be perfect for community events like a "Mud Run". Great way to unite community members looking to get or stay healthy.
- School & scouts volunteer opportunities
- Singletrack MTB near the creek, with potential for commute friendly paved trail near road.
- Teaching children about wildlife, plants, trees, plants by observing them in the greenbelt system.
- This is too expensive.
- This will not be used for 'travel'.
- UN Sustainable Development will give people all the time in the world to bike and bird when they are living in their highrise sustainable box home and walking to their sustainable workplace in their sustainable quadrant of the United States
- Volunteer work on trail to construct and maintain it

CDS Market Research

1001 S. Dairy Ashford, Suite 450
Houston, TX 77077

281-582-0855 (Phone)

281-497-3637 (Fax)

www.cdsmr.com



Cypress Creek Greenway Case Study



Concluding Findings and Recommendations

May 2013



Table of Contents

Table of Contents..... i

Community Involvement Wrap-Up..... 1

 Utility District Outreach 1

 Precinct 4 Meetings 1

 Final SAG Meeting 1

Consultant Team Recommendations 2

 Recommendations for Harris County 2

 Recommendations for Community Stakeholders 3

Appendix A – Draft Resolution for Utility Districts..... 5

Appendix B – Copies of Signed Utility District Resolutions 6

Community Involvement Wrap-Up

The CDS Market Research – Marsh Darcy consultant team concluded its primary involvement in the Cypress Creek Greenway Case Study in April 2013 with two small-group presentations to representatives from area utility districts, a meeting with Harris County Precinct 4 Commissioner Jack Cagle, and a final Stakeholder Advisory Group (SAG) meeting. These events followed the series of small-group meetings and three public open houses which took place in March 2013 as per the Public Involvement Plan.

Utility District Outreach

The team held the utility district meetings on the evenings of April 8 and 9. Attendance by utility district representatives were 10 and 13 respectively. During these meetings, the team presented the Greenway concept and the Case Study purpose and engaged in discussion about support for and concerns about moving forward with Greenway planning and implementation. The team presented a draft resolution that the boards of directors of utility districts could consider and adopt if they agreed. This draft resolution is attached as an Appendix to this report.

The sentiment expressed by the meeting attendees was generally supportive of advancing the Greenway. Concerns were expressed over responsibility for maintenance, allocation of capital and operating costs, and physical or other challenges that the Greenway would face in particular districts. An overarching opinion expressed by attendees was that Harris County needed to take a leadership position in the effort, even if it was not devoting significant financial resources to it.

As of May 22, 2013, 13 utility districts are known by the consultant team to have passed resolutions of support for the Greenway. Scanned copies of these signed resolutions are attached as an Appendix to this report.

Precinct 4 Meetings

On April 17, the team met with Hon. Jack Cagle, Commissioner for Harris County Precinct 4. The process and results of the team's research and public engagement activities were relayed to him. Comm. Cagle responded positively and stated the need to more publicly support the Cypress Creek Greenway. He also informed the team that Precinct 4 has added a staff position for coordination with utility districts, which will be of significant help in dialoguing with them about the Greenway going forward.

The team conducted a follow-up meeting with Precinct 4 Parks staff to discuss the Commissioner's position and develop recommendations for future Precinct 4 involvement in the Greenway advocacy, planning, and implementation process.

Final SAG Meeting

The concluding SAG meeting took place on April 26, 2013. The consultant team relayed the results of utility district outreach and the meetings with Precinct 4. A draft set of conceptual recommendations was also presented, which are also laid out in the next section of this report.

To ensure that momentum for the Greenway continues beyond this Case Study, the team challenged SAG attendees to take responsibility for elements of outreach and planning that were developed by the team during the Case Study process. Several SAG members responded by committing to shoulder such responsibility. The Bayou Land Conservancy committed to taking on administrative duties for the Greenway's Facebook page. The Houston Northwest Chamber of Commerce committed to continuing

publicity efforts and helping to develop community and corporate fundraising. The Cultural District offered to continue to make the Cypress Creek Christian Church and Community Center available to host meetings and events related to the Greenway. The Cypress Creek Flood Control Coalition will continue its efforts to work with utility districts and others on physical planning for the Greenway.

Consultant Team Recommendations

In response to its findings from research and public engagement, the consultant team has formulated a set of recommendations to guide further community action with the objective of building out the Greenway over time. Some general observations that have guided these conclusions include:

- The Greenway, stretching potentially for over 40 miles, is a very large project for a local community to undertake. Unlike projects such as reservoirs and highways, the Greenway does not have funding sources, political avenues and processes, and public implementation programs commensurate with the physical scope and complexity of its execution. As a result, while the general concept of the Greenway can be accepted and supported at this scale, actual implementation will have to take place in relatively small portions over a long period of time.
- All evidence from public outreach indicates a strong overall level of citizen support for the Greenway. Many of the persons the team personally encountered during the process indicated a willingness to invest their own time and effort in helping the Greenway reach the area where they live. Motivations included the desire to obtain the recreational and health benefits the Greenway could offer plus the concern that the corridor has lost a competitive edge to locations which offer Greenway-type amenities.
- Harris County Precinct 4 is willing to make a commitment to the Greenway in the long term by providing basic maintenance and security services once the Greenway has achieved connectivity with existing county park facilities. Furthermore Precinct 4 officials want the Greenway to continue advancing even if their primary financial and administrative commitment is currently with the Spring Creek Greenway.
- A difficulty with moving the project forward to date for small-scale community actors (such as utility districts) has been the lack of a credible overseeing entity to manage coordination and planning across multiple landowners and neighborhoods. The Cypress Creek Flood Control Coalition has community respect as an advocacy organization but not as an implementing organization (which of course it is not, hence not an unreasonable assessment), and it has been the only non-neighborhood-specific entity that has been leading the effort prior to this Case Study. A different organization will be necessary to entice citizens, utility districts, corporations, civic groups, and landowners to donate property, funds, and time toward the Greenway on a systematic, large-scale, and enduring basis.

With these general findings and conclusions in mind, the consultant team has two sets of recommendations, one set specific to Harris County government and one set for the Cypress Creek community stakeholders who have participated in the Case Study – as well as those who have yet to be identified.

Recommendations for Harris County

As the only local government entity that spans the entire length of the Greenway as conceived and that also engages in public park development and operation plus transportation activities, Harris County – Precinct 4 in particular - is in a unique position to assist the Greenway effort. There are opportunities for county leaders to provide catalytic leadership and facilitation without a large commitment of capital

budget. The core of the County's early effort will be creation of a **Strategic Action Plan**. This Plan will guide Greenway planning and implementation activities for the following several years. The Strategic Action Plan will not be a "master plan" in the design sense; design plans for specific segments of the Greenway will have to be done over time as opportunities and funding allow. Instead, the Strategic Action Plan will focus on providing these elements:

Strategic Action Plan key elements

- **Defining an organized planning and implementation structure for the overall Greenway effort** - Designate staff responsibilities to oversee physical and organizational planning so that the community knows the project has a "shepherd" with knowledge and experience in large-scale park and recreation projects.
- **Outlining a process for community partnership** – Describe a process that community actors can partake in so that they know how to move forward in partnership with the County and what typical physical design approaches could provide a basis for detailed planning.

Apart from creating the Strategic Action Plan itself, the County should consider other recommended activities and approaches:

- **Actively seek willing implementation partners** – Since the County would be unlikely to allocate a large capital budget to the Greenway in the near term, it should actively seek out and promote partners that demonstrate willingness to provide various types of resources (funding and otherwise). Partners could include utility districts; fund raising organizations like the area Chambers of Commerce; potential user groups; and the healthcare, non-profit and education communities. This Case Study process identified several potential near-term partners or actors that could be developed into partners through relationship-building.
- **Support opportunistic physical planning** – Through dialogue with the community, identify key opportunity locations where the County could facilitate coordination among relevant land owners and community organizations to go through a planning and design process that ensures future Greenway connectivity.
- **Don't discard the legwork** - Incorporate work already accomplished by those who have advocated and studied the Greenway.
- **Keep providing the anchors** - Continue capital investments that are already programmed by the County at its own existing and planned park and trail sites along Cypress Creek, and publicly highlight the role of these parks in providing Greenway connectivity over time.
- **Provide maintenance and security** – As has been publicly stated by County staff, take over responsibility over maintenance and security for segments of the Greenway when they are sufficiently connected to existing Precinct 4 park facilities.

Recommendations for Community Stakeholders

- **Engage in an ongoing publicity campaign** – Orchestrate a seamless transition from this Case Study to a community-led publicity process and outreach that continues education about the Greenway concept, reports news of progress, highlights supportive actions by Harris County, and keeps the concept top-of-mind. This could be channeled through newsletters, the project Facebook page, and events.
- **Develop a corporate partnering effort** - Upon a public commitment of leadership by Harris County, begin a credible corporate partnering effort to draw on the considerable funding and public relations resources of the northwest Harris County business community. The Chambers of Commerce are natural vehicles for development of these partnerships.

- **Create fundraising vehicle** – Form a (501c(3)) that potential donors will be assured is dedicated toward generating funds specifically for the Greenway’s planning, design, and construction.
- **Help Harris County find partners** – As the community continues its own dialogue about the Greenway concept, identify landowners, utility districts, property owner associations, and others who should become partners with Harris County in the structured process laid out in the County’s Strategic Action Plan. Potential partners would be those actors that explicitly demonstrate support for the Greenway and have physical or practical relevance toward project implementation (can provide land, permission, volunteer labor, funding, etc.).

Appendix A – Draft Resolution for Utility Districts

RESOLUTION

WHEREAS, the neighborhoods, property owners, and community organizations in the Cypress Creek corridor of northwest Harris County seek to preserve and enhance the quality of life and business environment in the corridor; and,

WHEREAS, Cypress Creek is a natural amenity worth preserving, improving, celebrating, and offering public access; and,

WHEREAS, having improved access to open space, parks, and trails is shown to provide economic, health, transportation, and environmental benefits to the residents, property owners, and other stakeholders within adjacent communities; and,

WHEREAS, providing a safe, accessible, and well-managed system of continuous open space and trails that connects neighborhoods, existing parks and recreation areas, businesses, institutions, and other community destinations creates a desirable expansion of the aforementioned community benefits beyond that which could be achieved by isolated and disconnected open space, parks and trails; and,

WHEREAS, the Bayou Greenway Initiative being promoted in the greater Houston region by the Houston Parks Board and other organizations would achieve these expanded benefits by providing a connected open space and trail system along significant waterways including Cypress Creek (for which location it is hereby known as the “Cypress Creek Greenway”);

THEREFORE, we, the Board of Directors of _____ hereby resolve that:

1. We support the continuation of efforts to design and implement the Cypress Creek Greenway component of the Bayou Greenway Initiative in a manner sensitive to the needs and desires of adjacent neighborhoods, property owners, and potential users;
2. We support efforts to provide safe and convenient physical access to the future Cypress Creek Greenway to the property owners and residents within our boundaries; and
3. We seek to be included in future discussion and dialogue about design and implementation of the Cypress Creek Greenway with the persons and organizations that will be coordinating and organizing the effort.

CONSIDERED AND APPROVED THIS DAY, _____, by the Board of Directors of _____

Chairman

Appendix B – Copies of Signed Utility District Resolutions

RESOLUTION

WHEREAS, the neighborhoods, property owners, and community organizations in the Cypress Creek corridor of northwest Harris County seek to preserve and enhance the quality of life and business environment in the corridor; and

WHEREAS, Cypress Creek is a natural amenity worth preserving, improving, celebrating, and offering public access; and

WHEREAS, having improved access to open space, parks, and trails is shown to provide economic, health, transportation, and environmental benefits to the residents, property owners, and other stakeholders within adjacent communities; and

WHEREAS, providing a safe, accessible, and well-managed system of continuous open space and trails that connects neighborhoods, existing parks and recreation areas, businesses, institutions, and other community destinations creates a desirable expansion of the aforementioned community benefits beyond that which could be achieved by isolated and disconnected open space, parks and trails; and

WHEREAS, the Bayou Greenway Initiative being promoted in the greater Houston region by the Houston Parks Board and other organizations would achieve these expanded benefits by providing a connected open space and trail system along significant waterways including Cypress Creek (for which location it is hereby known as the "Cypress Creek Greenway");

THEREFORE, BE IT RESOLVED by the Board of Directors of Bammel Utility District that:

1. We support the continuation of efforts to design and implement the Cypress Creek Greenway component of the Bayou Greenway Initiative in a manner sensitive to the needs and desires of adjacent neighborhoods, property owners, and potential users;
2. We support efforts to provide safe and convenient physical access to the future Cypress Creek Greenway to the property owners and residents within our boundaries; and
3. We seek to be included in future discussion and dialogue about design and implementation of the Cypress Creek Greenway with the persons and organizations that will be coordinating and organizing the effort.

PASSED, ORDERED and ADOPTED this 13th day of May, 2013.

President, Board of Directors

ATTEST:

Secretary, Board of Directors

RESOLUTION IN SUPPORT OF THE CYPRESS CREEK GREENWAY PROJECT

WHEREAS, the neighborhoods, property owners, and community organizations in the Cypress Creek corridor of northwest Harris County seek to preserve and enhance the quality of life and business environment in the corridor; and,

WHEREAS, Cypress Creek is a natural amenity worth preserving, improving, celebrating, and offering public access; and,

WHEREAS, having improved access to open space, parks, and trails is shown to provide economic, health, transportation, and environmental benefits to the residents, property owners, and other stakeholders within adjacent communities; and,

WHEREAS, providing a safe, accessible, and well-managed system of continuous open space and trails that connects neighborhoods, existing parks and recreation areas, businesses, institutions, and other community destinations creates a desirable expansion of the aforementioned community benefits beyond that which could be achieved by isolated and disconnected open space, parks and trails; and,

WHEREAS, the Bayou Greenway Initiative being promoted in the greater Houston region by the Houston Parks Board and other organizations would achieve these expanded benefits by providing a connected open space and trail system along significant waterways including Cypress Creek (for which location it is hereby known as the "Cypress Creek Greenway");

THEREFORE, we, the Board of Directors of Cypresswood Utility District hereby resolve that:

1. We support the continuation of efforts to design and implement the Cypress Creek Greenway component of the Bayou Greenway Initiative in a manner sensitive to the needs and desires of adjacent neighborhoods, property owners, and potential users;
2. We support efforts to provide safe and convenient physical access to the future Cypress Creek Greenway to the property owners and residents within our boundaries; and
3. We seek to be included in future discussion and dialogue about design and implementation of the Cypress Creek Greenway with the persons and organizations that will be coordinating and organizing the effort.

PASSED AND APPROVED on April 22, 2013.



President, Board of Directors

ATTEST:



Secretary, Board of Directors

(SEAL)



CERTIFICATE FOR RESOLUTION OF SUPPORT FOR CYPRESS CREEK GREENWAY

THE STATE OF TEXAS §
COUNTY OF HARRIS §
HARRIS COUNTY FRESH WATER SUPPLY DISTRICT NO. 52 §

We the undersigned officers of the Board of Directors (the "Board") of **HARRIS COUNTY FRESH WATER SUPPLY DISTRICT NO. 52** (the "District") hereby certify as follows:

The Board convened in regular session, open to the public, on Monday, April 8, 2013, at 3:00 p.m. at 6333 F.M. 1960 West, Houston, Texas 77069, and the roll was called of the members of the Board, to-wit:

R. R. (Rudy) Avila	President
Alfred B. Taylor	Vice President
Robert M. Pryor	Assistant Secretary/Treasurer
Thomas W. (Tom) Dunn	Treasurer/Investment Officer
William S. Dillon	Secretary

All members of the Board were present except the following: none, thus constituting a quorum. Whereupon other business, the following was transacted at such Meeting: A written

RESOLUTION OF SUPPORT FOR CYPRESS CREEK GREENWAY

was duly introduced for the consideration of the Board. It was then duly moved and seconded that such Resolution be adopted; and after full discussion, such motion, carrying with it the adoption of such Order prevailed, carried, and became effective by the following vote:

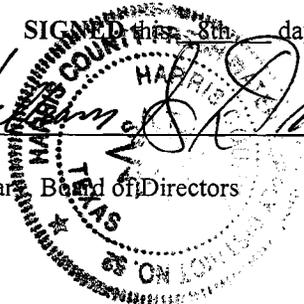
AYES: 5 NOES: 0

A true, full and correct copy of the aforesaid Order adopted at the Meeting described in the above and foregoing paragraph is attached to and follows this Certificate; such Order has been duly recorded in the Board's minutes of such Meeting; the above and foregoing paragraph is a true, full, and correct excerpt from the Board's minutes of such Meeting pertaining to the adoption of such Order; the persons named in the above and foregoing paragraph are the duly chosen, qualified, and acting officers and members of the Board as indicated therein; each of the officers and members of the Board are duly and sufficiently notified officially and personally, in advance, of the time, place, and purpose of such Meeting, and that such Order would be introduced and considered for adoption at such meeting, and each of the officers and members consented, in advance, to the holding of such Meeting for such purpose; and such Meeting was open to the public and public notice of the time, place, and purpose of such Meeting was given, all as required by the Texas Government Code, Chapter 551, and Section 49.063 of the Texas Water Code, as amended.

SIGNED this 8th day of April, 2013.

William S. Dillon

Secretary, Board of Directors



Rudy Avila

President, Board of Directors

RESOLUTION OF SUPPORT FOR CYPRESS CREEK GREENWAY

WHEREAS, the neighborhoods, property owners, and community organizations in the Cypress Creek corridor of northwest Harris County seek to preserve and enhance the quality of life and business environment in the corridor; and,

WHEREAS, Cypress Creek is a natural amenity worth preserving, improving, celebrating, and offering public access; and,

WHEREAS, having improved access to open space, parks, and trails is shown to provide economic, health, transportation, and environmental benefits to the residents, property owners, and other stakeholders within adjacent communities; and,

WHEREAS, providing a safe, accessible, and well-managed system of continuous open space and trails that connects neighborhoods, existing parks and recreation areas, businesses, institutions, and other community destinations creates a desirable expansion of the aforementioned community benefits beyond that which could be achieved by isolated and disconnected open space, parks and trails; and,

WHEREAS, the Bayou Greenway Initiative being promoted in the greater Houston region by the Houston Parks Board and other organizations would achieve these expanded benefits by providing a connected open space and trail system along significant waterways including Cypress Creek (for which location it is hereby known as the "Cypress Creek Greenway");

THEREFORE, we, the Board of Directors of Harris County Fresh Water Supply District 52, hereby resolve that:

1. We support the continuation of efforts to design and implement the Cypress Creek Greenway component of the Bayou Greenway Initiative in a manner sensitive to the needs and desires of adjacent neighborhoods, property owners, and potential users;
2. We support efforts to provide safe and convenient physical access to the future Cypress Creek Greenway to the property owners and residents within our boundaries; and
3. We seek to be included in future discussion and dialogue about design and implementation of the Cypress Creek Greenway with the persons and organizations that will be coordinating and organizing the effort.

PASSED, APPROVED, and ADOPTED this 8th day of April, 2013.


Secretary


President



CERTIFICATE FOR RESOLUTION OF SUPPORT FOR
CYPRESS CREEK GREENWAY PROJECT

THE STATE OF TEXAS

COUNTY OF HARRIS

HARRIS COUNTY MUNICIPAL UTILITY DISTRICT No.44

§
§
§
§
§

We, the undersigned officers of the Board of Directors (the "Board") of Harris County Municipal Utility District No. 44 (the "District"), hereby certify as follows:

1. The Board convened in regular session, open to the public, on April 9, 2013, at the regular meeting place thereof, and the roll was called of the members of the Board, to-wit:

Rolf Flemming	President
Toby Landry	Assistant Vice President and Secretary
Tom Sooy	Treasurer
Robert Ramsey	Assistant Secretary
Harry Swannstrom	Director

All members of the Board were present, thus constituting a quorum. Whereupon, among other business, the following was transacted at such meeting:

RESOLUTION OF SUPPORT FOR
CYPRESS CREEK GREENWAY PROJECT

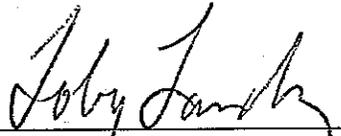
was duly introduced for the consideration of the Board. It was then duly moved and seconded that such Resolution be adopted; and, after due discussion, such motion, carrying with it the adoption of said Resolution, prevailed and carried by the following vote:

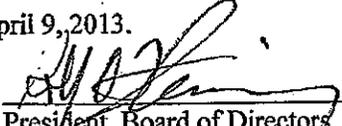
AYES: All Present

NOES: None

2. A true, full, and correct copy of the aforesaid Resolution adopted at the meeting described in the above and foregoing paragraph is attached to and follows this Certificate; such Resolution has been duly recorded in said Board's minutes of such meeting; the above and foregoing paragraph is a true, full, and correct excerpt from the Board's minutes of such meeting pertaining to the adoption of such Resolution; the persons named in the above and foregoing paragraph are the duly chosen, qualified, and acting officers and members of the Board as indicated therein; each of the officers and members of the Board was duly and sufficiently notified officially and personally, in advance of the time, place, and purpose of such meeting and that such Resolution would be introduced and considered for adoption at such meeting and each of such officers and members consented, in advance, to the holding of such meeting for such purpose; such meeting was open to the public, as required by law, and public notice of the time, place and purpose of such meeting was given as required by V.T.C.A., Government Code, Chapter 551, as amended.

SIGNED AND SEALED this April 9, 2013.


Secretary, Board of Directors


President, Board of Directors

RESOLUTION OF SUPPORT FOR CYPRESS CREEK GREENWAY PROJECT

STATE OF TEXAS
COUNTY OF HARRIS
HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 44

WHEREAS, the neighborhoods, property owners, and community organizations in the Cypress Creek corridor of northwest Harris County seek to preserve and enhance the quality of life and business environment in the corridor; and,

WHEREAS, Cypress Creek is a natural amenity worth preserving, improving, celebrating, and offering public access; and,

WHEREAS, having improved access to open space, parks, and trails is shown to provide economic, health, transportation, and environmental benefits to the residents, property owners, and other stakeholders within adjacent communities; and,

WHEREAS, providing a safe, accessible, and well-managed system of continuous open space and trails that connects neighborhoods, existing parks and recreation areas, businesses, institutions, and other community destinations creates a desirable expansion of the aforementioned community benefits beyond that which could be achieved by isolated and disconnected open space, parks and trails; and,

WHEREAS, the Bayou Greenway Initiative being promoted in the greater Houston region by the Houston Parks Board and other organizations would achieve these expanded benefits by providing a connected open space and trail system along significant waterways including Cypress Creek (for which location it is hereby known as the "Cypress Creek Greenway");

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 44 THAT:

Section 1. Harris County Municipal Utility District No. 44 (the "District") hereby supports the continuation of efforts to design and implement the Cypress Creek Greenway component of the Bayou Greenway Initiative in a manner that is sensitive to the needs and desires of adjacent neighborhoods, property owners, and potential users.

Section 2. The District supports efforts to provide safe and convenient physical access to the future Cypress Creek Greenway to the property owners and residents within the District.

Section 3. The District seeks to be included in future discussions and dialogues concerning the design and implementation of the Cypress Creek Greenway with the persons and organizations that will be coordinating and organizing the effort.

EXECUTED as of this April 9, 2013.

/s/Rolf Flemming
President, Board of Directors

/s/ Toby Landry
Secretary, Board of Directors

COATS | ROSE

A Professional Corporation

DAVID GREEN
LEGAL ASSISTANT

dgreen@coatsrose.com
Direct Dial
(713) 653-7319

May 24, 2013

By Electronic Mail

Mr. R.D. Smith
Cypress Creek Flood Control Coalition
floodalliance@ccfcc.org

Mr. John Havenstrite
Marsh Darcy Partners
jhavenstrite@marshdarcypartners.com

Mr. Steve Spillette
Community Development Strategies
sspillette@cdsmr.com

Re: Kleinwood Municipal Utility District
Cypress Creek Greenway Project

Dear Sirs:

Enclosed with this letter for your use and files please find one (1) copy of the Resolution of Support For Cypress Creek Greenway Project as adopted recently by the Board of Directors of the captioned District.

If I may be of further assistance, please call me at 713.653.7319.

Very truly yours,



David F. Green

Enclosure

4844-2240-0276, v. 1

3 East Greenway Plaza, Suite 2000 Houston, Texas 77046-0307
Phone: 713-651-0111 Fax: 713-651-0220
Web: www.coatsrose.com

CERTIFICATE FOR ORDER OR RESOLUTION

STATE OF TEXAS
COUNTY OF HARRIS

We, the undersigned officers of the Board of Directors of Kleinwood Municipal Utility District of Harris County, Texas (the "District"), hereby certify as follows:

1. The Board of Directors of the District convened in **regular session** on the **23rd day of May, 2013**, at the regular meeting place thereof, and the roll was called of the duly constituted officers and members of the Board, to-wit:

Sherry Allard	President
Joe Fratangelo	Vice President
Bernie Bryl	Secretary/Treasurer
Mike Morgan	Assistant Vice President, Assistant Secretary & Investment Officer
Robert Ehmann	Assistant Secretary

and all of said persons were present, except for the following absentees:

Mike Morgan, thus constituting a quorum. Whereupon, among other business, the following was transacted at said meeting:

**RESOLUTION OF SUPPORT FOR
CYPRESS CREEK GREENWAY PROJECT**

was introduced for the consideration of the Board. It was then duly moved and seconded that the Order or Resolution be adopted, and, after due discussion, the motion, carrying with it the adoption of said Order or Resolution, prevailed and carried by the following vote:

AYES: All present

NOES:

2. That a true, full and correct copy of the aforesaid Order or Resolution adopted at the meeting described in the above and foregoing paragraph is attached to and follows this certificate; and that said Order or Resolution has been duly recorded in said Board's minutes of said meeting; that the persons named in the above and foregoing paragraph were duly chosen, qualified and acting officers and members of the Board as indicated therein, that each of the officers and members of said Board was duly and sufficiently notified officially and personally, in advance, to the holding of said meeting for such purpose; that said meeting was open to the public as required by law; that public notice of the time, place and subject of said meeting was given as required by the Texas Government Code, §551.043, as amended, and that the undersigned are the duly chosen, qualified and acting officers of the current Board of Directors.

SIGNED AND SEALED the 23rd day of May, 2013.





President, Board of Directors

RESOLUTION OF SUPPORT FOR CYPRESS CREEK GREENWAY PROJECT

WHEREAS, the neighborhoods, property owners, and community organizations in the Cypress Creek Corridor of northwest Harris County (the "Corridor") seek to preserve and enhance the quality of life and business environment in the Corridor; and

WHEREAS, Kleinwood Municipal Utility District (the "District") is located in the Corridor and seeks to preserve and enhance the quality of life and business environment in the Corridor; and

WHEREAS, Cypress Creek is a natural amenity worth preserving, improving, celebrating, and offering public access; and

WHEREAS, having improved access to open space, parks, and trails is shown to provide economic, health, transportation, and environmental benefits to the residents, property owners, and other stakeholders within adjacent communities; and

WHEREAS, providing a safe, accessible, and well-managed system on continuous open space and trails that connects neighborhoods, existing parks and recreation areas, businesses, institutions, and other community destinations creates a desirable expansion of the aforementioned community benefits beyond that which would be achieved by isolated and disconnected open space, parks, and trails; and

WHEREAS, the Bayou Greenway Initiative being promoted in the greater Houston region by the Houston Parks Board and other organizations would achieve these expanded benefits by providing a connected open space and trail system along significant waterways including Cypress Creek (for which location it is herein referred to as the "Cypress Creek Greenway");

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF KLEINWOOD MUNICIPAL UTILITY DISTRICT THAT:

Section 1. The District hereby supports the continuation of efforts to design and implement the Cypress Creek Greenway component of the Bayou Greenway Initiative in a manner sensitive to the needs and desires of adjacent neighborhoods, property owners, and potential users.

Section 2. The District hereby supports efforts to provide safe and convenient physical access to the future Cypress Creek Greenway to the property owners and residents within the boundaries of the District.

Section 3. The District seeks to be included in future discussion and dialogue about the design and implementation of the Cypress Creek Greenway with the persons and organizations that will be coordinating and organizing the effort.

Section 4. Nothing in this Resolution shall be construed to obligate the District to expend any funds in support of the design and implementation of the Cypress Creek Greenway component of the Bayou Greenway Initiative.

PASSED AND APPROVED the 23rd day of May, 2013.

/s/ Sherry Allard

President, Board of Directors

ATTEST:

/s/ Bernie Bryl

Secretary, Board of Directors

(SEAL)

RESOLUTION REGARDING CYPRESS CREEK CORRIDOR

WHEREAS, the neighborhoods, property owners, and community organizations in the Cypress Creek corridor of northwest Harris County seek to preserve and enhance the quality of life and business environment in the corridor; and

WHEREAS, Cypress Creek is a natural amenity worth preserving, improving, celebrating, and offering public access; and

WHEREAS, having improved access to open space, parks, and trails is shown to provide economic health, transportation, and environmental benefits to the residents, property owners, and other stakeholders within adjacent communities; and

WHEREAS, providing a safe, accessible, and well-managed system of continuous open space and trails that connects neighborhoods, existing parks and recreation areas, businesses, institutions, and other community destinations creates a desirable expansion of the aforementioned community benefits beyond that which could be achieved by isolated and disconnected open space, parks and trails; and

WHEREAS, the Bayou Greenway Initiative being promoted in the greater Houston region by the Houston Parks Board and other organizations would achieve these expanded benefits by providing a connected open space and trail system along significant waterways including Cypress Creek (for which location it is hereby known as the "Cypress Creek Greenway");

BE IT RESOLVED BY THE BOARD OF DIRECTORS OF HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 211:

Section 1. The District supports the continuation of efforts to design and implement the Cypress Creek Greenway component of the Bayou Greenway Initiative in a manner sensitive to the needs and desires of adjacent neighborhoods, property owners, and potential users; and

Section 2. The District supports efforts to provide safe and convenient physical access to the future Cypress Creek Greenway to the property owners and residents within our boundaries; and

Section 3. The District seeks to be included in future discussion and dialogue about design and implementation of the Cypress Creek Greenway with the persons and organizations that will be coordinating and organizing the effort.

PASSED AND APPROVED May 7, 2013.



[Signature]
President, Board of Directors

[Signature]
Secretary, Board of Directors

RESOLUTION

WHEREAS, the neighborhoods, property owners, and community organizations in the Cypress Creek corridor of northwest Harris County seek to preserve and enhance the quality of life and business environment in the corridor; and,

WHEREAS, Cypress Creek is a natural amenity worth preserving, improving, celebrating, and offering public access; and,

WHEREAS, having improved access to open space, parks, and trails is shown to provide economic, health, transportation, and environmental benefits to the residents, property owners, and other stakeholders within adjacent communities; and,

WHEREAS, providing a safe, accessible, and well-managed system of continuous open space and trails that connects neighborhoods, existing parks and recreation areas, businesses, institutions, and other community destinations creates a desirable expansion of the aforementioned community benefits beyond that which could be achieved by isolated and disconnected open space, parks and trails; and,

WHEREAS, the Bayou Greenway Initiative being promoted in the greater Houston region by the Houston Parks Board and other organizations would achieve these expanded benefits by providing a connected open space and trail system along significant waterways including Cypress Creek (for which location it is hereby known as the "Cypress Creek Greenway");

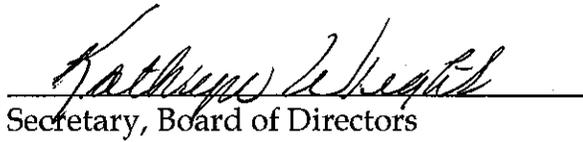
THEREFORE, we, the Board of Directors of Harris County Municipal Utility District No. 230, hereby resolve that

1. We support the continuation of efforts to design and implement the Cypress Creek Greenway component of the Bayou Greenway Initiative in a manner sensitive to the needs and desires of adjacent neighborhoods, property owners, and potential users;
2. We support efforts to provide safe and convenient physical access to the future Cypress Creek Greenway to the property owners and residents within our boundaries; and
3. We seek to be included in future discussion and dialogue about design and implementation of the Cypress Creek Greenway with the persons and organizations that will be coordinating and organizing the effort.

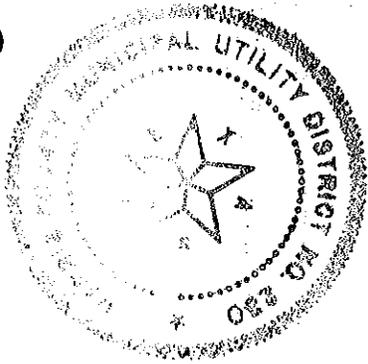
CONSIDERED AND APPROVED this day, May 6, 2013, by the Board of Directors of Harris County Municipal Utility District No. 230


President, Board of Directors

ATTEST:


Secretary, Board of Directors

(SEAL)



RESOLUTION

WHEREAS, the neighborhoods, property owners, and community organizations in the Cypress Creek corridor of northwest Harris County seek to preserve and enhance the quality of life and business environment in the corridor; and,

WHEREAS, Cypress Creek is a natural amenity worth preserving, improving, celebrating, and offering public access; and,

WHEREAS, having improved access to open space, parks, and trails is shown to provide economic, health, transportation, and environmental benefits to the residents, property owners, and other stakeholders within adjacent communities; and,

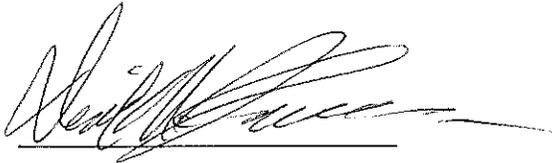
WHEREAS, providing a safe, accessible, and well-managed system of continuous open space and trails that connects neighborhoods, existing parks and recreation areas, businesses, institutions, and other community destinations creates a desirable expansion of the aforementioned community benefits beyond that which could be achieved by isolated and disconnected open space, parks and trails; and,

WHEREAS, the Bayou Greenway Initiative being promoted in the greater Houston region by the Houston Parks Board and other organizations would achieve these expanded benefits by providing a connected open space and trail system along significant waterways including Cypress Creek (for which location it is hereby known as the "Cypress Creek Greenway");

THEREFORE, we, the Board of Directors of Harris County Municipal Utility District No. 286, of Harris County, Texas hereby resolve that:

1. We support the continuation of efforts to design and implement the Cypress Creek Greenway component of the Bayou Greenway Initiative in a manner sensitive to the needs and desires of adjacent neighborhoods, property owners, and potential users;
2. We support efforts to provide safe and convenient physical access to the future Cypress Creek Greenway to the property owners and residents within our boundaries; and
3. We seek to be included in future discussion and dialogue about design and implementation of the Cypress Creek Greenway with the persons and organizations that will be coordinating and organizing the effort.

CONSIDERED AND APPROVED THIS DAY, May 6, 2013, by the Board of Directors of Harris County Municipal Utility District No. 286, of Harris County, Texas.



President, Board of Directors

RESOLUTION

WHEREAS, the neighborhoods, property owners, and community organizations in the Cypress Creek corridor of northwest Harris County seek to preserve and enhance the quality of life and business environment in the corridor; and,

WHEREAS, Cypress Creek is a natural amenity worth preserving, improving, celebrating, and offering public access; and,

WHEREAS, having improved access to open space, parks, and trails is shown to provide economic, health, transportation, and environmental benefits to the residents, property owners, and other stakeholders within adjacent communities; and,

WHEREAS, providing a safe, accessible, and well-managed system of continuous open space and trails that connects neighborhoods, existing parks and recreation areas, businesses, institutions, and other community destinations creates a desirable expansion of the aforementioned community benefits beyond that which could be achieved by isolated and disconnected open space, parks and trails; and,

WHEREAS, the Bayou Greenway Initiative being promoted in the greater Houston region by the Houston Parks Board and other organizations would achieve these expanded benefits by providing a connected open space and trail system along significant waterways including Cypress Creek (for which location it is hereby known as the "Cypress Creek Greenway");

THEREFORE, we, the Board of Directors of Harris County Municipal Utility District No. 358 hereby resolve that:

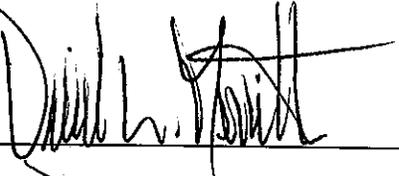
1. We support the continuation of efforts to design and implement the Cypress Creek Greenway component of the Bayou Greenway Initiative in a manner sensitive to the needs and desires of adjacent neighborhoods, property owners, and potential users;
2. We support efforts to provide safe and convenient physical access to the future Cypress Creek Greenway to the property owners and residents within our boundaries; and
3. We seek to be included in future discussion and dialogue about design and implementation of the Cypress Creek Greenway with the persons and organizations that will be coordinating and organizing the effort.

CONSIDERED AND APPROVED THIS DAY, 6th day of May, 2013, by the Board of Directors of Harris County Municipal Utility District No. 358.

By: 

Name: Don m. Garrett

Title: President

Attest: 

Name: David L. Merritt

Title: Secretary



CERTIFICATE FOR RESOLUTION

THE STATE OF TEXAS §
 §
COUNTY OF HARRIS §

I, the undersigned officer of the Board of Directors of Cypress Forest Public Utility District, hereby certify as follows:

1. The Board of Directors of Cypress Forest Public Utility District convened in regular session on the 7th day of May, 2013, inside the boundaries of the District, and the roll was called of the members of the Board:

Fred P. Jones	President
Greg DiCioccio	Vice President
Michael J. Lynch, Jr.	Secretary
Thomas J. Petrick	Assistant Secretary
David Normand	Assistant Vice President

and all of said persons were present except Director(s) Normand, thus constituting a quorum. Whereupon, among other business, the following was transacted at the meeting: a written

RESOLUTION IN SUPPORT OF THE CYPRESS CREEK GREENWAY PROJECT

was introduced for the consideration of the Board. It was then duly moved and seconded that the resolution be adopted; and, after due discussion, the motion, carrying with it the adoption of the resolution, prevailed and carried unanimously.

2. A true, full, and correct copy of the aforesaid resolution adopted at the meeting described in the above and foregoing paragraph is attached to and follows this certificate; the action approving the resolution has been duly recorded in the Board's minutes of the meeting; the persons named in the above and foregoing paragraph are the duly chosen, qualified, and acting officers and members of the Board as indicated therein; each of the officers and members of the Board was duly and sufficiently notified officially and personally, in advance, of the time, place, and purpose of the aforesaid meeting, and that the resolution would be introduced and considered for adoption at the meeting, and each of the officers and members consented, in advance, to the holding of the meeting for such purpose; the meeting was open to the public as required by law; and public notice of the time, place, and subject of the meeting was given as required by Chapter 551, Texas Government Code and Section 49.063, Texas Water Code.

SIGNED AND SEALED as of the 7th day of May, 2013.



Michael J. Lynch, Jr.
Secretary, Board of Directors

(SEAL)

RESOLUTION IN SUPPORT OF THE CYPRESS CREEK GREENWAY PROJECT

WHEREAS, the neighborhoods, property owners, and community organizations in the Cypress Creek corridor of northwest Harris County seek to preserve and enhance the quality of life and business environment in the corridor; and,

WHEREAS, Cypress Creek is a natural amenity worth preserving, improving, celebrating, and offering public access; and,

WHEREAS, having improved access to open space, parks, and trails is shown to provide economic, health, transportation, and environmental benefits to the residents, property owners, and other stakeholders within adjacent communities; and,

WHEREAS, providing a safe, accessible, and well-managed system of continuous open space and trails that connects neighborhoods, existing parks and recreation areas, businesses, institutions, and other community destinations creates a desirable expansion of the aforementioned community benefits beyond that which could be achieved by isolated and disconnected open space, parks and trails; and,

WHEREAS, the Bayou Greenway Initiative being promoted in the greater Houston region by the Houston Parks Board and other organizations would achieve these expanded benefits by providing a connected open space and trail system along significant waterways including Cypress Creek (for which location it is hereby known as the "Cypress Creek Greenway");

THEREFORE, we, the Board of Directors of Cypress Forest Public Utility District hereby resolve that:

1. We support the continuation of efforts to design and implement the Cypress Creek Greenway component of the Bayou Greenway Initiative in a manner sensitive to the needs and desires of adjacent neighborhoods, property owners, and potential users;
2. We support efforts to provide safe and convenient physical access to the future Cypress Creek Greenway to the property owners and residents within our boundaries; and
3. We seek to be included in future discussion and dialogue about design and implementation of the Cypress Creek Greenway with the persons and organizations that will be coordinating and organizing the effort.

PASSED AND APPROVED on May 7, 2013.

Fred P. Jones

President, Board of Directors

ATTEST:

Michael P. Lynch
Secretary, Board of Directors

(SEAL)



CERTIFICATE FOR RESOLUTION

THE STATE OF TEXAS §
 §
COUNTY OF HARRIS §

I, the undersigned officer of the Board of Directors of Harris County Municipal Utility District No. 18, hereby certify as follows:

1. The Board of Directors of Harris County Municipal Utility District No. 18 convened in regular session on the 13th day of May, 2013, outside the boundaries of the District, and the roll was called of the members of the Board:

Arved White	President
Roy A. Beversdorf	Vice President
Michael L. Murr	Secretary
Robert A. Bernardini	Assistant Vice President
Karl Skarboszewski	Assistant Secretary

and all of said persons were present except Director(s) _____, thus constituting a quorum. Whereupon, among other business, the following was transacted at the meeting: a written

RESOLUTION IN SUPPORT OF THE CYPRESS CREEK GREENWAY PROJECT

was introduced for the consideration of the Board. It was then duly moved and seconded that the resolution be adopted; and, after due discussion, the motion, carrying with it the adoption of the resolution, prevailed and carried unanimously.

2. A true, full, and correct copy of the aforesaid resolution adopted at the meeting described in the above and foregoing paragraph is attached to and follows this certificate; the action approving the resolution has been duly recorded in the Board's minutes of the meeting; the persons named in the above and foregoing paragraph are the duly chosen, qualified, and acting officers and members of the Board as indicated therein; each of the officers and members of the Board was duly and sufficiently notified officially and personally, in advance, of the time, place, and purpose of the aforesaid meeting, and that the resolution would be introduced and considered for adoption at the meeting, and each of the officers and members consented, in advance, to the holding of the meeting for such purpose; the meeting was open to the public as required by law; and public notice of the time, place, and subject of the meeting was given as required by Chapter 551, Texas Government Code and Section 49.063, Texas Water Code.

SIGNED AND SEALED as of the 13th day of May, 2013.

(SEAL)




Secretary, Board of Directors

RESOLUTION IN SUPPORT OF THE CYPRESS CREEK GREENWAY PROJECT

WHEREAS, the neighborhoods, property owners, and community organizations in the Cypress Creek corridor of northwest Harris County seek to preserve and enhance the quality of life and business environment in the corridor; and

WHEREAS, Cypress Creek is a natural amenity worth preserving, improving, celebrating, and offering public access; and

WHEREAS, having improved access to open space, parks, and trails is shown to provide economic, health, transportation, and environmental benefits to the residents, property owners, and other stakeholders within adjacent communities; and

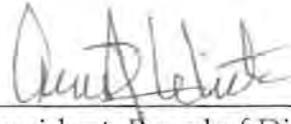
WHEREAS, providing a safe, accessible, and well-managed system of continuous open space and trails that connects neighborhoods, existing parks and recreation areas, businesses, institutions, and other community destinations creates a desirable expansion of the aforementioned community benefits beyond that which could be achieved by isolated and disconnected open space, parks, and trails; and

WHEREAS, the Bayou Greenway Initiative being promoted in the greater Houston region by the Houston Parks Board and other organizations would achieve these expanded benefits by providing a connected open space and trail system along significant waterways including Cypress Creek (for which location it is hereby known as the "Cypress Creek Greenway");

THEREFORE, we, the Board of Directors of Harris County Municipal Utility District No. 18 hereby resolve that:

1. We support the continuation of efforts to design and implement the Cypress Creek Greenway component of the Bayou Greenway Initiative in a manner sensitive to the needs and desires of adjacent neighborhoods, property owners, and potential users;
2. We support efforts to provide safe and convenient physical access to the future Cypress Creek Greenway to the property owners and residents within our boundaries; and
3. We seek to be included in future discussion and dialogue about design and implementation of the Cypress Creek Greenway with the persons and organizations that will be coordinating and organizing the effort.

PASSED AND APPROVED on May 13, 2013.



President, Board of Directors

ATTEST:



Secretary, Board of Directors

(SEAL)



RESOLUTION

WHEREAS, the neighborhoods, property owners, and community organizations in the Cypress Creek corridor of northwest Harris County, Texas seek to preserve and enhance the quality-of-life and business environment in this watershed corridor; and

WHEREAS, Cypress Creek constitutes the singular and thereby essential drainage channel for transporting storm water and treated waste water from the Timberlake Improvement District (the "District") properties and therefore must be preserved for this purpose; and

WHEREAS, because Cypress Creek is also a forested ecosystem/natural riparian stream channel bordering 3 sides of the Ravensway-Saracen Park community and having immediate proximity to downstream floodway properties owned by Harris County it provides quality-of-life amenity benefit opportunities for outdoors experience and enjoyment by the residents in addition to habitat essential to wildlife; and

WHEREAS, having improved access to open space, parks, and trails is shown to provide economic, health, transportation, and environmental benefits to the residents, property owners, and other stakeholders within adjacent communities; and

WHEREAS, providing a safe, accessible, and well-managed system of continuous open space and trails that connects neighborhoods, existing and future parks and recreation areas, businesses, institutions, and other community destinations creates a desirable expansion of the aforementioned community benefits beyond that which could be achieved by isolated and disconnected open space, parks and trails confined within the District; and

WHEREAS, the Bayou Greenway Initiative being promoted in the greater Houston region by the Houston Parks Board and other organizations would achieve these expanded benefits by providing a connected open space and trail system along significant waterways including Cypress Creek (for which location it is hereby known as the "Cypress Creek Greenway");

THEREFORE, BE IT RESOLVED by the Board of Directors of Timberlake Improvement District that:

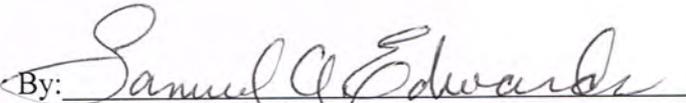
1. We support the continuation of efforts to design and implement the Cypress Creek Greenway component of the Bayou Greenway Initiative in a manner sensitive to the needs and desires of residents in our District, adjacent neighborhoods, and other communities participating in the Cypress Creek Greenway project;
2. We support efforts to provide safe and convenient physical access to the future Cypress Creek Greenway to the property owners and residents within our boundaries; and

...continued next page...

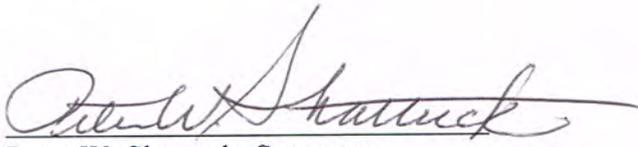
3. We seek to be included in future discussion and dialogue about design and implementation of the Cypress Creek Greenway with the persons and organizations that will be coordinating and organizing the effort.

PASSED, ORDERED and ADOPTED this 9th day of May, 2013.

TIMBERLAKE IMPROVEMENT DISTRICT

By: 
Samuel A. Edwards, President
Board of Directors

ATTEST:



Peter W. Shattuck, Secretary
Board of Directors

[SEAL]

TIMBER LANE UTILITY DISTRICT

Resolution Supporting Cypress Creek Greenway

The Board of Directors (the "Board") of Timber Lane Utility District (the "District") met on May 9, 2013 at the Board's regular meeting place with a quorum of directors presents, as follows:

Daniel M. Meacham, President
Robert B. Schenck, Vice President
James F. Messer, Secretary
A. F. "Bud" Gessel, Assistant Secretary
Donald L. Berglund, Director

and the following were absent:

None

when the following business was transacted:

The resolution set out below was introduced for consideration of the Board. It was then duly moved and seconded that such resolution be adopted; and, after due discussion, said motion carried by the following vote:

Ayes: All directors shown present

Noes: None

The resolution thus adopted is as follows:

WHEREAS, the neighborhoods, property owners, and community organizations in the Cypress Creek corridor of northwest Harris County seek to preserve and enhance the quality of life and business environment in the corridor; and,

WHEREAS, Cypress Creek is a natural amenity worth preserving, improving, celebrating, and offering public access; and

WHEREAS, having improved access to open space, parks and trails is shown to provide economic, health, transportation, and environmental benefits to the residents, property owners, and other stakeholders within adjacent communities; and,

WHEREAS, providing a safe, accessible, and well-managed system of continuous open space and trails that connects neighborhoods, existing parks and recreation areas, businesses, institutions, and other community destinations creates a desirable expansion of the aforementioned community benefits beyond that which could be achieved by isolated and disconnected open space, parks and trails; and

WHEREAS, the Bayou Greenway Initiative being promoted in the greater Houston region by the Houston Parks Board and other organizations would achieve these expanded benefits by providing a connected open space and trail system along significant waterways including Cypress Creek (for which location it is hereby known as the “Cypress Creek Greenway”);

THEREFORE, we, the Board of Directors of Timber Lane Utility District, hereby resolve that:

1. We support the continuation of efforts to design and implement the Cypress Creek Greenway component of the Bayou Greenway Initiative in a manner sensitive to the needs and desires of adjacent neighborhoods, property owners, and potential users;
2. We support efforts to provide safe and convenient physical access to the future Cypress Creek Greenway to the property owners and residents within our boundaries; and

3. We seek to be included in future discussion and dialogue about design and implementation of the Cypress Creek Greenway with the persons and organizations that will be coordinating and organizing the effort.

CONSIDERED AND APPROVED this 9th day of May, 2013, by the Board of Directors of Timber Lane Utility District.

DANIEL M. MEACHAM

President

ATTEST:

JAMES F. MESSER

Secretary

(SEAL)

I, the undersigned Secretary of the board of directors of Timber Lane Utility District, hereby certify that the foregoing is a true and correct copy of the Resolution Supporting Cypress Creek Greenway, adopted by said board at its meeting of May 9, 2013, together with excerpts from the minutes of said board's meeting on that date showing the adoption of said order, as same appear of record in the official minutes of the board, on file in the District's office.

I further certify that said meeting was open to the public, and that notice thereof was posted in compliance with the provisions of Tex. Gov't. Code Ann. § 551.001 et seq.

Witness my hand and the official seal of said District, this May 9, 2013.


Secretary

