

Addicks Park & Ride Initial Site Conditions Report



January 2023



Table of Contents

Executive Summary	1
Introduction and Area Information	2
Jurisdictions	2
Site Assessment	3
Subdivision Plats	3
Major Thoroughfare Freeway Plan	5
Building Lines	6
Visibility Triangles.....	6
Street Trees.....	6
Parking	7
Sidewalks	7
Environmental	7
HazMat and Historical & Archeological Database Search.....	7
Pipeline and Survey Information	8
Transportation.....	11
Land Use	13
Ownership.....	14
Previous Plans	15
Energy Corridor Livable Center Study	15
Concept Plan	17
Addicks Park & Ride Lot	19
Addicks Square.....	21
Addicks Triangle Park	22
Addicks Transit Station Concept	23
Transit Mall Concept	24

List of Figures

Figure 1 Jurisdictions	2
Figure 2 Addick Park & Ride	3
Figure 3 Volume 339, Page 071 HCMR Addicks Park & Ride	4
Figure 4 Volume 367, Page 122 HCMR Addicks Park and Ride, Section 2.....	5
Figure 5 City of Houston Major Thoroughfare Freeway Plan	6

Figure 6: Pipeline and Survey Information.....	9
Figure 7: National Pipeline Mapping System.....	10
Figure 8 Wetlands.....	11
Figure 9 Driveway Access.....	12
Figure 10 Bus, Bike, Pedestrian Access.....	13
Figure 11 Land Use	14
Figure 12 Ownership.....	15
Figure 13: Energy Corridor Connector	17
Figure 14: Addicks Park & Ride Concept Plan	18
Figure 15: Addicks Park & Ride Rendering	19
Figure 16: Addicks Park & Ride Lot.....	20
Figure 17: Examples of Public Spaces Identified in Figure 5.....	21
Figure 18: Addicks Square	22
Figure 19: Triangle Park.....	23
Figure 20: Addicks Transit Station Concept	24
Figure 21: Addicks Transit Mall Concept.....	25

List of Tables

Table 1: Minimum Building Line Requirement	6
Table 2: Environmental Risk Information Services	7
Table 3: Detailed Pipeline Information.....	8

Executive Summary

Addicks Park & Ride is being considered for a joint development and transit-oriented development (TOD) opportunity between METRO and a private developer(s).

Major findings during this desktop review include the following:

- Property is platted as two separate subdivision plats
 - To maximize the potential of the site, Addicks Park & Ride may be replatted as single, Class 2 Unrestricted Reserve
- A 30-foot Texas New Mexico pipeline easement on the northern portion of the property
- One driveway access on IH-10 Frontage Road
- No further right-of-way (ROW) needs to be dedicated
- Direct access to Katy Freeway high-occupancy vehicle (HOV) eastbound and westbound lanes

Introduction and Area Information

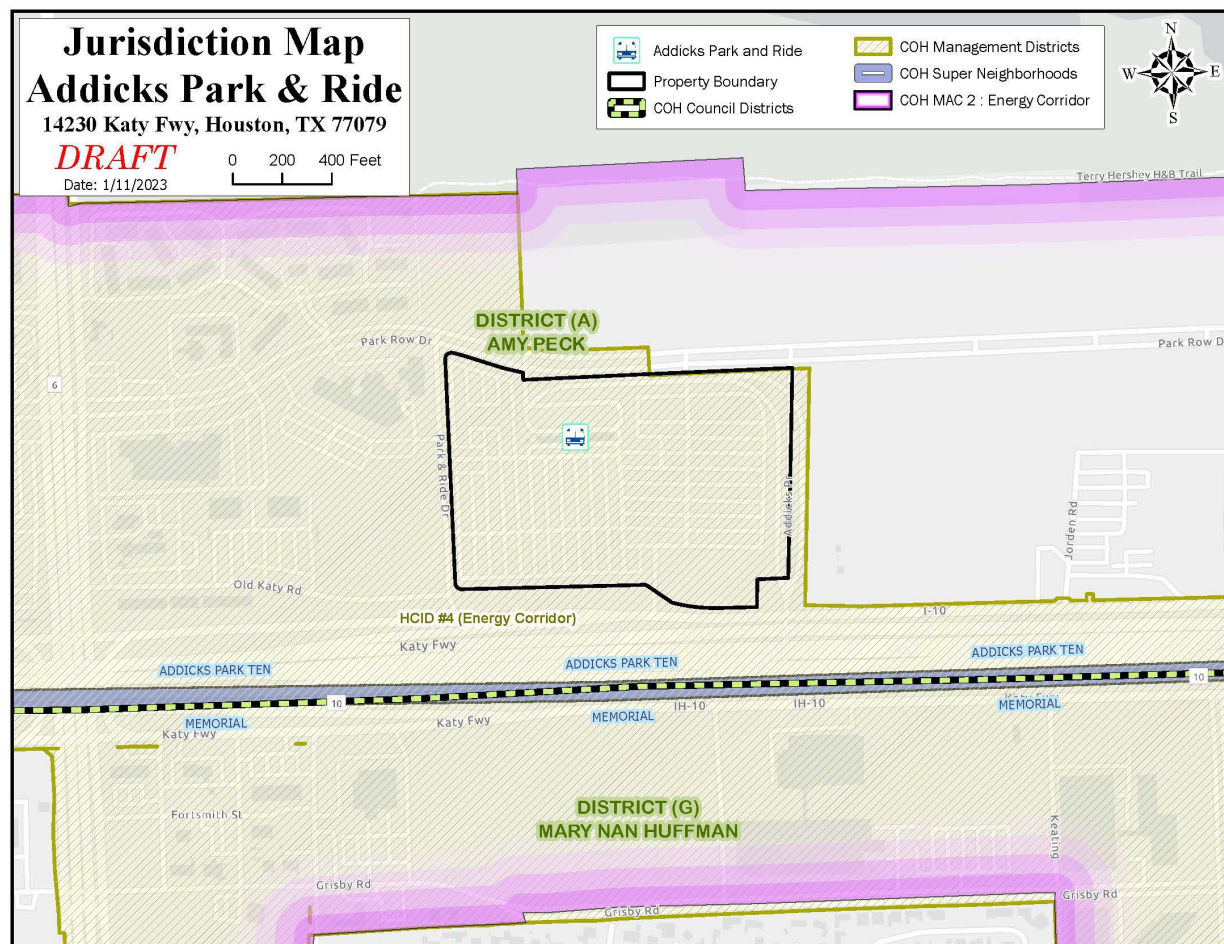
Addicks Park & Ride is located at 14230 Katy Fwy, Houston, TX 77079. The site is located north of IH-10 also known as the Katy Freeway between North Eldridge Parkway and SH 6, and south of Park Row Boulevard. This property analysis uses readily available public information.

The Energy Corridor is the central business district of the greater West Houston metropolitan area. Immediate neighbors to Addicks Park & Ride include Central Park, BP, ConocoPhillips, Shell, and McDermott. Other nearby companies include Sysco, Wood, Worley, Technip, CITGO Petroleum, The Friedkin Group, Methodist West Houston Hospital and Texas Children's Hospital.

Jurisdictions

Addick Park & Ride is within the City of Houston city limits. Councilwoman Amy Peck of District A represents this area of Houston. Harris County Commissioner Lesley Briones for Precinct 4 represents the property. The site is in the Addicks Park Ten Super Neighborhood and within the Energy Corridor Harris County Improvement District (HCID) #4 as shown in **Figure 1**. Addicks Park & Ride is zoned to Katy Independent School District.

Figure 1 Jurisdictions



Site Assessment

Addick Park & Ride has 2,438 surface parking spaces. **Figure 2** is an aerial of the existing site.

Figure 2 Addick Park & Ride

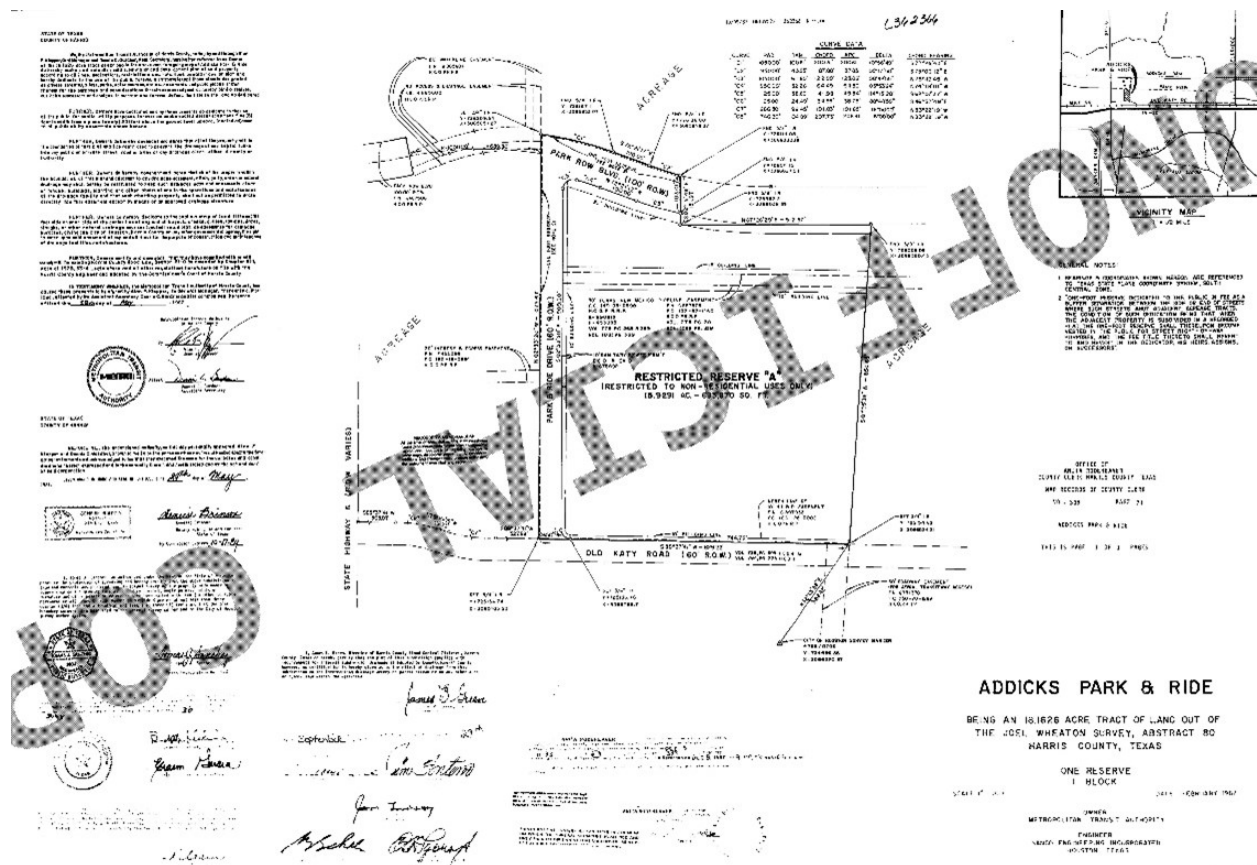


Source: Google Earth

Subdivision Plats

Addicks Park & Ride is recorded as two separate subdivision plats; Volume 339, Page 071 Harris County Map Records (HCMR) Addicks Park & Ride on October 8, 1987 illustrated in **Figure 3**, and Volume 367, Page 122 HCMR Addicks Park and Ride, Section 2 on May 4, 1995 illustrated in **Figure 4**.

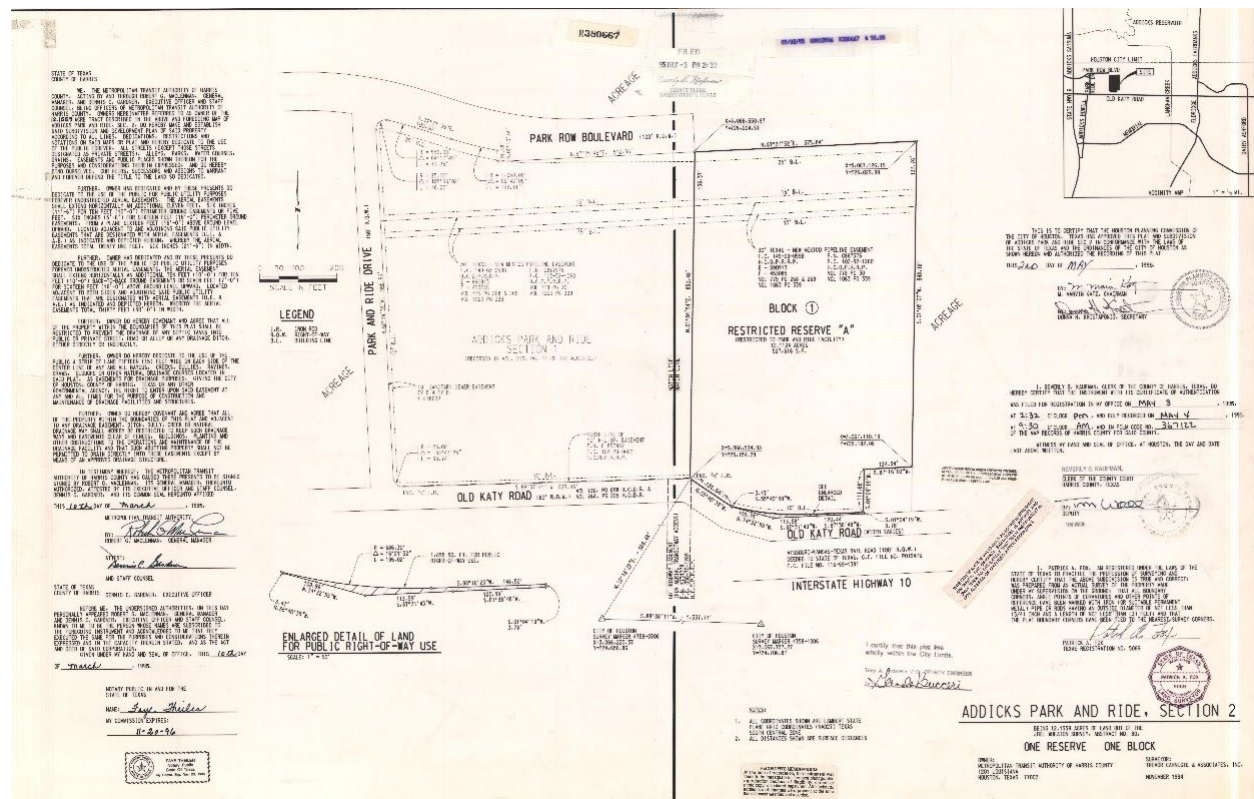
Figure 3 Volume 339, Page 071 HCMR Addicks Park & Ride



Source: Harris County Map Records

Volume 339, Page 071 HCMR Addicks Park & Ride is platted as a restricted reserve, restricted to non-residential uses only. This parcel is 15.9291 acres. It includes a 30-foot Texas New Mexico pipeline easement on the northern portion of the parcel. In addition to the pipeline easement, there is a 10-foot sanitary sewer easement along Park and Ride Drive to the west and a 10-foot Houston Lighting & Power (HL&P) easement on the southern portion of parcel 1. There is a 25-foot building line along Park Row Boulevard, 10-foot building line along Park & Ride Drive, and a 10-foot building line along the former Old Katy Road. There is also a 60-foot roadway easement along the southeastern parcel for an aerial transitway access.

Figure 4 Volume 367, Page 122 HCMR Addicks Park and Ride, Section 2



Source: Harris County Map Records

Volume 367, Page 122 HCMR Addicks Park and Ride, Section 2 is platted as a restricted reserve, restricted to park and ride facility. This parcel is 12.1124 acres. It includes a 30-foot Texas New Mexico pipeline easement on the northern portion of the parcel. There is a 25-foot building line along Park Row Boulevard and a 10-foot building line along the former Old Katy Road.

To prepare the Addicks Park & Ride for development, it is recommended the site be replatted as a single Class 2 Unrestricted Reserve. The unrestricted reserve will allow a developer to build commercial, multifamily residential, mixed-use, etc.

Major Thoroughfare Freeway Plan

Park Row Boulevard, Park and Ride Drive, and the Katy Freeway all have adequate amount of ROW per the City of Houston Major Thoroughfare Freeway Plan (MTFP) so there will not be a requirement to dedicate any additional ROW as illustrated in **Figure 5**.

Figure 5 City of Houston Major Thoroughfare Freeway Plan



Source: City of Houston

Building Lines

Building lines are regulated by the City of Houston Code of Ordinance Chapter 42 Section 150.

Table 1 lists the building line requirements.

Table 1: Minimum Building Line Requirement

Abutting Major Thoroughfare	25 Feet
Collector / Local Non-Single Family Residential	10 Feet

Source: City of Houston

Visibility Triangles

Visibility triangles are regulated by the City of Houston Code of Ordinance Chapter 42 Section 162. The building line for property adjacent to two intersecting streets may not encroach into any visibility triangle, the triangular area adjacent to the intersection of any street established by measuring 15 feet from the point of intersection of two streets along the ROW of each of the intersecting streets and connecting the ends of each measured distance, to assure adequate visibility sight lines for vehicular traffic approaching the intersection. A visibility triangle will be required at the intersection of IH-10 Frontage Road and Park and Ride Drive as well as Park Row Boulevard and Park and Ride Drive.

Street Trees

The City of Houston Code of Ordinance Chapter 33 Article V deals with trees, shrubs, and screening fences. There is a good chance trees along Park Row Boulevard and Park and Ride Drive within the City of Houston ROW are protected. Typically, if a protected tree is cut down, it must be replaced caliper to caliper with a new tree.

Street trees shall be planted within the public street ROW, or on private property within 10 feet parallel and adjacent to a local street ROW, or on private nonresidential property within 25 feet parallel and adjacent to a major thoroughfare. When the building site abuts a designated state or federal highway or road or any designated county road and street trees are not otherwise required by law, street trees shall be planted on private property. The number of street trees planted shall be a maximum of 1:30 feet and a minimum of 1:20 feet.

Additional landscaping requirements are required for surface parking lots. For a full list of approved trees for the City of Houston, see Chapter 33 Appendix A-1.

Parking

Parking requirements are pursuant to Chapter 26 of the City of Houston Code of Ordinance based on the number of residential units and square footage of uses.

Sidewalks

Sidewalks and streetlights are regulated by Chapter 40 in the City of Houston Code of Ordinance. Sidewalks are required to be at least five feet in width. Depending on whether a developer requests variances on the subdivision plat, the City of Houston may request wider sidewalks. The standard width of a sidewalk along a Type A Transit-Oriented Development (TOD) street is eight feet.

Environmental

HazMat and Historical & Archeological Database Search

No known cultural resources have been recorded within the project area provided. Sixty-six archaeological sites and one cemetery have been recorded within 1 mile of the project area, though none are near enough to be disturbed by the proposed project (on average 0.5 miles away). A review of historic maps and aeriels indicates that no historic-period structures appear within the project area. A review of TxDOT's Potential Archaeological Liability Map (PALM) data indicates that the entire project area has been classified as "no survey recommended". Overall, it appears the project area has a low probability for containing unrecorded archaeological sites or historic resources. However, coordination under the Antiquities Code of Texas (13 TAC §26) may still be necessary if the project will be owned or sponsored by a political subdivision of the State of Texas. **Table 2** identifies all HazMat and Historical & Archeological issues within a 0.25-mile from the Addicks Park & Ride.

Table 2: Environmental Risk Information Services

Company/Site Name	Address	Database	Distance (Miles)
Scholl Forest Products ¹	14500 Old Katy Rd. 77079	Underground Petroleum Storage Tanks (UST)	0.02
Joe Golbow Estate ²	14501 Katy Fwy. 77079	UST	0.18
Harris County Flood Control ³	13996 Katy Fwy. 77079	UST	0.20
Harris County Flood Control Base 4	13996 Katy Fwy. 77079	RCRA Non-Generators	0.20

Company/Site Name	Address	Database	Distance (Miles)
LMD Investment Property ⁴	14000 Old Katy Rd. 77079	Leaking Petroleum Storage Tank (LPST)	0.13
Dickinson Craig Realty ⁵	14501 Katy Fwy. 77079	LPST	0.18
Helios Plaza ⁶	201 Helios Way 77079	Aboveground Storage Tanks	0.17

Source: www.erisinfo.com | Environmental Risk Information Services; Order No: 23011801132

RCRA Info is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. RCRA Info replaces the data recording and reporting abilities of the Resource Conservation and Recovery Information System (RCRIS) and the Biennial Reporting System (BRS). A hazardous waste generator is any person or site whose processes and actions create hazardous waste (see 40 CFR 260.10). Non-Generators do not presently generate hazardous waste. Government Publication Date: Nov 7, 2022

Leaking Petroleum Storage Tank Database: List of cleanup sites where contamination was caused by spills, leaks, or other releases of petroleum or hazardous substances from underground and/or aboveground storage tanks regulated by the Texas Commission on Environmental Quality (TCEQ). Government Publication Date: Nov 7, 2022

Underground Petroleum Storage Tanks: List of facilities that have one or more Underground Storage Tank (UST)s registered and regulated by the Texas Commission on Environmental Quality (TCEQ). Government Publication Date: Nov 23, 2022

Aboveground Storage Tanks: List of facilities that have one or more Aboveground Storage Tank (AST)s registered and regulated by the Texas Commission on Environmental Quality (TCEQ). Government Publication Date: Nov 23, 2022

¹ Facility Status is inactive, and the tank was removed from the ground on 10/17/1991

² Facility Status is inactive, and the tank was removed from the ground on 07/07/1992

³ Facility Status is inactive, and the five tanks was removed from the ground on 08/01/1993

⁴ LPST ID: 113605; Closure Date | Corrective Action Status: 12/03/1999 | 6A – Final Concurrence Issued

⁵ LPST ID: 103947; Closure Date | Corrective Action Status: 03/15/1993 | 6A – Final Concurrence Issued

⁶ Facility Status | Facility ID: Active | 129459; Status | Registration Date: In Use | 06/17/2011

Pipeline and Survey Information

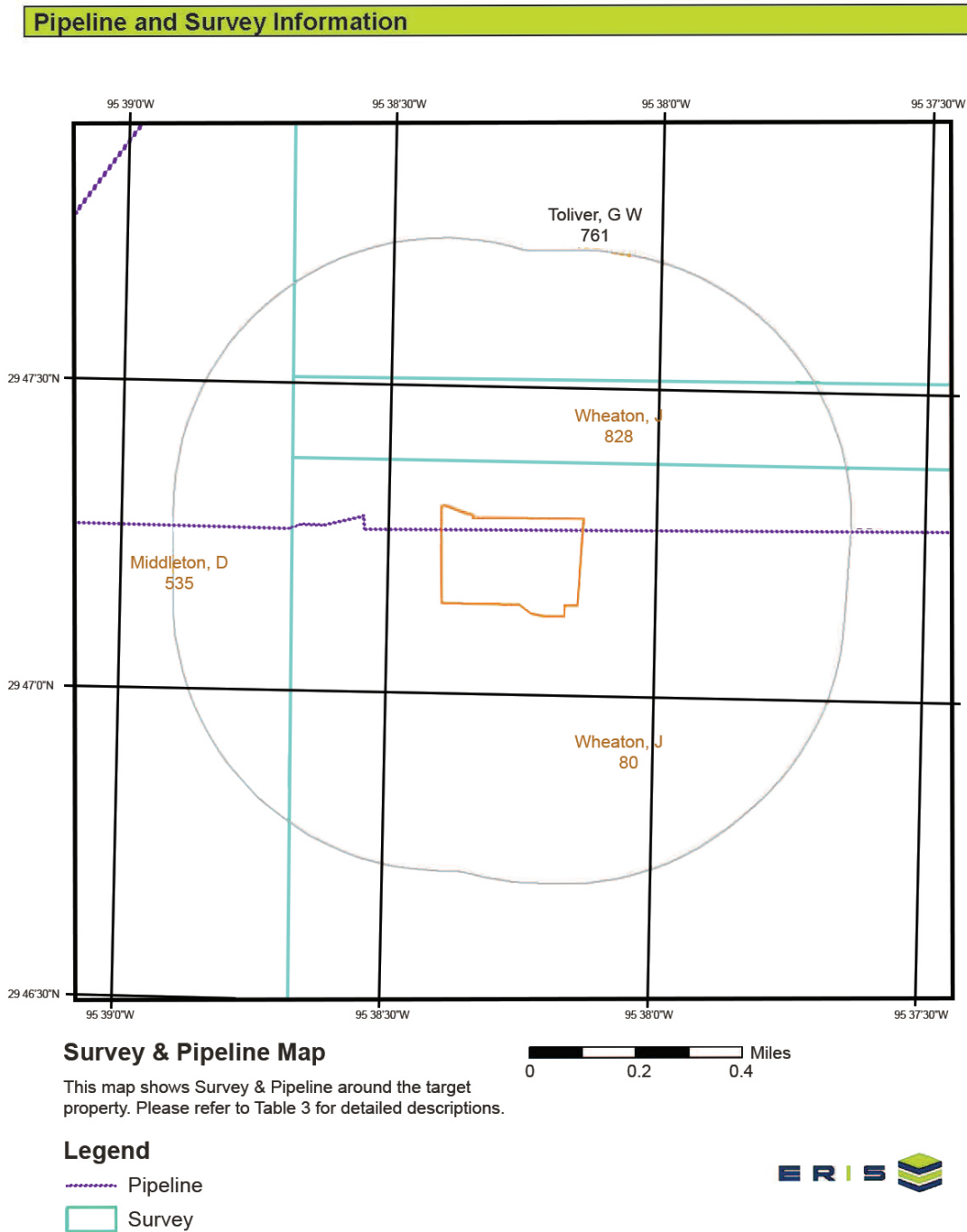
Figure 6 and **Figure 7** show a pipeline and survey map. Detailed information about each unit is provided in **Table 3**. Crude oil pipeline systems transport crude oil from the gathering systems to refineries. Crude oil systems can be tens to hundreds of miles in length and cross state and continental borders.

Table 3: Detailed Pipeline Information

Pipeline ID	5383
Status	B
T4 Permit Number	04568
Commodity	CRO
Commodity Description	Crude Oil
Operator	Enterprise Crude Pipeline LLC
System Name	TEPPCO South Texas Crude Lines
Diameter (inches)	12.25

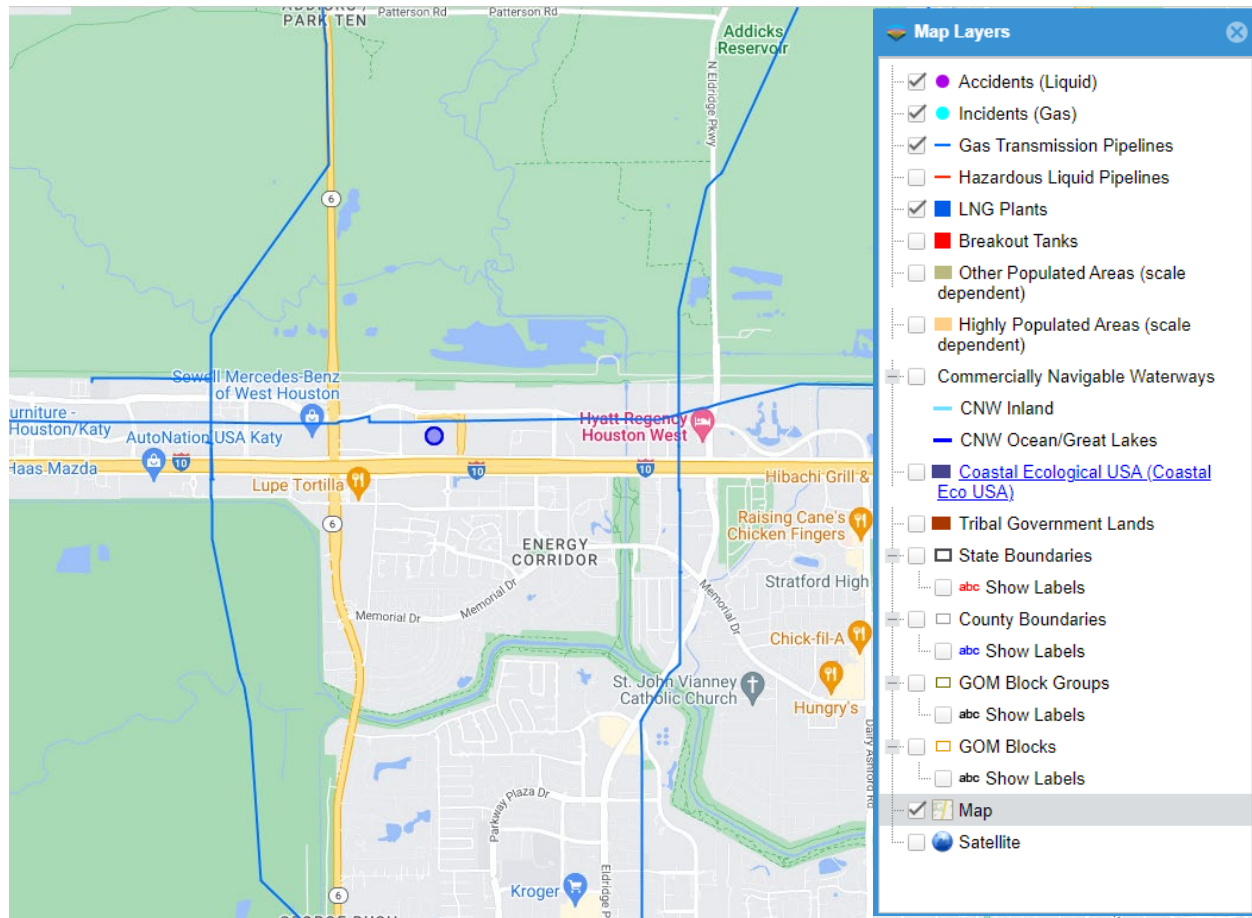
Source: www.erisinfo.com | Environmental Risk Information Services; Order No: 23011801132p

Figure 6: Pipeline and Survey Information



Source: Locations of interstate and intrastate gas and liquids pipelines, made available by the Railroad Commission of Texas (RRC). Data is derived from RRC T-4 Permit applications ("Application for Permit to Operate a Pipeline in Texas"), which facilitate regulatory functions of the Pipeline Safety Section of the RRC. The digital data used to create the files was taken from the forms system within the RRC, from the General Land Office (GLO) county survey maps, and the United States Geological Survey (USGS) quadrangle maps.

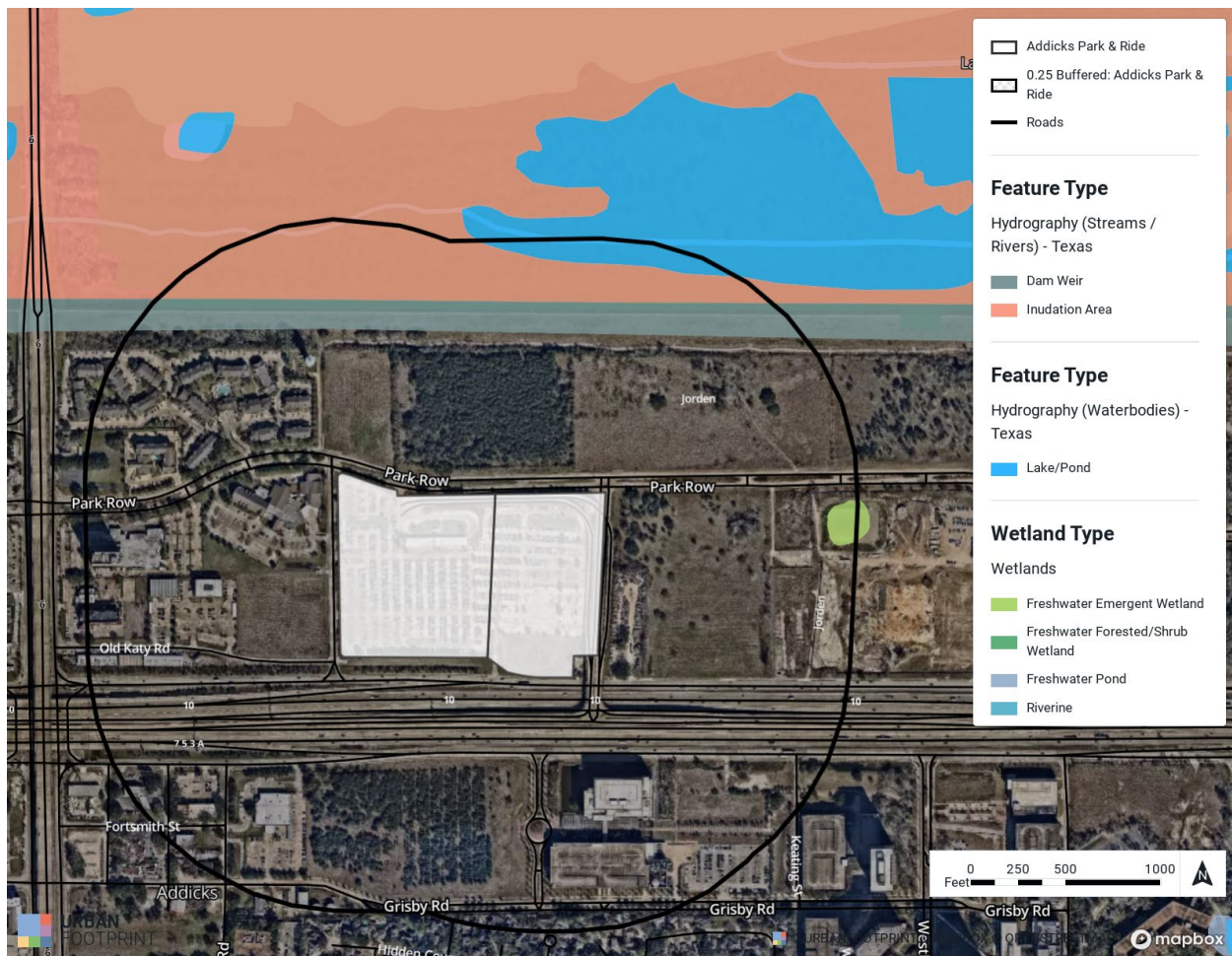
Figure 7: National Pipeline Mapping System



Source: <https://pvnpm.phmsa.dot.gov/PublicViewer/>

Doing a desktop survey, the Addicks Park & Ride is not in wetlands or flood zone as illustrated in **Figure 8**. A Phase 1 environmental assessment at the very minimum is recommended.

Figure 8 Wetlands



Source: National Wetland Inventory, United States Fish and Wildlife Service (US FWS), United States Geological Survey (USGS)

Transportation

Addicks Park & Ride has a total of five driveways; two on Park Row Boulevard, two on Park and Ride Drive, and one on the Katy Freeway Frontage Road identified in **Figure 9**. Both driveways on Park Row Boulevard have median curb-cuts to allow access from eastbound and westbound drivers. It is unlikely TxDOT will allow additional curb cuts on the IH-10 Frontage Road.

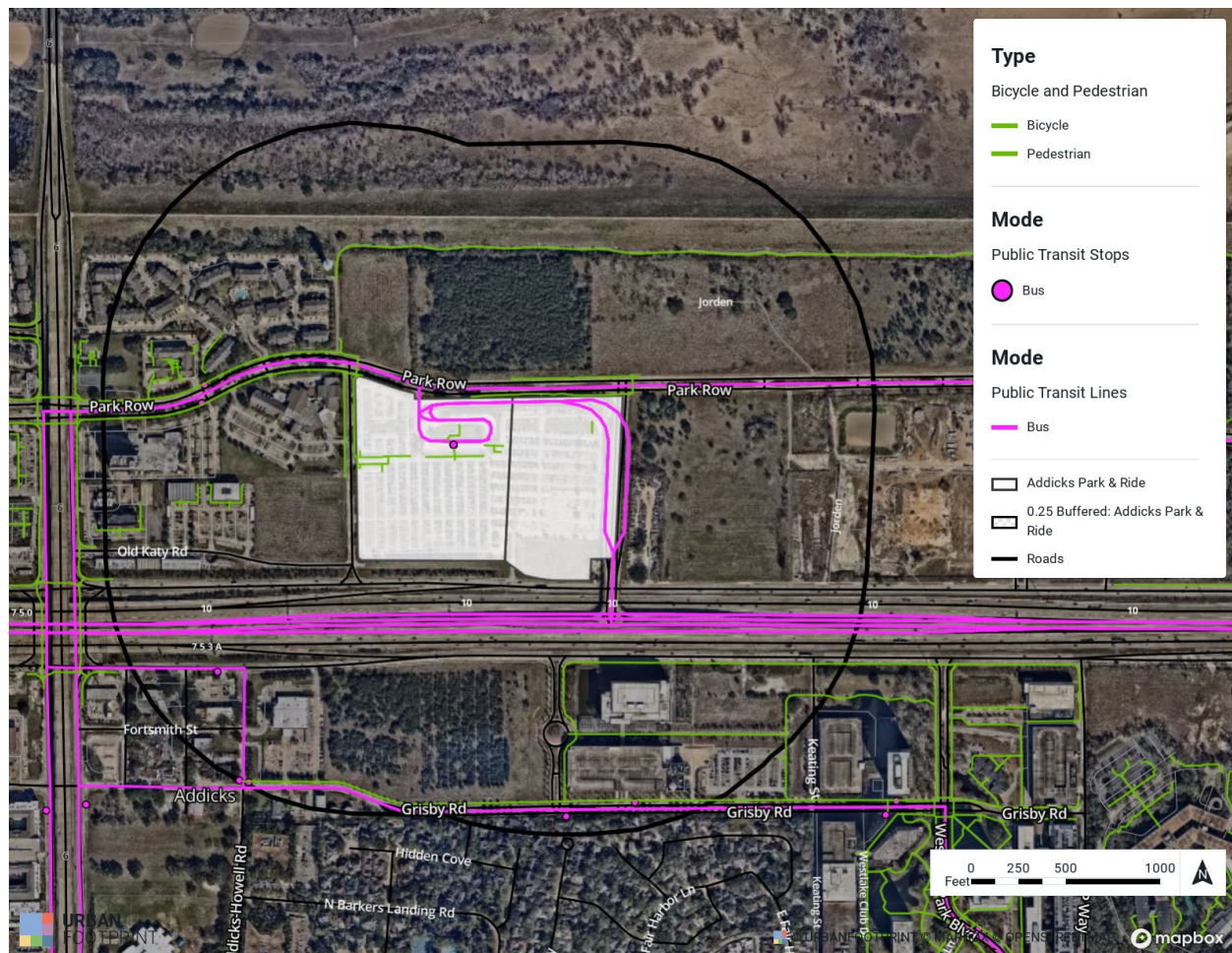
Figure 9 Driveway Access



Addicks Park & Ride has a T-ramp for direct connection to the Katy Freeway HOV system. In addition, Addicks Park & Ride is served by four routes, two local routes (75-Eldridge and 162-Memorial Express) and two park and ride routes (228-Addicks / Kingsland P&R and 298-Katy Freeway / TMC P&R). There is a transit stop within the Addicks Park & Ride as well as two bus stops on the north side and south side of Park Row Boulevard approximately ¼-mile west of the Addicks Park & Ride that serve the 75-Eldridge and 162-Memorial Express.

Addicks Park & Ride connects to the Terry Hershey Extension Hike and Bike Trail as well as the Addicks Dam Road Hike and Bike Trail as identified in **Figure 10**. This Hike and Bike Trail connection can take you east to the Sam Houston Tollway, west to South Fry Road, north to Clay Road, and south to Westpark Tollway without traveling on a vehicular roadway. It connects George Bush Park, Terry Hershey Park, Cullen Park, and Bear Creek Park.

Figure 10 Bus, Bike, Pedestrian Access

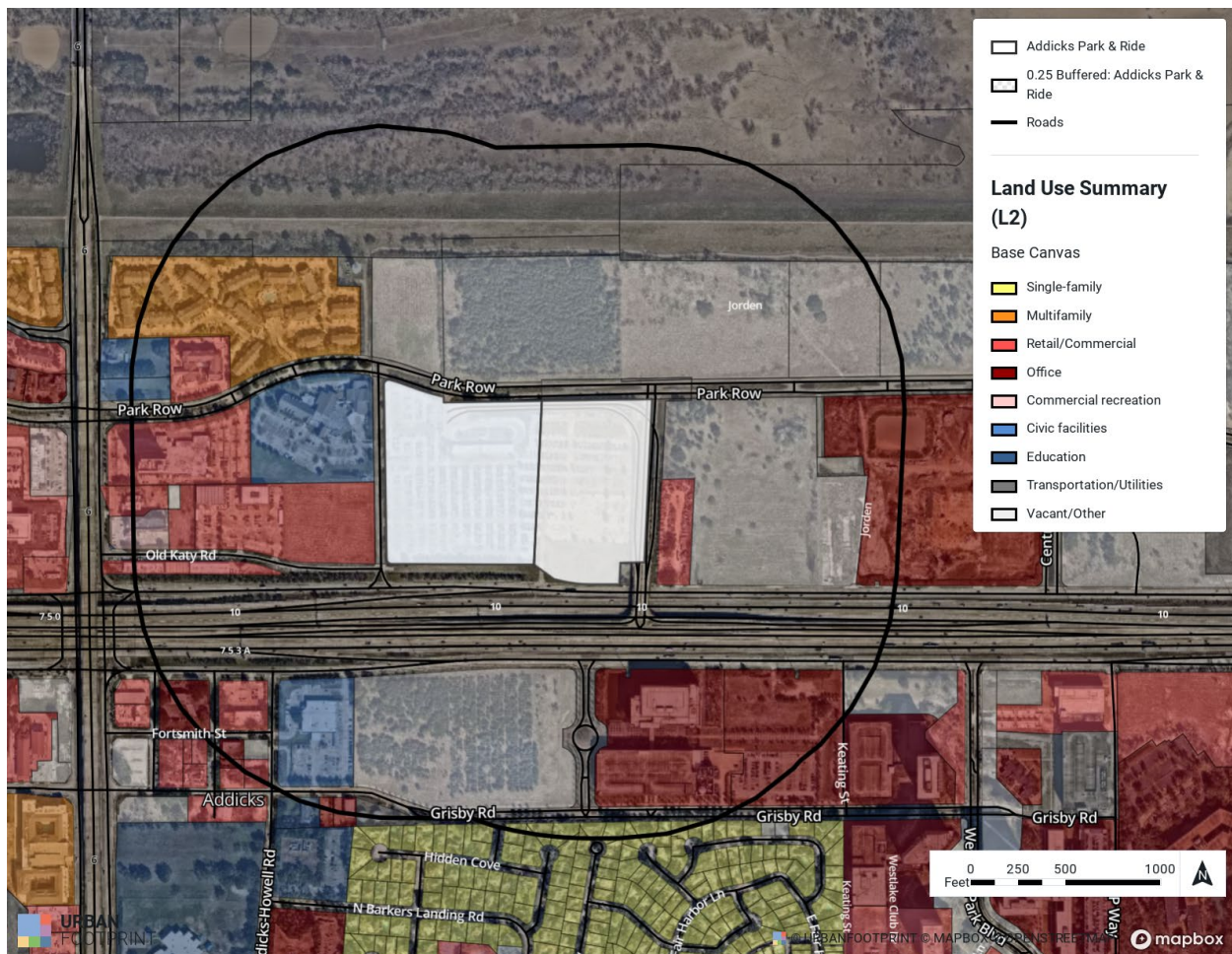


Land Use

The vacant land east of the Addicks Park & Ride, outside the ¼-mile buffer, is owned by Wolff Companies. It is a master-planned environment named Central Park. Central Park is already home to MD Anderson Cancer Center and Vista at Park Row. MD Anderson Cancer Center opened MD Anderson West Houston in June of 2019. This state-of-the-art, 260,000-square-foot outpatient diagnostic and treatment center is MD Anderson's first major facility outside the Texas Medical Center (TMC). Vista at Park Row is a 342-unit luxury apartment building developed by The Worthing Companies and opened in October of 2015.

Within ¼-mile buffer, there are currently 333 dwelling units with a population of 748. There are 77.5 acres of commercial property, 32.4 acres of civic / institutional property, and 90 acres of vacant land identified in **Figure 11**.

Figure 11 Land Use

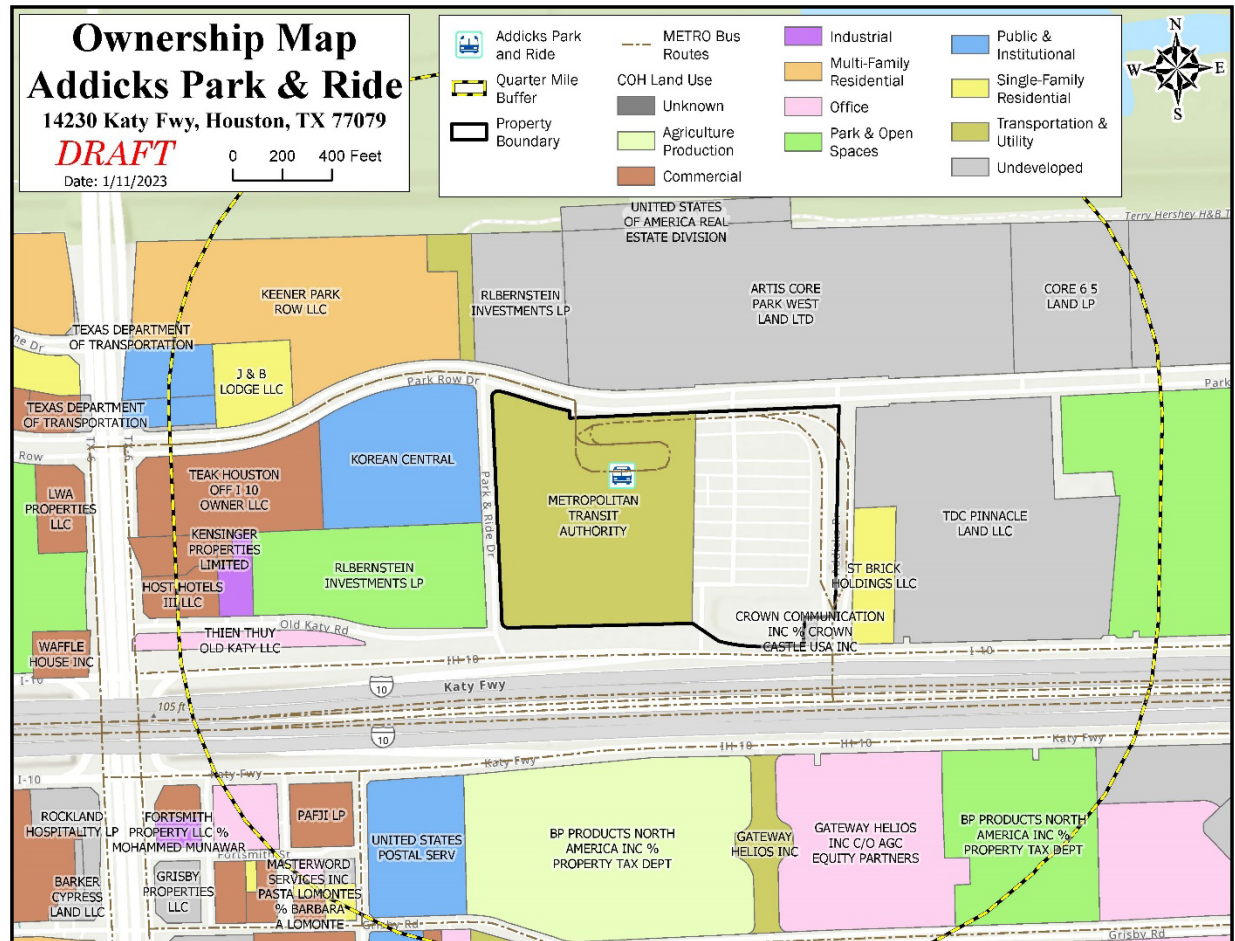


Source: City of Houston Land Use

Ownership

Figure 12 identifies the adjacent owners within a ¼-mile of the Addicks Park & Ride.

Figure 12 Ownership



Previous Plans

Energy Corridor Livable Center Study

The January 2010 Energy Corridor Study provides analysis and recommendations for land use and infrastructure investments that create a more walkable, mixed-use, and vibrant district that attracts and retains high-skilled employees from around the world. Specifically, the study recommended:

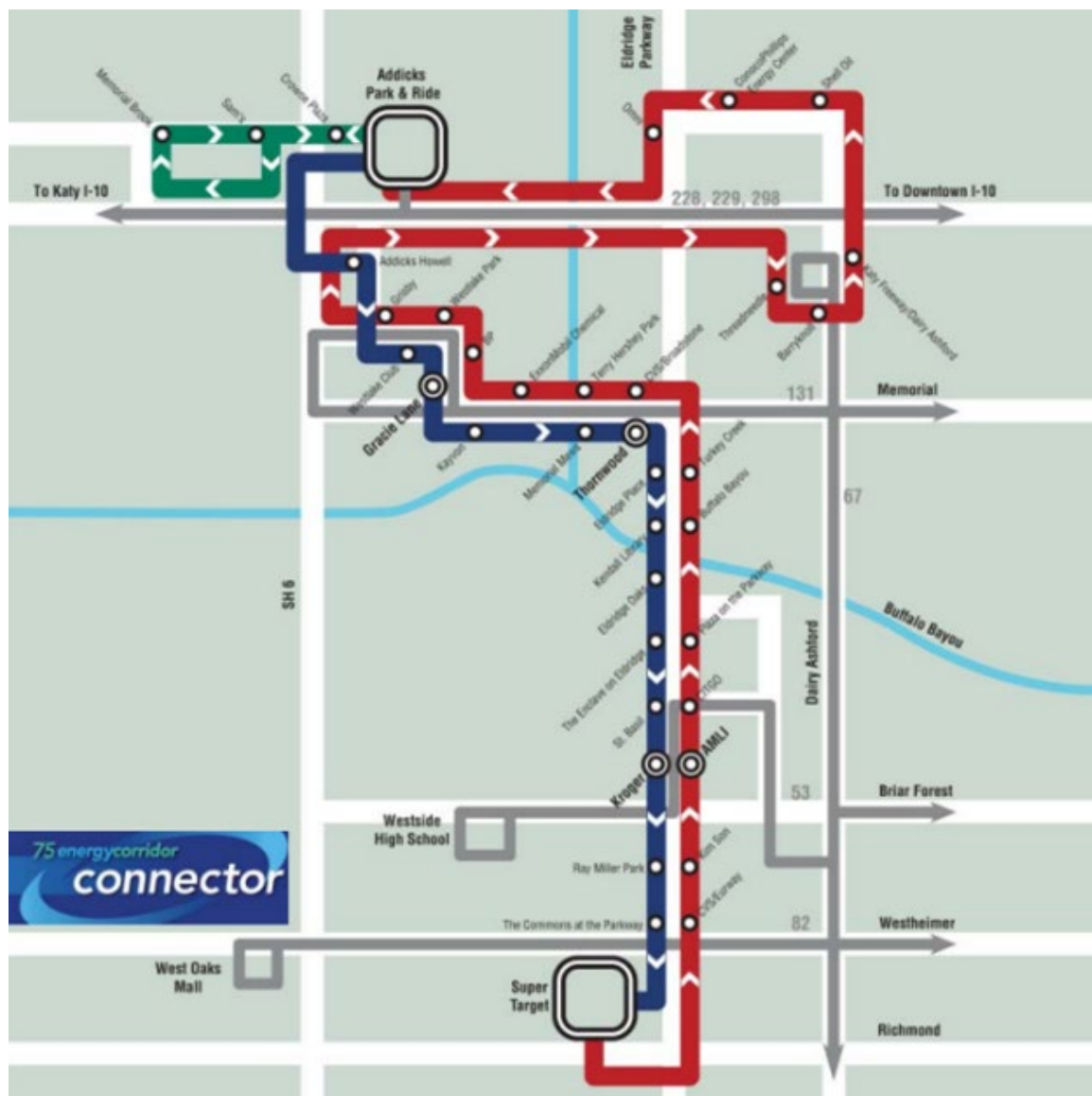
- A new concept for the Addicks Park & Ride Lot that converts it into the heart of the Energy Corridor with a variety of uses and walkable streetscapes connected to existing neighborhoods.
- Connecting the District with a north-south bridge that is friendly to bicyclists and pedestrians.
- Integrating a series of new parks and bikeways that add amenities to the District and connect to George Bush Park, Cullen Park, and Bear Creek Park.

The Livable Centers Study focused on the properties adjacent and near the Addicks Park & Ride Lot along SH-6 between Grisby Road and Park Row Boulevard and along both sides of IH-

10 from SH-6 to West Lake Boulevard. The Study Area includes public and private lands within ½-mile of a future Energy Corridor Transit Center and Transit-Oriented Development (TOD) at and surrounding the Addicks Park & Ride Lot.

Surveys conducted previously in the Energy Corridor District indicated that employers, employees, and residents all see traffic as a problem that is growing in significance. One reason is that several physical barriers limit connectivity and mobility to and within the Study Area. These barriers are IH-10 in the center, Addicks Dam to the north and Buffalo Bayou to the south. East/west travel in and out of the Study Area is limited to Park Row Boulevard, IH-10, and Memorial Drive. North/south travel in and out of the Study Area is limited to SH-6. The local streets provide some relief and spread-out travel patterns, but the lack of overall interconnectivity is a significant limitation as illustrated in **Figure 13**.

Figure 13: Energy Corridor Connector



Source: H-GAC Energy Corridor Livable Centers Planning Study

Concept Plan

The concept plan transforms the Addicks Park & Ride Lot and the surrounding properties spanning both sides of the highway into the “heart of the Energy Corridor”. This place is a series of interconnected spaces, streets and parks that are all linked to one another and connected by a landmark bridge lined with buildings and punctuated in the middle with a public plaza. Existing places such as Letitia Village, Helios Plaza and Park Row are integrated into the plan. All the special places in this Livable Center will be activated by transit, pedestrians, bicyclists and motor vehicles. Parking is provided curbside along most streets and funneled into parking garages lined with buildings at key intercept locations so people can “park once” then walk, bike or ride transit to get around as illustrated in **Figure 14**.

Figure 14: Addicks Park & Ride Concept Plan



Source: H-GAC Energy Corridor Livable Centers Planning Study

At the center of the Addicks Lot is a new transit facility with a multi-level commuter parking structure. The highest densities containing a mix of uses are focused in proximity to transit as illustrated in **Figure 15**. Employees, residents, and visitors all using transit for different reasons at different times will help to create a round-the-clock vibrancy to the transit experience. The bridge brings transit proximity to nearby, but difficult-to-reach properties across IH-10. A magnet match and science energy education campus is envisioned to the east, allowing Energy Corridor companies to partner in educating the next generation.

Figure 15: Addicks Park & Ride Rendering



Source: H-GAC Energy Corridor Livable Centers Planning Study

Addicks Park & Ride Lot

At the center of the Addicks Park & Ride Lot, it is proposed there be a new transit facility which is under consideration by METRO. The new transit facility would be configured as either a Transit Mall or Transit Station integrated with a multi-level commuter parking structure as shown in **Figure 16**. The highest densities containing a mix of uses are focused in this area close to transit service. Blocks and buildings will contain a mix of uses framing a series of public spaces, including Addicks Square and Triangle Park. The streets will have wide sidewalks where employees, residents and visitors all using transit for different reasons at different times create a round-the-clock vibrancy as illustrated in **Figure 17**.

The bridge provides a multi-dimensional change in grades from above on the bridge to below in unique shaded spaces under the ramps which can host activities such as a “locally grown” Saturday market. Walks and trails from the bridge will also lead pedestrians and bicyclists gently down into Triangle Park where one can follow a series of interactive water features toward the Addicks Reservoir beyond.

Figure 16: Addicks Park & Ride Lot



Source: H-GAC Energy Corridor Livable Centers Planning Study

Figure 17: Examples of Public Spaces Identified in Figure 5



Source: H-GAC Energy Corridor Livable Centers Planning Study

Addicks Square

Addicks Square (location shown in **Figure 16**) would be a series of interconnected and interrelated squares which contain a range of active gathering spaces and passive gardens within the squares. This space is more active where it is surrounded by shops, services, and office space at its southern end, closer to IH-10, and becomes more passive at the other where it is enclosed by residential multi-family buildings.

The square is anchored by a café kiosk and circular plaza at the more commercial end which provides focal point for surrounding shops and services. The center contains an oval-shaped “sunken green” that can support both informal gathering and programmed special events. The more residential end of the square contains shady gardens where neighbors can meet and greet or read a book in solitude as illustrated in **Figure 18**.

Figure 18: Addicks Square



Source: H-GAC Energy Corridor Livable Centers Planning Study

Addicks Triangle Park

This linear park (location shown in **Figure 16**) helps provide a transition from the lined bridge to the trails leading towards Addicks Reservoir and Cullen / Bear Creek Parks. Coming off the bridge, pedestrians and bicyclists will be gently led down grade and into Triangle Park where they can follow a series of interactive water features. The water features will be a visible attraction from on the bridge, enticing young and old to interplay with fountains, bubblers, and waterfalls that line and wind between the walks and trails.

Triangle Park is very green and shaded by tree canopies to provide relief from the heat and sun and build anticipation for the incredible open space vistas that are just a short stroll or ride to the north at the top of the Addicks Reservoir embankment.

Figure 19: Triangle Park



Source: H-GAC Energy Corridor Livable Centers Planning Study

Addicks Transit Station Concept

This concept involves retaining a covered bus Transit Station at the same location that it has currently. The commuter parking structure would be constructed adjacent to or as part of the station so that commuters would have convenient, covered linkage between parking and transit boarding. Circulation and turning movement of transit vehicles would approximate how buses circulate currently as shown in **Figure 20**.

The advantage of this scheme is that it functions like current operations. The disadvantages of this scheme are that it maintains the Transit Station in a location that is minimally integrated with other land uses and is not user-friendly for commuters choosing to arrive on foot, thus somewhat dampening the potential ridership capture from surrounding TOD.

Perhaps the most significant long-term drawback of this scheme is that it will locate bus transfers furthest away from any future heavy or light rail station located under the proposed lined bridge in the center of the IH-10 right-of-way. Separating the bus and rail functions without direct visual connection will limit the ability to create a single overall station environment where users have the perception of convenient proximity between modes. The concern is that this will reduce the user-friendly commuter experience at a major multi-modal hub.

Figure 20: Addicks Transit Station Concept



Source: H-GAC Energy Corridor Livable Centers Planning Study

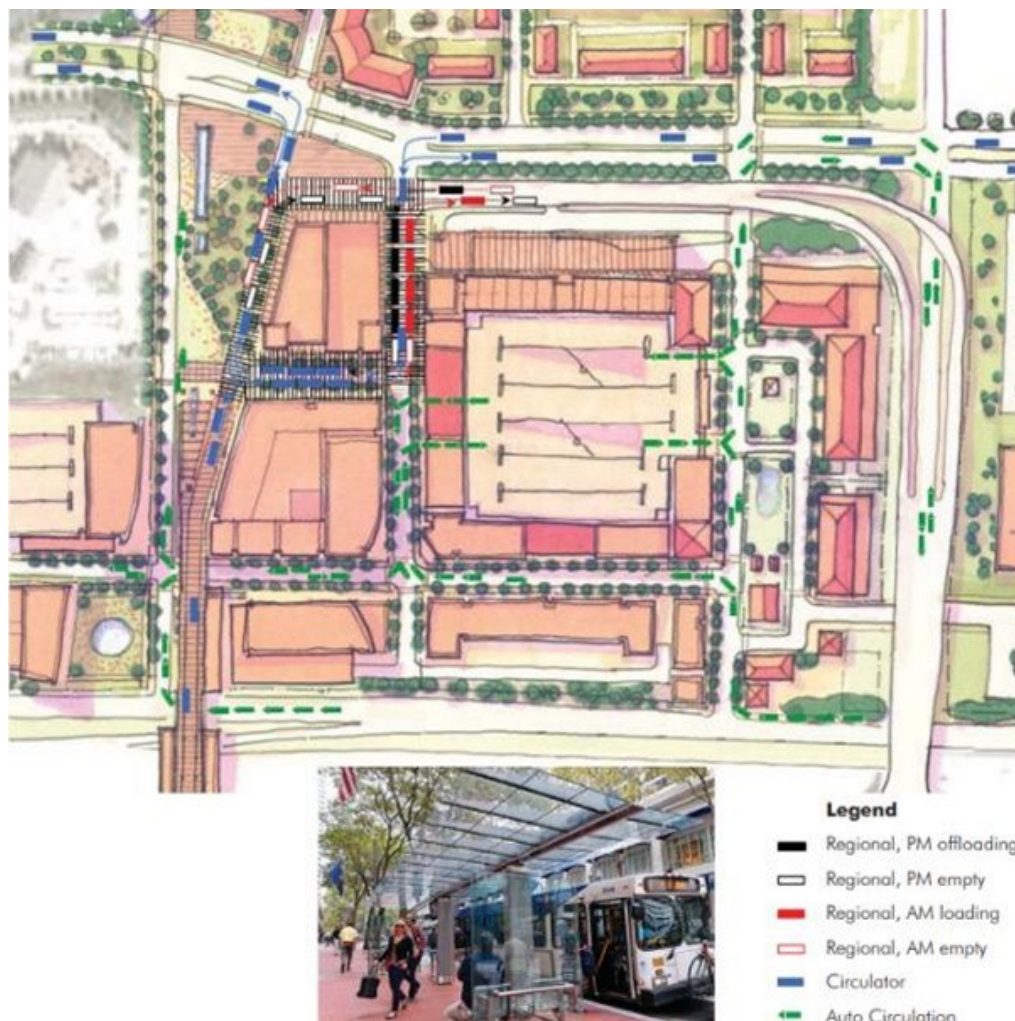
Transit Mall Concept

This concept involves creating a two-way Transit Mall around a block adjacent to the commuter parking structure. The commuter parking structure would be constructed adjacent to the Transit Mall so that commuters would have convenient linkage between parking and transit boarding comparable to a Transit Station. This linkage can be continuously covered to protect users from the elements by canopies, arcades, and station shelters. Circulation and turning movement of transit vehicles could be routed in either direction around the Transit Mall block as illustrated in **Figure 21**.

The disadvantage of this scheme is that it employs a new transit station design and function. However, Transit Mall concepts have been used successfully in many cities for decades, so Metro has the advantage of being able to gain “lessons learned” from other agencies. The advantage of this scheme is that it shifts bus boarding into a multifunctional public space that acts as a focal point for surrounding land uses. By designing the Transit Mall as a “shared space” between buses and pedestrians, commuters who arrive on foot have an inviting, safe, user-friendly experience. This will help maximize the potential ridership capture from surrounding TOD.

Another long-term advantage of this scheme is that it will locate bus transfers closer to any future heavy or light rail station located under the proposed lined bridge in the center of the IH-10 right-of-way. This more direct visual connection between the bus and rail functions within an integrated overall station environment will give users the perception and experience of convenient proximity between modes. A unique and defining station area experience, combined with the landmark established by the lined bridge over IH-10, would significantly reinforce the identity of this place as the transit hub for West Houston.

Figure 21: Addicks Transit Mall Concept



Source: H-GAC Energy Corridor Livable Centers Planning Study