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park&ride

transit oriented  
development study

May

2016

STUDY PARTNERS

HOUSTON - GALVESTON AREA COUNCIL AND CITY OF HOUSTON PLANNING & DEVELOPMENT

METRO would like to thank:

- City of Houston Economic Development
- City of Houston Public Works & Engineering
- City of Houston Housing Department
- Energy Corridor Management District
- Westchase Management District
- Southeast Houston Transformation Alliance (SEHTA)
- Old Spanish Trail (OST) Community Partnership
- Super Neighborhood #68
- Houston Texans YMCA
- OST Almeda TIRZ #7
- Greater Southeast Management District
- Farmers Market, Palm Center & Park at Palm Center
- TIRZ #21 Hardy/Near North Side;
- North Central Civic Club
- Greater Northside Management District; Economic Development Chair for Greater Northside Chamber of Commerce
- Greater East End Management District
- Second Ward Super Neighborhood
- Super Neighborhood #64 & #88 per Neighborhood 64 & 88
- Schaum / Shieh Architects
- The Itex Group

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TABLE OF CONTENTS

04	/ Introduction	18	/ Kuykendahl Park & Ride
06	/ Addicks Park & Ride	22	/ How Can We Work Together? Public Realm Improvements
10	/ Kingwood Park & Ride	23	/ Next Steps and Partnerships
14	/ Westchase Park & Ride		

# INTRODUCTION

METRO initiated the Transit Oriented Development (TOD) study for select Park & Rides in an effort to encourage new development opportunities around the Park & Ride Facilities, specifically the Addicks, Kingwood, Kuykendahl, and Westchase Park & Rides. Property development potential exists in the vicinity of these lots.

## WHAT IS TOD?

TOD is a type of community development that includes a mixture of housing, office, retail and/or other amenities integrated into a walkable neighborhood and located within a half-mile of quality public transportation.







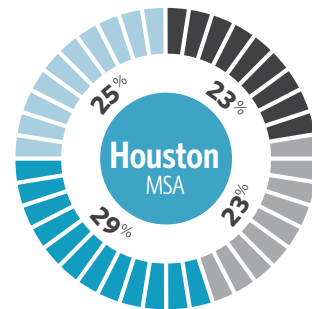
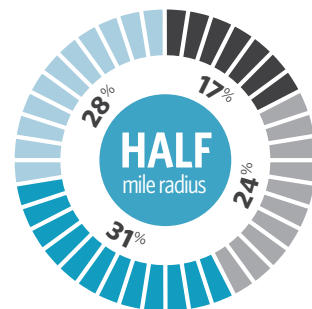
Average household size is only 2.27 indicating young singles and married couples in the area



Class A apartments are currently generating from **\$1.60 to \$1.70 per square foot**. The unit mix is mostly one bedroom (60%) and two bedrooms at (35%)



HOUSEHOLD INCOME 2013 ESTIMATE



- < \$24,000
- \$24,000 - 49,999
- \$50,000 - 99,999
- > \$100,000

Source: US Census, American Community Survey, Pncensus, 2014





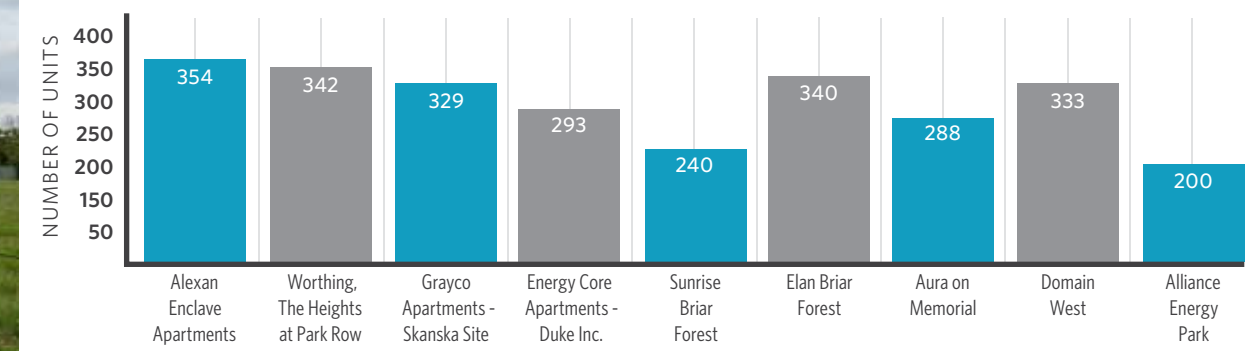
LONG-TERM SCENARIO



**HIGH POTENTIAL FOR  
JOINT DEVELOPMENT  
AT ADDICKS PARK & RIDE  
WITHIN 5 TO 10 YEARS**



APARTMENT UNITS RECENTLY BUILT OR UNDER CONSTRUCTION



Source: CoStar; O'Connor & Associates; Energy Corridor District; and CDS Market Research, 2014



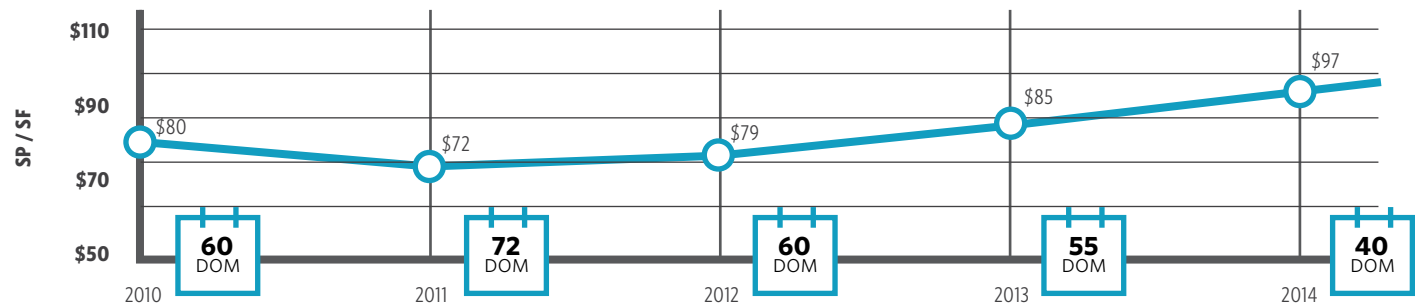


The Kingwood master planned community is an established development



There are a few **infill areas** and **new developing land** on the fringe of the master planned development

AVERAGED SINGLE-FAMILY ATTACHED SALES PRICE SF IN A HALF MILE RADIUS



DOM = Days on Market  
SF = Sq ft.

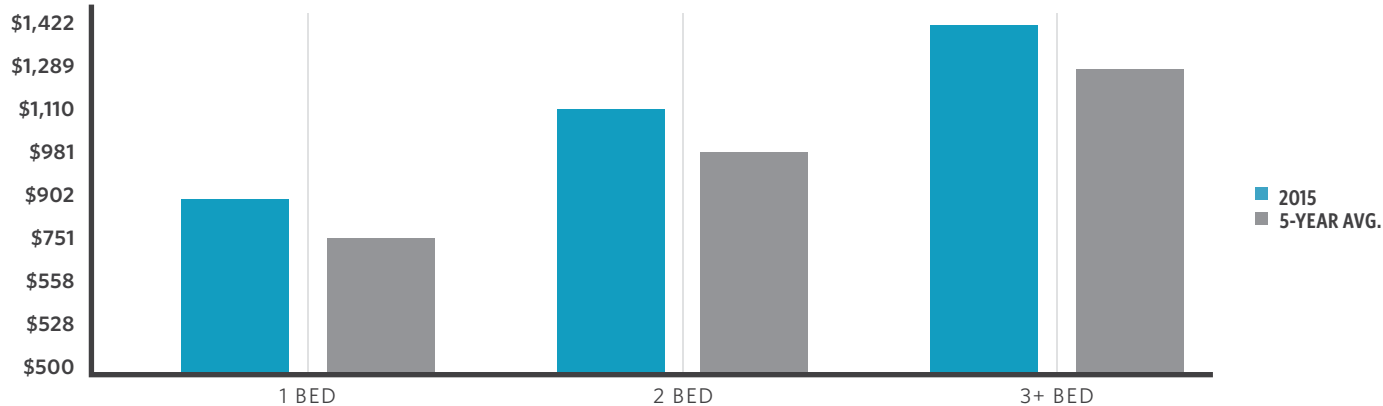


LONG-TERM SCENARIO



It is estimated that **396 housing units** will be added to the Competitive Market Area from **2015 - 2020**

ASKING RENTS IN THE CMA



Source: CoStar Realty Information Inc.; CDS Market Research, 2014





Renter-occupied units make up a 83% of housing in the CMA



OFFICES MAKE UP AN ESTIMATED 26 PERCENT

OF TOTAL LAND USES AROUND THE PARK & RIDE

MORE THAN 1.7 MILLION SF OF OFFICE SPACE WITHIN A HALF MILE OF THE PARK & RIDE

OFFICE BUILDINGS UNDER CONSTRUCTION AND PROPOSED FOR THE COMPETITIVE MARKET AREA

	Class	Square Footage	Status	Opening
MILLENNIUM TOWER II	A	445,000	UNDER CONSTRUCTION	2016
THE CENTRE AT WESTCHASE	A	65,000	PROPOSED	2016
TWO OAK PARK	A	158,607	PROPOSED	2016
WESTCHASE CORPORATE CENTER 2A	B	60,000	PROPOSED	2016
WESTCHASE BUILD TO SUIT	B	30,000	PROPOSED	2016

Source: CoStar Realty Information Inc., O'Connor and Associates, CDS Market Research, 2015





LONG-TERM SCENARIO



**An estimated**

**1,738 additional rental units** (290 annually) will be needed in the **Competitive Market Area** by **2019** to meet the current trends of population growth

PLANNED MULTI-FAMILY COMPLEXES IN THE COMPETITIVE MARKET AREA

	Class	Units	Type	Year Built
THE HEIGHTS AT WESTCHASE	A	262	MARKET RATE	2015
PORTICO AT WEST 8 II	A	296	MARKET RATE	2015

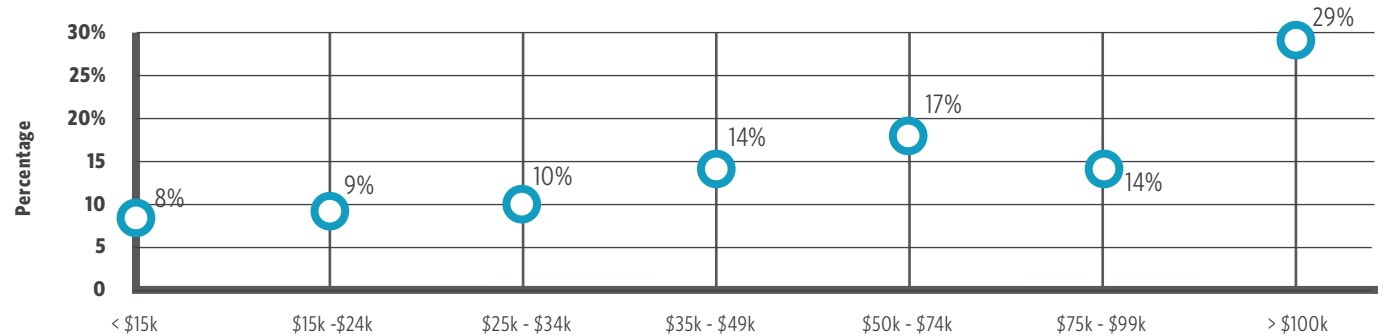
Source: CoStar Realty Information Inc.; CDS Market Research, 2015





Homes in this area are priced in the \$125k to \$175k range **and offer an affordable alternative to other areas**

POPULATION BREAKDOWN OF **TOTAL HOUSEHOLD INCOME** FOR THE CMA



Source: US Census, American Community Survey, Peensis, 2014



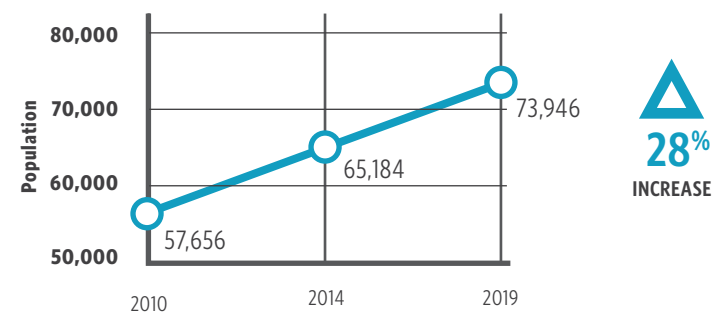


LONG-TERM SCENARIO

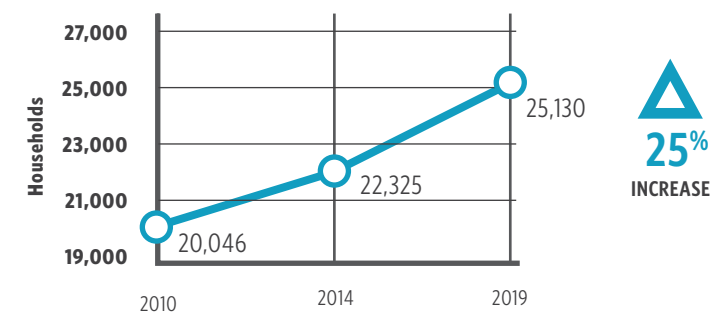


**An estimated 1,200 additional rental units will be needed in the CMA by 2020** to meet the current trends of population growth and persons per housing unit

POPULATION GROWTH IN THE CMA



HOUSEHOLD GROWTH IN THE CMA





# How Can We Work Together? Public Realm Improvements

## PEDESTRIAN AND BIKE ACCESS

1. **Add bike lanes to Park Row Drive** linking the Addicks Park & Ride to the Buffalo Bayou Bike Trail via a future extension of Park Row Drive.
2. **Integrate a painted trail path** with painted pedestrian designated walkways to coincide with sidewalk entrances along Rustic Woods Drive and to connect the Kingwood Park & Ride to the residential communities.
3. **Signed bike lanes to North Course Drive** to connect with existing lanes along Harwin Drive will help serve new developments to the south of the **Westchase Park & Ride**.

## PARKING AND OTHER AMENITIES

1. **Enhance bike sharing facilities** at the Kingwood Park & Ride and throughout Kingwood.
2. **Bike sharing facilities** at the Park & Rides and in higher intensity, mixed-use areas would promote bicycle use.

## ROADWAYS AND SIGNALS

1. **Street and intersection improvements** near the Addicks Park & Ride include additional walkways along Park Way and Memorial Drive.
2. **Reduce block sizes for future development around Kuykendahl Park & Ride** reduce travel distances for pedestrians.
3. **Signalized walkways and crossings** around the Park & Rides would provide safer pedestrian access.

## Next Steps and Partnerships

### SHORT-TERM

METRO can work with the community, management districts, vendors, and other organizations to share the use of the parking area for social events, such as carnivals, festivals, and promotions during evenings and weekends.

### MID-TERM

METRO should identify the fundamental transit needs that must be preserved at each lot to ensure safe and efficient transit operations. This includes:

- Identifying the minimum amount of parking to be maintained to accommodate future demand
- The optimum number of bus bays on the platform
- Sufficient bus and automobile access

### LONG-TERM

METRO can enter into joint development agreements more easily once the operating parameters are established. Development itself can occur in phases over time, gradually increasing in intensity, but with a clear delineation of transit needs, developers know how much they need to invest to meet their goals without compromising the transit needs of the community.







[www.RideMETRO.org](http://www.RideMETRO.org)

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