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 #88
• Houston Texas YWCA
• GES Almeda TR247
• Greater Southeast Management District
• Farmers Market, Palm Center & Park at Palm Center
• TR22 Hardy/Near North Side
• North Central Civic CCLA
• Greater Northside Management District: Economic Development Chair for Greater Northside Chamber of Commerce
• Greater East End Management District
• Second Ward Super Neighborhood
• Super Neighborhood #4 & #18 per Neighborhood #4 & #18
• Schaum / Shieh Architects
• The Res Group

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INTRODUCTION

METRO initiated the Transit-Oriented Development (TOD) study in the East End Corridor (Green Line) to demonstrate the market potential of select METRORail stations in the light-rail corridors, and encourage new development opportunities around these stations.

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.
New townhome buyers are younger with fewer children and higher disposable incomes.

Townhomes developed within the half mile radius of the station are selling in the range of $260,000 to $360,000.

Household Income 2013 Estimate:
- < $24,000
- $24,000 - 49,999
- $50,000 - 99,999
- > $100,000

Source: American Community Survey
Census Data 2012
### TOWNHOME SALES WITHIN HALF-MILE OF STATION

<table>
<thead>
<tr>
<th>Location</th>
<th>Median Price</th>
<th>Median Price/ SF</th>
</tr>
</thead>
<tbody>
<tr>
<td>North of tracks</td>
<td>$226,000</td>
<td>$128</td>
</tr>
<tr>
<td>(Second Ward)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>South of tracks</td>
<td>$247,000</td>
<td>$153</td>
</tr>
<tr>
<td>(EaDo)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: Houston Multiple Listing Service, CDS Market Research, 2014

Spillover demand from EaDo is spurring residential development near the station.
To Downtown
Coffee Plant / Second Ward

Lockwood / Eastwood

Altic / Howard Hughes

Cesar Chavez / 67th Street

Magnolia Park Transit Center

"Pioneering" residents are remodeling old houses, particularly in the Eastwood subdivision.

For the next three years service retail growth will continue at two to three new storefronts per year.

Source: Harris County Appraisal District, 2014

59% Owner Occupied
As households change with greater income in three to five years and beyond, retail and services will begin to change to support the changing needs of the community.
The figures above represent the inventory of the existing businesses and shopping centers within a half mile of the station grouped into major categories (restaurants, financial, auto repair, convenience stores, salons, grocery stores, bus companies, health related, and clothing shops).

The area around the station serves as a community-level retail activity center with a large retail space inventory.

The area around the station serves as a community-level retail activity center with a large retail space inventory.

Source: CoStar Realty Information Inc.; Houston Commercial Real Estate Community; CDS Market Research, 2015
An estimated 1,021 additional rental units will be needed in the Competitive Market Area by 2020 to meet the current population growth trend.

**Retail Market Overview for the Competitive Market Area**

<table>
<thead>
<tr>
<th>Rent/ SF</th>
<th>Available SF</th>
<th>Vacancy Rate</th>
<th>Available SF</th>
<th>Vacancy Rate</th>
<th>Availability Rate</th>
<th>Months on Market</th>
</tr>
</thead>
<tbody>
<tr>
<td>$13.00</td>
<td>16,200</td>
<td>10.7%</td>
<td>21,200</td>
<td>16%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>$10.48</td>
<td>80,800</td>
<td>7.9%</td>
<td>109,200</td>
<td>12.1%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>$3.48</td>
<td>356,800</td>
<td>16.8%</td>
<td>889,400</td>
<td>22.0%</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

**LONG-TERM SCENARIO**

**CESAR CHAVEZ / 67TH STREET**
1. Add painted bike lanes around the Coffee Plant Station.

2. Bike lanes should be extended from Sampson and York Streets to connect with the Columbia Tap Trail via McKinney Street and the Harrisburg Sunset Rails to Trails multi-use path via Commerce Street.

3. Add signed bike lanes along Hagerman Street to connect with Harrisburg Hike and Bike Trail.

1. Large parcels along Harrisburg may be available for station parking in the short term.

2. All station areas and the cross streets should be a high priority for lighting.

3. The use of a parking benefit district could be piloted in station areas to manage parking demand while generating a resume for bike and pedestrian amenities.

1. Extend Capitol Street across Lockwood Drive to meet Felix Street to help provide street frontage and improved access.

2. Adjust signal timing at the intersection of Lockwood Drive and Harrisburg Boulevard to reduce extensive waiting time for pedestrians.

3. Enclosed drainage should be provided along neighborhood streets to the north of the Cesar Chavez/67th Street station to improve walkability.

1. Continue engagement with the Special Districts using the TOD Marketing Brochure and the framework reports.

2. Coordinate with the City of Houston (Planning, Public Works & Engineering and Economic Development Department), participating agencies and stakeholders to set up the TOD Task Force.

3. Coordinate with HISD, UH Main campus and other educational districts and institutions to identify TOD opportunities.

4. Continue coordinating with the Housing Authority, LISC (Local Initiatives Support Corporation), the City of Houston’s Housing Department and other stakeholders to identify barriers and potential solutions for more workforce housing close to transit.

“Team with METRO on Pilot Program to increase density along Harrisburg Light Rail” — ULI Houston | Technical Assistance Panel, Nov. 9-10, 2015.

Source: www.byrnemetals.com, 2015