METRO would like to thank:

- City of Houston Economic Development
- City of Houston Public Works & Engineering
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- Energy Corridor Management District
- Westchase Management District
- Southeast Houston Transformation Alliance (SEHTA)
- Old Spanish Trail (OST) Community Partnership
- Super Neighborhood R1B
- Houston Texas YWCA
- GIST Almeda 1929-47
- Greater Southwest Management District
- Farmers Market, Palm Center & Park at Palm Center
- TIRZ #11 Hardy/Near North Side
- North Central Civic, CIA
- Greater Northside Management District; Economic Development Chair for Greater Northside Chamber of Commerce
- Greater East End Management District
- Second Ward Super Neighborhood
- Super Neighborhood R64 & R18 per Neighborhood 64 & 68
- Schaum / Shieh Architects
- The Ruc Group

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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

Source: US Census, American Community Survey, P2014

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

Source: CoStar; O'Connor & Associates; Energy Corridor District; and CDS Market Research, 2014
There are a few infill areas and new developing land on the fringe of the master planned development.
It is estimated that 396 housing units will be added to the Competitive Market Area from 2015 - 2020
MORE THAN 1.7 MILLION SF OF OFFICE SPACE WITHIN A HALF MILE OF THE PARK & RIDE

<table>
<thead>
<tr>
<th>Building Name</th>
<th>Class</th>
<th>Square Footage</th>
<th>Status</th>
<th>Opening</th>
</tr>
</thead>
<tbody>
<tr>
<td>THE CENTRE AT WESTCHASE</td>
<td>A</td>
<td>445,000</td>
<td>UNDER CONSTRUCTION</td>
<td>2016</td>
</tr>
<tr>
<td>MILLIENNUM TOWER II</td>
<td>A</td>
<td>65,000</td>
<td>PROPOSED</td>
<td>2016</td>
</tr>
<tr>
<td>TWO OAK PARK</td>
<td>A</td>
<td>155,607</td>
<td>PROPOSED</td>
<td>2016</td>
</tr>
<tr>
<td>WESTCHASE CORPORATE CENTER 2A</td>
<td>B</td>
<td>60,000</td>
<td>PROPOSED</td>
<td>2016</td>
</tr>
<tr>
<td>WESTCHASE BUILD TO SUIT</td>
<td>B</td>
<td>30,000</td>
<td>PROPOSED</td>
<td>2016</td>
</tr>
</tbody>
</table>

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

OFFICE BUILDINGS UNDER CONSTRUCTION AND PROPOSED FOR THE COMPETITIVE MARKET AREA


OFFICES MAKE UP AN ESTIMATED 26 PERCENT OF TOTAL LAND USES AROUND THE PARK & RIDE

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OF TOTAL LAND USES AROUND THE PARK & RIDE

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

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.

3. Signalized walkways and crossings around the Park & Rides would provide safer pedestrian access.

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.

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HOW CAN WE WORK TOGETHER?

PUBLIC REALM IMPROVEMENTS

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ROADWAYS AND SIGNALS

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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.