redline
transit oriented
development study
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INTRODUCTION

METRO initiated the Transit-Oriented Development (TOD) study in the North Corridor (Red 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.
Single family sales price/square foot within the half mile radius has seen an increase of roughly 70% from 2012 to 2014.

**Quitman / Near Northside**

**Burnett TC / Casa De Amigos**

**Fulton / North Central**

**Moody Park**

**Cavalcade**

**Lindale Park**

**Melbourne / North Lindale**

**Northline TC / HCC**

**Quitman / Near Northside**

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The following development trends are transforming the Moody Park Station area:

- Renovated Moody Park ($4.3M renovation in 2014)
- New townhomes should sell in the $255,000 to $275,000 range ($145 to $155 per sq. ft.)
- The Effective Buying Income (Effective Buying Income) of $41,502 is higher than most stations along the Red Line and serves as an indicator that people with higher disposable incomes see Moody Park as a desirable area.

### NEW RESIDENTIAL DEVELOPMENT

<table>
<thead>
<tr>
<th>Type</th>
<th>Status</th>
<th>Total Units</th>
<th>Source: O'Connor and Associates; ALN Apartment Data; CoStar Realty Information Inc., 2014</th>
</tr>
</thead>
<tbody>
<tr>
<td>Elan Heights</td>
<td>UNDER CONSTRUCTION</td>
<td>276</td>
<td></td>
</tr>
<tr>
<td>Jefferson Heights</td>
<td>UNDER CONSTRUCTION</td>
<td>198</td>
<td></td>
</tr>
<tr>
<td>Avenue Station</td>
<td>PROPOSED</td>
<td>68</td>
<td></td>
</tr>
<tr>
<td>Hardy Yards</td>
<td>PROPOSED</td>
<td>1,700</td>
<td></td>
</tr>
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</table>
Moody Park Community Center recently underwent a $4 Million renovation and expansion effort.

<table>
<thead>
<tr>
<th></th>
<th>Minimum</th>
<th>Average</th>
<th>Maximum</th>
<th>Median</th>
</tr>
</thead>
<tbody>
<tr>
<td>East of IH-45</td>
<td>$23,000</td>
<td>$340,000</td>
<td>$549,000</td>
<td>$550,000</td>
</tr>
<tr>
<td>West of IH-45</td>
<td></td>
<td>$340,000</td>
<td>$528,000</td>
<td>$474,000</td>
</tr>
</tbody>
</table>

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

### MEDIUM-TERM SCENARIO

- **Moody Park**: Expected population increase by 2019 from 4,105 in 2010.
- **Quitman / Near Northside**
- **Fulton / North Central**
- **Melbourne / North Lindsey**
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### Residential Sale Price

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<tr>
<th>Area</th>
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Source: Houston Multiple Listing Service; CDS Market Research, 2014
New higher density housing including future townhome development is pushing in through corridor streets such as Hogan, Cavalcade and Patton
Households by size 2013

- 1-person household: 27%
- 2-person household: 27%
- 3-person household: 16%
- 4-person household: 14%
- 5+ person household: 16%

Houston Metropolitan Statistical Area

Source: American Community Service Census Data 2012

DEMAND for more retail and commercial uses

MEDIUM-TERM SCENARIO

Brennan TC / Casa De Amigos
Quinnman / Near Northside
Fulton / North Central
Moody Park
Cavalcade
Lincoln Park
Melbourne / North Lindale
Northline TC / HCC
Burnett TC / Casa De Amigos

61% 2015

RENTER OCCUPIED HOUSEHOLDS

Source: American Community Service Census Data 2012

O.S. Mile Radius

Household Size by site 2013
Established Neighborhoods
Lindale Park and Heights
Seen as Desirable Areas to Live

LONG-TERM SCENARIO
LONG TERM PROJECTIONS

<table>
<thead>
<tr>
<th>Year</th>
<th>Population</th>
<th>Housing Units</th>
<th>Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>2010</td>
<td>25,076</td>
<td>11,353</td>
<td>8,925</td>
</tr>
<tr>
<td>2015</td>
<td>25,672</td>
<td>12,230</td>
<td>9,347</td>
</tr>
<tr>
<td>2020</td>
<td>26,554</td>
<td>14,332</td>
<td>9,904</td>
</tr>
<tr>
<td>2025</td>
<td>27,203</td>
<td>15,841</td>
<td>10,274</td>
</tr>
</tbody>
</table>

Source: CDS Market Research, 2014
An estimated 500 units will be needed in the CMA by 2020 to meet the current trends of population growth and persons per housing unit.
How Can We Work Together? Public Realm Improvements

Next Steps and Partnerships

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. Develop a TOD Pilot Project in coordination with the City of Houston’s Economic Development Department.
4. Coordinate with UH Main campus and other educational districts and institutions to identify TOD opportunities.
5. Continue coordinating with the Housing Authority, LISC (Local Initiatives Support Corporation), the City of Houston’s Housing Department and other stakeholders to identify donors and potential solutions for more workforce housing close to transit.

PEDESTRIAN AND BIKE ACCESS

1. Continue development of the signed bike route along Quitman Street linking White Oak Bayou with Fulton Street bike lanes.
2. As redevelopment occurs, Gale, Canadian, and Evelyn Streets should be extended with sidewalks between Sharman and Fulton Streets.
3. Bike lanes should be added to the street grid to connect with signed lanes along Fulton Street and existing lanes along Cavalcade Street.

ROADWAYS AND SIGNALS

1. Extending McIntosh Street to connect with North Main Street near the southern bank of White Oak Bayou would help connect the predominantly single family neighborhood to North Main Street and to the music venue under development.
2. Add signalized pedestrian crossing and ramped entrance to the south side of the Quitman/Near Northside southbound platform.

PARKING AND OTHER AMENITIES

1. Add on-street parking where feasible and/or structured parking wrapped by potential mixed-use development within the Cavalcade station area.
2. Add bike storage and bike sharing facilities at transit facilities where possible.
3. Enhancing pedestrian scale lighting and enclosing drainage where needed would improve walkability and enhance a sense of security.

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