

University



DRAFT February 2008 - Work in Progress

Corridor-specific Report

Phase II and III
City of Houston

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The **Planning** Partnership
in collaboration with:

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Table of Contents

Introduction	3
F1. Context/Background Analysis	4
F1.1 University Urban Corridor Study Area	4
F1.2 Context of University	6
F1.2.1 Land Use	
F1.2.2 Building Footprint	
F1.2.3 Pedestrian Realm/Mobility Inventory	
F1.2.4 Engineering/Infrastructure Inventory	
F1.3 University Corridor Demographic Market Overview	15
F1.4 Summary of Initiatives	18
F1.5 University Corridor Workshop	26
F2. University Planning Strategy	28
F2.1 The Combined Pedestrian Realm/Mobility/Land Development Concept Plan	28
F2.2 Pedestrian Realm/Mobility Plan	30
F2.3 Land Development Concept Plan	32
F2.3.1 Demonstration Plans	
F2.3.2 Development Analysis	
F2.4 Infrastructure Overview	47
F2.5 Pedestrian Oriented Cross Sections	48
F2.5.2 Pedestrian Character Transit Street	
F2.5.2 Pedestrian Character Major Thoroughfare	
F2.5.3 Pedestrian Character Major Collector	
F2.5.4 Pedestrian Character Local Street	
Appendix	
University Corridor Implementation Strategy	58
Key Implementation Terms	59



Introduction

The University Corridor is the longest of the Urban Corridors, starting at the Hillcroft Transit Center and extending east to Eastwood Transit Center. Intersecting the planned Uptown Corridor, the existing Main Street Corridor and the planned Southeast Corridor, the University Corridor will effectively function as the primary east-west link connecting the entire planned transit network.

Given its length, it is not surprising that there are significant variations in the context and character of the areas through which its planned alignment traverses. At its most western point, the Corridor runs through an area characterized by high density, multi-family, residential neighborhoods, located behind a veneer of employment and commercial uses that flank US-59 and Westpark Drive. As it moves east, shifting from Westpark Drive to Richmond Avenue, land uses along the Corridor are characterized by a mix of commercial and office uses. However, between Kirby and Main Streets, the Corridor is primarily characterized by established residential areas with retail and service commercial uses along the Richmond frontage. Moving east beyond Main Street, the character of the University Corridor changes again, with a mix of small scale neighborhood commercial uses and single family residential dwellings fronting directly onto the proposed Transit Street. The eastern terminus of the University Corridor is dominated largely by the presence of University of Houston's vast campus, though a mix of employment and industrial uses surrounds the Eastwood Transit Center itself.

Undoubtedly, the proposed University Corridor alignment has been the most contentious of the planned Urban Corridors. Recognizing the distinct characteristics and contexts that exist along the proposed alignment, this study presents a strategy that responds to and respects the inherent differences along the Corridor. It identifies redevelopment opportunities that support transit functionality and encourage ridership, while at the same time ensuring that stable residential areas are protected and enhanced. This approach has been used in the planning and design of all of the Urban Corridors.

1 Context/Background Analysis

This chapter provides the context and background for the University Corridor

F1.1

University Urban Corridor Study Area

The University Urban Corridor starts at the Hillcroft Transit Center and extends east to the Eastwood Transit Center, intersecting the Uptown, Main and Southeast Corridors.

The University Corridor is approximately 9.5 miles long. The boundaries of the Corridor Study Area are measured at ¼ mile on either side of the proposed Transit Street as shown on the facing map.

All Transit Street and Station locations in this report are based on information provided by METRO and the City of Houston as of December, 2007.



Wheeler and Main Street intersection



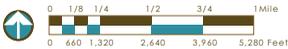
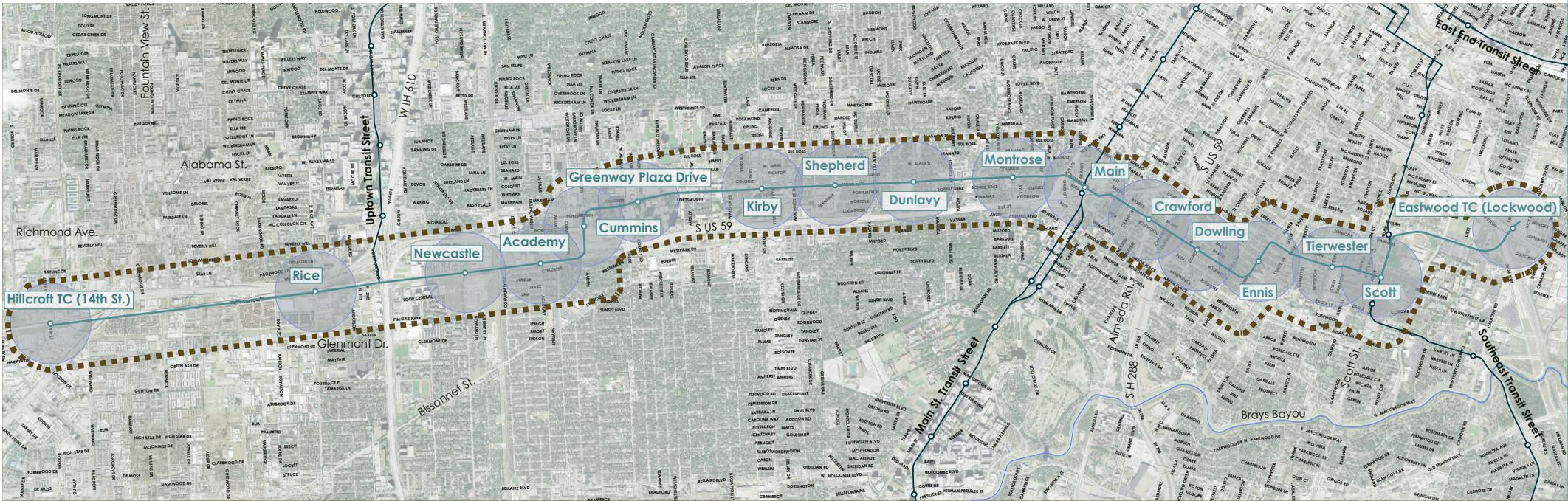
Planted median at Yupon St. and Richmond



Norfolk and Cummins intersection facing east

Urban Corridor Study Area University

-  University Transit Street
-  Connecting Transit Streets
-  Corridor Study Area
-  5 Minute Walking Distance to Station





Hillcroft Transit Center, an example of transportation/utility land use



Commercial establishment near the proposed Scott Station



Northwest view of residential land use on Cleburne St.

F1.2

The Context of the University Corridor

F1.2.1 Land Use

Part of this Urban Corridor Planning Study is to understand the common and unique characteristics of each Urban Corridor. Two elements that define the area are the land uses as well as the size and scale of buildings in the study area.

The map on the opposite page illustrates the significant range of existing land uses along the University Urban Corridor. Between the proposed Hillcroft and Newcastle Stations, existing land uses are characterized primarily by a mix of multi-family residential neighborhoods and large scale employment and commercial uses. The land use

transition moving east along Richmond is quite striking, shifting from the office uses around Greenway Plaza, to commercial uses surrounding the planned Kirby Station, to predominately single family residential neighborhoods with small scale retail uses between the proposed Shepherd and Montrose Stations.

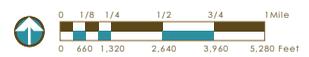
The area surrounding the interchange between the University and Main Street Corridors is characterized by large scale retail uses with some undeveloped parcels intermixed. East of Main Street, the University Corridor is characterized by single family residential development and large scale public/institutional uses associated with the Texas Southern University and University of Houston Campuses.



Multi-family residential near the proposed Greenway Plaza Dr Station

Existing Land Uses University

- | | | | | | |
|---|----------------------------|---|----------------------|---|------------------------|
|  | University Transit Street |  | Commercial |  | Transportation/Utility |
|  | Connecting Transit Streets |  | Office |  | Park/Open Spaces |
|  | Single Family Residential |  | Industrial |  | Undeveloped |
|  | Multi Family Residential |  | Public/Institutional | | |





Small building footprint - Carwash at Reeves and Scott St.



Larger building footprints - Cummins and Richmond intersection



Shotgun houses at Palmer and Alabama St.

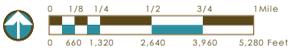
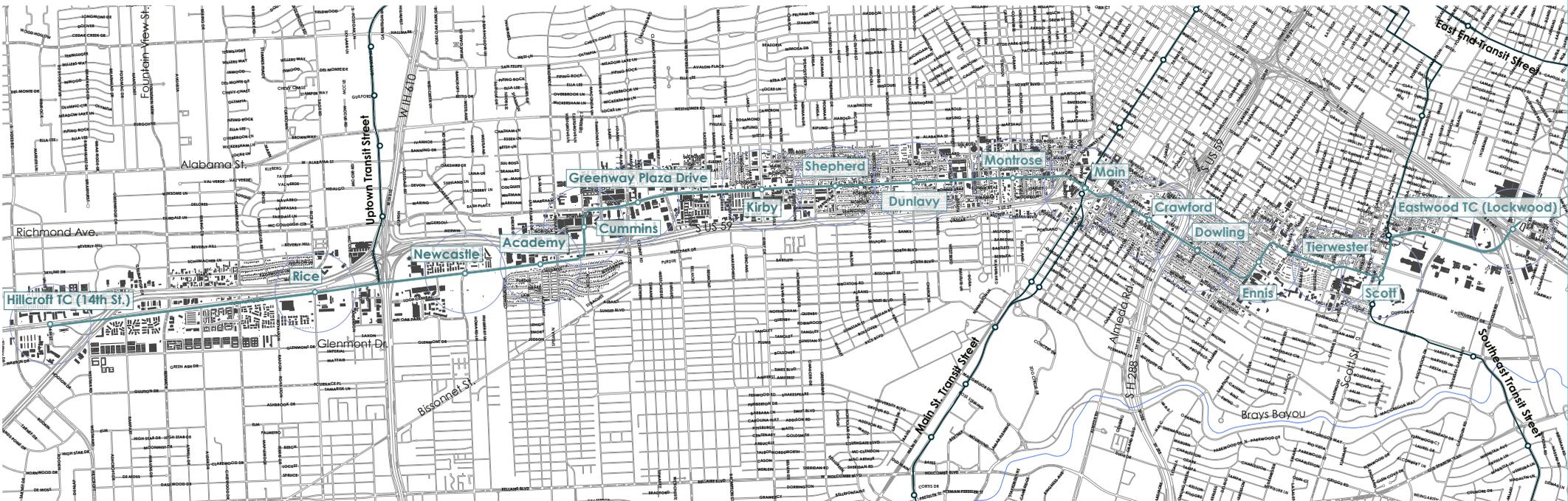
F1.2.2 Building Footprint

The map on the facing page illustrates the size and scale of buildings found in the University Corridor. All existing buildings have been shaded to help create a picture of the pattern created by different buildings, streets and open space - or the area's urban fabric.

The western extent of the University Corridor is characterized by large ¼ mile by ¼ mile blocks. The dense apartment complex developments within these blocks reveal a system of internal roads and open spaces. East along the Corridor there are irregular shaped blocks with large building footprints. Further along Richmond Avenue, blocks sizes average a depth of 225 feet with varying frontages. Most buildings on this stretch of Richmond facing the Transit Street fill most of the block, exhibiting a typical urban condition. At the Main Street Transit Street junction, the typical downtown block dimension of 250 by 250 feet exists, albeit with some irregular and vacant parcels. East of the Main Station, the prominence of low density neighborhoods is displayed by the small footprints of buildings along Wheeler and Ennis Streets. At the eastern end of the Corridor, the large building footprints set in open spaces or parking lots illustrate the University of Houston and the Eastwood Transit Center .

Existing Building Footprints University

-  University Transit Street
-  Connecting Transit Streets
-  Building Footprint
-  5 Minute Walking Distance to Station





Danny Jackson Bark Park



Levy Park, University Corridor

Park	Acquired	Acres	Park Class
Grady Park	1952	4.73	Neighborhood Park
Anderson Park	1960	7.10	Neighborhood Park
Burnett Bayland Park	1971	0.40	Pocket Park
Levy Park	1942	5.60	Neighborhood Park
Dunlavy Park	1945	3.40	Neighborhood Park
Hermann Park	1914	402.45	Regional Park
Bell Park	1968	1.50	Neighborhood Park
Cullen Sculpture Garden	1973	1.00	Neighborhood Park
Baldwin Park	1910	4.88	Neighborhood Park
Peggy Park	1925	9.22	Neighborhood Park
Emancipation Park	1918	10.00	Community Park
Leroy Park	1969	0.78	Pocket Park
Our Park	1982	0.66	Pocket Park
Riverside Park	1927	4.14	Neighborhood Park
Malone Park	1973	0.69	Pocket Park
Mills Bennett Park	1924	1.00	Neighborhood Park
Parkwood Park	1927	2.00	Neighborhood Park
MacGregor Park	1925	113.58	Regional Park

F1.2.3 Pedestrian Realm/Mobility Inventory

Parks

The table on the left lists the University Corridor Parks described in the 2001 Parks and Recreation Master Plan. Other park projects include Danny Jackson Bark Park, Mandell Park, and Fleming Park.

In general, there are a few small parks such as the Danny Jackson Family Bark Park, Mandell Park, Anderson Park, Levy Park, Ervan Chew Park (Dunlavy Park), Emancipation Park, and Peggy Park along the University Corridor. Danny Jackson Family Bark Park is located in the proposed LRT Corridor and must be relocated. Amenities include: swimming ponds and separate large and small dog area, shaded benches, a double gated entrance, poop pick-up bag stations, a walking path, fire hydrants, water drinking fountains and trash cans. Mandell Park is a privately owned, small pocket park located at the corner of Richmond Ave. and Mandell St.

Publicly Accessible Open Space

The city boasts other publicly accessible park-like areas, which are not city owned. For example, The University of Houston, Texas Southern University, and St. Thomas University provide plazas and park-like spaces serving students, faculty and the public.

Greenway Plaza is a master planned, mixed use development located along the University Corridor. Greenway Plaza is Houston's first totally planned business-

commercial-residential complex. Most buildings within the Greenway Plaza campus are interconnected by environmentally-controlled bridges, and/or tunnels and covered walkways.

Numerous cultural institutions along the University Corridor greatly enhance these open spaces. Located within the ¼ mile radius from the Transit Street is the Menil Collection, Byzantine Fresco Chapel Museum, Houston Center for Photography, Rothko Chapel, Houston Center for Contemporary Crafts, Lawndale Art Center, University of Houston Moore School of Music, and the Blaffer Gallery.

Sidewalks

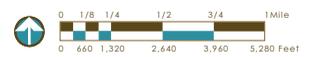
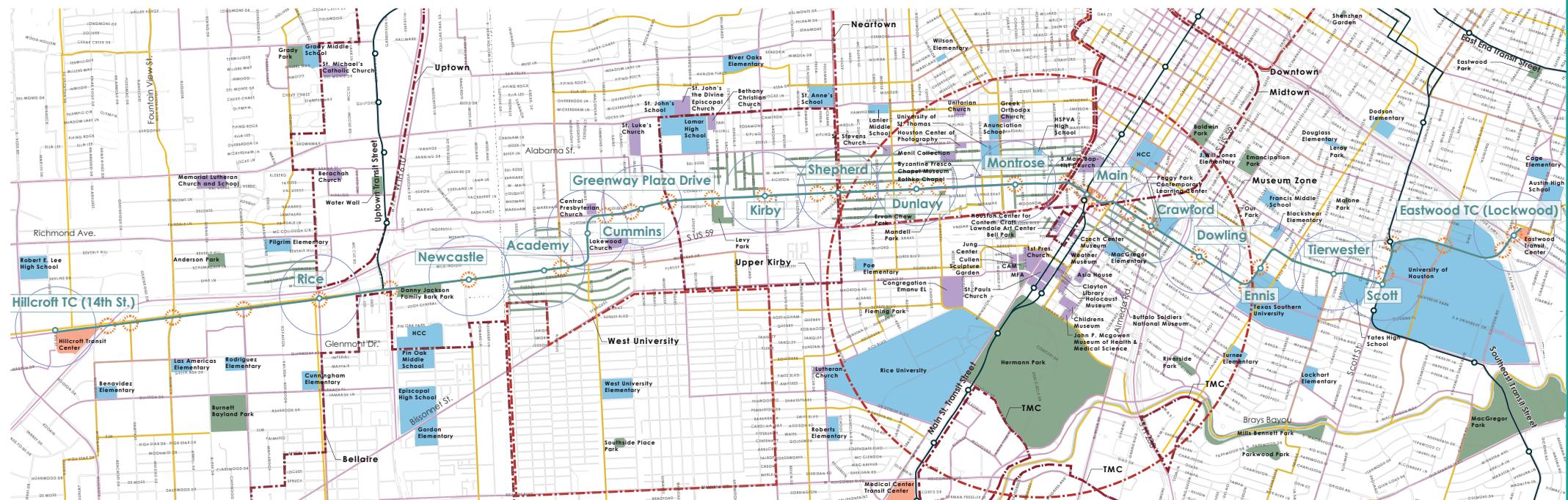
In general, sidewalks providing access to parks and community facilities within the University Corridor are in need of maintenance and repair. Sidewalk widths, generally 4 feet, are inadequate for current and anticipated pedestrian traffic. Exceptions to poor sidewalk conditions usually occur in the University areas and along some areas of Richmond Avenue.

Most deficient in pedestrian realm function are areas along Westpark Drive. If any sidewalks do exist, they are often discontinuous due to the interjections of driveways, parking lots and fences. These areas also generally need street furnishings, pedestrian lighting, street trees and shade.

The more stable areas along Richmond Avenue and Wheeler Street typically have paved streets, concrete curbs, large street trees, and a City of Houston standard four foot sidewalk.

Existing Pedestrian Realm/Mobility University

- Bayou
- Cemetery
- Trail/Bikeway
- Pedestrian Signalized Crossing
- Building Footprint
- University Transit Street
- 5 Minute Walking Distance to Station
- Schools
- Institutional Buildings
- Tree Lined Streets
- Open Space
- Metro Transit Center
- Bus Routes
- MT Major Thoroughfare per COH Major Thoroughfare Plan 2006
- Connecting Transit Streets





Existing streetscape along Westpark Drive



Existing sidewalk deficiency along West Park Drive



Existing sidewalk condition along Richmond-Shepherd

Community Facilities

Schools - Schools are significantly dependant on pedestrian and bicycle mobility in order for students to safely and efficiently arrive at and depart from University Corridor schools. Public schools within the Corridor are administered by the Houston Independent School District (HISD). A total of 23 schools are located within the Corridor.

University Corridor is also home to numerous higher education facilities such as University of Houston, Texas Southern University, St. Thomas University and HCC campuses.

The SPARK School Park Program is a non-profit organization which increases park space by developing public school grounds into neighborhood parks when school is not in session. SPARK Parks within the University Corridor Area are located at most of the elementary schools in the Corridor.

Other facilities accessed by pedestrians -

Several significant public, civic, and cultural facilities rely on safe and continuous sidewalks for optimum access.

These facilities include:

- Central Presbyterian Church
- Lakewood Church
- St. Luke's Methodist Church
- South Main Baptist Church
- Freed Montrose Neighborhood Library
- Smith Neighborhood Library
- Jungman Neighborhood Library

Streetscape

Street Trees - The established neighborhoods along Richmond Avenue and Wheeler Street benefit from mature street tree plantings. The trees primarily consist of Live Oaks, whose shallow root systems often exacerbate concrete sidewalk maintenance needs in those areas.

However, street furnishings such as benches, trash receptacles, recycle bins, bollards and bicycle racks are rarely visible within the Corridor today. METRO bus shelters exist only at major intersections along the existing bus routes. Upper Kirby District provides an exception to pedestrian realm streetscaping along the Corridor, providing street signage, lighting, and site furnishing that are unique to that area.

Pedestrian-oriented lighting provides a safer and more attractive environment for night-time use within the pedestrian realm, though this type of lighting rarely exists within the Corridor today. Currently, street lights and a few attached fixtures to building facades provide the only ambient lighting along pedestrian walkways within the Corridor.

Public Art

Public art adds elements of pride and interest to the pedestrian realm. In 1999, the City of Houston established an ordinance mandating that 1.75% of qualified Capital Improvement Project monies be set aside for civic art. Civic art works located within the University Corridor include:

- MOCAH "Cultures of our World", Lee High School
- Looscan Houston Public Library

Mobility

Crosswalks - Demarcation of crosswalks at key intersections and mid-block areas provide safe and visible pedestrian crossings of public right-of-ways. Crosswalks exist at many signaled intersections along the University Corridor Transit Street.

Bikeways/Trails - Houston boasts an extensive Bikeway Program. This transportation network of designated bikeways is integrated into the overall transportation system and consists of a total of 345 miles of designated on-street and off-street bikeways. These bike lanes are often narrow and do not meet current AASHTO standards for recommended bike lane widths and demarcation.

Columbia Tap is part of the Rails-to-Trails system, consisting of over 4 miles of a 10 foot wide, concrete, multi-use hike and bike trail along the old Columbia Tap railroad. The trail extends from Dixie Drive past Polk Street and into downtown, creating a greenway corridor in the Third Ward and downtown areas.

METRO allows cyclists to bring their bikes onto the Light Rail System. The fleet is being equipped with bike racks and can also be stowed on high-floor buses in the designated baggage compartment.

Public Transit - Additional transit services within the University Corridor include a METRO high occupancy vehicle lane, as well as eight METRO commuter bus lines, 23 METRO local bus lines, and two METRO Transit Centers (see map for detail).



University of Houston Campus



Menil Collection



Upper Kirby Site Furnishings



View of Westpark Tollway facing West



Wooden service poles at the Greenbriar - Richmond intersection



Renovation at Alabama and Scott St.

F1.2.4 Engineering/Infrastructure Inventory

Existing Watermains

For the University Corridor, research indicates that the watermains along Westpark Drive vary from 12 inch lines at US 59 and loop central to Newcastle to a 42 inch line at S. Rice and 66 inch at the Newcastle intersection. Most of the lines on Westpark Drive are older, having been in place since 1945.

The Richmond Avenue watermains are smaller, ranging from 8 inch lines from Woodhead Street to the Spur 527 intersection with the only large line being 66 inch PCCP pipes from Cummins to Main Street. These lines range in age from those installed in 1939 from Greeley to Spur 527, to a number of lines being installed in the 1950s and most recently in 2004 at the Main Street intersection. The typical life of a water transmission main is 40 to 50 years.



Utility corridor along Westpark Dr.

Existing Sanitary Sewer Lines

The existing sanitary sewer lines range in size from 84 inches at Wheeler to the smallest 36 inch line at Westpark and Rice.

The typical life of a sewer line is typically 30 to 40 years, unless the lines are rehabilitated. From the City's GIMS database, it appears that there are several sewer lines that are older than 40 years. It is unclear if some of these lines have been rehabilitated.

Existing Storm Sewer Lines

The storm sewers identified in the University Corridor range between 30 inches in diameter at Wheeler and Cummins to 132 inches on Scott from Holman to Elgin Street.

Current City regulations require storm water detention for all new development. Hence, any new developments that are proposed will be required to design for storm water detention.

Existing Lighting

Along the proposed University Corridor, there is an existing continuous lighting system. Poles are mounted behind the roadway curb at varying distances depending on site conditions. In several portions of the Corridor, the lighting is limited.

Socio-Economic Profile - University Corridor		
		<i>% Share</i>
Total Population	164,954	
Total Households	73,269	
Population Age Profile:		
Age 0 - 4	11,854	7.2%
Age 5 - 9	10,429	6.3%
Age 10 - 14	9,150	5.5%
Age 15 - 17	4,357	2.6%
Age 18 - 20	7,254	4.4%
Age 21 - 24	10,483	6.4%
Age 25 - 34	36,443	22.1%
Age 35 - 44	26,627	16.1%
Age 45 - 49	11,483	7.0%
Age 50 - 54	10,007	6.1%
Age 55 - 59	8,001	4.9%
Age 60 - 64	5,728	3.5%
Age 65 - 74	7,024	4.3%
Age 75 - 84	4,362	2.6%
Age 85+	1,751	1.1%
Median Age	32.9	
Average Age	34.6	
Household Size Profile:		
1 Person	31,921	43.6%
2 Person	20,911	28.5%
3 Person	8,323	11.4%
4 Person	6,067	8.3%
5 Person	3,240	4.4%
6 Person	1,514	2.1%
7+ Person	1,293	1.8%
Average Household Size	2.17	
Period of Housing Construction:		
Built 1999 to 2006	8,504	10.2%
Built 1995 to 1998	4,016	4.8%
Built 1990 to 1994	3,890	4.7%
Built 1980 to 1989	10,044	12.0%
Built 1970 to 1979	16,413	19.7%
Built 1960 to 1969	13,470	16.1%
Built 1950 to 1959	9,816	11.8%
Built 1940 to 1949	7,668	9.2%
Built 1939 or Earlier	9,701	11.6%
Median Year Built	1971	
Owner Occupied Households	21,151	28.9%
Renter Occupied Households	52,118	71.1%
Household Income Range:		
< \$25,000	21,724	29.6%
\$25,000 - \$49,999	19,671	26.8%
\$50,000 - \$74,999	10,409	14.2%
\$75,000 - \$99,999	5,928	8.1%
\$100,000+	15,538	21.2%
Median Household Income	\$43,259	

Source: Claritas

F1.3

University Corridor Demographic Market Overview

Demographic Overview

Demographic data for the University Corridor was drawn from households within a one mile distance of the Transit Street. This provides details of the population, not only in immediate proximity to the Corridor, but also adjacent neighborhoods that will also benefit from the infrastructure improvements.

The University Corridor is home to a population of nearly 165,000 persons, which is significantly larger than the population sample drawn from other Transit Corridors being examined. This population is spread among roughly 73,300 households (an average of 2.17 persons per household). The median age level is 32.9 years old. Persons under the age of 25 account for roughly a 32% share of the local population, while persons aged 25 to 54 (prime income earning years) account for a more sizable 51% share of the total. Households with 1 or 2 persons account for a 72% share of the total, while households of 5 or more persons account for just an 8% share. In comparison to other Corridors examined, this is among the least family-oriented.

The University Corridor has among the newest housing stock within the Urban Corridor Planning Study. Homes built since 1990 account for close to a 20% share of the total, while homes built pre-1970 represent a 50% share. This compares to an average of 21% and 57% share, respectively, for the total sample of housing across the other five Corridors (East, Southeast, North, Main Street and Uptown). Some 29% of homes are owner-occupied, though the vast majority are rental tenure; this represents the second highest share after the Main Street Corridor.

In assessing household income levels, the University Corridor ranks third highest (just less than Main Street, but well below the Uptown Corridor). With a median household income level of approximately \$43,250, some 44% of households have an income level of over \$50,000, and nearly 21% earn in excess of \$100,000.

Neighborhood Description

The University Corridor stretches east-west across the City of Houston, running through a number of distinctly different neighborhoods. The western segment principally runs through Study Area 10, analyzed as part of a Land Use and Demographic Profile prepared by the City's Planning and Development Department in 2003, while the eastern segment runs through Study Area 5.

The following is a brief area description of neighborhoods that lie adjacent to or along the Transit Corridor:

- The Greenway/Upper Kirby area is located inside Loop 610, south of Westheimer Road. The area is a mixture of single and multi-family residential uses with office and commercial uses along major thoroughfares. The Southwest Freeway runs through the southernmost part of the area, which includes Greenway Plaza, a major activity and employment center. Kirby Drive, one of the major commercial thoroughfares, is undergoing transformation into an upscale restaurant and retail district.
- Montrose is an eclectic neighborhood where cottage housing exists side by side with burgeoning townhome developments, large luxury apartment complexes and older duplexes. Many of Houston's historic mansions are found locally. Expiring deed restrictions and development pressures of a fast-growing city led to the conversion of much of the area's finest homes to businesses. The area is populated with restaurants, bars and unique retail shops.
- University Place is a group of neighborhoods surrounding Rice University. Some of the area's better neighborhoods are deed restricted and expensive, and include some of the city's finest

homes, especially along the live oak esplanades of Sunset, North and South Boulevards. Proximity to the Texas Medical Center has led to intense redevelopment along Holcombe and Main, and on the site of the old Shamrock Hilton Hotel. The Village shopping district and the blocks adjacent to Montrose Boulevard have a mix of uses with considerable redevelopment underway.

- Binz neighborhood north of Hermann Park is home to the majority of the City's museums. It is nestled between downtown and the Medical Center. The construction of Highway 288 in the 1970s effectively separated it from the Riverside area. Binz is characterized as a district of large homes, small apartment buildings and scattered commercial buildings. While many of the pre-World War II buildings have been renovated and some new residential construction has occurred, substantial redevelopment in the area has not taken hold.
- Greater Third Ward is the home of many important institutions in Houston's African American community, including Texas Southern University, Riverside Hospital, and dozens of churches. Originally a small area of shotgun houses and modest frame homes, it expanded to the south with more substantial brick homes and duplexes.
- Eastwood/Lawndale is a middle class community located to the southeast of the Downtown area. The area was once exclusively Anglo, but is now largely Hispanic. The Gulf Freeway created a commercial edge on its south.
- Lawndale/Wayside is a collection of neighborhoods which still reflect the area's origins as a prestigious east side neighborhood. The areas of Forest Hill, Idylwood neighborhoods and Mason Park are shady, middle class havens with curving streets and large lots. The presence of wooded preserves such

as the large Forest Park Cemetery, Villa De Matel convent, Mason Park and Wortham Golf Center, the City's first country club, have helped to maintain the area's beauty.

Housing Market

Given the length of the University Corridor, it is useful to examine the local housing market condition in two segments: West and East, which are quite distinct from one another. The Western segment is principally contained within MLS Districts 16 (Central) and 17 (Southwest), while examining data for MLS District 4 (South) provides an indication of pricing and market trends for the Eastern segment of the Corridor.

University Corridor West (west of Main Street):

- The average single family house price was approximately \$653,000 for the year 2007, based upon MLS data compiled by the Houston Association of Realtors, representing an increase of 12% year-over-year. The average townhouse/condominium sale price was considerably less costly, at close to \$246,000, up 5% since 2006.
- In the rental market, the single-family home rental rate was approximately \$2,075 per month during 2007, compared to just less than \$1,500 in the townhouse/condominium segment of the market. Rents reflect roughly 5% to 10% growth since 2006.

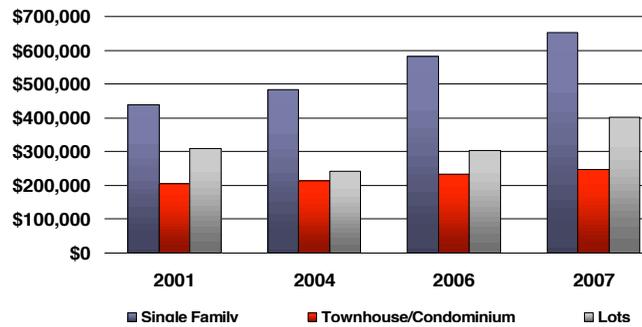
University Corridor East (east of Main Street):

- The average single-family house price was approximately \$127,500 in 2007, representing a decline of around 6% over the year, based upon Houston Association of Realtors MLS data. The

average townhouse/condominium sale price was higher, at \$221,000, (attributable to newer housing stock).

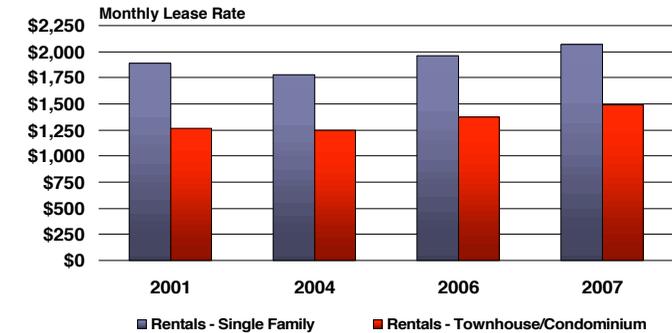
- In the rental market, the single-family home rental rate was approximately \$1,125 per month during 2007, compared to almost \$1,400 in the townhouse/condominium market. Rents for both market segments are up modestly year-over-year.

Houston Association Of Realtors MLS Statistics
Average Price by Property Type
University Corridor: Western Section-
MLS District 16 (Central) and 17 (Southwest)



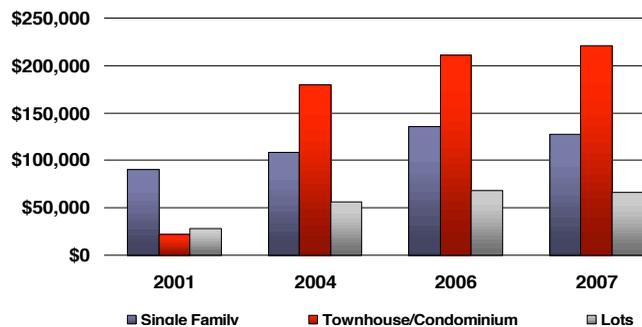
Source: Real Estate Centre at Texas A&M University and Houston Association of Realtors
 Note 1: Data shown is annual
 Note 2: Data from MLS Districts 16 and 17 has been aggregated for this exhibit

Houston Association Of Realtors MLS Statistics
Average Price (Lease Rate) by Property Type
University Corridor: Western Section-
MLS District 16 (Central) and 17 (Southwest)



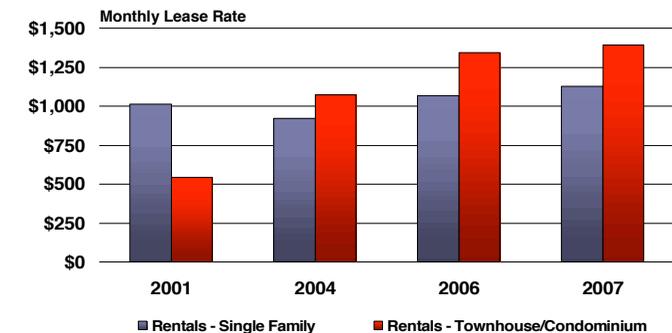
Source: Real Estate Centre at Texas A&M University and Houston Association of Realtors
 Note 1: Data shown is annual
 Note 2: Data from MLS Districts 16 and 17 has been aggregated for this exhibit

Houston Association Of Realtors MLS Statistics
Average Price by Property Type
University Corridor: East Section- MLS District 4 (South)



Source: Real Estate Centre at Texas A&M University and Houston Association of Realtors
 Note: Data shown is annual

Houston Association Of Realtors MLS Statistics
Average Price (Lease Rate) by Property Type
University Corridor: East Section- MLS District 4 (South)



Source: Real Estate Centre at Texas A&M University and Houston Association of Realtors
 Note: Data shown is annual



Academy Station area

F 1.4

Summary of Initiatives

The Initiatives Plan compiles and maps the initiatives, projects and plans that have been prepared for lands in the study area. In addition, initiatives identified by participants in the workshop have been added.

A comprehensive picture emerges of the immense planning and development efforts undertaken in the University Corridor to date and the geographical relationship between the initiatives and the Transit Streets and Stations. From a strategic stance, the Initiatives Plan provides a clearer sense of the location of priority areas within the Corridor and how future Transit Oriented Development objectives might be focused and positioned to build on existing initiatives and planning efforts.

Opportunity Areas

These locations identify sites that are or could be considered for redevelopment. Some sites located along the Transit Street are suitable for intensification with transit supportive uses. These locations were identified by workshop participants.

1. South of Richmond Ave, East of Fountain View St.

Workshop participants identified these blocks as potential redevelopment sites for Transit Oriented Development that would frame the existing Anderson Park.

2. Southeast of Rice Station

Industrial and undeveloped lands are located adjacent to Rice Station. Redevelopment with a mix of uses and higher density would help create an activity node at the station.

3. West of Richmond Station

To the west of the future Richmond Station is an underutilized site that currently houses a one-storey big box development. Creative alternatives to the typical large format retail layout have shown that it is possible to incorporate these into denser mixed use developments.

4. West of Newcastle Station

The site east of the 610 and Westpark Drive is a prime site for a transit supportive development adjacent to the Corridor and the highway.

5. North of Academy Station

The commercial, office and industrial sites in this area could accommodate higher density mixed use buildings that would help support transit.