


# Corridor-specific Report

## Phase II and III

City of Houston

May 2008

The Planning Partnership

in collaboration with:

Asakura Robinson Company • Gunda Corporation • Cushman & Wakefield LePage • Working Partner

# Foreword




CITY OF HOUSTON
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June 27, 2008

Dear Urban Corridor Planning participants,

It is an exciting and interesting time for the City's Urban Corridor Planning initiative.

After a long and productive process, the work of our consultants is coming to a close. They conducted a vast amount of research into the neighborhoods and conditions along METRO's light rail corridors, engaged in a thoughtful conversation with the community through a series of public workshops, and put tremendous effort into producing ideas and recommendations. These ideas and recommendations are contained in reports that we are now releasing.

In addition to our consultants' work, we have received input from ongoing dialogue with our Stakeholder Group, citizens and businesses in the corridors, and the real estate and development community. We are considering all of this input as we determine how we will go forward with modified City policies for development and infrastructure. Whatever we adopt, it has to make sense for Houston. Therefore, it is important to understand that actual development and infrastructure policies drafted by the City may differ from the guidelines presented in the consultants' reports.

The City will continue working to develop new policies that will smoothly integrate the Urban Corridors concepts into our communities. We look forward to the continued involvement of our citizens and businesses as we move ahead.

Sincerely,

Carol Abel Lewis

Carol Abel Lewis, Ph.D.
Chair, Houston Planning Commission

Planning Commissioners: Honorable Ed Chance, Marlene Gafrick, D. Fred Martinez, Lee Schlanger, Shaukat Zakaria, John W.H. Chiang, Sonny Garza, Robin Reed, Talmadge Sharp, Sr., David Collins, Honorable Grady Prestage, Richard A. Rice, Algenita Scott Segars, Kay Crooker, James R. Jard, David Robinson, Jon Strange, Honorable Ed Emmett, Mark A. Kilkenny, Jeff E. Ross, Beth Wolff

# Executive Summary



## North Corridor

This Report for the North Corridor should be read in conjunction with the Urban Corridor Planning Report. While the Urban Corridor Planning Report provides an overview of issues and recommendations that are common to all of the six Urban Corridors, this report provides specificity to the North Corridor.

The study process included a background analysis of the existing Corridor, interviews with stakeholders throughout the North Corridor, working sessions with residents and landowners in the North Corridor, and extensive consultation with the stakeholder group and the City of Houston staff.

While there are many common characteristics between the various Corridors, each has distinctive features. The North Corridor is an extension of the existing Main Street Corridor. Much of the Corridor runs along Main Street and Fulton Street through industrial areas and vacant lands which lend themselves well to redevelopment. This report includes observations about the existing conditions in the Corridor, new directions for future development and recommendations specific to the North Corridor.

## Context/Background Analysis

The first part of this Report examines the existing conditions and planned initiatives for the Corridor and establishes the framework for a Corridor-specific planning strategy.

### Block Pattern

Block sizes vary significantly from south to north along the Corridor. The small square blocks of the downtown core extend along Main Street to Hogan Street. On Fulton Street, between Hogan Street and Cavalcade, the blocks are regular with wide frontages along the Corridor. North of Cavalcade, the blocks change dramatically such that their narrow faces align with the Corridor. As a result, there are a variety of development forms that can be accommodated along the North Corridor.

### Pedestrian Realm

For the most part, the pedestrian realm is underdeveloped. Sidewalks along Fulton Street are discontinuous, especially where there are industrial and retail uses with driveways and parking lots breaking up sidewalk connections. Where they exist, sidewalks are only 4' wide, which is too narrow to provide pedestrian comfort.

### Demographics

The average household size is 3.06 persons, which is among the highest of the six Corridors. Persons under the age of 25 make up 39% of the population, while those aged between 25 and 54 make up 46% of the Corridor residents. The housing stock is the oldest of the six Corridors with three quarters of the area homes having been built pre-1970. In terms of tenure, 55% of households are owner occupied, while 45% are renters.

## North Corridor Planning Strategy

Based on the existing conditions along the Corridor, a strategy has been developed for the integration of new forms of development along a Corridor that includes a number of different conditions.

A key component of the North Corridor Planning Strategy is the Land Development Concept Plan that divides the Corridor into Development Opportunity Areas (those areas where Transit Oriented Development is most probable and should be promoted and focused) and Stable Areas (where an emphasis should be placed on protecting and enhancing the physical character of stable residential neighborhoods). The North Corridor is divided into the following two Land Development Concept categories:

### Development Opportunity Area 1 – Corridor

This area is concentrated at the two ends of the Corridor, and includes areas appropriate for large scale mixed use redevelopment at higher densities. In addition, North Main Street, from the intermodal station to Quitman, includes a number of redevelopment sites suitable for future medium density infill.

### Stable Areas

These include the areas with existing lower density residential neighborhoods along much of the length of the Corridor.

## Demonstration Plans

Based on the Land Development Concept Plan, four demonstration plans were developed for sites along the Corridor that demonstrate the scale and nature that Transit Oriented Design might take. The sites included the Northline Mall, the area around Moody Park, as well as the area along North Main Street adjacent to the Quitman Station. The plans demonstrate a variety of block sizes and development scenarios.

## Recommendations for Implementation

The final component of this Report is a series of recommended design guidelines that are intended to eventually form the basis of the City's new planning regime for Transit Oriented Development. The guidelines correspond with the Development Opportunity Areas as delineated by the Land Development Concept Plan and provide a series of mandatory requirements, performance standards and optional guidelines for the design of pedestrian realm, buildings, parking, access and service facilities as well as engineering standards.

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# Introduction

The North Transit Corridor is an extension of the existing Main Street Corridor and terminates at the Northline Mall. The Corridor varies in character. At the north end it passes through single-detached residential areas, as well as larger industrial areas. The right of way is quite narrow as it passes Moody park and turns east on Boundary Road. The Main Street segment of this Corridor is appropriate for infill mixed use development.

While the North Corridor shares many of the characteristics of the East and Southeast Corridors, it is distinct in a number of ways. The Corridor is an extension of the existing Main Street Line so it has important anchors at each end. Much of the Corridor runs through industrial areas with large buildings and parking space, which should lend itself to future development. Most importantly, the North Corridor is in proximity to neighborhoods that already use different forms of transit so it has a high percentage of existing riders.

The Corridor-specific Report presents a strategy for encouraging the forms of development that will be supportive of transit, as well as creating pedestrian scaled streets that lead from the surrounding neighborhoods to the Transit Street. The report also suggests that most development will occur within a five-minute walk of the stations. This will result in large portions of the Corridor not developing in the short term. These have been described as stable neighborhoods and are less likely to face redevelopment pressure.

An approach to infill development, that results in design that respects adjacent neighborhoods, includes proven urban design guidelines and the attendant ordinance. As a result, the residential areas located on the east and west sides of Main Street will have a row of half lot depth infill development that will step down in height toward the existing homes. At the same time, areas where there is space will see more intense development such as the Moody Station on the north side of Moody Park. The demonstration plans suggest one way of providing for extensive redevelopment in a form that respects the scale of the adjacent neighborhoods.

# 1 Context/Background Analysis

**This chapter provides the context and background for the North Corridor.**

## B1.1

## North Urban Corridor Study Area

The North Urban Corridor is essentially the northern extension of the existing Main Street Urban Corridor. Beginning at the northern terminus of the Main Street line at the University of Houston, the North Corridor extends north along North Main Street and Fulton Street, terminating at the Northline Mall.

The North Corridor is approximately 4.5 miles long. The eastern and western boundaries of the North Urban Corridor Study Area – measured at a 1/4 mile on either side of the proposed transit line – are shown on the adjacent 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.



METRORail heading north toward University of Houston downtown



View looking south down Main St. from Boundary St.

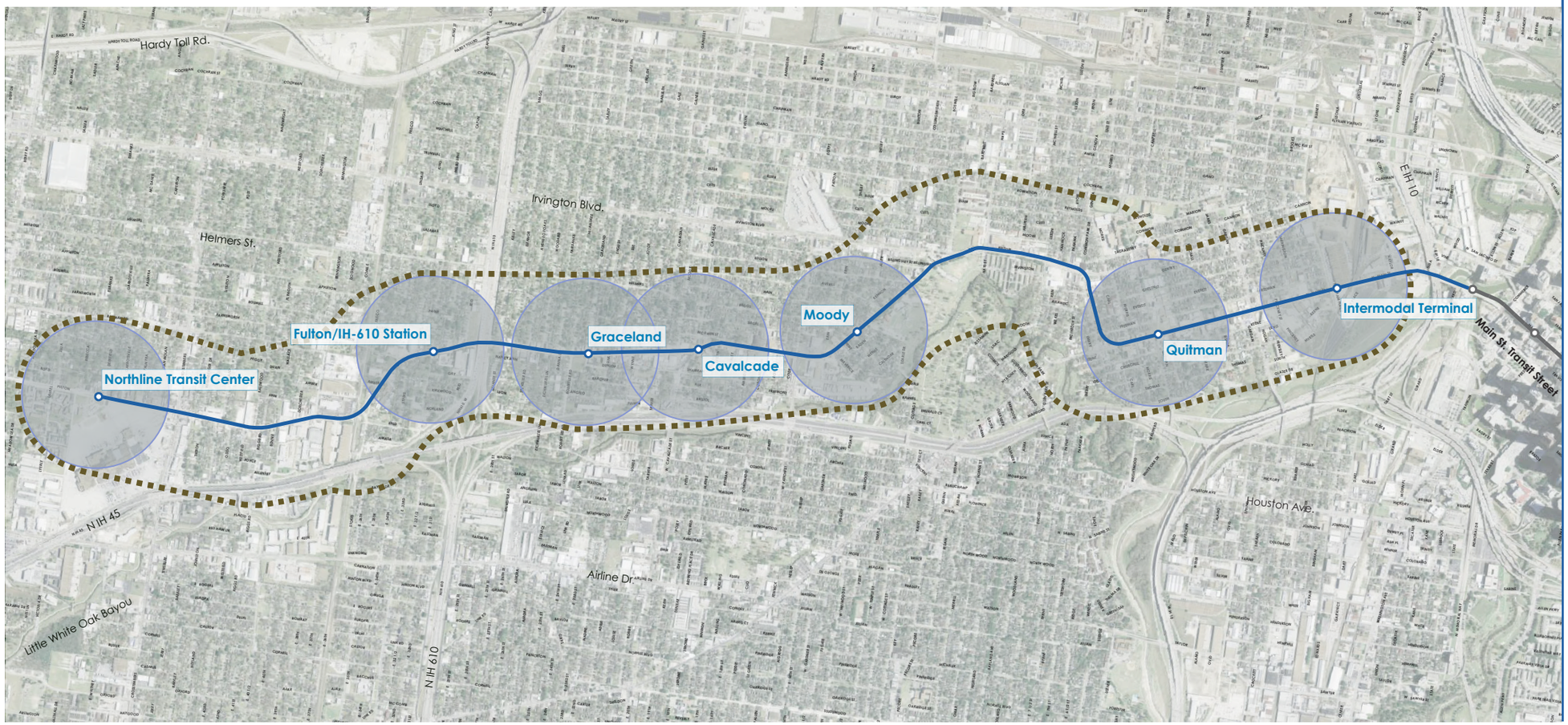


View of downtown from the corner of Fulton St. and Luzon St.

# Urban Corridor Study Area

North

North Transit Street
Connecting Transit Street
Corridor Study Area
5 Minute Walking Distance to Station





Residential development north of Wallace Street




South entrance to Moody Park - example of open space land use




Affordable housing development adjacent to Moody Park

# B1.2

# The Context of the North Corridor

Part of this Urban Corridor Planning study is to understand the common and unique characters of each Urban Corridor. Four elements that define the area are the land uses, the size and scale of buildings, the pedestrian realm and the infrastructure in the study area.




Low-rise commercial/office buildings on Main St. south of Boundary St.

## B1.2.1
## Land Use

The map on the opposite page illustrates the range of existing land uses along the North Urban Corridor. The area is composed of industrial and employment uses, single and multi-family residential uses, retail commercial use, open spaces, institutional uses (educational and medical-related) as well as limited office uses.

# Existing Land Uses

North

North Transit Street
Connecting Transit Street
Single Family Residential
Multi Family Residential
Commercial
Office
Industrial
Public/Institutional
Transportation/Utility
Park/Open Spaces
Undeveloped
Open Water





Small building footprints along Boundary Street




Medium sized building fronting on Main St. south of Boundary St.



Large building footprint on  Main Street and Naylor Street

## B1.2.2
## Building Footprint

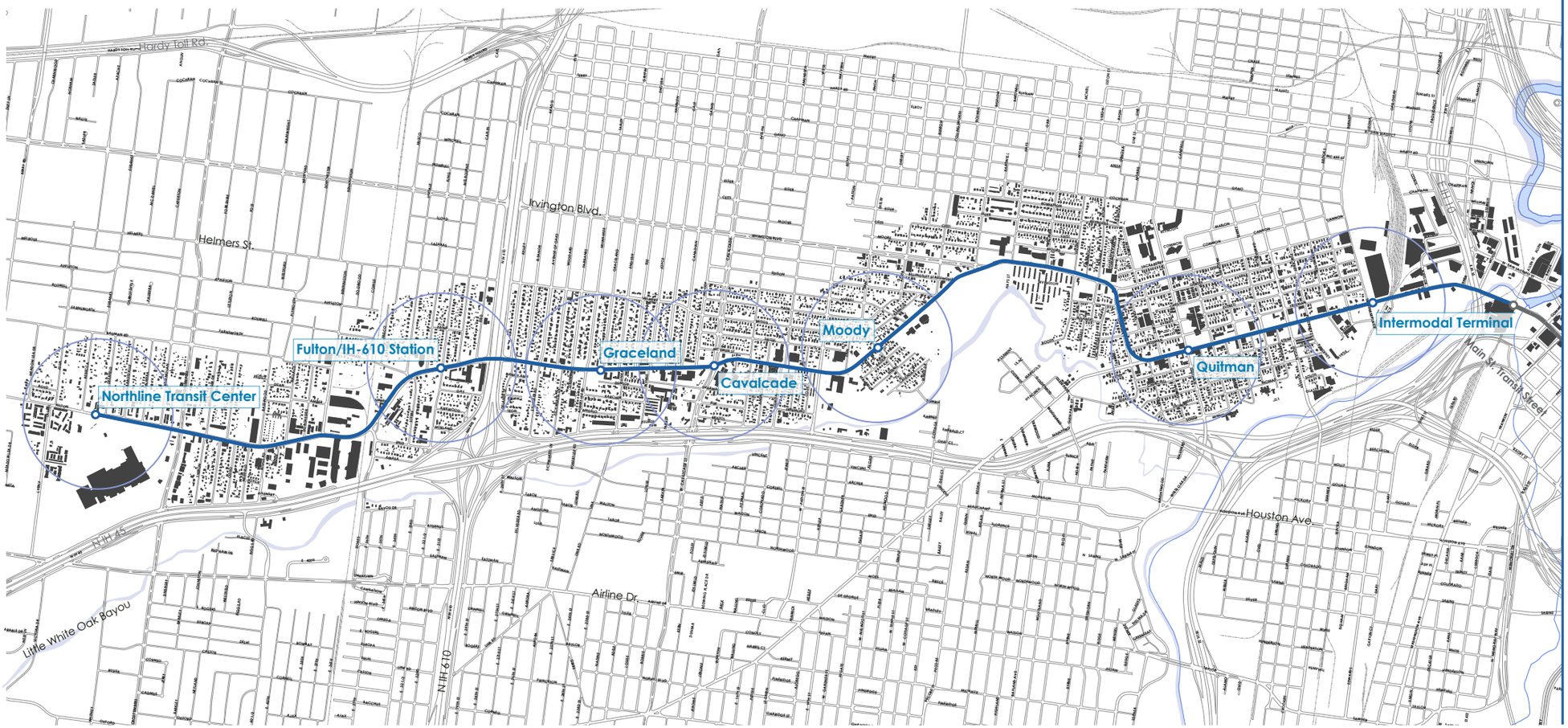
The map on the facing page illustrates the size and scale of buildings found in the North Corridor.  All existing buildings have been shaded to help create a picture of the pattern created by different buildings, streets and open space - or the area's urban fabric.

The typical small block dimensions of 250 by 250' extend north from the downtown to Hogan Street.  At this point, the block dimensions shift to a rectangular shape as block frontages lengthen, while block depths remain consistent.  The block pattern changes considerably north of Cavalcade, as blocks elongate east to west with narrowing frontage along the Transit Street.  Interspersed throughout the North Corridor are atypical larger blocks, accommodating various employment uses, large scale retail commercial uses and parks as well as a number of schools. The Corridor is typified by a significant prominence of single detached homes in adjacent neighborhoods, flanking the Transit Street at various points. Medium-sized buildings generally line the Transit Street frontage.

# Existing Building Footprints

North

North Transit Street
Connecting Transit Street
Building Footprint
5 Minute Walking Distance to Station





The Vaquero Sculpture in Moody Park

| Park | Acres | Acquired | Park Class |
|---|---|---|---|
| Moody | 1925 | 34.9 | Regional |
| Stude | 1915 | 42.4 | Regional |
| Montie | 1937 | 23 | Community |
| Irvington | 1965 | 6.3 | Neighborhood |
| Hogg | 1920 | 0.85 | Neighborhood |
| Castillo | 1978 | 1.84 | Neighborhood |
| Woodland | 1914 | 19.67 | Neighborhood |
| Freed Art & Nature | 2003 | 6.15 | Reserve/Natural Area |
| Allen's Landing | 1966 | 1.76 | Cultural/Historical |
| Goyen, Johnny | 1987 | 1.66 | Plaza/Square |

| Target Acquisition Area/Parks |
|---|
| Moody Park expansion |
| Linear Park along Little White Oak Bayou |
| Neighborhood Park near Fulton/Hardy Toll Road/Crosstimbers/North 610 Loop |
| Pocket Park near Fulton/Irvington/North 610 Loop/ Cavalcade |



Sidewalk and bicycle lane beside Moody Park

## B1.2.3
## Pedestrian Realm/Mobility Inventory

### Parks

The North Corridor area includes historical parks acquired by the Houston Parks Department at the turn-of-the-century. The table on the left lists the North Corridor Parks and the Land Acquisition Target Areas described in the 2001 Parks and Recreation Master Plan. Many City of Houston community center parks offer after school and summer enrichment programs, summer food service programs and teen camps, as well as teen, adult and senior recreation programs.

Moody Park is of historical significance and lies directly on the North Corridor (Fulton). Moody Park received a substantial renovation in 1994, and its future expansion is being considered at this time.

### Publicly Accessible Open Space

Other privately owned outdoor spaces often allow public access. Hollywood Cemetery, located at 3506 North Main, provides one such amenity. It occupies 60 acres along the banks of Little White Oak Bayou, and was founded in 1895.

### Sidewalks

Commercial and retail development is generally located along Fulton and Main Streets. At the northernmost point of the Corridor lies the largest single commercial development in the area, the Northline Mall. The southernmost end of the study area is the north edge of downtown Houston. The remaining commercial uses are primarily neighborhood oriented retail with a few small hotels and low rise office buildings.

Sidewalks in between the commercial/retail areas and along the Corridor Transit Street are often terminated due to the interjection of parking lots and fences. In general, the existing sidewalks are in need of maintenance, repair, or even replacement in order to provide functional pedestrian access to commercial/retail areas and community facilities on the Transit Street.

Most residential areas have paved streets, cement curbs, large street trees, and no sidewalks.

Other portions of Fulton and Main Streets are industrial in nature with warehouses, chain-link fences and storage yards. There are two large pockets of industrial use; the Hardy Yard and the HB&T Railroad Yard. These areas historically did not focus on the pedestrian realm and consequently sidewalks are in serious disrepair or are non-existent today.

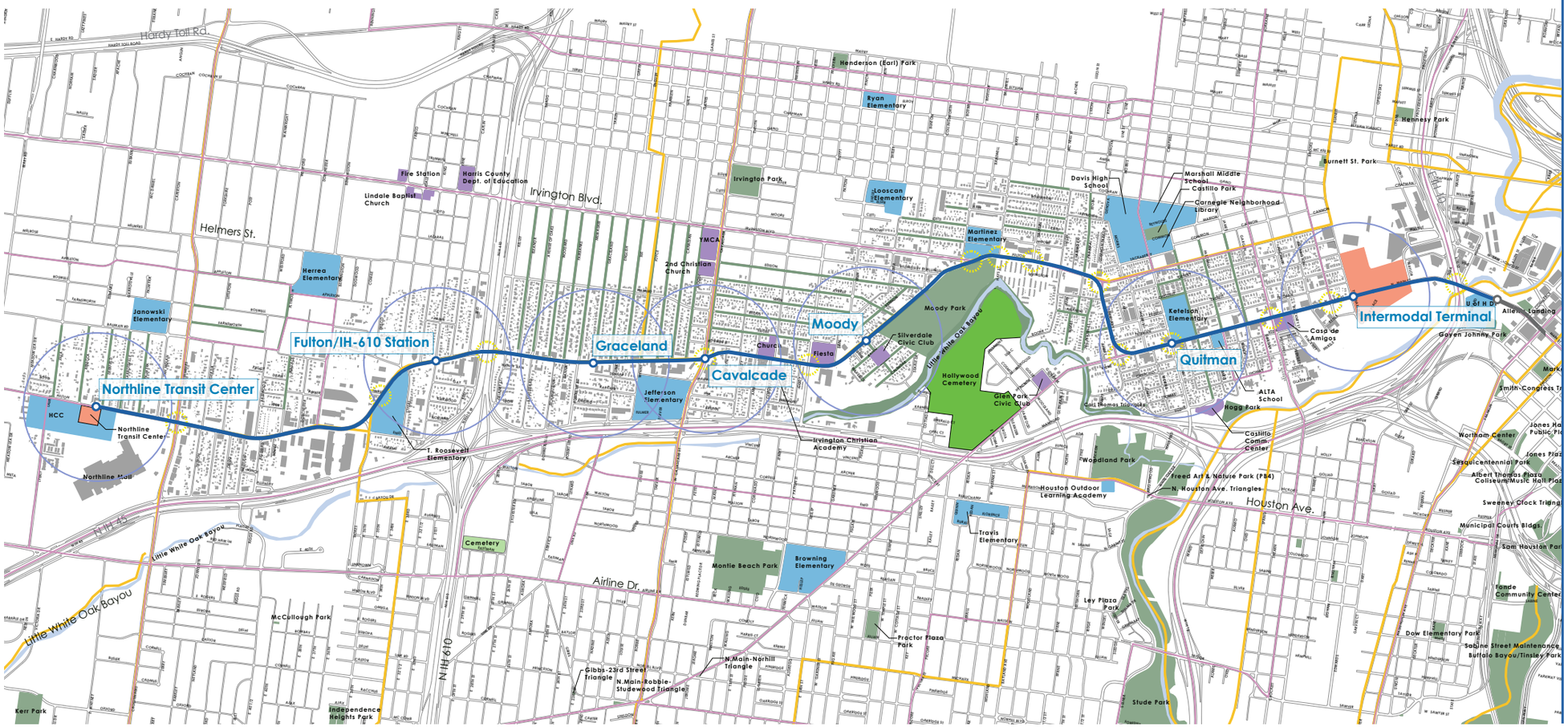
### Community Facilities

**Schools -** Schools are dependant on pedestrian and bicycle mobility in order for students to safely and efficiently arrive to and depart from North Corridor schools. Public schools within the North Corridor are administered by the Houston Independent School District (HISD). A total of 14 public schools are located within the North Corridor with an enrollment totaling 21,000 students (HISD, April 2004). One alternative/charter school (grades 6-12), HCC-Campus

# Existing Pedestrian Realm/Mobility

North

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





SPARK Park Dedication at Looscan Elementary




Terminating sidewalk on Fulton St.



Existing sidewalk conditions along Fulton St.

at Northline Mall, and UH-Downtown, also serve the North Corridor area.

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 North Corridor Area are located at Adele Looscan Elementary, T.R. Roosevelt Elementary, Jefferson Davis High School, John Marshall Middle School, Thomas Jefferson Elementary School and Peter Janowski Elementary School.

**Other facilities accessed by pedestrians** - Several other public facilities also rely on safe and continuous sidewalks for optimum access. These public facilities include:

- Casa de Amigos Health Center
- Civic Clubs (i.e., Lindale Park and Silverdale)
- Castillo Community Center
- Northline Mall
- Numerous churches

Currently, area schools and other significant public facilities are not adequately served by safe and ample sidewalks.

## Streetscape

**Street trees -** Primarily mature trees line the Moody Park street frontage. In addition, many residential streets benefit from mature tree growth. The prevalent species of street tree is the Live Oak whose shallow root systems exacerbate sidewalk maintenance concerns in the Corridor.

Recent tree planting programs within the area have significantly increased the number of street trees. These efforts include:

- TX DOT tree planting on I-45 Corridor and Little White Oak Bayou
- Harris County Flood Control District demonstration project along Little White Oak Bayou
- Neighborhood initiatives along Irvington Boulevard

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 at major intersections along the existing bus routes.

Pedestrian oriented lighting provides a safer and more attractive environment for night-time use of pedestrian realm areas, though this type of lighting rarely exists within the Corridor today. Pedestrian level lighting can be attached to bollard lights, pole lights at 11-14' heights and to building facades. Street lights can provide some sidewalk lighting, although their purpose is to light roadways for automobile traffic.

Currently, street lights and a few attached fixtures to building facades provide the only ambient lighting along pedestrian walkways within the Corridor. Pedestrian-level lighting rarely exists within the Corridor outside of the CBD and UofH/TSU areas.

## Public Art

Public art adds an element of pride and interest to the pedestrian realm, such as the Vaquero Sculpture by Luis Jimenez in Moody Park.

MOCAH mural projects include:

- "World is in your hands" - Davis High School
- "Sky's the limit" - N. Main and Quitman Street
- "VERB – It's what you can do" - Marshall Middle School
- Mosaic Mural Project - ALTA Charter School

## Mobility

**Crosswalks -** Demarcation of crosswalks at key intersections and mid-block areas provide safe and visible pedestrian crossings at public rights-of-way. The City of Houston's standard painted crosswalks exist at several signaled intersections along Fulton, Boundary and North Main Streets. Very few pedestrian crossing signals exist within the Corridor area.

**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. Several of these bikeways are located along Crosstimbers, Joyce, Cavalcade, Fulton and Burnett rights-of-way. However, currently, many sidewalks adjoining hike/bike trails are in disrepair.

**Buses/Bus Shelter -** Existing transit options within the North Corridor include METRO bus and private bus lines. The current METRO bus lines include express and local lines running between the following transit stations: Northline Transit Center, Eastwood Transit Center, Downtown Transit Center and the TMC Transit Center. Bus Lines running east/west within the Corridor include Crosstimbers-crosstown, Inner/Outer Loop-crosstown, El Sol-crosstown and Yale. Bus Lines running north/south include Irvington, Northline, North Main, Fulton and Hardy.

The North Corridor is also home to several private bus lines with regular service to Mexico including Turimex LLC, Americanos USA LLC, Autobuses Lucano and Kerrville Bus Company.

Sidewalks leading to bus shelters and Transit Centers are also in need of maintenance and repair.



White Oak Bayou Trail



Service poles, bike lane and sidewalk condition south of the N IH 610




Development just south of the N IH 610




Service poles, bike lane and sidewalk condition along Fulton at Royder

## B1.2.4
## Engineering/Infrastructure Inventory

### Existing Watermains

The typical life of a water transmission main is 40-50 years. For the North Corridor, research indicates that the lines, including the Churchill Street Line and extending all the way to the intersection of Crosstimbers Street/ Fulton Street, have reached the end of their life span.

### Existing Sanitary Sewer Lines

The 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 not clear if these lines have been rehabilitated. These include distinct segments along most of the length of the Corridor. The construction dates for some segments are unknown.

### Existing Storm Sewer Lines

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

Currently along the proposed North Corridor, there is an existing continuous lighting system. The existing poles range from 20 to 25' in height and are mounted on breakaway bases that are founded on drilled shafts. Existing poles are spaced between 100 to 200' apart and are staggered on opposite sides of the road. Poles are mounted behind the roadway curb at varying distances depending on site conditions. There is a short segment of Main Street between Daly Place and Burnett Street that does not have adequate lighting, especially under the railroad. It is assumed that existing lighting meets current City of Houston standards.

### Summary

As in other Corridors, it is clear that redevelopment will occur over a long period of time. This allows time to replace older water mains and other services. The Transit Street itself is characterized with a combination of industrial, residential and commercial uses, which would normally have the capacities needed for redevelopment. However, the condition of water mains and sewer lines appears to be quite old along this Corridor and replacement of these services should be contemplated as transit is being constructed. It is recommended that the condition assessment (by closed circuit television inspection) of sewer lines be done for sewers that are more than 30 years old. Storm water provision should be considered early in the redevelopment process to insure that the proper capacity exists.

**Socio-Economic Profile - North Corridor**

| | | *% Share* |
|---|---|---|
| Total Population | 78,951 | |
| Total Households | 21,786 | |
| | | |
| Population Age Profile: | | |
| Age 0 - 4 | 6,329 | 8.0% |
| Age 5 - 9 | 5,625 | 7.1% |
| Age 10 - 14 | 5,374 | 6.8% |
| Age 15 - 17 | 3,212 | 4.1% |
| Age 18 - 20 | 4,448 | 5.6% |
| Age 21 - 24 | 5,625 | 7.1% |
| Age 25 - 34 | 13,995 | 17.7% |
| Age 35 - 44 | 13,029 | 16.5% |
| Age 45 - 49 | 5,178 | 6.6% |
| Age 50 - 54 | 4,178 | 5.3% |
| Age 55 - 59 | 3,218 | 4.1% |
| Age 60 - 64 | 2,389 | 3.0% |
| Age 65 - 74 | 3,410 | 4.3% |
| Age 75 - 84 | 2,180 | 2.8% |
| Age 85+ | 761 | 1.0% |
| | | |
| Median Age | 31.3 | |
| Average Age | 33.1 | |
| | | |
| Household Size Profile: | | |
| 1 Person | 6,124 | 28.1% |
| 2 Person | 4,831 | 22.2% |
| 3 Person | 3,157 | 14.5% |
| 4 Person | 2,829 | 13.0% |
| 5 Person | 2,106 | 9.7% |
| 6 Person | 1,311 | 6.0% |
| 7+ Person | 1,428 | 6.6% |
| Average Household Size | 3.06 | |
| | | |
| Period of Housing Construction: | | |
| Built 1999 to 2006 | 1,426 | 5.8% |
| Built 1995 to 1998 | 501 | 2.0% |
| Built 1990 to 1994 | 196 | 0.8% |
| Built 1980 to 1989 | 1,290 | 5.2% |
| Built 1970 to 1979 | 2,907 | 11.8% |
| Built 1960 to 1969 | 3,697 | 15.0% |
| Built 1950 to 1959 | 4,567 | 18.6% |
| Built 1940 to 1949 | 4,186 | 17.0% |
| Built 1939 or Earlier | 5,802 | 23.6% |
| Median Year Built | 1955 | |
| | | |
| Owner Occupied Households | 9,683 | 44.4% |
| Renter Occupied Households | 12,103 | 55.6% |
| | | |
| Household Income Range: | | |
| < $25,000 | 8,882 | 40.8% |
| $25,000 - $49,999 | 6,456 | 29.6% |
| $50,000 - $74,999 | 3,017 | 13.8% |
| $75,000 - $99,999 | 1,474 | 6.8% |
| $100,000+ | 1,958 | 9.0% |
| Median Household Income | $31,779 | |

Source: Claritas

# B1.3

# North Corridor Demographic Market Overview

## Demographic Overview

The methodology for generating the demographic profile was consistent for all of the Corridors examined – a one-mile buffer around the length of the Transit Street was generated from geographic information systems (GIS) files, and socio-economic data for all residents within this zone were analyzed and extrapolated from the 2005 Census using Claritas data. The rationale is that this sample draws upon not only the residents in the immediate area of influence of the transit corridor infrastructure improvements, but also adjacent neighborhoods that will see secondary benefits (proximity to higher-order transit, improved commercial-retail facilities over time, improved pedestrian realm and civic spaces, etc.).

The North Corridor area has a population of just close to 79,000 persons. In profiling the local population, the median age level is 31.3 years old; persons under the age of 25 account for a 39% share of the local population in the North Corridor, while persons aged 25 to 54 (prime income earning years) account for a 46% share of the total.

The average household size is 3.06 persons, placing it second highest among the Corridors in question, which range from 3.26 down to 1.79 persons per household. Households with one or two persons account for a 50% share of the total, while households of five or more persons account for a 22% share.

The North Corridor has the oldest housing stock of the six Corridors being examined. Homes built since 1990 account for just a 9% share of the total, while homes built pre-1970 represent nearly a three-quarters share. This compares to a 21% and 54% share, respectively, for the total sample of housing across the six Corridors. The median year built of all dwellings is 1955. The present ratio of homeownership to rental tenure is roughly 45-55.

In examining household income levels, the North Corridor ranks third lowest among the six Corridors being examined. With a median household income level of approximately $31,800, some 70% of area households have an income level of less than $50,000 annually, and approximately 41% earn less than $25,000 per year.

## Neighborhood Description

The North Corridor is part of Study Area 3, analyzed as part of a Land Use and Demographic Profile prepared by the City's Planning and Development Department in 2003. The North Corridor itself principally comprises one neighborhood: Northside Village. The following is a brief area description.

- Northside Village is immediately adjacent to downtown, but because of a major rail yard on the community's southern edge, only two streets connect the two areas. It includes Lindale Park, with its large lots and more substantial homes; Moody Park, an important gathering place in the center of the community; and the Davis High School-Marshall Middle School-Carnegie Library complex.

- New residential units in the form of redevelopment or infill development are changing the character and cost of housing in the area. Nearly 90 acres of new residential development has occurred in the area. Both the Memorial Park and Greater Heights area have seen significant residential redevelopment, which is generally higher-end and higher-density. Memorial Park had the third highest number of single-family permits in the city.

- There was a substantial drop in the number of households making under $25,000 per year and a huge increase (100%-260%) in the number of households making over $50,000 a year. (This is likely due to residential redevelopment in the Heights and Memorial Park areas where high-end housing is being developed).

The following land use characteristics are identified for Study Area 3:

- Study Area 3 contains 23,504 acres, and is located in the northwest portion of Loop 610 extending north between the Hardy Toll Road and I-45.

- Single-family residential comprises the majority of this area at approximately 7,149 acres. Primarily, single-family residential units are located along T.C. Jester, in The Heights, in Near Northside, and in pockets towards the north of the study area. The trend from 1990 to 2000 shows minimal changes in the percentage of single-family use.

- Multi-family residential uses are scattered throughout the study area; a 7% (37.5 acres) increase is exhibited from 1990-2000. The majority of the multi-family lots are located towards the north of the study area.

- Commercial and Office land uses are primarily located along I-45, N. Main Street, Airline Road, Heights Boulevard, N. Shepherd Drive and Washington Avenue. These parcels make up 7% (1,705 acres) of the area. Office uses increased 13% since 1990, centered largely towards the edge of Loop 610.

- Industrial land uses comprise 2,186 acres (19% increase from 1990) of the study area. The majority of industries are located along Hempstead, between I-610 and I-10.

- Public and Institutional uses show a 17% increase from 1990 and comprise 921 acres. Many areas that were undeveloped in 1990 changed to public/institutional by 2000. A significant tract is Memorial park along the southeastern most portion of Study Area 3.

- Transportation and Public Utilities make up only 182 acres (0.8%) of Study Area 3.

- Parks and Open Space data indicate a significant increase of land between 1990 and 2000 (1,395% – from 57.7 acres to 863.8 acres). However, the majority of this increase is attributed to a reclassification of others/mismatched code of the parks and open space category. For example, Buffalo Bayou, White Oak Bayou, and Little White Oak Bayou were reclassified from undeveloped to parks and open space, as well as the Police Memorial and Moody Park.

- Vacant and undeveloped land use also decreased significantly (22%) between 1990 and 2000. The size of this drop can be explained by the reclassification that occurred during this time period. The majority of the vacant land tracts are located in the northern section of Study Area 3.

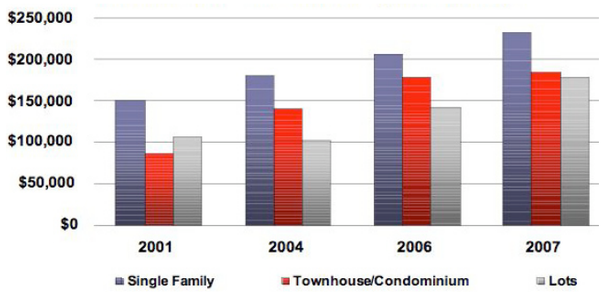
- Roads make up 24% of the land area, higher than the citywide figure of 18%. Major highways include I-45, I-10, Loop 610, and the Hardy Toll Road.

## Housing Market

The average single family house price was approximately $234,000 in 2007, based upon Multiple Listing Service (MLS) data provided by the Houston Association of Realtors. This compares to an average townhouse/condominium sale price of nearly $185,000. These values have increased in the range of 30% since 2004.

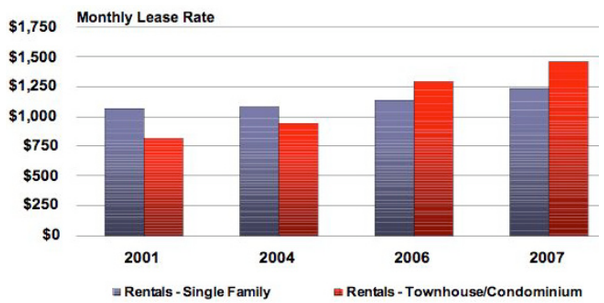
In the rental market, the single-family home rental rate was approximately $1,240 per month in 2007, compared to $1,460 in the townhouse/condominium segment of the market. These rents reflect an increase of roughly 10% year-over-year.

**Houston Association Of Realtors MLS Statistics**
**Average Price by Property Type**
**North Corridor- MLS District 9 (Central North)**




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

**Houston Association Of Realtors MLS Statistics**
**Average Price (Lease Rate) by Property Type**
**North Corridor- MLS District 9 (Central North)**




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

# B1.4

# Summary of Initiatives

The Initiatives Plan compiles map 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 Corridor to date, as well as the geographical relationship between the initiatives and the Transit Street 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 could be considered for redevelopment. Sites located along the Transit Street are suitable for intensification with transit supportive uses. These locations were identified by the workshop participants. In the North Corridor, many opportunity areas are existing under-used industrial sites.**

### 1. Fulton St. and Rebecca St.

Adjacent to the Northline Transit Center is a vacant lot which was identified as an infill site during the North Corridor Workshop. Its proximity to the Northwest Transit Center makes it a prime location for redevelopment.

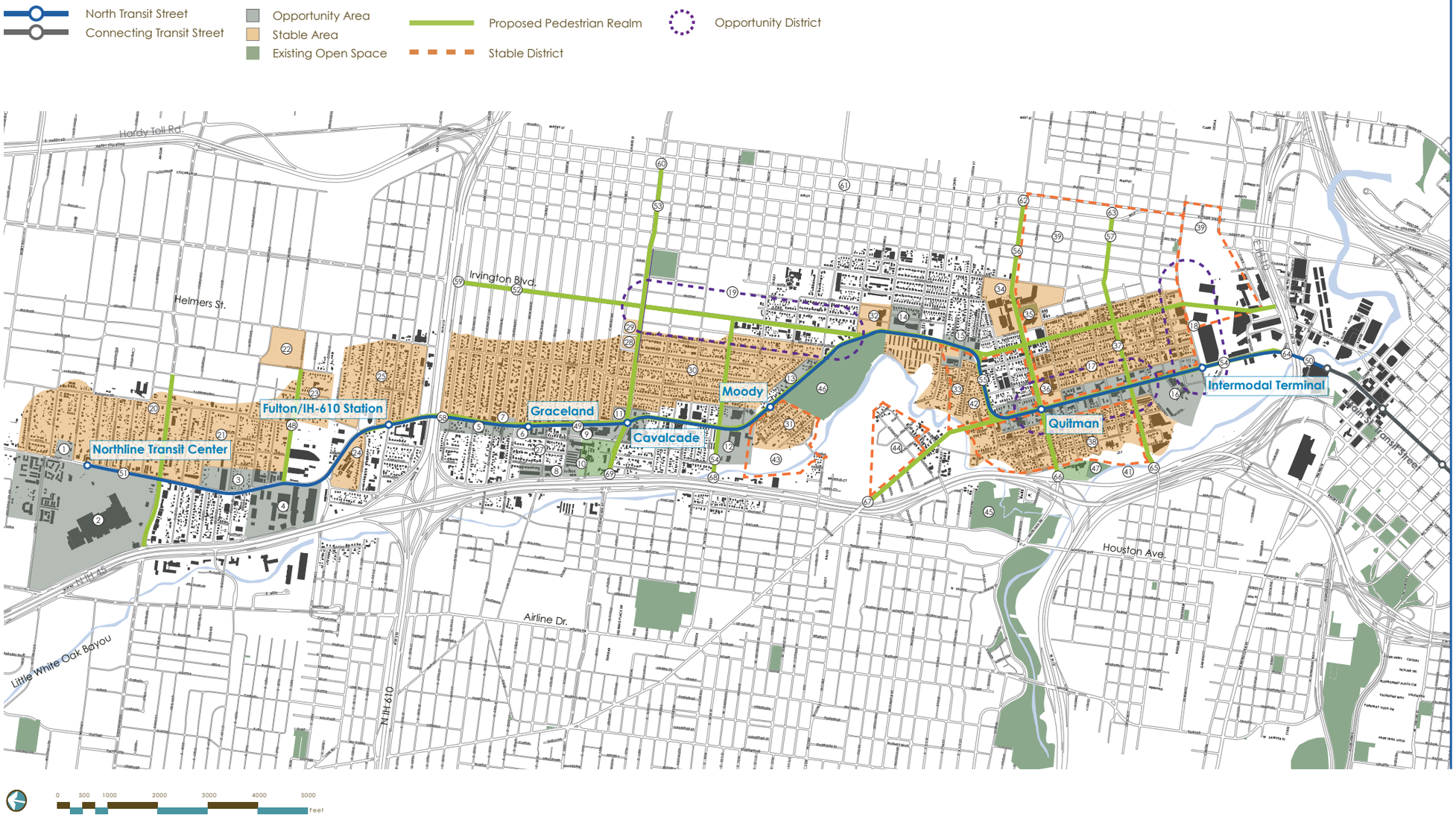
### 2. Northline Mall and Houston Community Center

The last station of the Transit Street is located at the existing Northline Mall and Houston Community Center. It is our understanding that the mall has plans to redevelop part of the site as large format retail. Also, the Houston Community Center has a proposal for a new building.

### 3. Neyland St. and Bennington St.

These industrial sites have been identified as opportunity areas for Transit Oriented Development.

# North Initiatives



### 4. Bennie St. adjacent to the Roosevelt Elementary School

This opportunity area is currently a large industrial site. Located on the Transit Street next to Roosevelt Elementary, this site should enhance its street-related uses and improve its pedestrian environment.

### 5. Delaney St. and Robert Lee Rd.

The sites along Fulton Street near Graceland Station are suitable for Transit Oriented Development that would complement the existing surrounding residential neighborhood.

### 6. West of Graceland Station

This site is within a five minute walk to the station, making it a key opportunity area. The vacant public land is suited for a mixed use mid-rise building with commercial uses at grade.

### 7. East of Graceland Station

This vacant land is currently being used for billboard advertisement purposes. The proximity of this undeveloped site to the station provides an opportunity to create a higher density mixed use development.

**The following locations are industrial sites that have been identified as potential redevelopment. All of these lie within five minutes of a North Corridor Station.**

### 8. N IH 45 and Wynne St.

### 9. Wynne St. at Fulton St.

### 10. Wynne St. and Fulmer St.

### 11. Cavalcade Station

Cavalcade Street is a major east-west road that crosses the Transit Street. This intersection has the potential to become a key mixed use development node along the North Corridor.

### 12. Patton St. and Fulton St.

South of Patton Street are two low-rise commercial developments which could be enhanced to provide at grade uses with higher density residential above. Residents would be seconds away from the Transit Street and the freeway to the west.

### 13. Moody Station

The land adjacent to Moody Station offers potential opportunity areas. Change is already occurring in the area across from Moody Park - Avenue Community Development Corporation is advertising a new housing development.

### 14. Hays St. and Halpern St.

The vacant strip mall previously leased by a Walgreens pharmacy is a large site facing a dense residential community. This site would be suitable for pedestrian-oriented development that complements the adjacent neighborhoods.

### 15. Panama St. and Fulton St.

If reconfigured, this commercial plaza could improve the pedestrian realm by minimizing the setback between Fulton Street and the development.

### 16. West of Transit Street along North Main St.

Opportunity areas exist west of the Transit Street between Boundary and Burnett Streets. Small segments of this street have buildings aligned close to the sidewalk, but the street wall is generally disjointed due to vacant sites and large surface parking lots.

**Retail Development Centers:**
The Near Northside Economic Revitalization Plan identified locations ripe for redevelopment of new retail centers by capitalizing on opportunities for mixed use Transit Oriented Development.

17. North Main St. at Quitman St.
18. North Main St. at the Hardy Rail Yard
19. Irvington Blvd. between Hays St. and Cavalcade St.

## Stable Areas

Workshop participants identified many neighborhoods, open spaces, schools and employment areas as Stable Areas. It is important to protect and enhance employment areas close to the transit stations so that employees can conveniently and safely walk to and from the stations. Neighborhoods should work with the City to evaluate the application of available tools to preserve Stable Areas or encourage redevelopment. Safe and convenient pedestrian connections to the Corridor will encourage ridership and help to support the new retail and service uses that may develop near the stations. The following areas were identified as Stable Areas by workshop participants.

20. Bennington St. to Meadow Lea Dr.
21. Melrose Neighborhood
22. Herrea Elementary School
23. Donlen St. to Appleton St.
24. Roosevelt Elementary School
25. North Lindale Neighborhood
26. Robert Lee Rd to Wynne St.
27. Jefferson Elementary School
28. 2nd Christian Church
29. YMCA
30. North Central Civic Club
31. Silverdale Neighborhood
32. Martinez Elementary
33. Moody Park and Quitman

34. Davis High School
35. Carnegie Library
36. Ketelson Elementary
37. Near Northside
38. Lindale Park Neighborhood

**Historic Districts:**

**The Northside Village Revitalization Plan identifies potential historic preservation strategies for six districts.**

### 39. Historic District 1

The boundaries of the largest district are: Quitman Street at north, Burnett Street at south, North Main Street at west and Elysian Street at east.

### 40. Historic District 2

This industrial area includes the Southern Pacific Rail Shop buildings. The boundaries are: Maury Street at east, Burnett Street at north, Chestnut Street at west and Opelousas Street at south.

### 41. Historic District 3

The East Germantown boundaries are: White Oak Bayou at north, Hogan Street at south, IH 45 at west and North Main to Quitman Street and Keene to Hogan Street at east.

### 42. Historic District 4

The historic residential district is defined by: Wilkes Street at north, Quitman Street at south, Fulton Street at west and North Main Street at east.

### 43. Historic District 5

The Silverdale District is mostly owner-occupied modest bungalows and cottages. The boundaries are Fulton Street at North, Little White Oak Bayou at south, Moody Park at east and the property line of the existing trucking service business at northwest.

### 44. Historic District 6

The Glen Park District is composed of early 20th century bungalows and cottages built on a bluff between North Main Street and Little White Oak Bayou.

## Pedestrian Realm

The North Corridor has several neighborhood, community, and city scale parks and open spaces. Workshop participants identified several initiatives for open space, streetscape and corridor enhancements.

### Existing Parks:

The protection and enhancement of existing parks is crucial to the pedestrian realm. Enhancements could include landscape upgrading, improved pedestrian and cycling access and upgraded facilities.

45. Woodland Park
46. Moody Park
47. Hogg Park

### Potential Streetscape:

The Near Northside Revitalization Plan identifies potential walkable commercial corridors where retail and services are on a neighborhood scale. These corridors provide connections to adjacent neighborhoods and walking/biking trails. They are to be designed to create a pleasant environment for pedestrians and cyclists. Improvements could include street planting, safe and connected sidewalks, pedestrian scale lighting and amenities such as benches, trash receptacles and transit shelters.

48. Bennington St.
49. Wynne St. at Fulton St.
50. North Main St.
51. Fulton St.
52. Irvington St.
53. Cavalcade St.
54. Patton St.
55. Boundary St.
56. Quitman St.
57. Hogan St.

### Potential Gateways:

The Near Northside Revitalization Plan has identified significant entry points to strengthen the community identity. Gateways could include signage, landscape treatment or special buildings.

58. Fulton St. at Highway 610
59. Irvington St. at Highway 610
60. Cavalcade St. at Hardy Rd
61. Quitman St. at Hardy Rd
62. Cavalcade St. at Hardy Rd
63. Lorraine St. at Hardy Rd
64. N. Main St. at Highway 10
65. Hogan St. at Highway 45
66. Quitman at Highway 45
67. N. Main St. at Highway 45
68. Patton St. at Highway 45
69. Cavalcade St. at IH 45

# B1.5

# North Corridor Workshop

A two day workshop was held in April 2007 to engage area stakeholders and residents in Urban Corridor Planning.

The purpose of the first day of the workshop was to establish a common understanding of existing conditions and opportunities in the Corridor. During the day, the consulting team met with representatives of City staff, and major landowners, to review the understanding of the context of the Corridor. During the evening session with the public, participants were asked to identify projects or initiatives that would enhance the Corridor, as well as areas that could change and those that should be protected. As background, the Current Initiatives plan was presented at the workshop. It was a compilation of projects identified in previous strategies, plans and reports

Each one of the table groups identified many opportunities in the North Corridor that have been included in the Initiatives Plan (see Chapter B1.4). A summary of comments made by participants follows:

## General Concerns

- high-end residential development that might displace some of the residents.
- higher density buildings are inevitable; however, workshop participants would like architecture that would respect the history of the neighborhood.
- commercial developments like block-long drive through banks and large CVS-type drug stores on corner lots.

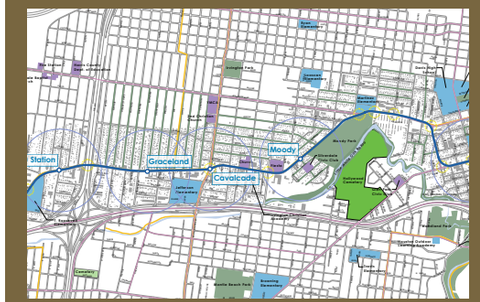
## Pedestrian Realm Improvements

- need wider, safe sidewalks along the Transit Street
- sidewalks are needed on streets perpendicular to transit stations
- tree selection is key to prevent roots from destroying sidewalks
- need vegetation that requires less maintenance is needed along the Corridor
- need safe pedestrian crossings near the two schools at Quitman Station
- need traffic calming measures at Patton/Irvington and English/Helmers.
- maintain the bike path along Fulton
- connect Moody Park to Irvington Park by trail
- infrastructure needs improvement on Hogan Street and South Keene
- additional green space is desirable along the Corridor
- include bike racks along the Transit Street
- provide shade and lighting
- need more traffic lights along Fulton Street
- include public art

# Evolution from workshop suggestions to report

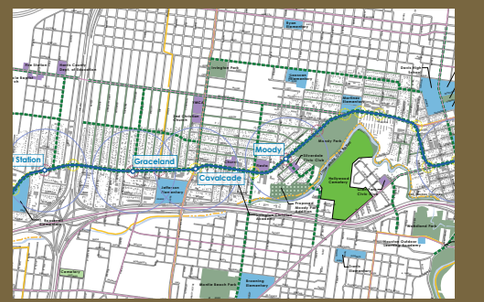
North

## Pedestrian Realm



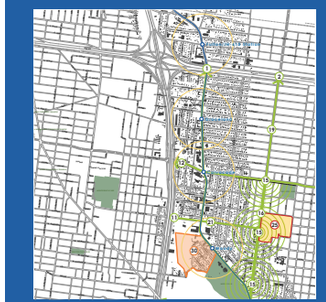
Existing pedestrian realm as presented at the workshop


Potential pedestrian realm drawn during the two-day workshop



Proposed Pedestrian Realm

## Initiatives

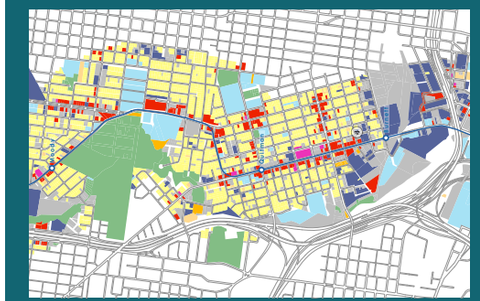

Current Initiatives as presented at the workshop


Sample workshop comments

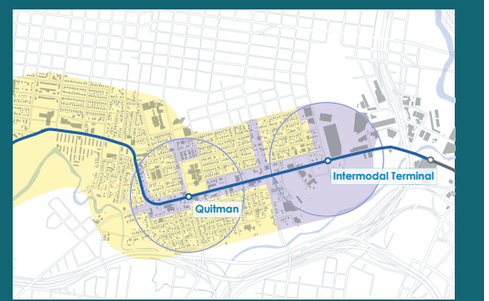

Summary of workshop Initiatives results


Summary of Initiatives

## Land Development


Existing Land Use as presented at the workshop


Land Development Concept Plan produced during the workshop



Proposed Land Development Concept Plan



North Corridor table group discussion


Display boards regarding the North Corridor


North Corridor Workshop

## Redevelopment Opportunities

- implement parking near transit stations
- land near the proposed Quitman and Burnett transit station
- new residential construction near Hogan Street
- potential for mixed residential and commercial development near Julia Street
- potential redevelopment between Crosstimbers and Rebecca
- Cavalcade and Fulton Street intersection
- the retail area south of the Boundary Street to the Burnett Station
- Northline Mall
- concentrate redevelopment on Transit Street

## Areas to be Protected

- between Highway 610, Cavalcade , Fulton and Robertson Streets
- between Link, Robert Lee, Fulton and Angelo
- Moody Park
- trees along the Transit Street
- historic buildings
- historic commercial style buildings
- the character of Lindale Park

Participants were also asked to write a headline for the front page of the Houston Chronicle in 2012. The headline was to reflect the character of the North Corridor once the Transit Street has been built. The facing page summarizes some of the headlines collected during this exercise.

Based on the input provided during the first workshop day, the preliminary pedestrian realm, Land Development Concept Plans, and three Demonstration Plans were developed and presented for discussion the next day.

The drawings on the previous page illustrate the input received at the workshop and the evolution to the report's pedestrian realm, Current Initiatives and Land Development Concept Plans (see Chapter B2 for proposed Plans).



Michigan Avenue, Chicago, IL



Riverwalk, San Antonio, TX



Vancouver, Canada

**Go Green With Light Rail**

Se los llevo el tren

New Life in North Corridor

**Metro unifies North Corridor**

Billionth rider boards METRO rail on the North Corrider

**Business Booming, North residents pleased**

BRT out, LRT in !

These headlines were taken during the North Corridor Workshop