



East End



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

Planning Commission

Bill White

Mayor

Carol Lewis Ph.D.
Chair
P.O. Box 1562
Houston, Texas 77251-1562

T. 832.393.0968
F. 713.313.1923
www.houstontx.gov

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, Ph.D.
Chair, Houston Planning Commission

Houston Planning Commission

Honorable Commissioner Ed Chance

John W.H. Chiang

David Collins

Kay Crooker

Honorable Judge Ed Emmett

Marlene Gafrick, Secretary

Sonny Garza

Honorable Commissioner Grady Prestage

James R. Jard

Carol Lewis Ph.D.

Mark A. Kilkenny

D. Fred Martinez

Robin Reed

Richard A. Rice

David Robinson

Jeff E. Ross

Lee Schlanger

Talmadge Sharp, Sr.

Jon Strange

Algenita Scott-Davis

Beth Wolff

Shaukat Zakaria

Alternate Members

D. Jesse Hegemier, P.E., Fort Bend County

Mark J. Mooney, P.E., Montgomery County

Jackie Freeman, P.E. Harris County



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 Urban Corridor Planning

East End Corridor

This Report for the East 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 East Corridor.

The study process included a background analysis of the existing Corridor, interviews with stakeholders throughout the East Corridor, working sessions with residents and landowners in the East 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 East Corridor extends along Harrisburg Boulevard, one of Houston’s original main streets. This report includes observations about the existing conditions in the Corridor, new directions for future development and recommendations specific to the East 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

The block sizes vary as one moves through the Corridor to the east. The predominant block frontage is narrow, resulting in a number of half block depth developments along the Corridor. The Corridor also includes a large number of industrial and vacant sites suitable for larger scale developments.

Pedestrian Realm

For the most part, the pedestrian realm is underdeveloped. As in most of the Corridors, sidewalks along Harrisburg are discontinuous, especially where there are industrial and retail uses with driveways and parking lots along the frontage. Where they do exist, sidewalks are typically in poor condition.

Demographics

The average household size is 3.57 persons, which is the highest of the six Corridors. The East Corridor population is the youngest of all the Corridors. Persons under the age of 25 make up 40% of the population, while those aged between 25 and 54 make up 47% of the residents. The housing stock is among the oldest of the six Corridors with 68% of the area homes having been built pre-1970. In terms of tenure, 37% of households are owner occupied, while 63% are renters.

East End Corridor Planning Strategy

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

A key component of the East End 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 East End Corridor is divided into the following three Land Development Concept categories:

Development Opportunity Area 1 - Corridor

This extends along the length of Harrisburg Boulevard. The area is suitable for medium scale buildings that can provide an appropriate transition between development along the Transit Street and adjacent residential neighborhoods.

Development Opportunity Area 2 - Downtown

This includes the area west of the rail line where the East and Southeast Corridors intersect. The small square blocks identified in this area offer the opportunity to redevelop full blocks at higher densities.



Stable Areas

This includes those areas with existing lower density residential neighborhoods along much of the length of the Corridor.

Demonstration Plans

Based on the Land Development Concept Plan, three 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 industrial land at South Lockwood Drive and Harrisburg, the former Hughes Tool Company site, and the existing retail center at Wayside. 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.

Table of Contents

Introduction	3
A1. Context/ Background Analysis	4
A1.1 East End Urban Corridor Study Area	4
A1.2 Context of the East End	6
A1.2.1 Land Use	
A1.2.2 Building Footprint	
A1.2.3 Pedestrian Realm/Mobility Inventory	
A1.2.4 Engineering/Infrastructure Inventory	
A1.3 East End Corridor Demographic Market Overview	15
A1.4 Summary of Initiatives	18
A1.5 East End Corridor Workshop	24
A2. East End Planning Strategy	28
A2.1 The Combined Pedestrian Realm/Mobility/Land Development Concept Plan	28
A2.2 Pedestrian Realm/Mobility Plan	30
A2.3 Land Development Concept Plan	32
A2.3.1 Demonstration Plans	
A2.3.2 Development Analysis	
A2.4 Infrastructure Overview	45
A2.5 Design Guidelines for TOD	46
A2.5.1 Development Opportunity Area 1 - Corridor	
A2.5.1.a Pedestrian Character Transit Street	
A2.5.1.b Pedestrian Character Major Thoroughfare	
A2.5.1.c Pedestrian Character Major Collector	
A2.5.1.d Pedestrian Character Local Street	
A2.5.2 Development Opportunity Area 2 - Downtown	



Introduction

The East Corridor is similar in scale to the Southeast and North Corridors, but it has a number of distinct characteristics. The Transit Street follows Harrisburg Boulevard, which historically led to the port and the initial settlement. Presently the Corridor has a mix of uses along its length, including large industrial areas at the west end of the line where it meets the Southeast Corridor. As the Corridor moves east, there are a number of residential neighborhoods on either side until 65th Street where the street is edged by retail and commercial buildings. This varied character is important because it indicates where larger scale redevelopment may occur and, in areas where the Corridor is very narrow, where it will be difficult to generate redevelopment in the near term. The demonstration plans illustrate redevelopment at several sites along the East Corridor.

The Corridor report will develop 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 will also suggest that most development will occur within a five-minute walk of the stations. This will result in large portions of the Corridor that will not develop in the short term. These have been described as stable neighborhoods and, because of their distance from the stations, are less likely to face redevelopment pressure. In addition, the East Corridor has a number of historic buildings and neighborhoods that need to be enhanced as redevelopment occurs. The advent of transit in this Corridor should be viewed as an opportunity to strengthen its historic assets.

This approach to infill development, and the attendant ordinance controls and urban design guidelines, advances the concept that different forms of development should be designed to respect the adjacent neighborhoods.



Context/Background Analysis

This chapter provides the context and background for the East Corridor.

A1.1

East End Urban Corridor Study Area

The East End Urban Corridor begins just east of the downtown and runs east along Harrisburg Boulevard, terminating at the Magnolia Transit Center on the south side of Harrisburg at 70th Street. The Corridor is approximately 2.5 miles long. The northern and southern boundaries of the East End Urban Corridor Study Area – measured at a 1/4 mile on either side of Harrisburg - are shown on 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.



Streetscape along Harrisburg Blvd. west of Wayside Dr.



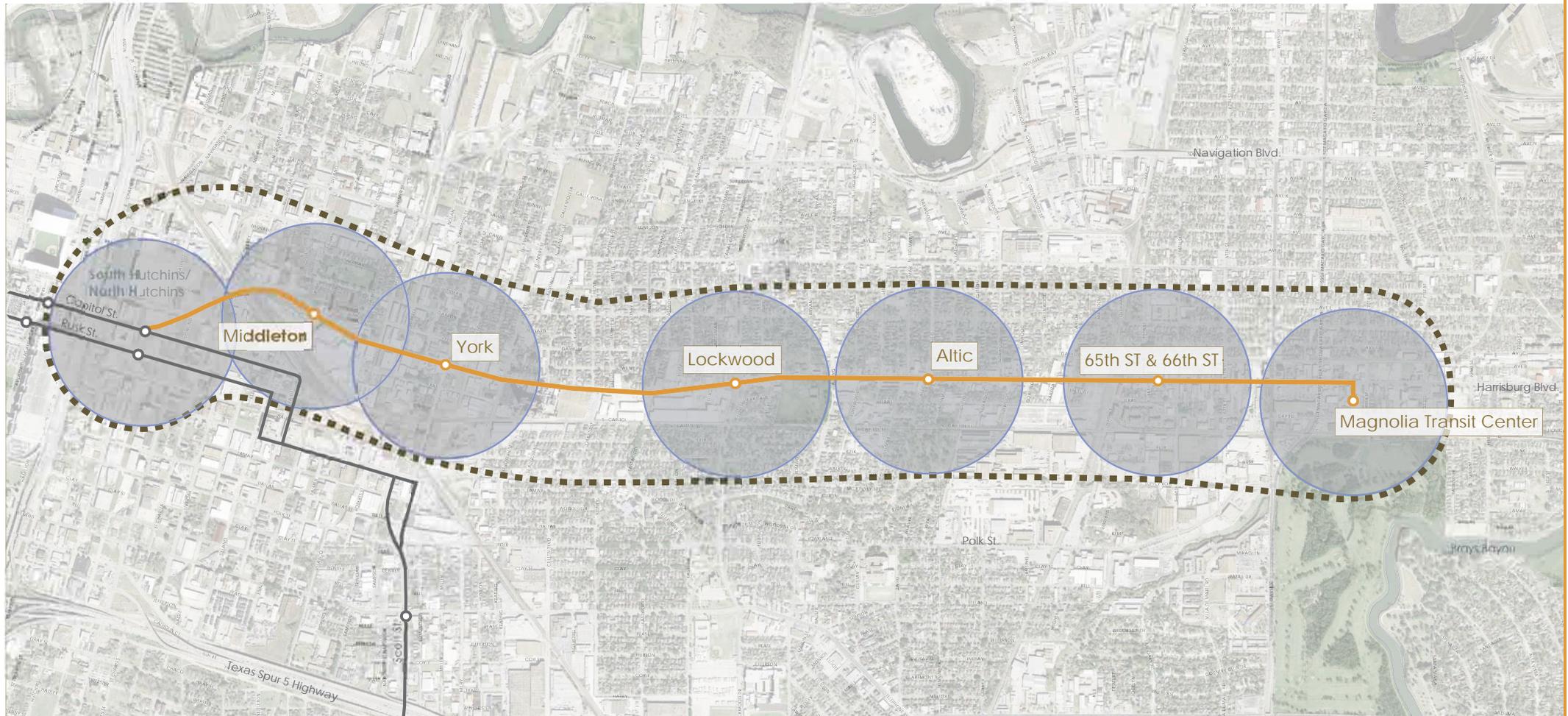
Industrial uses on Harrisburg Blvd. west of South Lockwood Dr.



Main Street character around 66th St.

Urban Corridor Study Area East End

- East Corridor
- Southeast Corridor
- Corridor Study Area
- 5 Minute Walking Distance to Station





Single family residential at the western edge of the Corridor



Commercial establishment on Harrisburg Blvd. at Eastwood St.



Eastwood Park - Example of open space land use

A1.2

The Context of the East End Corridor

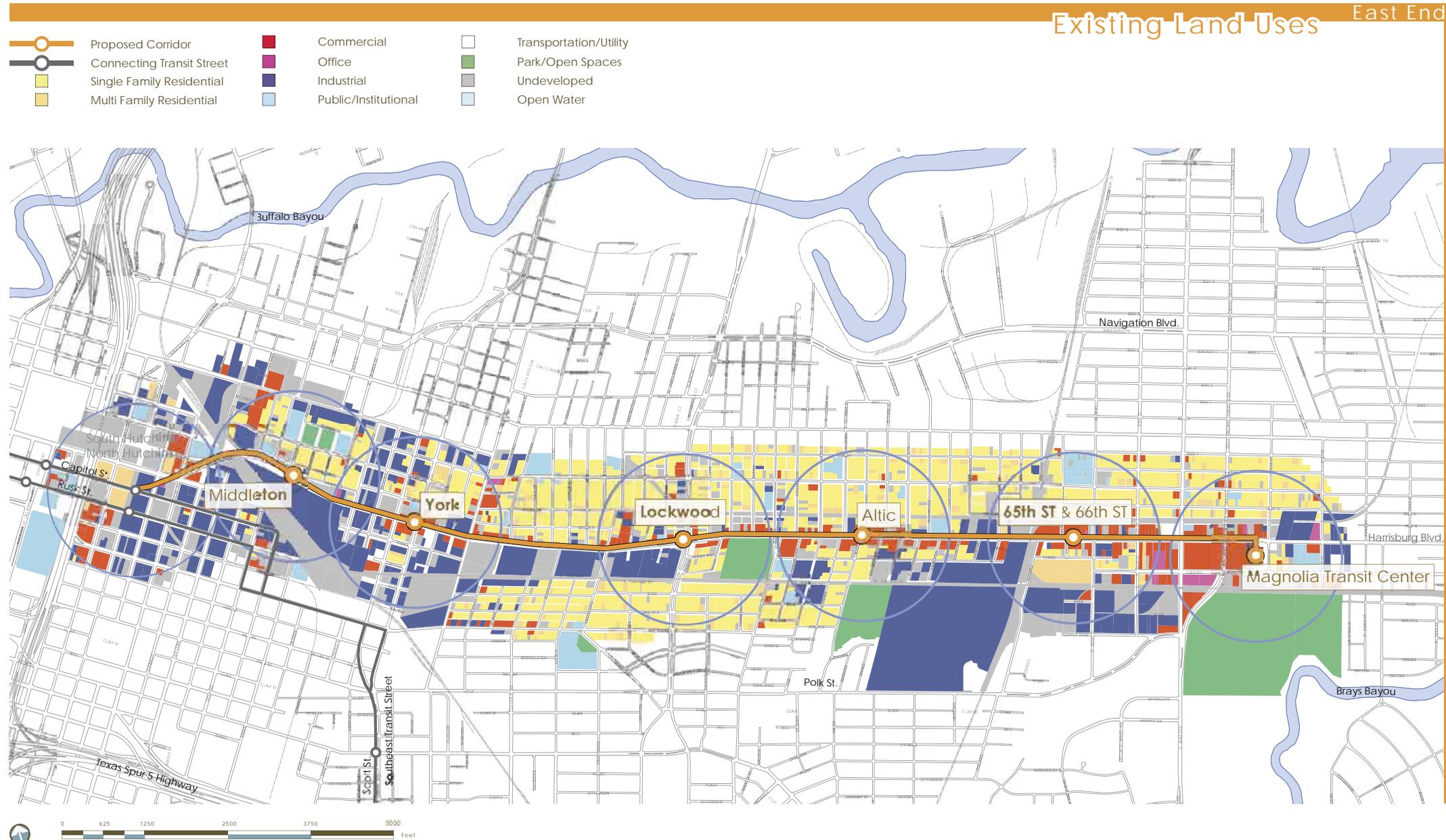
Part of this Urban Corridor Planning study is to understand the common and unique characters of each Urban Corridor. Four elements that define the area are the land uses, the size and scale of buildings, the pedestrian realm and infrastructure in the study area.

A1.2.1 Land Use

The map on the opposite page illustrates the range of existing land uses along the East End Corridor. The area is composed of industrial uses, single family residential neighborhoods, commercial establishments and open spaces. The area also has considerable undeveloped parcels of land. There are only a few multi-family residential units and offices.



Industrial use on Harrisburg Blvd. near South Lockwood Dr.





Small building footprints between Edgewood and Lennox St.



Medium sized building fronting Harrisburg Blvd. at Delmar St.



Large building footprint on Harrisburg Boulevard at Drennan St.

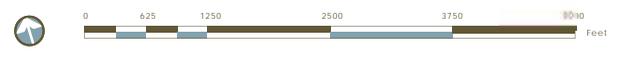
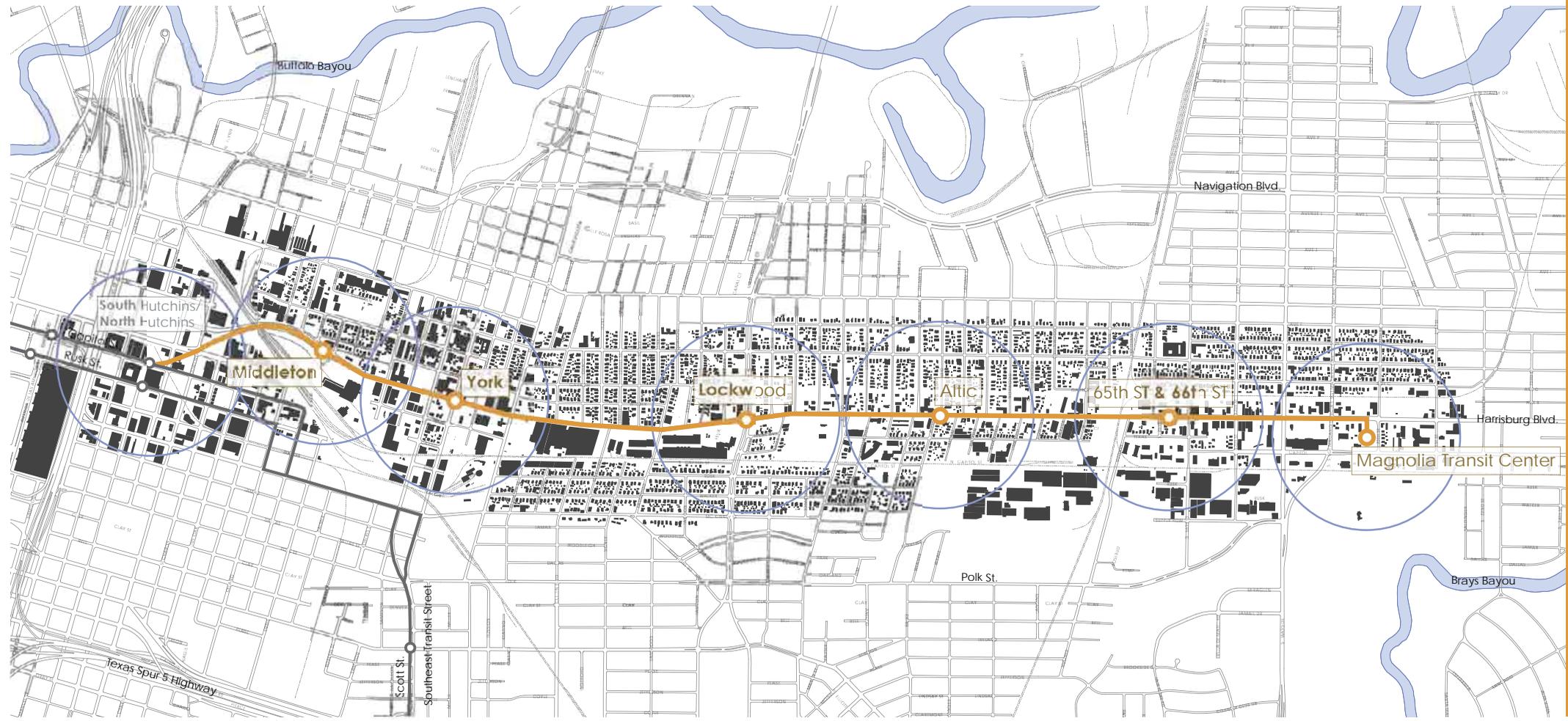
A1.2.2 Building Footprint

The map on the facing page illustrates the size and scale of buildings found in the East End 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 downtown block dimensions of 250' by 250' extend from the western edge of the East End Corridor up to the underpass. At this point, the block dimensions shift to a rectangular shape and the urban character changes. The building footprints in this area generally reveal half block and large block developments. Large atypical block developments are found south of the Corridor between Nagle Street and South Lockwood Drive. Many medium sized buildings front Harrisburg Boulevard. Their configuration varies from detached buildings at Estelle Street, to attached rows on both sides of Harrisburg Boulevard between 65th and Wayside Drive and plazas found near the Magnolia Transit Center. The smallest building footprints show the prominence of single detached homes in adjacent neighborhoods.

Existing Building Footprints East End

-  Proposed East End Corridor/Stations
-  Southeast Corridor
-  Building Footprint
-  5 Minute Walking Distance to Station





Edison Spark Park

Park	Acres	Acquired	Park Class
Settegast Park	3.41	1913	Community
Eastwood Park	10.80	1916	Community
Hidalgo Park	11.60	1927	Community
Gus Wortham Park	150.77	1973	Regional
Guadalupe Plaza	6.46	1986	Plaza/Square
Tony Marron Park/North York	20.90	1987	Community

Target Acquisition Area/Park
Eastwood Park
HB&T RR/SP RR Navigation/Harrisburg
Harrisburg/Sunset Trail/Brays Bayou
Buffalo Bayou



Eastwood Park

A1.2.3 Pedestrian Realm/Mobility Inventory

Parks

Parks within the East End Corridor area are some of the oldest in the City of Houston. Eastwood Park is the only park located directly on the Harrisburg Boulevard. The table on the left lists the East End Corridor Parks and the Target Acquisition Area/Park described in the 2001 Parks and Recreation Master Plan. Many City of Houston community center parks offer after school and summer enrichment programs, summer teen camps, and summer food service programs, in addition to teen, adult and senior recreation programs.

Publicly Accessible Open Space

Other privately owned outdoor spaces often allow some public access. Evergreen Cemetery, boasting 15 acres of green space, was established in 1894. This space may be used for numerous outdoor activities.

Sidewalks

Harrisburg Boulevard serves as a primary thoroughfare between downtown Houston and the Houston Ship Channel. Remnants of this “main street” exist today between 66th Street to South Wayside. Sidewalks in this area extend from back-of-curb to the building fronts in many cases. This charming character is functional, popular among residents and worthy of preservation and enhancement.

Sidewalks along Harrisburg Boulevard are often terminated due to access to parking lots and fences. In general, the existing sidewalks are in need of maintenance, repair, or even replacement, often due to age as well as adjacent Live Oak roots.

Neighborhood Areas - The Eastwood neighborhood is one of Houston’s first master-planned subdivisions. The neighborhood is recognized for its terraced lots, mature street trees and historic homes reflecting Craftsman, Arts & Crafts, Foursquare and Mission style architecture.

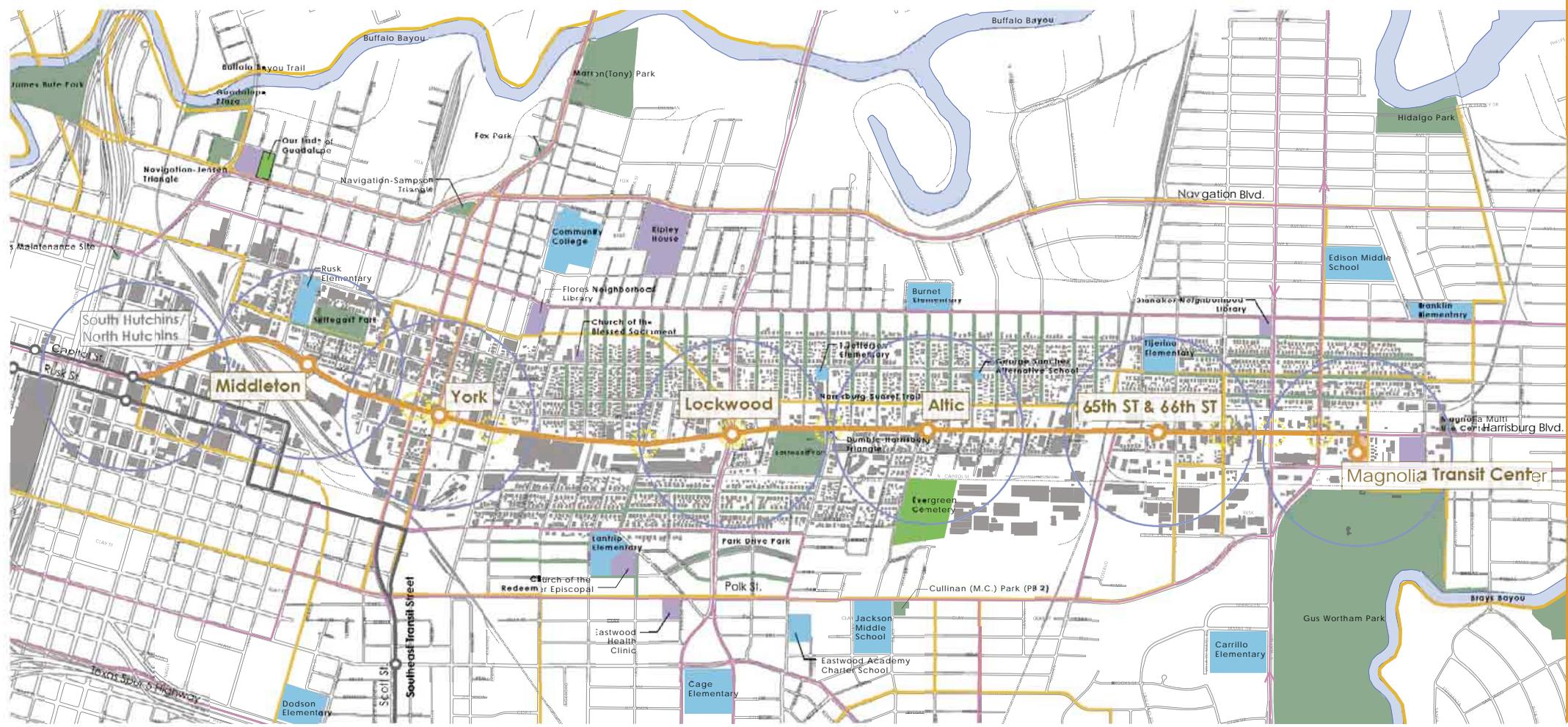
Industrial Areas - Other portions of Harrisburg Boulevard are industrial in nature with warehouses, chain link fences, blank street walls and storage yards. Historically, these areas did not focus on the pedestrian realm and consequently, sidewalks are in disrepair or are non-existent today.

Community Facilities

Schools - Schools are dependant on pedestrian and bicycle mobility for students to safely and efficiently arrive and depart. HISD Eastern Regions Schools with attendance zones within the East End Corridor are shown on the plan. The SPARK School Park Program is a non-profit organization which increases park space by developing public school grounds into neighborhood parks.

Existing Pedestrian Realm/Mobility East End

- | | | | | | | |
|---|---|--|--|---|--|---|
| Bayou | Cemetery | Trail/Bikeway | Pedestrian Signalized Crossing | Building Footprint | Proposed East End Corridor/Stations | 5 Minute Walking Distance to Station |
| Schools | Institutional Buildings | Tree Lined Streets | MT Major Thoroughfare per COH Major Thoroughfare Plan 2006 | Bus Routes | Southeast Corridor | |





Sidewalk on Harrisburg Blvd. at 65th St.



Existing sidewalk on Harrisburg Blvd.



Existing streetscape on Harrisburg Blvd.

SPARK(school/park) Parks within the East End Corridor Area include: Lantrip Elementary, Tijerina Elementary, Franklin Elementary, Gallegos Elementary, Briscoe Elementary, Cage Elementary, Jackson Middle School and Edison Middle School.

Other facilities accessed by pedestrians -

Several more significant public facilities rely on safe and continuous sidewalks for optimum access. These public facilities include:

- City of Houston Library, Flores Neighborhood Library
- Magnolia Multi-Services Center
- Eastwood Community Center
- Numerous churches
- East End Worker Development Center

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

Streetscape

Street trees - Primarily mature trees line Eastwood Park and Settegast Park street frontage in commercial areas. In addition, many residential streets benefit from mature 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:

- Minute Maid donation and planting of 60 trees at Lockwood Drive at Park Street, 2003
- Greater East End Management District Arbor Day planting of 300 trees along Harrisburg Boulevard and Canal Street, 2002
- Trees for Houston planting of 81 trees at Texas Avenue and Harrisburg Boulevard, 2001
- City of Houston planting of medians with "Linear Forest", low maintenance massing of trees in mulch along Lockwood.

Street furnishings such as benches, trash receptacles, recycling bins, bollards and bicycle racks are rarely visible within the Corridor today.

Pedestrian oriented lighting provides a safer and more attractive environment for night-time use of pedestrian realm areas. Pedestrian level 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.

Public Art

Public art adds an element of pride and interest to the pedestrian realm. Public art works located within the East End Corridor include:

- Padre Don Miguel Hidalgo Sculpture, Hidalgo Park
- Museum of Cultural Art Houston is a public art museum that uses art as a tool for community development and social awareness.

MOCAH mural projects include:

- El Centro De Corazon mural at 5001 Navigation Street
- “Doorways to the Future” at Thomas A. Edison Middle School

The Orange Show Center for Visionary Art, at 2401 Munger Street, has become Houston’s hub of folk art activity.

Mobility

Crosswalks - Demarcation of crosswalks at key intersections and mid-block areas provide safe and visible pedestrian crossings for public rights-of-way. City of Houston standard painted crosswalks exist at several signaled intersections along Harrisburg Boulevard. Very few pedestrian crossing signals exist with the Corridor area.

Bikeways/Trails - The Houston Bikeway Program provides a completed 300-mile bikeway network for urban cycling that spans a 500 square-mile area of the city. City of Houston Bikeways located within the East End Corridor include: Navigation, Polk, South 67th, South 66th, South 70th to Gus Wortham Park, Sampson and York. Several Trails to

Trails and on-street bikeways serve East End Corridor Area residents, including the 1.6 mile Harrisburg Trail and the 1.8 mile Sunset Trail.

Buses/Bus Shelters - Existing transit service within the East End Corridor includes METRO bus (express and local) and private bus lines operating between the Magnolia, Eastwood, Downtown, Fifth Ward/Denver, TMC and Wheeler transit stations.

Bus service currently operates on the east/west streets of Navigation, Canal, Harrisburg, Lawndale and Polk. Bus service operates on the north/south streets of York, Lockwood and Wayside.

The East End Corridor is also home to several private bus lines with regular service to Mexico.

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



Recently completed trail and bikeway



Wooden service poles along Harrisburg Blvd.

A1.2.4 Engineering/Infrastructure Inventory

Existing Water mains

The typical life of a water transmission main is 40-50 years. For the East End Corridor, research indicates that the water mains range from 72" steel services installed in 1993 in the Dowling/Harrisburg intersection to 16" services at 70th Street and Harrisburg; therefore, their life expectancy is in excess of 30 years.

Existing Sanitary Sewer Lines

The typical life of a sewer line is 30 to 40 years, unless the lines are rehabilitated. From the City's GIMS database, it appears that the trunk lines identified along Harrisburg Boulevard are less than 30 years old.

Existing Storm Sewer Lines

The Corridor has sufficient dry weather capacity for the wastewater system. However, during wet weather, surcharge conditions exist almost in all areas along the Harrisburg Boulevard. Surcharge conditions in the wastewater collection system do not necessarily mean that there is no hydraulic capacity. Current City regulations require storm water detention for all new development. Hence, any proposed developments will be required to design for storm water detention.

Existing Lighting

Harrisburg Boulevard has a continuous lighting system. The lights are mostly mounted on wooden service poles. It is assumed that existing lighting meets current standards for illumination of the road.

Summary

Redevelopment along the East End Urban Corridor will happen incrementally, over a long period of time. It appears that some redevelopment capacity currently exists within the Corridor, subject to the City of Houston requirements for water and sewer lines and storm water management.

Over time, major trunk system upgrades will be required, similar to all systems throughout the city. Through the Capital Improvement Plan process, the City should ensure that adequate infrastructure capacity exists in advance of substantial redevelopment in the East End Urban Corridor.

Socio-Economic Profile - East Corridor		
		% Share
Total Population	61,688	
Total Households	15,253	
Population Age Profile:		
Age 0 - 4	5,300	8.6%
Age 5 - 9	4,327	7.0%
Age 10 - 14	4,059	6.6%
Age 15 - 17	2,510	4.1%
Age 18 - 20	3,765	6.1%
Age 21 - 24	4,952	8.0%
Age 25 - 34	11,479	18.6%
Age 35 - 44	10,174	16.5%
Age 45 - 49	3,893	6.3%
Age 50 - 54	3,118	5.1%
Age 55 - 59	2,356	3.8%
Age 60 - 64	1,764	2.9%
Age 65 - 74	2,322	3.8%
Age 75 - 84	1,283	2.1%
Age 85+	385	0.6%
Median Age	30.2	
Average Age	31.9	
Household Size Profile:		
1 Person	3,636	23.8%
2 Person	3,024	19.8%
3 Person	2,488	16.3%
4 Person	2,301	15.1%
5 Person	1,708	11.2%
6 Person	1,060	6.9%
7+ Person	1,036	6.8%
Average Household Size	3.26	
Period of Housing Construction:		
Built 1999 to 2006	1,300	7.4%
Built 1995 to 1998	683	3.9%
Built 1990 to 1994	265	1.5%
Built 1980 to 1989	735	4.2%
Built 1970 to 1979	1,611	9.2%
Built 1960 to 1969	2,627	15.0%
Built 1950 to 1959	3,034	17.3%
Built 1940 to 1949	3,383	19.3%
Built 1939 or Earlier	3,893	22.2%
Median Year Built	1955	
Owner Occupied Households	5,599	36.7%
Renter Occupied Households	9,655	63.3%
Household Income Range:		
< \$25,000	6,720	44.1%
\$25,000 - \$49,999	4,603	30.2%
\$50,000 - \$74,999	2,002	13.1%
\$75,000 - \$99,999	817	5.4%
\$100,000+	1,112	7.3%
Median Household Income	\$29,172	

Source: Claritas

A1.3

East End 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, 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 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 East Corridor area has a population of just less than 62,000 persons. The median age level is 30.2 years old, which is the youngest among the six Corridors being examined, which range from 30.2 to 40.2 years of age. Persons under the age of 25 account for a 40% share of the local population in the East Corridor, while persons aged 25 to 54 (prime income earning years) account for a 47% share of the total.

The average household size in the East Corridor is 3.57 persons, which places it highest among the six Corridors being examined, which range from 3.57 to as low as 2.18 persons per household. Households with one or two persons account for a 35% share of the total, while households of five or more persons account for a 29% share.

The East Corridor has among the oldest housing stock in the six Corridors being examined. Homes built since 1990 account for just a 13% share of the total, while homes built pre-1970 represent a 68% share. This compares to an average of 21% and 54% share, respectively, for the total sample of housing across the six Corridors. Some 37% of homes are owner-occupied, and 63% are renter-occupied.

In examining household income levels, the East Corridor ranks near the bottom among the six Corridors in question. With a median household income level in 2006 of \$29,200, some three-quarters of area households have an income level of less than \$50,000 annually, and approximately 44% earn less than \$25,000 per year.

Neighborhood Description

The East Corridor is part of Study Area 5, analyzed as part of a Land Use and Demographic Profile prepared by the City's Planning and Development Department in 2003. The East Corridor itself principally comprises two neighborhoods: Second Ward and Magnolia Park. The following is a brief area description.

- Second Ward is one of the first Hispanic neighborhoods in Houston, with a number of important Hispanic institutions, including Our Lady of Guadalupe Catholic Church, Ripley House, and Talento Bilingue. The largest block of post-war housing is the Clayton Homes public housing project, on the community's western edge. In recent years, the area's proximity to downtown has drawn the larger Houston population to some of the local restaurants.
- Magnolia Park borders the Houston Ship Channel, near some of the first wharves built when Houston became a deep-water port in 1913. The community thrived as a home for workers on the docks and in industries lining the channel. For a time it was even an incorporated municipality. As early as the 1930s, Magnolia Park developed an identity as a center of Houston's Hispanic community, especially around recently revived commercial areas near Harrisburg and Wayside.

The following land use characteristics are identified for Study Area 5:

- Study Area 5 has a total land area of 26,368 acres. It is mainly residential and industrial. Major highways connecting the area are: I-10 in an east-west

direction, US 59 (north-south), US-45 (southwest-southeast), Loop 610 to the north and east, and SH 288 in the south.

- Single-family residential uses declined by about 5% between 1990 and 2000, though they still represent more than 20% of the Study Area. This decrease in single-family is visible in the Third Ward area, which is located in the southern portion of the Study Area; and in the greater Fifth Ward, located in the northwestern portion of the Study Area. These older neighborhoods and others, such as Magnolia Park, consist of small bungalows mixed with industrial and commercial uses, interspersed with vacant lots. New single-family development is concentrating in an area between US 59, Wayside Dr. and I-10.
- Multi-family developments are scattered within the single-family areas, and increased 8% overall from 1990-2000. Multi-family uses cover 385 acres in the Study Area. Between 1990 and 2000, thirteen apartment complexes with a total of more than 1,200 units were permitted in the Study Area, three of them on Lyons Avenue in the Fifth Ward.
- Commercial and Office land uses make up 3.1% of the Study Area. Commercial space, with 944 acres in 1990, decreased to about 723 acres in 2000. On the other hand, office space increased from 78.4 acres in 1990 to almost 94 acres in 2000. Most commercial land is located along commercial corridors. Prominent north-south corridors include Lyons Rd., Navigation Boulevard and Canal Street. Telephone is another Corridor that runs in a NW-SE direction. North-south Corridors include Dowling Street, Jensen Dr., Lockwood Dr. and Wayside. Office sites are located along US 45 south and on Market Street. Between 1990 and 2000 commercial development was permitted mainly in the areas of Harrisburg, Canal, Wayside and Macario, and along

Lyons Dr. Two office projects valued at \$1 million and above were permitted; one on Lyons Avenue and another on Lawndale Street.

- Industrial uses in Study Area 5 cover 4,070 acres (15.4% of the land), which makes it the second largest group of industrial areas of all the Study Areas. These uses increased almost 24% between 1990 and 2000. Industrial land in Study Area 5 is primarily consumed by the manufacturing and petrochemical processing industries, which dominate the eastern portion of the city. Industrial districts in this part of the city were planned during the 1930's and 1940's and are a feature along the Ship Channel. In the last decade, new manufacturing plants and warehouses have appeared in the central portion of the study area between US 45, I-10 and Loop 610.
- Public and institutional land is more concentrated in the south of the Study Area with the presence of Texas Southern University, University of Houston and the Port of Houston/Ship Channel. Public and institutional land occupies 1,747 acres or 6.6% of the total land. In the 1990's an array of new churches and church-related facilities, including educational facilities, were permitted in the mainly residential areas. These new developments and the expansion of Texas Southern University and the University of Houston accounted for most of the growth in institutional land uses from 736 acres in 1990 to 1,747 acres in 2000.
- Transportation and Utilities comprise 0.8% of the Study Area, with 205 acres of land mainly in railroads and small utility stations. During the 1990's, a new terminal bus facility was permitted on Harrisburg Boulevard. In addition, the City of Houston built two wastewater treatment plants and lift stations, and a wet weather facility. This last facility is located on Japhet Street and had a valuation of more than 10 million dollars.

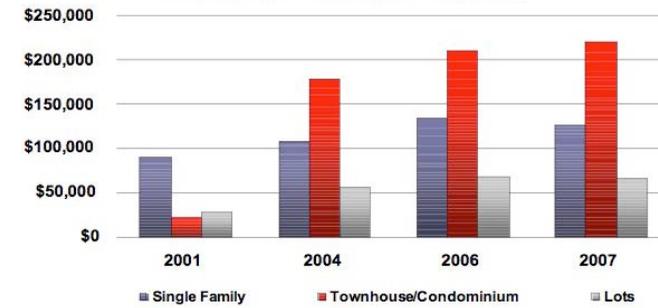
- Parks and Open Space accounted for 2.8% of the land in 2000. Parks are scarce in the area north of Buffalo Bayou and almost non-existent above I-10 and US 90. Linear parks and green space extend along Brays Bayou, including Mason Park, with 102 acres, and Gus Wortham Park, with 161 acres.
- Vacant and Undeveloped land makes up 18.1% of the Study Area, somewhat less than single-family land uses. Large tracks are interspersed with industrial uses, mainly in the northeastern, and eastern portions. In old neighborhoods, vacant lots are found intermingled in residential areas.
- Roads make up 22% of the Study Area, higher than the city-wide figure of 18%. Loop 610, I-45, I-10, US 59, and SH 288 all connect at some point in this Study Area.

Housing Market

The average single family house price was roughly \$127,500, based upon Multiple Listing Service (MLS) data for 2007, compiled by the Houston Association of Realtors. At that time, the average townhouse/condominium sale price was close to \$221,000, reflecting the age and quality of stock being transacted. These values have increased in the range of 20% since 2004.

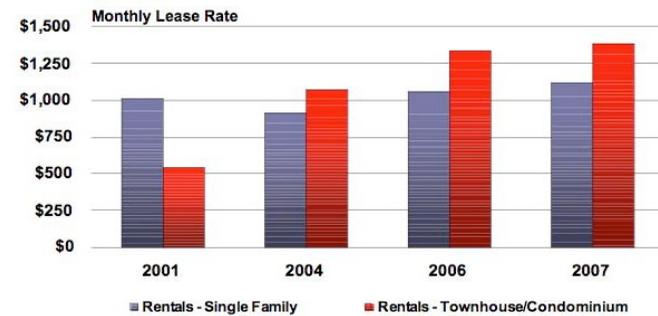
In the rental market, the single-family home rental rate was just over \$1,100 per month, compared to \$1,400 in the townhouse/condominium segment of the market. Rents are up sharply from a few years ago; townhouse/condo average monthly rents were in the range of \$1,075 in 2004 and just \$540 back in 2001.

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



Source: Real Estate Center 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
East Corridor- MLS District 4 (South)



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

A1.4

Summary of Initiatives

The Initiatives Plan is an attempt to compile and map all of 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 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.



Buffalo Bayou Master Plan

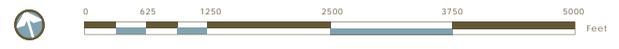
Opportunity Areas

These locations identify sites that could be considered for redevelopment. Sites located along Harrisburg Boulevard are suitable for intensification with transit supportive uses. These locations were identified by workshop participants.

1. **Navigation at Canal**
The Jones Elementary School recently closed and the site is planned for redevelopment. This location was identified for new neighborhoods in the Buffalo Bayou and Beyond Master Plan. These neighborhoods were suggested for medium density, mixed use development in a park-like setting to capitalize on views to the bayou and access to the park system.
2. **Stadium at Congress and Bastrop**
The site has been identified as possible location for a stadium to host Houston's professional soccer team.
3. **Canal at St. Charles**
Commerce Street is ideal for the conversion of under used industrial and warehouse buildings to alternative uses. The street is within a five minute walk to the Middleton Station. Redevelopment with higher density residential will help to support the commercial and retail uses focused near the stations.

Initiatives East End

-  Uptown Transit Street
-  Connecting Transit Street
-  Opportunity Area
-  Stable Area
-  Existing Open Space
-  Opportunity District
-  Proposed Pedestrian Realm



4. South of York Station

This is a large, under-used industrial site, located adjacent to the York transit station. This site is ideal for Transit Oriented Development. Mixed use development, incorporating both places to live and work, would be ideal.

5. Roberts at Garrow

This location is an under-used industrial site on the south side of Commerce Street. Located within a five minute walk of the Harrisburg Transit Line, it is suitable for redevelopment that complements the adjacent residential neighborhoods. It is a block away from Settegast Park and a focus for this neighborhood.

6. Milby at Bering

This site was the location of Metro's bus maintenance facility. It has since stopped operating as such and Houston Community College has bought the site. There are plans to develop a community college campus.

7. Harrisburg between proposed York Station and Hughes

The lands along Harrisburg between the transit stations are suitable for Transit Oriented Development. There may be land taking in this area for construction of the transit facility, reducing the depth of the development sites. Active industrial sites on the south side of Harrisburg limit opportunities to widen the right-of-way to accommodate the transit facility.

8. Coyle at Cullen

Finger Furniture is relocating. The site is for sale and available for redevelopment. Being a large site, it would be suitable for a mix of densities and uses.

9. Oak Hurst at Eastwood Park

The Stewart & Stevenson industrial site was recently purchased by Lovitt Homes. This site is located adjacent to the Lockwood transit station and is ideal for transit oriented development. Street related retail uses would provide services to transit users and higher density residential development would augment the number of residents living close to a station.

10. Navigation at Baywood

This site is across the street from Buffalo Bayou and close to the proposed Turkey Bend Ecology Park. It is also adjacent to the Burnes Elementary School. The proximity of these existing and future amenities creates an opportunity for redevelopment, perhaps with higher density residential uses.

11. Adams to Hughes

This site is the location of the former Baker Hughes oil tool industry, with active industrial uses on the south side of Capital. This site has been assembled by a private developer who is in the process of generating concepts for the site. The site is within a five minute walk of two Transit Centers - Altic and 65th - making it ideal for Transit Oriented Development.

12. Hughes to South Wayside

This is a vacant industrial and retail site suitable for redevelopment. This site is within a five minute walk of the 65th Street transit station and the Magnolia Transit Center. Redevelopment with higher density residential uses would help to support transit.

Retail Development Centers:

The Greater East End Strategic Vision Project identified many locations ripe for redevelopment into new retail centers by capitalizing on opportunities for mixed use Transit Oriented Development.

- 13. Harrisburg and Lockwood
- 14. Telephone and Lawndale
- 15. Cullen and Polk
- 16. Harrisburg and Sgt. Marcario Garcia
- 17. Harrisburg and York

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.

- 18. Neighborhood at Garrow and Delano
- 19. Employment use at Canal and North Delano
- 20. Settegast Park Neighborhood
- 21. Employment south of Harrisburg between St. Charles and Velasco
- 22. Employment between Milby and Oakhurst
- 23. Eastwood Neighborhood
- 24. Lantrip Elementary School
- 25. Oakdale Fullerton Neighborhood
- 26. Lovejoy and north Eastwood
- 27. Burnes Elementary School
- 28. Jackson Middle School
- 29. Country Club Place Neighborhood



Tony Marron Park Plan

Pedestrian Realm

The East End has several neighborhood, community and city scale parks, open spaces and streetscapes. Workshop participants identified several initiatives to improve the pedestrian environment.

Parks:

30. Settegast Park

Settegast Park was recently renovated. Located next to Rusk Elementary School, the park and school shared the "SPARK" funding program to reconfigure the grounds to make them open to the public when the school is not in session. The park functions as a larger scale community park as well as a neighborhood park.

31. New Park at Sampson

Workshop participants suggested a new park along the rail Corridor. This park would help to buffer the view of the adjacent industrial use.

32. Tony Marron Park

The 19 acre park on the south side of the Buffalo Bayou was recently redesigned and enhanced. Over \$2 million was raised in private funds to construct an extensive trail system (that will tie into the City's Hike and Bike Trail), five soccer fields, a large pavilion, a plaza with spray features built in to the paving, and large play structures, as well as landscaping and reforestation.

33. Park Dr. Park

Park Drive was originally the grand boulevard of the Eastwood neighborhood. Participants at the

workshop identified an opportunity to rehabilitate the landscape character of the boulevard to the condition that exists in other neighborhoods such as Heights Boulevard.

34. Proposed Turkey Bend Ecology Park

This site is currently a cement plant. This unique oxbow was identified in the Buffalo Bayou and Beyond Master Plan as ideal for rehabilitation of the industrial uses to an ecology park with wetlands and reservations of natural species.

35. Gus Wortham Park

This is the site of one of Houston's original country clubs. It includes an 18 hole golf course and driving range. The City is planning to renovate the golf course. Participants at the workshop expressed a desire for the course to remain public.

36. Brays Bayou Projects

Federal funding has been made available to increase the flood capacity of Brays Bayou. As part of the reconstruction of the waterway, new trail connections, new park space, recreation amenities and landscape treatment, to restore the original prairie grasses, will be implemented.

37. Buffalo Bayou Master Plan

The Buffalo Bayou and Beyond Master Plan proposed new destinations and development sites that will transform the waterfront into an active and vibrant center. The Plan includes a Landscape Strategy, which proposes 850 acres of new park land, continuous public access, integrated landscape amenities with flood management, boating and other public uses and green streets to integrate adjacent neighborhoods. The Access and Transportation Plan supports upgrading the boulevards in the East End and improving transit

to ensure convenient access to work, residential and recreational destinations for the Buffalo Bayou District. The Environmental Plan will create environmentally rich ecosystems to integrate it into a regional system of open space improvements. The Flood Management Plan will improve downtown floodwater flow, consolidate bridge crossings to reduce impediments to flow, and increase the capacity of the Bayou along critical reaches.

Community Focus:

Harrisburg Boulevard east of 65th was suggested by many workshop participants as the focus for the East End community.

38. Historic Main Street

Many workshop participants identified the stretch of Harrisburg Road from 65th Street to Sgt. Marcario Garcia as the focus for the East End Neighborhood. This area consists of predominantly street-related buildings that could use enhancement. Redevelopment could intensify the Focus Area with compatible buildings to support a mixed use area.

Streetscape/Trails:

The East End has an extensive network of trails. Adding to this network will be Brays Bayou, which is presently under construction, and Buffalo Bayou, which is at the proposal stage.

39. Settegast Park and Buffalo Bayou

Participants at the workshop identified an opportunity for a pedestrian connection to link Settegast Park to Buffalo Bayou. A connected system of open spaces will help to enhance the character of the neighborhoods with more accessible green spaces and recreation amenities.

40. Sunset Trail

The abandoned railway was recently converted to a hiking and cycling trail. This trail is very well used by residents. Workshop participants suggested that the trail be extended west to connect with Settegast Park and ultimately to Buffalo Bayou. This initiative was also identified in the Greater East End Strategic Vision Project.

41. Trail Connection at Gus Wortham Park toward Southwest

Workshop participants suggested that a pedestrian trail be developed along a drainage ditch. This would provide a hiking and cycling connection from the adjacent residential neighborhoods to Gus Wortham Park.

42. Pedestrian Environment along East End Corridor

A key to success of transit on Harrisburg Boulevard will be the transformation of the character of the street to an appealing and safe pedestrian environment. Wide and continuous sidewalks, shaded with street trees, lined with buildings that provide interest and activity on the ground floor.

43. Pedestrian Environment along South Lockwood

Lockwood is an instrumental connecting street that provides access to the Lockwood transit station. Wide and continuous tree-lined sidewalks will be critical to provide a safe and convenient route to transit service on Harrisburg.

44. Connection for Proposed Altic Station along the Cemetery to Jackson Middle School

Altic Street provides a key connection to the Altic transit station. The road terminates at the Jackson Middle School and is an important connection with the open space of the cemetery and at the school grounds.

45. Connection from Gus Wortham Park towards North on Wayside and Sgt. Marcario Garcia

Workshop participants suggested these as key connections to link the residential neighborhood to the Harrisburg Transit Line, the Magnolia Transit Center and the historic main street area. Continuous, tree-lined sidewalks would enhance pedestrian access to help support transit service and the shops and services in the main street area.



The Strand, Galveston, TX



Carson Street, Pittsburgh, PA



French Quarter, New Orleans, LA

A1.5

East End 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 East End Corridor that have been included in the Initiatives Plan (see Chapter A1.4). A summary of comments made by participants follows:

Pedestrian realm

- preserve the facades of historic buildings in the study area
- use paver stones in sidewalks
- provide additional parks (e.g. vacant land on the north side of Harrisburg across from Houston

Armature Works.) Gus Wortham Golf Course could include more non- golf related amenities, such as trails, benches, etc.

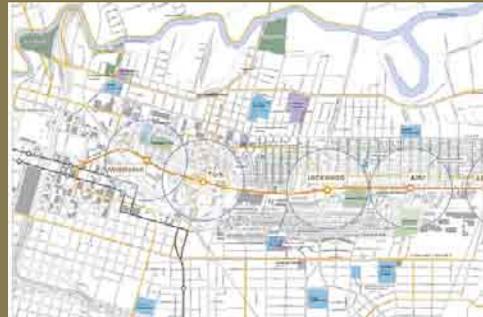
- abandoned rail ROW's that could connect Commerce to the new parks along Buffalo Bayou
- implement the Symphony Park proposal along Buffalo Bayou
- open space in the front of some buildings
- a pedestrian friendly environment

Redevelopment opportunities

- old Hughes Tool company site is a good location for new mixed use development
- more upscale businesses including a grocery store, coffee houses, and book shops
- need a hospital
- prefer a "village" concept in redevelopment
- relocate bus companies to one concentrated area like the inter-modal transit center proposed for near north side
- redevelop the site located at 75th and Harrisburg Boulevard
- the main entrance of the golf course would be ideal for higher density residential (next to transit and multi-service center)
- vacant industrial along Lockwood would make for good TOD (mixed use)
- redevelop truck storage on Milby and Scott and old warehouses
- Altic Station is suitable for affordable housing opportunities - large industrial area just to the southeast should be redeveloped
- 66th Station: also some redevelopment/affordable housing opportunities
- many smaller infill opportunities all along the Corridor (directly on Harrisburg), particularly close to the Altic Station
- densification (infill) in the neighborhood just west of the railroad tracks, west of Country Club subdivision
- Navigation Boulevard has much of development

Evolution from workshop suggestions to report East End

Pedestrian Realm



Existing Pedestrian Realm as presented at the workshop



Potential Pedestrian Realm drawn during the two-day workshop



Proposed Pedestrian Realm

Initiatives



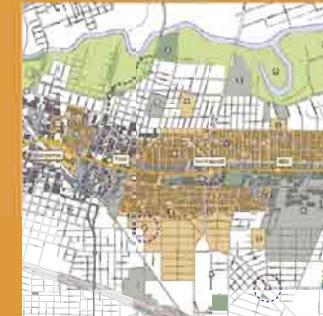
Current Initiatives as presented at the workshop



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



East End Corridor Workshop



Discussion regarding the East End Land Development Concept Plan



Reviewing the East End Pedestrian Realm Plan

- potential
- Halliburton site along the Bayou would make for a great redevelopment site
- more industrial sites along the Bayou could be redeveloped as the area acquires more parkland
- warehouse district potential along Roberts – halfway between Middleton and York Stations
- the Fingers building near I-45 is for sale and would be ideal for high density mixed use (close to U of H)
- orient buildings close to the street
- mixed use (retail/entertainment and residential) opportunity east of Maxwell House (between South Capitol, Lockwood, and Oakhurst)
- variety of stores (need a hardware store nearby)
- commercial center – Signature Kroger’s, Target
- ground-level commercial along rail line
- small retail shops on bottom with two to three stories of residential above, on north side of Harrisburg
- develop both sides of the street

Areas to be Protected

- The Art Deco building across from Eastwood Park is a community icon.
- major employment locations located at Maximus Coffee plant (formerly Maxwell House) and future redevelopment site located at TEDECO yards at Harrisburg and the railroad tracks.
- golf course
- historic filling station on Lockwood
- Maxwell House and Centerpoint Energy along Harrisburg are employment centers.
- Neighborhoods: Settegast Historic Housing, Magnolia Park, Second Ward, Houston Country Club Place, Eastwood and Idylwood, Brady Homes

- Library
- Old Harrisburg
- parks, bayou areas

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 East 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 A2 for proposed Plans).



Coral Gables, Miracle Mile, FL



Chestnut Street, San Francisco, CA



Main Square, Prague; Czech Republic

East End, an open door to Houston
Mixed Use, Mixed Income Revitalizes East End

East End: Houston's Choice
Phase II connection to Hobby
Airport in Progress

Don't study it, do it!
Ridership Exceeds Expectations:
METRO Conversion to Rail now Complete

2nd Ward Rediscovered

Metro Rail:
Catalyst for change in the East End

These headlines were taken during the East End Corridor Workshop