



NORTHSIDE - NEEDS ASSESSMENT

LIVABLE CENTERS STUDY

JANUARY 8, 2009

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H-GAC
GREATER NORTHSIDE MANAGEMENT DISTRICT

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A. The Livable Centers Program

The Houston-Galveston Area Council's (H-GAC) Livable Centers program is part of a strategy designed to address expected regional growth of 3.5 million added people by 2035, combined with limited, already congested mobility infrastructure that is, for the most part, automobile dependent by improving access while reducing the need for mobility by Single-Occupant Vehicles (SOV). Harris County and other surrounding counties are classified as in severe nonattainment by the U.S. Environmental Protection Agency (EPA). This means the region is failing to meet emission requirements as old as 1997, the mobility infrastructure has not kept pace with current demand and, most likely, will not be able to accommodate future growth. Therefore, a new direction in improving transit access, enhancing quality of life, reducing emissions, and providing more efficient mobility alternatives is indicated. The H-GAC Livable Centers program is designed, in part, to do so. H-GAC defines Livable Centers as safe, convenient, and attractive areas where people can live, work, and play with less reliance on their cars. The Goals of the Livable Centers Program seek to create neighborhoods that are:

- Compact and mixed use
- Designed to be walkable
- Connected and accessible

Livable Centers projects offer a number of benefits in terms of the community, mobility, environment, and economic development. These benefits are directly related to the following regional goals outlined in H-GAC's 2035 Regional Transportation Plan (RTP):

- Improve mobility and reduce congestion
- Improve access to jobs, homes, and services
- Increase transit options
- Coordinate transportation and land use plans
- Create a healthier environment



The Livable Centers Studies seek to improve mobility and reduce congestion in the region



New development in the Livable Centers should be compact, mixed use and walkable.

B. Project Overview

The Northside Livable Centers Study seeks to build off of previous planning efforts including the Northside Village Economic Revitalization Plan to provide a framework for future growth and improvements in the neighborhood.

Northside has very unique conditions and neighborhood character. Current residents could benefit greatly from new neighborhood services, retail, transit access and other amenities. The potential for infill development is great, and if done right can increase overall vibrancy without displacement. The Livable Centers Study will seek to preserve the quality of life in adjacent lower density residential neighborhoods, including minimizing the impacts of traffic and parking on local streets.

The Study will focus on maintaining the low and moderate income single family residences while enabling critical redevelopment along the transit corridor. The Study will also seek to create and support connected, walkable public spaces that will attract people to the area and encourage more transit usage.

The Study will present strategies to enhance the pedestrian realm and neighborhood connectivity of the future light rail stations within the neighborhood. The Planning team will coordinate with the Greater Northside Management District and community stakeholders in identifying quality design concepts to create a sense of shared identity. A strong community outreach approach will ensure that positive changes related to transit are brought to the neighborhood.



Current residents could benefit greatly from new neighborhood services, retail, transit access and other amenities



The Livable Centers Study will help to create a sense of shared identity and enhance civic pride across the study area.

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The Northside neighborhood lies just north of Downtown Houston adjacent to Interstate 45

D. History of Rail in Northside

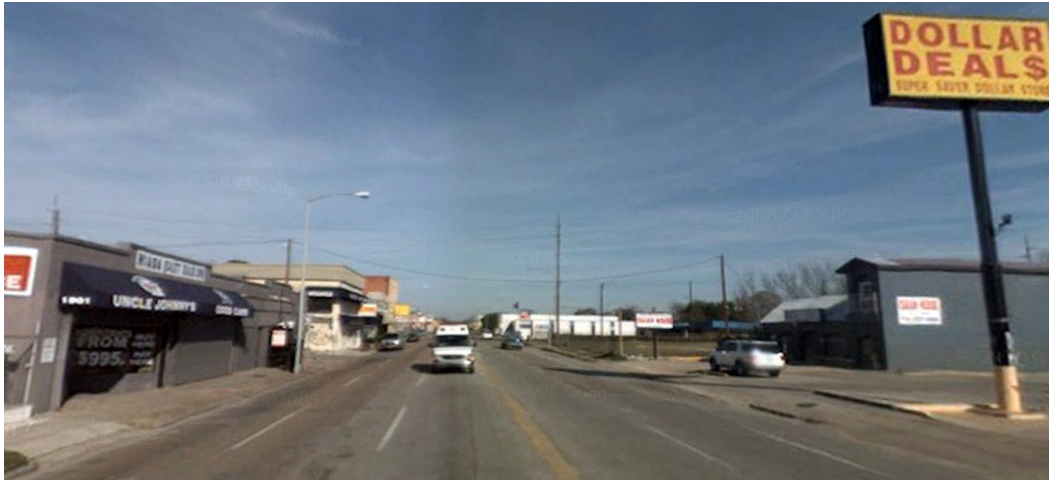
Development of the Northside neighborhood begun in the 1880s-1890s with the expansion of the nearby Hardy Rail Yards. With the decrease of rail traffic and increase in suburban development in Houston, the neighborhood began to decline after World War II. Northside was once part of the Fifth Ward, which was carved out of the First and Second wards north of Buffalo Bayou and east of White Oak Bayou.

The earliest public transportation in the Northside was a mule drawn car that crossed Buffalo Bayou at San Jacinto. Electric rail service along Montgomery (now North Main) began in 1892. The electric rail service allowed people to live farther from their work establishments. Motivation to provide service to the Northside was the Southern Pacific rail shops, for decades one of the City's largest industrial employers.

At its peak in the 1920's, the Houston Electric Co. Streetcar system encompassed two dozen routes operating over 90 miles of track. 1940 marked the last run of the Houston Electric Co. Rail transit returned to Houston with METRORail 2004, a full 64 years after the previous streetcar system was shut down.



N Main Street and Hogan Street early 1900's - looking north. Buildings are oriented to the sidewalk and streetcar runs in center (photo courtesy of Metropolitan Research Center, Houston Public Library)



N Main Street and Hogan Street today - looking north. Several historic structures remain on west side of street. METRORail will run in center of street.

E. What is TOD and Smart Growth?

Transit-oriented developments (TODs) are compact, mixed-use developments situated at and around transit stops. TODs focus on creating a mix of land uses, such as residential, office, retail, civic uses and entertainment within easy walking and biking distance from a transit station (generally 1/4 mile to 1/2 mile, 5-10 minutes walking). This mix of uses, combined with thoughtfully designed community spaces, plazas and parks, form a vibrant village-like neighborhood where people can live, work and play. Transit-oriented developments provide an opportunity to encourage transit ridership, create greater densities in station areas, improve air quality and help to foster a sense of community for Houston residents. Studies conducted by the Urban Land Institute indicate that, in general, properties located within a quarter of a mile radius of a light rail station increase up to 25% in value more than other properties.

“Smart growth recognizes connections between development and quality of life. It leverages new growth to improve the community. The features that distinguish smart growth in a community vary from place to place. New smart growth is more [inter-connected] town-centered, is transit and pedestrian oriented, and has a greater mix of housing, commercial and retail uses. It also preserves open space and many other environmental amenities. Successful communities do tend to have one thing in common—a vision of where they want to go and of what things they value in their community—and their plans for development reflect these values.”

- Smart Growth Network



The Livable Centers Studies seek to improve mobility and reduce congestion in the region



New development in the Livable Centers should be compact, mixed use and walkable.

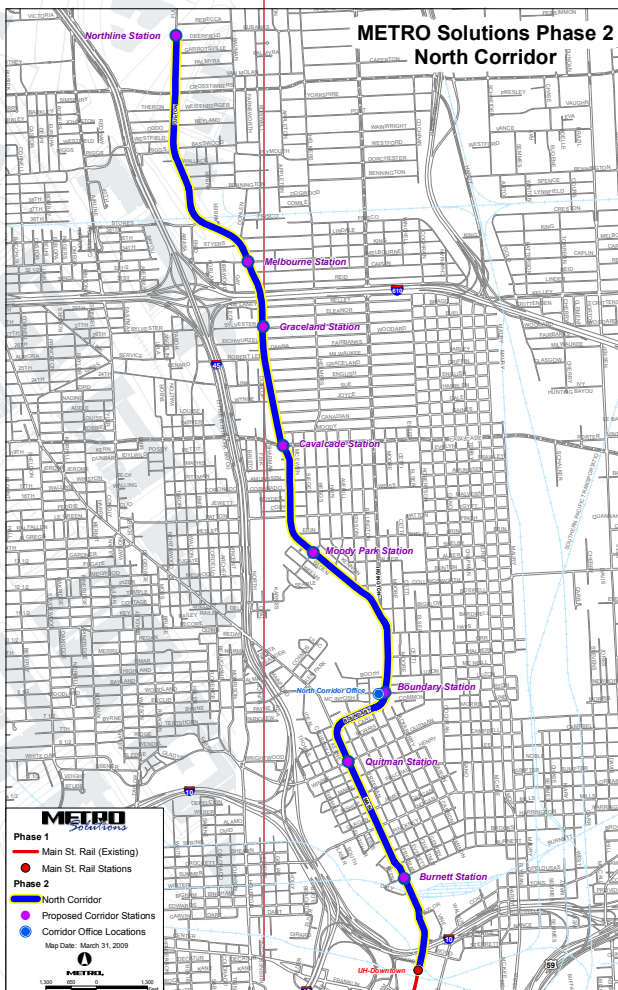


A. Metro Solutions Transit Project

In development since 2001, METRO Solutions is a comprehensive transit system plan to help solve the Greater Houston region's traffic congestion and air quality problems. The plan was crafted with extensive input from the public, METRO's regional transportation partners and mobility experts nationwide. Phase II of the plan was adopted by the METRO Board of Directors in July 2003 and approved by voters in November 2003. The plan calls for major multimodal transit improvements across the region and extends through 2014 the General Mobility Program.

NORTH CORRIDOR

The North Corridor, which runs through the Northside neighborhood, is approximately 5.2 miles long and extends from the existing METROrail University of Houston-Downtown Station. The alignment continues north on the Main Street Bridge and passes under I-10 and continues on an aerial structure passing over the Union Pacific Railroad at the proposed Intermodal Terminal. The aerial structure comes down to grade south of Hogan Street, continues at-grade in the median of Main Street, turns east onto Boundary Street and then turns north onto Fulton Street. The alignment continues at-grade in the median of Fulton and then passes under I-610. North of I-610 the corridor continues on an aerial structure north of Melbourne Street and crosses the Houston Belt and Terminal Railway. The aerial structure comes down to grade into the median of Fulton Street south of Dorchester Avenue, and terminates adjacent to the existing Northline Transit Center.



The North Corridor includes eight stations along the alignment that will consist of a combination of split side and center platforms. The stations will be equipped with passenger information and fare collection systems. The projected ridership of the North Line is approximately 29,000 average weekday boardings.

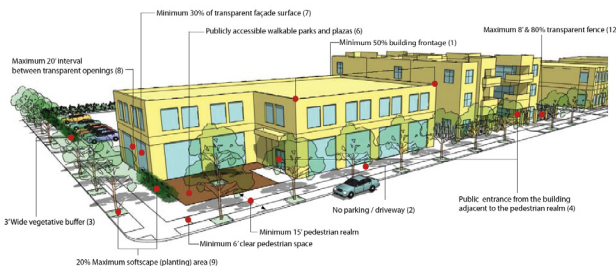
The introduction of rail transit to this neighborhood provides a major new amenity for both current and future residents, workers and visitors.



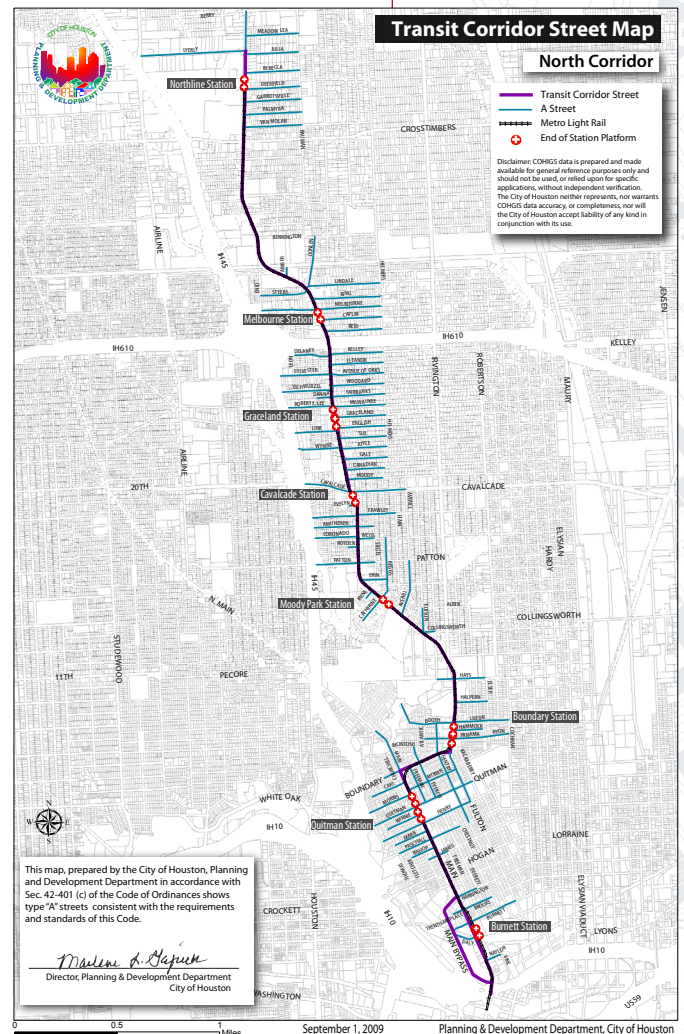
The North Corridor of the METROrail system will provide a major new amenity for Northside.

B. Houston Urban Corridor Planning

In June 2006, the City of Houston embarked on a major initiative, Urban Corridor Planning. This initiative will change how the City regulates development and designs its streets and other infrastructure in order to create a high quality urban environment in areas along METRO's light rail corridors: Main Street, Uptown, East End, North, Southeast and University. The Corridor Ordinance regulates new development along transit corridor streets (TCS) and intersecting streets (Type "A") by providing standards and guidelines for sidewalks, landscape, entries and building design.



The Corridor Ordinance sets standards and guidelines along Northside transit corridors



C. Northside Village Economic Revitalization Plan

The Northside Village Economic Revitalization Plan, created in 2002, creates a “roadmap” to address the future and to establish its identity as a vital urban, inner-city neighborhood. The Plan reflects the community’s goals and visions about its future and charts a course of action.

The Plan contains recommendations on the following key topics:

- **Urban Design Guidelines:** A set of design guidelines for new development and revitalization were developed as part of the Plan. These guidelines identify development practices through which the community’s desired character can be reinforced and maintained.
- **Major Economic Nodes and New Development Opportunities:** The Plan identifies opportunities for economic development and infill potential. These areas can become the focus of new, neighborhood-oriented, pedestrian-friendly development while making the area more inviting, convenient, and livable.
- **Strategies for Implementation:** Land use, economic development, physical improvements, housing and historic preservation are addressed through various strategies and actions.

The ultimate goal of the Plan is to capture, emphasize, formalize and glorify the key aspects that make Northside Village the community its citizens enjoy. The strategies developed will become their roadmap for the future. The Economic Revitalization Plan represents an important starting point from which the Livable Centers Study will depart. Much of the existing conditions information summarized in this Needs Analysis comes from the Economic Revitalization Plan.



The Economic Revitalization Plan identifies opportunities for development and infill potential.



New development on vacant and underutilized sites should reinforce and maintain community character

D. Hardy Yards Redevelopment

Located in the southern portion of Northside, Hardy Yards is a 47 acre brownfield (former industrial) site near the railyards of Union Pacific. The redevelopment offers an exciting opportunity to create a vibrant urban development with a mix of uses, services and amenities that link to downtown Houston and enhance the existing Northside neighborhood. The site provides direct access to downtown and offers exceptional views of the Houston skyline. Hardy Yards and the surrounding industrial facilities are well-positioned to foster redevelopment into a high-density urban residential district.

The Hardy Yards Plan developed by Cypress Real Estate Advisors includes approximately 3,000 residential units in townhomes, mid rise and high rise buildings; around 120,000 sf of retail space and approximately 500,000 sf of office space. This proposed new development will incorporate the future intermodal station at Burnett and Main Street and will act as a significant anchor for redevelopment in Northside.



Hardy Yards will contain approximately 5,000 new residential units



Hardy Yards will act as a significant anchor for redevelopment in the Northside neighborhood





PLANNING AREA OVERVIEW



A. Plan Principles

The following Plan Principles build off of the goals and strategies of the Northside Village Economic Redevelopment Plan:

- Redevelop Industrial and semi-industrial properties as single-family residential, neighborhood oriented commercial and community facilities.
- Where possible, develop mixed-use complexes that integrate with transit and encourage multi-family and townhouse development to locate near transit stations.
- Create vibrant community gathering places, Improve community parks and develop additional parks and community facilities
- Use light rail to improve overall transit network and to attract economic development
- Improve the pedestrian network and create bikeways throughout the community
- Improve the visual appearance of commercial corridors and nearby residential areas while preserving historic housing stock and commercial structures.



The Study will seek to improve the visual appearance of commercial corridors and nearby residential areas while preserving historic housing stock and commercial structures

B. Existing Land Use

Like many older Houston neighborhoods, Northside contains a wide mix of land uses from residential to industrial. In general, commercial and service uses are concentrated along major streets including the N Main Street, Quitman Street, Fulton Street, Irvington Boulevard and Patton Street Corridors. These streets contain the day-to-day goods and services that are mostly positioned for the local market and used by neighborhood residents. The development along the commercial corridors contains several vacant or underutilized parcels and is heavily auto-oriented with most buildings set far back from the street with surface parking in front. In a number of instances, bars/cantinas and auto-related businesses conflict with surrounding residential uses.

Adjacent to the commercial corridors, Northside is made up of predominantly single-family homes, many which were built before 1950. These homes are in various states of repair and provide convenient and affordable housing. Several larger multi-family developments are scattered through the neighborhood including a large affordable housing complex adjacent to Moody Park. These multi-family homes are typically newer than the surrounding single-family residences and provide opportunities for different income groups, ages and household sizes in the neighborhood. Transit-oriented development will provide new opportunities for higher density multi-family development within walking distance of stations.

Industrial uses and vacant industrial sites constitute a relatively small amount of the total land area and are generally warehousing and shipping facilities located on the south side of the neighborhood near the old Southern Pacific yards. Some areas that are predominately residential contain large industrial warehouses which generate considerable truck traffic.

Institutional uses such as schools and churches are generally focused along commercial corridors while Moody Park, in the northern section of the neighborhood, provides the major open space amenity for residents.

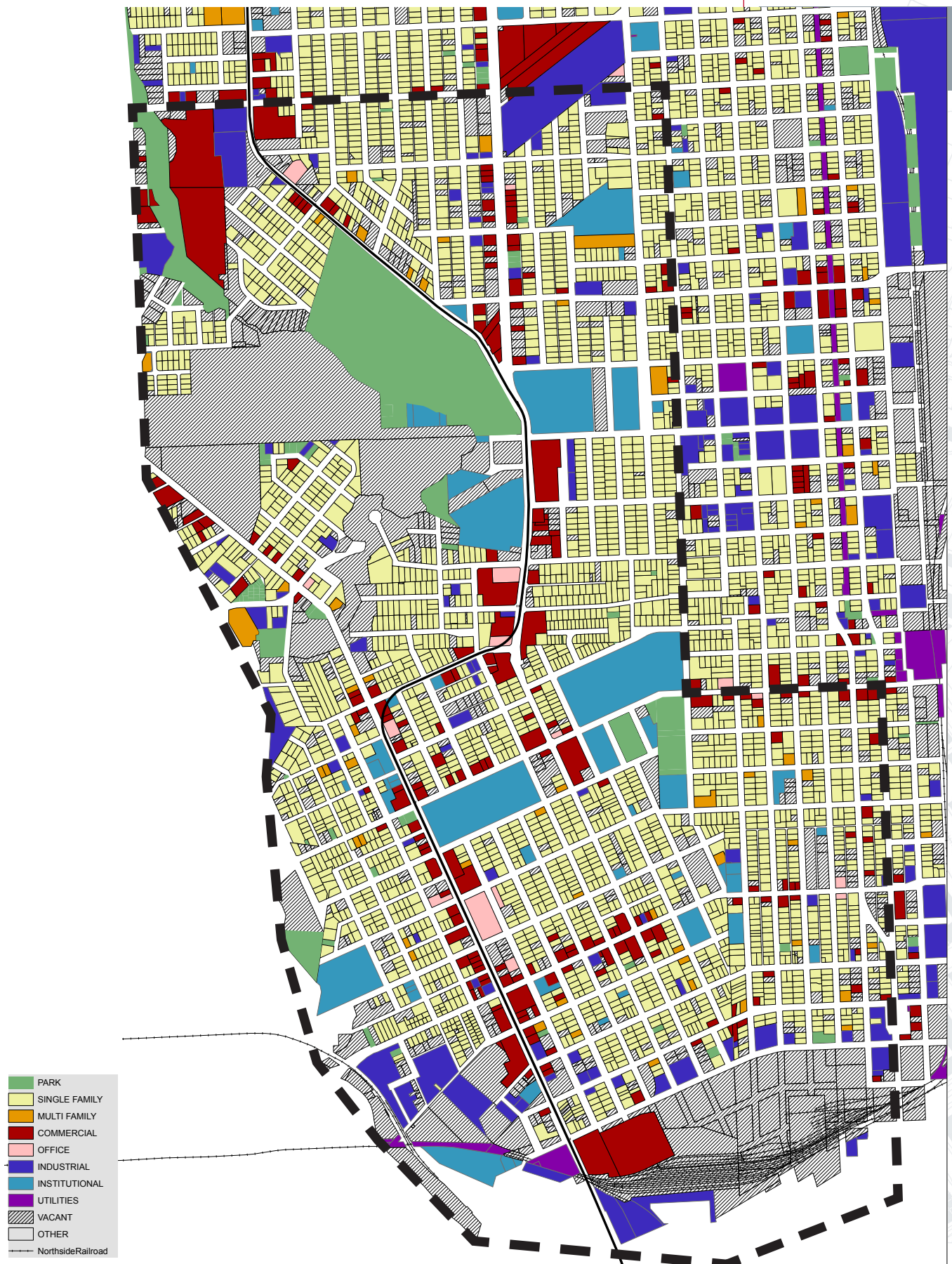
Northside has the potential for new development, especially within walking distance of new METROrail stations. Many existing buildings, especially along commercial corridors are also prime for redevelopment and adaptive reuse, meaning the restoration of buildings to fit new uses.



Auto-oriented uses line commercial corridors in the neighborhood.

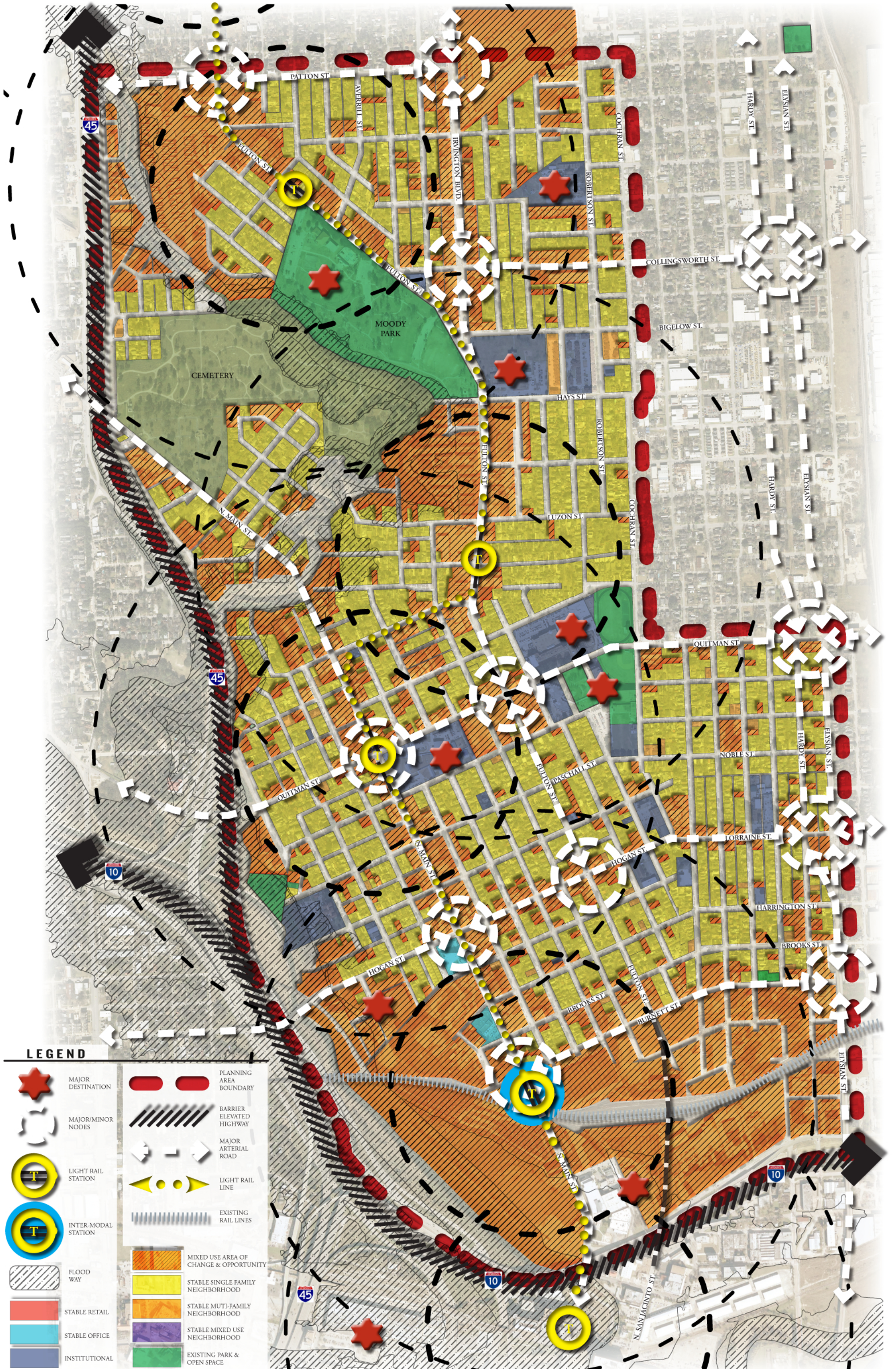


Many Northside single-family homes are historic in character



Existing Land Use Map (source: Harris County Appraisal District)





LEGEND

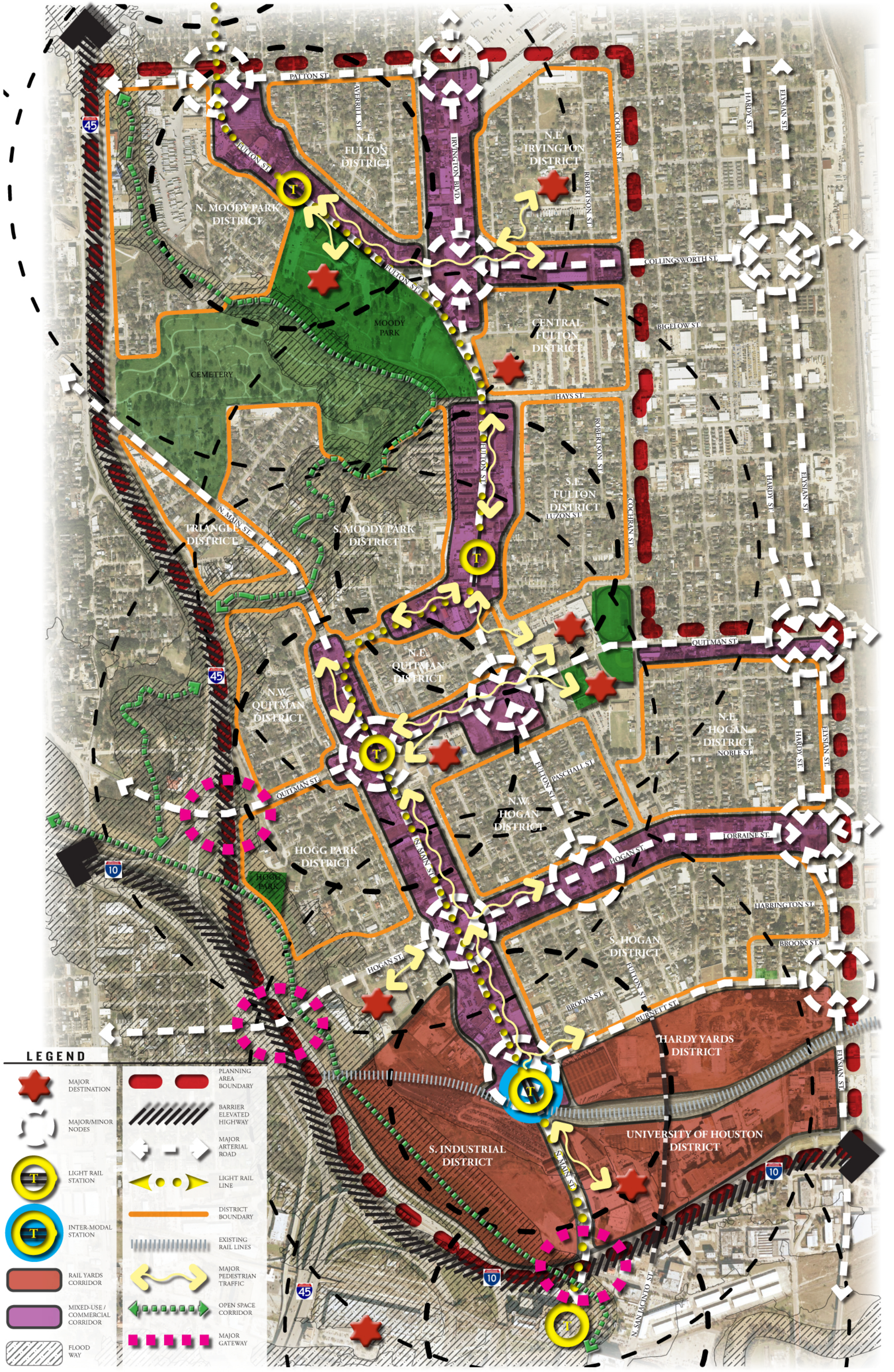
	MAJOR DESTINATION		PLANNING AREA BOUNDARY
	MAJOR/MINOR NODES		BARRIER ELEVATED HIGHWAY
	LIGHT RAIL STATION		MAJOR ARTERIAL ROAD
	INTER-MODAL STATION		LIGHT RAIL LINE
	FLOOD WAY		EXISTING RAIL LINES
	STABLE RETAIL		MIXED USE AREA OF CHANGE & OPPORTUNITY
	STABLE OFFICE		STABLE SINGLE FAMILY NEIGHBORHOOD
	INSTITUTIONAL		STABLE MULTI-FAMILY NEIGHBORHOOD
			STABLE MIXED USE NEIGHBORHOOD
			EXISTING PARK & OPEN SPACE

NORTHSIDE - LIVABLE CENTERS STUDY | ISSUES AND OPPORTUNITIES

VMWP PROJECT # 0933 | HOUSTON, TX | DECEMBER 18, 2009 | H-GAC

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NORTHSIDE - LIVABLE CENTERS STUDY | DISTRICTS / CONNECTIONS

VMWP PROJECT # 0933 | HOUSTON, TX | DECEMBER 18, 2009 | H-GAC



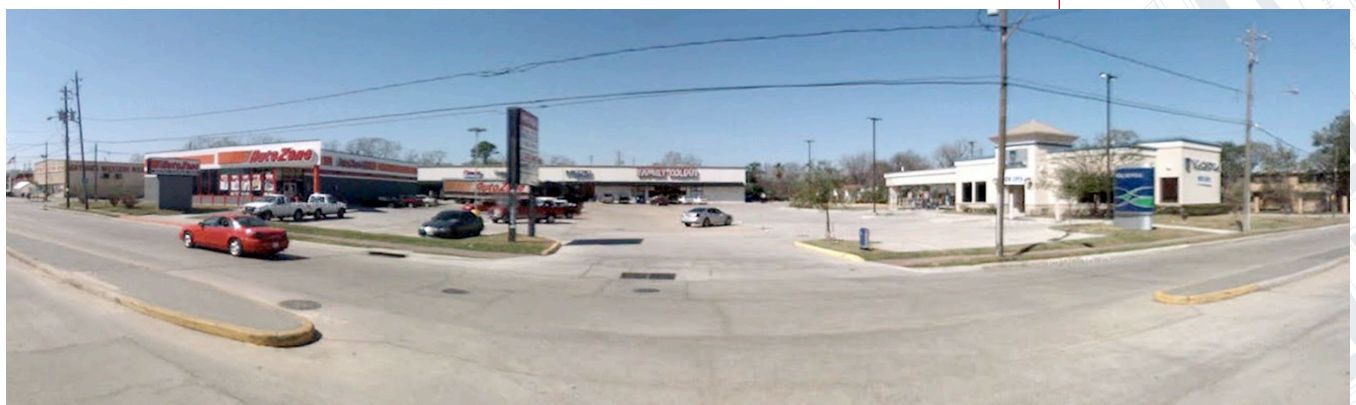
C. Issues and Opportunities

COMMERCIAL CORRIDORS - AUTO ORIENTED

The commercial corridors of Northside function as the main shopping and transportation routes through the community. They are also where the METROrail expansion is planned and the largest amount of change is likely to occur. Though historically walkable and urban in nature, in the past 50 years these corridors have been transformed into an auto-oriented environment. Along these corridors newer one-story buildings are set back from the street with surface parking lots in front. This orientation creates a pedestrian-unfriendly suburban character throughout the neighborhood. Signage is typically characterized by large pole-signs that are designed to be seen at high speeds. Pedestrian infrastructure is limited and in need of improvement and connections through parking lots from the sidewalk are often missing. Large curb-cuts create conflict between pedestrians and autos.



Auto-oriented buildings on East side of N Main Street at Hogan Street



Auto-oriented buildings on Fulton Street and Luzon Street

COMMERCIAL CORRIDORS - PEDESTRIAN ORIENTED

The Northside neighborhood retains pockets of commercial and mixed-use buildings that are pedestrian-scaled and adjacent to the sidewalk. The most significant clusters of these buildings are found at N Main and Harrington, N Main and James, N Main and Quitman, Hogan and Common, Quitman and Fulton, and Lorraine and Gano. These areas help to create a village-like scale and should be preserved and enhanced wherever possible. Throughout the country, areas with historic and walkable urban form, especially near transit stations, have been revitalized with new uses, building renovations and private investment. Many of these areas in Northside have the potential to become vibrant local centers providing much needed services for both new and existing residents.



Pedestrian-oriented buildings on N Main Street at Quitman Street



Pedestrian-oriented buildings on N Main Street at Paschall Street

DISTRICTS

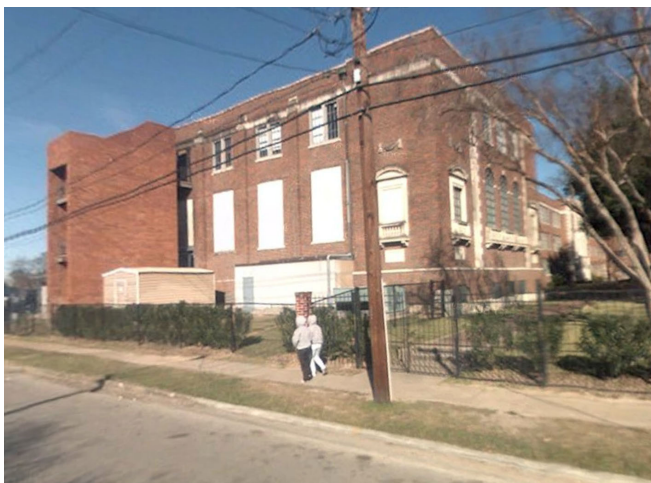
The Northside neighborhood is a very large area made up of a number of Districts. Generally, Districts are single-use neighborhoods that are bounded by commercial corridors such as N Main Street and Quitman Street. The residential Districts in the northern 3/4 of the study area contain the majority of “areas of preservation” and are likely to see much less redevelopment than properties along commercial corridors closer to stations. For the purposes of this study, the following Districts have been identified on the Districts/Connections Diagram, from north to south:

- North Moody Park District
- NE Fulton District
- NE Irvington District
- Central Fulton District
- Triangle District
- South Moody Park District
- SE Fulton District
- NW Quitman District
- NE Quitman District
- Hogg Park District
- NW Hogan District
- NE Hogan District
- S Hogan District
- S Industrial District
- Hardy Yards District
- University of Houston District

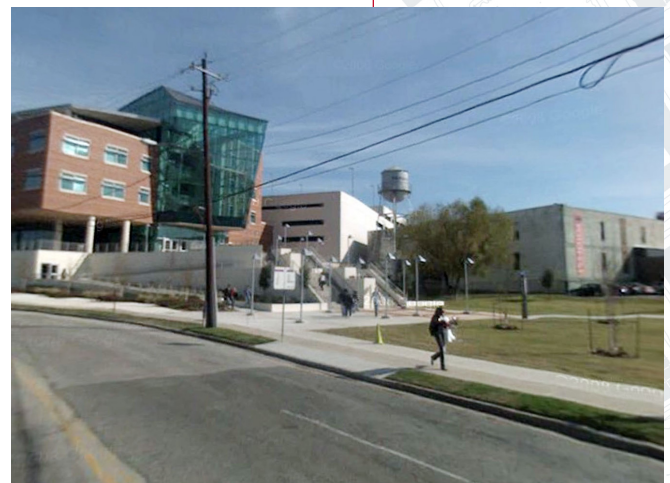
MAJOR DESTINATIONS

Major destinations within the Northside neighborhood include the University of Houston’s Downtown Campus, local public schools and parks. Existing retail and services along commercial corridors are also major destinations for workers and shoppers. These destinations are likely to draw a variety of transit riders and should be a focus of circulation improvements.

Connecting residents to transit and services is a major goal of the Livable Centers Program. The Districts/Connections Diagram shows important pedestrian connections to the Major destinations in the area. Streetscape improvements can help to create a safer, more attractive walking experience. Commercial corridors, especially within a 1/4 mile of transit stations, should be prioritized for improvements due to the highest anticipated volume of walkers and bikers.



Jefferson Davis High School is a major destination along Quitman Street



University of Houston buildings are major destinations along N Main Street

GATEWAYS

Gateways represent the entrances into the Northside neighborhood, typically on the edges of the overall district. The most noticeable gateway into Northside is coming north from Downtown Houston along N Main Street. Traveling under Interstate 10 and then below the rail tracks represents a clear entry point into the neighborhood. Other distinct gateways occur at Patton Street and Interstate 45, N Main and Interstate 45, at Quitman Street and Interstate 45, at Hogan Street and Interstate 45 and at Interstate 10 and Elysian Street.

These gateway areas are typically the first thing a visitor sees when entering Northside and should be attractive and welcoming. With the completion of the light rail line, new gateways will occur at stations along N Main and Fulton Streets. These stations will be the major points of entry for transit riders into the neighborhood.

BLOCK STRUCTURE

Because of its historic nature, the Northside neighborhood has an urban block pattern that is ideal for circulation of bicycles, pedestrians and autos. The blocks in the area south of Hogan Street are typically 200' x 300'. Blocks between Hogan Street and Boundary Street are typically 200' x 400'. Block sizes generally get larger in the northern portions of the neighborhood up to about 200' x 600'. New development within the Northside neighborhood should fit within the existing block pattern to ensure a high degree of connectivity and walkability.



Southern gateway at N Main Street and Interstate 10



Western gateway at Quitman Street and Interstate 45

D. Existing Open Spaces

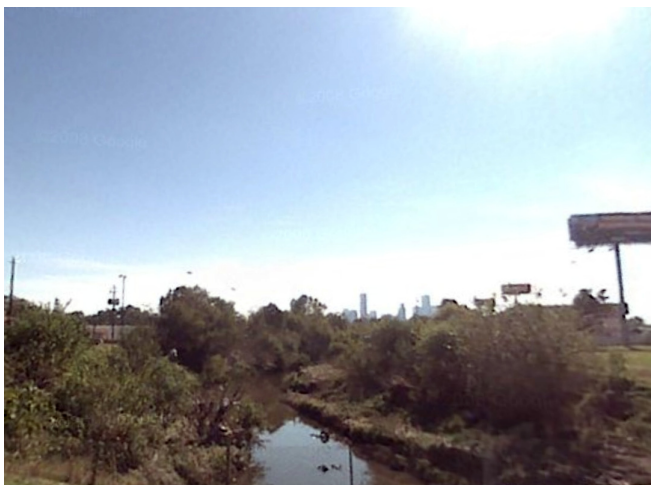
PARKS

The heart of the Northside neighborhood is Moody Park, located along Fulton Street just north of Hays Street. Moody Park contains an active recreation center, swimming pool, ballfields and passive recreation areas. Adjacent to Moody Park are the Hollywood and Holy Cross Cemeteries, which provide additional open space between the Park and Interstate 45. A new rail station will be located just one block to the north of Moody Park at Fulton and Beggs Street providing convenient non-auto access for park users. The pedestrian connection from the station to the Park and recreation center should be a key priority of the Livable Centers Study.

Hogg Park is a smaller open space in the western portion of the neighborhood just south of Quitman Street and adjacent to Interstate 45. Hogg Park surrounds the historic Sunset Hospital and is primarily passive in nature with no dedicated ballfields or other facilities. A John Castillo Park is located adjacent to Jefferson Davis High School and the public library and contains playground space, ballfields and passive recreational areas. Hennesy Park is a small, neighborhood oriented green space in the southern portion of the study area at the intersection of Providence and Maury Street. Hennesy primarily consists of a baseball diamond and seating areas.

BAYOUS

The Little White Oak Bayou runs through the western portion of the study area providing drainage and wildlife habitat along its length. The Bayou is currently underutilized as a recreational area and open space connection within Northside. The City of Houston Bikeway Program recently opened a section of the Little White Oak Bayou Trail from Sylvester Road south to Cavalcade Street, stopping just short of the northern border of the Study Area. There is tremendous potential to extend the existing trail through Northside, helping to weave the North Moody Park, South Moody Park, Triangle and NW Quitman Districts together while creating an alternative route to Downtown Houston.



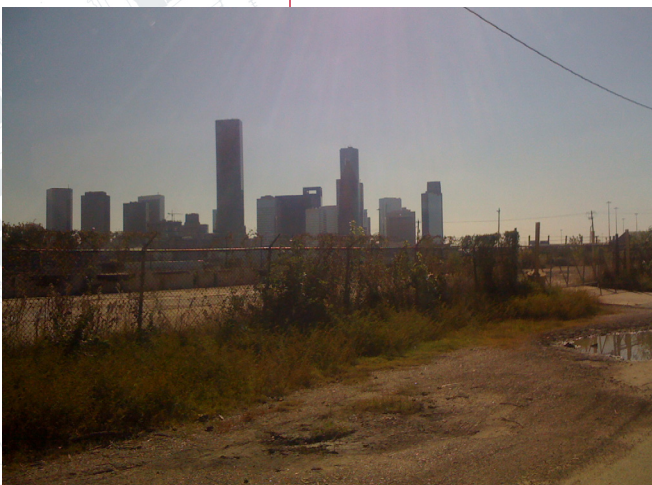
The Little White Oak Bayou is an underutilized open space corridor



Moody Park is a regional draw and central open space for the Northside neighborhood

E. Areas of Opportunity

“Areas of Opportunity” are defined as vacant and underutilized properties that have potential for redevelopment. The Districts that have the largest areas of opportunities include the Hardy Yards District, the University of Houston District, the South Industrial District and the North Moody Park District. A large amount of property along the major commercial corridors of N Main Street, Hogan Street, Quitman Street, Fulton Street, Collingsworth Street and Irvington Boulevard. The Livable Centers Study will focus proposed changes and neighborhood improvements on these areas of opportunities. The parts of Districts that are not designated as areas of opportunities are primarily single-family and/or historic in nature. These areas are not likely to change in character though they may have recommended pedestrian improvements. More than 50% of the buildings in the planning area were built in 1935 or earlier. The concentration is greater closer to Hardy Yards.



Hardy Yards is designated as a major area of opportunity



Many of the commercial corridors are designated as areas of opportunities



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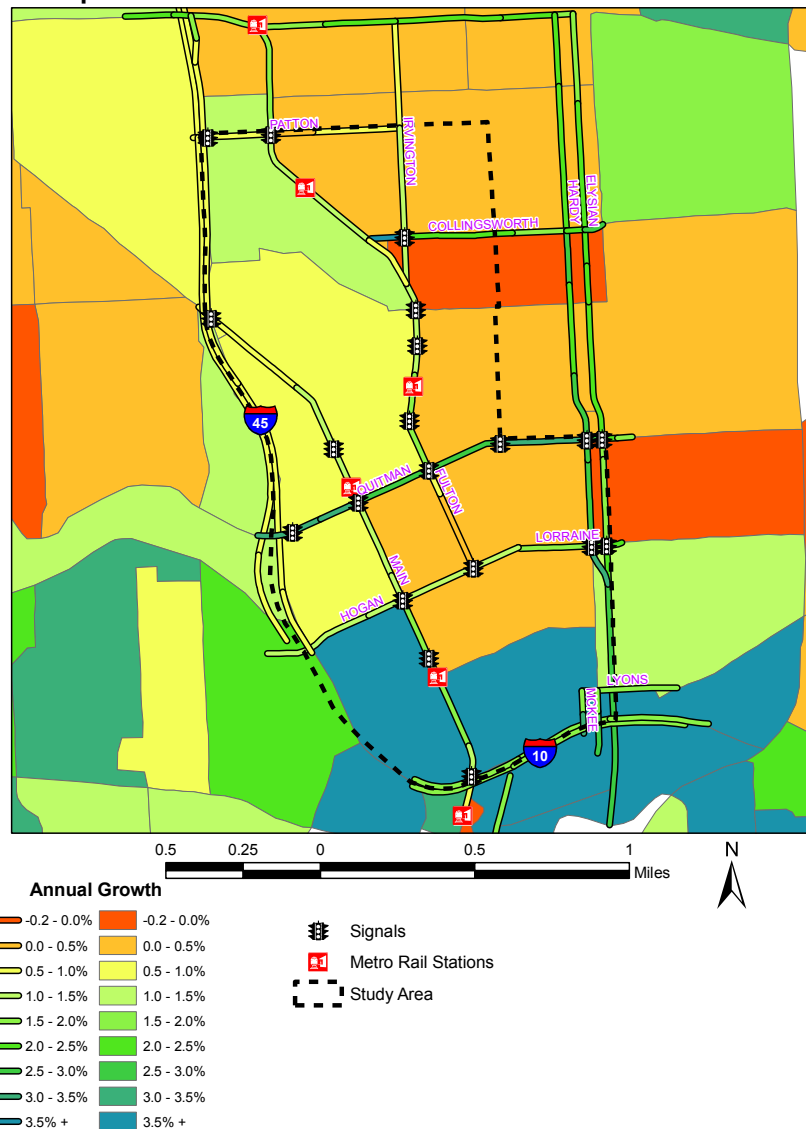




A. Northside Growth Trends

Population and employment in the study area are expected to experience at least moderate, and in some cases, rapid growth. Population is expected to grow rapidly in the rail yard areas north of IH-10, exceeding 3.5% through 2035. This is consistent with this being a large expanse of developable land near Downtown. Areas along IH-45 are expected to grow at a slower pace, between 0.5 to 1.5% annually through 2035. Most of the population growth is expected to occur in the first forecasted time period of 2009 – 2025. Beyond the 2025 horizon, only the rail yard areas are expected to keep growing rapidly. Population is expected to remain stable or decrease in the remainder of the study area.

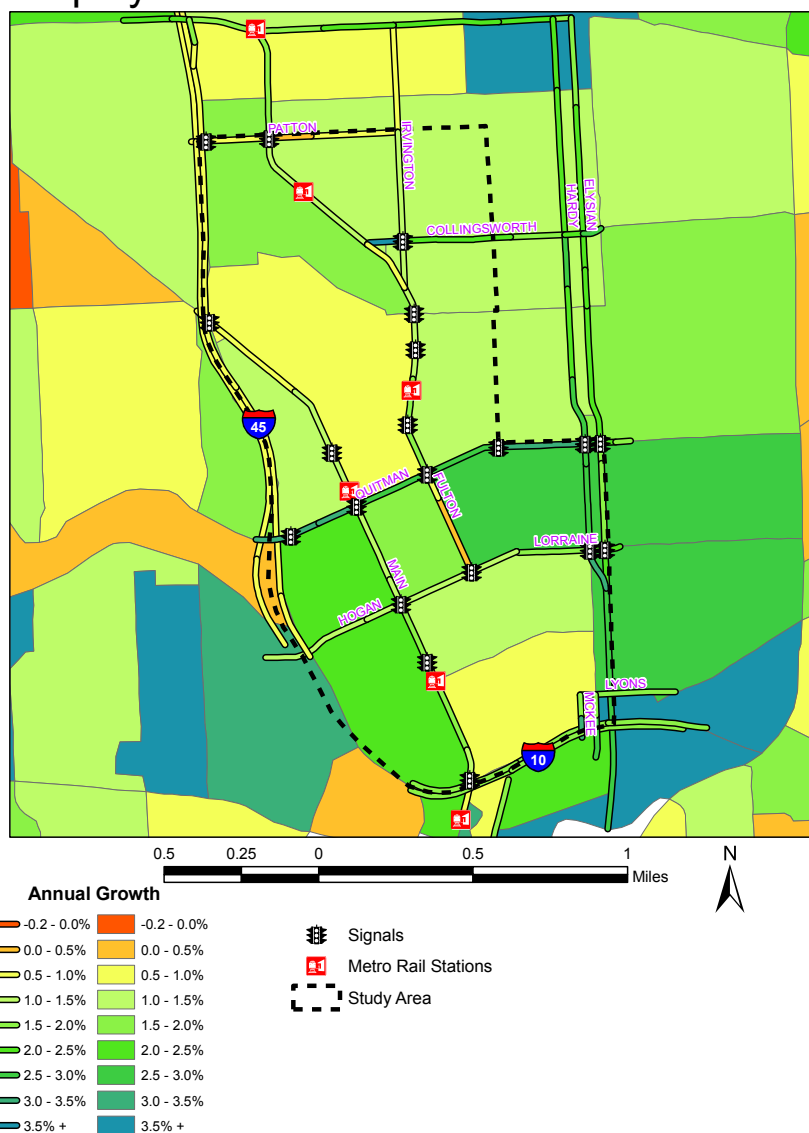
Population and Traffic Growth 2009 - 2035



Source: H-GAC Socioeconomic Forecast

Employment is expected to grow throughout the study area, averaging a moderate pace of between 1% and 3% per year, out to 2035. Traffic growth is predicted to be significant overall throughout the study area. Traffic on the east-west corridors of Quitman and Collingsworth is expected to grow rapidly through 2025 and moderately out towards 2035. Traffic on the Elysian – Hardy corridor is expected to grow moderately out to 2035 as well.

Employment and Traffic Growth 2009 - 2035



B. Existing Transit Service

Currently a large number of local bus routes travel down North Main into Downtown. It is expected that these routes may be reduced or truncated when the light rail extension begins operating on this route. This includes the #9 and #24 which enter the Northside from across IH-45. Similarly, the #15 on Fulton Street and possibly the #78 on Irvington Blvd. will likely be curtailed. Other local bus routes operate as follows:

- #60: North-south on Hardy/Elysian
- #5: East-West on Hogan/Lorraine
- #37 and #52: East-West on Quitman

Except for the #37, which crosses the Hogan/Crockett bridge into the First Ward, all these routes use North Main to enter Downtown.



Existing transit service in Northside

C. Sidewalk Conditions

Sidewalks in all areas are deemed to be either in good condition, poor condition or non-existent; “good condition” means there are no noticeable problems with the sidewalk and “poor condition” means that the sidewalks were cracked, uneven, had tilted/upended concrete, or were mostly covered by surrounding landscaping. Sidewalks along the streets where the light rail will be constructed are of low priority for improvements as part of this Livable Centers project, because those sidewalks are going to be replaced when the street is reconstructed to install rail.

The sidewalks near the proposed station at Main and Burnett are mostly non-existent or in poor condition. The sidewalks on Main Street, on the south side of Brooks, and near the University of Houston Downtown are the only area sidewalks in good condition. The streets east of Main Street are in a neighborhood that has many poorly maintained sidewalks that seem to be difficult to travel upon. The streets west of Main Street have no noticeable sidewalks.


The sidewalks near the proposed station at Main and Quitman exhibit a wide variety of conditions depending on exact location. The sidewalks along Main and Quitman themselves are in good condition. Southwest of the intersection of Main and Quitman, the sidewalks are mostly in poor condition. Some construction sites in this neighborhood had removed or blocked sidewalks at the time of the field survey. In the vicinity of the school near Quitman and South, west of the station, sidewalks are in generally good condition. Southeast of the intersection of Main and Quitman, the sidewalks are in good condition surrounding the (new) school bounded by Main, Quitman, Gentry, and Henry. South of the school, however, the neighborhood sidewalks are in poor condition. Northeast of the intersection of Main and Quitman, the sidewalks show a combination of poor and good conditions. Near schools and commercial areas the conditions are good, but the sidewalks further into the residential areas are in poor condition. Northwest of the intersection of Main and Quitman, sidewalks are mostly non-existent or in extremely poor condition. The exceptions are the sidewalks near the commercial area, which are in good condition, and along Fletcher and Morris Streets, which have sidewalks in good to very good condition.



Encouraging walking is a main goal of the Livable Centers Program



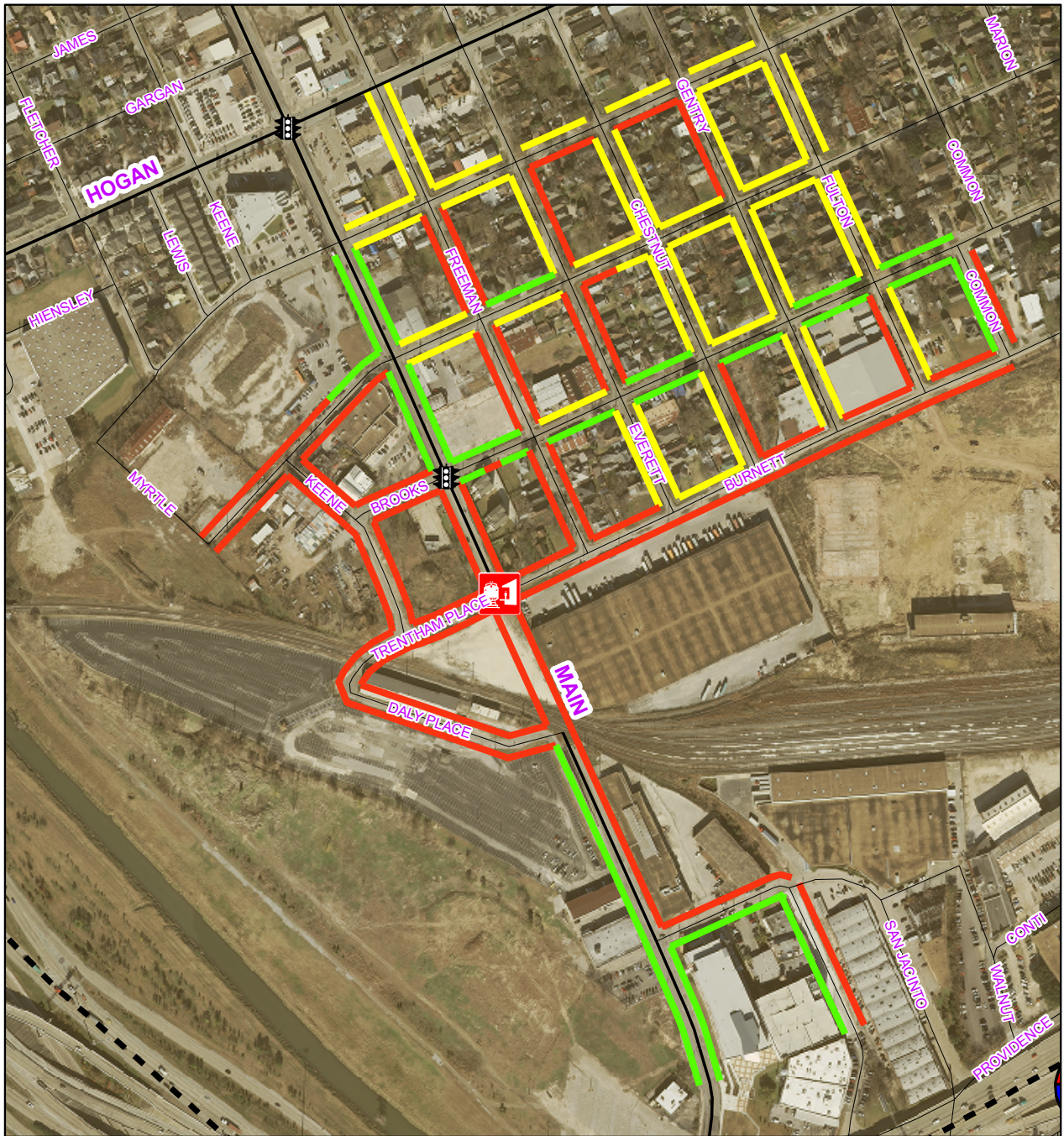
Many residential streets lack sidewalks in the Northside neighborhood



Near the proposed station at Fulton between Luzon and Panama, existing sidewalks are mostly in good condition, but in many places they are non-existent. The sidewalks existing near commercial or industrial areas and major streets such as Fulton, Boundary, Hays, Halpern, and Cochran are mainly in good condition. Residential areas near this station have either no sidewalks or poor sidewalks, with only a few exceptions along the south side of Luzon and the west side of Cetti. West of Fulton Street, the Irvington Village development has sidewalks in good condition throughout the complex.

The sidewalks surrounding the proposed station at Fulton south of Catherine are mainly non-existent. Where sidewalks do exist, they are mostly in poor condition. The few exceptions with sidewalks in good condition include south of Erin and east of Averill, as well as the residential area west of Fulton. Fulton Street itself has sidewalks in good condition on the west side of the road and sidewalks in poor condition on the east side of the road.

Sidewalk Conditions: Burnett Station



Condition

— Excellent

— Fair

— Poor

— No sidewalk



Signals



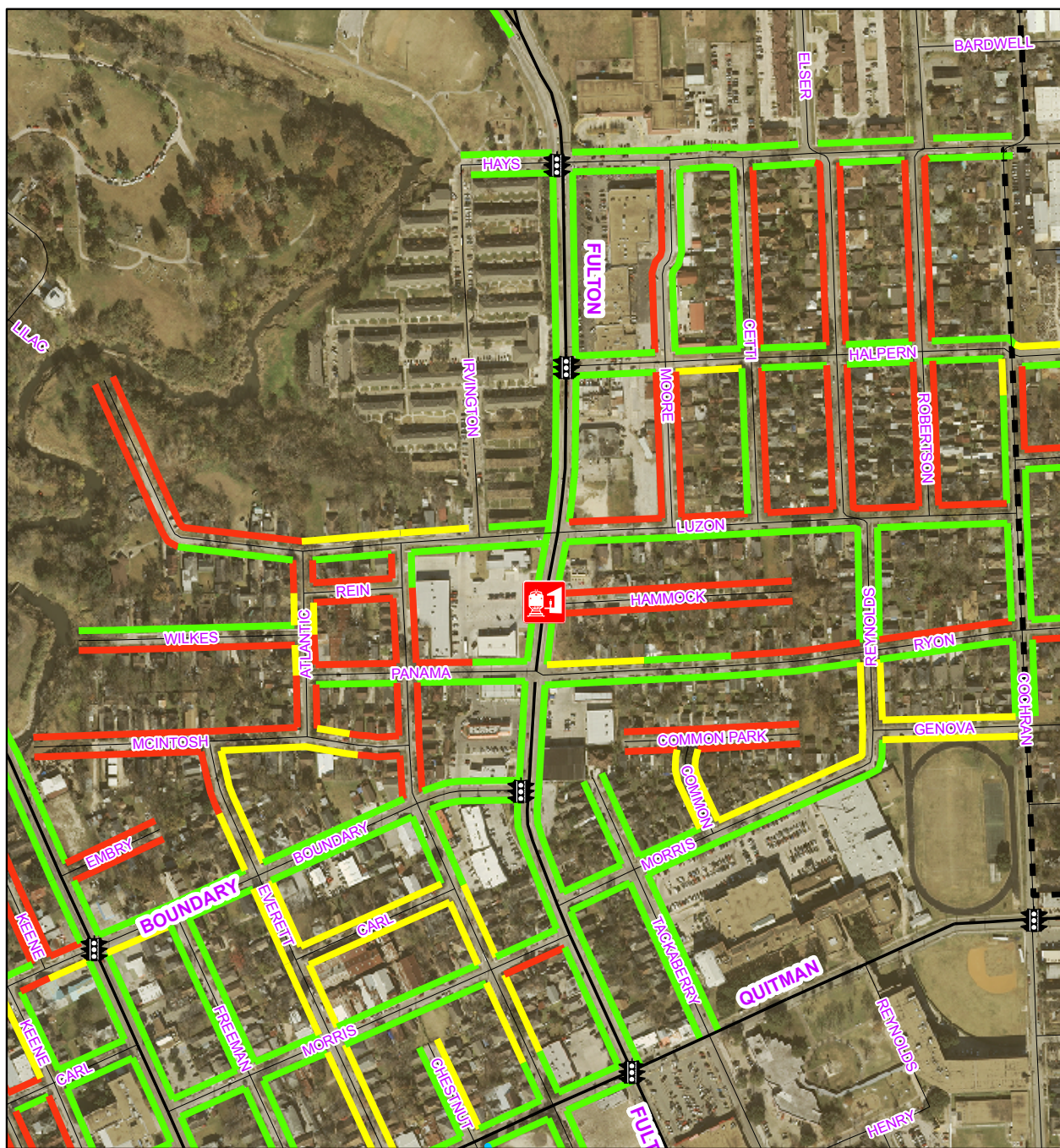
Metro Rail Stations



Study Area

Source: LAN field observations

Sidewalk Conditions: Boundary Station



Condition

Excellent

Fair

Poor

No sidewalk



Signals



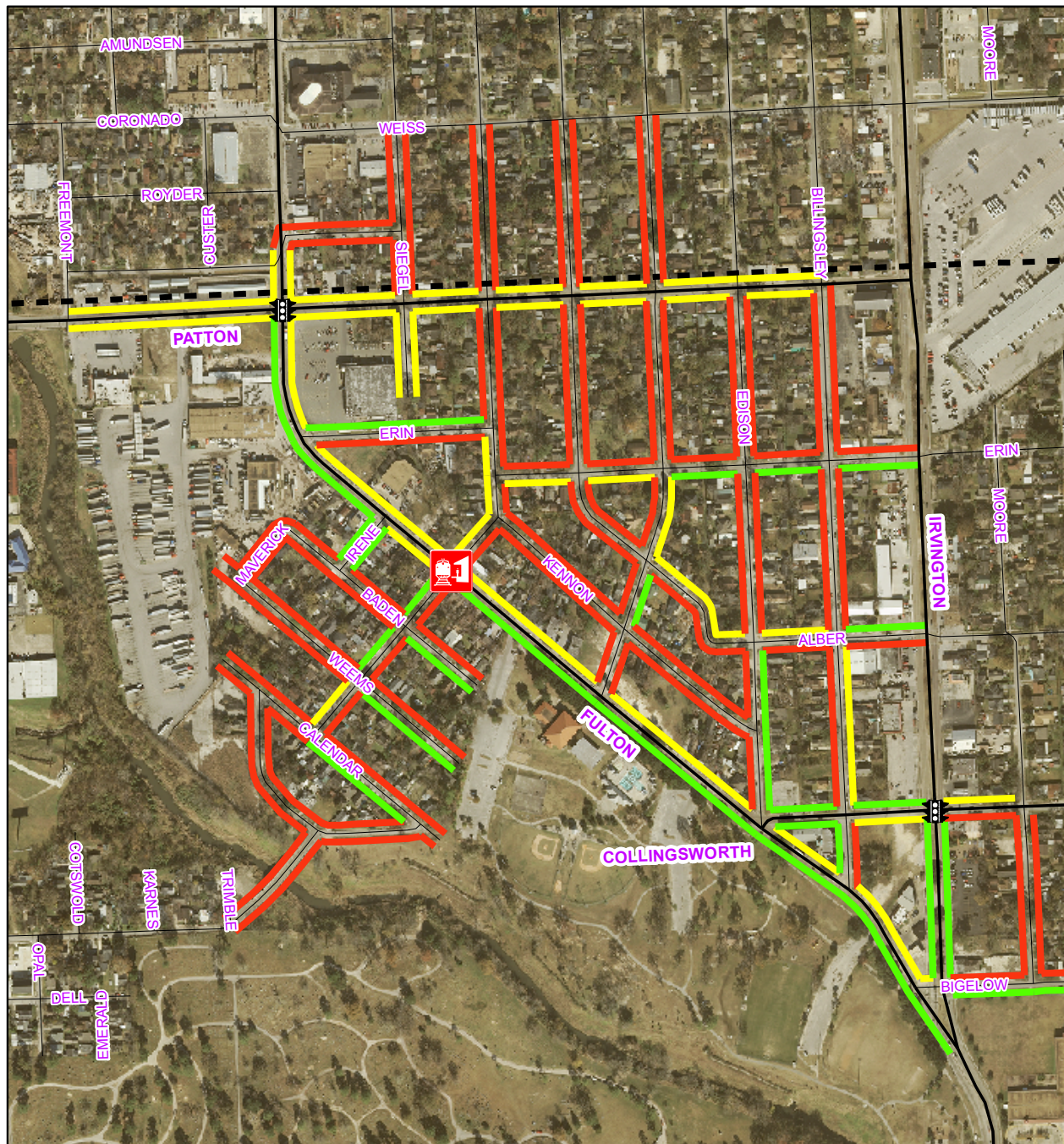
Metro Rail Stations






Study Area

Source: LAN field observations

Sidewalk Conditions: Moody Park Station



Condition

- Excellent
- Fair
- Poor
- No sidewalk
-  Signals
-  Metro Rail Stations
-  Study Area

Source: LAN field observations

D. Signal Inventory

The majority of traffic signals in the Northside study area have all the recommended pedestrian elements, the notable exceptions being Main at Brooks and Main at Boundary. These recommended elements include crosswalk striping, pedestrian call buttons, “walk/don’t walk” signal heads with countdown timers, and ADA-compliant curb ramps. Since these intersections are along the route of the light rail, it is anticipated that METRO will reconstruct these signal to current standards. In some cases along the freeway frontage roads, where there are pedestrian signal heads and countdowns but no call buttons, these are likely pre-timed signals with a pedestrian phase programmed in. The most pressing issue is the curb ramps which, while provided in almost all cases, do not meet ADA standards for contrasting color and detectable pavement edge (truncated domes).

Traffic Signals - Northside

Street1	Street2	Crosswalks?	Ped Buttons?	Ped Heads?	Countdowns?	Ramps?	ADA-OK?
Fulton	Patton	Yes	Yes	No	No	Yes	No
Fulton	Collingsworth	Yes	Yes	Yes	Yes	Yes	No
Collingsworth	Irvington	Yes	Yes	Yes	Yes	Yes	No
Fulton	Irvington	Yes	Yes	Yes	Yes	Yes	No
Fulton	Hays	Yes	Yes	Yes	Yes	Yes	No
Fulton	Halpern	Yes	Yes	Yes	Yes	Yes	No
Fulton	Boundary	Yes	Yes	Yes	Yes	Yes	No
Fulton	Quitman	Yes	Yes	Yes	Yes	Yes	No
Fulton	Hogan	Yes	No	Yes	Yes	Yes	No
Main	IH-45	Yes	No	Yes	Yes	Yes	No
Main	Boundary	Yes	No	No	No	Yes	Old Standard
Main	Quitman	Yes	Yes	Yes	Yes	Yes	No
Main	Hogan	Yes	Yes	Yes	Yes	Yes	No
Main	Brooks	No	No	No	No	Yes	No
Main	IH-10	Yes	No	Yes	Yes	Yes	No
Lorraine	Hardy	Yes	Yes	Yes	Yes	Yes	No
Lorraine	Elysian	Yes	Yes	Yes	Yes	Yes	No
Quitman	Cochran	Yes	Yes	Yes	Yes	Yes	No
Quitman	Hardy	Yes	Yes	Yes	Yes	Yes	No
Quitman	Elysian	Yes	Yes	Yes	Yes	Yes	No
Quitman	South	Yes	Yes	Yes	Yes	Yes	No

Source: LAN field observations







A. TOD Market Overview

This section describes the market for new development in the Northside neighborhood and the likely impact of the future light rail extension on the market. The extension is planned to be completed by 2012 and will link the Northside neighborhoods directly to downtown, the Texas Medical Center, and other major regional destinations. A variety of studies illustrate that the introduction of transit can have a significant impact on property values and development activity – however this impact varies widely among station areas, and can be difficult to predict.

Three main factors influence the potential for new development and neighborhood change near new transit stations:

- **Market demand:** Transit alone is rarely enough to “make” a market for development where it does not otherwise exist. Places that are already experiencing development activity or other kinds of investments are more likely to experience market impacts from new transit. Similarly, in urban locations, the introduction of transit does not typically fundamentally alter the kinds of land uses in the station area. Neighborhoods such as the Northside neighborhood that are primarily residential in character do not typically become employment centers, nor do employment centers change to become primarily residential neighborhoods.
- **The nature of development opportunity sites:** In growing regions such as Houston, larger infill development sites in central locations can be very desirable development opportunities. Larger sites (at least two to three acres) allow developers to achieve “economies of scale”, and are typically more profitable and financially feasible for developers to undertake than smaller infill projects.
- **Accessibility and transit connections:** Fundamentally, the value of new transit is the improved access it provides to places in the transit system. When transit connects a residential area to a major retail, employment, or entertainment cluster, these amenities can influence market activity in the linked housing market. In cases where a major activity center such as downtown Houston is only a few stops down a transit line, the impact of the connection on the housing market can be strong. However, the more distant the two areas are from each other, and the greater the time-savings associated with driving as opposed to transit, the less influence the transit connection will have.

In evaluating the likely impact of transit on existing neighborhoods, it is also important to consider the impact that the new transit may have on the travel patterns of existing residents and workers. For employment centers, the type, mix, and growth rate of jobs can play a key role. Workers in certain jobs, including those in professional, technical, or financial services or in insurance, universities, government, or quasi-public agencies, tend to make use of transit at a much higher rate than those who work other industries. The degree to which the employment opportunities found in these activities centers match the skill-base of existing neighborhood residents, the more existing residents be able to make use of the transit investment to expand their employment access; to the degree that there is a mismatch between these jobs and the skills needed, the neighborhood may be vulnerable to a change in its demographic character. The following sections outline the market conditions in the Northside and describe the likely impact of new transit.

OVERVIEW OF THE MARKET FOR RESIDENTIAL TOD

Nationally, there has been a growing interest among households in living in more transit-oriented and walkable communities, which has been evidenced by the tens of thousands of new condominiums and apartments built near rail systems throughout the United States over the last ten years. While in 2000, only 6 million households lived near transit, the Center for Transit-Oriented Development (CTOD) forecasts that over 15 million households nationally will have an interest in living near transit by 2030, based on recent trends. Figure 1 shows that, while this demand is primarily among single person households, nonfamily households, and married couples without children, one-fifth of demand is among households with children. The diversity of this TOD demand across numerous household types, age groups, and income levels suggests that there is no one-size-fits-all solution to building near transit. Transit oriented development needs to occur with different densities, mix of land uses, and affordability levels in order to accommodate the full range of households interested in living near transit.

The presence of a rail station may draw households that would not otherwise consider living in the Northside neighborhood, provided the station area can offer the amenities of an urban lifestyle, including the potential to walk to shopping, services, and entertainment uses.

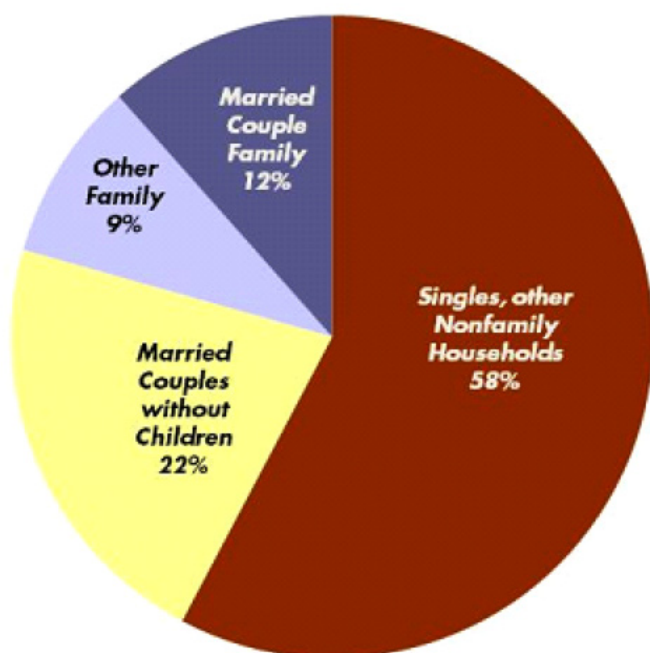


FIGURE 1: Distribution of National Demand for TOD by Household Type, 2030. Source: Center for Transit-Oriented Development, 2006

B. Existing Conditions

While the Northside has some employment-generating uses along its commercial corridors and within the industrial area at its southern edge, the neighborhood is primarily residential in character. The commercial uses that do exist along the corridor are in the form of small-scale, community-serving uses and restaurants. Many of these are underutilized and represent opportunities for potential redevelopment.

In 2009, the area had approximately 14,191 residents living in 3,914 households (Table 1). The following analysis is a summary of the key characteristics of the neighborhood's residential population.

HOUSEHOLDS IN NORTHSIDE ARE LARGER THAN AVERAGE FOR HOUSTON

Whereas the average household size in Houston is 2.7 persons and in the Houston metro area is 2.8 persons, the households in the Northside average 3.5 (Table 1 and Figure 2). Consequently, in order for potential new housing construction to meet the needs of existing residents, it would need to include 3- and 4-bedroom units, in addition to the smaller bedroom units that are more typical for multifamily housing. (For the purposes of this demographic analyses, the Northside is defined as the area within the following US Census block groups: Tract 2103, Groups 1, 2, 3, 4, and 5; Tract 2104, Groups 2, 3, and 4; and Tract 2105, Groups 4, 5, and 6.)

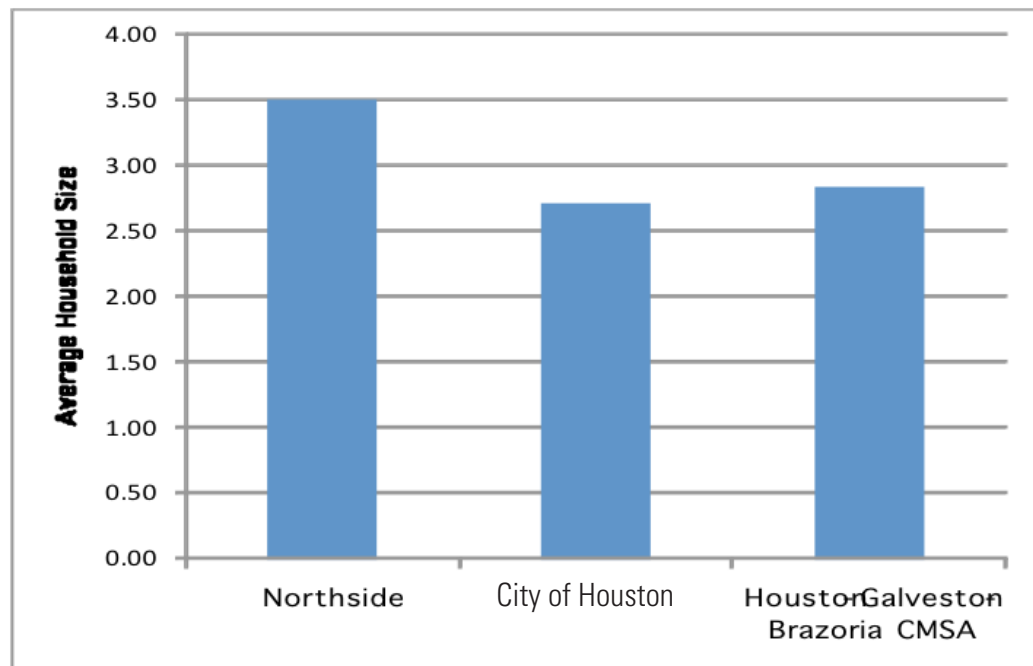


FIGURE 2: Average Household Size. Source: Claritas, 2009, Strategic Economics, 2009

LITTLE HOUSING DEVELOPMENT OCCURRED BETWEEN 2000 AND 2009

In the midst of the housing bubble, which was accompanied by a dramatic 24 percent increase in housing construction in Houston, the housing stock only increased by five percent in the Northside. Over this period, the number of households in the neighborhoods increased by an even smaller margin (two percent), leading to a slight increase in the vacancy rate (Table 2 and Figure 3). Given that pressures for new housing construction have diminished since the peak of the market, this suggests that the demand for new housing will be limited in the near-term. However, the implementation of light rail may cause this to change over a longer time horizon.

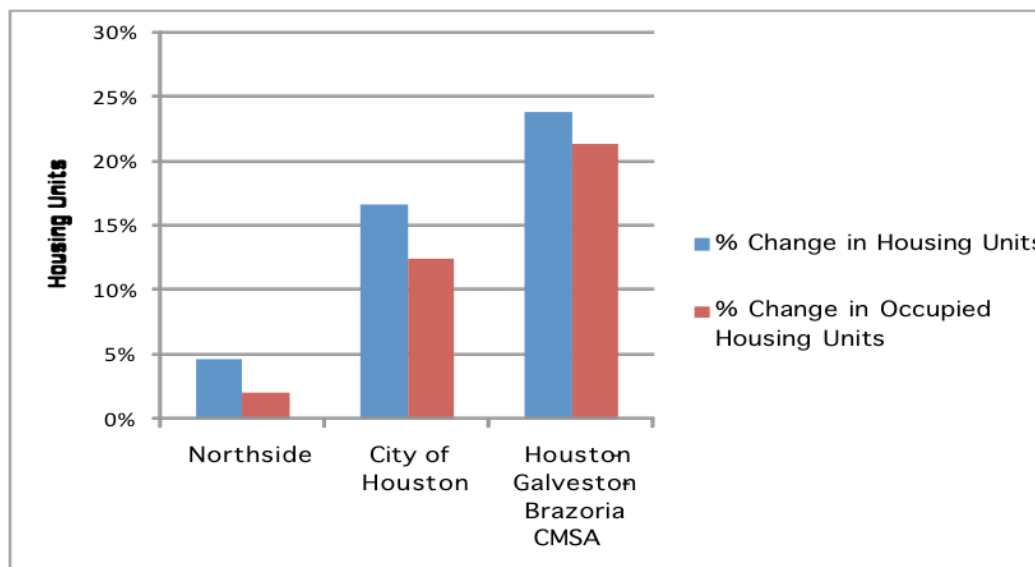


FIGURE 3: Change in Housing Units, 2000-2009. Source: U.S. Census; Claritas, 2009; Strategic Economics, 2009

MORE THAN 2/3 OF RESIDENTS OVER THE AGE OF 24 LACKED A HIGH SCHOOL DIPLOMA IN 2009

This is more than double the rate for Houston as a whole. Similarly, less than five percent of these residents earned a bachelors degree or higher, compared to 27 percent for the city as a whole. The extent to which the light rail improves jobs accessibility for residents will depend in part on the kinds of jobs located along the light rail corridors (Table 3 and Figure 4).

MORE THAN 90 PERCENT OF RESIDENTS IDENTIFY AS LATINO/A

In comparison, in 2009 only half that number (44 percent) identified as Latino/a in Houston; even fewer (34 percent) identified as Latino/a in the Houston metro area. This strong neighborhood ethnic identity may serve as an asset or as a barrier for new development in the area (Table 4 and Figure 5).

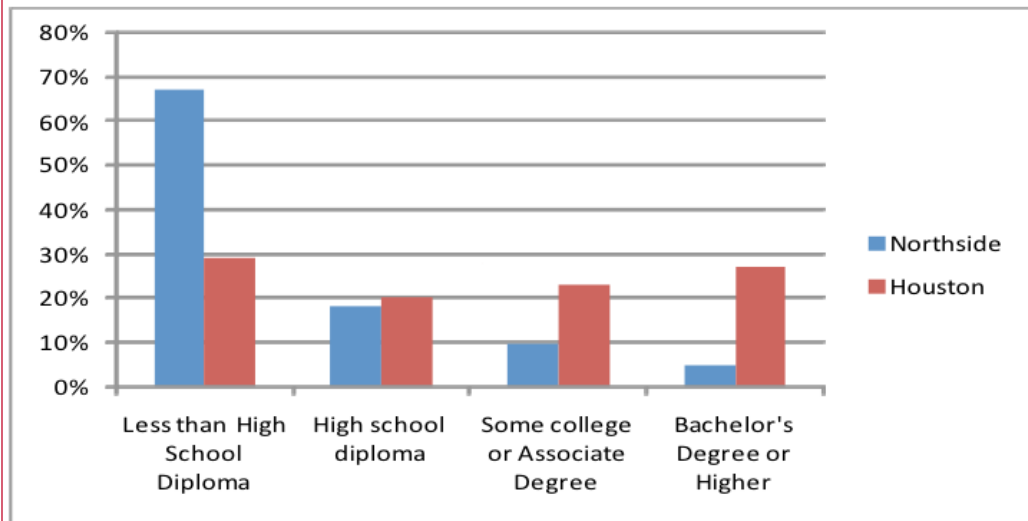


FIGURE 4: Educational Attainment, 24 Years and Older, 2009. Source: Claritas, 2009, Strategic Economics, 2009

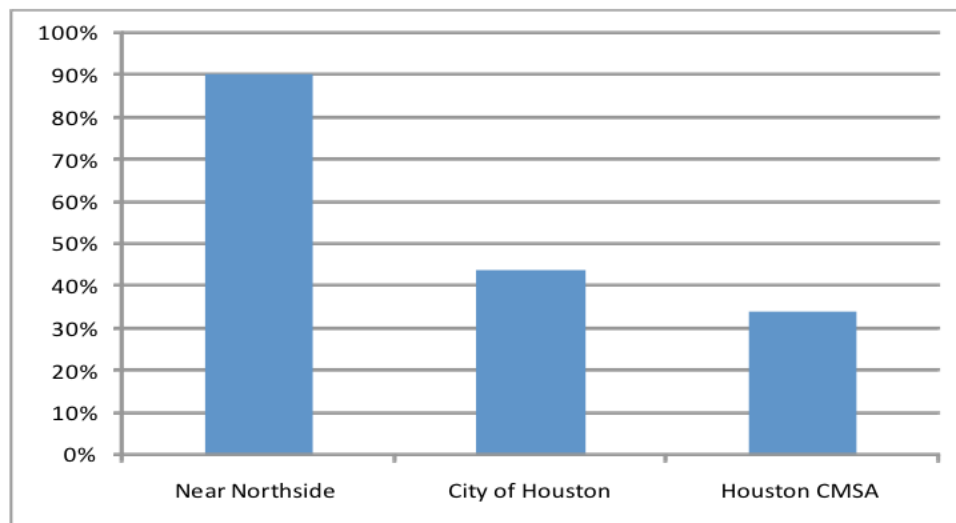


FIGURE 5: Share of Population that is Latnola or Hispanic (any race), 2009. Source: Claritas, 2009, Strategic Economics, 2009

NEARLY HALF OF NEIGHBORHOOD HOUSEHOLDS OWN THEIR OWN HOMES

As shown in Table 2 (Appendices), 43 percent of occupied housing units in the neighborhood are owner-occupied. This is comparable to the overall rate of owner-occupancy in Houston as a whole. It is generally true that the more northerly districts have higher rates of homeownership than those further to the south- all the districts areas north of Hays Street have more owners than renters, while all those south of that line have more renters than owners. This, coupled with the proximity of the southern portion of the study area to downtown and the concentration of subsidized units to the north, suggests that the southern districts may be more vulnerable to gentrification than the northern ones.

NEARLY HALF OF WORKING RESIDENTS ARE EMPLOYED IN BLUE COLLAR OCCUPATIONS

In 2009, 23 percent of neighborhood workers were employed in Construction, Extraction, and Maintenance and another 21 percent were employed in Production, Transportation, and Material Moving. In comparison, in the metro area as a whole, these jobs accounted for 11 percent and 12 percent of all jobs, respectively (Table 5 and Figure 6).

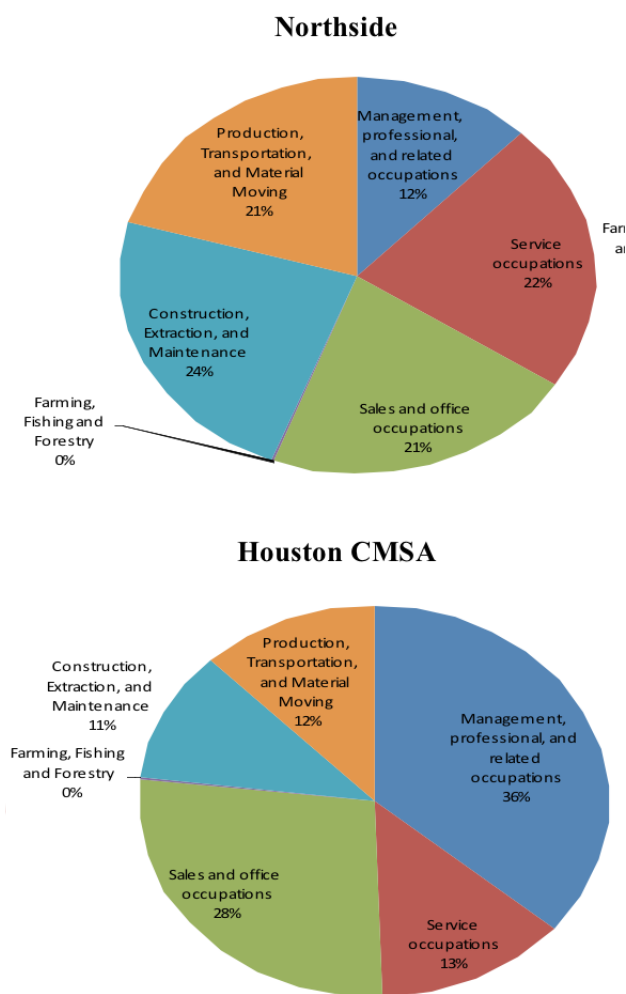


FIGURE 6: Occupations of Residents, 2009. Source: Claritas, 2009, Strategic Economics, 2009

HOUSEHOLDS IN NORTHSIDE HAVE BELOW-AVERAGE INCOMES

In 2009, the median household income for the neighborhood was \$32,367, well below the metro area median household income of \$55,113. 23 percent of households had incomes of less than \$15,000, compared to 11 percent of households in the region (Table 6 and Figure 7).

HOUSING UNITS IN NORTHSIDE ARE MORE LIKELY TO BE OVERCROWDED

In 2000, 30 percent of housing units in the neighborhood were overcrowded, meaning that there was more than one resident per room (Figure 8). This was nearly twice the rate in the rest of the city and three times the rate in the region as a whole. It is likely that this reflects a large number of multi-generational households, as well as unrelated individuals that share housing to reduce their rent burden. These households are likely to be vulnerable to increases in housing costs.

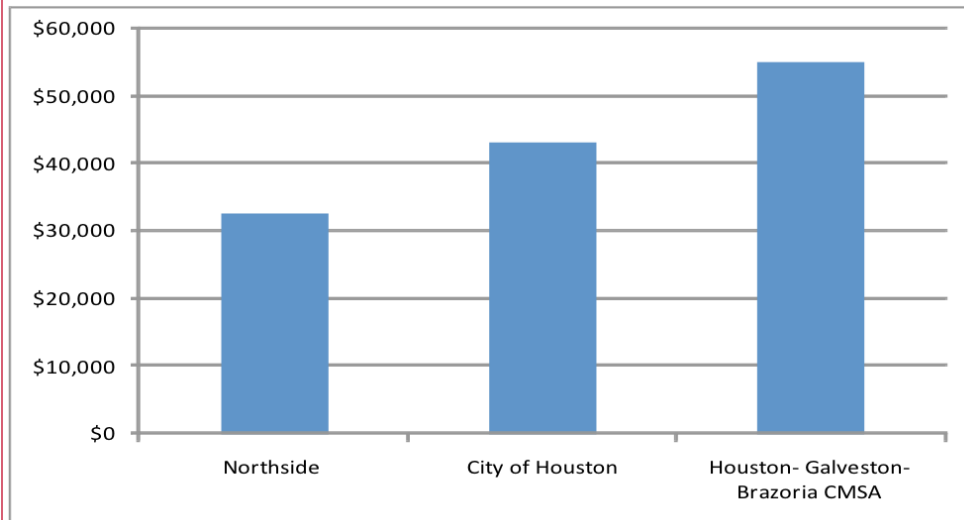


FIGURE 7: Median Household Incomes, 2009. Source: Claritas, 2009, Strategic Economics, 2009

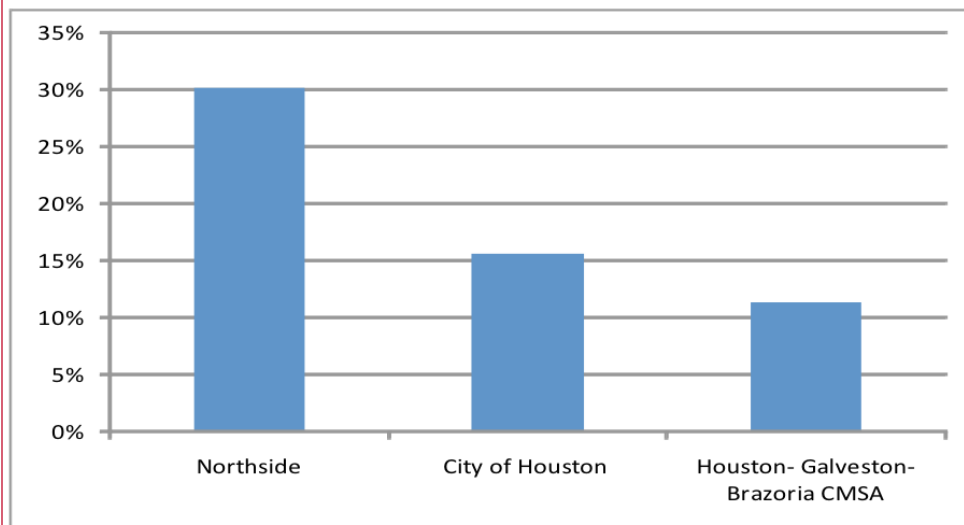


FIGURE 8: Housing Units with One or More Persons per Room, 2000. Source: 2000 U.S. Census; Claritas, 2009, Strategic Economics, 2009

CURRENTLY, COMMUTE PATTERNS FOR NORTHSIDE RESIDENTS ARE WIDELY DISPERSED THROUGHOUT THE HOUSTON REGION

Although many residents work destinations in downtown, Greenway Plaza, or the Texas Medical Center, no single zipcode accounts for a high percentage of jobs held by Northside residents (Figure 9 and Tables 7-9). A quarter of workers who live in the neighborhood work outside of the city of Houston, including more than 10 percent who commute to destinations outside of Harris County. This dispersed commute pattern is difficult to serve by mass transit and suggests that, for most current residents, the light rail may not significantly improve accessibility to jobs.

Once built, the Red Line extension will run along one of the Northside's primary commercial corridors. Consequently, in addition to providing a transit service for the neighborhoods residential population, it will also serve people who work and shop in Northside. As of 2006, the neighborhood was home to 3,203 jobs. Nearly half of these were either in Retail Trade (23 percent) or Wholesale Trade (23 percent) (Table 10). Other major sectors included Transportation and Warehousing (16 percent), Construction (9 percent), and Health Care and Social Assistance (6 percent). These workers come from all over the region (Figure 2). Although 6 percent of Northside workers are also residents, no other zip code is home to more than 3 percent of the labor force (Tables 11-13). As with the commuting pattern for residents, this will limit the usefulness of light rail service for existing workers.

Given the low intensity of these commercial uses and the fact that neighborhood workers commute from across the region (see Figure 10), new light rail stations in the neighborhood are expected to primarily serve the residential population. The enhanced transit service in the area will make employment in one of the job clusters and entertainment centers on the existing Red Line corridor (including downtown, the Texas Medical Center, Rice University, and Reliant Park) more accessible to residents. It will also make the area a more appealing place for people with jobs in these employment centers to live.



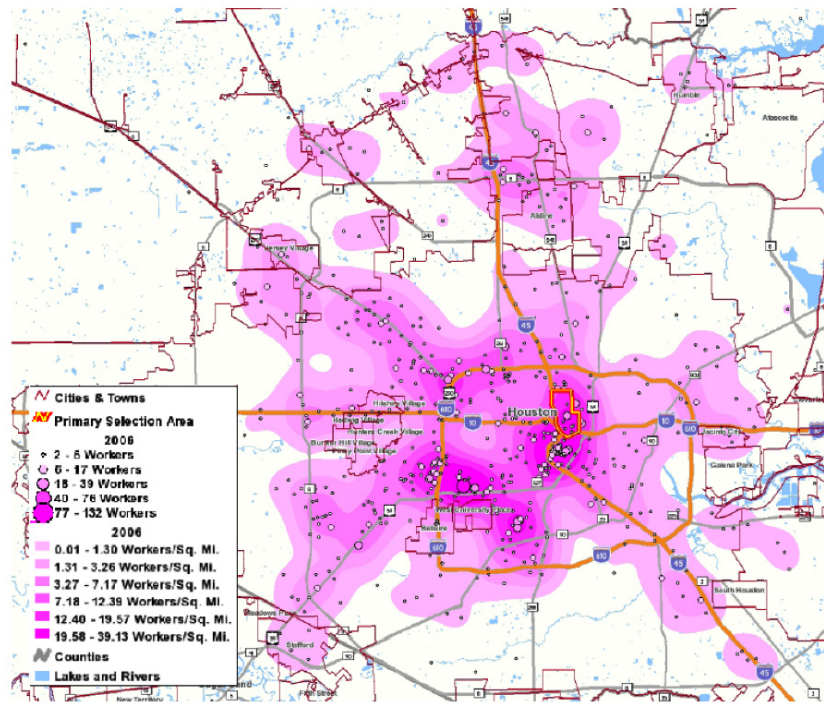


FIGURE 9: Workplace Locations of Northside Residents. Source: LEHD 2006, Strategic Economics, 2009

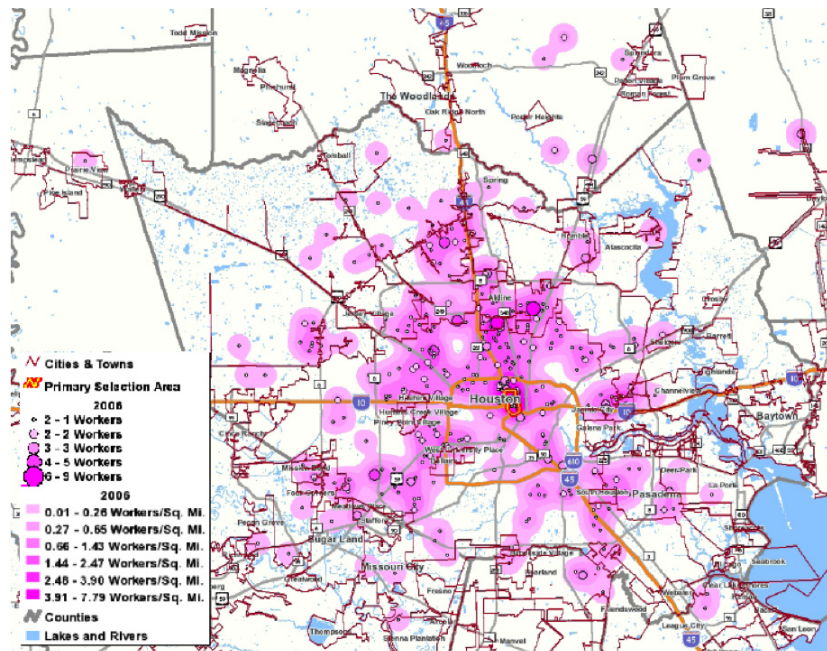


FIGURE 10: Residences of Northside Workers. Source: LEHD 2006, Strategic Economics, 2009

C. Recent Development Activity and Trends

In recent years, the vast majority of new development in the Northside has been in the form of subsidized housing. In 2002, Fulton Village, a 108-unit mixed income tax-credit project was opened by the Houston Housing Authority. This new development lies two blocks from a 308-unit Public Housing complex, Irvington Village, which was originally constructed in 1941, but has been undergoing modernization since 2008. Since 2000, the Avenue Community Development Corporation has helped to develop 49 single family homes, and 10 apartments in the neighborhood, most of which are income-restricted. This organization is also currently developing Fulton Gardens, a 49-unit retirement community for low-income seniors and Avenue Place, a major development that will include 144 apartments (of which 115 will be mixed-income affordable and 29 will be market rate) and 96 detached homes for low- and moderate-income families. While these affordable and mixed-use projects serve a critical need for the neighborhood and region, market-rate residential and commercial investment in the area has been limited and small in scale.

Hardy Yards, a 50-acre former rail yard at the southern-most edge of the neighborhood is poised to host a transformative development that may include as many as 3,000 new homes, in the form of townhouses and mid- and high-rise buildings. In addition, up to 120,000 square feet of retail and 500,000 square feet of office is planned. Since the downturn of the housing market, however, this project has been on hold. An extension of San Jacinto Street, connecting from the site to downtown, is necessary for the project's success. The extension has been approved under the 2009 Major Thoroughfare Plan, but currently has no allocated funding.





D. Key Market Findings

NEW MARKET-RATE HOUSING IS NOT FEASIBLE IN THE SHORT TERM - DEMAND MAY GROW WITH RAIL

The lack of recent market rate construction in the Northside suggests that there is little existing market for new housing. It is reasonable to believe that the light rail will increase demand for new market-rate housing, especially among downtown or Texas Medical Center workers. In the near-term (10-15 years), this will mostly be manifested in the rehabilitation and repair of existing homes. However, a pattern often observed in similar markets is that this initial wave of rehabilitation eventually encourages new small-scale development, which in turn helps build the market for larger, higher-density projects. It is likely that development activity will be slow in the near term, and may require one or more smaller projects to demonstrate the demand for mid-to-high density housing in the neighborhood. Because sites along commercial corridors are typically better suited for higher-density, mixed-use development, they typically are not the first to redevelop, and developers will instead wait until the market is stronger and can support higher development costs.

THE FUTURE OF HARDY YARDS WILL HAVE A MAJOR IMPACT ON THE REST OF NORTHSIDE

If constructed as planned, the Hardy Yards development will represent the first major addition of market-rate housing in the neighborhood in recent years. It would also include a major retail and office component, bringing a large number of people to the area both for shopping and for work. This would likely have two sets of outcomes on the broader Northside market. Although the market for a large-scale, internally-focused project of this type would be somewhat distinct from that of more infill-type development along the corridor, this major addition of housing and commercial space would discourage other major projects in the near-term. Only after the project is largely occupied would developers be confident of additional unmet demand for these uses in the neighborhood. In the long-term, however, if the development were successful, it could serve to extend the market northward, with workers in the Hardy Yards commercial spaces increasing demand for housing along the transit corridor.

If current development plans are abandoned, the vacant Hardy Yards site will serve as an impediment to infill development within the neighborhood, forming a major physical and psychological barrier to the linkage of the downtown and Northside markets.

WITHOUT FINANCIAL EDUCATION AND OTHER ASSISTANCE, EXISTING BUSINESSES MAY NOT BE ABLE TO TAKE ADVANTAGE OF THE FULL BENEFITS OF RAIL SERVICE

Contacts have reported that business-owners and other landowners along the light rail line have begun to try to sell their properties, partly out of fear that they will be negatively affected by construction and partly out of lack of knowledge to the potential increase in land value associated with enhanced transit service. This has the potential to result in the unnecessary loss of long-standing neighborhood businesses and residents, who would stand to benefit from transit if they could remain in place. Other cities have addressed this issue by directing Community Development Block Grant and transit mitigation funding toward grant and loan programs that help businesses survive the construction impacts of new transit. These programs, coupled with education about long-term benefits of holding property can help ensure that the neighborhood maintains its unique character than that profits associated with transit accrue to community-members rather than land speculators.

LIGHT RAIL SERVICE HAS THE POTENTIAL TO LINK NEIGHBORHOOD RESIDENTS TO JOBS, BUT WILL IMPROVE THE ACCESSIBILITY OF CURRENT EMPLOYMENT FOR A MINORITY OF NEIGHBORHOOD RESIDENTS AND WORKERS

A large proportion of neighborhood workers are employed either in construction or in manufacturing. These jobs tend not to be in locations located near transit. Indeed, while more residents work in one of the three central Houston office complexes (each of which are, or will be, served by light rail) than anywhere else, and many will be able to make use of the light rail for quicker access to other transit connections, current commute patterns are widely dispersed throughout the metro area. Through workforce development, however, a larger portion of existing residents be able to access the white collar jobs that are tightly clustered around the current and future light rail stations.

WHILE THE POTENTIAL FOR GENTRIFICATION IS A MAJOR CONCERN AMONG RESIDENTS, WIDESPREAD NEIGHBORHOOD CHANGE IS UNLIKELY IN THE NEAR TERM

As noted above, in the near-term, it is unlikely that the introduction of light rail service will induce significant increases in development activity or in housing prices. Over the course of time, especially if additional jobs and retail opportunities are provided at Hardy Yards, the properties near stations may become more attractive to new residents. Even if development activity were to increase due to new jobs and retail, there are two factors that will limit rapid widespread gentrification: the neighborhood has homeownership rates that are comparable to the city as a whole and has a substantial supply of subsidized housing. Consequently, as property values and housing prices increase, many residents will have some protection against unwanted displacement. Financial education can help ensure that homeowners have access to financial tools (such as equity lines and reverse mortgages) that allow them to stay in place as long as they wish. It is nonetheless likely that as a consequence of these higher land values some neighborhood change will occur, with homeowners and landlords electing to sell their homes to new residents.







APPENDICES

Table 1: Population and Households, 2000-2009

	Northside			City of Houston			Houston-Galveston-Brazoria CMSA		
	2000	2009	% Change	2000	2009	% Change	2000	2009	% Change
Population	13,701	14,191	4%	1,954,848	2,236,732	14%	4,669,571	5,766,155	23%
Households	3,831	3,914	2%	718,231	808,317	13%	1,639,401	1,990,733	21%
Average Household Size		3.52		2.67	2.72	2%	2.80	2.85	2%

Source: 2000 U.S. Census; Claritas, 2009; Strategic Economics, 2009.

Table 2: Housing Units, 2000-2009

	Northside			City of Houston			Houston-Galveston-Brazoria CMSA		
	2000	2009	% Change	2000	2009	% Change	2000	2009	% Change
Total Housing Units	4,176	4,371	5%	782,378	913,232	17%	1,777,902	2,203,745	24%
Occupied Housing Units	3,831	3,914	2%	718,231	808,317	13%	1,639,401	1,990,733	21%
% Vacant Housing Units	8.3%	10.5%	27%	8.2%	11.5%	40%	7.8%	9.7%	24%
% Owner-Occupied	45.8%	43.5%		45.8%	45.4%		60.7%	62.6%	
% Renter-Occupied	54.2%	56.5%		54.2%	54.6%		39.3%	37.4%	

Source: 2000 U.S. Census; Claritas, 2009; Strategic Economics, 2009.

Table 3: Educational Attainment, 2000-2009

	Northside		City of Houston		Houston-Galveston-Brazoria CMSA	
	2000	2009	2000	2009	2000	2009
Less than High School Diploma	67.1%	67.2%	29.6%	29.4%	23.6%	22.9%
High school diploma	18.4%	18.3%	20.4%	20.4%	22.8%	22.7%
Some college or Associate Degree	9.8%	9.7%	23.0%	23.1%	27.1%	27.4%
Bachelor's Degree or Higher	4.7%	4.7%	27.0%	27.1%	26.5%	27.0%
Total	100%	100%	100%	100%	100%	100%

Source: 2000 U.S. Census; Claritas, 2009; Strategic Economics, 2009.

Table 4: Race and Ethnicity, 2000-2009

	Northside				City of Houston				Houston-Galveston-Brazoria CMSA			
	2000		2009		2000		2009		2000		2009	
Hispanic or Latino (of any race)	12,119	88.5%	12,870	90.7%	731,680	37.4%	985,585	44.1%	1,349,506	28.9%	1,972,386	34.2%
Not Hispanic or Latino	1,582	11.5%	1,321	9.3%	1,223,168	62.6%	1,251,147	55.9%	3,320,065	71.1%	3,793,769	65.8%
White	639	4.7%	445	3.1%	601,105	30.7%	559,621	25.0%	2,236,569	47.9%	2,403,324	41.7%
Black or African American	799	5.8%	778	5.5%	487,094	24.9%	534,524	23.9%	776,907	16.6%	960,033	16.6%
American Indian and Alaska Native	32	0.2%	27	0.2%	3,851	0.2%	4,313	0.2%	12,635	0.3%	15,770	0.3%
Asian & Pacific Islander	71	0.5%	34	0.2%	101,942	5.2%	120,965	5.4%	223,608	4.8%	323,370	5.6%
Some Other Race Alone	0	0.0%	4	0.0%	2,307	0.1%	2,522	0.1%	6,139	0.1%	6,704	0.1%
Two or More Races	41	0.3%	33	0.2%	26,869	1.4%	29,202	1.3%	64,207	1.4%	84,568	1.5%
Total	13,701	100%	14,191	100%	1,954,848	100.0%	2,236,732	100.0%	4,669,571	100.0%	5,766,155	100.0%

Source: 2000 U.S. Census; Claritas, 2009; Strategic Economics, 2009.

Table 5: Occupations of Residents, 2000-2009

	Northside				City of Houston				Houston-Galveston-Brazoria CMSA			
	2000		2009		2000		2009		2000		2009	
	#	%	#	%	#	%	#	%	#	%	#	%
Management, professional, and related occupations	533	12.2%	557	12.1%	291,220	33.9%	337,165	34.2%	746,560	35.2%	971,339	36.2%
Service occupations	969	22.1%	1,020	22.2%	134,831	15.7%	153,599	15.6%	289,480	13.6%	354,894	13.2%
Sales and office occupations	931	21.3%	981	21.4%	227,417	26.4%	260,773	26.4%	580,083	27.3%	738,559	27.5%
Farming, Fishing and Forestry	11	0.3%	12	0.3%	1,210	0.1%	1,366	0.1%	4,462	0.2%	5,611	0.2%
Construction, Extraction, and Maintenance	1,027	23.5%	1,077	23.4%	94,569	11.0%	107,208	10.9%	235,483	11.1%	289,428	10.8%
Production, Transportation, and Material Moving	904	20.7%	946	20.6%	110,714	12.9%	126,182	12.8%	265,547	12.5%	326,298	12.1%
Total Workers	4,375	100%	4,593	100%	859,961	100%	986,293	100%	2,121,615	100%	2,686,129	100%

Source: 2000 U.S. Census; Claritas, 2009; Strategic Economics, 2009.

Table 6: Household Income, 2000-2009

	Northside				City of Houston				Houston-Galveston-Brazoria CMSA			
	2000		2009		2000		2009		2000		2009	
	#	%	#	%	#	%	#	%	#	%	#	%
Less than \$15,000	1,093	29.2%	887	22.7%	132,457	18.4%	126,157	15.6%	234,724	14.3%	226,761	11.4%
\$15,000 to \$24,999	791	21.1%	584	14.9%	105,887	14.7%	99,416	12.3%	197,302	12.0%	189,450	9.5%
\$25,000 to \$34,999	658	17.6%	636	16.2%	104,792	14.6%	103,968	12.9%	207,521	12.6%	207,494	10.4%
\$35,000 to \$49,999	588	15.7%	750	19.2%	117,451	16.3%	133,808	16.6%	261,203	15.9%	296,036	14.9%
\$50,000 to \$74,999	358	9.6%	597	15.3%	116,362	16.2%	138,678	17.2%	310,292	18.9%	369,773	18.6%
\$75,000 to \$99,999	184	4.9%	215	5.5%	57,368	8.0%	75,216	9.3%	181,458	11.1%	246,579	12.4%
\$100,000 to \$149,999	61	1.6%	207	5.3%	49,446	6.9%	75,445	9.3%	155,100	9.5%	273,591	13.7%
\$150,000 or more	8	0.2%	38	1.0%	35,134	4.9%	55,629	6.9%	93,243	5.7%	181,049	9.1%
Total	3,741	100%	3,914	100%	718,897	100%	808,317	100%	1,640,843	100%	1,990,733	100%
Median (2009 \$)	\$31,918		\$32,029		\$47,235		\$43,365		\$57,742		\$55,113	

Source: 2000 U.S. Census; Claritas, 2009; Strategic Economics, 2009.

Tables 7-9: Workplace Locations of Northside Residents

Zip Code	Count	Share	City	Count	Share	County	Count	Share
77002	247	6.1%	Houston	3,059	75.0%	Harris Co.	3,628	88.9%
77027	209	5.1%	Austin	44	1.1%	Montgomery Co.	62	1.5%
77009	176	4.3%	Aldine	39	1.0%	Fort Bend Co.	58	1.4%
77030	138	3.4%	Pasadena	33	0.8%	Travis Co.	48	1.2%
77007	136	3.3%	Humble	25	0.6%	Jefferson Co.	39	1.0%
77092	131	3.2%	Dallas	25	0.6%	Dallas Co.	30	0.7%
77008	126	3.1%	Beaumont	24	0.6%	Brazoria Co.	30	0.7%
77056	103	2.5%	Stafford	22	0.5%	Galveston Co.	20	0.5%
77055	80	2.0%	Jacinto City	20	0.5%	Bexar Co.	19	0.5%
77098	73	1.8%	Sugar Land	19	0.5%	Liberty Co.	13	0.3%
All Other Zip Codes	2,660	65.2%	All Other Cities	769	18.9%	All Other Counties	132	3.2%

Source: LEHD 2006, Strategic Economics 2009

Table 10: Employment Located in the Northside by Sector

Sector	Count	Share
Agriculture, Forestry, Fishing and Hunting	0	0.0%
Mining, Quarrying, and Oil and Gas Extraction	3	0.1%
Utilities	0	0.0%
Construction	291	9.1%
Manufacturing	165	5.2%
Wholesale Trade	746	23.3%
Retail Trade	744	23.2%
Transportation and Warehousing	502	15.7%
Information	72	2.2%
Finance and Insurance	86	2.7%
Real Estate and Rental and Leasing	6	0.2%
Professional, Scientific, and Technical Services	83	2.6%
Management of Companies and Enterprises	0	0.0%
Administration & Support, Waste Management and Remediation	58	1.8%
Educational Services	17	0.5%
Health Care and Social Assistance	198	6.2%
Arts, Entertainment, and Recreation	11	0.3%
Accommodation and Food Services	158	4.9%
Other Services (excluding Public Administration)	63	2.0%
Public Administration	0	0.0%
Total	3,203	100.0%

Source: LEHD 2006, Strategic Economics 2009

Tables 11-13: Residences of Northside Workers

Zip Code	Count	Share	County	Count	Share	City	Count	Share
77009	206	6.4%	Harris Co.	2,646	82.6%	Houston	1,655	51.7%
77093	76	2.4%	Montgomery Co.	123	3.8%	Pasadena	80	2.5%
77008	56	1.7%	Fort Bend Co.	117	3.7%	Pearland	40	1.2%
77015	53	1.7%	Brazoria Co.	68	2.1%	San Antonio	34	1.1%
77076	52	1.6%	Bexar Co.	40	1.2%	Spring	24	0.7%
77088	51	1.6%	Dallas Co.	26	0.8%	Missouri City	24	0.7%
77026	51	1.6%	Galveston Co.	25	0.8%	South Houston	22	0.7%
77039	50	1.6%	Jefferson Co.	20	0.6%	Channelview	22	0.7%
77016	49	1.5%	Travis Co.	18	0.6%	Atascocita	22	0.7%
77092	47	1.5%	Wharton Co.	16	0.5%	Aldine	21	0.7%
All Other Zip Codes	2,511	78.4%	All Other Counties	103	3.2%	All Other Cities	1,258	39.3%

Source: LEHD 2006, Strategic Economics 2009