

# PRELIMINARY REPORT

## B: Walnut Drive

**APPLICANT:** M Lanza Engineering, PLLC

**JURISDICTION:** ETJ

**PRECINCT:** Montgomery County Pct. 4  
**COUNCIL DISTRICT:** N/A

### **PROPOSAL:**

M Lanza Engineering, PLLC is requesting the realignment of proposed Principal Thoroughfare Walnut Drive, from FM 1314 to Azalea District/Baldwin Drive in the Major Thoroughfare and Freeway Plan (MTFP).

### **APPLICANT'S JUSTIFICATION and HISTORY:**

M Lanza Engineering, PLLC, is requesting the realignment of Walnut Drive, a Principal Thoroughfare located in Montgomery County. The applicant states that the current alignment of the proposed Principal Thoroughfare is not a good representation of Montgomery County's 2021 Mobility and Access Plan. Additionally, the applicant states that the basis of this proposed amendment request is Montgomery County's 2021 version of the Montgomery County map, and the City of Houston's 2023 MTFP map.

According to the applicant, on both Montgomery County and the City of Houston MTFP maps, proposed Principal Thoroughfare Walnut Drive, traverses at an angle that is parallel with two existing corridors, Smith Road, and Red Bluff Road. The applicant states that should the Principal Thoroughfare be constructed as currently proposed on the city or county MTFP map, a conflict will occur with the two existing corridors. Additionally, the applicant states that the proposed Principal Thoroughfare conflicts with the existing intersection of Sorters Road, Mills Road, and TxDOT's right-of-way (ROW), FM 1314.

The applicant contends that he is proposing this amendment to prevent conflict between the existing corridors and the proposed Principal Thoroughfare. The applicant asserts that this can be accomplished by realigning the proposed corridor to the north to align it with existing Mills Road, then traversing the corridor slightly to the east, to merge into existing Smith Road, traversing the corridor northeast onto existing Red Bluff Drive and finally merging the proposed Principal Thoroughfare to the north, and connecting it to the segment of the Principal Thoroughfare that already exist.

The applicant maintains that the proposed realignment of the proposed Principal Thoroughfare is the preferable option. According to the applicant, should the realignment of the proposed corridor be approved, the realignment will be a more cost-effective option, and will improve the transportation network by utilizing already existing infrastructure, and reducing required ROW by impacting fewer property owners.

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