



# PUBLIC HEARING REPORT

## 2012-03 West Road

**APPLICANT:** EastGroup Properties

**KEY MAP:** 410 E, F

**JURISDICTION:** Houston ETJ, Harris County

**LAMBERT:** 4963, 5063

**DISTRICT/PRECINCT:** Pcnt. 4

### PROPOSAL:

- 1) Realign proposed West Road between Gessner Drive and Windfern Road to align with the existing 100' right-of-way. (*EastGroup Properties*)
- 2) Realign proposed West Road between Windfern Road and Fairbanks North Houston to align with existing 100' ROW for Breen Drive/West Mount Houston. (*Planning & Development Department*)

### HISTORY & APPLICANTS JUSTIFICATION:

West Road was first included on the Houston's Major Thoroughfare and Freeway Plan (MTFP) in 1957 as a designated east-west thoroughfare. It extended due east of Addicks-Fairbanks (current North Eldridge Parkway), north of US 290, to West Lake Houston Parkway. The map also identified proposed West Beltway 8, Gessner Drive, Fairbanks - N. Houston Road and Airline/Link (W. Mount Houston). The 1976 MTFP map identifies the dedication of West Road east of Fairbanks - N. Houston through the Westbank Subdivision. The map also identifies the dedication of W. Mount Houston north of Rodney Ray Boulevard. METRO acquired a 100 foot wide right-of-way for West Road from Beltway 8 to Windfern Road in 1979 which bisects the subject tract.

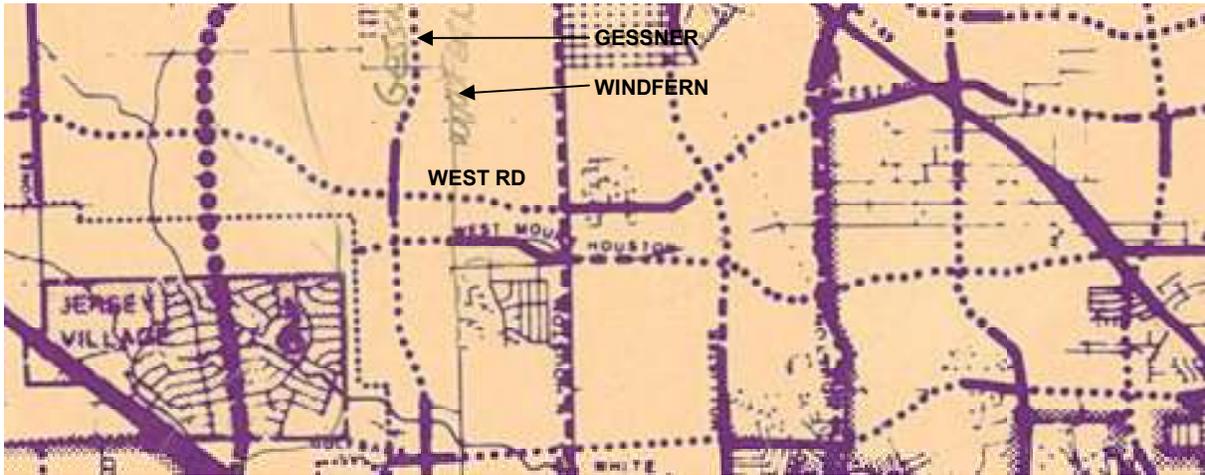
In 1980 West Road was realigned and extended west of US 290. The West Mount Houston alignment terminated at Gessner Drive. From 1983 onwards W. Mount Houston is alignment identified along the alignment of Rodney Ray Boulevard. In 1996 W. Mount Houston is realigned north of Rodney Ray Boulevard, west of Fairbanks - N. Houston to align with the West Road alignment.



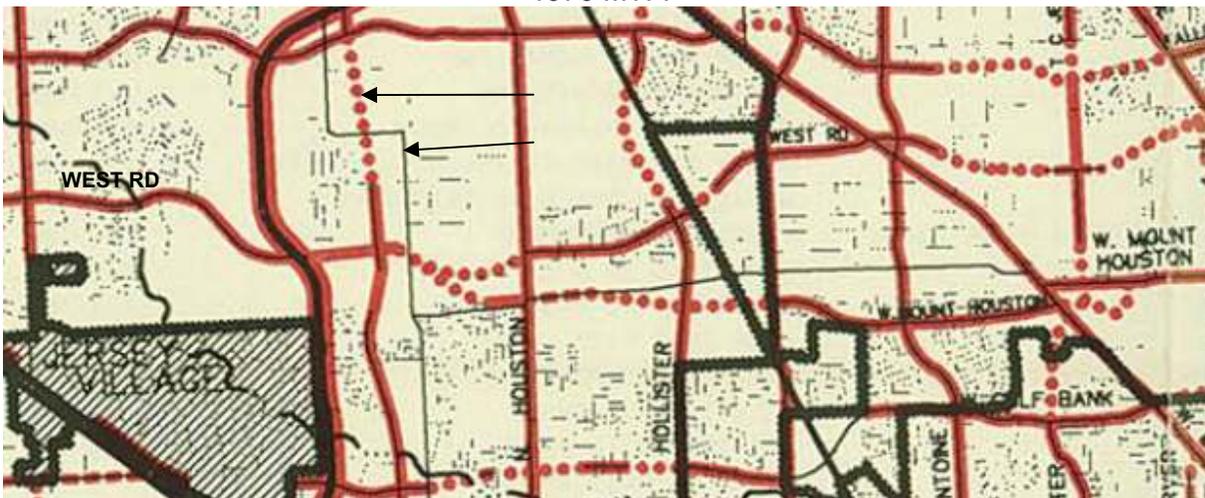
1957 MTFP



# PUBLIC HEARING REPORT



1976 MTFP



1996 MTFP



1999 MTFP



# PUBLIC HEARING REPORT

In 1999, Poarch-Swinbank, Ltd. requested the deletion of West Road from Fairbanks - N. Houston and its intersection with West Mount Houston due to the permitted and active Type IV landfill. The Planning Commission and City Council approved the deletion of West Road and realigned the W. Mount Houston corridor to correspond with Breen Road between Fairbanks - N. Houston Road and North Houston - Rosslyn Road. There have been no changes to the MTFP map in the subject areas since.

EastGroup Properties representing the 26 acre tract between Gessner Drive and Windfern Road are requesting to realign West Road since the current MTFP alignment adversely affects the ability to develop, market and value the land. Currently, the vacant 26 acre tract is an underutilized, vacant land with limited marketability for several reasons. Most notably, the site is encumbered with proposed West Road alignment and the existing 100' right-of-way. Also, according to the applicant the abutting neighbors to the north (a row of run down, if not abandoned, trailer homes) and to the east (a Type IV landfill) create health and life safety concerns that are generally avoided by most developers. However, subject to approving this proposal, EastGroup will commence designing, permitting and developing the property which will drastically improve the land use and appraised property values while generating new, growing tax revenues.

EastGroup will also, at its sole costs, immediately commence designing, permitting and constructing of a two lane roadway (one lane in each direction) within the ROW that extends and connects West Road from Gessner Drive to Windfern Road. All costs relating to this two lane roadway will be at EastGroup's expense. Thus, saving the taxpayers and the City significant infrastructure costs, while enhancing mobility between Gessner Drive and Windfern Road via a new eastwardly extension of West Road, a desired objective of the MTFP.

The current MTFP alignment of West Road between Gessner Drive and Windfern Road has the following issues:

- (i) it creates substandard S - curve radii that are less than the required 2,000 foot radii for major thoroughfares,
- (ii) it creates less than desirable geometry for a curved intersection at Windfern Road instead of a perpendicular "T" intersection, and
- (iii) the proposed roadway would end at the applicants' property line which would hinder mobility because the road would not make the connection to Windfern Road without the financial assistance of the City or County to acquire more right-of-way and construct the roadway between applicant's property line and Windfern.

These limitations are removed with the proposed realignment. The City/County already owns the existing West Road right-of-way between Gessner Drive and Windfern Road, and the applicant owns the land surrounding this right-of-way. Therefore, the applicant's proposal to revert the West Road extension back to the existing right-of-way does not affect other property owners and does not require further action by the City or County other than approval of this application.



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## 1. Population & Employment Projections

According to 2010 Census, Texas grew by 20% in ten years, to over 25 million people, recording about a quarter of the nation's overall growth. The rate of growth in Texas was twice the national average. Harris County is the most populous county (4 million) in Texas. Today, 2.1 million people live within the City of Houston and another 2 million live in the City's extraterritorial jurisdiction (ETJ). Since 2000, the City of Houston added 146,000 people (8 %) to its population. Houston's ETJ however grew 35 % during the same time period.

Houston and its ETJ's rich employment sector are home to more than 1.8 million jobs, making it the state's most populous and robust economic center. More than one million jobs are located within the City limits and are saturated within the City's eight major activity centers.

One of the greatest challenges to Houston's mobility is that by 2035 significant numbers of residents are projected to live outside the City limits in the ETJ; while the major employment growth is expected to occur within the City limits. This increase in distance between the population and employment centers will result in more travel, greater travel time, and longer travel delays.

In addition to anticipated growth within the ETJ, an additional 550,000 new residents are expected within the current city limits. The most notable population growth is projected to occur inside Loop 610. It reflects efforts to create a dense urban core through mixed-use development strategies.

To compare the result between 2000 and 2010 Census, the subject area's population grew by 19.5 % from 41,363 to 49,470 which demonstrates a percent change significantly higher than that of the City of Houston's grow.

The Houston-Galveston Area Council (H-GAC) projects that over the next 25 years (2010 – 2035), the population within the study area\* will increase from 49,470 to 78,146 (28,676 persons), or 58%. The number of persons per acre is projected to increase from approximately 5.5 to approximately 8.7. During the same period, H-GAC estimates that the total jobs in the subject area will increase from 13,390 to 19,288 (5,898 jobs), or 44%. The number of jobs per acre is projected to increase from approximately 1.5 to 2.1.

Expressed in percentages, the subject area's population growth is expected to be more than the City of Houston's (58% vs. 24%), and the area's job growth is more than the City's (44% vs. 37%).



# PUBLIC HEARING REPORT

Year	Population (Persons/ Acre)	% Chg	Households (Households/ Acre)	% Chg	Jobs (Jobs/ Acre)	% Chg
2010	5.5		1.8		1.5	
2018	6.0	10%	2.0	11%	1.6	6.0%
2025	6.3	5%	2.2	5%	1.6	3.0%
2035	8.7	38%	3.0	37%	2.1	31.9%
Change (2010 to 2035)	3.2	58%	1.1	60%	0.7	44.0%
City of Houston Change (2010 to 2035)		24%		31%		37%
City of Houston ETJ Change (2010 to 2035)		43%		48%		39%

Source: H-GAC's 2035 Regional Growth Forecast

\* Data represents population, jobs, and households in 16 Traffic Analysis Zones (TAZ) encompassing approximately 505 acres around the proposed amendment. Population projections do not include projections for group housing.

## 2. Land Use & Platting Activity

For the period 2009 to present, the platting activity for the general area where the West Road MTFP amendment is being requested was non-residential in nature. Of the approximately 31 acres platted, only 6 acres (19%) were restricted to commercial use, whereas the remainder 25 acres were platted as unrestricted reserves.

Subdivision Plat Name	Action Date	Key Map	Land Use	Property Size (acres)	Number of Lots
Lockwood Holdings Subdivision	May 12, 2011	410A	Unrestricted	19	
Reid Estates Plaza Subdivision	October 29, 2009	410F	Commercial	4	
Jai Mouni Krupa Subdivision	April 30, 2009	410E	Commercial	2	
West at Gessner Reserves partial replat no 1	February 19, 2009	410E	Unrestricted	7	

## 3. Right-Of-Way Status

West Road is identified as a four-lane major thoroughfare with a 100' ROW. East-west connection terminates at Gessner. A portion of the roadway east of the Gessner, West Road is identified as "to be acquired". West Road aligns with Breen Drive east of Rosslyn N. Houston which is identified as to-be-widened. Other in the study areas are identified as sufficient width. Portion of Gessner between Dorrington and Windfern, and segments of Gulf Bank are to be acquired, to ensure a well connected network.



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Street	From	To	Classification	Status
West	BW 8	Gessner	T-4-100	Sufficient width
West	Gessner	Proposed Breen	T-4-100	To be acquired
Proposed Breen	Proposed West	Fairbanks N. Houston	T-4-100	Sufficient width
Breen	Fairbanks N. Houston	Hollister	T-4-100	To be widened
Gessner	Fallbrook	Derrington	T-4-100	Sufficient width
Gessner	Derrington	Windfern	T-4-100	To be acquired
Gessner	Windfern	West	T-4-100	Sufficient width
Gessner	West	Gulf Bank	T-4-100	Sufficient width
Fairbanks N. Houston	Fallbrook	West	T-4-100	Sufficient width
Fairbanks N. Houston	West	Breen	T-4-100	Sufficient width
Fairbanks N. Houston	Breen	Gulf Bank	T-4-100	Sufficient width
Fallbrook	BW 8	Gessner	T-4-100	Sufficient width
Fallbrook	Gessner	Fairbanks N. Houston	T-4-100	Sufficient width
Fallbrook	Fairbanks N. Houston	Hollister	T-4-100	Sufficient width
West	Fairbanks N. Houston	Hollister	T-4-100	Sufficient width
Gulf Bank	BW 8	Gessner	T-4-100	Sufficient width
Gulf Bank	Gessner	Fairbanks N. Houston	T-4-100	To be acquired
Gulf Bank	Fairbanks N. Houston	Wood Bluff	T-4-100	To be acquired
Gulf Bank	Wood Bluff	Shady Vale	T-4-100	Sufficient width
Gulf Bank	Shady Vale	Hollister	T-4-100	To be acquired

\* 2010 MTFP indicates these segments as "To be widened" however the ROW width is sufficient. The map will be updated with the 2011 MTFP.

## 4. Major Thoroughfare Spacing

The thoroughfares in the general area do not follow the traditional one mile grid with the alignments of US 290 and Beltway 8. Fallbrook to the north, and W. Little York Road to the south are the only through thoroughfares. W. Gulf Bank does not extend between Beltway 8 and US 290 through City of Jersey Village. Portions of West Road and W. Mount Houston were deleted in the past. Thus east-west connectivity in the study area is limited. West Road is spaced approximately 1.7 miles at Gessner and 1.55 miles at Fairbanks N. Houston, between Fallbrook Drive and W. Gulf Bank Road.

North-south connections are spaced adequately via Beltway 8, Gessner and Fairbanks N Houston Road. Gessner is spaced approximately 0.50 and 1.55 miles, from Beltway 8 and Fairbanks N Houston Road respectively.



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Street	From	To	Street Type	Direction	Spacing (mile)
West	BW 8	Gessner	Major Thoroughfare	west-east	0.51
West	Gessner	Fairbanks N. Houston	Major Thoroughfare	west-east	1.21
Breen	Fairbanks N. Houston	Hollister	Major Thoroughfare	west-east	1.61
Gessner	Fallbrook	West	Major Thoroughfare	north-south	1.67
Gessner	West	Gulf Bank	Major Thoroughfare	north-south	1.71
Fairbanks N. Houston	Fallbrook	West	Major Thoroughfare	north-south	1.55
Fairbanks N. Houston	West	Breen	Major Thoroughfare	north-south	0.32
Fairbanks N. Houston	Breen	Gulf Bank	Major Thoroughfare	north-south	1.25
Fallbrook	BW 8	Gessner	Major Thoroughfare	west-east	0.77
Fallbrook	Gessner	Fairbanks N. Houston	Major Thoroughfare	west-east	1.11
Fallbrook	Fairbanks N. Houston	Hollister	Major Thoroughfare	west-east	0.85
West	Fairbanks N. Houston	Hollister	Major Thoroughfare	west-east	1.12
Gulf Bank	BW 8	Gessner	Major Thoroughfare	west-east	0.50
Gulf Bank	Gessner	Fairbanks N. Houston	Major Thoroughfare	west-east	0.98
Gulf Bank	Fairbanks N. Houston	Hollister	Major Thoroughfare	west-east	1.06



# WEST ROAD / BREEN ROAD

2012 MTFPA REQUESTS

**LEGEND**

**2012 MTFPA Request**

- Reclassify Major Thoroughfare
- ⊗⊗⊗ Delete Major Thoroughfare

**2011 MTFP**

- ⋯ Proposed Freeway
- TBW Freeway
- Freeway
- Major Thoroughfare
- TBW Major Thoroughfare
- ⋯ Proposed Major Thoroughfare
- Major Collector
- TBW Major Collector
- ⋯ Proposed Major Collector
- Transit Corridor Street
- ▤ Proposed Grand Parkway
- ▭ Houston ETJ

Fairbanks Landfill (Type IV)

Existing 100' ROW

Existing W. Mount Houston/  
Breen ROW

