PUBLIC HEARING REPORT

2012-04a Waller County

APPLICANT: Waller County

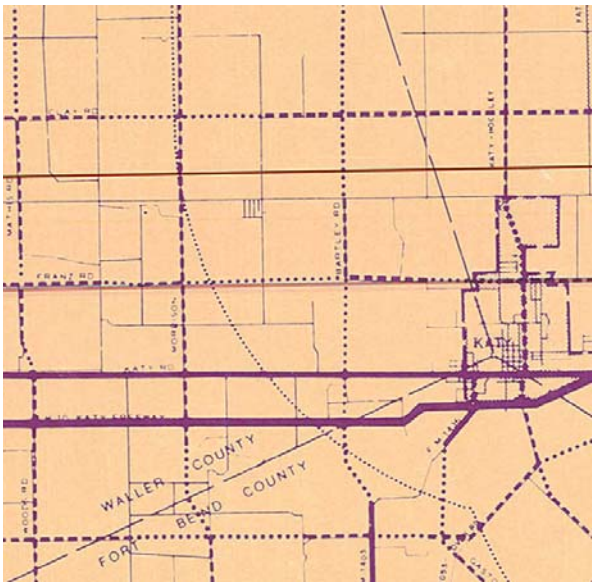
KEY MAP: 443 P, Q, R, U, V, X; 444 S **LAMBERT:** 4158, 4258, 4259
JURISDICTION: Houston ETJ, Waller County **DISTRICT/PRECINCT:** Pcnt. 4

PROPOSAL:
Realign **Bartlett Road** south of Morton Road to align with proposed Cane Island Parkway as a major thoroughfare within City of Houston's ETJ.

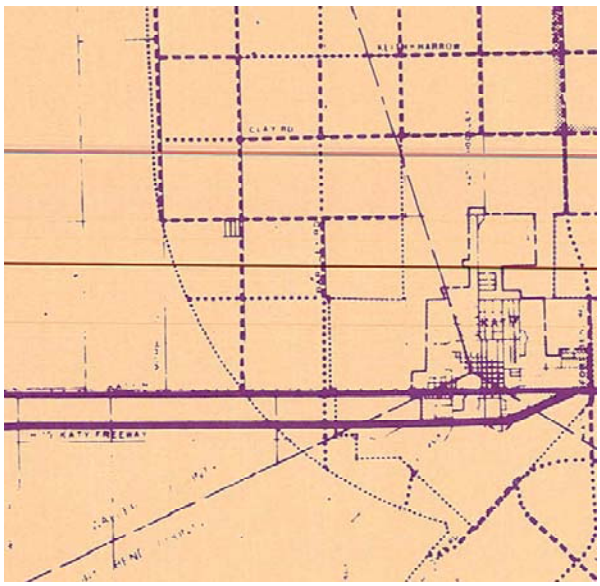
Realign major thoroughfare **Schlipf Road** approximately 600 feet east of its current alignment south of Franz Road.

Realign major thoroughfare **Franz Road** approximately 1600 feet north of its current alignment between Bartlet Road and FM 2855.

HISTORY & APPLICANTS JUSTIFICATION:
The portion of Waller County, west of City of Katy was first included within the City of Houston's Major Thoroughfare and Freeway Plan (MTFP) in 1966. The north-south thoroughfares were spaced approximately two miles apart, while the spacing of the east-west thoroughfares varied between two and three miles. In 1972 the east-west thoroughfare spacing was changed to one mile. Additional north-south thoroughfare was added east of Katy Hockley to provide for the one-mile thoroughfare grid. The 1976 MTFP map included a one mile grid for all thoroughfares within the ETJ within the general study area. The alignments of Bartlett, Schilph and Franz Road have not on the MTFP map since then.



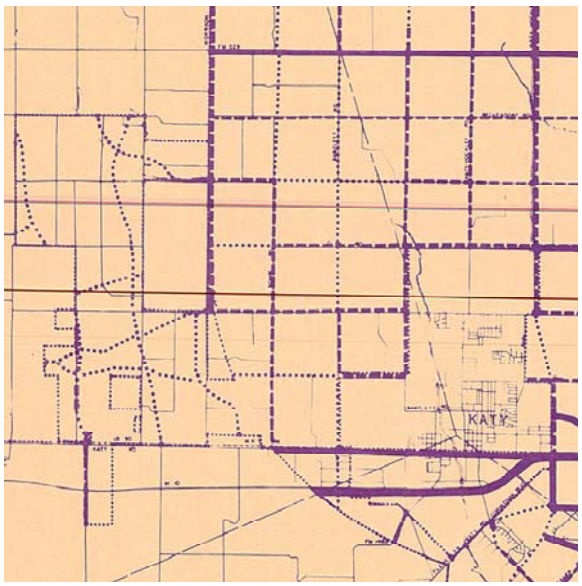
1969 MTFP



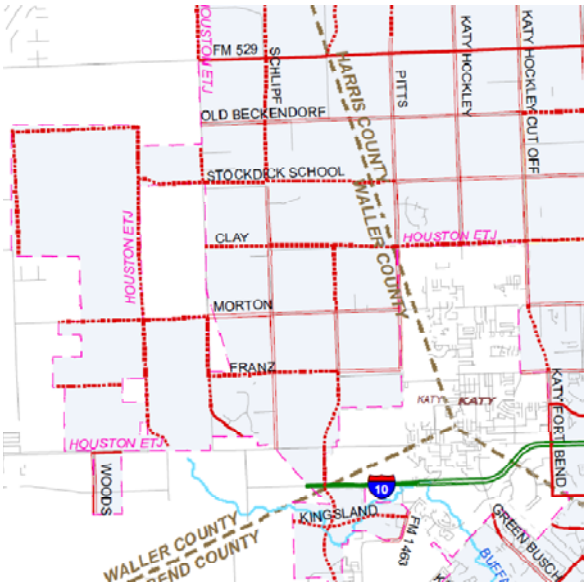
1976 MTFP

In 1984 the area west of Morrison Road (FM 2855) was included within the City's extraterritorial jurisdiction (ETJ). The 1985 MTFP Map extended some major thoroughfares in this area that did not follow for the traditional grid pattern. In 2007 Waller County amended the MTFP to conform to the Waller County's Major Thoroughfare Plan.

Bartlett Road between FM 529 and Clay Road was deleted in the 2000 from the MTFP. This segment is identified as a thoroughfare on Waller County's Map. Later in 2007, between FM 529 and West Road it was realigned at the developer's request.



1985



2007

Earlier in 2011, Waller County amended its Major Thoroughfare Plan to address thoroughfare alignment issues. The 2012 Waller Count Thoroughfare Development Plan was adopted by Waller County Commissioners Court on April 18, 2011.

The planned improvements along IH 10 identify a new interchange between existing interchanges at Pederson Road and FM 1463. Waller County and Fort Bend County have coordinated their Major Thoroughfare Plan to realign the thoroughfares to align with this new interchange. The proposed thoroughfare, Cane Island Parkway, would extend north from IH 10 and is centrally located between Bartlett and Pitts Road. The current alignment of Bartlett Road terminates at US 90, west of the proposed interchange. The proposed realignment of Bartlett Road would allow for the extension of Bartlett to IH 10 and further south into Fort Bend County as Cane Island Parkway.

Schlipf Road is a north-south thoroughfare that is proposed to extend south of Morton Road to US 90. An existing railroad parcel abuts the north side of US 90, without an existing crossing at Schlipf Road. The adjoining property owner is coordinating for access across the railroad approximately 600' east of the proposed alignment. The proposed realignment will allow for the extension of Schlipf Road across the railroad at this location.

Franz Road west of Bartlett aligns with an existing drainage facility. The proposed realignment of the roadway, approximately 1400' north of its current location, will allow for the extension of the roadway without impacting the drainage facility and allowing better access to the adjoining properties for development.

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.

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 1,807 to 32,282 (30,475 persons), or 1,686 %. The number of persons per acre is projected to increase from approximately 0.16 to approximately 3.07. During the same period, H-GAC estimates that the total jobs in the subject area will increase from 810 to 8,770 (7,960 jobs), or 983%. The number of jobs per acre is projected to increase from approximately 0.08 to 0.76.

Expressed in percentages, the subject area's population growth is expected to be more than the Houston ETJ's (1, 683% vs. 43%), and the area's job growth is more than the Houston ETJ's (983% vs. 39%).

Year	Population (Persons/ Acre)	% Chg	Households (Households/ Acre)	% Chg	Jobs (Jobs/ Acre)	% Chg
2010	0.16		0.06		0.08	
2018	0.19	15%	0.07	26%	0.09	17%
2025	0.39	107%	0.15	115%	0.09	1%
2035	3.07	683%	1.17	674%	0.83	818%
Change (2010 to 2035)	2.90	1686%	1.11	1996%	0.76	983%
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 5 Traffic Analysis Zones (TAZ) encompassing approximately 10,529 acres around the proposed amendment. Population projections do not include projections for group housing.*

2. Land Use & Platting Activity

There has been no platting activity within the study are in the last 5 years.

3. Right-Of-Way Status

North-south connectivity is provided by FM 2855, Schlipf and Bartlett. East-west connections are provided by Morton and Franz. To ensure continued functionality of the system, all corridors are "to be widened" and the unnamed thoroughfare extending the roadway between Barlett and FM 2855 is "to be acquired" for enhanced connectivity of the network.

Street	From	To	Classification	Status
Franz (east-west)	Pitts	Proposed Bartlett (north-south)	T-4-100	To be widened
Unnamed Thoroughfare (east-west)	Bartlett	Schlipe	T-4-100	To be acquired
Unnamed Thoroughfare (east-west)	Schlipe	FM 2855	T-4-100	To be acquired
FM 2855	Morton	Unnamed Thoroughfare (east-west)	T-4-100	To be widened
FM 2855	Unnamed Thoroughfare (east-west)	Unnamed Thoroughfare (north-south)	T-4-100	To be widened
Schlipe	Morton	Unnamed Thoroughfare (east-west)	T-4-100	To be widened
Schlipe	Bartlett (east-west)	Houston ETJ (South)	T-4-100	To be widened
Bartlett (North-South)	Morton	Unnamed Thoroughfare (east-west)	T-4-100	To be widened
Proposed Bartlett (north-south)	Bartlett (east-west)	Houston ETJ (South)	T-4-100	To be acquired
Morton	Pitts	Bartlett(North-South)	T-4-100	To be widened
Morton	Bartlett(North-South)	Schlipf	T-4-100	To be widened

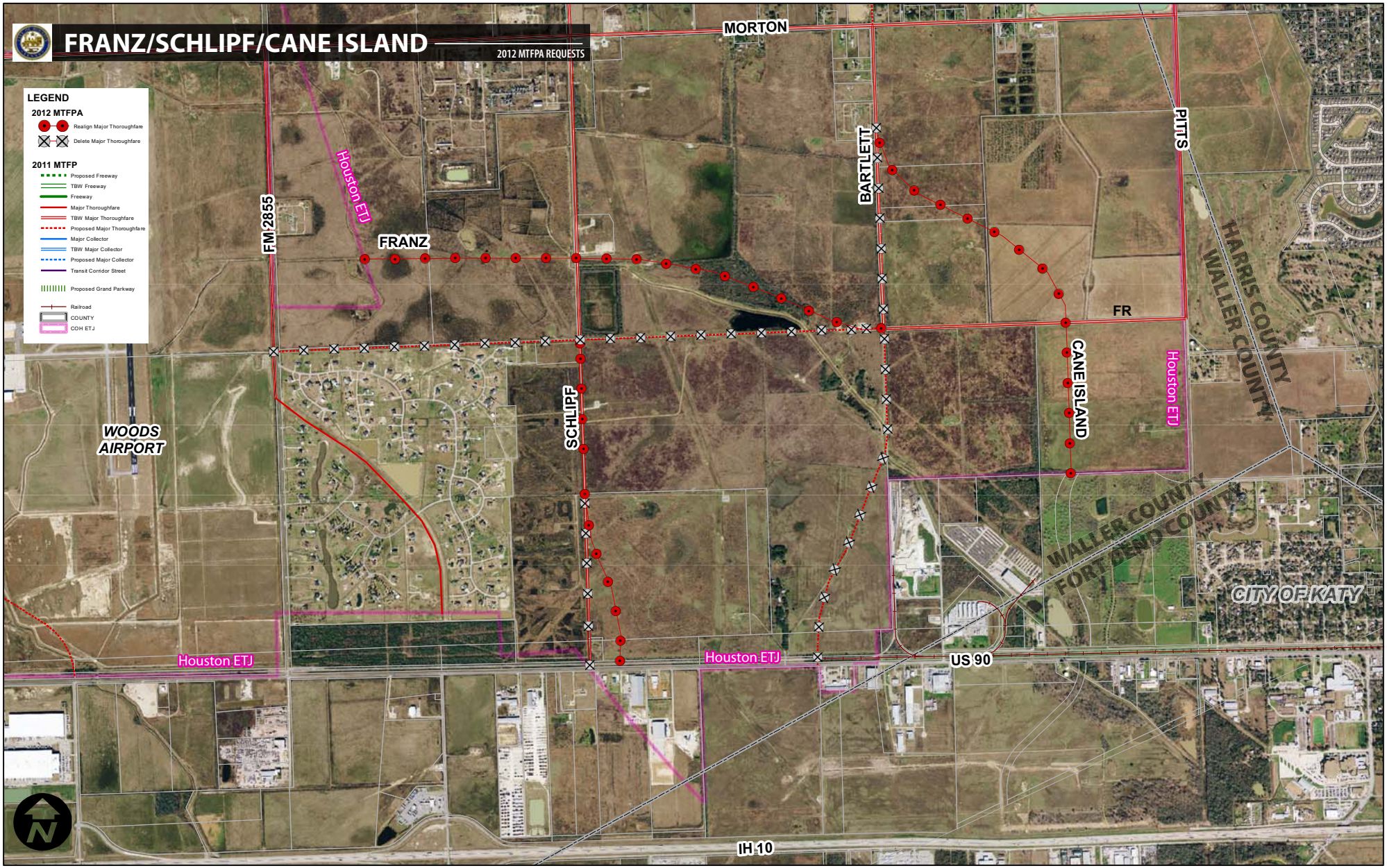
Street	From	To	Classification	Status
Morton	Schlipf	FM 2855	T-4-100	To be widened
Unnamed Thoroughfare (north-south)	FM 2855	Houston ETJ (South)	T-4-100	Sufficient width

** 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

There is a good grid network of thoroughfares spaced, on average, one mile apart as first designated in the 1972 MTFP. Given the rural to suburban context of this region, provided spacing is appropriate.

Street	From	To	Street Type	Direction	Spacing (mile)
Franz (east-west)	Pitts	Proposed Bartlett (north-south)	Major Thoroughfare	east-west	1.00
Unnamed Thoroughfare (east-west)	Bartlett	Schlipe	Major Thoroughfare	east-west	1.00
Unnamed Thoroughfare (east-west)	Schlipe	FM 2855	Major Thoroughfare	east-west	1.00
FM 2855	Morton	Unnamed Thoroughfare (east-west)	Major Thoroughfare	north-south	1.00
FM 2855	Unnamed Thoroughfare (east-west)	Unnamed Thoroughfare (north-south)	Major Thoroughfare	north-south	0.13
Unnamed Thoroughfare (north-south)	FM 2855	Houston ETJ (south)	Major Thoroughfare	north-south	0.94
Schlipe	Morton	Unnamed Thoroughfare (east-west)	Major Thoroughfare	north-south	1.00
Schlipe	Bartlett (east-west)	Houston ETJ (south)	Major Thoroughfare	north-south	1.06
Bartlett (north-south)	Morton	Unnamed Thoroughfare (east-west)	Major Thoroughfare	north-south	1.00
Proposed Bartlett (north-south)	Bartlett (east-west)	Houston ETJ (south)	Major Thoroughfare	north-south	1.16
Morton	Pitts	Bartlett (north-south)	Major Thoroughfare	east-west	1.00
Morton	Bartlett (north-south)	Schlipf	Major Thoroughfare	east-west	1.00
Morton	Schlipf	FM 2855	Major Thoroughfare	east-west	1.00



0 0.5 1 Miles

Planning & Development Department, City of Houston