

# PLANNING COMMISSION ACTION

## 2013-4 Meadowglen

**APPLICANT:** Westchase District

**KEY MAP:** 490W; 491S, T, X, Y, Z  
**JURISDICTION:** City of Houston

**LAMBERT:** 4856, 4956  
**DISTRICT/PRECINCT:** City Council: F  
Harris County Pct.: 3

### **PROPOSAL:**

Westchase District is requesting to add to the Major Thoroughfare and Freeway Plan:

- a) Meadowglen Lane between Gessner Road and Beltway 8, and
- b) Meadowglen Lane between Rogerdale Road and South Kirkwood Road, both as a Major Collectors

### **APPLICANTS JUSTIFICATION and HISTORY:**

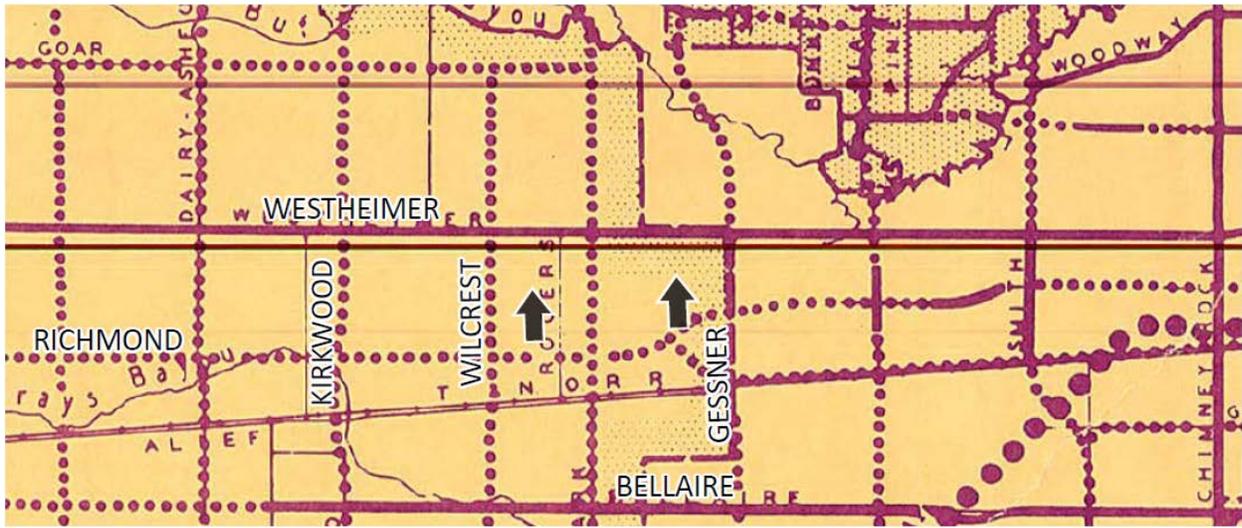
Meadowglen Lane is an east-west roadway that runs along the south side of Westheimer Road, from South Gessner Road to Beltway 8. Although Meadowglen Lane does extend across Beltway 8, it extends west of Rogerdale Road to South Kirkwood Drive. East of Beltway 8, Meadowglen Lane connects to Principal Thoroughfare South Gessner Road, Collector street Briar Park and Beltway 8. West of Beltway 8, Meadowglen provides a connection between Collector streets Rogerdale Road, Hayes Road, Woodland Park Drive, and Major Thoroughfares Wilcrest Drive and South Kirkwood Road.

Meadowglen Lane is a 2-lane roadway with a 40-foot pavement width. The length of the roadway east and west of Beltway 8 is 1.1 miles and 1.8 miles, respectively. The average daily traffic (ADT) counts collected in 2012 along Meadowglen Lane, west of Beltway 8, are approximately 7,400. Westchase District states that there are approximately 4,082 multi-family residential units, 740,874 square-feet of office space and 321,919 square-feet of retail and other uses along Meadowglen Lane. Hence, adding Meadowglen Lane as Major Collector streets to the MTFP will be consistent with the MC street classification function, and serving a mix of uses is consistent with the land use context preferred for MC designation.

Westchase District has indicated the proposed amendment will enhance Westchase District's ability to solicit and secure funds to reconstruct these roadways. These updates will enable the Westchase area to provide more efficient mobility, thus continuing to support projected growth and redevelopment within the district. Property owners throughout the street network in the general area will benefit from the improvements along the corridor.

The general area was first included on the MTFP in 1957. Westheimer Road and Bellaire Boulevard were the primary existing east-west thoroughfares and Richmond Avenue and Westpark Drive were proposed thoroughfares. Westpark Drive terminated at Richmond Avenue west of Gessner Road. Kirkwood Road, Willcrest Drive, Beltway 8 and Gessner Road are the primary north-south thoroughfares in the area. In 1972, Richmond was realigned to Westheimer Road and Westpark Drive and is extended west to Beltway 8 to align with FM 1093. In 1997 Briar Park Drive and Rogerdale Road are classified as Major Collector streets on the MTFP.

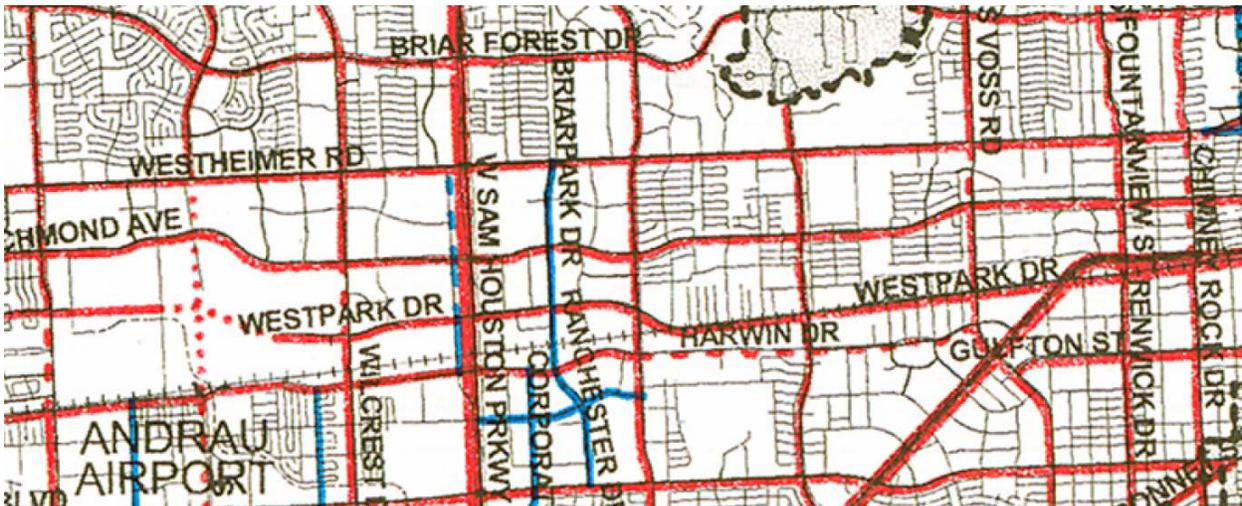
# PLANNING COMMISSION ACTION



1957 MTFP



1972 MTFP



1997 MTFP

# PLANNING COMMISSION ACTION

## **STAFF RECOMMENDATION:**

Add to the Major Thoroughfare and Freeway Plan:

- a) Meadowglen Lane between Gessner Road and Beltway 8, and
- b) Meadowglen Lane between Rogerdale Road and South Kirkwood Road, both as 2-lane sufficient width Major Collectors (C-2-60)

**Justification:** Meadowglen Lane is projected to carry between 11,000 and 15,000 Average Daily Traffic (ADT) by 2035. The roadway currently functions as a Collector street and has a mix of land uses along the roadway. The existing paving width along the 2-lane roadway is approximately 40-feet and is adequate to allow for left-turn lanes at Major Thoroughfare intersections in the future.

## **PLANNING COMMISSION ACTION:**

Add to the Major Thoroughfare and Freeway Plan:

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## **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. These expanding imbalances increase distances between the population and employment centers and 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 20% from 22,085 to 26,564 which demonstrates a percent change higher than that of the City of Houston's growth (7%).

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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 26,400 to 49,947 (23,547 person) or 89%. The number of persons per acre is projected to increase approximately from 11.8 to 22.4. During the same period, H-GAC estimates that the total jobs in the subject area will increase from 47,453 to 109,188 (61,735 jobs), or 130%. The number of jobs per acre is projected to increase approximately from 21.3 to 48.9.

Expressed in percentages, the subject area’s population growth is expected to be more than the City of Houston’s (89% vs. 30%), and the area’s job growth is more than the City of Houston’s (130% vs. 33%).

Year	Population (Persons/Acre)	% Chg	Households (Households/Acre)	% Chg	Jobs (Jobs/Acre)	% Chg
2010	11.8		6.0		21.3	
2015	13.9	17.3%	6.4	5.8%	25.7	20.7%
2020	16.4	18.1%	7.4	15.6%	33.5	30.6%
2025	17.9	9.0%	7.9	6.7%	37.2	11.2%
2030	20.2	13.1%	8.5	7.9%	45.8	23.0%
2035	22.4	10.8%	9.5	12.0%	48.9	6.8%
Change (2010 to 2035)	10.5	89.2%	3.5	57.7%	20.5	130.1%
City of Houston Change (2010 to 2035)	1.6	30.4%	0.6	32.4%	1.3	32.9%
City of Houston ETJ Change (2010 to 2035)	1.3	53.4%	0.6	73.7%	0.6	85.6%

Source: H-GAC's 2035 Regional Growth Forecast

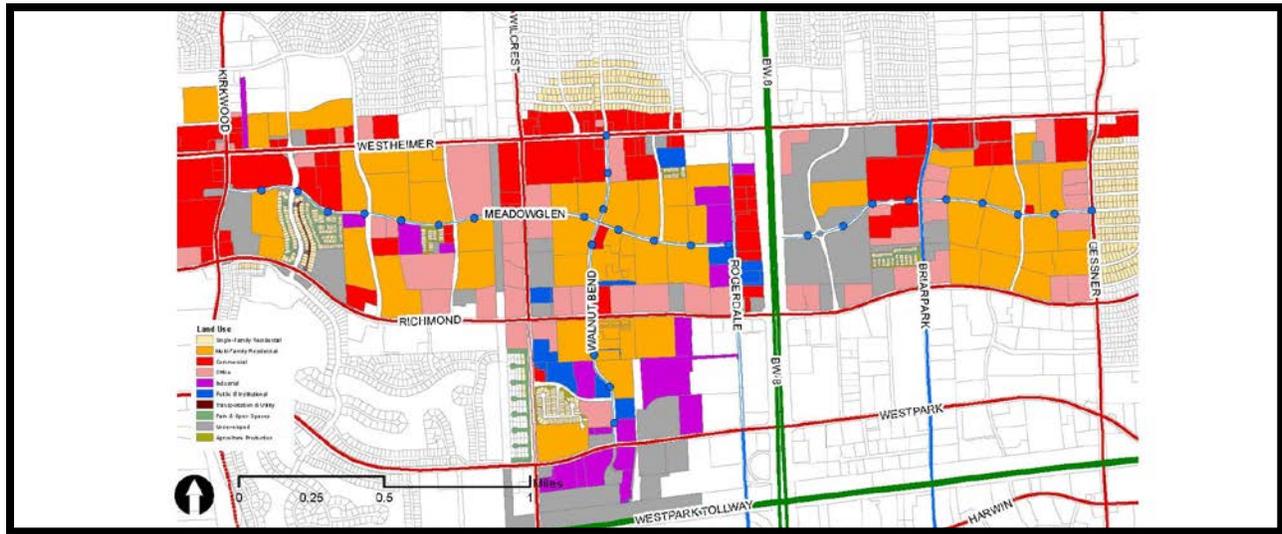
\* Data represents population, jobs, and households in 9 Traffic Analysis Zones (TAZ) encompassing approximately 2,232 acres around the proposed amendment. Population projections do not include projections for group housing.

## Land Use and Platting Activity:

The area surrounding the MTFP amendment request is predominantly mixed use with multifamily residential properties interspersed with smaller shopping centers such as the Richmond Shopping Center at Richmond and Kirkwood. The lone plat application submitted for this area in the last 5 years constituted of a multifamily establishment at the intersection of Kirkwood and Meadowglen.

Subdivision Plat Name	Action Date	Key Map	Land Use	Property Size (ac)	No. of Lots
Camden at Royal Oaks Reserve Subdivision	July 7, 2011	489W	Unrestricted	15	

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## Right-Of-Way (ROW) Status:

Meadowglen Lane is currently classified as a local road and maintains a 2-lane roadway with a pavement width of 40'. It extends east-west, but does not extend across Beltway 8 which bisects the general study area. West of Beltway 8, Meadowglen Lane intersects two thoroughfares: Kirkwood Road, a 4-lane thoroughfare with 100' ROW and Wilcrest Drive, which is a 6-lane thoroughfare with 100' ROW. This section of the corridor intersects two Major Collectors: Walnut Bend, which currently is a local street but is being proposed as a Major Collector, and Rogerdale Road, a 4-lane corridor with 70' ROW that has a "to be widened" status. Westheimer Road and Richmond Avenue run in parallel with Meadowglen Lane. Westheimer Road is a 6-lane Principal Thoroughfare with a 120' ROW and Richmond Avenue is classified as a 4-lane corridor with a 100' ROW. East of Willcrest Drive, Richmond Avenue expands to 6-lanes of traffic but maintains a 100' ROW.

Meadowglen – Kirkwood to Rogerdale					
Street	From	To	Classification	Status	Direction
Meadowglen	Kirkwood	Rogerdale	Local (proposed)	NA	W-E
Kirkwood	Westheimer	Richmond	T-4-100	Sufficient width	N-S
Willcrest Dr	Westheimer	Richmond	T-6-100	Sufficient width	N-S
Walnut Bend	Westheimer	Richmond	Local	NA	N-S
Rodgerdale	Westheimer	Richmond	C-4-70	To be widened	N-S
Westheimer	Kirkwood	Rogerdale	P-8-120	Sufficient width	W-E
Richmond	Kirkwood	Willcrest	T-4-100	Sufficient width	W-E
Richmond	Willcrest	Rogerdale	T-6-100	Sufficient width	W-E
Westpark	Kirkwood	Willcrest	T-4-100	Sufficient width	W-E
Westpark	Willcrest	Rogerdale	T-4-100	Sufficient width	W-E

# PLANNING COMMISSION ACTION

Meadowglen Lane, to the east of Beltway 8, is currently classified as a local road. It travel east-west and provides connection between the Beltway and Gessner Road, a 6-lane Principal Thoroughfare with a 110' ROW and has a sufficient width status. Briar Park Drive provides north-south access and is classified as an 80' Major Collector with 4-lanes of traffic a sufficient ROW.

Meadowglen – Beltway 8 to Gessner					
Street	From	To	Classification	Status	Direction
Meadowglen	Beltway 8	Gessner	Local (proposed)	NA	W-E
Briar Park	Westheimer	Richmond	C-4-80	Sufficient width	N-S
Gessner	Westheimer	Richmond	P-6-110	Sufficient width	W-E
Westheimer	Beltway 8	Gessner	P-8-120	Sufficient width	W-E
Richmond	Beltway 8	Gessner	T-6-100	Sufficient width	W-E
Richmond	Gessner	Fondren	T-6-120	Sufficient width	W-E
Westpark	Beltway 8	Gessner	T-4-100	Sufficient width	W-E
Westpark	Gessner	Fondren	T-6-110	Sufficient width	W-E

## Spacing:

Meadowglen Lane runs approximately 3 miles from South Kirkwood Road to South Gessner Road but, due to Beltway 8, is disjointed into two segments: Kirkwood to Rodgerdale Road is approximately 1.8 miles in length while Beltway 8 to South Gessner Road is an approximate length of one mile. The corridor runs in parallel with the Westheimer Road and Richmond Avenue located just north and south of corridor at spacing under one-half of a mile.

Meadowglen – Kirkwood to Rogerdale					
Street	From	To	Classification	Direction	Spacing
Meadowglen	Kirkwood	Wilcrest	Local	W-E	1.00 mile
Meadowglen	Wilcrest	Rodgerdale	Local	W-E	0.73 mile
Kirkwood	Westheimer	Meadowglen	T-4-100	N-S	0.12 mile
Kirkwood	Meadowglen	Richmond	T-4-100	N-S	0.26 mile
Wilcrest	Westheimer	Meadowglen	T-6-100	N-S	0.26 mile
Wilcrest	Meadowglen	Richmond	T-6-100	N-S	0.36 mile
Walnut Bend	Westheimer	Meadowglen	Local	N-S	0.30 mile
Walnut Bend	Meadowglen	Richmond	Local	N-S	0.33 mile
Rodgerdale	Westheimer	Meadowglen	C-4-70	N-S	0.40 mile
Rodgerdale	Meadowglen	Richmond	C-4-70	N-S	0.25 mile
Westheimer	Kirkwood	Wilcrest	P-8-120	W-E	1.00 mile
Westheimer	Wilcrest	Rodgerdale	P-8-120	W-E	0.80 mile
Richmond	Kirkwood	Wilcrest	T-4-100	W-E	1.12 mile
Richmond	Wilcrest	Rodgerdale	T-6-100	W-E	0.72 mile
Westpark	Kirkwood	Wilcrest	T-4-100	W-E	1.20 mile
Westpark	Wilcrest	Rodgerdale	T-4-100	W-E	0.75 mile

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Meadowglen – Beltway 8 to Gessner					
Street	From	To	Classification	Direction	Spacing
Meadowglen	Beltway 8	Briarpark	Local	W-E	0.51 mile
Meadowglen	Briarpark	Gessner	Local	W-E	0.60 mile
Briarpark	Westheimer	Meadowglen	C-4-80	N-S	0.27 mile
Briarpark	Meadowglen	Richmond	C-4-80	N-S	0.30 mile
Gessner	Westheimer	Meadowglen	P-6-110	W-E	0.34 mile
Gessner	Meadowglen	Richmond	P-6-110	W-E	0.33 mile
Westheimer	Beltway 8	Briarpark	P-8-120	W-E	0.55 mile
Westheimer	Briarpark	Gessner	P-8-120	W-E	0.57 mile
Richmond	Beltway 8	Briarpark	T-6-100	W-E	0.50 mile
Richmond	Briarpark	Gessner	T-6-100	W-E	0.60 mile
Westpark	Beltway 8	Briarpark	T-4-100	W-E	0.50 mile
Westpark	Briarpark	Gessner	T-4-100	W-E	0.60 mile
Westpark	Gessner	Fondren	T-6-110	W-E	1.00 mile

## **Mobility:**

Average Daily Traffic (ADT) Projections for Meadowglen Lane are indicated in the table below. The preliminary Level of Service (LOS) by segment was determined using the 2010 Highway Capacity Manual Methodology, V/C ratios, and traffic assignments provided by City of Houston. The table shows the preliminary capacity analysis results for 2011 conditions and assumes the same geometric configuration and controls for 2035. In both present and future conditions, the LOS appears to be within acceptable ranges.

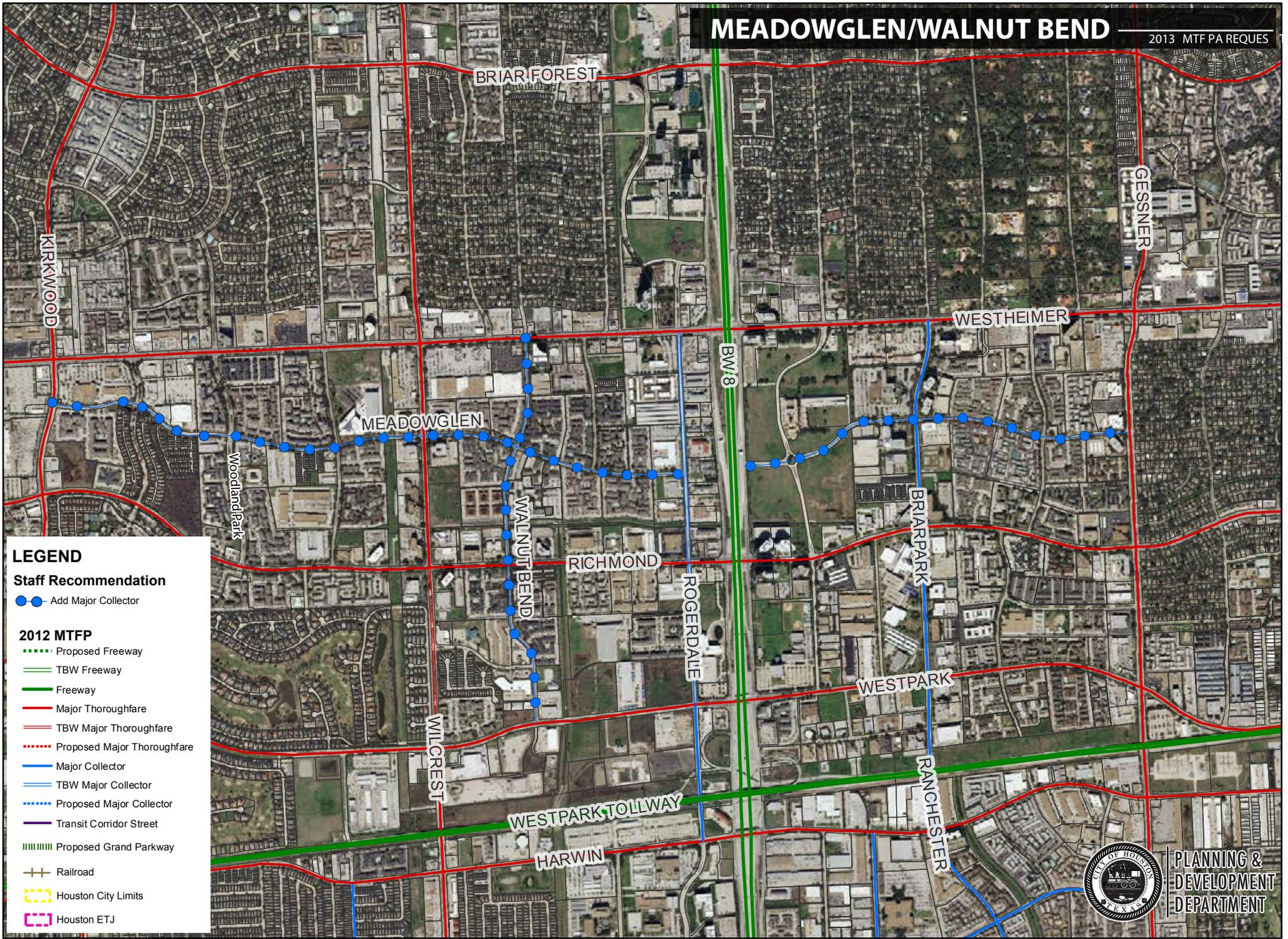
From	To	2011 ADT	2011 LOS	2035 ADT	2035 LOS
Kirkwood	Wilcrest	7,485	A (0.26)	13,494	B (0.48)
Wilcrest	Rogerdale	5,503	A (0.20)	14,241	B (0.51)
BW 8	Briarpark	6,746	A (0.24)	11,082	B (0.45)
Briarpark	Gessner	9,565	A (0.33)	14,736	B (0.52)

Source: Travel Demand Model (TDM) 2011 & 2035, COH-PWE, January 2013

LOS A and B indicate free flow or reasonably free flow of traffic along the roadway. The table above indicates roadway currently, and also in the future, functions as Collector streets. It also shows that a significant volume of traffic is carried between the two major east-west streets of Westheimer and Richmond. The existing paving width along the 2-lane roadway is approximately 40-feet and is adequate to allow for left-turn lanes at major thoroughfare intersections if needed in the future.

# MEADOWGLEN/WALNUT BEND

2013 MTF PA REQUES



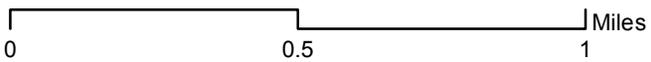
## LEGEND

### Staff Recommendation

- Add Major Collector

### 2012 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
- Railroad
- Houston City Limits
- Houston ETJ



PLANNING &  
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