

PLANNING COMMISSION ACTION

2013-5 *Walnut Bend*

APPLICANT: Westchase District

KEY MAP: 489 U, Y; 529 C
JURISDICTION: City of Houston

LAMBERT: 4955, 4956
DISTRICT/PRECINCT: City Council: F
Harris County Pct.: 3

PROPOSAL:

Westchase District is requesting to add Walnut Bend Lane between Westheimer Road and Westpark Drive to the Major Thoroughfare and Freeway Plan (MTFP) as a Major Collector.

APPLICANTS JUSTIFICATION and HISTORY:

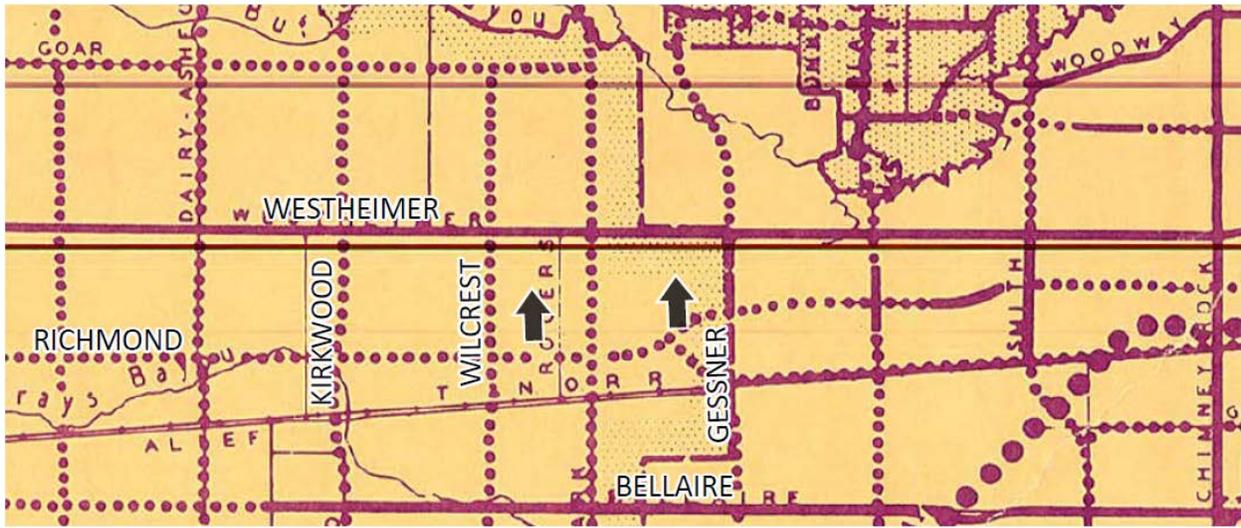
Walnut Bend Lane is a north-south roadway that runs in parallel to Willcrest Drive from Westheimer Road and Westpark Drive. North of Westheimer Road it functions as a residential street in the Walnut Bend Subdivision. Walnut Bend Lane is a 2-lane roadway with a 40-foot pavement width and is 1.1 miles long between Westheimer Road and Westpark Drive.

The average daily traffic (ADT) counts collected in 2012 along Walnut Bend Lane is approximately 8,400 south of Westheimer Road, and 4100 between Richmond Avenue and Westpark Drive. Westchase District states that the roadway segment currently has approximately 2,355 multifamily residential units, 708,000 square-feet of office space and 239,000 square-feet of retail space. Additionally, Walnut Bend Lane hosts METRO's heavily used *2-Bellaire* and *19-Wilcrest* bus routes. Hence, adding Walnut Bend Lane as Major Collector to the MTFP will be consistent with the Major Collector street classification function, and serving a mix of uses is consistent with the land use context preferred for Major Collector designation.

Westchase District has indicated the proposed amendment will enhance Westchase District's ability to solicit and secure funds to reconstruct this roadway. Redevelopment will enable the Westchase area to provide more efficient mobility, thus continuing to support projected growth and redevelopment within the district. Property 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 Roberdale Road were classified as Major Collectors on the MTFP.

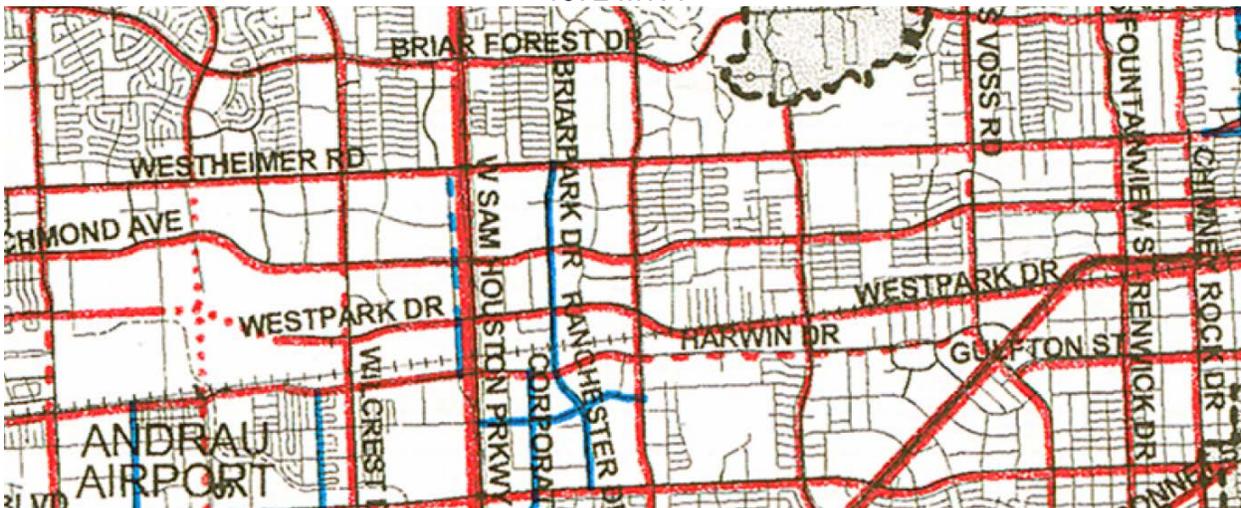
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1957 MTFP



1972 MTFP



1997 MTFP

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STAFF RECOMMENDATION:

Add Walnut Bend Lane between Westheimer Road and Westpark Drive to the MTFP as a 2-lane sufficient width Major Collector.

Justification: Walnut Bend Lane is projected to carry between 14,000 and 15,000 Average Daily Traffic (ADT) in the year 2035 between Richmond Avenue and Westheimer Road. The roadway currently functions as 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 configured with left-turn lanes at intersections with Westheimer Road, Meadowglen Lane and Richmond Avenue. It also serves as a bus-transit route for METRO.

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Add Walnut Bend Lane between Westheimer Road and Westpark Drive to the MTFP as a 2-lane sufficient width Major Collector (C-2-60).

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%).

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)

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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)	% Change	Households (Households/Acre)	% Change	Jobs (Jobs/Acre)	% Change
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

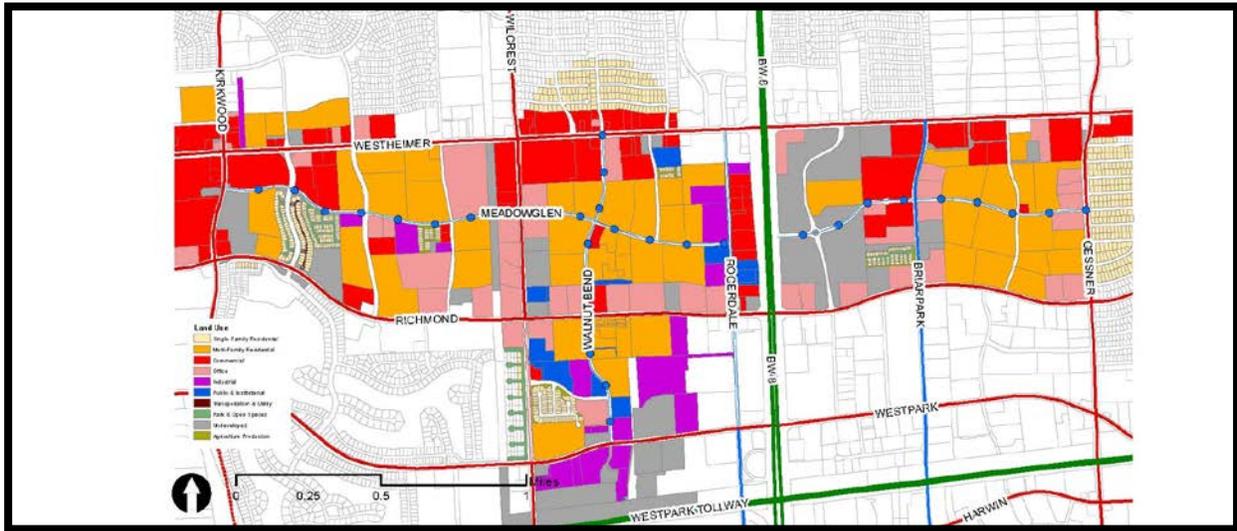
* Data represents population, jobs, and households in 9 Traffic Analysis Zones (TAZ) encompassing approximately 2,232 acres around the proposed amendment. Population projections do not include projections for group housing.

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:

Walnut Bend Lane is a north-south roadway that runs in parallel to Wilcrest Dive from Westheimer Road and Westpark Drive. North of Westheimer Road it functions as a residential street in the Walnut Bend Subdivision. It is a 2-lane roadway with a 40' pavement width and is 1.1 miles long between Westheimer Road and Westpark Drive. Walnut Bend runs in parallel with South Kirkwood Road – a 4-lane thoroughfare with 100' ROW, Wilcrest Drive – a 6-lane thoroughfare with 100' ROW, and Rogerdale Road – a 4-lane corridor with 70' ROW that is “to be widened”. The corridor also intersects Meadowglen that is currently classified as a local street but proposed for consideration as a Major Collector. Westheimer Road is classified as a 6-lane Principal Thoroughfare with a 120' ROW while Richmond and Westpark Drive are classified as 4-lane Thoroughfares with 100' ROW.

Street	From	To	Classification	Status	Direction
Meadowglen	Kirkwood	Rogerdale	Local	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

Spacing:

Walnut Bend Lane extends from Westheimer to Richmond and is approximately 1.1 miles in length. It lies 0.22 miles east of Wilcrest Drive and approximately 0.5 miles west of Rogerdale

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Road. The proposed corridor provides the only north-south access within the local area network.

Street	From	To	Classification	Direction	Spacing
Meadowglen	Kirkwood	Wilcrest	Local	W-E	1.00 mile
Meadowglen	Wilcrest	Rogerdale	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	Rogerdale	P-8-120	W-E	0.80 mile
Richmond	Kirkwood	Wilcrest	T-4-100	W-E	1.12 mile
Richmond	Wilcrest	Rogerdale	T-6-100	W-E	0.72 mile
Westpark	Kirkwood	Wilcrest	T-4-100	W-E	1.20 mile
Westpark	Wilcrest	Rogerdale	T-4-100	W-E	0.75 mile

Mobility:

The Average Daily Traffic (ADT) Projections for Walnut Bend Lane is 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 an acceptable range.

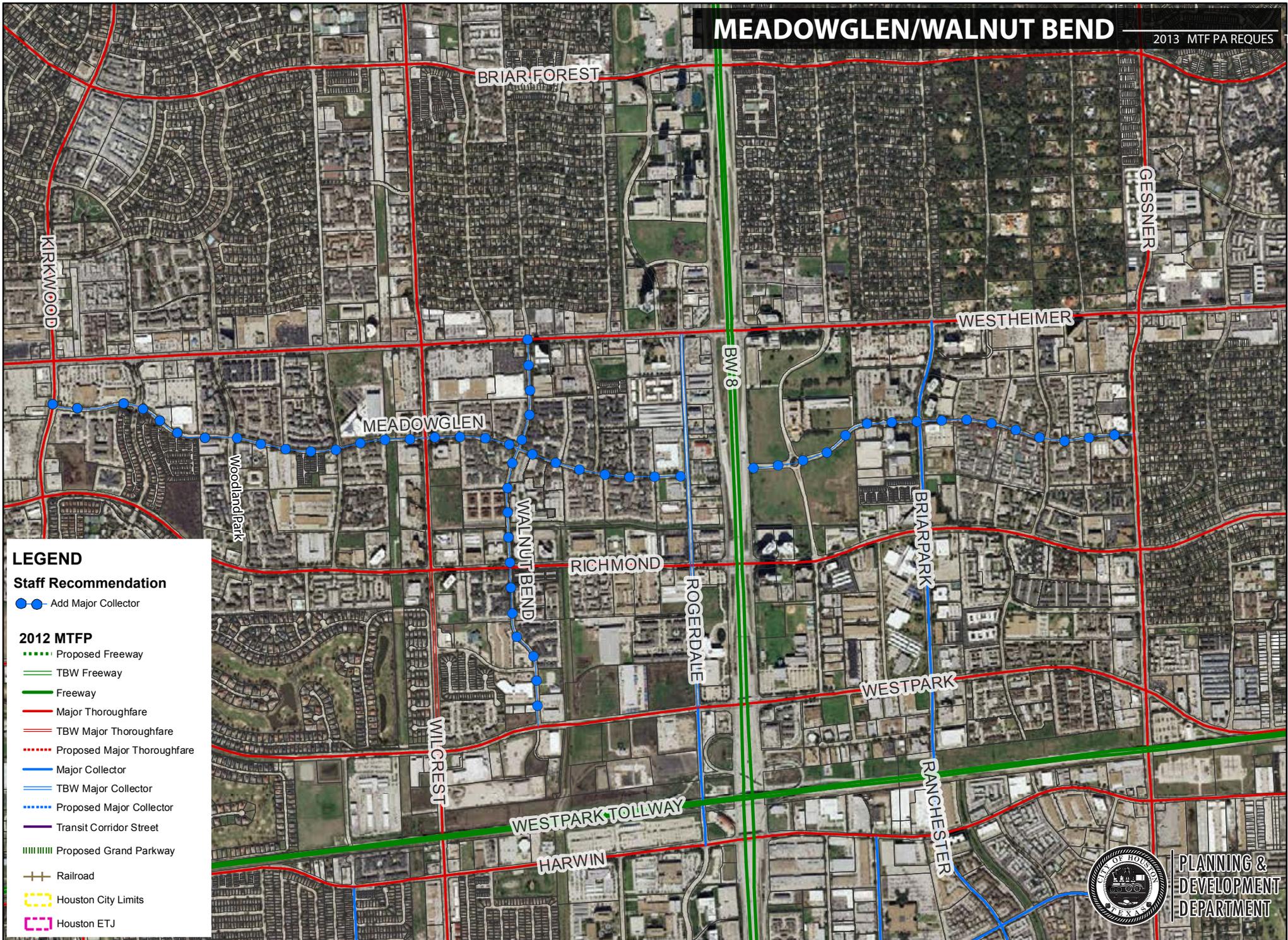
From	To	2011 ADT	2011 LOS	2035 ADT	2035 LOS
Westheimer	Meadowglen	5,323	A (0.28)	14,731	D (0.76)
Meadowglen	Richmond	10,576	B (0.55)	14,021	C (0.73)
Richmond	Westpark	5,113	A (0.26)	8,845	A (0.44)

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. LOS C and D indicated stable flow and approaching unstable traffic flow, respectively. The table above indicates roadway currently, and also in the future, functions as a Collector street. The roadway connects three east-west thoroughfares - Westheimer Road, Richmond Avenue and Westpark Drive that carry a significant volume of traffic. The existing paving width along the 2-lane roadway is approximately 40-feet and configured with left-turn lanes at intersection with Westheimer Road, Meadowglen Lane and Richmond Avenue.

MEADOWGLEN/WALNUT BEND

2013 MTF PA REQUS



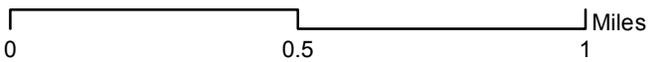
LEGEND

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



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