

PUBLIC HEARING REPORT

2013-31 to 2013-55 *East End*

APPLICANT: City of Houston, Planning and Development Department

KEY MAP: 493; 494

Lambert: 5556, 5457, 5556, 5557

JURISDICTION: City of Houston

DISTRICT/PRECINCT: City Council District: B, H, I;
Harris County Pct.: 1, 2

PROPOSAL: The City of Houston Planning & Development Department is requesting to classify/reclassify the following streets within the East End Mobility Study:

	STREET NAME	STREET SEGMENT	AMENDMENT REQUEST
31	Clinton Drive	Jensen Drive to Hirsch Road	Reclassify from 60' ROW major thoroughfare (T-4-60) to a 80' ROW major thoroughfare (T-4-80)
32	Gregg Street	IH 10 and Clinton Drive	Classify Gregg Street as a major collector between IH 10 and Clinton Drive (C-2-80)
33	Navigation Blvd	Jensen Drive to Lockwood	Reclassify Navigation as a 4-lane major thoroughfare (T-4-120) between Jensen Drive and Lockwood Drive from existing 6-lane principal thoroughfare (P-6-120)
34	Runnels Street	Navigation Blvd to Elysian Street	Classify Runnels Street between Navigation Blvd and Elysian Street as a sufficient width major collector (C-2-Varies)
35	Commerce Street	US 59 to Milby Street	Classify Commerce street between Chartres and Milby as a major collector street (C-2-60)
36	Saint Emanuel Street	IH 45 to Franklin Street	Classify Saint Emanuel Street between IH 45 and Franklin as a sufficient width major collector
37	Chartres Street	IH 45 to Runnels Street	Classify Chartres Street between IH 45 and Runnels street as a sufficient width major collector
38	Dowling Street	Harrisburg Boulevard to Congress	Classify Dowling Street between Harrisburg Blvd and Congress Street as a major thoroughfare (T-4-80)
39	Congress Street	US 59 to to Dowling Street	Classify Congress Street between Chartres Street and Dowling Street as a sufficient width major collector (C-4-80)
40	Prairie Street	Dowling to Bastrop Street	Classify Prairie Street between Dowling Street and Bastrop Street as a sufficient width major collector
41	Bastrop Street	Texas Avenue to Prairie Street	Classify Bastrop Street between Texas Ave and Prairie Street as a sufficient width major collector
42	Leeland Street	Sampson Street to Sidney Street	Change MTFP map to to-be-widened to reflect hierarchy table classification (C-4-80)
43	Polk Street	Sampson Street to Cullen Boulevard	Change MTFP map to to-be-widened to reflect hierarchy table classification (T-4-80)
44	Cullen Boulevard	Polk Street to IH 45	Classify Cullen between Polk and IH 45 as a 80' ROW major collector (C-4-80)
45	Sampson Street	Navigation Blvd to Texas Avenue	Reclassify Sampson Street between Navigation Blvd and Texas Avenue as a major collector (C-2-80)
46	Sampson Street	Texas Avenue to McKinney Street	Delete Sampson Street between Texas Avenue and Dallas Street as a major thoroughfare

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47	Texas Avenue	Sampson Street to York Street	Classify Texas Avenue between Sampson Street and York Street as a sufficient width major collector (C-2-100)
48	McKinney Street	Chartres Street to Milby Street	Delete McKinney Street between Chartres Street and Mibly as a major collector
49	McKinney Street	Milby Street to Lockwood Drive	Reclassify McKinney Street between Milby Street and Lookwood Drive as a minor collector (C-2-60)
50	Milby Street	McKinney Street to Navigation Boulevard	Classify Milby between IH 45 and Navigation Blvd as a minor collector. (C-2-60)
51	Delano Street	Navigation Blvd to Harrisburg Boulevard	Classify Delano Street between Navigation Blvd to Harrisburg as a major collector (C-2-80)
52	Delano Street	Harrisburg Boulevard to IH 45	Classify Delano Street between Capitol to IH 45 as a major collector (C-2-80)
53	Pease Street	US 59 to Dowling Street	Reclassify Pease Street between US 59 and Dowling Street as a major thoroughfare
54	Jefferson Street	US 59 to Dowling Street	Reclassify Jefferson Street between US 59 and Dowling Street as a major collector
55	St. Joseph Parkway	US 59 to Dowling Street	Reclassify Saint Joseph between US 59 and Dowling Street as a major collector

APPLICANTS JUSTIFICATION & HISTORY:

The East End Mobility Study area includes the area bound by IH 10, Lockwood Drive, IH 45 and US 59. This general area has been the subject of several studies in the recent past, including the East End Livable Centers Study, the Greater East End Master Plan, the Downtown/ EaDo Livable Centers Study, the Fifth Ward Pedestrian and Bicyclist Study, and the West Belt Rail Subdivision Study. This study builds on the findings of those reports to coordinate mobility planning regionally. Houston-Galveston Area Council (H-GAC) along with the Planning and Development Department (PD), Public Works and Engineer Department (PWE), Greater East End and East Downtown Management District, Metropolitan Transit Authority of Harris County (METRO), were stakeholders in the development of mobility recommendations for this study. This study is a component of the Subregional Planning Initiative Program (SPI) that has been developed by the H-GAC to create a holistic, strategic approach to transportation planning. The initiative is intended to provide an in depth examination of the relationship of land use and transportation infrastructure in an area and identify improvement opportunities to best meet the development and mobility goals of the community.

Significant infrastructure improvements are driving new development in the study area. Already an area of high transit usage, walking and biking, the East End will soon benefit from the expansion of the METRO light rail system along Harrisburg Boulevard. Bus ridership in the area is high and many of the City's highest ridership bus lines pass through the study area. Several major off-road and on-road bicycle routes pass through the study area, supporting cycling trips. At the same time, significant barriers to mobility exist. Some barriers are tied to the very transportation infrastructure that has historically defined the area: the rail lines, freeways, and bayous. Other barriers exist in the form of gaps in bicycle, pedestrian, and automotive networks. This study identifies and quantifies existing strengths and challenges; it also identifies improvement opportunities to boost and leverage the strengths and address the gaps.

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Key findings from the study areas are summarized in the table & map exhibit below. The East End Mobility Study complete report and executive summary are available on the Planning Department's webpage – www.houstonplanning.com by clicking on [City Mobility Planning Phase 2](#) under *Key Initiative*.

ROADWAY & INTERSECTION

These improvements primarily impact the mobility of passenger vehicles and trucks. They address capacity bottlenecks, intersection and roadway geometry, and network connectivity. The improvements identify opportunities to better align the roadway cross sections, operational characteristics, and capacity with the desired land use context and projected traffic volumes while maintaining acceptable roadway Level of Service (typically LOS D or better).

R1: Improve key intersection operations (e.g., Navigation at Sampson / York, Jensen/Runnels, and Canal; Dowling at IH-45 / Pease)

R2: Improve connectivity for all modes between the Second Ward / Fifth Ward neighborhoods and EaDo / Downtown

R3: Assess multi-modal mobility impacts of East End Master Plan recommendations on Navigation Boulevard and adjacent roadway network

R4: Assess Sampson/York one-way pair multi-modal operations including potential benefits and challenges of conversion to two-way operations

R5: Improve Chartres Street as both a gateway to the East End and Downtown and as a barrier to mobility

TRANSIT

These improvements support increased transit service levels and ridership within the study area. Potential improvements focus on both enhancing existing service and eliminating barriers to access for potential transit users.

T1: Develop Enhanced Transit Corridors for both east-west and north-south travel

T2: Identify mobility improvements that would support and integrate with East End Urban Circulator implementation

PEDESTRIAN & BICYCLING

These improvements primarily benefit walking and bicycling through the development of enhanced pedestrian and bicycle networks, including locations where shared or dedicated facilities would provide improved connections to activity centers or address the crossings of major barriers. Improvements were also identified to provide improved navigation and directions for people travelling in the study area and heading to major destinations.

PB1: Pedestrian improvements to support transit, address barriers and encourage more walking trips

PB2: Comprehensive area bicycle improvements that connect the Columbia Tap, MKT, Harrisburg and Buffalo Bayou Trails and Major Destinations

PB3: Implement a regional wayfinding system targeting pedestrian-bicyclist connections as well as automobiles

DEVELOPMENT

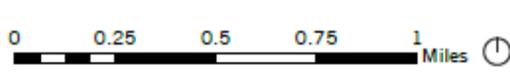
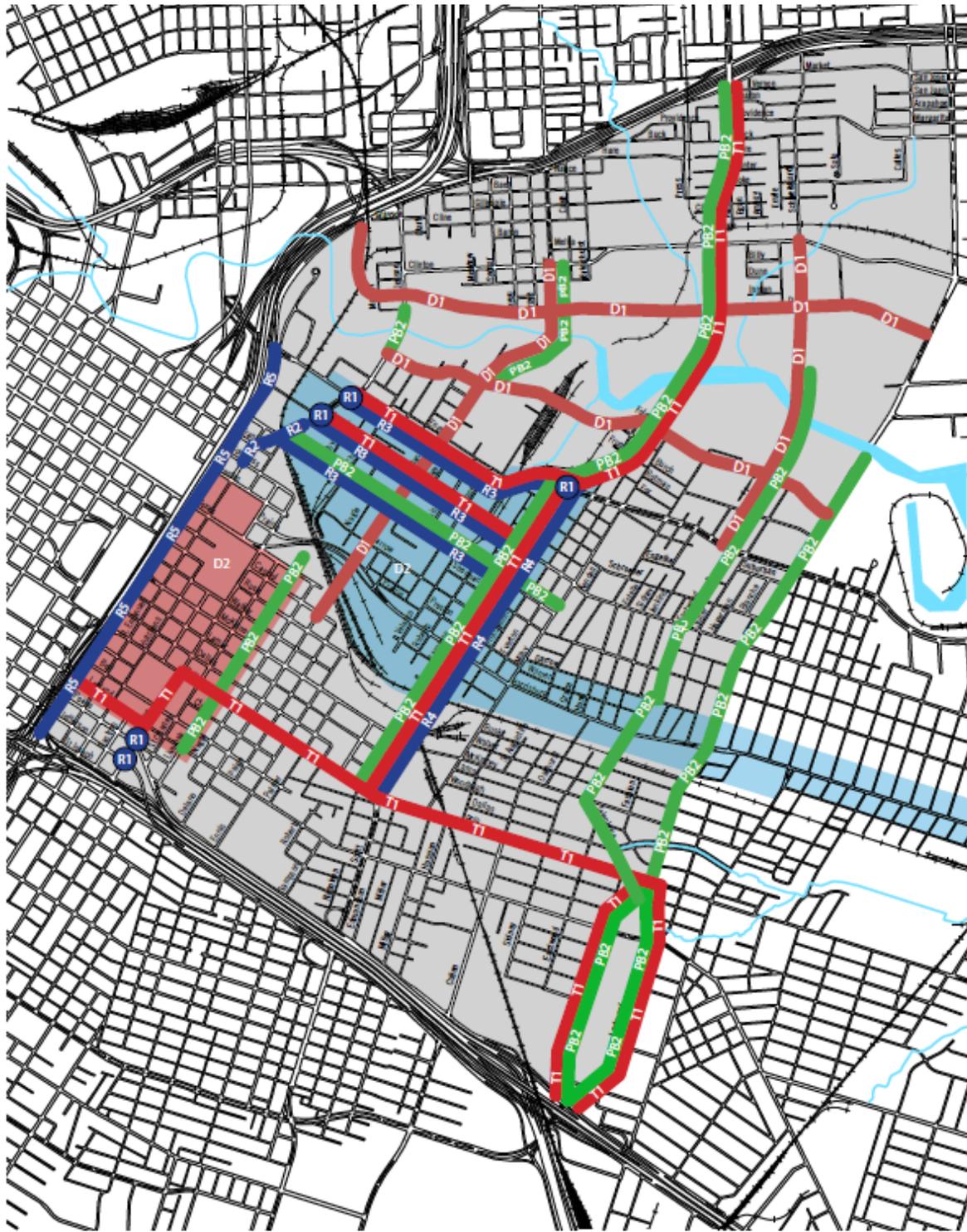
These improvements pro-actively support enhanced mobility and access to accommodate and support development as it occurs. Opportunities include enhancements to the roadway network as well as issues such as parking that may not be major mobility factors now but that will become more important as development and traffic increases.

D1: Support high level of connectivity in future roadway network (e.g., new collectors for thoroughfare plan)

D2: Develop parking management approach for activity centers

PD and PWE have analyzed the recommendation from the Mobility Study and other ongoing implementation projects and plans initiative to develop the proposed amendments list of Major Thoroughfare and Freeway Plan (MTFP) amendments. These requests are consistent with the projected growth, infrastructure and mobility needs within the study area.

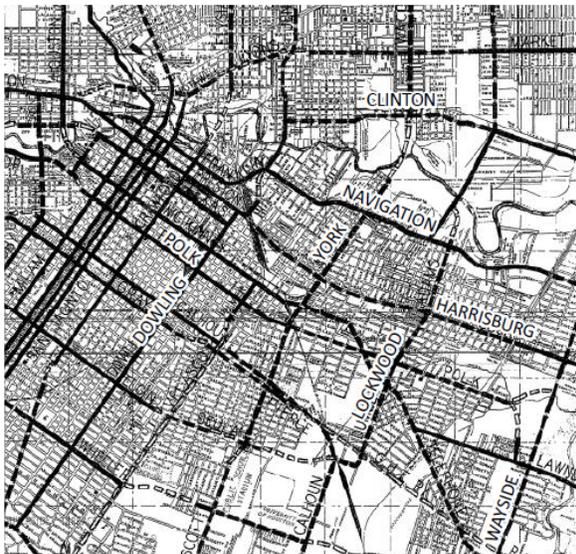
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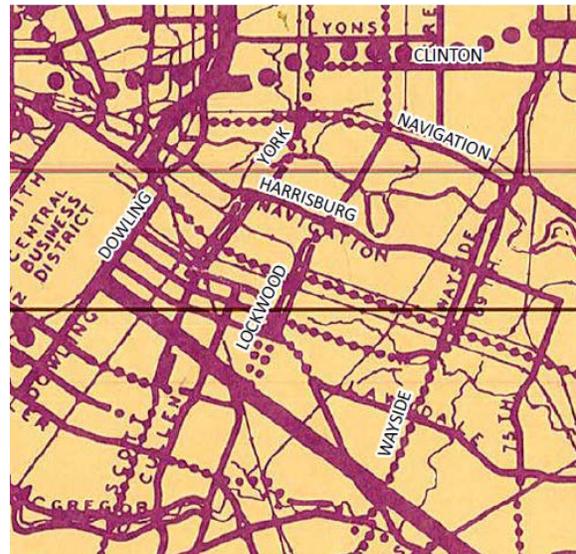
- R1** Corridor Improvement
- PB1** Intersection Improvement

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Streets within the study area have been identified on the MTFP since 1942. Market Street, Clinton Drive, Navigation Boulevard, Harrisburg Boulevard, McKinney Street, Polk Street, Telephone Road, Lawndale Street, and Pierce Street were some of the primary east-west thoroughfares. North-south thoroughfares included Crawford Street, Jensen Drive, Dowling Street, Velasco Street, Milby Street, Scott Street, Lockwood Drive, Dumbel Street and Wayside Drive. In 1957 the MTFP map identifies the extension of the freeway system around the study area. Cullen Boulevard is added as thoroughfare as a north-south thoroughfare, south of McKinney Street. Leeland Street, between the Central Business District and Telephone Road, is also added to the 1957 MTFP map. In 1998, with the addition of the major collector street to the MTFP map, Canal Street is classified as a major collector while McKinney Street, Leeland Street and Cullen Boulevard are reclassified as major collector. In 2009 Texas Avenue Harrisburg Boulevard is designated as Transit Corridor Street with the creation of the Transit Corridor Ordinance.



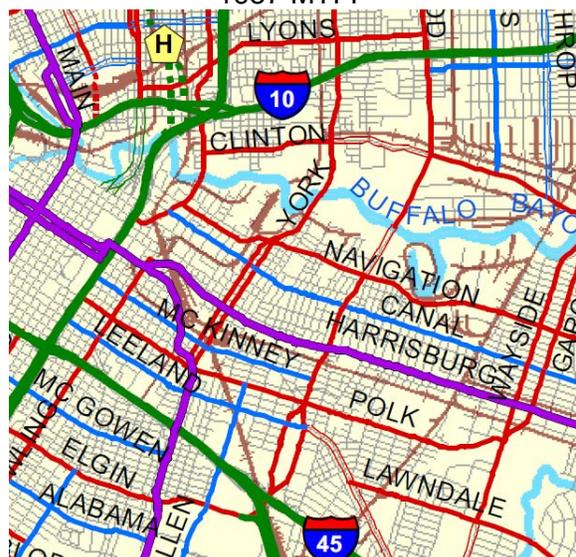
1942 MTFP



1957 MTFP



1997 MTFP



2012 MTFP

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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. 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 reduced by -0.1 % from 17,522 to 17,354 which demonstrates a percent change significantly lower than that of the City of Houston's growth (7%).

Year	Population (Persons/Acre)	% Change	Households (Households/Acre)	% Change	Jobs (Jobs/Acre)	% Change
2010	5.4		2.1		4.8	
2015	5.9	9.7%	2.3	7.1%	5.0	5.9%
2020	6.3	6.3%	2.5	7.0%	5.3	5.0%
2025	6.6	4.7%	2.6	5.8%	5.6	4.8%
2030	6.8	2.8%	2.7	3.6%	5.6	0.9%
2035	6.8	0.4%	2.7	0.9%	5.6	0.3%
Change (2010 to 2035)	1.4	26.2%	0.6	26.6%	0.9	17.9%
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 20 Traffic Analysis Zones (TAZ) encompassing approximately 3,007 acres around the proposed amendment. Population projections do not include projections for group housing.

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 16,202 to 20,446 (4,244 person) or 26%. The number of persons per acre is projected to increase approximately from 5.4 to 6.8.

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During the same period, H-GAC estimates that the total jobs in the subject area will increase from 14,334 to 16,905 (2,571 jobs), or 18%. The number of jobs per acre is projected to increase approximately from 4.8 to 5.6.

Expressed in percentages, the subject area's population growth is expected to be less than the City of Houston's (26% vs. 30%), and the area's job growth is less than the City of Houston's (18% vs. 33%).

Land Use and Platting Activity:

Platting activity over the last five year has varied within the provided study area. Platting activity indicates 53%, or approximately 16 acres consist of unrestricted land. Commercial developments accounts for 25% of plating activity while single family residential is 23%.

Subdivision Plat Name	Action Date	Key Map	Land Use	Property Size (ac)	No. of Lots
Central Park partial replat no 3	13-Dec-12	494V	Commercial	0.28	
Capitol Flea Market replat no 1	29-Nov-12	494Y	Unrestricted	1.59	
Live Oak Court	8-Nov-12	493V	SF Residential (shared driveway)	0.34	9
Estelle Street Villas	25-Oct-12	494P	SF Residential (public street)	0.16	2
Harrisburg Lofts partial replat no1	27-Sep-12	494N	Unrestricted	0.22	
Lamar Live Oak Crest	27-Sep-12	493r	SF Residential (public street)	0.83	22
McKinney Landing	27-Sep-12	494s	SF Residential (public street)	0.41	10
Milby Street Homes	27-Sep-12	494P	SF Residential (public street)	0.43	6
Eado Trails	13-Sep-12	494S	SF Residential (shared driveway)	0.76	17
Crawford Street Reserve	30-Aug-12	493R	Unrestricted	3.38	
Eado Town Center	30-Aug-12	493R	Unrestricted	0.15	
Catholic Charities East End	16-Aug-12	494N	Unrestricted	2.27	
Leeland Avenue Place	16-Aug-12	493V	SF Residential (shared driveway)	0.11	3
Discovery Tower Garage	5-Jul-12	493R	Commercial	1.65	
Dallas Plaza	21-Jun-12	493V	Unrestricted	0.25	
Live Oak Growing Replat no 1	21-Jun-12	493V	SF Residential (public street)	0.11	1
Eado Town Lofts	7-Jun-12	493R	SF Residential (public street)	0.15	4
Admiral Glass replat no 1	26-Apr-12	494Y	Unrestricted	2.20	
Metro Traction Power Substation Harrisburg Blvd	26-Apr-12	494S	Unrestricted	0.22	
Capitol Oaks Sec 4	12-Apr-12	493R	SF Residential (public street)	1.33	34
Eado Skyline	12-Apr-12	493V	SF Residential (shared driveway)	0.23	6
Southern Foods Group Sec 3	12-Apr-12	493V	Unrestricted	1.04	
Textool Acres	15-Mar-12	494Y	Commercial	0.68	
Trails at St Charles Street	16-Feb-12	493V	SF Residential (public street)	0.11	2
Pease Avenue Gardens	17-Dec-09	493V	SF Residential (shared driveway)	0.14	3
St Charles Court Sec 2 replat no 1	17-Dec-09	493R	SF Residential (public street)	0.36	9

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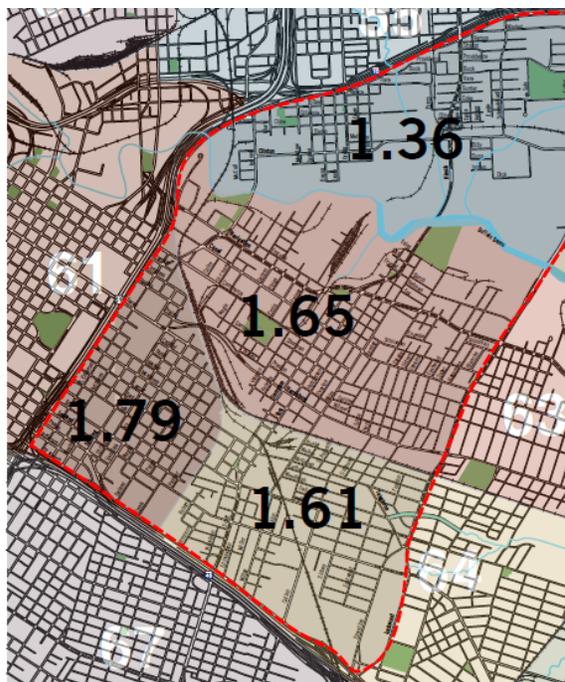
Subdivision Plat Name	Action Date	Key Map	Land Use	Property Size (ac)	No. of Lots
Bell Block Court	15-Oct-09	493V	SF Residential (public street)	0.11	3
Ninfas on Navigation Subdivision replat no 1	15-Oct-09	494N	Unrestricted	2.48	
Super Lopez	3-Sep-09	495w	Commercial	1.31	
Gugu Plaza	20-Aug-09	494V	Commercial	0.20	1
Iglesia De Fe Y Poder	20-Aug-09	494V	Commercial	1.15	
Harrisburg Square	6-Aug-09	494Z	Unrestricted	1.90	
Light Terrace Sec 2	6-Aug-09	494W	SF Residential (public street)	0.34	3
Americanos USA	9-Jul-09	494Z	Commercial	0.69	
Lockart Addition partial replat no 1	9-Jul-09	494n	Commercial	0.87	
Magnolia Park partial replat no 3	9-Jul-09	495W	Commercial	0.47	
Commerce Corner	25-Jun-09	494N	SF Residential (public street)	0.11	3
Terraces at St Charles	11-Jun-09	494N	SF Residential (shared driveway)	0.37	9
Olga Y Fernando Munoz	14-May-09	494V	SF Residential (public street)	0.20	1

Study Area Connectivity – Spacing:

One of the particular strengths of the study area is the relatively high level of connectivity of the roadway network within the various neighborhoods. A connected neighborhood, often characterized by a grid network of streets, provides multiple routes to numerous destinations. Three metrics for connectivity were used in this analysis. These should be looked at concurrently to get a broader picture of movement in the neighborhood and are shown in Table 2.5.

The connectivity metrics for the neighborhoods and overall study area are shown in the provided figure as published in the East End Mobility Study to the right. Each of the neighborhoods within the study area maintains a relatively high level of connectivity, with East Downtown having the highest levels due to limited interruptions to the grid network in the area and the smallest block sizes in the study area. The portions of Super Neighborhood 63 and Super Neighborhood 64 in the study area also have high levels of connectivity (defined as greater than 160 intersections per square mile and greater than 1.6 link-node ratio).

Link-Node Ration by Super Neighborhood



Source: East End Mobility Study, P. 29

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Region	Intersections	Nodes	Links	Lane Miles	Area (Sq. Mi.)	Intersection Density	Link-Node Ratio	Lane Mile Density
SN 55 - Greater Fifth Ward	146	172	234	69	1.34	109.3	1.36	51.6
SN 61 - Downtown/ EaDo	156	163	292	71	0.71	218.9	1.79	99.6
SN 63 - Second Ward	265	291	481	94	1.64	161.2	1.65	57.2
SN 64 - Greater Eastwood	161	174	280	72	1.00	161.0	1.61	72.0
Total Study Area	728	800	1287	306	4.69	155.2	1.61	65.2

Source: East End Mobility Study, P. 29

LEGEND

2013 MTFPA

- Add Major Thoroughfare
- ✕ Delete Major Thoroughfare
- Reclassify Major Thoroughfare
- Add Major Collector
- ✕ Delete Major Collector
- Reclassify Major Collector
- Add Minor Collector
- Reclassify Minor 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

- | | | |
|-------------------------|----------------------|-------------------|
| 1. Clinton Drive | 11. Bastrop Street | 21. Delano Street |
| 2. Gregg Street | 12. Leeland Street | 22. Delano Street |
| 3. Navigation Blvd | 13. Polk Street | 23. Pease |
| 4. Runnels Street | 14. Cullen Boulevard | 24. Jefferson |
| 5. Commerce Street | 15. Sampson Street | 25. Saint Joseph |
| 6. Saint Emanuel Street | 16. Sampson Street | |
| 7. Chartres Street | 17. Texas Avenue | |
| 8. Dowling Street | 18. McKinney Street | |
| 9. Congress Street | 19. McKinney Street | |
| 10. Prairie Street | 20. Milby Street | |

