



PLANNING COMMISSION ACTION

2011-06 *West Hardy (Segment 1)*

APPLICANT: Kerry R. Gilbert & Associates, Inc.

KEY MAP: 332 M, R, V, 333 S, W
JURISDICTION: Houston ETJ, Harris County

LAMBERT: 5367
DISTRICT/PRECINCT: Pcnt. 4

PROPOSAL:

To delete West Hardy Road as a major collector between FM 1960 and East Richey Road

APPLICANTS JUSTIFICATION & HISTORY:

West Hardy Road was first added to the Major Thoroughfare and Freeway Plan (MTFP) in 1972. In 2003 the Planning Commission approved downgrading West Hardy Road between FM 1960 and Rankin Road to a major collector. Staff's justification was that the thoroughfare spacing in the general area would provide sufficient mobility to service the projected traffic volumes. Also the use of the Hardy Toll Road coupled with East Hardy Street and West Hardy Street would provide sufficient north-south mobility.

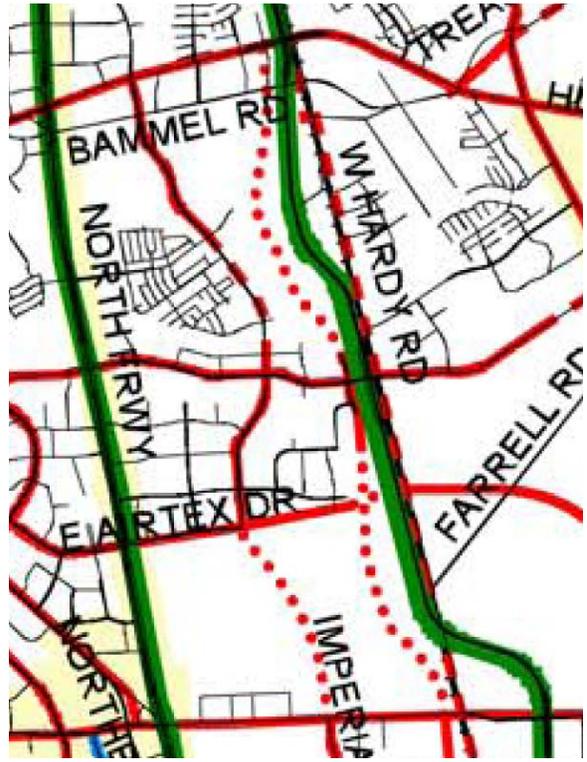
The applicant representing the Shami Enterprises, L.P., the owner of the planned light industrial development indicates that West Hardy cannot function as a collector street due to physical impediments associated with the finalization of the roadway. A proposed extension will connect incompatible land uses and encourage cut-through traffic in an established residential community. The facts justifying the removal of West Hardy as a major collector street include:

- The surrounding major thoroughfare network is established and is adequate in terms of spacing and continuity to serve the area.
- Adjoining residential neighborhoods have adequate internal circulation and access without the connection of West Hardy to East Richey Road.
- The extension of West Hardy to East Richey through the planned light industrial development would introduce undesirable traffic within the residential neighborhood.
- A local street connection between Bammel Road and West Hardy Road would better serve the residential neighborhood.
- Existing 200' wide drainage separates the residential neighborhood and will serve as the buffer between the residential and the planned light industrial development. Additionally, construction of the bridge across the drainage facility will be expensive to the public without providing significant traffic benefits.
- The owner of the planned light industrial development is in the process of acquiring the lots within the proposed residential townhomes along the northeast intersection of East Airtex and West Hardy for non-residential use. The other land uses adjoining the subject property are non-residential and thus compatible with the proposed development.

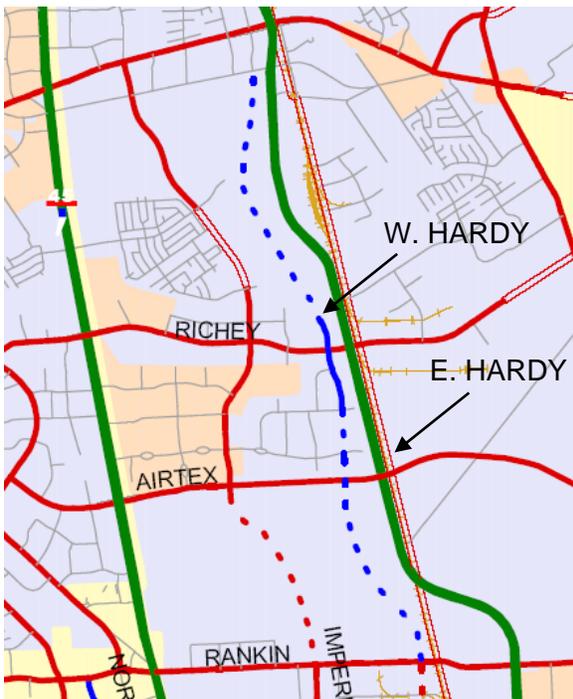
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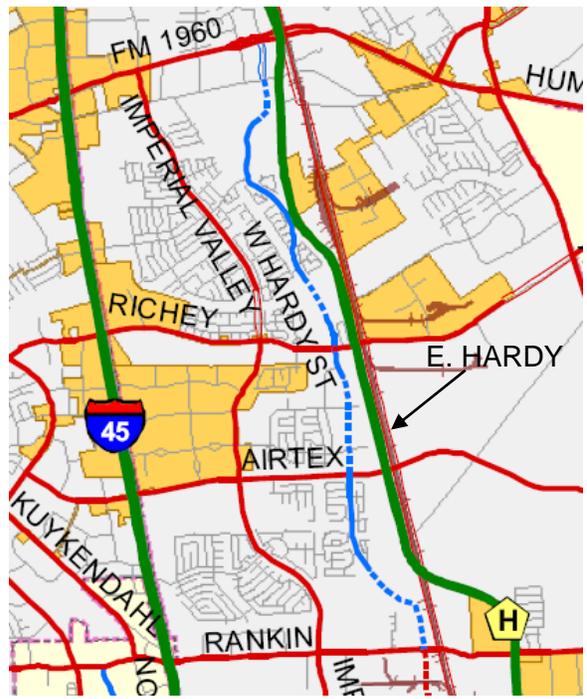
1972 MTFP



2001 MTFP



2003 MTFP



2010 MTFP

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STAFF RECOMMENDATION:

Delete West Hardy Road as a major collector between FM 1960 and East Richey Road.

STAFF JUSTIFICATION:

A number of impediments prohibit the proposed extension of major collector West Hardy Road as aligned on the Major Thoroughfare and Freeway Plan. These include:

1. Lectrus is a design and manufacturing facility located south of Bammel Road. This facility is more than 110,000 square feet and located on approximately 36 acre. It was constructed in 2001 and later expanded in 2007.
2. Kings Fabrication is a 170,000 square feet structural fabrication facility located on 18 acre south of Richey Road. The facility began its operations in 2001.
3. Sand mining facility operated by Sprint Sand and Clay is located on an approximately 70 acres site between Kings Fabrication and Airtex Drive.

Additionally the proposed alignment of West Hardy would also have to extend across a 200 feet wide drainage channel owned in fee by Harris County Flood Control Authority. Since much the adjoining area along West Hardy is developed, realigning the major collector is not feasible.

The Travel Demand Model projections for the year 2035 indicate that West Hardy would carry a significant number of trips if it were extended between FM 1960 and Airtex. In its absence, this traffic will be displaced primarily along Imperial Valley Drive and a small portion along East Hardy Road. Additionally East Richey Road, Airtex, Rankin and Bammel will also carry more traffic in the future. The capacity of some of these facilities will have to be increased as the traffic along these streets increase. Imperial Valley, Richey, Airtex and Rankin are sufficient width major thoroughfares with 100' ROW. Bammel is currently a two-lane local street with approximately 80' ROW. Thus adding additional lanes will be feasible in the future if warranted.

Harris County Precinct 4 is in the process of constructing Imperial Valley Drive between Airtex and Rankin as a 4-lane boulevard cross-section. East Richey Road, between East Hardy and Aldine Westfield, is also being reconstructed as a combination of a 4-lane boulevard and 5-lane pavement cross-section. Staff has coordinated the outcome of the Travel Demand Model with Harris County.

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Delete West Hardy Road as a major collector between FM 1960 and East Richey Road.

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 percent) to its population. Houston's ETJ however grew 35 percent 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.

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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 thrust of employment growth will be 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.

While the ETJ is growing, the City will also be taking in an additional 550,000 new residents. The most notable population growth occurs 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 more than five times from 3,632 to 24,166. The 2010 census population is significantly higher than H-GAC's projections for the year 2010.

Based on adjusted projection over the next 20 years (2015 – 2035) using average annual growth rates*, the population within the study area** will increase from 25,271 to 30,721 (5,450 persons), or 21.6%. The number of persons per acre is projected to increase from 5.75 to 6.99. During the same period, the project estimates that the total jobs in the subject area will increase from 7,559 to 9,186 (1,627 jobs), or 21.3%. The number of jobs per acre is projected to increase from 1.72 to 2.09.

| Year | Population (Persons/ Acre) | % Chg | Households (Households/ Acre) | % Chg | Jobs (Jobs/ Acre) | % Chg |
|---|----------------------------------|-------|-------------------------------------|-------|-------------------------|-------|
| 2010 | 5.48*** | | 1.66*** | | 1.64**** | |
| 2015 | 5.75 | 5.0% | 1.76 | 6.0% | 1.72 | 5.0% |
| 2020 | 6.04 | 5.0% | 1.87 | 6.0% | 1.81 | 5.0% |
| 2025 | 6.34 | 5.0% | 1.98 | 6.0% | 1.90 | 5.0% |
| 2030 | 6.66 | 5.0% | 2.10 | 6.0% | 1.99 | 5.0% |
| 2035 | 6.99 | 5.0% | 2.22 | 6.0% | 2.09 | 4.9% |
| Change (2015 to 2035) | | 21.6% | | 26.2% | | 21.3% |
| City of Houston Change (2015 to 2035) | | 14.4% | | 16.4% | | 23.8% |
| City of Houston ETJ Change (2015 to 2035) | | 53.3% | | 62.4% | | 50.9% |

* Based on H-GAC's projections (2010-2035), average annual growth rates of Traffic Analysis Zones with 2010 population density (person/acre) between 5.4 and 5.5 are population (1.0%), households (1.2%) and jobs (1.0%).

** Data represents population, jobs, and households in 3 Traffic Analysis Zones (TAZ) encompassing approximately 4,395 acres around the proposed amendment. Population projections do not include projections for group housing.

*** 2010 Census Redistricting Data

**** 2010 ESRI Business Analyst

2. Land Use and Platting Activity

The study area extends between IH 45 and Hardy Toll Road to the west and east respectively, and FM 1960 to the north and Rankin Road to the south. 41% of the study area is still undeveloped. Single family residential development represents 22% of the total area and is primarily located north of East Richey and south of Airtex. Industrial and commercial uses

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represent 15% and 7% of the total acreage respectively. The higher percentage of industrial use in the area could be attributed to George Bush International Airport to the east. 4% of the property within the study area is open space and parks. Borden Golf Range along IH 45 is the largest parcel. Institutional uses represent 6% of the area. Lewis Middle School is located along W. Hardy Road just south of Bammel Road.

For the time period from 2004 to present, the majority of the platting activity in the general area where the West Hardy MTFP amendment is being requested was single family residential in nature. These residential developments are generally located between Imperial Valley Drive and the Hardy Toll Road and constituted 75% (344 acres) of the area platted in the last seven years. Commercial platting activity represented 8% (39 acres) of this developed area.

| Subdivision Plat Name | Action Date | Key Map | Land Use | Property Size (acres) | Number of Lots |
|---|--------------|---------|--------------------------------|-----------------------|----------------|
| Sycamore Bend Detention Reserve | Jan 22, 2004 | 332Z | Other | 7.12 | |
| Sycamore Bend Sec 2 | Mar 18, 2004 | 332Z | SF Residential (public street) | 14.49 | 86 |
| Northview Place Sec 5 | Apr 15, 2004 | 332V | SF Residential (public street) | 17.21 | 116 |
| Imperial Trace Sec 1 | May 13, 2004 | 332R | SF Residential (public street) | 102.61 | 437 |
| Harris County Utility District 16 Lift Station Restricted Reserve | Oct 14, 2004 | 372D | Transportation and Utility | 0.11 | |
| Starwood Sec 1 | Dec 9, 2004 | 332Q | SF Residential (Type 2 PAE) | 26.82 | 113 |
| Starwood Sec 2 | Dec 9, 2004 | 332Q | SF Residential (Type 2 PAE) | 11.00 | 65 |
| Starwood Sec 3 | Dec 9, 2004 | 332Q | SF Residential (Type 2 PAE) | 7.34 | 46 |
| Holder Commercial Subdivision Sec 1 | Dec 23, 2004 | 332M | Commercial | 2.91 | |
| Imperial Garden Sec 2 | Sep 22, 2005 | 332L | SF Residential (public street) | 12.64 | 82 |
| Northview Place Sec 6 | Oct 6, 2005 | 332V | SF Residential (public street) | 20.20 | 73 |
| Imperial Garden Sec 3 | Nov 17, 2005 | 332L | SF Residential (public street) | 25.43 | 46 |
| Villas of Estrella | Nov 17, 2005 | 333W | SF Residential (public street) | 12.09 | 112 |
| Boothe Development no 1 | Feb 2, 2006 | 332Z | Commercial | 3.27 | |
| Imperial Garden Sec 4 | May 11, 2006 | 332L | SF Residential (public street) | 0.52 | 4 |
| Tricor Century Plaza Subdivision | Nov 9, 2006 | 372D | Commercial | 7.30 | |
| Imperial Trace Sec 2 | Nov 30, 2006 | 332R | SF Residential (public street) | 39.20 | 203 |
| Airtex Plaza Subdivision | Feb 1, 2007 | 373A | Commercial | 2.97 | |
| Bammel Switch Site Subdivision | Aug 2, 2007 | 332M | Unrestricted | 14.00 | |
| West Hardy Road Middle School Subdivision | Aug 30, 2007 | 332R | Public and Institutional | 37.60 | |
| Memorial Hills South Sec 1 | Dec 13, 2007 | 333J | SF Residential (public street) | 20.36 | 105 |

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|---|--------------|------|--------------------------------|-------|----|
| Alfros Leasing Subdivision | Jun 19, 2008 | 333J | Commercial | 4.00 | |
| Greentree Airtex Unrestricted Reserve A Subdivision | Mar 19, 2009 | 373E | SF Residential (public street) | 14.97 | |
| Memorial Hills Water Plant no 1 Subdivision | Jun 25, 2009 | 333K | Transportation and Utility | 0.57 | |
| Alexander Center Subdivision Sec 1 | Mar18, 2010 | 373A | Commercial | 1.50 | |
| Alexander Center Subdivision Sec 2 | Mar 18, 2010 | 373A | Unrestricted | 1.47 | |
| Bogata Subdivision | May 13, 2010 | 332M | Commercial | 5.07 | |
| North Plaza Greentree Airtex Subdivision | Jun10, 2010 | 373E | Unrestricted | 13.75 | |
| First Choice Business Park Subdivision | Mar 3, 2011 | 373A | Commercial | 6.03 | |
| Airtex Imperial Plaza Subdivision | Mar 17, 2011 | 372D | Commercial | 6.55 | |
| Pine Trace Sec 4 | Apr 28, 2011 | 372D | SF Residential (public street) | 19.64 | 98 |
| Meadowview Farms partial replat no 1 | Jul 21, 2011 | 373A | Commercial | 2.97 | |

3. Right-Of-Way Status

West Hardy, from FM 1960 to East Richey, is identified as a major collector with four lanes and a 70' right-of-way. ROW for two West Hardy segments have not been dedicated. The northern segment is spaced approximately 1600' between Bammel Road to Aldine ISD subdivision and the southern segment is spaced approximately 2150' between Northview Park Sec. 2 and Imperial Trace subdivision. The West Hardy ROW between FM 1960 and Bammel has not been widened. Portion of West Hardy Road to the north and south side of East Richey was platted and developed with Northview Park Section 2 subdivision.

| Street | Segment | Classification | Status |
|-----------------|--|-------------------------|------------------|
| W. Hardy | FM 1960 to Bammel | 70' Major Collector | To be widened |
| W. Hardy | Bammel to Aldine ISD property | 70' Major Collector | To be acquired |
| W. Hardy | Adline ISD property to Rhine River | 70' Major Collector | Sufficient width |
| W. Hardy | Rhine River to Villas of Estrella Subdivison | 70' Major Collector | To be acquired |
| W. Hardy | Villas of Estrella Subdivision to E. Richey | 70' Major Collector | Sufficient width |
| W. Hardy | E. Richey to end of Northview Park Sec. 2 | 70' Major Collector | Sufficient width |
| W. Hardy | Northview Park Sec. 2 to E. Airtex | 70' Major Collector | To be acquired |
| W. Hardy | Airtex to Benning Point | 70' Major Collector | Sufficient width |
| W. Hardy | Benning Point to Rankin | 70' Major Collector | To be acquired |
| Imperial Valley | FM 1960 to North Bend | 100' Major Thoroughfare | Sufficient width |
| Imperial Valley | North Bend to E. Richey | 100' Major Thoroughfare | To be widened |
| Imperial Valley | E. Richey to Airtex | 100' Major Thoroughfare | Sufficient width |
| Imperial Valley | Airtex to Rankin | 100' Major Thoroughfare | Sufficient width |
| E. Hardy | FM 1960 to E. Richey | 100' Major Thoroughfare | To be widened |
| E. Hardy | E. Richey to Airtex | 100' Major Thoroughfare | To be widened |
| E. Hardy | Airtex to Rankin | 100' Major Thoroughfare | To be widened |

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|-----------|-----------------------------|-----------------------------|------------------|
| FM 1960 | Imperial Valley to W. Hardy | 100' Principal Thoroughfare | Sufficient width |
| FM 1960 | W. Hardy to Hardy Toll | 100' Principal Thoroughfare | Sufficient width |
| FM 1960 | Hardy Toll to E. Hardy | 100' Principal Thoroughfare | Sufficient width |
| E. Richey | Imperial Valley to W. Hardy | 100' Major Thoroughfare | Sufficient width |
| E. Richey | W. Hardy to Hardy Toll | 100' Major Thoroughfare | Sufficient width |
| E. Richey | Hardy Toll to E. Hardy | 100' Major Thoroughfare | Sufficient width |
| Airtex | Imperial Valley to W. Hardy | 100' Major Thoroughfare | Sufficient width |
| Airtex | W. Hardy to Hardy Toll | 100' Major Thoroughfare | Sufficient width |
| Airtex | Hardy Toll to E. Hardy | 100' Major Thoroughfare | Sufficient width |

4. Major Thoroughfare Spacing

Two north-south major roadways, IH 45 and Hardy Toll Road are spaced approximately 1.5 miles apart. The north-south thoroughfares, Imperial Valley, and West Hardy are spaced approximately 0.90 of a mile along FM 1960 and East Richey. The east-west thoroughfares, FM 1960 and East Richey are spaced 2.3 miles along West Hardy. West Hardy and East Hardy are spaced approximately 0.2 miles apart.

| Street | From | To | Street Type | Direction | Spacing (mile) |
|------------------|-----------------|------------------|--------------------|-------------|----------------|
| W. Hardy | FM 1960 | E. Richey | Major Collector | north-south | 2.30 |
| W. Hardy | E. Richey | Airtex | Major Collector | north-south | 0.86 |
| W. Hardy | Airtex | Rankin | Major Collector | north-south | 1.38 |
| Imperial Valley | FM 1960 | E. Richey | Major Thoroughfare | north-south | 2.03 |
| Imperial Valley | E. Richey | Airtex | Major Thoroughfare | north-south | 0.98 |
| Imperial Valley | Airtex | Rankin | Major Thoroughfare | north-south | 1.40 |
| E. Hardy | FM 1960 | E. Richey | Major Thoroughfare | north-south | 2.15 |
| E. Hardy | E. Richey | Airtex | Major Thoroughfare | north-south | 0.87 |
| E. Hardy | Airtex | Rankin | Major Thoroughfare | north-south | 1.25 |
| Aldine Westfield | FM 1960 | E. Richey | Major Thoroughfare | north-south | 1.21 |
| Aldine Westfield | E. Richey | Airtex | Major Thoroughfare | north-south | 1.64 |
| Aldine Westfield | Airtex | Rankin | Major Thoroughfare | north-south | 1.00 |
| FM 1960 | IH 45 | Imperial Valley | Major Thoroughfare | west-east | 0.51 |
| FM 1960 | Imperial Valley | W. Hardy | Major Thoroughfare | west-east | 0.90 |
| FM 1960 | W. Hardy | E. Hardy | Major Thoroughfare | west-east | 0.12 |
| FM 1960 | E. Hardy | Treaschwig | Major Thoroughfare | west-east | 1.08 |
| FM 1960 | Treaschwig | Aldine Westfield | Major Thoroughfare | west-east | 0.42 |
| E. Richey | IH 45 | Imperial Valley | Major Thoroughfare | west-east | 1.11 |
| E. Richey | Imperial Valley | W. Hardy | Major Thoroughfare | west-east | 0.53 |
| E. Richey | W. Hardy | E. Hardy | Major Thoroughfare | west-east | 0.21 |
| E. Richey | E. Hardy | Aldine Westfield | Major Thoroughfare | west-east | 1.58 |
| Airtex | IH 45 | Imperial Valley | Major Thoroughfare | west-east | 0.76 |
| Airtex | Imperial Valley | W. Hardy | Major Thoroughfare | west-east | 0.74 |
| Airtex | W. Hardy | E. Hardy | Major Thoroughfare | west-east | 0.32 |

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|--------|-----------------|------------------|--------------------|-----------|------|
| Airtex | E. Hardy | Aldine Westfield | Major Thoroughfare | west-east | 1.76 |
| Rankin | IH 45 | Imperial Valley | Major Thoroughfare | west-east | 1.00 |
| Rankin | Imperial Valley | W. Hardy | Major Thoroughfare | west-east | 0.72 |
| Rankin | W. Hardy | E. Hardy | Major Thoroughfare | west-east | 0.11 |
| Rankin | E. Hardy | Aldine Westfield | Major Thoroughfare | west-east | 1.47 |

5. Mobility

Imperial Valley, West Hardy and East Hardy are the three north-south thoroughfares in the study area other than the IH 45 and Hardy Toll Road. Imperial Valley measures approximately 5.29 miles between Aldine Bender and FM 1960 as a major thoroughfare. West Hardy/Hardy Road extends Harrington and FM 1960. Portions along this roadway north of Greens Road have not been improved. Also the segment between FM 1960 and Rankin Road is classified as a major collector, while the segment south of Rankin to Hardy Toll Road is classified as a major thoroughfare. The overall length of the proposed roadway between FM 1960 and IH 10 is 18.3 miles. East Hardy Road extends between Rayford Road and East Crosstimer Road approximately 21.1 miles. The segment between Rayford Road and Greens Road is classified as a major thoroughfare.

A number of east west thoroughfares traverse the study area. FM 1960 is the most significant east west principle arterial in the area. East Richey extends west from FM 1960 and is proposed to align with W. Greens Road west of Cutten Road. Airtex has the smallest segment extending between Aldine Westfield and Ella Drive. Rankin Road also extends west of Aldine Westfield to align with Spears Road and eventually north-south thoroughfare Gessner Road west of Veteran's Memorial Drive.

The Spring Park & Ride is located along the north side of Bammel Road east of Imperial Valley Drive. It currently serves three park & ride service busses (202, 204 & 209) from Downtown Houston and a local bus route (86) along FM 1960 and Greenspoint area.

The two map exhibits below reflect the travel demand model projections with West Hardy improved as a four lane undivided street for the years 2018 and 2035, and projections with and without West Hardy Road between Airtex and FM 1960 for the year 2035. The table below identifies the average daily traffic (ADT) for the thoroughfares in the study area, in 2035. The travel demand model was calibrated using existing traffic counts for the area and the base population and employment projections were also updated based on the 2010 census.

The travel demand model projections for 2035 that compares the with and without West Hardy scenarios indicate that W. Hardy Road is a significant attractor of traffic in the area. Without West Hardy Road in the year 2035 the ADT along Imperial Valley increase to 27,245 (123%) and 31,451 (58%), north and south of Richey Road respectively. East Hardy Road north of Richey Road carries minimal volumes since north south traffic uses local street West Thorne Road that was recently improved as a four-lane divided roadway between East Hardy and FM 1960.

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The 2018 results with West Hardy project more than 9,000 trips between Airtex and FM 1960. The results reflect that if West Hardy Road were extended would carry collector street volumes in the near future.

Average Daily Traffic (ADT) Comparison with & without West Hardy in 2035

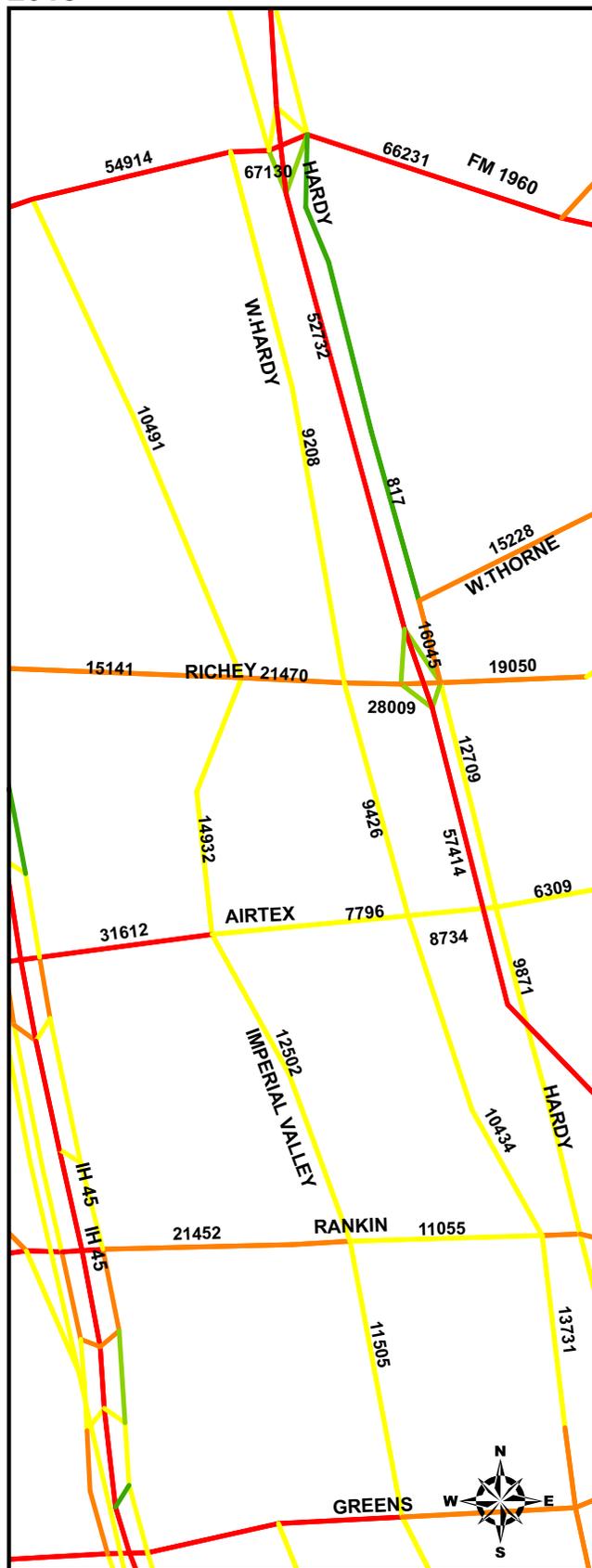
| STREET | SEGMENT | With West Hardy | Without West Hardy | % Change with West Hardy |
|-----------------|--------------------------------|-----------------|--------------------|--------------------------|
| | | 2035 | 2035 | |
| West Hardy | FM 1960 to East Richey | 19,437 | N/A | |
| West Hardy | East Richey to Airtex | 14,649 | N/A | |
| West Hardy | Airtex to Rankin | 20,521 | 13,991 | -32% |
| West Hardy | Rankin to Greens | 22,684 | 20,530 | -9% |
| Imperial Valley | FM 1960 to East Richey | 12,198 | 27,245 | 123% |
| Imperial Valley | East Richey to Airtex | 19,966 | 31,451 | 58% |
| Imperial Valley | Airtex to Rankin | 17,902 | 21,310 | 19% |
| Imperial Valley | Rankin to Greens | 17,903 | 15,877 | -11% |
| East Hardy | FM 1960 to East Richey | 1,226 | 2,642 | 115% |
| East Hardy | East Richey to Airtex | 17,902 | 17,323 | -3% |
| East Hardy | Airtex to Rankin | 15,311 | 14,724 | -4% |
| FM 1960 | Imperial Valley to West Hardy | 75,738 | 91,525 | 21% |
| FM 1960 | West Hardy to East Hardy | 105,900 | | -14% |
| East Richey | Imperial Valley to West Hardy | 34,529 | 39,280 | 14% |
| East Richey | West Hardy to East Hardy | 40,787 | | -4% |
| Airtex | Imperial Valley to West Hardy | 14,975 | 24,128 | 61% |
| Airtex | West Hardy to East Hardy | 23,079 | 26,513 | 15% |
| Rankin | IH 45 to Imperial Valley | 27,910 | 28,221 | 1% |
| Rankin | Imperial Valley to West Hardy | 21,205 | 25,476 | 20% |
| West Thorne | East Hardy to Aldine Westfield | 19,523 | 18,280 | -6% |
| Hardy Toll Road | FM 1960 to East Richey | 82,150 | 82,278 | 0% |
| Hardy Toll Road | East Richey to Airtex | 92,038 | 92,937 | 1% |

West Hardy Road Average Daily Traffic (ADT)

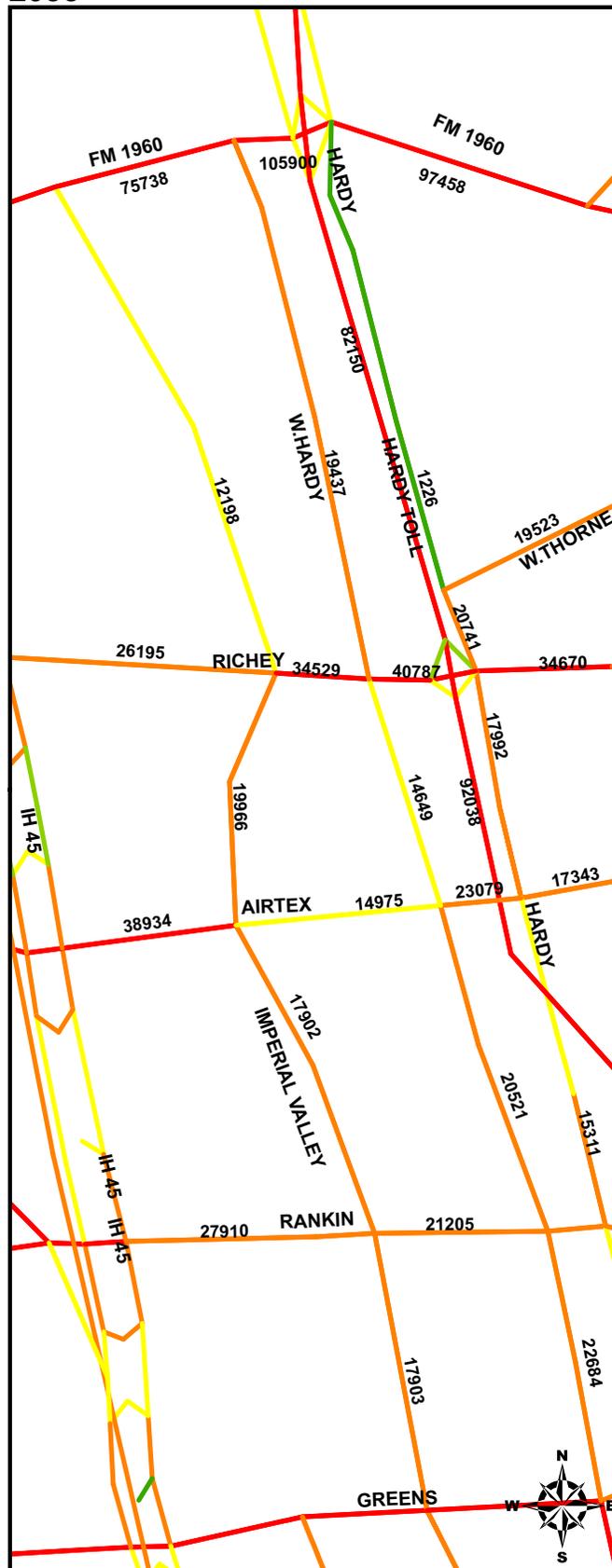
ADT

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2018

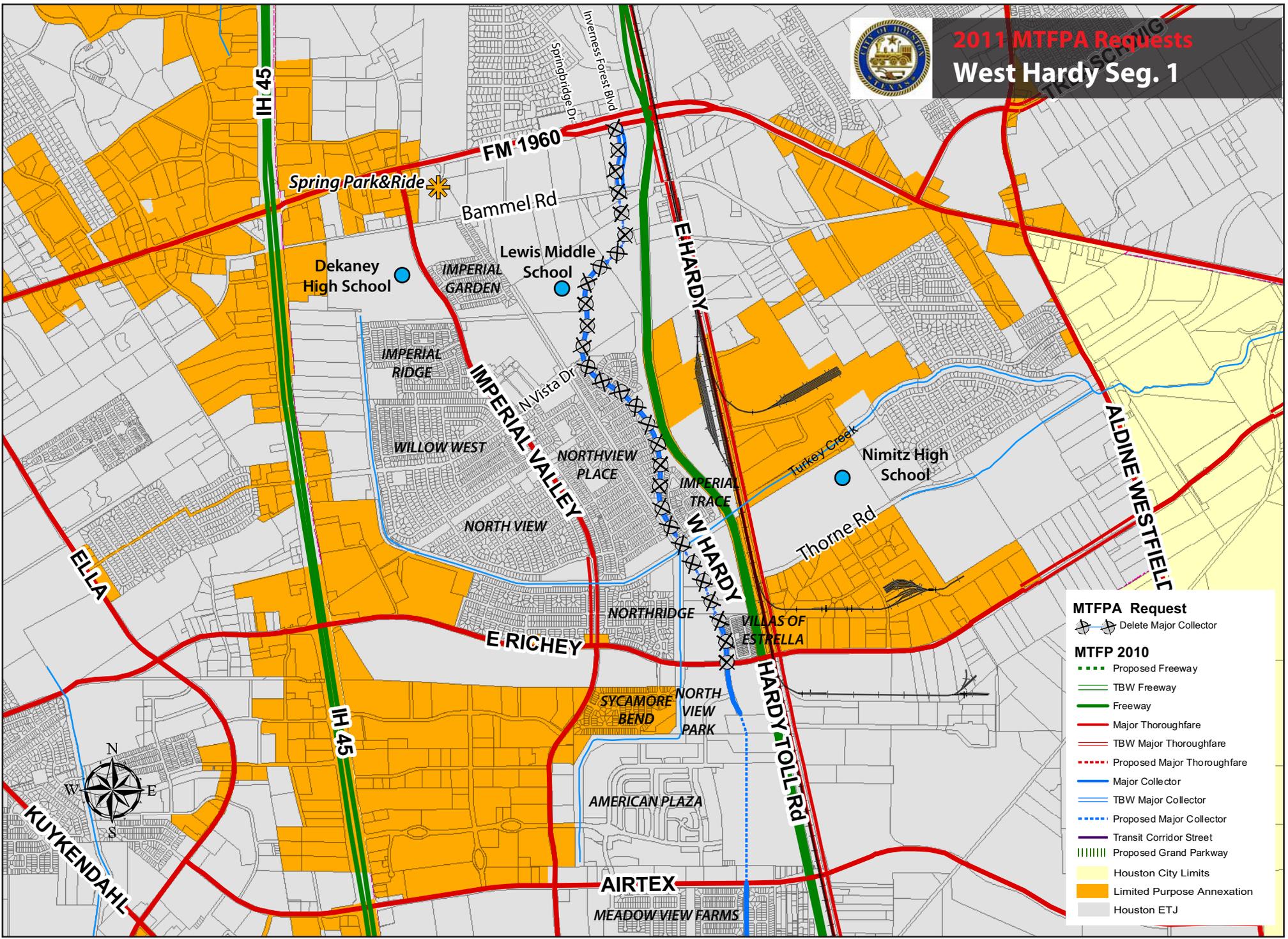


2035

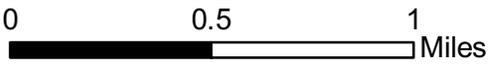




2011 MTFPA Requests West Hardy Seg. 1



- MTFPA Request**
- Delete Major Collector
- MTFP 2010**
- 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 City Limits
 - Limited Purpose Annexation
 - Houston ETJ

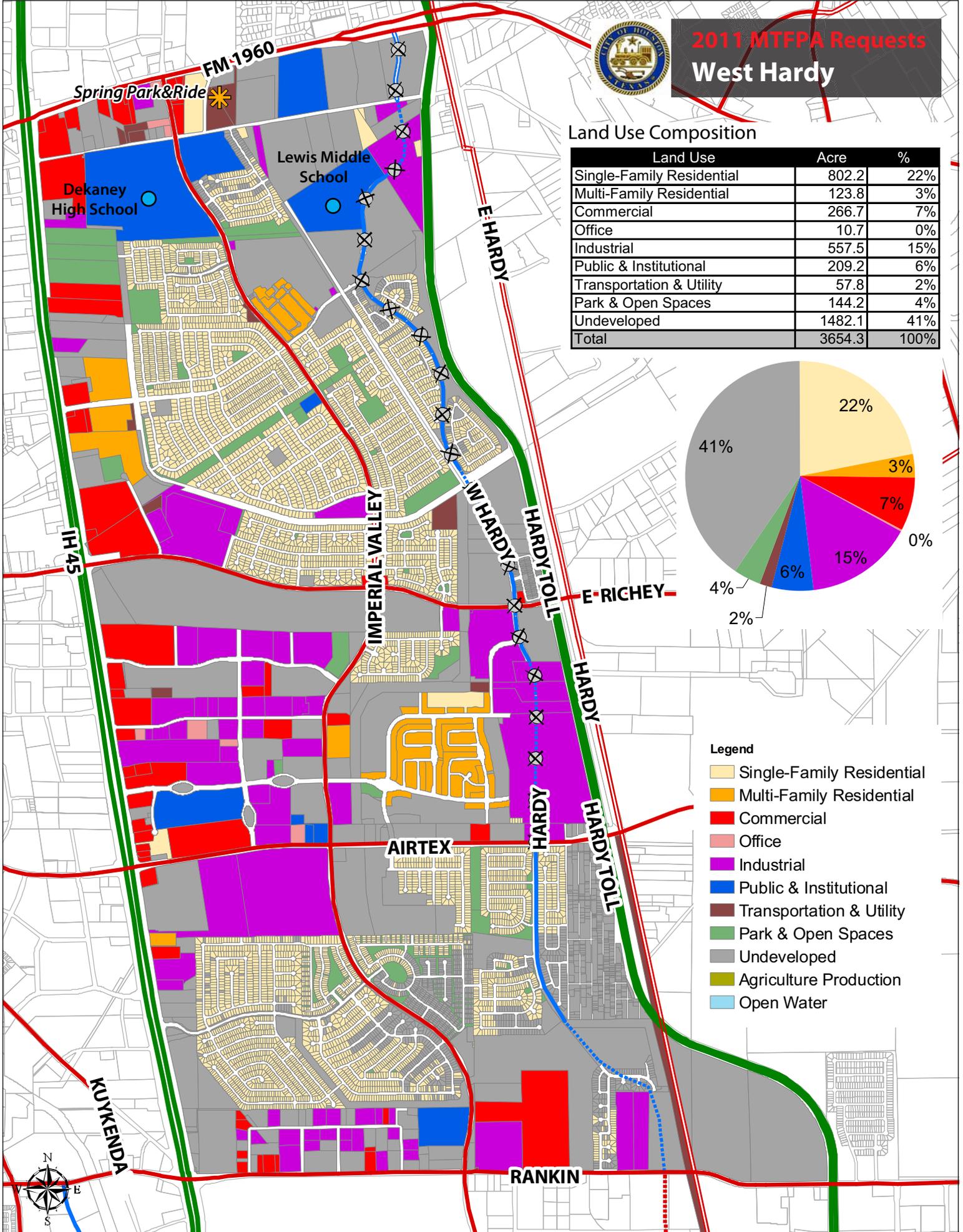
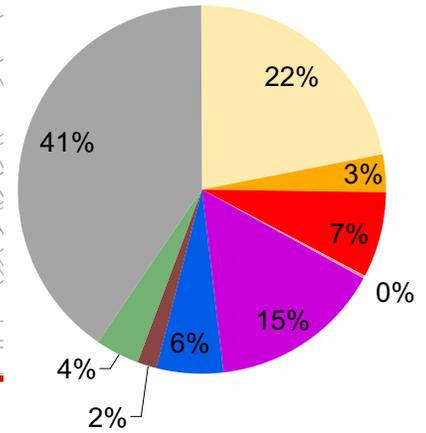




2011 MTFPA Requests West Hardy

Land Use Composition

| Land Use | Acre | % |
|---------------------------|--------|------|
| Single-Family Residential | 802.2 | 22% |
| Multi-Family Residential | 123.8 | 3% |
| Commercial | 266.7 | 7% |
| Office | 10.7 | 0% |
| Industrial | 557.5 | 15% |
| Public & Institutional | 209.2 | 6% |
| Transportation & Utility | 57.8 | 2% |
| Park & Open Spaces | 144.2 | 4% |
| Undeveloped | 1482.1 | 41% |
| Total | 3654.3 | 100% |



Legend

- Single-Family Residential
- Multi-Family Residential
- Commercial
- Office
- Industrial
- Public & Institutional
- Transportation & Utility
- Park & Open Spaces
- Undeveloped
- Agriculture Production
- Open Water



2011 MTFPA Requests West Hardy

Public Transit / Bikeway

- Transit Center
- Bus Route
- Bike Lane (H-GAC)
- Proposed Shared Use Path/Trail (H-GAC)

