



PUBLIC HEARING REPORT

2011-02 *Burnett Street*

APPLICANT: Planning and Development Department, City of Houston

KEY MAP: 493 H

LAMBERT: 5458

JURISDICTION: Houston, Harris County

DISTRICT/PRECINCT: Dist. H/ Pcnt. 2

PROPOSAL:

Add Burnett Street as a major collector (C-4-80 i.e. Major Collector – 4 Lanes – 80' ROW) between Main Street and Elysian Viaduct Street.

APPLICANTS JUSTIFICATION & HISTORY:

In 2009 the Planning Commission approved the designation of San Jacinto Street extension between the Central Business District (CBD) and Burnett Street, and Fulton Street between Burnett Street and Hogan Street, as major thoroughfares. One of the primary reasons was due to the proposed METRO's light rail transit (LRT) alignment planned along North Main. It was important to find a parallel roadway to provide greater connectivity between Near Northside and the CBD between IH 45 and US 59. Hardy-Elysian Viaduct and Main Street are the existing primary north-south thoroughfares in the area.

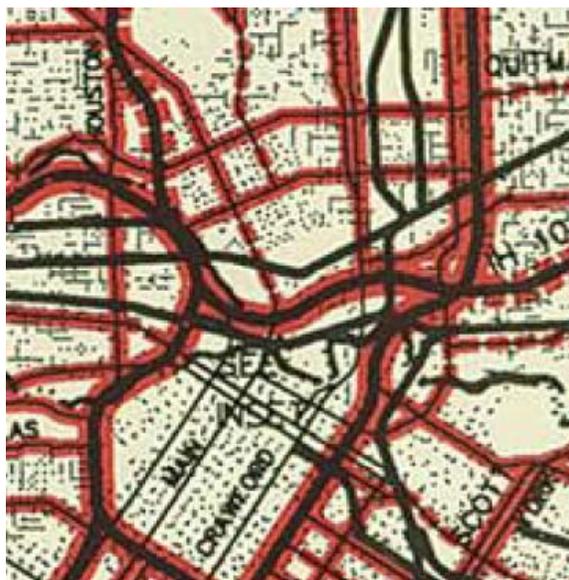
Burnett Street is an existing 60' right-of-way (ROW) public street that extends between Elysian and Main Street approximately 3,180' or 0.6 mile. The street does not extend east to Jensen due to a number of railroad tracks that crisscross the subject area. Burnett extends a block west of Main Street and is called Trentham Place. Burnett Street does not directly connect to Main Street or Elysian Viaduct. Main Street is currently below-grade at its connection with Burnett Street. Also, Burnett Street is at-grade where Elysian Viaduct crosses it creating no physical intersection between the two streets. The City of Houston in coordination with the proposed Hardy Yards Development is studying the feasibility of connecting Burnett to Main Street with an operational intersection.

TxDOT is in the process of redesigning Elysian Viaduct to replace and widen the bridge structure leading into the CBD to accommodate paved shoulders and improve the structural integrity. City of Houston is coordinating with METRO and Hardy Yards Development to improve east-west access and mobility in the Near Northside along Burnett Street. The existing land use along Burnett is non-residential. The land use within the Near Northside neighborhood behind Burnett is predominantly residential. It is anticipated that the designation of Burnett Street as the primary east-west collector street will reduce the displacement of vehicular traffic through the neighborhood while providing better access to new developments along the corridor. The proposed classification is in keeping with the 2010 Livable Centers Study for the Near Northside neighborhood.

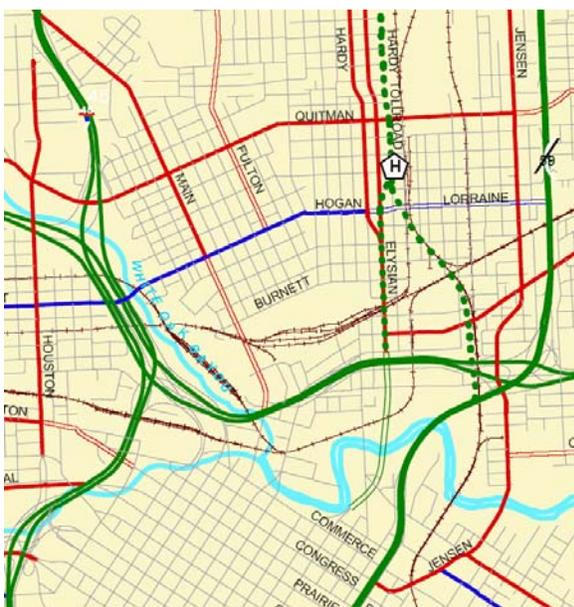
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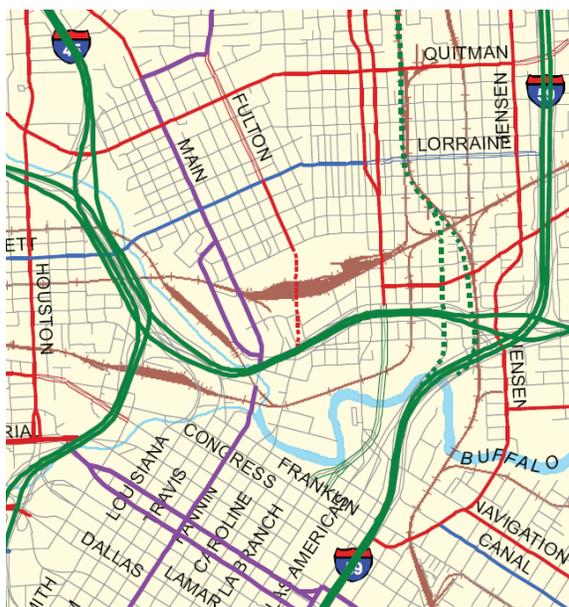
1942 Major Street Plan



1996 MTFP



2003 MTFP



2009 MTFP

1. Population & Employment Projections

According to 2010 Census, Texas grew by 20% in ten years, to over 25 million people, recording about one 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 period.

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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 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.

Comparison of the 2000 and 2010 Census results indicate that the subject area's population declined by 20.3 % from 2,976 to 2,370.

The Houston-Galveston Area Council (H-GAC) projects that over the next 20 years (2015 – 2035), the population within the study area* will increase from 4,515 to 5,682 (1,167 persons), or 25.8%. The number of persons per acre is projected to increase from approximately 2.79 to approximately 3.70. During the same period, H-GAC estimates that the total jobs in the subject area will increase from 3,944 to 4,874 (930 jobs), or 23.5%. The number of jobs per acre is projected to increase from approximately 7.81 to 9.65.

Expressed in percentages, the subject area's population growth is expected to be more than the City of Houston's (25.8% vs. 14.4%), and the area's job growth is similar to the City's (23.5% vs. 23.8%).

Year	Population (Persons/ Acre)	% Chg	Households (Households/ Acre)	% Chg	Jobs (Jobs/ Acre)	% Chg
2015	8.94		2.79		7.81	
2020	9.93	11.0%	3.14	11.0%	7.90	1.1%
2025	10.60	6.8%	3.45	9.1%	8.04	1.8%
2030	11.08	4.6%	3.64	5.2%	8.54	5.8%
2035	11.25	1.5%	3.70	1.7%	9.65	11.6%
Change (2015 to 2035)	2.31	25.8%	0.91	32.6%	1.84	23.5%
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%

Source: H-GAC's 2035 Regional Growth Forecast

* Data represents population, jobs, and households in 4 Traffic Analysis Zones (TAZ) encompassing approximately 505 acres around the proposed amendment. Population projections do not include projections for group housing.

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2. Land Use & Platting Activity

The study area extends from IH 45 to the west and IH 59 to the east. Hogan and IH 10/Lyons are the north and south boundaries respectively. 41% of the total acreage within the study area is currently undeveloped. A significant portion of the study area is adjacent to the Hardy Yards which is currently undeveloped. There are vacant tracts, as well as scattered industrial uses located adjacent to existing freight railroad lines. The area south and east has significant industrial use representing 19% of the total acreage. University of Houston – Downtown will continue to expand its campus activities into this area.

The existing Near Northside neighborhood extends north of Burnett and is primarily single family residential with some commercial and institutional uses along the major thoroughfares and collectors streets. Single family residential homes represent 20% of the total acreage with only 1% being multifamily residential. The study area has a very small percentage of parkland and commercial/office uses. Public and institutional facilities are spread throughout the area representing 5% of the total acreage.

Subdivision Plat Name	Action Date	Key Map	Land Use	Property Size (acres)	Number of Lots
Brazos Place Subdivision	01-Apr-04	493P	Unrestricted	0.14	
Five Hundred Fourteen Interest Reserve	24-Jun-04	493T	Unrestricted	0.43	
Settegast and Upham Block 16 and Fairgrounds Block 3 replat no 1	22-Dec-05	493P	Unrestricted	1.44	
Settegast and Upham Block 17 partial replat no 1	22-Dec-05	493P	Unrestricted	0.49	
Baldwin Gardens Subdivision	16-Feb-06	493P	SF Residential (public street)	0.11	3
Hibernia Midtown Subdivision	06-Mar-06	493P	Commercial	1.08	
Bend on Brazos Street Subdivision	30-Mar-06	493T	SF Residential (public street)	0.46	9
Smith at Drew Subdivision	14-Sep-06	493T	Commercial	0.80	
Fairgrounds Addition Block 14 partial replat no 2	09-Nov-06	493P	Unrestricted	0.52	
Helena Gardens Subdivision	08-Nov-07	493T	Unrestricted	0.41	
Old Scouts Plaza Subdivision	06-Aug-09	493P	Commercial	0.65	
Greater Houston USBC Association Subdivision	29-Oct-09	493P	Office	0.19	
Harrys Restaurant Subdivision	10-Jun-10	493T	Commercial	0.55	

The platting activity above indicates that the area has seen very limited development in the last decade. METRO and Cypress Real Estate Advisors are the major property owners along the south side of Burnett Street. METRO is developing portion of its site for the Burnett Transit Station and the 46.85 acres Cypress property is currently planned as a mixed use development. METRO's North Line light rail transit and Burnett Station is projected to be complete in 2014.

3. Right-Of-Way Status

Burnett Street is an existing 60' ROW public street. In 2009 the Planning Commission approved the designation of San Jacinto Street extension between the Central Business District and

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Burnett Street, and Fulton Street between Burnett Street and Hogan Street, as major thoroughfares (T-4-60). ROW for San Jacinto between IH 10 and Burnett is to be acquired. N. Main Street was reclassified as a Transit Corridor Street in 2008. The table below identifies the status of other major thoroughfares and collector street in the study area.

Street	Segment	Classification	Status
San Jacinto	IH 10 to Burnett	T-4-60	To be acquired
Fulton	Burnett to Hogan	T-4-60	Sufficient width
Elysian Viaduct	IH 10 to Burnett	T-4-60	Sufficient width
Elysian Viaduct	Burnett to Hogan	T-4-60	Sufficient width
Hogan	IH 45 to Main	C-4-60	Sufficient width
Hogan	N. Main to Cochran	C-4-60	Sufficient width
Lorraine	Cochran to Hardy	C-4-60	To be widened*
Lorraine	Hardy to Elysian Viaduct	C-4-70	To be widened
Lyons	Elysian Viaduct to Jensen	T-2-60	Sufficient width
N. Main	IH 10 to Hogan	Transit Corridor Street	
N. Main Bypass	N. Main to Harrington	Transit Corridor Street	

* 2010 MTFP indicates these segments as "Sufficient Width" however the ROW width is insufficient. The map will be updated with the 2011 MTFP.

4. Major Thoroughfare Spacing

IH 45 and US 59 are spaced approximately 1.75 miles apart. Main Street and the Elysian Viaduct are the two north-south thoroughfares that currently provide ingress and egress to the Near Northside neighborhood from Downtown and are spaced 0.65 mile apart along Hogan.

Street	From	To	Street Type	Direction	Spacing(mile)
San Jacinto	IH 10	Burnett	Major Thoroughfare	north-south	0.37
Fulton	Burnett	Hogan	Major Thoroughfare	north-south	0.26
Elysian Viaduct	IH 10	Lyons	Major Thoroughfare	north-south	0.09
Elysian Viaduct	Lyons	MOP	Major Thoroughfare	north-south	0.35
Elysian Viaduct	MOP	Lorraine	Major Thoroughfare	north-south	0.12
N. Main	IH 10	Hogan	Transit Corridor Street	north-south	0.63
Hogan	N. Main	Fulton	Major Thoroughfare	west-east	0.25
Hogan	Fulton	Elysian Viaduct	Major Thoroughfare	west-east	0.40

5. Mobility

N. Main Street and Hardy/Elysian Street are currently the main arterial connections between the Central Business District (CBD) and Near Northside community. With the proposed North Corridor Metro Rail vehicular capacity along existing N. Main Street would be reduced. The proposed San Jacinto-Fulton extension will provide access between the Near Northside community and the CBD. TxDOT is in the process of redesigning Elysian Viaduct to replace and widen the bridge structure leading into the CBD to accommodate paved shoulders and improve the structural integrity. Quitman and Hogan-Lorraine are the primary east-west corridors between IH 45 and US 59 north of IH 10 and would extend across proposed Hardy Toll Road.

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North of Burnett the established local street grid network provides good accessibility within the community. The typical block size west of Fulton Street is 300' by 200'. The blocks between Fulton and Elysian along Lorriane Street are larger. Recently construction of sidewalks along some streets within the neighborhood has improved pedestrian accessibility within the area.

Historically the Hardy Yards was Southern Pacific Railroad's main locomotive shop in Texas. The first railroad to locate here was the Houston and Texas Central in 1856; the shops were built sometime around the Civil War and were in continuous use (through many expansions and rebuilding) into the 1990s¹. The property was acquired by Cypress Real Estate Advisors in 2005 and is the proposed site for mixed use development.

METRO's North Light Rail Transit Corridor is under construction and the elevated Burnett Station is located along the south side of Burnett and east of N. Main Street. The transit station area will include bus bays and a kiss & ride facility. The existing bus routes in the area are located along North Main Street and Hoagn/Lorraine Street. Fulton, Hardy and Elysian north of Hoagn/Lorraine Street serve as bus routes. Currently portions of Brooks Street and Chapman Street also serve as bus routes.

The Heights Bike Trail extends through the study and is located along the north side of Buffalo Bayou, west of Main Street. Fulton Street north of Burnett Street is a designate bike route. This route extends east along Burnett Street and then south to Lyons Avenue via Hardy, Leona and Maury Street. Lyons Avenue and the portion of Hardy and McKee Street north of IH 10 have bike lanes.

The street paving sections in the area vary greatly. Burnett Street, west of Gano Street, is a 16' to 20' wide asphalt street with open ditch drainage. Between Gano and Hardy Street paving is approximately a 36' wide asphalt surface with curb on both side. The block between Elysian and Hardy is completely paved to the property line with on-street parking. Only a couple of blocks along the north side of Burnett Street currently have sidewalks.

The proposed 80' ROW along Burnett will allow for a 4-lane roadway with 14' wide median and sidewalks on both sides. The City is coordinating with METRO and the Cypress development to allow for additional 20' of ROW to be acquired along the south side of Burnett Street. The proposed boulevard cross section is consistent with the 2010 Northside Livable Center Study recommendation for a parkway treatment along Burnett Street. The study recommended a 100' wide ROW; however, given the location of existing buildings and shallow depth of lots along the north side, the 80' wide ROW is more appropriate in this context. The study states:

The proposed parkway treatment would include a wide esplanade or median along Burnett Street and is strongly encouraged to:

- *Help define the southern section of the Northside Neighborhood with a strong place-making feature.*
- *Act as a transition between primarily low-rise single family homes to the north with proposed higher intensity development on the Hardy Yards development to the south.*
- *Create a linear open space corridor, eventually connecting to the proposed Little White Oak Bayou open space area.*

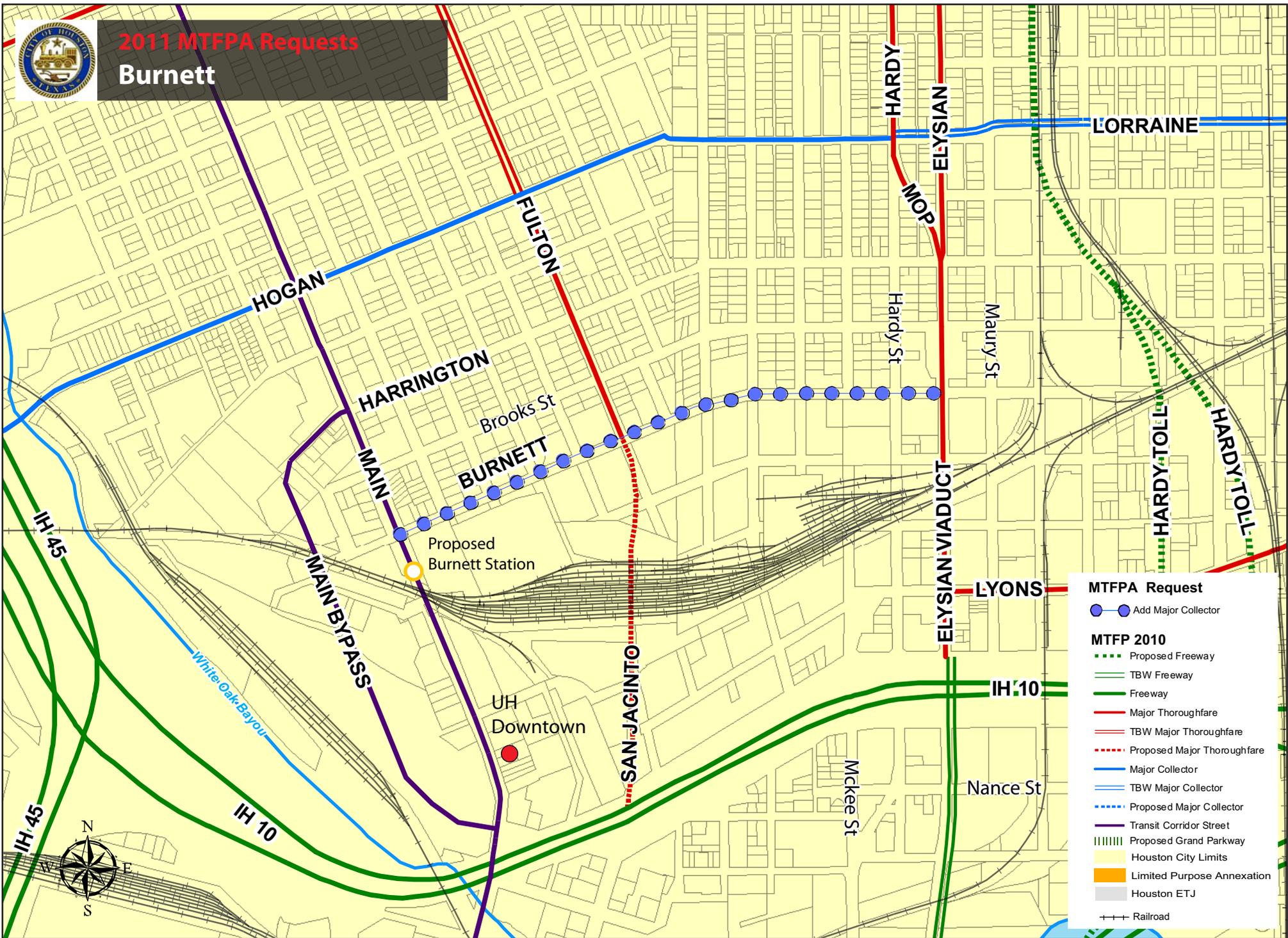
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- *Provide an important east-west bicycle connection between the proposed Little White Oak Bayou trail system and the planned bicycle corridor below Elysian Street.*
- *Promote the redevelopment of several large vacant or underutilized properties to the north of Burnett Street into medium-density housing and mixed-use development.²*

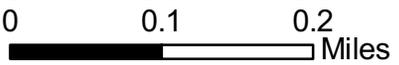
1. Spieler, Christof. "A pile of history"; <http://www.ctchouston.org>. Accessed July, 2009
2. Northside – Livable Center Study, August 2010; <http://www.h-gac.com/community/livablecenters/default.aspx>



2011 MTFPA Requests Burnett

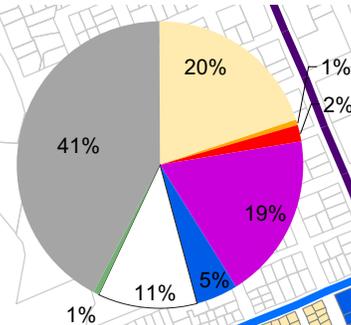


- MTFPA Request**
- Add Major Collector
- MTFP 2010**
- Proposed Freeway
 - TBW Freeway
 - Freeway
 - Major Thoroughfare
 - TBW Major Thoroughfare
 - Proposed Major Thoroughfare
 - Major Collector
 - TBW Major Collector
 - Proposed Major Collector
 - Transit Corridor Street
 - Proposed Grand Parkway
 - Houston City Limits
 - Limited Purpose Annexation
 - Houston ETJ
 - Railroad



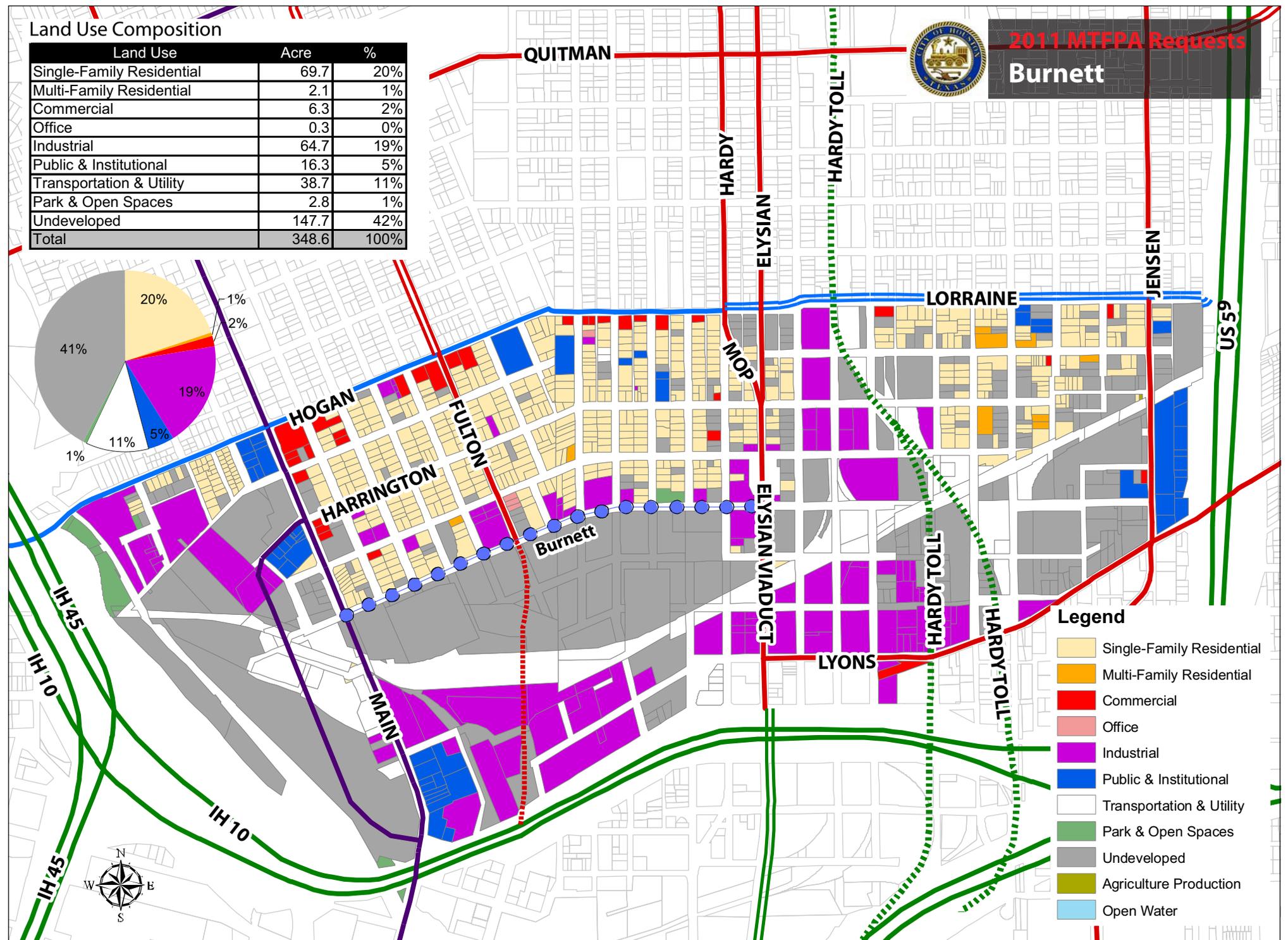
Land Use Composition

Land Use	Acre	%
Single-Family Residential	69.7	20%
Multi-Family Residential	2.1	1%
Commercial	6.3	2%
Office	0.3	0%
Industrial	64.7	19%
Public & Institutional	16.3	5%
Transportation & Utility	38.7	11%
Park & Open Spaces	2.8	1%
Undeveloped	147.7	42%
Total	348.6	100%



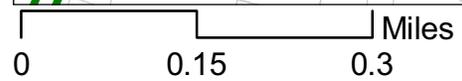
2011 MTFPA Requests

Burnett



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 Burnett

Public Transit/Bikeway

- Proposed LRT Station
- ✳ Transit Center
- Bus Route
- Bike Lane (COH)
- Signed Route/Shared Lane (COH)
- - - Proposed Multi-Use Trail (COH)

