PUBLIC HEARING REPORT

2011-05 *Parker Road*

APPLICANT: Public Works & Engineering Department, City of Houston

KEY MAP: 413 Y, Z, 414 X, W **LAMBERT:** 5356, 5357
JURISDICTION: Houston, Harris County **DISTRICT/PRECINCT:** Dist. B & H / Pcnt. 2

PROPOSAL:
To reclassify major thoroughfare Parker Road from T-4-70 (Major Thoroughfare – 4 Lanes – 70' right-of-way) to T-4-80 between Hardy Toll Road and Eastex Freeway (US 59).

APPLICANTS JUSTIFICATION & HISTORY:
Parker Road was first identified as a major thoroughfare on the 1957 Plan for Major Thoroughfare and Freeways. It extended from Shepherd Drive to Oates Road. In 1966 it was extended west to West Montgomery Road as a proposed major thoroughfare. In 1976 the alignment was extended east to C E King Parkway. The proposed alignment between Shepherd Drive and West Montgomery Road was deleted from the 1999 Major Thoroughfare and Freeway Plan (MTFP). Harris County Public Infrastructure Department, in 2005, requested the deletion of Parker Road between Mesa Drive and C E King Parkway due to its proximity to the existing 1400 acre Harris County Regional Greens Bayou Detention Facility.

City of Houston Public Works and Engineering Department is currently in the process of designing and reconstructing Parker Road between Hardy Toll Road and US 59. Parker Road west of Hardy Toll Road to Airline was recently reconstructed as a four-lane boulevard within 80' right-of-way. The existing right-of-way (ROW) along Parker Road is predominantly 60'; however it narrows down to 40' ROW near Shady Lane. The existing roadway is 20' to 22' wide with open ditch drainage on either side. The project to rehabilitate Parker Road will improve pedestrian and vehicular safety and mobility, and reduce structural flooding in the area. The project also includes reconstructing the storm sewer, improving existing sanitary sewers, and upgrading waterlines systems. Also, the street reconstruction will provide for better traffic controls along Parker Road. The Preliminary Engineering Report recommends that the four-lane boulevard cross-section for Parker Road require an 80' ROW as per the City's Infrastructure Design Manual to accommodate all of the public infrastructure construction. The proposed 14' wide raised median will promote safer handling of cross street traffic and driveway vehicle movements. The project includes two major intersections with Aldine Westfield Road and Jensen Drive. Parker Road between these intersections serves as a METRO bus route.

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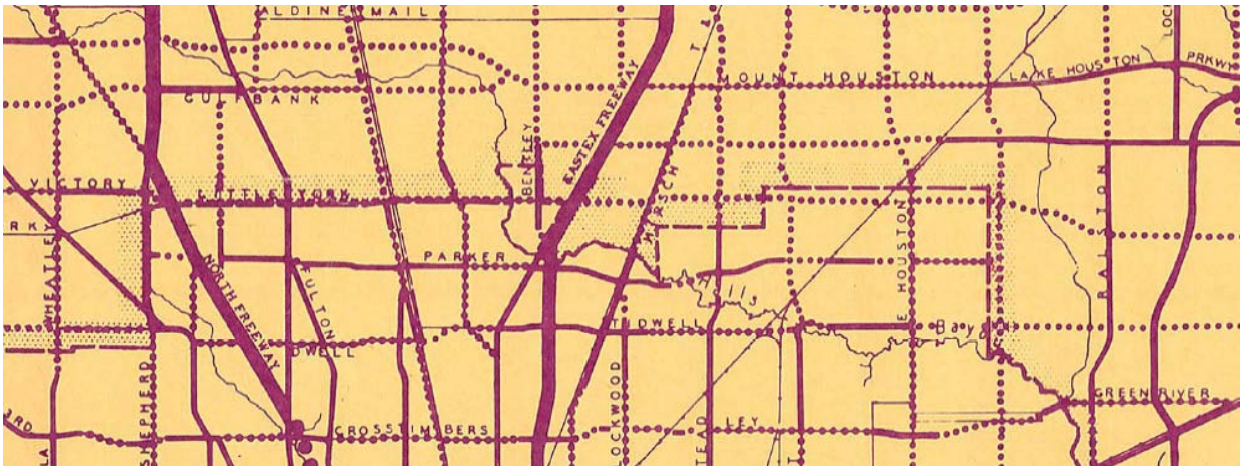
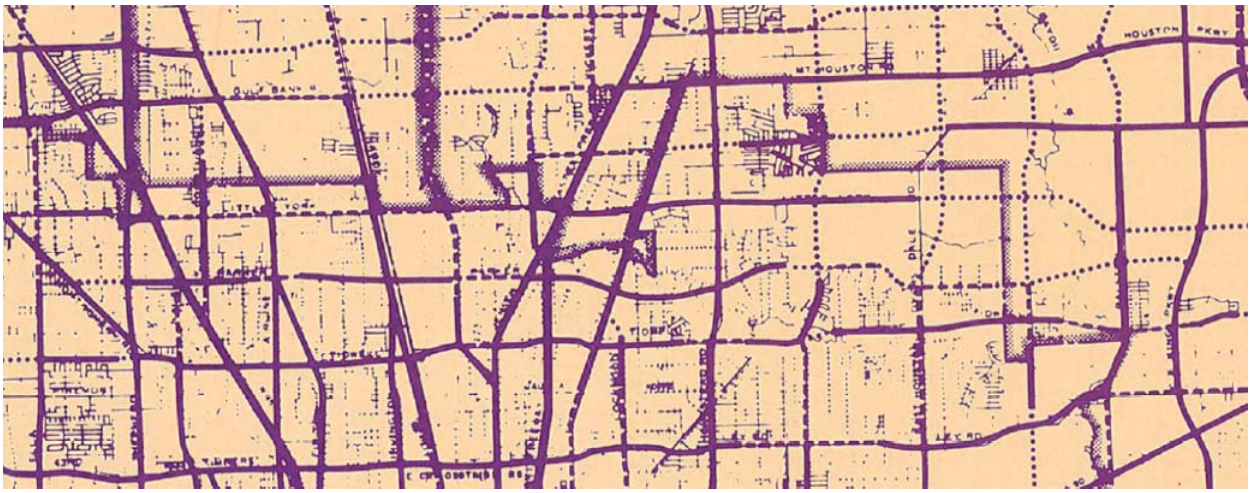
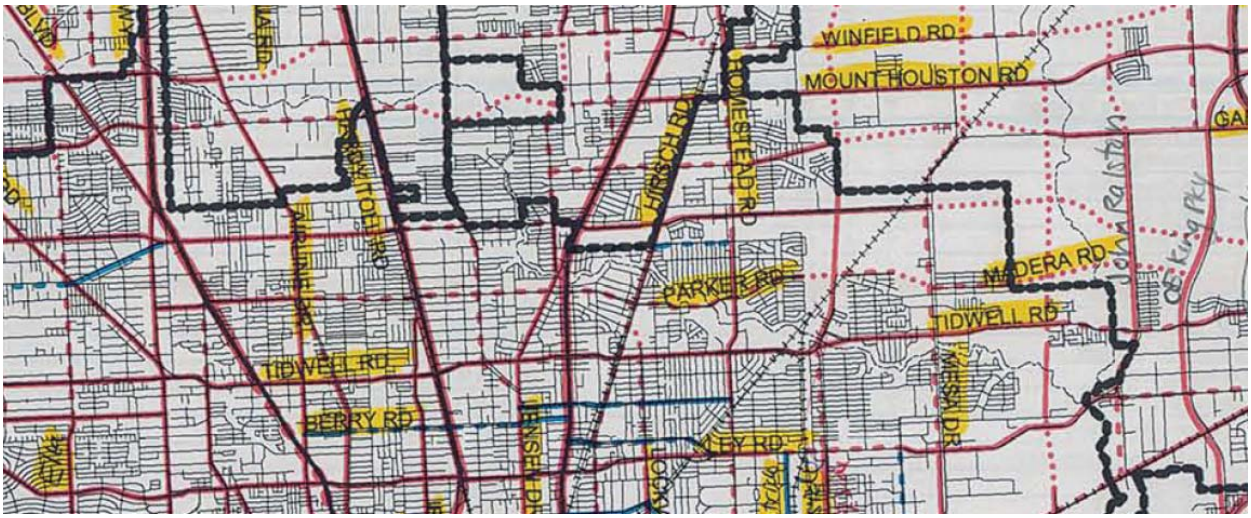


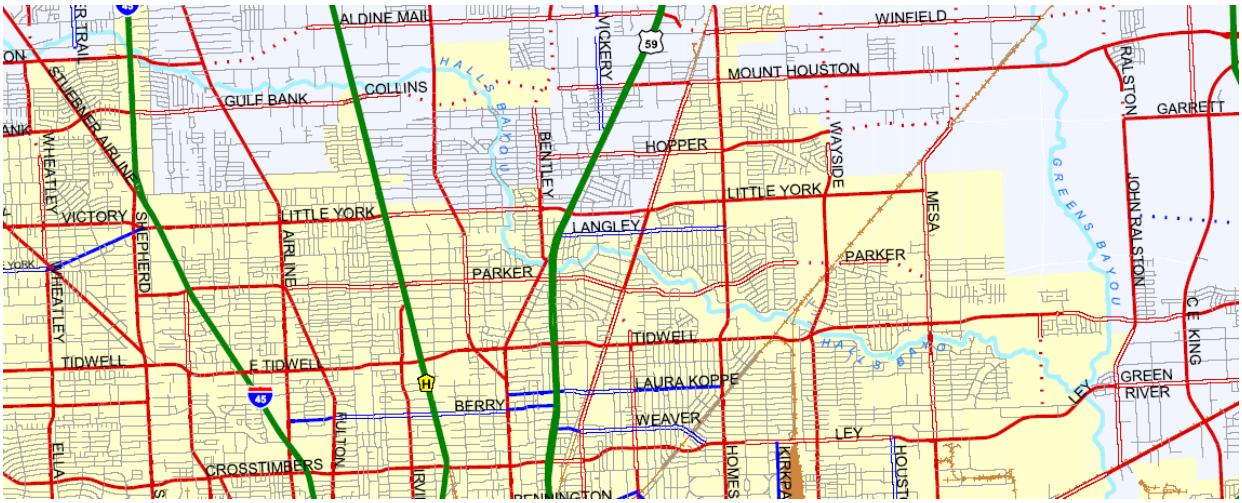
1957 Plan for Major Thoroughfare and Freeways



1976 MTFP



1999 MTFP



2005 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 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.

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 declined by 5.5 % from 8,837 to 8,345.

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 10,873 to 13,045 (2,172 persons), or 19.9%. The number of persons per acre is projected to increase from approximately 6.86 to approximately 8.23. During the same period, H-GAC estimates that the total jobs in the subject area will increase from 5,215 to 8,749 (3,534 jobs), or 67.6%. The number of jobs per acre is projected to increase from approximately 3.29 to 5.52.

Expressed in percentages, the subject area's population growth is expected to be more than the City of Houston's (19.9% vs. 14.4%), and the area's job growth is expected to be more than the ETJ's (67.6% vs. 23.8%).

Year	Population (Persons/ Acre)	% Chg	Households (Households/ Acre)	% Chg	Jobs (Jobs/ Acre)	% Chg
2015	6.86		2.09		3.29	
2020	7.33	6.8%	2.31	10.3%	3.97	20.7%
2025	7.60	3.6%	2.43	5.2%	4.48	12.8%
2030	8.04	5.8%	2.61	7.6%	4.93	10.1%
2035	8.23	2.4%	2.73	4.5%	5.52	11.9%
Change (2015 to 2035)		19.9%		30.5%		67.6%
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 5 Traffic Analysis Zones (TAZ) encompassing approximately 1,585 acres around the proposed amendment. Population projections do not include projections for group housing.*

2. Land use and Platting Activity

The study area is bound by Little York to the north, Halls Bayou and US 59 to the east, Tidwell to the south and Hardy Toll Road to the west. The study area is predominantly single family residential (41%) with commercial and industrial uses located along the major thoroughfares and freeways. Industrial uses represent 9% of the total acreage within the study area. Only 4% of the uses within the area are institutional, which are primarily the three schools within the study area. 28% of the property within the area is still vacant and indicates potential opportunity for redevelopment.

The land use along Parker Road west of Aldine Westfield is primarily large single family residential lots platted with Wellington Place and Sunrise Garden Subdivision recorded in 1938. Over the years some of these lots have changed in use. Single family residential subdivisions east of Aldine Westfeild were platted in the 1940's. These include Westfield Terrace (1944), Tramonte Estates (1946) and Dunbar Place (1948) subdivision. A significant portion of the properties along this side are currently non-residential uses.

During 2004-2007, 57% of the acreage platted in the general area where the Parker Road MTFP amendment is located was for residential use, including the 64 unit multifamily residential development, Bonita Hope Apartments. The remaining acreage was platted for an elementary school - Ethel R. Coop Elementary School and a commercial development- Parker Road Place on the corner of Parker Road and Aldine Westfield Road.

Subdivision Plat Name	Action Date	Key Map	Land Use	Property Size (acres)	Number of Lots	Total Number of Units
Parker Road Place	15-Apr-04	413Z	Commercial	0.6		

Bonita Hope Apartments	5-Aug-04	414W	Multi-family	4.6		64
Ethel R Coop Elementary School	5-May-05	413Z	Unrestricted	7.0		
Sunrise Gardens replat no 1	6-Oct-05	413Z	SF Residential (public street)	1.9	8	
La Palma Estates Subdivision	2-Mar-06	453S	SF Residential (public street)	1.8	8	
Alvarez Estates partial replat no 1	29-Nov-07	454A	SF Residential (public street)	2.0	5	

3. Right-Of-Way Status

Parker Street, from US 59 to Hardy Toll Road, is identified as a major thoroughfare with four lanes and proposed 70' ROW. The existing ROW along this section varies between 40' and 60'. The Capital Improvement Plan recommends along this section of Parker a 4 lane divided roadway which would require 80' ROW. Parker between Hardy Toll Road and Airline was recently widened to an 80' ROW with a 4-lane divided cross-section. Aldine Westfield, north and south of Parker is designated *to be widened*; however there is currently a CIP project for Aldine Westfield between Tidwell and Little York for the right-of-way acquisition, design and construction. The street will be improved as a four-lane divided concrete roadway with storm water system drainage, curbs and gutters, sidewalks, new driveways, street lighting, traffic control, and necessary underground utilities. The planned improvements will upgrade the existing roadway to major thoroughfare standards.

Street	Segment	Classification	Status
Parker	US 59 to Jensen	T-4-70	To be widened
Parker	Jensen to Aldine Westfield	T-4-70	To be widened
Parker	Aldine Westfield to Hardy Toll	T-4-70	To be widened
Parker	Hardy Toll to Airline/Fulton	T-4-70	Sufficient Width*
Aldine Westfield	Tidwell to Heaney	T-4-80	Sufficient width
Aldine Westfield	Heaney to Parker	T-4-80	To be widened
Aldine Westfield	Parker to Little York	T-4-80	To be widened
Little York	US 59 to Bentley	P-6-100	Sufficient width
Little York	Bentley to Aldine Westfield	P-6-100	Sufficient Width*
Little York	Aldine Westfield to Hardy Toll	P-6-100	Sufficient Width*
Tidwell	US 59 to Jensen	T-4-80	Sufficient width
Tidwell	Jensen to Aldine Westfield	T-4-80	Sufficient width
Tidwell	Aldine Westfield to Hardy Toll	T-4-80	Sufficient width
Jensen	Tidwell to Parker	T-4-100	Sufficient width
Jensen	Parker to Bentley	T-4-100	Sufficient width
Jensen	Bentley to US 59	T-4-100	Sufficient width
Bentley	Jensen to Little York	T-4-80	Sufficient width

** 2010 MTFP indicates these segments as "To be widened" however the ROW width is sufficient. The map will be updated with the 2011 MTFP.*

4. Major Thoroughfare Spacing

The north-south major streets, Hardy Toll Road, Aldine Westfield, and US 59 are spaced approximately 0.7 and 1.0 miles along Parker Street. The east-west thoroughfares, Little York, Parker and Tidwell are spaced 0.8 mile along Aldine Westfield.

Street	From	To	Street Type	Direction	Spacing (mile)
Parker	Hirsch	US 59	Major Thoroughfare	west-east	0.34
Parker	US 59	Jensen	Major Thoroughfare	west-east	0.17
Parker	Jensen	Aldine Westfield	Major Thoroughfare	west-east	0.83
Parker	Aldine Westfield	Hardy Toll	Major Thoroughfare	west-east	0.72
Parker	Hardy Toll	Fulton/Airline	Major Thoroughfare	west-east	1.33
Little York	US 59	Bentley	Major Thoroughfare	west-east	0.33
Little York	Bentley	Aldine Westfield	Major Thoroughfare	west-east	1.00
Little York	Aldine Westfield	Hardy Toll	Major Thoroughfare	west-east	0.75
Little York	Hardy Toll	Airline	Major Thoroughfare	west-east	1.20
Tidwell	Hirsch	US 59	Major Thoroughfare	west-east	0.60
Tidwell	US 59	Jensen	Major Thoroughfare	west-east	0.56
Tidwell	Jensen	Aldine Westfield	Major Thoroughfare	west-east	0.34
Tidwell	Aldine Westfield	Hardy Toll	Major Thoroughfare	west-east	0.61
Jensen	US 59	Bentley	Major Thoroughfare	north-south	0.15
Jensen	Bentley	Parker	Major Thoroughfare	north-south	0.22
Jensen	Parker	Tidwell	Major Thoroughfare	north-south	0.90
Aldine Westfield	Little York	Parker	Major Thoroughfare	north-south	0.82
Aldine Westfield	Parker	Tidwell	Major Thoroughfare	north-south	0.80

5. Mobility

The Average Daily Traffic (ADT) projections for years 2011 and 2035 are listed in the table and map exhibit below. The travel demand model results for the year 2011 indicate that east west thoroughfares Little York and Tidwell carry significant traffic. Both of these thoroughfares are currently improved as four lane divided roadways. Parker carries comparatively lower volumes since it currently exists as a two lane street.

Aldine Westfield north of Parker carries approximately 12,000 ADT as a two lane roadway. Jensen which is a four lane undivided road carries lower volumes approximately 6600 to 6900 trips between Tidwell and US 59.

The 2035 ADT results indicate that Parker warrants improvement to a four lane divided roadway. Similarly, Little York carries significant volumes justifying its designation as a principal thoroughfare with planned 6 lanes on the hierarchy classification table. Jensen and Aldine are also projected to carry a significant volume ranging between 23,000 to 25,500 trips.

The local street network in the overall area is does not provide adequate local street connectivity. Additionally east-west circulation between Aldine Westfield and US 59 is limited to the major thoroughfares due to Halls Bayou. As a result neighborhood-to-neighborhood traffic

has to load onto the thoroughfares in the area. This is evident significant increase from the travel demand model projections.

Average Daily Traffic Comparison

Street	Segment	2011	2035	% Change
Little York	Bentley to Aldine Westfield	28,677	36,576	28%
Little York	Aldine Westfield to Hardy Toll Road	19,026	35,246	85%
Parker	US 59 to Jensen	8,878	29,804	236%
Parker	Jensen to Aldine Westfield	7,146	28,328	296%
Parker	Aldine Westfield to Hardy Toll Road	9,370	29,972	220%
Tidwell	US 59 to Jensen	18,762	23,271	24%
Tidwell	Jensen to Aldine Westfield	23,428	34,933	49%
Tidwell	Aldine Westfield to Hardy Toll Road	28,718	34,542	20%
Bentley	Little York to Jensen	N/A	12,010	N/A
Jensen	Bentley to Parker	N/A	25,232	N/A
Jensen	US 59 to Parker	6,925	N/A	N/A
Jensen	Parker to Tidwell	6,617	23,965	262%
Aldine Westfield	Little York to Parker	12,031	25,492	112%
Aldine Westfield	Parker to Tidwell	9,833	23,315	137%

Parker Road between Airline and Hardy Toll Road was included on the City of Houston's CIP and construction was completed in 2011. Parker Road between Hardy Toll Road and US 59 is also included in the current CIP with construction planned for fiscal year 2013 and 2014. The City of Houston's CIP table below identifies the recently completed and ongoing projects in the study area.

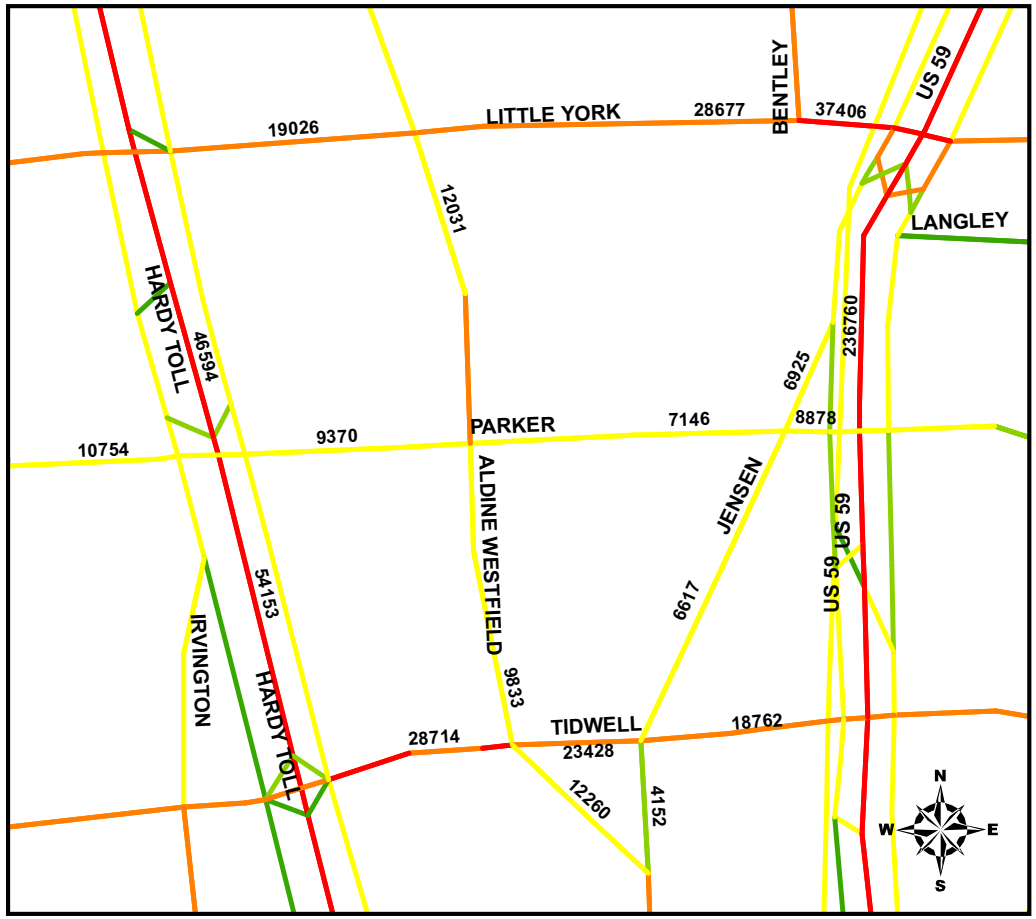
Parker Road

Average Daily Traffic (ADT)

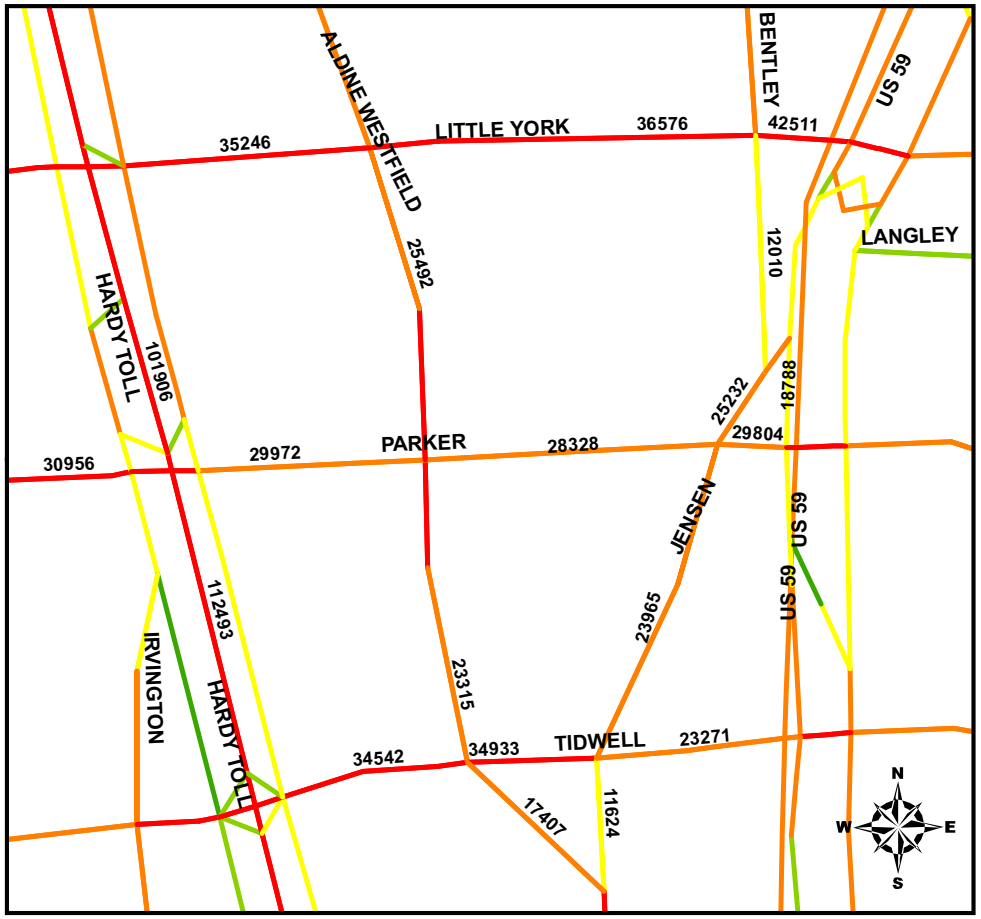
ADT

0 - 1500 | 1501 - 5000 | 5001 - 15000 | 15001 - 30000 | 30001 - 321339

2011



2035

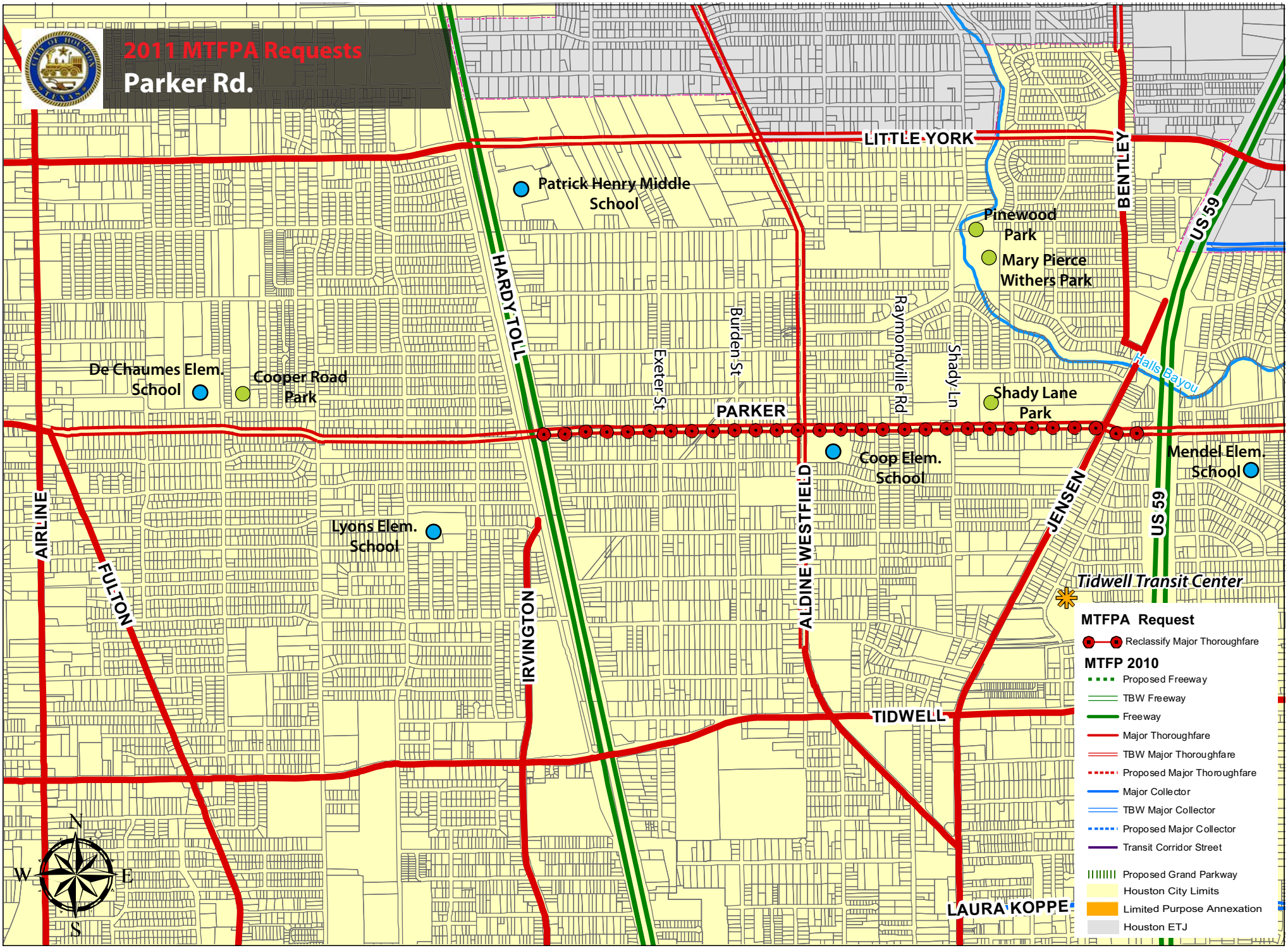


0 0.5 1 Miles

Planning & Development Department

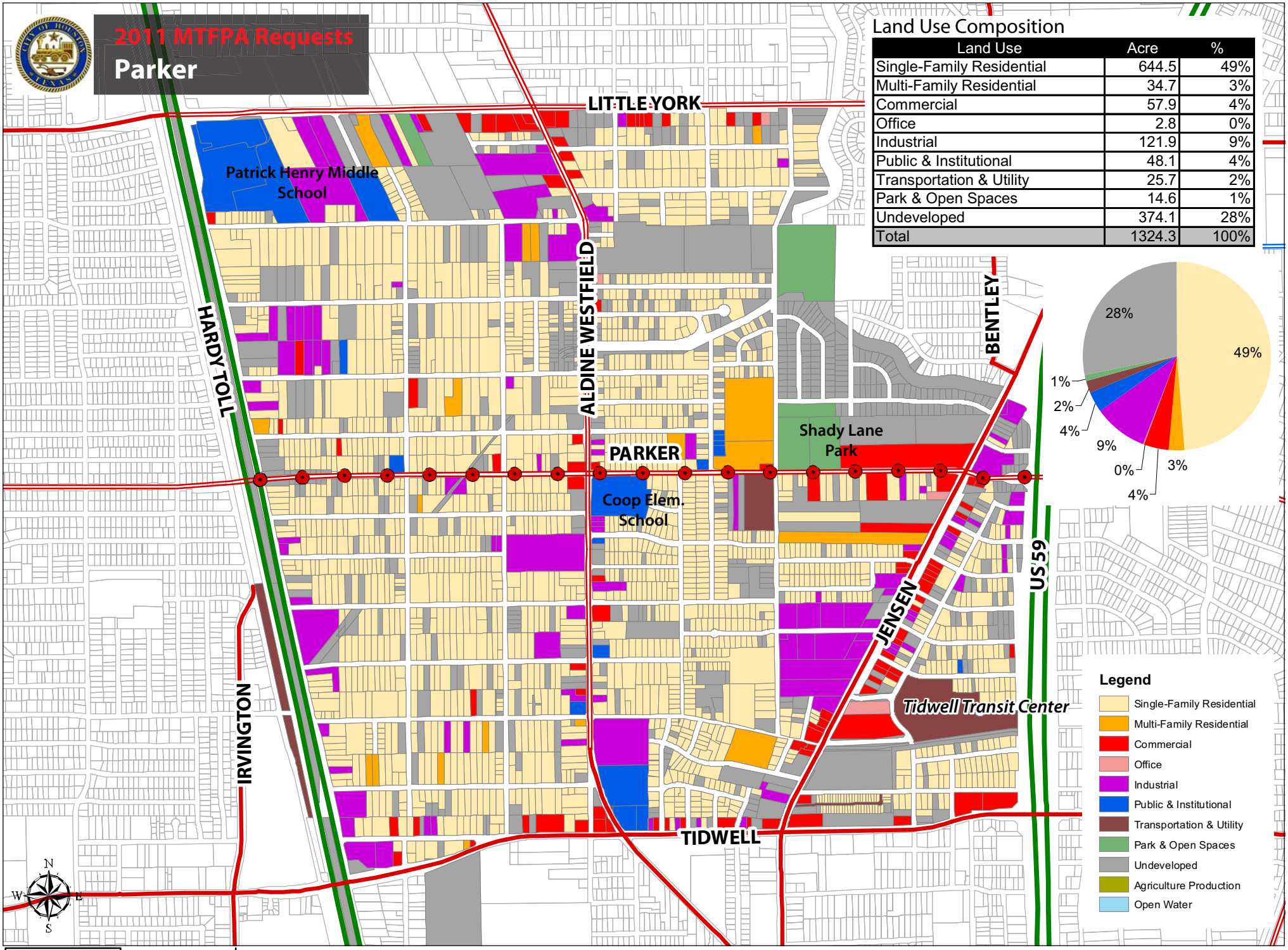
City of Houston's Capital Improvement Plan

Year	Project No.	Street	Description & Justification	Amount
FY 09	N-000620	Parker Road Paving: Airline to Hardy Toll Road	Project provides for right-of-way acquisition, engineering, and construction of two 24 foot-wide concrete roads with curbs, sidewalks, and necessary underground utilities.	$ 6,111,401
FY 14	N-000708	Parker Road Paving & Drainage: Hardy Toll Road to Eastex Frwy Sub-Project I: Paving US 59 to Hardy Toll Rd; Construction - FY14 Sub-Project II: Bridge Widening @ Hardy Toll Rd; Construction- FY13	Project provides for the right-of-way acquisition, design and construction of a four-lane divided concrete roadway with storm drainage, curbs, sidewalks, driveways, street lighting, traffic control, and necessary underground utilities. Project includes the bridge widening over the Hardy Toll Road. Project will tie into N-000620 Hardy to Airline. Project will replace and widen a street that has been deteriorated beyond economical repair and normal maintenance. It will improve traffic circulation, mobility and drainage in service area. These improvements will upgrade existing roadway to MTFP standards.	$ 12,291,810
FY10	N-000531	E. Little York Paving: Airline to Hardy Toll Road	Project provides right-of-way acquisition, engineering, and construction of two 33 foot-wide concrete roadways with curbs, sidewalks, and necessary underground utilities. Improvements will upgrade existing roadway to Major Thoroughfare standards.	$ 13,029, 000
FY 11	N-000577	Aldine Westfield Paving: Tidwell to Little York	Aldine Westfield Paving: Tidwell to Little York Project provides for the right-of-way acquisition, design and construction of a four-lane divided concrete roadway with storm drainage, curbs, sidewalks, driveways, street lighting, traffic control, and necessary underground utilities. Project will replace and widen a street that has been deteriorated beyond economical repair and normal maintenance. It will improve traffic circulation, mobility and drainage in service area. These improvements will upgrade existing roadway to MTFP standards.	$ 8,920, 000



Planning & Development Department, City of Houston

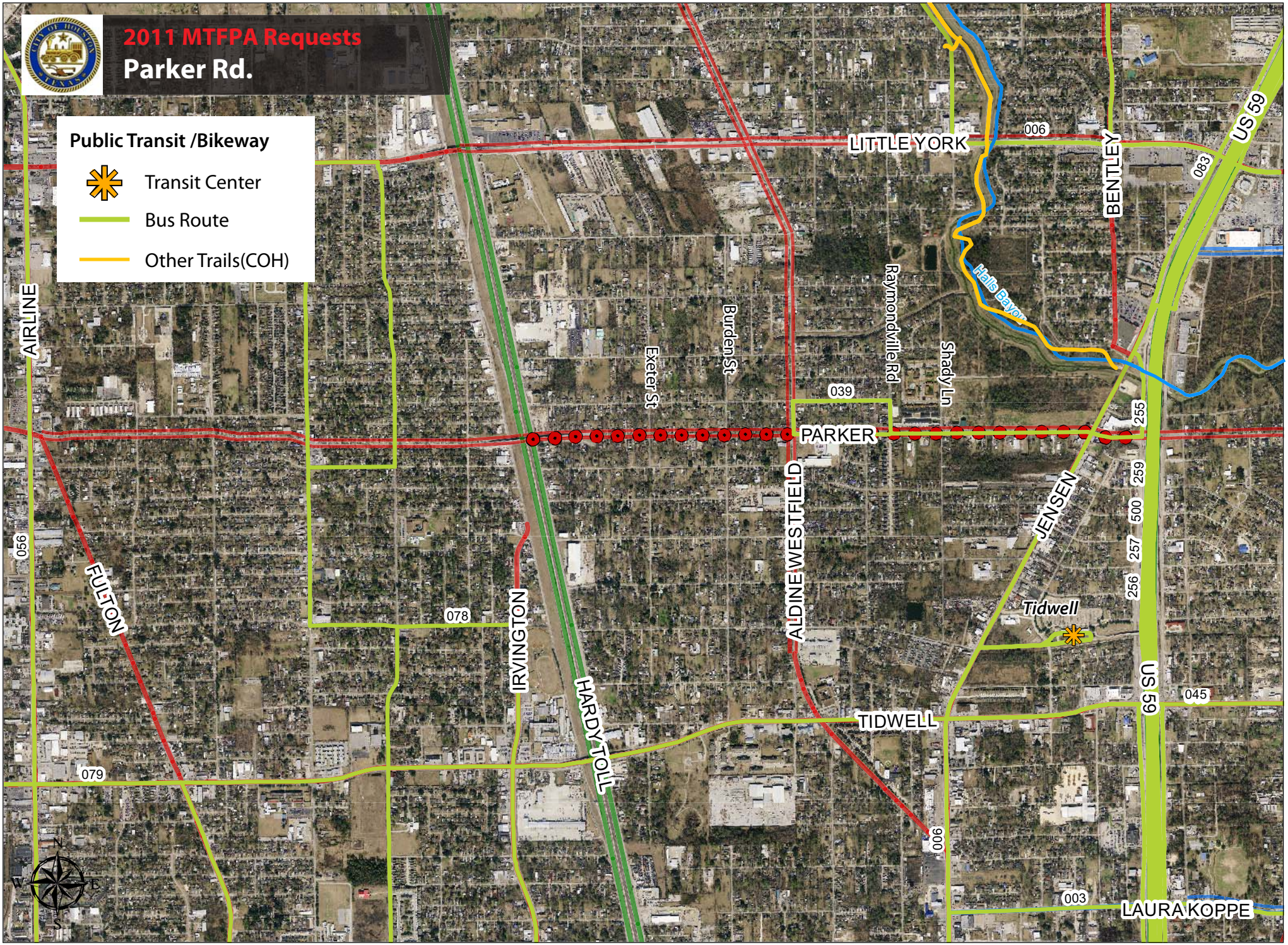
2011 MTFPA Requests
Parker



Land Use Composition

Land Use	Acre	%
Single-Family Residential	644.5	49%
Multi-Family Residential	34.7	3%
Commercial	57.9	4%
Office	2.8	0%
Industrial	121.9	9%
Public & Institutional	48.1	4%
Transportation & Utility	25.7	2%
Park & Open Spaces	14.6	1%
Undeveloped	374.1	28%
Total	1324.3	100%

Planning & Development Department, City of Houston



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