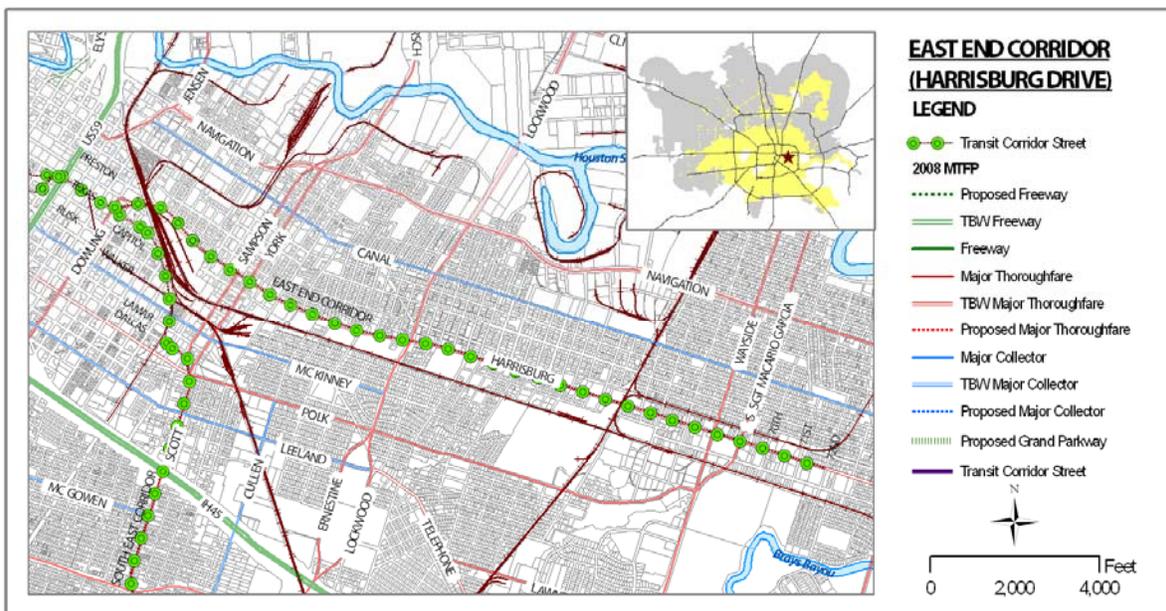


# PLANNING COMMISSION ACTION

## 2009-05 East End Corridor (Phase 1)



**APPLICANT:** Marsh Darcy Partners, Inc.

**KEY MAPS:** 494 N, S, T, U, V, Z

**JURISDICTION:** City of Houston, Harris County

**LAMBERT:** 5356, 5456, 5457, 5557

**DISTRICT/PRECINCT:** Dist. H, I; Pct. 1, 2

### PROPOSAL:

Reclassify a portion of Harrisburg Boulevard between Dowling Street and 72<sup>nd</sup> Street as a Transit Corridor Street (TCS).

*Transit corridor street* means a right-of-way or easement that METRO has proposed as a route for a guided rapid transit or fixed guideway transit system and that is included on the city's major thoroughfare and freeway plan (MTFP). Except for purposes of sections 42-154 and 42-155 of this chapter, a transit corridor street shall be a major thoroughfare street.

### APPLICANT JUSTIFICATION:

Currently, Harrisburg Boulevard between Dowling Street and 72<sup>nd</sup> Street is designated as major thoroughfare. This amendment seeks to redefine the characteristics of this thoroughfare as it transitions from an automobile-only thoroughfare to multi-modal transportation corridor.

The addition of a Light Rail Transit (LRT) system to Harrisburg Boulevard qualifies this street to be designated with TCS status. The application of the TCS classification for designated streets

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on the City of Houston MTFP will update the plan to recognize those unique transit-oriented corridors that have special long-term needs. To that end, this proposed plan amendment fulfills the broader goals and objectives of the MTFP by expanding transportation options and efficiently utilizing existing major thoroughfares for these expanded uses.

## **STAFF RECOMMENDATION:**

Approve the requested reclassification of Harrisburg Boulevard between Dowling Street and 72<sup>nd</sup> Street as a Transit Corridor Street (TCS).

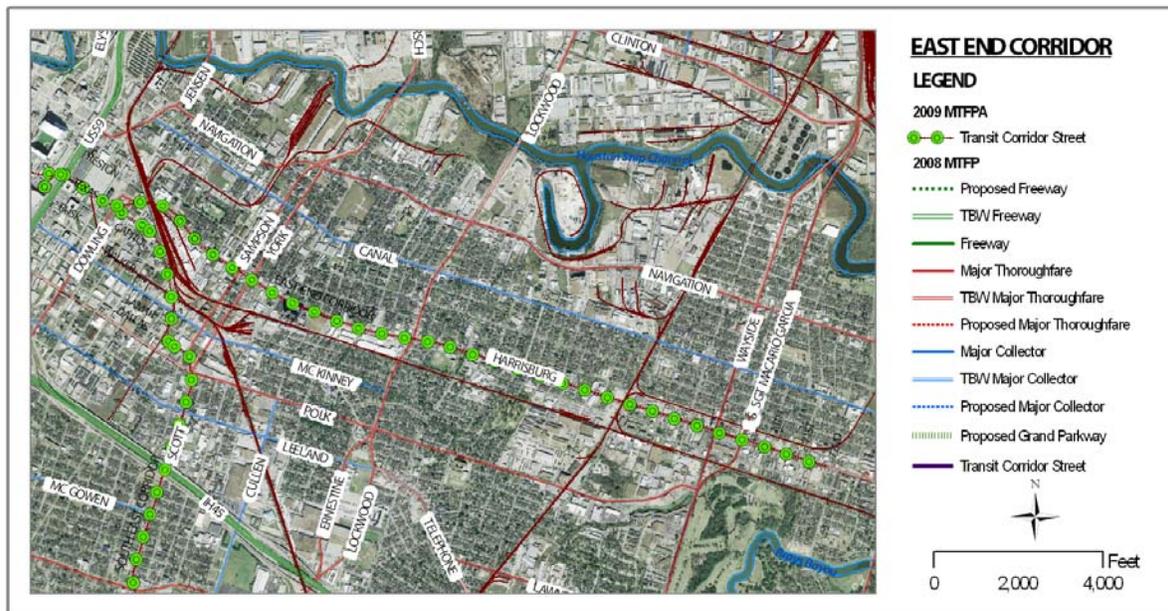
## **JUSTIFICATION:**

- The Planning Commission adopted "Transit Corridor Street" as a new street classification on the Major Thoroughfare and Freeway Plan (MTFP) in 2008. This new classification was created to acknowledge the change in function of the street right-of-way that includes a Guided Rapid Transit system.
- The classifications of these street segments as Transit Corridor Streets will correctly represent the function of these streets on the MTFP in light of the proposed Transit Corridor Ordinance being considered by Planning Commission and City Council this year.
- The East End Corridor transit project commenced construction in August 2008.
- The level of engineering and construction drawing being reviewed by the City's Public Works and Engineering and Planning Departments is 50% for the entire corridor with three segments at 95%.
- The right-of-way widths, lane widths, and curb locations are in the process of being finalized and approved by the City and are not a part of this recommendation.

## **PLANNING COMMISSION ACTION:**

Planning Commission approved the requested reclassification the portion of Harrisburg Boulevard between Dowling Street and 72<sup>nd</sup> Street as a Transit Corridor Street (TCS). (Phase 1)

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## FACTORS ASSESSED:

### 1. History

In 1942, Harrisburg Boulevard was designated on the 1942 Major Thoroughfare Plan as a major street between Dowling Street and Broadway Street. The designation included an indication that there was insufficient right-of-way width at this location.

In 1966, Harrisburg Boulevard between Dowling Street and Broadway Street was designated “to be widened” due to insufficient right-of-way with the exception of a portion of Harrisburg Boulevard located between Baird Street and 69<sup>th</sup> Street which was indicated as having sufficient dedicated right-of-way.

In 1993, a portion of Harrisburg Boulevard located between Lockwood Drive and SSgt. Macario Garcia Drive (formerly 69<sup>th</sup> Street) was indicated as having sufficient dedicated right-of-way.

In 1995, the right-of-way for Harrisburg Boulevard between Dowling Street and Broadway Street was indicated “to be widened” with the exception of a portion located between Wayside Drive and SSgt. Macario Garcia Drive, which was indicated as having sufficient dedicated right-of-way.

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1942 Major Street Plan



1966 MTFP



1993 MTFP



1995 MTFP

## 2. Population & Employment Projections

Texas is one of the fastest growing states in the nation, and Harris County is the fastest growing county in the state<sup>1</sup>. Today, more than 2.2 million people live in the City of Houston and another 700,000 live in the City's ETJ. Houston and its ETJ's rich employment sector is home to more than 1.7 million jobs, making it the state's most populous and robust economic center.

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One of the greatest challenges to Houston’s mobility is that by 2035 more than 870,000 new residents are projected to live outside the City limits in the ETJ while the major thrust of employment growth is within the City limits. The distance between population and employment centers will result in more travel, greater time traveling, 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.

1. Eschbach, Karl. "Population Change in Texas" Texas State Data Center. 2008  
<http://txsdc.utsa.edu>. Accessed May, 2009.

The Harris-Galveston Area Council (H-GAC) projects that over 30 years (2005 – 2035) the population within the study area\* will increase by 5,700 persons from 17,892 to 23,600 representing an increase of 31.9%. Persons per acre are projected to increase from approximately 11.93 to approximately 15.74. During the same period H-GAC estimates that total jobs in the subject area will increase by 10,195 from 40,040 to 50,235 (25.5%). Jobs per acre are projected to increase from approximately 26.7 to 33.5.

Expressed in percentage terms, the subject area's population growth is expected to be greater than the City of Houston's (31.9% versus 29%); however, the area's job growth is not expected to match the City's (25.5% versus 44.6%).

East End Corridor	Year	Population (person/acre)	% Chg	Job (Job/acre)	% Chg	Household (HH/acre)	% Chg
	2005	4.62		135.60		2.07	
	2010	4.72	2.1%	137.79	1.6%	2.15	3.73.7%
	2015	5.71	21.0%	137.52	-0.2%	2.55	19.0%
	2020	5.95	4.2%	148.47	8.0%	2.61	2.3%
	2025	6.97	17.2%	150.79	1.6%	3.01	15.4%
	2030	7.27	4.4%	150.86	0.0%	3.19	5.9%
	2035	7.65	5.2%	151.31	0.3%	3.48	9.0%
Change from 2005 to 2035		3.03	65.9%	15.71	11.6%	1.41	68.0%
Change in City of Houston (2005-2035)			29.04%		44.60%		31.71%
Change in Houston 's ETJ (2005-2035)			91.89%		91.64%		112.74%

Source: H-GAC's 2035 Regional Growth Forecast.

\* Data represents population, jobs, and households 47 Traffic Analysis Zones (TAZ) encompassing approximately 1,500 acres around the proposed amendment. Population projections do not include projections for group housing.

### 3. Platting Activity

The table below shows the platting activity along the proposed Harrisburg Corridor from the year 2006. The information indicated a number of single family residential subdivisions being platted along the corridor.

# PLANNING COMMISSION ACTION

Subdivision Plat Name	PC Action Date	Key Map	Land Use	Property Size (Acres)	No. of Lots
Americanos USA Subdivision	9-Jul-09	494Z	Commercial	0.69	
Magnolia Park partial replat no 3	9-Jul-09	495W	Commercial	0.47	
Commerce Corner Subdivision	25-Jun-09	494N	SF Residential (public street)	0.11	3
Gilma Moreno Reserve Subdivision	8-Jan-09	494S	SF Residential (public street)	0.17	
Carisma East End Subdivision	8-May-08	495W	Unrestricted	1.76	
Capitol Oaks Sec 3 replat no 1	3-Jan-08	493R	SF Residential (public street)	1.43	38
Propiedades Lopez Subdivision	11-Oct-07	495W	Unrestricted	0.20	
Harrisburg Pavilion Subdivision	30-Aug-07	495W	Commercial	5.68	
Harrisburg Holdings Subdivision	16-Aug-07	495W	Unrestricted	0.40	
Capitol Oaks Sec 2	21-Jun-07	493R	SF Residential (public street)	0.72	16
Wachovia Bank NA Wayside and Harrisburg Road Subdivision	10-May-07	494V	Commercial	0.60	
Harrisburg Reserves	10-May-07	494U	Commercial	1.69	
Samar Tract Subdivision	26-Apr-07	494Z	Commercial	0.57	
Community Family Centers Children's Campus Subdivision	12-Apr-07	495W	Commercial	3.71	
Capitol Oaks Sec 1	15-Mar-07	493R	SF Residential (public street)	1.43	38
Capitol Oaks GP	15-Mar-07	493R	SF Residential (public street)	2.73	72
Capitol Oaks Sec 3	15-Mar-07	493R	SF Residential (public street)	0.57	15
Rusk Manor Sec 2 replat no 1	1-Mar-07	493R	SF Residential (public street)	0.23	6
Commerce Avenue Townhomes	22-Jun-06	494N	SF Residential (public street)	3.07	74
Waterhill Homes on Commerce Street	25-May-06	493R	SF Residential (public street)	6.23	141
Rusk Manor Sec 3	25-May-06	493R	SF Residential (public street)	0.27	7
Las Villas de Magnolia Retirement Community Apartments	27-Apr-06	494Z	Multi-family	2.75	
Rusk Manor Subdivision	27-Apr-06	493R	SF Residential (public street)	0.11	3
71st Street Subdivision	13-Apr-06	494Z	SF Residential (public street)	0.15	2
Avenue B Townhomes	30-Mar-06	495W	SF Residential (public street)	0.52	10
St Charles Townhomes	16-Mar-06	493R	SF Residential (public street)	0.43	10

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## 4. Right-Of-Way Status

Most of the major thoroughfares and collectors in the area have been established for many years. As the area is redeveloped, right-of-way widening will be dedicated by private property owners on an individual owner basis. A significant upgrade to the existing condition of portions of pavement for the amendment area will be provided by METRO as a part of the transit system improvement. However, other than the provision of additional street right-of-way required for transit operations, widening of right-of-way will not be a part of the proposed improvements. The amount of right-of-way required may change from that currently indicated on the last City of Houston Street Hierarchy Table as shown below as a result of specific requirements for the new Transit Corridor Street designation.

Street	From	To	Direction	Street Type	ROW (ft)	ROW Status
Harrisburg	Dowling	York	east – west	Thoroughfare	80	To be widened
Harrisburg	York	Lockwood	east – west	Thoroughfare	70	To be widened
Harrisburg	Lockwood	Wayside	east– west	Thoroughfare	60	To be widened
Harrisburg	Wayside	75th	east– west	Thoroughfare	70	To be widened

## 5. Spacing

The East End corridor is one of the oldest developed portions of Houston. Originally the primary connector between the cities of Houston and Harrisburg, Harrisburg Boulevard has been a major thoroughfare for the City of Houston since the inception of its Major Thoroughfare and Freeway Plan in 1942. The East End area has experienced little structural change since the inception of the MTFP. Major thoroughfares cross Harrisburg Boulevard regularly, no distance between crossing intersections is longer than 1.41 miles (between Lockwood and Wayside), and the crossing intersection spacing distance averages less than one mile. The local street grid surrounding Harrisburg Boulevard is well connected and continuous, with fairly even block spacing across its entire length.

Street	From	To	Direction	Street Type	Spacing (mile)
Harrisburg	Dowling	York	east-west	Thoroughfare	0.71
Harrisburg	York	Lockwood	east-west	Thoroughfare	0.78
Harrisburg	Lockwood	Wayside	east-west	Thoroughfare	0.28
Harrisburg	Wayside	75th	east-west	Thoroughfare	0.90

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### TO CONTACT THE APPLICANT:

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