

REPORT

2012 SPECIAL MAJOR THOROUGHFARE AND FREEWAY PLAN **AMENDMENT REQUEST**

METRO Phase II Amendments:

- **North Corridor**
- **East End Corridor**
- **Southeast Corridor**
- **Main Street Rail Corridor**

Background

METRO has made a request to the Planning and Development Department to complete Phase II work of the hierarchy classification for streets designated as Transit Corridor Streets for the North, East End and South East corridors. Also, to bring into compliance the Main Street corridor is requested by the Planning and Development Department.

In 2008 and 2009 the Planning Commission approved the definition of the a “transit corridor street” and the reclassification of streets within the North, East End, Southeast and Main Street corridors as transit corridor streets and they appeared on the 2009 Major Thoroughfare and Freeway Plan. This was done for two reasons. First, was to give METRO the right to work within the existing public right-of-way thereby transforming the mostly designated major thoroughfare streets into streets with a fixed guideway transit feature. Second, was that by designating these unique corridors as transit corridor streets, it would allow for the implementation of the new rules being developed by the Transit Corridor Ordinance committee. That Transit Corridors Ordinance was approved in 2009.

In 2008 the Planning and Development Department had expected to not only designate the North Corridor and Main Street bypass on the MTFP map, but to also identify the corridor segment’s ROW width and number of lanes for the hierarchy table following the Phase 1 approval conditions. However, since the expected approval for final design, engineering and construction plans deadlines slipped beyond the summer; the Planning Commission decided to hold the Major Thoroughfare and Freeway Plan Amendment Public Hearing on these cases and only approved the Phase I of the amendment. The Phase I approval only included the designating of the North Corridor & Main Street bypass as Transit Corridor Streets. It was decided by the Commission that once the ROW width(s), number of lanes and other roadway construction details for these corridors were finalized, Phase II of the METRO amendment would be presented to the Planning Commission for adoption in the Hierarchy Classification Table. In 2009 since the Traffic Impact Analysis had not been approved East End, Southeast

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and Uptown corridors, the Commission closed all public hearings on July 30, and on August 20 approved the transit corridor Phase 1 designations for the East End, Southeast and Uptown corridors, as well as the Main Street corridor.

METRO has begun its construction in the North, East End and Southeast corridors and anticipate completion in 2014. They have determined exactly how much ROW is needed and have located the back-of-curb dimensions in their construction plans.

The City's Public Works and Engineering Department has since approved final METRO's design, engineering and construction plans and Traffic Impact Studies. The Planning and Development Department would like for the Planning Commission to review and approve the Phase II proposals (North, East End and Southeast Corridor) in February 2012, outside of the normal MTFP amendment process. The Planning and Development Department would like to include the existing Main Street Corridor as well with these amendments since it was a City sponsored amendment in 2009. The process will be similar to the current major thoroughfare amendment process, however since these are updates and do not need a new public hearing we would propose considering these items in a special review period similar to the 2011 Fort Bend County MTFP amendments.

MTFP and Hierarchy Classification Table

The Major Thoroughfare and Freeway Plan consists of three documents. They are the Policy Statement, the Map and the Hierarchy Classification Table. The map covers the City's extraterritorial jurisdiction and graphically shows designated major thoroughfare and major collector corridors. The MTFP map has been generally accepted as the basic guideline for the implementation of major thoroughfare and highway improvements by other governmental agencies within the jurisdiction of the City of Houston. There are five distinct street and highway systems in the plan. They are *highway, principal thoroughfare, thoroughfare, collector and local street types*. *The corridors are rated sufficient width, to be widened and to be acquisition*. The map guides the research efforts of planners and developers by identifying future ROW requirements needed to meet the development standards in Chapter 42.

The Hierarchy Table classifications consist of a three-part-code that designates street: 1) function, 2) anticipated number of lanes required to meet projected traffic volumes, and 3) the required right-of-way width for the street.

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P-6-100

- P** Street function, either (P)rincipal Thoroughfare, (T)horoughfare, or (C)ollector.
- 6** Number of lanes to meet projected future traffic volumes
- 100** Required right-of-way width (feet)

Urban Corridor Planning

The City began the Urban Corridor Planning initiative in June 2006. Stakeholders made key findings such as a connected multimodal network with streets friendly to pedestrians and bicycles; the development of urban standards and ordinances that enable, encourage and allow urban development; and strategies to ensure growth that will result in investment in the corridors and enhance the built environment. The Transit Corridor Ordinance was adopted by City Council in August 2009.

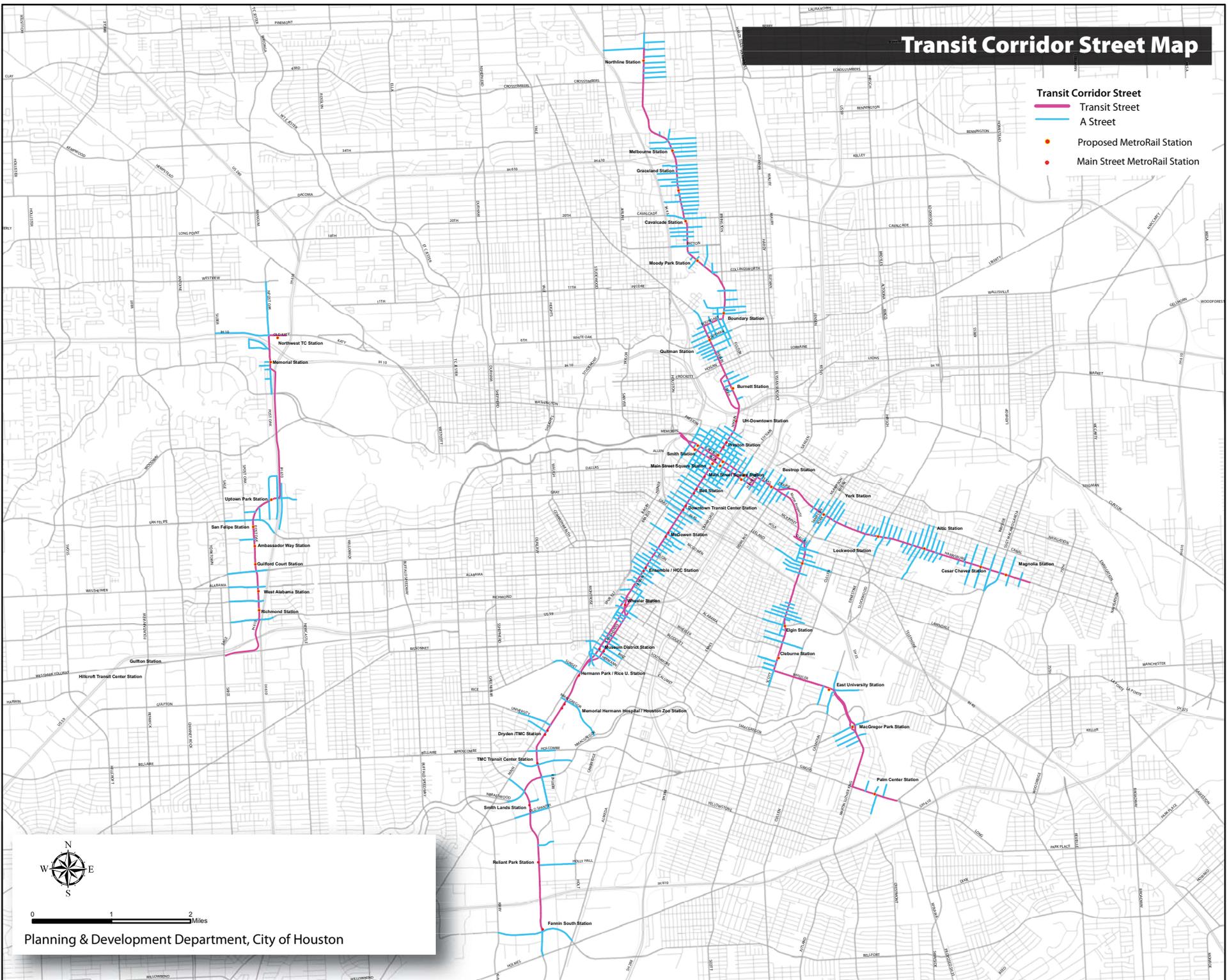
Transit Corridor Ordinance was to have two distances from the curb clearly identified. These distances, 6 feet and 15 feet would establish a minimum 6 foot sidewalk & clear zone, and an opt-in requirement locating a minimum 15' wide pedestrian realm. There would be under the optional rules items such as softscape, first floor building transparency, type of fencing allowed, driveway restrictions, door and window openings, and building coverage. Measurements for these optional rules were to start for the back-of-curb which in most locations would be changed by METRO's construction. The distance from the back-of-curb to the property line is also known as the S-dimension.

Along the corridor where METRO has not finished construction it is critical to identify the S-dimension so that planners, developer and plan reviewers could determine the exact location of planned improvements and the 15 foot pedestrian realm for developments opting into the Transit Corridor Ordinance. Making that determination meant that METRO had to have finalized property acquisitions and construction plans. So, we had asked METRO once they were certain about the curb locations on the East, North, Southeast and Main corridors to provide that information to us and we would amend the Hierarchy Table.

Attached you will find a table for each corridor identifying functional classifications, number of lanes, ROW width, ROW determination (Sufficient Width/To be widened) and links to the actual construction drawings. From this information property owners can see exactly where the 6 foot and 15 foot dimensions fall in relationship to his or her property line. Staff reviewers can do the same thing.

Transit Corridor Street Map

- Transit Corridor Street**
- Transit Street
 - A Street
 - Proposed MetroRail Station
 - Main Street MetroRail Station



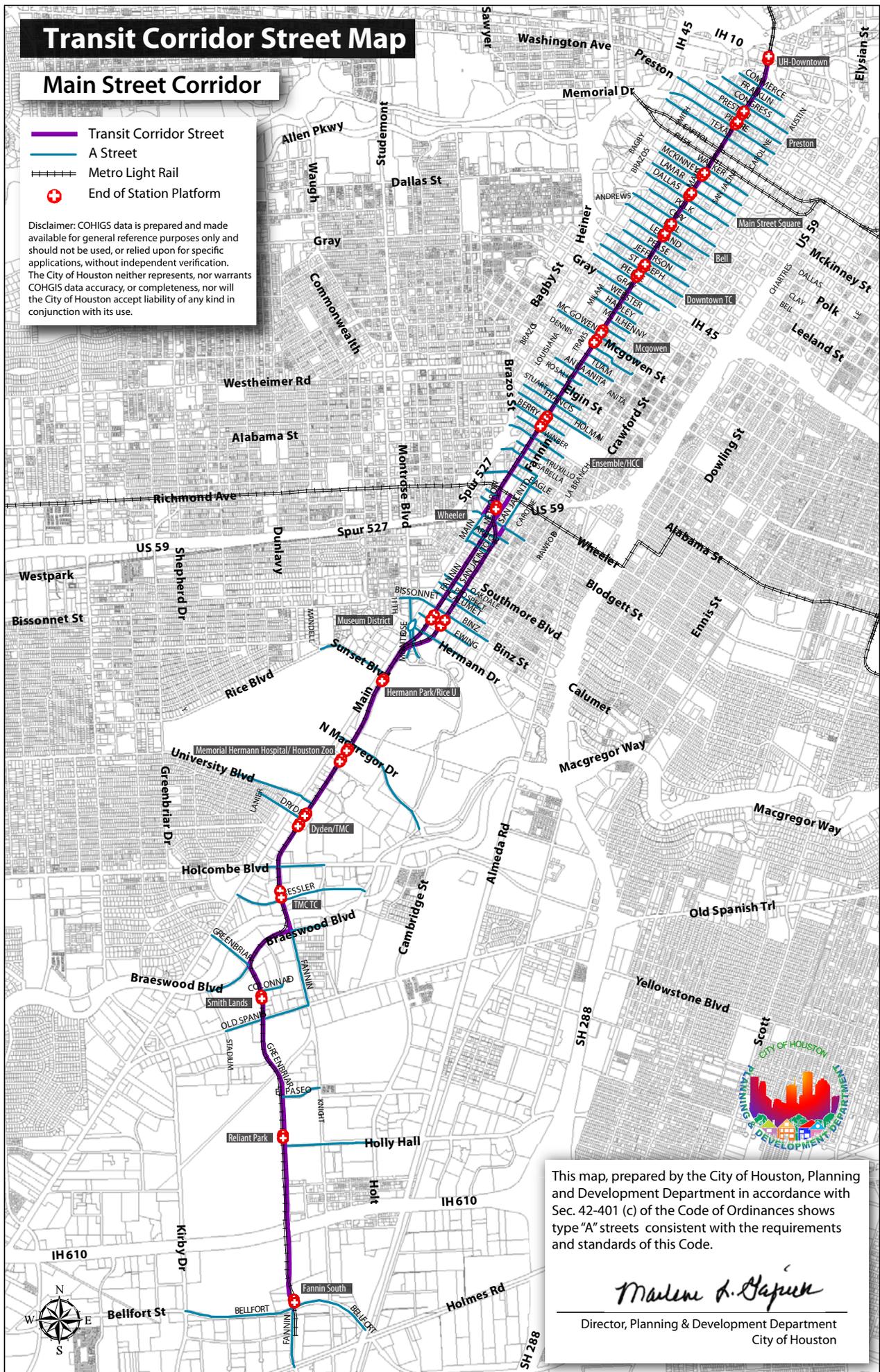
Planning & Development Department, City of Houston

Transit Corridor Street Map

Main Street Corridor

-  Transit Corridor Street
-  A Street
-  Metro Light Rail
-  End of Station Platform

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This map, prepared by the City of Houston, Planning and Development Department in accordance with Sec. 42-401 (c) of the Code of Ordinances shows type "A" streets consistent with the requirements and standards of this Code.

Marilyn A. Gajjar

Director, Planning & Development Department
City of Houston

Main Street Corridor

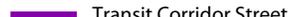
Street Name	From Street	To Street	Classification	No. of Lanes	ROW Status	ROW Width (feet)
Main	IH 10	Buffalo Bayou	TCS	2	Sufficient Width	80
Main	Buffalo Bayou	Commerce	TCS	2	Sufficient Width	Varies (90-100)
Main	Commerce	Walker	TCS	2	Sufficient Width	90
Main	Walker	McKinney	TCS	1	Sufficient Width	90
Main	McKinney	Lamar	TCS	0	Sufficient Width	90
Main	Lamar	Dallas	TCS	1	Sufficient Width	90
Main	Dallas	Polk	TCS	2	Sufficient Width	90
Main	Polk	Pierce	TCS	2	Sufficient Width	90
Main	Pierce	McGowen	TCS	2	Sufficient Width	90
Main	McGowen	Elgin	TCS	2	Sufficient Width	90
Main	Elgin	Alabama	TCS	2	Sufficient Width	90
Main	Alabama	Wheeler	TCS	2	Sufficient Width	90
Main	Wheeler	Rosewood	TCS	2	Sufficient Width	Varies(80)
Main	Rosewood	Blodgett	TCS	3	Sufficient Width	80
Fannin	Wheeler	US 59	TCS	4	Sufficient Width	80
Fannin	US 59	Blodgett	TCS	3	Sufficient Width	80
Fannin	Blodgett	Wentworth	TCS	4	Sufficient Width	80
Fannin	Wentworth	Southmore	TCS	3	Sufficient Width	80
Fannin	Southmore	Binz	TCS	3	Sufficient Width	80
Fannin	Binz	Ewing	TCS	3	Sufficient Width	80
Fannin	Ewing	Montrose	TCS	2	Sufficient Width	80
San Jacinto	Blodgett	Wentworth	TCS	5	Sufficient Width	70
San Jacinto	Wentworth	Southmore	TCS	3	Sufficient Width	70
San Jacinto	Southmore	Calumet	TCS	3	Sufficient Width	70
San Jacinto	Calumet	Binz	TCS	2	Sufficient Width	70
San Jacinto	Binz	Hermann	TCS	2	Sufficient Width	70
San Jacinto	Hermann	Montrose	TCS	2	Sufficient Width	varies(60-70)
Fannin	Montrose	Sunset	TCS	4	Sufficient Width	varies(90-120)
Fannin	Sunset	Cambridge	TCS	4	Sufficient Width	varies(90-120)
Fannin	Cambridge	University	TCS	4	Sufficient Width	120
Fannin	University	Dryden	TCS	4	Sufficient Width	120
Fannin	Dryden	Bates	TCS	4	Sufficient Width	120
Fannin	Bates	Holcombe	TCS	6	Sufficient Width	varies(120+)
Fannin	Holcombe	Pressler	TCS	4	Sufficient Width	varies(130-140)

Main Street Corridor

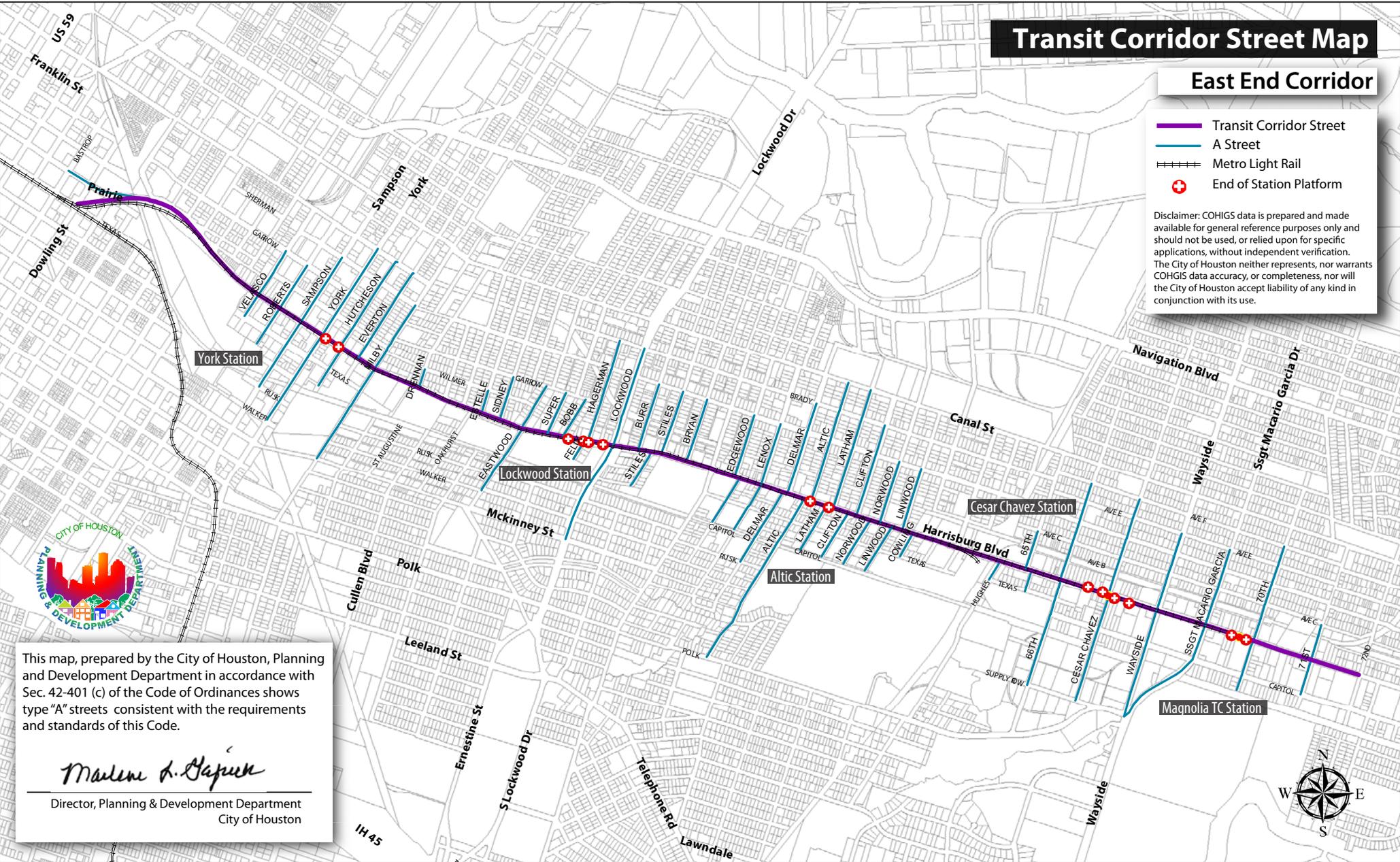
Street Name	From Street	To Street	Classification	No. of Lanes	ROW Status	ROW Width (feet)
Fannin	Pressler	Braeswood	TCS	4	Sufficient Width	varies(130+)
Braeswood	Fannin	Greenbriar	TCS	4	Sufficient Width	110
Greenbriar	Braeswood	Old Spanish Trail	TCS	4	Sufficient Width	110
Greenbriar	Old Spanish Trail	Fannin	TCS	4	Sufficient Width	100
Fannin	Greensbriar	Holly Hall	TCS	4	Sufficient Width	100
Fannin	Holly Hall	IH 610	TCS	4	Sufficient Width	100
Fannin	IH 610	Bellfort	TCS	4	Sufficient Width	100
Fannin	Bellfort	Cross Point	TCS	4	Sufficient Width	100

Transit Corridor Street Map

East End Corridor

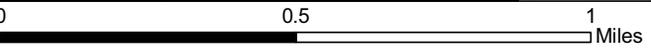
-  Transit Corridor Street
-  A Street
-  Metro Light Rail
-  End of Station Platform

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This map, prepared by the City of Houston, Planning and Development Department in accordance with Sec. 42-401 (c) of the Code of Ordinances shows type "A" streets consistent with the requirements and standards of this Code.

Martine A. Gajewski
 Director, Planning & Development Department
 City of Houston



February 1, 2010

Planning & Development Department, City of Houston



East End Corridor

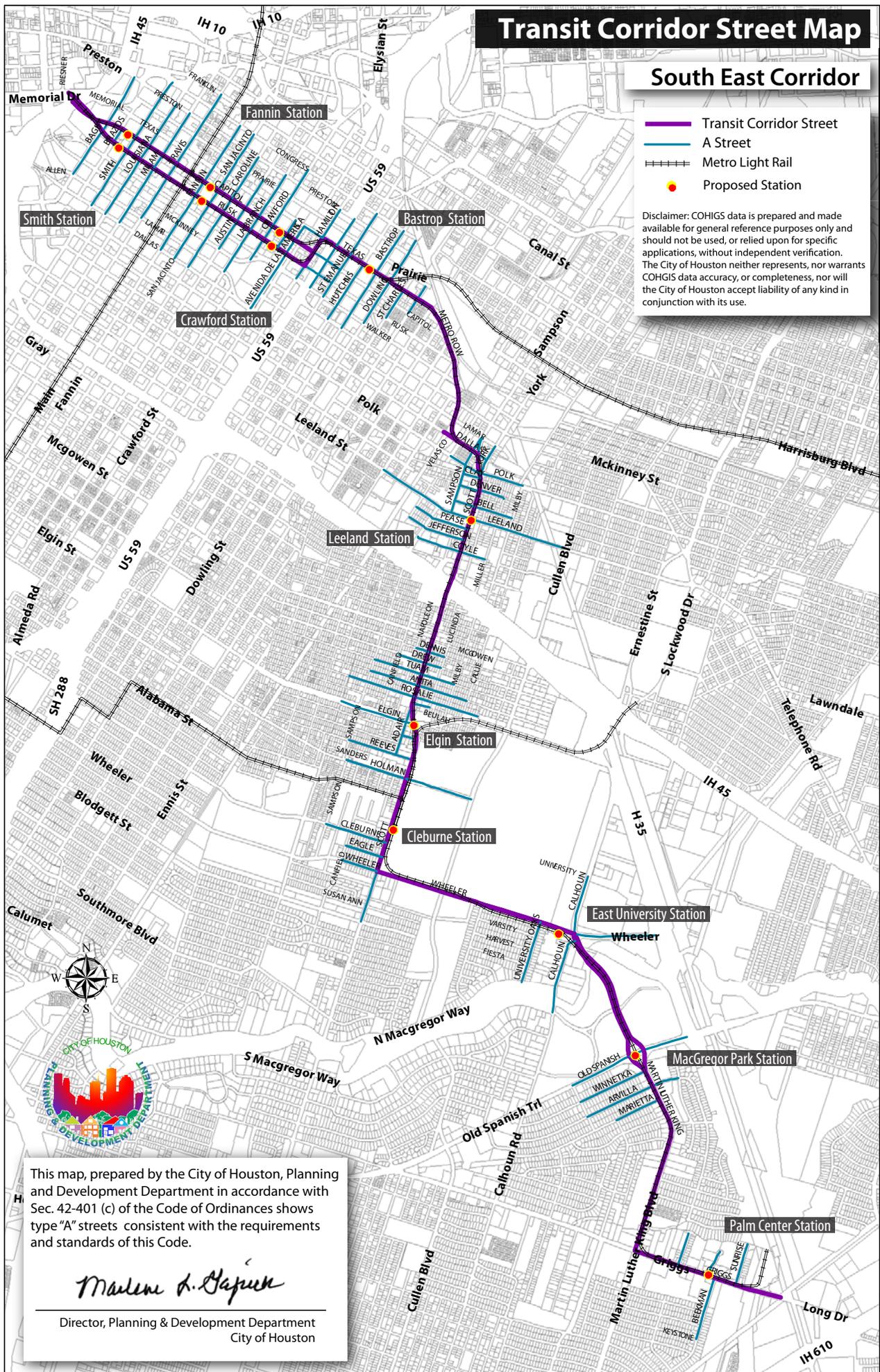
Street Name	From Street	To Street	Classification	No. of Lanes	ROW Status	ROW Width (feet)
Harrisburg Blvd.	Dowling	Middleton	TCS	2	Sufficient Width	varies
Harrisburg Blvd.	Middleton	Velasco	TCS	2	Sufficient Width	varies(80-115)
Harrisburg Blvd.	Velasco	Sampson	TCS	4	To be widened	varies(80)
Harrisburg Blvd.	Sampson	York	TCS	4	Sufficient Width	varies(80-90)
Harrisburg Blvd.	York	Milby	TCS	4	Sufficient Width	90
Harrisburg Blvd.	Milby	Eastwood	TCS	4	Sufficient Width	varies(80-95)
Harrisburg Blvd.	Eastwood	Hagerman	TCS	4	Sufficient Width	varies(95-100)
Harrisburg Blvd.	Hagerman	Lockwood	TCS	4	Sufficient Width	105
Harrisburg Blvd.	Lockwood	Burr	TCS	4	Sufficient Width	varies(100-95)
Harrisburg Blvd.	Burr	Bryan	TCS	4	Sufficient Width	varies(95-85)
Harrisburg Blvd.	Bryan	Lenox	TCS	4	Sufficient Width	varies(80-85)
Harrisburg Blvd.	Lenox	Delmar	TCS	4	Sufficient Width	varies(85-90)
Harrisburg Blvd.	Delmar	Clifton	TCS	4	Sufficient Width	92
Harrisburg Blvd.	Clifton	Norwood	TCS	4	Sufficient Width	varies(80-85)
Harrisburg Blvd.	Norwood	UPRR	TCS	4	Sufficient Width	varies(80-135)
Harrisburg Blvd.	UPRR	65th	TCS	4	Sufficient Width	varies(80-130)
Harrisburg Blvd.	65th	66th	TCS	4	Sufficient Width	125
Harrisburg Blvd.	66th	67th/Ceasar Chavez Blvd.	TCS	4	Sufficient Width	varies(85-125)
Harrisburg Blvd.	67th/Ceasar Chavez Blvd	68th/Wayside Dr.	TCS	4	Sufficient Width	varies(85-90)
Harrisburg Blvd.	68th/Wayside Dr.	69th/Macario Garcia Dr.	TCS	4	Sufficient Width	varies(85-100)
Harrisburg Blvd.	69th/Macario Garcia Dr.	70th	TCS	4	Sufficient Width	varies(90-95)
Harrisburg Blvd.	70th	72st	TCS	4	Sufficient Width	80

Transit Corridor Street Map

South East Corridor

-  Transit Corridor Street
-  A Street
-  Metro Light Rail
-  Proposed Station

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Martine A. Gajick

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City of Houston

Southeast Corridor

Street Name	From Street	To Street	Classification	No. of Lanes	ROW Status	ROW Width (feet)
Capitol	IH 45	Bagby	TCS	2	Sufficient Width	varies
Capitol	Bagby	Smith	TCS	3	Sufficient Width	varies
Capitol	Smith	Main	TCS	4	Sufficient Width	80
Capitol	Main	Avinida De Las Americas	TCS	4	Sufficient Width	80
Capitol	Avinida De Las Americas	Hamilton	TCS	4	Sufficient Width	85
Rusk	IH 45	Bagby	TCS	2	Sufficient Width	varies
Rusk	Bagby	Smith	TCS	4	Sufficient Width	varies(70-80)
Rusk	Smith	Main	TCS	4	Sufficient Width	varies(75-80)
Rusk	Main	Caroline	TCS	4	Sufficient Width	varies(70-75)
Rusk	Caroline	Avinida De Las Americas	TCS	4	Sufficient Width	80
Rusk	Avinida De Las Americas	Hamilton	TCS	4	Sufficient Width	80
Hamilton	Rusk	Capitol	TCS	2	Sufficient Width	80
Hamilton	Capitol	Texas	TCS	2	Sufficient Width	varies(75)
Texas	Hamilton	Chartres	TCS	4	Sufficient Width	100
Texas	Chartres	Bastrop	TCS	3	Sufficient Width	100
Texas	Bastrop	Dowling	TCS	2	Sufficient Width	100
Texas	Dowling	Charles	TCS	1	Sufficient Width	100
Texas	St. Charles	Nagle	TCS	3	Sufficient Width	100
NA	Nagle	Delano	TCS	NA	Sufficient Width	NA
NA	Delano	Paige	TCS	NA	Sufficient Width	NA
NA	Paige	Ennis	TCS	NA	Sufficient Width	NA
NA	Ennis	McKinney	TCS	NA	Sufficient Width	NA
NA	McKinney	Lamar	TCS	NA	Sufficient Width	NA
NA	Lamar	Dallas	TCS	NA	Sufficient Width	NA
Dallas	Roberts	Scott	TCS	2	Sufficient Width	80
Scott Street	Dallas	Polk	TCS	4	Sufficient Width	varies(65-70)
Scott Street	Polk	Denver	TCS	4	Sufficient Width	varies(105-140)
Scott Street	Denver	Leeland	TCS	4	Sufficient Width	varies(150-155)
Scott Street	Leeland	Coyle	TCS	4	Sufficient Width	varies(125-155)
Scott Street	Coyle	IH 45	TCS	4	Sufficient Width	varies(100-150)
Scott Street	IH 45	Hadley	TCS	6	Sufficient Width	varies(110-150)
Scott Street	Hadley	McGowen	TCS	4	Sufficient Width	varies(100-110)
Scott Street	McGowen	Tuam	TCS	4	Sufficient Width	varies(100-110)
Scott Street	Tuam	Rosalie	TCS	4	Sufficient Width	varies(100-115)

Southeast Corridor

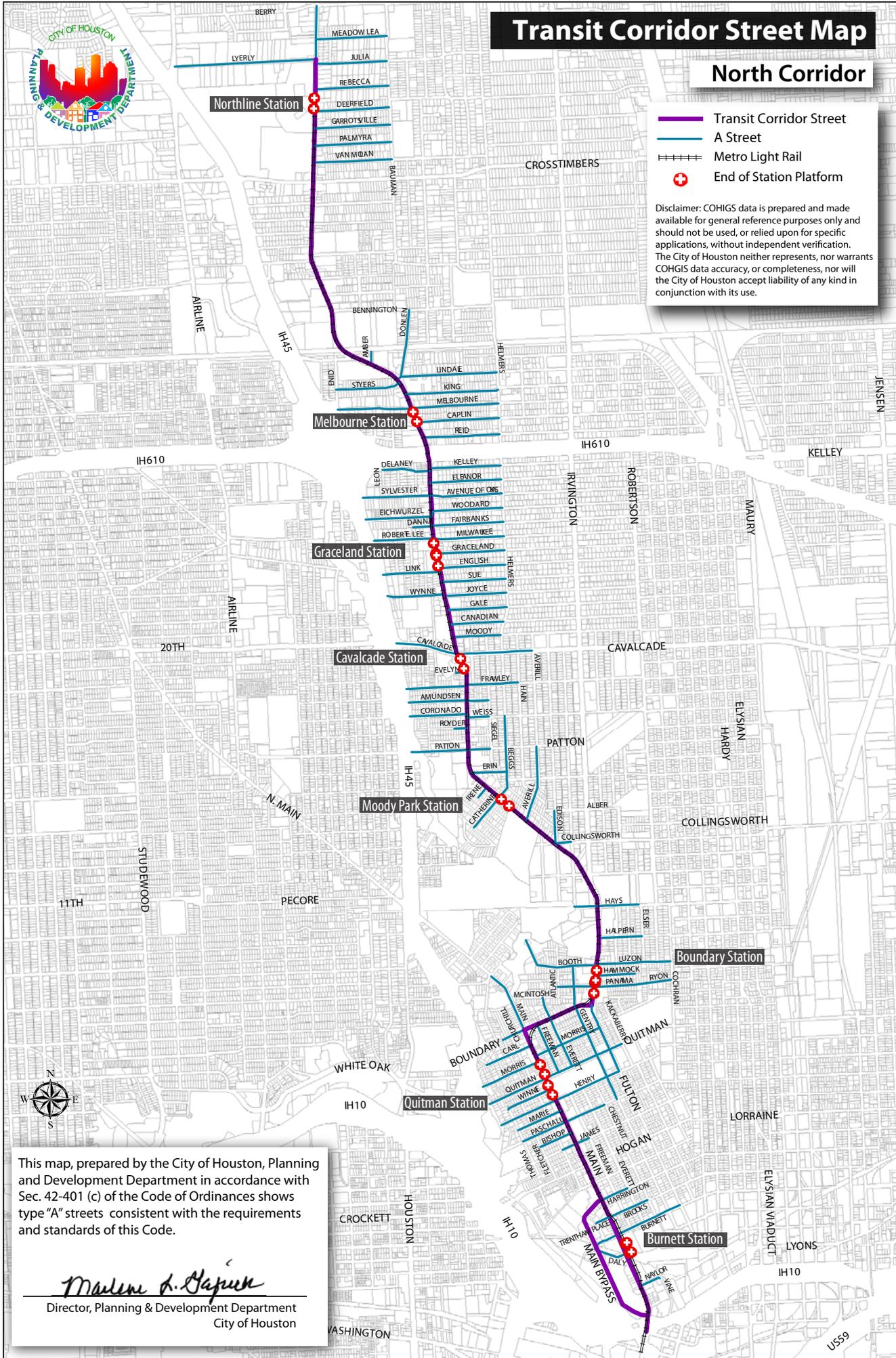
Street Name	From Street	To Street	Classification	No. of Lanes	ROW Status	ROW Width (feet)
Scott Street	Rosalie	Elgin	TCS	4	Sufficient Width	varies(120-125)
Scott Street	Elgin	Simmons	TCS	4	Sufficient Width	varies(125-140)
Scott Street	Simmons	Reeves	TCS	4	Sufficient Width	varies(85-140)
Scott Street	Reeves	Holman	TCS	4	Sufficient Width	varies(80-85)
Scott Street	Holman	Alabama	TCS	4	Sufficient Width	80
Scott Street	Alabama	Wheeler	TCS	4	Sufficient Width	80
Wheeler Ave.	Scott	Cullen Blvd.	TCS	2	To be widened	varies(70-80)
Wheeler Ave.	Cullen Blvd.	Rockwood Dr	TCS	2	Sufficient Width	varies(80-110)
Wheeler Ave.	Rockwood Dr	Calhoun	TCS	2	Sufficient Width	varies(110-120)
M.L.K. King Blvd.	Calhoun Rd	Brays Bayou	TCS	4	Sufficient Width	120
M.L.K. King Blvd.	Brays Bayou	S. Macgregor	TCS	4	Sufficient Width	varies(75-85)
M.L.K. King Blvd.	S. Macgregor	Old Spanish Trail	TCS	4	Sufficient Width	varies(80-100)
M.L.K. King Blvd.	Old Spanish Trail	Winnetka Ave	TCS	4	Sufficient Width	varies(130-150)
M.L.K. King Blvd.	Winnetka Ave	Arvilla Ln	TCS	4	Sufficient Width	124'
M.L.K. King Blvd.	Arvilla Ln	Ablemarle Ln	TCS	4	Sufficient Width	varies(100-110)
M.L.K. King Blvd.	Ablemarle Ln	Griggs Road	TCS	4	Sufficient Width	varies(100-125)
Griggs Road	M.L.K. King Blvd.	Cavanaugh	TCS	4	Sufficient Width	varies(85-110)
Griggs Road	Cavanaugh	Sunrise	TCS	4	Sufficient Width	varies(110-125)
Griggs Road	Sunrise	Long	TCS	4	Sufficient Width	varies(80-125)

Transit Corridor Street Map

North Corridor

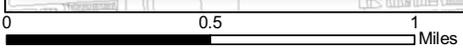
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 City of Houston



North Corridor

Street Name	From Street	To Street	Classification	No. of Lanes	ROW Status	ROW Width (feet)
N. Main Street	IH 10/Providence	Naylor	TCS	2	Sufficient Width	varies(80-90)
N. Main Street	Naylor	Brooks	TCS	2	Sufficient Width	varies(75-100)
N. Main Street	Brooks	Pinckney	TCS	2	Sufficient Width	80
N. Main Street	Pinckney	Hogan	TCS	2	Sufficient Width	varies(80-85)
N. Main Street	Hogan	Quitman	TCS	2	Sufficient Width	80
N. Main Street	Quitman	Morris	TCS	2	Sufficient Width	varies(80-90)
N. Main Street	Morris	Boundary	TCS	2	Sufficient Width	80
Boundary ST.	N. Main	Everett	TCS	2	Sufficient Width	60
Boundary ST.	Everett	Fulton	TCS	2	Sufficient Width	varies(60-70)
Fulton Street	Boundary	Halpern	TCS	2	Sufficient Width	varies(80-90)
Fulton Street	Halpern	Hays	TCS	2	Sufficient Width	varies(90-100)
Fulton Street	Hays	Irvington	TCS	2	Sufficient Width	varies(80-100)
Fulton Street	Irvington	Averill	TCS	2	To be widened	varies(70)
Fulton Street	Averill	Cathrine	TCS	2	To be widened	varies(70-80)
Fulton Street	Cathrine	Irene	TCS	2	Sufficient Width	varies(75-85)
Fulton Street	Patton	Frawley	TCS	2	To be widened	varies(70-85)
Fulton Street	Frawley	Cavalcade	TCS	2	To be widened	varies(70-105)
Fulton Street	Cavalcade	Moody	TCS	2	Sufficient Width	varies(75-115)
Fulton Street	Moody	Joyce	TCS	2	Sufficient Width	75
Fulton Street	Joyce	Fairbanks	TCS	2	Sufficient Width	varies(75-85)
Fulton Street	Fairbanks	Eleanor	TCS	2	Sufficient Width	75
Fulton Street	Eleanor	IH 610	TCS	3	Sufficient Width	varies(75-95)
Fulton Street	IH 610	Melbourne	TCS	2	Sufficient Width	varies(80-100)
Fulton Street	Melbourne	Amber	TCS	2	Sufficient Width	varies(80-100)
Fulton Street	Amber	Stokes	TCS	3	Sufficient Width	90
Fulton Street	Stokes	Bennington	TCS	2	Sufficient Width	varies(80-100)
Fulton Street	Bennington	Weisenberger	TCS	2	Sufficient Width	80
Fulton Street	Weisenberger	East Crosstimbers	TCS	4	Sufficient Width	varies(90-135)
Fulton Street	East Crosstimbers	Palmyra	TCS	4	Sufficient Width	varies(85-125)
Fulton Street	Palmyra	Garrottsville	TCS	4	Sufficient Width	85
Fulton Street	Garrottsville	Rebecca	TCS	4	Sufficient Width	varies(85-100)
Fulton Street	Rebecca	Lyerly	TCS	4	Sufficient Width	varies(80-100)