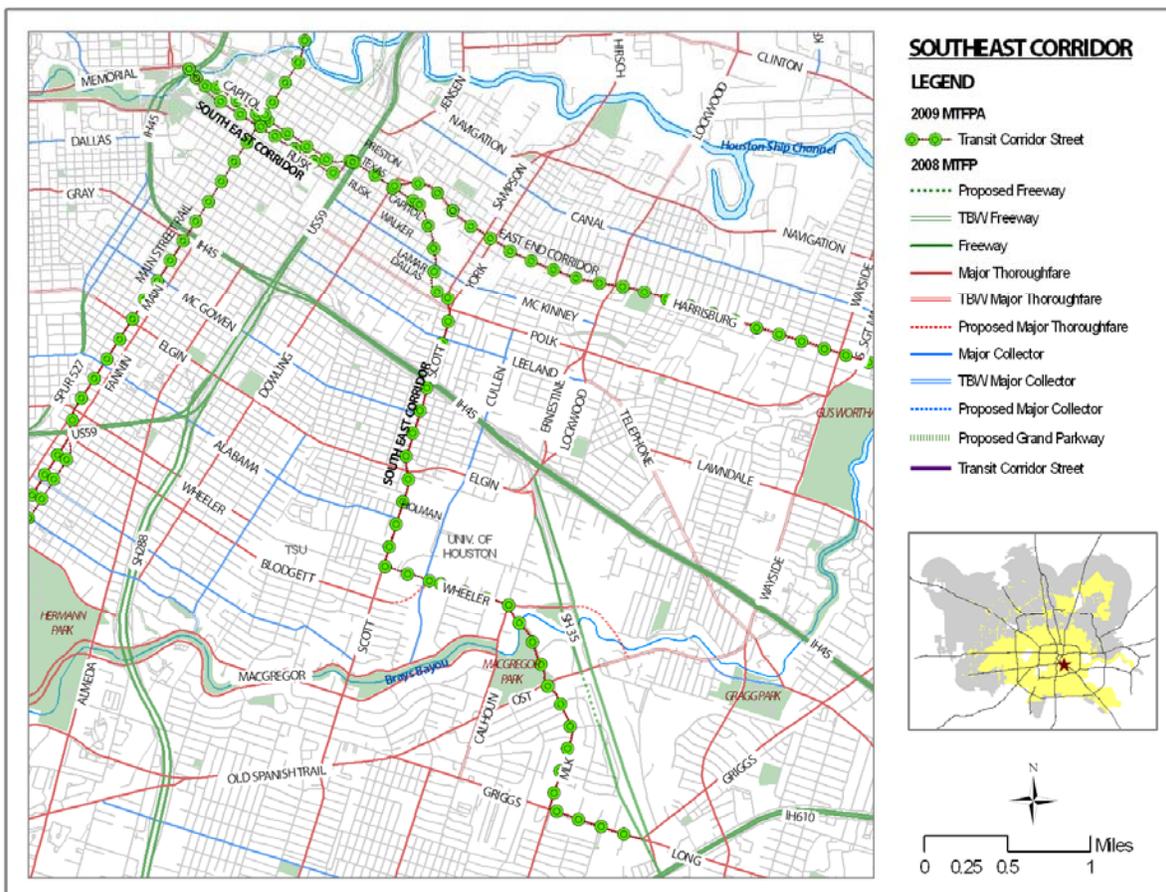


PLANNING COMMISSION ACTION

2009-06 Southeast Corridor (Phase 1)



APPLICANT: Marsh Darcy Partners, Inc. & Planning and Development Department

KEY MAP: 493 R, Z; 494 N, S, W; 533 D; 534 A, E, F, J, K **LAMBERT:** 5454, 5455, 5456
JURISDICTION: City of Houston, Harris County **DISTRICT/PRECINCT:** Dist. D,H I; Pct. 1

PROPOSAL:

To classify the following streets and METRO rights-of-way/easement as Transit Corridor Streets:

- 1 - Rusk Street from Memorial Drive to Hamilton Street
- 2 - Capitol Street from Memorial Drive to Hamilton Street
- 3 - Hamilton Street from Rusk to Texas Avenue
- 4 - Texas Avenue from Hamilton Street to Nagle Street
- 5 - METRO rights-of-way/easement from Nagle Street to Dallas Street
- 6 - Dallas Street from the Union Pacific Railroad Right of Way to Scott Street
- 7 - Wheeler Street from Scott Street to Cullen Boulevard

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To reclassify the following streets as Transit Corridor Streets:

- 8 - Scott Street from Dallas Street to Wheeler Street
- 9 - Wheeler Street from Cullen Boulevard to Calhoun Street/Martin Luther King Boulevard
- 10 - Martin Luther King Boulevard from Wheeler Street to Griggs Road
- 11 - Griggs Road from Martin Luther King Boulevard to Long Dr.

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).

APPLICANT JUSTIFICATION:

The addition of a Light Rail Transit (LRT) system to portions of Texas Avenue, Dallas Street, Scott Street, Wheeler Street and Martin Luther King, Jr. Boulevard qualify these thoroughfares to be designated with TCS status. The application of the TCS classification for streets in 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 designations as Transit Corridor Streets

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 Southeast Corridor project is scheduled to commence construction in August 2009. In July 2008, METRO received a Record of Decision (ROD) for the Southeast Corridor Supplemental Final Environmental Impact Statement (SFEIS). This ROD represents final approval for the federal environmental process.
- 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 one segment at 95% and another at 60%.
- 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 designations as Transit Corridor Streets (Phase 1)

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FACTORS ASSESSED:

1. History

The 1942 MTFP identified Presto, Texas and McKinney streets as east-west major thoroughfares; however the Central Business District (CBD) was designated on the 1957 MTFP, and the thoroughfare designations were removed within the CBD. The 1942 designation included an indication that there was sufficient right-of-way width at this location. No additional changes were made to Texas Avenue until its major thoroughfare designation was removed from the Major Thoroughfare and Freeway Plan in 2000.



1942 MTFP



2000 MTFP

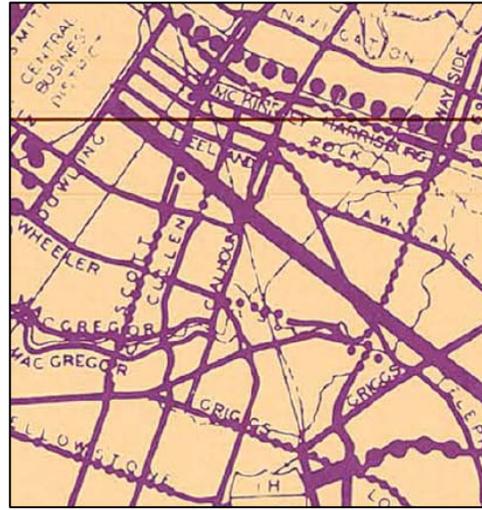
Dallas Street between Dowling Street and the Union Pacific railroad has never been designated as a major thoroughfare or collector on any MTFP map.

In 1942, Scott Street was designated as a proposed major street between Navigation Boulevard and Holmes Road. In 1964, Scott Street between Leeland Street and Old Spanish Trail was designated as having insufficient right-of-way width. In 1987, Scott Street between Navigation Boulevard and Holmes Road was designated as having sufficient right-of-way width.

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1942 MTP



1964 MTFP



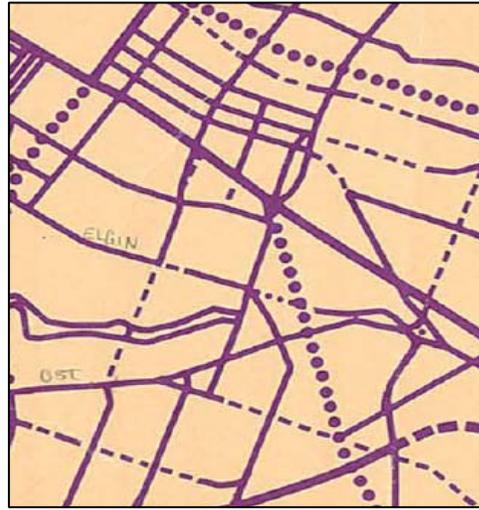
1987 MTFP

In 1942, Wheeler Street was designated as a major street between Main Street and Old Spanish Trail. Wheeler Street was designated as having insufficient right-of-way width between Scott Street and Calhoun Street. In 1966, the designation of Wheeler Street as a major thoroughfare and was removed from the Major Thoroughfare and Freeway Plan.

PLANNING COMMISSION ACTION



1942 MTP

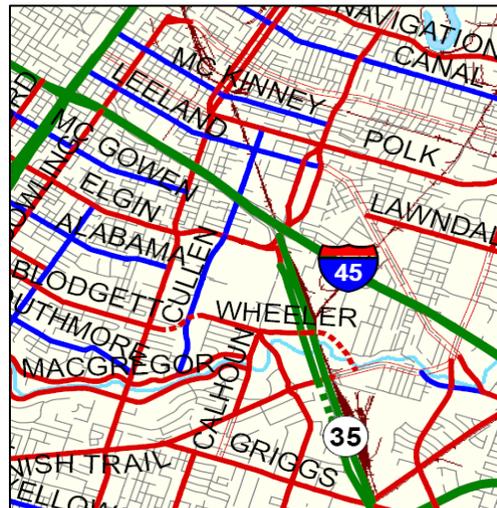


1966 MTFP

In 1969, Wheeler Street was once again designated as major thoroughfare and was shown on the Major Thoroughfare and Freeway Plan. In 2007, the designation as a major thoroughfare, for the portion of Wheeler Street west of Cullen Street was removed and the remaining section of Wheeler Street, east of Cullen Street was connected to Blodgett Street. The connecting portion of Wheeler Street was designated as having insufficient right-of-way width.



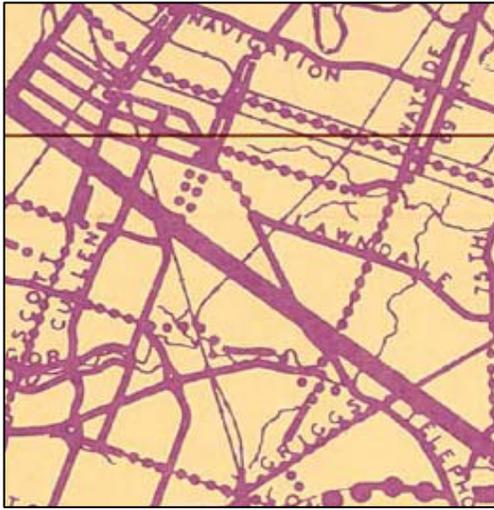
1969 MTP



2007 MTFP

In 1957, South Park Road was designated as a major street. The entire right-of-way of South Park Road was designated as having sufficient right-of-way width. In 1980, the street name, South Park Road was changed to Martin Luther King, Jr. Boulevard.

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1957 MTP

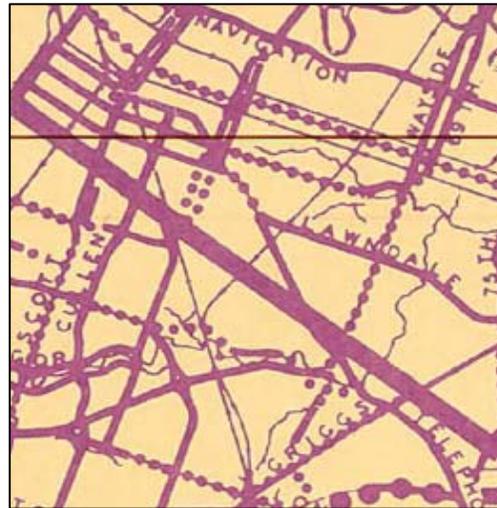


1980 MTFP

In 1942, Griggs Road was designated as a major street between Old Spanish Trail and Lawndale Street. Griggs Road was designated as having sufficient right-of-way width between Alvin Road and Lawndale Street. In 1957, the right-of-way of Griggs Road, between Cullen Boulevard and Telephone Road was designated as having insufficient right-of-way width.

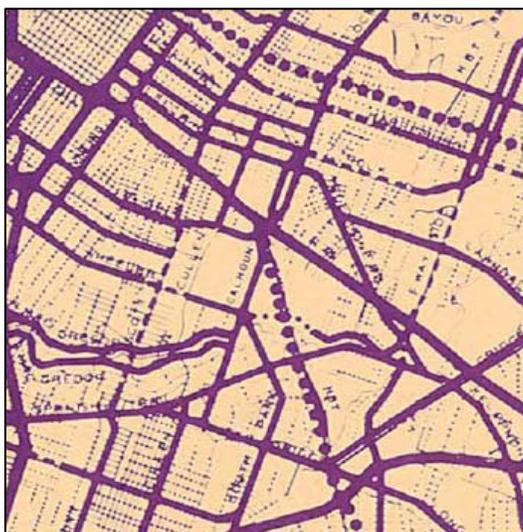


1942 MTP



1957 MTFP

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1969 MTP

In 1969, the right-of-way of Griggs Road between Old Spanish Trail and Lawndale Street was designated as having insufficient right-of-way width.

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 state¹. 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.

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 9,021 persons from 12,572 to 21,593 representing a 71.8% increase. Persons per acre are projected to increase from approximately 4.98 to approximately 8.56. During the same period H-GAC estimates that total jobs in the subject area will increase by 12,868 from 19,576 to 32,444 (65.7%). Jobs per acre are projected to increase from approximately 7.76 to 12.86.

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Expressed in percentages, the subject area's population growth is expected to be greater than the City of Houston's (71.8% versus 29%), and the area's job growth is also expected to be greater than the City's (65.7% versus 44.6%).

Southeast Corridor	Year	Population (person/acre)	% Chg	Job (Job/acre)	% Chg	Household (HH/acre)	% Chg
	2005	4.98		7.76		2.01	
	2010	5.89	18.2%	8.34	7.6%	2.31	15.2%
	2015	6.55	11.1%	8.88	6.4%	2.54	9.6%
	2020	8.01	22.3%	9.84	10.8%	3.06	20.6%
	2025	8.20	2.4%	10.38	5.4%	3.15	3.0%
	2030	8.46	3.3%	11.64	12.2%	3.28	3.9%
	2035	8.56	1.1%	12.86	10.4%	3.33	1.7%
Change from 2005 to 2035		3.57	71.8%	5.10	65.7%	1.32	65.8%
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

Subdivision Plat Name	PC Action Date	Key Map	Land Use	Property Size (Acres)	No. of Lots
Texans YMCA Subdivision	5-Mar-09	534J	Commercial	4.89	
Project Row Houses Napoleon at Tuam Street Subdivision	19-Feb-09	493Z	Unrestricted	0.92	
Project Row Houses Napoleon at Anita Street Subdivision	19-Feb-09	493Z	Unrestricted	0.34	
KIPP Inc MLK replat no 1	28-Aug-08	534J	Unrestricted	10.80	
Sampson Street Court Subdivision	22-May-08	494s	SF Residential (public street)	0.11	2
Discovery Green Subdivision	22-Jan-08	493Q	Unrestricted	11.74	
Ben Milam Square Sec 1	17-Jan-08	493R	Commercial	1.48	
Main Place Subdivision	3-Jan-08	493L	Commercial	1.18	
Capitol Oaks Sec 3 replat no 1	3-Jan-08	493R	SF Residential (public street)	1.43	38
Neptune Hotel Subdivision	11-Oct-07	493R	Unrestricted	0.72	
Omni Heights at Dallas Street Subdivision	2-Aug-07	493V	SF Residential (public street)	0.49	12
Capitol Oaks Sec 2	21-Jun-07	493R	SF Residential (public street)	0.72	16
Polk Avenue Gardens Subdivision	10-May-07	494S	SF Residential (public street)	1.43	36
Capitol Oaks GP	15-Mar-07	493R	SF Residential (public street)	2.73	72
Subdivision Plat Name	PC Action Date	Key Map	Land Use	Property Size (Acres)	No. of Lots

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Rusk Manor Sec 2 replat no 1	1-Mar-07	493R	SF Residential (public street)	0.23	6
Panther at St Charles Street Subdivision	1-Feb-07	493R	SF Residential (public street)	0.13	3
Wamcer Development no 2 Subdivision	12-Oct-06	494W	SF Residential (public street)	0.67	12
Cougar Counter Subdivision	12-Oct-06	534A	Other	0.54	
Oasis at MacGregor Place Subdivision	27-Apr-06	534j	SF Residential (Type 1 PAE)	3.00	39
St Charles Townhomes	16-Mar-06	493R	SF Residential (public street)	0.43	10

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 on a piece-meal basis by mostly private developers. A significant upgrade to the existing condition 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 determination of specific requirements for the new Transit Corridor Street designation.

Street	From	To	Direction	Street Type	ROW (ft)	ROW Status
Dowling	Harrisburg	McKinney	north-south	Thoroughfare	80	sufficient
Dowling	McKinney	Polk	north-south	Thoroughfare	80	Sufficient
Ennis	Elgin	Alabama	north-south	Collector	80	Sufficient
Ennis	Alabama	Wheeler	north-south	Collector	80	Sufficient
Ennis	Wheeler	Blodget	north-south	Collector	80	Sufficient
York	Harrisburg	McKinney	north-south	Thoroughfare	80	Sufficient
York	Dallas	Polk	north-south	Thoroughfare	75	Sufficient
Scott	Polk	Leeland	north-south	Thoroughfare	80	Sufficient
Scott	Leeland	McGowan	north-south	Thoroughfare	80	Sufficient
Scott	McGowan	Elgin	north-south	Thoroughfare	80	Sufficient
Scott	Elgin	Alabama	north-south	Thoroughfare	80	Sufficient
Scott	Alabama	wheeler	north-south	Thoroughfare	80	Sufficient
Scott	Wheeler	Blodget	north-south	Thoroughfare	80	Sufficient
Cullen	Polk	Leeland	north-south	Collector	65	Sufficient
Cullen	Leeland	Elgin	north-south	Collector	65	Sufficient
Cullen	Elgin	Wheeler	north-south	Collector	65	Sufficient
Street	From	To	Direction	Street Type	ROW (ft)	ROW Status
Cullen	Wheeler	MacGregor	north-south	Collector	80	Sufficient

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Lockwood	Harrisburg	McKinney	north-south	Thoroughfare	100	Sufficient
Lockwood	McKinney	Polk	north-south	Thoroughfare	100	Sufficient
Lockwood	Polk	Leeland	north-south	Thoroughfare	66	Sufficient
Lockwood	Leeland	Elgin	north-south	Thoroughfare	66	Sufficient
Calhoun	Wheeler	MacGregor	north-south	Thoroughfare	60	Sufficient
Calhoun	MacGregor	Old Spanish Trail	north-south	Thoroughfare	60	Sufficient
Calhoun	Old Spanish Trail	Griggs	north-south	Thoroughfare	60	Sufficient
Martin Luther King, Jr.	Wheeler	Old Spanish Trail	north-south	Thoroughfare	100	Sufficient
Martin Luther King, Jr.	Old Spanish Trail	Griggs	north-south	Thoroughfare	100	Sufficient
Martin Luther King, Jr.	Griggs	Yellowstone	north-south	Thoroughfare	100	Sufficient
Texas 35	Elgin	Wheeler	east-west	Thoroughfare	FRWY	Sufficient
Texas 35	Wheeler	Old Spanish Trail	east-west	Thoroughfare	FRWY	Sufficient
Texas 35	Old Spanish Trail	Griggs	east-west	Thoroughfare	FRWY	Sufficient
Harrisburg	Dowling	York	east-west	Thoroughfare	80	TBW
Harrisburg	York	Lockwood	east-west	Thoroughfare	70	TBW
McKinney	Dowling	York	east - west	Collector	80	Sufficient
McKinney	York	Lockwood	east - west	Collector	60	Sufficient
Polk	Dowling	Scott	east - west	Thoroughfare	80	Sufficient
Polk	Scott	Cullen	north-south	Thoroughfare	80	Sufficient
Polk	Cullen	Lockwood	north-south	Thoroughfare	80	Sufficient
Martin Luther King, Jr.	Old Spanish Trail	Winnetka	north-south	Thoroughfare	100	Sufficient
Martin Luther King, Jr.	Winnetka	Arvilla	north-south	Thoroughfare	100	Sufficient
Martin Luther King, Jr.	Arvilla	Marietta	north-south	Thoroughfare	100	Sufficient
Martin Luther King, Jr.	Marietta	Ventura	north-south	Thoroughfare	100	Sufficient
Martin Luther King, Jr.	Ventura	Madalyn	north-south	Thoroughfare	100	Sufficient
Martin Luther King, Jr.	Madalyn	Stuyvesant	north-south	Thoroughfare	100	Sufficient
Martin Luther King, Jr.	Stuyvesant	Cortelyou	north-south	Thoroughfare	100	Sufficient
Martin Luther King, Jr.	Cortelyou	Griggs	north-south	Thoroughfare	100	Sufficient
Griggs	Martin Luther King, Jr.	Cavanaugh	east-west	Thoroughfare	80	Sufficient
Griggs	Cavanaugh	Royal Palms	east-west	Thoroughfare	80	Sufficient
Griggs	Royal Palms	Sunrise	east-west	Thoroughfare	80	Sufficient

5. Spacing

The major thoroughfares in the Southeast Corridor have existed since the inception of the city's MTFP in 1942. Originally these streets linked scattered developments between a few

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of the historic commercial centers (Houston, Harrisburg, South Houston, Allen, Genoa) and some of the city's earliest suburban communities. Most of the development in this area is characterized by a tight street grid with well connected local, collector, and thoroughfare streets. Consequently the streets affected by the Transit Corridor Street designation all have excellent spacing, averaging only about one-half to three quarters of a mile between major thoroughfare crossings.

Street	From	To	Direction	Street Type	Spacing(mile)
Dowling	Harrisburg	McKinney	north-south	Thoroughfare	0.31
Dowling	McKinney	Polk	north-south	Thoroughfare	0.19
Ennis	Elgin	Alabama	north-south	Collector	.032
Ennis	Alabama	Wheeler	north-south	Collector	0.32
Ennis	Wheeler	Blodgett	north-south	Collector	0.15
York	Harrisburg	McKinney	north-south	Thoroughfare	0.31
York	McKinney	Polk	north-south	Thoroughfare	0.18
Scott	Polk	Leeland	north-south	Thoroughfare	0.18
Scott	Leeland	McGowan	north-south	Thoroughfare	0.47
Scott	McGowan	Elgin	north-south	Thoroughfare	0.36
Scott	Elgin	Alabama	north-south	Thoroughfare	0.30
Scott	Alabama	Wheeler	north-south	Thoroughfare	0.30
Scott	Wheeler	Blodgett	north-south	Thoroughfare	0.21
Cullen	Polk	Leeland	north-south	Collector	0.18
Cullen	Leeland	Elgin	north-south	Collector	0.74
Cullen	Elgin	Wheeler	north-south	Collector	0.67
Cullen	Wheeler	MacGregor	north-south	Collector	0.53
Lockwood	Harrisburg	McKinney	north-south	Thoroughfare	0.26
Lockwood	McKinney	Polk	north-south	Thoroughfare	0.17
Lockwood	Polk	Leeland	north-south	Thoroughfare	.021
Lockwood	Leeland	Elgin	north-south	Thoroughfare	0.73
Calhoun	Wheeler	MacGregor	north-south	Thoroughfare	0.24
Calhoun	MacGregor	Old Spanish Trail	north-south	Thoroughfare	0.42
Calhoun	Old Spanish Trail	Griggs	north-south	Thoroughfare	0.38
ML King, Jr.	Wheeler	Old Spanish Trail	north-south	Thoroughfare	0.52
ML King, Jr.	Old Spanish Trail	Griggs	north-south	Thoroughfare	0.79
ML King, Jr.	Griggs	Yellowstone	north-south	Thoroughfare	0.69
Texas 35	Elgin	Wheeler	north-south	Freeway	0.77
Texas 35	Wheeler	Old Spanish Trail	north-south	Freeway	0.40
Texas 35	Old Spanish Trail	Griggs	north-south	Freeway	1.05
Harrisburg	Dowling	York	east-west	Thoroughfare	0.71
Harrisburg	York	Lockwood	east-west	Thoroughfare	0.78
Street	From	To	Direction	Street Type	Spacing(mile)
McKinney	Dowling	York	east-west	Collector	0.69
McKinney	York	Lockwood	east-west	Collector	0.81
Polk	Dowling	Scott	east-west	Thoroughfare	0.69
Polk	Scott	Cullen	east-west	Thoroughfare	0.40

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Polk	Cullen	Lockwood	east-west	Thoroughfare	0.46
Leeland	Dowling	Scott	east-west	Collector	0.69
Leeland	Scott	Cullen	east-west	Collector	0.38
Leeland	Cullen	Lockwood	east-west	Collector	0.37
McGowan	Dowling	Scott	east-west	Collector	0.93
Elgin	Dowling	Ennis	east-west	Thoroughfare	.038
Elgin	Ennis	Scott	east-west	Thoroughfare	0.65
Elgin	Scott	Cullen	east-west	Thoroughfare	0.35
Elgin	Cullen	Lockwood	east-west	Thoroughfare	0.40
Alabama	Dowling	Ennis	east-west	Collector	0.38
Alabama	Ennis	Scott	east-west	Collector	0.78
Wheeler	Scott	Cullen	east-west	Thoroughfare	0.26
Wheeler	Cullen	Calhoun	east-west	Thoroughfare	0.53
Wheeler	Calhoun	Texas 35	east-west	Thoroughfare	0.34
MacGregor	Scott	Cullen	east-west	Thoroughfare	0.39
MacGregor	Cullen	Calhoun	east-west	Thoroughfare	0.54
Old Spanish Trail	Calhoun	ML King, Jr.	east-west	Thoroughfare	0.48
Old Spanish Trail	ML King, Jr.	Texas 35	east-west	Thoroughfare	0.23
Griggs	Calhoun	ML King, Jr.	east-west	Thoroughfare	0.59
Griggs	ML King, Jr.	Long	east-west	Thoroughfare	0.64

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