

# RECOMMENDATION REPORT

## A: West Greens Road

**APPLICANT:** META Planning + Design, LLC

**JURISDICTION:** COH

**PRECINCT:** Harris County Pct. 3  
**COUNCIL DISTRICT:** A

### **PROPOSAL:**

META Planning + Design, LLC – on behalf of TRALTO Mills Road, LLC, and Tanglewood Property Group – is requesting the deletion of a segment of the proposed Major Thoroughfare West Greens Road, from Mills Road to Gessner Road in the Major Thoroughfare and Freeway Plan (MTFP).

### **APPLICANT’S JUSTIFICATION and HISTORY:**

META Planning + Design, LLC, is requesting this amendment on behalf of the property owners, TRALTO Mills Road LLC and Tanglewood Property Group. The subject property is in Plan Oaks Subdivision: an industrial business park development located within the City of Houston in Harris County.

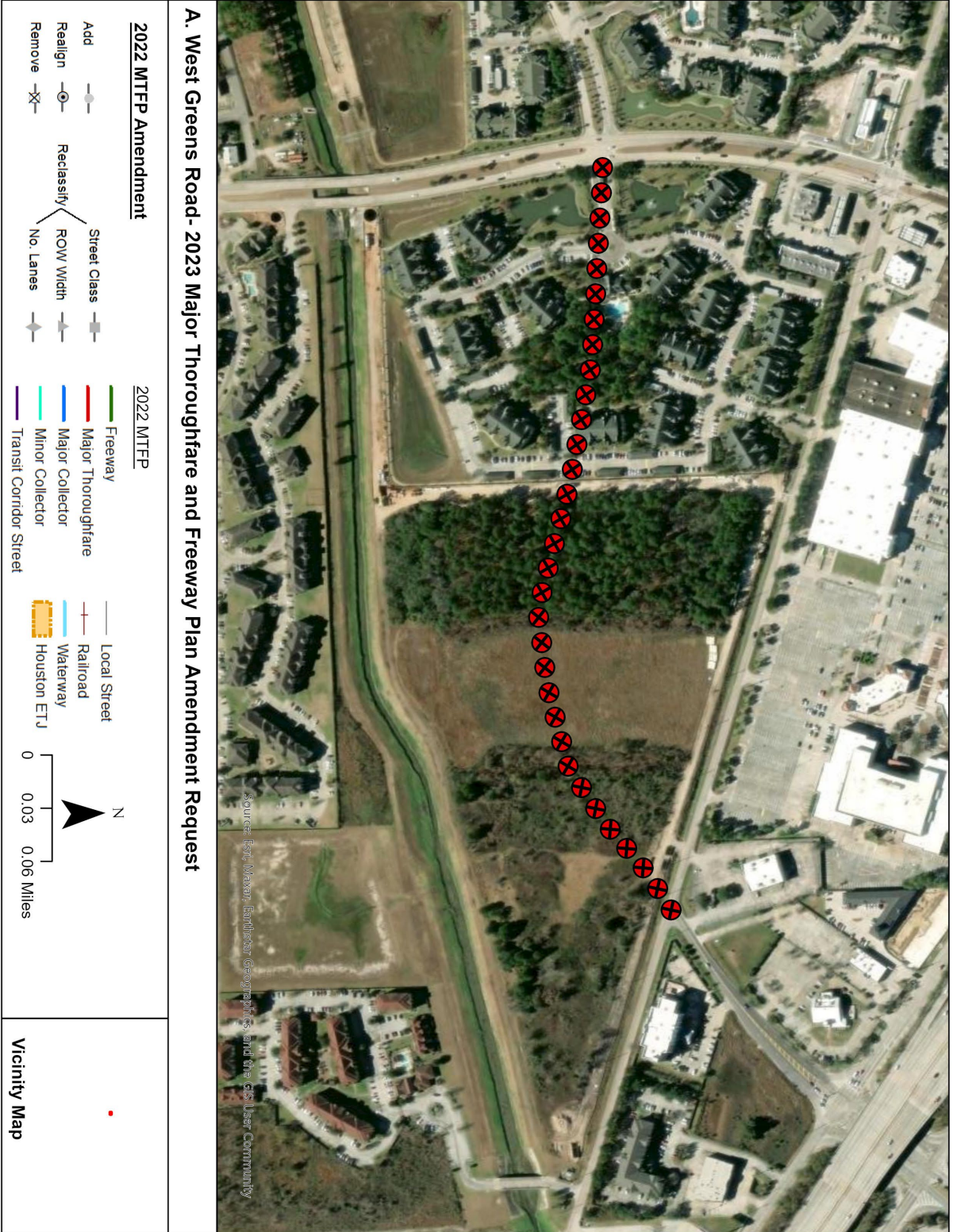
West Greens Road is a proposed Major Thoroughfare that is north of Beltway 8, east of Gessner Road, south of Mills Road, and west of SH 249. The applicant states that the current alignment of the proposed Major Thoroughfare has prevented development, as it traverses diagonally through the middle of the applicant’s property, and that the Major Thoroughfare if constructed, would provide no return on investment to private developments.

The applicant states that West Greens Road was added to the MTFP in the 1960’s as the City of Houston experienced massive expansion to its city limits and ETJ. The applicant states further that the road has generally maintained the same alignment throughout its existence, with only a few minor changes through the years, and that the current alignment links several disconnected segments of the existing roadway into a potential regional through-route.

According to the applicant, the current alignment of West Greens Road is infeasible because an apartment complex was constructed in 2005, and the location of the apartment complex directly and completely obstructs the proposed Major Thoroughfare. Moreover, the applicant states that the apartment complex was constructed with no stub streets or any feasible way for West Greens Road to pass through the built environment. The applicant states that if West Greens Road were constructed under current conditions, it would require property acquisition and would cause the destruction of several existing apartment buildings, causing the costs of constructing the proposed Major Thoroughfare to greatly outweigh the local need for the corridor.

The applicant contends that the request to delete this segment of proposed West Greens Road will not have any detrimental impacts to regional drainage or flooding, the existing street network, or the existing community, and that it will not remove multimodal connectivity, reduce regional connectivity, or hinder traffic circulation. Finally, the applicant states that granting the request to delete this segment of the proposed Major Thoroughfare would allow the property to be developed in a manner consistent with the surrounding area.

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## STAFF ANALYSIS

### Population & Employment Projections

A demographic analysis using projections provided by the Houston-Galveston Area Council (H-GAC) was conducted for the MTFP amendment proposal area. According to the H-GAC data, the population of the surrounding area is projected to increase by over 5,000 residents (371%) from 2015 to 2045, compared to only 40% projected population growth of the City of Houston. Jobs are projected to increase by approximately 1,020 (42%) between 2015 and 2045, with the largest increase between 2040 and 2045.

Year	Population Density			Job Density		
	Population	(Persons/Acre)	% Change	Jobs	(Jobs/Acre)	%Change
2015	1,395	3.5		2,454	6.2	
2020	1,778	4.5	27.5%	2,694	6.8	9.8%
2025	2,258	5.7	27.0%	2,651	6.7	-1.6%
2030	2,547	6.4	12.8%	2,622	6.6	-1.1%
2035	4,870	12.3	91.2%	2,480	6.3	-5.4%
2040	6,033	15.2	23.9%	2,649	6.7	6.8%
2045	6,579	16.6	9.1%	3,474	8.8	31.1%
Change (2015 to 2045)	5,184	13.1	371.6%	1,020	2.6	41.6%
COH Change (2015 to 2045)	919,984	2.1	40.2%	548,987	1.3	30.5%
COH ETJ Change (2015 to 2045)	1,530,387	0.3	58.7%	637,772	0.5	71.9%

Source: 2015-2045 Demographic Projections by H-GAC released in 2018

Data represents population, jobs, and households in 2 Traffic Analysis Zone (TAZ) encompassing approximately 396 acres around the proposed amendment

### Land Use and Platting Activity

Land use surrounding the proposed Major Thoroughfare West Greens Road is mostly commercial, with a multifamily unit currently existing to the west, and directly intersected by the proposed Major Thoroughfare. The table below shows the most recent platting activity that has occurred in the area. There have been 4 plats filed in the area of the proposed amendment since 2013. There are two plats to the east of the proposed amendment, one to the west, and one in the middle of the proposed deletion request. Three out of the four plats are commercial, with one unrestricted plat. Due to the commercial development in the area, and the access to SH 249, vehicular activity will likely increase.

GP or Subdivision Plat Name	PC Action Date	Land Use	Property Size (acres)	Lots
Stripes at 249 and Greens	12/02/21	Commercial	2.0543	0
Willowbrook 249	01/07/16	Unrestricted	4.8662	0
DAD Entrepreneurs on Mills	02/19/15	Commercial	0.9543	0
Mills Road Business Park	01/22/15	Commercial	11.5420	0

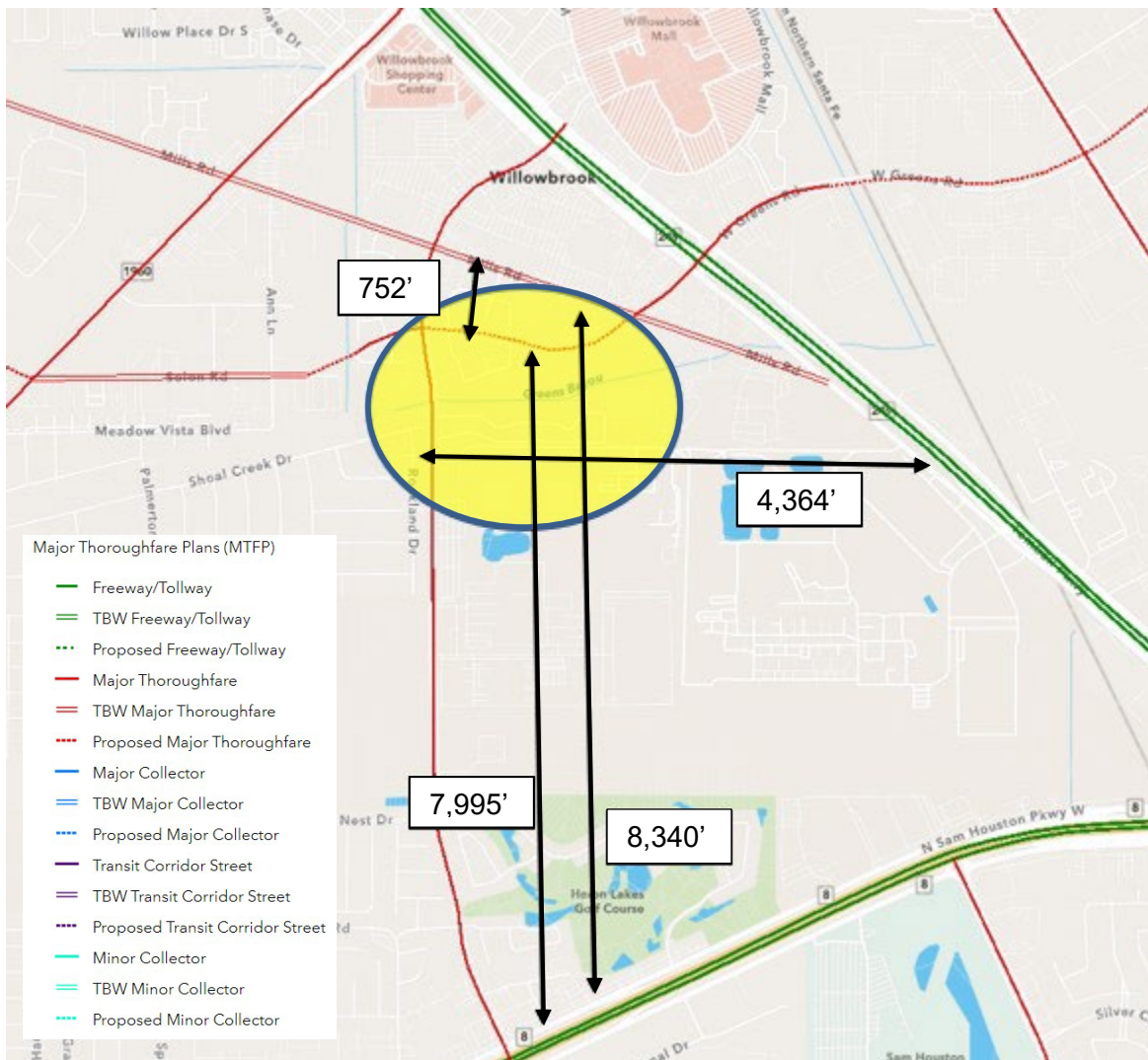
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## Right of Way (ROW) Status

This segment of West Greens Road does not currently exist and is proposed as a Major Thoroughfare with 100' ROW. The section of West Greens Road proposed to be deleted from the MTFP is approximately 2,440' in length. In the proposed amendment area, West Greens Road exists northeast of Mills Road and west of Gessner Road as a Major Thoroughfare with 100' ROW. The proposed segment requested for deletion would connect the two existing segments of the Major Thoroughfare; deleting the segment would leave the other two segments disconnected.

## Spacing

The proposed amendment shows the increased distances that vehicles would need to travel to reach the next Major Thoroughfare. The arrows show Mills Road 752' to the north, Gessner Road 7,995' to the west, and North Sam Houston Parkway 8,340' to the south. If the proposed Major Thoroughfare West Greens Road were to be removed, there would be a gap between Major Thoroughfares of approximately 8,300' north/south and 4,400' east/west.



<https://www.arcgis.com/apps/webappviewer/index.html?id=54b1132148c540a9ae8a88d461d84d8b>

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## Travel Demand Analysis

To better understand the potential effects of the deletion request, H-GAC provided the City of Houston with a Travel Demand Modeling (TDM) scenario, with the base year of 2015 and long-range plan to 2045. As shown in the table below, the proposed deletion request would result in a significant increase in traffic volume shifting to Gessner Road, with a slight increase shifting to Mills Road. Additionally, the absence of the corridor would affect ingress and egress to both commercial development in the area as well as residential properties.

Segment	2020 Volumes	2045 Volumes per MTFP	2045 Volumes with Proposed Amendment
Gessner Road: Mills Rd., to Proposed West Greens Rd.	31,618	34,798	47,670
Mills Road: Gessner Rd., to SH 249	8,393	11,544	12,667

## **RECOMMENDATION:**

DENY the request to delete a segment of the proposed Major Thoroughfare West Greens Road, from Mills Road to Gessner Road.

APPROVE staff proposed alternative to reclassify a segment of the proposed Major Thoroughfare West Greens Road as a Major Collector, from Mills Road to Gessner Road.

## Justification

Deleting the proposed Major Thoroughfare West Greens Road will not have a significant impact on employment, land use, or platting. However, deletion of the segment of the proposed Major Thoroughfare would increase travel demand on Gessner Road and Mills Road, as the existing corridors would have to accommodate traffic shifting from the deletion of the proposed Major Thoroughfare. The deletion of the proposed corridor may also impact the area's ability to absorb the projected population increase. Accordingly, the proposed corridor would be necessary infrastructure to help reduce congestion and increase access and mobility to the residential community and business complex. Moreover, during the interagency coordination, the Texas Department of Transportation (TxDOT), stated that they were not in support of the applicant's deletion request, as the corridor is a valuable connection for future mobility for TxDOT. Accordingly, staff proposed an alternative amendment to reclassify the proposed Major Thoroughfare to a proposed Major Collector; the ROW for a Major Collector ROW is 80', as opposed to the 100' ROW required for a Major Thoroughfare. Both staff and the applicant agree that the reclassification is a supportable alternative, as a Major Collector would provide the applicant with more developable space along the proposed corridor, while still maintaining the access needed to help the area develop as projected. There were no public comments received on this proposal.