

PUBLIC HEARING REPORT

D: Baptist Encampment Road / Unnamed Major Thoroughfare

APPLICANT: EHRA Engineering

JURISDICTION: ETJ

PRECINCT: Montgomery County Pct. 4
COUNCIL DISTRICT: N/A

PROPOSAL:

EHRA Engineering – on behalf of Guniganti Credit Shelter Trust – is requesting 3 amendments in the Major Thoroughfare and Freeway Plan (MTFP).

1. Delete proposed segment of Major Collector Baptist Encampment Road that extends just south of proposed Unnamed Major Thoroughfare to West Lake Houston Parkway.
2. Delete proposed Unnamed Major Thoroughfare that extends from Baptist Encampment Road to West Lake Houston Parkway.
3. Reclassify existing Major Collector Baptist Encampment Road just south of the Grand Parkway (TX 99), to north of the Unnamed Major Thoroughfare.

APPLICANT’S JUSTIFICATION and HISTORY:

EHRA Engineering requests the deletion of proposed Major Collector Baptist Encampment Road south of proposed Unnamed Major Thoroughfare to West Lake Houston Parkway. The applicant is also requesting the deletion of the proposed Unnamed Major Thoroughfare from the proposed Major Collector Baptist Encampment Road to West Lake Houston Parkway. The two corridors are listed together, as the applicant states that the connection of the two corridors is not feasible, as the proposed corridors would have to cross Caney Creek, a 50’ wide waterway that flows into Lake Houston. The applicant states that a long bridge would be required to cross Caney Creek and the Caney Creek Floodway. Additionally, the applicant is proposing to reclassify proposed Major Collector Baptist Encampment Road, south of TX 99, should the aforementioned MTFP deletions be approved.

According to the applicant, if the proposed Major Collector Baptist Encampment Road continues in its current location, a bridge would have to be constructed at a minimum of 600’ in length to span the creek and the floodway. The applicant states that the distance could increase should bridges for both corridors have to span the entirety of the floodplain before returning to at-grade level. Additionally, the applicant states that the proposed Major Collector and the proposed Unnamed Major Thoroughfare would need to weave between existing detention ponds, existing sand mining operations, and potential jurisdictional wetland areas. The applicant contends that this combination of factors would require prohibitively expensive infrastructure improvements, as well as negative environmental impacts in the area.

Additionally, the applicant states that the proposed Unnamed Major Thoroughfare that would connect Baptist Encampment Road to West Lake Houston Parkway is included on the MTFP by mistake. The applicant contends that the Unnamed Major Thoroughfare was added to the MTFP in 2019, and that EHRA Engineering has not found a record of request to make the addition of the Unnamed Thoroughfare to the MTFP, prior to, or after that date. The applicant maintains that the proposed Unnamed Major Thoroughfare also has the same alignment as the proposed Major Collector, Community Drive, which was removed from the MTFP in 2018. The applicant contends that the alignment is not practical, as the Proposed Major Collector’s alignment runs parallel to, and is exceedingly close to, the Unnamed proposed Major Thoroughfare.

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Finally, the applicant is requesting to reclassify Baptist Encampment Road from a Major Collector to a Minor Collector south of TX 99, as the applicant asserts that this portion of the existing Baptist Encampment Road does not meet the City’s definition of a Major Collector. The applicant’s position is that the segment of Baptist Encampment Road is an 80’ ROW that is fronted by large, single-family lots and the current pavement width is only 20’. The applicant maintains that single-family lots front the road, and if the deletion request of the two corridors is approved, the Major Collector would no longer connect two Major Thoroughfares together, and therefore, it would be suitable to be reclassify the corridor as a Minor Collector.

The applicant states that the proposed amendments will preserve circulation in the area, allow for high-quality development, and protect Caney Creek by minimizing unnecessary crossings. The applicant states further that it is essential to consider the request in the 2023 MTFP, because there is current planning and development west of Caney Creek.

Finally, the applicant states that regional connectivity would not be affected, as the recent opening of TX 99 provides circulation for the area. The applicant states that TX 99 provides the ability to cross Caney Creek for existing and future residents, so removing the proposed corridors would not negatively impact regional traffic patterns.

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 slightly from 2015 to 2045. Jobs remain steady from 2015 to 2045.

Year	Population	Population Density (Persons/Acre)	% Change	Jobs	Job Density (Jobs/Acre)	% Change
2015	734	0.2		2,277	0.5	
2020	781	0.2	6.4%	2,414	0.5	6.0%
2025	676	0.2	-13.4%	2,556	0.6	5.9%
2030	1,032	0.2	52.7%	2,555	0.6	0.0%
2035	1,747	0.4	69.3%	2,555	0.6	0.0%
2040	3,095	0.7	77.2%	2,555	0.6	0.0%
2045	2,716	0.6	-12.2%	2,555	0.6	0.0%
Change (2015 to 2045)	1,982	0.4	270.0%	278	0.1	12.2%
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. This represents the most current data available at the time of publishing.

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Data represents population, jobs, and households, in 2 Traffic Analysis Zones (TAZ) encompassing approximately 4,460 acres around the proposed amendment.

Land Use and Platting Activity

Land use surrounding the proposed Unnamed Major Thoroughfare and Baptist Encampment Road is predominantly vacant as the land is generally undeveloped. There has only been 1 plat filed west of the proposed amendment area since 2013. The table below shows the platting activity in the area.

GP or Subdivision Plat Name	PC Action Date	Land Use	Property Size (acres)	Lots
Bella Vista Acres	2/2/23	Single Family Residential	6.208	7

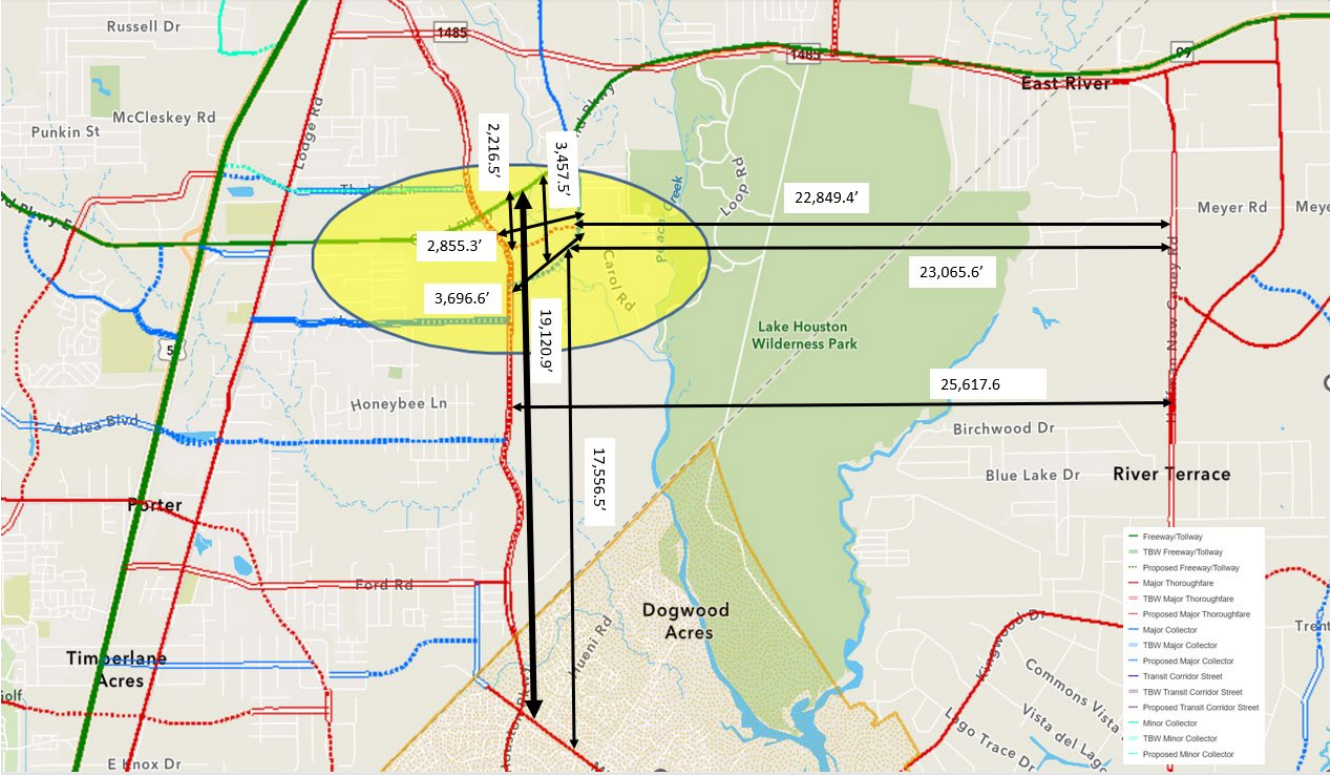
Right of Way (ROW) Status

The segment of proposed Baptist Encampment Road proposed for deletion from the MTFP does not currently exist and is proposed as a Major Collector 80' ROW. On the MTFP, the proposed corridor is approximately 3,379' in length. The segment of the Unnamed Major Thoroughfare proposed for deletion from the MTFP does not currently exist and is proposed as a Major Thoroughfare with 100' ROW. On the MTFP, the proposed Unnamed Major Thoroughfare is approximately 2,846' in length. The two proposed corridors traverse the subject property from east to west. Additionally, in the amendment area, a segment of Baptist Encampment Road proposed for reclassification currently exists as a Major Collector with 2 lanes and 80' ROW. On the MTFP, the existing segment of Baptist Encampment Road is approximately 2,666' in length.

Spacing

The proposed deletion of the two corridors would affect vehicles moving in an east/west direction through this area. The following map is an overview of roadway spacing in the area, which shows the increased distances that vehicles would need to travel to reach the next Major Thoroughfare. The arrows show West Lake Houston Parkway, which would be 2,855' to the west of proposed Community Drive/Unnamed Major Thoroughfare and 3,697' to the west of proposed Baptist Encampment Road. Mills Branch is 16,855' to the south of proposed Community Drive/Unnamed Major Thoroughfare, and 17,557' to the south of proposed Baptist Encampment Road. TX 99 is 2,217' to the north of proposed Unnamed Major Thoroughfare and 3,458' to the north of proposed Baptist Encampment Road. New Caney Road is 22,849' to the east of Unnamed Major Thoroughfare and 23,066' to the east of proposed Baptist Encampment Road. If the two proposed corridors were to be removed, there would be a gap of approximately 3,000' on the western end of both corridors, between approximately 17,000' and 19,000' on the northern and southern end, and approximately 25,600' to the east of the proposed corridors.

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