

# RECOMMENDATION REPORT

## E: Inner Katy Transit Corridor Street (TCS)

**APPLICANT:** Metropolitan Transit Authority of Harris County (METRO)

**JURISDICTION:** COH

**PRECINCT:** Harris County Pct. 1 & 4  
**COUNCIL DISTRICT:** A, C, H, I

### PROPOSAL:

The Metropolitan Transit Authority of Harris County (METRO) is requesting to designate the METRORapid Inner Katy Bus Rapid Transit (BRT) route as a Transit Corridor Street (TCS) in the Major Thoroughfare and Freeway Plan (MTFP).

### APPLICANT'S JUSTIFICATION and HISTORY:

The METRORapid Inner Katy Bus Rapid Transit (BRT) project was included in the METRONext Plan and adopted by the METRO Board of Directors in 2019. The project will extend the existing METRORapid Uptown Line (Silver Line) from its current terminus at the Northwest Transit Center (NWTC) to east of Downtown Houston (EaDo) at St. Emanuel Street. The project includes a bi-directional transit guideway to be used by the new METRORapid BRT line, and current and future express and regional express buses (Park and Ride) that operate along IH 10 and US 290.

The METRORapid Inner Katy project will begin at the NWTC and will continue east along the south side of IH 10 on an approximately four-mile-long elevated guideway to Downtown Houston. Once the project is in Downtown, it will continue along the street pairings of Capitol and Rusk Streets, finally terminating at St. Emanuel Street.

The METRORapid Inner Katy project will include five new stations.

1. Memorial Park Station
2. Shepherd/Durham Station
3. Studemont Station
4. Franklin/Bagby Station
5. St. Emanuel/EaDo Station

The new stations will be located adjacent to the guideway to provide local access to the METRORapid service, connect with key destinations, and improve access to METRO's BOOST and local bus transit services.

The purpose of the application is to designate the METRORapid Inner Katy project alignment as a Transit Corridor Street (TCS). The TCS designation in the MTFP will allow for Transit Oriented Development (TOD) Street designation at applicable streets surrounding the stations. The TOD designation will support development that aligns with project goals and will help to promote transit-oriented developments adjacent to the METRORapid Inner Katy corridor. The table below shows the streets and street segments that are being requested for the proposed MTFP TCS classification.

Table 1: MTFP Application Requests Summary

*E – Inner Katy – Transit Corridor Street (TCS)*  
[www.houstontx.gov/planning/transportation/23\\_MTFPRequests.html](http://www.houstontx.gov/planning/transportation/23_MTFPRequests.html)

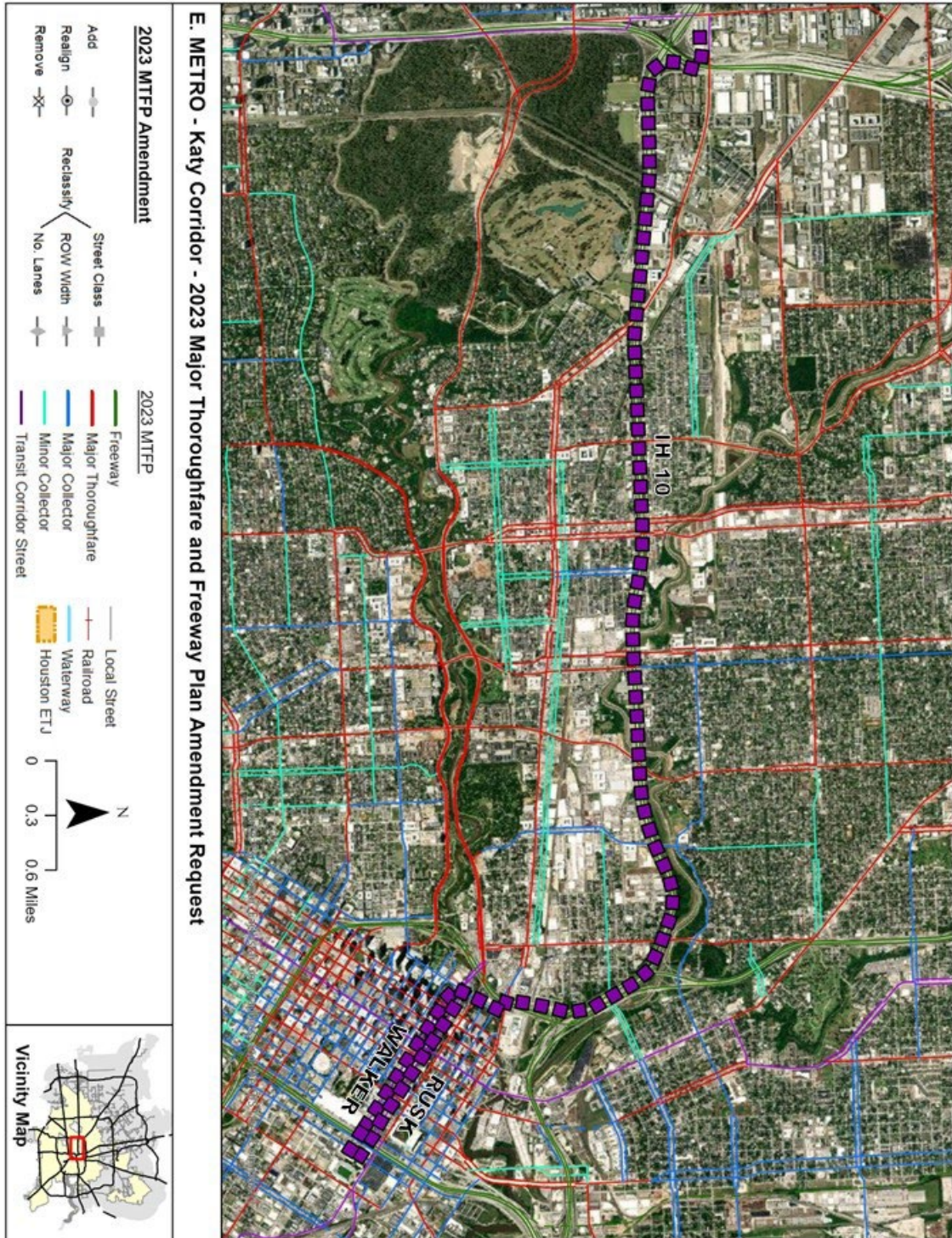
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Street	Street Segment	Request	Current MTFP Classification	Proposed MTFP Classification
Inner Katy BRT Project	Northwest Transit Center to Franklin/Bagby Station	Reclassify	Freeway	Transit Corridor Street
Bagby Street	Preston Street to Rusk Street	Reclassify	Major Collector	Transit Corridor Street
Capitol Street	I-69 to St. Emanuel Street	Add	No current classification	Transit Corridor Street
Rusk Street	I-69 to St. Emanuel Street	Add	No current classification	Transit Corridor Street
St. Emanuel Street	Capital Street to Rusk Street	Reclassify	Major Collector	Transit Corridor Street

The applicant states that the proposed amendment is consistent with the METRONext Plan and it furthers the City’s initiatives, as it is consistent with the goals, strategies, and programs included in the City of Houston’s Complete Streets and Transportation Plan, and the City of Houston’s Walkable Places and TOD Ordinance.

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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, population and jobs in the area are projected to increase by 135% between 2015 and 2045 compared to 40% overall across the City of Houston. Job growth increases nearly 17% between 2015 and 2045, which is less than the overall City of Houston growth of 31%.

Year	Population Density			Job Density		
	Population	(Persons/Acre)	% Change	Jobs	(Jobs/Acre)	%Change
2015	15,075	4.7		37,264	11.6	
2020	19,619	6.1	30.1%	39,681	12.3	6.5%
2025	21,728	6.7	10.7%	40,217	12.5	1.4%
2030	21,686	6.7	-0.2%	40,420	12.5	0.5%
2035	21,582	6.7	-0.5%	42,450	13.2	5.0%
2040	28,459	8.8	31.9%	43,687	13.5	2.9%
2045	35,529	11.0	24.8%	43,569	13.5	-0.3%
Change (2015 to 2045)	20,454	6.3	135.7%	6,305	2.0	16.9%
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 45 Traffic Analysis Zones (TAZ) encompassing approximately 3,225 acres around the proposed amendment

### Land Use and Platting Activity

Land use surrounding the proposed Inner Katy Transit Corridor is mixed with single family residential, commercial, and industrial. Developments along the corridor in the Downtown area are primarily unrestricted. A summary of platting activity that has occurred within the study area is shown below. There have been 46 plats filed along the proposed Transit Corridor since 2013. The plats are well distributed along the entire corridor.

GP or Subdivision Plat Name	PC Action Date	Land Use	Property Size (acres)	Lots
JW Marriott Reserve	06/08/2023	Unrestricted	0.453	0
Hospitality Warehouse Reserve	04/13/2023	Unrestricted	6.2866	0
Sophia Skylines Kolb	07/21/2022	Single Family Residential	0.23	6
Sophia Skylines Bonner	07/21/2022	Single Family Residential	0.115	3
Thompson Place	06/24/2021	Commercial	0.287	0
Bass Enclave	05/28/2020	Single Family Residential	0.0679	1
Houston Texas Fire Fighters Federal Credit Union South	04/30/2020	Unrestricted	0.6319	0
Katy Freeway 5400	12/19/2019	Commercial	0.5475	0

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GP or Subdivision Plat Name	PC Action Date	Land Use	Property Size (acres)	Lots
Morgan La Branch	10/03/2019	Unrestricted	1.4327	0
CBS Outdoor Studemont replat no 1 and extension	08/22/2019	Commercial	2.4541	0
Marina Place	08/08/2019	Single Family Residential	0.098	2
Silver Eagle Sec 1	06/06/2019	Unrestricted	14.5311	0
Silver Eagle GP	01/31/2019	Commercial, Unrestricted	29	0
Broadstone Silver Eagle	01/31/2019	Unrestricted	4	0
Fiesta Main Office partial replat no 1	12/13/2018	Unrestricted	2.018	0
Lower Heights District Addition replat no 1	11/29/2018	Unrestricted	22.13	0
Gold Quest Group	08/22/2018	Commercial	0.3084	0
Johnson St Two Development	07/19/2018	Single Family Residential	0.1245	3
Harvard Heights	03/29/2018	Unrestricted	0.3788	0
Levasion Spa	02/15/2018	Commercial	0.3751	0
Cottage Grove Plaza	02/01/2018	Commercial	0.489	0
Katy Freeway Corner	12/14/2017	Unrestricted	0.67	0
Chevron at Washington	12/01/2016	Commercial	0.5198	0
Spanos Properties	11/10/2016	Unrestricted	0.6198	0
Development at Walker and Fannin	10/13/2016	Unrestricted	0.7357	0
Weber Modern Living	06/09/2016	Single Family Residential	0.2491	6
Carya Place	05/12/2016	Single Family Residential	0.1148	2
Houston First North Garage Addition	06/25/2015	Unrestricted	3.7559	0
George R Brown Convention Center	02/05/2015	Unrestricted	23.3826	0
Summer Street Townhomes	01/22/2015	Single Family Residential	0.114	3
NAU Center	01/08/2015	Unrestricted	2.0948	0
Russos Katy Freeway	12/04/2014	Commercial	0.7218	0
Heights Verandas	11/13/2014	Unrestricted	0.6061	0
Hampton Inn at Washington replat no 1	09/04/2014	Unrestricted	2.291	0
Houston Society for the Prevention of Cruelty to Animals	08/21/2014	Unrestricted	11.8677	0

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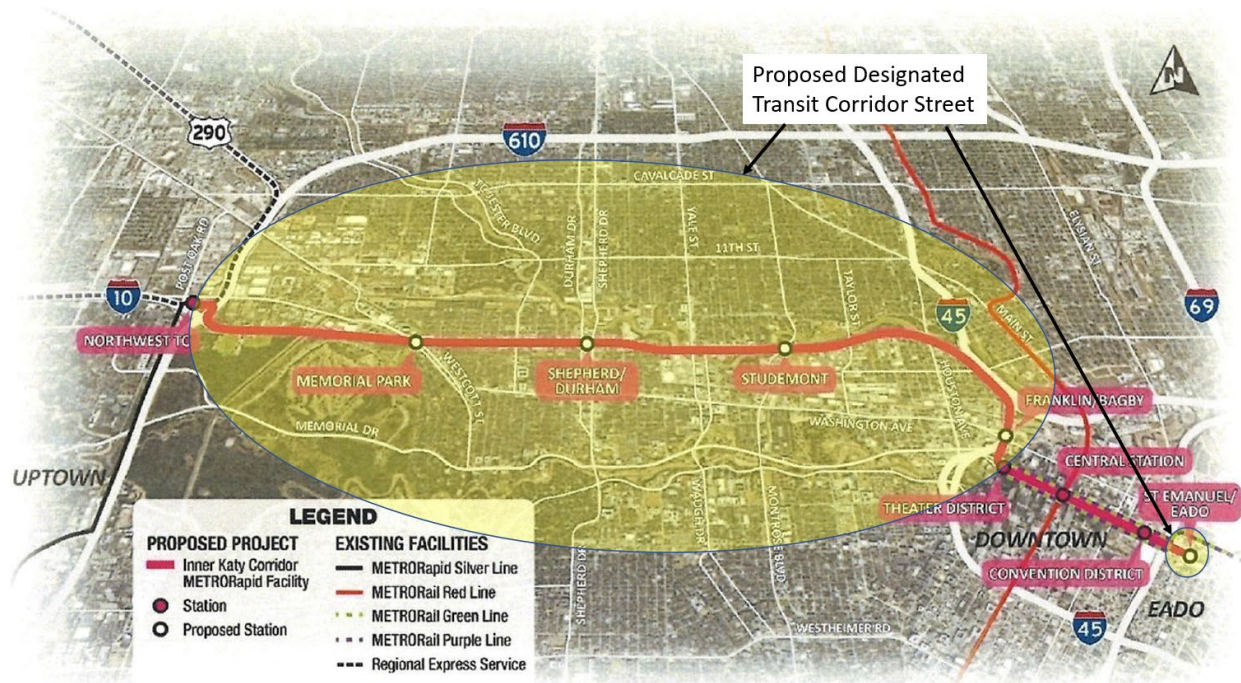
GP or Subdivision Plat Name	PC Action Date	Land Use	Property Size (acres)	Lots
Alexan at the Ballpark	06/26/2014	Unrestricted	1.4445	0
Utah Street Court	06/12/2014	Single Family Residential	0.1443	3
Hampton Inn Homewood Houston Downtown	01/23/2014	Unrestricted	0.7358	0
Convention Center Hotel	01/23/2014	Unrestricted	2.5985	0
High School for The Performing and Visual Arts	01/09/2014	Unrestricted	1.4348	0
Yale Street Market	12/05/2013	Commercial	8.0687	0
Stillwater Park	10/17/2013	Single Family Residential	0.3444	7
Cornish Street Courtyard replat no 1	08/22/2013	Single Family Residential	0.1851	3
Historic Texas Company Building Redevelopment	08/22/2013	Unrestricted	1.495	0
Marina Park	07/25/2013	Single Family Residential	0.181	4
Maple Heights replat no 1	06/20/2013	Unrestricted	3.54	0

## **Right of Way (ROW) Status**

The MTFP shows the Inner Katy Corridor currently exists along the Katy Freeway. The proposed amendment request is to add a Transit Corridor Street (TCS) classification to the MTFP. The addition of the TCS classification will maintain the current 100' ROW along the corridor. The length of the proposed reclassification request is approximately 46,206' along the Inner Katy Corridor BRT Route (Downtown between Bagby Street and I-69).



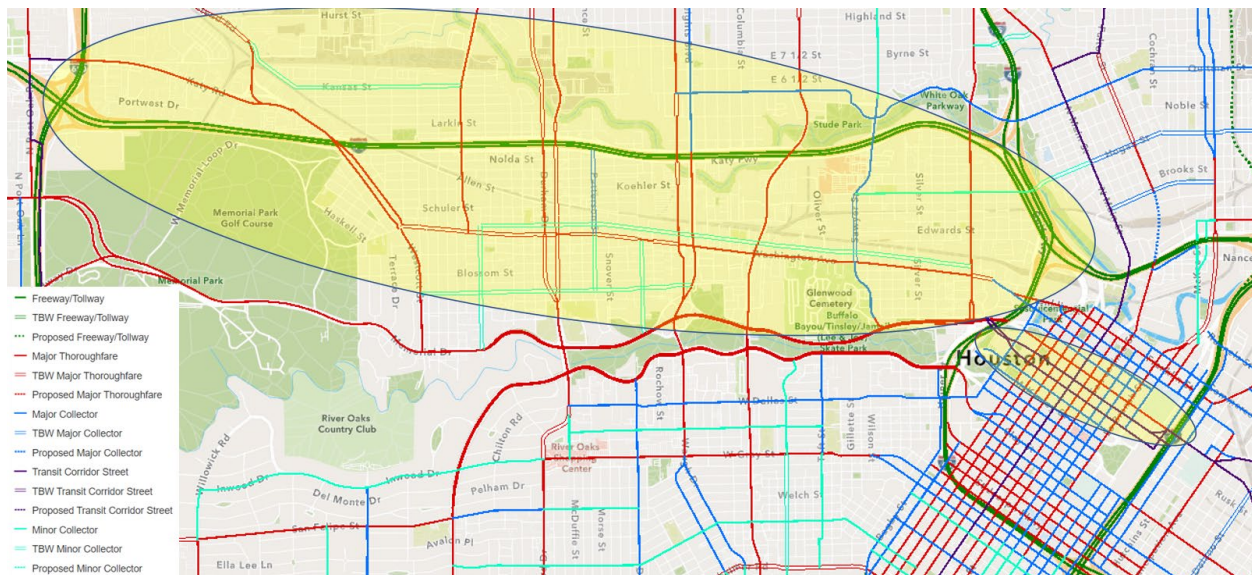
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Proposed Inner Katy BRT Project Map provided by METRO.

## Spacing

The proposed reclassification of the Inner Katy Transit Corridor Street (TCS) does not make any changes to the alignment or connectivity of the Major Thoroughfare. Accordingly, there is no impact on spacing between adjacent corridors.



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

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## **RECOMMENDATION:**

APPROVE the request to designate the METRORapid Inner Katy Bus Rapid Transit (BRT) route as a Transit Corridor Street (TCS) in the MTFP.

## **Justification**

The Inner Katy METRORapid BRT is a transportation project that involves the establishment of an enhanced and efficient bus service system by providing rapid transit options to residents and commuters in the Houston metropolitan area. The Inner Katy BRT project aims to improve the quality of public transportation by offering faster and more reliable bus services along designated routes. The designation of the Inner Katy BRT route as a TCS is part of METRO's initiative to create safer and more efficient transportation services by providing more transportation options to the community. The TCS designation meets the requirements of the MTFP, as the addition of the transit corridor classification will not change the existing roadway network, nor will it impact street intersection spacing. Rather, the TCS designation will empower the Planning and Development Department to designate Transit Oriented Development (TOD) streets adjoining the TCS corridor. TOD streets will provide more transportation choices and help boost the Inner Katy BRT TCS ridership.

There were 5 public comments received for this MTFP proposal, 2 comments supported the proposed amendment, 1 did not support due to a misunderstanding by the property owner who believed the project would result in a property taking, and 2 comments were not specific.

The approval of the requested TCS designation will promote multimodal transportation in the City of Houston and help the City grow more sustainably. Moreover, the approval of the requested amendment meets the intent of the City of Houston's Complete Streets and Transportation Plan, and the City of Houston's Code of Ordinances.