DRAFT STAFF RECOMMENDATION REPORT

F4: East Hardy Road

APPLICANT: Harris County Engineering Department

KEY MAP: 252 Y, 292 C, G, L
JURISDICTION: Harris and Montgomery Counties

LAMBERT: 5271, 5272
DISTRICT/PRECINCT:
Harris County Pct. 4
Montgomery County Pct. 3

PROPOSAL:
The Harris County Engineering Department (HCED) is requesting to reclassify East Hardy Road, a Major Thoroughfare from Spring Creek (Montgomery County line) to Spring Stuebner Road on the Major Thoroughfare and Freeway Plan (MTFP) as a Major Collector.

APPLICANT'S JUSTIFICATION and HISTORY:
This amendment request was previously submitted last year to delete the segment from the MTFP, but this was not promoted to the final list of amendments to be presented to the Planning Commission because the City of Houston Planning and Development Department (P&D) determined that coordination between Harris and Montgomery counties was necessary. P&D staff wanted to better understand the mobility and developmental impacts to the area. Furthermore, a deletion was not recommended since circulation in the area was already limited.

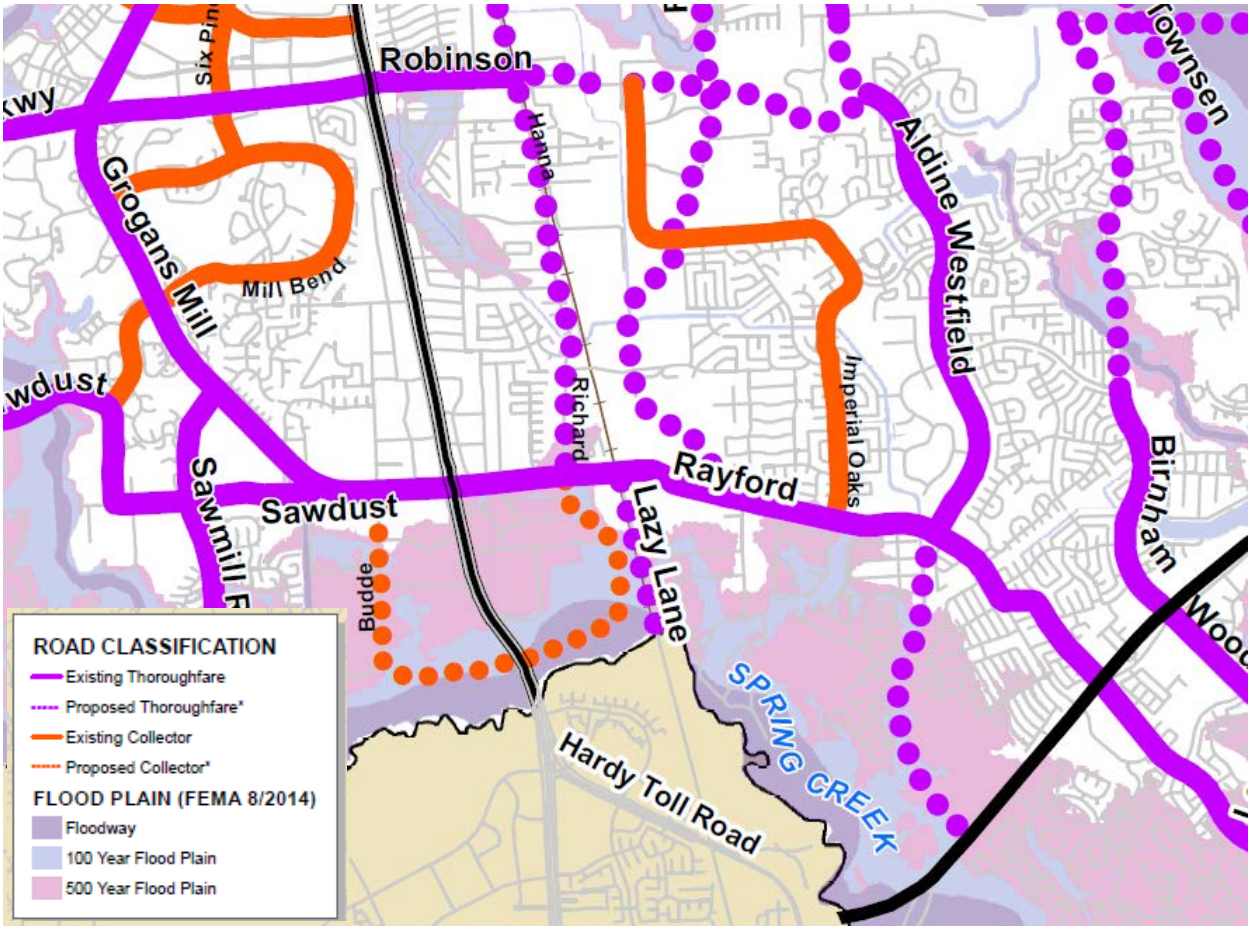
Montgomery County updated and adopted their latest major thoroughfare plan on January 26, 2016. In this plan Lazy Lane Drive (East Hardy Road) remained a Major Thoroughfare. This road corridor presently terminates at Rayford Road. This corridor could be thought of as an extension into Montgomery County of the Aldine Westfield Road corridor, which terminates in a T-intersection at Spring Stuebner Road just east of East Hardy Road.

This year, Harris County requests to downgrade this corridor segment within Harris County to a Major Collector. The applicant states in the application that the limits of this entire corridor from Spring Stuebner Road to Rayford Road is approximately three miles long which is shorter than the prototypical length for major thoroughfares. Major Thoroughfares are those streets designed for fast, heavy traffic, and are intended to serve as traffic arteries of considerable length and continuity throughout the community. A Major Collector designation is consistent with the corridor's intended function, as Major Collectors accumulate traffic from local streets and Minor Collectors for distribution to the Major Thoroughfare system. A Major Collector street may have commercial, residential or mixed uses along the corridor.

The applicant adds that there is limited access along this road corridor. The current roadway has an underpass for the Hardy Toll Road and is planned to be an underpass for the proposed Grand Parkway. Either of these significant roadways do not or may not have direct access to East Hardy Road. Furthermore, the only roads having access to East Hardy Road would be Spring Stuebner Road and Rayford Road as well as a local street in Montgomery County, Spring Hills Drive, and a local street in Harris County, Spring Creek Trail. For a distance of 0.45 mile, West Hardy Road parallels East Hardy Road on the west side of the railroad tracks and is also maintained by Harris County. The limited roadway access would be another justification to downgrade the road from a Major Thoroughfare to a Major Collector.

There is an existing Union Pacific Railroad facility on the west side of the road corridor. This is approximately 70 feet to the west. The road and the railroad tracks are within 200 feet of each other. Because of the close proximity of the railroad to the west, it is unlikely that additional ROW can be obtained on the side of the railroad. It is more likely that any ROW dedications would be made on the east side of the road impacting server privately owned properties. An expired plat on file, Triumph Rig and Fabrication Spring Subdivision, proposed dedicating 20 feet of ROW on the east side of the road. An obtainable 80 foot ROW would be more of a reason to reclassify this road as a Major Collector.

This road corridor was originally designated on the MTFP in 1995 as an extension of the Aldine Westfield Road alignment. This line was dashed meaning that additional ROW was still needed to be acquired to meet the standard Major Thoroughfare ROW width. This line had terminated at Spring Creek and did not extend into Montgomery County. In 1996, the line was altered on the MTFP map to be a solid red line designating that the existing ROW was sufficient in width to Rayford Road. The solid line indicated that ROW had been acquired which was not accurate. In 2005, the line was correctly changed as a double line meaning that partial ROW widening was still required.



2016 Montgomery County Thoroughfare Plan

STAFF RECOMMENDATION:

APPROVE the reclassification of East Hardy Road between Spring Stuebner Road and the Harris County line as a four-lane 80-foot ROW Major Collector (MJ-4-80) on the MTFP, subject to requiring 20' ROW dedication from properties along the east side of the roadway.

Justification:

The East Hardy Road and Lazy Lane major thoroughfare corridor extends approximately three miles from Spring Stuebner Road to the Harris County Line. In the MTFP, Major Thoroughfares are reserved for corridors that are intended to serve as traffic arteries of considerable length and continuity. Due to the relatively short length of the East Hardy Road corridor compared to other Major Thoroughfares, staff believes it would be more appropriate to be classified as a Major Collector. Additionally, the constrained ROW due to the existing rail line immediately west of East Hardy will limit ROW acquisition on that side of the roadway. Because of this, it is very unlikely that Harris County would be able to obtain the additional 40 feet of ROW required to expand from the existing 60-foot ROW width to the proposed 100-foot ROW width required of East Hardy's current Major Thoroughfare classification. An 80-foot ROW is more easily attainable, as recent plats along the east side of the corridor have already dedicated 20 feet of ROW.

STAFF ANALYSIS:

Population & Employment Projections:

A demographic analysis, using Houston-Galveston Area Council (HGAC) projections, was conducted for the study area. Population in this area is forecast to almost double from approximately 7,000 in 2015 to over 13,000 by 2040. This increase in population will outpace the growth expected for the City of Houston ETJ over the same time period. Employment in the area is projected to more than triple, increasing from approximately 4,000 in 2015 to more than 13,000 by 2040, far outpacing employment growth in the City of Houston ETJ.

Year	Population	Population Density (Persons/Acre)	% Change	Jobs	Job Density (Jobs/Acre)	% Change
2015	7,051	2.1	-	4,471	1.3	-
2020	8,335	2.5	18.2%	9,100	2.7	103.5%
2030	8,609	2.6	3.3%	11,906	3.6	30.8%
2040	13,752	4.1	59.7%	13,150	3.9	10.4%
Change (2015 to 2040)	**6,701**	**2.0**	**95.0%**	**8,679**	**2.6**	**194.1%**
COH change (2015 to 2040)	644,968	1.5	27.7%	667,377	1.6	35.7%
COH ETJ change (2015 to 2040)	1,215,880	1.6	57.3%	399,919	0.5	63.7%

Source: 2015-2040 Demographic Projections by H-GAC

Data represents population, jobs, and households in 11 Traffic Analysis Zones (TAZ) encompassing approximately 3,300 acres around the proposed amendment. Population projections do not include projections for group housing.

Land Use and Platting Activity:

The land use along this corridor is mixed and includes commercial, agricultural, vacant parcels, and single-family residential. Harris County Flood Control District (HCFCD) owns a parcel along the east and west side of the undeveloped road south of Spring Creek. There was a plat submitted along East Hardy Road which has expired. The plat was called Triumph Rig and Fabrication Spring, which is located on the east side of East Hardy Road between the Hardy Toll Road and the Grand Parkway. Single family residential developments exist south of Spring Creek on the west side of the road corridor, named Northwood Pines and Villages of Northgate Crossing. All other parcels on this road within Harris County are defined by surveying and abstract. Platting activity in the adjoining area is identified in the table below.

Subdivision Name	PC Action Date	Land Use	Property Size (Acres)	Lots
Homewood Suites at Exxon Campus	4/11/2013	Unrestricted Reserve	3.22	
Domain Northgate	5/23/2013	Unrestricted Reserve	6.42	
Forest Village Sec 7	7/11/2013	SF Residential (Public Street)	13.55	58
Spring Volunteer Fire Department Station No 78	8/8/2013	Unrestricted Reserve	1.22	
Valero Store No 1492	8/8/2013	Commercial	3.01	
True Vine	8/22/2013	Lots and Reserves	0.88	9
Watermark at Harmony	8/22/2013	Unrestricted Reserve	12.92	
Spring Creek Utility District Wastewater Treatment Plant	9/5/2013	Water Treatment	4.88	
Cathedral Lakes General Plan	10/31/2013	GP	128.26	
Cathedral Lakes Parkway Street Dedication Sec 1	10/31/2013	SP	4.80	
Northgate Town Plaza	10/31/2013	Reserves (Multiple Uses)	12.82	
Triumph Rig and Fabrication Spring	10/31/2013	Unrestricted Reserve	7.98	
Harmony RPM4M Commercial Reserve A	11/14/2013	Unrestricted Reserve	5.80	
Harmony RPM4M Central	12/19/2013	Unrestricted Reserve	13.80	
Harmony RPM4M Commons	12/19/2013	Unrestricted Reserve	18.80	
Park at Northgate Crossing Sec 3Partial Replat No 1 and Extension	2/6/2014	Unrestricted Reserve	1.22	
Wet N Wild Splashtown	2/20/2014	Unrestricted Reserve	52.00	
Northgate Crossing Office Park	3/20/2014	Unrestricted Reserve	8.81	
Hardy Spring Crossing	5/1/2014	Unrestricted Reserve	6.64	
Riley Fuzzel Crossing	5/15/2014	Unrestricted Reserve	21.33	
Springwoods Village Partial GP	5/15/2014	GP	48.51	
Springwoods Village Town Center Sec 1	5/15/2014	Water Treatment	46.90	
Rayford Road Crossing	6/26/2014	Unrestricted Reserve	41.02	
Cathedral Lakes	8/21/2014	Unrestricted Reserve	128.48	

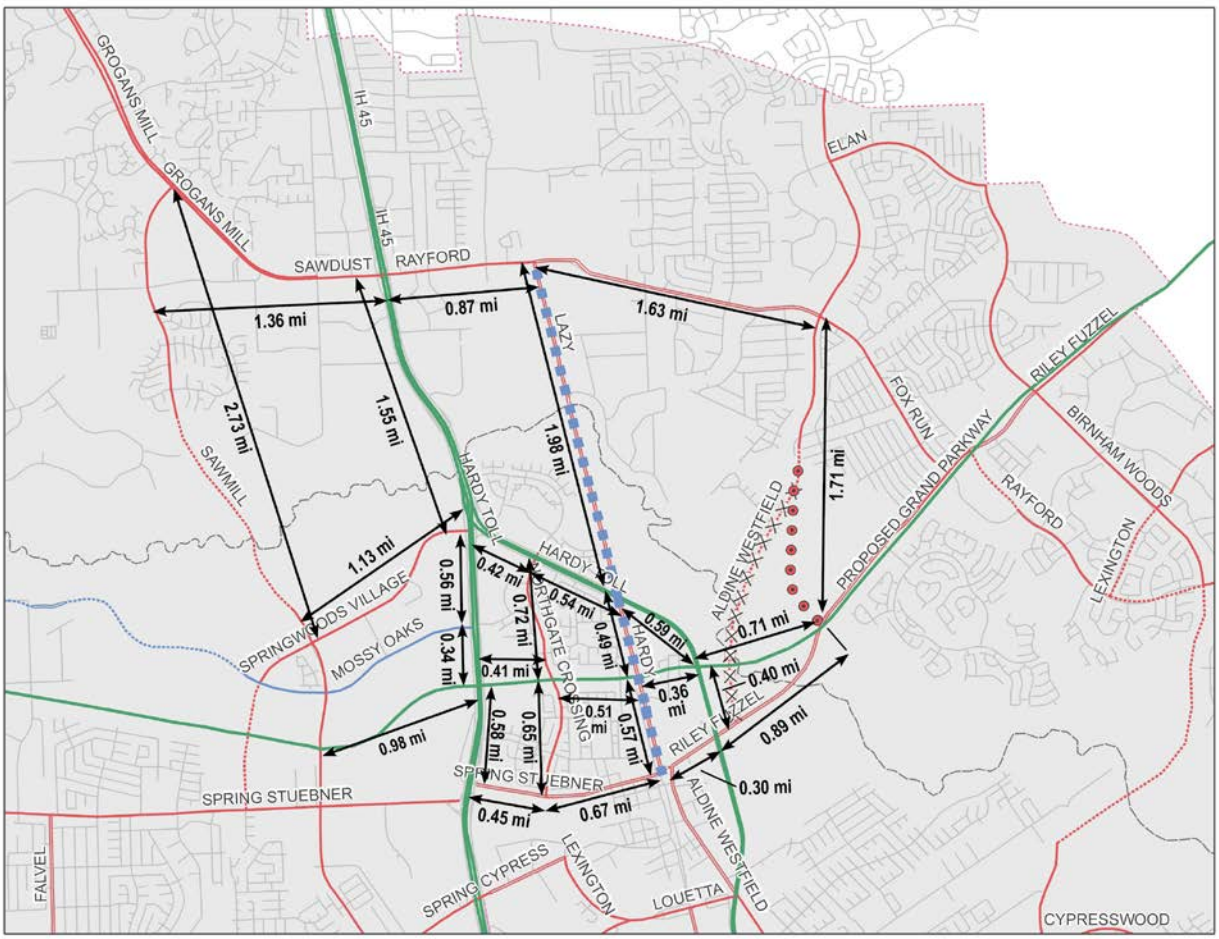
Harmony RPM4M Central Partial Replat No. 1	8/21/2014	Unrestricted Reserve	18.85	
Riley Fuzzel Road Property LLC	10/2/2014	Unrestricted Reserve	2.61	
Hardy Northgate Crossing	10/16/2014	Unrestricted Reserve	13.81	
Rayford Road Crossing replat no 1	10/16/2014	Unrestricted Reserve	17.14	
Passage Way Street Dedication	10/30/2014	SP	1.61	
Forest Village Sec 8	11/13/2014	SF Residential (Public Street)	48.30	80
Rayford Ridge Sec 1 partial replat no 1	2/5/2015	Restricted Reserve (Commerical)	1.22	
North Lexington Realty	3/19/2015	Unrestricted Reserve	3.02	
Woodlands Gate	4/16/2015	Unrestricted Reserve	3.81	
Springwoods Village Lake Plaza at Crossington Way Street Dedication Sec 1	7/9/2015	SP	3.53	
Forest Village Sec 9	9/3/2015	SF Residential (Public Street)	10.75	51
Grand Oaks Partners	10/29/2015	Unrestricted Reserve	1.56	
Villages of Northgate Crossing Sec 8 partial replat no 1	12/17/2015	SF Residential (Public Street)	0.30	1
Northgate IH45 Booker	1/7/2016	Unrestricted Reserve	4.19	
Spring Event Center	3/17/2016	Commercial	1.57	
Rayford Spring Shopping Center	4/14/2016	Unrestricted Reserve	1.34	
Harmony RPM4M Central Partial Replat No 2	4/28/2016	Unrestricted Reserve	8.73	
Harmony RPM4M Ventures Commons replat no 1	4/28/2016	Unrestricted Reserve	18.85	
Harmony GP	5/12/2016	SF Residential (Public Street)	1023.25	
Springmont 2	5/12/2016	Commercial	15.00	
Shops at Spring Forest	5/26/2016	Commercial	0.98	

Right-of-Way (ROW) Status:

Currently, there is no connection for Lazy Lane Drive or East Hardy Road across the creek. East Hardy Road is currently maintained by Harris County as a two lane roadway with 20 feet pavement width and ROW width of 60 feet for approximately 1.25 miles from Spring Stuebner Road, continuing north to the bridge over HCFCD ditch J113-00-00. It is not certain on how the road was dedicated. North of J113-00-00, there is unimproved ROW for approximately 0.75 mile within Harris County, continuing north to Spring Creek. North of Spring Creek within Montgomery County, there is 0.25 mile of unimproved ROW, and 0.60 mile of existing two-lane roadway, Lazy Lane Drive, where the ROW is to be widened when adjacent properties are platted.

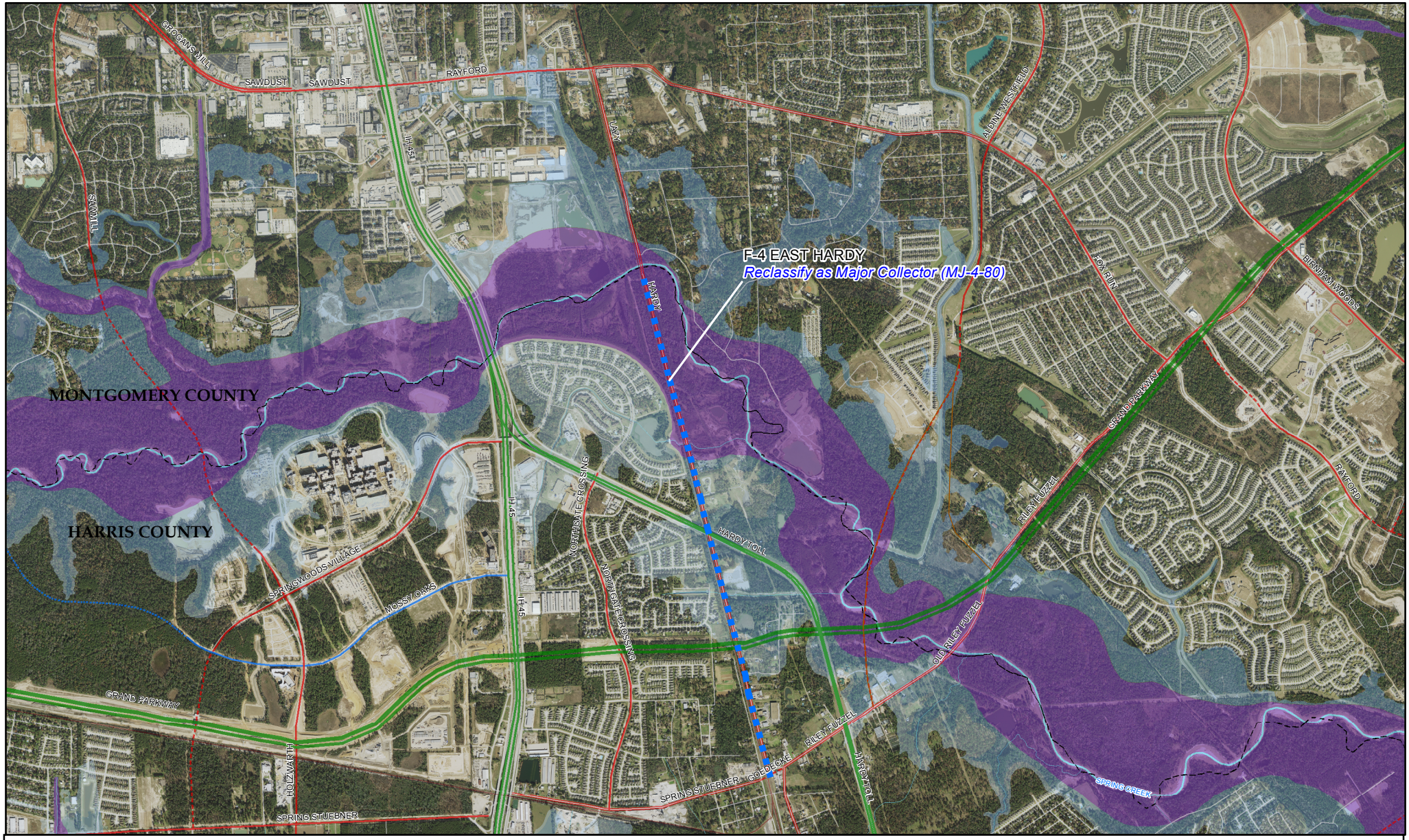
Spacing:

The East Hardy Road thoroughfare alignment parallels two major north-south freeways in the far northern section of Harris County and extends into southern Montgomery County, where it becomes Lazy Lane Drive. IH 45 parallels the alignment just 0.87 mile to the west and the Hardy Toll Road bisects the East Hardy Road alignment just north of the Grand Parkway, before paralleling the southern portion of the alignment to Spring Stuebner/Riley Fuzzel Road. Adjacent north-south major thoroughfares include Aldine Westfield Road 1.63 miles to the east, Saw Mill Road 2.23 miles to the west, and Northgate Crossing 0.54 mile to the west of the southern portion of the alignment. The approximately three mile thoroughfare is bounded by two east-west thoroughfares, Rayford Road to the north and Spring Stuebner/Riley Fuzzel Road to the south, and is also bisected by the Grand Parkway 0.57 mile north of Spring Stuebner/Riley Fuzzel Road.



Street	From	To	Classification	Direction	Spacing
East Hardy Rd/Lazy Lane	Rayford Road	Hardy Toll Road	T-4-100	N-S	1.98 mi
	Hardy Toll Road	Grand Parkway	T-4-100	N-S	0.49 mi
	Grand Parkway	Spring Stuebner Road	T-4-100	N-S	0.57 mi
Rayford Road	I-45	Lazy Lane	T-4-100	E-W	0.87 mi
	Lazy Lane	Aldine Westfield Road	T-4-100	E-W	1.63 mi

Aldine Westfield Road	Rayford Road	Riley Fuzzel Road	T-4-100	N-S	1.71 mi
Northgate Crossing Blvd	Hardy Toll Road	Grand Parkway	T-4-100	N-S	0.72 mi
	Grand Parkway	Spring Stuebner Road	T-4-100	N-S	0.65 mi
Riley Fuzzel Road	East Hardy Road	Hardy Toll Road	T-4-100	E-W	0.30 mi
	Hardy Toll Road	prop. Aldine Westfield Road	T-4-100	E-W	0.89 mi
Spring Stuebner Road	I-45	Northgate Crossing Blvd	T-4-100	E-W	0.45 mi
	Northgate Crossing Blvd	East Hardy Road	T-4-100	E-W	0.67 mi
I-45	Rayford Road	Springwoods Village Parkway	Freeway	N-S	1.55 mi
	Springwoods Village Parkway	E Mossy Oaks Road	Freeway	N-S	0.56 mi
	E Mossy Oaks Road	Grand Parkway	Freeway	N-S	0.34 mi
	Grand Parkway	Spring Stuebner Road	Freeway	N-S	0.58 mi
Hardy Toll Road	I-45	Northgate Crossing Blvd	Freeway	N-S	0.42 mi
	Northgate Crossing Blvd	East Hardy Road	Freeway	N-S	0.54 mi
	East Hardy Road	Grand Parkway	Freeway	N-S	0.59 mi
	Grand Parkway	Riley Fuzzel Road	Freeway	N-S	.40 mi
Springwoods Village Parkway	Sawmill Road	I-45	T-4-100	E-W	1.13 mi
Grogans Mill Rd/Sawdust Rd	Sawmill Road	I-45	T-4-100	E-W	1.36 mi
Grand Parkway	Sawmill Road	I-45	Freeway	E-W	0.98 mi
	I-45	Northgate Crossing Blvd	Freeway	E-W	0.41 mi
	Northgate Crossing Blvd	East Hardy Road	Freeway	E-W	0.51 mi
	East Hardy Road	Hardy Toll Road	Freeway	E-W	0.36 mi
	Hardy Toll Road	prop. Aldine Westfield Road	Freeway	E-W	0.71 mi
Sawmill Road	Grogans Mill Road	Springwoods Village Parkway	T-4-100	N-S	2.73 mi



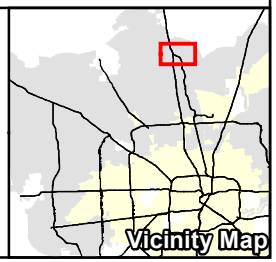
2016 Major Thoroughfare and Freeway Plan Recommendation: F-4 East Hardy Road

2016 MTFP Amendment

- Add
- Realign
- Remove
- Reclassify
  - Street Class
  - ROW Width
  - No. Lanes

2015 MTFP

- Freeway
- Major Thoroughfare
- Major Collector
- Minor Collector
- Transit Corridor Street
- Local Street
- Railroad
- Waterway
- Park

N

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