

RECOMMENDATION REPORT

C: Crockett Street

APPLICANT: Paul Benz

LAMBERT: 5358

JURISDICTION: City of Houston

PRECINCT: Harris County Pct. 2

DISTRICT: H

PROPOSAL:

Paul Benz – on behalf of the residents of the 1200 to 2300 blocks of Crockett and the 200 to 500 blocks of Hogan – is requesting the reclassification of Major Collectors Crockett Street and Hogan Street to Minor Collectors on the Major Thoroughfare and Freeway Plan.

APPLICANT'S JUSTIFICATION and HISTORY:

The applicant is requesting the amendment in order for Houston Public Works to consider traffic calming devices for Crockett and Hogan to address issues of speeding and extensive use of on-street parking.

Crockett/Hogan was added to the Major Thoroughfare and Freeway Plan in 1997 as part of a comprehensive process to add Major Collectors throughout the City. The Inner West Loop Mobility Study, completed in 2013, identified Crockett Street as one that served a primarily residential purpose. However, due to it being one of the few roads with access across I-10/I-45, it was classified as a Major Collector. In 2014, Crockett Street between Sawyer and Houston Avenue was changed from a 4-lane Major Collector with 70 feet ROW to a 2-lane Major Collector with 70 feet ROW. In 2015, Hogan Street's ROW width was increased from 60 feet to 70/80 feet from I-45 to Cochran Street.

STAFF RECOMMENDATION

APPROVE

Crockett/Hogan from Sawyer to N. Main: MN-2-70

Justification

According to the MTFP Policy Statement, there are very little differences between Major and Minor Collector Streets. Collector streets in general are intended to better serve people biking and walking, as well as those who drive. Minor Collector streets typically serve pedestrian and bicycle routes, as well as distribute traffic to major collectors and thoroughfares. Minor Collector streets typically have more residential uses, but both Major and Minor Collectors can have different land use contexts. It is undesirable to have single family residential driveway access on a Major Collector. Traffic volume and capacity along Major and Minor Collectors can range anywhere from 5,000 to 20,000 vehicles per day based on number of lanes.

Both Crockett and Hogan have low traffic counts (under 10,000 ADT). West of Houston Ave., projected 2035 traffic volumes are between 14,000 and 22,000 ADT. No transit service is provided on Crockett Street or Hogan Street west of Main Street. Dedicated bike lanes are recommended on Crockett and Hogan per the Houston Bike Plan. The streets are primarily residential, with frequent driveways west of Houston Ave. Traffic calming may be appropriate for Crockett and Hogan.

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Some concerns about downgrading the street from a Major to Minor Collector included: 1) the possibility of Crockett Street to be extended west to Studemont and 2) the current concept for the Crockett/Hogan bridge over I-45/I-10 as part of the North Houston Highway Improvement Project. At this time, there is no evidence to suggest Crockett Street will be extended to connect to Oliver Street and/or Studemont. ROW would need to be acquired by the City or dedicated by properties already built or well under construction in order to complete the connection. This is unlikely to happen within the foreseeable future. Second, regarding the NHHIP bridge concept for Crockett, current plans are merely in concept stage. The project does not hinge on the classification of this street, but rather the ROW the City deems necessary for the bridge. TxDOT will rebuild the bridge to the width the City sees necessary and the City will be responsible for striping for the appropriate number of lanes and bike lanes.

ROW and lane designation should also be addressed at the same time as classification status. According to the Lorraine Drainage and Paving Pre-Engineering Report conducted in 2016, as well as Walkable Places development regulations for Hogan/Lorraine east of North Main, future CIP concepts will likely be two vehicle through lanes, bike lanes and 8' pedestrian realm. East of North Main, this will be accomplished through 60' ROW and 5' building line on each side, set aside for pedestrian realm enhancements. To match current ROW along Crockett Street and ROW plus building line requirements east of North Main, 70' ROW is recommended for Hogan from I-45 to North Main.

STAFF ANALYSIS

Population & Employment Projections

A demographic analysis using the Houston-Galveston Area Council (HGAC) projections was conducted for the MTFP amendment proposal area. According to the HGAC data, demographics surrounding the Crockett/Hogan amendment request will increase at a faster rate than the City of Houston overall between 2015 and 2045. By 2045, the population of the surrounding area is projected to increase by 164 percent, while the job density is projected to increase by 50 percent.

Year	Population Density			Job Density		
	Population	(Persons/Acre)	% Change	Jobs	(Jobs/Acre)	% Change
2015	6,515	7.0		4,931	5.3	
2020	14,161	15.1	117.4%	5,556	5.9	12.7%
2025	15,782	16.9	11.4%	6,037	6.4	8.7%
2030	15,905	17.0	0.8%	6,579	7.0	9.0%
2035	16,293	17.4	2.4%	6,941	7.4	5.5%
2040	15,817	16.9	-2.9%	7,381	7.9	6.3%
2045	17,216	18.4	8.8%	7,381	7.9	0.0%
Change (2015 to 2045)	10,701	11.4	164.3%	2,450	2.6	49.7%
COH change (2015 to 2045)	872,669	1.7	38.7%	507,094	1.0	30.4%
COH ETJ change (2015 to 2045)	1,206,503	1.6	55.3%	512,135	0.7	77.4%

Source: 2015-2040 Demographic Projections by H-GAC released in 2017

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Data represents population, jobs, and households in 9 Traffic Analysis Zones (TAZ) encompassing approximately 936 acres around the proposed amendment.

Land Use and Platting Activity

Land use surrounding Crockett Street and Hogan Street to Main is primarily single family residential, with some commercial and industrial clustered along Houston Avenue and North Main Street. Industrial and Commercial activity is also concentrated at Sawyer & Crockett. Crockett Elementary School is adjacent to Crockett Street.

Several dozens of replats have taken place through First Ward in the last five years, particularly along Crockett Street. Most platting activity in Near Northside has occurred east of North Main. Below are major plats in the area, including Tech Center and Spring at Taylor, as well as all platting activity within the past five years occurring directly adjacent to Crockett Street and approximate to Hogan Street west of Main.

GP or Subdivision Plat Name	PC Action Date	Land Use	Property Size (acres)	Lots
Tech Center	2/16/2017	Unrestricted Reserve	1.38	0
Crockett Square	6/12/2014	Single Family Residential	0.23	4
Henderson Street Terrace	12/18/2014	Single Family Residential	0.11	3
Spring at Taylor	12/18/2014	Unrestricted Reserve	5.09	0
CROCKETT PLACE	8/02/2018	Single Family Residential	0.34	4
Crockett Street Terrace	8/21/2014	Single Family Residential	0.11	3
Crockett Vista	11/14/2013	Single Family Residential	0.11	2
Crockett Vistas	10/31/2013	Single Family Residential	0.11	2
Crockett Skyline	5/09/2013	Single Family Residential	0.11	3
Crockett Street Landing	5/09/2013	Single Family Residential	0.28	5
Crockett City Views	7/25/2013	Single Family Residential	0.34	9
Sabine Street Grove	1/21/2016	Single Family Residential	0.23	4
Crockett Street Villas	7/25/2013	Single Family Residential	0.23	6
Crockett Creekside	4/17/2014	Single Family Residential	0.23	6
Retreat on Crockett	3/28/2013	Single Family Residential	0.11	3
Crockett Court	3/14/2019	Single Family Residential	0.12	2
ALAMO HEIGHTS	3/17/2016	Single Family Residential	0.34	8
Goliad Landing	7/07/2016	Single Family Residential	0.58	6
Sawyer Heights on Goliad	10/17/2013	Single Family Residential	0.11	3
Goliad Grove	6/23/2016	Single Family Residential	0.35	7
Crockett Gardens	5/29/2014	Single Family Residential	0.11	2
Crockett Park	8/24/2017	Single Family Residential	0.11	2

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Cottages on the Bayou	6/22/2017	Single Family Residential	1.34	11
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Right of Way (ROW) Status

Crockett ROW varies from 65 to 75 feet from Sawyer to I-45. Hogan Street is mostly 55 feet wide from Glaser Drive to North Main, widening to 70 feet between I-45 and Glaser Drive.

Spacing

