

# RECOMMENDATION REPORT

## D: South Braeswood Boulevard

**APPLICANT:** Vernon G. Henry & Associates

**LAMBERT:** 5319

**JURISDICTION:** City of Houston

**PRECINCT:** Harris County Pct. 7

**DISTRICT:** K

### PROPOSAL:

Vernon G. Henry & Associates, on behalf of Yellowstone Development, is requesting to reclassify a portion of right-of-way on South Braeswood Boulevard from T-4-120 to T-4-80 between the Southern Pacific Railroad (SPRR) and Stella Link Road. The extent between SPRR and Stella Link Road is a half-mile in length and is located in the southwest region of Houston inside loop 610, adjacent to Brays Bayou.

### APPLICANT'S JUSTIFICATION and HISTORY:

The current T-4-120 designation of South Braeswood Boulevard does not correspond with the traffic volume and overall needs of the developments abutting the right of way and, therefore, should be reduced to T-4-80. This section of South Braeswood Boulevard is about a half mile long between the Southern Pacific Railroad and Stella Link Road. Near the railroad crossing on the western edge of this section, the right of way width is approximately 200' due to the wide median and alignment of eastbound/westbound paving sections. Further east, the ROW gets narrower and is about 75' in width near the intersection of Stella Link Road.

At its widest on the western segment of this section, the median is approximately 140' wide and then tapers down gradually until there is no median near the Stella Link intersection. As long as the 120' width requirement remains a part of the MTP, adjacent owners where the existing width is less than 120' will be required to dedicate half the deficiency on their side; this will diminish the usable property and lessen the tax rolls and the additional right-of-way will not be used. There is limited area for development and it is poor public policy to require land that will not be used. On the north side, in particular, the adjacent land is limited by the proximity of Braes Bayou. The right of way between the Southern Pacific Railroad and Linkwood Drive is well over the current required width and will remain as City right-of-way, but reducing the requirement will preclude any new development near the Stella Link intersection from dedicating right of way that serves no purpose. The paving section of South Braeswood already tapers down near the Stella Link intersection to match the paving section east of Stella Link.

East of Stella Link Road, South Braeswood Boulevard is classified as T-4-80, which seems to be more appropriate for the traffic volume. It is understood that the width classifications were provided by the Texas A&M Texas Transportation Institute when the hierarchy tables were originally prepared in 1995. The widths in this study were not individually verified or checked by city staff. This is a chronological list of traffic volumes for this section of South Braeswood Boulevard:

- 1963: 6,100 (West of Buffalo Speedway)
- 1971: 7,091 (West of Buffalo Speedway)
- 1975: 9,887 (West of Buffalo Speedway)
- 1981: 12,320 (West of Buffalo Speedway)
- 1985: 13,689 (West of Buffalo Speedway)
- 1990: 14,139 (East of SPRR)
- 1993: 16,674 (East of SPRR)

# RECOMMENDATION REPORT

- 1999: 10,876 (between Stella Link and SPRR)
  - 2007: 8,835 (between Stella Link and SPRR)
  - 2015: 8,037 (between Stella Link and SPRR)
- (Source: City of Houston Public Works and Engineering)

## RECOMMENDATION

DENY the request to reclassify right-of-way on South Braeswood Boulevard from T-4-120 to T-4-80 between the Southern Pacific Railroad and Stella Link Road.

APPROVE the City of Houston suggestion to reclassify right-of-way on South Braeswood from T-4-120 to T-4-80 from Stella Link Road to Linkwood Drive (0.27 miles).

### Justification

Decreasing right-of-way from 120' to 80' along the ½ mile segment from Stella Link Road to the Southern Pacific Railroad (SPRR) does not maintain the integrity of the MTFP and its basic theory to maximize mobility and accessibility. The designated 120' right-of-way allows the City of Houston (the "City") to plan for future multi-modal operations including people driving, walking, biking or taking public transit in an area projected to grow in population and employment by 2045. At the same time, the City recognizes that existing right-of-way in the amendment area supports current average daily vehicle traffic and level of service and that the amendment area is in proximity to Brays Bayou and accompanying off-street trail for people walking and biking.

Moving west from Stella Link Road to Linkwood Drive, existing right-of-way on South Braeswood increases from 80' to 120', respectively. East of Stella Link Road, adjacent to the amendment area, South Braeswood is designated T-4-80, maintains 80' existing right-of-way, and experiences 3,692 – 5,964 average daily traffic. Reclassifying right-of-way from 120' to 80' in the segment between Stella Link Road and Linkwood Drive can be justified by the fact that there is sufficient width to accommodate average daily traffic and that this would support network connectivity by maintaining consistent street classification with the South Braeswood segment east of Stella Link Road. Furthermore, properties along this extent have already dedicated the necessary right-of-way according to Chapter 42 requirements or dedicated right-of-way through abstract means outside of the City platting process.

Between Linkwood Drive and the SPRR the existing right-of-way increases from 120' at Linkwood Drive to approximately 200' at the SPRR. Southern edge properties have already dedicated the necessary right-of-way according to Chapter 42 requirements and property along the northern edge is not developable because of the floodway and existing Brays Bayou off-street trail. West of the SPRR, South Braeswood is designated as P-4-120, indicating a higher-volume travel corridor. Maintaining 120' of right-of-way in this segment is important to support existing right-of-way, maintain consistent street classifications along a corridor, and accommodate future mobility needs.

P&D and Houston Public Works staff do not support the amendment request to reclassify right-of-way from 120' to 80' on South Braeswood between Stella Link Road and the SPRR. City staff are supportive of the reclassification of right-of-way from 120' to 80' on South Braeswood between Stella Link Road and Linkwood Drive to reflect existing conditions.

## STAFF ANALYSIS

### Population & Employment Projections

# RECOMMENDATION REPORT

A demographic analysis using the Houston-Galveston Area Council (HGAC) projections was conducted for the MTFP amendment proposal area. According to the HGAC data,

Year	Population	Population Density (Persons/Acre)	% Change	Jobs	Job Density (Jobs/Acre)	% Change
2015	6,347	8.4		1,883	2.5	
2020	6,394	8.4	0.7%	1,913	2.5	1.6%
2025	6,759	8.9	5.7%	1,918	2.5	0.3%
2030	6,818	9.0	0.9%	2,049	2.7	6.8%
2035	6,470	8.5	-5.1%	2,049	2.7	0.0%
2040	7,338	9.7	13.4%	2,049	2.7	0.0%
2045	8,225	10.8	12.1%	2,045	2.7	-0.2%
Change (2015 to 2045)	1,878	2.5	29.6%	162	0.2	8.6%
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

Data represents population, jobs, and households in 3 Traffic Analysis Zones (TAZ) encompassing approximately 760 acres around the proposed amendment.

## Land Use and Platting Activity

Immediately surrounding the amendment request is multifamily and commercial uses and single-family homes behind. West of the railroad is a wastewater treatment plant, synagogue, single family homes and multifamily complexes near I-610. East of Stella Link is predominately single family.

GP or Subdivision Plat Name	PC Action Date	Land Use	Property Size (acres)	Lots
BRAZOS PRESBYTERIAN HOMES	7/25/2013	Unrestricted Reserve	8.28	0
BRAESWOOD STELLA	9/27/2018	Unrestricted Reserve	4.06	2
Braeswood Stella	3/14/2019	Unrestricted Reserve	1.03	1

## Right of Way (ROW) Status

South Braeswood, west of Stella Link Road, is classified as a thoroughfare with 4 lanes and 120 feet of right-of-way. Currently, existing pavement widths are between 44-60 feet with an esplanade increasing in width going west to the South Pacific Railroad, up to approximately 135 feet.

## Spacing

# RECOMMENDATION REPORT

