

PC ACTION REPORT

G: South Wayside

APPLICANT: Knudson LP

PRECINCT: Harris County Pct. 1

JURISDICTION: City of Houston

COUNCIL DISTRICT: D

PROPOSAL:

Knudson LP – on behalf of Mark and Victoria Ellis – is requesting the deletion of Major Thoroughfare South Wayside Drive from Airport Boulevard to Orem Drive in the Major Thoroughfare and Freeway Plan.

PLANNING COMMISSION ACTION:

APPROVE the alternative to realign Major Thoroughfare South Wayside Drive from Airport Boulevard to Orem Drive to Martindale and Carson Road via a 500-ft radius curve with 100-ft ROW and forward to City Council.

STAFF RECOMMENDATION:

Maintain an MTFP alignment for South Wayside while the Department studies the alignment for this area, which means either deny the deletion request or approve the alternative 500-ft radius alignment with either 100' right-of-way (ROW) width or 80' ROW width.

JUSTIFICATION:

The South Wayside alignment from Airport Blvd. to Orem Dr. stands on its own as an asset to improving multimodal connectivity in the growing amendment area. The area surrounding the amendment is expected to increase by 55 percent in population by 2045 and job growth is expected to increase by 22 percent. The area is largely underdeveloped, with strong potential for more growth. Land use in the area is a mix of undeveloped, institutional, industrial and single-family residential uses, with approximately 450 new single-family lots platted in the last five years. The alignment is necessary to maintain major ordinance-specified thoroughfare grid spacing of approximately one mile between Major Thoroughfares Mykawa and Martin Luther King Jr. Blvd.¹

The alignment provides the opportunity for multimodal connectivity from Beltway 8 to Law Park and beyond. The Houston Southeast Mobility Plan, completed in 2019 to guides short-, mid- and long-term multimodal mobility projects in the general Southeast sub-region. The Study recommended that utilizing Martindale Rd, the South Wayside alignment from Vasser Rd. to Beltway 8 should be built as a 2-lane Thoroughfare with a subclassification as Residential Ave. The Study states that “connections to Sims Bayou Greenway as well as Law Park should be prioritized.” When South Wayside is developed, based on available right-of-way, enhanced sidewalks as well as an on-street bicycle facility should be provided the length of the corridor.

¹ Per Chapter 42 -127, “A major thoroughfare shall intersect with a public local street, a collector street or another major thoroughfare at least every 2,600 ft.”

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Ongoing drainage analyses between the Harris County Flood Control District, Harris County Engineering and Houston Public Works are focused just north of Sims Bayou in the area of Law Park. Given potential park impacts, the drainage and mobility improvements should be reviewed and planned concurrently.

Staff considered the projected construction of State Highway 35 along Mykawa Rd. with respect to South Wayside. TxDOT’s current planned and funded SH 35 project is to build a new roadway, at a new location between I-45 and I-610, with an interchange connecting to I-610 and an overpass over I-610. SH 35 south of this planned project parallel to Mykawa is not yet funded. The Houston Public Works Department has recommended to TxDOT that the South Wayside alignment identified in the MTFP be planned concurrently as SH 35 is developed, as the South Wayside alignment provides much needed east/west mobility across Mykawa and the railroad.

Travel demand modeling was conducted to estimate the change in vehicle traffic volumes for nearby thoroughfares if South Wayside from Airport to Orem was deleted. In both scenarios, South Wayside is built from Vasser Rd. to Beltway 8 as a 2-lane undivided roadway with a design speed of 30 mph. In Scenario A, South Wayside from Airport to Orem is not built. Scenario B build out the entire length of South Wayside from Vasser to Beltway 8.

The table below shows the average total vehicle traffic volume along each major thoroughfare segment in the amendment area. Generally, vehicle traffic volumes would be distributed to other major thoroughfares in the area if the South Wayside segment is not built. If built, the South Wayside segment from Airport to Orem is expected to take on approximately the maximum vehicle throughput expected on a two-lane roadway.

Travel Demand Model: Estimated total vehicle traffic volumes:

Segment	2020 Volumes	Scenario A: 2045 Volume Delete Wayside	Scenario B: 2045 Volume Build Wayside
Orem - Wayside to Mykawa	5,879	15,750	13,585
Orem - Wayside to MLK	7,587	18,944	16,529
MLK - Orem to Airport	11,919	21,914	18,765
Mykawa - Orem to Airport	15,070	28,623	25,964
Airport - Mykawa to Wayside	15,607	25,039	25,346
S Wayside - Airport to Orem	N/A	N/A	16,939

Note: Travel demand modeling provided by H-GAC. Scenario A = Do not build South Wayside from Airport to Orem but build the rest of South Wayside from Vasser to Airport and Orem to Almeda Genoa. Scenario B = Build all of South Wayside alignment, including Airport to Orem. Assumptions: South Wayside is built as a two-lane undivided roadway with a design speed of 30 mph.

Staff considered the following alternatives provided by the applicant:

1. Rerouting traffic along Orem to Mykawa to Airport: This alternative was concluded as not sufficient due to the existing ROW constraints along Mykawa. The railroad east of Mykawa

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prevents ROW acquisition from the eastern side of the road. If SH-35 is to be constructed along existing Mykawa, the freeway will provide for additional vehicle traffic flow, but will not improve connectivity or mobility for other road users.

2. Classifying Martindale from Madden to Orem as a Collector: This alternative was concluded as not sufficient. Directing future traffic from Martindale to the rest of South Wayside south of Orem will require signalization and significant turning movements, resulting in traffic weaving and unsafe conditions along Orem.
3. Rerouting the alignment along existing local road Carson to Martindale: This alternative was concluded as not sufficient due to the creation of two right-angle turning movements, increasing potential conflict points along the alignment.

Staff offered the following possible solutions to the applicant to reduce the impact of the alignment on the proposed development. None have been accepted by the applicant.

1. Realigning South Wayside through the property within administrative limits while meeting Ch. 42 tangent and curve radius requirements.
2. Reducing South Wayside to an 80' ROW instead of 100' ROW.
3. Work with other property owners along the alignment to provide a better alignment for property owners, while meeting Ch. 42 tangent and curve radius requirements.
4. Work with City staff to consider various realignment options for South Wayside from Orem to Law Park.

Staff will consider possible remedies and work towards a solution as a whole for the City and the property owners, Staff has requested to work directly with the developer on the plat for this development and to work with HPW and multimodal mobility partners in determining the specific ROW needs for the South Wayside alignment over the next year. If an MTFP amendment is necessary for the development to proceed, City staff would present the complete plan that addresses needs for the entire on behalf of the applicant.

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 H-GAC data, the population of the surrounding area is projected to increase by 55.7 percent from 2015 to 2045, increasing at a faster rate than the City of Houston, but at a rate comparable to the ETJ. Job density is projected to increase by 22.4 percent.

Year	Population Density			Job Density		
	Population	(Persons/Acre)	% Change	Jobs	(Jobs/Acre)	%Change
2015	4,038	2.4		805	0.5	
2020	4,963	3.0	22.9%	976	0.6	21.2%
2025	5,825	3.5	17.4%	981	0.6	0.5%
2030	5,892	3.6	1.2%	984	0.6	0.3%
2035	6,117	3.7	3.8%	985	0.6	0.1%

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2040	6,126	3.7	0.1%	985	0.6	0.0%
2045	6,289	3.8	2.7%	985	0.6	0.0%
Change (2015 to 2045)	2,251	1.4	55.7%	180	0.1	22.4%
COH Change (2015 to 2045)	919,984	2.1	40.2%	548,987	1.3	30.5%
COH ETJ Change (2015 to 2045)	1,532,230	1.3	58.9%	635,399	0.5	73.1%

Source: 2015-2045 Demographic Projections by H-GAC released in 2018

Data represents population, jobs, and households in 2 Traffic Analysis Zones (TAZ) encompassing approximately 1,652 acres around the proposed amendment

Land Use and Platting Activity:

Land uses along the requested deletion are a mix of undeveloped, institutional, industrial and single family residential. The surrounding area between Airport and Orem west of Mykawa is a mix of these uses, as well as commercial and multifamily.

Platting activity in the last five year is primarily concentrated along Orem and Mykawa with some activity along Martindale.

GP or Subdivision Plat Name	PC Action Date	Land Use	Property Size (acres)	Lots
Park Vista at El Tesoro GP	03/14/19	General Plan	166.8	-
El Tesoro Sec 2 Replat No 1 and Extension	04/12/18	Single Family Residential	15.7	114
Park Vista at El Tesoro Sec 1	01/23/20	Landscape or Open Space, Recreation, Single Family Residential	29.3	109
Park Vista at El Tesoro GP	03/14/19	General Plan	166.8	-
SOUTHERN VISTA	08/18/16	Unrestricted Reserve	2.38	-
Martindale Dreams	09/27/18	Single Family Residential	12.94	65
Daybreak Sec 5	04/27/17	Landscape or Open Space, Single Family Residential	18.4	100
Daybreak GP	03/30/17	General Plan	49.1	-
MARTINDALE EXPRESS	09/01/16	Unrestricted Reserve	2.5	-
Waverly Gardens Partial Replat No 1	02/06/14	Commercial	2.8	
CG7600LP GP	09/14/17	General Plan	129.96	102
South Acres Estates	12/17/15	Single Family Residential	8.7	4

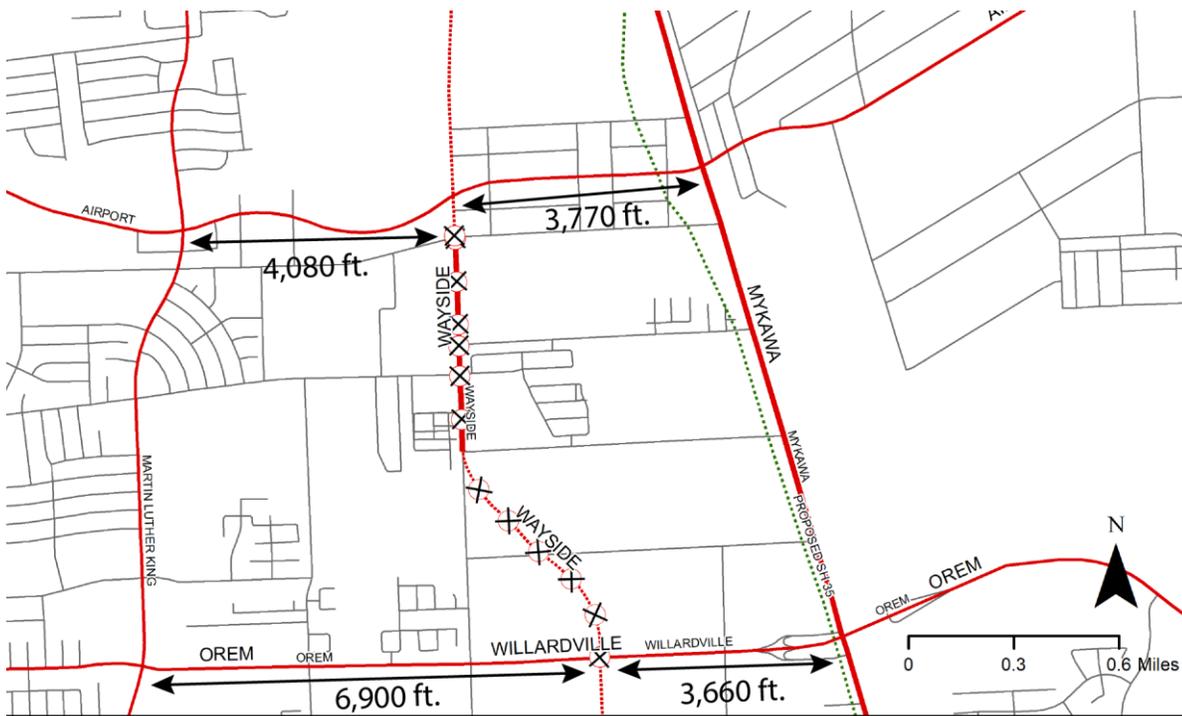
Right of Way (ROW) Status:

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South Wayside, south of Madden Lane to Orem Drive (0.73 miles), is a proposed major thoroughfare with four lanes and 100ft right-of-way. North of Madden Lane to South Acres Drive, a 0.62-mile segment, South Wayside is a major thoroughfare to-be-widened with four lanes and 100ft right-of-way.

South of Madden Lane, Wayside curves east within several properties to align with parcel boundaries south of Orem Drive. North of Madden Lane, Wayside aligns with existing Martindale Road which contains approximately 40ft of pavement width.

Spacing:



Applicant's Justification and History:

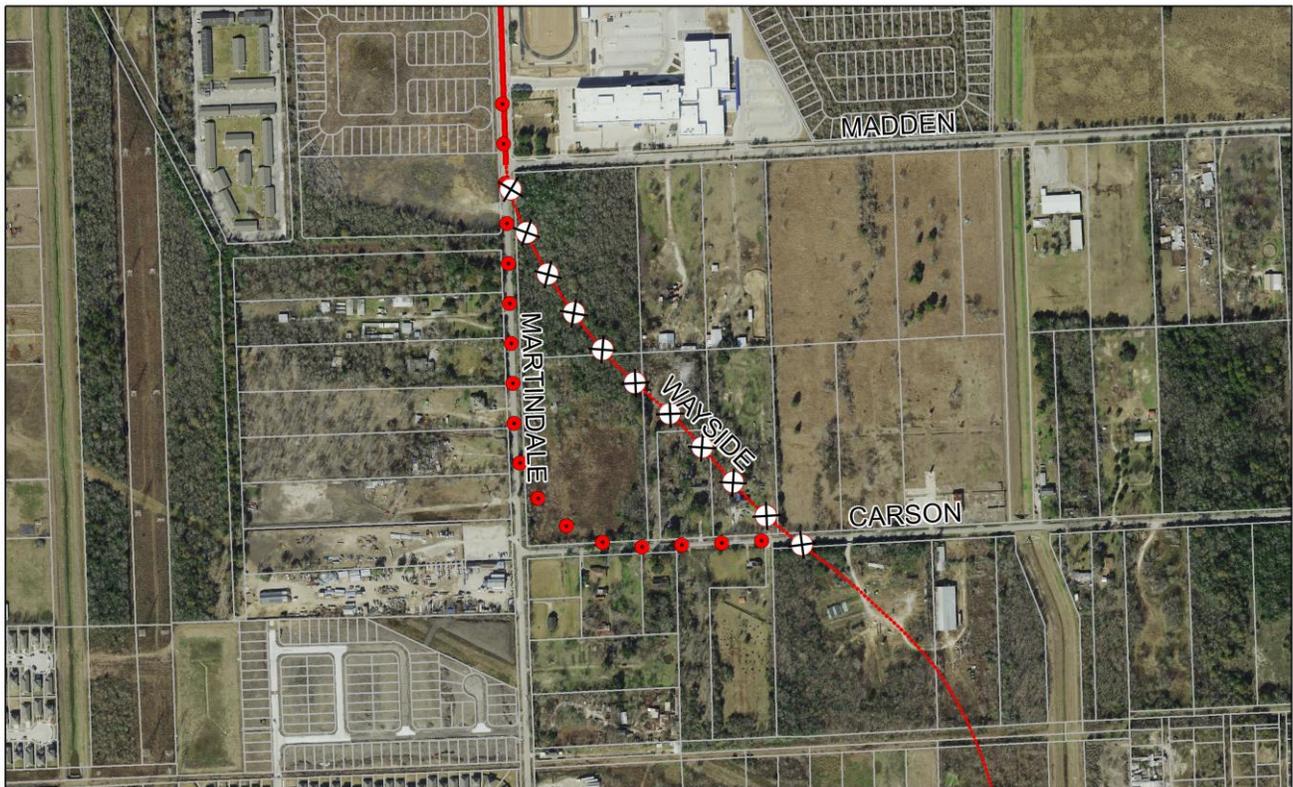
The 10-acre subject site is located at the corner of Madden and Martindale. The owners expect to sell to the owners of the adjacent 9.1-acre tract to the south for a proposed single-family workforce housing development. The applicant states that the property will be undevelopable at the desired density (5.5 DU/acre) and price point if the developer is required to dedicate the right-of-way required for the South Wayside alignment.

The applicant's proposal intends to reroute existing and future vehicular traffic along existing major thoroughfares Orem, Mykawa and Airport to reach the thoroughfare alignment of Wayside Drive west of Mykawa at Airport. The applicant cites Texas Department of Transportation's (TxDOT) proposal to build State Highway 35 along Mykawa Road as a future project that will increase north/south vehicular traffic capacity in the area. The applicant states that due to this potential future highway project, the City of Houston can avoid spending additional funds for construction of South Wayside at Martindale. Although the applicant is not requesting to address the alignment of South Wayside north of Airport, the applicant provides historical aerial imagery of park improvements through Law Park blocking the

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alignment of proposed South Wayside north of Airport. Most of the park improvements would have to be removed to accommodate the alignment of the South Wayside extension north of Airport.

South Wayside was initially added to the Major Thoroughfare and Freeway Plan in 1955 where it crossed over Mykawa Road north of Bellfort, curved east slightly before Sims Bayou and then continued due South. In 1966, South Wayside looked to align with present-day Mykawa from north of Bellfort to just south of Airport, where the alignment curved southwest before continuing due south. The more detailed 1972 MTFP map shows that the South Wayside alignment curved from Mykawa at Airport to Orem. The alignment was changed in 1987 per staff's recommendation to its present-day alignment along Martindale. In the 1990 MTFP, Wayside terminated just north of Bellfort at Mykawa. The 2000 MTFP added the extension of South Wayside north of Airport connecting to Wayside east of Mykawa.



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