

PUBLIC HEARING REPORT

E: Russell Drive

APPLICANT: LJA Engineering

JURISDICTION: City of Houston ETJ

PRECINCT: Montgomery County Pct. 4
DISTRICT: None

PROPOSAL:

LJA Engineering – on behalf of Hendricks Interests LLC – is requesting the deletion of Major Thoroughfare Russell Drive from the Major Thoroughfare and Freeway Plan.

APPLICANT'S JUSTIFICATION and HISTORY:

Russell Drive is currently a residential street with a 50' ROW within the Post Oak Estates subdivision. It is not continuous to Interstate 69 and terminates to its east at Clyde Drive, roughly 1500' feet from the frontage road. It is proposed as a Major Thoroughfare with a 100' ROW from the southbound frontage road to a point roughly 6300' to the west. The proposed thoroughfare aligns with, but is not continuous with FM 1485 on the east side of IH-69, largely because there is no east-west crossing of the freeway at this location.

The applicant is concerned about how the proposed thoroughfare encroaches into a commercial tract adjacent IH-69 frontage road. As the applicant believes Russell Drive is unlikely to be built as designated, they believe the owner of the commercial property should not be required to dedicate ROW. The applicant lists the following reasons why Russell Drive is unlikely to be expanded and extended:

- Existing Russell Drive would need to be increased from a 50' ROW to a 100' ROW. At a minimum the City would have to condemn 25' from each of the 100+ home owners living along Russell Drives.
- West of the existing residential Development there are miles of undeveloped White Oak Creek flood plain to the west.

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, the population of the surrounding area is projected to increase by 275 percent from 2015 to 2045, increasing at a significantly faster rate than the City of Houston and the ETJ. Job density is projected to increase by 84.3 percent.

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Year	Population Density			Job Density		
	Population	(Persons/Acre)	% Change	Jobs	(Jobs/Acre)	%Change
2015	4,850	1.1		1,455	0.3	
2020	9,193	2.0	89.5%	2,303	0.5	58.3%
2025	11,439	2.5	24.4%	2,305	0.5	0.1%
2030	14,036	3.1	22.7%	2,306	0.5	0.0%
2035	16,412	3.6	16.9%	2,378	0.5	3.1%
2040	17,032	3.7	3.8%	2,378	0.5	0.0%
2045	18,204	4.0	6.9%	2,681	0.6	12.7%
Change (2015 to 2045)	13,354	2.9	275.3%	1,226	0.3	84.3%
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 1 Traffic Analysis Zone (TAZ) encompassing approximately 4,578 acres around the proposed amendment

Land Use and Platting Activity

Land use surrounding the amendment request is single-family residential with commercial along the US 59 frontage road. Recent platting activity near the amendment is concentrated to the east where Russell Drive intersects IH 59/69. Few plats are south of the amendment. The most recent platting activity is listed below.

GP or Subdivision Plat Name	PC Action Date	Land Use	Property Size (acres)	Lots
Lund RV Park	06/11/15	Restricted Reserve-Commercial	27.0260	-
Eagles Nest	04/16/20	Unrestricted Reserve	3.860	-
Stetson	07/19/18	Restricted Reserve-Commercial	11.9159	-
McClesky Medical Clinic	02/02/17	Restricted Reserve-Commercial	10.831	-
Walshak Estates	08/02/18	Single Family Residential	1.9978	3
US 59 New Caney Commercial Development Sec 2	01/07/16	Unrestricted Reserve	17.9295	-
US 59 New Caney Commercial Development Sec 1 partial replat no 1	10/27/16	Unrestricted Reserve	20.7756	-
US 59 New Caney Commercial Development GP	10/17/19	General Plan	17.839	-

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FM 1485 Plaza	04/03/14	Restricted Reserve-Commercial	1.5949	-
New Caney Commercial	07/11/13	Restricted Reserve-Commercial	1.5634	-
Great Southern Stabilized New Caney	05/01/14	Restricted Reserve-Commercial	11.3557	-

Right of Way (ROW) Status

Russell Drive is a proposed major thoroughfare identified in the MTFP with four lanes and 100' right-of-way. Approximately 4,000ft of the one-mile segment of Russell Drive exists with 25' pavement width.

Spacing

