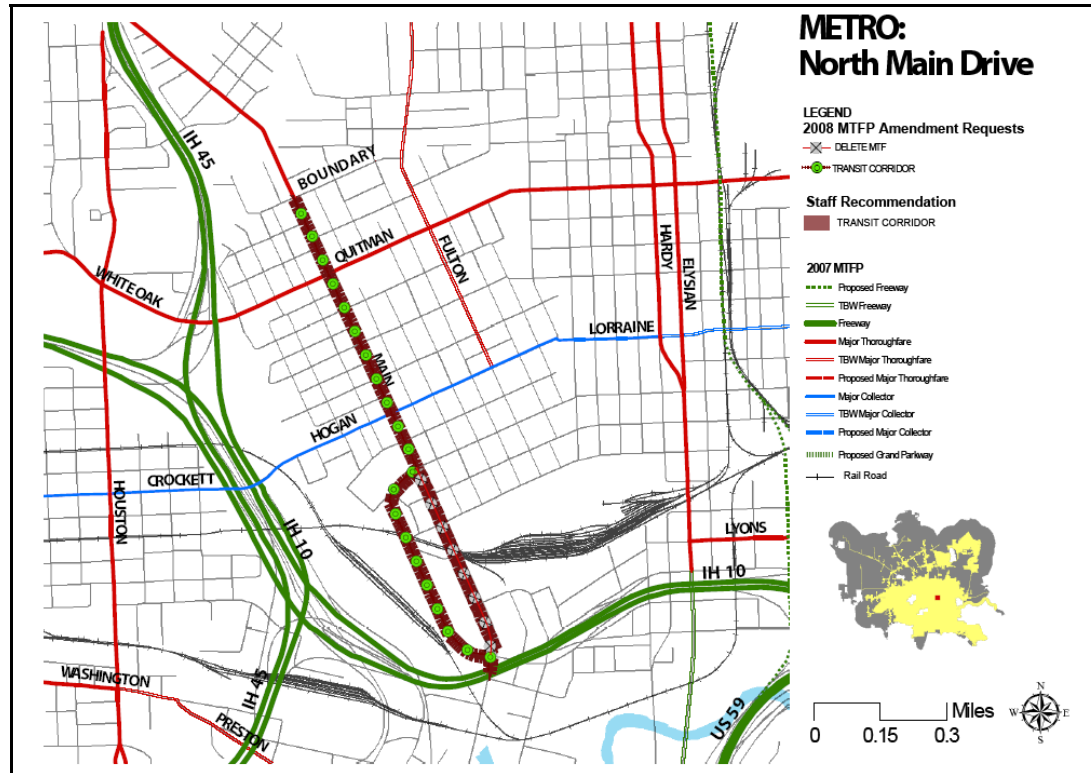


FINAL REPORT

2008-01a North Main Drive



APPLICANT: Marsh Darcy Partners Inc.

KEY MAP: 493 G
JURISDICTION: City, Harris Co.

LAMBERT: 5458
DISTRICT/PRECINCT: Dist. H

PROPOSAL:
Realign and reclassify North Main as a Transit Corridor between IH 10 East and Boundary

APPLICANT JUSTIFICATION:
Currently, N. Main Street between IH-10 and Boundary Street is designated as a major thoroughfare. The re-alignment of N. Main Street between Providence Street and Harrington Street is necessary to safely separate vehicular traffic from the proposed Light Rail Transit (LRT) and the existing freight rail within the proposed Intermodal Transit site. Re-aligned N. Main Street will be an integral part of the Light Rail Transit system and qualifies this location as a Transit Corridor Street (TCS). Also, the addition of a LRT system to existing N. Main Street between Harrington Street and Boundary Street qualifies this portion of N. Main Street as a TCS. The adoption of the proposed new TCS category for streets in the City of Houston Major Thoroughfare and Freeway Plan (MTFP) will update the plan to recognize those unique transit-oriented corridors that have special long-term needs. To that end, this proposed plan amendment fulfills the broader goals and objectives of the MTFP by expanding transportation options and efficiently utilizing existing major thoroughfares for these expanded uses.

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STAFF RECOMMENDATION:

The review process for the METRO - North Corridor Amendment is divided into 2 phases: Phase I is to delineate the North Corridor from IH 10 to Julia Street with this MTFP Amendment request.

Phase II of the approval process will address the cross section specifics like ROW widths, curb locations, number of lanes, lane widths, etc.

APPROVE Phase I

- 1) APPROVE the reclassification of N. Main as a Transit Corridor Street between IH 10 East and Boundary Street.
- 2) APPROVE the addition of N. Main Bypass as a Transit Corridor Street between N. Main and Harrington Street.

DEFER Phase II (i.e. to bring the corridor specifics back to the Planning Commission for approval at a later date.)

JUSTIFICATION:

- 1) The North Corridor Main Street transit project is scheduled to commence construction in the Fall 2008. In July 2008, METRO received a Record of Decision (ROD) for the North Corridor Supplemental Final Environmental Impact Statement (SFEIS). This ROD represents final approval for the federal environmental process.
- 2) The level of engineering and construction drawing being reviewed by the City's Public Works and Engineering and Planning Departments is 50%.
- 3) The right-of-way widths, lane widths, and curb locations are in the process of being finalized and approved by the City and are not a part of this recommendation.
- 4) The North Main Bypass will replace the existing Main Street Tunnel. The relocation will separate vehicular traffic from Light Rail Transit within the North Corridor at the proposed intermodal facility. The intermodal facility will be constructed on multiple levels separating pedestrian, train, vehicle and bus traffic. Vehicular traffic will continue to be provided for by the North Main Bypass, however, two right turns will be added to calm traffic in an area that we anticipate that there will be heavy pedestrian use.

FACTORS ASSESSED:

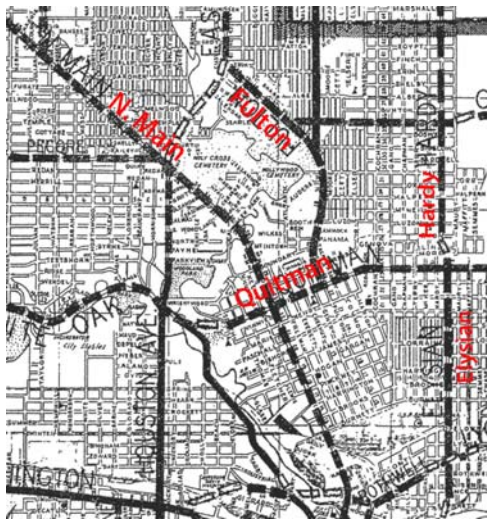
1. History

Main Street appeared as a designated major street on the 1942 Major Thoroughfare and Freeway Plan (MTFP), the first plan approved by the City. At that time, additional street right-of-way widening was required north of Rothwell/Lyons (the location of IH-10 East today). East of White Oak Bayou, other than Main Street, only Elysian/Hardy was a designated north-south major street in the area. Quitman was a designated major street in an east-west direction. The south terminus of major street designation for Fulton occurred at Quitman. San Jacinto was a designated major street south of Rothwell/Lyons. The existing local grid street system was well-established at that time. The northern edge of the city limit was Cavalcade/Gilbert Street.

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By 1964, most of the urbanized freeway system was either in place or in the advanced planning stages. This included IH 10 East, IH-45 North and the Eastex Freeway (US 59 North). An addition was made to the major street plan; Hogan was added as a major thoroughfare. Also, the Fulton designation as a major street was extended south to Hogan.

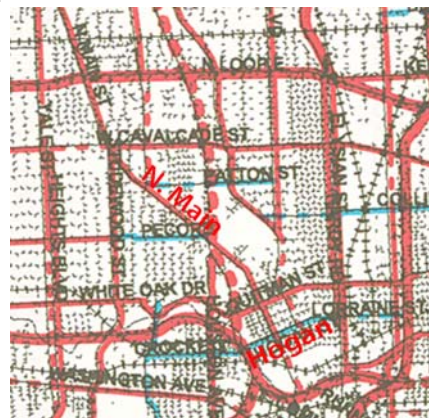
Few other changes occurred to the MTFP in this area, until 1996 when the portion of N. Main south of Hogan was indicated as needing additional right-of-way. The 2007 MTFP has no changes from the 1996 plan, still indicating additional right-of-way needed for N. Main from Hogan/Lorraine south to IH-10 East.



1942 MTFP



1964 MTFP



1996 MTFP

2. Population & Employment Projections

Houston Galveston Area Council projects that over the next 30 years the population within a one mile area of the proposed MTFP amendment will increase by approximately 33.2% from 8.2 person / acre in 2005, to 10.9 person / acre in 2035. During this same period, the number of jobs are projected to increase from 8.5 to 12.9 (51.5%) and households from 3.0 to 4.0 (35.1%).

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North Main	Year	Population (person/acre)	% Chg	Job (Job/acre)	% Chg	Household (HH/acre)	% Chg
	2005	8.2		8.5		3.0	
	2010	9.0	10.4%	9.4	10.2%	3.3	10.1%
	2015	9.7	8.0%	10.1	7.8%	3.5	7.7%
	2020	10.3	5.8%	10.8	7.1%	3.8	6.5%
	2025	10.5	2.2%	11.6	6.8%	3.9	2.7%
	2030	10.7	2.0%	12.2	5.7%	4.0	2.5%
	2035	10.9	1.4%	12.9	5.4%	4.0	1.6%
Change 2005 to 2035							
			33.2%		51.5%		35.1%
City of Houston Change							
			29.7%		45.9%		32.9%
City of Houston ETJ Change							
			54.0%		54.1%		62.2%

Source: H-GAC 2035 Regional Growth Forecast

Compiled by City of Houston Planning and Development Dept. May 2007 using buffer distance of 1 mile from proposed amendment and aggregated by grid cells for the target area.

Note: Population projections for household population only - does not include persons in group quarters.

3. Platting Activity

Over the last four and one-half years development activity in this general area where the METRO North Main MTFP amendment is being requested has been varied, with single family residential on public streets and commercial uses leading the way. This entire area is covered by existing neighborhoods within the Northside Village Super Neighborhood. Platting activity data shows that approximately 223 new residential units have been developed in 39 separate projects since 2004. We have seen single family residential on public streets developments, single family residential (type 1 PAE) private streets developments, and single family residential (type 2 PAE) private streets developments. Four properties have been platted to commercial or unrestricted uses equating to two acres during this same time period.

Subdivision Plat Name	Approval Date	Key Map	Land Use	Ac	Lots	Units
Woodland Manor Subdivision	April 27, 2006	493C	Commercial	0.67	0	0
Lee Lamar Replacement School	July 14, 2005	493C	Public and Institutional	9.18	0	0
Allen Addition Partial Replat	February 1, 2007	493G	SF Residential (public street)	0.11	2	0
Baker Addition Homes partial replat no 1 (PH031507)	March 15, 2007	493G	SF Residential (public street)	0.11	3	0
Beachton Place Subdivision	March 29, 2007	493G	SF Residential (public street)	0.22	5	0
Beauchamp Street East Subdivision	November 17, 2005	493C	SF Residential (public street)	0.57	15	0
Bingham Gardens	March 24, 2005	493G	SF Residential (public street)	0.15	2	0
Boundary Townhomes Subdivision	August 3, 2006	493C	SF Residential (public street)	0.11	3	0
Cristina Jamaux Estates Subdivision	March 13, 2008	493C	SF Residential (public street)	0.13	2	0
Dart Commons	June 30, 2005	493G	SF Residential (public street)	0.11	2	0
Edwards Manors	February 24, 2005	493G	SF Residential (public street)	0.17	3	0
Embry Terrace Subdivision	March 15, 2007	493C	SF Residential (public street)	0.21	5	0
Eunice Street Estates	May 24, 2007	493C	SF Residential (public street)	0.29	5	0
Everett View	August 11, 2005	493H	SF Residential (public street)	0.11	3	0
Glen Park Townhomes	October 6, 2005	493C	SF Residential (public street)	0.84	22	0

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Hogan Square	March 10, 2005	493G	SF Residential (public street)	0.47	10	0
Hogan Street Addition	February 10, 2005	493G	SF Residential (public street)	0.23	6	0
Hogan Street Second Addition	May 19, 2005	493H	SF Residential (public street)	0.49	11	0
Houston Court Subdivision	January 4, 2007	493C	SF Residential (public street)	0.14	3	0
Houston Park Court Subdivision	March 1, 2007	493C	SF Residential (public street)	0.11	2	0
Lofts on Heights Boulevard	April 7, 2005	493H	SF Residential (public street)	1.83	0	0
Lopez Estates Subdivision	December 5, 2005	493G	SF Residential (public street)	0.11	2	0
Metro Lofts at Byrne Subdivision	April 13, 2006	493C	SF Residential (public street)	0.15	4	0
Metro Lofts at Eunice Subdivision	August 30, 2007	493c	SF Residential (public street)	0.11	3	0
Morrison Street Addition Subdivision	July 6, 2006	493c	SF Residential (public street)	0.25	5	0
North Main Townhomes	April 27, 2006	493C	SF Residential (public street)	0.44	10	0
Quitman Estates Subdivision	March 13, 2008	493C	SF Residential (public street)	0.11	3	0
Quitman Terrace	April 7, 2005	493C	SF Residential (public street)	0.25	6	0
Summer Street Court	March 15, 2007	493G	SF Residential (public street)	0.11	3	0
T D Amaro Subdivision	September 14, 2006	493G	SF Residential (public street)	0.11	3	0
Thomas - Morgan Estates	March 2, 2006	493H	SF Residential (public street)	0.11	3	0
Thomas Street Addition Subdivision	September 28, 2006	493G	SF Residential (public street)	1.24	26	0
Wrightwood Garden Homes Subdivision	March 15, 2007	493C	SF Residential (public street)	0.36	5	0
Bingham Estates Subdivision	February 28, 2008	493g	SF Residential (shared driveway)	0.15	4	0
Crockett Villas Subdivision	January 3, 2008	493G	SF Residential (shared driveway)	0.23	6	0
W R Baker Subdivision	January 31, 2008	493G	SF Residential (shared driveway)	0.11	3	0
Houston Avenue Townhomes Sec 1	May 11, 2006	493G	SF Residential (Type 1 PAE)	0.34	6	0
Views on Crockett	August 17, 2006	493G	SF Residential (Type 1 PAE)	0.34	9	0
Edwards Street Homes Sec 2	July 22, 2004	493G	SF Residential (Type 2 PAE)	0.12	2	0
Holly Court Subdivision	January 18, 2007	493G	SF Residential (Type 2 PAE)	0.12	2	0
Stessel Addition on Bingham Street Subdivision	December 8, 2005	493G	SF Residential (Type 2 PAE)	0.60	14	0
El Guero Subdivision	August 25, 2005	493G	Unrestricted	0.92	0	0
Houston Avenue Townhomes	April 13, 2006	493G	Unrestricted	0.34	0	0
Maury Street Reserve no 2	August 11, 2005	493H	Unrestricted	0.30	0	0

4. Right-Of-Way Status

Most of the major thoroughfares and collectors in the area have been established for many years. As the area is redeveloped, right-of-way widening will be dedicated on a piece-meal basis by mostly private developers. A significant upgrade to the existing condition of pavement for the amendment area will be provided by METRO as a part of the transit system improvement. However, other than the provision of additional street right-of-way required for transit operations, widening of right-of-way will not be a part of the proposed improvements. The amount of right-of-way required may change from that currently indicated on the last City of Houston Street Hierarchy Table as shown below as a result of determination of specific requirements for the new Transit Corridor Street designation.

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Street	From	To	Direction	Street Type	ROW (ft)	ROW Status
Berry	Airline	Fulton	east-west	Major Collector	70	Sufficient width
Berry	Fulton	Irvington	east-west	Major Collector	70	To be widened
Berry	Irvington	Hardy Toll Road	east-west	Major Collector	70	To be widened
Crosstimbers	Airline	Fulton	east-west	Major Collector	80	To be widened
Crosstimbers	Fulton	Irvington	east-west	Major Collector	80	To be widened
Crosstimbers	Irvington	Hardy Toll Road	east-west	Major Collector	80	To be widened
Cavalcade	Airline	Fulton	east-west	Thoroughfare	100	Sufficient width
Cavalcade	Fulton	Irvington	east-west	Thoroughfare	100	Sufficient width
Cavalcade	Irvington	Hardy Toll Road	east-west	Thoroughfare	100	Sufficient width
Patton	North Freeway	Fulton	east-west	Major Collector	80	Sufficient width
Patton	Fulton	Irvington	east-west	Major Collector	80	Sufficient width
Collingsworth	Fulton	Irvington	east-west	Major Collector	60	To be widened
Collingsworth	Irvington	Hardy Toll Road	east-west	Major Collector	60	To be widened
Quitman	North Freeway	N. Main	east-west	Thoroughfare	60	Sufficient width
Quitman	N. Main	Fulton	east-west	Thoroughfare	60	Sufficient width
Quitman	Fulton	Hardy Toll Road	east-west	Thoroughfare	60	Sufficient width
N. Main	Houston	Quitman	north-south	Thoroughfare	70	Sufficient width
N. Main	Quitman	Hogan	north-south	Thoroughfare	80	Sufficient width
Fulton	Quitman	Irvington	north-south	Thoroughfare	70	To be widened
Fulton	Irvington	Collingsworth	north-south	Thoroughfare	70	To be widened
Fulton	Collingsworth	Cavalcade	north-south	Thoroughfare	75	Sufficient width
Fulton	Cavalcade	North Loop	north-south	Thoroughfare	80	Sufficient width
Fulton	North Loop	Crosstimbers	north-south	Thoroughfare	80	Sufficient width
Fulton	Crosstimbers	Berry	north-south	Thoroughfare	70	Sufficient width
Irvington	Fulton	Collingsworth	north-south	Thoroughfare	80	Sufficient width
Irvington	Collingsworth	Cavalcade	north-south	Thoroughfare	80	Sufficient width
Irvington	Cavalcade	North Loop	north-south	Thoroughfare	80	Sufficient width
Irvington	North Loop	Crosstimbers	north-south	Thoroughfare	80	Sufficient width
Irvington	Crosstimbers	Berry	north-south	Thoroughfare	80	Sufficient width

5. Spacing

Initially, farm roads, property boundaries, and significant physical barriers dictated the location of major roads. With the advent of the freeway system in the early 1960s, free-flow access within this immediate area was limited to major freeway interchanges. The geographic area now bounded by IH-45 North, IH-610 North Loop, Hardy (now with the addition of a limited access Hardy Toll Road extension from IH-610 North Loop to US 59 near downtown), and IH-10 East has become somewhat isolated. The proposed realignment of N. Main will provide for an overpass over the existing Union Pacific railroad tracks to replace the existing tunnel. The existing mature major thoroughfare system in the area has a variety of spacing. A comparison of area major thoroughfare and collector spacing distances is provided in the table below.

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Street	From	To	Direction	Street Type	Spacing
Berry	Airline	Fulton	east-west	Major Collector	0.52
Berry	Fulton	Irvington	east-west	Major Collector	1.38
Berry	Irvington	Hardy Toll Road	east-west	Major Collector	0.28
Crosstimbers	Airline	Fulton	east-west	Major Collector	0.48
Crosstimbers	Fulton	Irvington	east-west	Major Collector	0.9
Crosstimbers	Irvington	Hardy Toll Road	east-west	Major Collector	0.38
Cavalcade	Airline	Fulton	east-west	Thoroughfare	0.82
Cavalcade	Fulton	Irvington	east-west	Thoroughfare	0.43
Cavalcade	Irvington	Hardy Toll Road	east-west	Thoroughfare	0.5
Patton	North Freeway	Fulton	east-west	Major Collector	0.2
Patton	Fulton	Irvington	east-west	Major Collector	0.42
Collingsworth	Fulton	Irvington	east-west	Major Collector	0.1
Collingsworth	Irvington	Hardy Toll Road	east-west	Major Collector	0.52
Quitman	North Freeway	N. Main	east-west	Thoroughfare	0.27
Quitman	N. Main	Fulton	east-west	Thoroughfare	0.25
Quitman	Fulton	Hardy Toll Road	east-west	Thoroughfare	0.53
N. Main	Houston	Quitman	north-south	Thoroughfare	0.84
N. Main	Quitman	Hogan	north-south	Thoroughfare	0.34
Fulton	Quitman	Irvington	north-south	Thoroughfare	0.63
Fulton	Irvington	Collingsworth	north-south	Thoroughfare	0.19
Fulton	Collingsworth	Cavalcade	north-south	Thoroughfare	0.85
Fulton	Cavalcade	North Loop	north-south	Thoroughfare	0.71
Fulton	North Loop	Crosstimbers	north-south	Thoroughfare	1.14
Fulton	Crosstimbers	Berry	north-south	Thoroughfare	0.63
Irvington	Fulton	Collingsworth	north-south	Thoroughfare	0.14
Irvington	Collingsworth	Cavalcade	north-south	Thoroughfare	0.84
Irvington	Cavalcade	North Loop	north-south	Thoroughfare	0.7
Irvington	North Loop	Crosstimbers	north-south	Thoroughfare	1.01
Irvington	Crosstimbers	Berry	north-south	Thoroughfare	0.59

6. Mobility

The 2010 and 2025 Congestion Mitigation Report produced by TEDSI indicates a Level of Service (LOS) C along N. Main at Quitman and Boundary during both peak AM and PM hours. Similarly, H-GAC's 2035 Traffic Forecast indicates a LOS C along Quitman

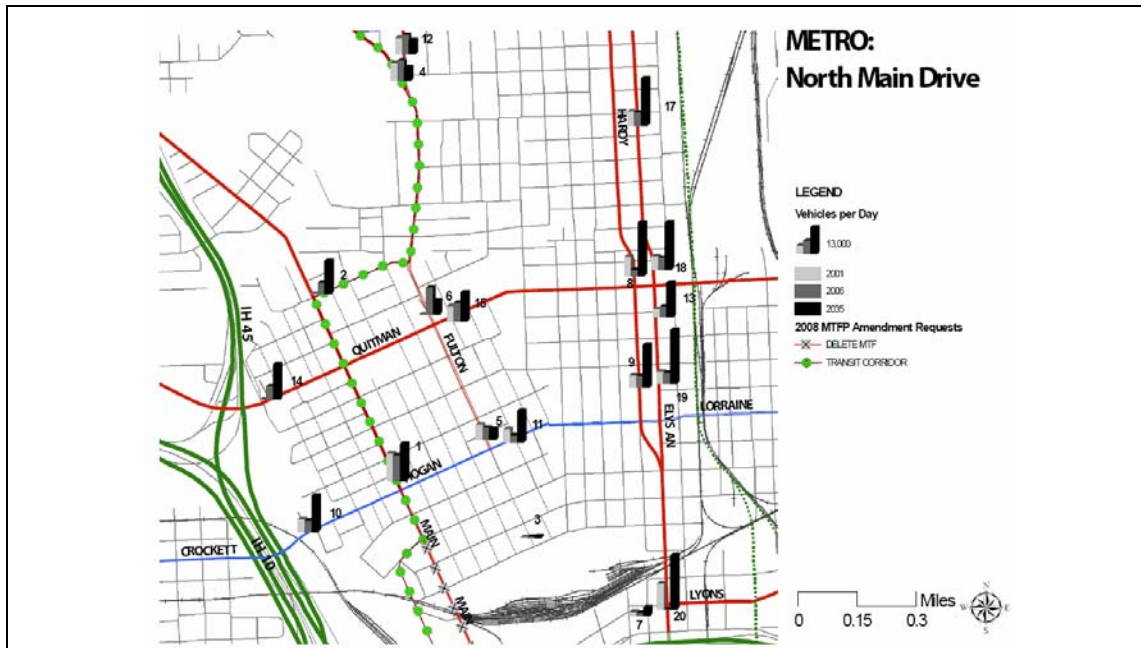
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NORTH MAIN STREET LEVEL OF SERVICE						
Intersection	2004		2010 (w/LRT construction)		2025 (after LRT construction)	
	AM	PM	AM	PM	AM	PM
North Main Street/IH-10/Collins	B	B	C	B	C	B
North Main Street/Brooks Street	A	A	A	A	A	A
North Main Street/Hogan Street	A	A	C	B	B	B
North Main Street/Quitman Drive	A	A	C	C	C	C
North Main Street/Boundary Street	A	A	C	B	C	C

Source of Data:

2004 data from North Corridor FEIS (Dec. 2006)

2010 and 2025 data from Congestion Mitigation Report produced by TEDSI (Dec. 2007)



Observation	Street Name	2001 Vehicles per Day*	2006 Vehicles per Day*	2035 Vehicles per Day **	Change (*01-'06)	2006 Level of Service***	2035 Level of Service***
1	N MAIN ST	13072	12168	17522	-6.9%	B	A
2	BOUNDARY	0	5272	15810	N/A	B	A
3	FULTON	480	768	864	60.0%	A	A
4	FULTON	8208	9580	6114	16.7%	C	A
5	FULTON	7100	5900	5242	-16.9%	B	A
6	FULTON	0	12920	6548	N/A	D	A
7	HARDY RD	1832	1320	3882	-27.9%	A	A

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8	HARDY RD	9032	3048	25392	-66.3%	A	A
9	HARDY RD	5900	5580	20298	-5.4%	A	A
10	HOGAN	6192	5632	17646	-9.0%	A	B
11	HOGAN	6440	3568	15112	-44.6%	A	A
12	IRVINGTON BLVD	7640	9048	6730	18.4%	B	A
13	QUITMAN	3712	5000	16302	34.7%	B	C
14	QUITMAN	0	6360	16830	N/A	B	C
15	QUITMAN	7380	8928	13848	21.0%	C	B
17	ELYSIAN	6728	6208	22326	-7.7%	A	A
18	ELYSIAN	6220	5740	22326	-7.7%	A	A
19	ELYSIAN	5792	5072	25490	-12.4%	A	A
20	ELYSIAN	12180	88	25816	-99.3%	A	B

Source: * 24 Hour Saturation Counts, H-GAC, 2001, 2006

** 2035 traffic forecast, H-GAC, 2006

Compiled by City of Houston Planning and Development Dept. May 2008 using adjacent Major Thoroughfare and Collector streets from proposed amendment and aggregated by traffic observations.

*** Calculated by taking the peak hour flow (10% of Vehicles per Day) and dividing by the number of lanes of the roadway, and then applying the result to the following scale to assign the level-of-service: A: 0-199, B: 200-349, C: 350-499, D:500-649, E: 650-799, F: 800 or more (MTFP Policy Statement, Planning & Development Department, City of Houston)

TO CONTACT THE APPLICANT:

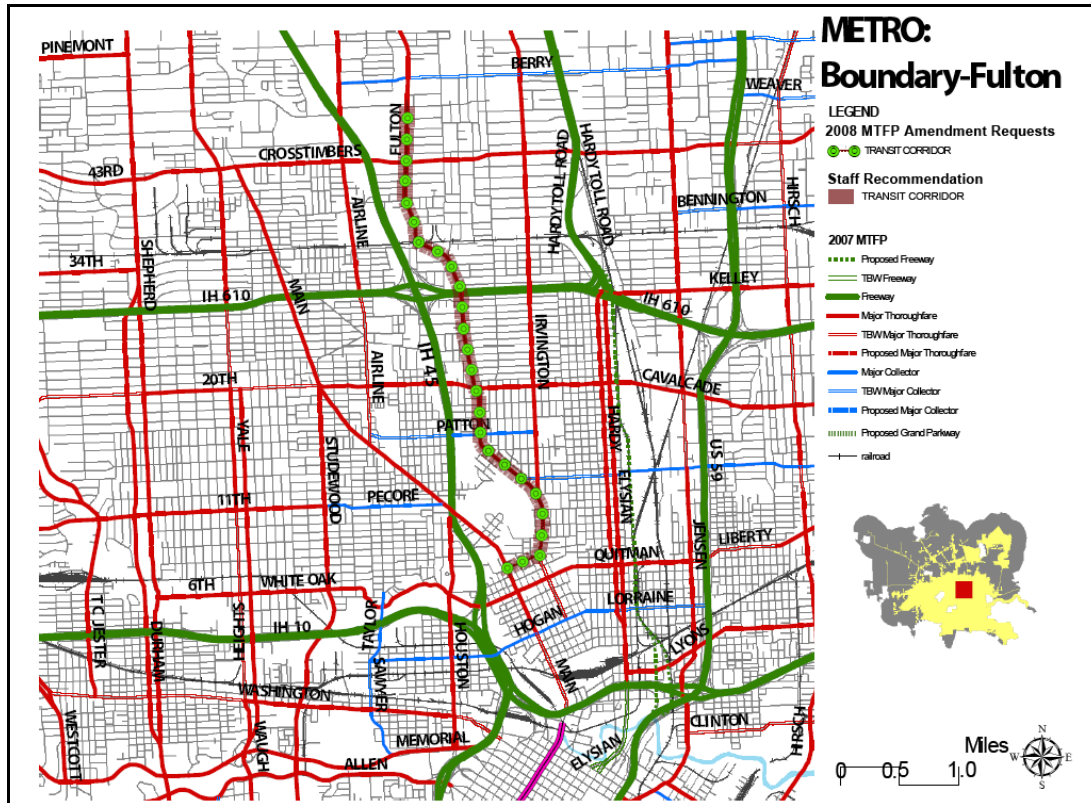
CONTACT: Kent Marsh, AICP

Marsh Darcy Partners Inc.
8955 Katy Freeway, Suite 215
Houston, Texas 77024

Telephone: 713-647-9880
Fax: 713-647-6448
Email: kmarsh@marshdarcypartners.com

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2008-01b *Boundary - Fulton*



APPLICANT: Marsh Darcy Partners Inc.

KEY MAP: 493 G
JURISDICTION: City, Harris Co.

LAMBERT: 5458
DISTRICT/PRECINCT: Dist. H

PROPOSAL:

- a) Classify Boundary as a Transit Corridor between North Main and Fulton.
- b) Reclassify Fulton as a Transit Corridor between Boundary and Julia.

APPLICANT JUSTIFICATION:

Currently, Boundary Street, between N. Main Street and Fulton Street, and Fulton Street, between Boundary Street and Julia Street are designated as a local street and a major thoroughfare, respectively. The addition of a Commuter Rail transit system to these existing streets qualifies these locations as a Transit Corridor Street (TCS). The adoption of the proposed new TCS category for streets in the City of Houston Major Thoroughfare and Freeway Plan (MTFP) will update the plan to recognize those unique transit-oriented corridors that have special long-term needs. To that end, this proposed plan amendment fulfills the broader goals and objectives of the MTFP by expanding transportation options and efficiently utilizing existing major thoroughfares for these expanded uses.

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STAFF RECOMMENDATION:

The review process for the METRO - North Corridor Amendment is divided into 2 phases: Phase I is to delineate the North Corridor from IH 10 to Julia Street with this MTFP Amendment request.

Phase II of the approval process will address the cross section specifics like ROW widths, curb locations, number of lanes, lane widths, etc.

- 1) APPROVE the classification of Boundary between N. Main and Fulton Street as a Transit Corridor Street.
- 2) APPROVE the reclassification of Fulton Street between Boundary and Julia Street as a Transit Corridor Street.
- 3) DELINEATE the North Transit Corridor Street from beginning to end
 - a) N. Main Street from IH 10 to N. Main Bypass; N. Main Bypass from Main Street to Harrington Street;
 - b) N. Main Street from N. Main Bypass to Harrington Street.
 - c) Main Street from Harrington Street to Boundary Street.
 - d) Boundary Street from N. Main Street to Fulton Street;
 - e) Fulton Street from Boundary Street to Julia Street.

DEFER Phase II (i.e. to bring the corridor specifics back to the Planning Commission for approval at a later date.)

JUSTIFICATION:

- 1) It is programmed that the North Corridor project will start construction in Fall 2008. In July 2008, METRO received a Record of Decision (ROD) for the North Corridor Supplemental Final Environmental Impact Statement (SFEIS). This ROD represents final approval for the federal environmental process.
- 2) The right-of-way widths, lane widths, and curb locations are in the process of being finalized and approved by the City and are not a part of this recommendation.
- 3) The level of engineering and construction drawings that are being reviewed by the City's Public Works and Engineering and Planning Departments is 50%.

FACTORS ASSESSED:

1. History

Fulton Street appeared as a designated major street on the 1942 Major Thoroughfare and Freeway Plan (MTFP), the first plan approved by the City. At that time, additional street right-of-way widening was required for the entire section from Quitman north to the city limit at Cavalcade and beyond. East of White Oak Bayou, other than Main Street, only Irvington Street and Elysian/Hardy were designated north/south major streets in the area. Quitman, Collingsworth, Gilbert (Cavalcade), Linder Kelly and Crosstimbers were designated major streets in the east/west direction. The south terminus of major street designation for Fulton occurred at Quitman. The local grid street system was well-established from east of Fulton Street to south of Cavalcade Street, at that time, but

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fewer connections to Fulton Street were available north of Cavalcade Street. The northern edge of the city limit was Cavalcade/Gilbert Street.

By 1964, most of the urbanized freeway system was either in place or in the advanced planning stages. This included IH 10 East, IH 45 North and the Eastex Freeway (US 59 North). Linder Kelly was replaced with IH 610 North Loop. Portions of Fulton Street north and south of IH 610 North were designated as needing additional street right-of-way for widening. Fulton Street south of Irvington to Hogan Street was also designated as needing additional street right-of-way for widening.

Few other changes occurred to the MTFP in this area, until 1996 when Patton was designated as a collector. Also in 1996, the section of Fulton Street north and south of IH 610 North was indicated as having sufficient street right-of-way. The 2007 MTFP has no changes from the 1996 plan, still indicating additional right-of-way needed for Fulton Street south of Irvington Street.



1942 MTFP



1964 MTFP

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1996 MTFP

2. Population & Employment Projections

Houston Galveston Area Council projects that over the next 30 years the population within a one mile area of the proposed MTFP amendment will increase by approximately 33.2% from 8.2 person / acre in 2005, to 10.9 person / acre in 2035. During this same period, the number of jobs are projected to increase from 8.5 to 12.9 (51.5%) and households from 3.0 to 4.0 (35.1%).

Boundary-Fulton	Year	Population (person/acre)	% Chg	Job (Job/acre)	% Chg	Household (HH/acre)	% Chg
	2005	8.2		8.5		3.0	
	2010	9.0	10.4%	9.4	10.2%	3.3	10.1%
	2015	9.7	8.0%	10.1	7.8%	3.5	7.7%
	2020	10.3	5.8%	10.8	7.1%	3.8	6.5%
	2025	10.5	2.2%	11.6	6.8%	3.9	2.7%
	2030	10.7	2.0%	12.2	5.7%	4.0	2.5%
	2035	10.9	1.4%	12.9	5.4%	4.0	1.6%
Change 2005 to 2035			33.2%		51.5%		35.1%
City of Houston Change			29.7%		45.9%		32.9%
City of Houston ETJ Change			54.0%		54.1%		62.2%

Source: H-GAC 2035 Regional Growth Forecast

Compiled by City of Houston Planning and Development Dept. May 2007 using buffer distance of 1 mile from proposed amendment and aggregated by grid cells for the target area.

Note: Population projections for household population only - does not include persons in group quarters.

3. Platting Activity

Over the last four and one-half years development activity in this general area where the METRO Boundary - Fulton MTFP amendment is being requested has been varied, with commercial and single family residential on public streets leading the way. This entire area is covered by existing neighborhoods within the Northside Village Super Neighborhood. Platting activity data shows that approximately 90 new residential units have been

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developed in 15 separate projects since 2004. We have seen both single family residential public streets developments, as well as, single family residential (type 2 PAE) private streets developments. 17 properties have been platted to commercial or unrestricted uses equating to 127 acres during this same time period.

Subdivision Plat Name	Approval Date	Key Map	Land Use	Ac	Lots	Units
Crosstimbers at Fulton Commerce Corner Subdivision	March 27, 2008	453K	Unrestricted	0.65	0	0
Cristina Jamaux Estates Subdivision	March 13, 2008	493C	SF Residential (public street)	0.13	2	0
Quitman Estates Subdivision	March 13, 2008	493C	SF Residential (public street)	0.11	3	0
Quitman Center Subdivision	January 17, 2008	493D	Unrestricted	1.37	0	0
Casa Garay Crosstimbers Subdivision	December 13, 2007	453K	Commercial	0.77	0	0
Metro Lofts at Eunice Subdivision	August 30, 2007	493c	SF Residential (public street)	0.11	3	0
Eunice Street Estates	May 24, 2007	493C	SF Residential (public street)	0.29	5	0
Embry Terrace Subdivision	March 15, 2007	493C	SF Residential (public street)	0.21	5	0
Wrightwood Garden Homes Subdivision	March 15, 2007	493C	SF Residential (public street)	0.36	5	0
B and G Shopping Center Subdivision	January 18, 2007	453F	Commercial	0.53	0	0
Houston Court Subdivision	January 4, 2007	493C	SF Residential (public street)	0.14	3	0
Sunset Heights Place Sec 2	December 14, 2006	453P	Commercial	1.43	0	0
Sunset Heights Place Sec 3 Subdivision	December 14, 2006	453P	Commercial	0.11	0	0
Academic Center of the Northline Campus of Northeast College Subdivision	November 30, 2006	453F	Public and Institutional	20.31	0	0
Campbell Ridge Estate Subdivision	November 30, 2006	493D	SF Residential (Type 2 PAE)	0.99	15	0
Mount Olive Subdivision	November 30, 2006	453P	Commercial	0.22	0	0
Pileco Subdivision	September 28, 2006	453F	Commercial	9.74	0	0
Boundary Townhomes Subdivision	August 3, 2006	493C	SF Residential (public street)	0.11	3	0
Morrison Street Addition Subdivision	July 6, 2006	493c	SF Residential (public street)	0.25	5	0
Northline Development GP	June 22, 2006	453K	General Plan	50.57	0	0
Northline Walmart Subdivision	June 22, 2006	453K	Unrestricted	19.53	0	0
North Main Townhomes	April 27, 2006	493C	SF Residential (public street)	0.44	10	0
Woodland Manor Subdivision	April 27, 2006	493C	Commercial	0.67	0	0
AAA Awning Subdivision	March 16, 2006	453F	Unrestricted	0.73	0	0
Northline Commons Subdivision	December 8, 2005	453K	Commercial	80.15	0	0
Beauchamp Street East Subdivision	November 17, 2005	493C	SF Residential (public street)	0.57	15	0
Glen Park Townhomes	October 6, 2005	493C	SF Residential (public street)	0.84	22	0
Lee Lamar Replacement School	July 14, 2005	493C	Public and Institutional	9.18	0	0
Roosevelt Reserve	April 21, 2005	453K	Commercial	0.25	0	0
Quitman Terrace	April 7, 2005	493C	SF Residential (public street)	0.25	6	0
Milagro in the Heights	February 10, 2005	453P	Commercial	0.99	0	0
Arandas Bakery-Airline	December 9, 2004	453F	Commercial	1.10	0	0
Airline Plaza Sec 1	July 22, 2004	453K	Commercial	8.86	0	0
Lara Estates	June 24, 2004	453F	Commercial	0.45	0	0
Quitman Townhomes Subdivision		493C	SF Residential (public street)	0.11	3	0

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4. Right-Of-Way Status

Most of the major thoroughfares and collectors in the area have been established for many years. As the area is redeveloped, right-of-way widening will be dedicated on a piece-meal basis by mostly private developers. A significant upgrade to the existing condition of pavement for the amendment area will be provided by METRO as a part of the transit system improvement. However, other than the provision of additional street right-of-way required for transit operations, widening of right-of-way will not be a part of the proposed improvements. The amount of right-of-way required may change from that currently indicated on the last City of Houston Street Hierarchy Table as shown below as a result of determination of specific requirements for the new Transit Corridor Street designation.

Street	From	To	Direction	Street Type	ROW (ft)	ROW Status
Quitman	North Freeway	N. Main	east-west	Thoroughfare	T-2-60	Sufficient width
Quitman	N. Main	Fulton	east-west	Thoroughfare	T-2-60	Sufficient width
Quitman	Fulton	Hardy Toll Road	east-west	Thoroughfare	T-2-60	Sufficient width
Hogan	North Freeway	N. Main	east-west	Major Collector	C-4-60	Sufficient width
Hogan	N. Main	Cochran	east-west	Major Collector	C-4-60	Sufficient width
Hogan	Cochran	Hardy Toll Road	east-west	Major Collector	C-4-60	Sufficient width
N. Main	Houston	Quitman	north-south	Thoroughfare	T-4-70	Sufficient width
N. Main	Quitman	Hogan	north-south	Thoroughfare	T-4-80	Sufficient width
N. Main	Hogan	IH 10	north-south	Thoroughfare	T-4-70	To be widened
Fulton	Hogan	Quitman	north-south	Thoroughfare	T-4-70	To be widened
Fulton	Quitman	Irvington	north-south	Thoroughfare	T-4-70	To be widened
Fulton	Irvington	Collingsworth	north-south	Thoroughfare	T-4-70	To be widened
Irvington	Fulton	Collingsworth	north-south	Thoroughfare	T-4-80	Sufficient width

5. Spacing

Initially, farm roads, property boundaries, and significant physical barriers dictated the location of major roads. With the advent of the freeway system in the early 1960s, free-flow access within this immediate area was limited to major freeway interchanges. The geographic area now bounded by IH 45 North, IH 610 North Loop, Hardy (now with the addition of a limited access Hardy Toll Road extension from IH 610 North Loop to US 59 near downtown), and IH 10 East has become somewhat isolated. The addition of an LRT line through this area will once again allow positive transportation alternatives. The existing mature major thoroughfare system in the area has a variety of spacing. A comparison of area major thoroughfare and collector spacing distances is provided in the table below.

Street	From	To	Direction	Street Type	Spacing
Quitman	North Freeway	N. Main	east-west	Thoroughfare	0.27
Quitman	N. Main	Fulton	east-west	Thoroughfare	0.25
Quitman	Fulton	Hardy Toll Road	east-west	Thoroughfare	0.52

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Hogan	North Freeway	N. Main	east-west	Major Collector	0.34
Hogan	N. Main	Cochran	east-west	Major Collector	0.45
Hogan	Cochran	Hardy Toll Road	east-west	Major Collector	0.23
N. Main	Houston	Quitman	north-south	Thoroughfare	0.84
N. Main	Quitman	Hogan	north-south	Thoroughfare	0.34
N. Main	Hogan	IH 10	north-south	Thoroughfare	0.63
Fulton	Hogan	Quitman	north-south	Thoroughfare	0.35
Fulton	Quitman	Irvington	north-south	Thoroughfare	0.63
Fulton	Irvington	Collingsworth	north-south	Thoroughfare	0.19
Irvington	Fulton	Collingsworth	north-south	Thoroughfare	0.12

6. Mobility

The 2010 and 2025 Congestion Mitigation Report produced by TEDSI indicates a Level of Service C and D along multiple intersections along Fulton.

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FULTON STREET LEVEL OF SERVICE

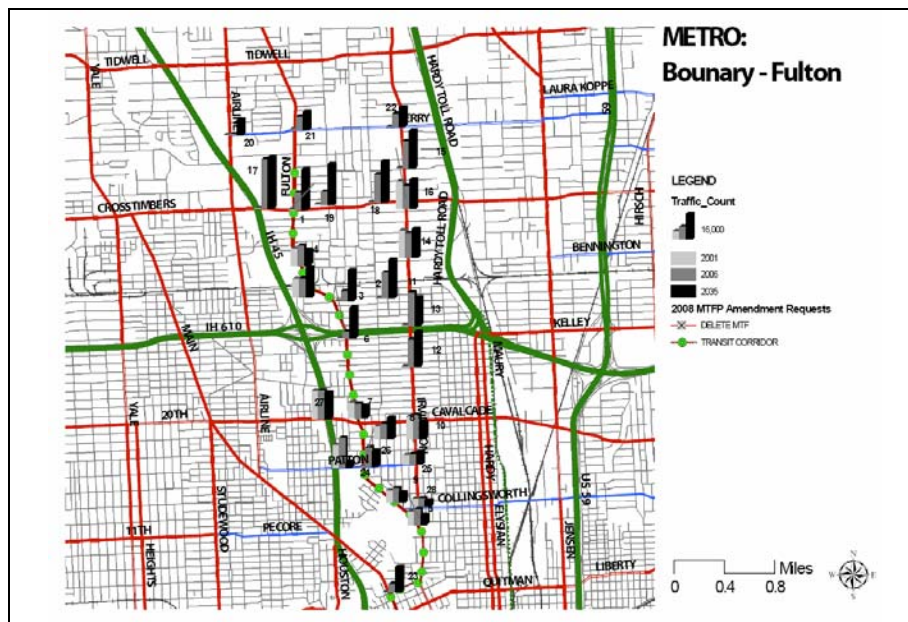
Intersection	2004		2010 (w/LRT construction)		2025 (after LRT construction)	
	AM	PM	AM	PM	AM	PM
Fulton Street/Boundary Street	A	B	C	C	C	C
Fulton Street/Halpren Street	A	A				
Fulton Street/Hays Street	A	A	C	B	C	C
Fulton Street/Irvington Boulevard	A	A	B	B	B	B
Fulton Street/Calvacade Street	B	C	D	D	C	D
Fulton Street/IH-610 South	B	C	B	D	B	D
Fulton Street/IH-610 North	B	A	D	B	D	C
Fulton Street/T.R. Roosevelt*	B	B	A	A	A	A
Fulton Street/Crosstimbers Street	C	C	C	C	D	D

*pedestrian crossing at elementary school

Source of Data:

2004 data from North Corridor FEIS (Dec. 2006)

2010 and 2025 data from Congestion Mitigation Report produced by TEDSI (Dec. 2007)



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Observation	Street Name	2001 Vehicles per Day*	2006 Vehicles per Day*	2035 Vehicles per Day **	Change (*01-'06)	2006 Level of Service***	2035 Level of Service***
1	FULTON	N/A	8120	25134	N/A	B	B
2	FULTON	N/A	5920	18886	N/A	A	B
3	FULTON	11288	11392	18336	0.9%	B	B
4	FULTON	10472	12240	9526	16.9%	B	A
5	FULTON	8208	9580	6114	16.7%	C	A
6	FULTON	N/A	4020	18886	N/A	A	B
7	FULTON	9472	8848	7550	-6.6%	B	A
8	FULTON	7928	9660	13586	21.8%	B	A
9	IRVINGTON BLVD	7640	9048	6730	18.4%	C	A
10	IRVINGTON BLVD	13848	15060	10840	8.8%	E	A
11	IRVINGTON BLVD	N/A	15728	23626	N/A	E	B
12	IRVINGTON BLVD	60	16600	21332	27566.7%	C	B
13	IRVINGTON BLVD	328	20552	17408	6165.9%	D	B
14	IRVINGTON BLVD	16752	15072	17836	-10.0%	C	B
15	IRVINGTON BLVD	168	16760	23234	9876.2%	C	B
16	IRVINGTON BLVD	16792	14032	17910	-16.4%	C	B
17	E CROSSTIMBERS	208	30260	31584	14448.1%	E	C
18	E CROSSTIMBERS	300	17312	25354	5670.7%	C	B
19	E CROSSTIMBERS	340	10640	24984	3029.4%	B	B
20	BERRY RD	80	648	9664	710.0%	A	B
21	BERRY RD	408	8300	11196	1934.3%	C	B
22	BERRY RD	N/A	8232	12194	N/A	C	B
23	BOUNDARY	N/A	5272	15810	N/A	B	A
24	PATTON	13940	18408	3760	32.1%	C	A
25	PATTON	5960	6740	8012	13.1%	A	A
26	PATTON	N/A	11900	9580	N/A	B	A
27	W CAVALCADE ST	17152	17392	16042	1.4%	C	B
28	COLLINGSWORTH	4568	4940	3646	8.1%	B	A

Source: * 24 Hour Saturation Counts, H-GAC, 2001, 2006

** 2035 traffic forecast, H-GAC, 2006

Compiled by City of Houston Planning and Development Dept. May 2008 using adjacent Major Thoroughfare and Collector streets from proposed amendment and aggregated by traffic observations.

*** Calculated by taking the peak hour flow (10% of Vehicles per Day) and dividing by the number of lanes of the roadway, and then applying the result to the following scale to assign the level-of-service: A: 0-199, B: 200-349, C: 350-499, D:500-649, E: 650-799, F: 800 or more (MTFP Policy Statement, Planning & Development Department, City of Houston)

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