

# RECOMMENDATION REPORT

## H: Reed Road

**APPLICANT:** City of Houston Parks and Recreation Department

**LAMBERT:** 5553  
**JURISDICTION:** City of Houston

**PRECINCT:** Harris County Pct. 1  
**DISTRICT:** City Council District I

### **PROPOSAL:**

The City of Houston Parks and Recreation Department (HPARD) is requesting the deletion of major thoroughfare Reed Road between Mykawa Road and Bellfort Avenue on the Major Thoroughfare and Freeway Plan (MTFP).

### **APPLICANT'S JUSTIFICATION and HISTORY:**

Houston Parks and Recreation Department (HPARD) is requesting the deletion of major thoroughfare Reed Road between Mykawa Road and Bellfort Avenue, due to the impact that an extension of the major thoroughfare through Stuart Park would have on the park and its recently completed improvements.

Reed Road, between Mykawa Road to Bellfort Avenue, was added to the MTFP in 1942. Since that time, it has remained classified as a four-lane, 80 ft. right-of-way (ROW) major thoroughfare (T-4-80). The existing roadway extends 1.25 miles from Hemingway Drive to Crosswell Street through a single-family residential community. East of Hemingway Drive, the MTFP calls for Reed Road to extend an additional 0.3 mile to Bellfort Street by crossing through City of Houston owned Stuart Park. West of Crosswell Street, the MTFP calls for Reed Road to connect to Mykawa Road via a proposed crossing of the existing Burlington Northern and Santa Fe (BNSF) railroad. Further west of Mykawa Road, Reed Road is proposed to extend an additional 0.75 mile, crossing through Law Park before ultimately connecting with existing Reed Road at Crestmont Street. Were all of the proposed connections currently shown on the MTFP to be completed, Reed Road would extend for a total of 6.7 miles between Almeda Road and Bellfort Avenue.

Stuart Park is a 27.14 acre park in Council District I. In 2007, HPARD was awarded a grant from the Texas Parks and Wildlife Department for park improvements for passive recreation and nature appreciation including bird-watching, gardening, picnicking, hiking, and canoeing/kayaking. Other project partners included Harris County Precinct one for trail development and TCEQ Galveston Bay Estuary Program, US Fish and Wildlife Services and KBR for habitat improvements. Stuart Park not only serves the adjoining residential communities, but also serves as a convenient location for field trips for students from the many elementary, middle and high schools within a three mile radius.

The section of Reed Road on the MTFP from Mykawa Road to Bellfort Street is a short segment of the overall Reed Road major thoroughfare. The applicant believes that an extension of the major thoroughfare through Stuart Park would have a negative impact on the improvements to the park and existing trail network, and that the deletion of the major thoroughfare would have little, if any, impact on future traffic circulation in the amendment area.

# RECOMMENDATION REPORT

## STAFF RECOMMENDATION:

**APPROVE** the applicant's amendment request to delete major thoroughfare Reed Road between Mykawa Road and Bellfort Avenue from the MTFP.

### Justification:

Major thoroughfare Reed Road is currently shown on the MTFP with a future connection to Bellfort Avenue by bisecting Stuart Park. HPARD has stated that a major thoroughfare extension through the park would significantly impact recent investments in park trails, existing wildlife habitats, and the overall park setting. On the west side of Reed Road, a future connection to Mykawa Road would likely prove to be cost prohibitive and would have a detrimental impact to surrounding private properties. If a connection to Mykawa were to be made, some properties would likely need to be acquired to provide the infrastructure needed for an elevated crossing of the at-grade BNSF railroad, which P&D staff is not in favor of. Additionally, travel demand modeling (TDM) completed for P&D staff by the Houston-Galveston Area Council projects that the extensions of the Reed Road major thoroughfare are not needed to provide adequate mobility in the amendment area, as parallel major thoroughfares are providing adequate mobility service currently. Projected traffic counts from the TDM analysis shows that the amount of traffic the proposed thoroughfare would carry would be insignificant (5,000 to 6,000 average daily traffic) and would likely not justify the high cost of the infrastructure investment needed to cross the rail line.

For these reasons, P&D staff recommends that the Planning Commission approve the applicant's request to delete the major thoroughfare classification of Reed Road between Mykawa Road and Bellfort Avenue.

## STAFF ANALYSIS:

### Population & Employment Projections:

A demographic analysis using Houston-Galveston Area Council (HGAC) projections was conducted for the area surrounding the Reed Road MTFP amendment proposal. The population in this area is forecast to grow slightly, from a population of approximately 17,736 in 2016 to a projected population of 19,822 by 2040. Employment in the area is projected to remain low when compared to population and remain stable, with a slight projected growth from approximately 3,041 jobs in 2016 to approximately 3,132 jobs by 2040. Based on these projections and the mostly built-out residential subdivisions within the amendment area, it can be assumed that this area will likely retain its existing single-family residential character and that any additional development will not substantially increase the population or employment in the area.

Year	Population	Population Density (Persons/Acre)	% Change	Jobs	Job Density (Jobs/Acre)	% Change
2016	17,736	5.23	-	3,041	0.90	-
2020	17,869	5.27	0.75%	3,122	0.92	2.66%
2030	18,700	5.52	4.65%	3,172	0.94	1.60%
2040	19,822	5.85	6.00%	3,132	0.92	-1.26%
<b>Change (2016 to 2040)</b>	<b>2,086</b>	<b>0.62</b>	<b>11.76%</b>	<b>91</b>	<b>0.03</b>	<b>2.99%</b>

# RECOMMENDATION REPORT

<b>COH change (2016 to 2040)</b>	806,405	1.88	35.01%	582,120	1.36	30.83%
<b>COH ETJ change (2016 to 2040)</b>	773,457	1.03	34.96%	336,028	0.45	51.12%

Source: 2016-2040 Demographic Projections by H-GAC

Data represents population, jobs, and households in 11 Traffic Analysis Zones (TAZ) encompassing approximately 3,389 acres around the proposed amendment.

## **Land-Use & Platting Activity**

The north side of existing Reed Road between Crosswell Street and Hemingway Drive is bordered by almost exclusively single-family residential properties, which take direct access from Reed Road. The only non-residential land-use is Our Lady of Mount Carmel Church and Jesuit Cristo Rey High School. To the south of Reed Road is Sims Bayou. Stuart Park is located along proposed Reed Road before the proposed connection to Belfort Avenue. West of Mykawa Road is Law Park. The area surrounding Reed Road, both north and south of the bayou, is primarily made up of single-family residential subdivisions, with some existing commercial development along Belfort Avenue.

There has been no recent platting activity along Reed Road. The only recent plats in the surrounding area are Volunteers of America CHL Belfort Street and Universal Church of God in Christ, both unrestricted reserves.

GP or Subdivision Plat Name	PC Action Date	Land Use	Property Size (acres)	Lots
Volunteers of America CHL Belfort Street	4/14/2016	Unrestricted reserve	7	0
Universal Church of God in Christ	5/25/2017	Unrestricted reserve	0.3	1

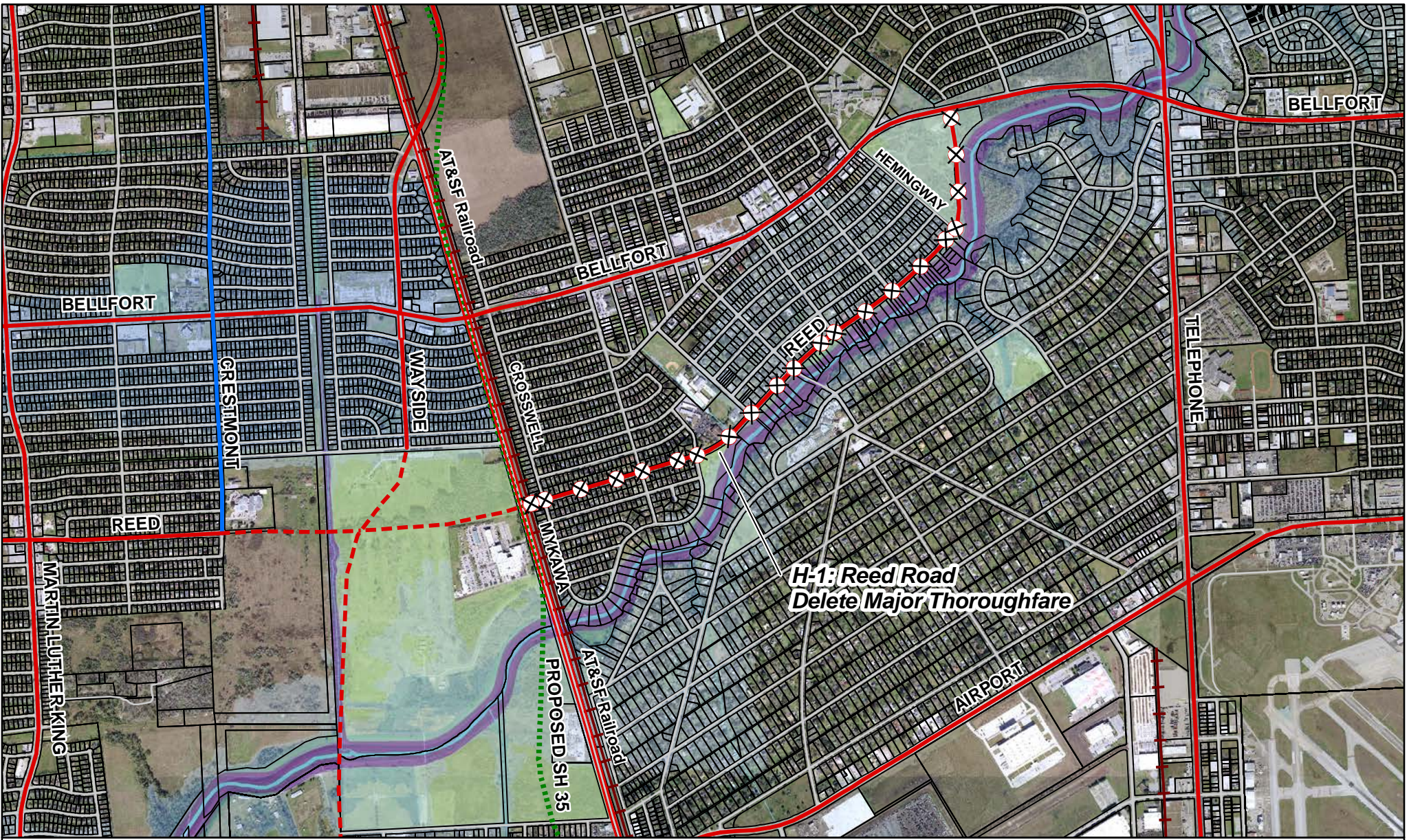
## **Right-of-Way (ROW) Status:**

Existing Reed Road between Crosswell Street and Hemingway Drive has a right-of-way (ROW) width of 80 feet. There is no existing ROW for the proposed connections shown on the current MTFP, which includes the proposed connection north/east to Belfort Avenue and west to Mykawa Road.

# RECOMMENDATION REPORT

**Spacing:**





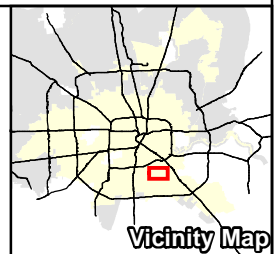
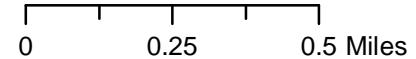
## H-1: Reed Road | 2017 Major Thoroughfare and Freeway Plan Amendment Request

### 2017 MTFP Amendment

- |         |     |            |              |     |
|---------|-----|------------|--------------|-----|
| Add     | —●— | Reclassify | Street Class | —■— |
| Realign | —○— |            | ROW Width    | —▲— |
| Remove  | —X— |            | No. Lanes    | —◆— |

### 2016 MTFP

- |                         |     |              |     |
|-------------------------|-----|--------------|-----|
| Freeway                 | —■— | Local Street | —   |
| Major Thoroughfare      | —■— | Railroad     | —+— |
| Major Collector         | —■— | Waterway     | —   |
| Minor Collector         | —■— | Park         | ■   |
| Transit Corridor Street | —■— |              |     |



Vicinity Map