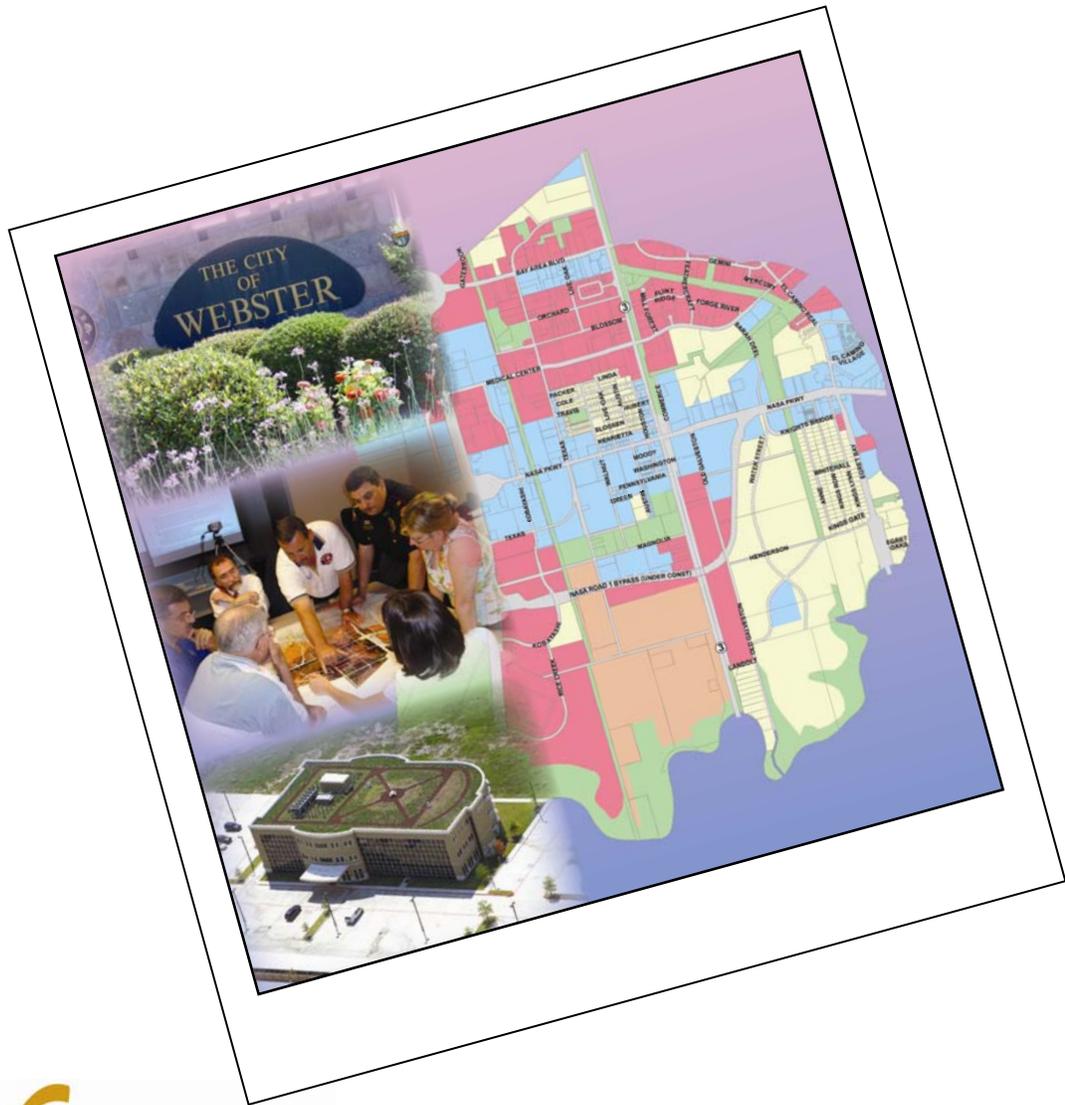


Webster

Comprehensive Plan



WilburSmith
ASSOCIATES

In Association with:

Butler Planning Services
IPS Group
JMC Planning
Webb Architects

Acknowledgments

City Council

Mayor Floyd H. Myers
Council Member Melvin Ellis
Council Member Beverly Gaines
Council Member Mel Donehue

Council Member Steve Waltz
Council Member Natalie Dolan
Council Member Donna Rogers

Planning and Zoning Commission

Leo Waltz, Chairman
Frank Moreno
Troy Stewart

Keith Tucker
Marlene Eakman-Herbst

Plan Advisory Committee

Roger Bornstein
Linda Shead
Beverly Gaines
David Myers
Bob Douglas

Melvin Ellis
Kathy Pritchard
Keith Tucker
Jeff Mickler
Leo Waltz

City Staff

Wayne Sabo, City Manager
Jim Williams, Community Development
Director
Travis Tanner, AICP, City Planner,
Project Manager
Holland Leger, AICP, Former City
Planner, Project Manager

Dr. Betsy Giusto, Economic
Development Director
Richard Parkin, GIS Specialist
Jeff Johnson, Information Technology
Coordinator
Mary Fox, Administrative Coordinator
Michael W. Jez, Former City Manager

Consultant Team

Wilbur Smith Associates
Butler Planning Services
IPS Group
JMC Planning
Webb Architects



Table of Contents

Introduction	1
Comprehensive Plan Purpose.....	1
Authority to Plan.....	1
Relationship to Other Plans and Studies.....	2
Maintaining the Plan	2
Planning Process	3
Guiding Principles	4
Community Profile	5
Regional Setting.....	5
History.....	5
Population.....	6
Economy.....	8
Land Use	12
Existing Land Use Composition.....	12
Key Issues.....	14
Future Land Use Plan.....	14
Parks and Recreation.....	14
Transportation	16
Year 2006 Traffic Volumes and Level-of-Service.....	16
Projected Year 2025 Traffic Volumes and Level-of-Service.....	18
Future Thoroughfare Plan.....	20
Sidewalk Plan	23
Connectivity.....	23
Enhancement	25
Goals and Policies	26
Land Use	26
Transportation	26
Enhancement	27



Tables and Figures

Tables

Table 1: Historical Population Growth.....	6
Table 2: Population Estimates 2000-2006.....	6
Table 3: New Residential Construction 2000-2007.....	7
Table 4: Existing Land Use Composition.....	12

Figures

Figure 1: 2025 Population Projection.....	7
Figure 2: Public Facilities.....	11
Figure 3: Existing Land Use.....	13
Figure 4: Future Land Use Plan.....	15
Figure 5: Level-of-Service Descriptions.....	16
Figure 6: 2006 Traffic Volumes and Level-of-Service.....	17
Figure 7: 2025 Traffic Volumes and Level-of-Service.....	19
Figure 8: Major Arterial Cross Section.....	20
Figure 9: Minor Arterial Cross Section.....	20
Figure 10: Major Collector Cross Section.....	21
Figure 11: Minor Collector Cross Section.....	21
Figure 12: Future Thoroughfare Plan.....	22
Figure 13: Sidewalk Plan.....	23
Figure 14: Connections.....	24

Introduction

Comprehensive Plan Purpose

The Comprehensive Plan is an official public document that serves as the guide for policy decisions relating to the physical, social, and economic growth of the community. Developed in a multi-stage process, it provides the guiding principles and actions necessary to direct the City's progress over the next twenty years. In planning for its future, the City of Webster prepared its Comprehensive Plan with the assistance of the Wilbur Smith Associates team.



The Webster Comprehensive Plan, developed with the participation of community leaders and citizens, provides a long-term vision for the future.

The Plan begins with an assessment of the current conditions in the City, looking at its physical character, demographics, existing land uses, transportation network, and plans for the future. A set of Guiding Principles, were then developed with the Comprehensive Plan Advisory Committee to guide the planning process and establish the community's long-term goals.

A Comprehensive Plan allows a city to proactively manage its growth and development based on the vision of the community rather than reacting to development proposals on a case by case basis. The Plan provides a series

of actions that aim to guide the City in administering development regulations and in guiding reinvestment and redevelopment efforts. The Plan also provides a means of coordinating the actions of many different City departments and divisions.

The Future Land Use Map, an essential part of the Comprehensive Plan, provides the "blueprint" for future growth. The Future Land Use Map is not a zoning map; however, the City's zoning ordinance should be in accordance with the Comprehensive Plan. The Plan becomes the legal means of support for the Planning and Zoning Commission to allow or refuse a zoning change or development. Should the zoning change or proposed land use not be in accordance with the Comprehensive Plan and the Commission feels that the change would be in the best interest of the City, the Comprehensive Plan would have to be revised through public process to reflect proposed changes.

Authority to Plan

Though Texas state law does not require all municipalities to maintain a comprehensive plan, cities that adopt zoning regulations must do so "in accordance with a comprehensive plan" (Texas Local Government Code § 211.004).

Introduction

For purposes of “promoting public health, safety and welfare,” the Texas Local Government Code indicates that a comprehensive plan may:

- Include, but is not limited to, provisions on land use, transportation, and public facilities
- Consist of a single plan or a coordinated set of plans organized by subject and geographic area
- Be used to coordinate and guide the establishment of development regulations (§213.002).

Relationship to Other Plans and Studies

The Comprehensive Plan is broad in nature, covering a range of topics over a 20 year period. As a result, it is not intended to replace topic specific plans, but rather act as an umbrella document that incorporates the key findings and recommendations of various plans and studies. This Comprehensive Plan also serves as an update to the previous Plan that was adopted by the City in 2001. By updating the Plan, the City is able to maintain the overarching vision of the previous Plan while incorporating current data and trends into the document. The updated Plan also represents an effort to simplify the document in order to make it more user-friendly for local officials, developers, City staff, and the general public.

A major recommendation from the 2001 Comprehensive Plan was to improve the aesthetics of key gateways and corridors within the City. During the Comprehensive Plan update, the City took the opportunity to also study the revitalization opportunities for the NASA Parkway. Through a joint planning process, the Advisory Committee was able to apply the Comprehensive Plan Guiding Principles to the NASA Parkway corridor. This provided a more targeted approach to achieving the city’s enhancement objectives and also demonstrated how broad guidelines from the Comprehensive Plan can be used to identify specific recommendations in a targeted geographic area. The NASA Parkway Revitalization Plan is an example of a stand-alone document that achieves the overall vision of the Comprehensive Plan in an important City corridor.

Maintaining the Plan

The Comprehensive Plan is the principal part of the City’s overall, ongoing long range planning process. Adoption of the Comprehensive Plan by the City Council represents an important step toward achieving the City’s goals and actions. The Plan is not a static document, but a continuous process to gather and evaluate information and to make informed decisions based upon constantly changing conditions. The Plan should be regularly reviewed, revised, and updated as needed to maintain its applicability to current conditions and established priorities. At a minimum, the entire Plan should be revisited every five years to ensure that it continues to reflect the true values and direction of the community. While Webster’s Comprehensive Plan should be flexible enough to respond to changing needs, the community should remain steadfast in its vision and support for the Guiding Principles contained in the Plan.

Planning Process

The Webster Comprehensive Plan was developed with the hands-on participation of an Advisory Committee. The Committee was comprised of a variety of stakeholders including residents, City staff, business owners, and elected officials. These participants were involved in a thorough process of identifying issues, discussing alternatives and solutions, and determining needs and priorities. The result of this input is a Comprehensive Plan that truly reflects the goals and values of the community.

The planning process does not end with the completion of the Comprehensive Plan document. The next stage of implementation is often the most difficult because it calls on the City to bridge the gap between future vision and day-to-day reality. This requires the cooperation and commitment of many stakeholders, whose specific roles are described below.

City Council

- Use the Plan and its Action Plan as a guide for the annual budget process and Capital Improvements Program.
- Reference the Plan when making decisions on proposed development projects.

Planning Commission

- Reference the Plan when making decisions on proposed development projects.
- Prepare a Comprehensive Plan annual report that highlights implementation activities and successes, and proposes amendments when necessary.

City Staff

- Use the Plan and its Action Plan to guide annual work plans for relevant departments.
- Distribute the Plan to development applicants at pre-development meetings.
- Evaluate development proposals on their general conformity with the Plan and include this in the staff report to the Planning and Zoning Commission and City Council.
- Ensure that the Plan is current by initiating necessary amendments and updates to the Plan.

The Private Sector

- Read the Plan to understand the City's goals and vision for future development and business expansion.
- Cooperate with the City in ensuring that proposed development projects conform with the Plan.

Residents

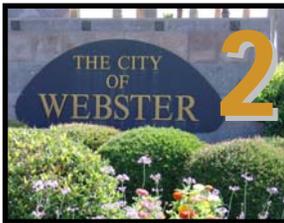
- Show support for development projects that uphold the principles of the Comprehensive Plan.
- Stay engaged by volunteering for City committees and programs that are related to the Comprehensive Plan.

Guiding Principles

The six Guiding Principles presented below were developed and endorsed by the Advisory Committee. Together the Guiding Principles represent a future vision for Webster that can be achieved by implementing the Comprehensive Plan. The Principles provided direction throughout the comprehensive planning process, and from this point forward should guide daily decisions that impact Webster's future.



Webster is a vibrant economically diverse business-friendly hub, leveraging location and access to the important resources of the region.



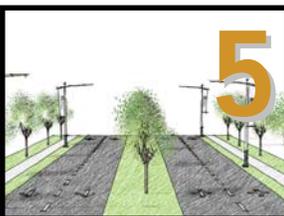
Webster offers a home-town welcome to citizens and visitors alike.



Webster will promote livability and accessibility that comfortably supports higher density and mixed use neighborhoods.



Webster will continue to be a safe, clean, and attractive place.



Webster will encourage efficiency in both mobility and urban form towards walkability, quality places, and a memorable community.



Webster will embrace sustainability to create an eco-friendly, healthy, and marketable city and environment.

Community Profile

The Community Profile provides an introduction to the City, documenting existing conditions and characteristics. An important component of this element is the Year 2025 projected population, which is estimated to be just over 14,000 people.

Regional Setting

Webster is located in Harris County on the Texas Gulf Coast, southeast of Houston and 24 miles northwest of Galveston. Located along Interstate 45 (IH 45), the City is bordered by Houston on the north, League City on the south, Friendswood on west, and Nassau Bay on the east. Webster is centrally located within the Houston-Galveston metropolitan area and the larger communities of the Clear Lake area, Galveston, and League City. The City serves as a gateway to NASA's Johnson Space Center and the entire Galveston Bay Area.

History

In 1879, James W. Webster brought a group of English colonists to an area subsequently called Websterville on the Galveston, Houston, and Henderson Railroad. The colonists established a settlement called Garden Town located northeast of Bay Area Boulevard and the railroad tracks which parallel State Highway 3 (SH3). By 1882, the town established its first post office. James Thompson who was the postmaster, Justice of the Peace, and Notary Public – established one of the earliest businesses in the town, a grocery store. In 1892, Thompson moved his home, post office, and grocery store to what is now known as Webster, at which point the town's name was officially changed. Mrs. Allen, daughter of James Thompson, established the first school. In 1892, the first church, Union Sunday School, was formed in the school house and in 1894 Webster Community Church was formed with 17 charter members. The town was incorporated in 1958.

The Japanese have played an important role in Webster's heritage. Japanese settlement in Webster began in 1903 when Seito Saibara came to Texas to advise farmers on the cultivation of rice. Soon after, Mitsutaro Kobayashi and Yonekichi Kagawa also came to

Key Facts

- The Census 2006 estimated population was 9,930
- Webster's 2025 population projection is 14,073 persons
- The addition of Edgewater, Webster's first master planned community, will have a significant impact on residential growth in coming years
- The population is very young with a median age of 29
- 31% of the population have a Bachelor's or graduate degree
- 75% of the housing stock is renter occupied
- Median household income is \$42,385, which is higher than county and state figures
- Webster's central location between Houston and Galveston creates a regional retail trade area of over three million residents
- Retail, aerospace, medical and hospitality are key commercial sectors in Webster

Community Profile

Webster as did many other Japanese. Today, many of their descendants live in the greater Houston area.

Population

An understanding of existing population characteristics and anticipated growth helps the City address the resulting demands on land use, infrastructure, and community facilities and services. It should be noted that although Webster's 2008 population is estimated to be 10,900 residents, the City has a much larger daytime population due to the significant number of businesses in the City. The City also experiences high volumes of traffic as Webster serves as the gateway to NASA's Johnson Space Center and the entire Bay Area. The larger daytime population and high traffic volumes are significant factors in determining the anticipated growth and the resulting demands on the community and its facilities and services.

Table 1: Historical Population Growth

Year	Population	Percent Change	Annual Growth Rate
1960	329		
1970	2,231	578.1%	21.1%
1980	2,405	7.8%	0.8%
1990	4,678	94.5%	6.9%
2000	9,083	94.2%	6.9%

Source: US Census

Table 2: Population Estimates 2000-2006

Year	Population	Percent Change
2000	9,083	
2001	9,188	1.2%
2002	9,250	0.7%
2003	9,053	-2.1%
2004	8,867	-2.1%
2005	8,762	-1.2%
2006	9,930	13.3

Source: US Census

occupied, Webster may have lost population as renters moved out of the community and purchased homes. This cycle has since begun to turn around and Webster is once again experiencing healthy population growth.

Historical Population

Webster's population growth from 1960 to 2000 is presented in Table 1 along with the overall growth rate and annual growth rate for each decade. The greatest growth in Webster occurred between 1960 and 1970, when the community grew almost six times its size. Since then, the City has experienced significant population growth, particularly in the last twenty years. From 1980 to 1990, and from 1990 to 2000, the City almost doubled its size in each decade.

Table 2 presents the Census annual population estimates for the City of Webster from 2000-2006. The Census shows an overall population increase from 2000 to 2006, but declining population in Webster from 2003-2005. This period of population decline corresponds with a boom in the single-family housing market that was partially due to low-interest loan rates. As a community that is predominantly renter-

Community Profile

Table 3: New Residential Construction 2000-2007

Year	Buildings	Units
2000	10	10
2001	6	6
2002	30	30
2003	24	24
2004	19	19
2005	47	609
2006	5	5
2007	30	415
TOTAL	171	1,118

Source: US Census

2008 Population Estimate

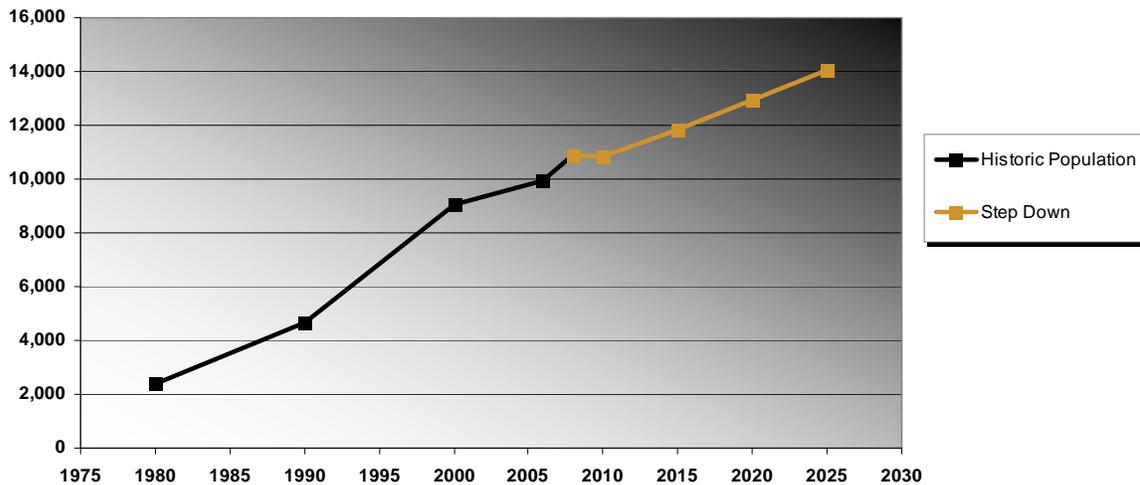
The current population estimate for the City of Webster takes into account recent residential growth in the area since 2000 based on available building permit data. According to the US Census, Webster added 1,118 new residential housing units from 2000 to 2007 (shown in Table 3). This information was used along with the average household size (2.14 persons) and housing vacancy rate (13%) from the 2000 Census to calculate the 2008 population estimate. Based on these assumptions, Webster's 2008 population is estimated to be approximately **10,900**.

In addition, it should be noted that this estimate is based on residential construction data obtained through the US Census and only includes additions through 2007. Since then, construction has begun on the Edgewater master planned community. This development will result in approximately 1,814 new residential units when complete. At full occupancy, the Edgewater development could add approximately 3,800 residents.

2025 Population Projection

Webster's 2025 population was estimated using a "step-down" method, which takes into account the City's proportional relationship to Harris County's population. Using population projections for Harris County provided by the Texas State Data Center's 2000-2004 Scenario, the step-down method results in a 2025 population estimate of **14,073**. Figure 1 illustrates Webster's projected 2025 population.

Figure 1: 2025 Population Projection



Source: US Census 2000; Texas State Data Center, 2008; Wilbur Smith Associates, 2008



Community Profile

Economy

The City of Webster is the central business district of Clear Lake with over 60 percent of the City's land dedicated to commercial uses. During the past decade, Webster has become renowned as the retail, dining, and entertainment capital of Bay Area Houston, the medical center of the south and the aerospace capital of the southwest. Webster's strategic location, key industry sectors, super-regional market, and business-friendly credo contribute to the City's commercial vibrancy.

Retail

Webster's retail stronghold is predicated upon its central location—midway between downtown Houston and Galveston—with exposure and access along key corridors, such as IH 45, Bay Area Boulevard, NASA Parkway, Magnolia Avenue, and SH 3. Webster's trade area is considered to be “super-regional,” consisting of more than 3.2 million people.

Webster has literally paved the way for retail projects through its Economic Development Corporation, established in 1999, to facilitate significant infrastructure. Webster's retail strength is illustrated by featuring some of the top-performing stores within the entire Houston Metropolitan Statistical Area. According to the City's Economic Development Department, Webster's Hooters restaurant is the top performing store in the United States and number four in the world. Webster's Cheddars Casual Café is the number two store in the chain, outperforming more than 60 stores in the United States.

Webster enjoys being at the top in the commercial arena. Academy Sports and Outdoors built its largest Texas store in Webster, and Fry's



Webster's location between Houston and Galveston and access to key transportation corridors provide a “super-regional” trade area of 3.2 million people. This allows the City to attract a wide range of successful retailers.



Academy chose Webster for the site of its largest Texas store.

Community Profile

Electronics, with its International Space Station theme, is the largest electronics destination in the region. Main Event, a 65,000 square foot family entertainment venue, touts Webster as its number one location, outperforming stores in Austin, Plano, and the Woodlands. From Barnes and Noble to Bed, Bath and Beyond to Stein-Mart, Webster features the demographics that propel many of its retailers to the top.

Webster's tourism partner, Space Center Houston, NASA's official visitors' center, accounts for a significant visitor population that shops, dines, stays, and plays in the City. More than 3 million visitors land in the Webster market annually. Webster's retail stronghold is derived from its excellent mix of industry sectors, including tourism, medical, aerospace, office, and higher education, in conjunction with its strategic positioning in the nucleus of Clear Lake.

Medical

For the past decade, Webster's emergence as the medical center of the south has been fueled by impressive, new, state-of-the-art facilities, with more than 2,200 renowned physicians who perform comprehensive procedures and services for a growing service area population. According to the City's Economic Development Department, Webster's medical center accommodates 1.5 million patients annually, and that number is expected to double when St. Luke's Clear Lake Hospital opens in 2011.



Webster is home to many leading medical facilities, including this LEED certified office building. This is the first "green" medical facility in the region.

Webster's position as the "medical center of the south" is solidified by four essential components: 1) unprecedented residential growth within a 15-mile radius; 2) established medical facilities and physician base; 3) new and expanding medical facilities; and 4) convenience and mobility.

Webster's Medical Center encompasses a two-mile radius spanning NASA Parkway, Texas Avenue, Blossom, Orchard, Medical Center Boulevard, and SH 3. The entire district is easily navigable with free parking and patient-friendly access.

Aerospace

While NASA's Johnson Space Center is in Webster's back yard, just four miles east of IH 45 along NASA Parkway, Webster is home to top aerospace companies. United Space Alliance, Lockheed Martin, Boeing, Raytheon, and Ad Astra Rocket Company have a significant presence in the City. From the early Gemini, Apollo, and Skylab projects to today's international Space Station and Space Shuttle programs and to tomorrow's Orion Exploration Vehicle, JSC leads NASA's human space exploration initiative.

Community Profile

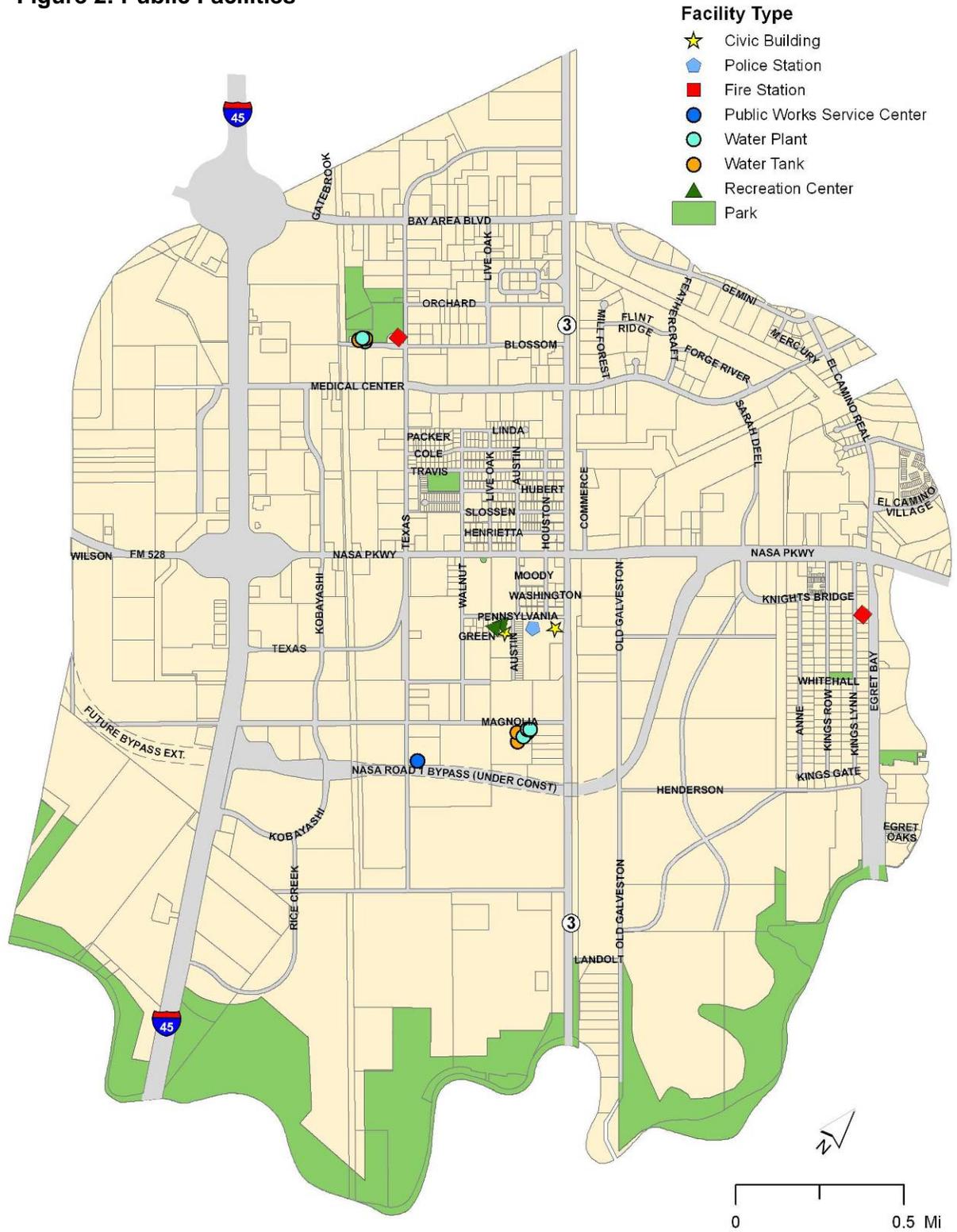
Johnson Space Center, NASA Mission Control, and United States Human Space Exploration activities account for more than 17,000 jobs with more than \$2.5 billion in personal income, a highly-educated workforce, and strong community partnerships. Lockheed Martin Corporation was awarded the contract to design, develop, and build Orion, NASA's shuttle successor. The Orion contract is valued at \$4.2 billion and is expected to create 1,100 jobs for the Webster area. JSC administers over \$4 billion in federal aerospace contracts annually.



Within close proximity to NASA's Johnson Space Center, Webster has been a long-standing center of the aerospace industry.

Community Profile

Figure 2: Public Facilities



Land Use

The Land Use element of the Webster Comprehensive Plan analyzes existing development patterns to identify key issues that should be addressed as the City grows. An important component of this section includes the Future Land Use Plan, which represents the desired land use pattern for the City. As a general guide for future growth and development, the Future Land Use Plan is based on the Comprehensive Plan Guiding Principles as well as other factors such as existing land use mix, environmental constraints, and the transportation network.

Existing Land Use Composition

The City of Webster occupies a land area of approximately 4,200 acres or 6.5 square miles. Webster is surrounded completely by the cities of League City, Friendswood, Houston, and Nassau Bay and therefore does not have its own extra-territorial jurisdiction (ETJ). Though this limits the City's ability to expand its boundaries physically, Webster has room to grow through the development of vacant land and redevelopment of underutilized parcels.

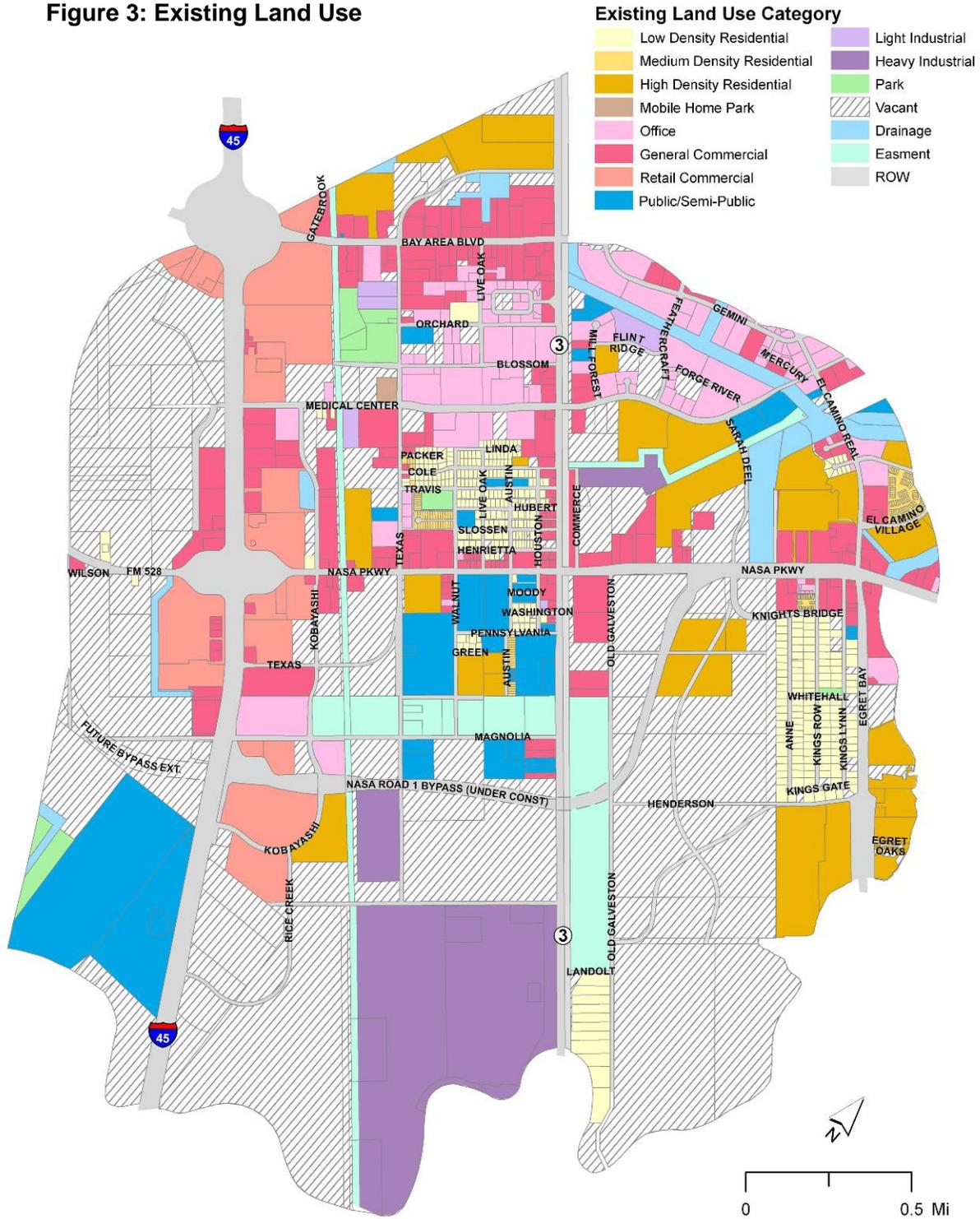
Table 4: Existing Land Use Composition

Land Use Category	Acres	Percent of City Limits	Percent of Developed Land Uses
Developed Land Uses			
Low Density Residential	144.7	3.4%	7.8%
Med Density Residential	18.7	0.4%	1.0%
High Density Residential	305.3	7.2%	16.5%
Mobile Home	2.9	0.1%	0.2%
Office	221.2	5.2%	12.0%
General Commercial	350.6	8.2%	19.0%
Retail Commercial	219.8	5.2%	11.9%
Light Industrial	17.5	0.4%	0.9%
Heavy Industrial	286.7	6.7%	15.5%
Public/Semi-Public	248.7	5.8%	13.4%
Park	33.5	0.8%	1.8%
Total Developed	1849.5	43.4%	100.0%
Undeveloped Land Uses			
Drainage	91.6	2.1%	-
Easements	162.6	3.8%	-
ROW	649.8	15.2%	-
Vacant	1509.7	35.4%	-
Total Undeveloped Land Uses	2413.7	56.6%	-
TOTAL Acres in City Limits	4263.2	-	-

As a regional hub for retail, medical services, and the aeronautical industry, Webster's land use composition is largely composed of commercial and industrial uses. The City's residential land base currently accounts for only 26% of developed land. The development of Edgewater, a new 538-acre master planned community, will significantly increase the total residential acreage in the City when it is completed. The City's existing land use composition is displayed in Table 4.

Land Use

Figure 3: Existing Land Use



Land Use

Key Issues

During the Comprehensive Planning process the following key land use issues were identified through discussions with the Advisory Committee and key stakeholders.

- Industrial uses should not be encouraged in the “core” of the community. These should be located further south.
- Clear Creek is an amenity that should be used to preserve valuable open space in the community as well as provide a connection for pedestrians and cyclists.
- Appearance of commercial buildings, especially along key corridors such as NASA Parkway, should be improved.
- Mixed use development should be explored as an opportunity to create walkable areas that are vibrant and welcoming.

Future Land Use Plan

The Future Land Use Plan (Figure 4) provides a general guide for the desired type and location of development in Webster. The land use designations are not intended to be rigid, nor should they be mistaken for zoning or zoning district boundaries. However, the Future Land Use Plan does establish the legal foundation and policy basis for various implementation tools such as the zoning ordinance and subdivision regulations. As an illustration of the community’s future vision for development, City regulations, incentives, and daily decisions should be generally consistent with the Future Land Use Plan. Land use categories are defined below:

- Residential – single-family residential, multi-family residential, and other residential types such as townhomes;
- Commercial – all commercial types; includes most other categories that are not residential, including institutional, retail, and office; excludes industrial;
- Mixed Use 1 – all categories of use except industrial, including retail, office, hospitality, and restaurants;
- Mixed Use 2 – industrial, retail, and office;
- Open Space – parks, recreation, and working landscapes such as golf courses;
- ROW – public rights-of-way dedicated for streets, sidewalks, trails, and floodways.

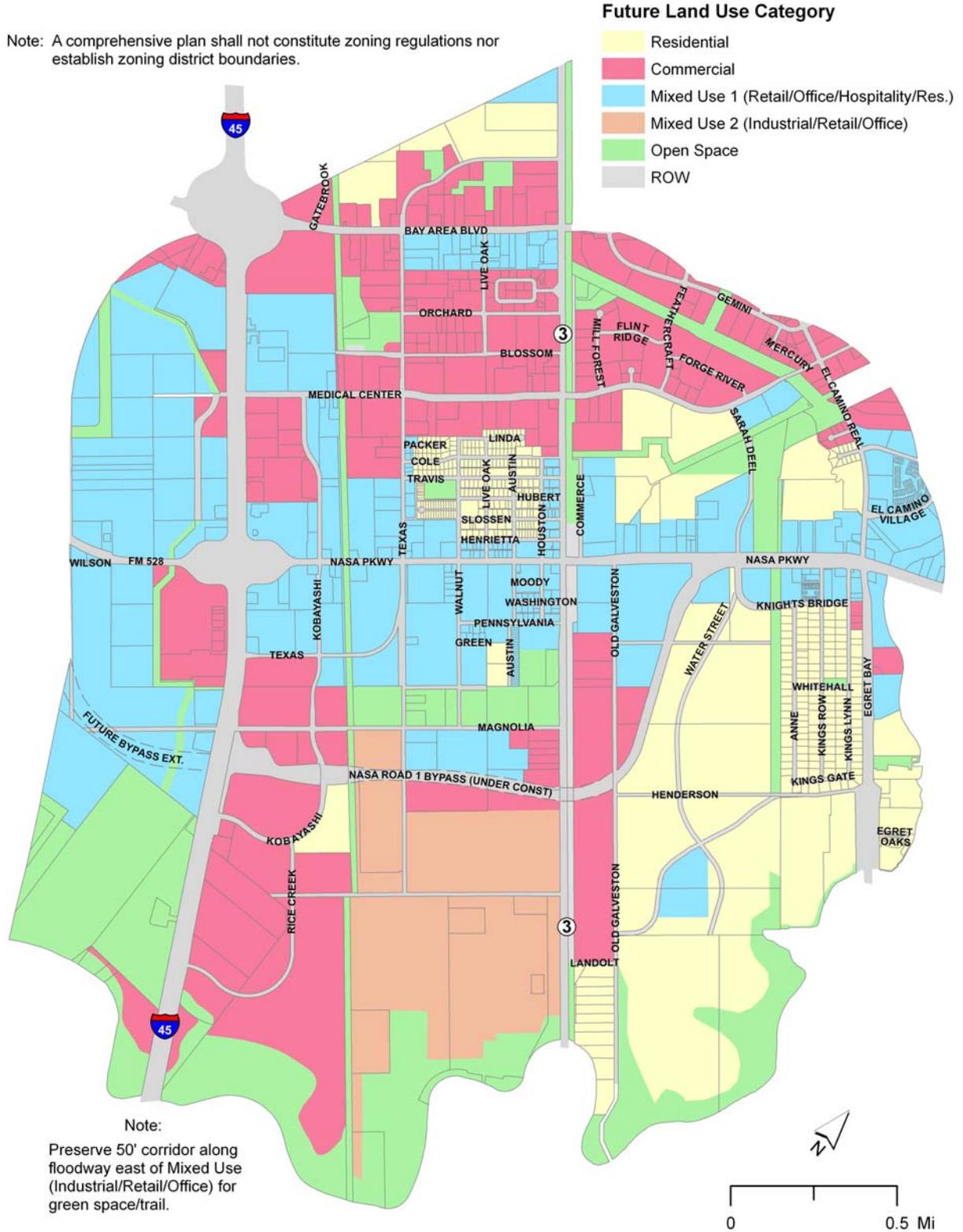
Parks and Recreation

The Future Land Use Plan also includes approximate locations for proposed future parks and recreation facilities as identified in the 1999 *Webster Parks System Master Plan*. These locations were identified in the *Parks System Master Plan* to ensure that all residential neighborhoods are close to parks amenities. As new residential development occurs it will be important to provide additional park space, possibly by securing dedications from developers, so that new neighborhoods are adequately served by parks and recreational facilities. In addition to neighborhood parks, Clear Creek Park provides a community-wide amenity for all residents and visitors to enjoy.

Land Use

Figure 4: Future Land Use Plan

Note: A comprehensive plan shall not constitute zoning regulations nor establish zoning district boundaries.



Transportation

Projected Year 2025 Traffic Volumes and Level-of-Service

As shown on Figure 7, projected 2025 traffic volumes on *IH 45* north of *NASA Parkway* are approximately 183,700 vpd. This facility is projected to continue to operate at LOS D through Year 2025. Traffic volumes along *West Bay Area Boulevard* are projected to be approximately 58,200 vpd and this facility is projected to operate at LOS D.

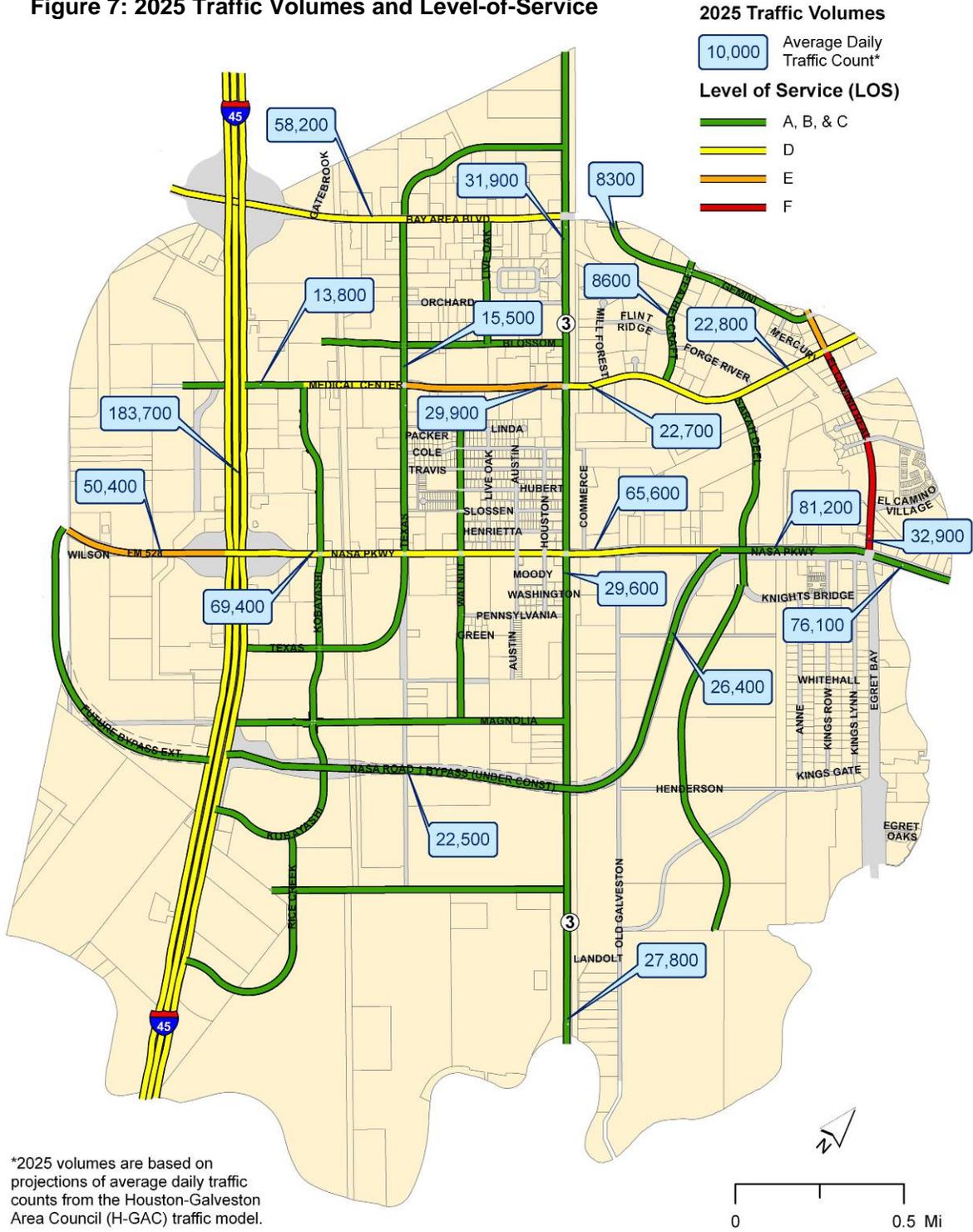
The implementation of the *NASA Road 1 Bypass* is projected to improve traffic conditions within the study area, particularly along *NASA Parkway*, *Bay Area Boulevard*, and *SH 3*. As shown on Figure 7, the Bypass starts at *IH 45* just south of *Magnolia Avenue*, and east of *SH 3*, it curves north to connect to *NASA Parkway* at *Sarah Deel Road* (approximately half a mile west of *El Camino Real*). The facility is anticipated to be completed by fall 2008 and the direct connectors at *IH 45* are projected to be constructed by November 2009. The Bypass is projected to operate throughout its entirety at LOS A-C in Year 2025. Projected traffic volumes along *NASA Parkway* range from approximately 50,000 vpd west of *IH 45* up to 81,200 vpd just east of *El Camino Real*. The facility is projected to operate at LOS E west of *IH 45* and at LOS D between *IH 45* and *Sarah Deel Road*, and LOS A-C east of *Sarah Deel Road*. Traffic volumes along *SH 3* are projected to be around 30,000 vpd and the facility is projected to operate at an acceptable LOS A-C.



Once complete, the NASA Road 1 Bypass will significantly improve traffic flow in the area.

Transportation

Figure 7: 2025 Traffic Volumes and Level-of-Service



Transportation

Future Thoroughfare Plan

The Future Thoroughfare Plan, shown in Figure 12, shows the functional classification of existing and proposed roadways to ensure that adequate rights-of-way are preserved as the City grows. The Thoroughfare Plan should be used in the platting of subdivisions, right-of-way dedication, and construction of major roadways within the City. Implementation of the Thoroughfare Plan may take many years, and as conditions change, alignments for proposed roadways may need to be refined.

Typical cross-sections for major and minor arterials and collectors are illustrated in Figures 8-11. More specific cross-sections for NASA Parkway may be found in the NASA Parkway Revitalization Plan.

Figure 8: Major Arterial Cross Section

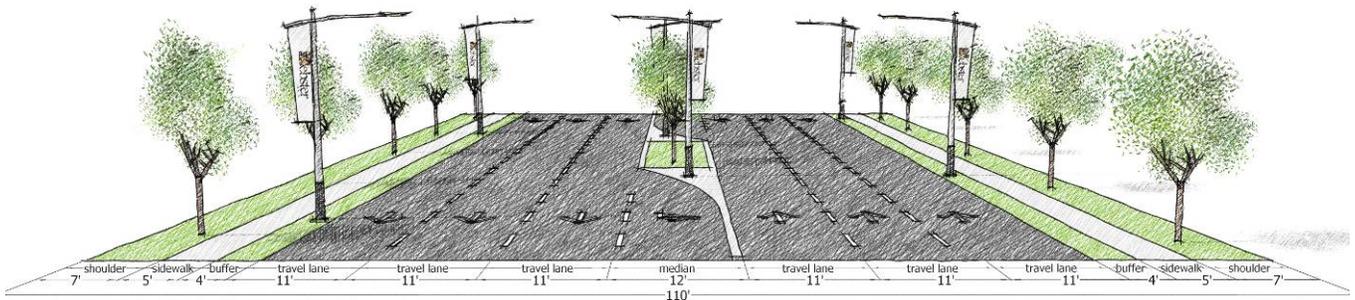
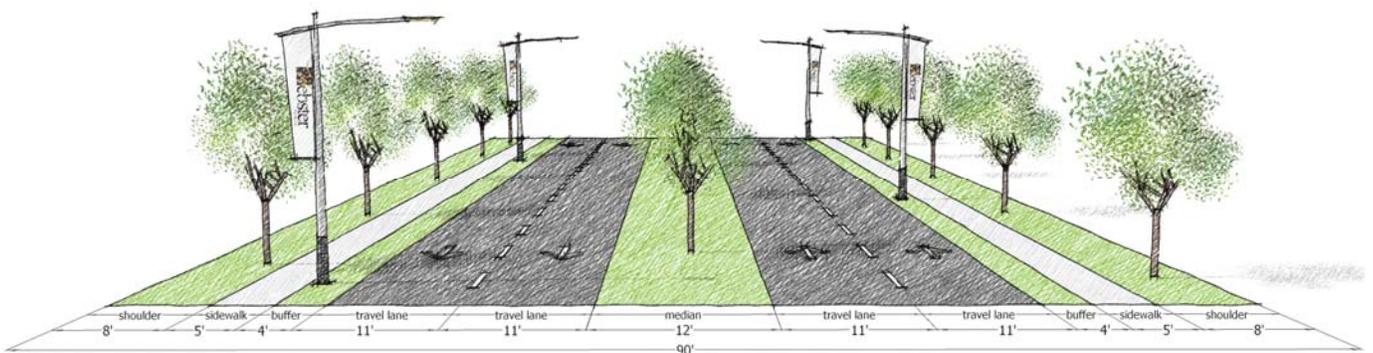


Figure 9: Minor Arterial Cross Section



T Transportation

Figure 10: Major Collector Cross Section

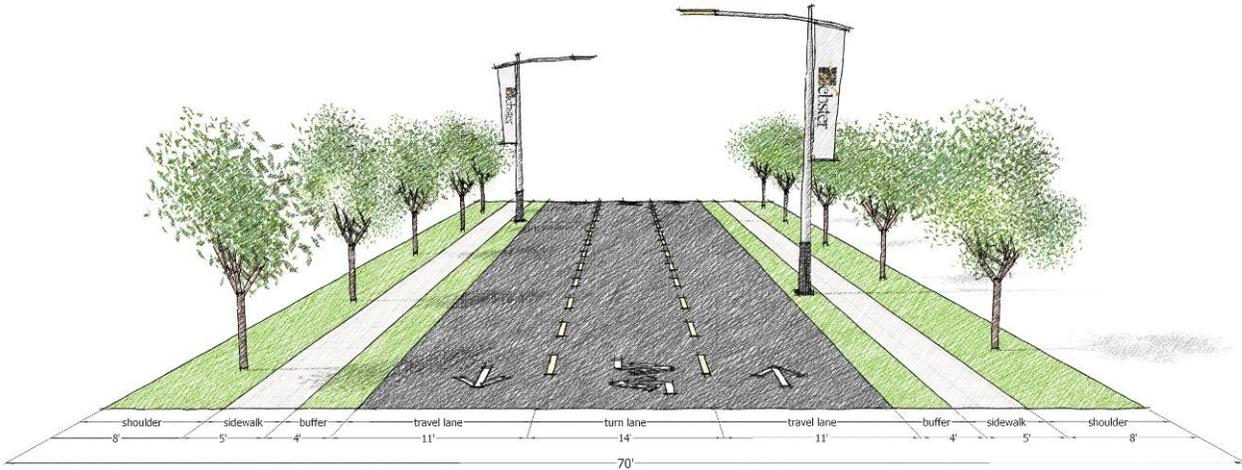
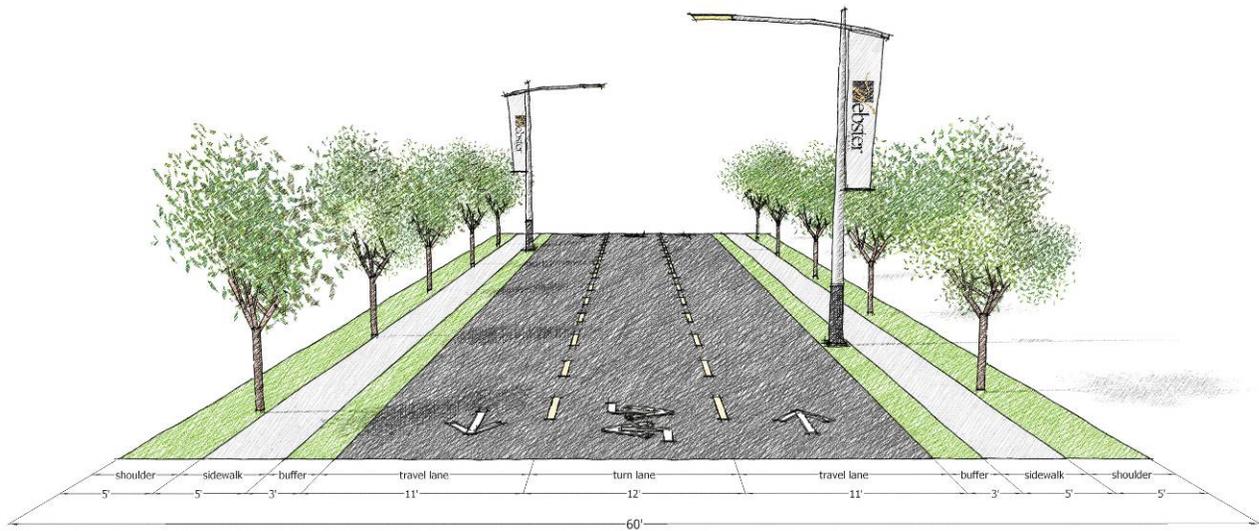


Figure 11: Minor Collector Cross Section



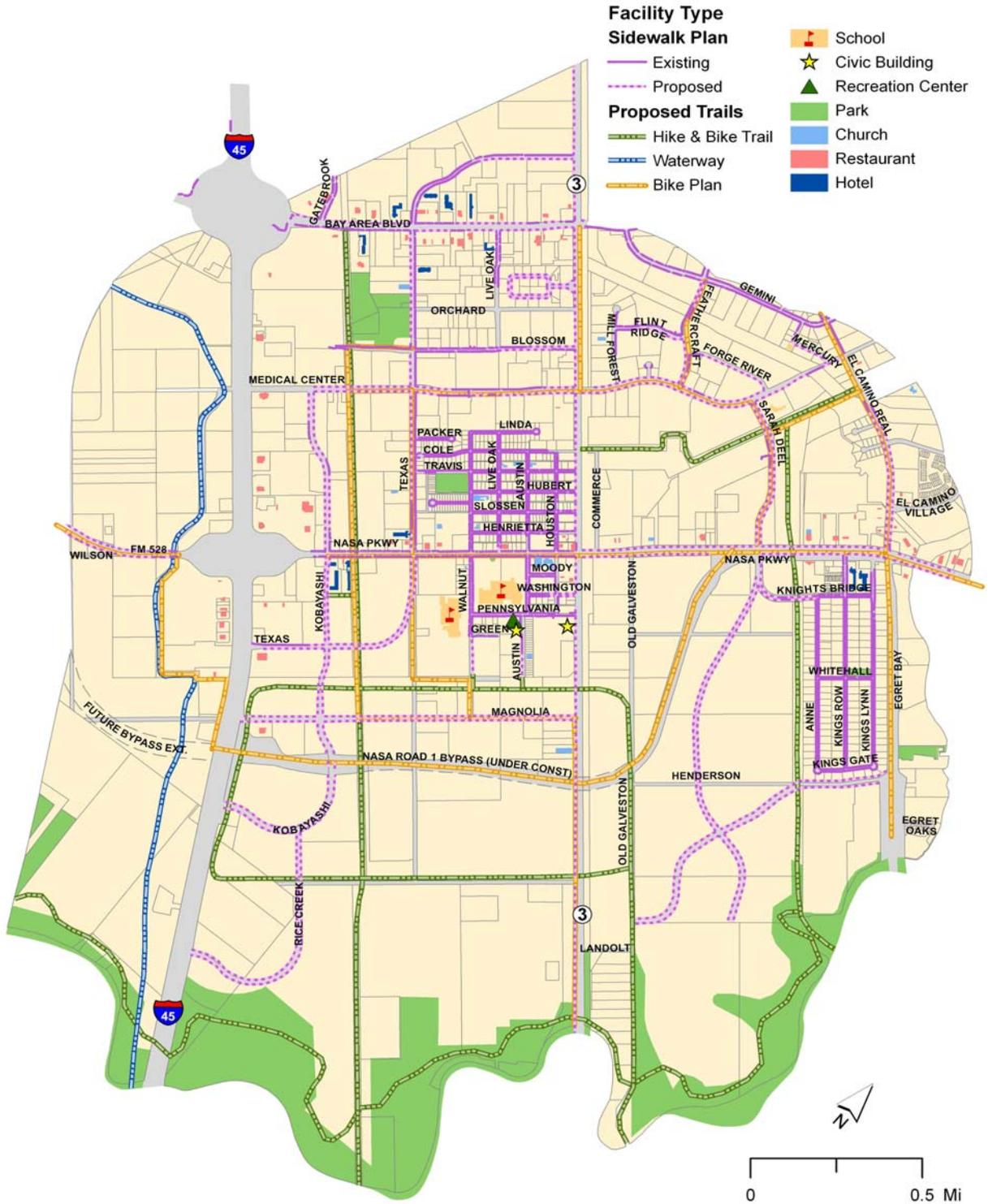
Transportation

Figure 12: Future Thoroughfare Plan



T ransportation

Figure 14: Connections



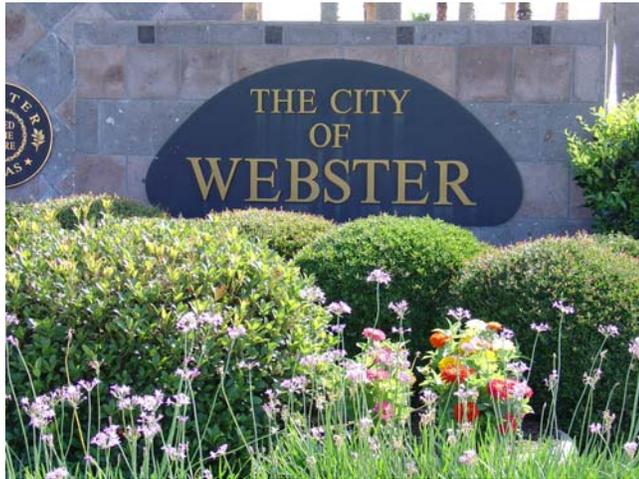
Goals and Policies

Residents of Webster have expressed great interest for enhancing the visual appeal and aesthetics of the City. Through the planning process it became clear that residents visualize clean, livable neighborhoods with attractive shopping centers, landscaped and well-maintained roadways, pleasant places to walk, and a good quality of life.

The 2001 Comprehensive Plan identified specific corridors to focus on for visual enhancements including IH 45, SH 3, Bay Area Boulevard, and NASA Road 1 (now NASA Parkway). In particular, the Plan noted that the proposed NASA Road 1 bypass will create an opportunity to re-define NASA Parkway as a pedestrian scale commercial district by significantly reducing vehicular traffic on the roadway. Residents envisioned that the area could have a “main street” feel with a mixture of uses, pedestrian level street lighting, traffic calming measures, attractive street furniture, and improved landscaping.

As the City updated its Comprehensive Plan years later, this idea was carried forward in the form of the NASA Parkway Revitalization Plan. The NASA Parkway Plan was developed concurrently with the Comprehensive Plan update, providing an opportunity to identify enhancement priorities for a specific area of the City. Though the NASA Parkway Revitalization Plan is a stand-alone document, it represents a targeted effort to enhance a high-profile corridor of the City using the Guiding Principles of the Comprehensive Plan.

The Comprehensive Plan also contains a series of enhancement goals and policies in the following section that apply to areas outside of the NASA Parkway corridor. These items should be accomplished in addition to the recommendations of the NASA Parkway Plan to ensure that all areas of the City are moving forward toward the initial enhancement objectives identified in the 2001 Plan.



Enhancement efforts should focus on highly visible areas of the City such as gateways and corridors.



Goals and Policies

The following is a list of proposed policies that the City should seek to implement over the next five years in support of the vision of the Comprehensive Plan and as part of the ongoing planning process. Also included are specific goals to be achieved within one or two years of Plan adoption.

Land Use
Goals
Re-assess and ensure compatibility of permitted uses in zoning districts adjacent to residential areas.
Determine appropriate residential densities for various areas on the basis of site suitability including accessibility, utility capacity, topography, environmental factors, proximity to services/shopping, and other relevant issues.
Identify existing land use incompatibilities and determine the types of buffering techniques most effective in reducing adverse impacts to adjacent property. Priorities include residential areas adjacent to major roadways, commercial, and industrial sites.
Review the planned unit development criteria and standards and make amendments as necessary to address issues pertaining to lot size and width, as well as other height and area regulations to ensure consistency with the existing pattern of development and City objectives.
Identify natural features that could serve as pedestrian corridors between incompatible land uses and connections between nodes and community open spaces.
Revise the City's development codes and ordinances in order to improve procedural administration and enforcement.
Policy
Create and implement design guidelines to address context, building orientation, architectural design, and appearance of nearby multiple-family and nonresidential development.
Transportation
Goals
Adopt access management regulations for arterial roadways pertaining to driveways; street connections; medians and median openings; auxiliary lanes; on-street parking; traffic signals; turn lanes; and, pedestrian and bicycle facilities.
Adopt a driveway ordinance with regulations pertaining to the design, construction, location, width, spacing, offset, and potential coordination of driveways.
Policies
Regularly evaluate the compatibility of the City's traffic and development-related ordinances with the Thoroughfare Plan.
Perform traffic engineering studies on existing intersections, as necessary and warranted, to identify realignment solutions and improvement needs.
Coordinate with owners of utility easements, including Reliant Energy, for pedestrian and bicycle connections between parks, neighborhoods, employment centers, shopping areas, and Clear Creek.

Goals and Policies

Transportation

Policies (Continued)

Begin funding and constructing a comprehensive pedestrian and bicycle system to serve both recreational and alternative transportation needs, including an enhanced sidewalk network and off-street paths and trails accessible to all areas of the community and connecting neighborhoods, schools, parks, shopping, and employment centers.

When feasible, acquire land from property owners along Clear Creek and other rights-of-way and easements to be used for parks and trails.

Pursue Federal and State financial assistance grants for pedestrian and bicycle transportation projects, such as transportation enhancement funds under TEA-21.

Continue to implement the recommendations outlined in the Parks System Master Plan.

Continue working with other local government entities such as the Metropolitan Transit Authority of Harris County (METRO) or the Bay Area Transportation Partnership to expand public transportation services into Webster.

Pursue alternative funding sources such as special assessment districts, block grants, transportation enhancement funds, and public-private partnerships for sidewalk improvements along existing roadways and in established neighborhoods.

As warranted, identify areas in need of “traffic calming” techniques to reduce speeds and discourage cut-through traffic in residential neighborhoods.

Evaluate the feasibility of Public Improvement Districts or other special assessment approaches to fund transportation enhancements.

Continue to require dedication of public rights-of-way and construction of street improvements as development occurs, in accordance with thoroughfare requirements shown on the adopted Thoroughfare Plan.

Conduct a study to identify the optimum placement of a pedestrian bridge over the NASA Parkway near the new bypass ramp to augment the Sidewalk plan and other efforts toward connectivity for pedestrian and bicycle modes.

Explore the feasibility of adopting traffic impact fees to generate revenue for funding or recouping the costs of capital improvements of facility expansions necessitated by and attributable to new development.

Enhancement

Goals

Consider amending the City’s design criteria, as necessary, to incorporate provisions for use of traffic calming techniques at the entrances of neighborhoods, distinct areas, and special districts.

Strengthen the City’s tree preservation requirements and ensure they are strictly and equitably enforced.

Create a pedestrian scale commercial and entertainment area between SH 3 and Texas Avenue upon completion of the NASA Road 1 Bypass. Include traffic calming measures, crosswalks, distinctive street and directional signage, and kiosks to identify activity nodes and points of interest. Select or design street signs, street signals, and directional signage that are unique and consistent with the context or special character of the area. Request input and support from appropriate organizations and agencies.

Goals and Policies

Enhancement
Goals (Continued)
Amend the City's development regulations, as necessary, to require provision for reasonable site triangle setback requirements and height restrictions at intersections of collector and arterial roadways as well as points of ingress and egress to commercial and other uses.
Policies
Partner with Chambers of Commerce, businesses, schools, and other institutions and organizations to develop and maintain dialogue and programs to promote local businesses and other community-related activities.
Work with owners to bring parcels within conformance of existing codes, including landscape, signage, etc., perhaps by regularly conducting a property and building condition survey to identify priority parcels and structures.
Develop programs to encourage property owners to improve and maintain their property to create an asset for the City.
Identify and consider alternative solutions for overhead power lines. Partner with local utility providers to determine cost, timing, and feasibility of relocating overhead lines underground throughout the City, or in targeted locations such as defined enhancement corridors and nodes. Incorporate costs to bury overhead power lines along enhancement corridors into the Capital Improvements Program and Annual Budget.
Consider establishing standards and guidelines to address the appearance of all corridors. Allocate funding to implement the proposed enhancements.
Review and monitor TxDOT's Master Landscape Plan for proposed enhancements and implementation along IH 45. Monitor, support and co-fund TxDOT's landscape improvements for NASA Parkway and NASA Road 1 Bypass, including bridge walls and overpasses.
Develop enhanced development standards for public improvements of bridges, sidewalks, drop curbs, crosswalks, street lighting, traffic signals, and directional signage.
Devise and implement a street tree-planting program along defined enhancement corridors and identify funding opportunities to support the street tree program.
Work with municipal landscape, public works, planning and other relevant entities to devise and implement a corridor improvement plan funded through the Capital Improvement Program and Annual Budget. The plan should detail costs for conceptual design, construction documentation, installation, and long-term maintenance.
Develop and Implement a program to visually enhance the railroad corridor along SH 3 through landscaping and public art.
Adopt, fund and implement the recommendations, land acquisition and other components contained in the Webster Parks System Master Plan. Incorporate project funding into the Capital Improvement Program and Annual Budget. Seek and pursue other funding sources.
Identify excessive rights-of-way, vacant lots, drainage and utility easements as well as areas beneath power lines, irregularly shaped and other less desirable parcels that can be utilized as public green space and connectors between parks and recreational areas.
Foster pedestrian activity between commercial, natural resource and other sites and character areas through the use of safe and ample crosswalks, sidewalks, bikeway, and arcades to provide an interesting and varied articulation of experiences and street space.
Amend the City's development regulations, as necessary, to require consistent, compatible, and cohesive perimeter fencing and buffering adjacent to subdivisions as well as nonresidential developments and require assurances for their long-term care and maintenance.



Goals and Policies

Enhancement
Policies (Continued)
Revise development codes to allow flexibility when reusing older structures to include parking requirements, stall dimensions and aisle widths. Continue to enforce life-safety components of the existing building code, including electric, plumbing and fire codes.
Adopt streetscape enhancements and design elements to create a unique character/appearance of "Main Street" Webster to include sidewalks, parking, lighting, landscaping, and banners.
Partner with the Chamber of Commerce and other stakeholder organizations and agencies to establish an aggressive commercial and retail development program to attract and retain desirable commercial uses.
Create incentives for property owners who lease or develop their buildings with restaurants and other desirable uses.
As a part of the Clear Creek Park Plan, create an annotated trail along Clear Creek with contextual information of the Indian tribes who resided in the region.
Devise, fund, and implement corridor enhancement plans for SH 3, NASA Parkway, Egret Bay Boulevard/El Camino Real, Hercules Avenue and other thoroughfares as determined appropriate and necessary.