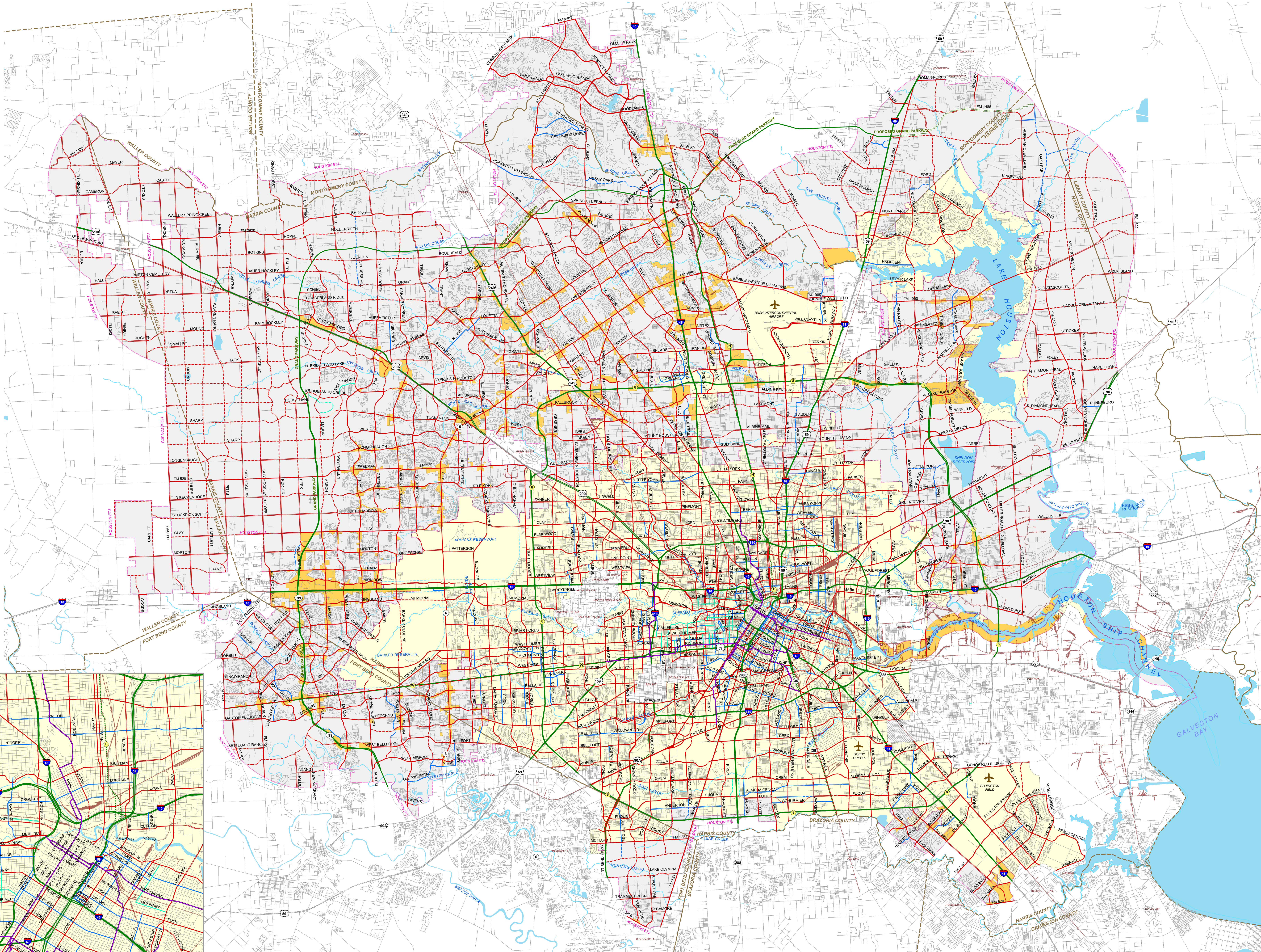
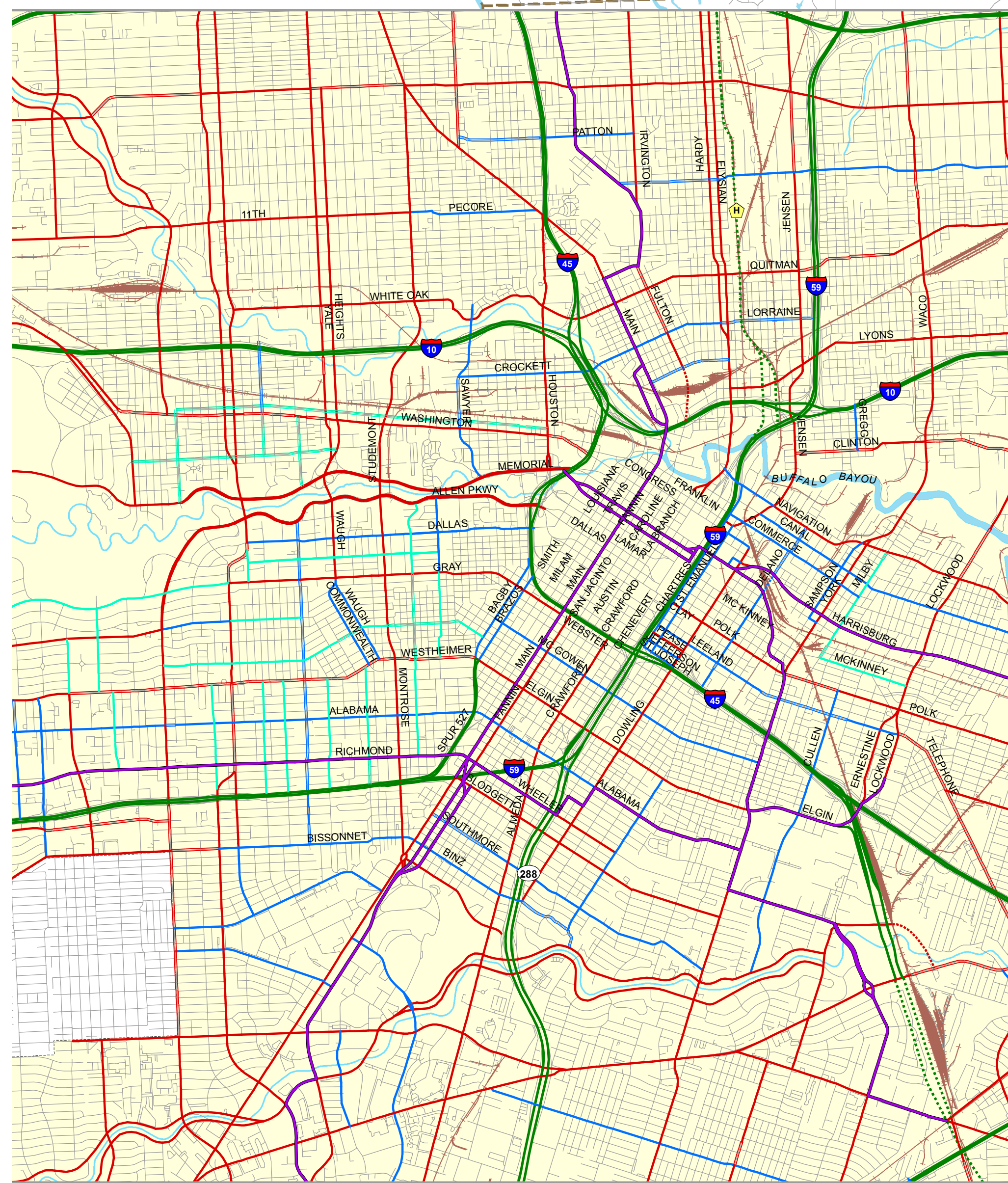


2014 MTFP LEGEND

- MAJOR THOROUGHFARE (R.O.W. ONLY)**
- SUFFICIENT WIDTH
 - TO BE WIDENED
 - TO BE ACQUIRED
- MAJOR COLLECTOR (R.O.W. ONLY)**
- SUFFICIENT WIDTH
 - TO BE WIDENED
 - TO BE ACQUIRED
- MINOR COLLECTOR (R.O.W. ONLY)**
- SUFFICIENT WIDTH
 - TO BE WIDENED
 - TO BE ACQUIRED
- FREEWAY / EXPRESSWAY (R.O.W. ONLY)**
- SUFFICIENT WIDTH
 - TO BE WIDENED
 - TO BE ACQUIRED
 - PROPOSED/SUGGESTED ALIGNMENT**
- TRANSIT CORRIDOR**
- TRANSIT CORRIDOR STREET
- OTHER DESIGNATIONS**
- COUNTY BOUNDARY
 - RAILROAD
 - HOUSTON CITY LIMITS
 - LIMITED PURPOSE ANNEXATION**
 - HOUSTON ETJ
 - RESERVOIR
 - WATERWAYS
 - SAM HOUSTON PARKWAY (BELTWAY 8)
 - HARDY TOLL ROAD
 - WESTPARK TOLL ROAD
- * THE ALIGNMENT FOR SH 35 AND GRAND PARKWAY AS REPRESENTED BY THE SCREEN DESIGNATION ARE CONCEPTUAL IN NATURE AND MAY BE SUBJECT TO MODIFICATION AS DEEMED NECESSARY BY THE FOLLOWING:
SH 35 - TEXAS DEPARTMENT OF TRANSPORTATION
GRAND PARKWAY - GRAND PARKWAY ASSOCIATION
- ** NOT ALL CITY REGULATIONS APPLY IN AREAS DESIGNATED AS LIMITED PURPOSE ANNEXATION.

GENERAL DOWNTOWN INSET



2014 MAJOR THOROUGHFARE AND FREEWAY PLAN

ABOUT THE MTFP:

THIS PLAN SHOWS GENERAL LOCATIONS ONLY WHICH ARE SUBJECT TO MODIFICATION TO FIT LOCAL CONDITIONS. THE "TO BE ACQUIRED" SYMBOL REPRESENTS A 500 FOOT WIDE CORRIDOR. THE MTFP IS A SCHEMATIC REPRESENTATION OF R.O.W. IT IS A TOOL FOR GUIDING ROW DEDICATIONS.

BUILDING SETBACKS AND OTHER DEVELOPMENT ACTIONS AS OUTLINED IN CHAPTER 42 OF THE CODE OF ORDINANCES. ADDITIONAL ROW MAY BE REQUIRED AT INTERSECTIONS FOR TURNING LANES AND TRANSITIONS.

METRO SOLUTIONS PHASE 2 TRANSIT CORRIDORS MAPS ARE FOR CONTEXT PURPOSES ONLY. THIS INSET MAP WILL BE UPDATED AS FUTURE CORRIDORS ARE PROVIDED BY METRO.

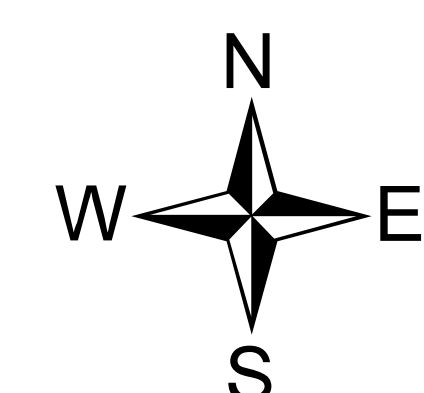
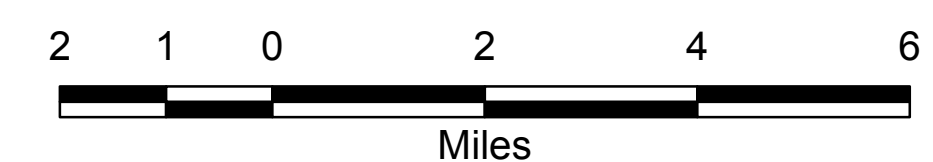
THE GENERAL DOWNTOWN INSET MAP IS AN ENLARGEMENT OF THE CENTRAL BUSINESS DISTRICT MAJOR ROADWAY NETWORK.

EFFECTIVE APRIL 17, 1996, THE STREET HIERARCHY CLASSIFICATION SYSTEM SUPPLEMENTED THE MAJOR FREEWAY AND THOROUGHFARE PLAN (MTFP) BY DEFINING THE FUNCTION, PROJECTED NUMBER OF LANES, AND MINIMUM ROW WIDTH REQUIREMENT FOR STREET SEGMENTS.

THE CLASSIFICATION IS AS FOLLOWS:
EXAMPLE - "P-6-100"
"P" - "M", "MN" OR "CS" - FUNCTIONAL CLASS (PRINCIPAL THOROUGHFARE, THOROUGHFARE, MAJOR COLLECTOR, MINOR COLLECTOR OR TRANSIT CORRIDOR STREET)
"6" - PROJECTED NUMBER OF LANES
"100" - MINIMUM ROW WIDTH

ON APRIL 29, 1998, CITY COUNCIL ADOPTED THE COLLECTOR AS AN ADDITIONAL STREET CATEGORY.

STREET ROW WIDTH REQUIREMENTS SHALL COMPLY WITH THE STREET HIERARCHY CLASSIFICATION TABLE. STREETS DESIGNATED ON THE MAJOR THOROUGHFARE AND FREEWAY PLAN THAT ARE NOT IDENTIFIED ON THE STREET HIERARCHY TABLE SHALL COMPLY WITH THE REQUIREMENTS OF CHAPTER 42 OF THE CODE OF ORDINANCES. THE STREET HIERARCHY ROW DEFINES THE GENERAL MINIMUM WIDTH OF STREET SEGMENTS. THE CITY OR COUNTY ENGINEERING DEPARTMENT RESERVES THE RIGHT TO REQUIRE ADDITIONAL ROW AT INTERSECTIONS OR OTHER LOCATIONS AS DEEMED NECESSARY TO ENHANCE MOBILITY.



HOUSTON PLANNING COMMISSION

MARK A. KILKENNY, CHAIR
PATRICK WALSH, P.E. SECRETARY

APPROVED BY HOUSTON PLANNING COMMISSION ON SEPTEMBER 4, 2014

ADOPTED BY HOUSTON CITY COUNCIL ON NOVEMBER 4, 2014

COUNCIL MOTION 2014-0984

