



PLANNING COMMISSION ACTION

2012-02 Kirby Drive

APPLICANT: Planning & Development Department, City of Houston

KEY MAP: 472 C, D; 532 U, Y

LAMBERT: 5353, 5354

JURISDICTION: Houston, Harris County

DISTRICT/PRECINCT: Dist. K/ Pcnt. 1

PROPOSAL:

Reclassify proposed Kirby Drive between IH 610 South and Fannin Street from a designated 100-foot Major Thoroughfare (T-4-100) to Principal Thoroughfare (P-4-100)

APPLICANTS JUSTIFICATION & HISTORY:

Kirby Drive is currently designated within the City of Houston as a Principal Thoroughfare between Shepherd Drive and IH 610 South. Kirby (aka Anagnost) is designated a Major Thoroughfare between IH 610 South inside City of Houston's corporate limits. A small section, which lies just outside the corporate limits to Beltway 8, is a designated roadway within the city's ETJ. Kirby Drive aligns with Allen Parkway for approximately 2.1 miles, and is also designated as a Principal Thoroughfare between Shepherd Drive and the Central Business District. As such, Kirby Drive is best identified as major roadway approximately 12.5 miles long within City of Houston's city limits and ETJ. It is planned to be extended further south into Brazoria County to align with existing Kirby Drive in the City of Pearland. Kirby's length from Beltway 8 to the south side of Southfork Road in Brazoria County is 4.3 miles.

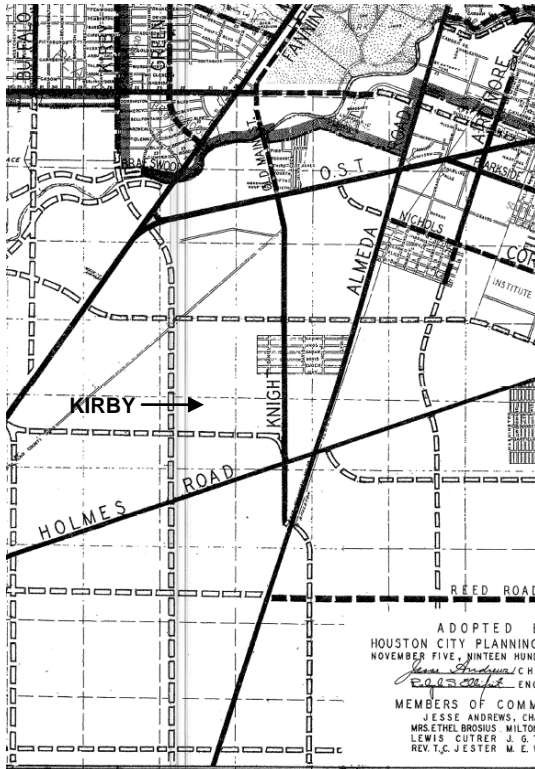
Principal thoroughfares are streets that are designed to carry high volumes of traffic and connect major generators of traffic, such as employment centers, commercial & industrial centers, major residential communities and other activity centers. They are designed to provide higher degree of mobility and typically run for longer distances, providing connections to freeways and other thoroughfares. Kirby Drive with Allen Parkway extends from the Central Business District connecting Upper Kirby District, US 59, Rice Village, West University Place, Reliant Park, IH 610, Beltway 8 and City of Pearland. It also connects a number of existing residential communities in City of Houston and Brazoria County.

Kirby Drive has been designated as a major thoroughfare on the Major Thoroughfare and Freeway Plans (MTFP) since 1942. The alignment extended due south of Holmes Road. In 1957 the Kirby Drive is realigned to terminate at proposed South Freeway south of Holmes Road and West of Alameda Road. Later in 1964 when the proposed South Freeway was realigned to its current location; Kirby Drive was realigned to be extended to Alameda Road south of Airport Boulevard.

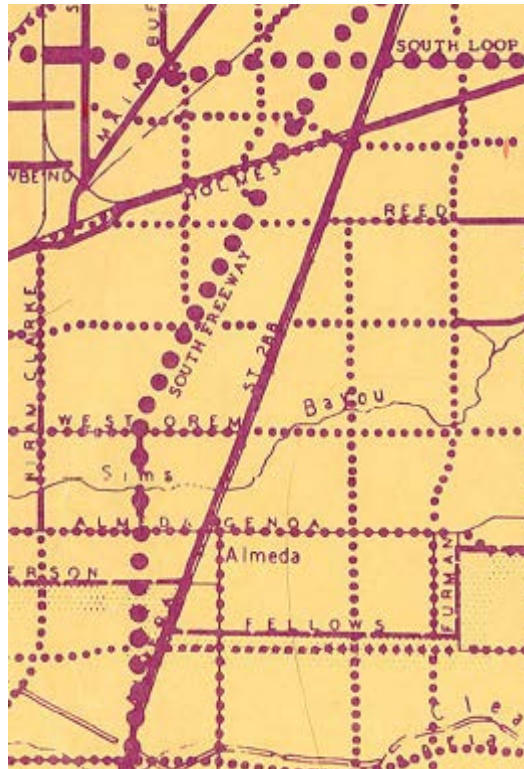
The 1966 MTFP map identifies the termination of Fannin Drive at Alameda and the extension of Kirby Drive south of Alameda. The map also indicates sufficient width ROW for Kirby Drive north of Reed Road. South of Fuqua/Alameda-Genoa the proposed Kirby Drive aligns with Karalas Lane and Woods Lane. In 1986 Fannin Drive is realigned to extend to Reed Road in its current alignment. In 1993 Kirby Drive, south of Alameda-Genoa, was realigned to extend along Anagnost in its current alignment. In 1997 Anderson Road west of Kirby/Anagnost is designated as a major collector street. Recently in 2008 Kirby Drive between Holmes Road and Airport was realigned along Reed Road to negate the need for an overpass of the Union Pacific railroad.



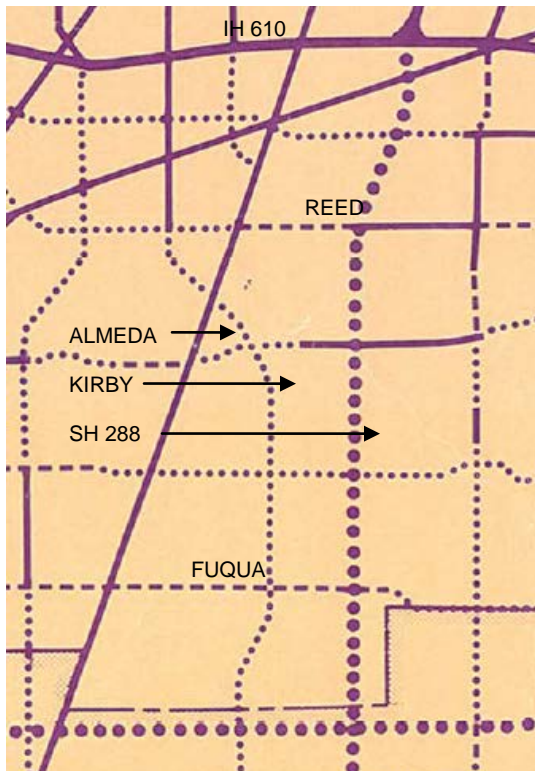
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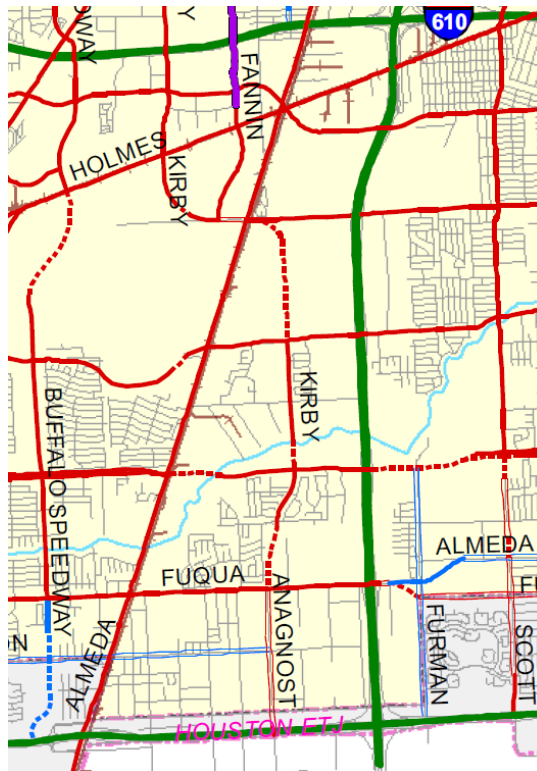
1942 Major Street Plan



1957 MTFP



1966 MTFP



2011 MTFP



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STAFF RECOMMENDATION

Reclassify proposed Kirby Drive between IH 610 South and Fannin Street from a designated 100-foot Major Thoroughfare (T-4-100) to Principal Thoroughfare (P-4-100)

STAFF JUSTIFICATION

Kirby Drive with Allen Parkway extends from the Central Business District connecting Upper Kirby District, US 59, Rice Village, West University Place, Reliant Park, IH 610, Beltway 8 and City of Pearland. It also connects a number of existing residential communities in City of Houston and Brazoria County. Thus Kirby Drive functions as a principal thoroughfare, which are streets designed to carry high volumes of traffic and connect major generators of traffic, such as employment centers, commercial & industrial centers, major residential communities and other activity centers. Kirby Drive north of IH 610 is currently designated as a principal thoroughfare on the MTFP Hierarchy Classification Table. Designating Kirby Drive south of IH 610 to City of Houston's ETJ, as a Principal Thoroughfare, would be consistent with the proposed function of the roadway.

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Reclassify proposed Kirby Drive between IH 610 South and Fannin Street from a designated 100-foot Major Thoroughfare (T-4-100) to Principal Thoroughfare (P-4-100)

1. Population & Employment Projections

According to 2010 Census, Texas grew by 20% in ten years, to over 25 million people, recording about a quarter of the nation's overall growth. The rate of growth in Texas was twice the national average. Harris County is the most populous county (4 million) in Texas. Today, 2.1 million people live within the City of Houston and another 2 million live in the City's extraterritorial jurisdiction (ETJ). Since 2000, the City of Houston added 146,000 people (8 %) to its population. Houston's ETJ however grew 35 % during the same time period.

Houston and its ETJ's rich employment sector are home to more than 1.8 million jobs, making it the state's most populous and robust economic center. More than one million jobs are located within the City limits and are saturated within the City's eight major activity centers.

One of the greatest challenges to Houston's mobility is that by 2035 significant numbers of residents are projected to live outside the City limits in the ETJ; while the major employment growth is expected to occur within the City limits. This increase in distance between the population and employment centers will result in more travel, greater travel time, and longer travel delays.

In addition to anticipated growth within the ETJ, an additional 550,000 new residents are expected within the current city limits. The most notable population growth is projected to occur inside Loop 610. It reflects efforts to create a dense urban core through mixed-use development strategies.

To compare the result between 2000 and 2010 Census, the subject area's population grew by 84.6 % from 7,698 to 14,210 which demonstrates a percent change significantly higher than that of the City of Houston's growth.



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The Houston-Galveston Area Council (H-GAC) projects that over the next 25 years (2010 – 2035), the population within the study area* will increase from 14,210 to 62,676 (48,466 persons), or 341%. The number of persons per acre is projected to increase from approximately 1.4 to approximately 6.4. During the same period, H-GAC estimates that the total jobs in the subject area will increase from 20,106 to 72,213 (52,107 jobs), or 259%. The number of jobs per acre is projected to increase from approximately 2.0 to 7.3.

Expressed in percentages, both the subject area's population growth and job growth are expected to undergo a greater percent change is expected to be more than that of the City of Houston's at 341% vs. 24% and 259% vs. 37%, respectively.

Year	Population (Persons/ Acre)	% Chg	Households (Households/ Acre)	% Chg	Jobs (Jobs/ Acre)	% Chg
2010	1.4		0.6		2.0	
2018	2.4	66%	1.0	51%	2.9	41%
2025	3.4	43%	1.3	38%	3.8	30%
2035	6.4	86%	2.5	87%	7.3	95%
Change (2010 to 2035)	4.8	341%	1.9	292%	5.3	259%
City of Houston Change (2010 to 2035)		24%		31%		37%
City of Houston ETJ Change (2010 to 2035)		43%		48%		39%

Source: H-GAC's 2035 Regional Growth Forecast

* Data represents population, jobs, and households in 12 Traffic Analysis Zones (TAZ) encompassing approximately 9,868 acres around the proposed amendment. Population projections do not include projections for group housing.

2. Land Use & Platting Activity

For the period 2008 to present, the majority of the platting activity for the general area where the Kirby Road MTFP amendment is being requested was non-residential in nature. Of the approximately 132 acres platted (not including the acreage enclosed within the general plans for Fannin Station and Corporate Centre Fannin), 106.9 acres were designated for unrestricted, commercial, and park and open space uses. Residential platting activity comprised 25.7 acres or 19% and was located south of Holmes Road within the Corporate Centre Fannin and Fannin Station developments.

Subdivision Plat Name	Action Date	Key Map	Land Use	Property Size (acres)	Number of Lots
Fannin Station Sec 1 partial replat no 1	July 21, 2011	532Z	SF Residential (Type 2 PAE)	.7	11
Metro Rail Operations Center Subdivision	May 13, 2010	532V	Unrestricted	29.0	
Fannin Station Sec 2	May 14, 2009	532Z	SF Residential (Type 2 PAE)	7.1	114
Fannin Station Sec 1	May 14, 2009	532Z	SF Residential (Type 2 PAE)	10.6	141
Corporate Centre Fannin GP	April 16, 2009	532Y	General Plan	101.3	



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Subdivision Plat Name	Action Date	Key Map	Land Use	Property Size (acres)	Number of Lots
Corporate Centre Fannin Sec 3	April 16, 2009	532Y	Unrestricted	63.1	
Harris County Improvement District no 8 Landscape Reserve Sec 1	September 11, 2008	532V	Park and Open Space	1.0	
Centerpoint Drive Sec 1 STD	September 11, 2008	532V	Transportation and Utility	0.6	
Fannin Station GP	August 28, 2008	532Z	General Plan	17.7	
Fannin Station Sec 1	August 28, 2008	532Z	SF Residential (Type 2 PAE)	7.3	96
Mike Calvert Toyota Subdivision	July 17, 2008	532U	Unrestricted	12.8	
Almeda Center Sec 1 partial replat no 1	July 3, 2008	532Z	Commercial	0.4	

3. Right-Of-Way Status

Kirby Drive, from IH-610 to Almeda, is identified as a major thoroughfare with four lanes and a 100' ROW. Directly north of this segment, Kirby Drive is classified as principal thoroughfare with six lanes and a 110' ROW. To ensure adequate ROW, Kirby is recommended "to be widened – where still available without compromising future developments or existing infrastructure – between South Fannin and Almeda. Major east-west thoroughfares of Buffalo Speedway, Holmes and Fannin are of sufficient width.

Street	From	To	Classification	Status
Kirby	OST	IH 610	P-6-110	Sufficient width
Kirby	IH 610	W. Bellfort	T-4-100	Sufficient width
Kirby	W. Bellfort	Holmes	T-4-100	Sufficient width
Kirby	Holmes	Williams Bro. Const.	T-4-100	Sufficient width
Kirby	Williams Bro. Const.	Underground Storage	T-4-100	To be acquired
Kirby	Underground Storage	S. Fannin	T-4-100	Sufficient width
Kirby	S. Fannin	Almeda	T-4-100	To be widened
W. Bellfort	Buffalo Speedway	Kirby	T-4-100	Sufficient width
W. Bellfort	Kirby	Fannin	T-4-100	Sufficient width
Holmes	Buffalo Speedway	Kirby	T-4-80	Sufficient width
Holmes	Kirby	Fannin	T-4-80	Sufficient width
Fannin	Holmes	Reed	T-4-100	Sufficient width

* 2010 MTFP indicates these segments as "To be widened" however the ROW width is sufficient. The map will be updated with the 2011 MTFP.

4. Major Thoroughfare Spacing

The proposed Kirby Drive corridor provides an essential north-south connection through the study area located approximately 0.64 to 1-mile west of SH 288. East-west connectivity is enhanced by an acceptable network of major thoroughfares which are spaced approximately 0.56 and 0.81 miles, respectively, along the Kirby Drive corridor.



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Street	From	To	Street Type	Direction	Spacing (mile)
Kirby	OST	IH 610	Principal Thoroughfare	north-south	1.02
Kirby	IH 610	W. Belfort	Major Thoroughfare	north-south	0.33
Kirby	W. Belfort	Holmes	Major Thoroughfare	north-south	0.53
Kirby	Holmes	S. Fannin	Major Thoroughfare	north-south	0.81
Kirby	S. Fannin	Almeda	Major Thoroughfare	north-south	0.21
W. Belfort	Buffalo Speedway	Kirby	Major Thoroughfare	west-east	0.56
W. Belfort	Kirby	Fannin	Major Thoroughfare	west-east	0.57
Holmes	Buffalo Speedway	Kirby	Major Thoroughfare	west-east	0.84
Holmes	Kirby	Fannin	Major Thoroughfare	west-east	0.64
Fannin	Holmes	Reed	Major Thoroughfare	west-east	0.81

5. Mobility

Kirby Drive is 12.5 mile corridor inside the City of Houston ETJ and approximately 3.9 miles in the City of Pearland. South of Reed Road it runs parallel to SH 288, and is spaced approximately one mile west of the freeway. The proposed extension of Kirby Drive between Holmes and Beltway 8 will provide access to existing developments like the City Park Subdivision, Houston Amateur Sports Park, Houston Rodeo and other proposed developments along the corridor. The provided extension will also increase accessibility to the Sims Bayou which is currently designated as a proposed shared-use path in the COH bikeway plan providing increased diversification of mobility options and increased north-south & east-west connectivity throughout the Central Southwest neighborhood.

North-south mobility in the general area is currently limited to SH 288 or Almeda Road. Kirby Drive between Holmes Road and Orem Drive is planned for improvement on the City of Houston Capital Improvement Program (CIP). The proposed extension of Kirby to Orem will allow for redevelopment by improving north-south mobility and access to employment centers like TMC and Greenway Plaza. Increased connectivity between the Hiram Clarke and Fannin South Transit Centers, at Fannin/West Belfort and Fuqua/Buffalo Speedway intersections, respectively, will be further enhanced increasing accessibility to both rail and bus transit options throughout the study area.



KIRBY DRIVE

2012 MTFPA REQUESTS



LEGEND

2012 MTFPA Request

- Reclassify Major Thoroughfare

2011 MTFP

- Proposed Freeway
- TBW Freeway
- Freeway
- Major Thoroughfare
- TBW Major Thoroughfare
- Proposed Major Thoroughfare
- Major Collector
- TBW Major Collector
- Proposed Major Collector
- Transit Corridor Street
- ||||| Proposed Grand Parkway

