

# HOUSTON PLANNING COMMISSION

## AGENDA

JULY 26, 2012



COUNCIL CHAMBER  
CITY HALL ANNEX  
2:30 P.M.

# PLANNING COMMISSION MEMBERS



Mark A. Kilkenny, *Chair*  
M. Sonny Garza, *Vice Chair*  
Susan Alleman  
Christopher B. Amandes  
Keiji Asakura  
Kenneth J. Bohan  
Fernando L. Brave  
Antoine Bryant  
Lisa Clark  
Brandon Dudley  
Truman C. Edminster, III  
James R. Jard  
Paul R. Nelson  
Linda Porras-Pirtle  
Algenita Scott Segars  
Eileen Subinsky  
Blake Tartt III  
Shaukat Zakaria

The Honorable Grady Prestage, P. E.  
*Fort Bend County*  
The Honorable Ed Emmett  
*Harris County*  
The Honorable Ed Chance  
*Montgomery County*

## **ALTERNATE MEMBERS**

Richard W. Stolleis, P. E.  
*Fort Bend County*  
Jackie L. Freeman, P. E.  
*Harris County*  
Mark J. Mooney, P.E.  
*Montgomery County*

## **EX- OFFICIO MEMBERS**

Carol Lewis, Ph.D.  
Daniel Krueger, P.E.  
Dawn Ullrich  
George Greanias

## **SECRETARY**

Marlene L. Gafrick

## Meeting Policies and Regulations

### Order of Agenda

Planning Commission may alter the order of the agenda to consider variances first, followed by replats requiring a public hearing second and consent agenda last. Any contested consent item will be moved to the end of the agenda.

### Public Participation

The public is encouraged to take an active interest in matters that come before the Planning Commission. Anyone wishing to speak before the Commission may do so. The Commission has adopted the following procedural rules on public participation:

1. Anyone wishing to speak before the Commission must sign-up on a designated form located at the entrance to the Council Chamber.
2. If the speaker wishes to discuss a specific item on the agenda of the Commission, it should be noted on the sign-up form.
3. If the speaker wishes to discuss any subject not otherwise on the agenda of the Commission, time will be allowed after all agenda items have been completed and “public comments” are taken.
4. The applicant is given first opportunity to speak and is allowed two minutes for an opening presentation. The applicant is also allowed a rebuttal after all speakers have been heard; two additional minutes will be allowed.
5. Speakers will be allowed two minutes for specially called hearing items, replats with notice, variances, and special exceptions.
6. Speakers will be allowed 1 minute for all consent agenda items.
7. Time limits will not apply to elected officials.
8. No speaker is permitted to accumulate speaking time from another person.
9. Time devoted to answering any questions from the Commission is not charged against allotted speaking time.
10. The Commission reserves the right to limit speakers if it is the Commission’s judgment

that an issue has been sufficiently discussed and additional speakers are repetitive.

11. The Commission reserves the right to stop speakers who are unruly or abusive.

### Limitations on the Authority of the Planning Commission

By law, the Commission is required to approve subdivision and development plats that meet the requirements of Chapter 42 of the Code of Ordinances of the City of Houston. The Commission cannot exercise discretion nor can it set conditions when granting approvals that are not specifically authorized by law. If the Commission does not act upon a Sec. I agenda item within 30 days, the item is automatically approved. The Commission’s authority on platting does not extend to land use. The Commission cannot disapprove a plat because it objects to the use of the property. All plats approved by the Commission are subject to compliance with applicable requirements, e.g., water, sewer, drainage, or other public agencies.

### Contacting the Planning Commission

Should you have materials or information that you would like for the Planning Commission members to have pertaining to a particular item on their agenda, contact staff at 713-837-7758. Staff can either incorporate materials within the members Agenda packets, or can forward to the members messages and information.

### Contacting the Planning Department

The Planning and Development Department is located at 611 Walker Street on the Sixth Floor. Code Enforcement is located at 3300 Main Street.

The Departments mailing address is:  
P.O. Box 1562  
Houston, Texas 77251-1562

The Departments website is:  
[www.houstonplanning.com](http://www.houstonplanning.com)

E-mail us at:  
Planning and Development  
[Suzy.Hartgrove@houstontx.gov](mailto:Suzy.Hartgrove@houstontx.gov)

[DRC \(Planning Commission Agenda\):](#)  
[PCagenda@cityofhouston.net](mailto:PCagenda@cityofhouston.net)

## **Speakers Sign In Form**

### **Instructions:**

1. So that the Commission's Chairperson can call on those wishing to address the Commission, please provide the information below. Make sure the information is legible. If you have questions about the form or a particular item while filling out this form Planning and Development Department staff members are available at the front of the room to answer any questions. Hand the completed form to a staff member prior to the meeting's Call to Order.
2. It is important to include your "position" so that the Chairperson can group the speakers by position.
3. If you are a part of an organized group of speakers and want to address the Commission in a particular order please let a staff member know prior to the beginning of the meeting.
4. The Chairperson will call each speaker's name when it is his or her turn to speak. The Chairperson will also call out the speaker to follow.
5. As the called speaker you should move forward to the podium, state your name for the record, and then deliver your comments.
6. If you have materials to distribute to the Commission hand them to a staff member at the beginning of your presentation. Staff will distribute the information to Commission members on both sides of the table as you begin your comments.

**Agenda Item Number:** \_\_\_\_\_

**Agenda Item Name:** \_\_\_\_\_

**Your Name (speaker):** \_\_\_\_\_

**How Can We Contact You? (optional):** \_\_\_\_\_

**Your Position Regarding the Item (supportive, opposed, undecided):** \_\_\_\_\_

---

## **Speakers Sign In Form**

### **Instructions:**

1. So that the Commission's Chairperson can call on those wishing to address the Commission, please provide the information below. Make sure the information is legible. If you have questions about the form or a particular item while filling out this form Planning and Development Department staff members are available at the front of the room to answer any questions. Hand the completed form to a staff member prior to the meeting's Call to Order.
2. It is important to include your "position" so that the Chairperson can group the speakers by position.
3. If you are a part of an organized group of speakers and want to address the Commission in a particular order please let a staff member know prior to the beginning of the meeting.
4. The Chairperson will call each speaker's name when it is his or her turn to speak. The Chairperson will also call out the speaker to follow.
5. As the called speaker you should move forward to the podium, state your name for the record, and then deliver your comments.
6. If you have materials to distribute to the Commission hand them to a staff member at the beginning of your presentation. Staff will distribute the information to Commission members on both sides of the table as you begin your comments.

**Agenda Item Number:** \_\_\_\_\_

**Agenda Item Name:** \_\_\_\_\_

**Your Name (speaker):** \_\_\_\_\_

**How Can We Contact You? (optional):** \_\_\_\_\_

**Your Position Regarding the Item (supportive, opposed, undecided):** \_\_\_\_\_

*This online document is preliminary and not official. It may not contain all the relevant materials and information that the Planning Commission will consider at its meeting. The official agenda is posted at City Hall 72 hours prior to the Planning Commission meeting. Final detailed packets are available at the Planning Commission meeting.*

## **Houston Planning Commission**

### **PUBLIC HEARING ON 2012 MAJOR THOROUGHFARE AND FREEWAY PLAN AMENDMENTS**

## **AGENDA**

**July 26, 2012**

Meeting to be held in  
Council Chamber, City Hall Annex  
2:30 p.m.

#### **Call to Order**

#### **Director's Report**

#### **I. Public Hearing on 2012 Major Thoroughfare and Freeway Plan proposed amendments**

- |                |  |
|----------------|--|
| <b>2012-01</b> | <b>Kirby Drive – Fannin Street to ETJ</b> (Metropolitan Transit Authority of Harris County)  |
| <b>2012-02</b> | <b>Kirby Drive – IH 610 to Fannin Street</b> (Planning and Development Department)   |
| <b>2012-03</b> | <b>West Road</b> <ul style="list-style-type: none"><li>I. <b>Gessner to Windfern</b> (EastGroup Properties)</li><li>II. <b>East of Windfern</b> (Planning and Development Department)</li></ul>  |
| <b>2012-04</b> | <b>Waller County Amendments</b> (Waller County Engineer's Office) <ul style="list-style-type: none"><li>I. <b>Cane Island / Bartlett Road</b></li><li>II. <b>Schlipf Road</b></li><li>III. <b>Franz Road</b></li><li>IV. <b>Flukinger Road / James R Muse Parkway</b></li><li>V. <b>Binka Road</b></li><li>VI. <b>Owens Road</b></li></ul> |

#### **II. Adjournment**



# PUBLIC HEARING REPORT

## 2012-01 Kirby Drive

**APPLICANT:** Metropolitan Transit Authority of Harris County (METRO)

**KEY MAP:** 472 D, H, M, R, V, Z

**LAMBERT:** 5350 to 5353

**JURISDICTION:** Houston, Harris County

**DISTRICT/PRECINCT:** Dist. D, K/ Pcnt. 1

### PROPOSAL:

Reclassify the existing and proposed alignment of major thoroughfare Kirby Drive between Fannin and the City of Houston ETJ from a designated 100-foot Major Thoroughfare (T-4-100) to 120-foot Principal Thoroughfare (P-4-120)

### APPLICANTS JUSTIFICATION & HISTORY:

METRO is currently in the process of drafting its 2040 METRO Vision Long Range to identify where future High Capacity Transit would be needed. Robust growth and heavy congestion on SH 288 have led METRO to recognize the need for high capacity transit in the south to Brazoria County. As METRO looks to extend the existing METRORail system, the need to preserve corridors for future rail service is of high importance in order to reduce property impacts and project costs.

As a parallel roadway to SH 288, Kirby Drive is a potential corridor for high capacity transit service. Based on preliminary studies, Kirby Drive has been identified as a viable high capacity transit alignment in the corridor. In order to maintain the option it is important to preserve sufficient right-of-way.

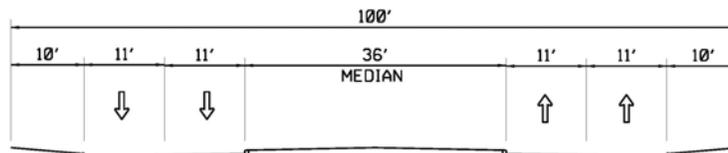
City of Houston's Major Thoroughfare and Freeway Plan (MTFP) currently classifies Kirby Drive from Reed Road to the Houston City Limits as a Major Thoroughfare with four lanes and 100 feet of right-of-way (T-4-100). This dimension is based on a cross-section of four lanes of traffic (two in each direction), a center median to allow for left turn lanes, and space on each side of the roadway for sidewalks and underground utilities. A one hundred foot right-of-way width is sufficient for this configuration and would provide the opportunity to add lanes in each direction for a six lane roadway as demand warrants.

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 designated as a Major Thoroughfare lies from those corporate limits to Beltway 8 belonging in the ETJ. Kirby Drive aligns with Allen Parkway (approximately 2.1) which is also designated as a Principal Thoroughfare between Shepherd Drive and the Central Business District. Kirby is approximately a 12.5 mile long major roadway within City of Houston's 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. The overall length within the ETJ should therefore be designated as a Principal Thoroughfare.

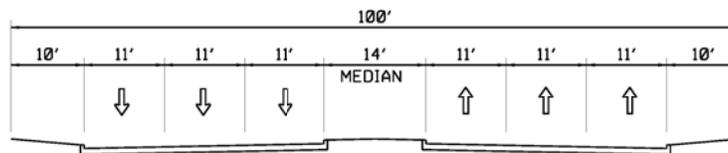
The preferred right-of-way width needed to accommodate light rail is 120 feet. This width can safely and functionally contain a two-way rail guideway, four lanes of traffic, left turn lanes and space behind the curbs for sidewalks and utilities. There is also space for a boarding station within the 120 feet. Cross-sections of the proposed right-of-way modifications are shown in cross section exhibit.



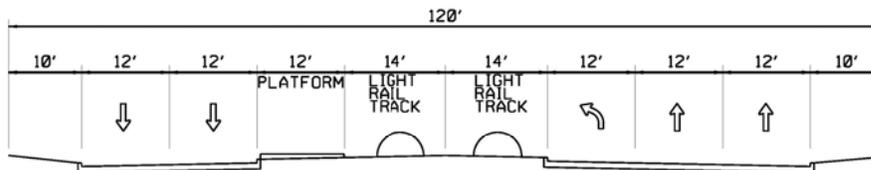
# PUBLIC HEARING REPORT



MTFP TYPICAL 4-LANE CROSS SECTION



MTFP TYPICAL 6-LANE CROSS SECTION



PROPOSED LRT TYPICAL CROSS SECTION

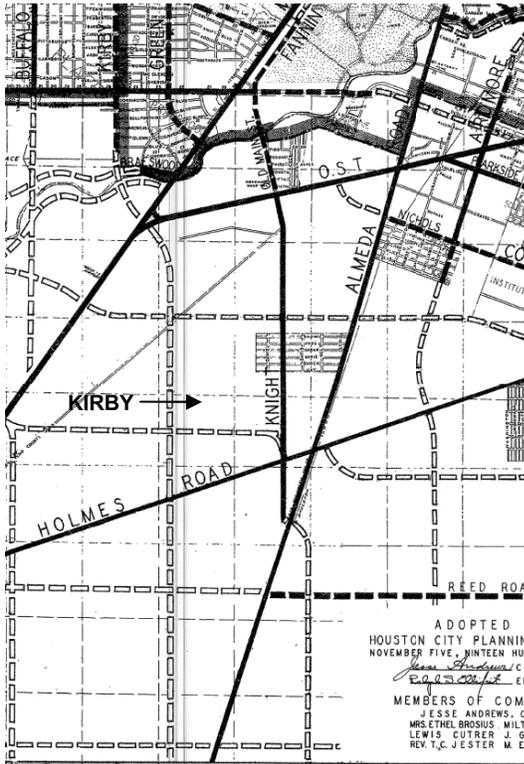
Principal thoroughfares are streets that are designed to carry high volumes of traffic and connect major generators of traffic, such as employment centers, commercial & industrial centers, major residential communities and other activity centers. They are designed to provide higher degree of mobility 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 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 Almeda Road. Later in 1964 when the proposed South Freeway was realigned to its current location, Kirby Drive was realigned to be extended to Almeda Road south of Airport Boulevard.

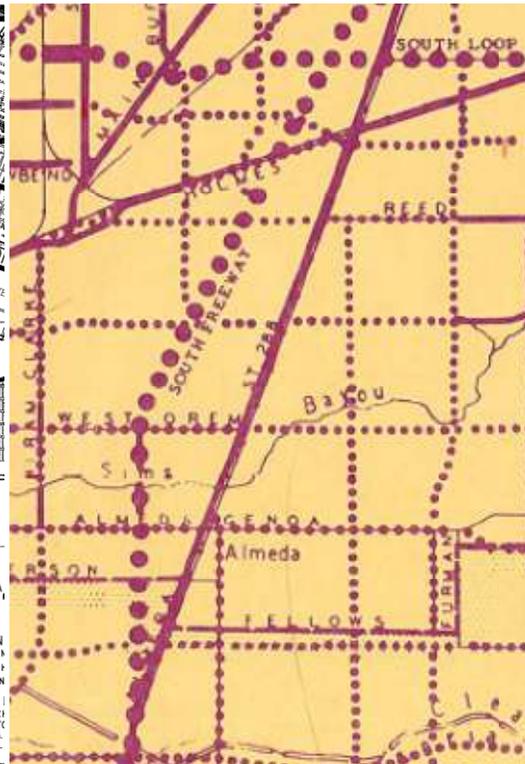
The 1966 MTFP map identifies the termination of Fannin Drive at Almeda and the extension of Kirby Drive south of Almeda. The map also indicates sufficient width ROW for Kirby Drive north of Reed Road. South of Fuqua/Almeda-Genoa the proposed Kirby Drive aligns with Karalas Lane and Woods Lane. In 1986 Fannin Drive is realigned to extend to Reed Road in its current alignment. In 1993 Kirby Drive, south of Almeda-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.



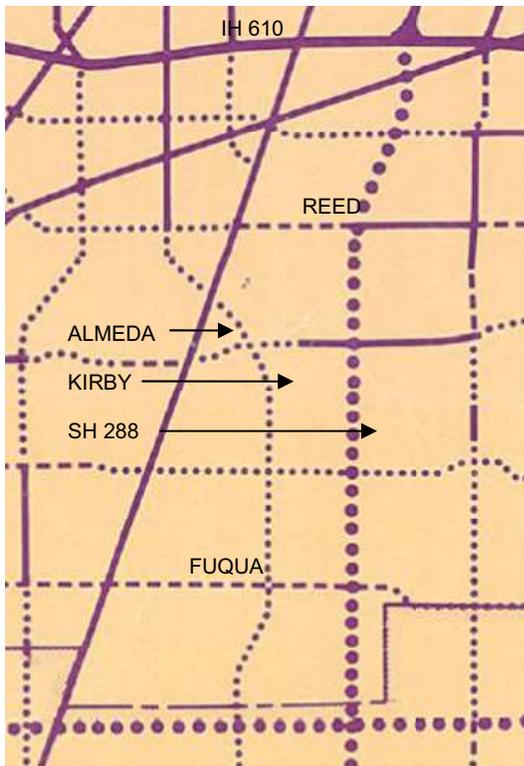
# PUBLIC HEARING REPORT



1942 Major Street Plan



1957 MTFP



1966 MTFP



2011 MTFP



# PUBLIC HEARING REPORT

## 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.

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.



# PUBLIC HEARING REPORT

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, platting activity in the general area where the Kirby Road MTFP amendment (from Fannin Street to the City of Houston's ETJ boundary) is being requested was non-residential in nature. Of the approximately 347 acres platted, 299 acres were designated for commercial or other non-residential uses. Residential platting activity comprised 13% (48 acres) of the platting activity in the area. Four sections of the single-family residential development - City Park West comprised 33 acres and 209 lots; whereas the multifamily development, Landmark at City Park replat no 1, comprised of 284 units on a 15 acre site.

Subdivision Plat Name	Action Date	Key Map	Land Use	Property Size (acres)	Number of Lots
Airport Boulevard Estates GP	July 5, 2012	572H	General Plan	106	
Texas Port Recycling Almeda Genoa Subdivision	June 7, 2012	572V	Commercial	19	
West Orem Drive from SH 288 to drainage fee strip west of Furman STD	February 2, 2012	573J	Other	1	
City Park West Sec 7	September 15, 2011	572R	SF Residential (public street)	7	52
City Park West Sec 8	September 15, 2011	572R	SF Residential (public street)	6	31
City Park West Sec 5	November 12, 2009	572R	SF Residential (public street)	9	47
City Park West Sec 6	October 29, 2009	572R	SF Residential (public street)	12	79
Rodeo Auxiliary Facilities Sec 1 replat no 1 and Extension subdivision	September 17, 2009	573J	Transportation and Utility	61	
Houston Amateur Sports Park Subdivision	June 25, 2009	573E	Unrestricted	97	
Almeda Genoa Plaza Subdivision	May 28, 2009	572V	Unrestricted	15	
Taztaz Plaza Subdivision	October 9, 2008	572V	Commercial	1	



# PUBLIC HEARING REPORT

Subdivision Plat Name	Action Date	Key Map	Land Use	Property Size (acres)	Number of Lots
Reserve at City Park Subdivision	April 10, 2008	572M	Transportation and Utility	12	
Skyline Ranch GP	February 28, 2008	573J	General Plan	162	
Skyline Ranch Reserve Subdivision	February 28, 2008	573J	Unrestricted	92	
Landmark at City Park replat no 1	January 31, 2008	572M	Multi-family	15	284

### 3. Right-Of-Way Status

Kirby Drive, from Fannin to Almeda Genoa, aligns with Reed Road and is identified as a to-be-widened major thoroughfare planned for four lanes and a 100' right-of-way (ROW). To ensure adequate ROW without compromising future mobility and infrastructure needs, Kirby is recommended "to be widened" to a principal thoroughfare with six lanes and a 120' right-of-way. Portions of Kirby south of Airport and Orem have been improved as a 100' ROW with a 4-lane boulevard cross-section. Extension of Kirby from Almeda Genoa to Beltway 8 would follow the existing alignment of the Anagnost corridor, which will be widened to mimic Kirby Drive's revised dimensions. The other major thoroughfare corridors in the study area are of sufficient width, with the exception of Anderson, which is designated "to be widened" from Almeda to Anagnost.

Street	From	To	Classification	Status
Kirby	S. Fannin	Almeda	T-4-100	To be widened
Kirby	Almeda	Airport	T-4-100	To be acquired
Kirby	Airport	Sim Bayou	T-4-100	Sufficient width
Kirby	Sim Bayou	Orem	T-4-100	To be acquired
Kirby	Orem	End of City Park Subdivision	T-4-100	Sufficient width
Kirby	End of City Park Subdivision	Almeda Genoa	T-4-100	To be acquired
Anagnost	Almeda Genoa	Anderson	T-4-100	To be widened
Anagnost	Anderson	BW 8	T-4-100	To be widened
Reed	Almeda	SH 288	T-4-100	Sufficient width
Almeda	Holmes	Reed	P-6-120	Sufficient width
Almeda	Reed	Airport	P-6-100	Sufficient width
Airport	Almeda	Proposed Kirby	P-6-100	Sufficient width
Airport	Proposed Kirby	SH 288	P-6-100	Sufficient width
Orem	Almeda	Kirby	T-4-100	Sufficient width
Orem	Kirby	SH 288	T-4-100	Sufficient width
Almeda Genoa	Almeda	Anagnost	T-4-100	Sufficient width
Almeda Genoa	Anagnost	SH 288	T-4-100	Sufficient width
Anderson	Almeda	Anagnost	C-4-70	To be widened



# PUBLIC HEARING REPORT

## 4. Major Thoroughfare Spacing

The Kirby Drive/Anagnost and Alameda Road major thoroughfares provide an essential north-south connection through the study area, west of SH 288. East-west connectivity is enhanced by a network of thoroughfares spaced approximately one mile apart along Kirby Drive/Anagnost corridor. Anderson is the only designated major collector within the study area spaced at approximately half mile between Alameda Genoa and Beltway 8.

Street	From	To	Street Type	Direction	Spacing (mile)
Kirby	S. Fannin	Alameda	Major Thoroughfare	north-south	0.22
Kirby	Alameda	Airport	Major Thoroughfare	north-south	1.17
Kirby	Airport	Orem	Major Thoroughfare	north-south	1.05
Kirby	Orem	Alameda Genoa	Major Thoroughfare	north-south	1.01
Anagnost	Alameda Genoa	Anderson	Major Thoroughfare	north-south	0.49
Anagnost	Anderson	BW 8	Major Thoroughfare	north-south	0.66
Reed	Alameda	SH 288	Major Thoroughfare	west-east	0.89
Alameda	Holmes	Reed	Principal Thoroughfare	north-south	0.92
Alameda	Reed	Airport	Principal Thoroughfare	north-south	1.08
Airport	Alameda	Proposed Kirby	Principal Thoroughfare	west-east	0.65
Airport	Proposed Kirby	SH 288	Principal Thoroughfare	west-east	0.59
Orem	Alameda	Kirby	Major Thoroughfare	west-east	1.04
Orem	Kirby	SH 288	Major Thoroughfare	west-east	0.59
Alameda Genoa	Alameda	Anagnost	Major Thoroughfare	west-east	1.13
Alameda Genoa	Anagnost	SH 288	Major Thoroughfare	west-east	0.83
Anderson	Alameda	Anagnost	Major Collector	west-east	1.30





# PUBLIC HEARING REPORT

## 2012-02 Kirby Drive

**APPLICANT:** Planning & Development Department, City of Houston

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

**JURISDICTION:** Houston, Harris County

**LAMBERT:** 5353, 5354

**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 designated as a Major Thoroughfare lies from those corporate limits to Beltway 8 belonging in the ETJ. Kirby Drive aligns with Allen Parkway (approximately 2.1) which is also designated as a Principal Thoroughfare between Shepherd Drive and the Central Business District. Kirby is approximately a 12.5 mile long major roadway within City of Houston's 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.

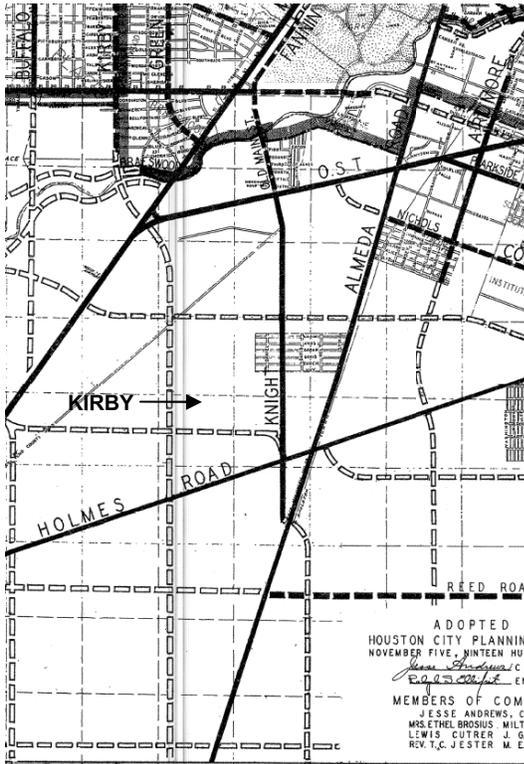
Principal thoroughfares are streets that are designed to carry high volumes of traffic and connect major generators of traffic, such as employment centers, commercial & industrial centers, major residential communities and other activity centers. They are designed to provide higher degree of mobility 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.

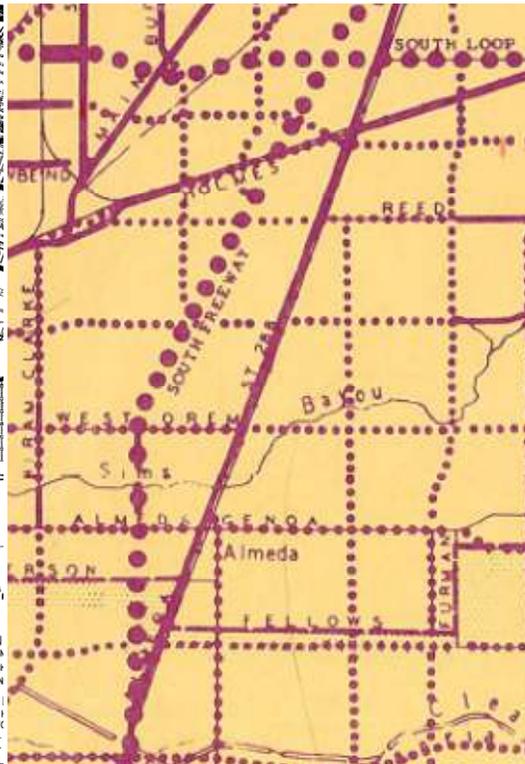
The 1966 MTFP map identifies the termination of Fannin Drive at Alameda and the extension of Kirby Drive south of Alameda. The map also indicates sufficient width ROW for Kirby Drive north of Reed Road. South of Fuqua/Alameda-Genoa the proposed Kirby Drive aligns with Karalas Lane and Woods Lane. In 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.



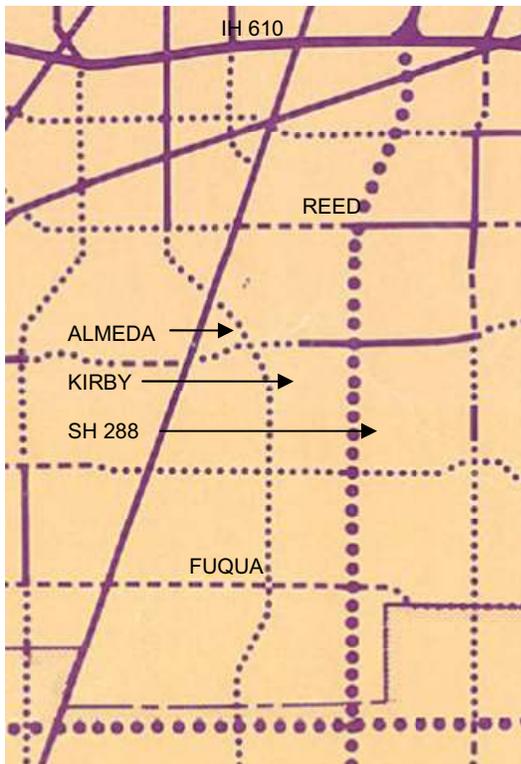
# PUBLIC HEARING REPORT



1942 Major Street Plan



1957 MTFP



1966 MTFP



2011 MTFP



# PUBLIC HEARING REPORT

## 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.

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.



# PUBLIC HEARING REPORT

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	
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	



# PUBLIC HEARING REPORT

### 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.

Street	From	To	Street Type	Direction	Spacing (mile)
Kirby	OST	IH 610	Principal Thoroughfare	north-south	1.02
Kirby	IH 610	W. Bellfort	Major Thoroughfare	north-south	0.33
Kirby	W. Bellfort	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. Bellfort	Buffalo Speedway	Kirby	Major Thoroughfare	west-east	0.56
W. Bellfort	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



# KIRBY DRIVE

2012 MTFPA REQUESTS



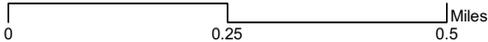
**LEGEND**

**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





# PUBLIC HEARING REPORT

## 2012-03 West Road

**APPLICANT:** EastGroup Properties

**KEY MAP:** 410 E, F

**JURISDICTION:** Houston ETJ, Harris County

**LAMBERT:** 4963, 5063

**DISTRICT/PRECINCT:** Pcnt. 4

### PROPOSAL:

- 1) Realign proposed West Road between Gessner Drive and Windfern Road to align with the existing 100' right-of-way. (*EastGroup Properties*)
- 2) Realign proposed West Road between Windfern Road and Fairbanks North Houston to align with existing 100' ROW for Breen Drive/West Mount Houston. (*Planning & Development Department*)

### HISTORY & APPLICANTS JUSTIFICATION:

West Road was first included on the Houston's Major Thoroughfare and Freeway Plan (MTFP) in 1957 as a designated east-west thoroughfare. It extended due east of Addicks-Fairbanks (current North Eldridge Parkway), north of US 290, to West Lake Houston Parkway. The map also identified proposed West Beltway 8, Gessner Drive, Fairbanks - N. Houston Road and Airline/Link (W. Mount Houston). The 1976 MTFP map identifies the dedication of West Road east of Fairbanks - N. Houston through the Westbank Subdivision. The map also identifies the dedication of W. Mount Houston north of Rodney Ray Boulevard. METRO acquired a 100 foot wide right-of-way for West Road from Beltway 8 to Windfern Road in 1979 which bisects the subject tract.

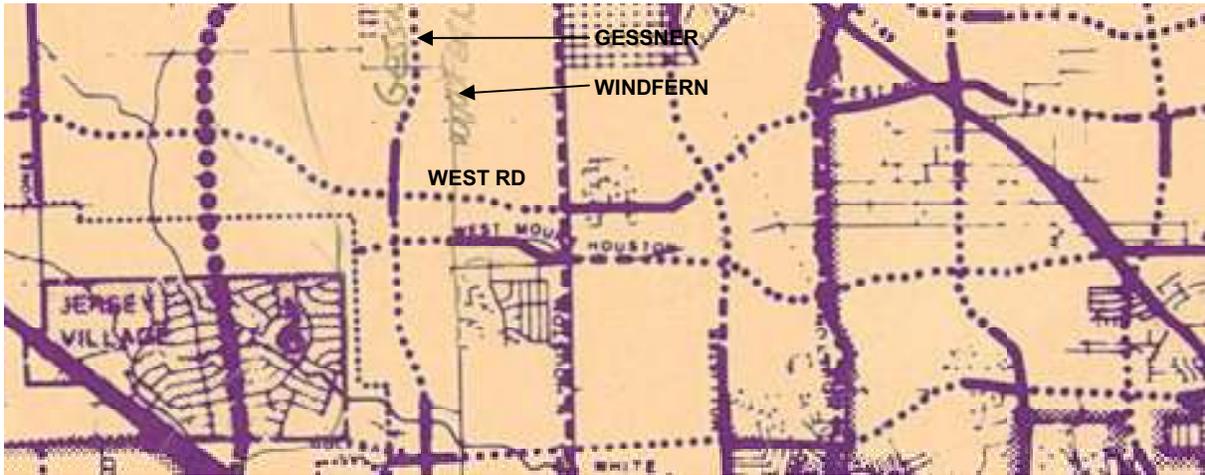
In 1980 West Road was realigned and extended west of US 290. The West Mount Houston alignment terminated at Gessner Drive. From 1983 onwards W. Mount Houston is alignment identified along the alignment of Rodney Ray Boulevard. In 1996 W. Mount Houston is realigned north of Rodney Ray Boulevard, west of Fairbanks - N. Houston to align with the West Road alignment.



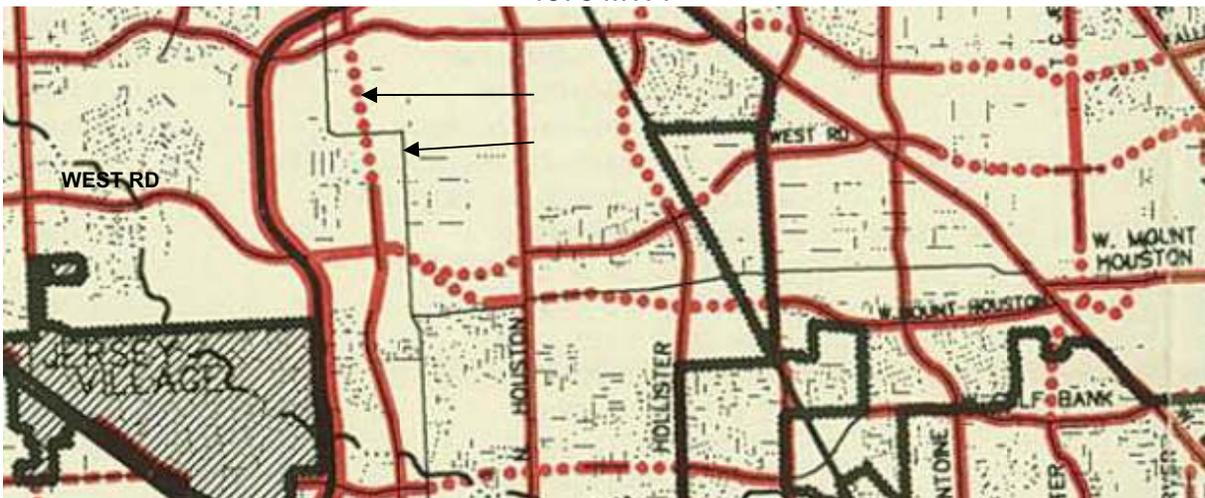
1957 MTFP



# PUBLIC HEARING REPORT



1976 MTFP



1996 MTFP



1999 MTFP



## PUBLIC HEARING REPORT

In 1999, Poarch-Swinbank, Ltd. requested the deletion of West Road from Fairbanks - N. Houston and its intersection with West Mount Houston due to the permitted and active Type IV landfill. The Planning Commission and City Council approved the deletion of West Road and realigned the W. Mount Houston corridor to correspond with Breen Road between Fairbanks - N. Houston Road and North Houston - Rosslyn Road. There have been no changes to the MTFP map in the subject areas since.

EastGroup Properties representing the 26 acre tract between Gessner Drive and Windfern Road are requesting to realign West Road since the current MTFP alignment adversely affects the ability to develop, market and value the land. Currently, the vacant 26 acre tract is an underutilized, vacant land with limited marketability for several reasons. Most notably, the site is encumbered with proposed West Road alignment and the existing 100' right-of-way. Also, according to the applicant the abutting neighbors to the north (a row of run down, if not abandoned, trailer homes) and to the east (a Type IV landfill) create health and life safety concerns that are generally avoided by most developers. However, subject to approving this proposal, EastGroup will commence designing, permitting and developing the property which will drastically improve the land use and appraised property values while generating new, growing tax revenues.

EastGroup will also, at its sole costs, immediately commence designing, permitting and constructing of a two lane roadway (one lane in each direction) within the ROW that extends and connects West Road from Gessner Drive to Windfern Road. All costs relating to this two lane roadway will be at EastGroup's expense. Thus, saving the taxpayers and the City significant infrastructure costs, while enhancing mobility between Gessner Drive and Windfern Road via a new eastwardly extension of West Road, a desired objective of the MTFP.

The current MTFP alignment of West Road between Gessner Drive and Windfern Road has the following issues:

- (i) it creates substandard S - curve radii that are less than the required 2,000 foot radii for major thoroughfares,
- (ii) it creates less than desirable geometry for a curved intersection at Windfern Road instead of a perpendicular "T" intersection, and
- (iii) the proposed roadway would end at the applicants' property line which would hinder mobility because the road would not make the connection to Windfern Road without the financial assistance of the City or County to acquire more right-of-way and construct the roadway between applicant's property line and Windfern.

These limitations are removed with the proposed realignment. The City/County already owns the existing West Road right-of-way between Gessner Drive and Windfern Road, and the applicant owns the land surrounding this right-of-way. Therefore, the applicant's proposal to revert the West Road extension back to the existing right-of-way does not affect other property owners and does not require further action by the City or County other than approval of this application.



# PUBLIC HEARING REPORT

## 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 19.5 % from 41,363 to 49,470 which demonstrates a percent change significantly higher than that of the City of Houston's grow.

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 49,470 to 78,146 (28,676 persons), or 58%. The number of persons per acre is projected to increase from approximately 5.5 to approximately 8.7. During the same period, H-GAC estimates that the total jobs in the subject area will increase from 13,390 to 19,288 (5,898 jobs), or 44%. The number of jobs per acre is projected to increase from approximately 1.5 to 2.1.

Expressed in percentages, the subject area's population growth is expected to be more than the City of Houston's (58% vs. 24%), and the area's job growth is more than the City's (44% vs. 37%).



# PUBLIC HEARING REPORT

Year	Population (Persons/ Acre)	% Chg	Households (Households/ Acre)	% Chg	Jobs (Jobs/ Acre)	% Chg
2010	5.5		1.8		1.5	
2018	6.0	10%	2.0	11%	1.6	6.0%
2025	6.3	5%	2.2	5%	1.6	3.0%
2035	8.7	38%	3.0	37%	2.1	31.9%
Change (2010 to 2035)	3.2	58%	1.1	60%	0.7	44.0%
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 16 Traffic Analysis Zones (TAZ) encompassing approximately 505 acres around the proposed amendment. Population projections do not include projections for group housing.

## 2. Land Use & Platting Activity

For the period 2009 to present, the platting activity for the general area where the West Road MTFP amendment is being requested was non-residential in nature. Of the approximately 31 acres platted, only 6 acres (19%) were restricted to commercial use, whereas the remainder 25 acres were platted as unrestricted reserves.

Subdivision Plat Name	Action Date	Key Map	Land Use	Property Size (acres)	Number of Lots
Lockwood Holdings Subdivision	May 12, 2011	410A	Unrestricted	19	
Reid Estates Plaza Subdivision	October 29, 2009	410F	Commercial	4	
Jai Mouni Krupa Subdivision	April 30, 2009	410E	Commercial	2	
West at Gessner Reserves partial replat no 1	February 19, 2009	410E	Unrestricted	7	

## 3. Right-Of-Way Status

West Road is identified as a four-lane major thoroughfare with a 100' ROW. East-west connection terminates at Gessner. A portion of the roadway east of the Gessner, West Road is identified as "to be acquired". West Road aligns with Breen Drive east of Rosslyn N. Houston which is identified as to-be-widened. Other in the study areas are identified as sufficient width. Portion of Gessner between Dorrington and Windfern, and segments of Gulf Bank are to be acquired, to ensure a well connected network.



# PUBLIC HEARING REPORT

Street	From	To	Classification	Status
West	BW 8	Gessner	T-4-100	Sufficient width
West	Gessner	Proposed Breen	T-4-100	To be acquired
Proposed Breen	Proposed West	Fairbanks N. Houston	T-4-100	Sufficient width
Breen	Fairbanks N. Houston	Hollister	T-4-100	To be widened
Gessner	Fallbrook	Derrington	T-4-100	Sufficient width
Gessner	Derrington	Windfern	T-4-100	To be acquired
Gessner	Windfern	West	T-4-100	Sufficient width
Gessner	West	Gulf Bank	T-4-100	Sufficient width
Fairbanks N. Houston	Fallbrook	West	T-4-100	Sufficient width
Fairbanks N. Houston	West	Breen	T-4-100	Sufficient width
Fairbanks N. Houston	Breen	Gulf Bank	T-4-100	Sufficient width
Fallbrook	BW 8	Gessner	T-4-100	Sufficient width
Fallbrook	Gessner	Fairbanks N. Houston	T-4-100	Sufficient width
Fallbrook	Fairbanks N. Houston	Hollister	T-4-100	Sufficient width
West	Fairbanks N. Houston	Hollister	T-4-100	Sufficient width
Gulf Bank	BW 8	Gessner	T-4-100	Sufficient width
Gulf Bank	Gessner	Fairbanks N. Houston	T-4-100	To be acquired
Gulf Bank	Fairbanks N. Houston	Wood Bluff	T-4-100	To be acquired
Gulf Bank	Wood Bluff	Shady Vale	T-4-100	Sufficient width
Gulf Bank	Shady Vale	Hollister	T-4-100	To be acquired

\* 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 thoroughfares in the general area do not follow the traditional one mile grid with the alignments of US 290 and Beltway 8. Fallbrook to the north, and W. Little York Road to the south are the only through thoroughfares. W. Gulf Bank does not extend between Beltway 8 and US 290 through City of Jersey Village. Portions of West Road and W. Mount Houston were deleted in the past. Thus east-west connectivity in the study area is limited. West Road is spaced approximately 1.7 miles at Gessner and 1.55 miles at Fairbanks N. Houston, between Fallbrook Drive and W. Gulf Bank Road.

North-south connections are spaced adequately via Beltway 8, Gessner and Fairbanks N Houston Road. Gessner is spaced approximately 0.50 and 1.55 miles, from Beltway 8 and Fairbanks N Houston Road respectively.



# PUBLIC HEARING REPORT

Street	From	To	Street Type	Direction	Spacing (mile)
West	BW 8	Gessner	Major Thoroughfare	west-east	0.51
West	Gessner	Fairbanks N. Houston	Major Thoroughfare	west-east	1.21
Breen	Fairbanks N. Houston	Hollister	Major Thoroughfare	west-east	1.61
Gessner	Fallbrook	West	Major Thoroughfare	north-south	1.67
Gessner	West	Gulf Bank	Major Thoroughfare	north-south	1.71
Fairbanks N. Houston	Fallbrook	West	Major Thoroughfare	north-south	1.55
Fairbanks N. Houston	West	Breen	Major Thoroughfare	north-south	0.32
Fairbanks N. Houston	Breen	Gulf Bank	Major Thoroughfare	north-south	1.25
Fallbrook	BW 8	Gessner	Major Thoroughfare	west-east	0.77
Fallbrook	Gessner	Fairbanks N. Houston	Major Thoroughfare	west-east	1.11
Fallbrook	Fairbanks N. Houston	Hollister	Major Thoroughfare	west-east	0.85
West	Fairbanks N. Houston	Hollister	Major Thoroughfare	west-east	1.12
Gulf Bank	BW 8	Gessner	Major Thoroughfare	west-east	0.50
Gulf Bank	Gessner	Fairbanks N. Houston	Major Thoroughfare	west-east	0.98
Gulf Bank	Fairbanks N. Houston	Hollister	Major Thoroughfare	west-east	1.06



# WEST ROAD / BREEN ROAD

2012 MTFPA REQUESTS

**LEGEND**

**2012 MTFPA Request**

- Reclassify Major Thoroughfare
- ⊗⊗⊗ Delete 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
- ▭ Houston ETJ

Fairbanks Landfill (Type IV)

Existing 100' ROW

Existing W. Mount Houston/  
Breen ROW

0 0.25 0.5 Miles

Planning & Development Department, City of Houston



# PUBLIC HEARING REPORT

## 2012-04a Waller County

**APPLICANT:** Waller County

**KEY MAP:** 443 P, Q, R, U, V, X; 444 S

**JURISDICTION:** Houston ETJ, Waller County

**LAMBERT:** 4158, 4258, 4259

**DISTRICT/PRECINCT:** Pcnt. 4

### PROPOSAL:

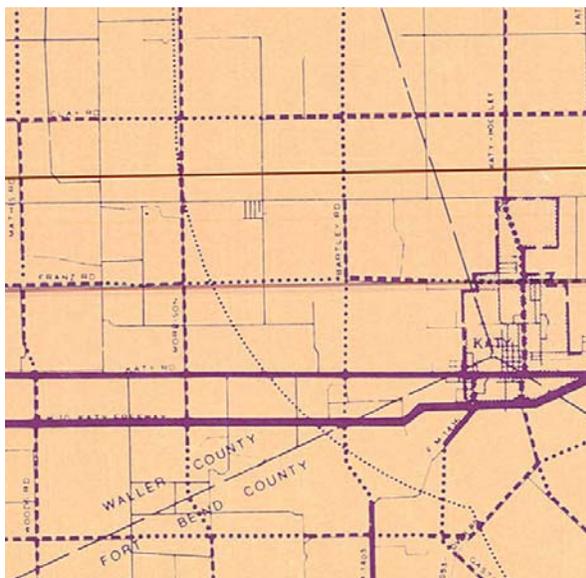
Realign **Bartlett Road** south of Morton Road to align with proposed Cane Island Parkway as a major thoroughfare within City of Houston's ETJ.

Realign major thoroughfare **Schilph Road** approximately 600 feet east of its current alignment south of Franz Road.

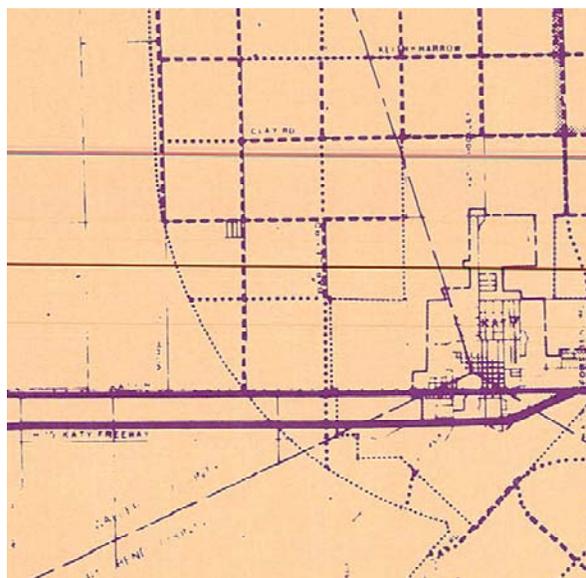
Realign major thoroughfare **Franz Road** approximately 1600 feet north of its current alignment between Bartlett Road and FM 2855.

### HISTORY & APPLICANTS JUSTIFICATION:

The portion of Waller County, west of City of Katy was first included within the City of Houston's Major Thoroughfare and Freeway Plan (MTFP) in 1966. The north-south thoroughfares were spaced approximately two miles apart, while the spacing of the east-west thoroughfares varied between two and three miles. In 1972 the east-west thoroughfare spacing was changed to one mile. Additional north-south thoroughfare was added east of Katy Hockley to provide for the one-mile thoroughfare grid. The 1976 MTFP map included a one mile grid for all thoroughfares within the ETJ within the general study area. The alignments of Bartlett, Schilph and Franz Road have not on the MTFP map since then.



1969 MTFP



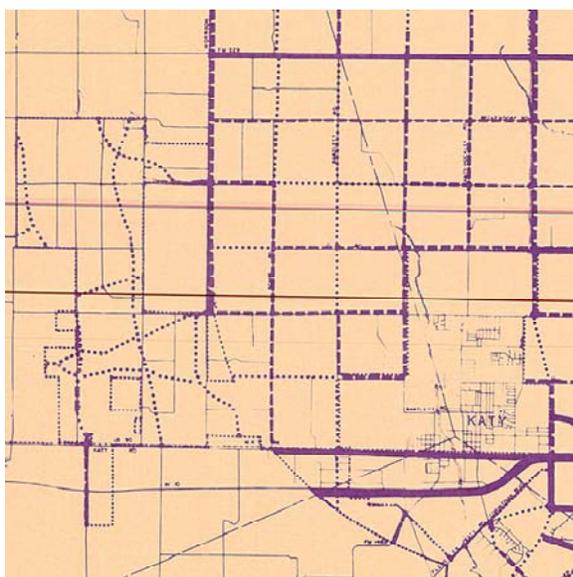
1976 MTFP



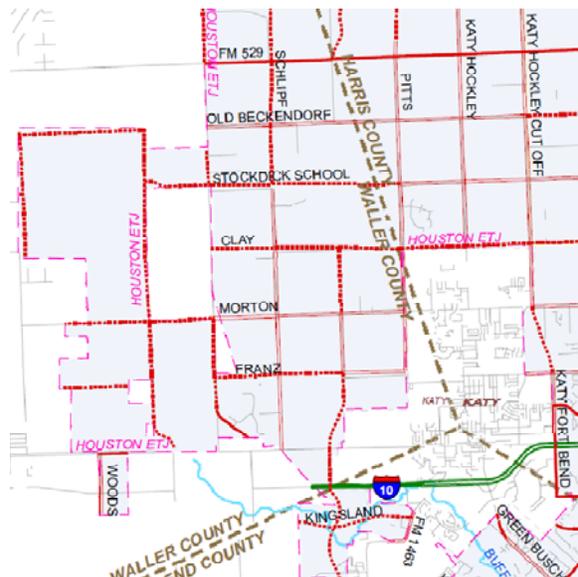
# PUBLIC HEARING REPORT

In 1984 the area west of Morrison Road (FM 2855) was included within the City's extraterritorial jurisdiction (ETJ). The 1985 MTFP Map extended some major thoroughfares in this area that did not follow for the traditional grid pattern. In 2007 Waller County amended the MTFP to conform to the Waller County's Major Thoroughfare Plan.

Bartlett Road between FM 529 and Clay Road was deleted in the 2000 from the MTFP. This segment is identified as a thoroughfare on Waller County's Map. Later in 2007, between FM 529 and West Road it was realigned at the developer's request.



1985



2007

Earlier in 2011, Waller County amended its Major Thoroughfare Plan to address thoroughfare alignment issues. The 2012 Waller County Thoroughfare Development Plan was adopted by Waller County Commissioners Court on April 18, 2011.

The planned improvements along IH 10 identify a new interchange between existing interchanges at Pederson Road and FM 1463. Waller County and Fort Bend County have coordinated their Major Thoroughfare Plan to realign the thoroughfares to align with this new interchange. The proposed thoroughfare, Cane Island Parkway, would extend north from IH 10 and is centrally located between Bartlett and Pitts Road. The current alignment of Bartlett Road terminates at US 90, west of the proposed interchange. The proposed realignment of Bartlett Road would allow for the extension of Bartlett to IH 10 and further south into Fort Bend County as Cane Island Parkway.

Schlipf Road is a north-south thoroughfare that is proposed to extend south of Morton Road to US 90. An existing railroad parcel abuts the north side of US 90, without an existing crossing at Schlipf Road. The adjoining property owner is coordinating for access across the railroad approximately 600' east of the proposed alignment. The proposed realignment will allow for the extension of Schlipf Road across the railroad at this location.



# PUBLIC HEARING REPORT

Franz Road west of Bartlett aligns with an existing drainage facility. The proposed realignment of the roadway, approximately 1400' north of its current location, will allow for the extension of the roadway without impacting the drainage facility and allowing better access to the adjoining properties for development.

## 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.

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 1,807 to 32,282 (30,475 persons), or 1,686 %. The number of persons per acre is projected to increase from approximately 0.16 to approximately 3.07. During the same period, H-GAC estimates that the total jobs in the subject area will increase from 810 to 8,770 (7,960 jobs), or 983%. The number of jobs per acre is projected to increase from approximately 0.08 to 0.76.

Expressed in percentages, the subject area's population growth is expected to be more than the Houston ETJ's (1,683% vs. 43%), and the area's job growth is more than the Houston ETJ's (983% vs. 39%).



# PUBLIC HEARING REPORT

Year	Population (Persons/ Acre)	% Chg	Households (Households/ Acre)	% Chg	Jobs (Jobs/ Acre)	% Chg
2010	0.16		0.06		0.08	
2018	0.19	15%	0.07	26%	0.09	17%
2025	0.39	107%	0.15	115%	0.09	1%
2035	3.07	683%	1.17	674%	0.83	818%
Change (2010 to 2035)	2.90	1686%	1.11	1996%	0.76	983%
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 5 Traffic Analysis Zones (TAZ) encompassing approximately 10,529 acres around the proposed amendment. Population projections do not include projections for group housing.

## 2. Land Use & Platting Activity

There has been no platting activity within the study area in the last 5 years.

## 3. Right-Of-Way Status

North-south connectivity is provided by FM 2855, Schlipf and Bartlett. East-west connections are provided by Morton and Franz. To ensure continued functionality of the system, all corridors are "to be widened" and the unnamed thoroughfare extending the roadway between Bartlett and FM 2855 is "to be acquired" for enhanced connectivity of the network.

Street	From	To	Classification	Status
Franz (east-west)	Pitts	Proposed Bartlett (north-south)	T-4-100	To be widened
Unnamed Thoroughfare (east-west)	Bartlett	Schlipe	T-4-100	To be acquired
Unnamed Thoroughfare (east-west)	Schlipe	FM 2855	T-4-100	To be acquired
FM 2855	Morton	Unnamed Thoroughfare (east-west)	T-4-100	To be widened
FM 2855	Unnamed Thoroughfare (east-west)	Unnamed Thoroughfare (north-south)	T-4-100	To be widened
Schlipe	Morton	Unnamed Thoroughfare (east-west)	T-4-100	To be widened
Schlipe	Bartlett (east-west)	Houston ETJ (South)	T-4-100	To be widened
Bartlett (North-South)	Morton	Unnamed Thoroughfare (east-west)	T-4-100	To be widened
Proposed Bartlett (north-south)	Bartlett (east-west)	Houston ETJ (South)	T-4-100	To be acquired
Morton	Pitts	Bartlett(North-South)	T-4-100	To be widened
Morton	Bartlett(North-South)	Schlipf	T-4-100	To be widened



# PUBLIC HEARING REPORT

Street	From	To	Classification	Status
Morton	Schlipf	FM 2855	T-4-100	To be widened
Unnamed Thoroughfare (north-south)	FM 2855	Houston ETJ (South)	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

There is a good grid network of thoroughfares spaced, on average, one mile apart as first designated in the 1972 MTFP. Given the rural to suburban context of this region, provided spacing is appropriate.

Street	From	To	Street Type	Direction	Spacing (mile)
Franz (east-west)	Pitts	Proposed Bartlett (north-south)	Major Thoroughfare	east-west	1.00
Unnamed Thoroughfare (east-west)	Bartlett	Schlipe	Major Thoroughfare	east-west	1.00
Unnamed Thoroughfare (east-west)	Schlipe	FM 2855	Major Thoroughfare	east-west	1.00
FM 2855	Morton	Unnamed Thoroughfare (east-west)	Major Thoroughfare	north-south	1.00
FM 2855	Unnamed Thoroughfare (east-west)	Unnamed Thoroughfare (north-south)	Major Thoroughfare	north-south	0.13
Unnamed Thoroughfare (north-south)	FM 2855	Houston ETJ (south)	Major Thoroughfare	north-south	0.94
Schlipe	Morton	Unnamed Thoroughfare (east-west)	Major Thoroughfare	north-south	1.00
Schlipe	Bartlett (east-west)	Houston ETJ (south)	Major Thoroughfare	north-south	1.06
Bartlett (north-south)	Morton	Unnamed Thoroughfare (east-west)	Major Thoroughfare	north-south	1.00
Proposed Bartlett (north-south)	Bartlett (east-west)	Houston ETJ (south)	Major Thoroughfare	north-south	1.16
Morton	Pitts	Bartlett (north-south)	Major Thoroughfare	east-west	1.00
Morton	Bartlett (north-south)	Schlipf	Major Thoroughfare	east-west	1.00
Morton	Schlipf	FM 2855	Major Thoroughfare	east-west	1.00



# FRANZ/SCHLIPF/CANE ISLAND

2012 MTFPA REQUESTS

**LEGEND**

**2012 MTFPA**

- Realign Major Thoroughfare
- ⊗ Delete Major Thoroughfare

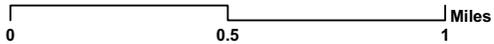
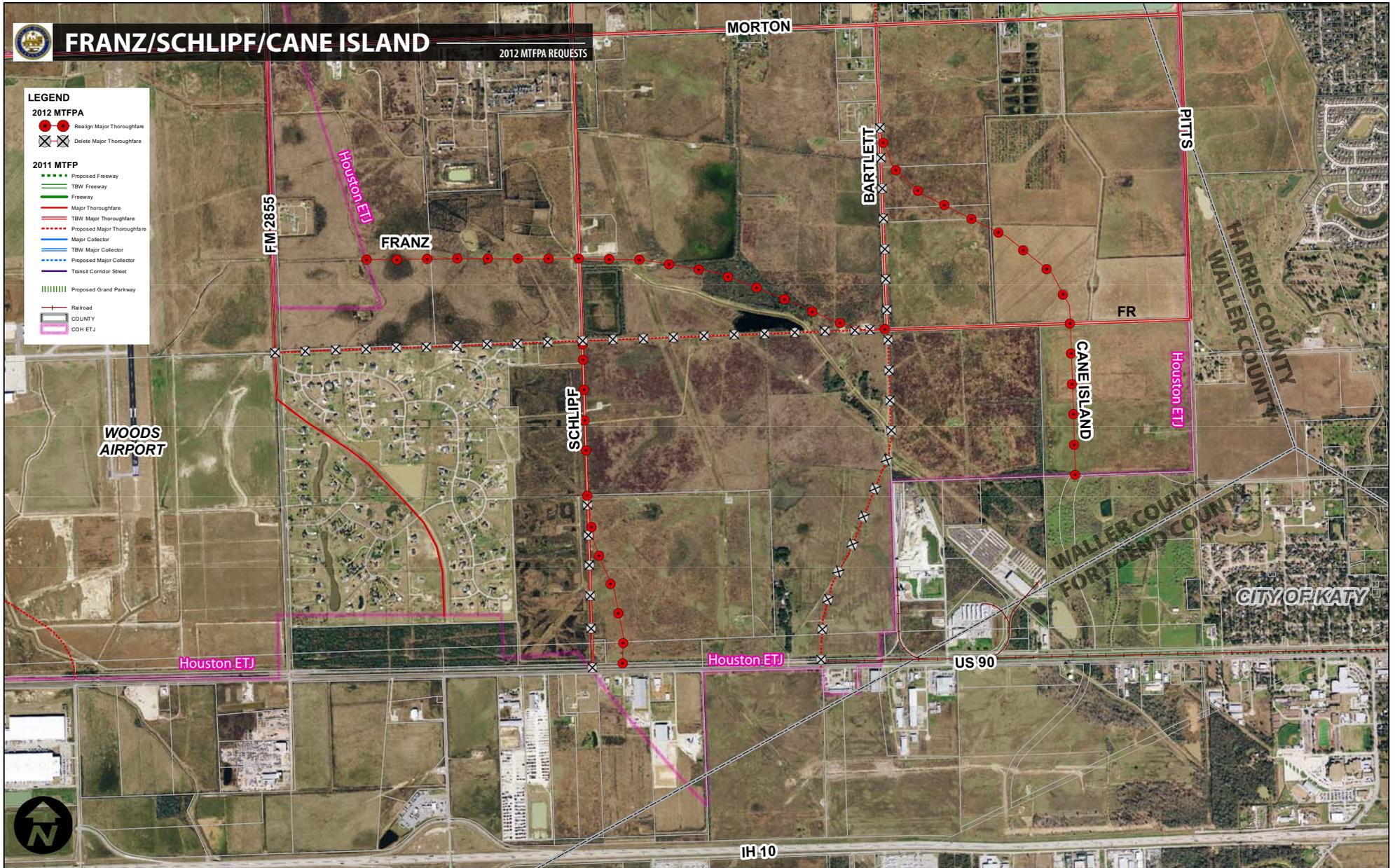
**2011 MTFP**

- 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

Railroad

COUNTY

CDH ETJ





# PUBLIC HEARING REPORT

## 2012-04b Waller County

**APPLICANT:** Waller County

**KEY MAP:** 281; 282 F, K; 321 C, D

**JURISDICTION:** Houston ETJ, Waller County

**LAMBERT:** 3968, 3969, 3970, 3971

**DISTRICT/PRECINCT:** Pcnt. 3

### **PROPOSAL:**

Add **Flukinger Road** and **James R. Muse Parkway** within City of Houston's ETJ, as a major thoroughfare between US 290 Business/Hempstead Highway to Cameron Road.

Realign unnamed north - south major thoroughfare along existing **Binka Road**

Add **Owens Road** within City of Houston's ETJ, as a major thoroughfare between FM 362 and James R Muse Parkway.

### **HISTORY & APPLICANTS JUSTIFICATION:**

The portion of Waller County, west of City of Katy was first included within the City of Houston's Major Thoroughfare and Freeway Plan (MTFP) in 1966. The north-south thoroughfares were spaced approximately two miles apart, while the spacing of the east-west thoroughfares varied between two and three miles. In 1976 the east-west thoroughfare spacing south of US 290 was changed to one mile. FM 362 was the primary north-south thoroughfare west of City of Waller. In 1982 Binka Road, south of Hempstead Highway, was added as a thoroughfare on the MTFP within the City's extraterritorial jurisdiction (ETJ). Later in 1987 the proposed extension of Flukinger Road within the ETJ, north of Owens Road (then called Prairie View Waller Road) was added to the MTFP. The 2000 MTFP Map identifies the alignment of Binka Road east of its existing location. This graphical error was replicated on all future MTFP maps.

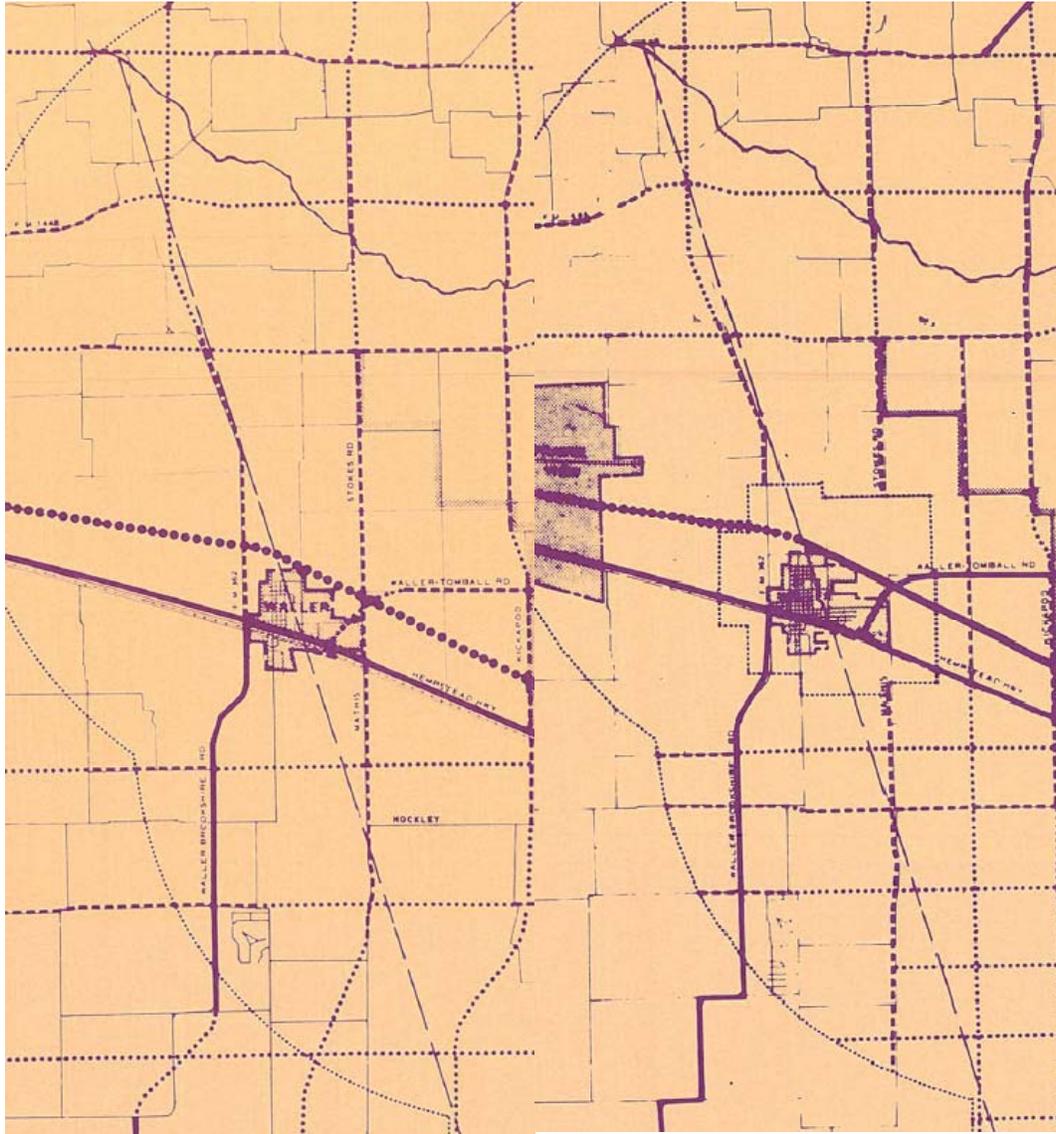
Flukinger Road north of Cameron is currently included on the City's MTFP as a major thoroughfare. Waller County's 2012 Thoroughfare Development Plan identifies the proposed extension of Flukinger to James R. Muse Parkway that currently extends between Hempstead Road and Owens Road. James R. Muse Parkway has an existing interchange with US 290.

James R. Muse Parkway aligns with Binka Road and extends south of Hempstead Road. The proposed realignment of the unnamed north-south thoroughfare east of Binka on the City's MTFP to align with existing ROW Binka Road will make James R. Muse Parkway & Binka Road an effective north south thoroughfare west of FM 362.

Owens Road is an existing east west roadway that extends between FM 362 and Prairie View to align with FM 1098. Even though it is a short 3.2 mile segment it serves as an east-west connection between US 290 and major thoroughfare Cameron Road.



# PUBLIC HEARING REPORT

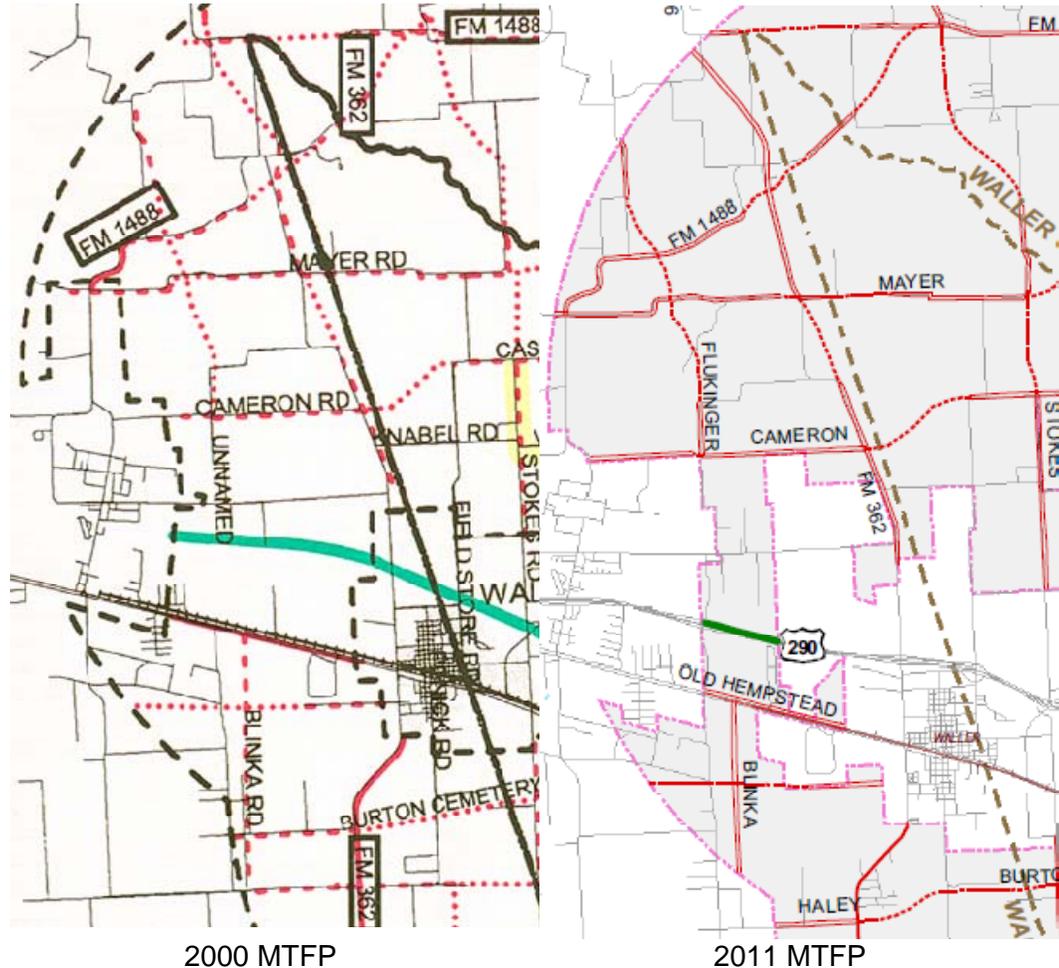


1969 MTFP

1976 MTFP



# PUBLIC HEARING REPORT



## 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 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.



# PUBLIC HEARING REPORT

The Houston-Galveston Area Council (H-GAC) projects that over the next 25 years (2010 – 2035), the population within the study area\* will decrease from 2,580 to 2,482 (- 98 persons), or -3.8%. During the same period, H-GAC estimates that the total jobs in the subject area will increase from 596 to 750 (154 jobs), or 25.8%.

Expressed in percentages, the subject area’s population growth is expected to be less than the Houston ETJ’s (-3.8% vs. 43%), and the area’s job growth is less than the Houston ETJ’s (25.8% vs. 39%).

Year	Population (Persons/ Acre)	% Chg	Households (Households/ Acre)	% Chg	Jobs (Jobs/ Acre)	% Chg
2010	0.09		0.03		0.02	
2018	0.09	-1.4%	0.03	0.7%	0.02	13.3%
2025	0.09	-1.1%	0.04	0.3%	0.03	6.5%
2035	0.09	-1.4%	0.04	0.1%	0.03	4.3%
Change (2010 to 2035)	0.00	-3.8%	0.00	1.1%	0.01	25.8%
City of Houston Change (2010 to 2035)		24.5%		31.1%		37.3%
City of Houston ETJ Change (2010 to 2035)		42.8%		48.3%		39.0%

Source: H-GAC’s 2035 Regional Growth Forecast

\* Data represents population, jobs, and households in 5 Traffic Analysis Zones (TAZ) encompassing approximately 28,132 acres around the proposed amendment. Population projections do not include projections for group housing.

## 2. Land Use & Platting Activity

There has been no platting activity within the study are in the last 5 years.

## 3. Right-Of-Way Status

North-south connectivity is provided by FM 632, James R. Muse Parkway, and Binka Road. East-west connections are provided by Cameron, Ownes, US 290 and Hempstead Highway. Most of these roadways are identified as “to be widened”. Portions of Flukinger, Cameron and unnamed east west thoroughfare south of Hempstead, are to be acquired. The proposed classification for all thoroughfares in the general area is a 100-foot with a four lane boulevard cross-section.



# PUBLIC HEARING REPORT

Street	From	To	Classification	Status
Proposed Flukinger	Mayer	Roberson	T-4-100	To be acquired
Flukinger	Robeson	Cameron	T-4-100	To be widened
Cameron	Houston ETJ (west)	500 feet west from Flukinger	T-4-100	To be widened
Cameron	500 feet west from Flukinger	Flukinger	T-4-100	To be acquired
Cameron	Flukinger	FM 462	T-4-100	To be widened
Mayer	FM 1488	Proposed Flukinger	T-4-100	To be widened
Mayer	Proposed Flukinger	860 feet west from FM 362	T-4-100	To be widened
Mayer	860 foot west from FM 362	FM 362	T-4-100	To be acquired
FM 362	Proposed FM 1488	Mayor	T-4-100	To be widened
FM 362	Mayer	Roberson	T-4-100	To be acquired
FM 362	Roberson	Cameron	T-4-100	To be widened
FM 362	Cameron	Houston ETJ (south)	T-4-100	To be widened
Hempstead	Houston ETJ (west)	Unnamed Thoroughfare (north-south)	T-4-100	To be widened
Hempstead	Unnamed Thoroughfare	Houston ETJ (east)	T-4-100	To be widened
Unnamed Thoroughfare (north-south)	Hempstead	Unnamed Thoroughfare (west-east)	T-4-100	To be widened
Unnamed Thoroughfare (north-south)	Unnamed Thoroughfare (west-east)	Houston ETJ (south)	T-4-100	To be widened
Proposed Unnamed Thoroughfare (west-east)	Houston ETJ (west)	Unnamed Thoroughfare (north-south)	T-4-100	To be acquired
Proposed Unnamed Thoroughfare (west-east)	Unnamed Thoroughfare (north-south)	4000 feet west from Houston ETJ (east)	T-4-100	To be acquired
Proposed Unnamed Thoroughfare (west-east)	4000 feet west from Houston ETJ (east)	Houston ETJ (east)	T-4-100	To be widened

\* 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

There is a good grid network of major thoroughfares that are appropriate for the study area's more rural context. Connectivity is enhanced by major thoroughfare spacing are, on average, a distance of greater than one mile but less than two miles. The spacing varies as the thoroughfares overlap the existing farm-to-market roads and US 290, which bisects the area. The proposed addition of Owens and Flukinger will improve both east-west and north-south mobility in the area.



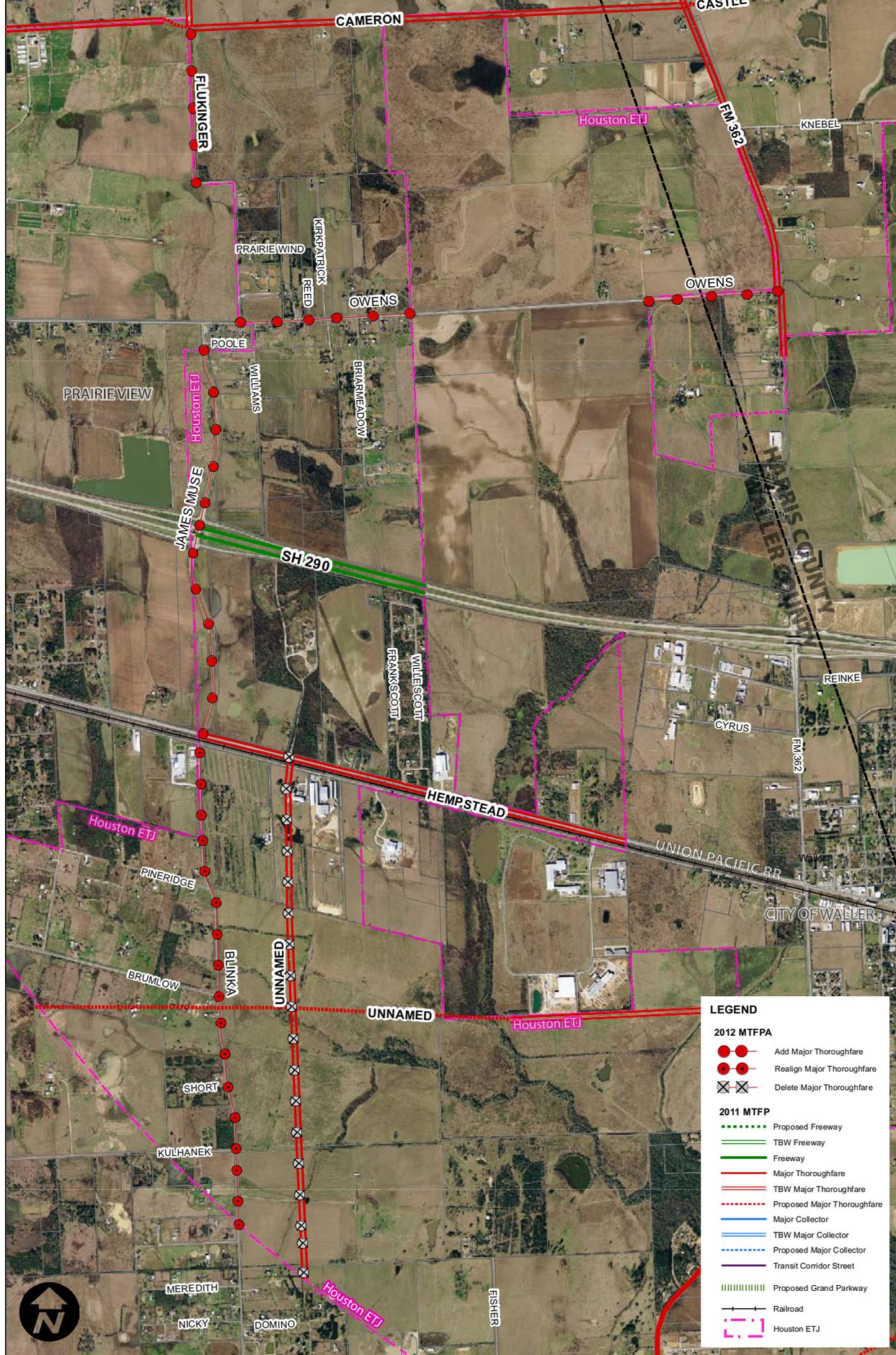
# PUBLIC HEARING REPORT

Street	From	To	Street Type	Direction	Spacing (mile)
Proposed Flukinger	Mayer	Cameron	Major Thoroughfare	north-south	1.70
Cameron	Houston ETJ (west)	Flukinger	Major Thoroughfare	east-west	1.13
Cameron	Flukinger	FM 462	Major Thoroughfare	east-west	1.70
Mayer	FM 1488	Proposed Flukinger	Major Thoroughfare	east-west	1.26
Mayer	Proposed Flukinger	FM 362	Major Thoroughfare	east-west	1.34
FM 362	Proposed FM 1488	Mayor	Major Thoroughfare	north-south	1.12
FM 362	Mayer	Cameron	Major Thoroughfare	north-south	1.70
FM 362	Cameron	Houston ETJ (south)	Major Thoroughfare	north-south	1.80
Hempstead	Houston ETJ (west)	Unnamed Thoroughfare (north-south)	Major Thoroughfare	east-west	0.32
Hempstead	Unnamed Thoroughfare	Houston ETJ (east)	Major Thoroughfare	east-west	1.17
Unnamed Thoroughfare (north-south)	Hempstead	Unnamed Thoroughfare (west-east)	Major Thoroughfare	north-south	0.86
Unnamed Thoroughfare (north-south)	Unnamed Thoroughfare (west-east)	Houston ETJ (south)	Major Thoroughfare	north-south	0.91
Unnamed Thoroughfare (west-east)	Houston ETJ (west)	Unnamed Thoroughfare (north-south)	Major Thoroughfare	east-west	0.85
Unnamed Thoroughfare (west-east)	Unnamed Thoroughfare (north-south)	Houston ETJ (east)	Major Thoroughfare	east-west	1.51



# FLUKINGER/JAMES R MUSE/BINKA/OWENS

2012 MTFPA REQUESTS



**LEGEND**

**2012 MTFPA**

- Add Major Thoroughfare
- Realign Major Thoroughfare
- ⊗⊗ Delete 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
- Railroad
- ⋯ Houston ETJ

0 0.25 0.5 1 Miles