

CITY OF HOUSTON

DEVELOPMENT SERVICES DIVISION

PLANNING & DEVELOPMENT DEPARTMENT

2012 MTFP AMENDMENT APPLICATION

To expedite this application, please complete entire application form and attach supporting material as required.

Staff will complete shaded items

Submission period closes March 15, 2012

1. STREET/PROPOSAL NAME: KIRBY DRIVE

2. PRE-SUBMITTAL CONFERENCE DATE: February 17, 2012

3. REQUEST: Add Thoroughfare/Collector/Transit Corridor/Street Delete T/C Realign T/C Reclassify T/C

4. PROJECT INFO: Appl. no.:

Inside City Limits Lambert: Census Tract: 3309, 3341 School Dist.: H.I.S.D

ETJ Key Map: 572-D, H, M, R, V, Z Zip Code: 77045, 047, 051 City Council Dist.: D and K

County: Harris Utility Dist.: N/A Co. Comm. Pct.: 1

5. PROJECT DATA: Is Street currently on a CIP (if yes, provide agency name): Unknown

Name of Thoroughfare/Collector/TCS: KIRBY / ANAGNOST Total length (miles): 4.5

Year Street first appeared on MTFP: 1966 Total ROW width (feet): Varies 0' to 100'

6. GEOGRAPHIC:

North of: South Beltway 8 East of: Fannin / Almeda

South of: Holmes Road West of: SH 288

7. DESCRIPTION OF PROPOSAL: (Attach additional pages as necessary)

Re-classify the existing and proposed alignment of Kirby Drive/Anagnost Road between Reed Road / Fannin and the southern ETJ from a Major Thoroughfare to a Principle Thoroughfare (T-4-100 to P-4-120).

8. DESCRIPTION OF CONSULTATION WITH AREA LAND OWNERS AND/OR ADJACENT RESIDENTS/BUSINESSES: (Attach supporting material)

9. CONTACT INFO:

Owner: Metropolitan Transit Authority of Harris County Name of Contact Person: Ms. Kimberly Slaughter

Address: P.O. Box 61429 Phone: 713-652-4365 Fax: _____

Email: kimberly.slaughter@ridemetro.org

City: Houston State: Texas Zip: 77208-1429

Applicant: Metropolitan Transit Authority of Harris County Name of Contact Person: Ms. Kimberly Slaughter

Address: P.O. Box 61429 Phone: 713-652-4365 Fax: _____

Email: kimberly.slaughter@ridemetro.org

City: Houston State: Texas Zip: 77208-1429

10. ADDITIONAL CONTACT INFO:

2ND Name: Clint Harbert Phone: 713-652-4371 Email: Clint.Harbert@ridemetro.org

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George Greanias

March 23, 2012

Mr. Amar Mohite, Administration Manager
City of Houston
Planning and Development Department
611 Walker Street, Sixth Floor
Houston, Texas 77002

Subject: 2011 Major Thoroughfare and Freeway Plan (MTFP) Amendment Request

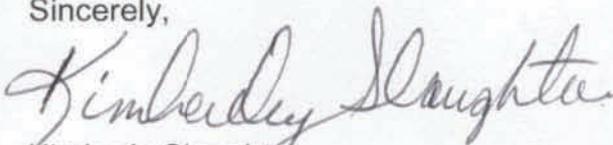
Dear Mr. Mohite:

METRO would like to modify its amendment request to the City of Houston's 2011 Major Thoroughfare and Freeway Plan (MTFP) which was submitted to the Planning and Development Department on March 13, 2012. At that time, METRO had requested an amendment to the current classification of Kirby/Anagnost south of Fannin from a 100-foot Major Thoroughfare (T-4-100) to a 120-foot Major Thoroughfare (T-4-120) in the City of Houston's 2011 Major Thoroughfare and Freeway Plan (MTFP). We would like to modify our request that Kirby/Anagnost south of Fannin be reclassified from a 100-foot Major Thoroughfare (T-4-100) to a 120-foot Principal Thoroughfare (P-4-120).

Kirby is currently designated in the City of Houston MTFP as a Principal Thoroughfare between Shepherd & IH 610; and as a Major Thoroughfare between IH 610 & City's ETJ. Kirby aligns with Allen Parkway which is also designated as a Principal Thoroughfare between Shepherd and Downtown. Since Kirby is approximately a 12.3 miles long within the City of Houston and its ETJ and is planned to be extended into Brazoria County to align with existing Kirby Drive in City of Pearland, the overall segment within our ETJ should be designated as a Principal Thoroughfare. METRO's modified amendment request would result in all of Kirby Drive in the City of Houston ETJ reclassified as a Principal Thoroughfare.

Attached is a revised MTFP amendment application. If you have any questions, please contact Clint Harbert at 713-652-4371.

Sincerely,



Kimberly Slaughter
Senior Vice President
Service Design & Development

Attachment: Revised 2012 MTFP Amendment Application

cc: Clint Harbert, Senior Director, Service Design & Development / METRO

**Board of
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George Greenlee

March 8, 2012

Ms. Marlene Gafrick, Director
City of Houston
Planning and Development Department
Development Services
P. O. Box 1562
611 Walker St., 6th Floor
Houston, Texas 77251-1562

Re: Proposed Amendment to the 2011 City of Houston Major Thoroughfare and
Freeway Plan for Kirby/Anagnost

Dear Ms. Gafrick:

The Metropolitan Transit Authority of Harris County (METRO) requests your consideration of our proposed amendment to the adopted 2011 City of Houston Major Thoroughfare and Freeway Plan (MTFP) as outlined in our submission package transmitted to your office on March 15, 2012. METRO is requesting that the Street Hierarchy Table that identifies the necessary right-of-way width be changed from the current classification of T-4-100 to T-4-120 for Kirby Drive between Reed Road and the southern city limit line of the City of Houston. Robust growth and heavy congestion on SH 288 have led METRO to recognize the need for high capacity transit in the south into Brazoria County. METRO is currently drafting the 2040 METRO Vision Long Range Transit Plan to identify where future high capacity transit service is needed. 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.

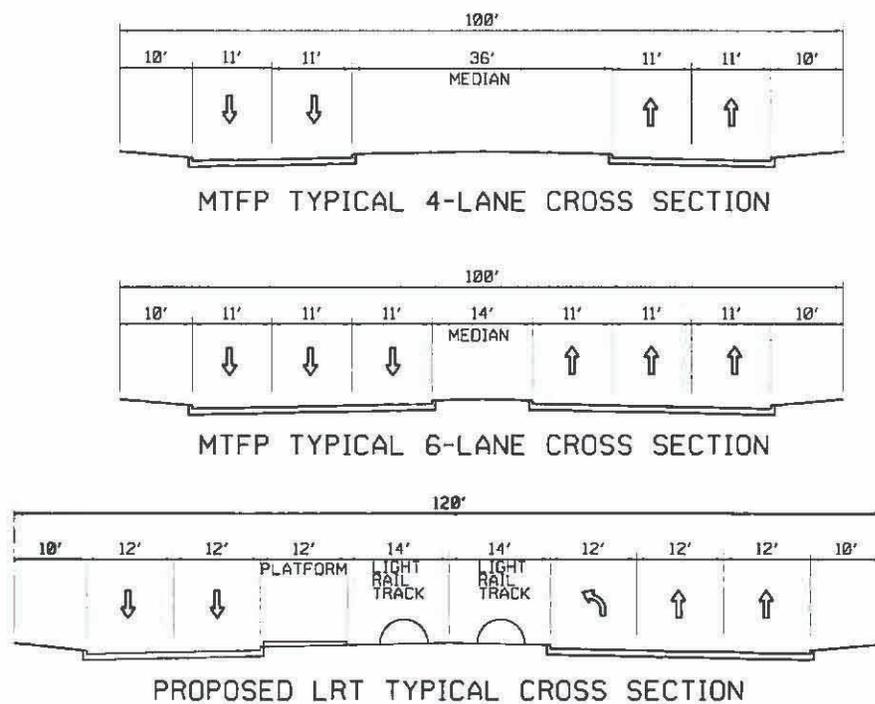
As a parallel roadway to SH 288, Kirby Drive is a potential corridor for future high capacity transit service. Based on preliminary studies, Kirby Drive has been identified as a viable high capacity transit alignment in the corridor. An official Alternatives Analysis would need to be conducted to identify a preferred alignment for future high-capacity transit in the corridor. However, in order to maintain Kirby Drive as a viable option, concerted efforts should be made now by preserving sufficient right-of-way.

Presently, the City of Houston 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, and space on each side of the roadway for sidewalks and underground utilities. One hundred feet is sufficient for this configuration and would provide the opportunity to add lanes in each direction for a six lane roadway as demand

warrants. The center median should have enough width to include left turn lanes and to provide a pedestrian refuge, approximately 20 feet. If the median is too narrow, there is not enough room to have a left turn lane and space for pedestrians at intersections. A sufficiently wide median could also provide storage for cars turning left from side streets and driveways.

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 station within the 120 feet. Cross-sections of the proposed right-of-way modifications are shown in **Figure 1**.

Figure 1: Major Thoroughfare Cross-sections



Much of the METRORail system has had to be designed for less than ideal conditions because of insufficient right-of-way and existing development. METRO is requesting the City of Houston's assistance in preserving right-of-way on Kirby Drive now, before development restricts the opportunity and increases acquisition costs. We are not requesting a change in the existing and proposed alignment of Kirby Drive as currently indicated on the adopted 2011 Major Thoroughfare and Freeway Plan. We are only requesting that the Street Hierarchy Table that identifies the necessary right-of-way width

Ms. Marlene Gafrick, Director
City of Houston
Planning and Development Department
March 8, 2012

be changed from the current classification of T-4-100 to T-4-120 for Kirby Drive between Reed Road and the southern city limit line of the City of Houston.

Kirby Drive is a north-south arterial within the SH 288 corridor as defined by METRO. According to H-GAC's regional population projections, population in the SH 288 corridor is projected to grow by 40 percent by 2035, greater than either the Houston Metropolitan Area (35 percent) or the METRO service area (26 percent) (H-GAC, 2010). Kirby Drive and other major thoroughfares in the SH 288 corridor are already congested during the peak period; a situation projected to worsen with the population and employment growth anticipated in the corridor. Kirby Drive has been identified as a viable high capacity transit alignment for light rail service, a transportation mode that is able to move far greater numbers of people more efficiently and cleanly than afforded by automobiles alone. The most effective shared right-of-way width, that optimizes benefits for both modes of transportation, is a right-of-way width of 120 feet. We recognize that Houston is a city where most of its growth and development has occurred in the age of the automobile, and has enjoyed a high degree of mobility dependent upon motor vehicles as the prevalent mode of transportation. However, the proposed amendment would preserve this needed right-of-way width for when light rail becomes necessary. This potential transit connection could help alleviate congestion and enhance safety, spur economic development, and increase the value of real estate and transportation assets for the region. The adoption of this amendment would, therefore, positively affect the region's, the city's, and the neighborhood's physical characteristics and urban pattern by providing a safe, efficient, multi-modal form of transportation when needed.

Employment growth in the SH 288 corridor is projected to grow to 29% (H-GAC, 2010), at a rate slower than employment growth in Metropolitan Houston. This shows that employment opportunities for people within the SH 288 corridor occur primarily outside the corridor. Transit needs of the population within the SH 288 corridor show a concentration of medium to very high transit needs in the central and northern portions of the corridor. The proposed amendment would provide the most efficient use of the corridor for multiple modes of transportation, thereby efficiently connecting communities to employment, educational, medical and recreational needs. Therefore, the adoption of this amendment would positively affect the high level of mobility that the MTFP represents to provide by significantly increasing the accessibility to the SH 288 corridor and, as a result; greatly enhancing system connectivity to a majority of linkages with the City of Houston and Harris County.

The proposed and existing alignment of Kirby Drive (and Anagnost) is a continuous major thoroughfare from downtown Houston (as an extension of Allen Parkway) to the southern city limit. Other jurisdictions beyond the City of Houston, such as Pearland have extended or propose to extend Kirby Drive south into Brazoria County, providing considerable length and continuity throughout the community. The availability of additional efficient mobility provides support for projected growth and development as a positive impact for the City of Houston. The 120-foot wide right-of-way would allow the

Ms. Marlene Gafrick, Director
City of Houston
Planning and Development Department
March 8, 2012

Kirby Drive corridor to provide both optimum vehicular and mass transit needs. The efficient location of a rail guideway system within a vehicular right-of-way would reduce the impact on nearby collectors in contrast to a separate alignment that would interrupt the typical collector spacing.

Should an official Alternatives Analysis identify Kirby Drive as the preferred option for the need to provide high capacity transit in the south into Brazoria County, at some point in the future, it is anticipated that METRO would request this portion of Kirby Drive be designated as a Transit Corridor Street. This designation would further enhance the area for significant compact development that can be enjoyed by users of a variety of transportation modes. Locating the rail guideway system within an existing alignment of Kirby Drive would maintain the original integrity of the MTFP and ensure confidence in the plan's long-range implementation. Also, by using an existing alignment designation, the proposed amendment would minimize the impact on existing major thoroughfares, the surrounding environment, the areas in the immediate vicinity of the thoroughfare, and the Major Thoroughfare and Freeway Plan.

This proposed amendment directly augments the ability of METRO to provide a reasonable, equitable, least-impact, and efficient mass transit system that can be enjoyed by the citizens and visitors of the City of Houston and the region. Included with this letter are the required application and maps per the application requirements. We are available to respond to any questions during this amendment request review process. If you have any questions contact Clint Harbert at 713-652-4371.

Sincerely,



Kimberly Slaughter, Senior Vice President
Service Design & Development

Attachments:

- Completed 2012 MTFP Amendment Application
- Item 3: Survey of Alignment, Kirby Drive MTFP
- Item 4: Area Map, Kirby Drive MTFP
- Item 5: Scaled Area Map, Kirby Drive MTFP