



PUBLIC HEARING REPORT

2011-03 *Buffalo Speedway*

APPLICANT: TBG Partners

KEY MAP: 572 T, X, W

JURISDICTION: Houston, Harris County

LAMBERT: 5250, 5251

DISTRICT/PRECINCT: Dist. D / Pcnt. 1

PROPOSAL:

Delete or reclassify major thoroughfare Buffalo Speedway as a major collector (70' ROW) between Fuqua Road and Beltway 8.

APPLICANTS JUSTIFICATION & HISTORY:

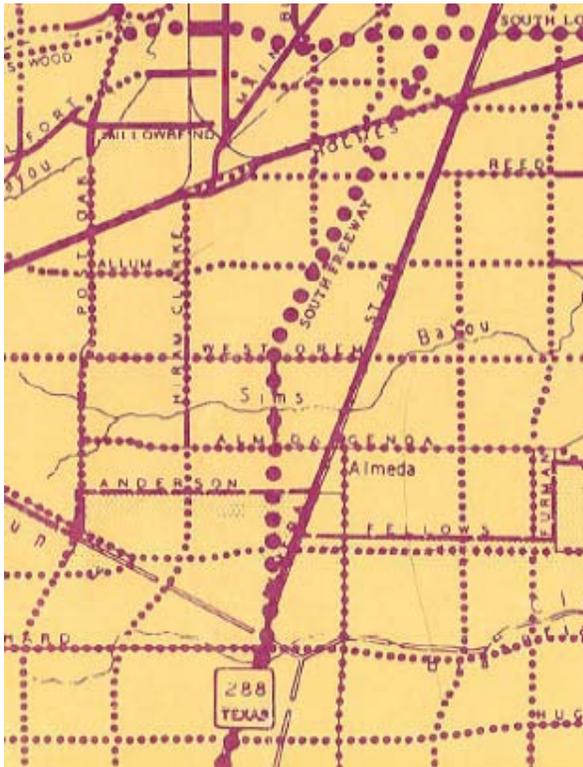
Buffalo Speedway was first identified as a major thoroughfare on the 1957 Plan for Major Thoroughfare and Freeway (MTFP) north of Allum Road. The alignment south of Allum Road was identified as proposed SH 288. In 1964 the SH 288 was realigned to its current location and Buffalo Speedway was extended south to Fuqua Road. In 1966 the alignment was extended due south across Almeda Road and aligned with Almeda School Road to Houston's southern extent of the MTFP's jurisdiction. The 1976 MTFP map identifies Clear Creek as the new limits of Houston's southern extent of the MTFP's jurisdiction. In 1983 Buffalo Speedway was terminated at Almeda Road on the MTFP. The proposed Buffalo Speedway alignment between South Sam Houston Parkway and Almeda Road was deleted in 1990 to its current configuration.

The applicant representing the property owners along the north side of Beltway 8 is requesting the reclassification or deletion of major thoroughfare Buffalo Speedway between major collector Anderson Road and Beltway 8. The Planning and Development Department would like to expand the study to include studying the reclassification of Buffalo Speedway south of major thoroughfare Fuqua Road.

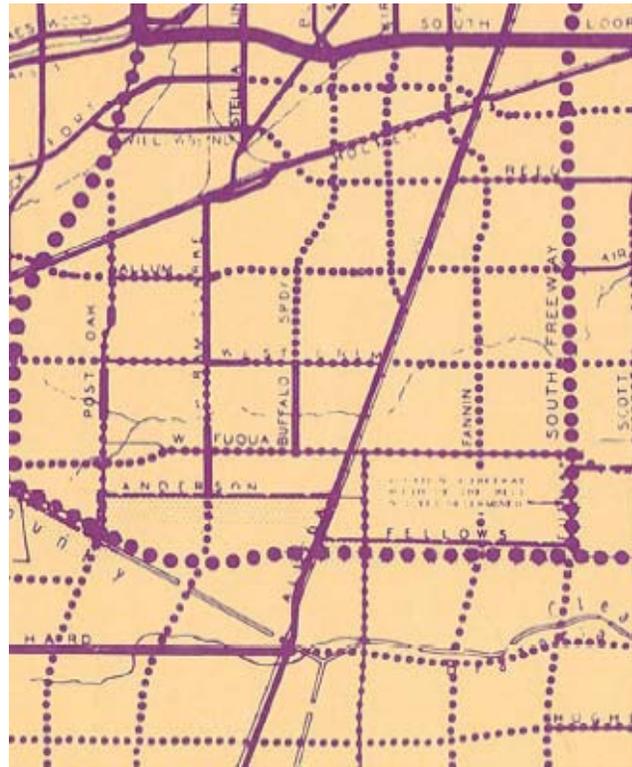
The major thoroughfare geometric design standards for construction of this Buffalo Speedway segment and the angular alignment to the Almeda Road and Beltway 8 interchange leaves the property along Beltway 8 with few practical development options. The proposed intersection of Buffalo Speedway and Beltway 8 would be a T-intersection with the frontage road due to its proximity to the Almeda Road interchange thus limiting traffic along the roadway. The asymmetric geometry of the Almeda interchange is due to the HB&T RR's tracks location along the eastside of Almeda Road. The west bound connector between Almeda Road and the Beltway 8 frontage road curves along the southeast corner of the subject property prior to merging with the west bound frontage road. Additionally the entrance ramp to the main lanes of Beltway 8 is spaced approximately 1,150 feet from the Almeda Road connector along the frontage road. All of the facts above make the current alignment of Buffalo Speedway as a major thoroughfare impractical.

The proposed Buffalo Speedway alignment is spaced 2,050 feet from Almeda Road along Beltway 8. The spacing between Harlem Road and Almeda Road is 1.15 miles and warrants a north-south street(s) for mobility. However allowing different design standards would address some of the concerns for connectivity along Beltway 8 frontage road and also through the properties north of the Beltway 8. The flexibility afforded by local or collector street standards will positively affect the development potential of the property and thus extension of roadway.

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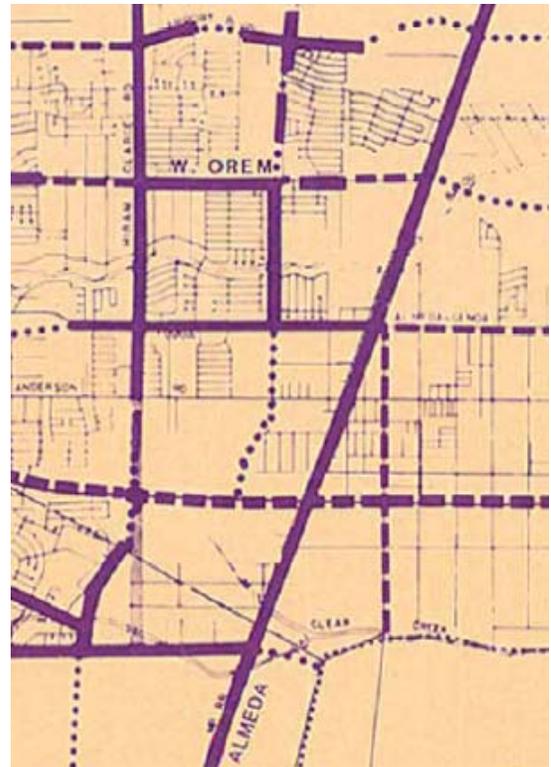
1957 MTFP



1964 MTFP



1983 MTFP



1990 MTFP

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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 percent) to its population. Houston's ETJ however grew 35 percent 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 8 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 thrust of employment growth will be 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.

While the ETJ is growing, the City will also be taking in an additional 550,000 new residents. The most notable population growth occurs 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 24.8 % from 7,023 to 8,770 and was more than the City of Houston's growth but less than ETJ's growth.

The Houston-Galveston Area Council (H-GAC) projects that over the next 20 years (2015 – 2035), the population within the study area* will increase from 9,864 to 11,951 (2,087 persons), or 21.1%. The number of persons per acre is projected to increase from approximately 5.20 to approximately 6.30. During the same period, H-GAC estimates that the total jobs in the subject area will increase from 2,599 to 3,851 (1,252 jobs), or 48.3%. The number of jobs per acre is projected to increase from approximately 1.37 to 2.03.

Expressed in percentages, the subject area's population growth is expected to be more than the City of Houston's (21.1% vs. 14.4%), and the area's job growth is expected to be more than the City's (48.4% vs. 23.8%).

Year	Population (Persons/Acre)	% Chg	Households (Households/Acre)	% Chg	Jobs (Jobs/Acre)	% Chg
2015	5.20		1.67		1.37	
2020	5.46	5.0%	1.81	8.9%	1.72	25.7%
2025	5.66	3.6%	1.90	5.1%	1.88	9.1%
2030	6.02	6.5%	2.08	9.4%	1.95	3.8%
	6.30	4.5%	2.23	6.8%	2.03	4.1%

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2035						
Change (2015 to 2035)	1.10	21.1%	0.56	33.6%	0.66	48.3%
City of Houston Change (2015 to 2035)		14.4%		16.44%		23.8%
City of Houston ETJ Change (2015 to 2035)		53.3%		62.4%		50.9%

Source: H-GAC's 2035 Regional Growth Forecast

* Data represents population, jobs, and households in 3 Traffic Analysis Zones (TAZ) encompassing approximately 1,897 acres around the proposed amendment. Population projections do not include projections for group housing.

2. Land Use & Platting Activity

The study area extends between Sims bayou to the north and Bluebonnet Street south of Beltway 8. Alameda Road and Hiram Clarke form the eastern and western boundaries. North of Beltway 8, the primary land use is single family residential. Undeveloped properties represent a significant portion of the total acreage north of Beltway 8. It is also the dominant use south of the Beltway. 42% of the total acreage within the study area is undeveloped and 7% agricultural production. 10% of the total acreage is currently used for industrial uses. Commercial and institutional uses represent 4 and 3 percent respectively and are primarily located along major thoroughfares Fuqua and Alameda Road.

Subdivision Plat Name	Action Date	Key Map	Land Use	Property Size (acres)	Number of Lots
Beltway Business Park	22-Jan-04	572W	Commercial	80.4	
Anderson Road Tract GP	19-Feb-04	572W	SF Residential (public street)	104.6	
Hiram Clarke Road and Summerlyn Drive Street Dedication	15-Apr-04	572W	SF Residential (public street)	4.7	
Summerlyn Sec 1	28-Oct-04	572W	SF Residential (public street)	25.5	155
Mission Bautista Townwood	24-Mar-05	572X	Commercial	1.5	
Hunt and Hunt	21-Apr-05	572X	Commercial	16.6	
Summerlyn Sec 2	20-Oct-05	572W	SF Residential (public street)	23.0	131
Summerlyn Sec 4	28-Sep-06	572W	SF Residential (public street)	22.6	148
Summerlyn Sec 3	4-Jan-07	572W	SF Residential (public street)	13.1	76
Fellows Road Reserve Subdivision	5-Jul-07	572X	Unrestricted	4.0	
Yonder Tree Subdivision	27-Sep-07	572X	Unrestricted	2.0	
Broadhurst Place Subdivision	18-Feb-10	572X	SF Residential (public street)	0.3	3
Yes Preparatory School Southwest Campus	26-Apr-07	572W	Unrestricted	7.7	
Summerlyn Sec 3	8-Jul-10	572W	SF Residential (public street)	8.4	40
Mission Bautista Townwood replat no 1 and extension	3-Feb-11	572X	Other	2.0	

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From 2004 to 2011 platting activity in the general area where the Buffalo Speedway MTFP amendment is being requested included the single family residential development, Summerlyn Subdivision, located on the south side of Anderson Road and west of proposed Hiram Clarke. Platting activity of commercial or non-residential tracts generally occurred closer to Beltway 8 or along the east side of Almeda.

3. Right-Of-Way Status

Buffalo Speedway, from Beltway 8 to Fuqua, is identified as a proposed major thoroughfare with four lanes and a 100' right-of-way (ROW). The ROW for Buffalo Speedway between Beltway 8 and Cielo Subdivision has not been dedicated. A portion of the right-of-way for Buffalo Speedway to the north and south side of Fuqua was platted with the Celio single family residential subdivision. Anderson Road is a 60' ROW street and is identified as "to be widened" to four lane and 70' ROW. Hiram Clarke ROW between Beltway 8 and Anderson Road is identified as "to be acquired."

Street	Segment	Classification	Status
Buffalo Speedway	BW 8 to Anderson	T-4-100	To be acquired
Buffalo Speedway	Anderson to Cielo Subdivision	T-4-100	To be acquired
Buffalo Speedway	Cielo Subdivision to Fuqua	T-4-100	Sufficient width
Buffalo Speedway	Fuqua to Orem	T-4-120	Sufficient width
Anderson	Hiram Clarke to Buffalo Speedway	C-4-70	To be widened
Anderson	Buffalo Speedway to Almeda	C-4-70	To be widened
Fuqua	Hiram Clarke to Buffalo Speedway	T-4-100	Sufficient width
Fuqua	Buffalo Speedway to Almeda	T-4-100	Sufficient width
Hiram Clarke	BW 8 to Summerlyn	T-4-100	Sufficient width
Hiram Clarke	Summerlyn to Anderson	T-4-100	To be acquired
Hiram Clarke	Anderson to Fuqua	T-4-100	Sufficient width
Almeda	BW 8 to Anderson	T-4-100	Sufficient width
Almeda	Anderson to Fuqua	P-6-100	Sufficient width

4. Major Thoroughfare Spacing

The north-south major thoroughfares, Hiram Clarke, Buffalo Speedway, and Almeda are spaced approximately 0.91 and 0.48 mile respectively along Anderson Road. The east-west streets Fuqua, Anderson and Beltway 8 are spaced 0.52 and 0.64 mile respectively along Buffalo Speedway.

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Street	From	To	Street Type	Direction	Spacing (mile)
Buffalo Speedway	Fuqua	Orem	Major Thoroughfare	north-south	1.00
Buffalo Speedway	Anderson	Fuqua	Major Thoroughfare	north-south	0.52
Buffalo Speedway	BW 8	Anderson	Major Thoroughfare	north-south	0.67
Hiram Clarke	Orem	Fuqua	Major Thoroughfare	north-south	0.97
Hiram Clarke	Fuqua	Anderson	Major Thoroughfare	north-south	0.50
Hiram Clarke	Anderson	BW 8	Major Thoroughfare	north-south	0.64
Almeda	Orem	Fuqua	Major Thoroughfare	north-south	1.03
Almeda	Fuqua	Anderson	Major Thoroughfare	north-south	0.54
Almeda	Anderson	BW 8	Major Thoroughfare	north-south	0.66
Fuqua	Hiram Clarke	Buffalo Speedway	Major Thoroughfare	west-east	0.90
Fuqua	Buffalo Speedway	Almeda	Major Thoroughfare	west-east	0.67
Anderson	Hiram Clarke	Buffalo Speedway	Major Collector	west-east	0.91
Anderson	Buffalo Speedway	Almeda	Major Collector	west-east	0.48

5. Mobility

Almeda Road and Post Oak Road are currently the only primary north-south thoroughfares in the area that extend Beltway 8 to Orem. Hiram Clarke and Buffalo Speedway currently extend up to Anderson Road and Fuqua respectively however have not been extended to the Beltway. Due to the asymmetric design of the Almeda Road interchange and its vicinity to the Buffalo Speedway the designated alignment and interchange is not planned along Beltway 8.

Local street circulation between Beltway 8 and Anderson Road is currently minimal due to the lack of contiguous development in the area. Summerlyn Subdivision has a circuitous street pattern between Beltway 8 and Anderson Road. North of Anderson Road there are a number of north south local street connections; however east west connection is limited to the thoroughfare/ collector streets.

Hiram Clarke Transit Center is located at the north-west corner of Buffalo Speedway and Fuqua. Fuqua, Hiram Clarke and Buffalo Speedway serve as bus routes in the study area. Anderson Road between Post Oak Blvd. and Hiram Clarke also serve as bus route.

The travel demand model projection for thoroughfares in the study area in the 2018 and 2035 are reflected in the table and map below. Buffalo Speedway south of Anderson Road projects 9,849 and 11,789 average daily traffic (ADT) in 2018 and 2035 respectively. For the same years Buffalo Speedway, north of Anderson Road has an ADT of 9,857 and 7,508. Anderson Road between Almeda Road and Buffalo Speedway projects an ADT of 15,874 and 18,625 respectively for the years 2018 and 2035.

The projection for Hiram Clarke between Fuqua and Beltway 8 does not exceed 12,000 trips in 2035. Almeda Road north and south of Anderson Road carries approximately 17,000 and 14,000 ADT trips respectively. Fuqua carries a significant ADT of 24,000 and 28,000 trips between Buffalo Speedway and Almeda in 2018 and 2035 respectively.

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The travel demand model comparison analysis for with and without Buffalo Speedway between Anderson Road and Beltway 8, indicates that the Fuqua and Anderson Road west of Buffalo Speedway will see the most significant increases in volume by 2035. The ADT along Alameda Road between Beltway 8 and Anderson Road also increases in the without Buffalo Speedway scenario. The results indicate that Buffalo Speedway does not carry thoroughfare volumes south of Fuqua. However it does carry collector street volumes when extended to the Beltway.

Average Daily Traffic Comparison between 2018 and 2035 with Buffalo Speedway (4-lanes)

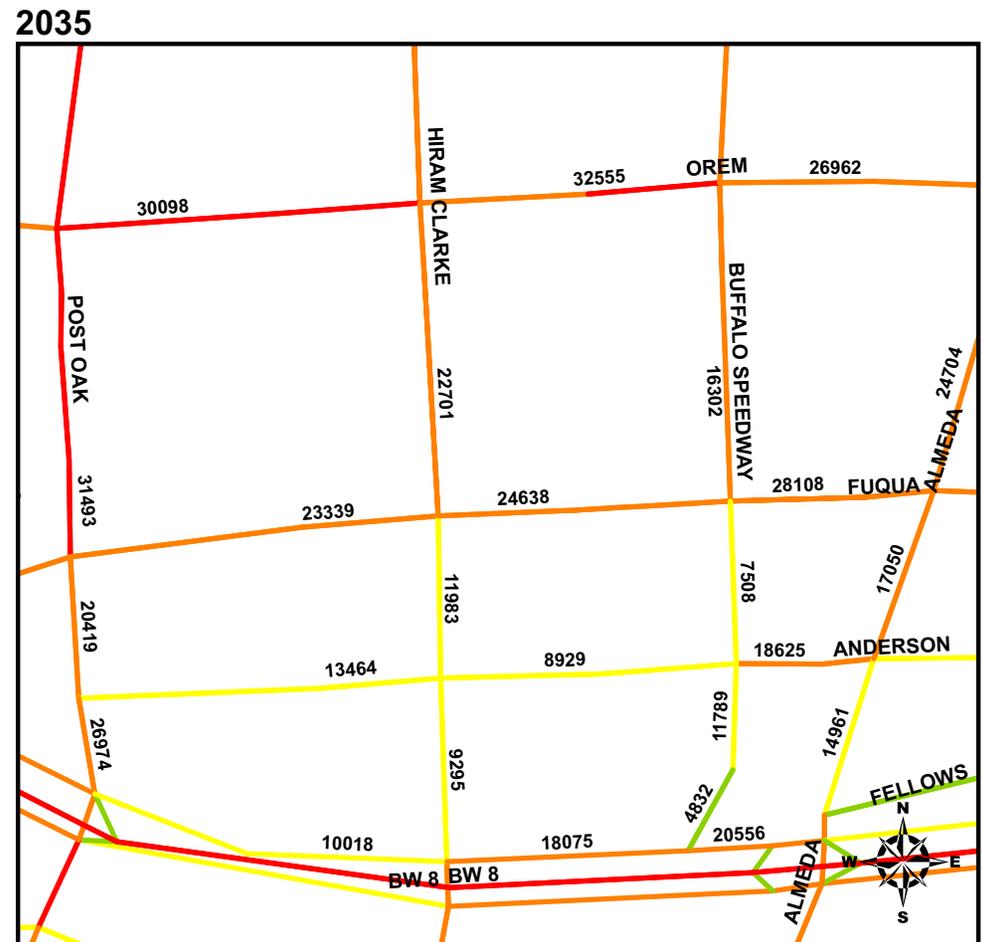
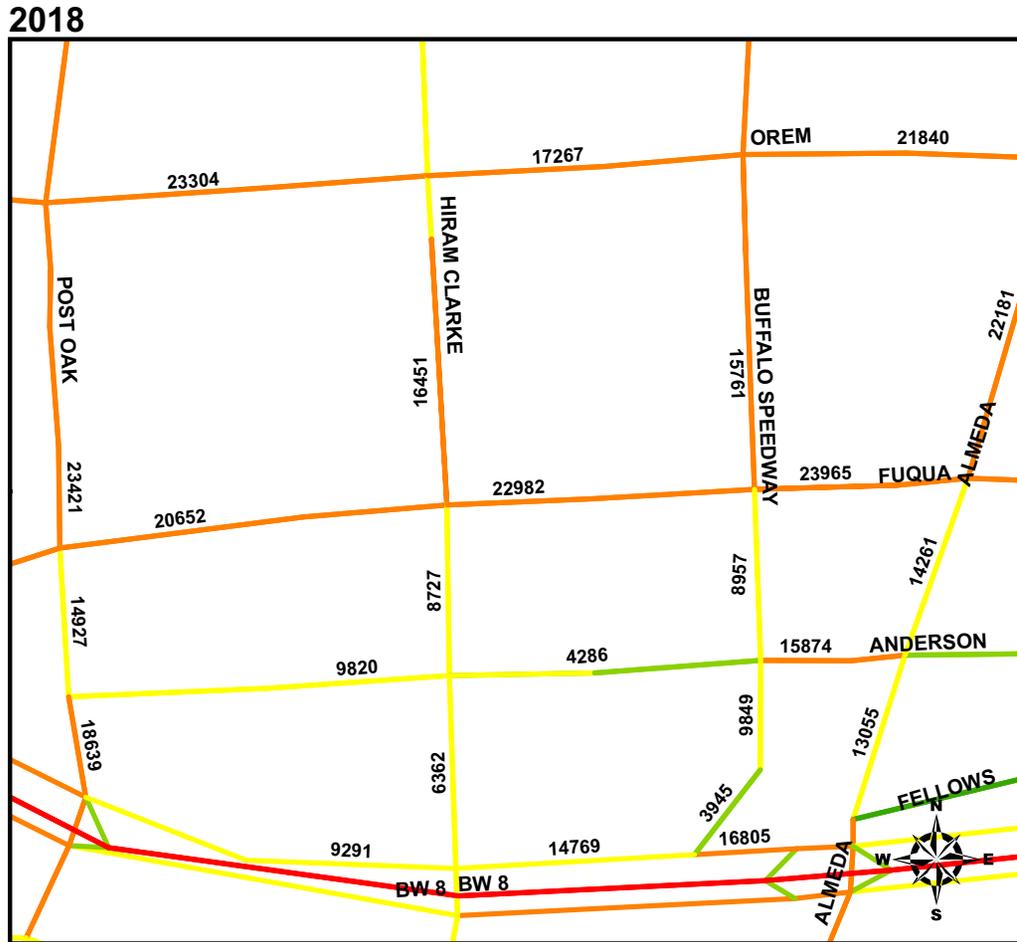
Street	Segment	2018	2035	% Change
Orem	Alameda to Buffalo Speedway	21,840	26,962	23%
Orem	Buffalo Speedway to Hiram Clarke	17,267	32,555	89%
Orem	Hiram Clarke to Post Oak	23,304	30,098	29%
Fuqua	Alameda to Buffalo Speedway	23,965	28,108	17%
Fuqua	Buffalo Speedway to Hiram Clarke	22,982	24,638	7%
Fuqua	Hiram Clarke to Post Oak	20,652	23,339	13%
Anderson	Alameda to Buffalo Speedway	15,874	18,625	17%
Anderson	Buffalo Speedway to Hiram Clarke	4,286	8,929	108%
Anderson	Hiram Clarke to Post Oak	9,820	13,464	37%
Alameda	Orem to Fuqua	22,181	24,704	11%
Alameda	Fuqua to Anderson	14,261	17,050	20%
Alameda	Anderson to Fellows	13,055	14,961	15%
Buffalo Speedway	Orem to Fuqua	15,761	16,302	3%
Buffalo Speedway	Fuqua to Anderson	8,957	7,508	-16%
Buffalo Speedway	Anderson to Beltway 8	9,849	11,789	20%
Hiram Clarke	Orem to Fuqua	16,451	22,701	38%
Hiram Clarke	Fuqua to Anderson	8,727	11,983	37%
Hiram Clarke	Anderson to Beltway 8	6,362	9,295	46%
Post Oak	Orem to Fuqua	23,421	31,493	34%
Post Oak	Fuqua to Anderson	14,927	20,419	37%
Post Oak	Anderson to Beltway 8	18,638	26,974	45%

ADT

— 0 - 1500 — 1501 - 5000 — 5001 - 15000 — 15001 - 30000 — 30001 - 321339

Buffalo Speedway

Average Daily Traffic (ADT)



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Average Daily Traffic Comparison With & Without 4-lane Buffalo Speedway

STREET	SEGMENT	With Buffalo Speedway	Without Buffalo Speedway	% Change with Buffalo Speedway
		2035	2035	
Buffalo Speedway	BW 8 to Anderson	11,789	N/A	
Buffalo Speedway	Anderson to Fuqua	7,508	6,720	-10%
Buffalo Speedway	Fuqua to Orem	16,302	15,866	-3%
Hiram Clarke	BW 8 to Anderson	9,295	11,849	27%
Hiram Clarke	Anderson to Fuqua	11,983	12,951	8%
Hiram Clarke	Fuqua to Orem	22,701	22,528	-1%
Almeda	BW 8 to Anderson	14,961	18,196	22%
Almeda	Anderson to Fuqua	17,050	15,996	-6%
Almeda	Fuqua to Orem	24,704	24,485	-1%
Post Oak	BW 8 to Anderson	26,974	27,098	0%
Post Oak	Anderson to Fuqua	20,419	20,881	2%
Post Oak	Fuqua to Orem	31,493	31,808	1%
BW 8	Almeda to Buffalo Speedway	20,556	N/A	
BW 8	Buffalo Speedway to Hiram Clarke	18,075	19,193	6%
BW 8	Hiram Clarke to Post Oak	10,018	10,313	3%
Anderson	Almeda to Buffalo Speedway	18,625	17,858	-45%
Anderson	Buffalo Speedway to Hiram Clarke	8,929	13,120	47%
Anderson	Hiram Clarke to Post Oak	13,464	12,390	-8%
Fuqua	Almeda to Buffalo Speedway	28,108	28,370	1%
Fuqua	Buffalo Speedway to Hiram Clarke	24,638	26,447	7%
Fuqua	Hiram Clarke to Post Oak	23,339	22,773	-2%
Orem	Almeda to Buffalo Speedway	26,962	27,328	1%
Orem	Buffalo Speedway to Hiram Clarke	32,555	32,736	1%
Orem	Hiram Clarke to Post Oak	30,098	31,771	6%

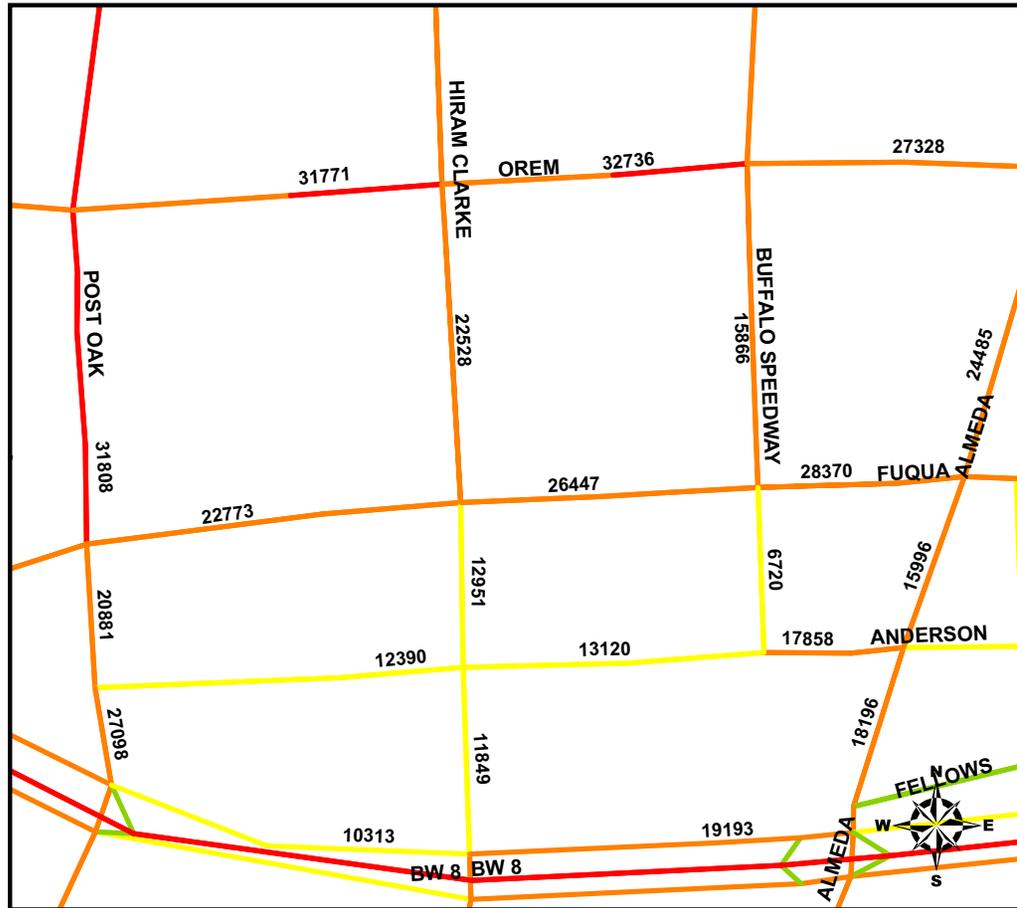
ADT

0 - 1500 1501 - 5000 5001 - 15000 15001 - 30000 30001 - 321339

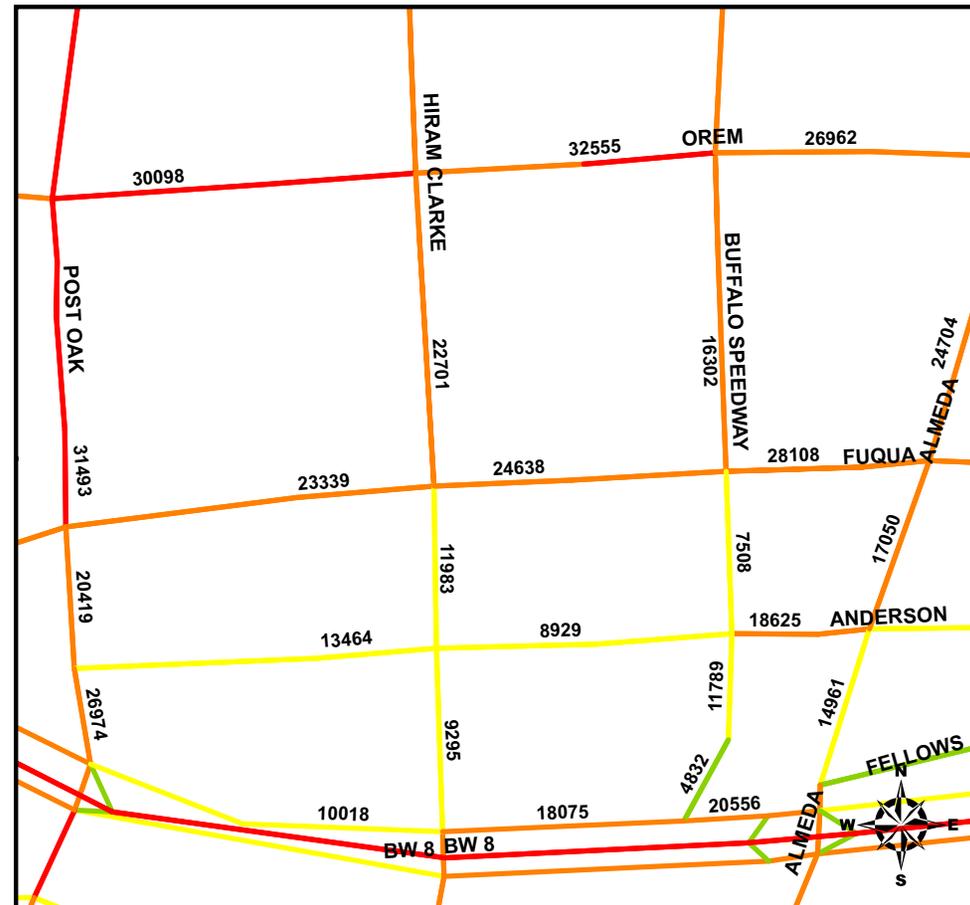
Buffalo Speedway

2035 Average Daily Traffic (ADT)

WITHOUT



WITH

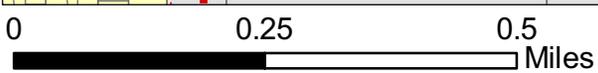
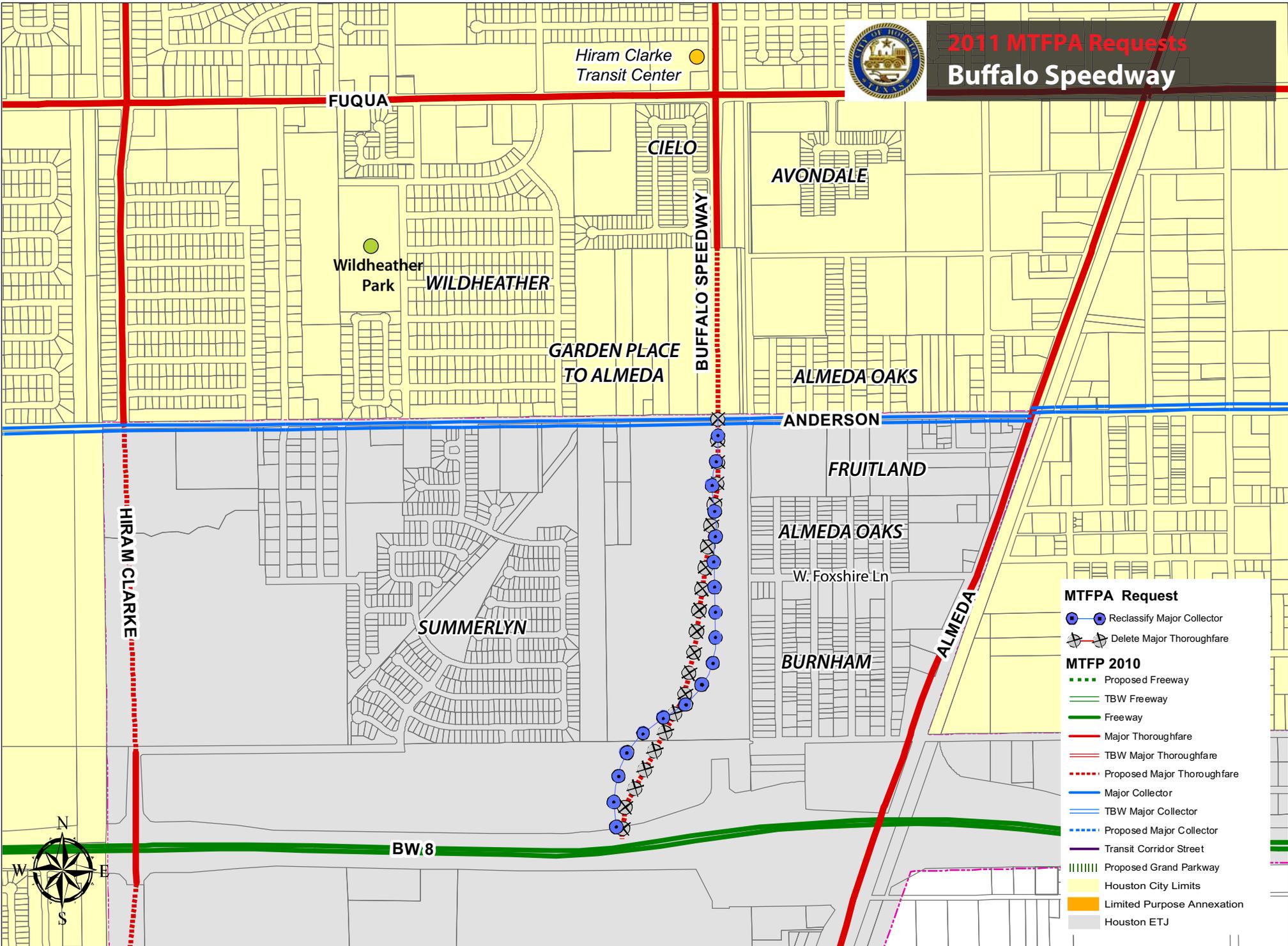


0 0.5 1 Miles

Planning & Development Department



2011 MTFPA Requests Buffalo Speedway

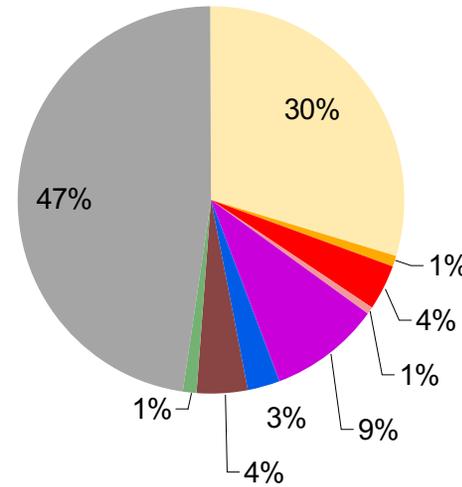




2011 MTFPA Requests Buffalo Speedway

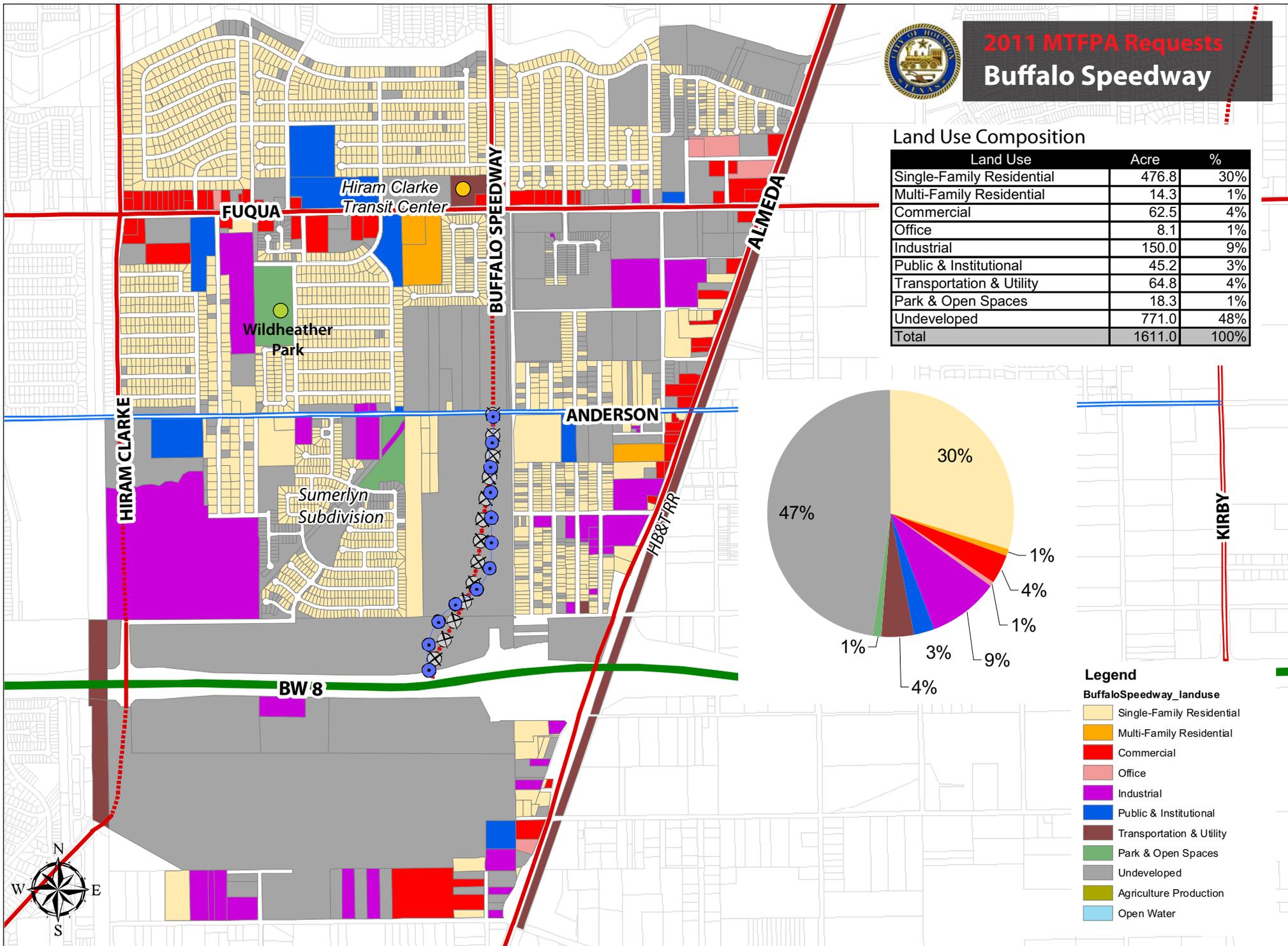
Land Use Composition

Land Use	Acre	%
Single-Family Residential	476.8	30%
Multi-Family Residential	14.3	1%
Commercial	62.5	4%
Office	8.1	1%
Industrial	150.0	9%
Public & Institutional	45.2	3%
Transportation & Utility	64.8	4%
Park & Open Spaces	18.3	1%
Undeveloped	771.0	48%
Total	1611.0	100%



Legend

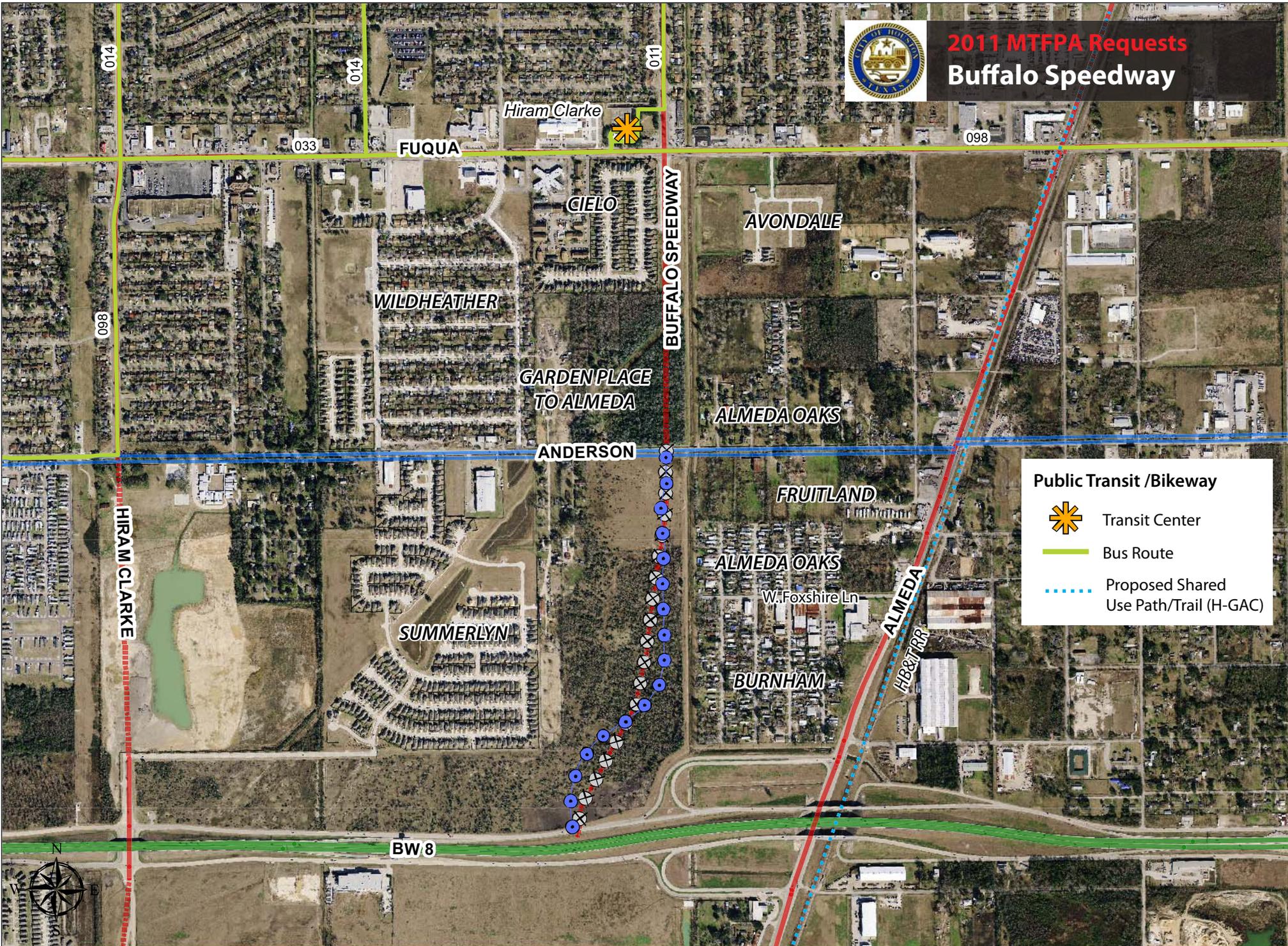
- BuffaloSpeedway_landuse**
- Single-Family Residential
 - Multi-Family Residential
 - Commercial
 - Office
 - Industrial
 - Public & Institutional
 - Transportation & Utility
 - Park & Open Spaces
 - Undeveloped
 - Agriculture Production
 - Open Water



0 0.125 0.25 0.5 Miles



2011 MTFPA Requests Buffalo Speedway



Public Transit /Bikeway

-  Transit Center
-  Bus Route
-  Proposed Shared Use Path/Trail (H-GAC)

