



# PRELIMINARY REPORT

## 2011-03 *Buffalo Speedway*

**APPLICANT:** TBG Partners

**KEY MAP:** 572 T, X, W

**LAMBERT:** 5250, 5251

**JURISDICTION:** Houston, Harris County

**DISTRICT/PRECINCT:** Dist. B & H / Pcnt. 4

### **PROPOSAL:**

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

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

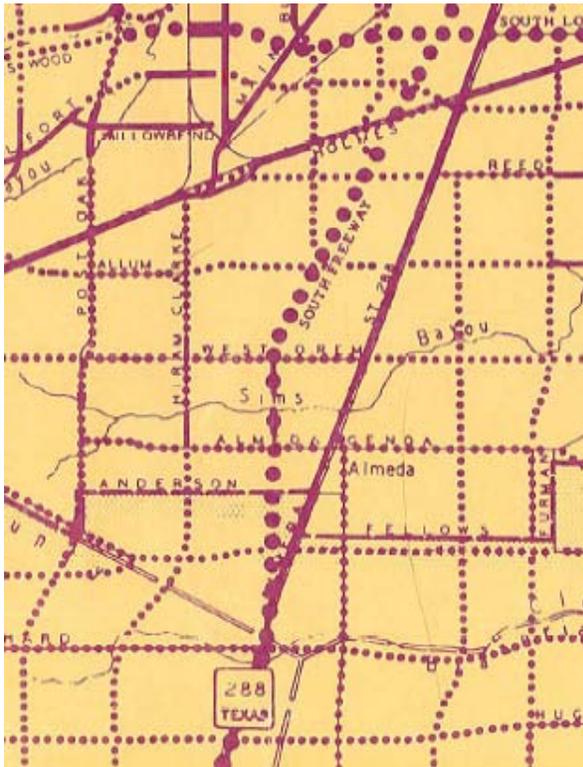
Buffalo Speedway was first identified as a major thoroughfare on the 1957 Plan for Major Thoroughfare and Freeway (MTFP) north of Allum Road. The alignment south of Allum Road was identified as proposed SH 288. In 1964 the SH 288 was realigned to its current location and Buffalo Speedway was extended 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.

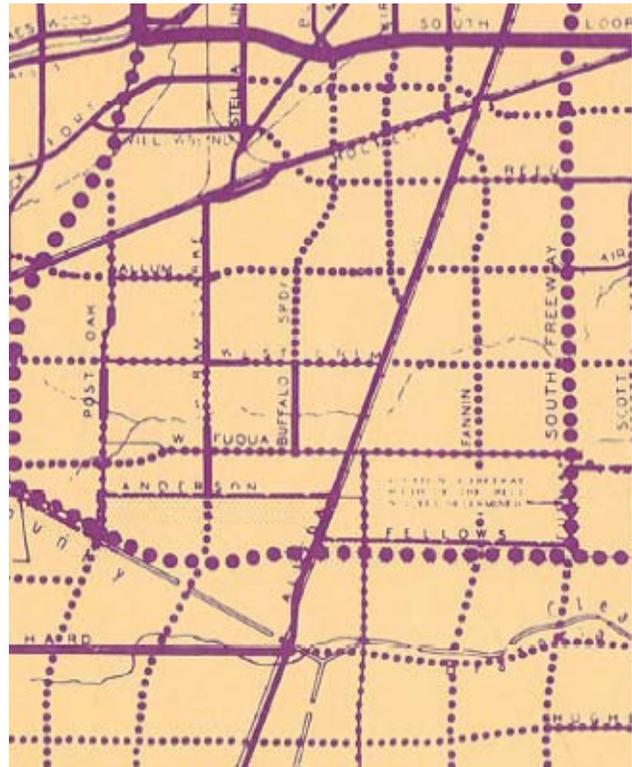
The design requirement for major thoroughfares and the vicinity of the alignment to the Almeda Road and Beltway 8 interchange makes the property along Beltway 8 unfeasible for development. The proposed intersection of Buffalo Speedway and Beltway 8 would be a T-intersection with the frontage road due 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 railroad's 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.

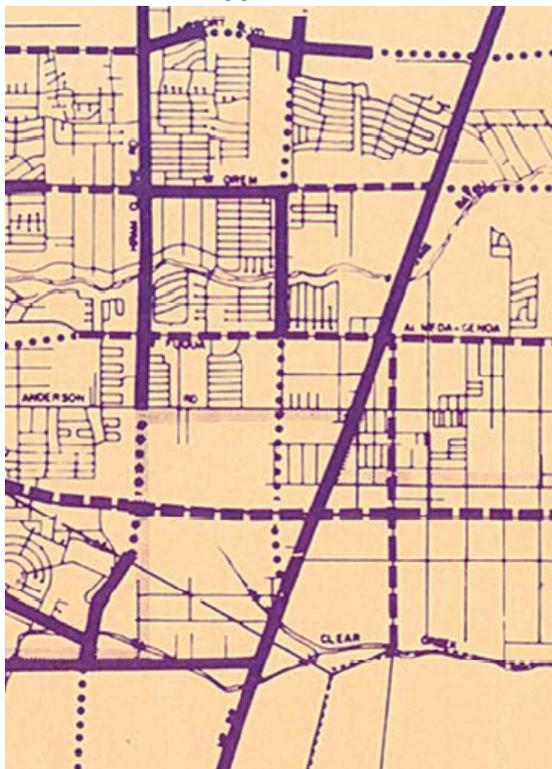
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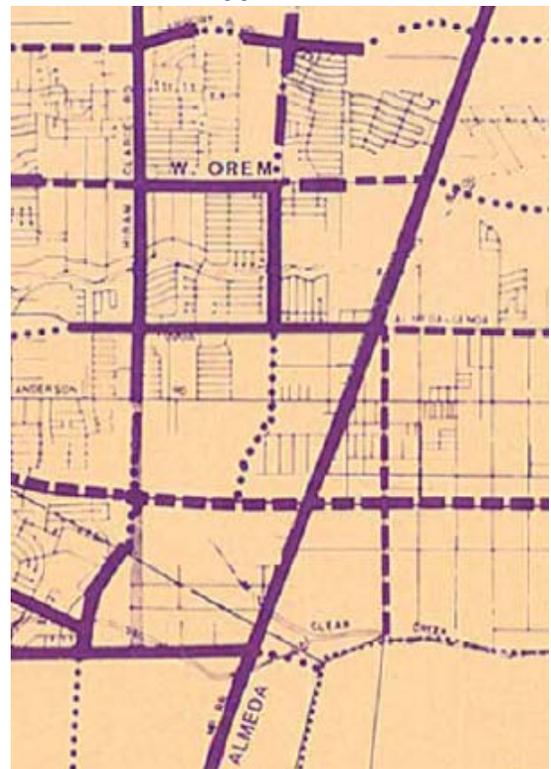
1957 MTFP



1964 MTFP



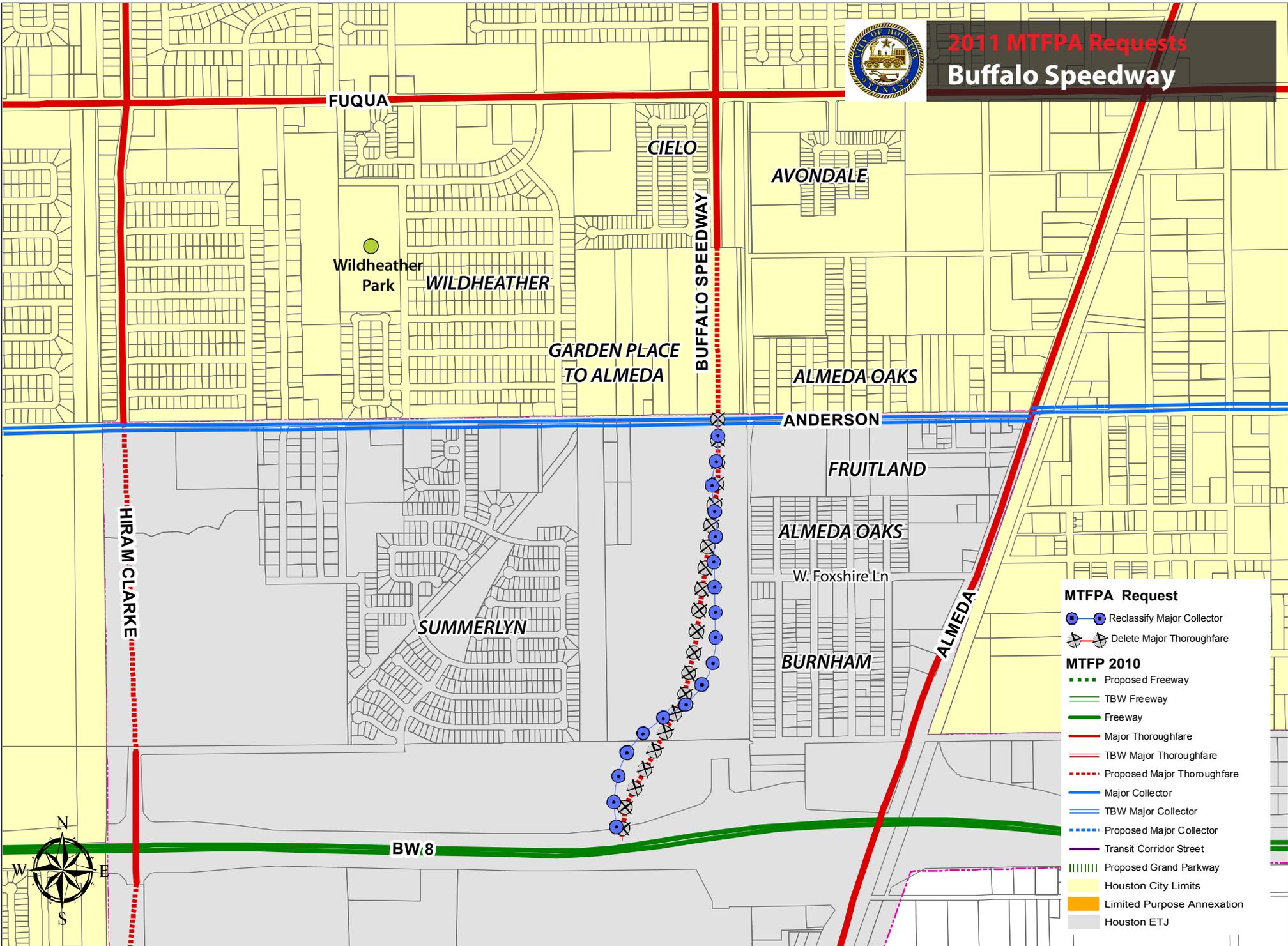
1983 MTFP



1990 MTFP



# 2011 MTFPA Requests Buffalo Speedway



- MTFPA Request**
- Reclassify Major Collector
  - Delete Major Thoroughfare
- MTFP 2010**
- 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 City Limits
  - Limited Purpose Annexation
  - Houston ETJ

