

PUBLIC HEARING REPORT

H: Greenbriar Drive

APPLICANT: Public Works and Engineering Department

KEY MAP: 532 C & G
JURISDICTION: City of Houston

LAMBERT: 5561
DISTRICT/PRECINCT:
Harris County Pct. 1
City Council District C

PROPOSAL:

The City of Houston Public Works and Engineering Department is requesting to reclassify Greenbriar Drive from a four-lane to a two-lane Major Thoroughfare from University Drive to Main Street on the Major Thoroughfare and Freeway Plan (MTFP).

APPLICANT'S JUSTIFICATION and HISTORY:

Greenbriar Drive has been designated on the City's Major Thoroughfare and Freeway Plan (MTFP) since 1942. The 1995 map added the Hierarchy Classification for Greenbriar Drive as a 4-lane Major Thoroughfare with a proposed 70' ROW. The section from Holcombe Boulevard to Main Street was classified as to-be-widened. In 2000, Greenbriar Drive was reclassified as a sufficient width Major Thoroughfare with 60' ROW (T-4-60) on the MTFP. The current 2015 MTFP Map reflects this classification for Greenbriar Drive.

Greenbriar Drive is currently a two-lane roadway with a continuous center turn lane from University Blvd. to S. Main. The correct classification for the existing street section would be T-2-60, rather than the existing T-4-60 classification. This corridor was studied as two segments by the City of Houston Public Works and Engineering Department. The recommendations for both segments are listed below:

University Blvd. to W. Holcolmbe

The current CIP project N-100004-0001 has begun the design phase of the proposed reconstruction of Greenbriar from Rice Blvd to W. Holcolmbe Blvd. The design configuration of Greenbriar between University and W. Holcolmbe is two-lanes with a continuous center turn lane, the same configuration as existing. A public meeting was held on May 7, 2015 to engage the public regarding the proposed street configuration. The community expressed overwhelming support for the reconstruction of Greenbriar to the existing lane configuration. A follow-up technical analysis confirmed the two-lane configuration. In summary, the future reconstructed section of this segment supports a T-2-60 MTFP classification.

W. Holcolmbe to S. Main

The pre-engineering study N-2014T-0010 was conducted in 2014, and it recommended a future reconstructed street section of the same configuration as existing. Therefore, the studied recommendation for the future reconstructed section for this segment also supports a T-2-60 MTFP classification. In conclusion, the City's current studies and recent public engagement efforts reflect a recommended existing and future MTFP classification for Greenbriar Drive between University Blvd. and S. Main as T-2-60.

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STAFF ANALYSIS:

Population & Employment Projections:

A demographic analysis using the Houston-Galveston Area Council (HGAC) projections was conducted for the area surrounding the Greenbriar Drive MTFP amendment proposal. The population in this area is forecast to grow from approximately 7,600 in 2015 to approximately 9,000 by 2040, although the projected growth rate will be slightly less than the overall City of Houston growth rate. Employment in the area is projected to grow slightly, from approximately 11,500 in 2015 to approximately 12,700 by 2040, also a lower growth rate than the City of Houston as a whole.

Year	Population	Population Density (Persons/Acre)	% Change	Jobs	Job Density (Jobs/Acre)	% Change
2015	7,629	7.6	-	11,594	11.5	-
2020	8,169	8.1	7.1%	12,239	12.2	5.6%
2030	8,764	8.7	7.3%	12,539	12.5	2.5%
2040	9,090	9.1	3.7%	12,778	12.7	1.9%
Change (2015 to 2040)	1,461	1.5	19.2%	1,184	1.2	10.2%
COH change (2015 to 2040)	644,968	1.5	27.7%	667,377	1.6	35.7%
COH ETJ change (2015 to 2040)	1,215,880	1.6	57.3%	399,919	0.5	63.7%

Source: 2015-2040 Demographic Projections by H-GAC

Data represents population, jobs, and households in 11 Traffic Analysis Zones (TAZ) encompassing approximately 1,000 acres around the proposed amendment. Population projections do not include projections for group housing.

Land Use and Platting Activity:

Most of the immediately adjoining land use along Greenbriar Drive is single-family residential. Also, there are several minimum lot size blocks between Greenbriar Drive and Kirby Drive. As a result, there is limited replatting activity immediately along the corridor. Much of the redevelopment is along major thoroughfares with non-residential uses or some of the residential properties that are not deed restricted. Over the last few years, approximately 77 acres of land have been redeveloped within a 1 mile radius of Greenbriar Drive and 62% of platting activity has consisted of unrestricted reserves. The single family developments replatted after February of 2013 have been subdivided into two or more lots.

Subdivision Name	PC Action Date	Land Use	Property Size-Acres	Lots
Morningside Terrace	2/28/2013	SF Residential (Public Street)	0.2689	4
Hanover Southampton	3/14/2013	Unrestricted	1.377	
Goode Company	5/23/2013	Unrestricted	1.7325	
Aishel House	5/23/2013	Unrestricted	0.7211	
South Rose Addition partial replat no 1 and extension	8/22/2013	SF Residential (Public Street)	0.3704	1

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Subdivision Name	PC Action Date	Land Use	Property Size-Acres	Lots
M Sanders replat no 1	9/19/2013	Commercial	1.0983	
Kirby Drive Apartments	9/19/2013	Unrestricted	5.765	
Shirley Manor	10/3/2013	SF Residential (Shared Driveways)	0.408	10
Chateau Sunset Reserve	10/17/2013	Multifamily	0.3606	
Emeralds At Dorrington	10/17/2013	SF Residential (Shared Driveways)	0.281	7
Holcombe Professional Tract 1	12/19/2013	Unrestricted	10.9991	
Harris County Forensic Center	1/23/2014	Unrestricted	3.22	
Astrodome Oaks Sec 1 replat partial replat no 1	1/23/2014	Unrestricted	3.368	
Main Place on Greenbriar	1/23/2014	Unrestricted	8.4166	
Morningside at Tangle	3/6/2014	Unrestricted	0.569	
Banks Street Terrace	4/3/2014	Unrestricted	0.1377	
Monona Court	4/17/2014	SF Residential (Public Street)	0.1435	2
Chevy Chase Partial Replat No 2	5/1/2014	Unrestricted	1.4767	
Haven at Main Street	7/10/2014	Unrestricted	0.6258	
Opus Dei Womens Program	7/24/2014	Unrestricted	3.382	
Christ The King Evangelical Lutheran Church replat no 1 and Extension	7/24/2014	SF Residential (Shared Driveways)	0.2725	4
Braeswoodpartial replat no 1	8/7/2014	Unrestricted	0.1399	
Tricons Bolsover Enclave	8/21/2014	SF Residential (Public Street)	0.2809	2
Main Street Theater Times Blvd	9/4/2014	SF Residential (Shared Driveways)	0.1602	4
Southampton Place Partial Replat No 2	10/16/2014	SF Residential (Public Street)	0.172	2
Braeswood Partial Replat No 2	10/30/2014	Commercial	0.5369	
Carolina Place Partial Replat No 1	10/30/2014	Unrestricted	0.2959	
Goode Company Bartlett Replat No 1	12/18/2014	SF Residential (Shared Driveways)	0.2506	2
Stem Cell Reserve	12/18/2014	SF Residential (Public Street)	0.5701	8
Southgate Addition Sec 3 replat no 1 partial replat no 2	2/5/2015	Unrestricted	16.8721	
Residence Inn Medical Center	4/2/2015	Unrestricted	2.1631	
Southgate Addition Sec no 3 replat no 1 partial replat no 3	4/16/2015	Unrestricted	1.417	
HISD DeBaKey High School	4/16/2015	SF Residential (Public Street)	0.1217	2
Memorial Hermann Hospital	4/30/2015	Unrestricted	0.4591	
Aria At Medical Center	5/14/2015	Unrestricted	0.8264	
Tricons Bolsover Court	6/25/2015	Unrestricted	1.3845	
Tricons Bercon Villas	6/25/2015	SF Residential (Shared Driveways)	0.3781	6
West Houston partial replat no 2	7/9/2015	Unrestricted	0.717	

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Subdivision Name	PC Action Date	Land Use	Property Size-Acres	Lots
University Place First partial replat no 1	7/23/2015	Unrestricted	1.3845	
Greenbriar Partial Replat No 1	10/29/2015	Unrestricted	0.9183	
Bradford Place partial replat no 3	2/4/2016	Unrestricted	0.717	
University Place First Partial replat No 2	2/18/2016	Unrestricted	1.3845	
Blossom Hotel and Suites replat no 1 and extension	6/9/2016	Unrestricted	0.9183	

Right-of-Way (ROW) Status:

Greenbriar Drive from University Blvd. to Main Street has an existing 60 foot ROW, which will require no changes in the proposed amendment of Greenbriar from a T-4-60 classification to a T-2-60 classification.

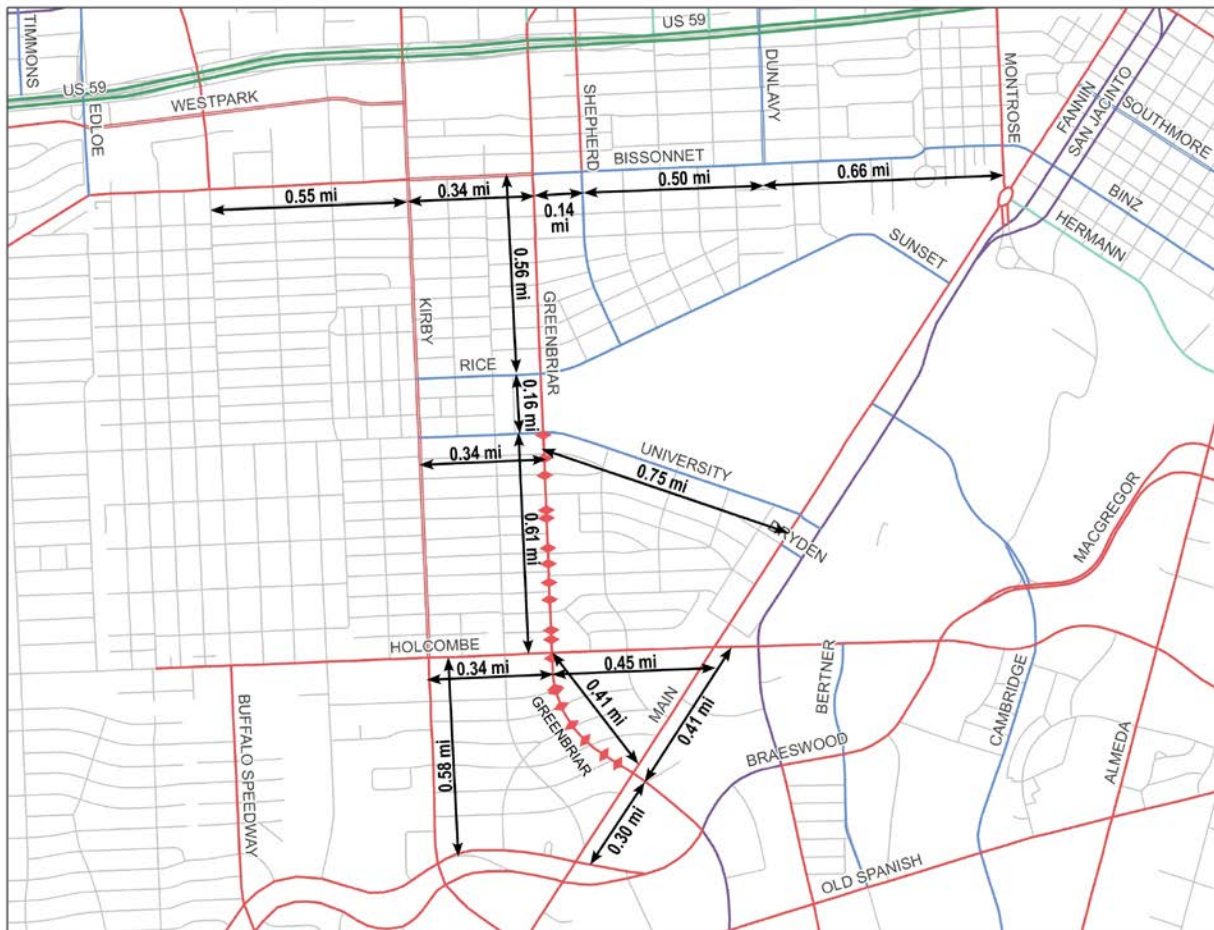
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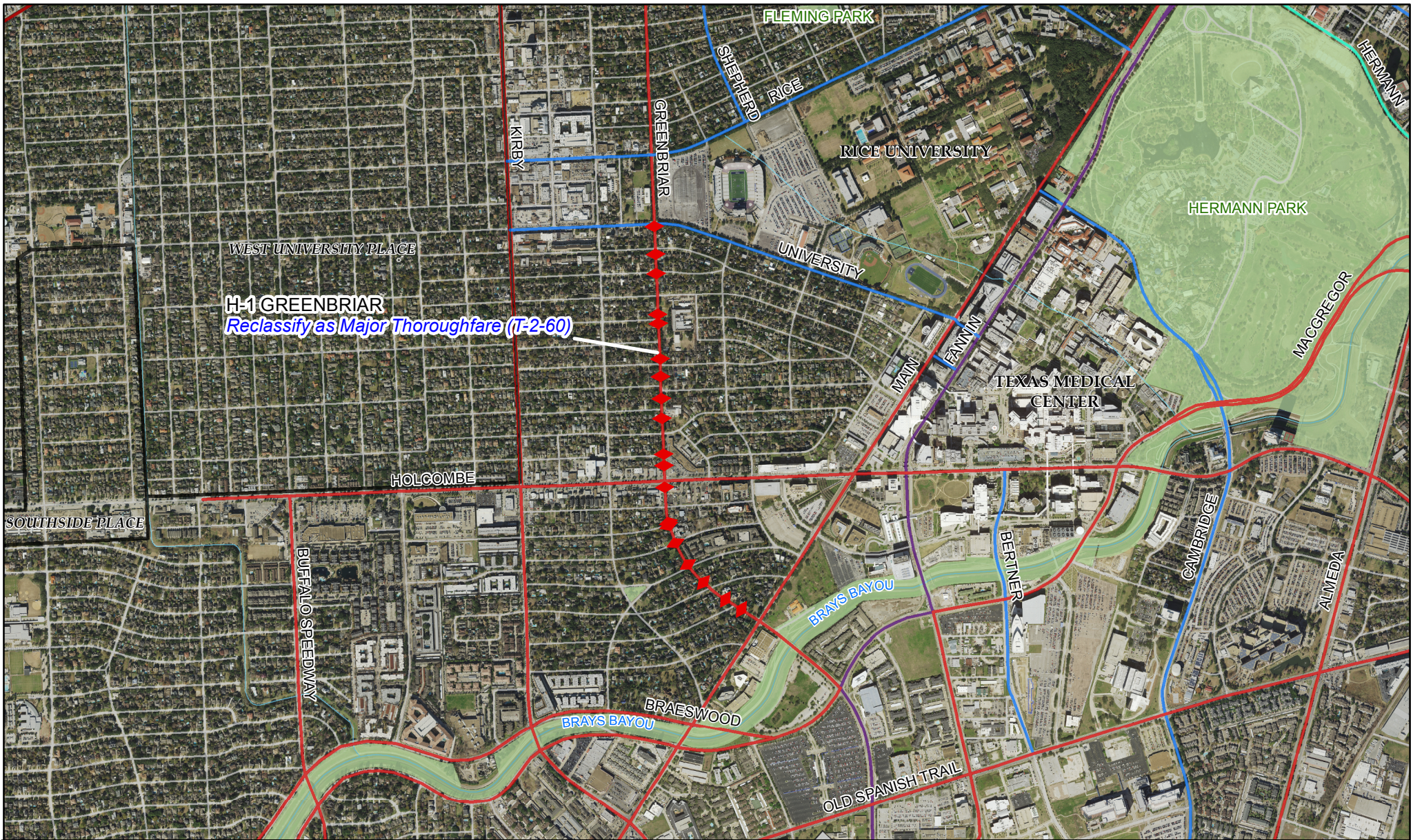
The portion of Greenbriar Drive that is included in this MTFP amendment proposal extends from University Blvd. south to Main Street, for a total length of 1.74 miles. Greenbriar is adjacent to two other north-south major thoroughfares in the area, Kirby Drive 0.34 mile to the west and Main Street 0.75 mile to the east, which eventually intersects Greenbriar. East-west major thoroughfares in the area include Bissonnet Street, Holcombe Blvd., N. Braeswood Blvd., and S. Braeswood Blvd. Additional east-west major collectors close to Greenbriar include Rice Blvd. and University Blvd.

Street	From	To	Classification	Direction	Spacing
Bissonnet Street	Buffalo Speedway	Kirby Drive	T-4-70	E-W	0.55 mi
	Kirby Drive	Greenbriar Drive	T-4-60	E-W	0.34 mi
	Greenbriar Drive	Shepherd Drive	MJ-2-60	E-W	0.14 mi
	Shepherd Drive	Dunlavy Street	MJ-2-60	E-W	0.50 mi
	Dunlavy Street	Montrose Blvd	MJ-2-60	E-W	0.66 mi
Greenbriar Drive	Bissonnet Street	Rice Blvd	T-2/3-50	N-S	0.56 mi
	Rice Blvd	University Blvd	T-4-70	N-S	0.16 mi
	University Blvd	Holcombe Blvd	prop. T-2-60	N-S	0.61 mi
	Holcombe Blvd	Main Street	prop. T-2-60	N-S	0.41 mi
Holcombe Blvd	Kirby Drive	Greenbriar Drive	P-6-110	E-W	0.34 mi
	Greenbriar Drive	Main Street	P-6-115	E-W	0.45 mi
Kirby Drive	Bissonnet Street	Rice Blvd	P-6-80	N-S	0.56 mi
	Rice Blvd	University Blvd	P-6-80	N-S	0.16 mi
	University Blvd	Holcombe Blvd	P-6-80	N-S	0.61 mi
	Holcombe Blvd	N. Braeswood Blvd	P-6-80	N-S	0.58 mi
Main Street	N. Braeswood Drive	Greenbriar Drive	P-6-120	N-S	0.30 mi
	Greenbriar Drive	Holcombe Blvd	P-6-120	N-S	0.41 mi
Rice Blvd	Kirby Drive	Greenbriar Drive	MJ-2-50	E-W	0.34 mi

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University Blvd	Greenbriar Drive	Shepherd Drive	MJ-2-70	E-W	0.24 mi
	Kirby Drive	Greenbriar Drive	MJ-2-60	E-W	0.34 mi
	Greenbriar Drive	Main Street	MJ-2-70	E-W	0.75 mi





2016 Major Thoroughfare and Freeway Plan Request: H-1 Greenbriar Drive

2016 MTFP Amendment

Add	—●—	Reclassify	Street Class	—■—
Realign	—○—		ROW Width	—▲—
Remove	—X—		No. Lanes	—◆—

2015 MTFP

Freeway	—■—	Local Street	—●—
Major Thoroughfare	—■—	Railroad	—+—
Major Collector	—■—	Waterway	—■—
Minor Collector	—■—	Park	■
Transit Corridor Street	—■—		

