

PC ACTION REPORT

B: Baethe Road and Kermier Road

APPLICANT: META Planning

PRECINCT: Harris County Pct. 3

JURISDICTION: City of Houston ETJ

COUNCIL DISTRICT: None

PROPOSAL:

META Planning + Design LLC – on behalf of Emptor Hockley LLC and Hillcroft Medstar JV – is requesting:

WITHDRAWN B-1 the realignment of proposed Major Thoroughfare Baethe Road running east/west from Warren Ranch Road to Kickapoo Road.

ORIGINAL REQUEST for B-2 the realignment of Kermier Road running north/south from Betka Road to Mound Road. Reclassification from T-4-100 to MN-2-60.

REVISED REQUEST for B-2 the reclassification of Kermier Road running north/south from Baethe Road to Mound Road from T-4-100 to MJ-2-100 and the addition of an east/west minor collector from Kermier Road to Warren Ranch Road MN-2-80.

PLANNING COMMISSION ACTION:

APPROVED the request to reclassify Kermier Road from T-4-100 to MJ-2-100 and **APPROVE** request to add an east/west minor collector from Kermier Road to Warren Ranch Road MN-2-80.

JUSTIFICATION:

The request to reclassify Kermier Road from a major thoroughfare to a major collector and add an east/west minor collector is in line with the Major Thoroughfare and Freeway Plan (MTFP) to maintain maximum mobility and accessibility. The reclassification request meets the functional classifications outlined in the MTFP policy and the addition of an east/west minor collector creates greater connectivity for local residential uses. The applicant's work to coordinate with their client, City of Houston, and Harris County is notable and is the reason for the revised request which accommodates the best interest of all parties and the community impacted by the amendment area.

Reclassify Kermier Road to a Major Collector (MJ-2-100)

The request to reclassify Kermier Road from a thoroughfare to a major collector between Baethe Road and Mound Road provides a greater balance between mobility and land access within this mostly residential area. This balance is important when considering recent plat activity for many single-family residential land uses of which a collector facility can better accommodate multimodal transportation. Plats for single family residential are occurring with medium density on 8-20-acre parcels. Per the MTFP, a major collector will serve to accumulate traffic from local streets and minor collectors within these medium density residential uses for distribution to major thoroughfares.

A major collector maintaining 100ft right-of-way accommodates additional traffic, inclusive of people walking, biking, and driving, that will occur from residential development and future population growth

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projected to take place over the next 20-30 years (see below “Population and Employment Projections”). Additionally, maintaining 100ft right-of-way provides fluidity from the amendment area going north, where Kermier Road is identified as a major thoroughfare with four lanes and 100ft right-of-way and provides access to US 290. In the southern portion of the amendment, the applicant has worked with the City of Houston to maintain connectivity to Mound Road, where Kermier Road terminates. Mound Road is a major thoroughfare which runs east/west adjacent to the amendment area.

The amendment area is encompassed by the Story Tract, a proposed 617-acre development situated at the northwest corner of Warren Ranch Road at Mound Road. As part of this development, Kermier Road will be constructed from proposed Baethe Road to Mound Road. The land use along the proposed Kermier Road is single-family residential and the land plan for the Story Tract shows 12 residential sections that contribute trips to and from the proposed Kermier Road. The applicant completed a trip generation study and found that average daily traffic, based on the PM Peak Hour for proposed Kermier Road as a two-lane roadway, is 13,048 vehicles per day. This does not exceed the recommended thresholds stated in the MTFP for a two-lane roadway (14,000-16,000 vehicles/day).

Add an east-west minor collector (MN-2-80)

The request to add a minor collector to match Mallard Crossing Drive will incorporate an existing local street network and provide east/west connectivity for local traffic. Mallard Crossing Drive is a local street east of Warren Ranch Road, serving a residential development with an existing boulevard-style street 70ft in pavement width. This residential development is part of a general plan, Mallard Crossing General Plan, submitted in 2016 with the intention to expand further east. Single family residential uses were platted with local streets connecting to adjacent major thoroughfares in the amendment area. Notable connections include an unnamed north/south major thoroughfare with 100ft right-of-way connecting to US 290.

The addition of a minor collector stemming from Kermier Road west of Warren Ranch Road maintains and improves the hierarchical street pattern proposed by the MTFP. This connection will improve the ability of interlocal trips going east/west. The addition of a minor collector will improve the overall street network as the proposed alignment falls within 2600' of Warren Ranch Road, which is a major thoroughfare located parallel to the east, thus establishing the grid pattern within the correct spacing window as required by Chapter 42, section 127 of the City Ordinance.

The applicant has worked closely and collaboratively with the City of Houston and Harris County to modify its original amendment request so that it aligns with the MTFP while meeting their clients' needs.

STAFF ANALYSIS

Population & Employment Projections:

A demographic analysis using projections provided by the Houston-Galveston Area Council (H-GAC) was conducted for the MTFP amendment proposal area. According to the H-GAC data, the population of the surrounding area is expected to increase from nearly zero (almost non-existent), to approximately three thousand from 2015 to 2045, increasing at a significantly faster rate than the City of Houston and the ETJ. Job density is not projected to change.

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Year	Population Density			Jobs	Job Density (Jobs/Acre)	%Change
	Population	(Persons/Acre)	% Change			
2015	28	0.0		18	0.0	
2020	150	0.0	435.7%	18	0.0	0.0%
2025	1,038	0.3	592.0%	18	0.0	0.0%
2030	1,211	0.3	16.7%	18	0.0	0.0%
2035	1,950	0.5	61.0%	18	0.0	0.0%
2040	1,944	0.5	-0.3%	18	0.0	0.0%
2045	2,804	0.8	44.2%	18	0.0	0.0%
Change (2015 to 2045)	2,776	0.8	9914.3%	-	0.0	0.0%
COH Change (2015 to 2045)	919,984	2.1	40.2%	548,987	1.3	30.5%
COH ETJ Change (2015 to 2045)	1,532,230	1.3	58.9%	635,399	0.5	73.1%

Source: 2015-2045 Demographic Projections by H-GAC released in 2018

Data represents population, jobs, and households in 4 Traffic Analysis Zones (TAZ) encompassing approximately 3,697 acres around the proposed amendment

Land Use and Platting Activity:

Land uses surrounding Story Tract are mostly agricultural, with some single family residential and large industrial tracts.

A large amount of platting activity has taken place just west of the amendment requests up to US 290. Most recent platting activity is listed below.

GP or Subdivision Plat Name	PC Action Date	Land Use	Property Size (acres)	Lots
Warren Ranch Road TractGP	2/01/18	Single Family Residential, Commercial	1633.00	-
McAlister Opportunity Fund 2012	1/23/20	Restricted Reserve- Office, Warehouse distribution, commercial and retail	260.32	0
Sparks Fabricators	12/14/17	Residential	13.62	3
US 290 HOCKLEY TRACT Sec 4	11/14/19	Single Family Residential	19.8	57
US 290 Hockley Tract Sec 2	11/14/19	Single Family Residential	12.4	57
Warren Ranch Sec 7	12/19/19	Single Family Residential	10.8	56
US 290 HOCKLEY TRACT Sec 8	11/14/19	Single Family Residential	11.3	62
Warren Ranch Sec 6	1/09/20	Single Family Residential	8.4	41
Warren Ranch Sec 4	11/14/19	Single Family Residential	11.8	29
US 290 Hockley Tract Sec 1	11/14/19	Single Family Residential	8.2	16

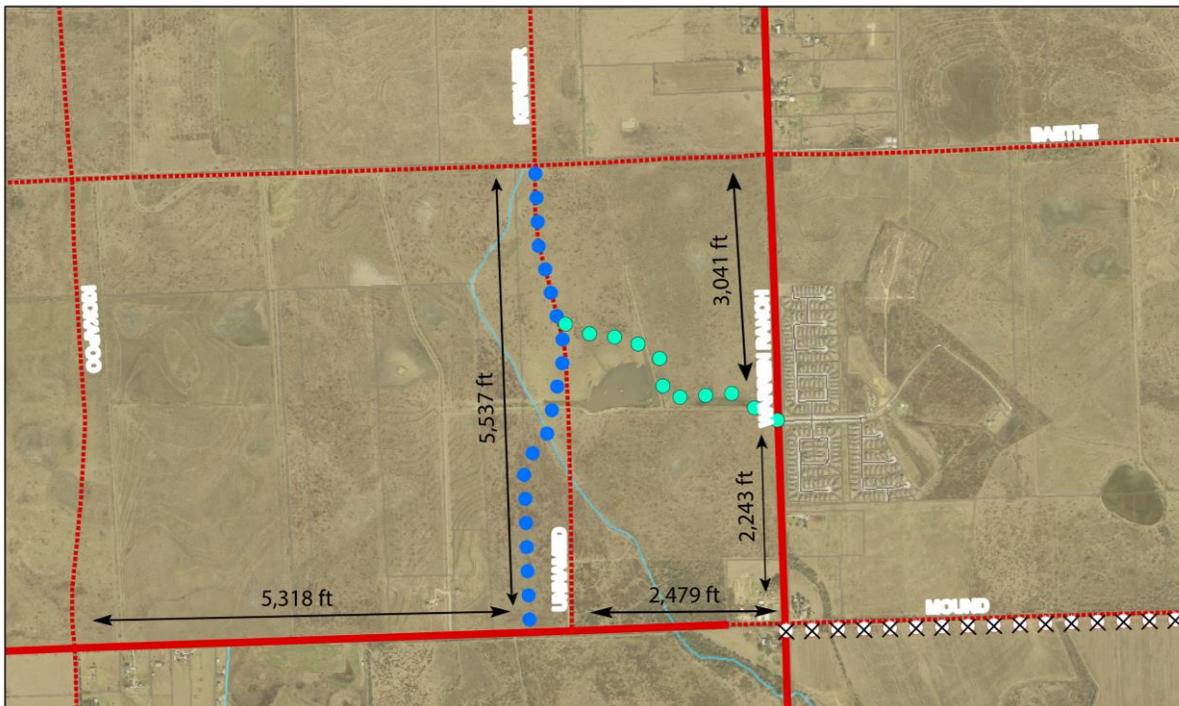
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Right of Way (ROW) Status:

Baethe Road is identified in the MTFP as a proposed major thoroughfare with four lanes and 100' right-of-way. It does not exist and is proposed to run along property lines. The amendment request shifts an approximate 3,000ft segment of Baethe Road from a property line to within property boundaries.

Kermier Road is identified in the MTFP as a proposed major thoroughfare with four lanes and 100' right-of-way. Kermier Road is proposed within property boundaries and does not run along property lines. The amendment request does not shift Kermier Road from within property boundaries to along property lines. The amendment requests to reclassify a two-mile portion of Kermier Road from a major thoroughfare to a minor collector with two lanes and 60' right-of-way.

Spacing:



Applicants Justification and History:

WITHDRAWN B-1: Baethe Road

B-2: Kermier Road:

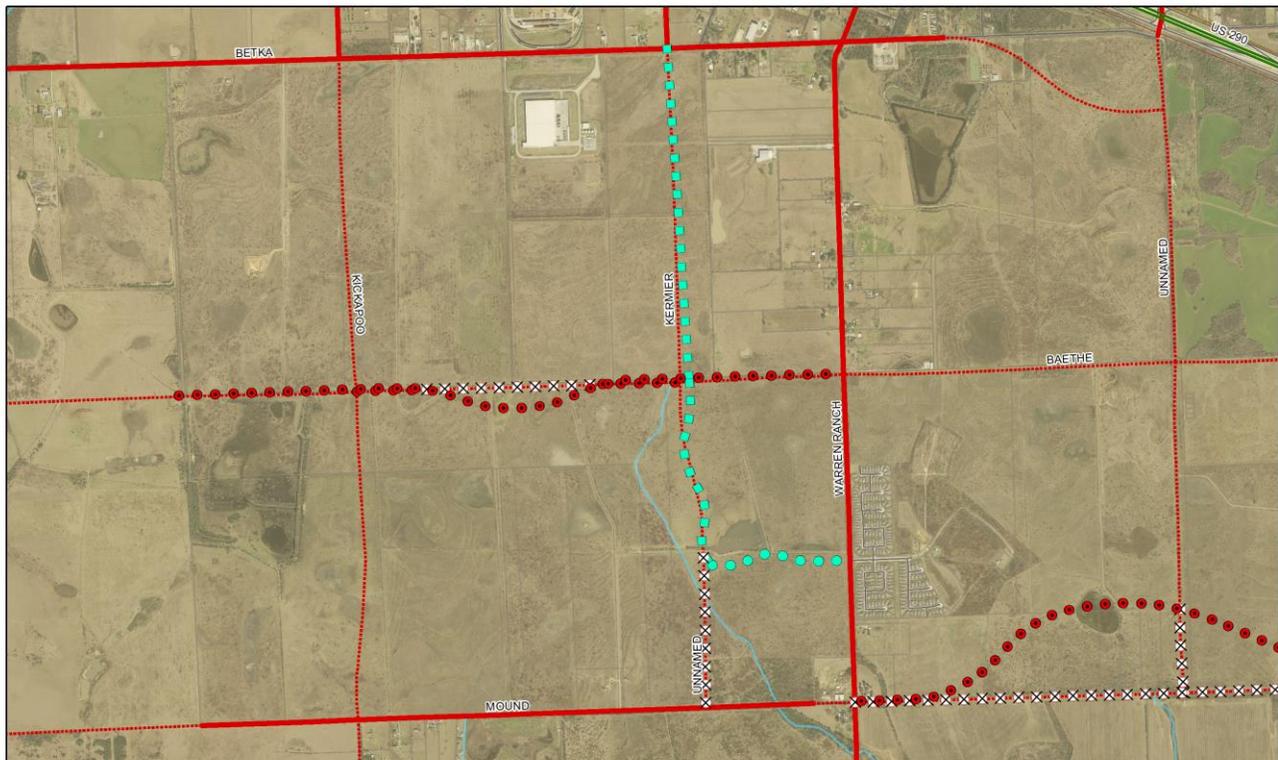
Our request is to only downgrade Kermier Road to a major collector (MJ-2-100) and add a minor collector (MN-2-80).

- Average daily traffic on proposed Kermier falls below traffic volume threshold for a 2-lane roadway.

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- Curvature has been introduced as a traffic calming measure, as well as to maneuver roadway between existing lake/wetland and to cross existing channel with a tangent as close to perpendicular as possible
- 2-lane roadway more fitting within residential area
- 2-lane roadway will leave more room for multimodal uses within ROW

The requested minor collector will connect to the existing intersection with Mallard Crossing Drive, an existing collector street not on the MTFP that also extends further east into the Warren Ranch Road Tract GP, and connects to the collector network proposed with that development.



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