

PUBLIC HEARING REPORT

F: Kermier Road – East/West Minor Collector

APPLICANT: META Planning + Design, LLC

JURISDICTION: ETJ

PRECINCT: Harris County Pct. 4
COUNCIL DISTRICT: N/A

PROPOSAL:

META Planning + Design, LLC – on behalf of Grand Prairie Development, LLC – is requesting the realignment of the proposed Major Collector Kermier Road and the proposed East/West Minor Collector in the Major Thoroughfare and Freeway Plan (MTFP).

APPLICANT’S JUSTIFICATION and HISTORY:

The applicant states that Kermier Road was added to the Houston MTFP during the 1982 amendment cycle. The proposed Major Collector is located within the City of Houston’s Extra Territorial Jurisdiction (ETJ), in northwest Harris County. The applicant states that some segments of Kermier Road have been constructed including the area north of Betka Road, across the railroad, Hempstead Highway, under US 290, and approximately 2.3 miles further north of US 290. The applicant states that the segment of Kermier Road that is the subject of this proposed amendment request is approximately 2 miles in length, extending from Betka Road to the south, to Mound Road to the north.

The applicant states that in 2020, during the City of Houston’s annual MTFP process, Kermier Road between Baethe Road, and Mound Road, was reclassified from a Major Thoroughfare to a Major Collector. Additionally, in the 2020 MTFP process, the applicant states that a ¼ mile East/West Minor Collector located solely within the subject tract was proposed and approved by the Planning Commission.

The applicant contends that this proposed amendment request is two-fold. Firstly, the applicant is proposing to realign a segment of Kermier Road between Baethe Road and Mound Road. Secondly, the applicant requests to realign the entire section of the East/West Minor Collector. The applicant asserts that the segments are mostly within the boundaries of The Grand Prairie (a master planned community) and are currently under construction. Additionally, the applicant states that the developers of The Grand Prairie Development plan to rename the segment of Kermier Road within their development tract to reflect the character of the community. Specifically, the developer proposes to rename Kermier Road from Betka Road to Mallard Crossing Drive. Moreover, should the proposed realignment be approved, the developer plans to rename Mallard Crossing Drive, so the two segments would have one name for the entirety of the corridor.

The applicant contends that currently, the MTFP reflects 2 individual corridors listed with 2 individual names: Major Collector Kermier Road, and East/West Minor Collector. The applicant states that the developer is requesting the realignment of the proposed Major Collector Kermier Road to reconfigure the street segments to connect on the map, creating a roundabout with the Major Collector Kermier Road that continues in a southerly direction to connect with Mound Road, and traverses around the existing sand pit. Additionally, the applicant states that the East/West Minor Collector would merge into

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the roundabout from the northwest and continue its current alignment to the west via a T-shaped intersection to Warren Ranch Road.

The applicant states that the current MTFP map identifies Kermier Road as a north/south Major Collector with an adjacent Unnamed East/West Minor Collector that merges into a local street (Mallard Crossing). However, the applicant asserts that in the General Plan and plats for the Grand Prairie Community, the two corridors have consistently reflected a circular roundabout intersection. The applicant contends that a roundabout allows for free-flowing traffic in all directions, and that the roundabout design is consistent with the plans of the developers, as the corridors are curvilinear in nature.

The applicant states further that the proposed routes were not designed to follow strict north/south or east/west alignments. The applicant contends that although the MTFP map separates the roads into two distinct cardinal directions with a T-intersection, the actual flow of traffic between the legs of the roundabout is more flexible. The applicant states that functionally, the corridors are separate streets that join together and branch apart via the roundabout. The applicant asserts that the designation of the roundabout legs as two separate street names is a matter of labeling choice rather than functional separation.

The applicant maintains that since the streets are not in a grid, street naming should better acknowledge the driver's experience when traversing the road. The applicant states that the north leg of the roundabout (currently Kermier Road) and the southeast leg of the roundabout (currently Mallard Crossing Drive) should be experienced as continuations of each other because the change from east/west to north/south is so gradual and broken up by the roundabout. Moreover, the applicant contends that from a traffic-flow perspective, the driver would not be surprised for the two segments to have the same street name, as there is a nominal change of direction of approximately 90 degrees from start to finish. Accordingly, the driver does not experience a hard 90-degree turn, but a gradual change in direction. The applicant states further that the logical point for a change in the street's name is at the roundabout. The applicant contends that having the southeast segment versus the southwest segment be a continuation of the name to the north would not be confusing, nor would it be difficult to navigate.

Additionally, the applicant states that although the Grand Prairie Development has been planned up to Baethe Road, only a small segment of each subject road has been platted and constructed within the community. Therefore, no homes or businesses are addressed in either segment. Further, the applicant maintains that no private property owners will be disrupted by the realignment of the two proposed corridors, or the requested name change. Moreover, the applicant states that the developer is prepared to update the existing street name signs for the two small portions of roadway that have already been constructed.

Finally, the applicant asserts that the ultimate purpose of this proposed amendment is to rename the segments of Kermier Road and the East/West Minor Collector to have a single name. In summary, the applicant requests to realign Kermier Road and realign the East/West Minor Collector, during this year's MTFP process.

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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 in the area is projected to increase by approximately 295 residents (5800%) from 2015 to 2045 compared to 40% projected population growth of the City of Houston. Jobs are not projected to increase.

Year	Population	Population Density (Persons/Acre)	% Change	Jobs	Job Density (Jobs/Acre)	% Change
2015	5	0.01	-	-	0.00	-
2020	4	0.00	-20.0%	-	0.00	-
2025	3	0.00	-25.0%	-	0.00	-
2030	1	0.00	-66.7%	-	0.00	-
2035	51	0.05	5000%	-	0.00	-
2040	94	0.10	84.3%	-	0.00	-
2045	300	0.31	219%	-	0.00	-
Change (2015 to 2045)	295	0.31	5800%	-	0.00	-
COH Change (2015 to 2045)	919,984	2.14	40.2%	548,987	1.28	30.5%
COH ETJ Change (2015 to 2045)	1,530,387	1.47	58.7%	637,772	0.61	71.9%

Source: 2015-2045 Demographic Projections by H-GAC released in 2018. This represents the most current data available at the time of publishing.

Data represents population, jobs, and households in 1 Traffic Analysis Zone (TAZ) encompassing approximately 963 acres around the proposed amendment.

Land Use and Platting Activity

Land use surrounding the proposed realignments of the proposed Major Collector Kermier Road and the proposed East/West Minor Collector is primarily single family residential, with some park and open space. Nine plats have been filed in the proposed amendment area since 2022, with the latest plat filed in 2024. The platting activity is predominantly residential, and population and jobs are projected to increase in the area. This increase will likely affect the vehicular traffic along the proposed corridor. The table below shows the platting activity in the area.

GP or Subdivision Plat Name	PC Action Date	Land Use	Property Size (acres)	Lots
Grand Prairie Sec 7	12/7/2023	Single Family Residential	19.3	85
Grand Prairie Sec 8	12/7/2023	Single Family Residential	15.1	51
Grand Prairie Sec 2	12/15/2022	Single Family Residential	45.92	159
Grand Prairie Sec 4	9/29/2022	Single Family Residential	21.65	97
Grand Prairie Sec 5	9/1/2022	Single Family Residential	22.78	78

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Grand Prairie Sec 3	8/18/2022	Single Family Residential	22.33	132
Grand Prairie GP	8/4/2022	General Plan	1064.5	0
Grand Prairie Reserves	4/28/2022	Water Treatment	15.16	0
Grand Prairie Sec 1	3/3/2022	Open Space	6,794	15

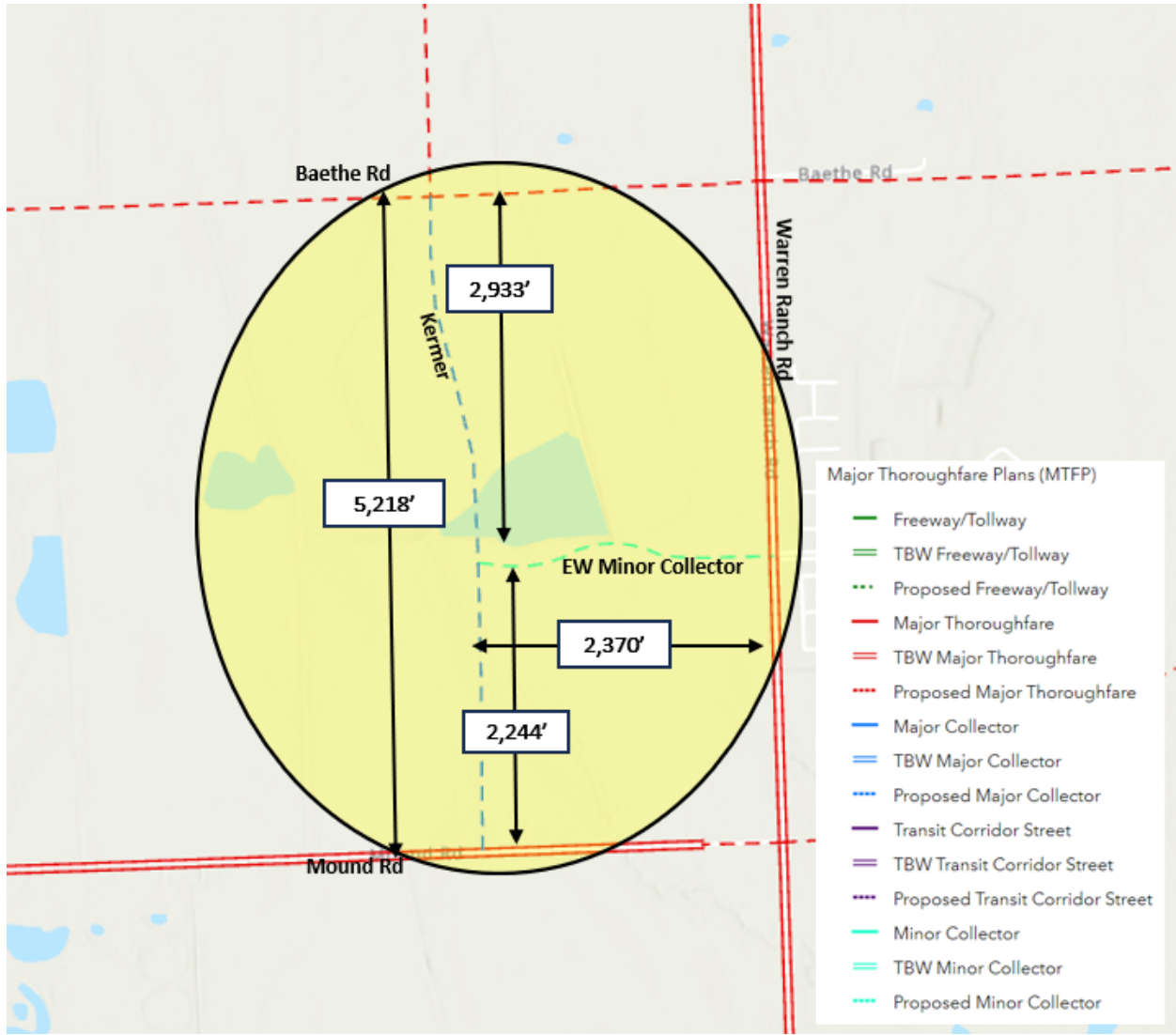
Right of Way (ROW) Status

Due to the proposed roundabout configuration in the area, the impact of this proposed amendment could be potentially substantial. Should the proposed amendment be approved, the realignment of the proposed Major Collector Kermier Road will shift the southern proposed segment approximately 921' to the west. This could potentially violate intersection spacing requirements on Major Thoroughfare Mound Road. Conversely, realigning the proposed East/West Minor Collector would shift the connection point of proposed Major Collector Kermier and East/West Minor Collector 1,114' to the northeast.

Spacing

The proposed amendment shows the increased distances that vehicles would need to travel to reach the next Major Thoroughfare and further details distances between key roadways in the proposed development area. Baethe Road is classified as a proposed Major Thoroughfare and is approximately 5,218' north of Major Thoroughfare Mound Road. Kermier Road is classified as a proposed north/south Major Collector, located approximately 2,370' west of Major Thoroughfare Warren Ranch Road, and approximately 2,933' north of the proposed East/West Minor Collector. The proposed corridor continues to traverse to the south for an additional 2,244' culminating into a T-intersection at Major Thoroughfare Mound Road.

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<https://mycity.maps.arcgis.com/apps/webappviewer/index.html?id=54b1132148c540a9ae8a88d461d84d8b>