

**Upper Kirby Livable Centers Study**  
**Advisory Committee Meeting 1 – January 12, 2010**

In this meeting we discussed the overall planning process and timeline, planning principles, existing conditions and the Draft Alternative for the Study Area. Below are notes from the discussion session during the second half of the meeting.

- The Committee thought that the transformations worked well
- Traffic will increase because of the surrounding conditions
- Future housing construction will likely follow current trends of increased housing for small households
- Green Space: Much needed in the Neighborhoods
- There are residential restrictions in the David Crocket neighborhood
- Crocket Neighborhood: cut through traffic could be a problem, pedestrian flow is lacking
- Concerned as to the function: METRO not allowing pedestrian crossings similar to the Main Street condition.
- Commercial property owners want street crossings along rail.
- The Management District has \$5 million in stimulus money for sidewalks
- The Plan shows good street connections, except for the new connection through the school's ballfields
- The Hotel subdistrict needs strong pedestrian connections to the rail
- Virginia connection to Richmond is needed
- The gateway @ U.S. 59: Is it needed now? They are doing a connective streetscape north and south of Highway 59.
- Houston does not have zoning. Handle this through form.
- Parking, Parking, Parking: We need to create a tool box for this. But the implementation should happen later as the project matures.
- Parking Districts should be studied for Upper Kirby
- West Alabama: Not functioning well for pedestrians. Need more focus here.
- The Civic Center is a major opportunity: possibly send the emphasis toward Eastside as the portal and Wakeforest becomes the service street.
- METRO and Pedestrian Crosswalks: TRP Report is just out on this subject. We need to visualize this.
- Transit Plaza: This currently does not exist. Is this something we need to promote?
- Station location: keep station where it is and deal with it. Richmond becomes the critical design problem.