



# UPPER KIRBY - NEEDS ASSESSMENT

LIVABLE CENTERS STUDY

JANUARY 8, 2010

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H-GAC

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# UPPER KIRBY - NEEDS ASSESSMENT

## Table of Contents

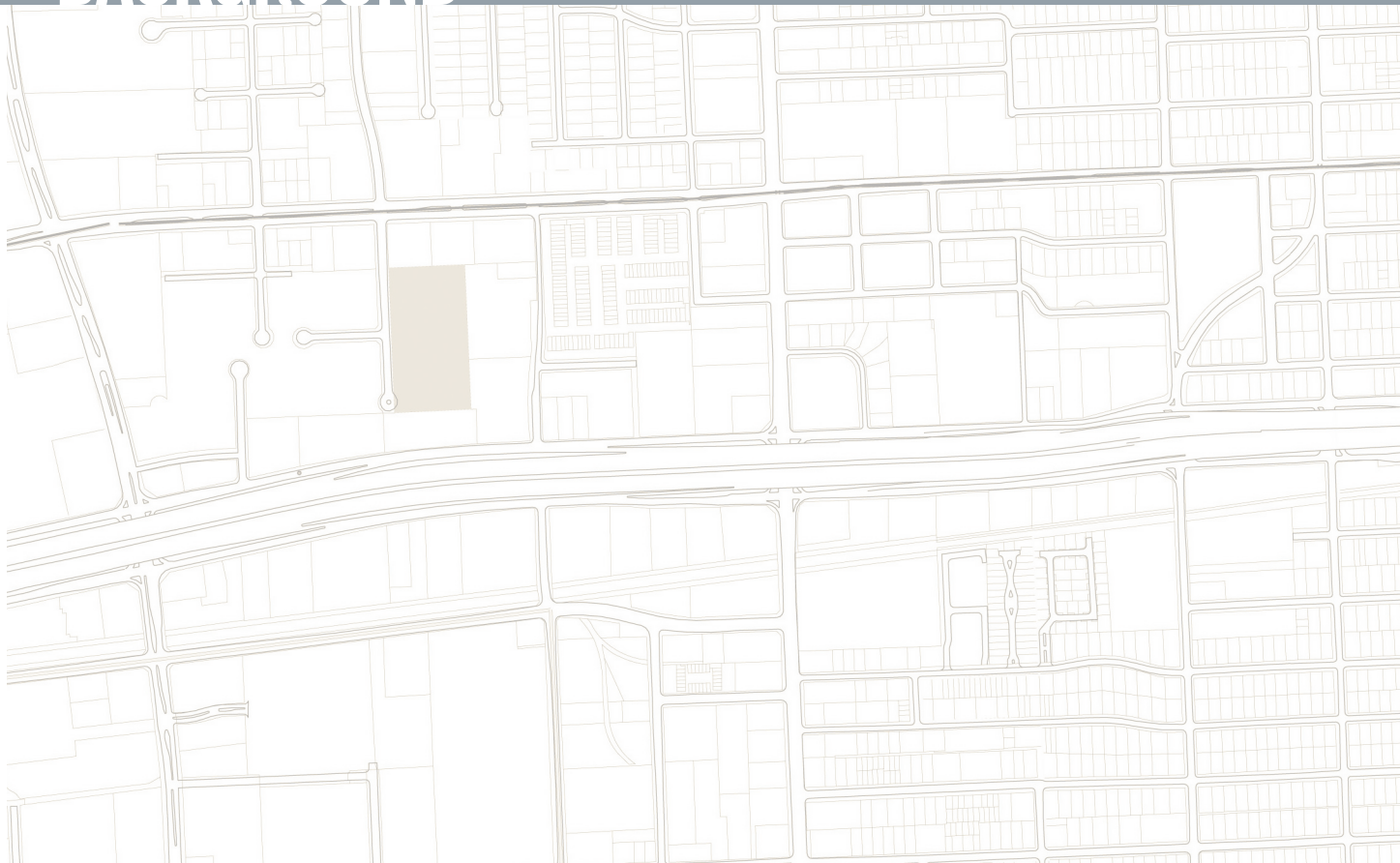
<b>5</b>	<b>Background</b>
6	A. The Livable Centers Program
7	B. Project Overview
8	C. Location and Context
9	D. Upper Kirby - A Look Back
10	E. What is TOD and Smart Growth?
<b>11</b>	<b>Ongoing and Previous Studies</b>
12	A. Metro Solutions Transit Project
13	B. Houston Urban Corridor Planning
14	C. Urban Design Master Plan
15	D. Mobility Improvement Plan
16	E. Civic Center Master Plan
<b>17</b>	<b>Planning Area Overview</b>
19	A. Plan Principles
20	B. Existing Land Use
26	C. Commercial Corridors
28	D. Districts
30	E. Issues and Opportunities
36	F. Existing Open Spaces
<b>37</b>	<b>Transportation Conditions</b>
38	A. Upper Kirby Growth Trends
40	B. Existing Transit Service
41	C. Sidewalk Conditions
43	D. Signal Inventory
<b>45</b>	<b>Economic Conditions</b>
46	A. TOD Market Overview
48	B. Existing Conditions
55	C. Recent Development Activity and Trends
56	D. Key Market Findings
<b>57</b>	<b>Appendices</b>

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# BACKGROUND



## A. The Livable Centers Program

The Houston-Galveston Area Council's (H-GAC) Livable Centers program is part of a strategy designed to address expected regional growth of 3.5 million added people by 2035, combined with limited, already congested mobility infrastructure that is, for the most part, automobile dependent by improving access while reducing the need for mobility by Single-Occupant Vehicles (SOV). Harris County and other surrounding counties are classified as in severe nonattainment by the U.S. Environmental Protection Agency (EPA). This means the region is failing to meet emission requirements as old as 1997, the mobility infrastructure has not kept pace with current demand and, most likely, will not be able to accommodate future growth. Therefore, a new direction in improving transit access, enhancing quality of life, reducing emissions, and providing more efficient mobility alternatives is indicated. The H-GAC Livable Centers program is designed, in part, to do so. H-GAC defines Livable Centers as safe, convenient, and attractive areas where people can live, work, and play with less reliance on their cars. The Goals of the Livable Centers Program seek to create neighborhoods that are:

- Compact and mixed use
- Designed to be walkable
- Connected and accessible

Livable Centers projects offer a number of benefits in terms of the community, mobility, environment, and economic development. These benefits are directly related to the following regional goals outlined in H-GAC's 2035 Regional Transportation Plan (RTP):

- Improve mobility and reduce congestion
- Improve access to jobs, homes, and services
- Increase transit options
- Coordinate transportation and land use plans
- Create a healthier environment



The Livable Centers Studies seek to improve mobility and reduce congestion in the region



New development in the Livable Centers should be compact, mixed use and walkable.



## B. Project Overview

Upper Kirby is a very successful district, that has crafted successful plans and made a number of recent improvements. The neighborhood is very focused on a common vision and well-organized. Significant property development is expected in the near future and there is heavy traffic volume in this area. The Livable Centers Study will build off of recent successful projects that have been or are being implemented including Kirby Drive reconstruction. The Upper Kirby Livable Centers Study will coordinate with the ongoing Kirby Drive street project in relation to pedestrian realm design and streetscape elements.

The Livable Centers Study for the Upper Kirby study area will build upon and coordinate with existing planning efforts by the Upper Kirby Management District. The Livable Centers Study will essentially amend the current Upper Kirby Urban Design Master Plan into a Transit-Oriented Development (TOD) plan. The Study will examine and provide strategies and projects to improve the pedestrian realm around the future Kirby light rail station as well as around the Upper Kirby District's proposed community outreach/civic center development.



The Livable Centers Study will coordinate with the Kirby Drive street project

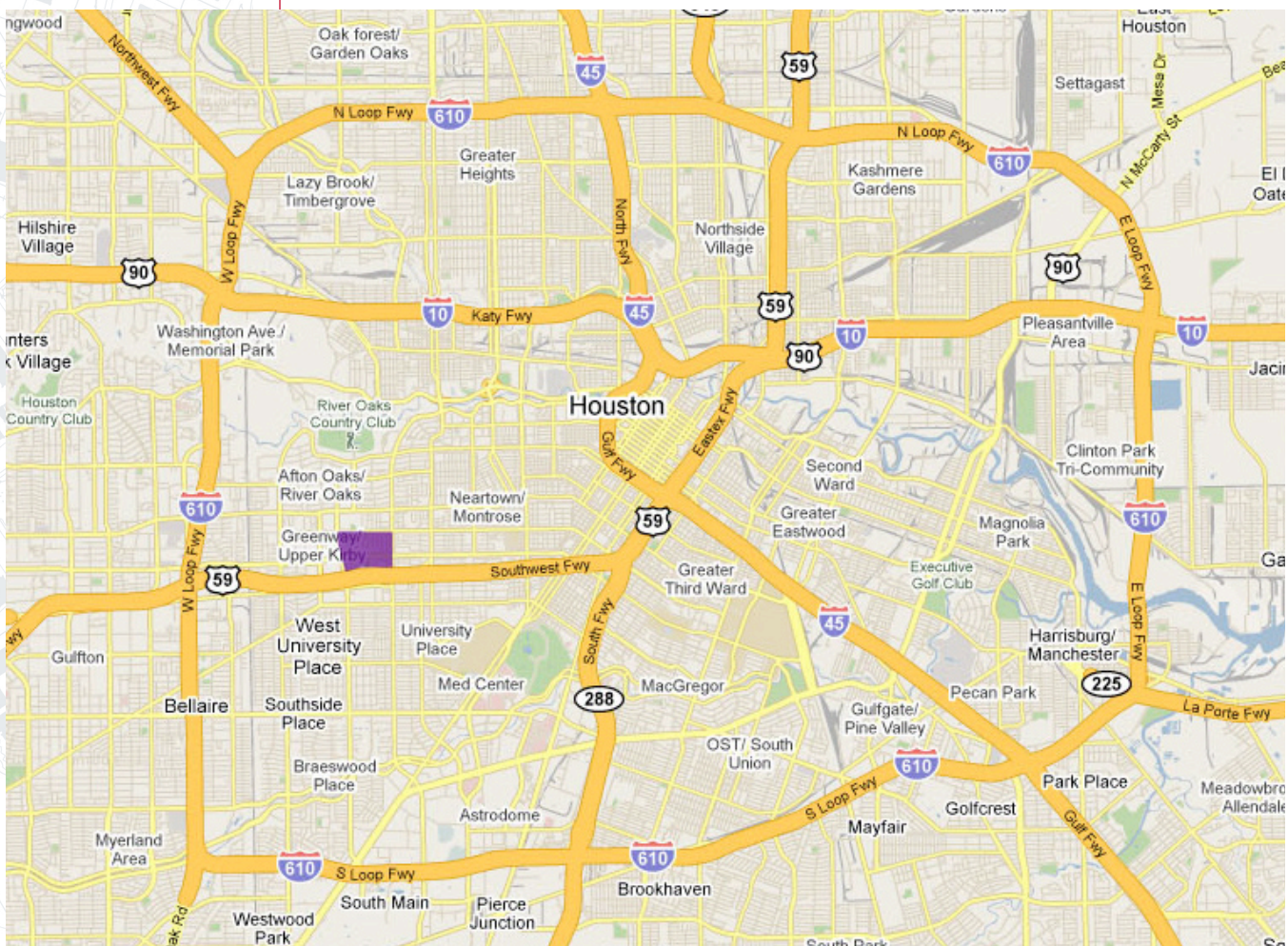


New infill development on Revere and Branard Streets includes pedestrian amenities

## C. Location and Context

The Upper Kirby District is located in the heart of Houston. Between the Galleria area and downtown, Upper Kirby District is immediately adjacent to Greenway Plaza, River Oaks, West University, and Montrose. The Upper Kirby District is identified with several agencies and organizations. Also known as the Harris County Improvement District #3, Upper Kirby is also Tax Increment Reinvestment Zone #19 (Upper Kirby Redevelopment Authority) and is a member of the Super Neighborhoods #23 and #87. Other entities that identify with the District are the Upper Kirby Foundation. Located in the central area of Houston between Downtown and Uptown along the US 59 corridor, Upper Kirby is one of Houston's most active and vital activity centers. It serves as a center of office, commercial, and residential activity.

The Upper Kirby District is surrounded by varying neighborhoods and office centers. These outside influences include high-end residential (River Oaks) to the north, high-end residential (West University) to the south, office (Greenway Plaza) to the west and a mix of residential, commercial, and ultimately the museum district/downtown to the east.



The Upper Kirby Neighborhood is located southwest of Downtown Houston, just north of Interstate 59



## D. Upper Kirby - A Look Back

In order to create a vision for the future, it is important to take a look back and examine how our neighborhoods were formed and developed. The aerial photo below shows the beginnings of the Upper Kirby District in 1957. At this time, Upper Kirby was at the western city limits of Houston and Interstate 59 was not yet developed. What this snapshot shows is that much of the street network was in place fifty years ago, and has not really been expanded up in the years since. Residential development was first to arrive in the Upper Kirby District, particularly in the neighborhoods on the eastern side of the Study District surrounding Greenbriar Street along with the existing David Crockett single family area north of the Gallery District. South of Richmond Avenue, the multi-family housing west of Levy Park had been established as well as single-family housing near Wakeforest Avenue that has since been redeveloped into multi-family.

Upper Kirby in 1957 shows a fairly urban, walkable pattern of development and interconnected blocks. The dead end cul-de-sacs in the northwest corner of the district hint at the suburban development pattern to come. In 1957 most of the commercial properties along Alabama Street, Kirby Drive, and Richmond Avenue had yet to be developed. Future years would see these areas created with fairly intensive commercial development oriented around the automobile. Fifty years later, the goal is to focus on these areas as opportunity sites for walkable, transit-oriented development.



The Upper Kirby District in 1957, before construction of Interstate 59

## E. What is TOD and Smart Growth?

Transit-oriented developments (TODs) are compact, mixed-use developments situated at and around transit stops. TODs focus a mix of land uses, such as residential, office, retail, civic uses and entertainment within easy walking and biking distance from a transit station (generally 1/4 mile to 1/2 mile, 5-10 minutes walking). This mix of uses, combined with thoughtfully designed community spaces, plazas and parks, form a vibrant village-like neighborhood where people can live, work and play. Transit-oriented developments provide an opportunity to encourage transit ridership, while discouraging sprawl, improving air quality and helping to foster a sense of community for Houston residents. Studies conducted by the Urban Land Institute indicate that, in general, properties located within a quarter of a mile radius of a light rail station increase up to 25% in value more than other properties.

*“Smart growth recognizes connections between development and quality of life. It leverages new growth to improve the community. The features that distinguish smart growth in a community vary from place to place. New smart growth is more [inter-connected] town-centered, is transit and pedestrian oriented, and has a greater mix of housing, commercial and retail uses. It also preserves open space and many other environmental amenities. Successful communities do tend to have one thing in common—a vision of where they want to go and of what things they value in their community—and their plans for development reflect these values.”*

- Smart Growth Network



The Livable Centers Studies seek to improve mobility and reduce congestion in the region

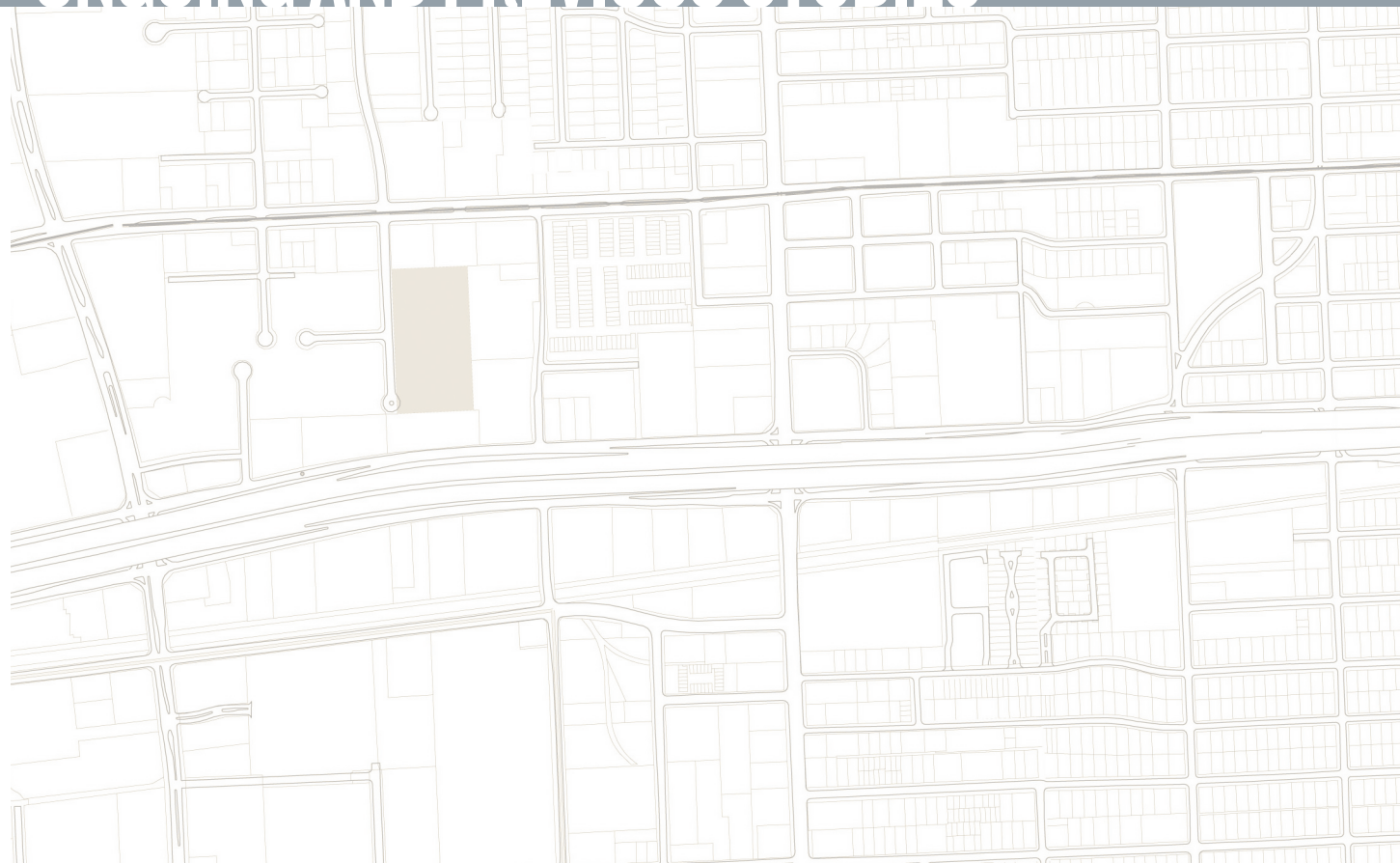


New development in the Livable Centers should be compact, mixed use and walkable.





## ONGOING AND PREVIOUS STUDIES



## A. Metro Solutions Transit Project

In development since 2001, METRO Solutions is a comprehensive transit system plan to help solve the Greater Houston region's traffic congestion and air quality problems. The plan was crafted with extensive input from the public, METRO's regional transportation partners and mobility experts nationwide. The plan was adopted by the METRO Board of Directors in July 2003 and approved by voters in November 2003. The plan calls for major multimodal transit improvements across the region and extends through 2014 the General Mobility Program.

### UNIVERSITY CORRIDOR

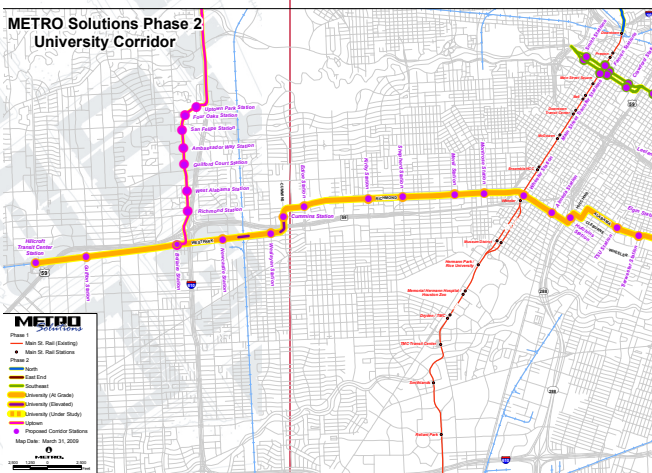
The University Corridor extends approximately 11.3 miles traveling from the Hillcroft Transit Center on the west end to the Eastwood Transit Center on the east end. Nineteen stations will be strategically located to ensure optimal ridership and efficiency of operations. The stations occurring between the end point transit centers will be: Gulfton, Bellaire, Newcastle, Weslayan, Cummins, Edloe, Kirby, Shepherd, Menil, Montrose, Wheeler, Alameda, Hutchins, TSU, Tierwester, Scott and Cullen.

Significant higher educational destinations along the alignment include the University of Houston Main Campus, Texas Southern University and St. Thomas University. The added connectivity to the Main Street line will also provide access to Rice University, the University of Houston Downtown, and Houston Community College.

Business and cultural destinations include Greenway Plaza, the Menil, and many other businesses that operate adjacent to the alignment. And again, the inter connectivity advantage creates farther reaching options that include the Uptown/Galleria area, U of H / Southeast area, Downtown Houston, the Museum District and the Medical Center.

A transit station is proposed in the center of the Study Area at Kirby Drive and Richmond Avenue. Two other stations are proposed in close proximity at Richmond and Shepherd Drive and Richmond and Edloe Street.

The introduction of rail transit to this neighborhood provides a major new amenity for both current and future residents, workers and visitors.



The University Corridor of the METROrail system will help connect Upper Kirby to the greater Houston region

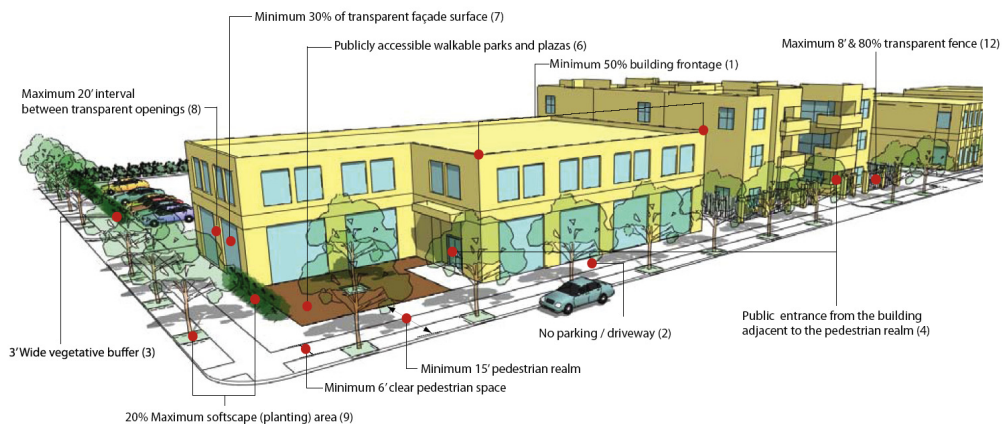


The University Corridor of the METROrail system will provide a major new amenity for Upper Kirby.



## B. Houston Urban Corridor Planning

In June 2006, the City of Houston embarked on a major initiative, Urban Corridor Planning. This initiative will change how the City regulates development and designs its streets and other infrastructure in order to create a high quality urban environment in areas along METRO's light rail corridors: Main Street, Uptown, East End, North, Southeast and University. The Corridor Ordinance regulates new development along transit corridor streets (TCS) and intersecting streets (Type "A") by providing standards and guidelines for sidewalks, landscape, entries and building design.



*The Corridor Ordinance sets standards and guidelines along the University transit corridors*

## C. Urban Design Master Plan

The Upper Kirby Urban Design Master Plan emphasizes the planning and design of the built environment while promoting reinvestment and development. This plan will accomplish these goals by establishing guidelines that will:

- Promote a user friendly pedestrian environment within the District
- Enhance Upper Kirby's visual image and identity
- Create identifiable entries into the Upper Kirby District
- Create a framework for civic improvements to occur throughout the District

The improvements identified by the Upper Kirby District Urban Design Master Plan reaffirm the intent of the public sector through investment to create the quality urban design amenities that will encourage and accelerate private commercial development. The Urban Design Master Plan is the source for much of the Existing Conditions information in this Needs Assessment.



Upper Kirby Urban Design Master Plan - Structure Plan



## D. Mobility Improvement Plan

With the existing high transit usage, increasing density, and increasing pedestrian orientation in the district, UKMD was interested in developing a pedestrian-transit accessibility program for the entire area. To enhance the quality of the pedestrian environment and to accommodate the extensive new growth, UKMD launched this mobility improvement plan to determine the most-needed improvements and their cost, funding, and timing.

One of the goals of the Mobility Improvement Plan is to enhance the usage of METRO transit services to reduce congestion, reduce delay, lower air pollution, and reduce parking need. The area encompassed by the Upper Kirby Management District (UKMD) already is served by an extensive transit network (refer to Chapter 3). However, many of the existing bus stops are not accessible. The analysis in this chapter examined the pedestrian environment in Upper Kirby to remedy existing deficiencies, improve pedestrian access, and accommodate extensive new growth.

A wide variety of streetscape conditions exist throughout the area. Some areas have no sidewalks at all. Some existing sidewalks are strewn with barriers and many of the heavily traveled thoroughfares pose daunting barriers to pedestrians crossing. Other areas are beautifully landscaped and filled with amenities, requiring little or no improvement.



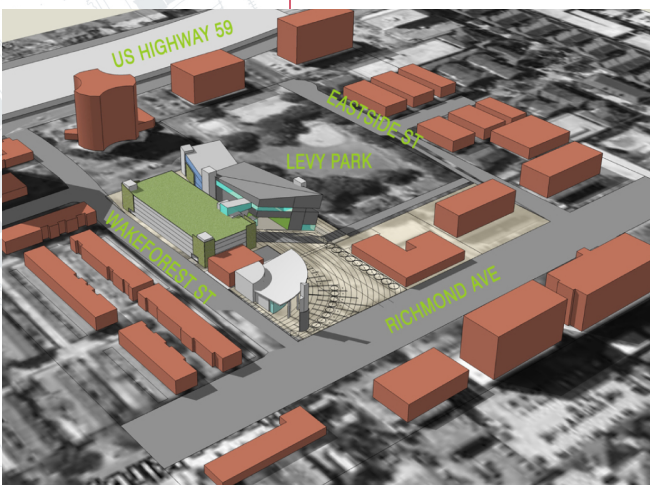
*The Livable Centers program seeks to create pedestrian-friendly places*



*Many streets in the neighborhood lack adequate pedestrian amenities*

## E. Civic Center Master Plan

Located south of Richmond Avenue and east of Levy Park, the Civic Center Master Plan focuses on the redevelopment of a 4.16 acre site to include a 4,000 sf, 300 seat multi-program theater, urban plaza, 4-story community center, 350 car parking garage, health club and natatorium. The proposed development with its adjacency to Levy Park will provide a well balanced, multi-use venue in the Upper Kirby District, satisfying the expressed needs of the community. Master planning for the project is complete and Conceptual Design will begin shortly, with a goal of being rated LEED-Gold for sustainability.



Civic Center birds-eye view from Richmond Avenue

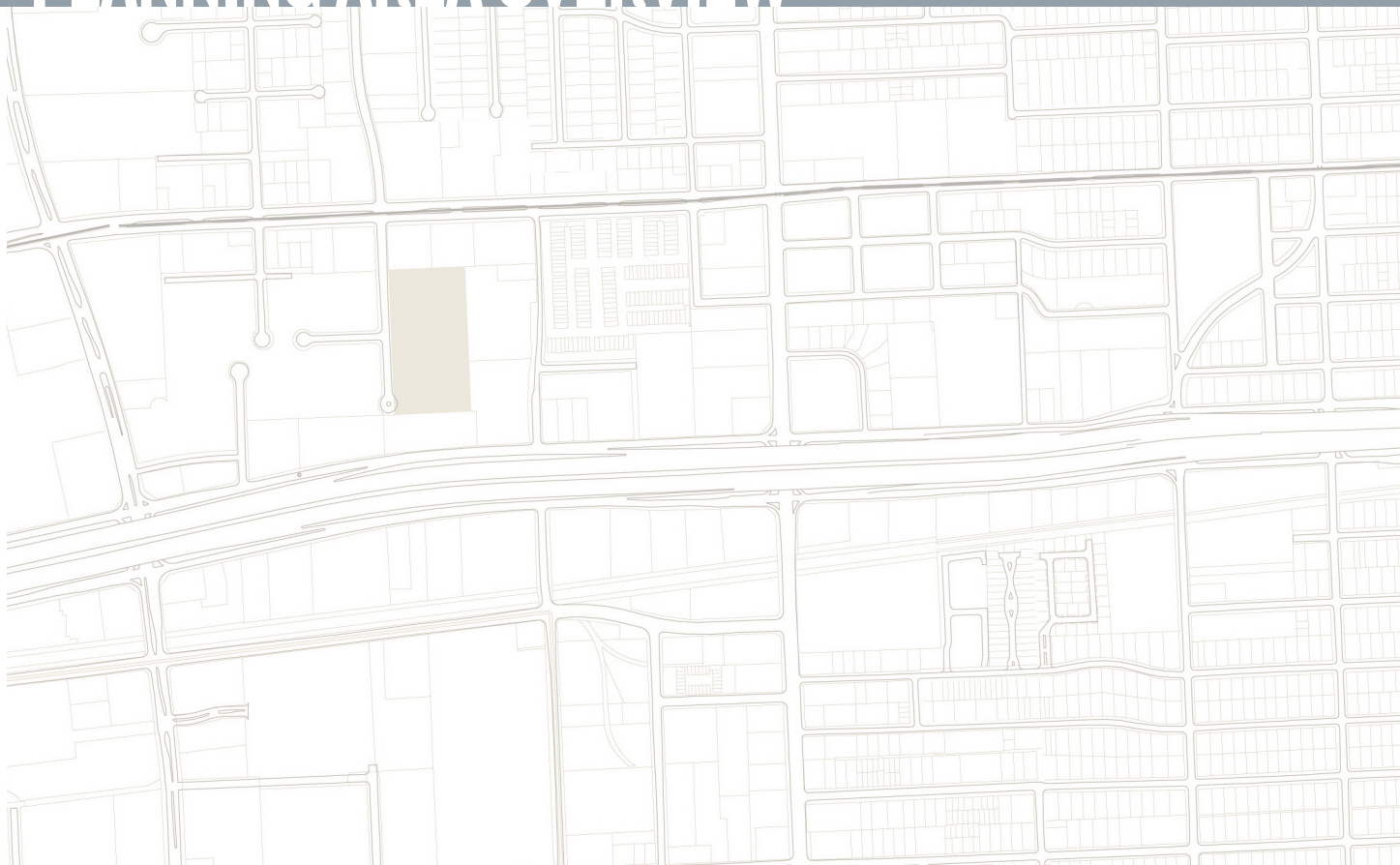


The Civic Center Plan seeks to integrate with adjacent Levy Park





# PLANNING AREA OVERVIEW







## A. Plan Principles

The following Plan Principles build off of the goals and strategies of the Upper Kirby Urban Design Master Plan:

- Promote a user friendly pedestrian environment within the District
- Enhance Upper Kirby's visual image and identity
- Create identifiable entries into the Upper Kirby District
- Create a framework for civic improvements to occur throughout the District



*The Study will seek to enhance Upper Kirby's visual image and identity*

## B. Existing Land Use

The Upper Kirby District is comprised of many different land use types. These varying land use types affect how people work, live, travel and recreate within the Upper Kirby District. By documenting these land uses, we can understand patterns of development, circulation and connection needs, buffering requirements, neighborhood identities and characteristics, and so forth.

The majority of the District is a conglomerate of land uses offering a more mixed use feel to the area. The Richmond corridor is primarily Office west of Kirby and Commercial/Residential east of Kirby. Kirby Drive is primarily Retail/Commercial along its entire stretch. The area located just northwest of the study area is largely Public Institutional. This “Educational Zone” is home to Lamar High School and St. John’s School. Typical Freeway Commercial/Office exists along US 59. The Residential neighborhoods of David Crockett and Alabama Place comprise the majority of Single Family within the District boundaries.

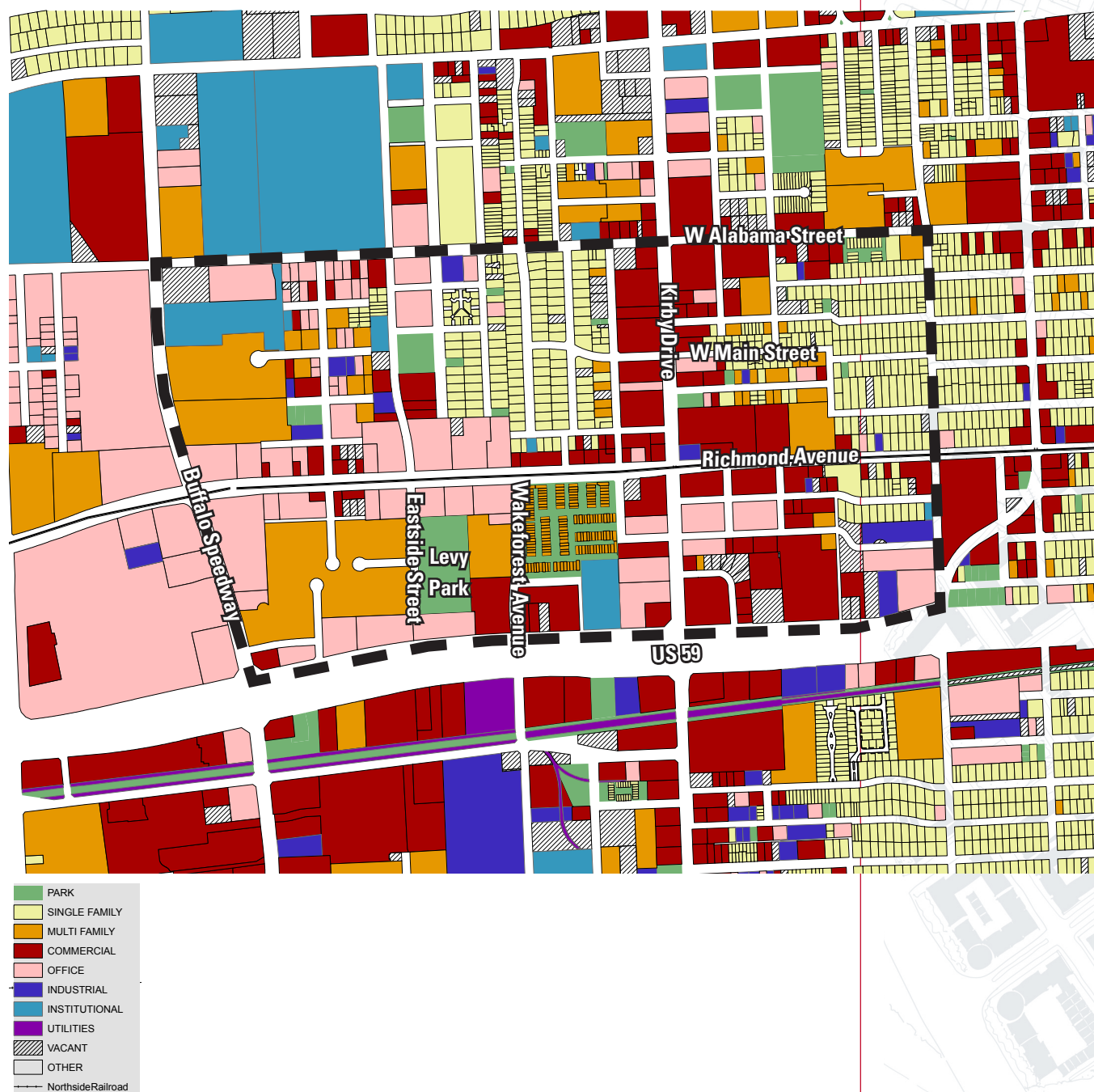


*Auto-oriented retail uses at the corner of Richmond Avenue and Kirby Drive*



*Single family homes along Virginia Street*

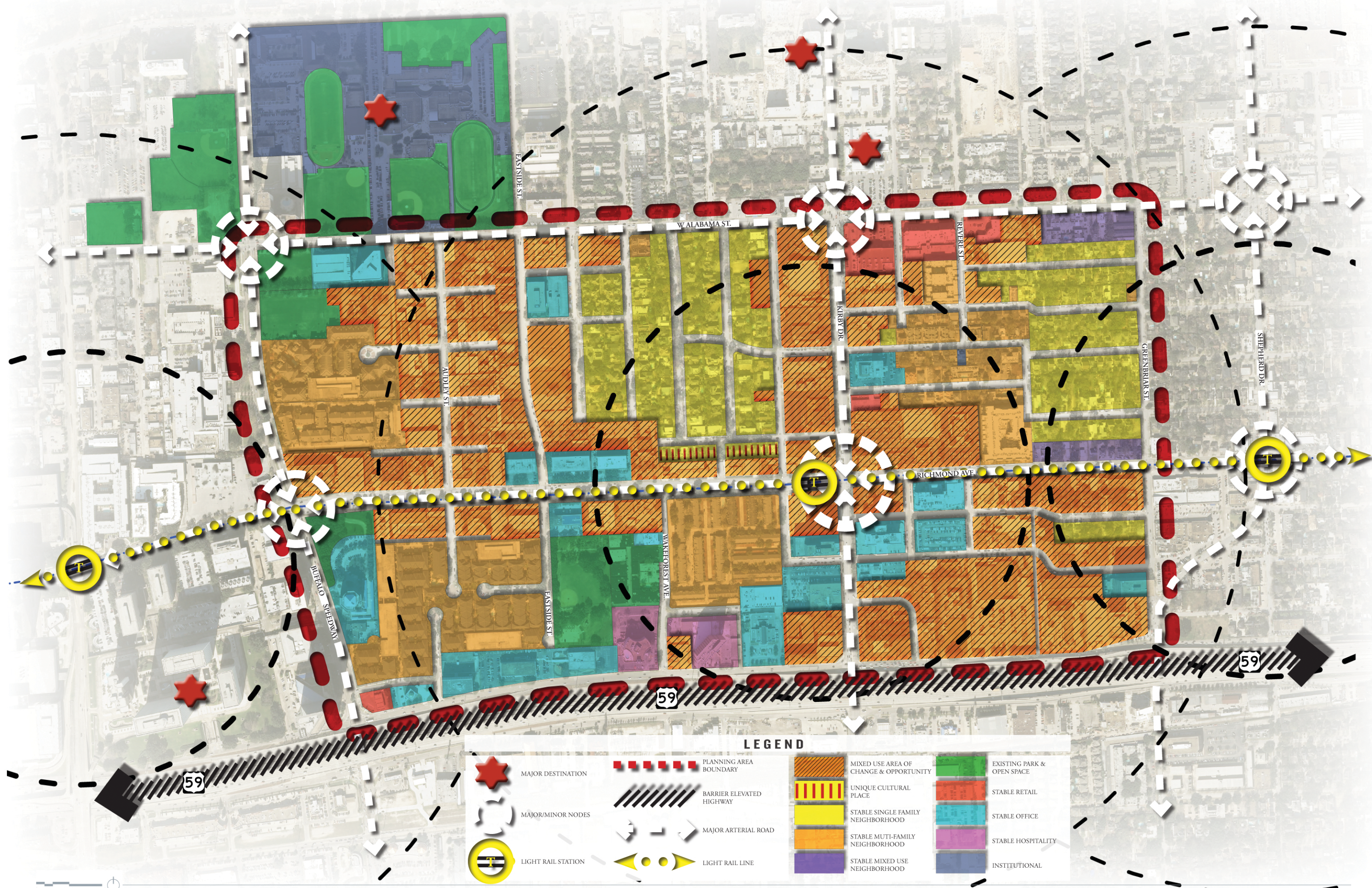




Existing Land Use Map (source: Harris County Appraisal District)







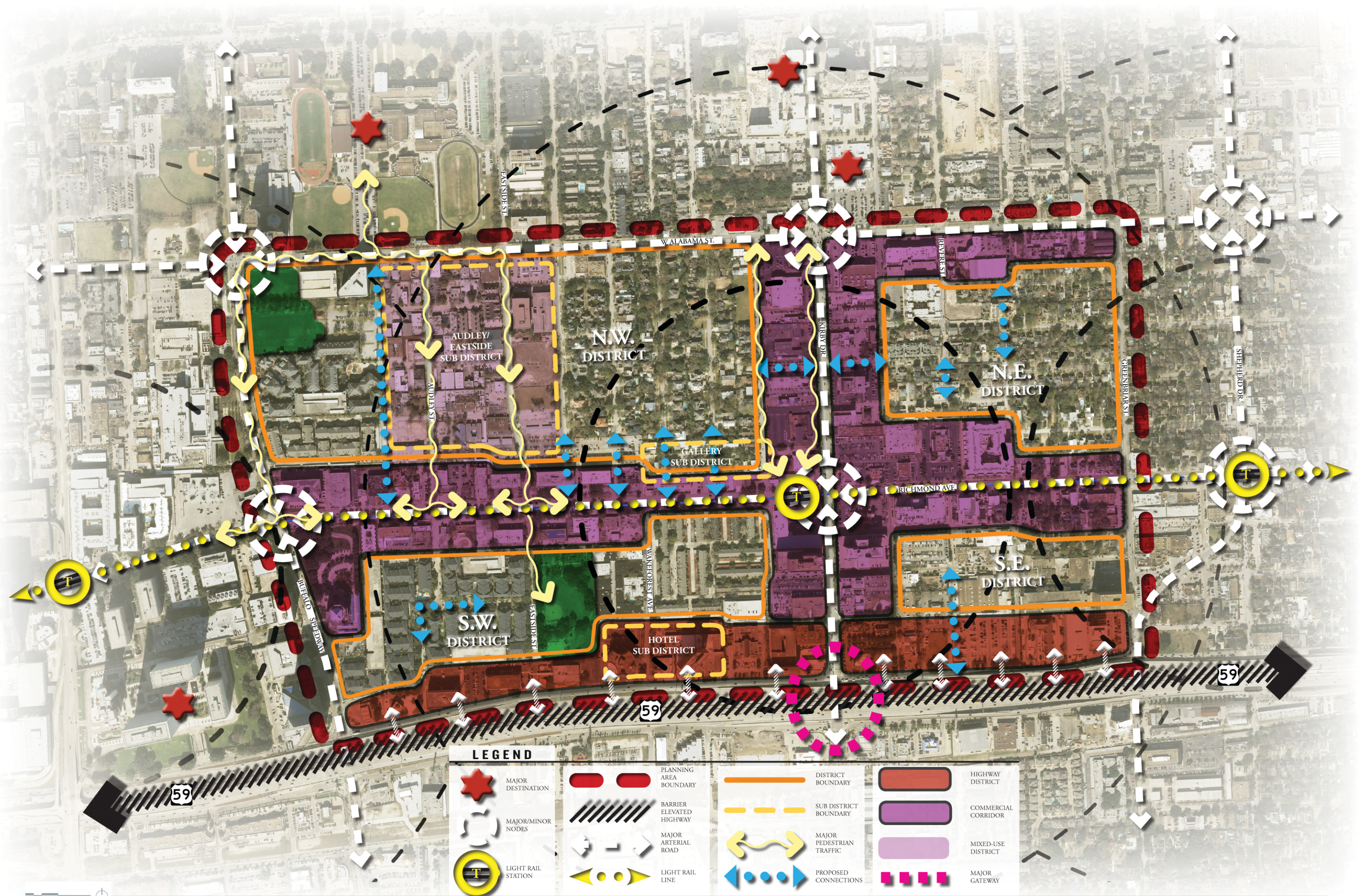
# UPPER KIRBY - LIVABLE CENTERS STUDY | ISSUES AND OPPORTUNITIES

VMWP PROJECT # 0933 | HOUSTON, TX | DECEMBER 18, 2009 | H-GAC









# UPPER KIRBY - LIVABLE CENTERS STUDY | DISTRICTS / CONNECTIONS

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**VAN METER  
WILLIAMS  
POLLACK**



## C. Commercial Corridors

The commercial corridors of Upper Kirby function as the main shopping and transportation routes through the community. They are also where the METROrail expansion is planned and the largest amount of change is likely to occur.

### KIRBY DRIVE

The Kirby Retail/Office corridor is a high speed and high traffic corridor with low pedestrian activity. Kirby is currently the “main street” of the planning area, with a number of retail, office, and service uses. A streetscape improvement project was currently implemented, which included the installation of 5-foot sidewalks, pedestrian lighting and furniture, a raised median in place of a continuous left-turn lane and ADA compliant ramps and push buttons to aid in pedestrian mobility. Even with these positive changes, the overall pedestrian experience along Kirby Drive is still fairly poor due to less than optimal sidewalk widths and a large number of curb-cuts and auto-oriented businesses set back from the street with surface parking. However, a trend toward pedestrian scale development projects such as the Gables West Avenue project at the Kirby/Westheimer intersection indicate the auto-oriented business footprint is not long for Kirby Drive. By limiting curb cuts, extending the pedestrian zone, calming traffic, and providing clear and easily understood wayfinding, Kirby Drive could be realized as a pedestrian boulevard as opposed to the current high speed vehicular dominated space that it is.

### WEST ALABAMA

West Alabama is a diverse corridor providing connections from multi family and single family residential areas to schools, retail and business nodes. West Alabama hosts the only designated bike lane within the Upper Kirby District. This corridor is not considered pedestrian friendly. Small sidewalks and fast traffic conditions impede pedestrian flow. The large intersections of West Alabama with major corridors such as Kirby and Buffalo Speedway further hinder pedestrian flow and create barriers rather than facilitators into the District.



Upper Kirby contains a large number of service, office and retail uses

## **RICHMOND AVENUE**

The Richmond Avenue currently portrays a parkway character which includes tree planted medians and large building setbacks. This corridor fails to provide a continuous pedestrian link and lacks many pedestrian scaled amenities that would encourage activity or flow. The large center median will be replaced by a light rail line in the near future.

## **BUFFALO SPEEDWAY**

Buffalo speedway is a high-volume traffic coordinator at the edge of the planning area. The speedway serves as a major arterial connecting Greenway Plaza to surrounding neighborhoods and Interstate 59.

## **US 59**

The district is currently divided by US 59, a major southwest freeway that extends from Victoria to Marshall Texas, and is also a major route from the north and south suburbs to downtown Houston. This major divider has created not only a visual obstruction, but also a physical separation between the northern and southern portions of the district. Inadequate lighting and segmented sidewalks under and around the freeway overpasses deter pedestrians from traveling these dark and menacing routes. These current conditions also add to the separation of identity between the northern and southern areas of the district. Linking these two areas and by doing so establishing the Upper Kirby identity south of US 59 must be a priority. Development along the US 59 corridor resembles most freeway development further obscuring any visual cues that one has entered the Upper Kirby District.



*Richmond Drive currently has a parkway character which may be affected with the arrival of light rail*



## D. Districts

For the purpose of this Study, we have organized the Plan area into a series of Districts, Sub Districts and Corridors. Each of these areas have unique characteristics, uses and development intensities.

### N.W. DISTRICT

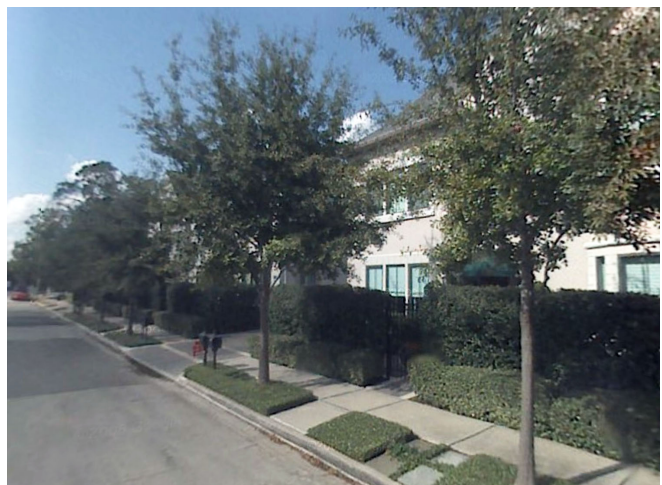
The N.W. District is located north of Richmond and west of Kirby Drive. The areas closest to Kirby Drive are primarily single-family in nature and are characterized by quiet, leafy streets. This area, known as the David Crocket neighborhood is an upscale single family residential area with large street trees and pedestrian scaled sidewalks. David Crocket lacks adequate connections to surrounding schools, public open space, and retail/ commercial areas. To the south of this area a small section of Colquitt Street has been designated as the Gallery Sub District. This area is a major cultural destination for Upper Kirby residents and visitors. The central portion of the N.W. District is identified as the Audley/Eastside Sub District. This Sub District contains a mix of uses and building forms and is an important connection between the schools north of Alabama Street and the Richmond/Kirby rail station.

### N.E. DISTRICT

The N.E. District contains the Alabama Place neighborhood, which is a single family residential area with existing street trees and pedestrian scaled sidewalks. This residential area is bordered by the Shepherd, Richmond and West Alabama corridors. Existing pedestrian connections to Alabama Place are disjointed. The pedestrian connections to other Districts lack the pedestrian lighting and gateway elements needed for transition and wayfinding. Several large multi-family developments have recently been built in this area, increasing overall density, improving the streetscape and providing potential transit riders.



*Single-family development in the N.W. District*



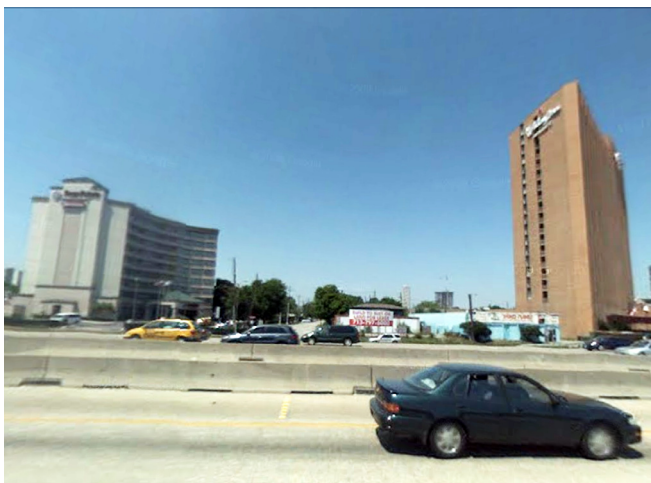
*Multi-family development in the N.E. District*

### S.W. DISTRICT

The S.W District centers on Levy Park and is primarily multi-family residential in nature. In the southern portion of the District, the Hotel Sub District has been identified. This Sub District is an important destination for visitors who may also provide high transit ridership at the new station. The pedestrian connection between the Hotel Sub District and Richmond Avenue is extremely important. The Civic Center Master Plan provides an important opportunity to strengthen this area as the heart of Upper Kirby. The western portion of the district is a high density neighborhood that may increase in desirability through its proximity to two transit stations along Richmond Drive.

### S.E. DISTRICT

The S.E. District, located east of Kirby Drive and south of Richmond Drive has a high degree of development potential based on its location, future transit access and highway visibility. The existing businesses in the District are primarily office or service in nature with a small amount of residential development.



*The Hotel Sub District from Interstate 59*



*Service and Office uses in the S.E. District*



## E. Issues and Opportunities

### AUTO ORIENTED STREETSCAPES

The commercial corridors of Upper Kirby function as the main shopping and transportation routes through the community. They are also where the METROrail expansion is planned and the largest amount of change is likely to occur. In the past 50 years these corridors have been developed into an auto-oriented environment. Typically along these corridors buildings are set back from the street with surface parking lots in front. This orientation creates a pedestrian-unfriendly suburban character throughout the neighborhood. Signage is typically characterized by large pole-signs that are designed to be seen at high speeds. Pedestrian infrastructure is limited and in need of improvement and connections through parking lots from the sidewalk are often missing. Large curb-cuts create conflict between pedestrians and autos.



*Auto-oriented streetscape on Richmond Avenue*



*Auto-oriented streetscape on Audley Street*



## PEDESTRIAN ORIENTED STREETSCAPES

The Upper Kirby neighborhood includes pockets of commercial, residential and mixed-use buildings that are pedestrian-scaled and adjacent to the sidewalk. The most significant clusters of these buildings are found along Kirby Drive south of Richmond Avenue and at new developments such along Revere Street. These areas help to create a walkable urban scale and should be preserved and enhanced where ever possible. Throughout the country, areas with consistent walkable urban form, especially near transit stations, have been revitalized with new uses, building renovations and private investment. Many of these areas in Upper Kirby have the potential to become vibrant neighborhood and regional centers of activity.



*Pedestrian-oriented streetscape on Revere Street*



*Pedestrian-oriented streetscape on Kirby Drive*

## MAJOR DESTINATIONS

Major destinations in and around the Upper Kirby neighborhood include Lamar High School, a public secondary school, and St. John's School, an independent K-12 school. Existing retail and services along commercial corridors are also major destinations for workers and shoppers. These destinations are likely to draw a variety of transit riders and should be a focus of circulation improvements.

Connecting residents to transit and services is a major goal of the Livable Centers Program. Streets. The Districts/Connections Diagram shows important pedestrian connections to the Major destinations in the area. Streetscape improvements can help to create a safer, more attractive walking experience. Commercial corridors, especially within a 1/4 mile of transit stations, should be prioritized for improvements due to the highest anticipated volume of walkers and bikers.

## GATEWAYS

Gateways represent the entrances into the Upper Kirby neighborhood, and are typically located on the edges of the district. The most important gateway into the study area is the intersection of Kirby and Interstate 59. Traveling under or off of Interstate 59 represents a clear physical entry point into the neighborhood. This entrance point serves as the regional gateway for the entire District. The entry experience at this point is unimpressive due to a lack of Upper Kirby identity elements, a visually uninteresting bridge structure, and a lack of pedestrian scaled elements at the intersection. The introduction of architectural elements and lighting can provide a distinct District presence on Interstate 59. Additionally, the incorporation of adequately scaled pedestrian elements under the Interstate will enhance the north/south entrance sequence. These same principles of design can be applied to other District gateways to help re-establish the District's edge and to reassure the visual identity of the area. Other minor distinct gateways occur at Richmond and Buffalo Speedway, Interstate 59 and Buffalo Speedway and Greenbriar and Interstate 59.



Interstate 59 at Kirby Drive - Existing View



Gateway Concept at Interstate 59 - Upper Kirby Urban Design Master Plan



These gateway areas are typically the first thing a visitor sees when entering Upper Kirby and should be attractive and welcoming. With the completion of the light rail line, new gateways will occur at the station at Richmond and Kirby . This station will be the major point of entry for transit riders into the neighborhood.

### BLOCK STRUCTURE

The Upper Kirby area has a disjointed block network, lacking adequate connections and block form in many areas. The eastern part of the neighborhood, closer to Greenbriar Street contains more of a typical, historic street pattern with blocks approximately 250' x 500'. Areas further west take on more of a suburban pattern with long streets without breaks, superblocks and cul de sacs. New development within the Upper Kirby neighborhood should fit within the existing block pattern while creating new streets and paths within large blocks to ensure a high degree of connectivity and walkability.



*Southern gateway at N Main Street and Interstate 10*



*Western gateway at Quitman Street and Interstate 45*



## AREAS OF OPPORTUNITIES

“Areas of opportunities” are defined as vacant and underutilized properties that have potential for redevelopment. The areas that have the largest areas of opportunities include the Audley/Eastside Subdistrict, the Kirby Commercial Corridor, the Richmond Commercial Corridor and the S.E. District. The Livable Centers Study will focus proposed changes and neighborhood improvements on these areas of opportunities. The parts of Districts that are not designated as areas of opportunities are primarily residential in nature. These areas are not likely to change in character though they may include substantial pedestrian improvements.

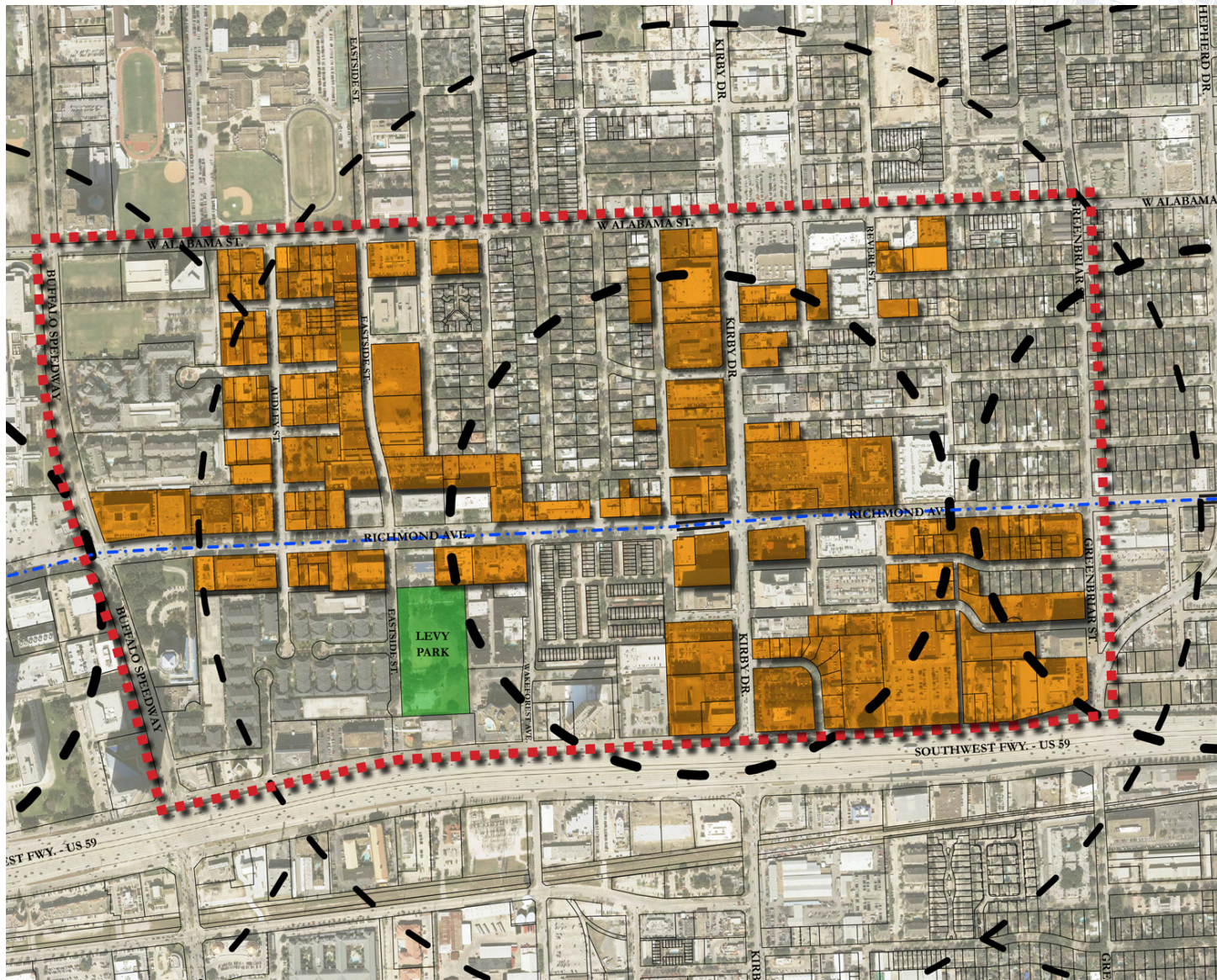


Sites within close proximity to the proposed rail station, are ideal for transit-oriented development



Large underutilized surface parking lots are potential areas of opportunity





Areas of Opportunities



## F. Existing Open Spaces

### PARKS

The Upper Kirby YMCA Extension is located at 3015 Richmond Avenue. Upper Kirby is also home to Levy Park, which features a community garden, a softball field, and a dog park. The only other existing open space areas within the neighborhood are located in the N.W. District. These areas are primarily ballfields used by the local high schools in the area. Large portions of the N.W. District, the N.E. District and the S.E. District have a complete lack of open space. With the creation of more mixed-use and higher density residential developments in these areas, opportunities for new parks and public space will need to be identified.



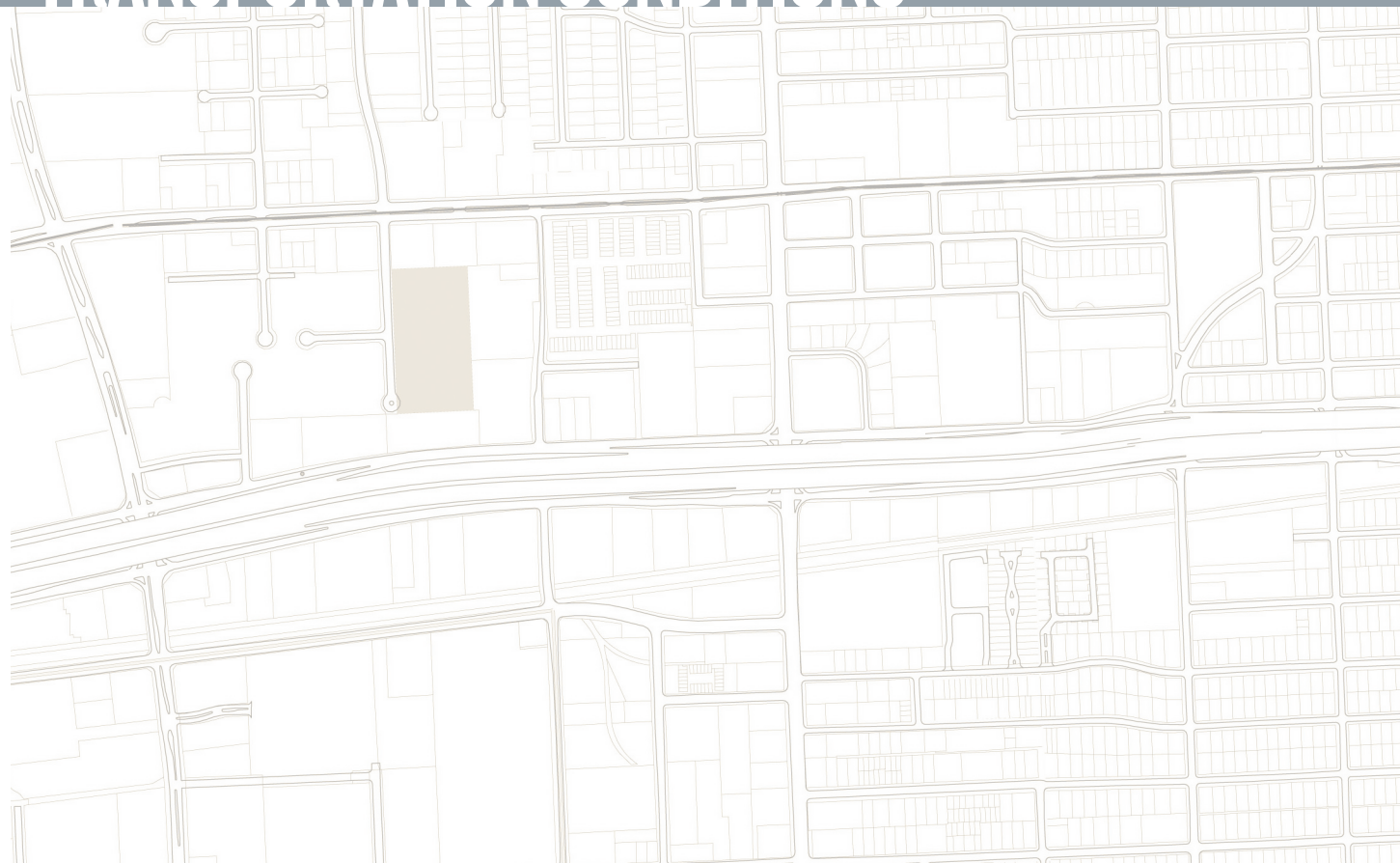
Levy Park is the only substantial public open space in the Study Area



Community gardens, such as this one in Levy Park could be located throughout the Upper Kirby neighborhood.



# TRANSPORTATION CONDITIONS





## A. Upper Kirby Growth Trends

Population and employment in the study area are expected to experience slow annual growth from 2009 to 2035. Population is expected to grow 0 – 0.5%, except for the southeast quadrant of the study area (0.5 – 1.0%). In the near future (2009 – 2025), the population is expected to grow faster east of Kirby. In future years (2025 – 2035), population growth in the study area is expected to slow to under 0.5% annually. This is consistent with a largely built-out area where growth must be accommodated by redevelopment and densification. Employment is expected to grow faster than the area's population, with a growth rate of at least 0.5% and as high as 1.5%. Faster growth is expected in the first forecasted time period of 2009 – 2025.

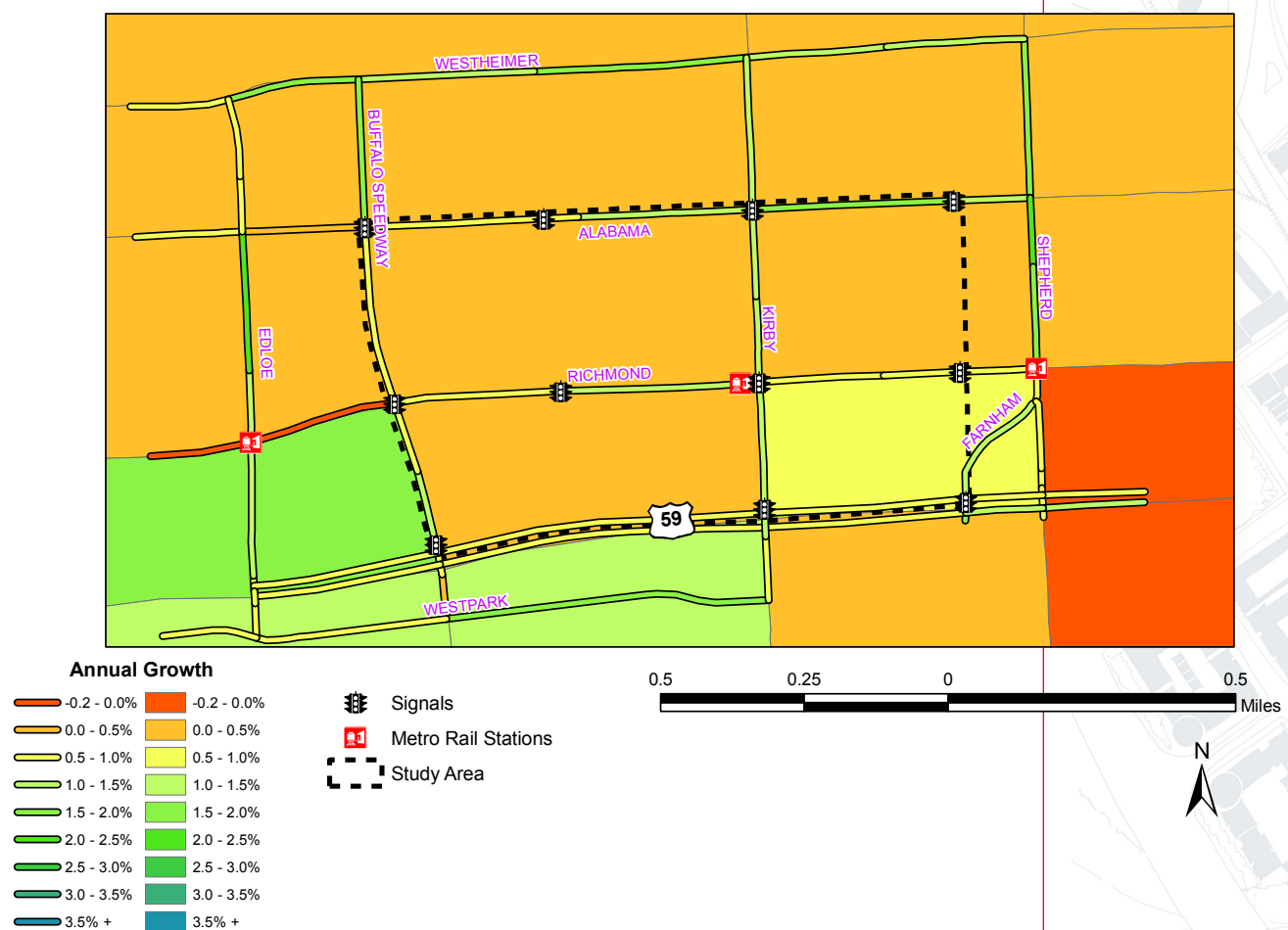
### Employment and Traffic Growth 2009 - 2035



Source: H-GAC socioeconomic forecast

Traffic growth mirrors employment growth more than it does population, especially in the first forecasted time period of 2009 – 2025. Areas north of Alabama and south of US 59 are expected to more rapidly than the study area, which would account for traffic growth in the study area that exceeds gains in population and employment.

## Population and Traffic Growth 2009 - 2035



Source: H-GAC regional traffic demand model

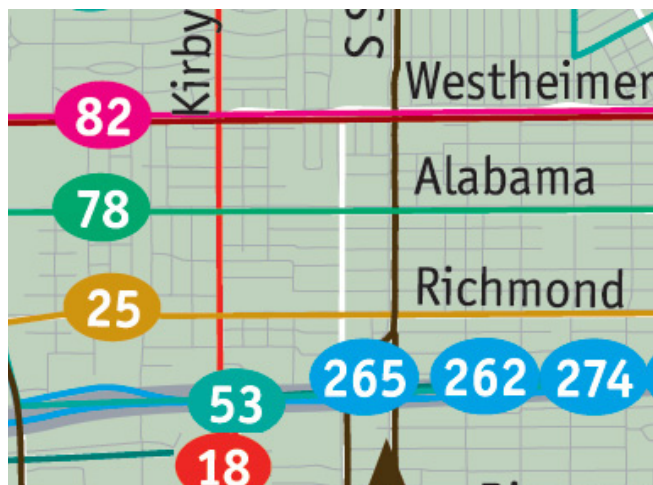


## B. Existing Transit Service

The bus routes in Upper Kirby have not changed since they were inventoried in the 2003 District Master Plan. Local routes operate in a grid pattern as follows:

- #26 and #27: North-South on Shepherd/Greenbriar
- #18: North-South on Kirby (limited stops)
- #73: North-South on Buffalo Speedway (only south of Richmond)
- #78: East-West on West Alabama
- #25: East-West on Richmond

It is anticipated that the #25 will be eliminated or re-routed when the Richmond Avenue light rail begins operation. Also, there are numerous long-distance express bus routes which serve Greenway Plaza from suburban Park & Ride lots. These buses enter and leave US-59 via either Buffalo Speedway or Edloe and do not serve other parts of the Upper Kirby District.



Existing transit service in Upper Kirby

## C. Sidewalk Conditions

Sidewalks in all areas are deemed to be either in good condition, poor condition or non-existent; “good condition” means there are no noticeable problems with the sidewalk and “poor condition” means that the sidewalks were cracked, uneven, had tilted/upended concrete, or were mostly covered by surrounding landscaping. Sidewalks along Richmond Avenue where the light rail will be constructed are of low priority for improvements as part of this Livable Centers project, because those sidewalks are going to be replaced when the street is reconstructed to install rail.

The sidewalks near the Upper Kirby station are generally in good condition. The sidewalks along Kirby are in very good condition and the sidewalks on Richmond are in good condition. There are neighborhoods where the sidewalks are not well-maintained such as Lake Street near Alabama. These sidewalks are affected by surrounding landscape from tree roots upending the sidewalk and landscaping growing over the sidewalks. The sidewalks in the southwest quadrant of the intersection of Richmond and Lake are in good conditions but have several locations where trees growing near the sidewalks have roots upending the sidewalk, making travel difficult.



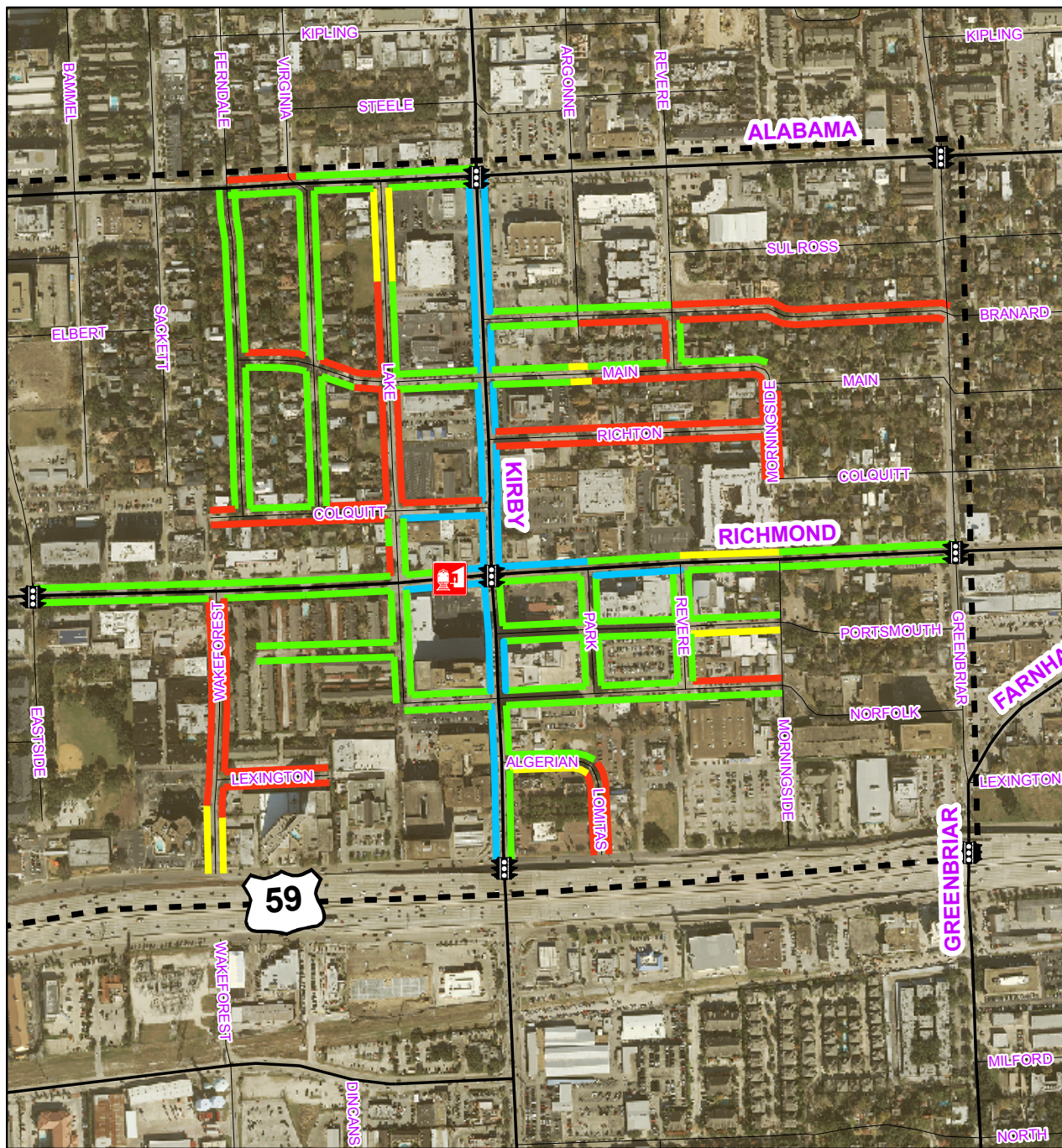
*Sidewalks in the N.W. District range from excellent to non-existent*



*The lack of sidewalks in some areas creates major conflicts between pedestrians and autos*



# Sidewalk Conditions: Kirby Station



## Condition

- Excellent
- Fair
- Poor
- No sidewalk



Signals



Metro Rail Stations



Study Area

Source: LAN field observations

## D. Signal Inventory

With the exception of two signals on US 59 that lack pedestrian call buttons, all the traffic signals surveyed in the Upper Kirby study area have all the recommended pedestrian elements, including crosswalk striping, pedestrian call buttons, “walk/don’t walk” signal heads with countdown timers, and ADA-compliant curb ramps. The signals at US 59 and Kirby and US 59 at Buffalo Speedway have heavy vehicle turning movements and the pedestrian phases are programmed into the timing. The only real issue at the signals is that the majority of curb ramps meet only the older, outdated ADA standard. The ramps provide contrasting color but their detectable pavement edge is indicated with grooves rather than the truncated domes called for in the current standard.

Traffic Signals - Upper Kirby							
Street1	Street2	Crosswalks?	Ped Buttons?	Ped Heads?	Countdowns?	Ramps?	ADA-OK?
Alabama	Greenbriar	Yes	Yes	Yes	Yes	Yes	No
Alabama	Kirby	Yes	Yes	Yes	Yes	Yes	Old Standard
Alabama	Eastside	Yes	Yes	Yes	Yes	Yes	No
Alabama	Buffalo Spdwy	Yes	Yes	Yes	Yes	Yes	Old Standard
Richmond	Greenbriar	Yes	Yes	Yes	Yes	Yes	Old Standard
Richmond	Kirby	Yes	Yes	Yes	Yes	Yes	Old Standard
Richmond	Eastside	Yes	Yes	Yes	Yes	Yes	Old Standard
Richmond	Buffalo Spdwy	Yes	Yes	Yes	Yes	Yes	No
US-59	Greenbriar	Yes	No	Yes	Yes	Yes	No
US-59	Kirby	Yes	Yes	Yes	Yes	Yes	Old Standard
US-59	Buffalo Spdwy	Yes	No	Yes	Yes	Yes	No

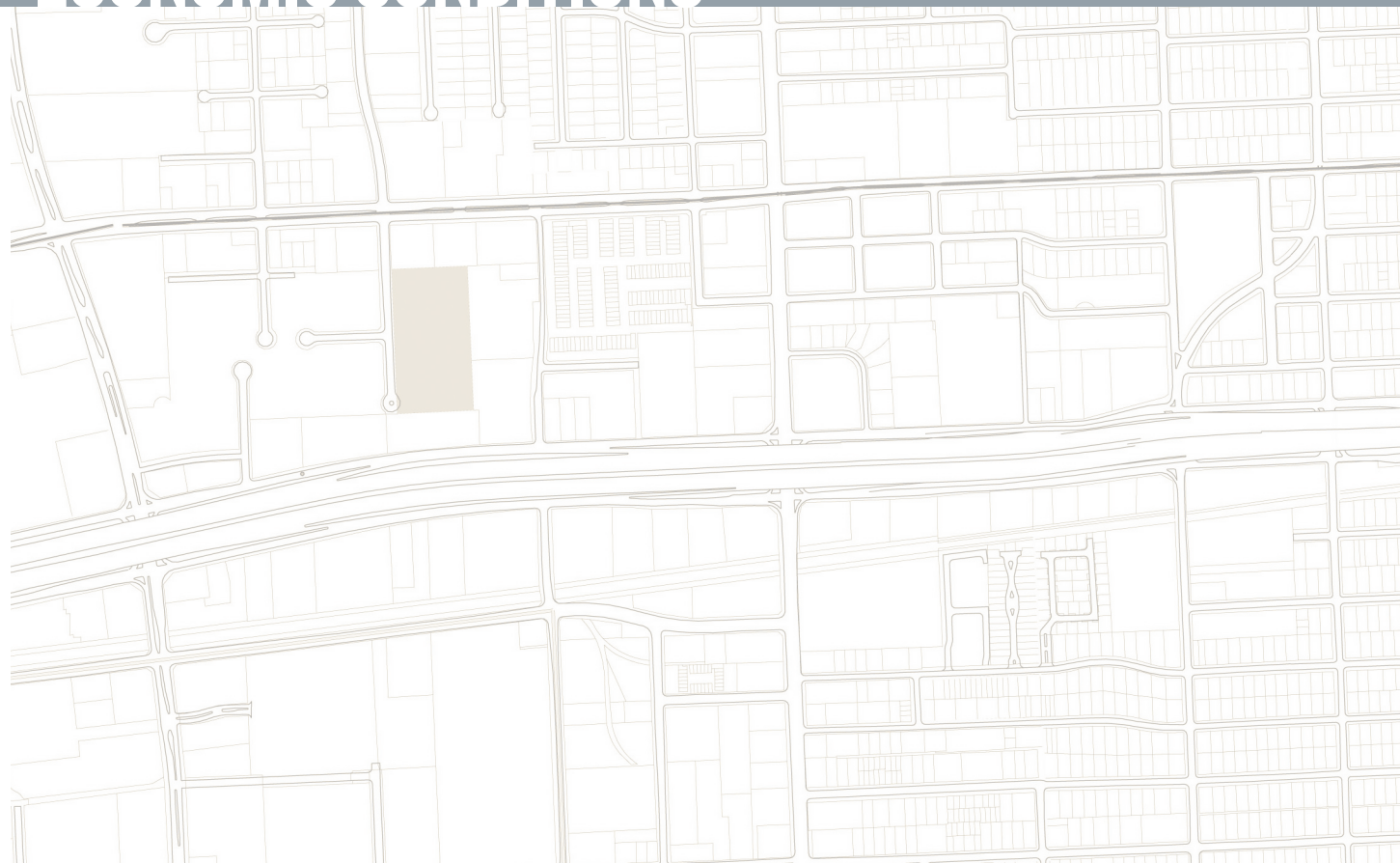
Source: LAN field observations







# ECONOMIC CONDITIONS







## A. TOD Market Overview

A variety of studies illustrate that the introduction of transit can have a significant impact on property values and development activity – however this impact varies widely among station areas, and can be difficult to predict. Three main factors influence the potential for new development and neighborhood change near new transit stations:

- Market demand: Transit alone is rarely enough to “make” a market for development where it does not otherwise exist. Places that are already experiencing development activity or other kinds of investments are more likely to experience market impacts from new transit. Similarly, in urban locations, the introduction of transit does not typically fundamentally alter the kinds of land uses in the station area. Neighborhoods that are primarily residential in character do not typically become employment centers, nor do employment centers change to become primarily residential neighborhoods. Neighborhoods such as Upper Kirby have an advantage in that they are already a center for both residential and office employment, which means that they can leverage transit to enhance demand for a range of uses.
- The nature of development opportunity sites: In growing regions such as Houston, larger infill development sites in central locations can be very desirable development opportunities. Larger sites (at least two to three acres) allow developers to achieve “economies of scale”, and are typically more profitable and financially feasible for developers to undertake than smaller infill projects. Additional costs associated with infill development such as removal of existing buildings, environmental remediation, or infrastructure upgrades also have an impact on real estate development potential.
- Accessibility and transit connections: Fundamentally, the value of new transit is the improved access it provides to other places within the transit system. When transit connects a residential area to a major retail, employment, or entertainment cluster, these amenities can influence market activity in the linked housing market. In cases where a major activity center such as the CBD is only a few stops down a transit line, the impact of the connection on the housing market can be strong. However, the more distant the two areas are from each other and the greater the time-savings associated with driving as opposed to transit, the less influence the transit connection will have.

In evaluating the likely impact of transit on existing neighborhoods, it is also important to consider the influence of transit on the travel patterns of existing residents and workers. For employment centers, the type, mix, and growth rate of jobs can play a key role. Workers in certain jobs, including those in professional, technical, or financial services or in insurance, universities, government, or quasi-public agencies, tend to make use of transit at a much higher rate than those who work other industries. The degree to which the employment opportunities found in these activities centers match the skill-base of existing neighborhood residents, the more existing residents will be able to make use of the transit investment to expand their employment access; to the degree that there is a mismatch between these jobs and the skills needed, the neighborhood may be vulnerable to a change in its demographic character.

This report does not address the market for retail uses because they are not typically driven by the presence of transit. However it is important to note that retail and entertainment uses are an important part of a complete TOD community, and demand for retail uses will increase along with additional office and residential development.

The following sections outline the market conditions in Upper Kirby and describe the likely impact

of new transit.

### OVERVIEW OF THE MARKET FOR RESIDENTIAL TOD

Nationally, there has been a growing interest among households in living in more transit-oriented and walkable communities, which has been evidenced by the tens of thousands of new condominiums and apartments built near rail systems throughout the United States over the last ten years. While in 2000, only 6 million households lived near transit, the Center for Transit-Oriented Development (CTOD) forecasts that over 15 million households nationally will have an interest in living near transit by 2030, based on recent trends. Figure 1 shows that, while this demand is primarily among single person households, nonfamily households, and married couples without children, one-fifth of demand is among households with children. The diversity of this TOD demand across numerous household types, age groups, and income levels suggests that there is no one-size-fits-all solution to building near transit. Transit oriented development needs to occur with different densities, mix of land uses, and affordability levels in order to accommodate the full range of households interested in living near transit.

The presence of a rail station may draw households that would not otherwise consider living in the Upper Kirby, provided the station area can offer the amenities of an urban lifestyle, including the potential to walk to shopping, services, and entertainment uses.

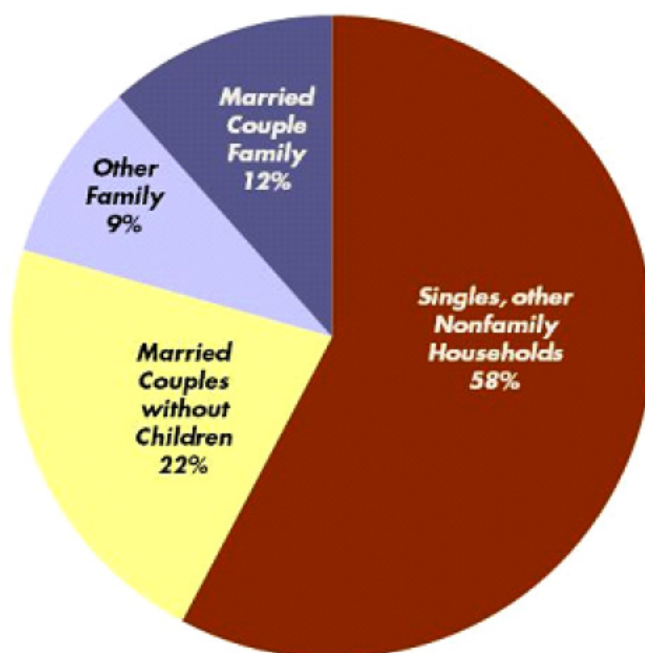


FIGURE 1: Distribution of National Demand for TOD by Household Type, 2030. Source: Center for Transit-Oriented Development, 2006



## B. Existing Conditions

The Upper Kirby district is highly diverse in its land uses, featuring a variety of single- and multi-family housing types, office buildings, and community-serving retail. This variety helps to bolster the potential for successful TOD in Upper Kirby as there is a benefit to having a mix of uses such that people can walk to services and retail and entertainment, allowing them to realize value beyond reducing their commute costs. With its position between two of Houston's two largest employment centers (the CBD and Greenway Plaza), the residential components of the neighborhoods stand to benefit tremendously from being on a planned light rail line that will provide a rapid connection to these destinations. In 2009, there were an estimated 4,008 residents of the Upper Kirby district in 2,070 households (Table 1). While the relatively small geography and limited developable land in the district will limit the population growth, it is likely that the neighborhood will become more dense as demand for this prime real estate increases following the implementation of transit. The area's current demographic characteristics and trends yield insight into the form that the redevelopment may take.

### HOUSEHOLDS ARE SMALLER THAN AVERAGE FOR HOUSTON

Whereas the average household size in 2009 in Houston was 2.72 and in the Houston metropolitan area was 2.85, the households in the Upper Kirby district averaged 1.57 (Table 1 and Figure 2). Similarly, households in the neighborhood are composed of Singles or other Non-Family Households at nearly twice the rate of the rest of the city (Table 3 and Figure 4). This indicates that the neighborhood is already hospitable to households that are attracted to dense, multi-family housing. In addition, these are demographic groups that tend to be attracted to TOD as a lifestyle, suggesting that these building and unit types will be even more in demand following the introduction of light rail service.

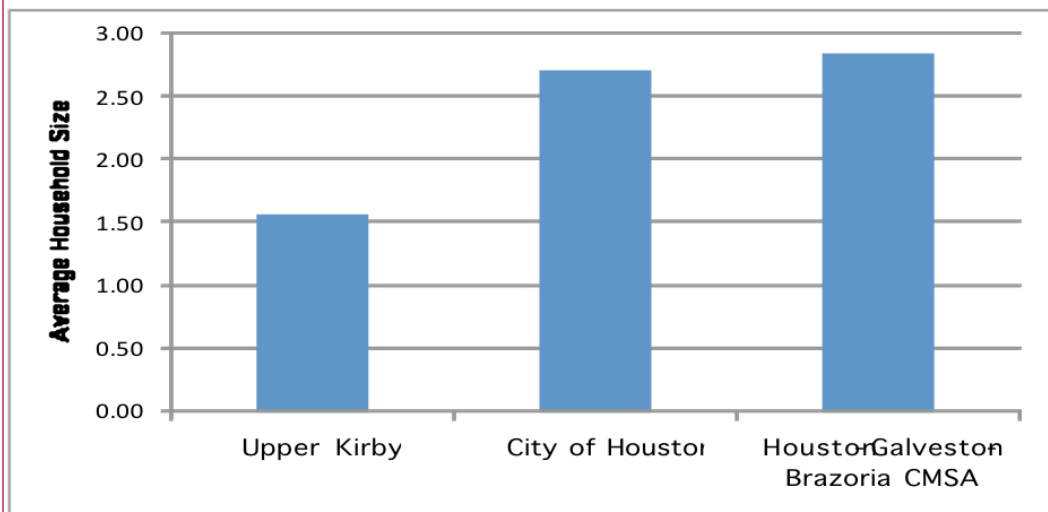


FIGURE 2: Average Household Size. Source: Claritas, 2009, Strategic Economics, 2009

### THE POPULATION AND NUMBER OF HOUSING UNITS GREW CONSIDERABLY FROM 2000 TO 2009

From 2000 to 2009, the population of the Upper Kirby District grew by 22 percent, a rate that was far greater than that of Houston as a whole (14 percent), (Table 1 and Figure 3). Similarly, the number of housing units grew by 27 percent, a rate greater than that of both the city and the region as a whole (Table 2). However, because housing construction outpaced even the robust population growth, the vacancy rate also increased, and was estimated at 16 percent in 2009.

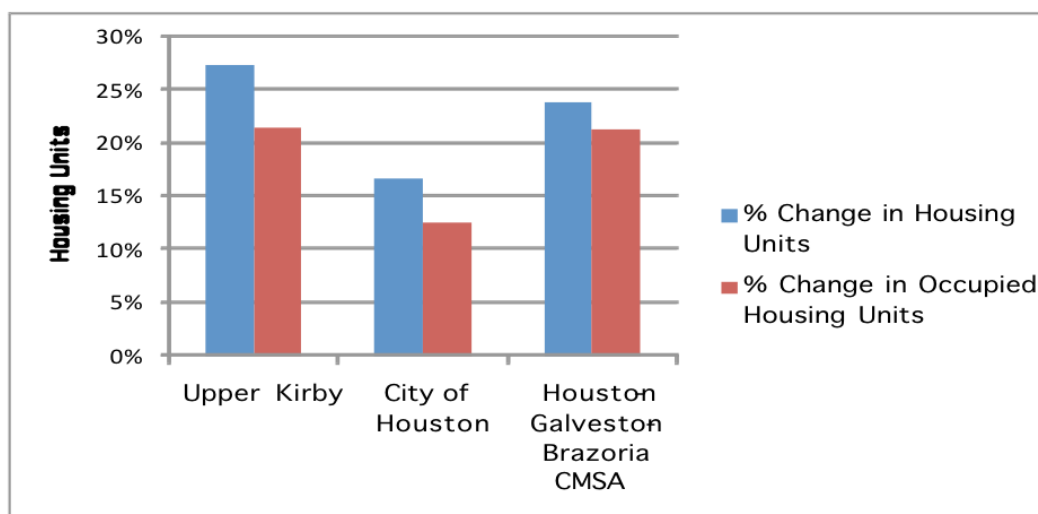


FIGURE 3: Change in Housing Units, 2000-2009. Source: U.S. Census; Claritas, 2009; Strategic Economics, 2009

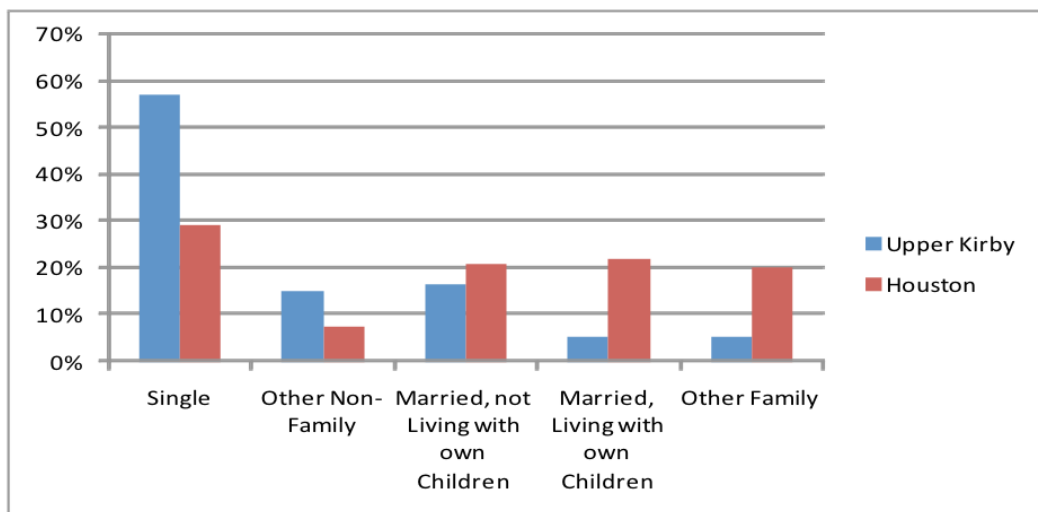


FIGURE 4: Household Types, 2009. Source: Claritas, 2009; Strategic Economics, 2009



**HOUSEHOLDS IN THE UPPER KIRBY DISTRICT TEND TO BE WELL-EDUCATED, AND WORK IN JOBS THAT ARE LIKELY TO BE LOCATED IN DOWNTOWNS AND OTHER HIGH-VALUE EMPLOYMENT CENTERS**

More than 70 percent of residents over the age of 24 had a bachelor's degree or higher in 2009. This is dramatically greater than that of Houston as a whole, wherein only 27 percent of this population earned a bachelor's degree or higher. These educational characteristics are compatible with high-density office jobs, such as those that are, or will be, clustered along the light rail system, (Table 4 and Figure 5).

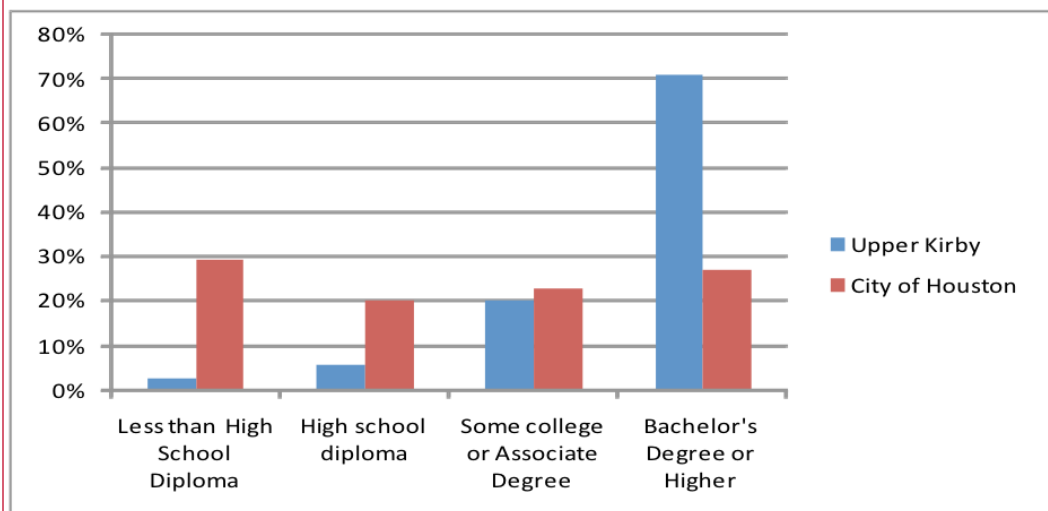


FIGURE 4: Educational Attainment, 24 Years and Older, 2009. Source: Claritas, 2009, Strategic Economics, 2009

Two thirds of Upper Kirby residents work in Management, Professional, and Related Occupations. This is nearly double the rate that these jobs occur in the region as a whole. As with educational attainment, this suggests that Upper Kirby residents are likely to be able to access jobs of the sort that are most likely to be located near current or future light rail stations, (Table 5 and Figure 6).

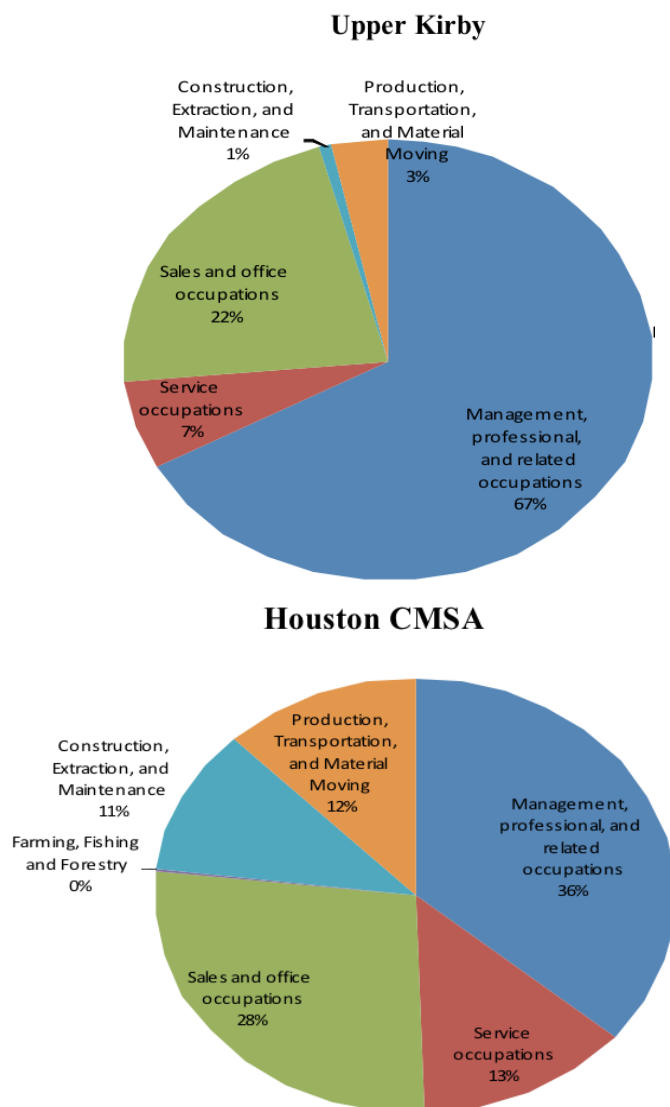


FIGURE 5: Occupations of Residents, 2009. Source: Claritas, 2009, Strategic Economics, 2009



### A MUCH SMALLER SHARE OF UPPER KIRBY RESIDENTS ARE UNDER THE AGE OF 25 THAN IS TYPICAL FOR HOUSTON

In 2009, only 13 percent of the population of Upper Kirby was under 25, compared to 37 percent in either the city or metropolitan area (Table 6 and Figure 6). This suggests that, despite the prevalence of singles and non-family households, the population of students, recent college graduates, and other young adults is relatively small.

### HOUSEHOLDS IN THE UPPER KIRBY DISTRICT HAVE ABOVE-AVERAGE INCOMES

In 2009, the median household income for the neighborhood was \$70,620, well above the metropolitan area median household income of \$55,113. Thirty-four percent of households had incomes of more than \$100,000, compared to 23 percent of households in the metropolitan area

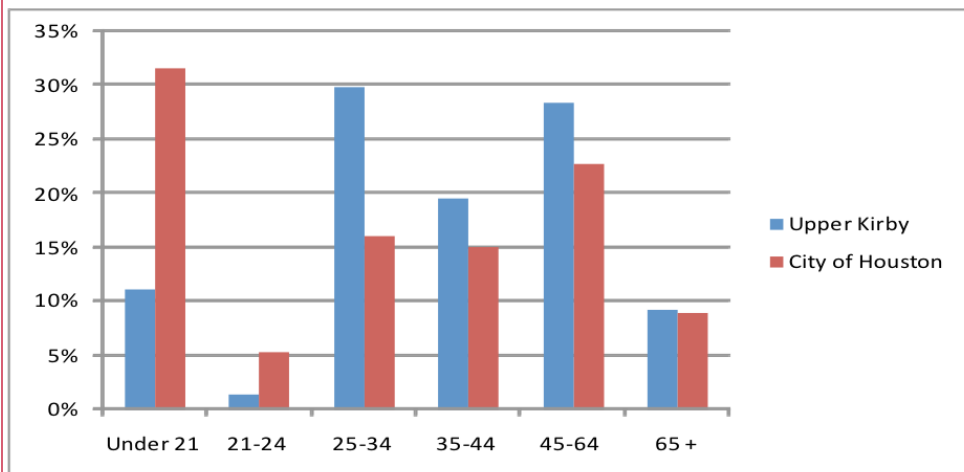


FIGURE 6: Age of Residents, 2009. Source: Claritas, 2009, Strategic Economics, 2009

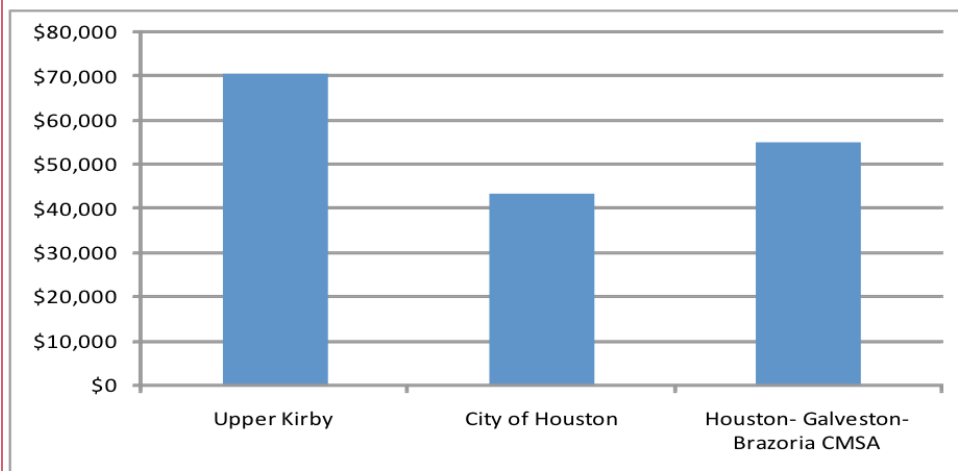


FIGURE 7: Median Household Incomes, 2009. Source: Claritas, 2009, Strategic Economics, 2009

(Table 7 and Figure 7).

**CURRENT COMMUTE PATTERNS FOR RESIDENTS RELATIVELY CONCENTRATED IN CENTRAL HOUSTON, ESPECIALLY ALONG CURRENT AND FUTURE LIGHT RAIL LINES**

25 percent of Upper Kirby residents work in one of two zip codes: one is associated with Greenway Plaza and the other with the CBD, (Tables 8-10). In general, as shown in Figure 9, the employment locations of residents are highly clustered, generally in locations that are, or will be, served by the light rail. This indicates that the existing housing stock in Upper Kirby is compatible with workers who are likely to take advantage of the introduction of light rail. This also suggests that these units will be in higher demand once light rail is implemented.

Although there has been a marked growth in its residential population since 2000, there are still far more jobs located within Upper Kirby than there are residents. As of 2006, there were 10,827 jobs located in the neighborhood, representing a wide range of industries (Table 11). Administration and Support Services represent the largest sector, with 22 percent of total employment. However, the vast majority of jobs fall into more exclusively white-collar, office-based professions, such as Professional, Scientific, and Technical Services (16 percent), Real Estate and Rental and Leasing (15 percent), and Finance and Insurance (5 percent). Other sectors with at least 500 jobs in the area include Accommodation and Food Services (13 percent) and Health Care and Social Assistance (7 percent).

In contrast to the commute patterns for Upper Kirby residents, Upper Kirby workers tend to drive from a fairly diffuse area (Figure 10). While most of the area's workers live in the southeast quadrant of the metropolitan area, they are not concentrated along the future light rail lines. In fact, as shown in Tables 12-14, more than 40 percent of Upper Kirby workers live outside of the city of Houston, including 20 percent that live outside of Harris County.





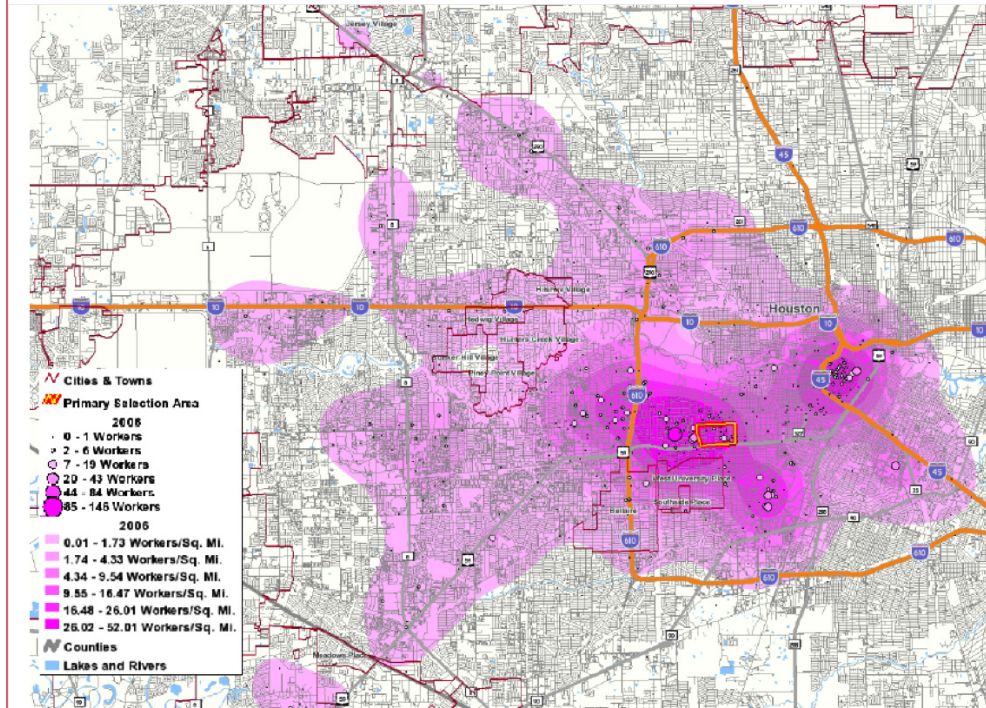


FIGURE 9: Workplace Locations of Upper Kirby Residents. Source: LEHD 2006, Strategic Economics, 2009

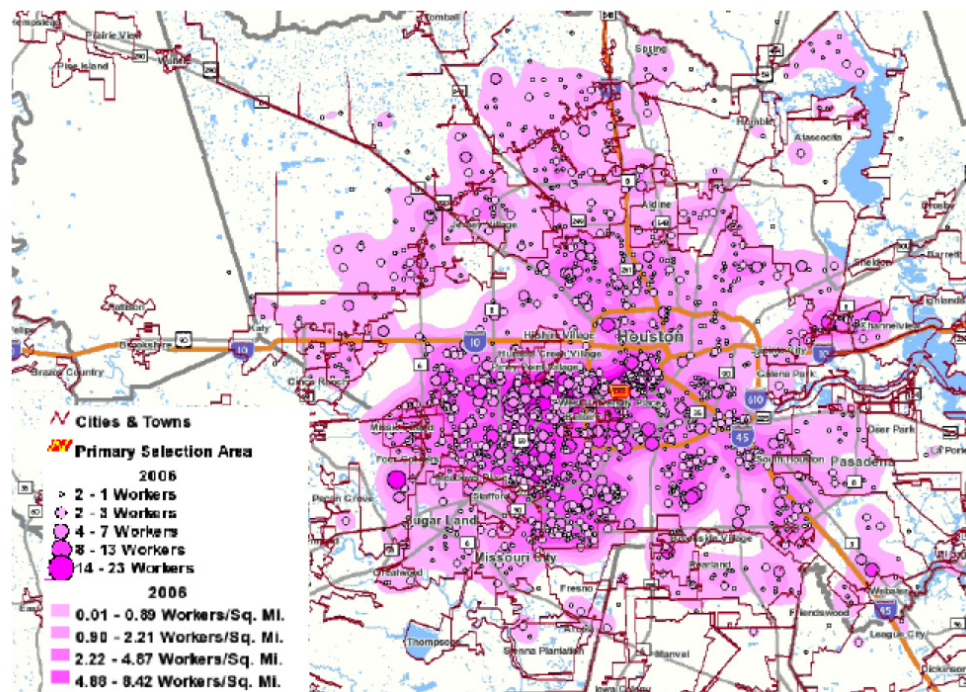


FIGURE 10: Residences of Upper Kirby Workers. Source: LEHD 2006, Strategic Economics, 2009

## C. Recent Development Activity and Trends

In recent years, development in Upper Kirby has been robust. While jobs still outnumber households by five-to-one, the large quantity of residential development suggests that the area is transitioning to a more mixed-use neighborhood. Four major developments that have been completed (Alexan Upper Kirby, La Masion, Gables Upper Kirby, and the Bellemeade) represent a total of approximately 1,000 new units. In addition, another 370 residential units are under construction in conjunction with an additional 180,000 square feet of retail and 16,000 square feet of office.

This transition to a more residential-oriented neighborhood through private development is supported by a number of public investments in civic spaces and streetscape and infrastructure improvements. The most significant of these is the proposed Upper Kirby Civic Center, which will include a 71,000 square foot community center (including 20,000 square feet of leasable space for non-profits and community groups), a 300-seat theater, an urban plaza, a swimming pool, and a 350-space garage. In addition to this major investment, money collected by the Tax Increment Reinvestment Zone (TIRZ) has been used to make significant improvements to Levy Park, install way-finding signage, conduct mobility and draining planning and improvements, and implement and maintain landscaping.

One challenge to new development is the City of Houston's building ordinances, which allow little flexibility in their high parking minimums and building set-backs. This increases the cost of construction and decreases the number of units that can be fit into a given building envelope. With these constraints, a developer must be able to achieve much higher prices per unit in order to make a profit on new construction. Often these prices are greater than the market will bear, which discourages new development. Even when development can occur in this environment, the reduced potential residential population and increased parking leads to suppression in transit ridership.

While there has been a major downturn in the residential market nationally, Houston's market has been relatively resilient, with only minor slowdowns in development. In terms of its office market, however, Houston has been hit hard; this has been especially true of the areas adjacent to Upper Kirby. Due to its proximity, the office market in Upper Kirby is partly tied to that of Greenway Plaza, with office space in Upper Kirby commanding slightly lower rents but offering access to a similar set of amenities. In the current market downturn, vacancy rates have risen considerably in Greenway Plaza, approaching 17 percent in the third quarter of 2009. This is a result of two factors: first, contraction in employment has resulted in a reduction of demand for office space region-wide; secondly, there has been a shift in demand from more peripheral office centers, such as Greenway, to the (CBD). Overall, this increase in vacancy rates has resulted in a rapid decrease in rents- among the ten biggest employment clusters in the Houston metro area, Greenway Plaza had the second largest percent decline in rents from 2008 to 2009. Cheaper rents and higher vacancy rates in Greenway Plaza will have a ripple effect, as firms that would have previously been attracted to the Upper Kirby market will instead be able to afford the more highly demanded spaces in Greenway Plaza.

1 Marcus & Millichap. "Office Research, Market Update: Houston Metro Area, Fourth Quarter





## D. Key Market Findings

2009”

### **UPPER KIRBY IS WELL-POSITIONED TO CAPTURE DEMAND FOR RESIDENTIAL TRANSIT-ORIENTED DEVELOPMENT**

With its location very near several major, high-density employment centers, the residential market in Upper Kirby is already strong. Current commute patterns suggest that Upper Kirby is already an appealing neighborhood to live for employees working in Greenway Plaza, the CBD, and the Texas Medical Center. Once these jobs are connected by short trips on light rail, the neighborhood will become even more attractive to these office-based workers, who on average elect to commute by transit at a much higher rate than other types of workers. Although Upper Kirby has a significant stock of vacant units that will need to be absorbed in order to encourage developers to continue the rapid pace of residential construction, there is potential for high-density development near the future station areas.

### **HOUSING UNITS THAT CATER TO SMALL HOUSEHOLDS WILL BE MOST IN DEMAND**

As mentioned above, commute patterns suggest that Upper Kirby is already successful at attracting workers in the employment centers that will soon be connected by light rail. This suggests that the population that will be drawn to the neighborhood due to its new transit service will be fairly similar to the existing population, which is largely composed of singles and non-family households. Consequently, smaller housing units will be most in demand for new development, as well as in terms of existing housing units.

### **THE UPPER KIRBY CIVIC CENTER HAS THE POTENTIAL TO SERVE AN IMPORTANT ROLE IN DEFINING THE AREA AS A RESIDENTIAL NEIGHBORHOOD**

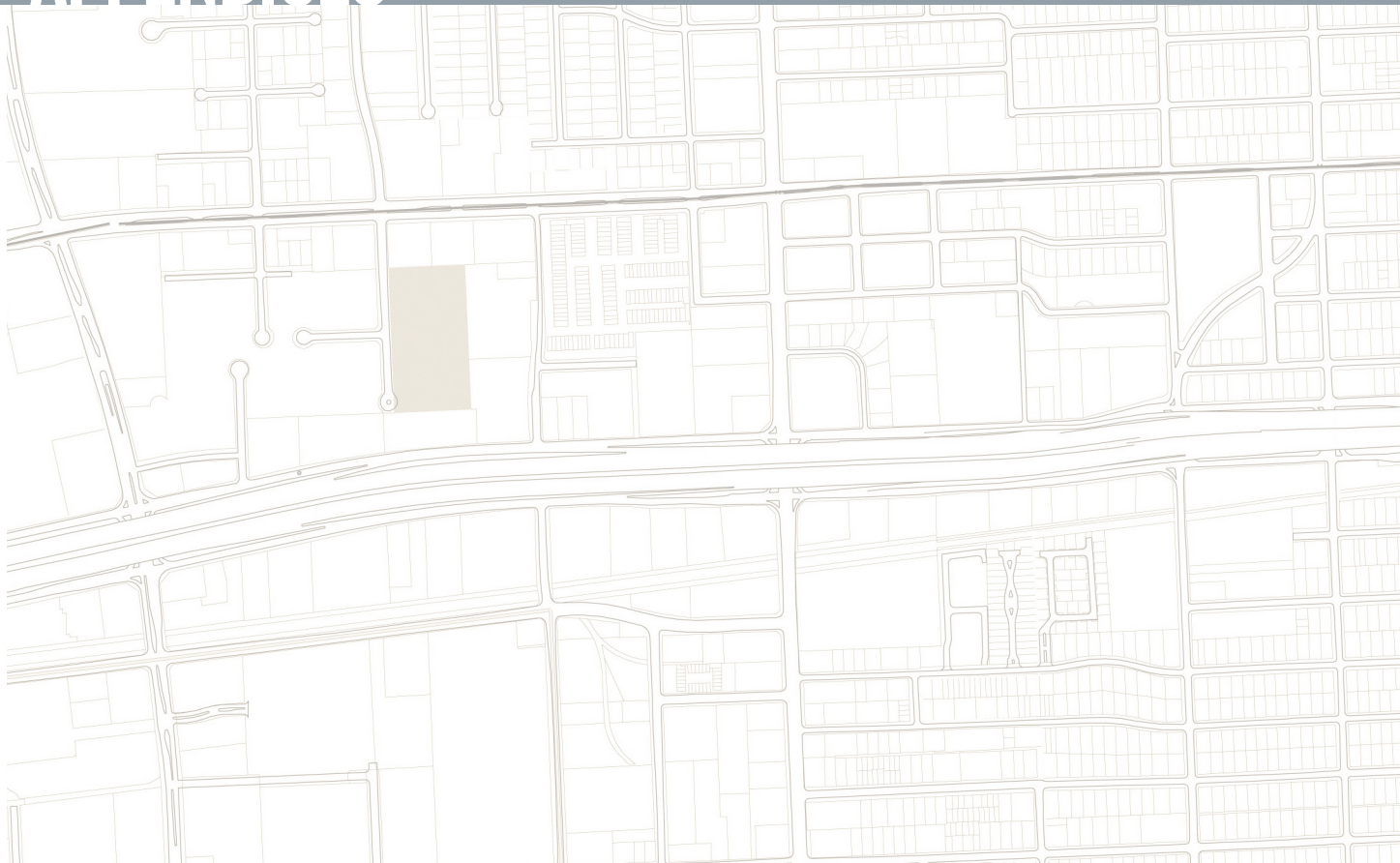
The residential population is growing and stands poised to continue to flourish following the introduction of light rail. The Civic Center will be an important amenity for a successful walkable TOD neighborhood, playing an important role as a “social seam” that brings residents together. It may also help to define the neighborhood as distinct from adjacent commercial centers, helping to support a transition to a residential-oriented community. In addition, if commuters are allowed to purchase permits to park in the Civic Center’s garage, the investment may also address the potential for increased traffic associated with residents of adjacent neighborhoods searching for on-street parking near future light rail stations. Finally, as per Birch and Wachter (2008), these sorts of investments, including neighborhood greening and enhancement of commercial corridors, can have significant impacts on property values.

### **WHILE THERE IS LONG-TERM POTENTIAL FOR ADDITIONAL OFFICE SPACE TO BE SUCCESSFUL, THIS MARKET IS NOT AS STRONG AS THE RESIDENTIAL MARKET IN THE NEAR TERM**

As a consequence of the weak office market in Houston and especially Greenway Plaza, the market for new office space in Upper Kirby will be much weaker than of residential space over the next several years. It will take time for the market to rebound such that it is feasible to redevelop the older office space along the commercial corridors. Nevertheless, in the long run, the enhanced access to office clusters that will be provided by the light rail service will improve the likelihood



# APPENDICES





**Table 1: Population and Households, 2000-2009**

	Upper Kirby			City of Houston			Houston-Galveston-Brazoria CMSA		
	2000	2009	% Change	2000	2009	% Change	2000	2009	% Change
Population	3,280	4,008	22%	1,954,848	2,236,732	14%	4,669,571	5,766,155	23%
Households	2,070	2,517	22%	718,231	808,317	13%	1,639,401	1,990,733	21%
Average Household Size		1.57		2.67	2.72	2%	2.80	2.85	2%

Source: 2000 U.S. Census; Claritas, 2009; Strategic Economics, 2009.

**Table 2: Housing Units, 2000-2009**

	Upper Kirby			City of Houston			Houston-Galveston-Brazoria CMSA		
	2000	2009	% Change	2000	2009	% Change	2000	2009	% Change
Total Housing Units	2,353	3,000	27%	782,378	913,232	17%	1,777,902	2,203,745	24%
Occupied Housing Units	2,070	2,517	22%	718,231	808,317	13%	1,639,401	1,990,733	21%
% Vacant Housing Units	12.0%	16.1%	34%	8.2%	11.5%	40%	7.8%	9.7%	24%
% Owner-Occupied	23.1%	24.2%		45.8%	45.4%		60.7%	62.6%	
% Renter-Occupied	76.9%	75.8%		54.2%	54.6%		39.3%	37.4%	

Source: 2000 U.S. Census; Claritas, 2009; Strategic Economics, 2009.

**Table 3: Household Types, 2000-2009**

Household Types	Upper Kirby			City of Houston			Houston-Galveston-Brazoria CMSA		
	2000	2009		2000	2009	% change	2000	2009	% change
Single	59%	57%		30%	29%		23%	23%	
Other Non-Family	14%	15%		6%	8%		5%	6%	
Married, not Living with own Children	21%	17%		21%	21%		25%	25%	
Married, Living with own Children	3%	5%		23%	22%		30%	29%	
Other Family	3%	5%		20%	20%		17%	17%	
Total	100%	100%		100%	100%		100%	100%	
Total Households	2,208	2,517		718,897	808,317		1,640,843	1,990,733	

Source: 2000 U.S. Census; Claritas, 2009; Strategic Economics, 2009.

**Table 4: Educational Attainment, 2000-2009**

	Upper Kirby		City of Houston		Houston-Galveston-Brazoria CMSA	
	2000	2009	2000	2009	2000	2009
Less than High School Diploma	2.7%	2.7%	29.6%	29.4%	23.6%	22.9%
High school diploma	6.0%	5.9%	20.4%	20.4%	22.8%	22.7%
Some college or Associate Degree	20.2%	20.1%	23.0%	23.1%	27.1%	27.4%
Bachelor's Degree or Higher	71.1%	71.3%	27.0%	27.1%	26.5%	27.0%
Total	100%	100%	100%	100%	100%	100%



**Table 5: Occupations of Residents, 2000-2009**

	Upper Kirby				City of Houston				Houston-Galveston-Brazoria CMSA			
	2000		2009		2000		2009		2000		2009	
	#	%	#	%	#	%	#	%	#	%	#	%
Management, professional, and related occupations	1,706	66.7%	1,953	67.0%	291,220	33.9%	337,165	34.2%	746,560	35.2%	971,339	36.2%
Service occupations	168	6.6%	189	6.5%	134,831	15.7%	153,599	15.6%	289,480	13.6%	354,894	13.2%
Sales and office occupations	577	22.6%	651	22.3%	227,417	26.4%	260,773	26.4%	580,083	27.3%	738,559	27.5%
Farming, Fishing and Forestry	0	0.0%	0	0.0%	1,210	0.1%	1,366	0.1%	4,462	0.2%	5,611	0.2%
Construction, Extraction, and Maintenance	21	0.8%	23	0.8%	94,569	11.0%	107,208	10.9%	235,483	11.1%	289,428	10.8%
Production, Transportation, and Material Moving	86	3.4%	99	3.4%	110,714	12.9%	126,182	12.8%	265,547	12.5%	326,298	12.1%
Total Workers	2,558	100%	2,915	100%	859,961	100%	986,293	100%	2,121,615	100%	2,686,129	100%

Source: 2000 U.S. Census; Claritas, 2009; Strategic Economics, 2009.

**Table 6: Age of Residents, 2009**

	Upper Kirby		City of Houston		Houston-Galveston-Brazoria CMSA	
	#	%	#	%	#	%
Under 21	450	11%	706,845	32%	1,859,327	32%
21-24	61	2%	118,677	5%	311,133	5%
25-34	1,200	30%	362,188	16%	846,141	15%
35-44	787	20%	338,518	15%	852,021	15%
45-64	1,140	28%	509,299	23%	1,407,234	24%
65 +	370	9%	201,205	9%	490,299	9%
Total Population	4,008	100%	2,236,732	100%	5,766,155	100%

Source: Claritas, 2009; Strategic Economics, 2009.

**Table 7: Household Income, 2000-2009**

	Upper Kirby				City of Houston				Houston-Galveston-Brazoria CMSA			
	2000		2009		2000		2009		2000		2009	
	#	%	#	%	#	%	#	%	#	%	#	%
Less than \$15,000	273	12.4%	235	9.3%	132,457	18.4%	126,157	15.6%	234,724	14.3%	226,761	11.4%
\$15,000 to \$24,999	235	10.6%	191	7.6%	105,887	14.7%	99,416	12.3%	197,302	12.0%	189,450	9.5%
\$25,000 to \$34,999	252	11.4%	239	9.5%	104,792	14.6%	103,968	12.9%	207,521	12.6%	207,494	10.4%
\$35,000 to \$49,999	281	12.7%	288	11.4%	117,451	16.3%	133,808	16.6%	261,203	15.9%	296,036	14.9%
\$50,000 to \$74,999	406	18.4%	370	14.7%	116,362	16.2%	138,678	17.2%	310,292	18.9%	369,773	18.6%
\$75,000 to \$99,999	256	11.6%	328	13.0%	57,368	8.0%	75,216	9.3%	181,458	11.1%	246,579	12.4%
\$100,000 to \$149,999	239	10.8%	435	17.3%	49,446	6.9%	75,445	9.3%	155,100	9.5%	273,591	13.7%
\$150,000 or more	266	12.0%	431	17.1%	35,134	4.9%	55,629	6.9%	93,243	5.7%	181,049	9.1%
Total	2,208	100%	2,517	100%	718,897	100%	808,317	100%	1,640,843	100%	1,990,733	100%
Median (2009 \$)	\$69,503		\$70,620		\$47,235		\$43,365		\$57,742		\$55,113	

Source: 2000 U.S. Census; Claritas, 2009; Strategic Economics, 2009.

**Tables 8-10: Workplace Locations of Upper Kirby Residents**

Zip Code	Count	Share	City	Count	Share	County	Count	Share
77027	260	14.5%	Houston	1,506	84.3%	Harris Co.	1,629	91.2%
77002	189	10.6%	Sugar Land	24	1.3%	Fort Bend Co.	39	2.2%
77030	117	6.5%	Bellaire	23	1.3%	Dallas Co.	27	1.5%
77056	90	5.0%	Dallas	15	0.8%	Bexar Co.	11	0.6%
77098	71	4.0%	San Antonio	10	0.6%	Montgomery Co.	9	0.5%
77046	71	4.0%	Southside Place	8	0.4%	Brazoria Co.	9	0.5%
77057	63	3.5%	Stafford	6	0.3%	Travis Co.	7	0.4%
77004	50	2.8%	Beaumont	6	0.3%	Jefferson Co.	6	0.3%
77019	47	2.6%	Austin	6	0.3%	Galveston Co.	5	0.3%
77005	37	2.1%	Pearland	5	0.3%	Brazos Co.	5	0.3%
All Other Zip Codes	792	44.3%	All Other Cities	178	10.0%	All Other Counties	40	2.2%

Source: LEHD 2006, Strategic Economics 2009



**Table 11: Employment Located in Upper Kirby by Industry**

<b>Sector</b>	<b>Count</b>	<b>Share</b>
Agriculture, Forestry, Fishing and Hunting	2	0.0%
Mining, Quarrying, and Oil and Gas Extraction	91	0.8%
Utilities	3	0.0%
Construction	315	2.9%
Manufacturing	39	0.4%
Wholesale Trade	144	1.3%
Retail Trade	301	2.8%
Transportation and Warehousing	36	0.3%
Information	242	2.2%
Finance and Insurance	586	5.4%
Real Estate and Rental and Leasing	1,615	14.9%
Professional, Scientific, and Technical Services	1,744	16.1%
Management of Companies and Enterprises	131	1.2%
Administration & Support, Waste Management and Remediation	2,361	21.8%
Educational Services	462	4.3%
Health Care and Social Assistance	799	7.4%
Arts, Entertainment, and Recreation	48	0.4%
Accommodation and Food Services	1,370	12.7%
Other Services (excluding Public Administration)	425	3.9%
Public Administration	113	1.0%
<b>Total</b>	<b>10,827</b>	<b>100.0%</b>

Source: LEHD 2006, Strategic Economics 2009

**Tables 12-14: Residences of Upper Kirby Workers**

Zip Code	Count	Share	City	Count	Share	County	Count	Share
77045	172	1.6%	Houston	6,365	58.8%	Harris Co.	8,471	78.2%
77035	171	1.6%	Missouri City	169	1.6%	Fort Bend Co.	806	7.4%
77098	160	1.5%	Pasadena	151	1.4%	Brazoria Co.	332	3.1%
77036	159	1.5%	Sugar Land	129	1.2%	Galveston Co.	202	1.9%
77489	158	1.5%	Pearland	105	1.0%	Montgomery Co.	176	1.6%
77006	158	1.5%	Austin	92	0.8%	Bexar Co.	94	0.9%
77009	152	1.4%	San Antonio	84	0.8%	Travis Co.	92	0.8%
77057	145	1.3%	Bellaire	82	0.8%	Dallas Co.	63	0.6%
77063	144	1.3%	Mission Bend	81	0.7%	Jefferson Co.	51	0.5%
77096	142	1.3%	West University Place	78	0.7%	Hidalgo Co.	46	0.4%
All Other Zip Codes	9,266	85.6%	All Other Cities	3,491	32.2%	All Other Counties	494	4.6%

Source: LEHD 2006, Strategic Economics 2009