INTRODUCTION
## AGENDA

<table>
<thead>
<tr>
<th>AGENDA ITEMS</th>
<th>SPEAKER</th>
<th>EST. TIME</th>
</tr>
</thead>
<tbody>
<tr>
<td>6:30pm: Welcome &amp; Introductions</td>
<td>John Rickel</td>
<td>5 mins</td>
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<tr>
<td>6:35pm: Overview of Meeting / Agenda</td>
<td>John Rickel</td>
<td>5 mins</td>
</tr>
<tr>
<td>6:40pm: Opening Comments from Council Member Oliver Pennington</td>
<td>CM Pennington</td>
<td>5 mins</td>
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<tr>
<td>6:45pm: TIRZ 17 Overview</td>
<td>John Rickel</td>
<td>10 mins</td>
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<tr>
<td>6:55pm: Input Process/Introduction of Engineer</td>
<td>Dave Hamilton</td>
<td>5 mins</td>
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<tr>
<td>7:00pm: Memorial Drive Improvements/ Preliminary Design</td>
<td>Muhammad Ali</td>
<td>30 mins</td>
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</table>
| **7:30pm: Question & Answer Session- Board as Required**  
(Submitted on cards or asked from the floor) | | 60 mins |
| 8:30pm: Breakout sessions with engineers | Dave Hamilton | 30 mins |
| 8:40pm: Board convenes in Executive Session to discuss employment matters | | |

Memorial Drive  
Town Hall Meeting  
04/14/2015
Memorial Drive Improvements

TIRZ 17 OVERVIEW
A Special District created by the City of Houston to promote both new development and re-development within a specific geographic area inside the city limits.
TIRZ 17 Boundaries
How a TIRZ works?

• For TIRZ 17, base year is 1999 and assessed value for the property in the Zone was $509.7 mil - - which is the frozen amount through 2029
• Since 1999, development and increase in property values have increased the assessed value in 2014 to $2,472.9 mil
• The difference between the present value of $2,472.9 mil and the base year amount of $509.7 mil is the increment of $1,962.2 mil that drives the Zone’s revenue
• Zone receives the city tax rate of .63108/$100* the incremental value of $1,963.2 mil, which equals approximately $12 mil for 2014
What the TIRZ can do:

- Fund needed public infrastructure to provide drainage and mobility relief to benefit the properties within the TIRZ and the adjacent communities
- Build enhancements and/or amenities into infrastructure projects
- Develop green space for improved quality of life
- Encourage new quality private investment through public improvements
What the TIRZ cannot do:

- Permit or approve building and development plans
- Exercise eminent domain
- Maintain infrastructure
- Fund improvements projects that do not directly benefit the TIRZ
What the TIRZ is not:

- A regulatory agency
  - It does not review or approve building or project plans
- A Planning Commission
  - It does not review zoning or usage proposals and has no input into that process
- Code Enforcement
  - The TIRZ has no role or input in determining if buildings/drainage/detention requirements meet City of Houston rules or regulations
TIRZ 17 Redevelopment Authority is governed by a 7 member Board of Directors. All board members are appointed by the City of Houston.

**Board Members**
David A. Hamilton, P.E.
John Rickel
Dr. Bob Tucker
Ann Thomas Givens (Chair)
Dr. Zachary R. Hodges
Brad Freels
Glenn E. Airola
Governance

• Appointments are made by the Mayor and approved by City Council
• Positions are voluntary and uncompensated
• Board Term is 2 years
• Any Director may be removed with or without cause by the City Council
• Board is subject to both the Open Meetings and Open Records act
• Board is primarily advisory in nature
Advisory In Nature

- Budget / 5 Year Capital Improvement Plan (CIP) approved annually by City Council
- All projects must be included in the approved budget
- All contracts subject to review and approval by the City’s Chief Development Officer
- Any Bond Issuance/Borrowings must be approved by the City Council
- Any Annexation of property into the zone must be approved by the City Council
- Any Eminent Domain actions have to be handled by the City
PROJECT STATUS

PHASE I

PHASE II

PHASE III

Produce Preliminary Engineering Report (PER) 30%
Technical Review Committee Presentation (TRC)
Record of Decision/Action Items (RD/AI)
Design
60%/90%/100% Submittal
Bid Phase
Construction
• Focus Group met March 27
• Open Dialogue
• Valuable Input
• All Comments Noted and Evaluated
LOCAL INTERACTION GROUP

March 27

Interlocal Group 3/27/15
Memorial Drive Phase I
Bellevue 8 to Tallwood
Focus Group
- Concern - light levels
  - Conflict w/ sidewalk
- Bike path nearby - connect to TxDOT Path

TxDOT project: Kirkland to Eldridge
- Need balance, slow, bike buffer
- Need continuity
- Energy Corridor
- Michelle - TxDOT contact
- Civil Tech - Consultant

1. Signal locations concern (two)
   - Tallwood - concern for signal
     Is one warranted? TIA →
   - Why not go to Bunker Hill?
     - " It will only cost to complete the project east."
   - Concerned about transition
   - Rebuild Tallwood intersection
     w/ no widening of Tallwood
   - Mtn. View Dist. - questions on pedestrian
   - Bus/ride - powers @ crosswalks
   - "No dedicated bike lane - concern"

2. Want concern - consistent
   - TxDOT project - to Eldridge
     (Blue lane) dedicated
   - Concern - narrow the esplanade
     - Put buffer on residential side
   - Think neighborhood sensitive -
     - Concern about encroachments
       - Stakeholder coord. notes
     - Corner clips - concerns
     - Need enlargement for ROW/Survey - for clarification
LOCAL INTERACTION GROUP

March 27

- Consider shopping center in transition area.
- Think this area is turning movement also.
- Methodist Property/Midway.
- Look at information:
  - TIF revenue bond - requires bond & CCH Public Works & HECO
  - Purpose/Budget $12.16M
  - Concerns - Safety, mobility, drainage
  - Children crossing, access needs
- Group wants buffer between curbs and sidewalk.
- Shared use path is an option as is wider sidewalk option.
- Concerned - Signal timing both intersections.
- Where are detention ponds?
  - Concern - 46th/153 drainage.
- Build for future capacity.
- Don't tear up road.
- Concern - Metz Site drainage as relates to Bham. Drive.
- Find another solution to choke pt.
  @ Mean Drive/153.
- Want copy of map - 10pm event.

1. Primary concern - lack of attention to detention South.
2. Need to address.
3. Work w/ Rebuild Houston.
4. Hallow 10x30 box - online data.
5. Westbrook/Memorial interaction.
PROJECT OBJECTIVES

KEY OBJECTIVES

• Improve Safety & Mobility
• Improve Drainage Deficiencies
• Improve Quality of Life
KEY OBJECTIVES

• Improve Safety & Mobility
• Improve Drainage Deficiencies
• Improve Quality of Life
EXISTING CONDITIONS

Existing Roadway
• 100 foot ROW
• 4-Lanes
• Asphalt Pavement - Poor Condition
• Discontinuous/Sub-standard 4’ Wide Sidewalks
• Open Ditch/Curb & Gutter
• METRO Bus Routes
• Two Traffic Signals- BW 8 & W. Bough Dr.
EXISTING TRAFFIC VOLUMES

LEGEND
- TMC locations
- 24-hour volume (Memorial only)
- 24-hour traffic volume (cross-street only)

<table>
<thead>
<tr>
<th>Street</th>
<th>24-hour volume (Memorial only)</th>
<th>24-hour traffic volume (cross-street only)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Memorial Dr</td>
<td>22,434</td>
<td>(33,548)</td>
</tr>
<tr>
<td>Boheme Dr</td>
<td>18,590</td>
<td>(3,401)</td>
</tr>
<tr>
<td>Hollow Dr</td>
<td>8,495</td>
<td>(2,031)</td>
</tr>
<tr>
<td>Tallowood Rd</td>
<td>17,423</td>
<td>(1,805)</td>
</tr>
<tr>
<td>Benignus Rd</td>
<td>8,316</td>
<td>(2,526)</td>
</tr>
<tr>
<td>W. Bough Ln FR (NB)</td>
<td>22,434</td>
<td>(30,816)</td>
</tr>
<tr>
<td>Memorial Dr BW 8 FR (SB)</td>
<td>22,434</td>
<td>(30,816)</td>
</tr>
<tr>
<td>Broken Bough Dr</td>
<td>18,590</td>
<td>(3,401)</td>
</tr>
<tr>
<td>Memorial Dr</td>
<td>22,434</td>
<td>(30,816)</td>
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EXISTING TRAFFIC SIGNALS

Memorial Drive at Beltway 8- Frontage Road

Memorial Drive at W. Bough Lane
EXISTING TRAFFIC SIGNALS
EXISTING TRAFFIC SIGNALS
TRAFFIC SIGNALS
PROPOSED CONDITIONS

ROADWAY ALTERNATIVES
30-FOOT MEDIAN
• 100-FT ROW
• 4~11’ Lanes
• Concrete Curb and Gutter
• 30-foot Median
• Left Turn Lane Bays
• 10-Foot Wide Shared Use Path (South Side)
• Continuous 6-foot Wide Sidewalks (North side)
ALTERNATIVE #2

24-FOOT MEDIAN
- 100-FT ROW
- 4~11’ Lanes
- Concrete Curb and Gutter
- 24-foot Median
- Left Turn Lane Bays
- 10-Foot Wide Shared Use Path (South Side)
- Continuous 6-foot Wide Sidewalks (North side)
CONTINUOUS LEFT TURN LANE

- 100 foot ROW
- 4~11’ Lanes
- 14’ Wide Center Turn Lane
- Concrete Curb and Gutter
- 10-Foot Wide Shared Use Path (South Side)
- Continuous 6-foot Wide Sidewalks (North side)
RECOMMENDED ALTERNATIVE

24-FOOT MEDIAN

- 100 foot ROW
- 4~11’ Lanes
- Concrete Curb and Gutter
- 24-foot Median
- Left Turn Lane Bays
- 10-Foot Wide Shared Use Path (South Side)
- Continuous 6-foot Wide Sidewalks (North side)
RECOMMENDED ALTERNATIVE

24-FOOT MEDIAN

- 100 foot ROW
- 4~11’ Lanes
- Concrete Curb and Gutter
- 24-foot Median
- Left Turn Lane Bays
- 10-Foot Wide Shared Use Path (South Side)
- Continuous 6-foot Wide Sidewalks (North side)
RECOMMENDED ALTERNATIVE
RECOMMENDED ALTERNATIVE
RIGHT-OF-WAY NEEDS

• No Right of Way Acquisition Required
  — Existing 100-foot ROW

• Only One Corner Clip Needed
  — W. Bough at Memorial (20’x20’)

Memorial Drive
Town Hall Meeting 04/14/2015
RIGHT-OF-WAY NEEDS

20'x20' Corner Clip
PROPOSED TRAFFIC IMPROVEMENTS

• Upgrade Both Existing Traffic Signals
  • Current City Standards
  • New Mast Arms
  • Audible Push Buttons
  • Countdown Signal Heads

• Improve Safety with Larger Left Turn Bays
ACCESS MANAGEMENT

- Median Openings at Key Locations (5 Locations)
  - Locations based on Access Management Study
    - Turning Movement Counts
    - City Minimum 600’ Spacing

- Left Turn Bays to Allow Safe Queuing
  - 100’ to 220’ Long Bays for Proper Vehicle Storage
ACCESS MANAGEMENT

[Image of a road intersection with raised medians highlighted]
TRANSITION TO EXISTING

EXISTING STRIPING

TALLOWOOD RD.

MEMORIAL DRIVE

04/14/2015
TRANSITION TO EXISTING PAVEMENT/STRIPING
MEMORIAL DRIVE

KEY OBJECTIVES

• Improve Safety & Mobility
• Improve Drainage Deficiencies
• Improve Quality of Life
PROPOSED CONDITIONS

DRAINAGE DEFINITIONS
• 1 acre-foot = 43,560 Cubic Feet
• 1 acre-foot = approx. 326,000 Gallons
(Note, 1 football field = 6,400 square yard = 1.3 acres)
EXISTING DRAINAGE

- HCFCD W153-000
- Existing 9’x9’ Box Culverts under Memorial Drive
- Combination Roadside Ditches and Curb & Gutter
EXISTING CONDITION - 2-YEAR EVENT

EXISTING DRAINAGE

- Does Not Meet City’s 2-yr/100 year Criteria
- Inadequate Side Ditches & underground storm sewers
- Surrounding area Prone to Flooding
EXISTING CONDITIONS - 100-YEAR EVENT

EXISTING DRAINAGE

- Does Not Meet City’s 2-yr/100 year Criteria
- Inadequate Side Ditches & underground storm sewers
- Surrounding area Prone to Flooding
DRAINAGE IMPROVEMENTS

PROPOSED IMPROVEMENTS

- Dual 10’x10’ Concrete Boxes
- 10 year level of protection
- 10+ acre/feet subsurface detention
- Reduction in area flooding
DRAINAGE IMPROVEMENTS

PROPOSED 2-Year Event

• Dual 10’x10’ Concrete Boxes
• 2 year storm event compliant
• 10+ acre/feet net subsurface detention
• Reduction in area flooding
DRAINAGE IMPROVEMENTS

PROPOSED IMPROVEMENTS
- Dual 10’x10’ Concrete Boxes
- 10-year level of protection
- 10+ acre/feet net subsurface detention
- Reduction in area flooding

Memorial Drive
Town Hall Meeting 04/14/2015
Memorial Drive

KEY OBJECTIVES

• Improve Safety & Mobility
• Improve Drainage Deficiencies
• Improve Quality of Life
QUALITY OF LIFE

SHARED USE PATH

- Context Sensitive EO
- Pedestrian Lighting
- Hardscape/Softscape
- 24-foot Median
- Continuous Sidewalks
- Multi Use Path
QUALITY OF LIFE

TxDOT PATH
- Current TxDOT Project
- 8-foot Wide
- From Terry Hershey Park to Memorial Drive
- Preliminary Design
Connect Memorial
Shared Use Path

TxDOT PATH
• Current TxDOT Project
• 8-foot Wide
• From Terry Hershey Park to Memorial Drive
• Preliminary Design
KEY OBJECTIVES

• Improve Safety & Mobility
• Improve Drainage Deficiencies
• Improve Quality of Life
PROJECT SCHEDULE

PHASE I
Spring 2015 to Summer 2015

PHASE II
Fall 2015 to Summer 2016

PHASE III
Fall 2016 to Winter 2017

Produce Preliminary Engineering Report (PER) 30%
Technical Review Committee Presentation (TRC)
Record of Decision/Action Items (RD/AI)
Design
60%/90%/100% Submittal
Bid Phase
Construction
Questions/ Comments