

TIRZ 17 Redevelopment Authority
Responses to Public Comment Period

ABBREVIATED COMMENT: Can the TIRZ annex an area without a citizen vote?

INITIAL RESPONSE: A change to the boundaries of TIRZ 17 requires action by the City of Houston City Council. The TIRZ board may request or recommend an annexation, but the only avenue for annexation is pursuant to City action. No election is required.

ABBREVIATED COMMENT: If the TIRZ 17 annexes that right of way west of the toll way, does this create the possibility of annexing subdivisions and especially roads (right of way) as Wilcrest and Kirkwood in the future?

INITIAL RESPONSE: There is no legal requirement that the TIRZ boundaries be contiguous; therefore, an annexation of one piece of property has no influence on a second.

ABBREVIATED COMMENT: Can the Mall developments be “un-grandfathered” to provide drainage on property?

INITIAL RESPONSE: The City of Houston regulates development; any requirements for drainage on the property is pursuant to City regulations. The TIRZ has no authority to regulate development.

ABBREVIATED COMMENT: Are any members of TIRZ owners or on boards for potential annexations sites?

INITIAL RESPONSE: The TIRZ board is comprised of representatives of the property owners and residents of the TIRZ. The proposed annexation, however, is mostly of public rights of way. No owners of this property are members of the TIRZ board.

ABBREVIATED COMMENT: What will/can TIRZ 17 do that City of Houston doesn't/won't?

INITIAL RESPONSE: The goal of a TIRZ is to focus City property tax revenue for development and improvements within a targeted geographical boundary. A TIRZ provides financing for the same public infrastructure that the City can fund, though often times to a higher standard.

ABBREVIATED COMMENT: Is there a conflict of interest for a certain member? TIRZ and Midway.

INITIAL RESPONSE: The TIRZ Authority is subject to the same law with respect to conflicts of interest as the City of Houston or any other local government. The law provides: (a) If a local public official has a substantial interest in a business entity or in real property, the official shall file, before a vote or decision on any matter involving the business entity or the real property, an affidavit stating the nature and extent of the interest and shall abstain from further participation in the matter if: (1) in the case of a substantial interest in a business entity the action on the matter will have a special economic effect on the business entity that is distinguishable from the effect on the public; or (2) in the case of a substantial interest in real property, it is reasonably foreseeable that an action on the matter will have a special economic effect on the value of the property, distinguishable from its effect on the

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<p>public.(b) The affidavit must be filed with the official record keeper of the governmental entity.</p>
<p>ABBREVIATED COMMENT: Why doesn't the gentleman from Midway have a conflict of interest because he is on this TIRZ Board?</p>
<p>INITIAL RESPONSE: When any board member has a conflict of interest as defined by state law, such director is required to file an affidavit and abstain from voting.</p>
<p>ABBREVIATED COMMENT: By annexing the area – what rules, regulations, statutes, does the TIRZ avoid, what would it be required to comply with without annexation?</p>
<p>INITIAL RESPONSE: Neither the TIRZ, nor the property within its boundaries, avoids any regulation. All of the property within and without the boundaries of the TIRZ are subject to the same Code of Ordinances and state law regulations.</p>
<p>ABBREVIATED COMMENT: Can TIRZ funds be used for operations and maintenance?</p>
<p>INITIAL RESPONSE: TIRZ 17 does not use funds for operation and maintenance; by virtue of its agreement with the City, all TIRZ-funded projects are to be maintained wither by the City itself or by a partnering management district.</p>
<p>ABBREVIATED COMMENT: TIRZ 17 is not an elected group, accountable to the public via vote or recall. They have closed door meetings. No. No. No. Everything needs to remain in public, transparent view.</p>
<p>INITIAL RESPONSE: The TIRZ board is appointed by the City of Houston City Council. All TIRZ Board of Directors voting must be conducted in open session in public meetings.</p>
<p>ABBREVIATED COMMENT: Is it not a conflict of interest for Mr. Freels to be involved in the annexation committee?</p>
<p>INITIAL RESPONSE: No.</p>
<p>ABBREVIATED COMMENT: Can you guarantee that there is no plan to expand Gessner to six lanes?</p>
<p>INITIAL RESPONSE: No. The TIRZ is not a regulatory agency. The TIRZ has no jurisdiction over public right of way. All TIRZ 17 public roadway infrastructure projects are governed by the Department of Public Works and Engineering.</p>
<p>ABBREVIATED COMMENT: Will my taxes go up if the annexations takes place?</p>
<p>INITIAL RESPONSE: Your taxes would not increase as a result of the proposed annexation. The TIRZ 17 Tax Increment Revenue is based on a constant fixed rate of \$0.63875 per \$ 100 of assessed valuation. The assessed valuation only applies to the properties with in the TIRZ 17 boundaries. The property values are per the Harris County Appraisal District. Based on the most recent values from HCAD which includes both Certified & Uncertified Values for tax year 2014, the property valuations in the current TIRZ boundaries are as follows: Residential, Single Family \$ 24,362,847 or 0.98% Multi-Family \$ 238,720,828 or 9.62% Vacant, Residential \$ 1,242 or 0.00% Vacant, Commercial \$ 46,362,805 or 1.87% Vacant, non- Agricultural \$ 3,526,070 or 0.14% Commercial \$ 2,165,897,819 or 87.29%</p>

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Utilities \$ 740,714 or 0.03%

Builder Inventory \$ 1,524,019 or 0.06%

Grand Total \$ 2,481,136,344 or 100%

The TIRZ 17 Tax Increment is calculated by subtracting the base year value from the current year value which equals the captured value or current increment. The captured value is the incremental difference between the base year property values and current year property values within the TIRZ boundaries. The base year is tax year 1999. The base year appraised property values within the TIRZ 17 zone were \$509,671,530. The current property values within the TIRZ 17 zone for tax year 2013 were \$2,168,569,153. The current value or current increment for tax year 2013 was \$1,658,897,623. The TIRZ 17 receives a City of Houston contribution of \$0.63875/\$100 times the captured value or current increment. The TIRZ 17 Tax Increment Revenue for tax year 2013 was \$10,184,544.56. (Final contribution factors in collection rates which are not show here.) The TIRZ 17 Tax Increment Revenues are derived solely from property taxes within the TIRZ 17 Boundaries. No other form of taxation contributes to the TIRZ 17 Tax Increment Revenue other than property taxes within the current TIRZ boundaries.

ABBREVIATED COMMENT: Does the TIRZ levy taxes?

INITIAL RESPONSE: No. The TIRZ 17 does not levy its own taxes. The Tax Increment Revenue that the TIRZ 17 receives from the City of Houston, are a portion of City property taxes levied within the TIRZ 17 Boundaries.

COMMENT: What is the time frame for annexation south of I-10?

INITIAL RESPONSE: There is no set time frame for annexation south of I-10.

ABBREVIATED COMMENT: Why and for what purpose do you annex a street?
(Gessner/Memorial)

INITIAL RESPONSE: The TIRZ primary purpose for the street annexations were to provide flood relief to the surrounding neighborhoods and region. The secondary purpose were to improve mobility and safety by rebuilding the annexed streets to meet or exceed the City of Houston Public Works and Engineering standards. According to Article IV, of the Articles of Incorporation of Memorial City Redevelopment Authority, " The Authority is organized for the purpose of aiding, assisting, and acting on behalf of the City in the performance of its governmental functions to promote the common good and general welfare of the area including the Reinvestment Zone Number Seventeen, City of Houston, Texas (The 'Memorial City TIRZ') and neighboring areas, as more particularly described in City Ordinance No. 1999-759, and as the boundaries may be amended from time to time (the 'Memorial City Area'); to promote, develop, encourage and maintain housing, educational facilities, employment, commerce and economic development in the City." The TIRZ 17 Board of Directors are committed to providing flood mitigation to the area. The TIRZ Board saw this as an opportunity to use TIRZ funds to help solve some of the drainage issues in a flood prone area.

ABBREVIATED COMMENT: This is a City responsibility and we pay for (taxes)! If TIRZ does it, City should reduce taxes to residents? TIRZ receives \$ already.

INITIAL RESPONSE: The Authority (aka TIRZ) is organized for the purpose of aiding, assisting, and acting on behalf of the City in the performance of its governmental functions to promote the common good and general welfare of the area. The TIRZ Board of Directors saw an opportunity to mitigate structural flooding to residential neighborhoods using TIRZ funds. The residential neighborhoods in the proposed annexation areas do not contribute towards the TIRZ 17 Tax Increment Revenue. 100% of the TIRZ 17 Tax Increment Revenues are derived from property taxes solely within the TIRZ boundaries. Approximately 90% of the property taxes within the TIRZ zone are levied from commercial properties. Approximately 10% of the property taxes within the TIRZ zone are levied from multi-family properties. Less than 1% are levied from single family residences. The proposed annexation should not change the current

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<p>City of Houston contribution rate towards the TIRZ 17 Tax Increment Revenue which is a consent fixed rate of \$0.63875 per \$ 100 of assessed valuation. In other words, the proposed annexation would not be a reason for a tax increase on the properties currently within the TIRZ 17 boundaries, and should have absolutely no effect on property taxes outside the TIRZ boundaries.</p>
<p>ABBREVIATED COMMENT: METRO has destroyed Memorial drive. Where is their money for repairs?</p>
<p>INITIAL RESPONSE: This project would be 100% funded by TIRZ 17. There are no plans for METRO contribution at this time.</p>
<p>ABBREVIATED COMMENT: When will the Phase B Plan be voted on and when will it begin construction?</p>
<p>INITIAL RESPONSE: The time frame for Phase B has not been determined.</p>
<p>ABBREVIATED COMMENT: Please send me the information that you have to enclose the Briar Branch Creek.</p>
<p>INITIAL RESPONSE: More information regarding the proposed plan to enclose Briar Branch Creek, can be found on the TIRZ 17 website at www.houstontirz17.org/projects.</p>
<p>ABBREVIATED COMMENT: Why is it necessary to include the 13.5 acres south of Memorial (near Tealwood) in TIRZ 17?</p>
<p>INITIAL RESPONSE: The purpose of the annexation is to capture tax increment to help pay for the reconstruction of portions of Memorial Drive and build more flood water detention in the area. The annexation of the 13.5 acres would create an additional \$ 12 million to \$ 15 million of new tax increment for TIRZ 17 over the remaining life of the TIRZ.</p>
<p>ABBREVIATED COMMENT: Is the owner / developer of "K" a member of the TIRZ Board or does he have any connection to TIRZ?</p>
<p>INITIAL RESPONSE: Yes. The developer of the proposed project located at annexation label "K" is Midway Companies, and the Chairman of Midway Companies happens to be the Vice Chair of the TIRZ 17 Board of Directors.</p>
<p>ABBREVIATED COMMENT: Why Annex (Memorial) BW8 to Kirkwood?</p>
<p>INITIAL RESPONSE: The reason to annex Memorial Drive from Beltway 8 to Kirkwood was to provide for the reconstruction of a portion of Memorial Drive that might not otherwise get rebuilt for many years. It would close the gap between two completed sections of Memorial Drive. Because the City of Houston is slated to rebuild Memorial Drive from Eldridge to Kirkwood, and the TIRZ 17 slated to rebuild Memorial Drive from Tallowood Drive to Beltway 8. So the rational was for the TIRZ to annex the section from Beltway 8 to Kirkwood to ensure a complete roadway system that could provide benefit to the community in a shorter time frame.</p>
<p>ABBREVIATED COMMENT: Does the owner of annex label "J" have any say in what happens to the property?</p>
<p>INITIAL RESPONSE: No, in terms of the proposed annexation.</p>
<p>ABBREVIATED COMMENT: How were these projects approved? Who approved these project to proceed?</p>
<p>INITIAL RESPONSE: TIRZ 17 projects are primarily developed and recommended by professional engineering consultants based on the criteria outlined in the TIRZ Project Plan (please see TIRZ 17 website), in conjunction with the City of Houston and the TIRZ Board of Directors. The projects associated with the proposed annexation in question were a result of</p>

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the TIRZ 17 Annexation Committee recommendations and report. The proposed annexation plan was presented to the full TIRZ 17 Board of Directors and was approved and authorized for submittal to the City of Houston on August 15, 2014 in open public session. The City of Houston, City Council must approve the final plan before it becomes official.

ABBREVIATED COMMENT: What is the approval process?

INITIAL RESPONSE: 1) The TIRZ Annexation Committee provides recommendation and report. 2) Full TIRZ 17 Board of Directors approval of the annexation plan and maps. 3) Maps and plan submitted to City of Houston for review. 4) Public comment period simultaneously with City review. 5) City of Houston approval. 6) Conduct boundary survey and develop metes and bounds. 7) Full TIRZ 17 Board of Directors approval of metes and bounds, and formal annexation map. 8) Houston City Council approval of new ordinance. 9) Annexation is complete.

ABBREVIATED COMMENT: Did the approval process involve in residents from community?

INITIAL RESPONSE: Technically the approval of the residents are not required to create the annexation. However, the residents are indirectly involved with the approval process though the town hall meetings and public comment period.

ABBREVIATED COMMENT: Is this a “done deal” and just waiting to be phased in?

INITIAL RESPONSE: No. The annexation of the areas south of interstate 10 are on hold pending further review and study.

ABBREVIATED COMMENT: Do we get to vote?

INITIAL RESPONSE: Technically the public does not get to vote. However, the questions and comments we receive from the public weighs very heavily in the approval process.

ABBREVIATED COMMENT: Why is TIRZ necessary?

INITIAL RESPONSE: To finance public infrastructure projects that help promote economic development within the TIRZ zone. In 1998 the risk of stagnation or decline was evident in the Memorial City Area. In accordance with the requirements of Chapter 311.011(c)(3) the firm of FH&R was retained to conduct a market/feasibility study as found in the appendices of the Project Plan. FH&R found the Memorial City area to be a mature, generally stable area, but one that was at risk for de-stabilization due to existing and forecasted mobility limitations, aged and stressed infrastructure, and decline caused by increasing vacancies. The results of the study by FH&R indicates that without the public improvements proposed in the TIRZ plan, the area's growth is threatened by the continued decline in retail market share, competition and lack of adequate access. Sales tax records from the State Comptroller's Office found that the share of total taxable retail sales for the Memorial City area has declined from 6.2% in 1985 to 4% in 1997. The department store share of the market declined from 38.1% to 26.6% during the same time. FH&R estimates that the amount of potential market capture with the TIRZ could increase to almost 10.5 million square feet of

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new space with the TIRZ improvements. Since the creation of the TIRZ in 1999 the property values within the TIRZ 17 boundaries have almost quadrupled.

ABBREVIATED COMMENT: The modifications north of I-10 will move additional water. Where does that water go to?

INITIAL RESPONSE: The modifications north of I-10 that we are discussing will send the flows into the Briar Branch Channel and then into the detention basin that the TIRZ 17 recently built.

ABBREVIATED COMMENT: When the TIRZ 17 does the “straws” into the W 140-01-00, can they PLEASE move fast forward on modification of the Bunker Hill bridge? This bridge acts as a “restrictor” on downstream fold waters toward the Buffalo Bayou. It halts flow into the new TIRZ 17 Detention Pond. Since it has been completed, it has only had 17 inches of water on its bottom. I want it to function correctly... and do its job! Our needs for a functional bridge are URGENT!

INITIAL RESPONSE: TIRZ 17 plans to move forward with a reevaluation of the Bunker Hill Bridge. If it is shown through the evaluation that improvements to the Bunker Hill Road Bridge at Briar Branch are needed then it will be up to the TIRZ 17 board, the City of Houston and Harris County Flood Control District to agree with any identified improvement and then to have the improvements designed, permitted and then built.

ABBREVIATED COMMENT: Will the bridge at Bunker Hill and W140 be enlarged?

INITIAL RESPONSE: The Bridge at Bunker Hill Road and W140 is proposed to be reevaluated and if that evaluation shows that the bridge is to be modified or enlarged then it will be up to the TIRZ 17 board, and others, to agree with the changes and then to modify the bridge.

ABBREVIATED COMMENT: Will the COH mitigate for the additional water conveyed by the new Gessner project north of Long Point?

INITIAL RESPONSE: The TIRZ 17 plans to size, design, permit and then construct improvements, including and needed mitigation of water from their projects. The TIRZ will coordinate their projects with any COH projects. If the City moves forward with projects on Gessner north of Long Point then they will also need to provide any needed mitigation of storm water flows from their projects.

ABBREVIATED COMMENT: Will Harris County Flood Control District provide detention for water from Gessner and W153?

INITIAL RESPONSE: Any improvements to Gessner and W153 south of the Katy Freeway have been removed from the TIRZ 17 projects pending further review and study.

ABBREVIATED COMMENT: About 10 years ago, a similar meeting was held in the Lutheran Church across the street. Klotz assoc. Presented information along with TxDOT and others. The drainage problem was the topic. What ever became of the retention ponds planned during that time, including the one north of Bunker Hill School and for under the parking south of Memorial City shopping center?

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INITIAL RESPONSE: Assuming the meeting in questions was a Harris County Flood Control District (HCFCD) meeting that dealt with drainage issues associated with the W151 channel. The focus at that time was to determine options to improve drainage for areas of W151 south of the Katy Freeway. HCFCD tried to develop a series of drainage improvements for the area. The studies were prepared but due to funding constraints and other issues those projects never made it to the budgets nor Capital Improvements Projects for HCFCD and were never built.

ABBREVIATED COMMENT: Please comment and assure us that detention requirements for the present TIRZ 17 development, and its impact area, will be met by detention structures within the present development area?

INITIAL RESPONSE: Detention requirements for the TIRZ area are regulated by adopted criteria for the City of Houston and by Harris County Flood Control District.

ABBREVIATED COMMENT: The annexed drainage areas are Harris County Flood Control District, how does that work? How do submerged box culverts provide storage? What Detention is provided for W151 relief?

INITIAL RESPONSE: The annexed areas for the Briar Branch area are either in the City of Houston or in Harris County Flood Control area. Any annexation in these areas will require the approval of the applicable entity. Submerged box culverts can provide storage by being sized larger than needed for conveyance and thus that larger area providing in-line detention. The W151 system can be benefited by the addition of this in-line detention. The relief to W151 is relative to the location of the detention to the areas of comparison.

ABBREVIATED COMMENT: Mr. Struzick said some excess waters from North of I- 10 may be channeled to Buffalo Bayou. How? Through Rummel Creek?

INITIAL RESPONSE: Most of the waters from areas north of I-10 are conveyed mostly through the Briar Branch channel which drains under I-10 (near Bingle Road) and then confluences with Buffalo Bayou.

ABBREVIATED COMMENT: Where does the proposed drainage down Tallowood dump its water?

INITIAL RESPONSE: The objective of this project was to maximize the box culverts under the roadway and construct restrictors to maintain flow to the channel. HCFCD regulations require any drainage project discharging into receiving streams and bayous have no adverse impact on the system. This detail information will be determined during the preliminary engineering effort. The TIRZ 17 Board has not authorized to start the preliminary engineering. Also, this project is not on the upcoming annexation plan that will be submitted to the City for approval.

ABBREVIATED COMMENT: Do you plan to drain all the zone 4 plus parts of zone 5, zone 6 and West Bough and Memorial drive east into W153 at Hallow drive? Are you aware that W153 has been identified as a “choke point?” Are you aware that the ravine at Legend Lane

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fills to capacity in a 2 hour gentle rain? Are you aware that on April 29, 2009, Buffalo Bayou back flowed into the ravine and flooded townhomes in t Legend, Somerset, and Ethan's Glean?

INITIAL RESPONSE: These details would be determined during the preliminary engineering phase. The preliminary engineering report has not yet commenced. TIRZ 17 has no plans for additional runoff to W153. The objective was to maximize the box culverts under the roadway and construct restrictors to maintain flow to W153. Shortly after the historical rainfall event of April 29, 2009 the TIRZ 17 Board authorized a study to better understand the regional drainage problems and to target the TIRZ 17 Capital Improvement Program on alleviating drainage issues. The TIRZ has a 2D dynamic model of the April event.

ABBREVIATED COMMENT: I live on the low side of abutting Buffalo Bayou. Is all this extra drainage going to flow down to the "low side" and cause us a drainage problem we do not have now?

INITIAL RESPONSE: The objective of all these projects were to maximize the box culverts under the roadway and construct restrictors to maintain flows to the channel. Harris County Flood Control District (HCFCD) regulations require any drainage project discharging into receiving streams and bayous have no adverse impact on the system.

ABBREVIATED COMMENT: Regarding the "Tallowood Project" – Channel 153; Where will the water be channeled that will be captured in the proposed new trunkline?

INITIAL RESPONSE: This proposed project is not on the upcoming annexation plan. These details would be determined during the preliminary engineering phase. Thus, no analysis or engineering has been done. The objective was to maximize the box culverts under the roadway and construct restrictors to maintain the same flow to the channel.

ABBREVIATED COMMENT: Will the flow bottleneck at channel 153 where it flows under Memorial drive be improved?

INITIAL RESPONSE: The Preliminary Engineering Report for the Memorial Drive Project will determine how this issue will be impacted. The report still hasn't commenced.

ABBREVIATED COMMENT: Where is the location of major detention pond south of I-10?

INITIAL RESPONSE: There are several locations that TIRZ 17 is currently actively pursuing. High level analysis are being conducted to determine the benefits and feasibility of these sites.

ABBREVIATED COMMENT: I live on Bayou Shadows Street on banks of Buffalo Bayou. Will this TIRZ 17 act increase my risk of flooding? I.e. more water dumped into the Bayou. Woodstone 1, 2, 3 are all subdivisions with significant bayou exposure.

INITIAL RESPONSE: The objective of all these projects was to maximize the box culverts under the roadway and construct restrictors to maintain flow to the channel. Harris County

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Flood Control regulations require any drainage project discharging into receiving streams and bayous have no adverse impact on the system.

ABBREVIATED COMMENT: Why are there no detentions basins on the south side of I- 10? Why are the developers not required to provide these?

INITIAL RESPONSE: There are several locations that TIRZ 17 is currently actively pursuing. High level analysis are being conducted to determine the benefits and feasibility of these sites. TIRZ 17 does not regulate, review or permit any developer plans.

ABBREVIATED COMMENT: Do modifications of the cul-de-sacs from Benignus also have a benefit to the homes on the Frostwood side?

INITIAL RESPONSE: This suggestion could be explored in future studies to determine the benefits.

ABBREVIATED COMMENT: How will Tallowood project cross W153?

INITIAL RESPONSE: This detail information would be determined during the preliminary engineering effort. The Board has not authorized the preliminary engineering. Also, this project is not on the upcoming annexation plan that will be submitted to the City of Houston for approval.

ABBREVIATED COMMENT: What drainage pipe are you installing along Boheme, Rip Van Winkle, Beauregard, and part of Frostwood? How is this put in? What will it tear up and be replaced with?

INITIAL RESPONSE: This detail information would be determined during the preliminary engineering effort. The TIRZ 17 Board has not authorized the preliminary engineering. Also, this project is not on the upcoming annexation plan that will be submitted to the City of Houston for approval. The objective was to install box culverts directly under the roadway.

ABBREVIATED COMMENT: Please comment and assure us that detention requirements for the present TIRZ 17 development, and its impact area, will be met by detention structures within the present development area?

INITIAL RESPONSE: TIRZ 17 does not have any commercial developments.

ABBREVIATED COMMENT: In the Tallowood project do you plan to close the flow at the bridge into 153 and enlarge drainage on the south side of Memorial?

INITIAL RESPONSE: This detail information would be determined during the preliminary engineering effort. The TIRZ 17 Board has not authorized the preliminary engineering. Also, this project is not on the upcoming annexation plan that will be submitted to the City of Houston for approval.

ABBREVIATED COMMENT: I did not see any retention facilities planned for the south side of I-10, is the plan to send all the additional drainage down #153?

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INITIAL RESPONSE: There are several locations that TIRZ 17 is currently actively pursuing. High level analysis are being conducted to determine the benefits and feasibility of these sites. The objective of all the proposed projects were to maximize the box culverts under the roadway and construct restrictors to maintain flow to the channel. Harris Country Flood Control regulations require any drainage project discharging into receiving streams and bayous have no adverse impact on the system.

ABBREVIATED COMMENT: Why is the commercial property not held to the same run off standard as residential property?

INITIAL RESPONSE: TIRZ 17 does not regulate, review or permit developers plans.

ABBREVIATED COMMENT: What is your plan for Gessner?

INITIAL RESPONSE: The W151-00-00 Channel cannot convey all the storm water draining into it. As an alternative, the Gessner drainage improvements are intended to serve as an alternate conveyance route or bypass. The W151-00-00 channel is well documented as a limited capacity channel in need of relief to accommodate underperforming storm sewer systems. The TIRZ 17 Board has not authorized the preliminary engineering. Also, this project is not on the upcoming annexation plan that will be submitted to the City of Houston for approval.

ABBREVIATED COMMENT: Will there be any change in the median on Gessner?

INITIAL RESPONSE: There are no plans to reduce the width of the existing esplanades along Gessner.

ABBREVIATED COMMENT: How do we protect the safety of our children who walk to Frostwood with the construction on Memorial and Gessner?

INITIAL RESPONSE: When the preliminary engineering report for Memorial Drive starts, the safety of the children and parents walking to Frostwood Elementary will be evaluated and an appropriate pedestrian plan identified. The Gessner road project is not on the upcoming annexation plan that will be submitted to the City of Houston for approval.

ABBREVIATED COMMENT: Will TRIZ take out the trees and median on Gessner and make it wider?

INITIAL RESPONSE: There are no plans to reduce the width of the existing esplanades along Gessner.

ABBREVIATED COMMENT: What considerations and/or actions may be taken to abate pure road noise (decibel pollution) from an expanded Gessner?

INITIAL RESPONSE: There are no plans to reduce the width of the existing esplanades along Gessner.

ABBREVIATED COMMENT: If Gessner Road is annexed what abilities does that grant the TIRZ to widen Gessner?

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INITIAL RESPONSE: There are no plans to reduce the width of the existing esplanades along Gessner. Also, the Gessner road project is not on the upcoming annexation plan that will be submitted to the City of Houston for approval.

ABBREVIATED COMMENT: So you are saying that you are moving forward the drainage work under Gessner south of I-10, but don't include discussions for the road improvements?

INITIAL RESPONSE: The project is not on the upcoming annexation plan that will be submitted to the City for approval. The plan was to maximize the box culverts under the Gessner roadway. The roadway would be totally reconstructed to its current number of lanes.

ABBREVIATED COMMENT: Would you define what measures will be used to improve mobility of Gessner?

INITIAL RESPONSE: There are no plans to reduce the width of the existing esplanades along Gessner. Therefore, there are no plans to improve mobility along Gessner. During construction a minimum number of lanes will be kept open. These conditions would be evaluated during the preliminary engineering report once authorized by the TIRZ 17 Board. However, this project is not on the upcoming annexation plan that will be submitted to the City for approval.

ABBREVIATED COMMENT: Proposed changes to Gessner, what is width now? What is proposed width? And number of lanes?

INITIAL RESPONSE: There are no plans to reduce the width of the existing esplanades along Gessner OR to add additional lanes.

ABBREVIATED COMMENT: What is the definition of drainage on Gessner? Any impact on road, neighborhood configuration and sidewalk?

INITIAL RESPONSE: This detail information would be determined during the preliminary engineering effort. The TIRZ 17 Board has not authorized the preliminary engineering. Also, this project is not on the upcoming annexation plan that will be submitted to the City for approval.

ABBREVIATED COMMENT: With the Gessner and Tealwood new outlets, will there be restrictors at that south ends to restrict flow?

INITIAL RESPONSE: The project objective is to maximize the box culverts under the roadway and construct restrictors to maintain flow to the channel. Harris County Flood Control regulations require any drainage project discharging into receiving streams and bayous have no adverse impact on the system.

ABBREVIATED COMMENT: What are the Gessner Road improvements contemplated?

INITIAL RESPONSE: The plan was to maximize the box culverts under the Gessner roadway. The roadway would be totally reconstructed to its current number of lanes.

ABBREVIATED COMMENT: How will the curves on Memorial be impacted?

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INITIAL RESPONSE: The roadway curvature will be improved to meet current City of Houston geometric requirements to improve safety.

ABBREVIATED COMMENT: What happens to the bridge on Memorial at Hollow?

INITIAL RESPONSE: The Preliminary Engineering Report for the Memorial Drive Project will determine how the bridge will be impacted. The report still hasn't commenced.

ABBREVIATED COMMENT: Regarding the proposed plan for the Tealwood subdivision south of Memorial; Will it affect the wall along Memorial drive? Will the ditch be covered? Will it impact the drainage easement along the west side of Tealwood? Half the subdivision in Bunker Hill and half in City of Houston.

INITIAL RESPONSE: The wall along Memorial Drive will be evaluated during preliminary engineering design. The drainage system (ditch and the storm sewer) will be analyzed during preliminary engineering design. The annexation was intended only for the right-of-way along Memorial Drive.

ABBREVIATED COMMENT: What is the issue with increasing the culvert size at the intersection of W153 and Memorial drive?

INITIAL RESPONSE: The Preliminary Engineering Report for the Memorial Drive Project has not commenced, therefore, it is not known if this is an issue.

ABBREVIATED COMMENT: Why and for what purpose do you annex a street?
(Gessner/Memorial)

INITIAL RESPONSE: Any TIRZ, such as TIRZ 17 cannot spend money outside its boundary. Therefore, to do the proposed drainage projects in the area, annexation of the road rights-of-way was proposed.

ABBREVIATED COMMENT: Why Annex Memorial Drive from Beltway 8 to Kirkwood?

INITIAL RESPONSE: Memorial Drive between Kirkwood to Eldridge is a current City of Houston CIP project, Memorial Drive between BW 8 to Tallowood is a TIRZ 17 CIP project. Memorial Drive between BW 8 and Kirkwood is not identified as a project. So the TIRZ was offering to improve that section to have one continuous improved roadway along Memorial Drive from the City of Houston/Bunker Hill limits to Eldridge.

ABBREVIATED COMMENT: How does the Memorial drive project affect the water and drainage load on W153?

INITIAL RESPONSE: The proposed improvements will not increase storm runoff to W153. In accordance with current City of Houston and Harris County Flood Control drainage design criteria, restrictors will be installed as necessary not to increase flow to W153.

ABBREVIATED COMMENT: What is the basis of the proposed annex streets?

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INITIAL RESPONSE: Any TIRZ, such as TIRZ 17 cannot spend money outside its boundary. Therefore, to do the proposed drainage projects in the area, annexation of the road rights-of-way was proposed.

ABBREVIATED COMMENT: Did not see drainage & mobility problem. Can you justify why annexation is needed?

INITIAL RESPONSE: The Regional Drainage Study identified ponding and flooding issues throughout the TIRZ 17 boundary. Any TIRZ, such as TIRZ 17 cannot spend money outside its boundary. Therefore, to do the proposed drainage projects in the area, annexation of the road rights-of-way was proposed.

ABBREVIATED COMMENT: Are there homes along Lumpkin? If so, are residents losing property to accommodate street widening and sidewalks?

INITIAL RESPONSE: Yes, there are some homes north of Westview Drive closer to Northbrook Drive. No, residents are not losing any property. The roadway widening and sidewalks are all contained within City of Houston right-of-way.

ABBREVIATED COMMENT: How much more run off comes from Lumpkin expansion? What portion of 22.5 acre feet is consumed? How do submerged box culverts provide storage? What Detention is provided for W151 relief?

INITIAL RESPONSE: There are no plans for additional runoff. The project includes construction of restrictors to maintain flow to the TxDOT system. TxDOT and Harris County Flood Control regulations require any drainage project discharging into its systems have no adverse impact on the system. The additional storage in the basin and the box culverts under the roadway will assist Lumpkin in meeting City of Houston drainage criteria and benefit the adjacent neighborhoods. This project is in the W156 watershed (not W151).

ABBREVIATED COMMENT: Our neighborhood is in the process of working with COH on a neighborhood traffic plan. The COH does not feel this will be affected by the annexation. How will you work with the City to ensure the traffic study is not affected?

INITIAL RESPONSE: TIRZ 17 has to coordinate the proposed projects with the City. Now that the TIRZ has been made aware of this traffic issue, the TIRZ will instruct its engineer to coordinate to mitigate any impacts.

ABBREVIATED COMMENT: How will residents from Frostwood, Memorial Forest, Tealwood, Whispering Oaks, etc. be able to cross from east to west or vice versa without an enormous road to cross?

INITIAL RESPONSE: The focus was to maximize detention under the current roadway and not impact the median. Gessner will not be widened.

ABBREVIATED COMMENT: Will this project lead more commercial traffic to the neighborhood and thus put our children of the school under dangerous situations?

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INITIAL RESPONSE: The focus of the Gessner project was to maximize detention under the current roadway. Since no additional lanes are proposed, no modifications to the current traffic patterns is expected once the project is complete.

ABBREVIATED COMMENT: METRO destroyed Memorial drive. Only the outside lanes need repair due to bus weight. What is METRO's responsibility?

INITIAL RESPONSE: Questions regarding METRO should be directed to the transit authority.

ABBREVIATED COMMENT: How do you plan to keep pass through traffic out of neighborhoods?

INITIAL RESPONSE: All of the annexation projects were proposed to address drainage issues not pass through traffic.

ABBREVIATED COMMENT: What is the plan for traffic management + control?

INITIAL RESPONSE: The traffic control requirements would be evaluated during the preliminary engineering phase. The preliminary engineering phase has not yet commenced.

ABBREVIATED COMMENT: What would be contained in the ROW and outside of the ROW?

INITIAL RESPONSE: The proposed improvements should be completed within existing rights-of-way. This would be confirmed once the preliminary engineering is complete. The preliminary engineering has not yet commenced.

ABBREVIATED COMMENT: How will this affect the boundaries for the schools that are zoned to the City Centre area?

INITIAL RESPONSE: Zoning of schools is overseen by Spring Branch ISD.