

TIRZ 27 COMMUNITY BRIEFING

MONTROSE

October 18, 2021



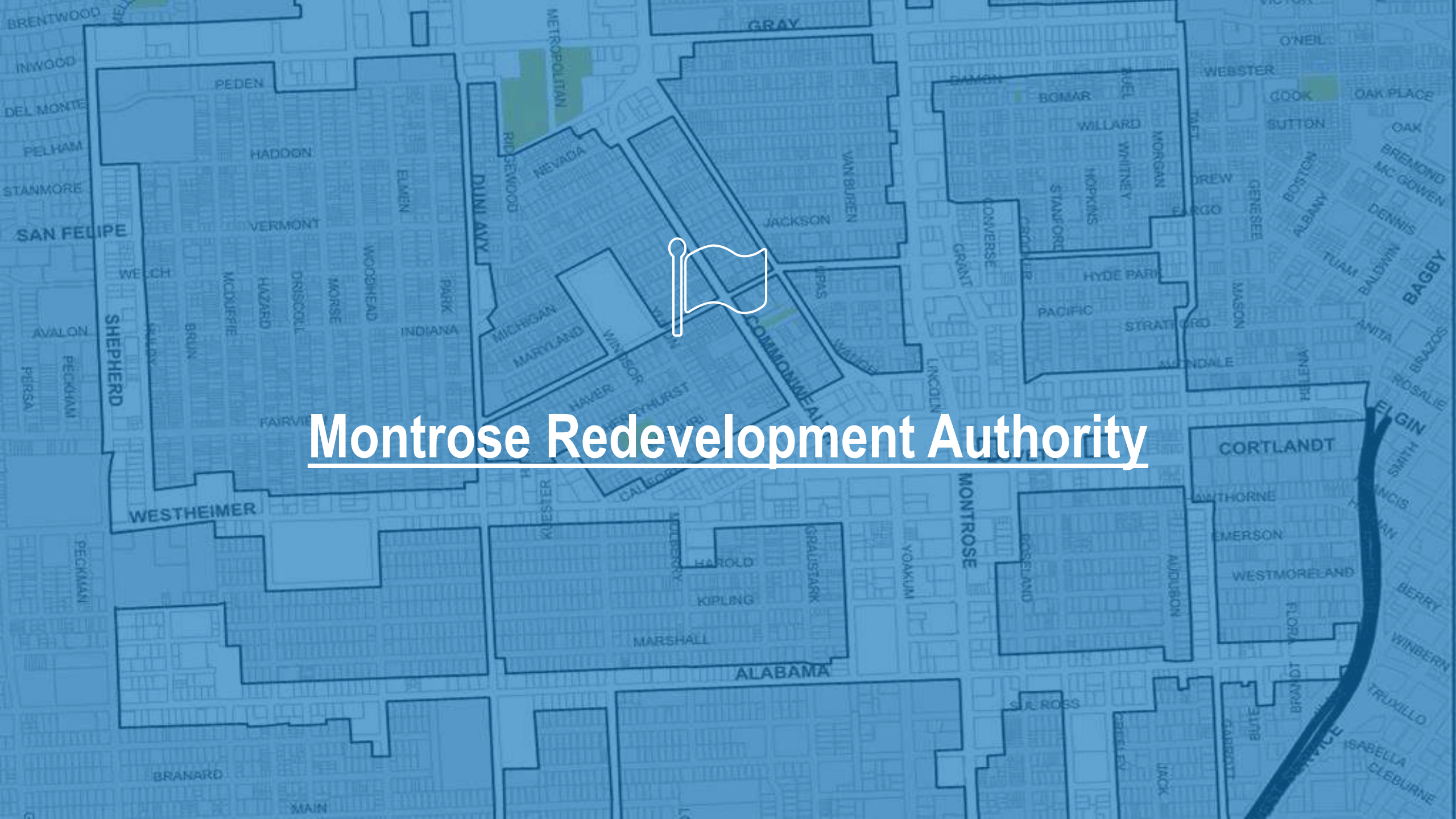
MONTROSE
TAX INCREMENT REINVESTMENT ZONE 27



Agenda

- Montrose Redevelopment Authority
- Affordable Housing Committee
- Projects & Planning Committee
 - Funding Pursuits (Grants)
 - Walk/Bike Montrose Study Update – Fairview area
 - Commonwealth/Waugh Drive
 - Hawthorne St and Woodhead St
- Upcoming Projects
 - Dallas and Mandell
 - West Gray – from Shepherd Dr & Dunlavy St.
 - Montrose Boulevard
 - West Alabama Street
- Questions/Comments





Montrose Redevelopment Authority

Montrose Redevelopment Authority




Mission

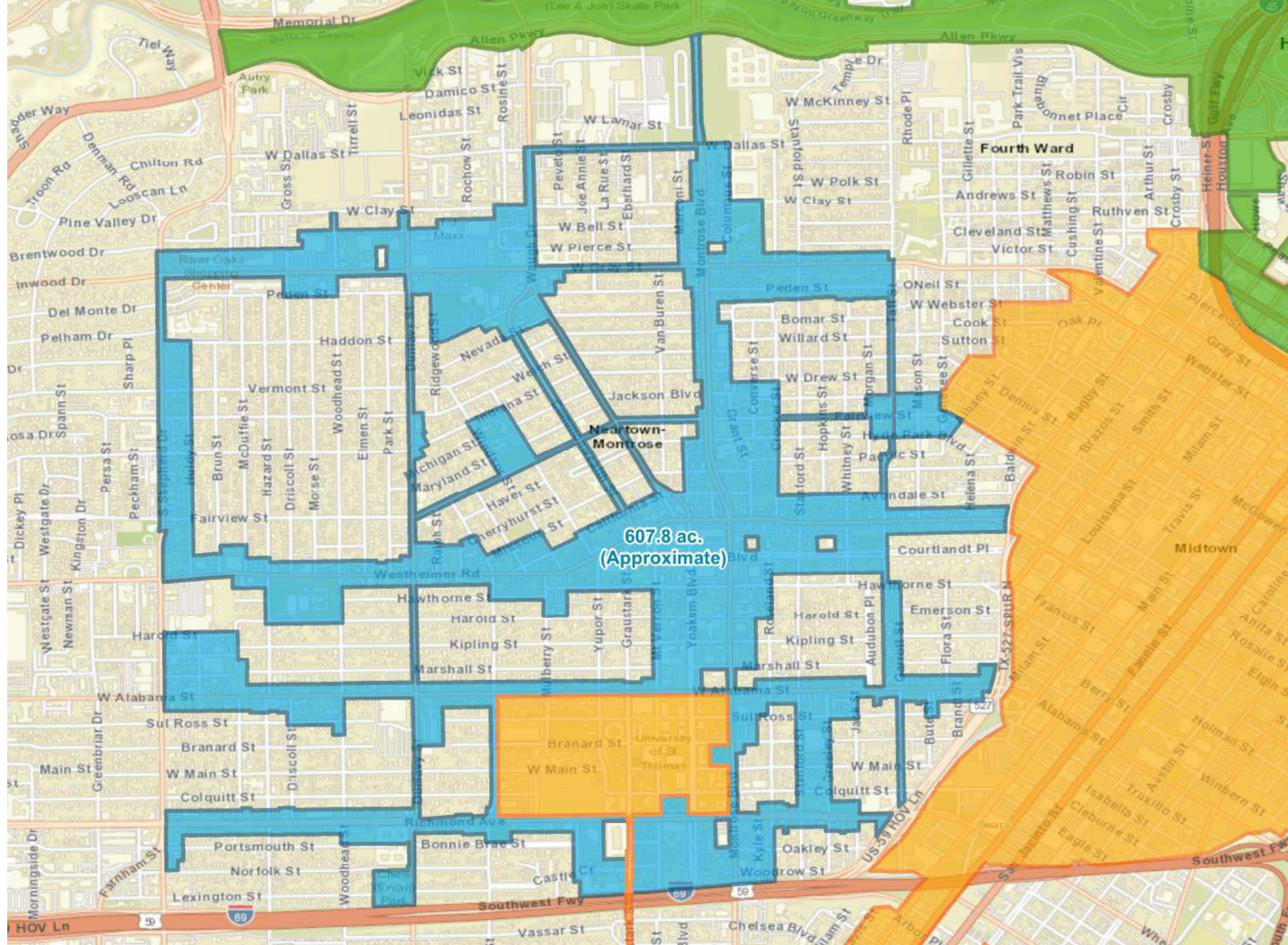
The purpose of Montrose Redevelopment Authority and City of Houston TIRZ No. 27 is to finance construction of public facilities and infrastructure necessary to catalyze residential and commercial development and redevelopment within the Zone boundaries.

TIRZ Boundaries

Legend

Existing Boundaries

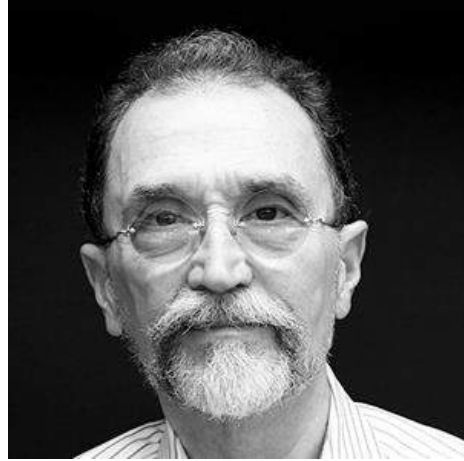
-  TIRZ 2
-  TIRZ 3
-  TIRZ 27



607.8 ac.
(Approximate)



Board of Directors



Joe Webb



Ray Valdez



Rev. Lisa Hunt



Abby Noebels



Jovon Tyler



Melinda Little



Paul Dickerson



Montrose Redevelopment Authority Committees

Planning & Projects	Public Engagement	Affordable Housing	Finance
Joe Webb	Lisa Hunt	Lisa Hunt	Joe Webb
Abby Noebels	Melinda Little	Jovon Tyler	Paul Dickerson
Ray Valdez		Ray Valdez	Abby Noebels

Notes,

- Names in BOLD Chairperson
- Finance Committee Doesn't have a Chair

Accomplishments

Completed Studies

- Livable Centers Study
- Walk/Bike Montrose Study
- Drainage Study
- Affordable Housing Report



Projects:

- Waugh Dr/Commonwealth - Construction Underway - End of Year
- Montrose Collective – Streetscape Enhancements/Public Parking
- Woodhead/Hawthorne – Construction Begins - 1st Quarter 2022
- Miscellaneous Sidewalk work
- Spark Park – Arabic Immersion Magnet School
- B-Cycle – Westheimer Rd and Dunlavy St.



Affordable Housing Committee



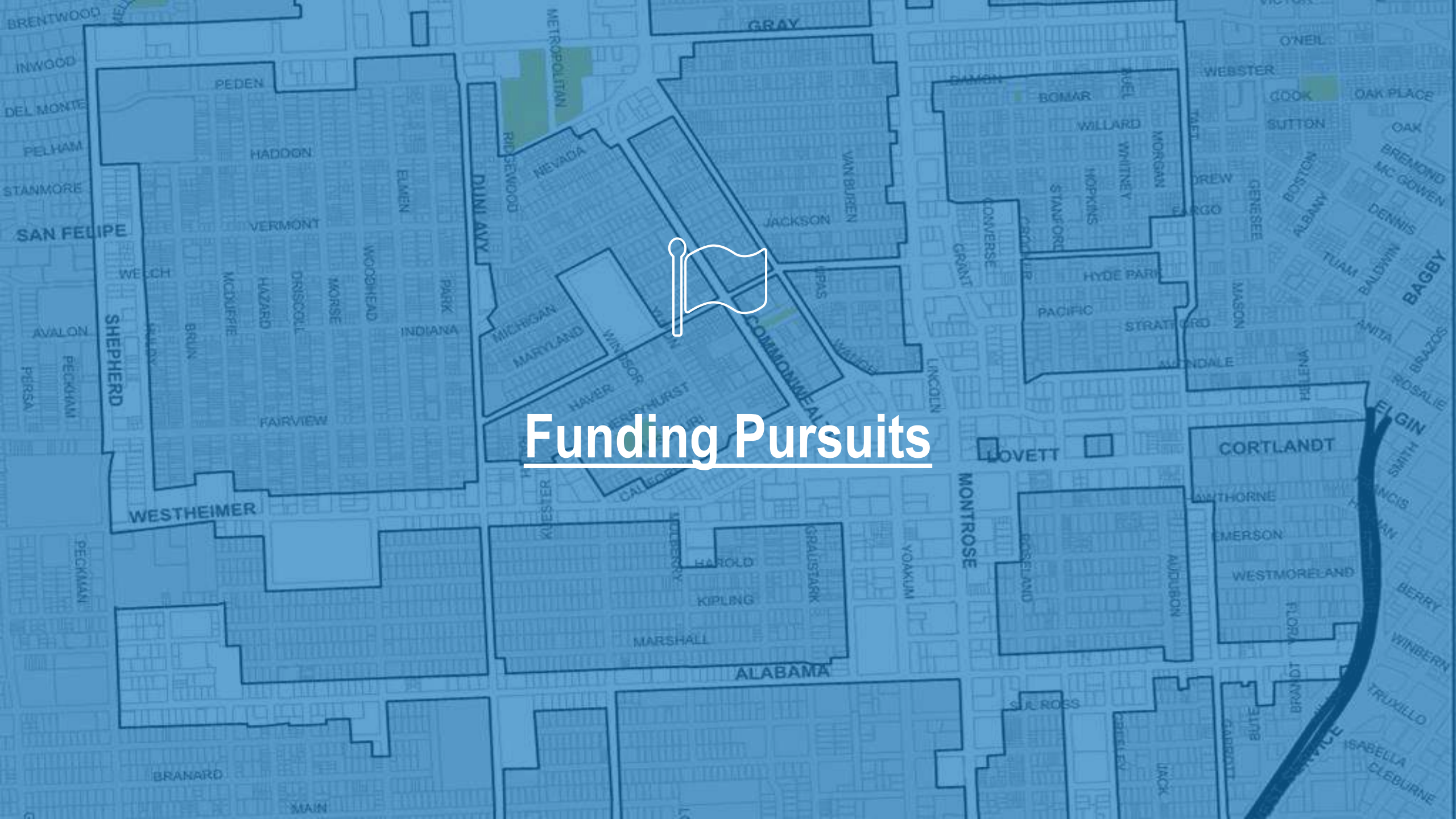
Affordable Housing

- The Affordable Housing Committee is working on partnerships with public, non-profit, and private developers to bring affordable housing to Montrose
- Over the next 5 years the CIP has allocated **\$2.25 Million** towards affordable housing projects
- The Committee has a goal of deploying the first of that capital during this fiscal year





Projects & Planning Committee



Funding Pursuits

Montrose Boulevard



Existing Conditions

(Source: TIRZ 27 Walk Bike Plan)



Back of Curb Condition



Pavement Condition

PROJECT TYPE Reconstruction

PURPOSE

The project will create a signature corridor by reconstructing Montrose Blvd from US 59 Bridge to Allen Pkwy. This project aims to improve intersections, sidewalks, transit stops, adjust stop spacing, curb ramps, curb extensions, and crosswalk markings. It will add new drainage capacity to mitigate flooding.

SCOPE AND COST

- Length - 2.1 Miles
- Limits - US 59 to Allen Pkwy
- \$46M

NEED

This project addresses the following needs:

- Stormwater
- Safety
- Mobility
- Economic development

Low High

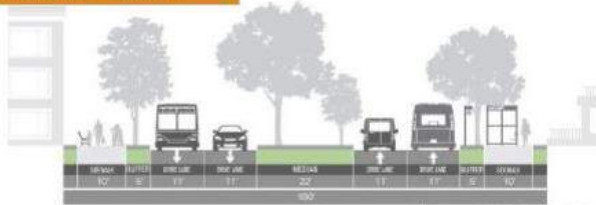
PLANNING READINESS

Planning Document	Status
• TIRZ Project Committee	Identified
• TIRZ 27 Walk and Bike	Identified - Safe Transit Access Corridor, Long term
• TIRZ CIP	reconstruction project
• METRO	Included in 2022-2026 CIP Budget
	BOOST Route identified

Montrose Boulevard

MONTROSE BLVD. (contd.)

Potential Section



(Source: TIRZ 27 Walk Bike Plan)

BENEFIT COST ANALYSIS

(Percentage show element wise contributing share towards monetized benefits)

- Useful Life 26%
- State of Good Repair 12%
- Safety 51%
- Automobile Maintenance 8%
- Environmental Benefits 3%

BCA RATIO

2.1

ENVIRONMENTAL REVIEW

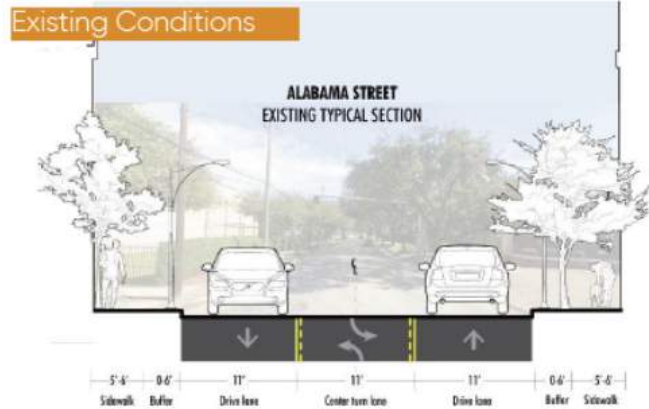
- No adverse impacts in most categories.
- Historic resources present along the corridor.
- Hazmat sites are identified within 500 ft.
- Moderate level of additional analysis/ minor agency coordination anticipated for ecologically sensitive zones and endangered species. No adverse impact anticipated.
- Additional corner clips needed for Right-of-Way. Minor agency coordination anticipated.

FUNDING PURSUIT RECOMMENDATIONS

- Grants to pursue:
 1. Rebuilding American Infrastructure with Sustainability and Equity (RAISE)
 2. Surface Transportation Block Grants (STBG) through HGAC.
 3. Congressional Earmarking

Alabama St.

ALABAMA ST.



PROJECT TYPE Reconstruction

PURPOSE

The project will reconstruct Alabama St from Shepherd Dr. to Brandt St. to include utilities, drainage, and dedicated on-street bikeway facilities. The project brief focusses on slowing down vehicle speeds, adding new signalized intersections, and resizing travel lanes to prioritize walking and biking in the neighborhood.

SCOPE AND COST

- Length - 1.7 Miles
- Limits - Shepherd Dr. to Brandt St. /Spur
- \$25M

NEED

This project addresses the following needs:

- Stormwater
- Safety
- Mobility
- Economic development

Low High

PLANNING READINESS

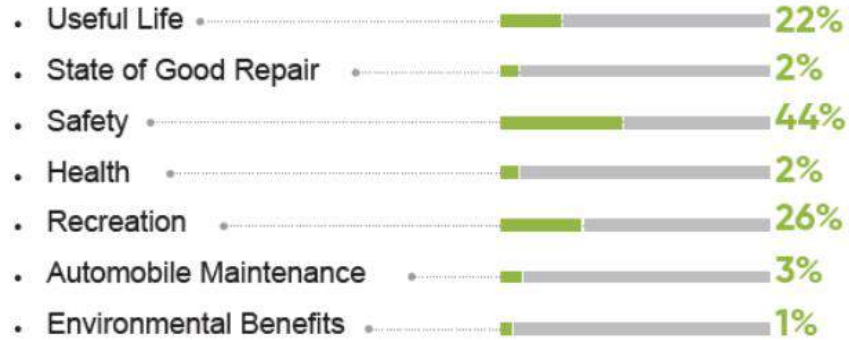
Planning Document	Status
• TIRZ Project Committee	Identified as Short and Long Term Project
• City CIP	Deferred from CIP in 2019
• Houston Bike Plan	Designated as a high-comfort bikeway w. on-street facility

ALABAMA ST. (contd.)



BENEFIT COST ANALYSIS

(Percentage show element wise contributing share towards monetized benefits)



BCA RATIO **2.5**

ENVIRONMENTAL REVIEW

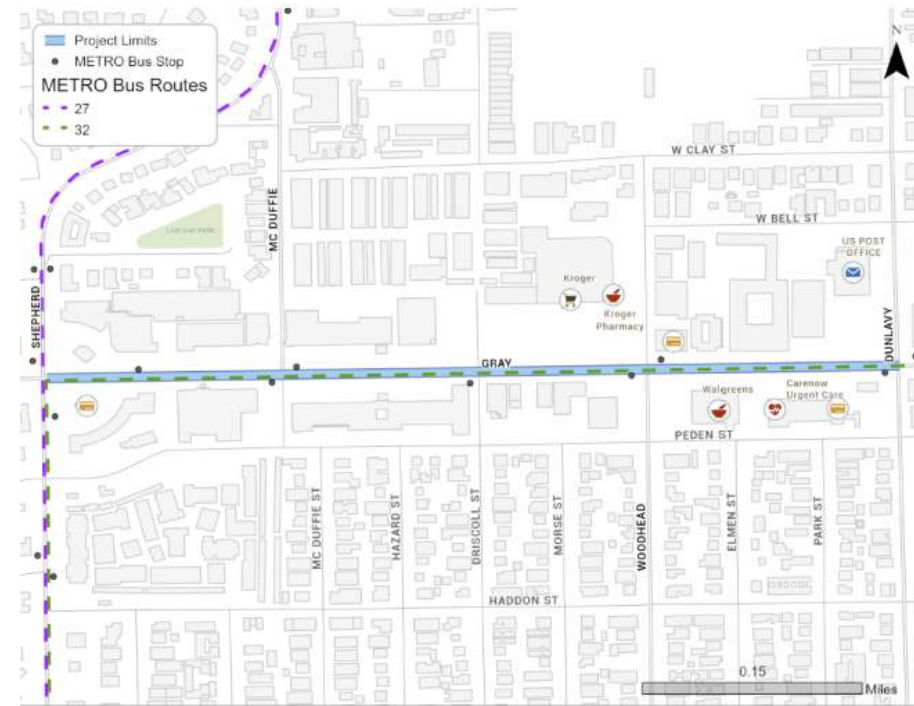
- No adverse impacts in most categories.
- Historic resources present along the corridor.
- Hazmat sites are identified within 500 ft.
- Moderate level of additional analysis/ minor agency coordination anticipated for ecologically sensitive zones and endangered species. No adverse impact anticipated.
- Additional corner clips needed for Right-of-Way. Minor agency coordination anticipated.
- Additional Traffic Study would be required to gauge impacts.
- Project is anticipated to improve safe access to community resources.

FUNDING PURSUIT RECOMMENDATIONS

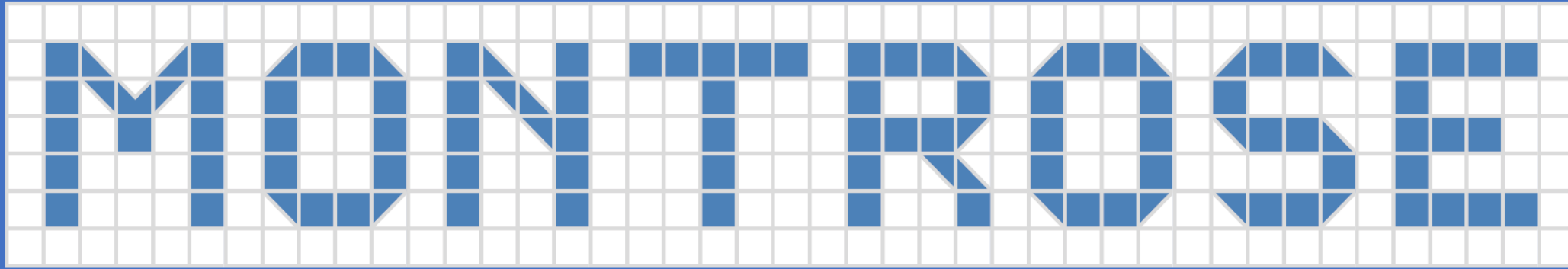
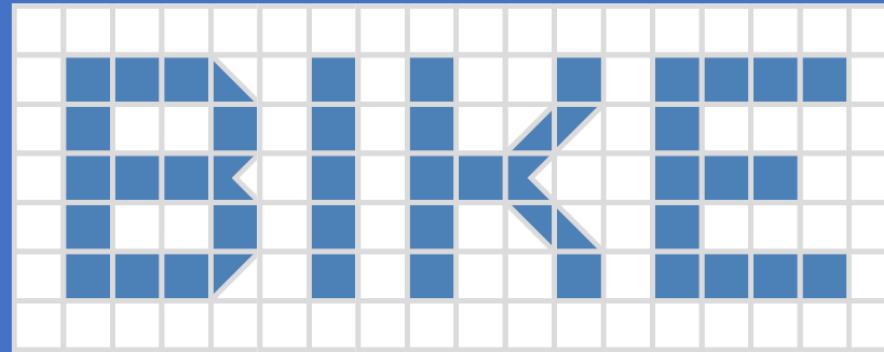
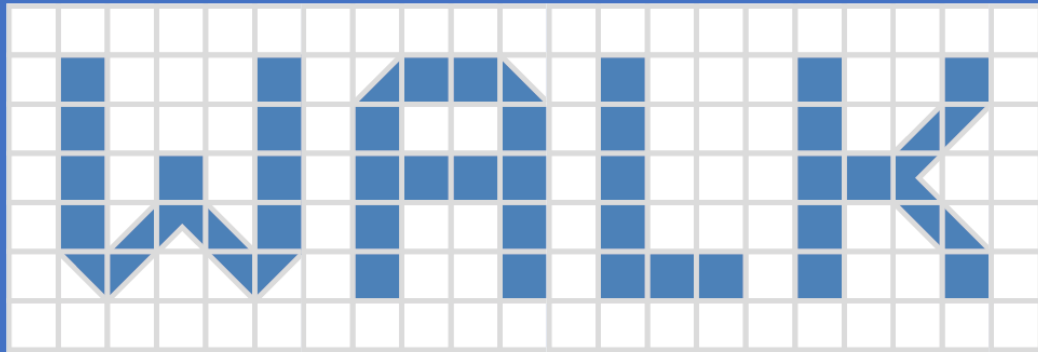
- Grants to pursue:
 1. TIP call for Surface Transportation Block Grants (STBG)
 2. Transportation Alternatives Set-Aside
 3. Congressional Earmarking

Next Steps

- Coordinate with partner agencies on W. Alabama
- Monitor funding opportunities
- Continue to monitor funding opportunities for Safe Sidewalks and other CIP projects



\$250,000 METRO award in project development currently

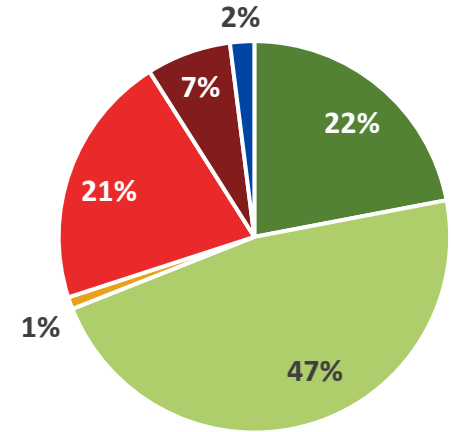


Study Update

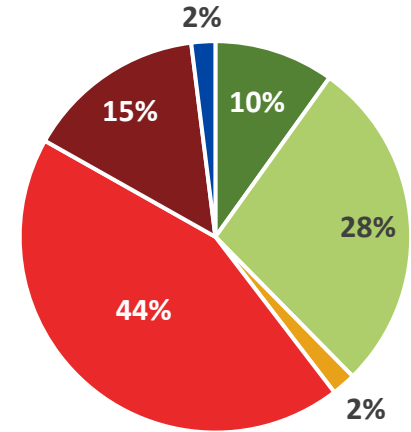
Walk Montrose

- Sidewalk Conditions

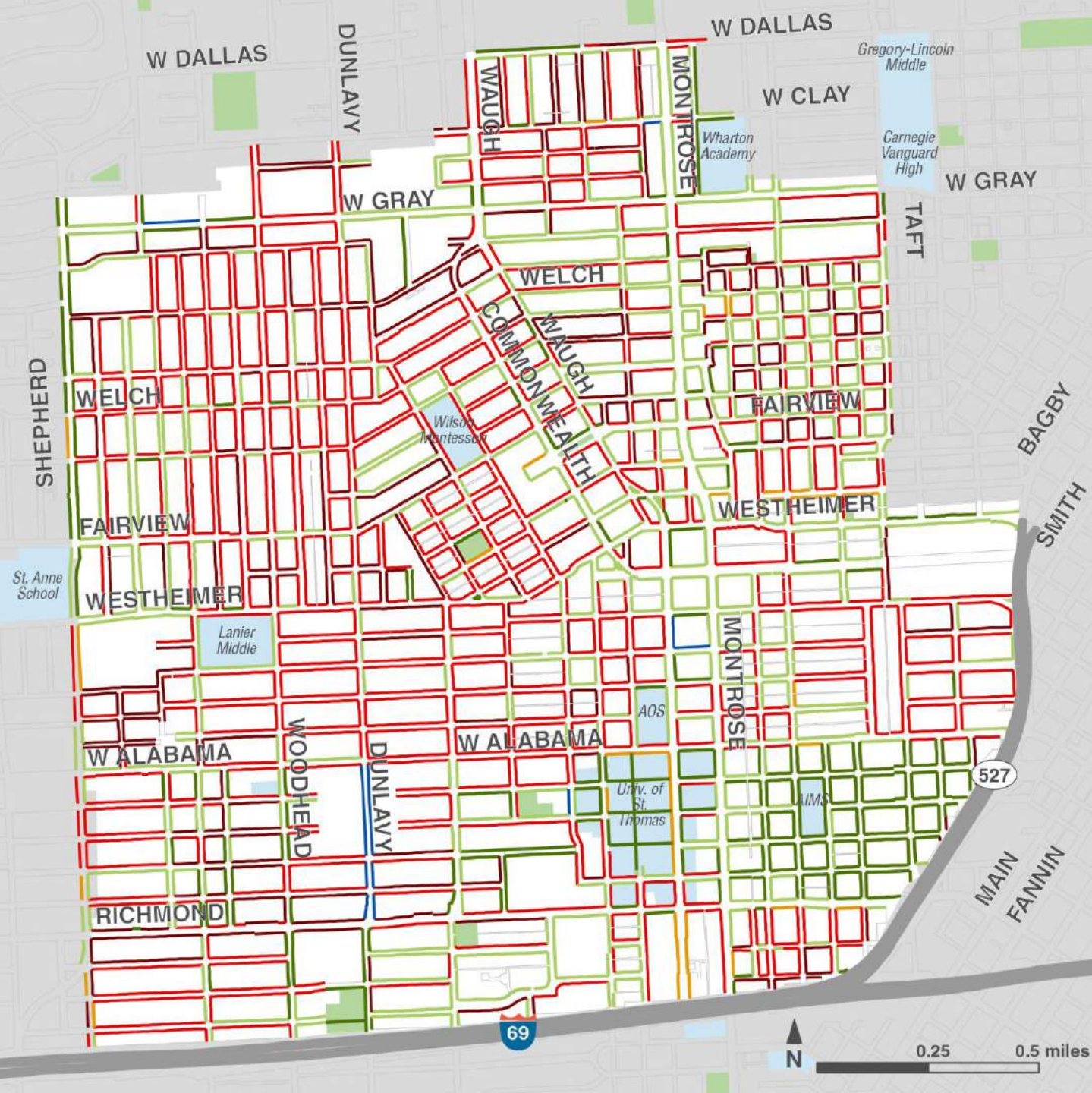
By Parcel
69% Good Condition



By Block
38% Good Condition










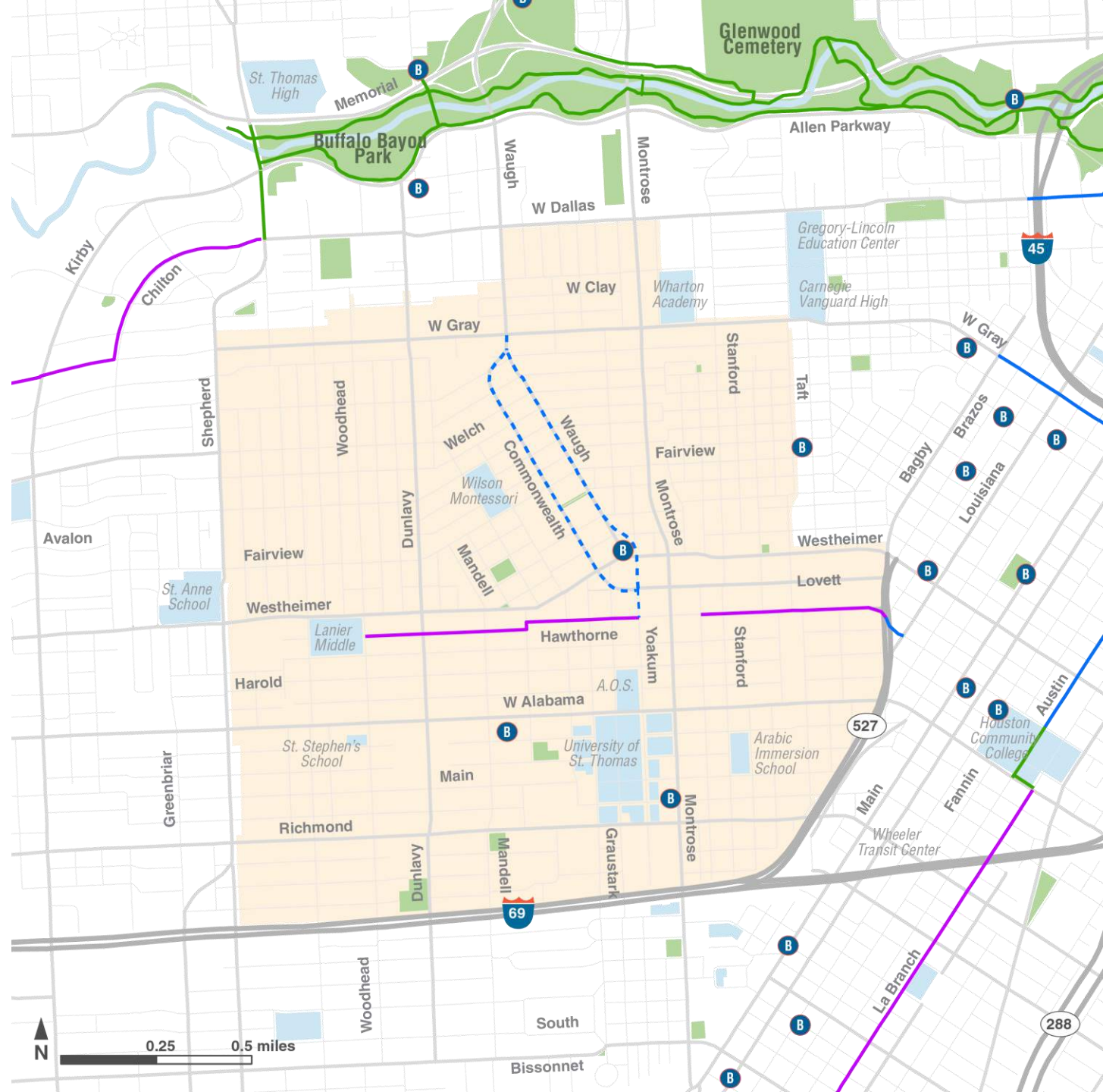
- Flat & 5' + █
- Flat & <5' █
- Poor Condition & 5' + █
- Poor Condition & <5' █
- No Sidewalk Present █
- Under Construction █



Bike Montrose




Existing Network




- Off-Street Bikeways 
- Dedicated On-Street Bikeways 
- Neighborhood Safe Street 
- Waugh/Commonwealth TIRZ 27 Project 
- BCycle Station 
- School 
- Park 












Bike Montrose

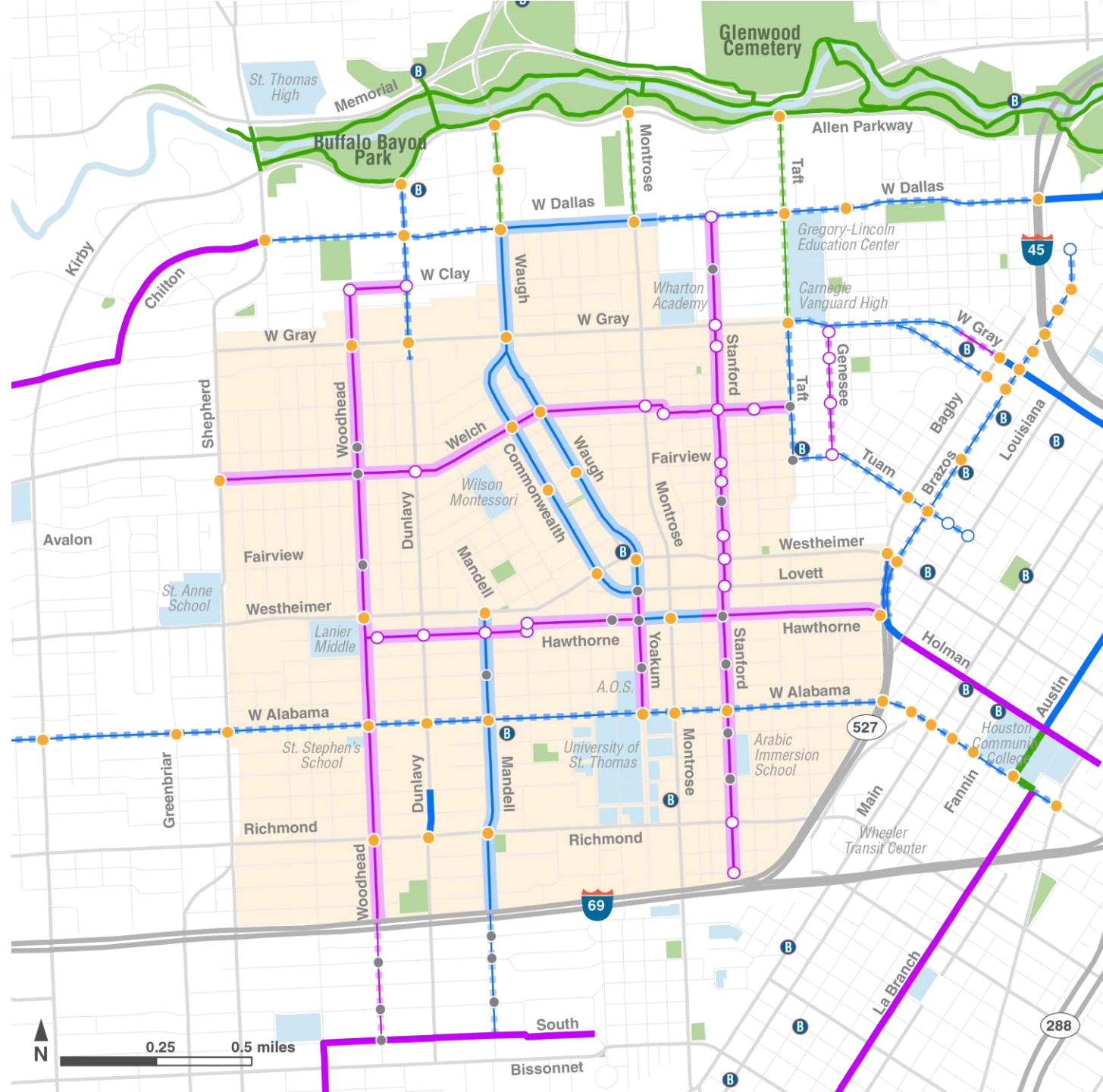
Priority Network

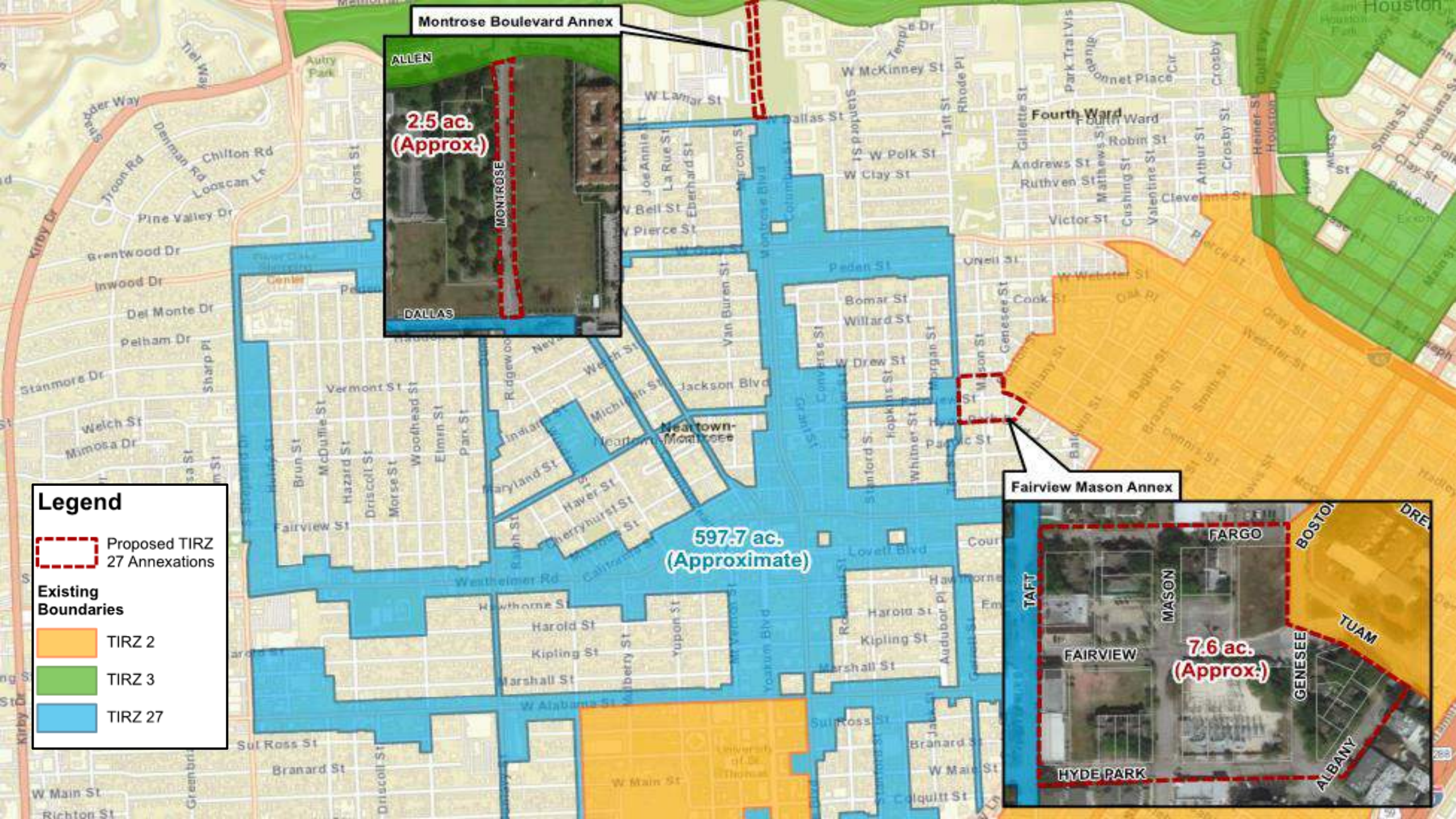
- Existing/Programmed**
- Off-Street Bikeways 
- Dedicated On-Street Bikeways 
- Neighborhood Safe Street 

- TIRZ 27 Priority**
- Off-Street Bikeways 
- Dedicated On-Street Bikeways 
- Neighborhood Safe Street 

- Non-TIRZ Projects**
- Off-Street Bikeways 
- Dedicated On-Street Bikeways 
- Neighborhood Safe Street 

- Signalized Intersection 
- All-Way Stop Intersection 
- Two-Way Stop 
- BCycle Station 
- School 
- Park 






Montrose Boulevard Annex






Fairview Mason Annex



Legend

 Proposed TIRZ 27 Annexations

Existing Boundaries

-  TIRZ 2
-  TIRZ 3
-  TIRZ 27

Funding Partners

- Harris County Precinct 1
 - 50% of Construction Cost
 - Performing Walking/Biking Projects
 - Funding Commitment capped at \$4.5 M
 - Accelerate the implementation of the Walk/ Bike Study

- City of Houston
 - Council Member Kamin's Office – District C



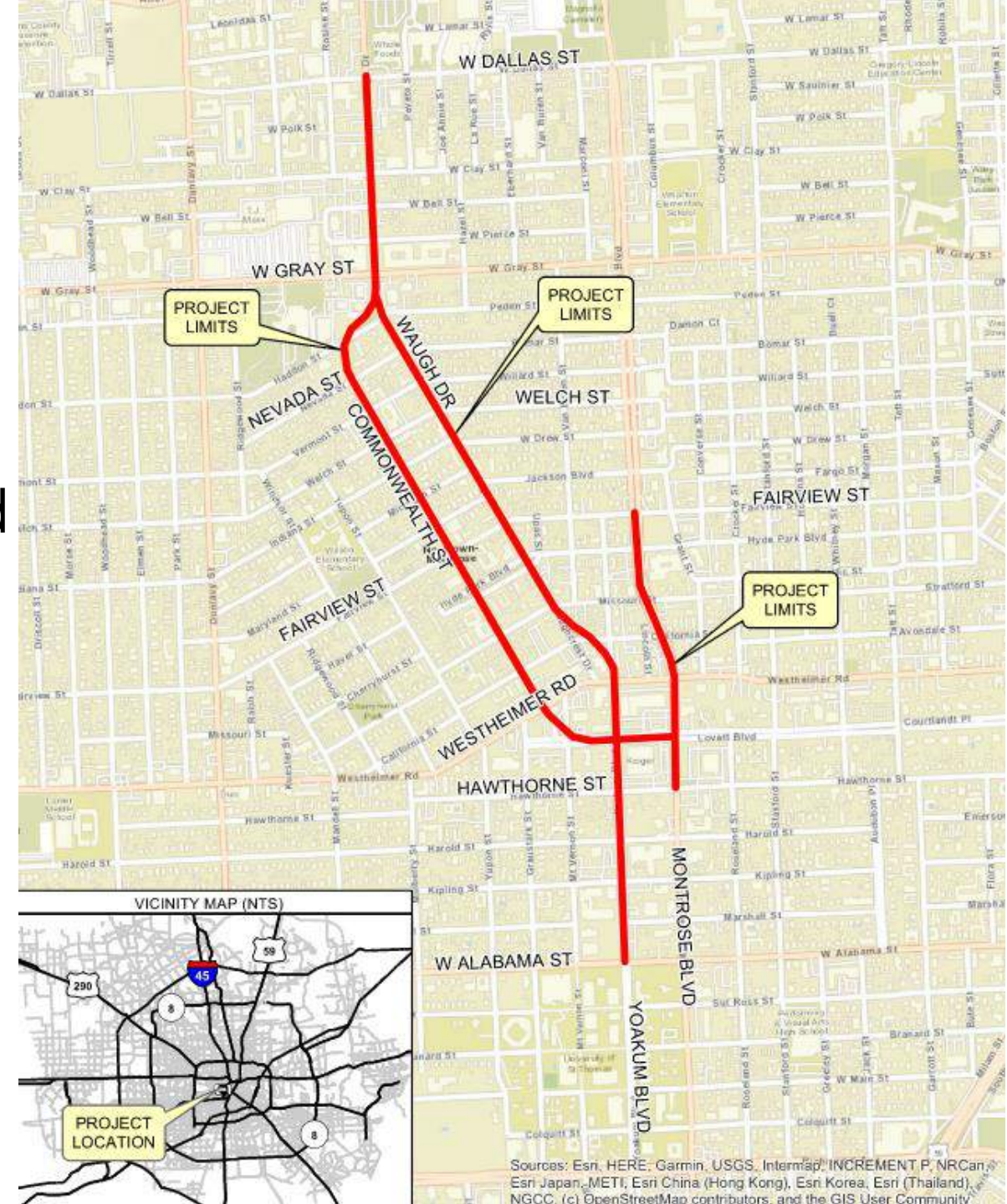


Waugh Drive/Commonwealth Ped & Bike Improvements



Project Location

- **Yoakum Blvd:** W Alabama to Westheimer Rd
- **Waugh Dr:** Westheimer Rd to W Dallas St
- **Commonwealth St:** Haddon St to Yoakum Blvd
- **Montrose Blvd:** Hawthorne St to Fairview St



A photograph of a cracked asphalt road with a blue overlay. The text "Project Objectives" is centered on the road in white, underlined font. The background shows a street with trees on the left, a building on the right, and a few cars in the distance under a blue sky with clouds.

Project Objectives

Project Objectives

- **Improve Safety & Mobility:**
 - Mill and Overlay Existing Deteriorated Asphalt Pavement
 - Re-stripe Roadway to Provide Wider On- Street Bike Lanes
- **Improve Pedestrian Facilities:**
 - Continues, Uninterrupted & Wider Sidewalks



A street scene with a mural on a building and a street sign. The mural is colorful and abstract, featuring a large, stylized figure. The street sign is green and white, reading "W Drew 1300". The street is paved with asphalt and has a white line down the center. There are several cars parked along the side of the street. The sky is overcast.

Existing Conditions



Existing Conditions

- Asphalt Pavement: Deteriorated and in Poor Condition.
- Current Bike Lane Width:
 - Inadequate
 - No Buffer between the Travel Lane and Bike Lane Creating an Unsafe Condition.

Existing Conditions

- Existing Sidewalks

- Poor Condition
- Narrow
- Settled
- Doesn't Exist in Some Locations

- Ramps

- Poor Condition
- Not ADA & City





FIELD PICTURES



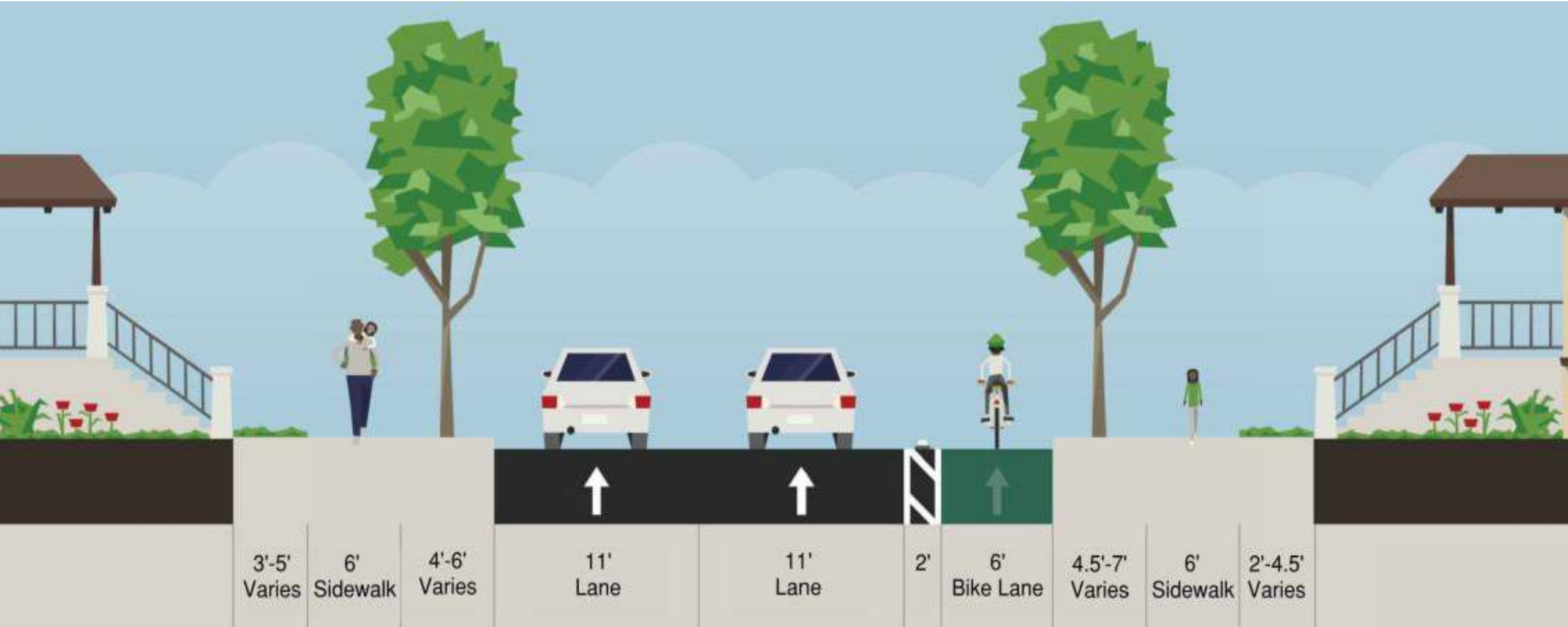
Proposed Improvements

Proposed Improvements

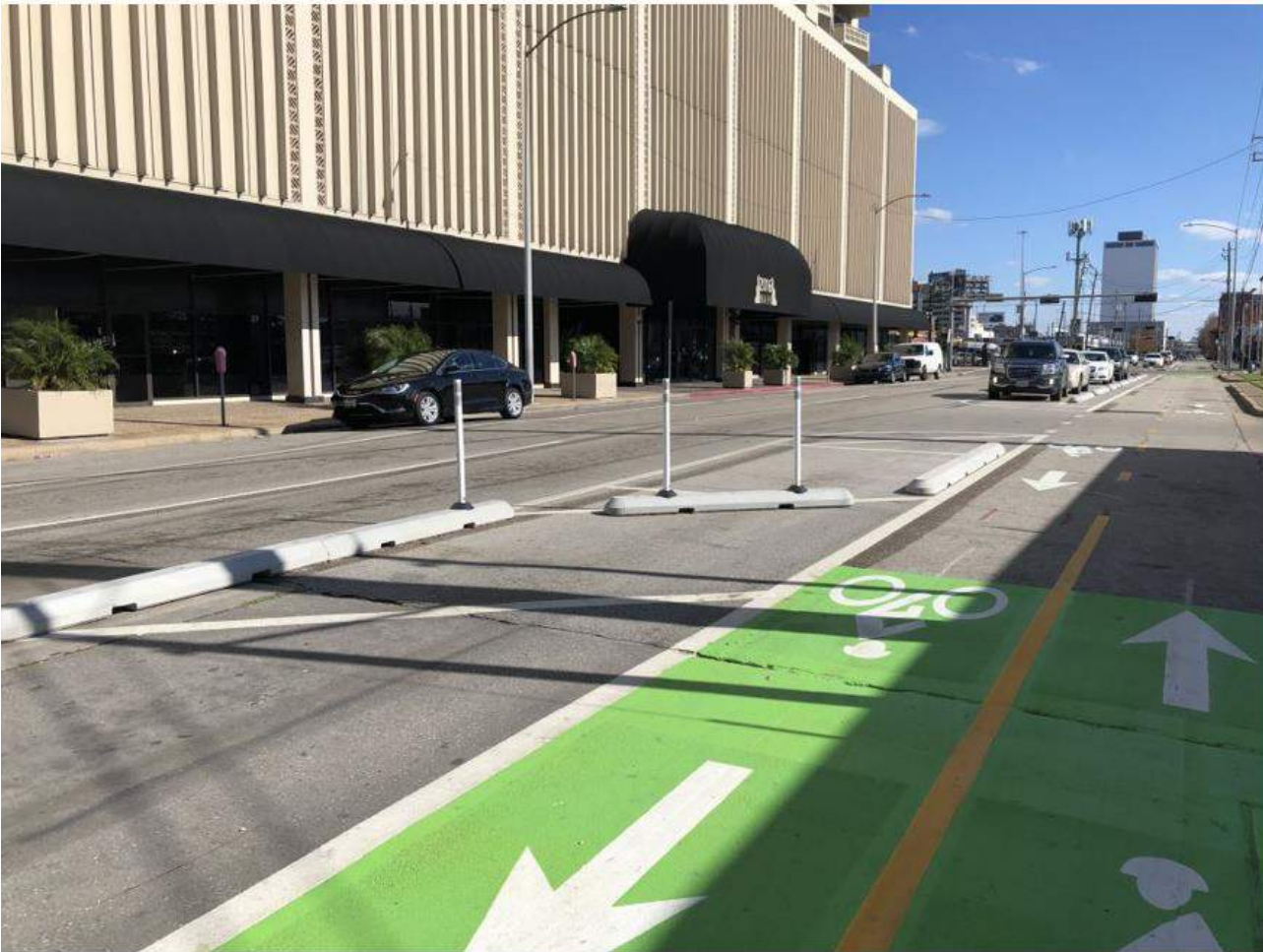
- Mill and Overlay Deteriorated Asphalt Roads
- Protected Wider Dedicated On-Street Bike Lanes
- Continues Wider Sidewalks
- City/ADA Complaint Ramps



Proposed Improvements – Waugh Drive



Traffic Separator

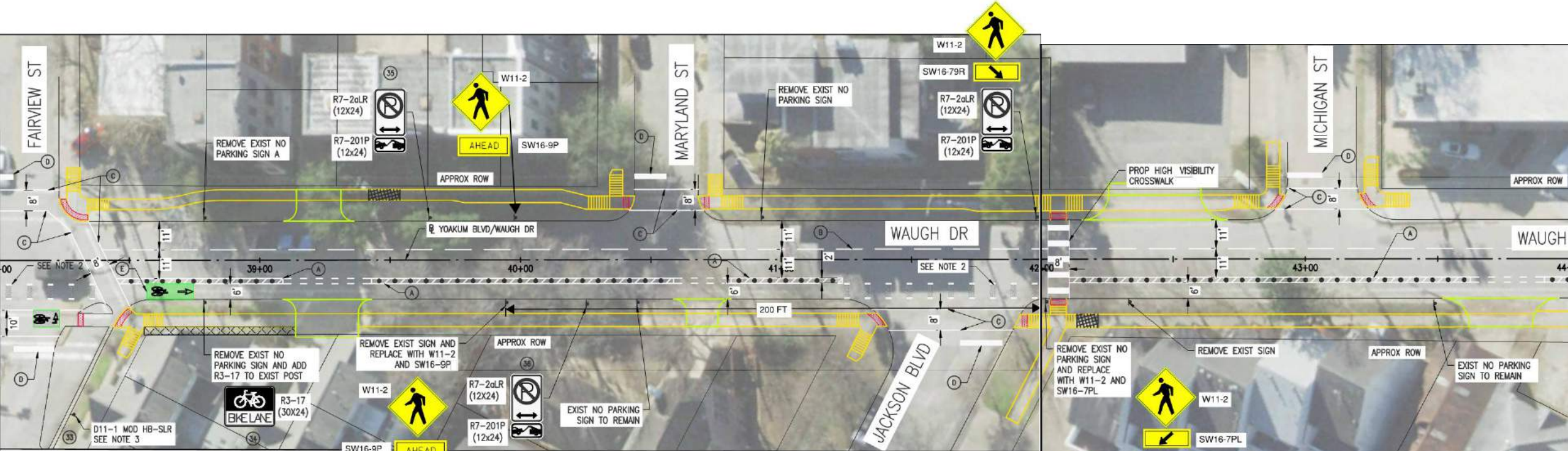




**WE WANT
YOUR
FEEDBACK**

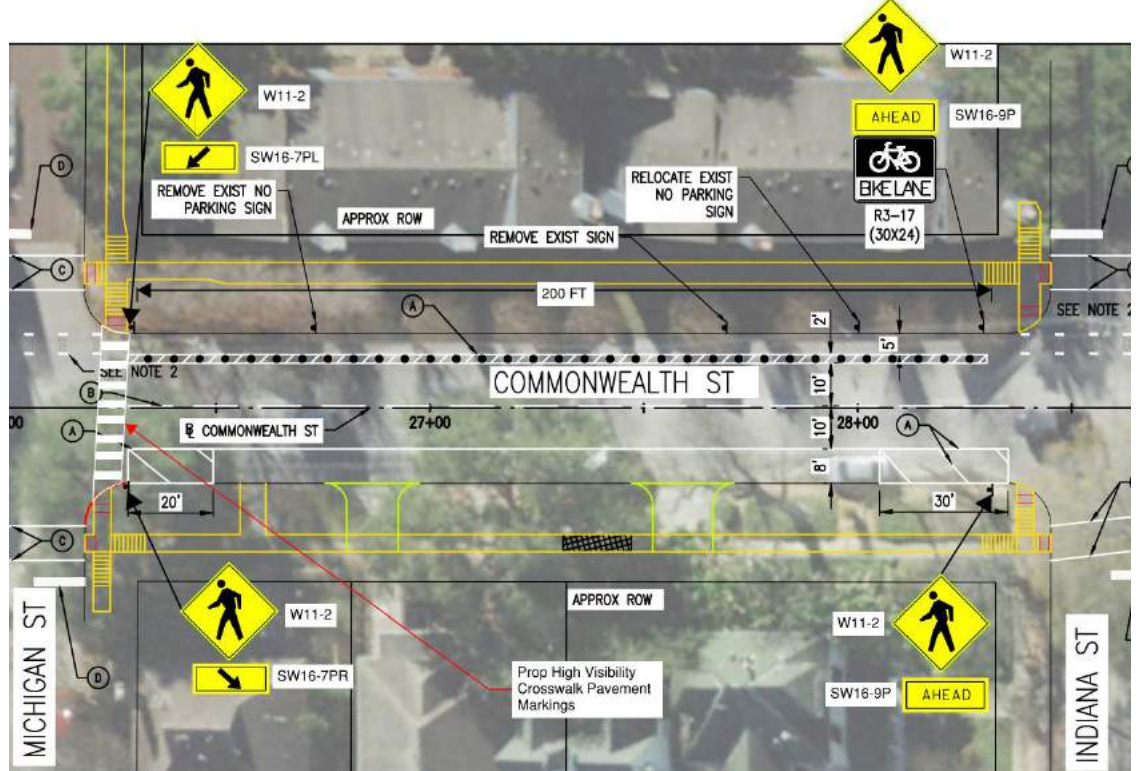
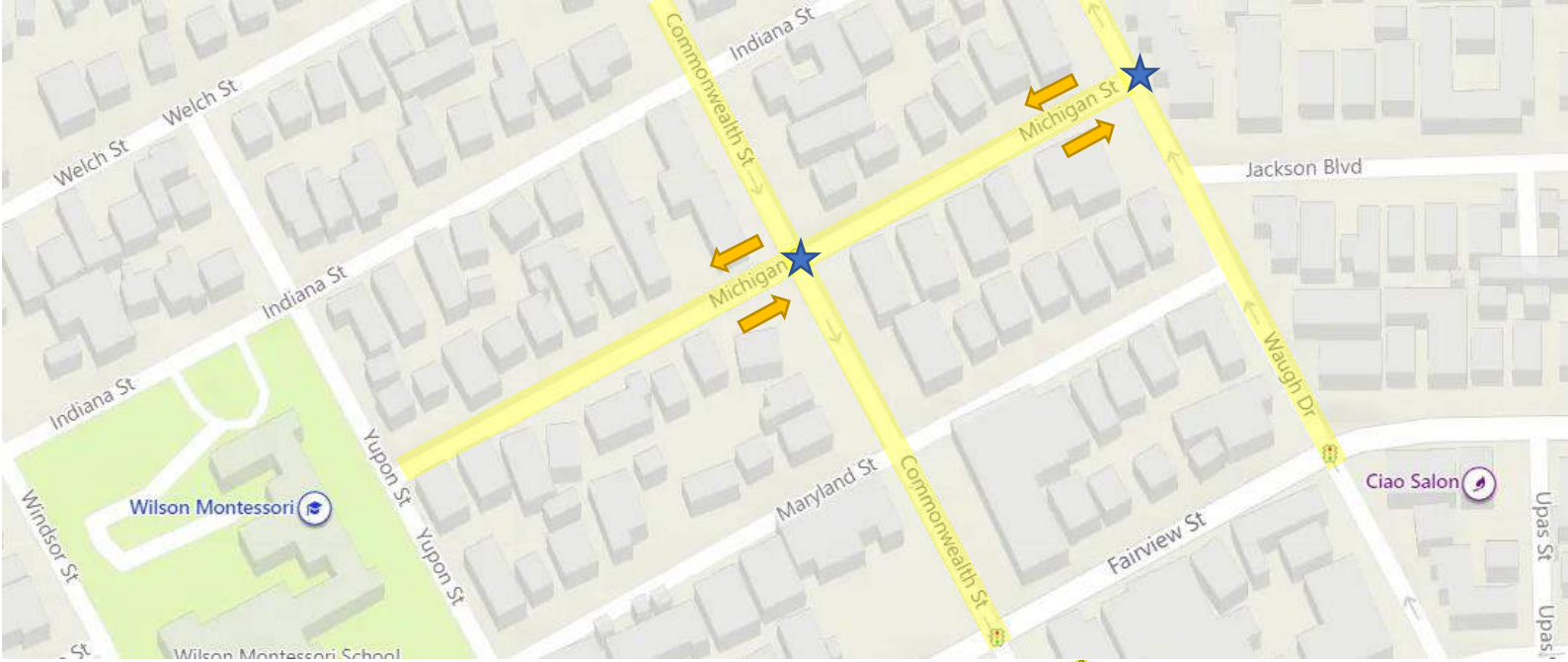
Crosswalks for Wilson Elementary School

- Waugh Drive at Jackson Blvd
- Commonwealth St at Michigan Street



Crosswalks for Wilson Elementary School

- Waugh Drive at Jackson Blvd
- Commonwealth St at Michigan Street



Proposed Trees

- Chair Webb and Gauge walked both corridors with Trees For Houston
- Identified locations for tree installation





Project Update

Project Update

- Construction Started: April 2021
- Construction Substantial Completion: End of December 2021



Before Construction – Intersection of Haddon St and Commonwealth St



After Construction – Intersection of Haddon St and Commonwealth St



Before Construction – Commonwealth St
South of Vermont St



After Construction – Commonwealth St
South of Vermont St



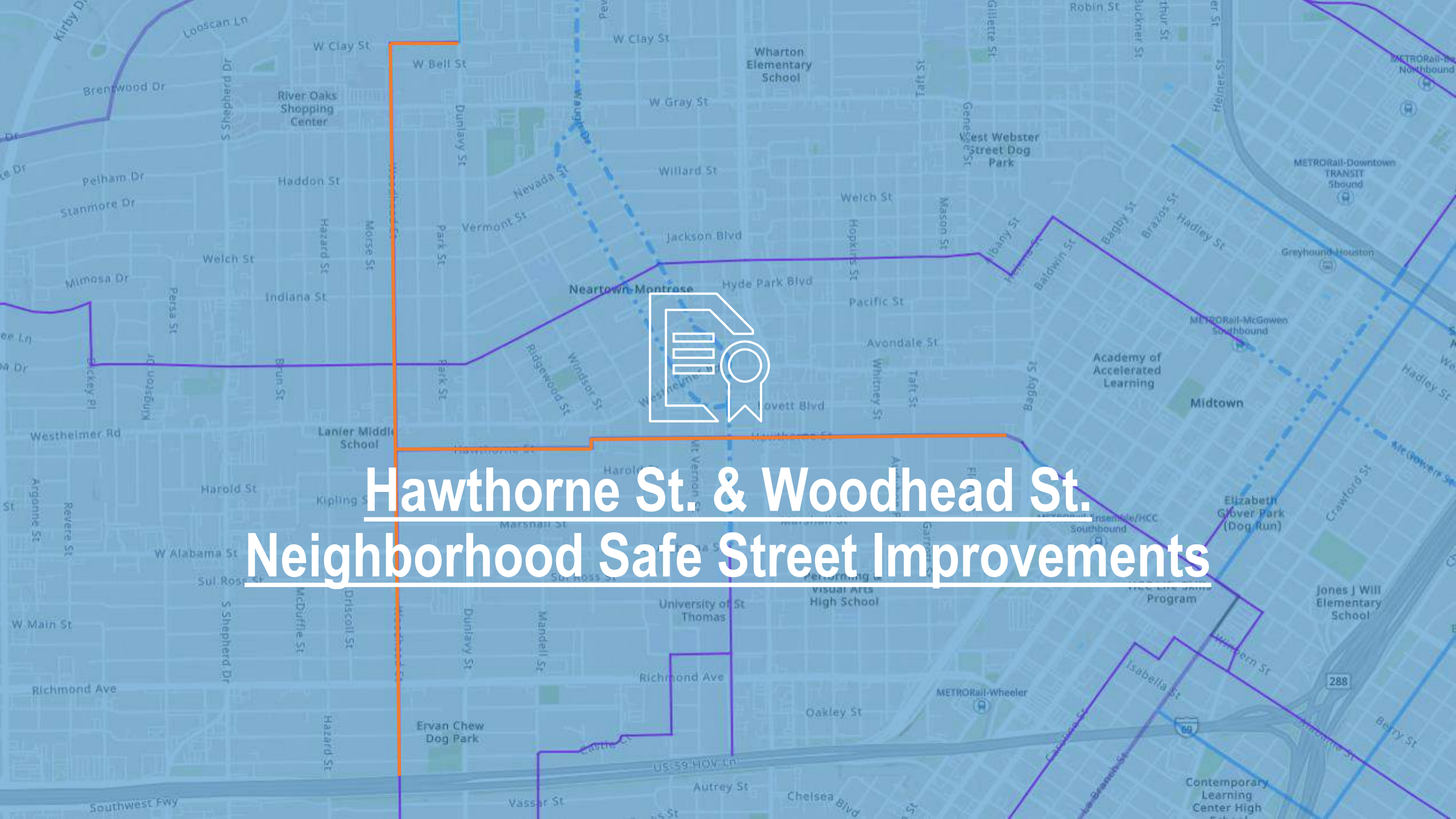
Before Construction – Waugh Dr.
South of W. Dallas St



After Construction – Waugh Dr.
South of W. Dallas St *



Hawthorne St. & Woodhead St. Neighborhood Safe Street Improvements



A photograph of a street corner. In the background, there is a grey building with several windows. A tree is on the left side of the building, and a blue fire hydrant with a yellow top is on the sidewalk. A yellow caution tape is strung across the area near the tree. The foreground is a paved asphalt street with some cracks and a manhole cover on the right side. The text "Project Introduction" is overlaid in the center of the image.

Project Introduction

Project Objectives

- **Improve Safety & Mobility:**

- Mill and Overlay Existing Deteriorated Asphalt Pavement and Re-stripe Roadway
- Convert to Neighbor Safe Street Corridors
- Intersection modifications focused on safe pedestrian and bicycle crossings and safe vehicle speeds

- **Improve Pedestrian Facilities:**

- Continuous, Uninterrupted & Wider Sidewalks



Safe Neighborhood Streets

Definition:

A Neighborhood Safe Street is a corridor designed so that roadway users of **All Ages and Abilities**, no matter their mode of travel, will feel safe and comfortable traveling along that corridor.

Why these Corridors?

- Support a larger bikeway network
- Both Corridors is currently signed as bicycle routes.

Neighborhood Safe Streets



Designing for All Ages and Abilities

- Safe travel speeds so roadway lanes can be shared by motor vehicles and bicyclists
- Improved pedestrian realms, accessible curb ramps and safe intersection treatments
- Examples:
 - Circles
 - Curb Extensions
 - Raised Crosswalks

Neighborhood Safe Streets





Existing conditions

Existing Conditions

- Asphalt Pavement:
 - Deteriorated/Poor Condition
- Existing Sidewalks
 - Poor Condition
 - Inadequate (not City Compliant)
 - Settled
- Ramps
 - Poor Condition
 - Does Not Exist at Some Locations
 - Not ADA & City Compliant

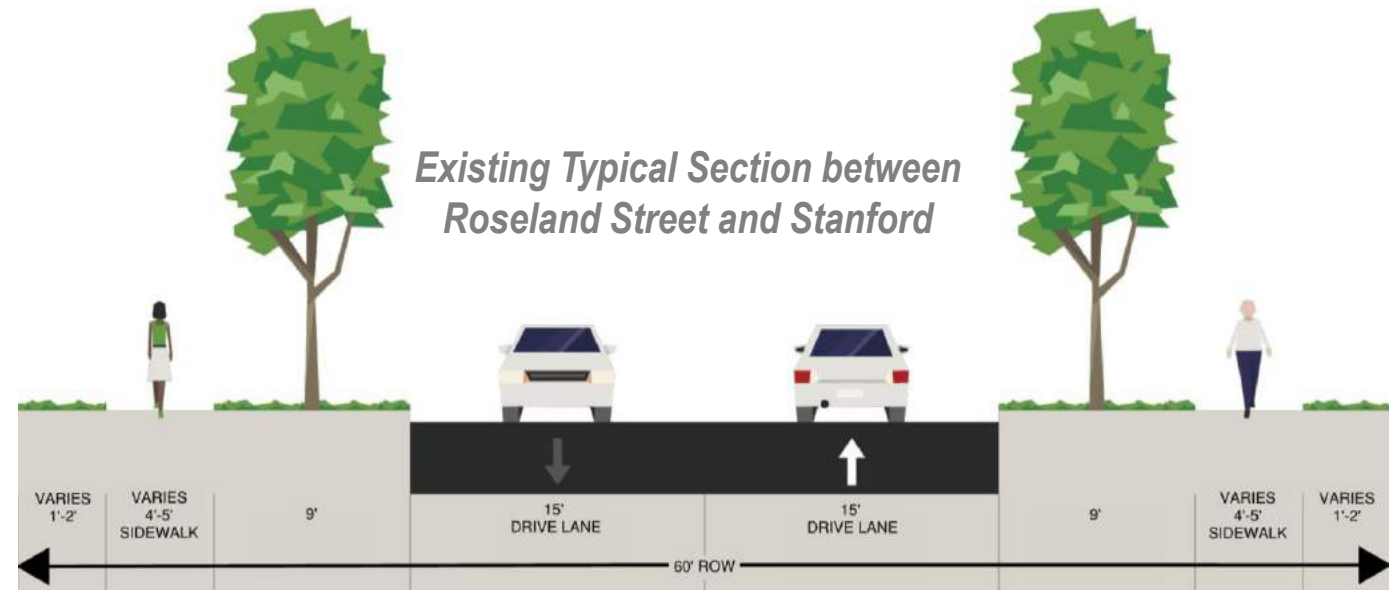
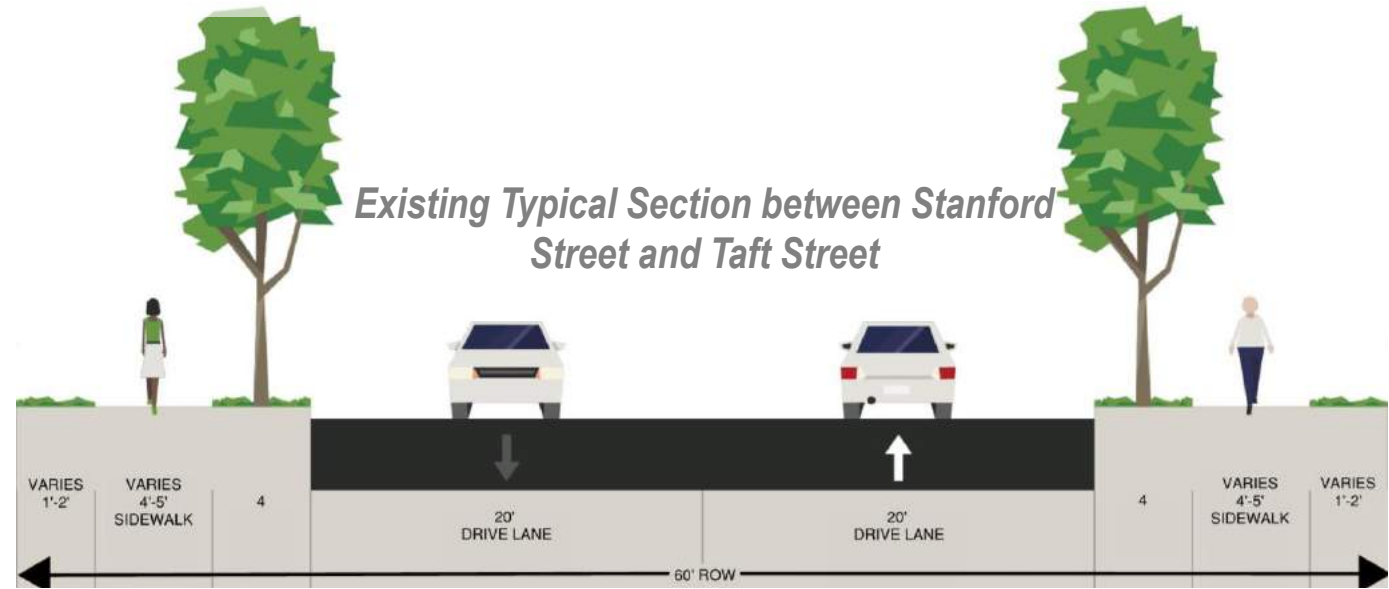


Existing Conditions



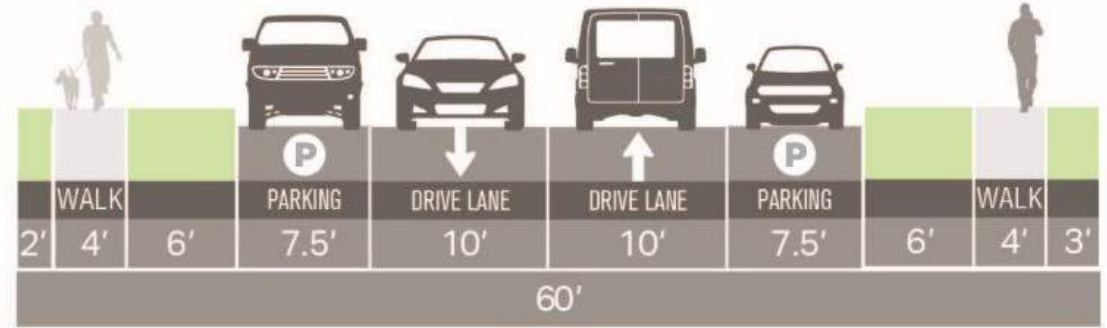
Existing Conditions – Hawthorne St

- 30 MPH Speed Limit
- 50-60 FT Right of Way
- Undivided 30- to 40-FT Asphalt Roadway
- Curb and Gutter
- 4-5 FT sidewalks

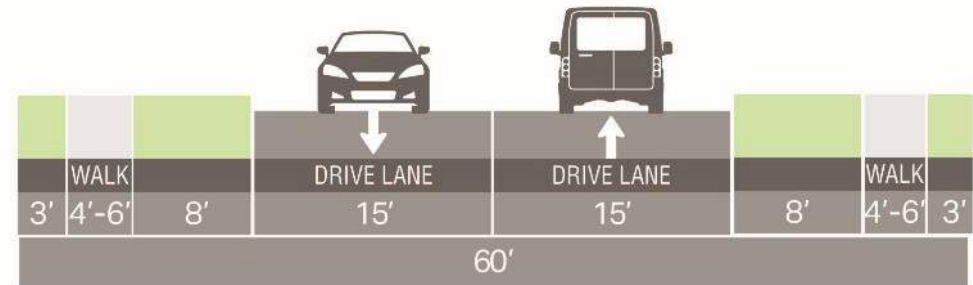


Existing Conditions – Woodhead St

- 30 MPH Speed Limit
- 60-70 FT Right of Way
- Undivided 30- to 35-FT Asphalt Roadway
- Curb and Gutter
- 4-6 FT sidewalks
- North-South connection between Buffalo Bayou and Rice University



Existing Typical Section between Haddon Street and W. Clay Street



Existing Typical Section between Westheimer Road and IH-69





Proposed Improvements

Proposed Improvements

- Mill and overlay of existing asphalt pavement.
- Pavement Markings
- Streetlights
- Intersection Improvements
- Bicycle Safety Improvements
- Construct Sidewalks with City compliant Ramps



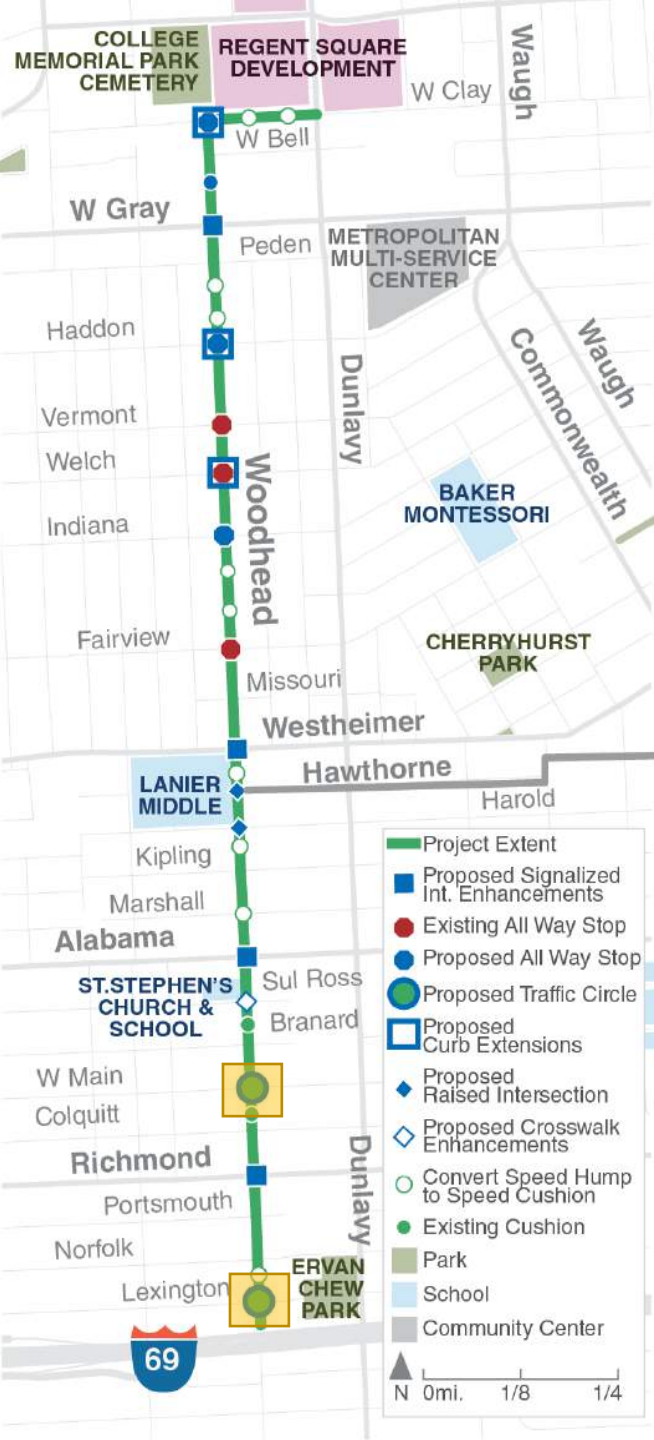
Traffic Circles-Woodhead

Benefits:

- Reduces speeds by deflecting vehicles around circle
- Pedestrian crossings are maintained
- Bicycles travel with vehicles around the traffic circle

Locations:

- At Lexington St and W. Main St



Raised Intersections - Woodhead

Locations:

- Hawthorne St
- Harold St

Benefits:

- Elevates the pedestrian within a dedicated crosswalk space adjacent to Lanier Middle School
- Vertical deflection of intersection decreases vehicle speeds as they approach and traverse the intersection



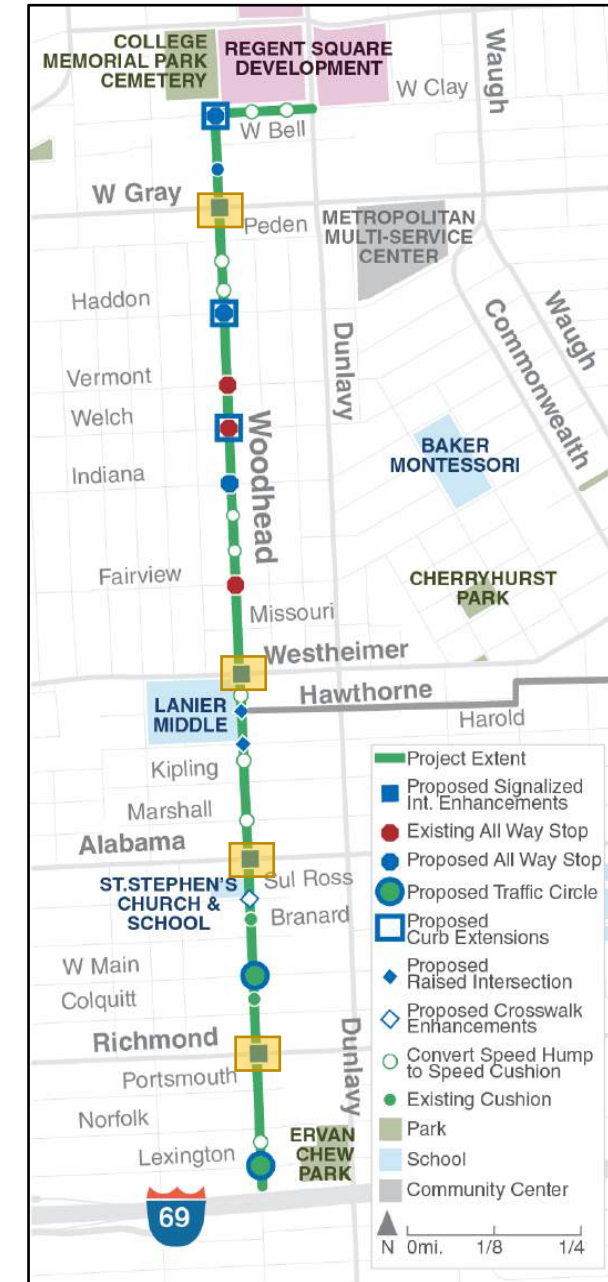
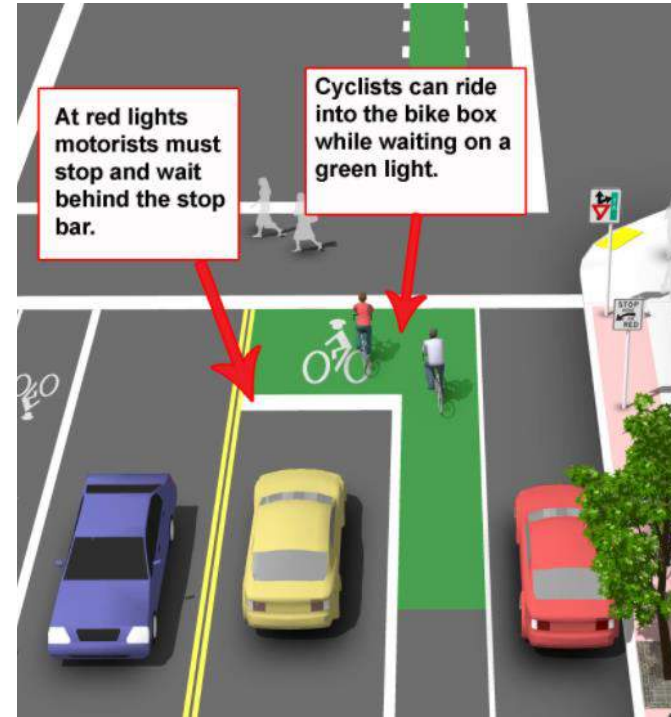
Approach Bike Lanes/Boxes at Signalized Int. - Woodhead

Locations:

- W. Gray St, Westheimer Rd, W Alabama St, Richmond Ave

Benefits:

- Delineation of lane uses at **Intersection Approaches**
- Provides clear pavement markings and signage to improve visibility and help bicyclists and motorists interact safely
- Physical separation at a potentially stressful intersection environment



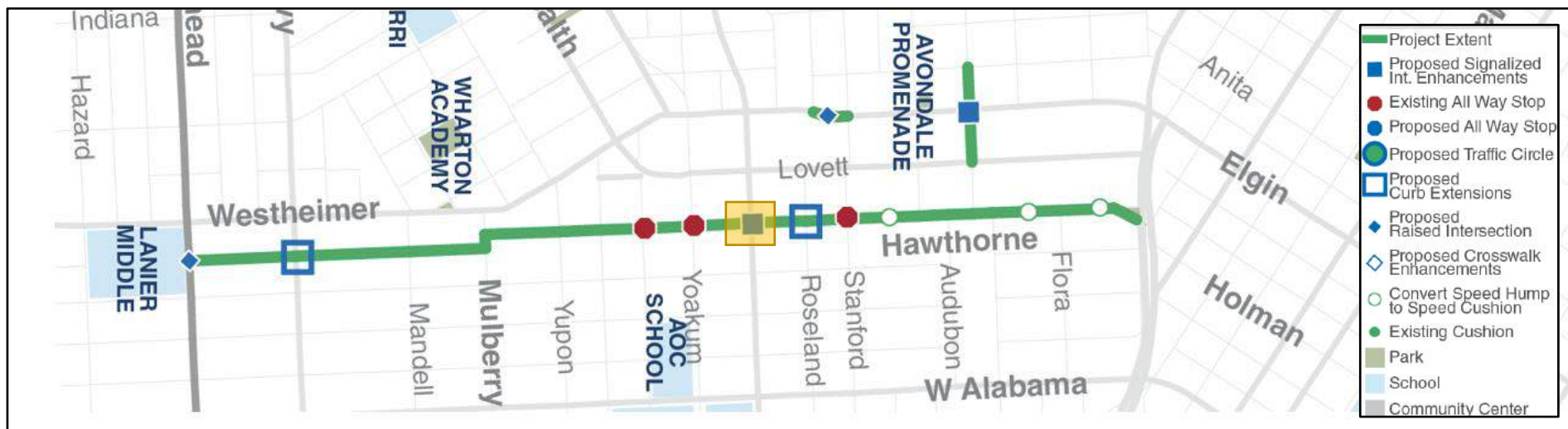
Approach Bike Lanes/Boxes at Signalized Int. - Hawthorne

Locations:

- Montrose Boulevard

Benefits:

- Delineation of lane uses at **Intersection Approaches**
- Provides clear pavement markings and signage to improve visibility and help bicyclists and motorists interact safely
- Physical separation at a potentially stressful intersection environment



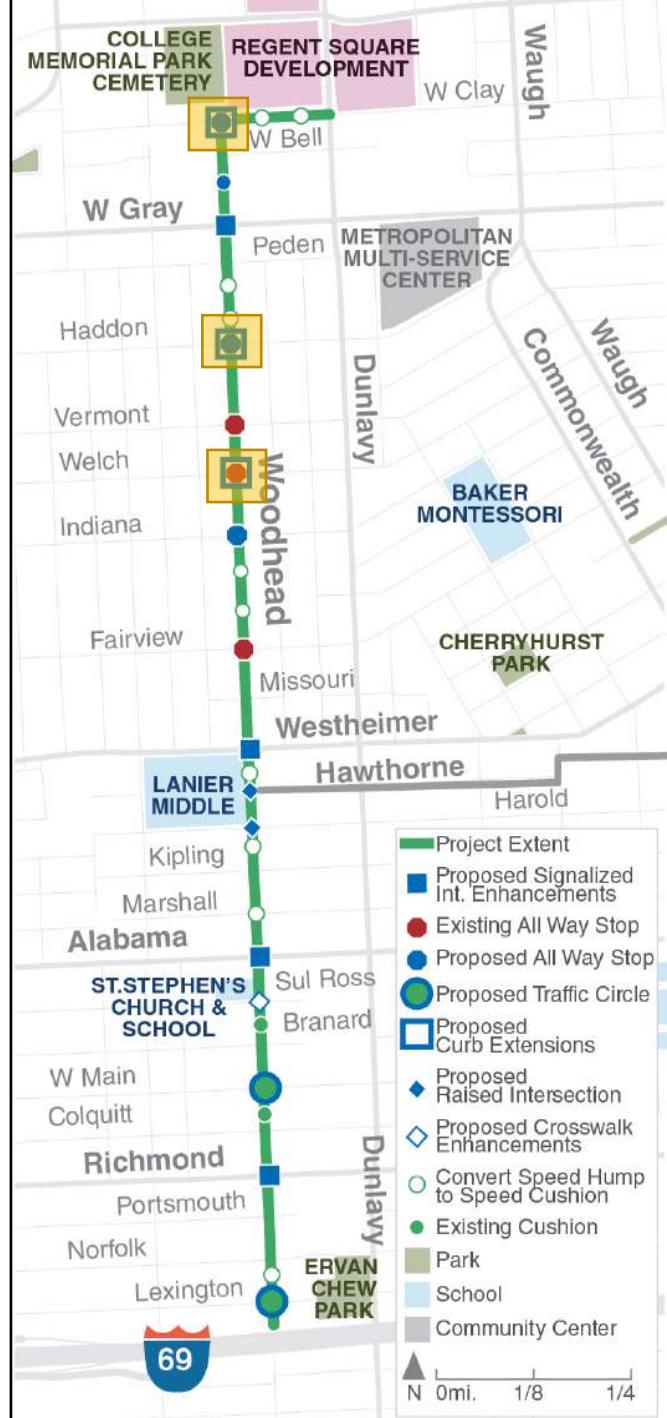
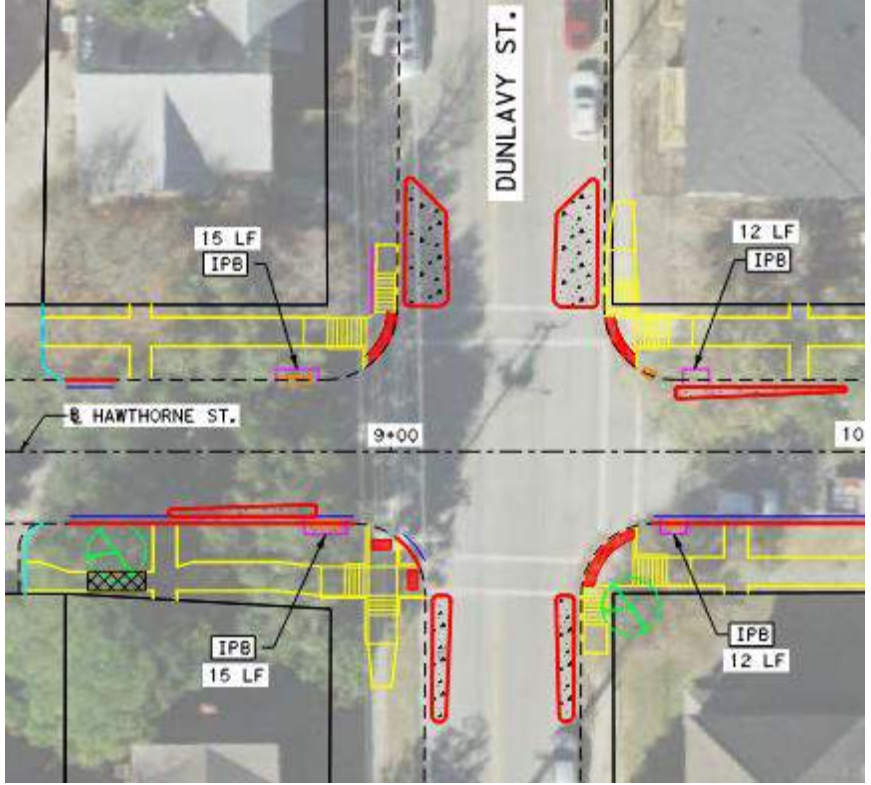
Curb Extensions - Woodhead

Benefits:

- Shortens intersection crossing distances
- Improves pedestrian visibility
- Reduces vehicle turning speeds across crosswalks
- Designs do not impact drainage

Locations:

- Welch St
- Haddon St
- Clay St



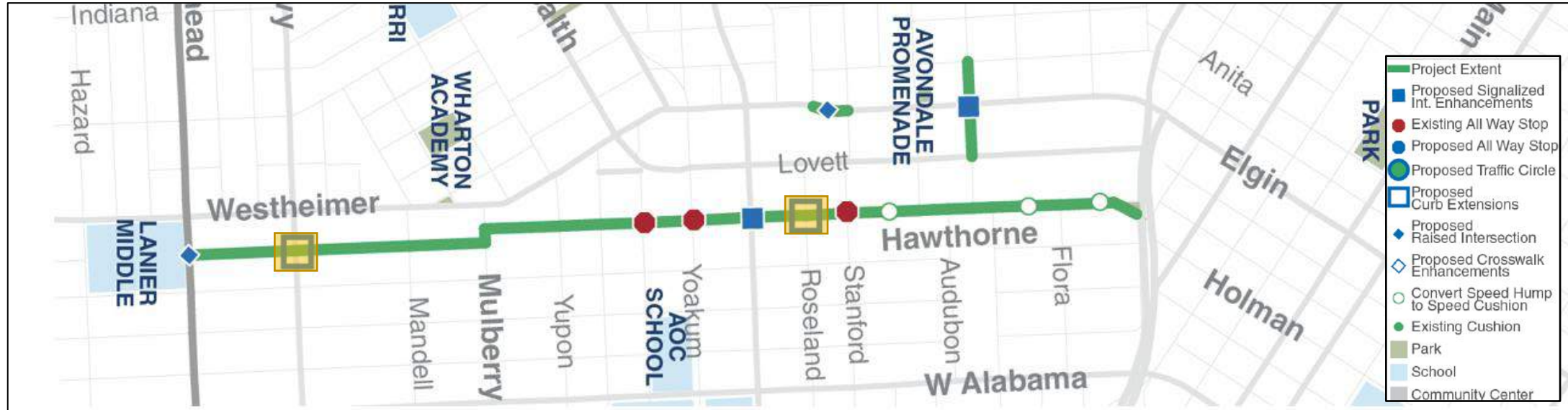
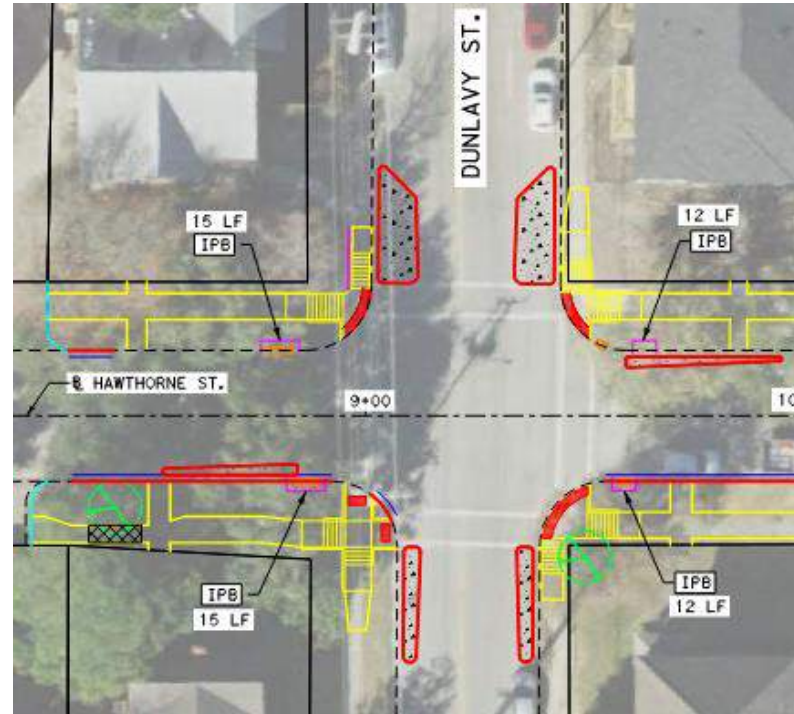
Curb Extensions - Hawthorne

Benefits:

- Shortens intersection crossing distances
- Improves pedestrian visibility
- Reduces vehicle turning speeds across crosswalks
- Designs do not impact drainage

Locations:

- Dunlavy St
- Roseland St



All Way Stop

All-Way Stop

- Conversion of two-way stop controlled to all-way stop to improve safety for all roadway users.
 - Woodhead St @ Indiana St
 - Woodhead St @ Haddon St
 - Woodhead St @ W Clay St
- Improves intersection with limited sight distance adjacent to new Regent Square Development



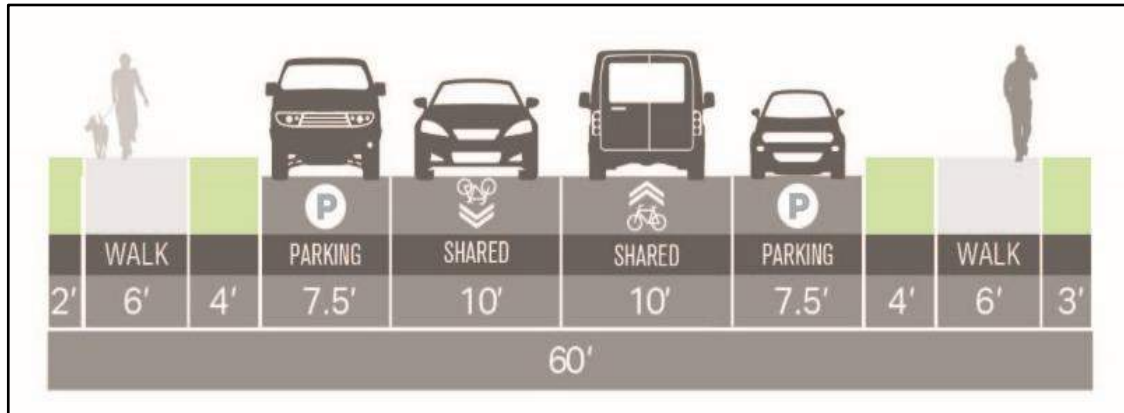
Speed Cushions

Speed Cushions:

- Converting Speed Hump to Speed Cushion
- Emergency Vehicles Preference
- Reduces speeds along the roadway segment
- Designs do not impact drainage



Typical Sections - Woodhead



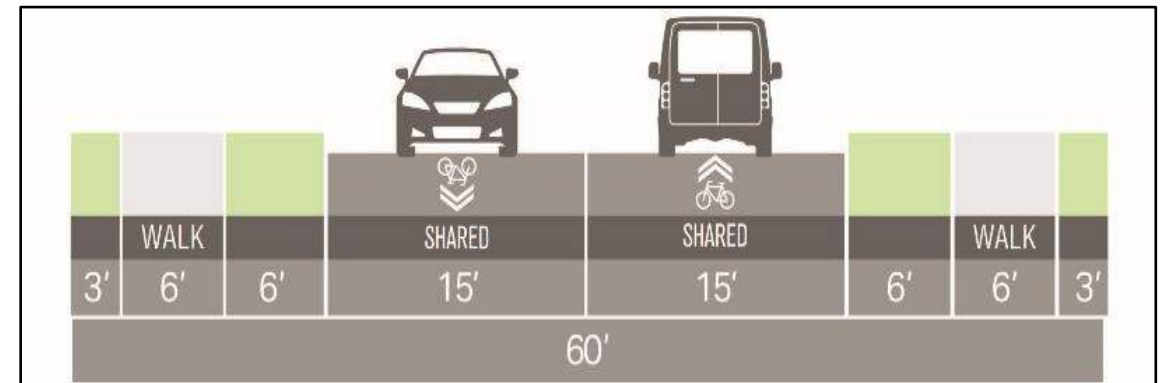
35-FT Curb to Curb Width

- Woodhead St btw W. Clay St and Haddon St
- Woodhead St btw Haddon St and Westheimer Rd



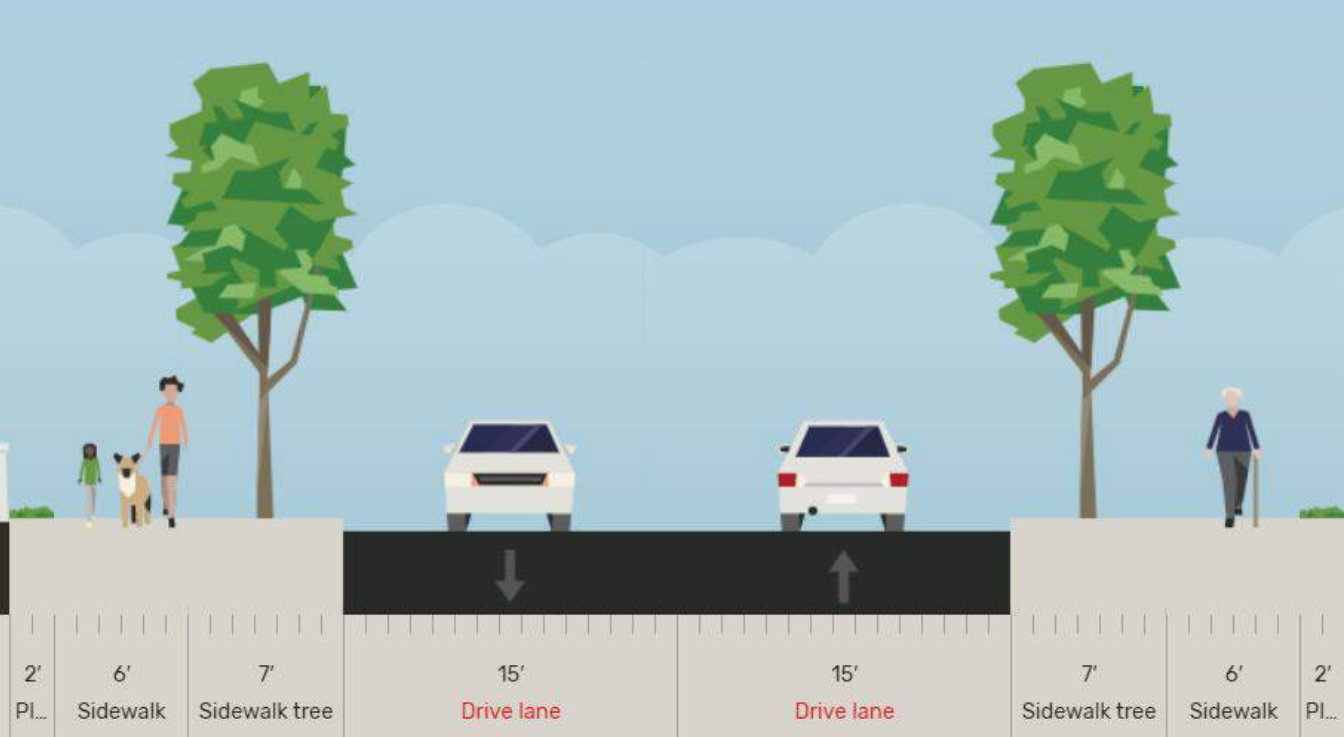
30-FT Curb to Curb Width

- Clay Street btw Woodhead St and Dunlavy St
- Woodhead St btw Westheimer Rd to IH-69



Typical Sections - Hawthorne

- 30-FT Curb to Curb Width: Woodhead St to Roseland St
- 40-FT Curb to Curb Width: Roseland St to Stanford St
- 35-FT Curb to Curb Width: Stanford St to Taft St





Timeline

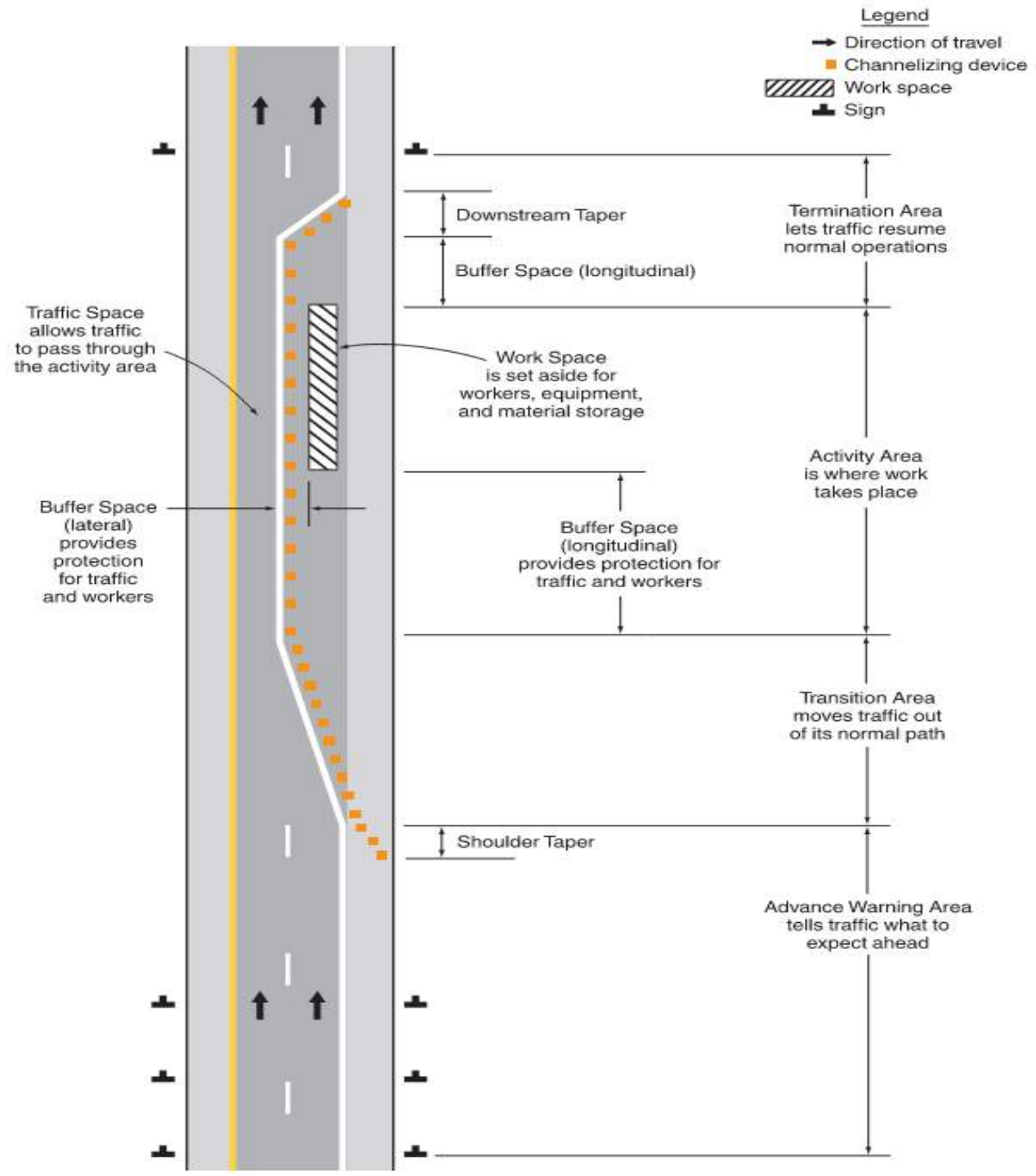
Construction Timeline

- **Coordination:** City is doing rehab work
- **Bid Project:** December 2021
- **Begin Construction:** 1st Quarter 2022
- **Duration:** Approx. 9 months



Traffic Control Plan

- Phase 1: Sidewalk Replacement
 - One Lane Closure



Traffic Control Plan

- Phase 2: Roadway Mill Operation
 - Slow Moving Operation with Truck Mounted Attenuators (TMA) Trucks with Police Officers



Traffic Control Plan



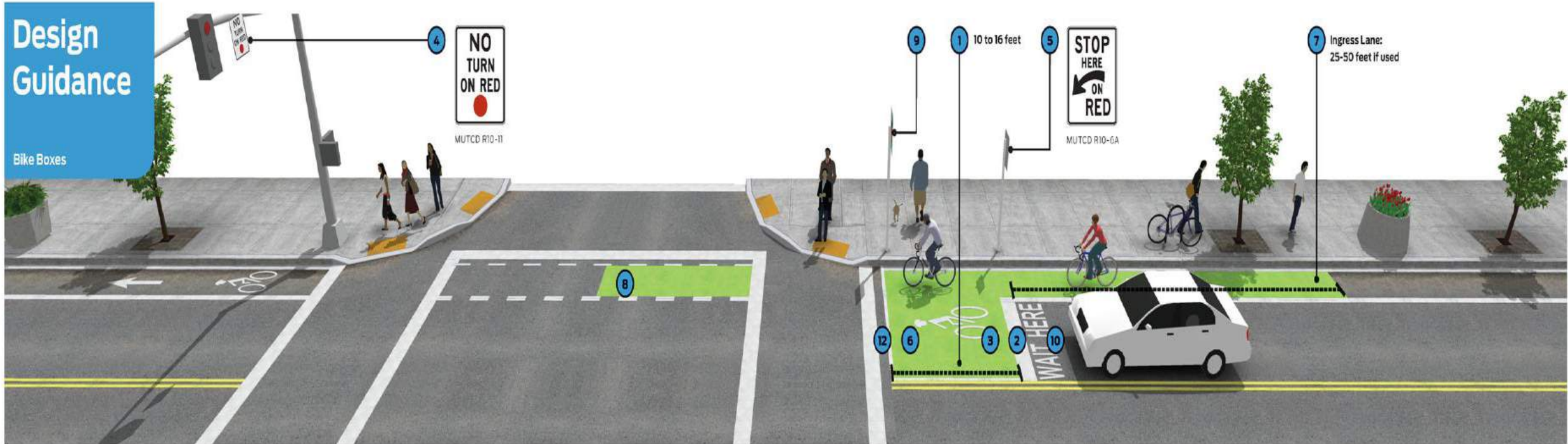
- **Phase 3: Asphalt Overlay Operation**

- Night Work at specific sections
- Noise Mitigation will be implemented
- Detour at Intersections



Traffic Control Plan

- **Phase 4:** Pavement Marking and signs





Upcoming Projects

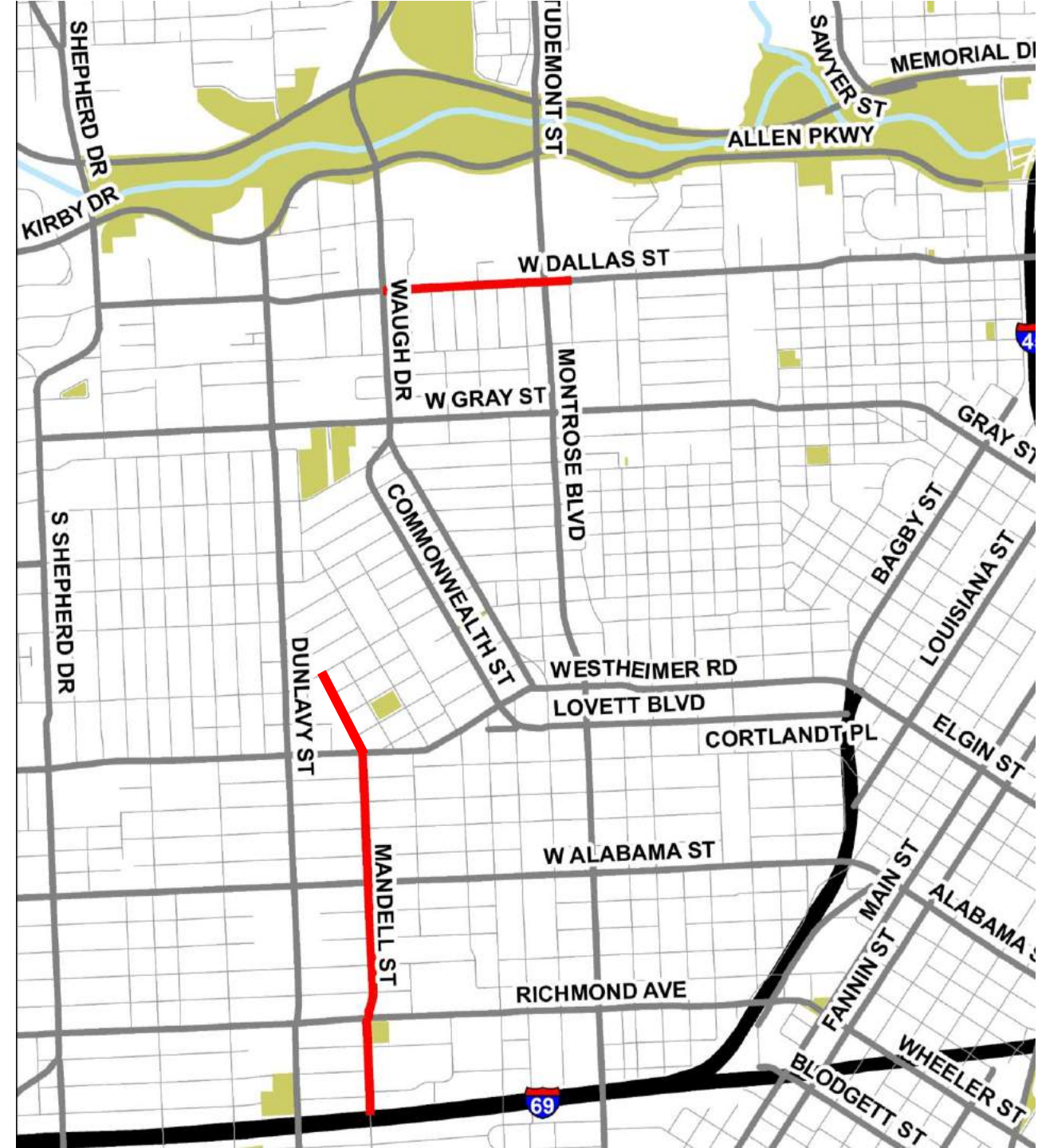
W. Dallas & Mandell Streets

Limits:

- **W. Dallas St:** Waugh Dr. to just east of Montrose Blvd (2,200 LF)
- **Mandell St:** US 69 to Fairview (4,120 LF)

Proposed Improvements:

- ~\$1.60 Million
- Mill and overlay of existing deteriorated asphalt pavement
- Intersection safety improvements
- Accessible sidewalks and ADA compliant corner ramps
- Dedicated Bikeway Facilities
- Signal modifications, Signing & Restriping
- City is doing rehab work



W. Gray Street

Grant:

METRO 5310 Program

Limits:

Shepherd Dr. to Dunlavy St.

Proposed Improvements:

- \$250,000 Federal Funds
- Accessible sidewalks and ADA compliant corner Ramps
- Conducting Technical Memo



Montrose Boulevard

Limits:

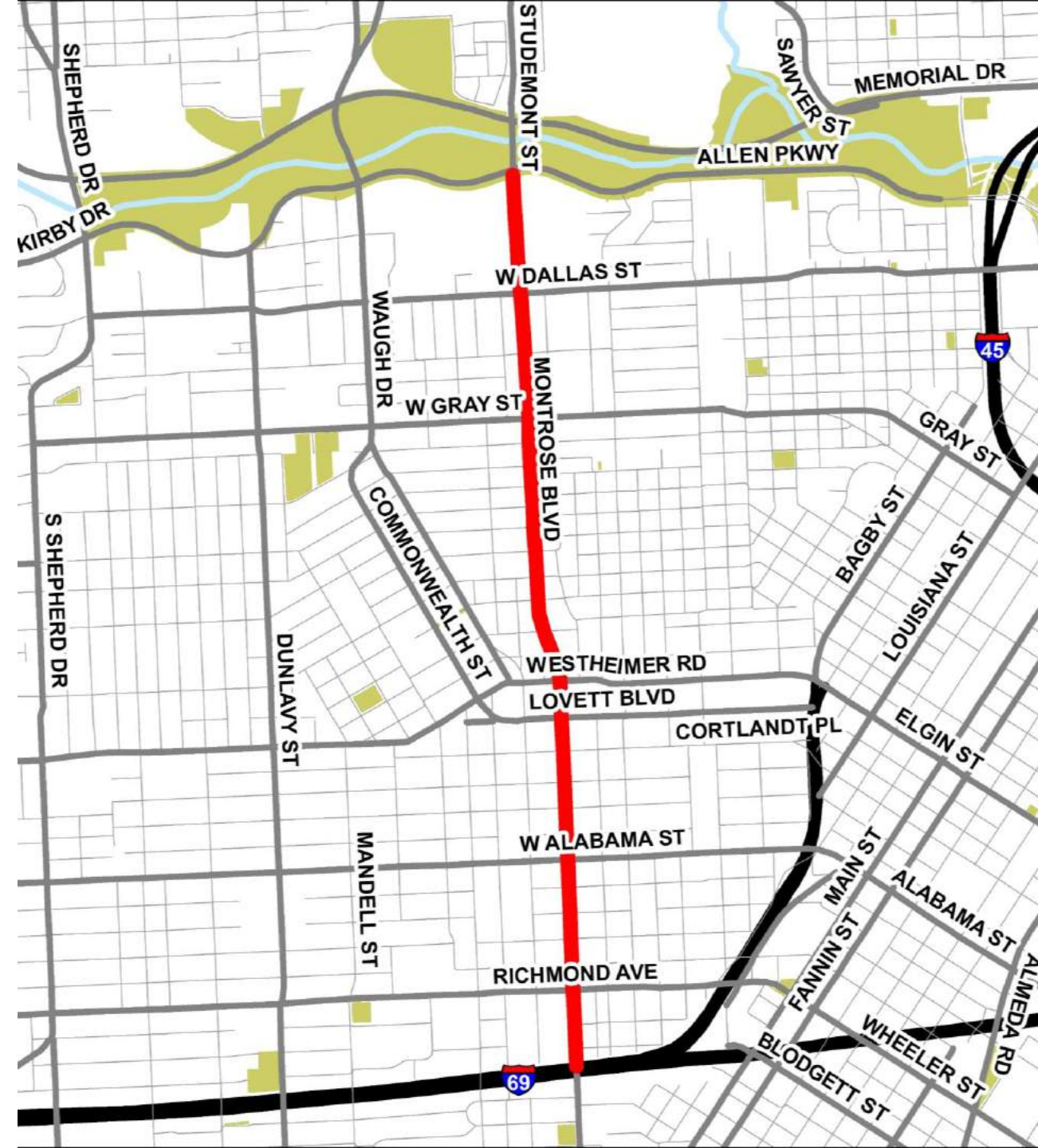
US 59 Bridge to Allen Parkway

Proposed Improvements:

- ~ \$ 50 Million
- Full Roadway & Drainage Reconstruction
- Boulevard section
- Multi-modal traffic Analysis
 - Transit, Pedestrians and Bicycle
- Installation of 10-FTx10-FT RCBs
- Preservation of Mature Trees
- Replace/Upgrade existing traffic signals
- Replace/Upgrade dilapidated public utilities

Proposed Improvements:

- Design Concept Report (Preliminary Engineering)
- Public Meeting



W. Alabama Street

Limits:

Shepherd Drive to Spur 527

Pursing Grant Money:

- Partnering with neighboring TIRZs (Upper Kirby & Midtown)
- Project is contingent on securing grant money

Proposed Improvements:

- Full Roadway & Drainage Reconstruction
- Multi-modal traffic Analysis
 - Transit, Pedestrians and Bicycle
- Preservation of Mature Trees
- Replace/Upgrade existing traffic signals
- Replace/Upgrade dilapidated public utilities

Proposed Improvements:

- Design Concept Report (Preliminary Engineering) – To be approved at October Board Meeting)
- Public Meeting



Q&A





Thank You!

Contact Us

- Info@MontroseHTX.org
- <https://MontroseHTX.org/>

