



Welcome. My name is Greg Goodman representing the Memorial Heights Redevelopment Authority for the Shepherd and Durham Major Investment Project. On behalf of the Memorial Heights Redevelopment Authority, MHRA, the City of Houston, and the Texas Department of Transportation Houston District, TxDOT, I would like to welcome you to the virtual public hearing for the Shepherd and Durham project.

This project is sponsored by MHRA. TxDOT is conducting the environmental review. This virtual public hearing follows the format established by TxDOT guidelines.

During the virtual public hearing, you may pause the presentation and navigate forward or backward using your video player. This presentation is available for viewing starting on January 14, 2021.

Thank you for your interest in this project, and we look forward to receiving your comments.

SHEPHERD AND DURHAM VIRTUAL PUBLIC HEARING



Introduce Project



Present the Preferred Alternative



Obtain Feedback on the Preferred Alternative



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This virtual public hearing is being held to introduce the proposed project, present the preferred alternative, and gather public input from stakeholders. This hearing is required under Texas Administrative Code Title 43, Chapter 2, Subchapter E, Rule 2.107 because of the addition of bicycle lanes as part of the proposed project, which is considered under the State code as a “substantial change in function.” Though the hearing is required under State code due to the bicycle improvements, this project has many other valuable scope elements that we are excited to describe within this presentation

You are encouraged to submit comments on the proposed project after reviewing the hearing materials and listening to this presentation.

SHEPHERD AND DURHAM AGENDA



- Welcome
- Project Overview
- Environmental Overview
- Project Next Steps
- Public Comment Process
- Adjourn



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The virtual public hearing for the proposed Shepherd and Durham Major Investment Project launched on January 14, 2021, at 5:30 PM. The purpose of this public hearing is to provide an update on the project and receive public input from stakeholders on the proposed improvements.

The format of the hearing will include a design and environmental overview, the project's next steps, and methods for submitting comments.

PUBLIC HEARING QUESTIONS AND CONCERNS



Please phone 832-429-6237 if you have:

- Problems accessing public hearing information online
- Requests for special accommodations
- Language or interpretation needs other than English and Spanish

Discussion with project staff will not be included in the official record of the public hearing.

If you experience technical difficulties with the virtual public hearing, please contact Sherry Weesner, Memorial Heights Redevelopment Authority President, at 832-429-6237.

You may also request special accommodations, assistance accessing public hearing information and materials, and language interpretation needs other than English and Spanish.

Please note, discussion with project staff will not be included in the official record of this public hearing. If members of the public wish to submit a comment to be part of the official record of this public hearing they may do so in the ways outlined on the next slide.

HOW CAN I MAKE COMMENTS?



All verbal and written comments must be received or postmarked by **January 29, 2021.**

Submit comments:

- Verbally by phoning 832-429-6237 and leaving a voice mail message
- In writing online by using the web comment form link in the Public Comments section at: memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project
- By email to: Comments@memorialheightstirz5.com
- By mail to: 1980 Post Oak Blvd., Suite 1380 Houston, TX 77056

Responses to verbal and written comments received by **January 29, 2021** will be available online at memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project once the final report has been approved.

All verbal and written comments must be received or postmarked before the comment period closes on January 29, 2021.

Comments can be submitted in several ways, including:

- verbally by calling 832-429-6237 and leaving a voicemail message;
- in writing online by using the web form link on the project web page;
- by email to Comments@memorialheightstirz5.com; or
- by mail to 1980 Post Oak Blvd., Suite 1380 Houston, TX 77056.

Responses to verbal and written comments received will be available on the project web page once the final report has been approved. Please note that per TxDOT requirements, MHRA is not permitted to respond to comments received before the official hearing summary is complete.

TxDOT changed the traditional in-person public hearing to an online format in response to the COVID-19 outbreak

This virtual public hearing and information on MHRA's project website provides the same information as an in-person hearing would have including:

- » Project information
- » Recorded presentation
- » Proposed schematic
- » Estimated project timeframe
- » Process for submitting comments
- » Key contacts

Given the unique circumstances of the COVID-19 pandemic, along with the commitment to protecting public health during this national emergency, MHRA, the City of Houston, and TxDOT are conducting this virtual public hearing to avoid in-person contact. At this time, an online public hearing is being conducted in-lieu of an in-person public hearing.

This presentation covers the same information that MHRA, the City of Houston, and TxDOT would have presented at an in-person public hearing. The comment process for the virtual public hearing will be repeated at the end of this presentation.

All hearing materials can be found on MHRA's project web page at memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project.

National Environmental Policy Act (NEPA) Assignment to the Texas Department of Transportation

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 9, 2019, and executed by the Federal Highway Administration and TxDOT.

The Shepherd and Durham Major Investment Project is receiving federal funds, and because of the federal component, TxDOT is required to assess the potential environmental effects of the proposed project in accordance with Federal standards. The process that is followed is called the National Environmental Policy Act process, otherwise known as NEPA. The NEPA process provides analyses of the potential impacts to the natural and manmade environment and helps the decision maker to come to an informed conclusion on whether to proceed with the project. On December 9, 2019, TxDOT received a signed Memorandum of Understanding from the Federal Highway Administration that permits TxDOT to assume responsibility from the Federal Highway Administration for reviewing and approving certain assigned NEPA projects. The NEPA assignment review and approval process applies to this project.

PUBLIC OUTREACH AND NOTIFICATIONS



- Virtual Public Hearing Notices were published in:
 - The Houston Chronicle on December 30, 2020
 - La Voz on December 27, 2020
 - The Leader on December 26, 2020
 - Community Impact on January 8, 2021
- Elected Official Letters were e-mailed on December 17, 2020
- Notice was posted to the TxDOT website on December 23, 2020
- Notices were mailed directly to adjacent property owners on December 21, 2020
- Information was posted on the Memorial Heights Redevelopment Authority website beginning in November 2020

Notices for this virtual public hearing were published in the Houston Chronicle on December 30, 2020; La Voz on December 27, 2020; The Leader on December 26, 2020; and in the Heights edition of Community Impact on January 8, 2021. Letters to elected officials were e-mailed on December 17, 2020. The notice was posted on the TxDOT website on December 23, 2020. Notices were mailed to adjacent property owners on December 21, 2020. Information on the project was posted to the MHRA website beginning in November 2020.

A map showing the proposed rail line (purple line) running east from Lawrence St to Sandman St. The line starts at Lawrence St, goes south on W 30th St, then east on W 26th St, W 25th St, W 24th St, W 23rd St, W 22nd St, W 21st St, W 20th St, W 19th St, W 18th St, W 17th St, W 16th St, W 15th St, and W 14th St. It then continues east on W 13th St, W 12th St, W 11th St, W 10th St, W 9th St, W 8th St, W 7th St, W 6th St, W 5th St, W 4th St, W 3rd St, W 2nd St, W 1st St, and finally Sandman St. The line is labeled 'Begin Project' at Lawrence St and 'End Project' at Sandman St. Major roads shown include I-610, I-10, and various local streets like W 30th St, W 26th St, W 25th St, W 24th St, W 23rd St, W 22nd St, W 21st St, W 20th St, W 19th St, W 18th St, W 17th St, W 16th St, W 15th St, W 14th St, W 13th St, W 12th St, W 11th St, W 10th St, W 9th St, W 8th St, W 7th St, W 6th St, W 5th St, W 4th St, W 3rd St, W 2nd St, W 1st St, Sandman St, Roy St, Reiner St, Nolder St, Inker St, and W 30th St. The map also shows the locations of the 'Begin Project' and 'End Project' markers.

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PROJECT BACKGROUND



Project Timeline



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The Shepherd and Durham project was initiated in 2014 as part of MHRA's Capital Improvement Program. In a 2016 analysis of MHRA's capital projects, the proposed project was identified as yielding the greatest benefit to the City of Houston and the Houston-Galveston region.

At the start of the project, existing conditions data was collected and evaluated to identify corridor needs. Once needs were identified, the project team began developing alternatives.

A public meeting was held in 2018 where three design alternatives were presented to stakeholders. All alternatives included the reconstruction of the corridor, modifications at signalized intersections, the removal of a vehicular lane in each direction, pedestrian improvements, and drainage and public utility upgrades. The alternatives analysis focused on bicycle improvements. Alternative 1 included a bi-directional cycle track on Shepherd Drive. Alternative 2 included bicycle lanes on the outside of Shepherd and Durham Drives. Alternative 3 included bike lanes on the inside of Shepherd and Durham Drives.

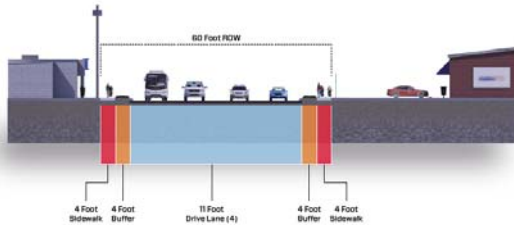
After the public meeting, the project team reviewed the comments received, further evaluated design options, and refined the design to one proposed alternative, which became Alternative 4, bike lanes on the east side of Shepherd and Durham Drives.

If you're interested in the information presented at the 2018 public meeting, you can find it on the MHRA website at memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project.

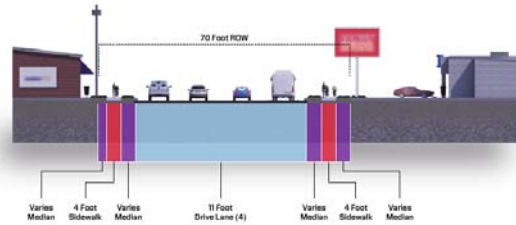
EXISTING TYPICAL SECTION



DURHAM DRIVE (EXISTING)



SHEPHERD DRIVE (EXISTING)



A typical section is a technical term for the roadway design. The existing Shepherd typical section is within a 70-foot-wide right of way; the Durham typical section is within a 60-foot-wide right of way. Both roadways currently consist of four 11-foot-wide travel lanes traveling in one direction. Traffic on Shepherd travels north and traffic on Durham travels south. Durham generally has four-foot buffers, or planting strips, and four-foot sidewalks on each side of the roadway. Shepherd has four-foot sidewalks and medians, or concrete strips, of varying widths on each side of the roadway. Sidewalks, buffers, and medians are intermittent on both streets.

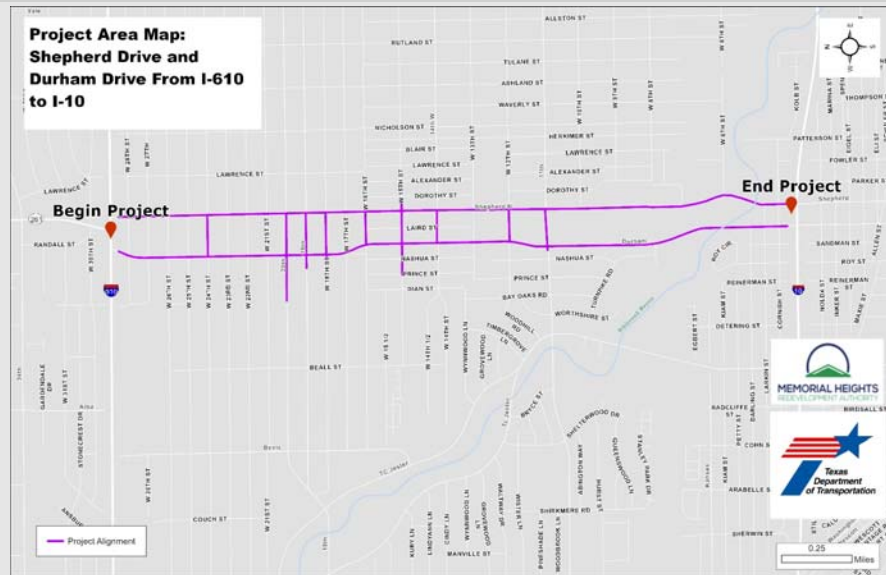
PROJECT OVERVIEW



Location
Harris County

Limits
From I-610 to I-10

Corridor Length
2.4 miles



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As part of the project development process, MHRA conducted environmental studies to understand the potential impacts that could occur as a result of implementation of the proposed project.

MHRA is pursuing environmental clearance for the Shepherd Durham proposed improvements. Achieving environmental clearance is a requirement in the project development process to permit MHRA to construct the project.

The project's study limits extend on Shepherd and Durham Drives from I-610 to I-10, for approximately 2.4 miles. The project would also include work on several cross streets that connect the parallel one-way portions of Shepherd and Durham including West 24th, 20th, 19th, 18th, 16th, 15th, 14th, 12th, and 11th Streets. Proposed improvements on Shepherd and Durham would modernize the roadway and reduce the number of through lanes from four to three. The proposed project would install pedestrian and bicycle facilities, new traffic signals, landscaping, signage, and crosswalk striping. In addition, the proposed project would implement stormwater improvements and replace and upgrade sanitary and water lines.

WHY ARE IMPROVEMENTS NEEDED?



- Project Need:
 - High crash rate
 - Roadway is in serious disrepair/no significant roadway improvements since the 1950s
 - Lack of multi-modal and regional access
 - Flooding
 - Congestion
- Project Purpose:
 - The purpose of this project is to address regional priorities related to safety, state of good repair, multimodal access, stormwater mitigation and congestion relief



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The goal of the project is to address safety, the roadway surface, multimodal access, flooding, and mobility concerns along Shepherd and Durham Drives between I-610 and I-10.

First, this corridor has a crash rate approximately four times the Texas average for four lane, urban, divided roadways.

Second, the overall poor condition of the roadway would be addressed. This section of Shepherd and Durham has not been significantly rehabilitated since the 1950s and has outlived its useful life. The City of Houston has designated the pavement condition as “impacting the ability to drive at posted speeds” for portions of the roadway.

Third, the lack of multi-modal and regional access would be addressed. There are currently no bicycle facilities on Shepherd or Durham between I-610 and I-10, and sidewalks are intermittent. The project would provide connections to I-10 and I-610; a connection to the proposed regional Inner-Katy Bus Rapid Transit station at Shepherd and I-10; a connection to the Houston-Dallas High Speed Rail project currently under development; and bike and pedestrian connections to Buffalo Bayou, MKT/Heights, and White Oak trails.

Flooding would also be addressed through stormwater mitigation upgrades. Approximately 1,300 structures within ½ mile of the project limits flooded during Hurricane Harvey in 2017. This project would provide additional stormwater capacity to assist in managing severe rain events.

Finally, the project would provide congestion relief at a corridor level with intersection improvements at 11th and 20th. Streets. Two independent traffic analyses concluded that these improvements would decrease traffic delays even with the total number of travel lanes being reduced.

The purpose of this project is to address regional priorities related to safety, state of roadway repair, multimodal access, stormwater mitigation, and congestion relief.

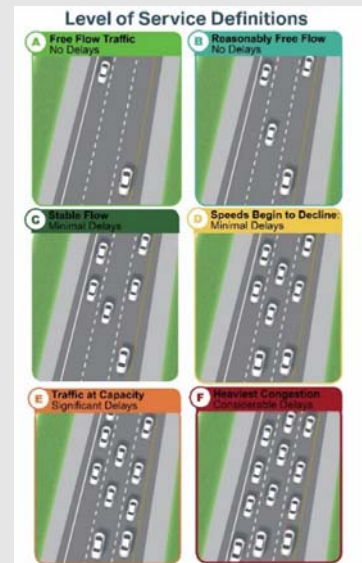
2040 LEVEL OF SERVICE – EXISTING CONFIGURATION



Capacity Analysis – 2040 Projected Conditions

Intersection	AM Peak Hour (LOS (delay))					PM Peak Hour (LOS (delay))				
	EB	WB	NB	SB	Int	EB	WB	NB	SB	Int
Signalized Intersections*										
Shepherd Drive at W 20 th St	C (29.9)	D (37.3)	A (8.8)		B (18.1)	D (59.1)	D (36.7)	B (12.2)		C (20.9)
Durham Drive at W 20 th St	C (30.1)	E (58.5)		C (20.3)	C (25.3)	C (23.6)	F (97.4)		B (18.9)	C (30.2)
Shepherd Drive at W 11 th St	D (36.8)	F (146.4)	C (22.3)		E (63.4)	E (56.0)	F (121.0)	E (77.0)		E (79.7)
Durham Drive at W 11 th St	E (55.6)	D (40.6)		F (111.0)	F (87.3)	D (39.6)	C (29.1)		D (43.9)	D (38.9)

*Signal timing cycle lengths and split timings were optimized



Now let's talk about daily traffic volumes and level of service along Shepherd and Durham Drives. Level of service is illustrated in the graphic on the right. Level of service ranges from A, free flowing traffic as shown in light green, to F which is heavily congested and shown in red.

Models indicate that if the proposed improvements are not constructed, in 2040 Shepherd and Durham would not have acceptable levels of service at the 11th and 20th Street intersections. Several movements at these intersections would operate at a level of service of F – which is indicative of heavy travel time delay.

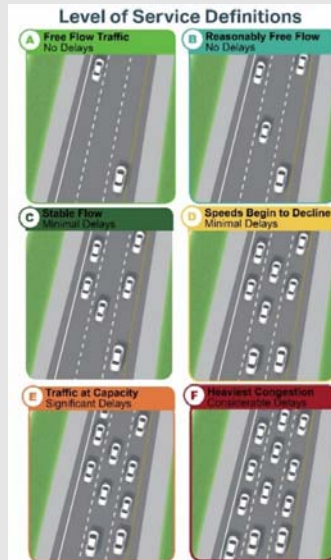
2040 LEVEL OF SERVICE – PROPOSED CONFIGURATION



Capacity Analysis – 2040 Projected Conditions - Scenario

Intersection	AM Peak Hour (LOS (delay))					PM Peak Hour (LOS (delay))				
	EB	WB	NB	SB	Int	EB	WB	NB	SB	Int
Signalized Intersections*										
Shepherd Drive at W 20 th St	D (45.4)	D (37.3)	A (9.8)		C (21.1)	D (35.5)	D (36.7)	C (29.4)		C (31.2)
Durham Drive at W 20 th St	D (46.3)	D (40.3)		C (30.6)	C (32.8)	D (50.5)	D (42.3)		C (23.3)	C (30.5)
Shepherd Drive at W 11 th St	C (31.5)	D (53.9)	C (23.3)		C (34.6)	D (49.0)	E (60.8)	D (54.6)		D (54.3)
Durham Drive at W 11 th St	D (54.9)	D (48.8)		D (48.3)	D (49.6)	D (54.8)	C (33.4)		C (29.4)	D (37.9)

*Signal timing cycle lengths and split timings were optimized



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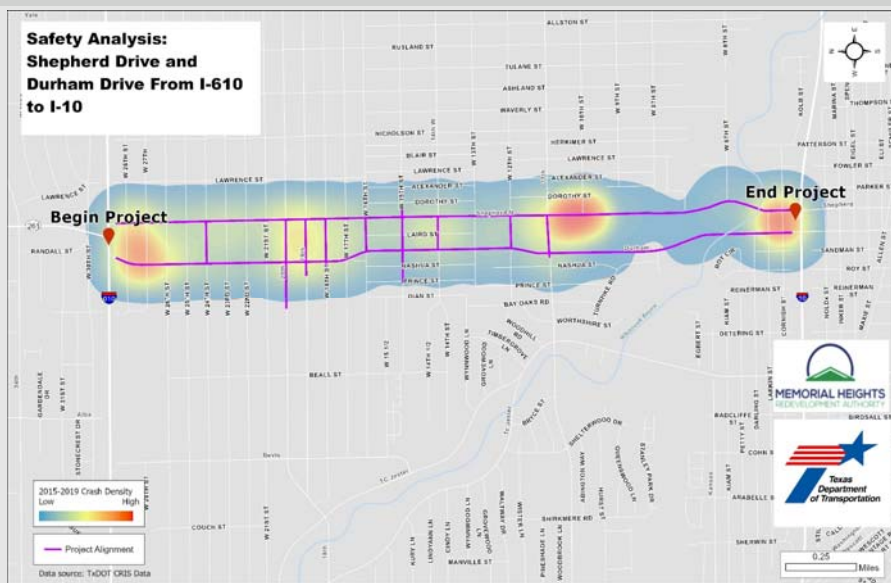
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The proposed project removes one through lane on both Shepherd and Durham Drives, and improves the intersections at 11th and 20th Streets. These improvements are proposed to facilitate improved turning movements by adding dedicated left turn lanes at these intersections. An example of how the additional dedicated left turn lane would look is shown in the project schematic, or diagram, at the bottom left of the slide.

The introduction of these improvements, along with the travel lane reductions, would allow the project to achieve a scenario where all signalized intersections along the corridor are projected to operate at an acceptable level of service for 2040 anticipated conditions. In other words, in comparison to the previously shown scenario, the proposed intersection improvements would facilitate congestion relief while reducing the number of through lanes along the corridor.

CRASH ANALYSIS (2015 - 2019)



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Regarding safety, the project team analyzed crash data for the project corridor for the years 2015 to 2019. Locations of crashes were placed on a map and color-coded where multiple crashes occurred in the same general location; these are called “hot spots” and are shown on the map in red. The project corridor’s crash rate is approximately four times the Texas average for four-lane, urban, divided roadways and the crash rate has been consistent over time. Two fatalities occurred in April 2019 on a section of Shepherd Drive.

The proposed project includes improvements to reduce the crash rate, including new pavement markings and signals, clear sight lines, Americans with Disabilities Act infrastructure improvements, and the removal of a traffic lane to reduce crossing distance.

One of the goals for the project is to reduce crashes along the corridor.

PROPOSED PROJECT



Proposed improvements to Shepherd and Durham:

- Modernize the roadway and reduce the number of through lanes from four to three
- Construct pedestrian and bicycle facilities
- Install new traffic signals
- Install landscaping
- Install signage and crosswalk striping
- Construct stormwater improvements
- Replace and upgrade sanitary and water lines

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The proposed project would modernize the roadway, install access management treatments such as consolidated driveways, modify intersection geometry including construction of new left turn lanes, and reduce the number of through lanes from four to three to improve safety for all users. Two independent traffic analyses concluded that these improvements would decrease traffic delays even with a reduction in the total number of travel lanes.

The proposed project would also construct pedestrian and bicycle facilities. There would be six- to ten-foot-wide sidewalks on both sides of Shepherd and Durham Drives. There would be six-foot-wide bike lanes behind the curb on the east side of both Shepherd and Durham Drives. Work on the connecting streets would include reconstruction of the roadway, sidewalks, and sub-surface utilities. The proposed project would also install new traffic signals and landscaping. This project would also install signage and crosswalk striping for safety, including at four school crossings within the project limits.

The project would be constructed in two phases: Phase I from I-610 to West 15th Street would be constructed first. Phase II from West 15th Street to I-10 would be constructed second.

PROPOSED TYPICAL SECTION



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This slide shows the typical section proposed for the project.

The typical section allows for six- to ten-foot-wide sidewalks on both sides of Shepherd and Durham, three 10- to 11-foot-wide travel lanes, and a six-foot-wide one-way bike lane on the east side of each roadway. Work on connecting streets would include reconstructing the existing section to include sidewalks and sub-surface utilities.






Driveway and other access management improvements would be incorporated through the design process to retain property access while improving safety for vehicular, pedestrian, and bicycle users.

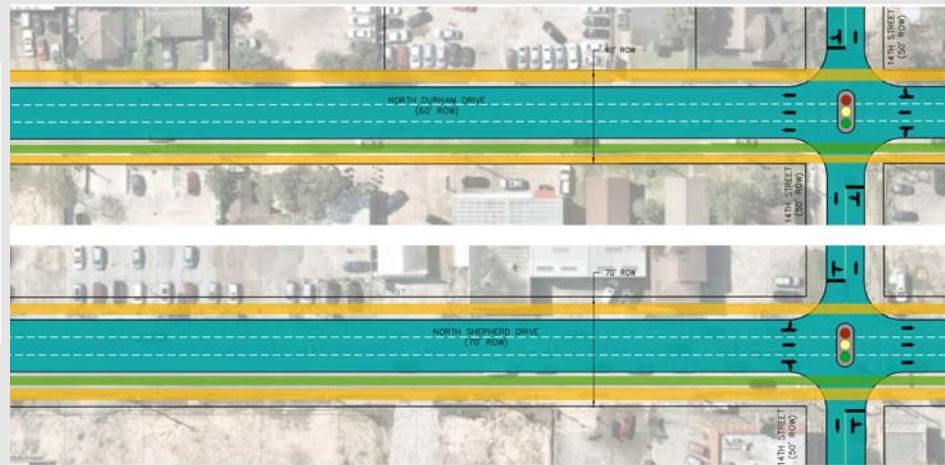
Sanitary sewer lines, water lines, and stormwater infrastructure would also be upgraded or replaced.

PROPOSED SCHEMATIC LEGEND



LEGEND

-  PROP ROADWAY PAVEMENT
-  PROP BIKE LANE
-  PROP SIDEWALK PAVEMENT
-  PROP TRAFFIC DIRECTION
-  PROP TRAFFIC SIGNAL



Here is a screenshot of the legend for the schematics that you can find on the website. These legends are included on each page of the schematics so you can reference it as you review the document. The screenshot shows the colors used for the proposed design. These colors identify the limits and major aspects of the project. Let's walk through them.

Proposed roadway pavement is shown in teal. Proposed bike lanes are green. Proposed sidewalk pavement is yellow. A black arrow indicates proposed traffic direction. Proposed traffic signals are shown by symbols that look like the signals.

PROPOSED BICYCLE AND PEDESTRIAN ACCOMMODATIONS



- Six- to ten-foot-wide sidewalks on both sides of Shepherd and Durham (width varies depending on available space)
- Sidewalks on cross streets
- Six-foot-wide bike lanes behind the curb on the east side of both Shepherd and Durham Drives
- New traffic signals
- Signage and crosswalk striping



The proposed project would construct six- to ten-foot-wide sidewalks on both sides of Shepherd and Durham Drives. It would also construct six-foot-wide bike lanes behind the curb on the east side of both Shepherd and Durham Drives. Improvements on the connecting streets within the scope of this project would include sidewalks.

The proposed project would also provide new traffic signals, as well as signage and crosswalk striping for user safety. Four school crossings are located within the project limits.

EVALUATION OF BUILD ALTERNATIVES



	Property Impacts	ROW Cost	Construction Timeline	Mitigation	Construction Cost	Connectivity	Bike	Transit	Urban Design/Landscaping
Alternative 1 Cycle Track on Shepherd	Acquisition required for all options	\$300,000 for all options	Five years for all options	Mitigation required for all options	\$117 million	Improved connections to trails	Improved safety	Fewer conflicts between buses and bicycles	More conducive to mixed-use environment; more space for landscaping
Alternative 2 Bike Lanes on Outside of Shepherd and Durham					\$115 million	Improved access to transit, bike, ped, community resources	Improved safety	Access between buses, bikes, and pedestrians more direct	Potential for redevelopment on the edges of corridor
Alternative 3 Bike Lanes on Inside of Shepherd and Durham					\$115 million	Improved access to the interior of the project corridor	Improved access	Fewer conflicts between buses and bikes	Potential for redevelopment between Shepherd and Durham
Alternative 4 Bike Lanes on East Side of Shepherd and Durham					\$115 million	Improved access to transit, bike, ped, community resources, highways; improved access to trails	Improved safety	Improved access	Potential for redevelopment on the edges of Shepherd and the interior of Durham

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As mentioned earlier, a public meeting was held in 2018 where three design alternatives were presented. Alternative 1 was a cycle track on Shepherd Drive. Alternative 2 was bicycle lanes on the outside of Shepherd and Durham Drives. Alternative 3 was bike lanes on the inside of Shepherd and Durham Drives. Based on public comments from that meeting and additional design refinement, Alternative 4 with bike lanes on the east side of Shepherd and Durham was further evaluated in the 2020 Design Concept Report. The table shown here summarizes how the four build alternatives were evaluated to determine each alternative's potential impacts and to identify a preferred alternative. Evaluation criteria were:

- property impacts;
- right of way cost;
- construction cost;
- construction timeline;
- mitigation requirements;
- connectivity;
- bike access and safety;
- transit access and safety; and
- urban design and landscaping.

Analysis determined that Alternative 4 is the preferred alternative as it would minimize conflicts with public transportation stops along Durham while maximizing safety for all users and minimizing right-of-way acquisition.

PROJECT PLANNING AND FUNDING



- The proposed project is consistent with Houston-Galveston Area Council's long-range transportation plan:
 - Regional Transportation Plan 2045
 - FY 2021-2024 Transportation Improvement Program
- Total Project Estimated Cost: approximately \$115 million

The proposed project is consistent with the Houston-Galveston Area Council's 2045 Regional Transportation Plan for the eight-county Houston-Galveston region, and the 2021-2024 Transportation Improvement Program. The project is being funded through a combination of federal, H-GAC, and MHRA funds for a total project cost of approximately \$115 million dollars.

ENVIRONMENTAL OVERVIEW



I will now discuss the environmental studies completed for the proposed project.

ENVIRONMENTAL STUDIES



- Biological Resources including Threatened and Endangered Species and Habitat
- Community Impacts
- Water Resources
- Hazardous Materials
- Archeological Resources
- Non-Archeological Historic Properties
- 4(f) Resources (parks and recreation areas)

The project team identified and evaluated potential environmental impacts that could occur as a result of constructing the proposed improvements. Technical reports are available online on the project web page for public review.

As part of the project's NEPA compliance, MHRA considered biological resources, community impacts, water resources, hazardous materials, archeological and historical resources, and park and recreational areas. The project was designed to avoid or minimize impacts to the greatest amount practicable. Overall, impacts to environmental resources as a result of the proposed Shepherd and Durham corridor improvements would be minimal.

BIOLOGICAL RESOURCES



No adverse impacts are anticipated to species or habitats



First, I will discuss the Biological Resources Study.

Tier One and Species Analysis Technical Reports were completed for the proposed project area to identify any potential impacts to species or habitat. While there are endangered species and critical habitat in Harris County, the project area is urban and developed. No adverse impacts to species or habitat are anticipated.

COMMUNITY IMPACTS



No adverse impacts are anticipated to community resources

- Minor access changes
 - Modified driveway access would reduce conflicts and retain property access
- Addition of dedicated bicycle lanes
- Addition/replacement of sidewalks
- Addition of landscaping
- Approximately 0.046 acres of additional right of way would be required
- Displacements are not anticipated
- Disproportionately high and adverse impacts to Limited English Proficiency (LEP) and minority populations are not anticipated
- Increased safety and mobility

Next, I will discuss community impacts.

Minor access changes would result from driveway consolidations to reduce conflicts between users. Driveway and other access management improvements would be incorporated through the design process to retain property access while improving safety for vehicular, pedestrian, and bicycle users. Driveways would be designed to current City of Houston code requirements and any encroachments in the public right-of-way would be addressed. Any affected property owners would be notified via mail by MHRA as a component of the final design process.

Although limited right of way would be acquired, no displacements are anticipated as a result of the proposed project.

Limited English Proficiency persons were provided, and will continue to be provided, the opportunity for meaningful involvement in the NEPA process for the proposed project.

Although minority populations are present throughout the project area, the proposed project would not have a disproportionately high and adverse impact on minority populations because the project would not further divide or separate any communities.

Design elements for the proposed improvements include sidewalks, dedicated bike lanes, crosswalks, landscaping, and upgraded signalization.

Overall, the proposed design features would enhance mobility and access, and would reduce congestion and improve safety for both minority and non-minority Census geographies.

WATER RESOURCES



No adverse impacts are anticipated to Water Resources

- The project area crosses White Oak Bayou (a wetland and Water of the U.S.)
- The southern end of the proposed project is in the 100-year flood zone



Next, I will discuss water resources.

The project crosses White Oak Bayou at the southern end of the project. The proposed project crosses the bayou on a bridge, and no construction would occur on the bridge. No work would take place in the bayou. Therefore, no adverse impacts to wetlands are anticipated.

The southern end of the project is in the 100-year flood zone. Stormwater improvements proposed for the project would have a positive impact on flooding in the area.

HAZARDOUS MATERIALS



City of Houston designated the proposed project corridor as a Potentially Petroleum Contaminated Area (PPCA)

- Two Recognized Environmental Conditions
- 18 Historic Recognized Environmental Conditions
- 17 Historic Recognized Environmental Condition “areas”



Next, I will discuss hazardous materials.

A Phase One Environmental Site Assessment was performed for the project to identify any locations where there may have been releases of hazardous materials. The Draft Phase One ESA identified several Recognized Environmental Conditions and Historic Recognized Environmental Conditions, meaning contamination is or could possibly be present in the project area due to high-risk operations such as dry cleaners or gas stations. Based on City of Houston recommendations, the Final Phase One ESA identified both the Shepherd and Durham project corridors as Potentially Petroleum Contaminated Areas because the extent of historic hazardous sites included the majority of the project alignment. This designation means that during construction of the project, soil and groundwater should be handled and disposed of with the assumption that it is hazardous.

ARCHEOLOGICAL RESOURCES



No adverse impacts to archeological resources are anticipated

- No archeological sites, known cemeteries, or other indicators of the presence of archeological resources were identified within 150 feet of project's area of potential effects
- There is a historically-reliable water source within 500 feet of the project's area of potential effects (White Oak Bayou)

Next, I will address archeological resources.

Coordination with the Archeology division at the Texas Historical Commission was conducted for the project. The Area of Potential Effects for archeological resources encompasses the limits of the existing right-of-way; proposed, new project right-of-way; permanent and temporary easements; and any project-specific locations and utility relocations. No archeological sites, known cemeteries, or other indicators of the presence of archeological resources are present within 150 feet of project's Area of Potential Effects. The area has largely been disturbed by modern construction of roadways and buildings. Work would occur in existing disturbed right of way. While there are prehistoric sites along the White Oak Bayou, based on the project's design, no adverse impacts to archeological resources are anticipated.

NON-ARCHEOLOGICAL HISTORIC PROPERTIES



No adverse impacts to non-archeological historic properties are anticipated

- Northern portion of project is located within the National Register Houston Heights Multiple Resource Area
- Over 250 properties potentially eligible as historic are within the 150-foot Area of Potential Effects
- No designated historic properties are located within the 150-foot Area of Potential Effects

Next, I will discuss historic properties.

Because it is anticipated that some new right-of-way may be needed along the existing roadway, the Area of Potential Effects for the purposes of this review, per TxDOT guidance, was determined to be 150 feet on either side of the roadways. The northern portion of the project alignment is located within the National Register Houston Heights Multiple Resource Area. The only National Register property in the project area, the David A. Carden House at 718 West 17th Street, is approximately 200 feet from North Shepherd Drive and approximately 250 feet from West 16th Street - outside of the 150-foot Area of Potential Effects and separated from Shepherd Drive by two industrial-style buildings.

Although over 250 properties potentially eligible as historic are located within the 150-foot Area of Potential Effects of the project alignment, the State Historic Preservation Office determined that no historic properties are present or would be affected by the project as proposed.

PARKS AND RECREATION AREAS, 4(f) RESOURCES



No adverse impacts are anticipated to 4(f) resources

- Trail connection at White Oak Bayou Bike Path
- 4(f) exception being considered by the Houston Parks and Recreation Department



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Now I will discuss parks and recreation areas, also known as 4(f) resources.

The project includes a connection from the proposed Shepherd Drive Bike Lane to the White Oak Bayou Bike Path. The connection would be from the Shepherd Drive and Larkin Street intersection to an existing “Y” in the White Oak Bike Path. A survey determined that the White Oak Bayou Bike Path on which the bikeway would be constructed has significance under the requirements of 23 CFR 774.13 for 4(f) resources. In order to qualify for a Section 4(f) exception, it was established that the project activities meet the following conditions:

- The trail, path, bikeway, or sidewalk is part of a local transportation system and functions primarily for transportation purposes; and
- The trail, path, bikeway, or sidewalk occupies part of a transportation facility right of way, and continuity of the trail, path, bikeway, or sidewalk is maintained.

The Houston Parks and Recreation Department provided concurrence on the 4(f) exception.

ADDITIONAL RIGHT OF WAY REQUIREMENTS



- Approximately 0.046 acres of additional right of way would be required for the proposed project
- “Corner clips”
 - 810 square feet at SW corner of Shepherd at West 20th
 - 460 square feet at NE corner of Durham at West 19th
 - 730 square feet at NE corner of Durham at West 11th
- No impacts to structures/displacements

Approximately 0.046 acres, or 2,000 square feet, of additional right of way would be required for the proposed project.

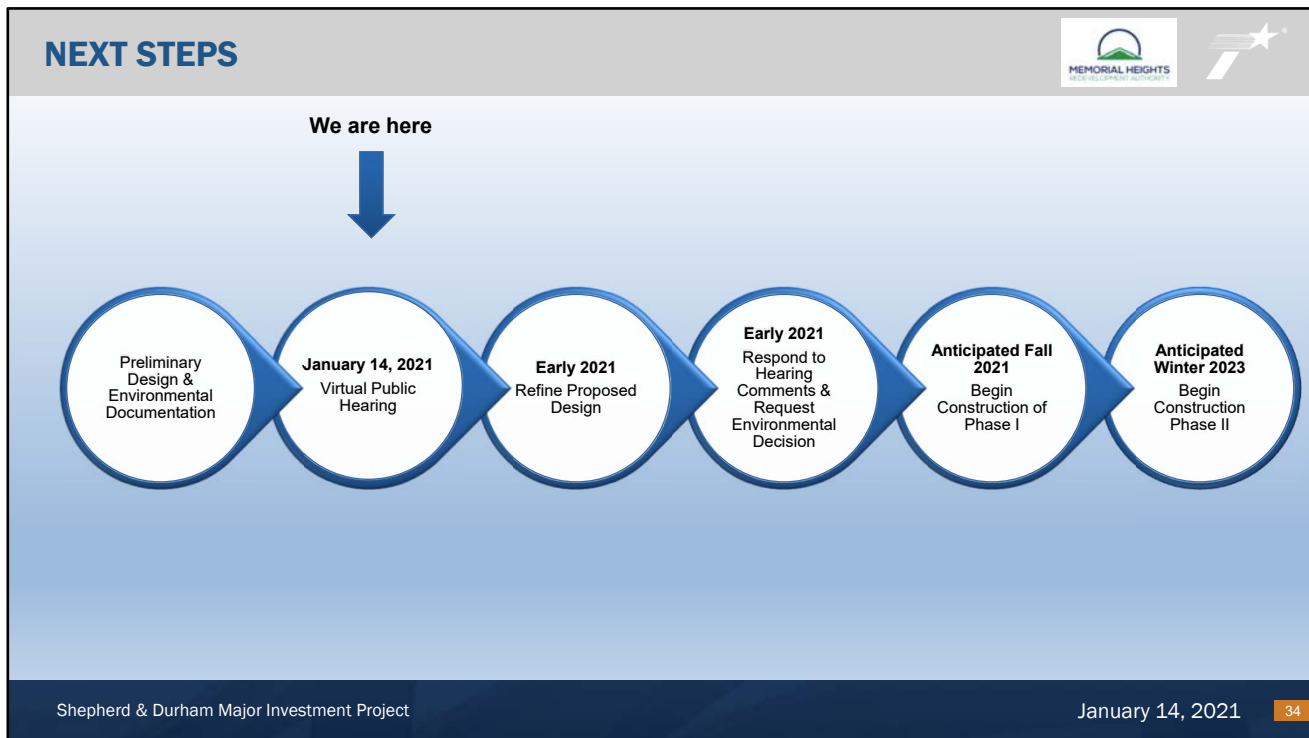
No impacts to structures or displacements are anticipated.

MHRA would contact the affected property owners to coordinate acquisition. Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 requirements will be adhered to through the acquisition process.

PROJECT SCHEDULE



Now I will discuss the project schedule.



Look for the “We are here” arrow at the top of the slide. This virtual public hearing is being held to present the preferred alternative for the proposed project and gather public and stakeholder input. After the comment period closes, MHRA, the City of Houston, and TxDOT will review the comments received and prepare a virtual public hearing summary report. The summary report will be posted to the project website approximately three months after the close of the comment period. Environmental clearance is anticipated in the spring of 2021. The steps after environmental clearance include preparing the detailed design and conducting right-of-way acquisition. Construction is divided into two phases. Construction of Phase I from I-610 to West 15th Street is projected to begin in late 2021. The project team anticipates that construction of Phase I would take approximately four years to complete. Phase II from West 15th Street to I-10 is anticipated to begin in 2023 and would take approximately three years to complete. Some construction would take place concurrently.

VIRTUAL PUBLIC HEARING MATERIALS



Virtual public hearing materials are provided on the MHRA website:

- Recorded Virtual public hearing presentation in English and Spanish
- Exhibit boards
- Comment card in English and Spanish
- Fact sheet in English and Spanish
- Proposed schematic
- Environmental constraints map
- Environmental technical reports

The project website contains all materials presented in this virtual public hearing including this presentation in both English and Spanish, exhibit boards, a comment card, a project fact sheet, schematic layouts, the environmental constraints map, and environmental technical reports. The schematic layouts provide a more in-depth look at details such as intersection improvements, sidewalks, and bike lanes.

The schematic files are large and may require more time to download than the other project materials.

PUBLIC COMMENT PERIOD

JANUARY 14, 2021 – JANUARY 29, 2021

This concludes the project information presentation for the Shepherd and Durham Major Investment Project. The next few slides describe the ways you can comment on the proposed project and contact information for general project questions.

HOW CAN I MAKE COMMENTS?



All comments must be received or postmarked by **January 29, 2021**

Comment Card

Download the comment card from the website, fill it out, and send to MHRA

By Email

Submit to:
Comments@memorialheightstirz5.com

By Mail

MHRA
1980 Post Oak Blvd., Suite 1380
Houston, TX 77056

By Voicemail

(832) 429-6237

Online

memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project

MHRA, the City of Houston, and TxDOT encourage you to submit comments on the proposed project, so please take time to provide your input during the comment period. The comment form is located on the project webpage. Comments must be received via email or mailed and postmarked by January 29, 2021, to be included in the official virtual public hearing summary report.

Comments can be submitted:

- verbally by calling 832-429-6237 and leaving a voicemail message;
- in writing by email to Comments@memorialheightstirz5.com;
- in writing by mail to MHRA, 1980 Post Oak Blvd., Suite 1380 Houston, TX 77056; or
- in writing on-line via the comment box at the bottom of the project page.

Again, responses to verbal and written comments received during the comment period will be included in the virtual public hearing summary report that will be posted on the project webpage in approximately three months.

CONTACT INFORMATION



MHRA

Sherry Weesner, President MHRA/TIRZ 5
832-429-6237

Sherry@memorialheightstirz5.com

Project web site:
memorialheightstirz5.com/projects/shepherd-and-durham-major-investment-project



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Don't hesitate to contact us with any questions. Questions and comments can be submitted at any time during the project development process, but comments will only be included as part of the official public hearing summary report if received during the comment period.

For general project questions not specific to the NEPA environmental process, please feel free to contact Sherry Weesner with MHRA at 832-429-6237.

**Thank you for participating in
this virtual public hearing**

**Please remember to submit comments by
January 29, 2021**

This concludes the virtual public hearing presentation. Thank you for your interest and participation.