

**2022 MTFP Amendment Public Comments - ALL PUBLIC COMMENTS**

Comment No.	Name	Proposed Amendment	MTFP Amendment Street Name	Position	Comments
1	William Dennis	F.	West Airport Blvd./Allum Rd.	<b>For - IN Support</b> <i>(Online Comment Form)</i>	How do I see the plat map? I am an interested resident.
2	William Dennis	F.	West Airport Blvd./Allum Rd.	<b>For - IN Support</b> <i>(Online Comment Form)</i>	My property is impacted by the amendment.
3	Nelson Vergel	G.	Fairview St./Unnamed Thoroughfare	<b>For - IN Support</b> <i>(Online Comment Form)</i>	Fairview is in need of repairs. I live near the corridor, I am an interested resident.
4	Neal Ehardt	B.	Fulton St./San Jacinto St.	<b>For - IN Support</b> <i>(Online Comment Form)</i>	I'm glad this Thoroughfare is being canceled, but I would really like a bike connection here. Most of the canceled Thoroughfares would benefit from a bike connection to break up the large blocks and increase local access. To complement the MTFP's role in organizing major blocks, the City should start a Ped/Bike Permeability initiative for organizing human-scale blocks. The Ped/Bike Permeability initiative should build small bridges. The initiative should enable ped/bikes to continue through cul-de-sacs by acquiring narrow strips of land to build paths.
5	Chris Browne	K2.	Miller Wilson Rd.	<b>Against - NOT IN Support</b> <i>(Online Comment Form)</i>	Deletion of Miller Wilson Road between the existing alignment of Kingwood Drive and proposed realignment of Kingwood Drive over Luce Bayou may create a significant north/south regional transportation concern. By deleting the alignment, FM 2100 and the Grand Parkway would be the only north/south regional Thoroughfares in this area at an approximate distance of 4.75 miles apart. The proposed alignment of Miller Wilson Road is located roughly midway between FM 2100 and the Grand Parkway resulting in a Major Thoroughfare spacing appropriate with expected development of master planned communities in the area. Miller Wilson is currently proposed as an uninterrupted Major Thoroughfare from Downtown Crosby to a future intersection with the Grand Parkway which is a distance of nearly 17 miles. Deleting this segment would disconnect a major future north/south transportation artery. The applicant describes the cost of a bridge crossing of Luce Bayou as justification for the deletion. While cost is an obvious consideration, there many examples in the Greater Houston Area where crossings of major waterways are too far apart which places stress on all other local Thoroughfares. City and Harris County transportation planners should carefully consider if the resulting Thoroughfare spacing of 4.75 miles is appropriate if Miller Wilson is removed from the Thoroughfare Plan. Regional growth and future transportation needs would seem to indicate that the Miller Wilson alignment should remain as planned Thoroughfare.
6	Liliya	G.	Fairview St./Unnamed Thoroughfare	<b>Against - NOT IN Support</b> <i>(Open House - Virtual Meeting - Comments in Chat)</i>	Here is why I'm against the construction on the Forestry Dr. : 1. Our property prices will drop significantly (we invested a lot into our property ) 2. Safety concerns with a drive through traffic, oppose to the privacy we have now 3. Quality of life will decrease (car fumes/air quality trigger my asthma attacks) 4. I have 2 elementary age kids who enjoy riding bikes on the Forestry Drive - I don't want it to be replaced with a busy street and etc., etc., etc., willing to get a lawyer to fight construction.
7	Kathy Schultz	G.	Fairview St./Unnamed Thoroughfare	<b>Against - NOT IN Support</b> <i>(Open House - Comments in Chat).</i>	When is the date for construction?
8	Gordon Taylor	G.	Fairview St./Unnamed Thoroughfare	<b>For - IN Support of the Reclassification</b> Against - NOT IN Support of construction of the road. <i>(Open House - Comments in Chat).</i>	Why Forestry Dr., was unnamed and not happy with the lack of communication from Montgomery County. Worried about safety issues, OKAY with Reclassification, but against the construction.
9	Richard Beddingfield	G.	Fairview St./Unnamed Thoroughfare	<b>For - IN Support of the Reclassification</b> Against - NOT IN Support of the construction of the road. <i>(Open House - Comments in Chat).</i>	Why no one from Montgomery County was on the call? Agrees with the reclassification, but is against the construction of the road.
10	Andre Tijerina	A.	Budde Rd./Pruitt Rd.	<i>Verbal Comment from Open House</i>	Any particular reasoning of this deletion from the Major Throughfare plan? (Response: Existing companies and some drainage challenges in the immediate area that would complicate the construction of a collector road from Rayford).

11	Andre Tijerina	K1-4.	Kingwood Dr.	<b>For - IN Support</b> (Open House - Comments in Chat).	I support all the proposed amendments, though I do not live near the areas where any of the amendments are going to take place. ["A. Budde/Pruitt Rd.", "B. Fulton St./San Jacinto St.", "C. South Wayside Dr.", "D. Fondren Rd.", "E. Madden Rd.", "F. West Airport Blvd./Allum Rd.", "G. Fairview St./Unnamed Thoroughfare, Northpark Dr./Unnamed Thoroughfare", "K4. Wolf Trot Rd.", "K3. Magnolia Ln.", "K2. Miller Wilson Rd.", "K1b. Kingwood Dr.", "K1a. Kingwood Dr.", "J. Louetta Rd.", "I. West Rd. (Pinafore Ln.)"].
12	Jaime Salinas	A.	Budde Rd./Pruitt Rd.	<i>Verbal Comment from Open House</i>	Interested in knowing what changes will happen around drainage ditch number six, what changes are going to happen with this road between Rayford and Spring Creek. (Response: We want to align with Montgomery County's plan estimated completion September/October 2022, we are still going through the process).
13	Dan with Cypress Fairbanks ISD	J.	Louetta Rd.	<b>For - IN Support</b>	Cy Fair purchased 150 acres of land for their next educational campus, northern terminus is Jack Rd., removing Louetta will not make or break the ISD's facilities plan because of the frontage on Jack Rd., and Mound.
14	Susan Graham	B.	Fulton St./San Jacinto St.	<b>For - IN Support</b>	Is in support of this removal; was concerned about it, spoke in favor of it because it would cut through the neighborhood and be disruptive. She came to the TIRZ meeting.
15	Monte Large	B.	Fulton St./San Jacinto St.	<b>For - IN Support</b>	Lives in the neighborhood and is onboard.
16	Monte Large	B.	Fulton St./San Jacinto St.	<b>For - IN Support</b> <i>Verbal Comment from Open House</i>	This process began really with some discussions with the neighbors. I live on Fulton just north of Burnet, just north of Brooks actually, and there's been a lot of discussion, when we moved there 7 years ago we rehabbed an Old 1900's bungalow. We love our house, Fulton at that time was sort of a quiet neighborhood street. It still is in a lot of ways, but it has become a lot faster traffic. We have two little ones. One is three and the other is a few weeks old right now. It's been a little bit frightening how fast the traffic moves on Fulton, and we start talking to neighbors who also seem to be a bit concerned, and we were looking to put in speed humps, or apply to get speed humps, and got to the point where the City informed us that it was a Major Thoroughfare, and if you're knowledgeable, Major Thoroughfares are not applicable to have speed humps. Because Major Thoroughfares are like Westheimer or Westpark are some of the major roads that you think of around town. So we got to that point and discovered some other roads that were connected to the reason why Fulton was considered a Major Thoroughfare was this old plan that Ralph was mentioning. That would at some point connect Fulton to San Jacinto underneath I10 and 45 and the whole alignment there, but that's sort of a future goal, and I think that sort of a kind of separate issue. Fulton street, where we live, is largely neighborhood street that has some fast traffic that moves along it. So, it's in the in-between stage right now. I support the deletion of Fulton from the Major Thoroughfare Plan. I think there are better ways of achieving the same goals to connect Near Northside to Downtown, and I think eventually there could be a connection between San Jacinto and the new Near Northside, but I think at this point in time, but without the funding and without the plan, it makes sense to treat Fulton like what I think it is now, like a neighborhood street, where residents live in historic houses. Sometimes when there or not other options present, it's just about moving from one place to another. It can be easy to just get hung up on one plan. We're not looking at the neighborhood or making contact with the other things. Elysian has really changed quite a bit in my perspective, the neighborhood and how well it is connected. I worked at the East End, and I'm able to get so fast now in a car sometimes, I risk my life and bike over that overpass, but and that's really fast too, but being in a car its super fast. My wife and I talk about all the time how special it is, and how it truly is a neighborhood, historic neighborhood. So close you could walk right into downtown if you want to within minutes. It's so special that way, It's unique. It's quiet, but it's also so close to all the action.
17	Susan	B.	Fulton St./San Jacinto St.	<b>For - IN Support</b> <i>Verbal Comment from Open House</i>	I had heard about this and I was really concerned. I am glad that the City is not going to go through with this. I'm in favor of this one. To not do this one. I think it would be very disruptive to my neighborhood and increase traffic as well. I am excited about the TIRZ, I plan on eventually coming to one of your meetings, because I am really interested in what is going on with that. I think as citizens as residents of the Near Northside we need to be present and participating in our TIRZ, so I am really grateful for you and grateful for George, and Monty and everybody who has really stepped up to do that work.
18	Jack Liquince	B.	Fulton St./San Jacinto St.	<i>Verbal Comment from Open House</i>	I don't live in a neighborhood, but they re-did the Elysian Viaduct and I traveled over it a couple of times midday and there is no traffic on there. I mean It's nobody. I don't know what it is like doing the rush hours, but I was just wondering if TxDOT, you may not know this answer, did they actually analyze, when they rebuild this, what would the traffic needs be? (Response: No one has done any type of traffic count. This is just a convenient cut through further downtown folks who want to get pass the I-10/I-45 pass through interchange. If you email me I can send you our mobility study). When they do the Hardy Toll Road extension, will there be any entrance or exits in the Near Northside Super neighborhood? (Response: I can't speak of it in that sort of granularity. There are 2 or 3 underpasses. It does bisect in the neighborhood in a way that it wasn't bisected before. I think further north, there may be, but not at this particular frame. One thing that I do want to mention though, is when they bought the right-of-way for the Hardy Toll Road, its not linear, it has crinulations on both sides. They bought residential properties, and look at it today, its a whole lot of granulations and empty land. There's still all these ideas, 10 years worth of ideas of what they wanna do. They want to build a park or bike trails, but generally speaking the toll road has not been receptive to anything. They want it just the way it is. They're gonna mow it, maybe put some retention or detention for the road, and they just don't want any kind of public use. It's just been a big round robin. Elysian is empty too, it doesn't have a lot of capacity. There is not another need for a Major Thoroughfare. Most of the problem is, if you look at what happened with the Hardy Toll Road, it bisects the neighborhood, It makes it harder to walk and harder to bike).
19	Lydia	C.	South Wayside Dr.	<i>Verbal Comment from Open House</i>	Are you proposing an alternative in Lieu of, or are you just proposing that removal? (Response: We are just proposing a removal).

20	Commissioner Susan Alleman	C.	South Wayside Dr.	<i>Verbal Comment from Open House</i>	The City is looking at an alternative alignment for this. I know that about two years ago we had something further south of this. On South Wayside, there was a discussion where the Planning Department was going to have to look at the whole corridor, South Wayside corridor, because of some difficulties in the right-of-way. Has the Planning Department been able to do something like that, and if so, did it include this section or not, or was it more limited, because I know this was further south, quite a ways, south of the park and everything? (Response: That was a simple application. We've been coordinating with TxDOT on their SH-35 design, which is part of this presentation). SH-35 is going to go south of there, correct? (Response: It is unclear, TxDOT proposed to put it on the Regional Transportation Plan, but it is not there right now. It did not go through the proper process. While TxDOT has talked about an extension, it is not on any of the regional planning documents for today).
21	John Fox	D.	Fondren Rd.	<i>Verbal Comment from Open House</i>	My property is impacted by the amendment.
22	Melvin Hawkins, Council District K	D.	Fondren Rd.	<i>Verbal Comment from Open House</i>	How many lanes will there be on the new Fondren? (Response: Once constructed? Currently, it is designated as a T-4-100, so it would be a 4 lane boulevard, section 4 lane road).
23	Commissioner Loyd Smith	D.	Fondren Rd.	<i>Verbal Comment from Open House</i>	Yours is fairly simple is it not (Response: Yes sir, just moving the alignment to split a property line instead of bisecting a property into 2 pieces. It also will effectively change the alignment to crossing this Fort Bend County drainage channel that runs east to west. Currently it would result in about a 200' crossing, and by changing the location, it reduces that to about 175'. If I recall, it also changes the angle from a 33' angle crossing to 68', so much improved in those aspects, but it will remain a T-4-100, nothing is changing there. That's really about it). And this is inside the city limits or Fort Bend County unincorporated area? (Response: It is inside the city limits, but also located in Fort Bend County). In general, I always hesitate to create maps that follow a common property boundary, but that's the City's cross to bear. If they agree, what options, is that over the entire length or part of the link? Do you have an exhibit that will show more of that in detail? (Response: Actually, what we have found recently, is that there is property here that was recently platted as an unrestricted reserve, so they are proposing to extend Fondren to follow the current alignment and arch of Fondren Rd., up to this drainage channel. I think it's a fresh water channel if I recall. So, from here we've just had to adjust the alignment slightly. It would progress from the south line and then reverse curve down through here, the property line. That, we would be moving. It is located here, two separate property owners, here and here. That's really all of the alignment that I have in this graphic. If it's, if there's something more specific you would like to see, we could certainly provide that for you). Can you use your cursor and show the boundary of your client's property? (Response: It's this right here, so it would follow this right here, it is the boundary to the right on the graphics. They are planning on doing a light industrial warehouse logistics park at this location. They also have interest in other properties in this area for development. The corridor makes it a nice option for them). Well, Harris County Engineering won't be in the middle of a wheeling and dealing on this one so, I think you're right. I don't have a dog in the fight, and I don't see an issue with that. In fact about 100 yards of relocation that keeps the pattern the same. That doesn't seem like a big deal to me as a commissioner. (Response: We have coordinated with TxDOT about FM 224 and we've coordinated with them, they are in support, per the alignment, because it allows more stacking between the intersection of Blue Ridge and Fort Bend Tollway. Another little nugget is that Hillcroft is going to be the feeder road. Fort Bend Tollway is going to be developed by the City. An actual roadway put on the ground end called Hillcroft through this area. So, there's gonna be more connectivity for the regular drivers, not tollway drivers in this area. So, it should be increased once that's done). Right. Well, if your scale is accurate down there at the bottom, is the existing connections a quarter mile from that Hillcroft Fort Bend Tollway, which is fine for single spacing, but if you can put that signal closer to halfway between two non signals, to be there at Blue Ridge and the tollway way, then that's better operation. Again, it all makes sense to me. The only question is the details of split the line or just move it to the edge of your property. I'll let the City speak for themselves on that I'm going to stay out of that one. (Response: Yes sir, we are currently coordinating with that property owner. That property owner actually owns most of this area, so they are in coordination with the developer of this property, to make sure that they are good). You're talking that new alignment. Okay, so if some status report of whether they, or if they are ready to issue a letter of support, or join with the application or something, would certainly enhance your chances. But regardless, I think they look pretty good.
24	Dee Dee Chavis, Chief of Staff For Vice Mayor Pro Tem and Council Member, Martha Castex Tatum	F.	West Airport Blvd./Allum Rd.	<i>Verbal Comment from Open House</i>	What is the name of the church? (Response: Nueva Jerusalem Church). On the map is there a way to indicate where the site of the church is located? So that Throughfare going across the site, that's the request to delete that? (Response: The future Throughfare, yes). Have studies been done on how traffic would be affected with this deletion? (Response: We are still early in the process, so they are calling this a temperature check, to see how the public feels, to see how the Planning Commission feels, from there, if needed, we would do such studies). Would this record be available for the public to view For those who are not present? (Response: Yes, the meeting is online at <a href="https://youtu.be/M4vKxKFCBw0">https://youtu.be/M4vKxKFCBw0</a> ).

25	Jose Sanchez	F.	West Airport Blvd./Allum Rd.	Verbal Comment from Open House	Good evening my name is Pastor Jose Sanchez. I am the Senior Pastor for the Nueva Jerusalem Church. Since I got to the United States, I realized that there was a lot of need in people, and I started to work in the street, helping people, because I saw a lot of people on drugs, in family abuse, and destroyed homes. And when we started, we use to rent a small place on Bissonnet and Fondren, and little-by-little, we started growing, and now we are located at Main and Hodges. Since 1996, I started helping people, and the church has been growing, and my desire is to help people change their way of thinking and change their way of walking, by abandoning violence and abandoning everything that is not going to help their future generations. So, that is my primary focus. We tell people that they have to change, we all have to change, so that we can have a better city. So, we speak to them about the necessity of having Christ in your life, but at the same time, I tell people that we have to be better citizens. By changing our lives and bettering the city and bettering our community. So, a few months ago, I believe it was last year, we spoke to some of the people in the city that have been helping us, like Ms. Sharon Moses, and a couple other people. And we told them that they were doing a great job In the city, I also told them that they were doing a great job, and we could have good freeways, and really good streets, but we could have a destroyed community, with violence and abandonment. And so, I believe we should take a moment and meditate that we could have a really nice city. Beautiful streets, but also, if we do not meditate carefully, we will also have a community that children, grandchildren, that would be on drugs, and on other things that will affect our community. For me to answer for the work that I am doing now, no one paid me. When I started to work and help people, no one gave me anything. I made pause, I made tamales, and little-by-little, that's how we've been working up to now. Up to these days, that's how we still pay. That's how we were able to pay for this property, selling food, so, that is my vision. I tell people that they need to personally change, but I also tell them that it is very important for us to try and help other people. Help our neighbors, help people that are surrounding us, because we can live, live perfectly fine, we can have a good life, and have everything we need. But If we have people around us that are not living okay, then that's when the big problem comes. So, I thank you, because I know that you guys will consider this, and I know that you guys will understand that also, that our family is included in this vision. So, we will not only have beautiful streets, but I understand and I know we will also have beautiful people. So, I thank you for your time.
26	Dee Dee Chavis, Chief of Staff For Vice Mayor Pro Tem and Council Member, Martha Castex Tatum	F.	West Airport Blvd./Allum Rd.	Verbal Comment from Open House	Thank you for sharing your vision, thank you for Nueva Jerusalem Church, and thank you for your efforts, for your commitment and your progress and what you're doing in the community. Again, you are to be commended for your work, and we can't thank you enough for being a part of District K, and wanting to improve the community. And so we appreciate you sharing the mission of the church and your mission. Bravo to you and your hard work for wanting to help people, but we certainly want the community to be better, and we appreciate you.
27	Mr. Andres	F.	West Airport Blvd./Allum Rd.	Verbal Comment from Open House	What exactly was this plan that you're proposing, or this proposal that is being presented?
28	William Dennis	F.	West Airport Blvd./Allum Rd.	Verbal Comment from Open House	Is the area that you are talking about north of Highway 90? (Response: The area I'm talking about is just south of Highway 90. We are east of Chimney Rock, south of Main and south of the Willow Water Hole). It looks like it's cutting through 2 properties each one is a 3 acre track. My property is the south track. If you can identify Kylewick Dr., on your map, but it is the last 2 homes in the neighborhood that own the property that is behind. I brought that property with the idea of that road going through, and so is what you are in the development to be? Is it in the way of the road south of South Main? I don't understand what the object of this contention is? (Response: When the church bought the site, and then they performed a survey, the path of the future road used to travel almost north and south. The entrance used to be on the northwest corner of the site, and Dana went south to the south end of the site, which left a large portion of the site available for development). Your church property is where the cows and the bulls are? (Response: We are 2 properties away from your house). That property is not developed at all. (Response: Not at this point, we're trying to find a solution that is fair, for the church and for what they need the site for, so we are just going through this process with the City to see). Well, I wish you luck. I did talk to the Minister of the church over a landline, and at the end of the conversation, I did wish him well and he thanked me for my time, and I just told him my concerns of the property that that road crosses. So, the people who own the property have much to say against one entity, and that be the church. I don't see on the map where it seems to be hindering anything except maybe its something small that I can't see. (Response: I'm happy to explain to you what has happened if you have any questions). I was just concerned about the proposed street is clipping the back corner of my backyard. That's a 3.5 acre backyard by the way, and my neighbor has 3.5 acre backyard, and the road goes right through the middle of his property, and his house is right on the corner of Kylewick and West Airport, unless it is going to be elevated. I don't know so that's probably for future information but that's my property concern. (Response: That it clips your property?). Yes, you see the silver building, on the property next to mine, that is my neighbors' stables, for all the Houston live stock, and some of their Diamond L Ranch. And the house that's connected right to that, that's their headquarters right there. Just feel that is the area and this land right there is private. And so it's not gonna interfere with my home, but I fear for Ted not just losing his property, but all his, where he lives, he's 90 years old. His kids are taking it over I'm sure, but they're gonna lose a lot of property, and a lot of assets, depending on how that road is built. I don't care about losing that land, because I have the rest of it. so I just feel for Ted. So, that's my beef, you could cut down the trees, I'll just grow more. It's like an oasis in the middle, and the top property that is just so overgrown you would need a massive tractor to get that down. Now, I must say the property at the far left that long property, has mounds and mounds of dirt probably 30'. The brother of the owner of the property let some people come in and process dirt and they are mixing dirt and shipping it back out. It's like they are mixing dirty dirt with new dirt. They caused some flooding in the area which caused me a lot of headaches with blackberries you know and all that stuff, but I know that is all personal, but anyway I hope there's an answer for the pastor, that he will, he has no choice right? (Response: We are seeing what options there are. There that's why we're here talking to you, and other citizens to get your point of view and see how you feel about it).

29	Commissioner Loyd Smith	F.	West Airport Blvd./Allum Rd.	<i>Verbal Comment from Open House</i>	Is there any planned activity for road development here, are there any at this time? Is this purely a residential resident, or land owner driven request that just own its own merits within the boundary of Major Thoroughfare planning? (Response: We are lucky to help the church develop their site and the path of the right-of-way has changed from when they bought the site, so we are looking for options to find a fair solution for them, so they can build their new facility). Do you have a view of some drawings of some kind where you could show more specifically the church property? I almost interrupted Mr. Dennis knowing the area, to ask the use of the property. I saw some soccer fields there, but that's a contiguous track all the way from Main St., down to that pipeline corridor, or whatever that is. Is it owned by the church? (Response: That is correct, the site is all the way down from Main to where you described). And you mention that the Thoroughfare alignment has changed over the years, can you elaborate on that a little bit now that we're looking at this map? (Response: When the church bought the site and performed a survey, the survey showed the right-of-way. Now, the right-of-way goes south and exists in the middle, and takes a lot of the frontage away. Another concern is that there's gonna be an overpass going over Highway 90, and as you know, an overpass has a very gradual descent, so by the time it gets down to grade, it's going to cover the entire site. So, it's going to be a physical barrier and visual barrier as well, so it really hinders the project). I'll just say it will be helpful when this comes back to the Commission if you have a maybe an historical alignment over an historical photograph, or maybe even this layer here, because seeing the specialty and the granularity, it seems like there might be maybe some dedicated parcels of right-of-way that might have been done, that may have been done incrementally, that are consistent with this alignment, but not resolving the church's issues in fact potentially a decision was made at the time of that realignment was done. To say this parcel should be split in half for the greater good of view, contiguous alignment at the radius as shown so that would be helpful to me in judging all the different points of view here. Exactly what was the alternative that was on the table that was less impactful? When did it occur? Did the property owner at that time have the opportunity to participate and discuss what was going on as we're doing today, that kind of thing? But I certainly can feel for Mr. Dennis and the name is here. This would be an impactful project if the project, if it was ever to come to construction (Response: We can definitely work with city staff to get the survey to show historical alignment versus this current alignment Is that what you want to see. I'm not sure what you mean about survey alignment typically the survey will pick up known property corners, dedicated right-of-way, dedicated easements, and so on. So whatever was shown in that survey would be pertinent to some degree, because it represents the information available to your client I suppose at the time, but whether it's really meaningful, kind of depends on how that wiggly line is now, a straight line going diagonally was labeled then, but I'm not picturing exactly what that might be.)
30	William Dennis	F.	West Airport Blvd./Allum Rd.	<i>Verbal Comment from Open House</i>	I've owned that property for about 20 years, and it's exactly how I envisioned it to go.
31	Commissioner Loyd Smith	F.	West Airport Blvd./Allum Rd.	<i>Verbal Comment from Open House</i>	So, your property is one of those trapezoid properties next to the subdivision?
32	William Dennis			<i>Verbal Comment from Open House</i>	Yes sir, I own the one in the middle.
33	Commissioner Loyd Smith	F.		<i>Verbal Comment from Open House</i>	Is that Chimney Rock that we are connected to or is that Hillcroft over on the east end of this alignment? (Response: Chimney Rock). And then we have parallel Post Oak, so in the scheme of zooming out and thinking of traffic flows in the area, I would offer these observations: Post Oak at Main carries a lot of traffic that large triple level capacity is there for a reason, because Post Oak has been a significant connector all the way to 610 to points south of here for decades. I don't drive out there often enough to gauge the current congestion, but I'm most familiar with Chimney Rock, not with a lot of first hand knowledge but my wife, that I married 35 plus years ago, grew up on Green Craig St., there so I've been through the intersection a few times, and it's clearly a less heavily traveled intersection, because effectively for most drivers, it's a T intersection with Main St. Now that continuation, I understand, is a project that's underdeveloped by the City for Chimney Rock, correct? It is intended to be extended to Orange St., so I would ask Mr. Mendoza if the city staff has a current status report on that project for the Commission's interest, because the access in the area where this application is right now you have to go, to go north from this area. You either go back to Post Oak and go through that relatively congested location, but in effect you cannot go to Chimney Rock, as it might appear on this map because that's essentially a freeway quarter without accessible frontage roads until sometime in the future, which may be in the relative horizon. So my point in asking that and suggesting the future of this Chimney Rock project may be relevant, to the extent that the neighborhood is in the short or medium term going to gain additional access to points north, that is a shorter and quicker route than the one that exists now going farther west to Hillcroft by going south, that may be material to the judgment here, as to whether we need 3 crossings within 1 mile at US 90, does that make sense? Why I think that's relevant or why that could be relevant to how the Commission looks at it. (Response: Yes sir).
34	William Dennis	F.	West Airport Blvd./Allum Rd.	<i>Verbal Comment from Open House</i>	I've got a question for you, actually an answer, that ballpark and volleyball courts, and whatever else I had back there, that's sold to a developer, it's supposed to be a business park or something. If you go by there, everything's gone, the building.
35	Commissioner Loyd Smith	F.	West Airport Blvd./Allum Rd.	<i>Verbal Comment from Open House</i>	Which track are you speaking of Mr. Dennis, the one that looks like a fancy softball park or the one that was presented as the church's property a moment ago?
36	William Dennis	F.	West Airport Blvd./Allum Rd.	<i>Verbal Comment from Open House</i>	No, it's the fancy ball park, baseball park. (Response: They actually already started reconstruction already, I live in that area so I know).
37	Commissioner Loyd Smith	F.	West Airport Blvd./Allum Rd.	<i>Verbal Comment from Open House</i>	And you know where I live and when my wife and I leave in the morning she, I mean the traffic is, right there, where our street hits Main and that's where the exit is to get off for South Post Oak, and they're doing 50 to 100 miles an hour and I'm not lying. There have been some pretty major accidents right there, and she almost got clipped. One time somebody came from the far left lane, all the way to the exit and probably 15' beyond it, and missed her like maybe the width of a dime. And for me to go out to Fort Bend, I have to go down to South Post Oak, and hopefully I can get the U-turn to go back towards that's the only way I have to go towards Willowbend, and everybody or every business on that whole track has to go all the way to South Post Oak, make a U-turn, and come all the way back under Chimney Rock underneath the underpass to get to any of those businesses. It kind of wasn't thought out too good. (Response: Mr. Loyd, I was gonna show you the survey, just so you see it real good). While you pull that up. I'll just comment on Mr. Dennis's observations there from a more planning side of things. If that ballpark facility is now being redeveloped, the layout of those parcels isn't entirely clear, but it suggests to me that they may not have been platted in the past. In other words a ballpark would have been developed on acreage as opposed to a platted property. The prospect of redevelopment of the property I guess, this would be a question for the city staff. In the context of this corridor having had more than one partial dedication of the right-of-way. Is this development to the east of where the church is and the east of Mr. Dennis's property currently leading any platting activity that's gonna dedicate yet another section of this roadway Airport in the near term? Again, I can't tell whether soccer fields are all part of common ownership with the rest of that sports complex, but one would assume it's possible right.
38	William Dennis	F.	West Airport Blvd./Allum Rd.	<i>Verbal Comment from Open House</i>	It's possible, but every time I've looked, the soccer fields to the south, they've pretty much just expanded their own property you know, you sit on it you own. I was surprised to see that those apartments were built there, you know, what the heck, and of course that little street right there is West Airport (Response: So this is the information that the church received. This is their survey and also all information they received, when they purchased this property, it looked like this. You can see the path same entry point, but everything goes south).
39	Commissioner Loyd Smith	F.	West Airport Blvd./Allum Rd.	<i>Verbal Comment from Open House</i>	Could you zoom in to the label that the surveyor used there, used there on West Airport? (Response: Yes, let me zoom in).

40	William Dennis	F.	West Airport Blvd./Allum Rd.	<i>Verbal Comment from Open House</i>	I don't see a map on. (Response: This right here).
41	Commissioner Loyd Smith	F.	West Airport Blvd./Allum Rd.	<i>Verbal Comment from Open House</i>	Yeah, so, variable with public right-of-way not improved, interesting. Yet the surveyor didn't label that with a land reference. In other words, in surveys I've seen that include right-of-way references. It's not uncommon for a label of a roadway or road right-of-way to give the volume and page of how a map or a deed was filed, and this one seems to me to be odd in the sense that it doesn't have that reference. Yet the labeling of the right-of-way boundary is quite specific as though he had some sort of reference document that he used to create this. (Response: Sure, and we've seen other information from the purchase documents, and they all show this this path). What's the date of this one roughly, the year? (Response: 2015). My goodness. (Response: So you know that's what's tough right, because they, this is a very developable site, with a lot of frontage, and then, and now they don't have that, also you know. My best guess is that you see these roofs here, you see how these roofs are newer these roofs?). Yes. (Response: We think that the road used to do something). Jose, are you representing the city staff on the call, is it right? (Response: It's actually Brandon, I'm only the back up). Okay between y'all, and it seems to me that the going backwards to 2016, 2015, 2014, to look at the then effective maps. And in seeing what reference the surveyor may have used, is part of the puzzle here and this, if in fact there was a prior alignment that swung much further south, and then the applicant, likely the person that built these rooftops that were just mentioned, made an application to the Commission and that's part of the storyline and will help us understand how the church ended up in the box they seemed to be in. I appreciate all of the back up, this is a challenging one for sure. (Response: Mr. Smith, this is Jose with staff. I just want to answer a question you had in regards to the softball track. There is an active plat submitted at this time for that property, which does cross future alignment of Airport, but I'll let Brandon know we can, he can provide something). Say that last part again, with or without any consideration of the dedication. (Response: There is going through, it seems.) Okay, so the checkerboard of partial dedications is about to gain one more chess piece on the on the board huh? (Response: That seems to be correct). Or some other crummy analogy like that. (Response: Again, it's in review right now, so I'll coordinate with Brandon. Okay, so that becomes all the quite pertinent though I appreciate it, Thank you all.
42	Commissioner Susan Alleman	F.	West Airport Blvd./Allum Rd.	<i>Verbal Comment from Open House</i>	I joined late, so I didn't get in on all that conversation with Loyd and all his questions of Commissioner Smith, but I do have, I would say concerns, I realized there's, it sounds like, there's quite an issue about whether or not there's right-of-way or not there, or whether it's been dedicated or whatever, is that correct, from what I was getting on the conversation?
43	William Dennis	F.	West Airport Blvd./Allum Rd.	<i>Verbal Comment from Open House</i>	On the property, property south of where the ballpark used to be.
44	Commissioner Susan Alleman	F.	West Airport Blvd./Allum Rd.	<i>Verbal Comment from Open House</i>	Okay, all right. (Response: Can you repeat the question?). It appears that there's a question about whether or not there's right-of-way dedicated, or where right-of-way is dedicated on the, is it the surrounding or the adjacent tracks, or what cause I came in late so I'm sorry? When Commissioner Smith and, I'm sorry sir I can't remember your name, they were talking. (Response: And so this alignment is calling for West Airport to basically split their property on the southern half. So you see the site and the alignment that comes through their property there. Also, as of now they are asking for deletion from just north of US 90 to Hiram Clark). And I would have, I mean. I think it's very important that some riders somewhere Airports are true. I don't know what the exact alignment would be, because it goes all the way from, I think about I-45 on the east, to way out the Grand Parkway in Fort Bend, and I think this is one of the only missing links of the roadway. I think maybe there's one more, but anyway. So, I think it's very, it would be very important to maintain some sort of connection for West Airport. This is, I'm Commissioner Alleman, and I came in the conversation with Commissioner Smith, and the right-of-way then what's going on with the right-of-way? I just wanted to make the comment that I think it's very important that somewhere we get right-of-way for West Airport for this section, because West Airport exists. I'm pretty sure that it exists, almost all the way continuous from I-45 to Grand Parkway in Fort Bend County. Save and except perhaps this section and there might be another section around Chimney Rock. I know, as I recall maybe, but anyway, I think the continuity of West Airport is very important in that. I just wanted to go on record saying, making that comment. (Response: Thank you Susan, you know we don't disagree with that. We're just trying to find and we are just trying to find a solution that feels right for the church. I don't know if you caught the end of the conversation where I was showing Mr. Loyd the alignment shown in the survey that the church performed. Did you get did you get to see?). I saw it, but then I didn't know it relative to everything else, I mean I didn't. I wasn't sure. That other alignment is not showing what's on the screen right now, is that right? (Response: That is correct. So when the church bought the site the alignment was much different. The entry point to the site was the same, but the exit point of the right-of-way was on the south, on the middle of the south end point of the site. So, that left the church a much bigger area connected to Highway 90. So, you know, they had, they bought this site to develop. They are a growing church. They have 4,000 members and they're planning to build an 8,000 seat church and a school, and when they approached the Planning Department and the Planning Department showed them this new alignment they were blown away, because it doesn't match the survey, match documents during the selling documents. So, they don't know what to do). I understand and like I said I came in late and I remember the presentation at the Planning Commission Meeting and how that had occurred and I know Commissioner Smith was asking questions and trying to help you guys figure out what to do. I just, yeah, I just would like for there to be some alignment, and I know that's not a solution, but I just wanted to go on record saying that I think it's important.
45	William Dennis	F.	West Airport Blvd./Allum Rd.	<i>Verbal Comment from Open House</i>	I concur. (Response: You know, we're looking for something, we're looking for a solution, if that makes sense).
46	Commissioner Susan Alleman	F.	West Airport Blvd./Allum Rd.	<i>Verbal Comment from Open House</i>	Yes, it does, and I apologize for just saying. Well, I'm not bringing a solution or anything, or anything constructive to reach a solution to the table, but I did want to go on record saying that, so thank you very much. I appreciate it Rodrigo (Response: Thank you so much Susan).
47	Dee Dee Chavis, Chief of Staff for Vice Mayor Pro Tem and Council Member Martha Castex Tatum	F.	West Airport Blvd./Allum Rd.	<i>Verbal Comment from Open House</i>	What other options are being explored ? (Response: Right now we haven't got to that yet, but we've, what we're doing in this phase right now, we went to the Planning Commission and we brought before them the slate of amendments. The next step is to notify the public and that's what this open house is for. Also, in the back end we are having interagency meetings with Harris County, also the flood districts and other Commissioners. The engineering group, stuff like that. So we're getting a consensus of how everyone feels about it, what everyone thinks about it, and that's when myself and staff will come up with alternate recommendations based on feedback from the public, from the Commission, and agencies. And so, we will sit down with the applicants and we'll come up with alternate ideas, and what we feel fits best for the church, but also fits best for the network. So right after this meeting that's when we'll start that that process.
48	William Dennis	F.	West Airport Blvd./Allum Rd.	<i>Verbal Comment from Open House</i>	I'm sure they have some very good architects.
49	Dee Dee Chavis, Chief of Staff for Vice Mayor Pro Tem and Council Member, Martha Castex Tatum	F.	West Airport Blvd./Allum Rd.	<i>Verbal Comment from Open House</i>	Yes sir, thank you, Brandon.

50	Barbara Taylor	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	I think there's a number of residents represented here that we live on Forestry Dr., or just coming down through. I think on your map it says unnamed St., but there are 6 houses on one side and 2 on the other, and we saw the definition of a Collector with 60' so we need to know what that means for our houses, because obviously you know that's not gonna fit down the current residential street. (Response: Could you give me an address just so I could pull it up on Google Earth). I'm at 30703 Forestry Dr. (Response: Is that a Spring Texas address?). Yes, 77386 (Response: Just south of Richards Rd.). Right. (Response: So a Thoroughfare Plan does not say that a road is going to be built, it is it is a proposed alignment and that's part of the reason that we're, you know, requesting this reclassification, is that we don't feel that a 100' right-of-way is the right width for this, and Montgomery County felt that same way when they amended their Thoroughfare Plan. So, that's why we're requesting the reduction of right-of-way width from 100' to 60'. A 60' right-of-way, if this road were to be built in this area is more in line). So, what does that mean for our houses? (Response: So there is no right-of-way being taken at this time. The county would have to be funding a project for any right-of-way to be taken. Brandon, I don't know if there's anything you'd like to add with that from a City of Houston staff perspective. I believe he's on another call, but there are no proposed construction improvements for this road, at this time).
51	Unknown Caller	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	You said at this time, what does that mean? (Response: Right, sure, and that's a valid question. We did meet with representatives from Montgomery County, Precinct 3, they had not, based on a meeting that we had earlier this year, they have no intentions of constructing this. I can't speak for them and what their future plans may be).
52	Barbara Taylor	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	If there's no plans of constructing this, then there would be no point in any of this, so I guess we need to understand a timeline. (Response: So, there isn't a timeline for construction of the road. Major Thoroughfare plans are very long range 20, 40, 50 plus year plans, to ensure connectivity throughout the region). When does this developer plan to start breaking ground, to start putting in the new neighborhood? (Response: So, I don't have a time frame when development would start for the tracts located on Robinson Rd., we represent the property owner that fronts Robinson Rd., in this area here. We don't currently have a time frame for development, and you know a road being constructed from here, all the way down, that's not typically, that's not to be a part of what would be required for this development here, to construct a road all the way through to Rayford Rd).
53	Unknown Caller	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	Could you repeat that? I heard background noise, I couldn't hear what you were saying? (Response: Okay, I do not have a firm timeframe on any development plans for the tracts located on Robinson Rd., so I can't answer the specifics of that question).
54	Barbara Taylor	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	You don't have a firm date, you have an estimated time frame? (Response: I do not, no). So, this is just to go get this approved to be in the extraterrestrial jurisdiction. What is the next step? (Response: So, the request of this amendment is a reclassification of the road, because currently, on the City of Houston's Major Thoroughfare Plan it's supposed to be a Major Thoroughfare with 100' right-of-way. What we are requesting and based on our conversations in the county with Montgomery County is that 100' right-of-way is, it's rather large and does not fit the needs of the area, and a 60' right-of-way is more appropriate, and Montgomery County agrees with that. That's why they updated their Major Thoroughfare Plan in 2021, to reflect a 60' Collector versus the 100' that was initially proposed in 2016). Will we receive further notifications on next steps? (Response: I know the City of Houston does send out notifications throughout this process. I believe you're probably all on this call because you received a letter in the mail. I would definitely like to check with Brandon since it's him and his team at the City of Houston that does send out those notifications, so we can definitely check with him on that, to see what further notifications will be provided throughout this process).
55	Unknown Caller	G.	Fairview St./Unnamed Thoroughfare	<b>For - IN Support of Reclassification of the Road, but NOT in support of the construction of the road.</b>	So the question is, do you know if, I think it's a very simple question that Forestry Dr. We have neighbors from this street doesn't mean it's not gonna be touched right? At this time it's not gonna be, no work is going to be done on the street, is it correct? (Response: You know I can't speak for what the county's plans are for construction of roads, but that's not what, this amendment is not about construction of roads, this is about reclassifying a road on the City of Houston's Major Thoroughfare Plan, to have it match the Montgomery County Major Thoroughfare Plan. So, any concerns about road construction within Montgomery County, Precinct 3 you know, you need to have those conversations with Montgomery County). Are they going to notify us, right, that work is going to be done? (Response: Yeah, I can't speak for the specifics on how Montgomery County notifies residents within their precinct on construction projects). That's fair. So, this meeting is just for classification, just changing a classification in the document, is it what it is? (Response: Yes, that's correct, so Montgomery County had updated their document, the Major Thoroughfare Plan in 2021, and so what we are asking on behalf of our client and through conversations with Montgomery County and the city, is for the City of Houston to update their document, their Major Thoroughfare and Freeway Plan, to reflect the changes that Montgomery County already did). Okay, so right now, we are not discussing any type of construction, we are just discussing classification change, so that all documents are in sync? (Response: That is correct). Okay, and why do you guys need our approval, or why are we meeting, it's not impacting us, right, I mean, it doesn't matter for me, how the road is classified in documents. (Response: So, as part of the planning process, you know, notification to adjacent property owners is very important, so that we get your input, and that that input is on the record, because what you think and say does matter in those decisions, and are taken into consideration). So that makes sense. So as a resident on this street, I so, I wouldn't mind changing the classification, but I completely disagree with making any type of work on Forest Dr., like any construction work, right? (Response: Okay, and that information will definitely, you know, be noted as a part of the public record for this meeting). Yes, and I have my reasons for that, right, so the first of all you know I have asthma, right, and I can prove it with my doctor's letters. So, basically that's one of the reasons why we moved here. Because it's kind of close to the roads, but far from the cars. right? So, basically one of my asthma attack triggers is car fumes, that's the reason why I live here, but not somewhere close to busy roads, right, so basically quality of my life is going to be directly impacted by this construction, right, so basically I am completely against it. This is one thing, that I have elementary age kids living right there. Basically, they have, I'm sure and they right now, they may have issues sleeping because you know, it's probably gonna be a busy road. Then, I believe it's going to impact the safety of the neighborhood. But is going to be the drive through street that I completely disagree with. And also, one of my main concerns, that property prices probably gonna drop, because if I was buying the house and there was a drive through road, I would never buy the house, right. Because this is completely no for me of buying the house, right. So its basically this road is going to impact the quality of life of my family, and it's also going to be financial impact, so this is just my thoughts regarding the construction. So I am completely opposed to it. Thank you for listening.
56	Kathy Schultz	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	Yes, hi, do you have a proposed timeline for this? (Response: Proposed timeline for, could you elaborate on that). For the road construction? (Response: So, there is not any road construction proposed at this time. The reason for this amendment, is to reclassify this proposed alignment on the City of Houston's Major Thoroughfare Plan to match the Montgomery County Major Thoroughfare Plan that was recently updated in in 2021. So, there is not any construction proposed. Any construction would need to be led by Montgomery County, Precinct 3). OK.
57	Unknown Caller	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	Can we actively contact Montgomery County to protest this? (Response: Protest construction? That would be your County Commissioner, James Nowak, he's the Precinct 3 Commissioner).
58	Unknown Caller	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	Is he in the meeting, by any chance, in that main lobby? (Response: No, he's not here). Yeah, because I just want to, you know, we as neighbors completely oppose to the construction and I know you are not really responsible for the construction it's just for recordings, right? So, I am when, maybe other people will join me, we are willing to hire a lawyer, right, to this point, and we're going to protest this construction. This is for the record, because it's recorded right? And it's not directed to you Adam, because I understand you don't have control over actions of Montgomery County. (Response: Right, this road might not ever be built). Yeah, they shouldn't even waste their time on it, that's the whole point why I am saying it, right? They shouldn't even discuss it, because we're going to fight this construction, because we don't want our property prices to drop, right. All our hard work is going to be just wasted, and we don't want that. So yeah, I wish the Montgomery County representative was here.

59	Gordon	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	I got a couple questions about this. One of the things I think is a little disingenuous about this is, Fairview actually has a street name, but it doesn't exist, but Forestry actually does exist, but it's identified as unnamed, when it really has a name. And it's been a road for 30 years. I've been on this street here for 30 years. I'm kind of disappointed that Montgomery County didn't, and I know BGE was praised by the commissioner on their outreach program, but nobody ever communicated any of this, with this neighborhood here, which, as far as I can tell, that's the ones that are actually affected by this project here. But why wouldn't this, why doesn't this project actually have the name of the street on it, that it actually impacts? (Response: I can't speak to the specifics of street names. On the Montgomery County Major Throughfare Plan, this proposed alignment on their plan was called the Fairview Collector and Brandon, maybe you can correct me if I'm wrong, but I believe on the City of Houston Major Throughfare Plan it's called an Unnamed Major Throughfare, correct?). (Response: Well, I think it's called Fairview/Unnamed). Let me just say, I appreciate the City of Houston. We can't vote for them, we can't do anything with the City of Houston, but I know we're in their extraterritorial jurisdiction, but I appreciate them reaching out to us. I'm just kind of disappointed that we actually live and vote in Montgomery County, but the people that we vote for don't have an effective outreach program to inform the citizens of the proposed impact to our communities. I would also say that you work for BGE right? I went back, and I'm, when I got this letter, obviously, like most of us started Google, and all this, and started seeing newsletters had been put out and how BGE was praised for their virtual meetings, and all the things that were put out for community outreach, and you know, it lasted for 3 weeks, but nobody was ever made aware of any of these things where it actually affects. Which I'm just kind of curious, because if we go by Unnamed St., then that's probably why nobody on the actual street was made aware of it. (Response: Okay, I'll give a little clarification when it comes to the Unnamed St. As you said this area is in the ETJ, and so when the ETJ was basically formed and it's not a good quick like city lesson, but the ETJ was formed in the hope that in the future this area will be annexed with the City of Houston. Of course as growth happened throughout the City, and different counties and entities started to grow larger, they, you know, they actually became their own little beast. Our Freeway and Throughfare Plan started in 1992, I believe somewhere around there, and Montgomery County is fairly new, but It's not to say that one has precedent over the other. We just want to make sure that our maps are the same, or that they are, you know, showing the same connectivity on our end, because it was kind of projected far out in the ETJ and to be real, we didn't give it a name. But when Montgomery County had theirs, they gave it a name, so on our end it's Unnamed St.). On Montgomery County its Unnamed St., also? (Response: That's what I'm saying, because it hasn't actually been platted and built, it doesn't have a name per se, but if it was to be built). I got you, and its actually where they, where the graphics and the stamped Unnamed St., they actually just go right over the houses, and they kind of hide our houses on this, on this graphic picture of it, and it's right under the D, and Unnamed St., and right along there is where the houses actually are. So, all the houses on the west side of the street, all have single car driveways. But we have 3 car garages, in the back of the building, and I know this is probably not the forum for all the specifics, but if this road were actually to be, you know, we kind of rely on the street to provide some parking to rearrange our vehicles and stuff in the driveway, cause we don't have single driveways, and I can appreciate the need to unload Robinson Rd., because it's absolutely overpopulated up there. They've got to do something, but I don't know that coming through Forestry, this is probably the right pathway, as long as it doesn't actually come down through Forestry. Now, I also understand that you know, you say well this construction, this is just projecting, and we're just talking about reclassifying what was previously a 100' right-of-way, which I can understand the issue there, because my house is only 95' from my neighbor across the street, so there's not a 100' of right-of-way between the houses. But on the north side of Richard's Rd., right at that intersection of Forestry and Richards, they've already procured land on the other side and there's already some strip centers being built over there. Well I don't know if they're being built there, they are planning the construction, and they've already purchased the land in preparation for putting some strip centers in over there, to provide service for this traffic that's gonna be coming through here. So, it seems like there's a whole lot more going on than just merely projections, in my opinion. (Response: It is a great one, and I thank you for your opinion. Any and all public comments are welcome throughout this process that's definitely the reason for this open house).
60	Unknown Caller	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	That was a good opinion.
61	Gordon	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	Well I also, you know, another concern then, while I'm sharing my observations. I see it's being throttled back to a 2 lane road, which I can see. Well it's just gonna be 2 lanes, and it already is 2 lanes. I also don't know if that's just like a Trojan horse, where once we get the 2 lanes in, the county will recognize immediately how woefully overwhelmed a 2 lane road is going to be, and then it's going to go right back to needing to be a 4 lane road. They've already done a lot, and I know you're just really trying to align the extraterritorial jurisdiction with what Montgomery's County's already done, but it just seems like there's some, uh, it would have been nice to know about some of the stuff early on. This was approved in 2016 initially and we probably, you know, I probably spent \$50,000 in my house alone, because roughly around that period of time, that this was going to be our house for the future, but we don't want to live on a Major Throughfare, even if our house doesn't have to be taken out. We still can't step out front on a 4 lane road. (Response: Sure, yes, that's definitely understandable). But I appreciate your time and I will defer the floor to others.
62	Unknown Caller	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	I was cosigning what the gentleman said, and amending that its also dangerous, kind of like putting us out there. We all had the premise that our street was private. I definitely disagree with whatever work is going to be done. I didn't even know there was a strip center across the street. Now, I know.
63	Richard Bedingfield	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	So, who's pushing the project the county or BGE? (Response: So there's not a proposed construction project for the road, Barr Capital Interest is our client. So, we're the applicant on behalf of Mr. Barr. He owns approximately 55 acres off of Robinson Rd., where the curve is, near the drainage district number 6 detention pond). Is Barr pushing for this road? (Response: We were hired by Mr. Barr, to apply for this amendment, to reclassify the road, as his property was impacted by the 100' right-of-way). Okay, and the property from Richards to Rayford, this 60 acres of woods, owned the ICG Group, has that been acquired by buying it or by eminent domain, or how would that be acquired? (Response: The right-of-way for the road?). Yeah. (Response: It could go a number of different ways. This road isn't proposed to be constructed at this time. When we had early conversations with Montgomery County, Precinct 3, before we submitted the application to the City of Houston, we confirmed with Precinct 3, that they did not have any immediate plans for construction of this road). Okay, does your client want this road? (Response: It's not whether or not our client wants the road, or doesn't want the road, when he does go to develop his property, he just wants clarity in the plans that he has to abide to, when he does choose to develop his property. So, it's hard to develop property, when you have one plan that says a 100' right-of-way, and there's another plan that says 60', we're just seeking consistency in the plans). Got you. I'm just trying to, I think somebody else mentioned this earlier. I don't understand why, and I know this is a City of Houston ETJ, but I'm really baffled as to why there's not a representative from Montgomery County on this meeting with us. (Response: I do know, they were notified just as all of you were. I can't speak for them, unfortunately). Yeah, and for the record, I do oppose the road. That's all I got. I appreciate it.
64	Kathy Schultz	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	I would like to add something though, for the record, we oppose the road also, very much so, this has been our home for 25 years, and it would crush our property values. And like Gordon, this is where we had planned to stay. So, we've been putting a lot of money into our home, but I also wanted to tell the others on the call, that Steve was able to, my husband was able to get a different map from the City of Houston, that was more specific, and it does show the road going directly through the homes on Forestry, not the street itself, but the road goes right over the homes. That's just for your reference. And I'll be happy to give you that map.
65	Unknown Caller	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	Are they going to build a bridge over our houses. (Response: As I've mentioned there's no construction plans that we're aware of, and when we had meetings with Montgomery County, Precinct 3, Major Throughfare Plans are long range plans with lines drawn on a map, you know, specific alignments and how intersections are planned and constructed, those are the things that are hashed out during the design phase, if a project were to be proposed. So, it's not to say that there would be a bridge built over houses, or that it wouldn't use the existing alignment that's there. It's just too early to really make any fine, definitive answers for some of those questions).

66	Unknown Caller	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	Has Montgomery County already approved the go forward of this neighborhood. (Response: Could you please elaborate on the go forward of this neighborhood).
67	Unknown Caller	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	The new neighborhood, that you represent the owner, has Montgomery County approved that? (Response: No, there's been no engineering plans approved. There was a general plan filed with the City of Houston, I don't recall if that was submitted to the county or not. Brandon do you have the dates of that?). (Response: I can look that up).
68	Kathy Schultz	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	Is approval of this neighborhood contingent upon this road being approved? (Response: Brandon would you elaborate on how the City of Houston enforces a right-of-way dedication, or a road construction, as a part of a platting process). (Response: What they have done, as Adam said is, they have submitted, I will look up the details of that in a second, but they have submitted a general plan. With the general plan, it's basically just what we might do or might not do. It is to say that we have plans to develop this land. What they're actually going to do with the land, they have to break out sections, and in those sections, if a Major Thoroughfare is proposed to be in that area, they are required to build it out to the specs that its labeled to be). Who is required, Montgomery County or the home builder? (Response: Whoever is developing the land. They are required to build it. Now, where the actual layout of where the road is to be, that's to be determined, depending on what the development looks like. So, I know someone made the comment that you know the houses over the Unnamed St., of Because your house is there, I'm pretty sure they will probably be coming back, and asking for a realignment or something like that, but like I said, Adam said, this is a long range plan. This is down the road. The purpose of this meeting, is to notify the home owners/the landowners around this proposed area that we are trying to match Montgomery County's map, where they have already approved a downgrade or reclassification. And to elaborate on construction of roads and how that works with development projects, it is not necessary. If Mr. Barr does develop his property, that does not mean that as a part of his development he is to build the full construction of this proposed road from Robinson all the way through the detention pond that the drainage district has, through this whole area, all the way down to Rayford Rd. He may only be required to build a portion of it). When will that be determined? (Response: The development of the property?). What, how much he would be required to build do you know when that would be required to be determined? (Response: So, that's something that will be worked out through the development process, in coordination with Montgomery County and the City of Houston, but there are not any definitive developments time frames or plans at this time).
69	Richard Beddingfield	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	Just so I understand, and to clarify, this whole meeting is just to reclassify the road? (Response: That is the reason of the amendment. Yes, that is correct, and this meeting is an open house where we have these sorts of conversations and dialogue, going back and forth, so we have an understanding of your concerns).
70	Unknown Caller	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	In the letter that we received, this is not how it was written, right. So the impression that we received, from the letter that we received, it was completely different. But it's basically, when I was going to the meeting, I thought we were going to discuss the construction, but not classification. So that was very confusing. Just to let you know (Response: Okay, and that was in the letter that you received from the City of Houston, as a part of the notification process?). Yeah, and in the letter, this is how I understood, right, that we basically as residents, we had 3 chances to attend the meetings and protest, right, or share our feedback, you know, regarding the construction, right. Basically, if we don't attend, we don't share feedback, the construction is gonna take place, and the road is gonna be built, right. This is how I understood, and this is what the letter says, but it looks like the meeting is a little different, what we are discussing right now.
71	Richard Beddingfield	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	I guess I've got a question for Brandon. Adding to what the lady just said. If we, go on record, opposing this. Are we opposing the road, or are we opposing the reclassification (Response: Basically this process, this open house, we are by law required to notify the public of an amendment request in their area. And you have, as the letter stated, you have the opportunity to come and voice how you feel. Now, you can say you're with the amendment, you can say you're not with it, you can say I don't want this road here. You can say I do want this road here, so this is just an open forum for you to really, I guess, hash it out but a lot of the, I will say the concerns you have, are out of our jurisdictions. They are more of Montgomery County. What I mean, so, you don't mind, or I'll say I don't mind, I don't speak for Adam, but I don't mind the backlash. I mean, but this is important, because we are planners, and as city planners, our job is to make the city more connected, efficient, safe, and the only way we can really do that efficiently, is to get your comments).
72	Unknown Caller	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	I edit my comments in the chat, just to make sure that they are there. Yeah, you met the problem, so I just decided, so it's just a space there, and I think we got the sentiment from the group, right, and how we feel about a construction, even the sort of construction, were not excited about it. I think you've got the sentiments, right (Response: Yes). Okay (Response: There is no problem at all, we understand).
73	Unknown Caller	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	There's a difference if the road's going to be built. I don't oppose the reclassification, because I want a smaller road, if it's going be built. I don't want the 100 foot, I want the 60 foot but I'm adamantly opposed to the road itself being built. So, I don't want to say I'm opposed to the reclassification because I'm not if the roads are gonna be built (Response: Right, so this, that is the type of feedback that we need. That actually where you stand because that's like Adam said. This meeting is strictly for reclassification and when it comes to building it out, the construction, what it looks, the alignment etcetera etcetera, we don't have enough information. And that's kind of far out to even give a direct answer. Right now all we can do is talk about the reclassification. And the reason why we are proposing a reclassification, is to match what Montgomery County has already done, because if anyone does come to redevelop, or want to develop or plat their land, and they touch this line, they're gonna have to come to the City of Houston, and we are going to be like, Hey, wait, you need to dedicate so much feet. Because on our map, this is what it says. Where they can come back and say, well Montgomery County map says this, so we would, you know, we bought this land under the precept that we would only have to give 20' versus 80' you know, so you want to make sure that our maps are matching, if they are fair, so that when this area is developed, when it develops, we're all on the same page). Well, just for the record, I am opposing the road being built. That's just for the record.
74	Unknown Caller	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	If we say ok to the classification, is it going to impact the construction in any way (Response: We can't answer that). This is, we don't know right, so let's say if we are not opposing classification, and you know, next we are meeting with Montgomery right. And they say, hey, guys, you're not opposing classification, so because you know, I'm in IT right, I am not in construction, I have no idea what impacts what right, and they are going to say hey, you're not opposed to classification and this classification change means that we can actually, you know, do this and that, you know what I mean. So this is why I'm asking this question. If there is any impact on their construction with this change (Response: Well I can say this, because this is an open forum to open house for the public. What I would do, as the staff that's over this amendment, in my report, basically, when the city council or when planning commission asks me, what was the sentiments of this meeting, I will say many were okay with the reclassification, which is what this amendment is asking for, but they are against building. And what Planning Commission will say is ok that's in Montgomery County and we don't have jurisdiction. But we will have those in the record. So, if Montgomery County wants to build out, and you guys go before Montgomery County, you can say we've voiced this to the City of Houston. We have this on record, that you guys are against the building of it. But that's like I said, that's down the road). Well down the road you know, this is not cheap houses that we've got, right. It's not like we're gonna sell them, like in 5 minutes and move somewhere else. Down the road, it means, you know, I bought the house to live here for the rest of my life, right. So if it's on the road, I don't want to live on that road, if it's ever happened you know. So down the road means actually a lot, right. Even 5 to 10 years or even 20 years means a lot to me (Response: I totally understand and I agree with you, but as Adam and I sit here before you today, all we can tell you is that we, sorry Adam is requesting to reclassify this segment so that it matches Montgomery County).
75	Unknown Caller	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	Is it possible to, if this road is not reclassified, is it possible to even put that road on Forestry Dr., through those houses if it's a 100' wide?
76	Unknown Caller	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	I actually measured it to be 95 feet from Keith's facial wall to my facial wall, so there's not 100 foot of right-of-way actually through here.

77	Unknown Caller	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	That's what I'm saying, right. (Response: In throughfare plans, they don't say that there is a 100' of existing right-of-way there or that there isn't a 100' of existing right-of-way there, or even 60', or 40', or 50'. That line is basically to say that, we are reserving for future right-of-way, if that is the case. Right, if that road is determined in the future, that it is needed, and those are decisions that Montgomery County would have to make). So, I appreciate you guys explaining some of this, and you probably receive a lot of the anger that the community has about this, and it's really not your fault you're just the messengers. And I can't speak for everybody, but I appreciate it, but let me ask you this, just for my own understanding. What is a, so we have a 2 lane road right now, it has curves and sidewalks, and it's just like, you know, a typical, you know, pretty nice decent community. What would this look like if it was reclassified as a Major Collector? Would we still have the ability to park on the street? Because I would expect that it would be 2 lanes with pretty much no parking (Response: I cant speak for the specifics. The street section that would be built, whether that would be concrete with open gutter, asphalt with open ditch, and etcetera, that falls in line with Montgomery County's road construction criteria. but the proposed classification, that we are proposing, is a Major Collector, with 2 lanes a 60' right-of-way). If the 60' right-of-way would be with the expectation that may need to go to 4 lanes eventually, and expand to a 100' right-of-way (Response: I can't really speak on that).
78	Unknown Caller	G.	Fairview St./Unnamed Thoroughfare	No Position on Reclassification - Against Construction	I want to go back on record to say and that I don't have a position on the classification of the road, but I oppose the construction of a new road.
79	Unknown Caller	G.	Fairview St./Unnamed Thoroughfare	No Position on Reclassification - Against Construction	Yeah, same here, I oppose the construction.
80	Unknown Caller	G.	Fairview St./Unnamed Thoroughfare	No Position on Reclassification - Against Construction	I oppose the construction as well. (Response: Also, I wanna reiterate again as, Adam said, you guys are free to reach out to Montgomery County Commissioner. That is the person who has the true say so of if, and when, or what this road looks like, if constructed, when constructed, how constructed. You as citizens of that area have more than a right to reach out and have your voice heard by them).
81	Unknown Caller	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	How do you reach out to him? (Response: He has an office located, I believe it's west of 45 off of Budde Pruitt Rd., west of I-45, and there's some ball fields over there, that's where the Montgomery County, Precinct 3 offices are, by the Montgomery County Preserve).
82	Unknown Caller	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	You have your pitchfork and your torches and follow the mob.
83	Unknown Caller	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	Yeah, yeah so how would we find and how do I put it on Google, so it's give me directions? (Response: Okay, you could do a search on Google search for Montgomery County, Precinct 3. So your commissioner is James Nowak. He is your elected representative for the area of Montgomery County that you live in. The information is in the chat. I do think, when the Montgomery County Throughfare Plan was updated in 2021, Commissioner Nowak, his staff, the rest of the county staff, the Montgomery County Engineering Department, you know they looked at the Major Throughfare Plan and they saw that a 100' right-of-way seemed excessive for this area, for this proposed alignment. I mean during that process it is important from a transportation planning perspective to keep as many north, south, and east. west alignments as possible. I do know, especially east of I-45, there are a limited number of north/south connectivity within that area. So, I think, when they were looking at that, it's like okay maybe it doesn't make sense to remove it, but it makes sense to reclassify it, because a 100' right-of-way, with a 4 lane, no section, seemed excessive.
84	Barbra Taylor	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	Does this proposed neighborhood have a name (Response: No ma'am). I assume that if the developer has to pay for the road, they want a smaller road, cause it's cheaper. So I don't know if it's just when they get this far in the planning. It makes me think, you know, there is a plan for construction to start, somewhere in the near future (Response: Brandon and I were talking about this earlier, and if you heard it, or not, but, just because Mr. Barr develops his property here, it doesn't mean that the whole road would need to be constructed to support the needs of the area. It could just be this little portion here. To provide access to his property, 55-acres of development doesn't necessarily justify construction of a road through a detention pond, through existing residential, and commercial areas, through undeveloped land, to get to Rayford Rd.). I assume there's no notification, that we will receive, once he gets the construction approved. (Response: As far as notification, during the development process. Typically notifications are sent out, if there's a replat with a variance. But I don't recall there being any notification requirements for standard planning and development procedures and I'm not familiar with Precinct 3's notification process when there's construction in the area. If there is any sort of notification process for that, that would be a question for Mr. Nowak and his staff. Brandon, I know there's notification requirements when there's a replat with a variance or some other public hearing needs throughout the planning plating process. Is there any other sort of notification requirements for a preliminary plat, or a GP being filed, or for construction plans being submitted, that you are aware of? (Response: Yes and no, once you get to the permitting phase, it does, but if someone is just coming through to plat their land, just a replat, or just to plat it out period, no, the neighbors don't have to be notified. They only have to be notified, when there is a violation, and possibly maybe a deed restriction, or they are changing, if it's a replat, changing the use, maybe like, single family to commercial, or something like that. So, that's really the only time you will get a notification).
85	Unknown Caller	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	How about sidewalk removal, are they gonna notify, if they decide to remove the sidewalk? (Response: We are actually trying to improve our sidewalk network. So, I doubt if that sidewalk would be removed. Improved, yeah, maybe). I like improve. I don't like remove, right, because I mean, I was just imagining how they can actually widen the streets. That's not a big street. It's like, I don't know, the only way to widen it, is just remove the small sidewalks, but it's already small, I can't really imagine what they can do, but I would imagine they would still have to get maybe our permission, or at least notify us, right? (Response: In the event of a widened road?). Yes. (Response: Oh yes, you would be notified, but like I said that, the way chapter 42 works, it's based on new development. So, if say, your neighbor, wants to do it, and you're on a road that is too be widened, they will have to dedicate, and on their plat, they'll have to dedicate, you know, so much, whatever the dedication required, is needed. So eventually, through time, the city or county, will get that dedication to have that right-of-way built out). Guys, do you think it makes sense to send mail to Mr. Nowak, James Nowak? Is it something that is accustomed when residents can send mails and let them know? (Response: Oh yes mail, phone calls, emails. Reach out via Facebook, if they have an official page).
86	Unknown Caller	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	On his official page, there is a contact me section that you can enter your phone number, email, and give your comments.
87	Unknown Caller		Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	Okay, perfect.

88	Unknown Caller	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	I'm sure, periodically there's a county commissioner's meeting as that is open to the public. (Response: Commissioners Court, they meet every two Tuesdays. Don't quote me whether it's the 2nd, and 4th or the 1st, or the 3rd, but the Montgomery County office is off Thompson St., and 105 in downtown Conroe, Texas. Typically, it's a 9:30 a.m. start time meeting and all other meetings are recorded and posted online afterwards. Mr. Nowak is your elected representative for the area of Montgomery County that you live in. So, any concerns, whether that be trash, illegal dumping, development concerns, road widened, construction, etc., he's kind of the go to person, to discuss those things with. And I would say that, he, and his staff, were very receptive to conversations with us early on, throughout this process. We went and met with him in person not Mr. Nowak himself, but his representative. So, they are certainly aware of this proposed amendment as well as another one within their precinct.
89	Andre	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	What is the proposal being presented here? (Response: This request is to reclassify a Unnamed Fairview St., in Montgomery County from a T-4-100 to a MJ-2- 60). I get that it's reclassifying in the road but, how exactly would that change the future road that's being planned? (Response: You mean like actual construction being built out?). Yes. (Response: Right now there are no plans on the document to have this road built. This is just making sure that our map, the City of Houston map, is in line with Montgomery County's map. Montgomery County has already approved and changed this segment classification on their maps, so we want to make sure that the maps are matching, but right now, as of June 15th 2022, there are no plans to have this road constructed at this time).
90	Unknown Caller	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	If the road was reclassified, and it's already approved in Montgomery County, will the City of Houston still have the ETJ authority to deny the actual construction of it? (Response: Construction part I can't answer. I don't know). This meeting is really just to prove that, you know, to meet up the two maps, but if Montgomery County approved it, and it was basically in sync with what you guys have. Could they proceed with construction without an additional approval from, you know, something has already been approved by the City of Houston? (Response: No, it would be difficult, on the developer, who ever wants to come in to build that land, because we would require our map says this, Montgomery County may say something different, we have the jurisdiction, we have the authority, when it comes to road development). So, construction cannot begin without an additional approval from the City of Houston? (Response: Correct). Gotcha, cause you guys might be the only ones that tell us what's going on. Like I said, I can't speak for everybody, but I appreciate you guys time, and thank you for the presentation. I think I've gotten everything I was after, thank you.
91	Unknown Caller	G.	Fairview St./Unnamed Thoroughfare	Verbal Comment from Open House	Yes, thank you guys, appreciate all your answers. Just handled it well. A lot of pressure. Thank you.
92	Dan Grove with Cypress Independent School District (ISD)	J.	Louetta Rd.	Verbal Comment from Open House	Okay, so is the whole segment between Jack Road and 290 being removed or omitted or is it just a portion of it (Response: Yeah, correct. Everything between Jack Road and 290 will be deleted from the Throughfare Plan). It was hard to tell, from the exhibit that was circulated before today's meeting, if it was an addition or deletion or what not (Response: Yes, it's a deletion). Yeah, I mean obviously 290 being what it is. Keys got the overpass, Mason has the overpass. There is not a lot you would be able to do with Louetta approaches 290. (Response: Yeah, well above and beyond the coordination that would have to take place within TxDOT. We would have to obtain another crossing, across the railroad, and they have already expressed that they are not interested in that, so). Gotcha, now with my role here, like I said, I'm the director of design and facility planning. A year or two ago we purchased about a 145 to 150 acres for our next educational village site, and it is bound on the north by Jack Rd., and if you look, it wants to continue southward. I think it looks like it terminates at Jack Rd., but that would basically be the western side of our property. So, from our standpoint, yes, it would be nice to have an additional way out, because we'll have internal roadways, to our facilities, within that site. But it's not gonna, I don't think it's gonna make or break what we need to do at the site. (Response: No, I mean I think my thought process is, you know, you guys are already gonna have your frontage on Jack and Mound, and so I don't know that there would be tremendous benefit that you wouldn't already get from having driveway connections to Jack and Mound and/or Mueschke. So, I think our overall thought process, and in our conversations with the county, they've expressed the same, is that, this segment just doesn't really provide a whole lot of circulation beyond the immediate development. And since the Throughfare plans are typically more about, you know, some of the regional circulation above and beyond just what's happening in a general plan, even one the size of Dunham Point. It just doesn't make a lot of sense to have this segment remain). Okay, that's all I had questions about.
93	Commissioner Mares	J.	Louetta Rd.	Verbal Comment from Open House	What are the next major crossings or connections to 290 then east and west of you? (Response: That would be Mueschke on the east side over here and then we've got Mason Rd., over here. You can see, we've already made that connection across the railroad there).
94	Commissioner Loyd Smith	I.	West Rd. (Pinafore Lane)	Verbal Comment from Open House	Hello, how are you? This is Commissioner Loyd Smith from Harris County and the Planning Commission. So, is the West Rd., proposal on the east side of Hardy, correct? (Response: Yes, sir). All right, sorry I missed whatever version of your show you gave earlier. We participated a little earlier today in a discussion, so I've hit one of the other applications that took up some time and that I wanted to stop by and say hello, and perhaps chat a bit about the options that you may see here. (Response: Great, is there any particular portion that you would like to discuss or anything outside the proposal or the application already?). Put up a map or slides or something. I think there's a few things that came up today that I could just share with you. I think most of them were in the areas of options or observations. This is a challenging one from several perspectives. One that none of us were alive to create and that's the fact that this area has so few east/west roads. it's hard to let go of one that exists, even if on paper. in the sense that it's at least a strategy that was put in place some time ago to try to create east/west connectivity, where we have so little. That said, that discussion points we had earlier today were sympathetic to the challenges that you've presented here for these impacted property owners. This is not particularly helpful or useful or even practical in any way for their use of these properties. (Response: Right, I think it's important to note that you know this area is developed pretty well without, all around it for that matter, and many of the property owners specifically the two that joined up with us in this application Mr. Thomas and Mr. Rodriguez, they didn't even know the MTFP was even a thing. I was vaguely aware of it, and I certainly have become even more familiar with it, and well, through this process. So, they're kind of like, oh yeah, we want to get rid of that, and take that out, and you know, your sentiments regarding east to west connectivity were echoed by, I forget who it was, but I spoke with early on. I believe it was somewhere in the permitting office and maybe it trickled from engineering as well, but it's again and it's just, you know, this area, that such an older area, that hopefully it can be seen as not being necessary, and not completely obliterating the usefulness of these properties. But you should be able to see my screen, so that's the general map of the impacted properties and the property that I represent. So, 14206 Luthe LLC., that's my company Boyer properties, Parcel A, lot 110, and lot 111, is actually owned by Luth LP, and Luth LP is the entity that my company is the general partner of. Parcel B and Parcel C are Mr. Thomas and Mr. Rodriguez's lot. We actually purchased our parcel from Mr. Thomas. He has a presence in the area, of several properties in the area, and he was more than willing to jump on board with this. This is a rehash of our, of the application, and everything of how the property would be affected with relation to the detention requirements of Harris County, as well as the remainders, that would be left on our parcel to the north and south of the proposed Pinafore alignment. I did the rough math in there, of what would be left, which is not a whole lot. More importantly I think, our lender would have a serious problem with this as well, if it has to go to distance. So, we have even crossed that bridge yet. I hope rather not to, in all honesty). Before you leave the picture with the detention pond, this is pretty straightforward to check with land contours. I know that to the south of this is a tributary to Greens Bayou that kind of goes east and west in a zigzag pattern, and then Greens Bayou, and perhaps other tributaries to it are to the north. Have you done some basic surveying or any engineering work of note to know that that's the right location for the detention pond? (Response: It is, yes sir, as a matter of fact the lower right hand portion, about here, is slightly impacted by a floodplain, and that floodplain actually flows in this direction. We have, everything is all but approved through Harris County save and except for platting, which was held up by this plan. So, I had a full engineer and comments received back from you guys. We've gone through two rounds of comments, I believe, with the final commenting being platting and the right-of- way. So, we had RCB Box Culvert, conveying and mitigating the flood plain risk, and taking the water from this corner into our required detention area, as well as underground storm sewers, that are joining into that box culvert, or another trunk line this way, into our detention area. So yes, we've got drawings done). Okay, well you are, I was thinking that you were near the starting line and you're much closer to the finish line. (Response: Yeah, I'm waiting to put a toe across. I'm just waiting on the word). This alignment of West Rd., does connect up in a somewhat logical way across Hardy to other sections of West Rd. There's a West Rd., for the most part, it makes sense through about Luthe and then from Luthe beyond what you're describing is what I remember, it crosses either 3 or 4 north/south streets and then turns into a Minor Collector that bends down, and that was an amendment to the Thoroughfare Plan, that was an adjustment about 5 years ago. Related to some flood control work there. There is a large detention basin under way, so one of the other realities of this West Rd., alignment is that the County, who I work for has inherited, in this whole West road scheme, is that there's going to be planning and funding and right-of-way acquisition and everything else to create a new bridge across the Hardy, and the railroad corridor, for this to serve as a Major Thoroughfare. So, one of my comments today to the city staff was, we've already downgraded, in their jargon, that one tail section, that connects to Lauter. Now, we have a Major Throughfare designation, through your clients, your property, and these others. That all depend on a bridge that isn't on the county's current radar. and, absent that bridge,

95	Commissioner Loyd Smith	K1-4.	Kingwood Dr.	<i>Verbal Comment from Open House</i>	I recognize all the names on the call with the exception of Mr. Constella. Mr. Constella, could you introduce yourself. My name is Loyd Smith, I'm one of the Planning Commission members, and I recognize most of the other folks who's either being agency representatives, or planners, representing the landowners.
96	Jonathan Constella	K1-4.	Kingwood Dr.	<i>Verbal Comment from Open House</i>	This is Jonathan Constella, I work for Ben Holmes and Holmes Investments, and Ned, as trustee, is the owner of the Lake Houston Venture, to the south there.
97	Commissioner Loyd Smith	K1-4.	Kingwood Dr.	<i>Verbal Comment from Open House</i>	Okay, I got it, so landowner interest, very good
98	Jonathan Constella	K1-4.	Kingwood Dr.	<i>Verbal Comment from Open House</i>	Yeah, it looks like the road Wolf Trot, that was towards our eastern boundary, under this proposal, being moved, more to the center of our property, and I presume this is for the benefit of the property north, also (Response: Yes, so it would just make that road, a little more centrally located for the tracts north of that. And would have somewhat of an impact on your property as well). We obviously would have the frontage on both sides as well. Are you, I would love for you to say who is the owner north of us, that's working on this. (Response: The entity name is Pemmasani (sic), I believe, I'm not sure if I'm pronouncing that correctly, but we. or our contact is through the project engineer). Yes, this is the first we're hearing about this. When we got the notice of course, my main purpose was just to see what it is that's being proposed here, and then to let my boss know about it. So basically, just Wolf Trot is moving to the west. You know, Wolf Trot was actually to the south of our property. I didn't realize it came along the south and then came north like that (Response: Yes, so it is an existing street right now. The proposed alignment is taking that name Wolf Trot Road, although part of it, currently on the ground, does jog east/west). Okay, is that, that road literally, is gonna make a sharp turn north to go across those, these properties? (Response: Yes, so this is kind of the area that we're in right now, and I think, it's this, are you on the computer?). Yes (Response: Okay, you can see my cursor?). Yes (Response: I believe if I'm not mistaken, this little blue line that's going east/west right here, is the existing portion of Wolf Trot, that goes east/west, and then another piece is projected to go north/south, which is the piece that we're talking about here).
99	Commissioner Loyd Smith	K1-4.	Kingwood Dr.	<i>Verbal Comment from Open House</i>	So, Jennifer, do you think the name Wolf Trot is a potential source of confusion to the public, given the existing road being east/west and so on? (Response: So, the existing road jogs both north/south and east/west, and I believe that the current GIS layers have just reflected that a segment is currently called Wolf Trot, if the name needs to change, I'm certainly not opposed to that, but I can understand that it could be confusing, yes). Okay, well I see Sharon's on the call, and that might be something we consider on the side from this (Response: I think so. I was listening to your question and can answer that question Loyd, and that's a good question for a division that handles the naming of streets, so we've got Milady Quintanilla, I think I said her name correctly, but she would handle that, if we can get beyond the proposed amendment). Right. Well, you know this labeling that we have on the Major Thoroughfare plan, there's a kind of a challenge here, for example, on this one you can see an east/west road near the top of the picture that's called Unnamed Major Thoroughfare. Well, if you end up with too many Unnamed Major Thoroughfares, that becomes a source of confusion, of which one are you talking about? But I've seen these continuation names being a challenge as well. Anyway, that's kind of a side point. Couple comments for you Jennifer. Sharon and her team, with the participation from David Saha from flood control, and some others from outside the city and my organization, met earlier today, and one of the first questions is, Sharon made the statement that she thought, 1a., and 1b., the two if you will, of the proposed alignment of the east/west Thoroughfare, Kingwood Dr., are a pair, and need to be considered as one, as a practical matter. Does that make sense to you, that we do that? (Response: Yes, that's how I would like them to be considered, because we are really focusing on the regional east/west mobility, and we feel like those two need to go together to make that happen). And then, I'm just trying to sort of, get a logical basis for how we tackle the discussion of these. In my mind, I didn't say this in the earlier meeting, but it strikes me too that the proposed deletion, of the now parallel Magnolia, is kind of, part of the same package, because you gotta have an agreement on 1a., and 1b., for the Magnolia proposal to be viable in in the scheme of how we consider Major Thoroughfares right? (Response: I definitely can see that there would be a causal relationship there. I think even if 1a., and 1b., weren't t happening, we would still hope to eliminate that crossing, but I definitely see how the one helps the other). And then Wolf Trot, again this is just me thinking off the cuff, with the Wolf Trot alignments kind of stand alone? it's almost independent of the others? (Response: Very much so). And you stated as much saying that the border challenge, there is a big part of why that's on your list., and I understand why that is. (Response: Correct). And then, the other two? (Response: Last one – that's Miller Wilson. Miller Wilson that's the only one we haven't discussed here, and that one, again, is intended to function as a stand-alone. Although it does have some interplay with the Kingwood request). So uh, the, we will talk about Kingwood first. And some of this are the questions or comments I made at the commission meeting where you introduced this. So, the logic of minimizing the environmental footprint through the crossing location, minimizing cost of construction, minimizing maintenance cost for I guess Liberty County in this case, or we'd actually be shifting it from Harris County to Liberty County. But the public cost of maintaining the bridge, all of those things point to exactly what you said. Pick a location that's relatively speaking, short across the flood plain, rather than long, to minimize the bridge length. So that's all very logical, and I don't think it's under anybody's thoughts to dispute. The question I asked, that I don't know, is your bigger overview of all of the applications answered, but it's still on my mind from the prior review is, in the scheme of looking at major streams and Luce is in fact, you know, a pretty major stream out in this part of the county. We need to consider how the Major Thoroughfare will define how many crossings, over many decades, might be viable across that stream, and within the view that we have in this picture, in this more upstream and in Liberty County you can see the blue line, there near the top, a green line representing Grand Parkway, and then we had Magnolia, and then down continuing further south we have the East West portion, now shown for relocation there. And so, that frequency, I'm gonna guess, that I don't see a scale on here right off, but let's say that's one every mile and a half or so along that reach. (Response: It might be a little less than that. Honestly, up in the northeast they're very frequent). That's fine, so that's not inconsistent with the sort of accepted, sort of general purpose of the Major Thoroughfare grid or pattern being a every mile or so. And my question at the Planning Commission was, if we take that same view of how many crossings and how many miles and instead of looking north from this view we look south, it seems to me that the mile and a half or so relocation of the crossing of Kingwood is gonna add to some distance that exists to the South. And the exhibits that I've seen so far haven't really answered whether that is creating a mile and three-fourth gap. Because there's another Major Throughfare in close proximity or it's creating one of many miles that may run counter to the purposes of the grid pattern that we seek. (Response: Yes, Loyd, and I apologize I did not prepare an exhibit of that, but if you could bear with me for just one moment, I can pull up Google Earth and we can investigate where the next crossing is). Right, even if you're in the Major Throughfare Plan itself, that doesn't give us the right view, but either will work, I think. (Response: Yes, I'll just pull up the Houston my city map. That will
100	Chris Browne	K1-4.	Kingwood Dr.	<i>Verbal Comment from Open House</i>	More, I would say, what's the word I'm looking for, boarding on interest. You know Loyd, we did a lot of work for you just recently on all these Thoroughfares, and my former client is to your north, Jennifer, I was curious about the rationale for Miller Wilson. So, that's why I thought I would drop in (Response: Thanks for your interest).

101	Commissioner Loyd Smith	K1-4.	Kingwood Dr.	<i>Verbal Comment from Open House</i>	(Response: Alright Loyd, so the answer to your question is currently - extends from Kingwood to FM 2100 about 1 and 3/4 miles in a straight line). Okay, and then, why are you, before you move the view too far, it looks like there may be a crossing of Luce Bayou there. (Response: Here, I believe is a local street. Yes, this is the bayou, and this is a local street crossing right here). Okay, I see David Saha is on the line. I think it might be interesting for you and I to have some history on that bridge. Looking at the width of that flood plain and floodway, and just giving you general consideration. I suspect that's a piece of construction that was done prior to many of the current regulatory checks and balances we have, and in all likelihood, it's not available as a safe route during many types of storms, but we could do a little digging on that. But Jennifer you're correct, between the two Major Thoroughfares a mile and 3/4. So, I guess the next measurement would be from currently mapped Kingwood to the proposed location, and we'd add 1 3/4 distance to whatever distance that is. (Response: : Yes, let me just throw a rough number on here. We're proposing to move this crossing to the narrow point here, and separately to delete this crossing, so that distance is 3 1/2 miles). Okay, well I need to make the statement earlier, that the biggest stream we have within Harris County is the San Jacinto River, and if you think of the relatively few crossings we have there starting from the south, we have I-10, we have FM 1960 going to cross the lake, to the north of that we have 90 A, and old 90, which are kind of a pair of very close together, and then you have to go all the way around to US 59, perhaps Grand Parkway. I kind of forget how that map works, but that's the most extreme distances we have across any stream. And most of the others up to and including the scale and flow and flood plain width of Luce Bayou. I don't know that we have others that have that kind of distance of 3 1/2 miles. So, I suggested to Sharon, let's look a little more there. I'm not opposed to a good rational solution here, that's in the bounds of what we've done as a commission in other locations, but this total of 3 1/2 miles plus in an area that we know is going to see development. I'd like to know, with a little more confidence. Let's say that doesn't turn out too favorably. To me one of the options to consider, that this might better be shown on one of your exhibits, but reroute Kingwood, as you suggested, but that deleted portion, that's essentially east/west right now, that would go away instead. Perhaps that's a collector classification that hooks into the band of the new alignment of Kingwood, to put each developer responsible for something in that area, to preserve the corridor., but with the possibility of some discussion as to whether more than that might be required by Harris County in terms of the development. But again, I want to, kind of sort that out in a way that the commission can be handed a relatively cohesive and understandable recommendation. From the County, I'm not gonna prejudge what my vote or my thoughts are, but that's kind of what I'm thinking is that, there's a lot of good reasons that this Kingwood alignment makes sense starting at the east end there, with that termination. It's just that distance, it's the one issue presented here that's giving me a little pause at this point. (Response: Understood. Just as you consider that one factor of note, this neighborhood being largely built out, and the unrecorded subdivisions here, just there not being a lot of opportunity down here for a crossing, so I look forward to your recommendations. Did you wanna go back to the other amendments?). You mentioned coordination with adjacent property owners. The tract there labeled Peter Morgan (Response: Yes sir). One of the things about the Wolf Trot alignment is I generally would support clarity of responsibility along a boundary for an aligned Major Thoroughfare. You and Chris and others on this call, have been part of some pretty complicated situations, where those throughfares run down a line. So, I'm inherently inclined to agree with that., but the balancing to that is, as other, as the adjacent owner is affected, what's the impact to him? So, it is a high-level it seems to me that property still has the same access to Wolf Trot, as it comes off the major highway interchange, and he actually gains more total Thoroughfare frontage, because of the extension of Kingwood across this property. So, in terms of benefit for future development, more throughfare is generally favorably looked at by developers. On the other hand, some landowners or developers would say that's more road, more right-of-way for me to dedicate and more road construction cost on me, than I had previously. Do you have any sense of where that property owner's plans are or what? (Response: : Yes, I've spoken personally with Doctor Morgan and also with a firm that's representing him. I don't know if they're on the call today. I'll try not to speak out of turn, but the initial conversation with Doctor Morgan was very favorable towards the extension of Kingwood. I have not heard any objections from either party about that extension. The Wolf Trot Road request did give them some pause, and we understand obviously, that there's the double-edged sword of having to dedicate and build the throughfare and then having the frontage as well. And so, I do intend to reach back out to them, and kind of get a final kind of a judgment call as to whether or not they're in favor of the Wolf Trot alignment. That one, it seemed like they were kind of on the fence about). Okay, well, my point with my commissioner hat on is, Sharon being able to report what contacts you've reported back or whatever engagement. That could be a commission question, that balances what a pretty straight forward argument for a clear line is otherwise that minimizes the future complications of a border road. (Response: Exactly, and we really are at the end of the day just looking for clarification). (Response:
102	Jonathan Constella	K1-4.	Kingwood Dr.	<i>Verbal Comment from Open House</i>	I'm curious now about what looks like old Kingwood Dr., was going to go across the northern part of our property, now looks like it's not, but you're calling for something called old Kingwood Rd., and then Miller Wilson Rd. Where does Miller Wilson come from and where is old Kingwood Dr.? I guess it doesn't have access through it, but what exactly is going on there with those two roads? (Response: If you like, I'll actually switch back to the GIS map because it shows more of your property. So, looking to the south here, you'll be familiar with your area right here, so this is the proposed route of Miller Wilson, which kind of follows sort of the western boundary of most of your tract, and this is the current alignment of Kingwood, which hugs the northern boundary of your tract, and this over here is Wolf Trot that I was just speaking to Commissioner Smith about, so, all three of this kind of bookend your property). But now Kingwood Rd., will not be on our property, at all, under this new proposal? (Response: No sir, not exactly, so we aren't saying that we're gonna do anything with this segment right here, which is largely within your property. The only thing that we're trying to affect is the bridge over Luce Bayou. If so, we would terminate here, basically with a T intersection is what we've proposed. In our drawing, the red dots here would remain, and the x's right here would be removed from the map, and those roads would no longer be there, if the amendment is approved. So, you would have, kind of a right-angle turn). Okay, so that right angle turn, what is that road going to be, on the right angle, that's not Kingwood drive anymore. (Response: That's why we've called it Old Kingwood. Currently, it's called Kingwood just because it exists as Kingwood further to the left. If this extension is approved, then we would assume that it would have the name Kingwood although that's certainly a subject to discussion. As Loyd mentioned earlier, you know these names can sometimes be confusing, and it might be better to pick a new name. But this piece if that amendment is approved, would no longer be connected to the piece of existing Kingwood further west, and so, it might take a new name).
103	Commissioner Loyd Smith	K1-4.	Kingwood Dr.	<i>Verbal Comment from Open House</i>	Yeah, my opinion would be, that one would be a good one to call unnamed on your maps, because it really doesn't have a direct relationship going forward to the name Kingwood anymore or a road named Kingwood.
104	Chris Browne	K1-4.	Kingwood Dr.	<i>Verbal Comment from Open House</i>	There's nothing on the ground, and in there, that has that Kingwood name attached to it on that far eastern side, but it does have an intersection with the Grand Parkway (Response: Correct, It will probably be just an underpass at that point).
105	Commissioner Loyd Smith	K1-4.	Kingwood Dr.	<i>Verbal Comment from Open House</i>	Is that the name signed or connected to any roads that are named Kingwood at this time, Chris, to your knowledge?
106	Chris Browne	K1-4.	Kingwood Dr.	<i>Verbal Comment from Open House</i>	Not that I know of. I haven't driven this yet. I'm kinda anxious too, but I don't believe that the parts, the other parts of the Grand Parkway, where they have a future road. It's just, you know, a bunch of concrete, there are no signs.
107	Commissioner Loyd Smith	K1-4.	Kingwood Dr.	<i>Verbal Comment from Open House</i>	Okay.

108	Unknown Caller	K1-4.	Kingwood Dr.	<i>Verbal Comment from Open House</i>	<p>Okay, Jennifer, I am doing as I do a lot of times. I am straddling my professional hat, as a land planner yes and my love of bayous, which I'm a board member of a certain group, but I don't represent them today. So not crossing them all over the place and interrupting flows, and damaging our greatest natural resource, I love it. However, Miller Wilson is such a prominent north/south artery and the distance spacing between Grand Parkway and FM 2100, that, and Miller Wilson, has an intersection with the Grand Parkway farther to the north, as well. So, it's well, so uh your reasoning is totally sound, I'm not saying it's not, I'm just wondering about, and because Miller Wilson goes so far south as well, I'm just wondering about the regional aspects of disconnecting that one little segment. I think, could be problematic, just because of the spacing. It's not that you couldn't get around, because obviously you know you can divert over to Wolf Trot to 2100, but with the five miles. It's between like 4 and 5 miles between Grand Parkway and 2100 right there. It just seems like Miller Wilson is kind of a necessity, even though it is crossing a fairly wide portion of floodway of an important bayou. Again, I'm just musing. I don't know whether I have the ability, I'm certainly not representing anyone today, so I'm just talking, it just seems a little weird to disconnect what is such a Major Throughfare in the area, but you know like I get it. (Response: Yeah, I definitely see both sides. I definitely agree that it does extend so far south and is on the ground for quite a ways. We're just looking at, really honestly, the practicalities of a bridge that's over a 1000' long with multiple property owners involved and I mean how good is a Throughfare plan that can't be built?). Obviously, yeah, yeah. Well Loyd is not in the room anymore, so we'll make Loyd build it. (Response: Since he's not here anymore). Yeah, yeah, perfect timing. (Response: Well actually that one will be on Liberty County. I'm meeting with the county judge next week. We'll get his thoughts on that next week). Yeah, that'd be good, I think that would be a major, in this portion of Liberty, to consider. There's so much going on in it. You know that it does kind of terminate after you hit the Grand Parkway. You know, it goes up into that wonderful stuff that's being built in Plum Grove, but doesn't, it doesn't go any farther. You have to distribute through the myriad of traffic circles they built over there, you know. You end up having to go somewhere else, but nonetheless, it's a great separated interchange at the Grand Parkway. So that would be interesting to hear what the judge there in Liberty has to say about that. (Response: Yeah, we're definitely looking forward to that. It's been, we had to go through a couple rounds of discussion. It's been a little delayed, but we're gonna get there. Looking forward to having the meeting). All the other things are very reasonable. I think those are wise decisions, and I think it works for the development of the tracts as well. So, that's the only thing that I see to comment. (Response: I definitely understand and appreciate the concern. It jumped out at me too. You know, we're just, we're trying to balance things here. So, that's why we go through this process, right). You bet, well good luck I've got another meeting. You know how it goes. (Response: I do, have a good one).</p>
109	Commissioner Mares	K1-4.	Kingwood Dr.	<i>Verbal Comment from Open House</i>	<p>If you move it further west, like you're proposing, will that in turn require a bridge over Luce Bayou? (Response: No, so we would stay out of this flood plain. The scale of this is deceptive this is like 1" to a 1000', so we would just kind of stay right on the edge of this flood plain right here, and just kind of be in the middle of this property and kind of divide it. It's currently a Throughfare and would remain a Throughfare. We just want to know where it is,</p>

**2022 MTFP Amendment Public Comments - ONLINE COMMENTS ONLY**

Comment No.	Name	Proposed Amendment	MTFP Amendment Street Name	Position	Comments
1	William Dennis	<b>F.</b>	West Airport Blvd./Allum Rd.	<b>For - IN Support</b>	How do I see the plat map? I am an interested resident.
2	William Dennis	<b>F.</b>	West Airport Blvd./Allum Rd.	<b>For - IN Support</b>	My property is impacted by the amendment.
3	Nelson Vergel	<b>G.</b>	Fairview St./Unnamed Thoroughfare	<b>For - IN Support</b>	Fairview is in need of repairs. I live near the corridor, I am an interested resident.
4	Neal Ehardt	<b>B.</b>	Fulton St./San Jacinto St.	<b>For - IN Support</b>	I'm glad this thoroughfare is being canceled, but I would really like a bike connection here. Most of the canceled thoroughfares would benefit from a bike connection to break up the large blocks and increase local access. To complement the MTFP's role in organizing major blocks, the City should start a Ped/Bike Permeability initiative for organizing human-scale blocks. The Ped/Bike Permeability initiative should build small bridges. The initiative should enable ped/bikes to continue through cul-de-sacs by acquiring narrow strips of land to build paths.
5	Chris Browne	<b>K2.</b>	Miller Wilson Road	<b>Against - NOT IN Support</b>	Deletion of Miller Wilson Road between the existing alignment of Kingwood Drive and proposed realignment of Kingwood Drive over Luce Bayou may create a significant north/south regional transportation concern. By deleting the alignment, FM 2100 and the Grand Parkway would be the only north/south regional thoroughfares in this area at an approximate distance of 4.75 miles apart. The proposed alignment of Miller Wilson Road is located roughly midway between FM 2100 and the Grand Parkway resulting in a Major Thoroughfare spacing appropriate with expected development of master planned communities in the area. Miller Wilson is currently proposed as an uninterrupted Major Thoroughfare from Downtown Crosby to a future intersection with the Grand Parkway which is a distance of nearly 17 miles. Deleting this segment would disconnect a major future north/south transportation artery. The applicant describes the cost of a bridge crossing of Luce Bayou as justification for the deletion. While cost is an obvious consideration, there many examples in the Greater Houston Area where crossings of major waterways are too far apart which places stress on all other local thoroughfares. City and Harris County transportation planners should carefully consider if the resulting thoroughfare spacing of 4.75 miles is appropriate if Miller Wilson is removed from the Thoroughfare Plan. Regional growth and future transportation needs would seem to indicate that the Miller Wilson alignment should remain as planned thoroughfare.

**2022 MTFP Amendment OPEN HOUSE Public Comments - CHAT COMMENTS ONLY**

<b>Comment No.</b>	<b>Name</b>	<b>Proposed Amendment</b>	<b>MTFP Amendment Street Name</b>	<b>Position</b>	<b>Comments</b>
1	Liliya	<b>G.</b>	Fairview St./Unnamed Thoroughfare	<b>Against - NOT IN Support</b>	Here is why I'm against the construction on the Forestry Dr.Road: 1. Our property prices will drop significantly (we invested a lot into our property ) 2. Safety concerns with a drive through traffic, oppose to the privacy we have now 3. Quality of life will decrease (car fumes/air quality trigger my asthma attacks) 4. I have 2 elementary age kids who enjoy riding bikes on the Forestry Drive - I don't want it to be replaced with a busy street and etc., etc., etc., willing to get a lawyer to fight construction.
2	Kathy Schultz	<b>G.</b>	Fairview St./Unnamed Thoroughfare	<b>Against - NOT IN Support</b>	When is the date for construction.
3	Gordon Taylor	<b>G.</b>	Fairview St./Unnamed Thoroughfare	<b>For - IN Support of the Reclassification, but not for the construction of the road.</b>	Why Forestry Dr. was unnamed and not happy with the lack of communication from Montgomery County. Worried about safety issues OKAY with Reclassification, but against the construction.
4	Richard Beddingfield	<b>G.</b>	Fairview St./Unnamed Thoroughfare	<b>For - IN Support of the Reclassification, but not for the construction of the road.</b>	Why no one from Montgomery County was on the call. Agrees with the reclassification, but is against the construction of the road.
5	Andre Tijerina	<b>K1-4.</b>	Kingwood Dr.	<b>For - IN Support</b>	I support all the proposed amendments, though I do not live near the areas where any of the amendments are going to take place. ["A. Budde/Pruitt Rd.", "B. Fulton St./San Jacinto St.", "C. South Wayside Dr.", "D. Fondren Rd.", "E. Madden Rd.", "F. West Airport Blvd./Allum Rd.", "G. Fairview St./Unnamed Thoroughfare, Northpark Dr./Unnamed Thoroughfare", "K4. Wolf Trot Rd.", "K3. Magnolia Ln.", "K2. Miller Wilson Rd.", "K1b. Kingwood Dr.", "K1a. Kingwood Dr.", "J. Louetta Rd.", "I. West Rd. (Pinafore Ln.)"].