

# CITY OF BELLAIRE TEXAS

## PLANNING AND ZONING COMMISSION

MAY 13, 2014

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Council Chamber

Regular Session

6:00 PM

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7008 S. RICE AVENUE  
BELLAIRE, TX 77401



### Chairman

Mr. Winfred Frazier

### Vice Chairman

Bill Thorogood

### Commissioner

E. Wayne Alderman

### Commissioner

Dirk Stiggins

### Commissioner

Paul Simmons

### Commissioner

Marc Steinberg

### Commissioner

S. Lynne Skinner

### Mission Statement:

*The City of Bellaire is dedicated to outstanding quality service and facilities to ensure an open, progressive, and secure community.*

**I. CALL TO ORDER AND ANNOUNCEMENT OF QUORUM****II. APPROVAL OF MINUTES FROM PAST MEETINGS**

1. Planning and Zoning Commission - Regular Session - Mar 11, 2014 6:00 PM
2. Planning and Zoning Commission - Regular Session - Apr 8, 2014 6:00 PM

**III. REMINDER TO CITIZENS DESIRING TO ADDRESS THE COMMISSION****IV. GENERAL PUBLIC COMMENTS**

**Persons at the meeting who have indicated their desire to be heard on matters of general interest to the Commission by submitting the form provided shall have three minutes to present their comments. The Commission is not permitted to fully discuss, debate, or consider items that are not on the agenda. Questions presented to the Commission may be referred to staff.**

**V. CURRENT BUSINESS (ITEMS FOR DISCUSSION, CONSIDERATION, AND/OR POSSIBLE ACTION)**

1. Docket SU-2014-01-Specific Use Permit request from Houston Independent School District, as required by The City of Bellaire Code of Ordinances, Chapter 24, Planning & Zoning, Section 24-605, Application for a Specific Use Permit, to construct a replacement school for Condit Elementary. The school is located at 7000 South Third Street, and is in the R-4 Zoning District.  
(Requested by John McDonald, Community Development)

**VI. COMMITTEE REPORTS****VII. CORRESPONDENCE****VIII. REQUESTS FOR NEW BUSINESS, ANNOUNCEMENTS AND COMMENTS**

- A. Staff liaison report on the status of projects previously addressed by the commission as well as projects for future meetings.
- B. The Chairman shall recognize any Commissioner who wishes to bring New Business to the attention of the Commission. Consideration of New Business shall be for the limited purpose of determining whether the matter is appropriate for inclusion of a future Agenda of the Commission or for the referral to staff for investigation

**IX. ADJOURNMENT**





# CITY OF BELLAIRE TEXAS

## PLANNING AND ZONING COMMISSION

MARCH 11, 2014

Council Chamber

Regular Session

6:00 PM

7008 S. RICE AVENUE  
BELLAIRE, TX 77401

### I. CALL TO ORDER AND ANNOUNCEMENT OF QUORUM

Chairman Frazier called the meeting to order at 6:12 PM. He announced that a quorum was present, consisting of the following members:

**Chairman Win Frazier**  
**Vice Chairman Bill Thorogood**  
**Commissioner Wayne Alderman**  
**Commissioner Paul Simmons**  
**Commissioner Dirk Stiggins**

**Commissioners Skinner** and **Steinberg** were absent from the proceedings.

The following staff members were also present:

**Director of Community Development, John McDonald**  
**Development Services Manager, Shawn Cox**  
**Planning & Zoning Secretary, Ashley Parcus**

### II. APPROVAL OF MINUTES FROM PAST MEETINGS

- a. Planning and Zoning Commission - Regular Session - Feb 11, 2014 6:00 PM

Vice Chairman Thorogood provided the Commissioners with a handout listing all his suggested changes to the minutes.

Chairman Frazier suggested that the Commission postpone approval of the minutes until the next meeting due to the substantive changes that Vice Chairman Thorogood was proposing and the absence of two commission members.

<b>RESULT:</b>	<b>TABLED [UNANIMOUS]</b>
<b>MOVER:</b>	Paul Simmons, Commissioner
<b>SECONDER:</b>	Bill Thorogood, Vice Chairman
<b>AYES:</b>	Frazier, Thorogood, Simmons, Alderman, Stiggins
<b>ABSENT:</b>	Steinberg, Skinner

### III. REMINDER TO CITIZENS DESIRING TO ADDRESS THE COMMISSION

Chairman Frazier reminded any member of the public who wished to address the Commission to fill out a sign in sheet.

### IV. GENERAL PUBLIC COMMENTS

**Persons at the meeting who have indicated their desire to be heard on matters of general interest to the Commission by submitting the form provided shall have three minutes to present their comments. The**

Minutes Acceptance: Minutes of Mar 11, 2014 6:00 PM (Approval of Minutes from Past Meetings)

**Commission is not permitted to fully discuss, debate, or consider items that are not on the agenda. Questions presented to the Commission may be referred to staff.**

**Ann Wallace**-Ms. Wallace read her comment to the Commission:

"The proposed parking lot is a horrible idea-Laurel will become inundated with traffic-Why not retain the parking lot on South Rice? Having worked for HISD, I am not surprised that it would propose something unreasonable!"

**Leslie Little**-Ms. Little voiced her concerns regarding the proposed site plan for the new Condit Elementary School. She stated that she has been a part of Condit and the school's evolution since 1999 and has been on various boards and committees, including the construction of the current Condit park. Ms. Little added that the planning committee did not solicit input from the neighbors that live near the school, and not until a resident walked around with a petition did the neighbors learn of the progress of the project and the site plan proposal. She pointed out that during the construction of Condit park, the decision was made to have the parking on South Rice so that all parties connected to the site could use the parking lot without disruption to homes. Ms. Little was concerned with an increase in safety issues, and asked the Planning & Zoning Commission to pay careful attention to the site plan for Condit Elementary.

**Lynn McBee**-Ms. McBee stated that she has been able to obtain, with little or no difficulty, information concerning the HISD bond program, and that there is a separate website through which the public can see when the community hearings are being held. She added that it is the job of the city to explain to residents the process through which specific use permits are reviewed/considered. She assured the residents that there will potentially be two public hearings, one in front of the Planning & Zoning Commission, and if approved, another with City Council. Ms. McBee stated that information is readily available and encouraged any interested residents to become familiar with the facts. Finally, Ms. McBee mentioned the proposed changes to the parking requirements and that she did not see the information that the Commission had requested included in the agenda packet.

**Mark Sass**-Mr. Sass informed the Commission that he and his wife moved to Bellaire in 1990 and are proud citizens of the community. He added that in his opinion, the proposed plans for the school seem very anti neighborhood. Mr. Sass mentioned the current Condit parking lot and explained that he and his wife were upset when it went in because they lost their access through to South Rice. He stated that they eventually learned to like the green space that it provided, but in this instance he would be looking at a parking lot instead. Mr. Sass wanted to make sure that the Commission realizes that putting a parking lot on 3rd Street is going to funnel traffic into the neighborhood. He also asked where the churchgoers are going to park when construction begins. Mr. Sass stated that it is great that the school is there, but that he doesn't like the traffic that comes with it.

**Molly McGee**-Ms. McGee read her comment:

"I'm here to address a 66 space parking lot that is proposed on 3rd Street and its negative affect on traffic flow, the safety of our children and residents, and the aesthetics of a campus at the edge of a residential community that shares joint-use parking with the city. In my opinion, I believe the current proposed parking on 3rd Street will increase traffic within the residential areas between Jessamine and Linden during school days and with any community event. Children that play on our sidewalks and streets and residents may be at an increased risk of a traffic event with this

increase. HISD has suggested that getting the carpool line off of 3rd Street and into the parking lot will make crossing surrounding streets safer for the children and decrease the number of cars parked along Jessamine, Willow, Laurel, and Linden at pickup/drop off. In my opinion, parking on 3rd Street will not enhance the safety of Condit children. Children will still need to cross the street and will still need to pass in front of cars in the carpool line and cars accessing the parking. Decreased traffic and parking along Jessamine and Linden at school pickup and drop off times will not be taken care of either. Please look at page 2 and consider three points regarding the current proposed plan and communicate any changes to HISD, or consider them before the HISD plan is proposed:

1. Leave the current parking at the corner of Linden and S. Rice
2. Leave the proposed parking at the corner of Jessamine and S. Rice
3. Delete the proposed parking lot along 3rd St. and have only minimal parking by the main entrance to the administrative building.

I received a call from Dan Bankhead, from HISD last week because he had heard that there was community concern over the site plan. Condit Elementary's "Guiding Principles," which they presented at the last community meeting, include "Community Based-Condit is a neighborhood school in which our community is invested. Our new school will demonstrate this community connection." His understanding was that there had been community involvement along the way, and in my opinion, not effectively. Few residents have known, or had the opportunity to learn about the involvement of the process. Over the past two weeks, the residences that I have talked to have just become aware of the proposed parking lot on 3rd Street and are considerably concerned about the negative affects on traffic, safety, and aesthetics. Our neighbor, who is a Condit mom and on the HISD Community Committee still feels that the safety of the children has not been addressed successfully. I would like to address the joint-use agreement and Ordinance 03-095, which defines the property in the joint-use agreement as South Rice Avenue on the west, Linden on the north, 3rd Street on the east, and Laurel on the south. "HISD agrees to construct a playground and surface parking facility on the property and in general accordance to the plan attached as Exhibit A." Modifying this plan will require an agreement between the city and HISD. With collaboration between the city, HISD, and the community as HISD intended, modification can be avoided. Has HISD considered options? HISD stated reasoning for the current site plan, hence necessitating modification of the agreement, is to maintain the students on the campus during construction. This is a paramount concern by all, but it can be done. HISD may have considered options in the community if the community had been made aware of the plans and been allowed to offer feedback over the last one and half years instead of the past two weeks. How can HISD do this with keeping the agreement active as it is? An aerial view shows that the campus cafeteria sits entirely on the proposed parking lot. This structure could be maintained during construction, with a phase approach to construction, and students would utilize temporary classrooms for possibly as little as one semester. This would also allow use of the current parking lot on South Rice and Linden by the city and school to keep the parking off of the residential streets. Changing the proposed parking along 3rd Street is very important to the community, so is the possibility of maintaining Condit's footprint as is. I would like to present this option to HISD for consideration without jeopardizing the joint-use agreement between HISD and the city, and ask for the support of the Planning & Zoning Board and other city entities during this process."

**Karin Diaz**-Ms. Diaz stated that she has lived on Laurel Street for the past 18 years. She informed the Commission that when she moved in, prior to the construction of the park, she could turn left out of her driveway and go straight through to South Rice. She added that she felt as though a park was a nice option, and thought that it might even

cut down on traffic. She said that the traffic has not decreased at all. Ms. Diaz pointed out that putting a parking lot there will automatically make Laurel a shortcut to 610. She added that she works at a private school in the Galleria area and that they just built a new school. She explained that they have two parking lots that bump up to the residential street, and that one of those lots has a gate going out to the street, but is kept closed and is for emergency use only. She stated that the school did this in order to be good neighbors to the surrounding residential community, and is asking that HISD be good neighbors as well. She ended by saying that she feels cheated by the city that she was not informed of HISD's plans, and that the children's safety should be the top priority.

**Pat McHugh**-Mrs. McHugh informed the Commission that she has lived at 4916 Laurel since 1975 and over the years has seen a great number of changes. She added that the most recent change was the develop of the park on the north side of the school. Mrs. McHugh explained that during the week her street is flooded with cars that use it as a parking lot in order to drop their children off. She stated that they park over the driveways, making it very difficult to get out of their house. Mrs. McHugh also mentioned that the facilities are used on the weekends and if the parking lot is moved to the 3rd Street side those individuals will have no other way to access the lot other than using Linden, Laurel, Willow and Jessamine. She felt that HISD has other options that would be more neighborhood friendly, and that residents were not given enough information by HISD. Mrs. McHugh asked that the commission consider asking them to reconsider the location of the parking lot for the benefit of the residents that live on those streets.

#### **V. CURRENT BUSINESS (ITEMS FOR DISCUSSION, CONSIDERATION, AND/OR POSSIBLE ACTION)**

- a. Discussion, consideration, and possible action on proposed amendments to the Code of Ordinances of the City of Bellaire; Chapter 24; Planning & Zoning Regulations, Section 24-501, Districts Established, to delete references to old zoning districts and include newly created districts; Section 24-514a, Parking in Commercial and Mixed-Use Districts, to include references to new zoning districts and to amend parking requirements in commercial/mixed-use area; 24-531, R-1 Residential District, D (2) a) churches and b) schools; 24-532, R-3 Residential District, C (2) a) churches and b) schools; 24-533, R-4 Residential District, C (2) a) churches and b) schools; 24-534, R-5 Residential District, C (2) a) churches and b) schools; and 24-535, R-MF Residential Multi-Family District, F (2) a) churches and b) schools, to delete standard regulations for churches and schools, and to include a new section within Article V. Zoning Regulations, Division 1, Zoning Districts and Regulations of General Applicability, to identify consistent standard regulations for churches and schools for all residential districts.

Chairman Frazier introduced the item.

Mr. McDonald stated that the Commission held a public hearing on this matter on February 11, 2014. He added that the consensus was fine on deleting the old districts from Section 24-501 and replacing them with the new districts, but that there were some questions regarding the parking. Specifically, the Commission asked to look at a side by side comparison of the schools' current parking numbers versus the proposed numbers, which had been provided for the Commission prior to the meeting. Mr. McDonald pointed out that Condit and Bellaire High School will be rebuilt in the near future, and that Pin Oak was completed around 2004. He stated that it will be another 25-30 years before HISD comes in to rebuild a school. Mr. McDonald mentioned that the Mandarin School is being relocated to Houston and that he doesn't feel that a new school will be built there based on the limitations involved with that property. He explained that the biggest difference in the current

versus proposed numbers is with Bellaire High School. Where they are currently required to have 445 spaces, 1000 spaces will be required under the proposed rules. Mr. McDonald pointed out that another big change was with Pin Oak Middle School, which jumped from the current requirement of 151 spaces to the proposed requirement of 223 spaces. He stated that currently their lot is 80% full with everyday usage, and in his opinion could use some additional parking, however, he felt that 223 spaces is too high of a requirement. He suggested taking out the provision requiring 1 space for each classroom and simply going with the strict 1 to 7, which would require 171 spaces instead of the 223. Mr. McDonald pointed out that Horn Elementary currently has quite a bit of parking, and that their requirement would be reduced with the proposed changes. He explained that the additional parking spaces help with the baseball field and park traffic, but that providing parking spaces for those venues is not really the school district's responsibility. Mr. McDonald then informed the Commission that Condit Elementary's current requirement is 81 spaces, and that they only have approximately 54 onsite parking spaces at this time. He added that the proposal would require the school to provide 97 parking spaces. Mr. McDonald then stated that a discussion had come up during the public hearing with regards to grocery stores and grand fathering. He reiterated that any current store, or store who sold out to another grocery chain but left the building intact would be grand fathered, and no additional parking would be required. He explained that a change in occupancy or a rebuilding would cause the proposed rules to kick in. Mr. McDonald added that the proposed 1 to 5 requirement for grocery stores is the same as in Houston and he feels that it is a more appropriate number. He stated that grand fathering the use would defeat the purpose of raising the requirement.

Vice Chairman Thorogood asked what Horn and Condit's expected populations would be.

Mr. McDonald stated that Horn was built to hold 750 students and Condit will be built to hold the same number.

Vice Chairman Thorogood asked why their required parking numbers were different if the population will be the same.

Mr. McDonald explained that the calculation is also based on the number of classrooms, of which Horn has 7 more.

**Motion:** A motion was made by Vice Chairman Thorogood and seconded by Commissioner Alderman to approve the proposed parking changes.

Vice Chairman Thorogood asked about the joint-use of schools and parks.

Mr. McDonald explained that the entire site of Horn Elementary is owned by HISD and that they have an agreement with the city, who then has an agreement with Bellaire Little League. He added that the facilities have been built predominately by the little league. Mr. McDonald informed the Commission that during school hours those facilities are reserved to be used by the school only, and can be used by other groups after school hours and on the weekends.

Vice Chairman Thorogood mentioned Feld Park.

Mr. McDonald explained that Feld Park is owned by the city and is treated differently than the joint-use agreement at Horn.

Vice Chairman Thorogood asked Mr. McDonald if he knew the size of the parks in terms of coverage or volume that are in the joint-use agreements. He added that the size would determine the weekend traffic.

Mr. McDonald pointed out that government related activities are not included in the chart, and staff cannot require HISD to put in additional parking spaces for uses that are not theirs.

Commissioner Stiggins mentioned all of the public comments regarding Condit Elementary's parking situation and that only 16 parking spaces are being added to the requirement.

Mr. McDonald explained that 16 spaces are being added to what is needed, but that's still 43 more spaces than what they currently have onsite.

Commissioner Stiggins asked if city staff had gotten any complaints from residents that about shopping centers about employees or customers parking in their neighborhood.

Mr. McDonald stated that it is hard to pin point the business that is creating the parking problem in a shopping center with multiple uses present. He mentioned that the idea behind the proposal is to set a standard requirement, that will control what types of uses are allowable in each shopping center based on how many parking spaces are available. He added that applicants always have the option of coming before the Board of Adjustment to request a special exception to reduce the number of required parking spaces.

Commissioner Stiggins asked if there is a difference between a strip center in the middle of the city versus a strip center located on the edge of the city.

Mr. McDonald explained that in the more central business areas the overflow is unnoticeable because the parking overflows into other commercial areas. He added that there is more of a concern with shopping centers located on the edges of the city where the overflow parking tends to occur in the surrounding neighborhoods.

Chairman Frazier asked what would be considered a "norm" for general office use.

Commissioner Alderman stated that most lenders and developers would consider 3 spaces per 1000 square feet as a minimum standard, but most will provide more parking than that in order to accommodate their tenants.

Mr. McDonald pointed out that most of Bellaire's commercial properties are already built out, and that these proposals are really dealing with renovations and remodeling. He added that the parking requirement for office is not one that the city has ever seen a problem with.

Commissioner Alderman felt that the 5 spaces per 1000 square feet for grocery stores is appropriate, but asked for clarification on when grand fathering would come into play.

Mr. McDonald explained that as long as a grocery store comes into an existing building they would be grand fathered under the current regulations and will not require more parking. It is only with the demolition of the current building and construction of a new one that the proposed requirements would kick in.



Commissioner Alderman agreed with that proposal.

Mr. McDonald stated that no current business owner within the City of Bellaire will be affected by the change, unless an expansion is done.

Commissioner Alderman mentioned the side by side comparison chart that the Commission had received with regards to the current versus proposed parking requirements for schools and asked Mr. McDonald to explain what the "Assembly" numbers were referring to.

Mr. McDonald stated that those are the number of parking spaces that would be required under the current code, based on the size of the assembly areas.

Commissioner Simmons asked Mr. McDonald if he was comfortable with the proposed numbers as they apply to his experience.

Mr. McDonald felt that the numbers were appropriate.

Vice Chairman Thorogood questioned whether the City of Bellaire would run the grocery stores out by increasing the required number of parking spaces. He wondered if Bellaire should offer an incentive to keep grocery stores in town.

Commissioner Alderman stated that if the rules in Houston are the same as what is being proposed in Bellaire then it should not impact the location of the store.

Mr. McDonald explained that the Commission could change the number to 4 per 1000 square feet and include grocery stores in with general retail if they wished to do so. However, he added that grocery stores are going to build to what they need to accommodate their customers. He cautioned the Commission on changing the proposal to 4 per 1000 and allowing a grocery store to come in without sufficient parking. He reminded the Commission that applicants are always welcome to go before the Board of Adjustment to ask for a reduction in the number of required spaces.

Vice Chairman Thorogood asked if Starbucks is under the current parking requirements.

Mr. McDonald stated that he was not employed by the City of Bellaire when the Starbucks went in and is not sure why it was allowed to be located where it is. He added that although it is a crowded area, the Starbucks is very successful and there have been no complaints.

Vice Chairman Thorogood mentioned that the requirement for community colleges is 1 per every 5 students plus 1 for every 3 employees and the high school requirement is simply 1 per every 3 students. He asked why there is a difference in those requirements.

Mr. McDonald stated that the requirement for colleges is taking into account all employees as well as students. He added that community colleges typically have smaller classrooms than high schools.

Vice Chairman Thorogood disagreed and stated that he doesn't see any difference.

Mr. McDonald pointed out that the City of Bellaire has not had this use on the books at all, and stated that the Commission could change it to 1 per every 3 students if they wished to do so.

**Amended Motion:** an amended motion was made by Vice Chairman Thorogood and seconded by Commissioner Simmons to change the requirement for colleges, universities, and trade schools from 1 per every 3 employees plus 1 for every 5 students to 1 per every 3 students.

**Vote on the Amended Motion:** the amended motion carried on a unanimous vote of 5-0.

The vote on the original motion to approve the proposed parking requirements is as follows:

(Requested by John McDonald, Community Development)

<b>RESULT:</b>	<b>ADOPTED AS AMENDED [UNANIMOUS]</b>
<b>MOVER:</b>	Bill Thorogood, Vice Chairman
<b>SECONDER:</b>	E. Wayne Alderman, Commissioner
<b>AYES:</b>	Frazier, Thorogood, Simmons, Alderman, Stiggins
<b>ABSENT:</b>	Steinberg, Skinner

- b. Discussion with the City Attorney regarding Specific Use Permits and Planned Developments in the City of Bellaire.

Attorney Barner began the presentation by giving the definitions of a planned development and a specific use permit found in Section 24-202 of the City of Bellaire Code of Ordinances. He explained that planned developments are not a question of use, but of regulations defined by the code. Attorney Barner stated that specific use permits deal with uses that are not necessarily incompatible, but could cause harm if not watched, and gave the example of a drive-thru at a bank. He mentioned that the more common examples of a specific use permit are schools and churches within residential districts. Attorney Barner added that if someone wanted to come in and apply for a permit for a use in an area that is completely unallowable they would still have the right to do so, however, the Commission would at that point have the authority to deny the permit. Mr. McDonald explained that a specific use permit is basically a special exception but for uses; the use would work within a residential area, but because of their type, size, etc. the city needs to take a look at them in greater detail. He added that there is a section of the code on planned developments that gives a reason for their existence: to give greater flexibility and opportunity in the planning and development of residential projects that serve to upgrade and enhance existing residential neighborhoods while responding to current market trends in housing. Mr. McDonald stated that it allows someone to come in and pitch an idea that would otherwise not be approved under the city's regulations. He used a box as an example of what zoning does to a property and stated that a planned development provides the applicant with a larger box to work within. Mr. McDonald pointed out that a planned development is essentially the rezoning of a property, which gives flexibility to the developer while all of the control still lies with the city. Attorney Barner pointed the Commission towards Section 24-504, and urged the members to review the revisions of the ordinance ahead of time when preparing to vote on a planned development application. He noted that whether it be a planned development or a specific use permit there are certain criteria that must be included within the application that is submitted to the city. The application for a planned development must include:



1. Applicant information
2. Legal property description
3. Statement of ownership/title report
4. Detailed description of proposed development
5. Site plan (Sec. 24-524)
6. Other information as may be needed

Mr. McDonald added that the site plan has always been a requirement, but the required detail level was greatly enhanced through the UV-T process.

The application for a specific use permit must include:

1. Section authorizing specific use
2. Legal property description
3. Statement of ownership/title report
4. Detailed description of proposed use
5. Environmental assessment (impact)
6. Other information as may be needed

Attorney Barner explained that the application will first be reviewed by staff, who will then bring it before the Commission in the form of a public hearing. He added that consideration of the application will happen either at the same meeting, or at the next month's meeting, and if approved, will be sent, with the recommendation from the Commission, to the City Council where they will hold a public hearing as well. Attorney Barner mentioned that the Commission and the Council's standards for review and approval of both a planned development and a specific use permit are the same. These include:

1. Consistent with Comprehensive Plan
2. Minimize adverse effects on nearby properties
3. Will not negatively affect neighboring property values
4. Will not burden city facilities and services
5. Applicant has the financial and technical capacity to complete the project

Mr. McDonald informed the Commission that when staff receives an application the first thing that they look at are the pertinent sections in the code to ensure that the minimum information required is included. He added that after staff's review, the application will typically be sent to other departments, such as, public works, the police department, and maybe the fire marshal to review the drainage and security aspects of the proposal.

Chairman Frazier asked if the applicant is made aware that the commissioners may ask additional questions regarding the project.

Mr. McDonald confirmed that the applicant is aware of this, and that staff does their best to break down and address certain issues that are always present with those types of applications. He added that the application is sent to the city's attorneys as well. Mr. McDonald informed the Commission that signs are also posted by the applicant, which list the details of the public hearing, and where residents can get more information regarding the application.

Commissioner Stiggins asked if it possible for a specific use permit to have a time limitation.

Mr. McDonald explained that the Commission could technically put a time limit on a project if they wished to so do, but would have to be careful with state entities like schools. He stated that parameters can be set to require an applicant to come back and amend the SUP if certain changes/expansions are made. Mr. McDonald added that specific use permits granted for commercial uses tend to include more conditions, but he doesn't recall any that were assigned a time limit.

Attorney Barner pointed out that over the years, the Commission has considered a variety of conditions to place on permits. He simply asked that the conditions be reasonable, rational, and pertain to the actual specific use rather than the allowable use.

Chairman Frazier mentioned that the time frame of the project always seems to be one of the questions asked of the applicant, but in reality the Community Development Department is who follows up on that. He added that it is irrelevant unless, for some reason, the Commission has specified a certain time frame that the project must be completed in.

Attorney Barner agreed that in some instances it takes a significant amount of time to complete a project, especially with the standards that they are required to operate under.

Vice Chairman Thorogood asked if there were any specific use permits that would expire due to the adoption of the new UV-D and CMU zoning districts.

Mr. McDonald stated that there should not be any that expire, and added that any uses that were considered specific before will still be considered specific, even with the adoption of the new zoning regulations.

Vice Chairman Thorogood mentioned that some of the specific use permits have been granted with a condition stating that a change in ownership would cause the permit to expire. He asked how the city validates the conditions of specific use permits.

Mr. McDonald explained that the city started including, as a condition, a requirement for an annual statement from the SUP holders saying that the conditions have been met. He added that staff follows up on the recent specific use permits, but that there are several older permits that staff is not as familiar with. Mr. McDonald informed the Commission that there are about 30 active specific use permits within the city, and staff deals with them as they can.

Vice Chairman Thorogood asked if a survey is required to be submitted for a specific use permit.

Mr. McDonald stated that a survey is typically something that staff requires under "other information as may be needed." He and Attorney Barner pointed out that it may be included within the title report, and sometimes the legal description will include somewhat of a survey.

Vice Chairman Thorogood felt that a survey should always be requested of the applicant.

(Requested by John McDonald, Community Development)

## VI. COMMITTEE REPORTS

There were no committee reports.

**VII. CORRESPONDENCE**

Vice Chairman Thorogood informed the Commission that he had the opportunity to meet with the City Manager of Southside Place regarding the redevelopment of the Shell site on Bellaire Boulevard. He stated that they are presently building 35-40 new single family residences on that site, 5 unit attached town homes in groups of 5 along Bellaire Boulevard, with single family homes on the back side. Vice Chairman Thorogood added that the developer involved with this project is the same one that is working on Alder Circle in Bellaire. He stated that they are also expecting some mixed-use developments to be included and have set a cap on the size of the first floor retail of those developments. Vice Chairman Thorogood told the Commission that he would try to get a copy of the set of rules that are in place for the project.

**VIII. REQUESTS FOR NEW BUSINESS, ANNOUNCEMENTS AND COMMENTS****A. Staff liaison report on the status of projects previously addressed by the commission as well as projects for future meetings.**

Mr. McDonald told the Commission that the zoning package for the UV-D and CMU was passed by Council with a 5-2 vote. He informed them of two changes that were made to the proposal:

- The 15% of allowable multi-family in the CMU was reduced to 10%.
- On properties that have alleys, the setback slope does not start until after that alley.

He added that the only street with an active alley behind it is the 5800 block of Linden.

Mr. McDonald also told the Commission that the public hearing for the Condit Elementary SUP will be on the April 8th agenda. He added that signage is required to be up on March 24th and notices will be mailed out later that week to every resident within 200 feet of the property, as well as posted on the city's website.

Commissioner Alderman asked if there was any way for the Commission to get those plans earlier than normal.

Mr. McDonald stated that as soon as the other departments are finished reviewing the materials staff will get the packet together and provide that to the Commission.

Chairman Frazier asked if there were any joint public hearings in the near future.

Mr. McDonald stated that it is typically the mayor's preference not to have joint public hearings in order to allow the public two chances to speak. He added that this only occurs in instances where there is a time constraint involved with the project.

Vice Chairman Thorogood thanked City Council and Mr. McDonald on all the work done regarding the zoning changes to Downtown and the Bissonnet Corridor.

Chairman Frazier agreed, and thanked Mr. Mitchell from Kendig Keast Collaborative as well.

**B. The Chairman shall recognize any Commissioner who wishes to bring New Business to the attention of the Commission. Consideration of New Business shall be for the limited purpose of determining whether the matter is appropriate for inclusion of a future Agenda of the Commission or for the referral to staff for investigation**

Commissioner Simmons asked if the schedule for Larch Lane had been looked at again.

Mr. McDonald explained that it is on staff's to-do list, but that parking was the first priority due to the fact that it is tied to the zoning regulations that were just passed. He pointed out that there has already been one lot replatted on Larch Lane, and another will be brought to the Commission at the April meeting, meaning that development is occurring as is. Mr. McDonald stated that this is something that staff has to take into consideration in order to decide if the proposal still fits in with what is currently happening on Larch.

**IX. ADJOURNMENT**

**Motion:** a motion was made by Vice Chairman Thorogood and seconded by Commissioner Simmons to adjourn the regular meeting.

**Vote:** the motion carried on a unanimous vote of 5-0.

**The meeting was adjourned at 8:06 PM.**



# CITY OF BELLAIRE TEXAS

## PLANNING AND ZONING COMMISSION

APRIL 8, 2014

Council Chamber

Regular Session

6:00 PM

7008 S. RICE AVENUE  
BELLAIRE, TX 77401

### I. CALL TO ORDER AND ANNOUNCEMENT OF QUORUM

Chairman Frazier called the meeting to order at and announced that a quorum was present.

Attendee Name	Title	Status	Arrived
Winfred Frazier	Chairman	Present	
Bill Thorogood	Vice Chairman	Present	
Paul Simmons	Commissioner	Present	
E. Wayne Alderman	Commissioner	Present	
Marc Steinberg	Commissioner	Present	
Dirk Stiggins	Commissioner	Present	
S. Lynne Skinner	Commissioner	Present	
John McDonald	Director	Present	
Ashley Parcus	Secretary	Present	

### II. APPROVAL OF MINUTES FROM PAST MEETINGS

1. Planning and Zoning Commission - Regular Session - Feb 11, 2014 6:00 PM

**RESULT:** APPROVED [UNANIMOUS]  
**AYES:** Frazier, Thorogood, Simmons, Alderman, Steinberg, Stiggins, Skinner

2. Planning and Zoning Commission - Regular Session - Mar 11, 2014 6:00 PM

Commissioner Simmons mentioned that the top 8 or 9 lines of page 5 were a little confusing to him and asked that Mr. McDonald and Mrs. Parcus get together to reword that section. He then made a motion to table the minutes until the next meeting.

**RESULT:** TABLED [UNANIMOUS]  
**MOVER:** Paul Simmons, Commissioner  
**SECONDER:** Bill Thorogood, Vice Chairman  
**AYES:** Frazier, Thorogood, Simmons, Alderman, Steinberg, Stiggins, Skinner

### III. REMINDER TO CITIZENS DESIRING TO ADDRESS THE COMMISSION

Chairman Frazier reminded any citizens who wished to speak to fill out a sign in sheet. He also explained that there would be three opportunities for public comments, one in each of the two public hearings, and one during general public comments.

### IV. GENERAL PUBLIC COMMENTS

Minutes Acceptance: Minutes of Apr 8, 2014 6:00 PM (Approval of Minutes from Past Meetings)

**Persons at the meeting who have indicated their desire to be heard on matters of general interest to the Commission by submitting the form provided shall have three minutes to present their comments. The Commission is not permitted to fully discuss, debate, or consider items that are not on the agenda. Questions presented to the Commission may be referred to staff.**

There were no general public comments.

## **V. PUBLIC HEARINGS**

1. Docket SU-2014-01-Specific Use Permit request from Houston Independent School District, as required by The City of Bellaire Code of Ordinances, Chapter 24, Planning & Zoning, Section 24-605, Application for a Specific Use Permit, to construct a replacement school for Condit Elementary. The school is located at 7000 South Third Street, and is in the R-4 Zoning District.

Mr. McDonald explained the public hearing process to the public.

### **Presentation by the Applicant**

**Dan Bankhead**-Mr. Bankhead informed the Commission that he is the General Manager of Facilities Design for Houston Independent School District, and that he is excited to have a new facility in the Bellaire area. He stated that the team has been working hard to develop plans and designs for Condit Elementary, and has encompassed a very inclusive process in the plan development. Mr. Bankhead pointed out that there have been 3 community meetings open to public, as well as project advisory team (PAT) meetings every month that are also open. He added that VLK Architects has taken the comments and feedback and incorporated them into the proposed design. Mr. Bankhead thanked city staff for working with them on this project, and then turned it over to HISD's architect.

**Todd Lien, Principal of VLK Architects**-Mr. Lien informed the Commission that VLK is a firm that specializes in schools, and has been designing schools across Texas for about 30 years. He then reviewed the guiding principles that were developed by the PAT, and added that VLK had met with the Community Development Department to get a feel for what is happening, and what is important in Bellaire. Mr. Lien mentioned that they have had several community meetings, and also received a special exception from the Board of Adjustment to reduce the number of required parking spaces on site. He stated that the plan is to construct a new facility in the park space, to allow for the current facility to continue operations during construction. Mr. Lien added that the current facility will be protected by fencing while the students and staff are still there, and once the new facility is complete, the students and staff from Condit will move into the new building. VLK Architects will then continue construction on other aspects of the site, such as green space. He added that the joint-use parking agreement with the city will be renewed. Mr. Lien explained that there is currently 170 feet of queuing on the South Rice side of Condit, and another 650 feet of street queuing on the Third Street side, both with drop off directly at the curb. He stated that the proposed plan, in working with the traffic engineer, is to get the actual drop offs to occur off of the curb, providing a small drop off area to get the students and some of the cars off of South Rice. He also mentioned that they will be replacing the existing parking lot at the corner of South Rice and Linden with a new lot on the corner of Jessamine and South Rice, which will be joint-use parking with the city. Mr. Lien then showed the mobility plan, which addresses the issue of pedestrians and cars, and explained that there have been proposals to limit the parking and standing of vehicles on South Third in order

to avoid a situation where children are walking through parked cars. He also mentioned the traffic engineers' recommendation to install new signage to aid in the traffic flow, which would restrict left turns on South Rice and manage a one way entrance on Third Street. Mr. Lien then addressed the security that will be in place around the site, with gates that can be controlled and opened after hours and on weekends for community use, and gate access around the campus as well. He mentioned that the drainage proposal is to reroute the utilities, which currently run through the site, around the building. Mr. Lien assured the Commission that the landscape buffers between the residential properties and the parking lots would be above and beyond what the city would require. Lastly, Mr. Lien informed the Commission and the public that VLK was going to do their best to preserve the history of the school by reusing some of the materials on the current building.

### **Presentation by Staff**

Mr. McDonald informed the Commission that the city is holding a public hearing to gather information on a request from HISD for the construction of a new school, to be located at 7000 South Third Street in the R-4 Residential Zoning District. He stated that the application was filed on February 27, 2014, and the use is consistent with the Comprehensive Plan's future land use map. Mr. McDonald added that staff mailed out 35 letters to neighbors within the notification zone, and a legal notice was published in the city's newspaper on March 25th. He pointed out that the city received 3 comments from residents that were included in the packet, and since then an additional 13 have been submitted that were either emailed or printed out for the Commission's review. Mr. McDonald explained that HISD is seeking a specific use permit for the allowance of a school from the Code of ordinances, Chapter 24, Planning & Zoning, Section 24-532. He stated that at the following meeting in May, the Commission will be asked to make a recommendation to City Council, and a later date City Council will have its own public hearing with regard to this item. Mr. McDonald pointed out that the school has been in the community for a long time, and that HISD is looking to build the new school for a total capacity of 750 students, which is the typical school design for elementary schools in HISD. He stated that the property is surrounded by R-4 zoning on all sides, with city hall across the street, and that there is currently a joint-use agreement between the city and the school district with regard to this property. Mr. McDonald explained that the city abandoned and sold the Laurel Street right-of-way, and as part of that deal asked for green space and parking. He stated that those items are still required and will be provided in the new design. Mr. McDonald informed the Commission that the police, fire, and public works departments were all asked to review the applicant's submittal. He stated that public works offered no objections to the proposal at this time, and was satisfied with the findings of the traffic impact analysis (TIA) that it will not have a negative impact on any current uses. He mentioned that issues such as drainage are currently being reviewed and will be finalized at the building plan stage. Mr. McDonald also informed the Commission that there are lines that were tied into the old Laurel Street, and are currently still in use, that will be relocated prior to construction of the new school. He stated that the police department had no specific concerns based on the review of the proposal, and the fire department sees no adverse impacts to the revision services. Mr. McDonald added that a memo was included in the Commission's packet from the Fire Marshal with regard to his specific comments on this project. He stated that the parking, as identified on the site plan, is sufficient to meet the requirements of the school, and that HISD did seek a special exception from the Board of Adjustment asking for a reduction in required parking spaces from 167-128. Mr. McDonald informed the Commission that this special exception was approved and therefore is shown on their site plan today.



## Public Comments

**Pegi Newhouse, 5114 Locust**-Ms. Newhouse informed the Commission that she is a Bellaire resident and has been an active Condit parent since 2006. She stated that she was the Condit PTO president last year and is currently on the PAT for Condit Elementary. Ms. Newhouse added that she is present to endorse the plan as presented. She mentioned that this is her 8th year to drive her children to and from Condit every day, and that she has parked and walked her children in when they were small, and has also used both carpool lines. Ms. Newhouse pointed out that the South Third Street side of Condit gets very congested, due to the high number of cars that have to park on the street. She feels that it is an unsafe area for children to be crossing the street, and that cars parked on the side of the road obscure the vision of pedestrians as well as drivers. Ms. Newhouse stated that the City of Bellaire has requested that the school put in 128 parking spaces, in her opinion to get cars off of the street and safely put them into designated lots. She pointed out that the current plan calls for two lots, one on South Rice and one in front of the entrance to the school on South Third. Ms. Newhouse informed the Commission that on Saturday, April 5th, HISD hosted a community meeting to hear some of the neighbor's concerns, and that neighbors drew up a plan with both parking lots on South Rice. She explained that Condit currently has a parking lot on South Rice with 57 spaces, and on any typical day, the lot has about 10-20 open spots, yet 25 cars will be parked along the street on South Third. Ms. Newhouse stated that the reality is that people will park near the entrance of the school, and if both parking lots are located on South Rice there will be two partially filled lots with cars still parked on the surrounding streets. She mentioned that the reason this plan has posed a problem is because of aesthetics, but if it boils down to a choice between the safety of our children and aesthetics, we choose safety. She explained that she respects the residents' desire to keep their property value and their neighborhood looking nice, and it is important to all of us, but a new school is going to improve property value and attract new families into the neighborhood. Ms. Newhouse mentioned that what she took away from Saturday's meeting is an opportunity to work together with the neighbors going forward. She stated that the PAT would welcome their input to the types of landscape screening and signage that will be placed on the Third street parking lot. She thanked the Commission for the opportunity to speak and respectfully asked that the SUP be approved as presented.

**Michal Lutfak, 4910 Holt**-Ms. Lutfak informed the Commission that she currently has 3 girls at Condit, one who has graduated, and another who will be in Kindergarten there next year. She stated that she approves of this plan with the parking lots the way they are because it is safer for the children. She added that the amount of cars that are parked on S. Third street is crazy, and is hazardous for the school and neighborhood. Ms. Lutfak also mentioned that Condit has a great PTO with parents that volunteer, but feels that the current parking situation discourages parents from coming to the school. She mentioned that in her opinion, it will hurt Condit by not keeping the current plan as is.

**Linda Hester, 4991 Willow**-Mrs. Hester explained that she and her husband live across from Condit at Willow and Third Street. She urged the Commission to recommend approval of the SUP as presented. Mrs. Hester pointed out that it is obvious that the neighbors, even ones without young children, will benefit from a new school based on an open commons design with a continued commitment to shared-use green space. She stated that she appreciates that signage, meetings, and online information have allowed for community input during the project, and that she has reviewed the very thorough traffic study which concluded that the new school will not have a significant impact on traffic patterns in the neighborhood. Mrs.



Hester mentioned that she recognizes that this project will cause increased traffic congestion during the construction and demolition phases, and urged the city to monitor the situation and put in place short term restrictions as necessary to protect the streets and residents. She pointed out that side street congestion during school hours has been a long term issue in the neighborhood, and she believes that adding more parking to the school will address this problem. Mrs. Hester did, however, urge HISD and the city to consider ways of managing congestion that will not be relieved by the new parking areas. She stated that parking location is a controversial issue, and she is pleased that the input from the community was taken and that parking has been moved to the S. Rice side. Mrs. Hester mentioned that she can't blame residents for being upset that a parking lot will potentially be constructed right next to their home. She then commended everyone who has worked so hard on this project and stated that HISD and VLK Architects will never be able to make every resident happy. She urged all parties to continue working together to find a path forward that allows everyone to celebrate the project so that the completion is not jeopardized. Mrs. Hester's last request was to ensure that the memorial tree that is planted on the southeast corner of the Condit lot be protected no matter what the final plan is. She explained that the tree was planted to honor the grandson of the Mitchell Family, 50 year residents of Bellaire.

**Julia Tamm, 5104 Patrick Henry**-Ms. Tamm informed the Commission that she has walked her kids to and from school on S. Third Street for the last 4 years, and experiences the issues on foot every single day. She stated that she is also a member of the PAT. Ms. Tamm mentioned the residents' concerns with increased traffic, and emphasized the point that the TIA showed no adverse impacts on the local street network or changes in the level of service. She pointed out that the safety and security of the children needs to be number one priority for the rebuild. Ms. Tamm pointed out that HISD is following the city's recommendations for on-site parking in the SUP, and that the current lack of parking along with pooling car lines cause many safety issues, such as the following:

1. Cars parking illegally so parents can walk in their younger children because there is no nearby parking available
2. Cars visually blocking the intersections and putting pedestrians at risk. HISD buses must maneuver in these tight and blocked areas, putting the bus riders at risk also
3. Cars using the middle of S Third Street, near Willow, as a drop zone, with car doors open into the street and kids dashing across the street into the school

She ended by saying that the new Condit needs parking near the front entrance for safe access, and that she supports the SUP as it is.

**Fred Bowyer**-Mr. Bowyer informed the Commission that he recently retired from Condit after 13 years, and is now serving on the PAT Committee. He pointed out that there are approximately 60 people that work at Condit, most of them being women, and that this is a good opportunity to provide the staff some safety. He added that once the time changes, many of the women must walk to their cars after dark. Mr. Bowyer mentioned that he understands many of the points that are going to be brought up, and that they are valid on both sides, but at the end of the day we have to side with safety.

**Lori Aylett, 540 Chelsea**-Ms. Aylett informed the Commission that she was in attendance to support the SUP, and that she walks her daughter to school as often as she can. She added that the residents in the neighborhood have legitimate congestion and safety concerns that will be properly addressed with the proposed

parking lot on S Third Street. Ms. Aylett also agrees with the two drop off zones. She then quoted Mr. Bowyer, former Condit principal saying, "Stay on task, stay on mission." She pointed out that it is very good advice and she hopes that the Commission will resist the urge to become architects and traffic engineers. Ms. Aylett pointed out that the Commission has been presented with a traffic impact analysis from one of the best firms in the city saying that they are not anticipating any negative impacts. She realizes that it is not a perfect plan, but is a good plan, especially considering the number of site constraints that VLK has to work with. She added that some concerns can be addressed by behavior. Ms. Aylett urged the Commission to side with safety, and recommend approval of the SUP as presented.

**Theresa Bosley, 5123 Chestnut**-Ms. Bosley informed the Commission that she supports the SUP, and has been driving to Condit for 5 years. She added that two years ago she was team leader of the rebuild committee, which sought the best practices of schools who had recently undergone new school rebuilds. She explained that what they found were new and old schools alike designed with parking lots in front of the schools, providing a safe drop off environment and parking area for students and parents. Ms. Bosley commented that she has witnessed children and parents darting across the street, car accidents, congestion, cars driving the wrong way down 3rd street, and being people being hit. She feels that HISD's proposed plan is much better than what Condit has in place now, and that it is just common sense to keep cars and children out of the street.

**Leslie Little, 4915 Laurel**-Ms. Little informed the Commission that she is a longtime volunteer with HISD schools, including Condit, and was part of the group that designed the current Condit site plan back in 2005. She added that the current plan's intention was to provide a parking lot on S Rice for teachers, as well as to enable visitors and parent volunteers to have front door access to the school throughout the day at the non-busy times. She then stated that she is not sure that it is working as it was set up, and that ensuring the correct use would be a matter of administrative authority. Ms. Little felt that Condit, compared to other schools in the area, presents a unique opportunity because it is situated between Bellaire Town Square, a church, and a small enclave of homes within the Bellaire community. She added that some residents have submitted an alternate plan to HISD devised as a compromise to some of the concerns of parents and neighborhoods. Ms. Little explained that the residents' proposal maintains a drive thru and a small amount of parking on S Third Street, and moves more parking to S. Rice Street. She added that visitor and handicap spaces would be put in front of the school to disperse some of the traffic and parking to other parts of the site so that S Third street is not so congested.

**Judy Thrasher, 4912 Laurel**-Ms. Thrasher asked the Commission to please review the fact that Third street is not a major thoroughfare, and stated that in her opinion, the parking lot should be deleted or at least significantly reduced. She added that the parking lot proposed on Jessamine and S Rice, as well as the current parking lot at Linden and S Rice, which tax dollars paid for, should be kept. Ms. Thrasher felt that traffic should flow to S. Rice, not along Laurel, Willow, or Linden Streets, and that the building could be flipped to accomplish this. She also pointed out that a crosswalk was installed for the parking lot that corners at Linden and S. Rice. Ms. Thrasher said that on any given day around 3 pm, Laurel street is very congested and it is very difficult to get up and down the street and into the driveways. She provided the Commission with photos showing the traffic parked on her street. Ms. Thrasher pointed out that parents who currently do not park on Third street, or in the parking lot at Condit, are not going to park in a parking lot no matter where it is located. She felt that the city should make the neighboring Condit citizens' concerns

a top priority regarding the issuance of the SUP to HISD, and that new buildings and additional parking are not the most important issues to be considered for Condit Elementary. Ms. Thrasher added that the neighbors on Laurel, Willow, and Linden Streets have all supported Condit from the time that they moved into Bellaire, and placing more traffic and grid locks along their streets is not in anyone's best interest. She asked that the Commission support the neighboring citizens' concerns.

**Molly McGee, 4903 Laurel-**Ms. McGee read a letter recently written by Roman Reed and quoted him in saying, "Each of us will have to sacrifice, encourage all residents and HISD to open up to each other, and embrace change, encourage teamwork." She stated that while site planning for the new Condit has been taking place for over a year now, many immediate residents to the school recently learned about the plan on February 24, 2014 when, for the first time a flyer was circulated and outreach made to the nearby community. Ms. McGee added that while information was readily available on the HISD website, residents would unlikely randomly visit the site without knowing what was already in progress. She added that everyone is in support of a new school, however, at the 11th hour of planning, it is evident that many residents in the immediate community are opposed to a 66 space parking lot on South Third Street. Ms. McGee stated that the primary concerns revolve around safety of all children and residents, and traffic. She mentioned that there are a myriad of solutions and other reasons, but ultimately the common ribbon to all arguments is that a parking lot on Third street is not desirable to the immediate community, and will not effectively overcome the obstacles put forth by HISD and the PAT. Ms. McGee feels that most parking should remain at its current location on S Rice and Linden. She then listed the reasons for the proposed parking on S. 3rd Street, which are:

1. Student safety
2. Carpool line with a protected area of drop off and pick up
3. Parking for parents during drop off and pick up
4. Parking for teachers in front, or close to the building
5. City desired green space and city mandate of parking spaces

She asked that in the spirit of sacrificing teamwork, an alternate plan be considered. Ms. McGee then addressed HISD, saying that they have incorporated into the design the recommendations of the PAT regarding safety and traffic, and to please be sensitive as well to the historic distinction of Condit and how the site is an integral part of the community, not just during school, but 365 days a year. She asked HISD to listen and act on concerns of the immediate community who are affected by the site plan and well know the pattern of traffic. Ms. McGee then pointed out that the City of Bellaire has provided a variance to accommodate the school, and asked them to please continue to do what is called for to meet the best needs of the school, community functions, and the immediate residents of Condit. She thanked the Condit staff and PAT for working diligently with HISD, but asked them to realize that contrary to their understanding, neighbors have not known until recently about the planning and would like their input to be incorporated as well. Ms. McGee mentioned that a safe pickup and drop off area can be accomplished on 3rd street without a large parking lot, and that parents will continue to park on the streets because they are not going to sit through a carpool line in order to park and walk their children into school. She commented that this would likely make the carpool line much more chaotic. She mentioned that teachers will be able to park close to the building and their classroom, which will open up street parking during peak traffic flow. Ms. McGee pointed out that the current lot is not fully utilized due to its distance from the school, and asked everyone to keep in mind that when the new school is built the distance between the lot and building will be immediately adjacent. She stated that

the city will lose the thoughtfully planned and contiguous green space from Third to Fifth street, and Willow and Jessamine will gain a green space, but Linden and Laurel Streets will lose it to a two story building. In her opinion, all residents in the immediate community to Condit will be negatively affected by the 66 space parking lot with regards to safety and traffic. Ms. McGee then reiterated that Condit is more than a school, it is a integral part of the community and its design effects the idyllic footprint of the neighborhood.

**Omar Khan, 4914 Cedar-**Mr. Khan pointed out that the residents around Condit Elementary made a conscious decision to move there knowing that the school was located in close proximity to their property. He stated that he currently parks on Third street to walk his son into the school and that he would gladly take the 66 space parking lot. Mr. Khan mentioned that getting even 10 or 20 cars off of the streets would help immensely with the congestion. He stated that although it may not be cosmetically pretty, it will help property values, make a great school better, and will be a safer environment for students, parents, and faculty. He asked the Commission to let the plan that HISD proposed stay as is.

**Anne Stoeber, 5200 Aspen-**Ms. Stoeber informed the Commission that she lives at 5200 Aspen St, and has a 5th grader and another child that will be entering kindergarten next year. She stated that based on her location she walks to Condit as often as possible, but has also used both drop off locations. She pointed out that HISD's proposed plan addresses the safety concerns of children entering the school on S Third Street, and asked the Commissioners to approve the plan as HISD has proposed it. Ms. Stoeber urged the Commission to make a decision as quickly as possible, as she would love for her kindergartner be in the new facility.

**Mark Sass, 4900 Laurel St-**Mr. Sass stated that a new school is very important and that the SUP is a great idea. He mentioned that as a neighbor to the school he would appreciate HISD and the Commission looking at this a little differently. He suggested taking 38 parking spaces in the front and moving them to the back or letting them stay where they are, and keeping the spaces on the side in order to eliminate some of the look that the neighbors will have to see. Mr. Sass said that he is in support of a new school, but would like for the neighborhood concerns to be addressed as well.

**Jami Fowler, 5104 Grand Lake -**Ms. Fowler stated that she strongly supports the SUP. She mentioned that she understands the residents' concerns with having a parking lot located on S. Third, but her perspective as the mother of 3 young boys is that children need to be kept on a street that is not as busy and congested. Ms. Fowler said that she never parks on S. Rice in order to avoid the fast-moving traffic, and agrees with having a parking lot on S. Third to keep school aged children, as well as younger siblings safer.

**Glenn Bordeaux, 4981 Willow-**Mr. Bordeaux pointed out that he does not have school aged children, therefore he has no major concerns with the school itself, but does experience a lot of congestion on his street during the drop off and pick up times. He feels that no matter how the school is set up there will be a significant number of parents who will continue to park on the streets. His suggestion was to limit the parking on streets to the side of the street that has a sidewalk, and establish a projected flow of traffic away from the school. Mr. Bordeaux provided the Commission with a diagram of his suggestions.

**Mary Jane Robinson, 5213 Patrick Henry-**Mr. Robinson highlighted three points that are important to consider in the planning of the new school:

1. Student safety
2. Traffic flow patterns
3. Reduce the use of neighborhood curb parking on the streets surrounding Condit

She stated that the proposed plan addresses all of these issues, and that she supports the SUP as presented.

**Lynn McBee, 5314 Evergreen-**Ms. McBee informed the Commission that she has reviewed the application for the SUP, scanned the traffic study, looked at the site plan, attended meetings, and has been to a lot of city hearings. She stated that what she takes away from all of it is that residents are going to be facing a changed traffic flow. Ms. McBee pointed out that several factors regarding Third Street can be addressed by the City of Bellaire. She mentioned that traffic flow, placement of stop signs, and other inhibitions can be considered, and if that is necessary then there needs to be a collective report by the school to the city to do a traffic study of its own. Ms. McBee stated that there are currently no restrictions on curb side parking, or direction of the traffic flow and this is something that needs to be addressed. She also pointed out that the city can be a partner for solving traffic problems. Ms. McBee mentioned that there are currently 58 parking places located in the north side parking lot, and that the proposed plan would provide 128 spaces, far more than double what is available today. She stated that problems that exist today, with the current limited parking could be alleviated simply by the provision of more parking spaces. She informed the Commission that she supports the idea of keeping children off of S. Rice, which is a major thoroughfare, as well as the configuration of splitting the parking between S Third and S Rice Street as proposed on the site plan. Ms. McBee stated that parents will misbehave just like children until they are corrected, and suggested having uniform officers on site issuing citations for those who do not follow the regulations. She also pointed out that neighboring residents will have to get used to the changes just as other residents all over the city are doing.

### **Response from the Applicant**

Dan Bankhead-Mr. Bankhead stated that he appreciates everyone's comments, and input that has been received by the community has resulted in outstanding ideas and designs. He added that his plan is to continue working with the neighborhood to achieve the best outcome for all parties concerned, and that HISD does take this very seriously. Mr. Bankhead then encouraged the residents to keep coming to the open meetings that are available to them, and that HISD will try to address as much as possible. He stated that he believes a successful outcome can be achieved for everyone involved.

### **Questions from the Commission**

Commissioner Simmons mentioned that he is very familiar with Cobb Finley as well as Traffic Impact Analyses, but did not have the time or the staff to read through the entire analysis. However, after brainstorming numerous options for the site plan, he found that he could not come up with a better solution. Commissioner Simmons stated that he was ready to endorse the project, based not on a perfect solution, but an optimal solution. He added that he has never seen a perfect solution. Commissioner Simmons pointed out that maintaining operations at the current school while the new school is being built is part of the issue. He explained that flipping the new building, pushing it more toward Third street, and pushing the parking lot on S Rice is going to make congestion and traffic worse than what is



proposed. Commissioner Simmons felt that this solution needs to be enforced, with police on the scene during the AM and PM hours to help facilitate.

Commissioner Alderman asked why the traffic study shows so many left turns on Willow Street during the AM peak hours. He pointed out that there are twice as many as on Jessamine.

Mr. Lien stated that Cobb Finley did not relay those comments to VLK, and that he would have to confer with them to address that question exactly.

Commissioner Alderman asked Mr. Lien to explain how parking will take place during the construction process.

Mr. Lien informed the Commission that they are working with HISD to decide on additional parking, and have considered off-site parking with shuttle buses for the teachers. He added that they are also looking at maintaining the existing parking lot for the contractor for parking and staging of materials, and that other phasing may include portable buildings. Mr. Lien stated that they are still working with HISD, the contractor, and the city to ensure that all regulations are being followed during this process.

Commissioner Alderman wanted to ensure that the neighboring residents are not negatively impacted by the construction site.

Mr. Lien assured the Commission that the general contractor will not be allowed to let his workers park on the residential streets.

Commissioner Alderman asked where the delivery docks will be located.

Mr. Lien pointed out the location of the kitchen on the site plan and explained that a truck will be able to back right up to it to unload, and will then have the option of exiting onto Jessamine or S. Rice Street. He also informed the Commission that it will be screened so that there will be a buffer between that part of the school and the new city hall.

Commissioner Alderman mentioned the drainage plan and asked if the city had looked at whether or not Jessamine has enough excess capacity to handle the new line.

Mr. McDonald stated that the city engineers are currently reviewing that, and that the drainage plan has to be approved prior to construction being permitted. He added that the re-routing of the line is requiring them to look at the system in more detail than normal. Mr. McDonald assured the Commission that HISD's engineers are working closely with the city engineers to make sure that the final product can handle everything properly.

Commissioner Steinberg stated that he is having trouble envisioning children being dropped off in the parking on S. Third. He asked if the idea was for parents to drive through the lot and drop their children off there, or to drop them off on S. Third Street and walk through the parking lot.

Mr. Lien explained that the intent is for the drop off to occur at the front door, on the curb.

Commissioner Steinberg asked if there would be restrictions on parking times within that lot so that children are not being dropped off while parents are trying to back up and exit the lot.

Mr. Lien informed the Commission that they had initially discussed only allowing early arrivals to park in that section of the lot, and all others would either have to park in the lot on S. Rice or wait in the queue to park in the lot on S. Third.

Commissioner Steinberg asked Mr. Bankhead if HISD would provide crosswalk guards for each of the 4 crosswalks that they are proposing.

Mr. Bankhead stated that by confirming this he would be promising the resources of another department, but assured the Commission that HISD will work with their crossing guard corps to get the necessary staffing for those areas. He added that HISD has also been successful in previous school openings with getting their police, who are uniformed and can right citations, to be onsite as well.

Commissioner Steinberg asked if the necessary department at HISD has seen the proposal and verified that they could handle this project.

Mr. Bankhead confirmed this and explained that each department sees all projects as part of HISD's review process.

Commissioner Steinberg wanted to ensure that this would be the responsibility of the HISD Police Department, not the Bellaire Police Department.

Mr. Bankhead said that HISD could make that happen, and explained that their police force is a fully licensed law enforcement agency within the State of Texas.

Commissioner Steinberg mentioned the proposed parking on S. Third, and asked Mr. McDonald if the city is prepared, once the school opens, to adjust accordingly if it becomes a problem.

Mr. McDonald stated that the city is always open to monitoring the situation and making changes as necessary, and informed the Commission that some of the same issues came up with Horn Elementary.

Commissioner Steinberg thanked the public for attending the hearing and offering their input to the Commission.

Commissioner Stiggins asked Mr. McDonald how the city plans to control street parking during the construction phase as well as year round.

Mr. McDonald stated that most likely HISD will include language within their contract requiring parking to be arranged off-site during construction, and the city will monitor that situation. He mentioned that with regard to general traffic around the school and parking on side streets there are some methods through the permit parking policy that could help to alleviate this issue. However, Mr. McDonald reminded the Commission that there are limited hours for permit parking. He added that the city has not made a final decision on a recommendation and that they will take the comments heard during the public hearing and visit with HISD and the architects, as well as other city staff to determine what the best solutions are to some of the concerns raised.

Commissioner Stiggins asked if Mr. McDonald would suggest, as part of the consideration, a prescriptive tool for the department to have permit control over some of the parking issues.

Mr. McDonald explained that the main concern would be with regard to construction, and added that the Commission could include a condition on the SUP that workers must park off-site and be brought in during construction. He then stated that he would not suggest putting a condition on the SUP regarding on-street parking because HISD and city staff have no control over that issue without other measures in place.

Commissioner Stiggins urged Mr. McDonald to look into the measures that could be taken to address the residents' parking concerns.

Commissioner Skinner thanked the public for their attendance, and asked Mr. McDonald to explain the notification process.

Mr. McDonald explained that the notification process of the school district is separate than that of the city. He stated that the city does not become part of the process until an application is submitted, which was in February of 2014. Mr. McDonald informed the Commission that the city published a notice of public hearing in the local newspaper and mailed out notices to residents within 200 feet of the school. He added that it was also put on the city website. Mr. McDonald pointed out that the city has been in discussions with HISD for over a year, but they have their own team and outreach methods.

Commissioner Skinner then asked Mr. Bankhead to elaborate on their outreach methods.

Mr. Bankhead informed the Commission that HISD uses their website very frequently to notify of upcoming events/projects, as well as posting notices at the school. He added that HISD also has a flyer distribution team who distributes information to residents living 3-4 blocks around the school. Mr. Bankhead mentioned that several interviews have been held with local newspapers, and that it has also been mentioned on television. He stated that HISD uses Twitter, email, and sometimes an automated electronic communication system to get information out the public.

Commissioner Skinner mentioned all of the input that the public offered and asked Mr. Bankhead what HISD's next step will be.

Mr. McDonald clarified that anything tying to specific traffic flow restrictions, for example, signage, parking limitations, and limitations on turns, are outside the purview of HISD. He explained that the city will take what they have heard during the public hearing and collaborate with their engineers to determine if there is anything that needs to be addressed now versus later in the process.

Commissioner Skinner asked how often HISD's website is updated.

Mr. Bankhead explained that the website is updated on a weekly basis.

Commissioner Skinner asked what the website address was.

Mr. Bankhead stated that it is [www.houstonisd.org](http://www.houstonisd.org). He explained that you would then click on "Building Programs," which is located under the "Community" navigation bar.



Commissioner Skinner informed the public that she lives in close proximity to Bellaire High School and that her street initiated permit parking. She stated that it works very well, and encouraged residents to consider that avenue, if needed.

Vice Chairman Thorogood asked Mr. McDonald what the current student populations are at Horn and Condit Elementary.

Mr. McDonald stated that the population at Horn is under 750 students and at Condit is 676 students.

Vice Chairman Thorogood asked how it is possible that Condit can add 15% more student body and the traffic impact analysis show no impact on traffic flow.

Mr. McDonald explained that the purpose of the TIA is to say how the traffic flow will be affected, based on level of service, not the number of cars. He mentioned that it does not say that there will not be more traffic, it simply says that based on the current level of service, the proposed changes will not make an adverse impact on the traffic flow.

Vice Chairman Thorogood said that it would seem logical to him that if the student body is being increased the car count should increase as well.

Mr. McDonald stated that he cannot specifically speak to this, but that the city's consultant reviewed the analysis and agrees with the conclusions made by Cobb Finley. He mentioned that he could have the consultant come in and speak with the Commission at the next meeting, if necessary.

Vice Chairman Thorogood asked Mr. Lien if there will be a change in the number of students that will be going in each of the two entrances.

Mr. Lien explained that they didn't determine how many students would be going in at each location, but that they are providing the same drop off locations and are moving them to allow for more stacking. He added that there may be an operations decision made by the school to dictate which grade levels enter at each location.

Vice Chairman Thorogood stated that he doesn't quite understand how the parking lot on S. Third Street is going to work. He mentioned that the diagram says that no parking will be allowed after 8:00 AM, and mentioned that the queue will start before then.

Mr. Lien explained that the idea is to allow teachers, who will arrive at the school earlier than the students, to park in that lot. He added that once the queue begins school staff will take some sort of measure, cones for example, to ensure that no one else can park in that lot without going through the queue.

Vice Chairman Thorogood asked if VLK has ever designed a school with parallel lanes.

Mr. Lien stated that some schools have been designed that way, but most of the time parallel lanes are started due to an operations decision made by the school itself.

Vice Chairman Thorogood mentioned that the diagram is showing that about 20 cars can queue off the curb, and asked where the rest of the cars will go.

Mr. Lien explained that he is not very familiar with the way that the cars queue currently, but mentioned that he has seen them continue down S. Third Street.

Vice Chairman Thorogood asked if the idea is not to allow for parking across the median on Third Street.

Mr. Lien confirmed this. He added that there is currently signage there that limits parking, and that HISD would work with the city and the school to decide how to handle that moving forward.

Vice Chairman Thorogood asked if VLK would accept that as a condition on the SUP.

Mr. McDonald clarified that conditions applying to city right-of-way cannot be added to the SUP, however, a recommendation could be made to Council directing staff to take a look at it. He and Attorney Petrov reiterated that parking regulations are not in HISD's control.

Vice Chairman Thorogood asked Mr. Lien if VLK looked into pushing the drop off point as far south as possible in order to queue more vehicles.

Mr. Lien stated that VLK went through multiple scenarios trying to accomplish that. He then used the analogy of squeezing a balloon, and explained that every time something was moved or repositioned it affected other things, such as, impervious area and footprint. He added that there was a very delicate balance that VLK was trying to achieve.

Vice Chairman Thorogood asked Mr. Lien if, in his opinion, this is a normal queuing set up/pattern for this size school.

Mr. Lien confirmed that this is a normal set up for an urban site like Condit.

Vice Chairman Thorogood asked Mr. Lien what he had seen done in residential areas where parking is a problem on streets adjacent to the school.

Mr. Lien stated that it is always a challenge and comes down to training and enforcement, as well as parking and traffic flow restrictions put in place by municipalities.

Vice Chairman Thorogood mentioned Bellaire's Safe Sidewalk Program and asked if that was still in place.

Mr. McDonald informed him that Bellaire's Chief of Police is working on a safe pedestrian plan, but that he could not speak to the specifics.

Vice Chairman Thorogood asked for clarification that there are only sidewalks on one side of Linden and Laurel Streets.

Mr. McDonald confirmed that there are many streets in Bellaire where sidewalks are limited to one side.

Chairman Frazier stated that City Council is currently considering some changes regarding sidewalks, but was not sure if those proposals would directly impact this project.

Vice Chairman Thorogood made reference to Commissioner Alderman's earlier comment regarding the high number of turns onto Willow St, and asked if this proposal would push more traffic down Willow. He also questioned whether the proposed queue plan would reduce the traffic on Laurel Street.

Mr. Lien explained that VLK is proposing a right turn only out of the queue, which could potentially lead to more traffic on Willow and less on Laurel.

Commissioner Alderman asked Mr. Lien what the reasoning was for not angling the parking spaces in the S. Third Street lot.

Mr. Lien stated that angled parking was something that had been looked into, and may be looked at again. He added that you tend to lose parking spaces by angling them.

Commissioner Simmons pointed out that the TIA shows existing 2013 traffic and proposed 2013 traffic with regard to the building configuration, therefore, the incremental difference in turning movements is going to be very small. He stated that his real question would be to Cobb Finley, and that he would like for someone to represent that firm the next time this project is revisited. Commissioner Simmons wondered when HISD was expecting Condit to hit the 750 student maximum capacity.

Mr. Bankhead explained that HISD's demographers have looked at those numbers, and although the school will be built to a capacity of 750 students, their projection for 2020 is only 705 students. He added that this information was given to Cobb Finley and may be the reasoning behind the incremental changes in the traffic flow numbers.

Chairman Frazier asked if HISD had taken into account the residential boom that is currently taking place within Bellaire.

Mr. Bankhead pointed out that although there may be a huge boom, they are finding that there is not a huge growth of families with school age children.

Mr. McDonald also noted that the residential growth within the Condit area is simply replacement of existing homes, not the construction of new ones. He added that in many instances part of the student growth is additional children from the same family, who will be tied to already existing traffic.

Chairman Frazier stated that it is extremely important that the Commission receive information from the applicant as well as the residents. He assured the public that the Commission does take time to discuss all concerns before making a decision on the application. Chairman Frazier stated that he understands first hand what it takes to be involved with schools from a parent and neighbor standpoint. He then asked how the green space will be handled with regard to safety and security of the site.

**Steven Gee, Project Manager for Condit Elementary**-Mr. Gee informed the Commission that access to the site is currently controlled by school operations. He explained that when staff comes in the morning they lock down the green space and before leaving in the evenings and for the weekend they will open them back up and secure the school. He added that the plan is to continue that practice.

Mr. McDonald informed the public that the city will continue to take written comments (via email or letter) regarding this application through May 7th at 4:00 PM.

**Motion:** a motion was made by Commissioner Steinberg and seconded by Commissioner Stiggins to close the public hearing portion of the meeting.

**Vote:** the motion carried on a unanimous vote of 7-0.

**The public hearing was closed at 8:23 PM.**

(Requested by John McDonald, Community Development)

2. Docket #AR-2014-01-Replat of 4533 Larch Lane, a subdivision of 0.18595 acres (81,000 square feet) of land being a replat of Lot 22 Larch Lane Addition, an addition in Harris County, Texas according to the map or plat thereof recorded in volume 1397, page 74 of the deed records of Harris County, Texas.

**\*Please Note: 81,000 square feet should have been 8,100 square feet.**

Chairman Frazier introduced the item and Mr. McDonald explained the public hearing process.

**Presentation by the Applicant**

There was no presentation given by the applicant.

**Presentation by Staff**

Mr. McDonald explained that this is a request to divide a current lot on Larch Lane into two lots. He added that this property is located in the Larch Lane Development District (LLDD). Mr. McDonald pointed out that the LLDD is designated within the Comprehensive Plan for redevelopment focusing on residential in an increased density, and that this request is in compliance. He then gave background information on Larch Lane, explaining that the area is currently set up to generate a little higher density than typical residential development, with a minimum site area of 6200 square feet and a minimum lot size of 3100 square feet with a front yard setback of 20 feet. Mr. McDonald stated that all proposed lots on this plat meet or exceed the minimum lot requirements set by city ordinances. He pointed out that this lot is currently undeveloped, and that this is a minor replat as it involves less than 4 lots and fronts on an existing street. Mr. McDonald mentioned that it does not require the creation of a new street or the extension of municipal facilities. Additionally, no variances are needed for the approval of this replat.

**Public Comments**

There were no public comments.

**Response by the Applicant**

There was no response by the applicant.

**Questions from the Commission**

Commissioner Steinberg pointed out that the agenda listed this property as being 81,000 square feet instead of 8,100 square feet and asked that it be corrected for the record.

Mr. McDonald assured him that it would be corrected in the minutes.

Vice Chairman Thorogood mentioned that on some replats the Commission sees ownership rights and asked if those details were not required for this submission.

Mr. McDonald explained that the title report was included in the application, and the applicant has permission from the current property owner to apply for the replat on their behalf.

Vice Chairman Thorogood asked if there was a change in the ownership of the property.

Mr. McDonald confirmed that there was a change in ownership previously, but everything has been corrected to show the current owner. He explained that there was a scrivener's error involved with the name of the company that owns the property, but that it will be corrected prior to recordation of the plat.

Commissioner Alderman asked Mr. McDonald to educate him on the side setbacks and why they are not included on the plat.

Mr. McDonald explained that plats only include the front setbacks, but all of the other setbacks involved with the property will still apply. He and Attorney Petrov explained that side setbacks used to be included on the plats, but have since been taken off in order to leave the flexibility that the zoning codes allow for.

Commissioner Alderman asked what the side setbacks for the property are.

Mr. McDonald stated that it is a 5 foot side setback on the detached side. He explained that this property will be two attached town homes and will require 5 feet between the town homes and the property next door.

Commissioner Simmons asked if staff was now supposed to do the replats in-house without bringing them to the Commission.

Mr. McDonald explained that it is amending plats that staff does in-house, not replats. He added that he does not have the authority to create lots without the approval of the Commission.

Commissioner Simmons mentioned that the Commission has had Larch Lane on their agenda somewhere in the near future to re-zone.

Mr. McDonald agreed that it is still on the horizon, and that the city recently met with a developer that is interested in that re-zoning. He added that the issue is that there have been two lots which have turned over within the current rules, and staff needs to reevaluate what was previously proposed to ensure that it still coordinates well with what is happening in that area. He pointed out that the proposal is similar to what this replat is doing except that detached homes were a possibility within the proposed amendments, and a smaller minimum square footage would be allowed. Mr. McDonald assured the Commission that he is still looking at those rules, it simply came down to the priorities that the department needed to address and the staff that is available to address those priorities.

Commissioner Simmons asked if the applicant could choose to develop the property under the new codes if/when those are adopted, or if he would have to come back before the Commission.

Mr. McDonald explained that if the rules change prior to development of this property the developer can go by the new rules. He added, however, that a replat may be necessary if the new lots that he is creating do not mesh with what he would like to do.

**Chairman Frazier closed the public hearing at 8:36 PM.**

(Requested by John McDonald, Community Development)

## **VI. CURRENT BUSINESS (ITEMS FOR DISCUSSION, CONSIDERATION, AND/OR POSSIBLE ACTION)**

- 1. Docket #AR-2014-01-Replat of 4533 Larch Lane, a subdivision of 0.18595 acres (81,000 square feet) of land being a replat of Lot 22 Larch Lane Addition, an addition in Harris County, Texas according to the map or plat thereof recorded in volume 1397, page 74 of the deed records of Harris County, Texas.**

**\* Please Note: 81,000 square feet should have been 8,100 square feet.**

**Motion:** a motion was made by Commissioner Steinberg and seconded by Commissioner Skinner to approve the replat for 4533 Larch Lane.

Vice Chairman Thorogood encouraged the Commission to move fast if they are going to address Larch Lane. He is concerned that at some point the Commission will lose momentum and it may no longer be possible to make any zoning modifications for that area.

Mr. McDonald pointed out that there is momentum currently due to the fact that the city is seeing redevelopment on Larch Lane. He agreed that it may not be the momentum that was originally envisioned in the Comprehensive Plan, but that higher density is being achieved. Mr. McDonald added that he believes there is still room to make some changes, and that he is working on getting it to the Commission in the near future.

Vice Chairman Thorogood asked how the Commission could get the rezoning of Larch Lane moved to the top of the priorities list.

Mr. McDonald informed him that the Commission has the right to ask Council to direct staff to bring it forward if they feel as though staff is not moving fast enough.

**Vote:** the motion carried on a unanimous vote of 7-0.

## **VII. COMMITTEE REPORTS**

There were no committee reports.

## **VIII. CORRESPONDENCE**

There was no correspondence.

## **IX. REQUESTS FOR NEW BUSINESS, ANNOUNCEMENTS AND COMMENTS**

Minutes Acceptance: Minutes of Apr 8, 2014 6:00 PM (Approval of Minutes from Past Meetings)

**A. Staff liaison report on the status of projects previously addressed by the commission as well as projects for future meetings.**

No staff liaison report was given.

**B. The Chairman shall recognize any Commissioner who wishes to bring New Business to the attention of the Commission. Consideration of New Business shall be for the limited purpose of determining whether the matter is appropriate for inclusion of a future Agenda of the Commission or for the referral to staff for investigation**

Commissioner Alderman informed everyone that he is moving out of Bellaire and has given Mr. McDonald his two month notice that he will no longer be on the Planning & Zoning Commission.

Chairman Frazier told Commissioner Alderman that he will be missed. He pointed out that Commissioner Alderman was also a former City Council member and has given a lot to the City of Bellaire.

Commissioner Steinberg stated that he understands the need to re-zone the Larch Lane Development District, but at the same time he believes in letting the market determine the development. He asked what the rush would be when redevelopment is already occurring in that area.

Mr. McDonald informed the Commission that staff has had discussions with developers, letting them know that they have the right to apply for a zoning change and that application process would move Larch Lane to the top of the list. He added that there is currently a developer that may be interested in taking that avenue.

Commissioner Stiggins mentioned that there have been a lot of inquiries and discussions regarding parking issues within the City of Bellaire, and asked if it is within the Planning & Zoning Commission's purview to address those.

Mr. McDonald stated that it is, and pointed out that the Commission just recommended parking changes that will go before the City Council within the next month. He mentioned that the city has a policy in place to address parking concerns, and added that staff does not know about these issues until residents come forward.

Commissioner Stiggins agreed that there is a policy in place, but argued that it is not a well documented policy.

Mr. McDonald pointed out that regardless of the policy, residents know to come to the city with their concerns.

Commissioner Alderman mentioned that a resolution document should be included in the Condit Elementary recommendation to Council for things such as traffic signage/regulations around the school, and asked if that was something that the Commission could do.

Mr. McDonald explained that it would not be a condition on the SUP, but it could be included as a recommendation that Council direct staff to look into certain issues. He added that the city does enforce the traffic regulations around the school, but that he will visit with the Chief again to let him know that staff has heard more concerns.

Chairman Frazier mentioned that police officers cannot be everywhere all the time, and it is incumbent upon citizens to honor the law that is on the books.

Mr. McDonald agreed and added that Condit Elementary needs to visit with their teachers and parents to remind them of the rules and regulations pertaining to the school.

Chairman Frazier thanked the Community Development Department, HISD, and the residents for their hard work and input regarding the public hearing on a specific use permit for Condit Elementary.

#### **X. ADJOURNMENT**

**Motion:** a motion was made by Vice Chairman Thorogood and seconded by Commissioner Skinner to adjourn the meeting.

**Vote:** the motion carried on a unanimous vote of 7-0.

**The meeting adjourned at 8:48 PM.**



## Planning and Zoning Commission

City Council Chambers, First Floor of  
City Hall  
Bellaire, TX 77401



Meeting: 05/13/14 06:00 PM  
Department: Community  
Development  
Category: Specific Use Permit  
Department Head: John McDonald  
DOC ID: 1239

### SCHEDULED ACTION ITEM (ID # 1239)

#### Item Title:

Docket SU-2014-01-Specific Use Permit request from Houston Independent School District, as required by The City of Bellaire Code of Ordinances, Chapter 24, Planning & Zoning, Section 24-605, Application for a Specific Use Permit, to construct a replacement school for Condit Elementary. The school is located at 7000 South Third Street, and is in the R-4 Zoning District.

#### Background/Summary:

On April 8, 2014, the Commission held a public hearing on a request from the Houston Independent School District (HISD) for a specific use permit for the construction of a new Condit Elementary School to be located more on the northern side of the property. At the public hearing, 17 speakers comment on the proposal, with 12 speaking in favor of the request and 5 in opposition. Additionally, 16 written comments were submitted prior to the public hearing.

Twenty-one comments have been submitted since the conclusion of the public hearing and are included as attachments.

The *Code of Ordinances, Chapter 24, Planning and Zoning, Section 24-615, Standards applicable to all Planned Development Amendments and Specific User Permits* details the five criteria that must be met for the issuance of this request:

- 1. The proposed planned development amendment or specific use permit is consistent with the purposes, goals, objectives, and standards of the comprehensive plan of the City of Bellaire.**

The Comprehensive Plan's Future Land Use and Character Map shows this site as a school. Goal 2.1 speaks to mitigating institutional impacts through redevelopment. The proposed plan adds additional off-street parking, reducing the current schools dependency on neighborhood streets. Additionally, the site plan show extensive landscaping and tree plantings that will serve as buffers and add to the screening of the proposed school.

- 2. The design of the proposed development, considered as part of the... specific use permit, minimizes adverse effects, including visual impacts of the proposed use on adjacent properties.**

Visual impacts are minimized through the removal of temporary buildings, use of landscaping and trees for aesthetics as well as screening and buffering. The current traffic circulation around the school is maintained with this proposal, minimizing disruption of historic traffic patterns. Furthermore, the inclusion of an on-site drop off area on Third Street reduces the negative impact of traffic on Third Street overall

and specifically around the intersection of Third Street and Laurel. The Traffic Impact Analysis provided shows no negative impacts based on the proposed plan. HISD has submitted a Campus Mobility Plan that is included as an attachment (attachment 5.1.r).

**3. The proposed development will not have an adverse effect on the value of the adjacent property.**

Discussion with real estate professionals, who are familiar with the Bellaire area, stated that while generally the location of schools near residential properties may have an adverse impact on the value of adjacent property, the reconstruction of Condit would not add to any negative impacts and may actually be beneficial due to the updated construction and increased screening and buffering.

**4. The proposed development will not unduly burden essential public facilities and services, including streets, police and fire protection, sanitary sewers, storm sewers, solid waste disposal and schools.**

The proposal has been reviewed by the City Engineer, Public Works, the Police and Fire Departments. This plan will not unduly burden essential public facilities and services.

**5. The applicant for the development has adequate financial and technical capacity to complete the development as proposed and has met all requirements of this Code, including such conditions as has been imposed as a part of this...specific use permit.**

The applicant is funding this project through a voter approved bond package and has adequate financial and technical capacity to complete this project. The site plan meets all zoning requirements as set forth for schools under Sec. 24-533, R-4 Residential Districts.

This site falls under a Joint Use Agreement between HISD and the City of Bellaire with regard to the abandonment of a portion of Laurel Street. Included in the attachments is a letter sent to HISD by City Council through the Mayor that specifically references the agreement and requests relocation of a specific number of parking spaces to the Rice Avenue side of the property to maintain compliance with the spirit of the agreement (attachment 5.1.s).

**Recommendation:**

Finding that the application meets the standards set forth the approval of a Specific Use Permit in Sec. 24-615, the Director of Community Development recommends approval of the applicant's request for a Specific Use Permit for the construction and operation of a new elementary school.

**ATTACHMENTS:**

- 01 - HISD Condit P and Z Letter 2-27-2014 (PDF)
- 02 - Condit ES HISD Alta Survey (PDF)
- 03 - Existing Plat - CLR (PDF)
- 04 - Legal Description - Condit Elem. (PDF)
- 04A - Abandonment of Right-of-way - Condit Elem. (PDF)
- 05 - Vicinity Map (PDF)
- 06 - Location Map (PDF)
- 07 - Existing Site Plan (PDF)
- 08 - Proposed Site Plan (PDF)
- 09 - Existing Queue Plan (PDF)
- 10 - Proposed Queue Plan (PDF)
- 11 - Proposed Drainage (PDF)
- 12 - Existing Screening (PDF)
- 13 - Proposed Landscape Buffers (PDF)
- 14- Condit Elementary School Updated TIA 03-2014 (PDF)
- 15 - Condit Elementary School Updated TIA Memo (PDF)
- 16 - Condit ES Campus Mobility (PDF)
- Campus Mobility (PDF)
- Condit JUA Letter November 22 2013 (PDF)
- SUPQuestions (PDF)
- Condit letter to Bellaire-Molly McGee (DOC)
- Condit SUP-Avi Barr (DOCX)
- Condit SUP-Deanna Draper (DOCX)
- Condit Commissioners 050614-Mary Sass (PDF)
- Condit PNZ 050614-Mark Sass (PDF)
- Condit SUP-Michal Lutfak (DOCX)
- Condit SUP-Leslie Little (DOCX)
- Condit SUP-Greg Lerner (DOCX)
- Condit SUP-Heather Mee (DOCX)
- Letter about communications-Pegi Newhouse (DOCX)
- Condit SUP-Laura Noaker (DOCX)
- Condit SUP-Mark Goodman (DOCX)
- PZ meeting letter-Dan Greenberg (DOCX)
- Planning and Zoning Commission-Frederick Kolb (DOC)
- Condit SUP-Mike Neben (DOCX)
- Condit SUP-Michael Thomas (DOCX)
- Condit SUP-Mario Lamothe (DOCX)
- Condit SUP-Eric Tamm (DOCX)
- Condit SUP-Linda Hester (PDF)
- Condit SUP-Anne Wallace (PDF)
- Condit SUP-Lori Aylett (DOCX)
- Condit SUP Petition (PDF)



**CONSTRUCTION AND FACILITY SERVICES**  
 3200 Center Street, Houston, TX 77007-5909

February 26, 2014

Mr. John McDonald  
 Director of Community Development  
 City of Bellaire  
 7008 South Rice Avenue  
 Bellaire, TX. 77401

Re: Planning and Zoning Commission, Condit Elementary School

Dear Mr. McDonald,

Enclosed is the Houston Independent School District's application for a specific use amendment to construct a replacement school for Condit Elementary on the northern portion of the tract shown on the accompanying plat by CLR, Inc. In conjunction with our architecture firm, VLK Architects, Houston ISD (HISD) is requesting that this specific use amendment be considered at the April 8, 2014 Planning and Zoning Commission meeting.

The new school location will shift north on the 5.169 acre tract of land owned by HISD. The project will be completed in two phases. During the first phase, the new school will be constructed on the green space just north of the existing school, which will remain fully functional throughout construction. After the completion of construction, the second phase will involve moving into the new building and demolishing the old school. Green space will be restored on the south side of the project site, subsequent to demolition.

There is currently a joint-use agreement in place with HISD and the City of Bellaire, per Ordinance No. 04-065, on the northern 330' x 280' portion of the property. The park consists of a jogging trail with exercise stations encircling a multi-sport playing field, and a playground in the R-4 residential zoning district. It is the intent of HISD and the city of Bellaire to continue the terms of this agreement and replace these amenities as part of the design for the new Condit Elementary School site.

Certain trees will be removed due to the location of the new building and the future green space. Great effort has been taken to minimize tree removal. New trees will be planted to meet the City of Bellaire's tree ordinances and to replace trees that have been removed because of construction.

Thoroughfare impacts have been analyzed by a traffic engineer, Cobb, Fendley & Associates, in order to document traffic flows and patterns around the existing school. The information was then applied to the new school's site design. The results of the Level of Service (LOS) analyses indicate that the school expansion will have no adverse impacts upon the local street network during the AM and PM peak hours. Therefore, no delay mitigation measures are recommended. However, some signing changes are recommended in order to help with the traffic flow during school drop off and pick up times.

Attachment: 01 - HISD Condit P and Z Letter 2-27-2014 (1239 : Consideration-Condit SUP)

The surrounding community will be minimally affected during the estimated 14 - 16 months of the project. Construction will be managed to minimize potential impacts on the existing school and the residential neighborhood activities.

As an HISD standard, the new Condit Elementary School will be a LEED Certified building. This project's storm water pollution prevention measure has been prepared with City of Bellaire/Harris County MS4 standard to lessen pollution from construction by managing soil erosion, waterway sedimentation and airborne dust generation. Additional measures, such as construction waste management, will be taken to minimize environmental impacts of the building site and the surrounding areas.

Todd Lien, with VLK Architects, is delivering this letter, our check in the amount of \$922.00 for the application fee, and the following items to you:

- Site Survey GeoSurv, LLC.
- Current plat by CLR, Inc.
- Owner's certificate from Stewart Title
- Aerial photo of vicinity map
- Aerial photo of location map
- Existing and Proposed site plans
- Existing and Proposed queuing
- Proposed Drainage improvements
- Photographs of existing screening
- Proposed landscape buffers
- Traffic Impact Analysis

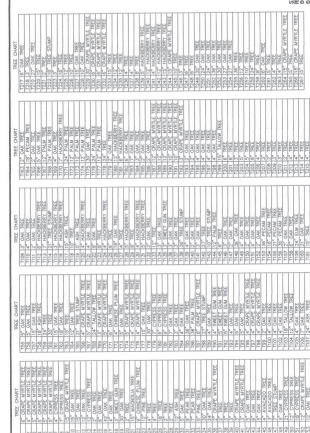
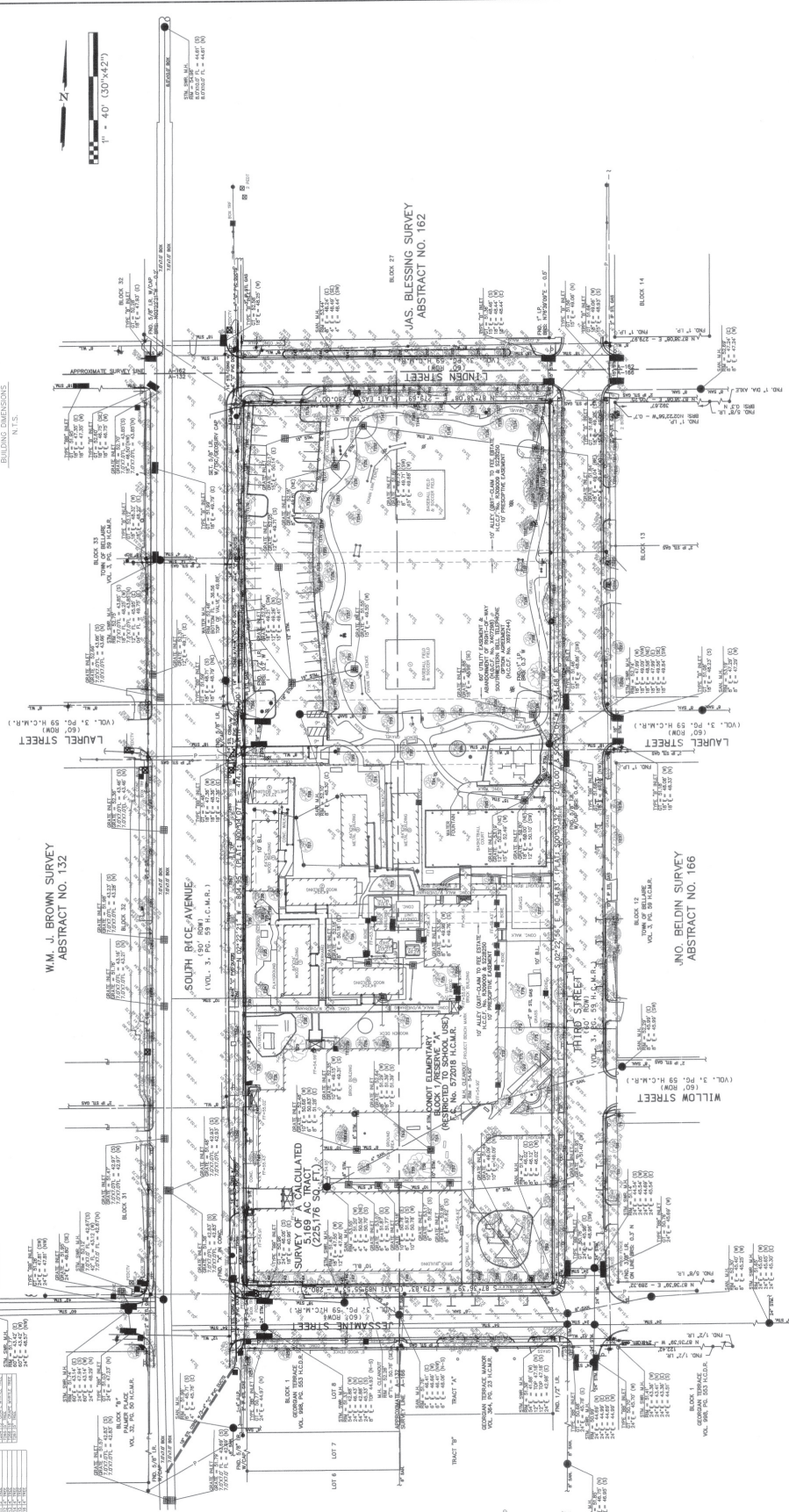
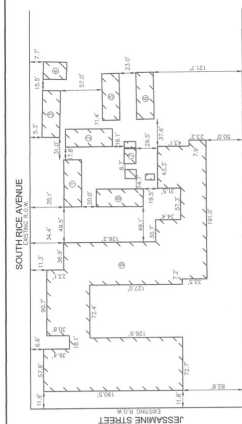
Please let us know of any additional information you need in order to process our application. We very much appreciate your assistance.

Sincerely,



Steven Gee Jr.  
HISD Project Manager  
[sgee@houstonisd.org](mailto:sgee@houstonisd.org)  
713-556-9261



[illegible][illegible]

1. THE MEASUREMENT POINTS ARE REFERRED TO THE NORTH-NORTHWEST CORNER OF THE BUILDING.
2. THE MEASUREMENTS ARE TAKEN AT THE FOLLOWING POINTS:
  - a. 1.00 METER ABOVE THE SURFACE OF THE BUILDING
  - b. 1.50 METER ABOVE THE SURFACE OF THE BUILDING
  - c. 2.00 METER ABOVE THE SURFACE OF THE BUILDING
3. THE MEASUREMENTS ARE TAKEN AT THE FOLLOWING POINTS:
  - a. 1.00 METER ABOVE THE SURFACE OF THE BUILDING
  - b. 1.50 METER ABOVE THE SURFACE OF THE BUILDING
  - c. 2.00 METER ABOVE THE SURFACE OF THE BUILDING
4. THE MEASUREMENTS ARE TAKEN AT THE FOLLOWING POINTS:
  - a. 1.00 METER ABOVE THE SURFACE OF THE BUILDING
  - b. 1.50 METER ABOVE THE SURFACE OF THE BUILDING
  - c. 2.00 METER ABOVE THE SURFACE OF THE BUILDING

[illegible]

member came to Houston Independent School District. (The insurance underwriter, and his successors and

made as the ground survey per record description of the subject property located in City of Houston, situated in the 8th, J-1, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 2681, 2682, 2683, 2684, 2685, 2686, 2687, 2688, 2689, 2690, 26

**David Paul Coyer**  
David Paul Coyer, R.P.L.S.  
State Registration No. 48617

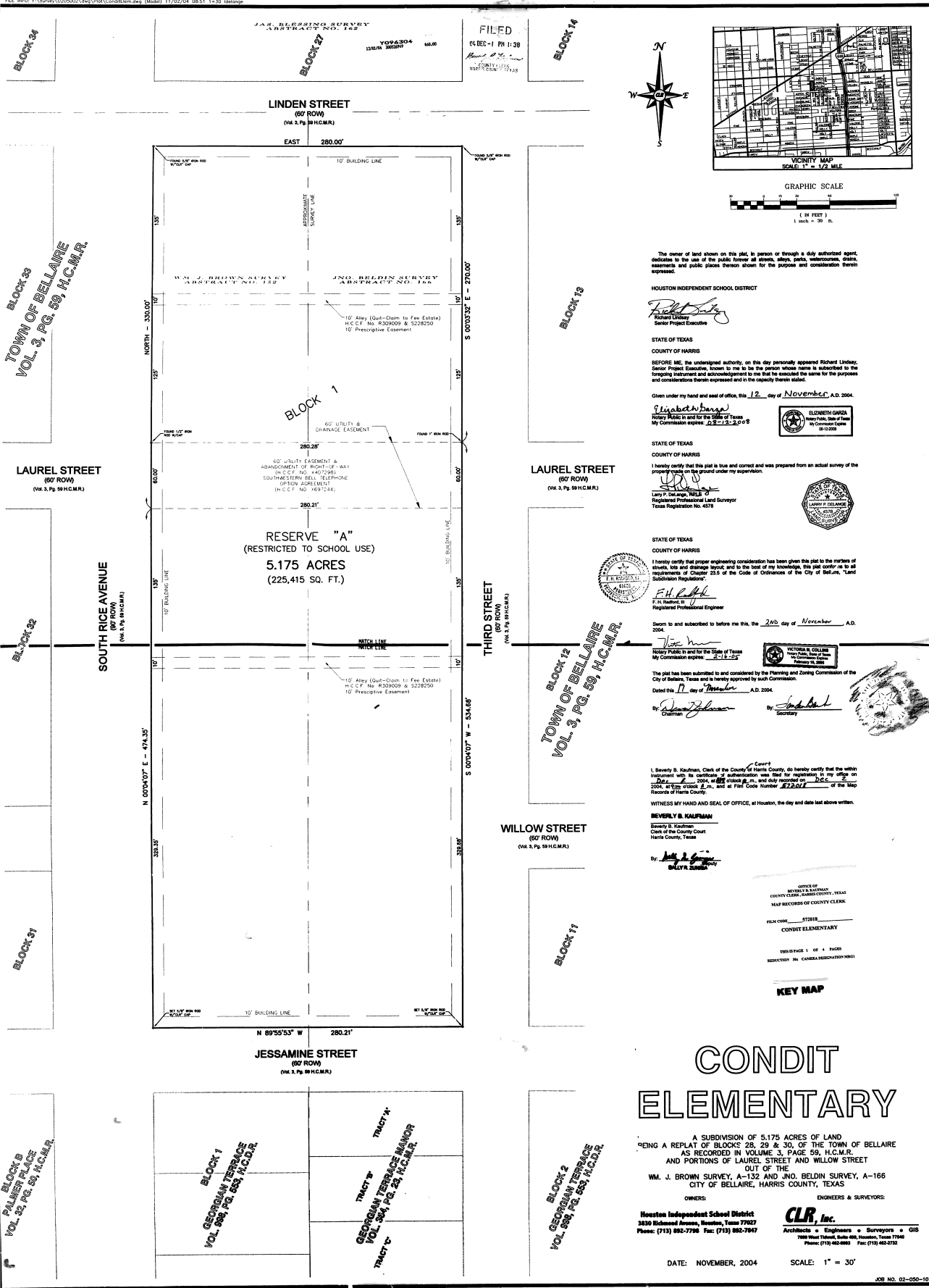
**GEOSURV**  
Mapping and Surveying  
3200 E. Greiner Rd., Suite 100  
Tucson, AZ 85710  
602/278-0000

ALTA SURVEY	ALTA SURVEY OF A CALCULATED 5,169 ACRE TRACT (225,176 S. BEING ALL OF CONDIT ELEMENT BLOCK 1/RESERVE "A" SITUATED IN THE WM. J. BROWN SURVEY JNO. BELDIN SURVEY, A-1 CITY OF BELLAIRE, HARRIS COUNTY, TEXAS	SCALE: 1" = 40'	CADD BY:
			CHECKED
			DATE: 02/19/2014



FILE INFO: F:\Survey\0205002\dwg\Plot\ConditElem.dwg (Model) 11/02/04 08:51 1=30 (Idaho)

Attachment: 03 - Existing Plat - CLR (1239 : Consideration-Condit SUP)



# CONDIT ELEMENTARY

A SUBDIVISION OF 5.175 ACRES OF LAND BEING A REPLAT OF BLOCKS 28, 29 & 30, OF THE TOWN OF BELLAIRE AS RECORDED IN VOLUME 3, PAGE 59, H.C.M.R. AND PORTIONS OF LAUREL STREET AND WILLOW STREET OUT OF THE WM. J. BROWN SURVEY, A-132 AND JNO. BELDIN SURVEY, A-166 CITY OF BELLAIRE, HARRIS COUNTY, TEXAS

OWNERS: Houston Independent School District 3830 Richmond Avenue, Houston, Texas 77067 Phone: (713) 862-7788 Fax: (713) 862-7947

DATE: NOVEMBER, 2004 SCALE: 1" = 30'

CLR, Inc. Architects • Engineers • Surveyors • GIS 7808 West Tidwell, Suite 400, Houston, Texas 77060 Phone: (713) 462-0993 Fax: (713) 462-0722

03110082A

5.1.d

STEWART TITLE-HOUSTON  
COMMERCIAL

GENERAL WARRANTY DEED

X122114  
10/20/03 100308061

\$15.00

THE STATE OF TEXAS §  
COUNTY OF HARRIS §

KNOW ALL PERSONS BY THESE PRESENTS:

That **LAVERNE CAROLYN WENGLAR** ("**Grantor**"), for and in consideration of the sum of Ten and No/100 Dollars (\$10.00) and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged by Grantor, has GRANTED, BARGAINED, SOLD and CONVEYED and by these presents does GRANT, BARGAIN, SELL and CONVEY unto **HOUSTON INDEPENDENT SCHOOL DISTRICT**, an independent school district and political subdivision of the State of Texas ("**Grantee**"), and Grantee's successors and assigns, the tracts or parcels of land located in the State of Texas, County of Harris and being described as follows:

Lot One (1), in Block Twenty-eight (28), of TOWN OF BELLAIRE, an addition in Harris County, Texas, according to the map or plat thereof, recorded in Volume 3, Page 59 of the Map Records of Harris County, Texas, together with that portion of the adjacent alley that was abandoned and/or conveyed to the record owners as set forth in the instruments recorded under Clerk's File Nos. R-309009 and S-228250 of the Real Property Records of Harris County, Texas, and being more particularly described by metes and bounds on Exhibit "A" attached hereto;

together with all fixtures and improvements thereon (all of the foregoing collectively being the "**Property**"), together with all of Grantor's right, title and interest, if any, in and to all easements, tenements, hereditaments, privileges and appurtenances in any way belonging to the Property (collectively, the "**Appurtenances**"), including, without limitation, Grantor's right, title and interest in and to (i) any land to the midpoint of the bed of any highway, street, alley, road or avenue, open or proposed, in front of, abutting or adjoining the Property, (ii) any land lying in or under the bed of any creek, stream, bayou or river running through, abutting or adjacent to the Property, (iii) any riparian, appropriative or other water rights of Grantor appurtenant to the Property and relating to surface or subsurface waters, (iv) all wastewater (sewer) treatment capacity and all water capacity assigned to the Property, (v) any strips, gores or pieces of property abutting, bounding or which are adjacent or contiguous to the Property, (vi) all easements, right-of-ways, rights of ingress or egress and reversionary interests benefiting the Property and (vii) any oil, gas or other minerals or mineral rights relating to the Property or to the surface or subsurface thereof.

This conveyance is made by Grantor and accepted by Grantee subject to all matters described in Exhibit "B" attached hereto and incorporated herein by this reference as though set forth at length, to the extent such matters are valid and subsisting and affect or pertain to the Property ("**Permitted Exceptions**").

TO HAVE AND TO HOLD the Property, subject to the Permitted Exceptions, together with all and singular the Appurtenances, unto the said Grantee, its successors and assigns forever; and Grantor does by these presents bind herself, and her heirs, successors and assigns to WARRANT and FOREVER DEFEND, all and singular, the Property, subject to the Permitted Exceptions, unto Grantee, and its successors and assigns, against every person whomsoever lawfully claiming or to claim the same or any part thereof.

EXECUTED this 17 day of October, 2003.

**GRANTOR:**

By: Laverne Carolyn Wenglar  
Laverne Carolyn Wenglar

**GRANTEE'S ADDRESS:**

Gary Hansel, Manager  
Real Estate  
Houston Independent School District  
3830 Richmond  
Houston, Texas

THE STATE OF TEXAS

§

COUNTY OF HARRIS

§

§

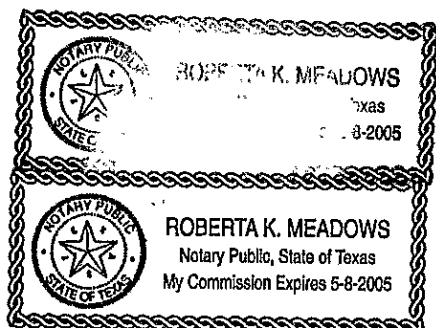
This instrument was acknowledged before me on this 17 day of October, 2003, by Laverne Carolyn Wenglar.

Roberta K. Meadows

Notary Public in and for  
The State of Texas

Name: \_\_\_\_\_

My Commission Expires: \_\_\_\_\_



**EXHIBIT "A"***Legal Description of Property*

A 0.2242 acre (9,764 square foot) tract of land in the Jno. Beldin Survey, Abstract Number 166, Bellaire, Harris County, Texas, being all of Lot 1, Block 28 and the north 5 feet of the adjoining alley (as depicted on the plat of the Town of Bellaire, recorded in Volume 3, Page 59 of the Harris County Map Records), said Lot 1, Block 28 and adjoining north 5 feet of alley described in a deed from John K. Wenglar to Laverne Carolyn Wenglar as recorded in Harris County Clerk's File Number T781073, said 0.2242 acre tract being more particularly described as follows (bearings based on said plat of the Town of Bellaire):

**BEGINNING** at a 5/8-inch iron rod with "CLR" plastic cap set at the intersection of the south right-of-way line of Linden Street (60 feet wide) as depicted on said plat of Town of Bellaire, with the west right-of-way line of Third Street (60 feet wide) as depicted on said plat of Town of Bellaire, for the northeast corner of Block 28, the northeast corner of said Lot 1, Block 28, and the northeast corner hereof;

**THENCE**, South 00 degrees 03 minutes 32 seconds East, a distance of 139.58 feet, with the west right-of-way line of said Third Street, to a 5/8 inch iron rod with CLR cap set for the southeast corner hereof;

**THENCE**, South 89 degrees 54 minutes 51 seconds West, a distance of 70.00 feet, leaving the west right-of-way line of said Third Street and with the southerly line hereof, to a 3/8 inch iron rod found for the southwest corner hereof;

**THENCE**, North, a distance of 139.69 feet, crossing said 5 foot wide portion of alley and continuing with the common line of said Lot 1 and Lot 2, Block 28, Town of Bellaire, to a point for the northerly common corner of said of Lot 1 and Lot 2, Block 28, Town of Bellaire and the northwest corner hereof, in the south right-of-way line of said Linden Street;

**THENCE**, East, a distance of 69.85 feet, with the south right-of-way line of said Linden Street, to the **POINT OF BEGINNING** and containing a computed area of 0.2242 acre (9,764 square feet) of land.

Attachment: 04 - Legal Description - Condit Elem. (1239 : Consideration-Condit SUP)

**EXHIBIT "B"***Permitted Encumbrances*

1. Any shortages in area or any encroachments or protrusions or any overlapping of improvements.
2. Power and electronic communication poles and lines located along the southern boundary line of the Property as of the date hereof.

ANY PROVISION HEREIN WHICH RESTRICTS THE SALE, RENTAL, OR USE OF THE DESCRIBED REAL PROPERTY BECAUSE OF COLOR OR RACE IS INVALID AND UNENFORCEABLE UNDER FEDERAL LAW THE STATE OF TEXAS  
COUNTY OF HARRIS  
I hereby certify that this instrument was FILED in file number Sequence on the date and at the time stamped hereon by me; and was duly RECORDED. In the Official Public Records of Real Property of Harris County Texas on

OCT 20 2003



*Dorely L. Kayman*  
COUNTY CLERK  
HARRIS COUNTY, TEXAS

FILED  
03 OCT 20 PM 1:40  
*Dorely L. Kayman*  
COUNTY CLERK  
HARRIS COUNTY, TEXAS

X407298  
02/20/04 300357252

\$19.00

**ABANDONMENT OF RIGHT-OF-WAY**

STATE OF TEXAS

§  
§  
§

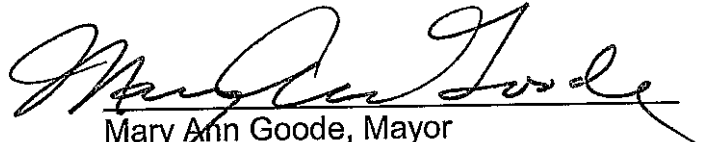
KNOW ALL MEN BY THESE PRESENTS:

COUNTY OF HARRIS

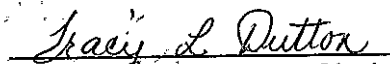
**FOR AND IN CONSIDERATION** of the receipt of a fair and equitable settlement in the form of a Joint Use Agreement to the City of Bellaire, Texas, from the **HOUSTON INDEPENDENT SCHOOL DISTRICT**, the **CITY OF BELLAIRE, TEXAS**, a home rule city, does, by these presents, abandon, release, and relinquish all of the right-of-way interest and all right, title, and interest of any nature whatsoever held by the City of Bellaire, Texas, upon and across the property being generally described as a tract or parcel of land being the 5000 block of the Laurel Street right-of-way consisting of 0.386 acres of land or 16,815 square feet out of the Wm. J. Brown Survey, Abstract Number 132, and the JNO. Beldin Survey, Abstract Number 166, Bellaire, Harris County, Texas, as more fully described in Exhibit "A," attached hereto except that the City of Bellaire, Texas, shall retain a utility easement across, through and under said tract or parcel of land.

29th

**THIS ABANDONMENT OF RIGHT-OF-WAY WAS EXECUTED** this the  
day of December, 2003.

  
Mary Ann Goode, Mayor  
City of Bellaire, Texas

ATTEST:

  
Tracy L. Dutton, City Clerk  
City of Bellaire, Texas

**RETURN DOCUMENT TO:**

Tracy L. Dutton, City Clerk  
City of Bellaire, Texas  
7008 South Rice Avenue  
Bellaire, Texas 77401-4495

Attachment: 04A - Abandonment of Right-of-way - Condit Elem. (1239 : Consideration-Condit SUP)



ACKNOWLEDGMENT

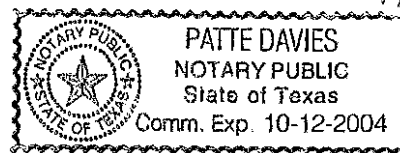
STATE OF TEXAS       §  
                                   §  
 COUNTY OF HARRIS   §

**BEFORE ME**, the undersigned authority, on this day personally appeared **MARY ANN GOODE**, known to me to be the Mayor of the City of Bellaire, Texas, and **TRACY L. DUTTON**, known to me to be the City Clerk of the City of Bellaire, Texas, whose names are subscribed to the foregoing **ABANDONMENT OF RIGHT-OF-WAY**, and acknowledge to me that they executed the same for the purposes and consideration therein expressed.

**GIVEN UNDER MY HAND** and seal of office this the 29<sup>th</sup> day of December, 2003.

*Patte Davies*

Notary Public, in and for the  
State of Texas



FILED

2004 FEB 20 PM 1:02

*Beulah B. Keyman*  
COUNTY CLERK  
HARRIS COUNTY TEXAS

## EXHIBIT A

LEGAL DESCRIPTION

**Subject Property:** the 5000 block of Laurel Street right-of-way between South Rice Avenue and South Third Street, consisting of 0.386 acres or 16,815 square feet of land in the Wm. J. Brown Survey, Abstract Number 132, and the JNO. Beldin Survey, Abstract Number 166, Bellaire, Harris County, Texas, said property being legally described as:

**BEING** a 0.386 acre (16,815 square foot) tract of land in the Wm. J. Brown Survey, Abstract 132, and the JNO. Beldin Survey, Abstract Number 166, Harris County, Texas, said 0.386 acre tract being more particularly described as follows (bearings based on Town of Bellaire according to the plat thereof as recorded in Volume 3, Page 59 of the Map Records of Harris County, Texas):

**BEGINNING** at a ½-inch iron rod with cap found for the southwest corner of Block 28 of said Town of Bellaire and being at the intersection of the east right-of-way line of South Rice Avenue (90 feet wide), with the north right-of-way line of Laurel Street (60 feet wide) as depicted on said Town of Bellaire;

**THENCE**, East, a distance of 280.28 feet, along the north right-of-way line of said Laurel Street, to 1-inch iron pipe found at the intersection of the west right-of-way line of Third Street (60 feet wide) as depicted on said Town of Bellaire, with the north right-of-way line of said Laurel Street;

**THENCE**, South 00 degrees 04 minutes 07 seconds West, a distance of 60.00 feet, along the west right-of-way line of said Third Street, to the intersection of the south right-of-way line of said Laurel Street with the west right-of-way line of said Third Street;

**THENCE**, West, a distance of 280.21 feet, along the south right-of-way line of said Laurel Street, to the intersection of the east right-of-way line of said South Rice Avenue with the south right-of-way line of said Laurel Street;

**THENCE**, North, a distance of 60.00 feet, to the **POINT OF BEGINNING** and containing a computed area of 0.386 acres (16,815 square feet) of land.

Attachment: 04A - Abandonment of Right-of-way - Condit Elem. (1239 : Consideration-Condit SUP)

## DEED

STATE OF TEXAS

§  
§  
§

KNOW ALL MEN BY THESE PRESENTS:

COUNTY OF HARRIS

THAT the **CITY OF BELLAIRE, TEXAS**, a municipal corporation and political subdivision of the State of Texas, hereinafter referred to as **GRANTOR**, for and in consideration of the sum of **TEN AND NO/100 DOLLARS (\$10.00)** and other good and valuable consideration paid by the **GRANTEE** named below, the receipt and sufficiency of which are acknowledged by **GRANTOR**, has **GRANTED, SOLD, and CONVEYED**, and by these presents does **GRANT, SELL, and CONVEY** to **HOUSTON INDEPENDENT SCHOOL DISTRICT**, hereinafter referred to as **GRANTEE**, whose address is 3830 Richmond Avenue, Houston, Texas, 77027-5838, the 5000 block of the Laurel Street right-of-way described in **Exhibit A** attached to and made a part of this instrument, hereinafter referred to as the **PROPERTY**.

**THIS CONVEYANCE** is made subject to the following restrictions and reservations: **GRANTOR** reserves the right to utilize all or any part of the right-of-way described in Exhibit "A" as a utility easement; **GRANTEE** agrees to abide by the terms and conditions of the Joint Use Agreement attached hereto as Exhibit "B;" and, **GRANTEE** agrees to submit a plat to the Bellaire Planning and Zoning Commission to remove all interior lot lines and to indicate the existing and reserved utility easements, said plat to be recorded in the Harris County Real Property Records.

Attachment: 04A - Abandonment of Right-of-way - Condit Elem. (1239 : Consideration-Condit SUP)

**GRANTOR** excludes and excepts any warranties, express or implied, regarding the **PROPERTY**, including, without limitation, any warranties arising by common law or *Section 5.023 of the Texas Property Code* or its successor.

**TO HAVE AND TO HOLD** the **PROPERTY**, together with all and singular the rights and appurtenances belonging in any way to the **PROPERTY**, subject to the provisions stated above, to **GRANTEE**, his heirs, personal representatives, successors, and assigns forever, without warranty of any kind.

**EXECUTED** this the 29<sup>th</sup> day of December, 2003.

**CITY OF BELLAIRE, TEXAS**



By: Mary Ann Goode  
Title: Mayor

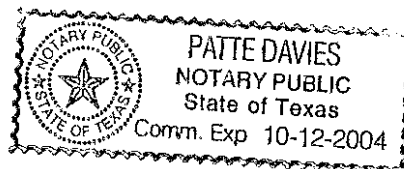
### ACKNOWLEDGMENT

STATE OF TEXAS       §  
                                  §  
COUNTY OF HARRIS   §

This instrument was acknowledged before me on December 29<sup>th</sup>, 2003, by Mayor Mary Ann Goode of the City of Bellaire, Texas.



Notary Public, in and for the  
State of Texas



## EXHIBIT A

LEGAL DESCRIPTION

**Subject Property:** the 5000 block of Laurel Street right-of-way between South Rice Avenue and South Third Street, consisting of 0.386 acres or 16,815 square feet of land in the Wm. J. Brown Survey, Abstract Number 132, and the JNO. Beldin Survey, Abstract Number 166, Bellaire, Harris County, Texas, said property being legally described as:

**BEING** a 0.386 acre (16,815 square foot) tract of land in the Wm. J. Brown Survey, Abstract 132, and the JNO. Beldin Survey, Abstract Number 166, Harris County, Texas, said 0.386 acre tract being more particularly described as follows (bearings based on Town of Bellaire according to the plat thereof as recorded in Volume 3, Page 59 of the Map Records of Harris County, Texas):

**BEGINNING** at a ½-inch iron rod with cap found for the southwest corner of Block 28 of said Town of Bellaire and being at the intersection of the east right-of-way line of South Rice Avenue (90 feet wide), with the north right-of-way line of Laurel Street (60 feet wide) as depicted on said Town of Bellaire;

**THENCE**, East, a distance of 280.28 feet, along the north right-of-way line of said Laurel Street, to 1-inch iron pipe found at the intersection of the west right-of-way line of Third Street (60 feet wide) as depicted on said Town of Bellaire, with the north right-of-way line of said Laurel Street;

**THENCE**, South 00 degrees 04 minutes 07 seconds West, a distance of 60.00 feet, along the west right-of-way line of said Third Street, to the intersection of the south right-of-way line of said Laurel Street with the west right-of-way line of said Third Street;

**THENCE**, West, a distance of 280.21 feet, along the south right-of-way line of said Laurel Street, to the intersection of the east right-of-way line of said South Rice Avenue with the south right-of-way line of said Laurel Street;

**THENCE**, North, a distance of 60.00 feet, to the **POINT OF BEGINNING** and containing a computed area of 0.386 acres (16,815 square feet) of land.

ANY PROVISION HEREIN WHICH RESTRICTS THE SALE, RENTAL, OR USE OF THE DESCRIBED REAL PROPERTY BECAUSE OF COLOR OR RACE IS INVALID AND UNENFORCEABLE UNDER FEDERAL LAW.  
THE STATE OF TEXAS  
COUNTY OF HARRIS  
I hereby certify that this instrument was FILED in the Public Records on the date and at the time stamped hereon by me; and was duly RECORDED, in the Official Public Records of said Property of Harris County, Texas on

FEB 20 2004



*Dorothy L. Kayman*  
COUNTY CLERK  
HARRIS COUNTY

COUNTY CLERK  
HARRIS COUNTY

Packet Pg. 51

Attachment: 04A - Abandonment of Right-of-way - Condit Elem. (1239 : Consideration-Condit SUP)

2004-2-20-2004





Attachment: 05 - Vicinity Map (1239 : Consideration-Condit SUP)

## Vicinity Map



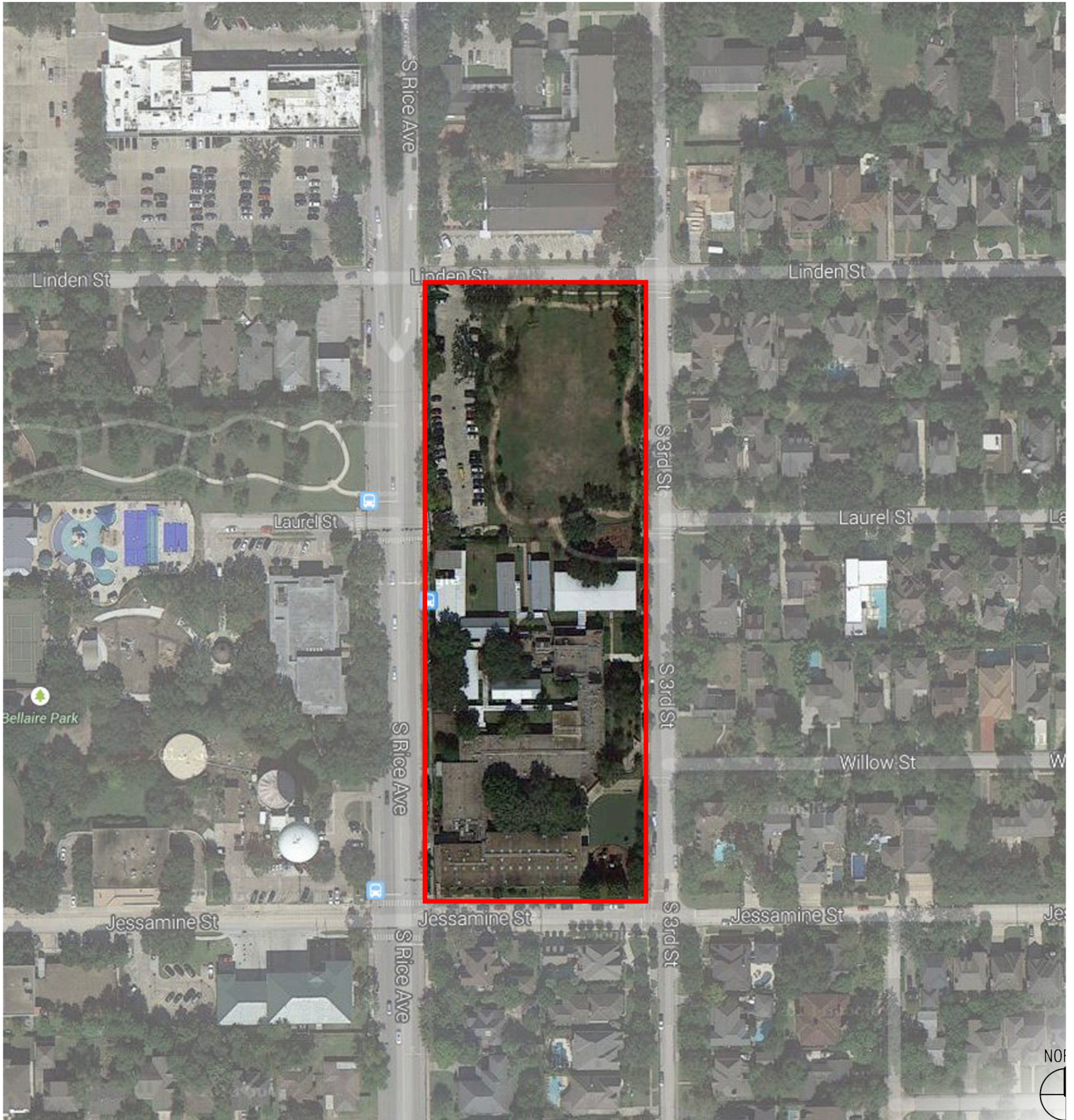
**HOUSTON INDEPENDENT SCHOOL DISTRICT**  
**CONDIT ELEMENTARY SCHOOL**  
**BELLAIRE, TX**

February 27, 20



Packet Pg. 52





Attachment: 06 - Location Map (1239 : Consideration-Condit SUP)

## Location Map

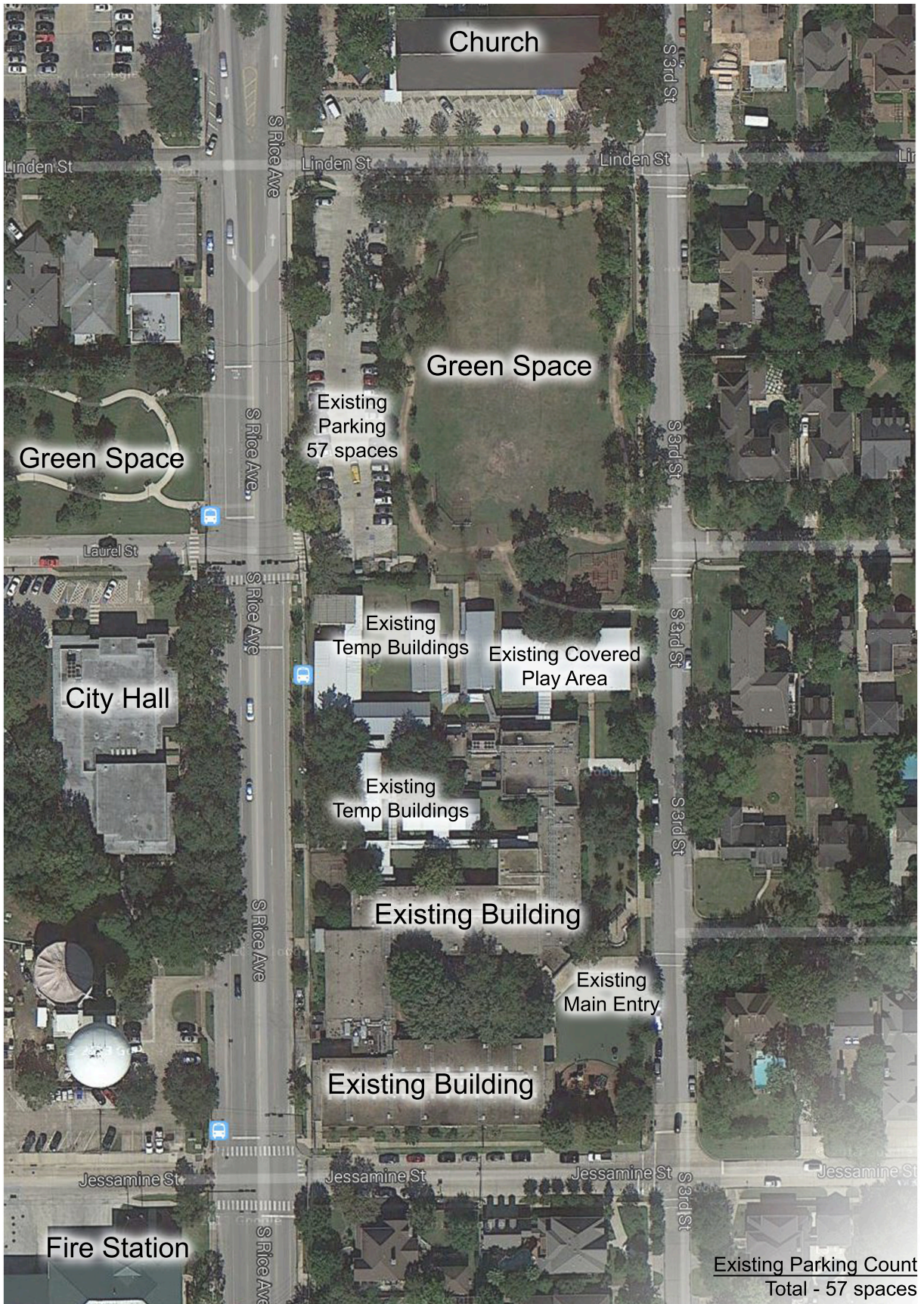


**HOUSTON INDEPENDENT SCHOOL DISTRICT**  
**CONDIT ELEMENTARY SCHOOL**  
**BELLAIRE, TX**

February 27, 20







Existing Parking Count  
Total - 57 spaces

## Existing Site Plan

February 27, 201



**HOUSTON INDEPENDENT SCHOOL DISTRICT**  
**CONDIT ELEMENTARY SCHOOL**  
**BELLAIRE, TX**







City of Bellaire Required Parking Spaces - 128 spaces

## Proposed Site Plan

February 27, 2019



**HOUSTON INDEPENDENT SCHOOL DISTRICT**  
**CONDIT ELEMENTARY SCHOOL**  
**BELLAIRE, TX**







## Existing Queue Plan

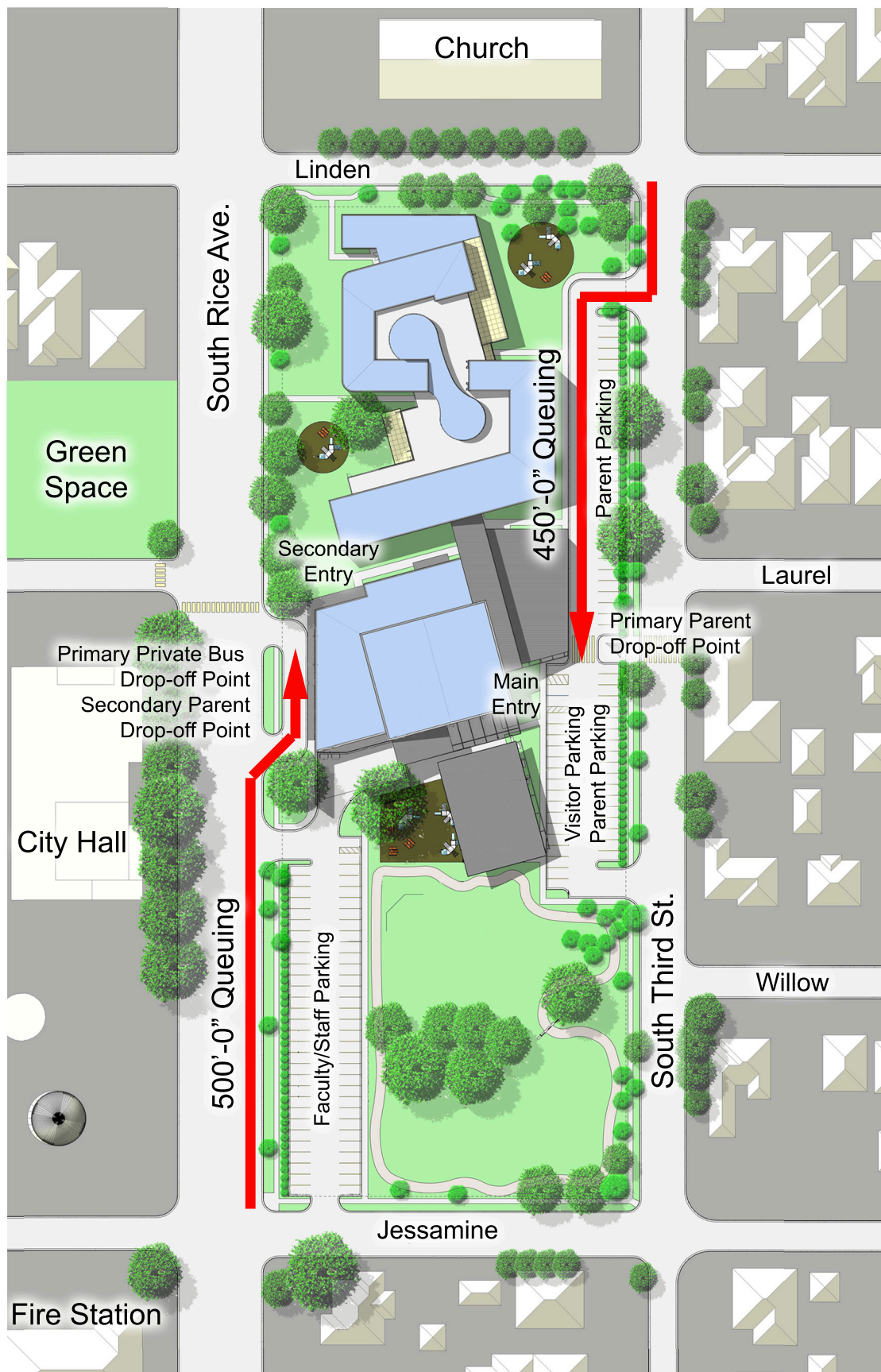
February 27, 20



**HOUSTON INDEPENDENT SCHOOL DISTRICT**  
**CONDIT ELEMENTARY SCHOOL**  
**BELLAIRE, TX**







Note: Parent Parking indicates parking allotted for parents who elect to escort their children into class. At non drop off and pick up times this parking is considered visitor parking.

## Proposed Queue Plan

February 27, 20



## HOUSTON INDEPENDENT SCHOOL DISTRICT CONDIT ELEMENTARY SCHOOL

BELLAIRE, TX



Packet Pg. 57



## Proposed Drainage Plan

February 27, 2021



# HOUSTON INDEPENDENT SCHOOL DISTRICT CONDIT ELEMENTARY SCHOOL

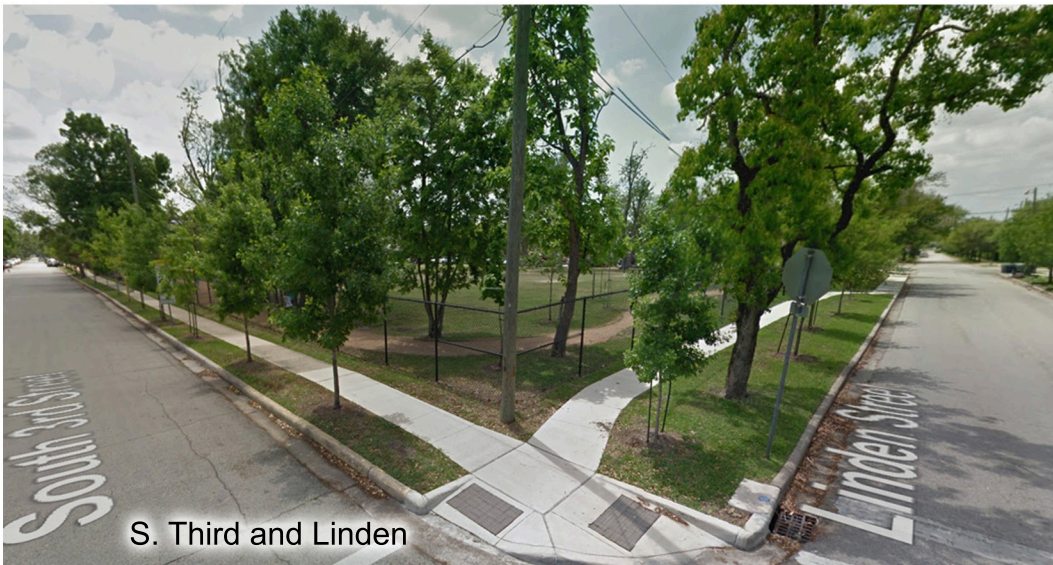
BELLAIRE, TX







S. Third and Jessamine



S. Third and Linden



S. Rice and Linden

### Existing Landscape Buffers Photos



## HOUSTON INDEPENDENT SCHOOL DISTRICT CONDIT ELEMENTARY SCHOOL

BELLAIRE, TX

February 27, 2016



Packet Pg. 59





Note: 5'-0" wide landscape buffer is measured from school side of the fence to curb of parking. The dimension from the street side of the fence to the curb is 10'-0" and includes the existing sidewalk.

## Proposed Landscape Buffers

February 27, 20



### HOUSTON INDEPENDENT SCHOOL DISTRICT CONDIT ELEMENTARY SCHOOL

Bellaire, TX

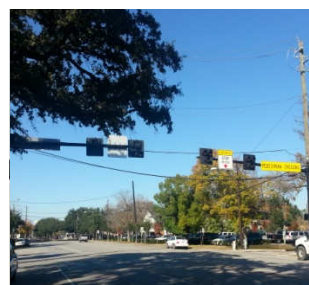


# VLK Architects

## Condit Elementary School Improvements Traffic Impact Analysis



March 2014



**Cobb, Fendley & Associates, Inc.**  
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Houston, Texas 77040  
P: 713.462.3242  
F: 713.462.3262  
[www.cobbfendley.com](http://www.cobbfendley.com)

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

# Condit Elementary School Improvements

## Traffic Impact Analysis

Prepared For:



Prepared By:



Cobb, Fendley & Associates  
TBPE Registered Firm No. 274



March 2014

A handwritten signature in blue ink, appearing to read "G. Tassin", written over the professional seal.

March 25, 2014

## Executive Summary

The purpose of this report is to summarize the traffic impacts of Condit Elementary School upon the local street network. The study included collecting existing turning movement counts (TMC) during the peak periods for the intersections of South Rice Avenue at Jessamine Street, South Rice Avenue at Laurel Street, South Rice Avenue at Linden Street, South Third Street at Linden Street, South Third Street at Laurel Street, South Third Street at Willow Street and South Third Street at Jessamine Street. A trip generation analysis was performed to estimate the anticipated number of trips resulting from the school. The generated traffic was distributed onto the street network based on existing area travel patterns and then added to the existing volumes to provide an estimate of future traffic demand surrounding the school campus. All assumptions and analyses were performed using the TripGen 2013 software by Trafficware which is based on the Institute of Transportation Engineers *Trip Generation Manual*, 9<sup>th</sup> Edition. The study area was modeled in Synchro 8.0, which is based on the 2010 edition of the *Highway Capacity Manual*. The model was calibrated to ensure that the existing condition model results matched operational conditions at the site. Intersection Level of Service (LOS) analyses were performed for existing and build conditions to determine traffic impacts of the school campus upon the local street network. The results of the LOS analyses indicate that the school will have no adverse impacts upon the local street network during the AM and PM peak hour beyond a typical school operational condition. Therefore, no delay mitigation measures are recommended.

However, some signing changes are recommended in order to help with the traffic flow during school drop off and pick up times. Currently, westbound lefts from Linden Street and Laurel Street onto South Third Street are disallowed during the school pick up times. Yet, based on the existing traffic movement counts, some drivers disregard the sign (shown in **Figure 18**) and complete left turn movements. In an attempt to improve the functionality of the sign and add consistency to the school traffic flow operations, it is recommended that the sign be replaced with a sign that disallows left turn movements for both drop off and pick up times.

It should be noted that South Rice Avenue and South Third Street have thorough traffic that does not stop at the school. Therefore, it is recommended to include stop signs at the exits of the proposed parking lots on both South Third Street and South Rice Avenue in order to improve safety for drivers returning onto the mainline traffic flow from the school parking lots.

Finally, the signalized intersection of South Rice Street at Jessamine Street operates with relatively low delay. However, during the school drop off and pick up times, the intersection is blocked due to vehicles trying to access the drop off/pick up lane (**Figure 19**). In order to help prevent the intersection from being blocked, it is recommended that "DO NOT BLOCK THE INTERSECTION" signs (R10-7, Texas MUTCD) be installed on the signal mast arms of the westbound, eastbound and northbound approaches for the intersection of South Rice Avenue and Jessamine Street.



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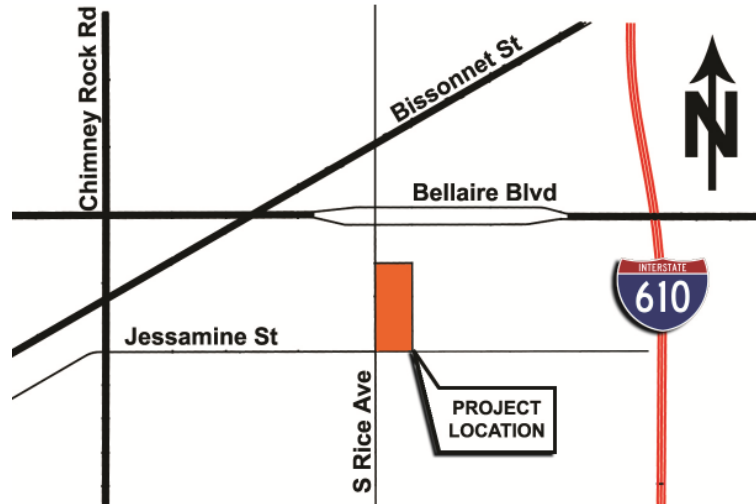
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## 1. Introduction

Cobb, Fendley & Associates has been asked to perform a traffic impact analysis for the Condit Elementary School, located in Bellaire, Harris County, Texas. The project vicinity is shown below in Figure 1.



**Figure 1. Project Vicinity Map**

The purpose of this report is to summarize the traffic impacts of the school campus upon the local street network. The study included collecting existing turning movement counts (TMC) during the AM Peak period from 7:00 to 8:00 AM and the PM Peak Period from 3:00 to 4:00 PM for the following intersections:

- South Rice Avenue at Jessamine Street
- South Rice Avenue at Laurel Street
- South Rice Avenue at Linden Street
- South Third Street at Linden Street
- South Third Street at Laurel Street
- South Third Street at Willow Street
- South Third Street at Jessamine Street

The peak periods correspond to the school drop off and pick up times. A trip generation analysis was performed to estimate the anticipated increase in trips resulting from the reconfiguration of the school. The generated traffic was distributed onto the transportation network based on existing area travel patterns and then added to the existing volumes to provide an estimate of future traffic demand surrounding the school after construction is completed. Field observations were made, including pictures and obtaining speed limits. The study area was modeled in Synchro 8.0, which is based on the 2010 edition of the *Highway Capacity Manual* (HCM). The model was calibrated to ensure that the existing condition model results matched existing field conditions. Intersection Level of Service (LOS) analyses were performed to identify operational deficiencies and evaluate potential mitigation measures.

---

## 2. Project Site Description

The reconfiguration of Condit Elementary School will allow the school's enrollment to increase from 680 students to 750 students. The improvements will be implemented within the existing campus located north of Jessamine Street and south of Linden Street between South Rice Avenue and South Third Street. The campus will have two parent drop off/pick up points, one along South Third Street and the other along South Rice Street. The school campus also includes a covered play area along with designated areas for arts, administration, kitchen, multipurpose use, classrooms and a 72,000 square foot green space. The site plan can be seen in **Figure 2**.



South Rice Avenue is a major thoroughfare providing access to Bellaire Boulevard, eastbound and westbound. The posted speed limit on this section of South Rice Avenue is 35 mph. At the Jessamine Street intersection, South Rice Avenue is a four-lane undivided roadway with two travel lanes in each direction and on street parking. Jessamine Street is a two lane undivided roadway with a speed limit of 20 mph, during school times. The geometry of the intersection can be seen in **Figure 3**. The intersection is signalized, with permissive lefts operating on all approaches. During school times, westbound right turns are disallowed. Marked crosswalks and pedestrian signals enable pedestrian crossing at all approaches. During school drop off and pick up times, crossing guards aid safe pedestrian crossing.



**Figure 3. South Rice Avenue at Jessamine Street Intersection Geometry & Pedestrian Crossings**

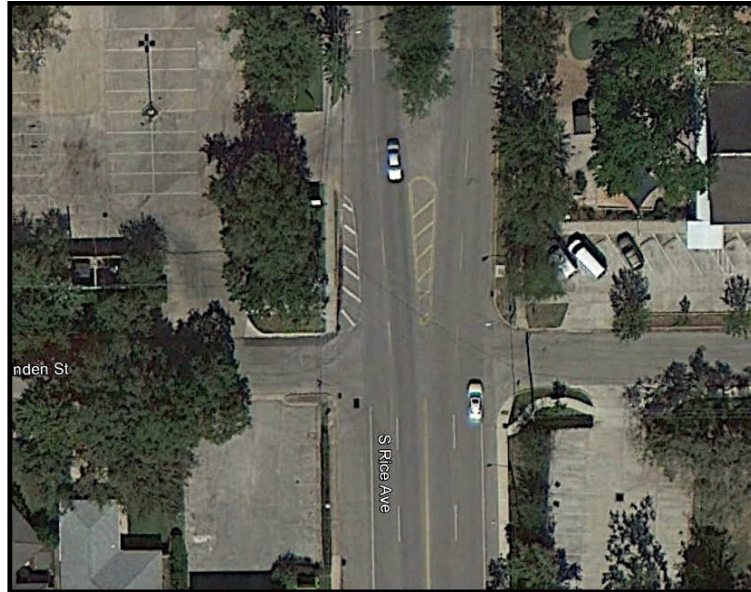


At the Laurel Street intersection, South Rice Avenue is a four-lane undivided roadway with two travel lanes in each direction and on street parking. Laurel Street is a two-lane undivided roadway with a speed limit of 20 mph during school times. The geometry of the intersection can be seen in **Figure 4**. The intersection has a Pedestrian Hybrid Beacon, commonly referred to as a 'Hawk Signal.' The marked crosswalks and pedestrian beacons enable pedestrian crossing at all approaches.



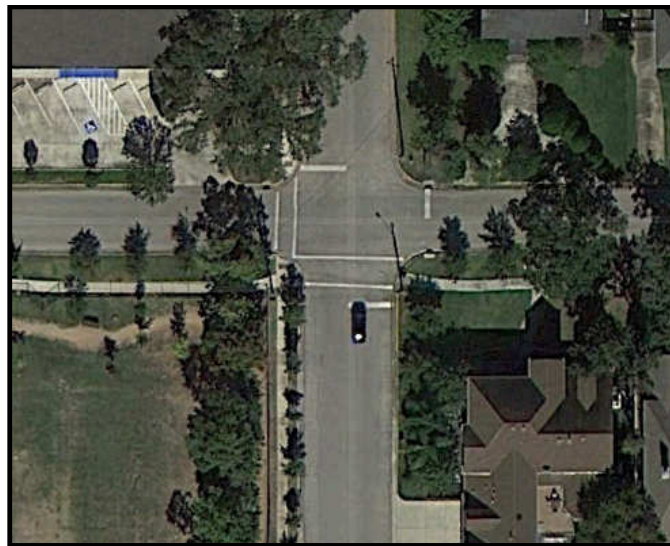
**Figure 4. South Rice Avenue at Laurel Street  
Intersection Geometry & Pedestrian Hybrid Beacons**

At the Linden Street intersection, South Rice Avenue is a four-lane undivided roadway with two travel lanes in each direction and on street parking available south of Linden Street. Linden Street is a two-lane undivided roadway with a speed limit of 30 mph. The geometry of the intersection can be seen in **Figure 5**. The intersection is unsignalized, with stop control along Linden Street.



**Figure 5. South Rice Avenue at Linden Street Intersection Geometry**

South Third Street is a two-lane undivided road with a posted speed limit of 20 mph during school times. Linden Street is a two-lane undivided roadway with a speed limit of 20 mph, during school times. The geometry of the intersection can be seen in **Figure 6**. The intersection is unsignalized, with all way stop control. Marked crosswalks and pedestrian signals enable pedestrian crossing at all approaches.



**Figure 6. South Third Street at Linden Street Intersection Geometry**



At the Laurel Street intersection, South Third Street is a two-lane undivided roadway with one travel lane in each direction and on street parking. Laurel Street is a two-lane undivided roadway with a speed limit of 20 mph during school times. The geometry of the intersection can be seen in **Figure 7**. The intersection is unsignalized, with stop control along Laurel Street. During school drop off and pick up times, crossing guards aid safe pedestrian crossing.



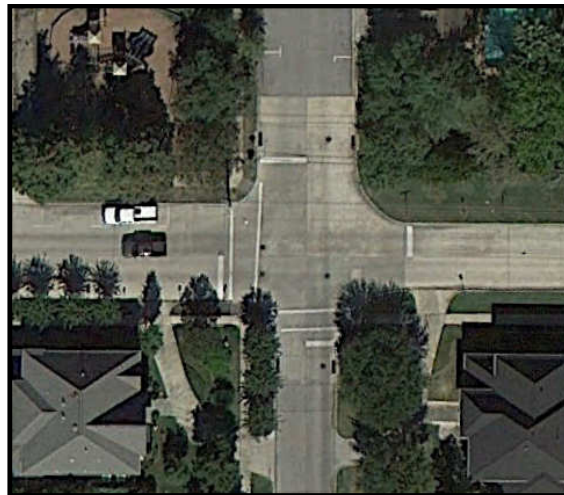
**Figure 7. South Third Street at Laurel Street Intersection Geometry & Pedestrian Crossing**

At the Willow Street intersection, South Third Street is a two-lane undivided roadway with one travel lane in each direction and on street parking. Willow Street is a two-lane undivided roadway with a speed limit of 20 mph during school times. The geometry of the intersection can be seen in **Figure 8**. The intersection is unsignalized, with stop control along Willow Street.



**Figure 8. South Third Street at Willow Street Intersection Geometry**

At the Jessamine Street intersection, South Third Street is a two-lane undivided roadway with one travel lane in each direction and on street parking. Jessamine Street is a two-lane undivided roadway with a speed limit of 20 mph during school times. The geometry of the intersection can be seen in **Figure 9**. The intersection is unsignalized, with all way stop control.



**Figure 9. South Third Street at Jessamine Street Intersection Geometry**

### 3. Existing Conditions

#### *Existing Traffic Volumes*

Existing weekday turning movement counts (TMC) were obtained during the AM Peak period from 7:00 to 8:00 AM and the PM Peak Period from 3:00 to 4:00 PM on Wednesday, November 20, 2013, for the following intersections:

- South Rice Avenue at Jessamine Street
- South Rice Avenue at Laurel Street
- South Rice Avenue at Linden Street
- South Third Street at Linden Street
- South Third Street at Laurel Street
- South Third Street at Willow Street
- South Third Street at Jessamine Street

Morning and evening peak TMC's are shown in **Figures 10 and 11**. Detailed turning movement count data may be found in **Appendix A**.

#### *Existing Circulation Patterns and Queues*

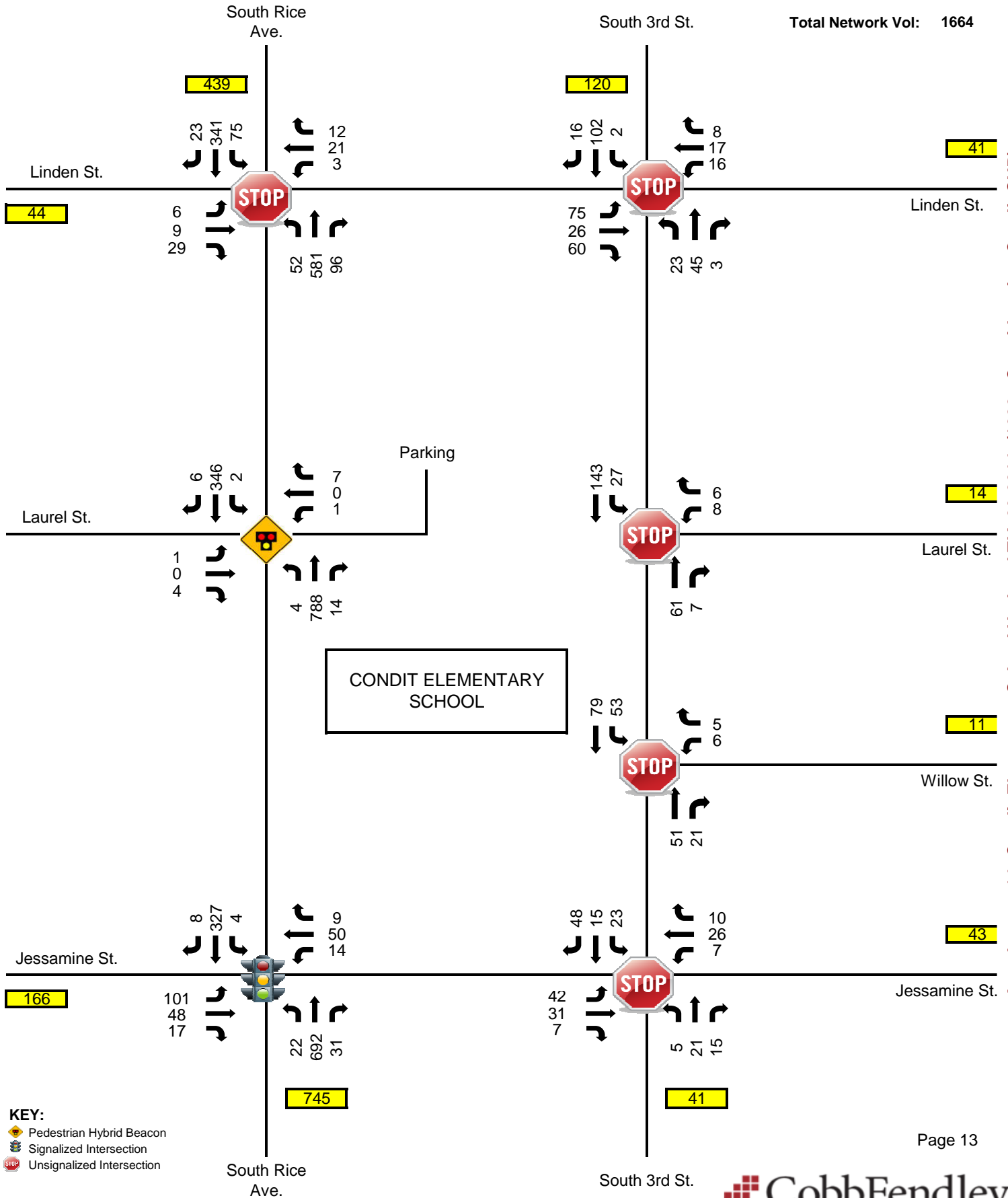
Currently, the school has an effective circulation pattern which does not affect the general traffic flow of the adjacent street network. The circulation pattern consists in drop-off and pick-up points on both entrances to the school: S. Rice Street and S. Third Street. Students enrolled in Kindergarten, 1<sup>st</sup> grade and 2<sup>nd</sup> grade, use the entrance located on S. Third Street. Students enrolled in 3<sup>rd</sup>, 4<sup>th</sup> and 5<sup>th</sup> grade, use the entrance located on S. Rice Street. Parents dropping-off/picking up students, use the on street parking space to enter the drop-off/pick-up queue, forming a line (**Figure 12**). The line moves quickly as students are efficiently dropped off or picked up. Cross guards aid safe pedestrian crossing. Since the queue of cars use the on street parking spaces and not the traveling lanes to drop-off and pick-up children, the through traffic traveling along S. Rice and S. Third St. are not affected.

Based on field observations, the northbound queue along S. Rice Street extends 250 feet south of the signalized intersection of S. Rice St. and Jessamine Street. The southbound queue along S. Third Street extends approximately 300 ft. south of the S. Third St. and Linden St. intersection.

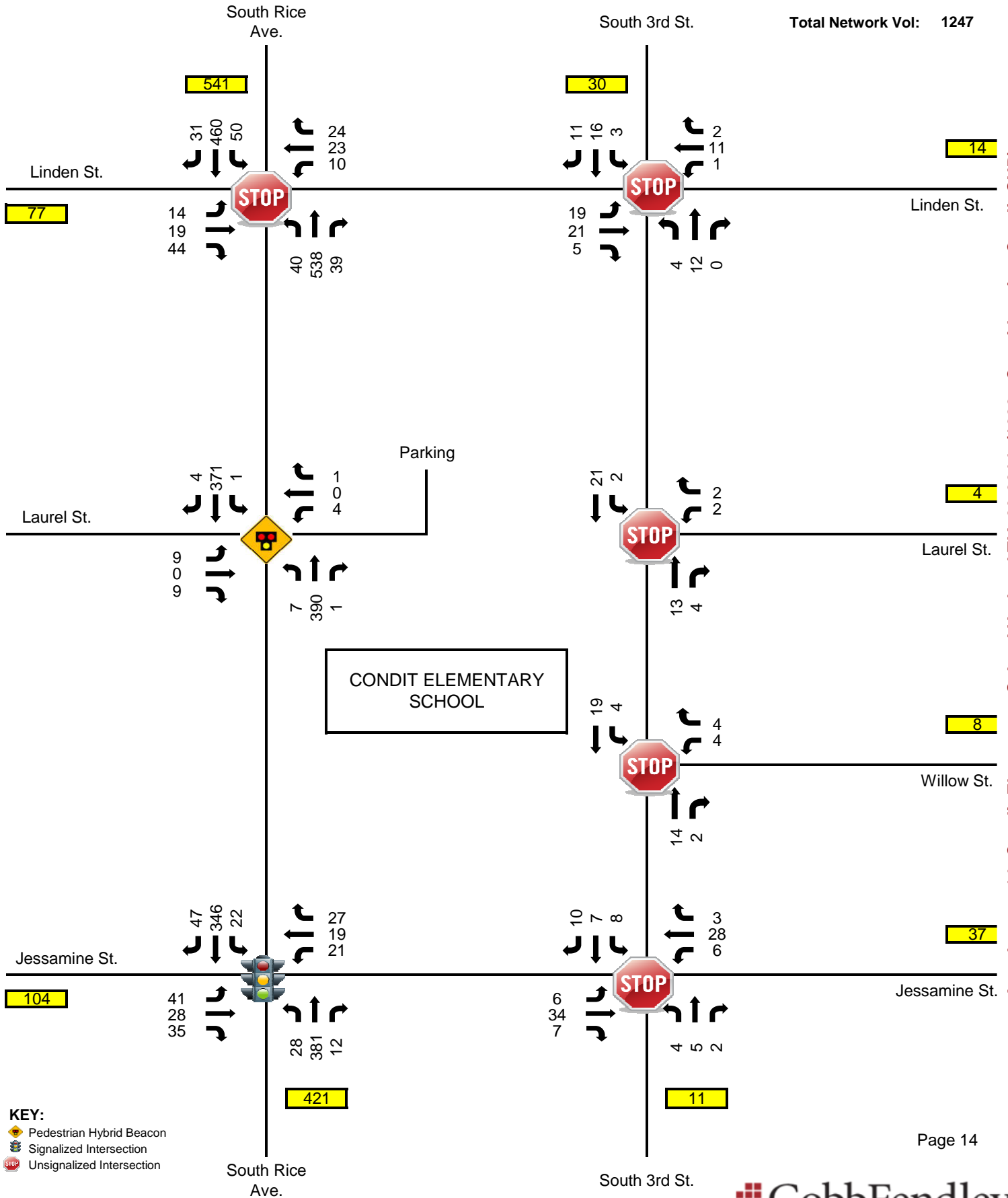


**Figure 12. South Rice Avenue at Jessamine Street Queue Line**

**FIGURE 10**  
**AM Peak Hour**  
**2013 Existing**



**FIGURE 11**  
**PM Peak Hour**  
**2013 Existing**





## 4. Trip Generation Analyses

Trip generation analyses are performed in order to estimate the total vehicle movements entering and exiting a site during a designated time period. This analysis was performed using the TripGen Software by Trafficware which is based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 9<sup>th</sup> Edition*. The detailed trip generation report from the TripGen Software may be seen in **Appendix B**.

In estimating trips generated by Condit Elementary School, the single land use of Elementary School (ITE Code 520) was assumed. The independent variable used for the school was the expected increase in student enrollment. **Table 1** below shows the estimated trip generation volumes during the AM and PM peak hours for the Condit Elementary School.

Land Use	ITE Code	Size	AM		PM	
			Entering	Exiting	Entering	Exiting
Elementary School	520	70 Students	18	14	9	11

**Table 1. Trip Generation**

## 5. Trip Distribution Analyses

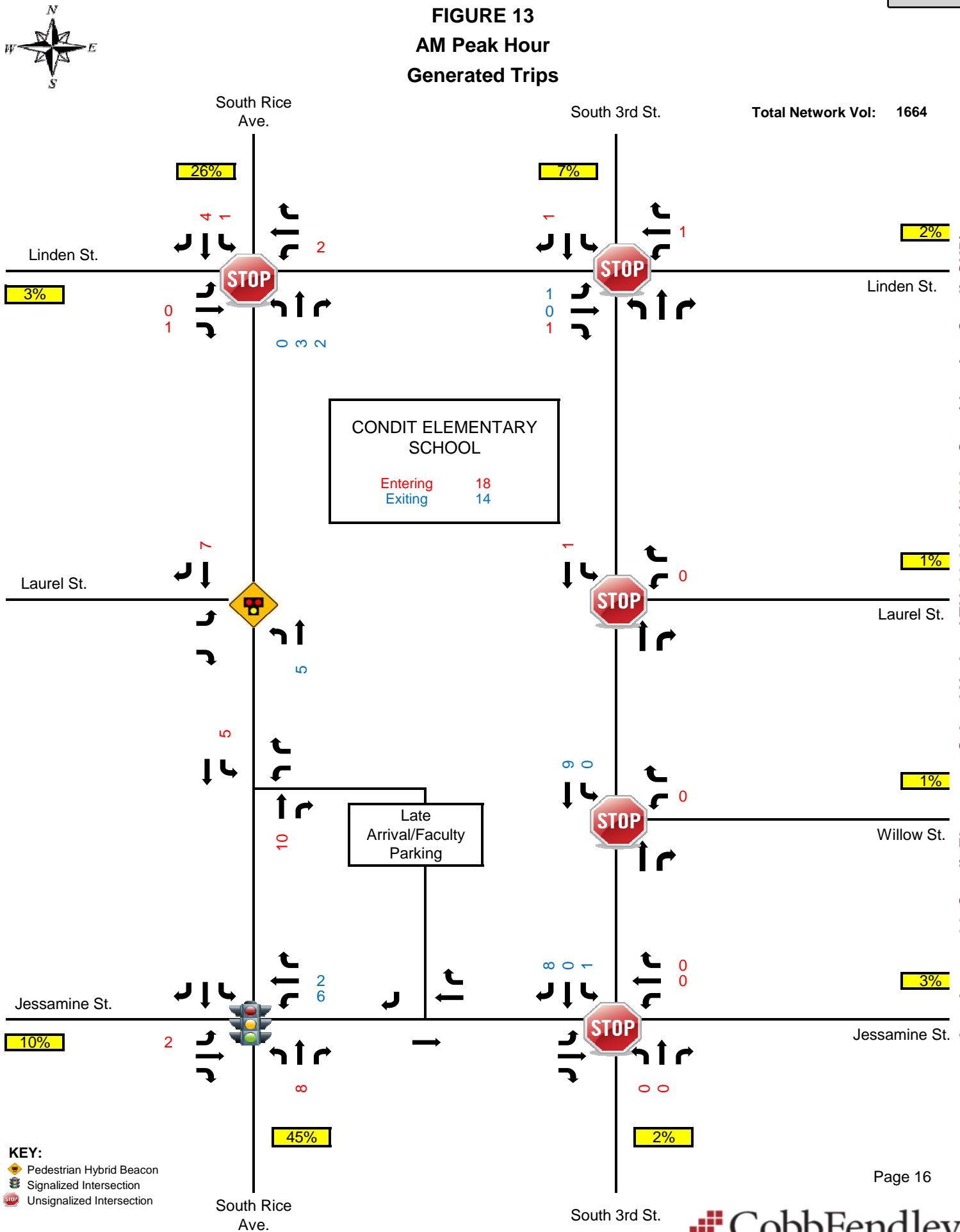
Trip distribution analyses are performed in order to assign the vehicle movements generated by a proposed development onto the local street network. Trips entering and exiting Condit Elementary School were assumed to start or end at one of the following locations:

- North or East of the South Third St and Linden Street intersection.
- North or West of the South Rice Avenue and Linden Street intersection.
- East on Laurel Street
- East on Willow Street
- South or East of the South Third St and Jessamine Street intersection
- South or West of the South Rice Avenue and Jessamine Street intersection

Trips into and out of the study area were assigned to these origins/destinations and site access points based on existing area traffic patterns as well as the locations of the parent drop off/pick up locations. The distribution of the generated traffic for the AM and PM peak hours are shown in **Figure 13 and 14**, respectively.

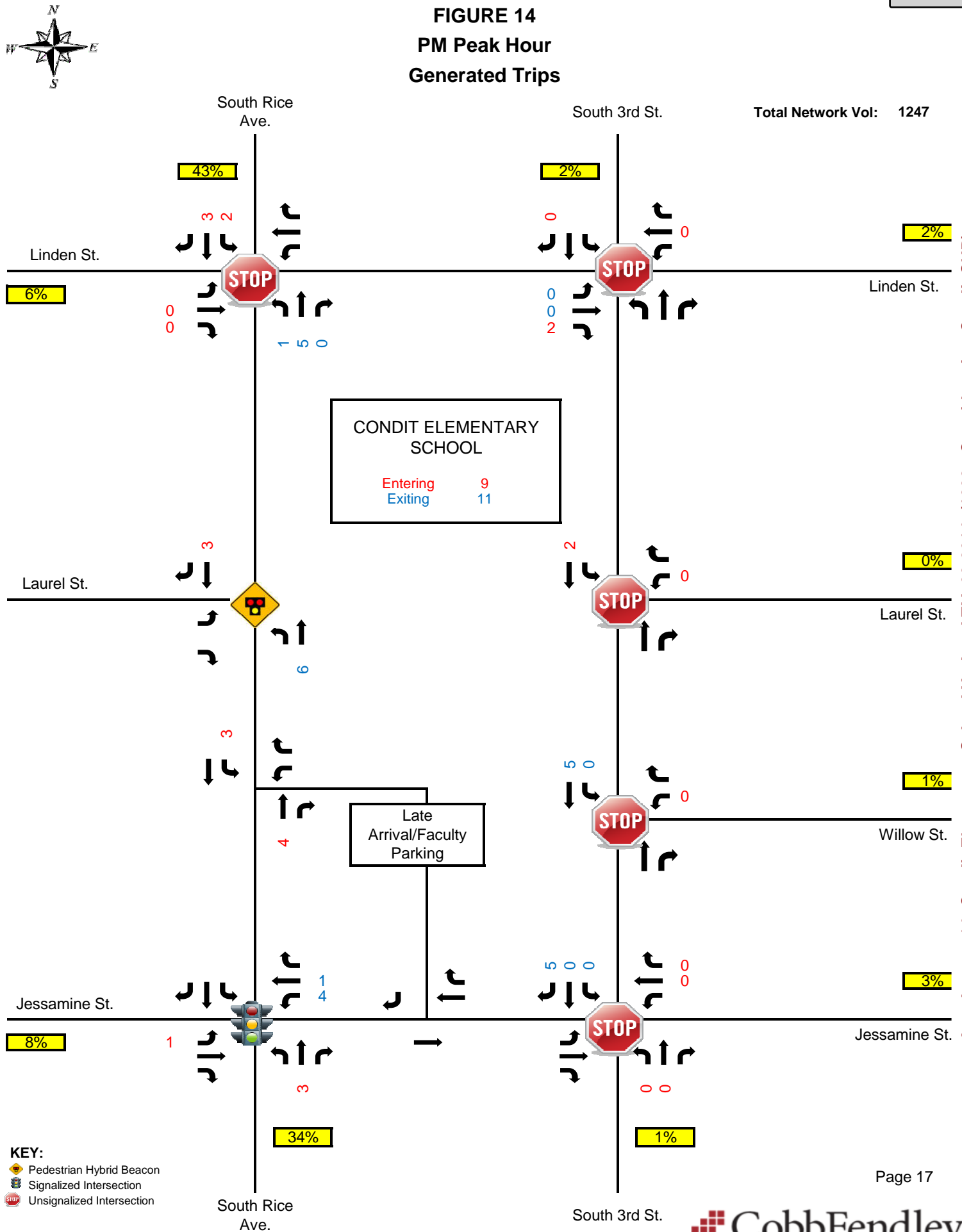
The generated traffic was added to the 2013 existing traffic to estimate the proposed peak hour traffic volumes. The proposed AM and PM traffic volumes are shown in **Figures 15 and 16**, respectively.

**FIGURE 13**  
**AM Peak Hour**  
**Generated Trips**



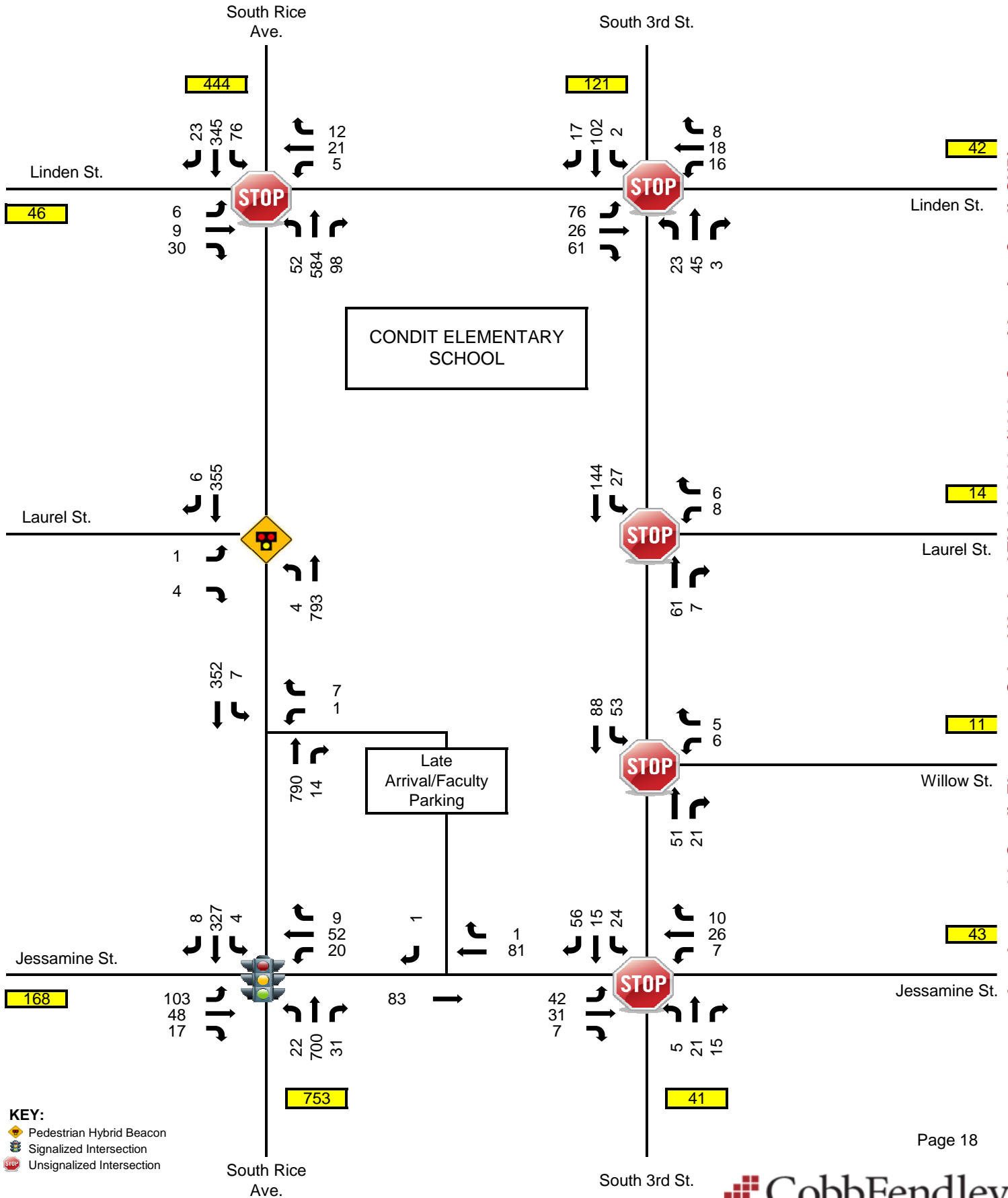
Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

**FIGURE 14**  
**PM Peak Hour**  
**Generated Trips**



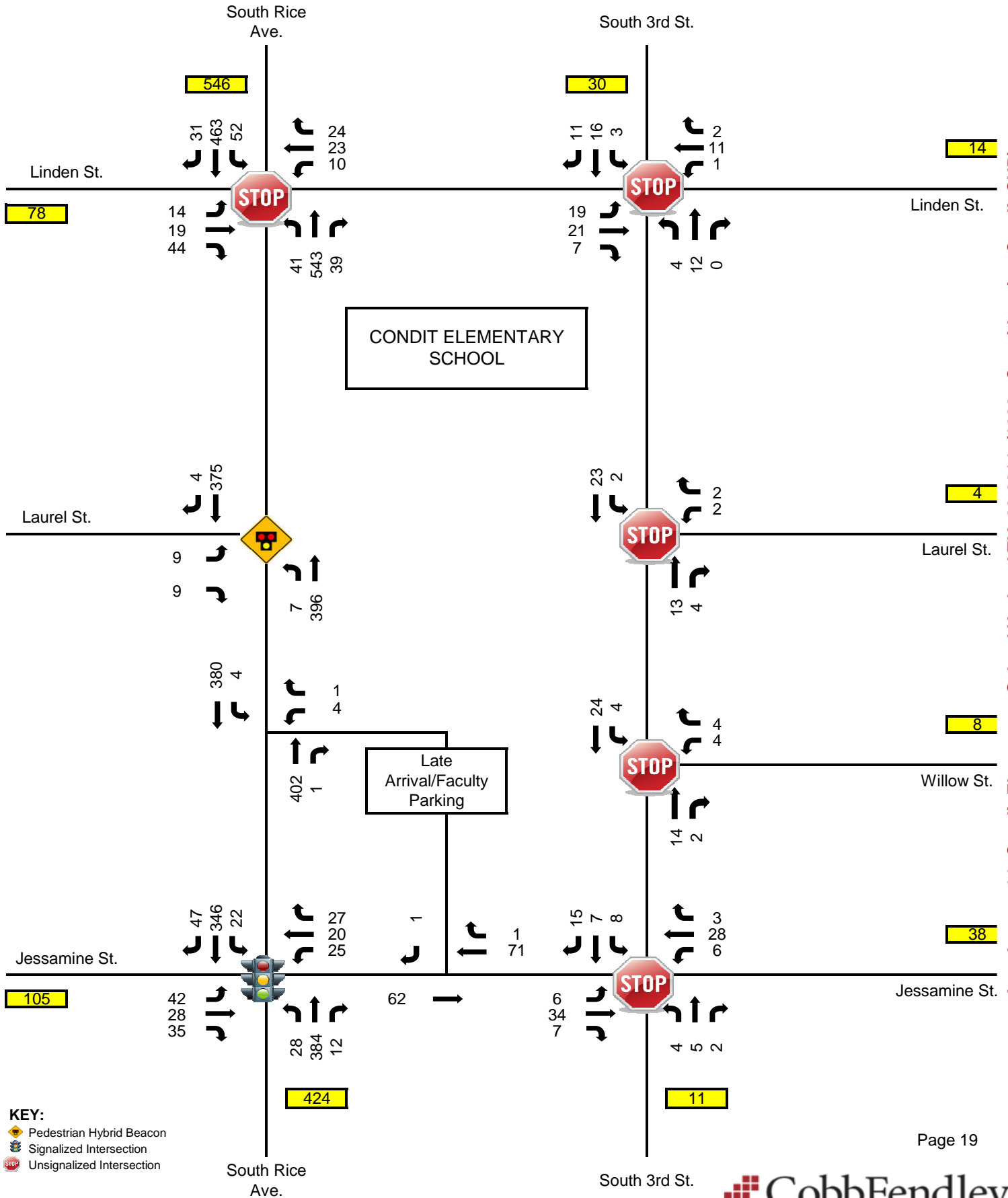
Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

**FIGURE 15**  
**AM Peak Hour**  
**2013 Proposed Traffic**



Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

**FIGURE 16**  
**PM Peak Hour**  
**2013 Proposed Traffic**



Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)



## 6. Level of Service Analyses

An intersection LOS analysis provides a measure of delay and service conditions for all approaches of the intersection. The HCM uses LOS as a qualitative measure to describe the operating conditions at signalized and unsignalized intersections. The LOS ranges from A through F which represents driving conditions from best to worst respectively. LOS A represents free-flow conditions with no congestion, and LOS F represents severe congestion with significant delays. **Tables 2 and 3** present the LOS thresholds for signalized and unsignalized intersections, respectively, per the 2010 edition of the HCM.

**Table 2. LOS Thresholds for Signalized Intersections**

LOS	Control Delay/Vehicle (s/veh)
A	$\leq 10$
B	$> 10$ and $\leq 20$
C	$> 20$ and $\leq 35$
D	$> 35$ and $\leq 55$
E	$> 55$ and $\leq 80$
F	$> 80$

**Table 3. LOS Thresholds for Unsignalized Intersections**

LOS	Control Delay/Vehicle (s/veh)
A	$\leq 10$
B	$> 10$ and $\leq 15$
C	$> 15$ and $\leq 25$
D	$> 25$ and $\leq 35$
E	$> 35$ and $\leq 50$
F	$> 50$

Intersection LOS analyses were performed using Synchro 8.0 for the existing and proposed AM and PM peak conditions for the following intersections:

- South Rice Avenue at Jessamine Street
- South Rice Avenue at Laurel Street
- South Rice Avenue at Linden Street
- South Third Street at Linden Street
- South Third Street at Laurel Street
- South Third Street at Willow Street
- South Third Street at Jessamine Street

**Table 4** shows the Synchro 8.0 (signalized and unsignalized) intersection delay and LOS results.

**Table 4. Delay and LOS Results**

Intersection	Traffic Control Type	2013 Existing		2013 Proposed Traffic	
		AM	PM	AM	PM
South Rice St. at Jessamine St.	Signalized	9.7/A	7.8/A	10.0/B	8.0/A
South Rice St. at Laurel St.	Two-Way Stop Controlled	13.2/B	14.1/B	10.9/B	11.9/B
South Rice St. at Linden St.	Two-Way Stop Controlled	33.5/D	30.7/D	34.9/D	31.4/D
South Third St. at Linden St.	All-Way Stop Controlled	8.5/A	7.3/A	8.5/A	7.3/A
South Third St. at Laurel St.	Two-Way Stop Controlled	9.6/A	8.6/A	9.6/A	8.6/A
South Third St. at Willow St.	Two-Way Stop Controlled	9.5/A	8.6/A	9.6/A	8.6/A
South Third St. at Jessamine St.	All-Way Stop Controlled	7.8/A	7.2/A	7.8/A	7.2/A

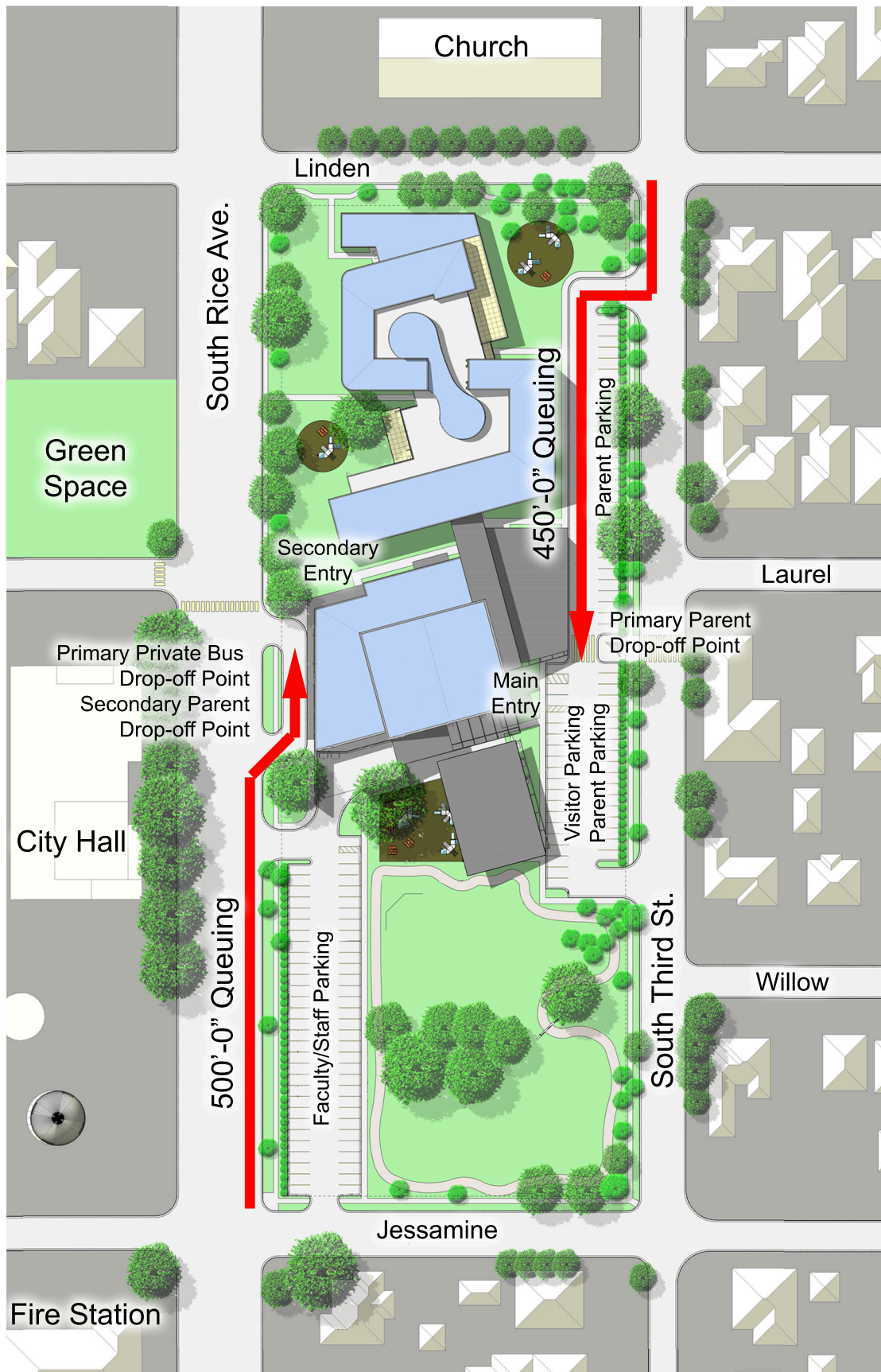
The results of the signalized and unsignalized analyses show that all intersections operate at an acceptable LOS. Detailed Synchro 8.0 results are included in **Appendix C**.

## 7. Proposed Circulation Patterns and Queues

The proposed circulation pattern will be similar to the existing circulation pattern. However, the reconfiguration of the school allows for the queue lines to form in the parking lots and drop off points. Similar to the existing circulation pattern, students in kindergarten thru 2<sup>nd</sup> grade, will be dropped-off/picked-up in the S. Third St. entrance. Vehicles traveling southbound along S. Third Street will enter the parking lot using the northern entrance (right-in only) and exit using the right out only exit south of the parking lot. The northern section of the parking lot is one way only, no passing and parking after 8 am is allowed.

Students in 3<sup>rd</sup>, 4<sup>th</sup> and 5th grade will be dropped-off/picked-up in the S. Rice St. entrance similar to the existing circulation pattern. Vehicles traveling northbound along S. Rice St., will enter the one-way drop-off/pick-up area south of Laurel St. Vehicles traveling southbound along S. Rice St. may enter the Late Arrival/Faculty Parking Lot in order to quickly drop-off/pick-up students via the full access driveway located south of the drop-off/pick-area. Additionally, vehicles can choose to exit the parking lot via the right-in, right-out only driveway located east of the intersection of S. Rice St at Jessamine Street. This driveway has been limited to right-in, right-out only operations due to its proximity to the signal at S Rice St and also to ensure pedestrian safety. The proposed circulation patterns can be seen in the site plan detail in **Figure 2**. Additionally, the proposed queue plan can be seen in **Figure 17**.

The expected queue lengths were calculated by using a ratio of the existing students (680) and future students (750) to the existing queue lengths. The expected queue length would be equal to the existing queue length times the future student attendance divided by the current student attendance. Based on these calculations, the queue length along S. Rice St. will be 275 ft. and 441 ft. along S. Third Street.



Note: Parent Parking indicates parking allotted for parents who elect to escort their children into class. At non drop off and pick up times this parking is considered visitor parking.

## Proposed Queue Plan

February 27, 2014



# HOUSTON INDEPENDENT SCHOOL DISTRICT CONDIT ELEMENTARY SCHOOL

BELLAIRE, TX



Packet Pg. 83

## 8. Conclusions and Recommendations

The purpose of this report is to summarize the traffic impacts of Condit Elementary School upon the local street network. The results of the LOS analyses indicate that the school will have no adverse impacts upon the local street network during the weekday morning and evening peak hours beyond a typical school operational condition. Therefore, no delay mitigation measures are recommended.

However, some signing changes are recommended in order to help with the traffic flow during school drop off and pick up times. Currently, westbound lefts from Linden Street and Laurel Street onto South Third Street are disallowed during the school pick up times. Yet, based on the existing traffic movement counts, some drivers disregard the sign (shown in **Figure 18**) and complete left turn movements. In an attempt to improve the functionality of the sign and add consistency to the school traffic flow operations, it is recommended that the sign be replaced with a sign that disallows left turn movements for both drop off and pick up times.



**Figure 18. Westbound Approach Stop Sign  
S. Third St. at Linden St.**

It should be noted that South Rice Avenue and South Third Street have thorough traffic that does not stop at the school. Therefore, it is recommended to include stop signs at the exits of the proposed parking lots on both South Third Street and South Rice Avenue in order to improve safety for drivers returning onto the mainline traffic flow from the school parking lots.

Finally, the signalized intersection of South Rice Street at Jessamine Street operates with relatively low delay. However, during the school drop off and pick up times, the intersection is blocked due to vehicles trying to access the drop off/pick up lane (**Figure 19**). In order to help prevent the intersection from being blocked, it is recommended that “DO NOT BLOCK THE INTERSECTION” signs (R10-7, Texas MUTCD) be installed on the signal mast arms of the westbound, eastbound and northbound approaches for the intersection of South Rice Avenue and Jessamine Street.





**Figure 19. Westbound Approach, Intersection Blocked  
S. Rice Ave. at Jessamine St.**



---

## Appendix A – Turning Movement Counts

# South Rice Avenue at Linden Street

Friday, November 22, 2013  
Turning Movement Count

5.1.o

Time	Southbound S. Rice Ave					Westbound Linden St					Northbound S. Rice Ave					Eastbound Linden St				
	Left	Thru	Right	U-turn	Peds	Left	Thru	Right	U-turn	Peds	Left	Thru	Right	U-turn	Peds	Left	Thru	Right	U-turn	Peds
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	8	70	9	0	0	1	4	1	0	0	3	98	8	0	0	1	1	2	0	0
7:15	12	130	2	0	0	1	5	3	0	0	11	125	25	0	0	2	2	4	0	0
7:30	22	78	3	1	0	0	6	3	0	0	15	172	32	0	0	1	4	10	0	0
7:45	33	63	9	0	0	1	6	5	0	0	23	186	31	0	0	2	2	13	0	0
Hr. Total:	75	341	23	1	0	3	21	12	0	0	52	581	96	0	0	6	9	29	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	21	93	6	3	0	2	4	1	0	0	10	83	10	0	0	1	4	1	0	0
15:15	11	125	12	2	0	5	5	9	0	0	16	152	12	0	0	7	6	27	0	0
15:30	7	113	8	0	0	2	8	9	0	0	7	171	11	0	0	2	5	9	0	0
15:45	11	129	5	4	0	1	6	5	0	0	7	132	6	0	0	4	4	7	0	0
Hr. Total:	50	460	31	9	0	10	23	24	0	0	40	538	39	0	0	14	19	44	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

# South Rice Avenue at Linden Street

Friday, November 22, 2013  
Turning Movement Count

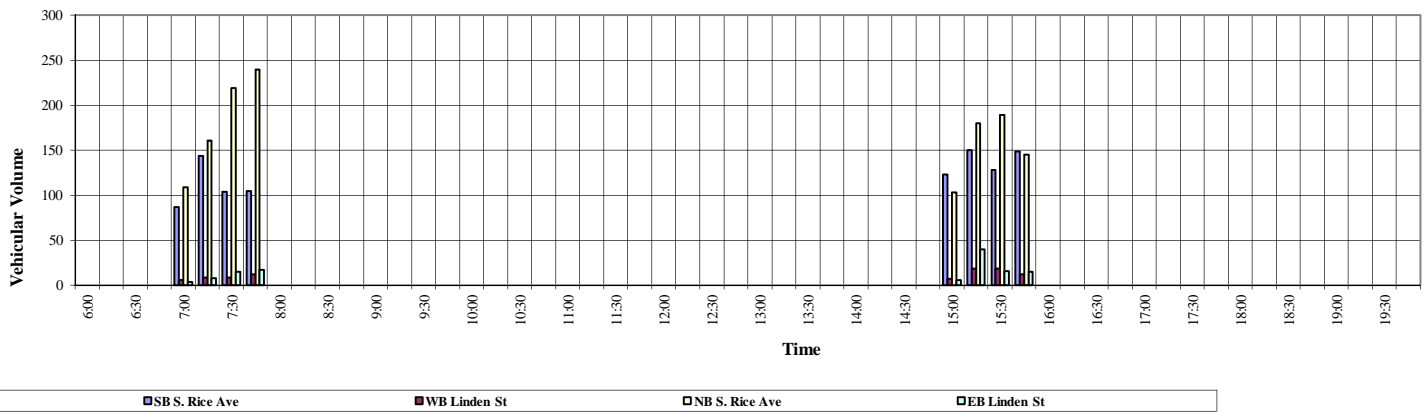
5.1.o

17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Gr. Total	125	801	54	10	0	13	44	36	0	0	92	1119	135	0	0	20	28	73	0	0
% of Tot.	5%	31%	2%	0%	0%	1%	2%	1%	0%	0%	4%	44%	5%	0%	0%	1%	1%	3%	0%	0%
Apprch%	39%					4%					53%					5%				
% of Apprch	13%	81%	5%	1%	0%	14%	47%	39%	0%	0%	7%	83%	10%	0%	0%	17%	23%	60%	0%	0%
	Left	Thru	Right	U-turn	Peds	Left	Thru	Right	U-turn	Peds	Left	Thru	Right	U-turn	Peds	Left	Thru	Right	U-turn	Peds
	S. Rice Ave					Linden St					S. Rice Ave					Linden St				
	From North					From East					From South					From West				





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Count Name: Linden @ S Third  
Site Code: 2  
Start Date: 11/20/2013  
Page No: 1

## Turning Movement Data

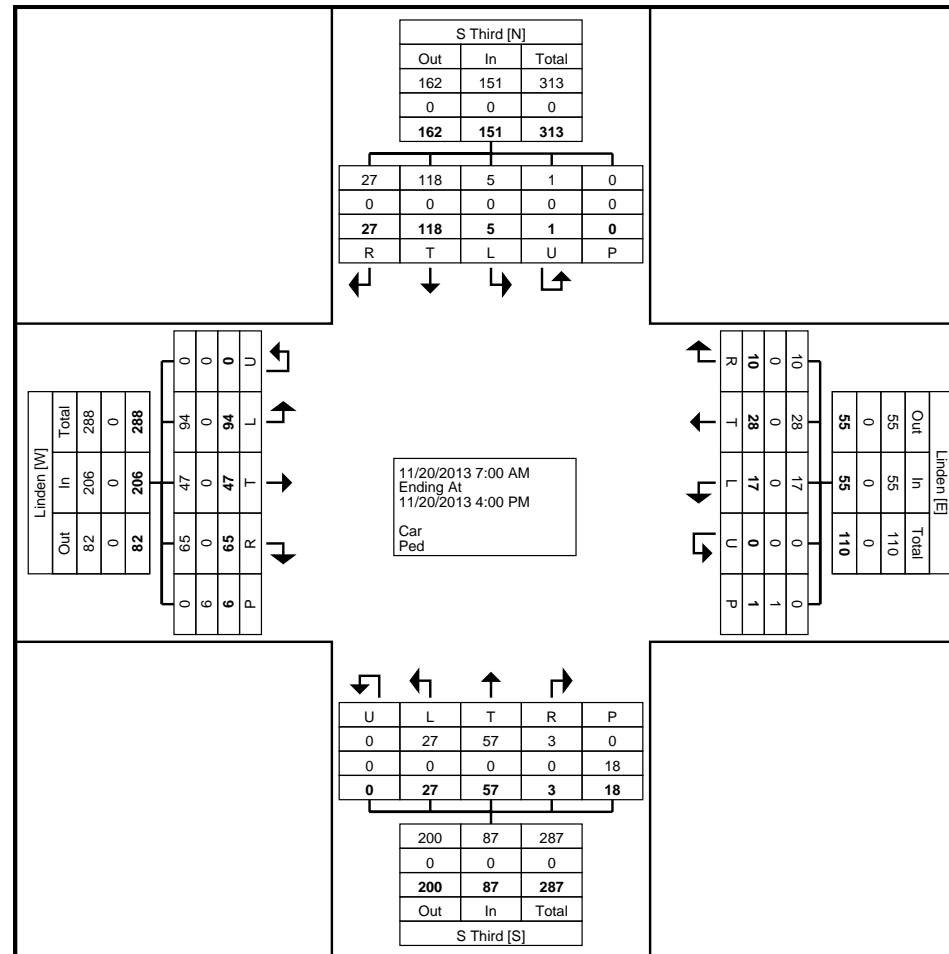
Start Time	S Third Southbound						Linden Westbound						S Third Northbound						Linden Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	0	11	3	0	0	14	2	0	1	0	0	3	5	7	1	0	2	13	9	3	7	0	0	19	49
7:15 AM	0	17	7	0	0	24	1	5	0	0	0	6	4	7	1	0	2	12	23	5	13	0	0	41	83
7:30 AM	0	31	4	0	0	35	8	4	2	0	1	14	9	9	1	0	5	19	24	8	16	0	3	48	116
7:45 AM	2	43	2	0	0	47	5	8	5	0	0	18	5	22	0	0	3	27	19	10	24	0	3	53	145
Hourly Total	2	102	16	0	0	120	16	17	8	0	1	41	23	45	3	0	12	71	75	26	60	0	6	161	393
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	2	1	3	1	0	7	1	3	0	0	0	4	0	3	0	0	4	3	3	3	1	0	0	7	21
3:15 PM	1	6	3	0	0	10	0	3	1	0	0	4	1	4	0	0	0	5	5	5	1	0	0	11	30
3:30 PM	0	3	1	0	0	4	0	2	0	0	0	2	1	4	0	0	2	5	7	3	2	0	0	12	23
3:45 PM	0	6	4	0	0	10	0	3	1	0	0	4	2	1	0	0	0	3	4	10	1	0	0	15	32
Hourly Total	3	16	11	1	0	31	1	11	2	0	0	14	4	12	0	0	6	16	19	21	5	0	0	45	106
Grand Total	5	118	27	1	0	151	17	28	10	0	1	55	27	57	3	0	18	87	94	47	65	0	6	206	499
Approach %	3.3	78.1	17.9	0.7	-	-	30.9	50.9	18.2	0.0	-	-	31.0	65.5	3.4	0.0	-	-	45.6	22.8	31.6	0.0	-	-	-
Total %	1.0	23.6	5.4	0.2	-	30.3	3.4	5.6	2.0	0.0	-	11.0	5.4	11.4	0.6	0.0	-	17.4	18.8	9.4	13.0	0.0	-	41.3	-
Car	5	118	27	1	-	151	17	28	10	0	-	55	27	57	3	0	-	87	94	47	65	0	-	206	499
% Car	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Ped	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	18	-	-	-	-	-	6	-	-
% Ped	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Linden @ S Third  
Site Code: 2  
Start Date: 11/20/2013  
Page No: 2



Turning Movement Data Plot





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Count Name: Linden @ S Third  
Site Code: 2  
Start Date: 11/20/2013  
Page No: 3

### Turning Movement Peak Hour Data (7:00 AM)

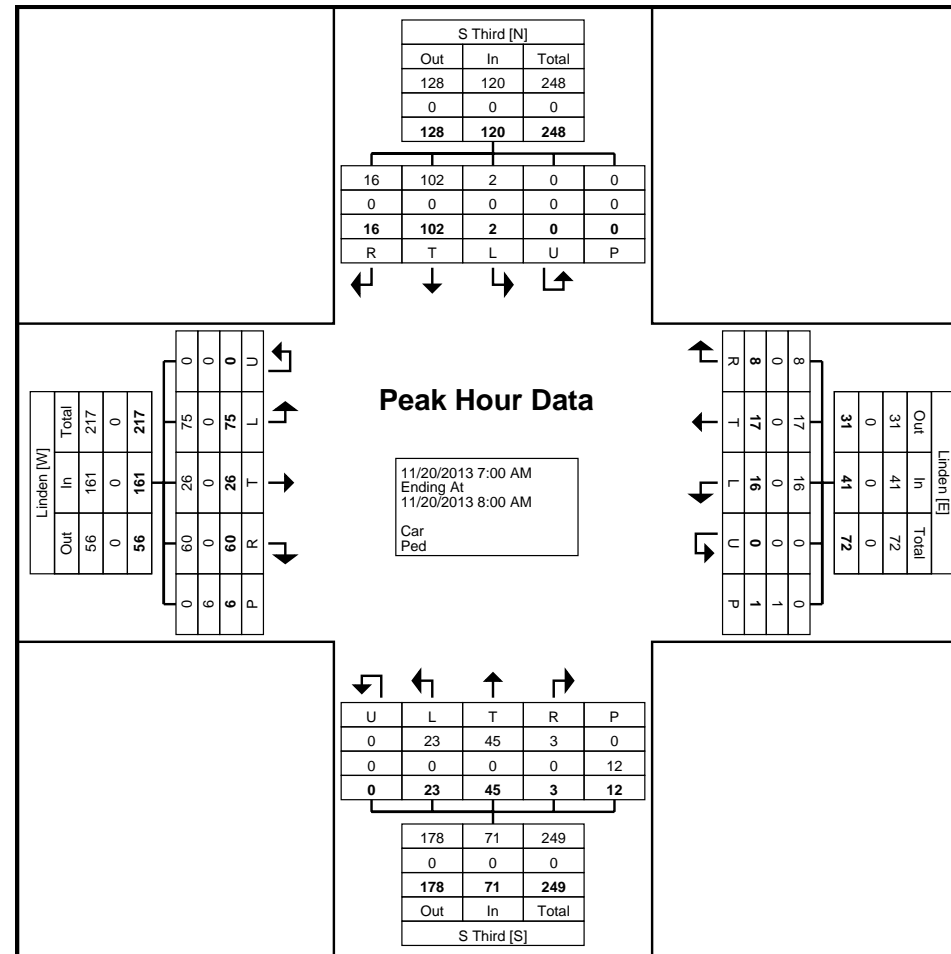
Start Time	S Third Southbound						Linden Westbound						S Third Northbound						Linden Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	0	11	3	0	0	14	2	0	1	0	0	3	5	7	1	0	2	13	9	3	7	0	0	19	49
7:15 AM	0	17	7	0	0	24	1	5	0	0	0	6	4	7	1	0	2	12	23	5	13	0	0	41	83
7:30 AM	0	31	4	0	0	35	8	4	2	0	1	14	9	9	1	0	5	19	24	8	16	0	3	48	116
7:45 AM	2	43	2	0	0	47	5	8	5	0	0	18	5	22	0	0	3	27	19	10	24	0	3	53	145
Total	2	102	16	0	0	120	16	17	8	0	1	41	23	45	3	0	12	71	75	26	60	0	6	161	393
Approach %	1.7	85.0	13.3	0.0	-	-	39.0	41.5	19.5	0.0	-	-	32.4	63.4	4.2	0.0	-	-	46.6	16.1	37.3	0.0	-	-	-
Total %	0.5	26.0	4.1	0.0	-	30.5	4.1	4.3	2.0	0.0	-	10.4	5.9	11.5	0.8	0.0	-	18.1	19.1	6.6	15.3	0.0	-	41.0	-
PHF	0.250	0.593	0.571	0.000	-	0.638	0.500	0.531	0.400	0.000	-	0.569	0.639	0.511	0.750	0.000	-	0.657	0.781	0.650	0.625	0.000	-	0.759	0.678
Car	2	102	16	0	-	120	16	17	8	0	-	41	23	45	3	0	-	71	75	26	60	0	-	161	393
% Car	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Ped	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	12	-	-	-	-	-	6	-	-
% Ped	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Linden @ S Third  
Site Code: 2  
Start Date: 11/20/2013  
Page No: 4



Turning Movement Peak Hour Data Plot (7:00 AM)



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Count Name: Linden @ S Third  
Site Code: 2  
Start Date: 11/20/2013  
Page No: 5

### Turning Movement Peak Hour Data (3:00 PM)

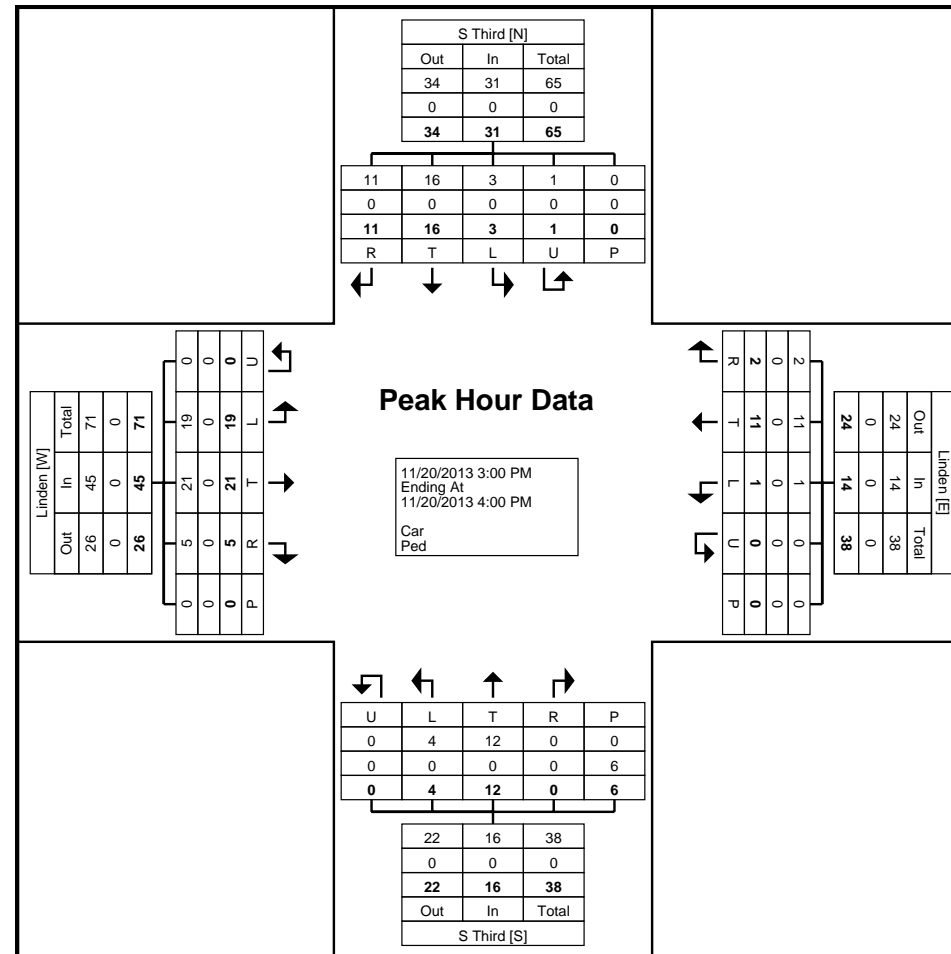
Start Time	S Third Southbound						Linden Westbound						S Third Northbound						Linden Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
3:00 PM	2	1	3	1	0	7	1	3	0	0	0	4	0	3	0	0	4	3	3	3	1	0	0	7	21
3:15 PM	1	6	3	0	0	10	0	3	1	0	0	4	1	4	0	0	0	5	5	5	1	0	0	11	30
3:30 PM	0	3	1	0	0	4	0	2	0	0	0	2	1	4	0	0	2	5	7	3	2	0	0	12	23
3:45 PM	0	6	4	0	0	10	0	3	1	0	0	4	2	1	0	0	0	3	4	10	1	0	0	15	32
Total	3	16	11	1	0	31	1	11	2	0	0	14	4	12	0	0	6	16	19	21	5	0	0	45	106
Approach %	9.7	51.6	35.5	3.2	-	-	7.1	78.6	14.3	0.0	-	-	25.0	75.0	0.0	0.0	-	-	42.2	46.7	11.1	0.0	-	-	-
Total %	2.8	15.1	10.4	0.9	-	29.2	0.9	10.4	1.9	0.0	-	13.2	3.8	11.3	0.0	0.0	-	15.1	17.9	19.8	4.7	0.0	-	42.5	-
PHF	0.375	0.667	0.688	0.250	-	0.775	0.250	0.917	0.500	0.000	-	0.875	0.500	0.750	0.000	0.000	-	0.800	0.679	0.525	0.625	0.000	-	0.750	0.828
Car	3	16	11	1	-	31	1	11	2	0	-	14	4	12	0	0	-	16	19	21	5	0	-	45	106
% Car	100.0	100.0	100.0	100.0	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Ped	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	0	-	-
% Ped	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-



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Count Name: Linden @ S Third  
Site Code: 2  
Start Date: 11/20/2013  
Page No: 6



Turning Movement Peak Hour Data Plot (3:00 PM)



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Count Name: Linden @ S Third  
Site Code: 2  
Start Date: 11/20/2013  
Page No: 7

13-464

Cobb Fendley



C. J. Hensch & Associates Inc.  
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Count Name: Laurel/ Teacher parking @ S. Rice  
Site Code: 3  
Start Date: 11/20/2013  
Page No: 1

### Turning Movement Data

Start Time	S Rice Southbound						Teacher Parking lot Westbound						S Rice Northbound						Laurel Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	1	82	3	0	0	86	1	0	0	0	3	1	0	121	1	0	0	122	0	0	0	0	4	0	209
7:15 AM	0	146	0	0	0	146	0	0	1	0	6	1	1	173	5	0	8	179	0	0	1	0	8	1	327
7:30 AM	0	68	3	0	0	71	0	0	0	0	5	0	1	243	6	0	10	250	1	0	0	0	11	1	322
7:45 AM	1	50	0	2	0	53	0	0	6	0	11	6	2	251	2	1	3	256	0	0	3	0	1	3	318
Hourly Total	2	346	6	2	0	356	1	0	7	0	25	8	4	788	14	1	21	807	1	0	4	0	24	5	1176
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	1	77	0	0	0	78	0	0	0	0	0	0	4	82	0	0	2	86	2	0	0	0	4	2	166
3:15 PM	0	80	2	0	0	82	0	0	0	0	1	0	2	96	0	0	0	98	3	0	5	0	8	8	188
3:30 PM	0	101	1	0	0	102	3	0	0	0	2	3	1	123	1	0	2	125	3	0	1	0	6	4	234
3:45 PM	0	113	1	0	0	114	1	0	1	0	1	2	0	89	0	1	0	90	1	0	3	0	4	4	210
Hourly Total	1	371	4	0	0	376	4	0	1	0	4	5	7	390	1	1	4	399	9	0	9	0	22	18	798
Grand Total	3	717	10	2	0	732	5	0	8	0	29	13	11	1178	15	2	25	1206	10	0	13	0	46	23	1974
Approach %	0.4	98.0	1.4	0.3	-	-	38.5	0.0	61.5	0.0	-	-	0.9	97.7	1.2	0.2	-	-	43.5	0.0	56.5	0.0	-	-	-
Total %	0.2	36.3	0.5	0.1	-	37.1	0.3	0.0	0.4	0.0	-	0.7	0.6	59.7	0.8	0.1	-	61.1	0.5	0.0	0.7	0.0	-	1.2	-
Car	3	717	10	2	-	732	5	0	8	0	-	13	11	1178	15	2	-	1206	10	0	13	0	-	23	1974
% Car	100.0	100.0	100.0	100.0	-	100.0	100.0	-	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	-	100.0	-	-	100.0	100.0
Ped	-	-	-	-	0	-	-	-	-	-	29	-	-	-	-	-	25	-	-	-	-	-	46	-	-
% Ped	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

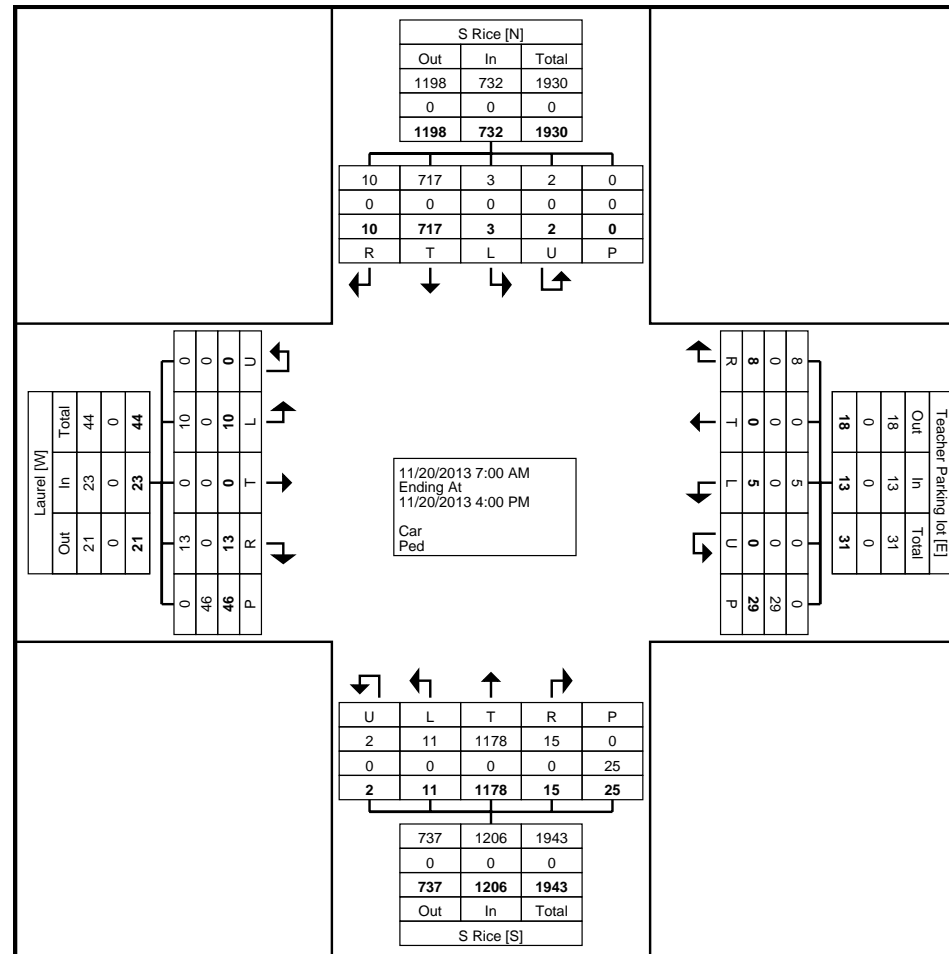




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Count Name: Laurel/ Teacher parking @ S. Rice  
Site Code: 3  
Start Date: 11/20/2013  
Page No: 2



Turning Movement Data Plot



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Count Name: Laurel/ Teacher parking @ S. Rice  
Site Code: 3  
Start Date: 11/20/2013  
Page No: 3

### Turning Movement Peak Hour Data (7:00 AM)

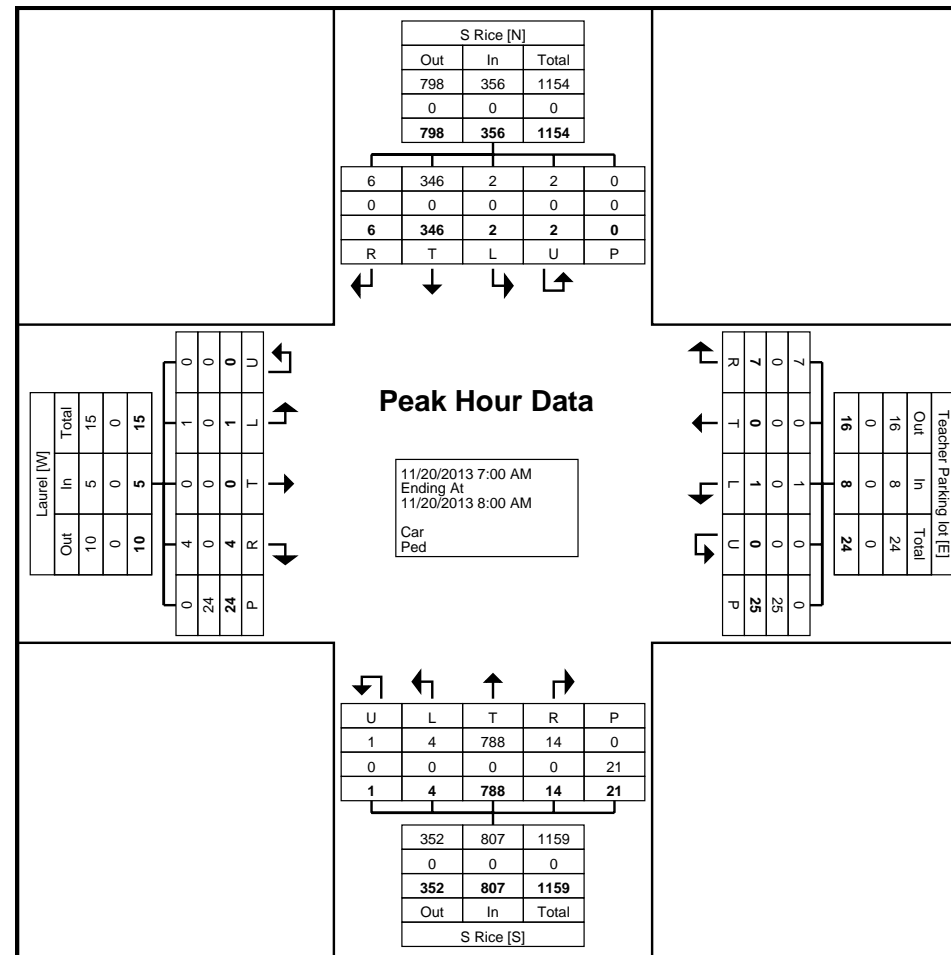
Start Time	S Rice Southbound						Teacher Parking lot Westbound						S Rice Northbound						Laurel Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	1	82	3	0	0	86	1	0	0	0	3	1	0	121	1	0	0	122	0	0	0	0	4	0	209
7:15 AM	0	146	0	0	0	146	0	0	1	0	6	1	1	173	5	0	8	179	0	0	1	0	8	1	327
7:30 AM	0	68	3	0	0	71	0	0	0	0	5	0	1	243	6	0	10	250	1	0	0	0	11	1	322
7:45 AM	1	50	0	2	0	53	0	0	6	0	11	6	2	251	2	1	3	256	0	0	3	0	1	3	318
Total	2	346	6	2	0	356	1	0	7	0	25	8	4	788	14	1	21	807	1	0	4	0	24	5	1176
Approach %	0.6	97.2	1.7	0.6	-	-	12.5	0.0	87.5	0.0	-	-	0.5	97.6	1.7	0.1	-	-	20.0	0.0	80.0	0.0	-	-	-
Total %	0.2	29.4	0.5	0.2	-	30.3	0.1	0.0	0.6	0.0	-	0.7	0.3	67.0	1.2	0.1	-	68.6	0.1	0.0	0.3	0.0	-	0.4	-
PHF	0.500	0.592	0.500	0.250	-	0.610	0.250	0.000	0.292	0.000	-	0.333	0.500	0.785	0.583	0.250	-	0.788	0.250	0.000	0.333	0.000	-	0.417	0.899
Car	2	346	6	2	-	356	1	0	7	0	-	8	4	788	14	1	-	807	1	0	4	0	-	5	1176
% Car	100.0	100.0	100.0	100.0	-	100.0	100.0	-	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	-	100.0	-	-	100.0	100.0
Ped	-	-	-	-	0	-	-	-	-	-	25	-	-	-	-	-	21	-	-	-	-	-	24	-	-
% Ped	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Laurel/ Teacher parking @ S. Rice  
Site Code: 3  
Start Date: 11/20/2013  
Page No: 4



Turning Movement Peak Hour Data Plot (7:00 AM)



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Count Name: Laurel/ Teacher parking @ S. Rice  
Site Code: 3  
Start Date: 11/20/2013  
Page No: 5

### Turning Movement Peak Hour Data (3:00 PM)

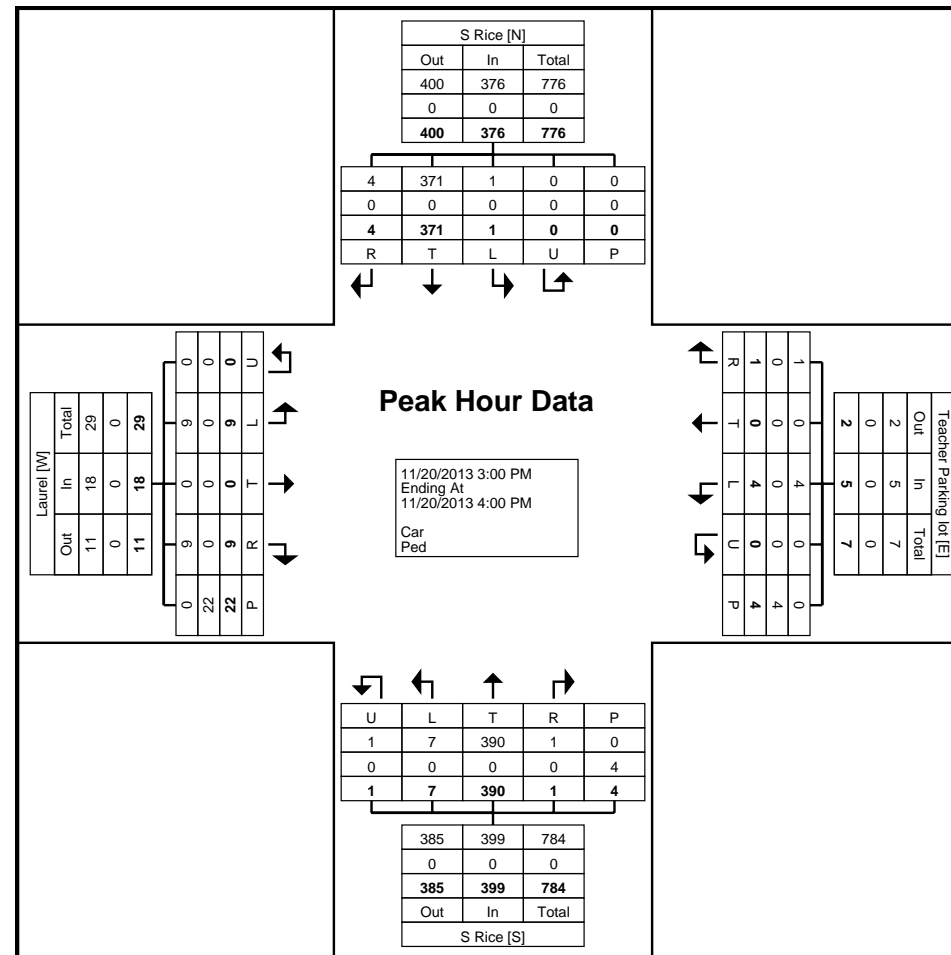
Start Time	S Rice Southbound						Teacher Parking lot Westbound						S Rice Northbound						Laurel Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
3:00 PM	1	77	0	0	0	78	0	0	0	0	0	0	4	82	0	0	2	86	2	0	0	0	4	2	166
3:15 PM	0	80	2	0	0	82	0	0	0	0	1	0	2	96	0	0	0	98	3	0	5	0	8	8	188
3:30 PM	0	101	1	0	0	102	3	0	0	0	2	3	1	123	1	0	2	125	3	0	1	0	6	4	234
3:45 PM	0	113	1	0	0	114	1	0	1	0	1	2	0	89	0	1	0	90	1	0	3	0	4	4	210
Total	1	371	4	0	0	376	4	0	1	0	4	5	7	390	1	1	4	399	9	0	9	0	22	18	798
Approach %	0.3	98.7	1.1	0.0	-	-	80.0	0.0	20.0	0.0	-	-	1.8	97.7	0.3	0.3	-	-	50.0	0.0	50.0	0.0	-	-	-
Total %	0.1	46.5	0.5	0.0	-	47.1	0.5	0.0	0.1	0.0	-	0.6	0.9	48.9	0.1	0.1	-	50.0	1.1	0.0	1.1	0.0	-	2.3	-
PHF	0.250	0.821	0.500	0.000	-	0.825	0.333	0.000	0.250	0.000	-	0.417	0.438	0.793	0.250	0.250	-	0.798	0.750	0.000	0.450	0.000	-	0.563	0.853
Car	1	371	4	0	-	376	4	0	1	0	-	5	7	390	1	1	-	399	9	0	9	0	-	18	798
% Car	100.0	100.0	100.0	-	-	100.0	100.0	-	100.0	-	-	100.0	100.0	100.0	100.0	100.0	-	100.0	100.0	-	100.0	-	-	100.0	100.0
Ped	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	22	-	-
% Ped	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Laurel/ Teacher parking @ S. Rice  
Site Code: 3  
Start Date: 11/20/2013  
Page No: 6



Turning Movement Peak Hour Data Plot (3:00 PM)



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Count Name: Laurel/ Teacher parking @ S. Rice  
Site Code: 3  
Start Date: 11/20/2013  
Page No: 7

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Cobb Fendley





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Count Name: Laurel @ S Third  
Site Code: 4  
Start Date: 11/20/2013  
Page No: 1

### Turning Movement Data

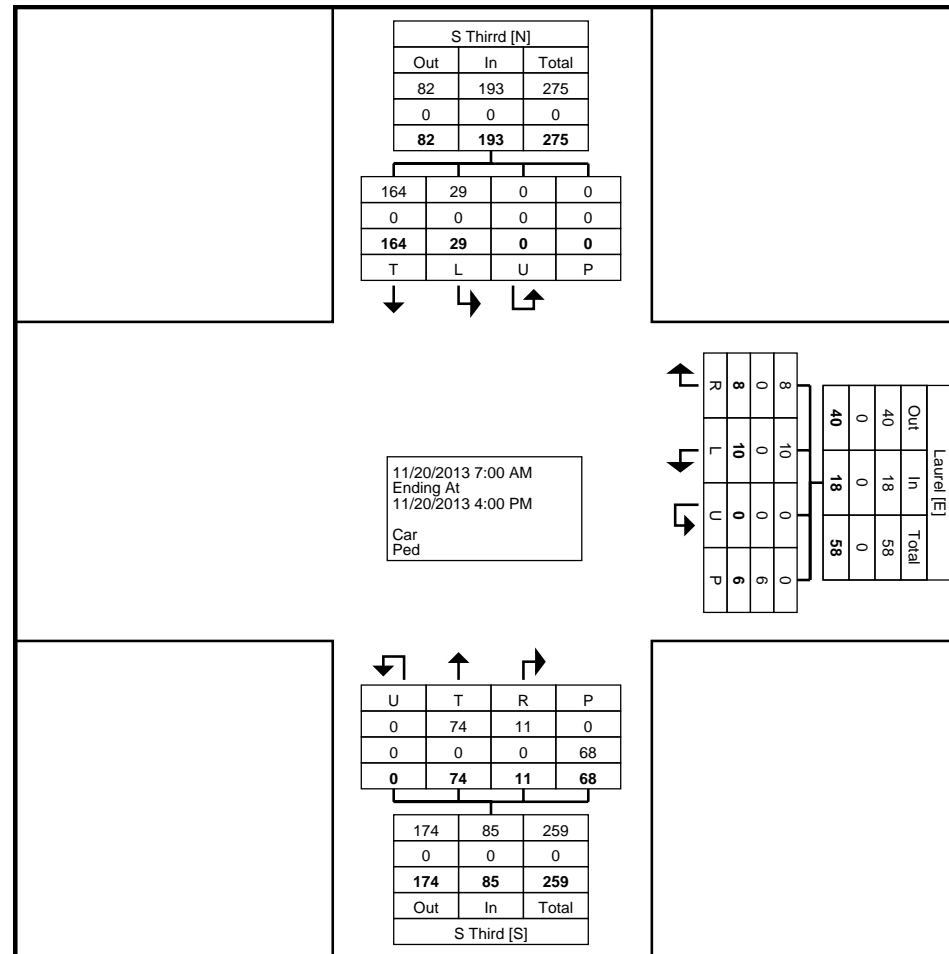
Start Time	S Third Southbound					Laurel Westbound					S Third Northbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	4	17	0	0	21	1	1	0	0	2	11	0	0	0	11	34
7:15 AM	1	27	0	0	28	2	1	0	0	3	12	3	0	6	15	46
7:30 AM	11	42	0	0	53	2	1	0	3	3	20	2	0	23	22	78
7:45 AM	11	57	0	0	68	3	3	0	3	6	18	2	0	38	20	94
Hourly Total	27	143	0	0	170	8	6	0	6	14	61	7	0	67	68	252
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	1	4	0	0	5	0	0	0	0	0	2	0	0	0	2	7
3:15 PM	0	7	0	0	7	1	1	0	0	2	4	4	0	0	8	17
3:30 PM	1	4	0	0	5	0	0	0	0	0	5	0	0	1	5	10
3:45 PM	0	6	0	0	6	1	1	0	0	2	2	0	0	0	2	10
Hourly Total	2	21	0	0	23	2	2	0	0	4	13	4	0	1	17	44
Grand Total	29	164	0	0	193	10	8	0	6	18	74	11	0	68	85	296
Approach %	15.0	85.0	0.0	-	-	55.6	44.4	0.0	-	-	87.1	12.9	0.0	-	-	-
Total %	9.8	55.4	0.0	-	65.2	3.4	2.7	0.0	-	6.1	25.0	3.7	0.0	-	28.7	-
Car	29	164	0	-	193	10	8	0	-	18	74	11	0	-	85	296
% Car	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	100.0
Ped	-	-	-	0	-	-	-	-	6	-	-	-	-	68	-	-
% Ped	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Count Name: Laurel @ S Third  
Site Code: 4  
Start Date: 11/20/2013  
Page No: 2



Turning Movement Data Plot



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Count Name: Laurel @ S Third  
Site Code: 4  
Start Date: 11/20/2013  
Page No: 3

### Turning Movement Peak Hour Data (7:00 AM)

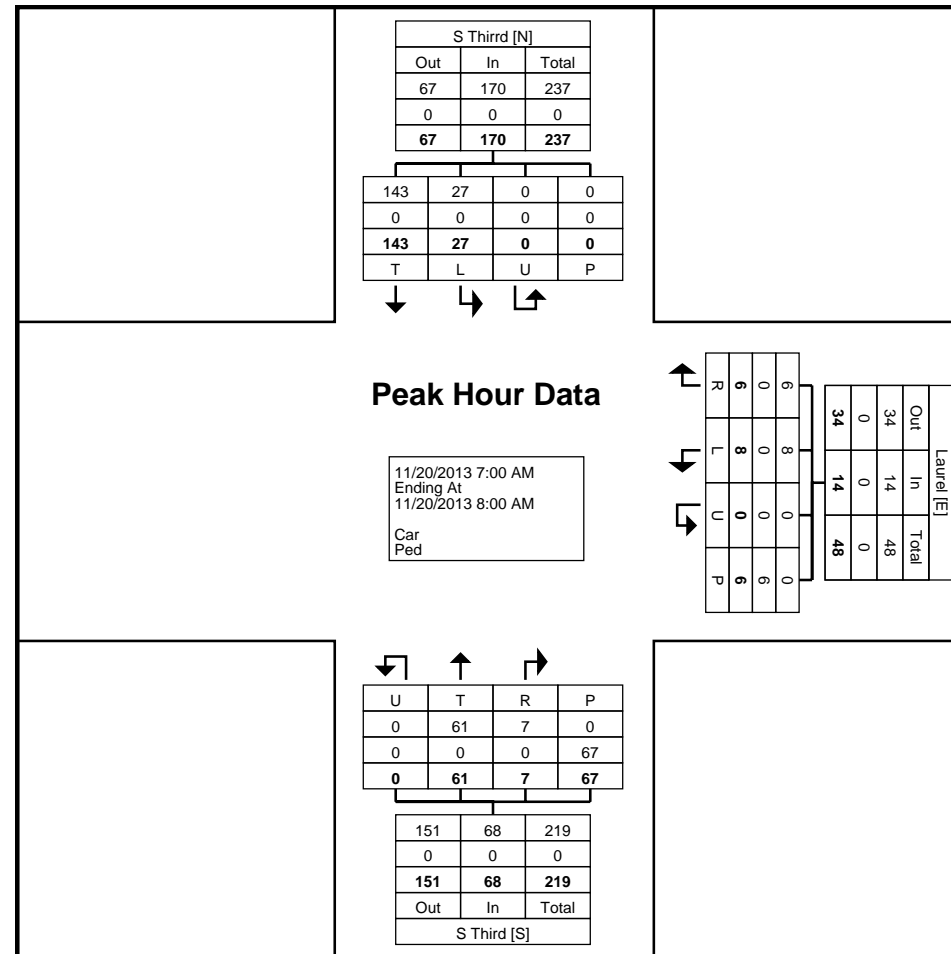
Start Time	S Third Southbound					Laurel Westbound					S Third Northbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	4	17	0	0	21	1	1	0	0	2	11	0	0	0	11	34
7:15 AM	1	27	0	0	28	2	1	0	0	3	12	3	0	6	15	46
7:30 AM	11	42	0	0	53	2	1	0	3	3	20	2	0	23	22	78
7:45 AM	11	57	0	0	68	3	3	0	3	6	18	2	0	38	20	94
Total	27	143	0	0	170	8	6	0	6	14	61	7	0	67	68	252
Approach %	15.9	84.1	0.0	-	-	57.1	42.9	0.0	-	-	89.7	10.3	0.0	-	-	-
Total %	10.7	56.7	0.0	-	67.5	3.2	2.4	0.0	-	5.6	24.2	2.8	0.0	-	27.0	-
PHF	0.614	0.627	0.000	-	0.625	0.667	0.500	0.000	-	0.583	0.763	0.583	0.000	-	0.773	0.670
Car	27	143	0	-	170	8	6	0	-	14	61	7	0	-	68	252
% Car	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	100.0
Ped	-	-	-	0	-	-	-	-	6	-	-	-	-	67	-	-
% Ped	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Count Name: Laurel @ S Third  
Site Code: 4  
Start Date: 11/20/2013  
Page No: 4



Turning Movement Peak Hour Data Plot (7:00 AM)



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Count Name: Laurel @ S Third  
Site Code: 4  
Start Date: 11/20/2013  
Page No: 5

### Turning Movement Peak Hour Data (3:00 PM)

Start Time	S Third Southbound					Laurel Westbound					S Third Northbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
3:00 PM	1	4	0	0	5	0	0	0	0	0	2	0	0	0	2	7
3:15 PM	0	7	0	0	7	1	1	0	0	2	4	4	0	0	8	17
3:30 PM	1	4	0	0	5	0	0	0	0	0	5	0	0	1	5	10
3:45 PM	0	6	0	0	6	1	1	0	0	2	2	0	0	0	2	10
Total	2	21	0	0	23	2	2	0	0	4	13	4	0	1	17	44
Approach %	8.7	91.3	0.0	-	-	50.0	50.0	0.0	-	-	76.5	23.5	0.0	-	-	-
Total %	4.5	47.7	0.0	-	52.3	4.5	4.5	0.0	-	9.1	29.5	9.1	0.0	-	38.6	-
PHF	0.500	0.750	0.000	-	0.821	0.500	0.500	0.000	-	0.500	0.650	0.250	0.000	-	0.531	0.647
Car	2	21	0	-	23	2	2	0	-	4	13	4	0	-	17	44
% Car	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	100.0
Ped	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Ped	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

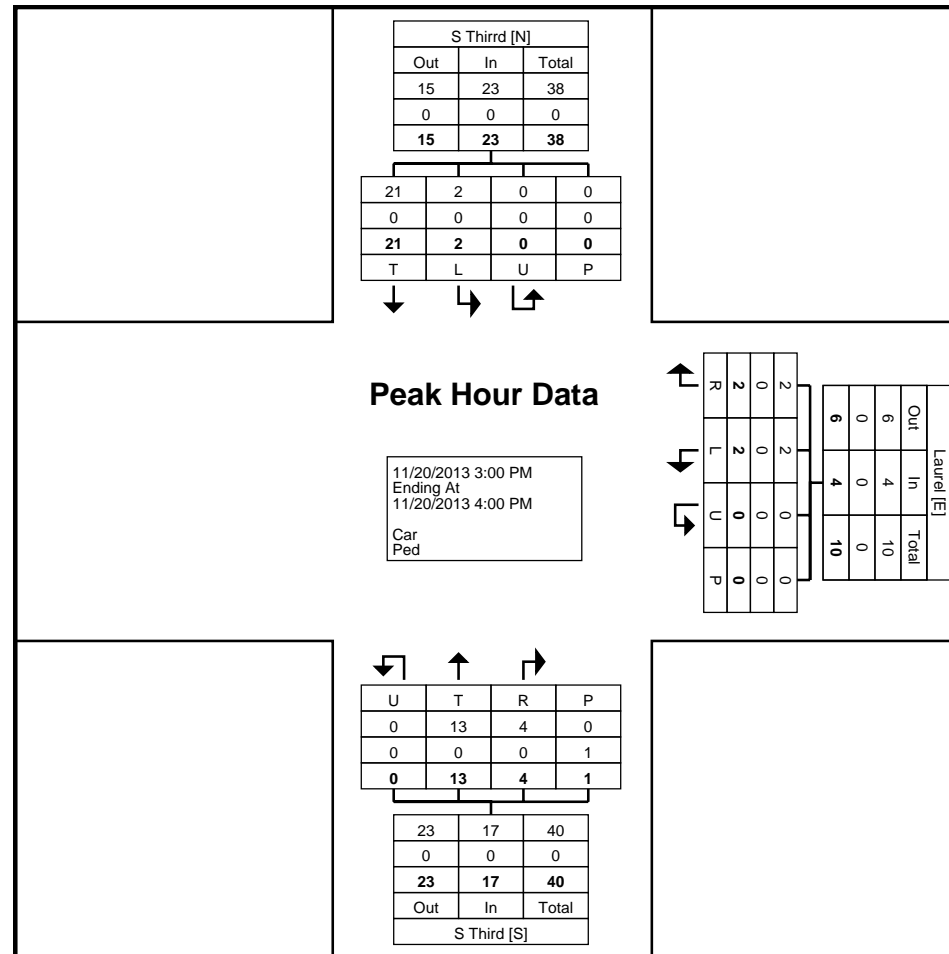




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Count Name: Laurel @ S Third  
Site Code: 4  
Start Date: 11/20/2013  
Page No: 6



Turning Movement Peak Hour Data Plot (3:00 PM)



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Count Name: Laurel @ S Third  
Site Code: 4  
Start Date: 11/20/2013  
Page No: 7

13-464

Cobb Fendley



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Count Name: Jessamine @ S Rice  
Site Code: 5  
Start Date: 11/20/2013  
Page No: 1

### Turning Movement Data

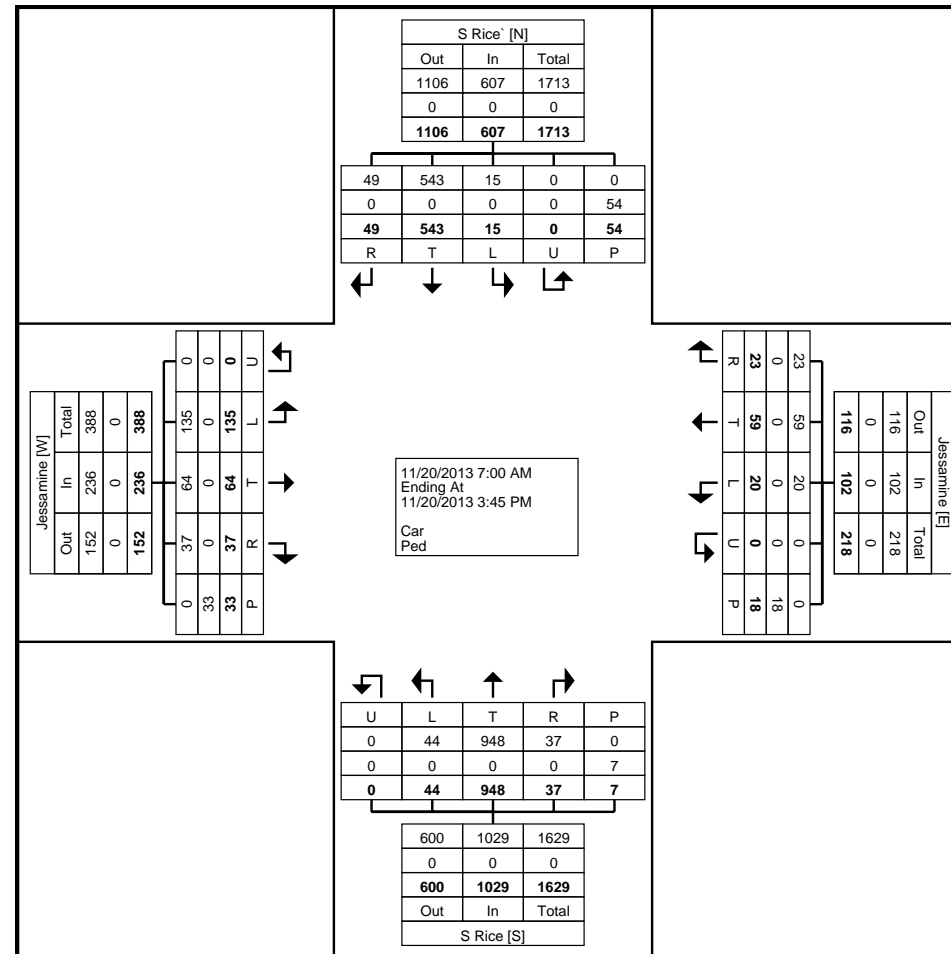
Start Time	S Rice` Southbound						Jessamine Westbound						S Rice Northbound						Jessamine Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	1	79	1	0	7	81	3	8	6	0	0	17	8	98	4	0	0	110	17	5	4	0	4	26	234
7:15 AM	3	136	1	0	6	140	3	10	2	0	2	15	4	159	9	0	0	172	20	14	7	0	1	41	368
7:30 AM	0	71	4	0	17	75	6	6	1	0	1	13	4	218	14	0	0	236	36	21	3	0	6	60	384
7:45 AM	0	41	2	0	20	43	2	26	0	0	13	28	6	217	4	0	7	227	28	8	3	0	7	39	337
Hourly Total	4	327	8	0	50	339	14	50	9	0	16	73	22	692	31	0	7	745	101	48	17	0	18	166	1323
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	7	60	9	0	0	76	5	3	7	0	0	15	5	64	1	0	0	70	14	1	6	0	2	21	182
3:15 PM	0	67	16	0	0	83	1	3	5	0	0	9	8	85	3	0	0	96	12	9	7	0	10	28	216
3:30 PM	4	89	16	0	4	109	0	3	2	0	2	5	9	107	2	0	0	118	8	6	7	0	3	21	253
Grand Total	15	543	49	0	54	607	20	59	23	0	18	102	44	948	37	0	7	1029	135	64	37	0	33	236	1974
Approach %	2.5	89.5	8.1	0.0	-	-	19.6	57.8	22.5	0.0	-	-	4.3	92.1	3.6	0.0	-	-	57.2	27.1	15.7	0.0	-	-	-
Total %	0.8	27.5	2.5	0.0	-	30.7	1.0	3.0	1.2	0.0	-	5.2	2.2	48.0	1.9	0.0	-	52.1	6.8	3.2	1.9	0.0	-	12.0	-
Car	15	543	49	0	-	607	20	59	23	0	-	102	44	948	37	0	-	1029	135	64	37	0	-	236	1974
% Car	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Ped	-	-	-	-	54	-	-	-	-	-	18	-	-	-	-	-	7	-	-	-	-	-	33	-	-
% Ped	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Count Name: Jessamine @ S Rice  
Site Code: 5  
Start Date: 11/20/2013  
Page No: 2



Turning Movement Data Plot



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Count Name: Jessamine @ S Rice  
Site Code: 5  
Start Date: 11/20/2013  
Page No: 3

### Turning Movement Peak Hour Data (7:00 AM)

Start Time	S Rice` Southbound						Jessamine Westbound						S Rice Northbound						Jessamine Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	1	79	1	0	7	81	3	8	6	0	0	17	8	98	4	0	0	110	17	5	4	0	4	26	234
7:15 AM	3	136	1	0	6	140	3	10	2	0	2	15	4	159	9	0	0	172	20	14	7	0	1	41	368
7:30 AM	0	71	4	0	17	75	6	6	1	0	1	13	4	218	14	0	0	236	36	21	3	0	6	60	384
7:45 AM	0	41	2	0	20	43	2	26	0	0	13	28	6	217	4	0	7	227	28	8	3	0	7	39	337
Total	4	327	8	0	50	339	14	50	9	0	16	73	22	692	31	0	7	745	101	48	17	0	18	166	1323
Approach %	1.2	96.5	2.4	0.0	-	-	19.2	68.5	12.3	0.0	-	-	3.0	92.9	4.2	0.0	-	-	60.8	28.9	10.2	0.0	-	-	-
Total %	0.3	24.7	0.6	0.0	-	25.6	1.1	3.8	0.7	0.0	-	5.5	1.7	52.3	2.3	0.0	-	56.3	7.6	3.6	1.3	0.0	-	12.5	-
PHF	0.333	0.601	0.500	0.000	-	0.605	0.583	0.481	0.375	0.000	-	0.652	0.688	0.794	0.554	0.000	-	0.789	0.701	0.571	0.607	0.000	-	0.692	0.861
Car	4	327	8	0	-	339	14	50	9	0	-	73	22	692	31	0	-	745	101	48	17	0	-	166	1323
% Car	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Ped	-	-	-	-	50	-	-	-	-	-	16	-	-	-	-	-	7	-	-	-	-	-	18	-	-
% Ped	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

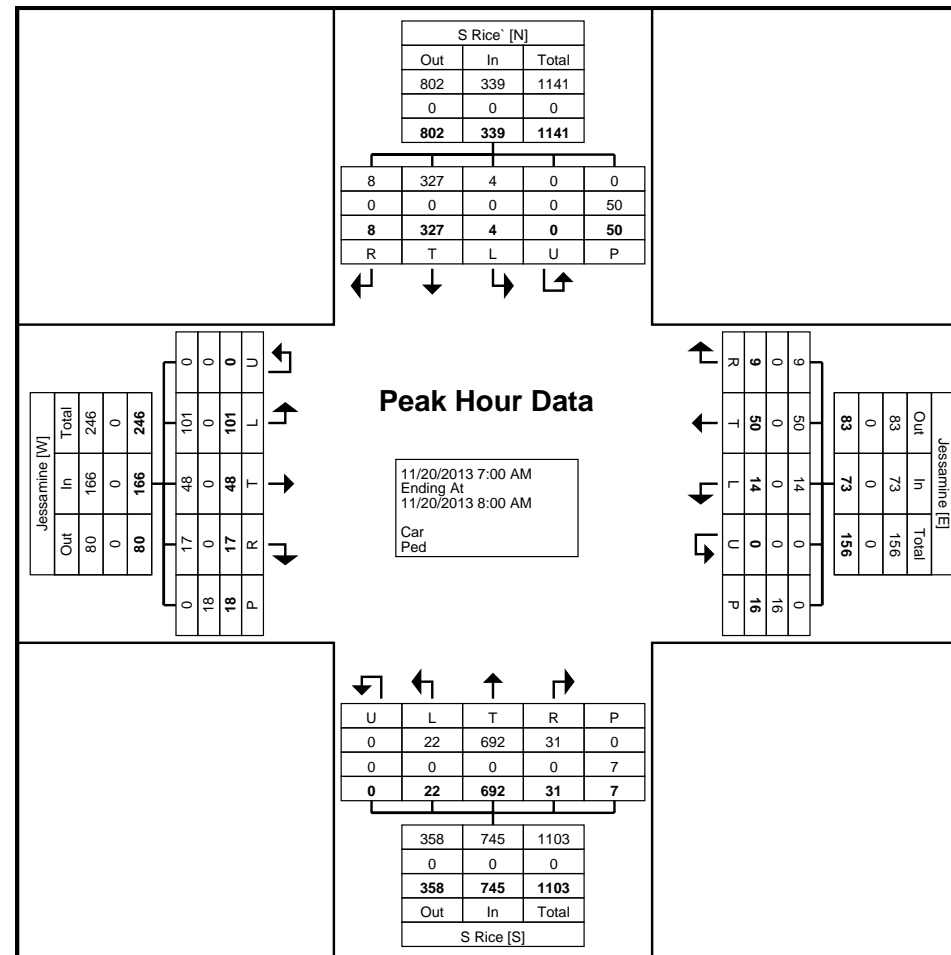




C. J. Hensch & Associates Inc.  
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Count Name: Jessamine @ S Rice  
Site Code: 5  
Start Date: 11/20/2013  
Page No: 4



Turning Movement Peak Hour Data Plot (7:00 AM)



C. J. Hensch & Associates Inc.  
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Count Name: Jessamine @ S Rice  
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Page No: 5

13-464

Cobb Fendley

Time	Southbound S. Rice Ave					Westbound Jessamine St					Northbound S. Rice Ave					Eastbound Jessamine St				
	Left	Thru	Right	U-turn	Peds	Left	Thru	Right	U-turn	Peds	Left	Thru	Right	U-turn	Peds	Left	Thru	Right	U-turn	Peds
6:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:45	6	130	11	0	0	15	10	13	0	0	6	125	6	0	0	7	12	15	0	0
Hr. Total:	6	130	11	0	0	15	10	13	0	0	6	125	6	0	0	7	12	15	0	0

**South Rice Avenue at Jessamine Street**

Friday, November 22, 2013

Turning Movement Count

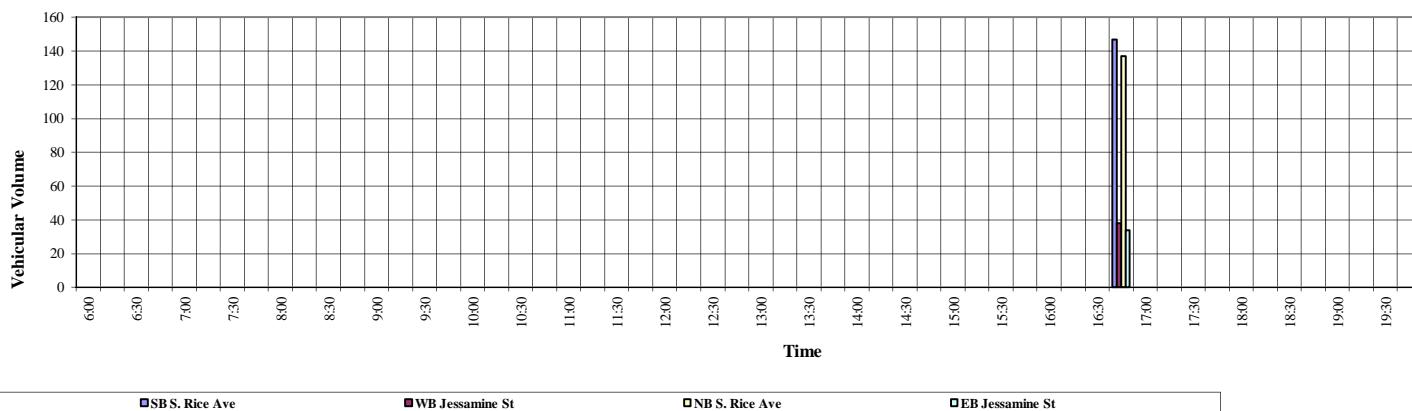
**5.1.o**

17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

19:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
19:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Gr. Total	6	130	11	0	0	15	10	13	0	0	6	125	6	0	0	7	12	15	0	0
% of Tot.	2%	37%	3%	0%	0%	4%	3%	4%	0%	0%	2%	35%	2%	0%	0%	2%	3%	4%	0%	0%
Apprch%	41%					11%					38%					10%				
% of Apprch	4%	88%	7%	0%	0%	39%	26%	34%	0%	0%	4%	91%	4%	0%	0%	21%	35%	44%	0%	0%
	Left	Thru	Right	U-turn	Peds	Left	Thru	Right	U-turn	Peds	Left	Thru	Right	U-turn	Peds	Left	Thru	Right	U-turn	Peds
	S. Rice Ave					Jessamine St					S. Rice Ave					Jessamine St				
	From North					From East					From South					From West				





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Count Name: Jessamine @ S Third  
Site Code: 6  
Start Date: 11/20/2013  
Page No: 1

### Turning Movement Data

Start Time	S Third Southbound						Jessamine Westbound						S Third Northbound						Jessamine Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	4	1	12	0	0	17	2	6	0	0	0	8	1	5	2	0	2	8	6	3	1	0	0	10	43
7:15 AM	4	1	10	0	2	15	4	7	1	0	0	12	1	4	0	0	1	5	14	10	2	0	1	26	58
7:30 AM	2	6	6	0	2	14	0	6	6	0	0	12	0	4	9	0	11	13	14	15	3	0	32	32	71
7:45 AM	13	7	20	0	5	40	1	7	3	0	0	11	3	8	4	0	22	15	8	3	1	0	52	12	78
Hourly Total	23	15	48	0	9	86	7	26	10	0	0	43	5	21	15	0	36	41	42	31	7	0	85	80	250
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	1	0	5	0	3	6	1	6	1	0	0	8	1	1	2	0	0	4	2	7	3	0	0	12	30
3:15 PM	1	3	2	0	1	6	1	7	1	0	1	9	1	2	0	0	0	3	3	8	0	0	1	11	29
3:30 PM	3	2	0	0	1	5	1	6	1	0	0	8	0	2	0	0	1	2	0	11	1	0	1	12	27
3:45 PM	3	2	3	0	0	8	3	9	0	0	0	12	2	0	0	0	0	2	1	8	3	0	0	12	34
Hourly Total	8	7	10	0	5	25	6	28	3	0	1	37	4	5	2	0	1	11	6	34	7	0	2	47	120
Grand Total	31	22	58	0	14	111	13	54	13	0	1	80	9	26	17	0	37	52	48	65	14	0	87	127	370
Approach %	27.9	19.8	52.3	0.0	-	-	16.3	67.5	16.3	0.0	-	-	17.3	50.0	32.7	0.0	-	-	37.8	51.2	11.0	0.0	-	-	-
Total %	8.4	5.9	15.7	0.0	-	30.0	3.5	14.6	3.5	0.0	-	21.6	2.4	7.0	4.6	0.0	-	14.1	13.0	17.6	3.8	0.0	-	34.3	-
Car	31	22	58	0	-	111	13	54	13	0	-	80	9	26	17	0	-	52	48	65	14	0	-	127	370
% Car	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Ped	-	-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	37	-	-	-	-	-	87	-	-
% Ped	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

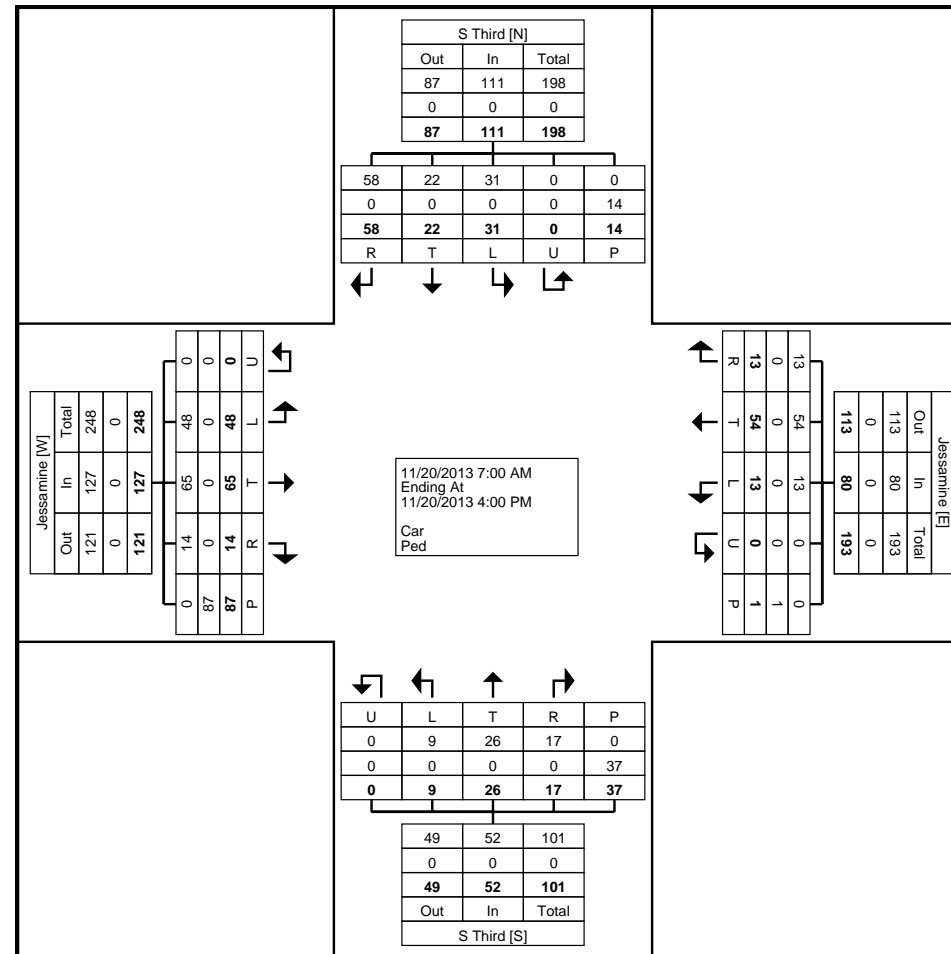




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Count Name: Jessamine @ S Third  
Site Code: 6  
Start Date: 11/20/2013  
Page No: 2



Turning Movement Data Plot



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Count Name: Jessamine @ S Third  
Site Code: 6  
Start Date: 11/20/2013  
Page No: 3

### Turning Movement Peak Hour Data (7:00 AM)

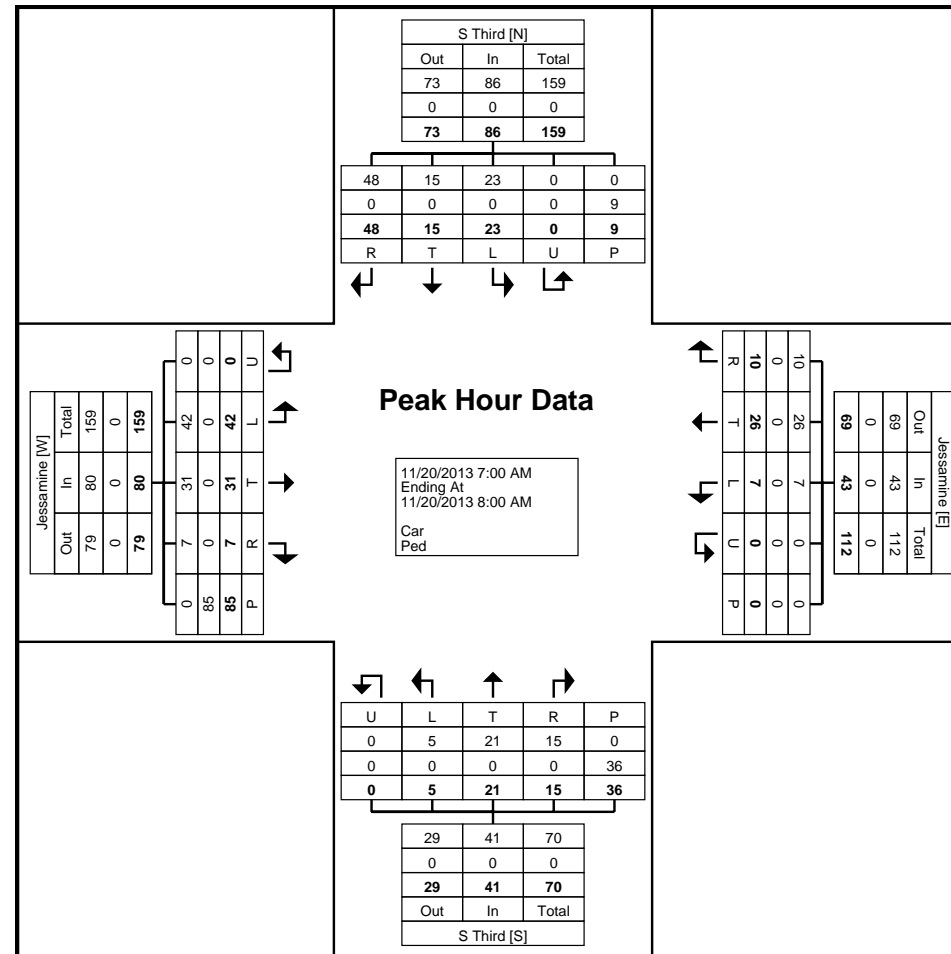
Start Time	S Third Southbound						Jessamine Westbound						S Third Northbound						Jessamine Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	4	1	12	0	0	17	2	6	0	0	0	8	1	5	2	0	2	8	6	3	1	0	0	10	43
7:15 AM	4	1	10	0	2	15	4	7	1	0	0	12	1	4	0	0	1	5	14	10	2	0	1	26	58
7:30 AM	2	6	6	0	2	14	0	6	6	0	0	12	0	4	9	0	11	13	14	15	3	0	32	32	71
7:45 AM	13	7	20	0	5	40	1	7	3	0	0	11	3	8	4	0	22	15	8	3	1	0	52	12	78
Total	23	15	48	0	9	86	7	26	10	0	0	43	5	21	15	0	36	41	42	31	7	0	85	80	250
Approach %	26.7	17.4	55.8	0.0	-	-	16.3	60.5	23.3	0.0	-	-	12.2	51.2	36.6	0.0	-	-	52.5	38.8	8.8	0.0	-	-	-
Total %	9.2	6.0	19.2	0.0	-	34.4	2.8	10.4	4.0	0.0	-	17.2	2.0	8.4	6.0	0.0	-	16.4	16.8	12.4	2.8	0.0	-	32.0	-
PHF	0.442	0.536	0.600	0.000	-	0.538	0.438	0.929	0.417	0.000	-	0.896	0.417	0.656	0.417	0.000	-	0.683	0.750	0.517	0.583	0.000	-	0.625	0.801
Car	23	15	48	0	-	86	7	26	10	0	-	43	5	21	15	0	-	41	42	31	7	0	-	80	250
% Car	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Ped	-	-	-	-	9	-	-	-	-	-	0	-	-	-	-	-	36	-	-	-	-	-	85	-	-
% Ped	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



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Site Code: 6  
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Page No: 4



Turning Movement Peak Hour Data Plot (7:00 AM)



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Count Name: Jessamine @ S Third  
Site Code: 6  
Start Date: 11/20/2013  
Page No: 5

### Turning Movement Peak Hour Data (3:00 PM)

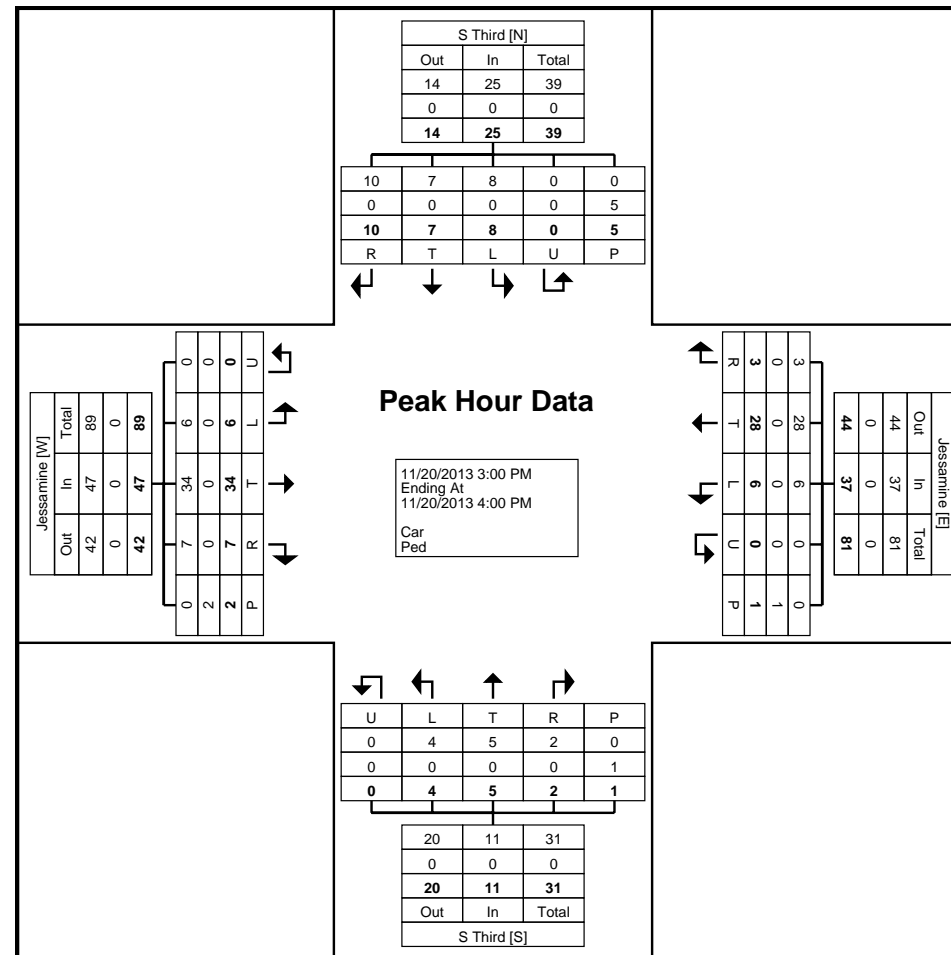
Start Time	S Third Southbound						Jessamine Westbound						S Third Northbound						Jessamine Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
3:00 PM	1	0	5	0	3	6	1	6	1	0	0	8	1	1	2	0	0	4	2	7	3	0	0	12	30
3:15 PM	1	3	2	0	1	6	1	7	1	0	1	9	1	2	0	0	0	3	3	8	0	0	1	11	29
3:30 PM	3	2	0	0	1	5	1	6	1	0	0	8	0	2	0	0	1	2	0	11	1	0	1	12	27
3:45 PM	3	2	3	0	0	8	3	9	0	0	0	12	2	0	0	0	0	2	1	8	3	0	0	12	34
Total	8	7	10	0	5	25	6	28	3	0	1	37	4	5	2	0	1	11	6	34	7	0	2	47	120
Approach %	32.0	28.0	40.0	0.0	-	-	16.2	75.7	8.1	0.0	-	-	36.4	45.5	18.2	0.0	-	-	12.8	72.3	14.9	0.0	-	-	-
Total %	6.7	5.8	8.3	0.0	-	20.8	5.0	23.3	2.5	0.0	-	30.8	3.3	4.2	1.7	0.0	-	9.2	5.0	28.3	5.8	0.0	-	39.2	-
PHF	0.667	0.583	0.500	0.000	-	0.781	0.500	0.778	0.750	0.000	-	0.771	0.500	0.625	0.250	0.000	-	0.688	0.500	0.773	0.583	0.000	-	0.979	0.882
Car	8	7	10	0	-	25	6	28	3	0	-	37	4	5	2	0	-	11	6	34	7	0	-	47	120
% Car	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	-	100.0	100.0
Ped	-	-	-	-	5	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	2	-	-
% Ped	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-



C. J. Hensch & Associates Inc.  
5215 Sycamore Ave.

Pasadena, Texas, United States 77503  
(281) 487-5417 denniscox@cjhensch.com

Count Name: Jessamine @ S Third  
Site Code: 6  
Start Date: 11/20/2013  
Page No: 6



Turning Movement Peak Hour Data Plot (3:00 PM)





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Count Name: Jessamine @ S Third  
Site Code: 6  
Start Date: 11/20/2013  
Page No: 7

13-464

Cobb Fendley



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Count Name: Willow @ S Third  
Site Code: 7  
Start Date: 11/20/2013  
Page No: 1

### Turning Movement Data

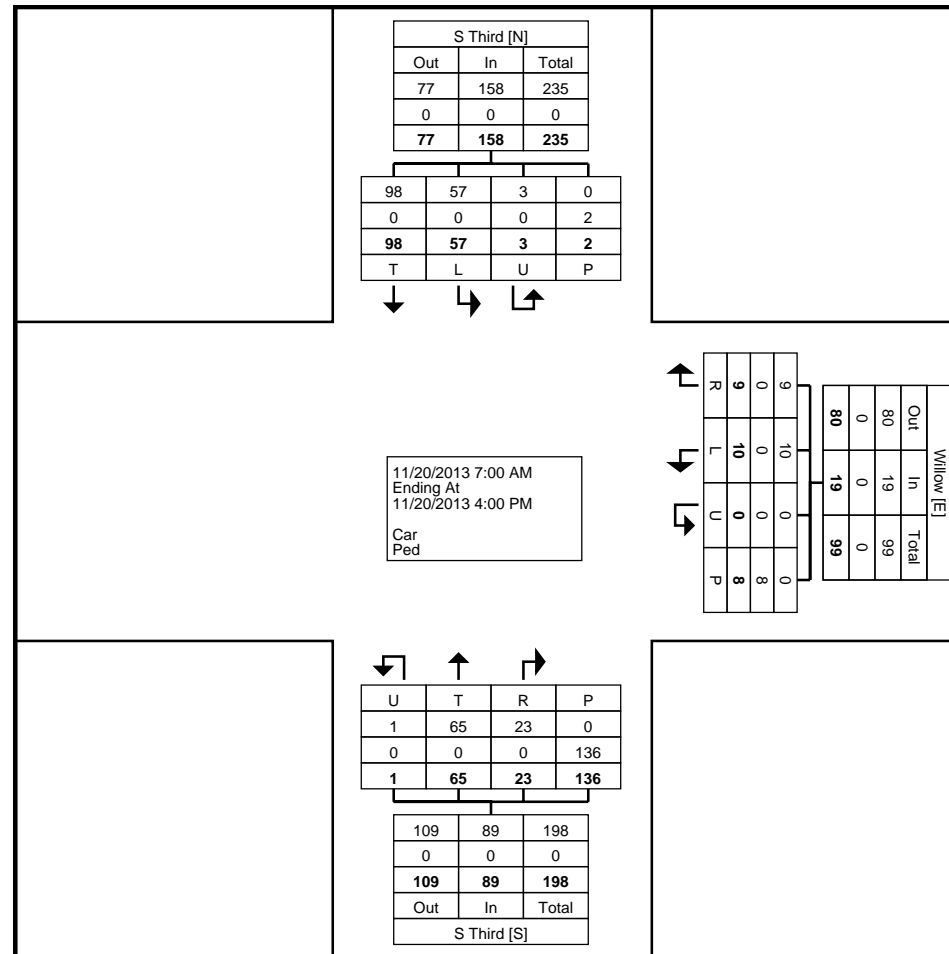
Start Time	S Third Southbound					Willow Westbound					S Third Northbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	1	14	1	1	16	0	1	0	5	1	8	4	1	7	13	30
7:15 AM	10	18	0	1	28	0	0	0	0	0	17	2	0	9	19	47
7:30 AM	16	13	0	0	29	1	2	0	2	3	15	10	0	43	25	57
7:45 AM	26	34	1	0	61	5	2	0	1	7	11	5	0	68	16	84
Hourly Total	53	79	2	2	134	6	5	0	8	11	51	21	1	127	73	218
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3:00 PM	0	3	0	0	3	2	0	0	0	2	3	0	0	0	3	8
3:15 PM	1	7	0	0	8	0	2	0	0	2	6	1	0	9	7	17
3:30 PM	1	4	0	0	5	1	1	0	0	2	5	0	0	0	5	12
3:45 PM	2	5	1	0	8	1	1	0	0	2	0	1	0	0	1	11
Hourly Total	4	19	1	0	24	4	4	0	0	8	14	2	0	9	16	48
Grand Total	57	98	3	2	158	10	9	0	8	19	65	23	1	136	89	266
Approach %	36.1	62.0	1.9	-	-	52.6	47.4	0.0	-	-	73.0	25.8	1.1	-	-	-
Total %	21.4	36.8	1.1	-	59.4	3.8	3.4	0.0	-	7.1	24.4	8.6	0.4	-	33.5	-
Car	57	98	3	-	158	10	9	0	-	19	65	23	1	-	89	266
% Car	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	100.0	100.0
Ped	-	-	-	2	-	-	-	-	8	-	-	-	-	136	-	-
% Ped	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Count Name: Willow @ S Third  
Site Code: 7  
Start Date: 11/20/2013  
Page No: 2





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Count Name: Willow @ S Third  
Site Code: 7  
Start Date: 11/20/2013  
Page No: 3

### Turning Movement Peak Hour Data (7:00 AM)

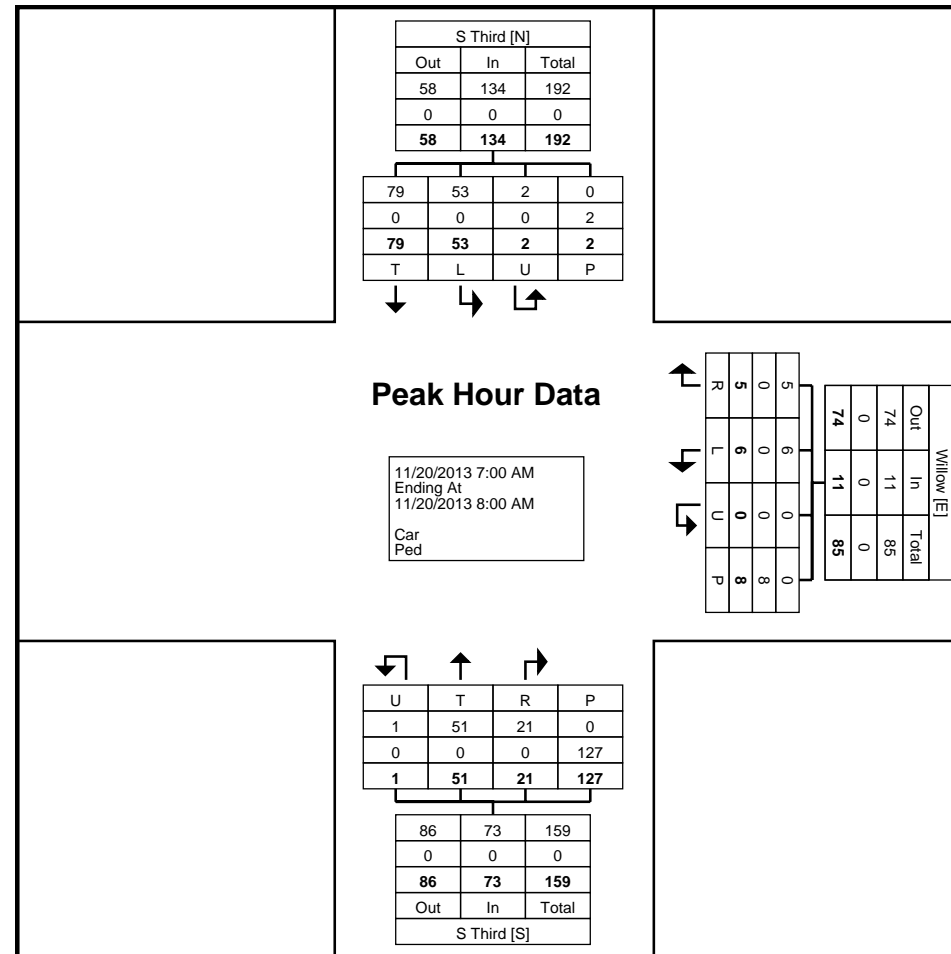
Start Time	S Third Southbound					Willow Westbound					S Third Northbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	1	14	1	1	16	0	1	0	5	1	8	4	1	7	13	30
7:15 AM	10	18	0	1	28	0	0	0	0	0	17	2	0	9	19	47
7:30 AM	16	13	0	0	29	1	2	0	2	3	15	10	0	43	25	57
7:45 AM	26	34	1	0	61	5	2	0	1	7	11	5	0	68	16	84
Total	53	79	2	2	134	6	5	0	8	11	51	21	1	127	73	218
Approach %	39.6	59.0	1.5	-	-	54.5	45.5	0.0	-	-	69.9	28.8	1.4	-	-	-
Total %	24.3	36.2	0.9	-	61.5	2.8	2.3	0.0	-	5.0	23.4	9.6	0.5	-	33.5	-
PHF	0.510	0.581	0.500	-	0.549	0.300	0.625	0.000	-	0.393	0.750	0.525	0.250	-	0.730	0.649
Car	53	79	2	-	134	6	5	0	-	11	51	21	1	-	73	218
% Car	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	100.0	100.0	100.0	100.0	-	100.0	100.0
Ped	-	-	-	2	-	-	-	-	8	-	-	-	-	127	-	-
% Ped	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-



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Count Name: Willow @ S Third  
Site Code: 7  
Start Date: 11/20/2013  
Page No: 4



Turning Movement Peak Hour Data Plot (7:00 AM)





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(281) 487-5417 denniscox@cjhensch.com

Count Name: Willow @ S Third  
Site Code: 7  
Start Date: 11/20/2013  
Page No: 5

### Turning Movement Peak Hour Data (3:00 PM)

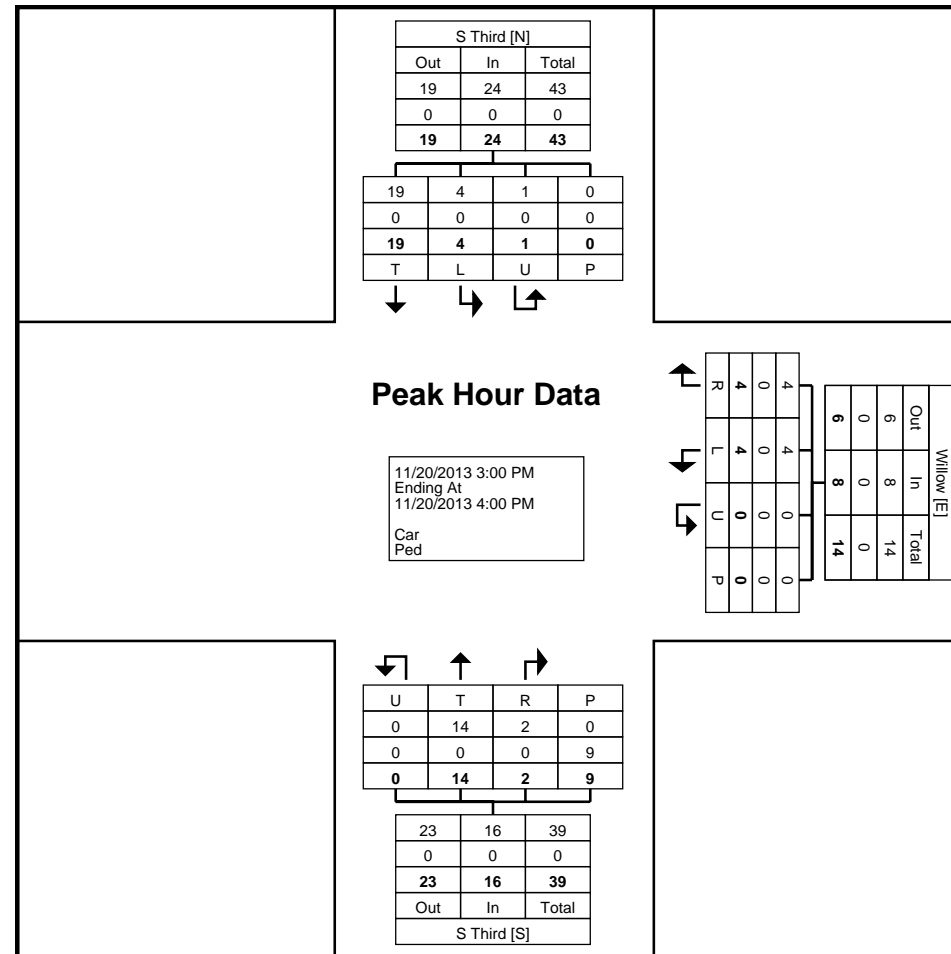
Start Time	S Third Southbound					Willow Westbound					S Third Northbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
3:00 PM	0	3	0	0	3	2	0	0	0	2	3	0	0	0	3	8
3:15 PM	1	7	0	0	8	0	2	0	0	2	6	1	0	9	7	17
3:30 PM	1	4	0	0	5	1	1	0	0	2	5	0	0	0	5	12
3:45 PM	2	5	1	0	8	1	1	0	0	2	0	1	0	0	1	11
Total	4	19	1	0	24	4	4	0	0	8	14	2	0	9	16	48
Approach %	16.7	79.2	4.2	-	-	50.0	50.0	0.0	-	-	87.5	12.5	0.0	-	-	-
Total %	8.3	39.6	2.1	-	50.0	8.3	8.3	0.0	-	16.7	29.2	4.2	0.0	-	33.3	-
PHF	0.500	0.679	0.250	-	0.750	0.500	0.500	0.000	-	1.000	0.583	0.500	0.000	-	0.571	0.706
Car	4	19	1	-	24	4	4	0	-	8	14	2	0	-	16	48
% Car	100.0	100.0	100.0	-	100.0	100.0	100.0	-	-	100.0	100.0	100.0	-	-	100.0	100.0
Ped	-	-	-	0	-	-	-	-	0	-	-	-	-	9	-	-
% Ped	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-



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Count Name: Willow @ S Third  
Site Code: 7  
Start Date: 11/20/2013  
Page No: 6



Turning Movement Peak Hour Data Plot (3:00 PM)



C. J. Hensch & Associates Inc.  
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(281) 487-5417 denniscox@cjhensch.com

Count Name: Willow @ S Third  
Site Code: 7  
Start Date: 11/20/2013  
Page No: 7

13-464

Cobb Fendley

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## Appendix B – Trip Generation

Alternative Time Period Trip Generation  
Weekday AM Peak Hour of Adjacent Street Traffic

Project : Condit Elementary School  
Alternative : Alternative 1

Open Date : 3/24/2014  
Analysis Date : 3/24/2014

ITE	Land Use	Size	Units	Enter	Exit	Total
520	SCHOOLELEM 1	70	Students	18	14	32
Unadjusted Total Driveway Volume				18	14	32
Unadjusted Total Pass-By Trips				0	0	0
Total Internal Vehicle Trips				0	0	0
Adjusted Total Driveway Volume				18	14	32
Adjusted Total Pass-By Trips				0	0	0
Adjusted Total Volume Added to Adjacent Streets				18	14	32

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

Source: Institute of Transportation Engineers, Trip Generation Manual 9th Edition, 2012

TRIP GENERATION 2013, TRAFFICWARE, LLC

Alternative Time Period Trip Generation  
Weekday PM Peak Hour of Generator

Project : Condit Elementary School  
Alternative : Alternative 1

Open Date : 3/24/2014  
Analysis Date : 3/24/2014

ITE	Land Use	Size	Units	Enter	Exit	Total
520	SCHOOLELEM 1	70	Students	9	11	20
Unadjusted Total Driveway Volume				27	25	52
Unadjusted Total Pass-By Trips				0	0	0
Total Internal Vehicle Trips				0	0	0
Adjusted Total Driveway Volume				27	25	52
Adjusted Total Pass-By Trips				0	0	0
Adjusted Total Volume Added to Adjacent Streets				27	25	52

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)



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## Appendix C – Synchro 8.0 & Delay & LOS Results

# HCM 2010 Signalized Intersection Summary

## 1: S. Rice St. & Jessamine St.

2013 AMX

12/19/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	101	48	17	14	50	9	22	692	31	4	327	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	190.0	190.0	190.0	190.0	190.0	190.0	190.0	186.5	190.0	190.0	186.4	190.0
Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Cap, veh/h	206	75	23	80	207	34	85	2308	103	53	2405	60
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.70	0.70	0.70	0.70	0.70	0.70
Sat Flow, veh/h	901	512	157	175	1409	230	52	3294	147	9	3434	86
Grp Volume(v), veh/h	180	0	0	79	0	0	423	0	387	193	0	175
Grp Sat Flow(s),veh/h/ln	1570	0	0	1814	0	0	1822	0	1672	1848	0	1681
Q Serve(g_s), s	5.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.1	0.0	0.0	2.7
Cycle Q Clear(g_c), s	8.5	0.0	0.0	3.0	0.0	0.0	6.9	0.0	7.1	2.7	0.0	2.7
Prop In Lane	0.61		0.10	0.19		0.13	0.06		0.09	0.02		0.05
Lane Grp Cap(c), veh/h	304	0	0	320	0	0	1325	0	1171	1342	0	1178
V/C Ratio(X)	0.59	0.00	0.00	0.25	0.00	0.00	0.32	0.00	0.33	0.14	0.00	0.15
Avail Cap(c_a), veh/h	717	0	0	794	0	0	1325	0	1171	1342	0	1178
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.1	0.0	0.0	29.9	0.0	0.0	4.6	0.0	4.6	3.9	0.0	3.9
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.1	0.0	0.0	0.6	0.0	0.8	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	3.4	0.0	0.0	1.4	0.0	0.0	2.5	0.0	2.3	0.9	0.0	0.8
Lane Grp Delay (d), s/veh	32.8	0.0	0.0	30.0	0.0	0.0	5.2	0.0	5.3	4.0	0.0	4.0
Lane Grp LOS	C			C			A		A	A		A
Approach Vol, veh/h	180					79		810		368		
Approach Delay, s/veh	32.8					30.0		5.3		4.0		
Approach LOS	C					C		A		A		
Timer												
Assigned Phs	4					8		2		6		
Phs Duration (G+Y+Rc), s	17.5					17.5		61.0		61.0		
Change Period (Y+Rc), s	6.0					6.0		6.0		6.0		
Max Green Setting (Gmax), s	33.0					33.0		55.0		55.0		
Max Q Clear Time (g_c+I1), s	10.5					5.0		9.1		4.7		
Green Ext Time (p_c), s	1.0					1.1		5.8		2.2		
Intersection Summary												
HCM 2010 Ctrl Delay			9.7									
HCM 2010 LOS			A									
Notes												

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

# Timing Report, Sorted By Phase

## 1: S. Rice St. & Jessamine St.

2013 AMX

12/19/2013

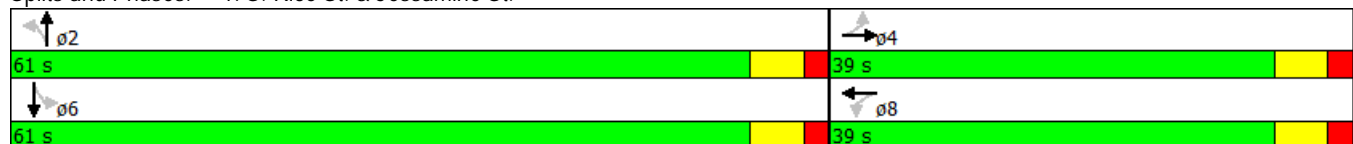


Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	Max	None	None	None
Maximum Split (s)	61	39	61	39
Maximum Split (%)	61.0%	39.0%	61.0%	39.0%
Minimum Split (s)	22	22	22	22
Yellow Time (s)	4	4	4	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	4	2	4	2
Vehicle Extension (s)	3	2	3	2
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	61	0	61
End Time (s)	61	0	61	0
Yield/Force Off (s)	55	94	55	94
Yield/Force Off 170(s)	55	94	55	94
Local Start Time (s)	0	61	0	61
Local Yield (s)	55	94	55	94
Local Yield 170(s)	55	94	55	94

### Intersection Summary

Cycle Length	100
Control Type	Semi Act-Uncoord
Natural Cycle	45

















Splits and Phases: 1: S. Rice St. &amp; Jessamine St.



# HCM 2010 Signalized Intersection Summary

## 1: S. Rice St. & Jessamine St.

2013 PM Existing  
12/19/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	41	28	35	21	19	27	28	381	12	22	346	47
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow veh/h/ln	190.0	190.0	190.0	190.0	190.0	190.0	190.0	186.6	190.0	190.0	186.9	190.0
Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Cap, veh/h	125	56	56	103	66	68	174	2299	72	143	2113	282
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.73	0.73	0.73	0.73	0.73	0.73
Sat Flow, veh/h	551	564	565	372	669	686	159	3139	98	119	2885	385
Grp Volume(v), veh/h	113	0	0	73	0	0	234	0	223	235	0	216
Grp Sat Flow(s),veh/h/ln	1680	0	0	1727	0	0	1715	0	1681	1756	0	1633
Q Serve(g_s), s	1.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.9
Cycle Q Clear(g_c), s	4.4	0.0	0.0	2.7	0.0	0.0	2.7	0.0	2.9	2.7	0.0	2.9
Prop In Lane	0.40		0.34	0.32		0.40	0.13		0.06	0.10		0.24
Lane Grp Cap(c), veh/h	237	0	0	237	0	0	1313	0	1231	1342	0	1196
V/C Ratio(X)	0.48	0.00	0.00	0.31	0.00	0.00	0.18	0.00	0.18	0.17	0.00	0.18
Avail Cap(c_a), veh/h	877	0	0	885	0	0	1313	0	1231	1342	0	1196
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.8	0.0	0.0	30.1	0.0	0.0	2.9	0.0	2.9	2.9	0.0	2.9
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.3	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q (50%), veh/ln	1.9	0.0	0.0	1.2	0.0	0.0	0.9	0.0	0.9	0.8	0.0	0.7
Lane Grp Delay (d), s/veh	31.3	0.0	0.0	30.3	0.0	0.0	3.2	0.0	3.3	3.0	0.0	3.0
Lane Grp LOS	C			C			A		A	A		A
Approach Vol, veh/h	113				73				457			
Approach Delay, s/veh	31.3				30.3				3.2			
Approach LOS	C				C				A			
Timer												
Assigned Phs	4				8				2			
Phs Duration (G+Y+Rc), s	13.0				13.0				58.0			
Change Period (Y+Rc), s	6.0				6.0				6.0			
Max Green Setting (Gmax), s	36.0				36.0				52.0			
Max Q Clear Time (g_c+I1), s	6.4				4.7				4.9			
Green Ext Time (p_c), s	0.8				0.8				2.9			
Intersection Summary												
HCM 2010 Ctrl Delay			7.8									
HCM 2010 LOS			A									
Notes												

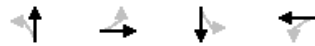
Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

# Timing Report, Sorted By Phase

## 1: S. Rice St. & Jessamine St.

2013 PM Existing

12/19/2013

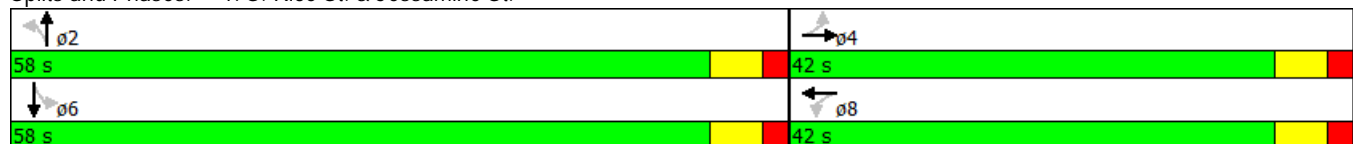


Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	Max	None	None	None
Maximum Split (s)	58	42	58	42
Maximum Split (%)	58.0%	42.0%	58.0%	42.0%
Minimum Split (s)	22	22	22	22
Yellow Time (s)	4	4	4	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	4	2	4	2
Vehicle Extension (s)	3	2	3	2
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	58	0	58
End Time (s)	58	0	58	0
Yield/Force Off (s)	52	94	52	94
Yield/Force Off 170(s)	52	94	52	94
Local Start Time (s)	0	58	0	58
Local Yield (s)	52	94	52	94
Local Yield 170(s)	52	94	52	94

### Intersection Summary

Cycle Length	100
Control Type	Semi Act-Uncoord
Natural Cycle	45

Splits and Phases: 1: S. Rice St. &amp; Jessamine St.



















# HCM 2010 Signalized Intersection Summary

## 1: S. Rice St. & Jessamine St.

2013 AM Proposed

3/25/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	103	48	17	20	52	9	22	700	31	4	327	8
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1865	1900	1900	1864	1900
Adj Flow Rate, veh/h	112	52	18	22	57	10	24	761	34	4	355	9
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	2	2	2	2	2	2
Cap, veh/h	208	76	23	95	200	30	84	2299	101	53	2393	60
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.70	0.70	0.70	0.70	0.70	0.70
Sat Flow, veh/h	890	501	153	250	1329	200	51	3298	145	9	3433	86
Grp Volume(v), veh/h	182	0	0	89	0	0	428	0	391	193	0	175
Grp Sat Flow(s),veh/h/ln	1544	0	0	1779	0	0	1822	0	1672	1848	0	1681
Q Serve(g_s), s	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.3	0.0	0.0	2.8
Cycle Q Clear(g_c), s	8.9	0.0	0.0	3.4	0.0	0.0	7.1	0.0	7.3	2.8	0.0	2.8
Prop In Lane	0.62		0.10	0.25		0.11	0.06		0.09	0.02		0.05
Lane Grp Cap(c), veh/h	307	0	0	325	0	0	1319	0	1165	1335	0	1172
V/C Ratio(X)	0.59	0.00	0.00	0.27	0.00	0.00	0.32	0.00	0.34	0.14	0.00	0.15
Avail Cap(c_a), veh/h	708	0	0	779	0	0	1319	0	1165	1335	0	1172
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	32.1	0.0	0.0	29.9	0.0	0.0	4.7	0.0	4.7	4.0	0.0	4.0
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.2	0.0	0.0	0.7	0.0	0.8	0.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	0.0	1.7	0.0	0.0	3.8	0.0	3.5	1.4	0.0	1.3
LnGrp Delay(d),s/veh	32.8	0.0	0.0	30.0	0.0	0.0	5.3	0.0	5.5	4.1	0.0	4.1
LnGrp LOS	C			C			A		A	A		A
Approach Vol, veh/h		182			89			819			368	
Approach Delay, s/veh		32.8			30.0			5.4			4.1	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		61.0		17.9		61.0		17.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		55.0		33.0		55.0		33.0				
Max Q Clear Time (g_c+I1), s		9.3		10.9		4.8		5.4				
Green Ext Time (p_c), s		9.1		1.1		9.2		1.1				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay				10.0								
HCM 2010 LOS				B								

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

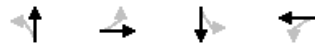


# Timing Report, Sorted By Phase

## 1: S. Rice St. & Jessamine St.

2013 AM Proposed

3/25/2014

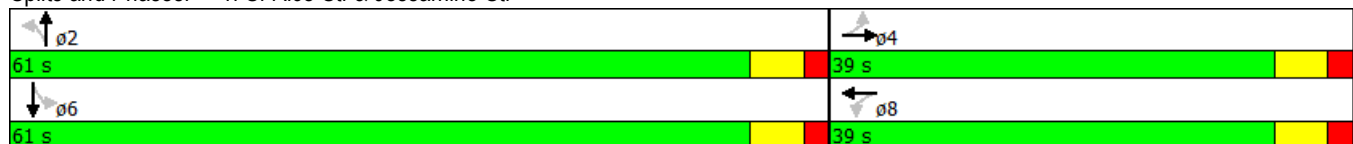


Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	Max	None	None	None
Maximum Split (s)	61	39	61	39
Maximum Split (%)	61.0%	39.0%	61.0%	39.0%
Minimum Split (s)	22	22	22	22
Yellow Time (s)	4	4	4	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	4	2	4	2
Vehicle Extension (s)	3	2	3	2
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	61	0	61
End Time (s)	61	0	61	0
Yield/Force Off (s)	55	94	55	94
Yield/Force Off 170(s)	55	94	55	94
Local Start Time (s)	0	61	0	61
Local Yield (s)	55	94	55	94
Local Yield 170(s)	55	94	55	94

### Intersection Summary

Cycle Length	100
Control Type	Semi Act-Uncoord
Natural Cycle	45

Splits and Phases: 1: S. Rice St. &amp; Jessamine St.



















# HCM 2010 Signalized Intersection Summary

## 1: S. Rice St. & Jessamine St.

2013 PM Proposed

3/25/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	42	28	35	25	20	27	28	384	12	22	346	47
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1900	1900	1866	1900	1900	1869	1900
Adj Flow Rate, veh/h	46	30	38	27	22	29	30	417	13	24	376	51
Adj No. of Lanes	0	1	0	0	1	0	0	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	0	0	0	0	0	2	2	2	2	2	2
Cap, veh/h	127	56	56	110	65	63	173	2299	71	143	2111	282
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.73	0.73	0.73	0.73	0.73	0.73
Sat Flow, veh/h	564	561	562	421	653	636	158	3142	97	119	2884	385
Grp Volume(v), veh/h	114	0	0	78	0	0	235	0	225	235	0	216
Grp Sat Flow(s),veh/h/ln	1687	0	0	1710	0	0	1716	0	1681	1756	0	1633
Q Serve(g_s), s	1.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	0.0	0.0	2.9
Cycle Q Clear(g_c), s	4.4	0.0	0.0	2.9	0.0	0.0	2.7	0.0	2.9	2.7	0.0	2.9
Prop In Lane	0.40		0.33	0.35		0.37	0.13		0.06	0.10		0.24
Lane Grp Cap(c), veh/h	239	0	0	238	0	0	1313	0	1230	1341	0	1195
V/C Ratio(X)	0.48	0.00	0.00	0.33	0.00	0.00	0.18	0.00	0.18	0.18	0.00	0.18
Avail Cap(c_a), veh/h	877	0	0	880	0	0	1313	0	1230	1341	0	1195
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	30.8	0.0	0.0	30.1	0.0	0.0	2.9	0.0	3.0	2.9	0.0	2.9
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.3	0.0	0.0	0.3	0.0	0.3	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	1.4	0.0	0.0	1.5	0.0	1.4	1.4	0.0	1.3
LnGrp Delay(d),s/veh	31.3	0.0	0.0	30.4	0.0	0.0	3.2	0.0	3.3	3.0	0.0	3.0
LnGrp LOS	C			C			A		A	A		A
Approach Vol, veh/h		114			78			460			451	
Approach Delay, s/veh		31.3			30.4			3.3			3.0	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		58.0		13.1		58.0		13.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		52.0		36.0		52.0		36.0				
Max Q Clear Time (g_c+l1), s		4.9		6.4		4.9		4.9				
Green Ext Time (p_c), s		6.4		0.8		6.4		0.8				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			8.0									
HCM 2010 LOS			A									

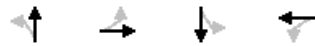
Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

# Timing Report, Sorted By Phase

## 1: S. Rice St. & Jessamine St.

2013 PM Proposed

3/25/2014



Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	Max	None	None	None
Maximum Split (s)	58	42	58	42
Maximum Split (%)	58.0%	42.0%	58.0%	42.0%
Minimum Split (s)	22	22	22	22
Yellow Time (s)	4	4	4	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	4	2	4	2
Vehicle Extension (s)	3	2	3	2
Minimum Gap (s)	3	3	3	3
Time Before Reduce (s)	0	0	0	0
Time To Reduce (s)	0	0	0	0
Walk Time (s)				
Flash Dont Walk (s)				
Dual Entry	Yes	Yes	Yes	Yes
Inhibit Max	Yes	Yes	Yes	Yes
Start Time (s)	0	58	0	58
End Time (s)	58	0	58	0
Yield/Force Off (s)	52	94	52	94
Yield/Force Off 170(s)	52	94	52	94
Local Start Time (s)	0	58	0	58
Local Yield (s)	52	94	52	94
Local Yield 170(s)	52	94	52	94

### Intersection Summary

Cycle Length	100
Control Type	Semi Act-Uncoord
Natural Cycle	45

Splits and Phases: 1: S. Rice St. &amp; Jessamine St.

<p>58 s</p>	<p>42 s</p>
<p>58 s</p>	<p>42 s</p>

HCM 2010 TWSC  
2: S. Rice St. & Laurel St./Staff Parking

2013 AMX  
12/19/2013

Intersection												
Intersection Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	0	4	1	0	7	4	788	14	2	346	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	1	0	4	1	0	8	4	857	15	2	376	7
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	821	1264	191	1065	1260	436	383	0	0	872	0	0
Stage 1	384	384	-	873	873	-	-	-	-	-	-	-
Stage 2	437	880	-	192	387	-	-	-	-	-	-	-
Follow-up Headway	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Capacity-1 Maneuver	270	171	825	180	172	574	1187	-	-	782	-	-
Stage 1	616	615	-	316	370	-	-	-	-	-	-	-
Stage 2	574	368	-	797	613	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	264	169	825	178	170	574	1187	-	-	782	-	-
Mov Capacity-2 Maneuver	264	169	-	178	170	-	-	-	-	-	-	-
Stage 1	612	613	-	314	367	-	-	-	-	-	-	-
Stage 2	562	365	-	790	611	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	11.3		13.2			0			0.1			
HCM LOS	B		B									
Minor Lane / Major Mvmt		NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1187	-	-	579	449	782	-	-			
HCM Lane V/C Ratio		0.004	-	-	0.009	0.019	0.003	-	-			
HCM Control Delay (s)		8.044	0	-	11.3	13.2	9.616	0	-			
HCM Lane LOS		A	A		B	B	A	A				
HCM 95th %tile Q(veh)		0.011	-	-	0.028	0.059	0.008	-	-			
Notes												
~ : Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined												

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

HCM 2010 TWSC  
2: S. Rice St. & Laurel St./Staff Parking

2013 PM Existing  
12/19/2013

Intersection												
Intersection Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	9	0	9	4	0	1	7	390	1	1	371	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	10	0	10	4	0	1	8	424	1	1	403	4
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	635	848	204	644	850	213	408	0	0	425	0	0
Stage 1	408	408	-	440	440	-	-	-	-	-	-	-
Stage 2	227	440	-	204	410	-	-	-	-	-	-	-
Follow-up Headway	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Capacity-1 Maneuver	367	301	809	362	300	798	1162	-	-	1145	-	-
Stage 1	596	600	-	571	581	-	-	-	-	-	-	-
Stage 2	761	581	-	785	599	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	364	298	809	355	297	798	1162	-	-	1145	-	-
Mov Capacity-2 Maneuver	364	298	-	355	297	-	-	-	-	-	-	-
Stage 1	591	599	-	566	576	-	-	-	-	-	-	-
Stage 2	753	576	-	775	598	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	12.5		14.1			0.1			0			
HCM LOS	B		B									
Minor Lane / Major Mvmt	NBL		NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	1162		-	-	502	399	1145	-	-			
HCM Lane V/C Ratio	0.007		-	-	0.039	0.014	0.001	-	-			
HCM Control Delay (s)	8.119		0	-	12.5	14.1	8.147	0	-			
HCM Lane LOS	A		A		B	B	A	A				
HCM 95th %tile Q(veh)	0.02		-	-	0.121	0.041	0.003	-	-			
Notes												
~ : Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined												

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

HCM 2010 TWSC  
2: S. Rice St. & Laurel St.

2013 AM Proposed  
3/25/2014

Intersection							
Int Delay, s/veh	0						
Movement	EBL	EBR		NBL	NBT	SBT	SBR
Vol, veh/h	1	4		4	793	353	6
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Stop	Stop		Free	Free	Free	Free
RT Channelized	-	None		-	None	-	None
Storage Length	0	-		-	-	-	-
Veh in Median Storage, #	0	-		-	0	0	-
Grade, %	0	-		-	0	0	-
Peak Hour Factor	92	92		92	92	92	92
Heavy Vehicles, %	0	0		0	2	2	0
Mvmt Flow	1	4		4	862	384	7
Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	827	195		390	0	-	0
Stage 1	387	-		-	-	-	-
Stage 2	440	-		-	-	-	-
Critical Hdwy	6.8	6.9		4.1	-	-	-
Critical Hdwy Stg 1	5.8	-		-	-	-	-
Critical Hdwy Stg 2	5.8	-		-	-	-	-
Follow-up Hdwy	3.5	3.3		2.2	-	-	-
Pot Cap-1 Maneuver	314	820		1180	-	-	-
Stage 1	662	-		-	-	-	-
Stage 2	622	-		-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	312	820		1180	-	-	-
Mov Cap-2 Maneuver	312	-		-	-	-	-
Stage 1	662	-		-	-	-	-
Stage 2	618	-		-	-	-	-
Approach	EB	NB			SB		
HCM Control Delay, s	10.9	0			0		
HCM LOS	B						
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	1180	-	619	-	-		
HCM Lane V/C Ratio	0.004	-	0.009	-	-		
HCM Control Delay (s)	8.1	0	10.9	-	-		
HCM Lane LOS	A	A	B	-	-		
HCM 95th %tile Q(veh)	0	-	0	-	-		

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)



HCM 2010 TWSC  
2: S. Rice St. & Laurel St.

2013 PM Proposed  
3/25/2014

Intersection							
Int Delay, s/veh	0.3						
Movement	EBL	EBR		NBL	NBT	SBT	SBR
Vol, veh/h	9	9		7	396	375	4
Conflicting Peds, #/hr	0	0		0	0	0	0
Sign Control	Stop	Stop		Free	Free	Free	Free
RT Channelized	-	None		-	None	-	None
Storage Length	0	-		-	-	-	-
Veh in Median Storage, #	0	-		-	0	0	-
Grade, %	0	-		-	0	0	-
Peak Hour Factor	92	92		92	92	92	92
Heavy Vehicles, %	0	0		0	2	2	0
Mvmt Flow	10	10		8	430	408	4
Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	640	206		412	0	-	0
Stage 1	410	-		-	-	-	-
Stage 2	230	-		-	-	-	-
Critical Hdwy	6.8	6.9		4.1	-	-	-
Critical Hdwy Stg 1	5.8	-		-	-	-	-
Critical Hdwy Stg 2	5.8	-		-	-	-	-
Follow-up Hdwy	3.5	3.3		2.2	-	-	-
Pot Cap-1 Maneuver	412	807		1158	-	-	-
Stage 1	644	-		-	-	-	-
Stage 2	792	-		-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	408	807		1158	-	-	-
Mov Cap-2 Maneuver	408	-		-	-	-	-
Stage 1	644	-		-	-	-	-
Stage 2	785	-		-	-	-	-
Approach	EB	NB			SB		
HCM Control Delay, s	11.9	0.1			0		
HCM LOS	B						
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	1158	-	542	-	-		
HCM Lane V/C Ratio	0.007	-	0.036	-	-		
HCM Control Delay (s)	8.1	0	11.9	-	-		
HCM Lane LOS	A	A	B	-	-		
HCM 95th %tile Q(veh)	0	-	0.1	-	-		

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

HCM 2010 TWSC  
3: S. Rice St. & Linden St.

2013 AMX  
12/19/2013

Intersection												
Intersection Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	6	9	29	3	21	12	52	581	96	75	344	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	7	10	32	3	23	13	57	632	104	82	374	25
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	989	1398	199	1152	1359	368	399	0	0	736	0	0
Stage 1	549	549	-	797	797	-	-	-	-	-	-	-
Stage 2	440	849	-	355	562	-	-	-	-	-	-	-
Follow-up Headway	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Capacity-1 Maneuver	204	142	815	155	150	635	1171	-	-	879	-	-
Stage 1	493	520	-	351	401	-	-	-	-	-	-	-
Stage 2	571	380	-	641	513	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	146	114	815	119	121	635	1171	-	-	879	-	-
Mov Capacity-2 Maneuver	146	114	-	119	121	-	-	-	-	-	-	-
Stage 1	452	458	-	322	367	-	-	-	-	-	-	-
Stage 2	480	348	-	531	451	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	20.3		33.5		0.8		1.9					
HCM LOS	C		D									
Minor Lane / Major Mvmt	NBL		NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)	1171		-	-	283	165	879	-	-			
HCM Lane V/C Ratio	0.048		-	-	0.169	0.237	0.093	-	-			
HCM Control Delay (s)	8.23		0.3	-	20.3	33.5	9.514	0.4	-			
HCM Lane LOS	A		A		C	D	A	A				
HCM 95th %tile Q(veh)	0.152		-	-	0.598	0.883	0.306	-	-			
Notes												
~ : Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined												

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

HCM 2010 TWSC  
3: S. Rice St. & Linden St.

2013 PM Existing  
12/19/2013

Intersection												
Intersection Delay, s/veh	3.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	14	19	44	10	23	24	40	538	39	50	460	31
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0	0	2	0
Mvmt Flow	15	21	48	11	25	26	43	585	42	54	500	34
Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	1018	1340	267	1062	1335	314	534	0	0	627	0	0
Stage 1	626	626	-	693	693	-	-	-	-	-	-	-
Stage 2	392	714	-	369	642	-	-	-	-	-	-	-
Follow-up Headway	3.5	4	3.3	3.5	4	3.3	2.2	-	-	2.2	-	-
Pot Capacity-1 Maneuver	194	154	737	180	155	688	1044	-	-	965	-	-
Stage 1	443	480	-	405	448	-	-	-	-	-	-	-
Stage 2	610	438	-	629	472	-	-	-	-	-	-	-
Time blocked-Platoon, %								-	-		-	-
Mov Capacity-1 Maneuver	143	133	737	133	133	688	1044	-	-	965	-	-
Mov Capacity-2 Maneuver	143	133	-	133	133	-	-	-	-	-	-	-
Stage 1	415	442	-	379	419	-	-	-	-	-	-	-
Stage 2	517	410	-	516	434	-	-	-	-	-	-	-
Approach	EB		WB			NB			SB			
HCM Control Delay, s	25.7		30.7			0.7			1.1			
HCM LOS	D		D									
Minor Lane / Major Mvmt		NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1044	-	-	256	201	965	-	-			
HCM Lane V/C Ratio		0.042	-	-	0.327	0.308	0.056	-	-			
HCM Control Delay (s)		8.598	0.2	-	25.7	30.7	8.953	0.3	-			
HCM Lane LOS		A	A		D	D	A	A				
HCM 95th %tile Q(veh)		0.13	-	-	1.37	1.247	0.179	-	-			
Notes												
~ : Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined												

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

HCM 2010 TWSC  
3: S. Rice St. & Linden St.

2013 AM Proposed  
3/25/2014

Intersection									
Int Delay, s/veh	2.9								
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	6	9	30	5	21	12	52	584	98
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0
Mvmt Flow	7	10	33	5	23	13	57	635	107
Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	995	1407	200	1159	1366	371	400	0	0
Stage 1	553	553	-	801	801	-	-	-	-
Stage 2	442	854	-	358	565	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-
Pot Cap-1 Maneuver	202	140	814	153	149	632	1170	-	-
Stage 1	490	518	-	349	400	-	-	-	-
Stage 2	570	378	-	638	511	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	144	112	814	117	120	632	1170	-	-
Mov Cap-2 Maneuver	144	112	-	117	120	-	-	-	-
Stage 1	448	455	-	319	366	-	-	-	-
Stage 2	479	346	-	526	449	-	-	-	-
Approach	EB			WB			NB		
HCM Control Delay, s	20.4			34.9			0.8		
HCM LOS	C			D					
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR	
Capacity (veh/h)	1170	-	-	283	161	875	-	-	
HCM Lane V/C Ratio	0.048	-	-	0.173	0.257	0.094	-	-	
HCM Control Delay (s)	8.2	0.3	-	20.4	34.9	9.5	0.4	-	
HCM Lane LOS	A	A	-	C	D	A	A	-	
HCM 95th %tile Q(veh)	0.2	-	-	0.6	1	0.3	-	-	

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

HCM 2010 TWSC  
3: S. Rice St. & Linden St.

2013 AM Proposed  
3/25/2014

Intersection

Int Delay, s/veh

Movement	SBL	SBT	SBR
Vol, veh/h	76	345	23
Conflicting Peds, #/hr	0	0	0
Sign Control	Free	Free	Free
RT Channelized	-	-	None
Storage Length	-	-	-
Veh in Median Storage, #	-	0	-
Grade, %	-	0	-
Peak Hour Factor	92	92	92
Heavy Vehicles, %	0	2	0
Mvmt Flow	83	375	25

Major/Minor	Major2		
Conflicting Flow All	741	0	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	4.1	-	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	2.2	-	-
Pot Cap-1 Maneuver	875	-	-
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	875	-	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach SB

HCM Control Delay, s 1.9

HCM LOS

Minor Lane/Major Mvmt

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

HCM 2010 TWSC  
3: S. Rice St. & Linden St.

2013 PM Proposed  
3/25/2014

Intersection									
Int Delay, s/veh	3.8								
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR
Vol, veh/h	14	19	44	10	23	24	41	543	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0	0	2	0
Mvmt Flow	15	21	48	11	25	26	45	590	42
Major/Minor	Minor2			Minor1			Major1		
Conflicting Flow All	1030	1355	268	1076	1351	316	537	0	0
Stage 1	633	633	-	701	701	-	-	-	-
Stage 2	397	722	-	375	650	-	-	-	-
Critical Hdwy	7.5	6.5	6.9	7.5	6.5	6.9	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	4	3.3	2.2	-	-
Pot Cap-1 Maneuver	190	151	736	176	152	686	1041	-	-
Stage 1	439	476	-	400	444	-	-	-	-
Stage 2	605	434	-	624	468	-	-	-	-
Platoon blocked, %								-	-
Mov Cap-1 Maneuver	139	129	736	129	130	686	1041	-	-
Mov Cap-2 Maneuver	139	129	-	129	130	-	-	-	-
Stage 1	410	436	-	373	414	-	-	-	-
Stage 2	510	405	-	509	428	-	-	-	-
Approach	EB			WB			NB		
HCM Control Delay, s	26.5			31.4			0.8		
HCM LOS	D			D					
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR	
Capacity (veh/h)	1041	-	-	250	197	960	-	-	
HCM Lane V/C Ratio	0.043	-	-	0.335	0.315	0.059	-	-	
HCM Control Delay (s)	8.6	0.3	-	26.5	31.4	9	0.3	-	
HCM Lane LOS	A	A	-	D	D	A	A	-	
HCM 95th %tile Q(veh)	0.1	-	-	1.4	1.3	0.2	-	-	

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)



HCM 2010 AWSC  
4: S. Third St. & Linden St.

2013 AMX  
12/19/2013

Intersection												
Intersection Delay, s/veh	8.3											
Intersection LOS	A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	75	26	60	16	17	8	23	45	3	2	102	16
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	82	28	65	17	18	9	25	49	3	2	111	17
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.5	7.8	8.1	8.3
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	32%	47%	39%	2%
Vol Thru, %	63%	16%	41%	85%
Vol Right, %	4%	37%	20%	13%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	161	41	120
LT Vol	45	26	17	102
Through Vol	3	60	8	16
RT Vol	23	75	16	2
Lane Flow Rate	77	175	45	130
Geometry Grp	1	1	1	1
Degree of Util (X)	0.098	0.209	0.056	0.16
Departure Headway (Hd)	4.582	4.3	4.534	4.408
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	783	837	791	815
Service Time	2.604	2.318	2.556	2.428
HCM Lane V/C Ratio	0.098	0.209	0.057	0.16
HCM Control Delay	8.1	8.5	7.8	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.8	0.2	0.6

Notes

~ : Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

HCM 2010 AWSC  
4: S. Third St. & Linden St.

2013 PM Existing  
12/19/2013

Intersection												
Intersection Delay, s/veh	7.2											
Intersection LOS	A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	19	21	5	1	11	2	4	12	0	3	16	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	21	23	5	1	12	2	4	13	0	3	17	12
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.3	7.1	7.2	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	42%	7%	10%
Vol Thru, %	75%	47%	79%	53%
Vol Right, %	0%	11%	14%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	45	14	30
LT Vol	12	21	11	16
Through Vol	0	5	2	11
RT Vol	4	19	1	3
Lane Flow Rate	17	49	15	33
Geometry Grp	1	1	1	1
Degree of Util (X)	0.02	0.055	0.017	0.035
Departure Headway (Hd)	4.086	4.016	3.951	3.824
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	874	892	904	934
Service Time	2.121	2.04	1.983	1.857
HCM Lane V/C Ratio	0.019	0.055	0.017	0.035
HCM Control Delay	7.2	7.3	7.1	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0.1

Notes

~ : Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

HCM 2010 AWSC  
4: S. Third St. & Linden St.

2013 AM Proposed  
3/25/2014

Intersection												
Intersection Delay, s/veh	8.3											
Intersection LOS	A											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	76	26	63	0	16	18	8	0	23	45	3
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	83	28	68	0	17	20	9	0	25	49	3
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8.5	7.8	8.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	32%	46%	38%	2%
Vol Thru, %	63%	16%	43%	84%
Vol Right, %	4%	38%	19%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	71	165	42	121
LT Vol	45	26	18	102
Through Vol	3	63	8	17
RT Vol	23	76	16	2
Lane Flow Rate	77	179	46	132
Geometry Grp	1	1	1	1
Degree of Util (X)	0.099	0.214	0.058	0.161
Departure Headway (Hd)	4.595	4.297	4.541	4.415
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	780	836	789	813
Service Time	2.619	2.317	2.566	2.438
HCM Lane V/C Ratio	0.099	0.214	0.058	0.162
HCM Control Delay	8.1	8.5	7.8	8.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.8	0.2	0.6

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

HCM 2010 AWSC  
4: S. Third St. & Linden St.

2013 AM Proposed  
3/25/2014

Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	2	102	17
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0
Mvmt Flow	0	2	111	18
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	8.3
HCM LOS	A

Lane

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

HCM 2010 AWSC  
4: S. Third St. & Linden St.

2013 PM Proposed  
3/25/2014

Intersection												
Intersection Delay, s/veh	7.2											
Intersection LOS	A											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	19	21	7	0	1	11	2	0	4	12	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	21	23	8	0	1	12	2	0	4	13	0
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.3	7.1	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	40%	7%	10%
Vol Thru, %	75%	45%	79%	53%
Vol Right, %	0%	15%	14%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	16	47	14	30
LT Vol	12	21	11	16
Through Vol	0	7	2	11
RT Vol	4	19	1	3
Lane Flow Rate	17	51	15	33
Geometry Grp	1	1	1	1
Degree of Util (X)	0.02	0.057	0.017	0.035
Departure Headway (Hd)	4.09	3.989	3.953	3.828
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	873	898	904	933
Service Time	2.125	2.013	1.985	1.861
HCM Lane V/C Ratio	0.019	0.057	0.017	0.035
HCM Control Delay	7.2	7.3	7.1	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.1	0.2	0.1	0.1

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

### Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	3	16	11
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0
Mvmt Flow	0	3	17	12
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7
HCM LOS	A

### Lane



HCM 2010 TWSC  
5: S. Third St. & Laurel St.

2013 AMX  
12/19/2013

Intersection						
Intersection Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	8	6	61	7	27	143
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	7	66	8	29	155
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	284	70	0	0	74	0
Stage 1	70	-	-	-	-	-
Stage 2	214	-	-	-	-	-
Follow-up Headway	3.5	3.3	-	-	2.2	-
Pot Capacity-1 Maneuver	710	998	-	-	1538	-
Stage 1	958	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	695	998	-	-	1538	-
Mov Capacity-2 Maneuver	695	-	-	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.6	0		1.2		
HCM LOS	A					
Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	799	1538	-	
HCM Lane V/C Ratio	-	-	0.019	0.019	-	
HCM Control Delay (s)	-	-	9.6	7.386	0	
HCM Lane LOS			A	A	A	
HCM 95th %tile Q(veh)	-	-	0.058	0.058	-	
Notes						
~ : Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined						

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

HCM 2010 TWSC  
5: S. Third St. & Laurel St.

2013 PM Existing  
12/19/2013

Intersection

Intersection Delay, s/veh 1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	2	2	13	4	2	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	2	14	4	2	23

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	43	16	0
Stage 1	16	-	-
Stage 2	27	-	-
Follow-up Headway	3.5	3.3	2.2
Pot Capacity-1 Maneuver	973	1069	1612
Stage 1	1012	-	-
Stage 2	1001	-	-
Time blocked-Platoon, %		-	-
Mov Capacity-1 Maneuver	972	1069	1612
Mov Capacity-2 Maneuver	972	-	-
Stage 1	1012	-	-
Stage 2	1000	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	0.6
HCM LOS	A		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1018	1612	-
HCM Lane V/C Ratio	-	-	0.004	0.001	-
HCM Control Delay (s)	-	-	8.6	7.236	0
HCM Lane LOS			A	A	A
HCM 95th %tile Q(veh)	-	-	0.013	0.004	-

Notes

~ : Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

HCM 2010 TWSC  
5: S. Third St. & Laurel St.

2013 AM Proposed  
3/25/2014

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	8	6	61	7	27	146
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	7	66	8	29	159
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	287	70	0	0	74	0
Stage 1	70	-	-	-	-	-
Stage 2	217	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	708	998	-	-	1538	-
Stage 1	958	-	-	-	-	-
Stage 2	824	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	693	998	-	-	1538	-
Mov Cap-2 Maneuver	693	-	-	-	-	-
Stage 1	958	-	-	-	-	-
Stage 2	807	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.6	0	1.2			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	797	1538	-	
HCM Lane V/C Ratio	-	-	0.019	0.019	-	
HCM Control Delay (s)	-	-	9.6	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

HCM 2010 TWSC  
5: S. Third St. & Laurel St.

2013 PM Proposed  
3/25/2014

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	2	2	13	4	2	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	2	2	14	4	2	25
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	45	16	0	0	18	0
Stage 1	16	-	-	-	-	-
Stage 2	29	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	970	1069	-	-	1612	-
Stage 1	1012	-	-	-	-	-
Stage 2	999	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	969	1069	-	-	1612	-
Mov Cap-2 Maneuver	969	-	-	-	-	-
Stage 1	1012	-	-	-	-	-
Stage 2	998	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	8.6		0		0.6	
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	1017	1612	-	
HCM Lane V/C Ratio	-	-	0.004	0.001	-	
HCM Control Delay (s)	-	-	8.6	7.2	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

HCM 2010 TWSC  
6: S. Third St. & Willow St.

2013 AMX  
12/19/2013

Intersection						
Intersection Delay, s/veh	2.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	6	5	51	21	53	79
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	5	55	23	58	86
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	268	67	0	0	78	0
Stage 1	67	-	-	-	-	-
Stage 2	201	-	-	-	-	-
Follow-up Headway	3.5	3.3	-	-	2.2	-
Pot Capacity-1 Maneuver	726	1002	-	-	1533	-
Stage 1	961	-	-	-	-	-
Stage 2	838	-	-	-	-	-
Time blocked-Platoon, %			-	-		-
Mov Capacity-1 Maneuver	697	1002	-	-	1533	-
Mov Capacity-2 Maneuver	697	-	-	-	-	-
Stage 1	961	-	-	-	-	-
Stage 2	804	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.5	0		3		
HCM LOS	A					
Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	809	1533	-	
HCM Lane V/C Ratio	-	-	0.015	0.038	-	
HCM Control Delay (s)	-	-	9.5	7.44	0	
HCM Lane LOS			A	A	A	
HCM 95th %tile Q(veh)	-	-	0.045	0.117	-	
Notes						
~ : Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined						

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

HCM 2010 TWSC  
6: S. Third St. & Willow St.

2013 PM Existing  
12/19/2013

Intersection

Intersection Delay, s/veh 2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	4	4	14	2	4	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	4	4	15	2	4	21

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	45	16	0
Stage 1	16	-	-
Stage 2	29	-	-
Follow-up Headway	3.5	3.3	2.2
Pot Capacity-1 Maneuver	970	1069	1613
Stage 1	1012	-	-
Stage 2	999	-	-
Time blocked-Platoon, %		-	-
Mov Capacity-1 Maneuver	967	1069	1613
Mov Capacity-2 Maneuver	967	-	-
Stage 1	1012	-	-
Stage 2	996	-	-

Approach	WB	NB	SB
HCM Control Delay, s	8.6	0	1.3
HCM LOS	A		

Minor Lane / Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	1015	1613	-
HCM Lane V/C Ratio	-	-	0.009	0.003	-
HCM Control Delay (s)	-	-	8.6	7.238	0
HCM Lane LOS			A	A	A
HCM 95th %tile Q(veh)	-	-	0.026	0.008	-

Notes

~ : Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)



HCM 2010 TWSC  
6: S. Third St. & Willow St.

2013 AM Proposed  
3/25/2014

Intersection	
Int Delay, s/veh	2.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Vol, veh/h	6	5	51	21	53	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	7	5	55	23	58	96

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	278	67	0
Stage 1	67	-	-
Stage 2	211	-	-
Critical Hdwy	6.4	6.2	4.1
Critical Hdwy Stg 1	5.4	-	-
Critical Hdwy Stg 2	5.4	-	-
Follow-up Hdwy	3.5	3.3	2.2
Pot Cap-1 Maneuver	716	1002	1533
Stage 1	961	-	-
Stage 2	829	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	687	1002	1533
Mov Cap-2 Maneuver	687	-	-
Stage 1	961	-	-
Stage 2	796	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.6	0	2.8
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	802	1533	-
HCM Lane V/C Ratio	-	-	0.015	0.038	-
HCM Control Delay (s)	-	-	9.6	7.4	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0.1	-

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

HCM 2010 TWSC  
6: S. Third St. & Willow St.

2013 PM Proposed  
3/25/2014

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR		NBT	NBR	SBL SBT
Vol, veh/h	4	4		14	2	4 24
Conflicting Peds, #/hr	0	0		0	0	0 0
Sign Control	Stop	Stop		Free	Free	Free Free
RT Channelized	-	None		-	None	- None
Storage Length	0	-		-	-	- -
Veh in Median Storage, #	0	-		0	-	- 0
Grade, %	0	-		0	-	- 0
Peak Hour Factor	92	92		92	92	92 92
Heavy Vehicles, %	0	0		0	0	0 0
Mvmt Flow	4	4		15	2	4 26
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	51	16		0	0	17 0
Stage 1	16	-		-	-	- -
Stage 2	35	-		-	-	- -
Critical Hdwy	6.4	6.2		-	-	4.1 -
Critical Hdwy Stg 1	5.4	-		-	-	- -
Critical Hdwy Stg 2	5.4	-		-	-	- -
Follow-up Hdwy	3.5	3.3		-	-	2.2 -
Pot Cap-1 Maneuver	963	1069		-	-	1613 -
Stage 1	1012	-		-	-	- -
Stage 2	993	-		-	-	- -
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	960	1069		-	-	1613 -
Mov Cap-2 Maneuver	960	-		-	-	- -
Stage 1	1012	-		-	-	- -
Stage 2	990	-		-	-	- -
Approach	WB			NB	SB	
HCM Control Delay, s	8.6			0	1	
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT	
Capacity (veh/h)	-	-	1012	1613	-	
HCM Lane V/C Ratio	-	-	0.009	0.003	-	
HCM Control Delay (s)	-	-	8.6	7.2	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

HCM 2010 AWSC  
7: S. Third St. & Jessamine St.

2013 AMX  
12/19/2013

Intersection												
Intersection Delay, s/veh	7.5											
Intersection LOS	A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	42	31	7	7	26	10	5	21	15	23	15	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	46	34	8	8	28	11	5	23	16	25	16	52
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.8	7.4	7.3	7.4
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	53%	16%	27%
Vol Thru, %	51%	39%	60%	17%
Vol Right, %	37%	9%	23%	56%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	80	43	86
LT Vol	21	31	26	15
Through Vol	15	7	10	48
RT Vol	5	42	7	23
Lane Flow Rate	45	87	47	93
Geometry Grp	1	1	1	1
Degree of Util (X)	0.05	0.102	0.053	0.101
Departure Headway (Hd)	4.009	4.229	4.1	3.884
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	880	840	862	910
Service Time	2.096	2.293	2.177	1.963
HCM Lane V/C Ratio	0.051	0.104	0.055	0.102
HCM Control Delay	7.3	7.8	7.4	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.2	0.3

Notes

~ : Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

HCM 2010 AWSC  
7: S. Third St. & Jessamine St.

2013 PM Existing  
12/19/2013

Intersection												
Intersection Delay, s/veh	7.1											
Intersection LOS	A											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	6	34	7	6	28	3	4	5	2	8	7	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	7	37	8	7	30	3	4	5	2	9	8	11
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	7.2	7.2	7.1	7
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	36%	13%	16%	32%
Vol Thru, %	45%	72%	76%	28%
Vol Right, %	18%	15%	8%	40%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	11	47	37	25
LT Vol	5	34	28	7
Through Vol	2	7	3	10
RT Vol	4	6	6	8
Lane Flow Rate	12	51	40	27
Geometry Grp	1	1	1	1
Degree of Util (X)	0.013	0.056	0.045	0.029
Departure Headway (Hd)	4.042	3.935	3.99	3.891
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	881	911	898	916
Service Time	2.085	1.956	2.013	1.931
HCM Lane V/C Ratio	0.014	0.056	0.045	0.029
HCM Control Delay	7.1	7.2	7.2	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.2	0.1	0.1

Notes

~ : Volume Exceeds Capacity; \$ : Delay Exceeds 300 Seconds; Error : Computation Not Defined

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

HCM 2010 AWSC  
7: S. Third St. & Jessamine St.

2013 AM Proposed  
3/25/2014

Intersection												
Intersection Delay, s/veh	7.5											
Intersection LOS	A											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	42	31	7	0	7	26	10	0	5	21	15
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	46	34	8	0	8	28	11	0	5	23	16
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.8	7.4	7.3
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	12%	53%	16%	25%
Vol Thru, %	51%	39%	60%	16%
Vol Right, %	37%	9%	23%	59%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	41	80	43	95
LT Vol	21	31	26	15
Through Vol	15	7	10	56
RT Vol	5	42	7	24
Lane Flow Rate	45	87	47	103
Geometry Grp	1	1	1	1
Degree of Util (X)	0.05	0.103	0.053	0.111
Departure Headway (Hd)	4.017	4.246	4.118	3.863
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	877	836	858	915
Service Time	2.107	2.313	2.198	1.943
HCM Lane V/C Ratio	0.051	0.104	0.055	0.113
HCM Control Delay	7.3	7.8	7.4	7.4
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.2	0.3	0.2	0.4

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

### Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	24	15	56
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0
Mvmt Flow	0	26	16	61
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.4
HCM LOS	A

### Lane



HCM 2010 AWSC  
7: S. Third St. & Jessamine St.

2013 PM Proposed  
3/25/2014

Intersection												
Intersection Delay, s/veh	7.1											
Intersection LOS	A											
Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Vol, veh/h	0	6	34	7	0	6	28	3	0	4	5	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	0	0	0	0	0
Mvmt Flow	0	7	37	8	0	7	30	3	0	4	5	2
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.2	7.2	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	36%	13%	16%	27%
Vol Thru, %	45%	72%	76%	23%
Vol Right, %	18%	15%	8%	50%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	11	47	37	30
LT Vol	5	34	28	7
Through Vol	2	7	3	15
RT Vol	4	6	6	8
Lane Flow Rate	12	51	40	33
Geometry Grp	1	1	1	1
Degree of Util (X)	0.013	0.056	0.045	0.035
Departure Headway (Hd)	4.046	3.945	4	3.82
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	880	908	895	933
Service Time	2.091	1.968	2.025	1.861
HCM Lane V/C Ratio	0.014	0.056	0.045	0.035
HCM Control Delay	7.1	7.2	7.2	7
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.2	0.1	0.1

Attachment: 14- Condit Elementary School Updated TIA 03-2014 (1239 : Consideration-Condit SUP)

### Intersection

Intersection Delay, s/veh

Intersection LOS

Movement	SBU	SBL	SBT	SBR
Vol, veh/h	0	8	7	15
Peak Hour Factor	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0
Mvmt Flow	0	9	8	16
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7
HCM LOS	A

### Lane

**MEMO**

**TO:** Shawn Cox  
Development Services Manager, City of Bellaire

**FROM:** Colby W. Wright, P.E., PTOE  
Traffic Department Manager, Jones & Carter, Inc.

**DATE:** April 2, 2014

**RE:** Condit Elementary School – Traffic Impact Analysis

---

Jones & Carter, Inc. has reviewed the Traffic Impact Analysis (TIA) for the Condit Elementary School Improvements. The proposed circulation pattern will be similar to the existing circulation pattern. A portion of the southbound queue on South Third Street will now be allowed to queue in the proposed parking lot on South Third Street. A drop-off/pick-up area is proposed on South Rice with the majority of the northbound queue expected to utilize the on-street parking spaces on the east side of South Rice as is the case today.

Jones & Carter has no further comments and offers no objections to further permitting of the project.

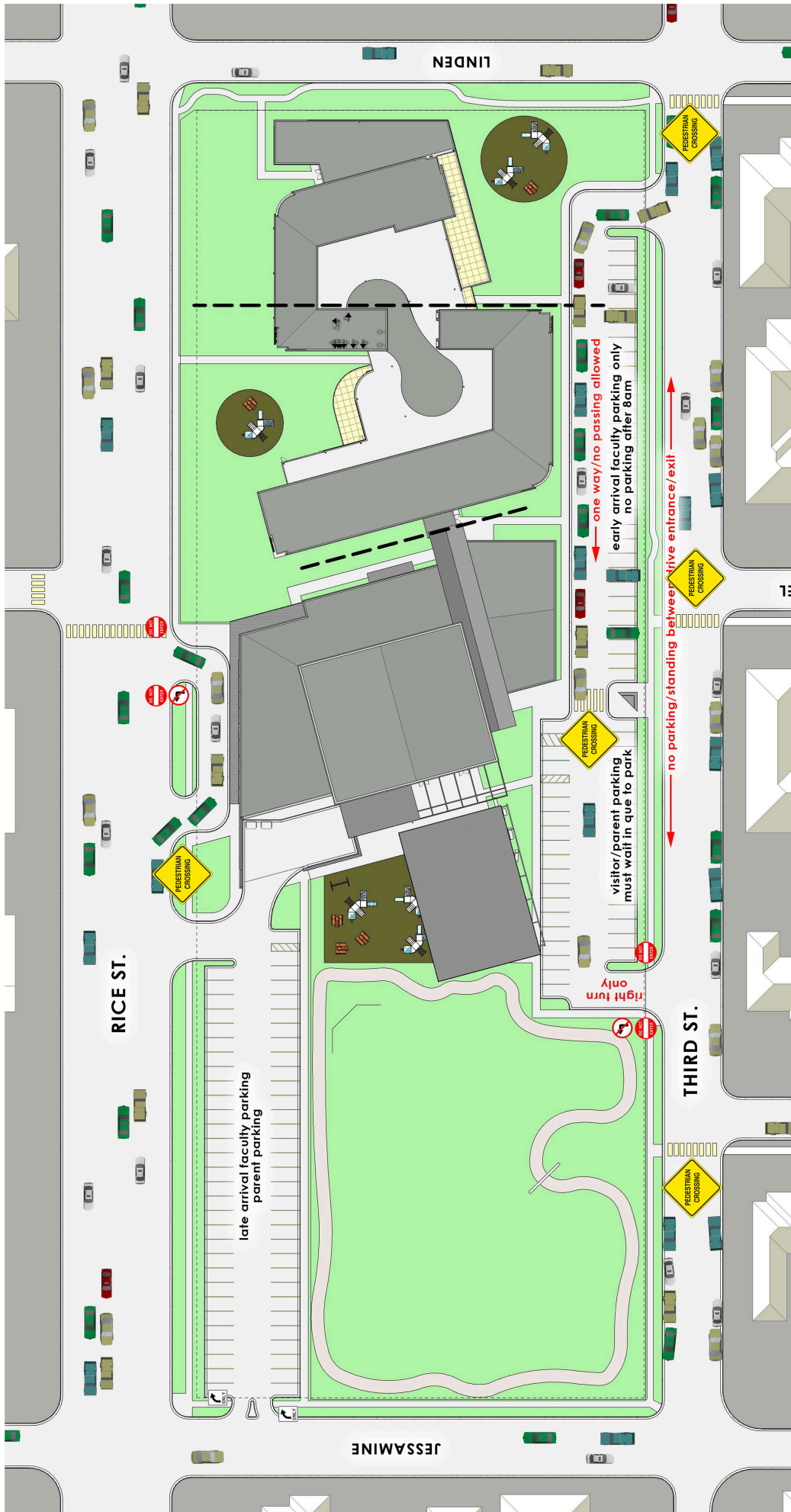


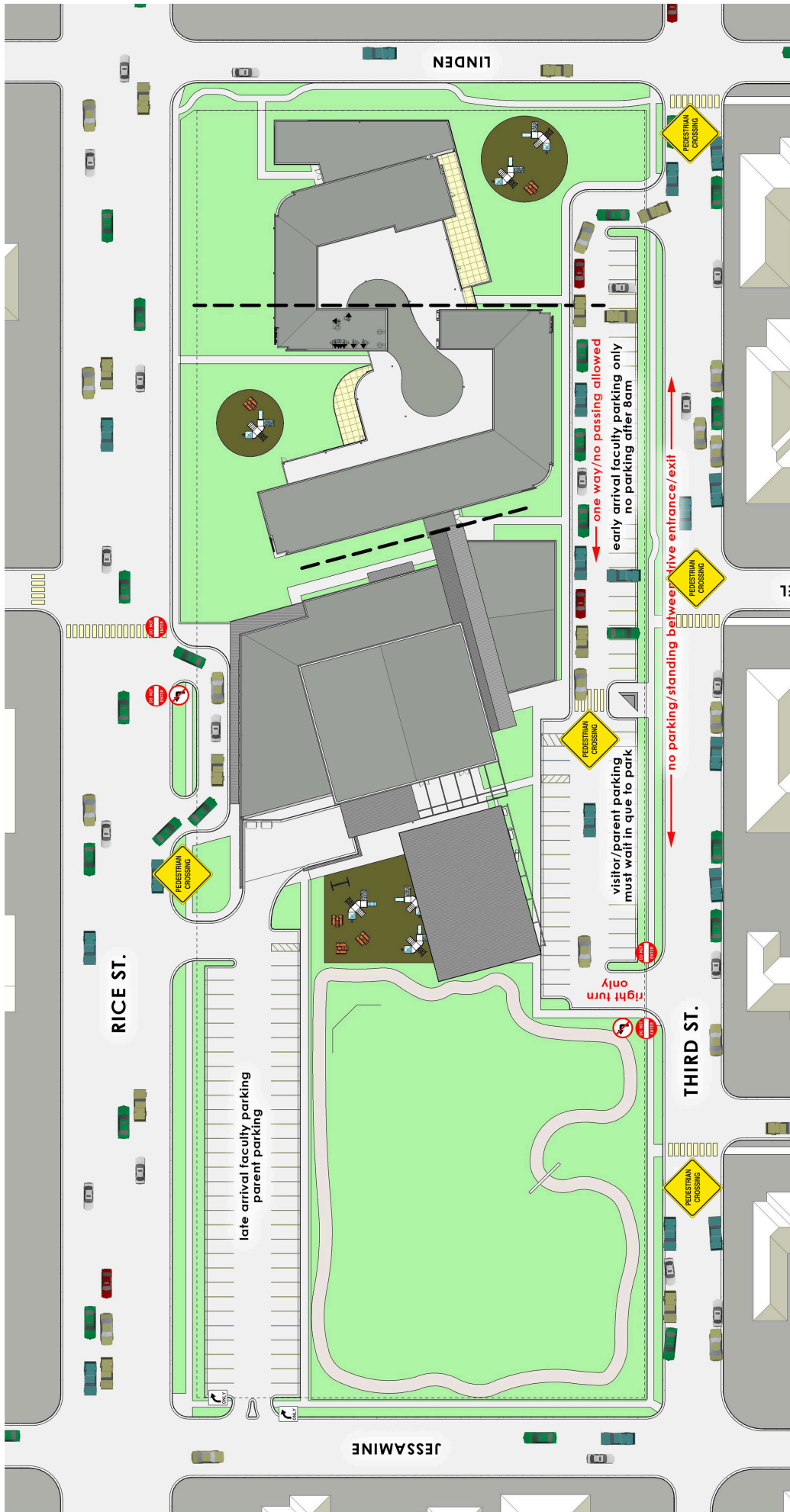
Traffic Control  
Personnel



CAMPUS MOBILITY PLAN

HOUSTON INDEPENDENT SCHOOL DISTRICT  
**CONDIT ELEMENTARY SCHOOL**  
BELLAIRE, TX





CAMPUS MOBILITY PLAN



Traffic Control  
Personnel

HOUSTON INDEPENDENT SCHOOL DISTRICT  
**CONDIT ELEMENTARY SCHOOL**  
BELLAIRE, TX







CITY OF

# Bellaire

7008 South Rice Avenue • Bellaire, Texas 77401-4495 • (713) 662-8222 • Fax: (713) 662-8212

November 22, 2013

Mr. Leo Bobadilla, Chief Operating Officer  
Houston Independent School District  
4400 West 18<sup>th</sup> Street  
Houston, Texas 77092-8501

Re: Request for Continued Operation of the January 22, 2004 Joint Use Agreement

Dear Mr. Bobadilla,

Thank you for your ongoing efforts to design a new Condit Elementary School for Bellaire.

As you know, many members of City Council attended the community meeting held on October 29 at which the initial conceptual plan for the new Condit was unveiled. That plan raised as yet an unaddressed issue as to HISD and the City's intentions with respect to the agreements made in the January 22, 2004 Joint Use Agreement executed by the City of Bellaire and HISD, pursuant to which the City of Bellaire conveyed the 5000 block of Laurel Street to HISD in exchange for HISD's agreement to construct for joint use a parking lot and green space as reflected on Exhibit A to the Agreement.

At a meeting of the Bellaire City Council held on Monday, November 18, 2013, the City Council voted 6-0 to authorize me to issue this letter to you conveying the City Council's desire that the new Condit campus be designed in a manner consistent with the plans and agreement reflected in the Joint Use Agreement, and more specifically, in a manner providing for a parking lot on South Rice Avenue with a capacity of approximately 62 cars, and an adjacent playground and green space of approximately the same size as that reflected on Exhibit A to the Agreement, both to be used jointly by Condit and the City according to the terms of the Joint Use Agreement. While recognizing that HISD has the right to terminate the Agreement by paying a cancellation sum, it is City Council's hope that HISD will continue this mutually beneficial arrangement.

To clarify City Council's request, Council is not requesting that the parking lot called for in the Joint Use Agreement necessarily be retained in its current location on South Rice - just that it fronts somewhere on South Rice Avenue between Linden and Jessamine, or that the parking lot have exactly 62 parking spaces - we recognize some leeway may be necessary to preserve trees. As further clarification, City Council did not discuss whether the remainder of the parking required by City Ordinance should be on South Third Street or South Rice Avenue, and this request should not be construed as limiting the ability of Council to make that determination through the Specific Use Permit process.

Attachment: Condit JUA Letter November 22 2013 (1239 : Consideration-Condit SUP)

Mr. Leo Bobadilla, Chief Operating Officer  
 Houston Independent School District  
 4400 West 18<sup>th</sup> Street  
 Houston, Texas 77092-8501  
 Page 2 of 2

Please relay your thoughts on City Council's request at your convenience. Should this request be agreeable to you, we can execute an amendment to the Joint Use Agreement at the appropriate time.

Sincerely,



Dr. Philip L. Nauert, Mayor

xc: Mr. Daniel Bankhead  
 General Manager, Facilities Design  
 Houston Independent School District  
 4400 West 18<sup>th</sup> Street  
 Houston, Texas, 77092-8501

Mr. Todd Lien, Principal  
 VLK Architects  
 7915 FM 1960 West, Suite 214  
 Houston, Texas 77070

Mr. Bernard M. Satterwhite, Jr.  
 City Manager  
 City of Bellaire  
 7008 South Rice Avenue  
 Bellaire, Texas 77401

Mr. John McDonald, MPA  
 Director of Community Development  
 City of Bellaire  
 7008 South Rice Avenue  
 Bellaire, Texas 77401

Dan Greenberg, Principal  
 Condit School & Condit Project Advisory Team  
 7000 South 3<sup>rd</sup> Street  
 Bellaire, Texas 77401

Attachment: Condit JUA Letter November 22 2013 (1239 : Consideration-Condit SUP)





**CONSTRUCTION AND FACILITY SERVICES**  
3200 Center Street, Houston, TX 77007-5909

March 25, 2014

Mr. John McDonald  
Director of Community Development  
City of Bellaire  
7008 South Rice Avenue  
Bellaire, TX. 77401

Re: Specific Use Permit, Condit Elementary School  
(City of Bellaire Comments)

We have received your review comments regarding Houston Independent School District's application for a Specific Use Permit for Condit Elementary School. In conjunction with our architecture firm, VLK Architects, the responses to each comment are as follows:

- 1. Please provide a pedestrian mobility plan that shows how HISD plans to handle students who walk to school, include the location of crossing guards and staff duty areas that will be covered by faculty from the school.**

*Condit Elementary School currently has student safety patrol crossing guards at the corner of 3rd & Jessamine, 3rd & Willow, and 3rd & Laurel. The campus also has student safety patrol crossing guards and an HISD crossing guard at the corner of Jessamine & South Rice. Currently there are 3 Condit staff members outside during drop off. – (1) on 3rd and Laurel, (1) on the blacktop near 3rd and Laurel, and (1) on South Rice. The campus has not looked at new staffing arrangements but it is fair to say that it will likely reallocate the Condit staff members since they will not need a teacher on the blacktop area once the new school is built. Since the proposed site plan will keep circulation patterns similar as is today, the campus will propose having three Condit staff members on 3rd Street and one on South Rice.*

- 2. Will the open space that is to be provided on the southern half of the site be fenced and if so will access to the open space be available after hours and weekends?**

*The open space provided on the southern half of the site will be fenced. This greenspace will be closed to the public during normal school hours, but will be open to the public after hours and on weekends. Please refer to the proposed site fencing and access plan attached hereto.*

- 3. Please provide a site plan that shows fencing and access points for the entire site.**

*Please refer to the proposed site fencing and access plan attached hereto. Minor changes to the plan may occur as the design is refined.*

4. What, if any, arrangement does HISD or Condit have with Christ Church Presbyterian for the use of onsite school parking?

*Condit Elementary School has no arrangement with Christ Church Presbyterian. At times they park on the joint-use parking lot, within the Condit site, but no formal agreement currently exists.*

5. What is the expected timeline for the construction to begin and how does the district plan to handle the storing of materials as well as parking by crew members?

*Construction is anticipated to begin late 2014 with a 14 to 16 month construction schedule. Houston Independent School District will be contracting with a Construction Manager at Risk who will assist with the overall project schedule and phasing of the project. The intent will be to limit the amount of onsite storage and utilize the existing parking lot as a lay-down area for contractor use only. Crew members will be regulated to onsite parking*

6. Building on the northern half first will severely affect available school parking. How does the district plan to handle parking for teachers/visitors during construction?

*HISD is currently investigating possible off site locations in the surrounding area for faculty and staff to utilize when the joint-use parking lot becomes unavailable during construction,*

7. Is lot coverage addressed in the submitted package? I couldn't find a reference to that requirement.

*Currently the lot coverage is 54% impervious. This impervious coverage is still being refined and may result in a plus or minus 1%-2% change. Careful consideration has been taken for the following items.*

- a) A reduction in overall parking count of 167 to 128 spaces through the City Of Bellaire's Board of Adjustment.*
- b) An effort to replace the existing joint-use green-space park to its current size of 60,062 sq.ft.*
- c) An effort to reduce the building footprint with a 2-story design, while still meeting the HISD capacity requirements for a new 750 student elementary school.*

Please let us know of any additional information you need in order to process our application. We very much appreciate your assistance.

Sincerely,



Steven Gee Jr.  
HISD Project Manager  
[sgee@houstonisd.org](mailto:sgee@houstonisd.org)  
713-556-9261





Fence ———  
 Private Gate ↔  
 Public Gate ↔

Site Fencing and Access

Attachment: SUPQuestions (1239 : Consideration-Condit SUP)

March 25, 2



**HOUSTON INDEPENDENT SCHOOL DISTRICT**  
**CONDIT ELEMENTARY SCHOOL**  
**BELLAIRE, TX**



Packet Pg. 179

*Molly McGee*  
 4903 Laurel  
 Bellaire, TX 77401

April 29, 2014

Dear Bellaire City Council and Planning and Zoning Commission:

I live on Laurel St. and continue to have safety concerns about the proposed Condit Elementary plan. At the 4/8/14 Public Hearing, PAC and Condit parents, who admitted not living near the school, stated they support the current plan because it addresses safety for their kids during school arrival and departure. Safety is also the main concern of neighbors living around the school. However, we also worry about the safety of our streets and neighborhood during non school hours and feel that an alternate plan similarly addresses all concerns.

Reportedly, HISD from the beginning intended for the neighborhood to provide input into the planning process. This was not done until the very end of February. Since then, many Condit neighbors have expressed views and concerns that equally address the safety of Condit students and staff and speak to the unique position of Condit within the neighborhood. HISD and PAC have largely disregarded any recommendations that Condit neighbors have offered. HISD said information was readily available on the HISD website, but it's unreasonable to expect residents to randomly visit the HISD web site without being notified of the planning process. While Condit parents state safety as their primary concern, some of the comments about illegally parking to drop off their kids illustrates some may be more motivated about what is quickest for them, not what is safest and in the long term best interest of the surrounding community. Why does the current plan that the PAC supports propose that the youngest children use the entrance on S. Rice and not 3<sup>rd</sup> St. when we also heard parents with younger children say they did not plan to enter on the S. Rice side due to safety concerns? Why also are children now going to have to cross 3<sup>rd</sup> St and a parking lot to get to school?

The proposed 3<sup>rd</sup> St parking lot will not effectively improve safety and traffic compared to the current school design and will likely create additional safety concerns. HISD has stated the main reason for 66 space parking lot on 3<sup>rd</sup> St is for school staff and to provide parking for pick up and drop off. Apparently, the teachers want to park near the 3<sup>rd</sup> St. entrance to be close to the front door. An alternate plan will put Condit staff parking equally close to the building using the parking lot at Linden and S. Rice. The current plan is for teachers to arrive early to park in the 3<sup>rd</sup> St lot with the remaining parking in front of the queue line to be used by parents who want to park and walk their kids in. Parents will need to wait through the entire queue line before parking to drop off and pick up their kids. This plan is unrealistic and will not serve its intended purpose to promote safety. The recent traffic study does not account for the impact that the proposed 66 space lot on 3<sup>rd</sup> St. will have on traffic during school or non school times and I don't see how it supports HISD's current plan. But it doesn't take a traffic study, just common sense, to realize that most parents who want to walk their kids in on 3<sup>rd</sup> St will not want to sit through a single lane queue to do so. The current plan will greatly increase the number of cars in the queue and increase the danger to the kids with cars pulling in and backing out in front of them.

An alternate plan, see attached, better addresses the safety of students entering the building on 3<sup>rd</sup> St by having a similar drop off and pick up design as that proposed on S. Rice. It does not

Attachment: Condit letter to Bellaire-Molly McGee (1239 : Consideration-Condit SUP)

have children crossing the street and a parking lot. It also addresses additional concerns about safety and traffic that Condit neighbors have. It does not change the current architectural design but only shifts it closer to 3<sup>rd</sup> St. Neither will it encroach on easements. VLK architects continue to modify the plan to meet other design demands. The current proposed plan can be easily altered as well without significantly impeding on current timelines for permitting and construction. Of the PAC members that spoke in favor of accepting the SUP “as is” at the Public hearing, not one of the parents is from the immediate area around the school or acknowledged Condit’s unique proximity to City Hall or the use of the campus parking during city events such as Tents in the Park, Holiday in the Park, parades, runs, etc.

I would also like to address a particular matter for longtime residents of Laurel St as well as the immediate community and the evolution of the area around City Hall. When we moved to Bellaire, Laurel was open to S. Rice and Condit was between Jessamine and Laurel. The City of Bellaire agreed to abandon Laurel to HISD with the guarantee between the City and HISD in a Joint Use Agreement that we would get a park with green space in return for no longer having direct access to S. Rice. Parking would be placed along S. Rice to best serve the dual use of HISD and the City. Neighbors didn’t fight this plan because it was a winning proposition to benefit the neighborhood, City, HISD and students who would get increased green space and play areas. Now we find out that we traded our street for a two story building at the end of the block with a parking lot on 3<sup>rd</sup> St. and the increased safety concerns and traffic that it will bring.

Finally, I ask you to consider how a joint use parking lot on the east side of Condit will optimize access to City Hall, the pool and the City green space during evenings, summer and weekends. Having the parking lot directly across from City Hall improves safety during the off hours as there is already a recently installed crosswalk with lights on S. Rice and good visibility of the parking lot from the street and the nearby police station. Encouraging outside traffic into the neighborhood to access a parking lot on 3<sup>rd</sup> St. is unsafe for our neighborhood children and residents.

Keeping most parking along S. Rice provides an easy compromise between all parties, **KEEPS SAFETY FIRST AND FOREMOST**, and addresses the unique distinction of Condit as an integral part of the City of Bellaire.

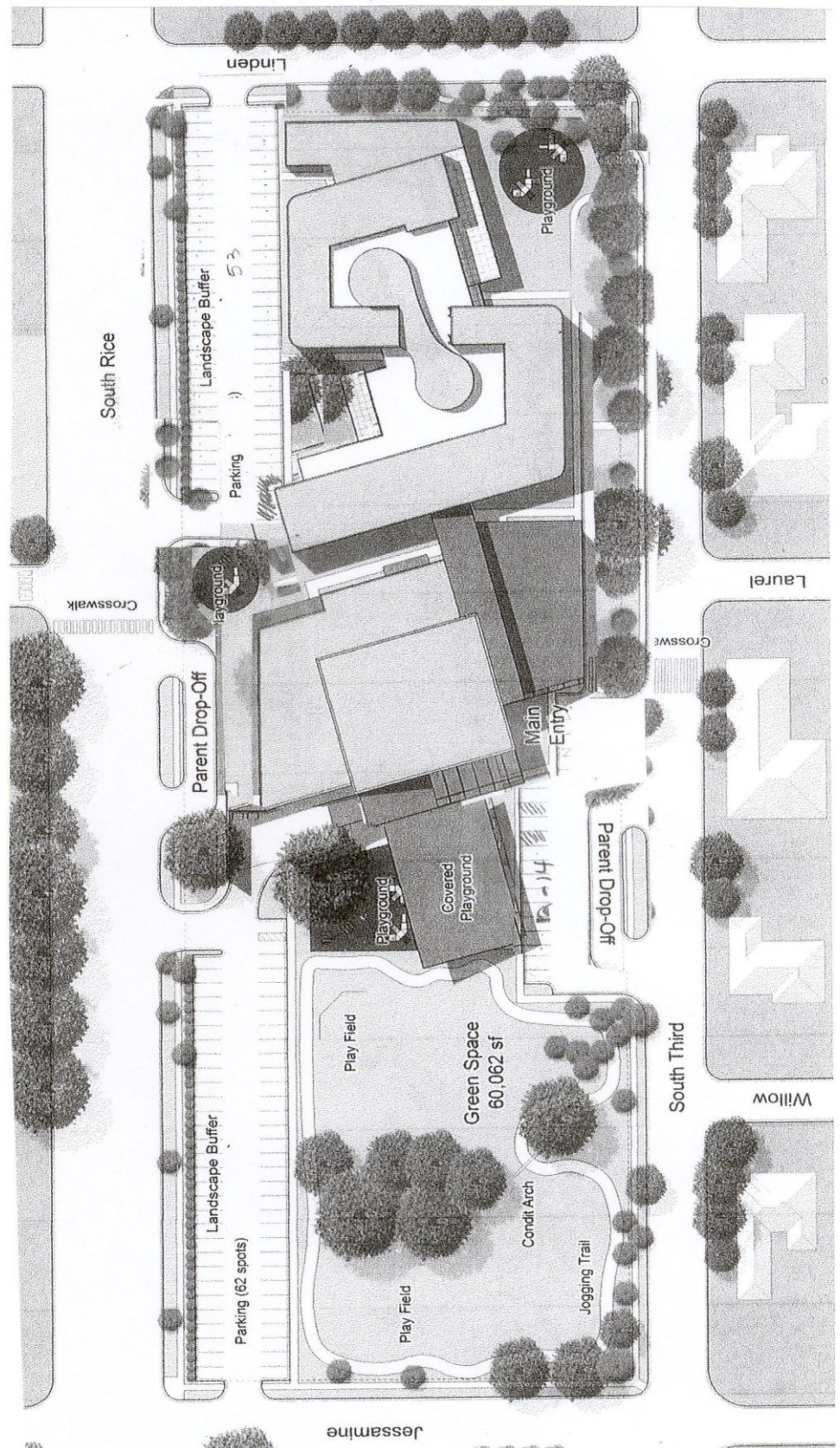
Thank you,  
Molly McGee

Cc: John McDonald, Dan Bankhead, Todd Lien, Troi Taylor, Mike Lunceford



# ALTERNATE PLAN REGARDING PARKING MODIFICATIONS:

- Retain current parking lot at S. Rice and Linden
- Retain proposed parking lot at S. Rice and Jessamine
- Delete proposed parking lot along 3<sup>rd</sup> St with minimal parking near Main Administrative Entrance



*I support the proposed SUP for the Condit Rebuild submitted by HISD & VLK Architects.  
Parking and drop off lines off are needed on both sides of the lot to provide safe entry and exit  
for our students, staff and visitors.*

*Thank you for your time,*

*Avi Barr*



Ms. Parcus,

I am writing to express my strong support of the City's approval of the Condit Specific Use Permit. I am a registered voter and Bellaire resident with two children who will be attending Condit in the future. I strongly believe that improving Condit's facilities is critical both to a better education for Bellaire's children and the property values of all of Bellaire's citizens (better schools drive higher market demand for homes in the zone).

Thank you for your consideration.

Regards,

**Deanna L. Draper**  
**4917 Spruce St.**  
**Bellaire, TX 77401**  
Legal Director  
[Dell](#) | Legal  
fax: 512 283-0413

Attachment: Condit SUP-Deanna Draper (1239 : Consideration-Condit SUP)

May 6, 2014

Mary Sass  
4900 Laurel Street  
Bellaire, Texas 77401

Dear Commissioners,

I hope you strongly consider the comments and concerns of the Condit Elementary regarding the HISD site plan. While HISD, parents of Condit students and members of the PAC in favor of the site plan are not from this area and have not acknowledged or seem to care about the negative effect of this site plan to our neighborhood. HISD and the Condit PAC essentially neglected to involve our neighborhood during their process. HISD and the Condit PAC will not bear the brunt of their adverse ramifications to our neighborhood. While we welcome that HISD will be building a new Condit Elementary, placing a parking lot inside of our neighborhood seems to run counter to the slogan "Bellaire, City of Homes".

The harm to our immediate neighborhood will be to ... The aesthetics of our neighborhood, property values, additional traffic during the week and now on weekends, a negative impact on our quality of life, the negative impact to residential enjoyment, no shared usage for the Bellaire Park based on location, and damage to the quality of the neighborhood since no parking lot previously existed at that residential location.

My neighbors and I hope that you will support the Condit neighborhood, and do not let HISD site plan negatively impact the quality of our community.

Regards,

Mary Sass

Attachment: Condit Commissioners 050614-Mary Sass (1239 : Consideration-Condit SUP)



May 6, 2014

Mark Sass  
4900 Laurel Street  
Bellaire, TX 77401

Dear Commissioners,

I implore you to please listen to the concerned “neighbors” of Condit elementary regarding the HISD site proposal. HISD, Condit parents and PAC members in favor of the current SUP do not live within proximity of this area and have not acknowledged nor do they seem to understand or care about the negative effect that this plan will have to our immediate neighborhood. HISD and the PAC neglected to involve the Condit neighborhood for well over a year. I’m furious that HISD and the PAC feel they can essentially “sneak this past the neighbors” and “shove this down our throats”. The “real” and adverse consequences will not be theirs to bear. I can only hope that the P and Z committee will insist the neighborhoods concerns be actually addressed.

Condit elementary has served the community for a very long time and we are proud to have it in our neighborhood. However, the introduction of a parking lot into the neighborhood will be incredibly detrimental in so many ways...

- Aesthetics of our neighborhood
- Property values!
- Additional traffic during the week and now on weekends
- Negative impact on our quality of life
- The expectation of residential enjoyment
- Failure of the agreement to shared usage for the school and the park based on location
- Damage to the quality of the neighborhood since no parking lot previously existed at that residential location.

I ask that you please support the Condit neighborhood. Do not let HISD’s plan negatively impact the quality of our community unnecessarily.

Sincerely,



Mark Sass

Attachment: Condit PNZ 050614-Mark Sass (1239 : Consideration-Condit SUP)

Hi,

My name is Michal Lutfak and a Bellaire resident (4910 Holt St.). I have 3 girls currently in Condit, one graduated and another entering next year. I would like to voice **my support** for the permit.

Thank you,  
Michal Lutfak

Attachment: Condit SUP-Michal Lutfak (1239 : Consideration-Condit SUP)

Dear Planning and Zoning,

As you are aware, the neighbors near Condit Elementary have concerns with the site plan for the new Condit school. This was evident at the Public hearing on April 8, 2014, when a group spoke for the record. There were current parents from Condit and staff that spoke that evening too. However, none of them live in our section of the neighborhood directly adjacent to Condit Elementary. They of course will not have all of the same concerns that we have as an enclave neighborhood near Condit. Once their kids finish 5th grade they will not be impacted by the components of Condit Elementary site plan. I am specifically concerned about the remaining parking lot located on Third Street that will serve both as a drop off for students and a parking lot all at the same time! I am concerned of the increase in traffic (despite the studies) on Third Street during peak school hours and non school hours. I am concerned for the safety of our neighborhood kids during non school hours with a parking lot on the interior neighborhood street.

Our concerns that have been communicated to HISD, City of Bellaire, Planning and Zoning, and Condit parents and staff on numerous occasions reflect experience with the ebb and flow of that site during school and NON school hours. There was a meeting on April 5 facilitated by HISD for the neighbors near Condit. Mr. Bankhead from HISD heard feedback that was not previously considered in early site plan meetings, as a representative of HISD he seemed to understand and "get" what the residents were communicating. HISD seemed to be open to considering our suggestions as a viable option that could be accomplished without HISD having to delay the proposed project schedule. Since that meeting we have not heard from HISD regarding any of our suggestions or seen an attempt at a revised site plan. The proposed parking lot on Third Street and associated traffic during school and non school hours will affect the residential quality of life, safety of our children and property values. We need your protection. We need HISD to consider our points.

Our suggestions consider the importance that is unique to Condit with its location in the center of Bellaire. The suggestions consider the safety of current Condit students and the kids and families that use Condit Park in non school hours. The suggestions consider the traffic at peak times during the day and school year. The suggestions consider priorities of the school for adjusted drop off and pick up procedures. The suggestions consider shared parking for City, school, and church that are all an integral part of our City Centre.

Site Plan changes that I would like to see:

**\*\*The majority of the parking still remaining on Third Street should be moved to S. Rice Avenue/Linden (north end) where there is currently an existing lot.**

My neighbor submitted a revised plan that illustrates the new school with all parking on S. Rice Ave.

The very first site plan from HISD showed all parking on Third Street. Why then is not possible for all the parking to fit on S. Rice Ave and still have the other components fit in the site too?

The approval of the parking variance that reduced the number of parking spots required should make this possible.

Moving this lot does not interfere with Condit desires. There is still a smaller pull through drop off and a front of school visitor and handicap parking spaces.

**\*\*Submit another request for a variance to Board of Adjustments for fewer spaces if needed to move the proposed Third Street parking lot to the existing parking area on S. Rice / Linden.**

**\*\*Retain the current proposed additional parking lot at S. Rice and Jessamine.**



I am excited for the Condit staff and parents to have an updated facility for students. Even though I am not in favor of the two story design or that the Green Space and School will flip positions on the site, interrupting the flow of green space to Bellaire Town Square, I believe that moving the proposed Third Street parking lot to S. Rice is a small, doable concession that HISD could make.

As a past Condit parent and volunteer to the school and parks, mine and my neighbors comments, concerns and suggestions are brought to P and Z so that our quality of life on our street that we like is maintained. Please listen and consider the thought out points and concerns of our neighborhood!

Thank you,

Leslie Little  
4915 Laurel St.

Dear City of Bellaire and Planning & Zoning Commissioners:

Bellaire is in my blood. I graduated from Bellaire High School in 1982 and am currently a neighbor of Condit Elementary School. My three children attended Condit Elementary. I chose to live in Bellaire because of the small town feel and neighborly environment. I am writing this letter to urge the City and the Planning & Zoning Committee to step in and be the voice of the residents of Bellaire as well as the neighbors of Condit.

I am very excited that the City of Bellaire is partnering with HISD to build a new state of the art elementary school that we can all be very proud of and can continue to love and support for the next 100 years or more. Condit has been a dear friend to the neighborhood and with modern technology the new school should be standing for a long time to come. So let's get this right.

I believe the goals of HISD, City of Bellaire, Project Advisory Team and neighbors of Condit are the same. A state of the art school that provides an excellent education in a safe environment that is part of a beautiful neighborhood. We can obtain these goals if we work together and all compromise.

After reviewing the proposed plans of the new school I believe the children of Condit will be placed into a dangerous situation when entering and exiting the campus. By placing the larger drop off area connected to a parking lot on 3<sup>rd</sup> Street with a crosswalk bisecting the main flow of traffic, a disaster in the making is being created. Mr. Marc Steinberg hit the nail on the head when he brought up his concerns during the Planning & Zoning Committee meeting regarding the proposed carpool line/parking lot/entry to school. Who would have children walk across the main line of traffic to enter school? It makes no sense. To add to the danger, there are 60-plus parking spaces along the carpool line that will mean cars backing up to exit, cars exiting the carpool line and children trying to walk to school dodging cars. It will be like playing Russian Roulette entering the school. I believe separating foot traffic from car traffic is the best solution.

I am proposing that the main drop off area as well as parking lot(s) would reside on South Rice. This will accomplish four objectives. First, this is the safest plan for the children. Currently children are dropped off on South Rice. With a new proposed drop off area set back off South Rice and onto school property this will be a safer and preferred option. By having the drop off on South Rice, this will allow for parents walking their children into school from the neighborhood side on 3<sup>rd</sup> Street to enter the school without fearing for their lives crossing heavy traffic. Secondly, the parking lot can serve the City of Bellaire at all City events in Town Square and the Bellaire Rec and Aquatics Center. A crosswalk is already in place to go from the current Condit parking lot to the Town Square area. This will reduce traffic through the neighborhood during non-school hours as well. Third, the traffic surveys show with the current design 3-4 times as many cars will be exiting the carpool line and driving down Willow St. This presents another hazard to neighbors and young children walking to their cars or homes. Finally, this will also have a positive aesthetic effect on the neighborhood.

This new proposal is the best plan for Condit, the City of Bellaire, the residents of Bellaire and the neighbors of Condit. Please listen to the neighbors, your neighbors, and act swiftly so the design can be changed and the project will not be delayed.

Thank you for your time and consideration.

Sincerely,

Greg Lerner  
4971 Willow St

Attachment: Condit SUP-Greg Lerner (1239 : Consideration-Condit SUP)

I am in support of the SUP for the design of the new school. Please recommend that the City Council approve the SUP. Thank you,

Heather Mee  
Condit Parent

Ashley Parcus  
 Community Development Administrative Assistant  
 City of Bellaire  
 7008 S. Rice Ave.  
 Bellaire, TX 77401

Dear Ashley Parcus:

In preparation for the Planning and Zoning meeting on May 13, and as a member of the Condit Project Advisory Team (PAT), I would like to respectfully submit a summary of the communications efforts of HISD and the PAT. The following efforts to open conversation with the neighborhood and gather input from the community have been consistently used for all community meetings to date. In my opinion, the HISD staff, Condit, VLK and the PAT have taken measures which I believe are proactive and, in fact, exceed expectations for this project.

At the inception of the project, HISD announced that there will be three community meetings to gather input from the neighbors and community of Bellaire. They have gone above and beyond their commitment to communicate. They added an unplanned community meeting in response to the neighbors and will conduct a fourth meeting in the fall of 2014.

**October 29, 2013 was the first Community Meeting organized for the community by HISD and held at Condit.**

As an outcome of that meeting, after receiving input from the community, HISD and the PAT responded to the neighborhood concerns about the large number of parking spaces required by the City. The PAT, VLK and HISD requested a special consideration from City Council to lower the parking requirement from the original number to 128 spaces.

The PAT was informed that a petition was signed and submitted to the City on Nov. 14<sup>th</sup>, 2013. Signatures included Molly McGee and Leslie Little among others.

**February 25, 2014 was the second Community Meeting organized for the community by HISD and held at Condit.**

**April 5, 2014 Additional (Third) Community Meeting.** As a response to the request of a number of neighbors, an additional Community Meeting was organized on a Saturday morning, April 5, 2014 to hear suggestions and gather input from the neighborhood.

Attachment: Letter about communications-Pegi Newhouse (1239 : Consideration-Condit SUP)

HISD Bond Communications office has a process for meeting notifications before each of the HISD Community Meetings. These are the steps that are taken to ensure the neighborhood and community are aware of the meetings.

- Notify PAT of the meeting date
- Post meeting dates on the calendar on the HISD-Condit Bond Project website
- Prepare and send press announcement
- Flyers are delivered to the school to be sent home to families and posted around the school
- Hand-deliver meeting notification flyers on doors in neighborhood
- Email flyer to principals of all feeder campuses
- Email meeting notification to the City of Bellaire Councilmen and key stakeholders at the City of Bellaire.
- Take flyers to neighborhood churches
- Take flyers to neighborhood businesses
- Post meeting information to social media

Condit Administration takes these steps to communicate to Condit families and the surrounding neighbors about the Community Meetings:

- Notice on Marquee on South Rice
- Flyers sent home for parents
- Condit email on at least two Sundays prior to the meeting date
- Condit phone call to all parents

**Interested individuals have several ways to keep abreast of the bond project due to HISD's open communication policy.**

- HISD's Bond Website has a Condit-specific page with all PAT meeting agendas, minutes, presentations and plans.
- Anyone interested in attending PAT meetings are more than welcome to attend and observe. The dates are posted on the aforementioned webpage.
- If unable to attend the meetings, the HISD Bond Website has a link to submit suggestions/comments
- HISD mailed an "HISD Building Updates" in August, 2013.  
[http://media.houstonisd.org/communications/BondCommunications/building\\_update/building\\_update\\_august2013/eng/index.html](http://media.houstonisd.org/communications/BondCommunications/building_update/building_update_august2013/eng/index.html)

**News Coverage: Numerous news stories were published about the build.**

Bellaire Examiner , Oct. 31, 2013

[Meetings seek input on designs for Condit Elementary, HSPVA](#)

The Houston Chronicle, Dec. 5, 2012

## HISD to start first round of major rebuilding in 2014

Bellaire Examiner, March 4, 2014

### [HISD receives input on designs for Condit, Mandarin Chinese school](#)

### **Websites: HISD and Condit keep the community informed about the project progress**

Condit PTO Bond Update page: <http://conditpto.org/condit-rebuild-updates/>

HISD Bond Update page: <http://www.houstonisd.org/Page/75020>

### **Social media:**

Facebook page for Condit has posts about the community meetings at <https://www.facebook.com/ConditES>

### **Tweets:**

<https://twitter.com/ConditES>

### **Blog:**

[http://blogs.houstonpress.com/hairballs/2012/06/hisd\\_billions\\_bond\\_construction.php](http://blogs.houstonpress.com/hairballs/2012/06/hisd_billions_bond_construction.php)

In my opinion, HISD, the PAT, the Condit administration and VLK have done an outstanding job communicating and bringing the community in as a partner in the project.

Respectfully submitted,

Pegi Newhouse

Bellaire Resident, Condit Parent and PAT Member



Dear Ms. Parcus,

I'm sorry I missed the April meetings. I was out of town.

I am confident that my neighbors adequately expressed our opposition to the proposed changes to Condit. However, I would still like the opportunity to add my 2 cents, for what it's worth.

I live at 4921 Laurel St. As it stands now, I cannot back out of my driveway between 2:45 pm and 3:15 pm. I am virtually a prisoner in my home until the traffic clears. I have also stopped repairing my driveway from the damage caused by the large SUV's using it to turn around. Additionally, I have curb damage in front of my house from aberrant parking. (See pics)

I was also the victim of an angry incident with a woman who had just turned onto Laurel from Second St, going westbound, towards Condit. With vehicles parked on both sides of the street, there is only space for one car at a time. I was traveling EB, almost to Second Street. She wanted me to back up, almost a full block when she only had to back up a few houses. This was not a pretty sight in front of children. And please don't take that to mean that we want our streets to be one-way because we don't. We've been penalized enough trying to support this school.

I think all of us have been very patient with having our neighborhood invaded three times a day, not to mention the man with the mega horn, blasting instructions.

We all pay very high taxes to enjoy living in Bellaire. I personally have lived here since 1970. With the plans to revitalize Bellaire, it's clear we care about preserving the sanctity of our neighborhoods and our way of life, yet bring about change. This is one way that commitment to preserve the existing neighborhoods can be tested. Does the Bellaire government stand behind it's commitment or was this just empty rhetoric? I guess we'll see.

South Rice is a very wide street with enough space for parked cars. The bicycle lane could be used temporarily. During the rest of the time, traffic going by South Rice is not going to notice a parking lot. As consumers, we are numb to parking lots along well traveled roads. What we are not numb to and not willing to become accustomed to is parking lots along our neighborhood side streets. It may be HISD, but we are not Houston residents and our expectations are higher.

As I passed by Bellaire High School the other day, I noticed BPD officers directing traffic. As I approached Condit at Third and Jessamine Streets, I was struck by the oddity of having little kids function as the crossing guards. With the parking lot located along S. Rice, I would propose having BPD control traffic. While that will raise city costs, it will likely be offset by the rise in taxes that will no doubt be incurred upon us due to the "upgrade". I get hit with "upgrades" on my house every year when I haven't done a darn thing except mow the grass.

In conclusion, I am obviously opposed to HISD's plan and would implore my Bellaire officials to resolve the situation that is a win-win for all of us.

I have also enclosed some photos because my street gets the most traffic at school time. You can see the damage to my driveway and curb. You can also see some of the vehicles. This was at ~3:15 pm so some from across the street have already left. When they are bumper to bumper, there is no way I can get out if my driveway.

Thank you very much for your time.

Best Regards,

Laura

Laura Noaker, DVM, DACVIM  
VERGI 24/7 Animal Emergency Hospital  
8921 Katy Freeway  
Houston, Tx 77024  
713.932.9589  
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Facebook VERGI 24/7

*"Here when you need us"*









Thanks,

Laura

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VERGI 24/7 Animal Emergency Hospital  
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Fax 713.932.0223  
[www.vergi247.com](http://www.vergi247.com)  
Facebook VERGI 24/7

*"Here when you need us"*

Hello all:

My name is Mark Goodman and I live at 4908 Linden Street. This email is in regards to the current plan Condit Site Plan.

Our family is interested in the safety of our children and the safety of future generations of children that will walk to school from our house. This is an opportunity to move the traffic from 3<sup>rd</sup> street to Rice Blvd. Our immediate neighborhood has many kids that walk to school across third to Condit. It would be foolhardy to add a parking lot to the 3<sup>rd</sup> street side. Why can't the school traffic be on the street that is supposed to see traffic (Rice Blvd) and protect the integrity of our neighborhood?

Thank you for hearing me out!

Mark Goodman

**Mark Goodman**  
**Specialty Maintenance Products, Inc**  
5711 Clarewood; Suite B  
Houston, TX 77081  
Office (713) 667-4402  
FAX (713) 669-8618  
Email: [sales@SMPTools.com](mailto:sales@SMPTools.com)  
Website: [www.SMPTools.com](http://www.SMPTools.com)

Attachment: Condit SUP-Mark Goodman (1239 : Consideration-Condit SUP)



Ashley Parcus - Community Development Administrative Assistant  
 City of Bellaire  
 7008 S. Rice Ave.  
 Bellaire, TX 77401

Dear Ms. Parcus:

Regarding the upcoming Planning and Zoning Commission meeting on May 13, 2014, I would like to share my thoughts as principal of Condit. The symbiotic relationship that our school enjoys with the Bellaire community is one that all schools strive to attain. We seek to be a good neighbor and I'm saddened that we don't see eye to eye with a few of our neighbors on the plan for the new building. Clearly, parking has become a bone of contention and I believe that placing parking on both South Rice and South Third Street, as proposed in the plan, will be a win-win for everyone. Adding a designated drop-off lane off of South Third Street will prevent many of our parents from parking on the surrounding streets simply to walk their student in to school. The flow of traffic will be minimalized on the residents' streets with an organized, safe drop spot on our property. Diverting the traffic flow from South Third Street on to our property would clear up much of the congestion that causes delays and unsafe conditions each morning and afternoon.

Throughout the day we have a nearly constant parent present in our building. Parents volunteer, eat lunch with their child, and sometimes come to pick up their child from the clinic. In each of these cases they are presently asked to park on the street or in the neighborhood as opposed to a safe spot in close proximity to the building in either new parking lot. Our campus layout should encourage parents to be a part of our learning community and our new plan does just that.

I am concerned with the suggestion that we divert our students, parents, and teachers to South Rice. As a major thoroughfare, this would put people in the position of navigating four lanes of high volume, faster paced traffic. Moving the majority of our traffic to the South Rice side of the building would disrupt the current traffic patterns and create gridlock during the drop off and pickup times as parents negotiate multiple access points to the parking lots in a relatively small area. Just this morning, on May 7<sup>th</sup>, a car hit a Pershing student walking across South Rice to get to the Pershing bus that picks up at Condit. Keeping the bulk of our families on the South Third Street side of the school is a much safer alternative.

From an aesthetic perspective, VLK architects have worked tirelessly to put a design in place that will create a 'green screen' of trees, bushes, and plants that will

shield the view of the South Third lot from the houses down the surrounding streets. Although there are no houses that front the Condit lot, when they walk down their drives and turn to look at the building they will see greenery and traditional campus objects such as the large CONDIT triangle that now welcomes students each morning. Additionally, our plan puts a premium on saving existing trees to maintain several traditional views as neighbors look down at the end of their block.

I appreciate your consideration for all of the talking points that the community has brought forward. Please know that we will continue to reach out to our neighbors and the greater Bellaire community as we move forward with the new building to ensure the best possible solutions to any challenges we may have ahead of us.

Many thanks.

Dan Greenberg  
Principal, Condit Elementary

Frederick T. Kolb  
Helen Bailey Kolb  
4721 Laurel St.  
Bellaire, TX 77401

Planning and Zoning Commission  
City of Bellaire

Dear Commissioners:

Although we don't live as close to Condit as some of our neighbors, we are just as concerned about the proposed plan for drop off and pick up for Condit. The proposed plan does not improve the safety of the children attending Condit. Indeed, children who walk to school from the immediate neighborhood will undoubtedly be subject to greater safety risks having to cross a now busier 3<sup>rd</sup> Street and a parking lot where other children's parents will be backing out of parking places after they drop off their children. Also, the proposed expanded drop off and parking layout will further congest the neighborhood. At some of the meetings parents conceded that they would not even use the 3<sup>rd</sup> Street parking lot to drop off their children but would continue to park in the neighborhood because it was easier and quicker than waiting in the drop off line to park.

Obviously, another plan is needed that at least moves the parking lot off of 3<sup>rd</sup> Street and onto to South Rice. As noted at the meetings, this can be done without changing the proposed configuration of Condit. It also makes the parking lots more accessible to Bellaire facilities which will then be directly across the street. Bellaire is a distinct community unto itself outside of Houston. Having the parking lots on South Rice would make more sense enabling the citizens of Bellaire more parking and better access to the city hall, recreational facilities, and the water park.

We ask you to please support the Condit neighborhood. It would be wrong to let HISD's plan to negatively affect Condit's neighbors, particularly when a better and safer alternative exists.

Frederick T. Kolb  
Helen Bailey Kolb

Mike Neben  
4823 Laurel St  
Bellaire, TX 77401

May 7, 2014

Dear City of Bellaire and Planning & Zoning Commissioners:

I am very concerned with the current plan for the new Condit Elementary that HISD has presented for a SUP. HISD has not involved the immediate community until recently and has generally disregarded any concerns or recommendations we have made regarding the site plan. The current plan is not neighborhood friendly and disregards the unique function of Condit within our community. Introducing a parking lot inside a residential neighborhood where there has previously been none will only detract from the neighborhood that we chose to make our home.

- While a new school may increase home values within the community, our property values will decrease with a parking lot at the end of the street.
- Traffic will increase within the neighborhood during school times as well as evenings and weekends, especially with city and school functions at non school times.
- Our streets and homes will not be as safe and welcoming to outdoor activity with the increased traffic.
- Our residential streets are not equipped to handle the extra traffic from an interior neighborhood parking lot but S. Rice is already built for heavy traffic loads.
- The parking lot on Linden and S. Rice to 3<sup>rd</sup> St was designed to serve the school, City and Church. Moving the parking further in to the neighborhood will create additional hardships to participants of City functions and members of the Church.
- Queue lines inside of parking lots may be a common practice in newer suburban school designs but there are generally at least 2 lanes and a lot more land with this design. Trying to adapt this design on a smaller scale will not work. It will complicate traffic and increase danger for students as the queue entrance is also the only entrance for drop off parking on 3<sup>rd</sup> St.

Please support the Condit neighbors and require that HISD consider an alternate plan which places the parking back on S. Rice before approving the SUP. There is an alternate plan which can be easily adapted by HISD as a safer alternative for Condit students than the proposed plan, and a far better plan for the immediate neighborhood residents and their children. What HISD has spent one and a half years planning without our input will negatively impact our safety, our home values and our quality of life for many years to come.

Thank you,

Mike Neben

Attachment: Condit SUP-Mike Neben (1239 : Consideration-Condit SUP)

Ms. Parcus,

I wanted to reach out to express my support of the City's approval of the Condit Specific Use Permit. I am a registered voter and Bellaire resident with two children who will be attending Condit in the future. I believe that improving Condit's facilities is critical to a better education for Bellaire's children and better schools drive higher market demand for homes in the area increasing property values.

I sincerely hope we can move this project forward given its significance.

Regards,

**Michael Thomas**  
BMC Software  
Global Procurement  
713.918.1257 (work)  
281.687.4758 (mobile)

Attachment: Condit SUP-Michael Thomas (1239 : Consideration-Condit SUP)

*To Whom it may concern:*

*As a father of 2 children currently attending Condit elementary and another child who would love to attend it in couple of years*

*I strongly support the proposed SUP for the Condit Rebuild submitted by HISD & VLK*

*Architects. Parking and drop off lines off are needed on both sides of the lot to provide safe entry and exit for our students, staff and visitors.*

*Condit is at the center of our community and for many years to come; a new and adequate building with all inclusions is the right choice.*

*Sincerely,*

*Mario R. Lamothe, MD*



To whom it may concern;

I support the proposed SUP for the Condit Rebuild submitted by HISD & VLK Architects. They have made a great deal of effort, to create this well thought out plan, taking into account maximizing student safety and have had it open for a long period of time for input taking into account extensive input from concerned citizens.

Parking and drop off lines off are needed on both sides of the lot to provide safe entry and exit for our students, staff and visitors.

Thank you,  
Eric Tamm

Attachment: Condit SUP-Eric Tamm (1239 : Consideration-Condit SUP)

May 8, 2014

Shawn Cox  
Development Services Manager  
Planning & Zoning Commission  
City Council Chambers, First Floor of City Hall  
7008 South Rice Boulevard  
Bellaire, Texas 77401

Re: Comments on Proposed Construction Plan for Condit Elementary

Dear Mr. Cox,

I am writing on behalf of myself and my husband, Tracy Hester. We live across from Condit at Willow & Third Street. We urge approval of Docket SU-2014-01, the Specific Use Permit request from HISD. It is obvious the neighbors, even those of us without young children, will benefit from a new school based on a wonderful Open Commons design and with a continued commitment to shared-use Green space.

There is no doubt that the neighborhood, even those of us without young children, will benefit from having a new modern school nearby. We are excited about the new school and hope HISD, the City of Bellaire, Condit families and the neighborhood can find a path forward that allows everyone to celebrate as this project moves forward. It would be very distressing if this exciting project never becomes a reality.

*Condit Project Communications.*

We find it surprising that people are complaining that information on the Condit project has not been publicly available. We note there were signs outside the school last year about the building plan and more detailed information on both the HISD and Bellaire webpages. We do not have children in any HISD school and we became aware of the school plan community meeting and the PAT meetings last fall. We are not able to attend all of the meetings but we believe there has been plenty of information available on the plans.

### *Neighborhood traffic.*

We have reviewed the traffic study. It is very thorough and concludes that the new school will not have a significant impact on the traffic patterns in the neighborhood. This is not surprising because the total numbers of students and faculty at the school will not be substantially changing.

We note there will likely be increased traffic during the period of construction and demolition. This is typical of any project and will be only a short-term inconvenience to us and others along the approach routes to the school. We urge the city to monitor the traffic patterns and put short-term restrictions in place as necessary to protect area residents.

### *Utilization of Parking.*

There is no doubt that having increased parking available at Condit will reduce the number of cars parking along neighborhood streets. More parking dedicated to the school is urgently needed. However, we urge HISD & Bellaire to consider that the some of the congestion along Third Street will not be relieved by the new parking:

- 1) Parents who park in the neighborhood while their children are waiting for bus pickup will be unlikely to pull into the planned lot.
- 2) More importantly, many parents can be observed dropping children from northbound cars on Third Street because they do not want to take the time to wait in the existing drop-off lines. It is extremely unlikely that these parents will suddenly start waiting in drop-off lines next year.
- 3) Eliminating parking along the West Side of Third Street may cause further crowding on the East side of Third.

### *Parking Location.*

This is the controversial issue. We were surprised to learn that it was the City of Bellaire who wanted the parking moved away from Rice Avenue in order to promote Rice Avenue as a green corridor. We note that Rice Avenue is one of the main streets down the center of Bellaire. It passes two schools, commercial areas, two churches, the Fire Station and City Hall. It is one of the central corridors of Bellaire. Neither the City nor HISD should be surprised that people living in homes near this parking are upset. We are not pleased that our lot is diagonal to the planned parking.

We had hoped the City would work with HISD on a plan that would locate as much of the parking as possible to the Rice side to accommodate school parking during the day and other Bellaire Resident parking on evenings & weekends including Little League, library, city services and special event. If the city is concerned about the



appearance of a parking lot, then landscaping can be installed to add to the aesthetics. The Woodlands demonstrates that green corridor streets can run directly along-side parking lots. Having convenient parking located on Rice benefits Bellaire, and properly landscaped it will not detract from the appearance of the drive down Rice Avenue.

We understand that this project is now very far along and that further redesigns could jeopardize the entire project. We urge all parties to work together to address the concerns of the neighborhood as much as possible.

*We applaud the efforts that have gone into moving this project forward.*

Many people have spent hundreds of hours working on this project. They have done an outstanding job. In particular the PAT participants have tirelessly worked with multiple constituencies to developing an exciting new school plan.

It will be impossible to make everyone happy. With some small tweaks, however, and in particular by shifting more of the parking the Rice side and leaving only minimal handicap & short-term visitor parking on the East side of the school, the plan will likely become significantly less controversial.

*Protection of the Mitchell's Memorial Tree*

We urge everyone involved to make sure that this tree on the Southeast corner of the Condit lot be protected no matter what the final plan is. This tree was planted as Memorial to honor the Grandson of the Mitchell family who were Fifty-Year residents of the City of Bellaire and Mrs. Mitchell, the long-time school secretary of Condit Elementary. A promise was made to the Mitchell family that this tree would be protected and we should all do our part to stay true to this promise.

Thank you again for your efforts and consideration.

Sincerely,



Linda G. Hester  
4991 Willow

April 25, 2014

Dear Ms. Ashley Parcus,

My name is Anne Wallace and I live at 4901 Laurel. After attending several meetings regarding the rebuild of Condit Elementary, I am appalled by many factors.

- 1) It seems unreasonable and unsafe to have children crossing a parking lot to enter the school. There has to be a better way. Also, hasn't HISD considered the impact on safety to our neighborhood children that putting a parking lot inside of the neighborhood might have?
- 2) Why was no one on the impacted streets on the original committee?
- 3) Why weren't we notified from the beginning about the planning process?
- 4) Why is it that all or most that spoke in favor of the proposed plan not from the immediate neighborhood or impacted streets? Residents from the immediate neighborhood spoke against the plan or for a modified plan for a good reason.
- 5) Apparently, the administration at Condit can not tell the teachers where to park. Why can't he at least suggest that they all use the parking lot? When I taught at Madison High School, we parked where our principal, Mr. Erwin, told us to. If he told us to park on South Main to make it safer for the students (which he never would have, but) then we would have parked on South Main.

Please take all of this in to consideration. Additionally, I am also concerned for the safety of all of our residents and well as the children with the plan. An alternate plan for the new structure has been submitted to HISD and to the city that is much more desirable and safer for everyone.

Thank you,



Dear Chairman Frazier and Commissioners,

I am writing to reiterate my support for your Commission's approval of the Condit SUP as presented at last month's P&Z meeting. I live on Chelsea Street and walk my daughter to school every morning, so I get to observe the traffic patterns and issues on a first-hand basis. My daughter will be serving on the school's safety patrol next year, and our family takes the safety issues very personally. The provision of parking at the front of the school (Third Street side) is necessary and will help to alleviate neighborhood street parking. Getting the car queue lines off the street will result in a safer environment for children to enter and exit the school via the carpool. The traffic study indicates that there will be no change in the level of service and no negative impact over the current operational status as a school. Property values of the neighboring homes will be enhanced by the construction of a new facility. The Condit SUP as presented is a win-win—the school wins, and the neighborhood wins.

The site has a number of constraints, and HISD has done a commendable job in designing the best school possible within those limits. The school has sought and received community input into the design of this school, and community and parent volunteers have worked many long hours with the architects in coming up with this design. Nothing is perfect, but this design is best for Condit and best for the community. On behalf of my family, I respectfully request that the Commission recommend approval of the SUP to City Council as presented. Thank you for your time and attention.

Respectfully offered,

Lori G. Aylett  
Smith, Murdaugh, Little & Bonham, L.L.P.  
2727 Allen Parkway, Suite 1100  
Houston, TX 77019  
(713) 652-6500 phone  
(713) 652-6515 fax  
Please note that this is a new address.

**\*\* The following petition was submitted to the Community Development Department but has not been reviewed by city staff. Additionally, several petitioners also submitted written comments that have been included in the Commission's agenda packet.**

April 28, 2014

Memo to: Bellaire Planning and Zoning Commission

From: Eddy and Janice Donaldson, 4981 Laurel St

CITY OF BELLAIRE  
RECEIVED

APR 28 2014

COMMUNITY DEVELOPMENT

Dear Planning and Zoning Members:

Attached please find a petition from Bellaire residents in the block adjacent to Condit Elementary who feel they/we will be adversely affected by the current plan to place a parking lot at the end of our block to serve the new Condit school building.

The parking lot for Condit Elementary should not be on a residential street. It will lower the value of our homes, and it is unnecessary. All logic calls for keeping all parking lots on S. Rice.

Bellaire City Council has a history of protecting residents who live in proximity to new non-residential construction. This proposed school is an opportunity to protect the residential character of the adjacent properties for many years to come.

If the current site plan is not changed, this opportunity will be lost.

We are asking that you, our fellow Bellaire residents, honor our position. If you lived on our block, I trust you would feel the same. The parking on Third Street might seem a subtle change to you, but it is nonetheless a substantive change that will be permanent. There will be no detriment to the school if parking lots remain on S. Rice, but there will be financial detriment to adjacent residents if it is moved to Third Street.

Our neighbors have trusted us to speak for them in this matter. They feel strongly about it and will be sincerely disappointed if their petition goes unheeded.

Eddy E. Donaldson  
Janice H. Donaldson

Eddy and Janice Donaldson



PETITION: WE THE UNDERSIGNED OPPOSE BUILDING A PARKING LOT FOR CONDIT ELEMENTARY ON THE EAST (THIRD STREET) SIDE OF THE CONDIT SCHOOL CAMPUS BECAUSE IT WILL NEGATIVELY AFFECT THE IMMEDIATE NEIGHBORHOOD. INCREASED TRAFFIC ON THIRD STREET AND IN THE PARKING LOT WILL BE A HAZARD FOR OUR CHILDREN WALKING TO SCHOOL FROM THE EAST SIDE. WE PREFER TO FACE THE GREENSPACE/PLAYGROUND AND THE SCHOOL BUILDING ITSELF RATHER THAN PARKED CARS AND CONCRETE. THE PARKING LOT SHOULD BE LOCATED ON THE WEST (S. RICE) SIDE OF THE CAMPUS FOR BOTH SAFETY AND AESTHETIC REASONS.

NUMBER	STREET	NAME/SIGNATURE
4900	LAUREL	.
4901	LAUREL	<i>Donna Hallen</i>
4903	LAUREL	<i>Molly Moser</i>
4904 9	LAUREL	<i>Michelle Brant</i>
4905	LAUREL	
4906	LAUREL	<i>Donna Hallen</i>
4908	LAUREL	<i>MARIE &amp; SABRINA CUMMINGS</i>
4908 4	LAUREL	<i>Marlene Price</i>
4910	LAUREL	<i>Tim Harvey</i>
4911	LAUREL	
4912	LAUREL	<i>CARL &amp; JUDY THRASHER</i>
4913	LAUREL	
4914	LAUREL	
4915	LAUREL	<i>David Little &amp; Leslee Little</i>
4916	LAUREL	<i>STANLEY McHUGH Stanley G. McHugh</i>
4917	LAUREL	<i>Carrie Brandsberg-Dahl</i>
4918	LAUREL	<i>LENA HONG</i>
4920	LAUREL	<i>Michelle Intravicator</i>
4921	LAUREL	<i>Laurie Naker</i>
4924	LAUREL	<i>Sejal Dimple Patel</i>
4928	LAUREL	<i>Collin Chonice</i>
4981	LAUREL	<i>JANICE DONALSON</i>
4991	LAUREL	<i>Susan Colman</i>

PETITION: WE THE UNDERSIGNED OPPOSE BUILDING A PARKING LOT FOR CONDIT ELEMENTARY ON THE EAST (THIRD STREET) SIDE OF THE CONDIT SCHOOL CAMPUS BECAUSE IT WILL NEGATIVELY AFFECT THE IMMEDIATE NEIGHBORHOOD. INCREASED TRAFFIC ON THIRD STREET AND IN THE PARKING LOT WILL BE A HAZARD FOR OUR CHILDREN WALKING TO SCHOOL FROM THE EAST SIDE. WE PREFER TO FACE THE GREENSPACE/PLAYGROUND AND THE SCHOOL BUILDING ITSELF RATHER THAN PARKED CARS AND CONCRETE. THE PARKING LOT SHOULD BE LOCATED ON THE WEST (S. RICE) SIDE OF THE CAMPUS FOR BOTH SAFETY AND AESTHETIC REASONS.

NUMBER	STREET	NAME/SIGNATURE
4900	LINDEN	OLIVIER LICHTARGE & KAREN URBANI
4901	LINDEN	
4902	LINDEN	
4903	LINDEN	MARK DOMINGUE Mark Domingue
4904	LINDEN	
4905	LINDEN	Darlene Hirasaki Darlene Hirasaki
4906	LINDEN	
4907	LINDEN	
4908	LINDEN	
4910	LINDEN	
4911	LINDEN	Marilyn Golub Marilyn Golub
4912	LINDEN	
4914	LINDEN	
4915	LINDEN	
4916	LINDEN	
4917	LINDEN	
4919	LINDEN	Stephen Payne Stephen Payne
4921	LINDEN	
4922	LINDEN	
4924	LINDEN	
4925	LINDEN	
4929	LINDEN	Jim B. Vahi
4950	LINDEN	CONSTRUCTION



PETITION: WE THE UNDERSIGNED OPPOSE BUILDING A PARKING LOT FOR CONDIT ELEMENTARY ON THE EAST (THIRD STREET) SIDE OF THE CONDIT SCHOOL CAMPUS BECAUSE IT WILL NEGATIVELY AFFECT THE IMMEDIATE NEIGHBORHOOD. INCREASED TRAFFIC ON THIRD STREET AND IN THE PARKING LOT WILL BE A HAZARD FOR OUR CHILDREN WALKING TO SCHOOL FROM THE EAST SIDE. WE PREFER TO FACE THE GREENSPACE/PLAYGROUND AND THE SCHOOL BUILDING ITSELF RATHER THAN PARKED CARS AND CONCRETE. THE PARKING LOT SHOULD BE LOCATED ON THE WEST (S. RICE) SIDE OF THE CAMPUS FOR BOTH SAFETY AND AESTHETIC REASONS.

NUMBER	STREET	NAME/SIGNATURE
4900	WILLOW	<i>C. Wang Mei</i>
4912	WILLOW	<i>Aida Botto Aida Botto</i>
4915	WILLOW	
4918	WILLOW	
4931	WILLOW	
4932	WILLOW	
4938	WILLOW	<i>Melanie Berti</i>
4949	WILLOW	<i>April Lopez April</i>
4950	WILLOW	
4954	WILLOW	
4960	WILLOW	<i>A. Kontos</i>
4961	WILLOW	<i>BRENT AND RENEE KONSTANZER</i>
4970	WILLOW	
4971	WILLOW	<i>Greg Lerner Greg</i>
4980	WILLOW	
4981	WILLOW	
4990	WILLOW	<i>Elizabeth Mitchell</i>
4991	WILLOW	

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SECOND

*Audrey Wachberg*