

CITY OF BELLAIRE TEXAS

MAYOR AND COUNCIL

JUNE 9, 2014

Council Chamber

Public Hearing

6:00 PM

7008 S. RICE AVENUE
BELLAIRE, TX 77401



Mayor

Dr. Philip L. Nauert

Mayor Pro Tem

Amanda B. Nathan

Councilman

James P. Avioli Sr.

Councilman

Pat B. McLaughlan

Councilman

Roman F. Reed

Councilman

Gus E. Pappas

Councilman

Andrew S. Friedberg

Mission Statement:

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

SPECIAL SESSION (PUBLIC HEARING) - 6:00 P.M.

A. Call to Order and Announcement of a Quorum - Dr. Philip L. Nauert, Mayor.

B. Reading of Notice of Public Hearing - Tracy L. Dutton, City Clerk.

C. Summary of Public Hearing Procedures - Paul A. Hofmann, City Manager.

D. Presentation - Specific Use Permit Application and Request Submitted by HISD related to Condit Elementary School.

VLK Architects, representatives for the Houston Independent School District (HISD), will present an application and request submitted by HISD for a Specific Use Permit to construct and operate a new school to replace Condit Elementary School on the northern portion of a tract of land owned by HISD and more commonly known as 7000 South Third Street, Bellaire, Texas 77401, in the R-4 Residential Zoning District. Representatives from HISD will be present and available to provide information and/or answer questions.

(Requested by John McDonald, Community Development)

E. Recognition of Citizens and/or Other Interested Parties - Dr. Philip L. Nauert, Mayor.

F. Questions from the Mayor and City Council - Dr. Philip L. Nauert, Mayor.

G. Close of Public Hearing - Dr. Philip L. Nauert, Mayor.

Under the *Rules of Procedure, 2012-2014*, of the City Council of the City of Bellaire, Texas, as revised and adopted January 16, 2012, *Article 9, Rules Governing Public Hearings, Section I, Written Comments*, **oral comments** regarding the application and request submitted by HISD for a Specific Use Permit to construct and operate a new school to replace Condit Elementary School, **will not be received after the close of this public hearing.** Written comments may be submitted to the City Council of the City of Bellaire, Texas ("City Council"), prior to final deliberation on the matter. It is anticipated that final deliberation will occur on Monday, June 16, 2014. Written comments should, therefore, be submitted to the City Council in care of the City Clerk by noon on Thursday, June 12, 2014, in order to be considered for the public record.

H. Adjournment.

Mayor and Council

7008 S. Rice Avenue
Bellaire, TX 77401



Meeting: 06/09/14 06:00 PM

Department: Community
Development

Category: Public Hearing
Department Head: John McDonald
DOC ID: 1151

**SCHEDULED
ACTION ITEM (ID # 1151)**

Item Title:

VLK Architects, representatives for the Houston Independent School District (HISD), will present an application and request submitted by HISD for a Specific Use Permit to construct and operate a new school to replace Condit Elementary School on the northern portion of a tract of land owned by HISD and more commonly known as 7000 South Third Street, Bellaire, Texas 77401, in the R-4 Residential Zoning District. Representatives from HISD will be present and available to provide information and/or answer questions.

Background/Summary:

A public hearing is scheduled on a request from the Houston Independent School District (HISD) for the construction and operation of a new Condit Elementary. HISD proposes the replacement of the current Condit Elementary, with the new school to be located on the north side of the property and greenspace/fields on the southern end.

On April 8, 2014, the Planning and Zoning Commission conducted a public hearing on this item which included input from seventeen speakers. At their regular meeting in May, after due deliberation, the Commission voted 5-2 to send the item forward to City Council with a favorable recommendation. The Report and Recommendation (attached) details the events of the public hearing and includes two conditions placed on the approval. Additionally, the Commission endorses the addition of a traffic control device to limit left turns onto Willow during the morning drop off time.

The City Clerk has fulfilled the notice requirements for this Public Hearing and has prepared the attached Affidavit certifying such. Public comments received prior to the completion of this meeting's agenda packet are included for your review.

This item is scheduled for action at the June 16, 2014 regular meeting.

ATTACHMENTS:

- Report and Recommendation from PZC (PDF)
- Minutes of the PZC (PDF)
- Affidavits of City Clerk and HISD Official regarding Publications and Notification (PDF)
- Specific Use Permit Application with Cover (PDF)
- Traffic Impact Analysis (PDF)
- Application Review Comments and Responses with Cover (PDF)
- Correspondence related to Joint Use Agreement between City and HISD (PDF)
- Petition to Oppose Condit SUP (PDF)
- Written Comments - Condit SUP (PDF)



Report and Recommendation from the Bellaire Planning and Zoning Commission

**Applicant: Houston Independent
School District (HISD)**

SUP No.: S-_____
Purpose: Construction and operation of a new school to replace
Condit Elementary School at 7000 South Third Street,
Bellaire, Texas 77401, R-4 Residential Zoning District
Ordinance No.: 14-_____

Attachment: Report and Recommendation from PZC (1151 : Public Hearing-Condit SUP)



CITY OF BELLAIRE

Planning and Zoning Commission

May 14, 2014

To: Mayor and City Council
 From: Winfred Frazier, Chairman, Planning & Zoning Commission
 CC: John McDonald, Director of Community Development
 Subject: Report and Recommendation on an application for a specific use permit for Condit Elementary School

On Tuesday, April 8, 2014, the Planning & Zoning Commission held a public hearing for the purpose of reviewing an application for a specific use permit submitted by Houston Independent School District requesting a replacement school for Condit Elementary.

Any and all persons desiring to be heard in connection with the application for a specific use permit were invited to speak before the Commission. Seventeen (17) residents voiced comments at the public hearing, including twelve (12) residents in support of the proposal and five (5) residents in opposition. These comments included:

- Concerns with student safety
- Concerns with the aesthetics and devaluation of neighboring properties based on the proposed site plan
- Concerns with increased parking/congestion on surrounding residential streets
- Support for the construction of a new school
- Support for the added safety features that the proposed site plan offers, i.e. off-curb drop-off points, an increase in the amount of on-site parking, and the location of a parking lot on a less busy street.
- Support for the addition of parking to be conveniently located at the school's front entrance

RECOMMENDATION

At their subsequent meeting held on May 13, 2014, and after due consideration and discussion, the Commission found that the application was consistent with the criteria and standards set forth in Section 24-615 of the City of Bellaire Code of Ordinances, and voted (5-2) to recommend approval of the specific use permit for Condit Elementary School, with the following conditions:

- As part of the permit process, HISD must submit to the city a detailed parking plan for construction workers and school faculty during the construction process.
- A four (4) foot high, continuous landscape barrier must be installed to screen parking from neighboring residential properties.

The Commission also voted unanimously (7-0) to recommend to City Council that a sign be installed

restricting left turns onto Willow Street during morning drop-off hours.

VOTE OF THE COMMISSION

Members Present and voting FOR this recommendation to City Council:

-Winfred Frazier, Bill Thorogood, Paul Simmons, Wayne Alderman, Dirk Stiggins

Members present and voting AGAINST this recommendation to City Council:

-Lynne Skinner, Marc Steinberg

Members Absent:

- None.



Minutes of the Bellaire Planning and Zoning Commission

**Applicant: Houston Independent
School District (HISD)**

Minutes: May 13, 2014 (Draft)
Minutes: April 8, 2014
SUP No.: S-_____
Purpose: Construction and operation of a new school to replace
Condit Elementary School at 7000 South Third Street,
Bellaire, Texas 77401, R-4 Residential Zoning District
Ordinance No.: 14-_____

Attachment: Minutes of the PZC (1151 : Public Hearing-Condit SUP)

Chairman Frazier reminded any members of the public wishing to speak to the Commission to fill out a sign in sheet. He also pointed out that no public comments regarding the specific use permit would be allowed.

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.

Mr. McDonald introduced the item by explaining that the Commission had previously held a public hearing regarding the specific use permit application at their April meeting. He explained that this is a request from Houston Independent School District (HISD) for a specific use permit (SUP) for the construction of a new Condit Elementary school to be located at the same site, but more to the northern side of the property. Mr. McDonald added that at the public hearing, 17 members of the public spoke 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, and twenty-one comments have been submitted since the conclusion of the public hearing and have been included as attachments. Mr. McDonald reviewed Section 24-615 of the Code of Ordinances, which lists the standards/criteria that must be met for a specific use permit to be granted, and addressed each criteria. His findings were as follows:

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.

Mr. McDonald found that the application meets all 5 of the standards, and recommended approval of the request. He informed the Commission that representatives from Cobb Fendley, VLK Architects, and HISD were in attendance to answer any questions that the Commission might have.

Questions from the Commission

Commissioner Simmons stated that his initial concern with the proposed site plan is the traffic flow, how the cars are going to drop off students and maneuver around the block, and the safety of the students being dropped off. He also mentioned that

the intersections along S. Third Street could easily become grid locked due to the increase in school traffic. Commissioner Simmons also stated that he does not like the short drop off lane on S. Rice, and questioned whether it could be made longer to bring more cars in off of the street. He felt that the opposition to this proposal is vocal and articulate and that the inability of HISD to tie into that with public involvement, prior to this point, is somewhat of a concern. He pointed out that traffic management, in the form of officers, will be necessary. Commissioner Simmons stated that in his opinion, parents will still park along S. Third Street and take their children into the building, and asked if there will be restricted parking in that area. He then posed a question of the role of the Planning & Zoning Commission, saying, "What is the Commission supposed to do? Do we represent the residents, or do we represent a set of parameters and once a project fits in those parameters it is allowed."

Mr. McDonald pointed out that currently at Condit there are drop off areas on S. Rice and S. Third Street and that cars queue down Rice, past Jessamine, and wait until school is out. He explained that there is no interference with traffic mobility on S. Rice because there is a shoulder for the cars to park in, and that the shoulder will still be there with the new construction. Mr. McDonald noted that even if all of the parking was moved to S. Rice you will still need drop off lanes on both S. Rice and S. Third Streets due to the number of students that attend the school, and that people who travel down Willow and Laurel to S. Third will still be driving into drop off traffic. Mr. McDonald stated that the Traffic Impact Analysis (TIA) shows that the proposed location of the school and continuation of the same traffic pattern does not negatively impact the level of service, meaning congestion will not increase based on this plan. He added that Parking on S. Third Street is currently prohibited in the morning, and will stay that way with the new design. Mr. McDonald pointed out that there is a current traffic pattern in place, which the TIA shows to be efficient, and if in the future the traffic pattern needs to be mitigated the city will address it.

Commissioner Simmons mentioned that angled parking is more convenient for getting in and out of a parking lot and asked if that was a consideration.

Gaby Tassin, Cobb Fendley-Ms. Tassin stated that Cobb Fendley had discussions with VLK Architects regarding angled parking, but in order to meet the minimum parking requirements they had to go with 90 degree parking spaces.

Mr. McDonald pointed out that they were also up against maximum lot coverage.

Commissioner Simmons asked if the parking lot traffic would be one-way or two-way.

Ms. Tassin explained that it will be one-way traffic, and that the parking spaces beside the queue on S. Third are only for faculty that arrive early. This is to ensure that there will be no vehicles trying to back out of a parking spot while children are being dropped off. She added that there will be signage disallowing vehicles traveling north on S. Third Street to turn left into the queue.

Ms. Tassin then reviewed the existing conditions during drop off and pick up. She informed the Commission that currently the student drop-off/pickup on S. Rice is for 3rd-5th grade students, and the S. Third is for Kindergarten-2nd grade. She pointed out that at every pedestrian location there are crossing guards in place during morning drop off and afternoon pickup. Ms. Tassin stated that cars stack up in an available drop off lane at the intersection of Jessamine and S. Rice Street, and that there is a sign at the intersection that disallows vehicles that are traveling on Jessamine Street to turn right. She also mentioned that there are signs that say "Do not block intersection," and that the TIA has recommended adding more of those. Ms. Tassin informed the Commission that there are several "No Parking" signs on Laurel and Willow Street, and that Third Street parking during morning and afternoon pick up and drop off times is disallowed. She also stated that there are stop signs on Linden and S. Third Street, as well as a sign that does not allow left turning vehicles.

Commissioner Simmons asked how well the current traffic pattern/management is working.

Mr. McDonald stated that his office window looks out onto the school traffic and that he has personally seen Bellaire police officers giving citations to drivers who do not follow that signage. He also pointed out that police are frequently monitoring the speed limit within the school zone, and are very efficient at doing so. Mr. McDonald informed the Commission that there is an adult crossing guard with children who help at each of the intersections. He noted that cars often stack up past Jessamine, but it is a pattern that has been in effect for a number of years. Mr. McDonald felt that a change in the traffic flow will only lead to more issues.

Commissioner Simmons asked how far the cars stack up south of Jessamine.

Mr. McDonald stated that the queue normally goes down about 5 or 6 houses, but the system that the school has in place allows for an efficient and smooth drop off and pick up.

Ms. Tassin explained that during their field visit to the school, Cobb Fendley observed that the queue on S. Rice goes approximately 250 feet south of Jessamine Street.

Commissioner Simmons asked the principal of Condit Elementary how he feels about the efficiency of the current traffic flow.

Dan Greenberg, Principal of Condit Elementary School-Mr. Greenberg pointed out that there is a HISD crossing guard in place on the corner of Jessamine and S. Rice for both drop off and pick up. He also noted that there is a very distinct difference between drop off and pick up, and compared drop off to a "slow drip," stating that people are arriving little by little, whereas, pick up is more of a continuous 15-20 minute period of getting children in their cars. He reiterated that Kindergarten through 2nd grade is designated for the S. Third Street drop off/pickup and 3rd through 5th grade is on S. Rice Street. Mr. Greenberg mentioned that the school is not against getting a second HISD crossing guard for the new plan. He feels

that the current traffic flow is very efficient and would like to keep the proposed flow as much like the current as possible.

Commissioner Simmons strongly recommended that the school obtain an additional HISD crossing guard, and asked Mr. Greenberg if he was comfortable, based on his experience, with the small off-curb drop off zone on S. Rice Street.

Mr. Greenberg confirmed that he is comfortable with the proposal and explained that they are currently doing this on the street. He stated that anything that will get those cars off of the street is an improvement from the existing conditions.

Attorney Barner mentioned that Commissioner Simmons had brought up a question regarding the Planning and Zoning Commission's role. He again mentioned Section 24-615 of the Code of Ordinances and explained that the Commission's scope of review is to use those 5 standards, and based on the evidence that has been provided; determine whether the Commission is going to recommend this application to City Council.

Commissioner Alderman asked Cobb Fendley if they could explain, in the existing traffic flow, why there are a lot of left turns onto Willow. He asked if this is the first left that cars can make to cut through to the feeder road.

Ms. Tassin stated that she believes that is the case, and explained that those numbers were the ones observed in the field between Tuesdays and Thursdays during the peak hours of traffic.

Commissioner Alderman stated that he would consider adding a recommendation that City Council to look into the installation of signage on Willow Street to help alleviate some of the cut-through traffic.

Mr. Greenberg explained that Willow Street lines up with Condit's front door and suggested that it could be parents who drop their children off at the door and then take an immediate left onto Willow.

Commissioner Alderman stated that he would like to see a condition added that as part of the permit process the construction manager must submit a detailed parking plan for the construction workers, sub-contractors, and HISD faculty during the construction phase. He mentioned that he would also consider including a requirement for signage on Willow if there is a problem with cut-through traffic.

Mr. McDonald explained that the signage could not be included as a condition, but could be sent as a recommendation to City Council.

Commissioner Alderman pointed out that residents are concerned with the aesthetics of the parking lot on S. Third and stated that HISD could provide a buffer of 3 to 4 foot vegetation to screen the cars as much as practical. He also noted that it could potentially keep children from bolting out into the street.

Mr. McDonald informed the Commission that there will be a fence where the parking is located, requiring students and parents to cross the street at a controlled intersection. He also pointed out that there was some elevation that showed landscaping along the fence. In his opinion, this was included as part of the plan, but if the Commission wished to highlight it then it would need to be included as a condition to the SUP.

Commissioner Steinberg stated that he sees the proposed plan as having an adverse effect on safety. He mentioned that the parking on S. Rice is in an area that is before the drop-off, and cannot be accessed during the drop-off times. He also felt that the most traveled intersection for children and parents walking to school is S. Rice and Jessamine and now pedestrians will have to walk through an intersection of cars trying to get into/out of the parking lot.

Commissioner Stiggins explained that he does not share the concerns regarding safety, and stated that in his opinion this proposal improves the current traffic flow. He added that the fact that the children will be let out of the cars off of the street is an added safety feature.

Commissioner Skinner shared Commissioner Steinberg's concerns with the parking lot on S. Third Street. She was also not comfortable with the children going into the building on S. Third and the impact of the traffic going down the residential streets. Commissioner Skinner then mentioned her concern with the lack of communication between all of the parties.

Mr. McDonald explained that the city does not become part of the process until the application is submitted and the public hearing is scheduled. At that point, the city publishes a legal notice in the local newspaper, mails notifications to the residences located within 200 feet of the property in question, and puts it up on the city website. He mentioned that signage is also required to be put up on all four sides of the property notifying anyone who drives by of the date and time of the public hearing. Mr. McDonald informed the Commission that members of the public have expressed their concerns to the city as well, but that the city cannot specifically address this issue.

Dan Bankhead, General Manager of Design for HISD- Mr. Bankhead mentioned that HISD is always learning how to do things better, and have learned some lessons about communication within the City of Bellaire. He stated that the district did make a strong effort to get the information out to the public and used methods such as open meetings, print media, television, flyers, social media, and the school's marquee. Mr. Bankhead acknowledged the fact that somehow several residents did not get notified of what was happening, and informed the Commission that they will work harder in the future to ensure that all parties are notified.

Commissioner Skinner asked for clarification that there were some residents who were not notified.

Mr. Bankhead stated that flyers were distributed within a 2-3 block radius all the way

around the school and that he is not sure how or why those neighbors were not aware of the events. He informed the Commission that he has reached out to those residents since and had a great turn out of citizens from that area at the last community meeting.

Commissioner Skinner asked what consideration HISD is taking with regard to the suggestions/comments that have been provided by the residents.

Mr. Bankhead explained that the district is looking into some of those issues. He mentioned the concern of the residents regarding the aesthetics of the parking lot and ensured the Commission that HISD will landscape as much as necessary to please the neighboring properties.

Commissioner Skinner stated that she is still confused as to why at the eleventh hour there is still so much information coming in from concerned residents.

Mr. Bankhead explained that he is just as confused as she is, and reiterated that HISD will double their efforts in the future.

Mr. McDonald compared it to the public hearing that the Commission went through with the re-zoning of the corridor and downtown area. He stated that the same residents were notified at the Planning and Zoning level and the City Council level and no one showed up until the public hearing before City Council. He informed the Commission that the city and the district are working on finding a way to bring the neighboring property owners in a little sooner, so that the same problem doesn't arise during the SUP process for Bellaire High School.

Commissioner Skinner asked if HISD will be able to incorporate any requests that the residents have made.

Mr. Bankhead stated that HISD will devote the resources requested for safety, but in terms of changing the site plan that is something that the district would have to work closely with the city to accomplish due to the limitations on the property.

Commissioner Skinner mentioned the small drop-off zone on S. Rice and asked Mr. Bankhead if they could increase the size of that drop off and reduce the one on S. Third Street.

Mr. Bankhead stated that the district could take a look at that.

Commissioner Alderman mentioned that it would not make much of a difference because there will still be the same number of students entering the school.

Mr. McDonald explained that what HISD has brought before the Commission is their application, and that the Commission cannot ask them to change their site plan unless they are planning on continuing the public hearing and asking them to come back. He added that if the site plan is changed it may require an additional public hearing. Mr. McDonald stated that the Commission has two options, either continue

the public hearing and ask for more information, or move the SUP forward by either approving or denying the application. He also pointed out that if all of the parking was moved to the Rice side there would still be the issue of drop off on Rice and people walking through the parking lot to the school or drop off in the parking lot. Mr. McDonald noted that most of the issues stem from the fact that the district is trying to continue operations during construction, which puts limitations on the site.

Chairman Frazier reminded the Commission that they could attach conditions to the SUP as they deem necessary.

Mr. McDonald agreed that conditions could be attached and recommendations could also be made with regards to traffic management/signage.

Vice Chairman Thorogood asked Mr. McDonald if meetings had been held between the neighborhood and the district or the neighborhood and the city since the last Planning and Zoning Commission meeting.

Mr. McDonald stated that two residents came in to talk to him, and that is the only contact that he has had with the neighbors.

Mr. Bankhead also mentioned that there had been another PAT meeting since the last Commission meeting.

Vice Chairman Thorogood explained that it was brought to his attention that there are no members of the PAT that are residents in the local neighborhood.

Mr. Greenberg stated that he knows of one member that lives in the area of Linden, Laurel, and Willow. He informed the Commission that the team is made up of parents, teachers, and administrators that may not live in that immediate area.

Mr. Bankhead added that during the last PAT meeting, an invitation was extended to the immediate neighbors. He stated that a few of them took him up on his offer and have joined the team. Mr. Bankhead also pointed out that there are several members of the team that are City of Bellaire residents, although they may not reside on the particular block in question.

Vice Chairman Thorogood mentioned the school buses that pick students up from Condit and asked what the proposal for buses is with the new set up.

Mr. Greenberg stated that they currently come down Third Street and he doesn't believe that there will be a change made to that aspect of the flow.

Vice Chairman Thorogood felt that the buses confuse the traffic problem. He asked if the buses are gone before the school traffic picks up.

Mr. Greenberg explained that it just depends. He informed the Commission that there are 4 different middle schools and maybe one high school that picks up there and that they each come at different times. Mr. Greenberg stated that there are

buses that pick up after 7:00 am.

Vice Chairman Thorogood mentioned that many of the concerns came from residents that live on Laurel.

Mr. Greenberg explained that the two main access points are on Willow and Laurel, Willow lines up with the front door and Laurel lines up with the covered black top area. He stated that right now those streets are in close proximity to where children are going in and coming out. Mr. Greenberg added that the entrance and exit points will change a little with the new plan.

Vice Chairman Thorogood pointed out that the new plan should reduce some of the traffic on Laurel.

Mr. Greenberg informed the Commission that it most likely won't have an impact on Laurel's foot traffic, but vehicle traffic should be reduced.

Vice Chairman Thorogood asked if the school had any rules in place requiring a minimum number of students in the car for drop-off/pick up.

Mr. Greenberg stated that they do not have that type of restriction.

Vice Chairman Thorogood asked Mr. Greenberg if he knows of any schools that have that requirement.

Mr. Greenberg was not familiar with any schools having this sort of requirement.

Vice Chairman Thorogood asked when the cut-off was for the written comments.

Mr. McDonald explained that the cut-off was May 7th, but written comments received through May 8th were included in the packet.

Vice Chairman Thorogood mentioned that there were several comments received pertaining to the safety of the proposed plan and asked Mr. McDonald if he was familiar with any companies that assess safety.

Mr. McDonald stated that the city does not have a safety consultant, and in this case has to trust that HISD has been building schools for many years with safety as their top priority. He added that there is also a TIA prepared by engineers who take safety into consideration, and that the City of Bellaire Fire and Police Departments have reviewed the plans for safety. Mr. McDonald pointed out that there are schools all over the state that are designed with drop off lanes that go through parking lots, and function well.

Vice Chairman Thorogood asked HISD if they use a safety assessment company when designing new facilities.

Mr. Bankhead explained that the district does have a risk assessment/safety group

along with safety specialists. He added that the district police also review projects for safety. Mr. Bankhead informed the Commission those parties are comfortable with this plan as being an improvement on safety.

Vice Chairman Thorogood asked for clarification that the risk assessment team has reviewed this plan and are comfortable with it as presented.

Mr. Bankhead confirmed this.

Commissioner Steinberg asked if someone from the safety staff came to the school to observe the current traffic flow and compare it to the proposed plan.

Mr. Bankhead informed the Commission that they specifically reviewed the proposed plan, but that the district has safety employees that make quarterly visits to each campus. He reiterated that as part of the bond program, both the police department and risk management group looking at the plans as part of the review process.

Commissioner Steinberg pointed out that the question was never asked of them to go out and look at the traffic flow, as it presently is, and compare it with the changes that are going to be made.

Mr. Bankhead confirmed that this was not asked of them. He explained that they were simply asked to look at the proposed plan and relay any concerns that they might have.

Vice Chairman Thorogood mentioned the comments from the Commission regarding the entrance and exit from the parking lot on S. Rice and asked VLK if there are any minimum modifications that could be made to address those issues.

Todd Lien, VLK Architects-Mr. Lien informed the Commission that they have gone through many scenarios, but taking into account the number of parking spaces required and the access that is needed off of S. Rice the site is very limited on what can be done. He also addressed the concern of the small drop-off zone on S. Rice and explained that it is limited in length because of the crosswalk. Mr. Lien reiterated that the site has many constraints that the firm is trying to balance.

Vice Chairman Thorogood asked Mr. Lien where they were with regards to the impervious area requirement.

Mr. Lien explained that they are right at 50%. He added that they have reduced the building size as much as they can without building up, but they are restricted on height as well.

Vice Chairman Thorogood mentioned that one of the residents' concerns deals with property values. He stated that recently there have been some court rulings on the Ashby High Rise saying that no one can really predict what the future is going to be in terms of property value. Mr. Thorogood also pointed out that no one has seen the plans for the new city facilities that will be located across the street from the school.

Chairman Frazier stated that no decisions have been made regarding the new city facilities, and that the Commission has to make a recommendation simply based on the information that is available to them right now.

Vice Chairman Thorogood stated that he looked at how many addresses are located on the 47-4900 blocks of Linden, Laurel, and Willow Streets and found that there are 204. He pointed out that only 15 opposing comments were received from those addresses and he didn't feel that was enough to ask HISD to make modifications to the proposed plan. Vice Chairman Thorogood felt prepared to vote in favor of the application.

Chairman Frazier mentioned that Bellaire is still growing and asked HISD if/how their proposed plans would be impacted with an enrollment of over 750 students.

Mr. Bankhead explained that operations of the school would not significantly change with an increase in the number of students, and that HISD is planning on capping the number at 750 due to the lack of excess space that will be available.

Chairman Frazier asked what the difference was between Horn Elementary and Condit Elementary, with regards to HISD's notification process.

Mr. Bankhead informed the Commission that Horn involved a much more informal, word of mouth process. He added that the communication with Condit Elementary has been twenty fold more than what was done during the previous bond programs.

Chairman Frazier felt this was interesting information due to the fact that the Commission didn't hear any complaints from Horn residents that they weren't notified. He urged HISD to use what they have learned from the previous schools to ensure that the neighboring residents of Bellaire High School are properly notified. He then mentioned that during school events there are sometimes cars parked along both sides of the residential streets and asked if emergency vehicles ever have trouble maneuvering through those cars.

Mr. McDonald assured Chairman Frazier that the streets are a fairly typical width allowing for those emergency vehicles to pass through.

Chairman Frazier acknowledged that this site has a number of constraints attached to it, making it difficult to please everyone. He added that he would like to see the previously mentioned conditions attached to the SUP, but that he is prepared to support the application.

Attorney Barner urged the Commission to be specific when attaching conditions to the SUP, and reminded them that signage and other traffic flow management must be attached as a recommendation.

Motion: a motion was made by Commissioner Alderman and seconded by Vice Chairman Thorogood to approve the SUP with the following conditions:

1. As part of the permit process a parking plan must be submitted to the city detailing where construction personnel, subcontractors, and HISD faculty will be parking during the construction phase.
2. A 4 foot tall, continuous landscape barrier must be installed to screen the parking lot on S. Third Street.

Commissioner Steinberg offered an amendment to the motion requiring that HISD have their safety consultants go onsite to verify safety based on current traffic flow versus proposed traffic flow.

Mr. McDonald explained that if the Commission approved the SUP under this condition, only to find that the safety personnel do not approve of the plan, then it would kill approval of the application.

Commissioner Steinberg pointed out that if there is a safety issue then it should be killed.

Mr. McDonald mentioned that comparing today's traffic flow and parking situation with the proposed plan would be like comparing apples to oranges.

Commissioner Skinner seconded Commissioner Steinberg's amendment.

Commissioner Stiggins felt that there would be no purpose in requiring this for approval when the district has already said that those departments have reviewed the proposal. He added that he cannot imagine HISD designing a school with more safety hazards than what is in place now.

Mr. Bankhead clarified that the district's team does take into account the safety of students, parents, and faculty, but does not necessarily look at specific intersections that may affect other Bellaire residents. He added that he was concerned about the broadness of the amended motion.

Mark Ingram, Director of Traffic Engineering for Cobb Fendley-Mr. Ingram informed the Commission that his job as a professional engineer in the State of Texas is to look at safety and mobility, with safety as the primary goal. He assured the Commission that as a result of this study being sealed by a licensed engineer Cobb Fendley does feel that this plan is safe.

Vote on the amendment: 2-5. The amendment to the motion failed.

Vote on Commissioner Alderman's original motion: 5-2. The SUP was approved with the conditions listed above.

The Commission then discussed the recommendations that they wished to forward to City Council.

Motion: A motion was made by Commissioner Alderman and seconded by Vice Chairman Thorogood to recommend to City Council the consideration of signage to restrict left hand turns onto Willow Street during morning drop-off hours.

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

Commissioner Simmons asked if recommending the addition of a crossing guard was within the purview of the Commission.

Attorney Barner and Mr. McDonald explained that those individuals are hired by HISD and that would be beyond the Commission's scope.

Commissioner Simmons highly recommended that HISD take it upon themselves to obtain an additional crossing guard.

Commissioner Stiggins asked if there were any suggestions in the diagram presented by Mr. Bordeaux that would be useful.

Mr. McDonald explained that the issue comes down to the fact that signage and/or traffic control that the city decides to implement has to be backed by the TIA. He informed the Commission that the city has a grid pattern system, which is designed to allow for traffic to go through the residential streets. Mr. McDonald then pointed that adding signage to Willow Street may lead to more traffic on another street. He added that as the school develops the city will make modifications, as necessary.

Vice Chairman Thorogood mentioned that one resident spoke to the fact that parking is allowed on both sides of residential streets, but many of the streets only have sidewalks on one side. He suggested allowing parking, during pick-up and drop-off, only on the side of the street with the sidewalk.

Mr. McDonald stated that the solution would be permit parking, which would limit/restrict parking on those streets during pick-up and drop-off times.

Vice Chairman Thorogood asked the Commission if permit parking is something that they should recommend to Council.

Mr. McDonald pointed out that the issues may fix themselves with the additional parking that will be available. He suggested waiting until the school is in operation to evaluate the situation and decide if mitigation is necessary.

Vice Chairman Thorogood withdrew his comment.

RESULT:	APPROVED [5 TO 2]
MOVER:	E. Wayne Alderman, Commissioner
AYES:	Frazier, Thorogood, Simmons, Alderman, Stiggins
NAYS:	Steinberg, Skinner

VI. COMMITTEE REPORTS

There were no committee reports.

VII. CORRESPONDENCE

There was no 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**

Commissioner Stiggins mentioned that there was recently an article in the paper regarding fiscal planning and asked Mr. McDonald if that is something that needs to be on a future agenda.

Mr. McDonald informed the Commission that during the upcoming months Mr. Hofmann, the City Manager, will be coming to speak with them regarding the role that the Planning & Zoning Commission will play

IX. ADJOURNMENT

The Commission unanimously voted to adjourn the meeting at 8:17 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

Attachment: Minutes of the PZC (1151 : Public Hearing-Condit SUP)

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 Fendley 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 Fendley 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. 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 Fendley. 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 Fendley, 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 Fendley 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

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.



Affidavits of City Clerk and HISD Official regarding Publications/Notification of Public Hearing

**Applicant: Houston Independent
School District (HISD)**

SUP No.: S-_____
Purpose: Construction and operation of a new school to replace
Condit Elementary School at 7000 South Third Street,
Bellaire, Texas 77401, R-4 Residential Zoning District
Ordinance No.: 14-_____

City of Bellaire

AFFIDAVIT OF CITY CLERK

I, the undersigned, City Clerk of the City of Bellaire, Texas ("City"), **DO HEREBY ACKNOWLEDGE AND AFFIRM** that on the 20th day of May, 2014, I posted a "Notice of Public Hearing" ("Notice"), in a form as attached hereto and marked "Exhibit A," concerning an application and request submitted by the Houston Independent School District (HISD) for a Specific Use Permit to construct and operate a new school to replace Condit Elementary School on the northern portion of a tract of land owned by HISD and more commonly known as 7000 South Third Street, Bellaire, Texas 77401, on the City's official bulletin board located on an outside west wall of City Hall, 7008 South Rice Avenue, Bellaire, Texas 77401, and on the City's website. The Notice has remained posted continuously from May 20, 2014, until the date of this Affidavit and is scheduled for removal on or after Tuesday, June 10, 2014. In addition, I acknowledge and affirm that the referenced Notice was published in the legal notices section of the *Southwest News*, Volume 28, No. 50, on pages 12-13 in the Tuesday, May 20, 2014, edition, as required by *Chapter 24, Planning and Zoning, Article VI, Amendatory Procedure, Section 24-610, Publication, Subsection B*, of the *Code of Ordinances of the City of Bellaire, Texas*.

I further acknowledge and affirm that the above-referenced Notice was mailed to all owners of real property lying within 200 feet of the property upon which the Specific Use Permit was requested, not less than fifteen (15) days before the date set for the hearing by depositing such Notice in the mail, properly addressed and postage prepaid, to each taxpayer as the ownership appears on the last approved tax roll, as required by *Chapter 24, Planning and Zoning, Article VI, Amendatory Procedure, Section 24-610, Publication, Subsection B*, of the *Code of Ordinances of the City of Bellaire, Texas*. A copy of the Notice mailed to taxpayers and occupant(s) (if different from the taxpayer of record) and the list of taxpayers and occupant(s) to which the Notice was mailed is attached hereto and marked "Exhibit B."



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

ACKNOWLEDGEMENT

STATE OF TEXAS §
 §
COUNTY OF HARRIS §

BEFORE ME, the undersigned authority, on this day personally appeared **Tracy L. Dutton**, the person whose name is subscribed to the above and foregoing instrument and acknowledged to me that she executed the same for the purposes and consideration therein expressed.

GIVEN UNDER MY HAND and seal of office, this the 4 day of June, 2014.

Tillie Wiedemann

Notary Public in and for the State
of Texas

My Commission Expires: 04-28-2017





EXHIBIT A TO AFFIDAVIT OF CITY CLERK

Notice of Public Hearing (June 9, 2014)

Specific Use Permit Application: HISD

Purpose: Construction and operation of a new school to replace Condit Elementary School on a tract of land owned by HISD and commonly known as 7000 South Third Street, Bellaire, Texas 77401



NOTICE OF PUBLIC HEARING

NOTICE OF A PUBLIC HEARING BEFORE THE CITY COUNCIL OF THE CITY OF BELLAIRE, TEXAS, ON MONDAY, JUNE 9, 2014, AT 6:00 P.M. IN THE COUNCIL CHAMBER, FIRST FLOOR OF CITY HALL, 7008 SOUTH RICE AVENUE, BELLAIRE, TEXAS 77401, CONCERNING AN APPLICATION AND REQUEST SUBMITTED BY THE HOUSTON INDEPENDENT SCHOOL DISTRICT (HISD) FOR A SPECIFIC USE PERMIT TO CONSTRUCT AND OPERATE A NEW SCHOOL TO REPLACE CONDIT ELEMENTARY SCHOOL ON THE NORTHERN PORTION OF A TRACT OF LAND OWNED BY HISD AND LEGALLY DESCRIBED AS 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 MORE COMMONLY KNOWN AS 7000 SOUTH THIRD STREET, BELLAIRE, TEXAS, IN THE R-4 RESIDENTIAL ZONING DISTRICT.

NOTICE IS HEREBY GIVEN that a public hearing will be held before the City Council of the City of Bellaire, Texas, on Monday, June 9, 2014, at 6:00 p.m. in the Council Chamber, First Floor of City Hall, 7008 South Rice Avenue, Bellaire, Texas, at which time any and all persons desiring to be heard will be heard on or in connection with an application and request submitted by HISD for a Specific Use Permit to construct and operate a new school to replace Condit Elementary School on the northern portion of a tract of land owned by HISD and legally described as 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, more commonly known as 7000 South Third Street, Bellaire, Texas, in the R-4 Residential Zoning District.

Prior to the public hearing, any person may review the aforementioned application for a Specific Use Permit at either the City of Bellaire's Office of Community Development Department, First Floor of City Hall, 7008 South Rice Avenue, Bellaire, Texas, Monday through Friday, from 8:30 a.m. until 4:00 p.m., except for holidays, or on the City's website under the "Document Center" (once there, click on the folder titled "City Council Agenda Packets").

Dated this 15th day of May, 2014.

/s/

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

Attachment: Affidavits of City Clerk and HISD Official regarding Publications and Notification (1151 : Public Hearing-Condit SUP)



EXHIBIT B TO AFFIDAVIT OF CITY CLERK

Notice of Public Hearing (June 9, 2014)/List of Property Owners of Record

Specific Use Permit Application:

HISD

Purpose:

Construction and operation of a new school to replace Condit Elementary School on a tract of land owned by HISD and commonly known as 7000 South Third Street, Bellaire, Texas 77401

Attachment: Affidavits of City Clerk and HISD Official regarding Publications and Notification (1151 : Public Hearing-Condit SUP)



May 20, 2014

Dear Citizen:

You have received the enclosed "Notice of Public Hearing" due to the proximity of your home and/or business to a tract of land owned by the Houston Independent School District ("HISD") and generally located at 7000 S. 3rd Street, Bellaire, Texas, that is the subject of an application and request submitted by HISD for a specific use permit to construct and operate a new school to replace Condit Elementary School on the northern portion of the referenced tract of land. The public hearing has been scheduled before the City Council of the City of Bellaire, Texas, on Monday, June 9, 2014, at 6:00 p.m. and will be held in the Council Chamber, First Floor of City Hall, 7008 South Rice Avenue, Bellaire, Texas 77401.

The public hearing you have received this notice for will commence with a reading of the "Notice of Public Hearing," followed by a summary of public hearing procedures and then a presentation on the subject matter of the public hearing.

CITIZEN PARTICIPATION AT PUBLIC HEARINGS

1. All Bellaire City Council PUBLIC HEARINGS include the agenda item, "RECOGNITION OF CITIZENS AND/OR OTHER INTERESTED PARTIES." During this agenda item, anyone wanting to address the Bellaire City Council may do so.
2. Those wanting to address the Bellaire City Council are asked to sign in on a "Sign-In Sheet" prior to the beginning of the public hearing. The Sign-In Sheet will be provided on a table at the entrance to the Council Chamber (located on the First Floor of City Hall, 7008 South Rice Avenue, Bellaire, Texas 77401). Those who would prefer to submit a written comment to the Bellaire City Council may do so by completing a "Written Comment Sheet" (also to be provided on a table at the entrance to the Council Chamber). The completed Written Comment Sheet should then be given to the City Clerk prior to the beginning of the meeting.
3. The Mayor will call on each speaker to approach City Council during the agenda item titled "RECOGNITION OF CITIZENS AND/OR OTHER INTERESTED PARTIES." Please remember to step up to the podium as soon as you are recognized by the Mayor. State your name and address before beginning your presentation. If you have written notes you wish to present to the Mayor and City Council, PLEASE FURNISH AN EXTRA COPY FOR COUNCIL FILES. **Each speaker is limited**

to five minutes, with no extension. Notice will be given to speakers after four minutes that there is one minute left for comments.

4. There will be no formal action taken during the PUBLIC HEARING. The Mayor and Council Members will not be able to engage in discussions with the public or debate the subject matter of the PUBLIC HEARING at this time.
5. The Mayor will close the public hearing after members of City Council have had an opportunity to ask questions of the presenter and/or City staff related to the subject matter of the public hearing. Once the public hearing has been closed, *oral comments* will not be received. Written comments may be submitted after the close of the public hearing and prior to final deliberation on the subject matter of the public hearing. In order for written comments to be considered for the record, written comments should be submitted to the Bellaire City Council in care of the City Clerk by noon on the Thursday preceding the meeting of final deliberation.

Citizens who have questions about City Council procedures may ask for assistance from the City Clerk (Tracy L. Dutton) (tdutton@ci.bellaire.tx.us), City Manager (Paul A. Hofmann) (phofmann@ci.bellaire.tx.us), Assistant City Manager (Diane K. White) (dwhite@ci.bellaire.tx.us) or other staff members.

YOUR CITY GOVERNMENT

The City of Bellaire has an elected CITY COUNCIL composed of a MAYOR and SIX COUNCIL MEMBERS, all of whom are elected at large. The Mayor serves for a term of two years, and Council Members serve for a term of four years. Current members of City Council include: Dr. Philip L. Nauert, Mayor; Amanda B. Nathan, Mayor Pro Tem and Councilman – Position No. 6; Roman F. Reed, Councilman – Position No. 1; James P. Avioli, Sr., Councilman – Position No. 2; Gus E. Pappas, Councilman – Position No. 3; Pat B. McLaughlan, Councilman – Position No. 4, and Andrew S. Friedberg, Councilman – Position No. 5.

REGULAR SESSIONS are held by the City Council on the first and third Mondays of each month in the Council Chamber, First Floor of City Hall, 7008 South Rice Avenue, Bellaire, Texas, at 7:00 p.m.

SPECIAL SESSIONS, such as PUBLIC HEARINGS, may also be called and are *generally* held in the Council Chamber, First Floor of City Hall, 7008 South Rice Avenue, Bellaire, Texas, at 6:00 p.m. Items to be considered and/or discussed during such sessions are listed on an AGENDA which is posted on the City's official bulletin board (located on an outside west wall of City Hall, 7008 South Rice Avenue, Bellaire, Texas) and on the City's website (www.ci.bellaire.tx.us) at least 72 hours in advance of the meeting. Information about meetings may also be obtained from the CITY CLERK by calling 713-662-8275 or by emailing the CITY CLERK at tdutton@ci.bellaire.tx.us.

Visitors are welcome and requested to observe the rules established by the City Council as set forth in their RULES OF PROCEDURE, a copy of which is available on the City's website (www.ci.bellaire.tx.us).

Your City Council welcomes your comments during meetings (sessions) and looks forward to hearing from you.

/s/

Tracy L. Dutton, TRMC

City Clerk

Enclosure

Attachment: Affidavits of City Clerk and HISD Official regarding Publications and Notification (1151 : Public Hearing-Conditi SUP)



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Prior to the public hearing, any person may review the aforementioned application for a Specific Use Permit at either the City of Bellaire's Office of Community Development Department, First Floor of City Hall, 7008 South Rice Avenue, Bellaire, Texas, Monday through Friday, from 8:30 a.m. until 4:00 p.m., except for holidays, or on the City's website under the "Document Center" (once there, click on the folder titled "City Council Agenda Packets").

Dated this 15th day of May, 2014.

/s/

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

Attachment: Affidavits of City Clerk and HISD Official regarding Publications and Notification (1151 : Public Hearing-Condit SUP)

City of Bellaire

Property Listing - HISD Application for a Specific Use Permit to Construct and Operate a New School for Condit Elementary School

Property Address	Owner First Name(s)	Owner Last Name(s)	Mailing Address	City	State	Zip
0 Bellaire Boulevard	Bellaire Presbyterian	Church	5001 Bellaire Boulevard	Bellaire	TX	77401-4423
5101 Bellaire Boulevard	B B S I	LC	6363 Woodway Drive, Ste. 525	Houston	TX	77057-1757
502 Chelsea Street	Sherif	Eldin	4907 Florence Street	Bellaire	TX	77401-5021
502 Chelsea Street	Current	Resident	502 Chelsea Street	Bellaire	TX	77401
5100 Jessamine Street	City of Bellaire	c/o J. A. Lee	7008 S. Rice Avenue	Bellaire	TX	77401-4411
4920 Laurel Street	Kerry G.	Introligator	4920 Laurel Street	Bellaire	TX	77401-4427
4921 Laurel Street	Laura J.	Noaker	4921 Laurel Street	Bellaire	TX	77401-4426
4924 Laurel Street	Dimple D.	Patel	4924 Laurel Street	Bellaire	TX	77401-4427
4928 Laurel Street	Collin and Esther	Chance	4928 Laurel Street	Bellaire	TX	77401-4427
4981 Laurel Street	Edward E.	Donalson	4981 Laurel Street	Bellaire	TX	77401-4426
4991 Laurel Street	Thomas M. and Susan	Schexnayder	4991 Laurel Street	Bellaire	TX	77401-4426
5100 Laurel Street	City of	Bellaire	7008 S. Rice Avenue	Bellaire	TX	77401-4411
5108 Laurel Street	City of	Bellaire	7008 S. Rice Avenue	Bellaire	TX	77401-4411
4921 Linden Street	Whaley Family Living	Trust	4903 Holt Street	Bellaire	TX	77401-5722
4921 Linden Street	Current	Resident	4921 Linden Street	Bellaire	TX	77401-4434
4922 Linden Street	Darrel R. and Peggy M.	Delahoussaye	4922 Linden Street	Bellaire	TX	77401-4435
4924 Linden Street	Nancy A.	Ayres	4924 Linden Street	Bellaire	TX	77401-4435
4925 Linden Street	Curtis W. Huff and	Lori M. Gallagher	4925 Linden Street	Bellaire	TX	77401-4434
4929 Linden Street	Current	Owner	4929 Linden Street	Bellaire	TX	77401-4434
4950 Linden Street	Ashok	Gowda	P.O. Box 300953	Houston	TX	77230-0953
4950 Linden Street	Current	Resident	4950 Linden Street	Bellaire	TX	77401-4435
5103 Linden Street	Nancy	Wilhelm	5103 Linden Street	Bellaire	TX	77401-4437
6900 S. Rice Avenue	Jermear Company	LC	2330 Holmes Road	Houston	TX	77051-1014
7201 S. Rice Avenue	Clarice J.	Ratliff	7201 S. Rice Avenue	Bellaire	TX	77401-5025
7203 S. Rice Avenue	Quang Tran and	Jiaqi Lun	7203 S. Rice Avenue	Bellaire	TX	77401-5025
502 S. Third Street	Reginald and Asleanor	Thomas	502 S. 3rd Street	Bellaire	TX	77401-5004
503 S. Third Street	Charles E. and Katherine	Settoon	503 S. 3rd Street	Bellaire	TX	77401-5003
505 S. Third Street	Edward G. and Elizabeth	Schreiber	505 S. 3rd Street	Bellaire	TX	77401-5003
506 S. Third Street	Winifred P. Watson	Lecler	506 S. 3rd Street	Bellaire	TX	77401-5004
510 S. Third Street	Andrew J. Pollard and	Sonja Kristiansen	510 S. 3rd Street	Bellaire	TX	77401-5004
7000 S. Third Street	City of	Bellaire	7008 S. Rice Avenue	Bellaire	TX	77401-4411
7000 S. Third Street	Condit Elementary	School	7000 S. 3rd Street	Bellaire	TX	77401

City of Bellaire

Property Listing - HISD Application for a Specific Use Permit to Construct and Operate a New School for Condit Elementary School

Property Address	Owner First Name(s)	Owner Last Name(s)	Mailing Address	City	State	Zip
7000 S. Third Street	Houston Independent	School District	4400 W. 18th Street	Houston	TX	77092-8501
4980 Willow Street	Chin H. and Shu Chen	Yang	4980 Willow Street	Bellaire	TX	77401-4418
4981 Willow Street	Sally A. Holmes and	Andrew G. Burdeaux	4981 Willow Street	Bellaire	TX	77401-4417
4990 Willow Street	Kenneth and Ying A.	Yang	6915 Spindle Pine Way	Sugar Land	TX	77479-2764
4990 Willow Street	Current	Resident	4990 Willow Street	Bellaire	TX	77401
4991 Willow Street	Tracy D. and Linda G.	Hester	4991 Willow Street	Bellaire	TX	77401-4417



CITY OF BELLAIRE

DEPARTMENT OF COMMUNITY DEVELOPMENT

Affidavit of Posting

Applicant	HISD
Posting location address	7000 S. 3 rd
Type of Request	SUP
Date Sign(s) posted	5/22/14

By my signature below, I acknowledge that I am aware of the requirements of the *Code of Ordinances of the City of Bellaire, Sec. 24-611. Required Notification Signs*. I further affirm that I did personally install or directed to be installed 4 sign(s) as required by Sec.24-611 and that such sign(s) were posted a minimum of fifteen (15) days prior to the public hearing date set for my request, and that the sign(s) posted meet(s) all requirements set forth within the Section.

I hereby submit the attached photo(s) of the required sign(s) as supporting documentation as required.

5/22/14
(Date)

[Signature]
(Applicant's Signature)

STATE OF TEXAS §
 §
COUNTY OF HARRIS §

Before me, the undersigned authority, on this day personally appeared Steven Gee, the affiant who, after being duly sworn on oath, deposed and states the facts herein set forth are true and correct/

Sworn to and subscribed before me on this the 22nd day of May, 2014.



Tracy L. Dutton
Notary Public, State of Texas

07/2012

NOTICE OF PUBLIC HEARING before City Council

On a request for a Specific Use Permit to construct a
replacement school for Condit Elementary, 7000 South Third St.
June 9, 2014 - 6:00 PM - Bellaire City Hall, 7008 South Rice Ave.
For Information: Community Development Department 713-662-8240

NOTICE OF PUBLIC HEARING before City Council

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replacement school for Condit Elementary, 7000 South Third St.
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June 9, 2014 - 6:00 PM - Bellaire City Hall, 7008 South Rice Ave.
For Information: Community Development Department 713-662-8240



Specific Use Permit Application

**Applicant: Houston Independent
School District (HISD)**

SUP No.: S-_____
Purpose: Construction and operation of a new school to replace
Condit Elementary School at 7000 South Third Street,
Bellaire, Texas 77401, R-4 Residential Zoning District
Ordinance No.: 14-_____

Attachment: Specific Use Permit Application with Cover (1151 : Public Hearing-Condit SUP)



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: Specific Use Permit Application with Cover (1151 : Public Hearing-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:

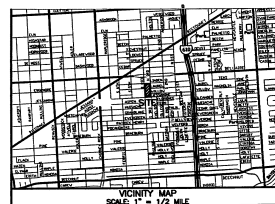
- Site Survey GeoSurv, LLC.
- Current plat by CLR, Inc.
- Owner's certificate from Stewart Title
- Aerial photo of vicinity map
- Aerial photo of location map
- Existing and Proposed site plans
- Existing and Proposed queuing
- Proposed Drainage improvements
- Photographs of existing screening
- Proposed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

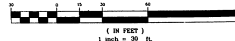
Sincerely,



Steven Gee Jr.
HISD Project Manager
sgee@houstonisd.org
713-556-9261

[illegible]

GRAPHIC SCALE



The owner of land shown on this plat, in person or through a duly authorized agent, dedicates to the use of the public forever all streets, alleys, parks, watercourses, drains, easements and public places thereon shown for the purpose and consideration therein expressed.

HOUSTON INDEPENDENT SCHOOL DISTRICT

Richard Lindsay
Richard Lindsay
Senior Project Executive

STATE OF TEXAS

COUNTY OF HARRIS

BEFORE ME, the undersigned authority, on this day personally appeared Richard Lindsay, Senior Project Executive, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledgement to me that he executed the same for the purposes and considerations therein expressed and in the capacity therein stated.

Given under my hand and seal of office, this 12 day of November, A.D. 2004.

Elizabeth Garza
Notary Public in and for the State of Texas
My Commission Expires: 08-13-2008

STATE OF TEXAS

I hereby certify that this plat is true and correct and was prepared from an actual survey of the property made on the ground under my supervision.


Larry P. DeLange, RPLS
Registered Professional Land Surveyor
Texas Registration No. 4578

STATE OF TEXAS

COUNTY OF HARRIS

I hereby certify that proper engineering consideration has been given this plat to the matters of streets, lots and drainage layout; and to the best of my knowledge, this plat conforms to all requirements of Chapter 23.5 of the Code of Ordinances of the City of Bellevue, "Land Subdivision Regulations".

F. H. Radford
F. H. Radford, III
Registered Professional Engineer

Sworn to and subscribed to before me this, the 2nd day of November, A.D.

7/- 1.

Notary Public in and for the State of Texas

The plat has been submitted to and considered by the Planning and Zoning Commission of the City of Bellaire, Texas and is hereby approved by such Commission.

Dated this 17 day of November A.D. 200

By: David Johnson
Chairman

I, Beverly B. Kaufman, Clerk of the County of Harris County, do hereby certify that the within instrument with its certificate of authentication was filed for registration in my office on Dec. 8, 2004, at 8:45 o'clock a.m., and duly recorded on Dec. 2, 2004, at 9:25 o'clock a.m., and at Film Code Number 572018 of the Map Records of Harris County.

GRAPHIC PRESENTATION 2.4.10. 2.4.10.1. 2.4.10.2. 2.4.10.3.

BEVERLY B. KAUFMAN
Beverly B. Kaufman
Clerk of the County Court
Harris County, Texas

Dr. John L. Gump

OFFICE OF
BEVERLY B. KAUFMAN
COUNTY CLERK, HARRIS COUNTY, TEXAS
JULY RECORDS OF COUNTY CLERK

FILM CODE 572018
 TRANSMIT ELEMENTARY

THIS IS PAGE 1 OF 4 PAGES
REFLECTION IN CAMERA DESIGNATION MING

KEY MAP

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

OWNERS

ENGINEERS & SURVEYORS

Houston Independent School District
3830 Richmond Avenue, Houston, Texas 77027
Phone: (713) 892-7798 Fax: (713) 892-7847

CLR, Inc.

Architects • Engineers • Surveyors • GIS
7800 West Tidwell, Suite 400, Houston, Texas 77040
Phone: (713) 462-0003 Fax: (713) 462-2732

DATE: NOVEMBER, 2004

SCALE: 1" = 30'

03110082A

D.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.

Robert K Meadows

Notary Public in and for
The State of Texas

Name: _____

My Commission Expires: _____

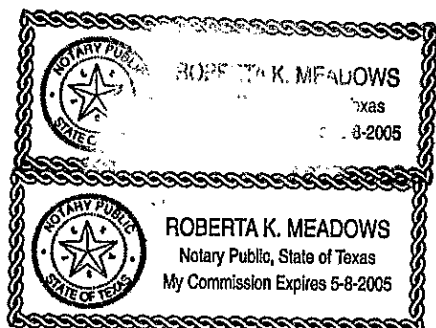


EXHIBIT "A"*Legal Description of Property*

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.

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. Kayfman
COUNTY CLERK
HARRIS COUNTY, TEXAS

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

X407298
02/20/04 300357252

\$19.00

ABANDONMENT OF RIGHT-OF-WAY

STATE OF TEXAS

§
§
§

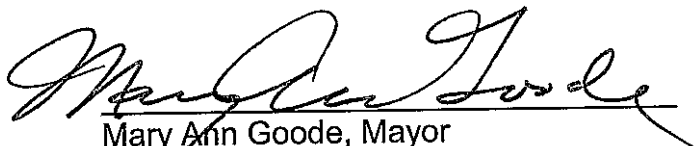
KNOW ALL MEN BY THESE PRESENTS:

COUNTY OF HARRIS

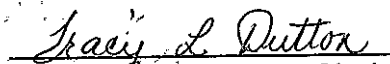
FOR AND IN CONSIDERATION of the receipt of a fair and equitable settlement in the form of a Joint Use Agreement to the City of Bellaire, Texas, from the **HOUSTON INDEPENDENT SCHOOL DISTRICT**, the **CITY OF BELLAIRE, TEXAS**, a home rule city, does, by these presents, abandon, release, and relinquish 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: Specific Use Permit Application with Cover (1151 : Public Hearing-Condit SUP)

ACKNOWLEDGMENT

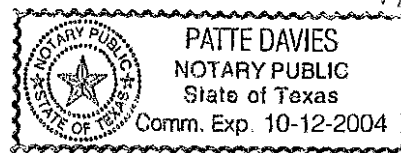
STATE OF TEXAS §
 §
 COUNTY OF HARRIS §

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 29th day of December, 2003.

Patte Davies

Notary Public, in and for the
State of Texas



FILED

2004 FEB 20 PM 1:02

Bellaire City Clerk
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: Specific Use Permit Application with Cover (1151 : Public Hearing-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.

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 29th 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 29th, 2003, by Mayor Mary Ann Goode of the City of Bellaire, Texas.



Notary Public, in and for the
State of Texas

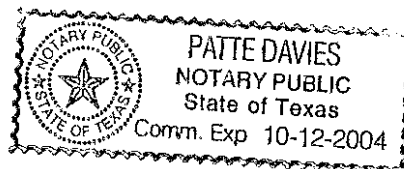


EXHIBIT A

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. 75

Attachment: Specific Use Permit Application with Cover (1151 : Public Hearing-Condit SUP)

2004-2-20-2004



Attachment: Specific Use Permit Application with Cover (1151 : Public Hearing-Condit SUP)

Vicinity Map

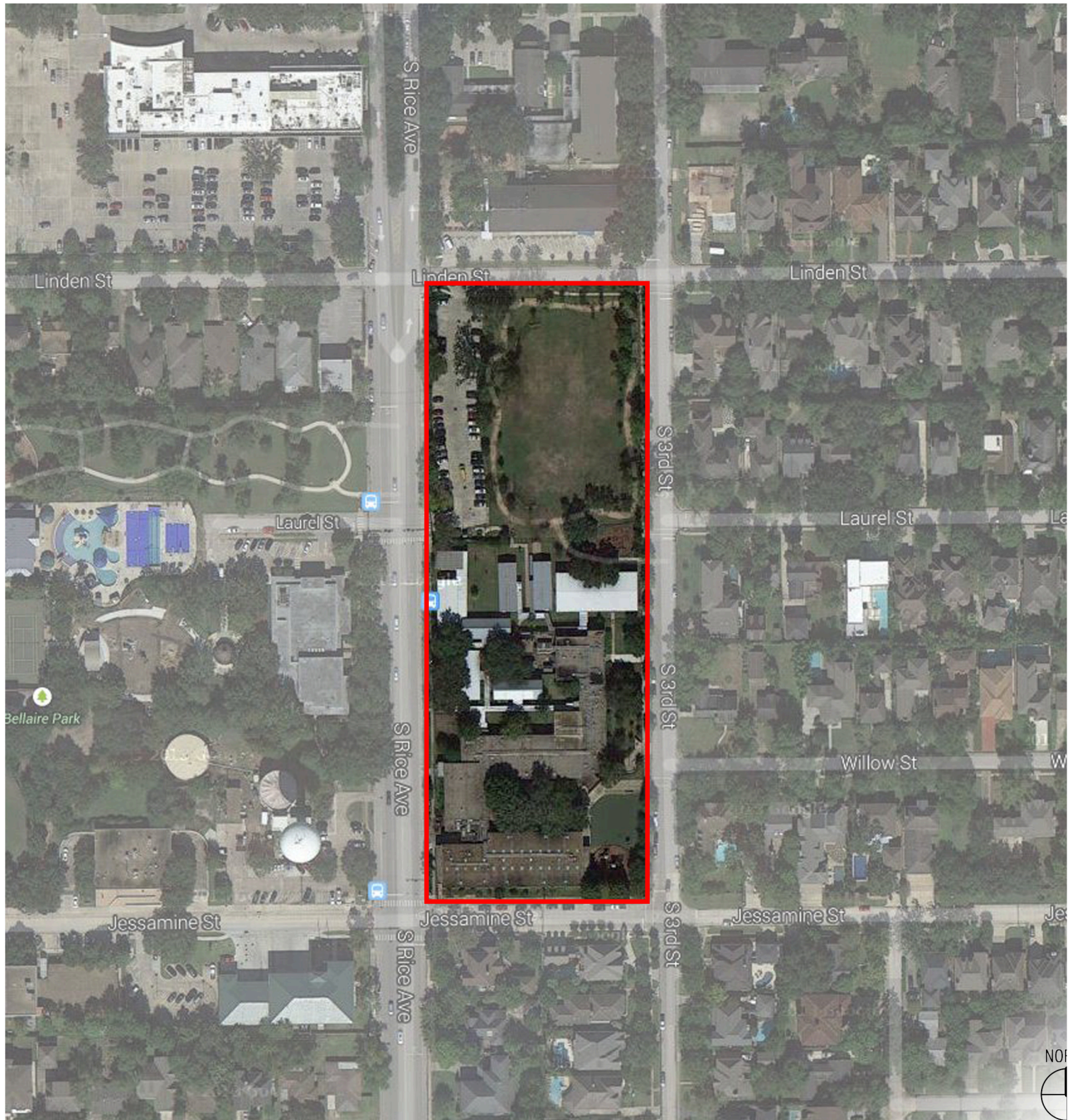


HOUSTON INDEPENDENT SCHOOL DISTRICT
CONDIT ELEMENTARY SCHOOL
BELLAIRE, TX

February 27, 20



Packet Pg. 76



Attachment: Specific Use Permit Application with Cover (1151 : Public Hearing-Condit SUP)

Location Map

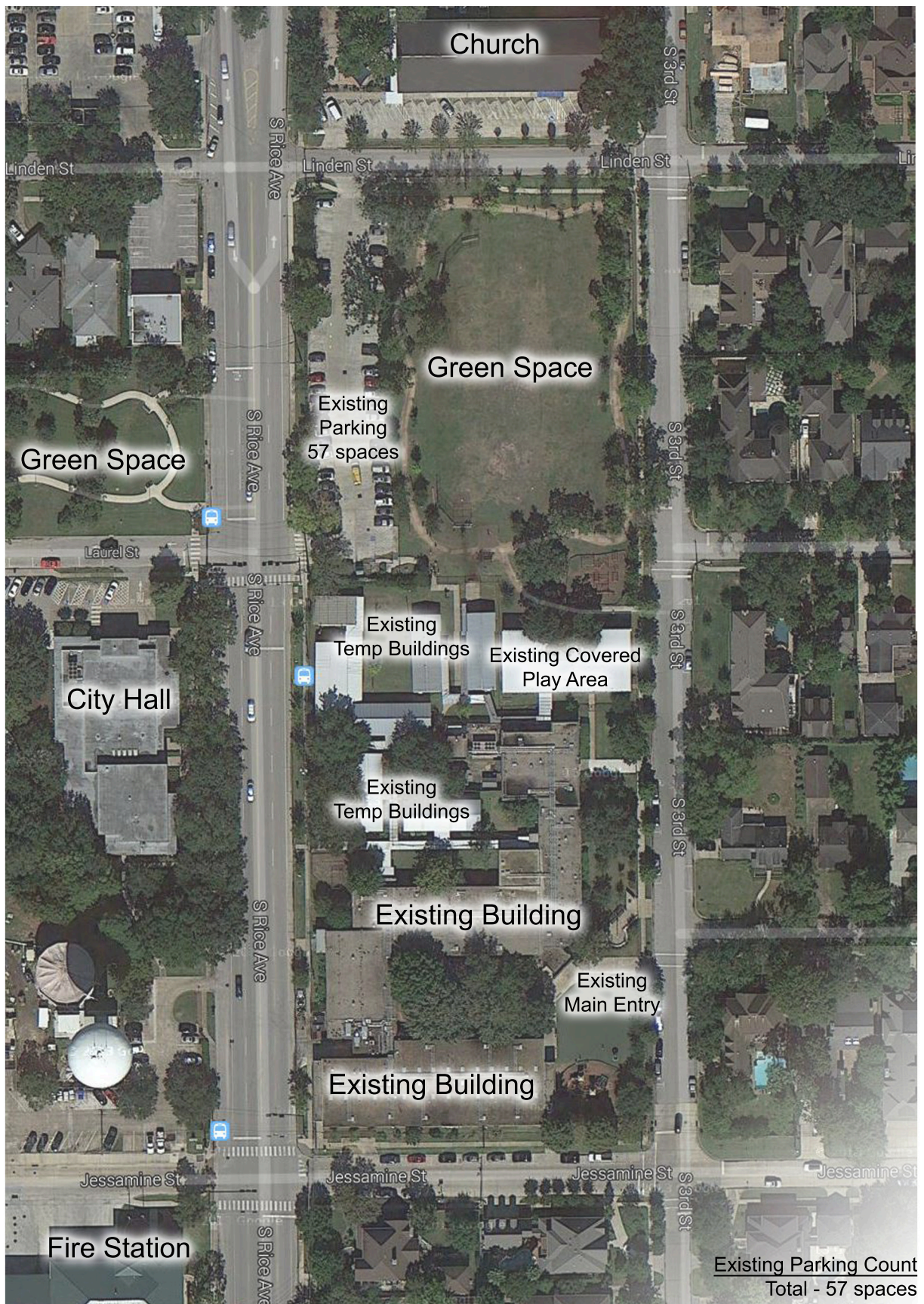


HOUSTON INDEPENDENT SCHOOL DISTRICT
CONDIT ELEMENTARY SCHOOL
BELLAIRE, TX

February 27, 2016



Packet Pg. 77



Existing Site Plan

February 27, 2011



HOUSTON INDEPENDENT SCHOOL DISTRICT
CONDIT ELEMENTARY SCHOOL
BELLAIRE, TX





Attachment: Specific Use Permit Application with Cover (1151 : Public Hearing-Condit SUP)



City of Bellaire Required Parking Spaces - 128 spaces

Proposed Site Plan

February 27, 20


HOUSTON INDEPENDENT SCHOOL DISTRICT
CONDIT ELEMENTARY SCHOOL

BELLAIRE, TX



Packet Pg. 79



Attachment: Specific Use Permit Application with Cover (1151 : Public Hearing-Condit SUP)



Existing Queue Plan

February 27, 20

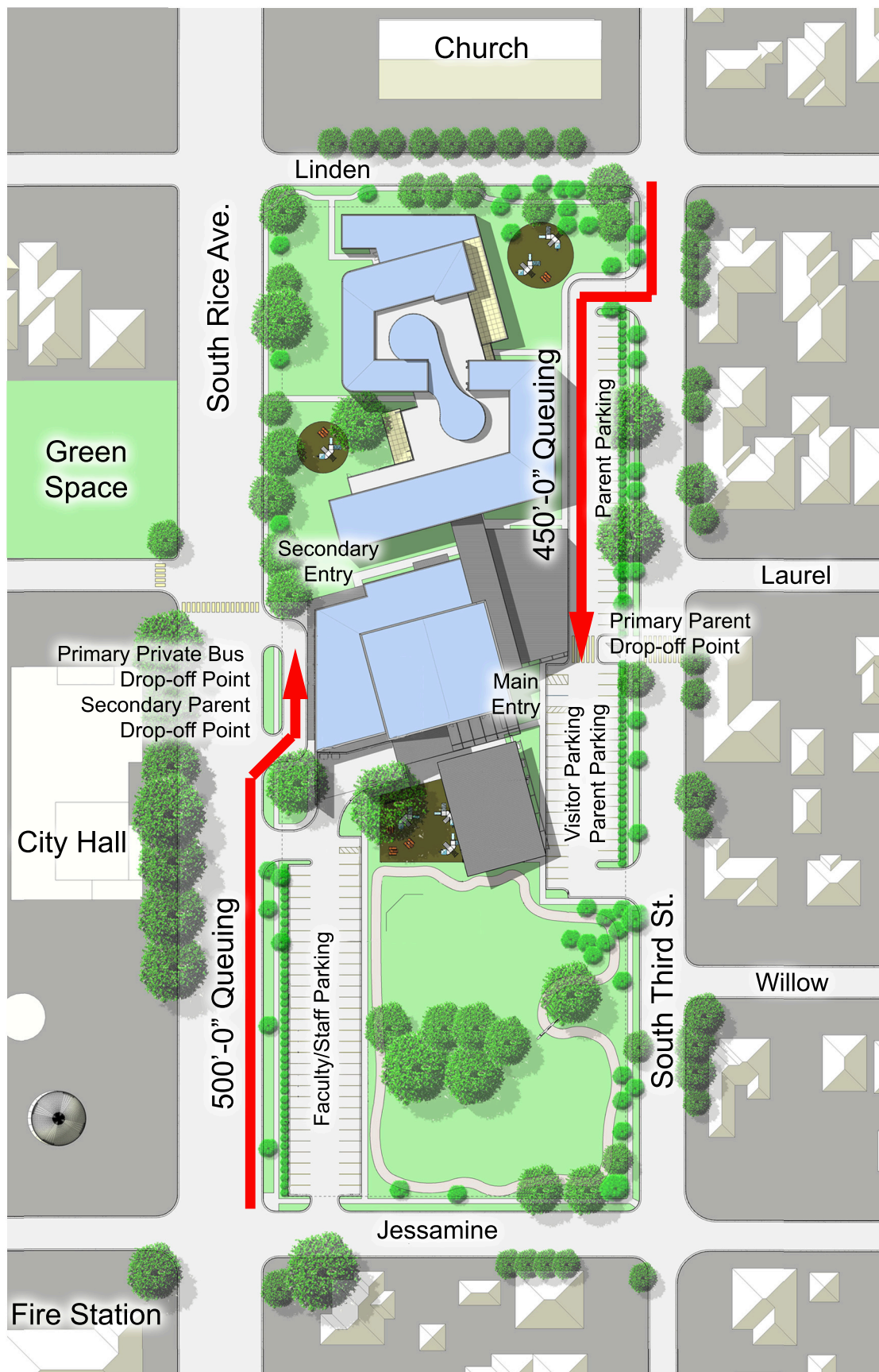


**HOUSTON INDEPENDENT SCHOOL DISTRICT
CONDIT ELEMENTARY SCHOOL**

BELLAIRE, TX



Packet Pg. 80



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.

Attachment: Specific Use Permit Application with Cover (1151 : Public Hearing-Condit SUP)



Proposed Queue Plan

February 27, 20



HOUSTON INDEPENDENT SCHOOL DISTRICT CONDIT ELEMENTARY SCHOOL

BELLAIRE, TX



Packet Pg. 81



Attachment: Specific Use Permit Application with Cover (1151 : Public Hearing-Condit SUP)

Proposed Drainage Plan

February 27, 20



HOUSTON INDEPENDENT SCHOOL DISTRICT CONDIT ELEMENTARY SCHOOL

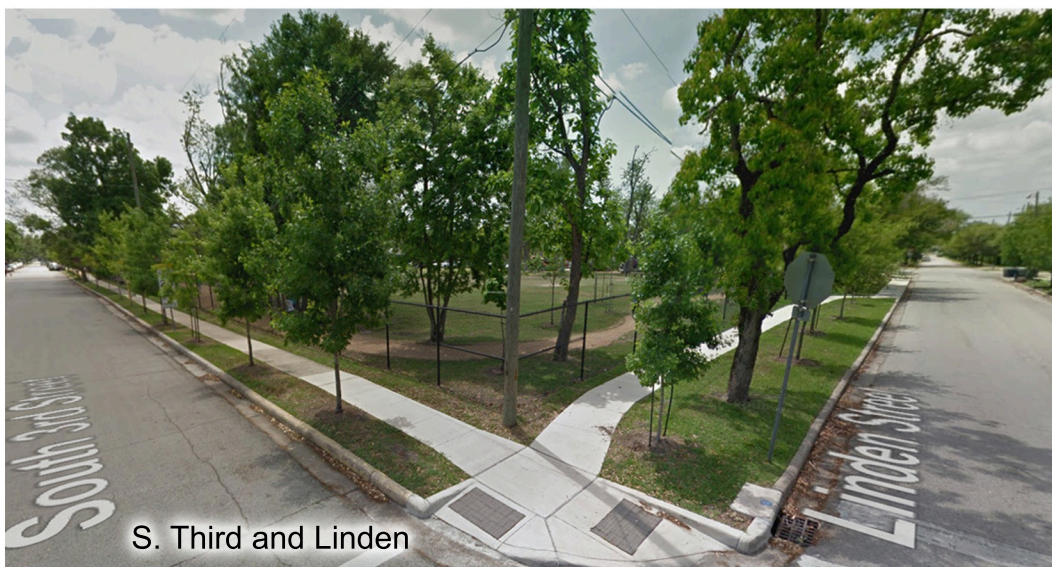
BELLAIRE, TX



Packet Pg. 82



S. Third and Jessamine



S. Third and Linden



S. Rice and Linden

Attachment: Specific Use Permit Application with Cover (1151 : Public Hearing-Condit SUP)

Existing Landscape Buffers Photos



HOUSTON INDEPENDENT SCHOOL DISTRICT
CONDIT ELEMENTARY SCHOOL
BELLAIRE, TX

February 27, 201



Packet Pg. 83



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.



Attachment: Specific Use Permit Application with Cover (1151 : Public Hearing-Condit SUP)

Proposed Landscape Buffers

February 27, 20



HOUSTON INDEPENDENT SCHOOL DISTRICT CONDIT ELEMENTARY SCHOOL

BELLAIRE, TX



Packet Pg. 84



Traffic Impact Analysis

**Applicant: Houston Independent
School District (HISD)**

Attachment: Traffic Impact Analysis (1151 : Public Hearing-Condit SUP)

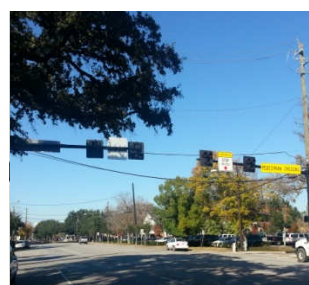
SUP No.: S-_____
Purpose: Construction and operation of a new school to replace
Condit Elementary School at 7000 South Third Street,
Bellaire, Texas 77401, R-4 Residential Zoning District
Ordinance No.: 14-_____

VLK Architects

Condit Elementary School Improvements Traffic Impact Analysis



March 2014



Cobb, Fendley & Associates, Inc.
13430 Northwest Freeway, Suite 1100
Houston, Texas 77040
P: 713.462.3242
F: 713.462.3262
www.cobbfendley.com

Attachment: Traffic Impact Analysis (1151 : Public Hearing-Condit SUP)

Condit Elementary School Improvements

Traffic Impact Analysis

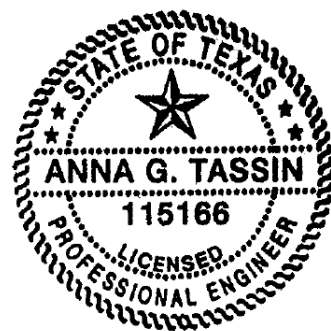
Prepared For:



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

Attachment: Traffic Impact Analysis (1151 : Public Hearing-Condit SUP)

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*, 9th 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.

Table of Contents

1. Introduction	4
2. Project Site Description.....	5
3. Existing Conditions	12
4. Trip Generation Analyses.....	15
5. Trip Distribution Analyses	15
6. Level of Service Analyses	20
7. Proposed Circulation Patterns and Queues.....	21
8. Conclusions and Recommendations	23

Figures

1. Figure 1 – Project Vicinity Map	4
2. Figure 2 –Site Plan.....	6
3. Figure 3 – South Rice Avenue at Jessamine Street Intersection Geometry & Pedestrian Crossings	7
4. Figure 4 – South Rice Avenue at Laurel Street Intersection Geometry & Pedestrian Hybrid Beacons	8
5. Figure 5 – South Rice Avenue at Linden Street Intersection Geometry	9
6. Figure 6 – South Third Street at Linden Street Intersection Geometry.....	9
7. Figure 7 – South Third Street at Laurel Street Intersection Geometry & Pedestrian Crossing	10
8. Figure 8 – South Third Street at Willow Street Intersection Geometry	11
9. Figure 9 – South Third Street at Jessamine Street Intersection Geometry	11
10. Figure 10 – AM Peak Hour 2013 Existing Traffic Volumes	13
11. Figure 11 – PM Peak Hour 2013 Existing Traffic Volumes	14
12. Figure 12 –South Rice Avenue at Jessamine Street Queue Line.....	12
13. Figure 13 –AM Peak Hour Generated Trips	16
14. Figure 14 –PM Peak Hour Generated Trips	17
15. Figure 15 – 2013 AM Proposed Traffic	18
16. Figure 16 – 2013 PM Proposed Traffic.....	19
17. Figure 17 – Proposed Queue Plan.....	22
18. Figure 18 – Westbound Approach Stop Sign S. Third St. at Linden St.	23
18. Figure 19 – Westbound Approach, Intersection Blocked S. Rice Ave. at Jessamine St	24

Tables

1. Table 1 – Trip Generation	15
2. Table 2 – LOS Thresholds for Signalized Intersections.....	20
3. Table 3 – LOS Thresholds for Unsignalized Intersections	20
4. Table 4 – Delay and LOS Results	21

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.

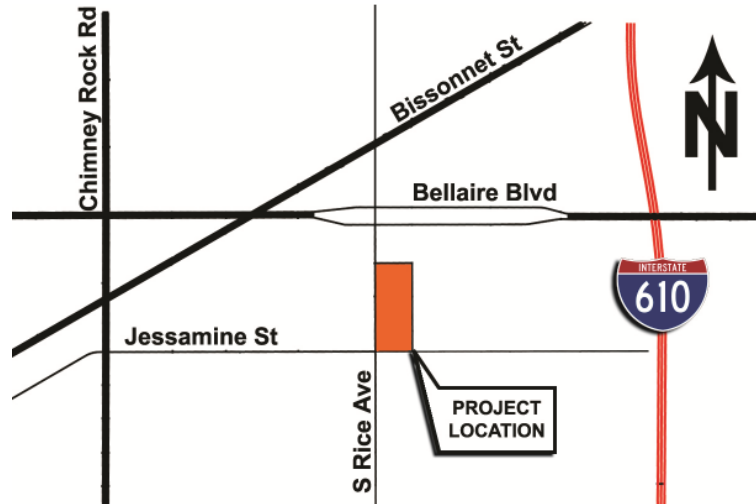


Figure 1. Project Vicinity Map

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**.

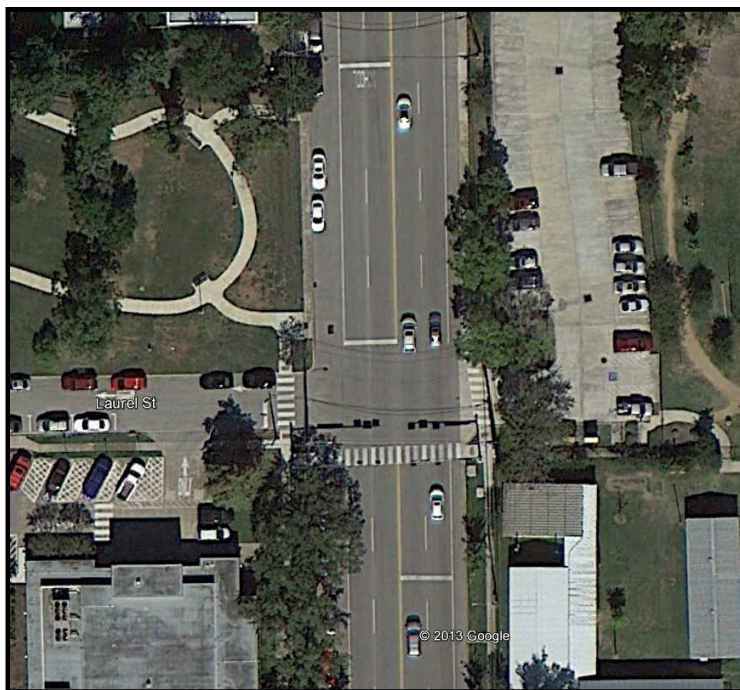


South Rice Avenue is a major thoroughfare providing access to Bellaire Boulevard, eastbound and westbound. The posted speed limit on this section of South Rice Avenue is 35 mph. At the Jessamine Street intersection, South Rice Avenue is a four-lane undivided roadway with two travel lanes in each direction 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.

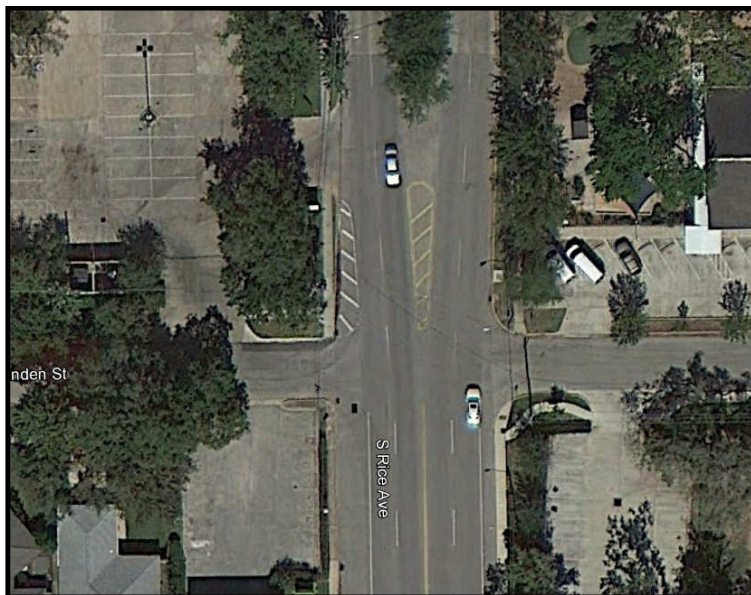


Figure 5. South Rice Avenue at Linden Street Intersection Geometry

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.

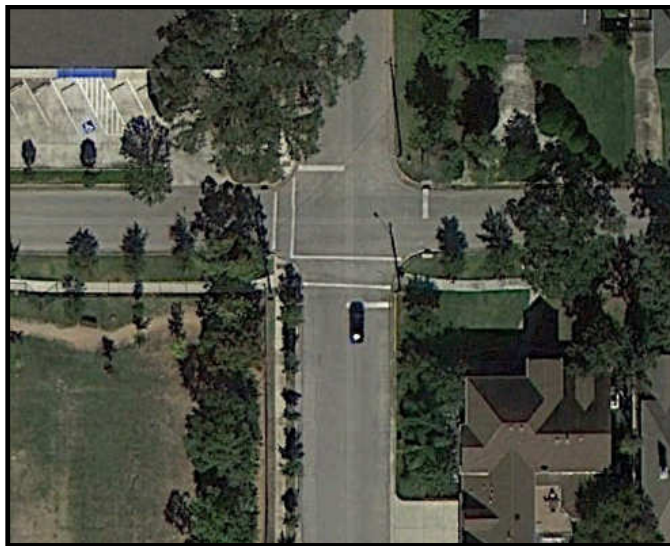


Figure 6. South Third Street at Linden Street Intersection Geometry

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.

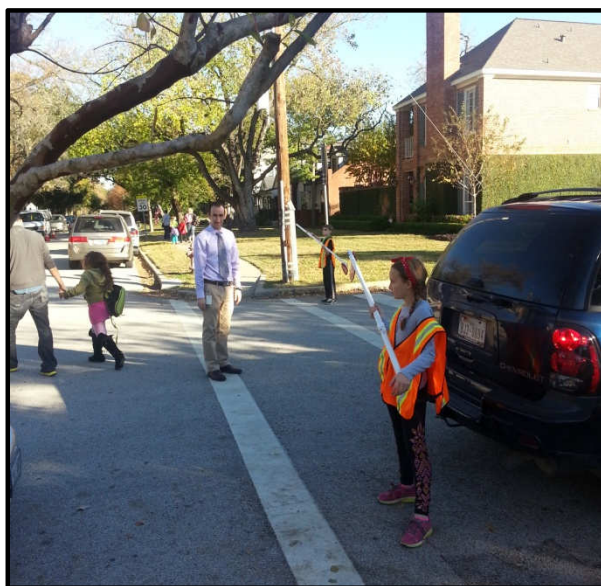
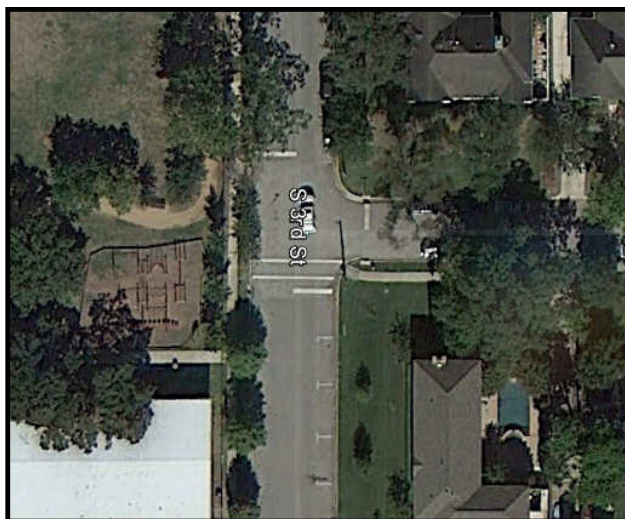


Figure 7. South Third Street at Laurel Street Intersection Geometry & Pedestrian Crossing

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.

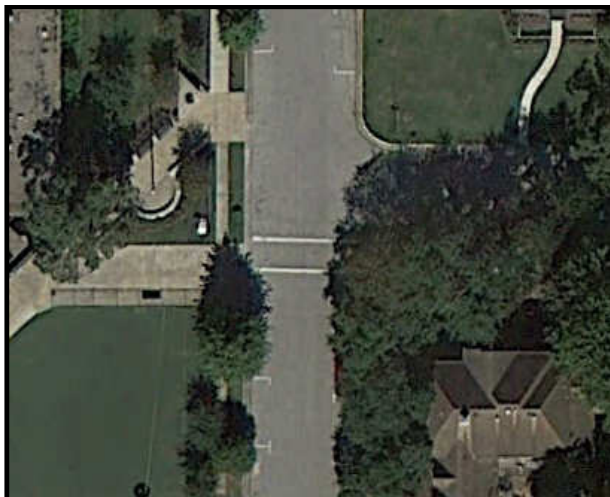


Figure 8. South Third Street at Willow Street Intersection Geometry

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.

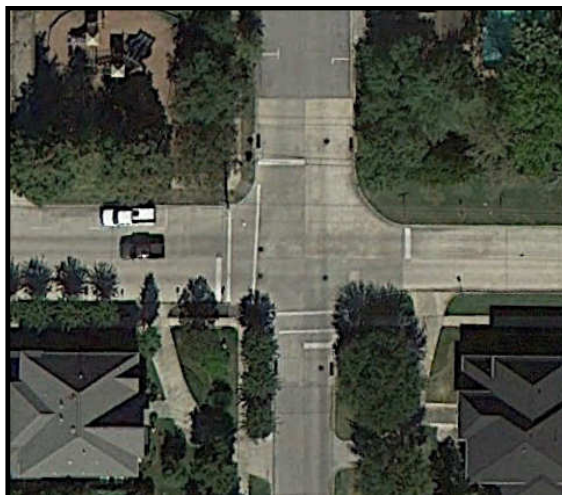


Figure 9. South Third Street at Jessamine Street Intersection Geometry

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, 1st grade and 2nd grade, use the entrance located on S. Third Street. Students enrolled in 3rd, 4th and 5th 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

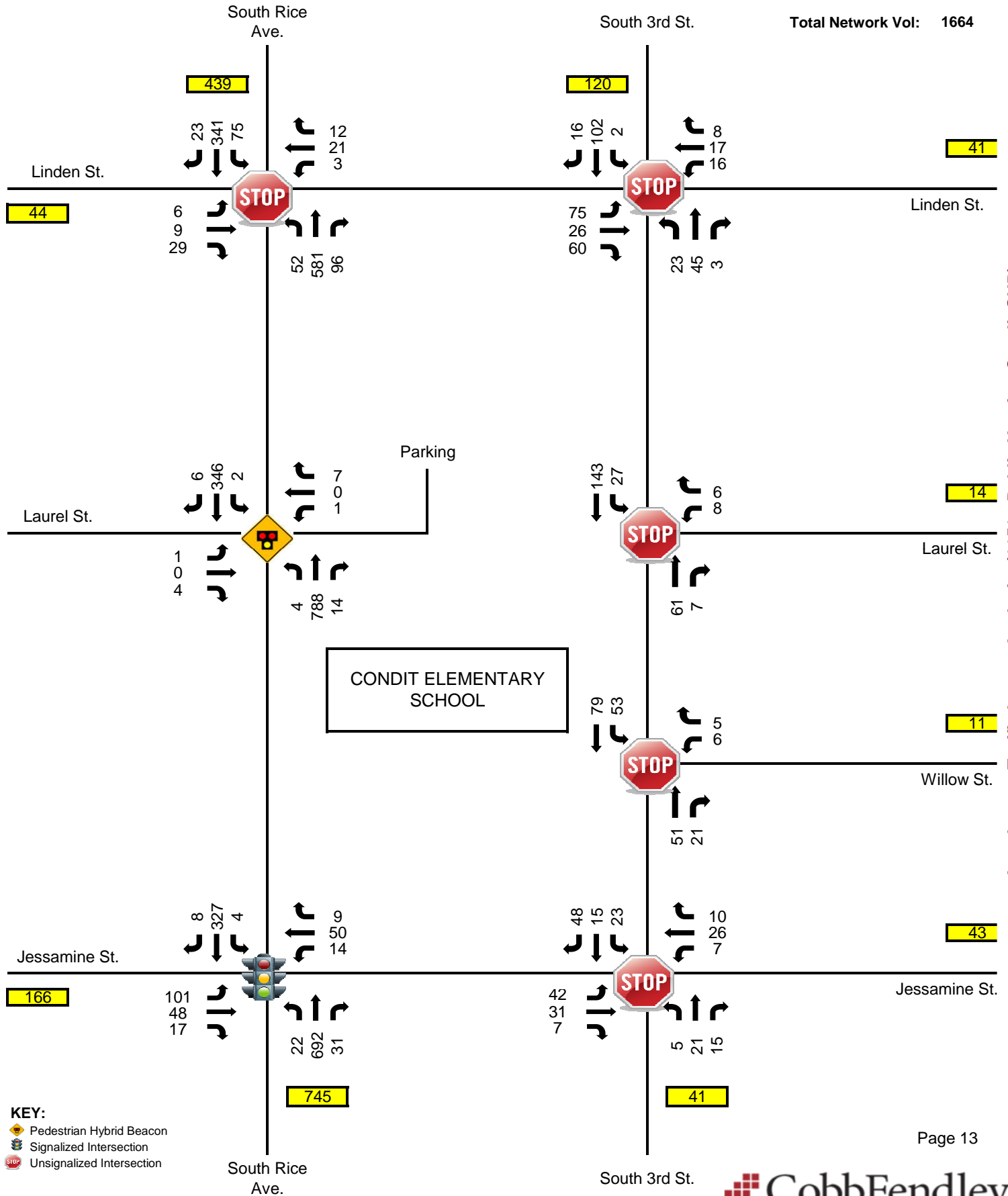
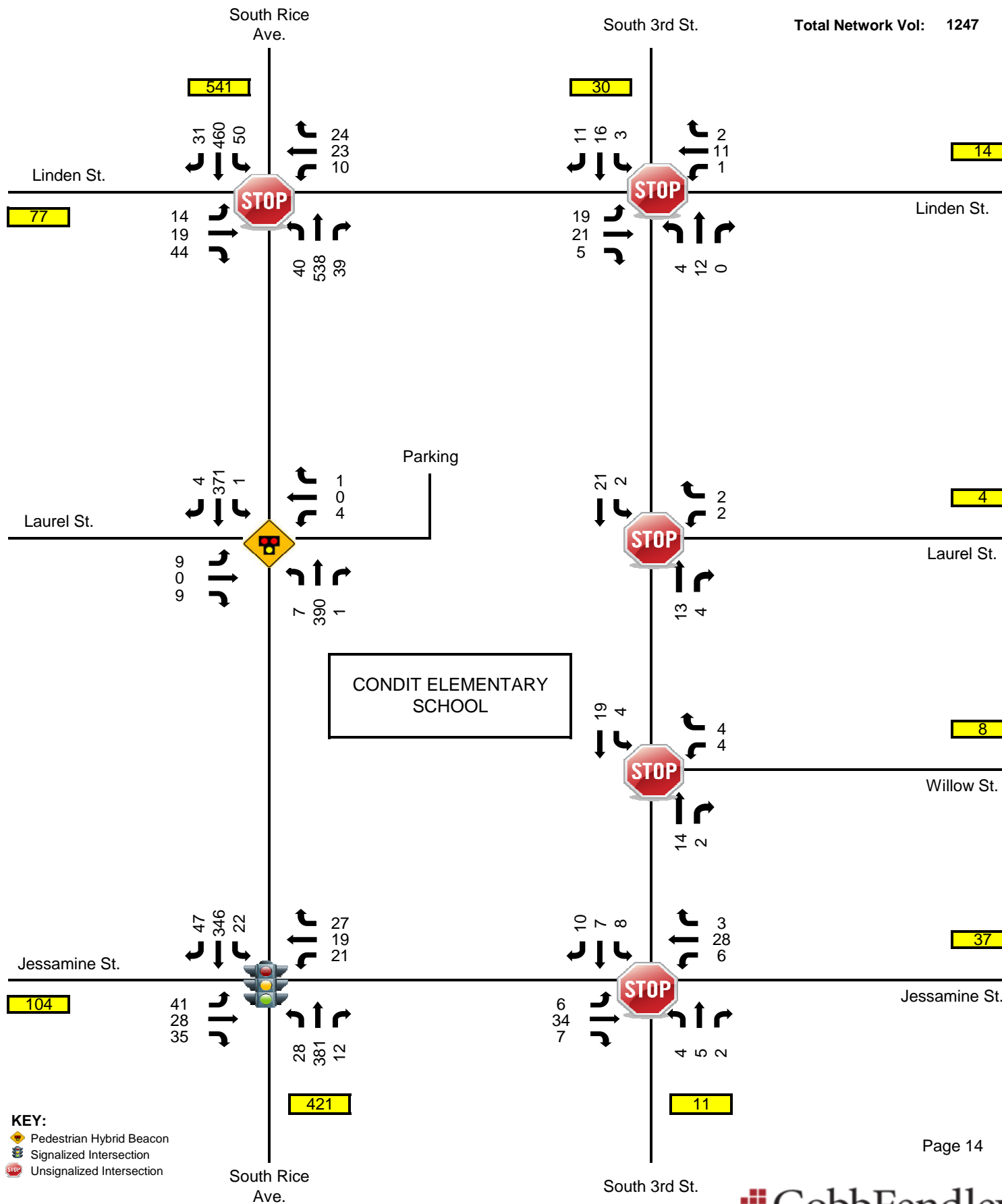
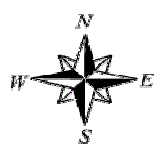


FIGURE 11
PM Peak Hour
2013 Existing



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, 9th 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

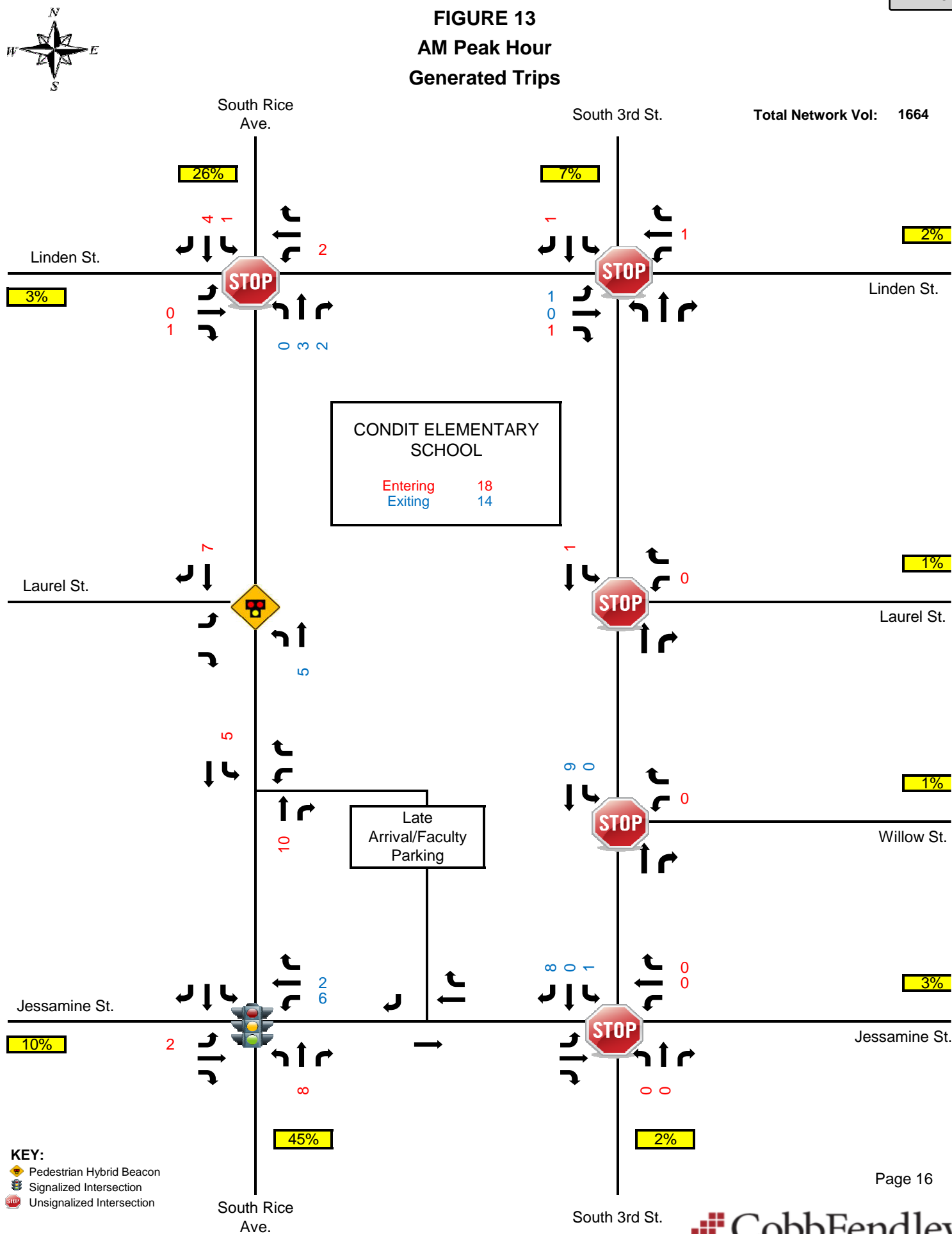


FIGURE 14
PM Peak Hour
Generated Trips

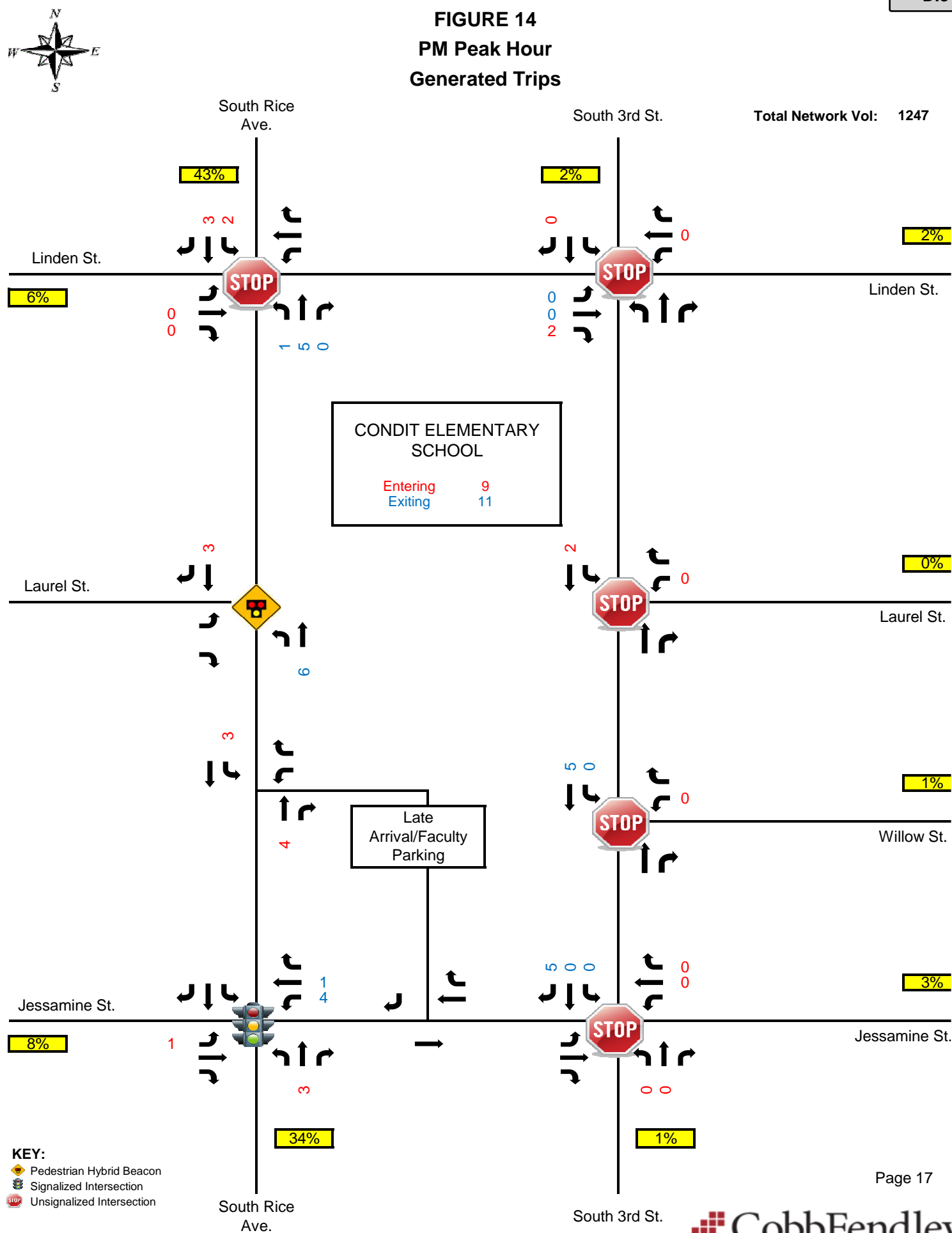


FIGURE 15
AM Peak Hour
2013 Proposed Traffic

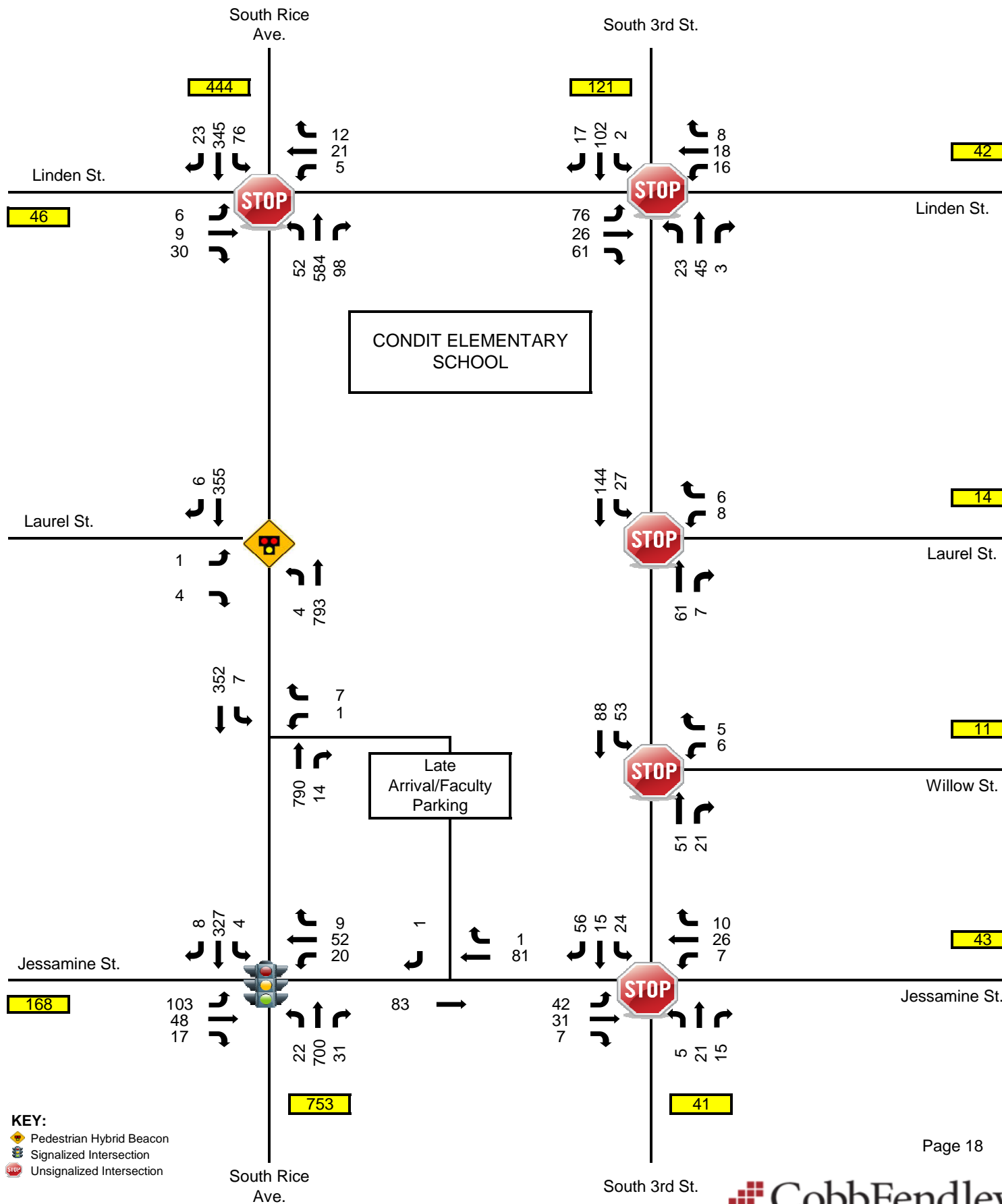
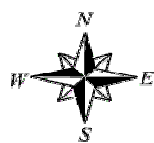
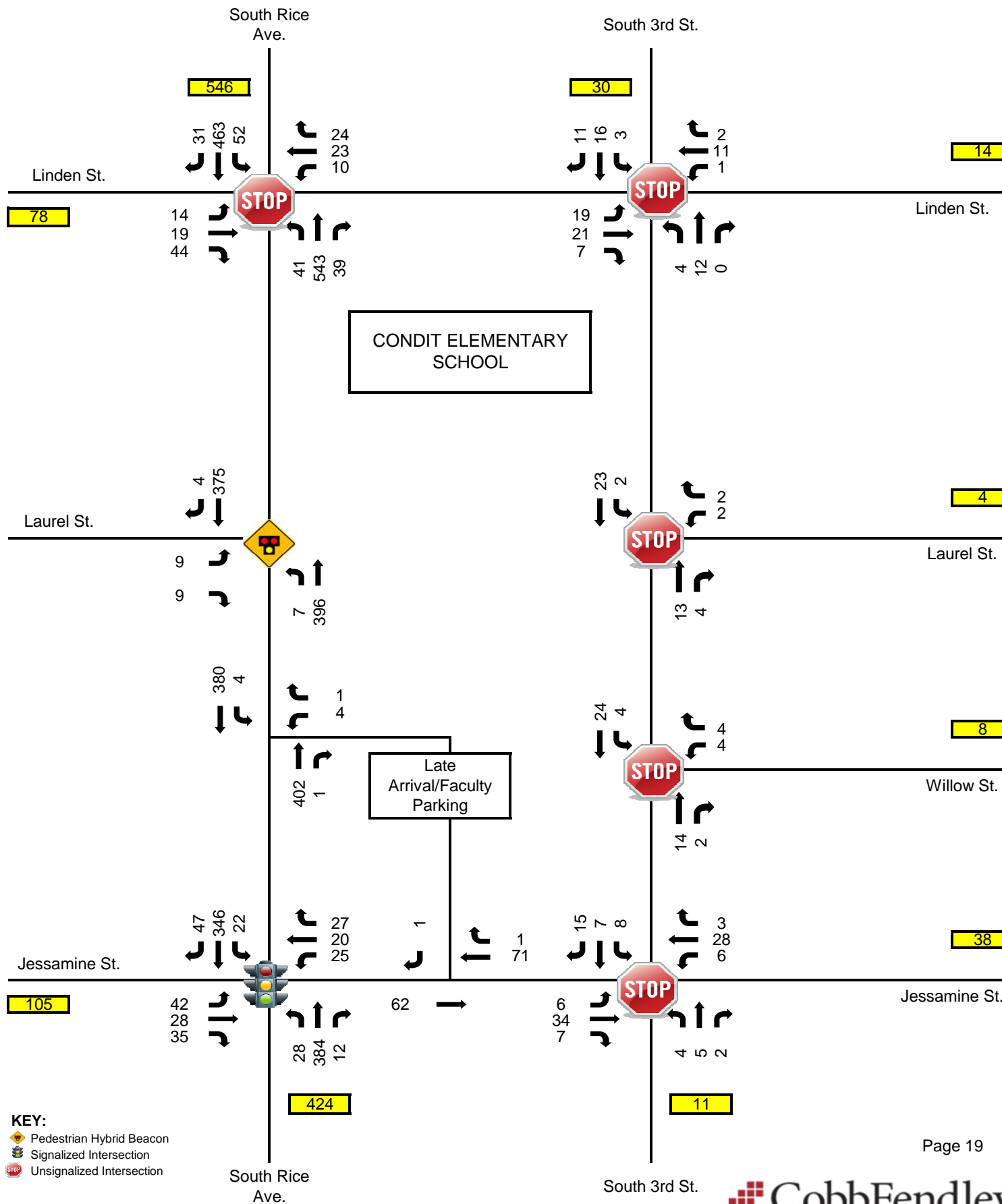
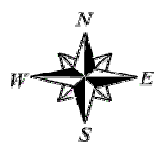


FIGURE 16
PM Peak Hour
2013 Proposed Traffic

**KEY:**

- Pedestrian Hybrid Beacon
- Signalized Intersection
- Unsignalized Intersection

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	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Table 3. LOS Thresholds for Unsignalized Intersections

LOS	Control Delay/Vehicle (s/veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 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

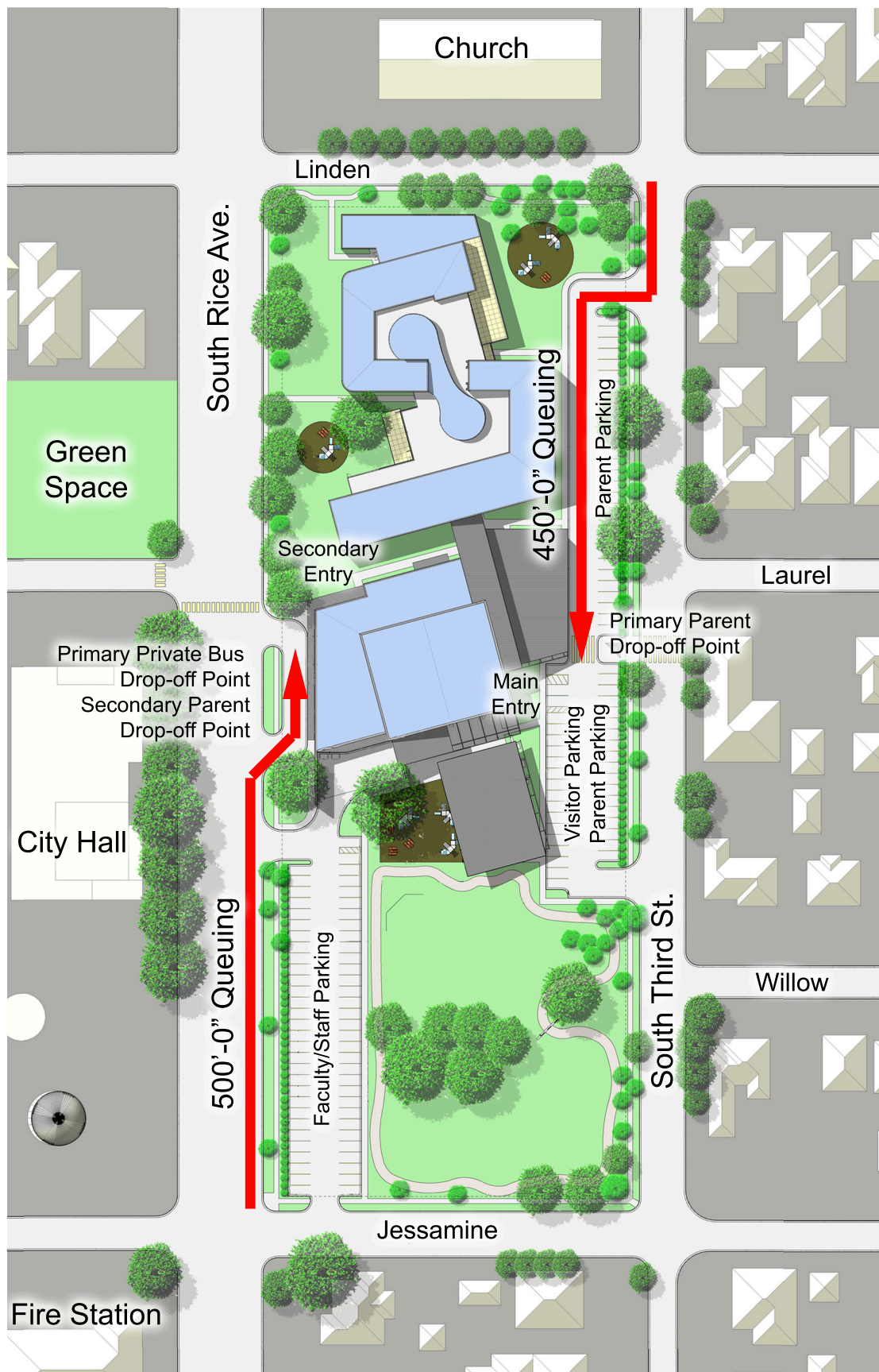
The results of the signalized and unsignalized analyses show that all intersections operate at an acceptable LOS. Detailed Synchro 8.0 results are included in **Appendix C**.

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 2nd 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 3rd, 4th 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, 20



HOUSTON INDEPENDENT SCHOOL DISTRICT CONDIT ELEMENTARY SCHOOL

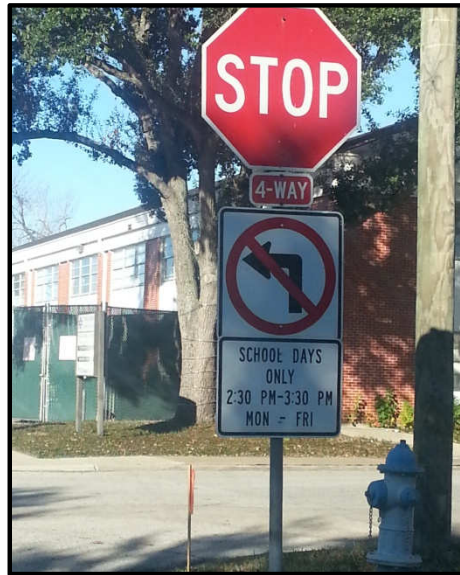
BELLAIRE, TX



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

D.e

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
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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
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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
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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
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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
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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: Traffic Impact Analysis (1151 : Public Hearing-Condit SUP)

South Rice Avenue at Linden Street

Friday, November 22, 2013
Turning Movement Count

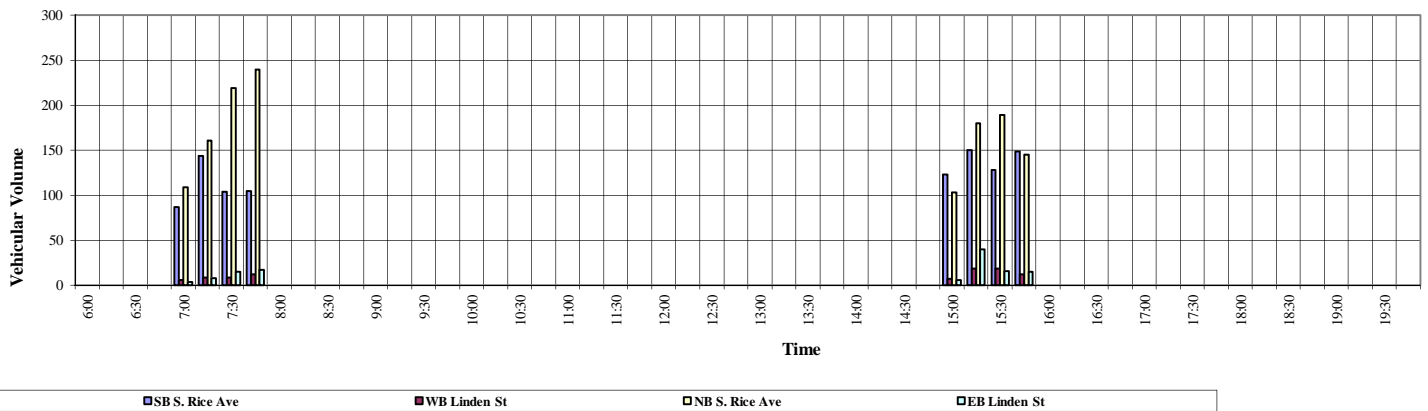
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17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr. Total:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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				



Attachment: Traffic Impact Analysis (1151 : Public Hearing-Condit SUP)



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

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

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

Turning Movement Data

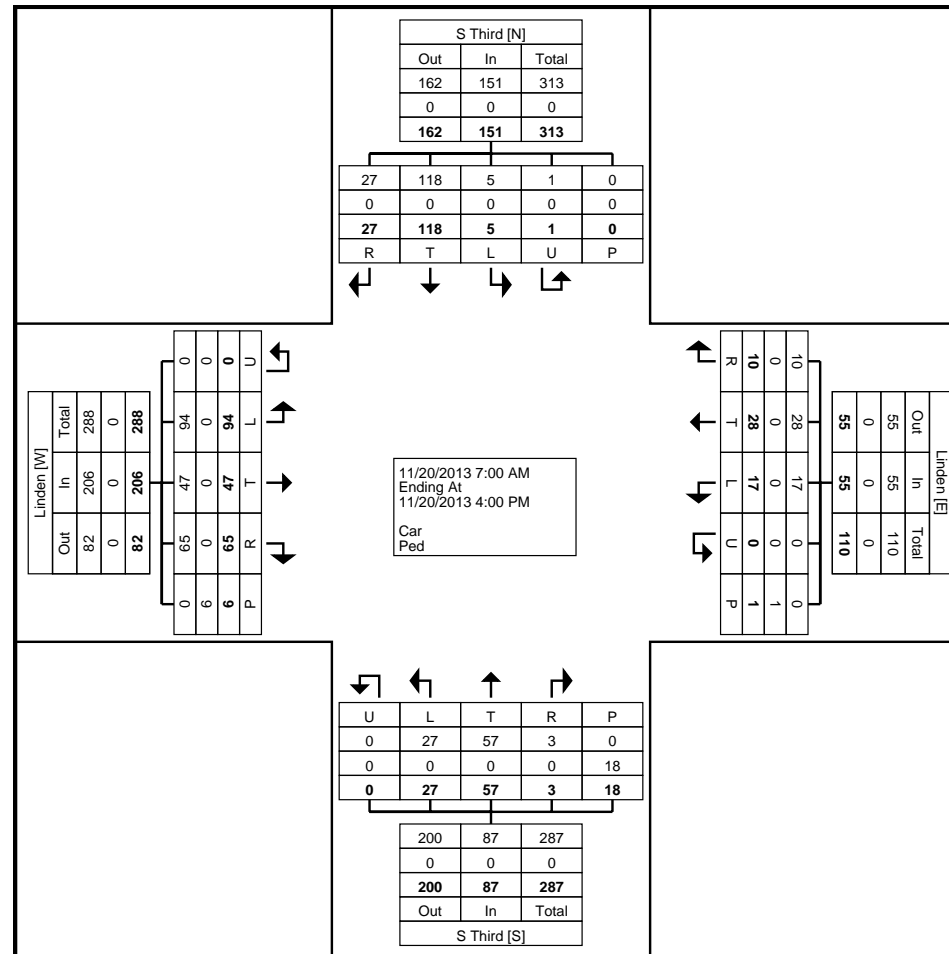
Start Time	S Third Southbound						Linden Westbound						S Third Northbound						Linden Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	0	11	3	0	0	14	2	0	1	0	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
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Start Date: 11/20/2013
Page No: 2



Turning Movement Data Plot



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Count Name: Linden @ S Third
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Page No: 3

Turning Movement Peak Hour Data (7:00 AM)

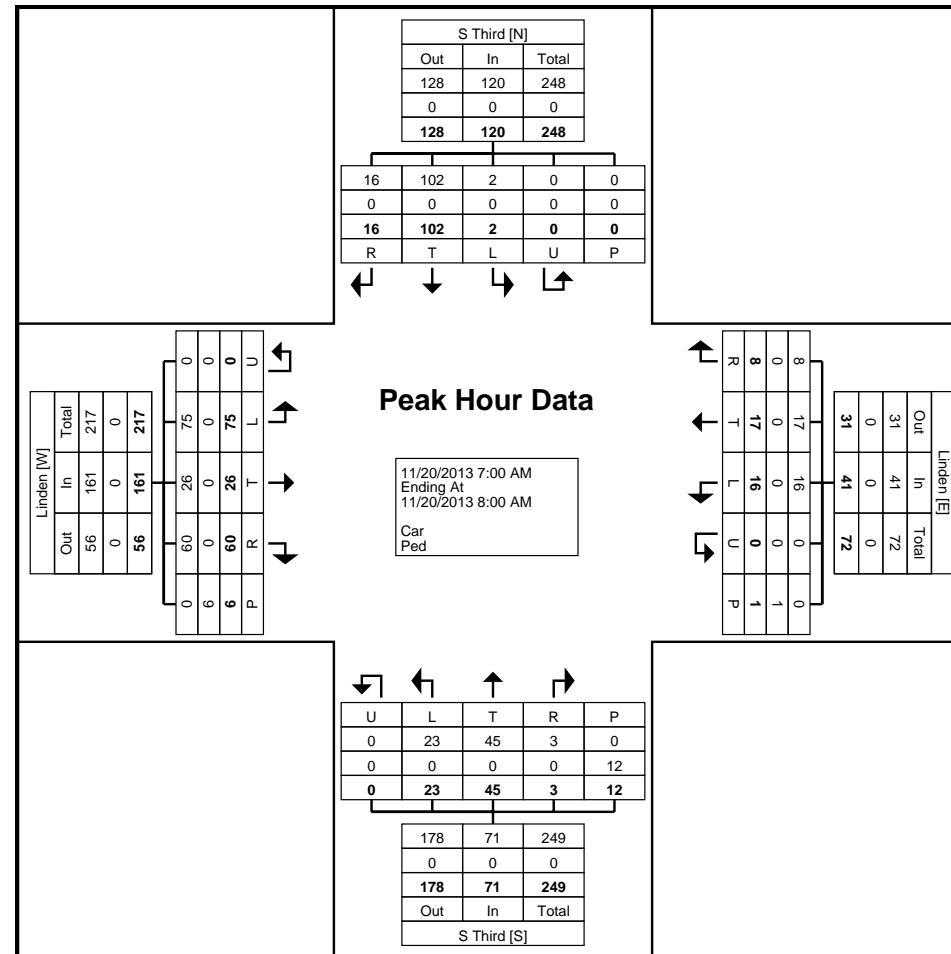
Start Time	S Third Southbound						Linden Westbound						S Third Northbound						Linden Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	0	11	3	0	0	14	2	0	1	0	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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Page No: 4



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



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Count Name: Linden @ S Third
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Page No: 5

Turning Movement Peak Hour Data (3:00 PM)

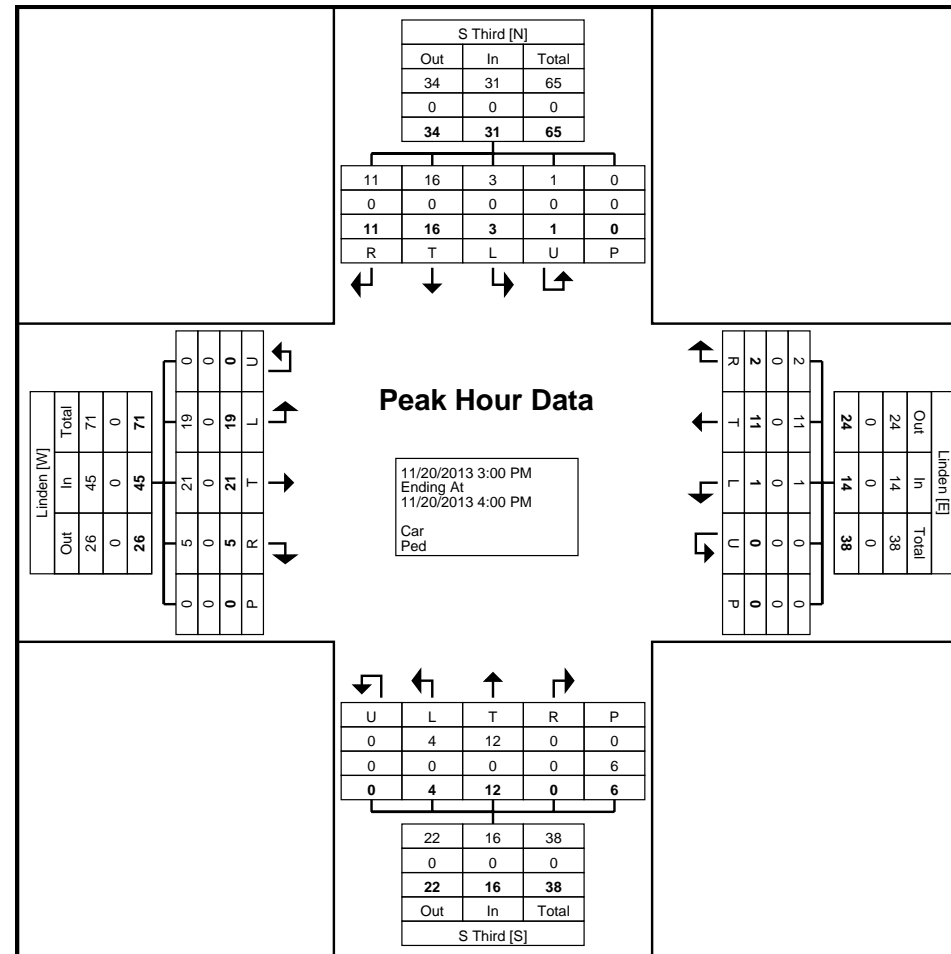
Start Time	S Third Southbound						Linden Westbound						S Third Northbound						Linden Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
3:00 PM	2	1	3	1	0	7	1	3	0	0	0	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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Turning Movement Peak Hour Data Plot (3:00 PM)



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Count Name: Linden @ S Third
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Page No: 7

13-464

Cobb Fendley



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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

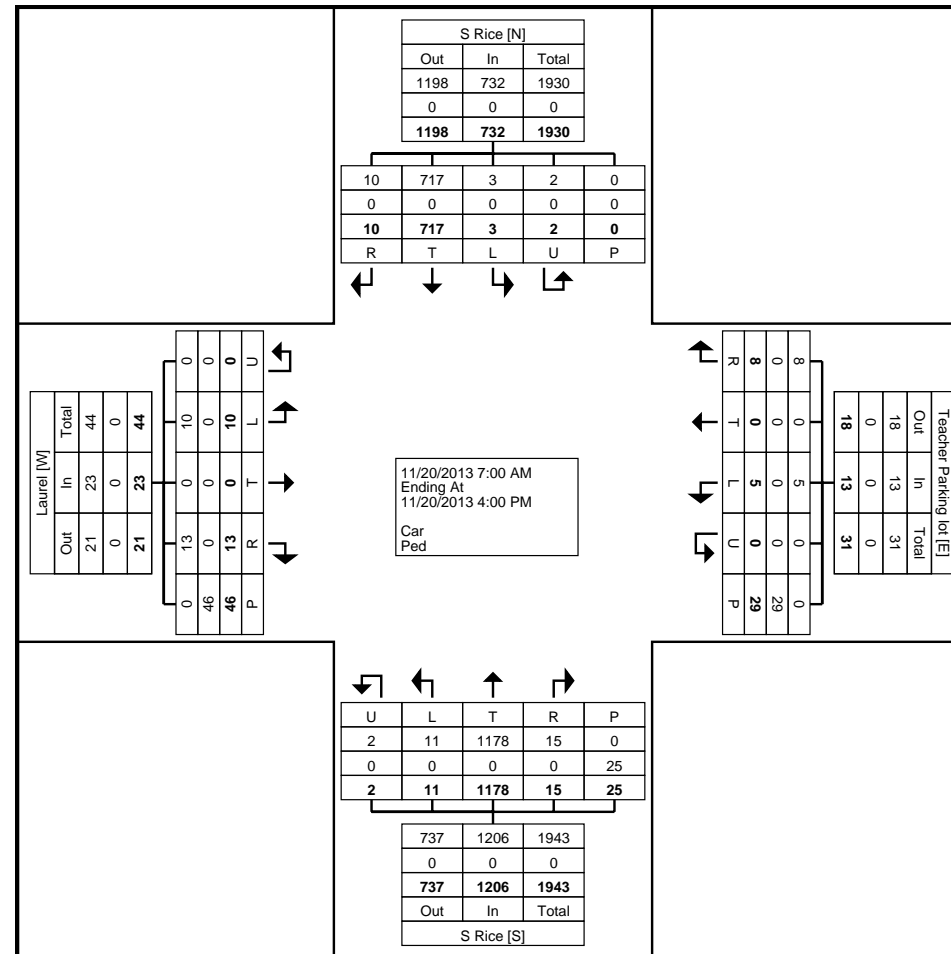
Start Time	S Rice Southbound						Teacher Parking lot Westbound						S Rice Northbound						Laurel Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	1	82	3	0	0	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
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Page No: 2



Turning Movement Data Plot



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Count Name: Laurel/ Teacher parking @ S. Rice
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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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Turning Movement Peak Hour Data (3:00 PM)

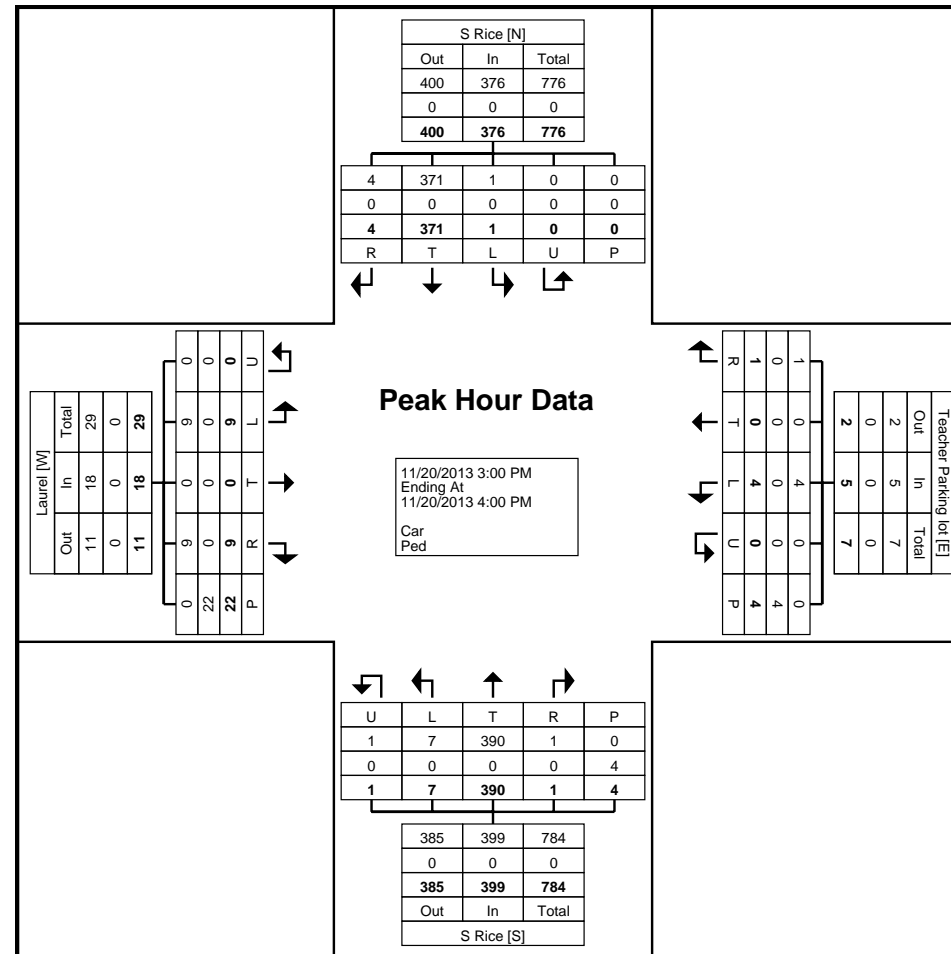
Start Time	S Rice Southbound						Teacher Parking lot Westbound						S Rice Northbound						Laurel Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
3:00 PM	1	77	0	0	0	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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Turning Movement Peak Hour Data Plot (3:00 PM)



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(281) 487-5417 denniscox@cjhensch.com

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

Turning Movement Data

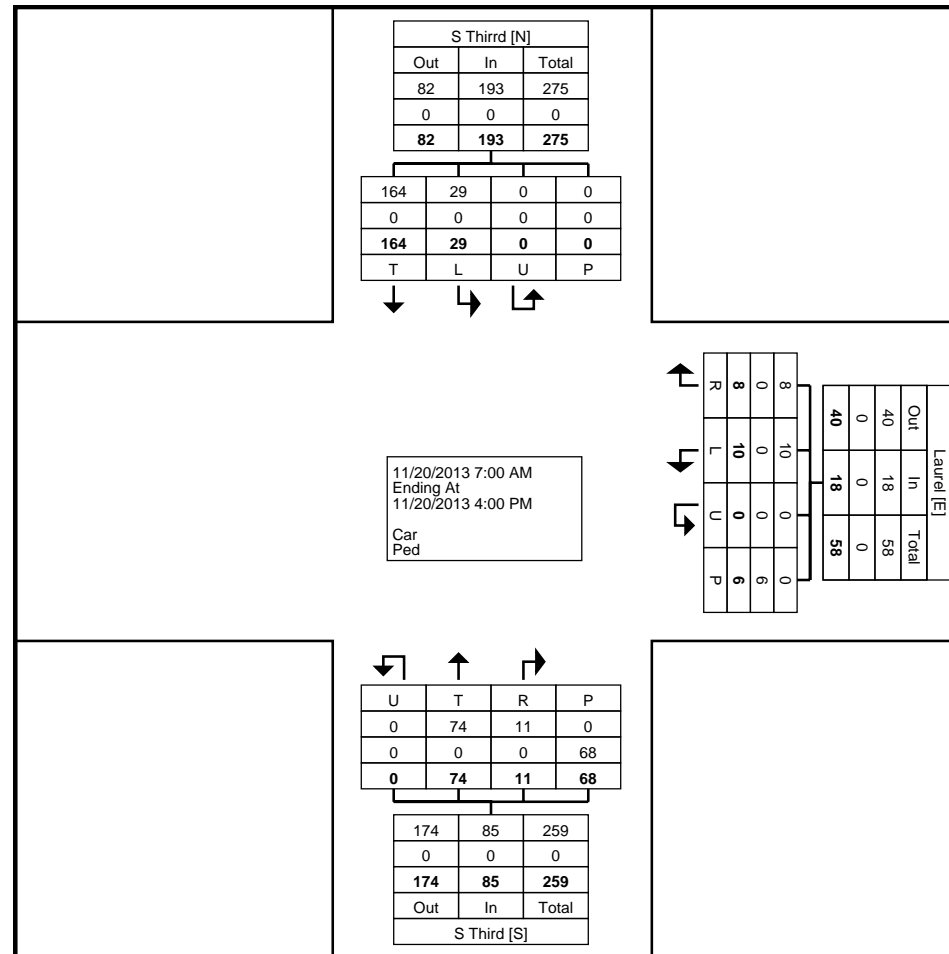
Start Time	S Third Southbound					Laurel Westbound					S Third Northbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	4	17	0	0	21	1	1	0	0	2	11	0	0	0	11	34
7:15 AM	1	27	0	0	28	2	1	0	0	3	12	3	0	6	15	46
7:30 AM	11	42	0	0	53	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)

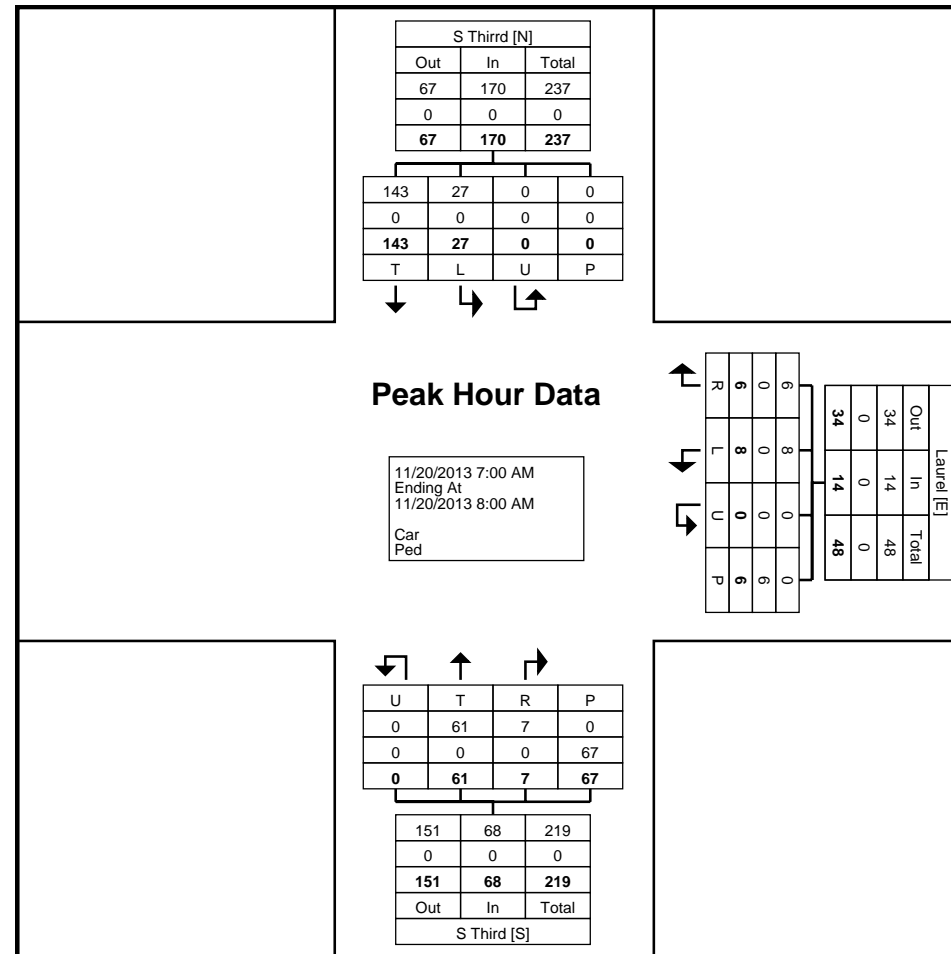
Start Time	S Third Southbound					Laurel Westbound					S Third Northbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	4	17	0	0	21	1	1	0	0	2	11	0	0	0	11	34
7:15 AM	1	27	0	0	28	2	1	0	0	3	12	3	0	6	15	46
7:30 AM	11	42	0	0	53	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)

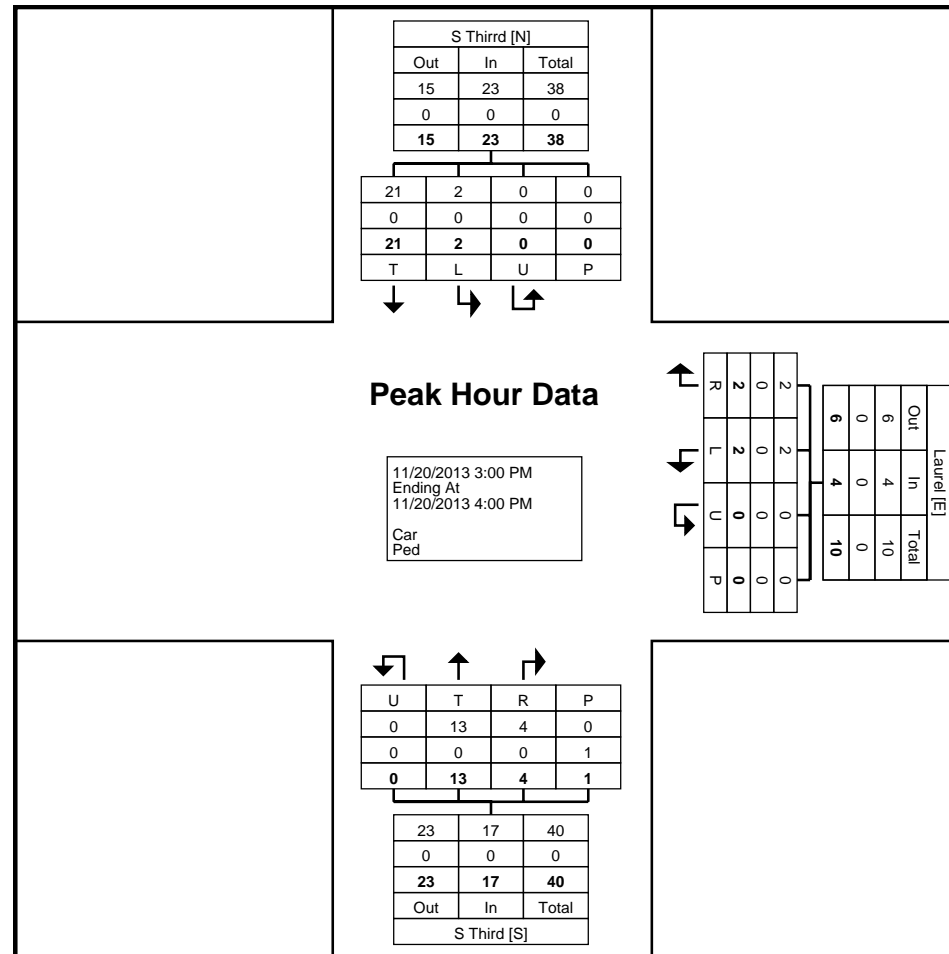
Start Time	S Third Southbound					Laurel Westbound					S Third Northbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
3:00 PM	1	4	0	0	5	0	0	0	0	0	2	0	0	0	2	7
3:15 PM	0	7	0	0	7	1	1	0	0	2	4	4	0	0	8	17
3:30 PM	1	4	0	0	5	0	0	0	0	0	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



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

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(281) 487-5417 denniscox@cjhensch.com

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

Turning Movement Data

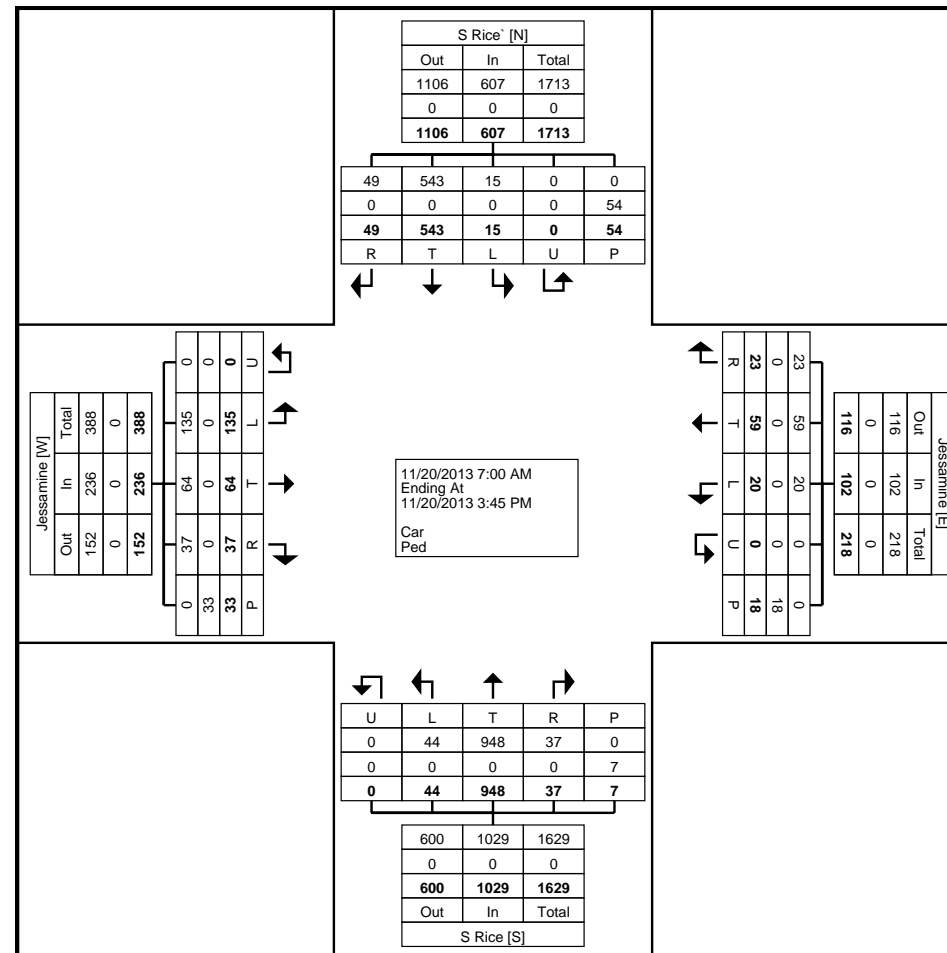
Start Time	S Rice` Southbound						Jessamine Westbound						S Rice Northbound						Jessamine Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	1	79	1	0	7	81	3	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)

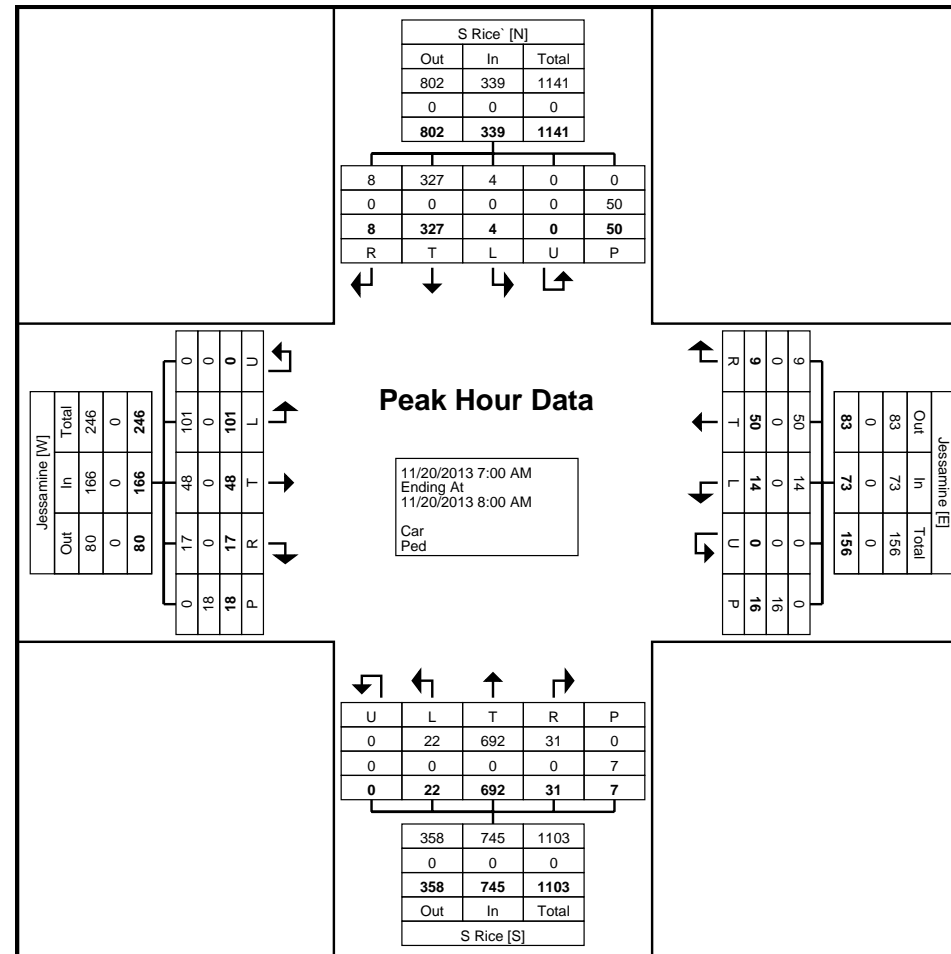
Start Time	S Rice` Southbound						Jessamine Westbound						S Rice Northbound						Jessamine Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	1	79	1	0	7	81	3	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	-	-



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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)



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

13-464

Cobb Fendley

South Rice Avenue at Jessamine Street

Friday, November 22, 2013

Turning Movement Count

D.e

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

Attachment: Traffic Impact Analysis (1151 : Public Hearing-Condit SUP)

South Rice Avenue at Jessamine Street

Friday, November 22, 2013

Turning Movement Count

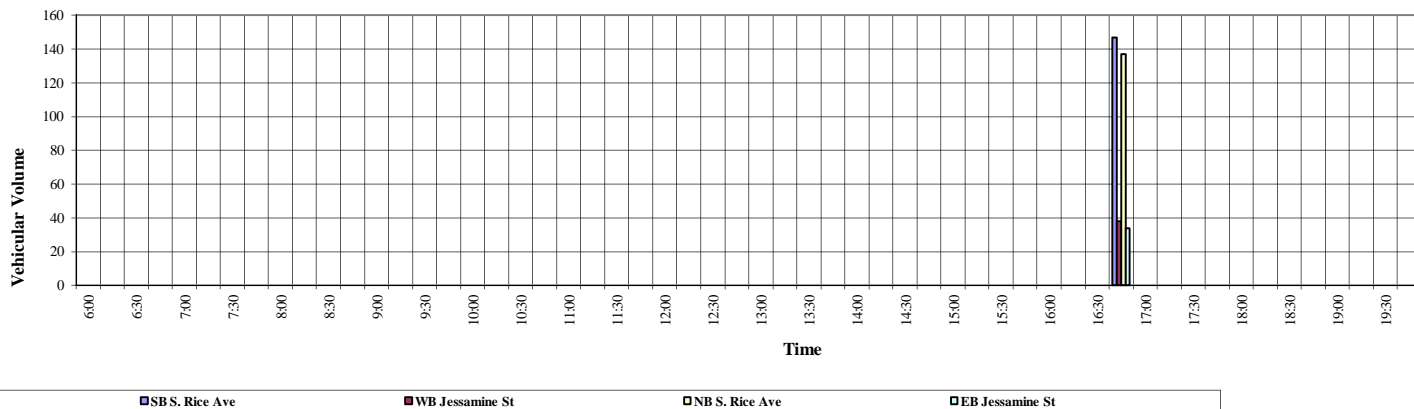
D.e

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				



Attachment: Traffic Impact Analysis (1151 : Public Hearing-Condit SUP)



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

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

Turning Movement Data

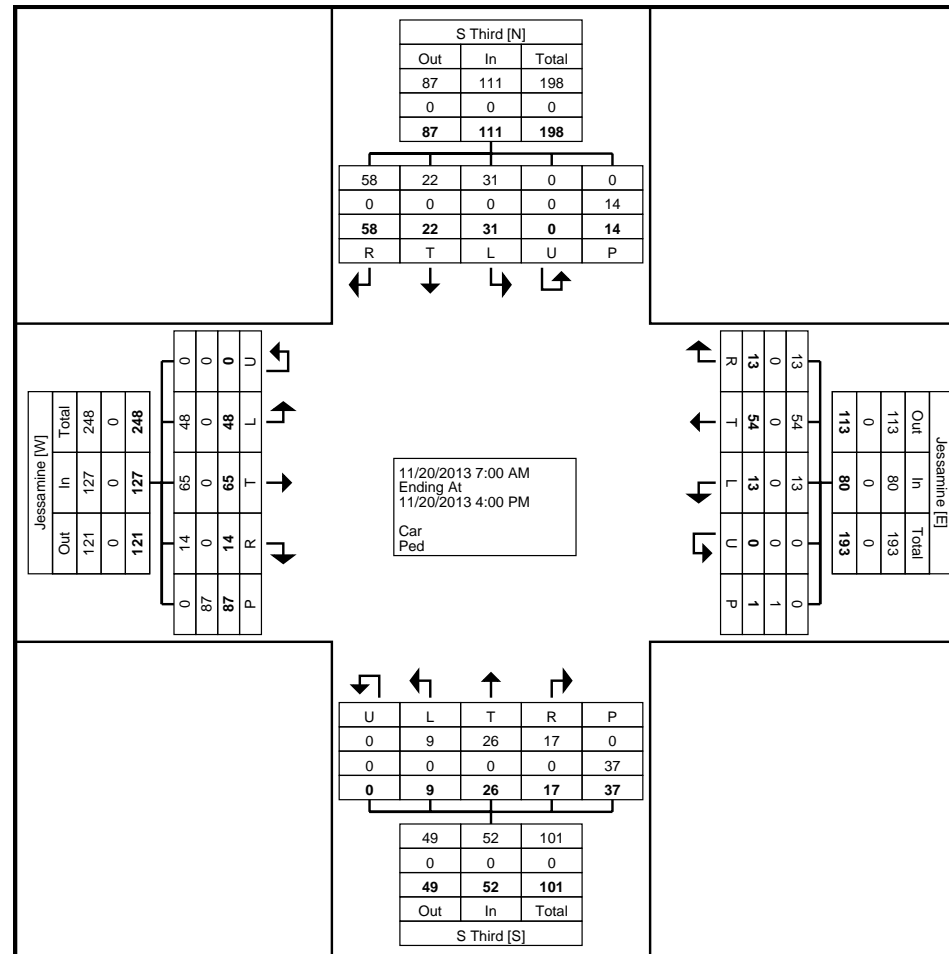
Start Time	S Third Southbound						Jessamine Westbound						S Third Northbound						Jessamine Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	4	1	12	0	0	17	2	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)

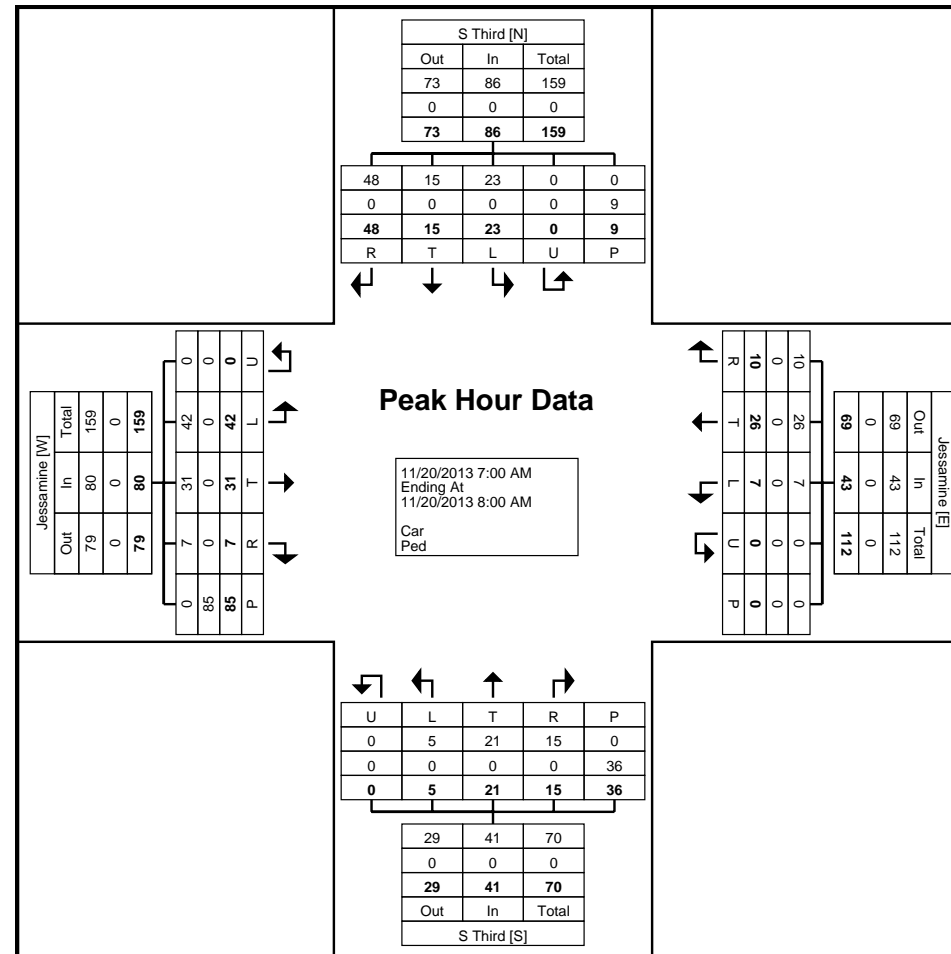
Start Time	S Third Southbound						Jessamine Westbound						S Third Northbound						Jessamine Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	4	1	12	0	0	17	2	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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Page No: 4



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



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Page No: 5

Turning Movement Peak Hour Data (3:00 PM)

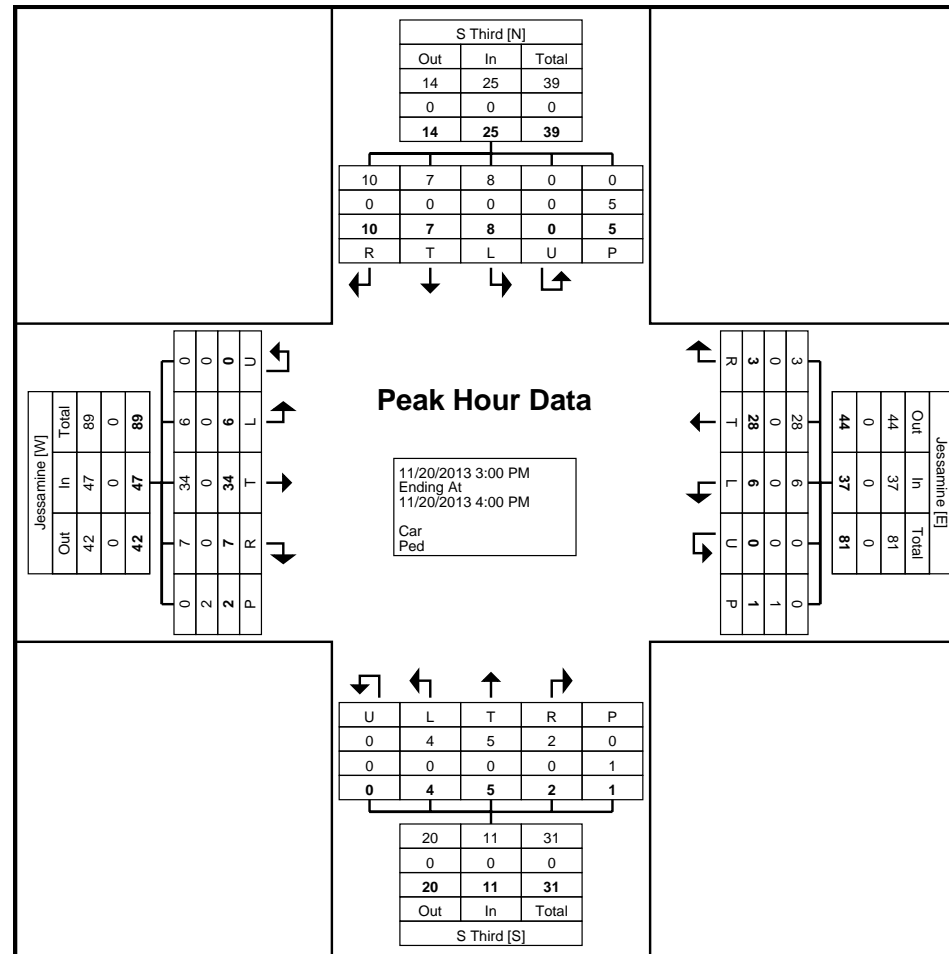
Start Time	S Third Southbound						Jessamine Westbound						S Third Northbound						Jessamine Eastbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
3:00 PM	1	0	5	0	3	6	1	6	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	-	-



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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



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

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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: 1

Turning Movement Data

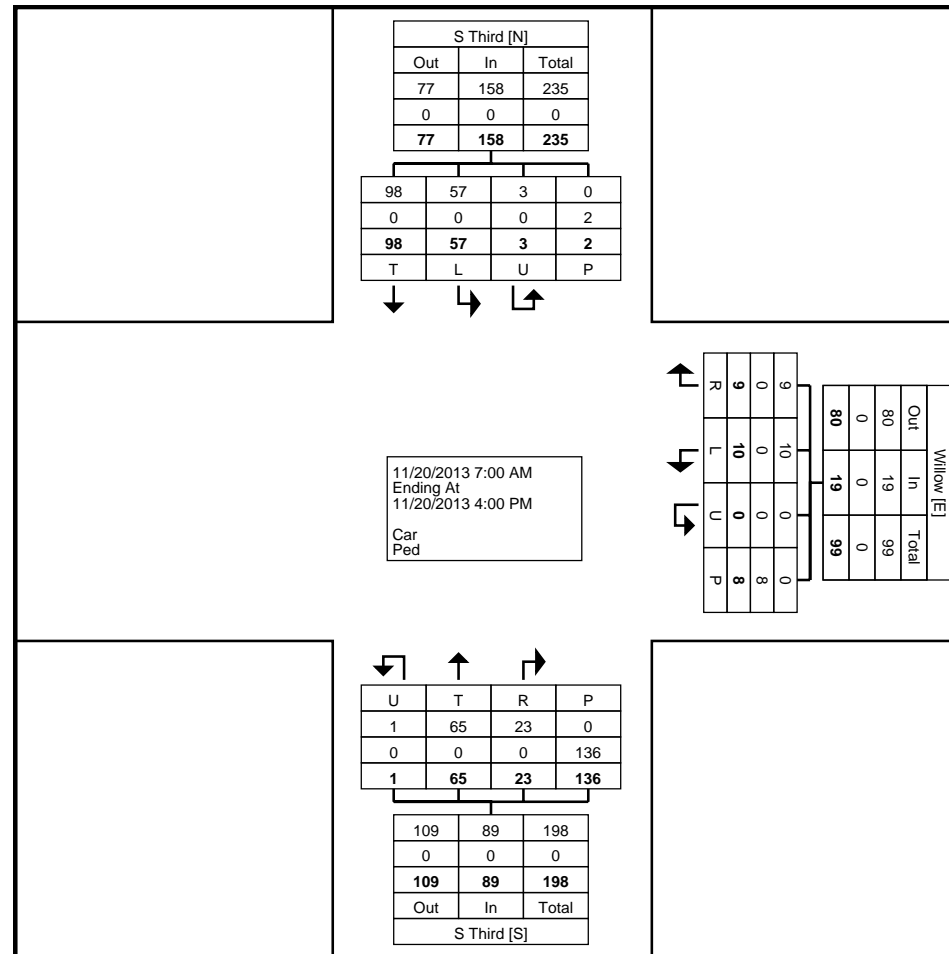
Start Time	S Third Southbound					Willow Westbound					S Third Northbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	1	14	1	1	16	0	1	0	5	1	8	4	1	7	13	30
7:15 AM	10	18	0	1	28	0	0	0	0	0	17	2	0	9	19	47
7:30 AM	16	13	0	0	29	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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Page No: 2



Turning Movement Data Plot



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Page No: 3

Turning Movement Peak Hour Data (7:00 AM)

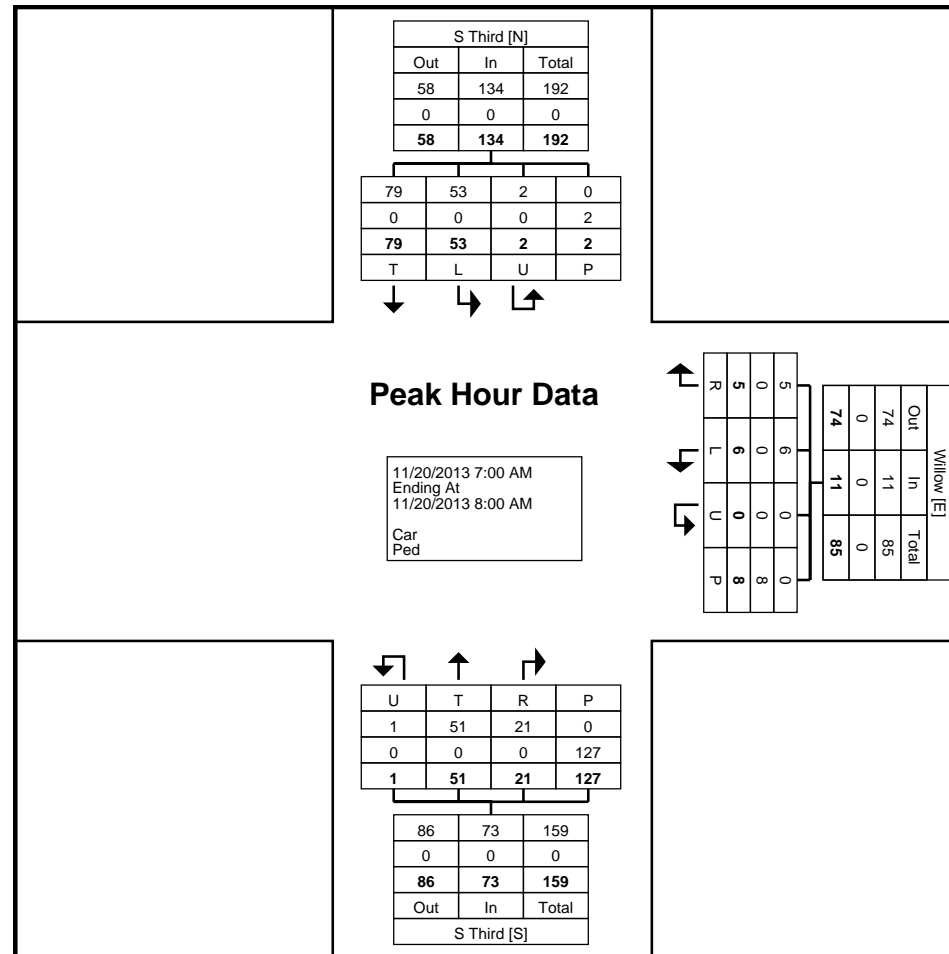
Start Time	S Third Southbound					Willow Westbound					S Third Northbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
7:00 AM	1	14	1	1	16	0	1	0	5	1	8	4	1	7	13	30
7:15 AM	10	18	0	1	28	0	0	0	0	0	17	2	0	9	19	47
7:30 AM	16	13	0	0	29	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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Start Date: 11/20/2013
Page No: 4



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



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

Turning Movement Peak Hour Data (3:00 PM)

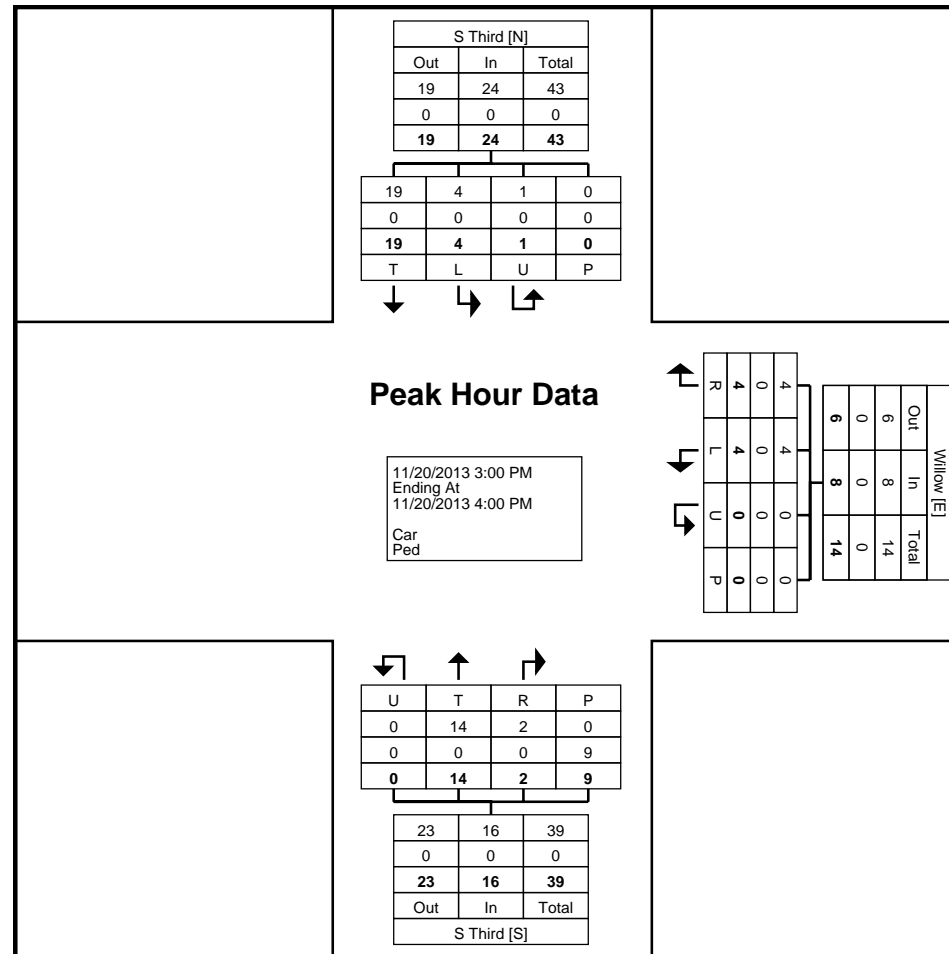
Start Time	S Third Southbound					Willow Westbound					S Third Northbound					Int. Total
	Left	Thru	U-Turn	Peds	App. Total	Left	Right	U-Turn	Peds	App. Total	Thru	Right	U-Turn	Peds	App. Total	
3:00 PM	0	3	0	0	3	2	0	0	0	2	3	0	0	0	3	8
3:15 PM	1	7	0	0	8	0	2	0	0	2	6	1	0	9	7	17
3:30 PM	1	4	0	0	5	1	1	0	0	2	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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Turning Movement Peak Hour Data Plot (3:00 PM)



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

13-464

Cobb Fendley

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: Traffic Impact Analysis (1151 : Public Hearing-Condit SUP)

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: Traffic Impact Analysis (1151 : Public Hearing-Condit SUP)

















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: Traffic Impact Analysis (1151 : Public Hearing-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. & 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			451			
Approach Delay, s/veh	31.3		30.3			3.2			3.0			
Approach LOS	C		C			A			A			
Timer												
Assigned Phs	4		8			2			6			
Phs Duration (G+Y+Rc), s	13.0		13.0			58.0			58.0			
Change Period (Y+Rc), s	6.0		6.0			6.0			6.0			
Max Green Setting (Gmax), s	36.0		36.0			52.0			52.0			
Max Q Clear Time (g_c+I1), s	6.4		4.7			4.9			4.9			
Green Ext Time (p_c), s	0.8		0.8			2.9			2.8			
Intersection Summary												
HCM 2010 Ctrl Delay			7.8									
HCM 2010 LOS			A									
Notes												

Attachment: Traffic Impact Analysis (1151 : Public Hearing-Condit SUP)

Timing Report, Sorted By Phase

1: S. Rice St. & Jessamine St.

2013 PM Existing

12/19/2013

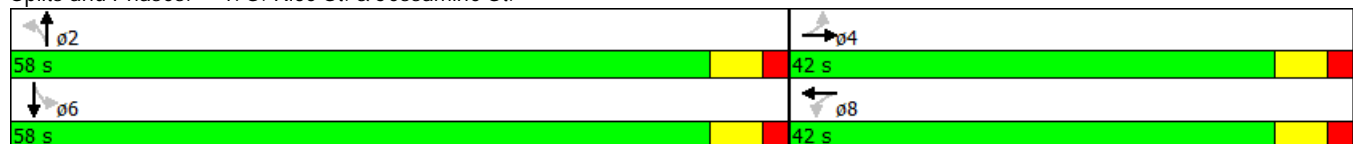


Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	Max	None	None	None
Maximum Split (s)	58	42	58	42
Maximum Split (%)	58.0%	42.0%	58.0%	42.0%
Minimum Split (s)	22	22	22	22
Yellow Time (s)	4	4	4	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	4	2	4	2
Vehicle 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. & 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				
Intersection Summary												
HCM 2010 Ctrl Delay				10.0								
HCM 2010 LOS				B								

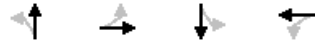
Attachment: Traffic Impact Analysis (1151 : Public Hearing-Condit SUP)

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. & 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				
Intersection Summary												
HCM 2010 Ctrl Delay			8.0									
HCM 2010 LOS			A									

Attachment: Traffic Impact Analysis (1151 : Public Hearing-Condit SUP)

Timing Report, Sorted By Phase
1: S. Rice St. & Jessamine St.

2013 PM Proposed

3/25/2014

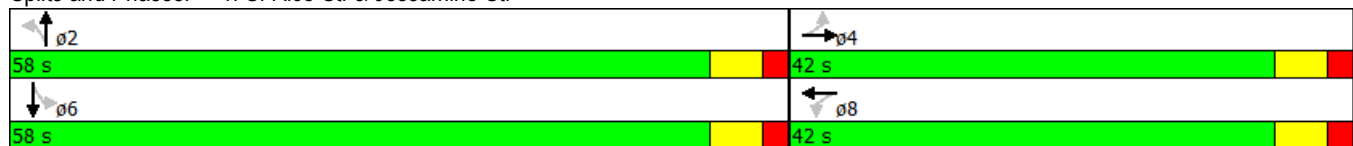


Phase Number	2	4	6	8
Movement	NBTL	EBTL	SBTL	WBTL
Lead/Lag				
Lead-Lag Optimize				
Recall Mode	Max	None	None	None
Maximum Split (s)	58	42	58	42
Maximum Split (%)	58.0%	42.0%	58.0%	42.0%
Minimum Split (s)	22	22	22	22
Yellow Time (s)	4	4	4	4
All-Red Time (s)	2	2	2	2
Minimum Initial (s)	4	2	4	2
Vehicle 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. & Jessamine St.



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: Traffic Impact Analysis (1151 : Public Hearing-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: Traffic Impact Analysis (1151 : Public Hearing-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: Traffic Impact Analysis (1151 : Public Hearing-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: Traffic Impact Analysis (1151 : Public Hearing-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: Traffic Impact Analysis (1151 : Public Hearing-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: Traffic Impact Analysis (1151 : Public Hearing-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: Traffic Impact Analysis (1151 : Public Hearing-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: Traffic Impact Analysis (1151 : Public Hearing-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: Traffic Impact Analysis (1151 : Public Hearing-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: Traffic Impact Analysis (1151 : Public Hearing-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: Traffic Impact Analysis (1151 : Public Hearing-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: Traffic Impact Analysis (1151 : Public Hearing-Condit SUP)

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

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: Traffic Impact Analysis (1151 : Public Hearing-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
Stage 1	70	-	-
Stage 2	214	-	-
Follow-up Headway	3.5	3.3	-
Pot Capacity-1 Maneuver	710	998	-
Stage 1	958	-	-
Stage 2	826	-	-
Time blocked-Platoon, %		-	-
Mov Capacity-1 Maneuver	695	998	-
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: Traffic Impact Analysis (1151 : Public Hearing-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	0	18	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: Traffic Impact Analysis (1151 : Public Hearing-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: Traffic Impact Analysis (1151 : Public Hearing-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: Traffic Impact Analysis (1151 : Public Hearing-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: Traffic Impact Analysis (1151 : Public Hearing-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	0	17	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: Traffic Impact Analysis (1151 : Public Hearing-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	0	78 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: Traffic Impact Analysis (1151 : Public Hearing-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: Traffic Impact Analysis (1151 : Public Hearing-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: Traffic Impact Analysis (1151 : Public Hearing-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: Traffic Impact Analysis (1151 : Public Hearing-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: Traffic Impact Analysis (1151 : Public Hearing-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: Traffic Impact Analysis (1151 : Public Hearing-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



Application Review Comments/Responses

**Applicant: Houston Independent
School District (HISD)**

SUP No.: S-_____
Purpose: Construction and operation of a new school to replace
Condit Elementary School at 7000 South Third Street,
Bellaire, Texas 77401, R-4 Residential Zoning District
Ordinance No.: 14-_____

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.



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
713-556-9261



Fence ———
 Private Gate ↔
 Public Gate ↔

Site Fencing and Access

Attachment: Application Review Comments and Responses with Cover (1151 : Public Hearing-Condit SUP)

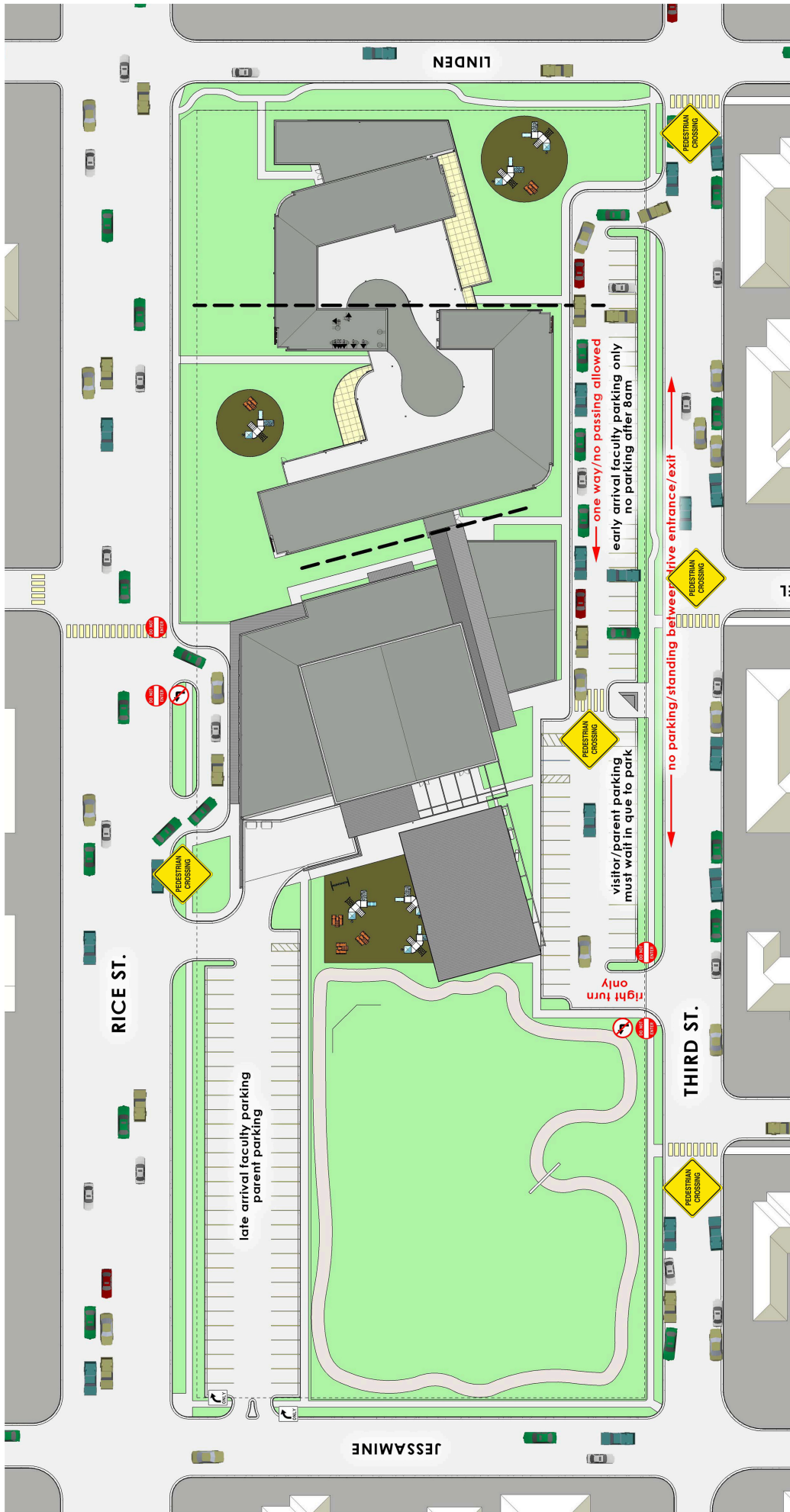


HOUSTON INDEPENDENT SCHOOL DISTRICT
CONDIT ELEMENTARY SCHOOL
BELLAIRE, TX

March 25, 2



Packet Pg. 201



CAMPUS MOBILITY PLAN



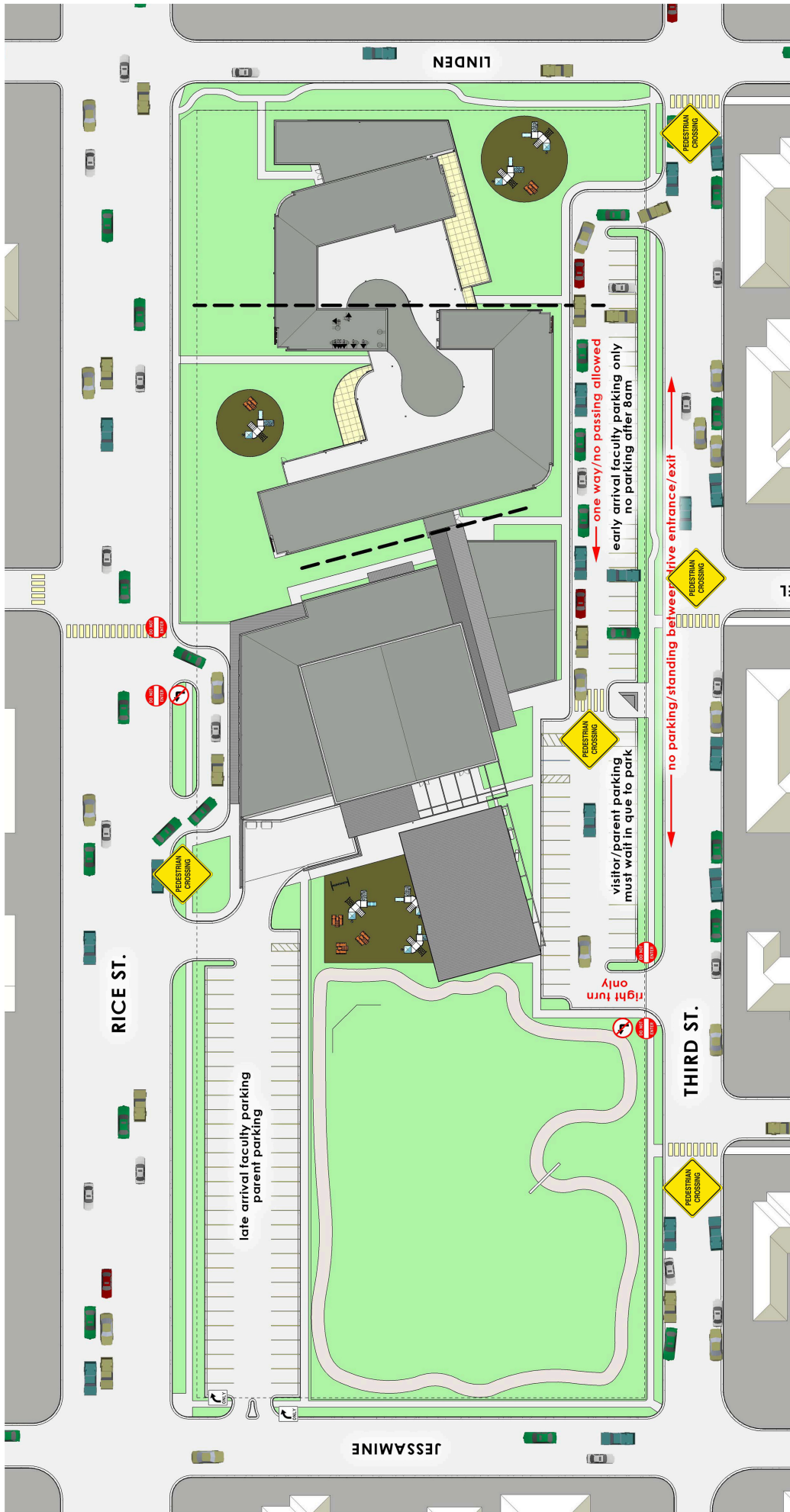
Traffic Control
Personnel

HOUSTON INDEPENDENT SCHOOL DISTRICT
CONDIT ELEMENTARY SCHOOL
BELLAIRE, TX



D.f





CAMPUS MOBILITY PLAN



Traffic Control
Personnel



HOUSTON INDEPENDENT SCHOOL DISTRICT
CONDIT ELEMENTARY SCHOOL
BELLAIRE, TX





Correspondence between Bellaire and HISD related to a Joint Use Agreement for Parking Lot and Green Space

**Applicant: Houston Independent
School District (HISD)**

SUP No.: S-_____
Purpose: Construction and operation of a new school to replace
Condit Elementary School at 7000 South Third Street,
Bellaire, Texas 77401, R-4 Residential Zoning District
Ordinance No.: 14-_____



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 18th 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: Correspondence related to Joint Use Agreement between City and HISD (1151 : Public Hearing-Condit SUP)

Mr. Leo Bobadilla, Chief Operating Officer
Houston Independent School District
4400 West 18th 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 18th 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 3rd Street
Bellaire, Texas 77401



Petition to Oppose Condit Specific Use Permit

**Applicant: Houston Independent
School District (HISD)**

SUP No.: S-_____
Purpose: Construction and operation of a new school to replace
Condit Elementary School at 7000 South Third Street,
Bellaire, Texas 77401, R-4 Residential Zoning District
Ordinance No.: 14-_____

Attachment: Petition to Oppose Condit SUP (1151 : Public Hearing-Condit SUP)

Petition to Oppose Condit Specific Use Permit

The following residents impacted by the new Condit Site Plan urge the City Council to consider our opposition and support our request to deny the current SUP for Condit Elementary. This plan proposes a 66 space parking lot on 3rd St inside of our neighborhood where there is currently no parking lot. We are concerned about increased traffic and safety issues, negative visual impact to our neighborhood and ineffective proximity to the City grounds and church during non school times. To date, no one from HISD or the City has acknowledged our concerns that this plan will have to the immediate neighborhood, especially during non school times. Residents are not asking for significant changes, only for a simple compromise to relocate most of the parking to S. Rice.

HISD and the City have recently received an alternate plan (Exhibit A) that can easily be adapted. Mike Lunceford has stated to some of the residents that he sees no problem with a delay resulting from the adaptation of this plan and questions who would be opposed to the alternate plan. The plan does not change the building design, leaves a protected off-street drop off/pick up design for both S. Rice and 3rd St. and offers a safe and effective compromise to all parties.

The Planning and Zoning Commission's vote to support the SUP failed to adequately uphold 3 of the 5 criteria for which they are charged to meet for issuance under the Code of Ordinances.

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

"Additional off-street parking, reducing the schools dependency on neighborhood streets." – The Comprehensive Plan for the City of Bellaire endeavors to protect "the integrity of neighborhoods." (1.15) The proposed parking lot on 3rd St inside of a neighborhood where there was previously no parking lot does not protect the "residential atmosphere". (2.1) It's on the opposite side of campus which does not uphold "convenience, accessibility" (1.16) and will require outside traffic to enter our neighborhood during City events for which the city has already placed special street crossing signals on the S. Rice side. This does not support "community character" (1.15) or the JUA, which is an integral part of Condit, as it will actually increase traffic, resulting in increased safety concerns for our children and residents, and dependency on our residential streets. This will negatively impact the quality of our neighborhood and enjoyment of our properties. "Guiding Principles. Maintain and enhance residential property values. Focus on the safety of residential streets." (2.1) The proximity is also farther away from the nearby church that uses the parking as well when not in school use.

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.

"...the use of landscaping and trees for aesthetics as well as screening and buffering." – Obviously, since this is a stated point, there is concern for a negative impact. Historically, HISD has been unsuccessful at implementing or maintaining landscaping to the current Condit site (most of the new trees have been privately donated and the landscaping is unkempt over summer) or other new sites such as Horn or Cunningham where weeds and ineffective green screens are predominant.

"The current traffic circulation around the school is maintained with this proposal, minimizing disruption of historic traffic pattern." - The introduction of a parking lot into a neighborhood where there was previously none is not only damaging aesthetically but will bring extra traffic that would not have previously entered the neighborhood, especially during non-school times. This will jeopardize the safety of our neighborhood.

3 – The proposed development will not have an adverse affect on the value of the adjacent properties.

“Discussion with real estate professionals, who are familiar with the Bellaire area” – More credibility should be given to the property owners who actually live adjacent to the school. The real estate professional that recently sold the house on the corner of Laurel and 3rd St informed the buyers that they would be getting a new school and green space with landscape screening. The real estate agent said nothing about a parking lot. This information was an unwelcome surprise and would have been helpful for the buyers when they were considering other homes in Bellaire.

Bill Thorogood compared the impact of Condit to the Ashby High-rise by stating that evidence is only speculative as to a negative impact on property values in the future. If he is referring to the May 1, 2014 ruling, he left out the court and judges findings that “the use and enjoyment of their property is speculative until the project is constructed.... With respect to market value, the court agreed with residents that the damage had already occurred.” Further, immediate residents of the Ashby high-rise have been awarded 1.7 million in damages should the project move forward. A new elementary school for the community may improve values for the community as a whole but how can getting a 2 story building and a parking lot in lieu of the current green space be advantageous for the adjacent Laurel properties? It will be aesthetically unappealing and damaging to values.

Lynne Skinner questioned why there was so much 11 hour opposition to the current plan. Dan Bankhead at HISD could not justify the late opposition but only said that HISD has an effective communications department and admitted that flyers have been one of their most successful forms of communication. However, flyers were not distributed to our neighborhood until 2/24/14, 3 days before HISD submitted the application for SUP to the City. Only after this did most residents become aware of the actual site plan. By this time, it was too late for residents to provide input or opposition in time for HISD to make changes to the parking before the SUP submission. It was also stated that it was the responsibility of the PAT to have representation of the immediate community. After over a year of planning without a representative, one resident living 3 blocks away started to attend in December 2013. No one from the immediate blocks knew about the PAT or became involved until the end of April.

Marc Steinberg questioned the safety impact of the proposed parking lot at Jessamine and S. Rice where a large number of students and parents cross the street. The proposed 3rd St parking lot will essentially be unusable to parents who want to park because they will not sit through a queue line as proposed by HISD in order to park. Having the second parking lot on Linden and S. Rice should take congestion away from the very busy corner of Jessamine and S. Rice and address many other concerns by our neighborhood.

Todd Lien, architect, indicated that changes to the current plan might impact coverage since the plan is near the 50% coverage capacity. However, in one of the earlier HISD plans, all parking was along 3rd St and a pull through drop off/pick up site was on S. Rice. Coverage was not an issue at that time and more parking was required as the City had not issued the Variance to decrease the number of required parking spaces. An alternate plan (Exhibit A) proposes a similar layout with most parking on S. Rice and similar pull through designs for drop off/pick up on both S. Rice and 3rd St.

The residents adjacent to Condit Elementary urge the City to deny the current SUP, preserve our neighborhood, protect the safety of our residents and request that HISD compromise with a safe and effective modification to the Site Plan.

Exhibit A

Alternate Condit Site Plan

-Retain current parking lot at S. Rice and Linden

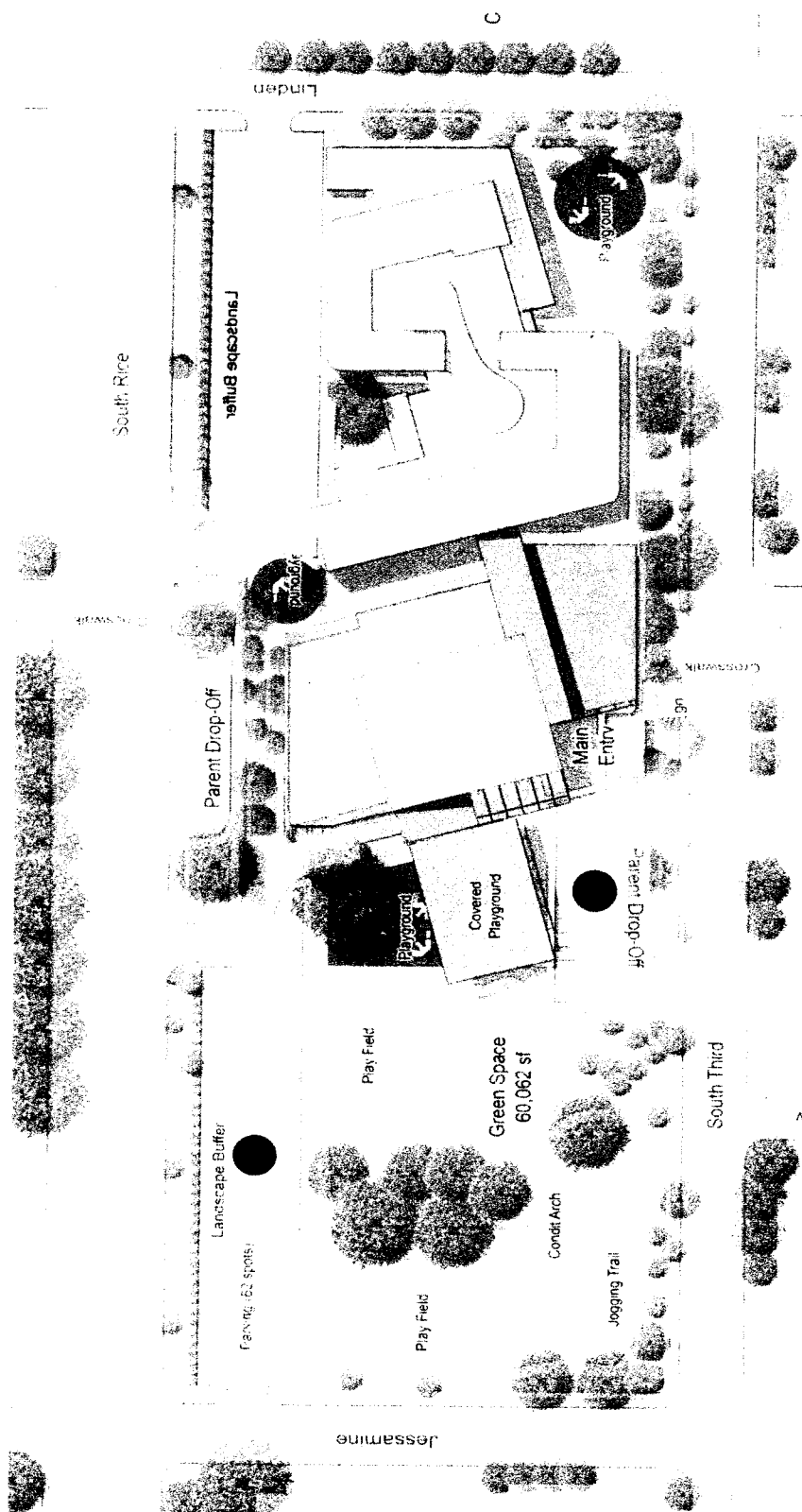
(Lot 1)

-Retain proposed parking lot at S. Rice and Jessamine.

(Lot 2) ●

-Delete proposed parking lot along 3rd St with minimal parking near Main Administrative Entrance.

(Lot 3) ●



Laurel Street

4900 Mary Sass4901 Ann M. Wallace4903 Molly Miller4904 _____4905 Karin W. Dig4906 Wendy Miller4908 John C. Miller4909 _____4910 John F. Miller4911 Leslie Bonnet4912 Judy Thrasher4913 _____4914 Steve & Mary Lee4915 _____4916 Pat McHugh, Stanley Miller4917 Cam McFall4918 _____4920 _____4921 _____4924 _____4928 Colin Clarke4981 Janice Donaldson4991 Gusan P. Schelwager

Willow Street

4901 * SIGNED ON NEXT PAGE

4900 _____4912 _____ signed in pa4915 _____ NH4918 * 20/20/44 J4931 _____ out of town4932 Rupel D. Gupta

4938 * SIGNED ON NEXT PAGE

4949 _____ signed in pa not have4950 _____4954 _____

4960 * SIGNED ON NEXT PAGE

4961 _____4970 John Green Raymond Pa4971 _____4980 _____4981 Samuel J. Barclay4990 VACANT4991 _____

4825 *

4970 Catharine (eager) Pa

* see next page - signed

4918 _____

4920 _____

4921 _____

4924 _____

4928 _____

4981 _____

4991 _____

Willow Street

4900 _____

4901 (338 S 2ndSt)

4912 _____ NH

4915 _____ NH

4918 25/28 Aug 90 _____

4931 _____ NH

4932 _____ NH

4938 [Signature] _____

4949 _____ NH

4950 _____ NH

4954 _____ NH

4960 [Signature] _____

4961 _____ NH

4970 [Signature] _____

Linden Street

Other Residents

4900 _____

4901 _____

4902 _____

4903 *Mah I Dwyer*

4904 _____

4905 _____

4906 _____

4907 _____

4908 *NRD & Mark Gedus*

4910 *Donna Lambert*

4911 _____

4912 _____

4914 _____

4915 *Beet & Moll*

4916 _____

4917 _____

4919 *Stephen Payne*

4921 _____

4922 *Dr. Dan Moversage*

4924 *Lucy Q. Q.*

4925 *Curtis Hoff*

4929 *Amy & Jim Vandervell*4950 *VACANT*

4919 _____

D.h

4921 _____

4922 _____

4924 _____

4925 _____

4929 _____

4950 _____

Other Residents

4825 Willow

4827 Laurel

4821 Laurel

4721 Laurel H. ~~Betha~~ Helen Bailey Ko 12

4721 Laurel St. Frank T. Kret

4720 Laurel St. Jane Krow

4720 Laurel St. Kevin Kowalton

4723 Laurel St. Robert Mone

4723 Laurel Cindy Moore

4825 Willow St. [Signature]

4721 Willow St. [Signature]

4815 Laurel [Signature]

Attachment: Petition to Oppose Condit SUP (1151 : Public Hearing-Condit SUP)

Exhibit A

Alternate Condit Site Plan

-Retain current parking lot at S. Rice and Linden

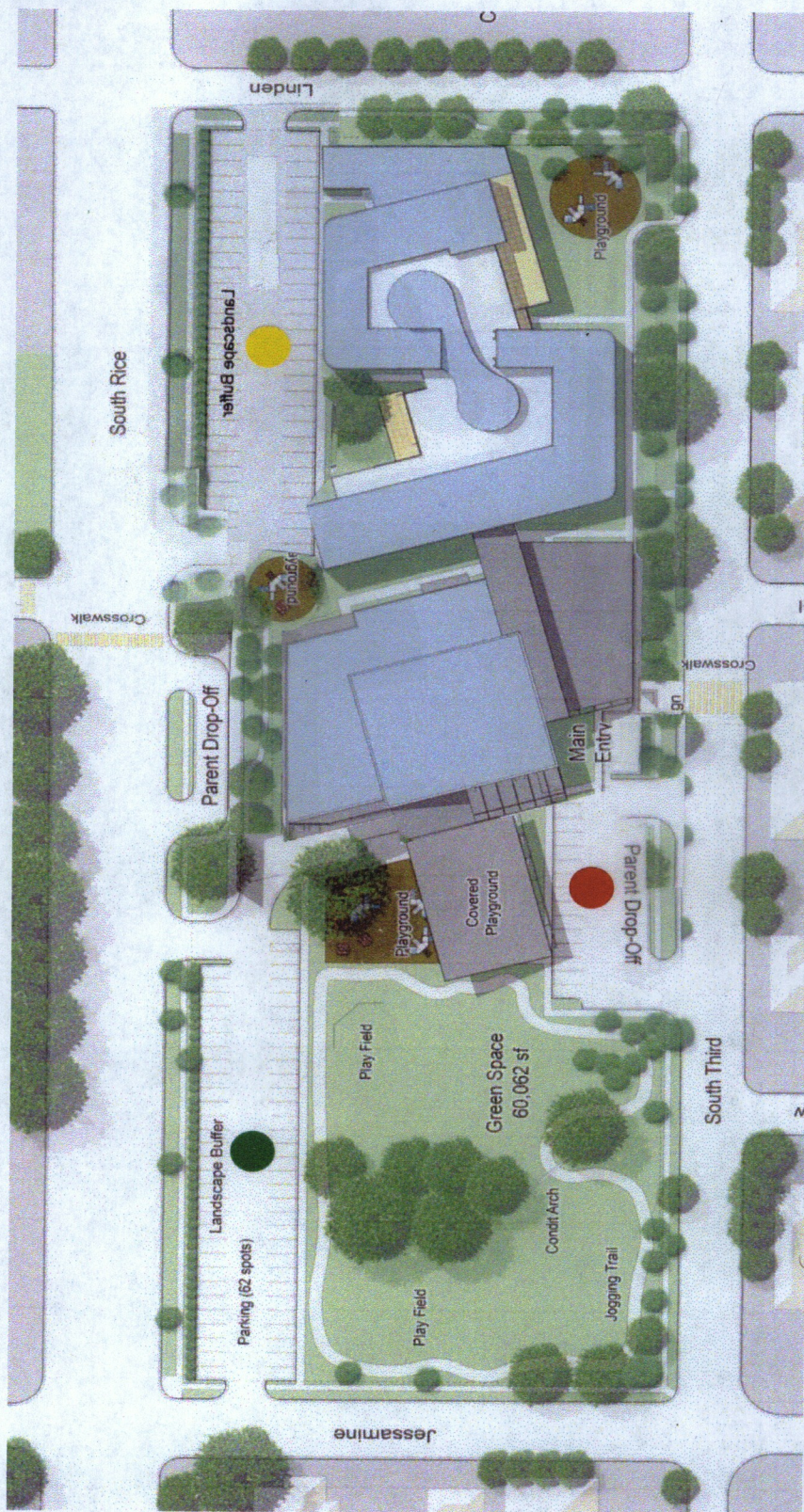
(Lot 1) ●

-Retain proposed parking lot at S. Rice and Jessamine.

(Lot 2) ●

-Delete proposed parking lot along 3rd St with minimal parking near Main Administrative Entrance.

(Lot 3) ●





Written Comments

**Applicant: Houston Independent
School District (HISD)**

SUP No.: S-_____
Purpose: Construction and operation of a new school to replace
Condit Elementary School at 7000 South Third Street,
Bellaire, Texas 77401, R-4 Residential Zoning District
Ordinance No.: 14-_____

Tracy Dutton

From: Leslie Little [REDACTED]
Sent: Monday, November 18, 2013 2:22 PM
To: Tracy Dutton
Subject: support of relocation of parking for Condit Park

Dear Council Members and citizens,

My name is Leslie Little and I have lived down the street from Condit Elementary for 15 years. My two boys attended HISD Bellaire Schools including Condit Elementary. I volunteered at Condit where I held several PTO memberships and board positions. The last two years at Condit I was one of the Condit Park Liaison volunteers working with all parties involved to ensure the success of the project.


After attending the HISD Bond Community Meeting on October 29, 2013, I was both excited about a new school and concerned about some of the details discussed at the meeting. The main concern of several when I viewed the new school plan was the location of the parking lot along 3rd Street. While working on the development and construction of Condit Park, details about the site were purposefully planned based upon comments and feedback from all parties involved.

The Parking lot was purposely built on Rice Ave. This decision maintained the integrity of the neighborhood by keeping the street and look intact. The Rice Ave. location allowed the lot to be easily utilized for City events, Bellaire Town Square traffic and the adjacent Church. Perhaps more importantly, the positioning of the lot along Rice served the school by providing a security buffer for the busier street protecting our school children and staff. This location also allowed the drop off and pick up of the little kids along 3rd street to continue each day with a new traffic flow of cars established at the posted times in the afternoon.

As all parties move forward with the development of the new Condit Elementary School, I am hopeful you will consider the successes we have experienced with the current design.

Thank you,
Leslie Little
[REDACTED] Laurel St.

Attachment: Written Comments - Condit SUP (1151 : Public Hearing-Condit SUP)

Molly McGee
 *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 3rd 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 3rd St and a parking lot to get to school?

The proposed 3rd 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 3rd St is for school staff and to provide parking for pick up and drop off. Apparently, the teachers want to park near the 3rd 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 3rd 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 3rd 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 3rd 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 3rd St by having a similar drop off and pick up design as that proposed on S. Rice. It does not

Attachment: Written Comments - Condit SUP (1151 : Public Hearing-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 3rd 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 3rd 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 3rd St. is unsafe for our neighborhood children and residents.

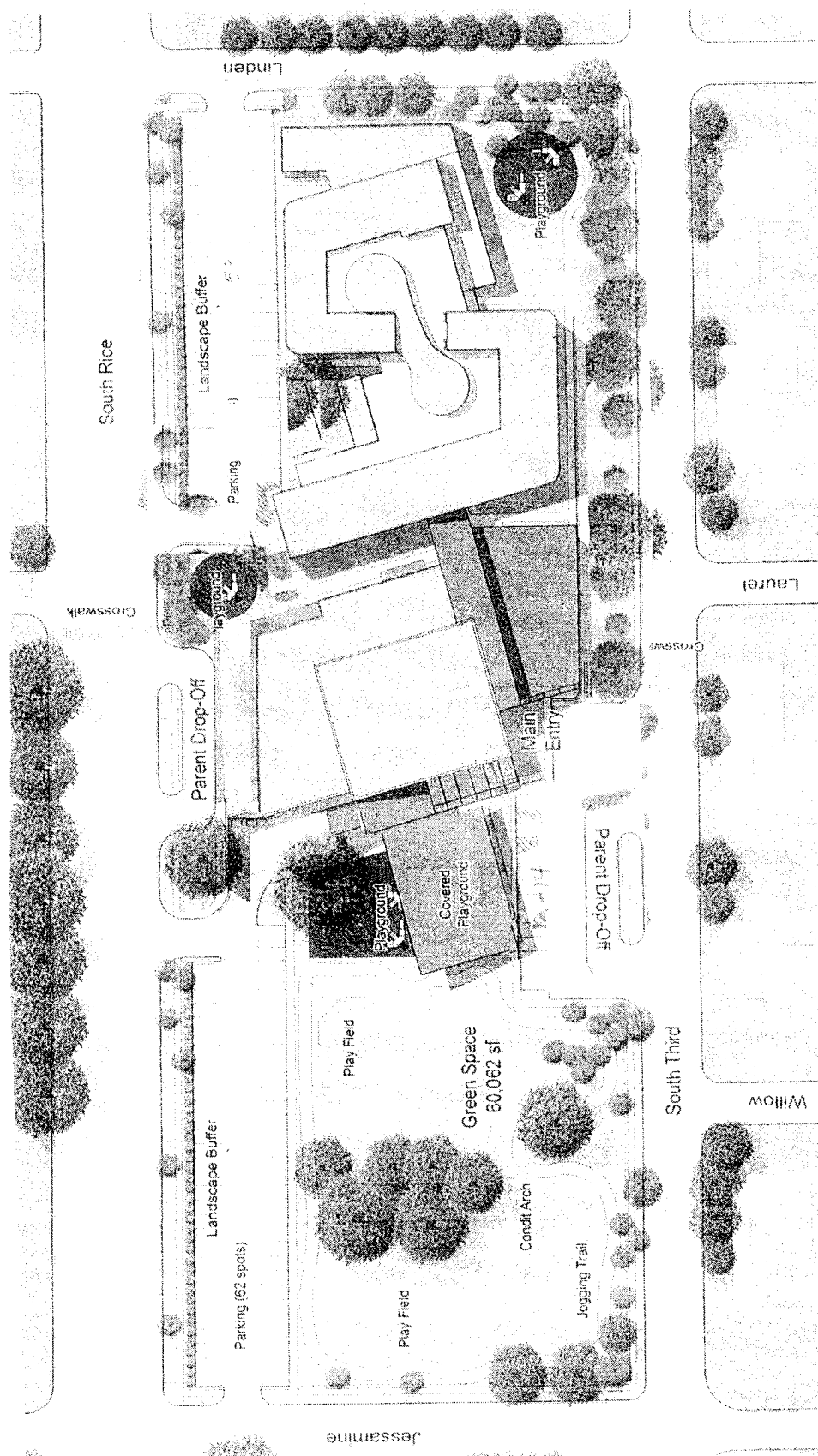
Keeping most parking along S. Rice provides an easy compromise between all parties, KEEPS SAFETY FIRST AND FOREMOST, and addresses the unique distinction of Condit as an integral part of the City of Bellaire.

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 3rd St with minimal parking near Main Administrative Entrance



Tracy Dutton

From: [REDACTED]
Sent: Tuesday, May 06, 2014 10:03 PM
To: GSLerner@aol.com
Subject: Condit Elementary

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 3rd 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 3rd 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
 [REDACTED] Willow St

Attachment: Written Comments - Condit SUP (1151 : Public Hearing-Condit SUP)

Tracy Dutton

From: Mark Goodman [REDACTED]
Sent: Wednesday, May 07, 2014 4:59 PM
To: mluncefo@houstonisd.org; Ashley Parcus; Tracy Dutton; dbankhea@houstonisd.org; John McDonald; ttaylo22@houstonisd.org; tlien@vlkarchitects.com
Subject: Condit Site Plan

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 3rd 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 3rd 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?

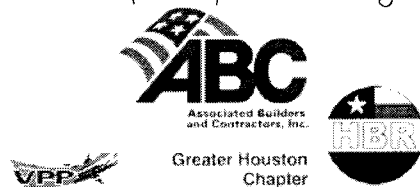
Thank you for hearing me out!

Mark Goodman

Mark Goodman
Specialty Maintenance Products, Inc
 5711 Clarewood; Suite B
 Houston, TX 77081
 Office (713) 667-4402
 FAX (713) 669-8618
 Email: [REDACTED]
 Website: www.SMPtools.com



Have a safe and productive day!



BUSINESS

Attachment: Written Comments - Condit SUP (1151 : Public Hearing-Condit SUP)

Tracy Dutton

From: Michael Neben [REDACTED]
Sent: Wednesday, May 07, 2014 9:27 PM
To: Tracy Dutton
Subject: Condit Elementary

Mike Neben
 [REDACTED] 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 3rd 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 3rd 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: Written Comments - Condit SUP (1151 : Public Hearing-Condit SUP)

Tracy Dutton

From: Jan Spreen [REDACTED]
Sent: Monday, June 02, 2014 9:58 PM
To: Tracy Dutton
Subject: Concerns about Condit plans

Tracy - Will you please place the following in the packets for City Council members? Thank you.

I live near Condit (on Willow Street) so the plans for the new school will impact me on a daily basis. Briefly:

- I realize that traffic studies say the traffic will be no worse, but it is unmanageable now. Adding capacity to 750 students will not ease this, nor will having traffic pouring from the new parking lot onto S. 3rd Street near the intersection with Willow Street. South 3rd was not designed to handle this level of traffic, yet S. Rice Street is designed for higher capacity so parking lots should be placed there. The drop-off on S. 3rd will only create another line of traffic for students to navigate as they attempt to reach the front entrance.
- At the last P&Z meeting, a representative from HISD stated that their police staff would assist with traffic issues. Yet, at a recent meeting at Condit, we were *specifically told the opposite*. The same representative stated that a single officer is shared by multiple schools and would not be available to handle routine traffic issues. Since safety is a key issue, I don't believe putting a 10-year-old safety patrol member in the street is a solution nor is it fair to expect the City of Bellaire to station an officer there daily. These are issues that should be addressed in the planning stages at minimal expense rather afterwards when options are few and expensive.

This project has been referred to many times as "a neighborhood school" yet the neighborhood has not been considered. My daughter attended Condit, so I truly value the school. Students will attend the school for a few years, while neighbors will be here for decades. All of those who have spoken in favor of the current parking and traffic plan live in other parts of the Condit school zone, not in the immediate neighborhood. The impact on their lives is limited and short-term, and the impact on their homes is non-existent.

I will be happy to walk the area with you if you would like to experience a Condit morning or afternoon. You are welcome to park in my driveway, if you can get to it!

Thanks for your consideration. I was very pleased with the Board's concern for the quality of life of the residents most affected by this.

Jan Spreen

[REDACTED] Willow Street
[REDACTED]

Attachment: Written Comments - Condit SUP (1151 : Public Hearing-Condit SUP)

Tracy Dutton

From: Pegi Newhouse [REDACTED]
Sent: Tuesday, June 03, 2014 2:30 PM
To: Tracy Dutton
Cc: Julia Tamm; Dan Greenberg
Subject: Letter for the Agenda Packet for June 9 City Council Meeting
Attachments: City Council letter.docx

Hello Ms. Dutton,

Please accept my attached letter for the City Council special hearing regarding Condit Elementary on June 9.

Please include it in the agenda packet.

Thank you.

Best regards,
Pegi Newhouse

Attachment: Written Comments - Condit SUP (1151 : Public Hearing-Condit SUP)

My name is Pegi Newhouse, a Bellaire resident and an active Condit Elementary parent since 2006 and former Condit PTO President . I am a member of the Condit Project Advisory Team (PAT) which is an HISD team made up of parents, community members, staff and teachers who participate in and give input to the project.

The project has been managed very well. The collective knowledge of the team is strong. The parents on the PAT visited 10 schools to gather best practices in preparation for the project. VLK Architects have years of experience building schools and other public buildings. I have been very impressed with the efforts of HISD to remain transparent and communicate well throughout the process.

- HISD has held two community meetings (a third is upcoming), which were well communicated to the surrounding neighbors as well as to the Condit parents and City Council. At these meetings, attendees were asked to give comments.
- Condit has a project webpage with timelines, status, and all PAT meeting minutes.
- HISD has opened our PAT meetings to anyone interested. The process has been transparent and accessible.

The Condit School Plan as presented by HISD and VLK, calls for two parking lots—one on South Rice and one located on South Third by the front entrance of the school. This design is necessary for these reasons:

Safety Must Come First

The front entrance of Condit faces S. Third. Most parents drive to the front of the school to drop their children off in the morning amidst cars parked on either side of the street. This crowded area becomes a hazard as the parked cars become visual obstructions between which children and parents are walking.

The current lack of a parking lot causes many safety issues, such as:

- Cars park illegally, so parents can walk their younger children in or pick them up because there is no nearby parking available. The cars visually block intersections and driveways.
- The HISD buses maneuver these tight and blocked areas putting bus riders at risk.
- Cars use the middle of S. Third near Willow as a “drop area”. Car doors are opened into the street and kids dash across the street to the school.

With the current design, the parents driving to school to drop off in the morning and picking up in the afternoon will be able to queue off the street. This off-street queuing will occur in a safe manner using the same flow of traffic that we currently have.

With the design as proposed by VLK, there will be adequate parking near the entrance (and more in the South Rice lot) for staff, teachers, volunteers and parents to safely come to the school.

Traffic Flow

Early on, individuals from the Bellaire Police asked the architects to keep the traffic flow consistent with the current flow at drop off and pick up times. Currently, we have carpool lines along South Rice heading north and along South Third heading south both in the mornings and afternoons. It works. About half the school uses South Rice and half uses South Third.

If all of the parking is on South Rice, as some have suggested, we will have a traffic problem on Rice. With the emergency fire and police vehicles coming out of Jessamine and often travelling north on South Rice at a high rate of speed, we will create a hazardous situation. We will have parents of the young children, who wish to walk their children into the school (that normally use South Third street,) now parking in a lot along South Rice. They will have to park with the little ones and walk clear around the school to enter. This puts these small children at an unnecessary risk.

This year, our crossing guard at the intersection of S. Rice and Jessamine was struck by a car on two occasions. Let's not add more congestion to the S. Rice side of the school.

Practically Speaking

Neighbors desire a plan with both parking lots on S. Rice. Condit currently has a parking lot on S. Rice with 57 spots. On any typical school day, the lot has 10-20 open spots. Yet, a drive along S. Third reveals roughly 25 cars parked along the street and on adjacent streets. **The reality is that people will park near the entrance of the school.** If both parking lots are constructed on the S. Rice side of the school, as these individuals request, we will have two partially-filled parking lots and we will be left with the same problem of cars parked along S. Third street as they are today.

Would you open a new business, such as a dry cleaner business and put parking behind the building? No, that is not practical.

The main reason that kept coming up was aesthetics and they don't want to have to look at a parking lot. If it boils down to a choice between the safety of our children and aesthetics, then we should choose safety.

Neighborhood Concerns

-Will there be an Increase in Traffic?

The traffic study commissioned by HISD and conducted by an independent engineering firm “indicates that the school expansion will have no adverse impacts upon the local street network during the AM and PM peak hours.” All of the levels of service for the 7 intersections studied remained the same. The city’s review states: quote: “concurred with the findings presented by the applicant.”

-Will the New School Decrease the Property Values?

The neighbors want to protect their property value and we have some good news for them. A brand new school IS going to improve the neighborhood and make it more attractive to young families—raising their property values.

Condit is a Neighborhood School without any Busing

Condit is a unique school in that **all students** arrive to school either in a car or on foot. We are proud to be a neighborhood school—but that distinction results in lots of cars! There are no buses that bring large numbers to the school. For this reason, it is our primary concern to have a safe place for the morning drop off and afternoon pickup to occur.

Keeping the traffic flow predictable, practical and safe must be a top priority---especially for Condit.

In Conclusion

I believe that the design, as presented, is based on experience, community and teacher input, best practice collection and common sense. Please approve the Condit SUP so the project can continue to move forward for our city and our community.

Best regards,

Pegi Newhouse

██████████ Locust St.

████████████████████

Tracy Dutton

From: Greenberg, Daniel M. [REDACTED]
Sent: Tuesday, June 03, 2014 3:34 PM
To: Tracy Dutton
Cc: Julia Tamm; Pegi Newhouse
Subject: Letter for the Agenda Packet for June 9 City Council Meeting
Attachments: Bellaire City Council meeting letter.docx

Good afternoon Tracy.

Please include the attached letter in the agenda packet for the June 9 City Council special hearing regarding Condit Elementary School.

Much appreciated.
Dan

Dan Greenberg
Principal
Condit Elementary | 713.295.5255
[REDACTED]

Attachment: Written Comments - Condit SUP (1151 : Public Hearing-Condit SUP)

Mayor Nauert and City Council members:

In regards the upcoming City Council meeting on June 9, 2014, I would like to share my thoughts as principal of Condit. The cooperative 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 some 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 minimized 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 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. Recently, on May 7th, a car hit a Pershing student walking across South Rice to get to the Pershing bus that picks up at Condit. We had a crossing guard that was struck by a vehicle on two separate occasions over the past 2 years. Keeping the bulk of our families on the South Third Street side of the school is a much safer alternative. When it comes to safety, we are committed to working with the district and the HISD crossing guard division to monitor and staff our high traffic student-crossing areas.

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

Tracy Dutton

From: Diane Citek [REDACTED]
Sent: Wednesday, June 04, 2014 9:23 PM
To: Tracy Dutton
Subject: Condit SUP

Hello,

My name is Diane Citek, and I live at [REDACTED] Laurel St. I would like to go on record as being opposed to the current SUP for Condit Elementary. I am in support of the alternative plan which moves the parking from Third Street to S. Rice.

I believe the parking plan on the current SUP is unsafe, poorly thought through and that it will have an unacceptable negative effect on the surrounding neighborhood. Those Bellaire residents that have spoken out in favor of the current SUP do not live in close proximity to the proposed parking lot and carpool lane.

Thanks for your consideration,
Diane Friedrich Citek, D.D.S.

Sent from my iPhone

Attachment: Written Comments - Condit SUP (1151 : Public Hearing-Condit SUP)

Tracy Dutton

From: Richard Freed [REDACTED]
Sent: Wednesday, June 04, 2014 10:10 PM
To: Tracy Dutton
Cc: mollymcgee@sbcglobal.net
Subject: Condit Parking
Attachments: alderman.pdf; Steinberg.pdf; Frazier.pdf; Stiggins.pdf; Simmons.pdf; Thorogood.pdf; skinner letter.pdf

Dear Ms. Dutton - Please find attached our letters previously sent directly to the Planning and Zoning Commissioners for inclusion in the agenda packet for the Public Hearing on June 9.

Thanks,
Rich and Nancy Freed
[REDACTED] Laurel St.

Attachment: Written Comments - Condit SUP (1151 : Public Hearing-Condit SUP)

RICHARD H. FREED
ATTORNEY AT LAW

Laurel St.
Bellaire, Texas 77401

Mr. E. Wayne Alderman
Commissioner
City of Bellaire Planning and Zoning Commission
City of Bellaire, Texas 77401

Dear Mr. Alderman:

We urge you to strongly consider the comments and concerns of Condit neighbors regarding the proposed Condit site plan. HISD, Condit parents and PAC members in favor of the current SUP are not from this area and have not acknowledged nor do they seem to understand the negative effect that this plan will have to the immediate neighborhood. While a new school will benefit the community as a whole, introducing a parking lot inside of a neighborhood will create dangers, increase traffic all of the time, and will not maintain the desirable neighborhood environment that we currently have. This will harm our immediate neighborhood on many levels. HISD can easily alter the plan to keep most parking on S. Rice without detracting from the safety of Condit children and personnel, without exacerbating traffic and without significantly altering current construction timelines. HISD and PAC neglected to involve the Condit neighborhood for well over a year. Now, we risk bearing the adverse consequences of their over site for many, many years to come. Please support the Condit neighborhood. Do not let HISD's plan negatively impact the quality of our community unnecessarily.

As residents of Laurel St. and Condit neighbors, we ask that for the overall benefit of our local Bellaire community, you take necessary action to alter the plan in a way to keep most of the Condit parking on S. Rice.

Sincerely,


Nancy and Richard Freed

RICHARD H. FREED
 ATTORNEY AT LAW
 [REDACTED] Laurel St.
 Bellaire, Texas 77401

Mr. Marc Steinberg
 Commissioner
 City of Bellaire Planning and Zoning Commission
 City of Bellaire, Texas 77401

Dear Mr. Steinberg:

We urge you to strongly consider the comments and concerns of Condit neighbors regarding the proposed Condit site plan. HISD, Condit parents and PAC members in favor of the current SUP are not from this area and have not acknowledged nor do they seem to understand the negative effect that this plan will have to the immediate neighborhood. While a new school will benefit the community as a whole, introducing a parking lot inside of a neighborhood will create dangers, increase traffic all of the time, and will not maintain the desirable neighborhood environment that we currently have. This will harm our immediate neighborhood on many levels. HISD can easily alter the plan to keep most parking on S. Rice without detracting from the safety of Condit children and personnel, without exacerbating traffic and without significantly altering current construction timelines. HISD and PAC neglected to involve the Condit neighborhood for well over a year. Now, we risk bearing the adverse consequences of their over site for many, many years to come. Please support the Condit neighborhood. Do not let HISD's plan negatively impact the quality of our community unnecessarily.

As residents of Laurel St. and Condit neighbors, we ask that for the overall benefit of our local Bellaire community, you take necessary action to alter the plan in a way to keep most of the Condit parking on S. Rice.

Sincerely,

Nancy and Richard Freed
 Nancy and Richard Freed

5-12-14

Attachment: Written Comments - Condit SUP (1151 : Public Hearing-Condit SUP)

RICHARD H. FREED
ATTORNEY AT LAW
[REDACTED] Laurel St.
Bellaire, Texas 77401

Mr. Winfred C. Frazier
Commissioner
City of Bellaire Planning and Zoning Commission
City of Bellaire, Texas 77401

Dear Mr. Frazier:

We urge you to strongly consider the comments and concerns of Condit neighbors regarding the proposed Condit site plan. HISD, Condit parents and PAC members in favor of the current SUP are not from this area and have not acknowledged nor do they seem to understand the negative effect that this plan will have to the immediate neighborhood. While a new school will benefit the community as a whole, introducing a parking lot inside of a neighborhood will create dangers, increase traffic all of the time, and will not maintain the desirable neighborhood environment that we currently have. This will harm our immediate neighborhood on many levels. HISD can easily alter the plan to keep most parking on S. Rice without detracting from the safety of Condit children and personnel, without exacerbating traffic and without significantly altering current construction timelines. HISD and PAC neglected to involve the Condit neighborhood for well over a year. Now, we risk bearing the adverse consequences of their over site for many, many years to come. Please support the Condit neighborhood. Do not let HISD's plan negatively impact the quality of our community unnecessarily.

As residents of Laurel St. and Condit neighbors, we ask that for the overall benefit of our local Bellaire community, you take necessary action to alter the plan in a way to keep most of the Condit parking on S. Rice.

Sincerely,


Nancy and Richard Freed

5-12-14

Attachment: Written Comments - Condit SUP (1151 : Public Hearing-Condit SUP)

RICHARD H. FREED
ATTORNEY AT LAW
[REDACTED] Laurel St.
Bellaire, Texas 77401

Mr. Dirk Stiggins
Commissioner
City of Bellaire Planning and Zoning Commission
City of Bellaire, Texas 77401

Dear Mr. Stiggins:

We urge you to strongly consider the comments and concerns of Condit neighbors regarding the proposed Condit site plan. HISD, Condit parents and PAC members in favor of the current SUP are not from this area and have not acknowledged nor do they seem to understand the negative effect that this plan will have to the immediate neighborhood. While a new school will benefit the community as a whole, introducing a parking lot inside of a neighborhood will create dangers, increase traffic all of the time, and will not maintain the desirable neighborhood environment that we currently have. This will harm our immediate neighborhood on many levels. HISD can easily alter the plan to keep most parking on S. Rice without detracting from the safety of Condit children and personnel, without exacerbating traffic and without significantly altering current construction timelines. HISD and PAC neglected to involve the Condit neighborhood for well over a year. Now, we risk bearing the adverse consequences of their over site for many, many years to come. Please support the Condit neighborhood. Do not let HISD's plan negatively impact the quality of our community unnecessarily.

As residents of Laurel St. and Condit neighbors, we ask that for the overall benefit of our local Bellaire community, you take necessary action to alter the plan in a way to keep most of the Condit parking on S. Rice.

Sincerely,

Nancy and Richard Freed
Nancy and Richard Freed

5-12-14

Attachment: Written Comments - Condit SUP (1151 : Public Hearing-Condit SUP)

RICHARD H. FREED
ATTORNEY AT LAW
[REDACTED] Laurel St.
Bellaire, Texas 77401

Mr. Paul C. Simmons
Commissioner
City of Bellaire Planning and Zoning Commission
City of Bellaire, Texas 77401

Dear Mr. Simmons:

We urge you to strongly consider the comments and concerns of Condit neighbors regarding the proposed Condit site plan. HISD, Condit parents and PAC members in favor of the current SUP are not from this area and have not acknowledged nor do they seem to understand the negative effect that this plan will have to the immediate neighborhood. While a new school will benefit the community as a whole, introducing a parking lot inside of a neighborhood will create dangers, increase traffic all of the time, and will not maintain the desirable neighborhood environment that we currently have. This will harm our immediate neighborhood on many levels. HISD can easily alter the plan to keep most parking on S. Rice without detracting from the safety of Condit children and personnel, without exacerbating traffic and without significantly altering current construction timelines. HISD and PAC neglected to involve the Condit neighborhood for well over a year. Now, we risk bearing the adverse consequences of their over site for many, many years to come. Please support the Condit neighborhood. Do not let HISD's plan negatively impact the quality of our community unnecessarily.

As residents of Laurel St. and Condit neighbors, we ask that for the overall benefit of our local Bellaire community, you take necessary action to alter the plan in a way to keep most of the Condit parking on S. Rice.

Sincerely,

Nancy and Richard Freed
Nancy and Richard Freed

5-12-14

Attachment: Written Comments - Condit SUP (1151 : Public Hearing-Condit SUP)

RICHARD H. FREED
ATTORNEY AT LAW
[REDACTED] Laurel St.
Bellaire, Texas 77401

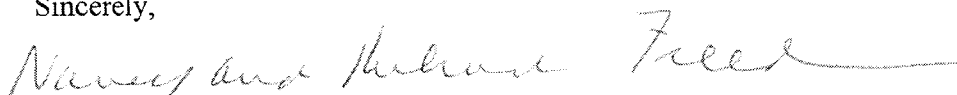
Mr. Bill Thorogood
Commissioner
City of Bellaire Planning and Zoning Commission
City of Bellaire, Texas 77401

Dear Mr. Thorogood:

We urge you to strongly consider the comments and concerns of Condit neighbors regarding the proposed Condit site plan. HISD, Condit parents and PAC members in favor of the current SUP are not from this area and have not acknowledged nor do they seem to understand the negative effect that this plan will have to the immediate neighborhood. While a new school will benefit the community as a whole, introducing a parking lot inside of a neighborhood will create dangers, increase traffic all of the time, and will not maintain the desirable neighborhood environment that we currently have. This will harm our immediate neighborhood on many levels. HISD can easily alter the plan to keep most parking on S. Rice without detracting from the safety of Condit children and personnel, without exacerbating traffic and without significantly altering current construction timelines. HISD and PAC neglected to involve the Condit neighborhood for well over a year. Now, we risk bearing the adverse consequences of their over site for many, many years to come. Please support the Condit neighborhood. Do not let HISD's plan negatively impact the quality of our community unnecessarily.

As residents of Laurel St. and Condit neighbors, we ask that for the overall benefit of our local Bellaire community, you take necessary action to alter the plan in a way to keep most of the Condit parking on S. Rice.

Sincerely,


Nancy and Richard Freed
5-12-14

Attachment: Written Comments - Condit SUP (1151 : Public Hearing-Condit SUP)

RICHARD H. FREED
ATTORNEY AT LAW

██████ Laurel St.
Bellaire, Texas 77401

Ms. S. Lynne Skinner
Commissioner
City of Bellaire Planning and Zoning Commission
City of Bellaire, Texas 77401

Dear Ms. Skinner:

We urge you to strongly consider the comments and concerns of Condit neighbors regarding the proposed Condit site plan. HISD, Condit parents and PAC members in favor of the current SUP are not from this area and have not acknowledged nor do they seem to understand the negative effect that this plan will have to the immediate neighborhood. While a new school will benefit the community as a whole, introducing a parking lot inside of a neighborhood will create dangers, increase traffic all of the time, and will not maintain the desirable neighborhood environment that we currently have. This will harm our immediate neighborhood on many levels. HISD can easily alter the plan to keep most parking on S. Rice without detracting from the safety of Condit children and personnel, without exacerbating traffic and without significantly altering current construction timelines. HISD and PAC neglected to involve the Condit neighborhood for well over a year. Now, we risk bearing the adverse consequences of their over site for many, many years to come. Please support the Condit neighborhood. Do not let HISD's plan negatively impact the quality of our community unnecessarily.

As residents of Laurel St. and Condit neighbors, we ask that for the overall benefit of our local Bellaire community, you take necessary action to alter the plan in a way to keep most of the Condit parking on S. Rice.

Sincerely,

Nancy and Richard Freed
Nancy and Richard Freed
5-12-11

Tracy Dutton

From: Julia Tamm [REDACTED]
Sent: Wednesday, June 04, 2014 11:25 PM
To: Tracy Dutton
Cc: 'Dan Greenberg'; 'Pegi Newhouse'; swati narayan
Subject: Letter for the Agenda Packet for June 9 City Council Meeting
Attachments: Condit SUP letter from Julia Tamm_June4.docx

Dear Ms. Dutton,

Please accept my attached letter for the City Council special hearing regarding Condit Elementary on June 9, 2014.

Kindly include it in the agenda packet.

Thank you,
Julia Tamm

 This email is free from viruses and malware because avast! Antivirus protection is active.

Attachment: Written Comments - Condit SUP (1151 : Public Hearing-Condit SUP)

To: Mayor Nauert and the Bellaire City Council Members

From: Julia Tamm

I am a current Condit Parent (incoming 5th grader & Kindergarten twins) and member of the Condit PAT (Project Advisory Team). My involvement with the new building started back in July, 2012 to help get Condit on the Bond List and continued with being part of the Condit Tours group to visit 10 elementary schools to learn best practices (Jan. – Mar. '13). The Condit PAT has been meeting since March 2013 to plan the new school with VLK Architects and HISD.

A key aspect to keep in mind is that the school serves approximately 680 current students (with room to expand to 750), 60 staff and faculty at Condit while also serving as an HISD bus pickup and drop-off location for magnet and middle school buses. These 740 Condit people enter and exit the school each day generating approximately 1,500 “trips” from a car or on foot into and out of the building each day. Then add in parent visits to walk their child into/out of the school building, help at the school, get kids for doctor appointments, bring in supplies, etc. and I can see the “trips” easily reaching 2,000 per day, if not more. The opposition of a handful of local neighbors who do not wish to view a brand new building, with a 4-foot shrub screened and fenced parking lot from the end of their blocks should not supersede the safety of at least 2,000 person “trips” in and out of our building each day. Condit is a school that serves the local zoned population and is a true gem of a school.

While Condit has an extremely small, rectangular lot size of 5.2 acres which must contain both the current school and the new building, the overall goal has been to design the best school possible while taking into account student safety as they enter and exit the school and also provide parking for staff, parents and visitors. Unlike the much larger and more square-shaped Horn lot with baseball fields, Condit’s lot is extremely constrained in terms of layout options. The narrow Linden north end of the block was not a suitable entrance site given the narrow street and a lack of carline options. The narrow Jessamine end of the block is also on a narrow street with a very busy, heavily trafficked intersection. S. Rice with 4 lanes of traffic was deemed to have too much traffic and hence the entrance was kept on S. Third Street.

A big part of our efforts were to remove the current drop off and pick up points from being directly on the two streets while also incorporating City of Bellaire required parking. The carline coming in on the S. Third street side will serve our K-2nd grades and will have the path of cars enter in a one-way line and drop/pickup children directly in front of the school building close to the main entry doors. The 3-5th grades will use a carline with a small loop set back from the street, once again removing direct loading activity from S. Rice.

I walk to and from Condit twice a day along S. Third from Evergreen to Jessamine and then cross onto the Condit block from the south end. This was my 4th year of walking to Condit and I see the daily “goings-on” on those streets. Due to the lack of a Condit parent lot, people park wherever they can to walk their children into school or to volunteer or attend school meetings/events. These are the following issues I have witnessed:

June 4, 2014
Page 2

- After the first bell rings, families that are running late will drive north on S. Third and open the car door into the street and have their child run across the street to enter the school. Every time I see this I am so worried about the safety of the children.
- Families will also drop off kids from cars at the intersection of S. Third and Jessamine and have them cross through the intersection without adult supervision.
- Neighbors along S. Third irate and yelling at school parents for blocking their driveways due to parking problems. The other day a parent almost parked in a no-parking spot and then proceeded to back into the "No parking" sign with her minivan as she turned around. The residential stretch of S. Third is very narrow and only allows for 2 car widths; it is often a juggling act for cars to drive on that street and navigate around the parked cars.
- Many cars often illegally parked along Jessamine and S. Third streets in spots that are labeled as "No Parking". Often these cars block the visibility of pedestrians going through the intersection when parked by the intersection. It is the rare trip to school when I don't see an illegally parked car. Parents who are in a hurry in the morning do not want to park a good block or two from the school just to get their children into the building.
- The HISD magnet buses also have to cross the S. Third and Jessamine intersection to either turn or continue on S. Third. With illegally parked cars it is often scary to see how tough it is for the bus to navigate this area, almost hitting cars, which exposes HISD bus riders to a potential safety risk.
- Teachers and staff parking on the neighborhood blocks so they are closer to the front entrance of the school and their classrooms for convenience and safety. The teacher lot on S. Rice often has empty spots and on 4/3/14 at 9:30 am I counted 15 regular plus 2 handicapped spots open. If all of the parking is shifted to S. Rice there will continue to be parking on the streets close to the entrance of the school.
- There have been so many accidents involving pedestrians at the S. Rice and Jessamine intersection. A Pershing student was hit by a car a few weeks before school was out and I saw all of the emergency vehicles at the site. And then I spoke with a Condit teacher who on May 28th was almost hit at the same intersection as well; the driver did not see her at all. She had already been hit crossing this intersection a number of years ago and she is very fearful of that intersection.

All of these issues are a result of Condit not having a visitor/parent lot for parents forcing them to park on the streets and also do unsafe drop-offs because there is no carline that extends into the lot. Condit desperately needs visitor and handicapped parking close to the entry of the school; parents with kids on crutches do not have any places to park; often they still have to walk a block from their cars. The teachers need convenient and close-in parking to the school as they come and go at times when it is dark during early morning hours or later in the evenings. Given our constrained lot, the parking requirements and drop off/pick up access needs we feel we have come to the best possible layout for the new building on the lot through the cooperative efforts of the Condit PAT, HISD and VLK Architects along with input from the Community Meetings.

Please approve the Condit SUP so that building plans can continue without further delay.

Attachment: Written Comments - Condit SUP (1151 : Public Hearing-Condit SUP)

Carl & Judy Thrasher
[REDACTED] Laurel St.
Bellaire, TX 77401

June 4, 2014

Dear Mayor and Council Member,

We have lived in our home for 25 years and know first hand the importance of having a neighborhood school in our community. We have always supported Condit and appreciate the new school will benefit the community as a whole. However, traffic on our street and the neighboring streets of Jessamine, Willow and Linden are always congested with traffic due to Condit parents. We are requesting that you please strongly consider the comments and concerns of Condit neighbors regarding the proposed Condit site plan.

Overall facts are:

HISD and PAT neglected to involve the Condit neighborhood for well over a year.

HISD, Condit parents and PAT members in favor of the current SUP are not from the immediate area and have not acknowledged nor do they seem to understand the negative effect that this plan will have to the immediate neighborhood.

The safety of parents and children walking to and from Condit along the streets of Laurel, Willow, Jessamine and Linden will be compromised greatly because of the traffic entering the proposed drop off and parking lot on Third Street.

Introducing a parking lot inside of a neighborhood will create dangers, increase traffic all of the time, and will not maintain the desirable neighborhood environment that we currently have. This will harm our immediate neighborhood on many levels.

The drop off point and parking lots should be located to S. Rice and not along Third Street. Citizens have paid for a parking lot at Linden and S. Rice once. Is it really necessary to assess us again when the plan can be adjusted to use this existing parking lot? Also the proposed parking lot on Jessamine and S. Rice will be totally useless for ingress and egress during peak times of drop off and pick up. Why not make this lot for the teachers? There are many alterations that can be made to the plan that would satisfy the neighborhood and the City. Why don't we work on trying to achieve this goal?

In my opinion, HISD and the City of Bellaire missed the boat on the notification process to the people directly affected by this proposed plan and don't seem to be interested in hearing any of our concerns. Also, P&Z did not seem to be interested in hearing our pleas either. We would really appreciate Council taking time to really view and understand our concerns.

Attachment: Written Comments - Condit SUP (1151 : Public Hearing-Condit SUP)



HISD can easily alter the plan to keep most parking on S. Rice without detracting from the safety of Condit children and personnel, without exacerbating traffic and without significantly altering current construction timelines.

We have been told the teachers do not like to use the existing parking lot on S.

Rice but are we basing the plan on their wishes?



Please understand that HISD's plan will negatively impact the quality of our community unnecessarily.

Carl & Judy Thrasher

Tracy Dutton

From: Cummings, Mark [REDACTED]
Sent: Thursday, June 05, 2014 9:27 AM
To: Tracy Dutton
Cc: Phil Nauert; Pat McLaughlan; Gus Pappas; Mandy Nathan; Andrew Friedberg; Jim Avioli; Roman Reed
Subject: FW: Condit site plan

Tracy,

Please see the below email that we sent to the P&Z commissioners last month. Thank you for your consideration.

Mark & Sabrina Cummings

From: Cummings, Mark
Sent: Tuesday, May 06, 2014 5:50 PM
To: 'Bthorogood@ci.bellaire.tx.us'; 'Psimmons@ci.bellaire.tx.us'; 'Iskinner@ci.bellaire.tx.us'; 'Dstiggins@ci.bellaire.tx.us'; 'Wfrazier@ci.bellaire.tx.us'; 'Msteunberg@ci.bellaire.tx.us'; 'walderman@ci.bellaire.tx.us'
Subject: Condit site plan

Dear Commissioners,

My wife and I have lived at [REDACTED] Laurel Street (about a half block from Condit) for about 8 years. One of the reasons we chose Laurel Street was that it is not a "through" street due to the location of the school. We are willing to tolerate the school day "crush" - as parents park along our street to avoid the drop-off and pick-up lines - in exchange for a quieter street in the evenings and on weekends.

We were quite alarmed when we learned about the planned parking along Third Street as shown in the proposed Condit site plans. The idea of flipping the parking area from its current position along South Rice to the neighborhood side of the school simply defies logic. This new parking lot will undoubtedly attract additional traffic into our neighborhood and make said parking much less convenient for use during events at the city hall, park and surrounding areas.

We kindly request that the P&Z help protect our neighborhood. Please use your influence to pressure HISD to alter their plans and position all of the school parking along South Rice nearer the adjacent complex of city buildings and the park. This will help keep our neighborhood safer and quieter.

Sincerely,

Mark & Sabrina Cummings

C. Mark Cummings
 Vice President-Controller
Hines

2800 Post Oak Blvd | Suite 5000 | Houston, TX 77056
 P 713-966-7822 | F 713-966-5486
 [REDACTED]

Attachment: Written Comments - Condit SUP (1151 : Public Hearing-Condit SUP)

Tracy Dutton

From: Molly McGee <[REDACTED]>
Sent: Thursday, June 05, 2014 9:35 AM
To: Tracy Dutton
Cc: Phil Nauert; Pat McLaughlan; Gus Pappas; Roman Reed; Mandy Nathan; Andrew Friedberg; Jim Avioli
Subject: Condit Public Hearing
Attachments: Condit Letter to Bellaire City Council.doc

Dear Ms. Dutton-

Can you please include the attached letter for the Council Members in preparation for the Public Hearing on June 9, 2014?

Thank you,
Molly McGee

Attachment: Written Comments - Condit SUP (1151 : Public Hearing-Condit SUP)

Molly McGee
 [REDACTED] *Laurel*
Bellaire, TX 77401

June 4, 2014

Dear Bellaire City Council:

I live on Laurel St. and have many concerns about the proposed 3rd St parking lot for Condit Elementary. At the 4/8/14 Public Hearing, PAT members 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. Student safety is also a main concern of neighbors living around the school. However, we also worry about the safety of our own kids, residents and homes during non school hours and the negative impact of a 3rd St parking lot to aesthetics, property values, and integrity of the immediate neighborhood. An alternate plan that the City Council and HISD has received (also attached) equally addresses all concerns.

The proposed 3rd St parking lot will not effectively improve safety and traffic compared to the current school design, will likely create additional safety concerns and will definitely have a negative impact on the residential quality of our neighborhood. HISD has stated the main reason for 66 space parking lot on 3rd St is for school staff, to get the queue line off the street and to provide parking for pick up and drop off. Apparently, the teachers want to park near the 3rd St. entrance to be close to the front door. An alternate plan will put Condit staff parking equally close to the building using the S. Rice entrance. The current plan is for teachers to arrive early to park in the 3rd 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. It only takes common sense to realize that most parents who want to walk their kids in on 3rd St will not want to sit through a single line queue to do so. They will continue to park on our streets where there is no permit parking. If parents do follow the current plan, it will greatly increase the number of cars in the queue, stacking it back out onto the street once again, and increase the danger to the kids with cars pulling in and backing out in front of them as they cross the parking lot.

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, 3 days before HISD submitted their application for SUP. 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 PAT 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 also are children now going to have to cross 3rd St and a parking lot to get to school?

Attachment: Written Comments - Condit SUP (1151 : Public Hearing-Condit SUP)

An alternate plan that Council has received better addresses the safety of students entering the building on 3rd St by having a similar drop off and pick up design as that proposed on S. Rice. It does not 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 3rd 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 PAT members that spoke in favor of accepting the SUP “as is” at the Public Hearing in April, not one of them 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 church. Students would also get increased play areas. Now we find that we traded our street for a parking lot and two story building at the end creating increased safety and traffic concerns as well as having a negative impact on the enjoyment of our properties.

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 3rd St. is unsafe and unnecessary for our neighborhood children and residents.

Keeping most parking along S. Rice provides an easy compromise between all parties. It maintains the integrity and enjoyment of our neighborhood, KEEPS SAFETY FIRST AND FOREMOST FOR EVERYONE, and addresses the unique distinction of Condit as an integral part of the City of Bellaire.

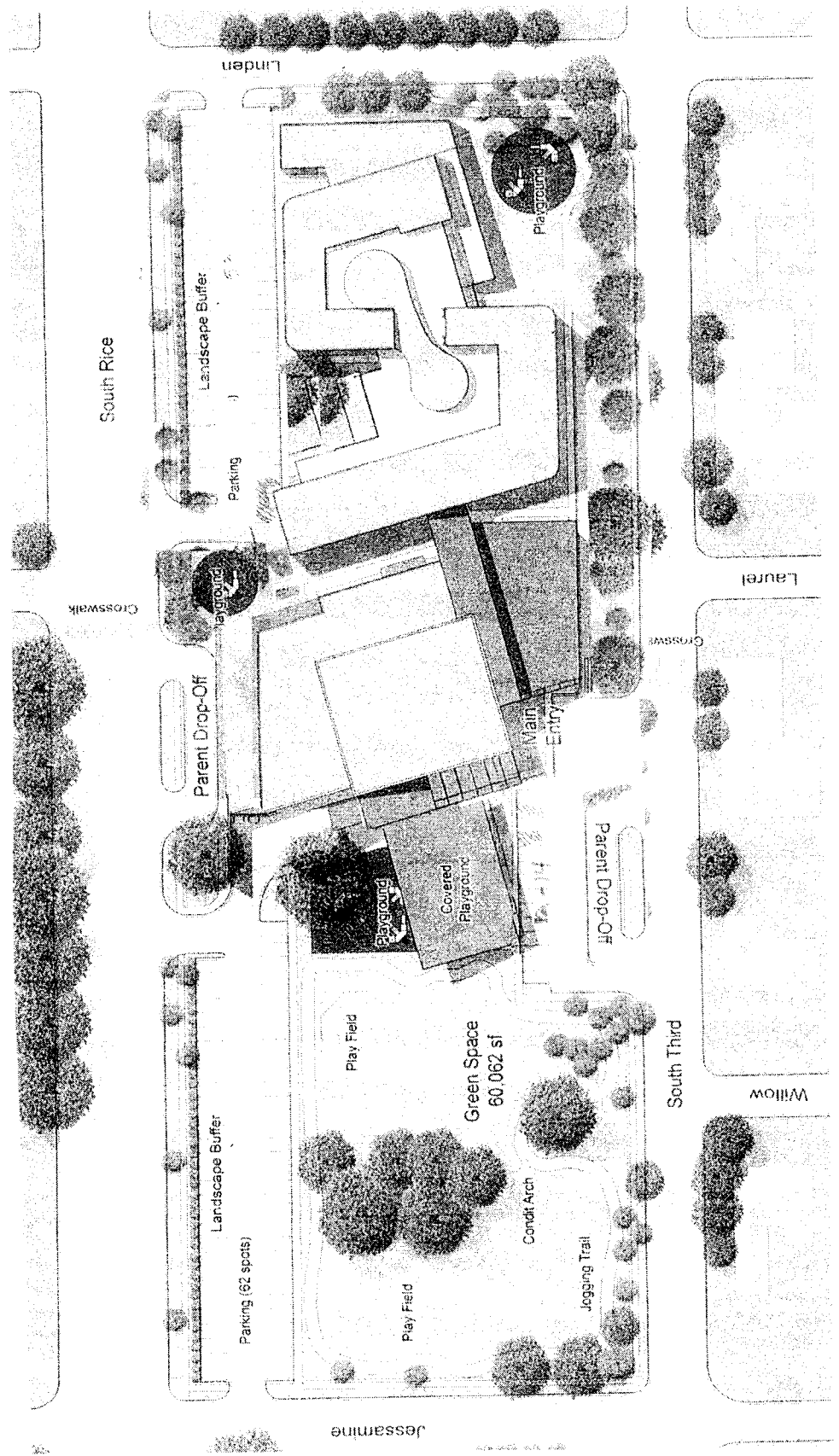
Thank you,
Molly McGee

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 3rd St with minimal parking near Main Administrative Entrance



Tracy Dutton

From: Robin Minturn [REDACTED]
Sent: Thursday, June 05, 2014 10:00 AM
To: Tracy Dutton
Cc: Phil Nauert; Pat McLaughlan; Gus Pappas; Mandy Nathan; Andrew Friedberg; Jim Avioli; Roman Reed
Subject: Condit Public Hearing

Dear City Council:

Our family moved to Bellaire last year because of the great elementary schools and the strong neighborhood environment. With two children about to enter elementary school, we are very excited about construction of the new school.

After reviewing the plans we have several concerns about the placement of the main parking lot on third street. Our concerns are as follows:

- (1) By placing the central drop off area at the same place as the central pedestrian entrance, you increase the chances of an accident.
- (2) The proposed parking lot needs to be usable by those parents with young children that need or want to escort their children into school. The proposed design would require that parents try and maneuver in and out of parking spaces with the drop off line directly behind them. Having the parking next to the drop off poses a risk not only to those children walking to and from their parked cars, but also creates a disincentive for parents to use the parking spaces and may force them to park back on the street.
- (3) The exit for the parking lot goes directly onto Willow street. Willow street is a small residential street with parked cars on both sides. It was not designed to handle the level of traffic that will be placed on the street with the proposed design.
- (4) The proposed parking lot does not allow for easy access to Bellaire city events. Placing the parking lot on third street poses additional challenges to folks that may have mobility issues.

We urge you to listen to the concerns of the neighbors. We have attended multiple information sessions with HISD but our concerns have been ignored and our participation discouraged.

Thank you for your time and consideration.

Sincerely,

Robin Minturn and Seth Strauss
 [REDACTED] Willow Street

Attachment: Written Comments - Condit SUP (1151 : Public Hearing-Condit SUP)

Tracy Dutton

From: Mark Sass [REDACTED]
Sent: Thursday, June 05, 2014 11:19 AM
To: Tracy Dutton
Cc: Phil Nauert; Pat McLaughlan; Gus Pappas; Mandy Nathan; Andrew Friedberg; Jim Avioli; Roman Reed
Subject: Condit Specific Use Permit
Attachments: Condit Main 060514.docx

Ms. Dutton,

Please see that the attached file be entered into the council members packets...

Thank you,

Mark Sass
[REDACTED]

Attachment: Written Comments - Condit SUP (1151 : Public Hearing-Condit SUP)

June 5, 2014

Mark Sass
 [REDACTED] Laurel Street
 Bellaire, TX 77401

Dear Council Members,

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. And, I'm furious that HISD and the PAC feel they can essentially and "force this upon" the neighborhood. The "real" and adverse consequences will not be theirs to bear. I can only hope that the city council will insist the neighborhood's 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 in the neighborhood during the week and now on weekends!
- Negative impact on our neighborhood's quality of life!
- The expectation of residential enjoyment!
- Failure of the agreement to share the 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!
- HISD has not addressed our concerns with the parking lot placement on Third St.
- HISD has not demonstrated this plan's ability to mitigate the current traffic issues.
- HISD has not shown this plans ability to move "drop off" parking on neighborhood streets to the proposed lot on Third St.

I ask that you please support our "City of Bellaire" neighborhood ("City of Homes", not City of Parking Lots). Please do not let HISD's plan negatively impact the quality of our community!

Sincerely,



Mark Sass

Tracy Dutton

From: Karin Diaz [REDACTED]
Sent: Thursday, June 05, 2014 11:20 AM
To: Phil Nauert; Pat McLaughlan; Gus Pappas; Mandy Nathan; Andrew Friedberg; Jim Avioli; Roman Reed; Tracy Dutton
Subject: Condit Elementary
Attachments: p and z Bellaire.docx

Thank you in advance for taking the time to read my concerns. This is a copy of the letter I gave to the P and Z Board. I respectfully submit it for your consideration.

Attachment: Written Comments - Condit SUP (1151 : Public Hearing-Condit SUP)

Dear Members of the P&Z board,

My name is Karin Diaz and I have been a resident of the City of Bellaire for the past 18 years, residing at [REDACTED] Laurel Street. I love the City, respect our Fire and Police departments and pay hefty property taxes yearly.

I do not remember the exact year I was approached with the petition to sell (give) the block of Laurel which connects us to Rice Ave. to HISD. I remember asking myself, "is this a good thing?" The pros were we would have a park at the end of our street, the children attending Condit would have an area to play during the day and traffic on our street would surely decrease since we would not be a through street connecting the 610 loop to Rice Ave. The major con would be we would not have direct access to Rice as would the Police and Fire Department to our homes. I signed the paper agreeing for the "deal" to proceed. Dual usage allowed residents access to a beautiful park when school was not in session. It was not too long after the park was developed that signs went up limiting my turning right at Third Street to leave my block or turning left from Jessamine to go home at certain hours of the day. While having a day off from work, my daughter and I left home to run an errand. School had not ended for the day but the sign said no right turn so we turned left and then right on Jessamine and then after the light turned green at Rice, we turned right. We had not seen the small sign on the right which said no right turn. Students had not been released from school but alas we received a moving violation from the police, no warning, a ticket. I never drove that way during the week and had never noticed the sign; I was irritated and questioned my ever signing the agreement to give up my access to Rice.

Now HISD wants to put a parking lot at the corner of my street, when it could stay where it is on Rice Ave. HISD in one meeting said they would supply HISD Officers for the first couple weeks to keep traffic from coming down Linden, Laurel and Willow as they did not have sufficient numbers to permanently assign an officer. I heard them tell the P and Z they would assign their officers to control traffic flow. **THEY LEFT OUT THE TWO WEEK CLAUSE AT THAT MEETING.** We were told they would provide a beautiful landscape buffer. I questioned that as one look at the park at the corner shows how poorly the park has been maintained by HISD. It looks horrible and has looked that way since shortly after it was developed. One need only look down the street at Cunningham Elementary to see how poorly HISD maintains their campuses in regards to landscaping.

Residents who do not live on the three affected streets speak in favor of the parking lot. I would too if it had no effect on my property value as it has none on theirs. There have been statements that we knew we bought next to a school. Absolutely I bought near a school but I also bought on a street that had access to Rice. I agreed to lose that access because a park was replacing my access to Rice. We have been accused of not caring about the safety of the school

children. That is ridiculous as we are not saying to remove the drop off on Third, just the parking lot. The fact is I have spoken with multiple realtors and they all have said putting a parking lot at the end of the street where HISD has proposed will **LOWER** the property value of my home and that of my neighbors.

At the public meeting held at Condit, I kept hearing how the parking on Third is a problem. It did not take long to determine that those parking on Third Street are the teachers at Condit. The new Principal explained how he encourages his employees to park in the teacher's lot but he "can't tell them where they can park." Parking on the street is more convenient for them. Did he really say that? Yes he did. HISD is saying they will provide off campus parking and will shuttle the teachers back and forth. If the Principal cannot encourage his teachers to park in a lot 50 feet from access to the building, how is he going to encourage them to park in an off location and be shuttled to and from work?

Someone at one of the meetings suggested we get 80% of property owners on the block to agree and we can go to permit parking. Is that what Condit teachers and parents want? That we make it impossible to park during school hours in front of our homes? Does that benefit the school?

Bottom line...you allow a parking lot to be built as proposed, you lower the value of my property and that of my neighbors. Intentional or not, that is what will happen.

Thank you for taking the time to read my concerns,

Karin Diaz

 Laurel Street

Bellaire, Texas 77401

Tracy Dutton

From: Eddy Donalson [REDACTED]
Sent: Thursday, June 05, 2014 11:56 AM
To: Tracy Dutton; Phil Nauert; Pat McLaughlan; Gus Pappas; Mandy Nathan; Andrew Friedberg; Jim Avioli; Roman Reed
Subject: Condit Parking Lot, more eye-friendly
Attachments: Council May 9.docx

Letter attached.

Attachment: Written Comments - Condit SUP (1151 : Public Hearing-Condit SUP)

“There is not presently a public parking lot on Third Street, and there does not need to be one.”

June 5, 2014

Dear Councilmember:

I am Janice Donalson [REDACTED] Laurel. Most of you know me. I was a teacher at Condit before I retired in 2008, I substitute there still, and I have lived across from the school since 1994. Two of my grandchildren attend Condit now. I am very familiar with the traffic and the concerns of the teachers and parents as well as nearby residents.

My husband and I support of the proposal to have a 12-14 space parking on the Third Street side of Condit near the main entrance, instead of 66 as the drawings now show. It is a reasonable compromise. We urge Council to act on it as soon as possible to avoid delay in construction.

We hope having the last public hearing just 24 hours before the Condit Elementary Community Meeting does not mean that this final hearing is just a formality. Council has been aware of the position of an overwhelming number of nearby home owners since January when I brought the first petition. This second petition should not come as a surprise to anyone. It frankly should not have been necessary.

In its January or February meeting, P&Z reduced the number of parking spaces in response to the HISD architects' request, but the concern of the residents for parking lots to remain on S. Rice was ignored. We are not placated by reducing the number of spaces when the plan remains to have a large public parking lot in our immediate midst. It is a fundamental change to our neighborhood that most of the homeowners oppose. It would diminish the residential character of our property.

Our point is clear: There is not presently a parking lot on Third Street, and there doesn't need to be one. This is new construction, not a structure we moved to. One of the P&Z members said to us, "I bought my house next to a commercial building. People who live next to Condit knew they were buying next to a school." I felt as if I had been slapped. Yes, we live next to a school; we did not buy next to a public parking lot, or a commercial building. And we had no opportunity to respond to his callous remark.

There is no reason why all of the school parking can't be on S. Rice. The only thing that seems to have frozen it in people's minds is that the architects have drawn it there. The front of the school—on Third Street—does need a few spaces. But not 60+. City Council should not be so "wowed" by architects' drawings that they disregard the voices of the people they represent. Construction has not begun.

Our neighbors are in agreement about this. To tell you they agree, they signed the petition. They can't all be here tonight. I missed the March meeting because I was in Little Rock with my mother for the last five weeks of her life. People have lives. We must trust City Council to act in our interest.

One critic was quoted in the paper that the neighbors are "suddenly" voicing opposition to the drawings. That person must not have been at the January Council meeting when my husband and I brought the first petition opposing the public parking lot on Third. When I had to go to Little Rock to be with my mother, two other neighbors started a new campaign with a more specific petition. I hope you

can appreciate the fact that nearby residents should not have to launch any campaign—in this case, two--showing their solidarity. Our voices should be heard the first time. If Council requires that everybody be here in person to express their opinion, well, that's why we have petitions. Our process provides for hearings so our society can avoid noisy demonstrations outside City Hall. However, we should be able to expect City Council to hear and act on our concerns.

I heard from a teacher friend of mine Monday night that this "protest" by neighbors is delaying the construction process! And she blamed it on Pat McLaughlan! She is still a dear friend, but I will answer.

First, hearings for nearby property owners do not constitute a protest. Second, Councilmembers should be praised for supporting Bellaire property owners and residents, protecting their interest as though it were their own.

Hearings should not "delay" construction—unless they are timed badly. One of our neighbors was hesitant to sign the petition, even though she told me that the parking lot would harm her most, because the architects had "worked so hard" on the plans! She's a very smart lady, and even she has the perception that it is too late to change anything. Well, architects get paid to draw plans, and it doesn't take long to draw a new one. Another neighbor didn't want to sign, even though she agrees with it, because she's a Condit mom and didn't want to be seen as a troublemaker. What a shame, that Bellaire citizens do not feel free to voice their true opinions.

For me personally, I am still surprised that an immediate neighbor was not put on the PAT. Instead, neighbors had to ferret out information. And by the time neighbors were included in the process, the appearance was that it's too late to change anything because the architects have already drawn a pretty picture and we don't want them to have to do all that again.

A drawing is a drawing. Neighbors should have been mailed drawings while the property was being surveyed. We should have been asked, "What do you think of this? Come join the PAT." I know most of the people on the PAT and they are wonderful. But not one of them lives across the street from the school.

This plan needs to be changed. It is not too late by any means. We will be living with this school for 50+ years and we need to get it right.

We urge you to act on our behalf.

Thank you for serving on Council. I know it is normally a thankless job.

Janice Donalson

Tracy Dutton
City Clerk
City of Bellaire
7008 S. Rice Ave.
Bellaire, TX 77401

Dear Tracy Dutton:

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. 14th, 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.

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

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

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

June 2, 2014

Dear Ms. Tracy Dutton,

My name is Anne Wallace and I live at [REDACTED] Laurel. After attending several meetings regarding the rebuild of Condit Elementary, I am appalled by many factors.

- 1) Hasn't HISD or the City considered the impact on safety to our neighborhood children that putting a parking lot inside of the neighborhood might have? Have they considered the increased traffic on nights and weekends?
- 2) It seems unreasonable and unsafe to have children crossing a parking lot to enter the school. There has to be a better way.
- 3) Why was no one on the impacted streets on the original committee?
- 4) Why weren't we notified from the beginning about the planning process?
- 5) 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.
- 6) 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,

Anne Wallace



Attachment: Written Comments - Condit SUP (1151 : Public Hearing-Condit SUP)

Tracy Dutton

From: Lori Aylett [REDACTED]
Sent: Thursday, June 05, 2014 2:11 PM
To: Tracy Dutton
Cc: Greg Gordon (g_gordon@earthlink.net); John McDonald
Subject: in support of the Condit SUP

Dear Honorable Mayor Dr. Phil Nauert and Councilmembers,

I am writing to express my support for your Council's approval of the Condit SUP as recommended and brought forth from the Planning and Zoning Commission. I attended the public hearing at P&Z concerning the proposal and have reviewed the SUP application in some detail. I am sorry that I am not able to personally appear at your Council meeting on Monday, but I have a work commitment that prevents my attendance. I respectfully request that you read this comment into the record.

I live on Chelsea Street and walk my daughter to Condit every weekday 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 will be on the street as a crossing guard; therefore, 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 provided in the application 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 and recommended for approval by P&Z 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.

P&Z did an admirable job in reviewing the application to make sure that the concerns of all were addressed. I have the utmost respect for all of the P&Z Commissioners and the hard work that they do, and I believe that their recommendation should be given great weight and acted upon favorably by Council.

On behalf of my family, I respectfully request that the Council approve the Condit SUP as recommended by P&Z. Thank you for the hard work that you do for our community, and thank you for your consideration of this letter.

Respectfully offered and with warm regards,

Lori Aylett, Greg Gordon and Genene Gordon
 [REDACTED] Chelsea Street

Attachment: Written Comments - Condit SUP (1151 : Public Hearing-Condit SUP)