

**CITY COUNCIL CHAMBER – CITY HALL 2nd FLOOR – TUESDAY
SEPTEMBER 9, 2008 - 2:00 P.M**

AGENDA

3MIN 3MIN 3MIN

NON-AGENDA

3MIN 3MIN 3MIN

MR. LONN VASQUEZ – 1704 Weber – 77004 – 713-864-5667 – Suicide or Internal Affairs

MS. BARBARA CURRY – 558 Woodsmoke – 77013 – 713-451-6317 – Providing information/making suggestions for Landlord Reform

MS. BIRGIT GREEN – 1523 W. 21ST – 77008 – 832-647-3047 – Present an idea to Mayor about flooding

MR. ELI WILLIAMS – 5214 Boynton – 77045 – 281-844-1796 – Protest water bill – need a discount because we have a daycare

MR/COACH R. J. BOBBY TAYLOR - 3107 Sumpter – 77026 – 202-FA3-4511 – Behavior, Coward, Conspiracy Campo Sheet Metal, Workers using People Children

MR. JASON KLEIN – No address – No phone – Homeless people

MS. PEBBLES HINES – 5874 Belneath – 77033 – 713-733-4661 – Issues in community

PASTOR JOE RUSSELL – 8901 Jensen Dr. – 77093 – 713-691-1264 – Thank Mayor and City Council For Grant received

PREVIOUS

1MIN. 1MIN. 1 MIN.

MR. WILLIAM BEAL - 4718 Boicewood – 77016 – 713-633-0126 – United States Supreme Court Chief Justice – Clark Kent

PRESIDENT JOSEPH CHARLES - Post Office Box 524373 - 77052-4373 - 832-407-5344 - US Constitution – Article II – Section 4 – Impeachment – Imposters President Bush, Jr. W/VP Chaney

REQUEST FOR COUNCIL ACTION

TO: Mayor via City Secretary

RCA #

SUBJECT: Place the proposed tax rate of \$.63875/\$100 of value, which is lower than last year's tax rate, on the October 22nd Agenda. Set dates for three public hearings on the proposed tax rate and publish analysis of anticipated increased revenues pursuant to Sec. 44-27 of the Houston Code of Ordinances.

Category #

Page 1 of 2

Agenda Item#

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FROM: (Department or other point of origin):

Michelle Mitchell, Director
Finance Department

Origination Date

September 3, 2008

Agenda Date

SEP 20 2008

DIRECTOR'S SIGNATURE:

Michelle Mitchell

Council Districts affected:

All

For additional information contact:

Douglas Seckel, Deputy Director **Phone:** 713-837-9880
Sylvia Shaw, Division Manager **Phone:** 713-221-0131

Date and identification of prior authorizing Council Action:

Oct. 3, 2007; Motion No. 2007 0967

RECOMMENDATION: (Summary) That the City Council approve a motion placing the proposed tax rate of .63875/\$100 of value on the Agenda of City Council for October 22, 2008. Set the public hearing dates on the proposed tax rate and publish analysis of anticipated increased revenues pursuant to Sec. 44-27 of the Houston Code of Ordinances.

Amount of Funding:

Not Applicable

Finance Budget:

SOURCE OF FUNDING:

General Fund Grant Fund Enterprise Fund
 Other (Specify)

SPECIFIC EXPLANATION:

State law sets forth detailed requirements for the process of setting ad valorem tax rates, including public hearings, newspaper publications, and actions of the governing body. A city ordinance sets additional requirements for this process. These requirements include minimum and maximum time periods for each step in the process.

Effective Tax Rate and Rollback Tax Rate

Section 26.04 (e) of the Tax Code requires that the Effective Tax Rate and the Rollback Tax Rate be reported to the governing body of each taxing unit. The Effective Tax Rate for Tax Year 2008 is \$.615177/\$100 of assessed value and the Rollback Tax Rate is \$.65985/\$100 of assessed value.

Public Hearings

Section 26.05(d) of the Tax Code requires the City of Houston to hold two public hearings before adopting a tax rate that exceeds the rollback rate or the effective tax rate, whichever rate is lower. In addition, the Houston Code of Ordinances, Sec. 44-27 requires the City of Houston to hold at least three public hearings before adopting a tax rate expected to increase the City of Houston's ad valorem property tax revenues for the current fiscal year in an amount greater than five percent more than the ad valorem property tax revenues collected during the immediately preceding fiscal year. The three hearings required under the Code of Ordinances may be combined with any hearings required by the Tax Code. The Code of Ordinances requires that two of the public hearings be held in the evening and one during the day. The Director of Finance must recommend dates and time for the required public hearings. It is recommended that City Council set the following dates and times for the hearings: September 23, 2008 at 6 PM; September 30, 2008 at 6 PM; and October 8, 2008 at 9 AM.

Newspaper Publications

Section 26.05(d) of the Tax Code requires the City of Houston to publish newspaper ads before adopting a tax rate, including notices of the dates and times of the public hearings and the Council action to set the tax rate. In addition, Section 44-27 of the Houston Code of Ordinances requires that an analysis of anticipated increased revenues be published in the major Houston newspaper, when the ad valorem tax rate proposed is expected to produce ad valorem property tax revenue collections during the current fiscal year of more than five percent the ad valorem property tax revenues collected in the immediately preceding fiscal year.

REQUIRED AUTHORIZATION

Finance Director:

Other Authorization:

Other Authorization:

Date:	Subject : Place the proposed tax rate of \$.63875/\$100 of value, which is lower than last year's tax rate, on the October 22 nd Agenda. Set dates for three public hearings on the proposed tax rate and publish analysis of anticipated increased revenues pursuant to Sec. 44-27 of the Houston Code of Ordinances.	Originator's Initials	Page 2 of 2
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Summary

City Council must pass a motion to place a specific proposed tax rate on a future City Council Agenda, set the dates and time for the public hearings and publish an analysis of anticipated increased revenues. The City Council meeting to vote on the proposed tax rate may not be earlier than the 10th day or later than the 14th day after the date of the last public hearing.

The proposed tax rate of \$.63875/\$100 of assessed value must be apportioned between Maintenance and Operations (M&O) and Interest and Sinking Fund (I&S). The M&O rate is \$.455688/\$100 of assessed value and the I&S rate is \$.183062/\$100 of assessed value which, when combined, equal the total tax rate of \$.63875/\$100 of assessed value.

It is therefore recommended that City Council pass a motion to place the proposed tax rate of \$.63875/\$100 of value for tax year 2008 on the Agenda of City Council for October 22, 2008, scheduling three public hearings on the proposed tax rate in City Council Chambers on September 23, 2008 at 6 PM; September 30, 2008 at 6 PM; and October 8, 2008 at 9 AM and publish analysis of anticipated increased revenues pursuant to Sec. 44-27 of the Houston Code of Ordinances.

Because of newspaper publication requirements and the minimum time required between the public hearings to complete the Truth-In-Taxation processes as regulated by the State Tax Code, this Council Action may not be tagged.

cc: Arturo Michel, City Attorney
Marty Stein, Agenda Director

O: Mayor via City Secretary REQUEST FOR COUNCIL ACTION

SUBJECT: Authorization to expend funds for traffic signal operations and maintenance on the Metro Light Rail Traffic Signal System pursuant to the Operations and Maintenance Agreement between the City of Houston and Metropolitan Transit Authority of Harris County, Texas	Category	Page 1 of 1	Agenda Item # <i>2</i>
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FROM (Department or other point of origin): Public Works and Engineering Department	Origination Date 9-4-08	Agenda Date SEP 10 2008
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DIRECTOR'S SIGNATURE: <i>Michael S. Marcotte</i> Michael S. Marcotte, P.E., DEE, Director	Council Districts affected: C, D, and I
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For additional information contact: Raymond D. Chong, P.E., PTOE Phone: (713) 837-0845 Deputy Director, Traffic and Transportation	Date and Identification of prior authorizing Council Action: Ordinance #00-1028; Date 11/21/00
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RECOMMENDATION: (Summary) Pass a Motion authorizing the payment of funds in accordance with the subject agreement for Fiscal Year 2009

Amount and Source of Funding: \$209,321.96 – Fiscal Year 2009 – General Fund (1000) <i>RC 9/4/08</i>	Finance Budget:
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SPECIFIC EXPLANATION:

On November 21, 2000, City Council approved an Operations and Maintenance Agreement with METRO relating to the operation, maintenance and repair of the METRO Light Rail System.

The agreement calls for METRO to be the sole provider of maintenance, repair, and operation of the Light Rail Line traffic signal system (identified as the Main Street ATMS in Attachment C).

In exchange, the City of Houston pays METRO a variable fee per traffic signal on a quarterly basis, which is scheduled to total \$209,321.96 in fiscal year 2009. The schedule of payments for FY09 is as follows:

(Quarter 1) July 1, 2008 – September 30, 2008:	\$51,304.40	
(Quarter 2) October 1, 2008 – December 31, 2008:	\$51,304.40	
(Quarter 3) January 1, 2009 – March 31, 2009:	\$53,356.58	
(Quarter 4) April 1, 2009 – June 30, 2009:	<u>\$53,356.58</u>	
	\$209,321.96	Annual

REQUIRED AUTHORIZATION CUIC ID #20RXC28

Finance Department:	Other Authorization:	Other Authorization: <i>Ray D. Chong</i> for Raymond D. Chong, P.E., PTOE, Deputy Director Traffic and Transportation Division
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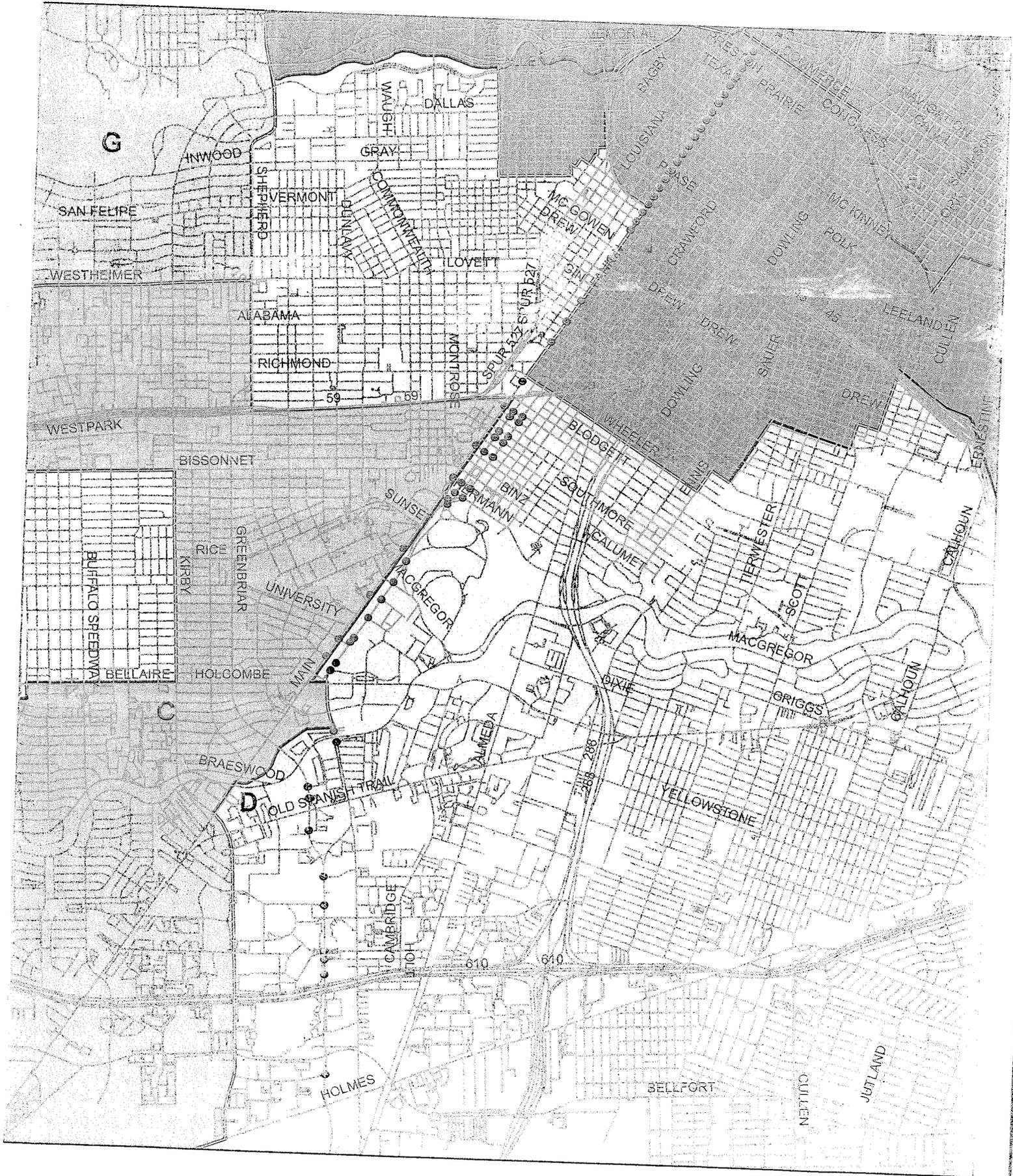
Attachment C
(continued)

B. List of the traffic signals that are presently part of the Main Street ATMS:

Main Street ATMS Traffic Signals

S. NO.	Intersection Name	ICON #	S. NO.	Intersection Name	ICON #
1	Fannin/Belfort	2011	36	Fannin/Rosedale	4135
2	Fannin/I-610	2009	37	San Jacinto/Rosedale	4130
3	Fannin/Naomi	4114	38	Main/Wentworth	4133
4	Fannin/Holy Hall	2008	39	Fannin/Wentworth	4132
5	Fannin/Reliant Park Drive	4112	40	San Jacinto/Wentworth	4131
6	Fannin/Greenbriar	2007	41	Main/Blodgett	3103
7	Greenbriar/OST	1115	42	Fannin/Blodgett	3105
8	Greenbriar/Colonnade	4116	43	San Jacinto/Blodgett	3110
9	Greenbriar/S. Braeswood	2012	44	Main/Wheeler/Richmond	3107
10	Fannin/S. Braeswood	2006	45	Main/Alabama	3132
11	Fannin/Galen	2404	46	Main/Holman	3146
12	Fannin/TCH-SLMT Driveways	4115	47	Main/Elgin	3160
13	Main/Dryden	2016	48	Main/McGowan	3183
14	Fannin/Dryden	2405	49	Main/Webster	3207
15	Main/University	2015	50	Main/Gray	3215
16	Fannin/University	2406	51	Main/Pierce	3223
17	Fannin/John Freeman	2407	52	Main/St. Joseph	3236
18	Fannin/Ross Sterling	2005	53	Main/Jefferson	3245
19	Fannin/Hermann Ped Crossing	4113	54	Main/Pease	3255
20	Main/N. MacGregor	2408	55	Main/Leeland	3265
21	Fannin/N. MacGregor	2409	56	Main/Bell	3276
22	Main/Fannin/Sunset	2014/3081	57	Main/Clay	3289
23	Fannin/San Jacinto/Montrose	2019	58	Main/Polk	3300
24	Fannin/Hermann	2004	59	Main/Dallas	3314
25	San Jacinto/Hermann	2022	60	Main/Lamar	3329
26	Fannin/Ewing	4134	61	Main/McKinney	3338
27	San Jacinto/Ewing	4129	62	Main/Walker	3349
28	Main/Binz/Bissonnet	2013	63	Main/Rusk	3357
29	Fannin/Binz	2003	64	Main/Capitol	3366
30	San Jacinto/Binz	2021	65	Main/Texas	3378
31	Main/Southmore	3093	66	Main/Prairie	3389
32	Fannin/Southmore	3095	67	Main/Preston	3398
33	San Jacinto/Southmore	3099	68	Main/Congress	3405
34	Fannin/Wichita	4136	69	Main/Franklin	3412
35	San Jacinto/Wichita	4137	70	Main/Commerce	3421

Attachment C: Main Street ATMS



July 2008

Semiannual Report of the
**Capital Improvements Advisory
Committee**
On Impact Fees

Planning Commission
Acting as the
Capital Improvements Advisory Committee

Dr. Carol A. Lewis, Chair

City of Houston
Planning and Development Department
Planning Services Division

**JULY 2008 SEMIANNUAL REPORT OF THE
CAPITAL IMPROVEMENTS ADVISORY COMMITTEE
ON IMPACT FEES**

A. Purpose of this Review

Cities imposing impact fees on new development must comply with Chapter 395 of the Texas Local Government Code. In accordance with Chapter 395, City Council adopted Ordinances 90-675 and 90-676 to establish procedures to administer the City's water and wastewater impact fees programs, respectively. Approval of Motion 90-0614 by the City Council appointed the Planning Commission as the Capital Improvements Advisory Committee. Under State law, the Committee is charged with the following responsibilities:

- Assisting and advising the City in adopting land-use assumptions;
- Reviewing the IFCIP and filing written comments;
- Monitoring and evaluating the implementation of the IFCIP;
- Filing semiannual reports on the progress of the plan;
- Reporting actual or perceived inequities in plan implementation or the application of impact fees; and
- Recommending updates or revisions to the plan or any impact fees

This documentation fulfills the State requirement of the semiannual report on the progress of the plan. Preparation and conveyance of this report complies with City Council Motion 90-0614 to file a report by January and July of each year. This report documents changes that occurred between the period from **November 1, 2007 to April 30, 2008**, of the 2000-2010 Impact Fees Program.

I. FINDINGS AND RECOMMENDATIONS

The Planning Commission, acting in its capacity as the Capital Improvements Advisory Committee, finds the following for the **2000-2010 Impact Fee Program**:

- A total of **590** single-family residence (SFR) building permit application exemptions (from paying impact fees) were granted to single-family residences below the median housing price for the City of Houston between **November 1, 2007 and April 30, 2008**. The unit cost range for considering residences below the median housing price was from **\$150,608 to \$151,358**. The range is published by **the Real Estate Center at Texas A & M University**. A total of **18,672** exemptions have been applied for since the ordinance was adopted in 1997.
- A total of **\$10,350,572.30** generated from revenues and interest for water and wastewater impact fees accrued in the impact fees accounts between **November 1, 2007 to April 30, 2008**, the first half of the eighth year of the 2000-2010 Impact Fees Program. The program has an all-time total income of **\$205,542,182.23**.

Based on these findings, the CIAC recommends the following actions:

- The total amount of the revenues and interest generated from water and wastewater impact fees during the reporting period in the sum of **\$10,350,572.30** should be authorized for appropriation to debt retirement.

B. Background

The City of Houston established an impact fees program in June 1990 and adopted an update in June 2000 in compliance with State legislative requirements. The Planning Commission, acting in the capacity of the Capital Improvements Advisory Committee, oversees the program. The program institutes a method to collect fees for new development applications for water and/or sanitary sewer service. The fees offset a portion of costs associated with capital improvements for providing water and wastewater facilities to meet the new demand.

According to State legislation, estimates of new demand and needed facilities must be based on approved land-use assumptions. Maximum chargeable impact fees, the maximum fees the City can charge, are calculated from the estimated cost of the facilities and the capacity of the system. City Council determines the impact fees collection rates, which cannot exceed the maximum chargeable fees. These are the actual rates paid by the developer upon request for service. The City applies collected fees to the cost of the capacity needed by new development for designated water and wastewater capital improvements. These capital improvements are identified in the IFCIP. (Note that the IFCIP is not the City's five year Capital Improvement Plan.)

II. EVALUATION OF IMPACT FEE PROGRAM COMPONENTS

A. Land Use Assumptions

Review of the Land Use Assumptions (LUA) consists of monitoring the following components: population and employment, and water and wastewater service units. Population and employment projections were distributed among census tracts, followed by calculation of water demand and wastewater generation for the projected growth within each census tract.

1. Population and Employment

Population and employment projections provide the foundation to develop forecasts of future land use. The 2000-2010 impact fees are based on population and employment projections published by the University of Houston, Center for Public Policy in *Population and Employment Projections: Houston Five County Regions* (1995). In January 2006, the City of Houston Planning Department confirmed that the total population and employment projections in the land-use assumptions are within acceptable tolerances when compared to actual growth between the 1990 and 2000 Census figures. Projected growth for this period ranged from 1.2% - 1.4% per year; actual growth was 1.2% per year. The Planning Department's current population projection for 2010 is 2,365,525, which is approximately 3% higher than the 2000 program projection of 2,292,625.

2. Service Units

The second method of analysis involves a comparison of service units projected in IFCIP to service units generated by actual development. Service units provide a method for converting demand from different land uses to a common unit of measure. Adopted units of measure are based on the average daily demands for a single-family residence, 420 gallons for water and 315 gallons for wastewater. Service unit analysis compares prorated ten-year growth projections in service units with service units generated by actual development. The number of projected service units was calculated for each ten-year planning period.

2000-2010 Program

Growth projections anticipate citywide demands will increase to 307,143 service units for water and 295,238 service units for wastewater between 2000 and 2010. Using an interpolation of proportionate service unit consumption, **241,857** service units for water and **232,486** service units for wastewater were projected to be consumed through this period of the updated program (**November 1, 2007 to April 30, 2008**). Service unit data were compiled from actual permit applications and totaled for the entire service area. Actual service units generated during this 6-month period totaled **8,211** water service units and **6,790** wastewater service units, for a cumulative total of **140,562** water service units and **122,797** wastewater service units (See Table 1).

Table 1 shows the percentage of cumulative actual growth slower than projected through this reporting period. With current consumption of service units only 58% for water and 53% for wastewater, significant capacity remains in these systems for new development. While actual service units are below projected levels, adjustment of projected service units for the ten-year period will have no affect on the maximum impact fees.

The maximum impact fee for each service unit calculated in the IFCIP is based on the prorated cost of projects divided by the capacity of the system. For both water and wastewater, the maximum rate is not time sensitive since it was calculated as the average cost per gallon for the entire system. Without a change to project costs or capacities in that IFCIP, maximum fees per service unit will not change.

TABLE 1
November 1, 2007 to April 30, 2008
Percent of Actual to Prorated Projected Service Units (s.u.)

Semiannual Report	Duration (months)	Water			Wastewater		
		Prorated s.u.	Actual s.u.	%*	Prorated s.u.	Actual s.u.	%*
January 2001	4.5	11,517	6,965	60	11,071	5,926	54
July 2001	10.5	26,873	16,926	63	25,832	14,018	54
January 2002	16.5	42,229	25,098	59	40,593	20,871	51
July 2002	22.5	57,585	33,269	58	55,354	26,806	48
January 2003	28.5	72,941	41,368	57	70,115	33,738	48
July 2003	34.5	88,297	51,068	58	84,876	46,929	55
January 2004	40.5	103,653	59,756	58	99,637	53,326	54
July 2004	46.5	119,009	67,715	57	114,398	60,024	52
January 2005	52.5	134,365	76,567	57	129,159	67,596	52
July 2005	58.5	149,721	84,594	57	143,920	76,811	53
January 2006	64.5	165,077	93,897	57	158,681	83,839	53
July 2006	70.5	180,433	101,708	56	173,442	90,021	52
January 2007	76.5	195,789	111,448	57	188,203	97,723	52
July 2007	82.5	211,145	121,534	58	202,964	106,216	52
January 2008	88.5	226,501	132,351	58	217,725	116,007	53
July 2008	94.5	241,857	140,562	58	232,486	122,797	53

* Calculated by dividing total actual service units by total prorated service units for particular duration.

3. Impact Fees Capital Improvement Plan (IFCIP)

2000-2010 Program

Changes to the original 1990-2000 IFCIP have been made as a result of updates in the years 2000 and 2002. The majority of the facilities were in place at adoption of the impact fees program update. Examination of data regarding service unit consumption from **November 1, 2007 to April 30, 2008**, indicates significant capacity remains in the water and wastewater systems to support future demand. A review of State of Texas procedures regarding Impact Fees has been done. At this time, no update of the plan is necessary.

4. Maximum Chargeable Impact Fees

In its 2001 session, the Texas Legislature approved changes to the method of calculating the maximum impact fee a city is allowed to charge, by allowing certain taxes to be credited against the cost of the IFCIP facilities. As a result, the maximum chargeable impact fees decreased to \$2,121.89 for water and \$1,495.59 for wastewater beginning June 26, 2002. The maximum fees are derived by using the formula given in Chapter 395 of the Texas Local Government Code. The City of Houston Legal Department has evaluated the changes and determined that although the maximum allowable fees have dropped, the fees the City charges are sufficiently below that maximum that they need not be reduced.

5. Findings:

The 2000 and 2002 impact fees programs are acceptable for continued administration through the next reporting period.

- Review of service unit data indicates excess capacity in both the water and wastewater systems sufficient to accommodate new development through the next scheduled update in 2008.
- Water and wastewater facilities identified in the IFCIP are adequate to meet anticipated demand through **October 31, 2008**, the end of the next reporting period.

III. SUMMARY OF IMPACT FEE ACCOUNTS

A. Impact Fees Rates:

- Table 2 provides a summary of the maximum allowable fees collection rates adopted by City Council for the 2000-2010 planning period and proposed rates.
- The last increase in July 2007 was 2.8% based upon the annual adjustment in the Consumer Price Index (CPI) between the year 2006 and 2007.
- The current Water/Wastewater impact fee of \$1,457.36 per service unit for water and wastewater is 40.29% of the maximum fees allowed by current law.

TABLE 2
Maximum and Adopted Impact Fees

2000-2010 Program	<u>Wastewater</u>	<u>Water</u>	<u>Total</u>
Maximum Impact Fee/Residential Equivalent	\$1,495.59	\$2,121.89	\$3,617.48
Adopted Fee	\$1,136.87	\$320.49	\$1,457.36

B. Current Status of Fees:

The City maintains separate accounts for recording revenues received from water and wastewater impact fees. The funds may be expended for design and construction services, and/or retiring debt service. As of **April 30, 2008**, the City has accrued **\$205,542,182.23** since implementing the impact fees ordinances in 1990. A total of **\$195,191,609.93** has been transferred to the revenue bond debt service fund. The amount of **\$10,350,572.30** is available for transfer to the debt service fund from impact fees accounts. Table 3 provides a summary of impact fee revenues and account balances.

TABLE 3
Status of Impact Fees Accounts

	<u>Wastewater</u>	<u>Water</u>	<u>Totals</u>
<i>1990-2000 Program</i>			
<i>Total Income</i>	\$44,115,871.05	\$19,557,816.07	\$63,673,687.12
<i>Transfers to Debt Service:</i>	\$44,115,871.05	\$19,557,816.07	\$63,673,687.12
<i>2000-2010 Program:</i>			
Collections Income through 4/30/2008	\$102,097,030.83	\$35,977,553.32	\$138,074,584.15
Interest Income through 4/30/2008	\$2,799,152.00	\$994,758.96	\$3,793,910.96
Total Income	\$104,896,182.83	\$36,972,312.28	\$141,868,495.11
Transfers to Debt Service:			
Transferred	\$97,177,032.19	\$34,340,890.62	\$131,517,922.81
Not transferred	\$7,719,150.64	\$2,631,421.66	\$10,350,572.30
All-Time Total Income (6/1/1990-4/30/2008)	\$144,259,736.63	\$54,682,608.47	\$198,942,345.10
TOTAL AVAILABLE FOR TRANSFER	\$7,719,150.64	\$2,631,421.66	\$10,350,572.30

C. Finding:

- A total of **\$10,350,572.30** in the impact fee requires authorization for transfer to the revenue bond debt service fund.

IV. REVIEW OF PROGRAM IMPLEMENTATION

A. Analysis of Inequities

- Implementation: The Committee finds no inequitable implementation of the plan during this reporting period.

- Application of Fees: Impact fees for water and wastewater are based on a uniform usage standard calculated in single-family residential, equivalents, i.e. 420 gallons per day (gpd) for water and 315 gpd for wastewater. City Council adopted a standard conversion table which applies to the majority of land uses.

B. Reporting Period Activity

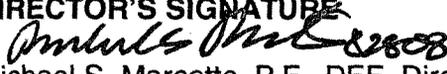
Provided by Ordinance 97-442, applicants qualify for a single-family residence (SFR) impact fee exemption as approved by the Department of Public Works and Engineering if the purchase price of the house does not exceed the latest available average of median prices for the past twelve months for single-family housing in the city as published by the Real Estate Center at Texas A&M University. The Maximum Exempt Unit Cost for the reporting period ranged from **\$150,608 to \$151,358**.

C. Findings:

- The Impact Fees Program continues to be implemented in an equitable manner.
- For this reporting period, **590** exemptions from impact fees have been applied for, and **18,672** impact fee exemptions for SFR building permits have been applied for since Ordinance 97-442 was enacted in April 1997.

TO: Mayor via City Secretary

REQUEST FOR COUNCIL ACTION

SUBJECT: Establishment of connection charge for a privately constructed 10-inch wastewater line located along Pierce between Valentine and the west of Bagby.		Category	Page 1 of 1	Agenda Item # 4
FROM (Department or other point of origin): Department of Public Works and Engineering		Origination Date 9/4/08	Agenda Date SEP 10 2008	
DIRECTOR'S SIGNATURE <i>MS</i>  Michael S. Marcotte, P.E., DEE, Director		Council District affected: D & I		
For additional information contact: <i>JC</i> Jun Chang, P.E. Phone: (713) 837-0433		Date and identification of prior authorizing Council action:		
RECOMMENDATION: (Summary) Recommend that a connection charge in the amount of \$1.58 per square footage be established for the properties connecting to the 10-inch wastewater line constructed by Midtown Edge, LP.				
Amount of Funding: None Required			Finance Department:	
SOURCE OF FUNDING: <input type="checkbox"/> General Fund <input type="checkbox"/> Grant Fund <input type="checkbox"/> Enterprise Fund <input checked="" type="checkbox"/> Other (Specify) -				
SPECIFIC EXPLANATION: <p>Article IV of Chapter 47 of the Code of Ordinances, Houston, Texas (Houston Code) includes provisions for the reimbursement of developers who have constructed a water or sanitary sewer extension. Establishment of a connection charge provides that the owner of each successive property that connects to the line built by the developer will pay a pro-rata share of the cost to construct the line.</p> <p>Under Section 47-168 of the Houston Code, a developer may, with the proper permit provided for in Section 47-165, construct off-site water and/or sanitary sewer lines at their expense (or with City participation) and then apply for reimbursement for their share when other property owners connect to those water and/or sanitary sewer lines.</p> <p>Midtown Edge, LP has constructed 821 linear feet of 10-inch wastewater line along Pierce at a cost of \$195,837.25. This wastewater line can potentially serve an area of 123,975 square feet, thereby making a unit connection cost of \$1.58 per square foot.</p> <p>These monies will be collected at the time that a building permit is issued and will be placed in a pro-rata fee account. The City will make reimbursement to the person constructing such mains two times per year.</p> <p>JC:AMS:ls</p>				
CUIC# 20JZC457				
Finance Department	Other Authorization:		Other Authorization:  Andrew F. Icken, Deputy Director Planning & Development Services	

Pro-rata Charge

8/21/2008

Total Square Footage Serve by 821 linear feet of 10-inch SAN SWR on Pierce

Non-Developer - SF		Developer - SF	
2004 Baldwin	15,000		46,875
208 Pierce	6,250		
1916 Baldwin	6,000		
211 Pierce	7,500		
207 Pierce	7,500		
203 Pierce	7,500		
121 Pierce	6,100		
111 Pierce	10,000		
105 Pierce	5,000		
120 Pierce	6,250		
	77,100		
Total Square Footage			123,975
Developer Percent			37.81%
Developer Cost			\$195,837.25
Cost per Square Foot			\$1.58

Geographic Information and Management System (GIMS)

City of Houston, Department of Public Works & Engineering



- + Zoom In
- Zoom Out
- Zoom Full
- Zoom ...
- ☁ Pan
- ↑ North
- ↓ South
- East
- ← West
- Go Back

- Construction
- Clear
- Download
- Email
- Identify
- Legend
- Geo Info
- Measure
- Plot/Print
- Query
- Reports
- Imagery NEW

- Help
- Home
- Info

Fri, Aug 08 2008
3:40:06 PM

X: 3117377.23' Y: 13839709.56'

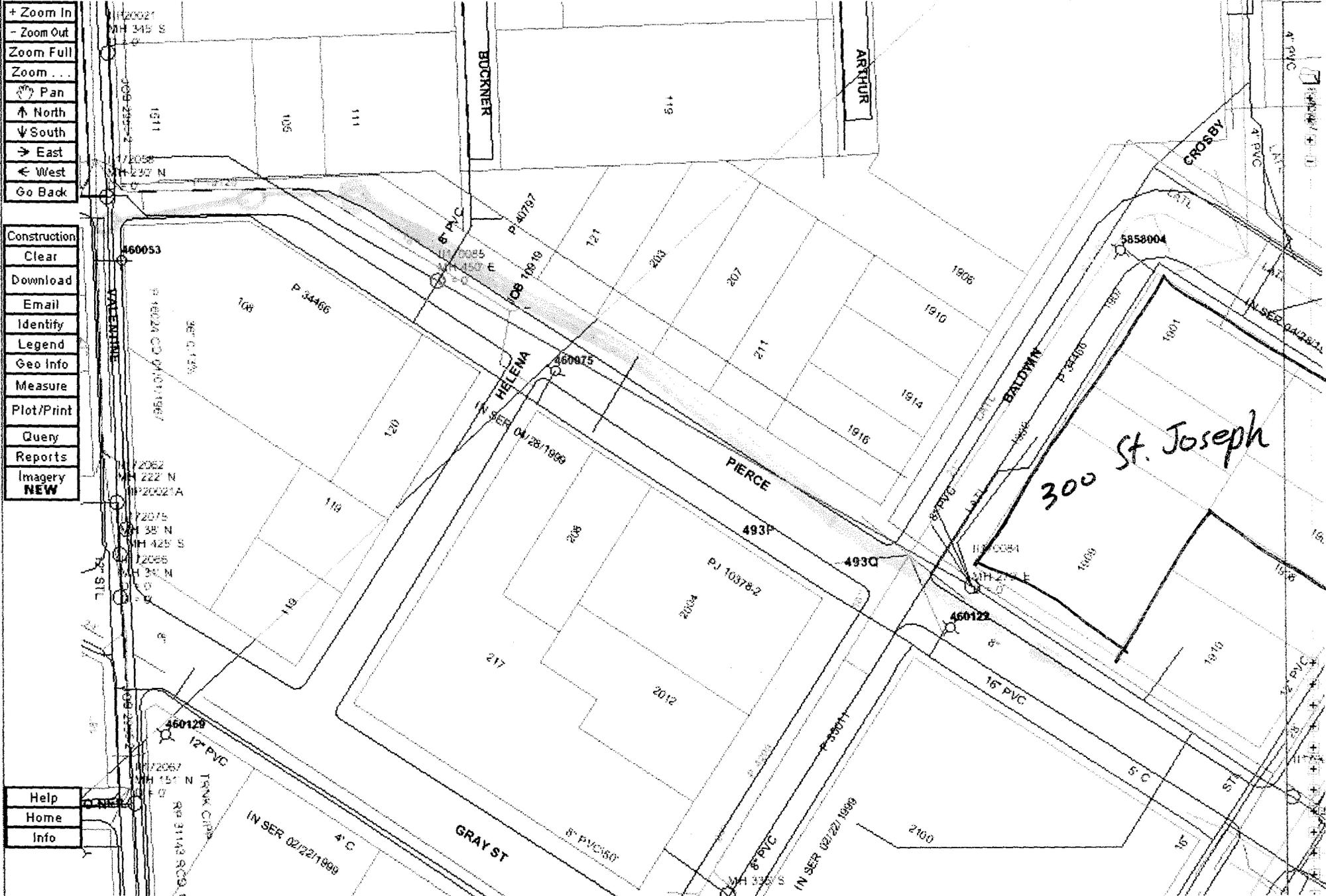
"Parcel" is the active layer

Scale bar: 200

feet

Geographic Information and Management System (GIMS)

City of Houston, Department of Public Works & Engineering



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- Construction
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- Home
- Info

Thur, Jul 31 2008
1:48:51 PM

X: 3117374.73' Y: 13838976.67'

"Parcel" is the active layer

Scale bar: 200

feet

TO: Mayor via City Secretary

REQUEST FOR COUNCIL ACTION

SUBJECT: Accept Work Times Construction, Inc. Municipal Courts Elevator Renovation WBS No. D-000113-07-4	Page 1 of 1	Agenda Item 5
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FROM (Department or other point of origin): General Services Department	Origination Date 9-02-08	Agenda Date SEP 10 2008
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DIRECTOR'S SIGNATURE: Issa Z. Dadoush, P. E. 	Council District affected: H
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For additional information contact: Jacquelyn L. Nisby  Phone: 832-393-8023	Date and identification of prior authorizing Council action: Ordinance No. 2006-0522, Dated 05/24/2006
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RECOMMENDATION: Pass a motion approving the final contract amount of \$411,249.77, accept the work, and authorize final payment.

Amount and Source of Funding: No Additional Funding Required	Finance Budget:
Previous Funding: \$417,900 – General Improvement Consolidated Construction Fund 441	

SPECIFIC EXPLANATION: The General Services Department recommends that City Council approve the final contract amount of \$411,249.77 or 3.33% over the original contract amount, accept the work and authorize final payment to Times Construction, Inc. for construction of the Municipal Courts Elevator Renovation for the Municipal Courts Administration Department.

PROJECT LOCATION: 1400 Lubbock (493 L)

PROJECT DESCRIPTION: This project involved the complete renovation of three hydraulic elevators in the Municipal Courts Building. The scope included replacement of all controls, pumps, motors, electrical components, hall lanterns and emergency back-up power. In addition, the interior elevator cabs were renovated with new architectural finishes and ADA compliant call buttons.

CONTRACT COMPLETION AND COST: The contractor completed the project within the original contract time. The final cost of the project including Change Orders is \$411,249.77, an increase of \$13,249.77 over the original contract amount.

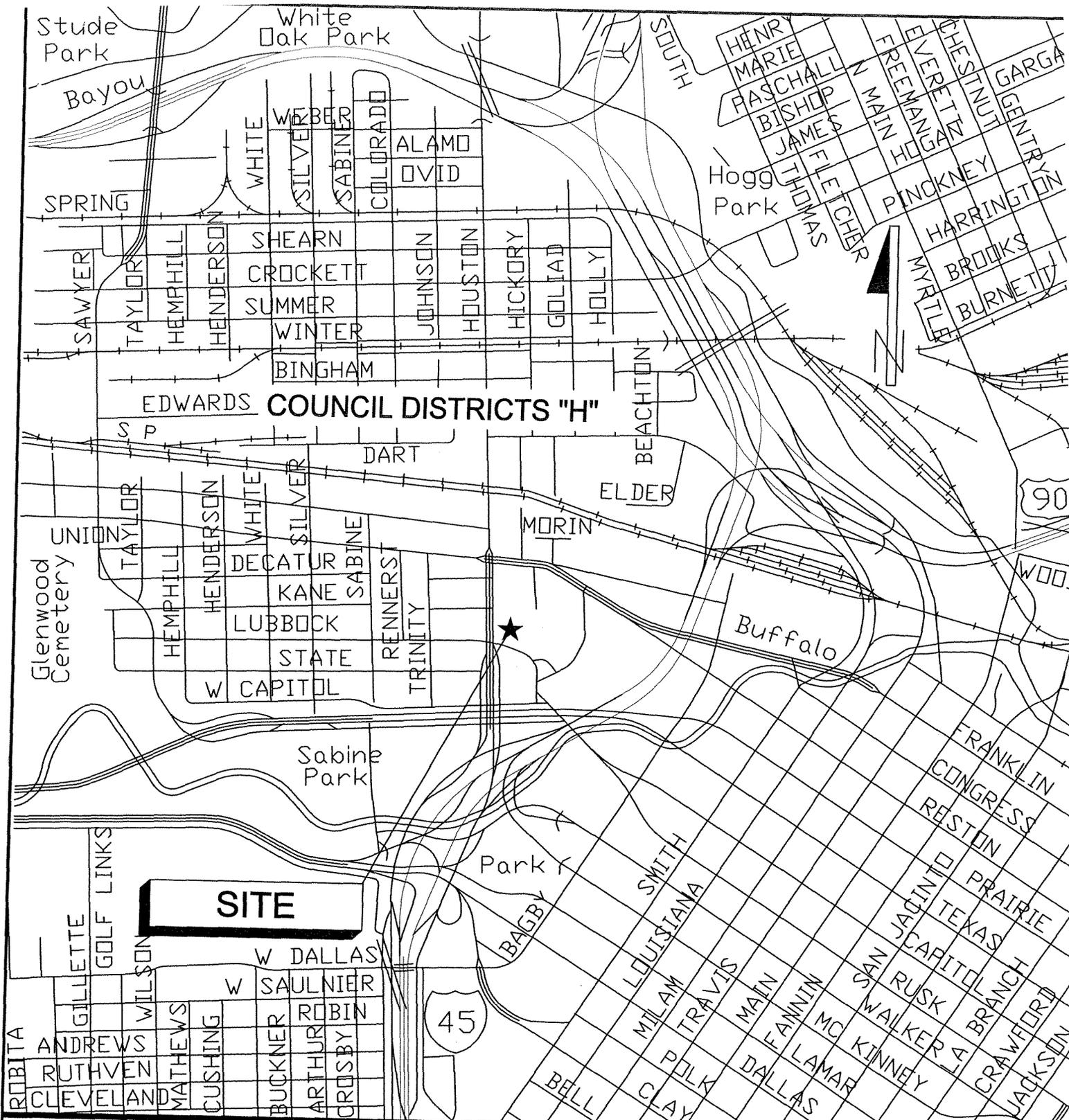
Bovay Engineering, Inc. was the design consultant and construction manager for the project.

PREVIOUS CHANGE ORDERS: Change Orders 1-4 involved interior finish revisions, added emergency power lowering system for elevators and new air ducting into the elevator machine room, relocated smoke detectors and installed new control relays.


 IZD:HB:JLN:MCP:KTH:ps
 c: Marty Stein, Webb Mitchell, Jacquelyn L. Nisby, Velma Laws, Kim Nguyen, File

REQUIRED AUTHORIZATION CUIC ID# 25CONS64

General Services Department:  Humberto Bautista Chief of Design & Construction Division	Municipal Courts Administration Department:  Sahira Abdool Director
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MUNICIPAL COURTS ELEVATOR RENOVATION

1400 LUBBOCK

SUBJECT: Abandonment and sale of Wagon Road between Millstream Lane and Buckboard Drive, in exchange for the conveyance to the City of a full-width utility easement, located within the Imperial Valley Commercial Development, Section 1 Subdivision, out of the Simon Contreras Survey A-220. Parcels SY8-093 and VY9-021	Category # 7	Page <u>1</u> of <u>2</u>	Agenda Item # 6
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FROM (Department or other point of origin): Department of Public Works and Engineering	Origination Date 9-5-08	Agenda Date SEP 10 2008
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DIRECTOR'S SIGNATURE:  Michael S. Marcotte, P.E., DEE, Director	Council District affected: B Key Map: 372Z 
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For additional information contact:  Nancy P. Collins Phone: (713) 837-0881 Senior Assistant Director-Real Estate	Date and identification of prior authorizing Council Action:
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RECOMMENDATION: (Summary) It is recommended City Council approve a Motion authorizing the abandonment and sale of Wagon Road between Millstream Lane and Buckboard Drive, in exchange for the conveyance to the City of a full-width utility easement, located within the Imperial Valley Commercial Development, Section 1 Subdivision, out of the Simon Contreras Survey A-220. **Parcels SY8-093 and VY9-021**

Amount and Source of Funding: Not Applicable	
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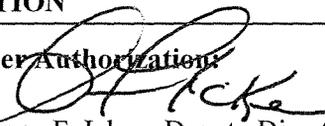
SPECIFIC EXPLANATION:

Sally Bradford of Greater Greenspoint Redevelopment Authority (TIRZ 11), 450 Gears Road, Suite 200, Houston, Texas 77067, requested the abandonment and sale of Wagon Road between Millstream Lane and Buckboard Drive, located within the Imperial Valley Commercial Development, Section 1 Subdivision, out of the Simon Contreras Survey A-220. Greater Greenspoint Redevelopment Authority (TIRZ 11) (Sally Bradford, Executive Director), one of the abutting property owners, plans to demolish the TIRZ-owned building at 15715 Wagon Road. Aldine Independent School District (Aldine ISD), the other abutting owner, will construct a Pre-Kindergarten Center on that site. The subject portion of Wagon Road will serve to connect the existing Aldine ISD Black Elementary School to the Pre-Kindergarten Center. No buildings will be constructed on the subject portion of Wagon Road.

This transaction is Part One of a two-step process in which the applicant will first receive a City Council authorized Motion acknowledging the concept of the subject request. Upon the applicant satisfactorily completing all transaction requirements including those enumerated below, the Department of Public Works and Engineering will forward a subsequent recommendation to City Council requesting passage of an Ordinance effecting the abandonment and sale. The Joint Referral Committee reviewed and approved this request, subject to the conveyance to the City of a full-width utility easement. Therefore, it is recommended:

1. The City abandon and sell Wagon Road between Millstream Lane and Buckboard Drive, located within the Imperial Valley Commercial Development, Section 1 Subdivision, out of the Simon Contreras Survey A-220;
2. The applicant be required to furnish the Department of Public Works and Engineering with a durable, reproducible (Mylar) survey plat and field notes of the affected property;
3. The applicant be required to (a) eliminate the public street appearance of Wagon Road at both Millstream Lane and at Buckboard Drive by extending curbs and sidewalks across Wagon Road, (b) coordinate with Centerpoint Energy to convert the existing street lights along Wagon Road to private service;

tj\sy8-093.rc1.doc	CUIC #20TJ8967
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REQUIRED AUTHORIZATION		
Finance Department:	Other Authorization:	Other Authorization:  Andrew F. Icken, Deputy Director Planning and Development Services Division

Date:	Subject: Request for the abandonment and sale of Wagon Road between Millstream Lane and Buckboard Drive, in exchange for the conveyance to the City of a full-width utility easement, located within the Imperial Valley Commercial Development, Section 1 Subdivision, out of the Simon Contreras Survey A-220. Parcels SY8-093 and VY9-021	Originator's Initials	Page <u>2</u> of <u>2</u>
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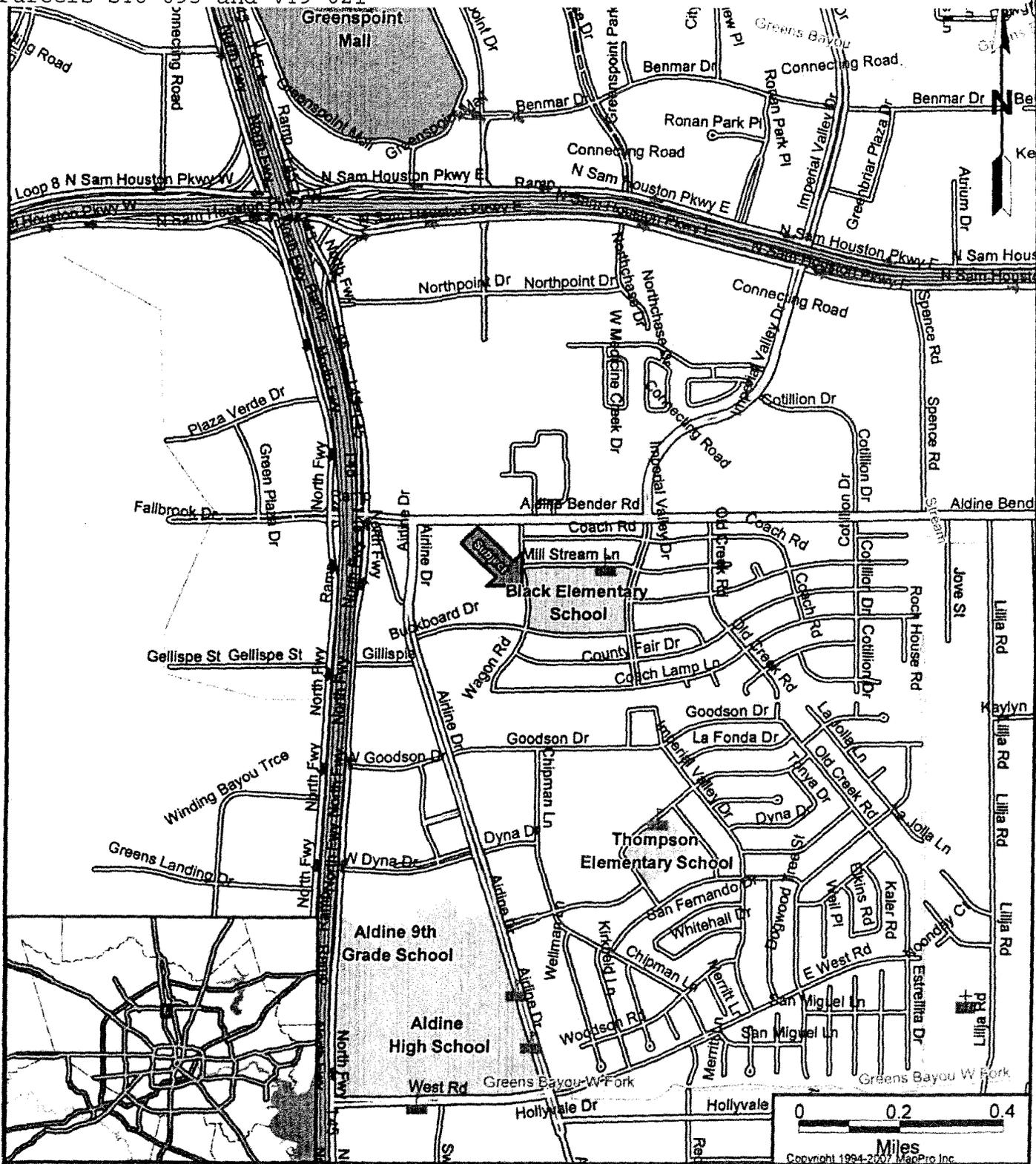
4. In the interest of expediting the abandonment and sale process, the applicant may choose to provide the City with a Letter of Credit (LOC), subject to the City's concurrence, covering the estimated construction cost for work required in Item 3 above in lieu of performing such work prior to finalization of the ordinance for this transaction. Should this option be selected, the applicant will be required to provide a LOC showing the City of Houston as beneficiary and in the amount of the estimated construction cost approved by the City. The LOC will be for a specific time period which may be less than but not longer than twelve months from the effective date of the ordinance for the transaction. Upon the applicant's satisfactory completion of the construction-related work as evidenced by written inspection clearance/approval by the Office of the City Engineer, PWE, at the applicant's request the City will release the LOC;
6. The Legal Department be authorized to prepare the necessary transaction documents; and
7. In as much as the value of the City's property interest is not expected to exceed \$1,000,000.00, that the value be established by an appraiser, appointed by the Director of Public Works and Engineering.

MSM:NPC:tj

- c: Phil Boriskie
Raymond D. Chong, P.E., P.T.O.E.
Marlene Gafrick
Bill Hlavacek
Arturo G. Michel
Marty Stein

LOCATION MAP

SUBJECT: Abandonment and sale of Wagon Road between Millstream Lane and Buckboard Drive, in exchange for the conveyance to the City of a full-width utility easement, located within the Imperial Valley Commercial Development, Section 1 Subdivision, out of the Simon Contreras Survey. Parcels SY8-093 and VY9-021

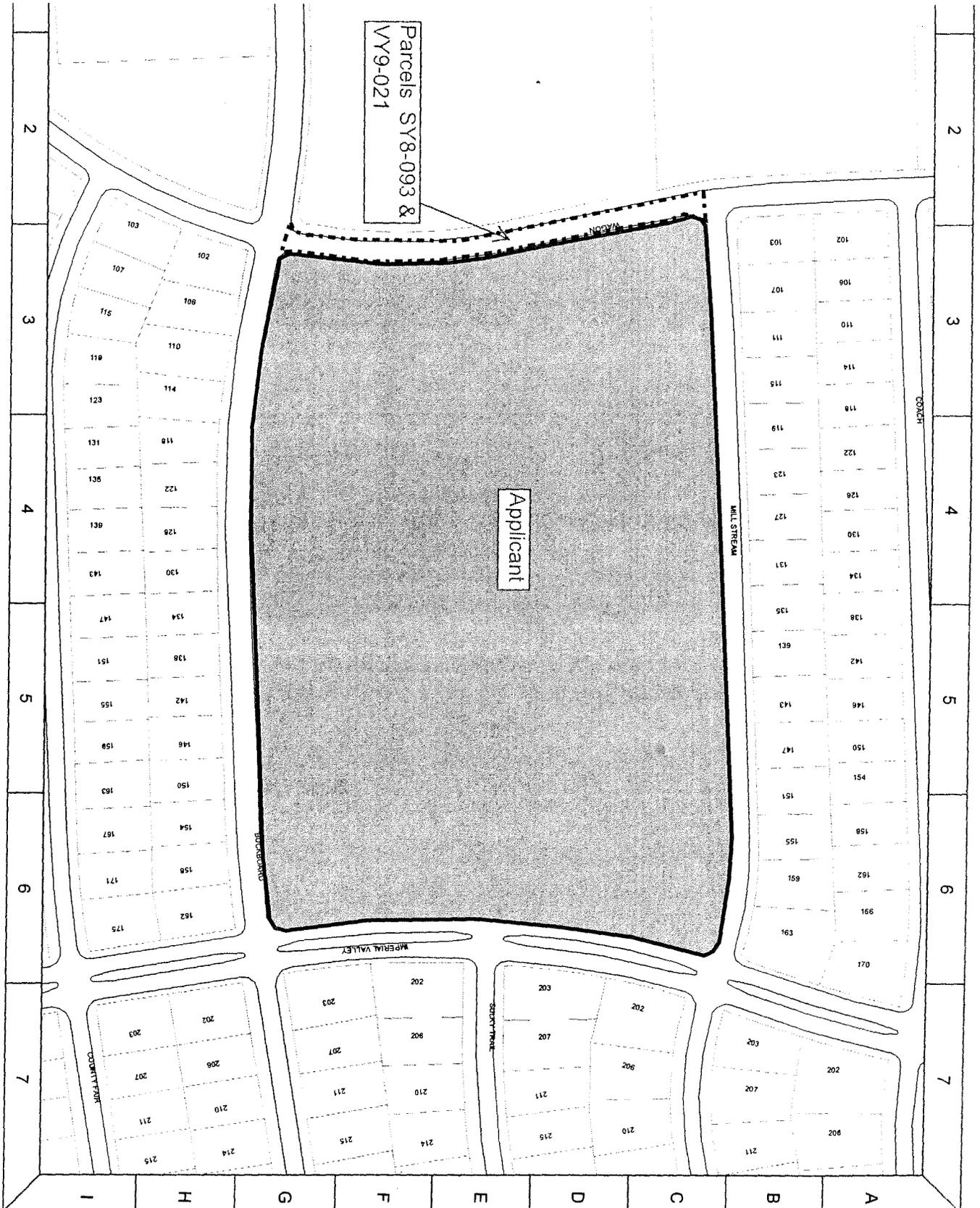


CAUTION:

The location of property arrows shown on this map are approximate only. Inaccuracies may exist on map such as missing, incorrectly drawn, or incorrectly addressed streets. Please report any such inaccuracy to MapPro, Inc. so that appropriate corrections can be made.

PARCEL MAP

SUBJECT: Abandonment and sale of Wagon Road between Millstream Lane and Buckboard Drive, in exchange for the conveyance to the City of a full-width utility easement, located within the Imperial Valley Commercial Development, Section 1 Subdivision, out of the Simon Contreras Survey A-220. Parcels SY8-093 and VY9-021



CITY OF HOUSTON
 Department of Public Works & Engineering
 Geographic Information & Management System (GIMS)
 DISCLAIMER: THIS MAP REPRESENTS THE BEST INFORMATION AVAILABLE TO THE CITY.
 THE CITY DOES NOT WARRANT ITS ACCURACY OR COMPLETENESS.
 FIELD VERIFICATIONS SHOULD BE DONE AS NECESSARY.



SUBJECT: Appointment of two Independent Appraisers in connection with the sale of 2.316 acres of land located at 3602 West Dallas and adjacent to 3530 West Dallas known as The Lighthouse for the Blind of Houston		Page 1 of 1	Agenda Item 7
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FROM (Department or other point of origin): General Services Department	Origination Date 9-4-08	Agenda Date SEP 10 2008
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DIRECTOR'S SIGNATURE: Issa Z. Dadoush, P.E. <i>[Signature]</i> 8/28/08	Council District affected: D
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For additional information contact: Jacquelyn L. Nisby <i>[Signature]</i> Phone: (832) 393-8023	Date and identification of prior authorizing council action: Ordinance No. 2008-0664; 07/23/08
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RECOMMENDATION: Approve a motion to appoint two Independent Appraisers in connection with the sale of 2.316 acres of land located at 3602 West Dallas and adjacent to 3530 West Dallas known as The Lighthouse for the Blind of Houston.

Amount and Source Of Funding: N/A	Finance Budget:
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SPECIFIC EXPLANATION: On July 23, 2008, Ordinance No. 2008-0664, City Council amended Article VI, of Chapter 2 of the Code of Ordinances to provide that the City must obtain two independent appraisals when the City intends to sell or lease real property with an expected value over \$1 million.

The General Services Department recommends that City Council approve the appointment of two independent appraisers as listed below to determine the fair market value in connection with the sale of 2.316 acres of land located at 3602 West Dallas and adjacent to 3530 West Dallas:

- Gerald A. Teel - The Gerald A. Teel Company, Inc.
- Jack W. Bass – Integra Realty Resources

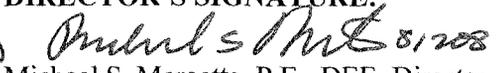
IZD:BC:JLN:RB:ddc

xc: Marty Stein, Anna Russell, Jacquelyn L. Nisby

REQUIRED AUTHORIZATION

CUIC ID# 25 RB 33

General Services Department: <i>[Signature: Forest R. Christy, Jr.]</i> Forest R. Christy, Jr., Director Real Estate Division		
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SUBJECT: Request for the abandonment and sale various streets and easements; all located in the Manchester Subdivision, out of the Callahan and Vince Survey, A-9. Parcels SY8-009A through I	Category # 7	Page 1 of 3	Agenda Item # 8
FROM (Department or other point of origin): Department of Public Works and Engineering	Origination Date 8/14/08	Agenda Date SEP 10 2008	
DIRECTOR'S SIGNATURE:  Michael S. Marcotte, P.E., DEE, Director	Council District affected: I Key Map 535C, 535D 		
For additional information contact: Nancy P. Collins Phone: (713) 837-0881  Senior Assistant Director-Real Estate	Date and identification of prior authorizing Council Action: Ordinances: 69-1527 (8/19/69) 67-613 (4/4/67)		

RECOMMENDATION: (Summary) It is recommended City Council approve a Motion authorizing the abandonment and sale of (a) East Avenue Q, from Central Avenue to 95th Street; (b) East Avenue P, from Central Avenue to 96th Street; (c) East Avenue O, from 95th Street east to the west line of Lot 39, Block 66; (d) East Avenue N, from 95th Street east to the west line of Lot 8, Block 66; (e) 95th Street, from the north line of East Avenue Q to East Avenue O; (f) 96th Street, from the north line of East Avenue P to Manchester Avenue; (g) a 55-foot-wide sanitary sewer and water line easement in former East Avenue R, from Central Avenue east to the west line of Lot 47, Block 94; (h) 30- to 55-foot-wide sanitary sewer and water line easements in former East Avenue P (from 96th Street to 97th Street), in former East Avenue O (from the west line of Lot 10, Block 76 east to 97th Street), in former East Avenue N (from the west line of Lot 8, Block 66 to 97th Street), and in former 97th Street (from the north line of East Avenue P south to Manchester Avenue); and (i) 55-foot-wide sanitary sewer and water line easements in former East Avenue S (from Central Avenue east to the east line of 96th Street), in former East Avenue R (from the west line of Lot 47, Block 94 east to 96th Street), in former East Avenue Q (from 95th Street to 96th Street), in former 95th Street (from East Avenue S to East Avenue Q), and in former 96th Street (from East Avenue S to East Avenue P); all located in the Manchester Subdivision, out of the Callahan and Vince Survey, A-9. **Parcels SY8-009A through I**

Amount and Source of Funding: Not Applicable

SPECIFIC EXPLANATION:
 Frederick Newhouse of Valero Houston Refinery, 9701 Manchester, Houston, Texas, 77012, requested abandonment and sale of (a) East Avenue Q, from Central Avenue to 95th Street; (b) East Avenue P, from Central Avenue to 96th Street; (c) East Avenue O, from 95th Street east to the west line of Lot 39, Block 66; (d) East Avenue N, from 95th Street east to the west line of Lot 8, Block 66; (e) 95th Street, from the north line of East Avenue Q to East Avenue O; (f) 96th Street, from the north line of East Avenue P to Manchester Avenue; (g) a 55-foot-wide sanitary sewer and water line easement in former East Avenue R, from Central Avenue east to the west line of Lot 47, Block 94; (h) 30- to 55-foot-wide sanitary sewer and water line easements in former East Avenue P (from 96th Street to 97th Street), in former East Avenue O (from the west line of Lot 10, Block 76 east to 97th Street), in former East Avenue N (from the west line of Lot 8, Block 66 to 97th Street), and in former 97th Street (from the north line of East Avenue P south to Manchester Avenue); and (i) 55-foot-wide sanitary sewer and water line easements in former East Avenue S (from Central Avenue east to the east line of 96th Street), in former East Avenue R (from the west line of Lot 47, Block 94 east to 96th Street), in former East Avenue Q (from 95th Street to 96th Street), in former 95th Street (from East Avenue S to East Avenue Q), and in former 96th Street (from East Avenue S to East Avenue P); all located in the Manchester Subdivision, out of the Callahan and Vince Survey, A-9.

Valero Houston Refinery intends to construct an office building, warehouse, and several small administration buildings in the area of the subject streets, which will also serve as a buffer zone between the fenced-in petroleum processing portion of the refinery and area single-family properties. The applicant is prohibited from using the area of the streets to be abandoned and sold for placement of any refinery heaters, boilers, distillation towers, cracking units, coker units, storage tanks which exceed 1,000 gallons, tank truck or rail car loading/unloading operations, or any other similar petroleum refining and/or processing units. The final plat to be recorded for the applicant's project must contain this information.

In 1960's the City abandoned and sold by Ordinances 69-1527 and 67-613 several streets to Valero Houston Refinery's predecessor, Signal Oil and Gas Company, and retained easements for the maintenance of sewer and water lines. Valero Houston Refinery requested the retained easements be abandoned and sold in this transaction.

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CUIC #20DOB8882

REQUIRED AUTHORIZATION

Finance Department:	Other Authorization:	Other Authorization:  Andrew F. Icken, Deputy Director Planning and Development Services Division
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Date: **Subject:** Request for the abandonment and sale various streets and easements; all located in the Manchester Subdivision, out of the Callahan and Vince Survey, A-9. **Parcels SY8-009A through I.**

**Originator's
Initials**

DO

Page
2 of 3

This is Part One of a two-step process in which the applicant will first receive a City Council authorized Motion acknowledging the concept of the subject request. Upon the applicant satisfactorily completing all transaction requirements including those enumerated below, the Department of Public Works and Engineering will forward a subsequent recommendation to City Council requesting passage of an ordinance effecting the abandonment and sale. The Joint Referral Committee reviewed and approved this request. Therefore, it is recommended:

1. The City abandon and sell (a) East Avenue Q, from Central Avenue to 95th Street; (b) East Avenue P, from Central Avenue to 96th Street; (c) East Avenue O, from 95th Street east to the west line of Lot 39, Block 66; (d) East Avenue N, from 95th Street east to the west line of Lot 8, Block 66; (e) 95th Street, from the north line of East Avenue Q to East Avenue O; (f) 96th Street, from the north line of East Avenue P to Manchester Avenue; (g) a 55-foot-wide sanitary sewer and water line easement in former East Avenue R, from Central Avenue east to the west line of Lot 47, Block 94; (h) 30- to 55-foot-wide sanitary sewer and water line easements in former East Avenue P (from 96th Street to 97th Street), in former East Avenue O (from the west line of Lot 10, Block 76 east to 97th Street), in former East Avenue N (from the west line of Lot 8, Block 66 to 97th Street), and in former 97th Street (from the north line of East Avenue P south to Manchester Avenue); and (i) 55-foot-wide sanitary sewer and water line easements in former East Avenue S (from Central Avenue east to the east line of 96th Street), in former East Avenue R (from the west line of Lot 47, Block 94 east to 96th Street), in former East Avenue Q (from 95th Street to 96th Street), in former 95th Street (from East Avenue S to East Avenue Q), and in former 96th Street (from East Avenue S to East Avenue P); all located in the Manchester Subdivision, out of the Callahan and Vince Survey, A-9;
2. The applicant be required to furnish the Department of Public Works and Engineering with a durable, reproducible (Mylar) survey plat and field notes of the affected property;
3. The applicant be required to obtain a letter of no objection from each of the privately owned utility companies for the streets being abandoned and sold;
4. The applicant be required to (a) cut, plug, and abandon or convert to private metered service the existing 8-inch water line in 95th Street from East Avenue O to East Avenue Q; (b) cut, plug, and abandon or convert to private metered service the existing 12-inch water line in 96th Street from Manchester Avenue to East Avenue P; (c) cut, plug, and abandon or convert to private metered service the existing 4-inch water line in East Avenue N from 96th Street to its terminus; (d) cut, plug, and abandon or convert to private metered service the existing 8-inch water line in East Avenue N from 95th Street to 96th Street; (e) cut, plug, and abandon or convert to private metered service the existing 4-inch water line in East Avenue O from 96th Street to its terminus; (f) cut, plug, and abandon or convert to private metered service the existing 6-inch water line in East Avenue O from 95th Street to 96th Street; (g) cut, plug, and abandon or convert to private metered service the existing 12-inch water line in East Avenue P from 95th Street to 96th Street; (h) cut, plug, and abandon or convert to private metered service the existing 16-inch water line in East Avenue P from Central Street to 95th Street; (i) cut, plug, and abandon or convert to private metered service the existing 8-inch water line in East Avenue Q from Central Street to 95th Street; (j) cut, plug, and remove or convert to private metered service the eight fire hydrants connected to the various water lines; and (k) pay the depreciated value for the water lines and fire hydrants being abandoned or converted to private service, all at no cost to the City and under the proper permits;
5. The applicant be required to (a) cut, plug, and abandon or convert to private service the existing 21-inch sanitary sewer line in 95th Street from East Avenue O to East Avenue S; (b) cut, plug, and abandon or convert to private service the existing 10-inch sanitary sewer line in 96th Street from Manchester Avenue to East Avenue O; (c) cut, plug, and abandon or convert to private service the existing 8-inch sanitary sewer line in East Avenue N from 95th Street to its terminus; (d) cut, plug, and abandon or convert to private service the existing 8-inch sanitary sewer line in East Avenue O from 95th Street to its terminus; (e) cut, plug, and abandon or convert to private service the existing 8-inch sanitary sewer line in East Avenue P from Central Street to its terminus; (f) cut, plug, and abandon or convert to private service the existing 8-inch sanitary sewer line in East Avenue P from Central Street to 95th Street; (g) cut, plug, and abandon or convert to private service the existing 8-inch sanitary sewer line in East Avenue Q from Central Street to its terminus; (h) cut, plug, and abandon or convert to private service the existing 8-inch sanitary sewer line in East Avenue R from Central Street to its terminus; (i) cut, plug, and abandon or convert to private service the existing 12-inch sanitary sewer line in East Avenue S from Central Street to its terminus; (j) cut, plug, and remove or convert to private service the twenty-five manholes connected to the various sanitary sewer lines; (k) construct a 21-inch sanitary sewer line in Central Street from East Avenue O to East Avenue S; (l) construct a 21-inch sanitary sewer line in East Avenue O from Central Street to 95th Street to connect to the 24-inch sanitary sewer line in 95th Street; and (m) pay the depreciated value for the sanitary sewer lines and manholes being abandoned and sold or converted to private service. As an alternative to Items (k) and (l) the applicant may instead choose to (n) construct a 21-inch sanitary sewer line in Central Street from East Avenue O to Manchester Avenue and (o) construct a 21-inch sanitary sewer line in Manchester Avenue from Central Street to 95th Street to connect to the 24-inch sanitary sewer line in 95th Street. All of the foregoing items must be completed at no cost to the City and under the proper permits;
- i. The applicant be required to relocate the two existing storm sewer inlets in 96th Street to Manchester Avenue, all at no cost to the City and under the proper permits;

Date:	Subject: Request for the abandonment and sale various streets and easements; all located in the Manchester Subdivision, out of the Callahan and Vince Survey, A-9. Parcels SY8-009A through I	Originator's Initials MS	Page <u>3</u> of <u>3</u>
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7. The applicant be required to eliminate the public street appearance of the streets being abandoned and sold by removing a minimum of ten feet of the pavement or removing the pavement and culvert at the intersection to restore the ditch flow line of (a) East Avenue Q at its intersection with Central Street, (b) East Avenue P at its intersection with Central Street, (c) East Avenue O at its intersection with 95th Street, (d) East Avenue N at its intersection with 95th Street, and (e) 95th Street at its intersection with East Avenue O, all at no cost to the City and under the proper permits;
8. The applicant be required to eliminate the public street appearance of 96th Street at its intersection with Manchester Avenue by extending the curb and sidewalk across 96th Street and adjusting the drainage, all at no cost to the City and under the proper permits. Other possible ways to comply with the requirements in Items 7 and 8 may be acceptable, subject to review and approval by the Public Works and Engineering Department, Traffic and Transportation Division;
9. In the interest of expediting the abandonment and sale process, the applicant may choose to provide the City with a Letter of Credit (LOC), subject to the City's concurrence, covering the estimated construction cost for work required in Items 4, 5, 6, 7, and 8 above in lieu of performing such work prior to finalization of the ordinance for this transaction. Should this option be selected, the applicant will be required to provide a LOC showing the City of Houston as beneficiary and in an amount of the estimated construction cost approved by the City. The LOC will be for a specific time period which may be less than but not longer than twelve months from the effective date of the ordinance for this transaction. Upon the applicant's satisfactory completion of the construction-related work as evidenced by written inspection clearance/approval by the Office of the City Engineer, PWE, at the applicant's request the City will release the LOC;
10. The applicant be required to coordinate with CenterPoint Energy to have the street lights along the streets to be abandoned and sold converted to metered private service or the City will authorize the removal of the street lights upon passage of the ordinance to conclude this transaction.
11. The applicant be required to insert the following language in the final plat: "Use of the area is prohibited from placement of any refinery heaters, boilers, distillation towers, cracking units, coker units, storage tanks which exceed 1,000 gallons, tank truck or rail car loading/unloading operations, or any other similar petroleum refining and/or processing units."
12. The Legal Department be authorized to prepare the necessary transaction documents; and,
13. Inasmuch as the value of the property interests is expected to exceed \$1,000,000.00, that the City Council appoint the following two independent real estate appraisers to establish the value – David Dominy and Michael Copland.

MSM:NPC:dob

- c: Phil Boriskie
Raymond Chong, P.E., P.T.D.E.
Marlene Gafrick
Bill Hlavacek
Elena Marks, JD, MPH
Arturo G. Michel
Reid Mrsny, P.E.
Marty Stein
Jeff Taylor

Caption

RECOMMENDATION from Director Department of Public Works and Engineering, reviewed and approved by the Joint Referral Committee, on request from Frederick Newhouse of Valero Houston Refinery, for the abandonment and sale of (a) East Avenue Q, from Central Avenue to 95th Street; (b) East Avenue P, from Central Avenue to 96th Street; (c) East Avenue O, from 95th Street east to the west line of Lot 39, Block 66; (d) East Avenue N, from 95th Street east to the west line of Lot 8, Block 66; (e) 95th Street, from the north line of East Avenue Q to East Avenue O; (f) 96th Street, from the north line of East Avenue P to Manchester Avenue; (g) a 55-foot-wide sanitary sewer and water line easement in former East Avenue R, from Central Avenue east to the west line of Lot 47, Block 94; (h) 30- to 55-foot-wide sanitary sewer and water line easements in former East Avenue P (from 96th Street to 97th Street), in former East Avenue O (from the west line of Lot 10, Block 76 east to 97th Street), in former East Avenue N (from the west line of Lot 8, Block 66 to 97th Street), and in former 97th Street (from the north line of East Avenue P south to Manchester Avenue); and (i) 55-foot-wide sanitary sewer and water line easements in former East Avenue S (from Central Avenue east to the east line of 96th Street), in former East Avenue R (from the west line of Lot 47, Block 94 east to 96th Street), in former East Avenue Q (from 95th Street to 96th Street), in former 95th Street (from East Avenue S to East Avenue Q), and in former 96th Street (from East Avenue S to East Avenue P); all located in the Manchester Subdivision, out of the Callahan and Vince Survey, A-9. **Parcels SY8-009A through I - TWO APPRAISERS: David Dominy and Michael Copland - DISTRICT I – RODRIGUEZ**

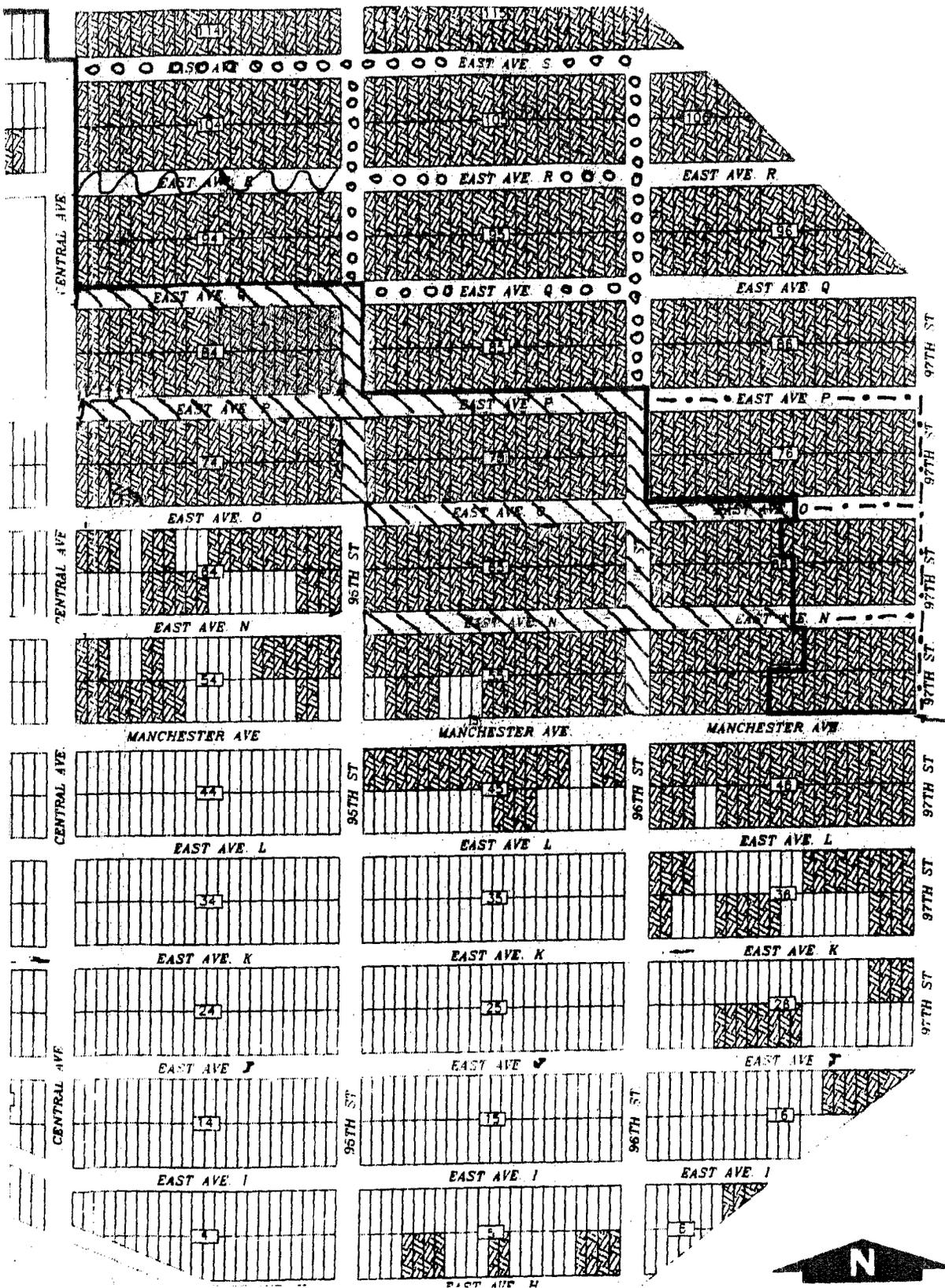
LOCATION MAP

Abandonment and sale of (a) East Avenue Q, from Central Avenue to 95th Street; (b) East Avenue P, from Central Avenue to 96th Street; (c) East Avenue O, from 95th Street east to the west line of Lot 39, Block 66; (d) East Avenue N, from 95th Street east to the west line of Lot 8, Block 66; (e) 95th Street, from the north line of East Avenue Q to East Avenue O; (f) 96th Street, from the north line of East Avenue P to Manchester Avenue; (g) a 55-foot-wide sanitary sewer and water line easement in former East Avenue R, from Central Avenue east to the west line of Lot 47, Block 94; (h) a 30- to 55-foot-wide sanitary sewer and water line easement in former East Avenue P (from 96th Street to 97th Street), former East Avenue O (from the west line of Lot 10, Block 76 east to 97th Street), former East Avenue N (from the west line of Lot 8, Block 66 to 97th Street), and former 97th Street (from the north line of East Avenue P south to Manchester Avenue); and (i) a 55-foot-wide sanitary sewer and water line easement in former East Avenue S (from Central Avenue east to the east line of 96th Street), former East Avenue R (from the west line of Lot 47, Block 94 east to 96th Street), former East Avenue Q (from 95th Street to 96th Street), former 95th Street (from East Avenue S to East Avenue Q), and former 96th Street (from East Avenue S to East Avenue P); all located in the Manchester Subdivision, out of the Callahan and Vince Survey, A-9. **Parcels SY8-009A through I**



CAUTION:

The location of property arrows shown on this map are approximate only. Inaccuracies may exist on map such as missing, incorrectly drawn, or incorrectly addressed streets. Please report any such inaccuracy to MapPro, Inc. so that appropriate corrections can be made.



VALERO
FENCE LINE

Valero Property

Streets to be Abandoned and Sold:
Parcels SY8-009A through SY8-009F

Easements to be Abandoned and Sold:
(Previous Street Abandonments in 1960's)
Parcel SY8-009G - Portion of E Ave R
Parcel SY8-009H - Tract 1
Parcel SY8-009I - Tract 2

Abandonment and sale of (a) East Avenue Q, from Central Avenue to 95th Street; (b) East Avenue P, from Central Avenue to 96th Street; (c) East Avenue O, from 95th Street east to the west line of Lot 39, Block 66; (d) East Avenue N, from 95th Street east to the west line of Lot 8, Block 66; (e) 95th Street, from the north line of East Avenue Q to East Avenue O; (f) 96th Street, from the north line of East Avenue P to Manchester Avenue; (g) per Ordinance 69-1527: a 55-foot-wide sanitary sewer and water easement in East Avenue R, from Central Avenue east to the west line of Lot 47, Block 94; (h) Tract One per Ordinance 67-613: a 30- to 55-foot-wide sanitary sewer and water easement in East Avenue P (from 96th Street to 97th Street), East Avenue O (from the west line of Lot 10, Block 76 east to 97th Street), East Avenue N (from the west line of Lot 8, Block 66 to 97th Street), and 97th Street (from the north line of East Avenue P south to Manchester Avenue); and (i) Tract Two per Ordinance 67-613: a 55-foot-wide sanitary sewer and water easement in East Avenue S (from Central Avenue east to the east line of 96th Street), East Avenue R (from the west line of Lot 47, Block 94 east to 96th Street), East Avenue Q (from 95th Street to 96th Street), 95th Street (from East Avenue S to East Avenue Q), and 96th Street (from East Avenue S to East Avenue P); all located in the Manchester Subdivision, out of the Callahan and Vince Survey, A-9. **Parcels SY8-009A through I**

REQUEST FOR COUNCIL ACTION

RCA# 8026

TO: Mayor via City Secretary

Subject: Approve the Purchase of Hewlett-Packard Hardware through the City's Master Agreement with the Texas Department of Information Resources (Contract No. C56844)

Category #
4 & 5

Page 1 of 1

Agenda Item

9

FROM (Department or other point of origin):
Calvin D. Wells
City Purchasing Agent
Administration & Regulatory Affairs Department

Origination Date
September 04, 2008

Agenda Date
SEP 10 2008

DIRECTOR'S SIGNATURE
Calvin D. Wells

Council District(s) affected
All

For additional information contact:
Janis Benton Phone: (832) 393-0004
Douglas Moore Phone: (832) 393-8724

Date and Identification of prior authorizing Council Action:

RECOMMENDATION: (Summary)
Approve the Purchase of Hewlett Packard hardware in the total amount of \$665,504.53 through the City's Master Agreement with the Texas Department of Information Resources for the Information Technology Department.

Award Amount: \$665,504.53

Finance Budget
[Signature]

\$665,504.53 - FY05 Equipment Acquisition Consolidated Fund (1800) WBS X-680002-0001-3-01

SPECIFIC EXPLANATION:
The City Purchasing Agent recommends that City Council approve the purchase of Hewlett-Packard hardware in the total amount of \$665,504.53 through the City's Master Agreement with the Texas Department of Information Resources (DIR) for the Information Technology Department and that authorization be given to issue purchase orders to DIR's Go Direct Vendor, Hewlett-Packard Company. The designated reseller for this procurement is Criner Daniels, a certified City of Houston M/WBE vendor.

This purchase is part of the Server Refresh Initiative that will replace 52 servers and ancillary equipment that are over 10 years old and have exceeded their life expectancy.

The servers being replaced are utilized throughout City operations in various capacities. Key operations and functionality that will benefit from this purchase are the Information Technology Department's virtual private network servers, Fire Department's web server operations, General Services Department's work-order section, Strategic Purchasing Division's Web server and data operations, Citywide backup server operations located at the Houston Emergency Center, and Planning Department's data sever operations. Additionally, the new servers will mitigate the risk of downtime and allow access to data and support equipment such as printing and scanning functionality.

The equipment will include a full five year warranty and the life expectancy is approximately seven years.

Buyer: Murdock Smith

REQUIRED AUTHORIZATION

Finance Department:

Other Authorization:

Other Authorization:

REQUEST FOR COUNCIL ACTION

TO: Mayor via City Secretary **RCA# 7999**
Subject: Purchase and Installation of Automated Side-Loader Refuse Bodies Through the Texas Local Government Purchasing Cooperative for the Solid Waste Management Department S27-N22999-B Category # 1 & 4 Page 1 of 1 Agenda Item

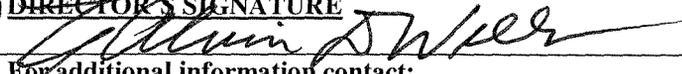
10-10A

FROM (Department or other point of origin):
 Calvin D. Wells
 City Purchasing Agent
 Administration & Regulatory Affairs Department

Origination Date: August 26, 2008

Agenda Date: SEP 10 2008

MS

DIRECTOR'S SIGNATURE:  **Council District(s) affected:** All

For additional information contact:
 Dan Gutierrez Phone: (713) 837-9214
 Ray DuRousseau Phone: (832) 393-8726

Date and Identification of prior authorizing Council Action:
 Ord. 2007-1426 & CM 2007-1229, 12/12/07

RECOMMENDATION: (Summary)
 Approve an ordinance authorizing the appropriation of \$61,391.30 out of the Reimbursement of Equipment/Projects Fund (Fund 1850), and the purchase and installation of automated side-loader refuse bodies through the Texas Local Government Purchasing Cooperative in the amount of \$243,506.66 for the Solid Waste Management Department.

Award Amount: \$243,506.66 **Finance Budget**

\$243,506.66 - Reimbursement of Equipment/Projects Fund (Fund 1850)

SPECIFIC EXPLANATION:
 The City Purchasing Agent recommends that City Council approve an ordinance authorizing the appropriation of \$61,391.30 out of the Reimbursement of Equipment/Projects Fund (Fund 1850). It is further recommended that City Council approve the purchase and installation of two automatic side-loader refuse bodies through the Interlocal Agreement for Cooperative Purchasing with the Texas Local Government Purchasing Cooperative in the amount of \$243,506.66 for the Solid Waste Management Department, and that authorization be given to issue a purchase order to the Texas Local Government Purchasing Cooperative contractor, Heil of Texas. These Heil automatic side-loader refuse bodies, when installed on the previously purchased Peterbilt cabs & chassis, will be used citywide by the Department to collect residential garbage.

The City-owned cabs & chassis are configured with a newly-designed prototype hydraulic launch assist system configured to save fuel, reduce brake usage, and lower exhaust emissions. The automatic side-loader refuse trucks will be additions to the Department's fleet, and are being purchased with the new hybrid hydraulic technology to begin the testing of alternative technology for a more environmentally acceptable method of conducting solid waste management operations.

City Council previously approved an appropriation ordinance and award for the purchase of two Peterbilt cabs & chassis and two McNeilus automatic side-loader refuse bodies on 12/12/2007, Ordinance No. 2007-1426 and Council Motion No. 2007-1229, respectively. Several months after the award it was determined by McNeilus Truck and Manufacturing that it could not redesign its current production side-loader refuse body to be compatible with the Peterbilt cab & chassis; therefore, the purchase of the McNeilus bodies was cancelled. The appropriation and award amount for the refuse bodies in the previous award was \$182,115.36; therefore, this award requires additional appropriation funding of \$61,391.30.

The Department has determined that these Heil refuse bodies are compatible with the City's cabs & chassis and that Heil has mounted its bodies to comparable cabs & chassis for delivery to other organizations. These new Heil automatic side-loader refuse bodies will come with a full one year warranty and additional warranties of five years on the hydraulic packer cylinders and two years on the hydraulic pumps and valves. The life expectancy of these bodies is seven years.

Buyer: Louis Reznicek/PR No. 10057909

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REQUIRED AUTHORIZATION

Finance Department: **Other Authorization:** **Other Authorization:**

MOT

10-10A

TO: Mayor via City Secretary REQUEST FOR COUNCIL ACTION

SUBJECT: Approval of a resolution designating Freeland Historic District as a City of Houston Historic District		Category #	Page 1 of 1	Agenda Item # 11
FROM (Department or other point of origin): Planning and Development		Origination Date 8/4/2008		Agenda Date SEP 10 2008
DIRECTOR'S SIGNATURE: <i>MS</i> <i>rec by: Nicholas Schaffner</i> <i>RP</i>		Council District affected: H		
For additional information contact: Diana DuCroz Phone: 713-837-7924		Date and identification of prior authorizing Council action: N/A		
RECOMMENDATION: (Summary) Approval of a resolution designating Freeland Historic District as a City of Houston Historic District				
Amount and Source of Funding:			F & A Budget:	
SPECIFIC EXPLANATION: In accordance with the City of Houston Code of Ordinances, the property owners initiated an application for the designation of the Freeland Historic District on February 8, 2008. After appropriate notifications were completed, public hearings were held by the Houston Archaeological and Historical Commission (HAHC) on May 15, 2008 and the Houston Planning Commission on May 22, 2008. Both commissions recommended approval of the historic district designation after determining that the application satisfied all criteria of the ordinance including: 1) signed petitions by a majority of the property owners in support of designation; 2) the proposed area met at least one criteria for the type of designation as a historic district, and 3) a majority of buildings within the area were contributing or potentially contributing and 50 years of age or older. The Planning Department notified all interested parties. There were no objections during the Houston Archaeological and Historical Commission public hearing and no objections during the Planning Commission public hearing. Photos of the proposed Historic District can be found by going to the following link on the Planning Department's web site: www.houstontx.gov/planning/historic_pres/pending.htm MLG: rp Attachments: Application and Staff Report xc Marty Stein, Agenda Director Jenny Bailey, Mayor's Office of Government Affairs and Policy Planning Anna Russell, City Secretary Arturo G. Michel, City Attorney Deborah McAbee, Land Use Division, Legal Department Harold L. Hurtt, Chief, Police Department Phil Boriskie, Chief, Fire Department				
REQUIRED AUTHORIZATION				
F & A Director:		Other Authorization:		Other Authorization:

CITY OF HOUSTON

Houston Archaeological and Historical Commission

Planning & Development Dept.

HISTORIC DISTRICT DESIGNATION REPORT

HISTORIC DISTRICT: Freeland Historic District

LOCATION: See Site Location Map

APPLICANT: Michael Jungnickel, individual property owner

30-DAY HEARING NOTICE: Apr-15-08

HPO FILE NO: 08HD12

DATE ACCEPTED: Feb-08-08

HAHC HEARING DATE: May-15-08

PC HEARING DATE: May-22-08

SITE INFORMATION: Freeland Addition, all of Blocks 1, 3, 4, and Block 2, Lots 1, 2, 6, 7, 8, and the west 100 feet of Lot 5, City of Houston, Harris County, Texas.

TYPE OF APPROVAL REQUESTED: Historic District Designation

HISTORY AND SIGNIFICANCE SUMMARY:

The Freeland Addition was originally platted on November 1, 1920, by Walter F. and Mary Freeland, M. J. Murray, and Prentiss M. Granberry, from a portion of the original 1839 homestead of Gabriel Gostick, an English immigrant to Houston. Freeland Addition, like other nearby subdivisions, was developed in response to the tremendous early 20th century growth of Houston, and its need for more housing. Freeland was established next to the successful Houston Heights community, which had been developed as early as 1891 and flourished as its own municipality from 1896 to 1918, before being annexed as one of Houston's largest subdivisions. Many of new developments were located in close proximity to Houston Heights, where businesses, churches and schools had already been established. The developers of Freeland Addition knew that proximity to Houston Heights would attract buyers to Freeland and could benefit Freeland residents as well.

Freeland Addition differs from many older areas of Houston in that its landscape and architecture still strongly evoke its early 20th-century appearance. In spite of pressures for real estate development, a gradual decline in the neighborhood, and the lack of zoning laws in Houston, Freeland Addition still maintains a concentration of historic residential houses constructed in the Bungalow style of architecture. The Freeland Historic District meets Criteria 1, 3, 4, 5 and 6 for historic district designation.

HISTORY AND SIGNIFICANCE:

The Freeland Addition is located in an area first occupied by Indians of the Coastal Plains. A Spaniard had visited the area in the early 16th century, and by 1745, the French from New Orleans and the Spanish began to vie for control of the region. At that time, the area north of White Oak Bayou, heavily forested and abundant with wildlife, was controlled by Chief Canos of the Orcoquisacs. The chief successfully played the two European powers against one another for many years.

In the early 19th century, as Americans began to settle the Houston region, the Mexican government gave grants of land to many of the pioneers, including John P. Austin, who came to Texas in 1819 from Connecticut. By 1824, John Austin had settled and claimed his "two league grant," an area of approximately 36 square miles that included what would become downtown Houston and the greater Heights area. After John Austin died of cholera in 1833, Augustus C. and John K. Allen acquired most of the John Austin land from Austin's heirs, and began promotion of their new town named after Sam

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Houston Archaeological and Historical Commission Planning & Development Dept.

Houston. Shortly after the Texas Revolution ended, the town of Houston was laid out on the bayou above Harrisburg, and began its period of steady growth.

Houston served as the capital of the Republic until 1839. During this period, when provisions were scarce and housing was a challenge, a series of yellow fever epidemics began, making the elevated land north of the White Oak Bayou more desirable for settlement. In 1839, the Allen Brothers ran into financial difficulties and were forced by sheriff's orders to sell 600 acres (at approximately \$1.00 an acre) of the upper league, including land north of White Oak Bayou, to Thomas William Ward. Some of this land, where the Freeland Addition is located today, was part of the Gostick Homestead, a huge tract of land that included the gully located just south of the Freeland Addition.

Gabriel "Gabe" Gostick sailed from England to Galveston and then Houston, and in 1839 purchased part of the 600-acre tract of Thomas William Ward. Shortly thereafter, Gostick was murdered in his own yard, having been beaten to death with an axe by an unknown person. Rumor at the time was that someone had gotten angry over Gostick's purchase of the land that the Allens had been forced to sell to pay their debts. Another huge tract of land north of White Oak Bayou was acquired by Isaac W. Brashear, who lived there with his family for many years.

Houston's importance as a trading center grew rapidly as Americans moved westward. The population swelled dramatically after the Civil War with a great influx of black people from the South, and the lack of adequate housing aggravated a major bout with yellow fever in 1867. Between 1874 and 1890, Buffalo Bayou was made more navigable, and construction began on the new Houston Ship Channel. The city began to function more and more as a port, and commercial activity expanded greatly. By 1890, Houston was also becoming an important railroad center. As trade and transportation grew in the area, the population boomed and the need for housing increased.

Savvy investors, such as Oscar Martin Carter, recognized the desire of the growing middle class to move away from the noise and dirt of the crowded city. Thus in the 1880s and 1890s, plans were made for several new suburban developments in Houston, with a focus on the rural area north of White Oak Bayou.

Oscar Martin Carter came from Nebraska as early as 1887 to scout out the new, emerging city of Houston, and was impressed with what he saw. Carter had been involved in banking and real estate in Nebraska and Colorado, and was president of the American Loan and Trust Company, which created the Omaha and South Texas Land Company for the purpose of developing a new neighborhood in Houston in the early 1890s. Carter was attracted to the area northwest of Houston on the north side of White Oak Bayou because of its proximity to Houston's central business district, and because of its higher, and presumably healthier, elevation. The area was 75 feet above sea level and 23 feet higher than downtown Houston, and thus presumed to be less susceptible to the region's frequent malaria and yellow fever outbreaks.

In May 1891, Carter's agents began negotiating for a huge tract originally known as the upper league of John Austin, which was then owned by Mrs. Sarah Brashear, widow of Isaac W. Brashear, who had acquired the land in 1872. The Allens had paid \$1.00 an acre in 1836; Carter's company paid \$45 an acre a little over fifty years later.

The Omaha and South Texas Land Company purchased about 1,756 acres of land. It also purchased, merged, and electrified both mule-drawn streetcar systems in Houston with the intent to extend the lines to their new planned community, named Houston Heights. Carter planned the town with a basic grid pattern, focusing on a central boulevard divided by an esplanade -- Heights Boulevard with its

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grand, 60-foot wide esplanade and street car service. He also developed public utility systems, sidewalks, and streets; built and marketed 17 homes for sale as well as lots for home building by others; allocated sites for parks and schools; and built the Houston Heights Hotel on West 19th Avenue to encourage the establishment of the business center there – all to help attract new residents. O. M. Carter encouraged church congregations to establish themselves in Houston Heights, even donating lots to them. The district also included the waterworks, the post office, a theatre, and Cooley School. O. M. Carter also promoted Houston Heights as a manufacturing district, but planned a proper separation of industrial uses from residential areas. Several manufacturing plants, oil refineries, and mills were constructed in the 1890s, and were generally situated in the northwestern and far western sections of Houston Heights along Railroad (now Nicholson) Street, or were connected to it by spurs. After all was said and done, the company had expended over \$500,000 worth of improvements before offering lots for sale in 1893.

Houston Heights was well planned from its inception, and as a result, very attractive to investors. Houston Heights grew rapidly and eventually was incorporated as a city in 1896. It flourished as a distinct municipality until 1918 when the residents voted to be annexed to the City of Houston. The successful development of Houston Heights would eventually encourage more residential development to the east, as it was desirable to be located next to the Heights with its businesses, churches, and schools, especially after Houston Heights was annexed by Houston and the Houston Independent School District began to expand the school system there.

The Gostick homestead was one of the largest, undeveloped tracts located just east of Houston Heights. Charles Edward Gostick, Gabe Gostick's son, inherited the homestead after his father's murder. The younger Gostick had been born in Harris County shortly after his father arrived from England. By the early 20th-century, most of the original Gostick lands had been sold to various investors. According to the Houston City Directory for 1908, Charles E. Gostick was working at Texas Screen Company and was residing at 3302 Center Street with his wife, Mary E. Gostick, and their children. His son, John W. Gostick, was also living there with his wife, Anna B. Gostick, and their children, Doris, Ruby, John, Jr., and Peggy. By the end of the depression, only 18.7 acres remained of the original homestead, and John William Gostick, Jr. sold this land, including a section called "Gostick heirs" that was eventually platted as the G. Gostick Subdivision. This part of the 18.7 acres was divided into 115 lots, from 20th to 22nd streets, as well as part of what would become Studewood Park. The G. Gostick Addition would eventually become part of Sunset Heights, north and east of Houston Heights. The "Gostick" name would have been lost except for the existence today of Gostick Street, a small, leafy avenue in Sunset Heights named after Gabe Gostick. The correct spelling of the street name also would have been lost had it not been for a descendant, Dana Gostick Davis, who noticed that the street sign read "Gostic." She queried the city to learn what had happened. Apparently overgrown grass obscured the "k" on the pre-World War II-era, concrete obelisks that denote the street names at the corners. When hired contractors came along in the late 1970s to augment the obelisks with modern pole reflector signs, they didn't bother to push aside the weeds to read the full name. Davis contacted John B. Raia, a senior planner in the city's Planning and Development Department, who searched the city's archives and unearthed an old map bearing the Gostick name. Raia put in an order for new signs showing the correct spelling of the name.

Another portion of the Gostick lands, which includes the Freeland Addition, was subsequently sold to Max Vieweger, who sold it on November 2, 1910, to Prentiss M. Granberry. P. M. Granberry, who was vice president of Jordan Gully Oil Company, paid \$6,000 for the land. He paid \$4,000 in cash

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with the remaining \$2,000 to be paid in one year, with Houston Ice and Brewing Company holding the note.

The City of Houston, including its newly annexed Houston Heights, grew tremendously following World War I, partly because of the deepening of the ship channel and expansion of the petroleum and chemical industries. By the end of World War I, Houston had developed an economic maturity that had no rival in the South. It had developed a superior transportation system that became a pipeline to the world and thus to its vast resources. Although the city had always prospered and grown, it was on the verge of experiencing phenomenal growth in population and a "real estate" boom the likes of which it had never seen before. The real estate boom applied not only to Houston's business houses but to its neighborhoods and residential housing as well. From 1920 to 1924, Houston's population increased 46.5 percent, reaching 202,590 people. Building permit activity increased 42.7% between 1922 and 1923. The population of Houston was swelling and the need for housing was great.

Interest increased in the vast undeveloped land just north of White Oak Bayou, which was open pasture and forest lands that lay between Houston Heights and Woodland Heights, developed in 1907 to the east. Another huge tract of undeveloped land owned by the Stude family and Brooke Smith was located just to the west of Woodland Heights. Henry Stude had purchased the land in 1873. In 1915, Stude's heirs, along with William Hogg, began development of the North Norhill subdivision on 95.58 acres of land out of the John Austin Survey on the north side of White Oak Bayou.

As early as 1920 Will Hogg formed a consortium to begin the development of a master planned neighborhood for the 'working man' called Norhill, most likely because it was north of downtown and was at a higher elevation than the business district. The first phase of the development, platted as Norhill Addition in 1921, was soon followed by North Norhill Addition, platted May 1923, and by East Norhill Addition, platted June 1924. Brooke Smith had already platted and developed his own neighborhood called Brookesmith Heights, just east of Norhill. North and East Norhill were designated as the City of Houston Norhill Historic District in 2000.

There was still room for other, smaller investors who found pockets of land north of White Oak Bayou in which to invest, such as Freeland Addition, which lay just east of Houston Heights. On April 10, 1920, P.M. Granberry sold six acres out of the Gostick Homestead to W. F. Freeland of Harris County for \$1,000 cash and four vendors lien notes for \$1,000 each, payable in four years. Of the six acres, 5¼ acres were south of 6th Street (now White Oak) and .78 acre on the north side.

W. F. Freeland sold a 1/3rd interest in the 5¼ acres to Wilson Fraser and a 1/3rd interest to F. D. Ferrell, both of Harris County, on August 27, 1920. They were to pay \$500 cash with a \$500 note plus payment of 2/3rds of the existing indebtedness on the property. On September 11, 1920, Wilson Fraser and F. D. Ferrell conveyed their 2/3rd interest back to W. F. Freeland for \$500 and cancellation of the \$500 promissory note.

Walter F. and Mary Freeland as well as M. J. Murray, who by now had some interest in the property, and P. M. Granberry platted the original Freeland Addition on November 1, 1920, into 34 residential lots, Block 1 and 2. Freeland Addition was named after Walter F. and Mary Freeland. Chosen for the two street names were Granberry, named after Prentiss M. Granberry, and Fraser (later changed to "Frasier"), for Wilson and Samuel Fraser. The two streets ran north and south in Freeland Addition. Granberry Street was located to the east side of the addition and its lots, running east and west, ended at the Gostick Gully on the east. On the other side of Gostick Gully was the Usener Addition. Frasier Street was located to the west of the addition, and its east-west running lots ended at the boundary of Houston Heights on the west. Both streets, especially Frasier, are very narrow and are more similar to

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lanes, which makes the small, compact neighborhood feel more quaint and intimate. The southern end of Freeland Addition was bounded by E. 5½ Street, a dead end street that terminated on the west end at the Missouri, Kansas and Texas Railroad and on the east end at the Gostick Gully. The north side of the addition was bounded by E 6th Street (White Oak Drive), which began in Houston Heights on the west and continued east to the new Norhill subdivisions. An early City of Houston tax map shows E. 6th Street crossing Gostick Gully via a small wooden bridge. Fraser Street was subsequently changed to "Frazier," and then to "Frasier." One former resident recalls that at one time the street signs at each end of the street had different spellings of the name, but there is still evidence of the original spelling in the old curb tiles which still reads "Fraser."

On December 28, 1920, W. F. Freeland sold all of his remaining undivided ½ interest in the 5¾ acres that was part of the 15-acre tract P. M. Granberry had bought from Max Vieweger in 1910. M. J. Murray paid \$1.00 and assumed the four notes of \$1,000 each still owed to Prentiss Granberry. Freeland had conveyed an undivided ½ interest to Murray in September 1920, Lot 10 of Block 1 exempted.

M. J. Murray, on March 7, 1921, sold to H. G. Fields for \$1,000 cash and the assumption of payment for the four \$1,000 notes to P. M. Granberry the following property in Freeland Addition: Block 1, Lots 1-9, 11-18; Block 2, Lots 1-16. Lots 14 and 15 of Block 2 had been sold under contract to Ephraim Moore of Harris County. The open pasture land just south of Freeland Addition (south side of E. 5½ Street) was purchased by Howard G. Fields, who was president of a local lumber company. Fields realized the business potential of the small but attractively located new addition and the adjacent land. An early City of Houston tax map shows this area as "Houston Stock Yards." Block 4 and part of Block 3 of Freeland Addition were replatted in April 24, 1924, creating the lots in Block 4 which run north and south between E. 5½ Street and those in Block 2 which run north and south with some running northeast backing up to the Gostick Gully, and fronting an unnamed street shown as "Reserved" on the plat map. The lots north and east of the "Reserved" street were never developed as they were too close to Gostick Gully.

Prentiss M. Granberry was born September 28, 1856, in Perry County, Mississippi, to Allen Richard (or Richmond) and Catherine Granberry. Prentiss had one brother, Brown Granberry, born in 1859. Prentiss left home at age 17, traveling and working in the northwestern states. He came to San Antonio, Texas, as foreman of a brick company. By 1900, Prentiss was living in Harris County and served as foreman with William C. Rice for four years in charge of Houston Brick Works Company and Rice Ranch. His office was in the Capital Hotel annex. By 1902, he was involved in drilling oil wells and rice irrigation and had his office in the Rice Hotel annex. His first producing well was at Spindletop, which flowed 22,000 barrels a day. By 1910, Granberry was living in the fashionable Houston Heights neighborhood at 241 Boulevard (now known as Heights Boulevard) with his wife Mary, and their three children, Harold, age 7, Edna, age 4, and Alton, age 2. They would later have another son and daughter. In "The History of Houston Heights 1891-1918" by Sister M. Agatha, P. M. Granberry was mentioned as one of the prominent men in real estate in the area besides the original group of men associated with the Omaha and South Texas Land Company.

Prentiss Granberry was involved in many land transactions in Harris County in the early 1900s. The abstract for the property on which the Coombs Park natatorium was built shows transfer to P. M. Granberry, the William Marsh Rice Estate, T. J. Harper, and finally in 1907 to Max Vieweger. Mrs. Granberry was active in various social clubs in the Heights area, including the South and Embroider Club, whose members were leading women in the early development of Houston Heights. P. M.

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Granberry died at 12 noon on September 13, 1936, in Houston and was buried in Hollywood Cemetery the next day. He was survived by his wife and five children.

Walter F. Freeland, who invested with Granberry in the development of the Freeland Addition, was a native Texan. In the 1880 census of Rains County, Texas, W. F. Freeland, age one, is living with his mother, T. M. Freeland, age 27, born in Ohio, along with one brother, H. F. Freeland, age nine, and two sisters, A. E. Freeland, age six, and M. A. Freeland, age three. Later, Walter F. Freeland, age 49, is living with his father-in-law and mother-in-law, Jeff D. and Laura Crossland, in Temple, Bell County, Texas. Also in the household are two grand-daughters of Crossland, Laraine and Mayme Freeland, ages nine and three. The census showed that Laura Crossland was the mother of one child, but had no living children. It would appear that their daughter, who was the wife of Walter F. Freeland, had died. In 1930, Walter F. Freeland, real estate salesman, is living in San Antonio, Bexar County, Texas, with wife Annie (Mary?), who appears to be a second wife due to difference in ages as well as the age of first marriage shown. W. F. Freeland shows his mother as born in Ohio, so it is likely that this is the W. F. Freeland who was found in Rains County, Texas, in the 1880 census.

While it is known from early deeds that Wilson Fraser was involved in the buying and selling of land in Freeland Addition, not much is known of the man himself. In researching old records, Wilson Fraser, age 30, is found in the 1920 census as one of several roomers with the C. A. Hammond family at 3701 Main Street, Houston. Fraser's occupation is music teacher at the Houston Conservatory of Music. Another roomer is 27-year-old Sam Fraser, a real estate salesman. It may be that these two men were brothers. It is also probable that Sam Fraser is the Samuel Fraser who was in business with Thomas H. Pace and Robert L. Freeland in the real estate company, "Pace, Fraser and Freeland." In the early part of the twentieth century, the real estate company "Pace, Fraser and Freeland" was operated by Thomas H. Pace, Samuel Fraser, and R. L. Freeland at 410 Prince Theater Building. Thomas H. Pace is found in the 1920 census living on Milam Street with his wife and three roomers. He is 62 years old and listed as a real estate salesman. In 1930, Wilson Fraser is married with a son, Wilson Fraser Jr., and is selling music. It is interesting to note that Wilson Fraser owned a 1/3rd interest in the 5¾ acres of the Gostick Homestead for less than one month before selling it back to W. F. Freeland.

It is probable that Robert L. Freeland had a family association with Walter F. Freeland. Robert L. Freeland was born March 28, 1866, in Arkansas to James B. and Martha Freeland. James B. and Martha Freeland, both originally from Tennessee, were in Shelby County, Texas, by the early 1850s as four of their children were born in Texas. By the time their son, Robert Lee, was born, the family was living in Arkansas. Robert L. Freeland and his wife Ethel, married about 1898, and were living in Little Rock, Arkansas, according to the 1900 census, moving by 1910 to Tulsa, Oklahoma. By 1920, they and their four children, Thelma, Reese, Robert N. and Susie E. Freeland, were living in Harris County, Texas, where Robert Lee Freeland was a carpenter, building houses. Robert L. Freeland died January 1, 1941, in San Antonio, Los Angeles County, California, where he and his family had moved by 1930. Robert Lee Freeland had several brothers and uncles. Since he came to Houston, was involved in the building trade as well as being involved in the Pace, Fraser, and Freeland Real Estate Company, he was likely related to Walter F. Freeland, who was also involved in real estate and the development of the Freeland Addition, his namesake.

Another factor that helped the sale of lots in these early additions north of White Oak Bayou was the existence of the streetcar line. Early on, Houston Electric, the streetcar company, adopted the policy of demanding cash "bonuses" from real estate developers when it felt that traffic on a proposed line would be too light initially to justify construction. Several of the extensions built from 1899 to 1914

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were at least partially financed in this manner. The Studewood line was opened in 1914 to serve the territory between Houston Heights and Woodland Heights car lines. This included the section originally known as Stude's Woods and a residential area called Sunset Heights. This was one of the longer routes in the city and was never extended. The cars proceeded out Washington Street, turned north on Houston Avenue, west on Shearn, and north again at Taylor. The streetcars then crossed over White Oak Bayou and turned west on a short stretch of private right of way (now Usener Street). In 1914, this route ran on open land later to be developed as the Norhill and Stude neighborhoods. After leaving Usener, the streetcars turned onto Studewood Avenue, traveling more than a mile north until Studewood joined West Montgomery Road (now North Main). The streetcars then continued north to a loop terminal formed by 27th Avenue, Columbia, and 30th Avenue in Houston Heights. The route encompassed approximately a five-mile trip from downtown. The portion of the route beyond Houston Avenue was almost entirely on single track with periodic side tracks for passing. The area around the terminal was fairly well settled by the early 1920s. The Independence Heights neighborhood was just to the north of it, but real estate development along much of the route appears to have been somewhat slower than was the case with some other lines. Studewood streetcar service was discontinued and buses were substituted in 1939.

Another factor which encouraged residential development was the availability of service oriented businesses, such as in the commercial district along 11th Street between Studewood and Pecore (which also separates North and East Norhill from Norhill). It was even deed restricted as such by Will Hogg when he developed his new Norhill residential neighborhoods. Of course there was the older, larger more established business district of Houston Heights, which was also located on the streetcar line.

Freeland Addition was built up over a relatively short period of time, and of the 38 bungalow homes that were originally constructed by the end of the 1920s, all but two remain standing today. Freeland Addition is located directly east of Houston Heights, which was designated as a Multiple Resource Area (MRA) on June 22, 1983 by the National Park Service. When the MRA designation was bestowed on Houston Heights in 1983, the National Park Service and the Texas Historical Commission recommended that multiple historic districts be established within the boundaries of Houston Heights. Generally the approach for an historic district designation is to designate the entire neighborhood, or suburb, as it was originally platted. Houston Heights was originally a town and planned as such from its beginning, and when it was annexed by Houston and became a subdivision of Houston, it still retained its diversity, but was not like other subdivisions of Houston. Thus the approach for the creation of several historic districts within Houston Heights tries to uniquely identify and denote that diversity of development found in Houston Heights and recognize it.

Other portions of the Houston Heights area, in addition to the City of Houston historic district designations of Houston Heights Historic District East and West, as well as the proposed Freeland Historic District, could be the subject of subsequent historic district applications. The residents of adjacent areas to the east of Oxford Street, including all or parts of Pinelawn, Ridgewood, Gostick, Sunset Heights, and Stude 1st and 2nd have expressed an interest at one time or another in the creation of an historic district. These neighborhoods are all under the civic umbrella of the Houston Heights Association. These areas, when designated, would also border the Norhill Historic District. The Woodland Heights, which just celebrated its centennial year, is also working to create a historic district. Under its civic umbrella are several platted neighborhoods, including Norhill, located to the north, south and east of Woodland Heights, which potentially qualify for historic district designation.

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ARCHITECTURAL SIGNIFICANCE:

The one-story houses and cottages in Freeland Addition are built of frame construction, with a few brick examples included, and represent the Bungalow style of architecture. Furthermore, in spite of tremendous pressure for development, the effects of several periods of decline, and a lack of zoning laws, the relationship of the buildings within Freeland Addition uniquely have survived. Few of the original homes have been demolished and the area still consists of tree lined streets of older residences. Freeland Addition is unique when compared to other adjacent historic neighborhoods. All of the buildings in the platted neighborhood are residential in character and all are historic. The residents of Freeland as well as Houston Heights and the surrounding area have become very concerned with the trend to demolish historic homes, and once the historic district designation is adopted, anticipate that the education provided through the city's Historic Preservation Ordinance will benefit the residents and developers alike. The ultimate objective is to accomplish appropriate restoration and preservation of the existing historic resources, which is vital not only to insure the retention of the status of architectural significance of the proposed Freeland Historic District, but also to encourage new development on the few remaining vacant lots (shown on the attached inventory) to be compatible with the architectural significance of Freeland Addition. The objective is to encourage:

- 1) Appropriate restoration of the remaining, historic buildings that have been classified as "potentially contributing" where architectural integrity has been diminished and should be returned as well as preserving the "contributing" buildings where their architectural integrity has been continuously maintained or it has been restored by appropriate restoration -- shown on the proposed historic district inventory (attached);
- 2) Appropriate additions to the historic building, which are subordinate and oriented to the rear and although they are attached, the additions do not alter the historic roof shape, and the additions appear as a secondary building behind the historic building, including the orientation of parking and parking structures to the side and rear of historic buildings; and.
- 3) New construction only on the few vacant lots in the proposed historic district, that is reflective of the context, placement, and elements of the types and styles of buildings located within Freeland, and which are relevant to the particular architectural significance of Freeland Addition.

The vegetation in all parts of Freeland Addition is exceptional, and contributes greatly to the comfortable sense of community. Topographically, Freeland Addition is relatively flat, but slopes down to the Gostick Gully to the south, where a huge green belt skirts the southern and eastern portion of the neighborhood. The Freeland Addition abuts up against the eastern edge of the Houston Heights neighborhood. The major natural feature of the neighborhood is Gostick Gully, which flows through the southern part of the neighborhood. The slight elevation above downtown Houston, as it was in Houston Heights, was considered a selling point at the time the area was first developed, along with the sandy soil, good drainage, and superior artesian water.

The blocks and their constituent lots in Freeland Addition were originally platted with lots running east and west, so that most buildings face east or west. An exception in Freeland is found on E. 5½ Street, where the lots face the Gostick gully and green space along the abandoned Missouri, Kansas and Texas Railroad (MKT RR). The tracks have been removed and the strip has been abandoned, which is ideal for the proposed biking and hiking trails that will connect with the White Oak Bayou green space.

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Freeland Addition is unique in the City of Houston for various reasons. First, Freeland as a whole has had a strong continuity of ownership, and a firm sense of identity and camaraderie. These are reflected today in the strong neighborhood association of old and new residents dedicated to the preservation and rehabilitation of Freeland Addition, with help from the Houston Heights Association. Furthermore, the fabric of Freeland Addition differs from other older areas of Houston as its landscape and architecture still strongly evoke its early 20th-century appearance. In spite of pressures for real estate development, a gradual decline in the neighborhood, and the fact that Houston is the only major city in the country without zoning laws, most of the original buildings have survived.

Like the construction in the Norhill neighborhoods, construction in Freeland also reflected the building trend in the nation at that time, focused on the bungalow style of building. Like Norhill, the Freeland Addition featured the varied types of the bungalow styles, including Colonial Bungalow, English Bungalow, Spanish Bungalow, Pedimented Bungalow, and Bungalow cottage, but a new type was also introduced in Freeland, the Craftsman Bungalow. Siding materials included stucco, brick, and wood. Between 1905 and 1925, the bungalow became one of the predominant house forms in Houston's suburban neighborhoods. The rise in popularity of this style in Houston actually reflected a nationwide movement, which started in the western U.S. and moved to east. The bungalow became the perfect speculative house for the nation's new suburban cities. Stylistically the house had an eclectic beginning with influences coming from India, Spain, and Japan and flourished by its incorporation of these stylistic elements from other cultures. The house type could be rustic, or clean and open in the manner of prairie houses. The bungalow could also be built up to approximate a cottage form. The style was best known as a low, small house that prototyped informal living, used natural materials, and relied on simplified design. Bungalow designers were especially adept at generating floor plan variations and roof forms as well as ornamental variations including changes in gables, window placement and materials. This flexible vocabulary made it possible to build rows of bungalows without having to repeat the same forms on the same block. The plan became one of the most popular in American building history. It was promoted by such popular publications as Ladies' Home Journal and the Sears Roebuck and Co. Catalog. House plans could be purchased for \$8 to \$12. Furthermore, the bungalow fit neatly on the standard 50-foot by 100-foot lots and the plans utilized space very efficiently in an open yet compact manner. More importantly, the bungalow floor plan accommodated Houston's hot humid climate by providing natural ventilation with air freely circulating from one room to another. In addition, the wide overhanging eaves shaded rooms from the sun while the covered front porch served as additional outdoor living space. By the early 1930s, the bungalow style in Houston had declined in popularity and was built with less frequency. The suburban cottage replaced the bungalow as the prevalent style. The cottage continued the tradition of a small, single family, detached house, but gave it a more picturesque image than that of the natural straightforward bungalow.

The early residents of Freeland included those involved in the building trade, as well as other service-oriented professions. The first lot sold in Freeland Addition was Lot 10, Block 1 to W. B. Green of Harris County for \$100. By 1922, three bungalow style homes were completed on Frasier Street and three on Granberry. Of the three on Frasier, 538 was built by O. L. Erlenbush, a contractor originally from Illinois. He and his wife Bertha raised a son and two daughters in the home. The oldest daughter Helen, born about 1911, visited the old home place on her 90th birthday and told the current resident about her father building many of the houses in the area. It is possible that he constructed the first three homes on Frasier as they each have a Craftsman Bungalow influence. She was so delighted to see her old home place that she sent the current owner a picture of herself in front of the home when she was a child. The home at 536 Fraser was originally owned by F. C. Stagner but by 1923 Hallory P.

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Lochridge had moved there and lived there through the 1930s. J. M. Hardesty lived in the third, 532 Frazier, but by 1925, P. A. Cogswell was occupying the home.

Although 535 Granberry was completed in 1922, it is shown as vacant that year. There is no record of occupancy found until 1925 when S. B. Kearney lived in the home. In 1926, J. L. Cochran, an audit clerk for an oil company, moved into the home with his family and lived there for a number of years.

Arthur Griffin of Houston remembers growing up in the house at 537 Granberry, and the dirt road out front. His father, Robert A. Griffin, a stenographer for an oil and refining company, had the home built for his wife, Edith, and family. There were three boys, Henry, Arthur and Louis, with Arthur being born in the house. When Arthur and his wife were married, their wedding reception was at the Griffin home. After Edith Griffin died, Robert Griffin lived in the house until an accident late in life forced him to move to a nursing home. He passed away in 1975 at age 93. After his passing, the home was sold to a young couple.

541 Granberry, located at the corner of White Oak Street, was also built in 1922. It was the home of G. W. Barry, and in 1923, K. C. and Helen Armstrong from Illinois moved into the home with their son Edward. Mr. Armstrong was an inspector in the City accounting department and lived there until 1930 or 1931.

By 1924, nine homes on Frasier Street and six homes on Granberry had been finished. The nine on Frasier included: 524, 526, 530, 532, 534, 536, 538, 540 and 539 (which, according to early maps, was built on a 75' wide lot unlike all the others which were 50' wide). R. N. Farren, the owner, must have sold the additional 25' since by 1930, 15 of the 16 homes on Frasier Street had been built with 539 shown as a 50' wide lot. The last, 525 Frasier, was completed in 1945. The six on Granberry, included 541, 539, 537, 525, 527 and 529. By 1925, eleven homes were constructed on Granberry Street with the last of the fifteen, 546 and 548 Granberry, being completed by 1932.

Several of the residents on Frasier Street in 1925 were in occupations related to the building trade. Among them were wholesale brick salesman, Claude E. Belk, who lived with his parents, W. M. and Nancy Belk, at 540 Frasier. Gus Barkow, contractor, apparently moved from 530 Frasier between 1925 and 1929 when B. W. Myers and his wife Ruth are shown occupying the residence. Myers was a licensed electrician of residential houses. By 1935, Barkow returned to his home on Frasier Street where he lived for a couple more years. Harvey Bussa, a carpenter doing general building, lived at 526 Frasier with his wife May and stepson, Robert King. Paint salesman, S. Bales, was at 524 Frasier with wife Carrie Lu and daughter.

In 1926 and 1927, J. F. Tyson, who managed the Louis K. Liggett Drug Co., lived at 523 Frasier with his wife Pearl, but that is the last record found of that address. By 1929, that address must have become 525 Fraser, as it exists today. While the majority of the early owners on Frasier Street were born in Texas, many of the first residents on the 500 block of Granberry were from other states such as Kansas, Arkansas, and Illinois. Cabinet maker Antonio Tartaglia from New Jersey was born to Italian parents, and had moved to 532 Granberry by 1925. His wife Bertha was from Oklahoma but his three daughters and son, Antonio Jr., were all born in Texas. H. E. Orr of 525 Granberry worked for the railroad, as did Jessie E. Gowen whose home at 536 Granberry had been completed by 1929. Henry and Mabel Orr had one daughter, Alice.

Between 1925 and 1929, three homes were constructed in the 700 block of E. 5½. H. W. Hughes, an independent piano tuner, lived at 719 E. 5½ with his wife Kathren, and was still residing there and tuning pianos as late as 1938. Located at the eastern end of the street as it curved northward, the home

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faced east toward Gostick's Gully rather than south as the other homes did. In a few years, two more homes would be added to the block.

Other early residents were the Tipton family and son Pete at 701 E. 5½. After they moved, the home became a rental. At one time a young woman burned to death in the yard cleaning a mattress with gasoline. The heir of the last owner before the current one did not want to sell the house and it sat vacant and went into disrepair for many years. Fortunately, it has now been restored. J. H. Dishroon resided at 709 E. 5½ with his wife Fannie and children Ruth, Wesley, and Joe. Both Ruth and Joe taught at public schools in the area.

In the fall of 1924, John T. Boyd, an auto mechanic, moved his wife Annie Laura and three daughters, Virginia, Elizabeth, and Jean, who was only 9 months old, from 34 Waugh Drive to 527 Granberry, where John and Annie Laura lived the remainder of their lives. The home had been built in 1923 and G. C. Galloway lived there the first year. Mrs. Boyd, the former Annie Laura Kelton, lived to the age of 100 years old and passed away on September 13, 1998. She continued to live in her home until her death. Until her last few years, she sat on her front porch daily, nicely dressed, complete with dress shoes and hosiery. Neighbors delighted in stopping and visiting with her. Many of the residents in Freeland today had the privilege of knowing Annie Laura Kelton Boyd, who was described by them as "a lovely lady." Her daughter, Jean Boyd Nelson, shared her own memories of growing up in Freeland Addition for the neighborhood history archives as follows:

"In 1924, when I was nine months old, my parents, Annie Laura and John Boyd, sisters, Virginia and Elizabeth and I moved to 527 Granberry Street. This was a 2 bedroom, 1 bath house, with detached garage with dirt floor. The garage was replaced when a tree from the house on Frasier in back of the house next to us was uprooted during a heavy wind and landed on the garage. When the house was sold 74 years later the garage still had a dirt floor. The slate roof on the house was the original roof. How many roofs today last that many years? There was a screened porch behind the kitchen which was closed in at some point. The dining room was probably more of a family room before the third bedroom was added. There was a wood stove in one corner with a brick wall in back of it. This wall was later covered with sheetrock and the next owners tried to leave the brick exposed but that was not feasible. The closet facing the hallway was constructed when the purchasers in 1998 discovered a space between the bathroom and den walls large enough to hang clothes."

"My recollections start when I was about five, about the time of the Great Depression. Neighbors helped neighbors. When there was a death, job layoff, or serious illness a collection was taken for flowers or donation to a family in need. Children of all ages played together and every day there was the question, "Are you coming out to play tonight?" We were outside almost every evening until dark because it was cooler out than in. Our entertainment in the summer was climbing trees or going to the Heights Nat (natatorium) or movies or playing Monopoly. The property where the Hardwood Lumber Company is now was our principal climbing ground. Almost every tree had a tree house or at least a seat in it. However, it was close to the bayou and train trestle and sometimes hoboes would be around and we would leave. Many of these would come to your back door and ask for something to eat. My mother would always give them a sandwich and they would sit on the back steps and eat it. They were harmless, just hungry. I don't remember ever having a major crime in that neighborhood. When Mother was ninety she did have someone come through the dining room window and she awoke to see him in her bedroom - a young man she recognized. This spunky lady sat up in bed and shouted "Get out of here right now or I'll get my gun and shoot you!" He left. Her niece then arranged to have bars put on the windows. We also had neighborhood school almost every night in our dining room. Virginia was the teacher. We loved school. For "real" school we all walked to Harvard, Hogg or Reagan."

"When World War II broke out Virginia's husband enlisted in the Air Corps and she and her daughter, 9 month old Susan, came home to live. Some time after this the third bedroom was added. I believe my

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father constructed it but may have had help. When we moved there Mabel and Henry Orr and their daughter, Alice, lived in the house next door, 525, on the corner. They were such wonderful neighbors, ever helpful. When Alice married she and her husband, Ches Harlan, bought the house behind her parents, on the Frasier corner. The Orr's kept a meticulous house and yard. Mrs. Orr truly had a green thumb and I don't think a plant in her care ever died. Hedges were sculpted into baskets in front of the house and beautiful plants all around. She also had a fish pond in the back yard and fish tank on the front porch. She's the one that taught me if you see a fish on its back, put it in a tank and give it a mega dose of salt and it might survive. They had the garage apartments built in the 1940's, I think. When a fence that separated the backyards was put up Mr. Orr built a stile to take the place of a gate. First one was of wood, and then it was replaced with a metal one. Mr. Orr worked for Southern Pacific Railroad and is responsible for the "Little House", as we always called it, in the backyard of our house. This was an SP boxcar and I suppose they were selling the old ones. We needed more storage room but there was no way to bring it from the front and there was a house in the back on Frasier but they were able to bring it in from Frasier Street through the driveway there. My father put the roof on, windows, etc, electricity. Around 1988 gas was piped out there and washer and dryer installed."

"The Southern Pacific (s/b MKT RR) railroad tracks were there when we moved in and there when we left but I see they are now gone. The trains were very loud but we were inured to it and did not hear it. My daughter remembers waving to the conductor in the caboose from the front or back yard and he always waved back. There was a bayou or ravine in back of the houses on the east of Granberry, from 5 1/2 to 6th St (White Oak). Sand was deep there and was dangerous. At one time some children from another neighborhood were making deep caves in the sand and the sand collapsed on top of one young boy. Neighbors were able to pull him out but children were no longer allowed to play there. I remember a large, 2 story wooden house on the corner of Frasier and White Oak... It was probably built before the other houses and had a bad reputation. Who knows what went on there? After my father died in 1977, Mother lived alone in the house until she died in September, 1998, at the age of 100 1/2. She spent a great deal of time sitting on the front porch and occasionally neighbors would stop to visit. One frequent visitor was Amber Filips, a former neighbor, and another was her son-in-law, Roy Nelson, who stopped by many afternoons to sit with her on the porch and help her with her chores. Son-in-law Paul Nordling also visited her often."

"This is a story about a house, but people are part of the house, Grandchildren Susan Sample and Pat Nordling, Steve, Paul and Nancie Nelson, and great-grandchildren Matthew and Laura Dickey, Annalise and Kate Prichard, Elizabeth, Andrew, Amanda and Allison Nelson, Austin, Ellery and Kinsey Bartley were all part of the house. Susan still has the hobo doll that "Nanny" gave her because she was afraid of the real ones. And now there will be many more to inhabit This Old House and I hope to read their story some day."

The information and sources for this application provided by Jean Taylor, Dana Gostick Davis, and Jean Boyd Nelson have been reviewed, verified, edited and supplemented with additional research and sources by Randy Pace, Historic Preservation Officer, Planning and Development Department, City of Houston.

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APPROVAL CRITERIA:

According to Section 33-222 of the Historic Preservation Ordinance:

Application for designation of an historic district shall be initiated by either:

(b)(1) The owners of at least 51 percent of the tracts in the proposed district, which tracts shall constitute 51 percent of the land area within the proposed district exclusive of street, alley and fee simple pipeline or utility rights-of-way and publicly owned land, shall make application for designation of an historic district. In case of a dispute over whether the percentage requirements have been satisfied, it shall be the burden of the challenger to establish by a preponderance of the evidence through the real property records of the county in which the proposed historic district is located or other public records that the applicants have not satisfied the percentage requirements.

Of the total 35 tract owners, 26 tract owners signed petitions in support or 74%. The total land area of tracts whose owners signed in support of the designation constitutes 68% percent of the total land area within the proposed district.

(b) Notwithstanding the foregoing, no building, structure, object or site less than 50 years old shall be designated as a landmark or archaeological site, and no area in which the majority of buildings, structures or objects is less than 50 years old shall be designated as an historic district, unless it is found that the buildings, structure, object, site or area is of extraordinary importance to the city, state or nation for reasons not based on age.

There are a total of 36 buildings in the proposed historic district. Of those 36 buildings, 4 are classified as "contributing" and 32 are classified as "potentially contributing", and all (100%) are classified as historic. There are no buildings that were classified as "non-contributing" (50 years of age or less, or 50 years of age or more and severely altered).

According to the approval criteria in Section 33-224 of the Historic Preservation Ordinance :

(a) The Houston Archaeological and Historical Commission and the Houston Planning Commission, in making recommendations with respect to designation, and the City Council, in making a designation, shall consider one or more of the following criteria, as applicable:

S NA S - satisfies NA - not applicable

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- (1) Whether the building, structure, object, site or area possesses character, interest or value as a visible reminder of the development, heritage, and cultural and ethnic diversity of the city, state, or nation;
- (2) Whether the building, structure, object, site or area is the location of a significant local, state or national event (Sec. 33-224(a)(2));

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- (3) Whether the building, structure, object, site or area is identified with a person who, or group or event that, contributed significantly to the cultural or historical development of the city, state, or nation;
- (4) Whether the building or structure or the buildings or structures within the area exemplify a particular architectural style or building type important to the city;
- (5) Whether the building or structure or the buildings or structures within the area are the best remaining examples of an architectural style or building type in a neighborhood;
- (6) Whether the building, structure, object or site or the buildings, structures, objects or sites within the area are identified as the work of a person or group whose work has influenced the heritage of the city, state, or nation;
- (7) Whether specific evidence exists that unique archaeological resources are present (Sec. 33-224(a)(7));
- (8) Whether the building, structure, object or site has value as a significant element of community sentiment or public pride (Sec. 33-224(a)(8)).

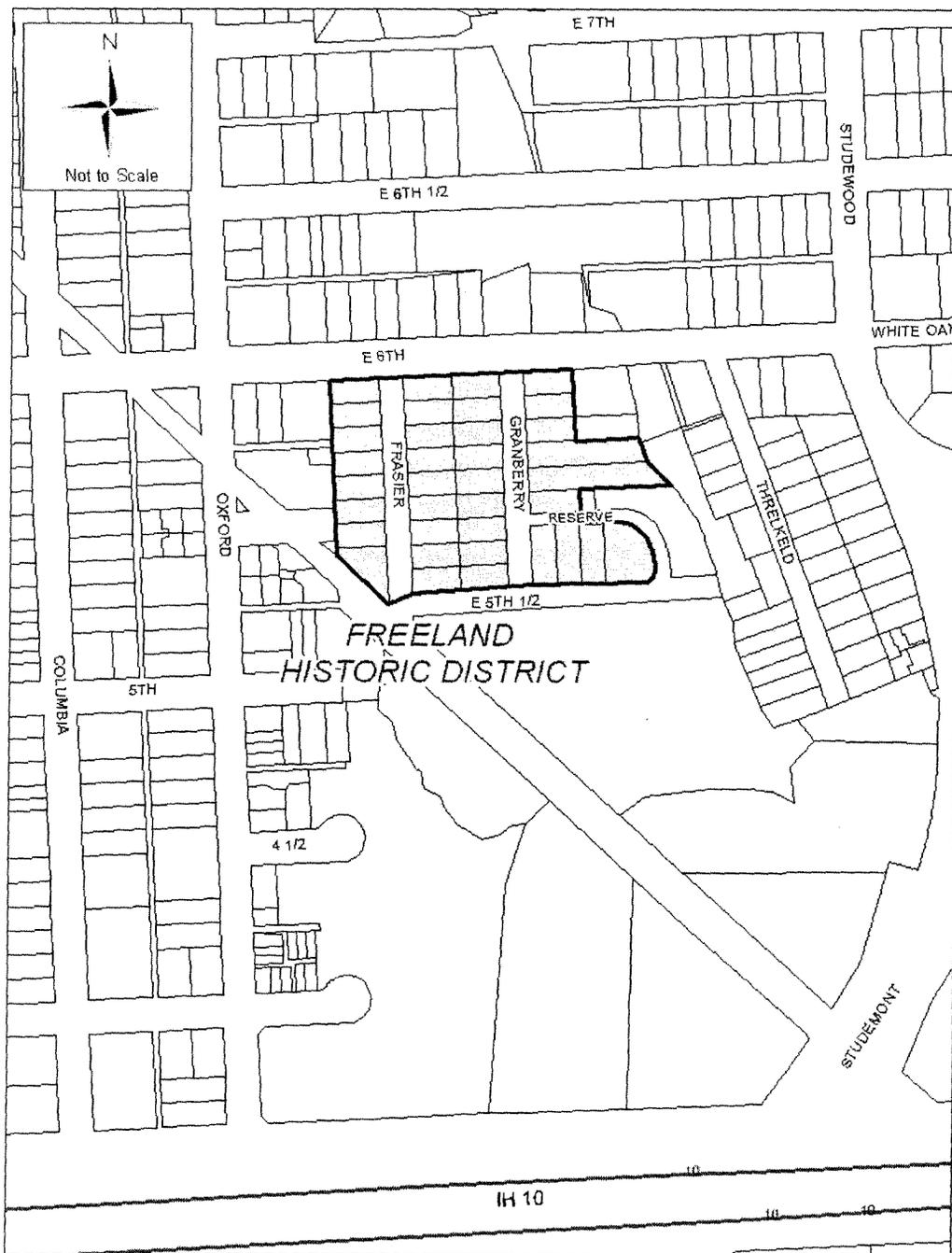
STAFF RECOMMENDATION:

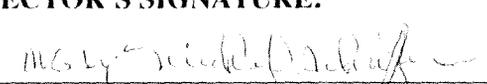
Staff recommends that the Planning Commission accept the recommendation of the Houston Archaeological and Historical Commission and recommend to City Council the Historic District designation of the Freeland Historic District.

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EXHIBIT A SITE LOCATION MAP FREELAND HISTORIC DISTRICT HOUSTON, TEXAS



SUBJECT: Approval of a resolution designating Shadow Lawn Historic District as a City of Houston Historic District	Category #	Page 1 of 1	Agenda Item # 125
FROM (Department or other point of origin): Planning and Development	Origination Date 8/4/2008	Agenda Date SEP 10 2008	
DIRECTOR'S SIGNATURE: 	Council District affected: C		
For additional information contact: Diana DuCroz Phone: 713-837-7924	Date and identification of prior authorizing Council action: N/A		

RECOMMENDATION: (Summary)

Approval of a resolution designating Shadow Lawn Historic District as a City of Houston Historic District

Amount and Source of Funding:

F & A Budget:

SPECIFIC EXPLANATION:

In accordance with the City of Houston Code of Ordinances, the property owners initiated an application for the designation of the Shadow Lawn Historic District on February 11, 2008. After appropriate notifications were completed, public hearings were held by the Houston Archaeological and Historical Commission (HAHC) on May 15, 2008 and the Houston Planning Commission on May 22, 2008. Both commissions recommended approval of the historic district designation after determining that the application satisfied all criteria of the ordinance including: 1) signed petitions by a majority of the property owners in support of designation; 2) the proposed area met at least one criteria for the type of designation as a historic district, and 3) a majority of buildings within the area were contributing or potentially contributing and 50 years of age or older. The Planning Department notified all interested parties. There were no objections during the Houston Archaeological and Historical Commission public hearing and no objections during the Planning Commission public hearing.

Photos of the proposed Historic District can be found by going to the following link on the Planning Department's web site: www.houstontx.gov/planning/historic_pres/pending.htm

MLG: rp

Attachments: Application and Staff Report

- xc Marty Stein, Agenda Director
- Jenny Bailey, Mayor's Office of Government Affairs and Policy Planning
- Anna Russell, City Secretary
- Arturo G. Michel, City Attorney
- Deborah McAbee, Land Use Division, Legal Department
- Harold L. Hurtt, Chief, Police Department
- Phil Boriskie, Chief, Fire Department

REQUIRED AUTHORIZATION

F & A Director:	Other Authorization:	Other Authorization:
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HISTORIC DISTRICT DESIGNATION REPORT

HISTORIC DISTRICT: Shadow Lawn Historic District
LOCATION: See Site Location Map
APPLICANT: Theresa Mallett, individual property owner
30-DAY HEARING NOTICE: April-15-2008

HPO FILE NO: 08HD13
DATE ACCEPTED: Feb-11-08
HAHC HEARING DATE: May-15-08
PC HEARING DATE: May-22-08

SITE INFORMATION: Shadow Lawn Addition, Lots 1-17, City of Houston, Harris County, Texas.

TYPE OF APPROVAL REQUESTED: Historic District Designation

HISTORY AND SIGNIFICANCE SUMMARY:

Shadow Lawn is one of a series of enclave neighborhoods that were developed in Houston's South End between 1905 and 1930, and is one of the most significant Houston neighborhoods to have been developed during the first half of the 20th century. Shadow Lawn was developed as a small garden subdivision along the newly reconfigured Bissonnet Street, formerly County Farm Road, adjacent to some of Houston's most elite neighborhoods. Shadow Lawn, like Waverly Court and West Eleventh Place, took advantage of its proximity to Shadyside to offer itself to discriminating home builders on what, in the 1920s, was prairie land at the edge of Houston. The immediate neighborhood consists mostly of large, two-story, brick or stucco-surfaced, detached, single-family dwellings designed in popular but grand architectural styles.

Shadow Lawn has not only hosted many of Houston's most influential families, but also represents a significant grouping of single family residences designed by Houston's most notable architects working at the time. Some of the brightest and best architects of the day designed homes there, including Joseph W. Northrop, Jr., William Ward Watkin, John F. Staub, Maurice J. Sullivan, Cameron D. Fairchild, Vance D. Phenix, Hiram A. Salisbury, Lee W. Lindsay, Anderson Todd, and Howard Barnstone.

Shadow Lawn was developed by prominent Houston attorney and judge, John Henry Crooker, who with R. Clarence Fulbright, founded the prestigious Texas law firm of Fulbright, Crooker, Freeman, Bates and Jaworski in 1919. Like Shadyside, the design of Shadow Lawn Addition employed curvilinear planning which provided an efficient means of subdividing the oddly shaped site. According to architectural historian Stephen Fox, "Shadow Lawn represents the best of Houston: tree-lined streets, houses of unobtrusive elegance and gracefulness, and a sense of place that has been created and conserved by residents who care about their collective domain." Shadow Lawn Historic District meets Criteria 1, 3, 4, 5, 6, and 8 for historic district designation.

HISTORY AND SIGNIFICANCE:

Shadow Lawn is one of a series of enclave neighborhoods that were developed in Houston's South End between 1905 and 1930. Courtlandt Place (City of Houston and National Register Historic Districts), Houston's first such exclusive neighborhood, was inspired by the 'private places' of St. Louis. Shadow Lawn was developed adjacent to Shadyside, which had been developed along Main Boulevard between the Museum of Fine Arts and Rice University in 1916 by J. S. Cullinan. With Shadyside, Cullinan, a Houston oilman and founder of the Texas Company (Texaco), abandoned the Courtlandt

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Place model of a single, boulevard flanked by big houses, instead substituting a curving lane that gave the neighborhood a more suburban aspect while permitting an efficient subdivision of the property.

Shadyside was planned by landscape architect, George E. Kessler, with assistance from Houston civil engineer, Herbert A. Kipp, who was also involved in planning improvements for Hermann Park and the Main Boulevard parkway. Adjoining Shadyside to the south was Rice Institute, which opened in 1912. To the northeast, the Museum of Fine Arts, the first public art museum in Texas, opened in 1924 on a site that J. S. Cullinan and his wife helped secure in 1916 for the Art League of Houston. Shadyside thus lay at the center of a suburban civic arena, a planned landscape in the City Beautiful tradition of the early twentieth century, dedicated to high culture and refined domesticity.

The City of Houston grew tremendously following World War I, partly because of the deepening of the ship channel and expansion of the petroleum and chemical industries. By the end of World War I, Houston had developed an economic maturity that had no rival in the South. Houston's leaders had learned early on that its success would depend on transportation, and they focused on the development of a vast network of railroads and the Port of Houston that became a pipeline to the world. Although the city had always prospered and grown, it was on the verge of experiencing phenomenal growth in population and a real estate boom the likes of which it had never seen before. From 1920 to 1924, Houston's population increased 46.5 percent, reaching 202,590 people. Demand for residential housing led to an increased interest in the vast prairie lands lying west and south of Houston. The open fields north of Shadyside became especially desirable for upscale suburban development.

Along West Eleventh Street (soon renamed Bissonnet, although it was more familiarly known, on account of its destination, as Poor Farm Road or County Farm Road) grew a series of enclave neighborhoods, including West Eleventh Place, designed by the architect, J. W. Northrop, Jr., in 1920 (City of Houston and National Register Historic Districts); Broadacres, laid out in 1922 by architect, William Ward Watkin for James A. Baker, Jr. (City of Houston and National Register Historic Districts); Waverly Court, laid out in 1922; and Shadow Lawn, developed by John H. Crooker and opened in 1923.

A former court judge and District Attorney of Harris County until 1917, John Henry Crooker and his associate, R. Clarence Fulbright, started the firm of Fulbright, Crooker, Freeman, Bates and Jaworski in 1919. According to the *Handbook of Texas*, "the Fulbright and Jaworski law firm began in 1919 when the partners in Anderson, Clayton and Company, the world's largest cotton trader, recognized in Rufus C. Fulbright a talent in which they had a special interest. An expert in railway regulation, Fulbright was employed by a Houston law firm representing the mammoth Missouri Pacific Railroad. Monroe D. Anderson, a partner in the cotton concern, convinced Fulbright to resign from that firm and to begin practicing independently as a representative of shippers with Anderson Clayton Company as his sole client. Fulbright quickly looked for a way to expand his promising but specialized practice. To help realize his ambitions, he turned to a local litigator named, John H. Crooker, a former Harris County district attorney, and in 1919 Fulbright and Crooker founded what is today one of the largest law firms in the country."

In 1924 John H. Freeman, a corporate and banking attorney, was added to the firm. In 1927 Freeman opened a Washington D.C. office, making the firm the first in Houston to have a presence in the capital. Leon Jaworski, then a young attorney, also joined the firm, and immediately began building a reputation as an outstanding attorney. Jaworski, together with William Bates, developed the firm's oil and gas expertise to a level that would eventually attract such clients as Exxon, Texaco, Shell, and Mobil.

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“During the 1940s the firm expanded in size and solidified its reputation by helping to build Houston in myriad ways. In 1941, for example, attorneys Freeman and Bates, who with Horace Wilkins of State National Bank were trustees of the M. D. Anderson Foundation, voted to allocate a portion of the foundation's assets to build a medical center in the city. Learning of state appropriations of one-half million dollars earmarked for a cancer research center to be operated by the Austin-based University of Texas, the three trustees invited the school to locate its center in Houston. As enticements, they offered a site, as well as matching funds from the foundation. They thus helped to establish the renowned Texas Medical Center, the hub of Houston's modern health care system and the largest medical center in the world. The firm still serves as counsel to the M. D. Anderson Foundation and to many of the institutions located in the Texas Medical Center. Through the 1950s Jaworski took on management duties within the firm, and his name was added to its name. During the 1970s and early 1980s the firm expanded at an unprecedented pace. Offices were opened in London, in Austin, in San Antonio, and in the booming Dallas-Fort Worth metropolplex.”

While John H. Crooker was a partner in the law firm, he also became involved in real estate development during the boom years of the 1920s. In 1922, he acquired three tracts between Poor Farm Road (Bissonnet) and Shadyside, where he planned his Shadow Lawn neighborhood. James A. Baker, Jr., another wealthy Houston lawyer, had developed his own upscale neighborhood of Broadacres, just across Bissonnet from Shadow Lawn.

John H. Crooker was married to Marguerite Malsch, one of three daughters of Hortense Sparks Ward (1872-1944) and her first husband, Albert Malsch. According to the *Handbook of Texas*, Ward was “a champion of women's rights, suffrage leader, and the first woman admitted to the Texas bar. Ward had moved to Houston in 1903, and, while working as a stenographer and court reporter, became interested in studying law. She and Malsch were divorced in 1906, and in 1908 she married Houston attorney, William Henry Ward, later a county judge. Ward became the first woman admitted to the Texas state bar and began practicing with her husband in the civil law firm of Ward and Ward. She did not appear in court, however, fearing that her appearance might prejudice all-male juries. She limited her work to writing briefs and consultations. In 1915 she and her husband were admitted to practice before the Supreme Court. Hortense Ward was at one time vice president of the Woman Lawyers' Association and was active in the Women's Advertising Club of Houston, the Woman's Christian Temperance Union, the Woman's Club of Houston, and the Sorosis Club. She was a frequent contributor to the national publication, the *Woman Lawyer's Journal*. Ward practiced law until the death of her husband in 1939. She died on December 5, 1944, in Houston. Her grandson, John H. Crooker, Jr., and great-grandson, John H. Crooker III, were also practicing attorneys.”

The plat for Shadow Lawn Addition was prepared by the office of J. S. Boyles on January 31, 1922, and was approved by the City of Houston engineer and was filed with the Houston City Council by John H. Crooker. According to the plat “the Streets shown thereon was accepted for the use of the public on 18th day of December 1922.” The plat was recorded on February 3, 1923 in Volume 6, Page 16 of the Harris County records.

“Shadowlawn” was the name of a mansion in West Long Branch, New Jersey, which was used as the summer “white house” for President Woodrow Wilson. Wilson even accepted the nomination for his presidency on its steps in 1916. Shadowlawn was destroyed in the winter of 1927 when a fire began in a coal bin and spread throughout the house, which was totally destroyed at a value in excess of \$750,000. In 1930, Woodrow Wilson Hall was built on the site of the old Shadowlawn mansion as the home for Hubert T. Parson, president of F. W. Woolworth Company. The home is now the main

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administration building for Monmouth University, founded in 1933. Wilson's mansion may have been the inspiration for the name chosen by John H. Crooker for his new Houston neighborhood.

Fox further relates "As in Shadyside, curvilinear planning provided an efficient means of subdividing the oddly shaped site. Visually it also allowed the neighborhood to appear more expansive, since it could never be perceived whole, but only sequentially as one moved through it. Or at least this became true after the trees grew up. Initially, Shadow Lawn, like all the surrounding area, was bare prairie. Standing in the central island in 1925, one could look from Main Street clear through to Mandell Street. Between 1925 and 1929 seven houses were built by the families of successful Houston businessmen and professionals. Two more were built during the early 1930s and three have been built since 1950."

According to Fox "the earliest houses represent a cross-section of the stylistic genres popular during the 1920s and early 1930s, the heyday of refined eclecticism in American domestic architecture. Historical details drawn from a wide range of architectural precedents were applied with tact and discretion to the design of comfortable, convenient and up-to-date houses for upper-middle income families. The architects employed in Shadow Lawn were the best in Houston: Joseph W. Northrop, Jr. (1886-1968) and William Ward Watkin (1886-1952), both sent to Houston from Boston by Ralph Adams Cram to oversee construction of Rice Institute; the incomparable John F. Staub (1892-1981), who came to Houston from New York to supervise the construction of three houses in Shadyside for H. T. Lindeberg; and Maurice J. Sullivan (1884-1961), who developed one of his rare houses in Shadow Lawn. Three of the younger architects of the day also contributed houses: Cameron D. Fairchild (born 1902), Vance D. Phenix (born 1897), and Hiram A. Salisbury (1892-1970), as did the veteran Houston builder-architect, Lee W. Lindsay (1882-1931). The two most recent houses in Shadow Lawn are works of outstanding architectural interest. They were designed by Anderson Todd (born 1921), professor of architecture at Rice University, and Howard Barnstone (born 1923), a professor of architecture at the University of Houston."

Fox further relates that "set in a lush landscape (the product of sixty years of assiduous cultivation), the houses of Shadow Lawn exemplify the high quality of domestic architecture that prevailed in Houston during the 1920s and 1930s, a tradition of excellence sustained by its two most recent additions. Shadow Lawn represents the best of Houston: tree-lined streets, houses of unobtrusive elegance and gracefulness, and a sense of place that has been created and conserved by residents who care about their collective domain."

HISTORICAL AND ARCHITECTURAL SIGNIFICANCE OF THE HOUSES:

Harrie Thomas Lindeberg

Harrie Thomas Lindeberg (1879-1959) was one of America's most prominent 20th-Century domestic architects. Royal Cortissoz cited Lindeberg's distinctive artistic personality as a key to his success and put him on a par with Charles McKim, Charles Platt, Henry Bacon, Stanford White, and John Russell Pope. Lindeberg was one of a large group of American architects who trained in the offices of McKim, Mead and White. Born in New Jersey, he served as an assistant to Stanford White on prestigious domestic commissions prior to White's death in 1906. Shortly thereafter he formed a partnership with his colleague, Lewis Colt Albro, and quickly became a sought-after designer of rustic but refined country houses throughout the United States for the elite of American society. Lindeberg's name became synonymous with the rich man's country estate. His style was urbane, refined and elegant, yet

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was always touched with a hint of idiosyncratic wit, much like that of his English contemporary, Edwin Lutyens.

Gateposts - 8 Shadow Lawn (1923) – (original Lots 8 and 9 in Shadow Lawn, which are part of the property at 8 Remington Lane in Shadyside (Kenneth E. Womack House))

Kenneth E. Womack House, 8 Remington Lane – Shadyside

There is no house at this address in Shadow Lawn. Instead at this address are a pair of pink stucco gateposts, a similarly colored and finished garage apartment, and a greenhouse, which serve the Spanish farmhouse-style residence located at 8 Remington Lane in Shadyside. The house was designed by Harrie T. Lindeberg in 1923 for Alma Miller and Kenneth E. Womack, a cotton exporter. The home site was expanded from Shadyside when two contiguous lots in Shadow Lawn, Lots 8 and 9, were purchased for the Womack garage, which was actually the first building in Shadow Lawn. The house, garage and gardens of 8 Remington Lane were rehabilitated by W. O. Newhaus Associates, architects.

John Fanz Staub, who came to Houston in 1921 to supervise the construction of three houses in Shadyside (8, 9 and 10 Remington Lane) for Harrie T. Lindeberg, was prevailed upon to remain in Houston by Kenneth E. Womack and William Stamps Farish, a co-founder of the Humble Oil and Refining Company and future chairman and president of the Standard Oil Company of New Jersey, who lived at 10 Remington Lane. Farish was a member of the original Vestry of Palmer Memorial Church, and Womack eventually served as Senior Warden of the Vestry.

J. W. Northrop, Jr.

According to the Handbook of Texas, "Joseph Walter Northrop, Jr., was born on July 21, 1886, at Bridgeport, Connecticut, the son of Joseph Walter and Mary (Ogden) Northrop. He attended Bridgeport public schools and earned an A.B. degree from Wesleyan University in 1907. He received a B.S. in architecture at Massachusetts Institute of Technology in 1910 and that same year went to work for the Boston architectural firm of Cram, Goodhue, and Ferguson. In 1911 the firm sent him to Houston to serve as clerk of the works for construction of the initial buildings at Rice Institute (now Rice University), which Cram, Goodhue, and Ferguson had designed. Although formally associated with the firm until 1919, Northrop embarked upon an independent architectural career in Houston in 1914. From the 1920s through the 1950s he was responsible for the design of a number of public buildings. These included a series of warehouse and retail buildings for J. L. Jones, the First Evangelical Church (1927), the First Congregation Church (1927, now St. Matthew Lutheran), Trinity Church (1926-27), the Public Library Building (1926) in Marshall, the San Jacinto Trust Company Building (1927-28), and Houston Title Guaranty Building (1952). He was best known, however, for his suburban single-family houses, especially those designed in an American Georgian style. Northrop worked extensively in the South End neighborhoods of Houston and was one of the first architects commissioned by the Hogg family to design houses for the exclusive new River Oaks subdivision. He laid out the Houston subdivision of West Eleventh Place in 1920 and designed four of the eight houses built there. He also designed two of the earliest houses in Shadow Lawn, including one for John H. Crooker (1923-24), the developer of the subdivision. In 1941-42 Northrop served as chief architect for the Federal Housing Administration in Houston. His designs were published in several professional journals, including *Architect*, *American Architect*, and *Architectural Forum*. His "Mediterranean"-style First Evangelical Church in Houston (Pending Protected Landmark – City of Houston), which recalls the architecture of Rice Institute, received honorable mention in 1930 in a nationwide competition

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sponsored by the Christian Herald; in 1931 American Architect awarded Northrop a certificate of merit for the Henry M. Holden residence (1924). Two houses he designed on South Boulevard in the West Edgemont subdivision were written up in *House & Garden* in the early 1930s. Northrop was a member of Phi Beta Kappa and of the River Oaks Country Club. He joined the American Institute of Architects in 1923 and served two consecutive terms as president of the South Texas Chapter, from 1927 to 1929. He was a parishioner of Trinity Church. He married Mary Harris in Houston in 1915. They were the parents of three sons, the second of whom, Page Harris Northrop, joined his father in the firm of Northrop and Northrop in 1942. The elder Northrop died in Houston on September 26, 1968, and was buried in Glenwood Cemetery.”

Marguerite Malsch and John Henry Crooker House (1923-1924), 14 Shadow Lawn

The house at 14 Shadow Lawn was the first house built in the new subdivision, and was constructed by contractor George D. Cook for John Crooker and his wife, Marguerite. The house was designed in the American Georgian style for which Northrop is best known, but this house displays only a few suggestive details – the steep, hipped roof, the round-headed dormers, the arched entrance portal, and the cast stone balustrade surrounding the terrace, which according to Stephen Fox, 'essays a French manorial style with its grand scale and symmetrical composition enabling it to control its pivotal site at the entrance to Shadow Lawn with authority.' Northrop made a substantial rear addition in 1931 for the Crookers, who lived here until 1937. The house was later acquired by Christ Church Cathedral as its Deanery, and from 1965-1980, it was the official residence of the Bishop of the Episcopal Diocese of Texas.

Nell Easton Johnson House (1925-1926), 3 Shadow Lawn

The home was the second house designed by Northrop in Shadow Lawn. Nell Easton Johnson was the widow of T. A. Johnson, who was a cotton factor from Paris, Texas. According to Fox, the symmetry of the street front of the house and such details as the triple windows on the second floor, the arched dormers, and the steeply hipped slate roof echo Northrop's earlier house for the Crookers across the street at 14 Shadow Lawn. This house at 3 Shadow Lawn was remodeled by Staub and Rather (see below), with Staub reorienting the entrance from the street side to the rear, creating a slate-paved motor court at the back of the site, and turning the south-facing front yard into a private garden enclosed by tall hedges.

William Ward Watkin

According to the *Handbook of Texas*, “William Ward Watkin, architect, was born on January 21, 1886, in Boston, Massachusetts, the son of Fred Ward and Mary Mathilda (Hancock) Watkin. He grew up in Danville, Pennsylvania, where he graduated from Danville High School in 1903. Watkin studied architecture with Paul Philippe Cret at the University of Pennsylvania and earned a B.S. degree in 1908. In 1909 he went to work for the Boston architects Cram, Goodhue, and Ferguson, who sent him to Houston in August 1910 to oversee construction of the initial buildings of the Rice Institute (now Rice University), which they had designed. Edgar Odell Lovett, president of the Rice Institute, invited Watkin to remain in Houston and appointed him instructor in architectural engineering when the institute opened in 1912. Watkin was made assistant professor of architecture in 1915 and professor of architecture in 1922, and he was head of the department of architecture until his death. In 1928 Watkin initiated an annual traveling fellowship in architecture, known since 1953 as the William Ward Watkin Travelling Fellowship. Watkin was the first Houston architect to write regularly about architecture. His

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essays appeared in *The Southern Architectural Review* (1910), the *Rice Institute Pamphlet* (1930), and *Pencil Points* (1931 and 1932). He published two books, *The Church of Tomorrow* (1936) and *Planning and Building the Modern Church* (1951)."

"In addition to his educational duties, Watkin had an architectural practice that was especially active during the 1910s and 1920s. He was associated with his former employer, Cram and Ferguson, on the design of Trinity Church (1919), Autry House (1921), and the Houston Public Library (1926). He laid out two important Houston subdivisions, Southampton Place (1922) and Broadacres (1923). Among his important buildings were the Houston Museum of Fine Arts (1924 and 1926), the YWCA buildings in Beaumont (1923) and Galveston (1924), the campus plan and original buildings of Texas Technological College in Lubbock (1923-31, with Sanguinet, Staats, and Hedrick), the Chemistry Building (1925) and Cohen House (1927) at the Rice Institute, Victoria Junior College, Victoria (1927), and the Princess Louise Hotel, Corpus Christi (1927, altered). A specialist in church architecture, Watkin built a number of chapels and churches between 1926 and 1947. He also designed houses for private clients, including Howard Hughes. Between 1913 and 1917 Watkin was in partnership with the Austin architect George Endress. His best buildings were designed during the later 1920s when Stayton Nunn was a member of his firm."

"Watkin was a member of the Houston Philosophical Society, the Philosophical Society of Texas, the Houston Country Club, and the Rice Institute Faculty Club. He joined the American Institute of Architects in 1913 and was elected a fellow in 1949. He was a parishioner of Trinity Church. Watkin was twice married, first to Annie Ray Townsend of San Antonio on June 1, 1914, with whom he had three children, and following her death to Josephine Cockrell of Dallas on October 19, 1933. William Ward Watkin died in Houston on June 24, 1952, and is buried at Forest Park Cemetery. His papers are deposited in the Woodson Research Center of the Fondren Library at Rice University."

Laura Ghent and Marvin Lee Graves House (1925-1926), 11 Shadow Lawn

Marvin Lee Graves was a prominent neurologist in Texas. Fox describes the home as a formidably-scaled neo-Georgian house offset with palm trees. It is the largest house in Shadow Lawn and the second to be constructed. It is an imposing, red brick house that combines Georgian and Federal detail and is grandly scaled both inside and out. The free-standing garage apartment is coordinated architecturally with the house.

Maurice J. Sullivan

According to the *Handbook of Texas*, "Maurice Joseph Sullivan, architect, was born in Grand Rapids, Michigan, on June 21, 1884, the son of Maurice and Margaret S. (Fitzsimon) Sullivan. He attended Detroit College (1901-03) and the University of Michigan (1904-06), where he trained as a civil engineer. He worked as an engineer for the Fort Worth architects Waller, Shaw, and Field and for the Waco architects Scott and Pearson before moving to Houston in 1912. From 1912 to 1919 Sullivan was city architect for the city of Houston. During this time he educated himself informally in architectural design. In 1919 he began independent practice as an architect. Beginning with his first important work, the Villa de Matel in Houston (1923-28) for the Sisters of Charity of the Incarnate Word, Sullivan specialized in the design of churches, schools, convents, and hospitals for Catholic religious orders and institutions of the Diocese of Galveston. Like most American architects of his generation, Sullivan was stylistically eclectic. The genres in which he most frequently worked were Lombard Romanesque, Mediterranean, and neo-Gothic. Among his best-known buildings are

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Eastwood Elementary School (1916); the Kirwin Memorial Chapel, La Porte (1927); St. Anthony's Church, Bryan (1927); Sacred Heart Dominican Convent (1927, demolished); St. Anne's Church and School (1929-40); St. Mary's Hospital, Port Arthur (1931); Houston Negro Hospital School of Nursing (1931); Incarnate Word Convent, Bellaire (1931); St. Patrick's Church, Crockett (1931); Holy Rosary Church (1933); St. Thomas High School (1940); St. Mary's Church, Texas City (1945); and St. Mary's Seminary (1954). With Birdsall P. Briscoe (with whom he shared an office from 1919 until 1955), Sullivan collaborated on James Stephen Hogg Junior High School (1926), Jefferson Davis Senior High School (1926), Stephen F. Austin Senior High School (1936), and Ripley House (1940). Sullivan also served as associate architect for the Petroleum Building (1926, with Alfred G. Bossom of New York) and for the First Presbyterian Church (1949, with Hobart Upjohn of New York)."

"Sullivan joined the American Institute of Architects in 1921 and was elected to fellowship in 1951. He served as president of the South Texas chapter of the AIA in 1924 and again in 1933-34. From 1951 to 1954 he was treasurer, the first Texas architect to be elected to national office in the AIA. Sullivan belonged to the Houston Chamber of Commerce, the Rotary Club, the Serra Club, and the Houston Yacht Club. He served on the executive committee of the Sam Houston Council of the Boy Scouts of America; he was a trustee of the Houston Negro Hospital of America and a Decorated Knight Commander of the Equestrian Order of the Holy Sepulchre of Jerusalem. He was a parishioner of Holy Rosary Catholic Church. On October 24, 1911, Sullivan married Anne Winston King. They had four sons and three daughters; one son, Charles Fitzsimon Sullivan (b. 1919), joined his father in partnership in the firm of Maurice J. Sullivan-Charles F. Sullivan in 1946. Maurice Sullivan died in Houston on December 15, 1961, and was buried at Holy Cross Cemetery. His papers are deposited at the Houston Metropolitan Research Center of the Houston Public Library."

Katie Wurzbach and Henry C. Schuhmacher House (1926-1927), 13 Shadow Lawn

Henry Schuhmacher was president of a wholesale grocery company. According to Fox, Sullivan took advantage of the long site to stretch the house out in a series of wings that radiate from a central stair hall – thus insuring exposure to the prevailing breeze and thorough cross-ventilation. Northrop treated it in the French manorial manner, popular in the 1920s with its rounded and chamfered bays and the conical roof forms that imbue it with a lively sculptural quality, enhanced by the warm reddish-brown tone of the brick walls. Charles Tapley Associates created a new kitchen out of three rooms and a loggia, and remodeled the attached garage as supplemental living space.

Cameron D. Fairchild

According to research by Stephen Fox, Cameron Fairchild made his reputation in the 1920s as an architect of single-family houses. He designed eclectic suburban "country houses" in the Houston neighborhoods of Edgemont, Braeswood, Riverside Terrace, and Shadow Lawn. Fairchild was especially identified with River Oaks, where he designed the Lamberth House at 2219 River Oaks Boulevard (1928), one of the first houses built on River Oaks Boulevard, and five houses that the River Oaks Corporation built around the first of the River Oaks Courts to be developed (1936). According to "River Oaks A Pictorial Presentation of Houston's Residential Park," (circa 1930) compiled and published by Don Riddle for the River Oaks Corporation, Hugh Potter, President, there are photographs taken by R. M. Luster of several houses designed by Fairchild in River Oaks including 2219 River Oaks Boulevard, 3244 Ella Lee Lane and 3320 Chevy Chase Drive.

According to Stephen Fox, Fairchild was born in Waco on August 20, 1902. Fairchild was educated at Southwestern University in Georgetown and the University of Texas, from which he graduated in

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1924. From 1924 to 1925, he worked for the Austin architect, George L. Walling. In 1925, Fairchild began independent practice in Houston, where he worked for over 50 years. During his long career, Fairchild designed a number of public school buildings in Houston; the Jesse H. Jones Library Building at the Texas Medical Center in Houston (1954); several buildings on the campus of Southwestern University, including the Cody Memorial Library (1939) and the Lois Perkins Chapel (1948); the 14-story Houston First Savings Building in downtown Houston (1964; demolished 2002); and the 17-story River Oaks Apartments in Houston (1965). He was responsible for numerous alterations and additions to Trinity Church in Houston, of which he was a parishioner, vestry member, and senior warden.

Internet research revealed that Fairchild also created the designs for the remodeling of South Texas College of Law in Houston as referenced on the website of Spencer Engineers, Inc. Fairchild served two terms as president of the Houston Chapter of the American Institute of Architects. Perhaps one of the commissions most endeared to him was the Taylor Public Library (1959) in Taylor, Texas. According to the Taylor Public Library website, Fairchild was “chosen because of his high standing in the profession of architecture and because Taylor had been the childhood home of both Mr. Fairchild and of his wife, the former Helen Tarkington.” Fairchild died in Pine Bluff, Arkansas, where he had retired, in June 1985.

Elva Truehart and Joseph Chenowith Brown House (1927-1928), 4 Shadow Lawn

One of Fairchild's earliest Houston houses was this residence designed for stockbroker Joseph C. Brown, and built by contractor Henry H. Yates. Fairchild employed American mid-Georgian detail on this house. At the street elevation, he created a rhythmic pattern by staggering the alignment of windows – the garden elevation was composed with an inset, double-height loggia, an element that perhaps owed something to the garden loggia employed by John F. Staub on the Tennant House at 1505 North Boulevard in 1927. According to Fox, in 1928, Fairchild was commissioned by Mrs. Brown's sister, Sally Trueheart Williams, to design a new house for her in Galveston. This led to a series of Galveston commissions from relatives and family connections of Mrs. Brown and Mrs. Trueheart Williams. Fairchild designed houses for Mrs. Brown and Mrs. Williams' nephew, John Adriance II; for Mrs. Williams' son-in-law and daughter, Mr. and Mrs. John W. McCullough; and for Mrs. McCullough's cousin, W. Kendall Menard. These in turn led to residential commissions from other members of Galveston's elite living in the affluent Galveston neighborhoods of Cedar Lawn, Caduceus Place, and Denver Court, and on prestigious Broadway Boulevard. During the 1930s, Fairchild designed Galveston houses for George Sealy, Jr. (1930; demolished); Edward C. Michaelis (1931); Dr. and Mrs. A. O. Singleton (1931); J. Marvin Moreland (1937); Benjamin C. Levy (1938); Louis Pauls (1938); and Ballinger Mills, Jr. (1939). He remodeled and added to the Brantly Harris House (1939), and designed the modernistic Windsor Court Apartments for Mrs. Hans Guldman (1938). For the Sealy-Smith Foundation, he designed the seven-building, student housing complex at the University of Texas Medical Branch (1955) in Galveston, Texas.

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John F. Staub

According to the *Handbook of Texas*, "John Fanz Staub, architect, was born at Knoxville, Tennessee, on September 12, 1892, the son of Frederick and Anna Cornelia (Fanz) Staub. He attended Knoxville High School, the University of Tennessee (class of 1913), and the Massachusetts Institute of Technology, from which he received a master's degree in architecture in 1916. From 1916 to 1921 Staub worked in New York for Harrie Thomas Lindeberg, an architect well known for his country houses. This apprenticeship was interrupted by two years of service as a United States Navy aviator in England in 1917 and 1918. Staub also served in World War II as commandant of United States Naval Air stations in Manteo and Harvey Point, North Carolina. In 1921, when he was sent to Texas to supervise the construction of three houses that Lindeberg had designed in the Houston neighborhood of Shadyside, Staub decided to remain in Houston, and in 1923 he established his own practice there. From 1923 until 1942 he worked under his own name. He reorganized his firm as Staub and Rather in 1942, and as Staub, Rather and Howze in 1952. He retired from active practice in 1963, and his firm was dissolved in 1971. Staub was a cofounder of the South Texas chapter of the American Institute of Architects in 1924 and served as the chapter's second president. In 1941 he was elected to fellowship in the AIA. He was twice appointed to the Houston City Planning Commission, and he also served on the Advisory Committee of the Bayou Bend Collection of the Museum of Fine Arts, Houston. Staub was best known as an architect of single-family houses. During the 1920s he employed the full range of romantic European vernacular styles then in vogue for his domestic architecture. After the early 1930s, however, he displayed a consistent preference for more restrained architectural styles, especially Georgian Revival. His houses were characterized by harmonious proportions, elegant detail, and fine materials. In planning them he artfully reconciled architectural composition and functional requirements with ingenuity and resourcefulness."

"From the beginning of his career, Staub was identified with the Houston neighborhood of River Oaks. His first independent commission in Houston was for the River Oaks Country Club (1924, demolished). After the subdivision was bought out by William Clifford Hogg and Mike Hogg in 1923, Staub was retained to design two model houses for their development corporation. This led to the commission to design Bayou Bend (1928), the house of Ima Hogg. Between 1924 and 1958 Staub designed thirty-one houses in River Oaks (including his own of 1926), in addition to making designs for houses that were not built and for alterations and extensions of existing houses there. Concentrations of houses by Staub also occur in the Houston neighborhood of Broadacres and the Fort Worth neighborhood of River Crest. Houses by Staub in Houston, Beaumont, and Dallas, Texas, and Memphis, Tennessee, are now open to the public as museums. Besides his residential work, Staub designed the parish house of Palmer Memorial Church (1930), the Junior League Building (1930), and the Bayou Club (1940), all in Houston. His firm was responsible for buildings on the campuses of the University of Texas, Rice University, and the University of Houston, and at the Texas Medical Center in Houston. On October 4, 1919, Staub married Madeleine Louise Delabarre of Conway, Massachusetts. They had three children. Staub was a member of Christ Church in Houston. He died on April 13, 1981, and is buried in Glenwood Cemetery, Houston."

James Chillman, Jr., asserted of Staub's houses in an article in the nationally circulated architectural journal, *Pencil Points*, in 1942: "Consideration for the nature of the house, its settings and exposures, is carefully taken so that the finished structure seems to belong to the ground on which it rests. These are ideal conditions that most architects hope to accomplish. With John Staub they are accomplishments" (Chillman: 21-22). The Wray House was one of eight Staub buildings that Chillman illustrated in his *Pencil Points* article. Among Staub's many houses, the Wray House exemplifies to a

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high degree his ability to reconcile stylistic, spatial, functional, and climatic concerns architecturally. The consistency with which Staub performed this feat of architectural integration over the course of his career is what made him the finest architect in Texas during the interwar period. It was the four houses designed and built between 1919 and 1925 by the New York country house architect, Harrie T. Lindeberg, that make Shadyside especially distinguished architecturally (these include the D.D. Peden House, National Register 1990). To supervise construction of these houses Lindeberg sent his young employee, John F. Staub, to Houston from New York in 1921. Staub remained in Houston and began his own practice in 1923. His only independent work in Shadyside was the Wray House, designed for Andrew Wray and his wife Margaret, the daughter of J. S. Cullinan.”

Evaline Goggan and George Noble Copley House (1926-27), 17 Shadow Lawn

According to Fox, this two-story stucco house was designed in the French Breton manor style, and seems slightly incongruous with its steeply shingled roofs and almost windowless walls, but it opens at the rear through French doors and arched loggias to a private garden and the prevailing breeze – like so many of Staub’s houses. The front entry motif is adapted from the Chateau of Josselin in Normandy. The front elevation faces northwest and the house is asymmetrically composed as a deep block to which a subsidiary wing is attached, which permits major living and sleeping areas to have access to the prevailing southeast breezes. The interior is spatially varied to obtain an effect of expansiveness in what was considered a rather modest house. The house was built for approximately \$26,350, and subtle textural effects are achieved through contrast of color and material. The original owner of the house was George Noble Copley, a civil engineer, born in Connecticut, who came to Galveston, Texas, in 1906 to participate in the Galveston grade raising. In 1909, Copley married Evaline Goggan, and became secretary-treasurer of Thomas Goggan and Brother, a musical instruments retail establishment founded by Evaline’s uncle in 1866. The Copleys and their three children moved to Houston so that Copley could oversee operations of the Houston branch of Thomas Goggan and Brother, of which he eventually became president. Howard Barnstone lived here and remodeled the house in 1977. At that time, he glazed several porches and added the swimming pool. In 1990, there were additions by Cannady, Jackson & Ryan which precipitated demolition of Staub’s free-standing garage apartment.

Nell Easton Johnson House (1925-1926), 3 Shadow Lawn

Nell Johnson was the widow of T. A. Johnson, a cotton factor from Paris, Texas. Designed by Northrop (see above), the house was remodeled by Staub and Rather, when Staub reoriented the entrance from the street side to the rear, creating a slate-paved motor court at the back of the site and turning the south-facing front yard into a private garden enclosed by tall hedges.

Lee W. Lindsay

Lee W. Lindsay (1882-1931) was a prolific Houston home designer during the 1920s. One of his commissions in 1925 was the Oscar Fitzallen Holcombe House on Marlboro Drive (renamed Holcombe Drive in 1951) across Brays Bayou from Hermann Park. Oscar Holcombe (1888-1968) served 11 non-consecutive terms as mayor of Houston from 1921-1957, and commissioned Lindsay to design the picturesque English manorial style home at a cost of \$35,000. The home was occupied by the Holcombe family all of their lives. Today the Holcombe House is part of the hospice care of the Texas Medical Center and is known as the Margaret Cullen Marshall Patient Care Center.

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Frederick August Gieseke House (1928-1929), 1 Shadow Lawn (now known as 1205 Bissonnet)

This house was built for Hanoverian leather and shoe dealer immigrant, Frederick Gieseke. The home was patterned after the Hamman House (1924) at 802 Lovett by architect Harrie Lindeberg. W. O. Newhaus Associates and the landscape architects, McDugald-Steele and Associates, carried out extensive transformation of the house and grounds, adding gardens, a swimming pool, and a bath house

Vance D. Phenix

According to the American Architects Directory, Phenix was born in Houston on November 31, 1897, and married in 1922. He graduated from Baylor and the University of Texas, where he received his B. S. in Architecture in 1922 or 1923. He was a draftsman for Thomson and Swaine and then for John F. Staub. He worked for Staub and Rather and later for Frank J. Forster, architects. Some of his commissions include M. E. Foster Elementary School in Houston; Hutchison Elementary School, Colorado City; HEB Grocery Store in Waco; an addition to the residence of H. E. Butt; Methodist Hospital with Watkin, Nunn, McGinty and Phenix; Dental Clinic in Colorado City; Elementary School in Colorado City; Clinton Park Elementary School in Houston; Wessendorf Nelms Tool Company, with Milton McGinty; and his own home, Vance Phenix House, which was featured in *House Beautiful*, 1939 (subsequently burned).

Marie Louise Hogg and Robert A. Johnson House (1928-1929), 7 Shadow Lawn

This house was built for Robert Johnson, a physician, and his wife Marie Hogg Johnson, a cousin of Ima Hogg. The symmetrically composed house was designed in the Regency style of early nineteenth-century England, a genre that became quite popular in the 1930s. Emery Young and Associates of Fort Worth carried out an extensive series of alterations and additions in 1975, including new wings to the southeast and southwest, a swimming pool, and an attached garage.

Hiram A. Salisbury

According to architectural historian Stephen Fox, Hiram A. Salisbury (1892-1973), was born in Omaha, Nebraska. Salisbury studied architecture under a fellowship from the American Institute of Architects and later graduated from the School of Architecture at New York's Columbia University (1913-1914). He worked as a draftsman for Thomas R. Kimball from 1910-1923 and George B. Prinz from 1923-1926. Salisbury established his own architectural firm in Houston in 1926, and he is first listed in the 1927 Houston City Directory with his office in the Post-Dispatch (subsequently Shell) Building where he had his office until 1937.

Beginning in 1928, according to Fox, Salisbury collaborated on many projects with fellow architect, T. George McHale. Their projects included both residential, commercial, and churches. Among their more notable projects are the St. John's School located at 2401 Claremont, St. Stephens Episcopal Church located at 1805 W. Alabama, as well as many of the homes located in River Oaks, Southampton and other upscale Houston neighborhoods. In 1938-39, Hiram A. Salisbury and T. George McHale relocated their office to the River Oaks Community Center, located at 2017 W. Gray. Salisbury and McHale later moved their offices to 3501 Allen Parkway in 1945.

Per Stephen Fox, Thomas George McHale (1903-1975) was also born in Omaha, Nebraska, and attended school at the University of Notre Dame. Following the receipt of his architectural degree,

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McHale became a draftsman for John Latenzer & Sons, where he worked from 1919 until 1923. In 1924 he worked for James A. Allen and Leo A. Daly. Interestingly it is speculated that Leo Daly is the great uncle of Ruth Daly Riepe, one of the current owners of the home. In 1925, he began working for George B. Prinz where he joined Salisbury there. They both left that firm to form their own firm in 1927. The wife of T. George McHale was Inez P. McHale, who was a celebrated Houston interior decorator. They lived first at 1106 Palm Avenue and then moved to No. 2 Courtlandt Place.

Beginning in 1930, Hiram A. Salisbury and his wife lived at 3412 Yupon, between Hawthorne and Harold. By 1953, Hiram A. Salisbury and his wife were living at 610 Saddlewood Lane. Salisbury continued his practice in Houston until approximately 1962, when he retired to Medford, Oregon. He had served as the President of The American Institute of Architects, Houston Chapter in 1954.

Vera Morey and Walter Embree Monteith House (1933-1934), 5 Shadow Lawn

Walter Monteith was a lawyer and former district court judge, two-term mayor of Houston, and Chief Justice of the Court of Civil Appeals, First Judicial District. Fox relates that the pastoral allusions of this house take on urbanistic overtones as it continues the sitting and stylistic strategies of the Salisbury-designed house next door. The home is spread out in a long, thin, linear configuration, shifting the attached garage to respond to the curve of the street. The principal living rooms and bedrooms face the rear of the site, away from the street and toward the prevailing breeze. The sharply pointed profiles, planar massing, and dark brown-colored brick complement its suburban-manorial imagery. An addition was made by Chelsea Architects.

Jane and Stewart P. Coleman House (1932-33), 6 Shadow Lawn

Stewart Coleman was a chemical engineer with the Humble Oil and Refining Company when he and his wife Jane Cochran, the daughter of a Houston banker, built this house. Within a year, the Colemans moved to New York, but retained ownership of the house. After her husband's death, Jane Coleman returned to Houston and lived in the house from the late 1960s until the mid-1970s. Fox relates that Salisbury exploited the curve of the street to extend this manorial style house laterally on its shallow site. The asymmetrically composed, picturesque 1930s suburban house, configured to its curved site, faces northwest; attenuated massing responds to the curvature of street frontage of the site. It features a two-story, brick, steeply pitched gabled roof. The spreading, manorial style features high, pointed gables and a steeply sloping roof. The coordination of planar form and massing shapes enabled Salisbury to give this blend of the street an unusual degree of unity and coherence. He called the home a Norman farmhouse – a nearer source of inspiration was John F. Staub's 1925 Chew House at 3335 Inwood, which featured gabled bays, an attenuated plan, and a shifted garage attached to the main house by a roofed, drive-through passage. The Coleman House was built for reported sum of \$15,000.

Wylie W. Vale

Per an article by Penny Jones in *Properties* magazine, published by Martha Turner Realtors, Volume 6, 2005, "All of Houston's architectural gems do not hail from the revered pre-World War II days of Briscoe, Staub and Watkin. Many reflect the widening of Houston's architectural pool after the war when architect soldiers and sailors, exposed to the heavily Frank Lloyd Wright-influenced styles of California, returned home to their drafting tables.

"One such sailor/architect was Wylie W. Vale, a graduate of Rice Institute. Vale began his career in 1939 with the well-heeled firm of Moore and Lloyd and completed a number of residential

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commissions in Broadacres, the Boulevards, Shadyside and River Oaks. After Pearl Harbor, he enlisted in the navy and served in the Pacific on “the Farragut, the oldest ship in the fleet,” says Vale, laughing. “While my ship was being repaired in San Francisco, I would get up every morning, pick a direction and walk until noon. Then I’d go over a few blocks and return a different way. The architecture was a revelation, so different from the Southern Colonial and Cape Cod styles back in Houston. All the wide eaves and use of stone - I soaked it up.”

“Home in Houston, Vale was determined to apply what he’d absorbed in California. The city was moving west and Vale welcomed the larger, often heavily wooded building sites of Tanglewood and Memorial as ideal for his “Contemporary Country”(as he styled them) houses. He and his wife, Alliene, a fellow Rice-graduate and interior designer, worked as a team in their company, Custom Builders, and offered clients a “turn-key” job. Vale even designed the landscaping. “It was my plan,” he says, “to design and build completely up-to-date, practical, informal and livable homes. It gave me immense satisfaction to help clients plan and build beautiful cheerful homes to house their most precious possessions – wives and children. I designed a number of churches, schools and other buildings including the original Lakewood Church and the new River Oaks Country Club, but my first career love was my residential practice.”

“Vale was partial to pecky cypress from Louisiana, “the queen of all materials,” he calls it, and Arizona sandstone. His trademarks were polished stone and pegged oak-plank floors “for easy upkeep and shoes-off comfort,” he says; pecky cypress paneled and stone walls; massive natural stone or second-hand brick fireplaces with solid-plank cypress mantles; corner rooms glassed-in by banks of casement windows; and the lavish employ of built-in bookcases and cabinets. He was one of the first to design a recessed and raised television shelf behind louvered doors in the master bedroom, a feature now common in new-construction homes. The Vales developed a special “wipe” process for paneling, applying a white wash and then wiping it off, then applying a mellow tone and wiping it off, allowing the wood to shine through. He put fireplaces in master bedrooms and breakfast rooms, and many of his houses have his initials, WV, in their chimneys’ crests.”

“Client satisfaction was a priority for Vale. “I was never arrogant enough to design a five-foot-ten-inch door for a six-foot-two-inch client,” he says, referring to a famous anecdote about the notoriously inflexible Wright. “We made our houses livable. By arranging for a television shelf in the master bedroom we created a gathering place to watch movies, eat popcorn and discuss the day’s events. We even made sure there was room for dad’s recliner – to the decorator’s horror!” According to Alliene Vale, it was she who taught her husband to understand furniture placement. “Most architects never think about it,” she says.”

“Conrad Bering, whose family has a long history in Houston real estate, remembers Vale very well. “His style really was and still is recognizable,” says Bering. “One of his most visible ‘signature’ items in a traditional home was a semi-circular front porch at the entrance with columns. Every time I see a house with a half-circle porch at the entrance I assume it was a Wylie Vale home and I think of him.”

“Vale professes belief in the concept of the master builder wherein “the architect is in control. His or her goal is to create the best design with the finest materials for the fairest possible price. All clients want the best; it’s an architect’s job to educate them about fine design and building and help them to make the right choices for themselves.”

“According to Vale, his most difficult commission – and client - was Jimmy Green, the crusty owner of Jimmy Green Chevrolet. When Vale began work on Green’s house in Rivercrest, the hard-headed businessman told him, “You better watch out because I will be keeping you straight.” Although it was

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a challenging commission, Vale and Green ended as a mutual admiration society. Years later, an acquaintance of both men (who was unaware of the connection) visited Green at his home on a business matter. Upon arriving, he was struck by the design and asked his host if it were “a Wylie Vale house.” Green immediately softened and their discussions proceeded smoothly.”

“A favorite commission was the California Ranch-style home he built for his growing family in Memorial in 1949. Preserved and restored by the present owners, the deceptively unassuming house succinctly incorporates the tenets of Vale’s architectural philosophy: adherence to classic principles of design, sumptuous materials, and comfort. Almost upstaging the house are Vale’s magnificent terraced gardens with ponds of falling waters. According to the present owners, the property was in serious disrepair when they purchased it. “Houston was just beginning to scrape-and-build and everyone assumed this house would go. As soon as we walked in, despite the green shag carpeting, we knew what a fine house it was and were determined to restore it.”

“Sadly, many of Vale’s comparable houses, particularly in River Oaks and Tanglewood, no longer exist but a good number on large lots have survived in Memorial and West Memorial, the distinctive “WV” in their chimney crests still recognizable.”

Additional biographical information from Stephen Fox includes: Vale was born in Marceline, Missouri in 1916. He attended Rice Institute where he obtained his B.S. in Architecture in 1939. He worked for architects, Harvin Moore and Hermon Lloyd from 1936-40; worked for engineer, R. J. Cummins and his in-house architect, Frank Zumwalt, 1941; worked for architect, Travis Broesche 1945-47; was partner in the firm of Brosche & Vale 1945-47; his principal works include: Albert Plummer House 1952 (house in AIA guide that has been demolished); Spring Branch High School, 1953; Hunters Creek Elementary School, 1954; Farmers State Bank of Brookshire, 1954; Key Club, 1955 with Floyd and James Cooper; Clark Elementary School, 1955; his own home at 11302 Memorial Drive; as Rustay, Martin and Vale – his commissions were: Spring Branch High School (no date); Brenham High School (no date); Mexia High School (no date); and Alief-Boone Elementary School, 1969.

Kate Hunt Gibbons House (1950), 12 Shadow Lawn

Kate Gibbons was the widow of lumberman William H. Gibbons. The home is a modest two-story house faced with brick and wood shingles. The windows of the main rooms face south, toward the garden, while the front door is on the north-facing side of the house, accessible from the driveway rather than the street. The home exemplifies a suburban style that became popular in Houston in the 1930s, characterized by large windows, textured natural materials, and the absence of historically derived detail.

Anderson Todd

Anderson Todd was born in Houston in 1921. He studied under Jean Labatut, a Frenchman, at Princeton where he received his AB, 1943; MFA, 1949. Todd was one of the most influential professors of architecture at Rice University where he taught from 1949-1992, as well as being a practicing architect of note. Some of his commissions as Todd, Tackett and Lacy, include Memorial Lutheran Church (1965); Fire Station No. 59 at 13925 South Post Oak Road (1968); Todd with William T. Cannady and Raymond Brochstein: the house at 407 Thamer Circle (1974); Todd with William T. Cannady: the addition (1974) to the Child Guidance Center at 3214 Austin (1911); the Sunset Terrace Houses at 2401-2403 Sunset Boulevard (1979); and Todd with William T. Cannady & Associates, the Todd Townhouses at 2511 Nantucket Drive (1982); as Anderson Todd, 9 Shadow

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Lawn (1961); the Superior Oil Company Geophysical Research Laboratory Building (1967); 1828 Dunstan (1970); and 1932 Bolsover (1994). Anderson Todd was a personal friend of Ludwig Mies van der Rohe, the great German-American architect, whom he invited to Houston and where Mies with Staub, Rather & Howze designed Brown Pavilion and Cullinan Hall (1958) which expanded William Ward Watkin's Museum of Fine Arts (1924, 1926). Todd also served on the Mies archive at the Museum of Modern Art in New York for many years.

Anderson Todd House (1961), 9 Shadow Lawn

This unobtrusive but generously proportioned house was constructed by contractors Chambers and Ford. The steel, brick and glass courtyard house is a one-story pavilion – its long northeast and southwest walls are completely glazed and look into walled garden courts. Planting almost conceals the house from the street, allowing it to conform to Mies's dictum that architecture should aspire to be "beinache nichts" (almost nothing). It is one of the purest works of architecture in Houston designed according to the precepts of Ludwig Mies van der Rohe.

Howard Barnstone

According to the Handbook of Texas, "Howard Barnstone, architect, was born on March 27, 1923, in Auburn, Maine, the son of Robert C. and Dora (Lempert) Barnstone. He spent his childhood in Auburn and in New York City, then attended Amherst College (1940-42), Yale College (A.B. 1944), and Yale University (B. Arch. 1948). From 1944 to 1946 he served as a lieutenant, junior grade, in the United States Navy. He moved to Houston in 1948 and remained there for the rest of his life, teaching and practicing architecture."

"Barnstone's early work was strongly influenced by the New York architect Philip Johnson and the Chicago architect Ludwig Mies van der Rohe, both of whom executed modernist buildings in Houston in the 1950s. This type of architecture was especially identified in Houston with the collectors Dominique and John de Menil, whose house had been designed by Johnson and who were patrons of Barnstone's for the duration of his career. While in partnership with Preston M. Bolton (1952-61), Barnstone produced a series of rectilinear, flat-roofed houses in the manner of Johnson and Mies that brought Bolton and Barnstone to national attention. These included the Gordon (1955), Moustier (1955), Farfel (1956), and Owsley (1961) houses in Houston, the Blum house in Beaumont (1954), and the Cook house in Friendswood (1959)."

"During the 1960s, however, Barnstone moved away from this precisionist approach. His public buildings include: Piney Point Elementary School (1962), the *Galveston County News* Building in Galveston (1965), and the Center for the Retarded (1966)? exhibited differentiated massing shapes and emphatic articulation of reinforced concrete structural members. His houses, especially those produced during his partnership with Eugene Aubry (1966-69), tended to be architecturally introverted. Though self-effacing externally, they were opened internally with high ceilings, simple planar walls, and dramatic expanses of glass. The Mermel (1961), Maher (1964), Bell (1969), and Kempner (1969) houses, the Levin house in Galveston (1969), the Vassar Place Apartments (1965), and Guinan Hall at the University of St. Thomas (1971) exhibited these tendencies, as did the Rice Museum (1969, now altered) and Media Center (1970) at Rice University and the Rothko Chapel (1971)."

"During the 1970s and 1980s Barnstone's work became even more varied architecturally. Marti's specialty store in Nuevo Laredo, Tamaulipas, Mexico (1972), built for his stepmother, Marti Franco; the Graustark Family Townhouses, Houston (1973); a country house in Carefree, Arizona, for Mr. and Mrs. Jean Riboud (1976); alterations and additions to a group of Long Island colonial houses in East

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Hampton, New York (1977); the Encinal apartments, Austin (1979); the Schlumberger-Doll Research Center, Ridgefield, Connecticut (1980); the De Saligny apartments, Austin (1983, with Robert T. Jackson); and the Schlumberger Austin Systems Center, Austin (1987, with Robert T. Jackson) were his major projects of this period.”

“Barnstone married Gertrude Levy of Houston in 1955; they were divorced in 1969. They had three children. Barnstone joined the faculty of the University of Houston in 1948. He became associate professor of architecture in 1952 and professor in 1958. He taught as a visiting instructor at Yale University (1964) and the University of St. Thomas (1965). He wrote two books on Texas architectural subjects, *The Galveston That Was* (1966) and *The Architecture of John F. Staub, Houston and the South* (1979). Barnstone became a member of the American Institute of Architects in 1951 and was elected to fellowship in the institute in 1968. He served at various times on the boards of numerous civic and cultural organizations. He was a member of Congregation Beth Israel in the 1950s and 1960s. In 1985 he was baptized and became a parishioner of Christ Church. Howard Barnstone suffered from manic-depressive psychosis and endured periods of severe depression in 1969 and in 1985-87. As a result of the latter episode, he killed himself, on April 29, 1987, in Houston. He is buried at Forest Park East Cemetery in League City. His papers are deposited at the Houston Metropolitan Research Center of the Houston Public Library.”

16 Shadow Lawn (1980-1982) (Tract 16B)

Howard Barnstone House (1980-1982), 16 Shadow Lawn

This house was constructed by Bramlett Construction Company. Fox relates that the home complements the adjoining house at 17 Shadow Lawn, which is one of Houston’s first “post-modern” houses. The home features a steep, shingled roof, stucco quoins, an oval bull’s-eye window, arched dormers, and large expanses of glass – most conspicuously in the second-story, south-facing conservatory which houses a dramatic, cantilevered external stair, and an unexpected sky light entrance porch. Confined to a half-lot, the house’s street front curves in response to the mandatory setback line, and a walled courtyard provides private outdoor space

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The information and sources for this application have been reviewed, verified, edited and supplemented with additional research and sources by Randy Pace, Historic Preservation Officer, Planning and Development Department, City of Houston.

APPROVAL CRITERIA:

According to Section 33-222 of the Historic Preservation Ordinance:

Application for designation of an historic district shall be initiated by either:

- (b)(1) The owners of at least 51 percent of the tracts in the proposed district, which tracts shall constitute 51 percent of the land area within the proposed district exclusive of street, alley and fee simple pipeline or utility rights-of-way and publicly owned land, shall make application for designation of an historic district. In case of a dispute over whether the percentage requirements have been satisfied, it shall be the burden of the challenger to establish by a preponderance of the evidence through the real property records of the county in which the proposed historic district is located or other public records that the applicants have not satisfied the percentage requirements.

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Of the total 15 tract owners, 13 tract owners (87%) signed petitions in support. The total land area of tracts whose owners signed in support of the designation constitutes 89% percent of the total land area within the proposed district.

(b) Notwithstanding the foregoing, no building, structure, object or site less than 50 years old shall be designated as a landmark or archaeological site, and no area in which the majority of buildings, structures or objects is less than 50 years old shall be designated as an historic district, unless it is found that the buildings, structure, object, site or area is of extraordinary importance to the city, state or nation for reasons not based on age.

There are a total of 14 primary buildings and structures in the proposed historic district. Of those 14 buildings, 14 are classified as “contributing” and none are classified as “potentially contributing”, and 100% are classified as historic. There are no buildings that are classified as “non-contributing” (50 years of age or less, or 50 years of age or more and drastically altered). While the houses at 9 and 16 Shadow Lawn are less than 50 years of age, their style of architecture and their associations with their architects have significance at the national level, and therefore are classified as “contributing.”

According to the approval criteria in Section 33-224 of the Historic Preservation Ordinance :

(a) The Houston Archaeological and Historical Commission and the Houston Planning Commission, in making recommendations with respect to designation, and the City Council, in making a designation, shall consider one or more of the following criteria, as applicable:

S NA S - satisfies NA - not applicable

- | | | |
|-------------------------------------|-------------------------------------|---|
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | (1) Whether the building, structure, object, site or area possesses character, interest or value as a visible reminder of the development, heritage, and cultural and ethnic diversity of the city, state, or nation; |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | (2) Whether the building, structure, object, site or area is the location of a significant local, state or national event (Sec. 33-224(a)(2)); |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | (3) Whether the building, structure, object, site or area is identified with a person who, or group or event that, contributed significantly to the cultural or historical development of the city, state, or nation; |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | (4) Whether the building or structure or the buildings or structures within the area exemplify a particular architectural style or building type important to the city; |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | (5) Whether the building or structure or the buildings or structures within the area are the best remaining examples of an architectural style or building type in a neighborhood; |

CITY OF HOUSTON

Houston Archaeological and Historical Commission Planning & Development Dept.

- (6) Whether the building, structure, object or site or the buildings, structures, objects or sites within the area are identified as the work of a person or group whose work has influenced the heritage of the city, state, or nation;
- (7) Whether specific evidence exists that unique archaeological resources are present (Sec. 33-224(a)(7));
- (8) Whether the building, structure, object or site has value as a significant element of community sentiment or public pride (Sec. 33-224(a)(8)).

STAFF RECOMMENDATION:

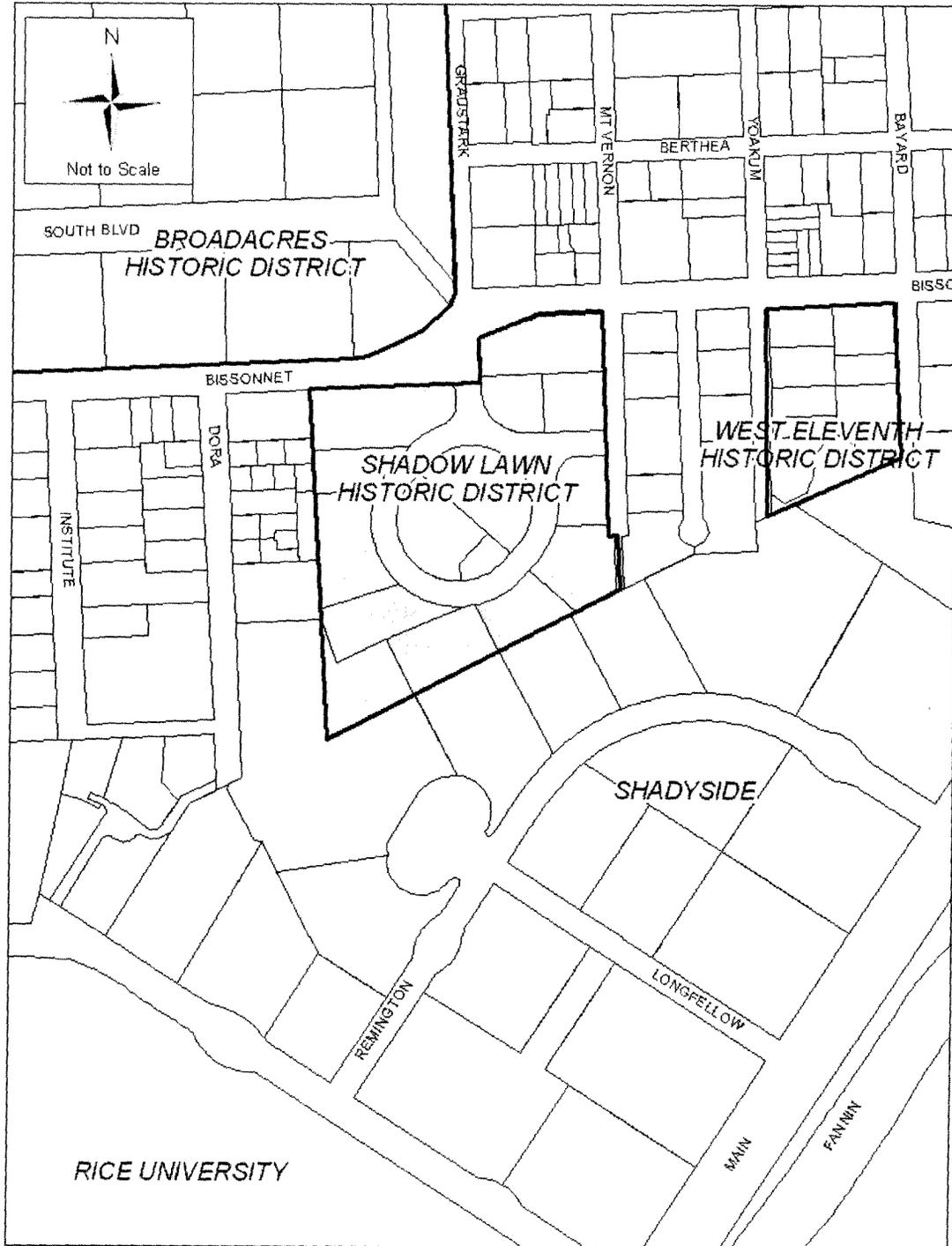
Staff recommends that the Planning Commission accept the recommendation of the Houston Archaeological and Historical Commission and recommend to City Council the Historic District designation of the Shadow Lawn Historic District.

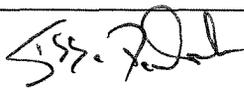
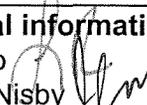
CITY OF HOUSTON

Houston Archaeological and Historical Commission

Planning & Development Dept.

EXHIBIT A SITE LOCATION MAP SHADOW LAWN HISTORIC DISTRICT HOUSTON, TEXAS



SUBJECT: Ordinance establishing minimum standards for privately-owned parking lots.		Page 1 of 2	Agenda Item 13
FROM: (Department or other point of origin): General Services Department		Origination Date 9/5/08	Agenda Date SEP 10 2008
DIRECTOR'S SIGNATURE: Issa Z. Dadoush, P.E.  9/5/08		Council Districts affected: All	
For additional information contact: Liliana Rambo  Phone: 713-853-8193 Jacquelyn L. Nisby Phone: 832-393-8023		Date and identification of prior authorizing Council Action:	
RECOMMENDATION: Approve an ordinance establishing minimum standards, including signage, for privately-owned parking lots.			
Amount and Source of Funding: Not Applicable		Finance Budget:	
<p>SPECIFIC EXPLANATION: In August 2007, the Public Parking Commission's Private Parking Lot Subcommittee began investigating complaints from patrons of privately-owned parking lots about the parking lots' coercive and fraudulent operating practices. Such practices included booting vehicles for alleged failure to pay parking fees at parking fee "drop boxes" (unmanned pay stations that do not provide receipts for payment of parking fees). The Parking Lot Subcommittee also reviewed various conditions that exist in parking lots in the Central Business District (CBD).</p> <p>A companion ordinance regulates vehicle immobilization ("booting") activities by private booting companies.</p> <p><u>The following changes to the ordinance were made after the Transportation, Infrastructure & Aviation Committee meeting of August 12, 2008:</u></p> <ul style="list-style-type: none"> • "Special event" is defined. • Limitation to CBD removed; ordinance goes into effect in CBD 180 days after passage and into effect in the rest of the City 360 days after passage. • Police officers added to section on persons authorized to enforce the ordinance. • Fee for registration of parking lots is raised to \$50 and HPD will perform site inspection of parking lot after registration. • Clarified provision making it unlawful to have a vehicle booted or towed in a parking lot that does not provide a receipt for payment of parking fees. • Signage and receipt must contain words "Display Receipt on Dashboard". • Third party enforcement services (including booting and towing companies) are prohibited from possessing keys or other means to move money in unmanned pay stations or to remove money from the pay stations. • Ratio limitation removed from lighting requirement. <p><u>This ordinance applies to paid parking lots that are open to the public 200 days or more a year. Specific provisions include:</u></p> <ul style="list-style-type: none"> • Requirement for parking lot companies to register lots with the police official. 			
REQUIRED AUTHORIZATION		CUIC ID #25ML1003	
General Services Department:  Liliana Rambo Assistant Director Parking Management Division	Other Authorization:	Other Authorization:	

Date:	SUBJECT: Ordinance establishing minimum standards for privately-owned parking lots	Originator's Initials MLI	Page 2 of 2
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- Specific signage, with requirements regarding placement and content of signs.
 - If booting will be used as enforcement tools in a lot, signage must include telephone number to arrange removal of boot and number for HPD Auto Dealers Detail.
 - Temporary signage required if special event rates are different than usual rates, same as state law requirement.
- Prohibition against booting or towing vehicles from a parking lot for nonpayment of parking fees if a parking lot does not provide receipts for payment of parking fees. Receipts must contain the words "Display receipt on dashboard".
- Requirements for parking attendants:
 - Must wear picture ID, name tag, and shirt, jacket or vest with logo of parking lot.
 - Must provide written, dated receipt for payment of parking fees with parking lot name and logo.
- Requirement for closed lots to barricade entrances and exits. Caution tape, plastic tape, rope, or other non-durable equipment may not be used and barriers may not be attached to signs, trees, or any such object in the public right-of-way.
- Parking spaces must be clearly striped, parking space numbers must be clearly visible, parking lot surfaces must be free of potholes and lots shall be kept free from graffiti, weeds, litter and trash.
- Lots shall be lighted to .7 foot candles when operating at night.

IZD:LR:JLN:MLI:mli

c : Marty Stein, Jacquelyn L. Nisby, Arturo Michel

City of Houston, Texas, Ordinance No. 2008-_____

AN ORDINANCE AMENDING CHAPTER 26 OF THE CODE OF ORDINANCES, HOUSTON, TEXAS, RELATING TO PARKING LOT STANDARDS; CONTAINING FINDINGS AND OTHER PROVISIONS RELATING TO THE FOREGOING SUBJECT; DECLARING CERTAIN CONDUCT TO BE UNLAWFUL AND PROVIDING PENALTIES THEREFOR; PROVIDING AN EFFECTIVE DATE; PROVIDING FOR SEVERABILITY; AND DECLARING AN EMERGENCY.

* * * * *

WHEREAS, in response to complaints from patrons of parking lots about operating practices of the parking lots such as wrongfully towing and booting patrons' vehicles, the Public Parking Commission's Private Parking Lot Subcommittee undertook to identify practices giving rise to the complaints; and

WHEREAS, confusion about whether a parking lot is open for business and how to appropriately pay for parking in the lot is exploited by persons who fraudulently present themselves as representatives of the parking lot and take payment from members of the public; and

WHEREAS, confusion about the appropriate and legitimate person or device to whom payment should be made results in adverse actions, such as towing or immobilizing vehicles, by the parking lot owners or operators against members of the public; and

WHEREAS, slotted pay boxes are obsolete, outdated equipment and are the source of numerous complaints because: (1) members of the public sometimes mistakenly insert payment into the incorrect slot; (2) the pay boxes do not provide receipts for payment of parking fees; (3) the pay boxes are susceptible to theft because money can be extracted from the pay slots by unauthorized persons; and (4) numbering of parking spaces is sometimes illegible; and

WHEREAS, privately-owned parking lots often fail to provide access restrictions such as barriers, chains, or gates to restrict the public from entering parking lots that are closed for business; and

WHEREAS, when the public assumes parking lots that are closed for business but have no access restrictions are available for free parking after normal business hours, such erroneous assumptions have resulted in vehicles being booted or towed from the lots; and

WHEREAS, the Public Parking Commission has found that regulation of parking lots is necessary to safeguard the health, safety, property and welfare of the public and to prevent unreasonable business practices; and

WHEREAS, the Public Parking Commission has recommended that City Council adopt amendments to Chapter 26 of the Code of Ordinances to protect the health, safety, property and welfare of the users of parking lots and to prevent fraud and unreasonable business practices; **NOW, THEREFORE**,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF HOUSTON, TEXAS:

Section 1. That the findings contained in the preamble of this Ordinance are determined to be true and correct and are hereby adopted as a part of this Ordinance.

Section 2. That Chapter 26 of the Code of Ordinances, Houston, Texas, is hereby amended by adding a new Article IX that reads as follows:

"ARTICLE IX. MINIMUM STANDARDS FOR PARKING LOTS.

DIVISION 1. GENERALLY

Sec. 26-601. Definitions.

As used in this article, the following terms shall have the meanings ascribed in this section unless the context of their usage clearly indicates another meaning:

Barrier gate means an automated gate at each entrance to a parking lot to regulate vehicular entry to the parking lot that provides a ticket for entry or a receipt for payment of parking fees.

Foot-candles means a measure of illuminance in lumens per square foot.

Parking lot means public or private property used, wholly or partly, for restricted or paid motor vehicle parking, but does not include parking garages.

Parking lot attendant means an individual who, on behalf of a parking lot general manager, collects a parking fee from motor vehicle operators as payment to park in a parking lot.

Parking lot general manager means an individual who is employed by a parking lot operating company and is responsible for the day-to-day operations of a parking lot.

Parking lot operating company means the person who:

- (1) Owns and operates a parking lot;
- (2) Contracts with the owner(s) of a parking lot to manage the lot; or
- (3) Leases the parking lot from the owner, for the purpose of operating the property as a parking lot.

Pay station means a booth or box, whether attended or not, situated at or on a parking lot where payment of the hourly, daily, or monthly parking fee for that parking lot is made or deposited.

Police official means the chief of police or such other person as he may designate to act as the official primarily responsible for the administration of this article or the said official's designees.

Special event means an event for which demand for parking in an area is increased because of an activity that does not occur on a daily or regular basis; such special event rate may change during a special event depending on the demand for parking.

Special event parking fee means any parking fee charged other than the commonly-charged hourly, daily, or monthly rate as reflected on permanent signage in a parking lot.

Unauthorized vehicle means a vehicle parked, stored, or located on a parking lot without the consent of a parking lot general manager or parking lot operating company.

Sec. 26-602. Application.

The provisions of this article shall apply to parking lots used for paid motor vehicle parking that are open to the public and operating 200 days or more per year.

Sec. 26-603. Entry powers of city officials.

It shall be the duty of any parking lot manager to allow immediate access by any police officer or building official to any portion of the premises of the parking lot for the purpose of inspection of such premises and vehicle

immobilization services for compliance with this article, article X of this chapter, or any other applicable law.

Sec. 26-604. Compliance with other laws.

Compliance with the requirements of this article does not excuse compliance with any other provisions of state law or this Code relating to parking regulations or parking facilities.

Sec. 26-605. Enforcement.

The building official or any police officer is authorized to issue citations charging the violation of any of the provisions of this article.

Sec. 26-606. Registration of parking lot operating companies.

(a) It shall be unlawful for any person to operate a parking lot in the city that has not been registered as required by this section.

(b) A parking lot general manager shall register each parking lot under his management by paying a fee of \$50.00 per lot to the police official and providing to such official the following information regarding each parking lot:

- (1) The name, telephone number, and business address of the parking lot operating company;
- (2) The name, telephone number, facsimile number, and business or residence address, including street name and number, city, state and zip code, of the parking lot general manager; and
- (3) The street address, days and hours of operation of the parking lot.

The use of a public or private post office box or other similar address shall not be sufficient for the purposes of complying with this subsection.

(c) After a parking lot general manager complies with the provisions of this section, the police official will:

- (1) Perform an inspection of the parking lot to make an initial determination as to whether the lot is in violation of any requirements of this article and advise the parking lot general manager of his findings; and

- (2) Provide to the parking lot general manager a registration compliance statement.

(d) Any change in the information required in subsection (b) of this section shall require the new parking lot general manager to file updated registration information and to pay a registration update fee of \$10 to the police official within 30 days of the effective date of the change. A prior parking lot general manager shall advise the police official that he no longer manages the property.

(e) The parking lot general manager of a newly constructed or established parking lot shall comply with the provisions of this section not later than the thirtieth day following completion of construction or new opening of the parking lot, whichever occurs first.

Secs. 26-607--26-615. Reserved.

DIVISION 2. BUSINESS PRACTICES

Sec. 26-616. Signage required.

(a) Signage prohibiting unauthorized vehicles on a parking lot must be:

- (1) Facing and conspicuously visible to the driver of a vehicle that enters the parking lot;
- (2) Located at all pay stations;
- (3) Permanently mounted on a pole, post, permanent wall, or permanent structure installed on the parking lot;
- (4) Installed so that the bottom edge of any such sign is no lower than five feet and no higher than eight feet above ground level.
- (5) Unobstructed by vegetation or any other obstruction;
- (6) Made of weather-resistant material; and
- (7) At least 18 inches in width and 24 inches in height.

(b) Signage prohibiting unauthorized vehicles must contain lettering at least one inch in height in a solid color that contrasts with the background and must clearly state:

- (1) The days and hours of operation of the parking lot;
- (2) Who may park in the parking lot, prohibiting all others, and the consequences for non-payment of parking fees (*i.e.*, 'Unauthorized Vehicles Will Be Booted or Towed at Owner's or Operator's Expense') in bright red lettering at least two inches in height on a white background;
- (3) How to pay for parking in the lot (*i.e.*, 'pay attendant' or 'pay drop box,' etc.), and the hourly or other fee for such service; provided, however, for lots utilizing different rates for various periods of parking, fee information may be contained on a separate sign adjacent to the pay station;
- (4) If unauthorized vehicles may be booted in the parking lot:
 - a. The number of a telephone that is answered by the vehicle immobilization service 24 hours a day, 7 days a week to arrange for removal of a boot device; and
 - b. The telephone number for the police department's auto dealers detail; and
- (5) If unauthorized vehicles may be booted or towed in the parking lot, the following: 'Receipts must be displayed on dashboard.'

(c) When the fee to park in a parking lot during a special event is a different amount than the hourly, daily or monthly rate, conspicuous temporary signage at least two feet high and two feet wide shall be posted at all entrances to the parking lot and at all pay stations, clearly stating the amount of the special event parking fee in letters not less than six inches high.

Sec. 26-617. Receipt and enforcement.

It shall be unlawful for a parking lot general manager to have a vehicle immobilized ('booted') or towed for non-payment of parking fees in a parking lot that does not provide receipts for payment of parking fees. Each receipt issued for payment of a parking fee shall have printed thereon in bold type the following directive 'Display receipt on dashboard.'

Sec. 26-618. Attendant requirements.

It shall be the duty of any owner or manager of a parking lot to ensure that no individual at any time performs as a parking lot attendant unless the individual meets each of the requirements of this section. Each parking lot attendant shall:

- (1) Be 16 years of age or older;
- (2) Wear a picture ID, name tag with the employee's first name and employee identification number, and shirt, jacket or vest with the name and logo of the parking lot operating company;
- (3) Provide a written receipt to the operator of a vehicle parked on the parking lot with the name and logo of the parking lot, and the date parking fees were paid; and
- (4) Perform his duties in a courteous and professional manner.

Sec. 26-619. Access to money in unmanned pay stations.

It shall be unlawful for third-party enforcement services, including but not limited to vehicle immobilization services and tow companies, to possess keys or to have any other means of access to move or remove money from any unmanned pay station in a parking lot.

Sec. 26-620. Closure of parking lot entrances.

(a) The parking lot operator or manager of a parking lot that is closed for business shall barricade all entrances to and exits from the parking lot by means of a barrier gate, chain, or other durable barrier equipment.

(b) The use of caution tape, plastic tape, rope, or other such non-durable equipment to indicate the closure of entrances and exits is prohibited.

(c) Barriers shall not be attached to signage, trees, or any such object in the public right-of-way.

Secs. 26-621–26-630. Reserved.

DIVISION 3. DESIGN AND MAINTENANCE

Sec. 26-631. Marking of spaces.

(a) All parking spaces must be clearly and permanently identified by stripes.

(b) When unmanned pay stations are used, parking space numbering shall be clearly visible on each parking space.

Sec. 26-632. Parking lot surface.

Parking lot surfaces must be free of potholes.

Sec. 26-633. Lighting.

(a) Lighting shall be installed to illuminate pay stations and parking spaces in parking lots at all times while the parking lot is open for business between the hours of 6:00 p.m. on any day and 6:00 a.m. on the following day.

(b) All pay stations and parking areas shall be lighted to at least 0.7 foot-candles, measured at any such location on the lot at all times while the parking lot is open for business between 6:00 p.m. on any day and 6:00 a.m. on the following day.

Sec. 26-634. Maintenance.

(a) Parking lots shall be kept free from graffiti, weeds, litter and trash.

(b) Gravel from a parking lot shall not extend onto sidewalks or adjoining streets."

Section 3. That, for purposes of this **Section 3**, the term *central business district* has the meaning ascribed in Section 26-2 of the Code of Ordinances, Houston, Texas. The provisions of this Ordinance shall be applicable and take effect within the central business district on the one hundred eightieth day following passage and approval of this Ordinance and shall be applicable and take effect elsewhere within the City on the three hundred sixtieth day following passage and approval of this Ordinance.

Section 4. That, if any provision, section, subsection, sentence, clause, or phrase of this Ordinance, or the application of same to any person or set of circumstances, is for any reason held to be unconstitutional, void or invalid, the validity of the remaining portions of this Ordinance or their application to other persons or sets of circumstances shall not be affected thereby, it being the intent of the City Council in adopting this Ordinance that no portion hereof or provision or regulation contained herein shall become inoperative or fail by reason of any unconstitutionality, voidness or invalidity of any other portion hereof, and all provisions of this Ordinance are declared to be severable for that purpose.

Section 5. That there exists a public emergency requiring that this Ordinance be passed finally on the date of its introduction as requested in writing by the Mayor; therefore, this Ordinance shall be passed finally on such date and shall take effect as provided in **Section 3**, above.

PASSED AND APPROVED this ____ day of _____, 2008.

Mayor of the City of Houston

Prepared by Legal Dept. Blalaise SA
TBC:asw 09/04/2008 Senior Assistant City Attorney
Requested by Issa Dadoush, Director, General Services Department
L.D. File No. 0250700029002

SUBJECT: Ordinance regulating the booting of vehicles in privately-owned parking lots.		Page 1 of 2	Agenda Item 13A
FROM: (Department or other point of origin): General Services Department		Origination Date 9/5/08	Agenda Date SEP 10 2008
MS DIRECTOR'S SIGNATURE: Issa Z. Dadoush, P.E. <i>Issa Z. Dadoush 9/5/08</i>	Council Districts affected: All		
	For additional information contact: Liliana Rambo <i>Liliana Rambo</i> Phone: 713-853-8193 Jacquelyn L. Nisby <i>Jacquelyn Nisby</i> Phone: 832-393-8023	Date and identification of prior authorizing Council Action:	
RECOMMENDATION: Approve an ordinance regulating the practice of booting of vehicles to enforce payment of parking fees in privately-owned parking lots.			
Amount and Source of Funding: Not Applicable		Finance Budget:	
<p>SPECIFIC EXPLANATION: Over the past year, the City has received an ever-increasing number of complaints about fraudulent and coercive practices by boot operators that operate in privately-owned parking lots. Vehicle immobilization ("booting") on private property is currently unregulated in Texas.</p> <p>After several public hearings, the Public Parking Commission's Private Parking Lot Subcommittee determined that boot operators were engaging in predatory and sometimes fraudulent practices that negatively impact the health and safety of the public. The Commission found that regulation of booting on private parking lots throughout the City of Houston is necessary to promote the health, safety and welfare of the public and to provide needed guidelines for consistent business practices associated with private parking lots.</p> <p>This ordinance regulates booting practices in paid parking lots, access to which is not regulated by barrier gates. A companion ordinance sets forth minimum standards for parking lots.</p> <p>The following revisions were made after the Transportation, Infrastructure & Aviation Committee meeting of August 12, 2008:</p> <ul style="list-style-type: none"> • If a patron paid for parking but failed to display a receipt on their vehicle's dashboard, the booting operator will only charge an administrative fee of \$25 (rather than \$100) to remove the boot, if patron can produce a receipt. • The ordinance will apply to the Central Business District 90 days from passage of the ordinance and will apply to the rest of the City 360 days from passage of the ordinance. <p><u>Specific provisions of the ordinance include:</u></p> <ul style="list-style-type: none"> • Prohibitions against booting a vehicle: <ul style="list-style-type: none"> ○ without a permit to operate a booting service from the City of Houston ○ in a lot that does not have specific signage required by the parking lots standards ordinance ○ in a paid lot that does not provide a receipt for payment of parking fees 			
REQUIRED AUTHORIZATION		CUIC ID #25MLI002	
General Services Department: <i>Liliana Rambo</i> Liliana Rambo Assistant Director Parking Management Division	Other Authorization:	Other Authorization:	

Date:	SUBJECT: Ordinance regulating the booting of vehicles in privately-owned parking lots.	Originator's Initials MLI	Page 2 of 2
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- Towing is prohibited in a lot if no receipt is issued for payment of parking fees
- Conflicts: Prohibition against lot operating company or general manager having monetary or ownership interest in booting service, and from receiving kickbacks from booting service.
- Booting operations: the amount that can be charged to remove a boot is limited to \$100 and unpaid parking fees for the past 24 hours, and any past due fees for contract parking; limited to \$25 if patron can produce receipt.
- Violations shall be punished by a fine between \$300 and \$500.

IZD:LR:JLN:MLI:mli

c: Marty Stein, Jacquelyn L. Nisby, Arturo Michel

City of Houston, Texas, Ordinance No. 2008-_____

AN ORDINANCE AMENDING CHAPTER 26 OF THE CODE OF ORDINANCES, HOUSTON, TEXAS, RELATING TO THE IMMOBILIZATION OF VEHICLES IN PARKING LOTS; CONTAINING FINDINGS AND OTHER PROVISIONS RELATING TO THE FOREGOING SUBJECT; DECLARING CERTAIN CONDUCT TO BE UNLAWFUL AND PROVIDING PENALTIES THEREFOR; PROVIDING AN EFFECTIVE DATE; PROVIDING FOR SEVERABILITY; AND DECLARING AN EMERGENCY.

* * * * *

WHEREAS, the City has received a growing number of complaints from patrons of parking lots regarding the use of vehicle immobilization devices ("booting") in private parking lots; and

WHEREAS, the Private Parking Lot Subcommittee of the Public Parking Commission undertook a review of the increasing incidence of booting activities in privately-owned parking lots in the City and provided its findings to the Public Parking Commission; and

WHEREAS, owners and operators of parking lots assert that a small percentage of the public consistently fails to pay to park in the lots, and that booting vehicles is both an incentive for a vehicle owner to pay parking fees and a more convenient and less expensive alternative for the vehicle owner than having the vehicle towed from the parking lot; and

WHEREAS, booting activities by private entities are currently unregulated, resulting in fraudulent and predatory practices that negatively impact the health and safety of the public; and

WHEREAS, confusion about whether a parking lot is open for business and the ability of a vehicle operator to correctly identify the person or device to whom payment of a parking fee should be made often results in adverse actions by parking lot owners or operators against members of the public, such as the towing or booting of vehicles; and

WHEREAS, slotted parking fee pay boxes are obsolete, outdated equipment and are the source of numerous complaints because: (1) members of the public sometimes mistakenly insert payment into the incorrect slot; (2) number of parking spaces is sometimes illegible; (3) the pay boxes do not provide receipts for payment of parking fees; and (4) the pay boxes are susceptible to theft because money can be extracted from the pay slots, and;

WHEREAS, the Public Parking Commission has found that regulation of booting is necessary to safeguard health, safety, property and welfare of the public and to prevent fraudulent and predatory business practices associated with booting vehicles in parking lots; and

WHEREAS, the Public Parking Commission has recommended that City Council adopt amendments to Chapter 26 of the Code of Ordinances to prevent fraud and other unreasonable business practices and to protect the health, safety and welfare of the users of parking lots; **NOW, THEREFORE**,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF HOUSTON, TEXAS:

Section 1. That the findings contained in the preamble of this Ordinance are determined to be true and correct and are hereby adopted as a part of this Ordinance.

Section 2. That Chapter 26 of the Code of Ordinances, Houston, Texas, is hereby amended by adding a new Article X that reads as follows:

"ARTICLE X. IMMOBILIZATION ('BOOTING') OF VEHICLES

DIVISION 1. GENERALLY

Sec. 26-641. Definitions.

(a) **Terms defined.** As used in this article, the following terms shall have the meanings ascribed in this section unless the context of their usage clearly indicates another meaning:

Barrier gate has the meaning ascribed in section 26-601 of this Code.

Boot (noun) means a vehicle immobilization device.

Boot (verb) means to install a vehicle immobilization device.

Booting means the act of installing a vehicle immobilization device.

Parking lot has the meaning ascribed in section 26-601 of this Code.

Parking lot general manager has the meaning ascribed in section 26-601 of this Code.

Parking lot operating company has the meaning ascribed in section 26-601 of this Code.

Permittee means a person who holds a vehicle immobilization service permit.

Police official has the meaning ascribed in section 26-601 of this Code.

Special event parking fee has the meaning ascribed in section 26-601 of this Code.

Unauthorized vehicle has the meaning ascribed in section 26-601 of this Code.

Vehicle immobilization means installing a boot.

Vehicle immobilization device means a lockable road wheel clamp or similar vehicle immobilization device that is designed to immobilize a parked vehicle and prevent its operation until the device is unlocked or removed.

Vehicle immobilization operator means any individual who installs, affixes or places or removes a vehicle immobilization device on or from a motor vehicle.

Vehicle immobilization service means a person who at the request of a parking lot operating company or parking lot general manager engages in the act of booting vehicles that are in a parking lot without permission, without paying a parking fee, or in violation of any parking restriction posted in accordance with the signage requirements of section 26-616 of this Code.

Vehicle immobilization service permit means a current and valid permit issued to a vehicle immobilization service pursuant to section 26-652 of this Code.

(b) ***Interchangeable terms***. The terms 'boot' (verb) and 'immobilize,' in reference to a vehicle, are used interchangeably in this article. The terms 'booting' and 'vehicle immobilization' are used interchangeably in this article. The terms 'boot' (noun), 'boot device' and 'vehicle immobilization device' are used interchangeably in this article.

Sec. 26-642. Scope.

(a) This article applies only to parking lots access to which is not regulated by barrier gates.

(b) This article does not apply to the booting of vehicles in relation to delinquent municipal parking citations pursuant to article V of this chapter.

Sec. 26-643. Compliance with other laws.

Compliance with the requirements of this article does not excuse compliance with any other provisions of state law or this Code relating to parking regulations or parking facilities.

Sec. 26-644. Prohibited activities.

(a) It is unlawful for any person to immobilize a vehicle without a vehicle immobilization service permit issued by the city.

(b) It shall be unlawful for any vehicle immobilization operator to boot a vehicle:

- (1) In a parking lot that is not in compliance with the signage requirements of section 26-616 of this Code.
- (2) Without complying with the operating requirements of section 26-662 of this Code.
- (3) In a parking lot used wholly or partly for paid motor vehicle parking that is accessible to the public and does not provide a receipt for payment of parking fees as required by section 26-617 of this Code.

(c) It is unlawful for a permittee to operate or cause to be operated a vehicle immobilization service in violation of any term of a permit.

Sec. 26-645. Beneficial interests and rebates prohibited.

(a) A parking lot operating company or general manager may not have a direct or indirect monetary or ownership interest in a vehicle immobilization service that for compensation immobilizes unauthorized vehicles in a parking lot in which the parking lot operating company or general manager has an interest.

(b) A parking lot operating company or general manager of a parking lot in which vehicles are immobilized may not accept any rebate, compensation or other valuable consideration, directly or indirectly, from a vehicle immobilization operator in connection with the immobilization of vehicles.

Secs. 26-646–26-650. Reserved.

DIVISION 2. VEHICLE IMMOBILIZATION SERVICE PERMITS

Sec. 26-651. Vehicle immobilization service permit application.

(a) Any person who desires to operate a vehicle immobilization service in the city shall submit an application for a permit to the police official in a form promulgated by the police official for that purpose, which shall include the following:

- (1) The applicant's name, telephone number, mailing address, street address, federal employee identification number, corporate charter number, and Texas driver's license number (if applicable);
- (2) The name and mailing address of each principal of the applicant, copies of the assumed-name registration if the vehicle immobilization service will be operated under an assumed name, the partnership registration, if any, and the names and addresses of all general partners if the applicant is a partnership, and a certificate of good standing from the Texas Secretary of State for a Texas domestic corporation or certificate of authority to do business in Texas if a foreign corporation, along with the names and addresses of all officers and the corporation's registered agent;
- (3) The location of all parking lots at which applicant intends to immobilize vehicles and a copy of the agreement with the parking lot operating company or general manager for vehicle immobilization at each location;
- (4) The indemnity and release form provisions that are specified in subsection (b) of this section;
- (5) Proof of insurance required by section 26-661 of this Code;
- (6) Criminal history information for every principal for whom information is provided in item (2) of this subsection as required by the police official to determine compliance with section 1-10 of this Code; and

- (7) Any other information reasonably required by the police official for the purpose of processing the application under the requirements of this article.

(b) An application shall contain the following indemnity and release, which shall be a condition of each vehicle immobilization service permit:

'THE PERMITTEE AGREES TO AND SHALL DEFEND, INDEMNIFY, AND HOLD THE CITY ITS AGENTS, EMPLOYEES, OFFICERS, AND LEGAL REPRESENTATIVES (COLLECTIVELY, THE "CITY") HARMLESS FOR ALL CLAIMS, CAUSES OF ACTION, LIABILITIES, FINES, AND EXPENSES (INCLUDING, WITHOUT LIMITATION, ATTORNEYS' FEES, COURT COSTS, AND ALL OTHER DEFENSE COSTS AND INTEREST) FOR INJURY, DEATH, DAMAGE, OR LOSS TO PERSONS OR PROPERTY SUSTAINED IN CONNECTION WITH OR INCIDENTAL TO ANY PERFORMANCE UNDER THIS PERMIT, INCLUDING, WITHOUT LIMITATION, THOSE CAUSED BY:

1. THE PERMITTEE'S AND/OR ITS AGENTS', EMPLOYEES', OFFICERS', DIRECTORS', CONTRACTORS', OR SUBCONTRACTORS' (COLLECTIVELY IN LETTERED PARAGRAPHS 1--3, "PERMITTEE'S") ACTUAL OR ALLEGED NEGLIGENCE OR INTENTIONAL ACTS OR OMISSIONS;
2. THE CITY'S AND THE PERMITTEE'S ACTUAL OR ALLEGED CONCURRENT NEGLIGENCE, WHETHER THE PERMITTEE IS IMMUNE FROM LIABILITY OR NOT; AND
3. THE CITY'S AND THE PERMITTEE'S ACTUAL OR ALLEGED STRICT PRODUCTS LIABILITY OR STRICT STATUTORY LIABILITY, WHETHER THE PERMITTEE IS IMMUNE FROM LIABILITY OR NOT.

THE PERMITTEE SHALL DEFEND, INDEMNIFY, AND HOLD THE CITY HARMLESS DURING THE TERM OF THE PERMIT AND FOR TWO YEARS AFTER THE PERMIT EXPIRES. THE PERMITTEE'S INDEMNIFICATION IS LIMITED TO \$500,000.00 PER OCCURRENCE.

THE PERMITTEE AGREES TO AND SHALL RELEASE THE CITY FROM ALL LIABILITY FOR INJURY, DEATH, DAMAGE, OR LOSS TO PERSONS OR PROPERTY SUSTAINED IN CONNECTION

WITH OR INCIDENTAL TO PERFORMANCE UNDER THE PERMIT, EVEN IF THE INJURY, DEATH, DAMAGE, OR LOSS IS CAUSED BY THE CITY'S SOLE OR CONCURRENT NEGLIGENCE.'

(c) The application shall be signed by an owner if the applicant is a sole proprietorship, an authorized officer if the applicant is a corporation, or a general partner if the applicant is a partnership, acknowledging that the person signing has read the application, agrees to all of its terms and provisions, affirms the correctness and accuracy of the information given on the application, and affirms that he has the authority to bind the applicant to all of the terms, provisions, and requirements of the application.

Sec. 26-652. Permit issuance; denial; fee.

(a) An application that contains all of the information required by section 26-651 of this Code and is duly and properly signed shall be a complete application. A complete application shall be approved and the vehicle immobilization service permit issued upon payment of the fee specified by subsection (c) of this section unless:

- (1) The information provided in the application is materially false or incorrect or the applicant has failed in any material way to comply with this article;
- (2) The applicant or an entity owned or controlled by the applicant or any of the principals of the applicant has had a vehicle immobilization service permit revoked during the preceding one year period;
- (3) The police official determines that proof of insurance provided by the applicant does not meet the requirements of section 26-661 of this Code;
- (4) The parking official determines that there exist one or more unresolved parking citations, as defined in section 26-261 of this Code, for any vehicle owned by the applicant or any of its principals; or
- (5) The applicant or any of its principals is not in compliance with the criminal history provisions of section 1-10 of this Code.

(b) In the event that an application is denied, the police official shall promptly inform the applicant in writing of the reasons for the denial. The applicant, upon written request, shall be afforded an opportunity for a hearing

regarding the denial before a hearing officer appointed by the chief of police. The appeal process shall be conducted in accordance with rules promulgated by the police official and approved by the police chief for that purpose. If the denial is based in whole or in part upon section 1-10 of this Code, then the notice and hearing procedures shall also include any requirements to comply with section 1-9 of this Code and applicable state laws. The determination of the hearing examiner with respect to the application shall be final.

(c) The initial fee for a vehicle immobilization service permit shall be \$300. The fee for annual renewal of a vehicle immobilization service permit shall be \$200. The police official shall review the fees annually and may increase the fees to fully recover the city's costs, taking into account permit issuance and renewal costs, inspection and oversight services that may be required, and equipment and resource utilization, provided that no fee increase in excess of 5 percent per year shall be implemented without prior approval of the city council. No portion of the fee shall be refundable. Current fee information shall be maintained in the office of the police department's auto dealers detail.

Sec. 26-653. Vehicle immobilization service permit conditions.

Each vehicle immobilization service permit shall specify the following terms, which shall be the conditions under which the vehicle immobilization service permittee is authorized to conduct vehicle immobilization:

- (1) Name of the permitted vehicle immobilization operator;
- (2) That the permittee must comply with all applicable requirements of this article; and
- (3) Any other reasonable conditions specified by the police official at the time of issuance of the permit.

Sec. 26-654. Term.

A vehicle immobilization service permit shall be valid for one year from its date of issuance and shall not be transferrable. A permit may be renewed by filing an application pursuant to section 26-651 of this Code at least 30 days prior to the expiration of the permit. A renewal permit application shall be reviewed and approved pursuant to section 26-652 of this Code.

Secs. 26-655–26-660. Reserved.

DIVISION 3. REQUIREMENTS FOR OPERATING A VEHICLE
IMMOBILIZATION SERVICE

Sec. 26-661. Insurance.

(a) The vehicle immobilization service shall obtain and maintain in effect during the term of a permit issued pursuant to section 26-652 of this Code insurance coverage as set out below and shall furnish certificates of insurance prior to the beginning of the term of such permit. All such policies shall be primary to any other insurance. Claims made policies shall have an extended reporting period (tail coverage) in place for two years after such policies expire. All liability policies shall be issued by a carrier that is authorized or deemed eligible by the Texas Department of Insurance to do business in the State of Texas. The vehicle immobilization service shall maintain at least the following insurance coverage in the following amounts:

- (1) Commercial General Liability, including Broad Form Coverage: Bodily Injury and Property Damage, Combined Single Limits of \$500,000 each Occurrence and \$500,000 Annual Aggregate; and
- (2) Automobile Liability Insurance, including owned, hired, or non-owned vehicles or any automobile: \$500,000 Combined Single Limit per Accident;

(b) The insurance policy must state that it may not be canceled, materially modified, or non-renewed unless the insurance company gives the police official 30 days' advance written notice. Defense costs are outside the limit of liability. Aggregate coverage limits are per 12-month policy period unless otherwise indicated. Proof of insurance required by this section shall be on the authorized form approved for this purpose by the police official. A permit shall be automatically suspended without any requirement for action by the city or notice to the permittee for any period of time that any of the insurance required by this section is not in effect. In addition, the police official may cause the permit to be revoked for cause pursuant to section 26-666 of this Code for failure to maintain insurance.

Sec. 26-662. Vehicle immobilization service operations.

A vehicle immobilization service shall operate in accordance with the following requirements:

- (1) Vehicles shall be booted only in off-street parking lots and only pursuant to a written agreement with the parking lot operating company or general manager;
- (2) Upon affixing a boot device to a vehicle, a vehicle immobilization operator shall place an adhesive notice on the driver's side window and a non-adhesive notice under the driver's side windshield wiper advising the owner or operator that the vehicle is immobilized and that damage may occur to the vehicle if moved; the date and time the vehicle was booted; the name, address and telephone number of the vehicle immobilization service; information about how to obtain release of the boot device from the vehicle; the amount of the fee for release; the possibility that the vehicle may be towed after 24 hours, the telephone number for the police department's auto dealers detail and any additional text reasonably required by the police official;
- (3) No person shall charge more than \$100.00 for the removal or release of a boot device, provided, however, the failure of a vehicle operator to properly display a parking fee receipt on the vehicle dashboard resulting in the booting of such vehicle, shall entitle the vehicle immobilization service to collect only an administrative fee of \$25 for the removal of such boot upon display of such receipt by the vehicle operator to the vehicle immobilization service;
- (4) Except as provided in the previous item, no person shall be obligated to pay any fees, other than the booting fee, the unpaid parking fee for the immediately preceding 24-hour period and any past due fees for contract parking, in connection with the installation or removal of a boot device;
- (5) Payment for removal of boot devices shall be accepted in any of the following forms: cash, credit card, debit card, cashier's check, certified check, money order, or Western Union check, provided, however, that the vehicle immobilization service may elect to accept personal and business checks as well;
- (6) The vehicle immobilization operator shall remove the boot device within one hour after the owner or operator of the vehicle has paid the removal fee or the administrative fee provided in item (3) of this section; provided, however, that in the case of a boot device that may be removed by a vehicle

owner or operator who has paid the boot removal fee or the administrative fee, the information necessary to unlock the device shall be provided immediately after payment is made;

- (7) The vehicle immobilization operator shall ensure that the act of booting a vehicle does not unreasonably interfere with safe traffic operations in parking lots and entrances to and exits from such lots;
- (8) A vehicle immobilization operator shall maintain an office readily accessible to the public by telephone or in person, open and manned 24 hours a day, 7 days a week, 365 days a year for the purpose of accepting payment and releasing vehicles from immobilization;
- (9) A permittee shall display, upon request, a true and correct copy of the vehicle immobilization service permit required by this article and a vehicle immobilization sales tax permit at each location where vehicle immobilization is provided;
- (10) In addition to the notice required in item (2) of this section, the vehicle immobilization operator shall prepare a multiple-copy form that states:
 - a. The name, business address, and phone number of the vehicle immobilization operator and the vehicle immobilization service;
 - b. The name of the owner, operating company or general manager of the parking lot on which the boot device was installed;
 - c. The name of the individual(s) authorizing and performing the immobilization;
 - d. The date, time and location the boot device was installed;
 - e. A description of the booted vehicle, including the make, model, and license plate number;
 - f. The amount of the fee for removal of a boot device; and

- g. The name of the person who removed the boot device, the date and time the device was removed, the name of the person to whom the vehicle was released, and the amount of fees paid for removal of the device and parking fees.

A copy of the form must be given to the individual who reclaims the vehicle, and in the event that the boot device is removed by the vehicle owner or operator after payment of applicable fees, a copy of the form must be provided to the individual who returns the boot device to the vehicle immobilization service. The vehicle immobilization service shall maintain the original form at its place of business for a period of three years. Any peace officer shall have the right, upon request, to inspect and copy such records to determine compliance with the requirements of this section;

- (11) The vehicle immobilization operator shall comply with all applicable traffic control laws, devices, signs, and markings.

Sec. 26-663. Duty of vehicle immobilization service.

(a) It shall be the duty of every vehicle immobilization service permittee to cause each of its employees to comply with the requirements of this article and any permit issued hereunder.

(b) It shall be the duty of every vehicle immobilization service permittee to provide information and applicable fees to the police official to obtain criminal history information for each of its employees before the employee is allowed to perform any vehicle immobilization and to keep a record of the background check.

(c) It shall be the duty of every vehicle immobilization service permittee to notify the police official before he commences immobilization service on any parking lot not previously listed on its application.

(d) It shall be the duty of every vehicle immobilization service permittee to respond in writing to any complaints received by the police official concerning misconduct on the part of the permittee or permittee's employees or agents such as excessive charges, poor business practices, discourteous service, damage to vehicles, or failure to give notice as required by this article. Permittee shall provide such response to the complainant, copy to the police official, within five days from receipt of the complaint.

Sec. 26-664. Operator requirements.

It is the duty of the vehicle immobilization service permittee to ensure that no individual at any time performs as a vehicle immobilization operator unless the individual meets each of the criteria of this section. Each vehicle immobilization operator shall:

- (1) Be 18 years of age or older;
- (2) Wear a picture ID, name tag with the employee's first name and employee identification number, and shirt, jacket or vest with the name and logo of the vehicle immobilization service; and
- (3) Perform his duties in a courteous and professional manner.

If the vehicle immobilization service permittee, or any principal of a permittee, performs as a vehicle immobilization operator, the permittee or principal must satisfy each of these requirements.

Sec. 26-665. Vehicle immobilization service operations subject to police regulation.

All vehicle immobilization service operations are subject to temporary suspension when the police official determines that the continued operation of the service constitutes a hazard to the public safety and welfare, including but not limited to, conducting vehicle immobilization services:

- (1) That are in violation of section 26-617 of this Code pertaining to required signage;
- (2) That are in violation of section 26-662 of this Code pertaining to vehicle immobilization service operations requirements; or
- (3) In a parking lot used wholly or partly for paid motor vehicle parking that is accessible by motor vehicles but in which patrons are unable to make payment due to the absence of a parking lot attendant, operable pay station, or other method of paying to park in the lot.

Sec. 26-666. Revocation.

(a) A vehicle immobilization service permit may be revoked without refund of any portion of the permit application or renewal fee if:

- (1) Any information supplied in the permit application was materially false or incorrect;
- (2) The permit was issued through error;
- (3) The permittee has failed to operate in compliance with the requirements for operating a vehicle immobilization service as set forth in section 26-662 of this Code;
- (4) The permittee has failed to comply with any applicable provision of the permit or this article;
- (5) The permittee has failed to renew the permit in accordance with section 26-654 of this Code;
- (6) The permittee has failed to perform under the release and indemnity requirements of section 26-651 of this Code; or
- (7) The permittee or any of its principals are not in compliance with the criminal history provisions of section 1-10 of this Code.

(b) Notice of revocation shall be provided to the vehicle immobilization service permittee by depositing the same in the United States mail, first class, certified, return receipt requested, addressed to the address of the permittee shown in the permit application. The notice shall set forth the alleged grounds for the revocation and the opportunity to request a hearing regarding the revocation. If the revocation is based in whole or in part upon section 1-10 of this Code, then the notice and hearing procedures shall also include any requirements to comply with section 1-9 of this Code and applicable state laws.

(c) If the permittee wishes to request a hearing, such request must be made in writing and provided to the police official within twenty days of the date of the police official's notice of revocation. Pending the hearing, the police official may suspend the vehicle immobilization service permit when the police official determines that continued operation of the vehicle immobilization service constitutes a hazard to public safety and welfare. At the hearing, the burden of demonstrating that a permit should be revoked shall be upon the city. The permittee may also present evidence and cross examine witnesses. The hearing shall be conducted by a hearing officer appointed by the police official, who shall revoke the permit if he determines by a preponderance of the evidence that grounds exist for revocation. The decision of the hearing officer to revoke a permit shall be made in writing and

shall set forth the grounds therefor. The hearing officer's determination shall be final."

Section 3. That Subsection (a) of Section 26-10 of the Code of Ordinances, Houston, Texas, is hereby amended to read as follows:

"(a) It is a criminal offense for any person to violate any of the provisions of this chapter other than the provisions of articles II, IV or VI of this chapter or division 1 of article III of this chapter. Every person convicted of violating any of those provisions of this chapter for which another penalty is not specifically provided shall be punished by a fine of not less than \$1.00 nor more than \$200.00; provided that the penalty for violation of any provision of article X of this chapter shall be a fine of not less than \$300.00 nor more than \$500.00; further provided, however, that no penalty shall be greater or less than the penalty for the same offense under the laws of this state."

Section 4. That Subsection (b) of Section 1-10 of the Code of Ordinances, Houston, Texas, is hereby amended by adding a new Item (5) that reads as follows:

- "(5) Permits for vehicle immobilization services issued pursuant to chapter 26, article X, division 2 of this Code:
- a. Any offense involving burglary, fraud or theft;
 - b. Any offense involving the unauthorized use of a motor vehicle;
 - c. Any offense involving forgery;
 - d. Any violation of state or federal laws regulating firearms;
 - e. Any offense involving violence to any person except for conduct that is classified as no greater than a Class C misdemeanor under the laws of the state;
 - f. Any offense involving the possession, use of or sale of drugs except for conduct that is classified as no greater than a Class C misdemeanor under the laws of this state;
 - g. Any violation of state laws relating to the operation of motor vehicle storage lots.

- h. Any offense involving driving a motor vehicle while intoxicated, whether under the influence of alcohol or drugs, or both.

The above listed offenses shall be grounds for the denial, revocation or nonrenewal of permits issued under division 2, article X of chapter 26 of this Code, as enumerated, because the authorizations thereunder allow persons to engage in businesses and occupations in which there is a high degree of danger to the public through the immobilization of automobiles. Such activities involve substantial contact with the public, including contact with persons whose vehicles may be rendered inoperable by an immobilization device at all hours of the day and night. These businesses also afford special opportunities for theft and fraud. Therefore, there is a serious need to protect the public from the types of criminal conduct represented by such offenses."

Section 5. That, pursuant to § 53.025 of the Texas Occupations Code, the City Secretary is directed to cause a copy of Section 1-10 of the Code of Ordinances, Houston, Texas, as amended in **Section 4** of this Ordinance, to be posted at the courthouses of Harris, Fort Bend and Montgomery Counties.

Section 6. That, for purposes of this **Section 6**, the term *central business district* has the meaning ascribed in Section 26-2 of the Code of Ordinances, Houston, Texas. The provisions of this Ordinance shall be applicable and take effect within the central business district on the ninetieth day following passage and approval of this Ordinance and shall be applicable and take effect elsewhere within the City on the three hundred sixtieth day following passage and approval of this Ordinance.

Section 7. That, if any provision, section, subsection, sentence, clause, or phrase of this Ordinance, or the application of same to any person or set of circumstances, is for any reason held to be unconstitutional, void or invalid, the validity of the remaining portions of this Ordinance or their application to other persons or sets of circumstances shall not

be affected thereby, it being the intent of the City Council in adopting this Ordinance that no portion hereof or provision or regulation contained herein shall become inoperative or fail by reason of any unconstitutionality, voidness or invalidity of any other portion hereof, and all provisions of this Ordinance are declared to be severable for that purpose.

Section 8. That there exists a public emergency requiring that this Ordinance be passed finally on the date of its introduction as requested in writing by the Mayor; therefore, this Ordinance shall be passed finally on such date and shall take effect as provided in **Section 6**, above.

PASSED AND APPROVED this ____ day of _____, 2008.

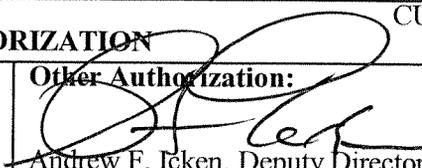
Mayor of the City of Houston

Prepared by Legal Dept. _____
TBC:asw 09/04/2008
Requested by Issa Dadoush, Director, General Services Department
L.D. File No. 0470700005002

MB Calabrese *SK*

Senior Assistant City Attorney

TO: Mayor via City Secretary REQUEST FOR COUNCIL ACTION

SUBJECT: Ordinance authorizing the abandonment and sale of a 15-foot-wide alley; Selma Avenue; Princeton Street; Eaton Street; St. Agnes Street; and a portion of Cecil Street in exchange for the conveyance to the City of right-of-way for the widening and realignment of Bertner Avenue and right-of-way for the extension of Lehall Street; all located within Institute Addition; and authorize a Development Agreement addressing these issues. Parcels SY6-036A through I, SY7-076A and B, AY7-261A through E, AY7-262A and AY7-262B		Page <u>1</u> of <u>3</u>	Agenda Item # 14
FROM (Department or other point of origin): Department of Public Works and Engineering		Origination Date 9/4/08	Agenda Date SEP 10 2008
DIRECTOR'S SIGNATURE: Michael S. Marcotte, P.E., DEE, Director		Council District affected: D Key Map 532M	
For additional information contact: Nancy P. Collins Phone: (713) 837-0881 Senior Assistant Director-Real Estate		Date and identification of prior authorizing Council Action: C.M. 2007-0307 (03/28/07)	
RECOMMENDATION: (Summary) It is recommended City Council approve an ordinance authorizing the abandonment and sale of a 15-foot-wide alley, located in Blocks 14, 15, 18, 19, 21 and 22; Selma Avenue, from Braeswood Boulevard to Eaton Street, from Eaton Street to St. Agnes Street, and from St. Agnes Street south to its terminus; Princeton Street, from Braeswood Boulevard to Eaton Street; Eaton Street, from Cecil Avenue east to its terminus; St. Agnes Street, from Cecil Avenue to the east right-of-way line of Selma Avenue; and a portion of Cecil Street, from St. Agnes Street to Swanson Street; in exchange for a consideration of \$2,393,748.00 plus the conveyance to the City of right-of-way for the widening and realignment of Bertner Avenue, from Braeswood Boulevard to Old Spanish Trail and right-of-way for the extension of Lehall Street, from Cecil Street to Lot 10, Block 20; all located within Institute Addition; and authorize a Development Agreement addressing these issues. Parcels SY6-036A through I, SY7-076A and B, AY7-261A through E, AY7-262A and AY7-262B			
Amount and Source of Funding: Not Applicable			
SPECIFIC EXPLANATION: By Motion 2007-0307, City Council authorized the abandonment and sale of a 15-foot-wide alley, located in Blocks 14, 15, 18, 19, 21 and 22; Selma Avenue, from Braeswood Boulevard to Eaton Street, from Eaton Street to St. Agnes Street, and from St. Agnes Street south to its terminus; Princeton Street, from Braeswood Boulevard to Eaton Street; Eaton Street, from Cecil Avenue east to its terminus; St. Agnes Street, from Cecil Avenue to the east right-of-way line of Selma Avenue; and a portion of Cecil Street, from St. Agnes Street to Swanson Street; in exchange for the widening and realignment of Bertner Avenue, from Braeswood Boulevard to Old Spanish Trail, all located within Institute Addition; and authorized a Development Agreement addressing these issues. Thereafter, four abandonment parcels and two conveyance parcels were added to the transaction. The transaction was processed accordingly. The University of Texas M.D. Anderson Cancer Center (M. D. Anderson) and the Texas Medical Center (TMC), the abutting property owners, plan to use the area referred to as Mid Campus (bordered by Fannin Street to the west, Braeswood Boulevard to the north, the TMC parking lot to the east, and Old Spanish Trail to the south) to build five million square feet of hospital space and medically related educational and research facilities. As the construction requirement in Item 2 of the Motion requiring the applicant to cut, plug, and abandon all the utilities within the alley and streets being abandoned and reconnect to the proposed utilities in the proposed Bertner Avenue will be completed after City Council passes the ordinance, M. D. Anderson has deposited \$400,000.00 with the City in a special Utility Fund as security to cover the estimated costs. The construction must be completed within twelve months of the effective date of the ordinance. The construction and realignment of Bertner Avenue, from Braeswood Boulevard to Old Spanish Trail, was approved in the 2007 to 2011 adopted Capital Improvement Plan (CIP). The current estimated construction cost for the road is \$3,912,060.00, of which \$2,000,000.00 is funded and the remainder is "undetermined" funding. The council motion addresses several requirements/ provisions including: (1) the establishment of a special account in which money owed to the City for this abandonment and sale transaction will be deposited and go toward the cost of the design plans and the "undetermined" funding portion of the construction cost for Bertner Avenue, (2) responsibilities of the applicant with regard to the utilities and construction of Lehall Street which is a portion of the overall Bertner Avenue construction project, (3) the establishment of a special account in which out of pocket money from the applicant will be deposited to cover the total cost of the utilities and the construction of Lehall Street, and (4) responsibilities of the City and the applicant with regard to the utilities and construction of Bertner Avenue. The Development Agreement addresses all of the foregoing issues.			
s:\psm\sy6-036.rc2.doc		REQUIRED AUTHORIZATION CUIC #20PSM223	
Finance Department:	Other Authorization:	Other Authorization:  Andrew F. Icken, Deputy Director Planning and Development Services Division	

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Date:	Subject: Ordinance authorizing the abandonment and sale of a 15-foot-wide alley; Selma Avenue; Princeton Street; Eaton Street; St. Agnes Street; and a portion of Cecil Street in exchange for the conveyance to the City of right-of-way for the widening and realignment of Bertner Avenue and right-of-way for the extension of Lehall Street; all located within Institute Addition; and authorize a Development Agreement addressing these issues. Parcels SY6-036A through I, SY7-076A and B, AY7-261A through E, AY7-262A and AY7-262B	Originator's Initials	Page <u>2</u> of <u>3</u>
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University of Texas M.D. Anderson Cancer Center and the Texas Medical Center have complied with the Council Motion requirements, have accepted the City's offer, and have rendered payment in full.

The City will abandon and sell to The University of Texas M.D. Anderson Cancer Center and the Texas Medical Center:

<u>Parcel SY6-036A</u> 3,837-square-foot portion of an alley Valued at \$42.00 per square foot	\$161,154.00
<u>Parcel SY6-036B</u> 9,000-square-foot portion of an alley Valued at \$42.00 per square foot	\$378,000.00
<u>Parcel SY6-036C</u> 3,754-square-foot portion of an alley Valued at \$42.00 per square foot	\$157,668.00
<u>Parcel SY6-036D</u> 52,613-square-foot portion of Selma Avenue Valued at \$42.00 per square foot	\$2,209,746.00
<u>Parcel SY6-036E</u> 13,906-square-foot portion of Princeton street Valued at \$42.00 per square foot	\$584,052.00
<u>Parcel SY6-036F</u> 9,750-square-foot portion of Eaton street Valued at \$42.00 per square foot	\$409,500.00
<u>Parcel SY6-036G</u> 4,969-square-foot portion of Eaton street Valued at \$42.00 per square foot	\$208,698.00
<u>Parcel SY6-036H</u> 8,557-square-foot portion of St. Agnes street Valued at \$42.00 per square foot	\$359,394.00
<u>Parcel SY6-036I</u> 10,268-square-foot portion of Cecil street Valued at \$42.00 per square foot	\$431,256.00
<u>Parcel SY7-076A</u> 11,764-square-foot portion of Eaton street and Selma Avenue Valued at \$42.00 per square foot	\$494,088.00
<u>Parcel SY7-076B</u> 26,100-square-foot portion of Selma Avenue Valued at \$42.00 per square foot	\$1,096,200.00
Cost of improvements for Streets	\$153,923.00

TOTAL ABANDONMENTS **\$6,643,679.00**

In exchange, The University of Texas M.D. Anderson Cancer Center and the Texas Medical Center will pay

Cash	\$2,393,748.00
Plus convey to the City:	

Date:	Subject: Ordinance authorizing the abandonment and sale of a 15-foot-wide alley; Selma Avenue; Princeton Street; Eaton Street; St. Agnes Street; and a portion of Cecil Street in exchange for the conveyance to the City of right-of-way for the widening and realignment of Bertner Avenue and right-of-way for the extension of Lehall Street; all located within Institute Addition; and authorize a Development Agreement addressing these issues. Parcels SY6-036A through I, SY7-076A and B, AY7-261A through E, AY7-262A and AY7-262B	Originator's Initials	Page <u>3</u> of <u>3</u>
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Parcel AY7-261A

4,055-square-foot of street right-of-way \$170,310.00
Valued at \$42.00 per square foot

Parcel AY7-261B

13,863-square-foot of street right-of-way \$582,246.00
Valued at \$42.00 per square foot

Parcel AY7-261C

28,927-square-foot of street right-of-way \$1,214,934.00
Valued at \$42.00 per square foot

Parcel AY7-261D

39,366-square-foot of street right-of-way \$1,653,372.00
Valued at \$42.00 per square foot

Parcel AY7-261E

13,140-square-foot of street right-of-way \$551,880.00
Valued at \$42.00 per square foot

Parcel AY7-262A

26-square-foot of street right-of-way \$819.00
Valued at \$31.50 per square foot

Parcel AY7-262B

1,500-square-foot of street right-of-way \$63,000.00
Valued at \$42.00 per square foot

Cost of improvements in right-of-way \$13,370.00

TOTAL CASH AND CONVEYANCE \$6,643,679.00

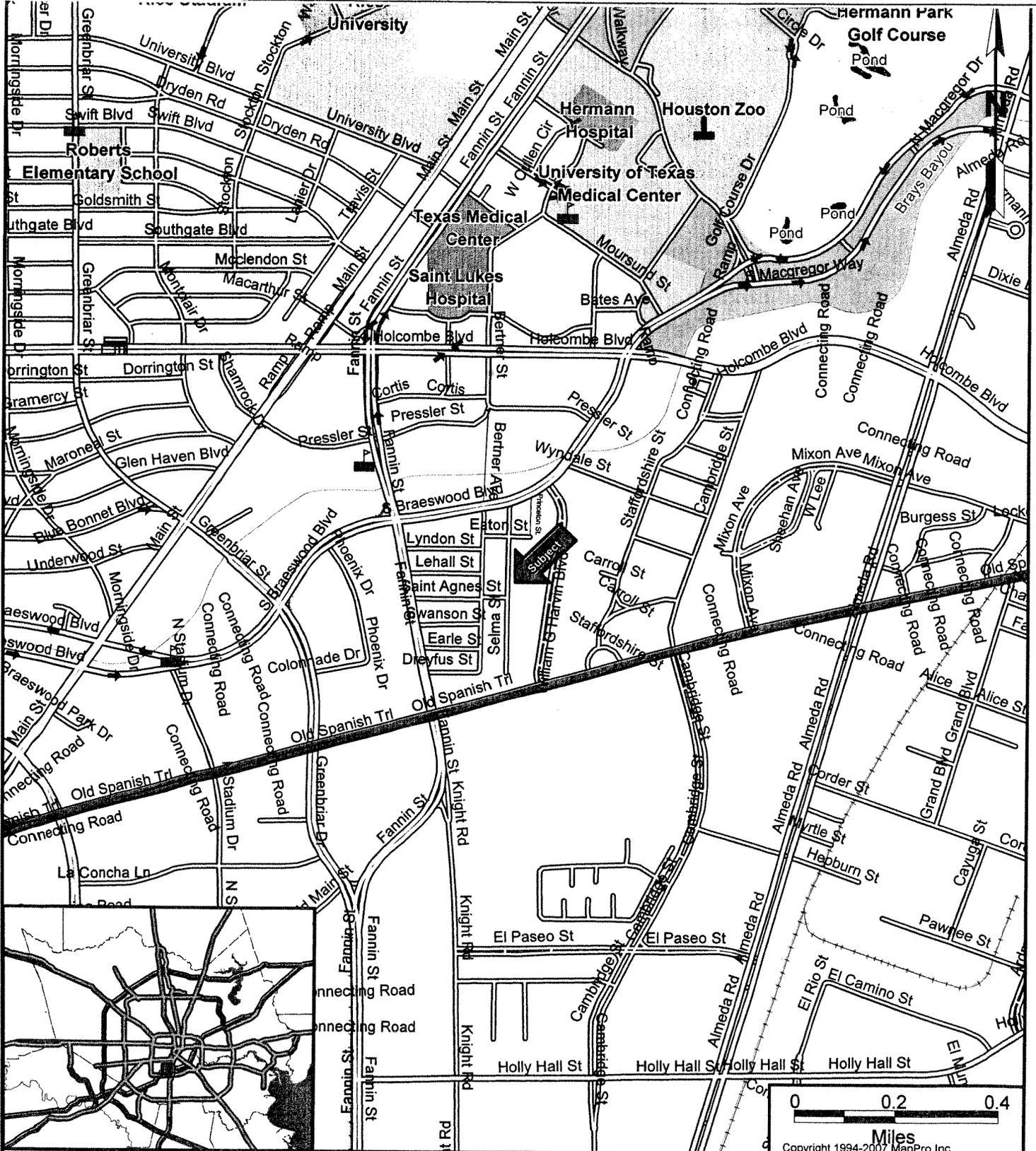
Therefore, it is recommended City Council approve an ordinance authorizing the abandonment and sale of a 15-foot-wide alley, located in Blocks 14, 15, 18, 19, 21 and 22; Selma Avenue, from Braeswood Boulevard to Eaton Street, from Eaton Street to St. Agnes Street, and from St. Agnes Street south to its terminus; Princeton Street, from Braeswood Boulevard to Eaton Street; Eaton Street, from Cecil Avenue east to its terminus; St. Agnes Street, from Cecil Avenue to the east right-of-way line of Selma Avenue; and a portion of Cecil Street, from St. Agnes Street to Swanson Street; in exchange for a consideration of \$2,393,748.00 plus the conveyance to the City of right-of-way for the widening and realignment of Bertner Avenue, from Braeswood Boulevard to Old Spanish Trail and right-of-way for the extension of Lehall Street, from Cecil Street to Lot 10, Block 20; all located within Institute Addition. It is also recommended City Council authorize the Mayor to execute and the City Secretary to attest the Development Agreement. After the cost for the design plans (\$445,584.00) is deducted from the proceeds of the abandonment and sale transaction (\$2,393,748.00), \$1,948,164.00 will be deposited in the "Abandonment Fund" special account and will be used solely for the utilities and construction of Bertner Avenue after the City has exhausted the \$2,000,000.00 CIP money. After the Bertner Avenue construction project is complete, if there is any money remaining in this fund it will be deposited into the City of Houston General Fund. The \$159,929.40 estimated cost for the utilities and construction of Lehall Street will be deposited by The University of Texas M.D. Anderson Cancer Center in the "The University of Texas M.D. Anderson Cancer Center Fund" special account and will be used solely for the utilities and construction of Lehall Street. After the utilities and construction of Lehall Street is complete, if there is any money remaining in this fund it will be refunded to The University of Texas M.D. Anderson Cancer Center.

MSM: NPC:psm

c: Raymond D. Chong, P.E., PTOE Marty Stein
Mark Loethen, P.E. Jeff Taylor
Reid K. Mrsny, P.E.

LOCATION MAP

Abandonment and sale of a 15-foot-wide alley, located in Blocks 14, 15, 18, 19, 21 and 22; Selma Avenue, from Braeswood Boulevard to Eaton Street, from Eaton Street to St. Agnes Street, and from St. Agnes Street south to its terminus; Princeton Street, from Braeswood Boulevard to Eaton Street; Eaton Street, from Cecil Avenue east to its terminus; St. Agnes Street, from Cecil Avenue to the east right-of-way line of Selma Avenue; and a portion of Cecil Street, from St. Agnes Street to Swanson Street; in exchange for the conveyance to the City of right-of-way for the widening and realignment of Berner Avenue, from Braeswood Boulevard to Old Spanish trail and right-of-way for the extension of Lehall Street, from Cecil Street to Lot 10, Block 20; all located within Institute Addition; and authorize a Development Agreement addressing these issues. SY6-036A through I, SY7-076A and B, AY7-261A through E, AY7-262A and AY7-262B



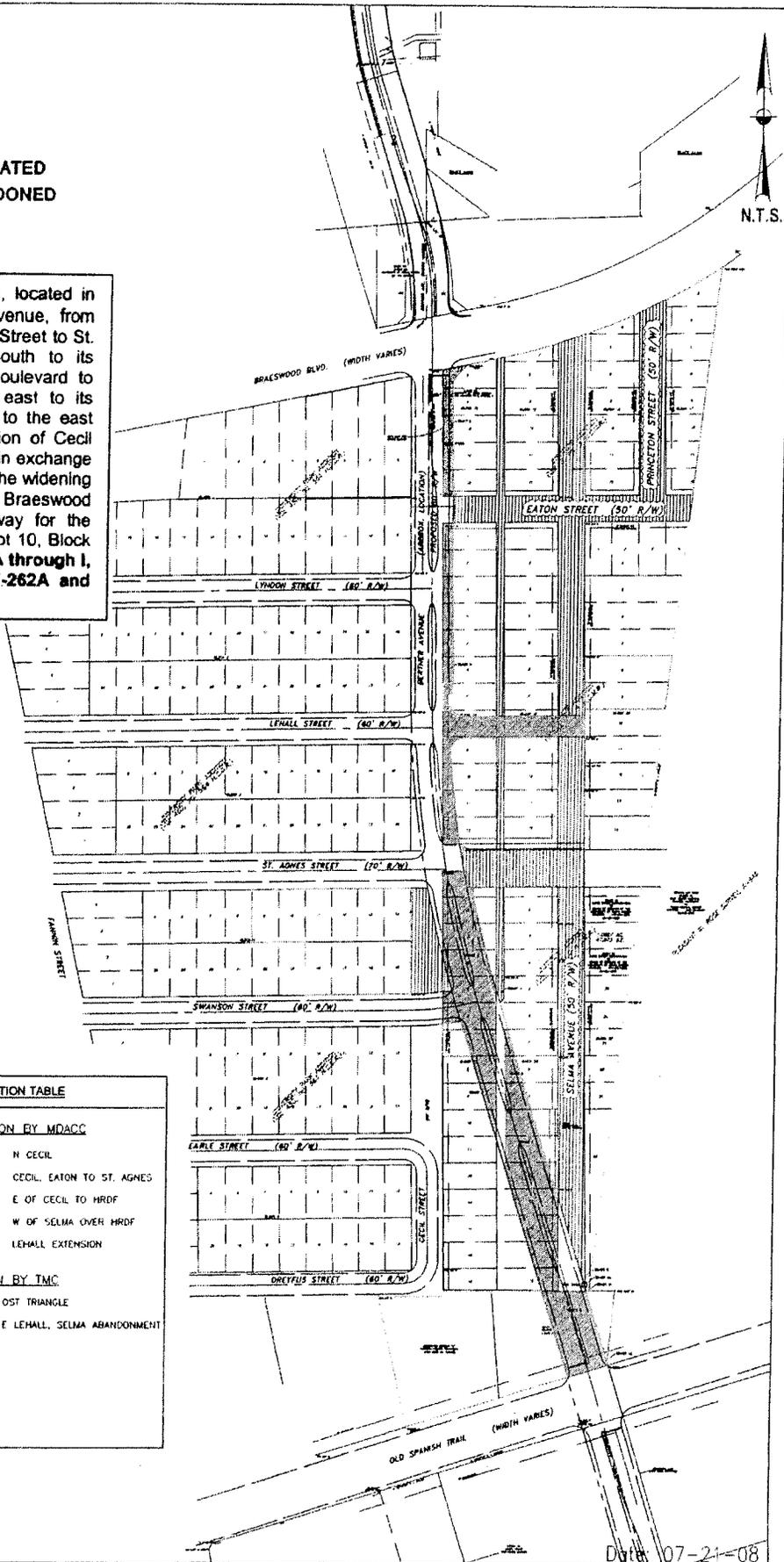
CAUTION:

The location of property arrows shown on this map are approximate only. Inaccuracies may exist on map such as missing, incorrectly drawn, or incorrectly addressed streets. Please report any such inaccuracy to MapPro, Inc. so that appropriate corrections can be made.

LEGEND

-  R.O.W. TO BE DEDICATED
-  R.O.W. TO BE ABANDONED

Abandonment and sale of a 15-foot-wide alley, located in Blocks 14, 15, 18, 19, 21 and 22; Selma Avenue, from Braeswood Boulevard to Eton Street, from Eton Street to St. Agnes Street, and from St. Agnes Street south to its terminus; Princeton Street, from Braeswood Boulevard to Eton Street; Eton Street, from Cecil Avenue east to its terminus; St. Agnes Street, from Cecil Avenue to the east right of way line of Selma Avenue; and a portion of Cecil Street, from St. Agnes Street to Swanson Street; in exchange for the conveyance to the City of right of way for the widening and realignment of Bertner Avenue, from Braeswood Boulevard to Old Spanish trail and right of way for the extension of Lehall Street, from Cecil Street to Lot 10, Block 20; all located within Institute Addition. **SY6-036A through I, SY7-076A and B, AY7-261A through E, AY7-262A and AY7-262B**



ABANDONMENT AND DEDICATION TABLE

ABANDONMENT PARCELS TO TMC	DEDICATION BY MDACC
SY7-076A E SELMA (NORTH), S EATON	AY7-261A N CECIL
SY7-076B E SELMA (SOUTH)	AY7-261B CECIL, EATON TO ST. AGNES
	AY7-261C E OF CECIL TO HRDF
	AY7-261D W OF SELMA OVER HRDF
	AY7-261E LEHALL EXTENSION
ABANDONMENT TO UTS	DEDICATION BY TMC
SY6-036A ALLEY, NORTH OF EATON	AY7-262A OST TRIANGLE
SY6-036B ALLEY, EATON TO ST. AGNES	AY7-262B E LEHALL, SELMA ABANDONMENT
SY6-036C ALLEY, SOUTH OF ST. AGNES	
SY6-036D W SELMA, ENTIRE LENGTH	
SY6-036E PRINCETON	
SY6-036F EATON, WEST OF SELMA	
SY6-036G N EATON	
SY6-036H ST AGNES	
SY6-036I CECIL, SOUTH OF ST. AGNES	

INTERIM REVIEW ONLY
 Document Incomplete: Not intended for permit or construction.
 Engineer: **CHARLES W. PENLAND, P.E.**
 P.E. Serial No: 48434
 Date: 07-21-08

**UT MD ANDERSON CANCER CENTER
 EXHIBIT
 ABANDONMENT & DEDICATION BALANCE WITH
 ADJACENT PROPERTY OWNERS**

WALTER P MOORE
 WALTER P. MOORE AND ASSOCIATES, INC.
 1301 MCKINNEY, SUITE 1100
 HOUSTON, TEXAS 77010
 PHONE 713.630.7300 FAX 713.630.7300

Date: 07-21-08

MOTION by Council Member Khan that the recommendation of the Director of the Department of Public Works and Engineering, reviewed and approved by the Joint Referral Committee, on request from Abigail Butler of The University of Texas M.D. Anderson Cancer Center (M.D. Anderson), 1515 Holcombe Boulevard, Houston, Texas 77030-4009, for the abandonment and sale of a 15-foot-wide alley, located in Blocks 14, 15, 18, 19, 21 and 22; Selma Avenue, from Braeswood Boulevard to Eton Street, from Eton Street to St. Agnes Street, and from St. Agnes Street south to its terminus; Princeton Street, from Braeswood Boulevard to Eton Street; Eton Street, from Cecil Avenue east to its terminus; St. Agnes Street, from Cecil Avenue to the east right of way line of Selma Avenue; and a portion of Cecil Street, from St. Agnes Street to Swanson Street; in exchange for the conveyance to the City of right of way for the widening and realignment of Bertner Avenue, from Braeswood Boulevard to Old Spanish Trail; all located within Institute Addition, Parcel Nos. SY6-036A through E, SY7-076A and B, AY7-261A through D, and AY7-262, be adopted as follows:

1. The City abandon and sell a 15-foot-wide alley, located in Blocks 14, 15, 18, 19, 21 and 22; Selma Avenue, from Braeswood Boulevard to Eton Street, from Eton Street to St. Agnes Street, and from St. Agnes Street south to its terminus; Princeton Street, from Braeswood Boulevard to Eton Street; Eton Street, from Cecil Avenue east to its terminus; St. Agnes Street, from Cecil Avenue to the east right of way line of Selma Avenue; and a portion of Cecil Street, from St. Agnes Street to Swanson Street; in exchange for the conveyance to the City of right of way for the widening and realignment of Bertner Avenue, from Braeswood Boulevard to Old Spanish trail, including properties which may be owned by others; all located within Institute Addition;
2. The applicant be required to cut, plug, and abandon all the utilities within the alley and streets being abandoned and reconnect to the proposed utilities in the proposed Bertner Avenue, all at no cost to the City and under the proper permits;

3. The applicant be required to: (a) provide the design plans for the construction and realignment of Bertner Avenue, from Braeswood Boulevard to Old Spanish Trail in accordance with City Standards; (b) provide a traffic signal warrants study prior to constructing a traffic signal at Bertner Avenue and Old Spanish Trail; (c) assure remaining private property access to a public street at all times during abandonment and construction unless the concurrence of the property owner agreeing to no access is first secured; (d) eliminate the appearance of public street intersections by constructing continuous curbs and sidewalks across Eton Street at Bertner Avenue, Selma Avenue at Braeswood Boulevard, and Princeton Street at Braeswood Boulevard; and (e) include modification of the traffic signal, at Bertner Avenue and Braeswood Boulevard, if required, to provide detection and proper traffic and pedestrian signal indications as part of the Bertner Avenue pavement construction south of Braeswood Boulevard, all at no cost to the City and under the proper permits;
4. The applicant be required to furnish the Department of Public Works and Engineering with a durable, reproducible (Mylar) survey plat and field notes of the affected property;
5. The Legal Department be authorized to prepare the necessary transaction documents; and;
6. George Coleman, Jr. and Samuel Jarrett, Jr., independent real estate appraisers are hereby appointed to establish the value, inasmuch as the value of the property interests is expected to exceed \$25,000.00.

Seconded by Council Member Alvarado and carried.

Mayor White, Council Members Lawrence, Johnson,
Clutterbuck, Edwards, Wiseman, Khan, Holm, Garcia,
Alvarado, Brown, Lovell and Green voting aye
Nays none
Council Member Berry absent

PASSED AND ADOPTED this 28th day of March, 2007.

Pursuant to Article VI, Section 6 of the City Charter, the effective date of the foregoing motion is April 3, 2007.


City Secretary

TO: Mayor via City Secretary **REQUEST FOR COUNCIL ACTION**

SUBJECT: Petition for the City's consent to the addition of 55.5154 acres of land to Greens Parkway Municipal Utility District (Key Map No. 373-F)	Category #	Page 1 of <u>1</u>	Agenda Item # 15
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FROM (Department or other point of origin): Department of Public Works and Engineering	Origination Date 9-4-08	Agenda Date SEP 10 2008
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DIRECTOR'S SIGNATURE <i>Michael S. Marcotte</i> Michael S. Marcotte, P.E., DEE	Council District affected: "ETJ"
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For additional information contact: Jun Chang, P.E. <i>jc</i> Senior Assistant Director Phone: (713) 837-0433	Date and identification of prior authorizing Council action:
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RECOMMENDATION: (Summary)
The petition for the addition of 55.5154 acres of land to Greens Parkway Municipal Utility District be approved.

Amount of Funding: NONE REQUIRED	
--	--

SOURCE OF FUNDING: General Fund Grant Fund Enterprise Fund
 Other (Specify)

SPECIFIC EXPLANATION:

Greens Parkway Municipal Utility District has petitioned the City of Houston for consent to add 55.5154 acres of land, located in the city's extraterritorial jurisdiction, to the district.

The Utility District Review Committee has evaluated the application with respect to wastewater collection and treatment, potable water distribution, storm water conveyance, and other public services.

The district is located in the vicinity of Rankin Road, Union Pacific Railroad and the Hardy Toll Road. The district desires to add 55.5154 acres, thus yielding a total of 555.5769 acres. The district is served by the Greens Parkway Municipal Utility District Wastewater Treatment Plant, which is owned and operated by the district. The nearest major drainage facility for Greens Parkway Municipal Utility District is Greens Bayou which flows into the Houston Ship Channel.

Potable water is provided by the district. By executing the Petition for Consent, the district has acknowledged that all plans for the construction of water conveyance, wastewater collection, and storm water collection systems within the district must be approved by the City of Houston prior to their construction.

The Utility District Review Committee recommends that the subject petition be approved.

Attachments

cc: Marty Stein Marlene Gafrick Jeff Taylor Mark Loethen
Bill Zrioka Waynette Chan Deborah McAbee Gary Norman

REQUIRED AUTHORIZATION		20JZC460
Finance Department	Other Authorization: <i>Andrew F. Icken</i> Andrew F. Icken Deputy Director Planning & Development Services Div.	Other Authorization:

HUITT-ZOLLARS

HUITT-ZOLLARS, INC.
1500 S. DAIRY ASHFORD, SUITE 200
HOUSTON, TEXAS 77077
(281) 496-0066



Lochinvor
Country Club

TRACT 4
(PROPOSED
ANNEXATION)
55.5154 ACRES

TRACT 2
4.485 ACRES

TRACT 1
457.8865 ACRES

TRACT 3
31.18 ACRES

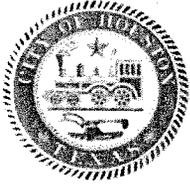
TRACT 4
6.51 ACRES

K:\proj\survey\Greens Parkway MUD\dwg\2008 ANNEXATIONS\ Vicinity Map.dwg Jun 05, 2008-8:57 AM riggerbach

GREENS PARKWAY MUNICIPAL UTILITY DISTRICT

JUNE 5, 2008

460



CITY OF HOUSTON



Department of Public Works and Engineering
Water District Consent Application Form



Application Accepted as Complete (to be completed by PW&E)

Application is hereby made for consent of the City of Houston to the creation/ addition of 55.5154 acres to Greens Parkway MUD under the provisions of 54.016 Texas Water Code.

Melissa P. Kilpatrick
Attorney for the District

Attorney: Melissa P. Kilpatrick

Address: 1100 Louisiana St., #400, Houston, TX Zip: 77002 Phone: 713/652-6500

Engineer: Steven P. Gardner, PE

Address: 1500 S. Dairy Ashford #200 Zip: 77077 Phone: 281/496-0066

Owners: Liberty Property Limited Partnership

Address: 8827 N. Sam Houston Pkwy W. Zip: 77064 Phone: 281/955-2000

(If more than one owner, attach additional page. List all owners of property within the District)

LOCATION

INSIDE CITY OUTSIDE CITY NAME OF COUNTY (S) Harris
Survey J. Maldonado Survey Abstract 589

Geographic Location: List only major streets, bayous or creeks:

North of: Rankin Road East of: Union Pacific Railroad
South of: Hardy Toll Road West of: Hardy Toll Road

WATER DISTRICT DATA

Total Acreage of District: 500.0615 Existing Plus Proposed Land 555.5769

Development Breakdown (Percentage) for tract being considered for annexation:

Single Family Residential 0 Multi-Family Residential 0

Commercial 100% Industrial 0 Institutional 0

Sewage generated by the District will be served by a : District Plant Regional Plant

Sewage Treatment Plant Name: Greens Parkway MUD Wastewater Treatment Plant

NPDES/TPDES Permit No: 12754-001 TCEQ Permit No: TX0093475

393-F



CITY OF HOUSTON



Department of Public Works and Engineering
Water District Consent Application Form

Existing Capacity (MGD): 0.1 mgd

Ultimate Capacity (MGD): 0.98 mgd

Size of treatment plant site: 4.3131-acres square feet/acres.

If the treatment plant is to serve the District only, indicate the permitted capacity of the plant: 0.98 ultimate MGD.

If the treatment plant is to serve other Districts or properties (i.e. regional), please indicate total permitted capacity of the plant. List all Districts served, or to be served, within the plant and their allotted capacities

(If more than two Districts – attach additional page):

Total permitted capacity: n/a

MGD of (Regional Plant).

Name of District: n/a

MGD Capacity Allocation n/a

or property owner(s)

Name of District: n/a

MGD Capacity Allocation n/a

Water Treatment Plant Name: Greens Parkway MUD water plant

Water Treatment Plant Address: 1403 McAulty, Houston, TX

Well Permit No: 3967

Existing Capacity:

Well(s): 1 @ 1000 GPM

Booster Pump(s): 2 @ 1300 GPM

Tank(s): 0.5 MG

Ultimate Capacity:

Well(s): 1 @ 1000 GPM

Booster Pump(s): 2 @ 1300 GPM

Tank(s): 0.5 MG

Size of Treatment Plant Site: 1.0629-acres

square feet/acres.

Comments or Additional Information: _____

TO: Mayor via City Secretary REQUEST FOR COUNCIL ACTION

SUBJECT: Petition for the City's consent to the addition of 4.841 acres of land to Southern Montgomery County Municipal Utility District (Key Map No. 252-S)	Category #	Page 1 of 1	Agenda Item # 16
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FROM (Department or other point of origin): Department of Public Works and Engineering	Origination Date 9-4-08	Agenda Date SEP 10 2008
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DIRECTOR'S SIGNATURE  Michael S. Marcotte, P.E., DEE	Council District affected: "ETJ"
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For additional information contact:  Jun Chang, P.E. 9/21/08 Senior Assistant Director Phone: (713) 837-0433	Date and identification of prior authorizing Council action:
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RECOMMENDATION: (Summary)

The petition for the addition of 4.841 acres of land to Southern Montgomery County Municipal Utility District be approved.

Amount of Funding: <p style="text-align: center;">NONE REQUIRED</p>	
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SOURCE OF FUNDING: General Fund Grant Fund Enterprise Fund

Other (Specify)

SPECIFIC EXPLANATION:

Southern Montgomery County Municipal Utility District has petitioned the City of Houston for consent to add 4.841 acres of land, located in the city's extraterritorial jurisdiction, to the district.

The Utility District Review Committee has evaluated the application with respect to wastewater collection and treatment, potable water distribution, storm water conveyance, and other public services.

The district is located in the vicinity of Sawdust Road, Grogans Mill Drive, Nursery Road, and Budde Road. The district desires to add 4.841 acres, thus yielding a total of 1,765.8839 acres. The district is served by the Southern Montgomery County Municipal Utility District Wastewater Treatment Plant, which is owned and operated by the district. This plant also serves the Conroe Independent School District, Oak Ridge. The nearest major drainage facility for Southern Montgomery County Municipal Utility District is Spring Creek flows to the San Jacinto River and finally into Lake Houston.

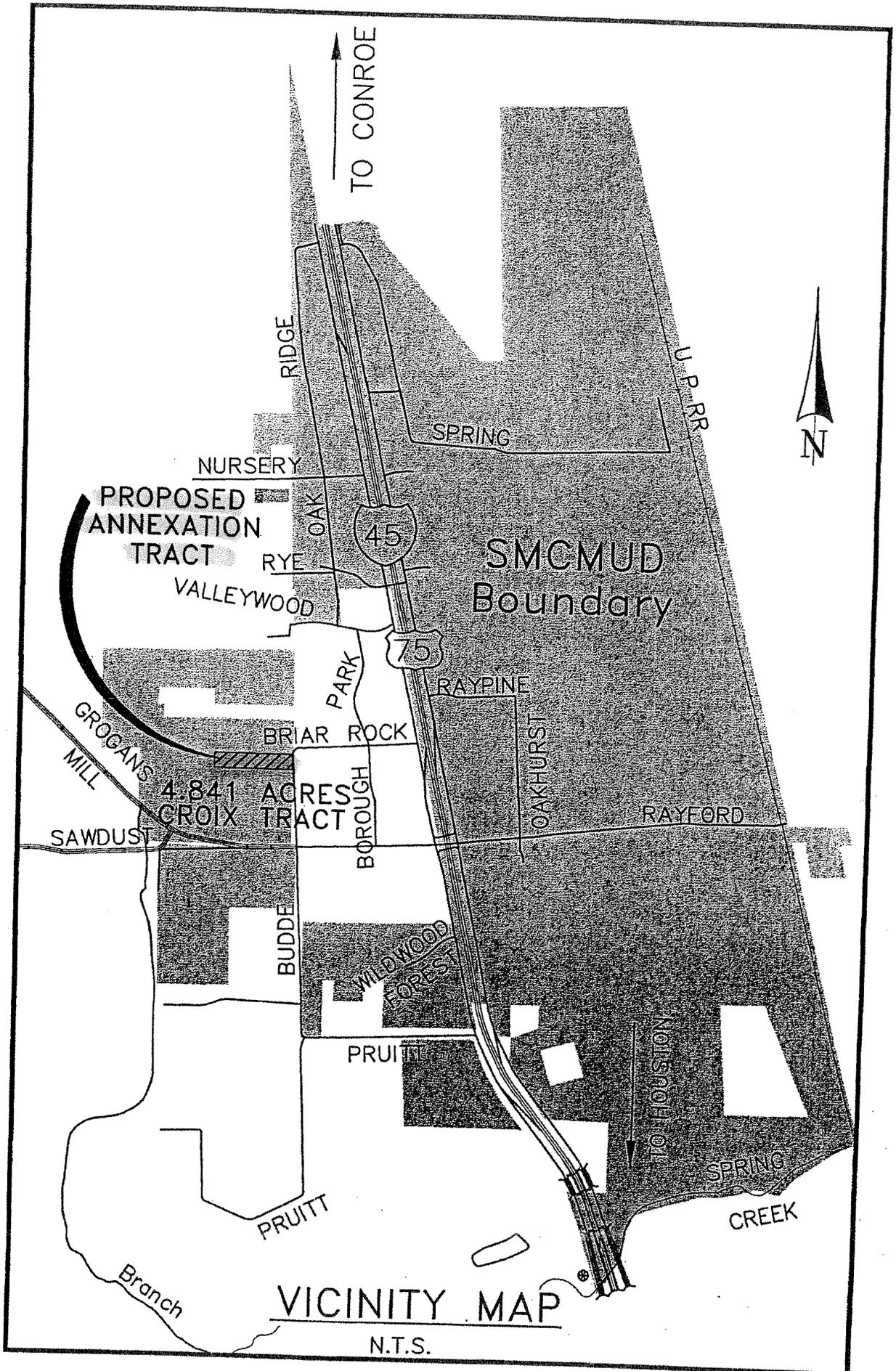
Potable water is provided by the district. By executing the Petition for Consent, the district has acknowledged that all plans for the construction of water conveyance, wastewater collection, and storm water collection systems within the district must be approved by the City of Houston prior to their construction.

The Utility District Review Committee recommends that the subject petition be approved.

Attachments

cc: Marty Stein Marlene Gafrick Jeff Taylor Mark Loethen
 Bill Zrioka Waynette Chan Deborah McAbee Gary Norman

REQUIRED AUTHORIZATION		20JZC463
Finance Department	Other Authorization:  Andrew F. Icken Deputy Director Planning & Development Services Div.	Other Authorization:



VICINITY MAP

N.T.S.

463



CITY OF HOUSTON



Department of Public Works and Engineering
Water District Consent Application Form

08-07-00P02:09 RCVD

Application Accepted as Complete (to be completed by PW&E)

Application is hereby made for consent of the City of Houston to the creation/ addition of 4.841 acres to Southern Montgomery County MUD under the provisions of 49 & 54 Texas Water Code.

Attorney for the District

Attorney: Lori G. Aylett

Address: 1100 Louisiana Street, Suite 400, Houston, TX Zip: 77002 Phone: 713/652-6500

Engineer: Herb McDonald

Address: 13430 Northwest Freeway, Suite 1100, Houston, TX Zip: 77040 Phone: 713/462-3242

Owners: Croix Custom Homes, Inc.

Address: P. O. Box 131221, Houston, TX Zip: 77219 Phone: 713/802-1602

(If more than one owner, attach additional page. List all owners of property within the District)

LOCATION

INSIDE CITY OUTSIDE CITY NAME OF COUNTY (S) Harris
Survey Walker County School Land Survey Abstract 599

Geographic Location: List only major streets, bayous or creeks:

North of: Sawdust Road East of: Grogans Mill Drive
South of: Nursery Road West of: Budde Road

WATER DISTRICT DATA

Total Acreage of District: 1761.0429 Existing Plus Proposed Land 1765.8839

Development Breakdown (Percentage) for tract being considered for annexation:

Single Family Residential _____ Multi-Family Residential _____
Commercial 100% Industrial _____ Institutional _____

Sewage generated by the District will be served by a : District Plant Regional Plant

Sewage Treatment Plant Name: Southern Montgomery Co MUD WWTP

NPDES/TPDES Permit No: TX11001-001 TCEQ Permit No: TX0024759



CITY OF HOUSTON



Department of Public Works and Engineering
Water District Consent Application Form

Existing Capacity (MGD): 2.0

Ultimate Capacity (MGD): 2.0

Size of treatment plant site: 19.248 acres square feet/acres.

If the treatment plant is to serve the District only, indicate the permitted capacity of the plant: n/a MGD.

If the treatment plant is to serve other Districts or properties (i.e. regional), please indicate total permitted capacity of the plant. List all Districts served, or to be served, within the plant and their allotted capacities

(If more than two Districts – attach additional page):

Total permitted capacity: 2.0 MGD

MGD of (Regional Plant).

Name of District: So. Mont. Co. MUD

MGD Capacity Allocation 1.405 MGD

or property owner(s)

Name of District: Conroe ISD; Oak Ridge No.

MGD Capacity Allocation 0.095 MGD; 0.50 MGD

Water Treatment Plant Name: Southern Montgomery Co MUD WWTP

Water Treatment Plant Address: #1: 25216 I45, Spring; #2: 24810 So Park Dr, Spri

Well Permit No: _____

Existing Capacity:

Well(s): 3,006 GPM

Booster Pump(s): 4,300 GPM

Tank(s): 1.50 MG

Ultimate Capacity:

Well(s): 3,006 GPM

Booster Pump(s): 4,300 GPM

Tank(s): 1.50 MG

Size of Treatment Plant Site: #1: 0.4344; #2: 0.7346 ac

square feet/acres.

Comments or Additional Information: _____

TO: Mayor via City Secretary **REQUEST FOR COUNCIL ACTION**

SUBJECT: Ordinance designating the 1600 block of Vassar Street, south side, between Dunlavy and Mandell Streets as a Special Building Line Requirement Area	Category #	Page 1 of _____	Agenda Item # 17
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FROM (Department or other point of origin): Marlene L. Gafrick, Director Planning and Development Department	Origination Date 5/2/2008	Agenda Date SEP 10 2008
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DIRECTOR'S SIGNATURE: <i>Marlene L. Gafrick</i>	Council District affected: C
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For additional information contact: Kevin Calfee Phone: 713.837.7768	Date and identification of prior authorizing Council action: N/A
--	---

RECOMMENDATION: (Summary) Approval of an ordinance designating the 1600 block of Vassar Street, south side, between Dunlavy and Mandell Streets as a Special Building Line Requirement Area, pursuant to Chapter 42 of the Code of Ordinances, and establishing a 20'-0" special building line.

Amount and Source of Funding:	Finance:
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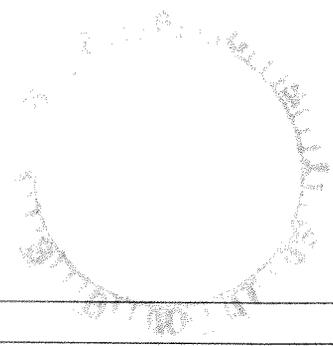
SPECIFIC EXPLANATION: In accordance with Section 42-163 of the Code of Ordinances, the property owner of Lot 11, Block 2 of the North Edgemont Subdivision initiated an application for the designation of a special building line requirement area. The application includes written evidence of support from owners of 54% of the area. Notification was mailed to 15 property owners indicating that the special building line requirement area application had been made. The notification further stated that written protest could be filed with the Planning and Development Department within thirty days of mailing. Since no protests were filed, no action was required by the Houston Planning Commission.

It is recommended that the City Council adopt an ordinance establishing a 20'-0" Special Building Line for the area.

MLG:md

Attachments: Planning Director's Approval, Special Building Line Requirement Application & Petition, Evidence of Support, Map of the Area

- xc: Marty Stein, Agenda Director
 Anna Russell, City Secretary
 Arturo G. Michel, City Attorney
 Deborah McAbee, Land Use Division, Legal Department
 Linda Tarver, Public Works and Engineering
 Gary Bridges, Public Works and Engineering



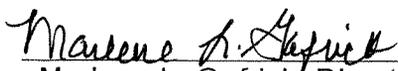
REQUIRED AUTHORIZATION		
Finance Director:	Other Authorization:	Other Authorization:

**Special Building Line Requirement Area No. 131
Planning Director's Approval**

Planning Director Evaluation:

Satisfies	Does Not Satisfy	Criteria
X		<p><i>SBLRA includes all property within at least one block face and no more than two opposing block faces;</i></p> <p>The application is for the 1600 block of Vassar Street, south side.</p>
X		<p><i>More than 60% of the proposed SBLRA is developed with or is restricted to not more than two single-family residential (SFR) units per lot;</i></p> <p>93% of the proposed application area is developed with not more than two SF residential units per property.</p>
X		<p><i>Demonstrated sufficient evidence of support;</i></p> <p>Petition signed by owners of 54% of the SBLRA.</p>
X		<p><i>Establishment of the SBLRA will further the goal of preserving the building line character of the area; and,</i></p> <p>A minimum building line of 20 ft exists on eleven (11) properties in the blockface.</p>
X		<p><i>The proposed SBLRA has a building line character that can be preserved by the establishment of a special building line, taking into account the age of the neighborhood, the age and architectural features of structures in the neighborhood, existing evidence of a common plan and scheme of development, and such other factors that the director, commission or city council, respectively as appropriate, may determine relevant to the area.</i></p> <p>The subdivision was platted in 1923. Some of houses originate from 1940 and earlier. The establishment of a 20 ft minimum building line will preserve the building line character of the area.</p>
<p><i>The minimum building line for this application was determined by finding the current building line that represents a minimum standard for at least 70% of the application area.</i></p>		
<p>Eleven (11) out of fourteen (14) developed properties (representing 79% of the application area) have a building line of at least twenty (20) feet.</p>		

The Special Building Line Requirement Area meets the criteria.


Marlene L. Gafrick, Director

5-2-08
Date

SPECIAL MINIMUM BUILDING LINE DEED RESTRICTION STATEMENT

I have personal knowledge of the facts set forth in this deed restriction statement, each of which is true and correct.

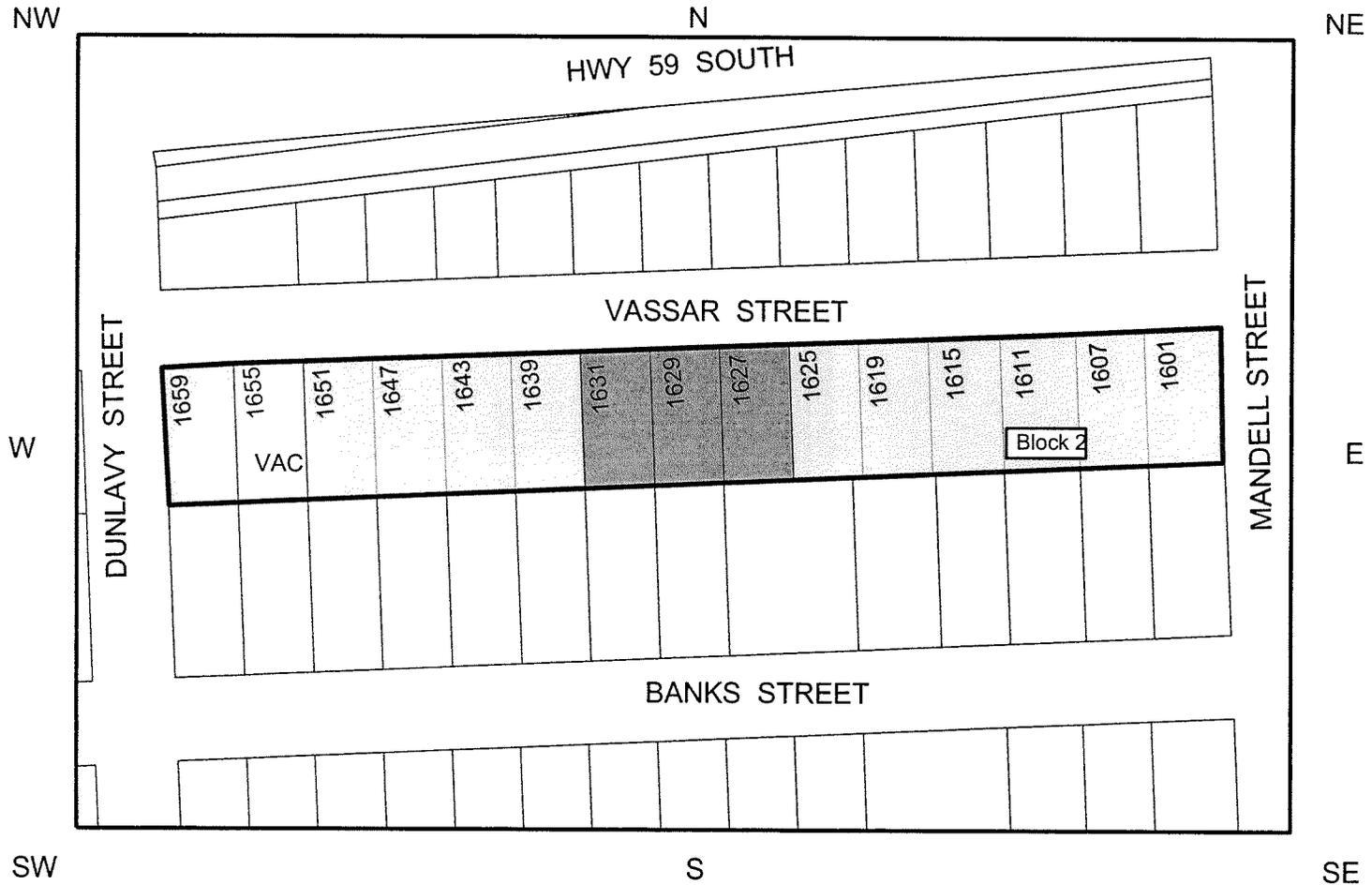
Initial (1), (2), or (3) as applicable:

- 1. ___ All properties in the proposed Special Minimum Building Line Area do not have deed restrictions.
2. ___ All of the properties have deed restrictions; however, the deed restrictions do not address minimum building line (attach copy of Deed Restrictions).
3. [initials] Some, but not all, of the properties have deed restrictions (attach copy of Deed Restrictions).

Applicant's Signature [handwritten signature] Date 11/28/07

Applicant's Printed Name Clinton E. Walk Address 1619 Carran 77006

NORTH EDMONT



- Properties that meet the 20' Special Minimum Building Line
- Properties less than the 20' Special Minimum Building Line
- MF** Multi Family
- COM** Commercial
- VAC** Vacant
- EXC** Excluded

TQ: Mayor via City Secretary REQUEST FOR COUNCIL ACTION

SUBJECT: Ordinance designating the 2300 block of Goldsmith Street, south side, between Morningside Drive and Greenbriar Drive as a Special Minimum Lot Size Area	Category #	Page 1 of _____	Agenda Item # 18
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FROM (Department or other point of origin): Marlene L. Gafrick, Director Planning and Development Department	Origination Date 5/14/08	Agenda Date SEP 10 2008
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DIRECTOR'S SIGNATURE: <i>MLG Marlene L. Gafrick</i>	Council District affected: C
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For additional information contact: Kevin Calfee Phone: 713.837.7768	Date and identification of prior authorizing Council action: N/A
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RECOMMENDATION: (Summary) Approval of an ordinance designating the 2300 block of Goldsmith Street, south side, between Morningside Drive and Greenbriar Drive as a Special Minimum Lot Size Area, pursuant to Chapter 42 of the Code of Ordinances.

Amount and Source of Funding:	F & A Budget:
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SPECIFIC EXPLANATION: In accordance with Section 42-194 of the Code of Ordinances, the property owner of of Tract 13, Block 5, of the Windermere Subdivision initiated an application for the designation of a special minimum lot size area. The application includes written evidence of support from the owners of 63% of the area. Notification was mailed to the thirteen (13) property owners indicating that the special lot size area application had been made. The notification further stated that written protest could be filed with the Planning and Development Department within thirty days of mailing. Since no protests were filed, no action was required by the Houston Planning Commission.

It is recommended that the City Council adopt an ordinance establishing a Special Minimum Lot Size of 5,500 sf.

MLG:kw

Attachments: Planning Director's Approval, Special Minimum Lot Size Application, Evidence of support, Map of the area

xc: Marty Stein, Agenda Director
Anna Russell, City Secretary
Arturo G. Michel, City Attorney
Deborah McAbee, Land Use Division, Legal Department

REQUIRED AUTHORIZATION

F & A Director:	Other Authorization:	Other Authorization:
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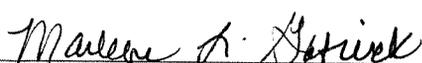
Special Minimum Lot Size Area No. 286

Planning Director's Approval

Planning Director Evaluation:

Satisfies	Does Not Satisfy	Criteria
X		<p><i>SMLSA includes all property within at least one block face and no more than two opposing block faces;</i></p> <p>The application is for the 2300 block of Goldsmith Street, south side.</p>
X		<p><i>At least 60% of the proposed SMLSA is developed with or is restricted to not more than two single-family residential (SFR) units per lot;</i></p> <p>82% of the proposed application area is developed with not more than two SF residential units per property.</p>
X		<p><i>Demonstrated sufficient evidence of support;</i></p> <p>Petition signed by owners of 63% of the SMLSA.</p>
X		<p><i>Establishment of the SMLSA will further the goal of preserving the lot size character of the area; and,</i></p> <p>A minimum lot size of 5,500 sq ft exists on ten (10) lots in the blockface.</p>
X		<p><i>The proposed SMLSA has a lot size character that can be preserved by the establishment of a special minimum lot size, taking into account the age of the neighborhood, the age of structures in the neighborhood, existing evidence of a common plan and scheme of development, and such other factors that the director, commission or city council, respectively as appropriate, may determine relevant to the area.</i></p> <p>The subdivision was platted in 1926. The majority of the houses originate from the late 1930's and 1940. The establishment of a 5,500 sf minimum lot size will preserve the lot size character of the area.</p>
<p><i>The minimum lot size for this application was determined by finding the current lot size that represents a minimum standard for at least 70% of the application area.</i></p>		
<p>Ten (10) out of thirteen (13) lots (representing 84% of the application area) are at least 5,500 square feet in size.</p>		

The Special Minimum Lot Size Area meets the criteria.

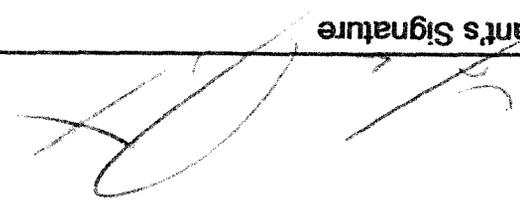

5/8/08
 Marlene L. Gafrick, Director Date

SPECIAL MINIMUM LOT SIZE DEED RESTRICTION STATEMENT

I have personal knowledge of the facts set forth in this deed restriction statement, each of which is true and correct.

Initial (1), (2), or (3) as applicable:

1. All properties in the proposed Special Minimum Lot Size Area do not have deed restrictions.
2. All of the properties have deed restrictions; however, the deed restrictions do not address minimum lot size (attach copy of Deed Restrictions).
3. Some, but not all, of the properties have deed restrictions (attach copy of Deed Restrictions).

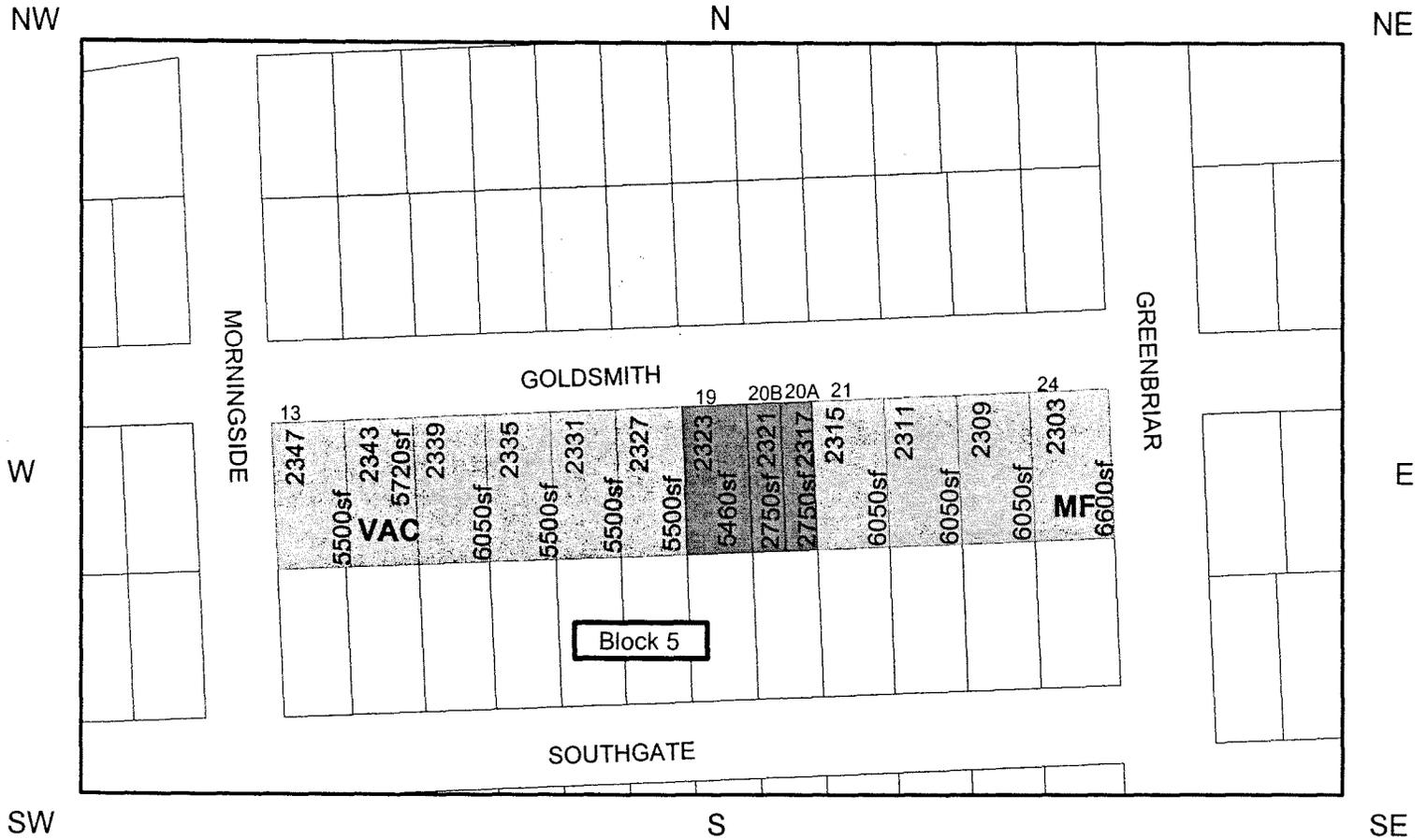
Applicant's Signature 

Date 6/2/07

Applicant's Printed Name Lewis Post

Address 2347 GOLD SMITH

WINDERMERE



5,500sf Special Minimum Lot Size

MAP/SKETCH

SMLSA No. 286

-  Properties that meet the 5,500sf Special Minimum Lot Size
-  Properties less than the 5,500sf Special Minimum Lot Size
- MF** Multi Family
- COM** Commercial
- VAC** Vacant
- EXC** Excluded

TO: Mayor via City Secretary

REQUEST FOR COUNCIL ACTION

SUBJECT: Airport Use and Lease Agreements with Southwest Airlines Co., Delta Air Lines, Inc., AirTran Airways, Inc., and American Eagle Airlines, Inc., - William P. Hobby Airport (HOU).	Category #	Page 1 of 3	Agenda Item # 19
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FROM (Department or other point of origin): Houston Airport System	Origination Date August 19, 2008	Agenda Date SEP 10 2008
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DIRECTOR'S SIGNATURE: <i>By Rae</i> <i>Th B. Bucklett FOR RMV</i>	Council District affected: "1"
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For additional information contact: Janet L. Schafer <i>[Signature]</i> Phone: 281/233-1796 Jeffrey W. Kelly Phone: 281/233-1827	Date and identification of prior authorizing Council action:
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AMOUNT & SOURCE OF FUNDING: REVENUE: \$37,221,182 per year (\$3,101,765 monthly) <i>Da</i> <i>Mal</i>	Prior appropriations: N/A
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RECOMMENDATION: (Summary)
Enact an ordinance approving and authorizing the execution of Airport Use and Lease Agreements between the City of Houston and Southwest Airlines Co., Delta Air Lines, Inc., AirTran Airways, Inc., and American Eagle Airlines, Inc. at William P. Hobby Airport (HOU).

SPECIFIC EXPLANATION:

Airport Use and Lease Agreements between the City and the various airlines operating at William P. Hobby Airport (HOU) have been under a month- to-month extension since June 30, 2005, pending negotiations of new airport Use and Lease Agreements for HOU.

The Houston Airport System (HAS) and the airlines have now defined the terms and conditions by which the airlines may use the airfield for aircraft operations and lease certain space in the terminal building and concourses at HOU.

The pertinent terms and conditions of the Airport Use and Lease Agreements for Southwest Airlines, Delta Airlines, AirTran Airways, and American Eagle Airlines are as follows:

1. Leased Premises:

Southwest -

- Approximately 170,002 square feet of ticket counter, office and passenger holdroom area.
- Approximately 26,523 square feet of baggage claim and tug tunnel common use space.
- Approximately 451,253 square feet of aircraft apron area.

REQUIRED AUTHORIZATION		
Finance Department:	Other Authorization:	Other Authorization:

Date August 19, 2008	SUBJECT: Airport Use and Lease Agreements with Southwest Airlines Co., Delta Air Lines, Inc., AirTran Airways, Inc., and American Eagle Airlines, Inc., – William P. Hobby Airport (HOU).	Originator's Initials	Page 2 of 3
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Delta -

Approximately 7,833 square feet of ticket counter, office and passenger holdroom area.
Approximately 4,791 square feet of baggage claim and tug tunnel common use space.
Approximately 28,723 square feet of aircraft apron area.

AirTran -

Approximately 5,802 square feet of ticket counter, office and passenger holdroom area.
Approximately 5,243 square feet of baggage claim and tug tunnel common use space.
Approximately 27,287 square feet of aircraft apron area.

American Eagle -

Approximately 6,439 square feet of ticket counter, office and passenger holdroom area.
Approximately 4,219 square feet of baggage claim and tug tunnel common use space.
Approximately 21,358 square feet of aircraft apron area.

2. Rental:

Southwest -

Approximately \$19,325,894 per year for building space and apron rental and \$13,414,608 per year in landing fees.

Delta -

Approximately \$1,220,357 per year for building space and apron rental and \$464,208 per year in landing fees.

AirTran -

Approximately \$1,077,934 per year for building space and apron rental and \$478,416 per year in landing fees.

American Eagle -

Approximately \$1,026,601 per year for building space and apron rental and \$213,164 per year in landing fees.

3. Term:

Effective on the date of countersignature until June 30, 2015, with the ability to extend on a month-to-month basis at the discretion of the Director of HAS.

4. General Use:

The airlines may use their respective exclusive space, preferential space and common use space in the terminal building and concourse to support air transportation business at HOU. The airlines may use the HOU airfield for flight operations.

5. Preferential Gate Use:

Airlines are granted the preferential use, but not the exclusive use, of their assigned gate(s). If a particular airline has no scheduled use for one or more of its assigned gate(s) at any given time, such airline will allow other scheduled or nonscheduled airlines authorized by the Airport to use

Date August 19, 2008	SUBJECT: Airport Use and Lease Agreements with Southwest Airlines Co., Delta Air Lines, Inc., AirTran Airways, Inc., and American Eagle Airlines, Inc., – William P. Hobby Airport (HOU).	Originator's Initials	Page 3 of 3
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such gate(s) as circumstances and the public interest may require, for loading and unloading only, but in no event shall said use by other airlines take precedence over the particular airline's use.

6. Relinquishment of Space:

If an airline has not maintained an average of four flights a day on each of its designated gate(s) during the immediately preceding three months time frame, the Director at his option and in order to accommodate the needs of other airline users at the airport, may require airline to relinquish for the remainder of the lease term a proportionate number of gate(s) which would have allowed the airline to maintain an average of four flights a day per remaining gate(s) and also give back an identical proportionate amount of holdroom, ticket counter, office and other such airline space.

7. Interim Space:

The airlines acknowledge and agree that at various times during the Hobby Terminal Expansion Program, it may be required to relocate and operate out of different space. Space exhibits will be modified to reflect the appropriate square footage of interim space, as needed. Upon completion of the Expansion Program final space exhibits will be prepared by the City, and they will become a part of the agreements and will supersede all other versions of such exhibits as to the airline's leased space.

- cc: Ms. Marty Stein
Mr. Anthony W. Hall, Jr.
Mr. Richard M. Vacar
Mr. Tom Bartlett
Mr. David K. Arthur
Ms. Mary Case
Ms. Kathy Elek
Mr. Aleks Mraovic
Ms. Janet L. Schafer
Mr. Randy Rivin

REQUEST FOR COUNCIL ACTION

TO: Mayor via City Secretary

SUBJECT: An ordinance setting a public hearing in accordance with Chapter 26, Texas Parks and Wildlife Code, regarding the construction of the new Kingwood Library on 4.845 acres of KINGWOOD PARK, Parcel GY9-001, located at 2700 Bens Branch Dr. & Bens View Lane; Restricted Reserve "B" Kingwood Town Center, Sec. 3., John W. Asbury Survey, A-91.

Page 1 of 1

Agenda Item

20

FROM (Department or other point of origin):

Houston Parks and Recreation Department

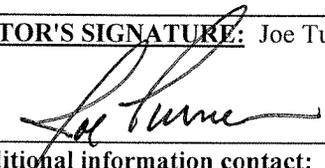
Origination Date:

Sept. 3, 2008

Agenda Date

SEP 10 2008

DIRECTOR'S SIGNATURE: Joe Turner, Director



Council District(s) affected: E

For additional information contact: Daniel Pederson, 713-865-4507

Date and Identification of prior authorizing Council Action:

RECOMMENDATION: (Summary): An ordinance setting a public hearing in accordance with Chapter 26, Texas Parks and Wildlife Code, authorizing and directing that notice of such hearing be given; stating in substance the form of such notice; finding and stating other matters relating thereto; and declaring an emergency.

Amount and Source of Funding: Not Applicable

SPECIFIC EXPLANATION: Kingwood Park (Parcel BY3-001) was acquired by the City of Houston in 2004 by purchase and consists of approximately 9.1206 acres. The City of Houston proposes to construct a new 2-story Public Library containing approximately 30,000 square foot of building space as well as several parking lots. After the City's construction of the library building, by a separate future City Council Action, the City will enter into an Inter-local Agreement with Harris County, Texas to operate the facility. The proposed library site (Parcel GY9-001) will utilize approximately 4.845 acres of the existing Kingwood Park and is the best location available to serve the citizens of the City of Houston and the residents of Harris County, Texas.

The Parks and Recreation Department has reviewed the proposed project and believes the construction of this library facility would benefit the public and will not negatively impact the users of Kingwood Park but will complement the park amenities.

Therefore, it is recommended City Council approve an ordinance setting a public hearing pursuant to the provisions of Chapter 26, Texas Parks and Wildlife Code, regarding the proposed construction of a Public Library in Kingwood Park.

LOCATION: The library will be located at the intersection of Bens Branch Drive and Bens View Lane. The project is located in Key Map Grid 337F.

REQUIRED AUTHORIZATION

Other Authorization:



Issa Z. Dadoush, P.E., Director, General Services Dept.

Exhibit A

NOTICE OF PUBLIC HEARING

NOTICE TO ALL PERSONS, ORGANIZATIONS, AGENCIES AND DEPARTMENTS INTERESTED IN THE USE OF KINGWOOD PARK IN THE CITY OF HOUSTON, HARRIS COUNTY, TEXAS AS A PARK, RECREATION AREA, SCIENTIFIC AREA, WILDLIFE REFUGE OR HISTORIC SITE.

Notice is hereby given that the City Council of the City of Houston will hold a public hearing beginning at 9:00 a.m. on Wednesday, October 29, 2008, in the City Council Chambers, City Hall, 901 Bagby, 2nd Floor, Houston, Texas to determine:

1. Whether there is any feasible or prudent alternative to the proposed use or taking of a portion of the Park for the Project; and,
2. Whether the Project includes all reasonable planning to minimize harm to Kingwood Park as a park, recreation area, scientific area, wildlife refuge or historic site resulting from the proposed use or taking of a portion of said park for the purposed of the Project.

Kingwood Park is a public park containing approximately 9.1206 acres, acquired through purchase by the City of Houston, located at 2700 Bens Branch Drive and Bens View Land, designated as Restricted Reserve "B", Kingwood Town Center, Section Three, John W. Asbury Survey, A-91, in Harris County, Texas (Parcel BY3-001), and described by Special Warranty Deed (Harris County Clerk's File No. X330787) conveyed from the from the C.H. Wilkinson Physician Network to the City of Houston, dated January 12, 2004.

The proposed project involves transfer of approximately 4.845 acres (211,031 square feet) (Parcel GY9-001), more or less, of Kingwood Park land from the Parks and Recreation Dept. to the Houston Public Library Dept. The property will be will be used to construct a new 2-story Public Library containing approximately 30,000 square foot of building space as well as several parking lots.

All persons, organizations, agencies and departments, interested in the use of Kingwood Park as a park, recreation area, scientific area, wildlife refuge or historic site, are invited to appear and offer testimony or other evidence on the matters listed in this notice.

WITNESS MY HAND this _____ day of _____, 2008.

CITY OF HOUSTON, TEXAS

[City Seal]

By: _____
Anna Russell, City Secretary

SUBJECT: An Ordinance authorizing an Agreement between the City of Houston and Regency Walk, LLC.		Category #	Page 1 of 2	Agenda Item # 21
FROM (Department or other point of origin): Richard S. Celli, Director Housing and Community Development Department		Origination Date 7/14/08	Agenda Date SEP 10 2008	
DIRECTOR'S SIGNATURE: <i>[Signature]</i>		Council District affected: District "C"		
For additional information contact: Donald H. Sampley Phone: 713-868-8458		Date and identification of prior authorizing Council action:		

RECOMMENDATION: (Summary)
The Department recommends approval of an Ordinance authorizing an Agreement between the City of Houston and Regency Walk, LLC to rehabilitate a multifamily housing facility.

Amount of Funding: \$10,150,000	Finance Budget:
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SOURCE OF FUNDING General Fund Grant Fund Enterprise Fund

Other (Specify) **Special CDBG Funds**

SPECIFIC EXPLANATION:
John Quinlan, the sole owner of Regency Walk LLC (Arbor Square Apartments) and Sandpiper Apartments LP (Sandpiper Apartments), plans to rehab and combine both properties into one contiguous apartment complex. Both complexes are located in Fondren Southwest at 10301 Sandpiper and 10400 Sandpiper respectively. Mr. Quinlan recently purchased Arbor Square out of foreclosure.

The Arbor Square/ Regency Walk Apartment complex is a 320-unit multifamily property built in 1979. The apartment complex is located in the Fondren SW Braesgate Subdivision consisting of 26 two-story buildings and three one-story buildings on a 12.44 acre site. The amenities include: clubhouse, swimming pool, and laundry room.

The Sandpiper Apartment complex is a 286-unit multifamily property built in 1977. The complex is located in the Fondren Southwest Braesgate Subdivision consisting of 17 two-story residential buildings on a 10.282 acre site. The amenities include: clubhouse, two swimming pools, and two laundry rooms

From 1990 to present, John Quinlan has owned and managed over 15 apartment projects, consisting of over 4,000 rental units. Through his dedication of providing safe and well-managed affordable housing, he has obtained support from a coalition of neighborhood organizations and community leaders.

REQUIRED AUTHORIZATION		
Finance Director: <i>[Signature]</i>	Other Authorization:	Other Authorization:

29-08

NOT

21

The City of Houston's (City) loan proceeds will be used for rehabilitation hard cost only. The buildings will undergo improvements by installing new Hardiplank siding, low-energy security lighting, roofs, flashing, vents, gutters, downspouts, and splash blocks. Interior improvements will include paint, new carpet, flooring, new appliances, and update all cabinets in each unit. Common area renovations will include renovated community buildings including internet and computers, playgrounds, carpools, new guard shack, automated gates, perimeter fencing and convert one swimming pool to a water park.

Fifty-one percent (51%) or 309 of 606 total units will be restricted as CDBG Affordable floating units for a period of 15 years. All restricted units will target residence earning at or below 60% of area median income.

The City's Performance Based Loan (PBL) will have an interest of 0% and a term of 15 years. The PBL will be forgiven at the end of the 15-year period so long as the Borrower complies with all City loan agreement terms and conditions, and the property is in compliance with all HUD and City requirements.

This restriction will remain in place for an affordability period of 15 years, and will be superior to North Houston Bank's first lien.

Source of Funds:

North Houston Bank	\$11,400,000
City of Houston/ PBL	10,150,000
Equity	<u>450,000</u>
Total Sources of Funds	\$ 22,000,000

Uses of Funds:

Acquisition	\$11,400,000	\$18,812 per unit
Hard Cost	10,150,000	16,749 per unit
Soft Cost	<u>450,000</u>	<u>742 per unit</u>
Total Project Cost	\$22,000,000	\$36,304 per unit

The project is consistent with the City of Houston Consolidated Plan to create affordable housing units. The City's participation in the project will contribute to the goal of increasing the number of affordable rental housing units in the Houston area.

The Department recommends approval of an agreement between the City and Regency Walk LLC.

RC:DS:jn

- cc: City Secretary
- Controller's Office
- Finance Department
- Legal Department
- Mayor's Office

BUDGET

Regency Walk LLC

City of Houston Housing and Community Development

606 units

ACCESS GATES & GUARD HOUSE	166,650
ADA COMPLIANCE	151,500
APPLIANCES	1,230,180
ARCHITECTURAL BUILDING FEATURES	333,300
BALCONIES AND STAIRS	272,700
BOILERS	99,990
CABINETS	727,200
CARPENTRY	727,200
CARPORTS	393,900
CLEAN UP	75,750
COMMUNITY / LEASING OFFICE UPGRADES	196,950
DEBRIS REMOVAL	60,600
DRIVEWAYS / PARKING	199,980
ELECTRICAL	151,500
EQUIPMENT AND TOOLS	121,200
EXT. PAINT	181,800
FIXTURES - PLUMB/ELEC	303,000
FLOORING	606,000
FOUNDATION/BRICK	90,900
GENERAL CONSTRUCTION	926,574
HVAC - UNITS	787,800
INT. PAINT	181,800
LANDSCAPING	242,400
MAKE-READY & CLEAN	60,600
MISCELLANEOUS	363,706
PLAYGROUNDS	60,600
PLUMBING	121,200
POOLS & WATERPARK	151,500
RELOCATION EXPENSES	151,500
ROOFS	303,000
SIGNAGE	72,720
STREET TO GREEN SPACE CONVERSION	545,400
WINDOW COVERING	90,900

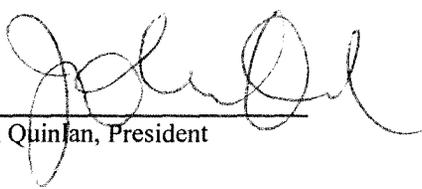
Tot rehab

10,150,000

Signed this 15th day of July, 2007.

Regency Walk, LLC

City of Houston Housing
Community Development

By: 
John Quinlan, President

By: 
Richard Celli

SUBJECT: Approval and adoption of the City of Houston Regular Speed Zone Ordinance.	Category #	Page 1 of <u>1</u>	Agenda Item # 22
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FROM (Traffic & Transportation): Department of Public Works and Engineering	Origination Date 9/4/08	Agenda Date SEP 10 2008
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DIRECTOR'S SIGNATURE:  Michael S. Marcotte, P.E., DEE, Director	Council District affected: All Districts
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For additional information contact: Sam Acheson ^{SA} Phone: (713) 837-0545 Traffic and Transportation Division	Date and identification of prior authorizing Council action: Ordinance #2008-257 Adopted March 26,2008
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RECOMMENDATION: (Summary) Approve and adopt a new Regular Speed Zone Ordinance.

Amount and Source of Funding: NA	FIN Budget:
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SPECIFIC EXPLANATION:

Houston City Council adopts the City's Regular Speed Zone Ordinance on a periodic basis to establish the limits and directions for regular speed zones throughout the city. This ordinance was most recently adopted on March 26,2008(Ordinance #2008-257).Attached is a listing of those changes requested by the Public Works Department.

Table 1 lists new Regular Speed Zones which have been installed and/or changed following the completion of traffic studies.

Table 2 is a listing of all Regular Speed Zones and includes the above installations and/or changes.

It is recommended that City Council approve the Regular Speed Zones dated August 2008.

Attachment(s)

xc: Marty Stein, Agenda Director
Waynette Chan
Gary Norman
Raymond D. Chong, P.E., PTOE
Richard P. Smith, P.E.,PTOE

REQUIRED AUTHORIZATION CUIC ID #20RXC31

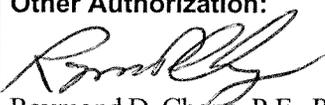
FIN Director:	Other Authorization:	Other Authorization:  Raymond D. Chong, P.E., PTOE Deputy Director Traffic and Transportation Division
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TABLE 1
CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES CHANGES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>EXISTING SPEED</u>	<u>PROPOSED SPEED</u>	<u>CMD:</u>
S. POST OAK RD	FROM THE CENTERLINE OF S. WILLOW TO THE CENTERLINE MAIN	35MPH	40MPH	C
S. POST OAK RD,EAST SERVICE RD	FROM A POINT 800 FT SOUTH OF W. BELLFORT TO THE CENTERLINE OF W. BELLFORT	45MPH	35MPH	C
S. POST OAK RD,WEST SERVICE RD	FROM THE CENTERLINE OF W. BELLFORT TO A POINT 800 FT SOUTH OF W. BELLFORT	45MPH	35MPH	C

TABLE 2
CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
SECTION 1A	CITY MAXIMUM SPEEDS		
AIRLINE DRIVE	FROM THE CENTERLINE OF N. MAIN TO THE CENTERLINE OF E. CANINO	N&S	35
AIRLINE DRIVE	FROM THE CENTERLINE OF WEST RD TO THE CENTERLINE OF ALDINE BENDER	N&S	35
AIRPORT BLVD	FROM THE CENTERLINE OF THE SOUTH FREEWAY TO THE CENTERLINE OF ALMEDA RD.	E&W	45
AIRPORT BLVD	FROM A POINT 500 FT EAST OF THE CENTERLINE OF THE GULF FWY TO THE CENTERLINE OF MARTIN LUTHER KING	E&W	40
AIRPORT BLVD	FROM THE CENTERLINE OF MARTIN LUTHER KING TO THE SOUTH FWY	E&W	35
ALABONSON	FROM THE CENTERLINE OF W. LITTLE YORK TO THE NORTH CITY LIMITS	N&S	35
ALDINE BENDER ROAD	FROM THE CENTERLINE OF THE NORTH FWY TO THE CENTERLINE OF WEST HARDY	E&W	45
ALDINE BENDER ROAD	FROM THE WEST PROPERTY LINE OF JOHN F. KENNEDY BLVD TO A POINT 350 FT WEST OF THE WEST PROPERTY LINE OF VICKERY DR	E&W	45
ALDINE-WESTFIELD	FROM THE CENTERLINE OF GREENS BAYOU TO THE CENTERLINE OF JENSEN DR	N&S	35
ALDINE-WESTFIELD	FROM THE CENTERLINE OF GREENS RD TO THE CENTERLINE OF GREENS BAYOU	N&S	45

TABLE 2
CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
ALIEF CLODINE	FROM THE EAST PROPERTY LINE OF BUGLE TO A POINT 600 FT WEST OF SYNOTT	E&W	35
ALLEN GENOA	FROM THE CENTERLINE OF THE LAPORTE FWY TO THE CENTERLINE OF SOUTHMORE	N&S	45
ALLEN GENOA	FROM A POINT 2000 FT SOUTH OF HERNANDEZ TO THE CENTERLINE OF GENOA-RED BLUFF RD	N&S	35
ALLEN PARKWAY	EXCLUDING FROM DESIGNATION AND DE- TERMINATION HEREBY MADE THE SERVICE RD RUNNING ALONG THE SOUTH SIDE OF ALLEN PKWY BETWEEN WAUGH DR AND HEINER ST		
ALLEN PARKWAY	FROM THE CENTERLINE OF S. SHEPHERD TO THE CENTERLINE OF THE NORTH FREEWAY	E&W	40
ALLEN PARKWAY	FROM THE CENTERLINE OF THE NORTH FREEWAY TO THE CENTERLINE OF BAGBY	E&W	35
ALLENDALE ROAD	FROM THE CENTERLINE OF GALVESTON RD TO THE CENTERLINE OF ALLEN GENOA	E&W	35
ALLISON ROAD	FROM THE CENTERLINE OF MYKAWA TO THE CENTERLINE OF ALMEDA GENOA RD	E&W	35
ALLUM	FROM THE CENTERLINE OF S. POST OAK RD TO THE CENTERLINE OF HIRAM CLARKE	E&W	40
ALMEDA GENOA	FROM THE CENTERLINE OF THE GULF FWY TO THE CENTERLINE OF TELEPHONE	E&W	40

TABLE 2
CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
ALMEDA GENOA	FROM THE CENTERLINE OF TELEPHONE TO THE CENTERLINE OF ALMEDA RD	E&W	45
ALMEDA GENOA	FROM THE CENTERLINE OF N. BROADWAY TO THE CENTERLINE OF GALVESTON RD	E&W	35
ALMEDA ROAD	FROM THE CENTERLINE OF CAMDEN TO THE CENTERLINE OF OLD SPANISH TRAIL	N&S	40
ALMEDA ROAD	FROM THE CENTERLINE OF OLD SPANISH TRAIL TO THE CENTERLINE OF HOLLY HALL	N&S	45
ALMEDA ROAD	FROM THE CENTERLINE OF CLOVER LN TO THE SOUTH CITY LIMIT	N&S	45
ALMEDA SCHOOL ROAD	FROM THE SOUTH CITY LIMIT TO THE CENTERLINE OF ALMEDA GENOA RD	N&S	35
ALTOONA	FROM THE CENTERLINE OF LIBERTY RD TO THE CENTERLINE OF TIFFIN	N&S	35
ANDERSON ROAD	FROM THE CENTERLINE OF CAMPDEN HILL RD TO THE CENTERLINE OF HIRAM CLARKE	E&W	35
ANDERSON ROAD	FROM THE CENTERLINE OF S. POST OAK TO THE CENTERLINE OF CAMPDEN HILL RD	E&W	40
ANTOINE	FROM THE CENTERLINE OF W. LITTLE YORK TO THE CENTERLINE OF MEMORIAL DR	N&S	35

TABLE 2
CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
AQUEDUCT ROAD	FROM THE CENTERLINE OF GARRETT RD TO THE CENTERLINE OF NORTH LAKE HOUSTON PKWY	N&S	35
KATY FWY, NORTH SERVICE RD	FROM THE EAST CITY LIMITS OF SPRING VALLEY VILLAGE TO THE CENTERLINE OF N. POST OAK RD	W	45
ASTORIA BOULEVARD	FROM THE CENTERLINE OF BEAMER TO A POINT 250 FT WEST OF BINGHAMPTON	E&W	35
ATASCOCITA ROAD	FROM A POINT 550 FT EAST OF ATASCOCITA SHORES DR TO A POINT 300 FT EAST OF GRAY FOX	E&W	55
ATTWATER	FROM THE CENTERLINE OF EAST HOUSTON TO THE CENTERLINE OF MESA RD	E&W	45
BARKER CYPRESS ROAD	FROM THE CITY LIMITS JUST NORTH OF THE KATY FWY TO A POINT 1192 FT NORTH OF SAUMS RD	N&S	40
BARKER CYPRESS ROAD	FROM A POINT 1490 FT SOUTH OF THE SOUTH SIDE OF THE KATY FWY TO A POINT 900 FT SOUTH OF THE SOUTH SIDE OF THE KATY FWY	N&S	35
BAUMAN ROAD	FROM THE CENTERLINE OF RITTENHOUSE RD TO THE CENTERLINE OF TIDWELL RD	N&S	35
BAY AREA BOULEVARD	FROM THE CENTERLINE OF GALVESTON RD TO THE CENTERLINE OF RESEDA DRIVE	N&S	35
BAY AREA BOULEVARD	FROM THE CENTERLINE OF RESEDA DRIVE TO THE CENTERLINE OF MIDDLEBROOK	N&S	40

TABLE 2
CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
BEAMER ROAD	FROM THE CENTERLINE OF HALL RD TO THE CENTERLINE OF SAGEDOWNE	E&W	35
BEAMER ROAD	FROM THE CENTERLINE OF FUQUA TO THE CENTERLINE OF KIRKFAIR	N&S	35
BEAUMONT ROAD	FROM THE CENTERLINE OF N MCCARTY TO GREENS BAYOU	E&W	55
BEECHNUT	FROM THE CENTERLINE OF THE RR TRACKS IN THE 4200 BLOCK OF BEECHNUT 1320 FT EAST OF NEW CASTLE TO A POINT 1300 FT WEST OF DAIRY ASHFORD	E&W	35
BELLAIRE BOULEVARD	FROM THE CENTER LINE OF CHIMNEY ROCK TO A POINT 420 FT EAST OF PUERTA VISTA	E&W	35
BELLFORT AVENUE	FROM THE CENTERLINE OF THE SOUTH FWY TO THE CENTERLINE OF THE GULF FWY	E&W	35
BENDER RD	FROM THE CENTERLINE OF LEE RD TO THE EASTEX FWY WEST SERVICE RD	E&W	35
BENDER RD	FROM THE EASTEX FWY EAST SERVICE RD TO THE CENTERLINE OF OLD HUMBLE RD	E&W	35
BENNINGTON	FROM THE CENTERLINE OF HOMESTEAD TO A POINT 300 FT EAST OF HOFFMAN	W	40
BENNINGTON	FROM A POINT 400 FT EAST OF HOFFMAN TO THE CENTERLINE OF HOMESTEAD	E	40

TABLE 2
CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
BERRY RD	FROM THE CENTERLINE OF AIRLINE TO THE CENTERLINE OF JENSEN	E&W	35
BINGLE RD	FROM THE CENTERLINE OF SPRING BRANCH CREEK TO THE CENTERLINE OF HEMPSTEAD RD.	N&S	35
BINGLE RD	FROM THE CENTERLINE OF HEMPSTEAD RD. TO THE CENTERLINE OF W. LITTLE YORK	N&S	40
BIRNAMWOOD	FROM THE CENTERLINE OF FARRELL TO THE CENTERLINE OF FM 1960 EAST	N&S	40
BISSONNET	FROM THE CENTERLINE OF RENWICK TO THE CENTERLINE OF OLD RICHMOND RD	E&W	35
BISSONNET	FROM THE CENTERLINE OF KIRBY TO THE CENTER LINE OF ACADEMY	E&W	35
BISSONNET	FROM THE CENTERLINE OF MAPLERIDGE TO THE CENTERLINE OF ALDER	E&W	35
BLACKHAWK	FROM THE CENTERLINE OF ALMEDA GENOA RD TO THE CENTERLINE OF FUQUA	N&S	40
BLALOCK	FROM THE CENTERLINE OF CLAY RD TO THE CENTERLINE OF HEMPSTEAD RD	N&S	40
BLALOCK	FROM THE CENTERLINE OF OLD KATY RD TO THE CENTERLINE OF CLAY RD	N&S	35

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CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
BLODGETT	FROM THE CENTERLINE OF SCOTT TO THE CENTERLINE OF DELANO	E&W	35
BLUE RIDGE	FROM THE CENTERLINE OF MCHARD TO A POINT 400 FT SOUTH OF ROCKERGATE	N&S	35
BOONE RD	FROM THE CENTERLINE OF BELLAIRE BLVD TO THE CENTERLINE OF BISSONNET	N&S	35
BRAESWOOD	FROM THE CENTERLINE OF FANNIN TO THE CENTERLINE OF N. MACGREGOR DR	E&W	35
BREEN	FROM THE CENTERLINE OF N. HOUSTON ROSSLYN TO THE CENTERLINE OF THE RAILROAD TRACKS IN THE 7300 BLOCK OF BREEN 630 FT WEST OF GALAYDA	E&W	35
BRIAR FOREST DR	FROM THE CENTER LINE OF STATE HIGHWAY 6 TO THE CENTERLINE OF MEMORIAL DRIVE	E&W	35
BRIARPARK	FROM THE CENTERLINE OF WESTHEIMER TO THE CENTERLINE OF WESTPARK	N&S	35
BRITTMOORE	FROM THE CENTERLINE OF OLD KATY RD TO THE CENTERLINE OF HAMMERLY	N&S	40
BRITTMOORE	FROM THE CENTERLINE OF HAMMERLY TO A POINT 360 FT NORTH OF TIDEWATER (THE NORTHERN CITY LIMITS)	N&S	45
BROADWAY	FROM THE CENTERLINE OF HOCKLEY TO THE CENTERLINE OF AIRPORT BLVD	N&S	35

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CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
BROYLES	FROM THE CENTERLINE OF TIFFIN TO THE CENTERLINE OF CRANE	N&S	35
BUFFALO SPEEDWAY	FROM THE CENTERLINE OF W. HOLCOMBE TO THE CENTERLINE OF W. BELLFORT	N&S	35
BUFFALO SPEEDWAY	FROM THE CENTERLINE OF WESTHEIMER TO THE CENTERLINE OF BISSONNET	N&S	35
BUFFALO SPEEDWAY	FROM THE CENTERLINE OF W. FUQUA TO THE CENTERLINE OF W. OREM	N&S	35
CALHOUN	FROM THE CENTERLINE OF GRIGGS TO A POINT 2656 FT NORTH OF WHEELER	N&S	35
CAMPBELL RD	FROM THE CENTERLINE OF CLAY RD TO THE CENTERLINE OF HEMPSTEAD RD	N&S	35
CAVALCADE	FROM THE CENTERLINE OF THE NORTH FWY TO THE CENTERLINE OF HOMESTEAD	E&W	35
CHIMNEY ROCK	FROM THE CENTERLINE OF WESTHEIMER TO THE CENTERLINE OF EVERGREEN	N&S	35
CHIMNEY ROCK	FROM THE CENTERLINE OF MEMORIAL DR TO THE CENTERLINE OF SPRING BRANCH CREEK	N&S	35
CHIMNEY ROCK	FROM THE CENTERLINE OF MAPLE TO THE CENTERLINE OF MAIN	N&S	35

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CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
CLAY RD	FROM A POINT 1800 FT WEST OF BRITTMOORE TO THE CENTERLINE OF HEMPSTEAD RD	E&W	40
CLAY RD	FROM A POINT 1800 FT WEST OF BRITTMOORE TO THE CENTERLINE OF HICKORY DOWNS	E&W	45
CLEAR LAKE CITY BLVD	FROM THE CENTERLINE OF GALVESTON RD TO THE CENTERLINE OF SPACE CENTER BLVD	E&W	40
CLEAR LAKE CITY BLVD	FROM THE CENTERLINE OF EL DORADO TO THE CENTERLINE OF MIDDLEBROOK	E&W	35
CLEAR LAKE CITY BLVD	FROM THE CENTERLINE OF SPACE CENTER BLVD TO THE CENTERLINE OF EL DORADO	E&W	40
CLEAR LAKE CITY BLVD	FROM THE CENTERLINE OF GALVESTON RD TO THE CENTERLINE OF THE GULF FWY	E&W	50
CLEARWOOD	FROM THE CENTERLINE OF THE GULF FWY WEST SERVICE RD TO THE CENTERLINE OF ALMEDA GENOA RD	N&S	40
CLINTON DR	FROM THE CENTERLINE OF JENSEN DR TO THE CENTERLINE OF STAFF SGT. MACARIO GARCIA	E&W	35
CLINTON DR	FROM A POINT 300 FT EAST OF THE CENTERLINE OF ENTRANCE TO PORT OF HOUSTON GATE 8 TO A POINT 280 FT WEST OF THE PORT OF HOUSTON ELEVATOR GATE	E&W	40
CLINTON DR	FROM A POINT 280 FT WEST OF THE PORT OF HOUSTON ELEVATOR GATE TO THE EAST CITY LIMIT OF HOUSTON	E&W	45

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DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
CLUB CREEK	FROM THE CENTERLINE OF COUNTRY CREEK TO THE CENTERLINE OF THE SOUTHWEST FWY WEST SERVICE RD	E&W	35
COLLINGSWORTH	FROM THE CENTERLINE OF THE EASTEX FWY TO THE CENTERLINE OF LOCKWOOD	E&W	35
CONKLIN	FROM THE CENTERLINE OF EAST SAM HOUSTON PKWY SOUTH TO THE CENTERLINE OF GALVESTON RD	E&W	45
CONRAD SAUER	FROM THE CENTERLINE OF OLD KATY RD TO THE CENTERLINE OF LONG POINT RD	N&S	35
COOK RD	FROM THE CENTERLINE OF BISSONNET TO THE CENTERLINE OF ALIEF CLODINE RD	N&S	35
COURT RD	FROM THE CENTERLINE OF S. POST OAK RD TO THE CENTERLINE OF CHIMNEY ROCK	E&W	35
CROSTIMBERS	FROM THE CENTERLINE OF YALE STREET TO THE CENTERLINE OF FULTON	E&W	35
CULLEN	FROM THE CENTERLINE OF POLK TO THE CENTERLINE OF N. MACGREGOR WAY	N&S	35
CULLEN	FROM THE CENTERLINE OF OLD SPANISH TRAIL TO THE CENTERLINE OF E OREM	N&S	40
CULLEN	FROM THE CENTERLINE OF E OREM TO THE CENTERLINE OF FUQUA	N&S	45

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DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
DACOMA	FROM THE CENTERLINE OF HEMPSTEAD ROAD TO THE CENTERLINE OF THE NORTHWEST FWY	E&W	35
DAIRY ASHFORD	FROM THE CENTERLINE OF THE KATY FWY TO THE CENTERLINE OF THE BUFFALO BAYOU	N&S	35
N. DAIRY ASHFORD	FROM THE CENTERLINE OF THE KATY FWY TO THE CENTERLINE OF N. ELDRIDGE PKWY	E&W	35
DIXIE DR	FROM THE CENTERLINE OF MYKAWA TO THE CENTERLINE OF CHAFFIN	E&W	35
DIXIE DR	FROM THE CENTERLINE OF ALMEDA TO THE CENTERLINE OF TIERWESTER	E&W	30
DIXIE FARM RD	FROM THE CENTERLINE OF BEAMER RD TO THE CENTERLINE OF THE GULF FWY WEST SERVICE RD	E&W	50
DURHAM	FROM THE CENTERLINE OF WHITE OAK BAYOU TO DICKSON	S	35
E. ALMEDA	FROM THE CENTERLINE OF ALMEDA RD TO THE CENTERLINE OF RICK	N&S	35
E. CROSSTIMBERS	FROM THE CENTERLINE OF FULTON TO THE CENTERLINE OF THE EASTEX FWY WEST SERVICE RD	E&W	35
E. EDGEBROOK	FROM THE CENTERLINE OF S. SHAVER TO THE CENTERLINE OF GALVESTON RD	E&W	35

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CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
E. HARDY	FROM THE CENTERLINE OF E. CROSSTIMBERS TO THE CENTERLINE OF HALLS BAYOU	N	40
E. HOUSTON RD	FROM THE CENTERLINE OF LIBERTY RD TO A POINT 300 FT SOUTH OF DOCKAL	N&S	40
E. HOUSTON RD	FROM A POINT 300 FT SOUTH OF DOCKAL TO THE CENTERLINE OF MESA	N&S	35
E. LAKE HOUSTON PKWY	FROM THE CENTERLINE OF FIR RIDGE TO THE CENTERLINE OF SMITH RD	N&S	35
E. LITTLE YORK	FROM THE CENTERLINE OF NORTHLINE TO THE CENTERLINE OF AIRLINE	E&W	35
E. LOCKWOOD	FROM THE CENTERLINE OF LOCKWOOD TO THE CENTERLINE OF LIBERTY RD	N&S	35
E. NAVIGATION BLVD	FROM THE CENTERLINE OF HARRISBURG TO THE CENTERLINE OF 77TH STREET	N&S	35
E. OREM DR.	FROM THE CENTERLINE OF MYKAWA RD TO THE CENTERLINE OF MARTIN LUTHER KING BLVD.	E&W	40
E. OREM DR.	FROM THE CENTERLINE OF MARTIN LUTHER KING BLVD TO THE CENTERLINE OF CULLEN BLVD.	E&W	35
E. PARKER	FROM THE CENTERLINE OF THE NORTH FREEWAY EAST SERVICE ROAD TO THE CENTERLINE OF AIRLINE DRIVE	E&W	35

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TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
E. RICHEY	FROM THE CENTERLINE OF FM 1960 EAST TO THE CENTERLINE OF ALDINE WESTFIELD	N&S	40
E. T C JESTER	FROM THE CENTERLINE OF ELLA TO THE CENTERLINE OF JUDIWAY	N&S	40
E. T C JESTER	FROM THE CENTERLINE OF ELLA BLVD TO THE CENTERLINE OF TIMBERGROVE	N&S	35
E. TIDWELL RD	FROM THE CENTERLINE OF AIRLINE TO THE CENTERLINE OF LITTLE WHITE OAK BAYOU	E&W	35
EAST FWY, NORTH SERVICE RD	FROM THE EAST CITY LIMIT TO THE CENTERLINE OF OATES	W	40
EAST FWY, NORTH SERVICE RD	FROM THE CENTERLINE OF GELLHORN TO THE CENTERLINE OF WOOLWORTH	W	40
EAST FWY, NORTH SERVICE RD	FROM THE CENTERLINE OF LOCKWOOD TO THE CENTERLINE OF MEADOW	W	35
EAST FWY, SOUTH SERVICE RD	FROM THE CENTERLINE OF JENSEN TO THE CENTERLINE OF LOCKWOOD	E	35
EAST FWY, SOUTH SERVICE RD	FROM THE CENTERLINE OF KRESS TO THE CENTERLINE OF GELLHORN	E	40
EAST FWY, SOUTH SERVICE RD	FROM THE CENTERLINE OF THE EAST LOOP NORTH, EAST SERVICE RD TO THE EAST CITY LIMIT	E	40

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TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
EAST LOOP NORTH, EAST SERVICE RD	FROM THE CENTERLINE OF MARKET TO THE CENTERLINE OF THE EAST FWY SOUTH SERVICE RD	N	45
EAST LOOP NORTH, WEST SERVICE RD	FROM THE CENTERLINE OF MARKET TO THE CENTERLINE OF THE EAST FWY SOUTH SERVICE RD	S	45
EAST SAM HOUSTON PKWY SOUTH, EAST SERVICE RD	FROM THE CENTERLINE OF THE GULF FWY TO THE CENTERLINE OF GENOA RED BLUFF	N	45
EAST SAM HOUSTON PKWY SOUTH, WEST SERVICE RD	FROM THE CENTERLINE OF GENOA RED BLUFF TO THE CENTERLINE OF THE GULF FWY	S	45
EASTEX FWY,EAST SERVICE ROAD	FROM THE CENTERLINE OF THE SAN JACINTO RIVER BRIDGE TO THE MONTGOMERY/HARRIS COUNTY LINE	N	40
EASTEX FWY,EAST SERVICE ROAD	FROM THE MONTGOMERY/HARRIS COUNTY LINE TO THE CENTERLINE OF NORTH PARK DR	N	55
EASTEX FWY, EAST SERVICE RD	FROM THE REINHART BAYOU (16500 EASTEX FWY) TO THE CENTERLINE OF ALDINE BENDER	N	50
EASTEX FWY, EAST SERVICE RD	FROM THE CENTERLINE OF PARKER RD TO THE CENTERLINE OF KELLEY STREET	N	45
EASTEX FWY, EAST SERVICE RD	FROM THE CENTERLINE OF THE NORTH LOOP EAST, SOUTH SERVICE RD TO THE CENTERLINE OF LEE STREET	N	40
EASTEX FWY,WEST SERVICE ROAD	FROM THE MONTGOMERY/HARRIS COUNTY LINE TO THE CENTERLINE OF THE SAN JACINTO RIVER BRIDGE	S	40

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TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
EASTEX FWY, WEST SERVICE ROAD	FROM THE CENTERLINE OF NORTHPARK DR TO THE MONTGOMERY/HARRIS COUNTY LINE	S	55
EASTEX FWY, WEST SERVICE RD	FROM THE CENTERLINE OF CAVALCADE TO THE CENTERLINE OF LIBERTY	S	40
EASTEX FWY, WEST SERVICE RD	FROM THE CENTERLINE OF PARKER TO THE CENTERLINE OF KELLEY STREET	S	50
EASTEX FWY, WEST SERVICE RD	FROM THE CENTERLINE OF WILL CLAYTON PKWY TO THE CENTERLINE OF ALDINE BENDER	S	50
EASTEX FWY, HOV LANE (SOUTHBOUND)	FROM A POINT 1750 FT SOUTH OF WILL CLAYTON PKWY TO HOUSTON CITY LIMITS AT ALDINE BENDER	S	65
EASTEX FWY, HOV LANE (SOUTHBOUND)	FROM THE HOUSTON CITY LIMITS AT LANGLEY TO A POINT 3530 FT NORTH OF TIDWELL	S	65
EASTEX FWY, HOV LANE (SOUTHBOUND)	FROM A POINT 3530 FT NORTH OF TIDWELL TO A POINT 1571 FT SOUTH OF TIDWELL	S	45
EASTEX FWY, HOV LANE (SOUTHBOUND)	FROM A POINT 1571 FT SOUTH OF TIDWELL TO A POINT 9350 FT SOUTH OF KELLEY STREET	S	65
EASTEX FWY, HOV LANE (NORTHBOUND)	FROM A POINT 9350 FT SOUTH OF KELLEY STREET TO A POINT 1571 FT SOUTH OF TIDWELL	N	65
EASTEX FWY, HOV LANE (NORTHBOUND)	FROM A POINT 1571 FT SOUTH OF TIDWELL TO A POINT 3530 FT NORTH OF TIDWELL	N	45

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TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
EASTEX FWY, HOV LANE (NORTHBOUND)	FROM A POINT 3530 FT NORTH OF TIDWELL TO HOUSTON CITY LIMITS AT LANGLEY	N	65
EASTEX FWY, HOV LANE (NORTHBOUND)	FROM THE HOUSTON CITY LIMITS AT ALDINE BENDER TO A POINT 1750 FT SOUTH OF WILL CLAYTON PKWY	N	65
EASTEX FWY, HOV LANE (NORTHBOUND)	FROM A POINT 1750 FT SOUTH OF WILL CLAYTON PKWY TO THE CENTERLINE OF MCKAY STREET	N	45
EASTHAVEN	FROM THE CENTERLINE OF WINKLER TO THE GULF FRWY EAST SERVICE RD	N&S	35
EDGEBROOK	FROM THE CENTERLINE OF THE GULF FWY TO THE CENTERLINE OF GALVESTON RD	E&W	35
EL CAMINO REAL	FROM THE CENTERLINE OF GEMINI TO THE CENTERLINE OF EL DORADO BLVD	N&S	35
EL CAMINO REAL	FROM THE CENTERLINE OF EL DORADO BLVD TO THE CENTERLINE OF CLEAR LAKE CITY BLVD	N&S	40
EL DORADO BLVD	FROM THE CENTERLINE OF GULF FWY EAST SERVICE RD TO THE CENTERLINE OF GALVESTON RD	E&W	40
EL DORADO BLVD	FROM THE CENTERLINE OF GALVESTON RD TO THE CENTERLINE OF CLEAR LAKE CITY BLVD	E&W	35
ELDRIDGE PARKWAY	FROM A POINT 60 FEET NORTH OF THE CENTERLINE OF WESTHEIMER ROAD TO THE CENTERLINE OF BUFFALO BAYOU	N & S	35

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TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
ELDRIDGE PARKWAY	FROM THE CENTERLINE OF CRICKET WOOD TO THE CENTERLINE OF ALIEF CLODINE	N&S	35
ELGIN	FROM THE CENTERLINE OF CULLEN TO THE CENTERLINE OF SOUTH FWY	E&W	35
ELLA BLVD	FROM THE CENTERLINE OF W. 11TH TO THE CENTERLINE OF CREEKMONT	N&S	35
ELLA BLVD	FROM THE CENTER LINE OF GEARS RD TO THE CENTER LINE OF NORTH SAM HOUSTON PKWY WEST, SOUTH SERVICE RD	N&S	35
ELLA BLVD	FROM THE CENTERLINE OF RUSHCREEK TO A POINT 1000 FT NORTH OF RANKIN RD	N&S	40
ELYSIAN ST	FROM THE CENTERLINE OF MOP ST TO THE CENTERLINE OF THE NORTH LOOP EAST	N	35
ELYSIAN ST	FROM THE CENTERLINE OF BROOKS ST TO THE CENTERLINE OF MOP ST	N&S	35
EMNORA	FROM THE CENTERLINE OF CAMPBELL RD TO THE CENTERLINE OF HOLLISTER	E&W	35
ENCLAVE PKWY	FROM THE CENTERLINE OF ELDRIDGE PKWY TO THE CENTERLINE OF BRIAR FOREST DR	N&S	35
ERNESTINE	FROM THE CENTERLINE OF CLAY TO THE GULF FWY EAST SERVICE RD	S	35

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TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
FAIRBANKS-N. HOUSTON	FROM THE NORTHWEST FWY, EAST SERVICE RD TO THE CENTERLINE OF HEMPSTEAD RD	N&S	40
FALCON PASS	FROM THE CENTERLINE OF SPACE CENTER TO THE CENTERLINE OF KRUEGER WAY	E&W	35
FANNIN	FROM THE CENTERLINE OF S. BRAESWOOD TO THE CENTERLINE OF GREENBRIAR	N&S	35
FANNIN	FROM THE CENTERLINE OF GREENBRIAR TO THE CENTERLINE OF SOUTH LOOP WEST	N&S	40
FANNIN	FROM THE CENTERLINE OF HOLMES RD TO THE CENTERLINE OF FELDMAN	N&S	40
FARRELL	FROM THE CENTERLINE OF ALDINE WESTFIELD RD TO THE CENTERLINE OF HUMBLE WESTFIELD RD	N&S	45
FEDERAL RD	FROM A POINT 410 FT NORTH OF GREENS BAYOU DRIVE TO THE CENTERLINE OF THE EAST FREEWAY NORTH SERVICE ROAD	N&S	40
FEDERAL RD	FROM THE CENTERLINE OF THE EAST FREEWAY SOUTH SERVICE ROAD TO THE CITY LIMIT OF GALENA PARK	N&S	35
FM1959	FROM THE GULF FREEWAY EAST SERVICE ROAD TO GALVESTON RD	E&W	50
FM1960 EAST	FROM A POINT 501 FT EAST OF ATASCOCITA SHORES DR TO A POINT 163 FT EAST OF GRAY FOX DR	E&W	55

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TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
W. FM 1960	FROM A POINT 290 FT EAST OF GILDER TO THE CENTERLINE OF THE BURLINGTON NORTHERN RAILROAD TRACKS	E&W	40
FM1960 EAST-HUMBLE BYPASS	FROM A POINT 237 FT EAST OF CARVER TO A POINT 2250 FT EAST OF CARVER	E&W	50
FM1960 EAST (SPUR B1960)	FROM A POINT 142 FT WEST OF MOONSHINE HILL RD TO A POINT 1346 FT EAST OF MOONSHINE HILL RD	E&W	50
FM1960 WEST, NORTH SERVICE RD	FROM THE CENTERLINE OF BRETON RIDGE TO THE CENTERLINE OF MILLS RD	W	35
FM1960 WEST, SOUTH SERVICE RD	FROM THE CENTERLINE OF MILLS RD TO THE CENTERLINE OF BRETON RIDGE	E	35
FM2351	FROM THE CENTERLINE OF THE GULF FWY TO THE CENTER LINE OF BEAMER RD	E&W	55
FONDREN	FROM THE CENTERLINE OF MAIN TO THE CENTERLINE OF W. FUQUA	N&S	45
FONDREN	FROM THE CENTERLINE OF WESTHEIMER TO THE CENTERLINE OF MAIN	N&S	35
FOUNTAINVIEW	FROM THE CENTERLINE OF WOODWAY TO THE CENTERLINE OF SAN FELIPE	N&S	35
FULTON	FROM THE CENTERLINE OF CAVALCADE TO THE CENTERLINE OF CROSSTIMBERS	N&S	35

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DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
FUQUA	FROM THE CENTERLINE OF TELEPHONE RD TO THE CENTERLINE OF BLACKHAWK	E&W	40
FUQUA	FROM THE CENTERLINE OF BLACKHAWK TO THE CENTERLINE OF FEATHERWOOD	E&W	35
FUQUA	FROM THE CENTERLINE OF FEATHERWOOD TO THE CENTERLINE OF GALVESTON RD	E&W	40
FURMAN RD	FROM THE CENTERLINE OF ALMEDA GENOA TO THE CENTERLINE OF FUQUA	N&S	40
GALVESTON RD	FROM THE NORTH CITY LIMITS OF WEBSTER TO THE SOUTH CITY LIMITS OF SOUTH HOUSTON	N&S	50
GALVESTON RD	FROM THE NORTH CITY LIMITS OF SOUTH HOUSTON TO A POINT 500 FT SOUTH OF THE RAILROAD UNDERPASS NORTH OF BROOKGLEN	N&S	45
GALVESTON RD	FROM THE CENTERLINE OF ALLENDALE RD TO THE CENTERLINE OF BROADWAY	N&S	40
GEARS RD	FROM THE CENTERLINE OF THE NORTH FWY WEST SERVICE RD TO THE CENTERLINE OF GREENS BAYOU	E&W	35
GELLHORN	FROM THE CENTERLINE OF THE NORTH LOOP EAST, SOUTH SERVICE RD TO THE CENTERLINE OF MARKET ST	N&S	35
GEMINI AVE	FROM THE CENTERLINE OF EL CAMINO REAL TO THE CENTERLINE OF SATURN LANE	N&S	35

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TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
GENOA-RED BLUFF	FROM THE CENTERLINE OF GALVESTON RD TO THE SOUTH CITY LIMITS OF PASADENA	E&W	40
GESSNER	FROM THE CENTER LINE OF BUFFALO BAYOU TO THE CENTERLINE OF VANDERPOOL	N&S	35
GESSNER	FROM THE CENTERLINE OF CLAY RD TO THE CENTERLINE OF THE NORTHWEST FWY	N&S	40
GESSNER	FROM THE CENTERLINE OF BOHEME TO THE CENTERLINE OF CLAY RD	N&S	35
ALMEDA ROAD	FROM A POINT 1162 FT SOUTH OF HOLMES ROAD TO THE CENTERLINE OF CLOVER LN	N&S	50
ALMEDA ROAD	FROM THE CENTERLINE OF HOLLY HALL TO A POINT 1162 FT SOUTH OF HOLMES ROAD	N&S	35
GRAND PLAZA DR	FROM THE CENTER LINE OF GREENS PKWY TO A POINT 600 FT WEST OF THE CENTER LINE OF ELLA BLVD	N&S	35
GRAND PLAZA DR	FROM A POINT 600 FT WEST OF THE CENTER LINE OF ELLA BLVD TO THE CENTERLINE OF GREENS CROSSING BLVD	E&W	35
GREENBEND BLVD	FROM THE CENTER LINE OF GRAND PLAZA DR TO THE CENTER LINE OF NORTH SAM HOUSTON PKWY WEST, NORTH SERVICE RD	N&S	35
GREENBRIAR	FROM THE CENTERLINE OF MAIN TO THE CENTERLINE OF FANNIN	N&S	35

TABLE 2
CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
GREENS CROSSING BLVD	FROM THE CENTER LINE OF W. GREENS RD TO THE CENTERLINE OF NORTH SAM HOUSTON PKWY WEST, NORTH SERVICE RD	N&S	35
GREENS PKWY	FROM THE CENTERLINE OF FALL LAKE DR TO THE CENTER LINE OF GEARS RD	N&S	35
GREENS PKWY	FROM THE CENTERLINE OF W. GREENS RD (EAST INTERSECTION) TO THE CENTERLINE OF GREENS CROSSING BLVD	N&S	35
GREENS PKWY	FROM THE CENTERLINE OF GREENS CROSSING BLVD TO THE CENTERLINE OF FALL LAKE DR	E&W	35
GREENS RD	FROM THE CENTERLINE OF J F KENNEDY BLVD TO THE CENTERLINE OF THE EASTEX FWY, EAST SERVICE RD	E&W	50
GREENS RD	FROM THE CENTERLINE OF ALDINE WESTFIELD TO THE CENTERLINE OF J F KENNEDY BLVD	E&W	45
GREENS RD	FROM THE CENTERLINE OF THE RAILROAD TRACKS (THE CITY LIMIT LINE) 2590 FT EAST OF WAY FOREST TO A POINT 790 FT EAST OF WAY FOREST	E&W	45
GREENS RD	FROM A POINT 790 FT EAST OF WAY FOREST TO THE CENTERLINE OF THE NORTH FWY, EAST SERVICE RD	E&W	35
GREENSMARK DR	FROM THE CENTER LINE OF GEARS RD TO THE DEAD END 500 FT WEST OF CROWN PARK DR	E&W	35
GREENSPOINT DR	FROM THE CENTERLINE OF GREENS RD TO THE CENTERLINE OF NORTHPOINT	N&S	35

TABLE 2
CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
GRIGGS RD	FROM THE CENTERLINE OF LAWDALE TO THE CENTERLINE OF LONG DRIVE	N&S	40
GRIGGS RD	FROM THE CENTERLINE OF LONG DRIVE TO THE CENTERLINE OF OLD SPANISH TRAIL	E&W	35
GRISBY	FROM THE INTERSECTION OF KATY FREEWAY SOUTH SERVICE ROAD TO THE CENTERLINE OF ADDICKS HOWELL	E&W	35
GROESCHKE RD	FROM THE CENTERLINE OF ADDICKS SATSUMA TO A POINT 645 FT EAST OF LONGHORN	E&W	45
GULF FWY, EAST SERVICE RD	FROM THE CENTERLINE OF DOWLING TO THE CENTERLINE OF WOODRIDGE	N	40
GULF FWY, EAST SERVICE RD	FROM THE CENTERLINE OF THE SOUTH LOOP EAST, SOUTH SERVICE RD TO THE CENTERLINE OF HOWARD-BELLFORT	N	40
GULF FWY, EAST SERVICE RD	FROM THE CENTERLINE OF HOWARD-BELLFORT TO THE CENTERLINE OF EL DORADO BOULEVARD	N	45
GULF FWY, WEST SERVICE RD	FROM THE CENTERLINE OF DOWLING TO THE CENTERLINE OF WOODRIDGE	S	40
GULF FWY, WEST SERVICE RD	FROM THE CENTERLINE OF ARNIM TO THE CENTERLINE OF HOWARD-BELLFORT	S	40
GULF FWY, WEST SERVICE RD	FROM THE CENTERLINE OF HOWARD-BELLFORT TO THE CENTERLINE OF EL DORADO BOULEVARD	S	45

TABLE 2
CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
GULF FWY, HOV LANE (NORTHBOUND)	FROM A POINT 2640 FT SOUTH OF SCARSDALE TO A POINT 930 FT SOUTH OF SCARSDALE	N	35
GULF FWY, HOV LANE (NORTHBOUND)	FROM A POINT 930 FT SOUTH OF SCARSDALE TO THE CENTERLINE DOWLING STREET (END OF HOV LANE)	N	60
GULF FWY, HOV LANE (SOUTHBOUND)	FROM A POINT 250 FT SOUTH OF DOWLING TO A POINT 100 FT SOUTH OF THE SOUTH LOOP EAST	S	60
GULF FWY, HOV LANE (SOUTHBOUND)	FROM A POINT 100 FT SOUTH OF THE SOUTH LOOP EAST TO A POINT 1000 FT SOUTH OF THE SOUTH LOOP EAST	S	50
GULF FWY, HOV LANE (SOUTHBOUND)	FROM A POINT 1000 FT SOUTH OF THE SOUTH LOOP EAST TO A POINT 1125 FT SOUTH OF SCARSDALE	S	60
GULF FWY, HOV LANE (SOUTHBOUND)	FROM A POINT 1125 FT SOUTH OF SCARSDALE TO A POINT 2640 FT SOUTH OF SCARSDALE (END OF HOV LANE)	S	35
HALL RD	FROM THE CENTERLINE OF TELEPHONE RD TO THE CENTERLINE OF KINGSPPOINT	E&W	35
HAMBLÉN ROAD	FROM THE CENTERLINE OF RIVER BEND DRIVE TO EASTEX FWY CONNECTING RD	E&W	35
HAMMERLY	FROM THE CENTERLINE OF ANTOINE TO THE CENTERLINE OF BRITTMOORE	E&W	35
HARDY	FROM THE CENTERLINE OF THE NORTH LOOP EAST TO THE CENTERLINE OF THE HARDY TOLL RD	N&S	40

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DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
HARDY	FROM THE CENTERLINE OF THE HARDY TOLL RD TO THE CENTERLINE OF CROSSTIMBERS	N&S	35
HARDY	FROM THE CENTERLINE OF MOP ST TO THE CENTERLINE OF THE NORTH LOOP EAST	S	35
HARRISBURG	FROM THE CENTERLINE OF MIDDLETON TO THE CENTERLINE OF E. NAVIGATION	E&W	35
HARRISBURG	FROM THE CENTERLINE OF DOWLING TO THE CENTERLINE OF MIDDLETON	E&W	40
HARVEY WILSON ST	FROM THE CENTERLINE OF LOCKWOOD DR TO THE CENTERLINE OF CLINTON DR	E&W	35
HARWIN	FROM THE CENTERLINE OF THE SOUTHWEST FWY WEST SERVICE ROAD TO THE CENTER LINE OF BUGLE	E&W	35
HEATHROW FOREST	FROM THE CENTERLINE OF JOHN F KENNEDY BLVD TO THE CENTERLINE OF ALDINE BENDER	ALL	40
HEATHROW FOREST	FROM THE CENTERLINE OF ALDINE BENDER TO THE CENTERLINE OF NORTH SAM HOUSTON PKWY EAST	N&S	45
HEIGHTS BLVD	FROM THE CENTERLINE OF 20TH ST TO THE CENTERLINE OF WASHINGTON AVE	N&S	35
HEMPSTEAD RD	FROM THE CENTER LINE OF WEST SAM HOUSTON PARKWAY NORTH, EAST SERVICE ROAD TO THE CENTERLINE OF CLARK RD	N&S	50

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DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
HEMPSTEAD RD	FROM THE CENTERLINE OF CLARK RD TO THE CENTERLINE OF W. 11TH	N&S	40
HEMPSTEAD RD	FROM THE CENTERLINE OF W. 11TH TO THE CENTERLINE OF WASHINGTON AVE	N&S	35
HERCULES	FROM THE CENTERLINE OF EL CAMINO REAL TO THE CENTERLINE OF SATURN	N&S	35
HILLCROFT	FROM THE CENTERLINE OF MAIN TO THE CENTERLINE OF W. FUQUA	N&S	45
HILLCROFT	FROM THE CENTERLINE OF WESTHEIMER TO THE CENTERLINE OF MAIN	N&S	35
HIRAM CLARKE	FROM A POINT 500 FT NORTH OF SIMSBROOK TO THE CENTERLINE OF ANDERSON RD	N&S	35
HIRAM CLARKE	FROM THE CENTERLINE OF MAIN TO A POINT 500 FT NORTH OF SIMSBROOK	N&S	45
HIRSCH RD	FROM THE CENTERLINE OF CRANE TO THE CENTERLINE OF THE NORTH LOOP EAST, NORTH SERVICE RD	N&S	35
HIRSCH RD	FROM THE CENTERLINE OF BUFFALO BAYOU TO THE CENTERLINE OF GUNTER	N&S	35
HIRSCH RD	FROM THE NORTH CITY LIMIT TO A POINT 500 FT N OF THE CENTERLINE OF JUNE ST	N&S	40

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DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
HOLCOMBE BLVD	FROM THE CENTERLINE OF S. BRAESWOOD TO THE CENTERLINE OF OLD SPANISH TRAIL	E&W	35
W.HOLCOMBE BLVD	FROM THE EAST CITY LIMIT OF SOUTHSIDE PLACE TO THE CENTERLINE OF KIRBY	E&W	35
HOLLISTER	FROM THE CENTERLINE OF PINEMONT TO THE CENTERLINE OF W. TIDWELL	N&S	35
HOLLISTER	FROM THE CENTERLINE OF W. TIDWELL TO THE CENTERLINE OF W. LITTLE YORK	N&S	40
HOLLY HALL	FROM THE CENTERLINE OF ALMEDA RD TO A POINT 250 FT WEST OF THE CENTERLINE OF THE SOUTH FWY, WEST SERVICE RD	E&W	35
HOLMES RD	FROM THE CENTERLINE OF MAIN ST TO THE CENTERLINE OF KIRBY	E&W	50
HOLMES RD	FROM THE CENTERLINE OF KIRBY TO THE CENTERLINE OF ALMEDA RD	E&W	45
HOLMES RD	FROM THE CENTERLINE OF ALMEDA RD TO THE CENTERLINE OF THE SOUTH FWY	E&W	40
HOLMES RD	FROM THE CENTERLINE OF THE SOUTH FWY TO THE CENTERLINE OF CULLEN	E&W	45
HOLMES RD	FROM THE CENTERLINE OF CULLEN TO THE CENTERLINE OF SOUTH LOOP EAST, EAST OF CULLEN	E&W	35

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DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
HOMESTEAD	FROM THE CENTERLINE OF LIBERTY RD TO THE CENTERLINE OF WINFIELD	N&S	40
HOWARD DR	FROM THE CENTER LINE OF THE GULF FWY TO THE CENTERLINE OF ALLENDALE	E&W	35
HUGHES RD	FROM THE CENTERLINE OF THE SOUTH BELT TO THE CENTERLINE OF SAGEKING	N&S	35
HUMBLE-HUFFMAN RD	FROM A POINT 150 FT WEST OF SHERWELL TO A POINT 1350 FT EAST OF SHERWELL	E&W	55
HUMBLE-WESTFIELD	FROM A POINT 150 FT EAST OF CARVER TO A POINT 50 FT WEST OF WHITAKER	E&W	45
IMPERIAL VALLEY	FROM THE CENTERLINE OF ALDINE BENDER TO THE CENTERLINE OF BRIARWILLOW	N&S	35
INDUSTRIAL RD	FROM THE CENTERLINE OF FEDERAL RD TO A POINT 1000 FT EAST OF FEDERAL RD	E&W	40
INDUSTRIAL RD	FROM A POINT 1000 FT EAST OF FEDERAL RD TO A POINT 700 FT EAST OF MILES (SOUTH HALF OF ROADWAY IS IN COUNTY)	W	40
IRVINGTON	FROM THE CENTERLINE OF FULTON TO THE CENTERLINE OF W HARDY	N&S	35
JENSEN DR	FROM THE CENTERLINE OF VINTAGE TO THE NORTH CITY LIMIT	N&S	35

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TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
JOHN F KENNEDY BLVD	FROM THE CENTERLINE OF GREENS RD TO THE CITY LIMIT 120 FT SOUTH OF THE NORTH SAM HOUSTON PKWY EAST, SOUTH SERVICE RD	N&S	45
JOHN F KENNEDY BLVD	FROM A POINT 480 FT SOUTH OF THE NORTH SAM HOUSTON PKWY EAST, SOUTH SERVICE RD TO THE SOUTH SIDE OF ALDINE BENDER RD	N&S	45
JOHN F KENNEDY BLVD	FROM THE CENTERLINE OF S. TERMINAL RD TO THE CENTERLINE OF GREENS RD	N&S	50
JOHN F KENNEDY, EAST SERVICE RD	FROM A POINT 1000 FT NORTH OF GREENS RD TO A POINT 2 MILES NORTH OF GREENS RD	N	45
JOHN F KENNEDY, WEST SERVICE RD	FROM A POINT 3000 FT NORTH OF GREENS RD TO A POINT 1 MILE NORTH OF GREENS RD	S	45
KATY FWY, HOV LANE (WESTBOUND)	FROM A POINT 6700 FT WEST OF WASHINGTON AVE TO A POINT 100 FT WEST OF WEST SAM HOUSTON PARKWAY NORTH	W	60
KATY FWY, HOV LANE (WESTBOUND)	FROM A POINT 100 FT WEST FT OF THE CENTERLINE OF WEST SAM HOUSTON PARKWAY NORTH TO A POINT 2100 FT WEST OF STATE HIGHWAY 6	W	65
KATY FWY, HOV LANE (EASTBOUND)	FROM A POINT 2100 FT WEST OF STATE HIGHWAY 6 TO A POINT 100 FT WEST OF THE CENTERLINE OF WEST SAM HOUSTON PARKWAY NORTH	E	65
KATY FWY, HOV LANE (EASTBOUND)	FROM A POINT 100 FT WEST OF THE CENTERLINE OF WEST SAM HOUSTON PARKWAY NORTH TO A POINT 6700 FT WEST OF WASHINGTON AVE	E	60
KATY FWY, NORTH SERVICE RD	FROM THE WEST CITY LIMITS TO THE CENTERLINE OF STATE HIGHWAY 6	W	50

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REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
KATY FWY, NORTH SERVICE RD	FROM THE CENTERLINE OF STATE HIGHWAY 6 TO THE CENTERLINE OF N. ELDRIDGE	W	55
KATY FWY, NORTH SERVICE RD	FROM THE CENTERLINE OF N. ELDRIDGE PKWY TO THE CENTERLINE OF WEST SAM HOUSTON PARKWAY NORTH	W	50
KATY FWY, NORTH SERVICE RD	FROM THE CENTERLINE OF THE WEST SAM HOUSTON PARKWAY NORTH TO THE WEST CITY LIMITS OF SPRING VALLEY VILLAGE	W	45
KATY FWY, NORTH SERVICE RD	FROM THE CENTERLINE OF RADCLIFF TO THE CENTERLINE OF PATTERSON	W	35
KATY FWY, NORTH SERVICE RD	FROM THE CENTERLINE OF STUDEMONT TO THE CENTERLINE OF YALE	W	45
KATY FWY, SOUTH SERVICE RD	FROM THE CENTERLINE OF STATE HIGHWAY 6 TO THE CENTERLINE OF N. ELDRIDGE	E	55
KATY FWY, SOUTH SERVICE RD	FROM THE WEST CITY LIMITS TO THE CENTERLINE OF STATE HIGHWAY 6	E	50
KATY FWY, SOUTH SERVICE RD	FROM THE CENTERLINE OF N. ELDRIDGE TO THE CENTERLINE OF WEST SAM HOUSTON PARKWAY NORTH	E	50
KATY FWY, SOUTH SERVICE RD	FROM THE EAST CITY LIMITS OF HUNTER'S CREEK VILLAGE TO THE CENTERLINE OF N. POST OAK RD	E	45
KATY FWY, SOUTH SERVICE RD	FROM THE CENTERLINE OF RADCLIFF TO THE CENTERLINE OF PATTERSON	E	35

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REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
KATY FWY, SOUTH SERVICE RD	FROM THE CENTERLINE OF STUDEMONT TO THE CENTERLINE OF YALE	E	45
KATY FWY-LOUISIANA CONNECTING RDWY	FROM THE CENTERLINE OF FRANKLIN TO THE CENTERLINE OF NORTH FWY	N	40
KATY FWY-SMITH ST CONNECTING RDWY	FROM THE CENTERLINE OF NORTH FWY TO THE CENTERLINE OF FRANKLIN ST	S	40
KATY RD	FROM THE CENTERLINE OF WASHINGTON TO THE CENTERLINE OF N. POST OAK	E&W	40
KELLEY ST	FROM THE CENTERLINE OF LOCKWOOD TO THE CENTERLINE OF THE NORTH LOOP EAST, NORTH SERVICE RD	E&W	40
KELLEY ST	FROM THE CENTERLINE OF HARDY TO THE CENTERLINE OF LOCKWOOD	E&W	35
KEMPWOOD	FROM THE CENTERLINE OF HEMPSTEAD RD TO THE CENTERLINE OF GESSNER	E&W	35
KENSWICK DR	FROM THE CENTERLINE OF VOLTA DR TO A POINT 500 FT NORTH OF WILL CLAYTON PARKWAY	N&S	45
KENSWICK DR	FROM A POINT 500 FT NORTH OF WILL CLAYTON PARKWAY TO THE CENTERLINE OF WILL CLAYTON PARKWAY	N&S	35
KENSWICK DR	FROM THE CENTERLINE OF HUMBLE-WESTFIELD RD/FM 1960A TO THE CENTERLINE OF VOLTA DR	N&S	35

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TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
KINGWOOD DR	FROM THE CENTERLINE OF SORTERS MCCLELLAN RD TO THE CENTERLINE OF W. LAKE HOUSTON PKWY	E&W	40
KINGWOOD DR	FROM THE CENTERLINE OF W. LAKE HOUSTON PKWY TO THE CENTERLINE OF WILLOW TERRACE DRIVE	E&W	45
KINGWOOD PLACE DR	FROM THE CENTERLINE OF ROYSTON RD TO THE CENTERLINE OF KINGWOOD MEDICAL/BENTFORD DR	N&S	35
KINGWOOD PLACE DR	FROM THE CENTERLINE OF NORTH PARK RD TO THE CENTERLINE OF ROYSTON RD	N&S	40
KIRBY DR	FROM THE CENTERLINE OF THE SOUTH LOOP WEST TO THE CENTERLINE OF HOLMES RD	N&S	40
KIRBY DR	FROM THE CENTERLINE OF SHEPHERD TO THE CENTERLINE OF THE SOUTH LOOP WEST	N&S	35
KIRKPATRICK BLVD	FROM THE CENTERLINE OF THE NORTH LOOP EAST TO THE CENTERLINE OF LEY RD	N&S	40
KIRKWOOD	FROM THE CENTERLINE OF WESTHEIMER ROAD TO THE CENTERLINE OF RICHMOND AVE .	N&S	35
KLECKLEY	FROM THE CENTERLINE OF ALMEDA GENOA TO THE CENTERLINE OF KINGS POINT	N&S	35
KNIGHT RD	FROM THE CENTERLINE OF FANNIN TO THE CENTERLINE OF THE SOUTH LOOP WEST, NORTH SERVICE RD	N&S	35

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TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
KNIGHT RD	FROM THE CENTERLINE OF THE SOUTH LOOP WEST, SOUTH SERVICE RD TO THE CENTERLINE OF ALMEDA RD	N&S	40
KUYKENDAHL	FROM THE NORTH FWY WEST SERVICE RD TO THE CENTERLINE OF W. RANKIN	N&S	40
KUYKENDAHL	FROM THE CENTERLINE OF W. RANKIN TO A POINT 450 FT NORTH OF DEMONTROND	N&S	45
LA PORTE FWY, NORTH SERVICE RD	FROM THE PASADENA CITY LIMIT TO THE CENTERLINE OF THE SOUTH LOOP EAST	W	40
LA PORTE FWY, NORTH SERVICE RD	FROM THE CENTERLINE OF THE SOUTH LOOP EAST TO THE CENTERLINE OF LAWDALE	W	35
LA PORTE FWY, SOUTH SERVICE RD	FROM THE CENTERLINE OF THE SOUTH LOOP EAST TO THE PASADENA CITY LIMITS	E	40
LA PORTE FWY, SOUTH SERVICE RD	FROM THE CENTERLINE OF LAWDALE TO THE SOUTH LOOP EAST	E	35
LA SALETTE	FROM THE CENTERLINE OF ALICE TO THE CENTERLINE OF OLD SPANISH TRAIL	N&S	35
LANG RD	FROM THE CENTERLINE OF BINGLE RD TO THE CENTERLINE OF HEMPSTEAD RD	N&S	35
LANGFIELD	FROM THE CENTERLINE OF W. TIDWELL TO THE CENTERLINE OF W. LITTLE YORK	N&S	35

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REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
LAURA KOPPE	FROM THE CENTERLINE OF JENSEN TO THE CENTERLINE OF HOMESTEAD	E&W	35
LAWNDALE	FROM THE CENTERLINE OF TELEPHONE RD TO THE CENTERLINE OF EVERGREEN	E&W	35
LAWNDALE	FROM THE CENTERLINE OF EVERGREEN TO THE PASADENA CITY LIMITS	E&W	40
LEE RD	FROM THE CENTERLINE OF THE N. SAM HOUSTON PKWY EAST, NORTH SERVICE RD TO THE CENTERLINE OF HUMBLE WESTFIELD	N&S	45
LEY RD	FROM A POINT 1250 FT EAST OF LAS CRUCES TO THE EAST CITY LIMIT	E&W	45
LEY RD	FROM THE CENTERLINE OF HOMESTEAD TO A POINT 1250 FT EAST OF LAS CRUCES	E&W	35
LIBERTY RD	FROM THE CENTERLINE OF N MCCARTY TO THE CENTERLINE OF NORTH LOOP EAST	E&W	45
LIBERTY RD	FROM THE CENTERLINE OF THE NORTH LOOP EAST TO THE CENTERLINE OF LOCKWOOD	E&W	40
LITTLE YORK	FROM THE CENTERLINE OF MESA TO THE CENTERLINE OF HIRSCH	E&W	45
LITTLE YORK	FROM THE CENTERLINE OF AIRLINE TO THE CENTERLINE OF E. ALDINE WESTFIELD	E&W	35

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<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
LITTLE YORK	FROM THE CENTERLINE OF HALLS BAYOU TO THE CENTERLINE OF BENTLEY	E&W	35
LOCKWOOD DR	FROM THE CENTERLINE OF CANAL TO THE CENTERLINE OF SONORA	N&S	35
LOCKWOOD DR	FROM THE CENTERLINE OF HERSHE TO THE CENTERLINE OF THE NORTH LOOP EAST	N&S	35
LOCKWOOD DR	FROM THE CENTERLINE OF BENNINGTON TO THE CENTERLINE OF TIDWELL	N&S	35
LONG DR	FROM THE CENTERLINE OF MYKAWA RD TO THE CENTERLINE OF TELEPHONE RD	E&W	35
LONG POINT RD	FROM THE CENTERLINE OF HEMPSTEAD RD TO THE CENTERLINE OF GESSNER	E&W	35
LOOP 494	FROM THE CENTERLINE OF EASTEX FREEWAY EAST SERVICE ROAD TO THE MONTGOMERY/HARRIS COUNTY LINE	N&S	45
LOOP 494	FROM THE MONTGOMERY/HARRIS COUNTY LINE TO THE CENTER LINE OF KINGWOOD DR, (THE NORTH CITY LIMIT)	N&S	50
MAIN	FROM THE CENTERLINE OF MONTROSE BLVD TO THE CENTERLINE OF OLD SPANISH TRAIL	E&W	35
MAIN	FROM THE INTERSECTION OF OLD SPANISH TRAIL TO A POINT 422 FT EAST OF WEST BELLFORT	E&W	40

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TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
MAIN	FROM A POINT 422 FT EAST OF WEST BELLFORT TO THE WEST CITY LIMIT	E&W	55
MAIN STREET NORTH SERVICE RD	FROM A POINT 370 FT EAST OF WEST BELLFORT TO A POINT 740 FT WEST OF FARIS	W	40
MAIN STREET NORTH SERVICE RD	FROM A POINT 924 FT EAST OF FORT BEND TOLL ROAD(CHIMNEY ROCK) TO A POINT 845 FT WEST OF FORT BEND TOLL ROAD(CHIMNEY ROCK)	W	40
MAIN STREET NORTH SERVICE RD	FROM A POINT 1511 FT EAST OF S POST OAK RD TO A POINT 2006 FT WEST OF POST OAK RD	W	40
MAIN STREET NORTH SERVICE RD	FROM POINT 1002 FT EAST OF HILLCROFT TO A POINT 740 FT WEST OF HILLCROFT	W	40
MAIN STREET NORTH SERVICE RD	FROM A POINT 740 FT EAST OF FONDREN TO THE HARRIS/FORT BEND COUNTY LINE	W	40
MAIN STREET NORTH SERVICE RD	FROM A POINT 950 FT EAST OF HIRAM CLARKE TO A POINT 1320 FT WEST OF HIRAM CLARKE	W	40
MAIN ST NORTH SERVICE RD	FROM A POINT 422 FT EAST OF WEST BELLFORT AVE TO A POINT 844 FT WEST OF WEST BELLFORT AVE.	W	45
MAIN ST NORTH SERVICE RD	FROM A POINT 2956 FT EAST OF HIRAM CLARKE TO A POINT 2428 FT EAST OF WILLOWBEND BLVD	W	45
MAIN ST NORTH SERVICE RD	FROM A POINT 739 FT EAST OF HIRAM CLARKE RD TO A POINT 1531 FT WEST OF HIRAM CLARKE RD	W	45

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REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
MAIN ST SOUTH SERVICE RD	FROM A POINT 844 FT WEST OF WEST BELLFORT AVE. TO A POINT 422 FT EAST OF WEST BELLFORT AVE.	E	45
MAIN ST SOUTH SERVICE RD	FROM A POINT 2956 FT EAST OF HIRAM CLARKE TO A POINT 2428 FT EAST OF WILLOWBEND BLVD	E	45
MAIN STREET SOUTH SERVICE RD	FRONM A POINT 845 FT WEST OF FORT BEND TOLL ROAD(CHIMNEY ROCK) TO A POINT 924 FT EAST OF FORT BEND TOLL ROAD(CHIMNEY ROCK)	E	40
MAIN ST SOUTH SERVICE RD	FROM THE FORT BEND/HARRIS COUNTY LINE(BELTWAY 8) TO A POINT 740 FT EAST OF FONDREN	E	40
MAIN STREET SOUTH SERVICE RD	FROM A POINT 740 FT WEST OF FARIS TO A POINT 370 FT EAST OF WEST BELLFORT	E	40
MAIN STREET SOUTH SERVICE RD	FROM A POINT 2006 FT WEST OF S POST OAK RD TO A POINT 1511 FT EAST OF POST OAK RD	E	40
MAIN STREET SOUTH SERVICE RD	FROM A POINT 1320 FT WEST OF HIRAM CLARKE TO A POINT 950 FT EAST OF HIRAM CLARKE	E	40
MAIN STREET SOUTH SERVICE RD	FROM A POINT 740 FT WEST OF HILLCROFT TO A POINT 1002 FT EAST OF HILLCROFT	E	40
MAIN ST SOUTH SERVICE RD	FROM A POINT 1531 FT WEST OF HIRAM CLARKE RD TO A POINT 739 FT EAST OF HIRAM CLARKE RD	E	45
MANGUM RD	FROM THE CENTERLINE OF PINEMONT TO THE CENTERLINE OF HEMPSTEAD	N&S	35

TABLE 2
CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
MARKET ST	FROM THE CENTERLINE OF THE EAST FWY TO A POINT 500 FT EAST OF MILES RD	E&W	45
MARKET ST	FROM A POINT 500 FT EAST OF MILES RD TO THE EAST CITY LIMIT OF JACINTO CITY	E&W	35
MARKET ST	FROM THE CENTERLINE OF THE EAST LOOP NORTH FWY TO THE CENTERLINE OF MCCARTY	E&W	35
MARKET ST	FROM THE WEST CITY LIMIT OF JACINTO CITY TO THE CENTERLINE OF THE EAST LOOP NORTH FWY	E&W	45
MARTIN LUTHER KING	FROM THE CENTERLINE OF WHEELER TO THE CENTERLINE OF ALMEDA GENOA	N&S	35
MAXEY RD	FROM A POINT 410 FT NORTH OF GREENS BAYOU DRIVE TO THE CENTERLINE OF THE EAST FWY	N&S	35
MAXEY RD	FROM THE CENTERLINE OF WALLISVILLE RD TO A POINT 410 FT NORTH OF GREENS BAYOU DRIVE	N&S	45
N.MCCARTY ST	FROM THE CENTERLINE OF LIBERTY RD TO THE CENTERLINE OF WALLISVILLE RD	N&S	45
MCCARTY ST	FROM THE CENTERLINE OF THE EAST FWY TO THE CENTERLINE OF CLINTON DR	N&S	35
MCCARTY ST	FROM THE CENTERLINE OF WALLISVILLE RD TO THE CENTERLINE OF THE EAST FREEWAY	N&S	45

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CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
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REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
MCHARD RD	FROM A POINT 700 FT EAST OF QUAIL GLEN TO A POINT 200 FT WEST OF GREEN QUAIL	E&W	45
MEMORIAL DRIVE	FROM THE CENTERLINE OF ADDICKS SATSUMA TO THE CENTERLINE OF N. ELDRIDGE PARKWAY	E&W	40
MEMORIAL DRIVE	FROM THE CENTERLINE OF N. ELDRIDGE PARKWAY TO THE WEST CITY LIMIT OF BUNKER HILL VILLAGE	E&W	35
MEMORIAL DRIVE	FROM THE EAST CITY LIMIT OF HUNTERS CREEK VILLAGE TO THE CENTERLINE OF N. POST OAK RD	E&W	35
MEMORIAL DRIVE	FROM THE CENTERLINE OF N. POST OAK RD TO A POINT 385 FT WEST OF DETERING	E&W	40
MEMORIAL DRIVE	FROM A POINT 385 FT WEST OF DETERING TO A POINT 815 FT EAST OF DETERING	W	45
MEMORIAL DRIVE	FROM A POINT 815 FT EAST OF DETERING TO A POINT 634 FT EAST OF SABINE	E	50
MEMORIAL DRIVE	FROM A POINT 625 FT WEST OF BAGBY TO THE CENTERLINE OF BAGBY	E	30
MEMORIAL DRIVE	FROM A POINT 634 FT EAST OF SABINE TO A POINT 625 FT WEST OF BAGBY	E	40
MESA	FROM THE NORTH CITY LIMITS TO THE CENTERLINE OF LEY RD	N&S	35

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DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
MESA	FROM THE CENTERLINE OF LEY RD TO THE CENTERLINE OF MCCARTY	N&S	50
MIDDLEBROOK	FROM THE CENTERLINE OF BAY AREA BLVD TO THE CENTERLINE OF CLEAR LAKE CITY BLVD	N&S	40
MILLS BRANCH DR	FROM THE CENTERLINE OF DUNNAM PLACE TO THE CENTERLINE OF KINGWOOD DR	N & S	35
MILLS BRANCH DR	FROM THE CENTERLINE OF FORD ROAD TO THE CENTERLINE OF DUNNAM PLACE	N & S	45
MONROE	FROM THE CENTERLINE OF THE GULF FWY TO THE CENTERLINE OF AIRPORT BLVD	N&S	40
MONROE	FROM THE CENTERLINE OF ALMEDA GENOA TO THE CENTERLINE OF FUQUA	N&S	40
MONROE	FROM THE CENTERLINE OF WINKLER TO THE CENTERLINE OF GULF FWY	N&S	35
MONROE	FROM THE CENTERLINE OF AIRPORT BOULEVARD TO THE CENTERLINE OF ALMEDA GENOA	N&S	45
MONTROSE	FROM THE CENTERLINE OF WESTHEIMER TO THE CENTERLINE OF ALLEN PKWY	N&S	35
MOP	FROM THE CENTERLINE OF HARDY TO THE CENTERLINE OF ELYSIAN	S	35

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REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
MOUNT HOUSTON RD	FROM THE CENTERLINE OF HIRSCH RD TO THE CENTERLINE OF DANFORD	E&W	35
MYKAWA RD	FROM THE CENTERLINE OF LONG DRIVE TO THE CENTERLINE OF SOUTHCREST	N&S	40
MYKAWA RD	FROM THE CENTERLINE OF SOUTHCREST TO THE SOUTH CITY LIMITS	N&S	45
N. BRAESWOOD	FROM THE CENTERLINE OF GREENWILLOW TO THE CENTERLINE OF S. BRAESWOOD	E&W	35
N. BRAESWOOD	FROM THE BRIDGE CONNECTING N. BRAESWOOD TO S. BRAESWOOD 300 FT EAST OF KIRBY DR TO THE CENTERLINE OF RAILROAD TRACKS IN THE 4100 BLOCK OF N. BRAESWOOD 1360 FT WEST OF ACADEMY	E&W	35
N. BRAESWOOD	FROM THE CENTERLINE OF N. STADIUM DR TO THE BRIDGE CONNECTING N. BRAESWOOD TO S. BRAESWOOD 300 FT EAST OF KIRBY DR	W	35
N. DURHAM	FROM THE CENTERLINE OF NORTH SHEPHERD DR. TO THE CENTERLINE OF WHITE OAK BAYOU	S	35
N. ELDRIDGE PARKWAY	FROM THE CENTERLINE OF THE BUFFALO BAYOU TO THE CENTERLINE OF THE KATY FREEWAY	N&S	35
N. ELDRIDGE PARKWAY	FROM THE CENTERLINE OF THE KATY FREEWAY TO A POINT 2600 FT NORTH OF CLAY RD	N&S	50
N. GESSNER	FROM THE CENTERLINE OF SHOAL CREEK TO THE CENTERLINE OF TOMBALL PKWY, WEST SERVICE ROAD	N&S	45

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TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
N. GREEN RIVER	FROM THE CENTERLINE OF PALO ALTO TO THE CENTERLINE OF LEY RD	E&W	45
N. GREEN RIVER	FROM THE CENTERLINE OF PALO ALTO TO THE CENTERLINE OF EAST HOUSTON	E&W	35
N. HOUSTON ROSSLYN	FROM THE CENTERLINE OF W. LITTLE YORK TO THE CENTERLINE OF ANTOINE	N&S	45
N. HOUSTON ROSSLYN	FROM A POINT 528 FT SOUTH OF SMILINGWOOD TO THE CENTERLINE OF W. LITTLE YORK	N&S	40
N. KIRKWOOD	FROM THE CENTERLINE OF THE KATY FWY TO THE CENTERLINE OF BUFFALO BAYOU	N&S	35
N. MACGREGOR DR	FROM THE CENTERLINE OF BRAESWOOD TO THE CENTERLINE OF ALMEDA RD	E&W	35
N. MACGREGOR WAY	FROM THE CENTERLINE OF ARDMORE TO THE CENTERLINE OF ALMEDA DR	W	35
N. MACGREGOR WAY	FROM THE CENTERLINE OF CALHOUN TO THE CENTERLINE OF ARDMORE	E&W	35
N. POST OAK RD	FROM THE CENTERLINE OF HEMPSTEAD RD TO THE CENTERLINE OF MEMORIAL	N&S	35
N. SHEPHERD	FROM THE CENTERLINE OF THE KATY FWY TO THE CENTERLINE OF W. 30TH	N	35

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REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
N. SHEPHERD	FROM THE CENTERLINE OF W. 30TH TO THE CENTERLINE OF NORTHEW ROAD	N&S	35
N. SHEPHERD	FROM THE CENTERLINE OF NORTHEW RD TO THE CENTERLINE OF THE NORTH FWY	N&S	45
N. VICTORY	FROM THE CENTERLINE OF BANJO TO THE CENTERLINE OF WHEATLEY	W	35
N. WAYSIDE	FROM THE CENTERLINE OF AVE W TO THE CENTERLINE OF CLINTON	N&S	40
N. WAYSIDE	FROM THE CENTERLINE OF CLINTON TO THE CENTERLINE OF THE EAST FWY	N&S	45
N. WAYSIDE	FROM THE CENTERLINE OF EAST FWY TO THE CENTERLINE OF CABOT	N&S	40
N. WAYSIDE	FROM THE CENTERLINE OF CABOT TO THE CENTERLINE OF LITTLE YORK	N&S	50
N. YORK	FROM THE CENTERLINE OF NAVIGATION TO THE CENTERLINE OF BUFFALO BAYOU	N&S	35
NANCE	FROM THE CENTERLINE OF GREGG TO THE CENTERLINE OF JENSEN	E&W	35
NAOMI	FROM THE CENTERLINE OF ALMEDA TO THE CENTERLINE OF FANNIN	E&W	35

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REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
NAVIGATION	FROM THE CENTERLINE OF ENGEL TO THE CENTERLINE OF WAYSIDE	E&W	35
NEWCASTLE	FROM THE CENTERLINE OF THE SOUTHWEST FWY, EAST SERVICE RD TO THE CENTERLINE LINE OF GLENMONT	N&S	35
NORMANDY	FROM THE CENTERLINE OF MARKET ST TO THE CENTERLINE OF GREENS BAYOU	N&S	35
NORTH FWY, EAST SERVICE RD	FROM THE CENTERLINE OF N. MAIN TO THE NORTH LOOP EAST, SOUTH SERVICE RD	N	40
NORTH FWY, EAST SERVICE RD	FROM THE NORTH LOOP EAST, NORTH SERVICE RD TO THE CENTERLINE OF W. GULF BANK	N	40
NORTH FWY, EAST SERVICE RD	FROM THE CENTERLINE OF W. GULF BANK TO A POINT 800 FT NORTH OF GREENS RD	N	45
NORTH FWY, EAST SERVICE RD	FROM THE CENTERLINE OF RANKIN RD TO A POINT 3100 FT NORTH OF RANKIN RD	N	50
NORTH FWY, WEST SERVICE RD	FROM THE CENTERLINE OF RANKIN RD TO A POINT 3100 FT NORTH OF RANKIN RD	S	50
NORTH FWY, WEST SERVICE RD	FROM THE CENTERLINE OF W. GULF BANK TO A POINT 800 FT NORTH OF GREENS RD	S	45
NORTH FWY, WEST SERVICE RD	FROM THE CENTERLINE OF W. GULF BANK TO THE CENTERLINE OF CROSSTIMBERS	S	40

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<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
NORTH FWY, WEST SERVICE RD	FROM THE CENTERLINE OF N. MAIN TO THE CENTERLINE OF LINK RD	S	40
NORTH FWY, HOV LANE (SOUTHBOUND)	FROM THE HOUSTON CITY LIMITS AT DOMINION PARK TO THE HOUSTON CITY LIMITS AT RANKIN RD	S	60
NORTH FWY, HOV LANE (SOUTHBOUND)	FROM THE HOUSTON CITY LIMITS AT GREENS RD TO A POINT 350 FT NORTH OF QUITMAN	S	60
NORTH FWY, HOV LANE (SOUTHBOUND)	FROM A POINT 350 FT NORTH OF QUITMAN TO THE CENTERLINE OF COMMERCE (END OF HOV LANE)	S	45
NORTH FWY, HOV LANE (NORTHBOUND)	FROM A POINT 3000 FT SOUTH OF HOGAN TO A POINT 1800 FT SOUTH OF HOGAN	N	45
NORTH FWY, HOV LANE (NORTHBOUND)	FROM A POINT 1800 FT SOUTH OF HOGAN TO A POINT 1900 FT SOUTH OF MAIN	N	35
NORTH FWY, HOV LANE (NORTHBOUND)	FROM A POINT 1900 FT SOUTH OF MAIN TO THE HOUSTON CITY LIMITS AT GREENS RD	N	60
NORTH FWY, HOV LANE (NORTHBOUND)	FROM THE HOUSTON CITY LIMITS AT RANKIN RD TO THE HOUSTON CITY LIMITS AT DOMINION PARK	N	60
NORTH LOOP EAST CONNECTING RAMP TO EASTEX FWY	NORTH LOOP EAST BOUND TO EASTEX FWY NORTHBOUND	NE	35
NORTH LOOP EAST, NORTH SERVICE RD	FROM THE CENTERLINE OF FULTON TO THE CENTERLINE OF CHAPMAN	W	45

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<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
NORTH LOOP EAST, NORTH SERVICE RD	FROM THE CENTERLINE OF WAVERLY TO THE CENTERLINE OF JENSEN DR	W	45
NORTH LOOP EAST, NORTH SERVICE RD	FROM THE CENTERLINE OF HIRSCH TO THE CENTERLINE OF LOCKWOOD	W	45
NORTH LOOP EAST, NORTH SERVICE RD	FROM THE CENTERLINE OF N. WAYSIDE TO THE CENTERLINE OF KELLEY	W	45
NORTH LOOP EAST, NORTH SERVICE RD	FROM THE CENTERLINE OF N. MCCARTY TO THE CENTERLINE OF GELLHORN	W	45
NORTH LOOP EAST, SOUTH SERVICE RD	FROM THE CENTERLINE OF FULTON TO THE CENTERLINE OF HARDY	E	45
NORTH LOOP EAST, SOUTH SERVICE RD	FROM THE CENTERLINE OF HIRSCH TO THE CENTERLINE OF LOCKWOOD	E	45
NORTH LOOP EAST, SOUTH SERVICE RD	FROM THE CENTERLINE OF KELLEY TO THE CENTERLINE OF N. WAYSIDE	E	45
NORTH LOOP EAST, SOUTH SERVICE RD	FROM THE CENTERLINE OF N. MCCARTY TO THE CENTERLINE OF GELLHORN	E	45
NORTH LOOP WEST, NORTH SERVICE RD	FROM THE CENTERLINE OF AIRLINE TO THE CENTERLINE OF DIRECTOR'S ROW	W	45
NORTH LOOP WEST, SOUTH SERVICE RD	FROM THE CENTERLINE OF AIRLINE TO THE CENTERLINE OF W. 18TH	E	45

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REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
NORTH PARK DR	FROM A POINT 1228 FT WEST OF HIDDEN PINES DRIVE TO THE CENTERLINE OF W. LAKE HOUSTON PKWY	E&W	45
NORTH PARK DR	FROM THE CENTERLINE OF SORTERS MCCLELLAN ROAD TO THE CENTERLINE OF LOOP 494	E&W	40
NORTH PARK DR.	FROM THE CENTERLINE OF W. LAKE HOUSTON PKWY TO THE CENTERLINE OF MILLS BRANCH DR	E&W	40
NORTH SAM HOUSTON PKWY EAST, NORTH SERVICE RD	FROM A POINT 280 FT EAST OF W. HARDY TO THE CENTERLINE OF THE NORTH FWY	W	45
NORTH SAM HOUSTON PKWY EAST, NORTH SERVICE RD	FROM A POINT 4000 FT EAST OF OLD HUMBLE RD TO THE CENTERLINE OF OLD HUMBLE RD	W	50
NORTH SAM HOUSTON PKWY EAST, SOUTH SERVICE RD	FROM THE CENTER LINE OF MORALES STREET TO A POINT 1100 FT EAST OF VICKERY	E	45
NORTH SAM HOUSTON PKWY EAST, SOUTH SERVICE RD	FROM THE CENTERLINE OF LEE RD TO THE CENTERLINE OF OLD HUMBLE RD	E	45
NORTH SAM HOUSTON PKWY EAST, SOUTH SERVICE RD	FROM THE CENTERLINE OF OLD HUMBLE RD TO A POINT 4000 FT EAST OF OLD HUMBLE RD	E	50
NORTH SAM HOUSTON PKWY EAST, SOUTH SERVICE RD	FROM THE CENTERLINE OF THE NORTH FWY TO A POINT 280 FT EAST OF W. HARDY	E	45
NORTH SAM HOUSTON PKWY WEST, NORTH SERVICE RD	FROM THE CENTERLINE OF THE NORTH FWY TO A POINT 600 FT WEST OF ELLA BLVD	W	50

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REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
NORTH SAM HOUSTON PKWY WEST, SOUTH SERVICE RD	FROM THE CENTERLINE OF THE NORTH FWY TO A POINT 600 FT WEST OF ELLA BLVD	E	50
NORTH STADIUM DR	FROM THE CENTERLINE OF S. BRAESWOOD TO THE NORTH PROPERTY LINE OF THE DOMED STADIUM	N&S	35
NORTHDAL	FROM THE CENTERLINE OF DIXIE TO THE CENTERLINE OF BELLFORT	N&S	35
NORTHWEST FWY, EAST SERVICE RD	FROM THE CENTERLINE OF DIRECTOR'S ROW TO THE CENTERLINE OF W. 34TH	N	45
NORTHWEST FWY, EAST SERVICE RD	FROM THE CENTERLINE OF W 34TH TO THE CENTERLINE OF GESSNER	N	50
NORTHWEST FWY, WEST SERVICE RD	FROM THE CENTERLINE OF GESSNER TO CENTERLINE OF W. 34TH	S	50
NORTHWEST FWY, WEST SERVICE RD	FROM THE CENTERLINE OF W. 34TH TO THE CENTERLINE OF W. 18TH	S	45
NORTHWEST FWY, HOV LANE (SOUTHBOUND)	FROM THE HOUSTON CITY LIMITS AT GESSNER TO A POINT 675 FT NORTH OF W. 43RD	S	65
NORTHWEST FWY, HOV LANE (SOUTHBOUND)	FROM A POINT 675 FT NORTH OF W. 43RD TO A POINT 600 FT SOUTH OF DACOMA	S	60
NORTHWEST FWY, HOV LANE (SOUTHBOUND)	FROM A POINT 600 FT SOUTH OF DACOMA TO A POINT 540 FT NORTH OF W. 18TH	S	35

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REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
NORTHWEST FWY, HOV LANE (SOUTHBOUND)	FROM A POINT 540 FT NORTH OF W. 18TH TO A POINT 2600 FT SOUTH OF HEMPSTEAD	S	55
NORTHWEST FWY, HOV LANE (SOUTHBOUND)	FROM A POINT 2600 FT SOUTH OF HEMPSTEAD TO A POINT 175 FT NORTH OF OLD KATY RD	S	45
NORTHWEST FWY, HOV LANE (SOUTHBOUND)	FROM A POINT 175 FT NORTH OF OLD KATY RD TO THE NORTHWEST TRANSIT CENTER	S	35
NORTHWEST FWY, HOV LANE (NORTHBOUND)	FROM A POINT 175 FT NORTH OF OLD KATY RD TO A POINT 140 FT NORTH OF W. 18TH	N	55
NORTHWEST FWY, HOV LANE (NORTHBOUND)	FROM A POINT 140 FT NORTH OF W. 18TH TO A POINT 540 NORTH OF W. 18TH	N	45
NORTHWEST FWY, HOV LANE (NORTHBOUND)	FROM A POINT 540 FT NORTH OF W. 18TH TO A POINT 1080 FT SOUTH OF DACOMA	N	35
NORTHWEST FWY, HOV LANE (NORTHBOUND)	FROM A POINT 1080 FT SOUTH OF DACOMA TO A POINT 1630 FT NORTH OF W. 43RD	N	60
NORTHWEST FWY, HOV LANE (NORTHBOUND)	FROM A POINT 1630 FT NORTH OF W. 43RD TO THE HOUSTON CITY LIMITS AT GESSNER	N	65
OATES RD	FROM THE CENTERLINE OF BEAUMONT RD TO THE CENTERLINE OF THE EAST FWY	N&S	40
OLD KATY RD	FROM THE WEST CITY LIMIT OF HOUSTON TO THE WEST LIMIT OF SPRING VALLEY VILLAGE	E&W	35

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REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
OLD SPANISH TRAIL	FROM THE CENTERLINE OF MAIN TO A POINT 845 FT EAST OF GREENBRIAR	E&W	35
OLD SPANISH TRAIL	FROM A POINT 845 FT EAST OF GREENBRIAR TO THE CENTERLINE OF ALMEDA	E&W	40
OLD SPANISH TRAIL	FROM THE CENTERLINE OF GRIGGS TO THE CENTERLINE OF TELEPHONE ROAD	E & W	40
OLD SPANISH TRAIL	FROM THE CENTERLINE OF ALMEDA TO THE CENTERLINE OF GRIGGS	E&W	35
OREM DR.	FROM THE CENTERLINE OF TELEPHONE RD TO THE CENTERLINE OF MYKAWA RD	E&W	45
PARK PLACE BLVD	FROM THE CENTERLINE OF TELEPHONE RD TO THE CENTERLINE OF GALVESTON RD	E&W	35
PARK ROW BLVD	FROM THE CENTERLINE OF ADDICKS SATSUMA TO THE CENTERLINE OF BARKER CYPRESS	E&W	35
PATTERSON RD	FROM THE CENTERLINE OF ADDICKS FAIRBANKS TO THE CENTERLINE OF ADDICKS SATSUMA	E&W	45
PEARLAND PARKWAY	FROM THE CENTERLINE OF SOUTH SAM HOUSTON PARKWAY EAST SOUTH SERVICE ROAD TO THE CITY LIMIT AT THE CENTERLINE OF CLEAR CREEK	N&S	50
PINELOCH	FROM THE CENTERLINE OF GALVESTON RD TO THE CENTERLINE OF SPACE CENTER	E&W	35

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REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
PINEMONT	FROM THE CENTERLINE OF ELLA BLVD TO THE CENTERLINE OF N. SHEPHERD DR	E&W	35
PINEMONT	FROM THE CENTERLINE OF HEMPSTEAD RD TO THE CENTERLINE OF ELLA BLVD	E&W	40
POLK	FROM THE CENTERLINE OF HUGHES TO THE CENTERLINE OF WAYSIDE	E&W	35
POST OAK BLVD	FROM THE CENTERLINE OF WEST LOOP SOUTH TO THE CENTERLINE OF RICHMOND AVE	N&S	35
PROVIDENCE	FROM THE CENTERLINE OF HARDY TO THE CENTERLINE OF VINE	W	35
RANDON RD	FROM THE CENTERLINE OF MANGUM RD TO THE CENTERLINE OF W. 43RD ST	N&S	35
RANKIN RD	FROM THE CENTERLINE OF THE EASTEX FWY WEST SERVICE RD TO THE CENTERLINE OF HIGHMORE	E&W	45
REED RD	FROM THE CENTERLINE OF MARTIN LUTHER KING TO THE CENTERLINE OF SOUTH FWY	E&W	40
REED RD	FROM THE CENTERLINE OF SOUTH FWY TO THE CENTERLINE OF ALMEDA RD	E&W	45
RENWICK	FROM THE CENTERLINE OF BEECHNUT TO THE CENTERLINE OF WESTPARK	N&S	35

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REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
RESWEBER ST	FROM THE CENTERLINE OF BROOKS ST TO THE CENTERLINE OF RUIZ ST	N&S	45
REVEILLE RD	FROM THE CENTERLINE OF TELEPHONE RD TO THE CENTERLINE OF THE GULF FWY	N&S	40
RICEVILLE SCHOOL RD	FROM THE CENTERLINE OF W. BELLFORT TO THE W. SAM HOUSTON PKWY SOUTH, NORTH SERVICE RD	N&S	35
RICHMOND AVE	FROM THE CENTERLINE OF MONTROSE TO A POINT 450 FT EAST OF ELDRIDGE PARKWAY	E&W	35
RICHMOND AVE	FROM A POINT 430 FT EAST OF PANAGARD TO THE CENTERLINE OF WESTHEIMER	E&W	35
RODGERDALE RD	FROM THE CENTERLINE OF WESTHEIMER RD TO THE CENTERLINE OF BELLAIRE BLVD	N&S	35
ROSSLYN RD	FROM THE CENTERLINE OF JUDIWAY TO THE CENTERLINE OF DUBARRY	N&S	40
RUSHCREEK DR.	NORTH FREEWAY WEST SERVICE ROAD TO SPEARS RD.	E&W	35
S. 69TH	FROM THE CENTERLINE OF POLK TO THE CENTERLINE OF HARRISBURG	N	40
S. 75TH ST.	FROM THE CENTERLINE OF GRIGGS TO THE CENTERLINE OF DALLAS	N&S	35

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REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
S. BRAESWOOD	FROM THE CENTERLINE OF THE WEST LOOP SOUTH, EAST SERVICE ROAD TO THE CENTERLINE OF BISSONNET	E&W	35
S. BRAESWOOD	FROM THE CENTERLINE OF N. STADIUM TO THE CENTERLINE OF FANNIN	E&W	35
S. BRAESWOOD	FROM THE CENTERLINE OF KIRBY TO THE CENTERLINE OF N. STADIUM	E	35
S. BRAESWOOD	FROM THE CENTERLINE OF KIRBY TO THE CENTERLINE OF GREENWILLOW	E&W	35
S. DAIRY ASHFORD	FROM THE CENTERLINE OF THE BUFFALO BAYOU TO THE CENTERLINE OF W. BELLFORT	N&S	35
S. GESSNER	FROM THE CENTERLINE OF BUFFALO BAYOU TO THE CENTERLINE OF THE W. SAM HOUSTON PKWY, NORTH SERVICE RD	N&S	35
S. HEIGHTS BLVD	FROM THE CENTERLINE OF WASHINGTON TO THE CENTERLINE OF WAUGH DR	N&S	35
S. KIRKWOOD	FROM THE CENTERLINE OF ALIEF CLODINE RD TO A POINT 675 FT NORTH OF SCOTTSDALE	N&S	35
S. LAKE HOUSTON PKWY	FROM THE CENTERLINE OF WALLISVILLE ROAD TO THE NORTH CITY LIMITS OF HOUSTON	N&S	55
S. LOCKWOOD DR	FROM THE CENTERLINE OF CANAL TO THE CENTERLINE OF CLAY	N&S	35

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REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
S. LOCKWOOD DR	FROM THE CENTERLINE OF CLAY TO THE GULF FWY EAST SERVICE RD	N	35
S. MACGREGOR WAY	FROM THE CENTERLINE OF THE SOUTH FWY TO THE CENTERLINE OF ALMEDA	E	35
S. POST OAK RD	FROM A POINT 440 FT SOUTH OF WEST BELLFORT TO THE CENTERLINE OF S WILLOW	N&S	35
S. POST OAK RD	FROM THE CENTERLINE OF S. WILLOW TO THE CENTERLINE OF W. OREM	N&S	40
S. POST OAK RD	FROM THE CENTERLINE OF W. OREM TO THE CENTERLINE OF MCHARD RD	N&S	35
S. POST OAK RD, EAST SERVICE RD	FROM A POINT 800 FT SOUTH OF W. BELLFORT TO THE CENTERLINE OF W. BELLFORT	N	35
S. POST OAK RD, EAST SERVICE RD	FROM A POINT 800 FT SOUTH OF W. BELLFORT TO THE CENTERLINE OF S. BRAESWOOD	N	45
S. POST OAK RD, WEST SERVICE RD	FROM THE CENTERLINE OF W. BELLFORT TO A POINT 800 FT SOUTH OF W. BELLFORT	S	35
S. POST OAK RD, WEST SERVICE RD	FROM THE CENTERLINE OF S. BRAESWOOD TO A POINT 800 FT SOUTH OF W. BELLFORT	S	45
S. POST OAK RD EXTENSION	FROM A POINT 426 FT NORTH OF W. BELLFORT TO THE CENTERLINE OF THE SOUTH LOOP WEST	N	50

TABLE 2
CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
S. POST OAK RD EXTENSION	FROM A POINT 440 FT SOUTH OF W. BELLFORT TO A POINT 426 FT NORTH OF W. BELLFORT	N	35
S. POST OAK RD EXTENSION	FROM A POINT 1990 FT SOUTH OF THE SOUTH LOOP WEST TO A POINT 440 FT SOUTH OF W. BELLFORT	S	45
S. POST OAK RD EXTENSION	FROM THE CENTERLINE OF THE SOUTH LOOP WEST TO A POINT 1990 FT SOUTH OF THE SOUTH LOOP WEST	S	55
S. RICE AVE	FROM THE CENTERLINE OF W. ALABAMA TO THE CENTERLINE OF ELM	N&S	35
S. RICHEY RD	FROM HOUSTON'S EAST CITY LIMIT AT PASADENA TO HOUSTON'S SOUTH CITY LIMIT AT THE CITY LIMIT OF S. HOUSTON	E&W	35
S. SHAVER RD	FROM THE CENTERLINE OF GALVESTON RD TO THE CENTERLINE OF THE GULF FWY	E&W	45
S. SHAVER RD	FROM THE CENTERLINE OF GALVESTON RD TO THE EAST CITY LIMIT	N&S	40
S. VICTORY	FROM THE CENTERLINE OF WHEATLEY TO THE CENTERLINE OF ALABONSON	E&W	35
S. VICTORY	FROM THE CENTERLINE OF BANJO TO THE CENTERLINE OF WHEATLEY	E	35
S. VOSS	FROM THE CENTERLINE OF WESTHEIMER TO THE SOUTH CITY LIMIT OF HUNTERS CREEK VILLAGE	N&S	35

TABLE 2
CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
S. WAYSIDE	FROM THE CENTERLINE OF HARRISBURG TO THE CENTERLINE OF TELEPHONE ROAD	N&S	40
S. WAYSIDE	FROM THE CENTERLINE OF TELEPHONE ROAD TO THE CENTERLINE OF DIXIE	N &S	35
SABO RD	FROM THE CENTERLINE OF FUQUA TO THE CENTERLINE OF SOUTH SAM HOUSTON PARKWAY EAST	N&S	35
SAGE RD	FROM THE CENTERLINE OF S. RICE AVE TO THE CENTERLINE OF SAN FELIPE	N&S	35
SAMPSON	FROM THE CENTERLINE OF POLK TO THE CENTERLINE OF NAVIGATION	S	35
SAN FELIPE	FROM THE CENTERLINE OF THE WEST LOOP SOUTH, WEST SERVICE RD TO THE CENTERLINE OF WOODWAY	E&W	35
SATURN LANE	FROM THE CENTERLINE OF BAY AREA BLVD TO THE CENTERLINE OF HERCULES	N&S	35
SATURN LANE	FROM THE CENTERLINE OF HERCULES TO THE CENTERLINE OF NASA RD 1	N&S	45
SAUMS	FROM THE CENTERLINE OF BARKER CYPRESS TO THE CENTERLINE OF WEST PARKVIEW DR	E&W	40
SCARSDALE	FROM THE CENTERLINE OF THE GULF FWY WEST SERVICE RD TO THE CENTERLINE OF SAGEGLEN	E&W	35

TABLE 2
CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
SCARSDALE	FROM THE CENTERLINE OF GALVESTON RD TO THE CENTERLINE OF THE GULF FWY EAST SERVICE RD	E&W	50
SCOTT	FROM THE CENTERLINE OF POLK TO THE CENTERLINE OF SOUTH ACRES	N&S	35
SELINSKY	FROM THE CENTERLINE OF MARTINDALE TO THE CENTERLINE OF JUTLAND	E&W	35
SHARMON RD	FROM THE CENTER LINE OF GREENS PKWY TO A POINT 760 FT SOUTH OF GREENS PKWY	N&S	35
SHEA	FROM THE CENTERLINE OF VINE TO THE CENTERLINE OF N. MAIN	W	35
SHEPHERD	FROM THE SOUTH END OF THE OVERPASS AT BUFFALO BAYOU TO THE CENTERLINE OF DICKSON	N&S	35
SHEPHERD	FROM THE CENTERLINE OF DICKSON TO THE CENTERLINE OF THE KATY FREEWAY	N	35
SHERWOOD FOREST	FROM THE CENTERLINE OF OLD KATY RD TO THE CENTERLINE OF CHATTERTON	N&S	35
SMITH RD	FROM THE CENTERLINE OF E. LAKE HOUSTON PKWY TO A POINT 2600 FT EAST OF E. LAKE HOUSTON PKWY	E&W	40
SORTERS MCCLELLAN ROAD	FROM THE CENTERLINE OF MCCLELLAN CIRCLE TO A POINT 170 FT NORTH OF ROYSTON DR	N&S	45

TABLE 2
CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
SORTERS MCCLELLAN ROAD	FROM THE CENTERLINE OF THE EASTEX FWY TO THE CENTERLINE OF MCCLELLAN CIRCLE	E&W	35
SOUTH ACRES DR	FROM THE CENTERLINE OF MYKAWA TO THE CENTERLINE OF CULLEN	E&W	35
SOUTH FWY, EAST SERVICE RD	FROM THE CENTERLINE OF WHEELER TO THE CENTERLINE OF S. MACGREGOR	N	35
SOUTH FWY, EAST SERVICE RD	FROM THE CENTERLINE OF HOLCOMBE TO THE CENTERLINE OF YELLOWSTONE	N	35
SOUTH FWY, EAST SERVICE RD	FROM THE CENTERLINE OF HOLLY HALL TO THE CENTERLINE OF SOUTH LOOP EAST NORTH SERVICE RD	N	35
SOUTH FWY, EAST SERVICE RD	FROM THE CENTERLINE OF HOLMES RD TO THE CENTERLINE OF BELLFORT	N	35
SOUTH FWY, EAST SERVICE RD	FROM A POINT 1584 FT SOUTH OF OREM DRIVE TO A POINT 1584 FT NORTH OF OREM DRIVE	N	35
SOUTH FWY, EAST SERVICE RD	FROM A POINT 1584 FT SOUTH OF ALMEDA GENOA TO A POINT 1584 FT NORTH OF ALMEDA GENOA	N	35
SOUTH FWY , WEST SERVICE RD	FROM A POINT 1584 FT NORTH OF OREM DRIVE TO A POINT 1584 FT SOUTH OF OREM DRIVE	S	35
SOUTH FWY , WEST SERVICE RD	FROM A POINT 1584 FT NORTH OF ALMEDA GENOA TO A POINT 1584 FT SOUTH OF ALMEDA GENOA	S	35

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CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
SOUTH FWY , EAST SERVICE RD	FROM THE CENTERLINE OF ALMEDA GENOA TO THE CENTERLINE OF FELLOWS RD	N&S	50
SOUTH FWY, WEST SERVICE RD	FROM THE CENTERLINE OF HOLMES RD TO THE CENTERLINE OF BELLFORT	S	35
SOUTH FWY, WEST SERVICE RD	FROM THE CENTERLINE OF WHEELER TO THE CENTERLINE OF S. MACGREGOR	S	35
SOUTH FWY, WEST SERVICE RD	FROM THE CENTERLINE OF HOLCOMBE TO THE CENTERLINE OF YELLOWSTONE	S	35
SOUTH FWY, WEST SERVICE RD	FROM THE CENTERLINE OF HOLLY HALL TO THE CENTERLINE OF THE SOUTH LOOP EAST	S	35
SOUTH LOOP EAST, NORTH SERVICE RD	FROM THE CENTERLINE OF THE GULF FWY, EAST SERVICE RD TO THE LA PORTE FWY SOUTH SERVICE RD	W	45
SOUTH LOOP EAST, NORTH SERVICE ROAD	FROM THE CENTERLINE OF WOODRIDGE TO THE CENTERLINE OF LONG DR	W	45
SOUTH LOOP EAST, NORTH SERVICE ROAD	FROM THE CENTERLINE OF MYKAWA TO THE CENTERLINE OF HOLMES	W	45
SOUTH LOOP EAST, NORTH SERVICE RD	FROM THE CENTERLINE OF SCOTT TO THE CENTERLINE OF SPRINGHILL	W	45
SOUTH LOOP EAST, SOUTH SERVICE RD	FROM THE CENTERLINE OF CANNON TO THE CENTERLINE OF SCOTT	E	45

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CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
SOUTH LOOP EAST, SOUTH SERVICE RD	FROM THE CENTERLINE OF HOLMES TO THE CENTERLINE OF MYKAWA	E	45
SOUTH LOOP EAST, SOUTH SERVICE RD	FROM THE CENTERLINE OF LONG DR. TO THE CENTERLINE OF WOODRIDGE	E	45
SOUTH LOOP EAST, SOUTH SERVICE RD	FROM THE CENTERLINE OF THE GULF FWY, EAST SERVICE RD TO THE LA PORTE FWY, SOUTH SERVICE RD	E	45
SOUTH LOOP WEST, NORTH SERVICE RD	FROM THE CENTERLINE OF ALMEDA TO THE CENTERLINE OF THE WEST LOOP SOUTH FWY	W	45
SOUTH LOOP WEST, SOUTH SERVICE RD	FROM THE CENTERLINE OF THE WEST LOOP SOUTH FWY TO THE CENTERLINE OF ALMEDA	E	45
SOUTH SAM HOUSTON PKWY EAST, NORTH SERVICE RD	FROM A POINT 500 FT WEST OF BLACKHAWK TO THE CENTERLINE OF CULLEN BLVD	W	50
SOUTH SAM HOUSTON PKWY EAST, NORTH SERVICE RD	FROM THE CENTERLINE OF THE GULF FWY TO THE CENTERLINE OF KIRKVILLE	W	50
SOUTH SAM HOUSTON PKWY EAST, SOUTH SERVICE RD	FROM THE CENTERLINE OF THE GULF FREEWAY TO THE CENTERLINE OF KIRKVILLE	E	50
SOUTH SAM HOUSTON PKWY EAST, SOUTH SERVICE RD	FROM A POINT 500 FEET WEST OF BLACKHAWK TO THE CENTERLINE OF CULLEN BLVD	E	50
SOUTH SAM HOUSTON PKWY WEST, NORTH SERVICE RD	FROM THE CENTERLINE OF RICEVILLE SCHOOL RD TO THE CENTERLINE OF THE SOUTHWEST FREEWAY	W	45

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CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
SOUTH SAM HOUSTON PKWY WEST, NORTH SERVICE RD	FROM THE CENTERLINE OF MAIN TO THE CENTERLINE OF RIDGECROFT	W	50
SOUTH SAM HOUSTON PKWY WEST, SOUTH SERVICE RD	FROM THE CENTERLINE OF THE SOUTHWEST FWY TO THE CENTERLINE OF RICEVILLE SCHOOL RD	E	45
SOUTH SAM HOUSTON PKWY WEST, SOUTH SERVICE RD	FROM THE CENTERLINE OF MAIN TO THE CENTERLINE OF RIDGECROFT	E	50
SOUTHWEST FWY HOV LANE (EASTBOUND)	FROM A POINT 1700 FT SOUTH OF BELLFORT TO A POINT 770 FT NORTH OF STANCLIFF	E	70
SOUTHWEST FWY HOV LANE (EASTBOUND)	FROM A POINT 770 FT NORTH OF STANCLIFF TO A POINT 1690 FT WEST OF THE WEST LOOP SOUTH	E	65
SOUTHWEST FWY HOV LANE (EASTBOUND)	FROM A POINT 1690 FT WEST OF WEST LOOP SOUTH TO A POINT 1790 FT EAST OF WEST LOOP SOUTH	E	45
SOUTHWEST FWY HOV LANE (EASTBOUND)	FROM A POINT 1790 FT EAST OF WEST LOOP SOUTH TO A POINT 1000 FT WEST OF SOUTH SHEPHERD	E	60
SOUTHWEST FWY HOV LANE (WESTBOUND)	FROM A POINT 1000 FT WEST OF SHEPHERD TO A POINT 1460 FT EAST OF WEST LOOP SOUTH	W	60
SOUTHWEST FWY HOV LANE (WESTBOUND)	FROM A POINT 1460 FT EAST OF WEST LOOP SOUTH TO A POINT 1935 FT WEST OF WEST LOOP SOUTH	W	45
SOUTHWEST FWY HOV LANE (WESTBOUND)	FROM A POINT 1935 FT WEST OF WEST LOOP SOUTH TO A POINT 800 FT EAST OF HILLCROFT	W	60

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CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
SOUTHWEST FWY HOV LANE (WESTBOUND)	FROM A POINT 800 FT EAST OF HILLCROFT TO A POINT 1700 FT SOUTH OF BELLFORT	W	65
SOUTHWEST FWY, EAST SERVICE RD	FROM THE CENTERLINE OF CHIMNEY ROCK TO THE FORT BEND COUNTY LINE	N	45
SOUTHWEST FWY, EAST SERVICE RD	FROM THE CENTERLINE OF KIRBY DR. TO THE CENTERLINE OF WESTPARK DR	N	45
SOUTHWEST FWY, EAST SERVICE RD	FROM THE CENTERLINE OF S. SHEPHERD TO THE CENTERLINE OF KIRBY DR.	N	40
SOUTHWEST FWY, WEST SERVICE RD	FROM THE CENTERLINE OF S. SHEPHERD TO THE CENTERLINE OF KIRBY DR.	S	40
SOUTHWEST FWY, WEST SERVICE RD	FROM THE CENTERLINE OF KIRBY DR. TO THE CENTERLINE OF NEWCASTLE	S	45
SOUTHWEST FWY, WEST SERVICE RD	FROM THE CENTERLINE OF S. RICE TO THE FORT BEND COUNTY LINE	S	45
SPACE CENTER BLVD	FROM A POINT 1343 FT SOUTH OF W. LINKAGE RD TO THE CENTERLINE OF GENOA RED BLUFF ROAD	N&S	40
SPUR 5, EAST SERVICE ROAD	FROM THE CENTERLINE OF OLD SPANISH TRAIL (OST) TO THE GULF FREEWAY	N	50
SPUR 5, WEST SERVICE ROAD	FROM THE GULF FREEWAY TO THE CENTERLINE OF OLD SPANISH TRAIL (OST)	S	50

TABLE 2
CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
STANCLIFF	FROM THE CENTERLINE OF THE SOUTHWEST FWY WEST SERVICE RD TO THE CENTERLINE OF WILCREST	E&W	35
STAFF SGT. MACARIO GARCIA DR	FROM THE CENTERLINE OF HARRISBURG TO THE CENTERLINE OF AVE W	N	40
STATE HWY 6	FROM THE CITY LIMIT(LONGENBAUGH) TO A POINT 898 FT SOUTH OF CLAY RD	N&S	40
STATE HWY 6	FROM A POINT 898 FT SOUTH OF CLAY RD TO THE CENTERLINE OF PINE FOREST	N&S	50
STATE HWY 6	FROM THE CENTERLINE OF PINE FOREST LANE TO THE CENTERLINE OF PARK ROW	N&S	55
STATE HWY 6	FROM THE CENTERLINE OF PARK ROW TO THE CITY LIMIT(BEECHNUT)	N&S	45
STELLA LINK RD	FROM THE CENTERLINE OF MAIN ST TO THE CITY LIMIT OF SOUTHSIDE PLACE	N&S	35
STUDEMONT	FROM THE CENTERLINE OF THE WHITE OAK BAYOU TO THE CENTERLINE OF ALLEN PKWY	N&S	35
SYNOTT RD	FROM THE CENTERLINE OF WESTHEIMER TO THE CENTERLINE OF BELLAIRE BLVD	N&S	35
SYNOTT RD	FROM THE CENTERLINE OF BELLAIRE BLVD TO A POINT 100 FT SOUTH OF WILDE GLEN	N&S	40

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CITY OF HOUSTON
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TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
SYNOTT RD	FROM KEEGANS BAYOU TO THE CENTER LINE OF W. BELLFORT AVENUE	N&S	45
T C JESTER	FROM THE CENTERLINE OF WHITE OAK BAYOU TO THE CENTERLINE OF WASHINGTON AVE	N&S	35
T C JESTER	FROM THE CENTERLINE OF W. 43RD TO THE CENTERLINE OF VICTORY DRIVE	N&S	35
TANNER RD	FROM THE CENTERLINE OF GESSNER TO THE CENTERLINE OF CAMPBELL RD	E&W	40
TANNER RD	FROM THE CENTERLINE OF GESSNER TO TRIWAY	E&W	35
TELEPHONE RD	FROM THE CENTERLINE OF GULF FWY SOUTH SERVICE RD TO THE INTERSECTION OF AIRPORT BLVD	N&S	35
TELEPHONE RD	FROM THE INTERSECTION OF AIRPORT BLVD TO THE SOUTH CITY LIMITS	N&S	45
TIDWELL RD	FROM THE CENTERLINE OF AIRLINE TO THE EAST CITY LIMIT	E&W	40
TOMBALL PKWY, EAST SERVICE RD	FROM THE CENTERLINE OF THE RAILROAD TRACKS IN THE 16300 BLOCK OF TOMBALL PKWY 11300 FT NORTH OF HIGHLIFE DR TO THE CENTERLINE OF GRANT RD	N	50
TOMBALL PKWY, WEST SERVICE RD	FROM THE CENTERLINE OF GRANT RD TO THE CENTERLINE OF THE RAILROAD TRACKS IN THE 16300 BLOCK OF TOMBALL PKWY 11300 FT NORTH OF HIGHLIFE DR	S	50

TABLE 2
CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
TURNING BASIN DR	FROM THE CENTERLINE OF FLAGSHIP TO THE CENTERLINE OF INDUSTRIAL	N&S	45
UVALDE ST	FROM THE NORTH CITY LIMIT TO THE CENTERLINE OF THE EAST FWY	N&S	35
VETERANS MEMORIAL	FROM THE CENTERLINE OF W. MOUNT HOUSTON TO THE CENTERLINE OF N. SHEPHERD	N&S	45
VICKERY	FROM THE CENTERLINE OF NORTH SAM HOUSTON PARKWAY EAST TO THE CENTERLINE OF GREENS RD	N&S	40
VICTORY	FROM A POINT 400 FT WEST OF STUEBNER-AIRLINE TO THE CENTERLINE OF BANJO	E&W	35
W. 11TH ST	FROM THE CENTERLINE OF HEMPSTEAD TO THE CENTERLINE OF N. SHEPHERD	E&W	35
W. 18TH ST	FROM THE CENTERLINE OF ELLA TO THE CENTERLINE OF MANGUM RD	E&W	35
W. 34TH ST	FROM THE CENTERLINE OF N. SHEPHERD TO THE CENTERLINE OF HEMPSTEAD RD	E&W	35
W. 43RD	FROM THE CENTERLINE OF ELLA TO THE CENTERLINE OF BINGLE	E&W	35
W. 43RD	FROM THE CENTERLINE OF BINGLE TO THE CENTERLINE OF HEMPSTEAD RD	E&W	40

TABLE 2
CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
W. AIRPORT BLVD	FROM THE CENTERLINE OF CHIMNEY ROCK TO A POINT 175 FT EAST OF RAVENSWORTH	E&W	35
W. ALABAMA	FROM THE CENTERLINE OF WESLAYAN TO THE CENTERLINE OF KIRBY DR.	E&W	35
W. BAY AREA BLVD	FROM THE CENTERLINE OF GULF FREEWAY WEST SERVICE ROAD TO THE CENTERLINE OF HERITAGE COLONY CT.	E&W	40
W. BELLFORT AVE	FROM THE CENTERLINE OF THE SOUTH FREEWAY TO THE CENTERLINE OF BUFFALO SPEEDWAY	E&W	35
W. BELLFORT AVE	FROM THE CENTERLINE OF STELLA LINK TO A POINT 1080 FT WEST OF SYNOTT RD.	E&W	35
W. CAVALCADE	FROM THE CENTERLINE OF THE NORTH FWY TO THE CENTERLINE OF N. MAIN	E&W	35
W. CROSSTIMBERS	FROM THE CENTERLINE OF YALE TO THE CENTERLINE OF N. SHEPHERD	E&W	35
W. EL DORADO	FROM THE CENTERLINE OF THE GULF FREEWAY WEST SERVICE ROAD TO THE CENTERLINE OF BEAMER ROAD	E&W	40
W. FUQUA	FROM THE CENTERLINE OF FONDREN TO THE CENTERLINE OF BLUE RIDGE ROAD	E&W	35
W. FUQUA	FROM THE CENTERLINE OF ALMEDA RD TO THE CENTERLINE OF S. POST OAK RD	E&W	40

TABLE 2
CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
W. FUQUA	FROM THE CENTERLINE OF S POST OAK RD TO THE CENTERLINE OF SOUTH SAM HOUSTON PARKWAY WEST	E&W	40
W. FUQUA	FROM THE CENTERLINE OF SOUTH SAM HOUSTON PARKWAY WEST TO THE CENTERLINE OF BAZEL BROOK	E&W	35
W. GREENS LOOP	FROM A POINT 770 FT WEST OF THE CENTER LINE OF GREENS CROSSING BLVD TO THE CENTERLINE OF GEARS RD	E&W	35
W. GREENS RD	FROM THE CENTERLINE OF THE NORTH FWY EAST SERVICE RD TO A POINT 770 FT WEST OF THE CENTER LINE OF GREENS CROSSING BLVD	E&W	35
W. GULF BANK	FROM A POINT 450 FT WEST OF GREEN LAWN TO THE CENTERLINE OF W. MONTGOMERY RD	E&W	40
W. GULF BANK	FROM THE CENTERLINE OF SWEETWATER TO THE NORTH FWY EAST SERVICE RD	E&W	35
W.HARDY	FROM A POINT 360 FT NORTH OF LANGWICK TO THE CENTERLINE OF THE N. SAM HOUSTON PKWY EAST	N&S	40
W. HARDY	FROM THE CENTERLINE OF N. SAM HOUSTON PKWY EAST TO THE CENTERLINE OF ALDINE BENDER	N&S	45
W. HARDY	FROM THE CENTERLINE OF HALLS BAYOU TO THE CENTERLINE OF E. CROSSTIMBERS	S	40
W.HOLCOMBE BLVD	FROM THE CENTERLINE OF KIRBY DR TO THE CENTERLINE OF MAIN	E&W	35

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REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
W. LAKE HOUSTON PKWY	FROM THE CENTERLINE OF GARDENWOOD DRIVE TO THE CENTERLINE OF THE SAN JACINTO RIVER	N & S	40
W. LAKE HOUSTON PKWY	FROM A POINT 1115 FT NORTH OF THE CENTERLINE OF BRONCROFT TO A POINT 4770 FT NORTH OF BRONCROFT AT THE SOUTH RIGHT-OF-WAY OF THE RAILROAD TRACKS OVERPASS BRIDGE	N&S	45
W. LITTLE YORK RD	FROM THE CENTERLINE OF THE NORTHLINE TO THE CENTERLINE OF N. HOUSTON ROSSLYN	E&W	35
W. LITTLE YORK RD	FROM THE CENTERLINE OF N. HOUSTON ROSSLYN TO A POINT 615 FT WEST OF LANGFIELD	E&W	40
W. LITTLE YORK RD	FROM THE CENTERLINE OF HEMPSTEAD ROAD TO THE WEST CITY LIMIT OF HOUSTON	E&W	40
W. MONTGOMERY	FROM THE CENTERLINE OF W. TIDWELL RD TO THE NORTH CITY LIMITS 70 FT NORTH OF W GULF BANK	N&S	35
W. MONGOMERY	FROM THE CENTERLINE OF N.HOUSTON ROSSLYN RD. TO THE CENTERLINE OF ANTOINE	N&S	50
W MOUNT HOUSTON RD	FROM THE CENTERLINE OF SWEETWATER TO THE CENTERLINE OF NORTH FREEWAY	E&W	35
W. OREM DR	FROM THE CENTERLINE OF ALMEDA TO THE CENTERLINE OF FONDREN	E&W	40
W.PARKER	FROM THE CENTERLINE OF NORTH FREEWAY WEST SERVICE ROAD TO THE CENTERLINE OF N. SHEPHERD	E&W	35

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TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
W.RANKIN RD	FROM THE CENTERLINE OF SPEARS RD TO A POINT 200 FT EAST OF THE NORTH FWY EAST SERVICE RD	E&W	40
W.T C JESTER	FROM THE CENTERLINE OF THE WHITE OAK BAYOU TO THE CENTERLINE OF W. 43RD	N&S	35
W.TIDWELL RD	FROM THE CENTERLINE OF LITTLE WHITE OAK BAYOU TO THE CENTERLINE OF N. SHEPHERD	E&W	35
W. RD	FROM THE CENTERLINE OF N. SHEPHERD TO THE CENTERLINE OF T.C. JESTER	E&W	40
W.TIDWELL RD	FROM THE CENTERLINE OF T.C. JESTER TO THE CENTERLINE OF HEMPSTEAD	E&W	35
W.TIDWELL RD	FROM THE CENTERLINE OF HEMPSTEAD TO THE CENTERLINE OF CAMPBELL	E&W	40
WACO	FROM THE CENTERLINE OF GUNTER TO THE CENTERLINE OF LIBERTY RD	N&S	35
WALLISVILLE RD	FROM THE CENTERLINE OF GREENS BAYOU TO A POINT 500 FT EAST OF THE RAILROAD TRACKS IN THE 7600 BLOCK OF WALLISVILLE RD	E&W	45
WALLISVILLE RD	FROM A POINT 500 FT EAST OF THE RAILROAD TRACKS IN THE 7600 BLOCK OF WALLISVILLE RD TO THE CENTERLINE OF SAKOWITZ	E&W	35
WASHINGTON AVE	FROM THE CENTERLINE OF HEMPSTEAD RD TO THE CENTERLINE OF KATY FWY	N&S	35

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REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
WASHINGTON AVE	FROM THE CENTERLINE OF ARNOT TO THE CENTERLINE OF KATY FWY	N	35
WATONGA	FROM THE CENTERLINE OF MANGUM TO THE CENTERLINE OF T.C. JESTER	N&S	35
WAUGH DR	FROM THE CENTERLINE OF ALLEN PKWY TO THE CENTERLINE OF WASHINGTON	N&S	35
WAYSIDE	FROM THE CENTERLINE OF AVE W TO THE CENTERLINE OF HARRISBURG	S	40
WESLAYAN	FROM THE CENTERLINE OF BISSONNET TO THE CENTERLINE OF WESTHEIMER	N&S	35
WEST HOUSTON CENTER BLVD	FROM THE CENTERLINE OF WESTHEIMER TO THE CENTERLINE OF ALIEF CLODINE	N&S	35
WEST LOOP NORTH, EAST SERVICE RD	FROM THE CENTERLINE OF BUFFALO BAYOU TO THE CENTERLINE OF MEMORIAL DR	N	45
WEST LOOP NORTH, EAST SERVICE RD	FROM THE CENTERLINE OF OLD KATY RD TO THE CENTERLINE OF W. 18TH ST	N	45
WEST LOOP NORTH, WEST SERVICE RD	FROM THE CENTERLINE OF BUFFALO BAYOU TO THE CENTERLINE OF MEMORIAL DR	S	45
WEST LOOP NORTH, WEST SERVICE RD	FROM THE CENTERLINE OF W. 18TH ST TO THE CENTERLINE OF HEMPSTEAD ROAD	S	45

TABLE 2
CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
WEST LOOP SOUTH, EAST SERVICE RD	FROM THE NORTH CITY LIMIT OF BELLAIRE TO THE CENTERLINE OF WESTPARK	N	45
WEST LOOP SOUTH, EAST SERVICE RD	FROM THE CENTERLINE OF RICHMOND AVE. TO THE CENTERLINE OF BUFFALO BAYOU	N	45
WEST LOOP SOUTH, EAST SERVICE RD	FROM THE SOUTH CITY LIMIT OF BELLAIRE TO THE CENTERLINE OF S. BRAESWOOD	N	45
WEST LOOP SOUTH, WEST SERVICE RD	FROM THE NORTH CITY LIMIT OF BELLAIRE TO THE CENTERLINE OF WESTPARK	S	45
WEST LOOP SOUTH, WEST SERVICE RD	FROM THE CENTERLINE OF BUFFALO BAYOU TO THE CENTERLINE OF POST OAK BLVD.	S	45
WEST LOOP SOUTH, WEST SERVICE RD	FROM THE SOUTH CITY LIMIT OF BELLAIRE TO THE CENTERLINE OF S. BRAESWOOD	S	45
WEST RD	FROM THE CENTERLINE OF NORTH FWY TO THE CENTERLINE OF AIRLINE	E&W	40
WEST SAM HOUSTON PKWY SOUTH EAST SERVICE RD	FROM A POINT 317 FT SOUTH OF BRIAR FOREST TO THE CENTERLINE OF BUFFALO BAYOU	N	40
WEST SAM HOUSTON PKWY NORTH, EAST SERVICE RD	FROM THE CENTERLINE OF OLD KATY RD TO THE NORTH CITY LIMITS(HEMPSTEAD RD)	N	45
WEST SAM HOUSTON PKWY NORTH, EAST SERVICE RD	FROM THE CENTERLINE OF BUFFALO BAYOU TO THE CENTERLINE OF OLD KATY RD	N	40

TABLE 2
CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
WEST SAM HOUSTON PKWY NORTH, EAST SERVICE RD	FROM THE CENTERLINE OF KIMBERLEY TO THE CENTERLINE OF BOHEME	N	35
WEST SAM HOUSTON PKWY NORTH, EAST SERVICE RD	FROM THE CENTERLINE OF BOHEME TO THE CENTERLINE OF BRIAR HILL DR	N	40
WEST SAM HOUSTON PKWY SOUTH, EAST SERVICE RD	FROM THE CENTERLINE OF THE SOUTHWEST FWY TO A POINT 317 FT SOUTH OF BRIAR FOREST	N	45
WEST SAM HOUSTON PKWY NORTH, WEST SERVICE RD	FROM THE NORTH CITY LIMIT(HEMPSTREAD RD) TO THE CENTERLINE OF OLD KATY RD	S	45
WEST SAM HOUSTON PKWY NORTH, WEST SERVICE RD	FROM THE CENTERLINE OF OLD KATY ROAD TO THE CENTERLINE OF BUFFALO BAYOU	S	40
WEST SAM HOUSTON PKWY SOUTH, WEST SERVICE RD	FROM THE CENTERLINE OF BUFFALO BAYOU TO 317 FT SOUTH OF BRIAR FOREST	S	40
WEST SAM HOUSTON PKWY SOUTH, WEST SERVICE RD	FROM A POINT 317 ST SOUTH OF BRIAR FOREST TO THE CENTERLINE OF THE SOUTHWEST FREEWAY	S	45
WESTCOTT	FROM THE CENTERLINE OF ARNOT TO THE CENTER LINE OF MEMORIAL DR	N&S	35
WESTCOTT	FROM THE CENTERLINE OF THE KATY FWY SOUTH SERVICE RD TO THE CENTERLINE OF ARNOT	S	35
WESTHEIMER	FROM THE CENTERLINE OF BUFFALO SPDWY TO THE CENTERLINE OF RODGERDALE	E&W	35

TABLE 2
CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
WESTHEIMER	FROM THE CENTERLINE OF RODGERDALE TO A POINT 220 FT EAST OF ELDRIDGE PKWY	E&W	40
WESTHEIMER	FROM A POINT 600 FT WEST OF ELDRIDGE PKWY TO CENTERLINE OF RICHMOND AVE	E&W	40
WESTHEIMER	FROM THE CENTERLINE OF RICHMOND AVE TO A POINT 240 FT NORTH OF S. RICHMOND	E&W	55
WESTHEIMER PKWY	FROM THE CENTERLINE OF WESTHEIMER RD TO THE WESTERN CITY LIMITS	E&W	40
WESTPARK	FROM THE CENTERLINE OF KIRBY TO THE CENTERLINE OF EDLOE	E&W	35
WESTPARK	FROM THE CENTERLINE OF EDLOE TO THE CENTERLINE OF S. GESSNER	E&W	40
WESTPARK	FROM THE CENTERLINE OF S. GESSNER TO THE CENTERLINE OF WILCREST	E&W	35
WESTVIEW DR	FROM THE INTERSECTION OF GESSNER TO THE INTERSECTION OF BRITTMOORE	E&W	35
WESTVIEW	FROM THE CENTERLINE OF N. POST OAK TO THE CENTERLINE OF WIRT RD	E&W	35
WESTVIEW	FROM THE INTERSECTION OF CAMPBELL ROAD TO THE INTERSECTION OF BLALOCK	E&W	35

TABLE 2
CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
WHEATLEY	FROM THE CENTERLINE OF CREEKMONT TO THE CENTERLINE OF W. LITTLE YORK	N&S	35
WHEELER	FROM THE CENTERLINE OF OLD SPANISH TRAIL TO THE CENTERLINE OF TELEPHONE	E&W	35
WILCREST	FROM THE CENTERLINE OF THE BUFFALO BAYOU TO THE CENTERLINE OF SOUTHWEST FREEWAY WEST SERVICE ROAD	N&S	35
WILCREST	FROM THE CENTERLINE OF THE SOUTHWEST FREEWAY EAST SERVICE ROAD TO THE CENTERLINE OF ROARK ROAD	N&S	45
WILL CLAYTON PKWY	FROM THE CENTERLINE OF J.F. KENNEDY BLVD TO THE CENTERLINE OF THE EASTEX FWY WEST SERVICE RD	E&W	50
WILLOWBEND BLVD	FROM THE CENTERLINE OF STELLA LINK TO THE CENTERLINE OF W. BELLFORT	E&W	35
WINDFERN	FROM THE NORTH CITY LIMIT TO THE CENTERLINE OF HEMPSTEAD	N&S	35
WINKLER	FROM THE CENTERLINE OF HOWARD TO THE CITY LIMIT OF THE CITY OF S. HOUSTON	N&S	35
WIRT RD	FROM THE CENTERLINE OF THE KATY FWY TO THE CENTERLINE OF KEMPWOOD	N&S	35
WITTE RD	FROM THE CENTERLINE OF NEUENS RD TO THE CENTERLINE OF OLD KATY RD	N&S	35

TABLE 2
CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
WOODFOREST BLVD	FROM THE CENTERLINE OF MAXEY TO GREENS BAYOU, THE EAST CITY LIMIT	E&W	40
WOODFOREST BLVD	FROM THE CENTERLINE OF JOHN RALSTON RD TO THE CENTERLINE OF MAXEY	E&W	35
WOODLAND HILLS DRIVE	FROM THE CENTERLINE OF NORTH PARK DR TO END OF STREET AT RIVER GROVE PARK	N&S	35
WOODWAY	FROM THE CENTERLINE OF S. VOSS TO THE CENTERLINE OF THE WEST LOOP NORTH	E&W	35
WOODWAY	FROM THE CENTERLINE OF THE WEST LOOP NORTH TO THE CENTERLINE OF MEMORIAL DR	E&W	40
WORLD HOUSTON PKWY	FROM THE CENTERLINE OF VICKERY TO THE CENTERLINE OF JOHN F KENNEDY BLVD	E&W	45
YALE ST.	FROM THE CENTERLINE OF W. HAMILTON TO THE CENTERLINE OF THE NORTH LOOP	N&S	35
YELLOWSTONE	FROM THE CENTERLINE OF CULLEN TO THE SOUTH FWY EAST SERVICE RD	E&W	35
YORK	FROM THE CENTERLINE OF POLK TO THE CENTERLINE OF NAVIGATION	N	35
YORKTOWN	FROM THE CENTERLINE OF SAN FELIPE TO THE CENTERLINE OF WESTHEIMER	N&S	35

TABLE 2
CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
SECTION 1B	CITY MINIMUM SPEEDS		
MEMORIAL DRIVE	FROM A POINT 800 FT EAST OF DETERING TO A POINT 625 FT WEST OF BAGBY	E&W	40

TABLE 2
CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH

REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
SECTION 2A	STATE MAXIMUM SPEEDS		
GULF FWY COLLECTOR ROADWAY	FROM THE CENTER LINE OF BRAZOS ST TO A POINT 300 FT SOUTH OF THE CAPITOL AVE BRIDGE ON THE COLLECTOR ROADWAY WHICH CONNECTS WITH PIERCE ST	S	40
GULF FWY COLLECTOR ROADWAY	FROM THE CENTERLINE OF DELANO ST TO A POINT 300 FT EAST OF THE CENTERLINE OF DOWLING ST FOR WESTBOUND TRAFFIC ON THE SECTION OF THE GULF FWY WHICH CONNECTS WITH PEASE AND CALHOUN STS	W	35
GULF FWY COLLECTOR ROADWAY	FROM THE CENTERLINE OF HOWE ST TO A POINT 300 FT SOUTH OF THE CAPITOL AVE BRIDGE ON THE COLLECTOR ROADWAY WHICH CONNECTS WITH PEASE ST	N	40
GULF FWY COLLECTOR ROADWAY	FROM THE CENTER LINE OF DOWLING ST AT THE CONNECTION OF JEFFERSON ST TO THE CENTERLINE OF DELANO ST	E	40
GULF FWY COLLECTOR ROADWAY	FROM THE CENTERLINE OF W. DALLAS TO THE CENTERLINE OF BRAZOS ST ON THAT SECTION OF THE GULF FWY WHICH CONNECTS WITH JEFFERSON ST	S	40
GULF FWY COLLECTOR ROADWAY	FROM THE CENTERLINE OF BRAZOS ST EXTENDING NORTH ACROSS JEFFERSON ST TO THE CENTERLINE OF W. DALLAS ON THAT SECTION OF THE GULF FWY WHICH CONNECTS WITH JEFFERSON ST	S	40
GULF FWY-HOUSTON AVE CONNECTING ROADWAY	FROM THE CENTERLINE OF BRAZOS STREET BRIDGE TO THE COLLECTOR ROADWAY WHICH CONNECTS WITH PIERCE	N	40
GULF FWY-HOUSTON AVE CONNECTING ROADWAY	FROM THE COLLECTOR ROADWAY WHICH CONNECTS WITH PEASE TO THE CENTERLINE OF W CAPITOL AVE BRIDGE	N	40
SOUTHWEST FWY MILAM, WEST SERVICE RD	FROM THE CENTERLINE OF W. ALABAMA TO THE CENTERLINE OF OAKLEY	S	35

TABLE 2
CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

<u>STREET:</u>	<u>ZONE LIMITS:</u>	<u>DIR:</u>	<u>SPEED:</u>
SOUTHWEST FWY TRAVIS, WEST SERVICE RD	FROM THE CENTERLINE OF SUL ROSS TO THE CENTERLINE OF GARROTT	N	35

TABLE 2
CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
TRAFFIC ENGINEERING BRANCH
REGULAR SPEED ZONES

STREET:

ZONE LIMITS:

DIR:

SPEED:

REQUEST FOR COUNCIL ACTION

RCA# 8025

TO: Mayor via City Secretary

Subject: Ordinance Approving A Compromise and Settlement Agreement with MAXIMUS, Inc.

Category #
6

Page 1 of 2

Agenda Item

23

FROM (Department or other point of origin):

Richard Lewis Sahira Abdool – MCA Director
Chief Information Officer
Information Technology

Origination Date

September 5, 2008

Agenda Date

SEP 10 2008

DIRECTOR'S SIGNATURE

Richard Lewis

Council District(s) affected

For additional information contact:

Richard Lewis Phone: (832) 393-0082
Sahira Abdool Phone: (713) 247-4105

Date and Identification of prior authorizing Council Action:

RECOMMENDATION: (Summary)

It is recommended that City Council adopt an ordinance approving a Compromise and Settlement Agreement between the City and MAXIMUS, Inc., and authorize spending authority related to the Integrated Case Management System project for the Municipal Courts

Amount and Source of Funding:

See Below

Finance Budget

Michelle Mitchell

SPECIFIC EXPLANATION:

BACKGROUND

In April 2003, the City contracted with MAXIMUS, Inc. to design and implement an Integrated Case Management System (ICMS) for the Houston Municipal Courts. During the course of the project disputes arose that resulted in the City making claims against MAXIMUS. Former Texas Supreme Court Justice Ruby Sondock mediated these claims with City and MAXIMUS representatives on April 30 and May 1, 2008. The mediation produced a tentative settlement, subject to the City's review to determine if the settlement is in the City's best interest.

To assist the City in making its decision to accept or reject the settlement, the City engaged Thompson & Knight LLP to perform a litigation assessment of the City's potential legal claims against MAXIMUS, to review the tentative settlement and to provide its legal opinion on both matters. The firm performed such assessment from May 22 to June 2, 2008. The firm has provided a written report containing its opinions and comments and recommends that the City accept the settlement.

SETTLEMENT TERMS

After consultations with the firm, the Administration recommends that Council approve the settlement. The essential terms of the settlement are as follows:

- A. MAXIMUS, Inc. will pay the City the sum of \$5 million;
- B. MAXIMUS, Inc. will waive claims of approximately \$1.7 million in milestone payments that it asserts against the City;
- C. MAXIMUS, Inc. will release the City from annual support payments of \$900,000 for the estimated three year period of the settlement (\$2.7 million);

REQUIRED AUTHORIZATION

Finance Department:

Other Authorization:

Other Authorization:

Sahira J. Abdool

Date: 8/22/2008	Subject: Ordinance Approving A Compromise and Settlement Agreement with MAXIMUS, Inc.	Originator's Initials FR	Page 2 of 2
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- D. MAXIMUS will pay \$114,710.22 in retainage payments due to Jefferson & Associates, and the City will offset one half of this amount.
- E. Beginning on June 1, 2008, all work done by MAXIMUS, Inc. on the system will be based on time and materials costs. The City will have the sole authority to determine and order the scope of any and all services and will not be obligated to any stipulated contract sum.
 - 1) The City has received valid invoices from MAXIMUS for support services (based on time and materials costs) in the amount of \$561,700 for June and July 2008.
 - 2) The table below sets out additional estimated costs for FY09 and FY10 as a result of the settlement. The table lists estimated costs for support services by MAXIMUS, services to be performed by City or a third party, and project costs and license/maintenance costs. Sources of funding for expenditures not anticipated in the FY09 Budget will be determined by the Finance Director.

SETTLEMENT COST ESTIMATES

Fiscal Year	MAXIMUS	City or Third Party	Projects	License/Maintenance	Total
FY09	\$1,510,000	\$616,514	\$250,000	\$320,000	\$2,696,514
FY10	\$ 670,000	\$503,336	\$250,000	\$320,000	\$1,743,336
Total	\$ 2,180,000	\$1,119,850	\$500,000	\$640,000	\$4,439,850

- F. MAXIMUS, Inc. will provide the CourtView/In-Court application software, including all releases to the City, for three years at no cost to the City, with an option for the City to pay \$350,000 for a fourth year license if necessary (in FY12).
- G. The City and MAXIMUS agree not to disparage each other verbally or in writing. The Mayor and City Council Members are not parties to this agreement.

Unrelated to these settlement negotiations, MAXIMUS is currently being considered for recommendation to provide an upgrade to the City's Fleet Management System, based on its response to an RFP, which was rated the highest of proposals received. Any recommendation would be the subject of separate Council action and is not a provision of the proposed settlement agreement.

REQUEST FOR COUNCIL ACTION

TO: Mayor via City Secretary

RCA# 7984

Subject: Approve an Ordinance Awarding a Contract for Alarm Monitoring, Inspection, Maintenance and Telephone Response Services for Various Departments
S29-L22902

Category #
4

Page 1 of 2

Agenda Item

24

FROM (Department or other point of origin):
Calvin D. Wells
City Purchasing Agent
Administration & Regulatory Affairs Department

Origination Date
August 07, 2008

Agenda Date
SEP 10 2008

DIRECTOR'S SIGNATURE

Calvin D. Wells

Council District(s) affected
All

For additional information contact:

Jacquelyn L. Nisby Phone: (832) 393-8023
Douglas Moore Phone: (832) 393-8724

Date and Identification of prior authorizing Council Action:

RECOMMENDATION: (Summary)

Approve an ordinance awarding a contract to HiTech Fire Detection Corporation on its sole bid in an amount not to exceed \$1,661,954.70 for alarm monitoring, inspection, maintenance and telephone response services for various departments.

Maximum Contract Amount: \$1,661,954.70

Hyatt

Finance Budget

\$1,522,204.70 - General Fund (1000)
\$ 93,750.00 - W & S System Operating Fund (8300)
\$ 40,000.00 - Building Inspection Fund (2301)
\$ 6,000.00 - Fleet Management Fund (1005)

\$1,661,954.70 - Total Amount

SPECIFIC EXPLANATION:

The City Purchasing Agent recommends that City Council approve an ordinance awarding a three-year contract, with two one-year options to HiTech Fire Detection Corporation on its sole bid in an amount not to exceed \$1,661,954.70 for alarm monitoring, inspection, maintenance and telephone response services for various departments. The City Purchasing Agent may terminate this contract at any time upon 30-days written notice to the contractor.

This project was advertised in accordance with the requirements of the State of Texas bid laws. Twenty-four prospective bidders downloaded the solicitation document from SPD's e-bidding website and one bid was received as outlined below. The Strategic Purchasing Division conducted a thorough search for additional vendors who could possibly perform these services. As a result, thirteen vendors were identified and notified of the Invitation to Bid (ITB). Subsequent to receipt of the bid, vendors were contacted to determine the reason for the limited response to the ITB; potential respondents advised that this service was not in their core business plans or they did not have the necessary resources to meet the scope of work requirements specified in the ITB or they were not interested in submitting a bid.

- A proposal was received from Johnson Controls, Inc.; however it was considered non-responsive because Johnson Controls, Inc. did not submit their bid on the City's bid form as required by the published solicitation document.

The scope of work requires the contractor to provide all equipment, labor, materials, supervision and transportation necessary to monitor, maintain and respond to activated security alarms and fire alarms at facilities located throughout the City. Additionally, the contractor will be required to provide 24/7 monitoring of elevator telephones at Health & Human Services and Solid Waste Management Department locations, as well

REQUIRED AUTHORIZATION

65CDW 9984

Finance Department:

Other Authorization:

Mark Smith 8/2008

Other Authorization:

JA [Signature]

MTT

Date: 8/7/2008	Subject: Approve an Ordinance Awarding a Contract for Alarm Monitoring, Inspection, Maintenance and Telephone Response Services for Various Departments S29-L22902	Originator's Initials DM	Page 2 of 2
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as monitor low temperature alarms of walk-in coolers at Health & Human Services Department locations. The contractor is also required to perform periodic testing, repair and certification of fire alarm systems specified in the contract.

M/WBE Subcontractor:

This invitation to bid was issued as a goal-oriented contract with a 4% M/WBE participation level. (**HiTech Fire Detection Corporation,**) has designated the below-named company as its certified M/WBE subcontractor:

<u>Name</u>	<u>Type of Work</u>	<u>Dollar Amount</u>	<u>Percent</u>
Master's Business Solutions	Supplies & Documents	\$66,478.18	4%

The Affirmative Action Division will monitor this contract.

Estimated Spending Authority

DEPARTMENT	FY09	OUT YEARS	TOTAL
General Services	\$174,640.00	\$1,079,846.70	\$1,254,486.70
Fire	\$26,565.00	\$118,335.00	\$144,900.00
Public Works & Engineering	\$7,336.00	\$132,414.00	\$139,750.00
Parks	\$10,000.00	\$77,610.00	\$87,610.00
Solid Waste	\$5,896.00	\$29,312.00	\$35,208.00
Total Amount	\$224,437.00	\$1,437,517.70	\$1,661,954.70

Buyer: Douglas Moore

TO: Mayor via City Secretary

REQUEST FOR COUNCIL ACTION

SUBJECT: Professional Materials Engineering Laboratory Contract between the City of Houston, Titan Testing & Engineering Services, Inc., and LFC, Inc. for testing laboratory services.	Page 1 of 1	Agenda Item # 25
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FROM (Department or other point of origin): Department of Public Works and Engineering	Origination Date 8/21/08	Agenda Date SEP 10 2008
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DIRECTOR'S SIGNATURE: <i>Michael S. Marcotte</i> Michael S. Marcotte, P.E., DEE, Director	Council District affected: ALL MP
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For additional information contact: Michael K. Ho, P.E., F. ASCE Assistant Director <i>Michael K Ho</i> Phone: 713-837-7067	Date and identification of prior authorizing Council action: N/A
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RECOMMENDATION: (Summary)
Approve Professional Materials Engineering Laboratory Contract with Titan Testing & Engineering Services, Inc. and LFC, Inc. for engineering materials testing services for the Department of Public Works and Engineering.

Amount and Source of Funding:
No funding required.

SPECIFIC EXPLANATION:

PROJECT NOTICE/JUSTIFICATION: This Professional Materials Engineering Laboratory Contract will support the construction of Capital Improvement Plan (CIP) and maintenance projects. The testing laboratory will be assigned to various projects when the contracts are awarded.

DESCRIPTION/SCOPE: Materials testing assures the quality control of the construction of the project and compliance with the engineering design specifications. The specific engineering testing and analysis will be identified in the technical specifications contained in the contract assigned.

LOCATION: This contract will cover various locations throughout the City.

SCOPE OF CONTRACT AND FEES: Under the terms of the contract, the testing laboratories will perform quality control of construction materials through testing. The testing laboratory will be paid for the tests performed, based on the established City of Houston Schedule of Fees. The cost of the testing services will be included with the construction award appropriation.

MP
MKH:MP:kd

Attachments

c: Marty Stein Velma Laws Susan Bandy Craig Foster File

REQUIRED AUTHORIZATION		CUIC ID#20MP43
Finance Department:	Other Authorization:	Authorization: <i>Reid Mrsny</i> Reid Mrsny, Sr. Assistant Director, Engineering and Construction Division

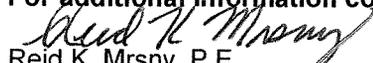
TO: Mayor via City Secretary

REQUEST FOR COUNCIL ACTION

SUBJECT: Additional Appropriation to Professional Engineering Services Contract between the City and Klotz Associates, Inc. for Professional Engineering Services associated with the design of Storm Improvements to Shepherd Drive: Buffalo Bayou to Westheimer (River Oaks) WBS No. M-000267-0001-3	Page 1 of 2	Agenda Item # 26
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FROM: (Department or other point of origin): Department of Public Works and Engineering	Origination Date: 9-4-08	Agenda Date: SEP 10 2008
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DIRECTOR'S SIGNATURE:  Michael S. Marcotte, P.E. DEE	Council District affected: C, D, G <i>CAD</i>
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For additional information contact:  Reid K. Mrsny, P.E. Phone: (713) 837-0452 Senior Assistant Director	Date and identification of prior authorizing Council action: Ordinance #: 2007-596 Dated: May 16, 2007
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RECOMMENDATION: (Summary)
Appropriate Funds.

Amount and Source of Funding:
 \$646,800.00 from Drainage Improvements Commercial Paper Series F, Fund No. 4030;
 \$680,000.00 from Original appropriation of Drainage Improvements Commercial Paper Series F, Fund No 4030
Prairie 06/18/08

DESCRIPTION/SCOPE: These projects are designated as part of the Capital Improvement Program (CIP) and are required to reduce the potential for flooding and improve drainage in the identified project area.

LOCATION: This project is generally by HCFC #W100-00-00 on the north, Driscoll/Gross on the east, Westheimer Road on the south and Kirby Drive on the west. Key Map Grid 492 L, M, Q and R.

PREVIOUS HISTORY AND SCOPE: Under the terms of the Contract awarded on May 16, 2007, Ordinance No. 2007-596, the Consultant would perform Preliminary Design Basic Services. Additional funds are needed for the Final Design and Construction Phase Services.

SCOPE OF THIS SUPPLEMENT AND FEE: The requested additional appropriation will accomplish the following tasks: Final Design and Construction Phase Services for Storm Sewer Improvements to River Oaks. \$370,000.00 is budgeted as Basic Services Fee computed by the level of effort to be paid as lump sum. The Additional Services currently anticipated includes, but are not limited to, surveying, geotechnical investigation, environmental services, traffic control plans and Hydraulic Impact Study. The budgeted Additional Services Fee is \$218,000.00.

The total cost of this supplement is \$646,800.00 to be appropriated as follows: \$588,000.00 for contract services and \$58,800.00 for project management.

M/WBE INFORMATION: The M/WBE goal established for this project is 24%. The original contract as approved by Ordinance No. 2007-596 totals \$627,998.00. The consultant has been paid \$617,618.18 (98.35%) to date. Of this amount, \$130,878.14 (20.84%) has been paid to M/WBE sub-consultants to date. Assuming approval of the requested appropriation, the contract amount will increase to \$1,215,998.00. A significant portion of the M/WBE potential is to be realized in the Final Design and Additional Services work that has not yet been required.

REQUIRED AUTHORIZATION **CUIC# 20CH06**

Finance Department: 	Other Authorization:	Other Authorization:
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Date	Subject: Additional Appropriation to Professional Engineering Services Contract between the City and Klotz Associates, Inc. for Professional Engineering Services associated with the design of Storm Improvements to Shepherd Drive: Buffalo Bayou to Westheimer (River Oaks) WBS No. M-000267-0001-3	Originator's Initials 	Page 2 of 2
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M/WBE INFORMATION CON'T: The consultant proposes the following plan to meet the M/WBE goal:

<u>Name of Firms</u>	<u>Work Description</u>	<u>Amount</u>	<u>% of Contract</u>
1. Prior M/WBE Work		\$130,878.14	10.76%
2. Kuo & Associates, Inc.	Surveying	\$ 70,000.00	5.76%
3. HVJ Associates, Inc.	Geotechnical Engineering	\$ 49,085.00	4.04%
4. Berg-Oliver Associates, Inc.	Environmental Services	\$ 17,000.00	1.40%
5. CivilTech Engineering, Inc.	Engineering Support	\$ 20,000.00	1.64%
6. Isani Consultants, Inc.	Engineering Support	\$ 20,000.00	1.64%
TOTAL	\$306,963.14	25.24%	


MSM:RKM:HJ:CH:klw
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- c: Marty Stein
Susan Bandy
Velma Laws
Craig Foster
Michael Ho, P.E.
WBS No. M-000267-0001-3 (RCA 1.2)

SUBJECT: Professional Engineering Services Contract between the City and Othon, Inc. for Fulton Street from Quitman Street to Hogan Street. WBS No. N-000818-0001-3; WBS No. N-000717-0001-3.	Page 1 of <u>2</u>	Agenda Item # <u>27</u>
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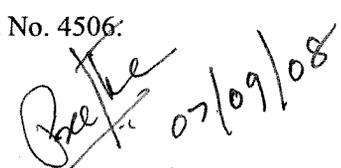
FROM (Department or other point of origin): Department of Public Works and Engineering	Origination Date 7-31-08	Agenda Date SEP 10 2008
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DIRECTOR'S SIGNATURE: Michael S. Marcotte, P.E. DEE 	Council District affected: H JK TC
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For additional information contact:  Reid K. Mrsny, P.E. Phone: (713)837-0452 Senior Assistant Director	Date and identification of prior authorizing Council action: Ordinance No.2007-512; Date 04/23/2007
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RECOMMENDATION: (Summary)

Pass an Ordinance approving an Engineering Services Contract with Othon, Inc., appropriating \$677,263.00 to the contract and de-appropriating \$590,000.00 from the Sampson Paving Project.

Amount and Source of Funding: from Street & Bridge Consolidated Construction Fund No. 4506: <table style="width:100%; border: none;"> <tr> <td style="padding-left: 40px;">appropriation:</td> <td style="padding-left: 40px;">de-appropriation:</td> </tr> <tr> <td style="padding-left: 80px;">\$87,263.00</td> <td></td> </tr> <tr> <td style="padding-left: 80px;"><u>\$590,000.00</u></td> <td style="padding-left: 80px;"><u><\$590,000.00></u></td> </tr> <tr> <td style="padding-left: 80px;">\$677,263.00</td> <td style="padding-left: 80px;"><\$590,000.00></td> </tr> </table>	appropriation:	de-appropriation:	\$87,263.00		<u>\$590,000.00</u>	<u><\$590,000.00></u>	\$677,263.00	<\$590,000.00>	 07/09/08
appropriation:	de-appropriation:								
\$87,263.00									
<u>\$590,000.00</u>	<u><\$590,000.00></u>								
\$677,263.00	<\$590,000.00>								

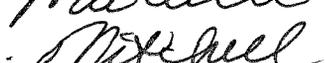
PROJECT NOTIFICATION/JUSTIFICATION: This project is intended to improve traffic flow/circulation, reduce congestion and eliminate potential hazards along Fulton Street, a designated major thoroughfare, from Quitman Street to Hogan Street. The Sampson Street Project was intended to reconstruct Sampson Street from Navigation Street to Polk Street and was awarded to Othon, Inc. for design. The project was cancelled at the request of the local community and the funds are being transferred to the Fulton Street Project.

DESCRIPTION/SCOPE: This project will upgrade the existing roadway to thoroughfare standards. The new roadway consists of approximately 1,900 feet of 4-lanes undivided concrete roadways with related storm sewer, sidewalks, street lighting, and necessary underground utilities on Fulton Street from Quitman Street to Hogan Street.

LOCATION: The project area is generally bound by Collingsworth on the north, I H 10 on the south, North Main on the west and Hardy on the east. The project is located in Key Map Grids 493D and H.

SCOPE OF CONTRACT AND FEE: Under the terms of this contract, the consultant, Othon, Inc., will perform Phase I - Preliminary Design, Phase II - Final Design, Phase III - Construction Phase Services and Additional Services. The Basic Services fee for Phase I is based on the cost of time and materials with a not-to-exceed agreed upon amount. The negotiated maximum fee for Phase I Basic Services is \$69,112.00. The Basic Services fees for Phase II and Phase III will be negotiated on a lump sum basis after the completion of Phase I. The estimated total Basic Services appropriation is \$261,808.00. The estimated total additional Services appropriation is \$353,885.00 that includes topographical surveys, geotechnical investigations, an environmental site assessment, traffic control plans, construction durations estimates and Technical Review Committee meeting.

The total cost for this phase of the project is \$677,263.00 to be appropriated as follows: \$615,693.00 for contract services and \$61,570.00 for project management.

REQUIRED AUTHORIZATION		CUIC ID #20TC720 NDT
Finance Department:  	Other Authorization:	Other Authorization:

Services	Fulton FY08
Phase I	\$69,112.00
Basic Phase II & III	\$192,696.00
Total Basic Services	\$261,808.00
Additional Services	\$353,885.00
Total Contract Services	\$615,693.00
Project Management	\$61,570.00
Total Appropriation	\$677,263.00

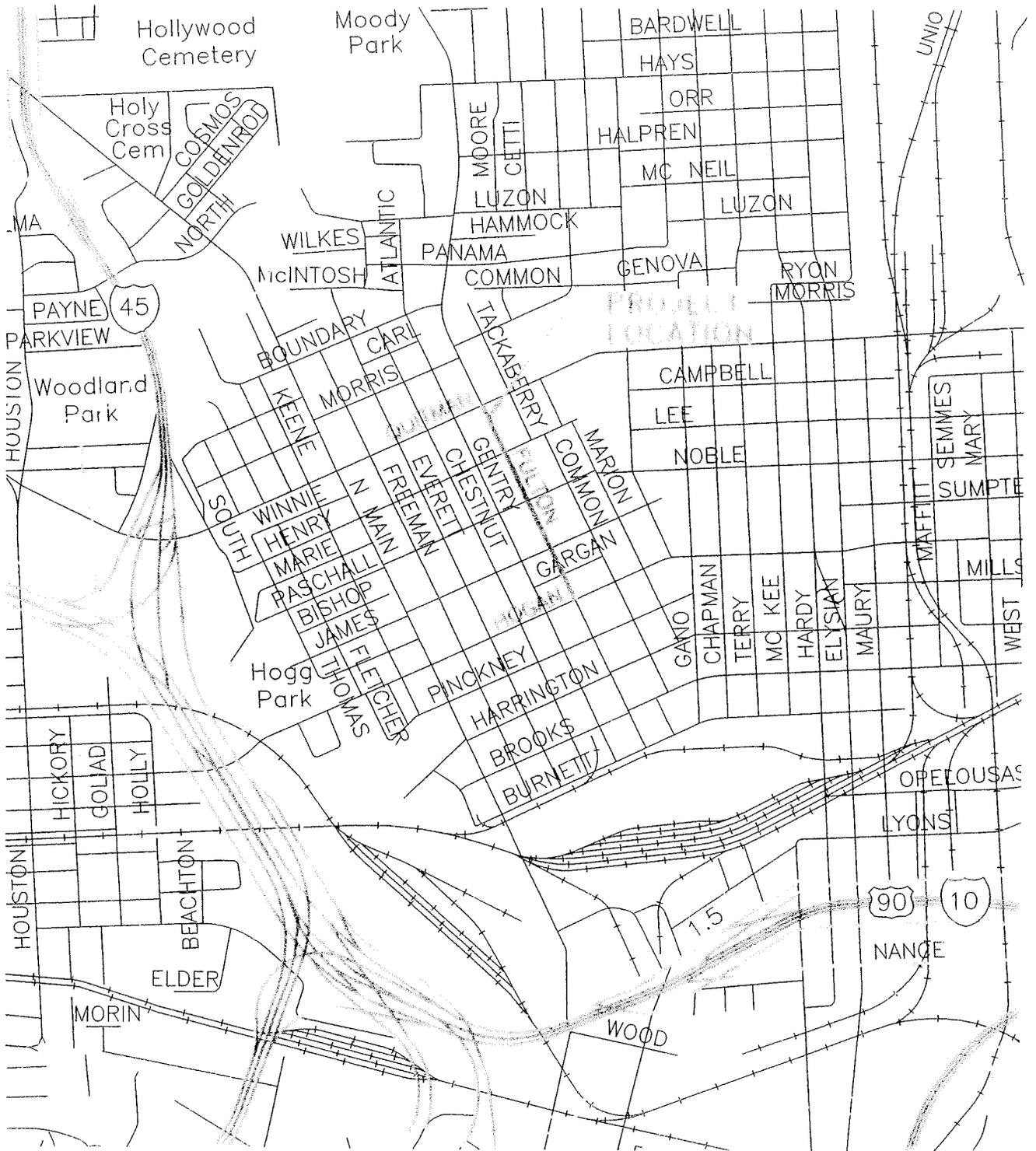
M/WBE INFORMATION: The M/WBE goal established for the overall project is set at 24 %. The consultant has proposed the following firms to achieve this goal:

<u>Name of Firms</u>	<u>Work Description</u>	<u>Amount</u>	<u>% of Total Contract</u>
1. Amani Engineering, Inc.	Survey & Engineering	\$171,000.00	27.77%
2. Aviles Engineering Corporation	Geotechnical	\$13,000.00	2.11%
3. B&E Reprographics, Inc.	Reproduction	\$5,000.00	0.81%
4. Wong & Associates, Inc.	Landscape	\$10,000.00	1.62%
TOTAL		\$199,000.00	32.31%

MSM:RKM:JHK:TC
MSM:RKM:JHK:TC

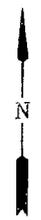
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- c: Marty Stein
 Susan Bandy
 Velma Laws
 Craig Foster
 WBS No. N-000818-0001-3 (PH I-ABA)



PROJECT NAME: FULTON STREET RECONSTRUCTION -
 QUITMAN STREET TO HOGAN STREET
 WBS No. 000818-0001-3

PROJECT LOCATION: KEY MAP 493D,H




OTHON
 OTHON, INC., CONSULTING ENGINEERS
 Civil, Transportation, Environmental, CM
 11111 Wilcrest Green Drive, Suite 128
 Houston, Texas 77042

CITY OF HOUSTON



FULTON STREET RECONSTRUCTION
 QUITMAN STREET TO HOGAN STREET
 WBS No. 000818-0001-3

VICINITY MAP

EXHIBIT NO.

2

TO: Mayor via City Secretary **REQUEST FOR COUNCIL ACTION**

SUBJECT: Professional Construction Management and Inspection Services Contract between the City of Houston and TCB, Inc. for Southwest Wastewater Treatment Plant Improvements. WBS No. R-000265-0038-4

Page 1 of 1
Agenda Item # 28

FROM (Department or other point of origin):
Department of Public Works and Engineering

Origination Date
9/8/08

Agenda Date
SEP 10 2008

DIRECTOR'S SIGNATURE:
Michael S. Marcotte
Michael S. Marcotte, P.E., DEE, Director

Council District affected:
C

For additional information contact:
J. Timothy Lincoln, P.E.
Senior Assistant Director
[Signature]
Phone: (713) 837-7074

Date and identification of prior authorizing Council action: N/A

RECOMMENDATION: (Summary) Approve Professional Construction Management and Inspection Services Contract with TCB, Inc. and appropriate funds.

Amount and Source of Funding: \$810,000.00 from Water & Sewer System Consolidated Construction Fund, Fund No. 8500. *9/21/08*

FIN. Budget:
Michael S. Marcotte

SPECIFIC EXPLANATION:

PROJECT NOTICE/JUSTIFICATION: This project is part of the City's program to renew/replace inefficient components of the existing wastewater treatment plant (WWTP) facilities.

DESCRIPTION/SCOPE: This Contract provides for Construction Management and Inspection Services for the Southwest WWTP Improvements.

LOCATION: The Southwest WWTP is located at 4211 Beechnut Street, Key Map Grid 531R.

SCOPE OF CONTRACT AND FEE: This Contract will provide Construction Management and Inspection Services, including contract administration, processing pay estimates, coordinating schedules, evaluating proposals and change orders, site representation, inspection, document control, project closeout, and other task requested by Director of the Department of Public Works and Engineering.

The requested appropriation \$810,000.00 will provide funding for construction management and inspection service for TCB, Inc. on a lump sum basis for basic service and reimbursable basis for supplemental activities.

M/WBE PARTICIPATION: TCB, Inc. has proposed the following firms to achieve the 24% M/WBE goal for this project:

<u>NAME OF FIRM</u>	<u>WORK DESCRIPTION</u>	<u>AMOUNT</u>	<u>PERCENTAGE</u>
Kalluri Group, Inc.	Project Inspection	\$135,270.00	16.7%
OTHON, Inc.	Project Inspection	\$61,560.00	7.6%
	Total	\$196,830.00	24.3%

MSM:JTL:CWS:mq
S:\E&C Construction\Facilities\CMs\TCB\RCA-rev2.DOC

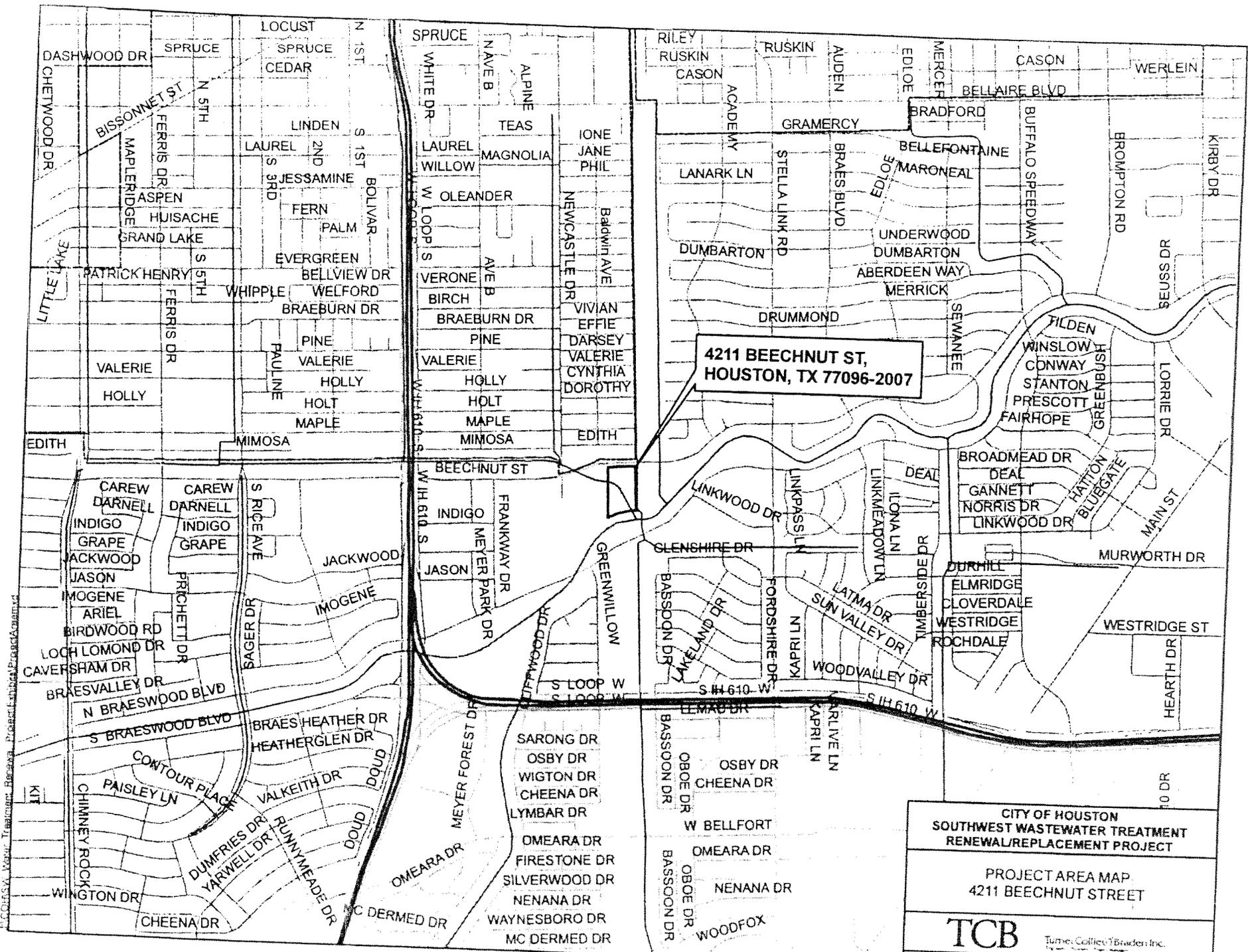
C: Velma Laws File: TCB CM

REQUIRED AUTHORIZATION *NOT* **CUIC ID # 20MZQ050**

FIN Director:

Other Authorization:
Jeff Taylor
Jeff Taylor, Deputy Director
Public Utility Division

Other Authorization:



T. COLFAS, Mayor, Treasurer, Benavides, President, Johnson, Vice President, Garcia, Secretary

**4211 BEECHNUT ST,
HOUSTON, TX 77096-2007**

**CITY OF HOUSTON
SOUTHWEST WASTEWATER TREATMENT
RENEWAL/REPLACEMENT PROJECT**

**PROJECT AREA MAP
4211 BEECHNUT STREET**

TCB Turner, Collier, Braden, Inc.

GPS No. H-0265-38-2 File No. WV 4884 TCB No. 0529990075-0132

SUBJECT: Professional Construction Management and Inspection Services Contract between the City of Houston and Kellogg Brown & Root Services, Inc. (KBR, Inc.) for the North Corridor Plant Consolidation, Northgate Wastewater Treatment Plant. WBS No. R-000536-0008-4.

Page 1 of 1
Agenda Item # 29

FROM (Department or other point of origin):
Department of Public Works and Engineering

Origination Date
8/21/08

Agenda Date
SEP 10 2008

DIRECTOR'S SIGNATURE:
Michael S. Marcotte
Michael S. Marcotte, P.E., DEE, Director

Council District affected:
B

For additional information contact:
J. Timothy Lincoln, P.E.
Senior Assistant Director
Phone: (713) 837-7074

Date and identification of prior authorizing Council action: N/A

RECOMMENDATION: (Summary) Approve Professional Construction Management and Inspection Services Contract with Kellogg Brown & Root Services, Inc. (KBR, Inc.) and appropriate funds.

Amount and Source of Funding: \$5,000.00 from Water & Sewer System Consolidated Construction Fund No. 8500.

Finance Department:
Michelle Welch

SPECIFIC EXPLANATION:

PROJECT NOTICE/JUSTIFICATION: This project is part of the City's program to implement a consolidation plan for wastewater treatment plant facilities located in the north central area.

DESCRIPTION/SCOPE: This Contract provides for Construction Management and Inspection Services for the North Corridor Plant Consolidation, Northgate Wastewater Treatment Plant.

LOCATION: The Northgate Wastewater Treatment Plant is located at 303 Benmar, Key Map Grid 372R.

SCOPE OF CONTRACT AND FEE: This Contract will provide Construction Management and Inspection Services, including contract administration, processing pay estimates, coordinating schedules, evaluating proposals and change orders, site representation, inspection, document control, project closeout, and other task requested by Director of the Department of Public Works and Engineering.

The requested appropriation \$5,000.00 will provide initial funding for construction management and inspection services for KBR, Inc. on a lump sum basis for basic service and reimbursable basis for supplemental activities.

M/WBE PARTICIPATION: KBR, Inc. has proposed the following firms to achieve the 24% M/WBE goal for this project:

NAME OF FIRM	WORK DESCRIPTION	PERCENTAGE
Othon, Inc.	Project Inspection	24%

MSM:JTL:CWS:mq
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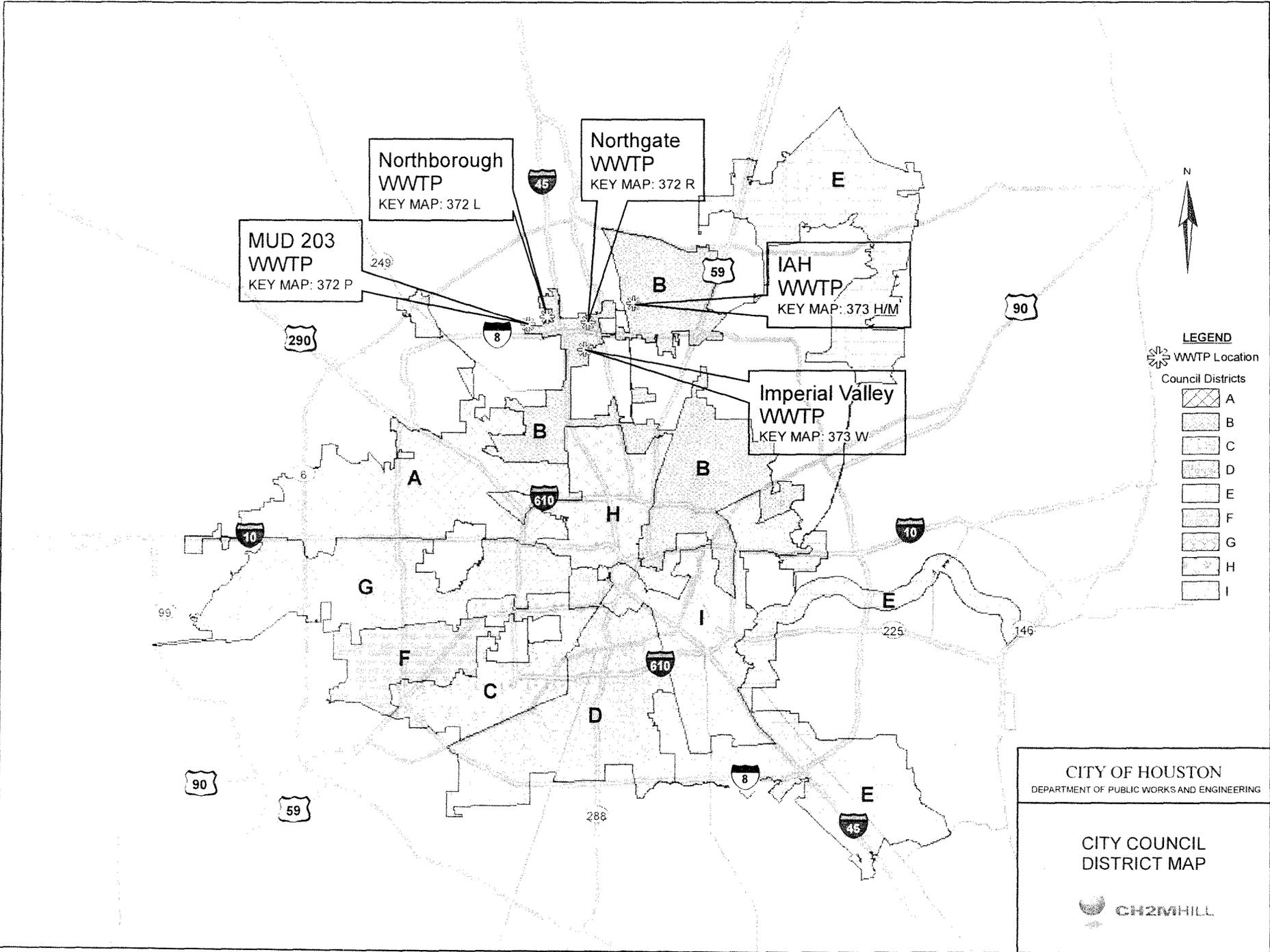
Velma Laws File: KBR CM

REQUIRED AUTHORIZATION CUIC ID # 20MZQ053

Director:

Other Authorization:
Jeff Taylor
Jeff Taylor, Deputy Director
Public Utility Division

Other Authorization:
MA

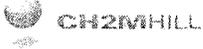


DATE: 1/10/2006

FILENAME: \\txart\Groups\GIS\Proj\T\GIS\Proj\CityofHouston\SCADA\WWTP.mxd

CITY OF HOUSTON
DEPARTMENT OF PUBLIC WORKS AND ENGINEERING

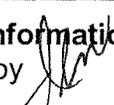
**CITY COUNCIL
DISTRICT MAP**

 **CH2MHILL**

SUBJECT: Award Construction Contract CST Environmental, Inc. Lead Remediation, Backfill and Compaction HPD SWAT Rifle Range at Police Academy WBS No. D-000073-0084-4	Page 1 of 2	Agenda Item 30
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FROM (Department or other point of origin): General Services Department	Origination Date 8/28/08	Agenda Date SEP 10 2008
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DIRECTOR'S SIGNATURE: Issa Z. Dadoush, P.E.  8/13/08	Council District affected: B
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For additional information contact: Jacquelyn L. Nisby  Phone: 832-393-8023	Date and identification of prior authorizing Council action:
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RECOMMENDATION: Award construction contract, and appropriate funds for the project.

Amount and Source of Funding: \$110,300.00 General Improvement Consolidated Construction Fund (4509)	Finance Budget: 
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SPECIFIC EXPLANATION: The General Services Department recommends that City Council award a construction contract to CST Environmental, Inc, on the low bid amount of \$86,000.00 to provide construction services at HPD SWAT Rifle Range at the Police Academy for the Houston Police Department.

PROJECT LOCATION: 17000 Aldine Westfield Road
 Houston, Texas (Key Map 373-H)

PROJECT DESCRIPTION: The scope of work consists of lead remediation, backfilling and compaction at HPD SWAT Rifle Range. It also includes saw cutting, demolition and removal of concrete pavement, loading, hauling and proper disposal of debris generated as a result of all activities.

The contract duration for this project is 30 calendar days.

BIDS: The following two bids were received on June 19, 2008:

	<u>Bidder</u>	<u>Bid Amount</u>
1.	CST Environmental, Inc.	\$86,000.00
2.	AAR Incorporated.	\$92,750.00

Bids were obtained from the list of pre-qualified asbestos/lead abatement contractors to act as the general contractor for the project. Ten pre-qualified asbestos/lead abatement contractors were notified of the request for bids on this project. Three contractors attended the pre-bid meeting and only two bids were received. The City Legal Department has previously determined that formal bids are not required when the pre-qualified asbestos/lead abatement contractors' list is utilized.

REQUIRED AUTHORIZATION CUIC ID # 25GM172 

General Services Department:  Humberto Bautista Chief of Design and Construction Division	Other Authorization:	Other Authorization:
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Date	SUBJECT: Award Construction Contract CST Environmental, Inc. Lead Remediation, Backfill and Compaction HPD SWAT Rifle Range at Police Academy WBS No. D-000073-0084-4	Originator's Initials GM	Page 2 of 2
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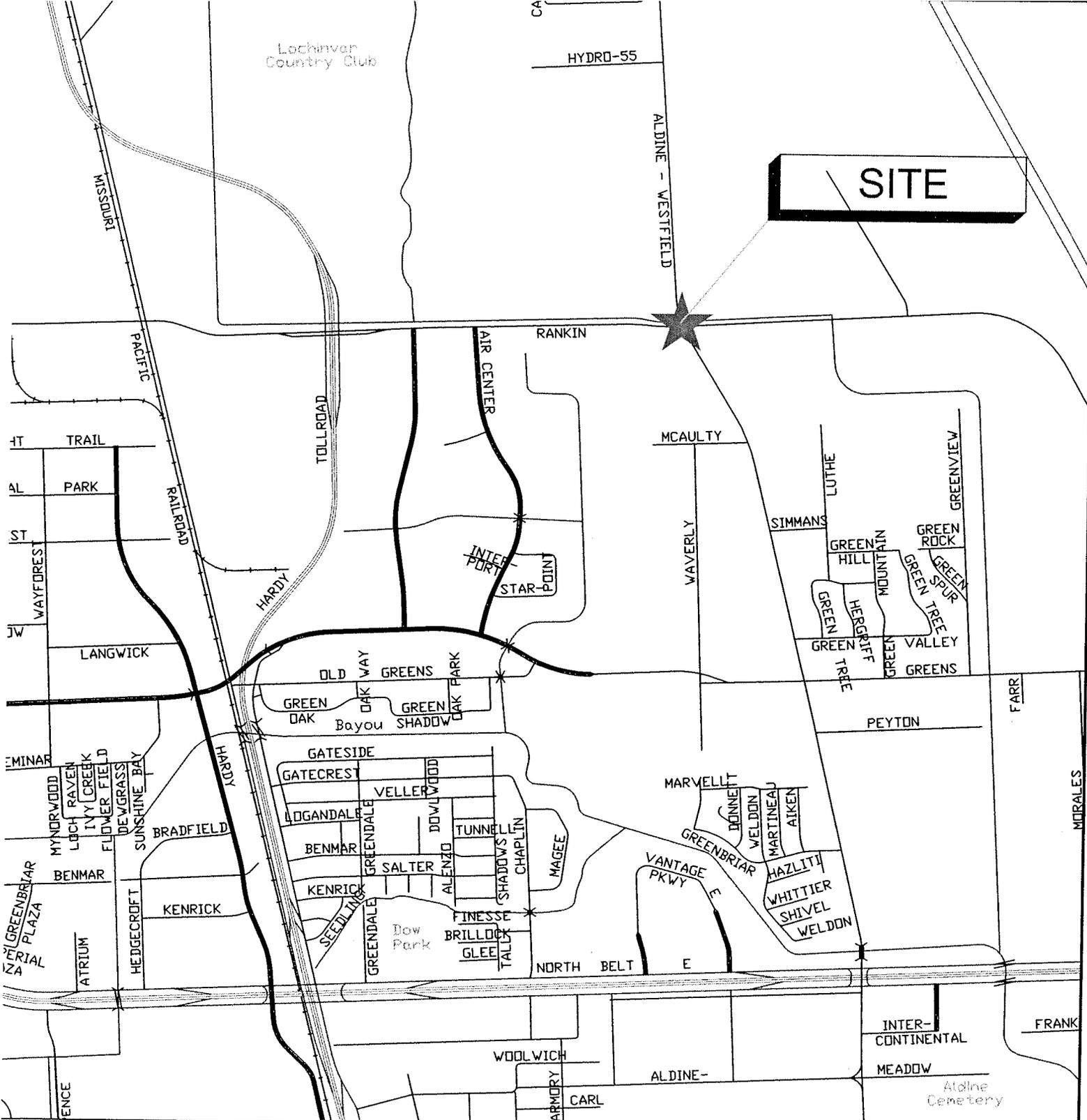
AWARD: It is recommended that City Council award the construction contract to CST Environmental, Inc. and appropriate funds for the project, including additional appropriations of \$15,000.00 for project management and construction oversight services under the existing contract with ICU Environmental, Health and Safety, and \$5,000.00 for materials testing services under the existing contract with HVJ Associates, Inc.

FUNDING SUMMARY:

\$ 86,000.00	Construction Contract Services
\$ 4,300.00	5% Contingency
<u>\$ 90,300.00</u>	Total Contract Services
\$ 5,000.00	Materials Testing Services
\$ 15,000.00	Project Management and Construction Oversight.
<u>\$ 110,300.00</u>	Total Funding


IZD:JLN:HB:GM:FK:fk

- c: Marty Stein
- Jacquelyn L. Nisby
- Velma Laws
- Webb Mitchell
- Gabriel Mussio
- File



**Lead Remediation, Backfill and Compaction
HPD SWAT Rifle Range at Police Academy**

17000 Aldine Westfield, Houston TX

TO: Mayor via City Secretary

REQUEST FOR COUNCIL ACTION

SUBJECT: Contract Award for Sanitary Sewer Rehabilitation by Sliplining and Pipe Bursting Methods WBS# R-000295-0017-4	Page 1 of 2	Agenda Item # 31
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FROM (Department or other point of origin): Department of Public Works and Engineering	Origination Date 9-4-08	Agenda Date SEP 10 2008
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DIRECTOR'S SIGNATURE <i>Michael S. Marcotte</i> Michael S. Marcotte, P.E., DEE, Director	Council District affected: All
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For additional information contact: <i>Joseph G. Majdalani</i> Joseph G. Majdalani, P.E. Senior Assistant Director Phone: (713) 641-9182	Date and identification of prior authorizing Council action: N/A
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RECOMMENDATION: (Summary)
Accept low bid, award construction contract, and appropriate funds.

Amount and Source of Funding: \$3,513,889.00 from Water and Sewer System Consolidated Construction Fund No. 8500. This project is eligible for low interest funding through the State Revolving Fund (SRF), Tier III. *08/19/08*

SPECIFIC EXPLANATION: This project is part of the Neighborhood Sewer Rehabilitation Program and is required to renew/replace various deteriorated neighborhood collection systems on an emergency basis throughout the City.

DESCRIPTION/SCOPE: This project consists of sanitary sewer rehabilitation by sliplining and pipe bursting methods. The contract duration for this project is 540 calendar days.

LOCATION: The project area is generally bounded by the City Limits.

BIDS: Four (4) bids were received on June 05, 2008 for this project as follows:

<u>Bidder</u>	<u>Bid Amount</u>
1. Underground Technologies, Inc.	\$3,247,783.00
2. Troy Construction, LLC	\$3,267,357.94
3. PM Construction & Rehab, L.P.	\$3,403,583.52
4. North Houston Pole Line, L.P.	\$3,475,890.93

File/Project No. WW 4257-100 **REQUIRED AUTHORIZATION** **CUIC# 20JGM246** *not*

Finance Department <i>Michelle Mitchell</i>	Other Authorization: <i>Willie R. Horton</i> WILLIE R. HORTON, P.E. ASST. DIRECTOR WASTEWATER OPERATIONS	Other Authorization: <i>Jeff Taylor</i> Jeff Taylor, Deputy Director Public Utilities Division
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Date	Subject: Contract Award for Sanitary Sewer Rehabilitation by Sliplining and Pipe Bursting Methods WBS# R-000295-0017-4	Originator's Initials	Page 2 of 2
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AWARD: It is recommended that this construction contract be awarded to Underground Technologies, Inc. with a low bid of \$3,247,783.00.

PROJECT COST: The total cost of this project is \$3,513,889.00 to be appropriated as follows:

- Bid Amount \$3,247,783.00
- Contingencies \$162,389.15
- Project Management \$48,716.85
- Engineering Testing Services \$55,000.00

Engineering Testing Services will be provided by Ground Technology, Inc., under a previously approved contract.

M/WSBE PARTICIPATION: The low bidder has demonstrated a good faith effort to comply with the M/WBE goals of the Texas Water Development Board and the SBE goals of the City of Houston. The bidder has proposed an MBE participation of 14.16%, WBE participation of 8.00%, and SBE participation of 3.08%.

<u>MBE - Name of Firms</u>	<u>Work Description</u>	<u>Amount</u>	<u>% of Contract</u>
Callieco Construction, Inc.	Paving Service Connections	\$ 80,000.00	2.46%
Standard Cement Materials, Inc.	MH Rehab	\$ 50,000.00	1.54%
Chief Solutions, Inc.	Clean & TV Sewer Lines	\$100,000.00	3.08%
Callieco Construction, Inc.	Supplies	<u>\$230,000.00</u>	<u>7.08%</u>
	TOTAL	\$460,000.00	14.16%

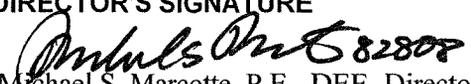
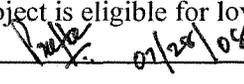
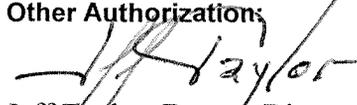
<u>WBE - Name of Firms</u>	<u>Work Description</u>	<u>Amount</u>	<u>% of Contract</u>
Municipal Marketing Systems, Inc.	Supplies	\$130,000.00	4.00%
El Dorado Paving Company, Inc.	Asphalt/Paving	\$130,000.00	4.00%
	TOTAL	\$260,000.00	8.00%

<u>SBE - Name of Firms</u>	<u>Work Description</u>	<u>Amount</u>	<u>% of Contract</u>
Deanie Hayes, Inc.	Supplies	<u>\$100,000.00</u>	<u>3.08%</u>
	TOTAL	\$100,000.00	3.08%

All known rights-of-way and easements required for this project have been acquired.

JPM JJ
MSM:JT:JGM:RK:JI:aa

cc: Marty Stein
 Jeff Taylor
 Susan Bandy, CPA
 Velma Laws
 Michael Ho, P.E.
 File No. WW 4257-100

SUBJECT: Contract Award for Sanitary Sewer Rehabilitation by Cured-In-Place Pipe Method (LDS) WBS# R-002013-0022-4		Page 1 of 2	Agenda Item # 32												
FROM (Department or other point of origin): Department of Public Works and Engineering		Origination Date 9-4-08	Agenda Date SEP 10 2008												
DIRECTOR'S SIGNATURE  Michael S. Marcotte, P.E., DEE, Director		Council District affected: All													
For additional information contact: Joseph G. Majdalani, P.E. Senior Assistant Director  Phone: (713) 641-9182		Date and identification of prior authorizing Council action: N/A													
RECOMMENDATION: (Summary) Accept low bid, award construction contract, and appropriate funds.															
Amount and Source of Funding: \$4,035,548.00 from Water and Sewer System Consolidated Construction Fund No. 8500. This project is eligible for low interest funding through the State Revolving Fund (SRF). 															
SPECIFIC EXPLANATION: This project is part of the Neighborhood Sewer Rehabilitation Program and is required to renew/replace various deteriorated neighborhood collection systems on an emergency basis throughout the City.															
DESCRIPTION/SCOPE: This project consists of sanitary sewer rehabilitation by cured-in-place pipe method. The contract duration for this project is 540 calendar days.															
LOCATION: The project area is generally bounded by the City Limits.															
BIDS: Five (5) bids were received on May 22, 2008 for this project as follows:															
<table border="1"> <thead> <tr> <th>Bidder</th> <th>Bid Amount</th> </tr> </thead> <tbody> <tr> <td>1. Insituform Technologies, Inc.</td> <td>\$3,746,993.26</td> </tr> <tr> <td>2. RePipe Construction, LTD.</td> <td>\$3,771,240.88</td> </tr> <tr> <td>3. Spinello Companies</td> <td>\$3,961,757.85</td> </tr> <tr> <td>4. Reynolds Inliner, LLC</td> <td>\$4,665,977.87</td> </tr> <tr> <td>5. American Infracture Technologies</td> <td>\$5,243,417.50</td> </tr> </tbody> </table>		Bidder	Bid Amount	1. Insituform Technologies, Inc.	\$3,746,993.26	2. RePipe Construction, LTD.	\$3,771,240.88	3. Spinello Companies	\$3,961,757.85	4. Reynolds Inliner, LLC	\$4,665,977.87	5. American Infracture Technologies	\$5,243,417.50		
Bidder	Bid Amount														
1. Insituform Technologies, Inc.	\$3,746,993.26														
2. RePipe Construction, LTD.	\$3,771,240.88														
3. Spinello Companies	\$3,961,757.85														
4. Reynolds Inliner, LLC	\$4,665,977.87														
5. American Infracture Technologies	\$5,243,417.50														
File/Project No. WW 4258-38		REQUIRED AUTHORIZATION													
Finance Department  Michelle Mitchell	Other Authorization:	Other Authorization:  Jeff Taylor, Deputy Director Public Utilities Division													

Date	Subject: Contract Award for Sanitary Sewer Rehabilitation by Cured-In-Place Pipe Method (LDS) WBS# R-002013-0022-4	Originator's Initials	Page 2 of 2
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AWARD: It is recommended that this construction contract be awarded to Insituform Technologies, Inc. with a low bid of \$3,746,993.26.

PROJECT COST: The total cost of this project is \$4,035,548.00 to be appropriated as follows:

- Bid Amount \$3,746,993.26
- Contingencies \$187,349.66
- Project Management \$56,205.08
- Engineering Testing Services \$45,000.00

Engineering Testing Services will be provided by HTS Inc. Consultants, under a previously approved contract.

M/WSBE PARTICIPATION: The low bidder has demonstrated a good faith effort to comply with the M/WBE goals of the Texas Water Development Board and the SBE goals of the City of Houston. The bidder has proposed an MBE participation of 14%, WBE participation of 5%, and SBE participation of 3%.

<u>MBE - Name of Firms</u>	<u>Work Description</u>	<u>Amount</u>	<u>% of Contract</u>
Chief Solutions, Inc	Clean & TV	\$224,819.60	6.00%
Briones Consulting & Engineering, LTD	Engineering	\$37,469.93	1.00%
Briones Construction & Supply, LTD	Supplies	<u>\$262,289.53</u>	<u>7.00%</u>
	TOTAL	\$524,579.06	14.00%

<u>WBE - Name of Firms</u>	<u>Work Description</u>	<u>Amount</u>	<u>% of Contract</u>
CBL Industries, LLC	Asphalt & Paving	\$93,674.83	2.50%
Genoa International	Supplies	<u>\$93,674.83</u>	<u>2.50%</u>
	TOTAL	\$187,349.66	5.00%

<u>SBE - Name of Firms</u>	<u>Work Description</u>	<u>Amount</u>	<u>% of Contract</u>
Standard Cement Materials, Inc	Manhole Rehab.	<u>\$112,409.80</u>	<u>3.00%</u>
	TOTAL	\$112,409.80	3.00%

All known rights-of-way and easements required for this project have been acquired.

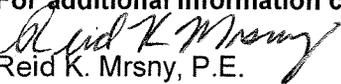
JM II
MSM:JT:JGM:RK:JI:aa

cc: Marty Stein
 Jeff Taylor
 Susan Bandy, CPA
 Velma Laws
 Michael Ho, P.E.
 File No. WW 4258-38

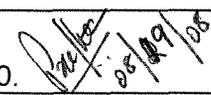
SUBJECT: Contract Award for Water Line Replacement in Fontaine Place Area. WBS No. S-000035-00M1-4.	Page 1 of 2	Agenda Item # 33
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FROM (Department or other point of origin): Department of Public Works and Engineering	Origination Date 9-4-08	Agenda Date SEP 10 2008
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DIRECTOR'S SIGNATURE:  Michael S. Marcotte, P.E., DEE, Director	Council District affected: B
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For additional information contact:  Reid K. Mrsny, P.E. Phone: (713) 837-0452 Senior Assistant Director	Date and identification of prior authorizing Council action:
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RECOMMENDATION: (Summary)
Accept low bid, award construction contract and appropriate funds.

Amount and Source of Funding:
\$1,752,000.00 from Water and Sewer System Consolidated Construction Fund No. 8500. 

PROJECT NOTICE/JUSTIFICATION: This project is part of the City's Water Line Replacement Program. This program is required to replace and upgrade water lines within the City to increase availability of water, improve circulation and fire protection.

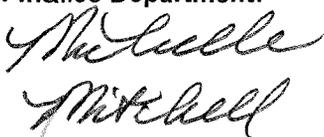
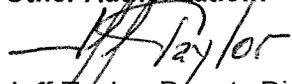
DESCRIPTION/SCOPE: This project consists of approximately 27,210 linear feet of 6-inch, 8-inch and 12-inch diameter water lines, valves and appurtenances. The contract duration for this project is 270 calendar days. This project was designed by ARCADIS, Inc. / KIT Professionals, Inc.

LOCATION: The project area is generally bound by Knightwood on the north, Bretshire Drive on the south, Homestead Road on the east and Hirsch Road on the west. The project is located in Key Map Grids 414 U, V, Y, and Z.

BIDS: Bids were received on July 17, 2008. The ten (10) bids are as follows:

<u>Bidder</u>	<u>Bid Amount</u>
1. D. L. Elliott Enterprises, Inc.	\$1,528,813.24
2. Collins Construction, L.L.C.	\$1,617,841.87
3. McKinney Construction, Inc.	\$1,680,011.24
4. RWL Construction, Inc.	\$1,733,378.70
5. Mar-Con Services, L.L.C.	\$1,843,783.00
6. C. E. Barker, Ltd.	\$1,884,371.10
7. ACM Contractors, Inc.	\$1,949,907.60
8. Carrera Construction, Inc.	\$2,074,676.64
9. Metro City Construction, L. P.	\$2,114,258.84
10. R. K. Wheaton, Inc.	\$2,172,468.50

REQUIRED AUTHORIZATION CUIC ID #20SD86 

Finance Department:  Mitchell	Other Authorization:  Jeff Taylor, Deputy Director Public Utilities Division	Other Authorization:
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Date	Subject: Contract Award for Water Line Replacement in Fontaine Place Area. WBS No. S-000035-00M1-4.	Originator's Initials <i>Ch. [Signature]</i>	Page <u>2</u> of <u>2</u>
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AWARD: It is recommended that this construction contract be awarded to D. L. Elliott Enterprises, Inc. with a low bid of \$1,528,813.24 and that no Addendum be made a part of this contract.

PROJECT COST: The total cost of this project is \$1,752,000.00 to be appropriated as follows:

- Bid Amount \$1,528,813.24
- Contingencies \$ 76,441.00
- Engineering and Testing Services \$ 55,000.00
- Project Management \$ 91,745.76

Engineering and Testing Services will be provided by DAE & Associates, LTD., d/b/a Geotech Engineering & Testing, a Texas Limited Partnership under a previously approved contract.

M/W/SBE PARTICIPATION: The low bidder has submitted the following proposed MBE participation of 14%, WBE participation of 5% and SBE participation of 3% to satisfy the 22% M/W/SBE goal for this project.

<u>Name of Firms</u>	<u>Work Description</u>	<u>Amount</u>	<u>% of Contract</u>
S & F Contractors, LLC	Water Line Construction	\$199,000.00	13.02%
Ramon's Trucking	Hauling Services	\$ 15,033.86	0.98%
	MBE Subtotal	\$214,033.86	14.00%
<u>Name of Firms</u>	<u>Work Description</u>	<u>Amount</u>	<u>% of Contract</u>
Municipal Marketing Systems, Inc.	Pipe / Fittings	\$ 73,940.67	4.84%
"As Is" Photos	Pre-con Photos	\$ 2,500.00	0.16%
	WBE Subtotal	\$ 76,440.67	5.00%
<u>Name of Firms</u>	<u>Work Description</u>	<u>Amount</u>	<u>% of Contract</u>
Lopez Brothers Enterprises, Inc.	Hauling Services	\$ 10,864.40	0.71%
Mickie Service Company, Inc.	Water Main & Hot Taps	\$ 35,000.00	2.29%
	SBE Subtotal	\$ 45,864.40	3.00%
TOTAL		\$336,338.93	22.00%

RKM HH SD MHC
 MSM:RKM:HH:SD:MHC:mhc
S:\design\VA-WS-DIV\WPDATA\TTC61863\IS-000035-00M1-3 (Fontaine Place Area)\PostBid\RCA.doc
 C: Marty Stein
 Velma Laws
 Susan Bandy
 Michael Ho, P.E.
 Craig Foster
 File: S-000035-00M1-3 (3.7)

DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
ENGINEERING & CONSTRUCTION DIVISION



STREET	START STREET	END STREET	NEW SIZE	LENGTH IN FEET
Langley	Wicklows	Royal Oaks	8	2,360
Calgary (2)	Onslow	Homestead	12	2,705
Onslow	Bretshire	Langley	8	2,325
Bucknell (1)	Bretshire	Langley	8	2,260
Castleton (1)	Bretshire	Briarwick	8	2,680
Wolbrook	Colton	Langley	8	2,210
Envoy	Bretshire	Langley	8	2,970
Bretton	Calgary	Langley	8	990
Royal Oaks	Calgary	Langley	8	985
Rockaway	Royal Oaks	Calgary	8	885
Bucknell (2)	Briarwick	Knightwood	6	530
Castleton (2)	Briarwick	Knightwood	6	465
Barnham	Briarwick	Knightwood	6	500
Knightwood (1)	Caxton	Bainbridge	8	790
Knightwood (2)	Onslow	Wolbrook	8	910
Knightwood Court	Knightwood	End	6	405
Noldale	Hirsch	Nold	8	610
Noldridge	Hirsch	Nold	8	700
Calgary (1)	Hirsch	Nold	8	1,000
Hirsch	Noldridge	Noldale	8	300
Nold	Calgary	Noldale	8	630
TOTAL				27,210

FONTAINE PLACE AREA

COUNCIL DISTRICT: B
KEY MAP No.: 414 - U,V,Y,Z
GIMS MAP No.: 5561 A, 5562 C & D

PROJECT VICINITY MAP

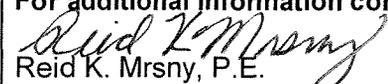
WATER LINE REPLACEMENT IN
FONTAINE PLACE AREA
WBS NO. S-000035-00M1-4



SUBJECT: Contract Award for Water Line Replacement in Gardendale Area. WBS No. S-000035-00M4-4.	Page 1 of 2	Agenda Item # 34
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FROM (Department or other point of origin): Department of Public Works and Engineering	Origination Date 9/4/08	Agenda Date SEP 10 2008
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DIRECTOR'S SIGNATURE:  Michael S. Marcotte, P.E., DEE, Director	Council District affected: H 
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For additional information contact:  Reid K. Mrsny, P.E. Phone: (713) 837-0452 Senior Assistant Director	Date and identification of prior authorizing Council action:
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RECOMMENDATION: (Summary)

Accept low bid, award construction contract and appropriate funds.

Amount and Source of Funding:

\$2,278,000.00 from Water and Sewer System Consolidated Construction Fund No. 8500.

Approved 08/19/08

PROJECT NOTICE/JUSTIFICATION: This project is part of the City's Water Line Replacement Program. This program is required to replace and upgrade water lines within the City to increase availability of water, improve circulation and fire protection.

DESCRIPTION/SCOPE: This project consists of approximately 32,685 linear feet of 6-inch, 8-inch and 12-inch diameter water lines, valves and appurtenances.

The contract duration for this project is 320 calendar days. This project was designed by ARCADIS, Inc.

LOCATION: The project area is generally bound by W. 34th on the north, Ascot and Randwick on the south, West T.C. Jester on the east and Mangum on the west. The project is located in Key Map Grids 451 R, V; 452 N, S.

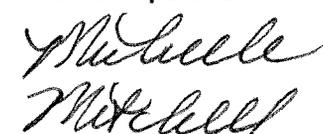
BIDS: Bids were received on July 17, 2008. The nine (9) bids are as follows:

<u>Bidder</u>	<u>Bid Amount</u>
1. Collins Construction, L.L.C.	\$1,998,167.89
2. McKinney Construction, Inc.	\$2,049,908.20
3. D. L. Elliott Enterprises, Inc.	\$2,050,070.00
4. ACM Contractors, Inc.	\$2,077,143.30
5. Mar-Con Services, L.L.C.	\$2,366,936.30
6. RWL Construction, Inc.	\$2,376,179.99
7. C. E. Barker, Ltd.	\$2,392,093.50
8. Metro City Construction, L. P.	\$2,455,729.23
9. R. K. Wheaton, Inc.	\$2,743,302.00

REQUIRED AUTHORIZATION

CUIC ID #20SD87

MT

Finance Department: 	Other Authorization:  Jeff Taylor, Deputy Director Public Utilities Division	Other Authorization:
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AWARD: It is recommended that this construction contract be awarded to Collins Construction, L.L.C. with a low bid of \$1,998,167.89 and that no Addendum be made a part of this contract.

PROJECT COST: The total cost of this project is \$2,278,000.00 to be appropriated as follows:

- Bid Amount \$1,998,167.89
- Contingencies \$ 99,909.00
- Engineering and Testing Services \$ 60,000.00
- Project Management \$ 119,923.11

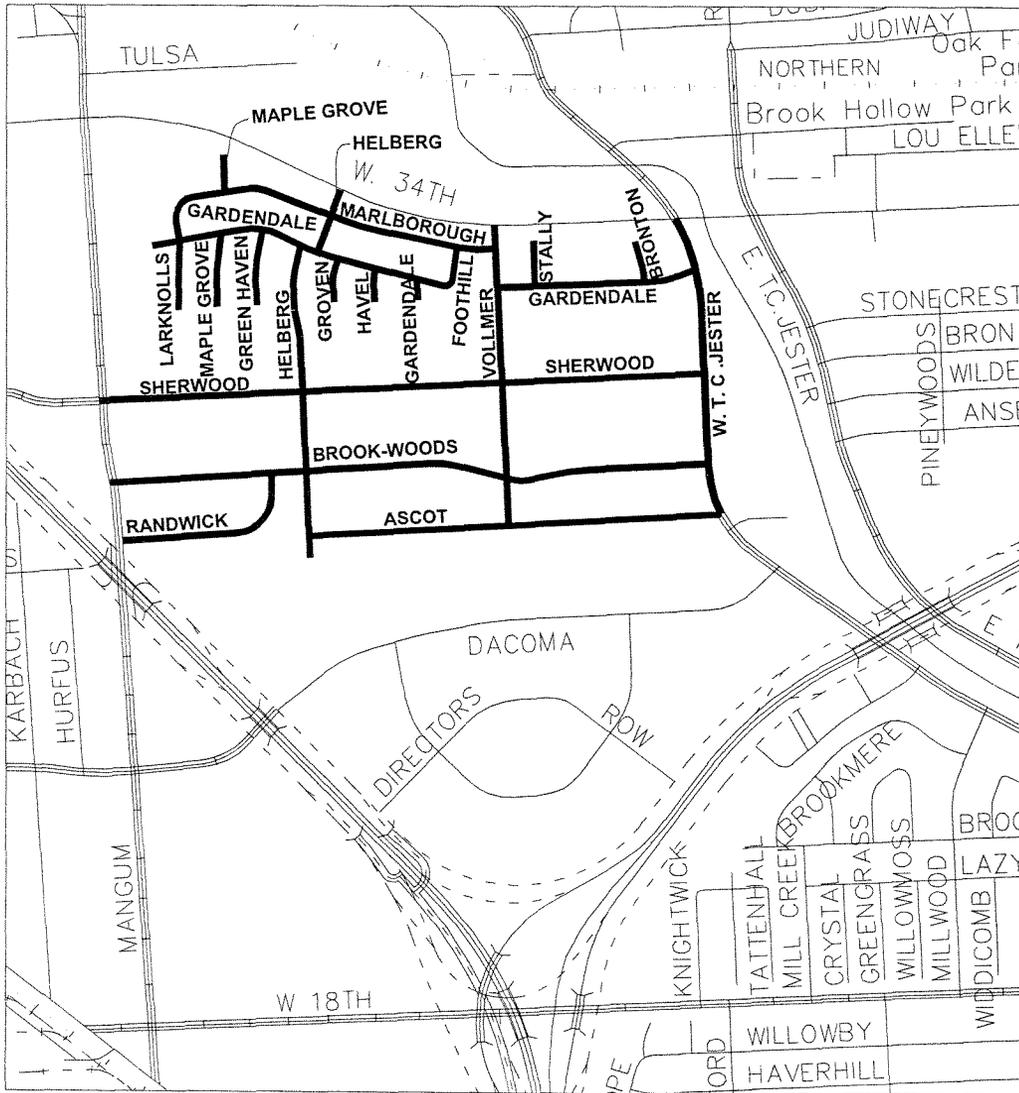
Engineering and Testing Services will be provided by Geoscience Engineering and Testing, Inc. under a previously approved contract.

M/WBE PARTICIPATION: The low bidder has submitted the following proposed MBE participation of 14%, WBE participation of 5% and SBE participation of 3% to satisfy the 22% M/W/SBE goal for this project.

<u>Name of Firms</u>	<u>Work Description</u>	<u>Amount</u>	<u>% of Contract</u>
Briones Construction & Supply, Ltd.	Construction Materials	\$189,826.00	9.50%
Fredith's Trucking	Hauling Services	\$ 89,920.00	4.50%
	MBE Subtotal	\$279,746.00	14.00%
<u>Name of Firms</u>	<u>Work Description</u>	<u>Amount</u>	<u>% of Contract</u>
Vikki's Service & Supply	Service Tap Connections	\$ 99,910.00	5.00%
	WBE Subtotal	\$ 99,910.00	5.00%
<u>Name of Firms</u>	<u>Work Description</u>	<u>Amount</u>	<u>% of Contract</u>
Mickie Service Company, Inc.	Fire Hydrants/Hot Taps	\$ 59,946.00	3.00%
	SBE Subtotal	\$ 59,946.00	3.00%
	TOTAL	\$439,602.00	22.00%

ASD
 MSM:RKM:HH:SD:MHC:mhc
 S:\design\VA-WS-DIV\WPDATA\TTTC\81863\S-000035-00M4-3 (Gardendale Area)\PostBid\RCA.doc
 C: Marty Stein
 Velma Laws
 Susan Bandy
 Michael Ho, P.E.
 Craig Foster
 File: S-000035-00M4-3 (3.7)

DEPARTMENT OF PUBLIC WORKS AND ENGINEERING
ENGINEERING & CONSTRUCTION DIVISION



GARDENDALE AREA

KEY MAP: 451 - R,V; 452 - N,S
COUNCIL DISTRICT - H

STREET	ADDRESS	START STREET	END STREET	NEW SIZE	LENGTH IN FEET
W. T.C.Jester	2600-3399	W. 34th	Ascot	6,8, 12	2,176
Ascot	3700-4399	Helberg	W. T.C. Jester	8	3,068
Randwick	4400-4699	Mangum	Brook-Woods	8	1,488
Brook-Woods	3700-4699	Mangum	W. T.C. Jester	8	4,419
Sherwood	3700-4699	Mangum	W. T.C. Jester	6,12	4,493
Gardendale	4019-4699	W. of Larknolls	Foothill	8	1,844
Gardendale	3700-3999	Vollmer	W. T.C. Jester	8	1,486
Marlborough	4000-4599	Vollmer	Larknolls	8	2,469
Maple Grove	3300 blk	Marlborough	End	6,8	181
Maple Grove	3000-3099	Gardendale	Cul-de-sac	6	1,142
Green Haven	3000-3099	Gardendale	Cul-de-sac	8	1,215
Helberg	2600-3099	Gardendale	end (S. of Ascot)	8	2,149
Groven	3000-3099	Gardendale	Cul-de-sac	8	815
Havel	3000-3099	Gardendale	Cul-de-sac	8	622
Gardendale	4100-4199	Gardendale	Cul-de-sac	6	259
Helberg	3100 blk	Gardendale	W. 34th	8	383
Vollmer	2700-3099	W. 34th	Ascot	8	2,194
Larknolls	3000-3099	Marlborough	Cul-de-sac	6,8	1,334
Bronton	3000-3099	Cul-de-sac	Gardendale	8	645
Stally	3000-3099	Gardendale	Cul-de-sac	6	78
Foothill	3000-3099	Gardendale	Marlborough	8	225
TOTAL					32,685





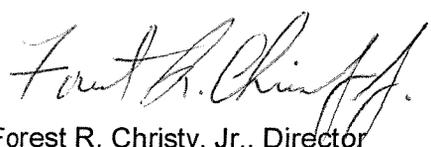
11490 Westheimer
Suite 600
Houston, TX 77077
Tel: 281-497-6900 Fax: 281-496-2936
www.arcadis-us.com



CITY OF HOUSTON

WATER LINE REPLACEMENT IN
GARDENDALE AREA
WBS NO.: S-000035-00M4-4

PROJECT VICINITY MAP

SUBJECT: Purchase and Sale Agreement between Congregation Beth Israel of Houston and City of Houston for the sale of the property at 1109 Antoine Drive, Houston, Texas, being 0.8237 acres (35,880 square feet) of land, Parcel SY7-040.		Page 1 of 1	Agenda Item <div style="border: 1px solid black; padding: 5px; display: inline-block;"> 35 # </div>
FROM (Department or other point of origin): General Services Department	Origination Date 8/27/08	Agenda Date SEP 03 2008	
DIRECTOR'S SIGNATURE: <i>Issa Z. Dadoush, P.E.</i>  8/29/08	Council District(s) affected: A SEP 10 2008		
For additional information contact: Jacquelyn L. Nisby (832) 393-8023	Date and identification of prior authorizing Council Action: Motion No. 2007-0211; February 28, 2007		
RECOMMENDATION: Approve and authorize a Purchase and Sale Agreement between Congregation Beth Israel of Houston, Texas, a Texas nonprofit corporation (Purchaser) and City of Houston (Seller) for sale of the property at 1109 Antoine Drive, Parcel SY7-040.			
Amount and Source of Funding: Revenue - \$492,432.00		Finance Budget:	
<p>SPECIFIC EXPLANATION: By Motion No. 2007-0211, City Council declared 1109 Antoine Drive, Parcel SY7-040, as surplus property. The site is a former water well facility consisting of 35,880 square feet (0.8237 acres) situated in the E.B. Cogswell Survey, A-785, Harris County, Texas, being out of the Reserve for Water Plant of Afton Village Section Two Subdivision.</p> <p>The Congregation Beth Israel of Houston, Texas, a Texas nonprofit corporation, desires to purchase the former water well facility for a purchase price of \$492,432.00. Congregation Beth Israel intends to develop the property as a cemetery, and for 20 years after the date of the Deed agrees to maintain the property and use it in ways that, in addition to the property's use as a cemetery, complement and expand the green space of the adjacent Beth Israel Memorial Garden and provide an appropriate space for meditation, introspection, and contemplation.</p> <p>The sale is in accordance with Section 272.001 (b) (4) of the Texas Local Government Code, which permits a political subdivision to sell real property to an independent foundation for development, and is subject to the City's billboard restrictions; historic landmark restrictions; all easements and public utilities; and the applicable covenants, conditions and restrictions.</p> <p>Therefore, the General Services Department recommends that City Council approve and authorize a Purchase and Sale Agreement with Congregation Beth Israel for the sale and purchase of the above-described property for a purchase price of \$492,432.00, which represents the appraised fair market value. It is further recommended that City Council authorize the Mayor to execute and the City Secretary to attest a Special Warranty Deed conveying the property to Congregation Beth Israel.</p> <p>The net sale proceeds will be directed to the Water & Sewer Consolidated Construction Fund (Fund 8300).</p> <p>IZD:BC:JLN:RB:ddc</p> <p>xc: Marty Stein, Anna Russell, Jacquelyn L. Nisby, Renissa Garza Montalvo</p>			
REQUIRED AUTHORIZATION		CUIIC #25 RE 31	
General Services Department  Forest R. Christy, Jr., Director Real Estate Division			



E. B. COGSWELL
A-785

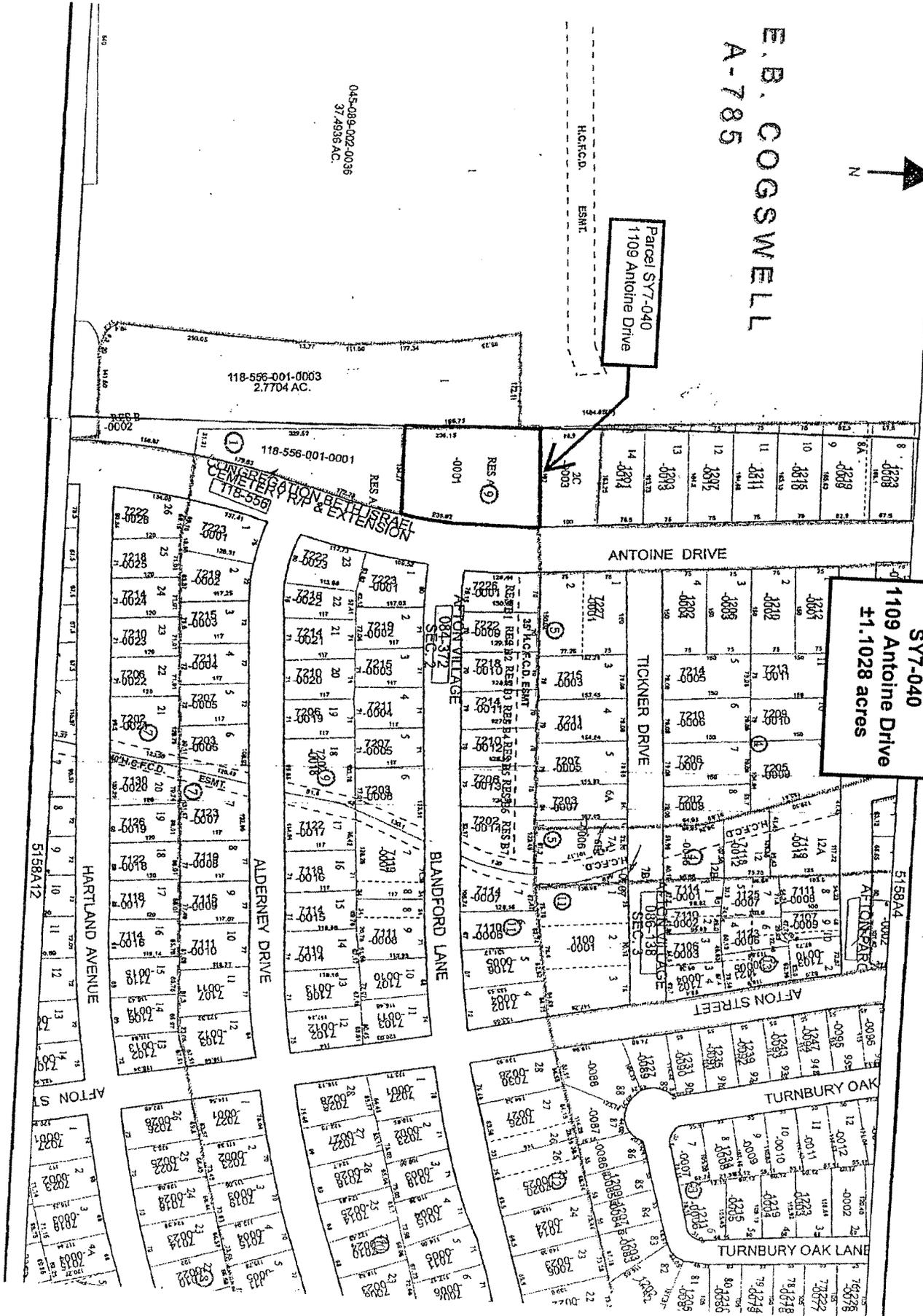
045-099-002-0036
37.4936 AC.

Parcel SY7-040
1109 Antoine Drive

118-596-001-0003
2.7704 AC.

118-596-001-0001
CUNNINGHAM HUSBAND & EXTENSION
CEMETERY R/W

SY7-040
1109 Antoine Drive
±1.1028 acres



MOTION by Council Member Khan that the recommendation of the Director of the Department of Public Works and Engineering, relative to the sealed bid sale of Parcels SY7-002, SY7-040 and SY7043, be adopted as follows:

1. The City Council declares the following parcels surplus and authorizes their sealed bid sale, subject to the City's billboard restrictions, all easements, all public utilities, and the applicable covenants conditions, and restrictions:

Parcel SY7-002
1702 block of Bingle Road at Curling
Tract 28D, A.H. Osborne, Abst. 610

Parcel SY7-043
8200 block Parkhurst Estates
Subdivision Section 1,
Eli Noland Survey, Abst. 600



Parcel SY7-040
1109 Antoine Drive
Reserve A, Block 9, Afton Village
Subdivision, Section 2, E.B. Cogswell, Abst. 785

2. The City Secretary is authorized to advertise the properties for sealed bid sale to the highest bidder;
3. The Legal Department is authorized to prepare the necessary transaction documents; and
4. Inasmuch as the value of the property interests is expected to exceed \$25,000.00, the City Council hereby appoints the following independent real estate appraisers to establish the values:

William Kvinta and Gary Meyer
to appraise Parcel SY7-002

Travis Cooper and Samuel Jarrett
to appraise Parcel SY7-043

Patrick O'Connor and Terrance O'Rourke
to appraise Parcel SY7-040

Seconded by Council Member Alvarado and carried.

Mayor White, Council Members Lawrence, Johnson,
Clutterbuck, Edwards, Wiseman, Khan, Holm, Garcia,
Alvarado, Brown, Lovell and Green voting aye
Nays none
Council Member Berry absent

PASSED AND ADOPTED this 28th day of February, 2007.

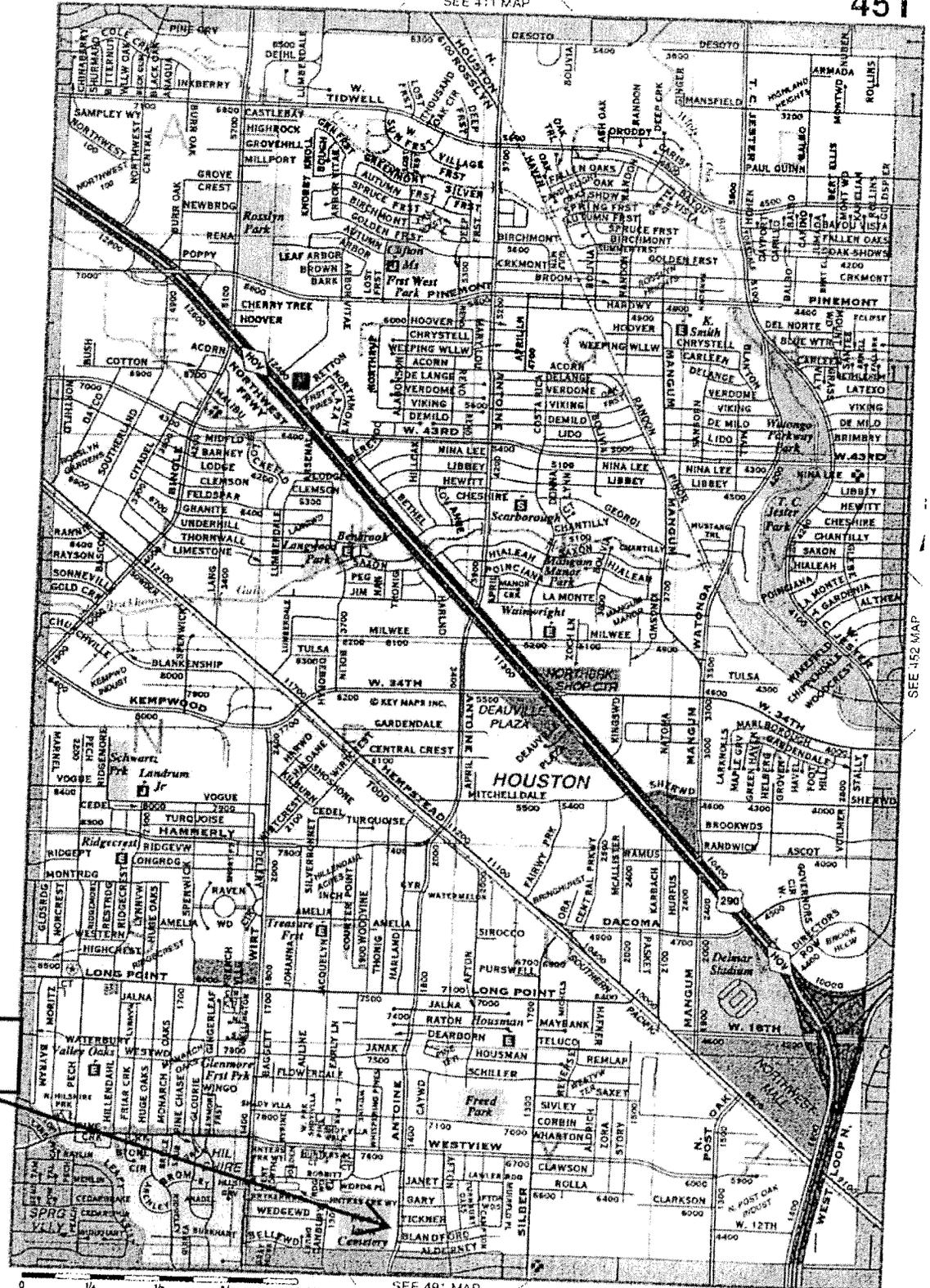
Pursuant to Article VI, Section 6 of the City Charter, the effective date of the foregoing motion is March 6, 2007.


City Secretary



SEE 411 MAP

451



Parcel SY7-040
1109 Antoine Drive
(+/- 1.1028 Acres)

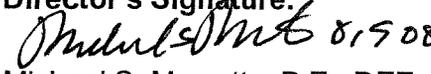
SEE 491 MAP

© KEY MAPS INC. 2003

SEE 452 MAP

SUBJECT: Additional Appropriation to Professional Engineering Services Contract between the City of Houston and Pate Engineers, Inc. for Phase I - Yale Street Rehabilitation from IH 10 to 17 th (WBS No. N-000724-0001-3)	Page 1 of 2	Agenda Item # <div style="border: 1px solid black; padding: 5px; display: inline-block;"> 36 48 </div>
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From: (Department or other point of origin): Department of Public works and Engineering	Origination Date 8/28/08	Agenda Date SEP 03 2008 SEP 10 2008
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Director's Signature:  Michael S. Marcotte, P.E., DEE	Council District affected: H JK MR
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For additional information contact:  Reid K. Mrsny, P.E. Phone: (713) 837-0452 Senior Assistant Director	Date and identification of prior authorizing Council action: Ordinance No. 2005-557; Date 05/04/2005 Ordinance No. 2006-358; Date 04/19/2006 Ordinance No. 2006-602; Date 06/14/2006 Ordinance No. 2008-608; Date 06/25/2008
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Recommendation: (Summary)
 Appropriate additional funds for Engineering Services Contract with Pate Engineers, Inc.

Amount and Source of Funding: \$880,825.00 from the Street and Bridge Consolidated Construction Fund No. 4506. Original (previous) appropriations of \$585,700.00 from the Street and Bridge Consolidated Construction Fund No. 437, \$373,000.00 from 49M- Series Commercial Paper Metro Project Fund and \$1,140,615.00 from Street and Bridge Consolidated Construction Fund No. 4506. *08/15/08*

PROJECT JUSTIFICATION: This project is part of the Street and Bridge Capital Improvement Plan (CIP) Program and was required to meet City of Houston standards and improve mobility.

LOCATION: The project area is bounded by IH-610 to the North, IH-10 to the South, North Sheperd Dr. to the West and IH 45 to the East. The project is located on key map grids 452R, V, Z, 492D and 492H.

PREVIOUS HISTORY AND SCOPE: The original Contract was approved by Ordinance No. 2005-557 and included design services for the Monroe Road Paving Project and Mercury Drive Paving Project. The contract was amended and approved for additional funding by Ordinance 06-358 to add design services for the Hayes Street Paving Project and Preliminary Design for the Yale Street Rehabilitation Project. The contract was subsequently supplemented by Ordinance 2006-602 to add additional funds for the Mercury Drive Paving Project and was amended by Ordinance 2008-608 to increase the scope and add additional funds for the Hayes Street Paving Project. All are currently in the Final Design Phase.

REQUIRED AUTHORIZATION		CUIC ID #20MR59	
Finance Department: 	Other Authorization:	Other Authorization:	<i>MT</i>

SUBJECT: Additional Appropriation to Professional Engineering Services
Contract between the City of Houston and Pate Engineers, Inc. for
Phase I - Yale Street Rehabilitation from IH 10 to 17th
(WBS No. N-000724-0001-3)

**Originator's
Initials**

YJR

**Page
1 of 2**

SCOPE OF AMENDMENT AND FEE: The Yale Street Rehabilitation Project limits are from IH-10 to IH-610. Based on the earlier preliminary design work, for funding purposes the project will be designed and constructed in two segments: Segment I- from IH-10 to 17th Street and Segment II- from 17th Street to IH-610. The additional funding is needed to complete design of Segment I. Segment II design services will be appropriated at a later date.

This additional appropriation for Segment I includes Phase II Final Design Basic Services, Phase III Construction Phase Basic Services, and Additional Services. The Additional Services for Segment I - Yale Street Rehabilitation includes surveying, geotechnical investigations, limited phase II environmental site assessments, traffic control plans, hydraulic impact studies, tree protection, reproduction and storm water pollution prevention plans. The Basic Services Appropriation totals \$533,656.00 and the Additional Services Appropriation totals \$267,094.00.

The total requested appropriation for Yale Street Paving is \$880,825.00 to be appropriated as follows: \$800,750.00 for Contract Services and \$80,075.00 for Project Management.

M/WBE INFORMATION: The M/WBE goal for the project is set at 24%. The original contract and supplements total \$2,039,798.00. The Consultant has been paid \$1,206,087.57(59.13%) to date. Of this amount, \$349,204.17 (28.95%) has been paid for M/WBE sub-consultants to date. Assuming approval of the requested additional appropriation, the contract amount will be increased to \$2,840,548.00. The Consultant has proposed the following firms to achieve the goal.

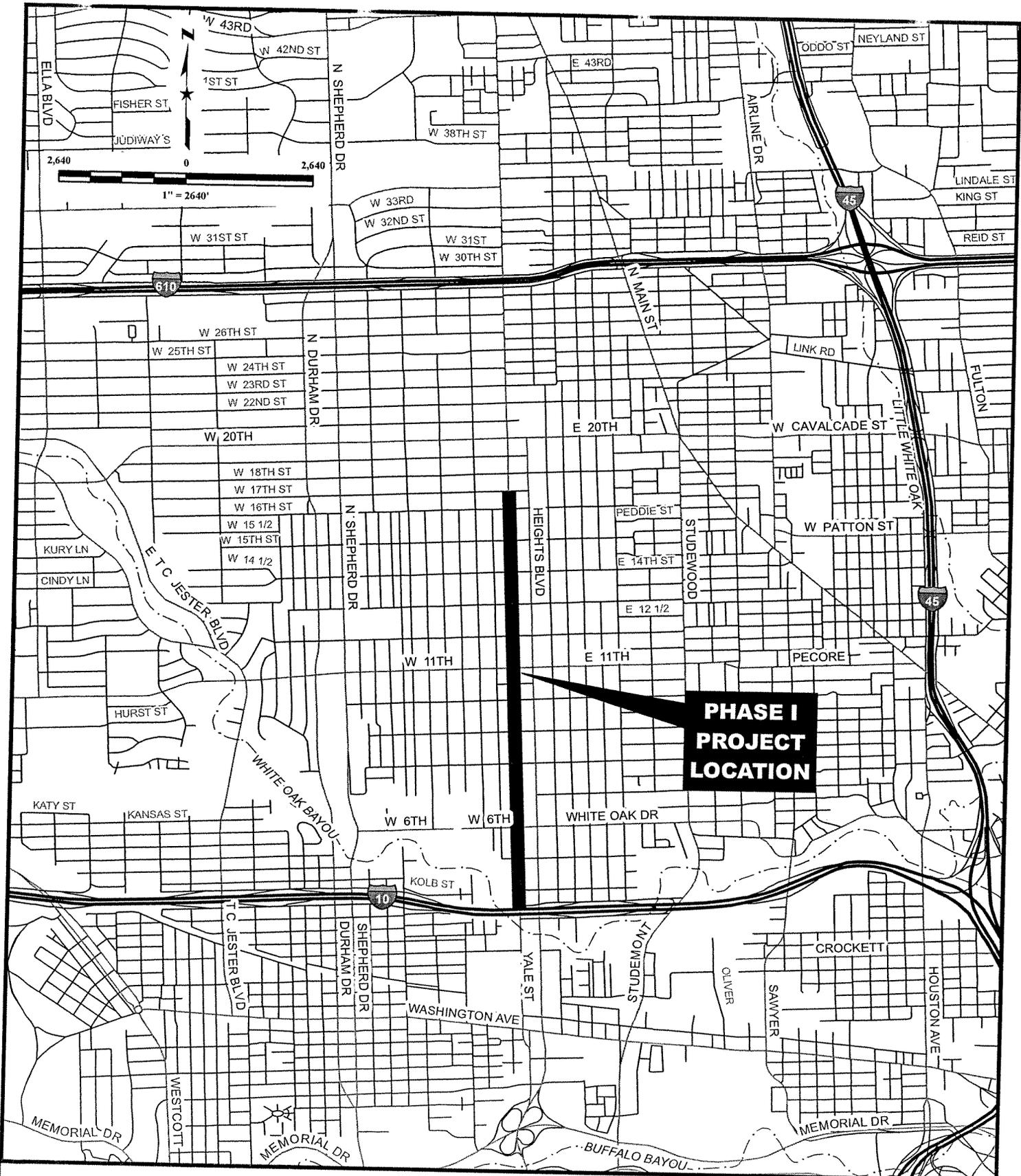
<u>Name of Firms</u>	<u>Work Description</u>	<u>Amount</u>	<u>% of Total Contract</u>
1. Prior MWBE Work	Various Services	\$349,204.17	12.29%
2. Aviles Engineering, Inc.	Geotechnical Investigation	\$131,660.00	4.64%
3. Isani Consultants, Inc.	Traffic Control Plan	\$231,150.33	8.14%
4. Berg Oliver Associates, Inc.	Environmental Services	\$160,941.87	5.67%
5. Landsculpture & Design, Inc.	Landscape Architectural Svc.	\$56,830.00	2.00%
6. Civil Tech	Drainage Study/ Design	\$27,963.00	0.98%
7. B& E Reprographics	Reprographics	\$19,463.00	0.68%
8. Clark Condon Associates	Landscape Architectural Svc.	\$47,546.24	1.67%
	TOTAL	\$1,024,758.61	36.07%

MSM:RKM:JHK:MR:cd

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c: Marty Stein Michael K. Ho, P.E. Velma Laws
Susan Bandy Craig Foster

WBS No. N-000724-0001-3 (1.2 RCA_AdditionalApp.)



**PHASE I
PROJECT
LOCATION**

YALE STREET REHABILITATION - PHASE I
WBSNo. N-000724-0001-2
VICINITY MAP

KEY MAP NOS. 452Z, 492D, & 492H

COUNCIL DISTRICT "H"

TO: Mayor via City Secretary

REQUEST FOR COUNCIL ACTION

SUBJECT: Contract with Patriot Advertising, Inc. for Advertising Services for the Houston Police Department	Category # 9	Page 1 of 37	Agenda Item #5419
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FROM (Department or other point of origin): Harold L. Hurtt, Chief of Police Houston Police Department	Origination Date August 21, 2008	Agenda Date AUG 27 2008 SEP 03 2008
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DIRECTOR'S SIGNATURE: Harold L. Hurtt, Chief of Police <i>C. A. McClelland</i> C. A. McClelland Acting Chief of Police	Council District affected: All SEP 10 2008
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For additional information contact: Dwayne Ready, Captain Phone: 713-308-1220	Date and identification of prior authorizing Council action:
Approved by: Joseph A. Fenninger, Deputy Director Phone: 713-308-1708 <i>J. Fenninger</i>	

RECOMMENDATION: (Summary)
Approve an ordinance authorizing a contract with Patriot Advertising, Inc. in an amount not to exceed \$750,000.00 for advertising services for the Houston Police Department

Amount and Source of Funding: FY09 \$350,000.00 General Fund FY10 \$400,000.00 General Fund	Finance Budget:
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SPECIFIC EXPLANATION:
The Chief of Police recommends that City Council approve a one-year contract, with a one-year option to renew, for a two-year term to Patriot Advertising, Inc. for advertising services in an amount not to exceed \$750,000.00 for the Houston Police Department.

The scope of services requires the contractor to develop recruiting relations and a media advertising campaign plan to hire qualified applicants for positions of Houston Police Officer Trainees, Senior Police Trainees and civilians including but not limited to jailer and dispatcher positions. The plan will specify (1) target audience, (2) media to be used, (3) type and frequency of advertising, and (4) estimated total costs. The plan shall also include proposed Website Work. Patriot Advertising, Inc. performed satisfactorily on their previous contract.

This recommendation is made pursuant to Chapter 252, Section 252.022 (a) (4) of the Texas Local Government Code for exempted procurements.

M/WBE Subcontracting:
The contract has a 5% M/WBE participation goal. Patriot Advertising, Inc. has designated the below-named company as its certified M/WBE subcontractor. The Affirmative Action Division will monitor this award.

<u>Company</u>	<u>Type of Work</u>	<u>Dollar Amount</u>
The Premier Company	Printing Services	\$37,500.00

HLH:JAF:tkc

REQUIRED AUTHORIZATION NPT

Finance Department:	Other Authorization: <i>J. Fenninger</i>	Other Authorization:
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