

# HOUSTON PLANNING COMMISSION

## AGENDA

MARCH 19, 2015



COUNCIL CHAMBER  
CITY HALL ANNEX  
2:30 P.M.

# PLANNING COMMISSION MEMBERS



Mark A. Kilkenny, *Chair*  
M. Sonny Garza, *Vice Chair*  
Susan Alleman  
Kenneth J. Bohan  
Fernando L. Brave  
Antoine Bryant  
Lisa Clark  
Algenita Davis  
Truman C. Edminster, III  
James R. Jard  
Paul R. Nelson  
Linda Porras-Pirtle  
Mark Sikes  
Martha Stein  
Eileen Subinsky  
Blake Tarrt III  
Shaukat Zakaria

The Honorable Grady Prestage, P. E.  
*Fort Bend County*  
The Honorable Ed Emmett  
*Harris County*  
Commissioner James Noack  
*Montgomery County*

## **ALTERNATE MEMBERS**

Richard W. Stolleis, P. E.  
Clay Forister, P.E.  
*Fort Bend County*  
Raymond J. Anderson, P. E.  
*Harris County*  
Mark J. Mooney, P.E.  
*Montgomery County*

## **EX- OFFICIO MEMBERS**

Carol Lewis, Ph.D.  
Dale A. Rudick, P.E.  
Dawn Ullrich  
Gilbert Andrew Garcia, CFA

## **SECRETARY**

Patrick Walsh, P.E.

## Meeting Policies and Regulations

### Order of Agenda

Planning Commission may alter the order of the agenda to consider variances first, followed by replats requiring a public hearing second and consent agenda last. Any contested consent item will be moved to the end of the agenda.

### Public Participation

The public is encouraged to take an active interest in matters that come before the Planning Commission. Anyone wishing to speak before the Commission may do so. The Commission has adopted the following procedural rules on public participation:

1. Anyone wishing to speak before the Commission must sign-up on a designated form located at the entrance to the Council Chamber.
2. If the speaker wishes to discuss a specific item on the agenda of the Commission, it should be noted on the sign-up form.
3. If the speaker wishes to discuss any subject not otherwise on the agenda of the Commission, time will be allowed after all agenda items have been completed and "public comments" are taken.
4. The applicant is given first opportunity to speak and is allowed two minutes for an opening presentation. The applicant is also allowed a rebuttal after all speakers have been heard; two additional minutes will be allowed.
5. Speakers will be allowed two minutes for specially called hearing items, replats with notice, variances, and special exceptions.
6. Speakers will be allowed 1 minute for all consent agenda items.
7. Time limits will not apply to elected officials.
8. No speaker is permitted to accumulate speaking time from another person.
9. Time devoted to answering any questions from the Commission is not charged against allotted speaking time.
10. The Commission reserves the right to limit speakers if it is the Commission's judgment

that an issue has been sufficiently discussed and additional speakers are repetitive.

11. The Commission reserves the right to stop speakers who are unruly or abusive.

### Limitations on the Authority of the Planning Commission

By law, the Commission is required to approve subdivision and development plats that meet the requirements of Chapter 42 of the Code of Ordinances of the City of Houston. The Commission cannot exercise discretion nor can it set conditions when granting approvals that are not specifically authorized by law. If the Commission does not act upon a Sec. I agenda item within 30 days, the item is automatically approved. The Commission's authority on platting does not extend to land use. The Commission cannot disapprove a plat because it objects to the use of the property. All plats approved by the Commission are subject to compliance with applicable requirements, e.g., water, sewer, drainage, or other public agencies.

### Contacting the Planning Commission

Should you have materials or information that you would like for the Planning Commission members to have pertaining to a particular item on their agenda, contact staff at 713-837-7758. Staff can either incorporate materials within the members Agenda packets, or can forward to the members messages and information.

### Contacting the Planning Department

The Planning and Development Department is located at 611 Walker Street on the Sixth Floor. Code Enforcement is located at 1002 Washington Street.

The Departments mailing address is:  
P.O. Box 1562  
Houston, Texas 77251-1562

The Departments website is:  
[www.houstonplanning.com](http://www.houstonplanning.com)

E-mail us at:  
Planning and Development  
[Suzy.Hartgrove@houstontx.gov](mailto:Suzy.Hartgrove@houstontx.gov)

Plat Tracker Home Page:  
[www.HoustonPlatTracker.org](http://www.HoustonPlatTracker.org)

## **Speakers Sign In Form**

### **Instructions:**

1. So that the Commission's Chairperson can call on those wishing to address the Commission, please provide the information below. Make sure the information is legible. If you have questions about the form or a particular item while filling out this form Planning and Development Department staff members are available at the front of the room to answer any questions. Hand the completed form to a staff member prior to the meeting's Call to Order.
2. It is important to include your "position" so that the Chairperson can group the speakers by position.
3. If you are a part of an organized group of speakers and want to address the Commission in a particular order please let a staff member know prior to the beginning of the meeting.
4. The Chairperson will call each speaker's name when it is his or her turn to speak. The Chairperson will also call out the speaker to follow.
5. As the called speaker you should move forward to the podium, state your name for the record, and then deliver your comments.
6. If you have materials to distribute to the Commission hand them to a staff member at the beginning of your presentation. Staff will distribute the information to Commission members on both sides of the table as you begin your comments.

**Agenda Item Number:** \_\_\_\_\_

**Agenda Item Name:** \_\_\_\_\_

**Your Name (speaker):** \_\_\_\_\_

**How Can We Contact You? (optional):** \_\_\_\_\_

**Your Position Regarding the Item (supportive, opposed, undecided):** \_\_\_\_\_

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**Agenda Item Number:** \_\_\_\_\_

**Agenda Item Name:** \_\_\_\_\_

**Your Name (speaker):** \_\_\_\_\_

**How Can We Contact You? (optional):** \_\_\_\_\_

**Your Position Regarding the Item (supportive, opposed, undecided):** \_\_\_\_\_



*This online document is preliminary and not official. It may not contain all the relevant materials and information that the Planning Commission will consider at its meeting. The official agenda is posted at City Hall 72 hours prior to the Planning Commission meeting. Final detailed packets are available online at the time of the Planning Commission meeting.*

# **Houston Planning Commission**

## **AGENDA**

**March 19, 2015**

Meeting to be held in  
Council Chamber, City Hall Annex  
2:30 p.m.

### **Call to Order**

#### **Director's Report**

- **Approval of the March 5, 2015 Planning Commission Meeting Minutes**

#### **I. Consideration of the Major Thoroughfare and Freeway Plan Policy proposed revisions (Amar Mohite)**

#### **II. Platting Activity (Subdivision and Development plats)**

- Consent Subdivision Plats (Christa Stoneham)
- Replats (Christa Stoneham)
- Replats requiring Public Hearings with Notification (Dorianne Powe-Phlegm, Suvidha Bandi, Teresa Geisheker, and Marlon Connley)
- Subdivision Plats with Variance Requests (Mikalla Hodges, Muxian Fang, Suvidha Bandi, Christa Stoneham)
- Subdivision Plats with Special Exception Requests (Muxian Fang)
- Reconsiderations of Requirement (Mikalla Hodges)
- Extension of Approvals (Christa Stoneham)
- Name Changes (Christa Stoneham)
- Certificates of Compliance (Christa Stoneham)
- Administrative
- Development Plats with Variance Requests (Kimberly Bowie and Christa Stoneham)

#### **III. Establish a public hearing date of April 16, 2015**

- Breckenridge Park partial replat no 2
- Hyde Park partial replat no 4
- Retreat at Sherwood partial replat no 1
- Walden on Lake Houston Phase 5 Champions Village partial replat no 1
- Washington Terrace partial replat no 2

#### **IV. Consideration of an Off-Street Parking Variance for a property located at 3501 Southmore Boulevard (Energy Institute High School) (Kimberly Bowie)**

#### **V. Public Hearing and Consideration of a Special Minimum Lot Size Area Application for Enchanted Woods/Pine Village/Tigowana/Woodhaven Estates (Misty Staunton)**

#### **VI. Please excuse the absence of Commissioner Subinsky**

#### **VII. Public Comment**

#### **VIII. Adjournment**

City of Houston

MAJOR THOROUGHFARE AND FREEWAY PLAN

# **POLICY STATEMENT**

Amended 03-2015

# MAJOR THOROUGHFARE AND FREEWAY PLAN

## POLICY STATEMENT

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# MAJOR THOROUGHFARE AND FREEWAY PLAN

## POLICY STATEMENT

### *I. Preface*

The City of Houston Planning Commission's Major Thoroughfare and Freeway Plan (MTFP) is an effective instrument in guiding development, as well as providing mobility and accessibility to a large number of people who reside and work in the greater Houston area.

Houston's Major Thoroughfare and Freeway Plan was originally adopted in 1942. It has undergone many refinements since its first publication and is an example of a respected working document that has a daily impact on the growth and development of the City and extraterritorial jurisdiction. This territory of influence comprises the properties within the Houston city limits, most of the unincorporated area in Harris County, and portions of Fort Bend, Waller, Montgomery, and Liberty Counties. This area includes nearly 2,000 square miles.

The MTFP has been generally accepted as the basic guideline for the implementation of major thoroughfare and highway improvements by other governmental agencies within the jurisdiction of the City of Houston, including the district offices of the Federal Highway Administration (FHWA) and Texas Department of Transportation (TxDOT). The plan has acted for many years as a significant and an informal catalyst for securing close intergovernmental cooperation between those governmental agencies responsible for providing direction in the planning, construction and maintenance of transportation projects in the greater Houston area.

The Houston Planning Commission and the Planning & Development Department (P&D) staff have, for many years, tried to observe certain basic policies and theories related to the administration and implementation of the MTFP. These policies have evolved through use, and have not been fully reflected in writing or made a part of the Commission's adopted rules. The purpose of this document is to set forth in writing the theories and policies which guide the members of the Planning Commission and staff in the administration, refinement and interpretation of the MTFP through Chapter 42 of the Code of Ordinances and the Department of Public Works and Engineering's (PWE) Infrastructure Design Manual (IDM). This policy will continue to evolve as the City changes.

### *II. Background and Theory*

Streets and highways form the basic subdivision of land and represent the skeleton. Houston is a city where most of its growth and development has occurred in the age of the automobile. Houston has enjoyed a high degree of mobility, dependent upon motor vehicles as the basic mode of transportation. The maintenance of maximum mobility and accessibility is the basis for the Planning Commission's MTFP. Since its adoption in 1942, and through its many refinements, the Plan has been a significant guideline in the formation of the physical characteristics and development pattern of this city.

### *III. Planning Concepts*

The Planning Commission's MTFP is a graphic illustration of the functional classifications of the street and highway network within the City and its Extraterritorial Jurisdiction (ETJ). Per the FHWA, functional classification is "the process by which streets and highways are grouped into classes, or systems, according to the character of traffic service that they are intended to provide. All streets and highways are grouped into one of these classes, depending on the character of the traffic (i.e., local or long distance) and the degree of land access that they allow." The classifications represented in the MTFP relating to FHWA Functional Classification Guidelines are described in the section below and include:

- Freeways/Tollways
- Major Thoroughfares
- Transit Corridor Streets
- Collector Streets
- Local Streets

#### **A. Street Classification**

##### **1. Freeways/Tollways:**

Freeways and Tollways are devoted entirely to traffic movement, with little or no direct land service function. This class includes Interstate Highways and other freeways, expressways, and tollways that are characterized by multi-lane, divided roadways with a high degree of access control and few, if any, intersections at grade. Full or partial control of access distinguishes Freeways/Tollways from Major Thoroughfares. Freeways/Tollways serve large volumes of high speed traffic and are primarily intended to serve long trips, including both vehicles entering and leaving the Houston area and major circulation movements.

##### **2. Major Thoroughfares:**

Major Thoroughfares are divided into two classifications: Principal Thoroughfare and Thoroughfare. Major Thoroughfares are those streets designed for fast, heavy traffic, and are intended to serve as traffic arteries of considerable length and continuity throughout the community. The location of these streets is based on a grid system covering the area within the City's jurisdiction, which provides a theoretical spacing of Major Thoroughfares at one-mile intervals. This grid system, of course, must be modified to be compatible with various physical features, such as radial highways and railroads, property ownership patterns, topographical conditions and existing developments.

To maximize mobility, streets designated as Major Thoroughfares generally require a wider right-of-way, typically 100 feet, and are designed to accommodate dual multi-lane roadways. They can be separated by an esplanade and can contain protected left-turn lanes at intersections where significant left-turn movement is anticipated.

In general, right-of-way, paving, and drainage for new Major Thoroughfares are provided by the subdivider or developer as part of the overall subdivision plan approved by the Planning Commission, with the alignment of any designated major thoroughfare also being in general conformance with the Commission's MTFP. In some instances, Major Thoroughfares are

constructed by the City or County. There may be a demonstrated need to improve an existing roadway, develop such thoroughfares through property that may not be suitable to subdivide, or when it is desirable, to complete a connection between two segments of major thoroughfare. In these cases, the right-of-way standards described above are used as the basis for any public development of major thoroughfares.

**a) Principal Thoroughfare:**

Principal Thoroughfares are public streets that accumulate traffic from collector streets and other Major Thoroughfares for distribution to the freeway system. They may be a highway and typically provide a high degree of mobility for long distance trips.

Principal Thoroughfares generally serve high-volume travel corridors that connect major generators of traffic such as: the central business district, other large employment centers, suburban commercial centers, large industrial centers, major residential communities, and other major activity centers within the urban area.

**b) Thoroughfare:**

Thoroughfares are public streets that accumulate traffic from Collector streets and local streets for distribution through the thoroughfare and freeway system. These streets distribute medium to high volume traffic and provide access to commercial, mixed use and residential areas.

**3. Transit Corridor Streets:**

Transit Corridor Streets are a rights-of-way or easements that METRO has proposed as a route for a guided rapid transit or fixed guideway transit system and that is included on the City's MTFP.

**4. Collector Streets:**

Collector Streets are public streets that accumulate traffic from local streets for distribution to the Major Thoroughfare streets. A Collector Street may be a Minor Collector or a Major Collector. Collector Streets are designed to provide a greater balance between mobility and land access within residential, commercial, and industrial areas. The makeup of a collector facility is largely dependent upon the density, size, and type of abutting developments. Posted speed limits on collector facilities generally range between 25 and 35 mph. Traffic volume and capacity can range from 5,000 vehicles per day on a two-lane facility, up to 20,000 vehicles per day on larger multi-lane facilities. Emphasizing balance between mobility and access, a collector facility is designed to better accommodate bicycle and pedestrian activity while still serving the needs of the motoring public.

**a) Major Collector:**

Major Collectors are public streets that accumulate traffic from local streets and Minor Collectors for distribution to the Major Thoroughfare. A Major Collector street may have commercial, residential or have mixed uses abutting.

Major Collector streets typically provide mobility and access to commercial, mixed use and medium to high density residential uses. Direct vehicular access to single family residential uses is not desirable. Street character may vary based on context, i.e.: Urban or Suburban. These streets typically serve pedestrian, bicycle and local transit routes. Goods movement is limited to local routes and deliveries.

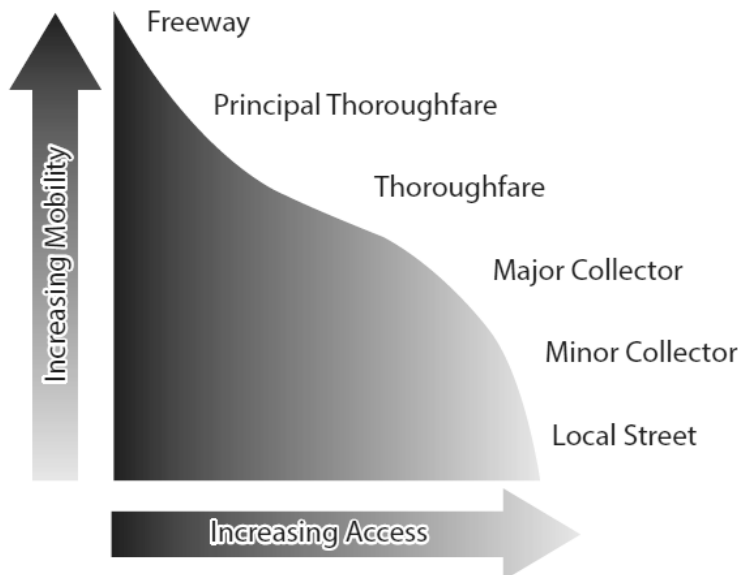
**b) Minor Collector:**

Minor Collectors are public streets that accumulate traffic from local streets for distribution into a Major Thoroughfare or a Major Collector. A Minor Collector typically has residential uses, however it may also serve commercial or mixed uses.

Minor Collectors typically collect traffic from residential uses or commercial uses and distribute to the Thoroughfare streets. These streets are typically shorter in length, however, may be longer in large single family residential developments. These streets typically serve pedestrian and bicycle routes. Goods movement is limited to local deliveries only. In developed areas, these streets may serve as a main street in mixed use areas.

**5. Local Streets:**

Local Streets – Provide access to individual single-family residential lots, provide entry and exit to the neighborhood, and provide connectivity to collectors and thoroughfares. In short, all other streets not previously listed are considered local streets that provide access from individual properties to the thoroughfare network.



As provided by the definitions above, the nature of the defined roadways above differs based on their regional functionality. Freeways and Major Thoroughfares represent those roadways that adhere to the movement of large volumes of traffic – regardless of mode – over long distance. Collectors and local streets, on the other hand, form the street network that provides access to residential properties, private developments and other neighborhood amenities such as parks, schools, or grocery stores. Based on this understanding, Freeways

and Major Thoroughfares are designed for optimized mobility while Collectors and local streets adhere to the greatest potential for increased access, as displayed in the above exhibit.

The MTFP is a melding of four distinct street and highway systems, each of which is implemented by various groups or governmental agencies.

## **B. Radial Streets and Highways**

Radial streets are roadways that extend outward from the central portions of the city in a radial pattern resembling spokes on a wheel. Examples include IH 10, IH 45, IH 59, etc. Most of the radial streets and highways represent existing roadways developed some time ago and are usually located in close proximity to mainline railroad rights-of-way, such as Hempstead Highway, Beaumont Highway, Galveston Road, etc. Some radial streets are designated as Major or Principal Thoroughfares, while others are incorporated into the area highway and freeway systems under the jurisdiction of the TxDOT. Radial streets and highways are continuous for long distances and not only supplement the Major Thoroughfares within the grid, but also carry a high percentage of the commercial long-distance traffic generated in this area.

## **C. Circumferential Highways**

Circumferential highways are traffic arteries designed to circle the city at various intervals moving outward from the city's center. In the Houston metropolitan area, there are four circumferential highways designed as an integral part of the MTFP. The first is the innermost loop immediately encircling the central business district and incorporating portions of IH 45, IH 10, and US 59. The second circumferential highway is the "Loop", designated as IH 610, which circles the city about 5 miles from the central business district. The third is the "Beltway" and is designated as Beltway 8, which circles the city about 12 miles from the central business district. The fourth circumferential highway is the Grand Parkway, designated as SH 99, which will circle the city about 25-30 miles from the central business district.

These circumferential highways are under the jurisdiction of TxDOT (portions of Beltway 8 are operated as the Sam Houston Tollway by the Harris County Toll Road Authority) and are being developed to full freeway standards. These roadways provide for long-haul by-pass routes and carry high volumes of traffic as freeway connectors.

# ***IV. Street Hierarchy Classification Table***

The Street Hierarchy Classification System was developed in response to neighborhood groups wanting more information and better definition for streets designated as Major Thoroughfares on the City of Houston's MTFP. To address this need, the City Council implemented a proposal of assigning a hierarchy classification to street segments according to their function, the development characteristics of the area, and other factors that vary from urban to suburban settings. The hierarchy system uses graduated increases in number of lanes, traffic speeds, and street right-of-way widths as some methods to accommodate varying levels of traffic demands. On April 17, 1996, City Council adopted the Street Hierarchy Classification System and Hierarchy Table to supplement the MTFP. There are instances where the information shown on the Hierarchy Table and the MTFP Map are different. The Plan's ultimate right-of-way information that is found in the Hierarchy Table is



controlling over the line segments status shown on the map. Sometimes staff research will be necessary to make a final determination, especially at street intersections. When designing a roadway segment it is strongly recommended to contact PWE for technical design requirements of the roadway.

Major Collectors, adopted by City Council as a street category on April 29, 1998, represented the intermediate classification that provide the connection between local streets and Major Thoroughfares. Major Collectors allow for more flexibility in roadway design and address more issues within neighborhoods. All other streets not previously listed are considered local streets that function to provide access from individual properties to the thoroughfare network.

In 2009, Transit Corridor Street designation was added to reclassify roadways with METRO's existing and proposed Light Rail Transit facilities. This classification allows for the creation of regulations that encourage pedestrian friendly and transit supportive development along these corridors and the around the transit stations.

In 2013, the Planning Commission adopted the Minor Collector definition to fill the street classification gap between local street and Major Collector Street. Minor Collectors were added to the plan in 2013 as a result of the City's Mobility Planning efforts.

Each hierarchy classification consists of a three-part-code that designates a street: 1) function, 2) anticipated number of vehicular through lanes required to meet projected traffic volumes, and 3) the required right-of-way width for the street. An example of the classification system is provided as follows:

**P-4-100**

<b>P</b>	Street Classification: (P)incipal Thoroughfare, (T)horoughfare, TCS (Transit Corridor Street), (MJ) Major Collector, or (MN) Minor Collector.
<b>4</b>	Number of vehicular through lanes <sup>1</sup> to meet projected traffic volumes
<b>100</b>	Required right-of-way width (feet)

<sup>1</sup> Vehicular through lanes, for purposes of the MTFP Street Hierarchy Classification Table, are lanes used for continuous travel throughout the entire length of the classified street segment. Lanes used for other purposes, such as turn lanes, parking lanes, bike lanes, etc., do not constitute vehicular through lanes.

Currently, detailed hierarchy classifications are established only for street segments located within the city limits. They are presently on the Hierarchy Table. Major Thoroughfares in Houston's ETJ are required to have a right-of-way of 100 feet. In a few cases, streets in the ETJ have been designated as Major Collectors, with a minimum width of 80 feet. Major Collector and Minor Collector streets shall have a recommended minimum right-of-way width of 80 feet and 60 feet, respectively.

## ***V. City Mobility Planning***

City Mobility Planning (CMP) is a joint initiative between P&D and PWE, in partnership with the Houston-Galveston Area Council (H-GAC), the region's Metropolitan Planning Organization (MPO). Development of the City of Houston's CMP is being phased. The first phase provided the framework for evaluating transportation issues in the City and its ETJ. The second phase, which is ongoing, includes the preparation of a series of sub-regional

mobility studies where the City and its ETJ is divided into a number of smaller study areas. Each area will have a study that will estimate its projected growth, identify gaps in the existing transportation system and develop recommendations for addressing mobility challenges.

### **CMP Phase I:**

A number of plans have been developed in Houston that set out values and goals for mobility, and several agencies are responsible for developing transportation projects to meet the transportation needs. To facilitate informed decisions about the mobility options, the City of Houston created the CMP Process, which selects projects with the most potential to improve mobility. Key elements of the CMP Process include: a Travel Demand Model (TDM) that accurately reflects travel demand and available 'supply', a toolkit for identifying proposed solutions, and measures of effectiveness that can be used to evaluate the extent to which selected solutions effectively improve mobility within the City and its ETJ.

Phase I was completed in 2009. The outcomes of Phase I were outlined in technical memorandums that provide the framework for a transportation planning process that aims to improve agency coordination and help establish how the City finds effective transportation solutions. One of the key outcomes was a Multi-modal Street Classification (MMC) that works to integrate the context and other modes with the functional classification system. As an outcome of Phase I, the City adopted alternative street cross-sections in Chapter 10 of the IDM and integrated the TDM analysis into the City's MTFP, CIP and other Traffic Analysis processes. In addition, Phase I also included a recommendation to add a Minor Collector street classification to the MTFP.

### **CMP Phase II:**

Phase II applies the CMP Process, as developed in Phase I, to the mobility study areas within the City of Houston and its ETJ. The primary purpose is to identify near and long range projects intended to promote better mobility – for all users of the transportation system, and to develop a MMC for streets within the study area to meet the projected growth for a 25 year horizon. Outcomes of the mobility studies also serve as input into the Rebuild Houston Process.

The community and stakeholders within the provided study areas are engaged in a process of developing mobility solutions. Corridor trends are highlighted within these studies for greater consideration, and examples of design solutions are provided for increased functionality of corridors. The City's MMC is a public street type classification system that takes into account the functional classification (MTFP designation) and context, inclusive of right-of-way width, number of lanes, traffic volume, bicycle, pedestrian, transit, freight and parking needs. The context adjacent to the road is comprised of population and job densities (present and future), as well as projected land use types (residential, commercial, mixed use, or industrial). The Institute of Transportation Engineers (ITE) also recommends that context should include elements of site design and built form, including building orientation and setback, parking type and orientation, and block length.

## *VI. Adoption and Revision Procedures*

### **A. Code Requirements**

The Planning Commission may approve recommended revisions to the MTFP by a majority vote of the members present. Per Section 33-25 of the Code of Ordinances, each year, on or before the first day of September, the Commission shall prepare and submit to the City Council a MTFP adopted with the concurrence of PWE.

In addition to the Commission-recommended MTFP amendments, the Director of P&D may make administrative corrections to the Hierarchy Table and MTFP Map to ensure accuracy of the Plan. Types of corrections that may be made administratively are limited to the following:

- Minor modifications to reflect completed development activity or to correct errors on the MTFP Map or Hierarchy Table. These modifications are generally identified during subdivision plat review, permitting, mobility studies, or similar activities, and may include alignment adjustments, name changes, or segment limit changes.
- Corrections to right-of-way status (sufficient width, to be widened, or to be acquired) on the MTFP map to reflect right-of-way-related actions previously taken such as right-of-way acquisitions and dedications.
- Corrections to the right-of-way width on the Hierarchy Table to reflect existing conditions, when such corrections will not affect adjacent property owners.

### **B. Publication and Distribution of the Plan**

Historically, it has been the policy of the Planning Commission to authorize the publication of this plan and make it available to the general public through P&D. The map is published on the P&D webpage as a PDF document and also through various Geographical Information System (GIS) web-applications developed by the City.

### **C. Requests for Plan Revisions**

Revisions in the MTFP usually stem from four distinct sources: requests from individual land owners to change the alignment of a specific thoroughfare that may affect their proposed development; adjoining community or neighborhoods; requests from other government agencies; and City staff.

Staff recommendations usually involve the correction or resolution of problems caused by some existing development, geographic or topological feature, or other technical matter that was not apparent or considered at the time the original plan was approved. Prior to making its recommendations to the Planning Commission, the P&D staff solicits comments regarding the plan from various governmental agencies and interested organizations. During the staff review process the applicant may request to withdraw the application. In some instances the staff may decide to continue its research and review on the application and make a recommendation to the Commission for action.

The general policy of the Commission and the staff is to make all reasonable efforts to maintain the original integrity of the plan and its basic theory, and to keep changes and revisions to a minimum. This policy is necessary to maintain the plan's continuity and to ensure confidence in the plan's long-range implementation by private landowners,

developers and subdividers as well as other governmental agencies charged with the responsibility of constructing facilities that are illustrated on the plan.

#### D. Alternatives

When necessary, staff may identify alternatives to those proposed by the applicant. Staff will present these alternatives, and those proposed by the applicant, to the Planning Commission at the Planning Commission Workshop. The Planning Commission may recommend additional alternatives for staff's consideration during the evaluation process. Staff shall provide a refined list of alternatives for public input at the Public Open House and Public Hearing meeting. The Planning Commission may consider only those alternatives as provided by staff during the Public Hearing meeting.

#### E. Public Engagement Process

Section 33-24 of the Code of Ordinance requires the Planning Commission to hold one public hearing on the proposed changes. The Commission must publish a notice of any public hearing in a local newspaper, not less than 15 days in advance of the hearing on the proposed amendments. Although only one notice is required, the policy of the Commission has been to publish such notices in the Houston Chronicle under the "Legal Notices" section and to run them for three consecutive days. In addition, when known property interests are affected by proposed changes in the plan, the P&D staff may also specifically advise these interests by letter of the forthcoming hearing and seek their comments in this regard.

Specific notification of all property owners affected by any proposed change in the MTFP is not required by law, however, P&D makes best efforts to provide individual notification when, in the judgment of the staff, it is appropriate in the public interest.

When project-specific public engagement has occurred, as identified through items 1 and 2 below, notice to individual property owners, as described above, will not be provided:

##### 1. Sub-regional Planning Study Amendments:

These studies typically take 4 to 15 months and include a public engagement component. This includes a minimum of two public meetings, two stakeholder committee meetings and a public comments period (typically 30 days) prior to the final report being published. Notification to the public is sent to residents registered on CitizensNet, Civic Clubs, and Super Neighborhood groups within the study area. The stakeholders committee included Super Neighborhood groups; Special District (i.e. Management Districts), TIRZ's, etc.; public agencies (i.e. METRO, TXDOT, etc.); and other key representatives within the study area. After the final public meeting, the draft final report is provided to the public and stakeholders for comments. Once the public comments period is closed, the report is finalized.

##### 2. County Amendments:

In Houston's ETJ, Harris County utilizes the City's MTFP. Other counties like Fort Bend, Waller and others, adopt Major Thoroughfare Plans to ensure continuity of the thoroughfare system in the unincorporated areas. These counties do not have to amend their thoroughfare Plan annually; however, if changes are needed, they are required to go through the County Commissioners Court. Public meetings are then

held to allow for public comments on the proposed amendments. Ongoing coordination between the County and City is important to ensure that the respective thoroughfare maps are updated as changes are made.

## F. MTFP Amendment Review Process

The flow chart below illustrates the MTFP amendment review process as adopted by Planning Commission:



## VII. Interpretation of the Plan

### A. Incorporation of the Houston Complete Streets and Transportation Plan (HCSTP)

Executive Order (EO) 1-15, directs the City to implement the complete streets policy through the planning and implementation of all transportation improvements. Components of the HCSTP include the MTFP, Bikeway/Pedestrian Plan, Rail Plan, Multi-modal Classification Street Type and Master Parking Plan, Bayou Greenway Initiative, Context Report and METRO's Transit Plan.

#### *Multi-modal Classification (MMC)*

MMC is a public street type classification system that takes into account all modes of transportation and context of the street. The incorporation of context and the guiding principles of the FHWA's Context Sensitive Solutions (CSS) within the HCSTP allow the City to "reach [its] transportation goals by encouraging the consideration of land use,

transportation, and infrastructure needs in an integrated manner. When transportation planning reflects community input and takes into consideration the impacts on both natural and human environments, it also promotes partnerships that lead to 'balanced' decision-making."

Modes of operation include pedestrian, bicycle, transit, rail, freight and vehicle travel. Multi-modal considerations are refined during system level transportation planning or with the mobility planning studies.

The Planning Commission shall ensure that the proposed changes to the MTFP are consistent with the recommendations of the HCSTP.

## B. Challenges

The following situations are challenges and limitations related to the interpretation of the MTFP and application of the plan to specific individual tracts of land:

1. The area of the Commission's jurisdiction is huge (approximately 2,000 square miles), causing the scale of the plan to be quite small (1" = 2 miles). This small scale, coupled with the fact that some base mapping within the jurisdictional area is not precise, creates a situation where application of the plan to specific individual properties is dependent on the interpretation and judgment of the staff and the Commission. In actuality, if one were to measure the dots indicating the proposed thoroughfares, they would be four to five hundred feet in width. Instead, the lines on the map should be viewed as "corridors" to be further defined as development occurs. As a result of this situation, the Commission's plan carries the following notation:

*"This plan shows general locations only which are subject to modifications to fit local conditions."*

This note also recognizes the fact that no plan, however well prepared, can be developed and implemented which does not require continued modification and refinement to reflect the on-going development processes of the city and the territory within its jurisdiction.

2. The use of this plan as a real estate investment tool has caused some difficulties in making modifications to the plan and has created conflicts between property owners that may or may not want their property affected by a proposed major thoroughfare. It has been well-recognized that the final and precise location of a major thoroughfare on a specific tract of land can enhance adjacent property value and increase the speculative potential for all types of development, particularly high-value commercial and business developments. As a result of this situation, some land owners, investors, and others in the real estate business actively seek to have proposed Major Thoroughfares located within their properties, or seek changes in the Commission's plan in order to secure a major thoroughfare location within their property.

This situation causes some property owners to dedicate major thoroughfare right-of-way through their property by separate instrument, without any intention of constructing the road, rather than incorporating such dedication within a subdivision

plat approved by the Commission. The P&D staff discourages this practice, and it must be noted that this type of dedication, while a significant action, does not bind the City or County, or the Planning Commission. The Commission certainly must consider this fact in any future proposals to develop the adjacent property or to revise the plan in a manner that would affect the previous dedication, but the Commission should not bias its decisions related to the maintenance of a viable plan on the basis of separate-instrument dedication of rights-of-way where no pavement has been installed.

## C. General Policies

The following statements reflect the general policies historically followed by the Planning Commission in their administration and maintenance of the MTFP.

### 1. Attitude and position of the Commission:

The basic and underlying attitude of the Commission in the administration, application, and interpretation of the MTFP is to be fair and impartial to all parties concerned, and to provide an open forum for the free discussion of all aspects of any proposal regarding the application or interpretation of the plan, to render only those decisions that will be in the best interests of the general public, and to maintain the theories and concepts which are the basis of this plan.

### 2. Location criteria:

- a) In general, the preferred location for a major thoroughfare and collector is through a tract of land allowing for development to occur on both sides of the thoroughfare rather than along a property line. This policy allows the developer to have continuous control over the development on both sides of the thoroughfare so that the development of the thoroughfare will be an integral part of the design and layout of the overall street system within the tract and to effect economies in the engineering, design and construction costs involved. Obviously, there are instances where the location of the proposed thoroughfare must fall upon a common property line and in this case, it is most desirable that the adjacent landowners agree to participate in the construction of the thoroughfare at the same time.
- b) In those instances where the designated Major Thoroughfare, Transit Corridor or Collector street falls upon an existing road or street having insufficient right-of-way, it is the usual policy to require the adjacent property owners, if they have submitted a plat to the Commission for approval, to dedicate their proportional share of the widening of the right-of-way to bring the right-of-way width to the standard. In some cases, because of existing development or other physical factors, all of the necessary widening may be required to be taken from one side of the street only.
- c) The location and alignment of proposed Major Thoroughfares should always be based on the relationship of the pattern of land parcels, and the challenges associated with the crossing of pipelines, bayous, radial streets and highways, and railroads, in order to prevent the creation of awkward land parcels, such as

long narrow pie-shaped parcels or parcels too shallow for reasonable development.

- d) The Geometric Standards for Major Thoroughfares and Collector Streets are referenced in Chapter 42, of the Code of Ordinances and the IDM.
- e) Minor changes in alignment are considered to be those apparent differences in the actual alignment illustrated on the MTFP when the precise alignments drawn at a large scale as part of a subdivision plat submitted to the Commission for approval. It is the general policy of the Commission to consider changes in alignment internal to a given land parcel to be minor and approval can be granted without resorting to the public hearing process. Obviously, such proposed changes must be viewed upon their individual merits, and the staff and Commission must exercise their judgment in this regard. If, however, there is any doubt about the appropriateness of any such proposed change or its effect upon the plan or any other property owner, the Commission has taken the position that a public hearing should be required prior to any action to approve the proposed location of the thoroughfare within a specific tract of land.
- f) Major changes in alignment are considered to be those significant differences in the actual alignment illustrated on the MTFP when the precise alignment is drawn at a large scale and affects the general pattern of thoroughfares established in the area that affects land owners beyond the specific tract when submitted to the Commission for approval or any change which would involve the removal of the previous major thoroughfare designation from an existing road, or the incorporation of an existing road in the planned alignment of a major thoroughfare are also considered major changes. Proposals that are determined to be major changes in the plan can only be approved through the required public hearing process. No changes in the plan should frustrate the general pattern of thoroughfares previously established, violate the plan's historic integrity, or affect the theories and concepts that are the basis of the plan's design. The burden of proving the compelling reasons and public benefit of any proposed change in the plan rests with the parties requesting such a change.

## *VIII. Traffic Analysis*

Planning-level traffic analysis is completed as part of the MTFP update annually. To ensure integrity and subjectivity, the analysis is completed by P&D staff, in coordination with PWE, for each amendment request. Three primary criteria included in the analysis are: traffic volume, level of service, and network connectivity & accessibility.

### **A. Traffic Volumes and Level of Service**

The ability of a roadway to handle traffic is a function of its geometric design. Delayed traffic flow indicates the need for improvements which may affect certain design considerations such as the number of lanes, posted speed limit, horizontal/vertical alignment, lane width, driveway density, signal spacing, and allocated cycle time at signalized intersections.



Level of Service (LOS), or the number of vehicle trips accommodated by corridor per day, is an industry standard used to determine whether traffic flow is operating at an acceptable level with little to no delay in traffic movement. LOS ratings use an alphabetic scale with “A” as most free-flowing and “F” as having severe congestion.

### Volume Thresholds

Volume thresholds are indicative of LOS as defined per day. Current traffic volumes for streets within the city limits were obtained from the City of Houston, PWE, Traffic Management & Maintenance Branch and TxDOT.

Based on national research and observations in the Houston area, the following volume thresholds have been established to determine capacity needs for planning purposes.

ADT, veh/day	2-Lane Road	4-Lane Road	6-Lane Road
Maximum Throughput	14,000-16,000	30,000-33,000	40,000-45,000

The provided volume thresholds are used as a guideline to ensure adequate number of lanes is planned for a corridor. For example, if the projected Average Daily Traffic (ADT) for a new roadway connection is 18,000 vehicles per day, the table above indicates that a 4-lane cross section will be required.

### Projected Volume

Roadway volume projections are obtained using a regional traffic model developed by the Houston-Galveston Area Council (HGAC). This model uses data from validated base year counts and current traffic counts to make volume projections. Project traffic volumes are analyzed in accordance with existing volume thresholds given the definition of traffic flow is the same.

Vehicle Miles Traveled (VMT) is the total number of miles driven by all vehicles within a given time period and geographic area (e.g., study area). It is a common statistic used by the Federal Highway Administration (FHWA) and most planning agencies and is one of the output parameters from the TDM. In the context of the MTFP update, the VMT resulting from a proposed network change is compared with the base VMT to determine the impact on the transportation system.

ADT change is another metric that the City uses to assess the traffic impact of a proposed network modification. It is evaluated as a simple increase or decrease in ADT for each key roadway in the study area after the proposed modification is in place. The overall VMT may remain the same between the base scenario and the proposed amendment, but a traffic shift from one roadway to another within the study area can be significant enough to create potential mobility and safety issues. Examination of the ADT differences is a technique to assess traffic impact of the proposed modification on the surrounding network and mobility benefit of the proposed modification.

## B. Network Connectivity & Accessibility

Network connectivity is another important measure that P&D staff examines to ensure an effective roadway network in the region. Connectivity elements that are evaluated include:

- Consistent street classification along a corridor
- Gap(s) created by man-made or natural barriers and gaps that can be estimated
- Movement restrictions that adversely impact mobility
- Availability of alternative north-south and east-west routes

Accessibility level can significantly affect mobility along a corridor and economic viability of surrounding tracts. A qualitative assessment of accessibility is conducted by P&D staff to ensure:

- Access level along a corridor is commensurate with its classification
- Safe access is available to properties adjacent to the corridor
- Feasible shared access points are encouraged and promoted

## *IX. Summary*

The Planning Commission has the authority and has assumed the responsibility of creating and maintaining a MTFP applicable within the City of Houston's jurisdiction for the guidance of the development of the street and highway network for this area which will provide a high level of mobility and accessibility for a majority of the citizens, present and future, of this area.

Item No.	Subdivision Plat Name	App	
		Type	Deferral

**A-Consent**

1	Aliana Sec 46	C3F	
2	Barker Village Sec 2 partial replat no 3 and extension	C3F	
3	Bingham Crossing	C2	
4	Briscoe Falls Sec 3	C3P	
5	Center Square Lofts	C2	DEF1
6	Century Asphalt Liberty Road Site	C2	
7	Cinco Ranch Southwest Sec 32 partial replat no 2	C3F	
8	Colina Homes on West 24th Street replat no 1	C3F	
9	Cottage Grove Green Sec 1	C3F	DEF2
10	Cypress Creek Lakes GP	GP	
11	Cypress Land Development Reserve GP	GP	
12	Cypress Land Development Reserve Sec 1	C2	
13	East End on the Bayou 2	C3F	
14	Forestwood Sec 6	C3F	
15	Glenbrook Sec 2	C2	
16	Greenhouse Convenience Store	C2	
17	Hayden Lakes Sec 7	C3F	
18	Hayden Lakes Sec 10	C3F	
19	Hidden Meadow Detention Pond	C2	
20	Iggy and Karim	C2	
21	JC Houston Storage	C2	
22	Katy Independent School District Elementary School no 39	C2	
23	Katy Independent School District High School No 8	C3P	
24	Kilpatrick Estates	C2	DEF1
25	King Crossing Sec 6	C3F	
26	Laurel Park Sec 2	C3F	
27	Long Meadow Farms Sec 41	C3P	
28	Magnolia Gardens Park	C3F	
29	Marina Street Patio Homes	C2	
30	Mirabella Commercial Reserve Sec 1	C2	DEF1
31	Mirabella Sec 5	C3F	
32	Mountain Springs	C2	
33	Newport Sec 8 partial replat no 1	C3F	
34	North Lexington Realty	C2	
35	North Street Parking Reserve	C3F	
36	Orem Health	C2	
37	Plantation Lakes Sec 23	C3F	
38	Redstone View Drive and Reserve	C3F	
39	Royal Brook at Kingwood Sec 5	C3F	
40	Royal Brook at Kingwood Sec 6	C3F	
41	Shops at Cinco Spring Green	C3F	
42	Studemont Junction Sec 1	C3F	

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Item No.	Subdivision Plat Name	App	
		Type	Deferral
43	Summit Place Addition partial replat no 1	C3F	
44	Sunset Ridge Sec 5	C3F	DEF1
45	Tavola Sec 10	C3F	
46	Tavola Sec 13	C3F	
47	Tavola Sec 17	C3F	
48	Texan Heights	C2	
49	Tin Hall GP	GP	
50	Tin Hall Sec 1	C3P	
51	Towne Lake Greene Sec 5	C3F	
52	Towne Lake Sec 37	C3P	
53	Towne Lake Sec 39	C3P	
54	Twin Falls Sec 6	C3F	
55	Ventana Lakes Sec 9	C3P	
56	Ventana Lakes Sec 13	C3P	
57	Walmart Supercenter Store no 0351	C2	
58	West Road Street Dedication Sec 1	SP	
59	Wolf Trot Properties	C3F	DEF1
60	Woodland Lakes Sec 2	C3P	DEF1

**B-Replats**

61	Afton Village Estates	C2R	
62	Aldine Dollar General	C2R	
63	Aliana Sec 49	C3R	
64	Aliana Sec 55	C3R	
65	Atwood Villas Estates	C2R	
66	Bayou Villa	C2R	
67	Bourbon on Bagby	C2R	
68	Buck Street Place	C2R	DEF2
69	Bugambilia Estates	C2R	
70	Casa De Chambres	C2R	
71	Commons on West Pierce	C2R	
72	Contempo Yale	C3R	DEF1
73	East End on the Bayou Sec 3	C2R	
74	Eigel Terrace	C2R	
75	Enterra At Roy	C2R	
76	Farinha	C2R	
77	Freedom Village	C2R	
78	Fuel Depot Plus	C2R	DEF2
79	Grand Oak On The Park	C2R	
80	Hardy Hills Park	C2R	
81	Harrisburg Townsite Skyline	C2R	DEF1
82	Harrisburg Townsites	C2R	DEF1
83	Homecrest Plaza	C2R	
84	Houston Heights Addition No 1	C2R	

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Item No.	Subdivision Plat Name	App	
		Type	Deferral
85	Lockwood Farmers	C2R	
86	Macgregors Blodgett Park Sec 3 partial replat no 2	C2R	
87	Manors on Twenty First Street	C2R	
88	McDonalds 1914 Aldine Bender	C2R	DEF2
89	Members Trust Reserve	C2R	
90	Mila Castle	C2R	DEF1
91	Oaks at Wayside	C2R	
92	Ovid Trails	C2R	
93	Petty Trails	C2R	
94	Reinerman Trails	C2R	
95	Residences at Hardy Yards	C2R	
96	Rutland Manor	C2R	
97	Saint Charles Mews	C2R	
98	Sawdust Commercial Reserve	C2R	
99	SS Plating on Dixie	C2R	
100	Stripes at Peek Road partial replat no 1	C2R	
101	Stripes on Sheldon replat and extension no 1	C2R	
102	Stuart Terrace	C2R	
103	Truro Street Villas	C2R	DEF1
104	View on Saint Charles	C2R	
105	Viewpoint Square replat no 2	C2R	
106	West Alabama Terrace replat no 1	C2R	DEF1
107	West Pierce Commons	C2R	
108	Young Library	C2R	

**C-Public Hearings Requiring Notification**

109	Allendale Townsite Sec A partial replat no 1	C3N	DEF2
110	Briardale partial replat no 2	C3N	
111	Colina Homes on Bingham Street	C3N	
112	Colquitt Court Sec 2 partial replat no 2	C3N	DEF1
113	Hollywood Gardens partial replat no 2 replat no 1	C3N	
114	Kings Village North partial replat no 1	C3N	
115	Kings Village North partial replat no 2	C3N	
116	Kings Village North partial replat no 3	C3N	
117	Kings Village North partial replat no 4	C3N	
118	Manors at Woodland Heights partial replat no 1	C3N	
119	Ridgemont Sec 1 partial replat no 1	C3N	
120	Riverside Terrace Sec 1 partial replat no 2	C3N	
121	Southgate Addition Sec no 3 replat no 1 partial replat no 3	C3N	
122	Spring Branch Valley partial replat no 5	C3N	DEF1
123	Threlkeld Point partial replat no 1	C3N	DEF1
124	Valley Ranch Sec 4 partial replat no 1	C3N	DEF1
125	Westlawn Terrace partial replat no 1	C3N	

Item No.	Subdivision Plat Name	App	
		Type	Deferral

**D-Variances**

126	Annunciation Orthodox School Campus partial replat no 1	C2	
127	Bonover Prestige Homes	C3P	
128	Creekside Ranch Lift Station Reserve	C2	
129	Foxwood Sec 14	C3P	DEF1
130	GBP Business Park	C3P	DEF1
131	Koehlrs 1st addition partial replat no 4 JC League Addition partial replat no 1	C2R	
132	Morgan Fun is Free Reserve replat no 1	C2R	
133	Rosslyn Addition partial replat no 2	C3R	DEF1
134	Valley Ranch Sec 7	C3P	DEF2
135	West at Grand Parkway GP	GP	DEF1

**E-Special Exceptions**

136	Enclave at Northpointe Sec 4	C3F	
137	Enclave at Northpointe Sec 5	C3F	
138	Grand Mission Estates GP	GP	DEF1
139	Ventana Lakes GP	GP	DEF1

**F-Reconsideration of Requirements**

140	Commercial Center at Bridgestone	C3P	
141	Energy Institute High School	C2	DEF1

**G-Extensions of Approval**

142	Estate of Charles B Head partial replat no 1	EOA	
143	Kennedy Greens South Commercial	EOA	
144	Klein ISD French Elementary School	EOA	
145	Monona Court partial replat no 1	EOA	
146	Pinto Business Park Detention Pond 7	EOA	
147	Pinto Business Park Detention Pond 8 and 9	EOA	
148	Pinto Business Park Detention Pond 10	EOA	
149	Woodlands Creekside Park West Sec 31	EOA	

**H-Name Changes**

150	Amended Plat of Highland Meadow Sec 7 partial replat no 1 (prev. Amended Plat of Highland Meadows Sec 7 partial replat no 1)	NC	
151	Bridgeland Creek Parkway Sec 4 (prev. Bridgeland Creek Parkway Sec 3)	NC	

**I-Certification of Compliance**

152	19832 Hickory Lane	COC	
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Item

App

No.

Subdivision Plat Name

Type

Deferral

**J-Administrative**

None

**K-Development Plats with Variance Requests**

153 1043 West 7th 1/2 St

DPV

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Item No.	Subdivision Plat Name	App No.	App Type	Location			Plat Data			Customer	
				Co	City/ ETJ	Key Map	Plat Ac	Rsv Ac	Lots	Developer	Applicant's Company

**A-Consent**

1	Aliana Sec 46	2015-0464	C3F	Fort Bend	ETJ	567A	34.50	21.05	53	Aliana Development	LJA Engineering, Inc.- (West Houston Office)
2	Barker Village Sec 2 partial replat no 3 and extension	2015-0444	C3F	Harris	ETJ	406V	15.93	1.74	75	KB Home Lone Star, Inc. a Texas Corporation	Brown & Gay Engineers, Inc.
3	Bingham Crossing	2015-0407	C2	Harris	City	493F	0.11	0.00	3	RDZ Holdings	PLS
4	Briscoe Falls Sec 3	2015-0523	C3P	Fort Bend	ETJ	524Q	17.18	1.10	60	KB Home Lone Star, Inc., A Texas Corporation	Jones & Carter, Inc.
5	Center Square Lofts (DEF1)	2015-0433	C2	Harris	City	492G	0.46	0.01	10	Design3	Field Data Srvce, Inc
6	Century Asphalt Liberty Road Site	2015-0453	C2	Harris	City	455W	36.04	36.04	0	Liberty Road Properties, LLC	Baseline Corporation
7	Cinco Ranch Southwest Sec 32 partial replat no 2	2015-0482	C3F	Fort Bend	ETJ	524C	3.82	3.82	0	Vista Spring Green	South Texas Surveying Associates, Inc.
8	Colina Homes on West 24th Street replat no 1	2015-0328	C3F	Harris	City	452U	0.25	0.00	5	COLINA HOMES	ICMC GROUP INC
9	Cottage Grove Green Sec 1 (DEF2)	2015-0303	C3F	Harris	City	492B	15.29	2.68	225	InTownHomes, Ltd.	Windrose Land Services, Inc.
10	Cypress Creek Lakes GP	2015-0454	GP	Harris	ETJ	366U	1107.00	0.00	0	Mischer Investments, LP	BGE Kerry R. Gilbert Associates
11	Cypress Land Development Reserve GP	2015-0527	GP	Harris	ETJ	326Y	21.87	0.00	0	cypress land	Hawkland
12	Cypress Land Development Reserve Sec 1	2015-0282	C2	Harris	ETJ	326Y	22.11	22.11	0	Cypress Land Development	Hawkland
13	East End on the Bayou 2	2015-0410	C3F	Harris	City	494J	1.40	0.11	36	Padua Realty Company	Gruller Surveying
14	Forestwood Sec 6	2015-0413	C3F	Harris	ETJ	411D	8.33	0.00	46	Westchase Madison Inc.	F & R Engineering Group, Inc.
15	Glenbrook Sec 2	2015-0348	C2	Harris	City	535S	0.74	0.74	0	Weingarten Realty Investors	CLR, Inc.
16	Greenhouse Convenience Store	2015-0477	C2	Harris	ETJ	446D	0.92	0.92	0	Fancy Investments LLC	South Texas Surveying Associates, Inc.
17	Hayden Lakes Sec 7	2015-0528	C3F	Harris	ETJ	328A	17.15	0.37	72	Jen Texas IX, LLC	Costello, Inc.
18	Hayden Lakes Sec 10	2015-0535	C3F	Harris	ETJ	328A	15.31	0.37	60	Jen Texas IX, LLC	Costello, Inc.
19	Hidden Meadow Detention Pond	2015-0418	C2	Harris	ETJ	416Z	9.38	9.38	0	HLL II Land Acquisitions of Texas, LP	Arborleaf Engineering & Surveying, Inc.
20	Iggy and Karim	2015-0481	C2	Harris	City	572M	2.08	2.08	0	Orem Business, Inc.	HRS and Associates, LLC
21	JC Houston Storage	2015-0289	C2	Harris	City	535G	0.40	0.00	1	Corletto Construction and Engineering	Corletto Const. & Engr



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Item No.	Subdivision Plat Name	App No.	App Type	Location			Plat Data			Customer	
				Co	City/ ETJ	Key Map	Plat Ac	Rsv Ac	Lots	Developer	Applicant's Company
22	Katy Independent School District Elementary School no 39	2015-0398	C2	Harris	ETJ	445F	14.66	14.66	0	JNS Engineers, LLC.	JNS Engineers LLC
23	Katy Independent School District High School No 8	2015-0403	C3P	Harris	ETJ	445B	146.90	146.90	0	JNS Engineers LLC	JNS Engineers LLC
24	Kilpatrick Estates (DEF1)	2015-0295	C2	Harris	ETJ	333J	4.56	4.56	0	Dynamic Structures, Inc.	Humble Surveying Company
25	King Crossing Sec 6	2015-0447	C3F	Harris	ETJ	404Z	25.02	10.72	87	Pulte Group	LJA Engineering, Inc. - (West Houston Office)
26	Laurel Park Sec 2	2015-0428	C3F	Harris	ETJ	290T	33.85	2.63	98	RH of Texas Limited Partnership	LJA Engineering, Inc. - (West Houston Office)
27	Long Meadow Farms Sec 41	2015-0506	C3P	Fort Bend	ETJ	525R	19.55	0.00	86	LM Development, LP	Knudson, LP
28	Magnolia Gardens Park	2015-0472	C3F	Harris	City	494Y	11.01	1.07	126	Drake Homes	The Interfield Group
29	Marina Street Patio Homes	2015-0355	C2				0.11	0.00	3	Pinnacle Construction Services, LLC	Bowden Survey
30	Mirabella Commercial Reserve Sec 1 (DEF1)	2015-0435	C2	Harris	ETJ	406B	28.64	28.48	0	Wal-Mart Real Estate Business Trust	Windrose Land Services, Inc.
31	Mirabella Sec 5	2015-0509	C3F	Harris	ETJ	406D	43.16	2.50	139	Perry Homes	Jones & Carter, Inc.
32	Mountain Springs	2015-0381	C2	Harris	ETJ	406R	1.28	0.00	11	BLUEROCK PARTNERS LLC	Broussard Land Surveying, LLC
33	Newport Sec 8 partial replat no 1	2015-0465	C3F	Harris	ETJ	419F	18.25	0.10	69	Rampart Holding	LJA Engineering, Inc. - (West Houston Office)
34	North Lexington Realty	2015-0514	C2	Harris	ETJ	292U	3.02	3.02	0	NORTH LEXINGTON REALTY	Advance Surveying, Inc.
35	North Street Parking Reserve	2015-0495	C3F	Harris	City	493C	1.18	1.10	0	WOIH Partners, LLC	Civil-Surv Land Surveying, L.C.
36	Orem Health	2015-0541	C2	Harris	City	573N	5.62	5.62	0	Orem Health Realty, LLC	Windrose Land Services, Inc.
37	Plantation Lakes Sec 23	2015-0443	C3F	Harris	ETJ	406Z	19.06	1.30	100	JNC Development, Inc	AECOM
38	Redstone View Drive and Reserve	2015-0442	C3F	Harris	ETJ	376W	0.55	0.12	0	Escalante Redstone Golf Club, LLC	Brown & Gay Engineers, Inc.
39	Royal Brook at Kingwood Sec 5	2015-0457	C3F	Harris	City	297K	14.97	2.08	46	Friendswood Development Company	CobbFendley
40	Royal Brook at Kingwood Sec 6	2015-0446	C3F	Harris	City	297K	25.35	6.16	49	Friendswood Development Company	CobbFendley
41	Shops at Cinco Spring Green	2015-0452	C3F	Fort Bend	ETJ	524C	3.96	3.96	1	Shops at Cinco-Spring Green, LLC.	KFW Engineers & Surveying
42	Studemont Junction Sec 1	2015-0507	C3F	Harris	City	493E	14.90	13.70	0	Studemont Venture LP	Terra Surveying Company, Inc.
43	Summit Place Addition partial replat no 1	2015-0405	C3F	Harris	City	492R	0.12	0.00	2	Blackstone Homes	Total Surveyors, Inc.
44	Sunset Ridge Sec 5 (DEF1)	2015-0427	C3F	Harris	ETJ	376V	8.68	3.21	24	SSR-185 Investments, Ltd.	Benchmark Engineering Corp.

**Platting Summary****Houston Planning Commission****PC Date: March 19, 2015**

Item No.	Subdivision Plat Name	App No.	App Type	Location			Plat Data			Customer	
				Co	City/ ETJ	Key Map	Plat Ac	Rsv Ac	Lots	Developer	Applicant's Company
45	Tavola Sec 10	2015-0445	C3F	Montgomery	ETJ	257E	25.17	13.45	36	Friendswood Development Compan	LJA Engineering, Inc.- (West Houston Office)
46	Tavola Sec 13	2015-0460	C3F	Montgomery	ETJ	257F	11.44	0.07	47	Friendswood Development Compan	LJA Engineering, Inc.- (West Houston Office)
47	Tavola Sec 17	2015-0461	C3F	Montgomery	ETJ	257E	12.97	1.10	39	Friendswood Development Compan	LJA Engineering, Inc.- (West Houston Office)
48	Texan Heights	2015-0406	C2	Harris	City	493A	0.16	0.00	2	Unika Homes, LTD	PLS
49	Tin Hall GP	2015-0462	GP	Harris	ETJ	368A	39.20	0.00	0	McGuyer Homebuilders, Inc.	BGE Kerry R. Gilbert Associates
50	Tin Hall Sec 1	2015-0463	C3P	Harris	ETJ	368A	18.90	2.34	62	McGuyer Homebuilders, Inc.	BGE Kerry R. Gilbert Associates
51	Towne Lake Greene Sec 5	2015-0499	C3F	Harris	ETJ	406D	15.12	0.72	76	Chesmar Homes, LTD., A Texas Limited Partnership	EHRA
52	Towne Lake Sec 37	2015-0504	C3P	Harris	ETJ	366V	24.30	1.85	27	CW SCOA West, L.P., a Texas Limited Partnership	EHRA
53	Towne Lake Sec 39	2015-0508	C3P	Harris	ETJ	367W	49.60	14.74	76	CW SCOA West, L.P., a Texas Limited Partnership	EHRA
54	Twin Falls Sec 6	2015-0470	C3F	Harris	ETJ	330C	15.70	1.64	70	Meritage Homes of Texas, LLC	Hovis Surveying Company Inc.
55	Ventana Lakes Sec 9	2015-0501	C3P	Harris	ETJ	445E	23.03	2.82	98	D. R. Horton - Texas, Ltd.	EHRA
56	Ventana Lakes Sec 13	2015-0502	C3P	Harris	ETJ	445B	22.31	1.04	86	D R Horton - Texas, LTD.	EHRA
57	Walmart Supercenter Store no 0351	2015-0512	C2	Harris	ETJ	250S	17.13	17.13	0	Timbercrest Partners, LLC	Windrose Land Services, Inc.
58	West Road Street Dedication Sec 1	2015-0500	SP	Harris	ETJ	406D	3.02	0.00	0	CW SCOA West, L.P., a Texas Limited Partnership	EHRA
59	Wolf Trot Properties (DEF1)	2015-0412	C3F	Harris/Liberty	ETJ	299V	426.19	0.00	49	Wolf Trot Properties, LLC	CobbFendley
60	Woodland Lakes Sec 2 (DEF1)	2015-0281	C3P	Harris	City	338M	18.82	1.50	66	WL Woodland Lakes, LLC	TBG Partners

**B-Replats**

61	Afton Village Estates	2015-0466	C2R	Harris	City	451X	0.66	0.00	6	Carte Blanche Builders	Windrose Land Services, Inc.
62	Aldine Dollar General	2015-0542	C2R	Harris	ETJ	373R	2.98	2.98	0	Capital Growth Buchalter, Inc.	Linfield, Hunter & Junius, Inc.
63	Aliana Sec 49	2015-0459	C3R	Fort Bend	ETJ	526Z	10.40	1.00	34	Aliana Development	LJA Engineering, Inc.- (West Houston Office)
64	Aliana Sec 55	2015-0467	C3R	Fort Bend	ETJ	526Z	12.13	1.43	46	Aliana Development	LJA Engineering, Inc.- (West Houston Office)

**Platting Summary****Houston Planning Commission****PC Date: March 19, 2015**

Item No.	Subdivision Plat Name	App No.	App Type	Location			Plat Data			Customer	
				Co	City/ ETJ	Key Map	Plat Ac	Rsv Ac	Lots	Developer	Applicant's Company
65	Atwood Villas Estates	2015-0468	C2R	Harris	City	491Z	0.29	0.00	4	William A. Gray Real Estate Investments	Karen Rose Engineering and Surveying
66	Bayou Villa	2015-0390	C2R	Harris	City	492H	0.11	0.00	2	NorCole, LLC	Overland (Surveyors) Consortium, Inc
67	Bourbon on Bagby	2015-0473	C2R	Harris	City	493P	0.34	0.34	0	Cedar Street Partners, LP	Windrose Land Services, Inc.
68	Buck Street Place (DEF2)	2015-0283	C2R	Harris	City	494F	0.46	0.00	7	UVALDE CENTER I, LTD	TKE Development Services, Ltd.
69	Bugambilia Estates	2015-0498	C2R	Harris	City	452V	0.19	0.00	2	Frich Investments LLC	Owens Management Systems, LLC
70	Casa De Chambres	2015-0494	C2R	Harris	City	493N	0.11	0.00	2	Marq Q DeChambres	Hovis Surveying Company Inc.
71	Commons on West Pierce	2015-0537	C2R	Harris	City	493N	0.11	0.00	2	Giles Design Group	PROSURV
72	Contempo Yale (DEF1)	2015-0438	C3R	Harris	City	452D	4.89	0.52	41	Cygnus Builders	Total Surveyors, Inc.
73	East End on the Bayou Sec 3	2015-0456	C2R	Harris	City	494J	1.61	0.19	40	East End on the Bayou, LP	Asakura Robinson Co.
74	Eigel Terrace	2015-0480	C2R	Harris	City	492H	0.09	0.00	2	Jarrah Homes	Jalayer And Associates, Inc.
75	Enterra At Roy	2015-0546	C2R	Harris	City	492L	0.11	0.00	3	Enterra Homes	The Interfield Group
76	Farinha	2015-0524	C2R	Harris	City	415N	5.68	5.68	0	CHAN AND WONG INVESTMENT INC	Advance Surveying, Inc.
77	Freedom Village	2015-0490	C2R	Harris	City	455K	0.14	0.00	3	KING'S LAND SURVEYING SOLUTIONS, LLC	KING'S LAND SURVEYING SOLUTIONS, LLC
78	Fuel Depot Plus (DEF2)	2015-0264	C2R	Harris	City	533R	0.61	0.61	0	FORTEEDGE ENTERPRISE, INC	Advance Surveying, Inc.
79	Grand Oak On The Park	2015-0479	C2R	Harris	City	493Y	0.11	0.00	3	Aubon Investments	Jalayer And Associates, Inc.
80	Hardy Hills Park	2015-0471	C2R	Harris	City	453V	0.11	0.00	2	Owner	The Interfield Group
81	Harrisburg Townsite Skyline (DEF1)	2015-0421	C2R	Harris	City	494N	0.37	0.00	8	Townsite Custom Homes	The Interfield Group
82	Harrisburg Townsites (DEF1)	2015-0300	C2R	Harris	City	494T	0.24	0.00	6	Jin H. Kim	Hovis Surveying Company Inc.
83	Homecrest Plaza	2015-0476	C2R	Harris	City	375N	2.00	2.00	0	Kima Investments Inc	South Texas Surveying Associates, Inc.
84	Houston Heights Addition No 1	2015-0440	C2R	Harris	City	492D	0.07	0.00	1	Capital Classic Homes	The Interfield Group
85	Lockwood Farmers	2015-0474	C2R	Harris	City	494G	1.17	1.09	0	LOCKWOOD FARMERS INVESTMENTS	Advance Surveying, Inc.
86	Macgregors Blodgett Park Sec 3 partial replat no 2	2015-0391	C2R	Harris	City	493X	0.10	0.00	2	Stovall Interests, LLC	Vernon G. Henry & Associates, Inc.
87	Manors on Twenty First Street	2015-0350	C2R	Harris	City	452U	0.15	0.00	4	J P DEVELOPERS	ICMC GROUP INC
88	McDonalds 1914 Aldine Bender (DEF2)	2015-0298	C2R	Harris	ETJ	373Z	1.01	1.01	0	McDonalds	Pape-Dawson Engineers
89	Members Trust Reserve	2015-0516	C2R	Harris	City	451V	1.79	1.79	0	MEMBERS TRUST	REKHA ENGINEERING, INC.
90	Mila Castle (DEF1)	2015-0136	C2R	Harris	City	494A	0.62	0.62	0	alvarado group	Replat Specialists
91	Oaks at Wayside	2015-0458	C2R	Harris	City	494Y	1.84	1.84	0	WAYSIDE DEVELOPMENT COMPANY	Benchmark Engineering Corp.

**Platting Summary****Houston Planning Commission****PC Date: March 19, 2015**

Item No.	Subdivision Plat Name	App No.	App Type	Location			Plat Data			Customer	
				Co	City/ ETJ	Key Map	Plat Ac	Rsv Ac	Lots	Developer	Applicant's Company
92	Ovid Trails	2015-0364	C2R	Harris	City	493F	0.15	0.00	4	DREAMLAND HOMES, INC.	Melissa's platting service
93	Petty Trails	2015-0362	C2R	Harris	City	492C	0.12	0.00	3	DREAMLAND HOMES, INC.	Melissa's platting service
94	Reinerman Trails	2015-0497	C2R	Harris	City	492C	0.19	0.00	3	Robert Beckerman	Owens Management Systems, LLC
95	Residences at Hardy Yards	2015-0383	C2R	Harris	City	493H	4.97	4.97	0	Zieben Group	Jones & Carter, Inc.
96	Rutland Manor	2015-0484	C2R	Harris	City	452V	0.29	0.00	6	Texas IntownHomes, LLC	TKE Development Services, Ltd.
97	Saint Charles Mews	2015-0526	C2R	Harris	City	493U	0.11	0.00	3	Giles Design Group	PROSURV
98	Sawdust Commercial Reserve	2015-0449	C2R	Montgomery	ETJ	251Z	1.42	1.42	0	SAWDUST WR1, LLC	Lentz Engineering, L.C.
99	SS Platting on Dixie	2015-0354	C2R				1.66	1.66	0	SS Platting	PROSURV
100	Stripes at Peek Road partial replat no 1	2015-0451	C2R	Fort Bend	ETJ	525G	0.85	0.85	0	Parkway Lakes Development	Brown & Gay Engineers, Inc.
101	Stripes on Sheldon replat and extension no 1	2015-0517	C2R	Harris	ETJ	458B	4.94	4.94	0	James & Sonya Burnett	Windrose Land Services, Inc.
102	Stuart Terrace	2015-0513	C2R	Harris	City	493T	0.11	0.00	2	LACASA INTERNATIONAL	ICMC GROUP INC
103	Truro Street Villas (DEF1)	2015-0329	C2R	Harris	City	492G	0.13	0.00	3	LACASA INTERNATIONAL	ICMC GROUP INC
104	View on Saint Charles	2015-0392	C2R	Harris	City	493U	0.12	0.00	3	Jacob Harris	Overland (Surveyors) Consortium, Inc
105	Viewpoint Square replat no 2	2015-0439	C2R	Harris	City	493U	0.86	0.03	23	Fisher Homes	Century Engineering, Inc
106	West Alabama Terrace replat no 1 (DEF1)	2015-0393	C2R	Harris	City	492V	0.34	0.15	1	PTLC Investments, LLC	South Texas Surveying Associates, Inc.
107	West Pierce Commons	2015-0534	C2R	Harris	City	493N	0.11	0.00	2	WILLIAM BETTINGEN	REKHA ENGINEERING, INC.
108	Young Library	2015-0503	C2R	Harris	City	534J	1.92	1.92	0	Western Group Consultants	Western Group Consultants

**C-Public Hearings Requiring Notification**

109	Allendale Townsite Sec A partial replat no 1 (DEF2)	2014-2845	C3N	Harris	City	536J	0.64	0.64	0	Van Street Realty, LLC	Boundary One, LLC
110	Briardale partial replat no 2	2015-0310	C3N	Harris	City	491Q	0.72	0.00	3	Ann Witt	Texas Engineering And Mapping Company
111	Colina Homes on Bingham Street	2015-0131	C3N	Harris	City	493F	0.11	0.00	2	COLINA HOMES	ICMC GROUP INC
112	Colquitt Court Sec 2 partial replat no 2 (DEF1)	2015-0170	C3N	Harris	City	492Y	0.29	0.29	0	South Texas Surveying Associates, Inc.	South Texas Surveying Associates, Inc.
113	Hollywood Gardens partial replat no 2 replat no 1	2015-0224	C3N	Harris	City	450V	5.58	0.83	55	PulteGroup	RVi Planning + Landscape Architecture
114	Kings Village North partial replat no 1	2015-0302	C3N	Harris	ETJ	292S	1.08	0.00	13	L 4 Kings Village LLC	South Texas Surveying Associates, Inc.
115	Kings Village North partial replat no 2	2015-0285	C3N	Harris	ETJ	292S	0.14	0.00	2	L 4 Kings Village LLC	South Texas Surveying Associates, Inc.

**Platting Summary****Houston Planning Commission****PC Date: March 19, 2015**

Item No.	Subdivision Plat Name	App No.	App Type	Location			Plat Data			Customer	
				Co	City/ ETJ	Key Map	Plat Ac	Rsv Ac	Lots	Developer	Applicant's Company
116	Kings Village North partial replat no 3	2015-0297	C3N	Harris	ETJ	292S	0.14	0.00	2	L 4 Kings Village LLC	South Texas Surveying Associates, Inc.
117	Kings Village North partial replat no 4	2015-0308	C3N	Harris	ETJ	292S	1.05	0.00	14	L 4 Kings Village LLC	South Texas Surveying Associates, Inc.
118	Manors at Woodland Heights partial replat no 1	2015-0171	C3N	Harris	City	493B	0.86	0.00	1	Smith Developer Group	TKE Development Services, Ltd.
119	Ridgemont Sec 1 partial replat no 1	2015-0063	C3N	Fort Bend	City	571Y	0.52	0.52	0	Lecaroz Bakery	Owens Management Systems, LLC
120	Riverside Terrace Sec 1 partial replat no 2	2014-3075	C3N	Harris	City	493X	0.18	0.18	0	HIGHTOWER RUSSO & CAPLAN	REKHA ENGINEERING, INC.
121	Southgate Addition Sec no 3 replat no 1 partial replat no 3	2015-0083	C3N	Harris	City	532H	0.25	0.00	2	hessni mallamohaed	Replat Specialists
122	Spring Branch Valley partial replat no 5 (DEF1)	2014-3164	C3N	Harris	City	449R	0.18	0.01	2	CAS SURVEY	CAS SURVEY
123	Threlkeld Point partial replat no 1 (DEF1)	2015-0185	C3N	Harris	City	493A	0.49	0.49	0	Interfield, Inc.	The Interfield Group
124	Valley Ranch Sec 4 partial replat no 1 (DEF1)	2015-0145	C3N	Montgomery	ETJ	256X	0.54	0.00	0	Sig-Valley	Hovis Surveying Company Inc.
125	Westlawn Terrace partial replat no 1	2015-0229	C3N	Harris	City	492U	0.22	0.22	0	Shepherd Alabama, LLC	Century Engineering, Inc

**D-Variances**

126	Annunciation Orthodox School Campus partial replat no 1	2015-0469	C2	Harris	City	493S	3.86	3.86	0	Annunciation Orthodox School	Windrose Land Services, Inc.
127	Bonover Prestige Homes	2015-0493	C3P	Harris	City	492H	0.19	0.00	5	Lasheen Investments, LLC	HRS and Associates, LLC
128	Creekside Ranch Lift Station Reserve	2015-0441	C2	Fort Bend	ETJ	524T	0.33	0.33	0	Ashton Houston Residential	Jones & Carter, Inc.
129	Foxwood Sec 14 (DEF1)	2015-0331	C3P	Harris	ETJ	334L	54.80	46.46	50	Woodmere Development Co., Ltd	Robert Doley, Planner
130	GBP Business Park (DEF1)	2015-0343	C3P	Harris	ETJ	332T	30.61	29.89	0	TNRG	Texas Engineering And Mapping Company
131	Koehlers 1st addition partial replat no 4 JC League Addition partial replat no 1	2015-0336	C2R	Harris	City	492H	0.08	0.00	2	surface properties investment fund III, LP	Vernon G. Henry & Associates, Inc.
132	Morgan Fun is Free Reserve replat no 1	2015-0450	C2R	Harris	City	492X	4.10	4.10	0	Richmond Eastside Holdings, LLC a Texas limited liability company	Brown & Gay Engineers, Inc.
133	Rosslyn Addition partial replat no 2 (DEF1)	2015-0344	C3R	Harris	City	451A	8.83	1.34	77	Contempo Builder Inc	Vernon G. Henry & Associates, Inc.

**Platting Summary****Houston Planning Commission****PC Date: March 19, 2015**

Item No.	Subdivision Plat Name	App No.	App Type	Location			Plat Data			Customer	
				Co	City/ETJ	Key Map	Plat Ac	Rsv Ac	Lots	Developer	Applicant's Company
134	Valley Ranch Sec 7 (DEF2)	2015-0169	C3P	Montgomery	ETJ	256X	30.72	0.25	135	Sig-Valley Ranch, Ltd.	Hovis Surveying Company Inc.
135	West at Grand Parkway GP (DEF1)	2015-0396	GP	Harris	ETJ	405C	488.10	0.00	0	Fry Road Ventures, L.P.	Brown & Gay Engineers, Inc.

**E-Special Exceptions**

136	Enclave at Northpointe Sec 4	2015-0505	C3F	Harris	ETJ	328P	20.41	1.42	83	Northpointe Development Partners	Benchmark Engineering Corp.
137	Enclave at Northpointe Sec 5	2015-0529	C3F	Harris	ETJ	328P	5.74	0.71	21	Northpointe Development Partners	Benchmark Engineering Corp.
138	Grand Mission Estates GP (DEF1)	2015-0388	GP	Fort Bend	ETJ	526P	775.70	0.00	0	McGuyer Homebuilders, Inc.	BGE Kerry R. Gilbert Associates
139	Ventana Lakes GP (DEF1)	2015-0436	GP	Harris	ETJ	445F	462.10	0.00	0	D. R. Horton - Texas, Ltd.	EHRA

**F-Reconsideration of Requirements**

140	Commercial Center at Bridgestone	2015-0519	C3P	Harris	ETJ	291T	12.27	12.26	0	Freeman Holdings	Jones & Carter, Inc.
141	Energy Institute High School (DEF1)	2015-0373	C2	Harris	City	533D	12.17	12.17	0	Houston Independent School District Public Facility Corp.	Costello, Inc.

**G-Extensions of Approval**

142	Estate of Charles B Head partial replat no 1	2014-0611	EOA	Fort Bend	ETJ	565G	11.69	0.00	5	Michael Hoover	Parkway Planning
143	Kennedy Greens South Commercial	2014-0545	EOA	Harris	ETJ	414B	144.53	142.87	0	C-2 Kennedy Greens South, LLC	R.G. Miller Engineers
144	Klein ISD French Elementary School	2014-0800	EOA	Harris	ETJ	250V	17.92	17.92	0	Klein ISD	American-Lupher Land Surveyors, Inc.
145	Monona Court partial replat no 1	2014-0759	EOA	Harris	City	492Y	0.57	0.57	0	Magenta Holdings GP LLC	Dannenbaum Engineering Corporation
146	Pinto Business Park Detention Pond 7	2014-0546	EOA	Harris	ETJ	372Y	3.41	3.41	0	Pinto Realty Development, Inc.	Brown & Gay Engineers, Inc.
147	Pinto Business Park Detention Pond 8 and 9	2014-0547	EOA	Harris	ETJ	412B	47.47	47.45	0	Pinto Realty Development, Inc.	Brown & Gay Engineers, Inc.
148	Pinto Business Park Detention Pond 10	2014-0576	EOA	Harris	ETJ	372X	31.37	31.37	0	Pinto Realty Development, Inc.	Brown & Gay Engineers, Inc.
149	Woodlands Creekside Park West Sec 31	2014-0515	EOA			249R	24.65	2.98	63	The Woodlands Land Development Company, L.P.	LJA Engineering, Inc. - (West Houston Office)

**Platting Summary****Houston Planning Commission****PC Date: March 19, 2015**

			Location			Plat Data			Customer	
Item	App	App	City/	Key		Plat	Rsv		Applicant's	
No.	Subdivision Plat Name	No.	Type	Co	ETJ	Map	Ac	Ac	Lots	Developer Company

**H-Name Changes**

150	Amended Plat of Highland Meadow Sec 7 partial replat no 1 (prev. Amended Plat of Highland Meadows Sec 7 partial replat no 1)	2014-2155	NC	Harris	ETJ	616G	1.38	1.38	0	PETERSON COMMERCIAL LLC	Civil Concepts, Inc.
151	Bridgeland Creek Parkway Sec 4 (prev. Bridgeland Creek Parkway Sec 3)	2015-0374	NC	Harris	ETJ	366T	8.18	0.00	0	Bridgeland Development, LP	Brown & Gay Engineers, Inc.

**I-Certification of Compliance**

152	19832 Hickory Lane	15-1049	COC	Mont.	ETJ	257M				Ofelio Arguello	Carlos Parra
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**J-Administrative**

None

**K-Development Plats with Variance Requests**

153	1043 West 7th 1/2 St	14055439	DPV	Harris	CITY	492D				Marlena Jones	HighHeels to HardHats
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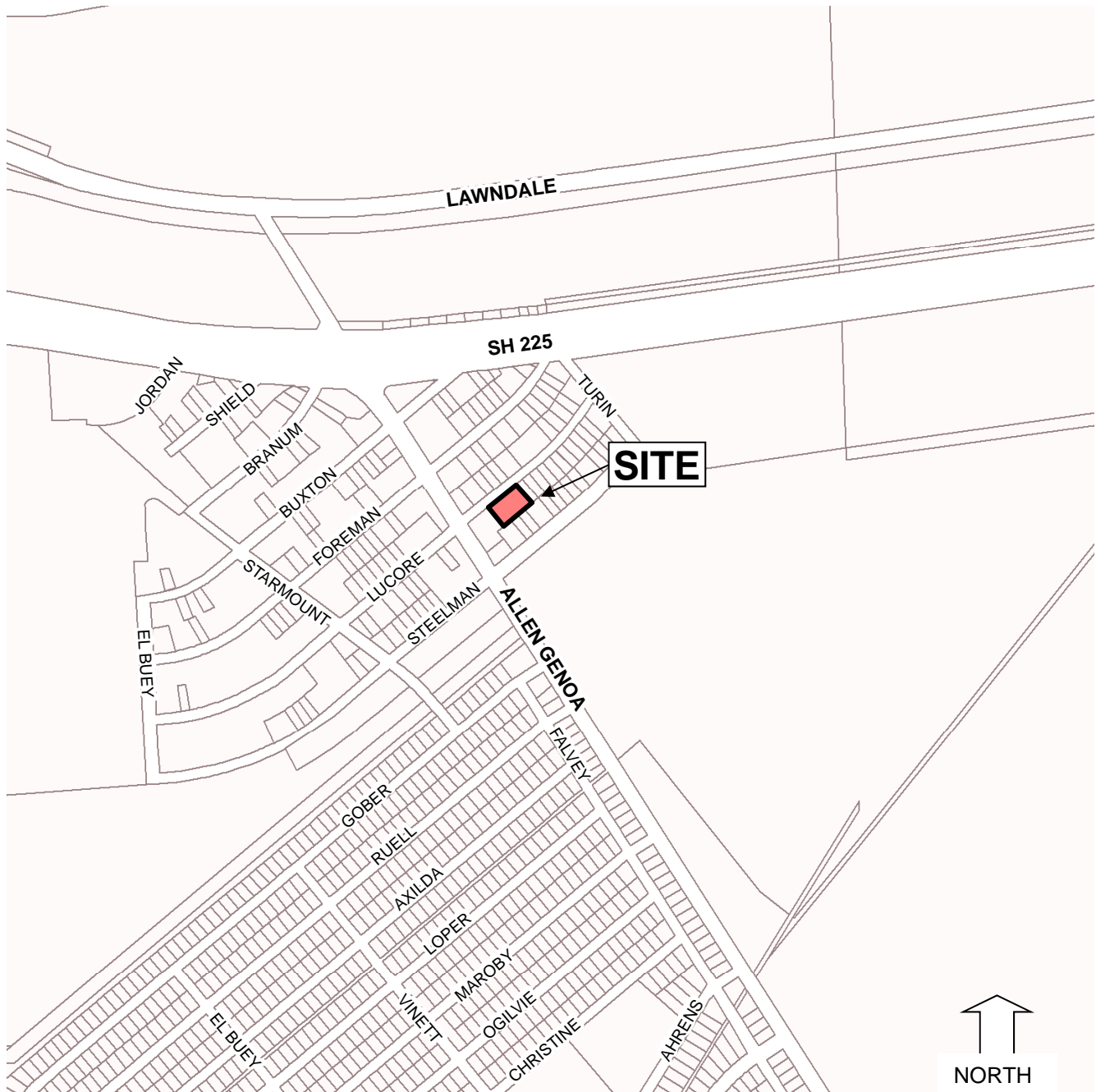
# Houston Planning Commission    ITEM : 109

Planning and Development Department

Meeting Date: 03/19/2015

**Subdivision Name: Allendale Townsite Sec A partial replat no 1 (DEF2)**

**Applicant: Boundary One, LLC**



**C – Public Hearings**

**Site Location**



# Houston Planning Commission ITEM : 109

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Allendale Townsite Sec A partial replat no 1 (DEF2)

Applicant: Boundary One, LLC



C – Public Hearings

Subdivision

# Houston Planning Commission    ITEM : 109

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Allendale Townsite Sec A partial replat no 1 (DEF2)

Applicant: Boundary One, LLC



**C – Public Hearings**

**Aerial**

# Houston Planning Commission

**ITEM: 110**

Planning and Development Department

Meeting Date: 3/19/2015

**Subdivision Name: Briardale partial replat no 2**

**Applicant: Texas Engineering And Mapping Company**



**C – Public Hearings**

**Site Location**





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# Houston Planning Commission

## ITEM: 110

Planning and Development Department

Meeting Date: 3/19/2015

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**Subdivision Name: Briardale partial replat no 2**

**Applicant: Texas Engineering And Mapping Company**



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**C – Public Hearings**

**Aerial**

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# Houston Planning Commission

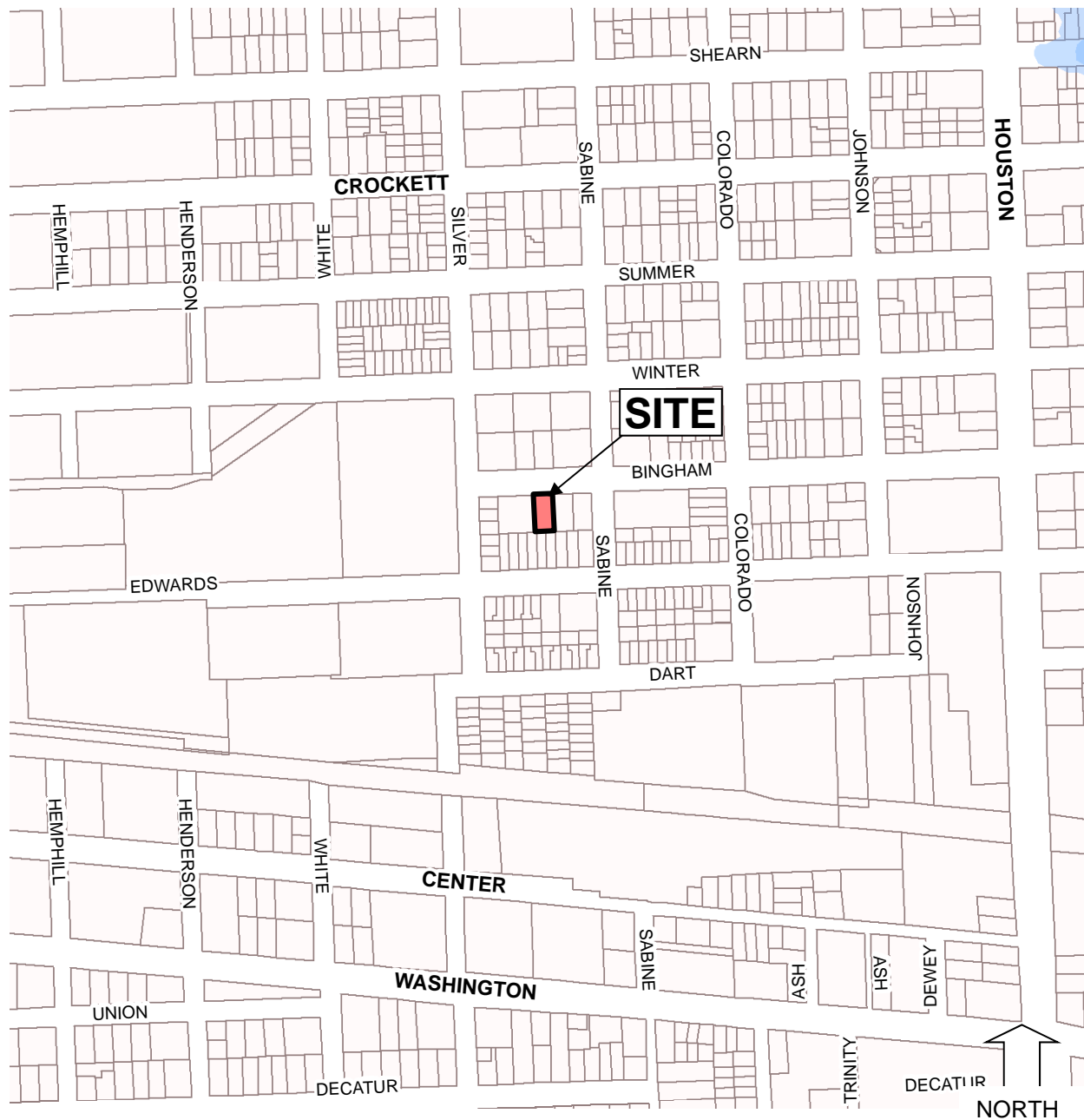
**ITEM: 111**

Planning and Development Department

Meeting Date: 3/19/2015

**Subdivision Name: Colina Homes on Bingham Street**

**Applicant : ICMC GROUP INC**



**C – Public Hearings**

**Site Location**

# Houston Planning Commission

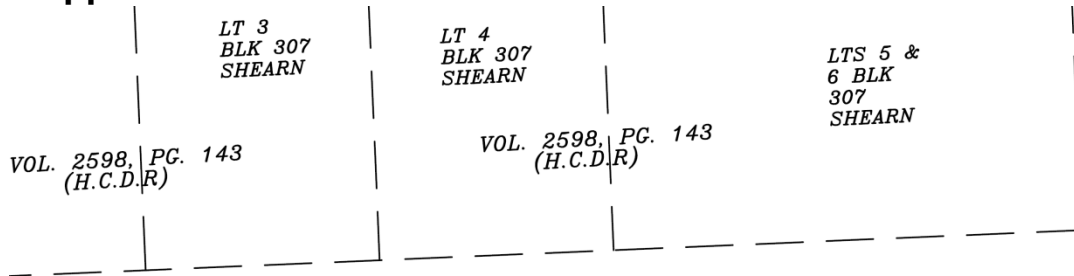
## ITEM: 111

Planning and Development Department

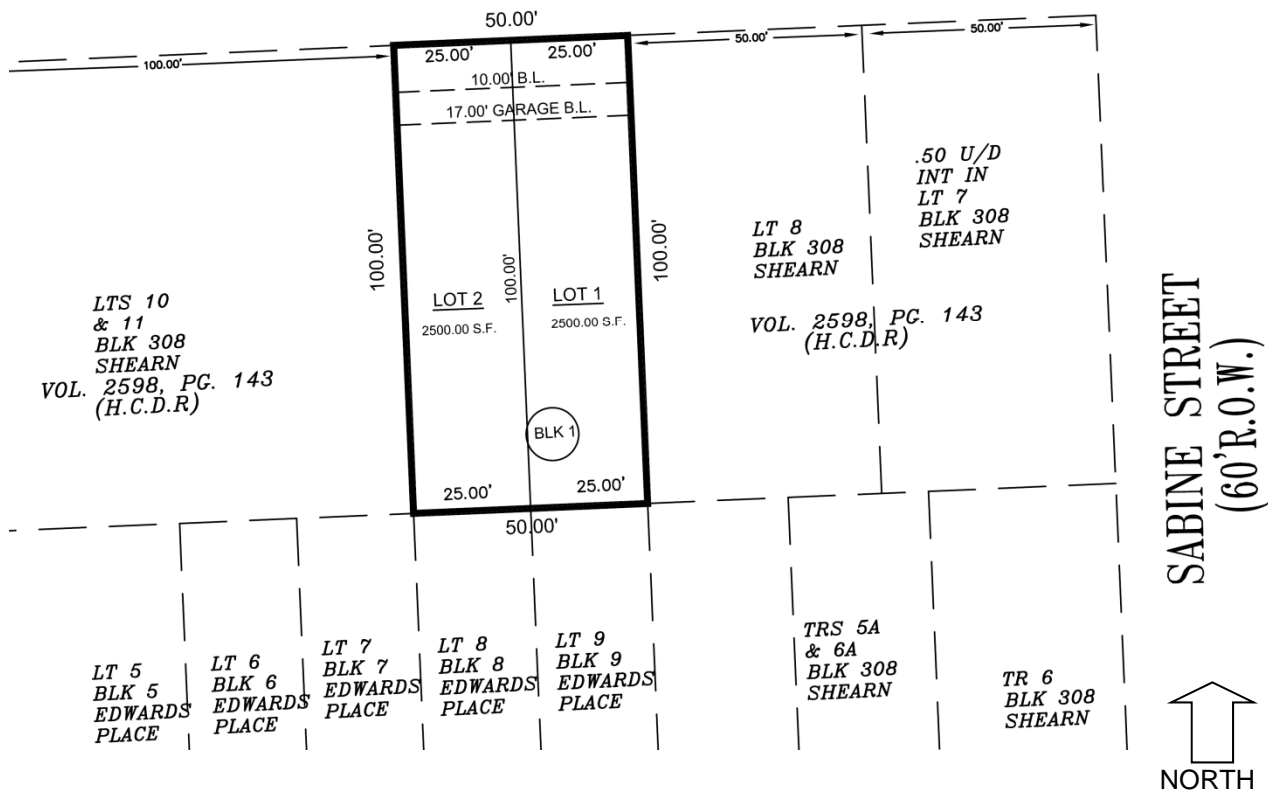
Meeting Date: 3/19/2015

**Subdivision Name: Colina Homes on Bingham Street**

**Applicant: ICMC GROUP INC**



BINGHAM STREET  
(\*70'R.O.W.)  
(VOL. 2598, PG. 143 H.C.D.R.)



**C – Public Hearings**

**Subdivision**

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# Houston Planning Commission

## ITEM: 111

Planning and Development Department

Meeting Date: 3/19/2015

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Subdivision Name: Colina Homes on Bingham Street

Applicant: ICMC GROUP INC



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**C – Public Hearings**

**Aerial**

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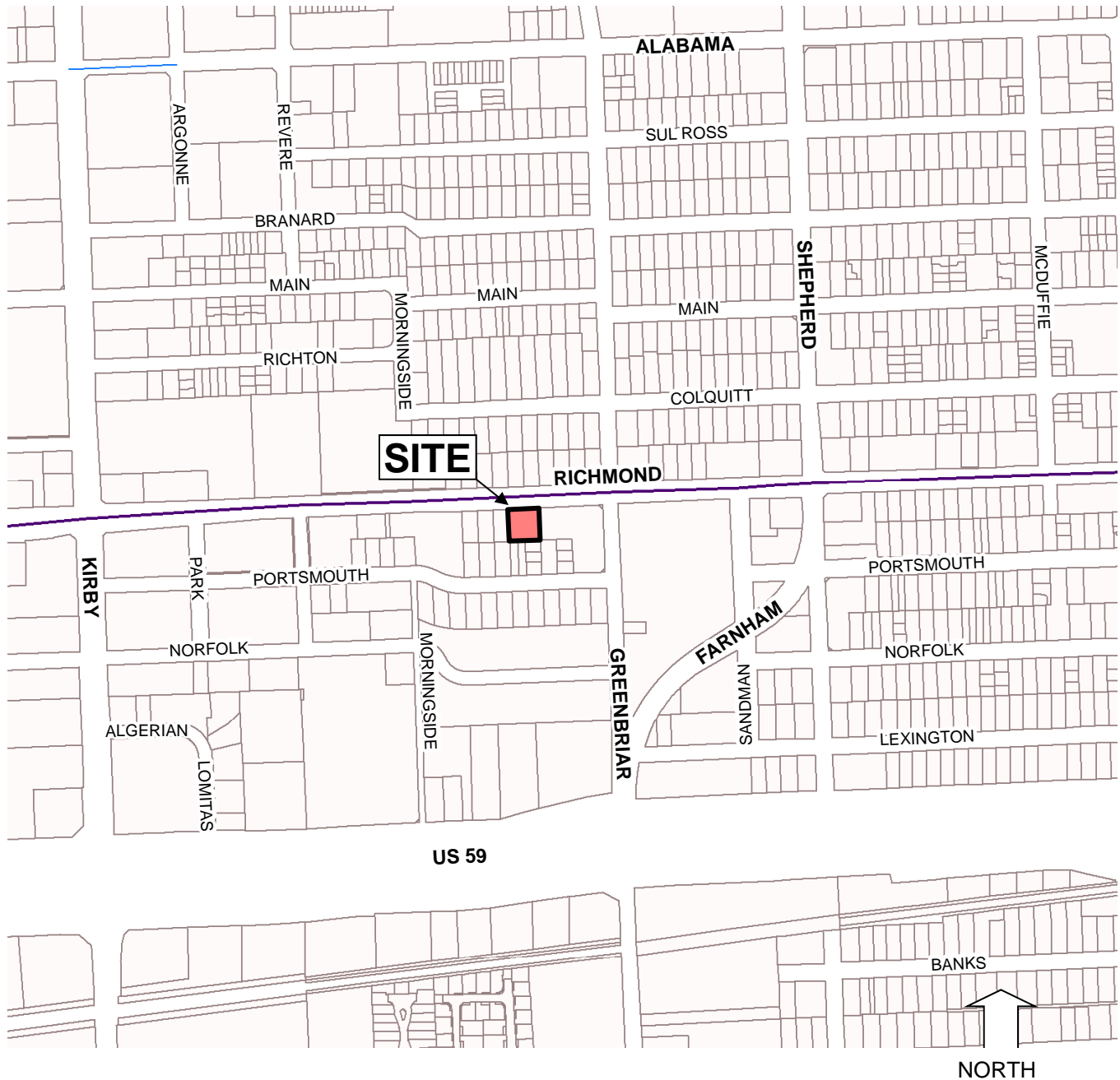
# Houston Planning Commission      ITEM : 112

Planning and Development Department

Meeting Date: 3/19/2015

**Subdivision Name: Colquitt Court Sec 2 partial replat no 2 (DEF1)**

**Applicant : South Texas Surveying Associates, Inc**



**C – Public Hearings**

**Site Location**

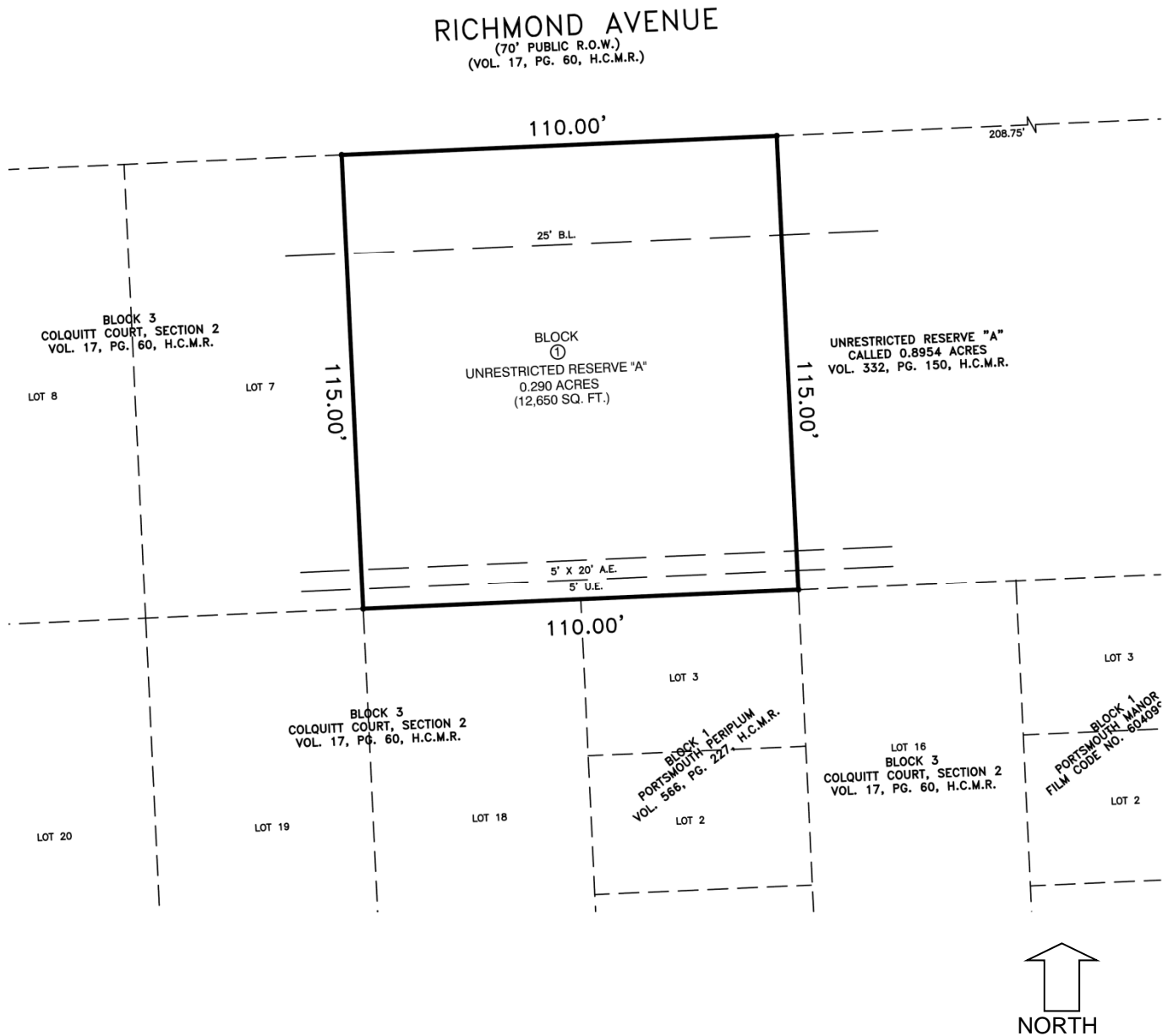
# Houston Planning Commission ITEM : 112

Planning and Development Department

Meeting Date: 3/19/2015

Subdivision Name: Colquitt Court Sec 2 partial replat no 2 (DEF1)

Applicant: South Texas Surveying Associates, Inc



C – Public Hearings

Subdivision

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# Houston Planning Commission    ITEM : 112

Planning and Development Department

Meeting Date: 3/19/2015

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Subdivision Name: Colquitt Court Sec 2 partial replat no 2 (DEF1)

Applicant: South Texas Surveying Associates, Inc



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**C – Public Hearings**

**Aerial**

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# Houston Planning Commission

**ITEM: 113**

Planning and Development Department

Meeting Date: 3/19/2015

**Subdivision Name: Hollywood Gardens partial replat no 2 replat no 1**

**Applicant: RVi Planning + Landscape Architecture**



**C – Public Hearings**

**Site Location**

# Houston Planning Commission

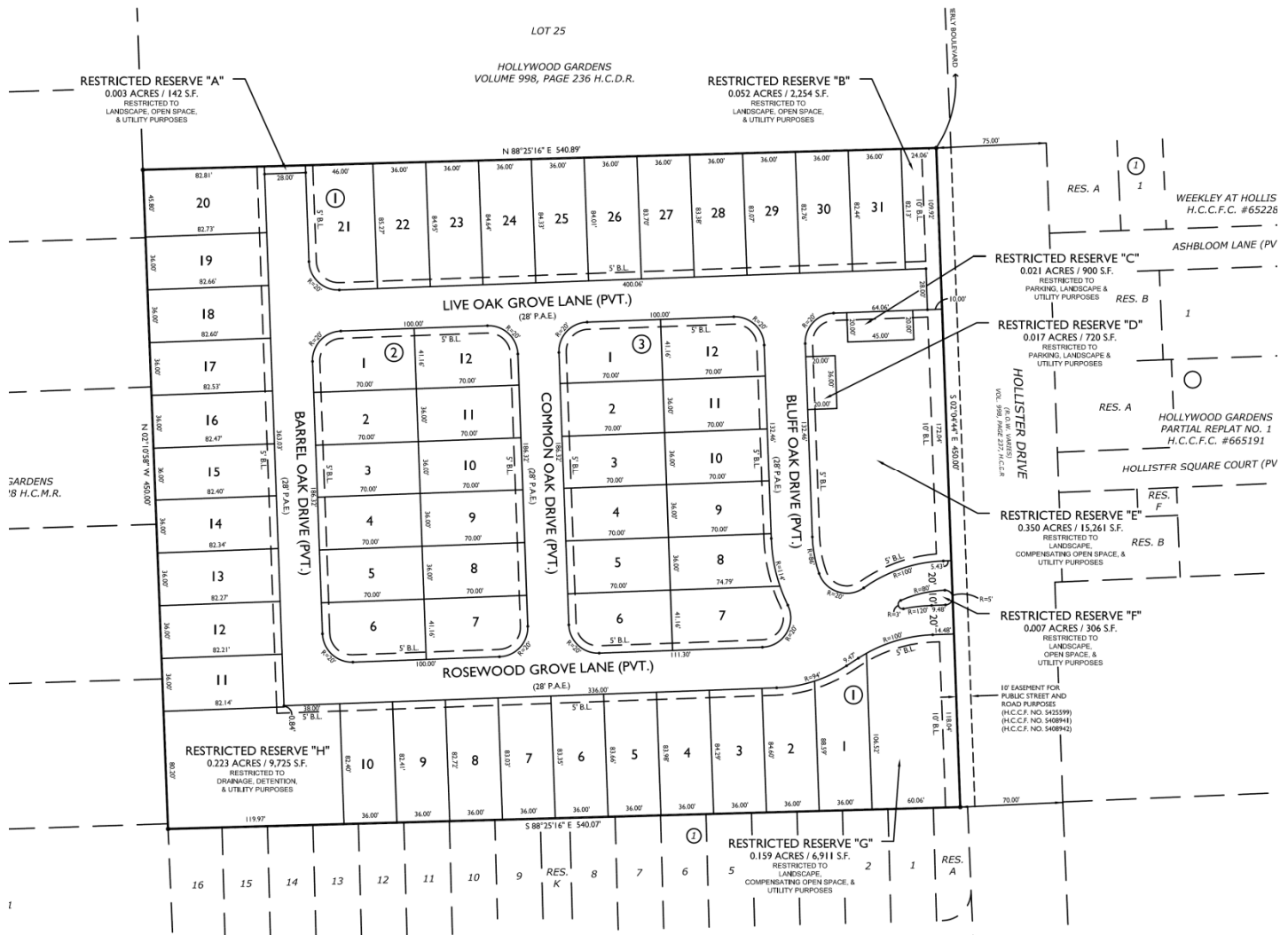
# ITEM: 113

Planning and Development Department

Meeting Date: 3/19/2015

Subdivision Name: Hollywood Gardens partial replat no 2 replat no 1

Applicant: RVi Planning + Landscape Architecture



C – Public Hearings

Subdivision



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# Houston Planning Commission

## ITEM: 113

Planning and Development Department

Meeting Date: 3/19/2015

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**Subdivision Name:** Hollywood Gardens partial replat no 2 replat no 1

**Applicant:** RVi Planning + Landscape Architecture



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**C – Public Hearings**

**Aerial**

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# Houston Planning Commission

## ITEM: 114

Planning and Development Department

Meeting Date: 03/19/2015

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**Subdivision Name:** Kings Village North partial replat no 1

**Applicant:** South Texas Surveying Associates, Inc.



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**C – Public Hearings with Variance**

**Site Location**

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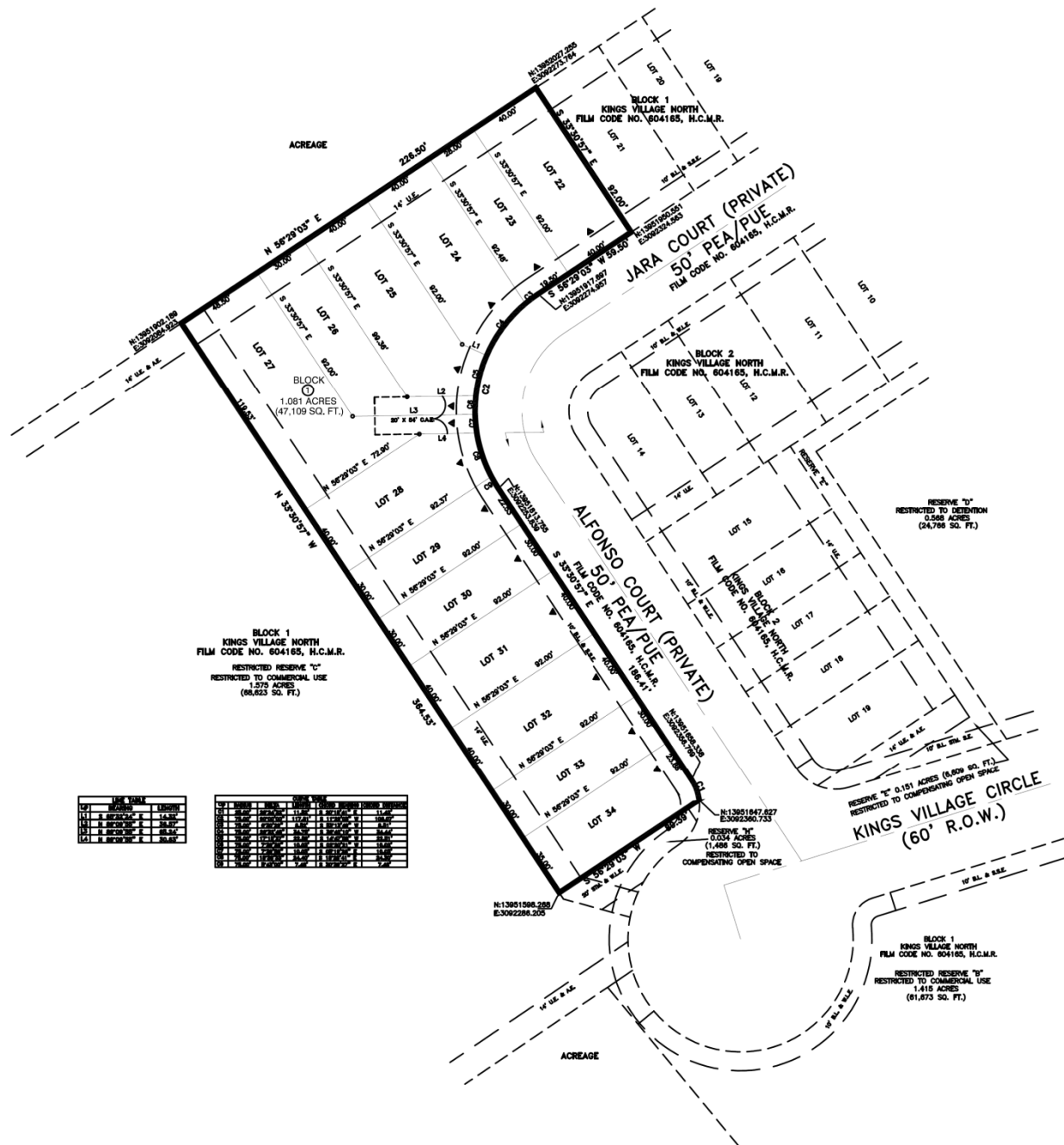
**ITEM: 114**

## Planning and Development Department

**Meeting Date: 03/19/2015**

**Subdivision Name: Kings Village North partial replat no 1**

**Applicant: South Texas Surveying Associates, Inc.**



## C – Public Hearings with Variance

## Subdivision



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# Houston Planning Commission

## ITEM: 114

Planning and Development Department

Meeting Date: 03/19/2015

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Subdivision Name: Kings Village North partial replat no 1

Applicant: South Texas Surveying Associates, Inc.



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**C – Public Hearings with Variance**

**Aerial**

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Application Number: 2015-0302

Plat Name: Kings Village North partial replat no 1

Applicant: South Texas Surveying Associates, Inc.

Date Submitted: 02/09/2015

(Sec. 42-47 and Sec. 42-81)

Specific Variance is being sought and extent of variance:

We are respectfully requesting to replat several lots in Kings Village North to show a straight 10' BL setback on a private street and remove the 20' garage set back note and diagram.

Chapter 42 Section: 150

Chapter 42 Reference:

42-150 Building Line Requirement

**Statement of Facts**

**(1a) The imposition of the terms, rules, conditions, policies and standards of this chapter would create an undue hardship by depriving the applicant of the reasonable use of the land; OR**

This project is located in a subdivision "Kings Village North" at the corner of Louetta RD and Holzwarth Road. This subdivision was recorded under film code 604164 of the Harris County Map Records. All lots in this subdivision face a private street. The building line depicted on the drawing shows 10' setback however, page 2 of said map record denotes and diagrams a 20' garage building line set back. This note was not called out in the title information or deed to convey the property to its current owner. All permits up to this point have been approved and issued based on the straight 10' building line setback. We have 22 houses on the ground at this time. We need to resolve an existing issue to prevent title issues in the future for the houses that are existing, and continue to construct the subdivision in the same manner to maintain the overall character of the subdivision. When taking into consideration the location of each existing structure if not allowed to continue this setback the subdivision will not have an overall uniform consistency. As stated each lot faces a private street. If this private street was a Type 2 28' PAE we would have a 5' habitable structure setback. These structures have 10' setback from the property line however we do see over 21' from the back of curb, giving plenty of room for the sidewalk and pedestrian safety. (Please see the plot plan exhibit attached) The current owner had no intention of disregarding the ordinance it was an oversight on many levels. We have already coordinated with Harris County PID regarding our request and feel we have their support based on the correspondence (please refer to email attached)

**(1b) Strict application would make this project infeasible due to the existence of unusual physical characteristics that affect the property in question, or would create an impractical development or one otherwise contrary to sound public policy;**

**(2) The circumstances supporting the granting of the variance are not the result of a hardship created or imposed by the applicant;**

The real hardship is the type of private street this property is located on. If the subdivision had provided a Type 2 private street the development would only have to adhere to a 5' setback for habitable structures. In this case the development has given more space for driving and pedestrian access and is now trying to correct an oversight that should have been addressed during the last recordation.

**(3) The intent and general purposes of this chapter will be preserved and maintained;**

The intent and general purpose of chapter 42 will be preserved and maintained. Chapter 42's general intent and purpose in this case appears to be concerned with public safety and pedestrian access. We feel that this development will maintain the ordinance and adhere to sound public policy.

**(4) The granting of the variance will not be injurious to the public health, safety or welfare;**

Other types of private streets allow for less room for construction of habitable structures and after considering the 10' building line set back and the edge of pavement, we can positively say by granting this development's variance request it will not jeopardize public health, safety or welfare.

**(5) Economic hardship is not the sole justification of the variance.**

The hardship is the type of private street that was set in place in 2006. We are trying to resolve an existing issue and prevent title issues in the future. We respectfully, request your approval to remove the 20' garage set back and allow all structures to remain and future construction to continue at a straight 10' building line set back.



**Application Number:** 2015-0302

**Plat Name:** Kings Village North partial replat no 1

**Applicant:** South Texas Surveying Associates, Inc.

**Date Submitted:** 02/09/2015

**(Sec. 42-47 and Sec. 42-81)**

**Specific Variance is being sought and extent of variance:**

Variance request to share compensating open space with existing subdivision

**Chapter 42 Section:** 42-181; 183

**Chapter 42 Reference:**

42-181 Single-Family Residential Lot Size; 42-183 Standards for Compensating Open Space

**Statement of Facts**

**(1a) The imposition of the terms, rules, conditions, policies and standards of this chapter would create an undue hardship by depriving the applicant of the reasonable use of the land; OR**

**(1b) Strict application would make this project infeasible due to the existence of unusual physical characteristics that affect the property in question, or would create an impractical development or one otherwise contrary to sound public policy;**

This project is located in a subdivision "Kings Village North" at the corner of Louetta RD and Holzwarth Road. This subdivision was recorded under film code 604164 of the Harris County Map Records. The existing subdivision as recorded has provided sufficient compensating open space to meet requirements. The partial replat of these certain lots is to remove the garage building line setback due to existing conditions on the ground and the permits being issued to build with a straight 10' setback. No other change is being requested to further reduce the size of the existing lots. Sufficient COS was restricted in reserves E, F, G & H from the previous plat. The management company controlling the restricted reserves for the purpose of compensating open space has no objection to the shared use.

**(2) The circumstances supporting the granting of the variance are not the result of a hardship created or imposed by the applicant;**

The hardship is the fact that certain lots are being replatted and they are not contiguous with each other causing 4 separate replats to fix an existing issue regarding the garage building line. This also means that we must address the compensating open space requirement even though sufficient space was restricted in reserves E, F, G & H of the previous plat.

**(3) The intent and general purposes of this chapter will be preserved and maintained;**

The intent and general purpose of chapter 42 will be preserved and maintained. Sufficient COS was provided for in the previous plat in film code 604164.

**(4) The granting of the variance will not be injurious to the public health, safety or welfare;**

The lots sizes are not being altered from the previous plat as recorded in film code 604164. Sufficient COS was provided in Restricted Reserves E, F, G & H. This will in no way be injurious to the public health, safety or welfare.

**(5) Economic hardship is not the sole justification of the variance.**

The hardship is the existing condition that needs to be corrected in order to continue to build the subdivision in the same manner to maintain the integrity and characteristic of the existing houses and we are trying to resolve that issue in order to prevent title issues in the future. We respectfully, request your approval to allow each project to share the COS from the existing subdivision.



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# Houston Planning Commission

## ITEM: 115

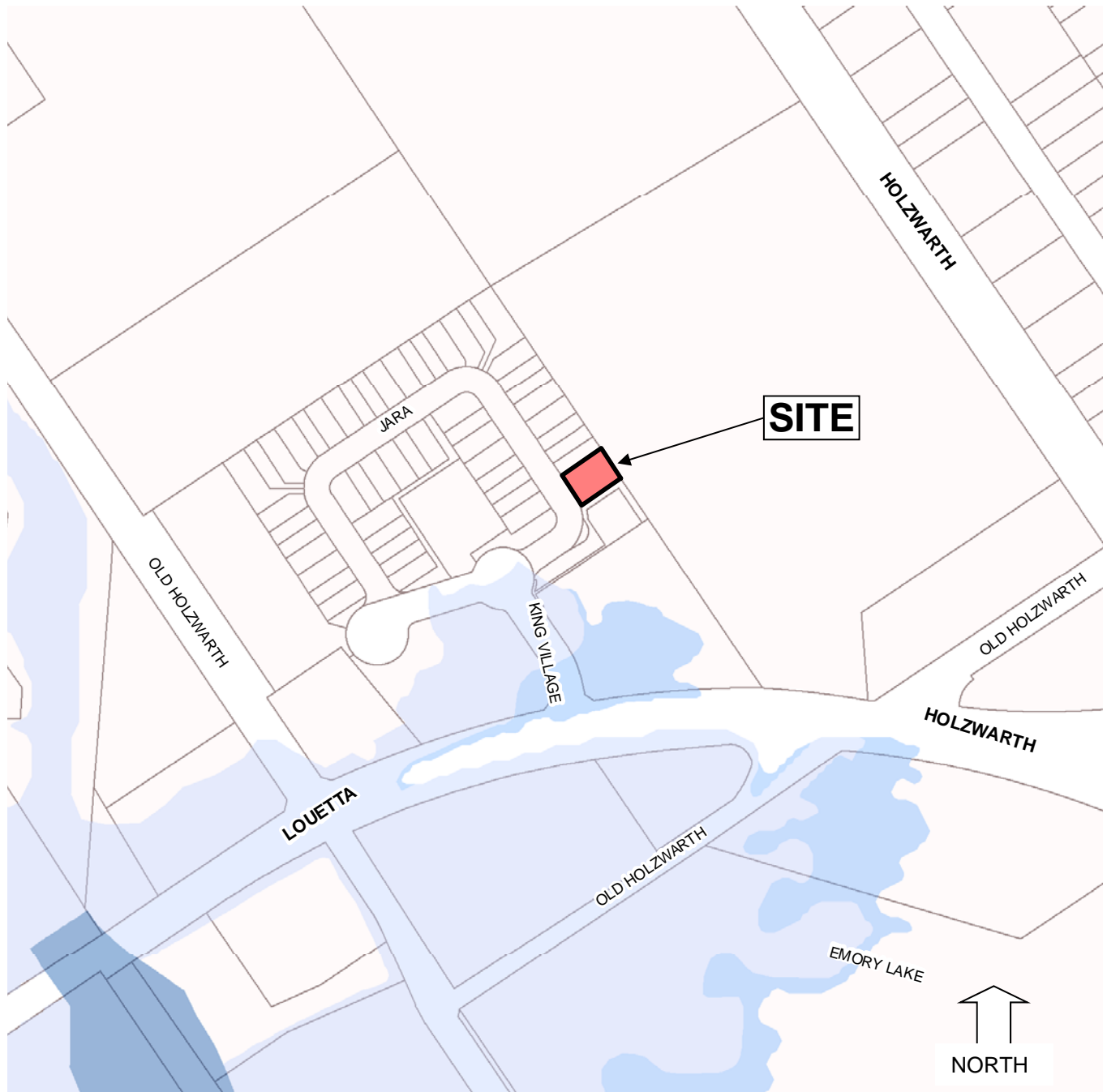
Planning and Development Department

Meeting Date: 03/19/2015

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**Subdivision Name:** Kings Village North partial replat no 2

**Applicant:** South Texas Surveying Associates, Inc.



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**C – Public Hearings with Variance**

**Site Location**

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# Houston Planning Commission

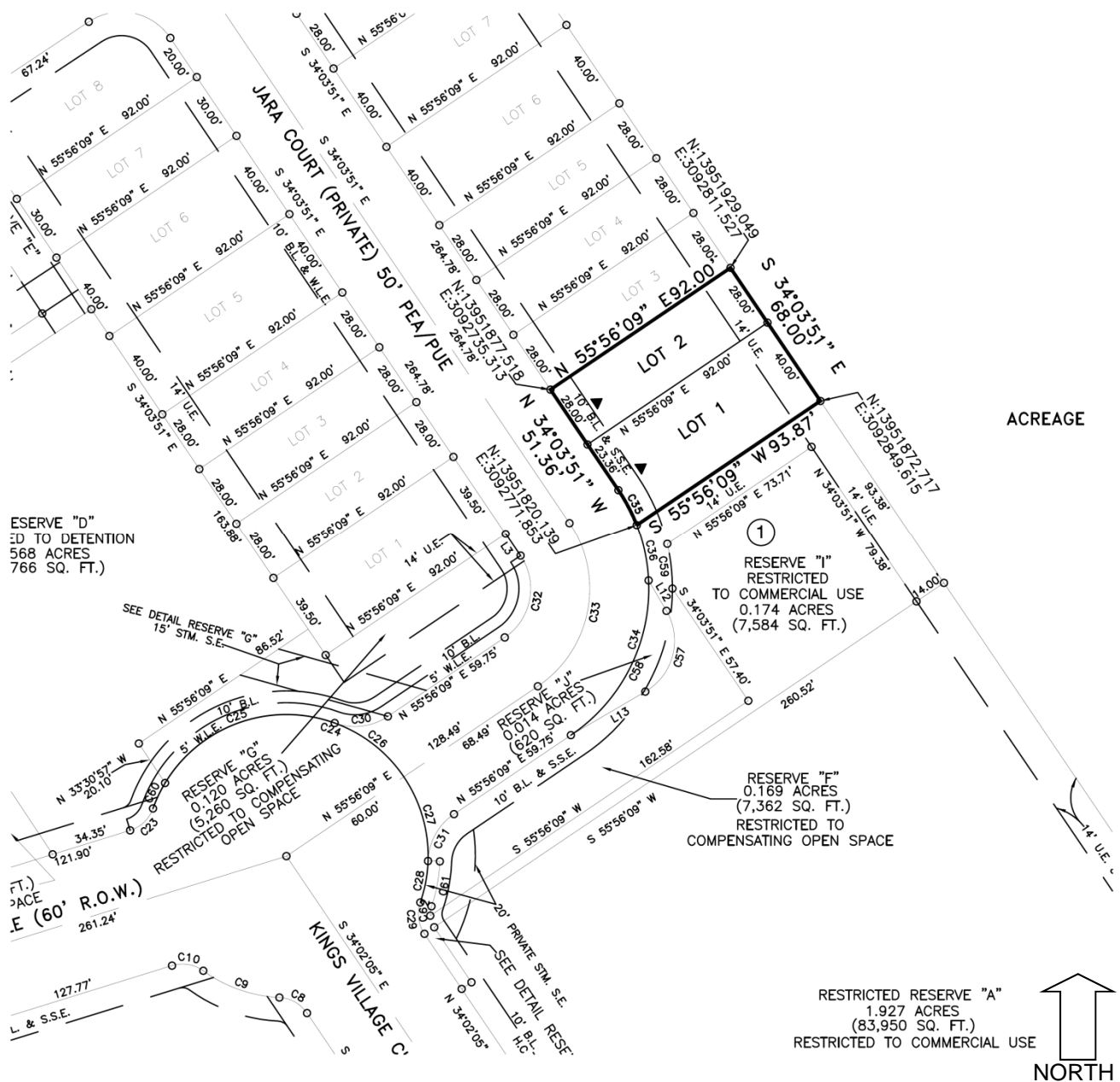
## ITEM: 115

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Kings Village North partial replat no 2

Applicant: South Texas Surveying Associates, Inc.



C – Public Hearings with Variance

Subdivision

# Houston Planning Commission

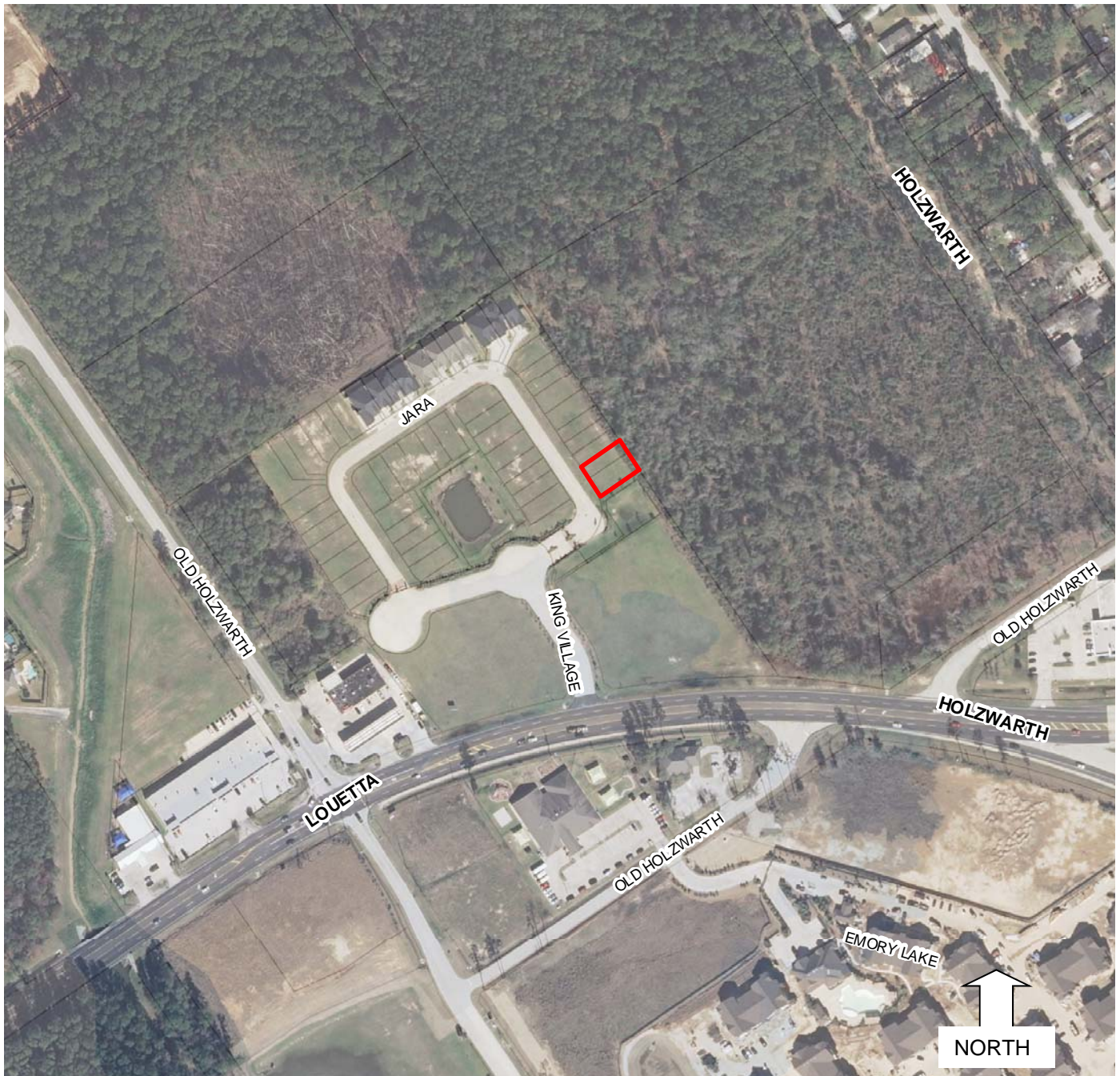
**ITEM: 115**

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Kings Village North partial replat no 2

Applicant: South Texas Surveying Associates, Inc.



**C – Public Hearings with Variance**

**Aerial**





**Application Number:** 2015-0285

**Plat Name:** Kings Village North partial replat no 2

**Applicant:** South Texas Surveying Associates, Inc.

**Date Submitted:** 02/09/2015

**(Sec. 42-47 and Sec. 42-81)**

**Specific Variance is being sought and extent of variance:**

We are respectfully requesting to replat several lots in Kings Village North to show a straight 10' BL setback on a private street and remove the 20' garage set back note and diagram.

**Chapter 42 Section:** 150

**Chapter 42 Reference:**

42-150 Building line Requirement

**Statement of Facts**

**(1a) The imposition of the terms, rules, conditions, policies and standards of this chapter would create an undue hardship by depriving the applicant of the reasonable use of the land; OR**

This project is located in a subdivision "Kings Village North" at the corner of Louetta RD and Holzwarth Road. This subdivision was recorded under film code 604164 of the Harris County Map Records. All lots in this subdivision face a private street. The building line depicted on the drawing shows 10' setback however, page 2 of said map record denotes and diagrams a 20' garage building line set back. This note was not called out in the title information or deed to convey the property to its current owner. All permits up to this point have been approved and issued based on the straight 10' building line setback. We have 22 houses on the ground at this time. We need to resolve an existing issue to prevent title issues in the future for the houses that are existing, and continue to construct the subdivision in the same manner to maintain the overall character of the subdivision. When taking into consideration the location of each existing structure if not allowed to continue this setback the subdivision will not have an overall uniform consistency. As stated each lot faces a private street. If this private street was a Type 2 28' PAE we would have a 5' habitable structure setback. These structures have 10' setback from the property line however we do see over 21' from the back of curb, giving plenty of room for the sidewalk and pedestrian safety. (Please see the plot plan exhibit attached) The current owner had no intention of disregarding the ordinance it was an oversight on many levels. We have already coordinated with Harris County PID regarding our request and feel we have their support based on the correspondence (please refer to email attached)

**(1b) Strict application would make this project infeasible due to the existence of unusual physical characteristics that affect the property in question, or would create an impractical development or one otherwise contrary to sound public policy;**

**(2) The circumstances supporting the granting of the variance are not the result of a hardship created or imposed by the applicant;**

The real hardship is the type of private street this property is located on. If the subdivision had provided a Type 2 private street the development would only have to adhere to a 5' setback for habitable structures. In this case the development has given more space for driving and pedestrian access and is now trying to correct an oversight that should have been addressed during the last recordation.

**(3) The intent and general purposes of this chapter will be preserved and maintained;**

The intent and general purpose of chapter 42 will be preserved and maintained. Chapter 42's general intent and purpose in this case appears to be concerned with public safety and pedestrian access. We feel that this development will maintain the ordinance and adhere to sound public policy.

**(4) The granting of the variance will not be injurious to the public health, safety or welfare;**

Other types of private streets allow for less room for construction of habitable structures and after considering the 10' building line set back and the edge of pavement, we can positively say by granting this development's variance request it will not jeopardize public health, safety or welfare.

**(5) Economic hardship is not the sole justification of the variance.**



The hardship is the type of private street that was set in place in 2006. We are trying to resolve an existing issue and prevent title issues in the future. We respectfully, request your approval to remove the 20' garage set back and allow all structures to remain and future construction to continue at a straight 10' building line set back.



**Application Number:** 2015-0285

**Plat Name:** Kings Village North partial replat no 2

**Applicant:** South Texas Surveying Associates, Inc.

**Date Submitted:** 02/09/2015

**(Sec. 42-47 and Sec. 42-81)**

**Specific Variance is being sought and extent of variance:**

Variance request share compensating open space with existing subdivision

**Chapter 42 Section:** 42-181; 183

**Chapter 42 Reference:**

42-181 Single-Family Residential Lot Size; 42-183 Standards for Compensating Open Space

**Statement of Facts**

**(1a) The imposition of the terms, rules, conditions, policies and standards of this chapter would create an undue hardship by depriving the applicant of the reasonable use of the land; OR**

**(1b) Strict application would make this project infeasible due to the existence of unusual physical characteristics that affect the property in question, or would create an impractical development or one otherwise contrary to sound public policy;**

This project is located in a subdivision "Kings Village North" at the corner of Louetta RD and Holzwarth Road. This subdivision was recorded under film code 604164 of the Harris County Map Records. The existing subdivision as recorded has provided sufficient compensating open space to meet requirements. The partial replat of these certain lots is to remove the garage building line setback due to existing conditions on the ground and the permits being issued to build with a straight 10' setback. No other change is being requested to further reduce the size of the existing lots. Sufficient COS was restricted in reserves E, F, G & H from the previous plat. The management company controlling the restricted reserves for the purpose of compensating open space has no objection to the shared use.

**(2) The circumstances supporting the granting of the variance are not the result of a hardship created or imposed by the applicant;**

The hardship is the fact that certain lots are being replatted and they are not contiguous with each other causing 4 separate replats to fix an existing issue regarding the garage building line. This also means that we must address the compensating open space requirement even though sufficient space was restricted in reserves E, F, G & H of the previous plat.

**(3) The intent and general purposes of this chapter will be preserved and maintained;**

The intent and general purpose of chapter 42 will be preserved and maintained. Sufficient COS was provided for in the previous plat in film code 604164.

**(4) The granting of the variance will not be injurious to the public health, safety or welfare;**

The lots sizes are not being altered from the previous plat as recorded in film code 604164. Sufficient COS was provided in Restricted Reserves E, F, G & H. This will in no way be injurious to the public health, safety or welfare.

**(5) Economic hardship is not the sole justification of the variance.**

The hardship is the existing condition that needs to be corrected in order to continue to build the subdivision in the same manner to maintain the integrity and characteristic of the existing houses and we are trying to resolve that issue in order to prevent title issues in the future. We respectfully, request your approval to allow each project to share the COS from the existing subdivision.

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# Houston Planning Commission

## ITEM: 116

Planning and Development Department

Meeting Date: 03/19/2015

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**Subdivision Name: Kings Village North partial replat no 3**

**Applicant: South Texas Surveying Associates, Inc.**



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**C – Public Hearings with Variance**

**Site Location**

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# Houston Planning Commission

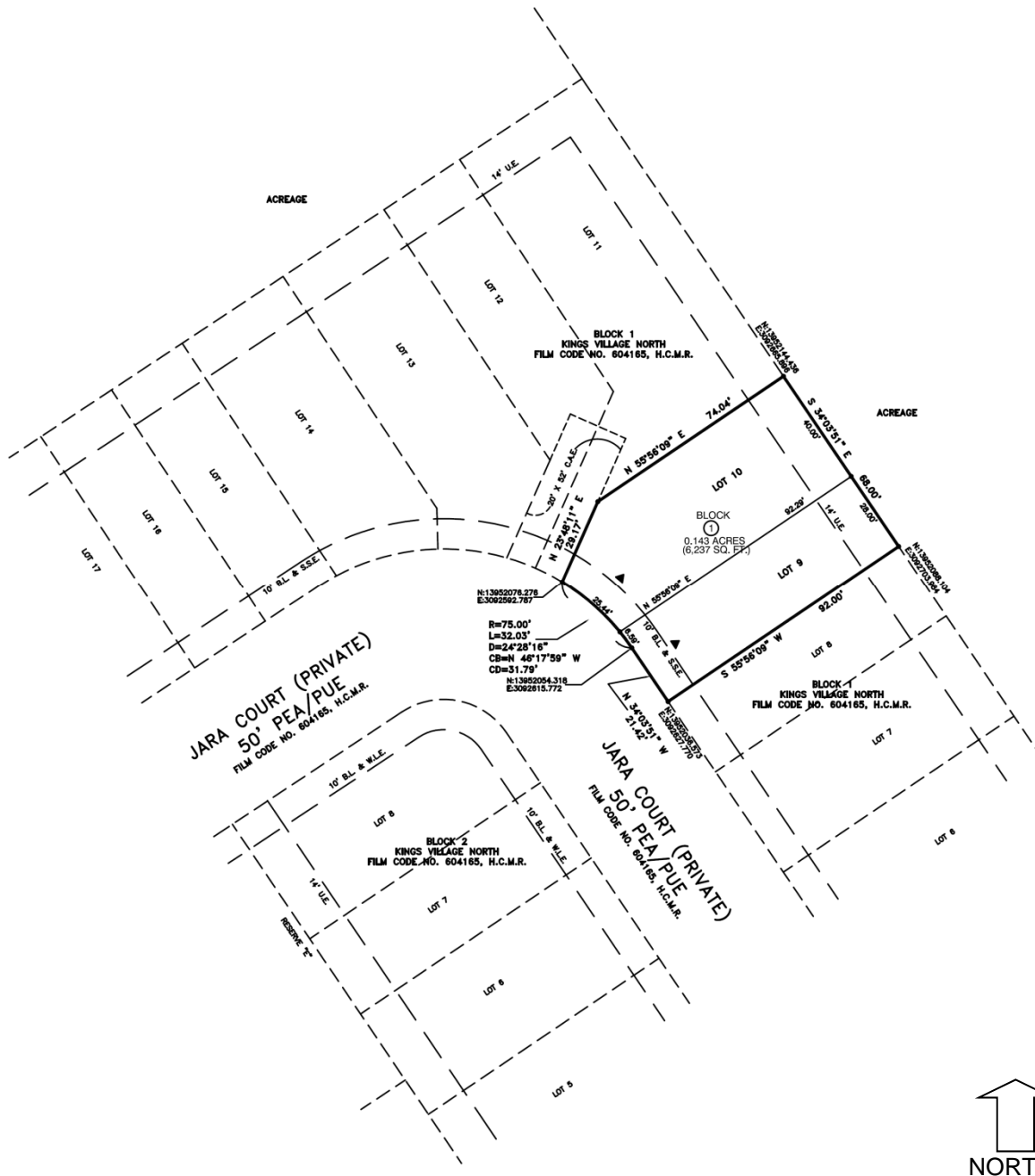
## ITEM: 116

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Kings Village North partial replat no 3

Applicant: South Texas Surveying Associates, Inc.



C – Public Hearings with Variance

Subdivision

# Houston Planning Commission

**ITEM: 116**

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Kings Village North partial replat no 3

Applicant: South Texas Surveying Associates, Inc.



**C – Public Hearings with Variance**

**Aerial**





**Application Number:** 2015-0297

**Plat Name:** Kings Village North partial replat no 3

**Applicant:** South Texas Surveying Associates, Inc.

**Date Submitted:** 02/09/2015

**(Sec. 42-47 and Sec. 42-81)**

**Specific Variance is being sought and extent of variance:**

We are respectfully requesting to replat several lots in Kings Village North to show a straight 10' BL setback on a private street and remove the 20' garage set back note and diagram.

**Chapter 42 Section:** 150

**Chapter 42 Reference:**

42-150 Building Line Requirement

**Statement of Facts**

**(1a) The imposition of the terms, rules, conditions, policies and standards of this chapter would create an undue hardship by depriving the applicant of the reasonable use of the land; OR**

This project is located in a subdivision "Kings Village North" at the corner of Louetta RD and Holzwarth Road. This subdivision was recorded under film code 604164 of the Harris County Map Records. All lots in this subdivision face a private street. The building line depicted on the drawing shows 10' setback however, page 2 of said map record denotes and diagrams a 20' garage building line set back. This note was not called out in the title information or deed to convey the property to its current owner. All permits up to this point have been approved and issued based on the straight 10' building line setback. We have 22 houses on the ground at this time. We need to resolve an existing issue to prevent title issues in the future for the houses that are existing, and continue to construct the subdivision in the same manner to maintain the overall character of the subdivision. When taking into consideration the location of each existing structure if not allowed to continue this setback the subdivision will not have an overall uniform consistency. As stated each lot faces a private street. If this private street was a Type 2 28' PAE we would have a 5' habitable structure setback. These structures have 10' setback from the property line however we do see over 21' from the back of curb, giving plenty of room for the sidewalk and pedestrian safety. (Please see the plot plan exhibit attached) The current owner had no intention of disregarding the ordinance it was an oversight on many levels. We have already coordinated with Harris County PID regarding our request and feel we have their support based on the correspondence (please refer to email attached)

**(1b) Strict application would make this project infeasible due to the existence of unusual physical characteristics that affect the property in question, or would create an impractical development or one otherwise contrary to sound public policy;**

**(2) The circumstances supporting the granting of the variance are not the result of a hardship created or imposed by the applicant;**

The real hardship is the type of private street this property is located on. If the subdivision had provided a Type 2 private street the development would only have to adhere to a 5' setback for habitable structures. In this case the development has given more space for driving and pedestrian access and is now trying to correct an oversight that should have been addressed during the last recordation.

**(3) The intent and general purposes of this chapter will be preserved and maintained;**

The intent and general purpose of chapter 42 will be preserved and maintained. Chapter 42's general intent and purpose in this case appears to be concerned with public safety and pedestrian access. We feel that this development will maintain the ordinance and adhere to sound public policy.

**(4) The granting of the variance will not be injurious to the public health, safety or welfare;**

Other types of private streets allow for less setbacks for construction of habitable structures and after considering the 10' building line set back and the edge of pavement, we can positively say by granting this development's variance request it will not jeopardize public health, safety or welfare.

**(5) Economic hardship is not the sole justification of the variance.**

The hardship is the type of private street that was set in place in 2006. We are trying to resolve an existing issue and prevent title issues in the future. We respectfully request your approval to remove the 20' garage set back and allow all structures to remain and future construction to continue at a straight 10' building line set back.



**Application Number:** 2015-0297

**Plat Name:** Kings Village North partial replat no 3

**Applicant:** South Texas Surveying Associates, Inc.

**Date Submitted:** 02/09/2015

**(Sec. 42-47 and Sec. 42-81)**

**Specific Variance is being sought and extent of variance:**

Variance request share compensating open space with existing subdivision

**Chapter 42 Section:** 42-181; 183

**Chapter 42 Reference:**

42-181 Single-Family Residential Lot Size; 42-183 Standards for Compensating Open Space

**Statement of Facts**

**(1a) The imposition of the terms, rules, conditions, policies and standards of this chapter would create an undue hardship by depriving the applicant of the reasonable use of the land; OR**

**(1b) Strict application would make this project infeasible due to the existence of unusual physical characteristics that affect the property in question, or would create an impractical development or one otherwise contrary to sound public policy;**

This project is located in a subdivision "Kings Village North" at the corner of Louetta RD and Holzwarth Road. This subdivision was recorded under film code 604164 of the Harris County Map Records. The existing subdivision as recorded has provided sufficient compensating open space to meet requirements. The partial replat of these certain lots is to remove the garage building line setback due to existing conditions on the ground and the permits being issued to build with a straight 10' setback. No other change is being requested to further reduce the size of the existing lots. Sufficient COS was restricted in reserves E, F, G & H from the previous plat. The management company controlling the restricted reserves for the purpose of compensating open space has no objection to the shared use.

**(2) The circumstances supporting the granting of the variance are not the result of a hardship created or imposed by the applicant;**

The hardship is the fact that certain lots are being replatted and they are not contiguous with each other causing 4 separate replats to fix an existing issue regarding the garage building line. This also means that we must address the compensating open space requirement even though sufficient space was restricted in reserves E, F, G & H of the previous plat.

**(3) The intent and general purposes of this chapter will be preserved and maintained;**

The intent and general purpose of chapter 42 will be preserved and maintained. Sufficient COS was provided for in the previous plat in film code 604164.

**(4) The granting of the variance will not be injurious to the public health, safety or welfare;**

The lots sizes are not being altered from the previous plat as recorded in film code 604164. Sufficient COS was provided in Restricted Reserves E, F, G & H. This will in no way be injurious to the public health, safety or welfare.

**(5) Economic hardship is not the sole justification of the variance.**

The hardship is the existing condition that needs to be corrected in order to continue to build the subdivision in the same manner to maintain the integrity and characteristic of the existing houses and we are trying to resolve that issue in order to prevent title issues in the future. We respectfully, request your approval to allow each project to share the COS from the existing subdivision.



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# Houston Planning Commission

## ITEM: 117

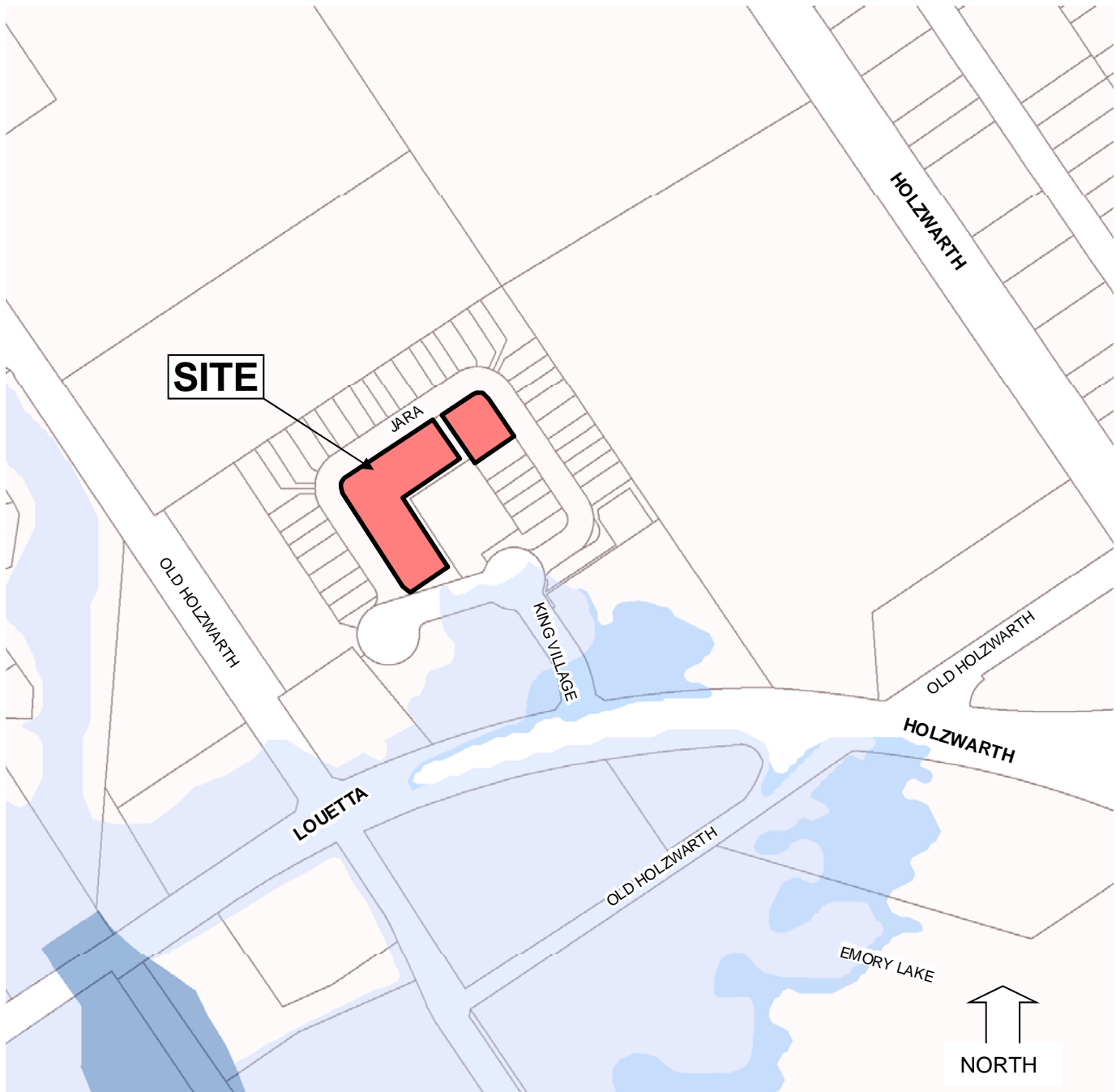
Planning and Development Department

Meeting Date: 03/19/2015

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**Subdivision Name:** Kings Village North partial replat no 4

**Applicant:** South Texas Surveying Associates, Inc.



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**C – Public Hearings with Variance**

**Site Location**

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## Subdivision

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# Houston Planning Commission

## ITEM: 117

Planning and Development Department

Meeting Date: 03/19/2015

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Subdivision Name: Kings Village North partial replat no 4

Applicant: South Texas Surveying Associates, Inc.



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**C – Public Hearings with Variance**

**Aerial**

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**Application Number:** 2015-0308

**Plat Name:** Kings Village North partial replat no 4

**Applicant:** South Texas Surveying Associates, Inc.

**Date Submitted:** 02/09/2015

**(Sec. 42-47 and Sec. 42-81)**

**Specific Variance is being sought and extent of variance:**

We are respectfully requesting to replat several lots in Kings Village North to show a straight 10' BL setback on a private street and remove the 20' garage set back note and diagram.

**Chapter 42 Section:** 150

**Chapter 42 Reference:**

42-150 Building Line Requirement

**Statement of Facts**

**(1a) The imposition of the terms, rules, conditions, policies and standards of this chapter would create an undue hardship by depriving the applicant of the reasonable use of the land; OR**

This project is located in a subdivision "Kings Village North" at the corner of Louetta RD and Holzwarth Road. This subdivision was recorded under film code 604164 of the Harris County Map Records. All lots in this subdivision face a private street. The building line depicted on the drawing shows 10' setback however, page 2 of said map record denotes and diagrams a 20' garage building line set back. This note was not called out in the title information or deed to convey the property to its current owner. All permits up to this point have been approved and issued based on the straight 10' building line setback. We have 22 houses on the ground at this time. We need to resolve an existing issue to prevent title issues in the future for the houses that are existing, and continue to construct the subdivision in the same manner to maintain the overall character of the subdivision. When taking into consideration the location of each existing structure if not allowed to continue this setback the subdivision will not have an overall uniform consistency. As stated each lot faces a private street. If this private street was a Type 2 28' PAE we would have a 5' habitable structure setback. These structures have 10' setback from the property line however we do see over 21' from the back of curb, giving plenty of room for the sidewalk and pedestrian safety. (Please see the plot plan exhibit attached) The current owner had no intention of disregarding the ordinance it was an oversight on many levels. We have already coordinated with Harris County PID regarding our request and feel we have their support based on the correspondence (please refer to email attached)

**(1b) Strict application would make this project infeasible due to the existence of unusual physical characteristics that affect the property in question, or would create an impractical development or one otherwise contrary to sound public policy;**

**(2) The circumstances supporting the granting of the variance are not the result of a hardship created or imposed by the applicant;**

The real hardship is the type of private street this property is located on. If the subdivision had provided a Type 2 private street the development would only have to adhere to a 5' setback for habitable structures. In this case the development has given more space for driving and pedestrian access and is now trying to correct an oversight that should have been addressed during the last recordation.

**(3) The intent and general purposes of this chapter will be preserved and maintained;**

The intent and general purpose of chapter 42 will be preserved and maintained. Chapter 42's general intent and purpose in this case appears to be concerned with public safety and pedestrian access. We feel that this development will meet the ordinance and adhere to sound public policy.

**(4) The granting of the variance will not be injurious to the public health, safety or welfare;**

Other types of private streets allow for less room for construction of habitable structures and after considering the 10' building line set back and the edge of pavement, we can positively say by granting this development's variance request it will not jeopardize public health, safety or welfare.

**(5) Economic hardship is not the sole justification of the variance.**

The hardship is the type of private street that was set in place in 2006. We are trying to resolve an existing issue and prevent title issues in the future. We respectfully request your approval to remove the 20' garage set back and allow all structures to remain and future construction to continue at a straight 10' building line set back.



**Application Number:** 2015-0308

**Plat Name:** Kings Village North partial replat no 4

**Applicant:** South Texas Surveying Associates, Inc.

**Date Submitted:** 02/09/2015

**(Sec. 42-47 and Sec. 42-81)**

**Specific Variance is being sought and extent of variance:**

Variance request share compensating open space with existing subdivision

**Chapter 42 Section:** 42-181; 183

**Chapter 42 Reference:**

42-181 Single-Family Residential Lot Size; 42-183 Standards for Compensating Open Space.

**Statement of Facts**

**(1a) The imposition of the terms, rules, conditions, policies and standards of this chapter would create an undue hardship by depriving the applicant of the reasonable use of the land; OR**

**(1b) Strict application would make this project infeasible due to the existence of unusual physical characteristics that affect the property in question, or would create an impractical development or one otherwise contrary to sound public policy;**

This project is located in a subdivision "Kings Village North" at the corner of Louetta RD and Holzwarth Road. This subdivision was recorded under film code 604164 of the Harris County Map Records. The existing subdivision as recorded has provided sufficient compensating open space to meet requirements. The partial replat of these certain lots is to remove the garage building line setback due to existing conditions on the ground and the permits being issued to build with a straight 10' setback. No other change is being requested to further reduce the size of the existing lots. Sufficient COS was restricted in reserves E, F, G & H from the previous plat. The management company controlling the restricted reserves for the purpose of compensating open space has no objection to the shared use.

**(2) The circumstances supporting the granting of the variance are not the result of a hardship created or imposed by the applicant;**

The hardship is the fact that certain lots are being replatted and they are not contiguous with each other causing 4 separate replats to fix an existing issue regarding the garage building line. This also means that we must address the compensating open space requirement even though sufficient space was restricted in reserves E, F, G & H of the previous plat.

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The intent and general purpose of chapter 42 will be preserved and maintained. Sufficient COS was provided for in the previous plat in film code 604164.

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The hardship is the existing condition that needs to be corrected in order to continue to build the subdivision in the same manner to maintain the integrity and characteristic of the existing houses and we are trying to resolve that issue in order to prevent title issues in the future. We respectfully, request your approval to allow each project to share the COS from the existing subdivision.

# Houston Planning Commission

**ITEM: 118**

Planning and Development Department

Meeting Date: 03/19/2015

**Subdivision Name: Manors at Woodland Heights partial replat no 1**

**Applicant: TKE Development Services, Ltd.**



**C – Public Hearings**

**Site Location**



# Houston Planning Commission

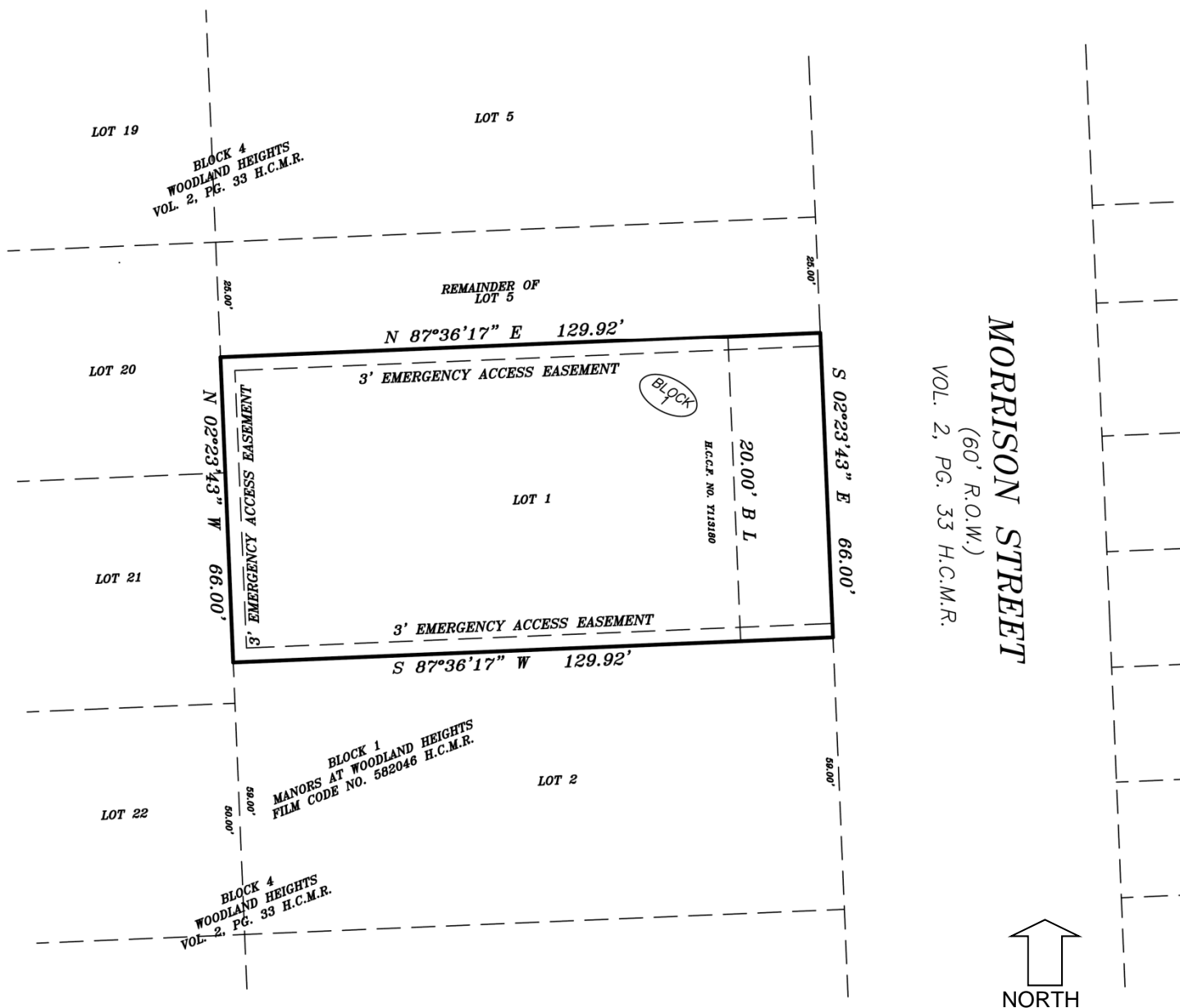
## ITEM: 118

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Manors at Woodland Heights partial replat no 1

Applicant: TKE Development Services, Ltd.



C – Public Hearings

Subdivision

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# Houston Planning Commission

## ITEM: 118

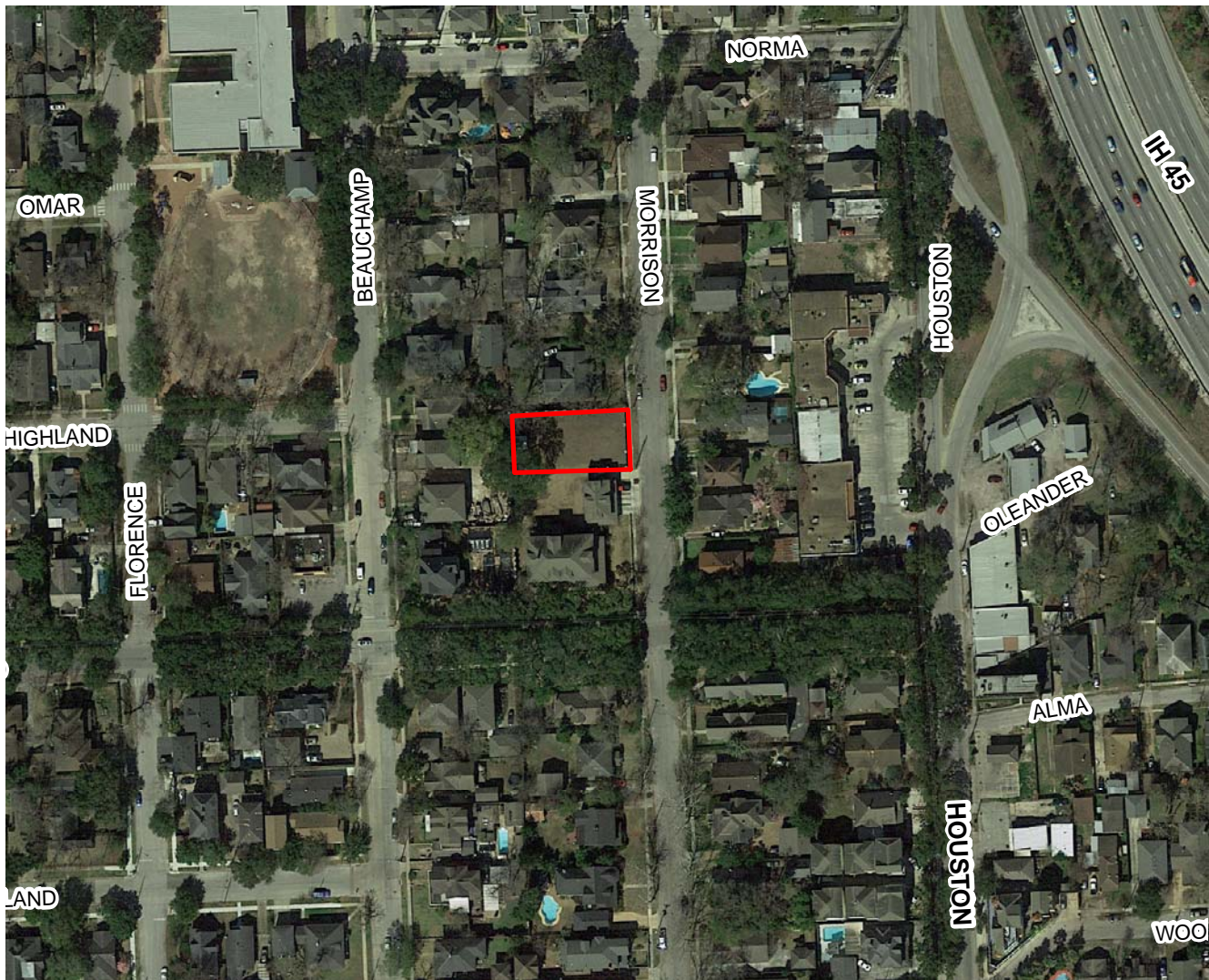
Planning and Development Department

Meeting Date: 03/19/2015

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Subdivision Name: Manors at Woodland Heights partial replat no 1

Applicant: TKE Development Services, Ltd.



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**C – Public Hearings**

**Aerial**

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# Houston Planning Commission

## ITEM: 119

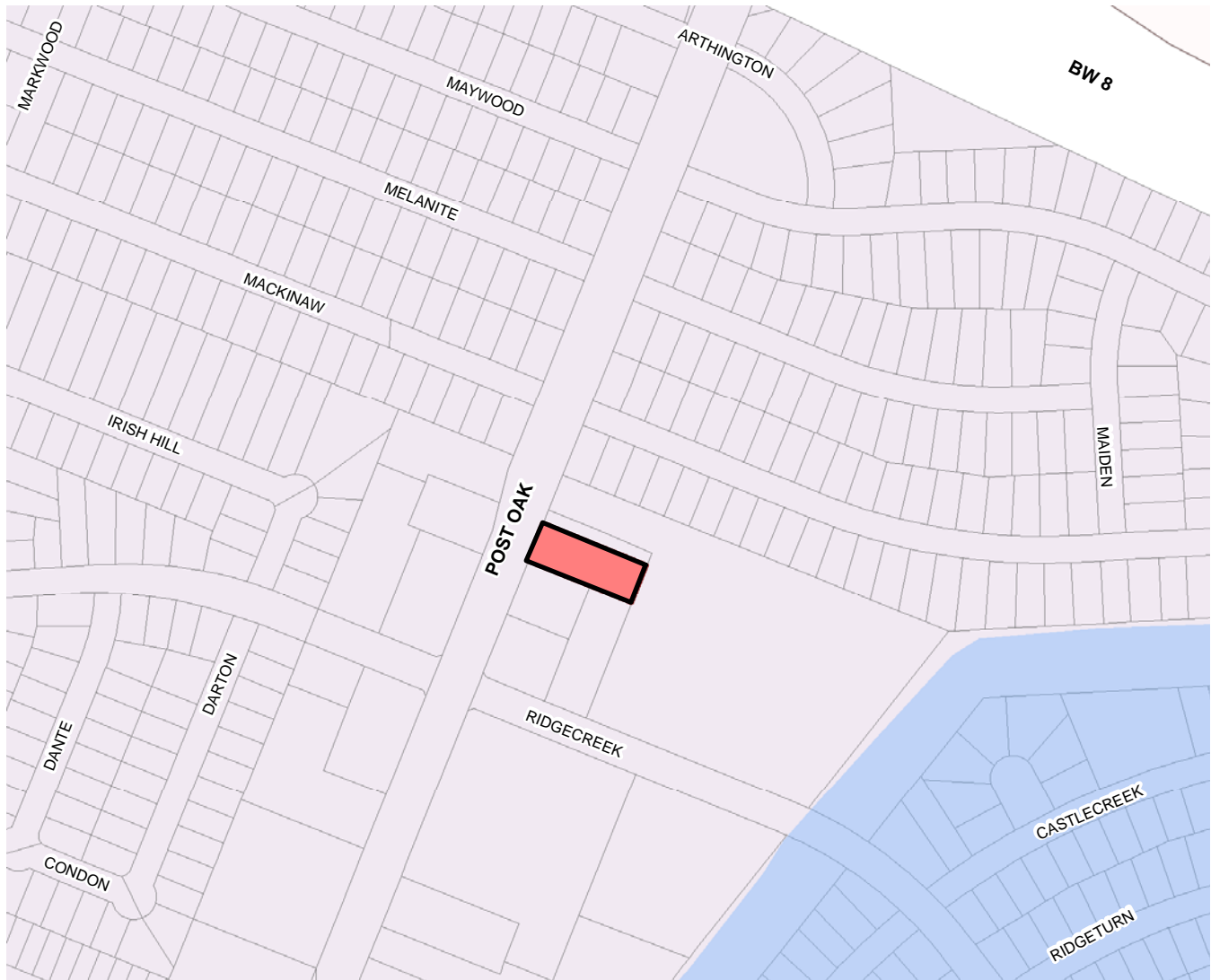
Planning and Development Department

Meeting Date: 03/19/2015

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**Subdivision Name:** Ridgemont Sec 1 partial replat no 1

**Applicant:** Owens Management Systems, LLC



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**C – Public Hearings**

**Site Location**

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# Houston Planning Commission

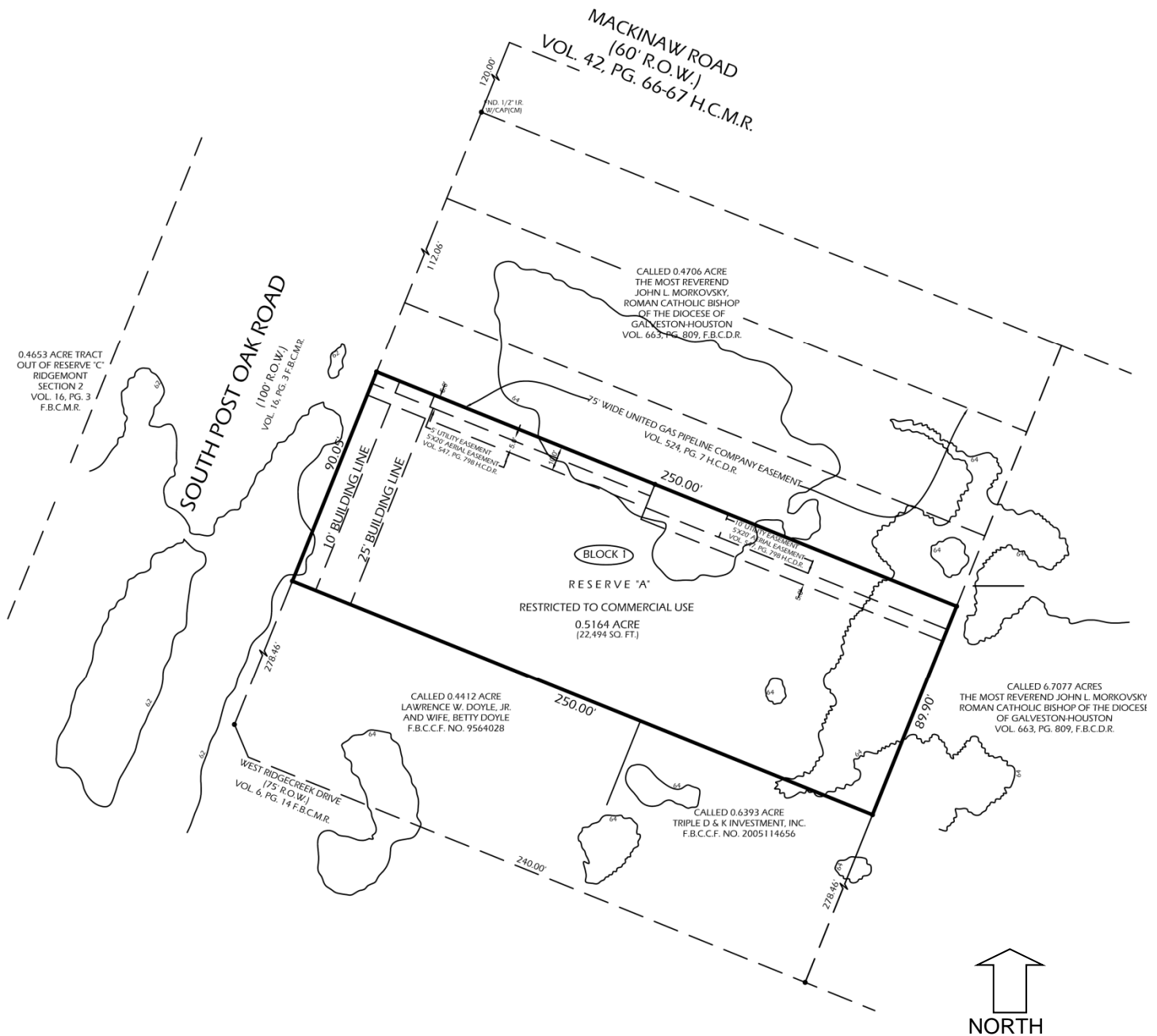
## ITEM: 119

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Ridgemont Sec 1 partial replat no 1

Applicant: Owens Management Systems, LLC



C – Public Hearings

Subdivision



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# Houston Planning Commission

## ITEM: 119

Planning and Development Department

Meeting Date: 03/19/2015

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**Subdivision Name:** Ridgemont Sec 1 partial replat no 1

**Applicant:** Owens Management Systems, LLC



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**C – Public Hearings**

**Aerial**

---

# Houston Planning Commission

**ITEM: 120**

Planning and Development Department

Meeting Date: 03/19/2015

**Subdivision Name: Riverside Terrace Sec 1 partial replat no 2**

**Applicant: REKHA ENGINEERING, INC.**



**C – Public Hearings**

**Site Location**

# Houston Planning Commission

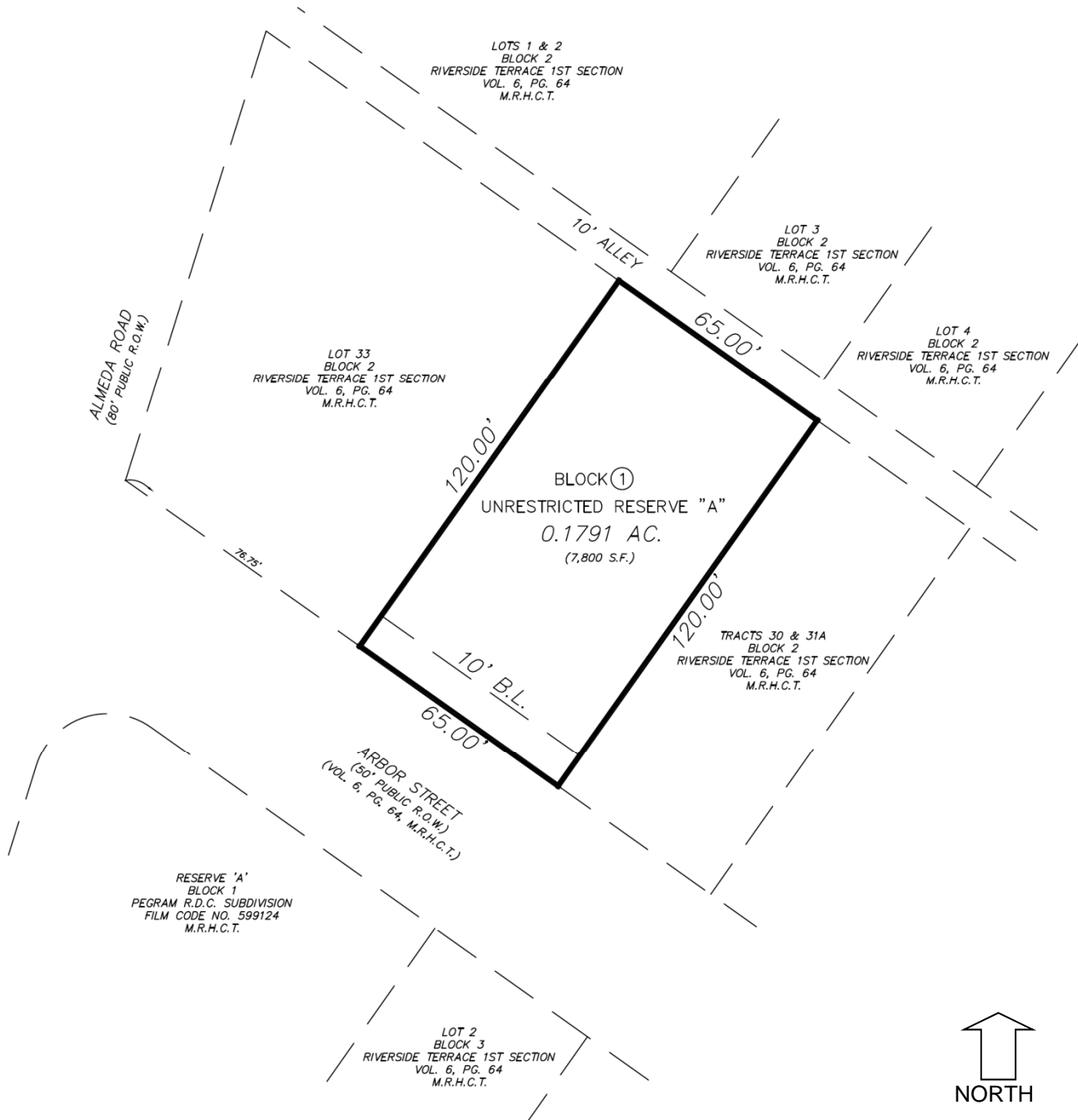
## ITEM: 120

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Riverside Terrace Sec 1 partial replat no 2

Applicant: REKHA ENGINEERING, INC.



C – Public Hearings

Subdivision



# Houston Planning Commission

**ITEM: 120**

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Riverside Terrace Sec 1 partial replat no 2

Applicant: REKHA ENGINEERING, INC.



**C – Public Hearings**

**Aerial**

# Houston Planning Commission

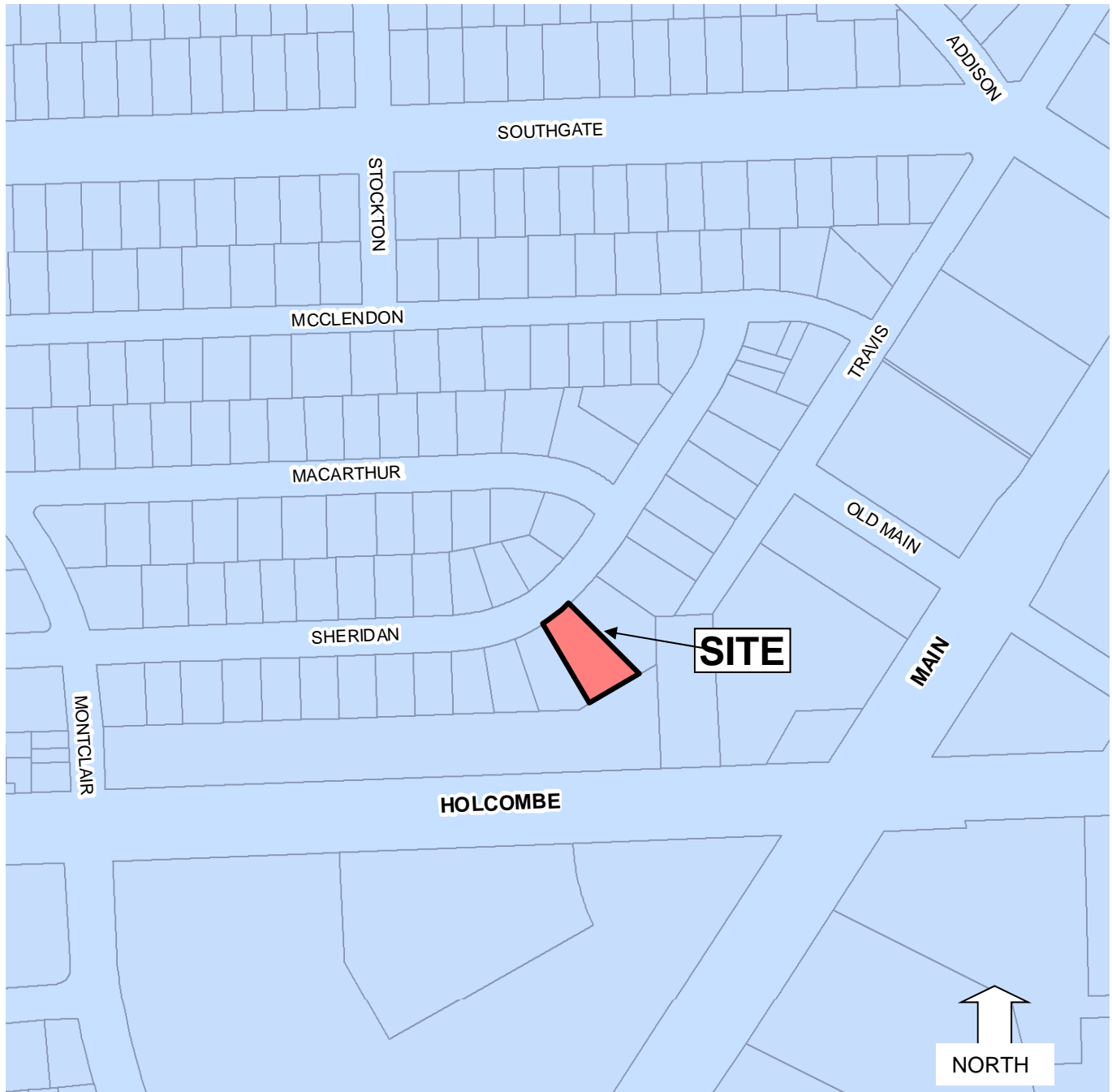
**ITEM: 121**

Planning and Development Department

Meeting Date: 03/19/2015

**Subdivision Name: Southgate Addition Sec No 3 replat no 1 partial replat no 1**

**Applicant: Replat Specialists**



**C – Public Hearings**

**Site Location**

# Houston Planning Commission

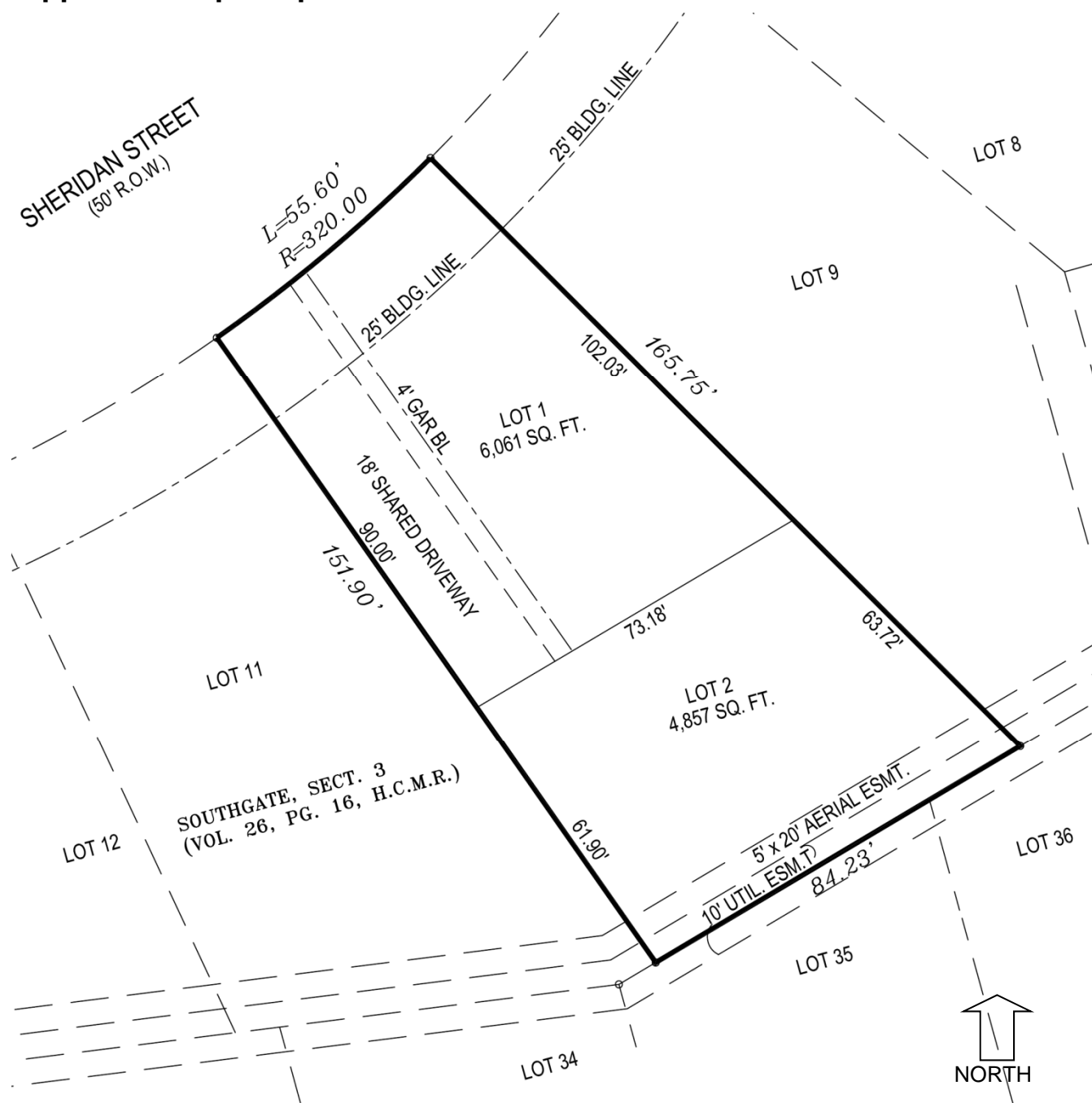
## ITEM: 121

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Southgate Addition Sec No 3 replat no 1 partial replat no 1

Applicant: Replat Specialists



C – Public Hearings

Subdivision



# Houston Planning Commission

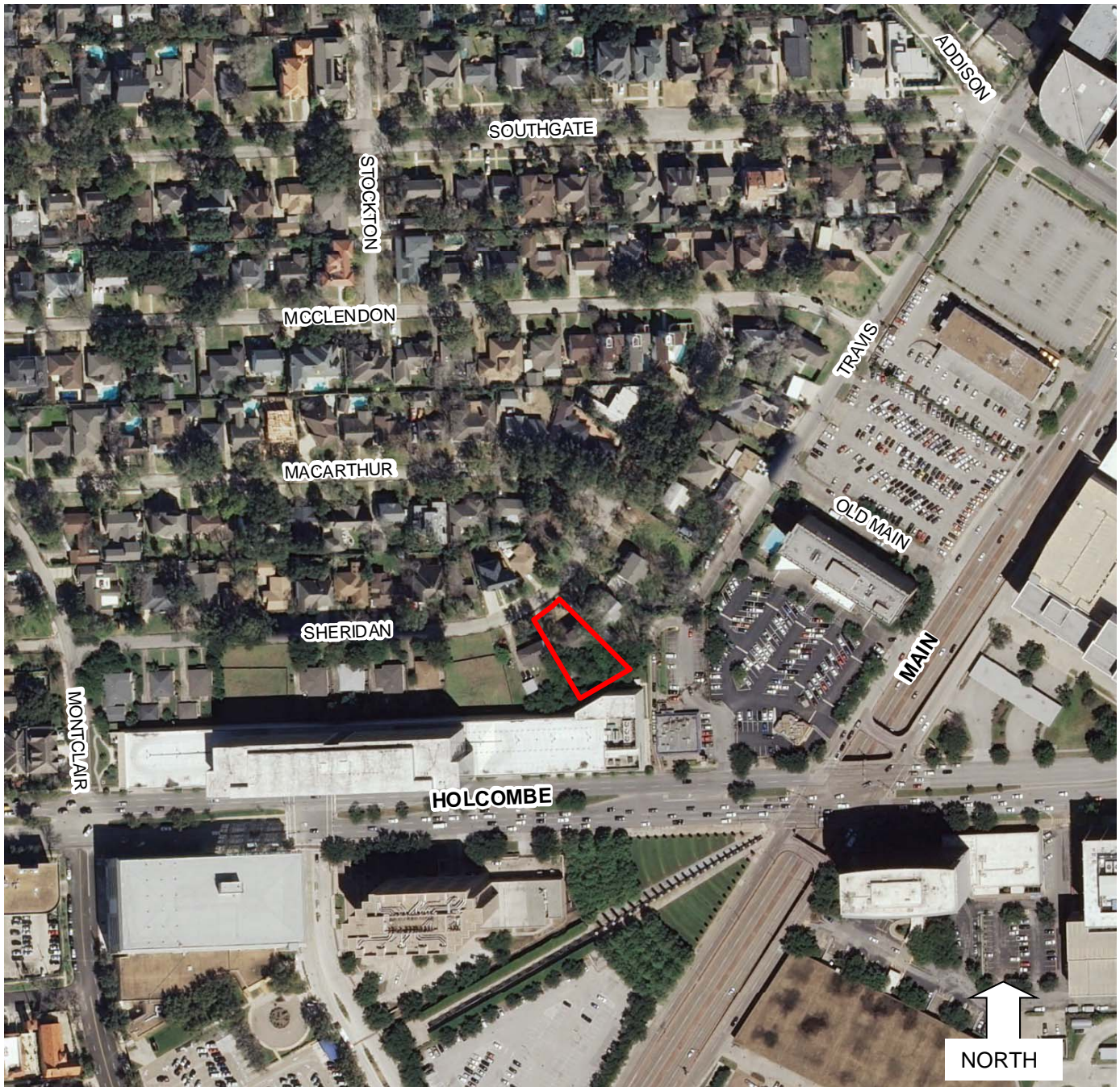
**ITEM: 121**

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Southgate Addition Sec No 3 replat no 1 partial replat no 1

Applicant: Replat Specialists



**C – Public Hearings**

**Aerial**

# Houston Planning Commission

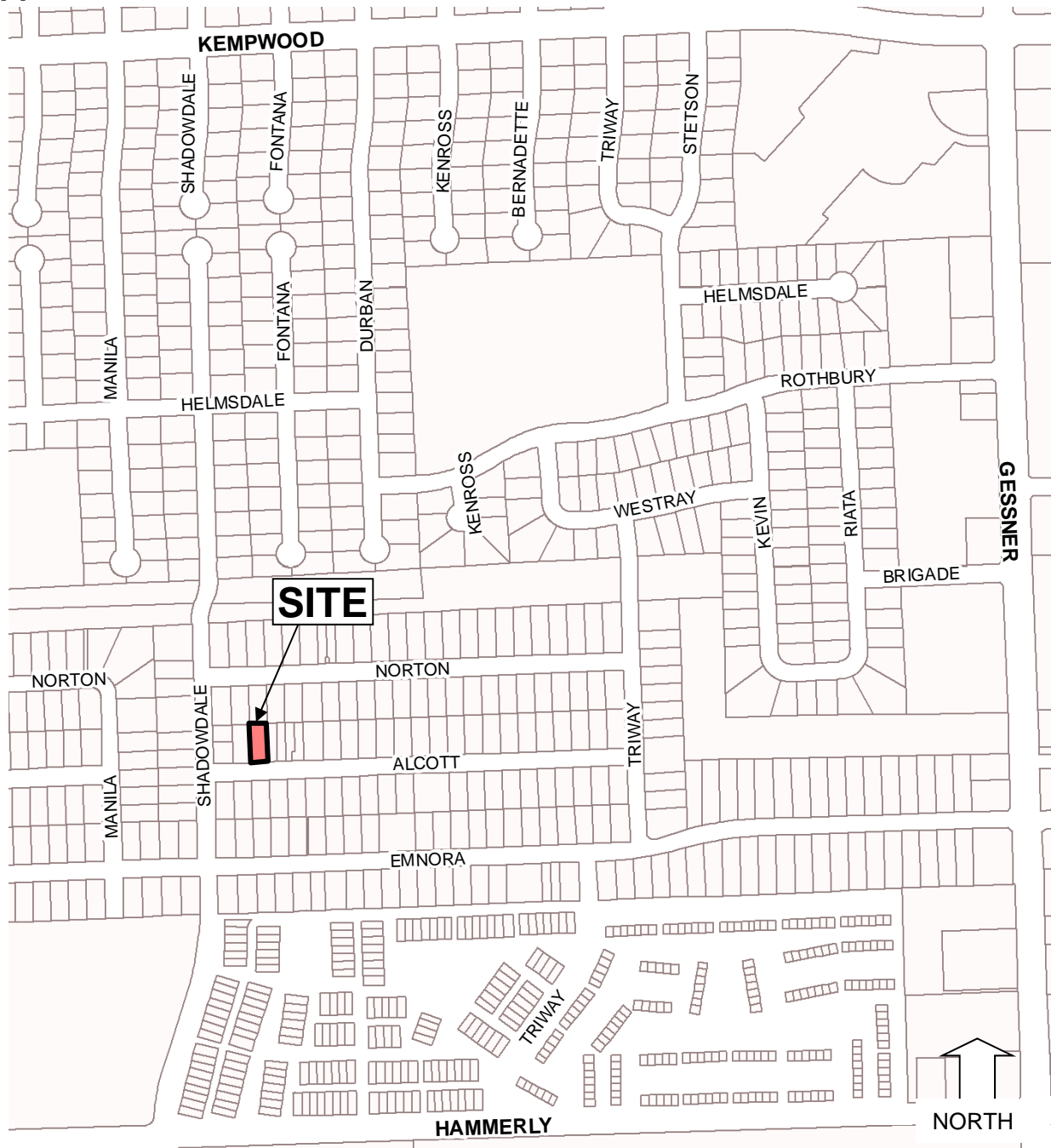
ITEM: 122

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Spring Branch Valley partial replat no 5 (DEF1)

Applicant: CAS SURVEY

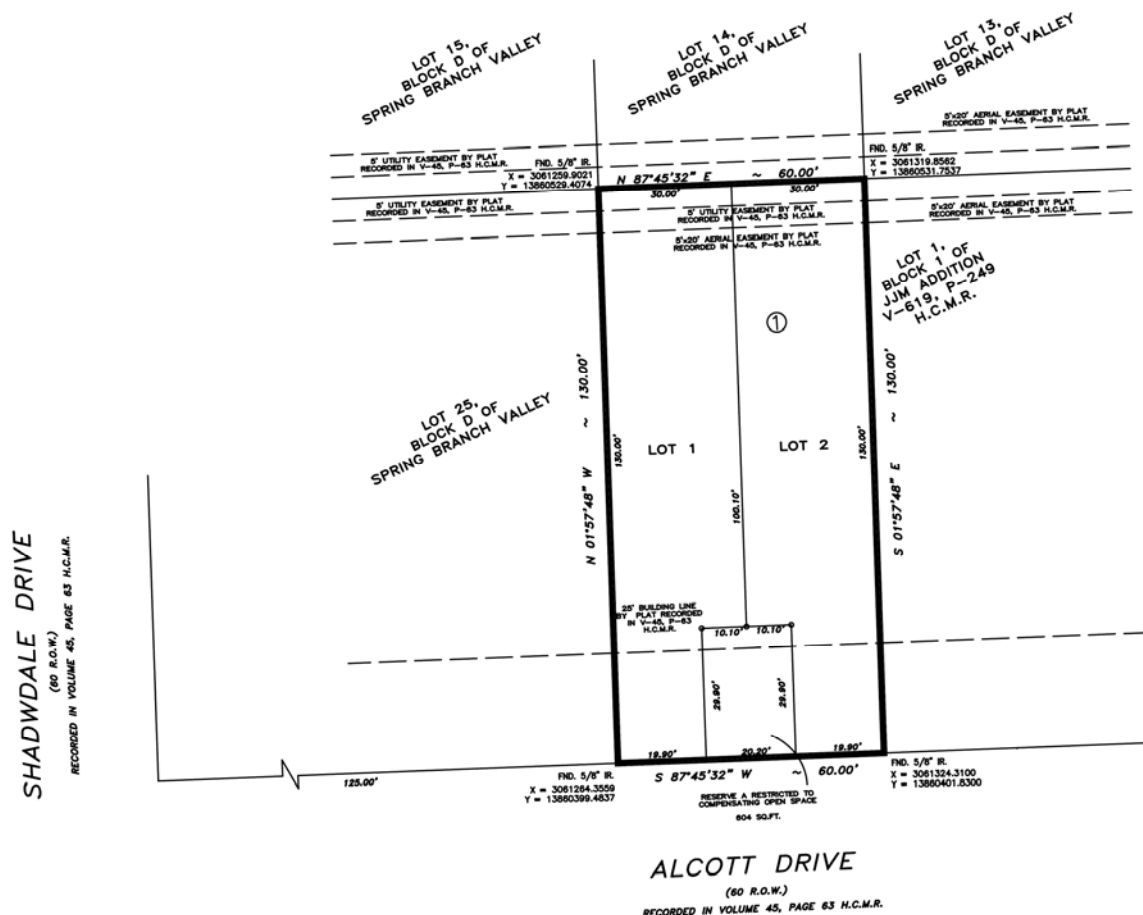


C – Public Hearings

Site Location

**Meeting Date: 03/19/2015**

**Applicant: CAS SURVEY**



LOT SIZE < 5000 S.F. SUBURBAN AREA

LOT	LOT AREA
LOT 1	3598.00 S.F
LOT 2	3598.00 S.F

COMPENSATING OPEN SPACE TABLE - SUBURBAN AREA

A.	TOTAL No. OF LOTS < 5000 S.F.	2
B.	TOTAL AREA OF LOTS < 5000 S.F.	7,196.00 S.F.
C.	AVERAGE LOT SIZE < 5000 S.F. (B/A)	3598.00 S.F.
D.	COMPENSATING OPEN SPACE REQUIRED PER LOT (BASE ON C)	300.00 S.F.
E.	COMPENSATING OPEN SPACE REQUIRED (A X D)	600.00 S.F.
F.	TOTAL AREA OF COMPENSATING OPEN SPACE AREA PROVIDED	604.00 S.F.

LOT 15,  
BLOCK L OF  
SPRING BRANCH VALLEY

LOT 14,  
BLOCK L OF  
SPRING BRANCH VALLEY

LOT 13,  
BLOCK L OF  
SPRING BRANCH VALLEY





# Houston Planning Commission

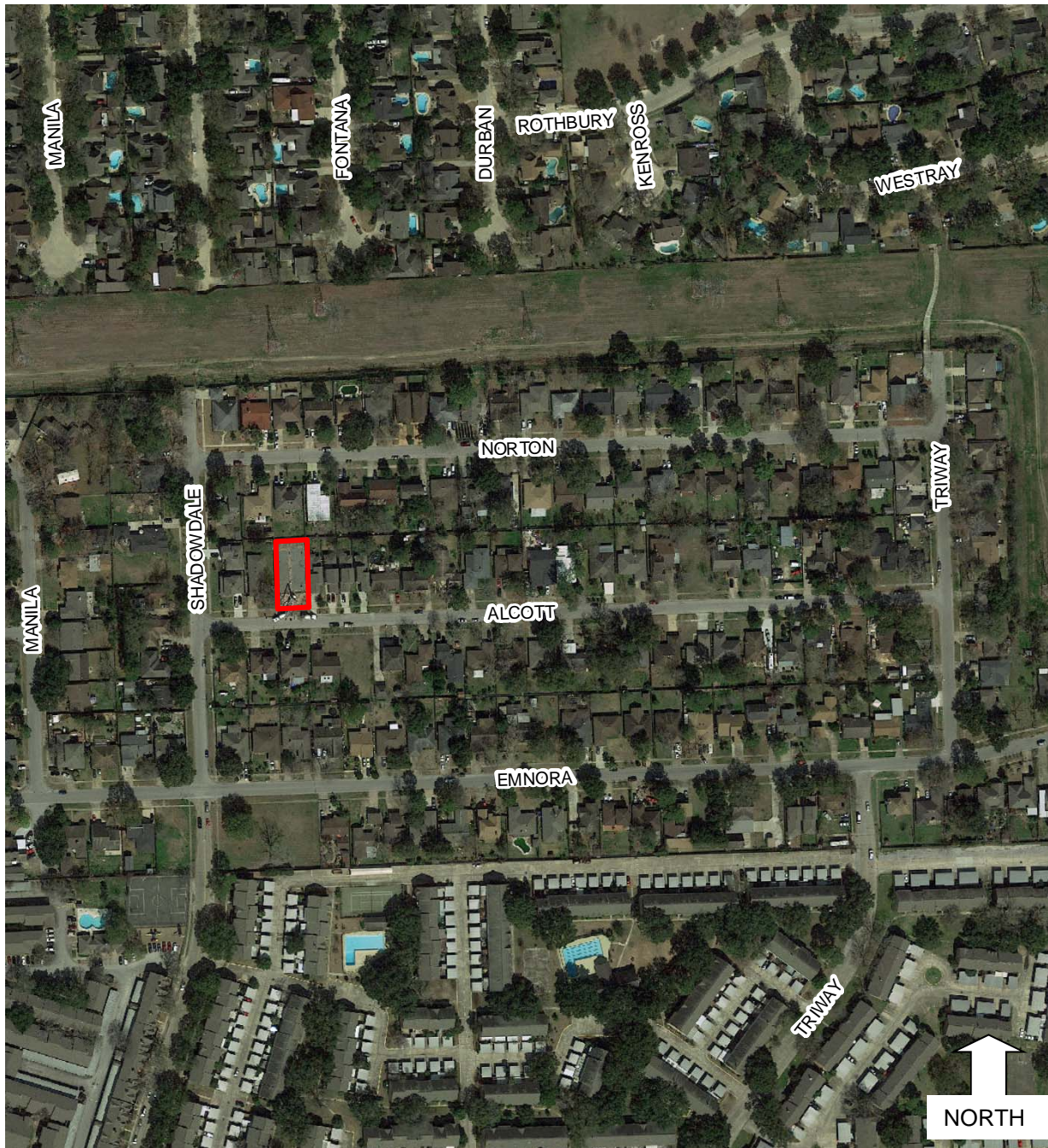
**ITEM: 122**

Planning and Development Department

Meeting Date: 03/19/2015

**Subdivision Name: Spring Branch Valley partial replat no 5 (DEF1)**

**Applicant: CAS SURVEY**



**C – Public Hearings**

**Aerial**



# Houston Planning Commission

**ITEM: 123**

Planning and Development Department

Meeting Date: 03/19/2015

**Subdivision Name: Threlkeld Point partial replat no 1 (DEF1)**

**Applicant: The Interfield Group**



**C – Public Hearings**

**Site Location**

# Houston Planning Commission

## ITEM: 123

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Threlkeld Point partial replat no 1 (DEF1)

Applicant: The Interfield Group



C – Public Hearings

Subdivision

---

# Houston Planning Commission

## ITEM: 123

Planning and Development Department

Meeting Date: 03/19/2015

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Subdivision Name: Threlkeld Point partial replat no 1 (DEF1)

Applicant: The Interfield Group



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**C – Public Hearings**

**Aerial**

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# Houston Planning Commission

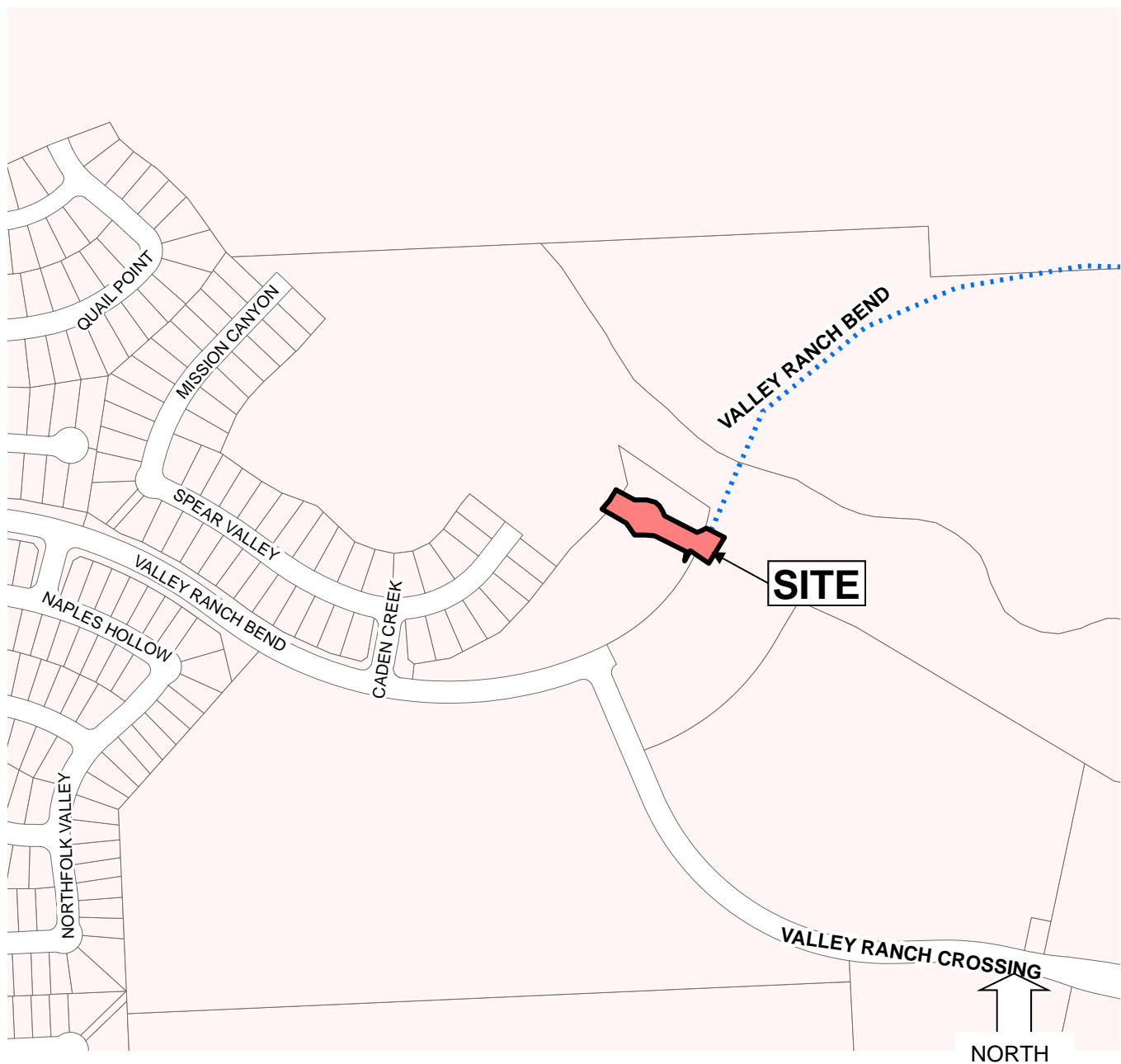
**ITEM: 124**

Planning and Development Department

Meeting Date: 03/19/2015

**Subdivision Name: Valley Ranch Sec 4 partial replat no 1 (DEF1)**

**Applicant: Hovis Surveying Company Inc.**



**C – Public Hearings**

**Site Location**



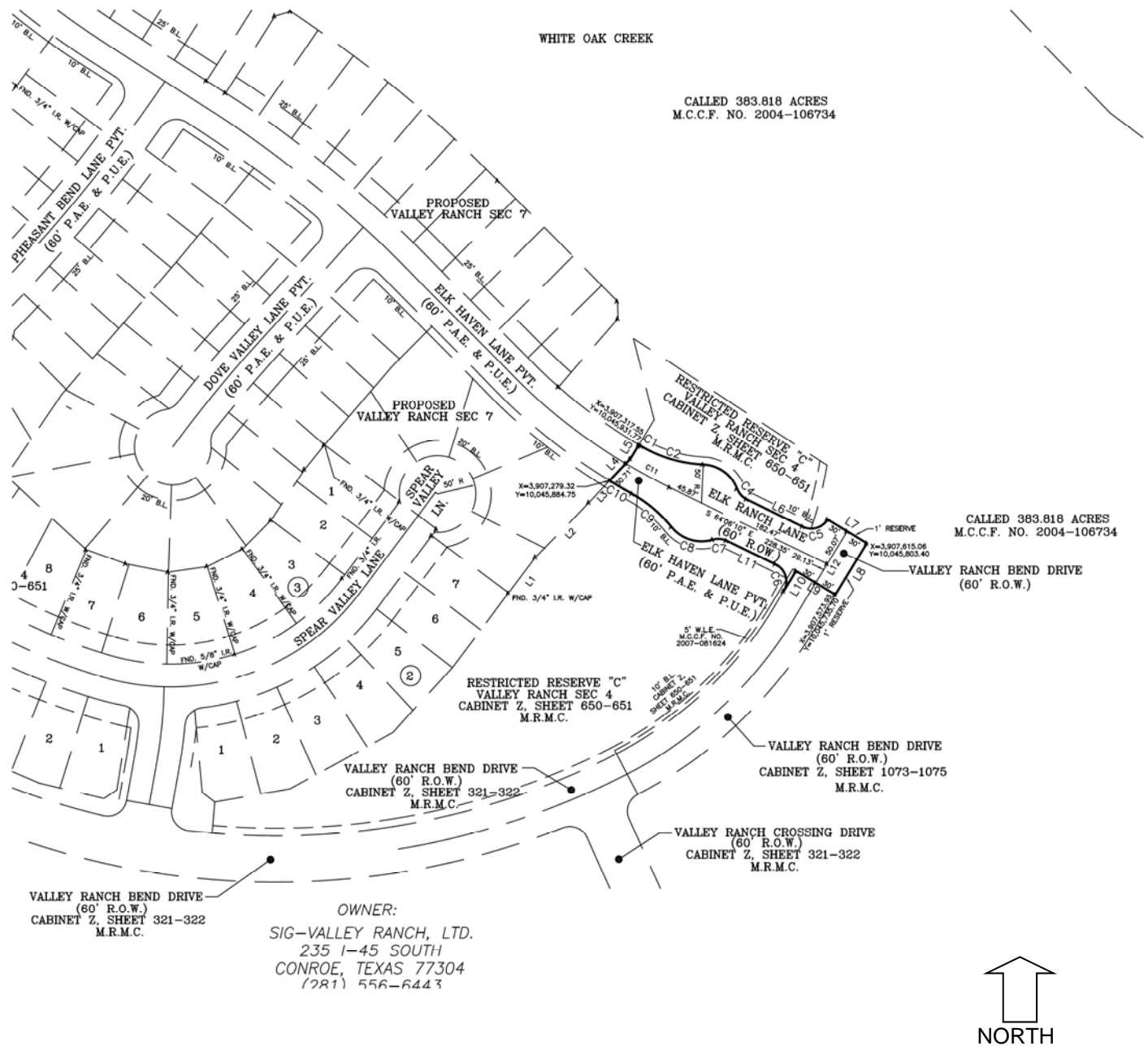
**ITEM: 124**

## Planning and Development Department

**Meeting Date: 03/19/2015**

**Subdivision Name: Valley Ranch Sec 4 partial replat no 1 (DEF1)**

**Applicant: Hovis Surveying Company Inc.**



## C – Public Hearings

## Subdivision

# Houston Planning Commission

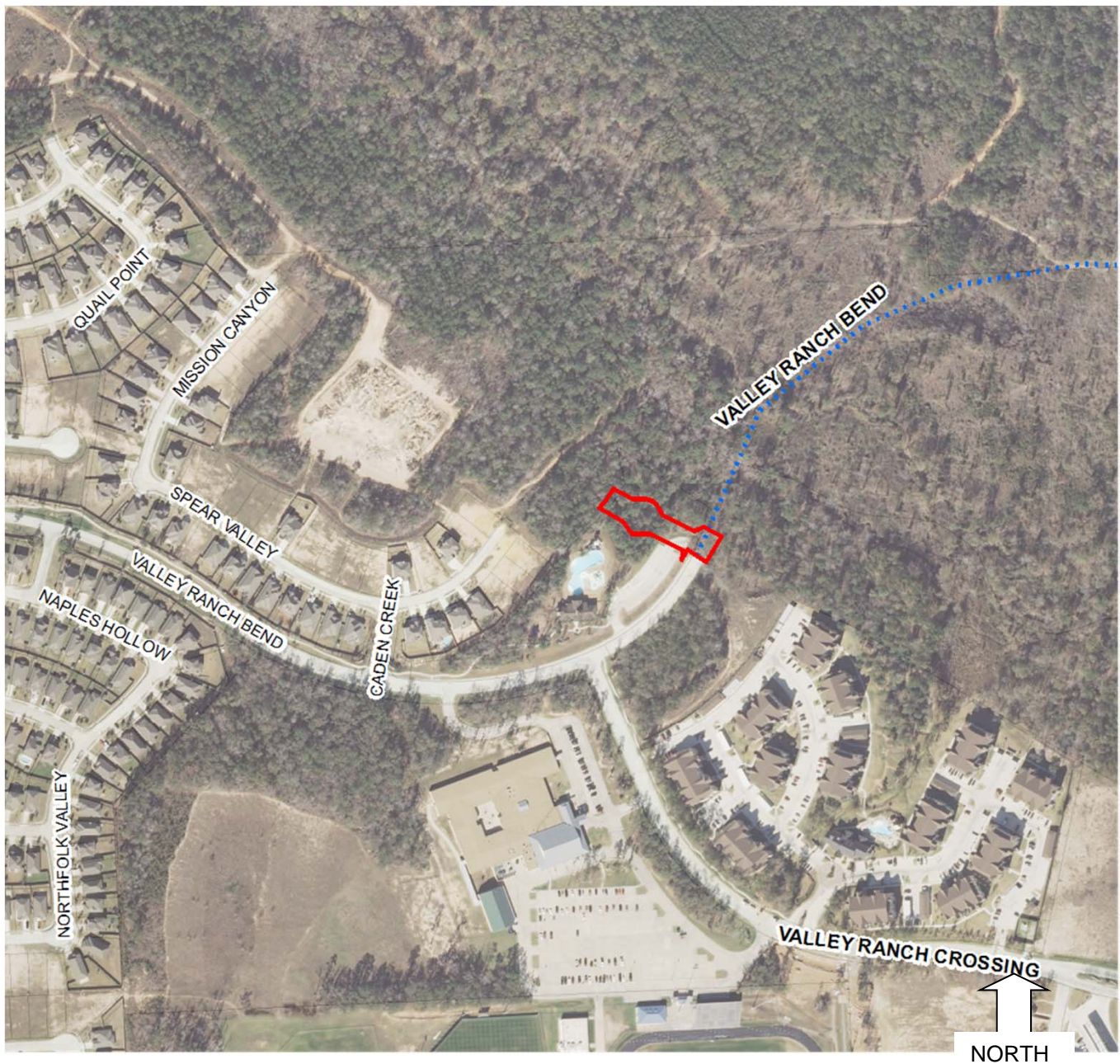
**ITEM: 124**

Planning and Development Department

Meeting Date: 03/19/2015

**Subdivision Name: Valley Ranch Sec 4 partial replat no 1 (DEF1)**

**Applicant: Hovis Surveying Company Inc.**



**C – Public Hearings**

**Aerial**

# Houston Planning Commission

## ITEM: 125

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Westlawn Terrace partial replat no 1

Applicant: Century Engineering, Inc.



**C – Public Hearings**

**Site Location**



# Houston Planning Commission

## ITEM: 125

Planning and Development Department

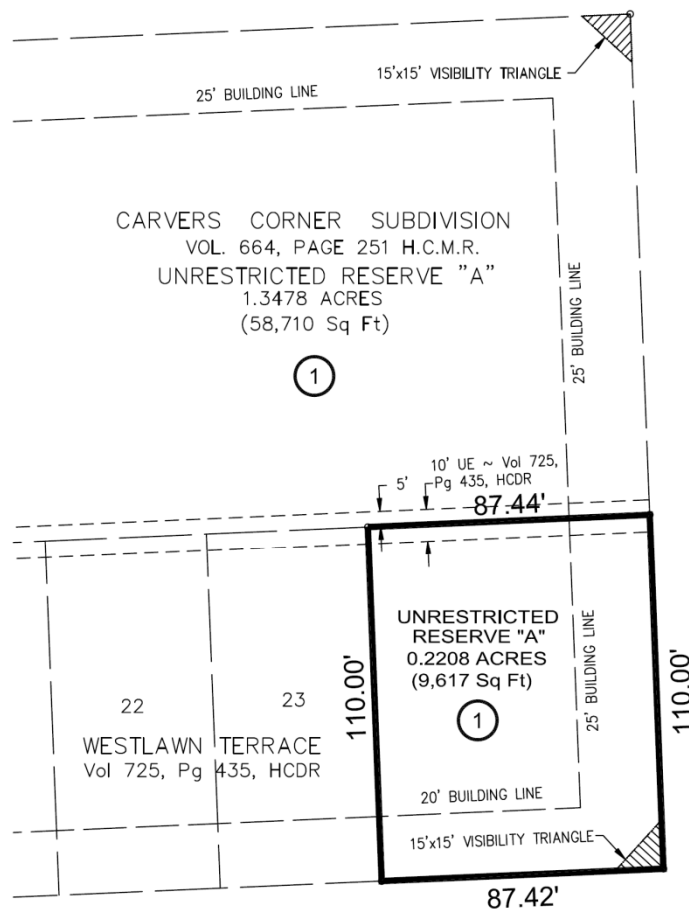
Meeting Date: 03/19/2015

**Subdivision Name: Westlawn Terrace partial replat no 1**

**Applicant: Century Engineering, Inc.**

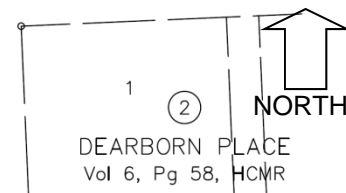
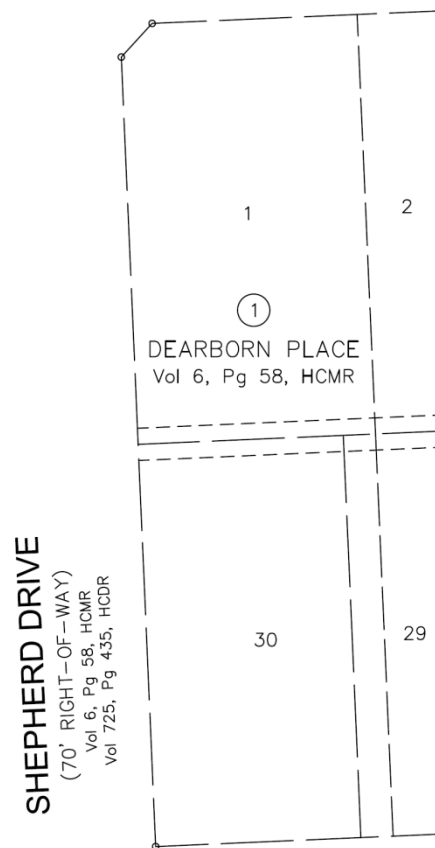
**W. ALABAMA AVENUE**

(60' RIGHT-OF-WAY)  
NO DEDICATION OF RECORD FOUND



**SUL ROSS AVENUE**

(60' RIGHT-OF-WAY)  
Vol 725, Pg 435, HCDR



**C – Public Hearings**

**Subdivision**

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# Houston Planning Commission

## ITEM: 125

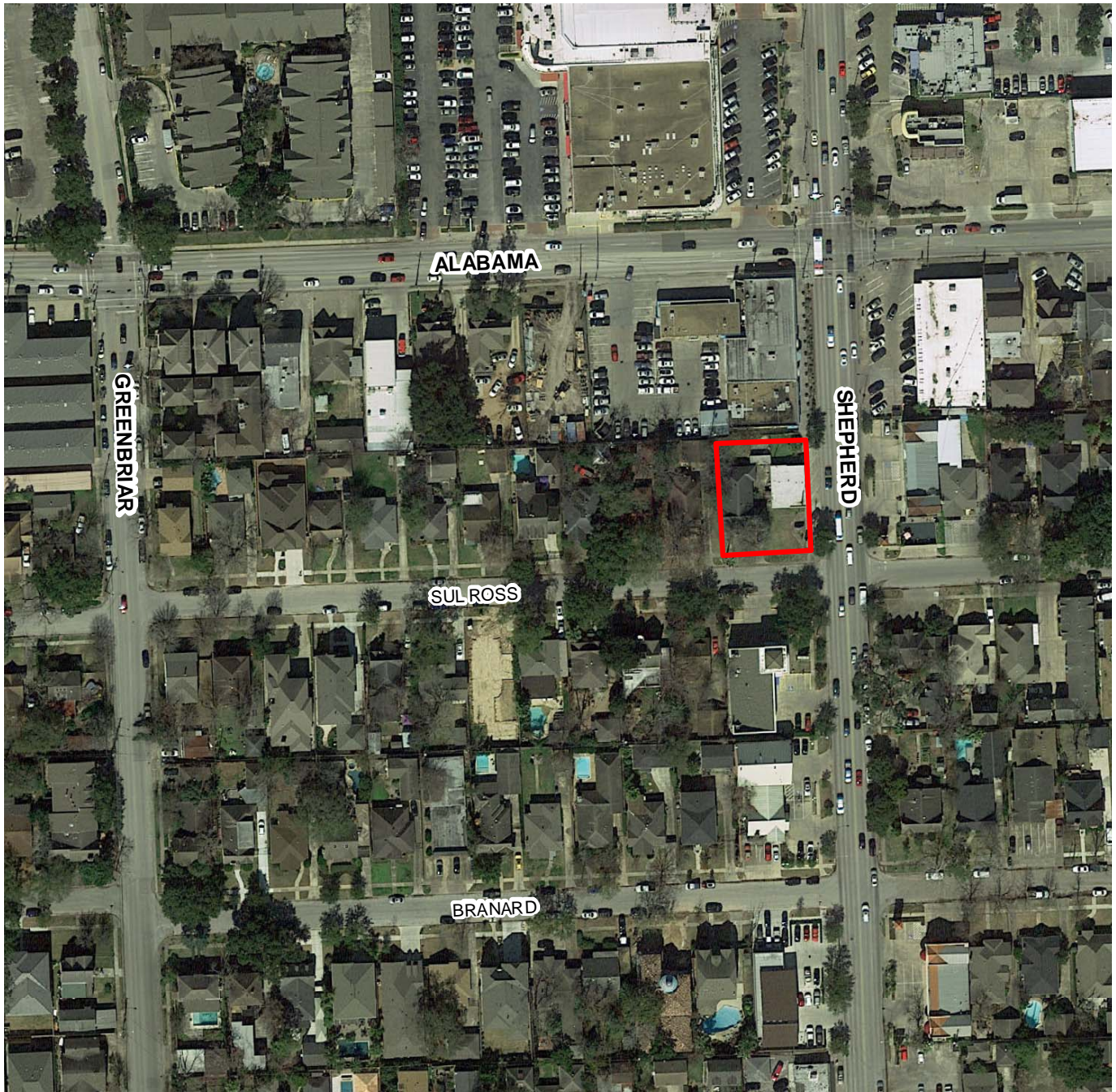
Planning and Development Department

Meeting Date: 03/19/2015

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Subdivision Name: Westlawn Terrace partial replat no 1

Applicant: Century Engineering, Inc.



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C – Public Hearings

Aerial

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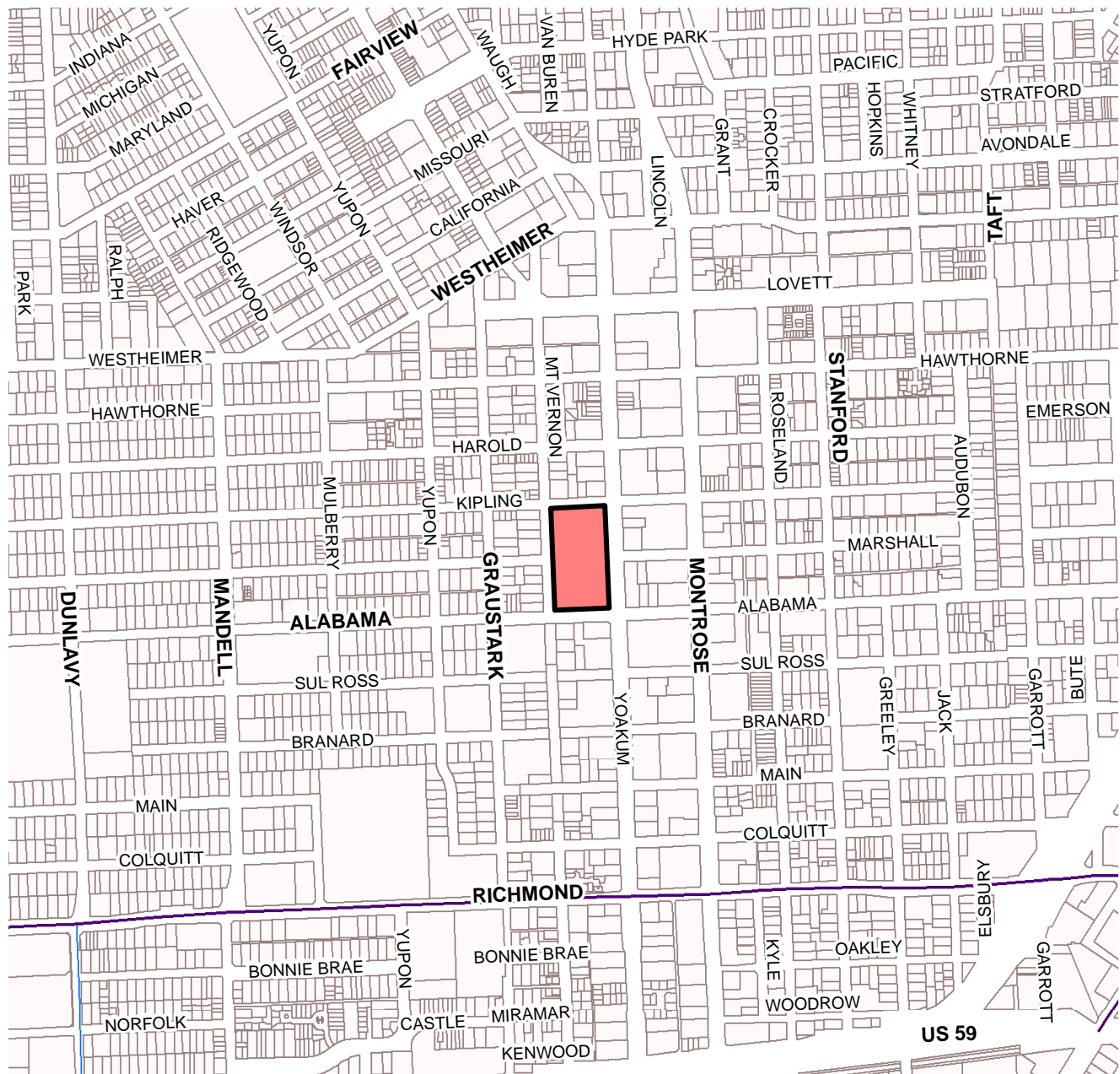
# Houston Planning Commission      ITEM: 126

Planning and Development Department

Meeting Date: 03/19/2015

**Subdivision Name: Annunciation Orthodox School Campus partial replat no 1**

**Applicant: Windrose Land Services, Inc.**

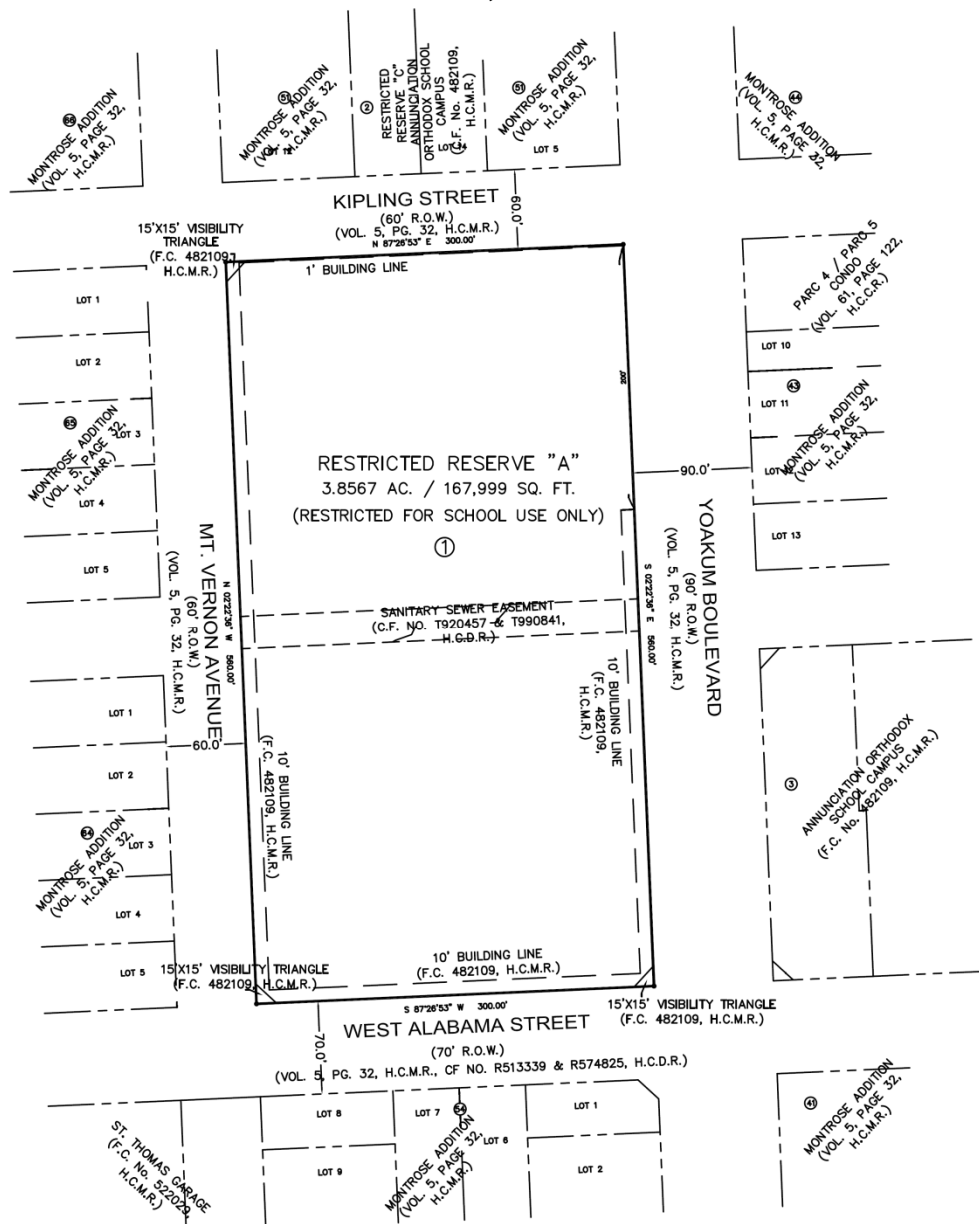


**D – Variances**

**Site Location**

**Meeting Date: 03/19/2015**

**Applicant: Windrose Land Services, Inc.**



## Subdivision

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# Houston Planning Commission    ITEM: 126

Planning and Development Department

Meeting Date: 03/19/2015

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**Subdivision Name:** Annunciation Orthodox School Campus partial replat no 1

**Applicant:** Windrose Land Services, Inc.



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**D – Variances**

**Aerial**

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Annunciation Orthodox School  
Phase 1 Expansion  
January 14, 2015



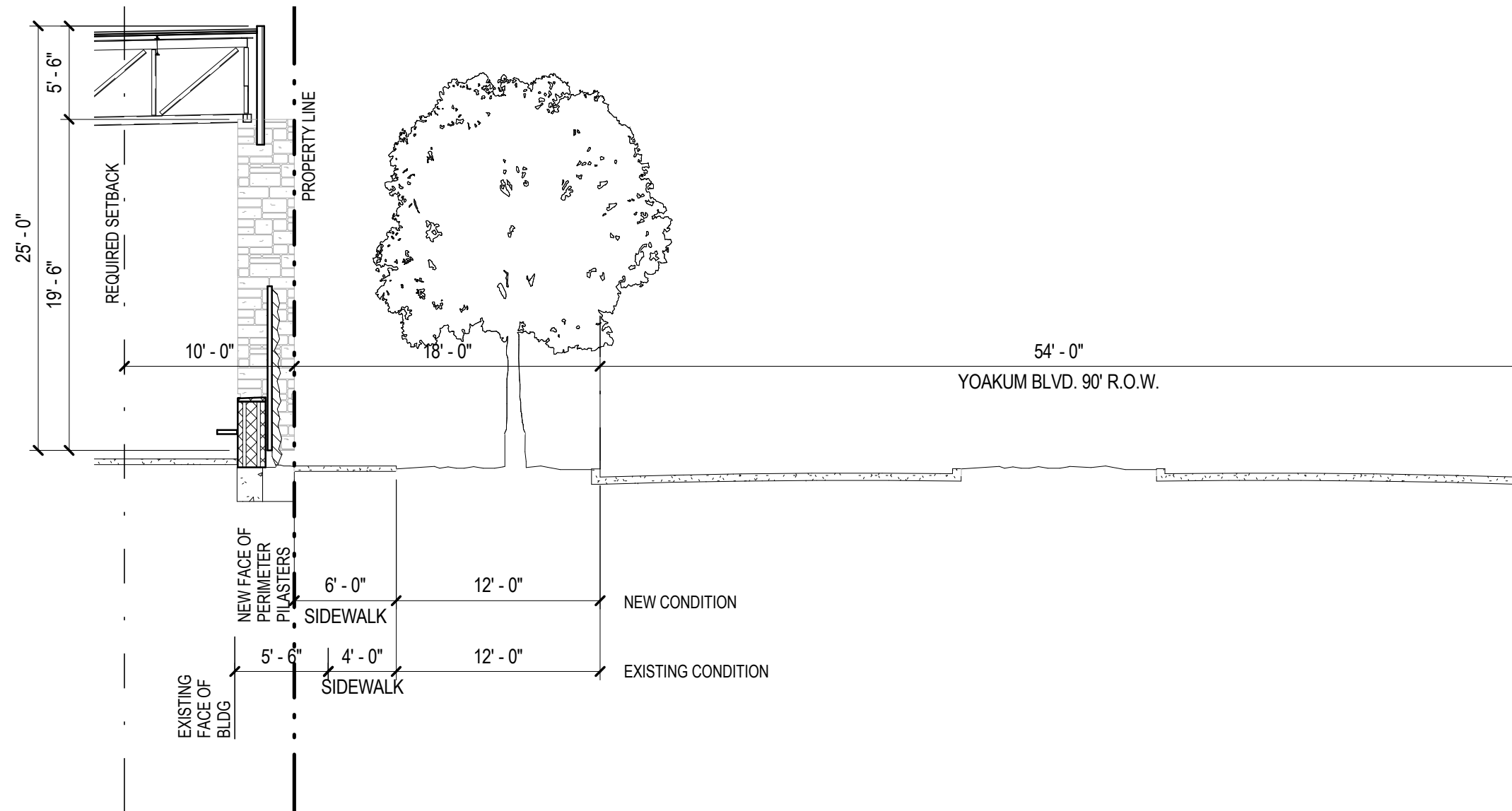
Perspectives | Phase 1 Overall View





# Perspectives | Courtyard Entry on Yoakum





1 PAVILION SECTION - YOAKUM BLVD  
1/8" = 1'-0"

## AOS PHASE 1 EXPANSION

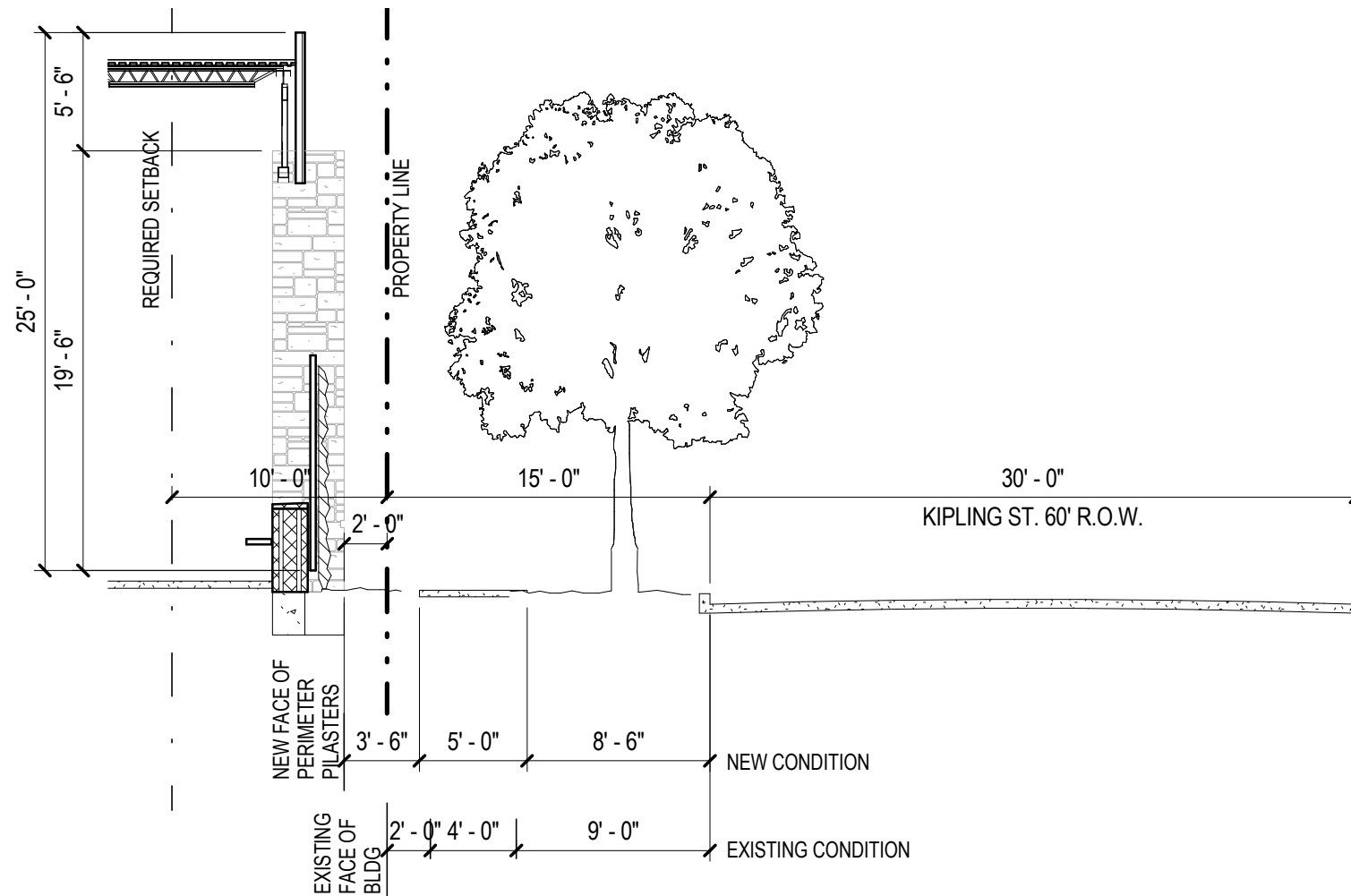
3600 YOAKUM BLVD.  
HOUSTON TX 77006 | 03/02/15 | EX1.3



# Perspectives | View from Kipling



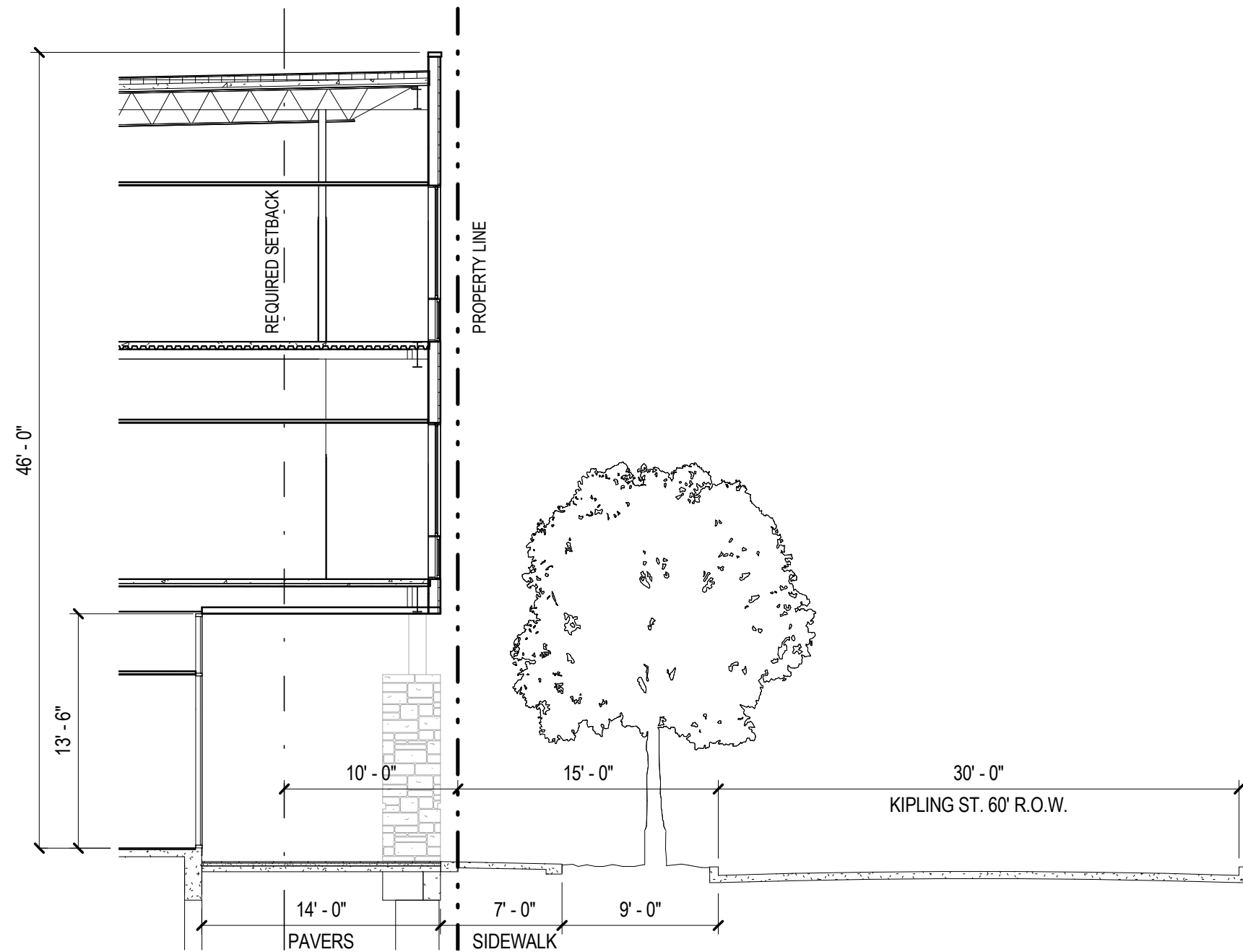




② PAVILION SECTION - KIPLING  
1/8" = 1'-0"

# Perspectives | Lower School Entrance on Kipling





① LOWER SCHOOL SECTION - KIPLING  
1/8" = 1'-0"

## AOS PHASE 1 EXPANSION

3600 YOAKUM BLVD.  
HOUSTON TX 77006 | 03/02/15 | EX1.1





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**Application Number:** 2015-0469

**Plat Name:** Annunciation Orthodox School Campus partial replat no 1

**Applicant:** Windrose Land Services, Inc.

**Date Submitted:** 03/06/2015

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**(Sec. 42-47 and Sec. 42-81)**

**Specific Variance is being sought and extent of variance:**

To allow reduced building setback of 1 foot on Kipling Street and 0 feet on Yoakum Boulevard, both local streets on the City's Major Thoroughfare Plan, and to not require a visibility triangle setback at Yoakum and Kipling.

**Chapter 42 Section:** 42-150 & 42-161

**Chapter 42 Reference:**

42-150 "Building Line Requirement" and 42-161 "Visibility Triangles"

**Statement of Facts**

**(1a) The imposition of the terms, rules, conditions, policies and standards of this chapter would create an undue hardship by depriving the applicant of the reasonable use of the land;**  
**OR**

**(1b) Strict application would make this project infeasible due to the existence of unusual physical characteristics that affect the property in question, or would create an impractical development or one otherwise contrary to sound public policy;**

The school campus is located south of Kipling Street, north of West Alabama Street, west of Yoakum Boulevard and east of Mt. Vernon Avenue. Sitting adjacent to and north of the University of Saint Thomas, the Annunciation Orthodox Church and School complex has been a fixture in the heart of the Montrose District it began in 1970 and home of the famous yearly Houston Greek Festival. Over the years the school has grown from a single early childhood class to a fully accredited Pre-k to 8th grade school averaging 670 students. In order to support the current number of students and account for the projected demand, the applicant has acquired the last remaining parcel in the block and is proposing a reconfiguration /expansion of the school facilities and to create a more functional educational building, including classrooms, cafeteria, administrative offices, as well as adding a covered pavilion to provide year round, accessible sports and recreation area for the students. Applicant is requesting a variance to allow a reduced building line of 0' along Yoakum Boulevard to accommodate a structural roof supports with an interconnected wall/green screen and a 1' building line along Kipling Street for the wall/green screen, as well as for the second and third floors for the new Lower school and Jones Center. The applicant's architect, Ginsler, has designed the proposed facility with an emphasis on facility needs, safety, pedestrian-realm improvements, and overall architectural balance within the church complex. The scope of the project will be to demolish the oldest portion of existing building located at the Southwest corner of Yoakum Boulevard and Kipling Street, and re-orient the building massing to the Northwest corner of the property to better integrate with the remaining middle school building. In place of the previous building, applicant wishes to install a security fence / green screen wall at the property line along Yoakum Street and 1' inside the property line along Kipling Street. Fence will be composed of masonry structural columns with interconnected green screens with the columns will be used to support the roof structure of the open air sports pavilion. At the Lower School & Jones Center Building, the first level of the building will be setback 15 feet from the property line with a proposed 14' covers/arcade walkway along the façade and building entrance. Upper floors of the building will be built above the arcade out the proposed 1' setback along Ki

**(2) The circumstances supporting the granting of the variance are not the result of a hardship created or imposed by the applicant;**

The existing school site has existed at this location for decades, long before the City's building

setback standards were in place. By imposing the building setback standards on the school, when they are in need of an expansion to address their capacity issues, the City would effectively be reducing the use of the land at the worst possible time. The applicant's proposed building setback variance would allow the property to conform to the intent of the ordinance and maintain the viability of the proposed expansion. These development constraints result in circumstances that are not self-imposed by the applicant and that form sufficient grounds to grant the variance.

**(3) The intent and general purposes of this chapter will be preserved and maintained;**

The applicant's goal for this project is to provide a development that is safe for the school children, aesthetically pleasing, and fully integrated with and complimentary to the school buildings and surrounding pedestrian realm. Those goals mirror what the City hopes to obtain by the enforcement of their development regulations. The requested variance will allow the developer to achieve these results by utilizing the majority of the existing development footprint and balancing the site around the redesigned open space. With wider sidewalks, an enhanced street tree zone, and greater viewshed access to the courtyard, the result will be a campus that meets the school's needs and the City's regulatory intent.

**(4) The granting of the variance will not be injurious to the public health, safety or welfare;**

The granting of the variance will not be injurious to the public health, safety or welfare as adequate vehicular and pedestrian circulation will be available, including access for emergency vehicles. The reduction of said building lines will not impede the City's ability to maintain Yoakum Boulevard or Kipling Street as the distance between the pavement section of the streets and the building/wall faces will range from 15 to 30 feet. The planned improvements will increase the efficiency of pedestrian movement around the school and provide a safer interface between the public realm and the children using the courtyard and athletic pavilion.

**(5) Economic hardship is not the sole justification of the variance.**

The primary justifications for the requested variance are the unusual physical and development characteristics affecting the property. Because of the existing development footprint, enforcement of the 10-foot building setback requirements would reduce the school's existing capacity, negate the benefits of the planned expansion and make the pedestrian realm improvements unfeasible. Even with the requested building line reductions, the net result of the planned improvements will be an enhanced pedestrian environment with greater access to the aesthetic elements of the school. By granting the variance, the City will be promoting a safe, modern, and full integrated project that provides a significant contribution to the local identity of the Montrose area.

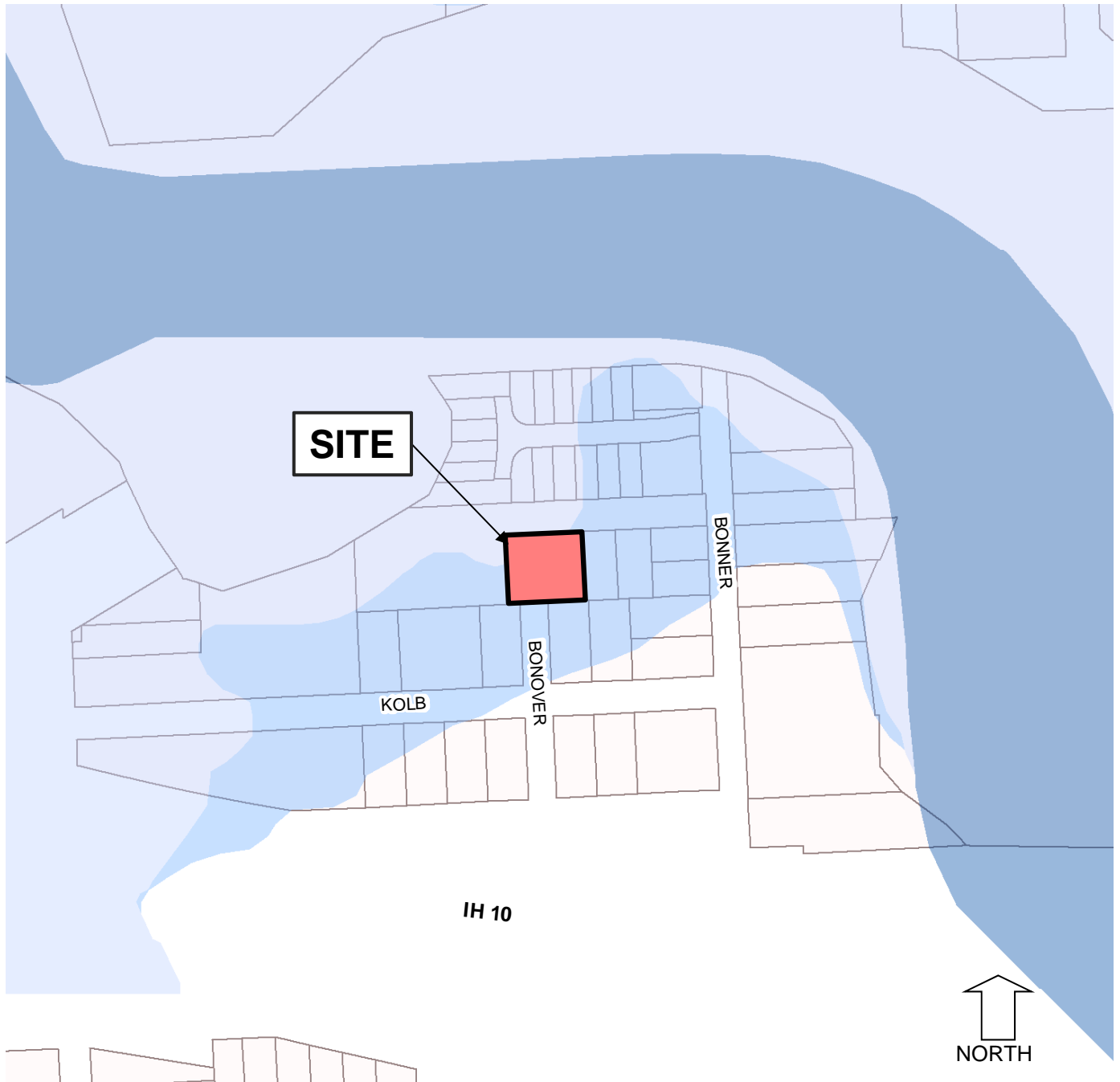
# Houston Planning Commission **ITEM: 127**

Planning and Development Department

Meeting Date: 03/19/2015

**Subdivision Name: Bonover Prestige Homes**

**Applicant: HRS and Associates, LLC**



**D – Variances**

**Site Location**

**Meeting Date: 03/19/2015**

**Applicant: HRS and Associates, LLC**

**TRACT 5**  
HOUSTON TEXAS FIRE FIGHTERS  
FEDERAL CREDIT UNION  
HCCF NO. H017938

**LOT 6, BLOCK 3**  
DEER PARK ADDITION  
BINGHAM TRACT  
VOL. 121, PG. 33 DRHC

**LOT 4, BLOCK 3**  
DEER PARK ADDITION  
BINGHAM TRACT  
VOL. 121, PG. 33 DRHC

**YOEUNG VA-YAM & WIFE, VEV YAM**  
HCCF NO. 20070078255

**BONNER STREET**  
(40' R.O.W.)

**BONOVER STREET**  
(34' R.O.W.)  
(VOL. 121, PG. 33 DRHC)

**KOLB STREET**  
(40' R.O.W.)  
(VOL. 121, PG. 33 DRHC)

**NORTH**

CURVE DATA TABLE					
CURVE	RADIUS	DELTA	LENGTH	CHORD BEARING	CHORD DISTANCE
C1	65.00'	14°50'55"	16.85'	N 04°39'04" E	16.80'
C2	65.00'	14°50'55"	16.85'	N 04°49'07" E	16.80'

## Subdivision



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# Houston Planning Commission    ITEM: 127

Planning and Development Department

Meeting Date: 03/19/2015

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Subdivision Name: Bonover Prestige Homes

Applicant: HRS and Associates, LLC



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**D – Variances**

**Aerial**

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**Application Number:** 2015-0493

**Plat Name:** Bonover Prestige Homes

**Applicant:** HRS and Associates, LLC

**Date Submitted:** 03/09/2015

**(Sec. 42-47 and Sec. 42-81)**

**Specific Variance is being sought and extent of variance:**

To not extend Bonover Street that stubs directly into the subject property and to allow a shared driveway to take access from said street.

**Chapter 42 Section:** 42-135 & 41-145

**Chapter 42 Reference:**

Sec. 42-135. Street extension. (a) A public street that terminates at the boundary of a plat previously approved by the commission without means of a vehicular turnaround shall be extended into the adjacent property at the time the adjacent property is platted unless: (1) The existing stub street is a local street and is not designated as a collector or major thoroughfare on the major thoroughfare and freeway plan; (2) The existing stub street is not shown as a through street on a current general plan approved by the commission for the subdivision in which the existing street is located or the subdivision that is the subject of the application; (3) The existing stub street is only one lot in depth; (4) The proposed subdivision will not extend residential development; and (5) The extension of the street is not required to meet the intersection spacing requirements of this chapter. If each of these criteria is met, the stub street is not required to be extended. Sec. 42-145. General layout and arrangement for all shared driveways. (b) A shared driveway shall not intersect with a permanent access easement, a private alley, or connect to, or be the extension of, a shared driveway created by an adjacent subdivision. A shared driveway shall intersect with at least one public street that is not an alley in accordance with the following requirements: (1) The shared driveway shall intersect with a public street that has a roadway width 18 feet or more as measured at the narrowest point of the roadway adjacent to the tract; (2) The shared driveway shall intersect with a public street at a 90-degree angle except as needed to comply with item (3) of this subsection; and (3) The shared driveway shall be set back at least four feet from the boundary of the subdivision plat measured at the point of intersection with the public street.

**Statement of Facts**

**(1a) The imposition of the terms, rules, conditions, policies and standards of this chapter would create an undue hardship by depriving the applicant of the reasonable use of the land; OR**

**(1b) Strict application would make this project infeasible due to the existence of unusual physical characteristics that affect the property in question, or would create an impractical development or one otherwise contrary to sound public policy;**

The developer is proposing a plat with five single-family lots that takes vehicular access from a shared driveway. This shared driveway is coming off of Bonover Street which stubs into the property. The property is 250 feet north of Katy Freeway (IH-10) and about 200 feet south of White Oak Bayou which is a Harris County Flood Control waterway. The unusual physical characteristic of the property is that its only access to a public right-of-way is Bonover Street that stubs into the southern boundary line of the proposed plat. Bonover Street is a 34-foot right-of-way and is 200 feet west of Bonner Street and therefore is not needed for block length. The developer is asking for a variance to not extend Bonover Street into the proposed plat. A 50-foot right-of-way with typical building lines (10-foot principal structure and 17-foot garage building line) would make the 95 ft wide by 85 ft long property infeasible to build. A cul-de-sac with a typical building line would make the single family project infeasible as well.

**(2) The circumstances supporting the granting of the variance are not the result of a hardship created or imposed by the applicant;**

Bonner Prestige Homes has a street that directly stubs into its southern boundary line. Bonover Street is 100 feet in length from Kolb street before it stubs into the proposed plat. A thru-street would not be practical because there is a plat with a private street (Villas at Bonner) that was recorded in 2007. The subdivision is bordered by White Oak Bayou to the north making a connection to a public street impossible.

**(3) The intent and general purposes of this chapter will be preserved and maintained;**

The intent and general purposes of this chapter are preserved because of the following reasons: Bonover Street is not needed for block length because existing Bonner Street is located only 200 feet to the east. Interstate Highway 10 (Katy Freeway) is 250 feet to the south, and White Oak Bayou is 200 feet to the north. There is reasonable vehicular access to the area and an extension of Bonover is not likely to ever connect to a public street because of the already built subdivision (Villas at Bonner) to the north. The area is very close to Katy Freeway and local businesses. Allowing this property to be developed into five single-family homes is the best possible use of this property. The neighborhood is mixed use with some single-family homes and nearby commercial establishments.

**(4) The granting of the variance will not be injurious to the public health, safety or welfare;**

The granting of the variance will not be injurious to the public health or safety but will rather allow some infill development for an area that is very close to downtown. Bonover street is 100 feet in length from Kolb Street and is only "one-lot" in length. Allowing a shared drive-way to extend from Bonover will provide a property to develop that might not necessarily have an opportunity to develop under normal circumstances. This 8,075 square foot tract of land is land-locked except for the Bonner Street that stubs into it. By its very nature this property needs a variance to be feasible for development.

**(5) Economic hardship is not the sole justification of the variance.**

Economic hardship is not the sole justification of the variance. The extension of Bonover Street is not needed for block length and extending this street will not likely ever make a connection to any public street. The existing platted and built subdivision of Villas at Bonner to the north makes a connection to a public street nearly impossible. The area has good circulation and the existence of White Oak Bayou 200 feet to the north makes a north-south street not necessary.



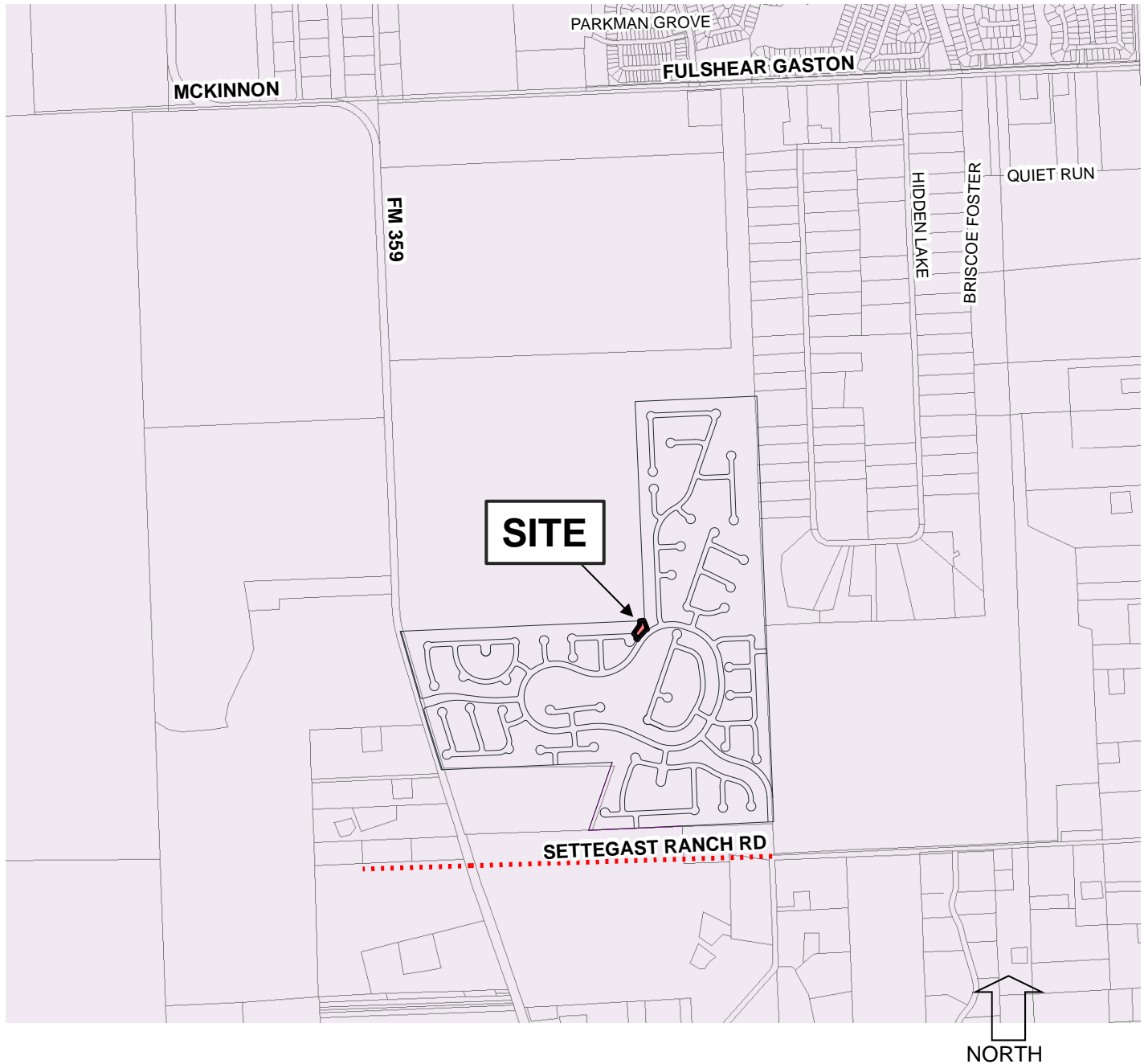
# Houston Planning Commission    ITEM: 128

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Creekside Ranch Lift Station Reserve

Applicant: Jones & Carter, Inc.



**D – Variances**

**Site Location**



## Subdivision

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# Houston Planning Commission    **ITEM: 128**

Planning and Development Department

Meeting Date: 03/19/2015

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**Subdivision Name: Creekside Ranch Lift Station Reserve**

**Applicant: Jones & Carter, Inc.**



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**D – Variances**

**Aerial**

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**Application Number:** 2015-0441

**Plat Name:** Creekside Ranch Lift Station Reserve

**Applicant:** Jones & Carter, Inc.

**Date Submitted:** 03/06/2015

**(Sec. 42-47 and Sec. 42-81)**

**Specific Variance is being sought and extent of variance:**

Variance for Sec 42-190c is being sought because the proposed lift station site was included within the Creekside Ranch GP; however it does not have permanent frontage. It will ultimately get its permanent public street access from a future section of Creekside Ranch. Until the proposed adjacent street is constructed, the site will be served by a 20' temporary access easement connecting to Clearstone Circle. Direct access to any existing ROW is not possible due to the remote location of the lift station site and an existing sand pit to the north.

**Chapter 42 Section: 190c**

**Chapter 42 Reference:**

Sec. 42-190. Tracts for non-single-family use—Reserves. (c) Each reserve shall meet the following requirements for minimum size, the type and width of street or shared driveway on which it may be located, and the minimum frontage, as applicable to the type of reserve.

**Statement of Facts**

**(1a) The imposition of the terms, rules, conditions, policies and standards of this chapter would create an undue hardship by depriving the applicant of the reasonable use of the land; OR**

**(1b) Strict application would make this project infeasible due to the existence of unusual physical characteristics that affect the property in question, or would create an impractical development or one otherwise contrary to sound public policy;**

Strict application of the requirement for 50' of frontage on a 20' street or driveway would make construction of the proposed lift station site infeasible for several years. Direct access to any existing ROW is not possible due to the remote location of the lift station site and an existing sand pit to the north. The site was included in the Creekside Ranch GP and permanent public street frontage is proposed to come from the subdivision. Until the adjacent section is platted and constructed, the site will be served by a temporary 20' access easement connecting to Clearstone Circle.

**(2) The circumstances supporting the granting of the variance are not the result of a hardship created or imposed by the applicant;**

The circumstances supporting the variance are due to the physical characteristics of the site and the need to construct a lift station ahead of the construction of the proposed streets.

**(3) The intent and general purposes of this chapter will be preserved and maintained;**

The temporary access easement and Clearstone Circle must be recorded prior to the lift station plat. This will ensure temporary access consistent with Chapter 42 until the permanent street frontage is platted and constructed.

**(4) The granting of the variance will not be injurious to the public health, safety or welfare;**

The temporary access easement will provide adequate access for the public and emergency vehicles until the permanent street pattern is constructed within the Creekside Ranch GP.

**(5) Economic hardship is not the sole justification of the variance.**

The variance is based on the physical characteristics of the site which prevent direct frontage to any existing ROW and the need for the lift station site ahead of the proposed streets within the Creekside Ranch GP.

# Houston Planning Commission

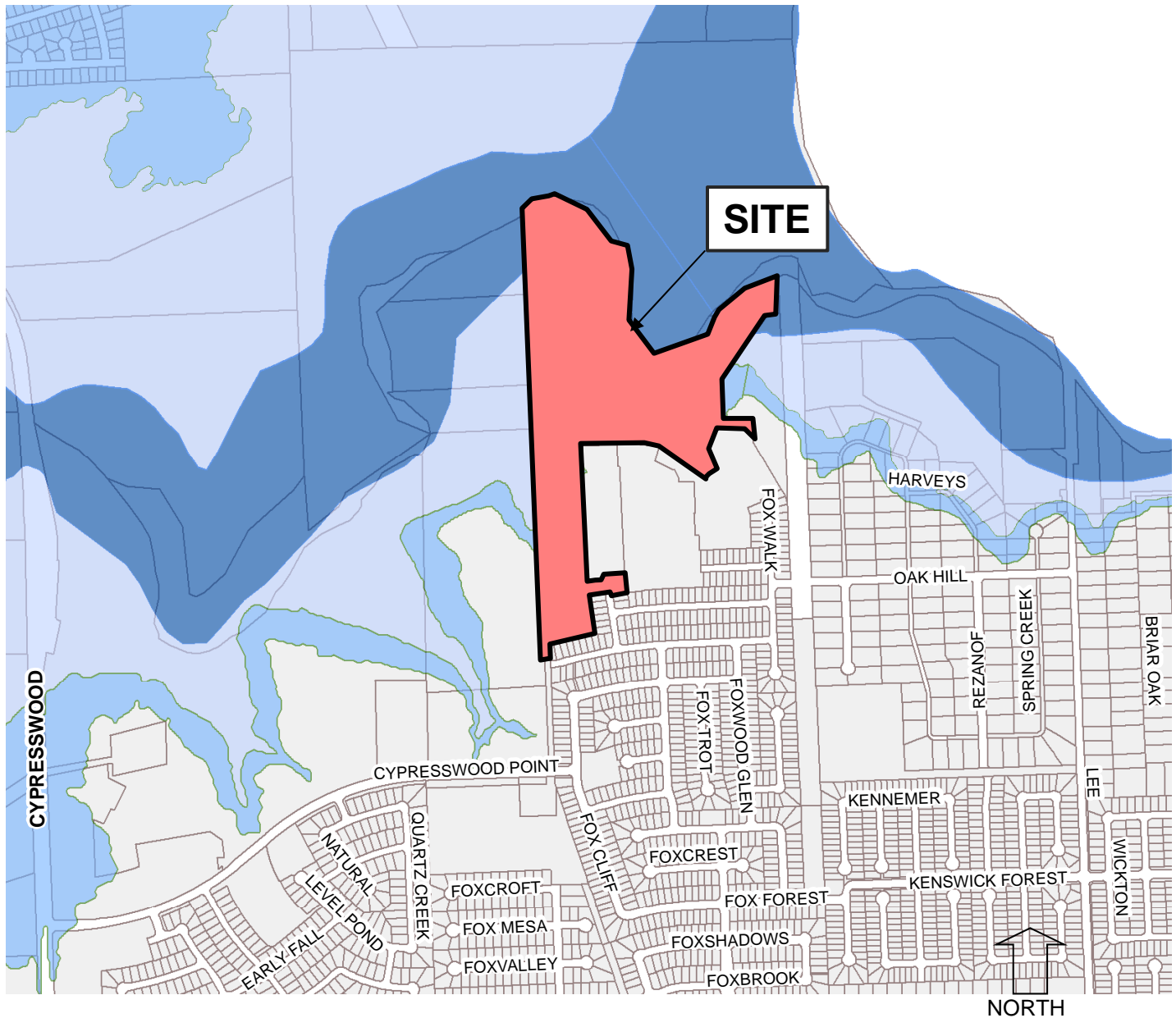
**ITEM: 129**

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Foxwood Sec 14 (DEF1)

Applicant: Robert Doley



**D – Variances**

**Site Location**



# Houston Planning Commission

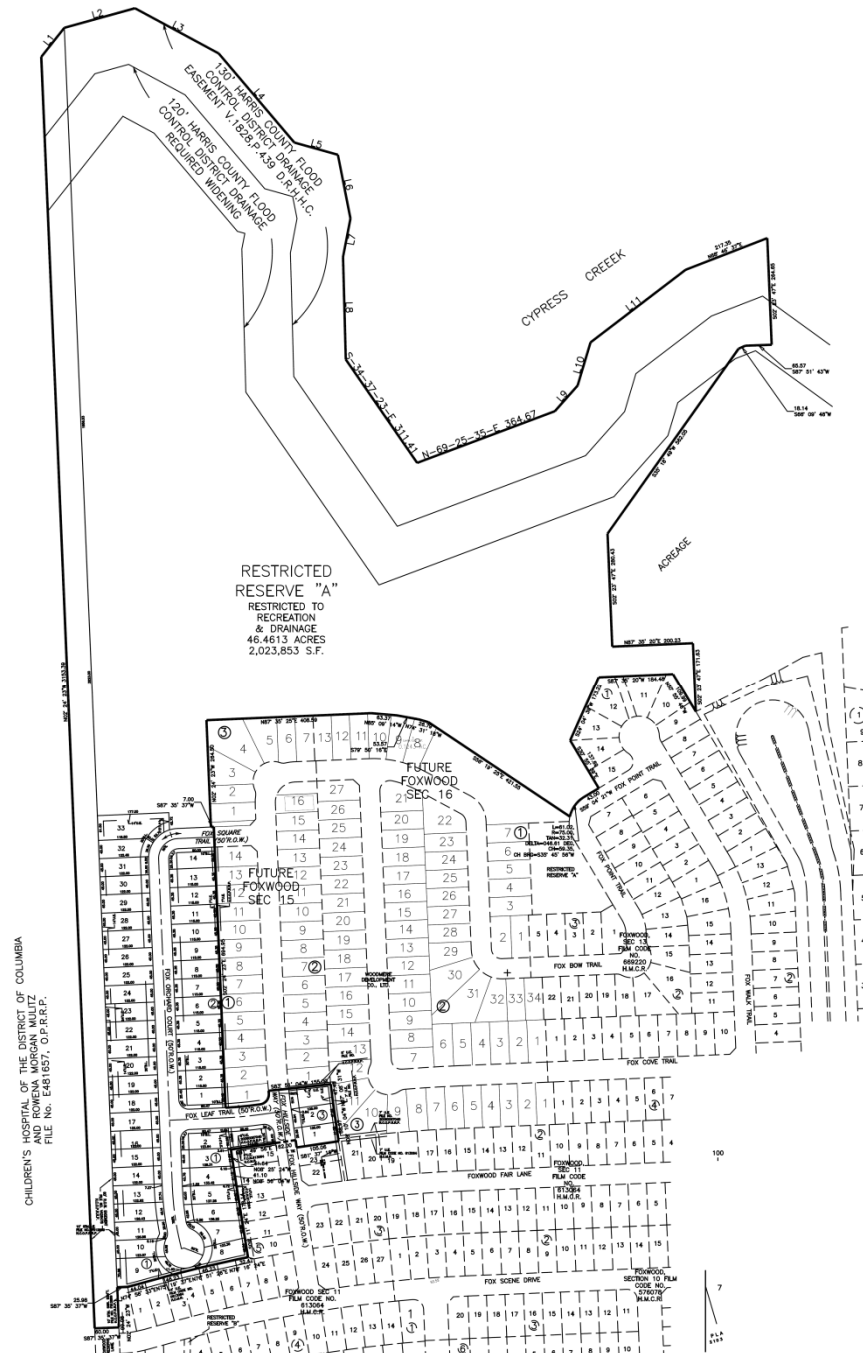
# ITEM: 129

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Foxwood Sec 14 (DEF1)

Applicant: Robert Doley



**D – Variances**

**Subdivision**

# Houston Planning Commission      ITEM: 129

**ITEM: 129**

## Planning and Development Department

**Meeting Date: 03/19/2015**

**Subdivision Name: Foxwood Sec 14 (DEF1)**

**Applicant: Robert Doley**



## D – Variances

## Aerial





**Application Number:** 2015-0331

**Plat Name:** Foxwood Sec 14

**Applicant:** Robert Doley, Planner

**Date Submitted:** 02/20/2015

**(Sec. 42-47 and Sec. 42-81)**

**Specific Variance is being sought and extent of variance:**

to exceed intersection spacing along Foxwood Preserve Lane which is the western plat boundary by not extending a street into Foxwood Preserve Lane north of Fox Scene Drive.

**Chapter 42 Section:** 42-128

**Chapter 42 Reference:**

Sec. 42-128. Intersections of local streets: (a) Each class III plat and each general plan that shows local streets shall provide for internal circulation by meeting either of the following requirements: (1) Each local street shall intersect with a street that meets the requirements of subsection (b) at least every 1,400 feet

**Statement of Facts**

**(1a) The imposition of the terms, rules, conditions, policies and standards of this chapter would create an undue hardship by depriving the applicant of the reasonable use of the land; OR**

Harris County is closing Foxwood Preserve Lane north of Fox Scene Drive to vehicular traffic and make the existing ROW purely pedestrian. There will be a gate for emergency equipment to get through but it will be closed to the public. There is a fire station at the corner of Foxwood Preserve Lane and Cypresswood Point Avenue which gives emergency vehicles a direct entrance into the Cypress Creek Greenway. On the original General Plan there was a stub to this 60' ROW but with no access to the ROW there is no need for the stub, hence the reason for this variance. Harris County is denying access to Foxwood Preserve Lane north of Fox Scene Drive so I am unable to connect to it. Harris County is making Foxwood Preserve Lane north of Fox Scene Drive an all weather pedestrian trail to the Cypress Creek Greenway. Using the existing stub street (Fox Hillside Way) to the east of Foxwood Preserve Lane I am able to establish a loop street system that is less than 1400' both north and south and east and west as shown on the attached revised General Plan. There are at least two points of access to every lot except to the cul-de-sacs and the cul-de-sacs meet the city's cul-de-sac access standards (35 or less lots with one point of access).

**(1b) Strict application would make this project infeasible due to the existence of unusual physical characteristics that affect the property in question, or would create an impractical development or one otherwise contrary to sound public policy;**

**(2) The circumstances supporting the granting of the variance are not the result of a hardship created or imposed by the applicant;**

The General Plan of record 2014-1217 shows the intended stub to the 60' ROW west of Foxwood Sec 14. Harris County is denying access to the all weather paved portion pedestrian trail of Foxwood Preserve Lane.

**(3) The intent and general purposes of this chapter will be preserved and maintained;**

Within the subdivision the block lengths are less than 1400' and there are a minimum of two points of access to every lot except for the cul-de-sacs and the cul-de-sacs are within the City of Houston Chapter 42 standards.

**(4) The granting of the variance will not be injurious to the public health, safety or welfare;**

The granting of the variance will not be injurious to the public health, safety or welfare because every lot has two points of access except for the cul-de-sacs and they meet the city's criteria. The internal block length is all less than 1400'.

**(5) Economic hardship is not the sole justification of the variance.**

Originally the stub to the existing 60' ROW was on the general plan. The reason it is not being shown on the Preliminary Plat for Foxwood Sec 14 now is Harris County has denied vehicular access (except for emergency vehicles) to Foxwood Preserve Lane north of Fox Scene Drive. There is a fire station at the corner of Foxwood Preserve Lane and

Cypresswood Point Avenue which gives emergency vehicles a direct entrance into the Cypress Creek Greenway. All other streets from the original General Plan are to be constructed.



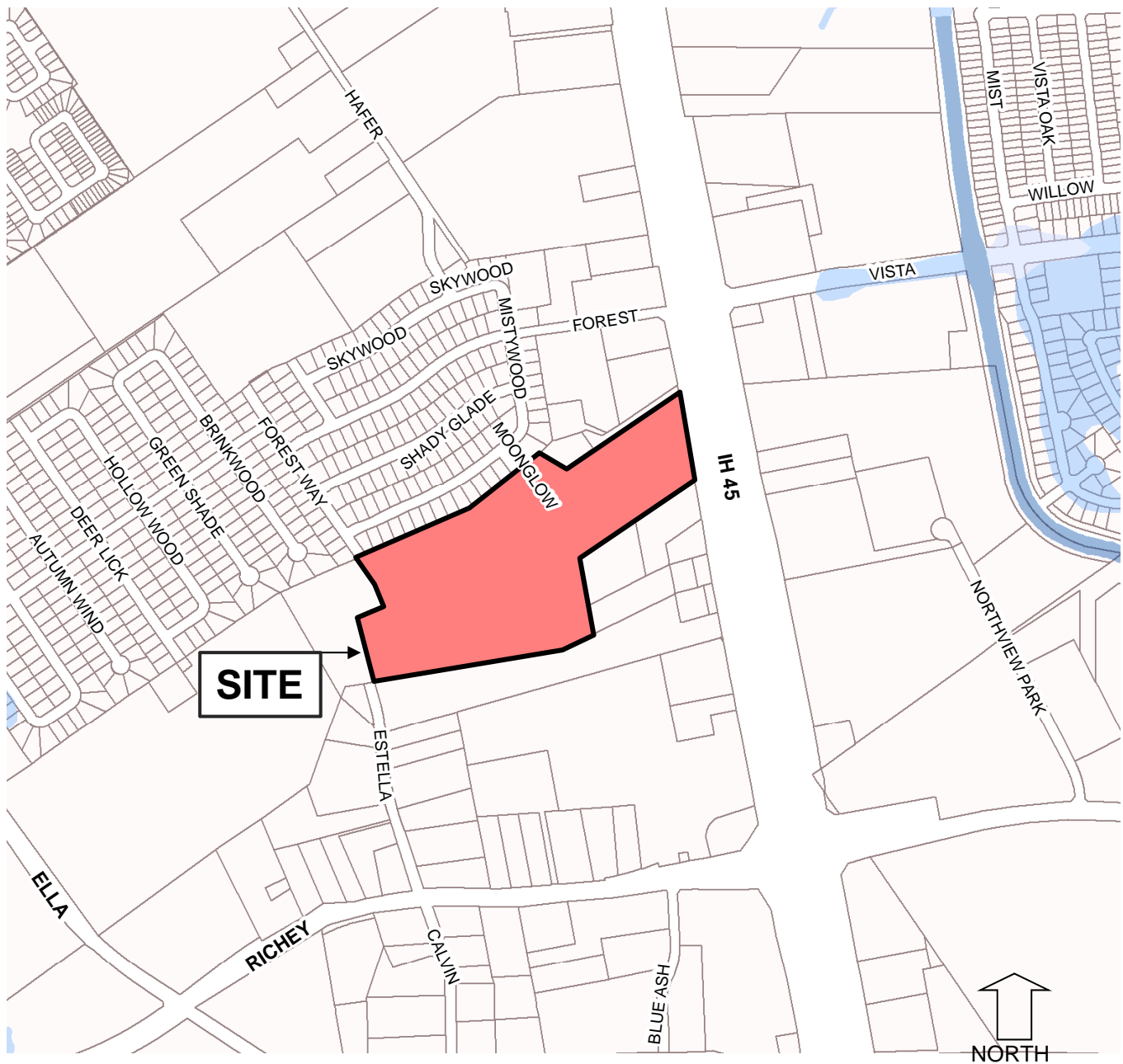
# Houston Planning Commission      ITEM: 130

Planning and Development Department

Meeting Date: 03/19/2015

**Subdivision Name: GBP Business Park (DEF1)**

**Applicant: Texas Engineering And Mapping Company**



**D – Variances**

**Site Location**

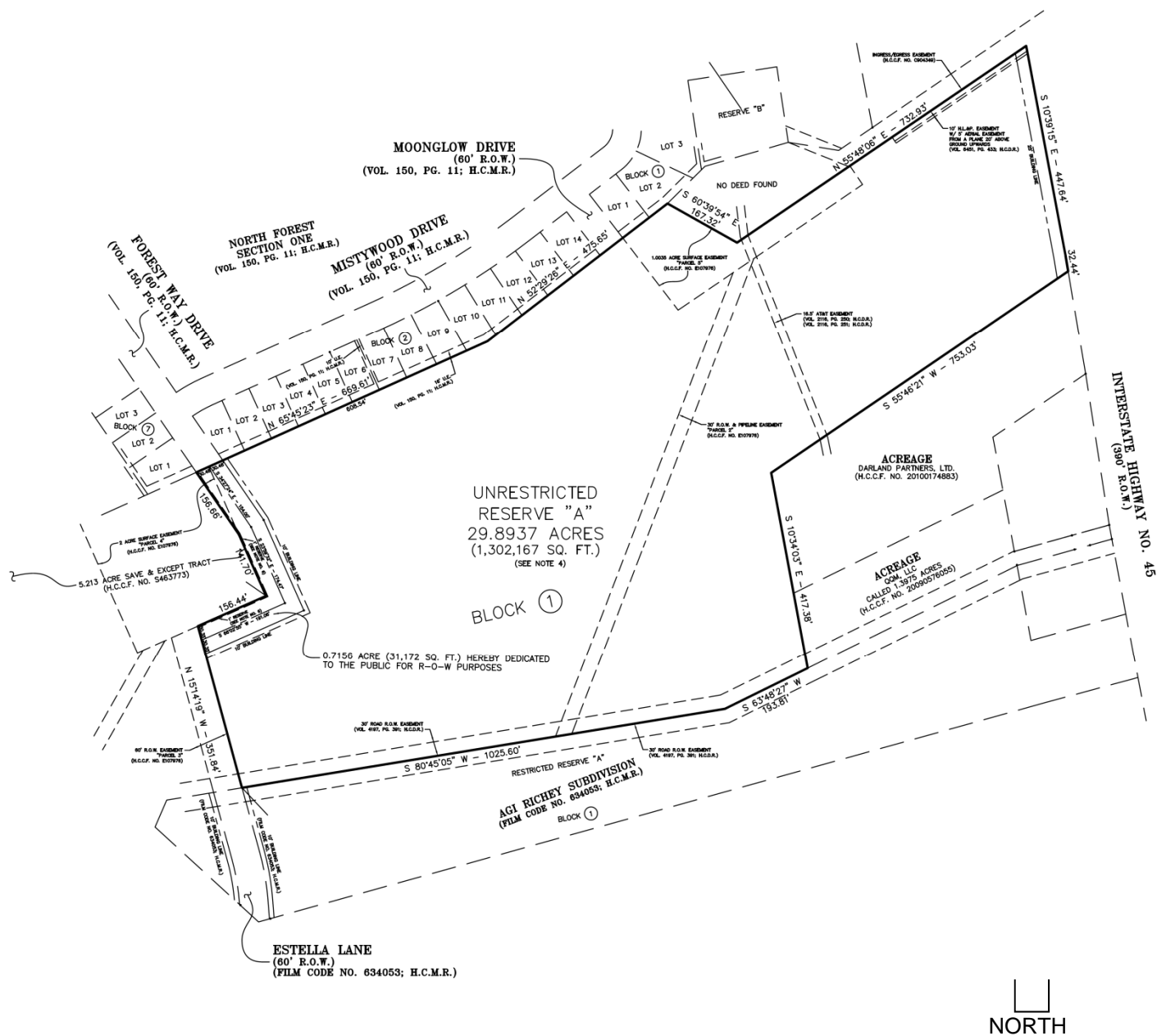
# Houston Planning Commission ITEM: 130

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: GBP Business Park (DEF1)

Applicant: Texas Engineering And Mapping Company



D – Variances

Subdivision

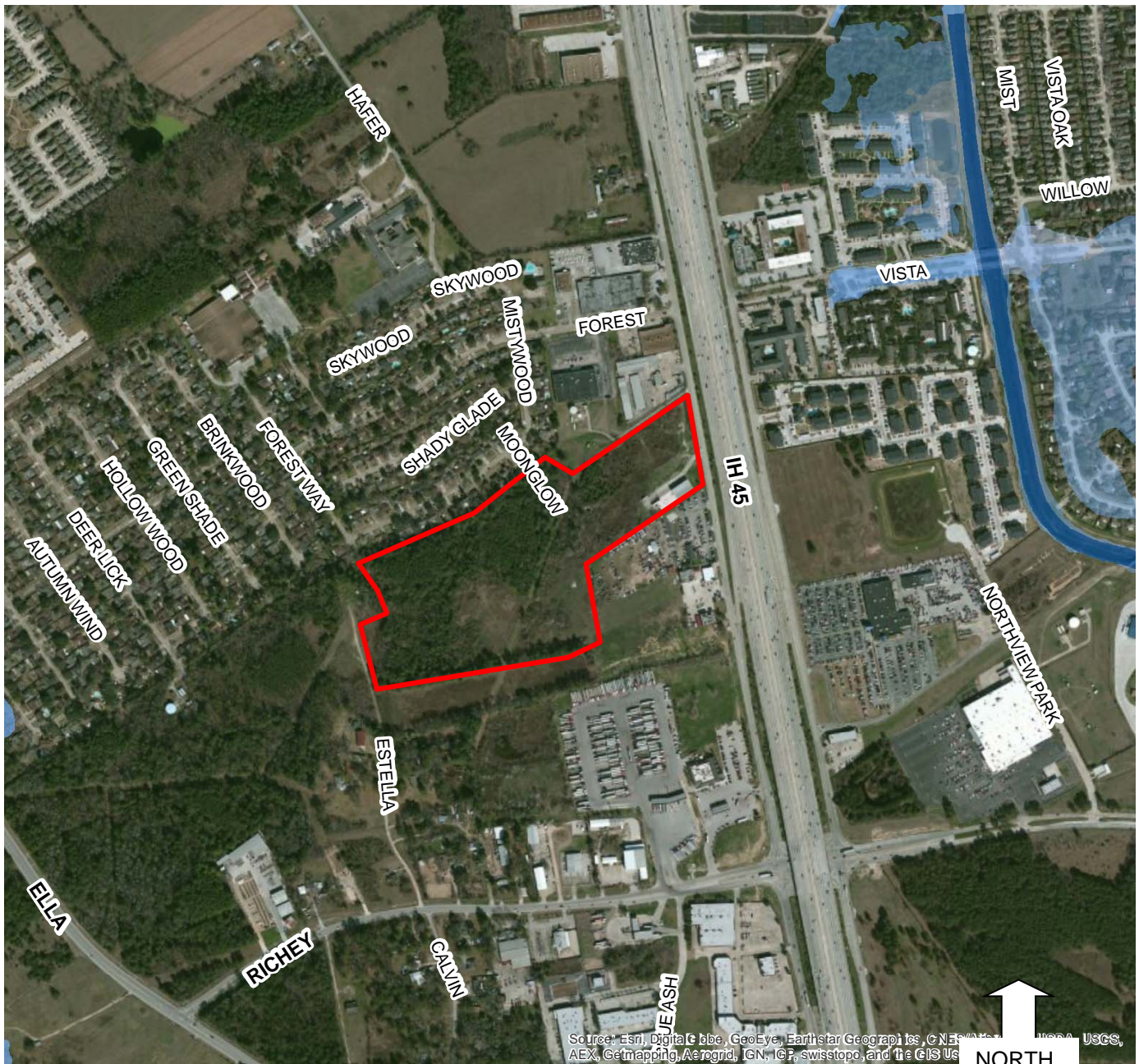
# Houston Planning Commission      ITEM: 130

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: GBP Business Park (DEF1)

Applicant: Texas Engineering And Mapping Company



D – Variances

Aerial





**Application Number:** 2015-0343

**Plat Name:** GBP Business Park

**Applicant:** Texas Engineering And Mapping Company

**Date Submitted:** 02/20/2015

**(Sec. 42-47 and Sec. 42-81)**

**Specific Variance is being sought and extent of variance:**

To prevent one of two stub streets from being extended through the subject property. (Moonglow Drive)

**Chapter 42 Section:** 135

**Chapter 42 Reference:**

42-135 Street Extension Sec. 42-135. Street extension. (a) A public street that terminates at the boundary of a plat previously approved by the commission without means of a vehicular turnaround shall be extended into the adjacent property at the time the adjacent property is platted.

**Statement of Facts**

**(1a) The imposition of the terms, rules, conditions, policies and standards of this chapter would create an undue hardship by depriving the applicant of the reasonable use of the land; OR**

**(1b) Strict application would make this project infeasible due to the existence of unusual physical characteristics that affect the property in question, or would create an impractical development or one otherwise contrary to sound public policy;**

This 30.6093 acre tract is being developed into a business park. This was determined to be the land's highest and best use. The platting of this property has caused two stub streets to be considered to be extended through the property. The two stub streets were created because of the previously platted subdivision (North Forest Section One) adjacent to this property along its northerly line. The most westerly stub street (Forest Way Drive) will be extended south and made to align with another stub street (Estella Lane) adjacent to this property's west line. Estella Lane was dedicated by the plat of the AGI Richey Subdivision. We request that the stub street in the center of the property (Moonglow Drive) not be required to be extended into this property. The current ordinance states that Moonglow Drive is required to be extended through the property at the time of platting. However, a couple of obstacles exist that will make the extension of this north-south street very difficult: 1. The AGI Richey Subdivision did not dedicate a stub street to match up with the extension of Moonglow Drive on the southerly line of the subject property. A single restricted reserve was platted from I-45 to the previously mentioned Estella Lane on this property's west line. Furthermore, Moonglow Drive is located only 900 feet from I-45 which is well short of the required 1,400 feet block length. Forest Way Drive is located only 900 more feet to the west of Moonglow Drive. This would make a block length from I-45 to Forest Way Drive, a distance of 1,800 feet to 1,900 feet, a bit longer than the optimal 1,400 feet stated in the ordinance. Also, granting this variance would meet all requirements in Sec. 42-135(a) except the block length requirement which is mentioned above. We are hereby requesting a variance in order to plat the property without being required to extend Moonglow Drive through the subject property. The current local streets in the area already provide adequate circulation throughout this area and have for many years. Extending Moonglow Drive through the property will not provide any additional benefits to the flow of traffic and could have a detrimental effect on the adjacent single family neighborhood. 2. The street would have to cross an existing 30-foot wide pipeline easement that accommodates a 6-inch pipeline that only has 2.5 feet of ground cover 3. The proposed development (commercial) and North Forest Section One (residential) are not comp

**(2) The circumstances supporting the granting of the variance are not the result of a hardship created or imposed by the applicant;**

The development of this property will trigger platting. Since Moonglow Drive was previously platted, it is required by Chapter 42 to be extended through the subject property unless a variance is granted. This hardship was not created or imposed by the applicant. The adjacent developer platted this stub street without having full knowledge of how the subject property would be developed. Extending Moonglow Drive would not provide an intended north-south street because the plat to the south did not dedicate a corresponding street for this extension. This would also create a short block length that would hamper the ability of this property to develop into a business park.

**(3) The intent and general purposes of this chapter will be preserved and maintained;**

The greater intent and purpose of this chapter will be preserved by not extending this street. Adequate circulation currently exists for the residential community of North Forest. The extension of Forest Way Drive will provide additional north-south mobility in the area and provide an adequate block length. The window for Moonglow Drive has already been closed by the plat of the AGI Richey Subdivision, which did not provide for this street extension through the property to the south of the subject property.



**(4) The granting of the variance will not be injurious to the public health, safety or welfare;**

This stub street has been in place for a long while. No adverse impact to the public's health, safety, or welfare is anticipated by granting this variance request. An adequate street block system will be maintained with the extension of Forest Way Drive to Estella Lane.

**(5) Economic hardship is not the sole justification of the variance.**

This variance request is not about economic hardship. The current street pattern provides adequate circulation in the area. Not granting this variance would create a street extension to nowhere for Moonglow Drive.

# Houston Planning Commission    **ITEM: 131**

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Koehlers 1st addition p/r no 4 JC League Addition p/r no 1

Applicant: Vernon G. Henry & Associates, Inc

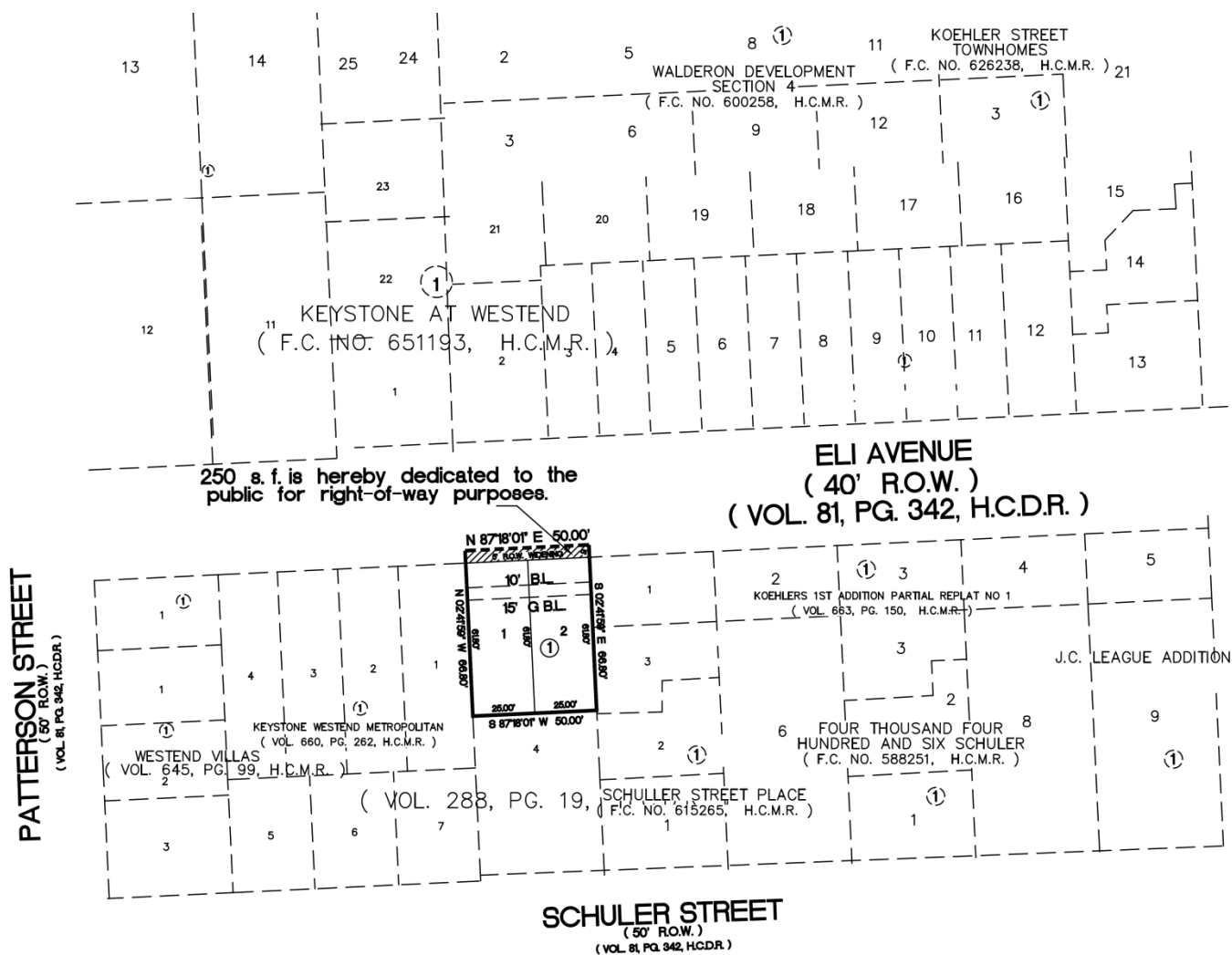


**D – Variances**

**Site Location**

**Meeting Date: 03/19/2015**

**Applicant: Vernon G. Henry & Associates, Inc**



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# Houston Planning Commission      ITEM: 131

Planning and Development Department

Meeting Date: 03/19/2015

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Subdivision Name: Koehlers 1st addition p/r no 4 JC League Addition p/r no 1

Applicant: Vernon G. Henry & Associates, Inc



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**D – Variances**

**Aerial**

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ROBERTSON CANYON			
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PRODUCTION 2:	DATE:	PRODUCTION 3:	DATE:
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REVISION #

CHANGES MADE

NAME

DATE

SITE NOTES

1) ALL DRAWINGS PRESENTED HERE REFERENCES THE 2008 IRC AND 2008

RC BUILDING CODES (NOTY OF HOUSTON AMENDMENTS.

2) FINISHED FLOOR ELEVATION SHALL BE A MINIMUM OF 1" ABOVE THE

GRADE OF THE NEAREST SANITARY SEWER MANHOLE COVER, QUALIFIED

ENGINEER TO DETERMINE FINAL SLAB ELEVATION AND PROVIDE A SITE

GRADING PLAN PER OR LOCAL AUTHORITY.

3) ELEVATION OF THE NEAREST SANITARY SEWER MANHOLE COVER IS

ASSUMED TO BE 10.00. CURB ELEVATION (AS REFERENCED) TAKEN

FROM THE TOP OF THE CURB.

4) BUILDERS TO APPROVE LOCATION OF HOUSE OR LOT, AND TO VERIFY

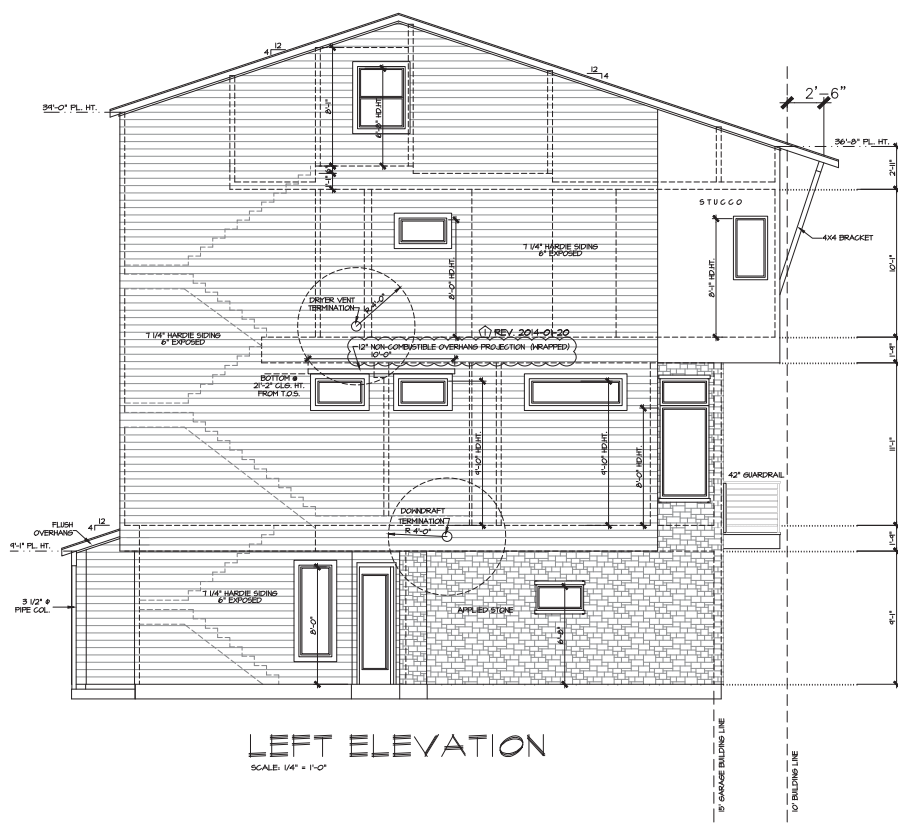
ALL UTILITY LOCATIONS, ALL EASEMENTS, BUILDING, BLOCK FACE, AND

BE TIEBACK LINES ISSUE IN CONSTRUCTION.

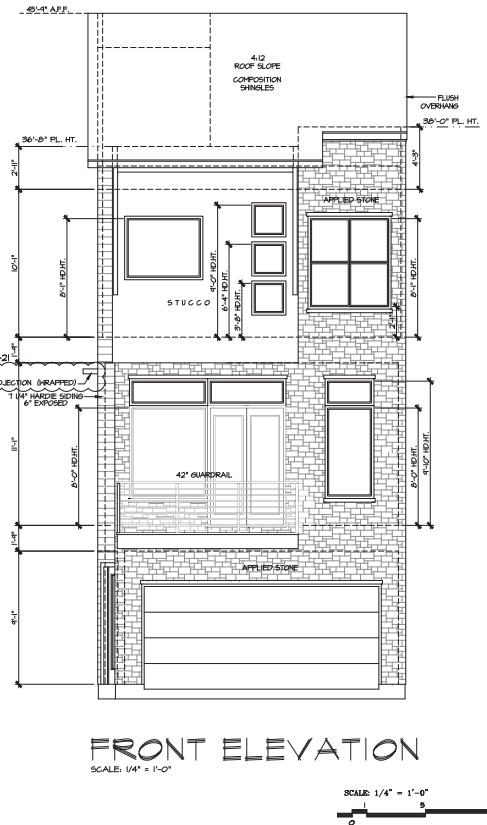
5) PLUMBER TO CONNECT TO EXISTING SANITARY SEWER. PIPING TO BE

SCS-40 P.V.C.

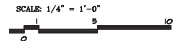
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LEFT ELEVATION  
SCALE: 1/4" = 1'-0"



FRONT ELEVATION  
SCALE: 1/4" = 1'-0"



AC

ANDERSON  
CANYON

DESIGN + PLANNING

1115 W. BAY ST. SUITE 120  
HOUSTON, TEXAS 77002

Office: 713.222.0201  
andersoncanyon.com

DESIGNER	DATE	PRODUCTION 1	DATE
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195	05-05-2008	195	05-05-2008
196	05-05-2008	196	05-05-2008
197	05-05-2008	197	05-05-2008
198	05-05-2008	198	05-05-2008
199	05-05-2008	199	05-05-2008
200	05-05-2008	200	05-05-2008

REVISION #	CHANGES MADE	NAME	DATE

SQUARE FOOTAGES	
FIRST FLOOR :	0
SECOND FLOOR :	0
THIRD FLOOR :	0
FOURTH FLOOR :	0
TOTAL LIVING :	0
LANAI :	0
GARAGE :	0
TOTAL SLAB :	0
COVERED DECK :	0
BALCONY :	0
MECHANICAL :	0
TOTAL COV. AREA :	0

KEYSTONE  
4411 Eli Street, Houston, Tx 77007

JOB # E3316	A3
PRELIMINARY	ISSUE DATE: 03-05-15



**Application Number:** 2015-0336

**Plat Name:** Koehlers 1st addition partial replat no 4 JC League Addition partial replat no 1

**Applicant:** Vernon G. Henry & Associates, Inc.

**Date Submitted:** 02/20/2015

**(Sec. 42-47 and Sec. 42-81)**

**Specific Variance is being sought and extent of variance:**

To allow a garage building setback of 15', after dedicating 5' of widening' rather than the 10'/17' now required.

**Chapter 42 Section: 157**

**Chapter 42 Reference:**

Sec. 42-157. Optional performance standards for collector streets and local streets-- Single-family residential. (b) The building line requirement for a subdivision or development in the city restricted to single-family residential use adjacent to a collector street or a local street that is not an alley shall be: (1) Ten feet for the principal structure; and (2) Notwithstanding the other provisions of this section, 17 feet for a garage or carport facing the street. A building above the garage or carport may overhang the building line up to seven feet.

**Statement of Facts**

**(1a) The imposition of the terms, rules, conditions, policies and standards of this chapter would create an undue hardship by depriving the applicant of the reasonable use of the land; OR**

**(1b) Strict application would make this project infeasible due to the existence of unusual physical characteristics that affect the property in question, or would create an impractical development or one otherwise contrary to sound public policy;**

This property is only 66.8' in depth. Five feet of widening is required for Eli Street, which was platted with only 40' of right-of-way. The old lots facing the south side of Eli were platted at only 33' in depth. Many years ago, this ownership was combined with the northern portion of the lot in the adjacent subdivision to the south, the J.C. League Addition in order to have room for a metal industrial warehouse. The area is now in transition to residential. With the 5' dedication and the required 3' access easement in the rear, the effective depth of the property is reduced to 58'. The edge of paving on Eli is 7.4' from the property line, making the distance from the edge of paving to the proposed garage doors 27.4'. There will be ample room in the 12.4' from the property line to the edge of paving for the 5' public sidewalk. Having the 2 new lots facing the street will create more space for guest parking than locating the lots one behind the other.

**(2) The circumstances supporting the granting of the variance are not the result of a hardship created or imposed by the applicant;**

The property depths was set many years ago prior to the adoption of current standards and regulations.

**(3) The intent and general purposes of this chapter will be preserved and maintained;**

The original character of this area was established with most buildings close to the street. This will providing for widened street right-of-way and insuring that the homes can be constructed on the property.

**(4) The granting of the variance will not be injurious to the public health, safety or welfare;**

The area has existed for decades without setbacks and with a variety of uses and has not been detrimental to the public health, safety or welfare. This proposal will be an improvement to the past situation and will provide for a public sidewalk/

**(5) Economic hardship is not the sole justification of the variance.**

The justification is the depth of the property as it has existed for many years when taken together with modern right-of-way and access requirements.

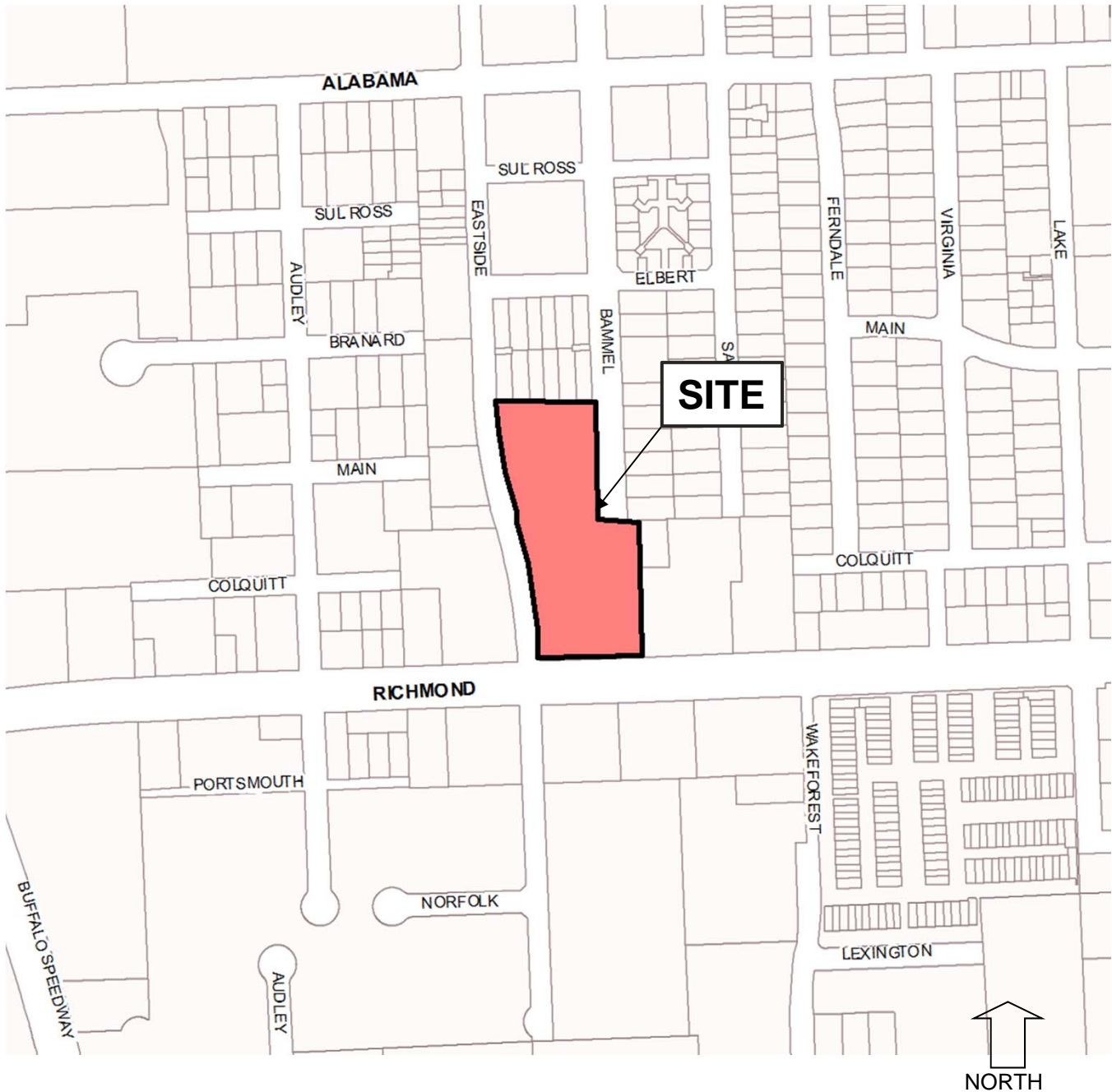
# Houston Planning Commission      ITEM: 132

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Morgan Fun is Free Reserve replat no 1

Applicant: Brown & Gay Engineers, Inc.



**D – Variances**

**Site Location**



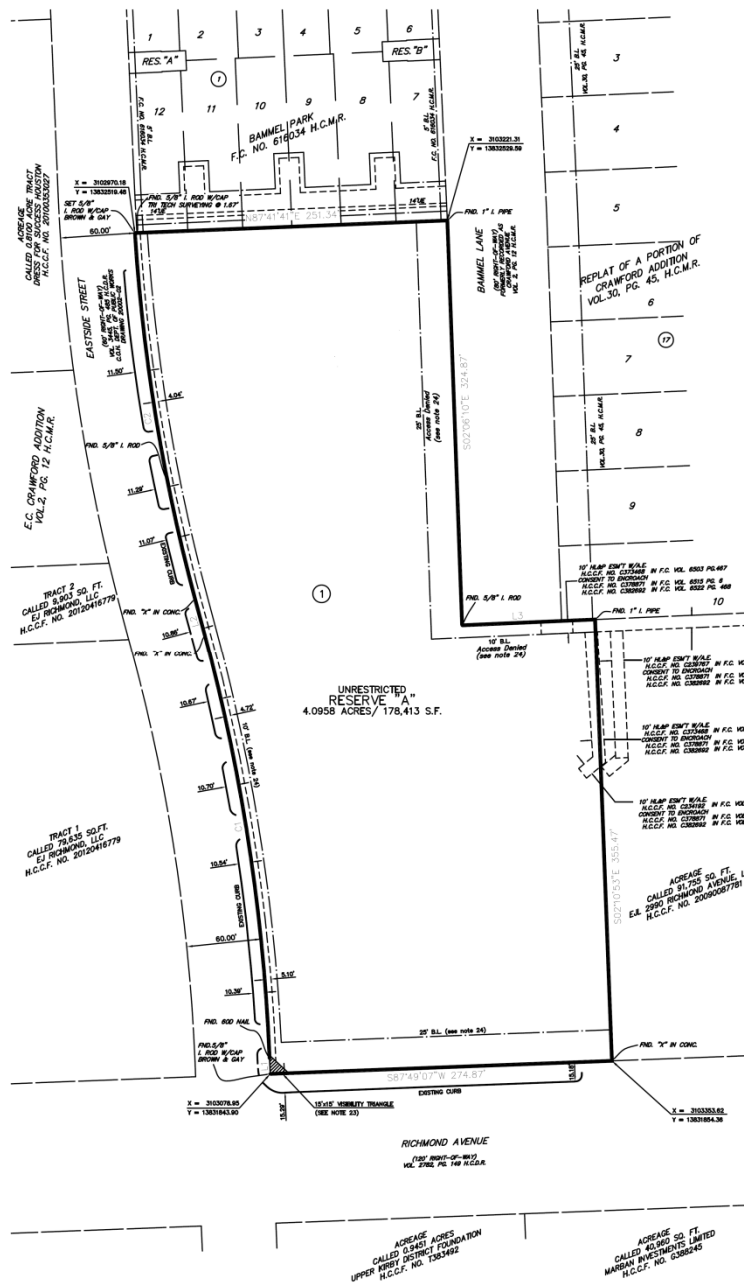
# Houston Planning Commission ITEM: 132

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Morgan Fun is Free Reserve replat no 1

Applicant: Brown & Gay Engineers, Inc.



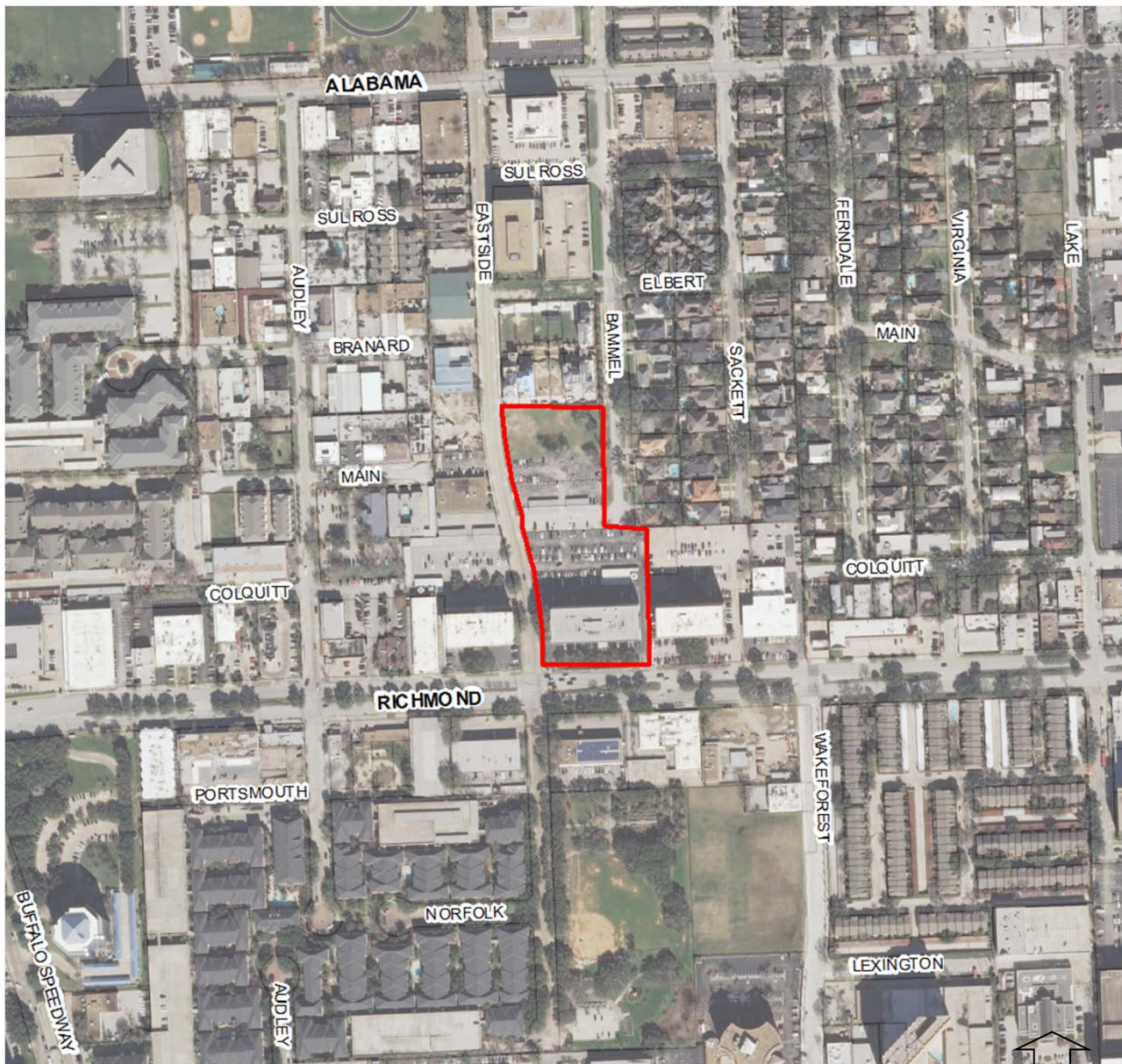
# Houston Planning Commission    ITEM: 132

Planning and Development Department

Meeting Date: 03/19/2015

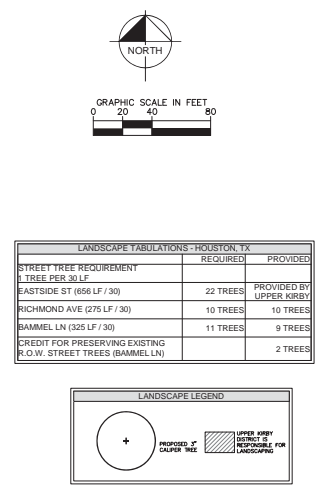
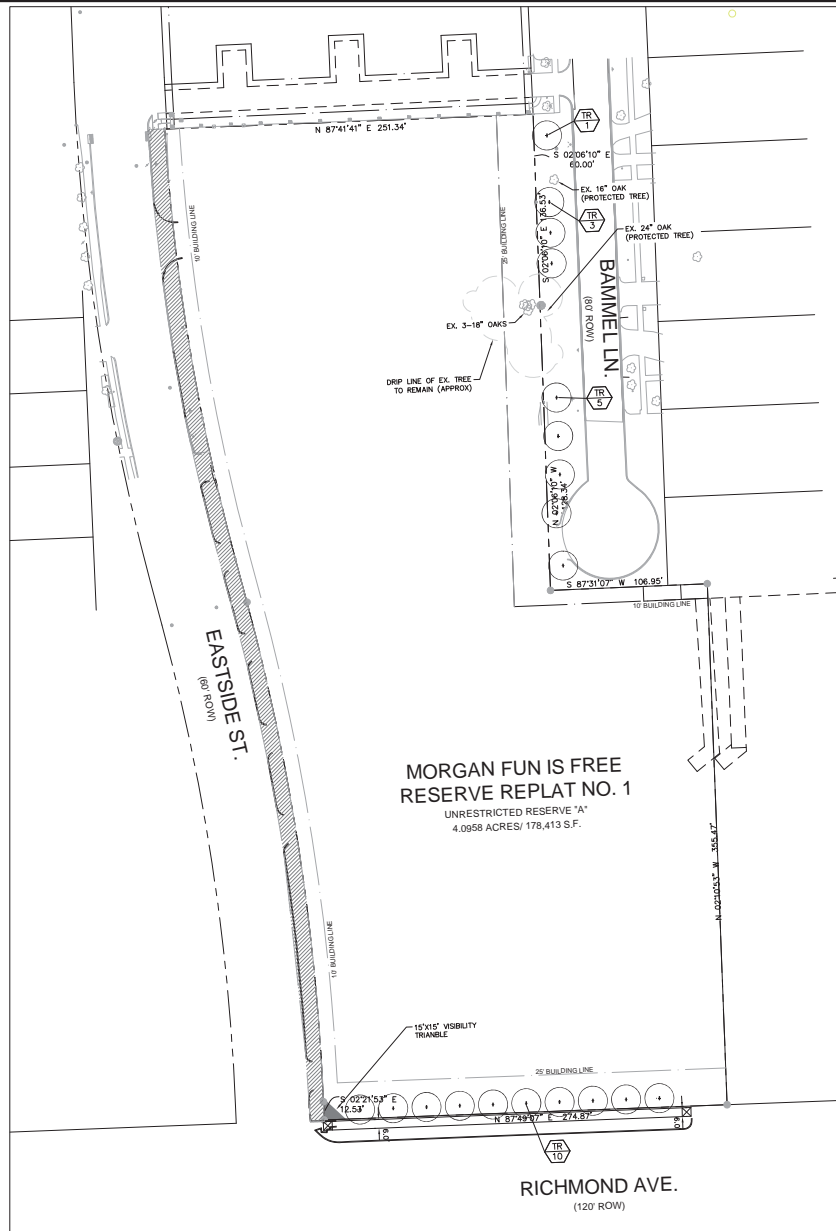
Subdivision Name: Morgan Fun is Free Reserve replat no 1

Applicant: Brown & Gay Engineers, Inc.



**D – Variances**

**Aerial**



LANDSCAPE TABULATIONS - HOUSTON, TX		
STREET TREE REQUIREMENT	REQUIRED	PROVIDED
1 TREE PER 30 LF		
EASTSIDE ST (656 LF / 30)	22 TREES	PROVIDED BY UPPER KIRBY
RICHMOND AVE (275 LF / 30)	10 TREES	10 TREES
BAMMEL LN (325 LF / 30)	11 TREES	9 TREES
CREDIT FOR PRESERVING EXISTING R.O.W. STREET TREES (BAMMEL LN)		2 TREES

LANDSCAPE PLAN EXHIBIT

MORGAN IS FREE RESERVE PLAT





February 27, 2015

To: Patrick Walsh, City of Houston Planning Director

Re: Morgan variance request

Mr. Walsh,

The Upper Kirby District is supportive of the replat and variance request for *Morgan Fun Is Free Reserve* Replat No 1. The variance will not extend Bammel Lane south through the subject tract to Richmond and, in return, will have a "deny access note" to Bammel Lane from the subject tract.

In our discussions with the neighborhood, there is no desire on their part or on the part of the developer to extend Bammel Lane through to Richmond. Due to the proximity to the signalized Eastside intersection, I believe that the connection would do little to improve vehicular circulation over the current condition.

Further, the Upper Kirby District is pursuing improvements along Eastside that will entail pedestrian access for the neighborhood onto Eastside. This connection would better serve neighborhood connectivity by allowing convenient pedestrian access via Eastside to both Richmond on the south and Alabama on the north.

It is my understanding that a condition of the replat is that, upon redevelopment of the southernmost portion of the property along Richmond, the street trees that are to be planted will be at minimum 3" caliper and a 6' sidewalk will be constructed. For any development along Eastside, Upper Kirby District is supportive of no special requirements in the right of way as the reconstruction of Eastside is currently in design and already approved as part of the TIRZ NO. 19 Capital Improvement Plan.

The reconstruction of Eastside is currently slated to start in Fiscal Year 2016 and to be completed the following year. Therefore, any special improvements done by the property owner at this time within the right-of-way would be sacrificial as the TIRZ project involves right-of-way to right-of-way reconstruction.

Additionally, Upper Kirby District is supportive of the property owner having the ability to opt in to or out of the Urban Corridors performance standards along both Richmond and/or Eastside.

Please feel free to contact me to discuss further.

Sincerely,



Travis Younkin  
Deputy Director





**Application Number:** 2015-0450

**Plat Name:** Morgan Fun Is Free Reserve replat no 1

**Applicant:** Brown & Gay Engineers, Inc.

**Date Submitted:** 03/06/2015

**(Sec. 42-47 and Sec. 42-81)**

**Specific Variance is being sought and extent of variance:**

To not extend Bammel Lane, a stub street, through the subject tract nor terminate it with a cul-de-sac; a cul-de-sac currently exists at the termination of the 80-foot right-of-way.

**Chapter 42 Section: 135**

**Chapter 42 Reference:**

Sec. 42-135. Street extension. (a) A public street that terminates at the boundary of a plat previously approved by the commission without means of a vehicular turnaround shall be extended into the adjacent property at the time the adjacent property is platted unless: (1) The existing stub street is a local street and is not designated as a collector or major thoroughfare on the major thoroughfare and freeway plan; (2) The existing stub street is not shown as a through street on a current general plan approved by the commission for the subdivision in which the existing street is located or the subdivision that is the subject of the application; (3) The existing stub street is only one lot in depth; (4) The proposed subdivision will not extend residential development; and (5) The extension of the street is not required to meet the intersection spacing requirements of this chapter. If each of these criteria is met, the stub street is not required to be extended. (b) The owner of the property adjacent to the end of a stub street that is not extended pursuant to subsection (a) of this section shall: (1) Construct a pedestrian gate and ornamental screening fence with a minimum height of six feet along the entire right-of-way line when the adjacent property is a public park, a detention reserve, a flood control easement or fee strip, or other platted open space that pedestrian access to and from may be appropriate; or (2) Construct a wood, concrete or masonry opaque screening fence with a minimum height of six feet that extends the width of the right-of-way of the stub street if the adjacent property does not meet the criteria of item (1) of this subsection (b). (c) Each application for a plat for property located wholly or partially within the city shall indicate whether any existing stub street will be extended into the proposed subdivision. The director shall notify each district city council member of each proposed plat within the council member's district that proposes to extend a stub street. The director shall give the notice as soon as practicable prior to commission consideration of the plat.

**Statement of Facts**

**(1a) The imposition of the terms, rules, conditions, policies and standards of this chapter would create an undue hardship by depriving the applicant of the reasonable use of the land; OR**

(1a) The imposition of the terms, rules, conditions, policies and standards of this chapter would create an undue hardship by depriving the applicant of the reasonable use of the land;

**(1b) Strict application would make this project infeasible due to the existence of unusual physical characteristics that affect the property in question, or would create an impractical development or one otherwise contrary to sound public policy;**

The subject ± 4.0 acre tract was platted into one unrestricted reserve in May of 2014 as the property owner contemplated a sale for a portion of the tract of land. The northern portion of the unrestricted reserve is under design for a commercial establishment; however, a development plan does not currently exist for the remaining portion of the subject property. The plat, Morgan Fun Is Free Reserve Replat No 1, is located at the northeast corner of the Richmond Avenue and Eastside Street intersection. Bammel Lane, originally dedicated as Crawford Avenue, was originally dedicated as an 80-foot right-of-way in October of 1906 by the plat, E.C. Crawford Addition, recorded under Volume 2 Page 12 of the Harris County Map Records. Later, in August of 1949, a portion of E.C. Crawford Addition was replatted and recorded under Volume 3 Page 45 of the Harris County Map Records and a temporary turn around easement was dedicated at the termination point of Bammel Lane. Today, Bammel Lane exists as an 80-foot right-of-way with a paving section of ± 27-feet back-of-curb to back-of-curb terminating in an existing cul-de-sac ± 600-feet south of Elbert Street. Bammel Lane provides access to 9 single-family residences located along the east side of Bammel Lane and south of Elbert Street. In addition, Bammel Lane provides secondary access to 12 single-family residential townhome lots platted as Bammel Park (F.C. No. 616034 HCMR). Lastly, Bammel Lane provides secondary access to the subject tract which has operated as an office building since the early 1960s. The extension of Bammel Lane to Richmond Avenue would create a situation contrary to sound public policy. First, if Bammel Lane were to be extended south to intersect with

Richmond Avenue the resulting intersection would be located approximately 167-feet east of the intersection of Richmond Avenue, a major thoroughfare, and Eastside Street; the minimum intersection spacing along a major thoroughfare is 600-feet per Chapter 42 (Sec. 42-127. Intersections of major thoroughfares). Second, opening Bammel Lane to Richmond Avenue would allow cut through traffic to travel between Richmond Avenue and Westheimer Avenue; Eastside Street currently addresses the north/south circulation in the immediate area. Third, block length along Richmond Avenue is currently satisfied between Eastside Street and Lake Street with a distance of  $\pm$  1,398-feet. The Planning Commission granted a variance for the subject property in May of 2014 to not extend Bammel Lane with two conditions as recommended by staff: 1) The subject plat provide a "deny access to Bammel Lane" notation; and 2) The subject property be required to comply with the Transit Corridor requirements along both Eastside and Richmond. The property owner respectfully requests to maintain the deny access to Bammel Lane and to have the flexibility to have the option to either "opt in" or "opt out" of the Transit Corridor Requirements along both Richmond and/or Eastside. At minimum the property owner will provide a 6-foot sidewalk in addition to 3-inch caliper trees along the Richmond frontage. Per the enclosed letter from Upper Kirby, improvements are slated for Eastside as part of the TIRZ No. 19 Capital Improvement Plan. Any improvements within the right-of-way of Eastside would be eliminated by the right-of-way to right-of-way reconstruction project.

**(2) The circumstances supporting the granting of the variance are not the result of a hardship created or imposed by the applicant;**

The variance is not the result of a hardship created or imposed by the applicant. The circumstances supporting the request for the variance are based upon the existing physical characteristics and street patterns of the surrounding area.

**(3) The intent and general purposes of this chapter will be preserved and maintained;**

Granting of the variance will preserve the intent and general purposes of the subdivision ordinance. Extending Bammel Lane would result in an intersection not meeting the general purposes of Chapter 42.

**(4) The granting of the variance will not be injurious to the public health, safety or welfare;**

The granting of the variance will not be injurious to the public health. The granting of the variance will assist in providing for the safety and welfare of the public. Adequate circulation is provided by the existing network of local and major thoroughfare street right-of-ways.

**(5) Economic hardship is not the sole justification of the variance.**

Economic hardship is not the sole justification of the variance. The justifications for the variance are related to the existing physical characteristics of Bammel Lane combined with the existing local and major thoroughfare street pattern in the immediate area of the subject tract.

# Houston Planning Commission

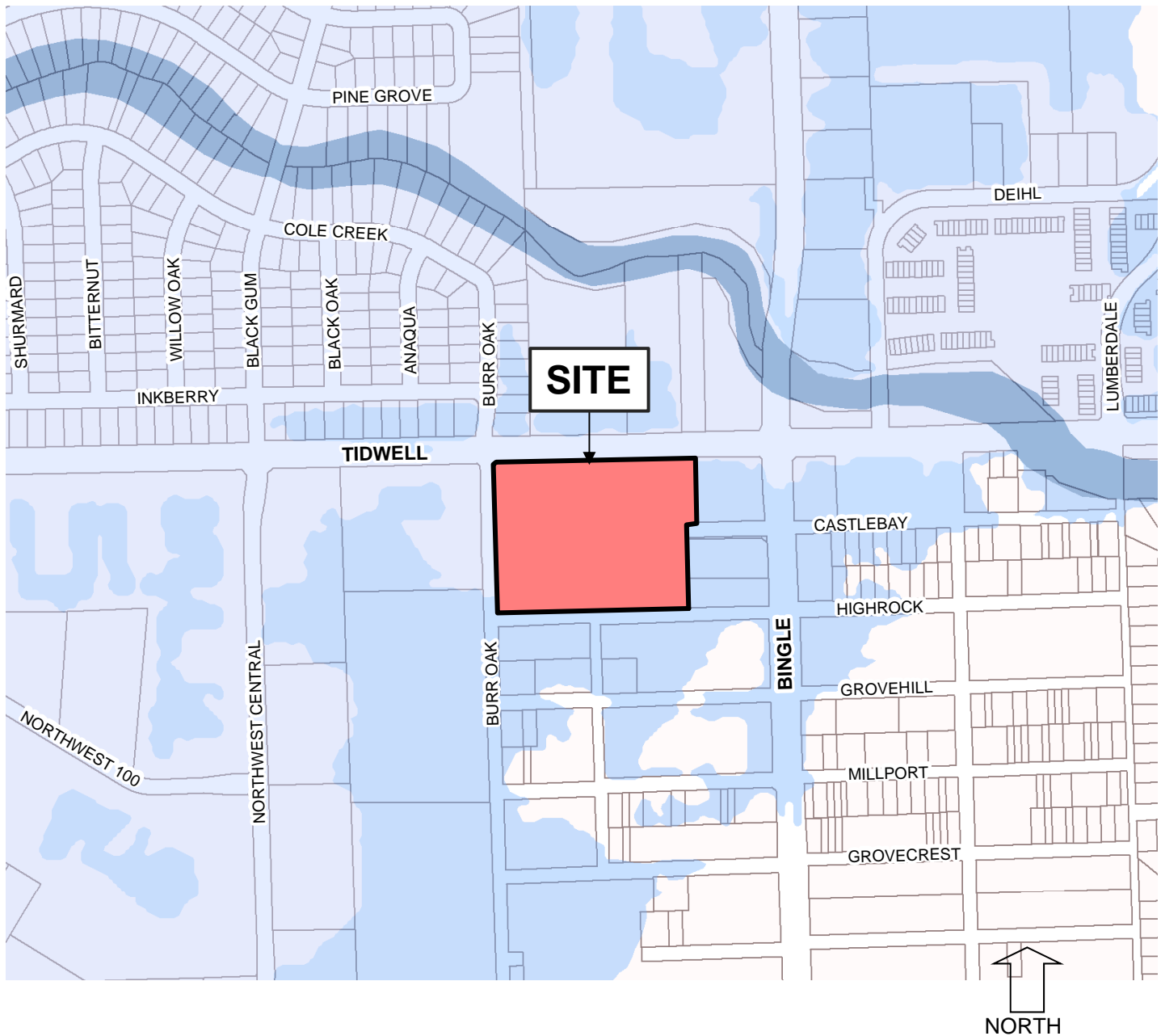
**ITEM: 133**

Planning and Development Department

Meeting Date: 03/19/2015

**Subdivision Name: Rosslyn Addition partial replat no 2 (DEF1)**

**Applicant: Vernon G. Henry & Associates, Inc**



**D – Variances**

**Site Location**

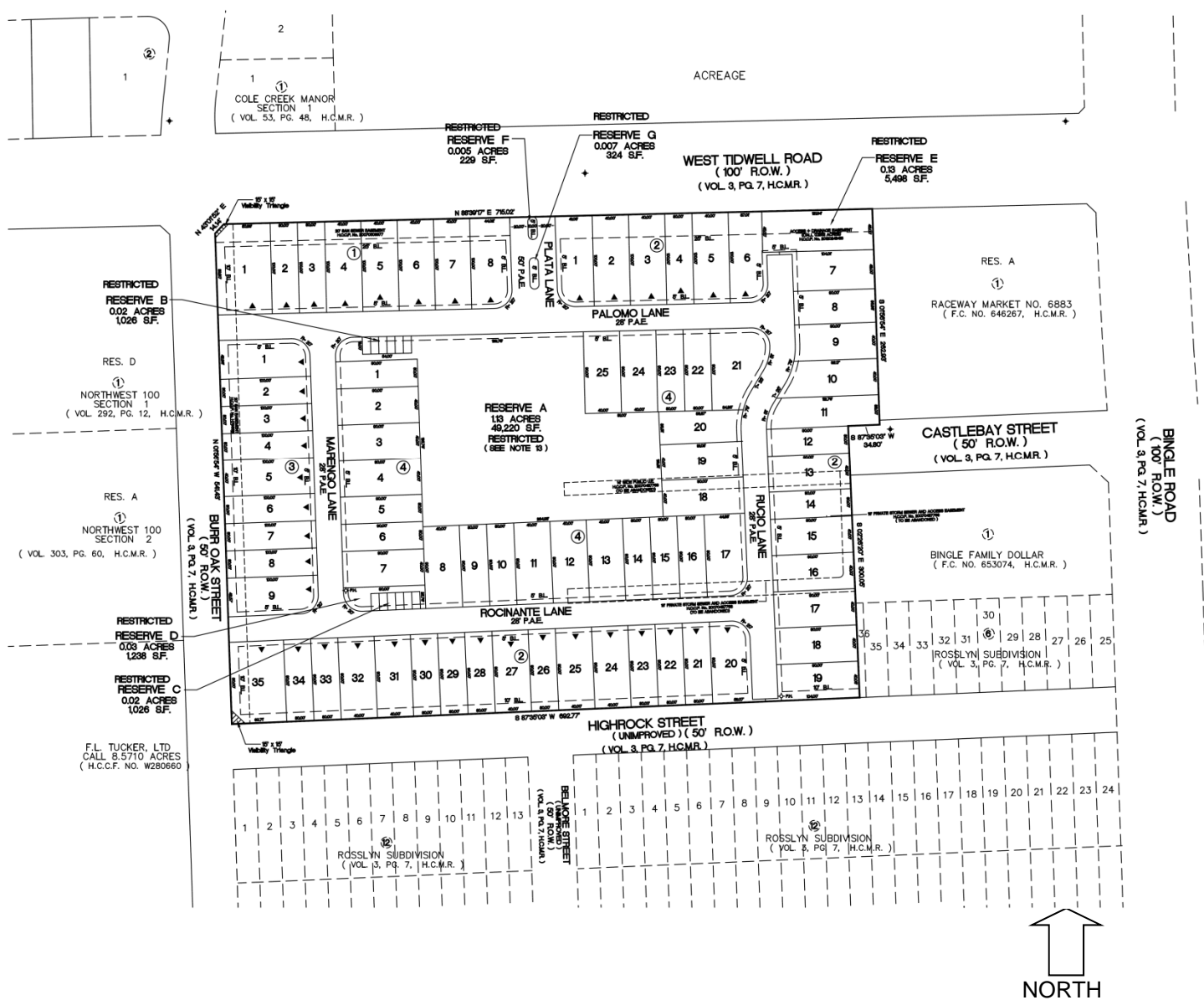
**ITEM: 133**

## Planning and Development Department

**Meeting Date: 03/19/2015**

**Subdivision Name: Rosslyn Addition partial replat no 2 (DEF1)**

**Applicant: Vernon G. Henry & Associates, Inc**



## D – Variances

## Subdivision



# Houston Planning Commission

**ITEM: 133**

Planning and Development Department

Meeting Date: 03/19/2015

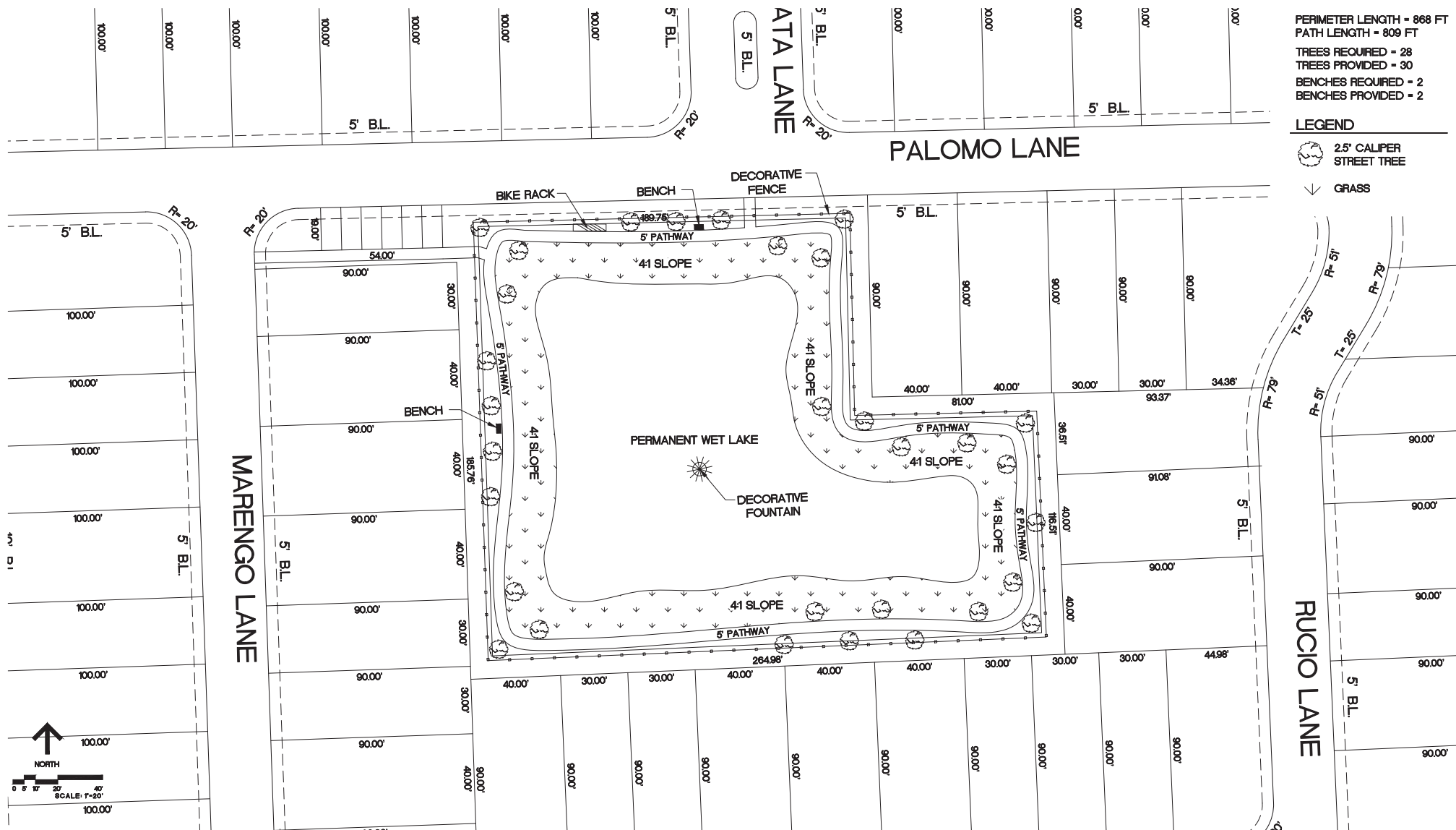
Subdivision Name: Rosslyn Addition partial replat no 2 (DEF1)

Applicant: Vernon G. Henry & Associates, Inc



**D – Variances**

**Aerial**



## ROSSLYN ADDITION P/R NO 2: AMENITY PLAN

FEBRUARY 09, 2015



**Application Number:** 2015-0344

**Plat Name:** Rosslyn Addition partial replat no 2

**Applicant:** Vernon G. Henry & Associates, Inc.

**Date Submitted:** 02/20/2015

**(Sec. 42-47 and Sec. 42-81)**

**Specific Variance is being sought and extent of variance:**

Not to extend or terminate an existing stub street, Castlebay Street, on the boundary of the plat with an approved means of a vehicular turnaround.

**Chapter 42 Section:** 135(a)

**Chapter 42 Reference:**

Sec. 42-135. Street extension. (a) A public street that terminates at the boundary of a plat previously approved by the commission without means of a vehicular turnaround shall be extended into the adjacent property at the time the adjacent property is platted unless: (1) The existing stub street is a local street and is not designated as a collector or major thoroughfare on the major thoroughfare and freeway plan; (2) The existing stub street is not shown as a through street on a current general plan approved by the commission for the subdivision in which the existing street is located or the subdivision that is the subject of the application; (3) The existing stub street is only one lot in depth; (4) The proposed subdivision will not extend residential development; and (5) The extension of the street is not required to meet the intersection spacing requirements of this chapter. If each of these criteria is met, the stub street is not required to be extended.

**Statement of Facts**

**(1a) The imposition of the terms, rules, conditions, policies and standards of this chapter would create an undue hardship by depriving the applicant of the reasonable use of the land; OR**

**(1b) Strict application would make this project infeasible due to the existence of unusual physical characteristics that affect the property in question, or would create an impractical development or one otherwise contrary to sound public policy;**

Castlebay Street was widened and improved to the East, directly adjacent to this proposed residential subdivision by two separate commercial entities through recent platting activity. Apparently the owners were unaware that the unimproved roads in the Rosslyn Addition were never accepted by the City of Houston and were not required to meet intersection spacing. The portion of Castlebay Street unimproved ROW that currently exists on the subject property is being abandoned through the City of Houston Joint Referral process. Additionally, the adjacent Castlebay Street currently functions like a driveway serving only the adjacent businesses. Because multiple driveway openings already exist on Castlebay Street, sufficient room is already provided for emergency vehicle turnaround. Terminating Castellany Street with a cul-de-sac would unnecessarily require an increase in impervious covering and be an inefficient use of land. Extending the street into the residential subdivision would connect two dissimilar uses.

**(2) The circumstances supporting the granting of the variance are not the result of a hardship created or imposed by the applicant;**

The widening and improvement of Castlebay Street were done by the adjacent property owners, who apparently thought that it was a duly created public street.

**(3) The intent and general purposes of this chapter will be preserved and maintained;**

The intent of this chapter is to insure adequate turnaround capabilities for personal and emergency vehicles. The multiple driveway openings servicing the adjacent businesses allow sufficient vehicle turnaround. The street stub is only one reserve depth, similar to only one lot depth. Both reserves have adequate circulation and access to other street ROW. The street extension is not needed for intersection spacing.

**(4) The granting of the variance will not be injurious to the public health, safety or welfare;**

Public health, safety, and welfare will be protected because the existing improved portion of Castlebay Street already functions like a driveway serving only the adjacent businesses and driveway openings already exist providing sufficient room for emergency vehicle turnaround. Extending the street would connect dissimilar uses and encourage commercial traffic to drive through the residential area.

**(5) Economic hardship is not the sole justification of the variance.**

The justification for the variance is the improvement of the previously unaccepted, unimproved ROW adjacent to the subdivision and the unnecessary need for extra impervious paving required by a cul-de-sac.



# Houston Planning Commission

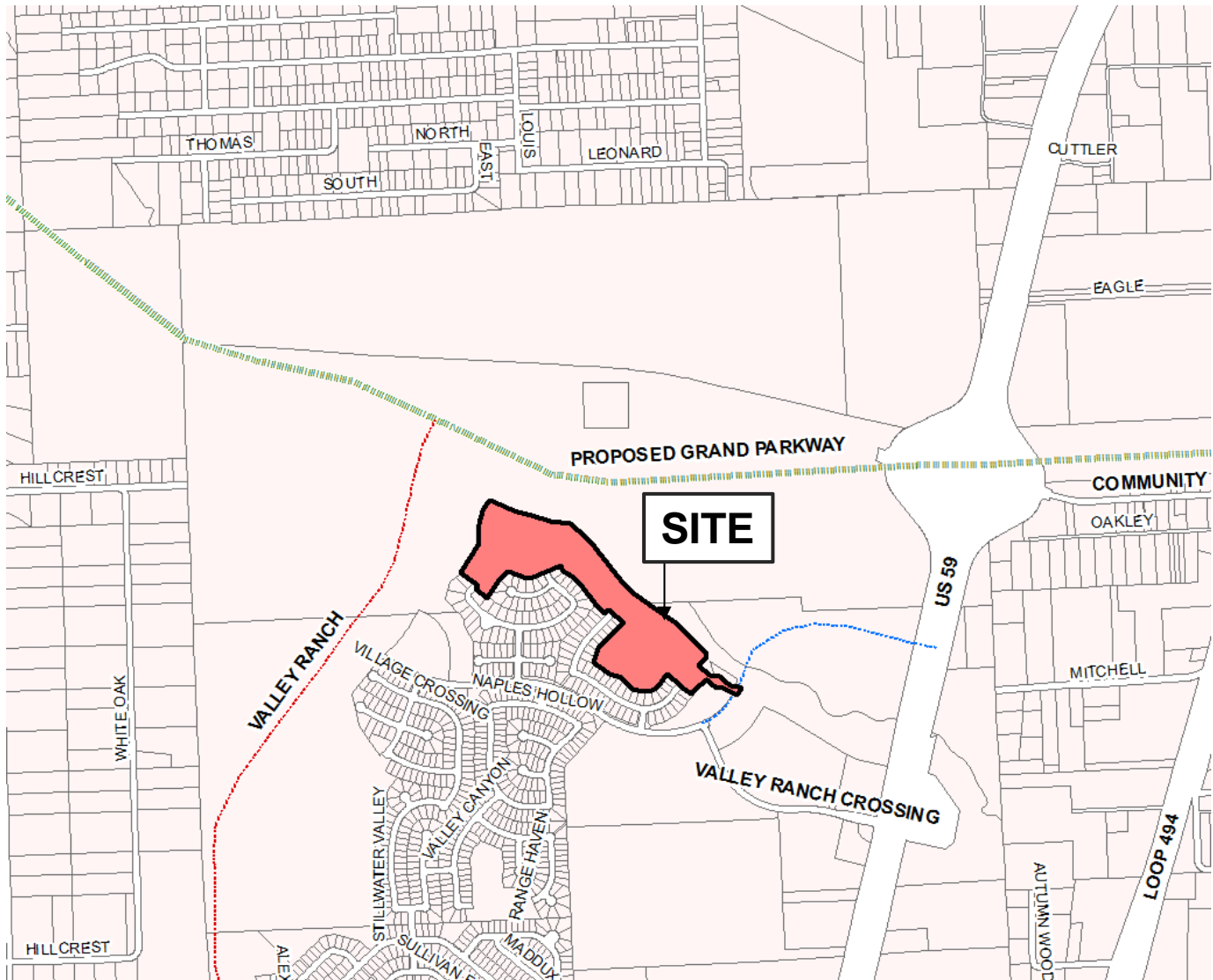
ITEM: 134

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Valley Ranch Sec 7 (DEF2)

Applicant: Hovis Surveying Company Inc.



D – Variances

Site Location

# Houston Planning Commission

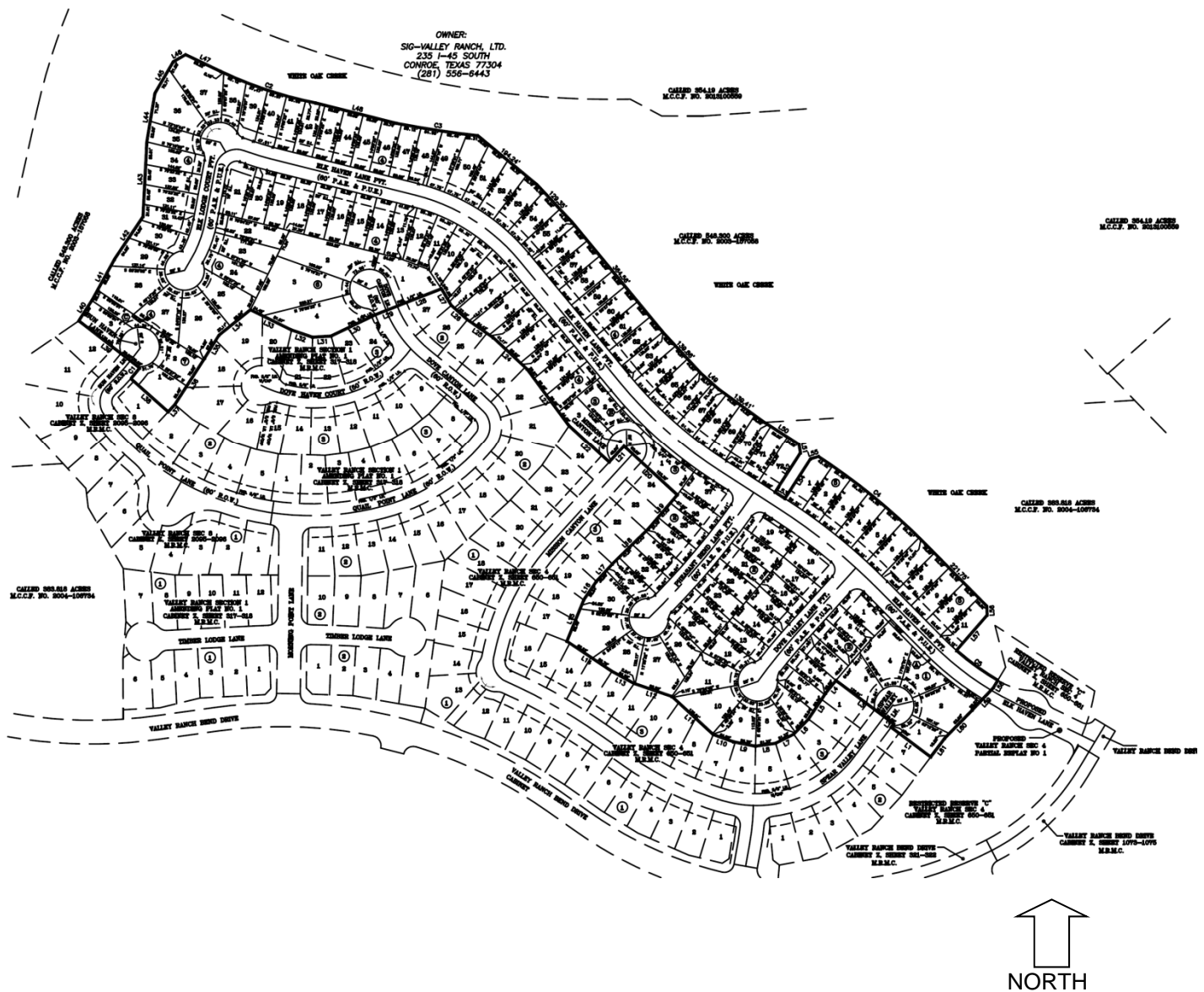
## ITEM: 134

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Valley Ranch Sec 7 (DEF2)

Applicant: Hovis Surveying Company Inc.



D – Variances

Subdivision

# Houston Planning Commission

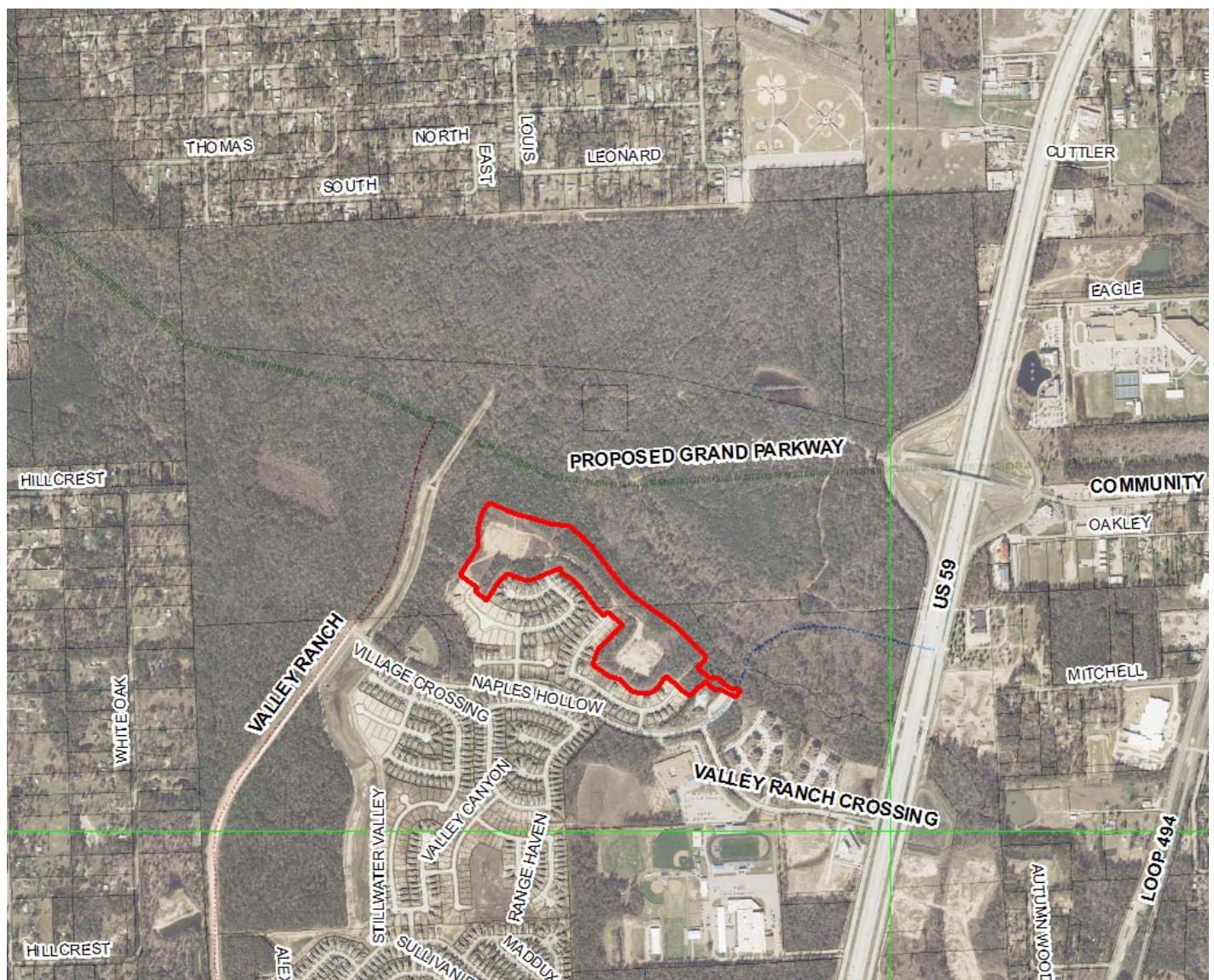
ITEM: 134

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Valley Ranch Sec 7(DEF2)

Applicant: Hovis Surveying Company Inc.



D – Variances

Aerial





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**Application Number:** 2015-0169  
**Plat Name:** Valley Ranch Sec 7  
**Applicant:** Hovis Surveying Company Inc.  
**Date Submitted:** 01/26/2015

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**(Sec. 42-47 and Sec. 42-81)**

**Specific Variance is being sought and extent of variance:**

To allow for an excessive block length along the north and south property line and to allow more than 35 lots on a cul-de-sac street

**Chapter 42 Section: 128 & 131**

**Chapter 42 Reference:**

Intersections of local streets (a) Each local street shall intersect with a street that meets the requirements of subsection (b) at least every 1,400 feet 42-131 (a) A cul-de-sac shall not serve a single family residential development that will generate more than 350 vehicle trips a day at the intersection of the cul-de-sac with a through street.

**Statement of Facts**

**(1a) The imposition of the terms, rules, conditions, policies and standards of this chapter would create an undue hardship by depriving the applicant of the reasonable use of the land;**  
**OR**

**(1b) Strict application would make this project infeasible due to the existence of unusual physical characteristics that affect the property in question, or would create an impractical development or one otherwise contrary to sound public policy;**

This 30.719 acre development is located in the William Massey Survey, Abstract Number 387, Montgomery County, Texas. This development is proposed to be a private gated section of Valley Ranch. It is bounded on the South by existing Valley Ranch Sec 4, Valley Ranch Sec 1 and Valley Ranch Sec 8. It is bounded on the north by White Oak Creek. This is an environmentally sensitive area with wetlands adjacent to this development. The developer is currently working with the CORPS of Engineers to establish a conservation easement over this area. Based on the location of the wetland areas there is no place for a street to extend north along the north boundary line of this development. Valley Ranch Bend Drive (60' R.O.W.) and Ranch Valley Parkway (Old Sorter's Road) (120' R.O.W.) will eventually extend north to the Grand Parkway which is proposed to be north of the conservation easement to provide north south circulation in this area. Since this development is proposing a private street system the existing public streets that terminate along the South boundary line of this development will have to be terminated with a cul-de-sac. This will create an overlong block length along the South line of this development. The existing public streets currently just terminate and with this development we will create a turn around. This should not hinder existing circulation because at this time the streets do not extend north. Also, based on the existing physical conditions to the north there will be no where for the streets to extend further north. This proposed development will contain 135 lots of which 120 lots will take access off of Elk Haven Lane, a Private 60 foot permanent access easement and public utility easement with three cul-de-sac streets extending off of it. The street within this development will be private Type 1 Permanent Access Easements. All of the utilities within the gated portion will be looped. There are four stub streets that extend into this development and in order to provide for private streets within this development they will be terminated with a cul-de-sac.

**(2) The circumstances supporting the granting of the variance are not the result of a hardship created or imposed by the applicant;**

The circumstances supporting the granting of the variance are not the result of a hardship created or imposed by the applicant because the existing wetland area prohibits the extension of a street along the north property line of this development. The two streets that will extend are shown on the existing general plan for this development. Also, based on the shape and size of the development



and the fact that there is no point of access to the north the number of lots on the cul-de-sac street exceeds the 35 lot requirement. Since the adjacent subdivisions are not gated private streets these existing streets must be terminated with a cul-de-sac in order to obtain a private gated community with this section. The existing conditions to the north of this development lend to a private gated community since there will not be any development immediately adjacent to this development. The terminating of the existing stub streets allows for the residences to the south of this development to have an area to turn around and circulate through the existing street pattern.

**(3) The intent and general purposes of this chapter will be preserved and maintained;**

The intent and general purposes of this chapter will be preserved and maintained because there will be access provided to the North by Valley Ranch Bend Drive and Valley Ranch Parkway. In addition, to the wetland area, the Grand Parkway is proposed to be north of this development and it is a controlled access highway which also hinders north south circulation. The existing stub streets would only extend a short distance and then loop into Elk Haven Lane since there is no place for extension further to the north. The physical features surrounding this development hinder north south circulation but create a nice environment for a private gated community. Based on the fact that a private street cannot take direct access from a public street the only way to create this private gated community is to terminate the existing public streets. The lots taking access from the private cul-de-sac street will have a looped utility system to help with pressure and utility concerns. The paving width of the private streets within this development will be 28 feet.

**(4) The granting of the variance will not be injurious to the public health, safety or welfare;**

The granting of the variance will not be injurious to the public health, safety or welfare because there will be adequate circulation in this area and to create a stub street that cannot extend further north based on the existing conditions in the area does not improve or help circulation. I have attached a copy of the preliminary report Berg Oliver and the Corps of Engineers regarding the conservation easement area. There is an aerial of the property adjacent to this development attached to the application for a visual of the property to the north of this development. Also, in order to create a private gated community within the existing Valley Ranch development the creation of a overlong cul-de-sac street is the only option since there are no private points of access to the north or south. The private street pattern will provide for circulation within this development and the number of lots does not create the need for more than one point of access.

**(5) Economic hardship is not the sole justification of the variance.**

Economic hardship is not the sole justification of the variance because the existing conditions of the surrounding area limit the points of access for streets to extend to the north. Also, since this development is surrounded by existing platted sections the creation of a private community within the development limits the points of access to the south as well. The unusual physical characteristics of the adjacent land hinder the creation of north south circulation in this development.

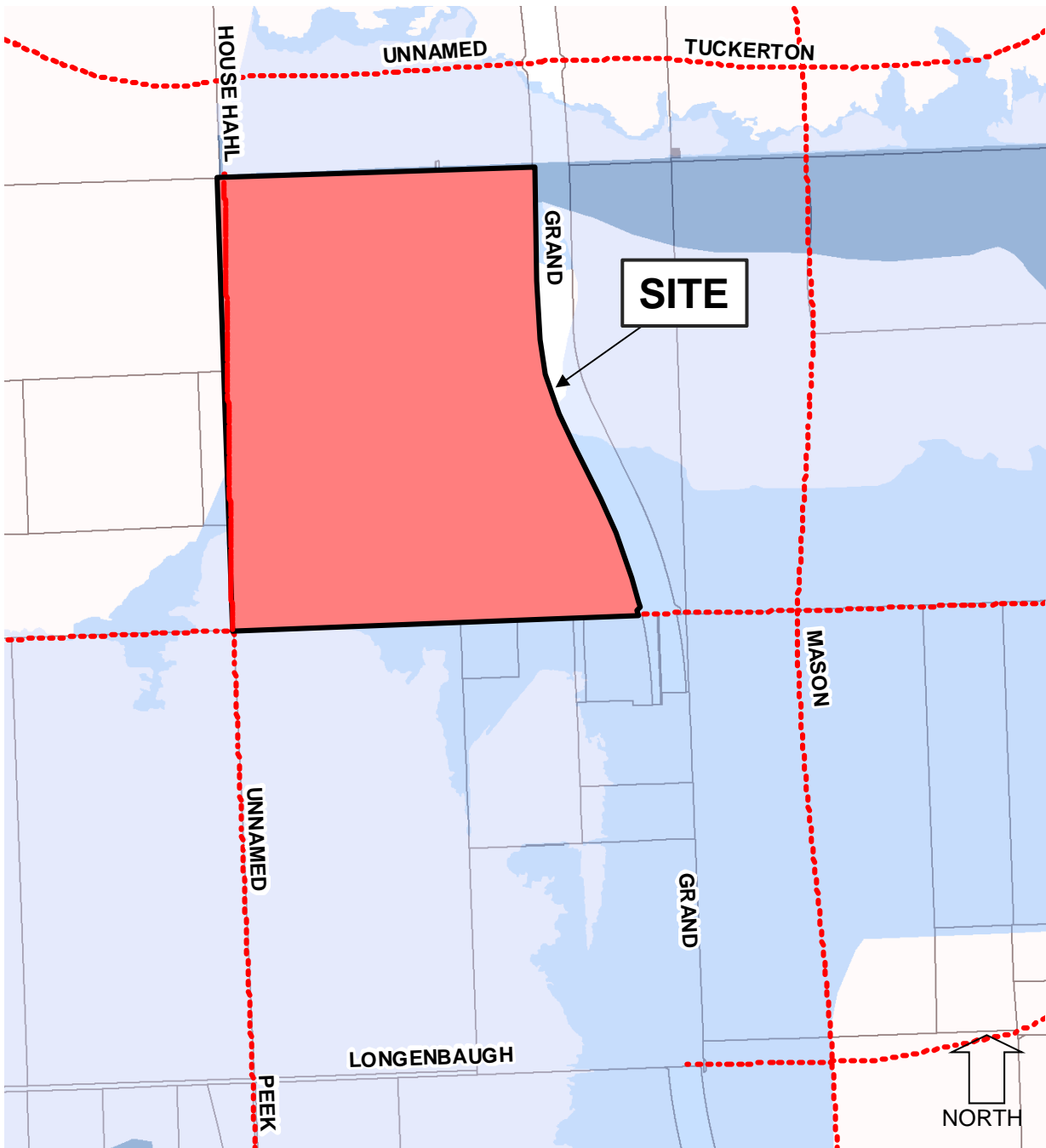
# Houston Planning Commission **ITEM: 135**

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: West at Grand Parkway GP (DEF 1)

Applicant: Brown & Gay Engineers, Inc.



**D – Variances**

**Site Location**

# Houston Planning Commission

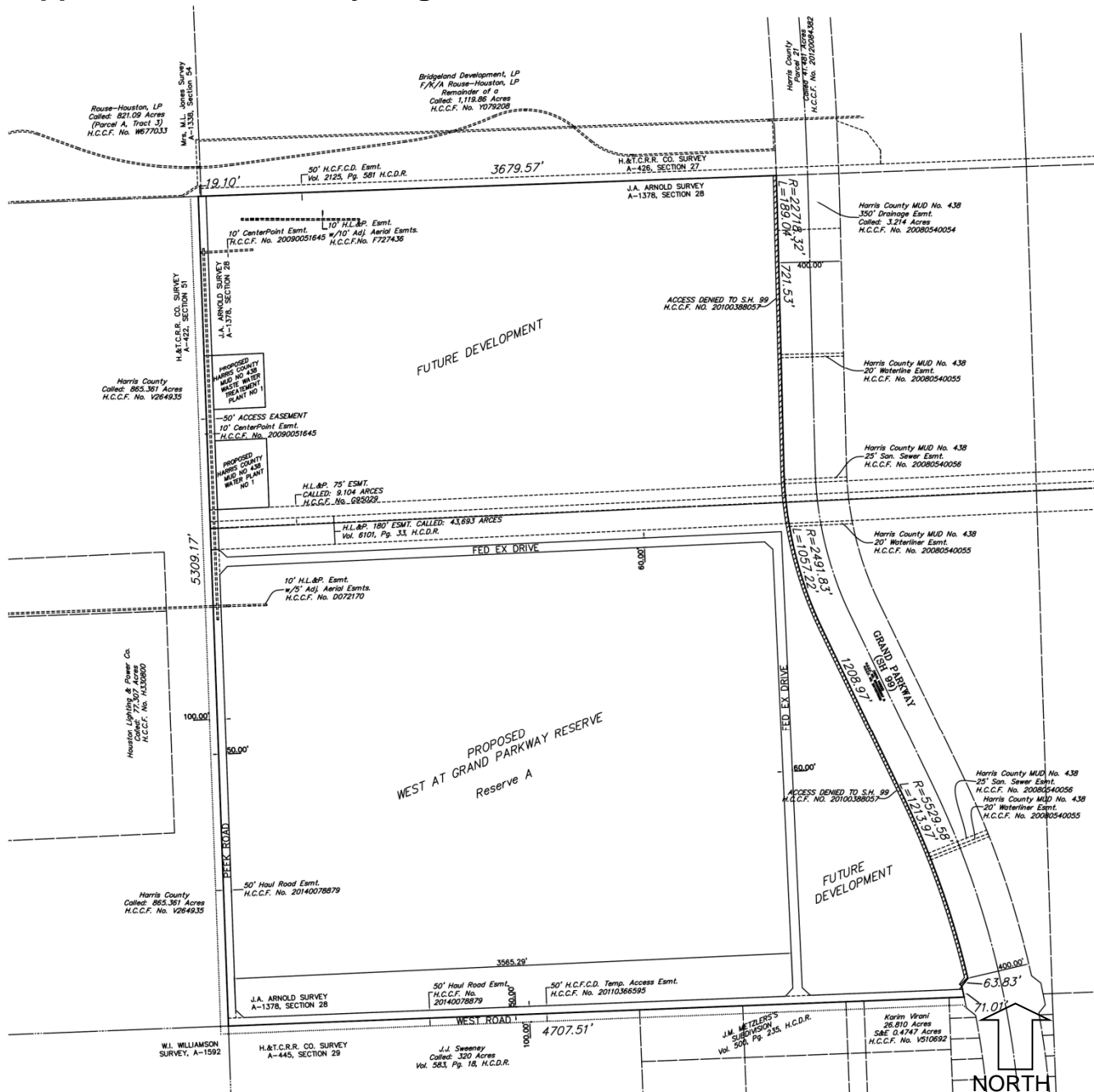
## ITEM: 135

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: West at Grand Parkway GP (DEF 1)

Applicant: Brown & Gay Engineers, Inc.



D – Variances

Subdivision

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# Houston Planning Commission **ITEM: 135**

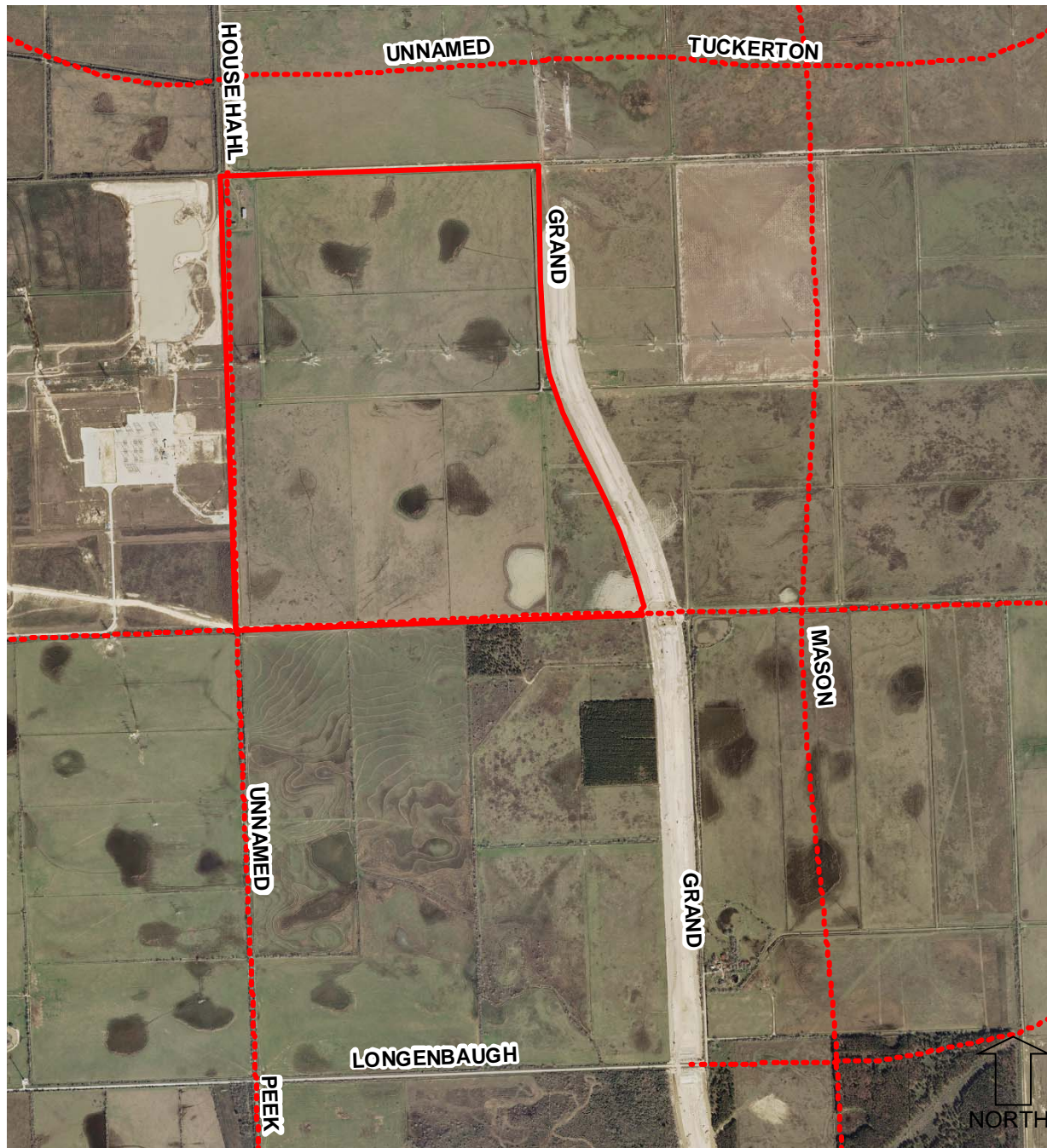
Planning and Development Department

Meeting Date: 03/19/2015

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Subdivision Name: West at Grand Parkway GP (DEF 1)

Applicant: Brown & Gay Engineers, Inc.



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**D – Variances**

**Aerial**

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**Application Number:** 2015-0396

**Plat Name:** West at Grand Parkway GP

**Applicant:** Brown & Gay Engineers, Inc.

**Date Submitted:** 02/23/2015

**(Sec. 42-47 and Sec. 42-81)**

**Specific Variance is being sought and extent of variance:**

To allow a block length of  $\pm$  3,565 feet along West Road between proposed Fed Ex Drive and Peek Road.

**Chapter 42 Section:** 127

**Chapter 42 Reference:**

Sec. 42-127. Intersections of major thoroughfares. (a) A major thoroughfare shall intersect with a public local street, a collector street or another major thoroughfare at least every 2,600 feet.

**Statement of Facts**

**(1a) The imposition of the terms, rules, conditions, policies and standards of this chapter would create an undue hardship by depriving the applicant of the reasonable use of the land; OR**

**(1b) Strict application would make this project infeasible due to the existence of unusual physical characteristics that affect the property in question, or would create an impractical development or one otherwise contrary to sound public policy;**

The subject 488.10 acre tract is bound on the east side by Grand Parkway (S.H. 99), a grade separated highway, on the south side by proposed West Road, a designated major thoroughfare, and on the west side by proposed Peek Road, a designated major thoroughfare. The distance from proposed Peek Road to Grand Parkway along West road is  $\pm$  4,707 feet. The tract is encumbered by two H.L. & P. easements totaling 255 feet in width with large scale transmission towers. A  $\pm$  236 acre single user distribution facility, located north of West Road, east and south of proposed Fed Ex Drive and west of Peek Road whose operation requires an extremely secure site. Proposed Fed Ex Drive, a 60-foot public right-of-way, will provide an alternate connection to Peek Road assisting to relieve future congestion at the intersection of Peek Road and West Road. The block length along West Road from proposed Fed Ex Drive to Peek Road is approximately 3,565 feet.

**(2) The circumstances supporting the granting of the variance are not the result of a hardship created or imposed by the applicant;**

The variance is not the result of a hardship created or imposed by the applicant. The circumstances supporting the request for the variance are based upon the physical constraints surrounding the subject property and the need for a secure site for the  $\pm$  236 acre single user distribution facility.

**(3) The intent and general purposes of this chapter will be preserved and maintained;**

Granting of the variance will preserve the intent and general purposes of the subdivision ordinance. The purpose of the Chapter is to create sufficient circulation and access for the surrounding areas. Sufficient circulation is provided by Fed Ex Drive, Peek Road and West Road which connects to Grand Parkway.

**(4) The granting of the variance will not be injurious to the public health, safety or welfare;**

The granting of the variance will not be injurious to the public health, safety or welfare. Adequate circulation will be provided by the Fed Ex Drive, Peek Road and West Road which connects to Grand Parkway.

**(5) Economic hardship is not the sole justification of the variance.**

Economic hardship is not the sole justification of the variance. The justifications for the variance are: the physical characteristics surrounding the property combined with the need for a secure site for the proposed  $\pm$  236 acre single user distribution facility.

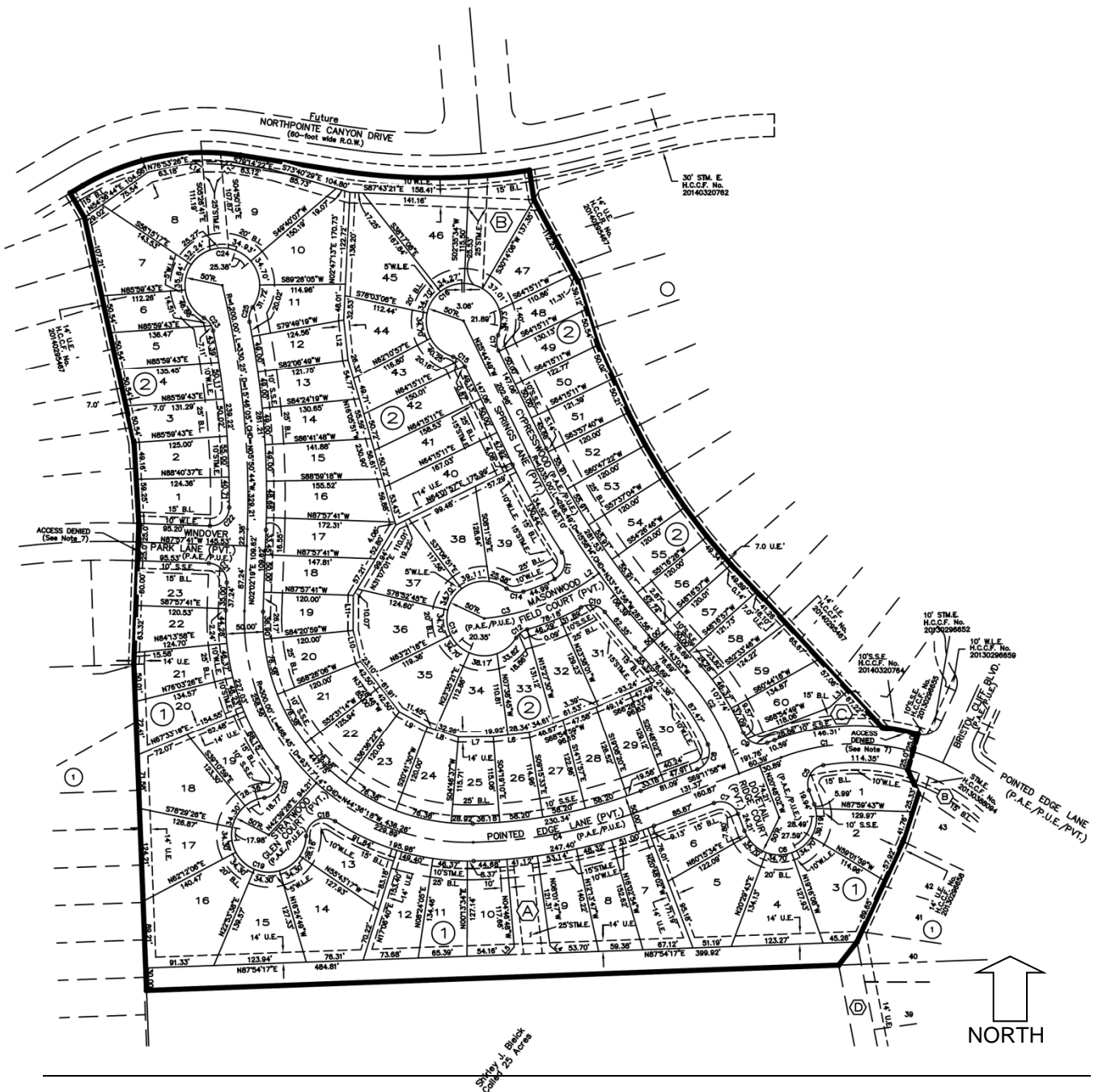
# Houston Planning Commission ITEM: 136

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Enclave at Northpointe Sec 4

Applicant: Benchmark Engineering Corp



E-Special Exceptions

Subdivision

# Houston Planning Commission ITEM: 137

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Enclave at Northpointe Sec 5

Applicant: Benchmark Engineering Corp



**E-Special Exceptions**

**Site Location**

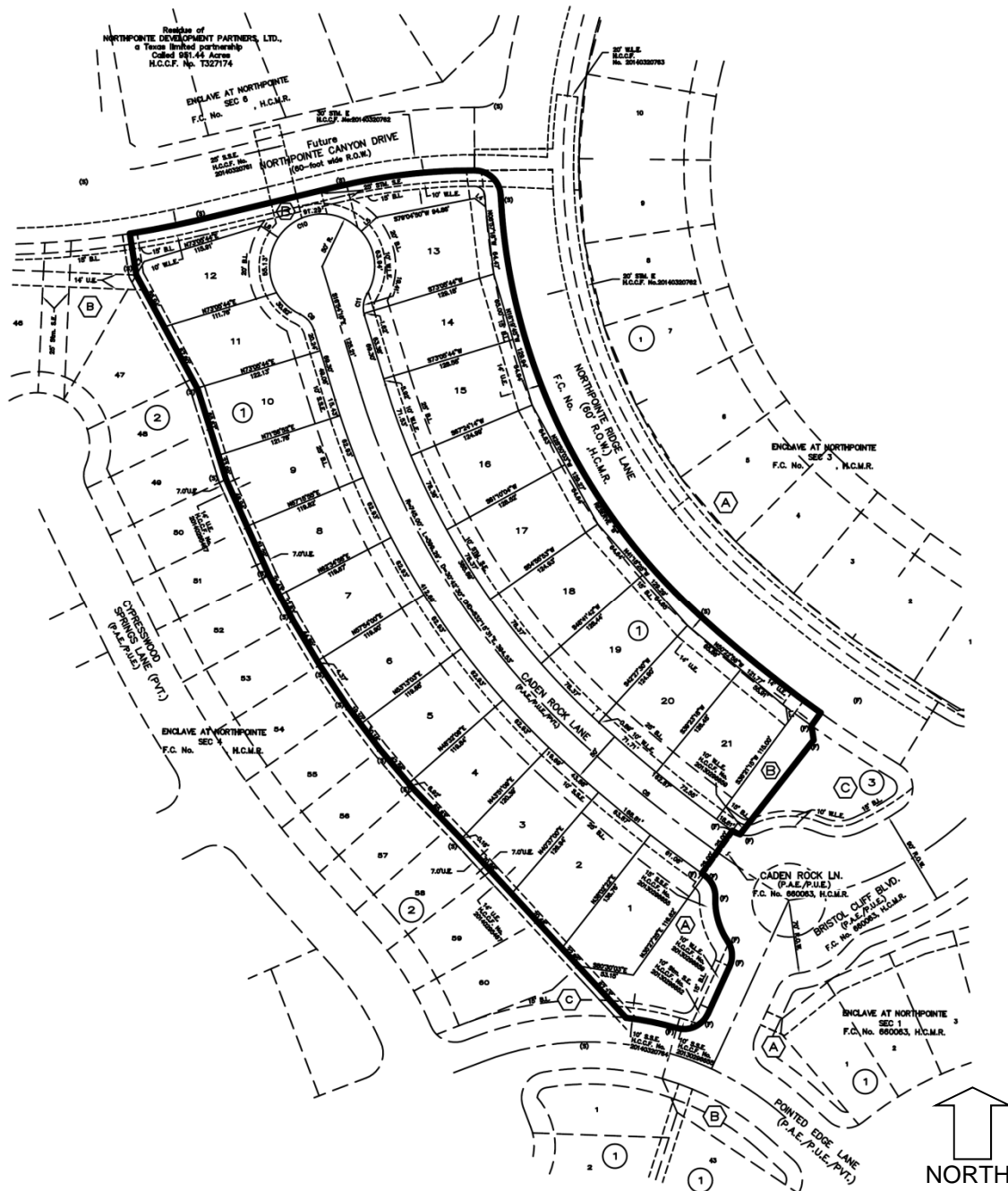
# Houston Planning Commission      ITEM: 137

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Enclave at Northpointe Sec 5

Applicant: Benchmark Engineering Corp



E-Special Exceptions

Subdivision



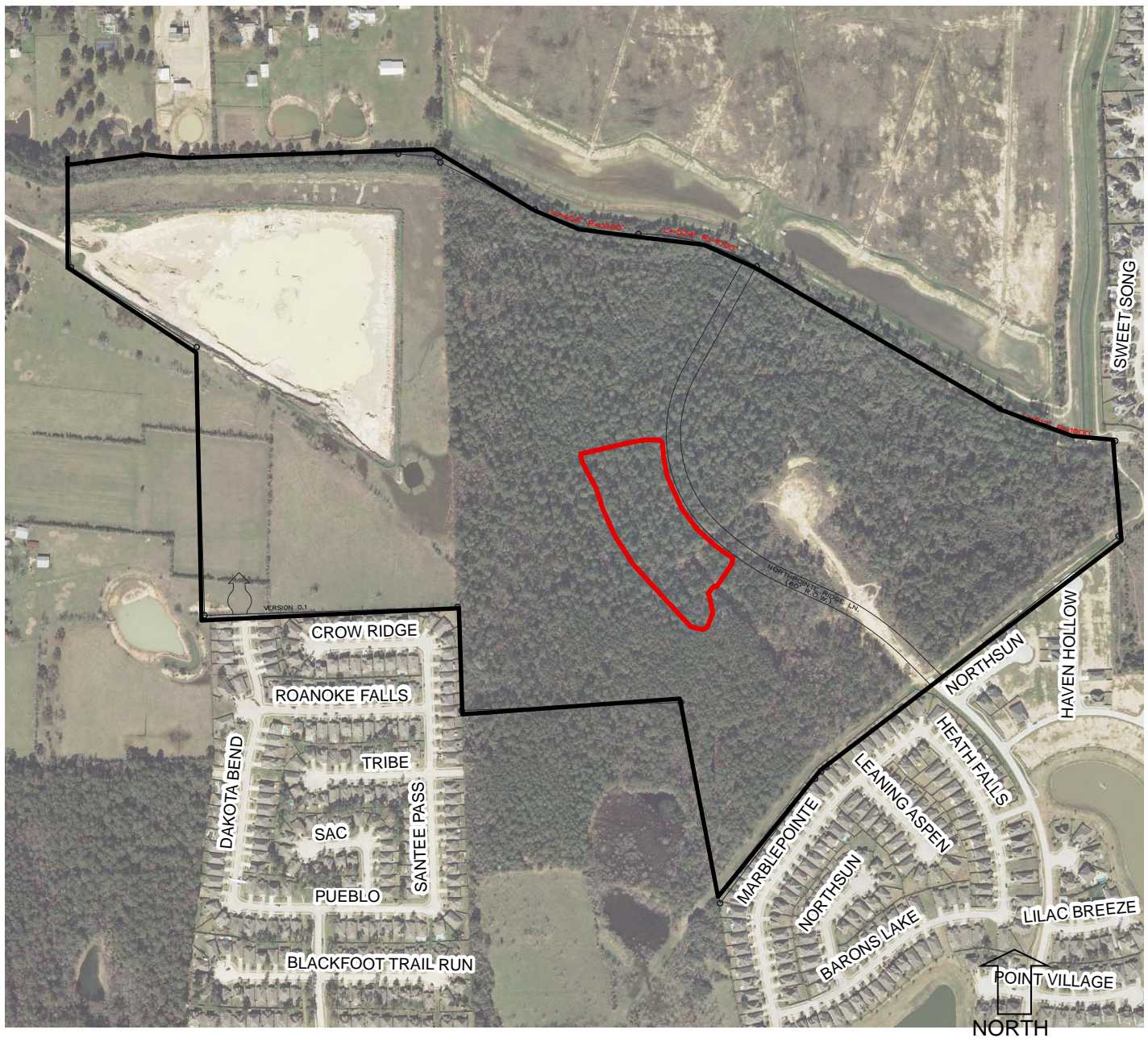
# Houston Planning Commission ITEM: 137

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Enclave at Northpointe Sec 5

Applicant: Benchmark Engineering Corp



E-Special Exceptions

Aerial



**Application Number:** 2015-0529  
**Plat Name:** Enclave at Northpointe Sec 5  
**Applicant:** Benchmark Engineering Corp.  
**Date Submitted:** 03/09/2015

**(Sec. 42-48 and Sec. 42-82)**

**Specific requirement for which the special exception is being sought:**

To temporarily allow 164 single family residential lots to have 1 point of access to a collector road (Northpointe Ridge Ln) through Bristol Cliff Blvd. (90' PAE/PUE).

**Chapter 42 Section:** **Sec. 42-189. Points of access.**

**Chapter 42 Reference:**

Any subdivision that includes more than 150 lots shall have at least two points of access separated from each other by a distance of at least 250 feet to a public street outside the boundaries of the subdivision.

**Statement of Facts**

**(1) Special circumstances exist that are unique to the land or the proposed subdivision or development and that are not generally applicable to all other land, subdivision for development in the city or its extraterritorial jurisdiction that justify modification of the standards that would otherwise apply;**

Enclave at Northpointe is a 166 Acre single family residential development north of Spring-Cypress Rd, east of Grant Rd, south of Northpointe Blvd. and west of Eldridge Parkway. The development is comprised of several single family "pods", each gated and containing private streets, with a public street collector system traversing the property in both a north-south direction (Northpointe Ridge Ln.) and an east-west direction (Northpointe Canyon Dr.) providing regional public street circulation between adjacent developments. The development is bounded by existing developments Northpointe Forest and Villages of Indian Trails to the south and Village Creek to the east, ongoing development Village of Northpointe West to the north and Faulkey Gully to the north between Enclave at Northpointe and Village of Northpointe West. Northpointe Ridge Lane has been platted through the development providing 2 points of access for the whole development. Sections 1-3 have been recorded; section one west of Northpointe Ridge Ln and sections two and three east of Northpointe Ridge Ln. Each "pod" has one point of access to Northpointe Ridge Ln. The pod west of Northpointe Ridge Ln containing section one also contains proposed sections four and five. Section one has 60 lots, section four has 83 lots and section five has 21 lots for a total of 164 lots. These 164 lots take access to Northpointe Ridge Ln through Bristol Cliff Blvd.; a 90' PAE/PUE, temporarily until SF-6 to the west is platted. When SF-6 is platted a second point of access will be made to the Village of Indian Trails development to the south.

**(2) The proposed special exception will achieve a result contemplated by the standard in article III of Chapter 42 (Planning Standards);**

When future SF-6 is platted the pod containing itself and sections 1, 4 & 5 will have two points of access to public streets and thus achieve a result contemplated by Chapter 42. This condition is temporary until SF-6 is platted in the future.

**(3) The modification of the standard requested is not disproportionate to the requirement of the standard;**

The requested modification is 9% and is therefore not disproportionate to the standard requirement.

**(4) The intent and general purposes of this chapter will be preserved and maintained;**

By ultimately providing two points of access for the single family pod containing Sections 1, 4, 5 and future SF-6 the intent and general purposes of Chapter 42 will be preserved and maintained.

**(5) The granting of the special exception will not be injurious to the public health, safety or welfare.**

The minor deviation to the standard and temporary nature of the special exception will not be injurious to the public health, safety or welfare.



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# Houston Planning Commission

## ITEM: 138

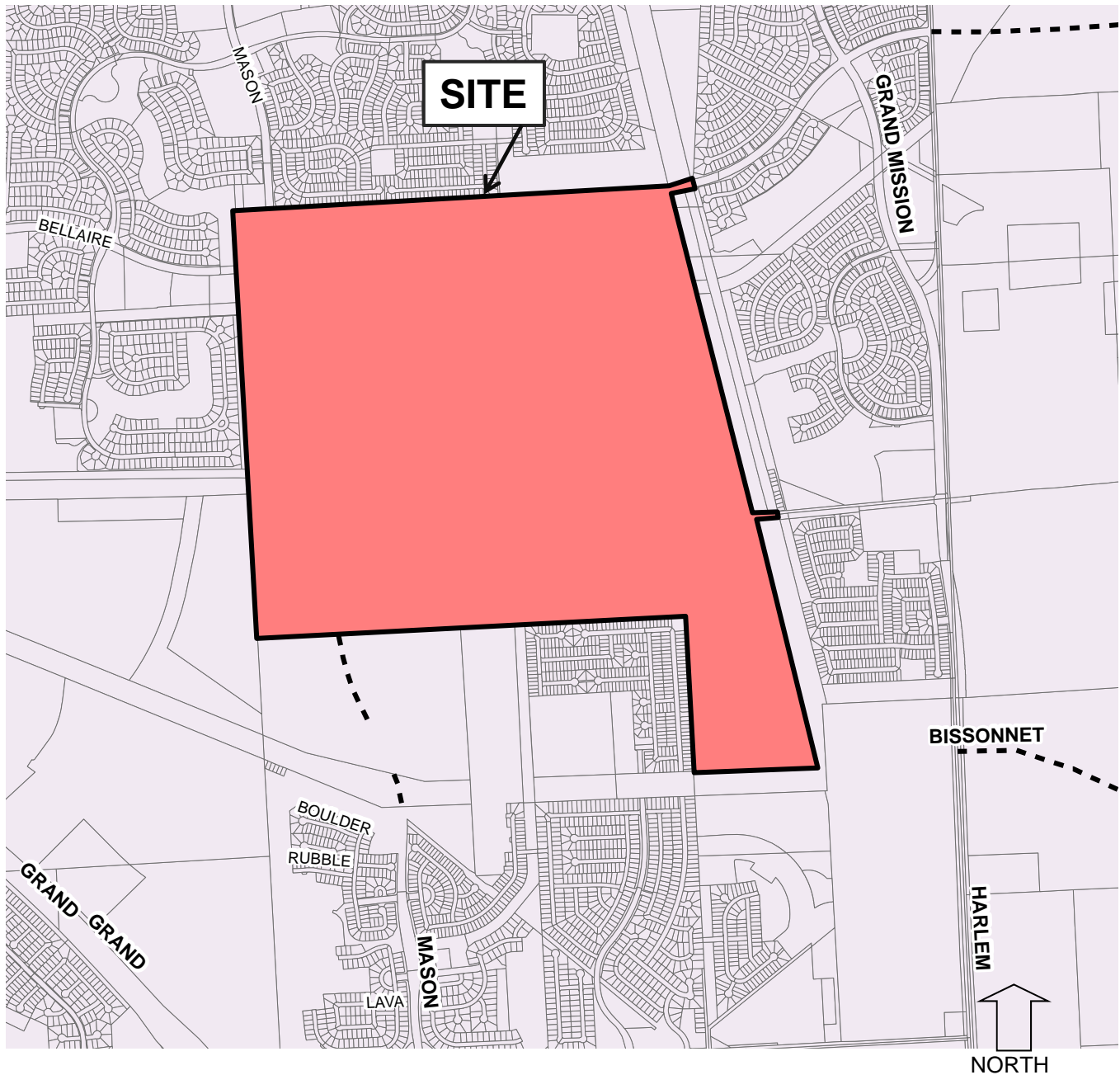
Planning and Development Department

Meeting Date: 03/19/2015

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Subdivision Name: Grand Mission Estates GP (DEF 1)

Applicant: BGE|Kerry R. Gilbert Associates



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**E – Special Exceptions**

**Site Location**

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# Houston Planning Commission

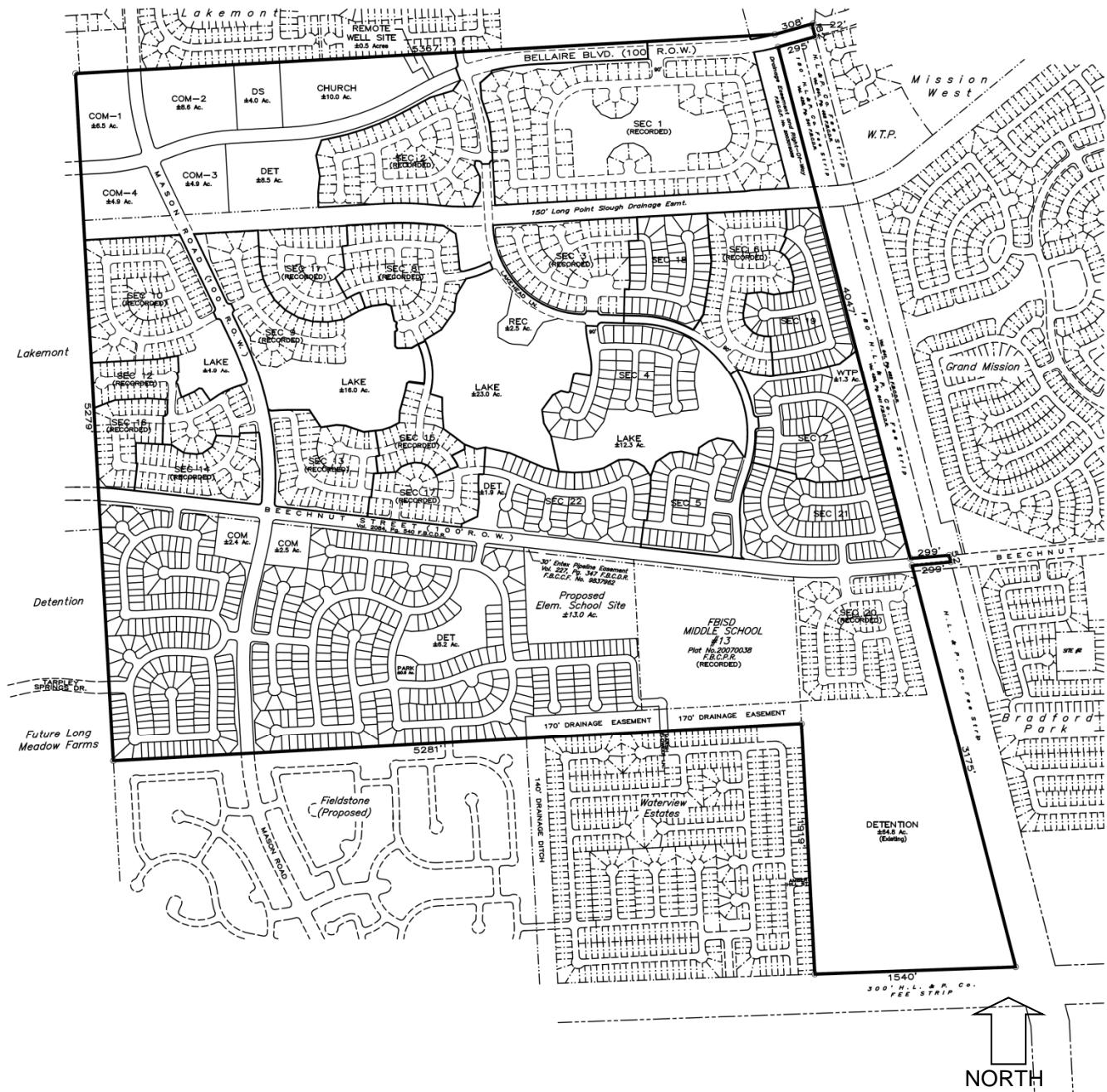
## ITEM: 138

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Grand Mission Estates GP (DEF 1)

Applicant: BGE|Kerry R. Gilbert Associates



E – Special Exceptions

Subdivision



# Houston Planning Commission

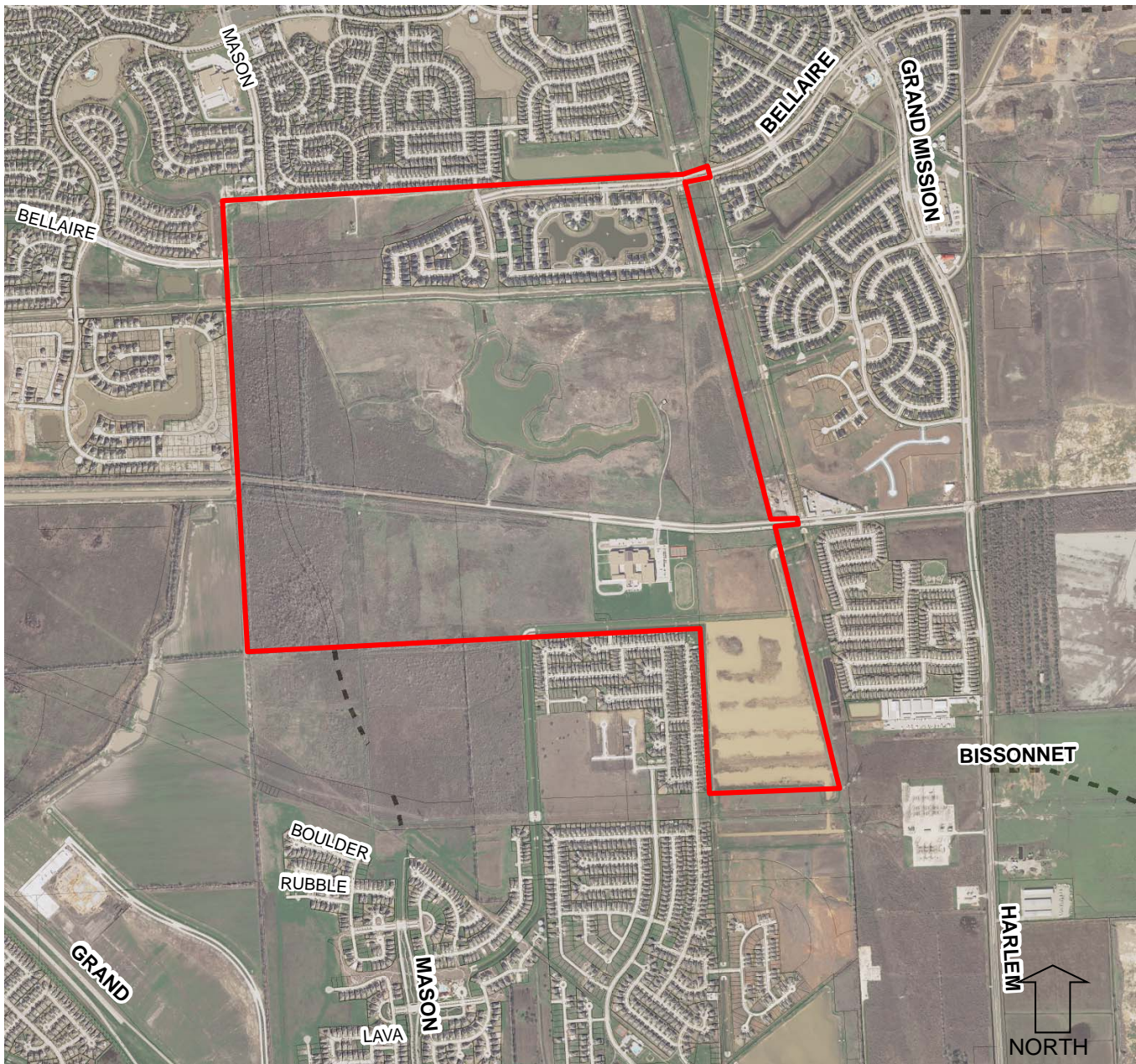
**ITEM: 138**

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Grand Mission Estates GP (DEF 1)

Applicant: BGE|Kerry R. Gilbert Associates



**E – Special Exceptions**

**Aerial**



**Application Number:** 2015-0388

**Plat Name:** Grand Mission Estates GP

**Applicant:** BGE|Kerry R. Gilbert Associates

**Date Submitted:** 02/23/2015

**(Sec. 42-48 and Sec. 42-82)**

**Specific requirement for which the special exception is being sought:**

To allow a block length of approximately  $\pm 2,720'$  along the south side of Beechnut Street, a major thoroughfare.

**Chapter 42 Section:** 127

**Chapter 42 Reference:**

Sec 42-127. Intersections of major thoroughfares. (a) A major thoroughfare shall intersect with a public local street, a collector street or another major thoroughfare at least every 2,600 feet.

**Statement of Facts**

**(1) Special circumstances exist that are unique to the land or the proposed subdivision or development and that are not generally applicable to all other land, subdivision for development in the city or its extraterritorial jurisdiction that justify modification of the standards that would otherwise apply;**

Grand Mission Estates is a  $\pm 775$ -acre master planned community located south of Westpark Tollway and west of Highway 6, on the major thoroughfares Mason Road, Bellaire Blvd, and Beechnut Street. Grand Mission Estates is a continuation of the Grand Mission community to the east, which is near completion. Grand Mission Estates is surrounded by multiple other single-family residential communities that are currently developing, including Lakemont to the north and northwest, Long Meadow Farms to the west, and Fieldstone and Waterview Estates to the south. The property is encumbered by pipeline easements and several wide drainage easements, one of which is Long Point Slough, and is also bounded to the east by HL&P fee strips totaling almost 300' in combined width. On the south side of Beechnut Street within the community is an existing Fort Bend ISD school site, David Crockett Middle School. East of this existing middle school is Grand Mission Estates Section 20, which has already been recorded and which establishes the nearest eastern street intersection along the south side of Beechnut St. West of the middle school is a proposed elementary school site of approximately  $\pm 13$  acres. The next proposed street intersection is from the future residential sections west of the existing and proposed school sites, at a distance of approximately  $\pm 2,720'$ .

**(2) The proposed special exception will achieve a result contemplated by the standard in article III of Chapter 42 (Planning Standards);**

The proposed special exception will allow for a deviation of only 5% from the standards of this Chapter and will allow for the development of adjacent school sites along the major thoroughfare, thereby achieving results contemplated by this Chapter.

**(3) The modification of the standard requested is not disproportionate to the requirement of the standard;**

The modification is a 5% deviation from the standard and is therefore not disproportionate to the requirements of this chapter.

**(4) The intent and general purposes of this chapter will be preserved and maintained;**

The proposed configuration will not create an unsafe condition or inhibit local street circulation more than is necessary for the development of the school sites, and will therefore preserve and maintain the intent and general purposes of this chapter.

**(5) The granting of the special exception will not be injurious to the public health, safety or welfare.**

The granting of the special exception will not create an unsafe condition or inhibit local street circulation more than is necessary for the development of the school sites, and will therefore not be injurious to the public health, safety, or welfare.

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# Houston Planning Commission

## ITEM: 139

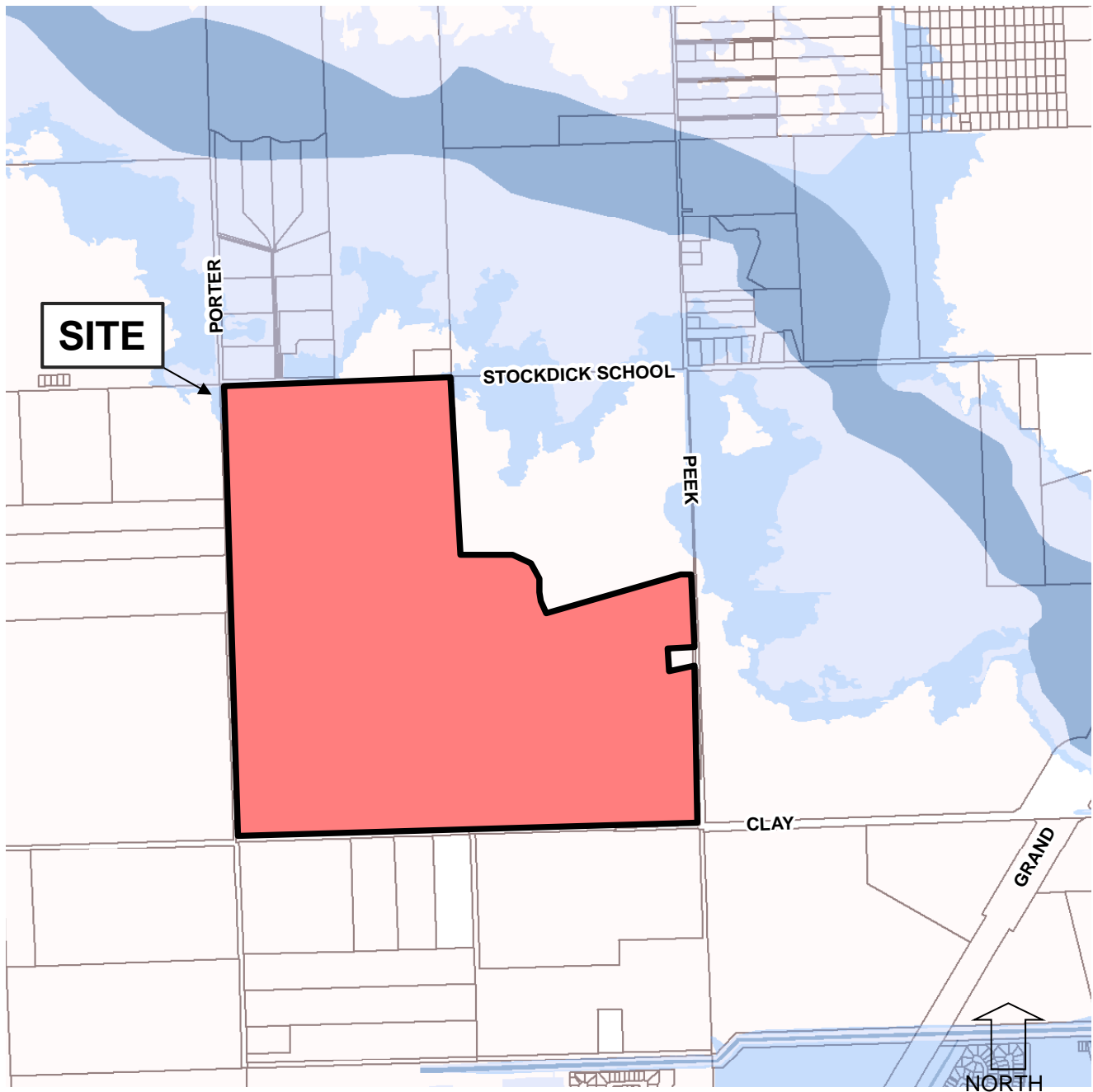
Planning and Development Department

Meeting Date: 03/19/2015

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Subdivision Name: Ventana Lakes GP (DEF1)

Applicant: EHRA



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**E – Special Exceptions**

**Site Location**

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# Houston Planning Commission

# ITEM: 139

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Ventana Lakes GP (DEF1)

Applicant: EHRA



## E – Special Exceptions

## Subdivision



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# Houston Planning Commission

## ITEM: 139

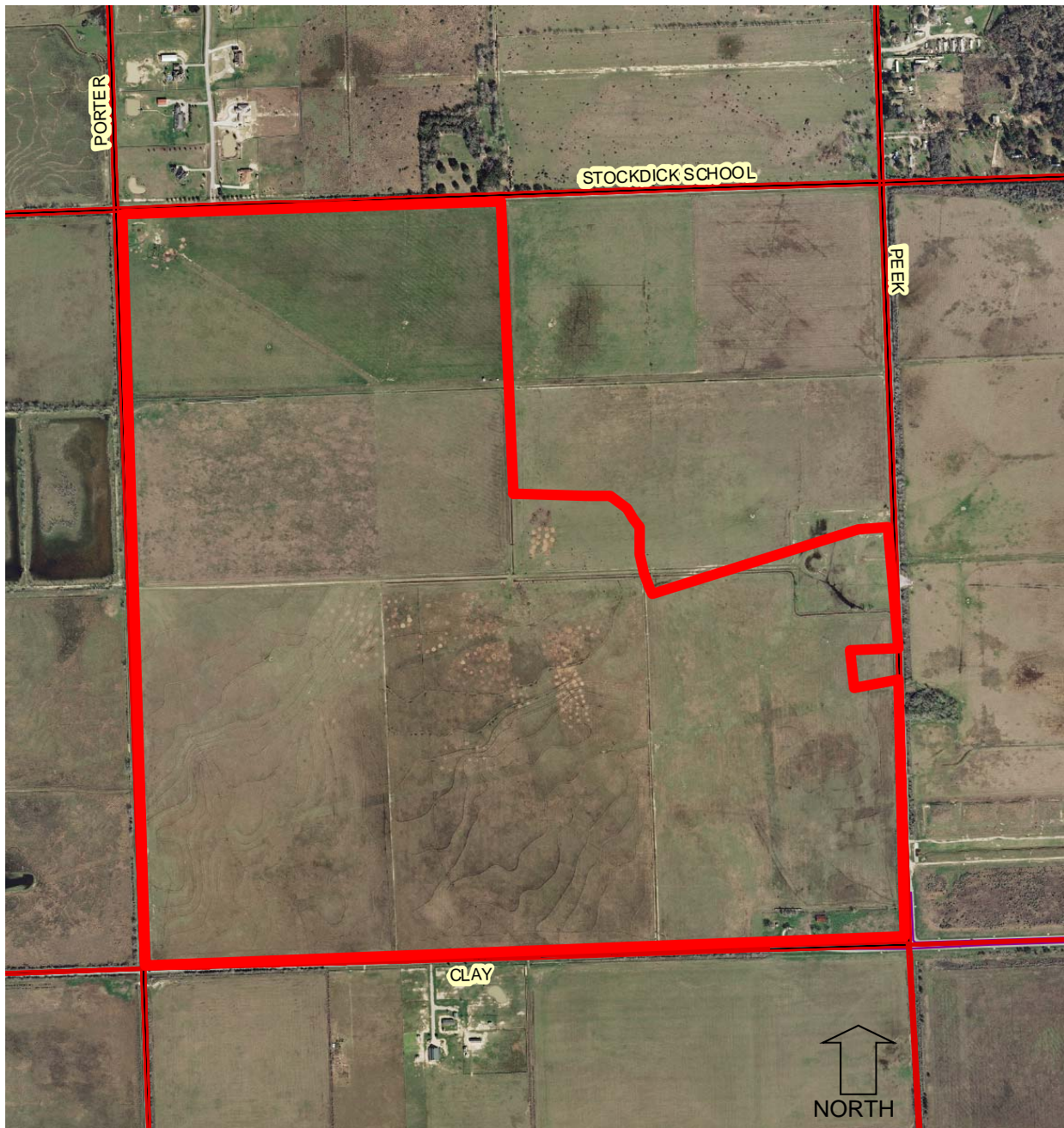
Planning and Development Department

Meeting Date: 03/19/2015

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Subdivision Name: Ventana Lakes GP (DEF1)

Applicant: EHRA



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**E – Special Exceptions**

**Aerial**

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#### Project Summary

1,254 Total Lots

- 50' - 786 Lots (63%)
- 60' - 354 Lots (28%)
- 65' - 114 Lots (9%)
- Drainage
- Utilities

#### Phase Summary

Phase	Lots	%
1	50's - 131	58%
Sec.1	60's - 61	27%
Sec.2	65's - 35	15%
Ph.1 Det.	227 Total	
2	50's - 109	47%
Sec.4	60's - 43	19%
Sec.5	65's - 79	34%
Ph.2 Det.	231 Total	

Phase	Lots	%
4	School Sites	
5	50's - 100	65%
Sec.7	60's - 55	35%
Sec.8	155 Total	
Ph.3 Det.		
6	50's - 195	84%
Sec.9	60's - 38	16%
Sec.10	233 Total	
Ph.4 Det.		

Phase	Lots	%
7	50's - 96	53%
Sec.12	60's - 86	47%
Sec.13	182 Total	
Ph.5 Det.		
8	50's - 155	69%
Sec.14	60's - 71	31%
Sec.15	226 Total	

## Ventana Lakes Master Plan

A ±640 Acre Community located in Harris County

EHRA JOB NO. 111-045-00

P:\111-045-00\Land\Ventana Lakes Conceptual Plan revised north end, revised School plan, 2011118.dwg Feb 16, 2015 5:03pm Edited by: huchreit

February 11, 2015

1" = 150' 1" = 300' 1" = 600'  
SCALE: 1"=600'  
NORTH

No warranty or representation of intended use.  
Design, or physical representation, may change.  
Harris County Public Works Department is not responsible for any change without notice.

**EHRA**

10555 Westollice Drive  
Houston, Texas 77042  
713.784.4500  
EHRAinc.com  
TRF No. E-726



## SPECIAL EXCEPTION Request Information Form

Application Number: 2015-0436

Plat Name: Ventana Lakes GP

Applicant: EHRA

Date Submitted: 02/23/2015

(Sec. 42-48 and Sec. 42-82)

**Specific requirement for which the special exception is being sought:**

allow a 1,445' block length between North Ventana Parkway and a future local street within the Ventana Lakes general plan.

**Chapter 42 Section: 128**

**Chapter 42 Reference:**

42-128(a)(1) Each local street shall intersect with a street that meets the requirements of subsection (b) at least every 1,400 feet.

### Statement of Facts

**(1) Special circumstances exist that are unique to the land or the proposed subdivision or development and that are not generally applicable to all other land, subdivision for development in the city or its extraterritorial jurisdiction that justify modification of the standards that would otherwise apply;**

Ventana Lakes is a master planned community which uses required detention areas as neighborhood open space. In many instances detention facilities can be an eyesore. Ventana Lakes is designed using an interconnected lake concept, which are actually detention reserves which have been deepened to allow for permanent water pools and also include walking trails on top of the banks. In order to provide for drainage flows coming from outside of Ventana Lakes (north of Stockdick School Road) as well as providing detention for lots and streets within the general plan, a north/south drainage reserve will be located just south of a future internal local street and end at North Ventana Parkway. An underground pipe will connect the drainage reserve to another similar reserve which is already platted between sections 10 and 11. The 1,445' distance between North Ventana Parkway and the future local street is simply a function of how large the detention area needed to be in order to provide volume for stormwater.

**(2) The proposed special exception will achieve a result contemplated by the standard in article III of Chapter 42 (Planning Standards);**

North Ventana Parkway is a collector loop street within Ventana Lakes which provides circulation for most all of the sections within the community. Internal streets on either side of the future detention reserve meet chapter 42 block length standards and connect to both North Ventana Parkway and Stockdick School Road, thus providing local circulation as intended by the planning standards.

**(3) The modification of the standard requested is not disproportionate to the requirement of the standard;**

The request for a 1,445' block length is 45' longer than is required by Chapter 42 which represents a 3.2% variation from the standard.

**(4) The intent and general purposes of this chapter will be preserved and maintained;**

The difference from the 1,400' block length standard is less than 50' which will be hardly noticeable across the future 400' X 1,445' drainage/detention reserve.

**(5) The granting of the special exception will not be injurious to the public health, safety or welfare.**

Public health, safety and welfare are not negatively impacted by granting this variance since local circulation is adequately provided by a loop street and connectivity to a major thoroughfare.



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# Houston Planning Commission      ITEM: 140

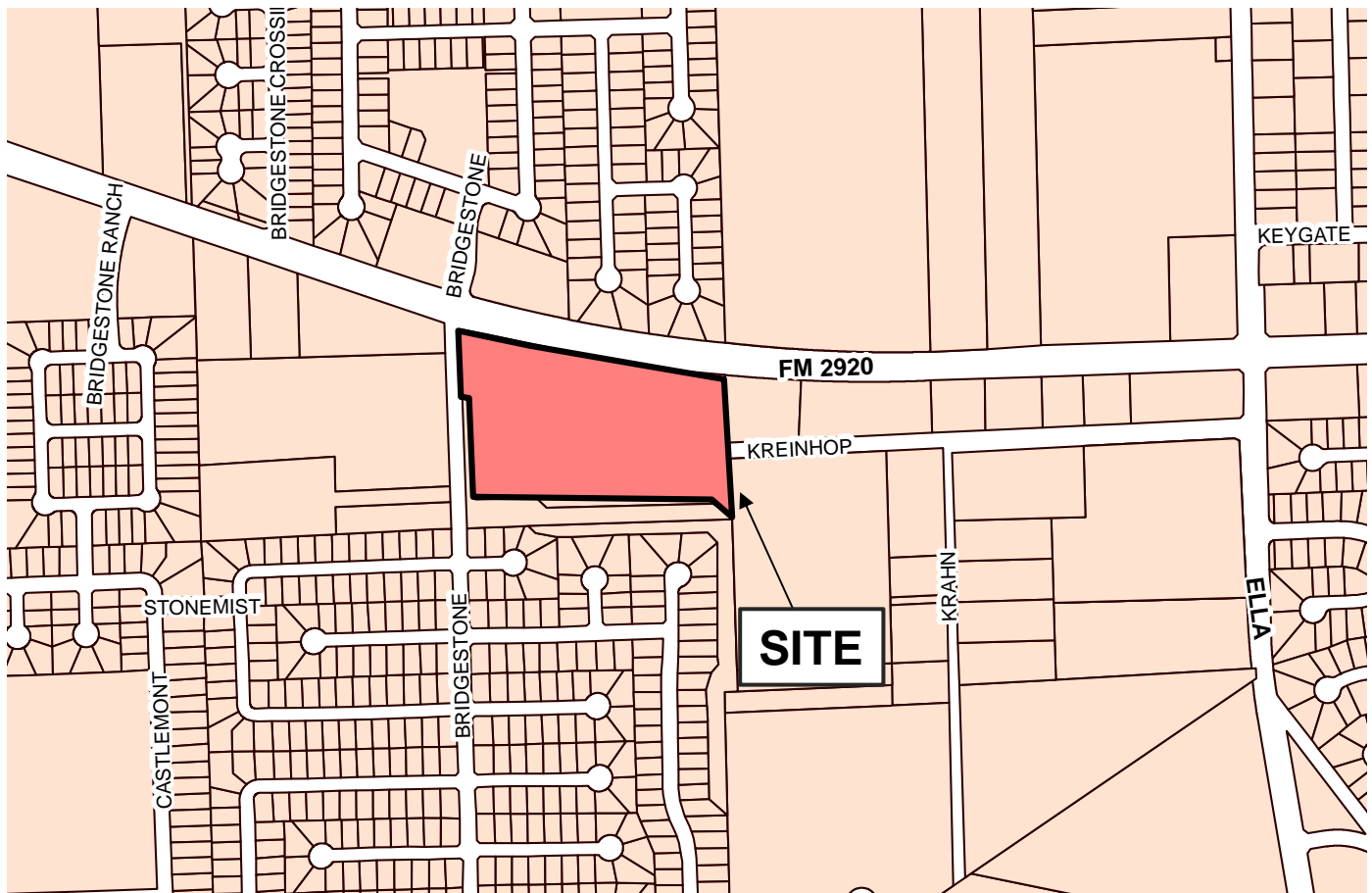
Planning and Development Department

Meeting Date: 03/19/2015

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**Subdivision Name: Commercial Center at Bridgestone**

**Applicant: Jones & Carter, Inc.**



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**F- Reconsiderations of Requirement**

**Site Location**

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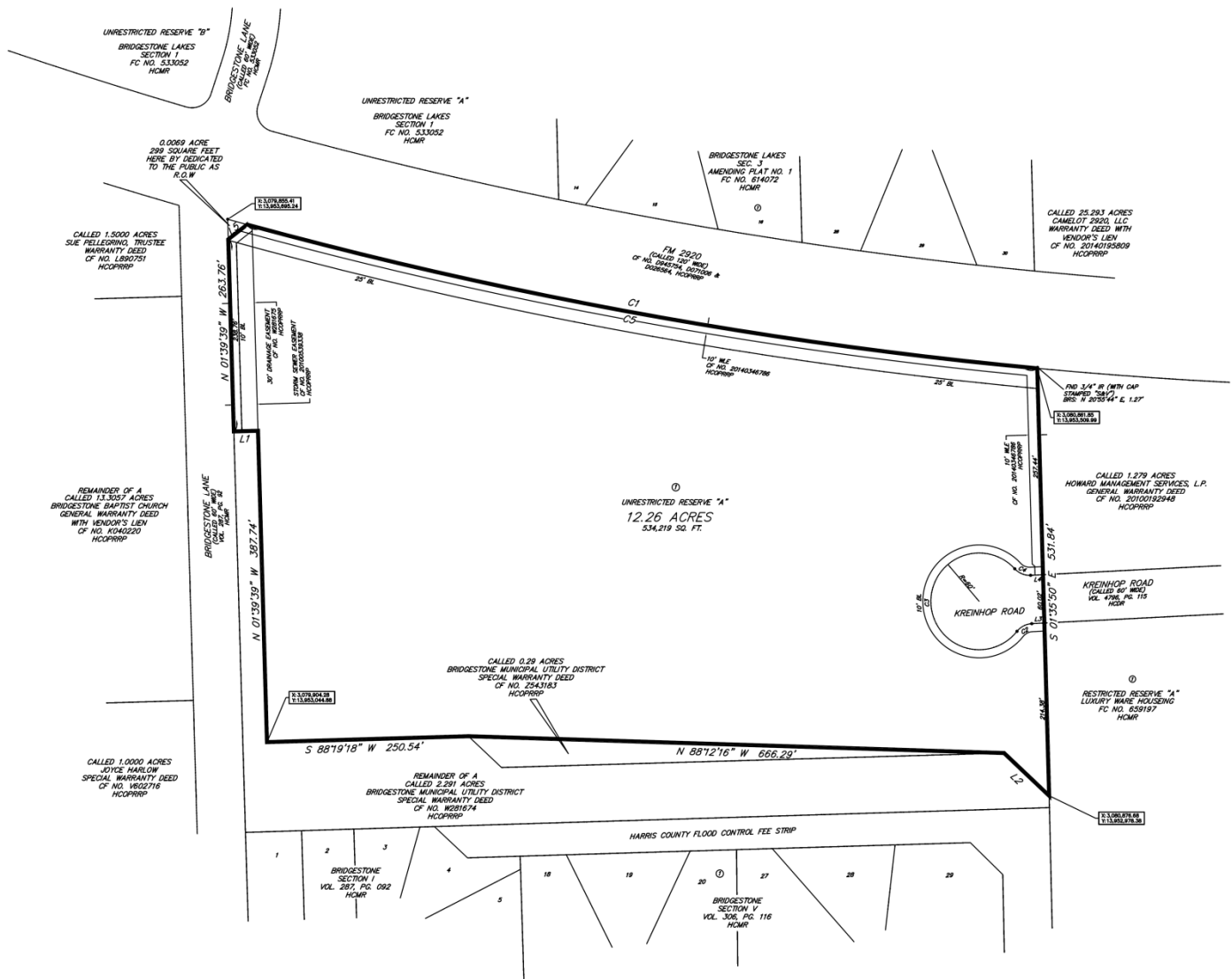
# Houston Planning Commission ITEM: 140

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Commercial Center at Bridgestone

Applicant: Jones & Carter, Inc.



F- Reconsiderations of Requirement

Subdivision

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# Houston Planning Commission      ITEM: 140

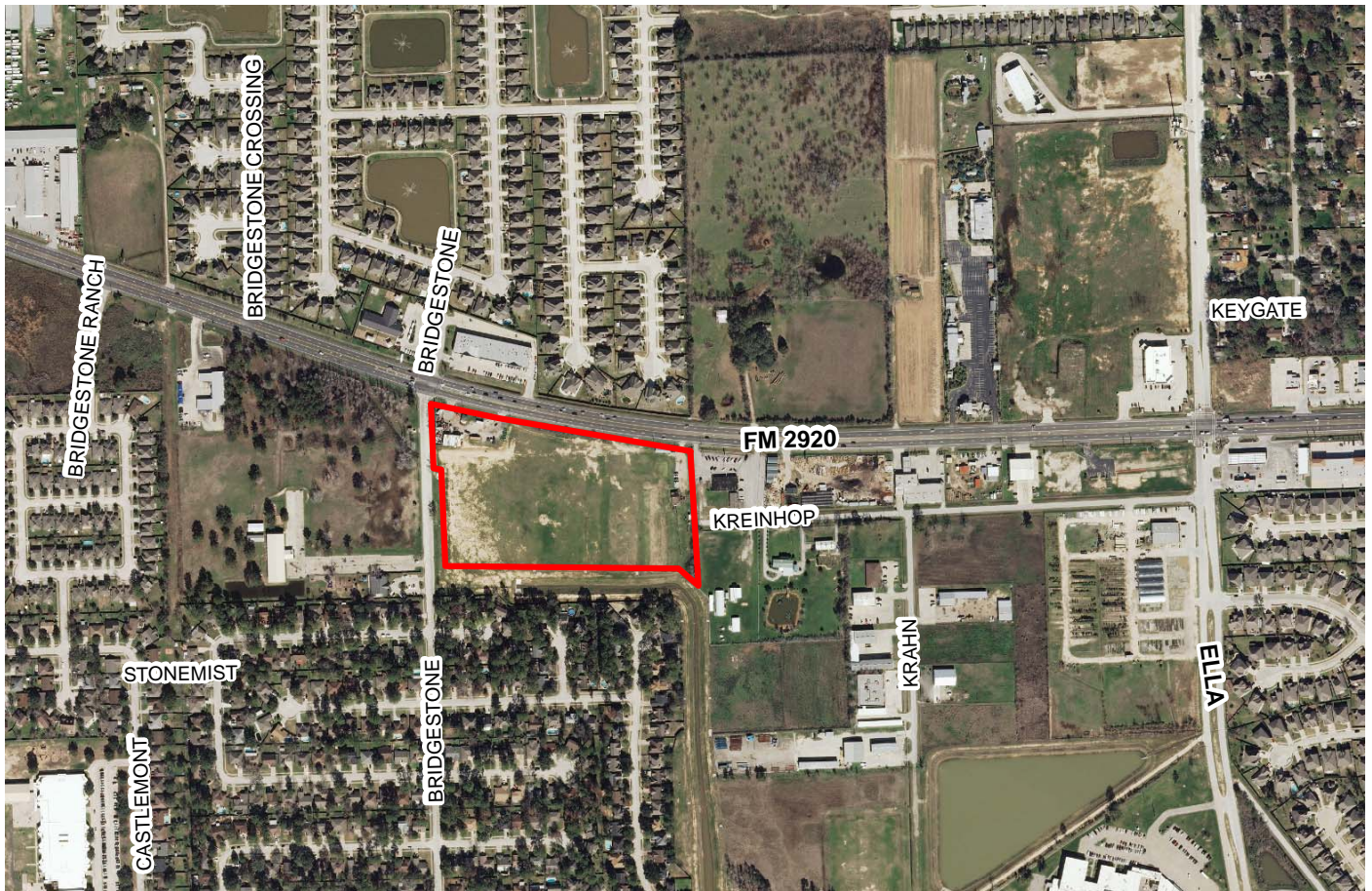
Planning and Development Department

Meeting Date: 03/19/2015

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**Subdivision Name: Commercial Center at Bridgestone**

**Applicant: Jones & Carter, Inc.**



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**F- Reconsiderations of Requirement**

**Aerial**

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## RECONSIDERATION OF REQUIREMENT Request Information Form

Application No: 2015-0519  
Plat Name: Commercial Center at Bridgestone  
Applicant: Jones & Carter, Inc.  
Date Submitted: 03/09/2015

(Sec. 42-47 and Sec. 42-81)

**Specific requirement or condition being sought:**

To create a turnaround at the existing dead end of Kreinhop Road along the east boundary line of the subject plat

**Chapter 42 Section: 135(a)(3)**

**Chapter 42 Reference:**

Sec. 42-135. Street extension (a) A public street that terminates at the boundary of a plat previously approved by the commission without means of a vehicular turnaround shall be extended into the adjacent property at the time the adjacent property is platted unless: (3) The existing stub street is only one lot in depth;

If this request requires a variance or special exception, the applicant must comply with the Plat Submittal Requirements and provide a completed Variance Request Information Form or Special Exception Information Form.

**STATEMENT OF FACTS:**

Kreinhop Road extends approximately 750 feet past Krahn Road and dead ends at the east line of the subject plat. It serves 3 acreage tracts, two on the north side of Kreinhop Road and one on the south side. The two tracts on the north side of Kreinhop also have frontage along 2920; only one tract is served by Kreinhop Road. This tract has approximately 585 feet of frontage along Kreinhop, which would allow at least two driveway connections to Kreinhop for circulation. Continuing Kreinhop Road through the subject plat would create a connection to Bridgestone Lane, which currently carries primarily single family residential traffic to and from Bridgestone subdivisions. This connection would lie only 200 feet south of FM 2920, and would create an attractive shortcut for traffic from Ella Boulevard. The negative affect effect of increasing traffic on Kreinhop Road and northern Bridgestone Lane, and adding commercial and through traffic to Bridgestone Lane far out weighs the apparent positive effect of increased circulation. Indeed Kreinhop Road lies only 200 feet south of the intersection of FM 2920 and Ella Boulevard, both of which are major thoroughfares. This is significantly less than what Chapter 42 would require if Kreinhop were proposed rather than existing. Creating the turnaround within the subject plat boundary we will provide a safe turnaround for this dead end street and the subject plat, which will help minimize traffic on both Bridgestone Lane and FM 2920.



**Application Number:** 2015-0519

**Plat Name:** Commercial Center at Bridgestone

**Applicant:** Jones & Carter, Inc.

**Date Submitted:** 03/09/2015

**(Sec. 42-47 and Sec. 42-81)**

**Specific Variance is being sought and extent of variance:**

To create a turnaround at the dead end of Kreinhop Road along the east boundary line of the subject plat

**Chapter 42 Section:** 135(a)(3)

**Chapter 42 Reference:**

Sec. 42-135. Street extension (a)A public street that terminates at the boundary of a plat previously approved by the commission without means of a vehicular turnaround shall be extended into the adjacent property at the time the adjacent property is platted unless: 3)The existing stub street is only one lot in depth;

**Statement of Facts**

**(1a) The imposition of the terms, rules, conditions, policies and standards of this chapter would create an undue hardship by depriving the applicant of the reasonable use of the land; OR**

**(1b) Strict application would make this project infeasible due to the existence of unusual physical characteristics that affect the property in question, or would create an impractical development or one otherwise contrary to sound public policy;**

If we were to extend Kreinhop Road through the subject tract, this road would run approximately 200 feet south and parallel to FM 2920 a major thoroughfare. Kreinhop Road only services 3 existing tracts of land, two of which have access from FM 2920.

**(2) The circumstances supporting the granting of the variance are not the result of a hardship created or imposed by the applicant;**

The location of Bridgestone Lane, FM 2920 and Kreinhop Road were not determined by the applicant. These are 3 existing streets.

**(3) The intent and general purposes of this chapter will be preserved and maintained;**

The only rule not met to allow the turnaround is regarding lot depth. Since there are only 3 tracts that utilize Kreinhop Road, and two of those tracts have access to FM 2920 the chapter will be maintained.

**(4) The granting of the variance will not be injurious to the public health, safety or welfare;**

The subject tract only has approx. 200 feet of frontage along Bridgestone Lane, which would mean a through Kreinhop Road would tie into Bridgestone Lane within 200 feet of FM 2920 thus creating additional traffic within an already busy intersection.

**(5) Economic hardship is not the sole justification of the variance.**

Creating a turnaround will actually help alleviate additional traffic along Bridgestone Lane.



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# Houston Planning Commission

# ITEM: 141

Planning and Development Department

Meeting Date: 03/19/2015

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**Subdivision Name: Energy Institute High School (DEF 1)**

**Applicant: Costello, Inc.**



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**F - Reconsideration of Requirements**

**Site Location**

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# Houston Planning Commission

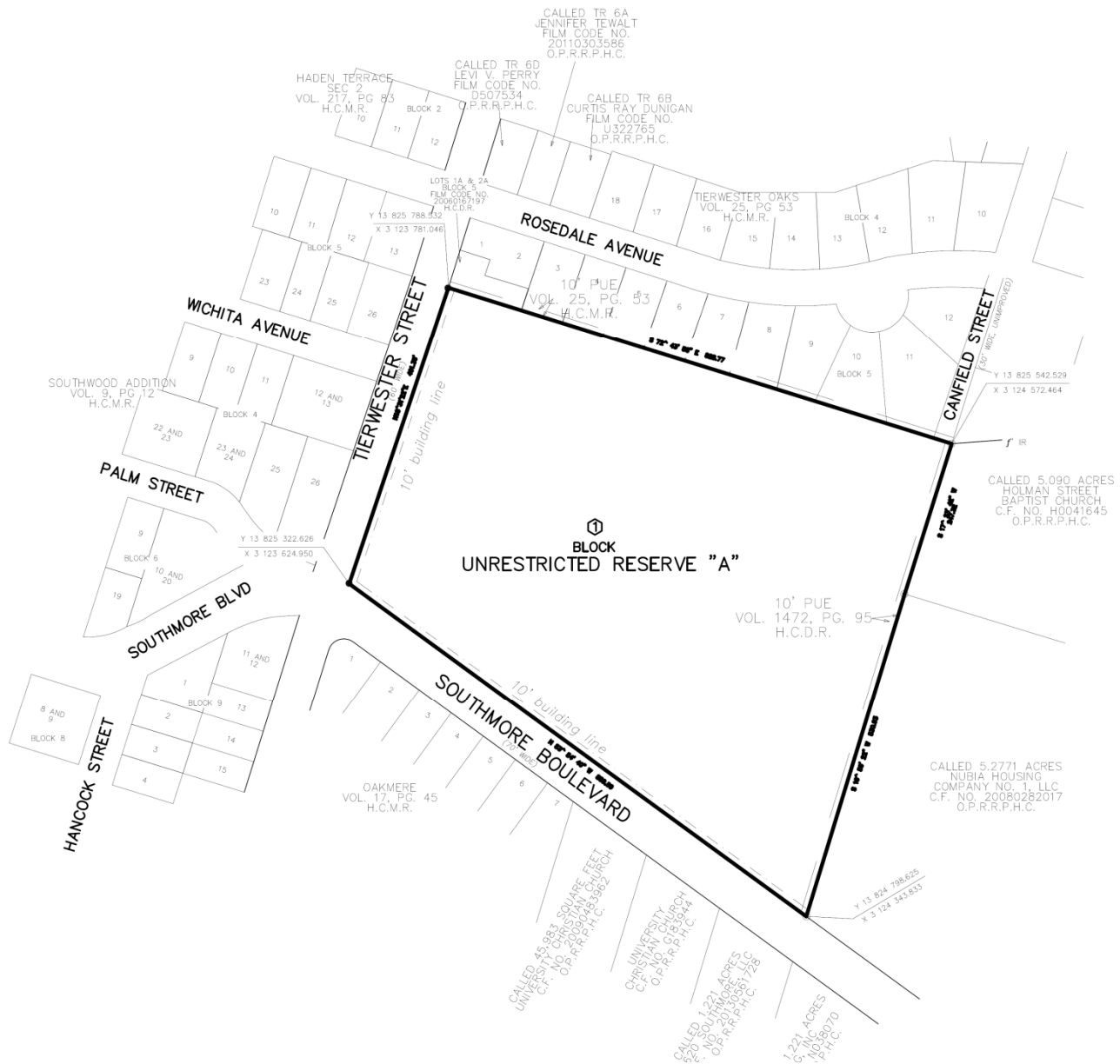
# ITEM: 141

Planning and Development Department

Meeting Date: 03/19/2015

Subdivision Name: Energy Institute High School (DEF 1)

Applicant: Costello, Inc.



F - Reconsideration of Requirements

Subdivision

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# Houston Planning Commission

## ITEM: 141

Planning and Development Department

Meeting Date: 03/19/2015

---

Subdivision Name: Energy Institute High School (DEF 1)

Applicant: Costello, Inc.



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F - Reconsideration of Requirements

Aerial

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# Energy Institute High School



FRONT



ENTRY



CENTRAL COURTYARD



INTERIOR



SITE/FLOOR PLAN LEVEL 1







## RECONSIDERATION OF REQUIREMENT Request Information Form

Application No: 2015-0373  
Plat Name: Energy Institute High School  
Applicant: Costello, Inc.  
Date Submitted: 02/23/2015

(Sec. 42-47 and Sec. 42-81)

**Specific requirement or condition being sought:**

Not to extend Canfield Street or terminate with a cul-de-sac.

**Chapter 42 Section: 135**

**Chapter 42 Reference:**

Sec. 42-135. Street extension. (a) A public street that terminates at the boundary of a plat previously approved by the commission without means of a vehicular turnaround shall be extended into the adjacent property at the time the adjacent property is platted unless: (1) The existing stub street is a local street and is not designated as a collector or major thoroughfare on the major thoroughfare and freeway plan; (2) The existing stub street is not shown as a through street on a current general plan approved by the commission for the subdivision in which the existing street is located or the subdivision that is the subject of the application; (3) The existing stub street is only one lot in depth; (4) The proposed subdivision will not extend residential development; and (5) The extension of the street is not required to meet the intersection spacing requirements of this chapter.

If this request requires a variance or special exception, the applicant must comply with the Plat Submittal Requirements and provide a completed Variance Request Information Form or Special Exception Information Form.

### STATEMENT OF FACTS:

Canfield Street has 30-foot width dedicated by Tierwester Oak for the west half of the right-of-way and is currently unimproved south of Rosedale Street (approximately 248 feet) . The adjoining property to the east is currently unplatted. The immediate 110-feet south of Rosedale Street on the adjoining property (east) is occupied by an apartment complex that has the west wall of the residence structure on what would be the east right-of-way line of Canfield Street. Parking for the apartment is currently on what would ultimately be the pavement for Canfield Street. (see Attached Exhibit "Canfield street from GE"). There are 2 tracts of land adjoining the east side of our project site. The north 248 feet is undeveloped land owned by HOLMAN STREET BAPTIST CHURCH with access from Scott Street. The south 532 feet is occupied by an apartment complex owned by NUBIA HOUSING CO NO 1 LLC. The apartment complex is served by an entrance from Southmore Boulevard. The buildings on the west side of the apartment complex sits very close to the east property line. The extension of Canfield Street would require the entire street dedication

**Application Number:** 2015-0373

**Plat Name:** Energy Institute High School

**Applicant:** Costello, Inc.

**Date Submitted:** 02/23/2015

**(Sec. 42-47 and Sec. 42-81)**

**Specific Variance is being sought and extent of variance:**

Not to extend Canfield Street nor terminate with a cul-de-sac. Canfield Street has 30-foot width dedicated by Tierwester Oak for the west half of the right-of-way and is currently unimproved south of Rosedale Street (approximately 248 feet) . The adjoining property to the east is currently un-platted. The immediate 110-feet south of Rosedale Street on the adjoining property (east) is occupied by an apartment complex that has the west wall of the residence structure on what would be the east right-of-way line of Canfield Street. Parking for the apartment is currently on what would ultimately be the pavement for Canfield Street. (see Attached Exhibit "Canfield street from GE"). There are 2 tracts of land adjoining the east side of our project site. The north 248 feet is undeveloped land owned by HOLMAN STREET BAPTIST CHURCH with access from Scott Street. The south 532 feet is occupied by an apartment complex owned by NUBIA HOUSING CO NO 1 LLC. The apartment complex is served by an entrance from Southmore Boulevard. The buildings on the west side of the apartment complex sits very close to the east property line. The extension of Canfield Street would require the entire street dedication to be from out tract. Building setbacks for the adjoining property would not meet Chapter 42 requirements.

**Chapter 42 Section: 135**

**Chapter 42 Reference:**

Sec. 42-135. Street extension. (a) A public street that terminates at the boundary of a plat previously approved by the commission without means of a vehicular turnaround shall be extended into the adjacent property at the time the adjacent property is platted unless: (1) The existing stub street is a local street and is not designated as a collector or major thoroughfare on the major thoroughfare and freeway plan; (2) The existing stub street is not shown as a through street on a current general plan approved by the commission for the subdivision in which the existing street is located or the subdivision that is the subject of the application; (3) The existing stub street is only one lot in depth; (4) The proposed subdivision will not extend residential development; and (5) The extension of the street is not required to meet the intersection spacing requirements of this chapter.

**Statement of Facts**

**(1a) The imposition of the terms, rules, conditions, policies and standards of this chapter would create an undue hardship by depriving the applicant of the reasonable use of the land; OR**

N/A

**(1b) Strict application would make this project infeasible due to the existence of unusual physical characteristics that affect the property in question, or would create an impractical development or one otherwise contrary to sound public policy;**

Right-of-way requirements cannot be met immediately south of the intersection of Rosedale and Canfield Street due to existing residential improvements. Street access along the proposed improvement is not required for the subject tract and Holman Street Baptist Church and impossible for the Nubia Housing Co. No.1, LLC. (see attached exhibit "Nubia Housing Co") due to currently developed residence structures.

**(2) The circumstances supporting the granting of the variance are not the result of a hardship created or imposed by the applicant;**

None of the above circumstances preventing the extension of Canfield Street was created by the developer.

**(3) The intent and general purposes of this chapter will be preserved and maintained;**

The intent and general purpose of this chapter will be maintained: The street extension will have a severe negative impact on the property directly southeast of the intersection of Canfield and Rosedale and for Nubia Housing Co. No. 1, LLC.

**(4) The granting of the variance will not be injurious to the public health, safety or welfare;**

Currently the street is safe and landscaped for the benefit of the residence of Tierwester Oaks. Developing the street to the south will create unsafe conditions for the property owners directly southeast of the intersection of Canfield and Rosedale and may provide an unsafe condition of the school that is being developed for the subject property and for Nubia Housing Co. No. 1, LLC

**(5) Economic hardship is not the sole justification of the variance.**

Economic hardship is not the sole justification for the variance request. The hardship was created by the lack of room for the extension caused by the development of property adjoining the subject tract to the east.

# CITY OF HOUSTON

HOUSTON PLANNING COMMISSION  
PLANNING & DEVELOPMENT DEPARTMENT

Planning Commission  
Meeting Date: 03/19/15

**ITEM: 152**

**Applicant:** OFELIO ARGUELLO

**Contact Person:** CARLOS PARRA

Location	File No.	Zip	Lamb. No.	Key Map	City/ ETJ
	<b>15-1049</b>	77357	5874	257-M	ETJ

**WEST OF:** DEER RUN LN **NORTH OF:** FM 1485

**ADDRESS:** 19832 Hickory Lane

**ACREAGE:**

**LEGAL DESCRIPTION:**

LOT THREE HUNDRED TWENTY-FOUR (324), OF PEACH CREEK FOREST, SECTION THREE (3), AN UNRECORDED SUBDIVISION OUT OF A 325.74 ACRE TRACT IN THE CHRISTOPHER BRYAN SURVEY, ABSTRACT 75, MONTGOMERY COUNTY, TEXAS.

**PURPOSE OF REQUEST:** Residence

## STAFF REPORT

**STAFF RECOMMENDATION:**

**BASIS OF RECOMMENDATION:**

**ADDITIONAL INFORMATION :**

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# CERTIFICATE OF COMPLIANCE

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## Houston Planning Commission

### VARIANCE REQUEST APPLICATION

An applicant seeking a variance and/or special exception to the Planning Standards of Chapter 42 of the City of Houston's Code of Ordinances must complete the following application and submit an electronic copy of the Microsoft Word document to [planning.variances@houstontx.gov](mailto:planning.variances@houstontx.gov) prior to 11:00am on the submittal dates adopted by the Houston Planning Commission. For complete submittal requirements, please visit the City of Houston Planning & Development Department website at [www.houstonplanning.com](http://www.houstonplanning.com).

APPLICANT COMPANY	CONTACT PERSON	PHONE NUMBER	EMAIL ADDRESS		
HighHeels to HardHats	Marlena Jones	832-233-6331	marlenacooperjones@gmail.com		
PROPERTY ADDRESS	FILE NUMBER	ZIP CODE	LAMBERT	KEY MAP	DISTRICT
1043 W.7 <sup>th</sup> ½ Street	14055439	77009	5358	492D	C

HCAD ACCOUNT NUMBER(S):	0600950010022
PROPERTY LEGAL DESCRIPTION:	Lot 22 Blk 1 Kiam Place
PROPERTY OWNER OF RECORD:	JG Hollins Investments
ACREAGE (SQUARE FEET):	4,140 SF
WIDTH OF RIGHTS-OF-WAY:	Dorothy Street 50', W 7 <sup>th</sup> ½ Street 50'
EXISTING PAVING SECTION(S):	Dorothy Street ~18', W 7 <sup>th</sup> ½ Street ~18'
OFF-STREET PARKING REQUIREMENT:	2 Parking Spaces
OFF-STREET PARKING PROVIDED:	2 Parking Spaces
LANDSCAPING REQUIREMENTS:	Minimum One 1.5" Approved Tree
LANDSCAPING PROVIDED:	One 1.5" Live Oak

EXISTING STRUCTURE(S) [TYPE; SQ. FT.]: Vacant

PROPOSED STRUCTURE(S) [TYPE; SQ. FT.]: Single Family Residential (5,164 SQ. FT.)

PURPOSE OF VARIANCE REQUEST: To allow a 5' building line along Dorothy Street

CHAPTER 42 REFERENCE(S): 42-156: Collector and local streets – Single-family residential

b) Except as otherwise required or authorized by this chapter, the building line requirement for a lot restricted to single-family residential use along a local street that is not an alley shall be:

- (1) 20 feet along the front of a lot and ten feet along the back and side of a lot adjacent to a local street; or
- (2) 10 feet if the subdivision plat contains a typical lot layout and the subdivision plat contains plat notations that reflect the requirements of this section.

## DEVELOPMENT PLAT VARIANCE



## Houston Planning Commission

### APPLICANT'S STATEMENT OF FACTS

#### SUMMARY OF VARIANCE CONDITIONS (BE AS COMPLETE AS POSSIBLE):

The purpose of this variance is to construct a single family home on the existing lot which is what was previously there. Our intent is to be able to utilize the lot in a more suitable manner. By adjusting the building line on the house and not the entire lot we are making an attempt not to overbuild but place a home on the lot comparable to that of other in the neighborhood. The design has been adjusted as to provide an additional parking spot for guest. Allowing this variance of reduced building line will allow the structure to maintain reasonably sized rooms and comparable to those surrounding it in architectural style by including permeable concrete pavers as to not increase the impervious coverage.

We are requesting this based on other properties with similar building lines. This property would not be a buildable space without this variance. We feel this is a more suitable use for the property. We are proposing to reduce the building line along the east side of the property and to relocate the stairs on the same side to provide additional parking and landscape. The remaining front and back sections of the property are to remain at the required building line.

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*The applicant must clearly identify how the requested variance meets the criteria in either (1a) or (1b) and ALL items (2) through (5). The information provided will be used to evaluate the merits of the request. An electronic copy of any supporting documentation reference within the "Applicant's Statement of Facts" should be emailed to the Planning Department at [planning.variances@houstontx.gov](mailto:planning.variances@houstontx.gov).*

**(1a) The imposition of the terms, rules, conditions, policies and standards of this chapter would create an undue hardship by depriving the applicant of the reasonable use of the land; or**

We are requesting a special variance request to utilize the property in a more suitable manner. The imposition of the terms, rules, conditions, policies and standards of this chapter would create an undue hardship by depriving the applicant of the reasonable use of the land due to the fact that the 10' set back on Dorothy Street does not allow the above mentioned proposed single family residence to utilize the corner lot in a suitable manner. The proposed development is which is located on a corner lot with a 50' R.O.W and open roadside ditches on both streets. Existing sidewalks will maintained along with the original garage set back of 17'.

**(1b) Strict application of the requirements of this chapter would make a project infeasible due to the existence of unusual physical characteristics that affect the property in question, or would create an impractical development or one otherwise contrary to sound public policy;**

**(2) The circumstances supporting the granting of the variance are not the result of a hardship created or imposed by the applicant;**

The goal of the developer in pursuing this variance is not to overbuild the lot and to provide additional parking for other residents of the neighborhood. The configuration of the lot does not allow for an appropriate amount of buildable space if the variance is not granted with the requested setbacks. Allowing the proposed setbacks will provide the builder an opportunity to build their standard home construction plan for the lot. This is a track house design for which the form work is complete.

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## DEVELOPMENT PLAT VARIANCE



## Houston Planning Commission

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**(3) The intent and general purposes of this chapter will be preserved and maintained;**

The intent and purpose of Chapter 42 will be preserved and maintained because the residence will maintain its integrity of the original residences setbacks along 7 ½ th and sections of Dorothy Streets. The proposed development, while not providing a shared driveway, will remain consistent with other new developments around the neighborhood. The proposed variance will not impact traffic and will allow a minimum of two additional on street parking spots and preserve all three original trees on the property. To further beautify the property we are proposing the use of permeable pavers as to not increase impervious coverage on the property.

**(4) The granting of the variance will not be injurious to the public health, safety or welfare;**

Granting this variance will not affect visibility along Dorothy Street for vehicular or pedestrian traffic. By allowing the partial setback (5') for sections of the proposed structure and the additional sections of the structure to remain at 10' will allow a minimum of 2 additional guest parking spots to accommodate the neighborhood. Many other new developments in the area are located approximately five to ten foot from the right of way, so this variance for the residence will be consistent and harmonious with neighboring properties on 7th ½ and Dorothy Streets. Its proposed proximate location to the nearby park on 7th ½ and use of green space is consistent with the City of Houston's policy of promoting walkability and pedestrian friendly environments. There is a car dealership across the street which would prevent any additional residential developments in this location. Thus approval of this Variance will be consistent with sound public policy and conducive to health, safety and public welfare.

**(5) Economic hardship is not the sole justification of the variance.**

The requested variance will satisfy the intent of Chapter 42, including Section 42-157 (as discussed above). Approving this variance for the residence is consistent with the City of Houston's evolving policies of promoting walkable, pedestrian friendly environments and projects with urbanistic building designs on smaller footprints, thus making this a viable buildable piece of land.

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# DEVELOPMENT PLAT VARIANCE



PLANNING &  
DEVELOPMENT  
DEPARTMENT

**ITEM: 153**

Meeting Date: 03.19.2015

## Houston Planning Commission

### SITE MAP



## DEVELOPMENT PLAT VARIANCE





PLANNING &  
DEVELOPMENT  
DEPARTMENT

**ITEM: 153**

Meeting Date: 03.19.2015

## Houston Planning Commission

AERIAL MAP

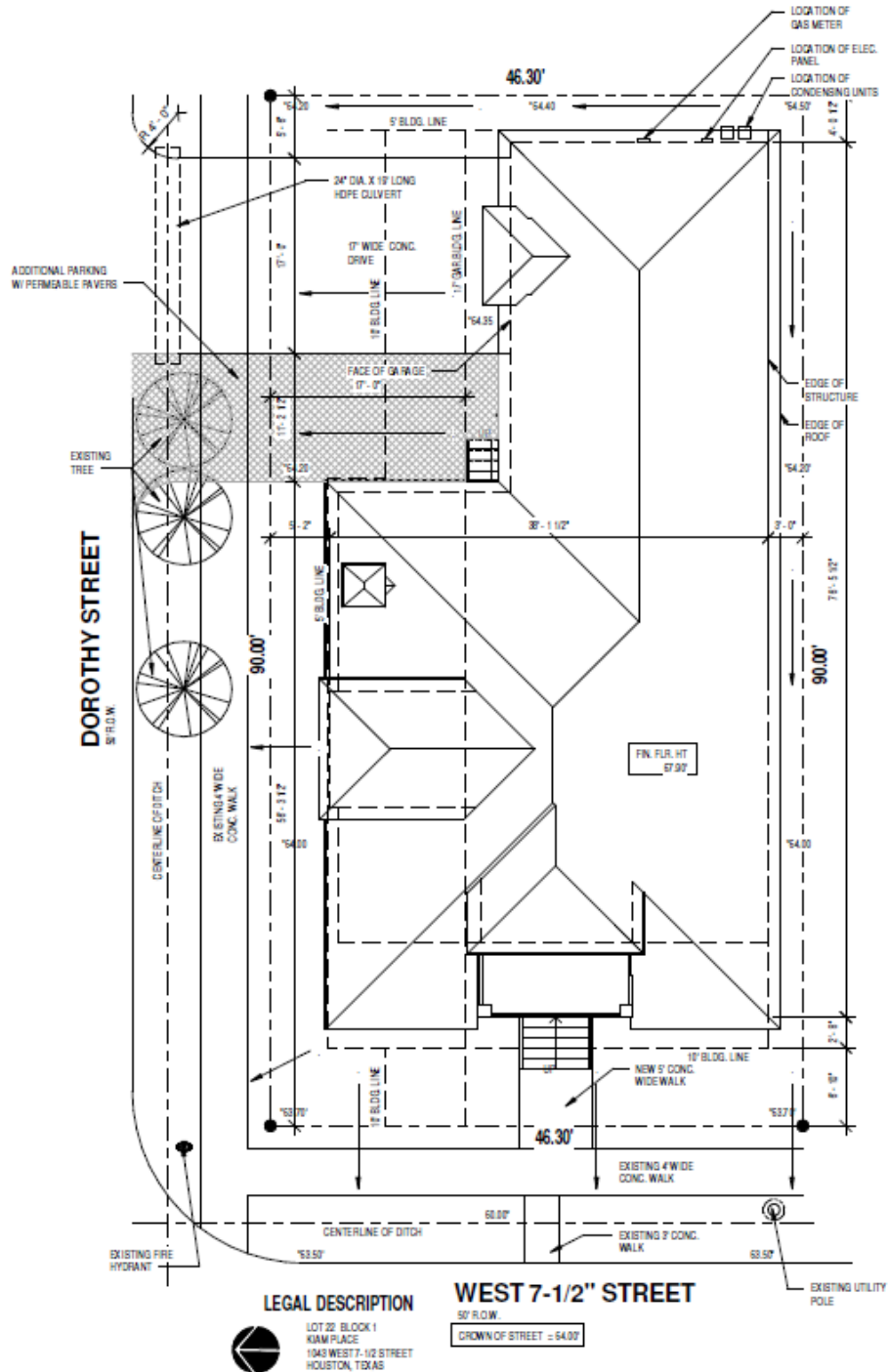


## DEVELOPMENT PLAT VARIANCE



## Houston Planning Commission

### SITE PLAN

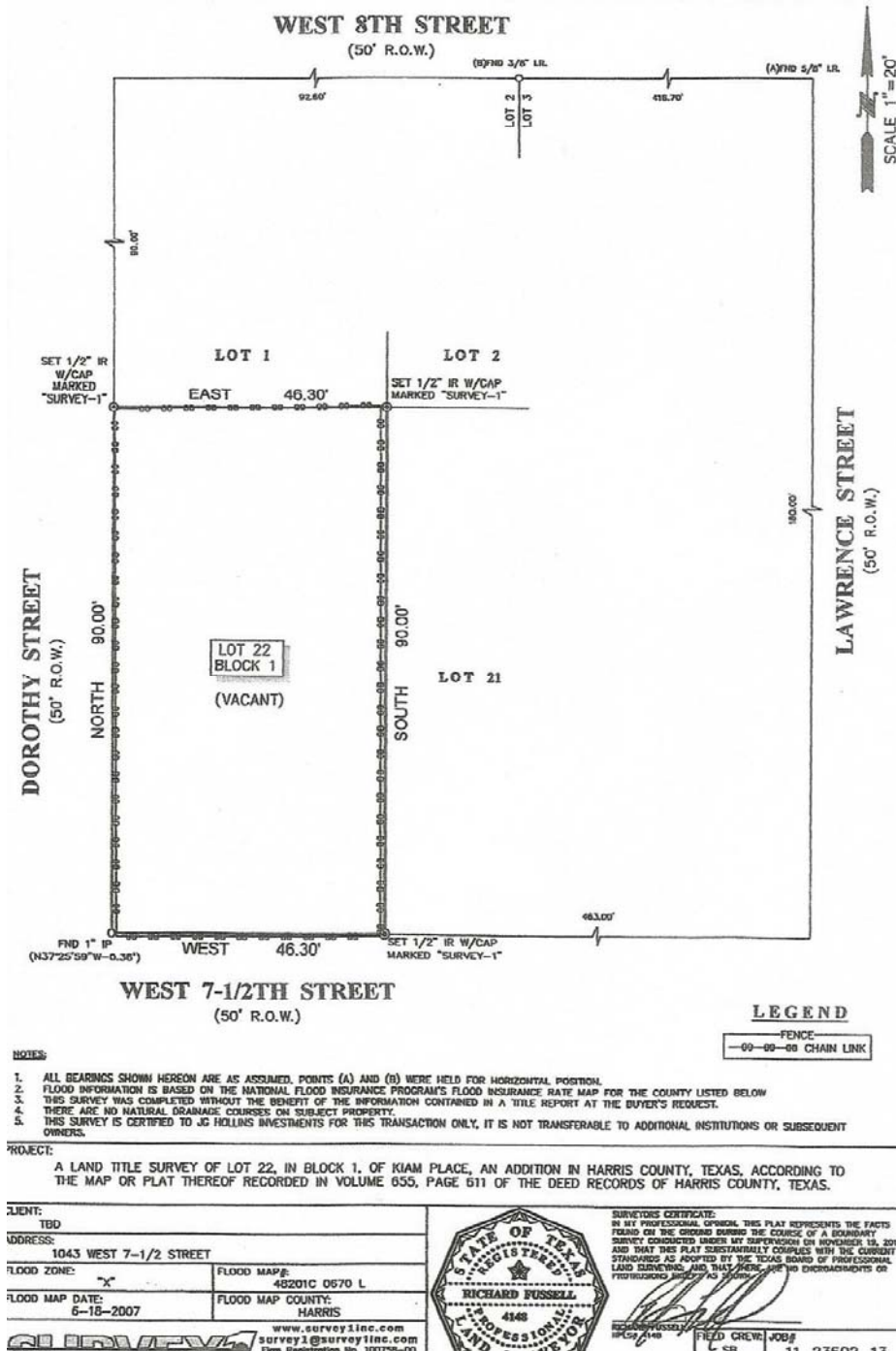


# DEVELOPMENT PLAT VARIANCE



## Houston Planning Commission

### SURVEY

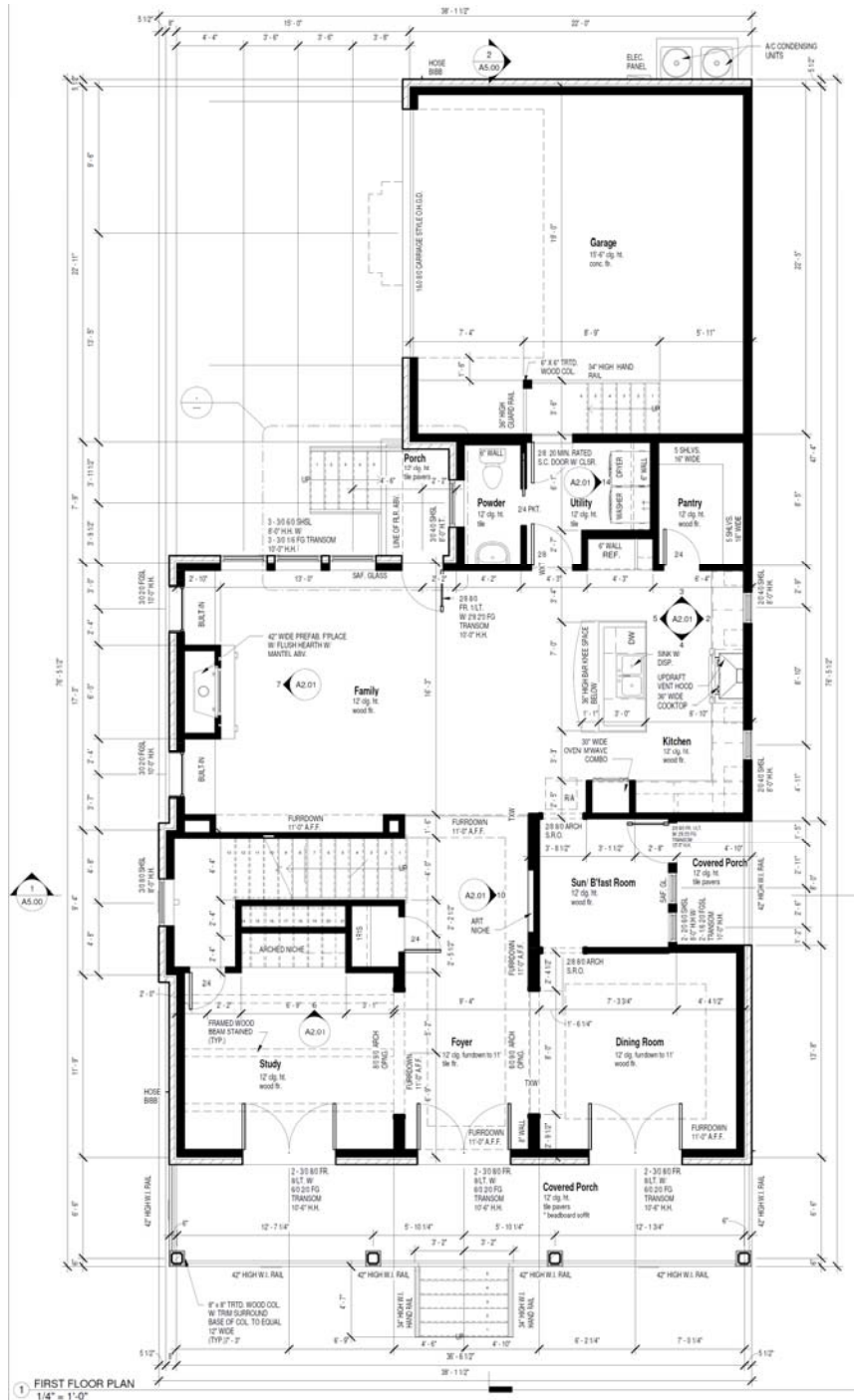


# DEVELOPMENT PLAT VARIANCE



## Houston Planning Commission

### Floor Plans – First Floor



# DEVELOPMENT PLAT VARIANCE











## Houston Planning Commission

Left Elevation



Right Elevation



# DEVELOPMENT PLAT VARIANCE





## Houston Planning Commission

### STAFF REPORT

**Staff Recommendation:** DEFER

**Basis of Staff Recommendation:** The site is located at the northeast intersection of Dorothy and 7<sup>th</sup> ½ Streets, east of Shepherd Drive. The applicant is requesting a variance to construct a new single-family residence at 5' from the property line along Dorothy Street rather than the ordinance required 10' building line.

The applicant has requested this item be deferred two more weeks to allow time to continue their research of similar projects in the area.

**PLANNING COMMISSION ACTION:** DEFER

**BASIS OF PLANNING COMMISSION ACTION:** (SEE ABOVE STAFF EVALUATION)

**ADDITIONAL FINDINGS BY PLANNING COMMISSION:**



## DEVELOPMENT PLAT VARIANCE



## Houston Planning Commission

### VARIANCE REQUEST APPLICATION

An applicant seeking a variance to the Parking Standards of Chapter 26 of the City of Houston's Code of Ordinances must complete the following application and submit an electronic copy of the Microsoft Word document to [planning.variances@houstontx.gov](mailto:planning.variances@houstontx.gov) prior to 11:00am on the submittal dates adopted by the Houston Planning Commission. For complete submittal requirements, please visit the City of Houston Planning & Development Department website at [www.houstonplanning.com](http://www.houstonplanning.com).

APPLICANT COMPANY	CONTACT PERSON	PHONE NUMBER	EMAIL ADDRESS
Houston Independent School District	Kedrick Wright	(713) 556-9329	kwright7@houstonisd.org

PROPERTY ADDRESS	FILE NUMBER	ZIP CODE	LAMBERT	KEY MAP	DISTRICT
Energy Institute High School 3501 Southmore Blvd	15021855	77004	5455	533D	D

HCAD ACCOUNT NUMBER(S):	0410310320015
PROPERTY LEGAL DESCRIPTION:	TRS 1D & 58 ABST 545 C Martinez
PROPERTY OWNER OF RECORD:	Houston Independent School District
ACREAGE (SQUARE FEET):	12.17 acres (530,134 SF)
WIDTH OF RIGHTS-OF-WAY:	Southmore = 70'-0", Tierwester = 60'-0"
EXISTING PAVING SECTION(S):	Southmore = 42'-0", Tierwester = 24'-0" (approximately)
OFF-STREET PARKING REQUIREMENT:	647 spaces (288 bicycle spaces)
OFF-STREET PARKING PROVIDED:	357 spaces provided
LANDSCAPING REQUIREMENTS:	Project Complies

EXISTING STRUCTURE(S) [SQ. FT.]:	Vacant
PROPOSED STRUCTURE(S) [SQ. FT.]:	114,117 Sq. Ft. (Total)

**PURPOSE OF VARIANCE REQUEST:** To request a reduction in the required number of off-street parking spaces provided on site from 647 parking spaces to 357.

**CHAPTER 26 REFERENCE(S):** **Section 26-492**, Class 5 - Religious & Educational, c. School, 3. Senior High School - 1.0 parking spaces per every 3 occupants. **Section 26-497**. Reduced parking space requirement for additional bicycle spaces. (b) The maximum reduction in the number of parking spaces under this section shall be 10 percent of the number of parking spaces required by Sec 26-492 of this Code.

## OFF-STREET PARKING VARIANCE



## Houston Planning Commission

### APPLICANT STATEMENT OF FACTS

#### SUMMARY OF VARIANCE CONDITIONS (BE AS COMPLETE AS POSSIBLE):

We are requesting a reduction in the required number of parking spaces based on demographic analysis of the current school, comparative analysis with similar programs / schools within HISD, and projected needs of the proposed facility.

Designed to serve a total of 813 students and 85 staff members, the design of the new Energy Institute High School is comprised of three buildings connected by an exterior courtyard. Due to the separation of buildings, the Design Occupant Load increases the parking count for the campus, totaling 647 parking spaces. 647 surface level parking spaces is not achievable on the proposed 12.17 acre site.

#### APPLICANT'S STATEMENT OF FACTS:

*The applicant must clearly identify how the requested variance meets the criteria in ALL items (1) through (5); and, if applicable, the sixth (6) condition. The information provided will be used to evaluate the merits of the request. An electronic copy of any supporting documentation reference within the "Applicant's Statement of Facts" should be emailed to the Planning Department at [planning.variances@houstontx.gov](mailto:planning.variances@houstontx.gov).*

**(1) The imposition of the terms, rules, conditions, policies and standards of this article would deprive the owner or applicant of the property of reasonable use of the land or building;**

If Houston ISD is required to provide the required number of spaces per the parking ordinance:

1. The District will not have room to locate green space for student use.
2. The available green space on the site will be greatly reduced potentially preventing the District from pursuing LEED Gold certification.
3. Full development of the site to provide the number of parking spaces required by the ordinance will result in the removal of mature trees. HISD is committed to achieving LEED Certification on each of our new schools and a key component of the site is minimizing paved areas to exactly what is needed.

**(2) That the circumstances supporting the granting of the variance are not the result of a hardship imposed or created by the applicant and that in granting the variance the general purposes of this article are being observed and maintained;**

Houston ISD is designing all new schools in the most compact footprint possible. Our square foot requirement per student is 140 SF. This SF requirement requires the designers to be very efficient as they prepare the plans.

We have prepared a comparative summary of similar high schools with magnet programs and have analyzed the modes of transportation used by students, staff and teachers to arrive at the school. Based on this analysis, created with the assistance of HISD demographer and General Manager for Transportation, we can project the future parking needs of the Energy Institute High School.

## OFF-STREET PARKING VARIANCE



## Houston Planning Commission

Existing Campus Transportation Comparison													
School Name	Magnet Program	Current Enrollment	Magnet Enrollment	Bus			Drive		Other*		Teacher, Visitor & Staff parking		Current Parking Spaces
				No.	Magnet Trans.	Percent	No.	Percent	No.	Percent	No.	Parking Spaces Used	
Sterling	Aviation Science	818	48	293	17	36%	50	6%	448	55%	100	150	234
Booker T. Washington	Science & Engineering	764	150	307	71	40%	110	14%	480	63%	200	310	310
Yates HS	Communications	961	220	259	52	27%	20	3%	673	70%	120	140	
Energy Institute HS	Energy	360	360	288	288	80%	4	1%	68	19%	45	55	79
<ul style="list-style-type: none"> <li>- The Energy Institute High School is currently located at 1808 Sampson St. In its current configuration, the campus serves Freshman and Sophomore students.</li> <li>- The proposed new facility, located at 3501 Southmore, will accommodate 813 freshman through senior level students. The projected staff count is 85.</li> <li>- Approximately 13 busses service the EIHS. In addition to HISD bus transportation, the proposed site is served by a Metro stop at the corner of Tierwester and Southmore. It is likely that this stop will be utilized by both teachers and students to travel to and from the school.</li> <li>- Please see the table below for the basis of the request to provide 358 spaces in lieu of the ordinance required amount.</li> </ul>													
Projected Transportation Requirements for new campus:				HISD Bus			Drive		Other		Teacher, Visitor/Staff		
School Name:	Max Enrollment	Max Magnet Enrollment	# of Riders	Magnet Trans.	%	Quantity	%	Quantity	%	Quantity	Parking Spaces Required	Event Parking *	Total Spaces Req'd.
Energy Institute HS	813	813	528.45	528.45	65%	227.64	28%	56.91	7%	100	327.64	30	357.64
*30 spaces provided as a buffer in case of overlap use by school and staff during an after hours event													

**(3) The intent of this article is preserved;**

Appropriate and convenient parking will be provided on the school site. All parking lots will be easily visible and will have security lighting.

**(4) The parking provided will be sufficient to serve the use for which it is intended;**

Adequate and accessible parking will be provided for the students, staff and visitors of the Energy Institute High School. Daily student, staff and visitor needs along with special event parking needs have been addressed.

**(5) The granting of such a variance will not be injurious to the public health, safety or welfare; and**

The new Energy Institute High School will have significantly more parking spaces and the parking will be more conveniently located for students, staff and visitors. Allowing the District the flexibility to provide green space on site which will benefit both the campus and the community.

**(6) For a development that is subject to the requirements of article VII, chapter 33, of this Code, the granting of the variance is necessary to accomplish the purposes of a certificate of appropriateness issued pursuant to article VII, chapter 33, of this Code.**

Not applicable.

# OFF-STREET PARKING VARIANCE





## Houston Planning Commission

### STANDARDS FOR VARIANCES

(a) The commission is authorized to consider and grant variances from the provisions of this article by majority vote of those members present and voting, when the commission determines that the first five of the following conditions exist, and if applicable, the sixth condition, exists:

- (1) The imposition of the terms, rules, conditions, policies and standards of this article would deprive the owner or applicant of the property of reasonable use of the land or building;
- (2) That the circumstances supporting the granting of the variance are not the result of a hardship imposed or created by the applicant and that in granting the variance the general purposes of this article are being observed and maintained;
- (3) The intent of this article is preserved;
- (4) The parking provided will be sufficient to serve the use for which it is intended;
- (5) The granting of such a variance will not be injurious to the public health, safety or welfare; and
- (6) For a development that is subject to the requirements of article VII, chapter 33, of this Code, the granting of the variance is necessary to accomplish the purposes of a certificate of appropriateness issued pursuant to article VII, chapter 33, of this Code.

(b) In addition, if the variance involves an off-site parking facility, the commission must determine that a proposed off-site parking facility will be located so that it will adequately serve the use for which it is intended. In making this determination, the following factors, among other things, shall be considered:

- (1) The location of the proposed building and the proposed off-site parking facility.
- (2) Existing and potential parking demand created by other occupancies in the vicinity.
- (3) The characteristics of the occupancy, including employee and customer parking demand, hours of operation, and projected convenience and frequency of use of the off-site parking.
- (4) Adequacy, convenience, and safety of pedestrian access between off-site parking and the occupancy.
- (5) Traffic patterns on adjacent streets, and proposed access to the off-site parking.
- (6) The report and recommendation of the director and the traffic engineer.

Any variance granted under the provisions of this section will apply only to the specific property and use upon which the commission was requested to grant a variance by the applicant and shall not constitute a change of this article or any part hereof. All variances as granted shall be in writing shall be signed by the secretary of the commission and maintained as a permanent record of the commission.

## OFF-STREET PARKING VARIANCE



## Houston Planning Commission

### STANDARDS FOR VARIANCES

(a) The commission is authorized to consider and grant variances from the provisions of this article by majority vote of those members present and voting, when the commission determines that the first five of the following conditions exist, and if applicable, the sixth condition, exists:

- (1) The imposition of the terms, rules, conditions, policies and standards of this article would deprive the owner or applicant of the property of reasonable use of the land or building;
- (2) That the circumstances supporting the granting of the variance are not the result of a hardship imposed or created by the applicant and that in granting the variance the general purposes of this article are being observed and maintained;
- (3) The intent of this article is preserved;
- (4) The parking provided will be sufficient to serve the use for which it is intended;
- (5) The granting of such a variance will not be injurious to the public health, safety or welfare; and
- (6) For a development that is subject to the requirements of article VII, chapter 33, of this Code, the granting of the variance is necessary to accomplish the purposes of a certificate of appropriateness issued pursuant to article VII, chapter 33, of this Code.

(b) In addition, if the variance involves an off-site parking facility, the commission must determine that a proposed off-site parking facility will be located so that it will adequately serve the use for which it is intended. In making this determination, the following factors, among other things, shall be considered:

- (1) The location of the proposed building and the proposed off-site parking facility.
- (2) Existing and potential parking demand created by other occupancies in the vicinity.
- (3) The characteristics of the occupancy, including employee and customer parking demand, hours of operation, and projected convenience and frequency of use of the off-site parking.
- (4) Adequacy, convenience, and safety of pedestrian access between off-site parking and the occupancy.
- (5) Traffic patterns on adjacent streets, and proposed access to the off-site parking.
- (6) The report and recommendation of the director and the traffic engineer.

Any variance granted under the provisions of this section will apply only to the specific property and use upon which the commission was requested to grant a variance by the applicant and shall not constitute a change of this article or any part hereof. All variances as granted shall be in writing shall be signed by the secretary of the commission and maintained as a permanent record of the commission.

## OFF-STREET PARKING VARIANCE



**PLANNING &  
DEVELOPMENT  
DEPARTMENT**

# Houston Planning Commission

**ITEM: IV**

**Meeting Date: 03/19/15**



Department of Public Works & Engineering  
Planning & Development Services Division



## REQUEST FOR A REDUCED OCCUPANT LOAD FOR AN EDUCATIONAL OCCUPANCY

The purpose of this form is to calculate an *actual* occupant load in an educational space that is governed by Texas Educational Agency (TEA) rules that limit maximum class sizes. The code review will be based on the *design* occupant load. Once the code review is approved, the *actual* value will be used to correlate the Wastewater Capacity Reservation letter with the Certificate of Occupancy. This will eliminate unnecessary Wastewater Capacity fees for the school.

**PART I. APPLICATION** - Use the instructions in Part II, to help complete this form.

### General Information

1. School Name:	Energy Institute High School - Building 'B'	5. Date:	1/2/2015 Revised 2/20/15
School District:	HISD		
2. Project Address	3501 Southmore Boulevard	6. Project Number:	VLK: 1420.00
Mailing Address:	Houston, TX 77004		COH # TBD pending ROL Review
3. Contact Name:	Tim Kunz - VLK Architects	7. Phone:	(281) 671-2300
Email:	tkunz@vlkarchitects.com	Fax:	(281) 671-2313
4. District Representative:	Sizwe Lewis - HISD	8. Phone:	(713) 556-9292
Email:	SLEWIS9@houstonisd.org	Fax:	(713) 556-9277

### Occupant Load Calculation.

9. Number of Buildings:	(2 of 2) - Building 'B'	12. Total TEA student allocation per building:	741 (Bldg. B)
(1 unless Temporary Buildings)			
10. Number of Classrooms:	15	13. Assigned School Staff per building:	+ 49 (Bldg. B)
11. Design Occupant Load:	903	14. Additional Occupant Load:	+ **Optional**
<b>DISTRICT REPRESENTATIVE SIGNATURE ** REQUIRED**</b>		15. Actual Occupant Load:	= 790 (Bldg. B)
Note: Applications without the signature will not be processed.			87.5% ROL

**Comments and Explanations** - Please list any additional information to assist with approval

### PART II. DEFINITIONS AND INSTRUCTIONS

**Definitions:** Use these definitions to help with the terms in Part I of the form.

TEA - The Texas Education Agency.

**DESIGN OCCUPANT LOAD** - The number of persons for which the means of egress of a building or a portion thereof is designed. Using the formulas in Section 1004 of the Building Code.

**ACTUAL OCCUPANT LOAD** - The number of students allowed by TEA in an educational space plus the maximum number of staff assigned to those students. This may be increased by a proposed simultaneous use that adds more people.

**Instructions:** Use these instructions to complete the Occupant Load Calculation of Part I. Application.

- |   |   |
|---|---|
| 1. Enter the name of the school and district for which the request is being made.                     | 9. Enter the total number of buildings. Only 1 (one) building is allowed per request, unless they are temporary buildings.  |
| 2. Enter the project address as it appears on the building permit application. Enter mailing address. | 10. Enter the number of classrooms.   |
| 3. Enter the name and email of the person requesting the occupant load reduction.                     | 11. Enter the Design Occupant Load, calculated by Section 1004.1.1 of the Building Code.  |
| 4. Enter the name and email of the district representative.   | 12. Enter the value assigned by TEA.  |
| 5. Enter today's date.  | 13. Enter the number of staff assigned to this school by the district.  |
| 6. Enter the project number.  | 14. This is an <u>optional</u> additional number of persons, groups or organizations that will be using the school simultaneously- during school hours. Enter the number of additional persons that would be using the school in the box. |
| 7. Enter the phone number and fax number of the person requesting the occupant load reduction.        | 15. Enter the sum of boxes 10, 11, and 12 (if used).  |
| 8. Enter the phone number and fax number of the district representative.                              |   |

### PART III. FEES

**STANDARD REQUEST** \$67.09 (\$41.29 + \$25.80 Administrative Fee)

FOR OFFICE USE ONLY			
Approving Initials: <i>MLH</i>	Building Official: <i>[Signature]</i>	Date: _____	Receipt # _____

Form No: CE-1131 01/03/112

(832) 394-0039

Public Works & Engineering

Page 10 of 15

# OFF-STREET PARKING VARIANCE





**PLANNING &  
DEVELOPMENT  
DEPARTMENT**

# Houston Planning Commission

**ITEM: IV**  
**Meeting Date: 03/19/15**



Department of Public Works & Engineering  
Planning & Development Services Division



## REQUEST FOR A REDUCED OCCUPANT LOAD FOR AN EDUCATIONAL OCCUPANCY

The purpose of this form is to calculate an *actual* occupant load in an educational space that is governed by Texas Educational Agency (TEA) rules that limit maximum class sizes. The code review will be based on the *design* occupant load. Once the code review is approved, the *actual* value will be used to correlate the Wastewater Capacity Reservation letter with the Certificate of Occupancy. This will eliminate unnecessary Wastewater Capacity fees for the school.

**PART I. APPLICATION** - Use the instructions in Part II, to help complete this form.

### General Information

1. School Name:	Energy Institute High School - Building 'A'	5. Date:	1/2/2015
School District:	HISD		Revised 2/20/15
2. Project Address:	3501 Southmore Boulevard	6. Project Number:	VLK: 1420.00
Mailing Address:	Houston, TX 77004		COH # TBD pending ROL Review
3. Contact Name:	Tim Kunz - VLK Architects	7. Phone:	(281) 671-2300
Email:	tkunz@vikarchitects.com	Fax:	(281) 671-2313
4. District Representative:	Sizwe Lewis - HISD	8. Phone:	(713) 556-9292
Email:	SLEWIS9@houstonisd.org	Fax:	(713) 556-9277

### Occupant Load Calculation.

9. Number of Buildings:	(1 of 2) - Building 'A'	12. Total TEA student allocation per building:	507 (Bldg. A)
(1 unless Temporary Buildings)		13. Assigned School Staff per building:	+ 24 (Bldg. A)
10. Number of Classrooms:	14	14. Additional Occupant Load:	+ "
11. Design Occupant Load:	615		
<b>DISTRICT REPRESENTATIVE SIGNATURE ** REQUIRED**</b>			
Note: Applications without the signature will not be processed.		15. Actual Occupant Load:	= 531 (Bldg. A)
			86% RoL

**Comments and Explanations** - Please list any additional information to assist with approval

### PART II. DEFINITIONS AND INSTRUCTIONS

**Definitions:** Use these definitions to help with the terms in Part I of the form.

TEA - The Texas Education Agency.

**DESIGN OCCUPANT LOAD** - The number of persons for which the means of egress of a building or a portion thereof is designed. Using the formulas in Section 1004 of the Building Code.

**ACTUAL OCCUPANT LOAD** - The number of students allowed by TEA in an educational space plus the maximum number of staff assigned to those students. This may be increased by a proposed simultaneous use that adds more people.

**Instructions:** Use these instructions to complete the Occupant Load Calculation of Part I. Application.

- |   |   |
|---|---|
| 1. Enter the name of the school and district for which the request is being made.                     | 9. Enter the total number of buildings. Only 1 (one) building is allowed per request, unless they are temporary buildings.  |
| 2. Enter the project address as it appears on the building permit application. Enter mailing address. | 10. Enter the number of classrooms.   |
| 3. Enter the name and email of the person requesting the occupant load reduction.                     | 11. Enter the Design Occupant Load, calculated by Section 1004.1.1 of the Building Code.  |
| 4. Enter the name and email of the district representative.   | 12. Enter the value assigned by TEA.  |
| 5. Enter today's date.  | 13. Enter the number of staff assigned to this school by the district.  |
| 6. Enter the project number.  | 14. This is an <u>optional</u> additional number of persons, groups or organizations that will be using the school simultaneously- during school hours. Enter the number of additional persons that would be using the school in the box. |
| 7. Enter the phone number and fax number of the person requesting the occupant load reduction.        | 15. Enter the sum of boxes 10, 11, and 12 (if used).  |
| 8. Enter the phone number and fax number of the district representative.                              |   |

### PART III. FEES

STANDARD REQUEST \$67.09 (\$41.29 + \$25.80 Administrative Fee)

FOR OFFICE USE ONLY	
Approving Initials: <i>MGH</i>	Building Official: <i>[Signature]</i>
Date: <i>3/23/15</i>	Receipt #

Form No: CE-1131 01/03/12

(832) 394-9039

Public Works & Engineering

Page 10 of 15

# OFF-STREET PARKING VARIANCE





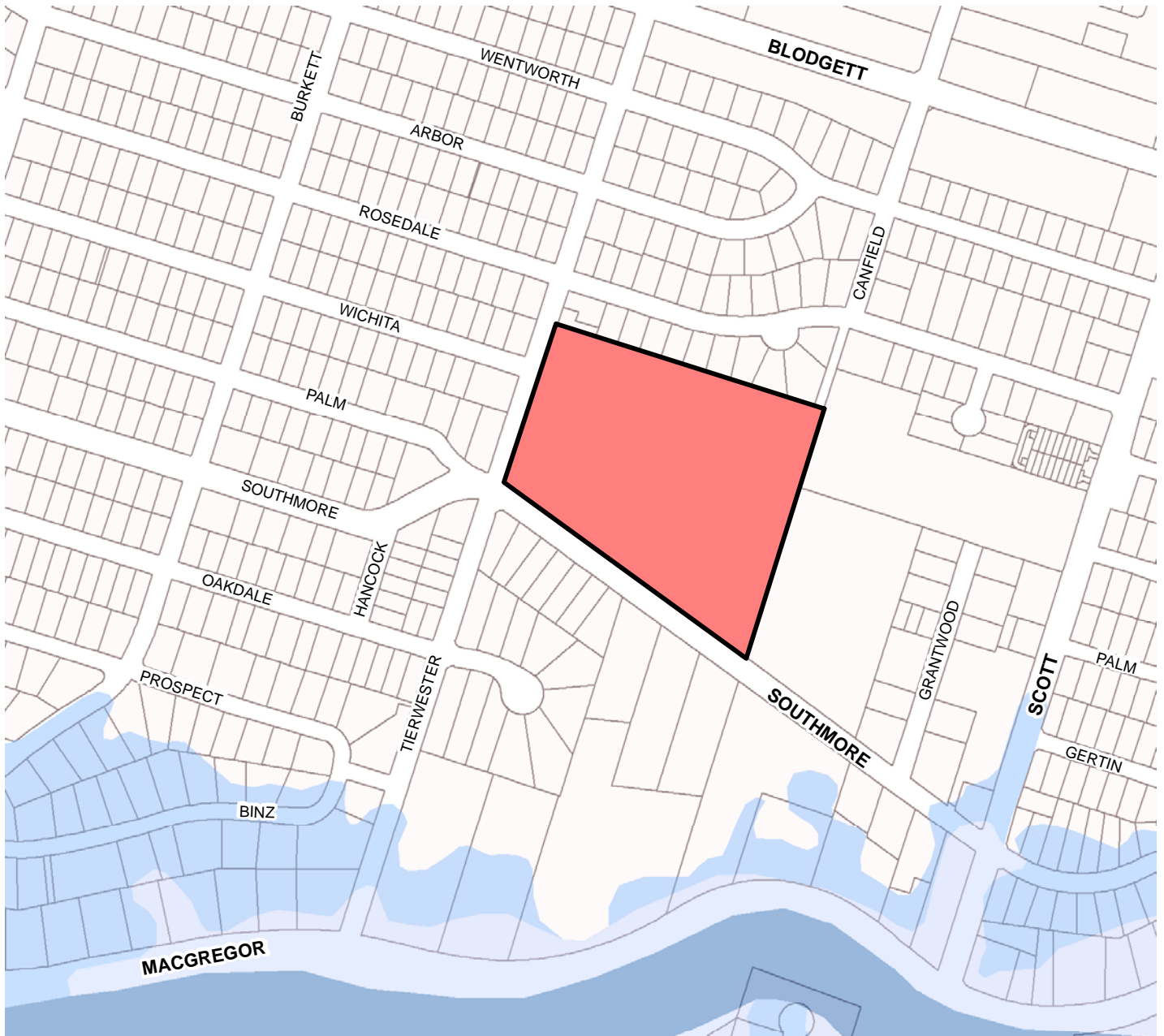
PLANNING &  
DEVELOPMENT  
DEPARTMENT

**ITEM: IV**

Meeting Date: 03/19/15

## Houston Planning Commission

### SITE MAP



## OFF-STREET PARKING VARIANCE



PLANNING &  
DEVELOPMENT  
DEPARTMENT

**ITEM: IV**

Meeting Date: 03/19/15

## Houston Planning Commission

### AERIAL MAP



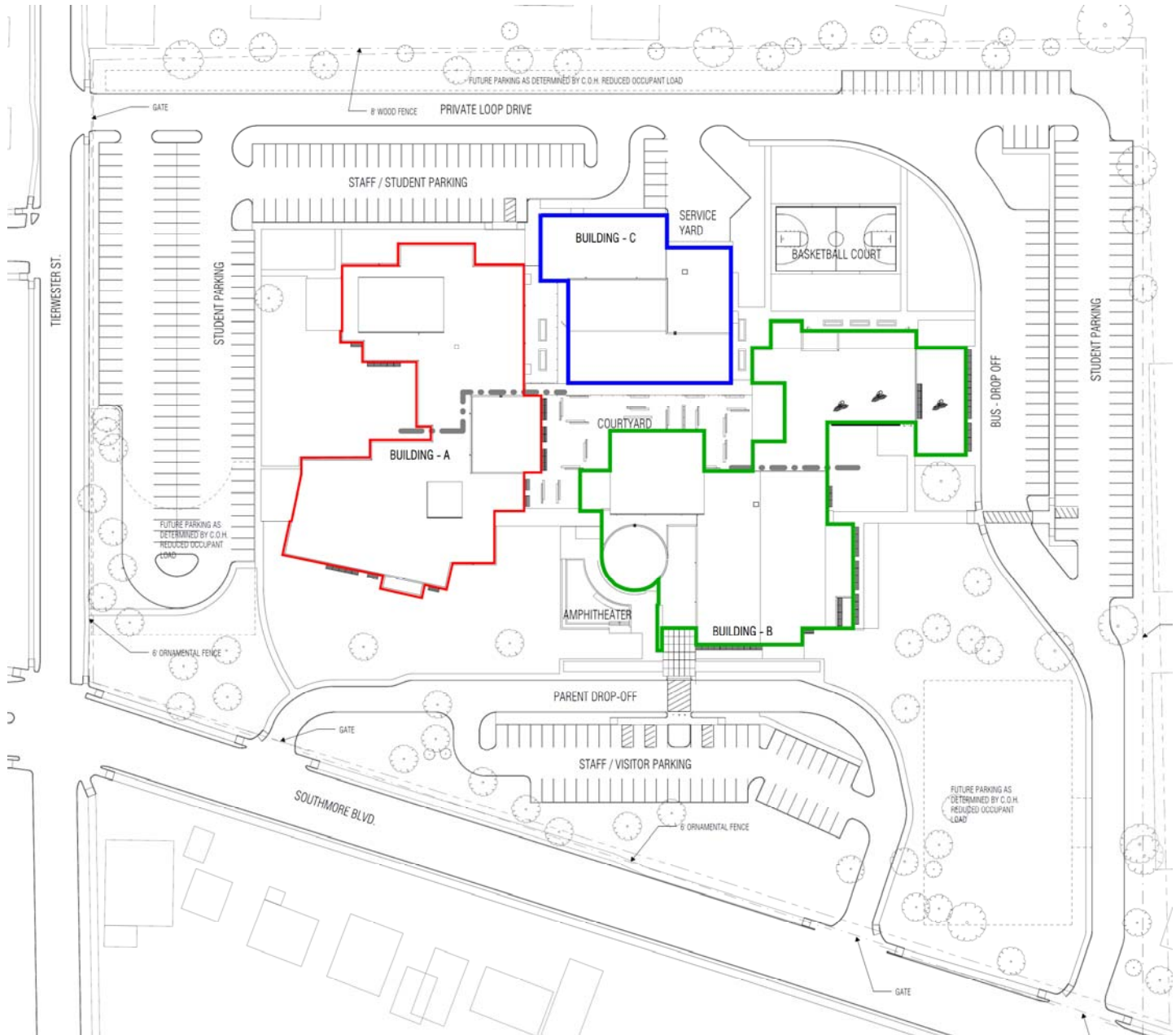
## OFF-STREET PARKING VARIANCE





## Houston Planning Commission

### PROPOSED SITE PLAN



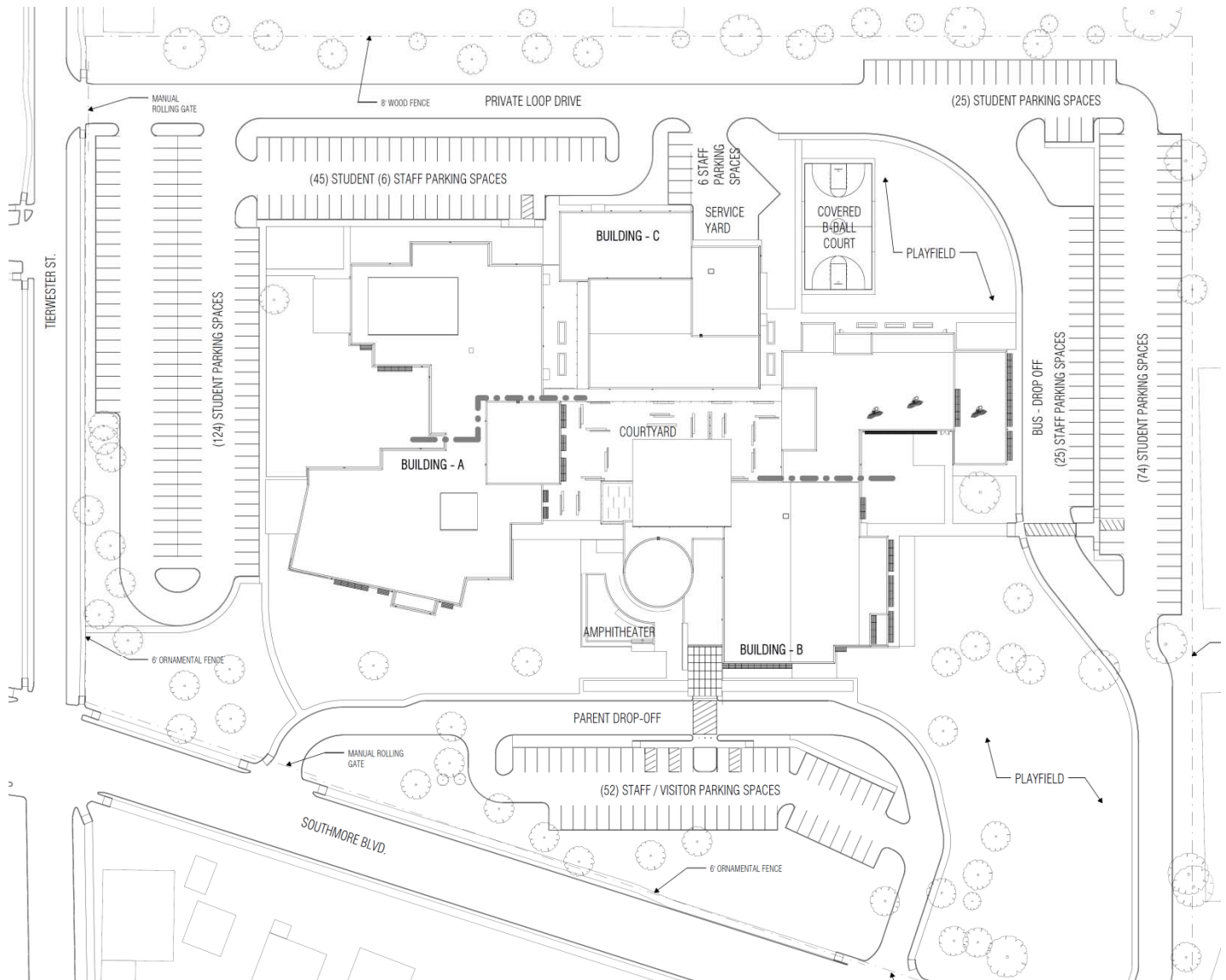
Energy Institute Proposed Parking:  
Visitor/Staff: 100  
Student: 257  
Total: 357

# OFF-STREET PARKING VARIANCE



## Houston Planning Commission

### PROPOSED SITE PLAN WITH PARKING COUNT



Energy Institute Proposed Parking:  
Visitor/Staff: 100  
Student: 257  
Total: 357

# OFF-STREET PARKING VARIANCE



## **AGENDA: V**

**SMLSA Application No. 418:** Enchanted Woods Section 1, Blocks 1-3; Pine Village Section 2, Blocks 6-9; Pine Village Subdivision, Blocks 1-5; Tigowana Terrace Subdivision, Blocks 1-3; Woodhaven Estates, Blocks 1 and 2; Abstract 342 T Hoskins, Tract 16K and 16L

### **BACKGROUND:**

The Planning and Development Department received an application for the establishment of a Special Minimum Lot Size Area (SMLSA) for Enchanted Woods Section 1, Pine Village Section 2, Pine Village Subdivision, Tigowana Terrace Subdivision, Woodhaven Estates and Abstract 342 T Hoskins. Analysis shows that a minimum lot size of 12,150 square feet exists for the area. A petition was signed by the owners of 12% of the property within the proposed SMLSA. An application was filed and the Director has referred the application to the Planning Commission in accordance with the provisions of Chapter 42-204. This report provides the Commission with a synopsis of procedures and appropriate application criteria.

### **PROCEDURES:**

Following acceptance of an initially complete application, the Planning Director notifies all owners of property within the proposed SMLSA. Any property owner who wishes to vote for or against the creation of the minimum lot size area may return the response form within thirty days. The Director shall forward a complete application to Planning Commission for public hearing and consideration upon finding that the application complies with all of the following:

- meets all criteria required for Planning Commission approval (listed in next paragraph);
- shows evidence of support from owners of at least 55% of the property within the proposed SMLSA

After close of a public hearing the Planning Commission shall consider the following:

- the boundaries of the proposed SMLSA shall contain no less than five block faces, composed of 5 lots or more on each blockface;
- at least 80% of the lots to be included within the proposed SMLSA, exclusive of land used for a park, library, place of religious assembly or a public or private elementary, middle, junior high or high school, is developed with or are restricted to not more than two single-family units per lot;
- the proposed SMLSA does not include a significant area developed as or restricted to a use that is not single family residential and;
- does not include a significant area that does not share a lot size character with the rest of the proposed area
- that the applicant has demonstrated sufficient support of 55% for the establishment of the proposed SMLSA;
- that the establishment of the SMLSA will further the goal of preserving the lot size character of the area; and
- that the proposed SMLSA has a lot size character that can be preserved by the establishment of a 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.

Should the Commission find that the application meets these requirements; the Commission must forward the application to City Council for consideration. City Council approval of the SMLSA is enforceable for forty (40) years from the effective date of the ordinance.

### STAFF ANALYSIS:

This application includes two hundred and fifty seven (257) properties in Enchanted Woods Section 1, Pine Village Section 2, Pine Village Subdivision, Tigowana Terrace Subdivision, Woodhaven Estates and Abstract 342 T Hoskins

Analysis of the application resulted in the following findings:

- *The boundaries of the proposed SMLSA must contain not less than five (5) blockfaces composed of five (5) lots or more on each blockface;*

The application contains nineteen (19) blockfaces with at least 5 lots on 5 blockfaces

- *At least 80% of the lots to be included within the proposed SMLSA, exclusive of land used for a park, library, place of religious assembly or a public or private elementary, middle, junior high or high school, must be developed with, or restricted to, not more than two single-family units per lot; For any lot or tract that was not vacant and was in use for other than single family residential purposes, the subdivision plat, development plat, or building permit may provide for any use permitted by law or, if applicable, deed restrictions.*  
Land use of the properties consists of two hundred (200) single-family residential properties representing 93% of the total lots.

- *The applicant has demonstrated sufficient support for the SMLSA;*

The applicant obtained 66% support from property owners in the proposed SMLSA

- *Establishment of the SMLSA will further the goal of preserving the area lot size character;*  
A minimum lot size of 12,150 sq ft exists on one hundred and fifty six (156) of two hundred and fifty seven (257) lots in the area.
- *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 and architectural features of structures in the neighborhood, existing evidence of a common plan or scheme of development, and such other factors that the director, commission or city council, respectively as appropriate, may determine relevant to the area.*

The subdivision was platted in the 1950s, and some of the houses were constructed in the 1950s. The establishment of a 12,150 sq ft minimum lot size will preserve the lot size character of the area.

- *The minimum lot size for this application was determined by finding the current lot size that represents a minimum standard for 70% of the application area.*

One hundred and fifty six (156) out of two hundred and fifty seven (257) lots representing 70% of the application area is at least 12,150 square feet in size.

Public notice of the public hearing was transmitted to all property owners in the area.

### ATTACHMENTS:

1. Staff Analysis Summary Page
2. Map of Support
3. Map of Lots that meet SMLSA
4. Land Use Map
5. Aerial Map
6. Protest Letter
7. Application
8. HCAD Map

**SPECIAL MINIMUM LOT SIZE AREA  
ENCHANTED WOODS SECTION 1, PINE VILLAGE SECTION 2, PINE  
VILLAGE SUBDIVISION, TIGOWANA TERRACE SUBDIVISION,  
WOODHAVEN ESTATES AND ABSTRACT 342 T HOSKINS**

ADDRESS	Lot size (in sq ft)	% by Area	Cumulative % by Area	Response Form	Signed Petition	Land Use
0 PARANA DR # 58	54,014	1.68%	1.68%			COM
0 PARANA DR	26,572	1.31%	3.0%	N		COM
1701 PINE VILLAGE DR	21,280	0.66%	3.6%	Y		SFR
9847 BRIARWILD LN	21,000	0.65%	4.3%	Y		SFR
9855 BRIARWILD LN	20,895	0.65%	4.9%	N		SFR
9933 BRIARWILD LN	20,475	0.64%	5.6%			SFR
9941 BRIARWILD LN	20,370	0.63%	6.2%	N	Y	SFR
9830 WARWANA RD	20,328	0.63%	6.8%	Y		SFR
9926 BRIARWILD LN	20,265	0.63%	7.5%			SFR
9942 BRIARWILD LN	20,265	0.63%	8.1%	Y		SFR
9934 BRIARWILD LN	20,264	0.63%	8.7%			SFR
9922 BRIARWILD LN	20,264	0.63%	9.4%	N		SFR
9733 NEUENS RD # 24 (Lot 1)	19,528	0.63%	10.0%			MF
9733 NEUENS RD # 24 (Lot 2)	19,528	0.62%	10.6%			MF
9840 WARWANA RD	17,820	0.55%	11.2%	Y		SFR
1749 PINE VILLAGE DR	17,100	0.53%	11.7%	Y		SFR
1801 PINE VILLAGE DR	17,100	0.53%	12.2%	Y		SFR
1630 GESSNER DR	16,893	0.52%	12.7%			COM
1805 PINE VILLAGE DR	16,740	0.52%	13.3%	Y		SFR
1817 PINE VILLAGE DR	16,740	0.52%	13.8%	Y		SFR
1813 PINE VILLAGE DR	16,740	0.52%	14.3%			SFR
1809 PINE VILLAGE DR	16,740	0.52%	14.8%	Y		SFR
1705 PINE VILLAGE DR	16,740	0.52%	15.3%	Y		SFR
1709 PINE VILLAGE DR	16,290	0.51%	15.8%	Y	Y	SFR
1713 PINE VILLAGE DR	16,200	0.50%	16.4%			SFR
1725 PINE VILLAGE DR	16,200	0.50%	16.9%			SFR

1721 PINE VILLAGE DR	16,200	0.50%	17.4%	Y		SFR
1717 PINE VILLAGE DR	16,200	0.50%	17.9%			SFR
1733 PINE VILLAGE DR	16,200	0.50%	18.4%	Y		SFR
1741 PINE VILLAGE DR	16,200	0.50%	18.9%	Y		SFR
1729 PINE VILLAGE DR	16,200	0.50%	19.4%	Y		SFR
1745 PINE VILLAGE DR	16,200	0.50%	19.9%			SFR
1737 PINE VILLAGE DR	16,200	0.50%	20.4%	Y		SFR
9838 BRIARWILD LN	15,923	0.49%	20.9%	Y		SFR
9839 BRIARWILD LN	15,600	0.48%	21.3%			SFR
9945 BRIARWILD LN	15,520	0.48%	21.8%			SFR
9946 BRIARWILD LN	15,440	0.48%	22.3%	N		SFR
1814 PINE VILLAGE DR	15,028	0.47%	22.8%	Y		SFR
9843 BRIARWILD LN	15,000	0.47%	23.2%	Y		SFR
1752 PINE VILLAGE DR	14,400	0.45%	23.7%	Y		SFR
1701 PARANA DR	14,298	0.44%	24.1%	Y		SFR
1627 CRESTDALE DR	14,272	0.44%	24.6%			SFR
9856 WARWANA RD	14,256	0.44%	25.0%	Y		SFR
9902 WARWANA RD	14,256	0.44%	25.5%	Y		SFR
9908 WARWANA RD	14,256	0.44%	25.9%			SFR
9914 WARWANA RD	14,256	0.44%	26.3%	Y	Y	SFR
9926 WARWANA RD	14,256	0.44%	26.8%	N		SFR
9913 WARWANA RD	14,204	0.44%	27.2%			SFR
9919 WARWANA RD	14,204	0.44%	27.7%	Y		SFR
9804 WARWANA RD	14,124	0.44%	28.1%	Y		SFR
9808 WARWANA RD	14,124	0.44%	28.5%	Y		SFR
9814 WARWANA RD	14,124	0.44%	29.0%	Y		SFR
9820 WARWANA RD	14,124	0.44%	29.4%	Y		SFR
9826 WARWANA RD	14,124	0.44%	29.9%	Y		SFR
9917 BRIARWILD LN (Lot 30)	14,080	0.44%	30.3%			SFR



9946 WARWANA RD	14,017	0.43%	30.7%	Y		SFR
9842 BRIARWILD LN	13,993	0.43%	31.2%	Y	Y	SFR
9859 BRIARWILD LN	13,930	0.43%	31.6%	Y	Y	SFR
9905 BRIARWILD LN	13,860	0.43%	32.0%			SFR
9901 BRIARWILD LN	13,860	0.43%	32.5%	Y	Y	SFR
9909 BRIARWILD LN	13,790	0.43%	32.9%	Y		SFR
9913 BRIARWILD LN	13,790	0.43%	33.3%	N		SFR
1801 PARANA DR	13,770	0.43%	33.7%	Y		SFR
9925 BRIARWILD LN	13,720	0.43%	34.2%			SFR
9929 BRIARWILD LN	13,650	0.42%	34.6%	Y		SFR
1734 PINE VILLAGE DR	13,600	0.42%	35.0%	Y	Y	SFR
1748 PINE VILLAGE DR	13,600	0.42%	35.4%	Y		SFR
1802 PINE VILLAGE DR	13,600	0.42%	35.9%	Y	Y	SFR
1738 PINE VILLAGE DR	13,600	0.42%	36.3%	Y		SFR
1740 PINE VILLAGE DR	13,600	0.42%	36.7%	Y		SFR
1744 PINE VILLAGE DR	13,600	0.42%	37.1%	Y		SFR
9904 BRIARWILD LN (Lot 12)	13,520	0.42%	37.5%	Y		SFR
9910 BRIARWILD LN	13,510	0.42%	38.0%			SFR
9930 BRIARWILD LN	13,510	0.42%	38.4%			SFR
9846 BRIARWILD LN	13,510	0.42%	38.8%	Y	Y	SFR
9850 BRIARWILD LN	13,510	0.42%	39.2%	N	Y	SFR
9914 BRIARWILD LN	13,510	0.42%	39.6%			SFR
9858 BRIARWILD LN	13,510	0.42%	40.1%	Y		SFR
9854 BRIARWILD LN	13,510	0.42%	40.5%	Y		SFR
9917 BRIARWILD LN (Lot 29)	13,500	0.42%	40.9%			SFR
9904 BRIARWILD LN (Lot 11)	13,500	0.42%	41.3%	Y		SFR
1753 PARANA DR	13,464	0.42%	41.7%			SFR
9930 WARWANA RD	13,362	0.41%	42.1%	Y		SFR
9934 WARWANA RD	13,362	0.41%	42.6%	Y		SFR

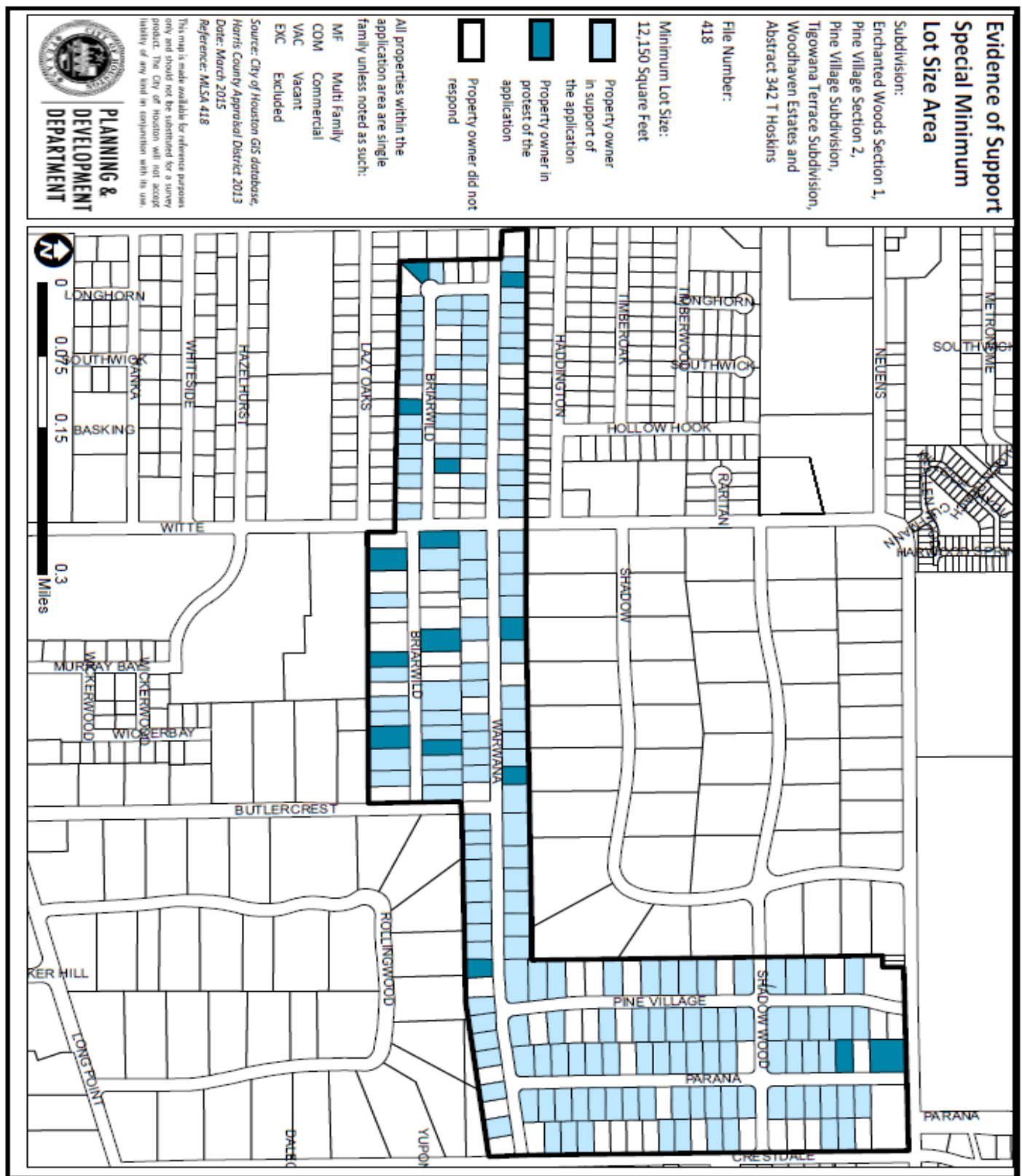
1725 CRESTDALE DR	13,345	0.41%	43.0%			SFR
1729 CRESTDALE DR	13,260	0.41%	43.4%			SFR
9809 WARWANA RD	13,200	0.41%	43.8%	Y		SFR
9813 WARWANA RD	13,200	0.41%	44.2%	Y		SFR
9821 WARWANA RD	13,200	0.41%	44.6%	Y	Y	SFR
9938 WARWANA RD	13,100	0.41%	45.0%	Y		SFR
1702 PINE VILLAGE DR	13,083	0.41%	45.4%	Y		SFR
1754 PARANA DR	13,005	0.40%	45.8%	Y		SFR
1806 PARANA DR	13,005	0.40%	46.2%	Y		SFR
1702 PARANA DR	12,877	0.40%	46.6%	Y		SFR
1722 PINE VILLAGE DR	12,800	0.40%	47.0%	Y		SFR
1706 PINE VILLAGE DR	12,800	0.40%	47.4%			SFR
1718 PINE VILLAGE DR	12,800	0.40%	47.8%			SFR
1730 PINE VILLAGE DR	12,800	0.40%	48.2%	Y		SFR
1714 PINE VILLAGE DR	12,800	0.40%	48.6%			SFR
1710 PINE VILLAGE DR	12,800	0.40%	49.0%	Y		SFR
1804 PINE VILLAGE DR	12,800	0.40%	49.4%	Y		SFR
1810 PINE VILLAGE DR	12,800	0.40%	49.8%	Y		SFR
1726 PINE VILLAGE DR	12,800	0.40%	50.2%			SFR
1816 PINE VILLAGE DR	12,560	0.39%	50.6%	Y		SFR
1737 CRESTDALE DR	12,480	0.39%	51.0%	Y		SFR
1745 CRESTDALE DR	12,400	0.38%	51.4%			SFR
1741 CRESTDALE DR	12,400	0.38%	51.8%	Y		SFR
1745 PARANA DR	12,393	0.38%	52.1%	Y		SFR
1737 PARANA DR	12,393	0.38%	52.5%	Y		SFR
1725 PARANA DR	12,393	0.38%	52.9%			SFR
1717 PARANA DR	12,393	0.38%	53.3%	Y		SFR
1733 PARANA DR	12,393	0.38%	53.7%	Y		SFR
1721 PARANA DR	12,393	0.38%	54.1%	Y		SFR
1713 PARANA DR	12,393	0.38%	54.4%	Y		SFR

## Special Minimum Lot Size Area

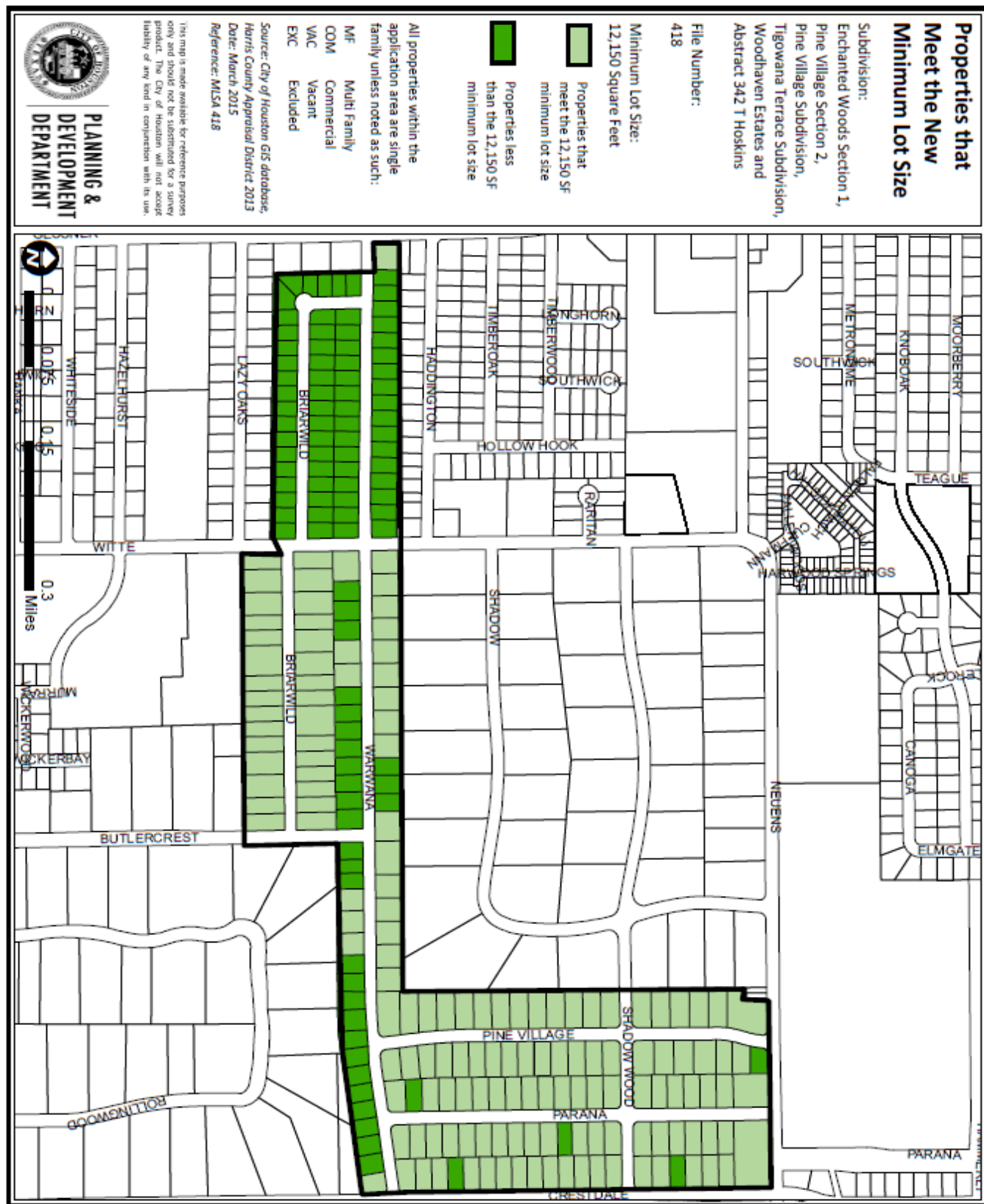
Planning and Development Department

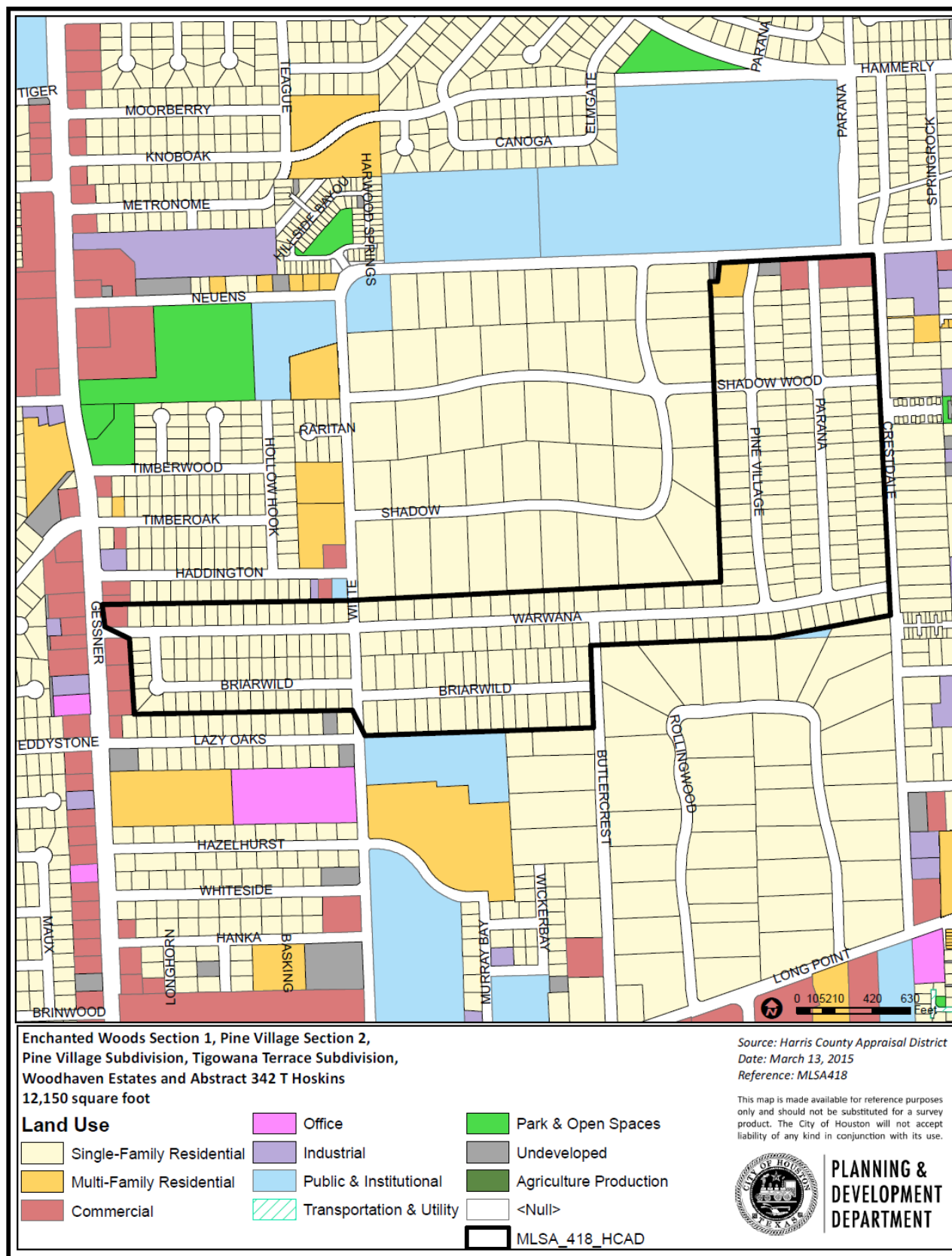
<b>This application qualifies for a Special Minimum Lot Size of:</b>	<b>12,150 sq ft</b>
<b>Response Form received with support</b>	<b>171</b>
<b>Response Form received with opposed</b>	<b>15</b>
<b>Percentage of boundary area in favor of the MLSA (must be at least 55%)</b>	<b>66.5%</b>
<b>Signed Petition in Support</b>	<b>31</b>

<b># developed or restricted to no more than two SFR Units</b>	<b>200</b>
<b># of Multifamily lots</b>	<b>2</b>
<b># of Commercial lots</b>	<b>1</b>
<b># of Vacant Lots</b>	<b>11</b>
<b># of Excluded Lots</b>	<b>1</b>
<b>TOTAL LOTS IN AREA</b>	<b>215</b>
<b>Percentage of lots developed or restricted to no more than two SFR units per lot (must be at least 80%):</b>	<b>93%</b>

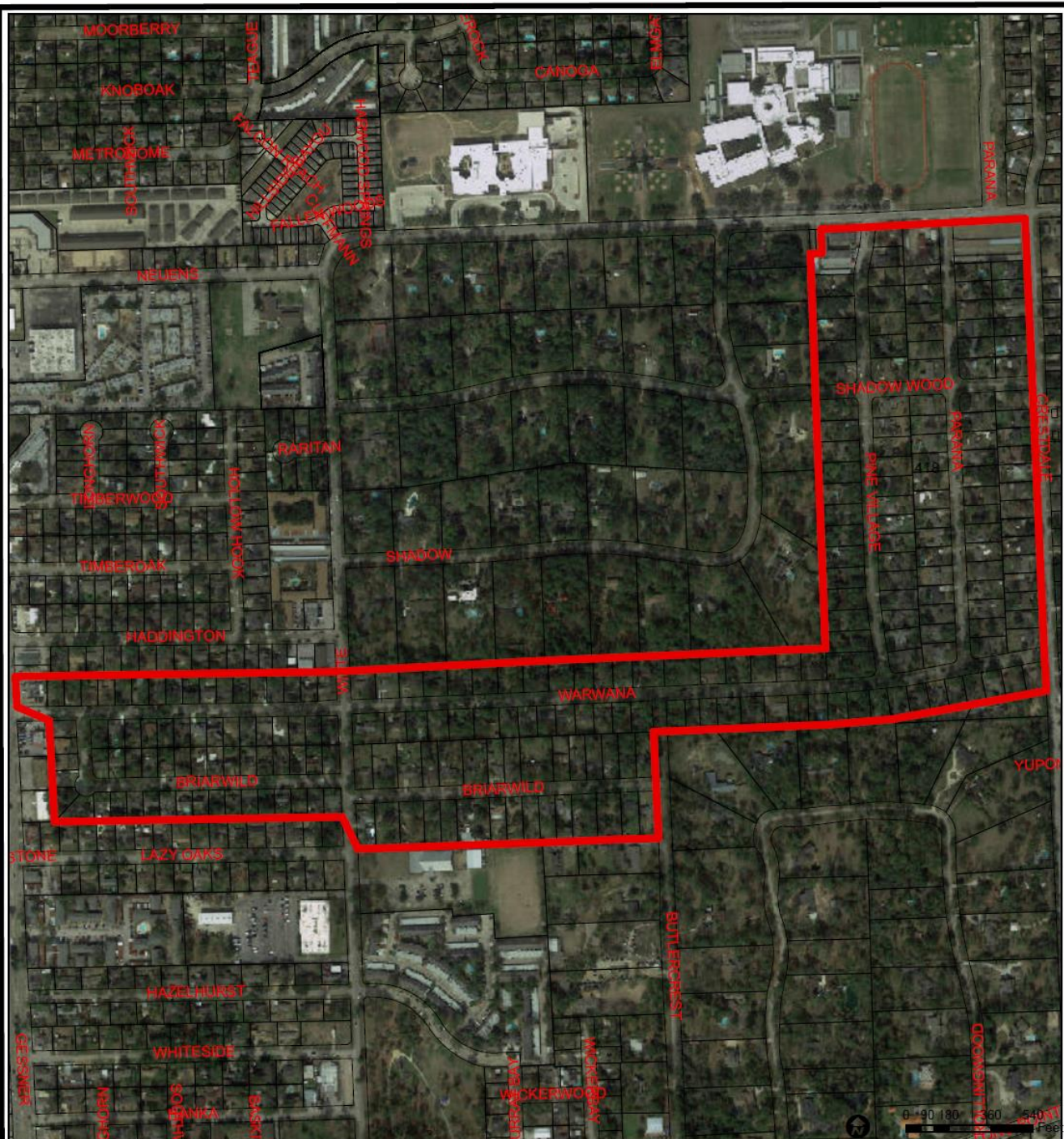












### Enchanted Woods/Pine Village/Tigowana Terrace/Woodhaven Estates Proposed Special Minimum Lot Size Area Designation

Source: Harris County Appraisal District  
Date: Dec 15, 2014  
Reference: MLSA 418

This map is made available for reference purposes only and should not be substituted for a survey product. The City of Houston will not accept liability of any kind in conjunction with its use.

 Area Under Consideration



**PLANNING &  
DEVELOPMENT  
DEPARTMENT**

H. L. Grantham Jr.  
Tamara Grantham  
9917 Briarwild Ln (Block 29 & 30)  
Houston, TX 77080  
Ph: 713-973-8100  
Cell: 713-412-4658

March 13, 2014

To: Planning Commission

We request the board review below areas. We have documentation that will dispute the procedures of Code of Ordinances of Chapter 42 were not followed for:

Section 42-197 General Section (b)3

Section 42- 198 Application (a)1

Section 42-201 Additional procedures for a special minimum lot size are application (a), (b), (c)

Section 42-202 Determination of special minimum lot size requirement

Section 42-204 Commission review and consideration (a)1, (a)3, (a)4, (a)6, (b)1, (b)2, (b)3

Time Line – No Pre SMSLA app notification

Double Applications – The way the signatures were acquired

Sign requirements - Signs not out in a timely manner or required size

Lack of communication

Voting procedure

Final Vote Tabulation and how it affected each individual block face and how the votes were acquired

How block faces are included or excluded

Thank you

H. L. Grantham

Tammy Grantham



### Special Minimum Lot Size Area Application

According to  
Section 42-197 of Chapter 42 of the Code of Ordinances



PLANNING &  
DEVELOPMENT  
DEPARTMENT

Please complete entire application form.

#### 1. Location:

Block 1, lots 1-17; Block 2, Lots 1-30; Block 3 lots 1-21 of Enchanted Woods Subdivision  
Blocks 1-5, lots 1-53 of Pine Village Section 1 Subdivision  
Blocks 6-9, lots 54-113 of Pine Village Section 2 Subdivision  
Block 1, lots 1-21; Blocks 2-3, lots 1-24 of Tigawana Terrace Subdivision  
Block 1+2, lots 1-36 of Woodhaven Estates Subdivision  
Example: Blocks 15 - 19, lots 1-37, in Cocker Spaniel Subdivision

#### 2. Contacts:

Primary Applicant Teresa Ball Phone # 713.302.6893  
Address 10002 Warwana E-mail [REDACTED]  
City Houston State TX Zip 77080

Alternate Applicant Sarah Thornton Phone # 281.705.1789  
Address 1709 Pine Village Dr E-mail [REDACTED]  
City Houston State TX Zip 77080

#### 3. Project Information (Staff Use Only-Do Not Fill In):

File # 418 Key Map # \_\_\_\_\_ TIRZ \_\_\_\_\_  
Lambert # \_\_\_\_\_ Super N'hood \_\_\_\_\_ Census Tract Spring Branch West  
City Council District A

#### 4. Submittal Requirements:

Please Check

Completed application form (this page)	<input checked="" type="checkbox"/>
Signed petition signed by the applicant (page 5)	<input checked="" type="checkbox"/>
Signed petition of support signed by 10% of lot owners within the boundary area (page 6)	<input checked="" type="checkbox"/>
Signed deed restriction statement (page 6)	<input checked="" type="checkbox"/>
Three (3) recommended locations for a community meeting (page 7)	<input type="checkbox"/>
Sample of Notification Sign (page 9)	<input checked="" type="checkbox"/>
Copy of deed restrictions, if applicable	<input checked="" type="checkbox"/>
Map or sketch showing the address, land use and the size of all lots within boundary area	<input checked="" type="checkbox"/>

### Special Minimum Lot Size Area

Planning and Development Department

