

HOUSTON PLANNING COMMISSION

AGENDA

JUNE 12, 2014



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

PLANNING COMMISSION MEMBERS



Mark A. Kilkenny, *Chair*
M. Sonny Garza, *Vice Chair*
Susan Alleman
Keiji Asakura
Kenneth J. Bohan
Fernando L. Brave
Antoine Bryant
Lisa Clark
Truman C. Edminster, III
James R. Jard
Paul R. Nelson
Linda Porras-Pirtle
Algenita Scott Segars
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.
Fort Bend County
Raymond J. Anderson, P. E.
Harris County
Mark J. Mooney, P.E.
Montgomery County

EX- OFFICIO MEMBERS

Carol Lewis, Ph.D.
Daniel Krueger, P.E.
Dawn Ullrich
George Greanias

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

E-mail us at:
Planning and Development
Suzy.Hartgrove@houstontx.gov

Plat Tracker Home Page:
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): _____

Speakers Sign In Form

Instructions:

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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): _____

Houston Planning Commission

AGENDA

June 12, 2014

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

Call to Order

Director's Report

- **Approval of the May 29, 2014 Planning Commission Meeting Minutes**
- I. Platting Activity (Subdivision and Development plats)**
 - a. Consent Subdivision Plats (Peter Klomparens)
 - b. Replats (Peter Klomparens)
 - c. Replats requiring Public Hearings with Notification (Kimberly Bowie, Teresa Geisheker, Dorianne Powe-Phlegm, Aracely Rodriguez, and Marlon Connley)
 - d. Subdivision Plats with Variance Requests (Mikalla Hodges, Peter Klomparens and Dipti Mathur)
 - e. Subdivision Plats with Special Exception Requests
 - f. Reconsiderations of Requirement (Kimberly Bowie and Dipti Mathur)
 - g. Extension of Approvals (Marlon Connley)
 - h. Name Changes (Marlon Connley)
 - i. Certificates of Compliance (Marlon Connley)
 - j. Administrative
 - k. Development Plats with Variance Requests (Kimberly Bowie and Peter Klomparens)
- II. Establish a public hearing date of July 10, 2014**
 - a. Contemporary Main Plaza partial replat no 1
 - b. East End on the Bayou Sec 2
 - c. Fannin Station Sec 2 partial replat no 1
 - d. Gilbert Estates partial replat no 1
 - e. Hyde Park Extension partial replat no 2
 - f. Lamar Terrace partial replat no 4
 - g. Westhaven Estates Sec 2 partial replat no 3
- III. Consideration for an Off-Street Parking Varaince for a property located at 2736 Virginia Street (Jennifer Ostlind)**
- IV. Consideration of an Appeal of the Decision of the Houston Archaeological and Historical Commission on May 22, 2014 for a Certificate of Appropriateness for 1511 Ashland Street in Houston Heights Historic District West (Delaney Harris-Finch)**
- V. Public Hearing and Consideration of a Special Minimum Building Line Block Application for the 1200 Block of Walton Street (east and west sides) (Christopher Andrews)**
- VI. Public Hearing and Consideration of a Special Minimum Lot Size Block Application for the 1200 Block of Walton Street (east and west sides) (Christopher Andrews)**
- VII. Public Comment**
- VIII. Adjournment**

DRAFT Minutes of the Houston Planning Commission

(A CD/DVD of the full proceedings is on file in the Planning and Development Department)

May 29, 2014
Meeting to be held in
Council Chambers, Public Level, City Hall Annex
2:30 p.m.

Call to order:

Chair, Mark Kilkenny called the meeting to order at 2:39 p.m. with a quorum present.

Mark A. Kilkenny, Chair

M. Sonny Garza Absent

Susan Alleman

Keiji Asakura

Fernando Brave

Kenneth Bohan

Antoine Bryant Absent

Lisa Clark Arrived at 3:03 p.m.

Truman C. Edminster III

James R. Jard

Paul R. Nelson

Linda Porrás-Pirtle

Algenita Davis

Mike Sikes

Martha Stein Arrived at 2:44 p.m.

Eileen Subinsky Absent

Blake Tartt III

Shaukat Zakaria

Mark Mooney for

James Noack

Clay Forister for

The Honorable Grady Prestage

Raymond Anderson for

The Honorable Ed Emmett

EXOFFICIO MEMBERS

Carol A. Lewis

Daniel W. Krueger, P.E.

DIRECTOR'S REPORT

None

APPROVAL OF THE May 15, 2014 PLANNING COMMISSION MEETING MINUTES

Commission action: Approved the May 15, 2014 Planning Commission meeting minutes.

Motion: **Tartt**

Second: **Alleman**

Vote: **Unanimous**

Abstaining: **None**

I. PLATTING ACTIVITY (Consent items A and B, 1- 188)

Item **58** was taken with item **188**. Items removed for separate consideration: **12, 18, 46, 47, 50, 51, 52, 53, 58 and 101**.

Staff recommendation: Approve staff's recommendations for items **1 – 188** subject to the CPC 101 form conditions.

Commission action: Approved staff's recommendations for items **1 – 188** subject to the CPC 101 form conditions.

Motion: **Alleman**

Second: **Edminster**

Vote: **Unanimous**

Abstaining: **None**

Commissioners Edminster and Alleman abstained and left the room.

Staff recommendation: Approve staff's recommendation to approve items **12, 18, 46, 47, 50, 51, 52, 53, and 101** subject to the CPC 101 form conditions.

Commission action: Approved staff's recommendation to approve items **12, 18, 46, 47, 50, 51, 52, 53, and 101** subject to the CPC 101 form conditions.

Motion: **Porras-Pirtle**

Second: **Sikes**

Vote: **Unanimous**

Abstaining: **None**

Commissioners Edminster and Alleman returned.

C PUBLIC HEARINGS

141 Bayou Woods Sec 2 partial replat no 2

C3N

Approve

Staff recommendation: Grant the requested variance(s) and approve the plat subject to the CPC 101 form conditions.

Commission action: Granted the requested variance(s) and approved the plat subject to the CPC 101 form conditions.

Motion: **Edminster**

Second: **Tartt**

Vote: **Unanimous**

Abstaining: **None**

142 Bradford Place partial replat no 2

C3N

Approve

Staff recommendation: Approve the plat subject to the CPC 101 form conditions.

Commission action: Approved the plat subject to the CPC 101 form conditions.

Motion: **Alleman**

Second: **Stein**

Vote: **Unanimous**

Abstaining: **None**

Speakers for item 142: Richard Akkerman –undecided.

143 Broad Oaks partial replat no 6

C3N

Approve

Staff recommendation: Approve the plat subject to the CPC 101 form conditions.

Commission action: Approved the plat subjected to the CPC 101form conditions.

Motion: **Edminster**

Second: **Bohan**

Vote: **Unanimous**

Abstaining: **None**

144 Commons Waterway Sec 4 partial replat no 1

C3N

Approve

Staff recommendation: Approve the plat subject to the CPC 101 form conditions.

Commission action: Approved the plat subject to the CPC 101 form condition.

Motion: **Porras-Pirtle**

Second: **Alleman**

Vote: **Unanimous**

Abstaining: **None**

145 Contemporary Main Plaza partial replat no 2 C3N Defer
Staff recommendation: Defer the plat subject to the CPC 101 form conditions.
Commission action: Deferred the plat subject to the CPC 101 form conditions.
Motion: **Davis** Second: **Tartt** Vote: **Unanimous** Abstaining: **None**

146 Contemporary Main Sec 2 replat no 1 C3N Approve
Staff recommendation: Grant the requested variance(s) and approve the plat subject to the conditions listed.
Commission action: Granted the requested variance(s) and approved the plat subject to the conditions listed.
Motion: **Jard** Second: **Brave** Vote: **Carries** Abstaining: **Clark**
Speakers for item 146: Bill Gray and Roland Gomez –supportive.

147 Craig Woods partial replat no 7 C3N Approve
Staff recommendation: Approve the plat subject to the CPC 101 form conditions.
Commission action: Approved the plat subject to the CPC 101 form conditions.
Motion: **Alleman** Second: **Sikes** Vote: **Unanimous** Abstaining: **None**

Commissioner Tartt abstained and left the room.

148 David Crockett Second Replat partial replat no 4 C3N Approve
Staff recommendation: Approve the plat subject to the CPC 101 form conditions.
Commission action: Approved the plat subject to the CPC 101 form conditions.
Motion: **Edminster** Second: **Bohan** Vote: **Unanimous** Abstaining: **None**

Commissioner Tartt returned and Commissioner Jard abstained and left the room.

149 Fountains at Copperwood replat no 1 C3N Approve
Staff recommendation: Grant the requested variance(s) and approve the plat subject to the conditions listed.
Commission action: Granted the requested variance(s) and approved the plat subject to the conditions listed.
Motion: **Clark** Second: **Alleman** Vote: **Unanimous** Abstaining: **None**

Commissioner Jard returned.

150 Frost and Settegast First Addition partial replat no 1 C3N Approve
Staff recommendation: Approve the plat subject to the CPC 101 form conditions.
Commission action: Approved the plat subject to the CPC 101 Form condition.
Motion: **Clark** Second: **Alleman** Vote: **Unanimous** Abstaining: **None**

151 Hidden Oaks replat no 2 partial replat no 1 and extension C3N Approve
Staff recommendation: Approve the plat subject to the CPC 101 form conditions.
Commission action: Approved the plat subject to the CPC 101 Form condition.
Motion: **Porras-Pirtle** Second: **Alleman** Vote: **Unanimous** Abstaining: **None**
Speakers for item 151: Charles Brownman and Bruce January –opposed.

- 152 Riverside Terrace Sec 1 partial replat no 1 C3N Approve**
 Staff recommendation: Approve the plat subject to the CPC 101 form conditions.
 Commission action: Approved the plat subject to the CPC 101 Form condition.
 Motion: **Clark** Second: **Bohan** Vote: **Unanimous** Abstaining: **None**
- 153 Riverway Estates Sec 1 partial replat no 2 C3N Defer**
 Staff recommendation: Defer the plat for two weeks per Chapter 42 planning standards.
 Commission action: Deferred the plat for two weeks per Chapter 42 planning standards.
 Motion: **Edminster** Second: **Nelson** Vote: **Unanimous** Abstaining: **None**
- 154 Shady Acres Extension no 3 partial replat no 2 C3N Approve**
 Staff recommendation: Approve the plat subject to the CPC 101 form conditions.
 Commission action: Approved the plat subject to the CPC 101 Form condition.
 Motion: **Nelson** Second: **Brave** Vote: **Unanimous** Abstaining: **None**
- 155 Simms Woods replat no 1 and extension C3N Approve**
 Staff recommendation: Approve the plat subject to the CPC 101 form conditions.
 Commission action: Approved the plat subject to the CPC 101 Form condition.
 Motion: **Bohan** Second: **Edminster** Vote: **Unanimous** Abstaining: **None**
- 156 Tanglewood Sec 11 partial replat no 1 replat no 1 C3N Approve**
 Staff recommendation: Approve the plat subject to the CPC 101 form conditions.
 Commission action: Approved the plat subject to the CPC 101 Form condition.
 Motion: **Sikes** Second: **Stein** Vote: **Unanimous** Abstaining: **None**
- 157 Tanglewood Sec 11 partial replat no 2 C3N Approve**
 Staff recommendation: Approve the plat subject to the CPC 101 form conditions.
 Commission action: Approved the plat subject to the CPC 101 Form condition.
 Motion: **Porras-Pirtle** Second: **Clark** Vote: **Unanimous** Abstaining: **None**
- 158 Windsor Place Addition partial replat no 2 C3N Approve**
 Staff recommendation: Approve the plat subject to the CPC 101 form conditions.
 Commission action: Approved the plat subject to the CPC 101 Form condition.
 Motion: **Alleman** Second: **Tartt** Vote: **Unanimous** Abstaining: **None**

Commissioner Bohan abstained and left the room.

D VARIANCES

- 159 Aria Place replat no 1 C2R Approve**
 Staff recommendation: Grant the requested variance and approve the plat subject to the CPC 101 form conditions.
 Commission action: Granted the requested variance and approved the plat subject to the CPC 101 form conditions.
 Motion: **Jard** Second: **Brave** Vote: **Unanimous** Abstaining: **None**
 Speakers for item 159: David Jordan –supportive.

Commissioner Bohan returned.

160 Baptist Temple Redevelopment**C2R****Approve**

Staff recommendation: Grant the requested variance and approve the plat subject to the CPC 101 form conditions.

Commission action: Granted the requested variance and approved the plat subject to the CPC 101 form conditions.

Motion: **Davis**Second: **Stein**Vote: **Unanimous**Abstaining: **None**

Agenda items 161, 162, 163, 164, 168, 169, 170, 171, 173, 176, 178, 180, 181, 186, 187 and 189 were taken together at this time with staff requesting a two week deferral on all items for the reasons stated.

161	Bauer Road Tract GP	GP	Defer
162	Bauer Road Tract Sec 1	C3P	Defer
163	Bauer Road Tract Sec 2	C3P	Defer
164	Bauer Road Tract Sec 3	C3P	Defer
168	Broadstone Falcon Landing	C2	Defer
169	Cypress Church Road Tract	C3P	Defer
170	Fairbanks Business Court	C3P	Defer
173	Fall Creek	GP	Defer
176	Mittlesteadt Estates	C3P	Defer
178	North Durham Estates	C2R	Defer
180	South Side Buffalo Bayou Block 494	C2	Defer
	Partial replat no 1		
181	West 20th Crossing	C2R	Defer
186	Enclave at Windmill Lakes	C3P	Defer
187	Interstate Commerce Center	C3P	Defer
189	McKenzie Park Sec 2	C3F	Defer

Staff recommendation: Defer the plats for two weeks for the reasons stated.

Commission action: Deferred the plats for two weeks for the reasons stated.

Motion: **Bohan**Second: **Alleman**Vote: **Carries**Abstaining: **Edminster from item 189.**

Items 165, 166 and 167 were taken together at this time.

165	Blackstone Creek GP	GP	Defer
166	Blackstone Creek Sec 2	C3P	Defer
167	Blackstone Creek Sec 3	C3P	Defer

Staff recommendation: Grant the requested variance and approve the plats subject to the CPC 101 form conditions.

Commission action: Granted the requested variance and approved the plats subject to the CPC 101 form conditions.

Motion: **Alleman**Second: **Clark**Vote: **Carries**Abstaining: **Edminster****172 Ferguson Bender****C2****Approve**

Staff recommendation: Grant the requested variance and approve the plat subject to the CPC 101 form conditions.

Commission action: Granted the requested variance and approved the plat subject to the CPC 101 form conditions.

Motion: **Clark**Second: **Davis**Vote: **Unanimous**Abstaining: **None****174 Fort Bend County Municipal Utility District**

No 58 Lift Station**C2****Approve**

Staff recommendation: Grant the requested variance and approve the plat subject to the CPC 101 form conditions.

Commission action: Granted the requested variance and approved the plat subject to the CPC 101 form conditions.

Motion: **Nelson**Second: **Edminster**Vote: **Unanimous** Abstaining: **None****175 Gosling Creekside****C2****Approve**

Staff recommendation: Approve the plat subject to the CPC 101 form conditions.

Commission action: Approved the plat subject to the CPC 101 form conditions.

Motion: **Alleman**Second: **Clark**Vote: **Unanimous**Abstaining: **None****177 Momin Plaza****C3P****Approve**

Staff recommendation: Grant the requested variance and approve the plat subject to the CPC 101 form conditions.

Commission action: Granted the requested variance and approved the plat subject to the CPC 101 form conditions.

Motion: **Stein**Second: **Bohan**Vote: **Unanimous**Abstaining: **None****179 Reserve at Clear Lake City GP****GP****Approve**

Staff recommendation: Grant the requested variance and approve the plat subject to the CPC 101 form conditions.

Commission action: Granted the requested variance and approved the plat subject to the CPC 101 form conditions.

Motion: **Clark**Second: **Brave**Vote: **Unanimous**Abstaining: **None**

Speakers for item 164: David Crane –opposed.

E SPECIAL EXCEPTIONS

Items 182, 183 and 184 were taken together at this time.

182 Kenroc GP**GP****Approve****183 Kenroc Sec 1****C3P****Approve****184 Kenroc Sec 2****C2****Approve**

Staff recommendation: Grant the requested variance and special exception and approve the plat subject to the CPC 101 form conditions.

Commission action: Granted the requested variance and special exception and approved the plat subject to the CPC 101 form conditions

Motion: **Porrás-Pirtle** Second: **Edminster**Vote: **Unanimous**Abstaining: **None****185 Shadow Creek South Sec 3****C3P****Approve**

Staff recommendation: Grant the requested special exception and approve the plat subject to the CPC 101 form conditions.

Commission action: Granted the requested special exception and approved the plat subject to the CPC 101 form conditions.

Motion: **Asakura**Second: **Edminster**Vote: **Unanimous**Abstaining: **None****F RECONSIDERATION OF REQUIREMENTS**

188	Louetta Park GP	GP	Approve
58	Louetta Park Sec 2	C3P	Approve

Staff recommendation: Grant the requested variance and approve the plat subject to the CPC 101 form conditions.
 Commission action: Granted the requested variance and approved the plat subject to the CPC 101 form conditions.

Motion: **Edminster** Second: **Asakura** Vote: **Unanimous** Abstaining: **None**

Items G (Extensions of Approval), H (Name Changes), and I (Certificates of Compliance) were taken together at this time.

G EXTENSIONS OF APPROVAL

190	Bissonet Street Dedication Sec 1	EOA	Approve
191	Kings River Commercial Reserves	EOA	Approve
192	Showkat	EOA	Approve
193	Sunrise Pines Sec 3	EOA	Approve

H NAME CHANGES

194	Bike Barn World HQ replat no 1 and extension (prev. Bike Barn World Headquarters replat no 1	NC	Approve
195	Skybox Houston Addition (prev. BV Rugen Houston Addition)	NC	Approve

I CERTIFICATES OF COMPLIANCE

196	19589 Maple Lane	COC	Approve
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Staff recommendation: Approve staff's recommendation for items **190-196**.
 Commission action: Approved staff's recommendation for items **190-196**.
 Motion: **Davis** Second: **Clark** Vote: **Unanimous** Abstaining: **None**
 Speakers for Item 198: Randall Scheirman and Nick Dragna –opposed.

**J ADMINISTRATIVE
NONE**

K DEVELOPMENT PLATS WITH VARIANCE REQUESTS

197	200 Carl street	DPV	Defer
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Staff recommendation: Defer the plat for two weeks.
 Commission action: Deferred the plat for two weeks.
 Motion: **Davis** Second: **Edminster** Vote: **Unanimous** Abstaining: **None**

198	3329 Cloverdale Street	DPV	Disapprove
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Staff recommendation: Deny the request variance and disapprove the development plat subject to the CPC 101 form conditions.
 Commission action: Denied the request variance and disapprove the development plat subject to the CPC 101 form conditions.
 Motion: **Jard** Second: **Zakaria** Vote: **Unanimous** Abstaining: **None**

199	4017 Hamilton Street	DPV	Approve
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Staff recommendation: Grant the request variance and approve the development plat subject to the CPC 101 form conditions.

Commission action: Grant the request variance and approve the development plat subject to the CPC 101 form conditions.

Motion: **Davis**

Second: **Clark**

Vote: **Unanimous**

Abstaining: **None**

200 3452 Meadow Lake Lane

DPV

Approve

Staff recommendation: Grant the request variance and approve the development plat subject to the CPC 101 form conditions.

Commission action: Grant the request variance and approve the development plat subject to the CPC 101 form conditions.

Motion: **Edminster**

Second: **Bohan**

Vote: **Unanimous**

Abstaining: **None**

II. ESTABLISH A PUBLIC HEARING DATE OF JUNE 26, 2014

a. Craig Woods partial replat no 5

b. East End on the Bayou Sec 1

c. Fall Creek Sec 40

d. Fall Creek Sec 42

e. Five Star Views Amending plat no 1 replat no 1

f. Memorial Forest Sec 2 partial replat no 1

g. Tricons Calumet Street Place partial replat no 1

Staff recommendation: Establish a public hearing date of June 26, 2014 for items **II a-g.**

Commission action: Established a public hearing date of June 26, 2014 for items **II a-g.**

Motion: **Alleman**

Second: **Sikes**

Vote: **Unanimous**

Abstaining: **None**

III. PUBLIC HEARING FOR A HAZMAT PERMIT APPLICATION FOR S&S PLATTING COMPANY, 6505 DIXIE DRIVE:

Commission action: Approved the requested Hazmat Permit Application for S&S Platting Company, 6506 Dixie Drive.

Motion: **Jard**

Second: **Tartt**

Vote: **Unanimous**

Abstaining: **None**

IV. CONSIDERATION OF A HOTEL MOTEL VARIANCE FOR A HILTON HOME 2 HAIK LOCATION AT 1106 SHERWOOD FOREST DRIVE:

Staff recommendation: Grant the requested Hotel Motel Variance for a Hilton Home 2 Haik Location at 1106 Sherwood Forest Drive.

Commission action: Granted the requested Hotel Motel Variance for a Hilton Home 2 Haik Location at 1106 Sherwood Forest Drive.

Motion: **Zakaria**

Second: **Edminster**

Vote: **Unanimous**

Abstaining: **None**

V. PUBLIC HEARING AND CONSIDERATION OF A SPECIAL MINIMUM BUILDING LINE BLOCK APPLICATION FOR THE 1200 BLOCK OF WALTON STREET (EAST AND WEST SIDES):

Withdrawn.

VI. PUBLIC HEARING AND CONSIDERATION OF A SPECIAL MINIMUM LOT SIZE APPLICATION FOR THE 1200 BLOCK OF WALTON STREET (EAST AND WEST SIDES):

Withdrawn.

VII. PUBLIC HEARING AND CONSIDERTATION OF SPECIAL MINIMUN LOTS SIZE AREA APPLICATION FOR PORTIOS OF RIVERSIDE TERRACE SECTION12, ABST 51 L MOORE, RIVERSIDE TERRACE SECTION 15 AND CALHOUN VILLA RES A SUBDIVISION:

Staff recommendation: Forward the application to City Council for approval.

Commission action: Forwarded the application to City Council for approval.

Motion: **Davis** Second: **Tartt** Vote: **Unanimous** Abstaining: **None**

Speakers for item VII: Jay Tapp, applicant –supportive.

VIII. PUBLIC COMMENT

Commissioner Zakaria asked for an update on the past agenda item Corner Table that was denied, yet is still functioning as before. Commissioner Jard asked about Council about incorrectly giving Corner Table credit about parking. Commissioner Zakaria requested the applicant meet with the community to get support and advice. Director Walsh stated that the department is working with the applicant to get them in compliance. Jennifer Ostlind stated they have resubmitted the application and are closely working with staff. Commissioner Edminster made a comment on drive ways fronting the street to encourage or change the regulations to preserve street parking.

X. ADJOURNMENT

There being no further business brought before the Commission Chair, Mark Kilkenny adjourned the meeting at 4:30 p.m.

Motion: **Edminster** Second: **Clark** Vote: **Unanimous** Abstaining: **None**

Mark Kilkenny, Chair

Patrick Walsh, Secretary

Item		App	
No.	Subdivision Plat Name	Type	Deferral
A-Consent			
1	Anserra Sec 4	C3F	DEF1
2	Anserra Sec 5	C3F	DEF1
3	Ashton Reserve on Rankin Road	C2	DEF1
4	Barrington Estates	C3P	DEF1
5	Beechnut Boulevard Street Dedication Sec 1	C3P	
6	Broad Oaks partial replat no 6	C3F	
7	Cambridge Falls Sec 5	C3F	DEF1
8	Claytons Park East GP	GP	
9	Claytons Park East Sec 1	C3P	
10	Commons Waterway 4 partial replat no 1	C3F	
11	Commons Waterway Sec 5	C3F	
12	Contemporary Main Sec 2 replat no 1	C3F	
13	Craig Woods partial replat no 7	C3F	
14	Crockett Square	C2	
15	Crosby Highschool GP	GP	
16	Cypresswood Forest	C3F	
17	Deer Trail Drive and Greens Crossing Boulevard Street Dedication and Reserves	C3F	
18	Dinh Warehouse	C2	
19	District Yards	C2	
20	Enclave at Northpointe GP	GP	
21	Enclave at Northpointe Sec 5	C3P	
22	Fisher Estates at Oak Forest	C3P	
23	FMT Group	C2	
24	Foxwood Sec 13	C3F	
25	Grand Vista Sec 10	C3P	
26	Grand Vista Sec 11	C3P	
27	Grand Vista Sec 12	C3P	
28	Harmony Central Sector Sec 6	C3P	
29	Hickory Place	C2	
30	Homestay Suites at Remington Valley	C2	DEF1
31	Houston Branch at Oates Road	C2	DEF2
32	JM Assets Boudreaux	C2	DEF1
33	King Crossing Sec 2	C3F	
34	Kings Lake Estates GP	GP	
35	Kings Lake Estates Sec 8	C3P	
36	Kings Mill Sec 12	C3P	
37	Lakes of Bella Terra GP	GP	
38	Lakes of Bella Terra Sec 30	C3P	
39	Lamar Terrace partial replat no 3	C3F	
40	Laurel Park North Sec 1	C3P	
41	Laurel Park North Sec 2	C3P	
42	Long Meadow Farms Sec 40	C3F	

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Item No.	Subdivision Plat Name	App	
		Type	Deferral
43	Lucille Express	C2	
44	Meadow Ranch Parkway Apartments	C2	
45	Mirabella Sec 6	C3F	
46	Mission Trace Sec 1	C3P	
47	Mission Trace Sec 3	C3P	
48	Mission Trace Sec 5	C3P	
49	Mustang Estates Sec 4	C3P	
50	New Humble Road at Henly Road Street Dedication	SP	
51	Park at Klein Commercial	C2	DEF1
52	Park at Klein Sec 2	C3P	
53	Pine Creek Canyon Lakes West Sec 12	C3P	
54	Pine Creek at Canyon Lakes West Sec 13	C3P	
55	Pine Creek at Canyon Lakes West Sec 14	C3P	
56	Pinto Business Park Landscape Reserve on Ella	C3F	
57	Rayford Road at Birnham Woods Drive Street Dedication	SP	DEF2
58	Reinerman Townhomes GP	GP	DEF2
59	Reserve at Block 73	C2	
60	Reserve at Washington Sec 1	C3F	DEF1
61	Royal Brook Manor Drive and Reserve	C3F	DEF1
62	Rutland Park Addition partial replat no 3	C3F	
63	Saint Charles Terrace at Webster	C2	
64	Savon Square	C2	
65	Shady Acres Extension No 3 partial replat no 2	C3F	
66	Shady Acres partial replat no 10	C3F	
67	Silber Estates	C2	
68	Silver Ranch Sec 10	C3P	
69	Silver Ranch Sec 11	C3P	
70	Spring Cypress Commerce Park	C2	DEF1
71	Tanglewood Sec 11 partial replat no 1 replat no 1	C3F	
72	Trajan Estates	C2	
73	Village at Palm Center	C3F	
74	Villas at Newport	C3P	
75	West Oaks Plat No 2 partial replat no 2	C3F	
76	Westfield Ranch GP	GP	DEF1
77	Westfield Ranch Sec 1	C3P	DEF1
78	Wildwood at Northpointe Commons South	C3P	
79	Wildwood at Northpointe Sec 24	C3P	
80	Windsor Place Addition partial replat no 2	C3F	
81	Woodlands Gate	C3P	

B-Replats

82	Aztec Alder Project	C2R	
83	City View Lofts at W 19th	C2R	
84	Commonwealth Commons	C2R	DEF1

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Item No.	Subdivision Plat Name	App	
		Type	Deferral
85	Corders Corner	C2R	
86	Coronado Lofts	C2R	
87	Crain 25	C2R	
88	Dogs Day Inn	C2R	
89	Estates at East 28th	C3R	
90	Grant Crocker Commons	C2R	
91	Hardy Lee Crossing	C2R	
92	HISD Young Mens Preparatory School	C2R	
93	Homerun	C2R	
94	Inker Street Landing	C2R	
95	Junction Heights	C2R	
96	Knoll Landing	C3R	
97	Le Coin De La Rue Gray	C2R	
98	Lyons Redev Sixth Venture	C2R	
99	Manors on Dunlavy Street	C2R	
100	Manors on Fugate Street	C2R	
101	McCarty Truck Stop	C2R	
102	Museum Park Rosedale Street	C2R	
103	Park at Dennis street	C2R	
104	Reinerman Townhomes Sec 1	C2R	DEF1
105	Reserve at Town and Country	C2R	
106	River Rock Homes at Buffalo Pointe Sec 1	C3R	
107	Robin Park Villas	C2R	
108	Royal Place One	C2R	
109	South Terrace Court	C2R	
110	Stripes on Sheldon	C2R	
111	Tricons LaBranch Enclave	C2R	DEF1
112	West Cottage Lofts	C2R	
113	Westhaven Enclave	C2R	DEF1
114	Westview Manor	C3R	
115	World Houston International Business Center Sec 11 partial replat no 1	C2R	

C-Public Hearings Requiring Notification

116	Broadmoor Addition partial replat no 1	C3N	
117	Contemporary Main Plaza partial replat no 2	C3N	DEF1
118	Craig Woods partial replat no 10	C3N	
119	Hawthorne Place Addition Sec 8 partial replat no 1	C3N	
120	Hollywood Gardens partial replat no 3	C3N	
121	Langwood partial replat no 1	C3N	
122	Melody Oaks partial replat no 9 and extension	C3N	
123	Riverway Estates Sec 1 partial replat no 2	C3N	DEF1
124	Riverway Estates Sec 1 partial replat no 3	C3N	
125	West Court partial replat no 2	C3N	
126	Westheimer Gardens partial replat no 2	C3N	

Item No.	Subdivision Plat Name	App	
		Type	Deferral

D-Variances

127	Advantage BMW Midtown at West Gray	C2R	
128	Aerovillas Hangar Home	C2	
129	Bauer Road Tract GP	GP	DEF2
130	Bauer Road Tract Sec 1	C3P	DEF2
131	Bauer Road Tract Sec 2	C3P	DEF2
132	Bauer Road Tract Sec 3	C3P	DEF2
133	Broadstone Falcon Landing	C2	DEF1
134	Capitol Commons	C2	DEF1
135	Crosby High School Sec 1	C3P	
136	Cypress Church Road Tract	C3P	DEF1
137	District West at Parkway Lakes	C3P	
138	Eado Edge	C3P	
139	Fairbanks Business Court	C3P	DEF1
140	Fall Creek GP	GP	DEF1
141	Falls at Dry Creek GP	GP	
142	Falls at Dry Creek Sec 1	C3F	DEF2
143	Foley Road Ranch	C2	DEF1
144	Mittlesteadt Estates	C3P	DEF1
145	North Durham Estates	C2R	DEF2
146	Oak Forest of La Sierra	C3P	
147	Parkway Terrace Sec 2	C3P	
148	Pease Street Townhomes	C2R	
149	Reserve at Parkway Terrace	C3P	
150	Somerset Green Sec 5	C3R	
151	West 20th Crossing	C2R	DEF1

E-Special Exceptions

None

F-Reconsideration of Requirements

152	Enclave at Windmill Lakes	C3P	DEF1
153	Interstate Commerce Center	C3P	DEF1
154	La mesita homes	C2R	
155	McKenzie Park Sec 2	C3F	DEF1

G-Extensions of Approval

156	Cypresswood Point Sec 6	EOA	
157	Gosling Development replat no 2	EOA	
158	Pearl Woodlake Apartments	EOA	
159	Sawdust Road Commercial partial replat no 1	EOA	

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Item		App	
No.	Subdivision Plat Name	Type	Deferral
160	STS Simon and Jude Catholic Church	EOA	
161	Westwind Business Park	EOA	
162	Xplor and Valero Store no 1431	EOA	

H-Name Changes

None

I-Certification of Compliance

None

J-Administrative

None

K-Development Plats with Variance Requests

163	200 Carl Street	DPV
164	4035 Colquit	DPV

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Item No.	Subdivision Plat Name	App No.	App Type	Location			Plat Data			Customer	
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A-Consent

1	Anserra Sec 4 (DEF1)	2014-1211	C3F	Fort Bend	ETJ	483G	14.04	1.13	43	KB Home Lonestar Inc., a Texas Corporation	Jones & Carter, Inc.
2	Anserra Sec 5 (DEF1)	2014-1213	C3F	Fort Bend	Outside ETJ	483G	17.46	11.40	21	KB Home Lonestar Inc., a Texas Corporation	Jones & Carter, Inc.
3	Ashton Reserve on Rankin Road (DEF1)	2014-1278	C2	Harris	City	372F	5.16	5.16	0	ASHTON SAWING AND DRILING	PROSURV
4	Barrington Estates (DEF1)	2014-1259	C3P	Harris	ETJ	444B	107.09	15.89	73	Nugotex Investment Group, Ltd.	Jones & Carter, Inc.
5	Beechnut Boulevard Street Dedication Sec 1	2014-1316	C3P	Fort Bend	ETJ	526R	10.60	0.00	0	Taylor Morrison of Texas	BGE Kerry R. Gilbert Associates
6	Broad Oaks partial replat no 6	2014-1334	C3F	Harris	City	491K	0.21	0.01	2	Field Data Service, Inc.	Field Data Srvce, Inc
7	Cambridge Falls Sec 5 (DEF1)	2014-1255	C3F	Fort Bend	ETJ	611T	9.71	0.43	43	Compass Land Development	LJA Engineering, Inc.- (West Houston Office)
8	Claytons Park East GP	2014-1346	GP	Harris	ETJ	377E	38.25	0.00	0	Woodmere Development Co., Ltd	Robert Doley, Planner
9	Claytons Park East Sec 1	2014-1350	C3P	Harris	ETJ	377E	13.23	0.52	76	Woodmere Development Co., Ltd	Robert Doley, Planner
10	Commons Waterway Sec 4 partial replat no 1	2014-1354	C3F	Harris	City	298X	2.46	0.00	1	Elara Homes	Cervantes Engineering, Inc.
11	Commons Waterway Sec 5	2014-1313	C3F	Harris	ETJ	298T	34.46	3.46	16	The Signorelli Co / Commons of Lake Houston, LTD.	Dannenbaum Engineering Corporation
12	Contemporary Main Sec 2 replat no 1	2014-1389	C3F	Harris	City	531Z	0.50	0.10	6	Main St. Investment Corp.	Manley Engineering and Associates Inc
13	Craig Woods partial replat no 7	2014-1322	C3F	Harris	City	451X	0.28	0.00	2	Iron Gate Build & Design	Windrose Land Services, Inc.
14	Crockett Square	2014-1345	C2	Harris	City	493F	0.23	0.00	4	Roc Homes	Bates Development Consultants
15	Crosby Highschool GP	2014-1381	GP	Harris	ETJ	419L	162.77	0.00	0	Crosby Independent School District	LJA Engineering, Inc.- (West Houston Office)
16	Cypresswood Forest	2014-1304	C3F	Harris	ETJ	331C	3.98	0.00	3	Michael Rhyne	Hovis Surveying Company Inc.
17	Deer Trail Drive and Greens Crossing Boulevard Street Dedication and Reserves	2014-1288	C3F	Harris	ETJ	372Y	6.84	0.63	0	Pinto Realty Development, Inc.	Brown & Gay Engineers, Inc.
18	Dinh Warehouse	2014-1277	C2	Fort Bend	ETJ	568C	0.75	0.75	0	Francis Dinh	Replat Specialists
19	District Yards	2014-1292	C2	Harris	City	493F	4.77	4.38	0	InTownHomes, Ltd.	Windrose Land Services, Inc.

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20	Enclave at Northpointe GP	2014-1311	GP	Harris	ETJ	328K	163.30	0.00	0	Northpointe Development Partners LTD	BGE Kerry R. Gilbert Associates
21	Enclave at Northpointe Sec 5	2014-1312	C3P	Harris	ETJ	328P	5.70	0.72	21	Northpointe Development Partners LTD	BGE Kerry R. Gilbert Associates
22	Fisher Estates at Oak Forest	2014-1367	C3P	Harris	City	452N	2.00	0.06	42	Fisher Homes	Century Engineering, Inc
23	FMT Group	2014-1349	C2	Harris	ETJ	456L	3.14	3.14	0	ML Deer Construction	Hovis Surveying Company Inc.
24	Foxwood Sec 13	2014-1353	C3F	Harris	ETJ	334M	7.61	0.81	42	Woodmere Development Co., LTD.	IDS Engineering Group
25	Grand Vista Sec 10	2014-1317	C3P	Fort Bend	ETJ	526Q	13.70	0.95	64	Taylor Morrison of Texas	BGE Kerry R. Gilbert Associates
26	Grand Vista Sec 11	2014-1318	C3P	Fort Bend	ETJ	526Q	13.70	3.10	51	Taylor Morrison of Texas	BGE Kerry R. Gilbert Associates
27	Grand Vista Sec 12	2014-1320	C3P	Fort Bend	ETJ	526R	13.90	7.01	24	Taylor Morrison of Texas	BGE Kerry R. Gilbert Associates
28	Harmony Central Sector Sec 6	2014-1393	C3P	Montgomery	ETJ	293L	57.81	2.78	164	Taylor Morrison, Inc	Jones & Carter, Inc. - The Woodlands
29	Hickory Place	2014-1344	C2	Harris	City	493G	0.34	0.01	10	Paradigm Design	Hovis Surveying Company Inc.
30	Homestay Suites at Remington Valley (DEF1)	2014-1240	C2	Harris	ETJ	372G	4.17	4.17	0	Wadwha and Associates	PROSURV
31	Houston Branch at Oates Road (DEF2)	2014-0849	C2	Harris	City	456W	21.90	21.90	0	BKTT Development, LLC c/o Landtech	Landtech Consultants, Inc.
32	JM Assets Boudreaux (DEF1)	2014-0929	C2	Harris	ETJ	288Z	24.47	24.47	3	JM Assets, LP	C & C Surveying, Inc
33	King Crossing Sec 2	2014-1355	C3F	Harris	ETJ	444D	28.84	8.68	79	Pulte Group	LJA Engineering, Inc. - (West Houston Office)
34	Kings Lake Estates GP	2014-1330	GP	Harris	City/ ETJ	337N	101.30	0.00	0	Dr. Guniganti	BGE Kerry R. Gilbert Associates
35	Kings Lake Estates Sec 8	2014-1307	C3P	Harris	City/ ETJ	337N	44.81	2.21	37	KL-5, LLC, A TEXAS LIMITED LIABILITY COMPANY	Brown & Gay Engineers, Inc.
36	Kings Mill Sec 12	2014-1385	C3P	Montgomery	ETJ	296S	16.52	1.66	72	Sam Yager, Inc.	EHRA
37	Lakes of Bella Terra GP	2014-1405	GP	Fort Bend	ETJ	525J	772.58	0.00	0	Ryko Development	M2L Associates, Inc.
38	Lakes of Bella Terra Sec 30	2014-1384	C3P	Fort Bend	ETJ	525J	10.41	1.00	37	Ryko Development	M2L Associates, Inc.
39	Lamar Terrace partial replat no 3	2014-1125	C3F	Harris	City	491X	0.15	0.00	2	Carnegie Homes	ICMC GROUP INC
40	Laurel Park North Sec 1	2014-1364	C3P	Harris	ETJ	290S	59.47	27.43	106	Hines Interests, L.P.	Jones & Carter, Inc. - The Woodlands
41	Laurel Park North Sec 2	2014-1365	C3P	Harris	ETJ	290N	18.64	2.53	66	Hines Interests, L.P.	Jones & Carter, Inc. - The Woodlands
42	Long Meadow Farms Sec 40	2014-1397	C3F	Fort Bend	ETJ	525R	13.14	0.46	51	LM Development	Costello, Inc.
43	Lucille Express	2014-1242	C2	Harris	City	494B	1.13	1.13	0	Build a Box	Field Data Srvce, Inc
44	Meadow Ranch Parkway Apartments	2014-1401	C2	Fort Bend	ETJ	525V	20.70	20.70	0	Davis Development	R.G. Miller Engineers
45	Mirabella Sec 6	2014-1348	C3F	Harris	ETJ	406C	29.51	9.04	102	MERC LT Sterling Canyon, LLC	Jones & Carter, Inc.

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46	Mission Trace Sec 1	2014-1377	C3P	Fort Bend	ETJ	526R	22.40	1.99	99	DR Horton	BGE Kerry R. Gilbert Associates
47	Mission Trace Sec 3	2014-1378	C3P	Fort Bend	ETJ	526V	43.50	17.02	108	DR Horton	BGE Kerry R. Gilbert Associates
48	Mission Trace Sec 5	2014-1380	C3P	Fort Bend	ETJ	527N	14.10	1.06	69	DR Horton	BGE Kerry R. Gilbert Associates
49	Mustang Estates Sec 4	2014-1200	C3P	Waller	ETJ	444E	24.42	0.33	39	Katy 231, LLC	E.I.C. Surveying Company
50	New Humble Road at Henly Road Street Dedication	2014-1108	SP	Harris	ETJ	288T	9.14	0.00	0	Merenco Realty	Hovis Surveying Company Inc.
51	Park at Klein Commercial (DEF1)	2014-1194	C2	Harris	ETJ	291K	3.73	3.73	0	Boardwalk, LLC	ESOR Consulting Engineers, Inc.
52	Park at Klein Sec 2	2014-1361	C3P	Harris	ETJ	291K	21.23	2.12	95	RESERVE AT KLEIN, LLC.	Robert Doley, Planner
53	Pine Creek Canyon Lakes West Sec 12	2014-1339	C3P	Harris	ETJ	406F	7.80	0.81	41	Beazer Homes	BGE Kerry R. Gilbert Associates
54	Pine Creek at Canyon Lakes West Sec 13	2014-1340	C3P	Harris	ETJ	406F	14.90	1.42	62	Beazer Homes	BGE Kerry R. Gilbert Associates
55	Pine Creek at Canyon Lakes West Sec 14	2014-1341	C3P	Harris	ETJ	406F	8.50	1.12	31	Beazer Homes	BGE Kerry R. Gilbert Associates
56	Pinto Business Park Landscape Reserve on Ella	2014-1287	C3F	Harris	ETJ	412B	3.35	1.33	0	Pinto Realty Development, Inc.	Brown & Gay Engineers, Inc.
57	Rayford Road at Birnham Woods Drive Street Dedication (DEF2)	2014-1105	SP	Montgomery	ETJ	293G	8.27	0.00	0	Discovery Spring Trails, LLC	Jones & Carter, Inc.
58	Reinerman Townhomes GP (DEF2)	2014-1111	GP	Harris	City	492G	1.25	0.00	0	FMR Land Holdings, LLC	Jones & Carter, Inc. - The Woodlands
59	Reserve at Block 73	2014-1299	C2	Harris	City	493R	1.44	1.44	0	Maple Multi-Family Land TX, L.P.	Terra Associates, Inc.
60	Reserve at Washington Sec 1 (DEF1)	2014-1144	C3F	Harris	City	492A	2.62	0.44	39	David Weekly Homes	Windrose Land Services, Inc.
61	Royal Brook Manor Drive and Reserve (DEF1)	2014-1272	C3F	Harris	City	297K	14.09	11.46	0	Friendswood Development Company	CobbFendley
62	Rutland Park Addition partial replat no 3	2014-1295	C3F				0.30	0.00	8	Fisher Homes of Texas	Daram Engineers, Inc.
63	Saint Charles Terrace at Webster	2014-1291	C2	Harris	City	493V	0.23	0.00	6	M Romero Builders LLC	MOMENTUM ENGINEERING
64	Savon Square	2014-1376	C2	Harris	ETJ	331W	3.88	3.88	0	M/B Savon Square, Ltd.	Windrose Land Services, Inc.
65	Shady Acres Extension No 3 partial replat no 2	2014-1394	C3F	Harris	City	452Y	0.25	0.00	3	Maroon Ventures, LLC	The Interfield Group
66	Shady Acres partial replat no 10	2014-1396	C3F	Harris	City	452U	3.58	0.39	58	Shady Acres Partners on 26th Street	Jones & Carter, Inc.
67	Silber Estates	2014-1325	C2	Harris	City	451U	1.22	0.01	20	Paradigm Design	Hovis Surveying Company Inc.
68	Silver Ranch Sec 10	2014-1332	C3P	Fort Bend	ETJ	484S	40.70	20.82	61	Ersa Grae	BGE Kerry R. Gilbert Associates

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69	Silver Ranch Sec 11	2014-1333	C3P	Fort Bend	ETJ	484N	26.60	0.96	93	Ersa Grae	BGE Kerry R. Gilbert Associates
70	Spring Cypress Commerce Park (DEF1)	2014-1203	C2	Harris	ETJ	330A	5.22	5.22	0	KING'S LAND SURVEYING SOLUTIONS, LLC	KING'S LAND SURVEYING SOLUTIONS, LLC
71	Tanglewood Sec 11 partial replat no 1 replat no 1	2014-1303	C3F	Harris	City	491K	0.96	0.00	2	Christopher D Sims Inc	Hovis Surveying Company Inc.
72	Trajan Estates	2014-1315	C2	Harris	City	494X	0.54	0.11	10	QUEST IRA INC. FBO REX D. HEMME	Teran Group LLC
73	Village at Palm Center	2014-1368	C3F	Harris	City	534J	9.56	8.58	0	ITEX Group	Jones & Carter, Inc.
74	Villas at Newport	2014-1386	C3P	Harris	ETJ	419A	6.93	2.67	44	Friendswood Development/Lennar	LJA Engineering, Inc. - (West Houston Office)
75	West Oaks Plat No 2 partial replat no 2	2014-1357	C3F	Harris	City	491Q	3.87	3.87	0	Palmetto Wynden, LP	Vernon G. Henry & Associates, Inc.
76	Westfield Ranch GP (DEF1)	2014-1219	GP	Harris	ETJ	446F	99.59	0.00	0	Woodmere Development Co., Ltd	Robert Doley, Planner
77	Westfield Ranch Sec 1 (DEF1)	2014-1224	C3P	Harris	ETJ	446F	40.07	8.12	130	Woodmere Development Co., Ltd	Robert Doley, Planner
78	Wildwood at Northpointe Commons South	2014-1296	C3P	Harris	ETJ	328E	4.41	3.31	0	Friendswood Development Company	Jones & Carter, Inc. - The Woodlands
79	Wildwood at Northpointe Sec 24	2014-1309	C3P	Harris	ETJ	328F	19.10	1.36	58	Friendswood Development Company	Jones & Carter, Inc. - The Woodlands
80	Windsor Place Addition partial replat no 2	2014-1399	C3F	Harris	City	492R	0.12	0.00	2	On Point Custom Homes	Total Surveyors, Inc.
81	Woodlands Gate	2014-1305	C3P	Montgomery	ETJ	252T	3.81	3.81	0	Best Development Company LLC	CobbFendley

B-Replats

82	Aztec Alder Project	2014-1112	C2R	Harris	City	531F	0.89	0.83	0	AZTEC RENTALS CONCRETE DIVISION	LUPHER,LLC
83	City View Lofts at W 19th	2014-1133	C2R	Harris	City	452U	0.20	0.00	6	Loft on 19th Street	Studio MET
84	Commonwealth Commons (DEF1)	2014-1143	C2R	Harris	City	493N	1.02	0.07	22	WEST MAIN COMMONS, LLC	MOMENTUM ENGINEERING
85	Corders Corner	2014-1331	C2R	Harris	ETJ	371B	2.76	2.76	0	PA Truck Stop, LLC	HRS and Associates
86	Coronado Lofts	2014-1336	C2R	Harris	City	453X	0.11	0.00	2	Field Data Service, Inc.	Field Data Service, Inc
87	Crain 25	2014-1093	C2R	Harris	City	532E	1.86	1.86	0	Mill Creek Residential Trust, LLC	Jones & Carter, Inc.
88	Dogs Day Inn	2014-1294	C2R	Montgomery	ETJ	296U	1.48	1.48	0	Jean McKinley Company	Jean McKinley Company
89	Estates at East 28th	2014-1082	C3R	Harris	City	453S	0.14	0.00	2	PG Hubley Investments	Overland (Surveyors) Consortium, Inc

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90	Grant Crocker Commons	2014-1290	C2R	Harris	City	493S	0.71	0.71	0	Grant/Crocker Partners, LP	Karen Rose Engineering and Surveying
91	Hardy Lee Crossing	2014-1009	C2R	Harris	City	493D	0.23	0.00	4	Overland Consortium, Inc	Overland (Surveyors) Consortium, Inc
92	HISD Young Mens Preparatory School	2014-1388	C2R	Harris	City	494F	9.48	9.47	0	Houston Independent School District	C.L. Davis & Company
93	Homerun	2014-1241	C2R	Harris	City	454D	0.92	0.92	0	JAI JAWAN JAI KISSAN, INC.	ASV Consulting Group, Inc.
94	Inker Street Landing	2014-1283	C2R	Harris	City	492G	0.31	0.02	9	Besyata Investments	Total Surveyors, Inc.
95	Junction Heights	2014-1293	C2R	Harris	City	451D	1.52	0.00	7	Jean McKinley Company	Jean McKinley Company
96	Knoll Landing	2014-1215	C3R	Harris	City	450V	1.86	0.14	23	David Weekley Homes	Ridge Planning & Engineering
97	Le Coin De La Rue Gray	2014-1321	C2R	Harris	City	493P	0.11	0.11	0	Gray Partners, LLC	Karen Rose Engineering and Surveying
98	Lyons Redev Sixth Venture	2014-1375	C2R	Harris	City	494G	0.14	0.00	2	South by Northwest, LP	Karen Rose Engineering and Surveying
99	Manors on Dunlavy Street	2014-1185	C2R	Harris	City	492R	0.11	0.00	3	LACASA INTERNATIONAL	ICMC GROUP INC
100	Manors on Fugate Street	2014-1335	C2R				0.11	0.00	2	Realty King Properties	ICMC GROUP INC
101	McCarty Truck Stop	2014-1268	C2R	Harris	City	455U	6.96	6.96	1	No Developer	South Texas Surveying Associates, Inc.
102	Museum Park Rosedale Street	2014-1297	C2R	Harris	City	493X	0.21	0.00	2	ARSR CO., LP	MPM Construction LLC
103	Park at Dennis street	2014-1343	C2R	Harris	City	493U	0.11	0.00	3	IVORY MAYHORN III	ICMC GROUP INC
104	Reinerman Townhomes Sec 1 (DEF1)	2014-1115	C2R	Harris	City	492G	1.11	0.05	22	FMR Land Holdings, LLC	Jones & Carter, Inc. - The Woodlands
105	Reserve at Town and Country	2014-1300	C2R	Harris	City	489C	2.32	2.32	0	Maple Multi-Family Land TX, L.P.	Terra Associates, Inc.
106	River Rock Homes at Buffalo Pointe Sec 1	2014-1289	C3R	Harris	City	532X	1.99	0.27	27	Buffalo Lakes, Ltd.	Brown & Gay Engineers, Inc.
107	Robin Park Villas	2014-1379	C2R	Harris	City	493P	0.12	0.00	3	Advent Builders, LLC	The Interfield Group
108	Royal Place One	2014-1271	C2R	Montgomery	ETJ	256R	0.96	0.00	4	RC PLAZA	MAK Design
109	South Terrace Court	2014-1319	C2R	Harris	City	493C	0.75	0.00	6	inter sigma Investments LLC	ICMC GROUP INC
110	Stripes on Sheldon	2014-1301	C2R	Harris	ETJ	458B	3.67	3.67	0	James & Sonya Burnett	Windrose Land Services, Inc.
111	Tricons LaBranch Enclave (DEF1)	2014-1246	C2R	Harris	City	493X	0.21	0.00	4	Tricon Homes	Owens Management Systems, LLC
112	West Cottage Lofts	2014-1392	C2R	Harris	City	453X	0.38	0.00	6	PALT	Field Data Srvce, Inc
113	Westhaven Enclave (DEF1)	2014-1154	C2R	Harris	City	491N	0.30	0.01	3	DEL CIELO DEVELOPMENT	replats.com
114	Westview Manor	2014-1209	C3R	Harris	City	451Y	4.81	0.17	74	David Weekley Homes	Ridge Planning & Engineering

Platting Summary**Houston Planning Commission****PC Date: June 12, 2014**

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
115	World Houston International Business Center Sec 11 partial replat no 1	2014-1373	C2R	Harris	City	374Q	66.02	66.02	0	Eastgroup Properties, L.P.	Paksima Group, Inc.

C-Public Hearings Requiring Notification

116	Broadmoor Addition partial replat no 1	2014-1018	C3N	Harris	City	494X	0.13	0.00	2	Lumina Global	Teran Group LLC
117	Contemporary Main Plaza partial replat no 2 (DEF1)	2014-0752	C3N	Harris	City	532W	1.01	0.11	20	Main St. Investment Corp.	Manley Engineering and Associates Inc
118	Craig Woods partial replat no 10	2014-0994	C3N	Harris	City	451X	0.18	0.01	2	GST INVESTMENTS LLC	MOMENTUM ENGINEERING
119	Hawthorne Place Addition Sec 8 partial replat no 1	2014-0867	C3N	Harris	City	413Y	0.85	0.85	0	IMU & Reshu Business, Inc.	E.I.C. Surveying Company
120	Hollywood Gardens partial replat no 3	2014-0984	C3N	Harris	City	450V	3.78	0.72	44	KB Home	RVi Planning + Landscape Architecture
121	Langwood partial replat no 1	2014-0876	C3N	Harris	City	451J	1.55	1.55	0	HuttonCo Development	Century Engineering, Inc
122	Melody Oaks partial replat no 9 and extension	2014-0942	C3N	Harris	City	451X	0.78	0.13	9	Perry Homes	RVi Planning + Landscape Architecture
123	Riverway Estates Sec 1 partial replat no 2 (DEF1)	2014-0658	C3N	Fort Bend	ETJ	568B	0.42	0.01	4	jabbar, adams, michael, and associates, inc.	Replat Specialists
124	Riverway Estates Sec 1 partial replat no 3	2014-0852	C3N	Fort Bend	ETJ	568B	0.41	0.02	4	jabbar, adams, michael, and associates, inc.	Replat Specialists
125	West Court partial replat no 2	2014-0971	C3N	Harris	City	492U	0.11	0.00	2	On Point Custom Homes	Total Surveyors, Inc.
126	Westheimer Gardens partial replat no 2	2014-1126	C3N	Harris	City	491X	0.76	0.21	12	Prebish Homes	Total Surveyors, Inc.

D-Variations

127	Advantage BMW Midtown at West Gray	2014-1096	C2R	Harris	City	493Q	1.44	1.44	0	Dynamic Engineering Consultants, PC	Gruller Surveying
128	Aerovillas Hangar Home	2014-1286	C2	Harris	ETJ	447P	10.83	7.69	13	Landtech	Landtech Consultants, Inc.
129	Bauer Road Tract GP (DEF2)	2014-1042	GP	Harris	City/ ETJ	325J	598.00	0.00	0	Kowa Development Co, LLC	BGE Kerry R. Gilbert Associates
130	Bauer Road Tract Sec 1 (DEF2)	2014-1043	C3P	Harris	ETJ	325F	31.60	2.64	100	Kowa Development Co, LLC	BGE Kerry R. Gilbert Associates
131	Bauer Road Tract Sec 2 (DEF2)	2014-1044	C3P	Harris	ETJ	325K	23.10	1.22	70	Kowa Development Co, LLC	BGE Kerry R. Gilbert Associates
132	Bauer Road Tract Sec 3 (DEF2)	2014-1045	C3P	Harris	ETJ	325K	26.00	2.27	106	Kowa Development Co, LLC	BGE Kerry R. Gilbert Associates

Platting Summary**Houston Planning Commission****PC Date: June 12, 2014**

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
133	Broadstone Falcon Landing (DEF1)	2014-1279	C2	Fort Bend	ETJ	484V	21.51	21.51	0	Broadstone Falcon Landing	Windrose Land Services, Inc.
134	Capitol Commons (DEF1)	2014-0947	C2	Harris	City	493R	0.93	0.00	29	South Texas Vendors, Inc.	TBG Partners
135	Crosby High School Sec 1	2014-1282	C3P	Harris	ETJ	419L	80.16	72.21	0	Crosby Independent School District	LJA Engineering, Inc.- (West Houston Office)
136	Cypress Church Road Tract (DEF1)	2014-1284	C3P	Harris	ETJ	326L	96.60	42.83	130	Trendmaker Development	BGE Kerry R. Gilbert Associates
137	District West at Parkway Lakes	2014-1359	C3P	Fort Bend	ETJ	525G	46.84	46.23	0	The District At Parkway Lakes, LTD.	R.G. Miller Engineers
138	Eado Edge	2014-1362	C3P	Harris	City	494J	3.93	0.35	80	Cityside Homes, LLC	Total Surveyors, Inc.
139	Fairbanks Business Court (DEF1)	2014-1180	C3P	Harris	ETJ	410G	8.92	8.92	0	BNC CONSTRUCTION	The Pinnell Group, LLC
140	Fall Creek GP (DEF1)	2014-1155	GP	Harris	ETJ	375V	2500.00	0.00	0	East Fall Creek, LLC	Brown & Gay Engineers, Inc.
141	Falls at Dry Creek GP	2014-1404	GP	Harris	ETJ	326K	241.28	0.00	0	RH of Texas Limited Partnership	LJA Engineering, Inc.- (West Houston Office)
142	Falls at Dry Creek Sec 1 (DEF2)	2014-1119	C3F	Harris	ETJ	326K	95.64	33.09	178	RH of Texas Limited Partnership	LJA Engineering, Inc.- (West Houston Office)
143	Foley Road Ranch (DEF1)	2014-0956	C2	Harris	ETJ	379N	8.00	0.00	6	Copper Basin Custom Homes LLC	South Texas Surveying Associates, Inc.
144	Mittlesteadt Estates (DEF1)	2014-1244	C3P	Harris	ETJ	330Z	21.86	5.46	80	ILS Properties, Ltd	Jones & Carter, Inc. - The Woodlands
145	North Durham Estates (DEF2)	2014-0792	C2R	Harris	City	452Y	0.55	0.00	8	Master an Enterprise LLC	Owens Management Systems, LLC
146	Oak Forest of La Sierra	2014-1238	C3P	Harris	City	452A	9.14	1.17	82	Contempo Builder	Vernon G. Henry & Associates, Inc.
147	Parkway Terrace Sec 2	2014-1382	C3P	Harris	City	488U	12.10	2.14	63	Rincon 38 Partners, LTD	RVi Planning + Landscape Architecture
148	Pease Street Townhomes	2014-1189	C2R	Harris	City	493V	0.14	0.00	3	Individual	TKE Development Services, Ltd.
149	Reserve at Parkway Terrace	2014-1403	C3P	Harris	City	488U	6.96	6.96	0	Haven At Westheimer, LP	RVi Planning + Landscape Architecture
150	Somerset Green Sec 5	2014-1356	C3R	Harris	City	492A	8.73	1.45	114	Development Houston in Town L.P. & In Town Phase II-III LP	Vernon G. Henry & Associates, Inc.
151	West 20th Crossing (DEF1)	2014-1064	C2R	Harris	City	452U	0.30	0.01	8	RDZ Holdings	PLS

E-Special Exceptions

None

F-Reconsideration of Requirements

152	Enclave at Windmill Lakes (DEF1)	2014-0975	C3P	Harris	City	575R	23.03	7.53	103	Beazer Homes Texas LP	LJA Engineering, Inc.- (West Houston Office)
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Platting Summary**Houston Planning Commission****PC Date: June 12, 2014**

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
153	Interstate Commerce Center (DEF1)	2014-1181	C3P	Harris	ETJ	332P	50.76	48.34	0	Interstate Commerce Center, LLC	Arborleaf Engineering & Surveying, Inc.
154	La mesita homes	2014-0918	C2R	Harris	City	493C	0.18	0.00	3	la mesita LLC	Replat Specialists
155	McKenzie Park Sec 2 (DEF1)	2014-1130	C3F	Harris	ETJ	291A	15.18	2.32	55	MCKDev, LLC, A texas Limited Liability Company	EHRA

G-Extensions of Approval

156	Cypresswood Point Sec 6	2013-1826	EOA	Harris	ETJ	334P	12.37	0.00	59	Woodmere Development Co., LTD.	IDS Engineering Group
157	Gosling Development replat no 2	2013-2008	EOA	Harris	ETJ	250R	4.98	4.98	0	Unity Circle of Light Church	Windrose Land Services, Inc.
158	Pearl Woodlake Apartments	2013-1821	EOA	Harris	City	490S	6.60	6.60	0	Gar Associates V, L.P.	Brown & Gay Engineers, Inc.
159	Sawdust Road Commercial partial replat no 1	2013-1858	EOA	Montgomery	ETJ	251Y	9.76	9.76	0	1601 Sawdust, LLC	Windrose Land Services, Inc.
160	STS Simon and Jude Catholic Church	2013-1871	EOA	Montgomery	ETJ	251K	13.91	13.91	0	St. Simon & Jude Catholic Church	Windrose Land Services, Inc.
161	Westwind Business Park	2013-1588	EOA	Harris	ETJ	449D	42.31	42.31	0	Polydoros & Associates	Terra Surveying Company, Inc.
162	Xplor and Valero Store no 1431	2013-1801	EOA	Harris	ETJ	291N	6.71	6.71	0	Realtex Ventures	CSF Consulting LP

H-Name Changes

None

I-Certification of Compliance

None

J-Administrative

None

K-Development Plats with Variance Requests

163	200 Carl Street	14043177 DPV	Harris	City	493C					Oscar Mario Elizondo	Oscar Mario Elizondo
164	4035 Colquitt	14043545 DPV	Harris	City	492W					Jenifer Pool	Jenifer Pool

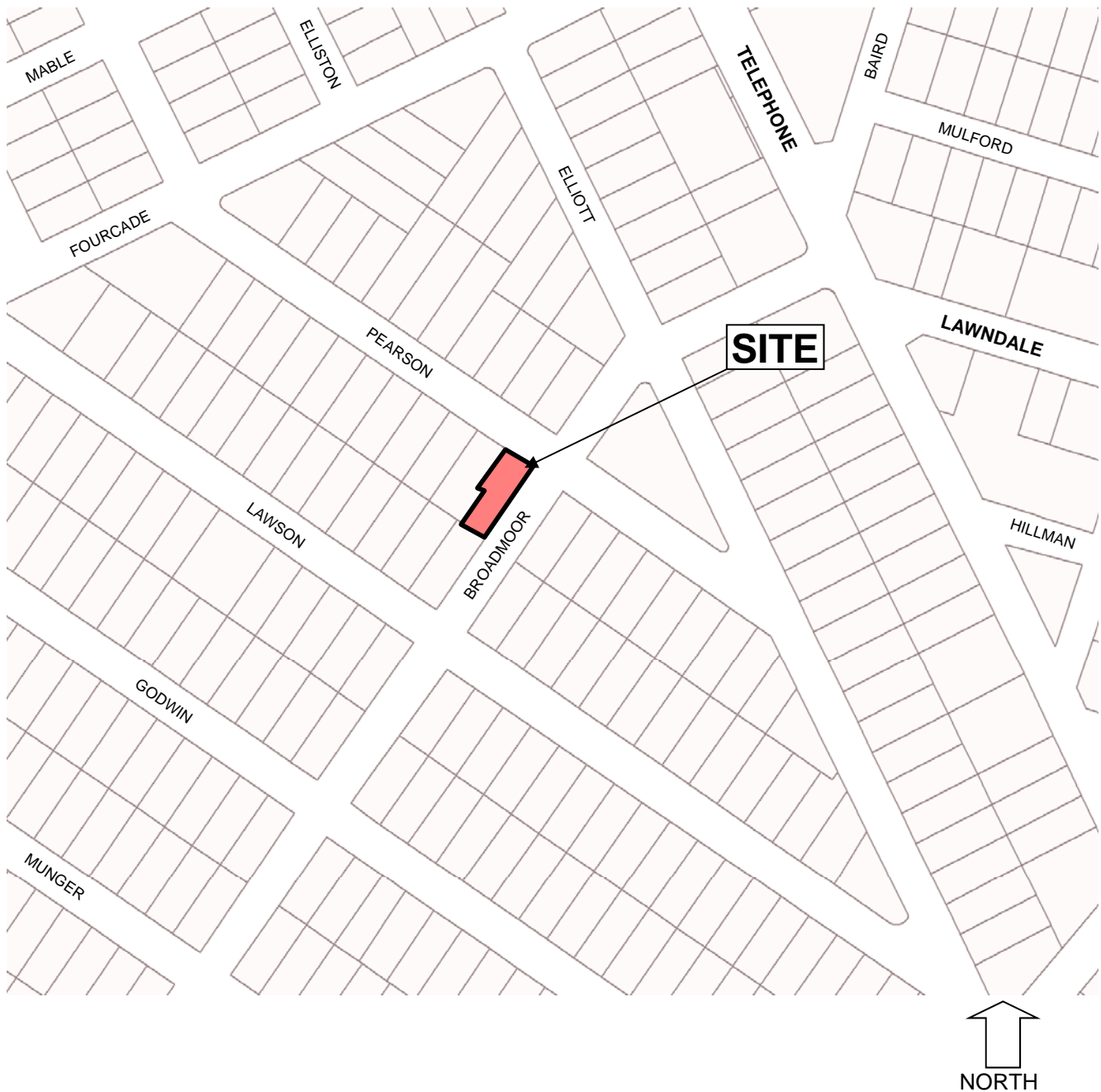
Houston Planning Commission ITEM : 116

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Broadmoor Addition partial replat no 1

Applicant: Teran Group LLC

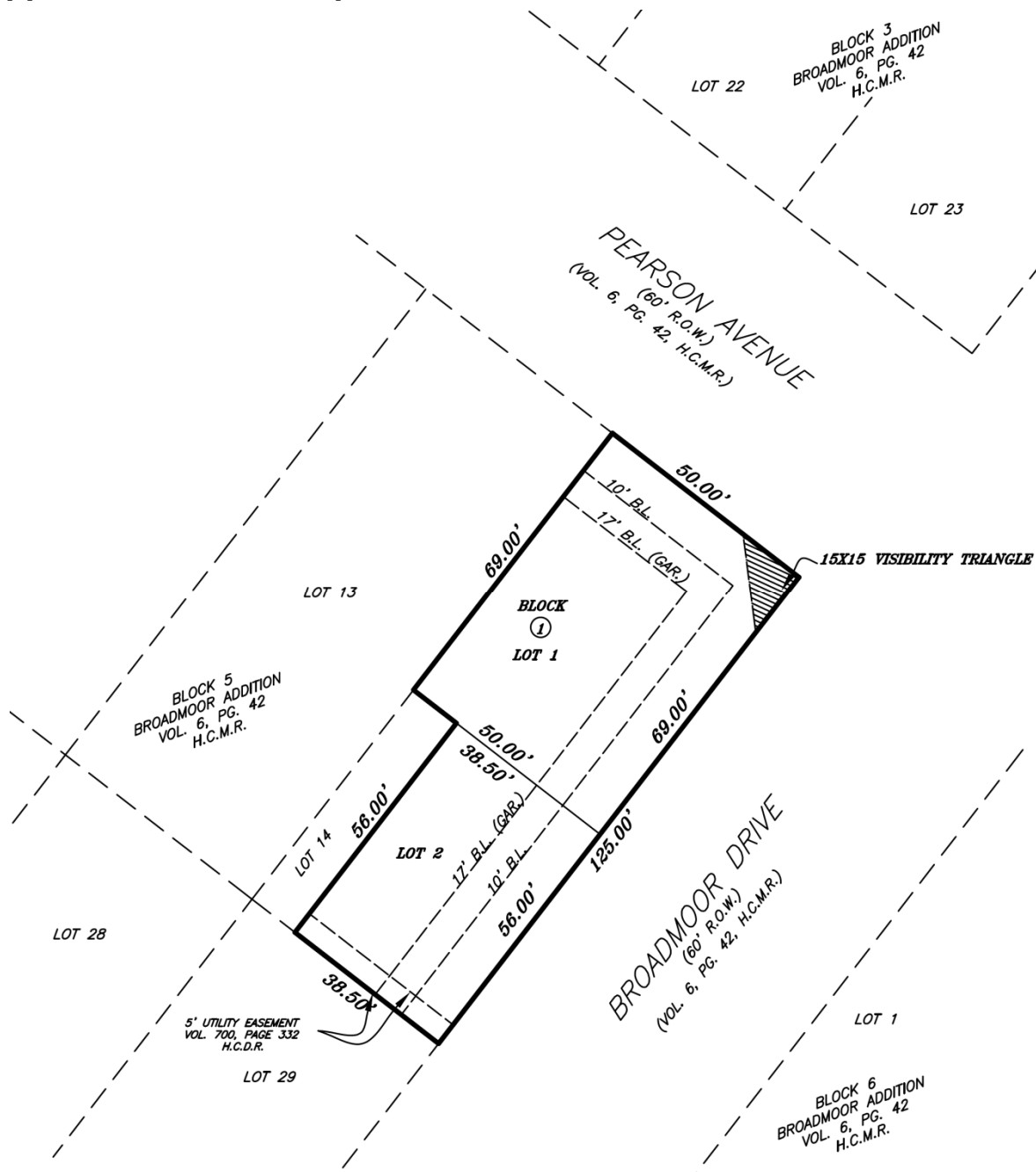


C – Public Hearings

Site Location

Meeting Date: 06/12/2014

Applicant: Teran Group LLC



Subdivision

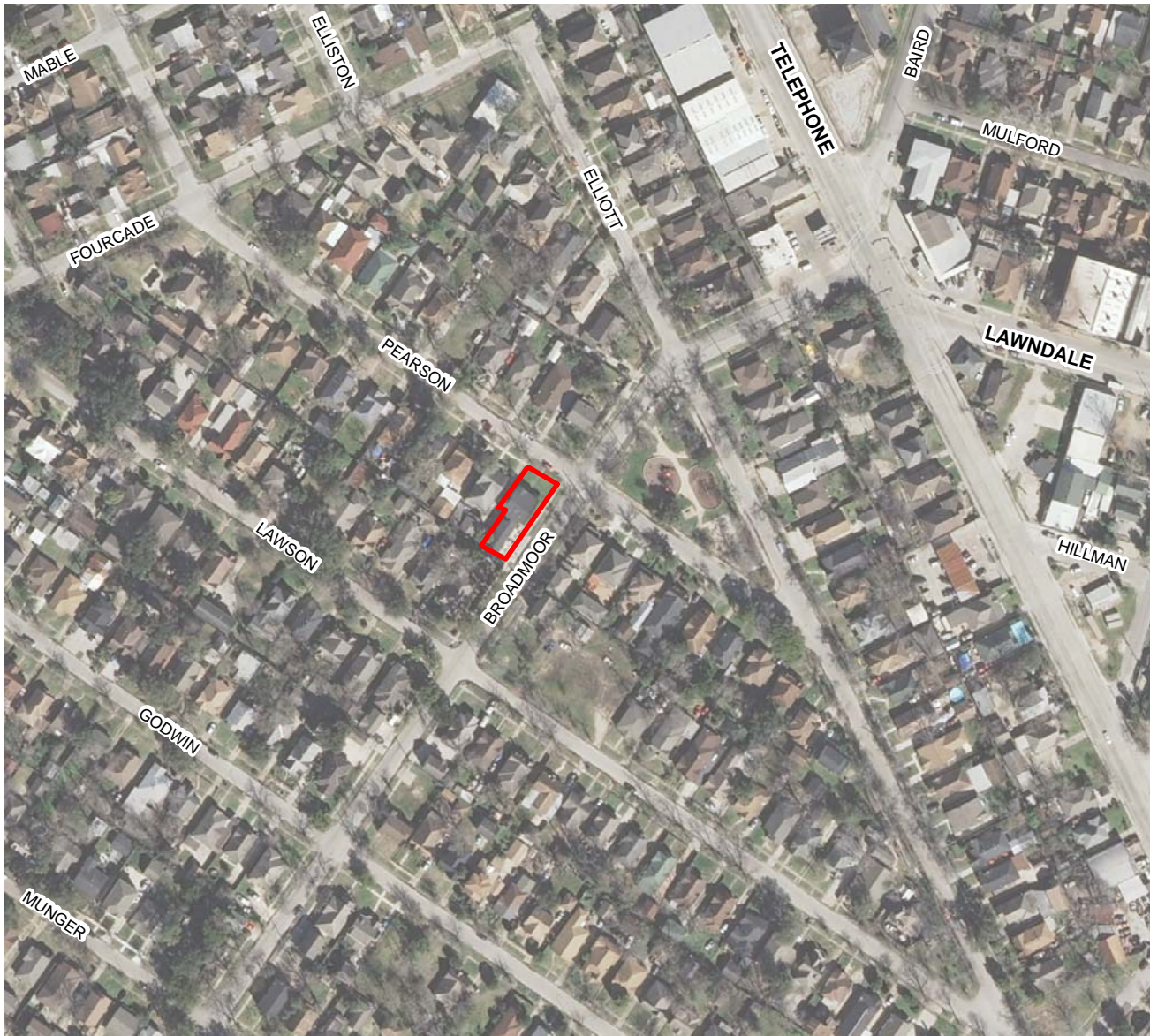
Houston Planning Commission ITEM : 116

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Broadmoor Addition partial replat no 1

Applicant: Teran Group LLC



C – Public Hearings

Aerial

Houston Planning Commission ITEM : 117

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Contemporary Main Plaza partial replat no 2 (DEF)

Applicant: Manley Engineering and Associates Inc.



C – Public Hearings

Site Location

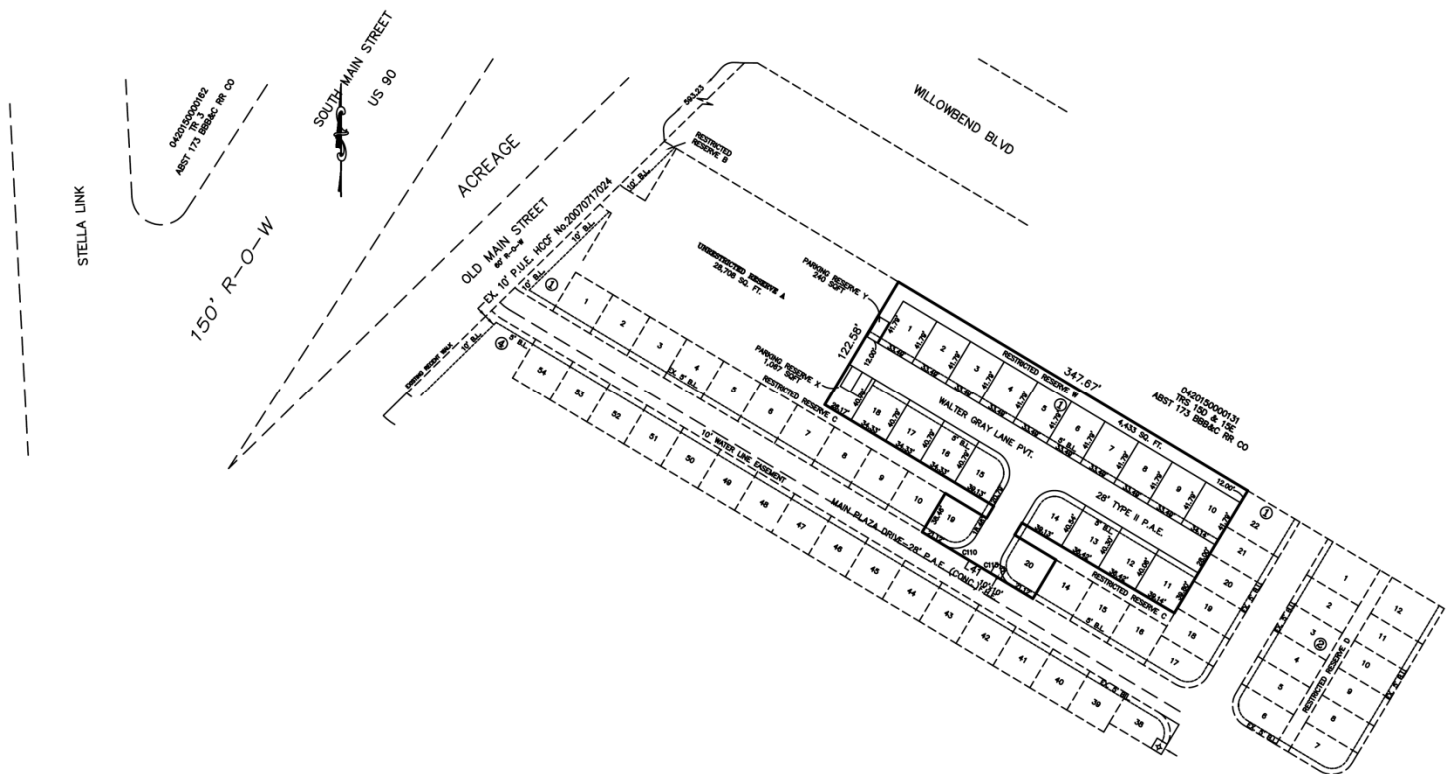
Houston Planning Commission ITEM : 117

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Contemporary Main Plaza partial replat no 2 (DEF)

Applicant: Manley Engineering and Associates Inc.



C – Public Hearings

Subdivision

Houston Planning Commission ITEM : 117

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Contemporary Main Plaza partial replat no 2 (DEF)

Applicant: Manley Engineering and Associates Inc.



C – Public Hearings

Aerial

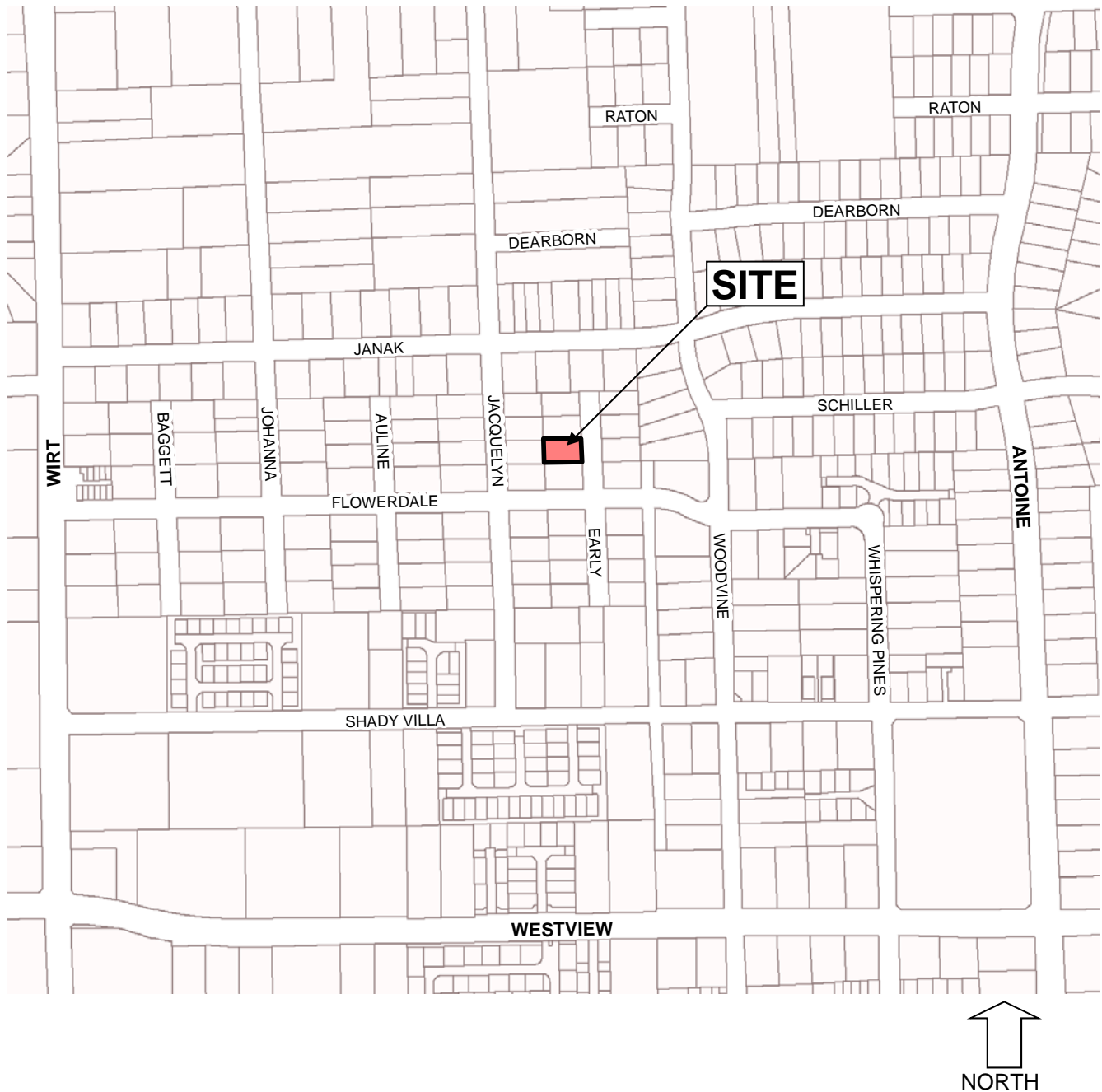
Houston Planning Commission ITEM : 118

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Craig Woods partial replat no 10

Applicant: MOMENTUM ENGINEERING



C – Public Hearings

Site Location

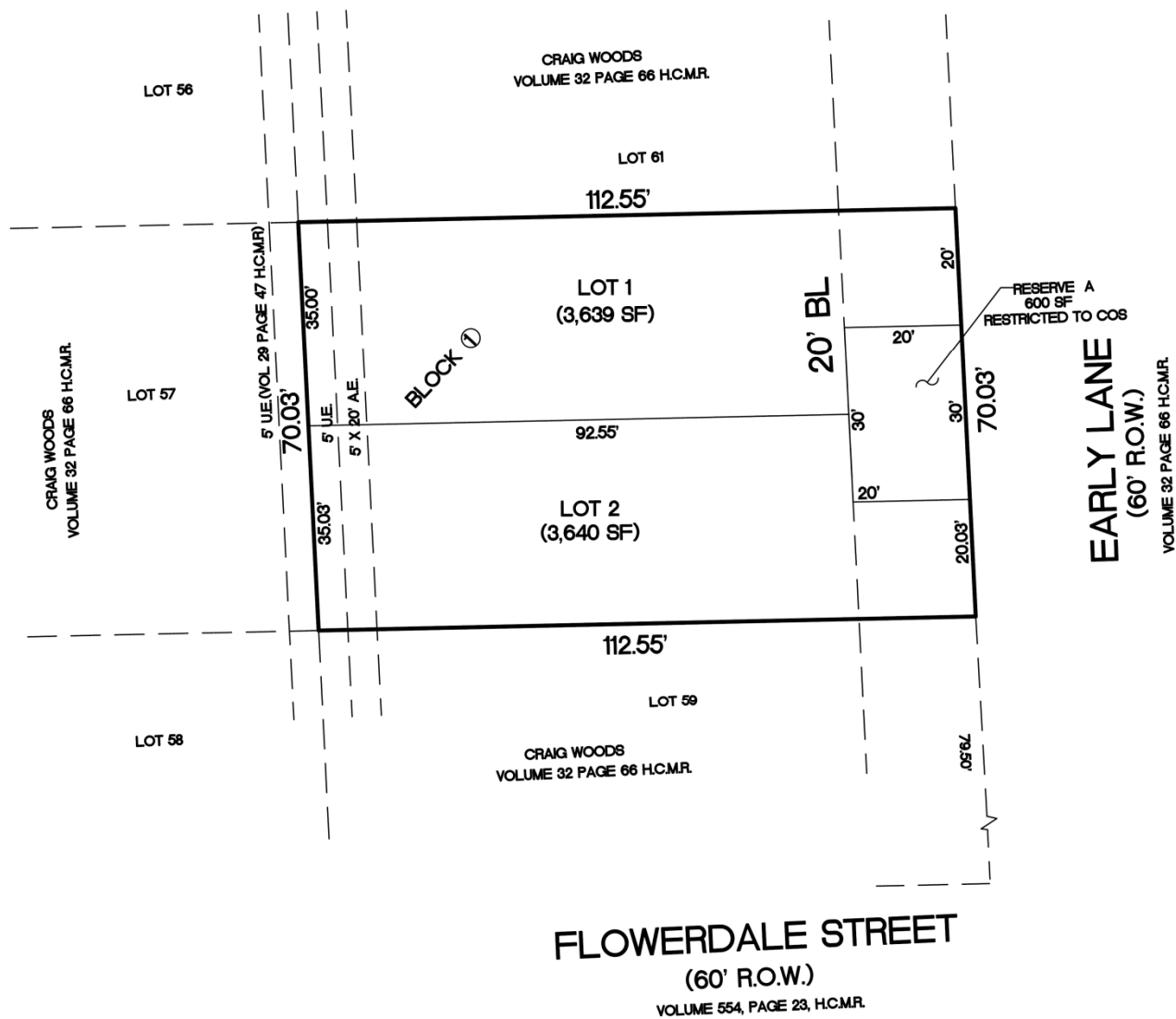
Houston Planning Commission ITEM : 118

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Craig Woods partial replat no 10

Applicant: MOMENTUM ENGINEERING



C – Public Hearings

Subdivision

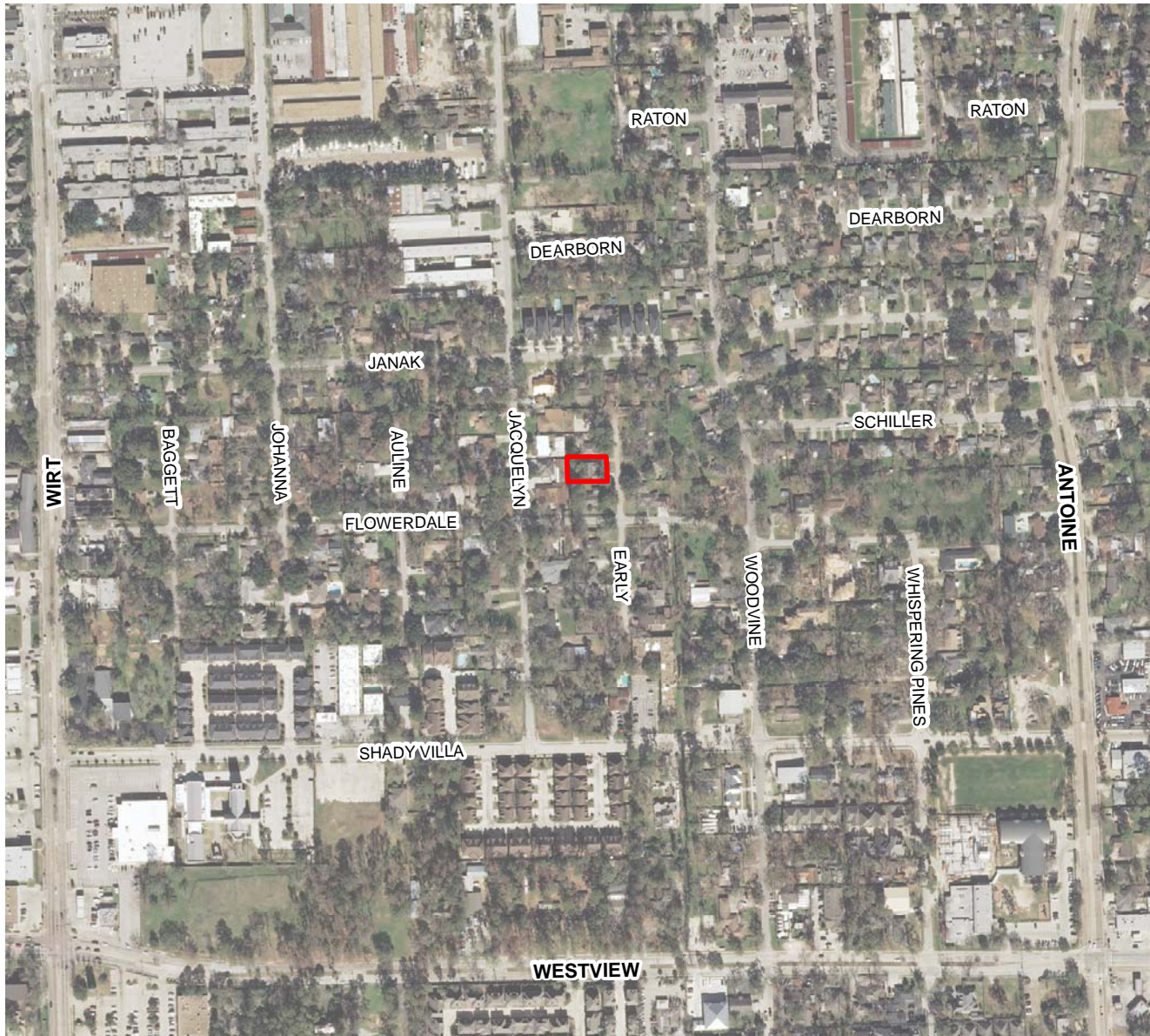
Houston Planning Commission ITEM : 118

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Craig Woods partial replat no 10

Applicant: MOMENTUM ENGINEERING



C – Public Hearings

Aerial

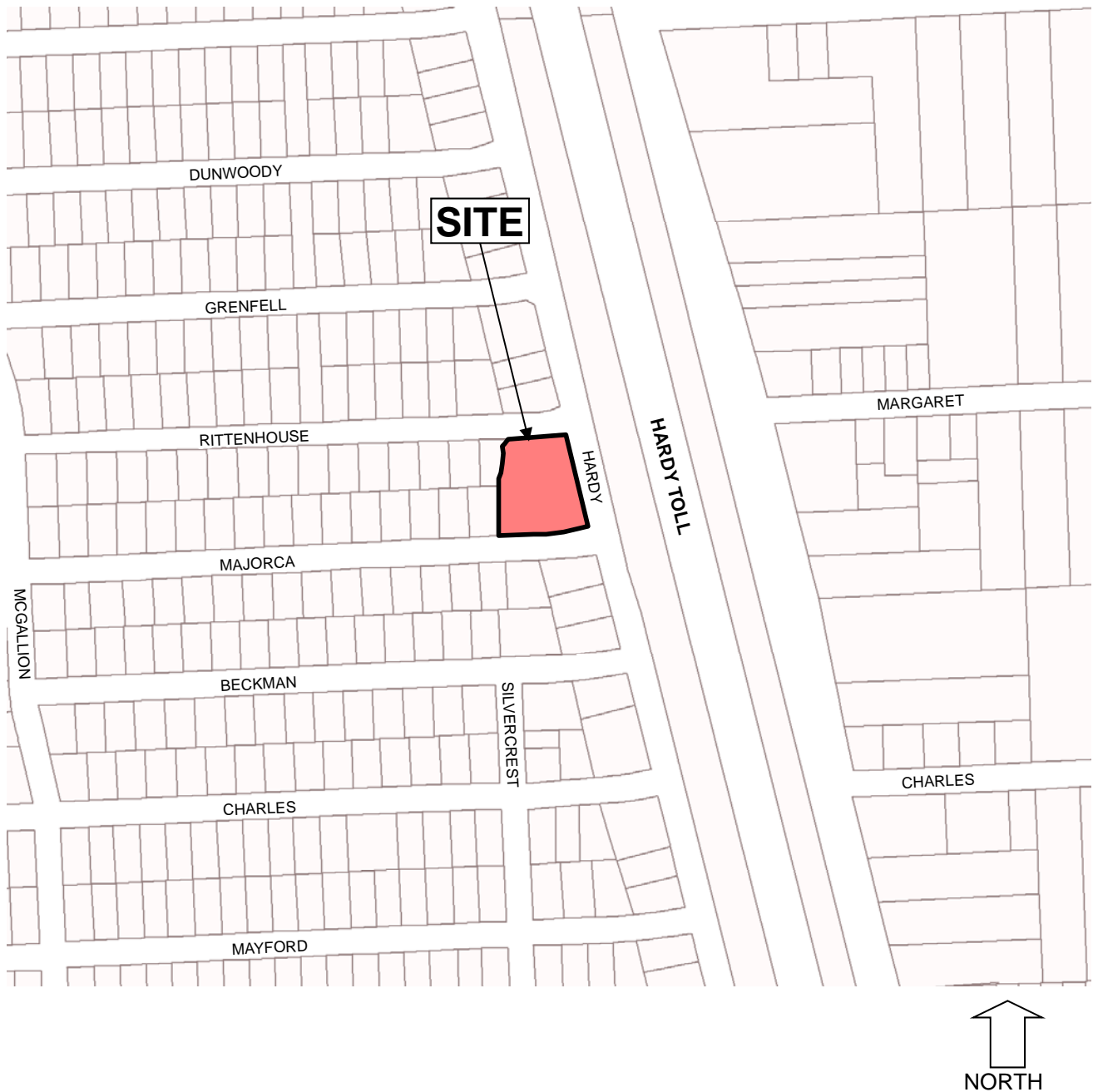
Houston Planning Commission ITEM : 119

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Hawthorne Place Addition Sec 8 partial replat no 1

Applicant: E.I.C. Surveying Company

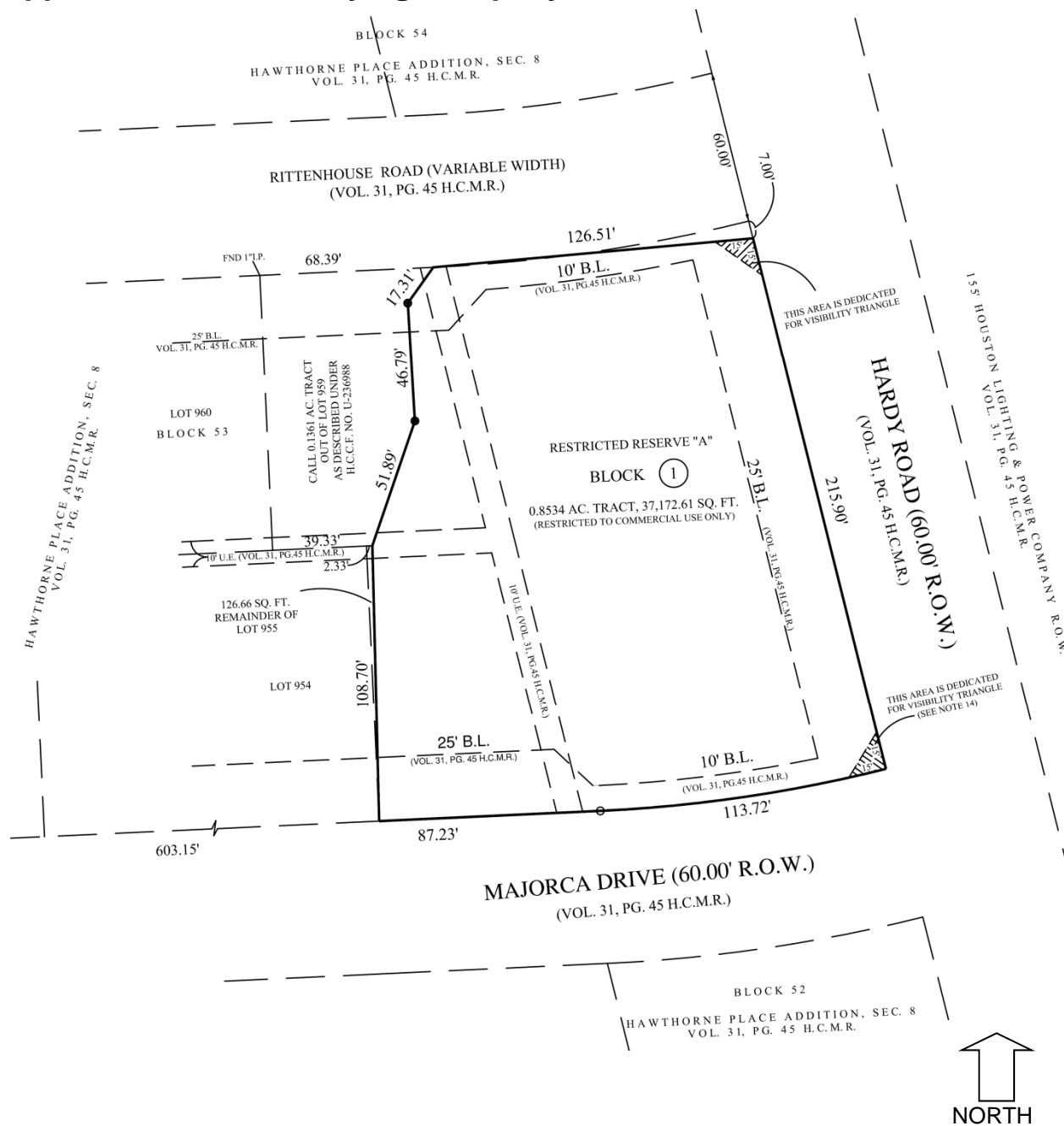


C – Public Hearings

Site Location

Meeting Date: 06/12/2014

Applicant: E.I.C. Surveying Company



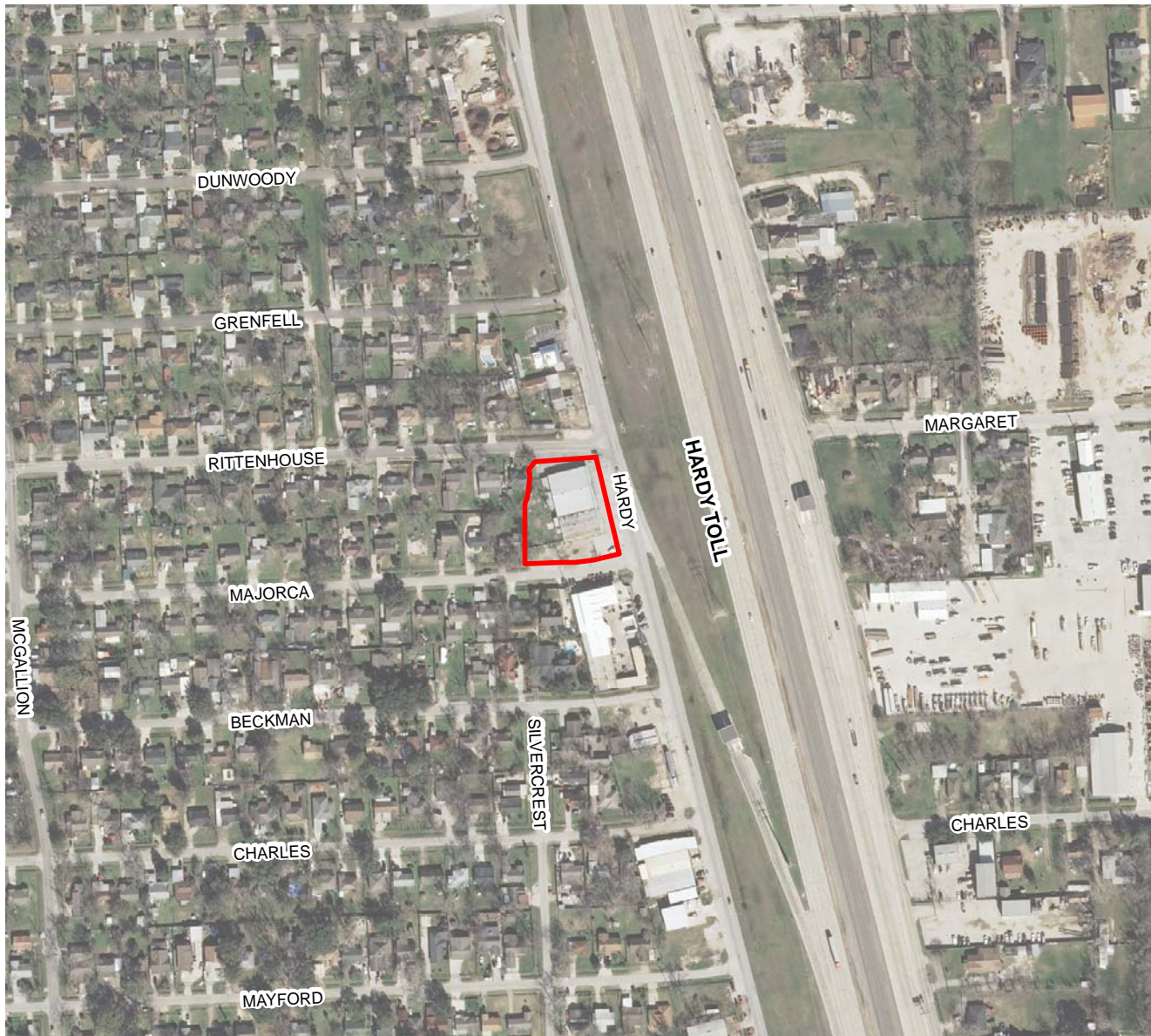
Houston Planning Commission ITEM : 119

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Hawthorne Place Addition Sec 8 partial replat no 1

Applicant: E.I.C. Surveying Company



C – Public Hearings

Aerial

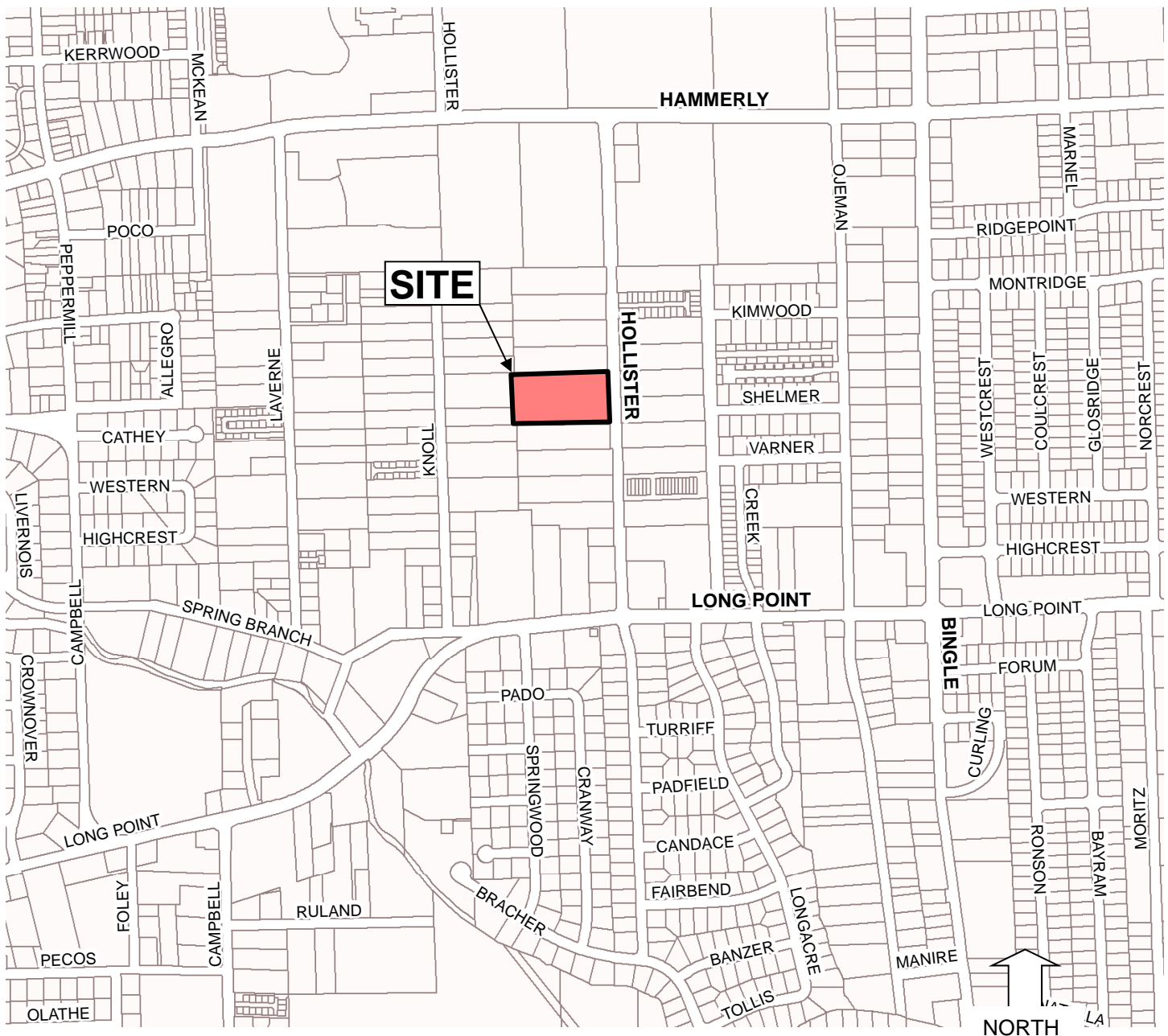
Houston Planning Commission ITEM : 120

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Hollywood Gardens partial replat no 3

Applicant: RVi Planning + Landscape Architecture



C – Public Hearings

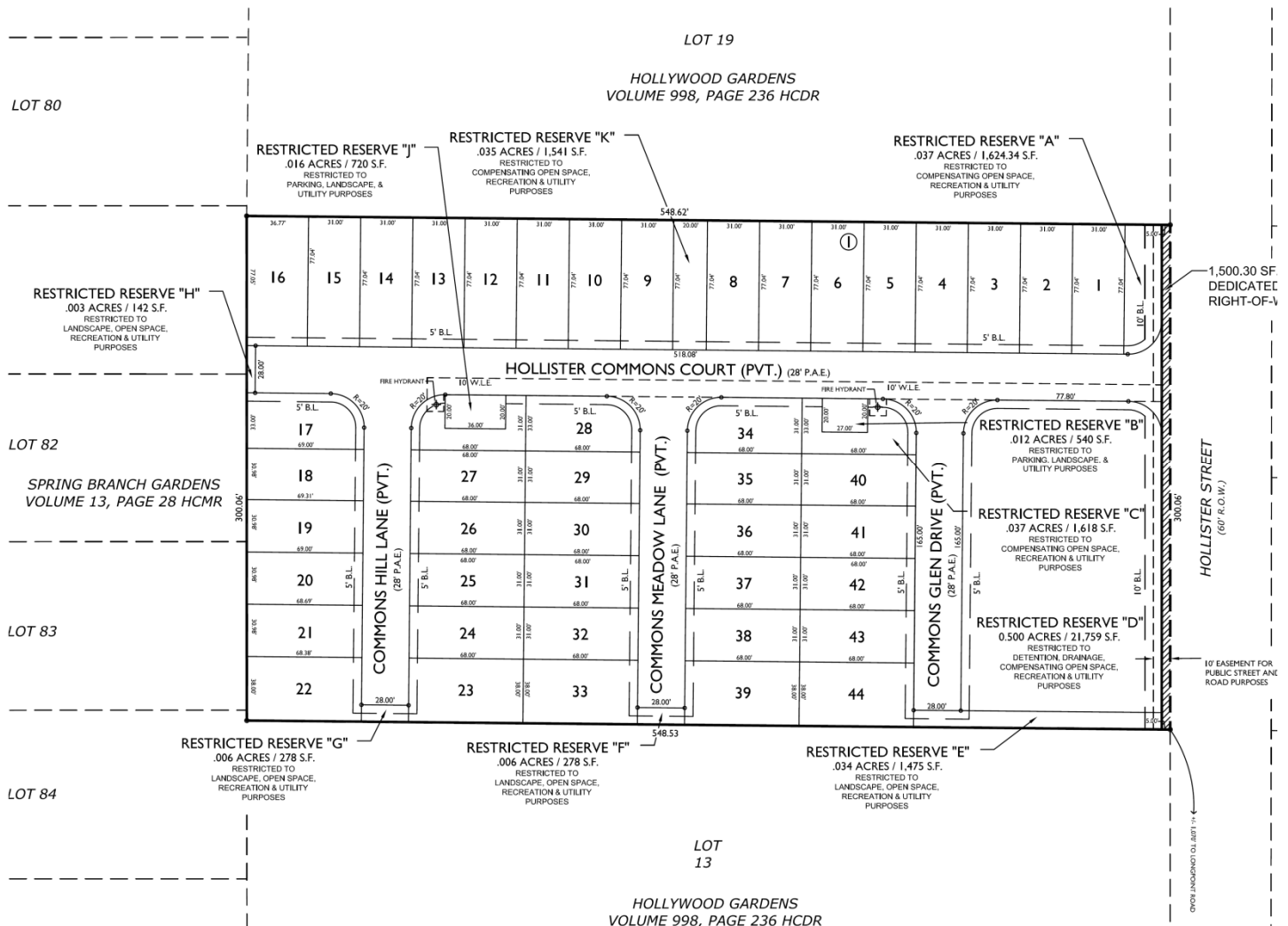
Site Location

Houston Planning Commission **ITEM : 120**

Planning and Development Department Meeting Date: 06/12/2014

Subdivision Name: Hollywood Gardens partial replat no 3

Applicant: RVi Planning + Landscape Architecture



C – Public Hearings

Subdivision

Houston Planning Commission ITEM : 120

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Hollywood Gardens partial replat no 3

Applicant: RVi Planning + Landscape Architecture



C – Public Hearings

Aerial

Houston Planning Commission ITEM : 121

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Langwood partial replat no 1

Applicant: Century Engineering, Inc

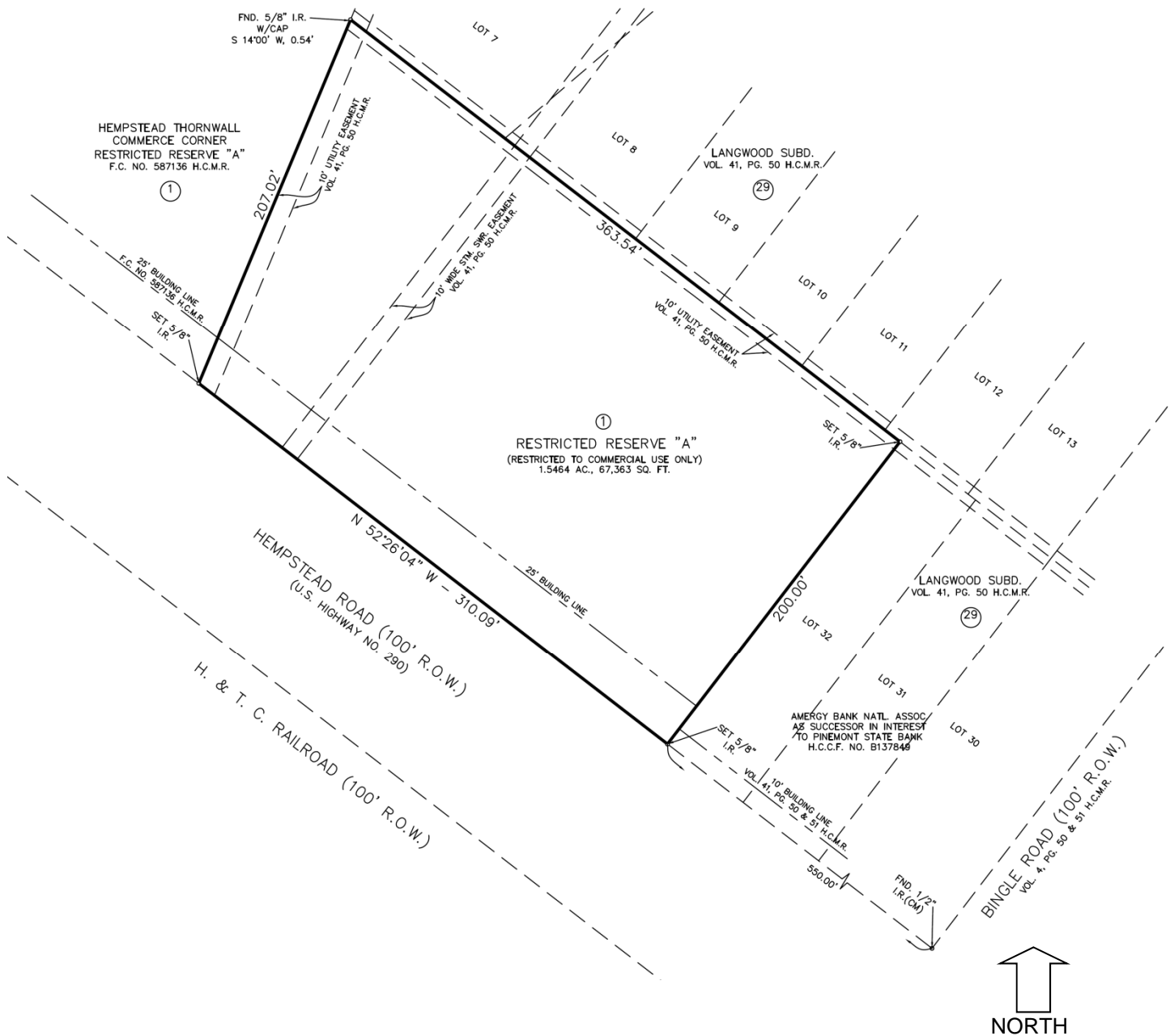


C – Public Hearings

Site Location

Meeting Date: 06/12/2014

Applicant: Century Engineering, Inc



Houston Planning Commission ITEM : 121

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Langwood partial replat no 1

Applicant: Century Engineering, Inc

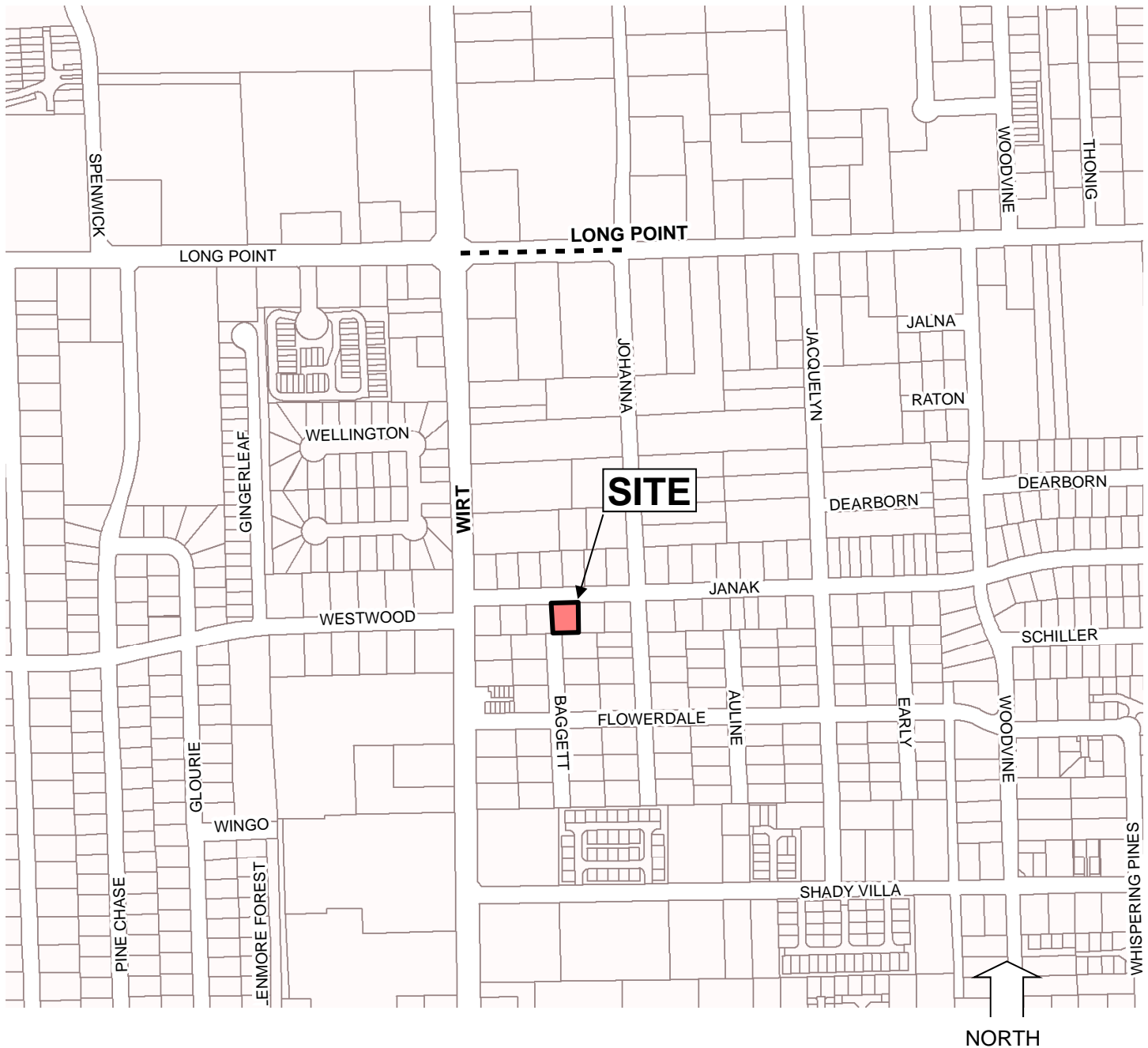


C – Public Hearings

Aerial

Meeting Date: 06/12/2014

Applicant: RVi Planning + Landscape Architecture



Site Location

Houston Planning Commission ITEM : 122

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Melody Oaks partial replat no 9 and extension

Applicant: RVi Planning + Landscape Architecture



C – Public Hearings

Subdivision

Houston Planning Commission ITEM : 122

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Melody Oaks partial replat no 9 and extension

Applicant: RVi Planning + Landscape Architecture



C – Public Hearings

Aerial

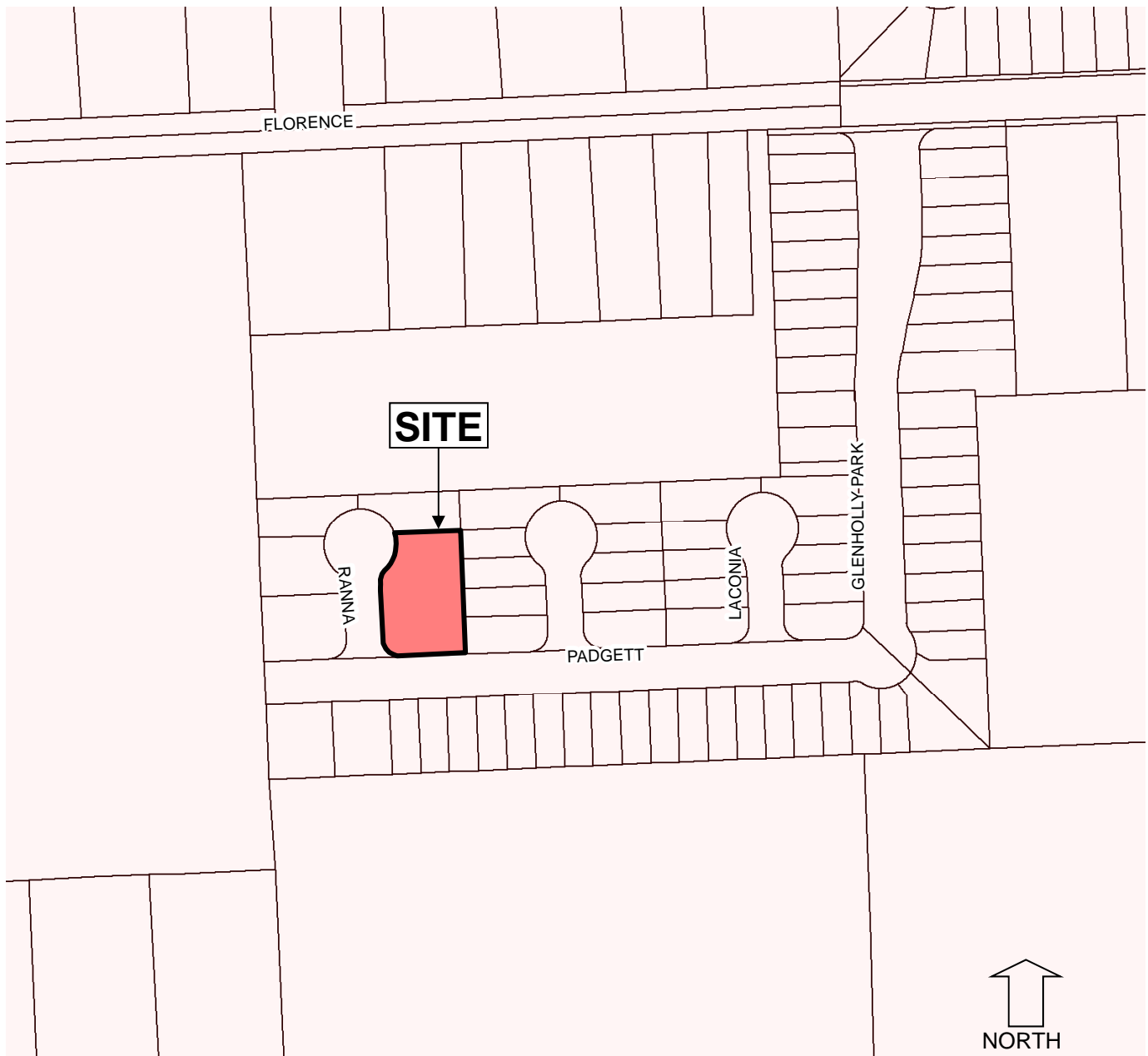
Houston Planning Commission ITEM : 123

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Riverway Estates Sec 1 partial replat no 2 (DEF)

Applicant: Replat Specialists



C – Public Hearings

Site Location

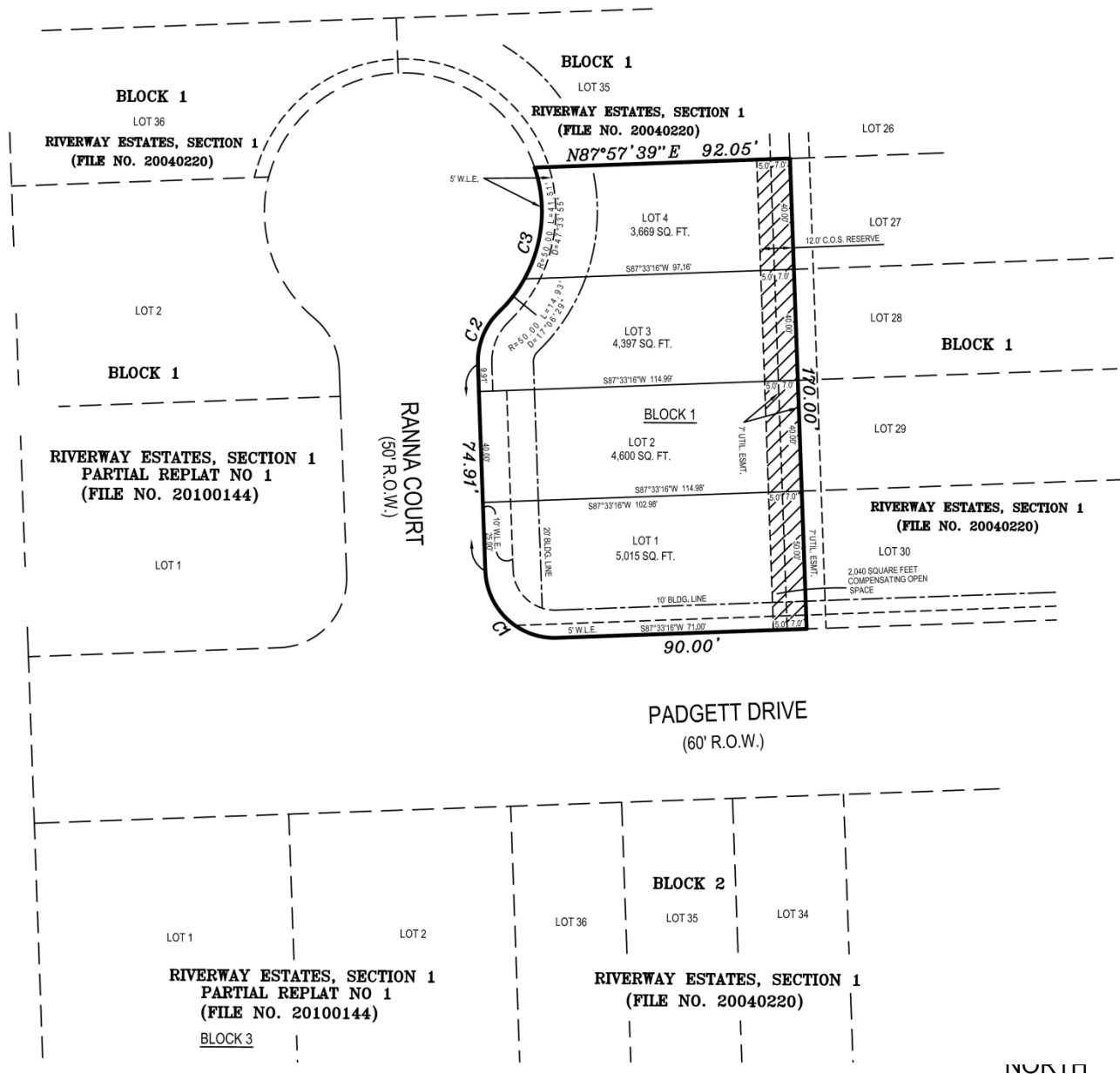
Houston Planning Commission ITEM : 123

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Riverway Estates Sec 1 partial replat no 2 (DEF)

Applicant: Replat Specialists



C – Public Hearings

Subdivision

Houston Planning Commission ITEM : 123

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Riverway Estates Sec 1 partial replat no 2 (DEF1)

Applicant: Replat Specialists



C – Public Hearings

Aerial

Houston Planning Commission ITEM : 124

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Riverway Estates Sec 1 partial replat no 3

Applicant: Replat Specialists



C – Public Hearings

Site Location

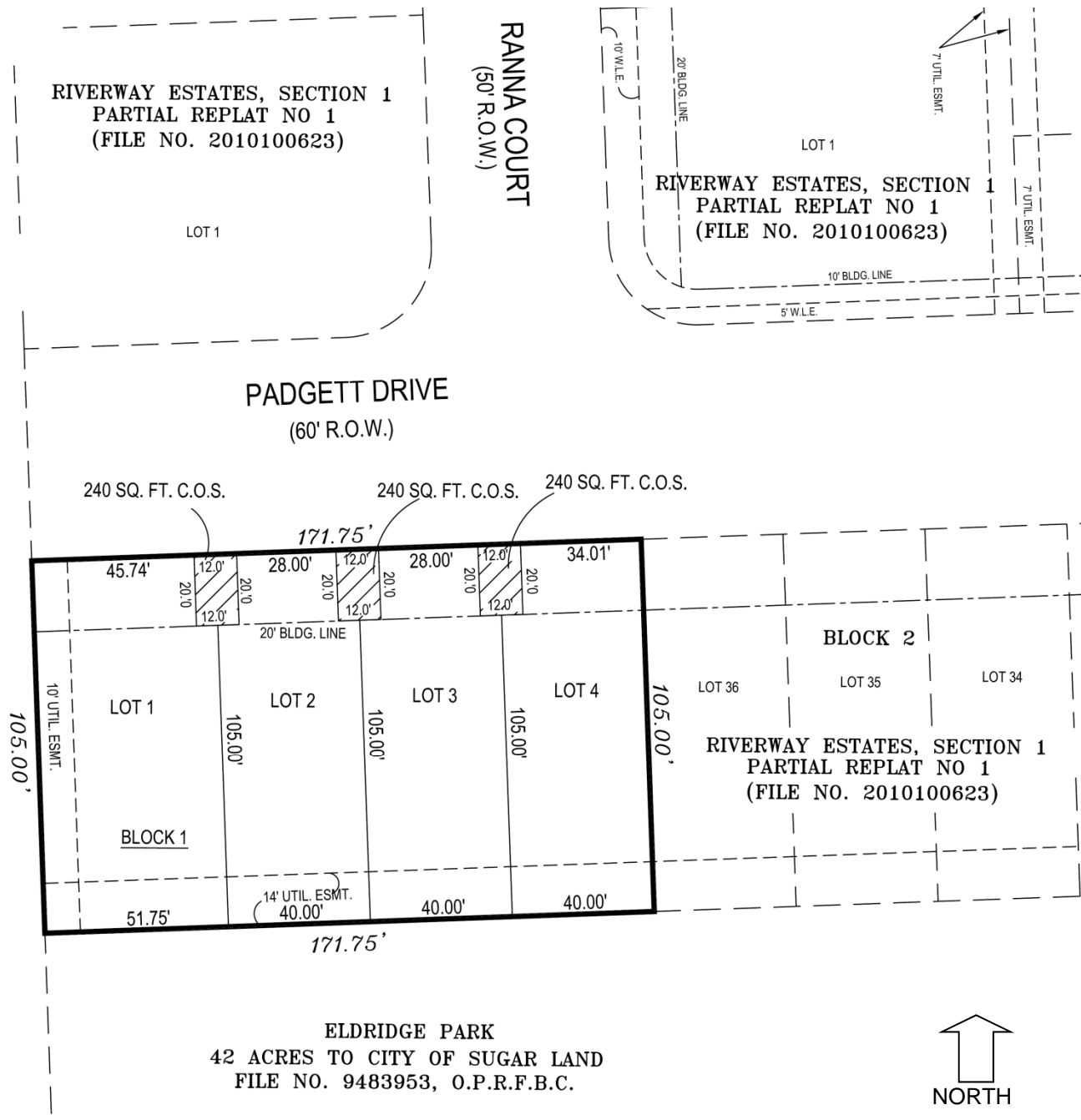
Houston Planning Commission ITEM : 124

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Riverway Estates Sec 1 partial replat no 3

Applicant: Replat Specialists



C – Public Hearings

Subdivision

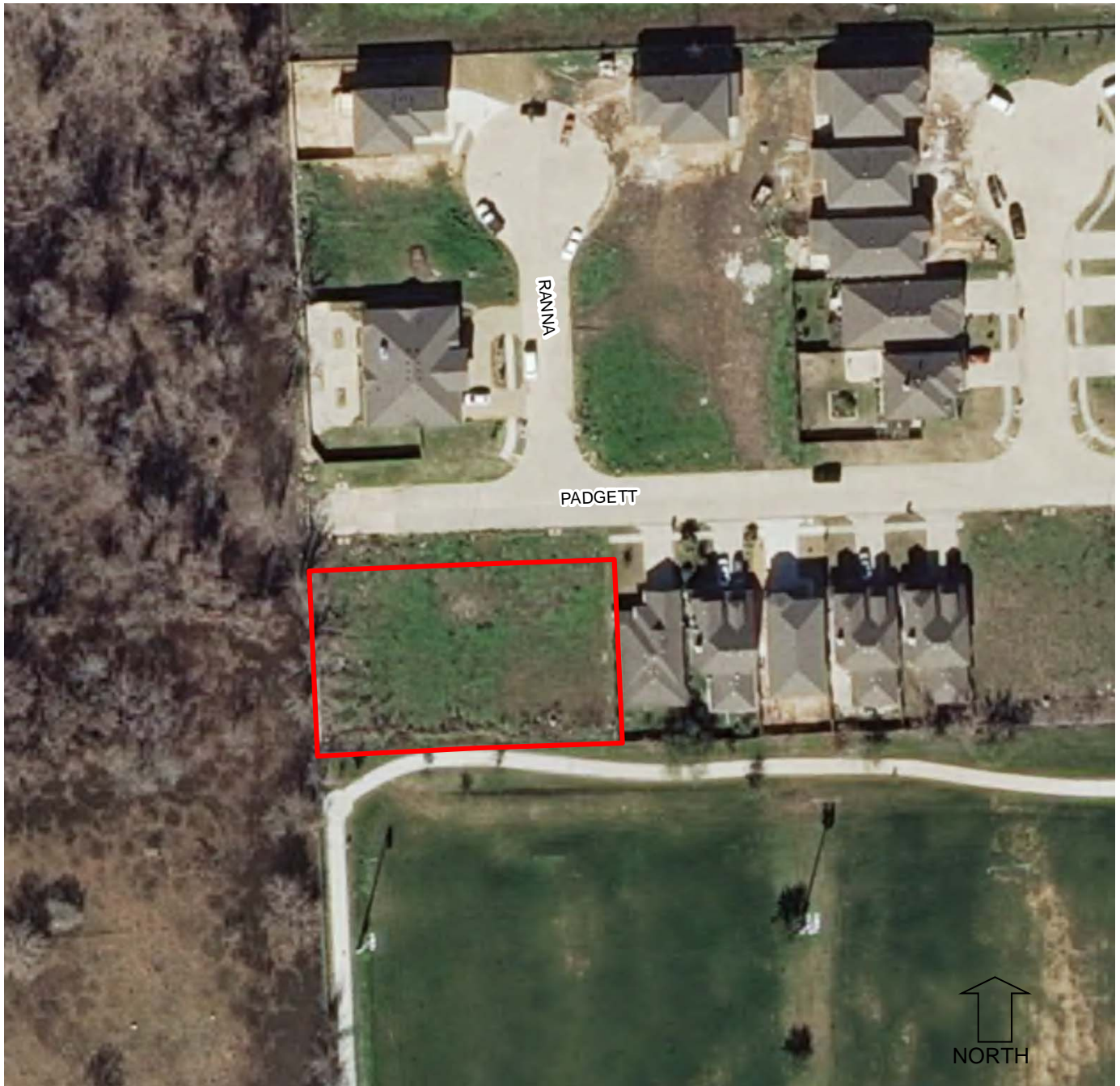
Houston Planning Commission ITEM : 124

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Riverway Estates Sec 1 partial replat no 3

Applicant: Replat Specialists



C – Public Hearings

Aerial

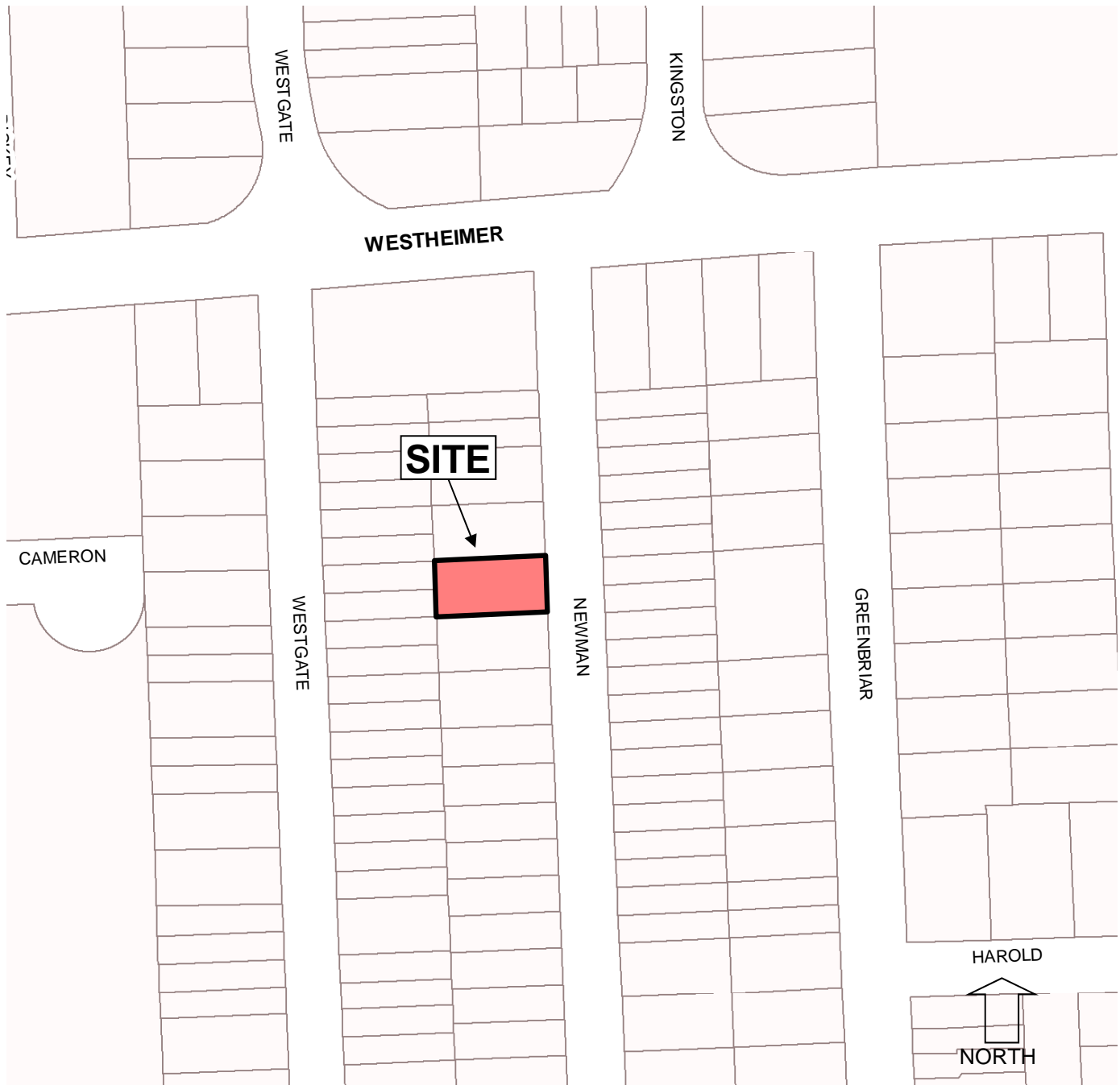
Houston Planning Commission ITEM : 125

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: West Court partial replat no 2

Applicant: Total Surveyors, Inc.



C – Public Hearings

Site Location

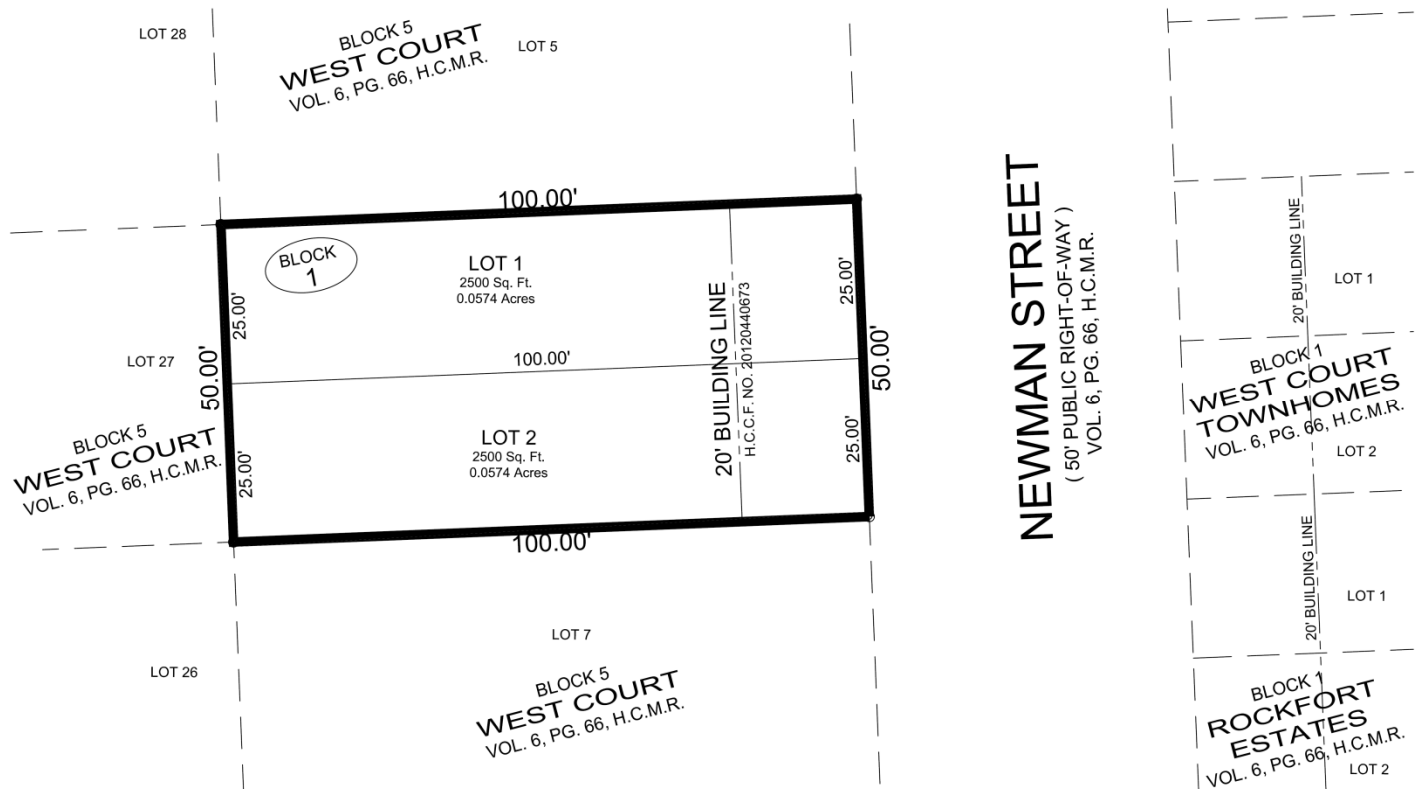
Houston Planning Commission ITEM : 125

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: West Court partial replat no 2

Applicant: Total Surveyors, Inc.



C – Public Hearings

Subdivision

Houston Planning Commission ITEM : 125

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: West Court partial replat no 2

Applicant: Total Surveyors, Inc.



C – Public Hearings

Aerial

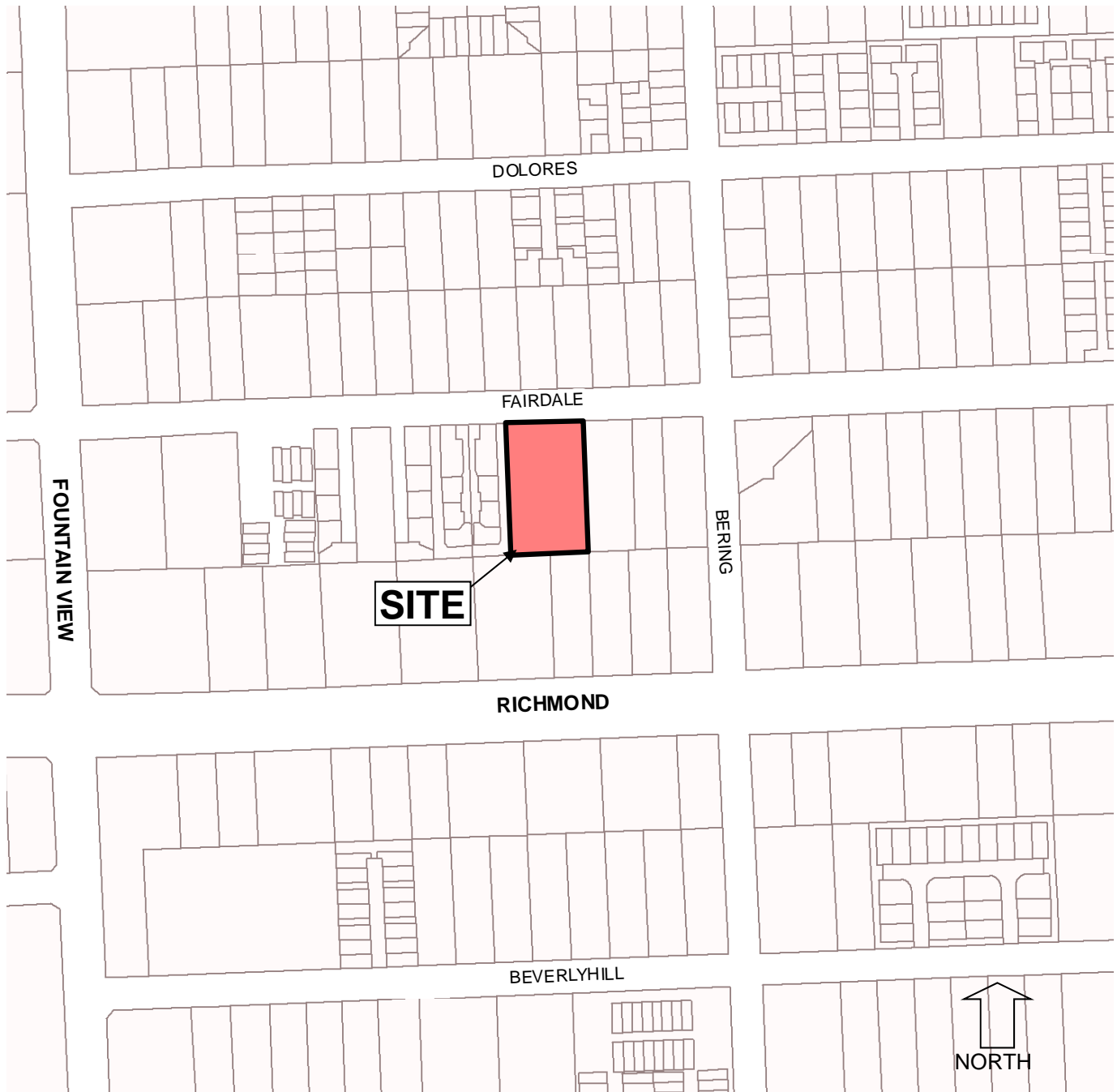
Houston Planning Commission ITEM : 126

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Westheimer Gardens partial replat no 2

Applicant: Total Surveyors, Inc.



C – Public Hearings

Site Location

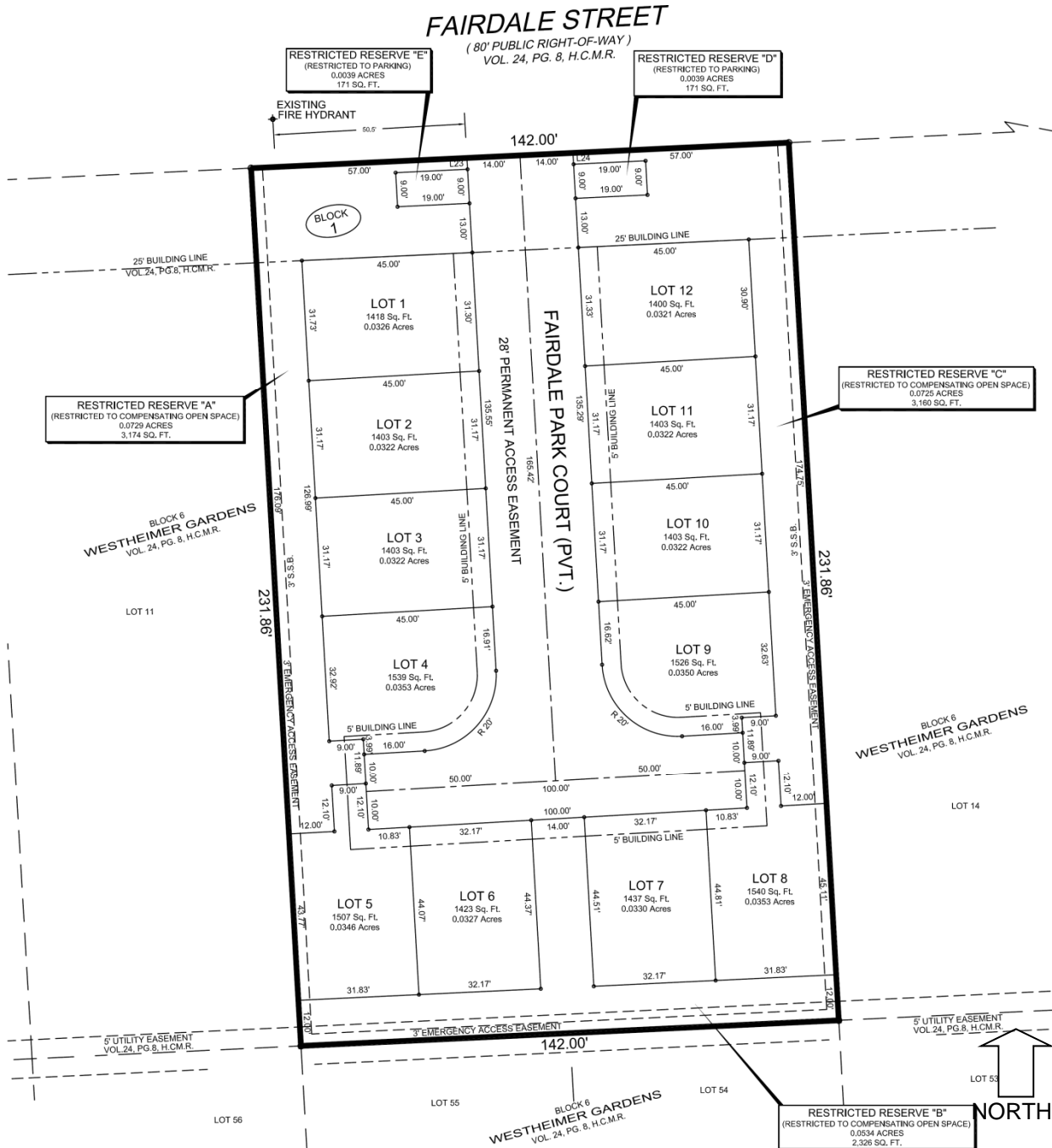
Houston Planning Commission

ITEM : 126

Planning and Development Department Meeting Date: 06/12/2014

Subdivision Name: Westheimer Gardens partial replat no 2

Applicant: Total Surveyors, Inc.



C – Public Hearings

Subdivision

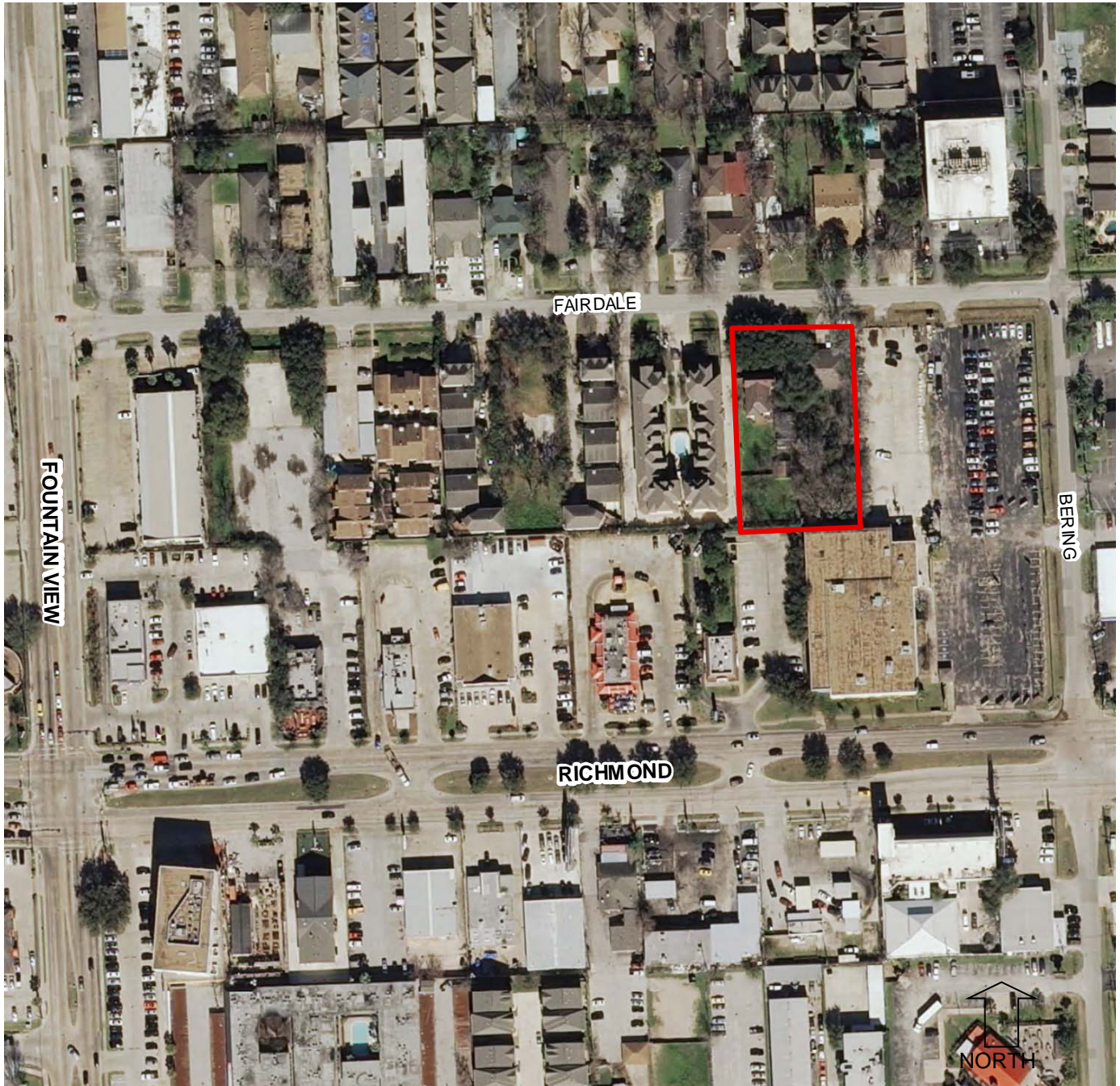
Houston Planning Commission ITEM : 126

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Westheimer Gardens partial replat no 2

Applicant: Total Surveyors, Inc.



C – Public Hearings

Aerial

Houston Planning Commission

ITEM : 127

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Advantage BMW Midtown at West Gray

Applicant: Gruller Surveying



D – Variances

Site Location

Houston Planning Commission

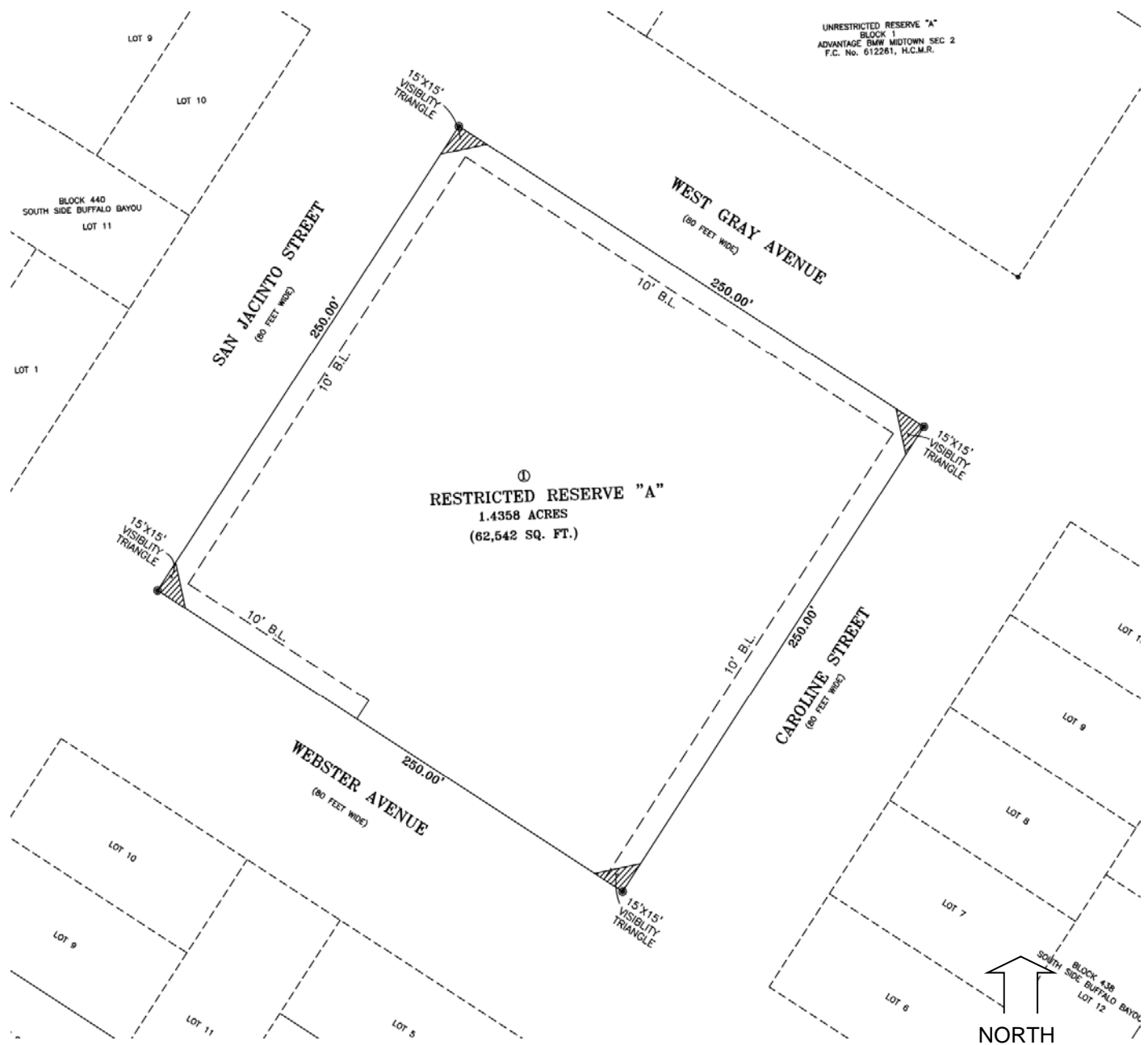
ITEM : 127

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Advantage BMW Midtown at West Gray

Applicant: Gruller Surveying



D – Variances

Subdivision

Houston Planning Commission

ITEM : 127

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Advantage BMW Midtown at West Gray

Applicant: Gruller Surveying

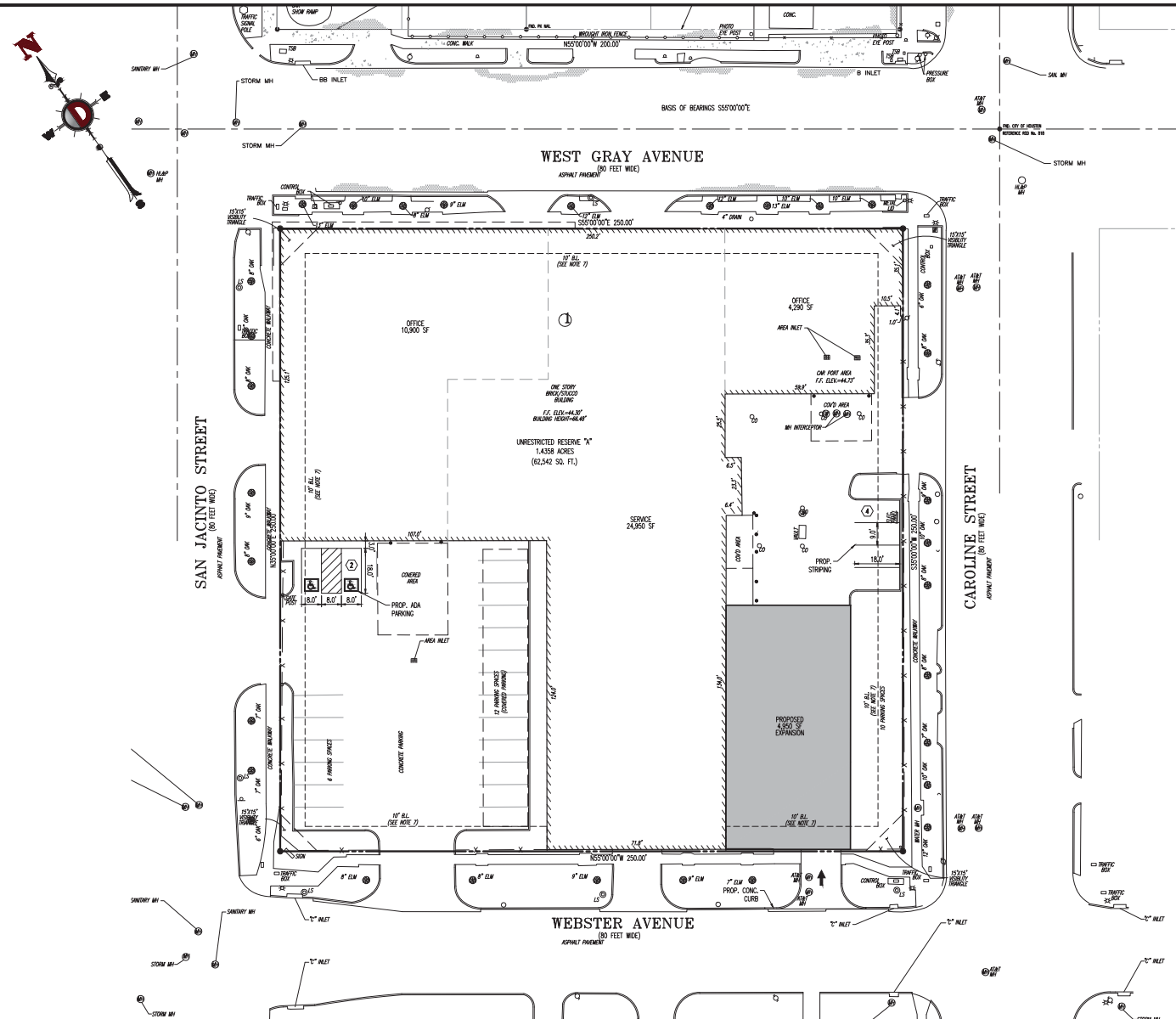


D – Variances

Aerial

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811
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A PHONE CALL GOES TO YOUR NEAREST PUBLIC
CONTRACTORS TO NOTIFY THEM OF THE CALL SYSTEM
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PRIOR TO START OF WORK.



GENERAL NOTES

1. THIS PLAN HAS BEEN PREPARED BASED ON REFERENCES INCLUDING: PLAT OF SURVEY
JULIUS SUBSISTING, LLC
5000 SAN JACINTO, SUITE 1400
HOUSTON, TEXAS
DATE: 10/11/13
2. OWNER: CAROLIN ROSENTHAL ELLIS
1102 WEST BOWLING
HOUSTON, TEXAS 77005
3. APPLICANT: GROUP 1 REALTY
801 KESNER ROAD, SUITE 500
HOUSTON, TEXAS
(713) 447-5700
4. PARCEL DATA ADVANCEMENT: 1000 AUTOM
BLOCK 10, LOT 10
CITY OF HOUSTON
HARRIS COUNTY, TEXAS
USE: AUTO REPAIR ESTABLISHMENT
OFFICE
5. SCHEDULE OF ZONING REQUIREMENTS:

ZONING REQUIREMENT	N/A	EXISTING	PROPOSED
MIN. LOT SIZE	5,000 SF	62,242 SF	62,242 SF
MIN. LOT WIDTH	40'	250'	250'
MIN. LOT DEPTH	40'	250'	250'
MIN. FRONT YARD SETBACK	10'	0' (V)	0' (V)
MIN. SIDE YARD SETBACK	0'	N/A	N/A
MIN. BUILDING HEIGHT	N/A	N/A	N/A
MIN. BUILDING COVERAGE	N/A	35.71% (SF 62,242)	40.21% (SF 62,242)
MIN. OPEN SPACE COVERAGE	N/A	64.29% (SF 62,242)	59.79% (SF 62,242)
PARKING	N/A	24	47

* EXISTING FACILITY REQUIREMENTS:
SERVICES: (2400) X 1.5/1.000 = 100
OFFICE: (15100) X 2.5/1.000 = 38
TOTAL PROVIDED: 24 + 47 BAYS
** PROPOSED FACILITY REQUIREMENTS:
SERVICES: (2400) X 1.5/1.000 = 125
OFFICE: (15100) X 2.5/1.000 = 38
TOTAL PROVIDED: 125 + 38 BAYS
TOTAL PROVIDED: 24 + 47 BAYS
OFF-SITE PARKING IS PROVIDED AT 2021 SAN JACINTO STREET AND 2018 CAROLINE STREET NORTHEAST OF THE SITE.

THIS PLAN SET IS FOR PERMITTING PURPOSES ONLY AND MAY NOT BE USED FOR CONSTRUCTION.

DYNAMIC ENGINEERING
(dba) MIDWEST DYNAMIC ENGINEERING CONSULTANTS, PC

PROJECT: GROUP 1 AUTOMOTIVE
ADVANTAGE BMW SERVICE
PARCEL 123-443 - 001-0001
2101 SAN JACINTO STREET
CITY OF HOUSTON, HARRIS COUNTY, TEXAS

DATE: 01/30/14
DRAWN BY: CAM
DESIGNED BY: GM
CHECKED BY: JAP
CONSTRUCTION CHECK: DATE
CONSTRUCTION CHECK: DATE
DEC Client Code: 0058

J.A. PALUS
PROFESSIONAL ENGINEER
NEW JERSEY LICENSE NO. 41978
PENNSYLVANIA LICENSE NO. 077158
NEW YORK LICENSE NO. 201202
TEXAS LICENSE NO. 100008

SHEET NO. 1 OF 1



Application Number: 2014-1096

Plat Name: Advantage BMW Midtown at West Gray

Applicant: Gruller Surveying

Date Submitted: 05/05/2014

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

Specific Variance is being sought and extent of variance:

The Applicant is requesting a front yard building line variance to allow for a 0' setback along Webster Avenue. The existing development was constructed with the same 0' setback along all four (4) property lines; the subject application represents an extension of the legal non-conformity granted by the Planning Commission in 2002. This will allow for functionality and adequate circulation between the existing and proposed buildings. There has been a recent increase in service demand and as a result, some of the services have been conducted exterior to the building creating noise, dust and other disturbances normal to an automobile service center. The proposed size and shape of the building will provide the appropriate allocation of square footage for the services to function within an enclosed facility. Shifting the addition back to the property line will eliminate one (1) more parking stall and the covered area protected by bollards which functions as a delivery and storage area.

Chapter 42 Section: 142-150

Chapter 42 Reference:

Sec. 42-150. Building line requirement. (d) The following chart is a summary of certain building line requirements of this chapter and is intended for illustrative purposes only. In case of any conflict between the chart and the text of this chapter, the text shall control. Type of Street or Private Roadway: Local streets Tract Description: All others Minimum Building Line Requirement: 10 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 automobile service station currently utilizes a portion of the off-street parking lot to perform detailing and service work. The business has constructed temporary tents and relocated equipment due to the lack of space in the existing service building. These measures were taken in order to supply the necessary services to maintain functionality as a result of the increase in demand. The Applicant wishes to move this service inside of a detailing facility to be shaded from the surrounding street network and properties. The variance will grant the ability to supply adequate space for the service area to comfortably encompass all aspects of service within a building area, accurately allocating space and resources on-site.

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

The proposed building addition will function in conjunction with the existing service building. As a result, the Applicant is requesting the building footprint shall be constructed on the property line, aligned with the existing facility, to provide proper circulation throughout the indoor service facility. The City of Houston Planning Commission previously granted Approval for the existing building to be constructed with a 0' setback and the Applicant is requesting the same for the addition to the building that shall function as the same use.

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

The intent of this chapter is preserved and maintained by continuing the existing uses and setbacks that have already been approved for the subject site. The modifications to the site will improve the daily functions and services of the site. The Applicant is not requesting a change in use or a new variance that has not already been reviewed and approved.

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

The granting of the building setback variance for the proposed project will not have an effect on public health, safety or welfare. The existing sidewalks in the right-of-way shall be maintained and the site will continue to provide the same services. The current use is conducting some of their services exterior to the building (creating noise, dust and other disturbances normal to an automobile service center.) Under proposed conditions, these disturbances will be interior to the building and will not create any disruption to daily life for the surrounding community

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

The variance is being requested to provide adequate space and allocation of resources throughout the subject development. The variance shall ensure that the existing building and proposed building addition act as one use with little variability to the interior and visible exterior of the buildings.

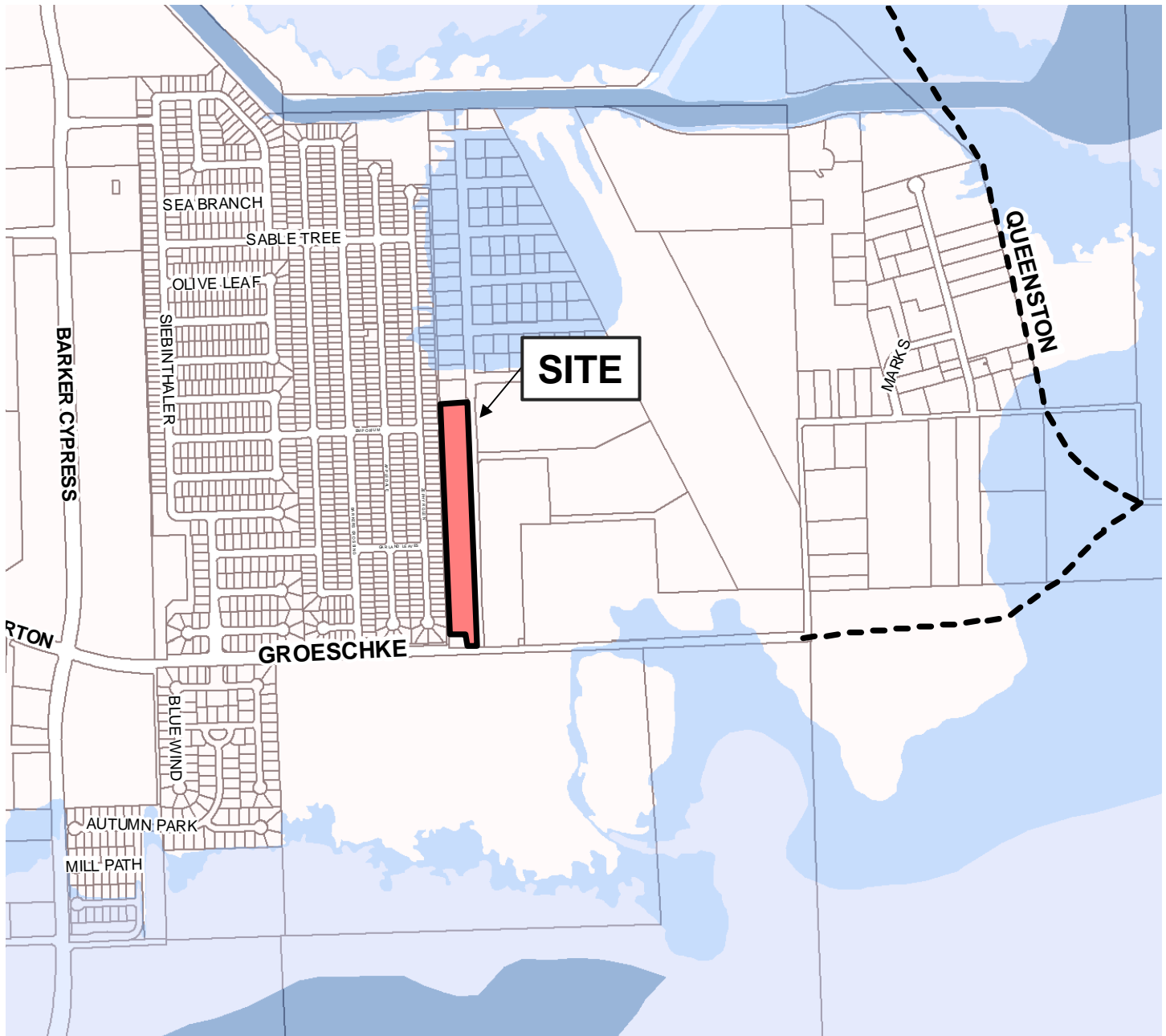
Houston Planning Commission ITEM : 128

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Aerovillas Hangar Home

Applicant: Landtech Consultants, Inc.



D – Variances

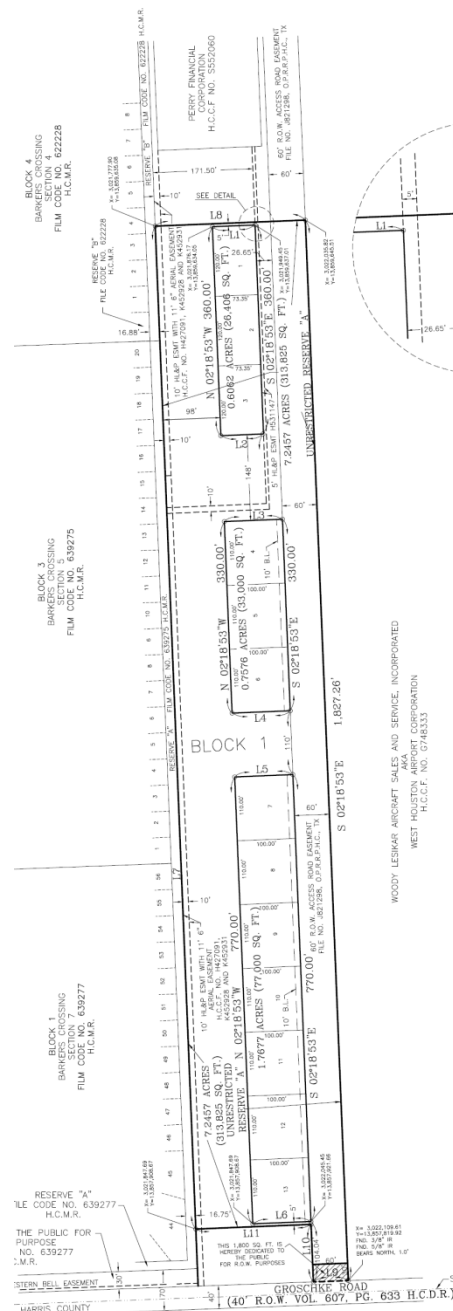
Site Location

Houston Planning Commission ITEM : 128

Planning and Development Department Meeting Date: 06/12/2014

Subdivision Name: Aerovillas Hangar Home

Applicant: Landtech Consultants, Inc.



D – Variances

Subdivision

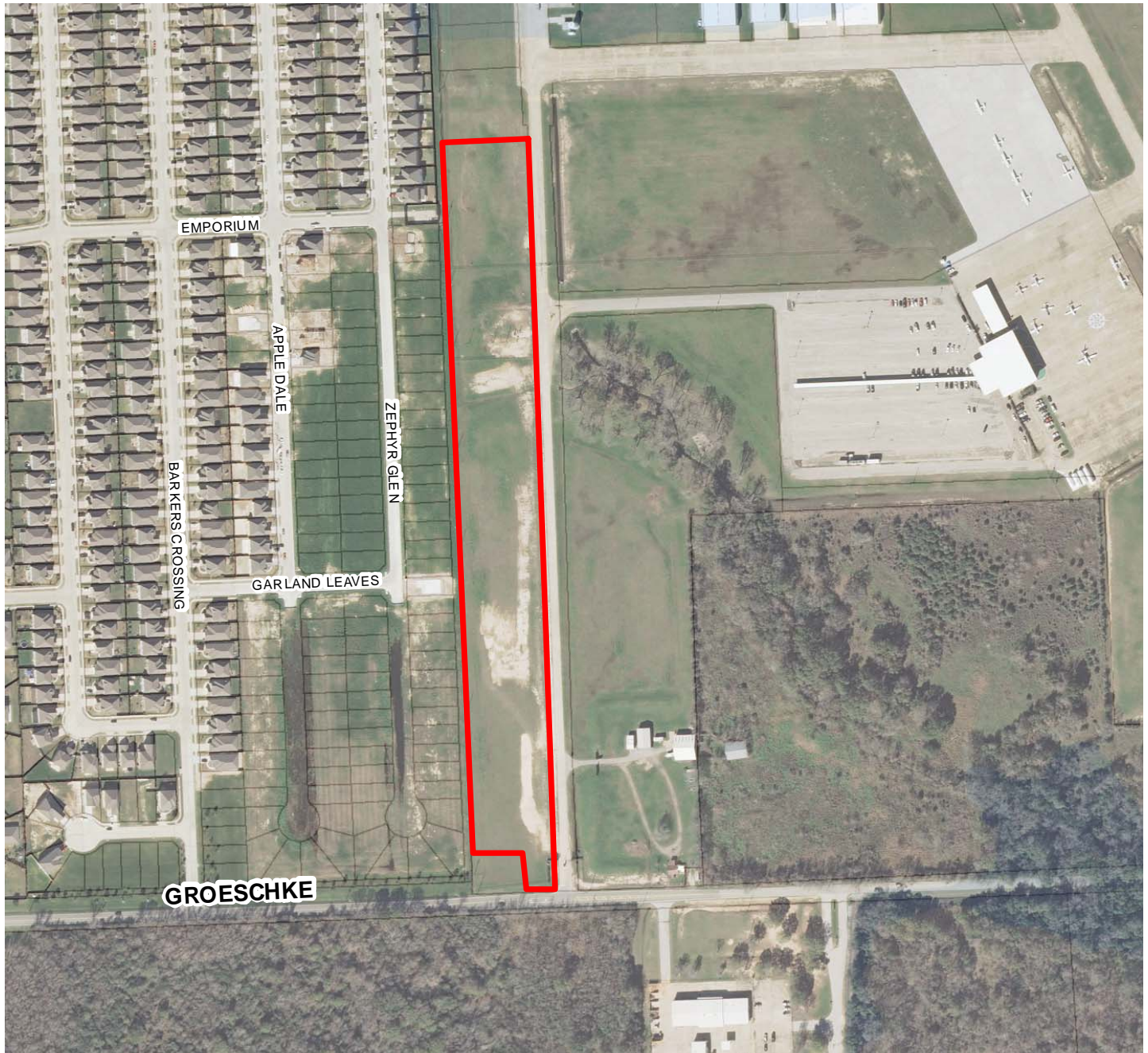
Houston Planning Commission ITEM : 128

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Aerovillas Hangar Home

Applicant: Landtech Consultants, Inc.



D – Variances

Aerial



Application Number: 2014-1286

Plat Name: Aerovillas Hangar Home

Applicant: Landtech Consultants, Inc.

Date Submitted: 05/19/2014

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

Specific Variance is being sought and extent of variance:

To allow thirteen single family lots with no public street frontage to access the public street via a private access easement

Chapter 42 Section: 192 and 128

Chapter 42 Reference:

42-192 and 42-128

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 project site is located outside the City of Houston's City Limits in the unincorporated area of Harris County, Texas and within the City's ETJ. The site location is a suburban area which is surrounded by U.S.A. (federal government) owned property which is a part of the Addicks Reservoir. The subject property is the West Houston Airport. The proposed plan is to plat thirteen residential lots for development. There is no need for public street frontage as the lots will be served by a private access easement. This will be a private subdivision with private access and all private utilities. There is no City of Houston nor MUD district utility service to the subject property. All utilities are private and the subject property is basically self-sufficient providing their own water and sewer services. This is an existing condition which should be grandfathered in as this property was originally developed as the "Memorial Skyland Airport" in 1962. The airport is almost completely built out.

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

This project is bounded by all private property within the efficient and self sufficient West Houston Airport complex. There is no need for public streets as the lots will be part of a private subdivision served by private access easement and private utilities including privatized water and sewer service. This airport is nothing new and is somewhat of a Houston institution. Any activity at this airport should be grandfathered in due to the age of the facility which was originally developed in 1962 as Memorial Skyland. The facility then became Lakeside Airport in 1965. In 1984, with a new airline flying, the airport was renamed West Houston Airport (IWS) to help in promoting its location and facilitate advertising the airport to the general public.

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

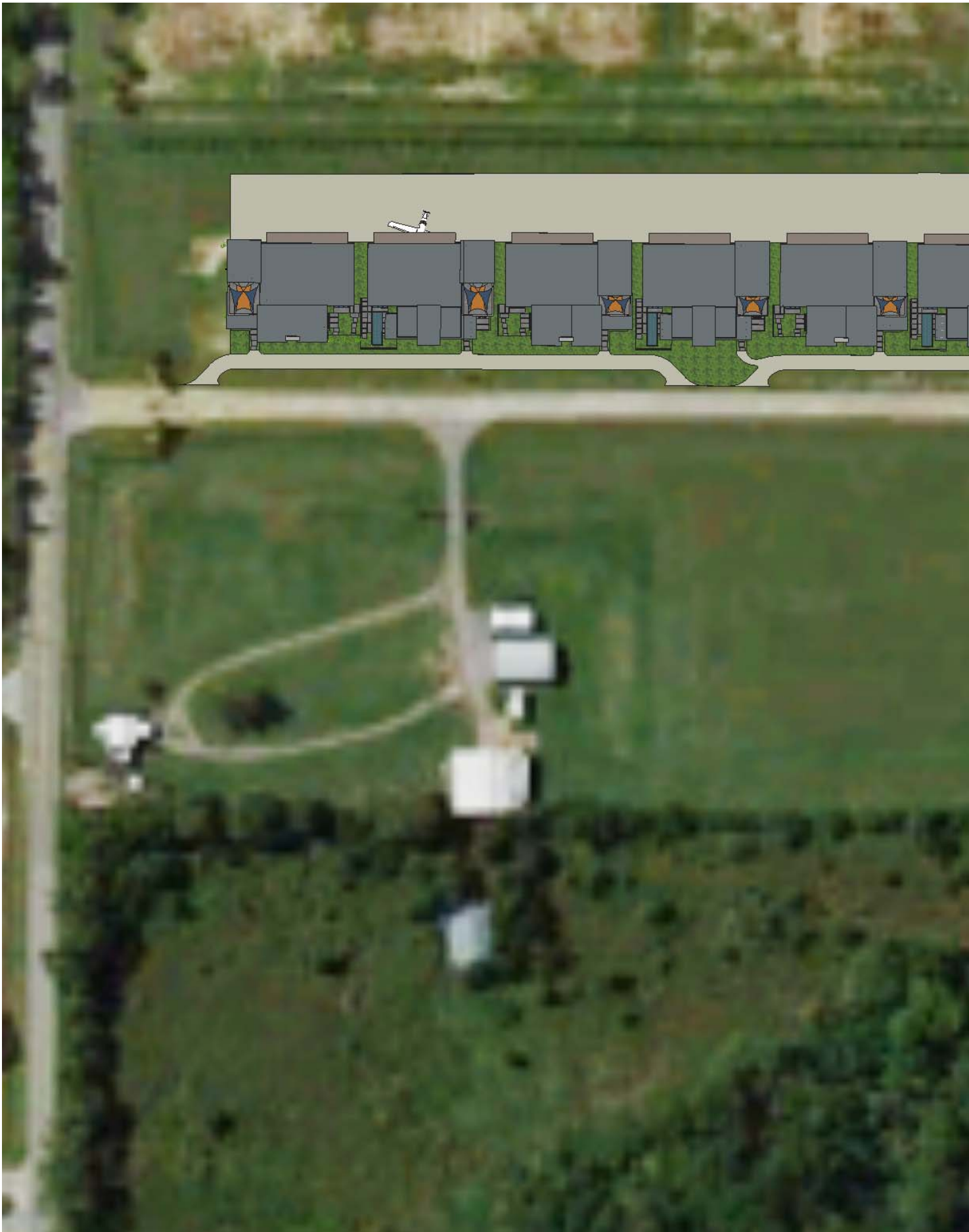
The sections of Chapter 42 that address residential lots minimum frontage requirements on a public street are the sections that are applicable to the no public street frontage variance requested for this project. According to Chapter 42, the establishment of a minimum frontage for lots is a requirement that provides adequate access to a public street. This would generally apply to a public subdivision. However, this is a "special case" project. In this particular case, the proposed development is an entirely private subdivision served by a private access easement and private utilities. There will be no City streets nor City utilities utilized for this private subdivision. "Aerovillas" will be a wonderfully private, exclusive and self sufficient subdivision which is outside of the City Limits and thus should have no negative impact on the City of Houston. This airport has a very positive impact on the Houston area as due all of the other numerous private airports in our area. These airports sometimes serve large corporations who have their own small aircraft. This helps them to beat the hustle and bustle of Hobby and Bush Airports. The West Houston airport is a great asset to this Westside of Houston with lots of large oil company offices located in the famous Westside Energy Corridor.

(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 because there is good existing access to the site of the proposed lots by an existing access easement. This will not impact the City of Houston or anyone in the public other than the future owners of said lots. The future owners will be affected in a positive way and will be able to access their lots in the preferred manner which is via a private access easement and be served by private utilities. There is an awareness about the necessity for greater security near airport facilities in these modern times than is necessary in other parts of the community. That is an additional reason to limit access to this proposed subdivision by having it served by a private access easement and behind the secured confines of the airport security fencing. The entire infrastructure is existing. That is why this is not only feasible but is actually functioning in this manner in the real world presently. This is just a formality to officially record a plat of this property and request the variance for the private access.

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

The justification is in allowing this existing development to continue giving back to the citizens. This project will benefit the neighborhood because there are existing businesses on this property which presently contribute in a positive fashion to the economy in this area of western Harris County. The Houston Planning Commission should approve this plat and grant the requested variance. This property has the same right to be a recorded subdivision as all other property located in this area. The variance should be granted because this property should be grand-fathered in because the West Houston Airport is an existing development. The only item is that this will be a private subdivision with a private access easement for vehicular access. Thus there will be no impact to consider. The only prudent and reasonable action is to approve the plat and grant the variance.





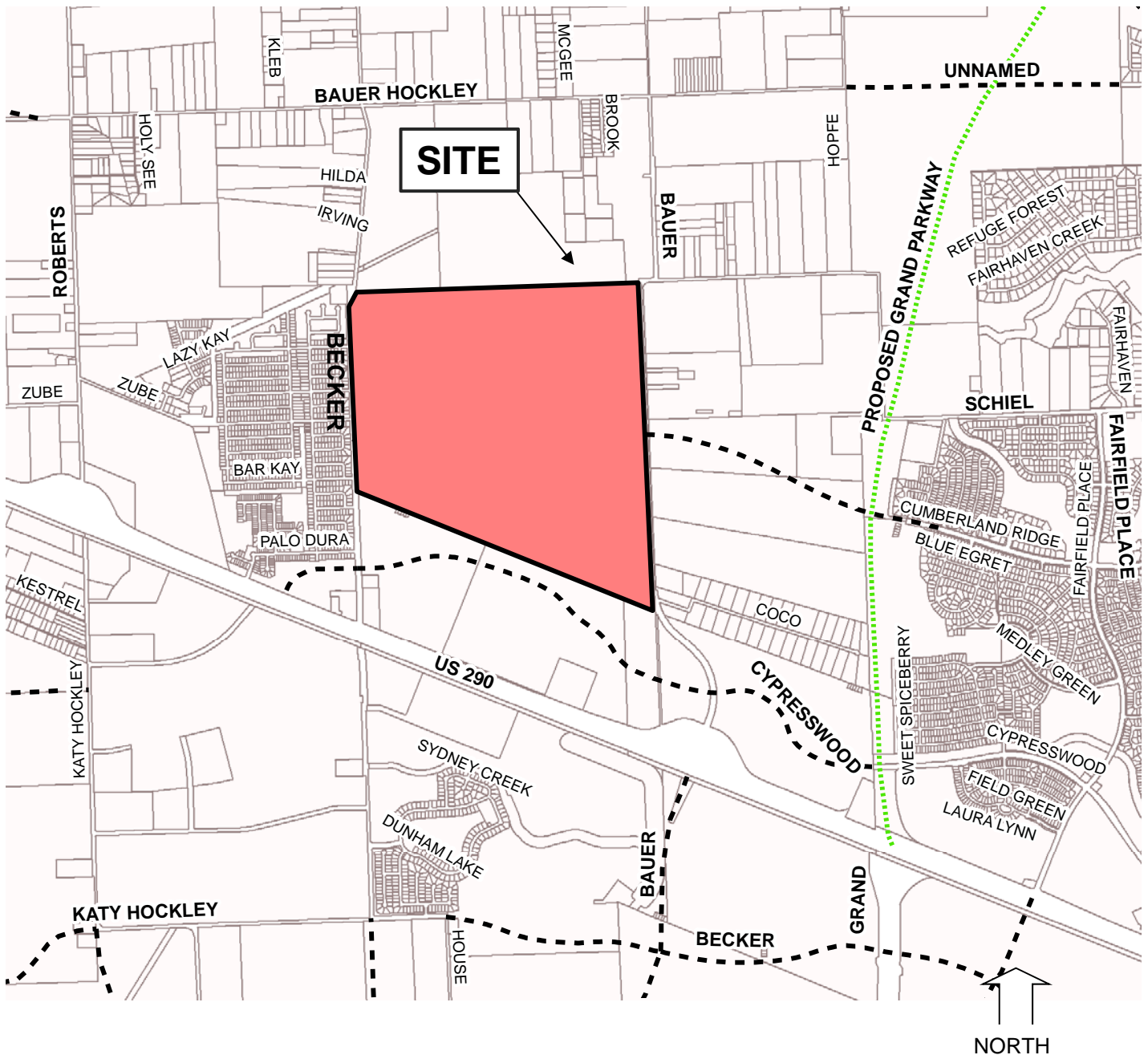
Houston Planning Commission ITEM : 129

Planning and Development Department

Meeting Date:06/12/2014

Subdivision Name: Bauer Road Tract GP (DEF 2)

Applicant: BGE| Kerry R. Gilbert Associates



D – Variances

Site Location

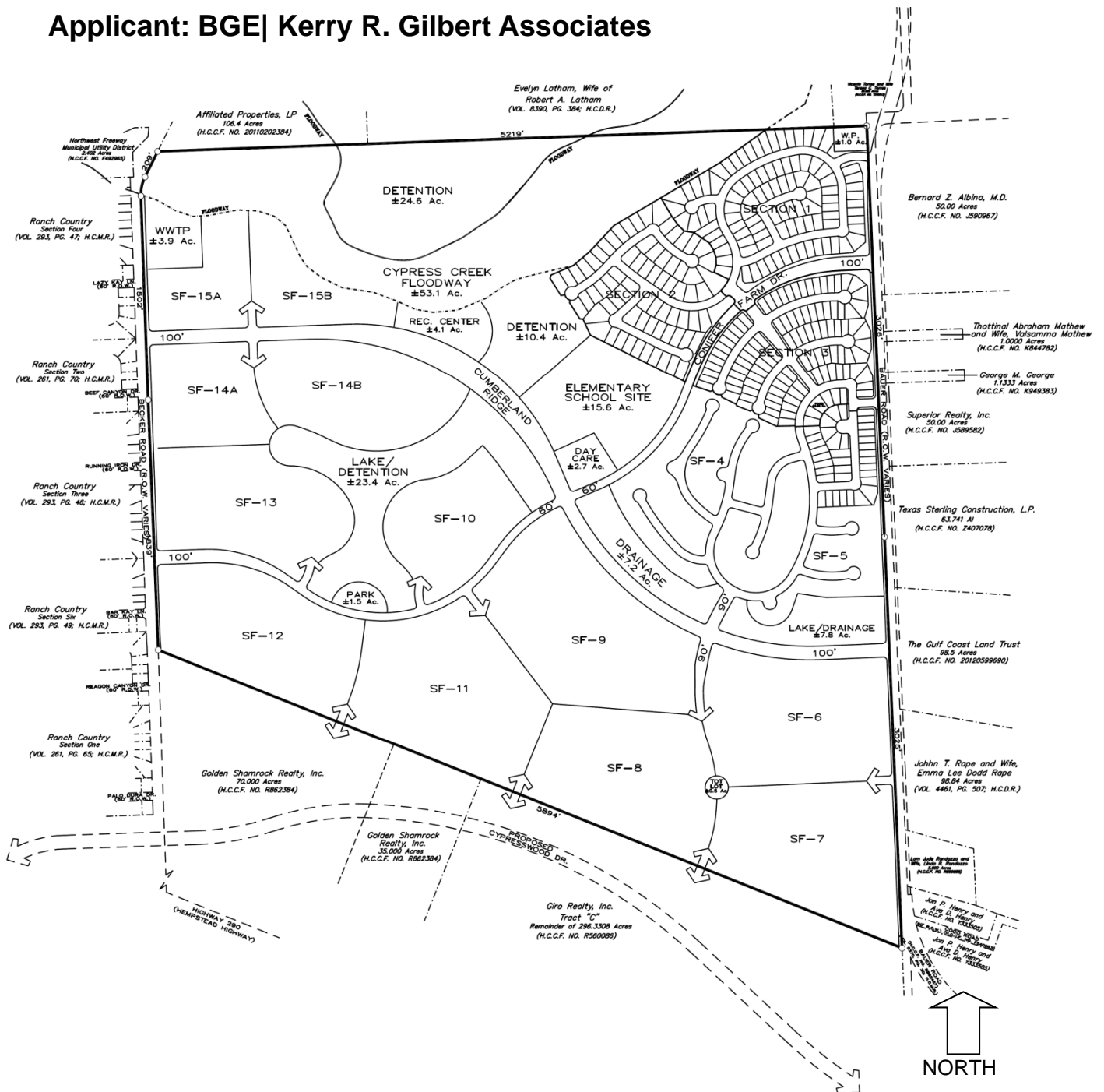
Houston Planning Commission

ITEM : 129

Planning and Development Department Meeting Date: 06/12/2014

Subdivision Name: Bauer Road Tract GP (DEF 2)

Applicant: BGE| Kerry R. Gilbert Associates



D – Variances

Subdivision

Houston Planning Commission ITEM : 129

Planning and Development Department

Meeting Date:06/12/2014

Subdivision Name: Bauer Road Tract GP (DEF 2)

Applicant: BGE| Kerry R. Gilbert Associates



D – Variances

Aerial



Application Number: 2014-1042

Plat Name: Bauer Road Tract GP

Applicant: BGE|Kerry R. Gilbert Associates

Date Submitted: 05/04/2014

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

Specific Variance is being sought and extent of variance:

To allow a reduced intersection spacing at three intervals along a major thoroughfare, Becker Road, from two locations: to the north and to the south at an intersection with Cumberland Ridge, and to the south from an intersection with a proposed collector street.

Chapter 42 Section: 127

Chapter 42 Reference:

(b) Intersections along a major thoroughfare shall be spaced a minimum of 600 feet apart.

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 Bauer Road Tract is a +600-acre proposed master-planned community located northwest of central Houston, situated north of US Highway 290 and south of Little Cypress Creek, bounded by the major thoroughfares Bauer Road and Becker Road to the east and west respectively. The proposed development will also contain the extension of Cumberland Ridge, an east-west major thoroughfare. Additional access to the subject site will be provided by a proposed collector street crossing through the property between Bauer Road and Becker Road and intersecting Cumberland Ridge. The subject site is surrounded by the existing Ranch Country neighborhood across Becker Road to the west, and by acreage tracts north across Little Cypress Creek, east across Bauer Road, and to the south before Highway 290. Ranch Country, the currently existing single-family residential subdivision to the west of the subject site, is a platted subdivision along the major thoroughfare Becker Road. This subdivision includes existing local streets at intervals ranging from +480' to +1005' adjacent to the subject site. Due to the fact that transitioning a collector street or major thoroughfare across an intersection into a local street creates an unsafe intersection, the alignments of the proposed collector street and the extension of Cumberland Ridge through the subject site must terminate in intersections with Becker Road at locations between the existing local streets. However, the distances between the existing local streets make it impossible to provide any new intersections to Becker Road from the subject site that meet the minimum intersection spacing of 600'. The currently proposed street alignment aims to provide the best possible locations for the intersection of Cumberland Ridge and the proposed collector street with Becker Road. However, these intersection locations create offsets less than 600' from the existing streets in three areas: 1) north from the proposed alignment of Cumberland Ridge to the existing local street Lazy Kay Lane; 2) south from the proposed alignment of Cumberland Ridge to the existing local street Beef Canyon Drive; and 3) south from the alignment of the proposed collector street to the existing local street Bar Kay Lane.

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

The existing local streets intersecting Becker Road preclude the possibility of further intersections that meet the minimum offset distance, but further connections are required by both the Major Thoroughfare Plan and the circulation needs of the proposed development, and these connections are from streets of a larger scale that cannot directly tie into the existing intersections. These existing streets are the justification for the variance.

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



Application Number: 2014-1042

Plat Name: Bauer Road Tract GP

Applicant: BGE|Kerry R. Gilbert Associates

Date Submitted: 05/04/2014

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

Specific requirement for which the special exception is being sought:

To allow a reduced curve radius on the extension of Cumberland Ridge within the subject site.

Chapter 42 Section: 132

Chapter 42 Reference:

(a) Curves for the right-of-way of a major thoroughfare shall have a centerline radius of at least 2,000 feet. Reverse curves shall be separated by a tangent distance of not less than 100 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;

The Bauer Road Tract is a +600-acre proposed master-planned community located northwest of central Houston, situated north of US Highway 290 and south of Little Cypress Creek, bounded by the major thoroughfares Bauer Road and Becker Road to the east and west respectively. The proposed development will also contain the extension of Cumberland Ridge, an east-west major thoroughfare. Additional access to the subject site will be provided by a proposed collector street crossing through the property between Bauer Road and Becker Road and intersecting Cumberland Ridge. The subject site is surrounded by the existing Ranch Country neighborhood across Becker Road to the west, and by acreage tracts north across Little Cypress Creek, east across Bauer Road, and to the south before Highway 290. The subject site faces a unique difficulty in setting the alignment of the extension of Cumberland Ridge. Specifically, the existing intersections on Becker Road to the west do not allow for a new intersection or connecting intersection that meets the strict application of the rules of Chapter 42, although the Major Thoroughfare Plan shows a connection there from Cumberland Ridge. The alignment of Cumberland Ridge as proposed in the Bauer Road Tract GP has been optimally determined in order to create the safest possible intersection spacing along Becker Road, as well as a proper intersection between the extension of Cumberland Ridge and the proposed collector serving the proposed development. This alignment includes a curve with a radius of 1750'. Although the proposed centerline radius of Cumberland Ridge is less than the minimum required by Chapter 42, this radius does meet standards set forth by AASHTO.

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

The granting of this special exception will result in a centerline radius that creates a safe curve for vehicular traffic, thus achieving a result contemplated by the standards in Article III of this chapter.

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

The proposed modification is a 12.5% deviation from the standard.

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

By providing a safe street curvature that culminates in the safest possible intersection and alignment conditions, the intent and general purpose of this chapter will be maintained.

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

By providing a safe street curvature that culminates in the safest possible intersection and alignment conditions, the granting of this Special Exception will not be injurious to the public health, safety or welfare.

The intent and general purpose of Chapter 42 will be preserved and maintained by the provision of hierarchical street circulation within the proposed development and the careful alignment of the collector and major thoroughfare streets to create the safest possible intersection offsets along Becker Road.

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

The public health, safety, and welfare will benefit from the granting of the variance by allowing the connection of the major thoroughfare and collector streets to provide proper circulation for the proposed development.

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

The existing street network and circulation needs are the supporting circumstances for this request.

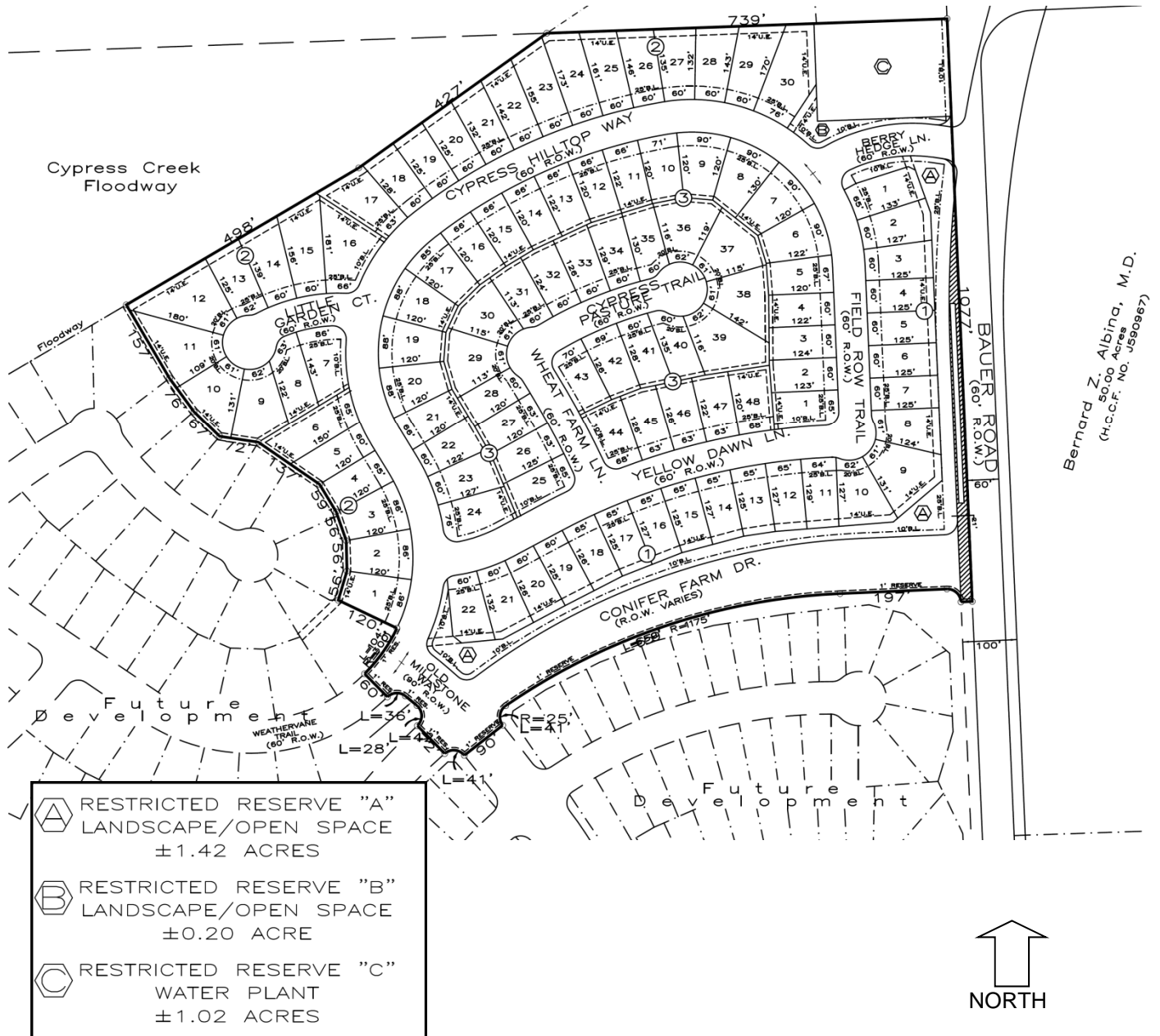
Houston Planning Commission

ITEM : 130

Planning and Development Department Meeting Date: 06/12/2014

Subdivision Name: Bauer Road Tract Sec 1 (DEF 2)

Applicant: BGE| Kerry R. Gilbert Associates



D – Variances

Subdivision

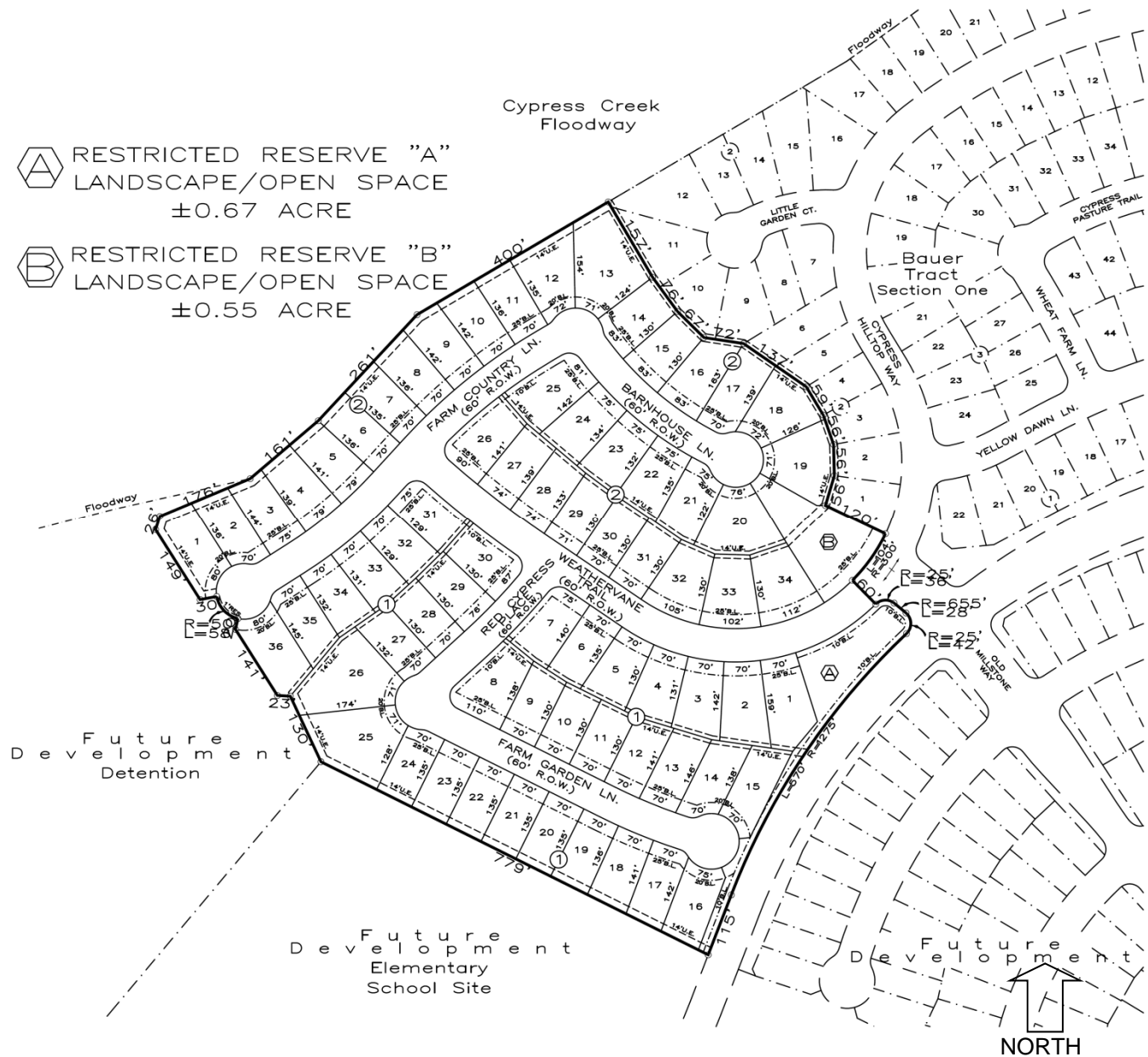
Houston Planning Commission

ITEM : 131

Planning and Development Department Meeting Date: 06/12/2014

Subdivision Name: Bauer Road Tract Sec 2 (DEF 2)

Applicant: BGE| Kerry R. Gilbert Associates



D – Variances

Subdivision

Houston Planning Commission

ITEM : 132









Planning and Development Department

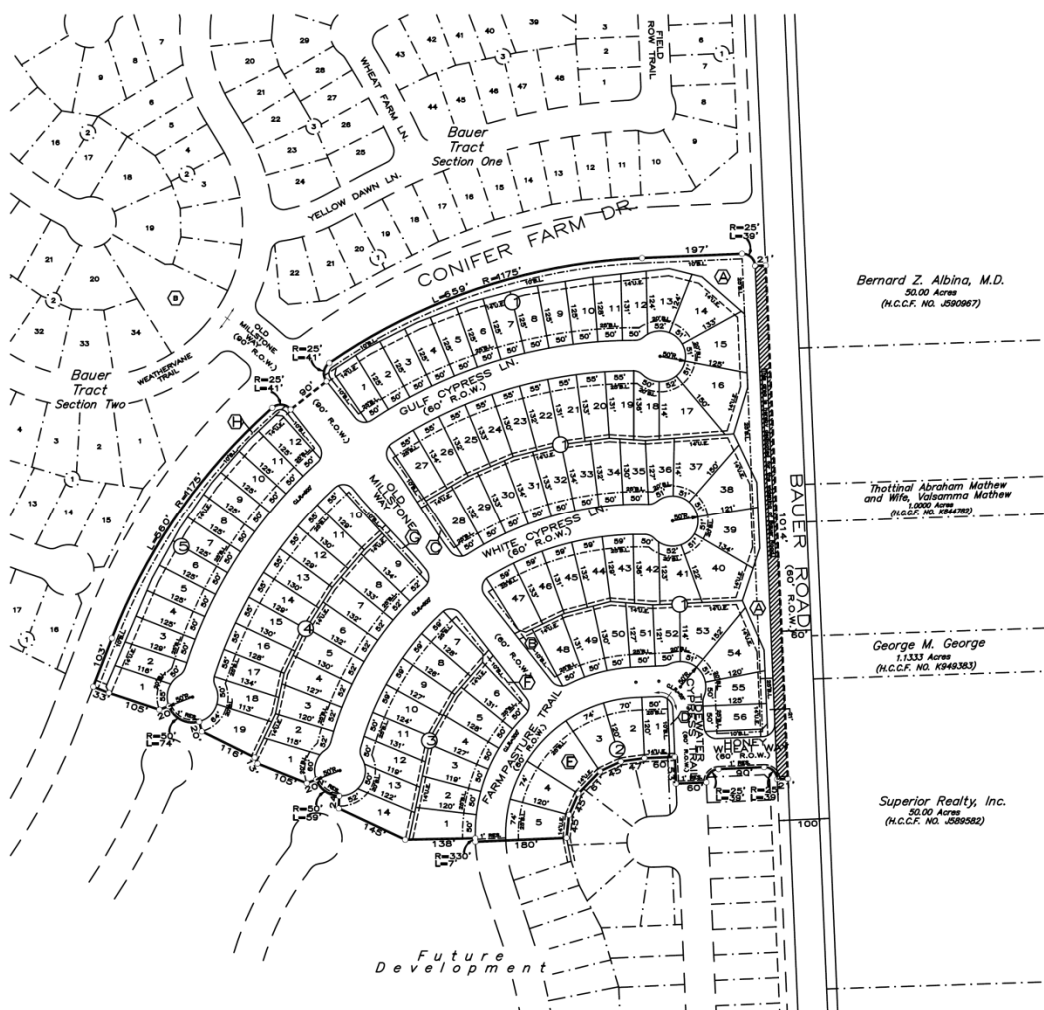
Meeting Date: 06/12/2014

Subdivision Name: Bauer Road Tract Sec 3 (DEF 2)

Applicant: BGE| Kerry R. Gilbert Associates

NOTE:

-  RESTRICTED RESERVE "A"
LANDSCAPE/OPEN SPACE
±1.23 ACRES
-  RESTRICTED RESERVE "B"
LANDSCAPE/OPEN SPACE
±0.11 ACRE
-  RESTRICTED RESERVE "C"
LANDSCAPE/OPEN SPACE
±0.09 ACRE
-  RESTRICTED RESERVE "D"
LANDSCAPE/OPEN SPACE
±0.03 ACRE
-  RESTRICTED RESERVE "E"
LANDSCAPE/OPEN SPACE
±0.24 ACRE
-  RESTRICTED RESERVE "F"
LANDSCAPE/OPEN SPACE
±0.11 ACRE
-  RESTRICTED RESERVE "G"
LANDSCAPE/OPEN SPACE
±0.09 ACRE
-  RESTRICTED RESERVE "H"
LANDSCAPE/OPEN SPACE
±0.37 ACRE



D – Variances

Subdivision

Houston Planning Commission ITEM : 133

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Broadstone Falcon Landing (DEF)

Applicant: Windrose Land Services, Inc.



D – Variances

Site Location

Meeting Date: 06/12/2014

Applicant: Windrose Land Services, Inc.



Subdivision

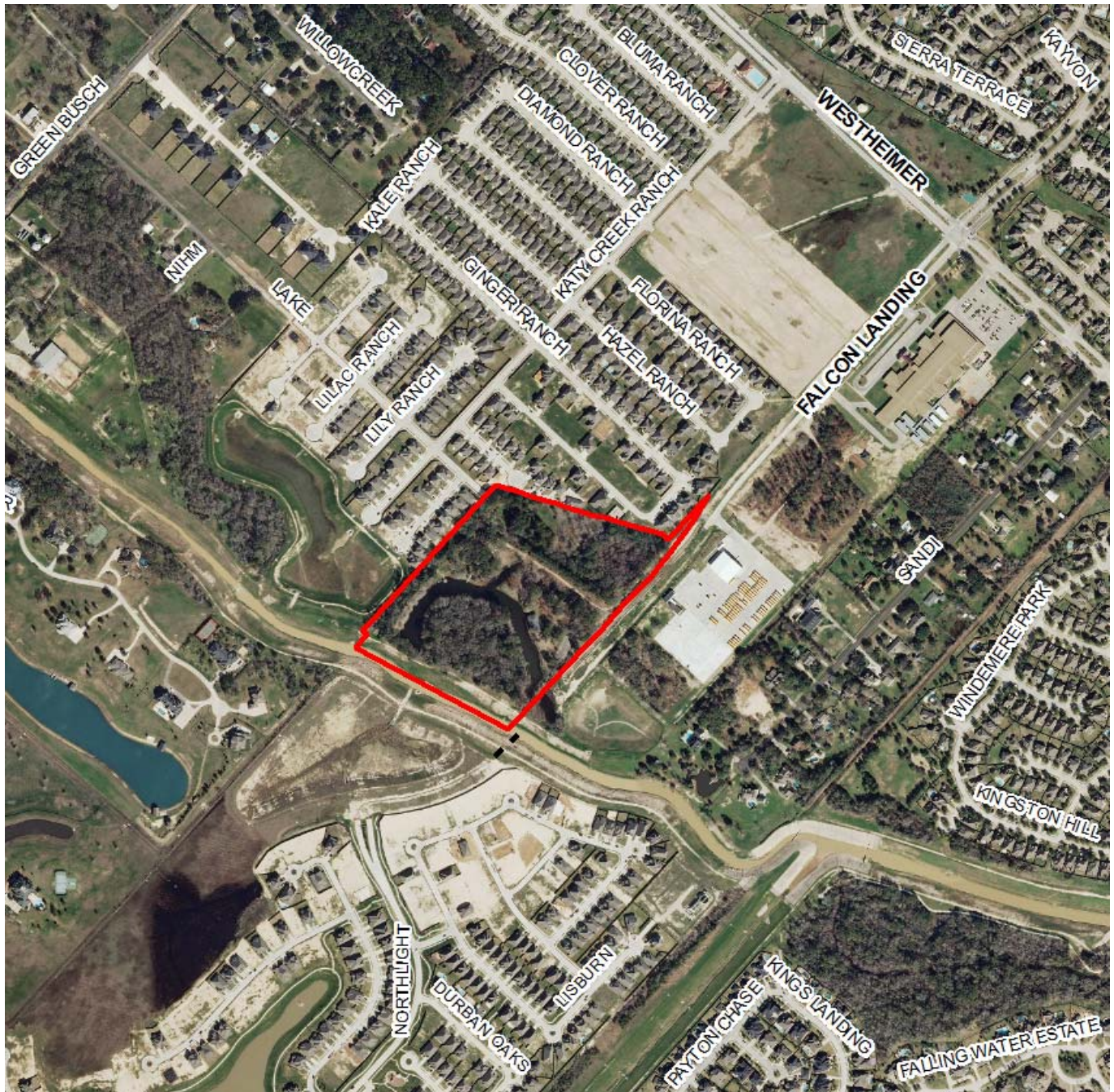
Houston Planning Commission ITEM : 133

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Broadstone Falcon Landing (DEF)

Applicant: Windrose Land Services, Inc.



D – Variances

Aerial



Application Number: 2014-1279

Plat Name: Broadstone Falcon Landing

Applicant: Windrose Land Services, Inc.

Date Submitted: 05/19/2014

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

Specific Variance is being sought and extent of variance:

The applicant requests a variance to allow a lift-station reserve to take primary access from a private access easement.

Chapter 42 Section: 42-188

Chapter 42 Reference:

Sec. 42-188. Lot access to streets. (a) Each lot shall have access to a street or shared driveway that meets the requirements of this chapter and the design manual, subject to the limitations of this section.

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 site is located south of Westheimer Road, east of Green Busch Road and west of Falcon Landing Road. The site is bordered on the south by the Willow Fork of Buffalo Bayou and is surrounded by dense residential development. The site itself is significantly impacted by natural elements, including an "oxbow" lake, many dense tree stands and special flood hazard area. While the location is ideal for development, these environmental considerations have left the site as one of the last undeveloped tracts in the area. In addition, the limited availability of public infrastructure requires the site to obtain utility connections from Fort Bend County MUD No. 185 to connect to the wastewater facility on the south side of Willow Fork. This connection creates the need for a sanitary lift station facility to be created in order to provide sanitary service to the site. The lift-station will be owned and operated by F.B.C.M.U.D. No. 185 and will create a parcel that is less than 10 acres. Fort Bend County Regulations require all divisions of land less than 10 acres to be platted as individual reserves. However, the topography, existing natural features, and the existing bridge and embankment crossing Willow Fork force the location of the lift-station to the southwest corner of the platted area, leaving it without frontage on a dedicated public street as required in Chapter 42-188. If the applicant is required to dedicate and construct a public street or shared driveway to the lift-station site it would destroy the ability of the applicant to develop a viable multifamily use on the property without significantly impacting the existing natural environment that the developer is working diligently to maintain. For these reasons, the applicant is seeking a variance to allow primary access to the lift-station be provided by a 20 foot wide permanent access easement that will lie on and over a proposed fire lane/drive lane within the developed site plan site in lieu or provided 60 feet of frontage on Falcon Landing Boulevard.

(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 based on the existing physical characteristics that affect the property, such as the ox-bow lake, special flood hazard areas, and significant topography. These natural features create a situation where the engineering analysis puts the lift-station reserve at the southwest corner of the site. Because of the converging factors of this site - limited developable land, rigid regulations for streets/shared driveways, the desire to preserve as much of the natural elements as possible - the applicant cannot put in a public street or shared driveway. That leaves an access easement as the only viable solution.

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

The lift-station site will have adequate access to satisfy MUD and Fort Bend County requirements. The proposed public street or shared driveway connection to the lift-station site will not be beneficial to the public or the applicant; it will instead destroy much of the natural elements of the site and almost certainly make it infeasible to develop the property with the intended use.

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

The proposed development, including a separate lift-station reserve with an access easement, is consistent with many other developments in the City of Houston and Fort Bend County. Requiring the extension of a street or shared driveway to the site will be detrimental to the natural environment, especially the vegetation and topography of the tree line buffering the single-family residential uses to the north.

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

The conditions supporting the variance are based on the unique physical characteristics of the land. The existing ox-bow lake and required location of the lift-station make a public street or shared driveway extension to the lift-station reserve infeasible. The highest and best use for the property is a high-density residential concept that will preserve as much natural environment as possible, which is exactly why the applicant is asking for the variance.

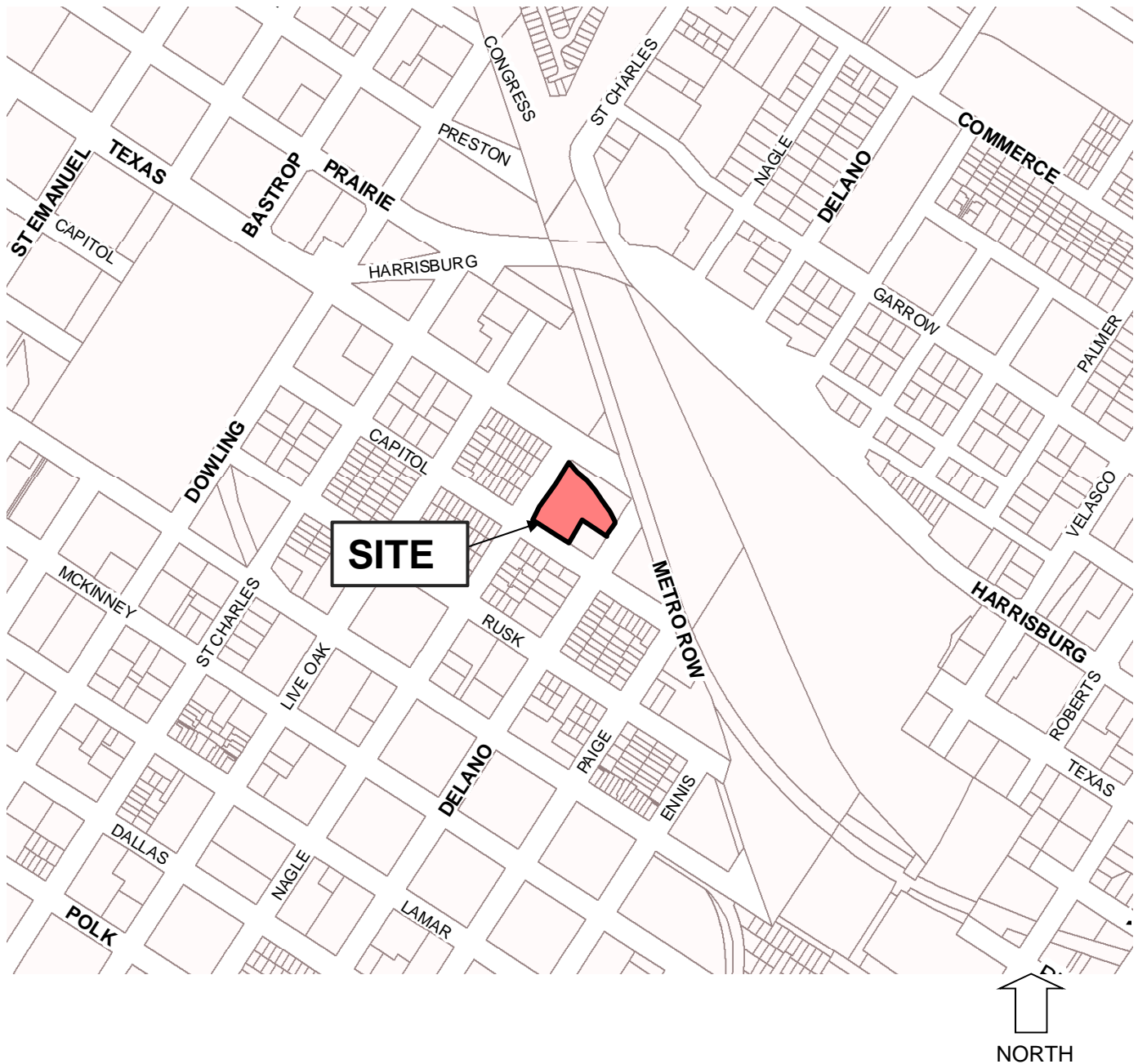
Houston Planning Commission ITEM : 134

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Capitol Commons (DEF)

Applicant: Vernon G. Henry & Associates, Inc.



D – Variances

Site Location

Meeting Date: 06/12/2014

Applicant: Vernon G. Henry & Associates, Inc.



Subdivision

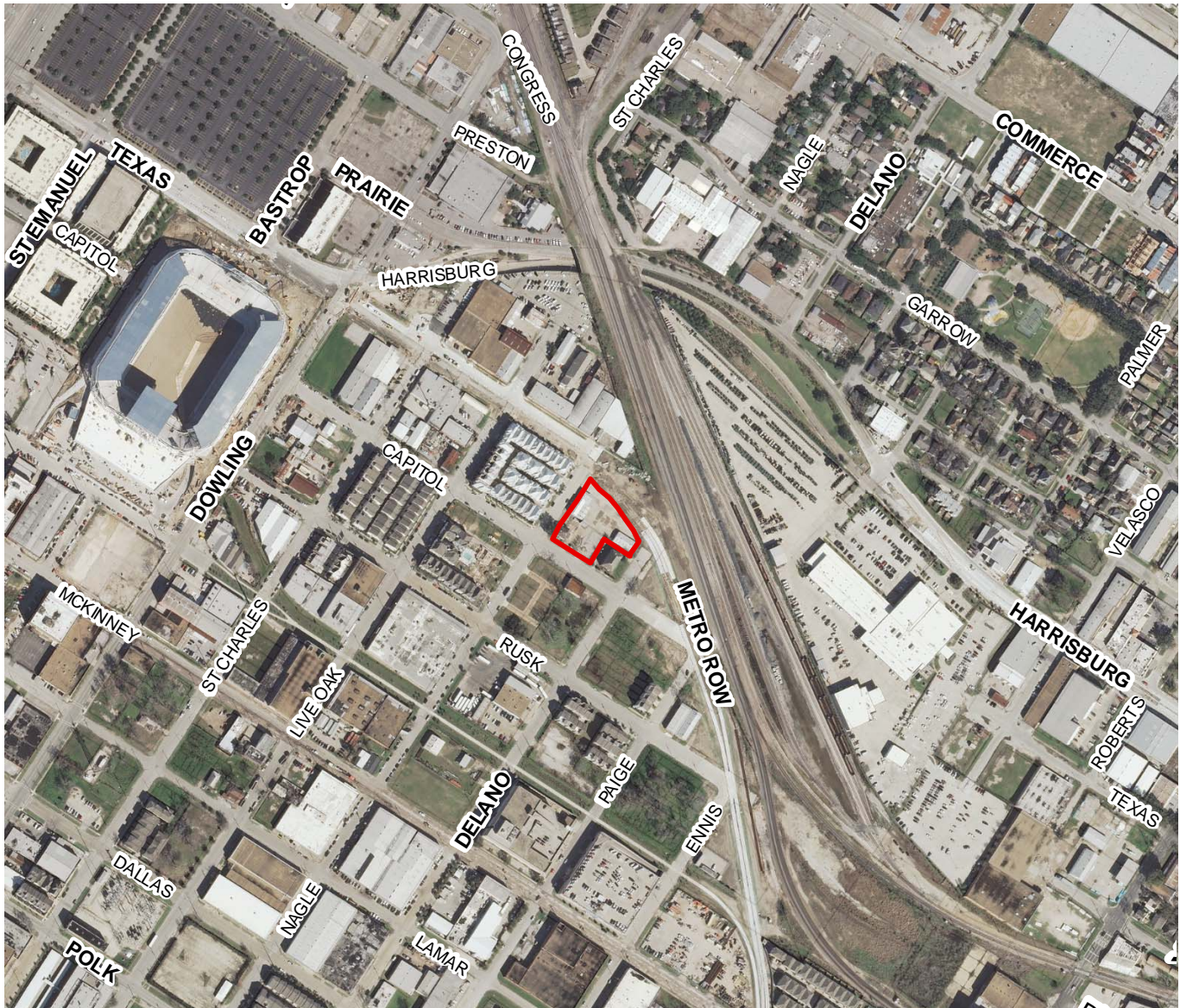
Houston Planning Commission ITEM : 134

Planning and Development Department

Meeting Date: 06/12/2014

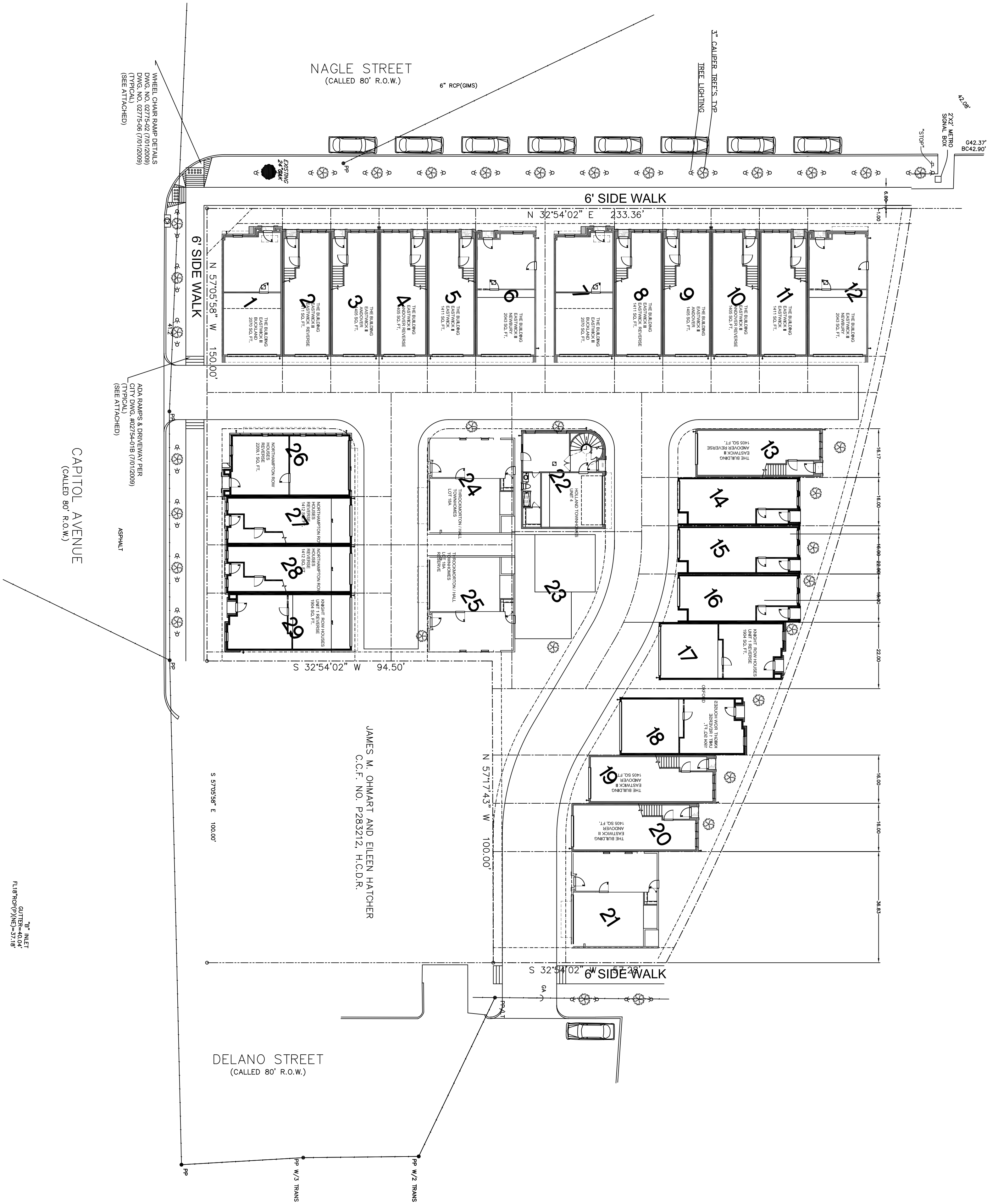
Subdivision Name: Capitol Commons (DEF)

Applicant: Vernon G. Henry & Associates, Inc.



D – Variances

Aerial



REVISIONS:	

InTownHomes	1520 Oliver Houston, Tx 77007 (713) 880-4811
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CAPITOL 2701 Capitol Houston Texas	SITE PLAN
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DATE January 16, 2012	SCALE 1" = 20'-0"
DRAWN BY RPM	CHECKED BY SC
PROJECT NUMBER	

T-1



Application Number: 2014-0947

Plat Name: Capitol Commons

Applicant: TBG Partners

Date Submitted: 04/21/2014

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

Specific Variance is being sought and extent of variance:

To allow lots less than 1400 square feet ; to allow shared driveways of 200' in length to be connected

Chapter 42 Section: 181, 145

Chapter 42 Reference:

Sec. 42-145. General layout and arrangement for all shared driveways. (a) A subdivision plat within the city may provide for a lot that takes access from a shared driveway within the same subdivision plat as the lot in accordance with the following requirements: (2) The total length of the shared driveway shall be 200 feet or less as measured along the centerline of the shared driveway starting from the intersection with the public street, provided however that a shared driveway may be more than 200 feet in length if all lots that take access from the shared driveway have frontage in the amount of the minimum lot width required by section 42-185 of this Code on a public street that is not an alley and that contains a roadway; Sec. 42-181. Single-family residential lot size. (a) The minimum lot size for a single-family residential lot with wastewater collection service shall be: (2) 3,500 square feet for a lot within the city.

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 proposed town house development is on the near east side, immediately adjacent to the southeast light rail line. The sales experience of this builder in the area is that many buyers and would-be buyers are single and do not want a large home. Many are eliminated from buying and are kept in rented apartments because only large homes are available. . This problem has greatly increased in recent years because house size and price is proportionate to the land cost. Land prices in the inner city have doubled since 2011-2012 (and some parcels have had an even high price increase). As a result of the increased land costs, the housing costs in Houston has risen disproportionately with respect to income. In 2004, the median house price in Houston was \$130,000. By 2014, that median had increased more than \$50,000 to \$181,500. Income was not keeping pace. Between 2005 and 2012 household income only increased from \$54, 932 to \$55,910. At the same time, household size was diminishing. Yet most new housing continues to have 3 bedrooms, 2 ½ baths and 2 car garages. The present lot size was set in 1999 and represented 3 townhouses on a 50' x 100' lot, the size common in the area then redeveloping on a lot by lot basis. For larger parcels in area being totally redeveloped, such as an entire block, that lot size limit is not necessarily valid and often results in lots larger than are needed for a small home. Allowing smaller lots will help to keep prices at a level that more can afford. This property is in the original area platted by the Allen Brothers when they founded Houston and the original lots were sized differently. In the last century, the area was industrial and is now being converted to residential use. The blocks are small and street parking is available around most blocks, including this one. Locating smaller houses on lots larger than they require also results in large outdoor spaces that must be maintained by the resident and that are inappropriate to the lifestyle of people who desire to live in the inner-city in a townhome. They frequently need to travel on business and/or work long hours and do not have time to plant, weed, water, fertilize, mow, rake or do any of the many things required to maintain outdoor spaces. Unkempt outdoor spaces are unattractive and devalue a neighborhood.

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

This area was planned by the Allen brothers with small blocks and wide streets. The original lots are far too large for contemporary housing use, particularly since few homeowners raise their own vegetables or keep horses for transportation.

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

The intent of the ordinance is to promote the efficient use of land and the health, safety and welfare of Houston citizens. Allowing some lots to be smaller will be consistent with new life-styles and the redeveloping character of the area.

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

Public welfare will be enhanced by encouraging more buyers, especially young buyers, to stay in the City rather than moving to the suburbs. Allowing more residents to be home owners increases resident interest and involvement in the community.

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

The justification for the variance is the proximity to the center of the city and allowing the opportunity for more buyers to purchase their own homes.

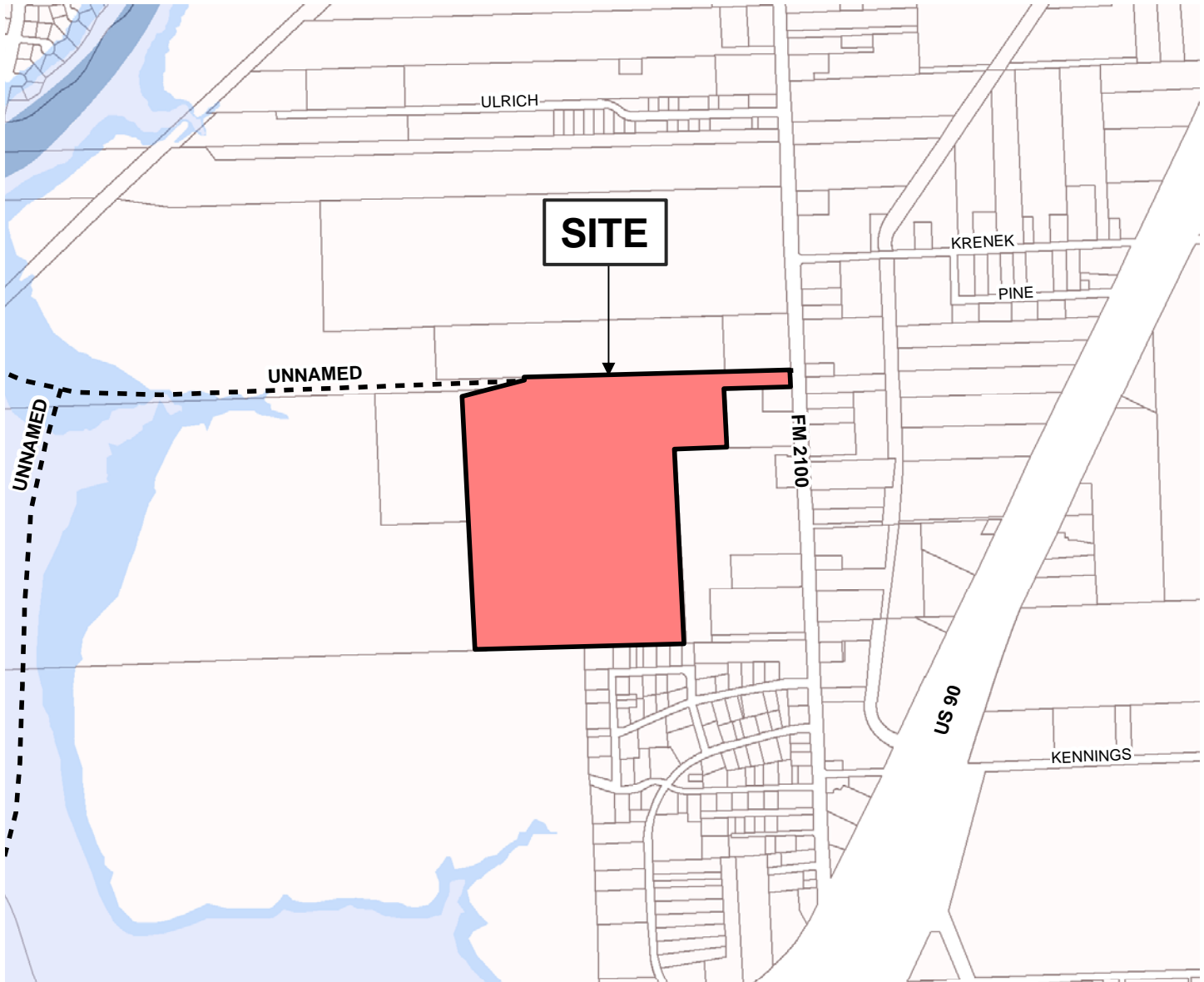
Houston Planning Commission ITEM : 135

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Crosby High School Sec 1

Applicant: LJA Engineering, Inc



D – Variances

Site Location

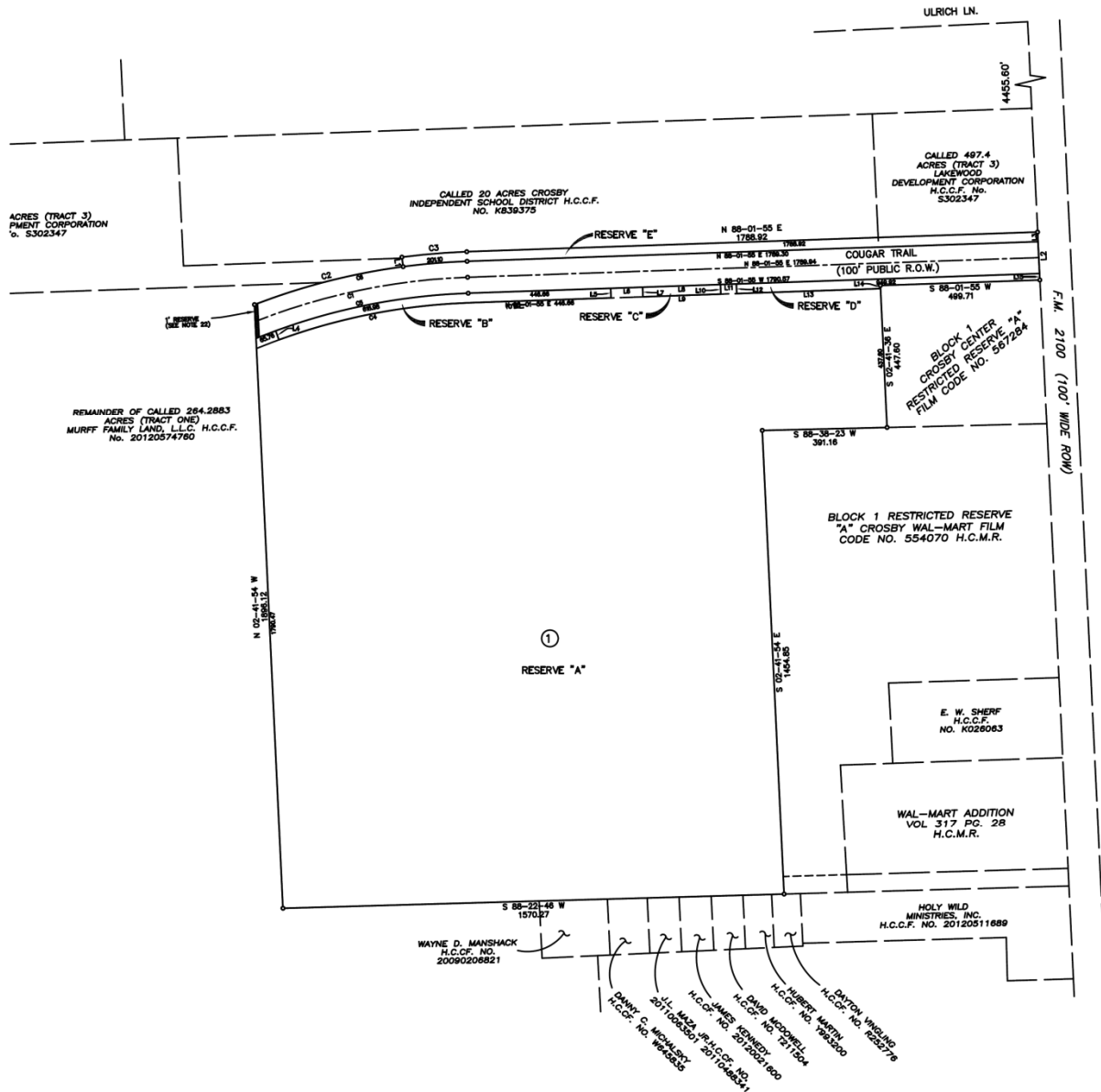
Houston Planning Commission ITEM : 135

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Crosby High School Sec 1

Applicant: LJA Engineering, Inc



RESERVE TABLE			
RESERVE	ACREAGE	SQ.FT.	TYPE
A	71.340	3,107,577	UNRESTRICTED
B	0.729	31,767	RESTRICTED TO LANDSCAPE/OPEN SPACE
C	0.168	7,320	RESTRICTED TO LANDSCAPE/OPEN SPACE
D	0.540	23,506	RESTRICTED TO LANDSCAPE/OPEN SPACE
E	1.372	59,750	RESTRICTED TO LANDSCAPE/OPEN SPACE
TOTAL	74.149	3,229,920	



D – Variances

Subdivision

Houston Planning Commission ITEM : 135

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Crosby High School Sec 1

Applicant: LJA Engineering, Inc



D – Variances

Aerial



**PLANNING &
DEVELOPMENT
DEPARTMENT**

**VARIANCE
Request Information Form**

Application Number: 2014-1282

Plat Name: Crosby High School Sec 1

Applicant: LJA Engineering, Inc.- (West Houston Office)

Date Submitted: 05/19/2014

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

Specific Variance is being sought and extent of variance:

Allow block length to exceed 1400' along the north and southern property lines to allow the construction of a new highschool.

Chapter 42 Section: 42-128 (a) (1)

Chapter 42 Reference:

42-128(a)(1) Each local street shall intersect with a street that meets the requirements within 1400'.

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;

Crosby High School Section 1 is a proposed plat of 80.157 acres located just west of FM 2100 and generally located west of Hwy 90. This new school is proposed to be located just south of the original (current) highschool. The highschool has private streets and driveways that provide access but does not have a public street that runs north and south of the property. This east/west length of the proposed school is 2460'. This plat is proposing the dedication of a public street called Cougar Trail. Strict application of the maximum block length would make building a functional highschool infeasible.

(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 is due from the fact that the current highschool did not have a public street running through it. There will be no public street running north of the proposed plat because the current highschool will remain after this site is developed.

(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 as there will be opportunity to provide a north/south street west of the proposed school as most of the area is undeveloped. Additionally, this plat is providing a 140' east/west street and FM 2100 and HWY 90 provide north/south arterials in the area.

(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 as there is a viable east/west street and two north/south major thoroughfares in the area. Allowing the access inside the school to be private streets is necessary as a public street would not be conducive to traffic safety within school property. Increased speed limits and outside access to the school would not be preferable.

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

The hardship is feasibility. It is not practical to have a public street with building lines normal speed limits. The private drives and easements within the school would have reduced speed limits and allow for the safety and security that makes a school safe.

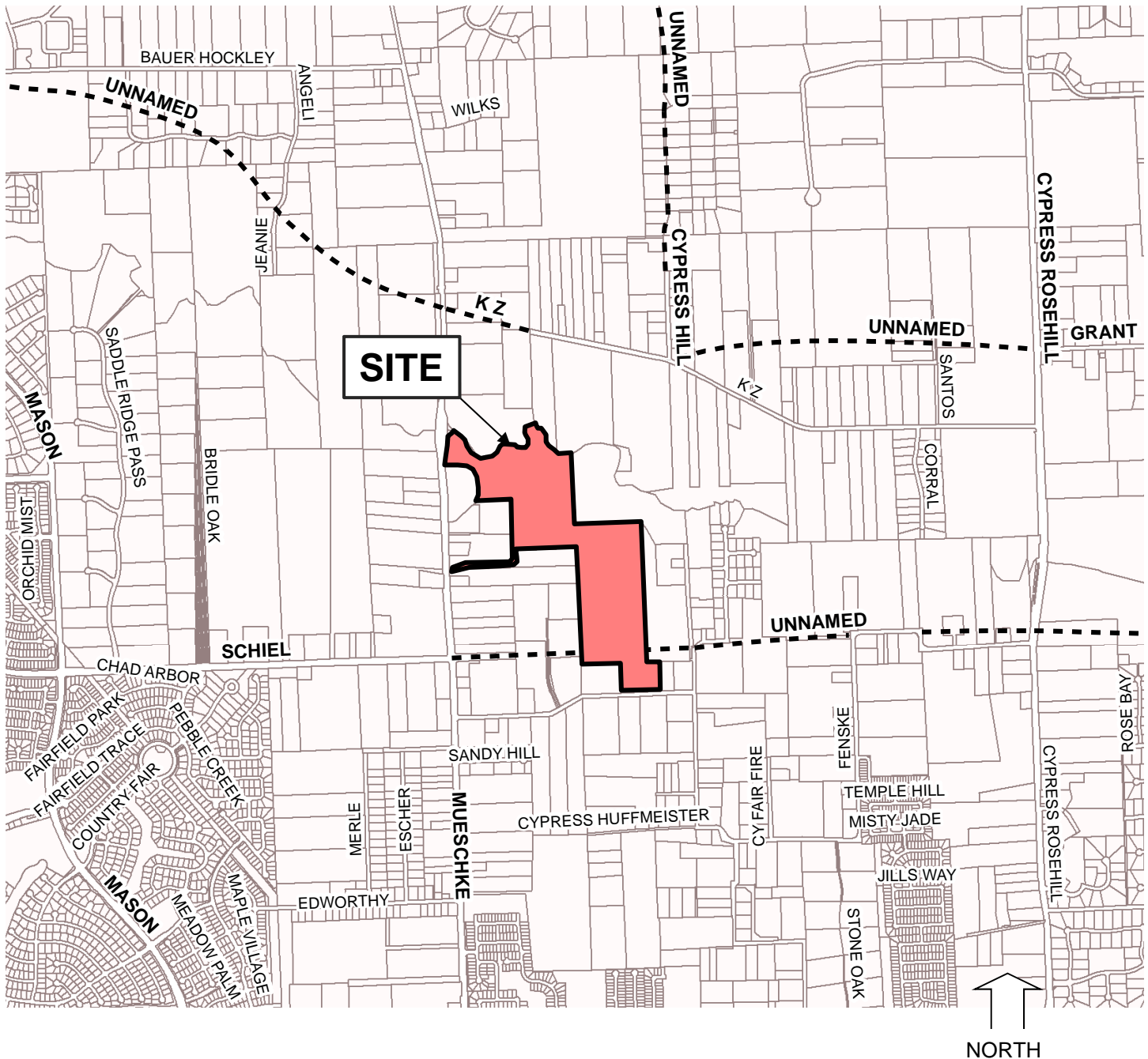
Houston Planning Commission ITEM : 136

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Cypress Church Road Tract (DEF)

Applicant: BGE|Kerry R. Gilbert Associates



D – Variances

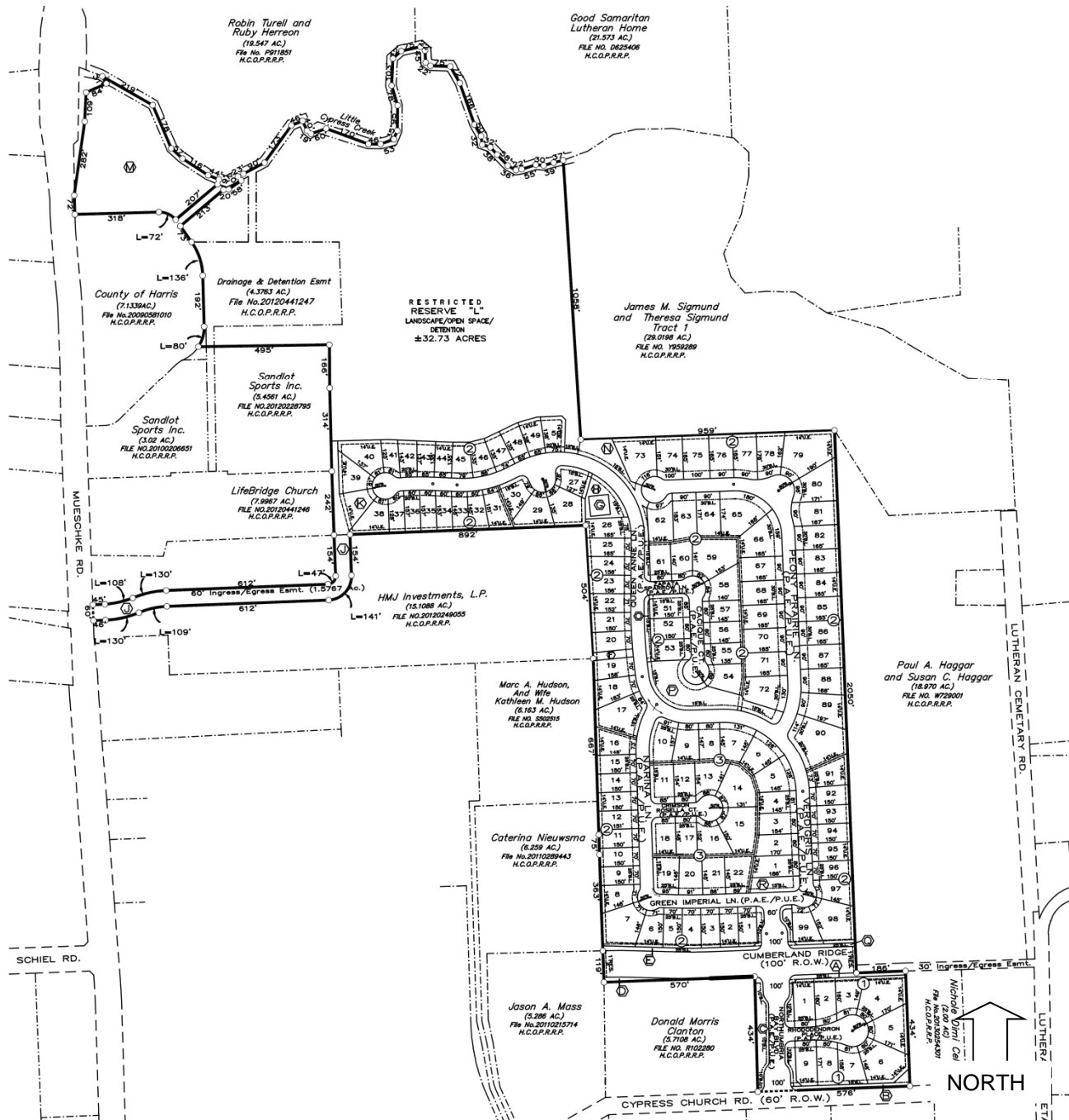
Site Location

Houston Planning Commission ITEM : 136

Planning and Development Department Meeting Date: 06/12/2014

Subdivision Name: Cypress Church Road Tract (DEF)

Applicant: BGE|Kerry R. Gilbert Associates



D – Variances

Subdivision

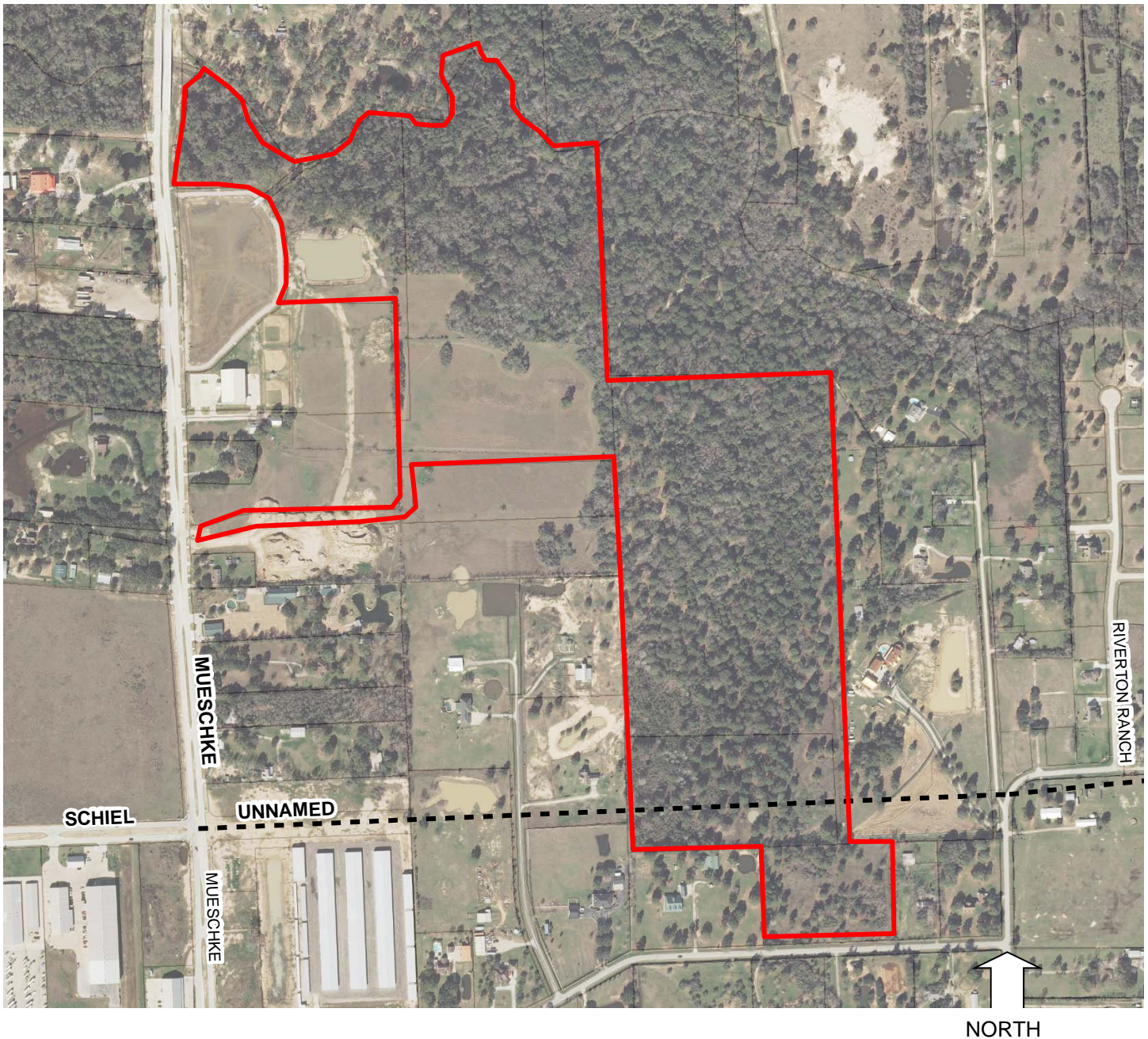
Houston Planning Commission ITEM : 136

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Cypress Church Road Tract (DEF)

Applicant: BGE|Kerry R. Gilbert Associates



D – Variances

Aerial



Application Number: 2014-1284

Plat Name: Cypress Church Road Tract

Applicant: BGE|Kerry R. Gilbert Associates

Date Submitted: 05/19/2014

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

Specific Variance is being sought and extent of variance:

To not provide an east-west connection within the subject site, for a distance of approximately 2990' from the northern property line at Little Cypress Creek south to the proposed alignment of the extension of Cumberland Ridge Drive aka Schiel Road.

Chapter 42 Section: 128

Chapter 42 Reference:

(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

(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 Cypress Church Road Tract is a ±97 acre proposed master-planned community located northwest of central Houston in the Cypress area. The current primary access for the project is from the existing 60' right-of-way Cypress Church Road, with future access coming primarily from the east-west extension of Cumberland Ridge Drive through the southern part of the subject site. The subject site is bounded by Cypress Church Road to the south, multiple large-lot residences and various unrecorded developments to the east, northeast, and west, and the floodway and wetlands areas of Little Cypress Creek to the north. The subject site is encumbered both by this floodway and its associated floodplain and wetlands, as well as existing drainage coming onto the site from neighboring properties. The current overall design of the Cypress Church Road Tract includes 130 single-family lots in multiple sections, all of which will be private gated sections, along with approximately 24.6 acres of land in the floodway of Willow Creek. The single-family lots are divided into two groups by the right-of-way for the extension of Cumberland Ridge, which is projected to extend from an existing local street in the east, through the subject site, and then west to the existing Schiel Road. The extension of Cumberland Ridge will provide vastly increased east-west circulation for this area. A public street connection north of Cumberland Ridge would make the intended gating of the subject site impractical. Additionally, the adjacent tracts are all middling-sized properties of a few acres each, composed mostly of large-lot single-family homes, institutional use tracts, and small commercial tracts. All of these properties currently take access from the existing street network. Creating an additional east-west street would be of no benefit to the adjacent properties, and, given the relatively small size of the adjacent tracts, would place a disproportionate burden on any one tract that was impacted by the extension of a new street. Furthermore, the likelihood of these tracts ever consolidating into a single development is very slim. In the rare event that consolidation was to occur, that in itself would provide sufficient opportunity for appropriate street circulation. Given both the current and proposed public rights-of-way in this area, and the configuration of the adjacent properties, additional east-west connections would be both burdensome and of no particular benefit to

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

The floodway of Willow Creek, the existing street network, and the configuration of the adjacent tracts are existing conditions and were not created by the applicant.

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

The existing street network is adequate for the current and future needs of the subject site and the adjacent tracts, and will be supplemented by the extension of Cumberland Ridge Drive; the variance therefore preserves and maintains the intent of Chapter 42 concerning street intersections.

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

The public health, safety, and welfare are not affected by the granting of this variance, since the existing and future circulation of the area is not harmed.

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

The floodway of Willow Creek, the existing street network, and the configuration of the adjacent tracts are the supporting circumstances for this request.

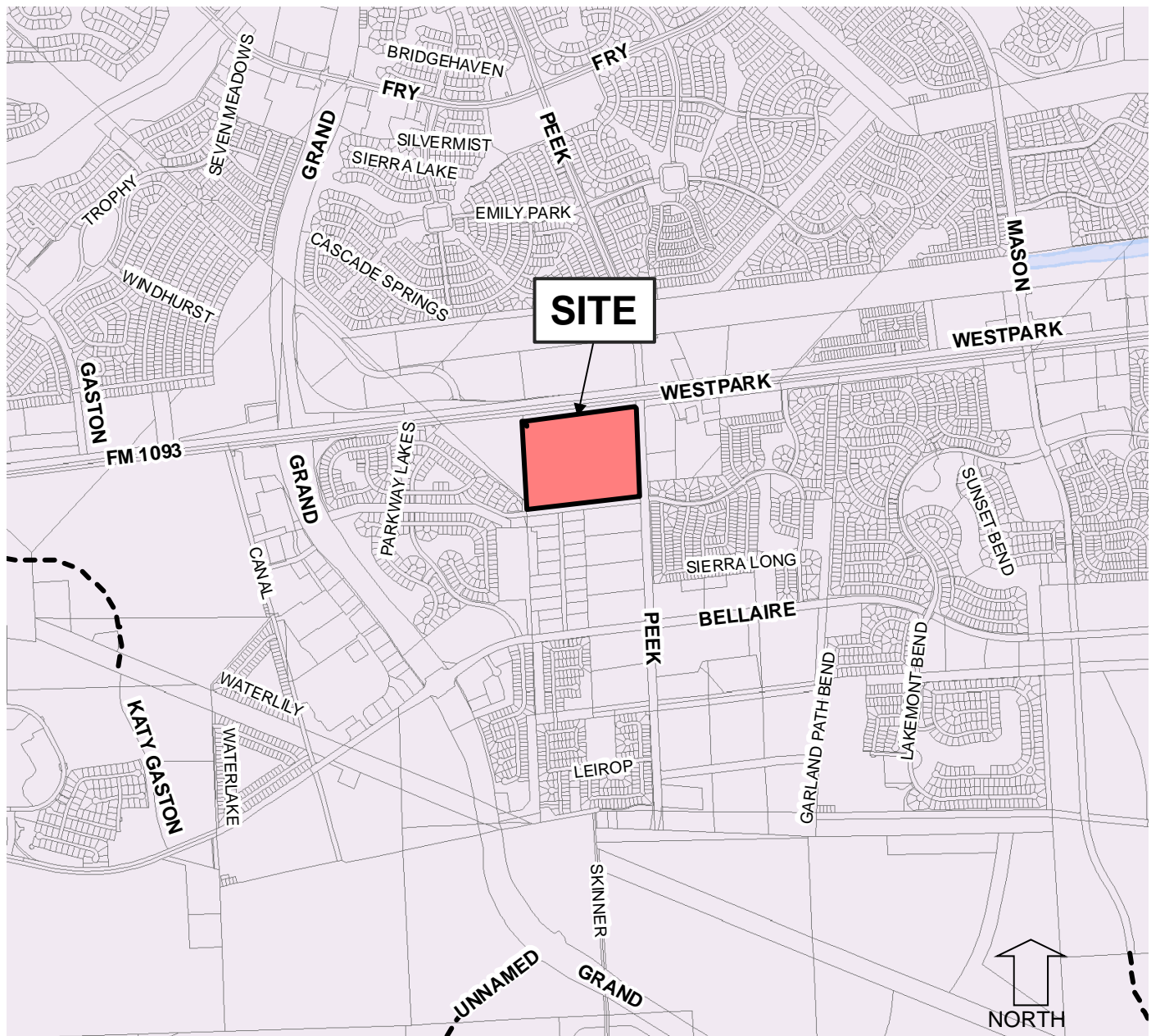
Houston Planning Commission ITEM : 137

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: District West at Parkway Lakes

Applicant: R.G. Miller Engineers



D – Variances

Site Location

Meeting Date: 06/12/2014

Applicant: R.G. Miller Engineers



Subdivision

Houston Planning Commission ITEM : 137

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: District West at Parkway Lakes

Applicant: R.G. Miller Engineers



D – Variances

Aerial



Application Number: 2014-1359

Plat Name: District West at Parkway Lakes

Applicant: R.G. Miller Engineers

Date Submitted: 06/02/2014

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

Specific Variance is being sought and extent of variance:

A variance to the 2,600 ft. block length requirement is requested for the proposed commercial tract, due to existing adjacent development and other constraints in the area. There is no public north-south street between Peek Road and Grand Parkway (SH 99) because of the adjacent existing FBCTRA detention basin and Parkway Lakes subdivision to the west of the tract. The existing subdivision has no connecting street to FM 1093. The proposed tract will have entrances on two major thoroughfares, FM 1093 and Peek Road, so there will be adequate access to the tract. The future Park Westheimer Boulevard to the south of the tract will ultimately provide a secondary access point when it is completed. A private ingress/egress easement connecting to FM 1093 at about 1,300 ft. west of Peek Road will later be added within the tract to serve the development exclusively. This private roadway will not encourage through traffic, but rather direct outside traffic to utilize FM 1093 and Peek Road instead. North Park Drive to the south of the tract is a private dead-end ingress/egress easement with no through access, therefore it is not necessary to connect to it with a public street. Adequate circulation in the general area is provided by FM 1093 to the north, Peek Road to the east, and Bellaire Boulevard further south. There is no planned development south of the tract.

Chapter 42 Section: 42-127

Chapter 42 Reference:

Intersections of major thoroughfares. (a) A major thoroughfare shall intersect with a public 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

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 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; Strict application of the requirements of Chapter 42 Section 42-127 would create an impractical development due to physical constraints and existing adjacent development. The subject 46.8421 acre tract is bounded on two sides by major thoroughfares: Peek Road to the east and FM 1093 (Westpark Tollway) to the north. There is no intermediate north-south thoroughfare between Peek Road and State Highway 99 (Grand Parkway) because of the existing FBCTRA detention basin directly west of the tract and the Parkway Lakes subdivision between the basin and Grand Parkway. The resulting block length for these major thoroughfares is approximately 4,620 feet. The proposed tract will ultimately include a private ingress/egress easement to exclusively serve the development. This private ingress/egress easement will connect to FM 1093 within 1,300 ft. of Peek Road. It will encourage external traffic to use FM 1093 and Peek Road as primary routes, while facilitating access and circulation within the development. Adequate circulation in the general area is provided by the two adjacent major thoroughfares, FM 1093 and Peek Road, as well as Bellaire Boulevard further to the south. All developments west of the tract are accessed from Grand Parkway or Bellaire Boulevard. The property to the south of the tract is mostly unplatted land with no immediate plans for development. The existing North Park Drive just south of the tract is a private ingress/egress easement that terminates just north of Bellaire Boulevard and has no through access. There are no plans to improve or extend this road in the future and therefore it is unnecessary to connect to it with a public street.

(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. Constraints are related to physical conditions or adjacent existing development by others.

(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. The proposed development includes sufficient access from both Peek Road and FM 1093, allows for adequate circulation in the area and discourages through traffic.

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

The granting of this variance will not be injurious to the public health, safety or welfare. Adequate access and circulation will be provided by the adjacent major thoroughfares, FM 1093 and Peek Road. Further circulation is provided by Bellaire Boulevard further south.

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

Economic hardship is not the sole justification of the variance. Justification for this variance is based on physical constraints and adjacent existing development.



Application Number: 2014-1359

Plat Name: District West at Parkway Lakes

Applicant: R.G. Miller Engineers

Date Submitted: 06/02/2014

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

Specific Variance is being sought and extent of variance:

A variance to the 1,400 ft. block length requirement is requested for the northern and southern boundaries of the proposed commercial tract, due to existing adjacent development and other constraints in the area. There is no public north-south street between Peek Road and Grand Parkway (SH 99) because of the adjacent existing FBCTRA detention basin and Parkway Lakes subdivision to the west of the tract. The existing subdivision has no connecting street to FM 1093. The proposed tract will have entrances on two major thoroughfares, FM 1093 and Peek Road, so there will be adequate access to the tract. The future Park Westheimer Boulevard to the south of the tract will ultimately provide a secondary access point when it is built out. A private ingress/egress easement will later be added within the tract to serve the development exclusively. This private ingress/egress easement will not encourage through traffic, but rather direct outside traffic to use FM 1093 and Peek Road instead. North Park Drive to the south of the tract is a private dead-end ingress/egress easement with no through access, therefore it is not necessary to connect to it with a public street. Adequate circulation in the general area is provided by FM 1093 to the north, Peek Road to the east, and Bellaire Boulevard further south. There is no planned development south of the tract

Chapter 42 Section: 42-128 (a)

Chapter 42 Reference:

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

(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 requirements of Chapter 42 Section 42-128 would create an impractical development due to physical constraints and existing adjacent development. The subject 46.8421 acre tract is bounded on two sides by major thoroughfares: Peek Road to the east and FM 1093 (Westpark Tollway) to the north. There is no intermediate north-south thoroughfare between Peek Road and State Highway 99 (Grand Parkway) due to the existing FBCTRA detention basin directly west of the tract and the Parkway Lakes subdivision between the basin and Grand Parkway. The proposed tract will ultimately include a private ingress/egress easement to serve the development exclusively and will connect to FM 1093 within 1,300 ft. of Peek Road. This future roadway will provide access to the tract and facilitate internal circulation. As a private ingress/egress easement, it will encourage outside traffic to use FM 1093 and Peek Road as primary routes. If the future private ingress/egress easement was made public, it would increase the amount of external traffic going through the development. Along Peek Road, the 1,400 ft. block length is satisfied by Park Westheimer Boulevard, which will eventually provide secondary access to the development once it is completed. Adequate circulation in the general area is provided by the two adjacent major thoroughfares, FM 1093 and Peek Road, as well as Bellaire Boulevard further to the south. All developments west of the tract are accessed from Grand Parkway or Bellaire Boulevard. The property to the south of the tract is mostly unplatted land with no immediate plans for development. The existing North Park Drive just south of the tract is a private ingress/egress easement that terminates just north of Bellaire Boulevard. There are no plans to improve or extend this road in the future.

(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. Constraints are related to physical conditions or adjacent existing development by others.

(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. The proposed development includes sufficient access from both Peek Road and FM 1093, allows for adequate circulation in the area and discourages through traffic.

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

The granting of this variance will not be injurious to the public health, safety or welfare. Adequate access and circulation will be provided by the adjacent major thoroughfares, FM 1093 and Peek Road. Further circulation is provided by Bellaire Boulevard further south.

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

Economic hardship is not the sole justification of the variance. Justification for this variance is based on physical constraints and adjacent existing development

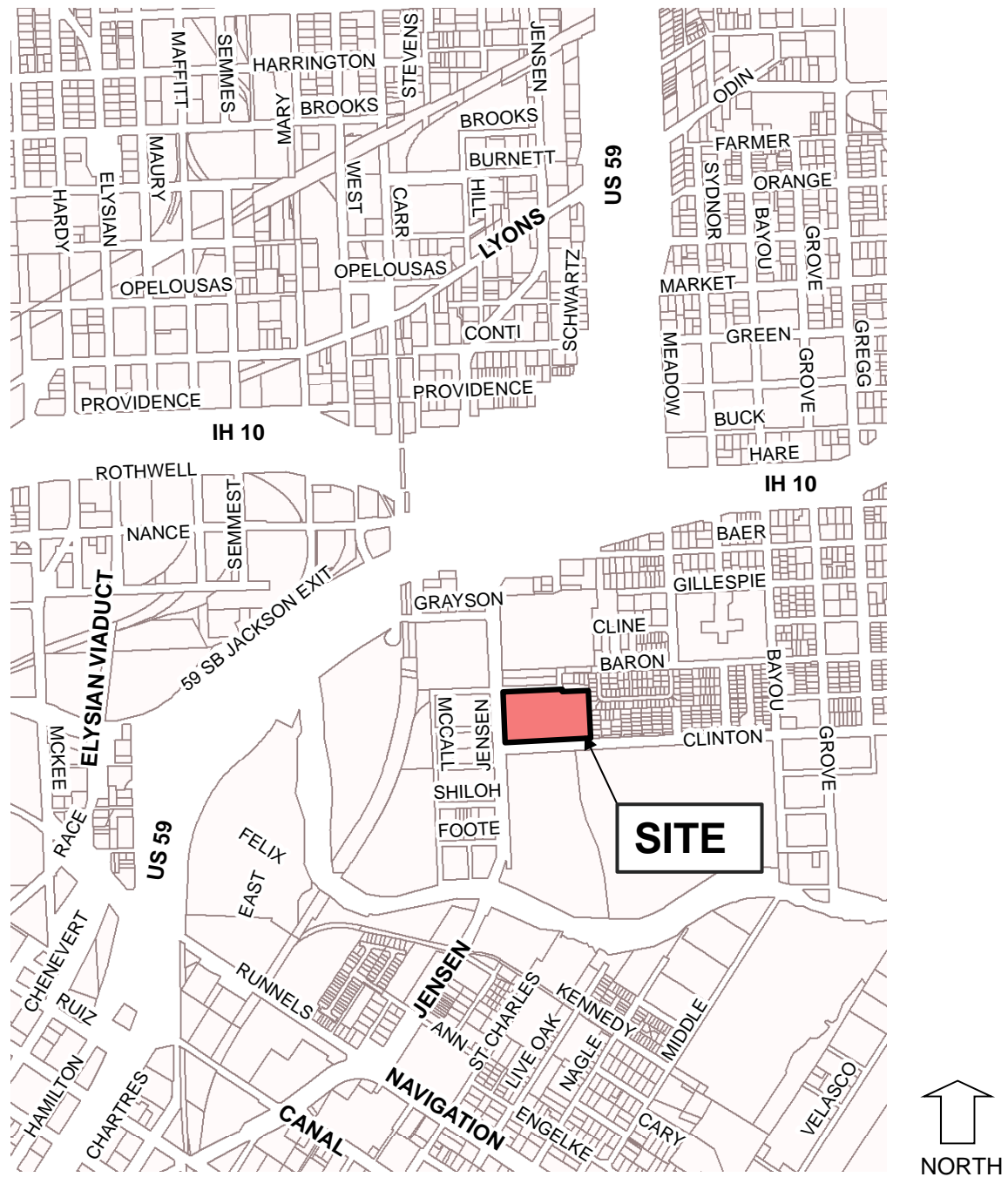
Houston Planning Commission ITEM: 138

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Eado Edge

Applicant: Total Surveyors, Inc.



D – Variances

Site Location

Meeting Date: 06/12/2014

Applicant: Total Surveyors, Inc.



Subdivision

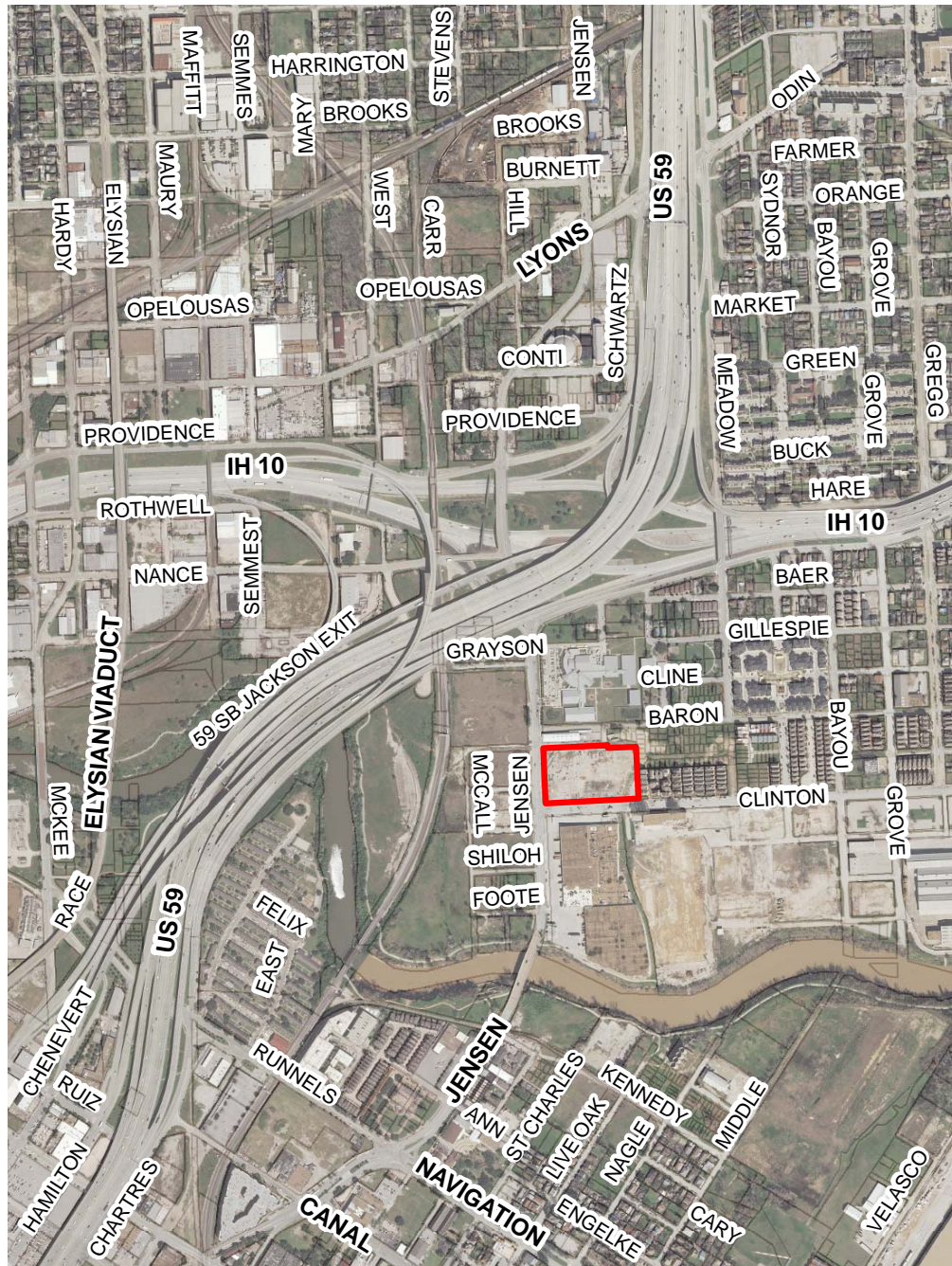
Houston Planning Commission ITEM: 138

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Eado Edge

Applicant: Total Surveyors, Inc.



D – Variances

Aerial

JENSEN DRIVE

CLINTON DRIVE

★ SITE PLAN
SCALE: 1" = 20'-0"



STATUS:	
START	7-10-14
DESIGN	
PRODUCTION	
REVISIONS:	
NO.	DESCRIPTION
1	
ENGINEER:	
NAME	
DATE	06-05-14
PERMIT:	
NUMBER	
APPROVED	
REDRAW OF:	

VINECREST DRIVE
SUITE 101
HOUSTON, TX 77069
PH. 713-829-3884

CITYDESIGN



H-CITYSIDE HOMES
NOBILITY PARK
Jenson & Clinton Drive
PROJECT #
JAM-SITE-VS-CANTONWAM-SITE-VS-COLOR-CANTONWAM

PLOT DATE	6/5/2014
REVIEW SET	
PROJECT #	
JAM-SITE-VS-CANTONWAM-SITE-VS-COLOR-CANTONWAM	



Application Number: 2014-1362

Plat Name: Eado Edge

Applicant: Total Surveyors, Inc.

Date Submitted: 06/02/2014

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

Specific Variance is being sought and extent of variance:

To allow a 15 foot building line, along a major throughfare, for the subject property.

Chapter 42 Section: 42-152

Chapter 42 Reference:

Sec. 42-152. Building line requirement along major thoroughfares. (a) The portion of a lot or tract that is adjacent to a major thoroughfare shall have a building line requirement of 25 feet unless otherwise authorized by 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

This tract of land is located on the east side of Downtown, at the intersection Clinton Drive and Jensen Drive, both are major thoroughfares within the City of Houston. At the present time Clinton Drive is a 65' wide public right-of-way and Jensen Drive is an 80' wide public right-of-way. The subject tract of land is unplatted, and is currently vacant with only concrete within the boundaries, previously it was commercial. This area is currently undergoing a redevelopment and there are several residential developments recently constructed, located in the proximity of this project. Clinton Drive is currently a 65' wide right-of-way and is listed on the City's Major Thoroughfare Table as having an 80' wide ultimate width. With the approval of this plat the developer is dedicating the required 7.5' of widening, half of the required 15', for Clinton Drive. There are three recent developments located immediately east of this tract of land, that did not dedicate the required 7.5' of widening and also received a 15' building line along Clinton. This was done apparently without a variance. We are requesting a 15' building line along Clinton Drive that would still place our houses and additional 7.5' further back than the adjacent developments. With the 15' building line the proposed homes, adjacent to Clinton Drive would sit approximately 28.5' feet from the existing curb line. All of the homes along Clinton Drive will take vehicular access from a Shared Driveway. The area within the 15' building line will be reserved for landscaping and guest parking, to enhance the pedestrian walkway and street scape. With a 25' building line the new homes would be set back 38.5' feet from the existing curb line and that is extremely inconsistent with the development pattern that the City of Houston has promoted along Clinton Drive. A reduced building line will bring residents of this development closer and in better harmony with their adjacent street neighbors. This proposed development is consistent with current area development, where reduced building lines have been implemented to create an urban, pedestrian friendly environment. The existing homes located to the east of this site only sit approximately 21 feet from the existing curb line. This proposed development does create 18 additional guest parking spaces within the site, 5 more spaces than the required 1 space per 6 lots. Additionally the major thoroughfare table list Clinton Drive as being

(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 pattern of development surrounding this site has been created prior to this development. This variance request is based on the development pattern surrounding this site and the desire to be consistent with the nearby developments.

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

The intent and purposes of Chapter 42 include the establishment of building setbacks appropriate to an area and situation, recognizing the differences in design framework of various areas, encouraging the efficiency of land development patterns. The 15' building line proposed for this property is consistent with all of these purposes.

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

The variance will not be injurious to public health, safety or welfare. The vehicular access to the proposed homes will be from an internal shared driveway system, accessing Clinton Drive. This will promote safe pedestrian use of the sidewalks along Clinton Drive and Jensen Drive, eliminating any driveway crossings. The proposed reduction in the building line promotes an urban friendly environment wherein the residents will have the ability to walk to their destinations and/or ride on the public transite system.

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

The justification of this variance is to obtain approval through the planning commission of a desirable residential project consistent with the character and circumstances of its surroundings. The existing conditions and structures surrounding the property are the justification of the variance.

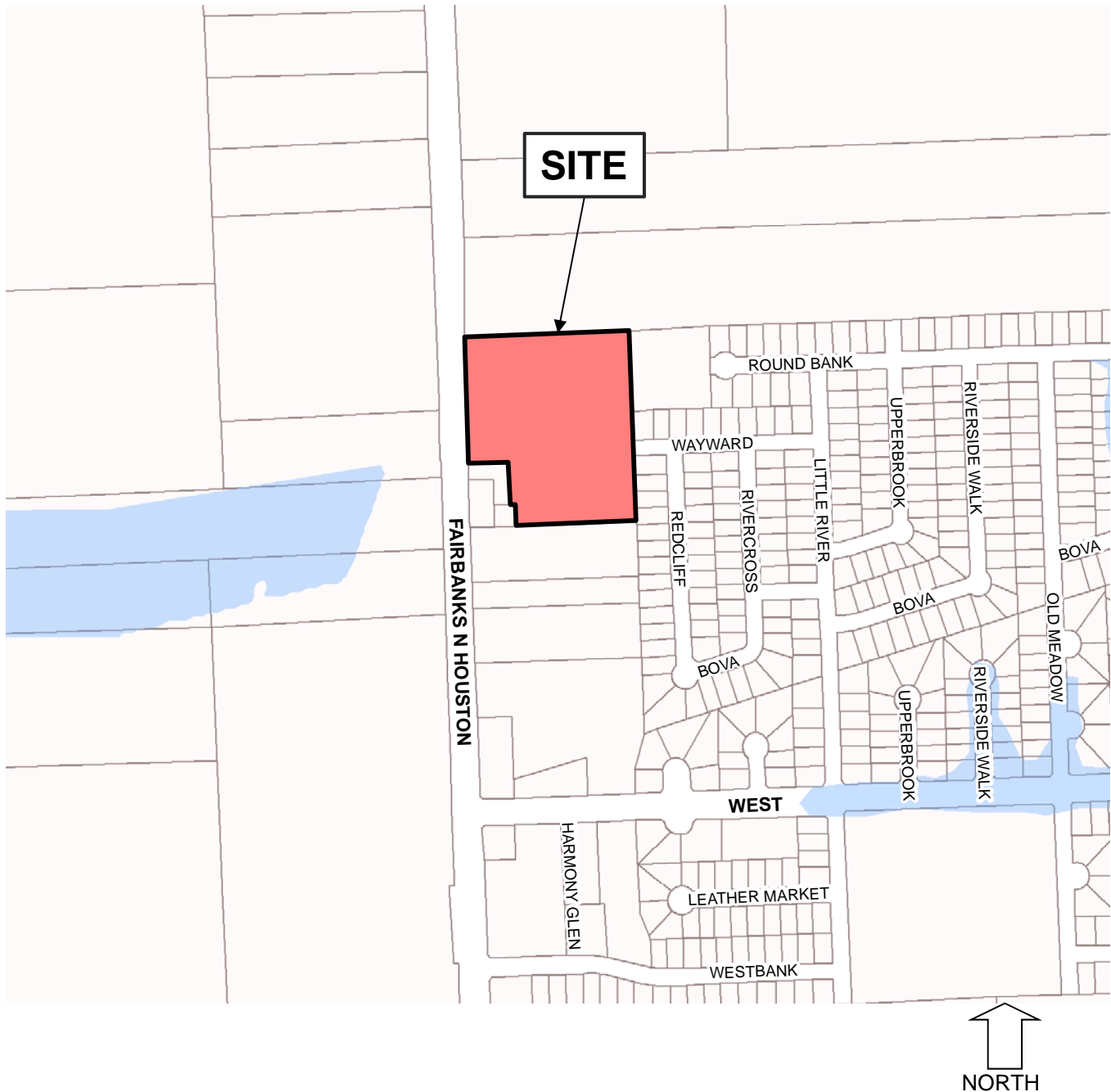
Houston Planning Commission ITEM : 139

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Fairbanks Business Court (DEF)

Applicant: The Pinnell Group, LLC



D – Variances

Site Location

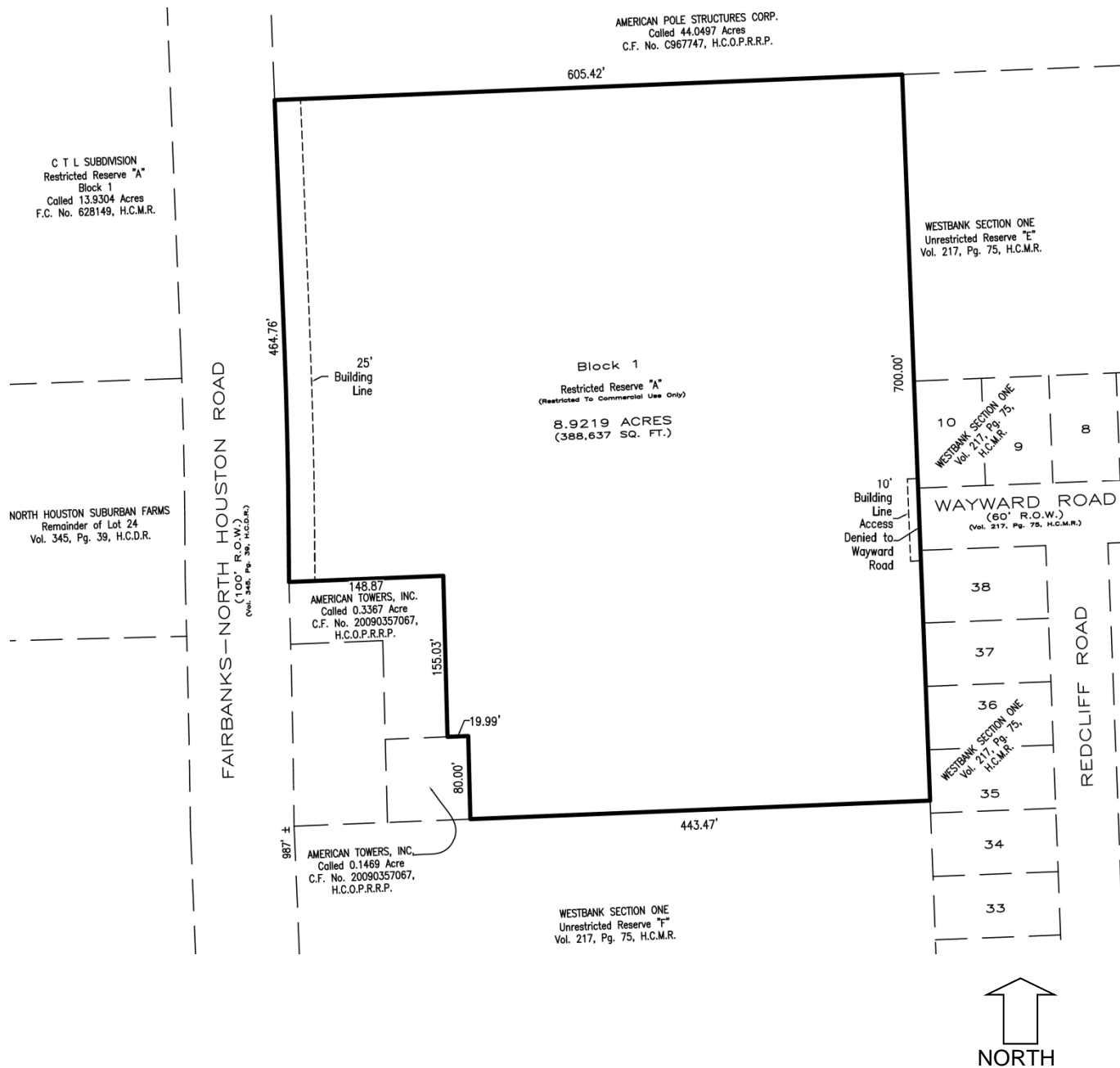
Houston Planning Commission ITEM : 139

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Fairbanks Business Court (DEF)

Applicant: The Pinnell Group, LLC



D – Variances

Subdivision

Houston Planning Commission ITEM : 139

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Fairbanks Business Court (DEF)

Applicant: The Pinnell Group, LLC



D – Variances

Aerial



Mill Design, L.P.
10000 West Loop West, Suite 200
Houston, Texas 77036
Phone: 713-261-2222 Fax: 713-261-2222

BNC Construction
10000 West Loop West, Suite 200
Houston, Texas 77036
Phone: 713-261-2222 Fax: 713-261-2222

FAIRBANKS INDUSTRIAL CENTER
8610, 8614, 8618, 8622, 8626, 8630
FAIRBANKS N. HOUSTON RD.
HARRIS COUNTY, TEXAS 77064

PROFESSIONAL SEAL

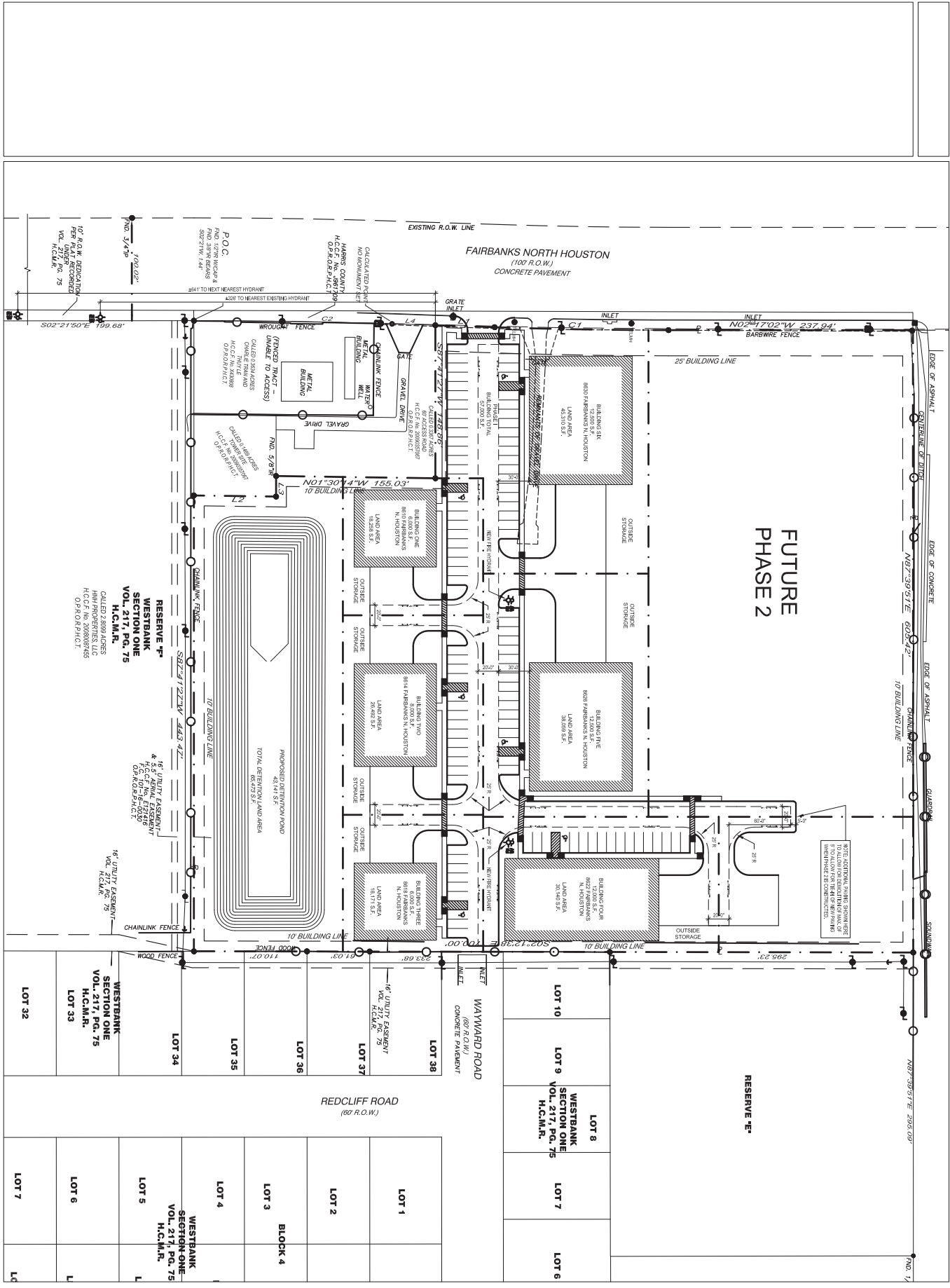
NO.	DATE	DESCRIPTION
1	04/20/2010	START DESIGN

NO.	DATE	DESCRIPTION
1	04/20/2010	START DESIGN

FAIRBANKS INDUSTRIAL CENTER
10000 West Loop West, Suite 200
Houston, Texas 77036
Phone: 713-261-2222 Fax: 713-261-2222

NO.	DATE	DESCRIPTION
1	04/20/2010	START DESIGN

SP-1



Thomas Garth, III

PO Box 2298
Spring, TX 77383-2298
281-631-9809
Fax: 281-631-9810
E-mail: ggg123@swbell.net

City of Houston Planning Department
Houston, TX

RE: Westbank Homeowners Association, Inc.; Plat request regarding the extension of
Wayward Rd. to Fairbanks-North Houston Rd.

Dear Sir or Madam:

I am writing on behalf of my client, the Westbank Homeowners Association, Inc. (WHOA). The WHOA represents the best interests of the Carriage Lane Subdivision's 1,259 residents and homeowners. The WHOA recently learned that your department is considering the extension of Wayward Rd to Fairbanks-North Houston Rd. The WHOA and its homeowners are adamantly opposed to such extension for the following reasons:

1. The WHOA currently employees three contract Harris County Sheriffs Deputies at a cost of over \$150,000 per year. All three of our deputies have indicated to our Association that the extension of Wayward Rd would "*definitely increase crime*" in the Carriage Lane Subdivision and make the apprehension of criminals more difficult.
2. There are already two entrances into the subdivision from Fairbanks-North Houston less than 1,500 feet south of the proposed extension. One of which has traffic control lights. Traffic on Fairbanks-North Houston is already slow and congested between Highway 290 and the Sam Houston Tollway. Adding additional and unwanted intersections, such as the one created by the extension of Wayward, will only *further slow and hinder traffic on Fairbanks-N Houston*.
3. The portion of Wayward Rd you are seeking to extend is less than 1,200 feet long, hardly long enough to warrant the extension. Further, the 10 homeowners on Wayward Rd object to the extension of this purely residential road.
4. There are *no other destination points* for the general public, should Wayward be extended, other than Carriage Lane homes, whose owners enjoy the serenity and safety current access to the neighborhood affords. The WHOA seriously doubts that the City of Houston has ever received even a single request for the extension of Wayward Rd. from anyone.
5. The Valero Gas Station at the corner of Fairbanks-N Houston and West Rd. (1,000 feet South of the proposed extension is frequently held up at gunpoint. As recently as last week (for the second time in May) the Valero was robbed at gunpoint. The extension of Wayward would *provide an additional avenue through which armed robbers could avoid apprehension by responding police agencies*, while unnecessarily subjecting residents of Carriage Lane to possible violence and gunplay.

The WHOA realizes that City of Houston under its extra territorial jurisdiction can cause the extension of Wayward Rd. To do so however, in the opinion of the WHOA will have no positive

benefits only negative results. Just because City of Houston can do something of this nature, does not mean it should. In the event City of Houston was to someday annex the Carriage Lane Subdivision, it will find that the ill-advised extension of Wayward Rd. has resulted in lower home values and tax appraisals, as well as the need for additional police protection.

The Westbank Homeowners Association sincerely request that you reconsider and drop the requirement that Wayward Rd be extended.

Sincerely,



Thomas Garth, III

Attorney for the

Westbank Homeowners Association, Inc.

Copy: WHOA Board of Directors

ALLEN BOONE HUMPHRIES ROBINSON LLP

ATTORNEYS AT LAW

PHOENIX TOWER
3200 SOUTHWEST FREEWAY
SUITE 2600
HOUSTON, TEXAS 77027
TEL (713) 860-6400
FAX (713) 860-6401
abhr.com

Direct Line: (713) 860-6412
Direct Fax: (713) 860-6612

taustin@abhr.com

Timothy Austin
Partner

May 28, 2014

City of Houston Planning Department
Houston, Texas

Re: Plat request regarding Wayward Road; Harris County Municipal Utility
District No. 6

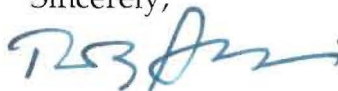
Dear Sir or Madam:

This letter is written at the request of my client, Harris County Municipal Utility District No. 6. It has come to the attention of the District's Board of Directors that in connection with a plat submission, your Department is requiring the extension of Wayward Road from Fairbanks North Houston Road, East into the proposed Fairbanks Industrial Center, and into the residential neighborhood contained within the District, as shown on the attached drawing. Please be advised that this extension is not desired by the District's Board of Directors, and the Board believes, by the residents of the District.

Extension of Wayward Road from Fairbanks North Houston Road into residential areas would increase cut-through traffic, create noise, give crime a new avenue into the residential area, and endanger pedestrians using neighborhood roads. The District hereby requests that the road not be extended into the District.

Thanks for your attention to this matter. If you have any questions, please let me know.

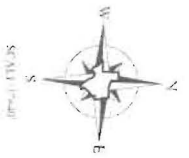
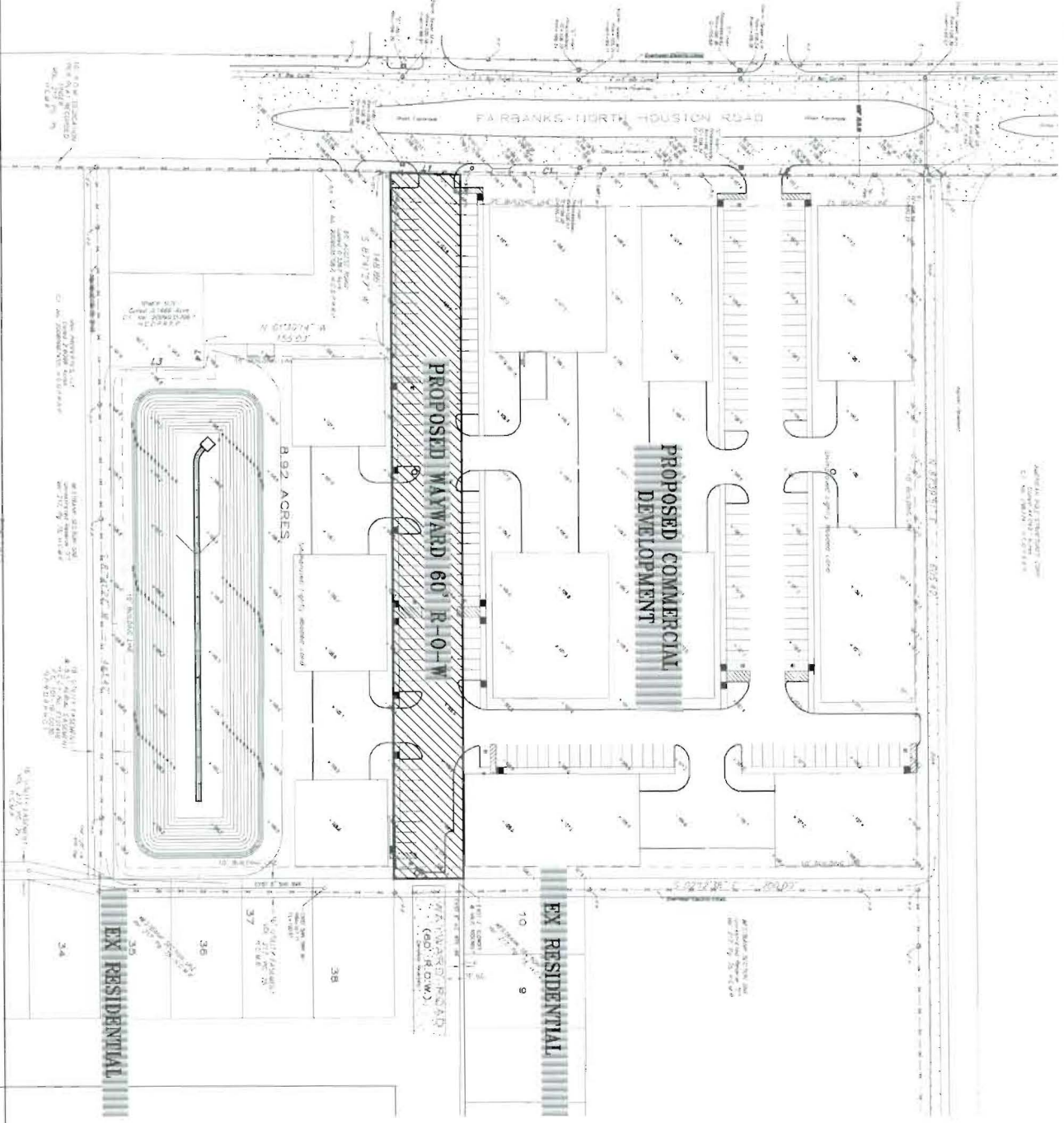
Sincerely,



Timothy Austin
Attorney for the District

cc: Board of Directors, Harris County Municipal Utility District No. 6

AMERICAN ROAD & STREETBUILT CORP.
 1000 WEST 17TH STREET
 HOUSTON, TEXAS 77008
 TEL: 713.861.1000



SCALE: 1"=40'

SITE NOTES:
 1. ALL EXISTING UTILITIES SHOWN ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
 2. ALL NEW UTILITIES SHALL BE INSTALLED IN ACCORDANCE WITH THE LATEST EDITIONS OF THE TEXAS ELECTRICAL CODE AND THE TEXAS GAS PIPELINE CODE.
 3. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE TEXAS BUILDING CODE AND THE TEXAS LAND DEVELOPMENT CODE.
 4. ALL EROSION CONTROL MEASURES SHALL BE INSTALLED AND MAINTAINED THROUGHOUT CONSTRUCTION.
 5. ALL FILL SHALL BE COMPACTED TO A MINIMUM OF 95% RELATIVE COMPACTION.
 6. ALL PAVING SHALL BE DONE IN ACCORDANCE WITH THE TEXAS PAVING MANUAL.
 7. ALL LIGHTING SHALL BE DONE IN ACCORDANCE WITH THE TEXAS LIGHTING MANUAL.
 8. ALL SIGNAGE SHALL BE DONE IN ACCORDANCE WITH THE TEXAS SIGNAGE MANUAL.
 9. ALL UTILITIES SHALL BE DEPTH MARKED AND MAINTAINED.
 10. ALL CONSTRUCTION SHALL BE COMPLETED WITHIN THE SPECIFIED TIME FRAME.

REVISIONS:

NO.	DATE	DESCRIPTION
1	01/15/2020	ISSUED FOR PERMIT

FAIRBANKS NORTH HOUSTON BUSINESS PARK
 8606 FAIRBANKS N. HOUSTON RD
 HOUSTON, TEXAS

PROPOSED WAYWARD ALIGNMENT



EXAMINER: J. L. BROWN, INC.
 1000 WEST 17TH STREET
 HOUSTON, TEXAS 77008
 TEL: 713.861.1000

A circular professional engineer seal for J. L. Brown, Inc., with the text 'J. L. BROWN, INC.', 'PROFESSIONAL ENGINEER', and 'STATE OF TEXAS'.

REVISIONS:

NO.	DATE	DESCRIPTION
1	01/15/2020	ISSUED FOR PERMIT

EX 1



Application Number: 2014-1180

Plat Name: Fairbanks Business Court

Applicant: The Pinnell Group, LLC

Date Submitted: 05/16/2014

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

Specific Variance is being sought and extent of variance:

Section Number (42-135 Street Extension); We are seeking a variance to prohibit the right-of-way extension of Wayward Road through the subject property, and prohibit the dedication of cul-de-sac bulb. Wayward Road is an existing dedicated right-of-way shown on the east boundary line of proposed subdivision.

Chapter 42 Section: 42-135

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.

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 owners of this 8.92 acres of land are platting the subject property as a single commercial reserve in order to create a commercial development. Access to this property will be provided by Fairbanks–North Houston Road, located at the west side of the proposed subdivision, and would not benefit from, nor utilize the extension of Wayward Road through the reserve. Moreover, it has been requested by the residents and of Harris County MUD No. 6 for the Developer not to tie the residential subdivision to the proposed commercial subdivision by means of extending Wayward road to Fairbanks-North Houston. The residential lots at the end of Wayward Road were built in 1975. The configuration of Wayward Road meets the criteria of a hammerhead configuration for fire trucks. Wayward Road has access to West Road, a major thoroughfare road, at 1,920 linear feet by means of Little River Road. The residential subdivision "Westbank, Section One" has several local roads that connect to West Road as their means of ingress and egress. There are no residential lots fronting Fairbank-North Houston as all development along Fairbanks-North Houston is currently commercial development..

(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 logical and make economic sense. If the subject property was created as a residential development, then the extension of the street would benefit the property and improve traffic circulation. However, the owner is creating a commercial development and the need to extend Wayward Road is nonexistent. The owner has met with the District Board and District Engineer, Mr. Bill Baird, P.E., regarding the street, and they have made it clear that they are not in favor of extending the street over to North-Houston Fairbanks. It is simply a poor use of public funds to construct approximately 450 feet and would make their subdivision not as secure. When Westbank, Section One was created, the owner should have been required to dedicate cul-de-sac bulbs at the end of Wayward Road in order for traffic to flow properly. The owner of the subject property should not bear the responsibility of providing cul-de-sacs for local traffic from the adjoining properties.

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

Due to existence of the dead end road, the approval of this variance will only create precedence for future cases with the exact same scenario. This is a unique situation where Section 42-135 should not apply.

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

Currently, there is nothing injurious to the public health, safety and welfare at the end of Wayward Road, and by granting the requested variance, there will continue to be nothing injurious to the public health, safety and welfare.

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

This request is not based on economic reasons. It is a matter of a logistical solution not to extend Wayward Road. By granting this variance, the non-construction of public road would actually save Harris County thousands of dollars.

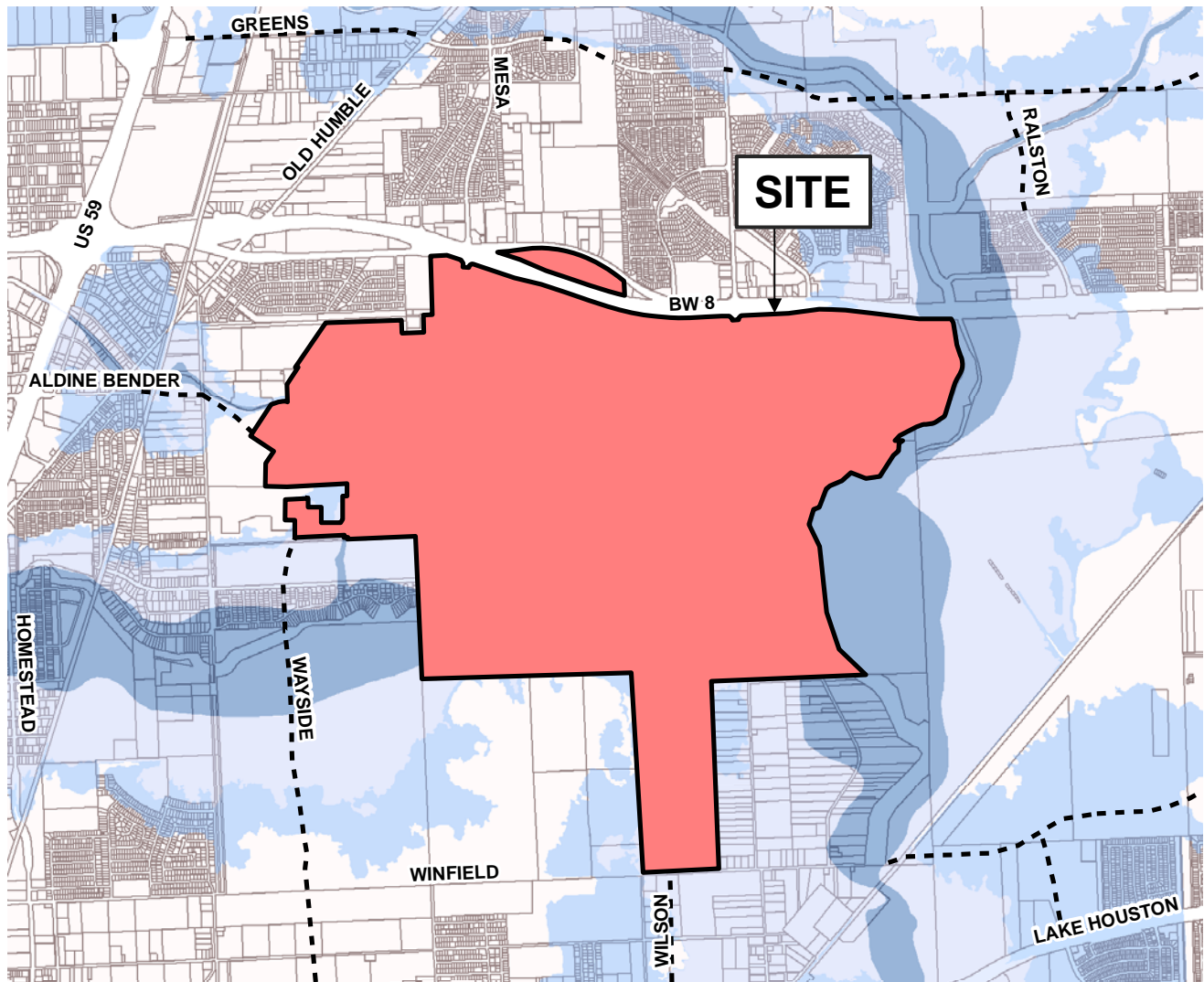
Houston Planning Commission ITEM : 140

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Fall Creek GP (DEF)

Applicant: Brown & Gay Engineers, Inc.



D – Variances

Site Location

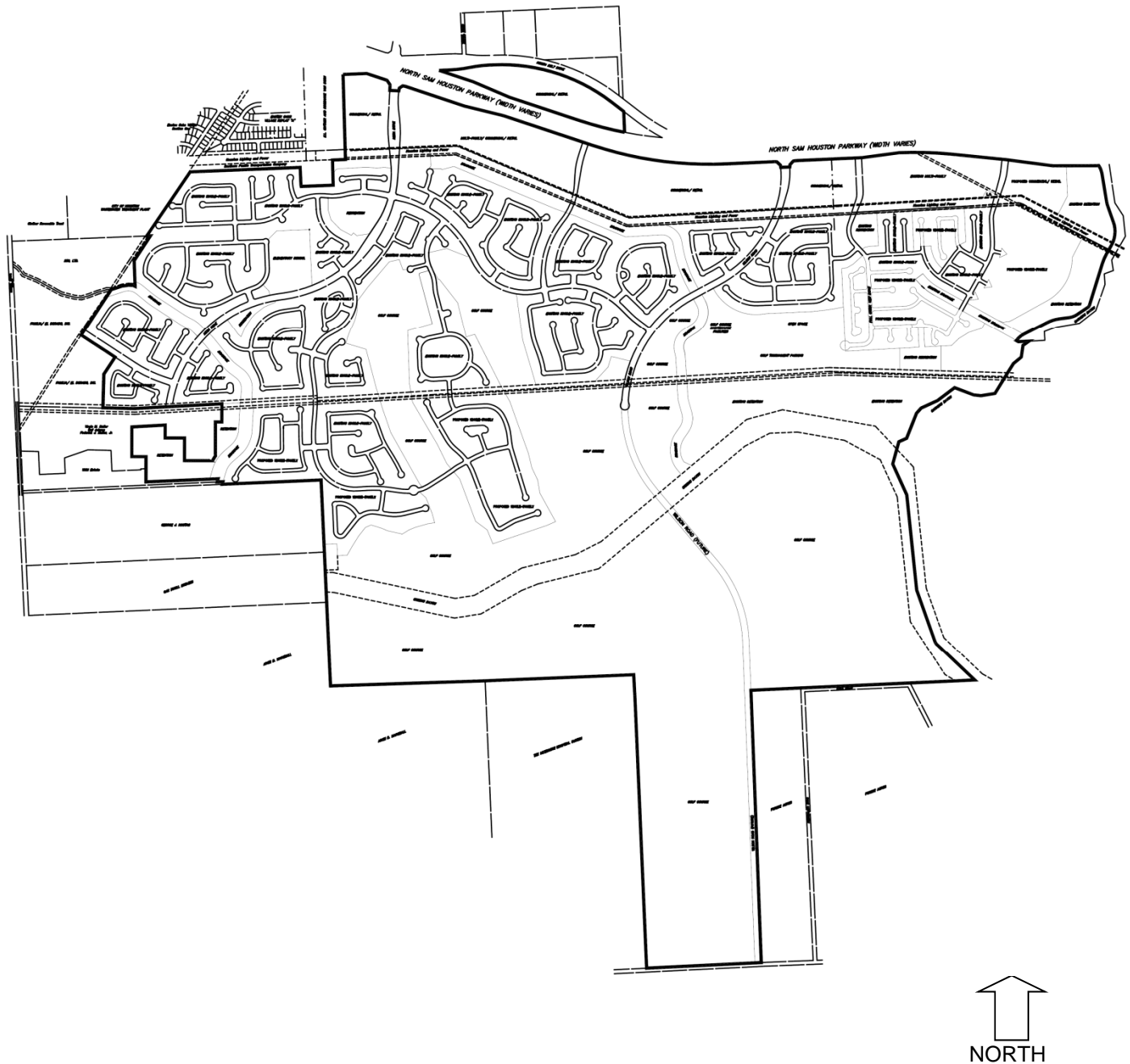
Houston Planning Commission ITEM : 140

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Fall Creek GP (DEF)

Applicant: Brown & Gay Engineers, Inc.



D – Variances

Subdivision

Houston Planning Commission ITEM : 140

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Fall Creek GP (DEF)

Applicant: Brown & Gay Engineers, Inc.



D – Variances

Aerial



Application Number: 2014-1155

Plat Name: Fall Creek GP

Applicant: Brown & Gay Engineers, Inc.

Date Submitted: 05/16/2014

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

Specific Variance is being sought and extent of variance:

To allow a block length greater than 2,600' along a major thoroughfare and to allow a local block length to be greater than 1,400'.

Chapter 42 Section: 127,128

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. Sec. 42-128. Intersections of local streets. (a)(1) Each local street shall intersect with a street that meets the requirements of subsection (b) at least every 1400 feet; or

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;

Fall Creek View Drive is a public street that extends from North Sam Houston Parkway south into the Fall Creek development ending at the western boundary of Fall Creek Section 42. Per Chapter 42, a public street is required to extend further west to Wilson Road; however, the extension of a public street to Wilson Road would create substandard intersection spacing along Wilson Road of approximately 330 feet. The property to the west is the existing Houston National Golf Club (FKA Redstone Golf Club), and is used for golf club parking and maintenance facility operations. The parking area currently drains into catch basins that eventually outfall into an existing ditch within the parking area which are both private and are not built to Harris County standards. The extension of a public road through this approximately 53 acre site would require the entire underground drainage system to be reconstructed to match Harris County standards for public drainage which would greatly affect golf course operations. In addition, if a public street was extended and public drainage was required, drainage easements from the golf course to a public entity would be required and there is no guarantee these easements could be obtained.

(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 substandard intersection spacing along Wilson Road and the physical characteristics surrounding the private drainage system.

(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 was to create safe intersection spacing along a major thoroughfare and extending the public street would directly contradict the intent of the Chapter. There are currently three points of ingress/ egress to the existing and proposed development.

(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. The proposed single family subdivision will have ample access through existing sections connecting to Sam Houston Parkway South in two locations and to Wilson Road through Fall Creek Section 19.

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

Economic hardship is not the sole justification of the variance. The existing Golf Club and existing street intersections along Wilson Road are the justification of the variance.

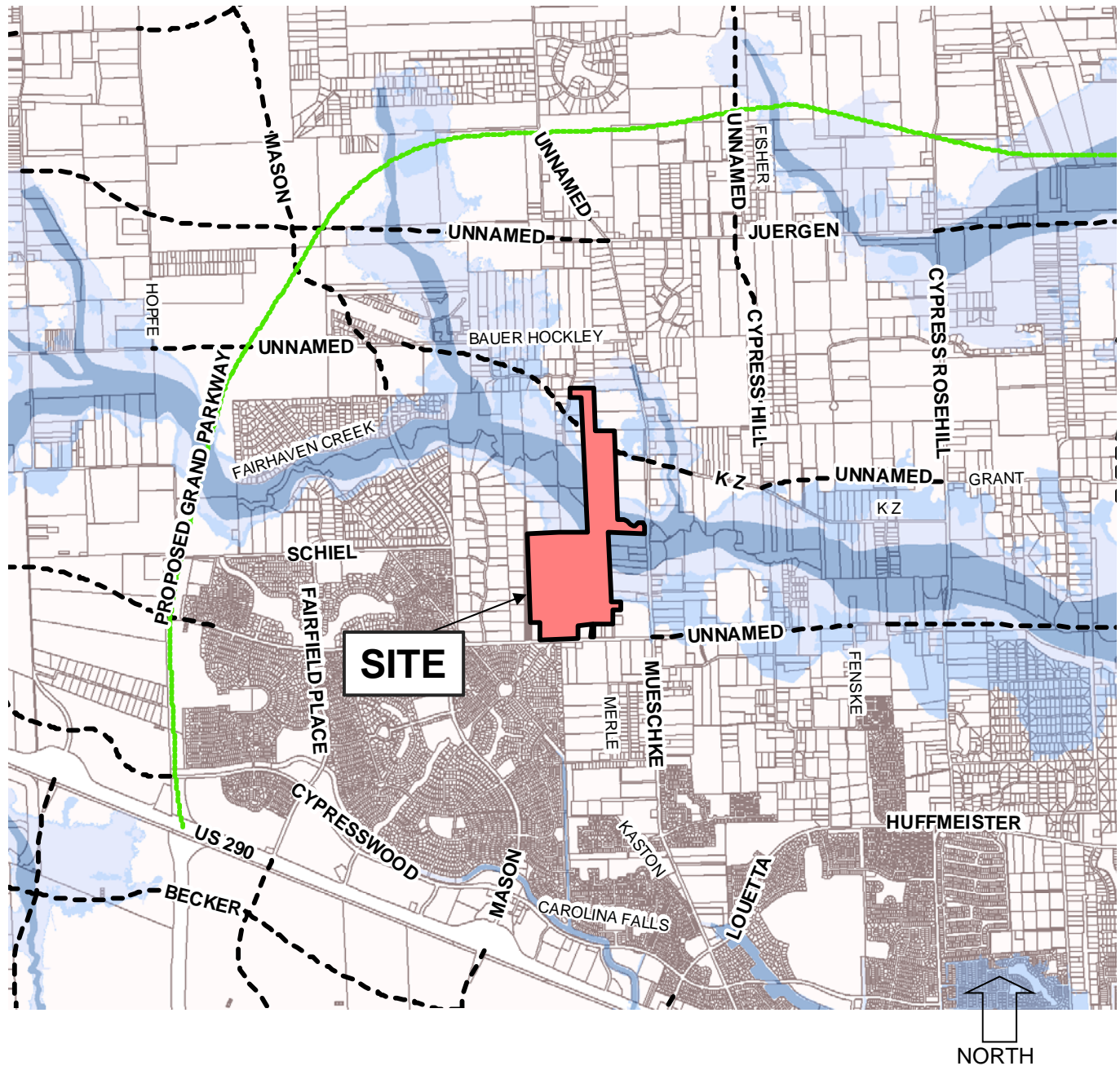
Houston Planning Commission ITEM : 141

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Falls at Dry Creek GP

Applicant: LJA Engineering, Inc



D – Variances

Site Location

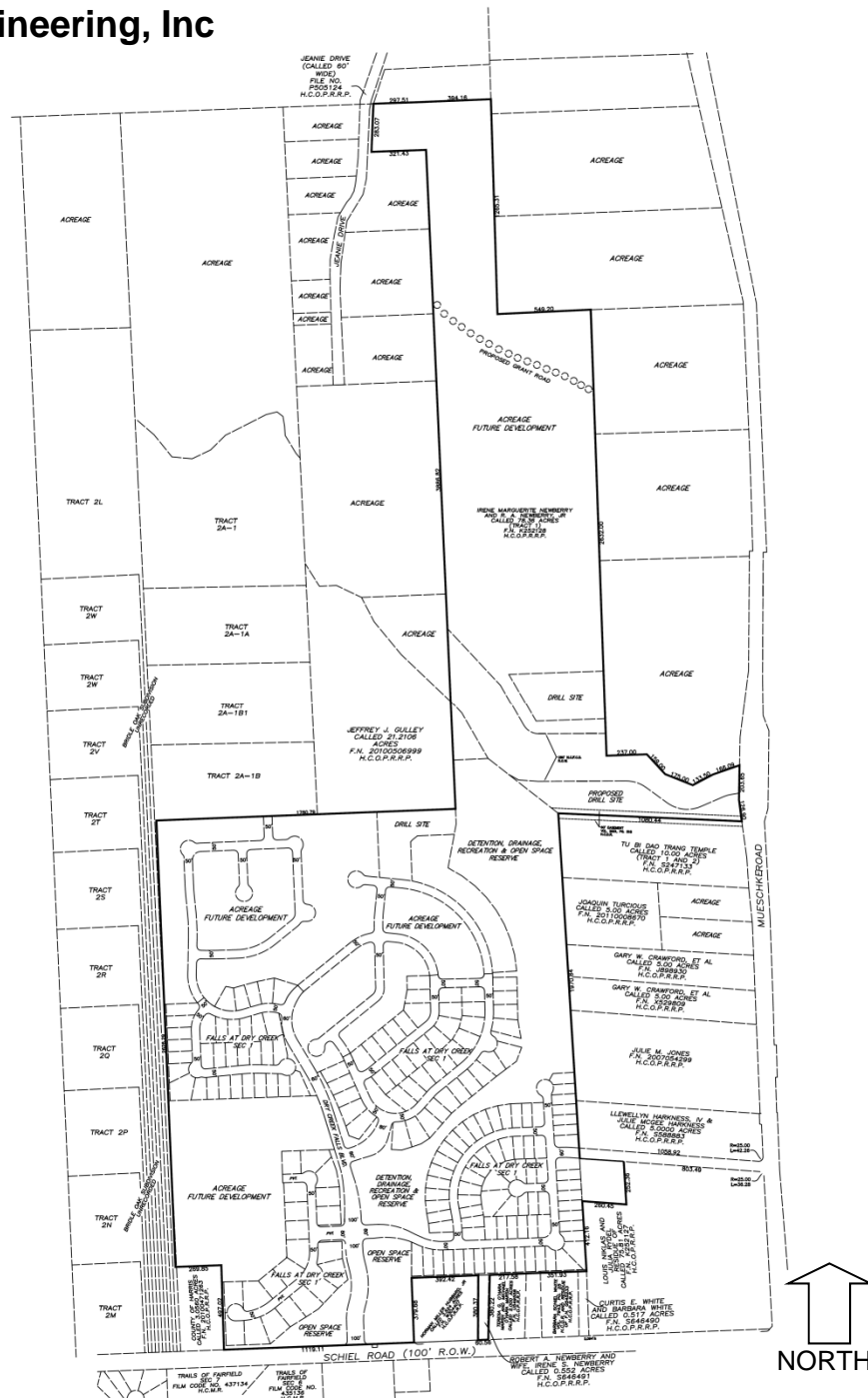
Houston Planning Commission

ITEM : 141

Planning and Development Department Meeting Date: 06/12/2014

Subdivision Name: Falls at Dry Creek GP

Applicant: LJA Engineering, Inc



D – Variances

Subdivision

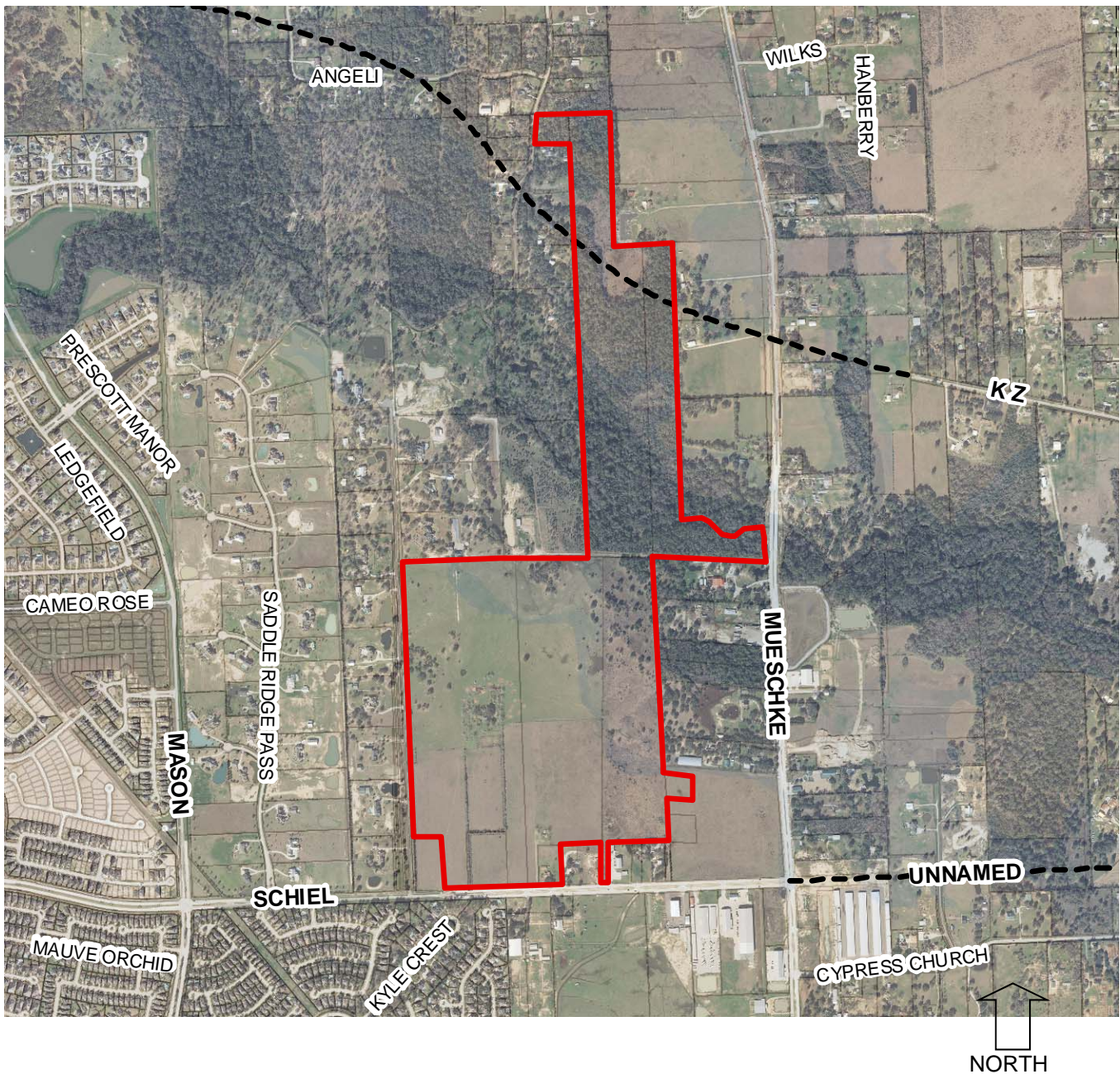
Houston Planning Commission ITEM : 141

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Falls at Dry Creek GP

Applicant: LJA Engineering, Inc



D – Variances

Aerial

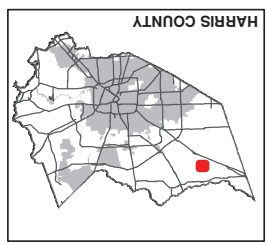
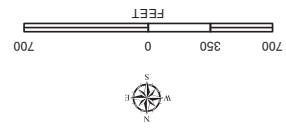
DISCOVERY TRACT HA259

FEMA FLOODPLAIN MAP
With TSARP 2 FT Contours
Approx. 244 ac.
APRIL 2012

Legend

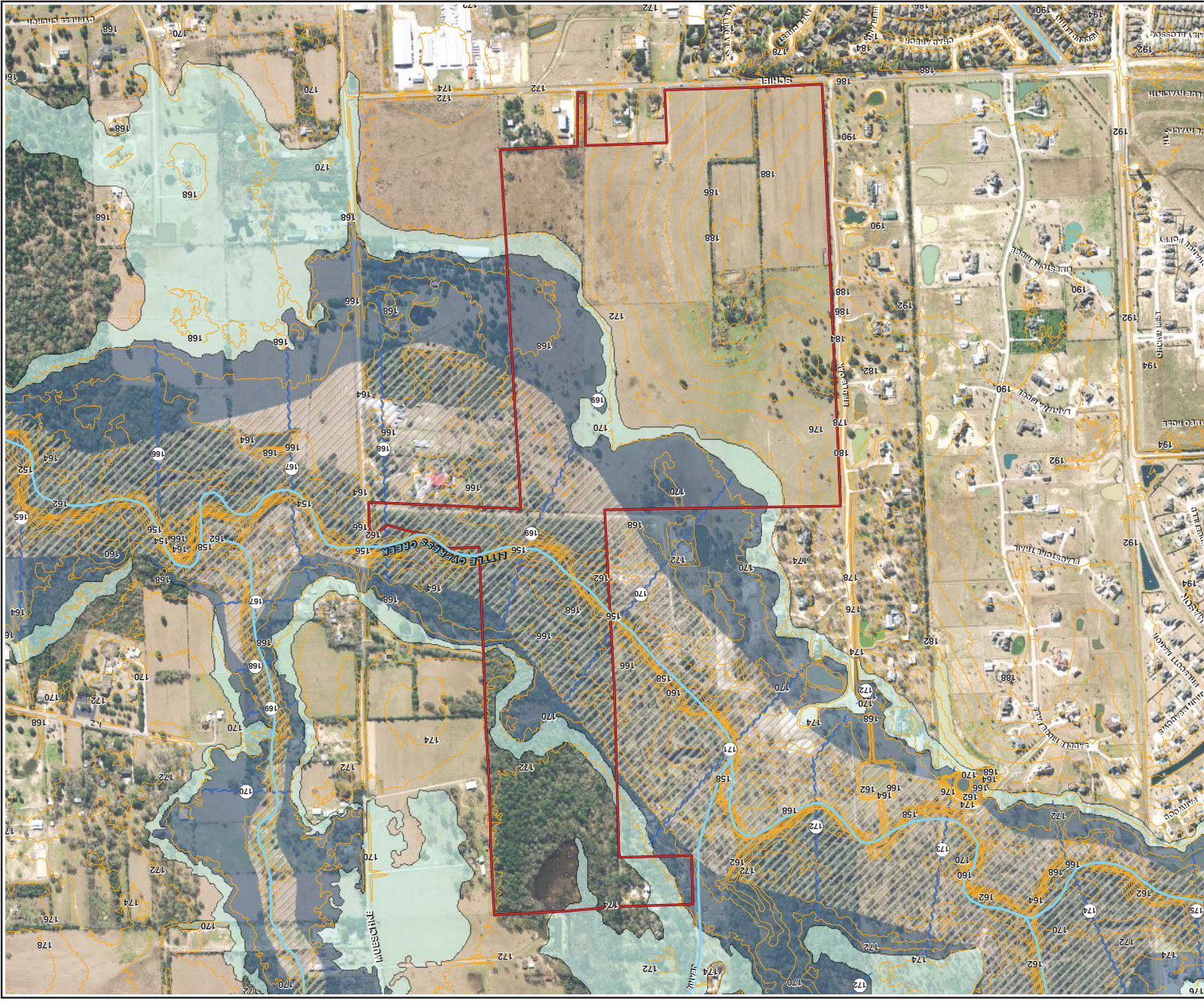
- AREA OF INTEREST
- DPRM BFE
- DPRM FLOODWAY = 164.62ac
- DPRM 100 YR FLOODPLAIN = 141.24ac
- DPRM 500 YR FLOODPLAIN = 47.91ac
- 2 FT CONTOUR
- CHANNELS

Data Source:
Base Flood Elevation - FEMA DFIRM
Floodplain - Federal Emergency Management Agency
Channels - Harris County Flood Control District
Contours - Tropical Storm Allison Recovery Project - Harris County Flood Control District



AERIAL PHOTOGRAPH DATE: JAN 2010
THIS PRODUCT IS FOR INFORMATIONAL PURPOSES AND MAY NOT HAVE BEEN PREPARED FOR OR BE SUITABLE FOR LEGAL, ENGINEERING, OR SURVEYING PURPOSES. IT DOES NOT REPRESENT AN ON-THE-GROUND SURVEY AND REPRESENTS ONLY THE APPROXIMATE RELATIVE LOCATION OF PROPERTY BOUNDARIES.

LJA Engineering, Inc.
2500 West 26th Street, Suite 100
Houston, Texas 77050
Phone: 713.232.1100
Fax: 713.232.1101
Email: info@ljaeng.com







NEWBERRY LAND PLAN

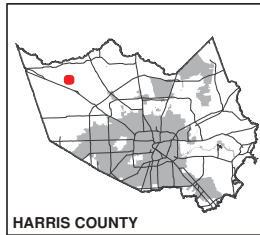
FEMA FLOODPLAIN MAP

MAY, 2013

Legend

-  HCMUD 531
-  DFIRM FLOODWAY
-  DFIRM 100 YR FLOODPLAIN
-  DFIRM 500 YR FLOODPLAIN

Data Source:
Base Flood Elevation - FEMA DFIRM
Floodplain - Federal Emergency Management Agency



AERIAL PHOTOGRAPH DATE: MARCH 2012

THIS PRODUCT IS FOR INFORMATIONAL PURPOSES AND
MAY NOT HAVE BEEN PREPARED FOR OR BE SUITABLE FOR
LEGAL, ENGINEERING, OR SURVEYING PURPOSES.
IT DOES NOT REPRESENT AN ON-THE-GROUND SURVEY AND
REPRESENTS ONLY THE APPROXIMATE RELATIVE LOCATION
OF PROPERTY BOUNDARIES.

LJA Engineering, Inc.

300 Blaney Drive Phone 713.281.1200
Suite 900 Fax 713.281.3018
Houston, Texas 77023-7101 www.ljaengineering.com 713.777.2018





Application Number: 2014-1404

Plat Name: Falls at Dry Creek GP

Applicant: LJA Engineering, Inc.- (West Houston Office)

Date Submitted: 06/02/2014

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

Specific Variance is being sought and extent of variance:

Allow a block length of 1900' on the eastern boundary of the plat from Taccoa Drive to the northern boundary of section 1 (42-128a1). Allow a block length exceeding the 2600' along the eastern boundary of the general plan (42-127a)

Chapter 42 Section: 128,127

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. Sec. 42-128. Intersections of local streets. (a) (1) Each local street shall intersect with a street that meets the requirements of subsection (b) at least every 1400 feet; or

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;

Falls at Dry Creek is a general plan of over 240 acres north of Schiel Road, south of Bauer Hockley with proposed Grant Road in its boundary, and west and adjacent to Mueschke Road. Little Cypress Creek runs through the GP north of Taccoa. Just north of the Falls at Dry Creek Sec 1 boundary Harris County will require the developer to dedicate a 320' Flood Control easement. We are asking for two variances: 1. To allow excessive block length along the eastern boundary from Schiel Road to the proposed Grant Road 2. To allow excessive block length for section 1 from Taccoa to the northern boundary of the plat which is 1900' If a roadway at 2600 north of Taccoa is required, it would be located inside a proposed 320' wide HCFCD easement over Little Cypress Creek. The alignment of the road would be generally along the meander of Little Cypress (not necessarily crossing, but actually running along flowline) of the channel. A roadway requirement 1400 feet north of Taccoa the road would be 900 feet inside the mapped floodway of Little Cypress. In order to avoid fill in the floodplain prohibited in the floodway, the top of roadway would have to be 3 feet below the 100-year flood level. The 2000 foot crossing detention exemption applies, and that the requirement would be 2000 feet north of Taccoa. The tract of land has significant topography falling steeply from the southwest to northeast. A detention basin required by HCFCD is provided along the northeasterly boundary, intercepting the runoff from the development. The detention must be located at this low area given the configuration of the land (can't put detention at the high point, because drainage won't go there). As such, the location of the detention is required by HCFCD and the land, and is not placed to avoid block length issue. As for roadway 2000 feet north of Taccoa the road would be 1500 feet inside the mapped floodway of Little Cypress. In order to avoid fill in the floodplain prohibited in the floodway, the top of roadway would have to be 3 feet below the 100-year flood level.

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

This circumstances supporting the variance is not a result of a hardship but rather the result of drainage issues that have existed on this property for some time. A large portion of Reserve A in section 1 is a detention pond and Little Cypress Creek runs through the GP. The variance to not provide an east/west street 1400 north of the Taccoa would allow the developer to avoid fill in the flood plain which would be difficult.

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

An east/west street could be required some place north of Little Cypress Creek which would be about 3600' north of Schiel. The distance between Schiel and the proposed major thoroughfare Grant Road is about 5200'. These two major thoroughfares should provide adequate vehicular circulation.

(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 of the area as the general plan is providing for adequate access and the appropriate drainage.

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

Economic hardship is not the sole justification of the variance as the overall physical features of the property is causing the excessive block length on the east side of the GP. A street connection can not be made within 1400' north of Taccoa without significant fill and a crossing of a required detention pond.

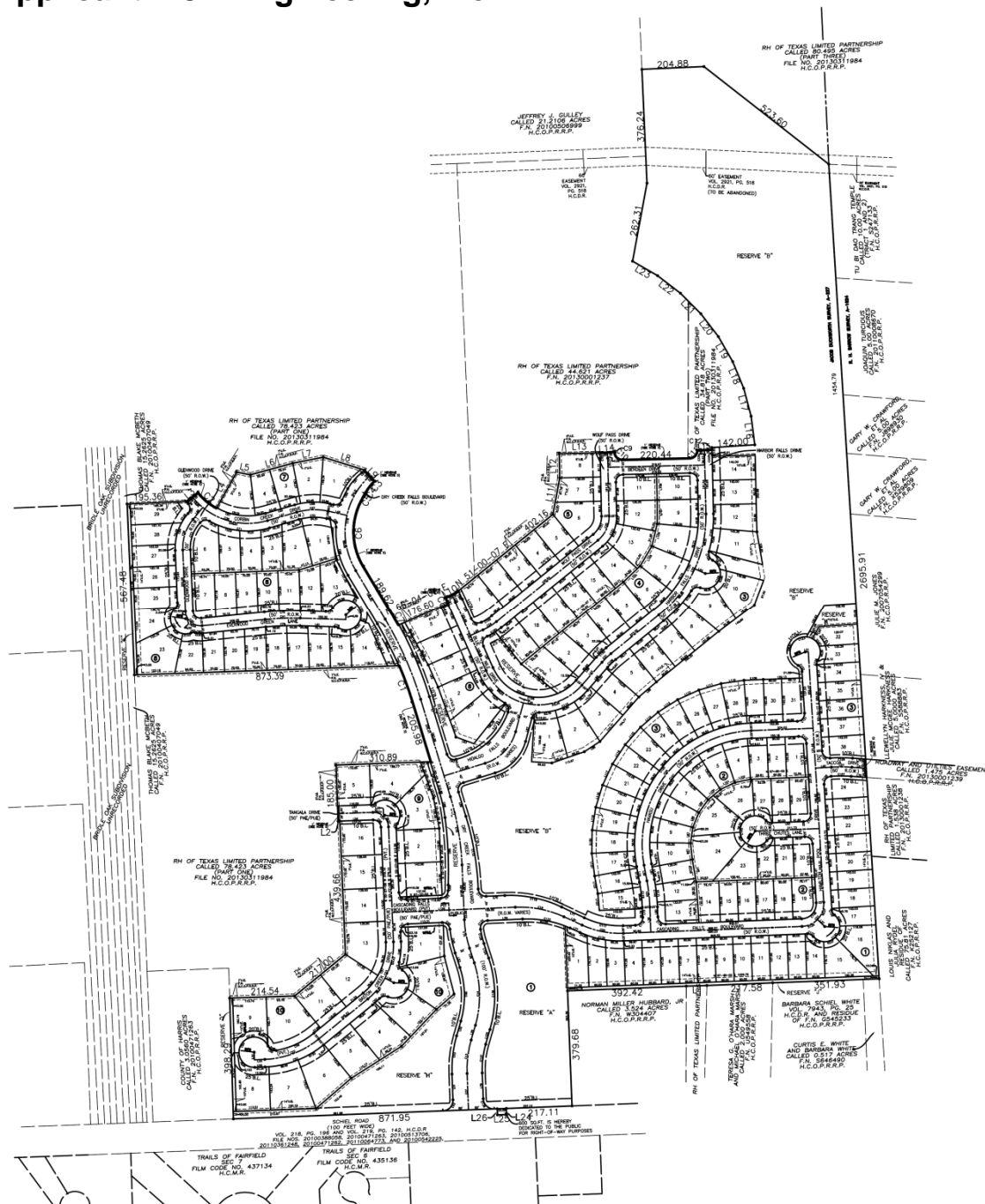
Houston Planning Commission ITEM : 142

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Falls at Dry Creek Sec 1

Applicant: LJA Engineering, Inc



D – Variances

Subdivision

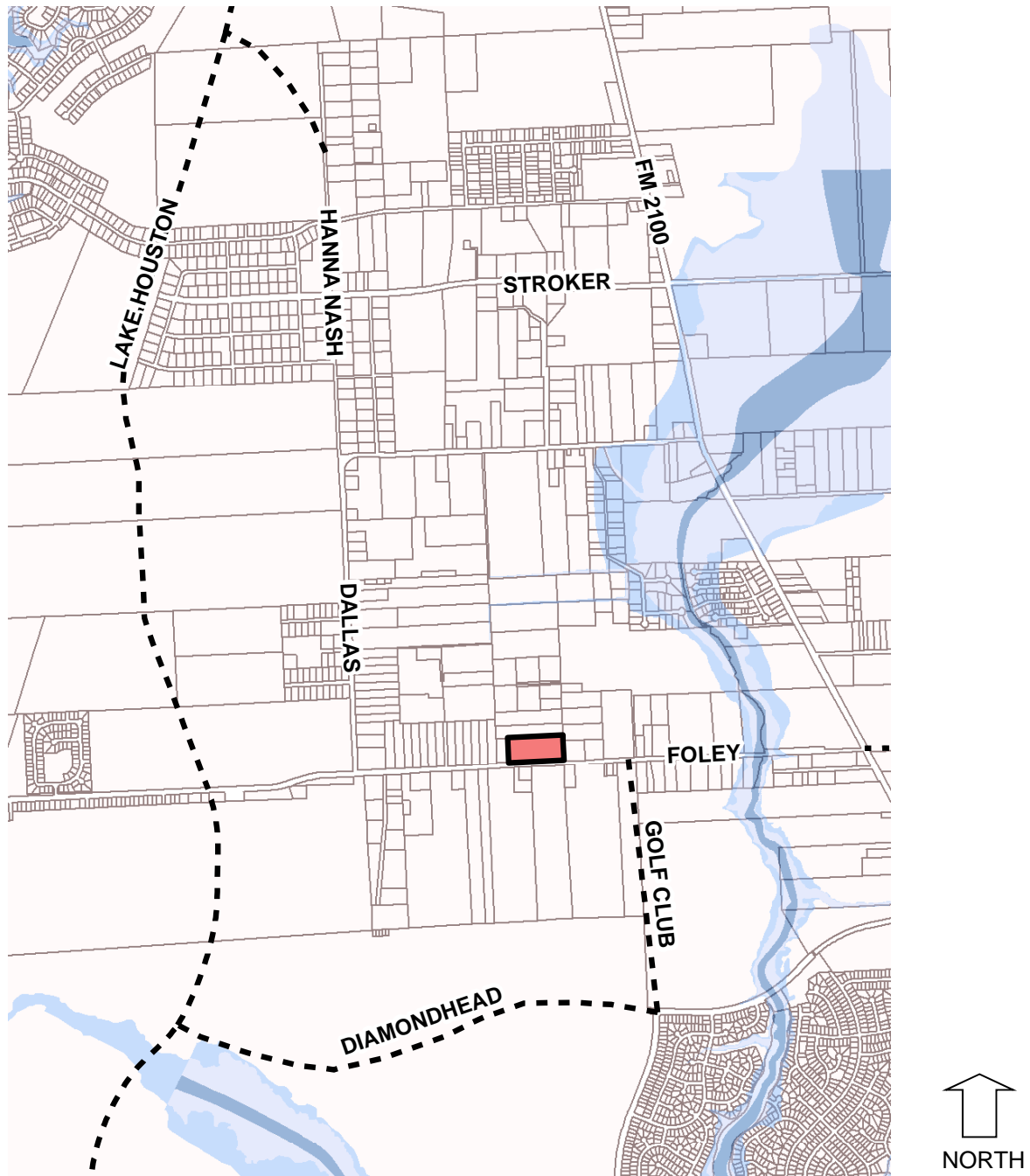
Houston Planning Commission ITEM : 143

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Foley Road Ranch (DEF)

Applicant: South Texas Surveying Associates, Inc.



D – Variances

Site Location

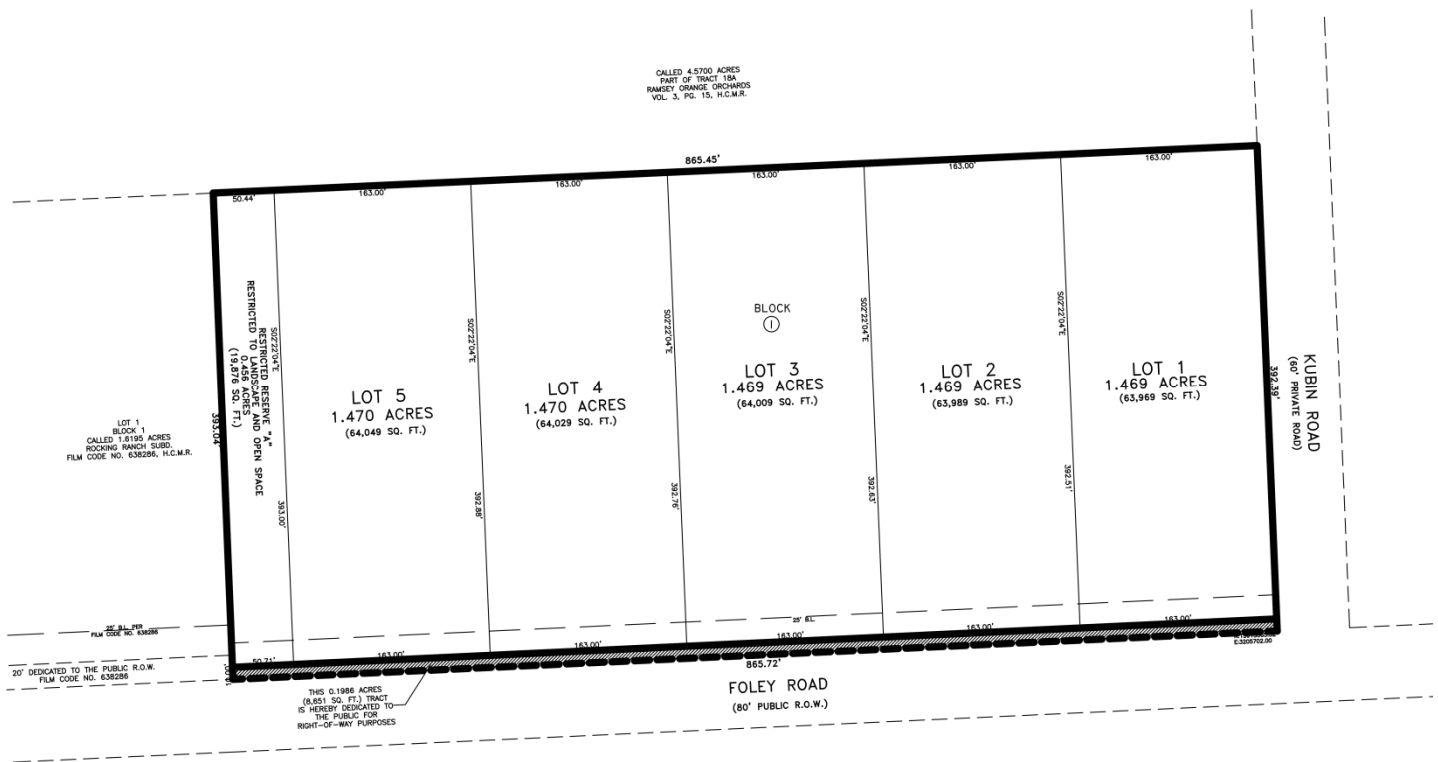
Houston Planning Commission

ITEM : 143

Planning and Development Department Meeting Date: 06/12/2014

Subdivision Name: Foley Road Ranch (DEF)

Applicant: South Texas Surveying Associates, Inc.



D – Variances

Subdivision

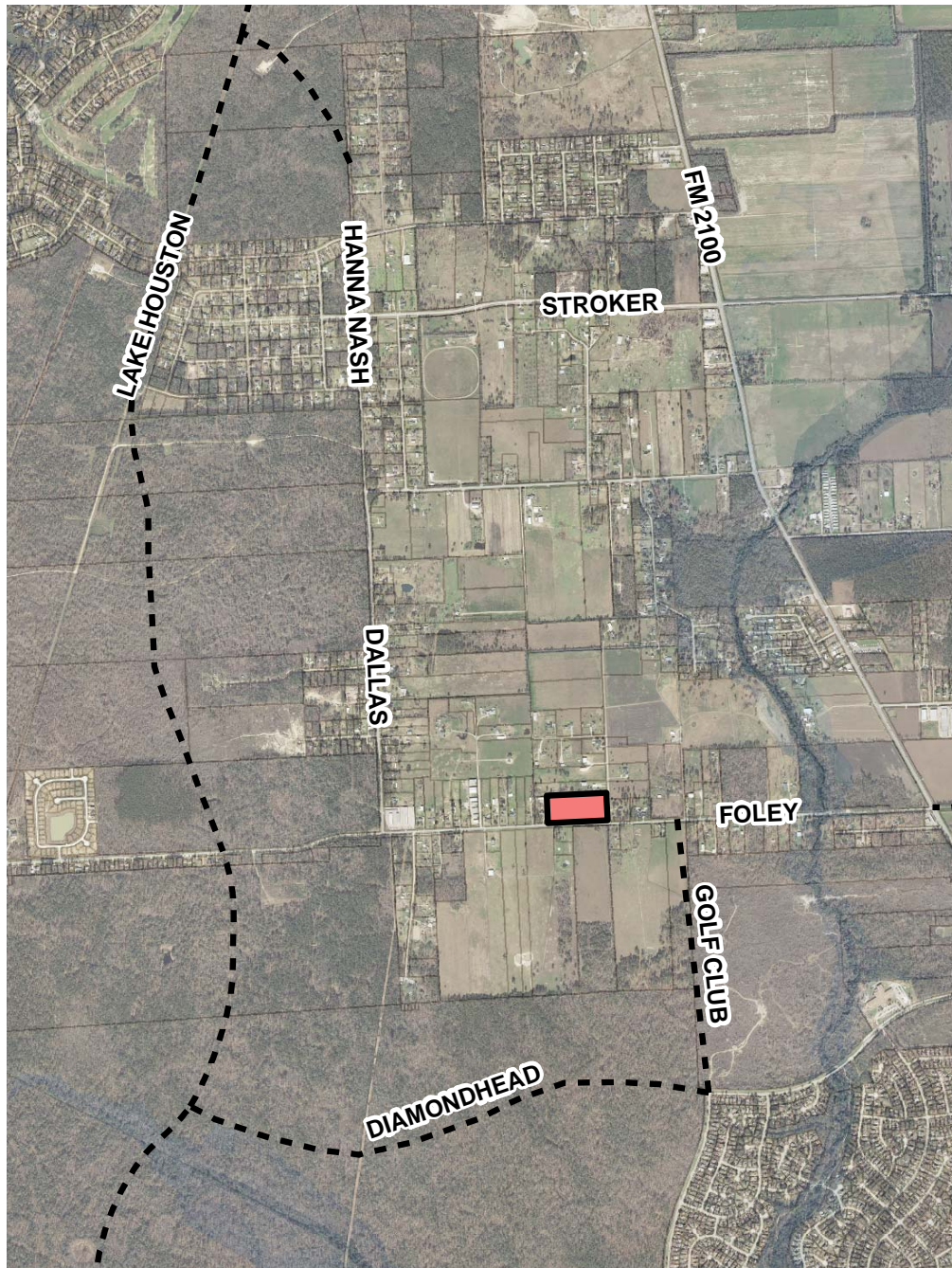
Houston Planning Commission ITEM : 143

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Foley Road Ranch (DEF)

Applicant: South Texas Surveying Associates, Inc.



D – Variances

Aerial



**PLANNING &
DEVELOPMENT
DEPARTMENT**

**VARIANCE
Request Information Form**

Application Number: 2014-0956

Plat Name: Foley Road Ranch

Applicant: South Texas Surveying Associates, Inc.

Date Submitted: 04/21/2014

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

Specific Variance is being sought and extent of variance:

Variance request address intersection spacing and not dedicate a street.

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

Applicant, Copper Basin Custom Homes is attempting to create 5 single family residential lots with 1 landscaping reserve. The property is located in the ET on Foley Road a major thoroughfare. It has been determined that the applicant must request a variance to address intersection spacing due to it's non-conformance with chapter 42-127. The property is located between Crosby Huffman Road and Hanna Nash Rd on the South side of Foley and turns into Dallas Rd on the North Side of Foley. The distance is roughly 85 feet or about 1.6 miles apart which is significantly higher than the 2600 foot requirement. Our projects site is approximately 8 acres at the corner of Foley and Kubin Rd a private Street. The size of the property does not support dedicating a street. We feel a larger project would be more suitable to this requirement. The area is very rural and largely undeveloped at this time.

(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 hardship created in this instance is strictly location of the property and the size of our project. Kubin Rd is a private road at this time. It may be beneficial to this area to extend Kubin Road once the properties to the South are being developed.

(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. This project is in a rural area, not a high traffic urban area. The proposed development simply does not have enough land to dedicate another road and Kubin Rd could reasonably extend to the South at some point in the future.

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

Allowing the applicant to develop this small area without dedicating another street would not be injurious to the public health, safety or welfare. We do not believe the traffic will be impacted significantly once this development of 5 residential lots is created.

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

The hardship incurred on this project is due to physical characteristics that cannot be changed. The size and location of the property are the main reasons for this request. Applicant feels this request is not unreasonable and we hope you agree. Thank you for your consideration.

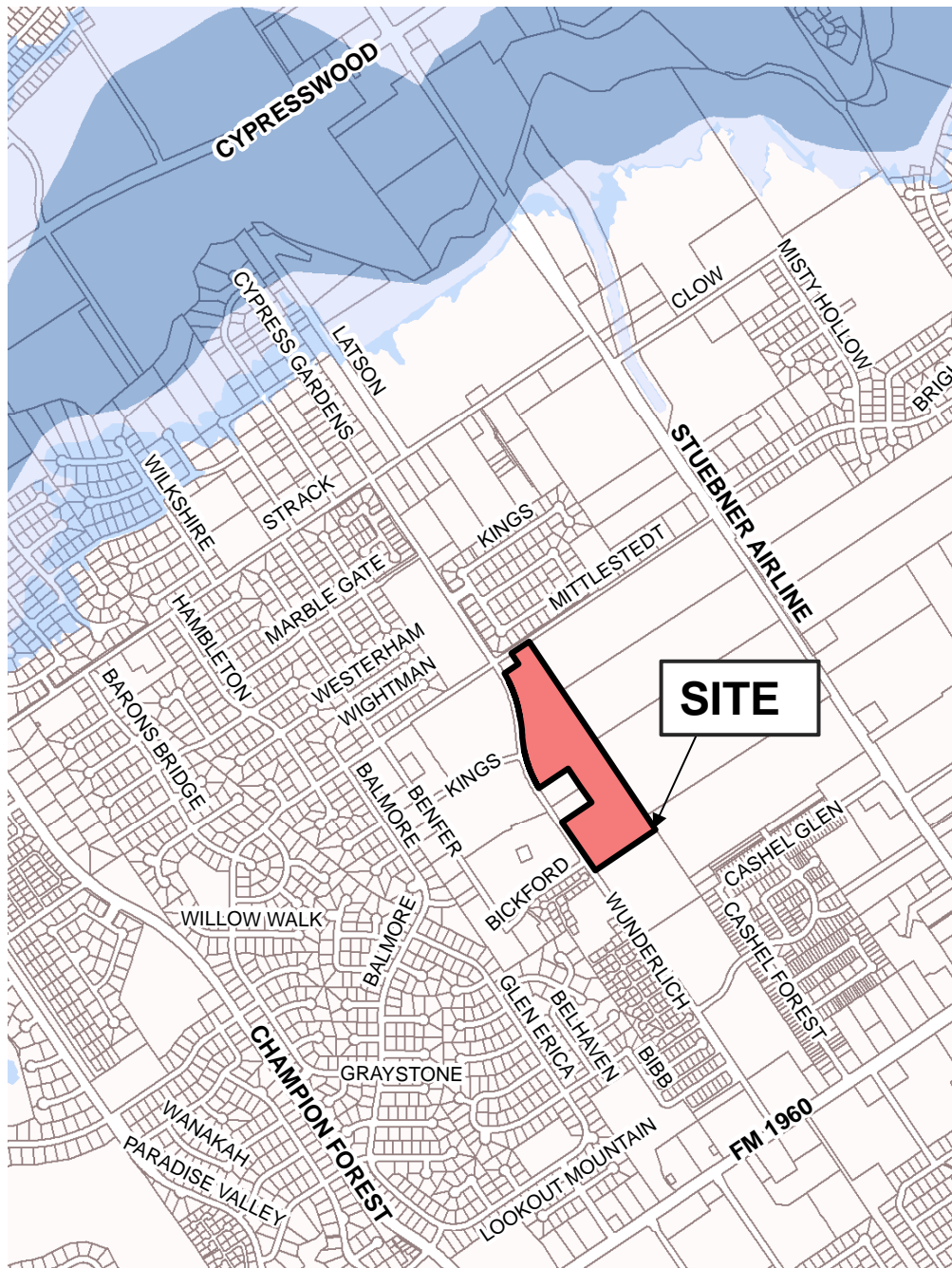
Houston Planning Commission ITEM: 144

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Mittlesteadt Estates (DEF)

Applicant: Jones & Carter, Inc.



D – Variances

Site Location

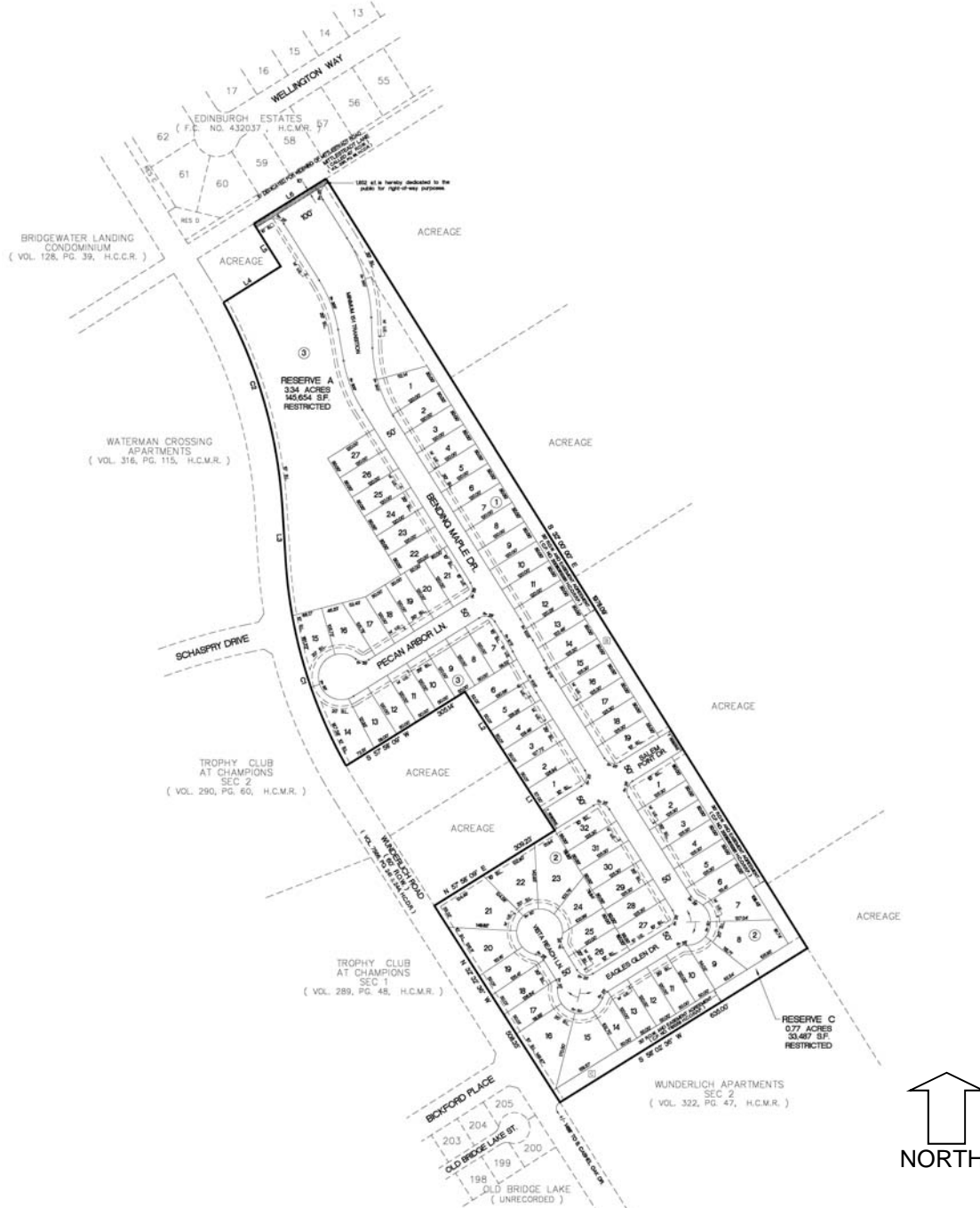
Houston Planning Commission ITEM: 144

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Mittlesteadt Estates (DEF)

Applicant: Jones & Carter, Inc.



D – Variances

Subdivision

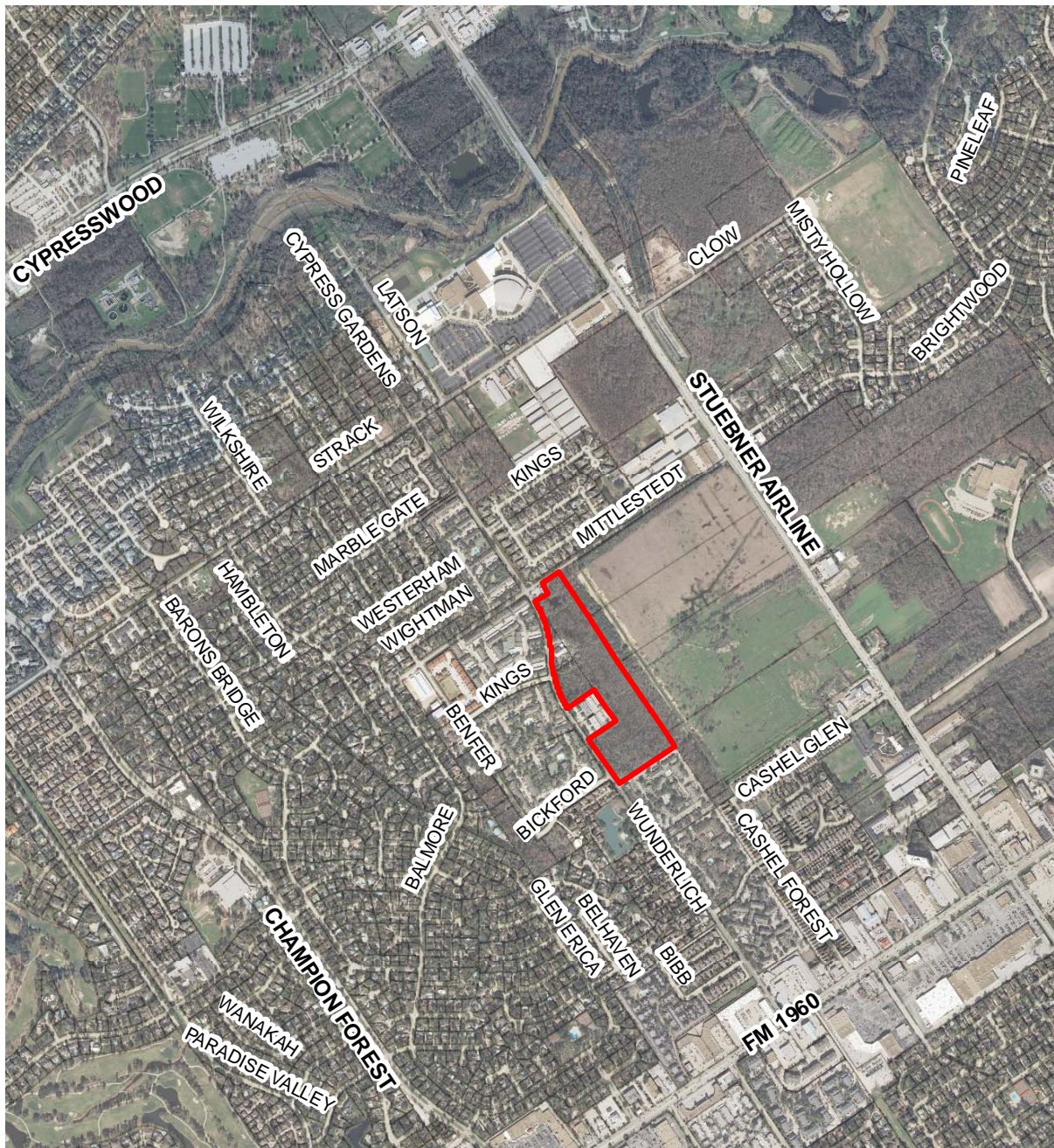
Houston Planning Commission ITEM: 144

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Mittlesteadt Estates (DEF)

Applicant: Jones & Carter, Inc.



D – Variances

Aerial



Application Number: 2014-1244
Plat Name: Mittlesteadt Estates
Applicant: Jones & Carter, Inc. - The Woodlands
Date Submitted: 05/19/2014

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

Specific Variance is being sought and extent of variance:

To not provide an east/west street from the proposed private drive network resulting in an intersection spacing greater than 1,400'.

Chapter 42 Section: 42-128 (a) (1)

Chapter 42 Reference:

Sec. 42-128. Intersections of local streets. (a) (1) Each local street shall intersect with a street that meets the requirements of subsection (b) at least every 1400 feet; or

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 proposed private street subdivision consists of 80 single family lots, located at the southeast intersection of Mittlesteadt Drive and Wunderlich Road. Both Mittlesteadt Drive and Wunderlich Road function as collector streets; since both streets provide a direct connection to a major thoroughfare and neither street have single family lots facing either street. Strict application for an east/west street stub to the undeveloped property to the east will result in a hardship for the adjacent property because the adjacent property will require the construction of a bridge crossing of the future widening of the existing drainage ditch located east of the common property line. An additional intersection with Wunderlich Road is not warranted since the street currently functions as a collector street. The proposed private street subdivision was designed to accommodate existing site constraints (existing drainage channel to the east) and respond to a notable difference in criminal activity between the gated and non-gated subdivisions within the area. The proposed street pattern will provide for a reduction in "crimes of opportunity", while maintaining safe and efficient circulation through the immediate area. The low density of the proposed project and the effectiveness of the planned street pattern serve to justify the requested modification of the standard.

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

The drainage east of the site, the configuration of the collector streets and reasons to control access into the proposed subdivision has existed prior to the acquisition of this site by the developer

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

The proposed plat will provide adequate local access via a private street system, which will be constructed to public street standards. The existing adjacent collector streets provides for safe and efficient traffic circulation in the immediate area while allowing for the orderly development of land, which is consistent with the intent and general purposes of the Chapter.

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

The proposed plat will provide for adequate ingress/egress for residents as well as police, fire, and emergency vehicles and will not be injurious to the public health, safety, or general welfare.

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

The granting of the variance is based on the unique physical characteristics of the area and existing development that affect the subject tract.

Houston Planning Commission ITEM : 145

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: North Durham Estates (DEF 2)

Applicant: Owens Management Systems, LLC



D – Variances

Site Location

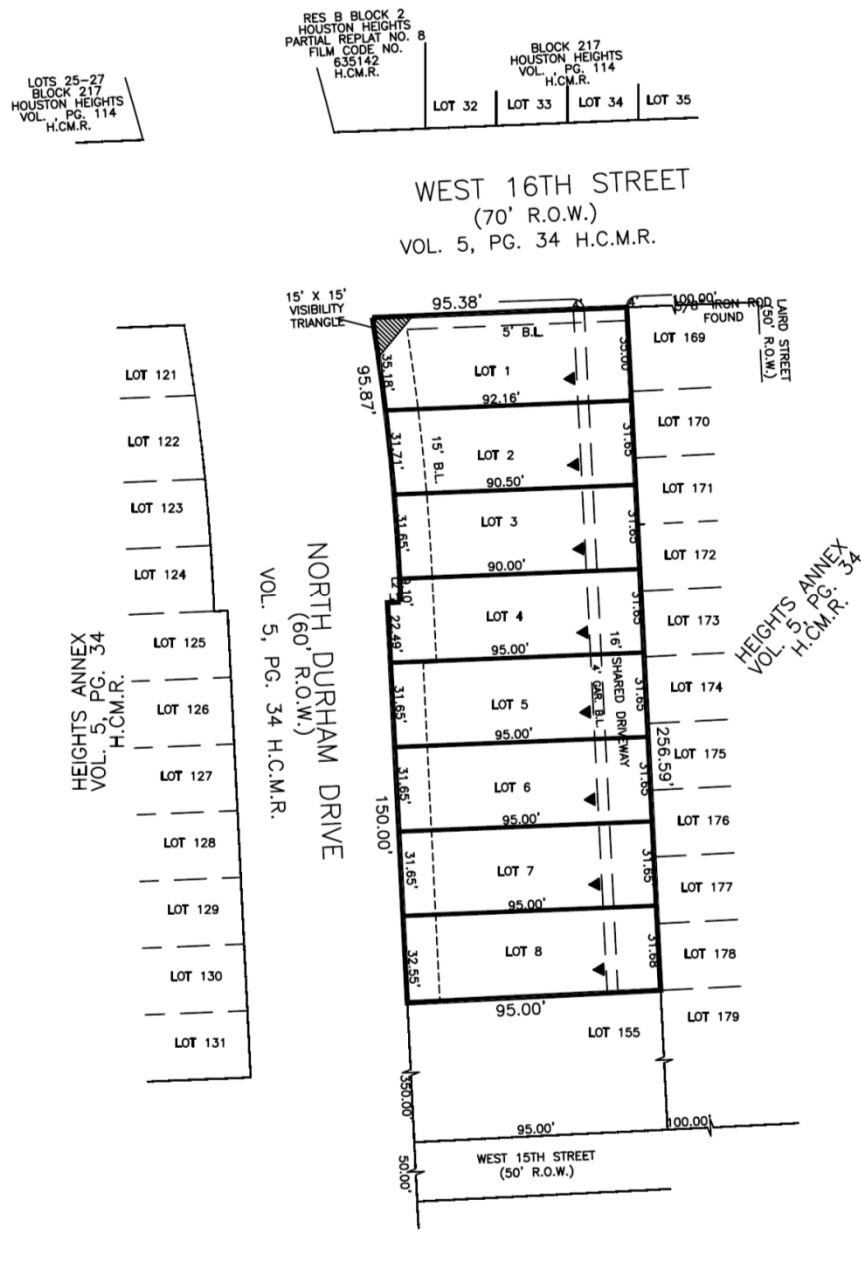
Houston Planning Commission ITEM : 145

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: North Durham Estates

Applicant: Owens Management Systems, LLC



D – Variances

Subdivision

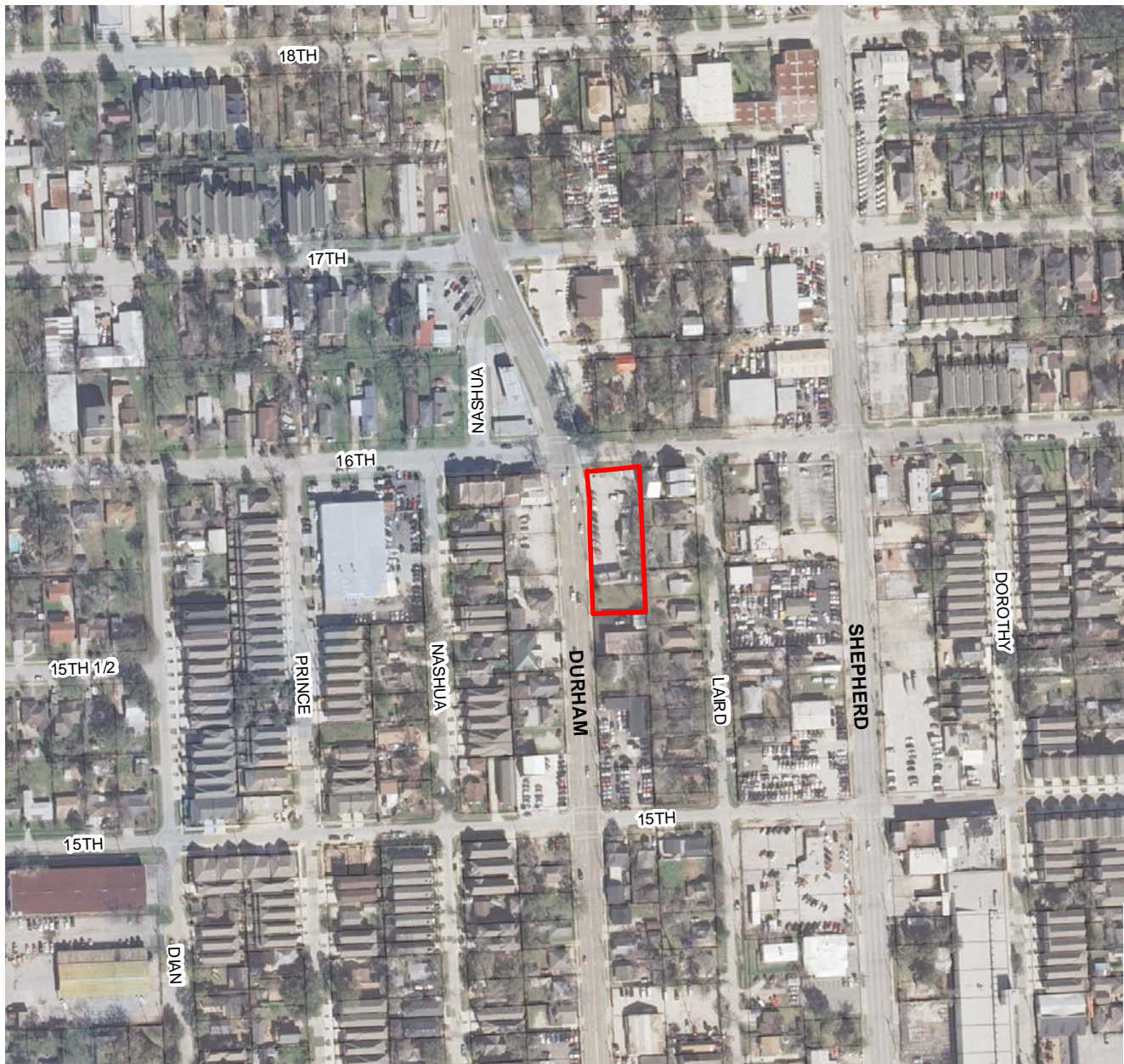
Houston Planning Commission ITEM : 145

Planning and Development Department

Meeting Date: 06/12/2014

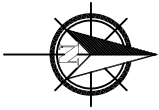
Subdivision Name: North Durham Estates (DEF 2)

Applicant: Owens Management Systems, LLC



D – Variances

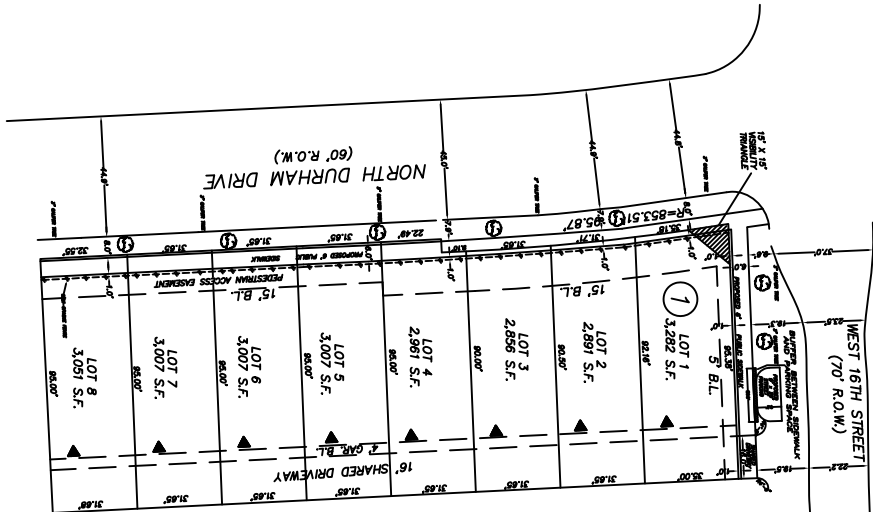
Aerial



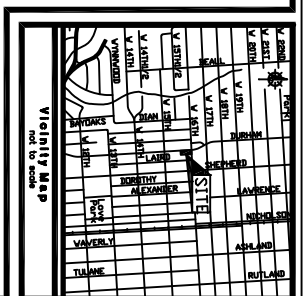
SITE PLAN

SCALE: N.T.S

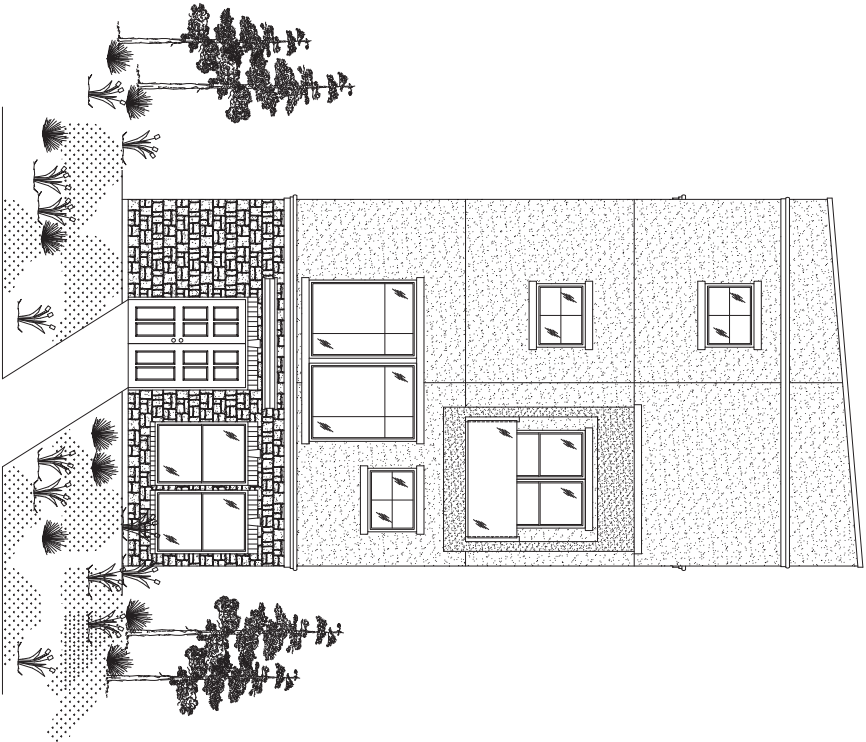
NOTE:
1) SEMI-OPAQUE FENCE IN COMPLIANCE WITH CHAPTER 42



NORTH DURHAM ESTATES
1520 & 1550 N. DURHAM DRIVE

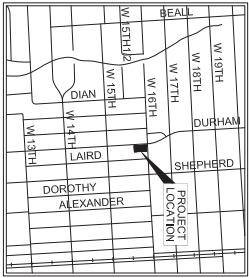


A PROPOSED
SINGLE-FAMILY RESIDENTIAL
TOWNHOUSE LOCATED AT
1526 N. DURHAM DRIVE
HOUSTON, TEXAS 77008



RESIDENCE	3,525 中
TERRACE	967 中
BALCONY	186 中
PORTE-COCHERE	224 中
TWO-CAR GARAGE	385 中
TOTAL COVERED	5,287 中

STONE VENEER & STUCCO EXTERIOR
CONCRETE SLAB FOUNDATION
SINGLE FAMILY RESIDENTIAL TOWNHOUSE
25'-0" WIDE x 63'-0" DEEP
10'-0 CEILING HEIGHT @ ALL LEVELS



VICINITY MAP
N.T.S.
KEY MAP # 452-Y

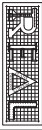


P.O. Box 23398
Houston, Texas 77228
Phone: 832-654-7862
Phone: 832-407-4879
E-mail: real_designs@live.com

MAY 2014

REVISIONS	
No.	DESCRIPTION
1	
2	

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www.real-designs-inc.com

OWNER:
NORTH
DURHAM
ESTATES

PROPOSED THREE-STORY
SINGLE-FAMILY RESIDENTIAL
TOWNHOMES
LOCATED AT
1526 N. DURHAM DRIVE
HOUSTON, TEXAS 77008

DRAWING TITLE:	COVER SHEET
DATE:	5-5-14
DESIGN:	8613
DRAWN:	8613
SCALE:	NO SCALE
JOB No:	14031006
FILE:	
DRAWING:	

A0.0



$1/4'' = 1'-0''$

24-4 TH.F.
24-4 PLT. HT.

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100-4 TH.F.
100-4 PLT. HT.

$1/4" = 1'-0"$

OPTION A

**PROPOSED THREE-STORY
SINGLE-FAMILY RESIDENTIAL
TOWNHOMES
LOCATED AT
N. DURHAM DRIVE
HOUSTON, TEXAS 77008**

DRAWING TITLE:

**EXTERIOR
ELEVATION**

DATE:

9-17-2013

DESIGN:

8613

DRAWN:

8613

SCALE:

1/4"= 1'-0"

JOB No:

14031006

FILE:

DRAWING

A1.3

REVISIONS		
No.	DATE	DESCRIPTION
1	-	-
2	-	-

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OWNER:

**NORTH
DURHAM
ESTATES**



Application Number: 2014-0792

Plat Name: North Durham Estates

Applicant: Owens Management Systems, LLC

Date Submitted: 04/07/2014

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

Specific Variance is being sought and extent of variance:

A variance is being sought for a reduced 10-foot building line along a major thoroughfare instead of a 25-foot building line.

Chapter 42 Section: 152

Chapter 42 Reference:

A portion of a lot or tract that is adjacent to a major thoroughfare shall have a building line requirement of 25 feet unless otherwise authorized by 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

(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;

North Durham is a 2-lane, one direction, right-of-way, originally platted as a 50' right-of-way for residential subdivision. With the upgrade to a major thoroughfare, per HCCFN B207084, B242018 & B252807, 5 feet was taken on both sides of the street creating the existing 60-foot right-of-way. There is residential and commercial developments along North Durham, most have 0 – 5 feet from the property line. The developer is proposing to construct 8 3-story townhomes that front on North Durham. The units will take access from the shared driveway with ingress/egress on 16th Street.

(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 created by Chapter 42 requirements for residential developments taking access from a major thoroughfare. Each lot is currently 50' x 95' and the combination of all lots totals less than an acre.

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

There is no vehicular access to North Durham and the existing curb cut will be abandoned. The distance from the back of curb to the property line is approximately 6 feet. A wrought iron fence is proposed for the perimeter of the property.

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

The development includes new 5' sidewalk along 16th Street and increase the sidewalks along North Durham to 5' with additional landscaping that meets commercial development standards.

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

The justification is that 5' have already been taken by the City of Houston. The proposed development creates a pedestrian friendly environment with no vehicular access to a major thoroughfare.

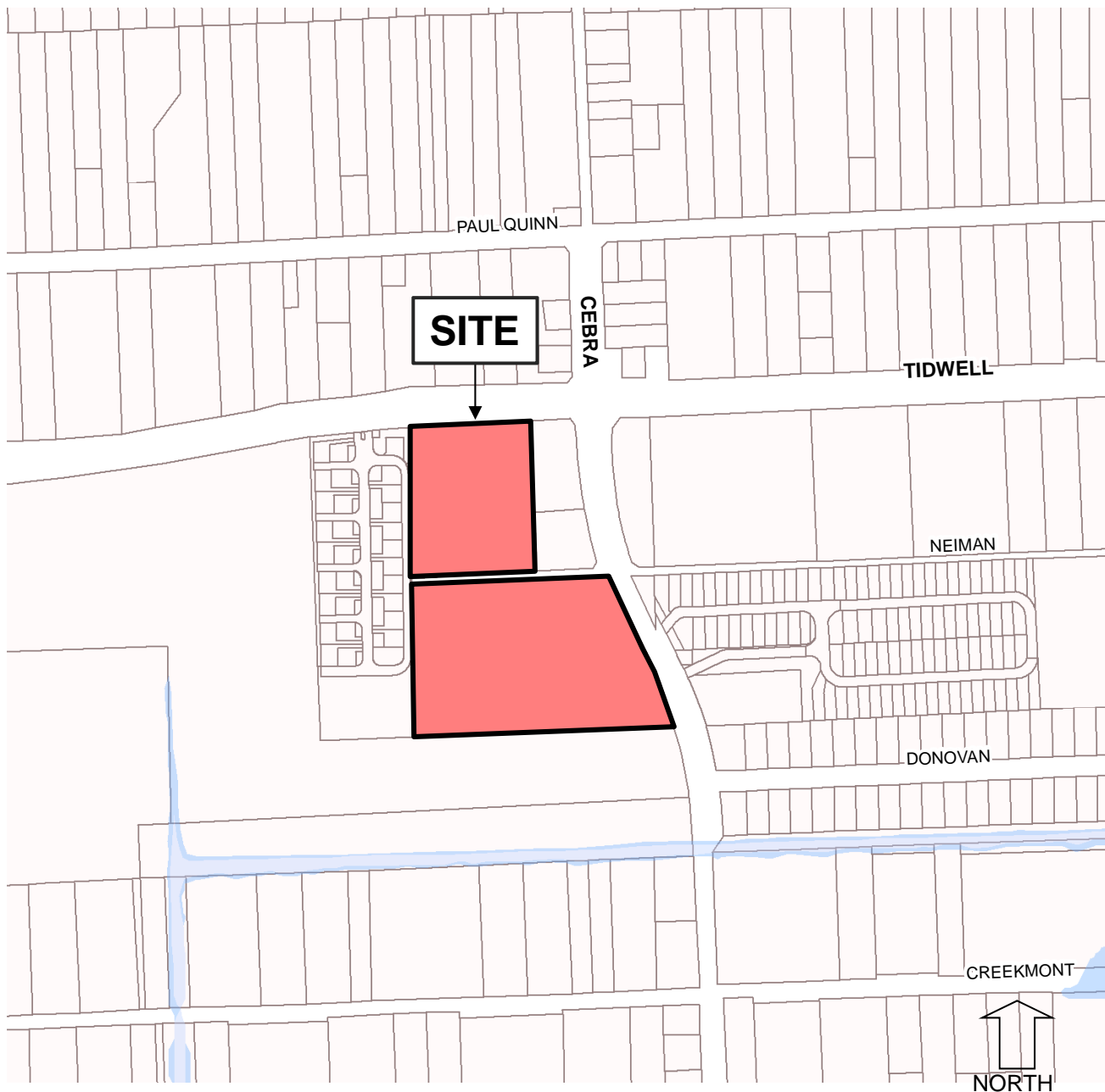
Houston Planning Commission ITEM : 146

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Oak Forest of La Sierra

Applicant: Vernon G. Henry & Associates, Inc.



D – Variances

Site Location

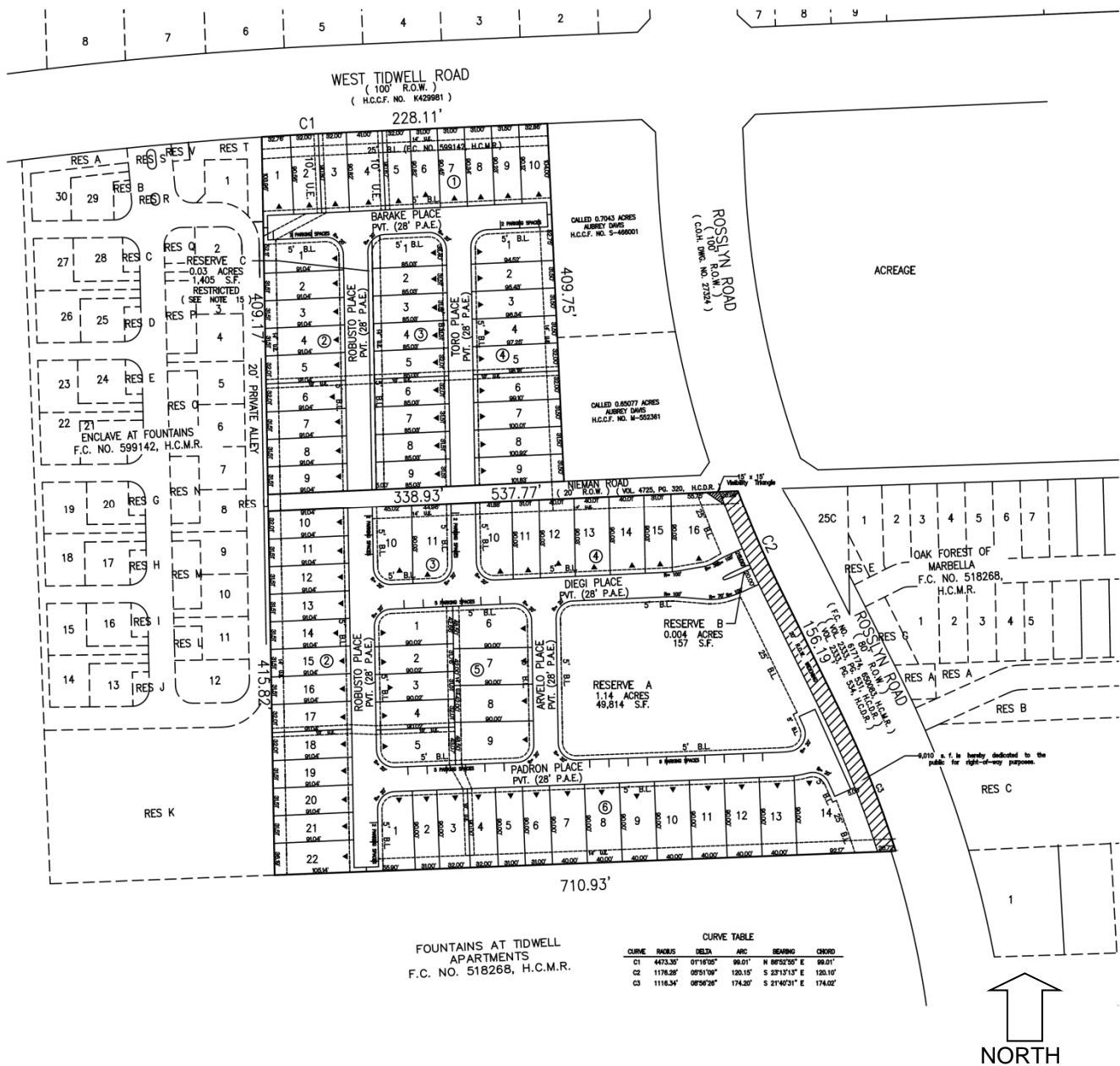
Houston Planning Commission

ITEM : 146

Planning and Development Department Meeting Date: 06/12/2014

Subdivision Name: Oak Forest of La Sierra

Applicant: Vernon G. Henry & Associates, Inc.



D – Variances

Subdivision

Houston Planning Commission ITEM : 146

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Oak Forest of La Sierra

Applicant: Vernon G. Henry & Associates, Inc.



D – Variances

Aerial



Application Number: 2014-1238

Plat Name: Oak Forest of La Sierra

Applicant: Vernon G. Henry & Associates, Inc.

Date Submitted: 05/19/2014

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

Specific Variance is being sought and extent of variance:

Not to dedicate 30' of right-of-way widening for (unpaved) Neiman Street; not to provide a building setback adjacent to the existing Neiman row

Chapter 42 Section: 122, 150

Chapter 42 Reference:

Sec. 42-122. Right-of-way widths. The minimum right-of-way required for each of the following types of streets or public alleys shall be as follows, subject only to the street width exception areas established pursuant to section 42-123 of this Code: Local streets (1) 50 feet if adjacent to exclusively single-family residential lots; Sec. 42-150. Building line requirement. (d) The following chart is a summary of certain building line requirements of this chapter and is intended for illustrative purposes only. In case of any conflict between the chart and the text of this chapter, the text shall control.

Type of Street or Private Roadway Tract Description	Minimum Building Line Requirement
Local streets	All others 10 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;

Neiman was designated as a street with a 20' width decades ago when the area was in the unincorporated area of the county. Only the far eastern end adjacent to Ella is in actual use with one lane of paving in poor condition. The plat on the western boundary of this proposed subdivision did not use this street right-of-way but, instead, plated over it and blocked any possible extension. Neiman is not needed for intersection spacing. The old inadequate row is being retained as open space in this subdivision.

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

The inadequate r.o.w. for Neiman was created many years ago before standards were established for street right-of-way and paving. There is little or no prospect that the road will ever be extended to the west and it is not in use as a road east across Rosslyn.

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

The purpose of the minimum right-of-way width for streets is to insure that adequate width paving and utilities can be installed. Since it is unlikely that this section of Neiman will ever be used because other access is being provided in this subdivision and the road no longer exists to the west, there is no need to widen the right-of-way or to set back from it...

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

Granting the variance will have no effect on the public. The existing 20' right-of-way is not in use, is not required to meet intersection standards, and is not needed for access to lots in this new subdivision.

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

The justification for the variance is the existing physical conditions to the west and that the road right-of-way is not going to be used for vehicle access in this new subdivision.

Houston Planning Commission

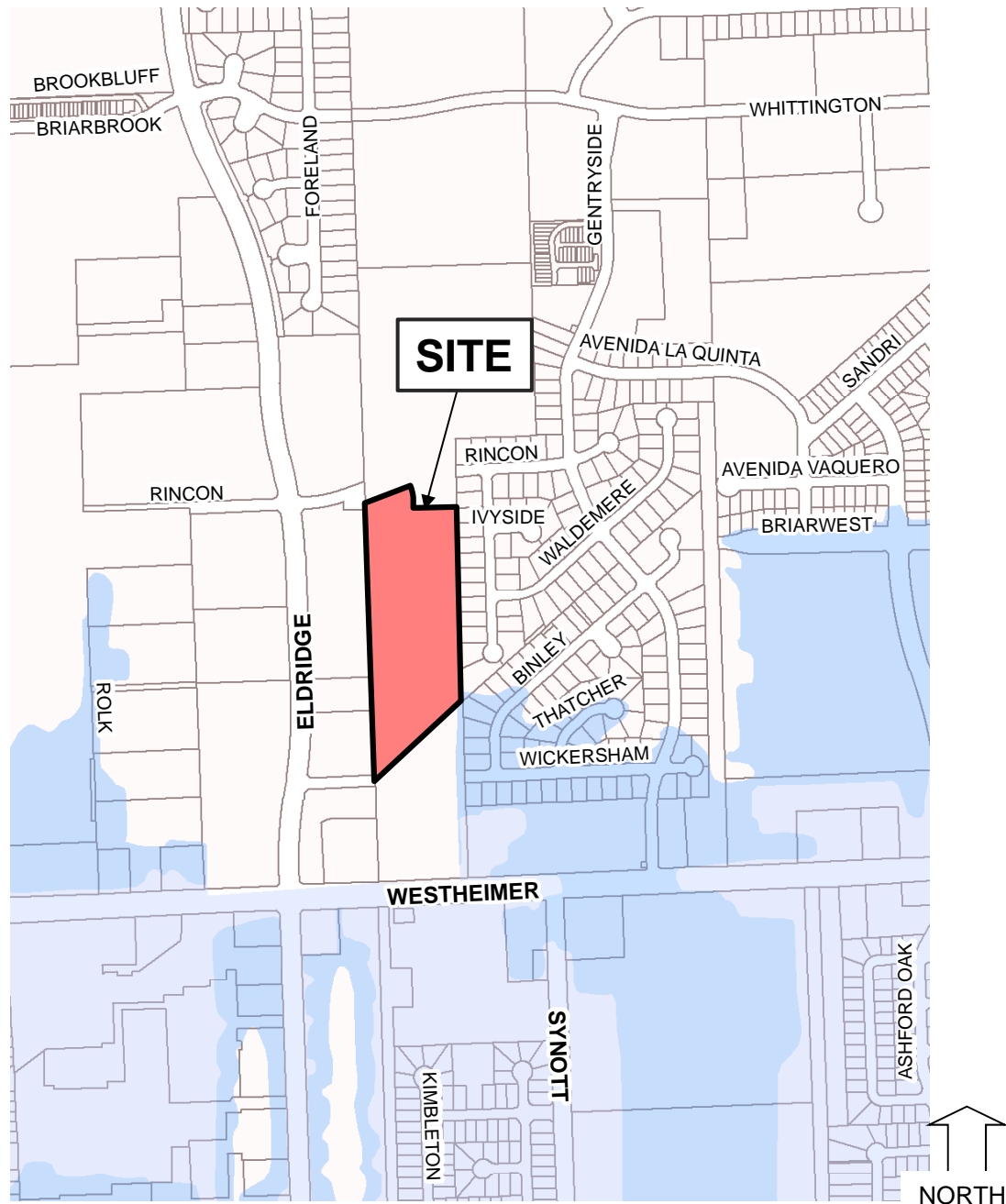
ITEM : 147

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Parkway Terrace Sec 2

Applicant: RVi Planning + Landscape Architecture



D – Variances

Site Location

Houston Planning Commission

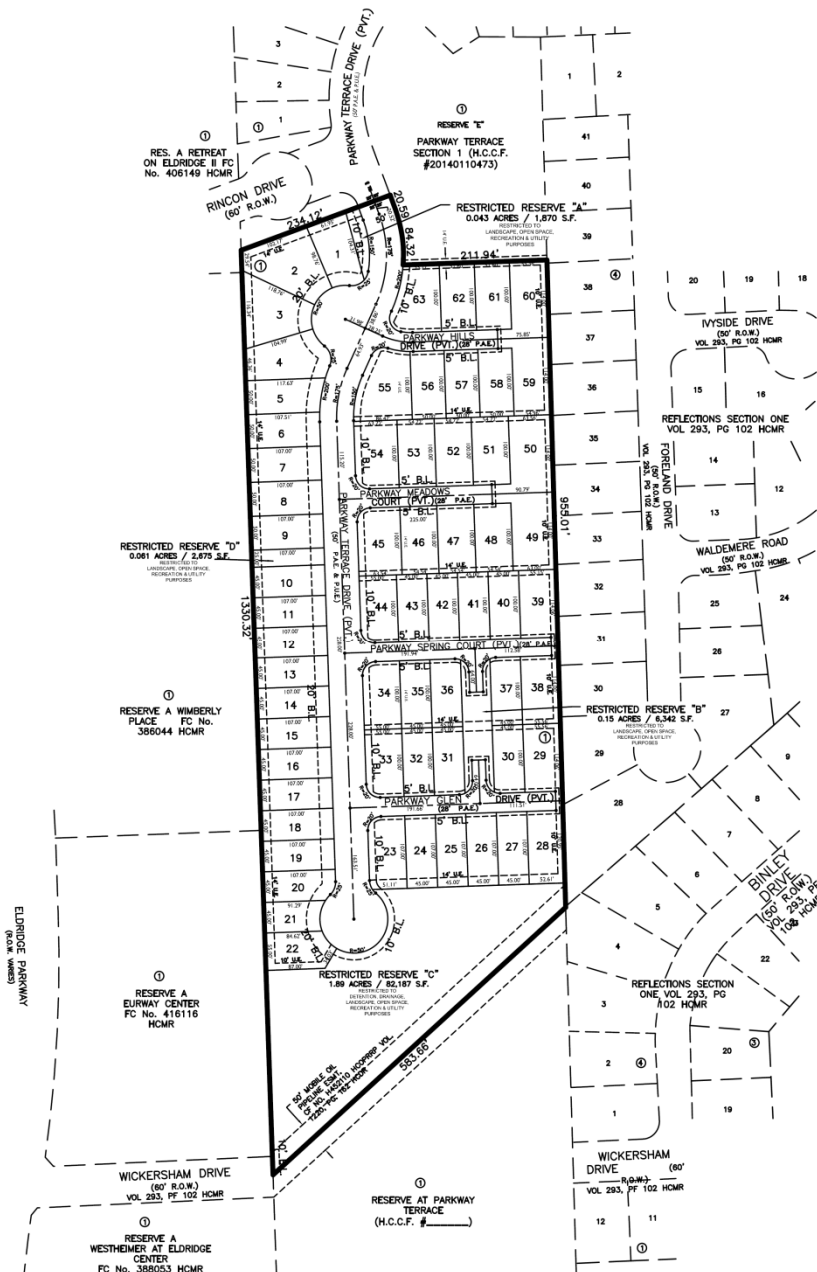
ITEM : 147

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Parkway Terrace Sec 2

Applicant: RVi Planning + Landscape Architecture



D – Variances

Subdivision

Houston Planning Commission

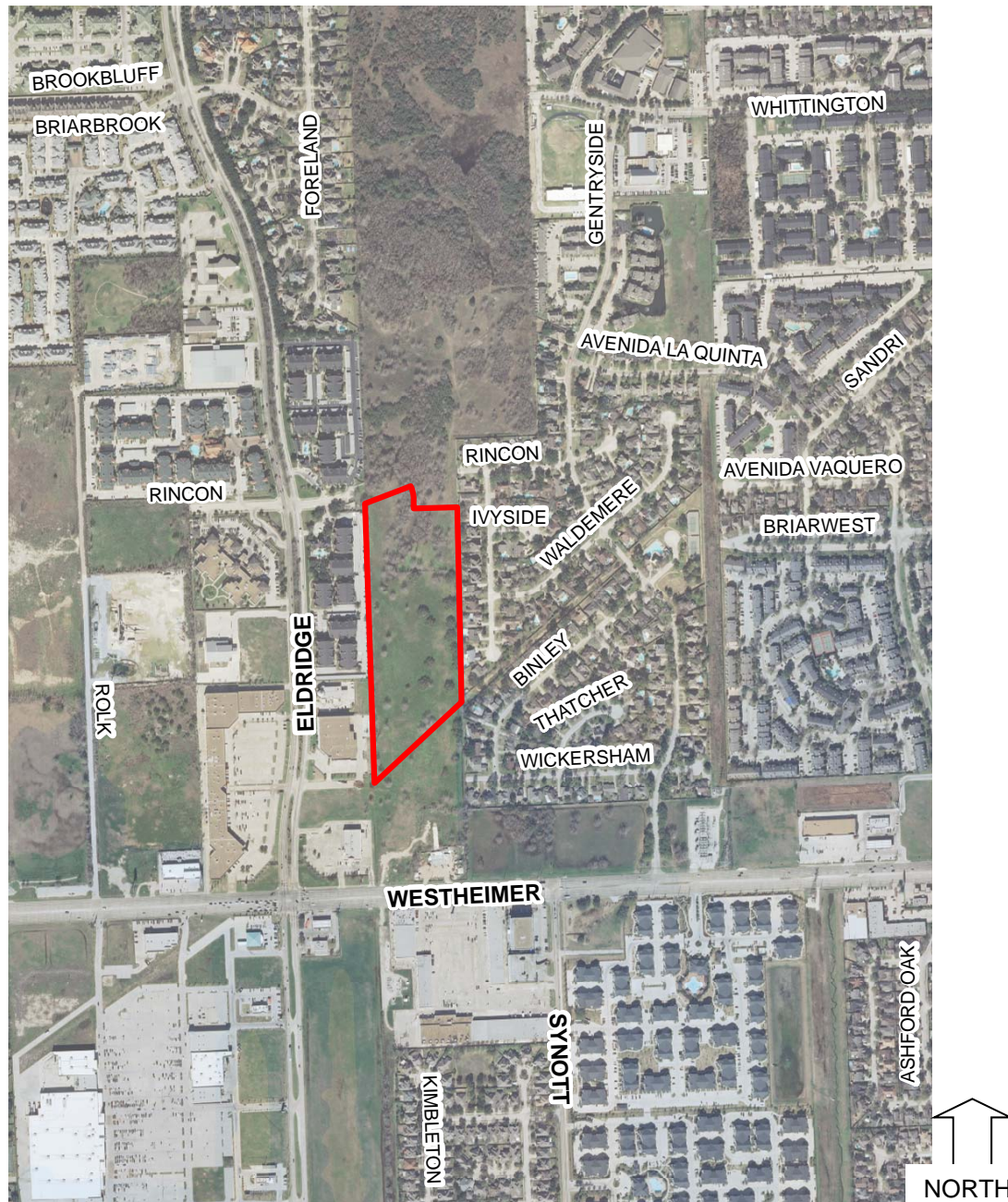
ITEM : 147

Planning and Development Department

Meeting Date: 06/12/2014

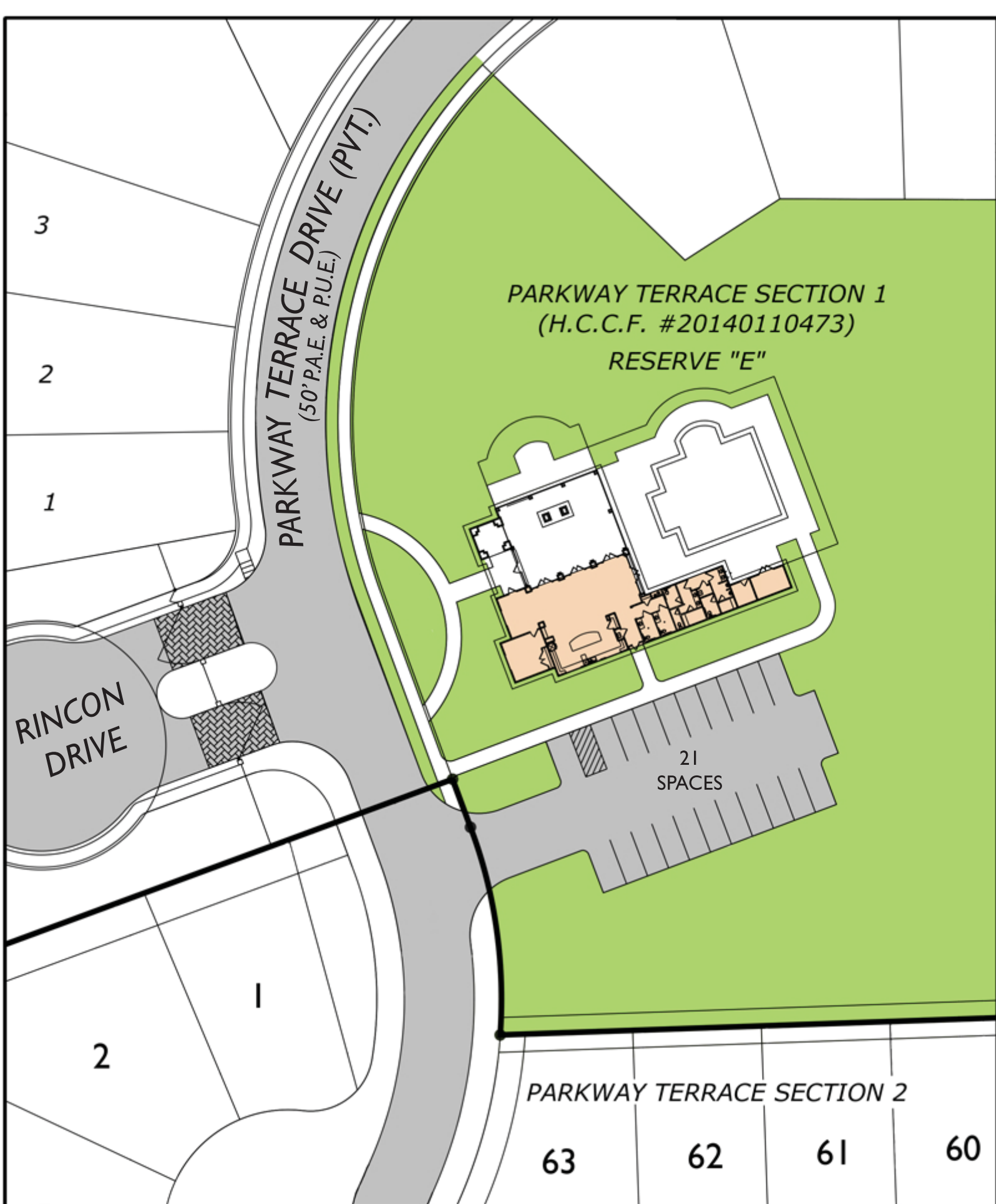
Subdivision Name: Parkway Terrace Sec 2

Applicant: RVi Planning + Landscape Architecture



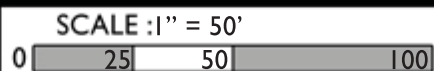
D – Variances

Aerial



Parkway Terrace
Houston, TX

PARKING LOT EXHIBIT



19 Briar Hollow Lane, Suite 145
Houston, Texas 77027
Tel: (713) 621-8035 Fax: (713) 621-6402
www.rvplanning.com



DATE: 01-01-2007 NORTH



Application Number: 2014-1382

Plat Name: Parkway Terrace Sec 2

Applicant: RVi Planning + Landscape Architecture

Date Submitted: 06/02/2014

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

Specific Variance is being sought and extent of variance:

To allow required guest parking to be provided within Reserve "E" of Parkway Terrace, Section 1

Chapter 42 Section: 186

Chapter 42 Reference:

Sec. 42-186. Parking for single-family residential uses. (b) Each subdivision plat providing for a single-family residential use on property located within the city that includes a shared driveway or a type 2 permanent access easement with six or more dwelling units shall provide one additional parking space for every six dwelling units. Dwelling units on a lot that includes a parking space in excess of the parking requirements of subsection (a) of this section shall not be counted in determining the required number of additional parking spaces required by this subsection. Each additional parking space shall conform to the following requirements: (2) The parking space shall be placed within the boundaries of the subdivision plat, unless the parking space abuts: a. Continuous curb along a public street that is adjacent to or within the plat boundary and that is not a major thoroughfare; or b. Culverts installed in accordance with the requirements of the design manual along an open ditch street adjacent to or within the subdivision plat boundary;

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 plat represents the second and final phase of the Parkway Terrace development and contains 41 lots that take access from a 28-foot permanent access easement and thus, requires six guest parking spaces. Reserve "E" of Parkway Terrace, Section 1 is located immediately north and adjacent to the proposed plat and contains a parking lot with twenty one parking spaces. This parking will be accessible to all of the lots within Section 2 and provide more than adequate guest parking for the community.

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

The parking facilities located within Section 1 of the project are more than sufficient to meet the guest parking needs of the community.

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

Guest parking will be provided within Section 1 of the development thus preserving the intent and general purposes of the chapter.

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

Adequate guest parking will be provided and therefore the granting of the variance will not be injurious to the public health, safety or welfare.

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

The parking facilities located within Section 1 of the project will meet the guest parking needs of the community. Additional parking would be unnecessary and impractical.



PLANNING &
DEVELOPMENT
DEPARTMENT

**SPECIAL EXCEPTION
Request Information Form**

Application Number: 2014-1382

Plat Name: Parkway Terrace Sec 2

Applicant: RVi Planning + Landscape Architecture

Date Submitted: 06/02/2014

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

Specific requirement for which the special exception is being sought:

To allow 157 lots to have a single point of access

Chapter 42 Section: 189

Chapter 42 Reference:

Sec. 42-189. Points of access. 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;

The subject tract is located just east of Eldridge Parkway, north of Westheimer. Access to the project is provided by a divided entry located near the center of the property. Because of the central location of the project entry, traffic will be distributed between both sides of the development which will help to alleviate the need for an additional access point. In addition, the divided entry will help to ensure that ingress/egress is provided in case of an emergency.

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

The proposed street pattern is designed to allow for safe and efficient traffic flow and mobility in the area which is consistent with the standards established in Article III of Chapter 42.

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

The proposed request represents a 5 percent modification of the standard and is therefore is considered not to be disproportionate to the requirement.

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

The proposed street system is designed to provide for safe and efficient traffic flow and mobility in the area which is consistent with the intent and general purposes of Chapter 42.

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

The proposed street pattern is designed to allow for safe and efficient traffic flow while maintaining adequate ingress and egress for citizens as well as police, fire and emergency vehicles and, therefore, will not be injurious to the public health, safety or welfare.

ITEM : 148

Meeting Date: 06/12/2014

Applicant: RVi Planning + Landscape Architecture



Site Location

Houston Planning Commission

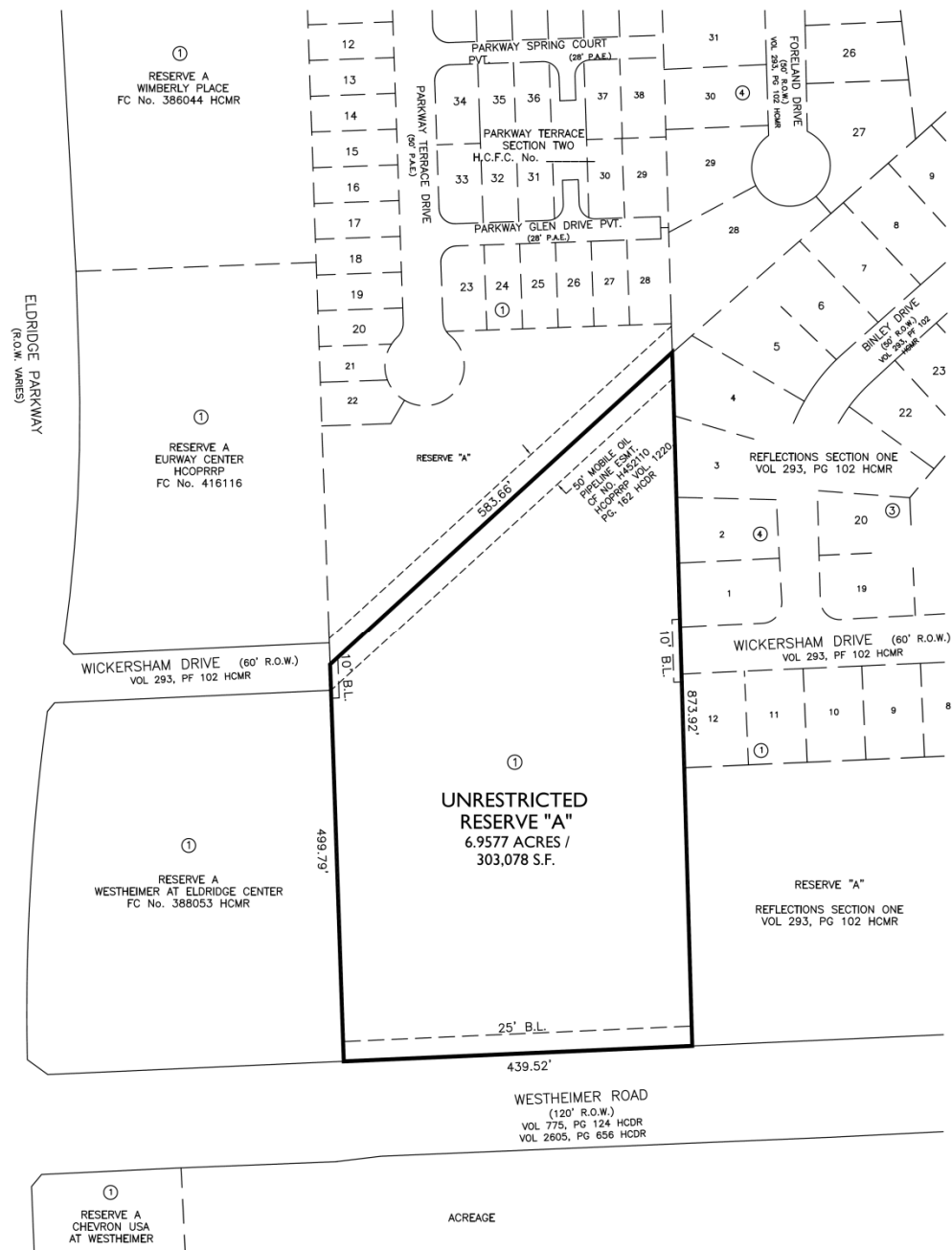
ITEM : 148

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Reserve at Parkway Terrace

Applicant: RVi Planning + Landscape Architecture



D – Variances

Subdivision

Houston Planning Commission

ITEM : 148

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Reserve at Parkway Terrace

Applicant: RVi Planning + Landscape Architecture



D – Variances

Aerial



Application Number: 2014-1403

Plat Name: Reserve at Parkway Terrace

Applicant: RVi Planning + Landscape Architecture

Date Submitted: 06/02/2014

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

Specific Variance is being sought and extent of variance:

Not to extend Wickersham Drive 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 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;

This variance was previously granted by the Planning Commission on December 13, 2012. The subject property is located along Westheimer Road east of Eldridge Parkway and is bounded to the east by the single family neighborhood Reflections which was developed in the 1980's. Wickersham Drive is only 450 feet north and runs parallel to Westheimer Road. The extension of Wickersham would introduce cut-through traffic into the neighborhood which would be detrimental to the safety and quality of life of residents and therefore would be contrary to sound public policy. Furthermore, because Wickersham Drive is only one lot "deep", the establishment of a cul-de-sac at this location would be impractical. West of the subject tract are two existing commercial buildings which have access to Eldridge Parkway. Wickersham Drive is only 280 feet long at this location with a paving width of 41 feet. Due to the short distance and clear sight line, it is unlikely that vehicles would need to turn around at this location, but the 41 foot paving section and existing driveway configuration allows adequate room for vehicles to turn around if necessary. The establishment of a cul-de-sac at this location would not improve circulation and therefore would have no significant benefit to the public.

(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 based on the unique physical characteristics that affect the subject property including the surrounding land uses and existing street pattern.

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

The granting of the variance will discourage through traffic while maintaining adequate access and traffic movement for convenient traffic circulation which is consistent with the intent and general purposes of Chapter 42.

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

The existing street pattern has existed for roughly thirty years and provides for adequate vehicular circulation and ingress/egress for police, fire and emergency vehicles. The granting of the variance will not alter the existing street pattern and, therefore, will not be injurious to the public health, safety or welfare.

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

The granting of the variance is based on the unique physical characteristics that affect the subject tract and the desire to avoid development conditions that are contrary to sound public policy.

Houston Planning Commission

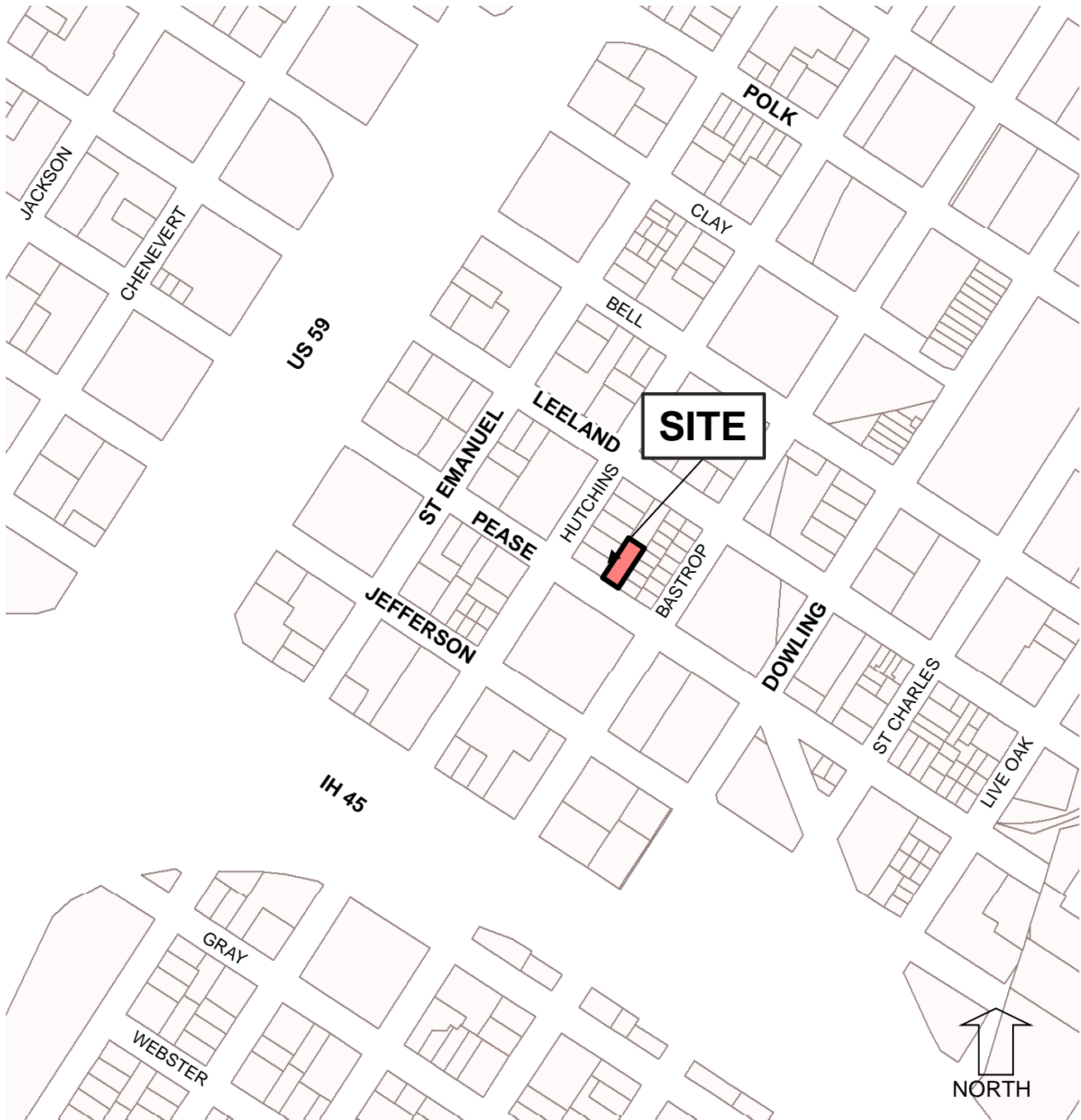
ITEM : 149

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Pease Street Townhomes

Applicant: TKE Development Services, Ltd.



D – Variances

Site Location

Houston Planning Commission

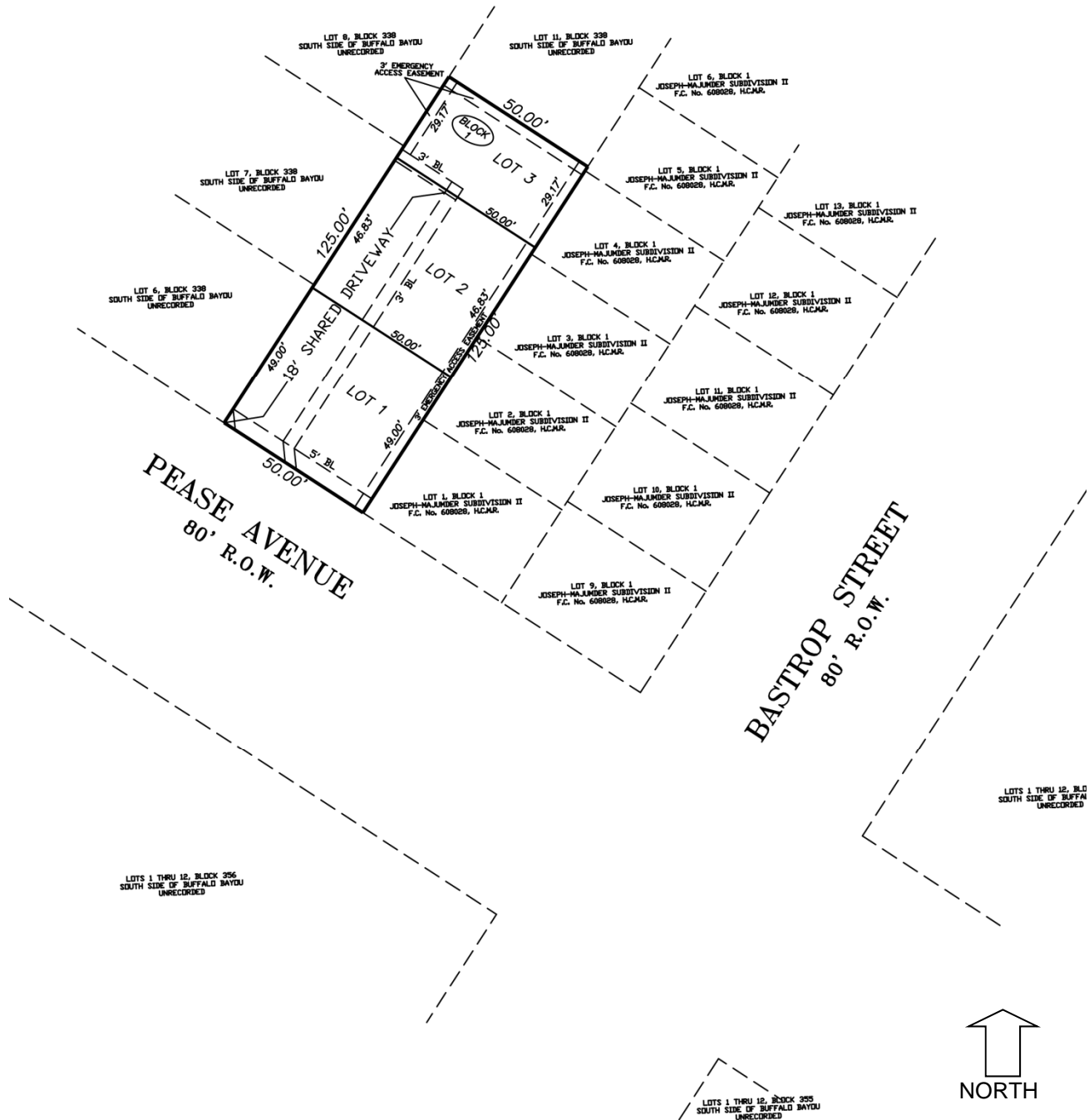
ITEM : 149

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Pease Street Townhomes

Applicant: TKE Development Services, Ltd.



D – Variances

Subdivision

Houston Planning Commission

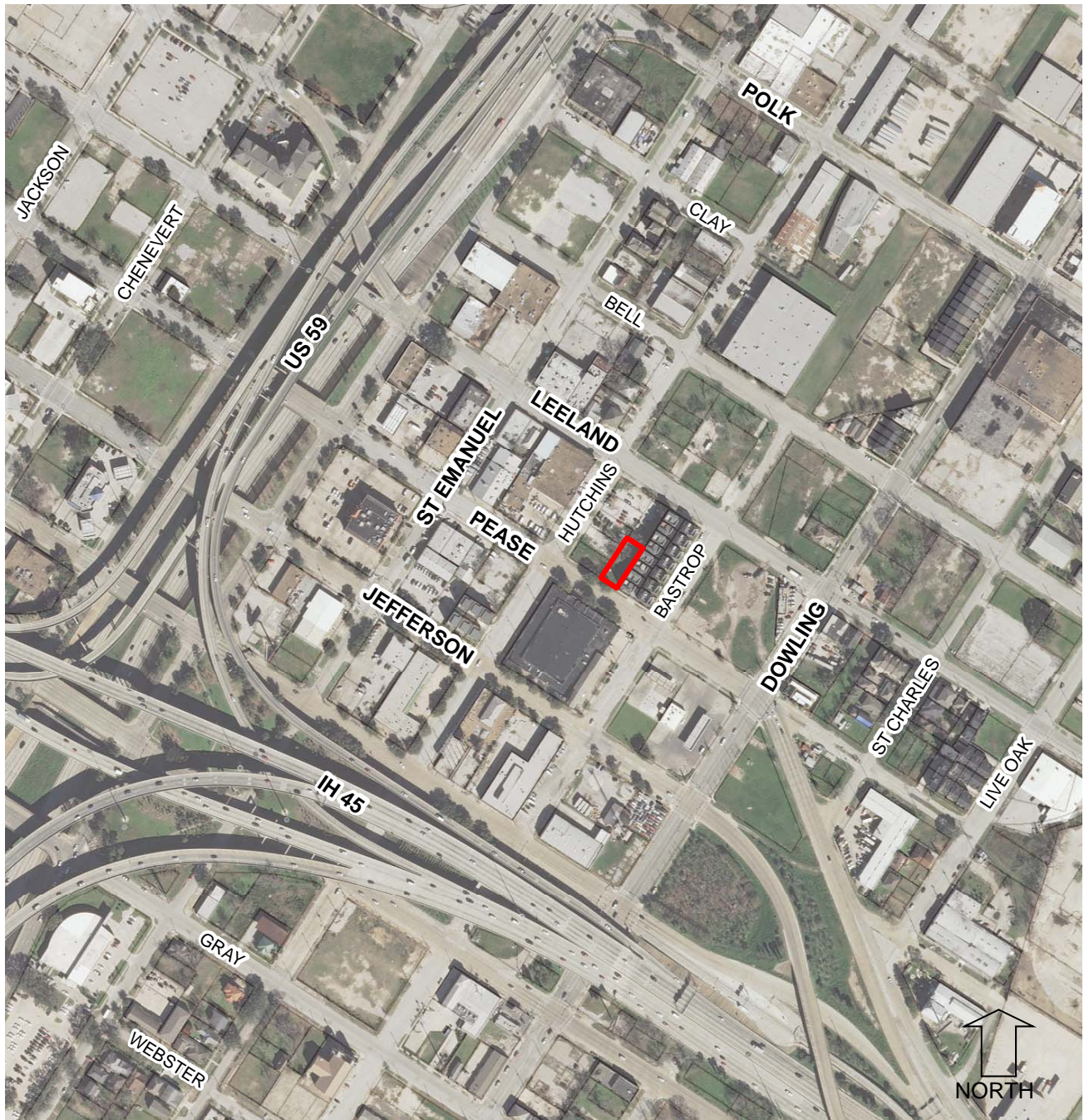
ITEM : 149

Planning and Development Department

Meeting Date: 06/12/2014

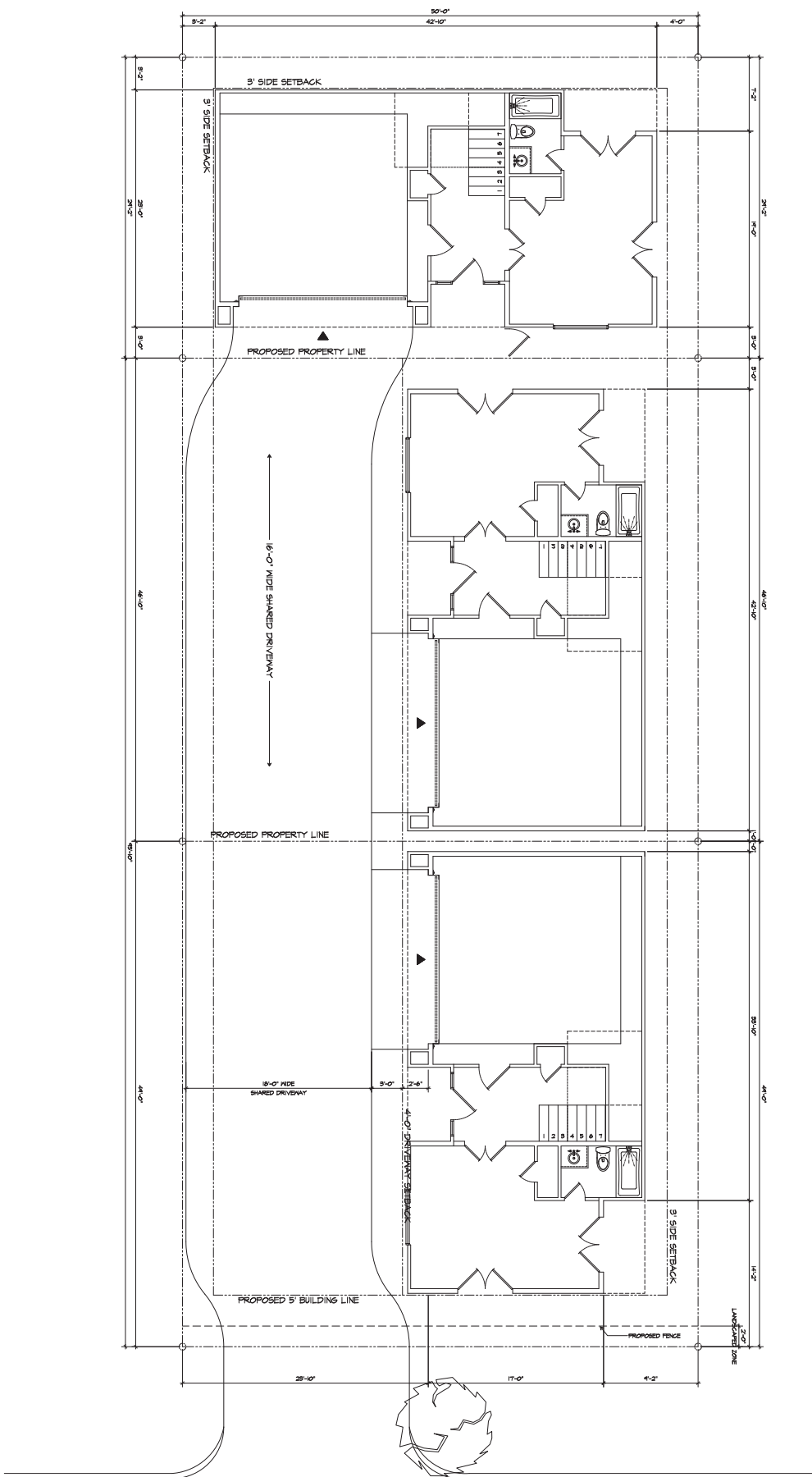
Subdivision Name: Pease Street Townhomes

Applicant: TKE Development Services, Ltd.



D – Variances

Aerial



2209 Pease
Houston, TX 77003

NOTICE: THE SET OF DRAWINGS AND SPECIFICATIONS FOR THE ABOVE-ENTITLED INVENTION, HEREIN REPRODUCED BY MICROFILM, IS THE PROPERTY OF CA DESIGN. THE REPRODUCED DRAWINGS AND SPECIFICATIONS MAY NOT BE REPRODUCED BY ANYONE ELSE WITHOUT THE WRITTEN CONSENT OF CA DESIGN. REPRODUCTION, TRANSMISSION, SALE, RENTAL, LENDING, DISTRIBUTION, OR OTHER USE OF THE DRAWINGS AND SPECIFICATIONS WITHOUT THE WRITTEN CONSENT OF CA DESIGN, THESE DRAWINGS MAY NOT BE REPRODUCED BY ANYONE ELSE WITHOUT THE WRITTEN CONSENT OF CA DESIGN. ANY TYPE OF REPRODUCTION, TRANSMISSION, SALE, RENTAL, LENDING, DISTRIBUTION, OR OTHER USE OF THE DRAWINGS AND SPECIFICATIONS OUTLINED WITHIN THESE DRAWINGS AND SPECIFICATIONS WITHOUT THE WRITTEN CONSENT OF CA DESIGN IS PROHIBITED AND IS CONSIDERED A VIOLATION OF THE PATENT RIGHTS OF CA DESIGN.

1530 GODWIN
HOUSTON, TX 77023
713-857-6126





Application Number: 2014-1189

Plat Name: Pease Street Townhomes

Applicant: TKE Development Services, Ltd.

Date Submitted: 05/18/2014

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

Specific Variance is being sought and extent of variance:

Variance requested to allow a 5' building setback line instead of the 25' building line required along a major thoroughfare

Chapter 42 Section: 150

Chapter 42 Reference:

Building Line Requirements - The portion of a lot or tract that is adjacent to a major thoroughfare shall have a building line requirement of 25 feet unless otherwise authorized by 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

The site is located at 2209 Pease, a major thoroughfare between 59 and Dowling, running a distance of approximately .285 miles. The SSBB Subdivision was platted long before this section of Pease was dedicated as a Major Thoroughfare. Pease Street, dedicated as a major thoroughfare, does not meet the requirements of this classification. Pease is an 80' ROW, four lane one way street and provides for an adequate circulation pattern for this area. The distance from the curb to the property line is 12.8'. This distance coupled with the 5' building line would set structures off the curb 17.8'. The property southeast and adjacent to 2209 Pease was platted in 2006 with a shared drive and a 5' building line. House size and price are proportionate to the land cost. Allowing a 5' building line so that the lot could be subdivided into three parcels would appeal to the market in this area. Applying setback standards for a major thoroughfare to this parcel would devote 20% of the lot to the building setback, depriving the owner reasonable use of the land. The density for this project is 20.9, well below the 27 per acre maximum. 51% or more of the combined block face and opposing block face of the property is not restricted to single family use. Prevailing community standards for the area would dictate that a 25' building line is not the standard for the area, most of the buildings fronting Pease from 59 to Dowling are commercial and set back an average of 5' or less from the property line. Strict application of Chapter 42 would deny the owner's use of a significant portion of the land and diminish the available market for this area. The Prevailing Community Standards as indicated by the setback of adjacent properties mirror the owner's intent to provide for a 5' building line.

(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 circumstances supporting the granting of this variance are not the result of a hardship created or imposed by the applicant. a) The subdivision was platted before Pease was designated as a major thoroughfare. b) The majority of the existing lots which abut Pease have no additional frontage to grant in order to comply with Chapter 42 standards for a major thoroughfare. c) The property southeast and adjacent to 2209 Pease was platted in 2006 with a shared drive and a 5' building line.

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

Among the purposes of Chapter 42 are the establishment of building setback lines appropriate to an area and recognizing the differences in the design framework of various areas; encouraging the efficiency of land development patterns, and the encouragement of pedestrian use of sidewalks unimpeded by vehicles. Platting the land with a shared drive eliminates two driveway cuts; the creation of a 5' sidewalk is consistent with these purposes.

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

The granting of a reduced front setback along this major thoroughfare will not be injurious to the public health, safety or welfare. The intent and purposes of this Chapter, which are to provide adequate vehicular access to all properties and adequate traffic movement for convenient circulation are in existence and will remain.

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

Economic hardship is not the sole justification for this variance. The justification for this variance is the creation of a development consistent with the Prevailing Community Standards in the area.

Houston Planning Commission ITEM : 150

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Somerset Green Sec 5

Applicant: Vernon G. Henry & Associates, Inc.

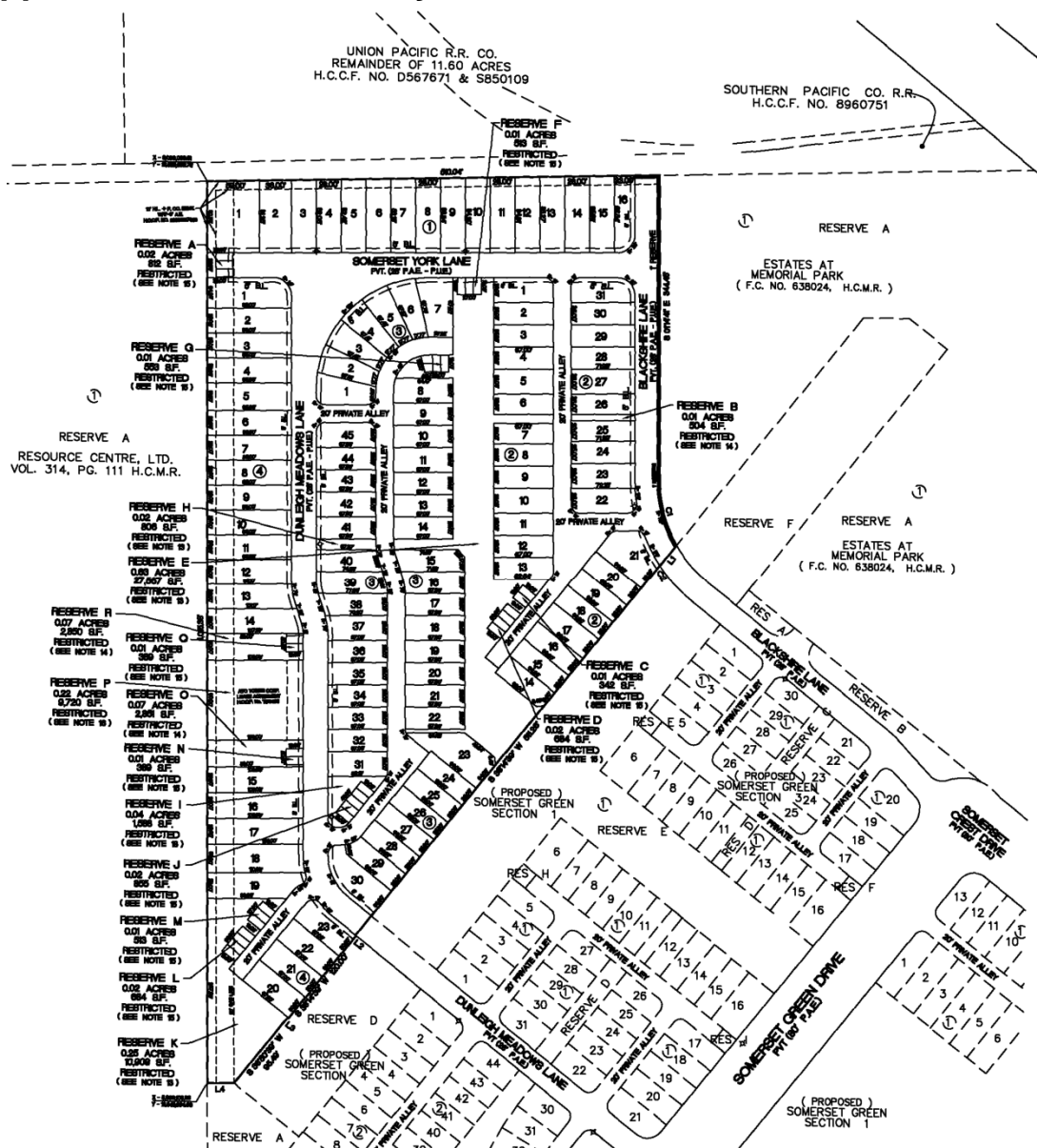


D – Variances

Site Location

Meeting Date: 06/12/2014

Applicant: Vernon G. Henry & Associates, Inc.



NORTH

Subdivision

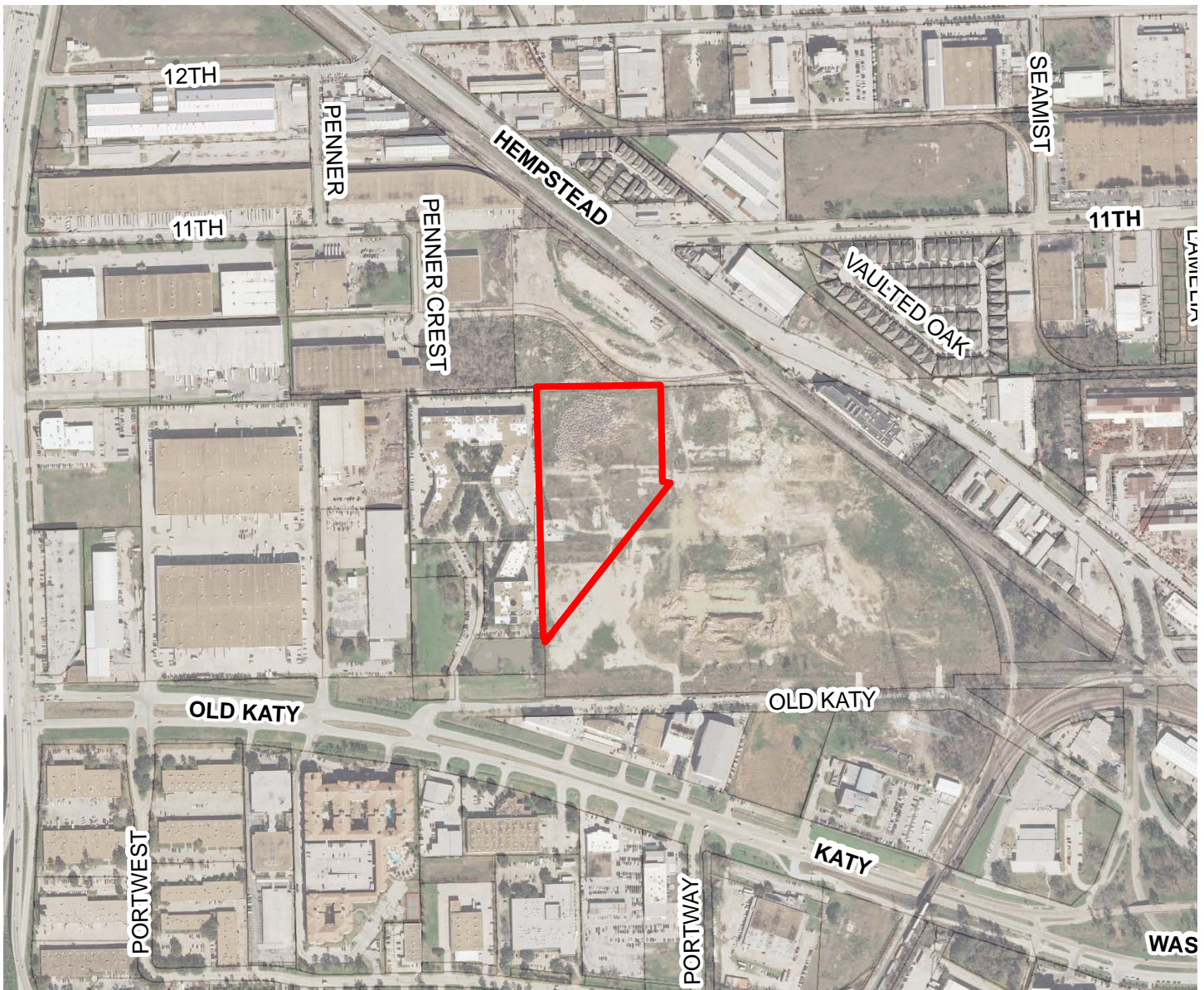
Houston Planning Commission ITEM : 150

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Somerset Green Sec 5

Applicant: Vernon G. Henry & Associates, Inc.



D – Variances

Aerial



LEGEND

- ① SHADE STRUCTURE
- ② SIDEWALK
- ③ SHADE TREE
- ④ ORNAMENTAL TREE
- ⑤ BENCH
- ⑥ GARDEN FEATURE
- ⑦ GARDEN FOLLY

Application Number: 2014-1356

Plat Name: Somerset Green Sec 5

Applicant: Vernon G. Henry & Associates, Inc.

Date Submitted: 06/02/2014

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

Specific Variance is being sought and extent of variance:

To allow a lots facing a courtyard to take access from a private alley; to allow a courtyard that is 550' long rather than 200'; to allow Lots 1-8 in Block 3, Lots 14-21 in Block 4. Lots 23-30 in Block 5 and Lots 20-23 in Block 6 to face a drainage/detention area in Section 1 that will be landscaped as open space; to allow a reserve that is less than 5,000 square feet for non-residential purposes to have frontage on a p.a.e. rather than a public street

Chapter 42 Section: 188 & 190

Chapter 42 Reference:

Sec. 42-188. Lot access to streets. (a) Each lot shall have access to a street or shared driveway that meets the requirements of this chapter and the design manual, subject to the limitations of this section.

Sec 42-190. TYPE OF RESERVE - Restricted Reserve; MINIMUM SIZE - 5,000 sq. ft.; TYPE OF STREET - public street 60 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 is a Hines Residential development intended to reflect the same high-quality standards for which they are known for office buildings. It will be a very significant addition to the inner-loop housing stock and will be differentiated by highly landscaped open spaces in front of most of the homes. The property was formerly an industrial site and has a number of natural and configuration problems for a residential development. Drainage outfall is very shallow; the site drains into a road ditch on Katy Road. As a result, an unusually large area must be devoted to on-site detention. Rather than trying to hide the detention area where it cannot be seen, they have elected to locate it so that it can become an open space amenity for as many homes as possible. Some of the detention is located along a surface fault line, which is being landscaped as open space. Perimeter paths and extensive plantings will line the waterways, inviting residents to stroll throughout their community for exercise or simple pleasure, free from adjacent traffic. The open space system is to be extended beyond the drainage ways so that as many homes as possible will front on open space. This focus on open space will be unique in the inner-city, where most homes face public streets and have no proximity to open space. The 550' open space courtyard lines up with a detention conveyance area to create a long, open space vista and pathway as a major site amenity for residents. There is a large, existing transmission tower on the west boundary of the property on a site leased by the previous owner. The lease may be extended at the lessor's option until 2022. The tower is very substantial. The area devoted to the tower lease has added area for landscaping on either side and along the p.a.e. to lessen its impact at the surface level.

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

When this property was developed initially, there was minimal concern for drainage and no requirement for detention on site. Area drainage design over the years did not provide for sufficient outfall for this property, which all must go to the south into the Katy Road roadside ditches. . Current detention requirements dictate that large areas of the site must be used to store storm water. The transmission tower lease was put in place by the previous owner.

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

The intent of the chapter is to promote efficient utilization of land while creating safe and desirable residential neighborhoods.

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

Granting the variance will promote public health, safety and welfare by creating an outdoor environment that will encourage residents to spend time in outdoors activities.

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

The justification for the variance is the existing leased for the tower, the large area needed for drainage detention and the developer's desire to use this as an opportunity to create a residential environment focused on the open space as an amenity.

Houston Planning Commission ITEM : 151

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: West 20th Crossing (DEF)

Applicant: PLS



D – Variances

Site Location

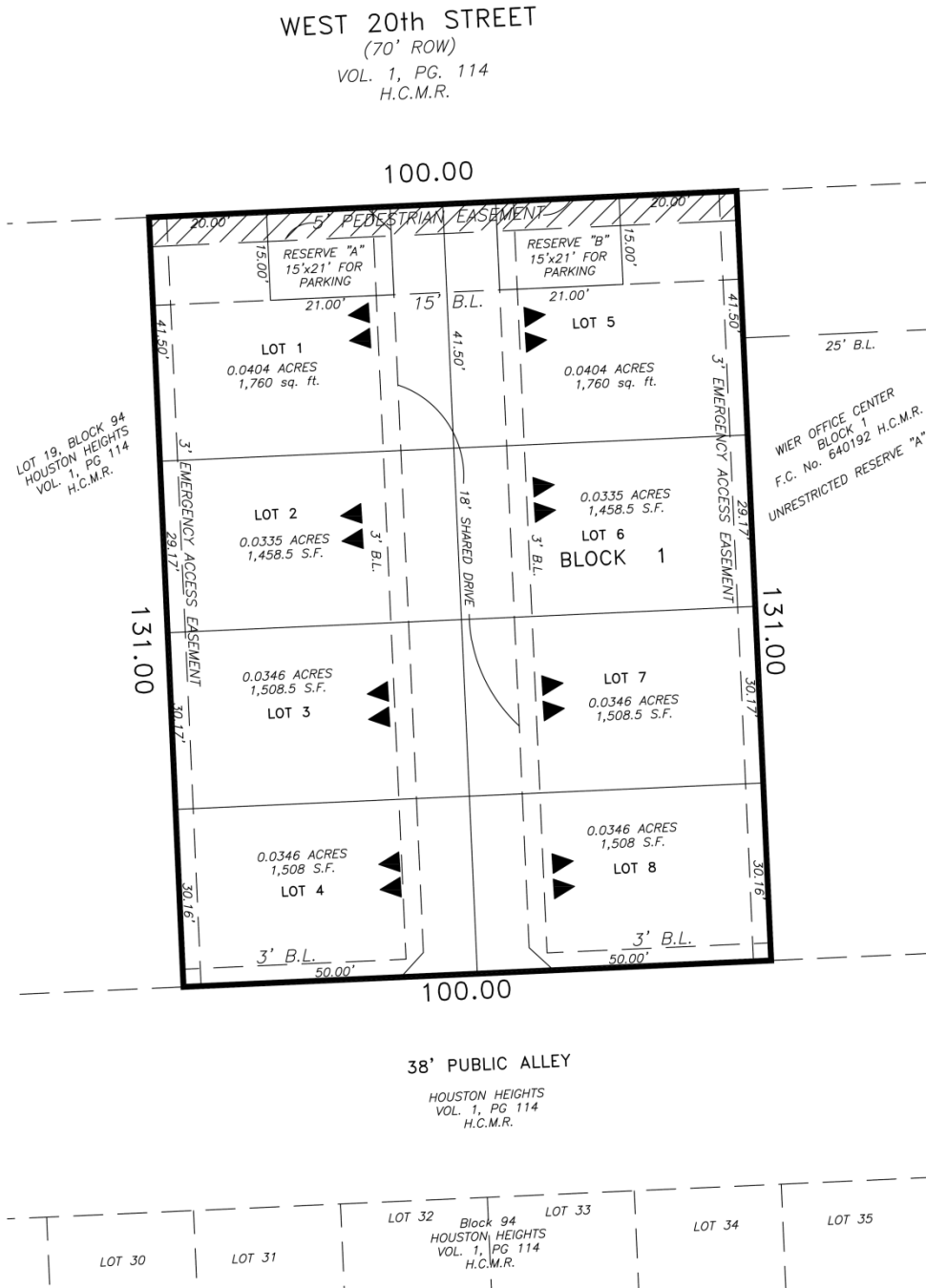
Houston Planning Commission ITEM : 151

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: West 20th Crossing (DEF)

Applicant: PLS



D – Variances

Subdivision

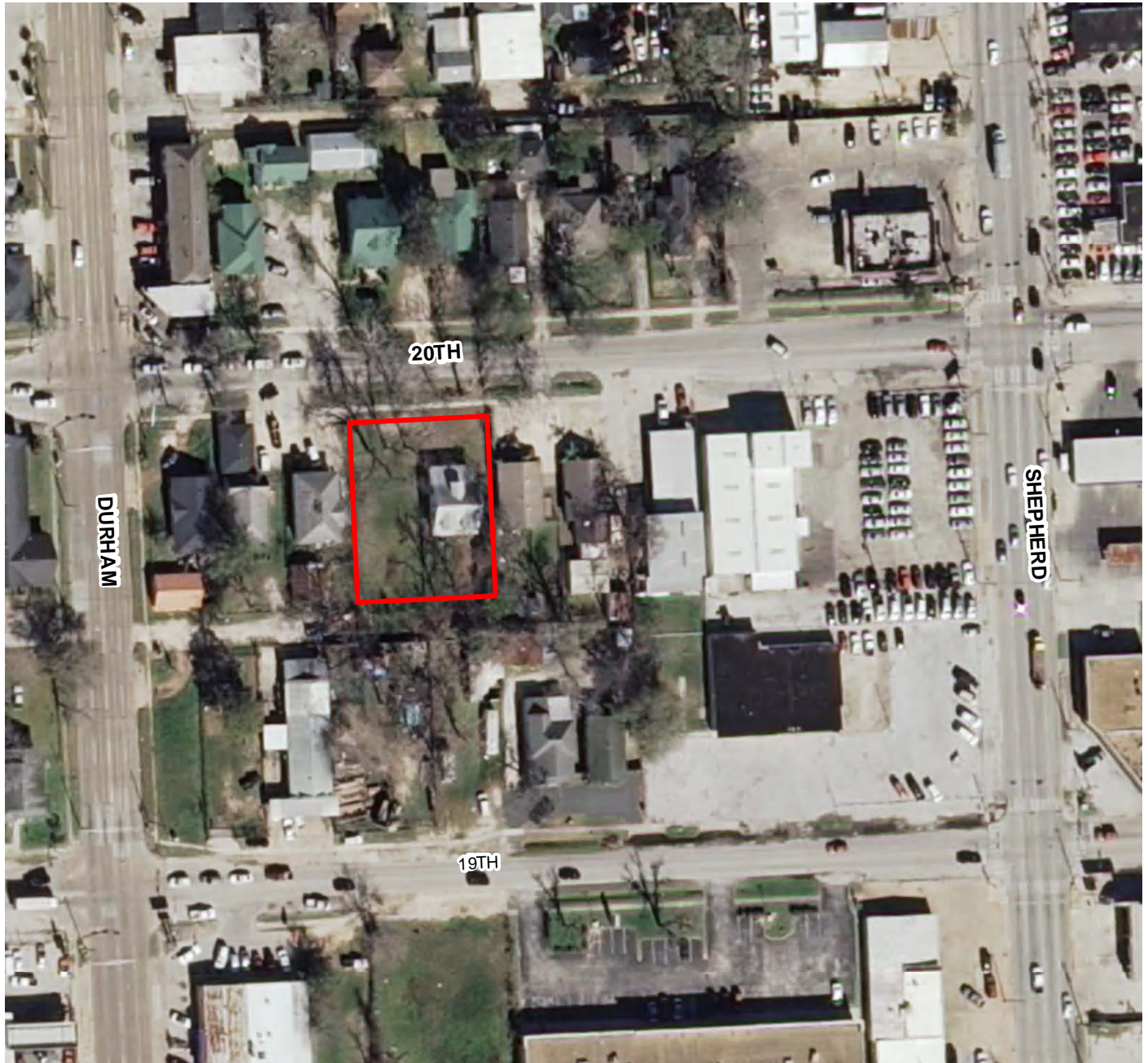
Houston Planning Commission ITEM : 151

Planning and Development Department

Meeting Date: 06/12/2014

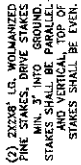
Subdivision Name: West 20th Crossing (DEF)

Applicant: PLS



D – Variances

Aerial



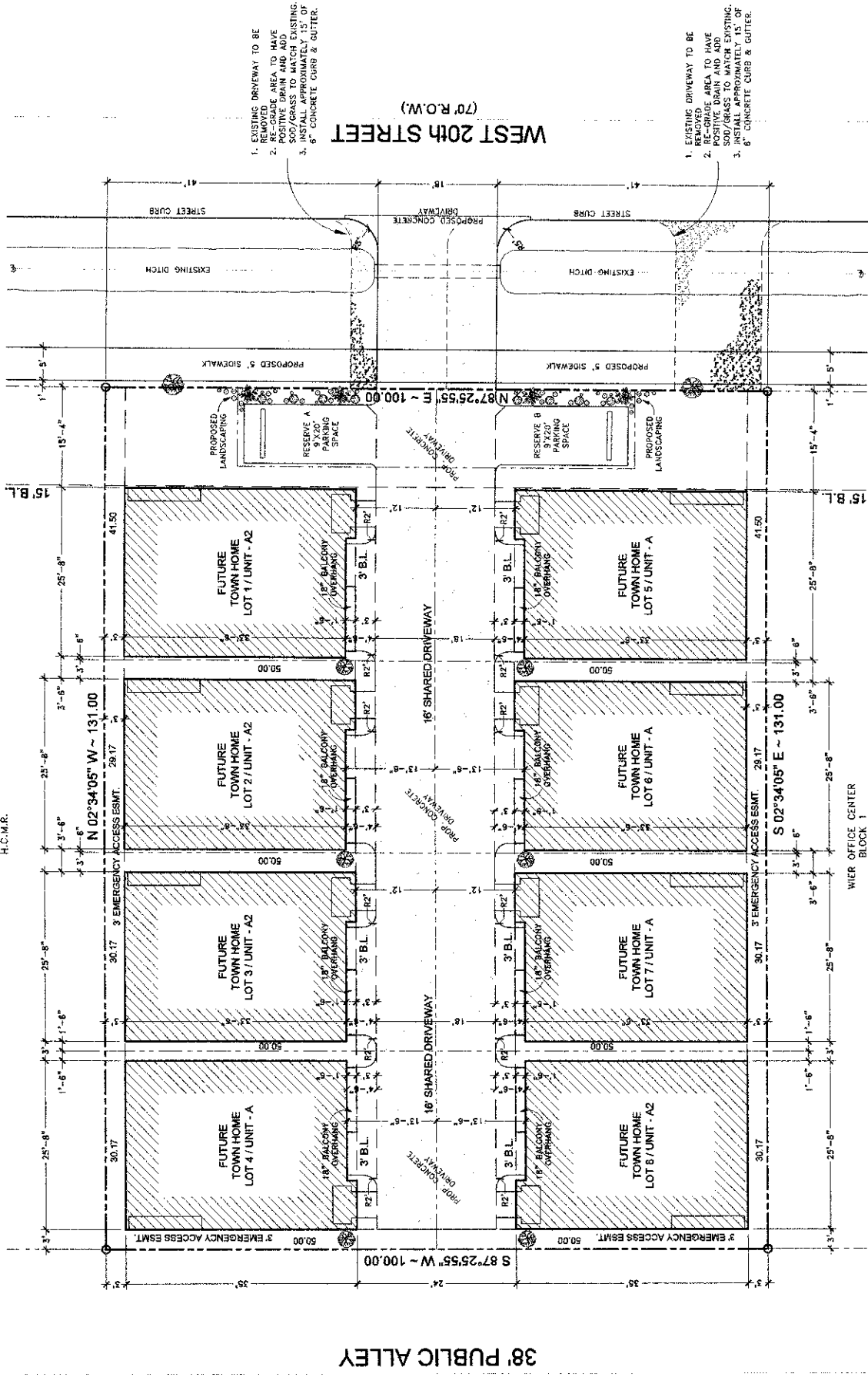
3 TREE DETAIL

<div>2 GENERAL NOTES</div> <div>1. ALL PLANTS SHALL BE FULL POT AND HEAD, SYMMETRICAL FOLIAGE AND BRANCHING STRUCTURE.</div> <div>2. CONTRACTOR SHALL LOCATE ALL UNDERGROUND UTILITIES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR REPAIRING OR REPLACING ANY DAMAGE TO UTILITIES OR OTHER IMPROVEMENTS.</div> <div>3. GRADE SURFACE TO ENSURE AREAS DRAIN AWAY FROM STRUCTURE AND TO PREVENT PONDING AND POCKETS OF SURFACE DRAINAGE SPREAD. AN AVERAGE OF 1" SHARP SAND OVER ENTIRE AREA TO BE SOLID SODDED. HARD RAKE ENTIRE AREA PRIOR TO SODDING. OBTAIN OWNER'S REPRESENTATIVE'S APPROVAL OF GRADE PRIOR TO SODDING.</div> <div>4. ALLOW FOR FINISHED GRADE AT EDGE OF WALKS AND CURBS TO BE A MINIMUM OF 1" TO 1 1/2" BELOW TOP OF SIDEWALK. TOP OF SIDEWALK SHALL BE CONSISTENT WITH ALL LOT, DRIVE OR ALONG EASE.</div> <div>5. LANDSCAPE CONTRACTORS TO COORDINATE AND SCHEDULE HIS WORK WITH OTHER CONTRACTORS WORKING ON THE PROJECT SITE.</div>		<div>1 LOT COVERAGE CALCULATIONS</div> <table><tr><td><div>LOT - 4</div><div>LOT AREA = 1,508 sq.ft.</div><div>HOME FOOTPRINT = 817 sq.ft.</div><div>DRIVE/WALK = 333 sq.ft.</div><div>TOTAL COVERED = 1,150 sq.ft.</div><div>IMPERVIOUS % = 72.8 %</div></td><td><div>LOT - 3</div><div>LOT AREA = 1,508 sq.ft.</div><div>HOME FOOTPRINT = 817 sq.ft.</div><div>DRIVE/WALK = 360 sq.ft.</div><div>TOTAL COVERED = 1,177 sq.ft.</div><div>IMPERVIOUS % = 78.0 %</div></td><td><div>LOT - 2</div><div>LOT AREA = 1,458 sq.ft.</div><div>HOME FOOTPRINT = 817 sq.ft.</div><div>DRIVE/WALK = 350 sq.ft.</div><div>TOTAL COVERED = 1,167 sq.ft.</div><div>IMPERVIOUS % = 80.0 %</div></td><td><div>LOT - 1</div><div>LOT AREA = 1,715 sq.ft.</div><div>HOME FOOTPRINT = 817 sq.ft.</div><div>DRIVE/WALK = 353 sq.ft.</div><div>TOTAL COVERED = 1,170 sq.ft.</div><div>IMPERVIOUS % = 68.2 %</div></td><td><div>LOT - 5</div><div>LOT AREA = 1,715 sq.ft.</div><div>HOME FOOTPRINT = 817 sq.ft.</div><div>DRIVE/WALK = 353 sq.ft.</div><div>TOTAL COVERED = 1,170 sq.ft.</div><div>IMPERVIOUS % = 68.2 %</div></td><td><div>LOT - 6</div><div>LOT AREA = 1,458 sq.ft.</div><div>HOME FOOTPRINT = 817 sq.ft.</div><div>DRIVE/WALK = 350 sq.ft.</div><div>TOTAL COVERED = 1,167 sq.ft.</div><div>IMPERVIOUS % = 80.0 %</div></td></tr></table>						<div>LOT - 4</div> <div>LOT AREA = 1,508 sq.ft.</div> <div>HOME FOOTPRINT = 817 sq.ft.</div> <div>DRIVE/WALK = 333 sq.ft.</div> <div>TOTAL COVERED = 1,150 sq.ft.</div> <div>IMPERVIOUS % = 72.8 %</div>	<div>LOT - 3</div> <div>LOT AREA = 1,508 sq.ft.</div> <div>HOME FOOTPRINT = 817 sq.ft.</div> <div>DRIVE/WALK = 360 sq.ft.</div> <div>TOTAL COVERED = 1,177 sq.ft.</div> <div>IMPERVIOUS % = 78.0 %</div>	<div>LOT - 2</div> <div>LOT AREA = 1,458 sq.ft.</div> <div>HOME FOOTPRINT = 817 sq.ft.</div> <div>DRIVE/WALK = 350 sq.ft.</div> <div>TOTAL COVERED = 1,167 sq.ft.</div> <div>IMPERVIOUS % = 80.0 %</div>	<div>LOT - 1</div> <div>LOT AREA = 1,715 sq.ft.</div> <div>HOME FOOTPRINT = 817 sq.ft.</div> <div>DRIVE/WALK = 353 sq.ft.</div> <div>TOTAL COVERED = 1,170 sq.ft.</div> <div>IMPERVIOUS % = 68.2 %</div>	<div>LOT - 5</div> <div>LOT AREA = 1,715 sq.ft.</div> <div>HOME FOOTPRINT = 817 sq.ft.</div> <div>DRIVE/WALK = 353 sq.ft.</div> <div>TOTAL COVERED = 1,170 sq.ft.</div> <div>IMPERVIOUS % = 68.2 %</div>	<div>LOT - 6</div> <div>LOT AREA = 1,458 sq.ft.</div> <div>HOME FOOTPRINT = 817 sq.ft.</div> <div>DRIVE/WALK = 350 sq.ft.</div> <div>TOTAL COVERED = 1,167 sq.ft.</div> <div>IMPERVIOUS % = 80.0 %</div>
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2500 ETC. EASTER STREET HOUSTON, TEXAS 77006

REC.COMM@YAHOO.COM

713.364.2933



WIER OFFICE CENTER
BLOCK 1
F.C. No. 640192 H.C.M.R.

UNRESTRICTED RESERVE "A"

LEGAL DESCRIPTION

LOTS : 1-8

SUBDIVISION :
WEST 20TH STREET CROSSING

NOTE:
ALL AREAS NOT UNDER THE FOOTPRINT OF
BUILDING TO BE CONSIDERED COMMON AREAS

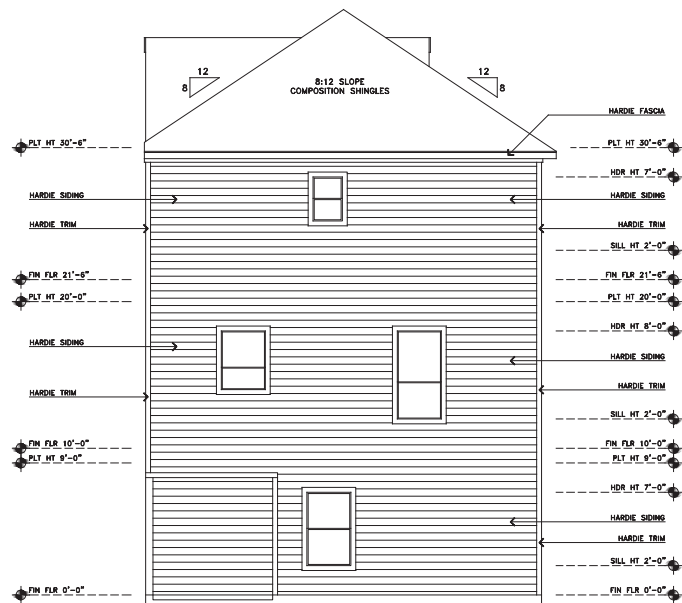
SITE PLAN
SCALE: 1" = 10'-0"

RDZ HOLDINGS
PROPOSED TOWN HOME SITE DEVELOPMENT
732 WEST 20th STREET
HOUSTON, TEXAS 77008

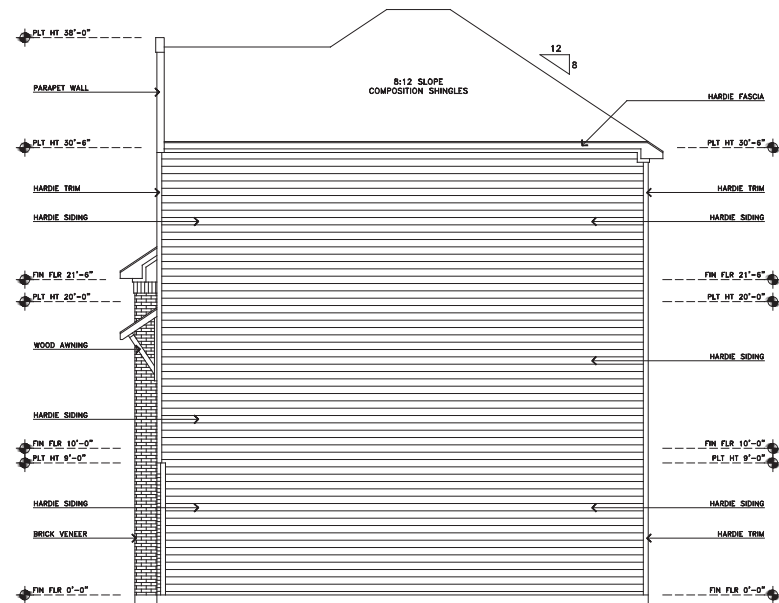
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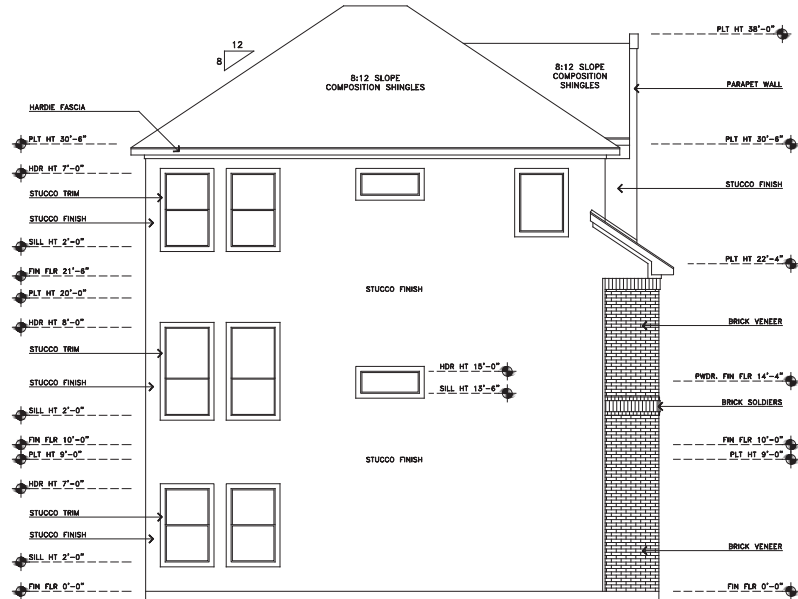




REAR ELEVATION



RIGHT SIDE ELEVATION



LEFT SIDE ELEVATION



FRONT ELEVATION

EXTERIOR ELEVATIONS
SCALE : 1/4" = 1'-0"



Application Number: 2014-1064

Plat Name: West 20th Crossing

Applicant: PLS

Date Submitted: 05/05/2014

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

Specific Variance is being sought and extent of variance:

Reduction of Building Line from 25' to 15' along W 20th street

Chapter 42 Section: 152

Chapter 42 Reference:

Sec. 42-152. Building line requirement along major thoroughfares. (a) The portion of a lot or tract that is adjacent to a major thoroughfare shall have a building line requirement of 25 feet unless otherwise authorized by 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

(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;

West 20th Crossing is situated on West 20th street between North Shepherd Drive and North Durham Drive. Building Lines along west 20th street vary from 5' to 25' there's even a building within just couple feet from the right of way at 932 west 20th street and another plat "Villas of Orleans" with a 15' Building Line approved in Aug. 2013. The granting of this variance will not encumber on existing conditions since the distance from the edge of pavement of west 20th street to the proposed 15' Building Line is 41.2 feet. The reduction of 10 feet from 25 feet will permit us to provide a shared driveway to ingress and egress into property without posing or encumbering any hazards to vehicle or pedestrian traffic.

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

No hardship created or imposed by the applicant is used as a basis to support the request for this variance. The variance request is based on factors external to subject tract.

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

The 15' side building Line we're proposing provides plenty space between the right-of-way and the proposed houses.

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

There is a distance of 41.2 feet between the proposed 15' side Building Line And the edge of pavement for W 20th Street providing more than needed space to view on coming and going traffic before exiting the driveway onto W 20th Street. Guest vehicles will be able to park in the onsite parking area provided within the subdivision without disrupting pedestrian traffic. In addition with the granting of this variance we are proposing to pave the undeveloped public alley from our property to Durham Street to provide a second point of ingress and egress to our residents and the public in general thus providing a safer and more convenient way of access to the area.

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

The maximum number of units allowed by Chapter 42 on this Tract of land is 26.6 without requesting a Variance, yet, we're only proposing to create 8 units to serve the residents with a better and safe community that will maintain some green space within the subdivision. Improved planning will allow us to provide 50% more onsite parking for our residents required by this chapter. In addition we're proposing to provide more planting of larger trees than required to improve the experience of the residents in and out of the subdivision. Also, with the approval of this variance, we proposing to provide a 5 feet pedestrian easement along the front property line and increase the size of existing sidewalk from 5 feet to six feet.

Houston Planning Commission ITEM : 152

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Enclave at Windmill Lakes (DEF)

Applicant: LJA Engineering, Inc



D – Variances

Site Location

Meeting Date: 06/12/2014

Applicant: LJA Engineering, Inc

LINE DATA

LINE	BEARING	DISTANCE
L1	N18°38'59"E	37.03'
L2	S87°51'02"E	32.98'
L3	N02°35'00"W	117.11'
L4	S04°21'42"E	8.07'
L5	S47°38'25"E	139.92'
L6	S03°03'54"E	66.86'
L7	N03°53'07"W	1.53'
L8	S03°53'13"E	1.26'
L9	N86°51'47"E	13.00'
L10	N85°40'41"E	202.92'

CURVE DATA

CURVE	RADIUS	LENGTH (FT.)	DELTA	CHORD BEARING	CHORD LENGTH (FT.)
C1	780.00	589.18'	43°16'44"	S26°00'03"E	575.27'
C2	490.00	381.21'	44°34'31"	S25°21'09"E	371.67'

Subdivision

Houston Planning Commission ITEM : 152

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Enclave at Windmill Lakes (DEF)

Applicant: LJA Engineering, Inc



D – Variances

Aerial



RECONSIDERATION OF REQUIREMENT Request Information Form

Application No: 2014-0975
Plat Name: Enclave at Windmill Lakes
Applicant: LJA Engineering, Inc.- (West Houston Office)
Date Submitted: 04/21/2014

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

Specific requirement or condition being sought:

Asking for a variance to allow excessive block length along 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.

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:

Reason for reconsideration is that a variance for block length along Blackhawk is being requested



Application Number: 2014-0975

Plat Name: Enclave at Windmill Lakes

Applicant: LJA Engineering, Inc.- (West Houston Office)

Date Submitted: 04/21/2014

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

Specific Variance is being sought and extent of variance:

To Allow block length in excess of 2600' along a major thoroughfare

Chapter 42 Section: 127(a)

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;

At preliminary plat submittal maximum block length was not determined to have been exceeded. The measurement along Blackhawk from Lambright Road to the south end of the proposed plat the length is 2268' which is less than the maximum 2600' that is allowed. The maximum block length is discovered when measuring from the south up to the north end of the property which shows that a street is needed somewhere near Shore Juniper Drive. Palm Springs Subdivision has a street called Mango road that stubs into vacant land south of the proposed plat. This Mango Road is measure about 2600' from Lambright and is about 1700' from Fuqua. This east/west street is the best street for circulation for the area considering the stub has already been established.

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

The circumstance supporting the granting of the variance is that the property has a 150' drainage easment running through it and there is a stub street to the south that would create future vehicle circulation for the area. The unusual circumstances are the proximity to both Lambright and Fuqua. The property to south has not been developed and would most easily provide the street.

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

The intent and general purposes of this chapter would be preserved and maintained by providing an east west street south of the proposed property.

(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 safety or health because Lambright Road to the north and Fuqua to the south are the two streets that provide an east/west avenue. The creation of a street on the proposed property is not necessary because the future development to the south must address the street stub that is Mango.

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

Economic hardship is not the sole justification of the variance as most of the justification has to do with the fact that the east/west street is to be south of the property. A measurement of block length from Lambright would have be 2268' which is less than the maximum length of 2600'.

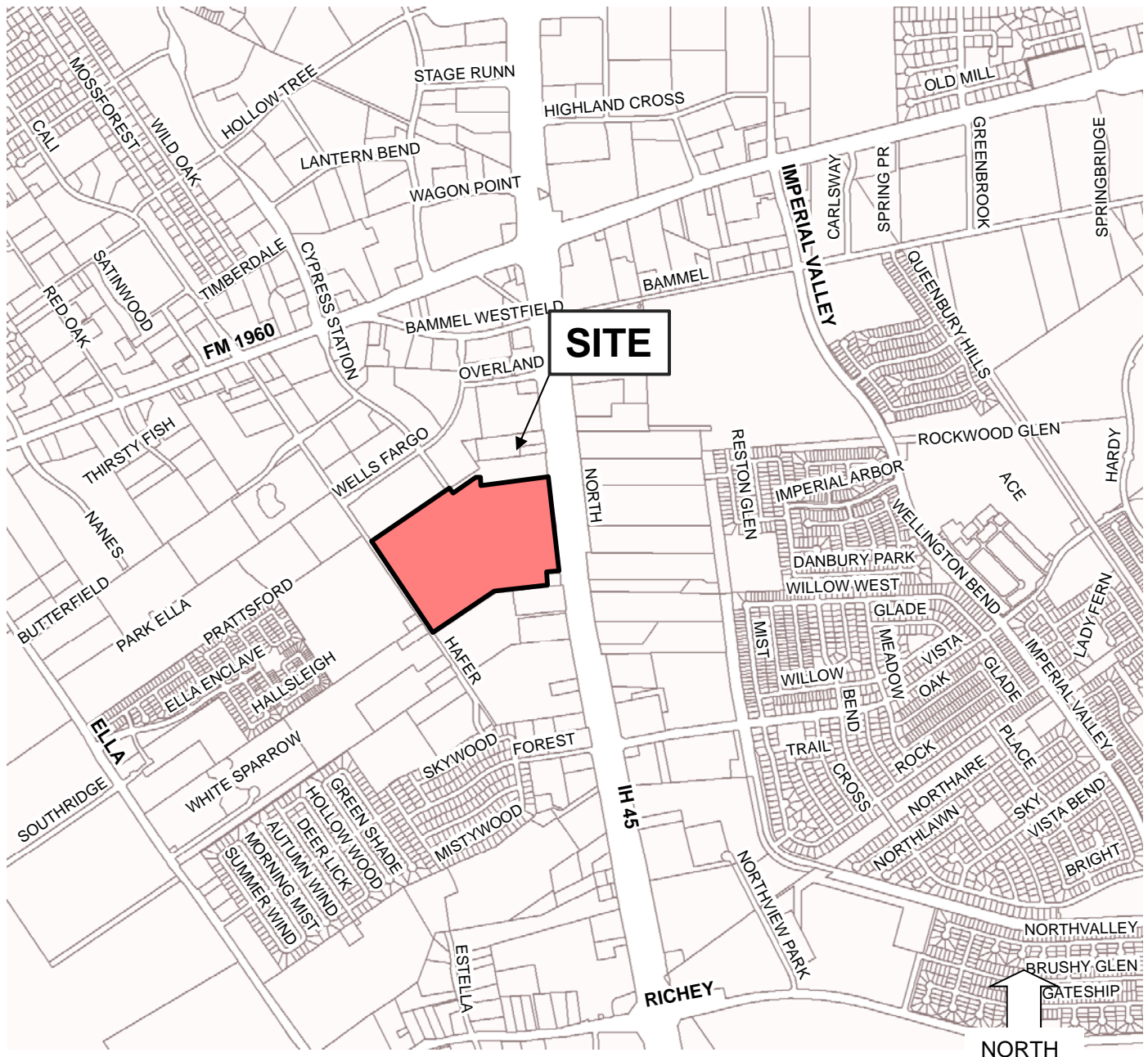
Houston Planning Commission ITEM : 153

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Interstate Commerce Center (DEF)

Applicant: Arborleaf Engineering & Surveying Inc.

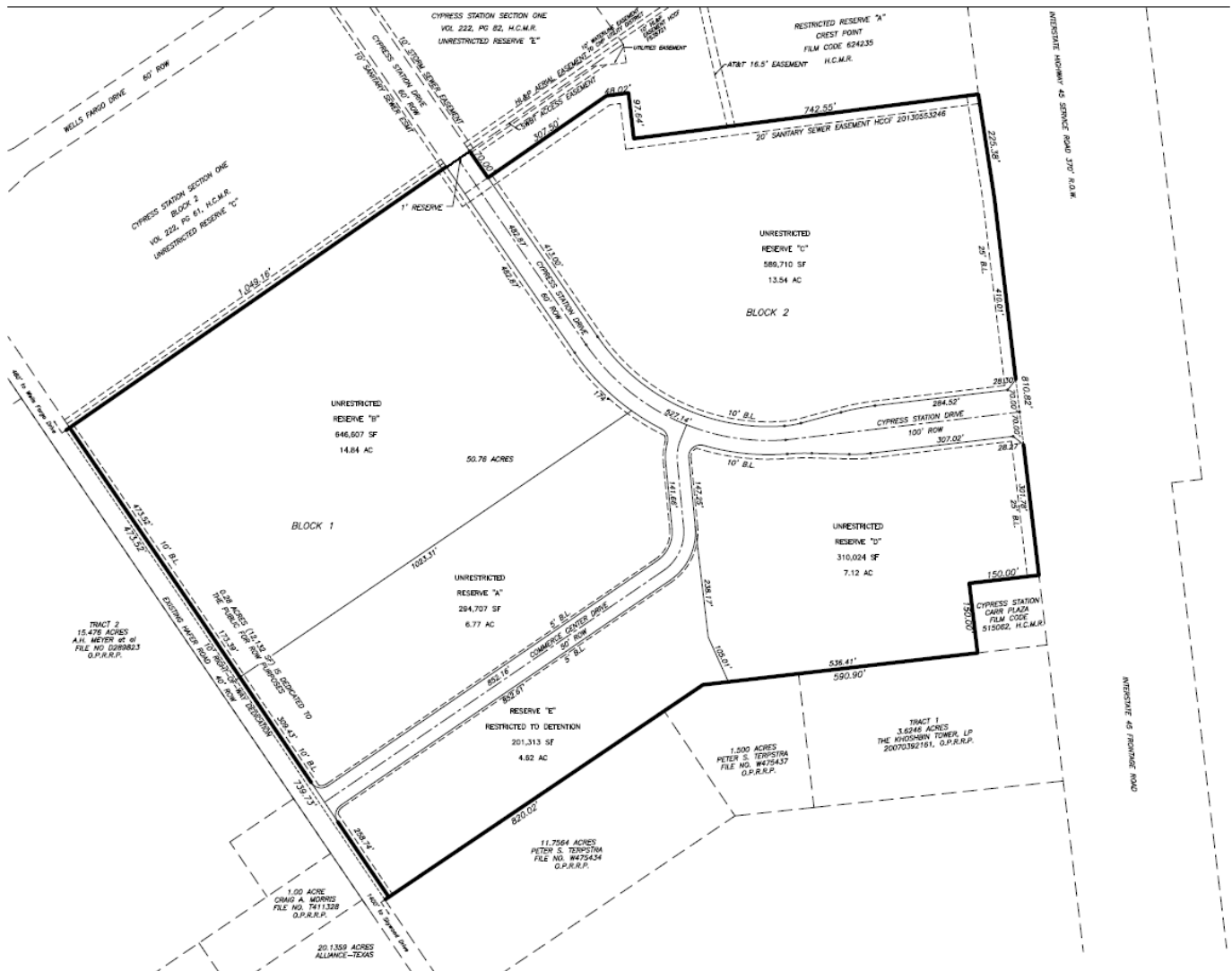


F- Reconsideration of Requirements

Site Location

Meeting Date: 06/12/2014

Applicant: Arborleaf Engineering & Surveying Inc.



Houston Planning Commission ITEM : 153

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: Interstate Commerce Center (DEF)

Applicant: Arborleaf Engineering & Surveying Inc.



F- Reconsideration of Requirements

Aerial

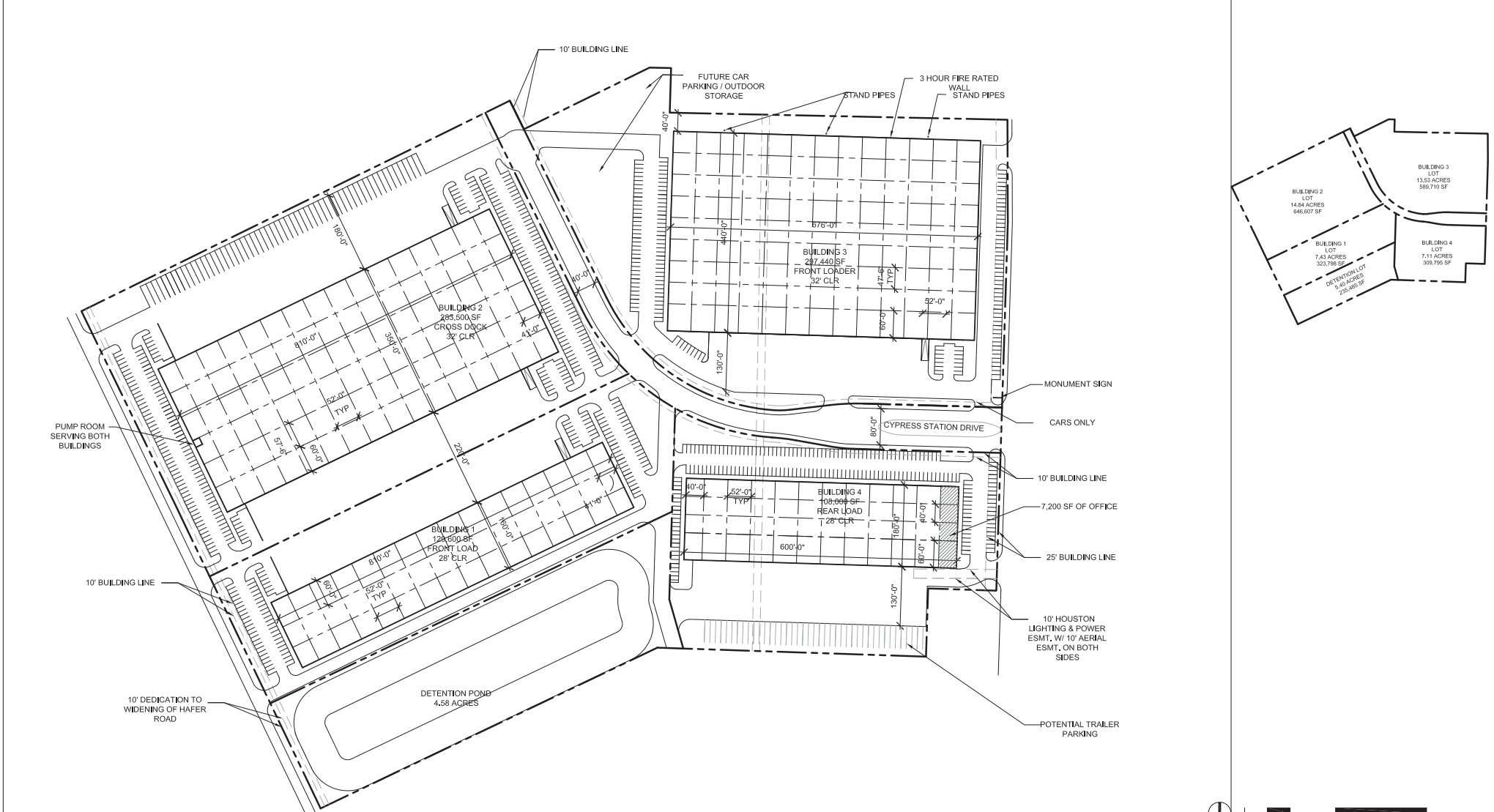
EXHIBIT A

OVERALL SITE AREA: 50.76 ACRES (2,210,949 SF)

BLDG AREA: 818,540 SF

COVERAGE: 37.0%

PARKING: 756 SPACES (1.06/1000)



HAVERS RD INDUSTRIAL
a project for
COPELAND COMMERCIAL

HOUSTON

16 MAY 2014

TEXAS

**powers
brown
archit
ecture**

131185



RECONSIDERATION OF REQUIREMENT Request Information Form

Application No: 2014-1181
Plat Name: Interstate Commerce Center
Applicant: Arborleaf Engineering & Surveying, Inc.
Date Submitted: 05/16/2014

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

Specific requirement or condition being sought:

The applicant is requesting a variance from the requirement to dedicate an East-West street connection to Hafer Road and to exceed the 1,400' maximum intersection as required by 42-128.

Chapter 42 Section: 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; or (2) One or more collector streets within the class III plat or general plan shall connect with another collector street or major thoroughfare at a minimum of two points.

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:

The applicant proposes to utilize the existing frontage and access to Interstate Highway 45 to develop the property to its highest and best use as industrial warehouse and distribution complex that is in conformance with the general feel and concept of existing developments in the area. The proposed development will service the increasing number of manufacturing and distribution vendors in the Houston region and more specifically in the Springwoods Village area and will generate a high volume of tractor/trailer traffic to and from the development. The imposition of an East-West street connection from the proposed Cypress Station Drive to Hafer Road will result in additional cut-through traffic through the industrial complex and cause unnecessary and unsafe interaction of passenger vehicles with heavy commercial truck traffic, and detrimentally impact the reasonable development and practical usage of the applicant's property for its highest and best use. 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. Cypress Station Drive currently terminates as applicants North property. As part of the Class 3 Application, the applicant is providing the dedication, design, and construction of Cypress Station Drive, greatly increasing traffic mobility by making a collector street connection from Interstate Highway 45 and F.M. 1960, and reducing impact on the adjacent street system of Wells Fargo Drive, Butterfield Road, Overland Trail and Hafer Road. In addition, the current Hafer Road ROW is only 40 feet in width and has a 20-foot wide road with no shoulders, which is substandard for streets in Harris County. The applicant is providing 10' of R.O.W. Dedication to allow for street improvements in the area. To require that the property owner, dedicate, design, and construct an additional street to connect to Hafer Road would result in over 13.8% of the site being rendered undevelopable by public roadway dedications and associated setbacks and an undue hardship on the property. In addition, the dedication of an additional public street would create additional, unnecessary and unsafe traffic interaction of passenger vehicles with heavy commercial truck traffic that would be contrary to sound public policy. The existing road patterns and residential areas were in place prior to the applicant purchasing the property. The applicant is making



Application Number: 2014-1181

Plat Name: Interstate Commerce Center

Applicant: Arborleaf Engineering & Surveying, Inc.

Date Submitted: 05/16/2014

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

Specific Variance is being sought and extent of variance:

It is the intention of the applicant to request the Planning Commission grant the Owner the use of this property as shown on the plat while not requiring the 1400 foot block length provision.

Chapter 42 Section: **Sec. 42-128**

Chapter 42 Reference:

(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

(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

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. Cypress Station Drive currently terminates as applicants North property. As part of the Class 3 Application, the applicant is providing the dedication, design, and construction of Cypress Station Drive, greatly increasing traffic mobility by making a collector street connection from Interstate Highway 45 and F.M. 1960, and reducing impact on the adjacent street system of Wells Fargo Drive, Butterfield Road, Overland Trail and Hafer Road. In addition, the current Hafer Road ROW is only 40 feet in width and has a 20-foot wide road with no shoulders, which is substandard for streets in Harris County. The applicant is providing 10' of R.O.W. Dedication to allow for street improvements in the area. To require that the property owner, dedicate, design, and construct an additional street to connect to Hafer Road would result in over 13.8% of the site being rendered undevelopable by public roadway dedications and associated setbacks and an undue hardship on the property. In addition, the dedication of an additional public street would create additional, unnecessary and unsafe traffic interaction of passenger vehicles with heavy commercial truck traffic that would be contrary to sound public policy.

(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 existing road patterns and residential areas were in place prior to the applicant purchasing the property. The applicant is making a reasonable effort to enhance traffic circulation by providing for the dedication, design, and construction of the Cypress Station Drive Extension that will provide the final connection of the existing 60' Cypress Station Drive right-of-way on through to I-45, creating a collector street connection from Interstate Highway 45 and F.M. 1960 as well as dedicating for additional widening of Hafer Road.

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

The intent and general purpose of Chapter 42 is to provide reasonable connections to the adjacent properties in order to ensure adequate traffic circulation within the general area. Currently, the residents living in the area of Hafer Road have excellent access to I-45 and F.M. 1960. Residents to the south have a direct connection to I-45 via North Forest Boulevard. Residents living to the north have direct access to F.M. 1960 via Hafer Road. Adequate traffic circulation currently exists in the area. The applicant is making a reasonable effort to further enhance traffic circulation by extending the existing 60' Cypress Station Drive right-of-way on through to I-45, and also by widening the existing Hafer Road right-of-way from 40' to 50' enhancing the ability for future improvements to the Hafer Road paving section. The additional connection of high-intensity commercial traffic would be highly detrimental to the existing paving section on Hafer Road. While the development will have driveway connections to Hafer Road, the existing limited paving cross

section (20 feet) with existing roadside ditches will serve as good deterrent and additional incentive for truck traffic to take primary ingress-egress from the site using I-45 directly for Southbound access, or using the more logical and appropriate (41 foot) commercial paving cross section on Cypress Station Drive to get to F.M. 1960 for Northbound traffic without promoting additional passenger Vehicle cut-through traffic from Hafer Road to I-45. Most importantly, the existing street system is functioning well and it provides more than adequate access and ingress/egress for residents, commercial vehicles and public service vehicles, so no additional public right-of-way connection is necessary.

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

A full access public right-of-way connection would negatively impact the safety and welfare of the passenger vehicles in the area by adding opportunities for cut-through traffic that would unnecessarily mix passenger vehicles with high volume truck traffic in the development. The granting of this variance request will maintain the limited interaction of such traffic by encouraging trucks to utilize the more appropriate commercial streets and limit the amount of passenger vehicles cutting through the industrial site.

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

The justification for the variance is the existing condition and adequate street pattern surrounding the property.



Application Number: 2014-1181

Plat Name: Interstate Commerce Center

Applicant: Arborleaf Engineering & Surveying, Inc.

Date Submitted: 05/16/2014

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

Specific Variance is being sought and extent of variance:

It is the intention of the applicant to request the Planning Commission grant the Owner the use of this property as shown on the plat while allowing a 50 foot right of way in place of the 60 foot right of way provision

Chapter 42 Section: 122

Chapter 42 Reference:

Sec. 42-122. Right-of-way widths. The minimum right-of-way required for each of the following types of streets or public alleys shall be as follows, subject only to the street width exception areas established pursuant to section 42-123 of this Code: Local streets (1) 50 feet if adjacent to exclusively single-family residential lots; or (2) 60 feet if adjacent to any other development

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

The Interstate Commerce Center development is located between Hafer Road and Interstate 45 (I-45), at the termination of the existing Cypress Station Drive. The development is bordered by I-45 to the east, Hafer Road to the west, Cypress Station Section One, Cypress Station Drive, and Crest Point to the north, and Peter S Terpstra Tracts, and Khoshibin Tower Tract to the south. The applicant is required to provide a connecting street between the existing Hafer Road and the proposed Cypress Station Drive in order to meet the intersection block length requirement. The applicant is requesting a variance from the requirement to dedicate a 60 foot right of way section and would instead propose to dedicate a 50' right of way section and also only provide a 5 foot building offset from the proposed 50 foot right of way. The applicant proposes to utilize the existing frontage and access to Interstate Highway 45 to develop the property to its highest and best use as industrial warehouse and distribution complex that is in conformance with the general feel and concept of existing developments in the area. The proposed development will service the increasing number of manufacturing and distribution vendors in the Houston region and more specifically in the Springwoods Village area and will generate a high volume of tractor/trailer traffic to and from the development. Truck traffic generated by the site will primarily use direct access to Cypress Station Drive and I-45. The proposed 50 foot right of way dedication will not be intended for truck traffic. The 50 foot right of way will be dedicated to meet the City's intersection block length requirement. 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. The addition of extra right of way dedication and building offset compromises the marketability of the proposed site. Other comparable existing warehouse and storage sites show that a minimum building size is required to make the property marketable. The applicant's current site plan shows that the applicant is currently at or below market in terms of building size and truck court depths. The proposed detention pond is currently designed to be at a depth of 17 to 18 feet with a 3 to 1 side slope. The geotechnical report indicates that ground water is encountered at a depth of 20 feet, making the detention pond the absolute smallest and

(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 existing road patterns and residential areas were in place prior to the applicant purchasing the property. The applicant is making a reasonable effort to enhance traffic circulation by providing for the dedication, design, and construction of a connecting street to meet the intersection block length requirement. The connecting street will have no direct benefit to the applicant, as it will not be used for truck traffic. The Cypress Station Drive Extension that will provide the final connection of the existing 60' Cypress Station Drive right-of-way on through to I-45, creating a collector street connection from Interstate Highway 45 will be used by truck traffic from the applicant's site for direct access to I-45.

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

The intent and general purpose of Chapter 42 is to provide reasonable connections to the adjacent properties in order to ensure adequate traffic circulation within the general area. Currently, the residents living in the area of Hafer Road have excellent access to I-45 and F.M. 1960. Residents to the south have a direct connection to I-45 via North Forest Boulevard. Residents living to the north have direct access to F.M. 1960 via Hafer Road. Adequate traffic circulation currently exists in the area. The applicant will be providing an additional 50 foot right of way which will only enhance the current traffic situation. The applicant is also making a reasonable effort to further enhance traffic circulation by extending the existing 60' Cypress Station Drive right-of-way on through to I-45, and also by widening the existing Hafer Road right-of-way from 40' to 50' enhancing the ability for future improvements to the Hafer Road paving section.

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

A 50 foot right of way will not be injurious to the public health, safety or welfare. The additional 50 foot right of way will only be provided to satisfy the City's intersection block length requirement. The additional right of way will not be intended for commercial truck traffic.

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

The justification for the variance is the existing condition and adequate street pattern surrounding the property. The intersection block length requirement will be satisfied without any direct benefit to the applicant's proposed site.

Houston Planning Commission ITEM : 154

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: La Mesita Home

Applicant: Replat Specialist



D – Variances

Site Location

Meeting Date: 06/12/2014

Applicant: Replat Specialist



Site Location

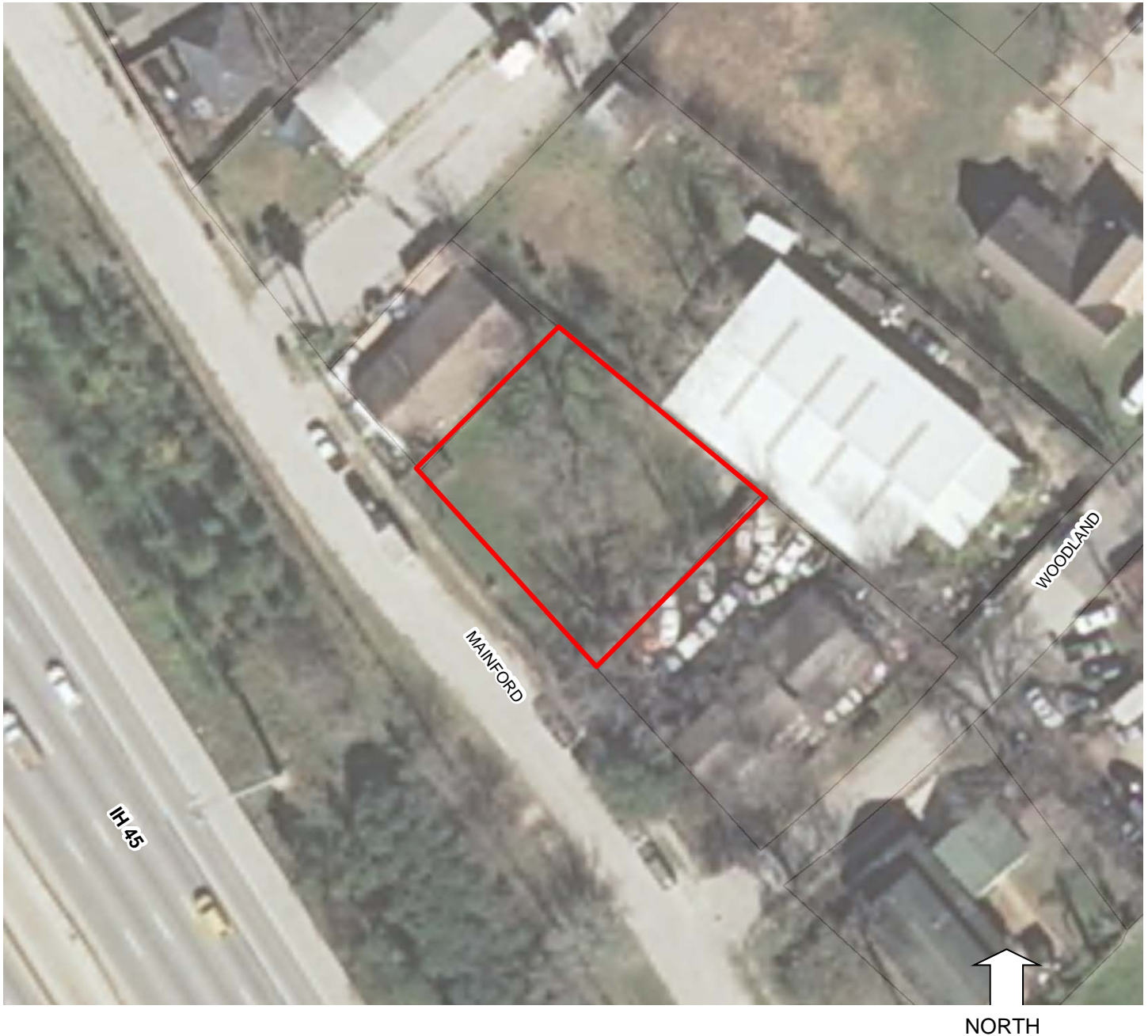
Houston Planning Commission ITEM : 152

Planning and Development Department

Meeting Date: 06/12/2014

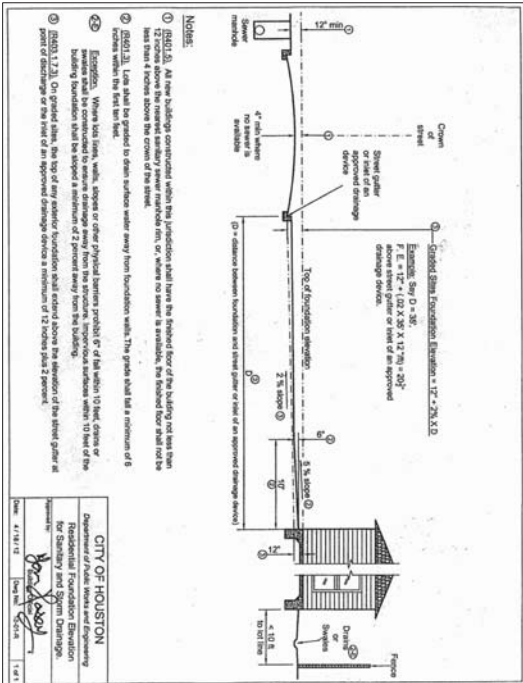
Subdivision Name: La Mesita Home

Applicant: Replat Specialist



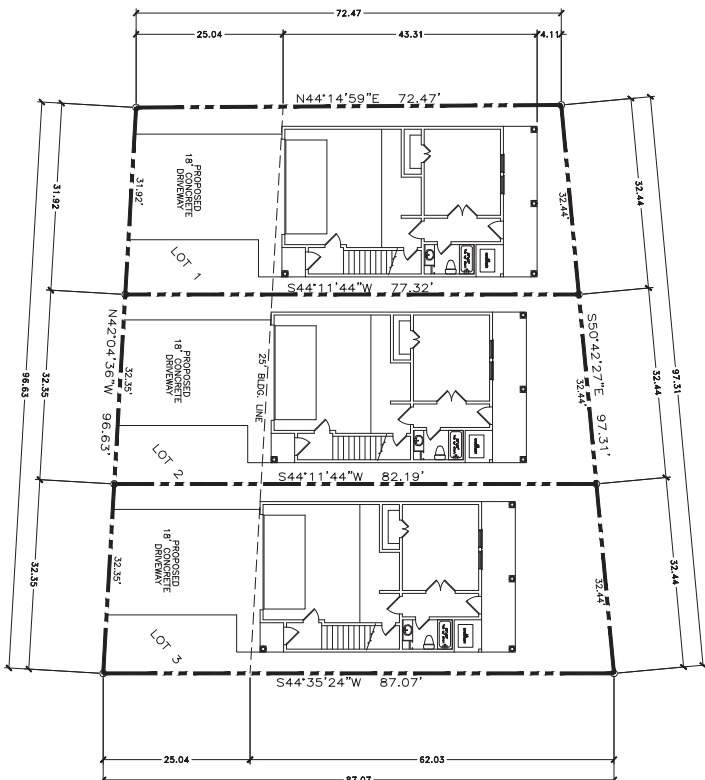
D – Variances

Aerial



NOTES:

- DO NOT DRAIN TO ADJACENT PROPERTY.
- IT IS THE BUILDERS/CONTRACTOR RESPONSIBILITY TO VERIFY ALL SLAB HEIGHTS, SLAB CONFIGURATIONS AND DROPS, UTILITY EASEMENTS, AERIAL EASEMENTS, BUILDING LINES & SUCH FOR ENCROACHMENTS, ACCORDANT & COMPLIANCE TO CODES.
- BUILDERS/CONTRACTOR TO VERIFY ALL INFORMATION ON THIS SITE PLAN & BE RESPONSIBLE FOR ITS ACCURACY.



SITE PLAN

MAINFORD STREET
(INTERSECTION OF MAINFORD STREET AND MAINFORD STREET)

ABC DESIGN STUDIO BUILDING DESIGN & CONSTRUCTION 4121 LAWYER RD. #200 HOUSTON, TX 77058-0000 TEL: 281.979.0000 FAX: 281.979.0000 WWW.ABCDESIGNSTUDIO.COM		DESIGN BY: HJIA SCALE: 1"=10' DATE: MAY 04, 2014 OWNER: LA MESTIA LLC LEGAL DESC: HARRIS COUNTY, TEXAS DESIGN: HJIA FPD: 18 FEMA ZONE: FEMA MAP PANEL: KEY MAP:
PROPOSED 3 SINGLE RESIDENCE AT MAINFORD STREET HOUSTON, TX 77091		TITLE: PROPOSED SITE PLAN SHEET: 1 OF 1 A-01



**PLANNING &
DEVELOPMENT
DEPARTMENT**

**RECONSIDERATION OF REQUIREMENT
Request Information Form**

Application No: 2014-0918
Plat Name: La mesita homes
Applicant: Replat Specialists
Date Submitted: 04/21/2014

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

Specific requirement or condition being sought:

Since Mainford Street is considered a part of the I-45 right of way, we are seeking to have direct access to Mainford Street.

Chapter 42 Section: 188

Chapter 42 Reference:

Lots under one acre cannot front on a major thoroughfare without addressing the Chapter 42-188 requirements.

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:

Although Mainford Street is considered a part of I-45 right of way, Mainford Street acts more like a local street because it is far enough away from the main lanes and feeder road of I-45. In order to get to Mainford Street, access is from Main Street and not I-45.



**PLANNING &
DEVELOPMENT
DEPARTMENT**

**VARIANCE
Request Information Form**

Application Number: 2014-0918

Plat Name: La mesita homes

Applicant: Replat Specialists

Date Submitted: 04/21/2014

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

Specific Variance is being sought and extent of variance:

To allow vehicular access to a major thoroughfare identified as Mainford Street

Chapter 42 Section: 188

Chapter 42 Reference:

Sec. 42-188. Lot access to streets. (b) A single-family residential lot shall not have direct vehicular access to a major thoroughfare unless: (1) The lot takes vehicular access to a major thoroughfare through a shared driveway that meets the requirements of subdivision B of division II of this article; or (2) The lot is greater than one acre in size and the subdivision plat contains a notation adjacent to the lot requiring a turnaround on the lot that prohibits vehicles from backing onto the major thoroughfare

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;

Even though Mainford Street is identified as a major thoroughfare, it is being accessed as if it were a local street. Major thoroughfares generally require a wider right-of-way, typically 100 feet, designed to accommodate dual 2 or 3 lane roadways. However, Mainford Street is a two lane street, with no esplanades. Therefore, making Mainford Street to be perceived as a local street rather than a major thoroughfare. So by allowing the lots to front Mainford Street in this specific area will not result in a dangerous situation. All of the major traffic flow is down Interstate 45 which intersects with Main Street, and not Mainford Street. All vehicular traffic on Mainford Street is very minimal. All surrounding areas, whether it is existing, new or old residential construction, including homeowners and citizens of the City of Houston occupy this portion of Mainford Street as a local street. In addition, the precedent has already been set because adjoining lots already have direct access to Mainford Street. The builder is preventing a dangerous situation because he will be maintaining a 25 foot building line, which is required for major thoroughfares. Further, Mainford Street does not meet the criteria for designation as a major thoroughfare.

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

By supporting the granting of the variance, our project is a key component of establishing an urban, pedestrian-friendly and safe environment and will not create an undue hardship on adjacent home owners. The only reason we are seeking a variance is due to the fact that Mainford Street is included in Interstate 45's right of way and not a result of a hardship created or imposed by Replat Specialists.

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

Among the purposes of Chapter 42 are safety, the establishment of conditions of vehicular access to major thoroughfares and local streets to an area. The development proposed for this property is consistent with all of these purposes. The improvements made by the La Mesita Homes development will eliminate unsafe conditions apparent in the existing parcel of land. In addition, the development will improve pedestrian access and activities and maintain safe traffic visibility.

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

In fact, it is relative to all other residential properties on the street. The adjoining lots already have direct access to Mainford Street.

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

The issue is not economic hardship, but rather the creation of a more desirable residential project consistent with the character and circumstances of its immediate surroundings.

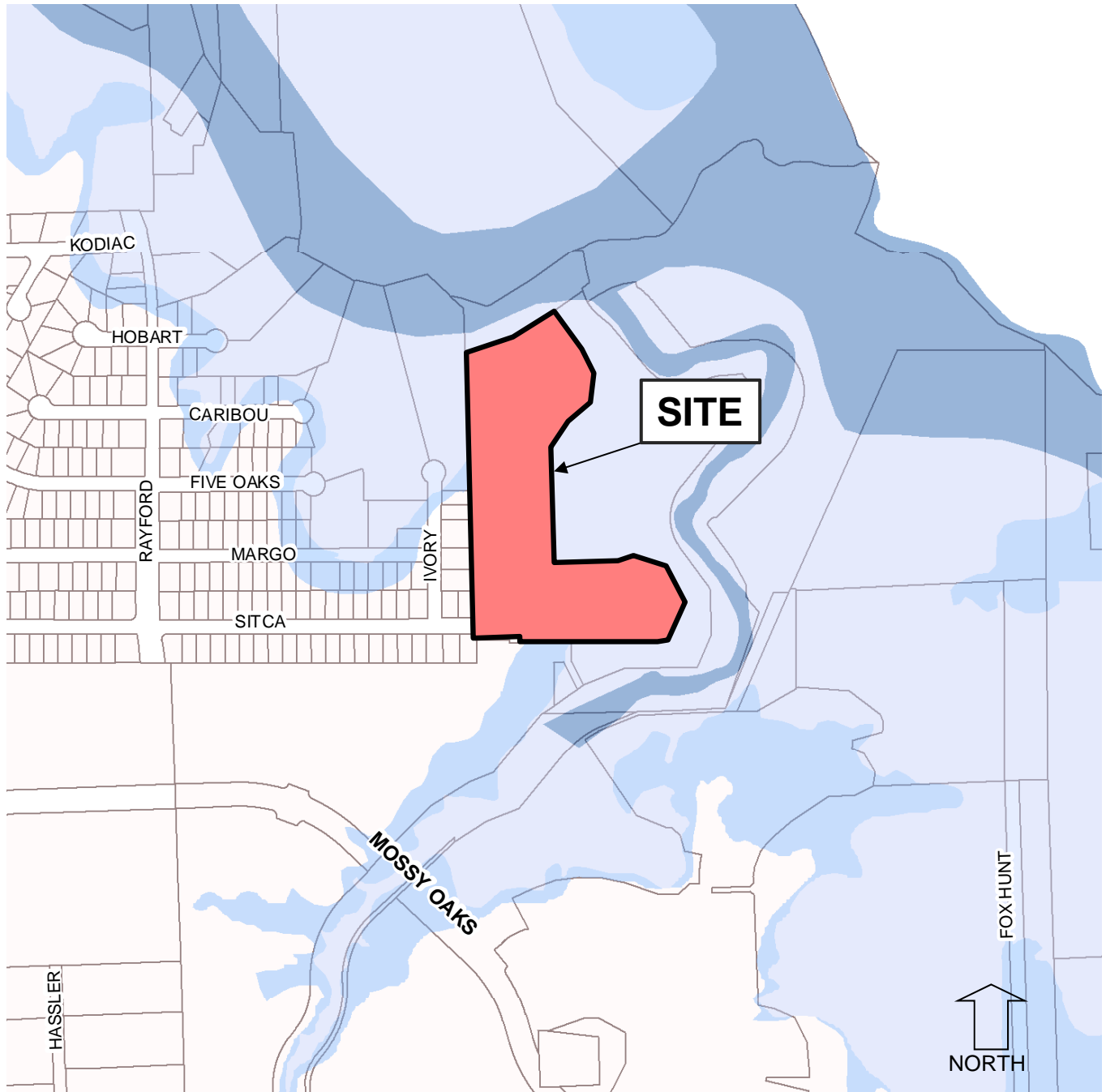
Houston Planning Commission ITEM : 155

Planning and Development Department

Meeting Date: 06/12/2014

Subdivision Name: McKenzie Park Sec 2 (DEF)

Applicant: EHRA

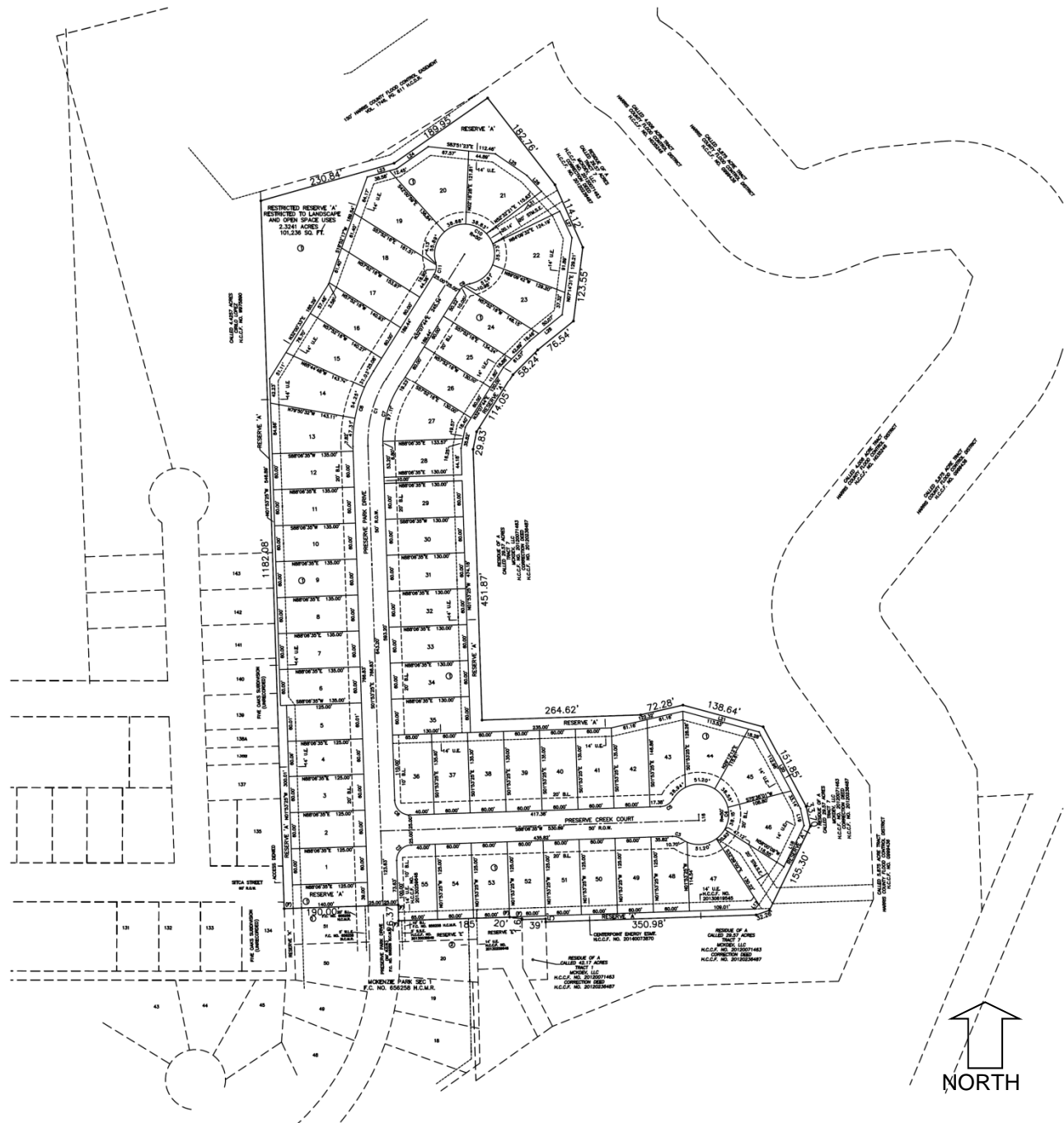


D – Variances

Site Location

Meeting Date: 06/12/2014

Applicant: EHRA



Subdivision

Houston Planning Commission ITEM : 155

Planning and Development Department

Meeting Date: 06/12/2014

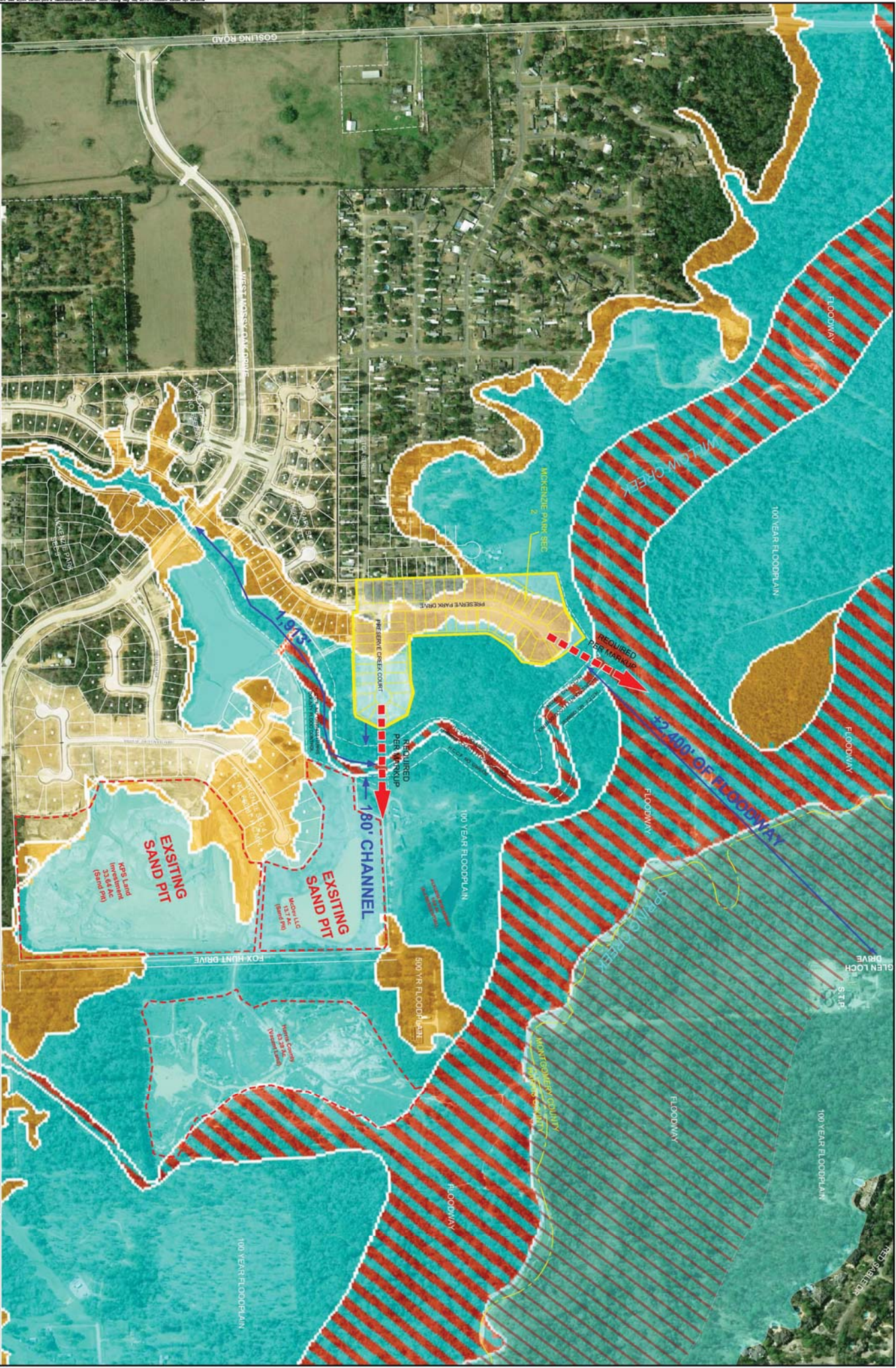
Subdivision Name: McKenzie Park Sec 2 (DEF)

Applicant: EHRA



D – Variances

Aerial



McKenzie Park Sec 2 Area Map and Existing Constraints

Owner: McDev, LLC Being a total of 15.18 acres out of the James Cooper Survey, A-189, Harris County, Texas.

May 5, 2014
Scale: 1" = 100'
North Arrow



EHRA
Environmental Hazard Risk Assessment
10055 Westinghouse Drive
Houston, Texas 77042
Tel: 281.470.1722

PRM-208-NO
151-000-02

McKenzie Park Sec 2
Area Map and Existing Constraints
May 5, 2014



RECONSIDERATION OF REQUIREMENT Request Information Form

Application No: 2014-1130
Plat Name: McKenzie Park Sec 2
Applicant: EHRA
Date Submitted: 05/05/2014

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

Specific requirement or condition being sought:

Not to extend "Preserve Park Drive" and "Preserve Creek Court" over existing Harris County Flood Control drainage facilities.

Chapter 42 Section: 130(a)(5)

Chapter 42 Reference:

The crossing of a drainage channel required by a governmental entity with flood control jurisdiction to be located in a recorded drainage easement having a required width of less than 220 feet and more than 100 feet by a street more than every 2,000 feet.

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:

McKenzie Park section 2 was approved as a preliminary plat (2014-0077) without markup by the City of Houston or Harris County to extend either "Preserve Park Drive" or "Preserve Creek Court", which were platted as cul-de-sacs. However, the final plat for this section (2014-0626) was marked up to extend both streets over existing Harris County Flood Control drainage facilities. Enormous areas of floodway for Willow Creek and Spring Creek stand in the way of street crossings of any type, much less a residential street. Extending either of these streets is unreasonable and does not promote greater neighborhood circulation or reflect sound public policy. Section 2 of McKenzie Park takes access through previously recorded Section 1, with connection to major thoroughfare West Mossy Oaks Road. The portion of Section 1 north of West Mossy Oaks Road, in combination with all of Section 2, totals only 126 lots. This is well below the threshold for requiring a second point of access. Extending Preserve Creek Court to the east, as was marked on the final plat, would require crossing a 180' wide Harris County Flood Control channel, and only 240' farther to the east, the street would run into an existing sand pit. Sand mining in this area predates residential development activity. The nearest street connection to the east is Fox Hunt Drive which is over 1000' away from the drainage channel and, in addition to the sand pit, would require the entire street to be built within the 100' year floodplain. The properties on the east side of the drainage channel and south of Spring Creek are easily accessed via existing Fox Hunt Drive. When measured along the centerline of Harris County Flood Control facility as recorded in H.C.C.F. G999436, Preserve Creek Court is approximately 1,913' from existing West Mossy Oaks Road. The provisions of 42-130 (a)(5) require a crossing of a drainage easement of between 100-220 feet only every 2,000 feet. The requirement to extend Preserve Creek Court should be removed since the requirements of Chapter 42 have been met. If extending Preserve Park Drive to the northeast is desired, the assumption would be that a connection to existing Glen Loch Drive is also desired. Glen Loch Drive is the only possible street north of Spring Creek which could be classified as a "stub street". It currently serves as access to a sewage treatment plant. Extending Preserve Park Drive would require a residential street to bridge over the confluence of the Harr



Application Number: 2014-1130

Plat Name: McKenzie Park Sec 2

Applicant: EHRA

Date Submitted: 05/05/2014

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

Specific Variance is being sought and extent of variance:

Not to extend Preserve Park Drive or Preserve Creek Court and to exceed the maximum 1400' block length on a local street.

Chapter 42 Section: 128 ; 130

Chapter 42 Reference:

128(a)(1): Each local street shall intersect with a street that meets the requirements of subsection (b) at least every 1,400 feet; 130(a)(5): The crossing of a drainage channel required by a governmental entity with flood control jurisdiction to be located in a recorded drainage easement having a required width of less than 220 feet and more than 100 feet by a street more than every 2,000 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

Section 2 of McKenzie Park takes access through previously recorded Section 1, with connection to major thoroughfare West Mossy Oaks Road. The portion of Section 1 north of West Mossy Oaks Road, in combination with all of Section 2, totals only 126 lots. This is well below the threshold for requiring a second point of access. Extending Preserve Creek Court to the east, as was marked on the final plat, would require crossing a 180' wide Harris County Flood Control channel, and only 240' farther to the east, the street would run into an existing sand pit. Sand mining in this area predates residential development activity. The nearest street connection to the east is Fox Hunt Drive which is over 1000' away from the drainage channel and, in addition to the sand pit, would require the entire street to be built within the 100' year floodplain. The properties on the east side of the drainage channel and south of Spring Creek are easily accessed via existing Fox Hunt Drive. When measured along the centerline of Harris County Flood Control facility as recorded in H.C.C.F. G999436, Preserve Creek Court is approximately 1,913' from existing West Mossy Oaks Road. The provisions of 42-130 (a)(5) require a crossing of a drainage easement of between 100-220 feet only every 2,000 feet. The requirement to extend Preserve Creek Court should be removed since the requirements of Chapter 42 have been met. If extending Preserve Park Drive to the northeast is desired, the assumption would be that a connection to existing Glen Loch Drive is also desired. Glen Loch Drive is the only possible street north of Spring Creek which could be classified as a "stub street". It currently serves as access to a sewage treatment plant. Extending Preserve Park Drive would require a residential street to bridge over the confluence of the Harris County Flood Control drainage channel, the floodway of Willow Creek and the floodway of Spring Creek for a total bridge length of over 2,400 feet. Major thoroughfares Gosling and Holzwarth are projected to be the two arteries which cross Willow Creek and Spring Creek. No other streets of any designation are shown on the Major Thoroughfare Plan to cross the creeks in this area. Because of the massive floodway and floodplain encumbrances, crossing these floodways with major thoroughfares is the only reasonable policy to follow. Willow Creek and Spring Creek possess wide areas of 100 year floodplain and floodway. Both of these constraints, along with

(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 hardship in extending Preserve Park Drive is a result of three pre-development factors. First, any road would have to bridge over Harris County Flood Control drainage channel (H.C.C.F. G999436). Next, the extension would cross the 100 year floodplain and floodway south of Spring Creek (including Willow Creek) which were established on 2007 FEMA maps (areas north of Spring Creek are in the process of being amended and are unofficial at this time). The resulting bridge would cross over approximately 2,400 feet of combined floodway.

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

Sections 1 and 2 of McKenzie Park total 126 lots and take access through previously recorded Section 1, with connection to major thoroughfare West Mossy Oaks Road. East-west circulation in this area is adequately served by existing West Mossy Oaks Road and north-south roads are impractical due to the extensive physical site restraints of H.C.C.F. Drainage Channel G999436, Willow Creek, and Spring Creek.

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

Granting of this variance will not be injurious to the public health, safety or welfare since neighborhood circulation will be maintained and regional major thoroughfares are proposed to cross major floodways rather than local streets.

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

Justification for the variance request is that the floodway/floodplain conditions and the pre-existing sand mining operations are environmental factors and site constraints which the developer has no control over.

Houston Planning Commission

City of Houston Planning and Development Department



ITEM: 163

Meeting Date: 06/12/2014

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 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.

APPLICANT COMPANY	CONTACT PERSON	PHONE NUMBER	EMAIL ADDRESS		
	Oscar Mario Elizondo	713-878-2484	mario_elizondo@msn.com		
PROPERTY ADDRESS	FILE NUMBER	ZIP CODE	LAMBERT	KEY MAP	DISTRICT
200 Carl Street	14043177	77009	5458	493C	H

HCAD ACCOUNT NUMBER(S): 0032430000002
PROPERTY LEGAL DESCRIPTION: Trs 1A & 2A Block 5 Depenbrok Sec 62
PROPERTY OWNER OF RECORD: Oscar M Elizondo
ACREAGE (SQUARE FEET): 5000 SF
WIDTH OF RIGHTS-OF-WAY: Carl Street – 40'; Thomas Street – 30'
EXISTING PAVING SECTION(S): Carl Street – 18'; Thomas Street – 15'
OFF-STREET PARKING REQUIREMENT: 2 spaces
OFF-STREET PARKING PROVIDED: 2 spaces
LANDSCAPING PROVIDED: Meets requirement

EXISTING STRUCTURE(S) [TYPE; SQ. FT.]: Vacant
PROPOSED STRUCTURE(S) [TYPE; SQ. FT.]: Single-Family Residence - 1092 SF

PURPOSE OF VARIANCE REQUEST: To allow a single-family residence to be built with a 5' building line along Thomas Street instead of the required 10' building line and not to provide 10' of R.O.W. widening to Thomas Street.

CHAPTER 42 REFERENCE(S): 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.

DEVELOPMENT PLAT VARIANCE



SEC 42-122 Right-of-way widths. The minimum right-of-way required for each of the following types of streets or public alleys shall be as follows, subject only to the street width exception areas established pursuant to [section 42-123](#) of this Code:

Local streets	(1) 50 feet if adjacent to exclusively single-family residential lots; or
	(2) 60 feet if adjacent to any other development

APPLICANT'S STATEMENT OF FACTS

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

The residence is located on a corner lot, in order to build an energy efficient solar home design we are asking for a variance for 5'0" along Thomas St.; and not to provide R.O.W. of 10' for Thomas St.

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.

(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;

The proposed building will respect a 5'-0" building. Maintaining the proposed south facing wall surface size maximizes the use of solar energy by allowing radiant heat into the house to heat up internal surfaces. Efficient windows will allow solar energy to get through and trap heat indoors. The trapped heat will continue to work long after the sunlight is gone. Overhangs and or solar screens will prevent radiant heat from entering the building during summer months. Windows on the north facing wall are kept small to minimize the effect of northern winds in cold winter months. Reducing the size of the south facing wall will have a negative impact on the overall solar home concept.

Also, other homes on Thomas St. were constructed with less than the 10'-0" set back. We are requesting a minimum side set back of 5'-0". Aerial and street photos are attached.

(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;

Strict application of the requirements will render use of south facing property wasteful because this physical characteristic directly impacts the amount of solar energy for the efficient use of the home. The proposed option relies on the efficient use of elevation facing south maximizing the use of solar energy to heat up internal heat mass as well as providing a suitable environment to an indoor green house.

The original house design first appeared as the "The Pelberg House" on a book titled "30 Energy – Efficient Houses... You Can Build" by Alex Wade and Neal Ewenstein ISBN-0-87857-191-4. In a brief description, maximizing the use of south facing windows and increasing heat mass that can be heated up by sunlight during winter months will greatly reduce the use of fossil fuels required to heat up the indoors. Including an

DEVELOPMENT PLAT VARIANCE



indoor green house will, in addition to providing a supplemental food source, provide additional heat to the house in a centrally located chamber.

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

The optimum orientation for a home to minimize energy use and maximize daylight is in on an East-West axis with glass facing south. The layout of the proposed building follows this rule, though it is based on design, it is a market value option that applies to a home design with an interior green house. To change the direction of this house would compromise the purpose of a passive solar design that is meant to reduce the use of energy and produce home grown produce with the aid of the interior green house.

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

We are proposing a 5'-0" building line. This allocation is adequate and reasonable for traffic along Thomas St because it highly unlikely that traffic to a dead end street with no commercial or business interests would increase. Mainly residents use it to get through the triangular roundabout. A picture of the triangular round about is attached for your reference.

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

Approval of this variance would allow the energy efficient single family home to be built without having a negative impact on traffic safety. The building will be set back 20'-0" from the front (along Carl St.), twice what is required by Chapter 42, and 5'-0" along Thomas, therefore respecting the required visibility triangle.

Also, we will remove the existing concrete driveway access along Carl St and replace it with a 5'-0" wide public walk way as shown on site plan.

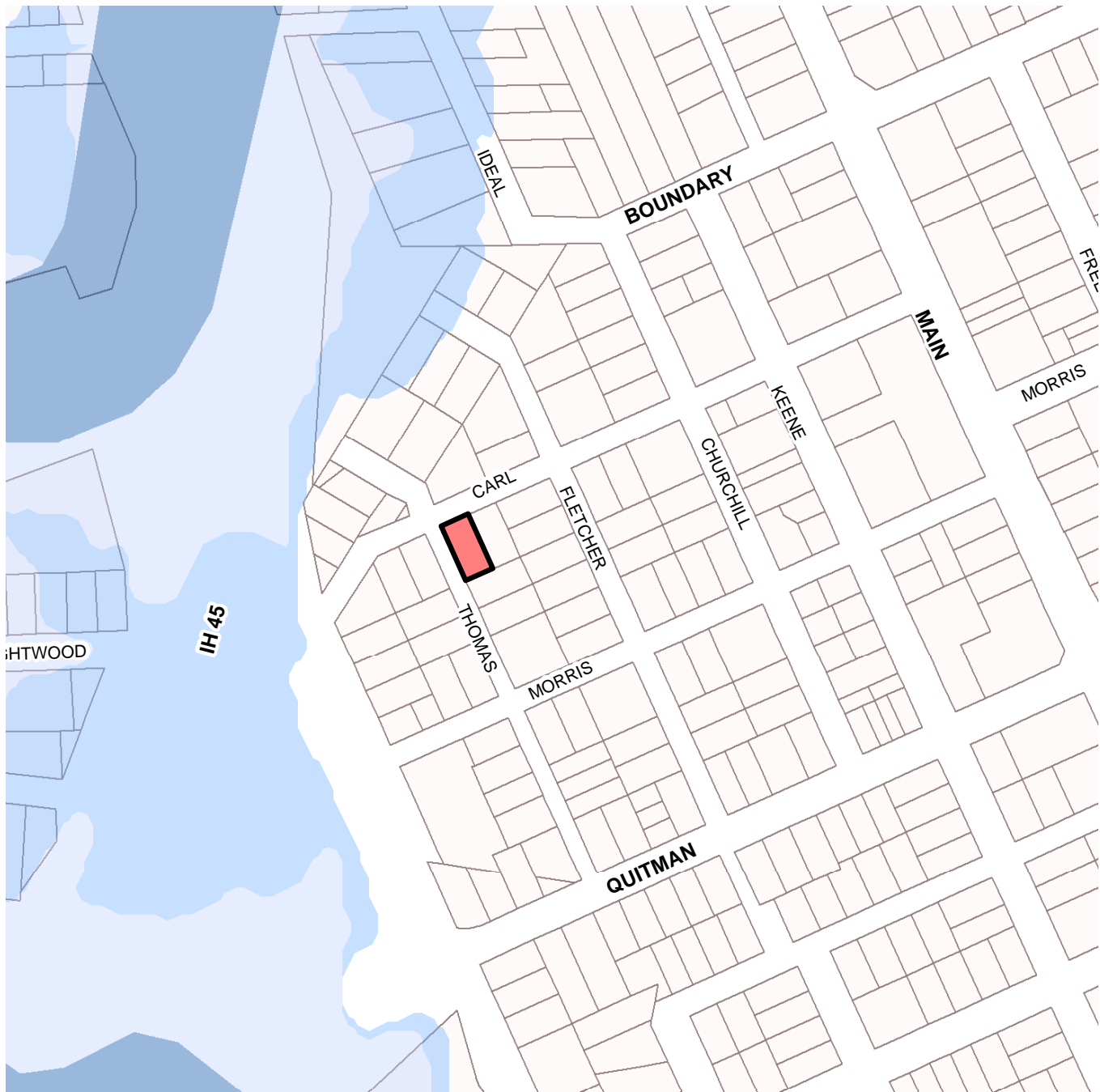
(5) Economic hardship is not the sole justification of the variance.

The main justification for this variance request is the use of the existing lot to the best advantage by building a reasonable energy efficient design on the lot. This design is a marketable energy efficient home with an interior green house. The proposed building relies on the efficient use of the south facing elevation maximizing the use of solar energy to heat up internal mass as well as providing a suitable environment for an indoor green house. As stated before, though the building layout is based on design, it is a market value option that applies to an energy efficient single family home design with an interior green house. Even though the main justification is not economic, there will be a cost penalty in reducing the size of this single family design.

DEVELOPMENT PLAT VARIANCE



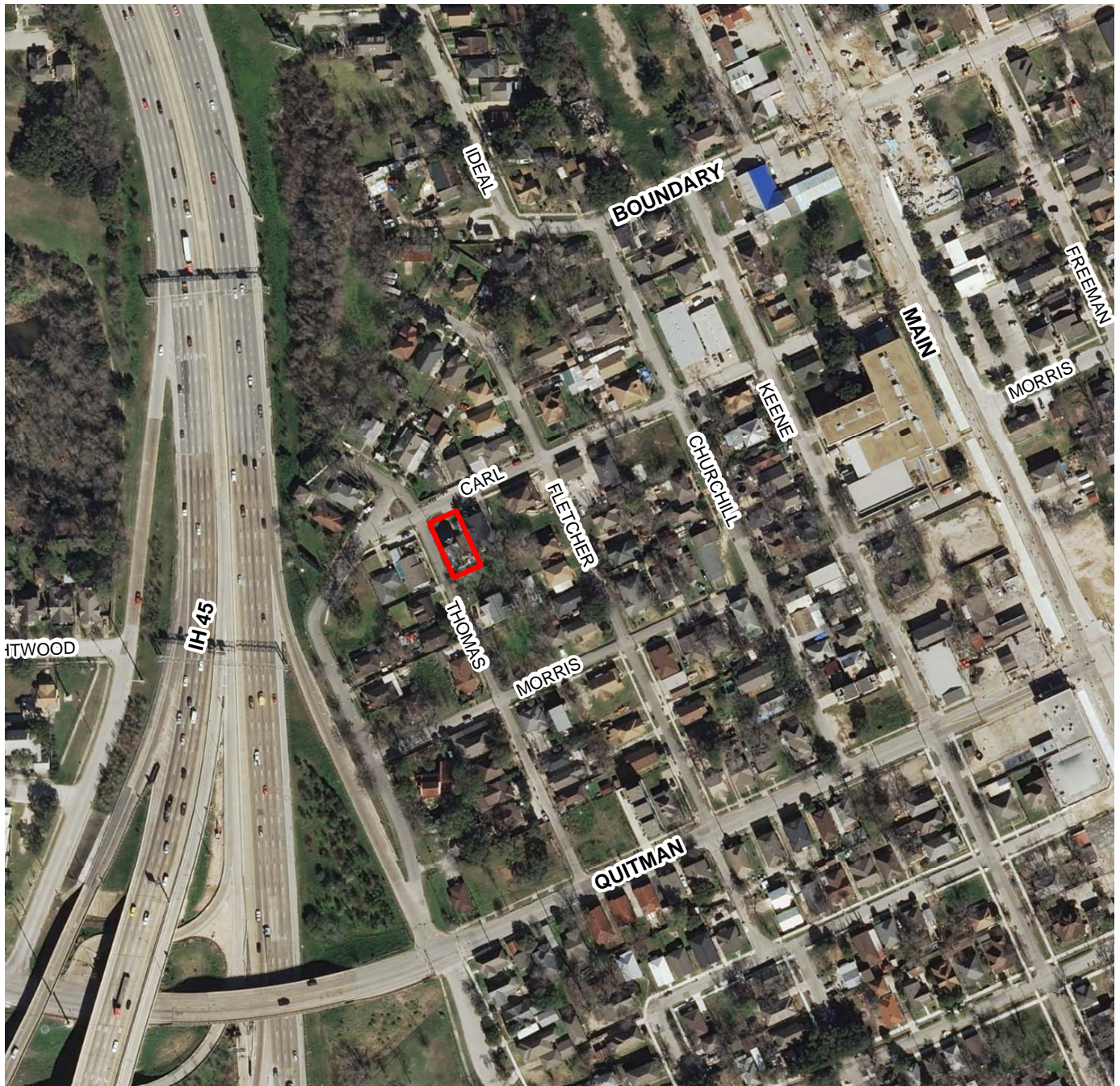
Area Map



DEVELOPMENT PLAT VARIANCE



Aerial

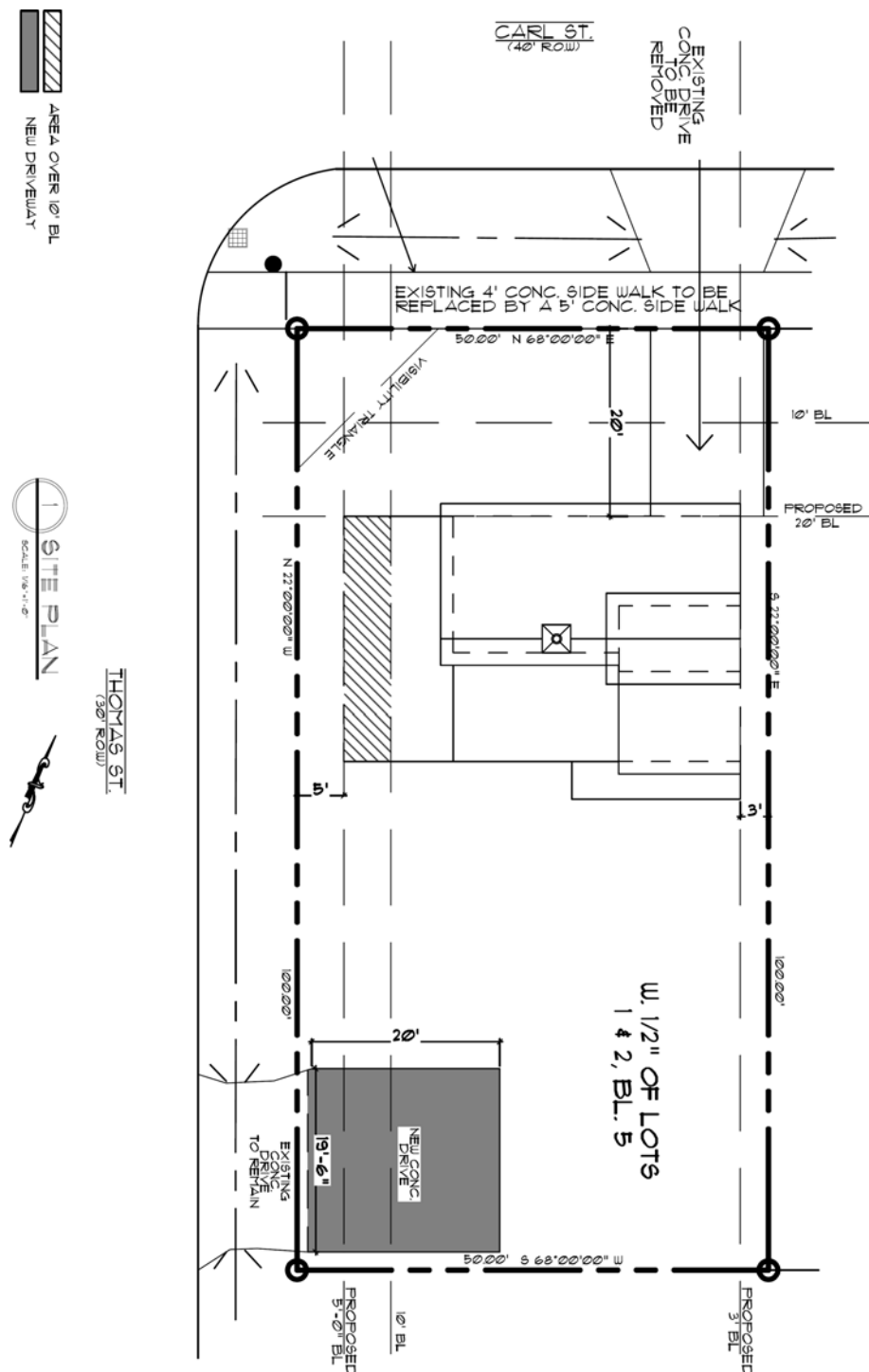


DEVELOPMENT PLAT VARIANCE

Aerial



DEVELOPMENT PLAT VARIANCE



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Houston Planning Commission

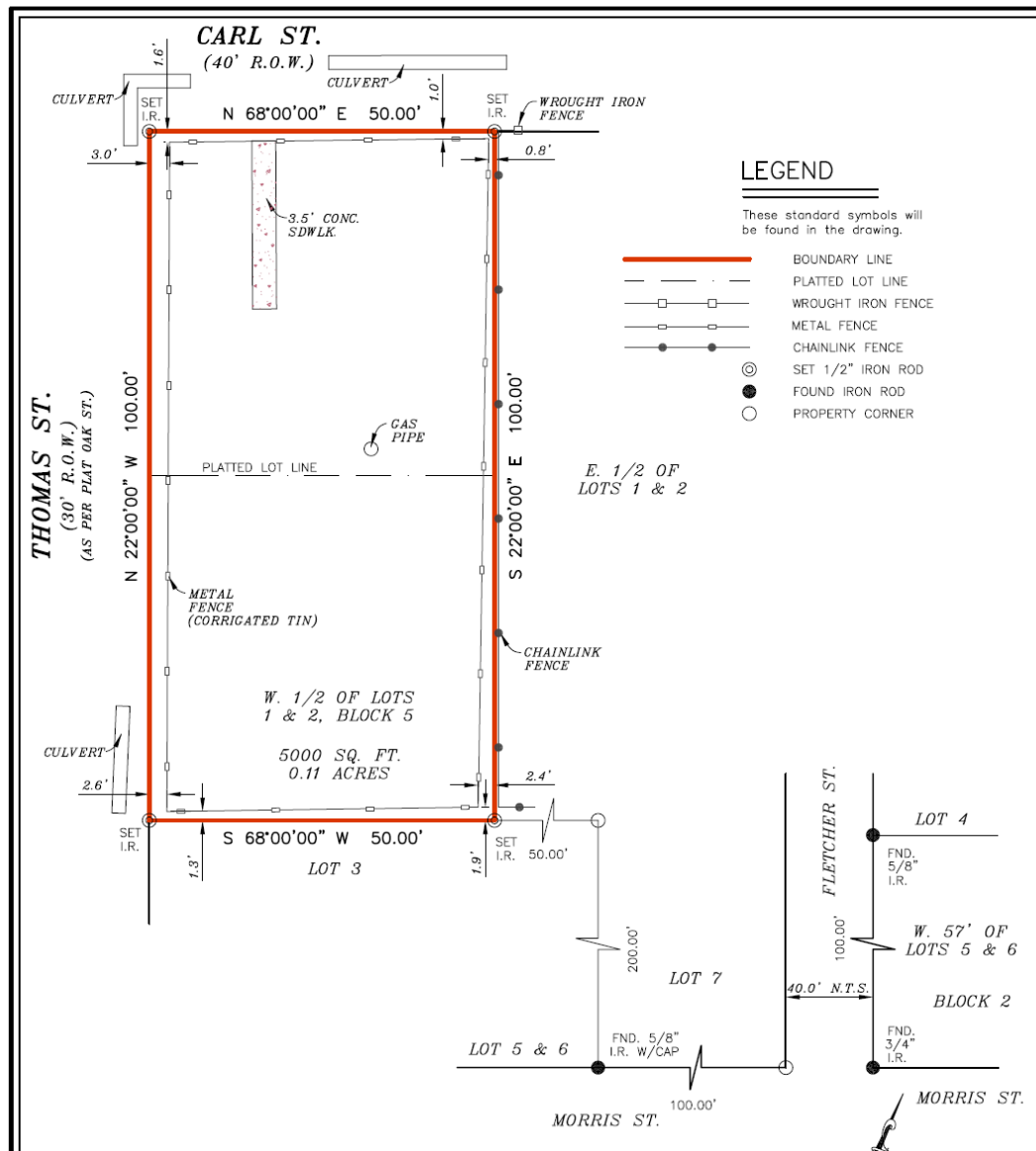
City of Houston Planning and Development Department



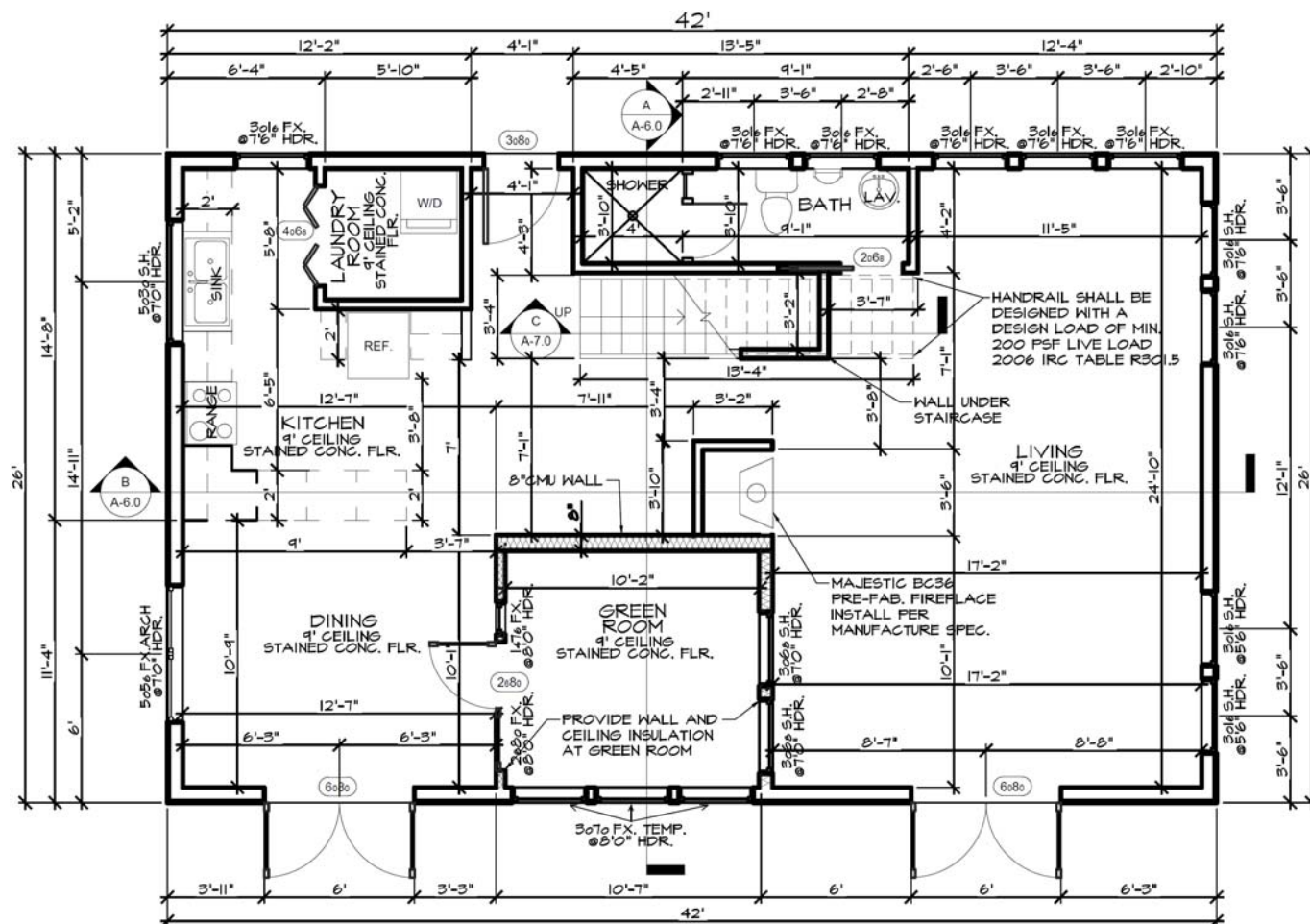
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Meeting Date: 06/12/2014

Site Survey



DEVELOPMENT PLAT VARIANCE



1 FIRST FLOOR PLAN
A-2.00 SCALE: 1/8" = 1'-0"

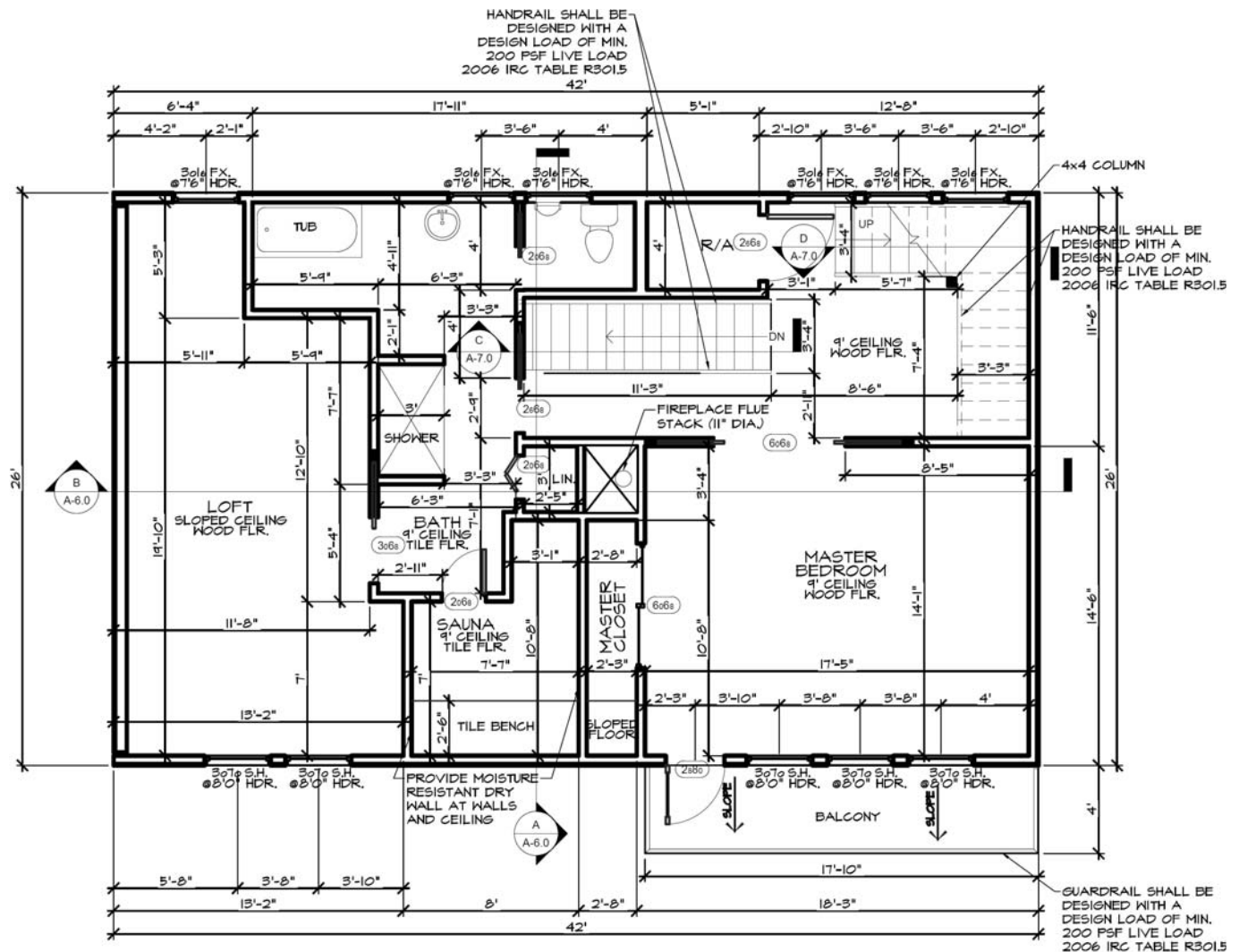
DEVELOPMENT PLAT VARIANCE

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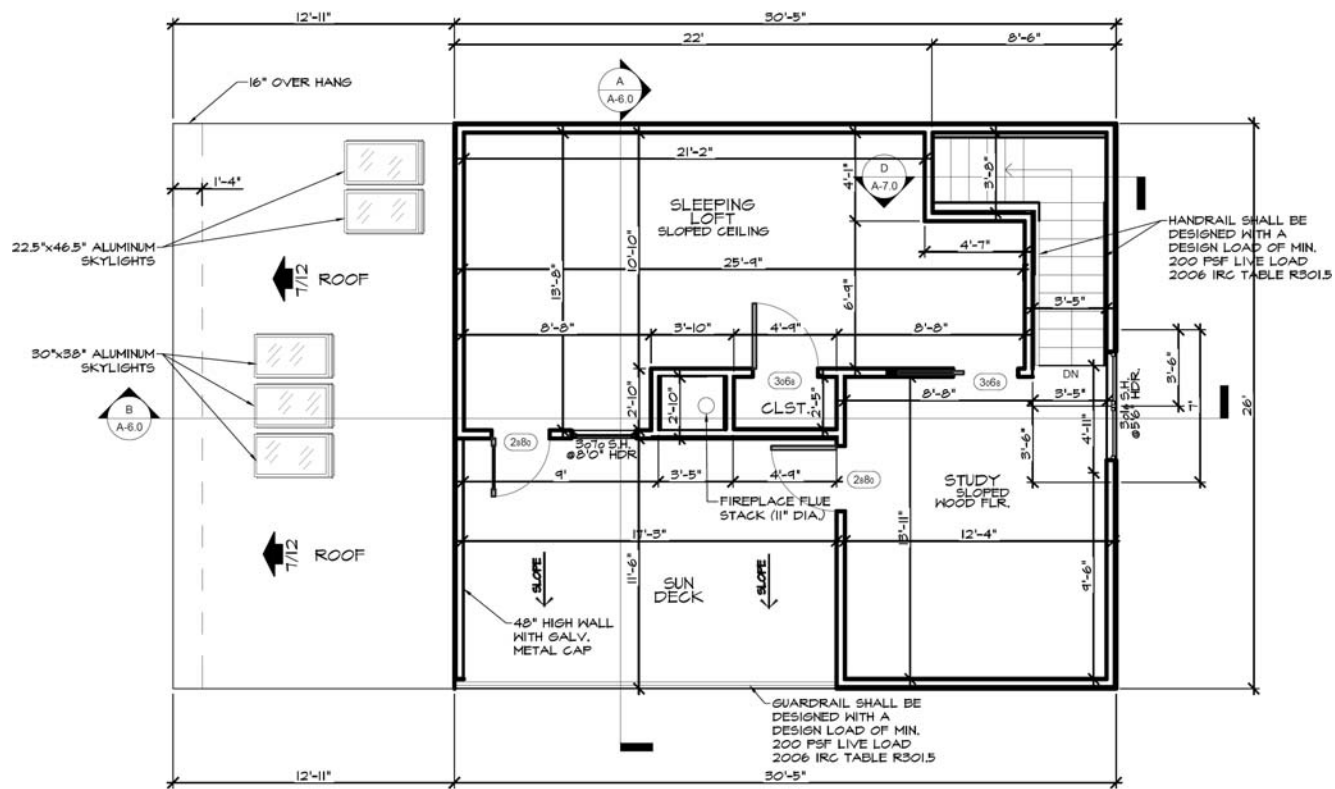


Meeting Date: 06/12/2014



2 SECOND FLOOR PLAN
A-2.00 SCALE: 1/8" = 1' - 0"

DEVELOPMENT PLAT VARIANCE



3 THIRD FLOOR PLAN
A-2.00 SCALE: 1/8"=1'-0"

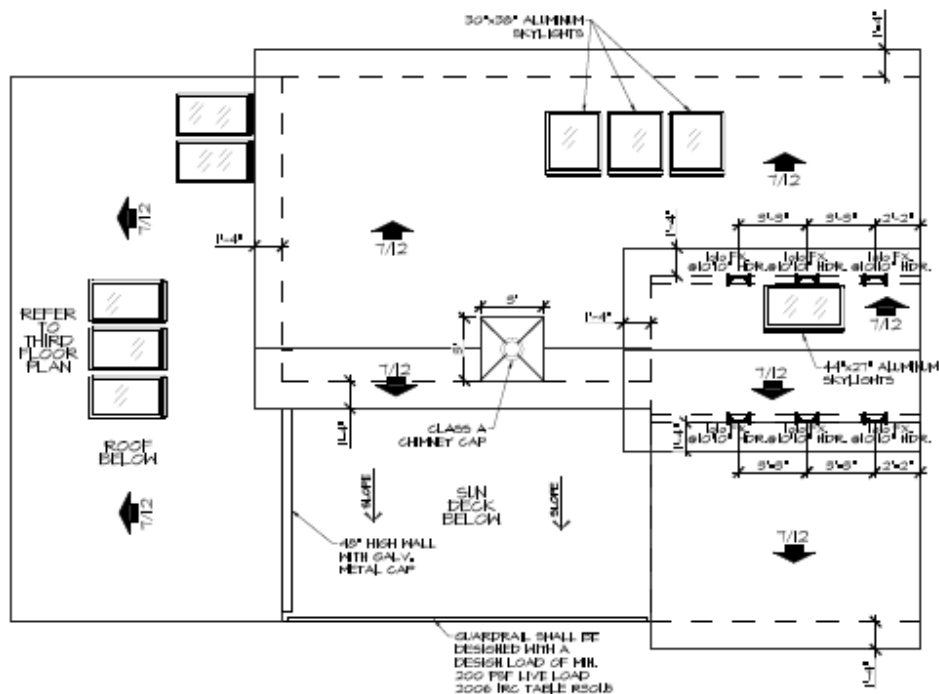
DEVELOPMENT PLAT VARIANCE

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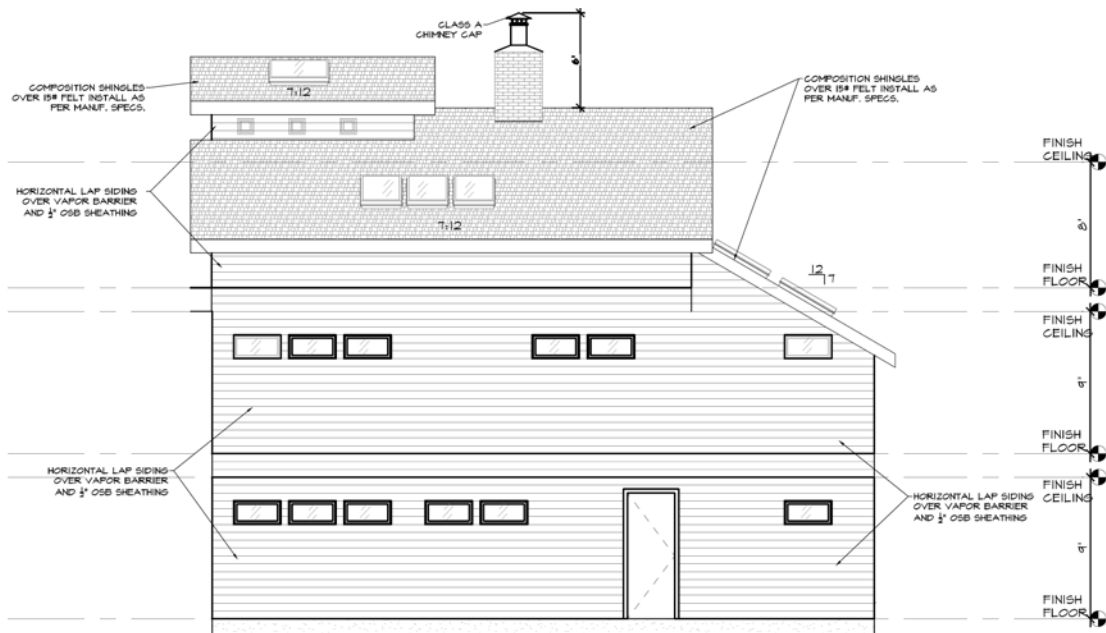


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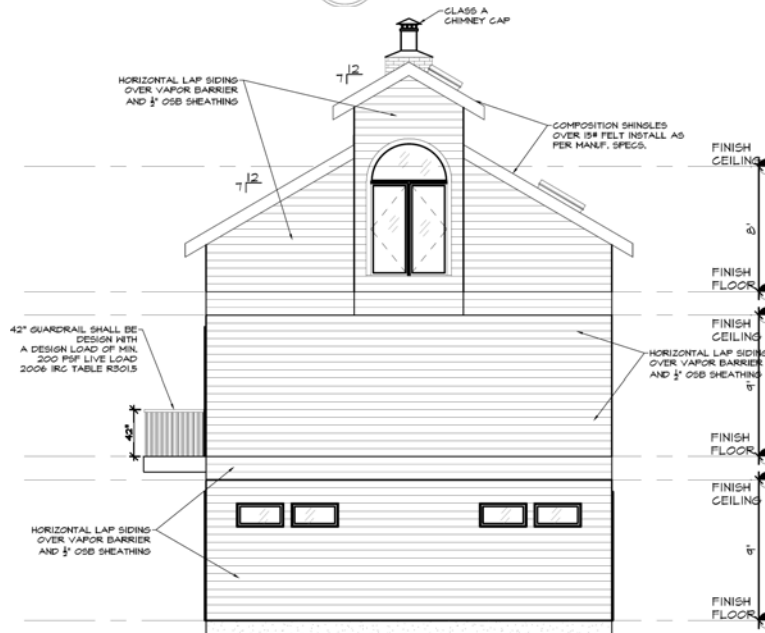
Meeting Date: 06/12/2014



DEVELOPMENT PLAT VARIANCE

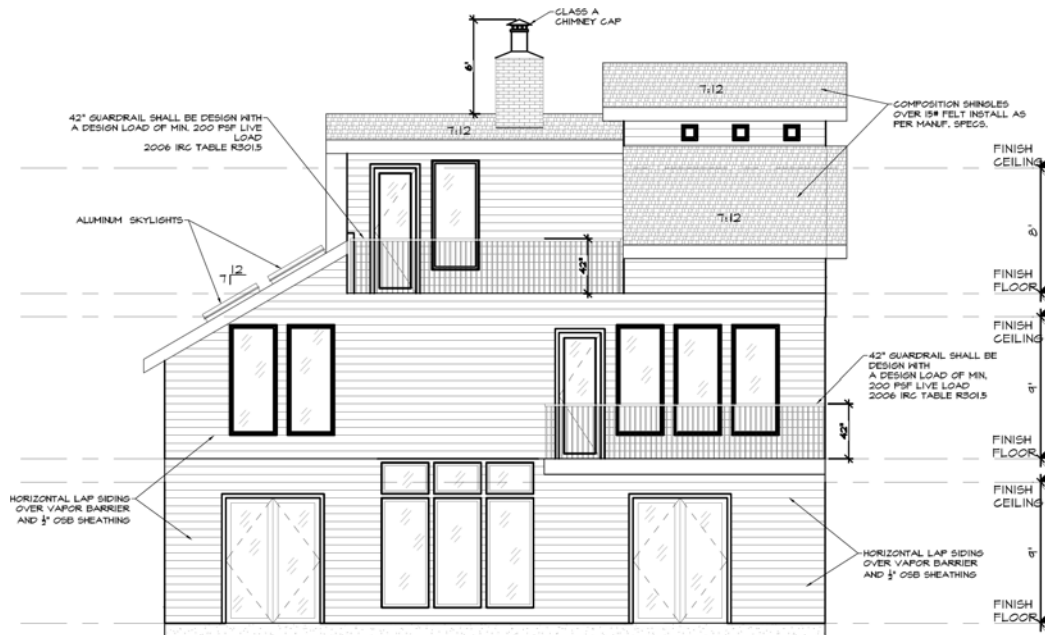


2 NORTH ELEVATION
A-B SCALE: 1/8"=1'-0"

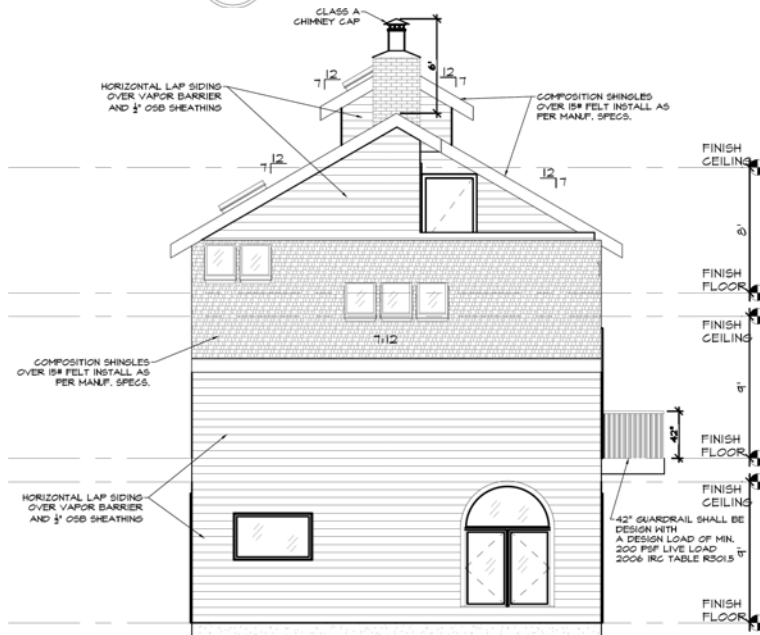


2 EAST ELEVATION
A-B SCALE: 1/8"=1'-0"

DEVELOPMENT PLAT VARIANCE



1 SOUTH ELEVATION
A-40 SCALE: 1/8"=1'-0"



1 WEST ELEVATION
A-40 SCALE: 1/8"=1'-0"

DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

VARIANCE REQUEST APPLICATION

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APPLICANT COMPANY	CONTACT PERSON	PHONE NUMBER	EMAIL ADDRESS
	Steve Iltis Jenifer Pool	713-598-1150 832-594-8420	Steve@HDChouseplans.com jrpc@aol.com

PROPERTY ADDRESS	FILE NUMBER	ZIP CODE	LAMBERT	KEY MAP	DISTRICT
4035 Colquitt	14043545	77027	5256	492W	G

HCAD ACCOUNT NUMBER(S):	0751070060001
PROPERTY LEGAL DESCRIPTION:	Lot 1 Block 6 Lynn Park
PROPERTY OWNER OF RECORD:	Michael A Clark
ACREAGE (SQUARE FEET):	8,580 sq ft
WIDTH OF RIGHTS-OF-WAY:	Colquitt Street – 60'; Suffolk Drive – 60'
EXISTING PAVING SECTION(S):	Colquitt Street – 27'; Suffolk Drive – 25'
OFF-STREET PARKING REQUIREMENT:	2 spaces
OFF-STREET PARKING PROVIDED:	2 spaces
LANDSCAPING PROVIDED:	Meets requirement

EXISTING STRUCTURE(S) [TYPE; SQ. FT.]:	Single-Family Residence 1,736 sq ft
PROPOSED STRUCTURE(S) [TYPE; SQ. FT.]:	New Single-Family Residence 4,800 sq ft

PURPOSE OF VARIANCE REQUEST: To allow a new residence with a garage facing Suffolk Drive to be built at a 10' building line instead of the 17' garage building line required in Sec. 42-157. (b) (2) notwithstanding the other provisions.

CHAPTER 42 REFERENCE(S): Sec. 42-157. (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.

DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

APPLICANT'S STATEMENT OF FACTS

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

This is a request to not require a single-family garage to have a 17' set back on Suffolk Drive, a curbed street, as required in Sec 42-156 (b) (2) and Sec. 42-157 (b) (1) (2). This property is a 78' wide by 110' long HCAD identifies these lots as Lot 1, Block 6 Lynn Park. This property has 78' of frontage on Colquitt Street, a curbed street, and 110' along Suffolk Drive, a curbed street.

Lot 1 currently has a single family dwelling unit that is 1736 sq ft and was built in 1952 according to HCAD records and has a garage facing Suffolk Drive, a curbed street, built at the 10' building line. The proposed single family home on Lot 1 is on the south side of Colquitt Street generally between Suffolk Drive and Drexel Drive. Lot 1 is 8580 square feet and has been in this configuration since original plat. The owner is proposing his single family home that will be 4800 square feet using the same basic building footprint with the garage in general location as the existing garage. This will allow the owner to utilize the existing driveway area to maximize the usable area for the new house. The H.O.A. is reviewing the site plan and architectural plans.

There are other homes along Suffolk Drive with existing homes designs with the garage at the 10' building line; these homes have existed in this configuration for many years. There is a 4' sidewalk on other side of Suffolk Drive from this house and there is no sidewalk on the Suffolk Drive side of house. There is an existing sidewalk in the front on Colquitt Street. Note that both Suffolk Drive and Colquitt Street are curbed streets.

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.

(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 is a lot that has functioned as a single family lot for many years. This lot currently has a single family home that has been there since 1952. Requiring a 17' garage building line for the property would create and undue hardship since the owner of this property at 4035 Colquitt Street has an existing driveway on Suffolk Drive and the 17' garage building line will reduce the available land for the rear yard and will not conform with the existing garages along Suffolk Drive.

(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;

4035 Colquitt Street is a corner lot that front faces Colquitt Street which is on the block between Drexel Drive to the east and Suffolk Drive on the west. Chapter 42 requires that commercial reserves have 60' of frontage on a public ROW and measure a minimum of 5000' sq feet. This property is can not to be developed as commercial due to H.O.A. restrictions.

DEVELOPMENT PLAT VARIANCE



Houston Planning Commission

- (2) **The circumstances supporting the granting of the variance are not the result of a hardship created or imposed by the applicant;**
Lot 1 has a single family home that has been on the lot since 1952. Colquitt Street is listed as a local street but it is a 60' ROW with a 30' curbed paving section. Colquitt Street runs only from Suffolk Drive and runs westward ending into Drexel Drive. Other lots around Colquitt Street in that area have single family homes with Colquitt Street having single family homes. The circumstances supporting the granting of the variance is that this property is an existing condition with existing homes nearby the variance will allow the home to conform to other existing homes of Suffolk Drive.
- (3) **The intent and general purposes of this chapter will be preserved and maintained;**
The intent and general purposes of Chapter 42 is to provide sensible development, not prohibit development. Lot 1 (4035 Colquitt Street) is an existing lot that does not allow any options for development other than single family. The intent and general purposes of this chapter will be preserved by allowing sensible development in this neighborhood.
- (4) **The granting of the variance will not be injurious to the public health, safety or welfare;**
Colquitt Street is not a major thoroughfare and does not serve as a major artery in the area. Colquitt acts more like a local/collector street in this area and is only a 60' ROW with a 30' paved and curbed section. The granting of the variance will not be injurious to the public health, safety or welfare as there are other properties in the area that are of the same size that are single family and take access from Suffolk Drive.
- (5) **Economic hardship is not the sole justification of the variance.**
The hardship is that this property is an existing condition. Lot 1 has a single family home on it already since 1952. The request to not provide a 17' garage door set back will allow the lot to be useable as it was by the previous structure. Without these variances the lot will not be limited in its development or designed. Lots that are sensibly developed and have nice homes on them is a better use of the land than an empty lot.

DEVELOPMENT PLAT VARIANCE



PLANNING &
DEVELOPMENT
DEPARTMENT

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Houston Planning Commission

Area Map



DEVELOPMENT PLAT VARIANCE



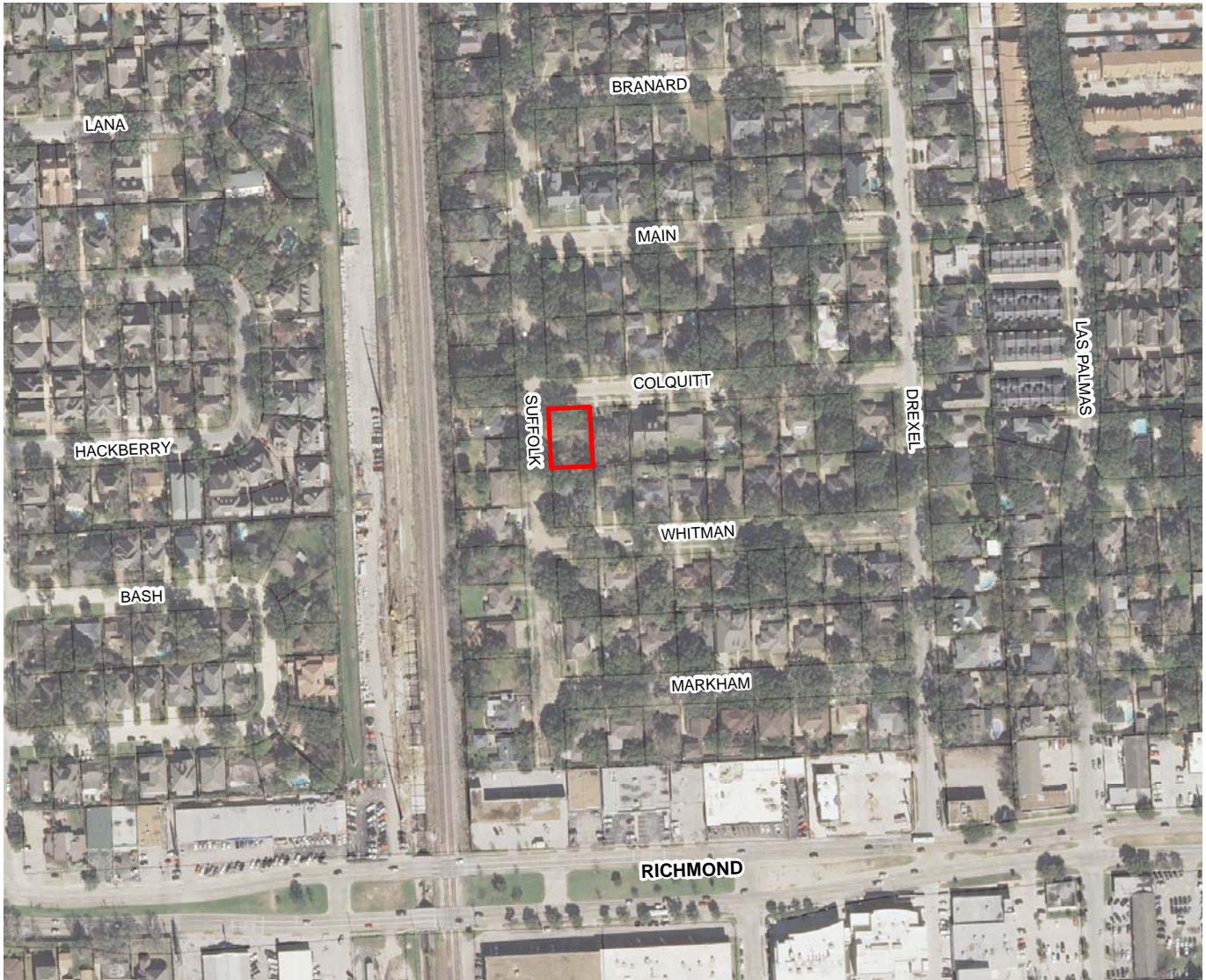
PLANNING &
DEVELOPMENT
DEPARTMENT

ITEM: 164

Meeting Date: 06-12-2014

Houston Planning Commission

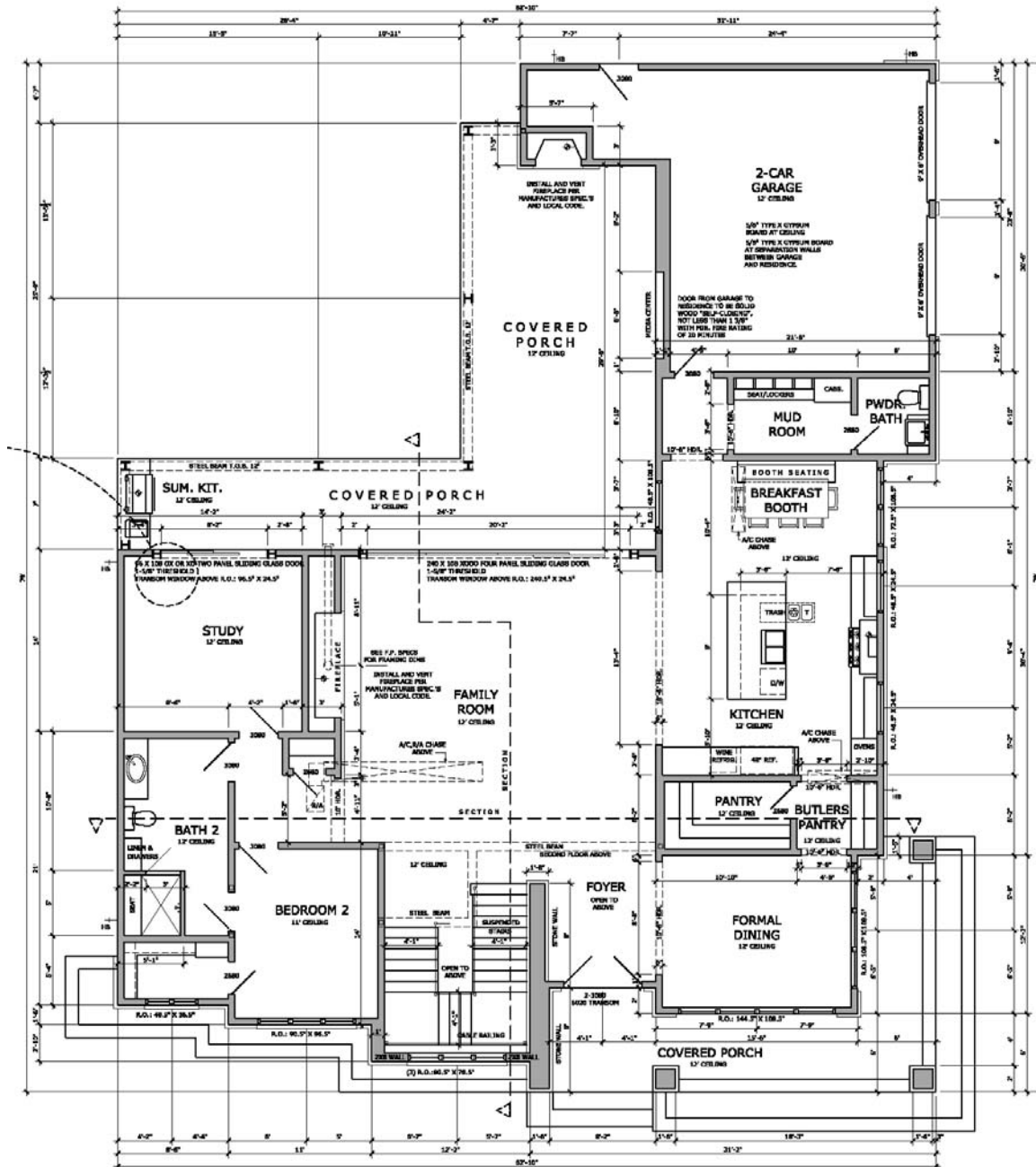
Aerial



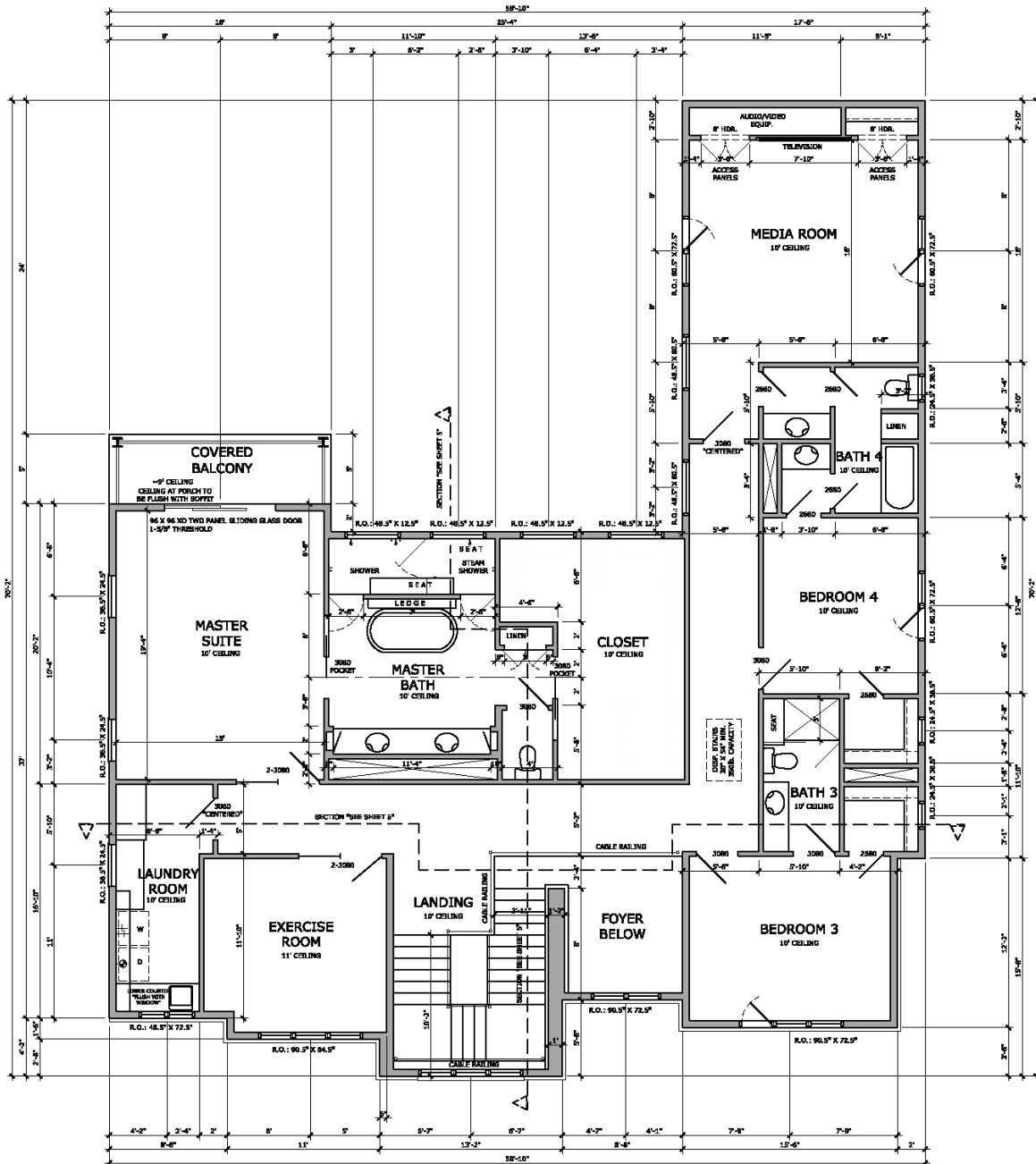
DEVELOPMENT PLAT VARIANCE



Houston Planning Commission



DEVELOPMENT PLAT VARIANCE



DEVELOPMENT PLAT VARIANCE



Houston Planning Commission



REAR ELEVATION

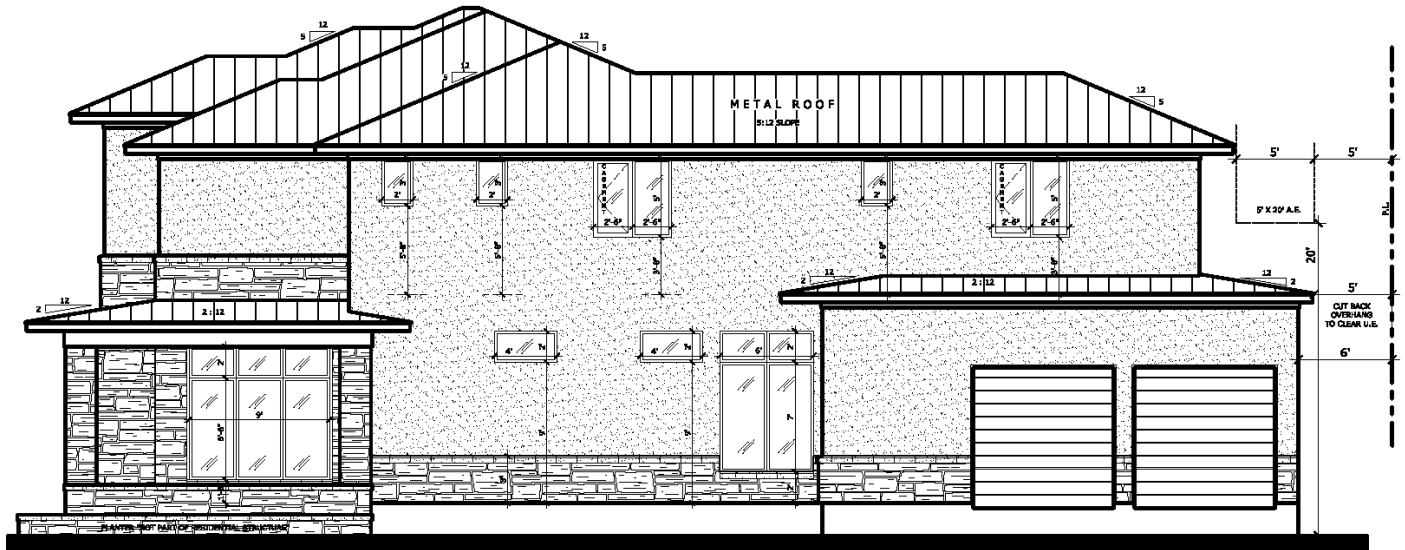


FRONT ELEVATION

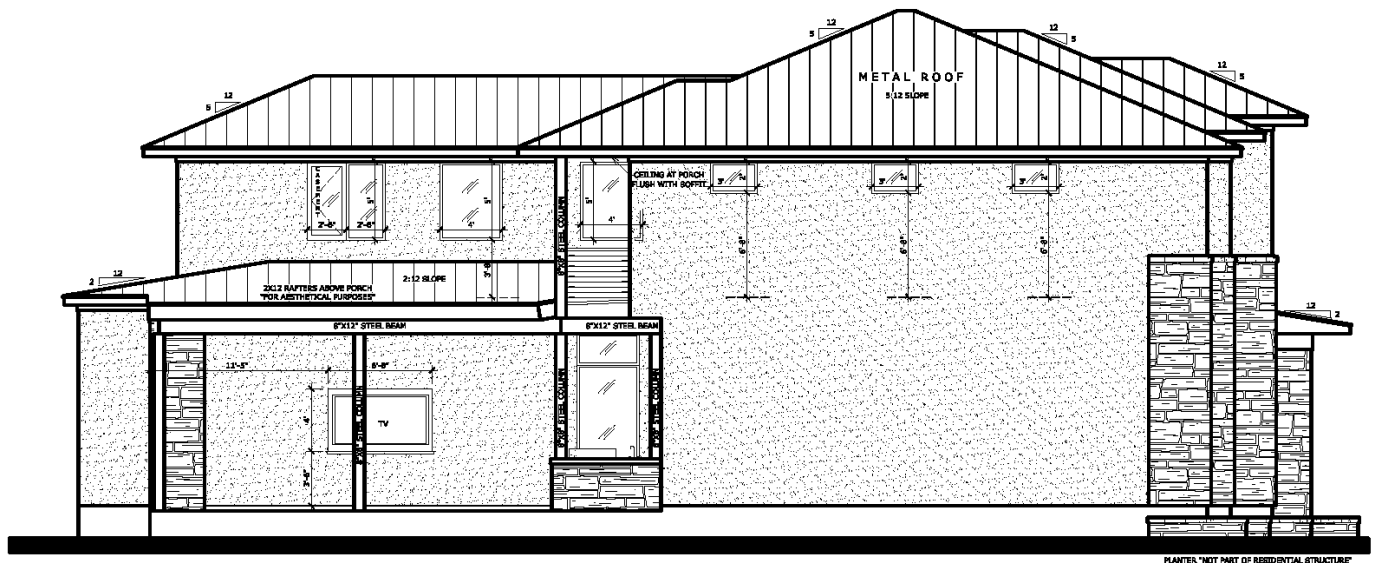
DEVELOPMENT PLAT VARIANCE



Houston Planning Commission



RIGHT ELEVATION



LEFT ELEVATION

DEVELOPMENT PLAT VARIANCE

Houston Planning Commission

City of Houston Planning and Development Department



ITEM:

Meeting Date: 6/12/14

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@cityofhouston.net 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.

APPLICANT COMPANY	CONTACT PERSON	PHONE NUMBER	EMAIL ADDRESS		
Gage Design, LLC	Craig Garcia, AIA	713.568.1336	craig@igageinc.com		
PROPERTY ADDRESS	FILE NUMBER	ZIP CODE	LAMBERT	KEY MAP	DISTRICT
2736 Virginia Street		77098	5256B	492U	C

HCAD ACCOUNT NUMBER(S):	0640180060001
PROPERTY LEGAL DESCRIPTION:	Trs 1 through 4 & 8A 9 Blk 6 & Lt 12 & Tr 11 Blk 1 Kerrs Ferndale Ferndale Annex (Kerrs)
PROPERTY OWNER OF RECORD:	Delhomme Trusts
ACREAGE (SQUARE FEET):	31,115 sq ft
WIDTH OF RIGHTS-OF-WAY:	Westheimer Rd – 80'; Virginia St – 50'
EXISTING PAVING SECTION(S):	Westheimer Rd – 40'; Virginia St – 30'
OFF-STREET PARKING REQUIREMENT:	92 spaces
OFF-STREET PARKING PROVIDED:	66 spaces
LANDSCAPING REQUIREMENTS:	Project complies

EXISTING STRUCTURE(S) [SQ. FT.]:	10,387
PROPOSED STRUCTURE(S) [SQ. FT.]:	0

PURPOSE OF VARIANCE REQUEST:	To reduce the off street parking requirement by 26 spaces.
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CHAPTER 26 REFERENCE(S):	Sec. 26-492
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OFF-STREET PARKING VARIANCE

Houston Planning Commission

City of Houston Planning and Development Department



ITEM:

Meeting Date: 6/12/14

APPLICANT STATEMENT OF FACTS

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

Corner Entertainment is requesting a variance to reduce the amount of on-site parking required for the existing neighborhood shopping center located at the northwest corner of Westheimer Road and Virginia Street. A change of use created by a previous tenant results in 3308 SF of restaurant w/patio requiring additional parking. Corner Table has procured 58 parking spaces at Bethany Christian Church, located at 2332 Westheimer Monday thru Saturday, from 5PM until 2AM. The restaurant will close 3308 SF of Space from 8:00AM until 5:00PM to allow adequate on-site parking. Corner Table has met with neighbors to outline requests, which Corner Table has agreed to include within the Variance request. The list, generated by neighbors is as follows:

1. During lunch hours Monday thru Saturday, valet parking will be complimentary for Patrons.
2. Corner Table has implemented an employee parking policy (Exhibit A).
3. Corner Table will provide uniformed officers during Friday and Saturday evenings or when a major advertised event is scheduled.
4. The front courtyard will not be seated for lunch or dinner.
5. Corner Table will have executed lease agreements for adequate parking, to be forwarded annually to City of Houston planning.

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@cityofhouston.net.

- (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;**

The current parking standards require additional on-site parking spaces. The additional on-site requirement requires 3308 SF of existing restaurant/bar space to be closed; thus, no longer making the existing venue useable.

- (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;**

The building has been a restaurant bar since at least 1973 (Historic Brownstone Restaurant). The 1950 maps represent the existing building footprint - which has remained unchanged. The only known two alterations (work performed by previous tenants) to the property include the patio area which was a 732 SF swimming pool, (filled somewhere around 2004-2007) and the conversion of 2576 sf of furniture warehouse to 3308 sf of restaurant. The alterations were performed by previous tenants. The applicant did not perform the alterations converting the furniture warehouse change of use, nor did the applicant fill-in the swimming

OFF-STREET PARKING VARIANCE

Houston Planning Commission

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pool; therefore, the applicant has not imposed or created the hardship. Tenant has since installed green space to prevent the 528 SF at patio from being occupied space.

- (3) **The intent of this article is preserved;**
The intent is to provide sufficient parking on private properties and not on public streets. The existing parking agreement executed with Bethany Christian Church satisfies the off-street parking requirements. Corner Table utilizes vehicles to transport patrons and valets from the off-site lots to the restaurant; therefore, no increase to street parking, nor any increase in pedestrian traffic.
- (4) **The parking provided will be sufficient to serve the use for which it is intended;**
The parking lots will provide parking spaces in excess of the requirements specified in Chapter 42, Section 26 of the Code of Ordinances.
- (5) **The granting of such a variance will not be injurious to the public health, safety or welfare; and**
The granting of such a variance will not be injurious to the public health, safety or welfare; and will further improve as proposed.
- (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.**

OFF-STREET PARKING VARIANCE



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:

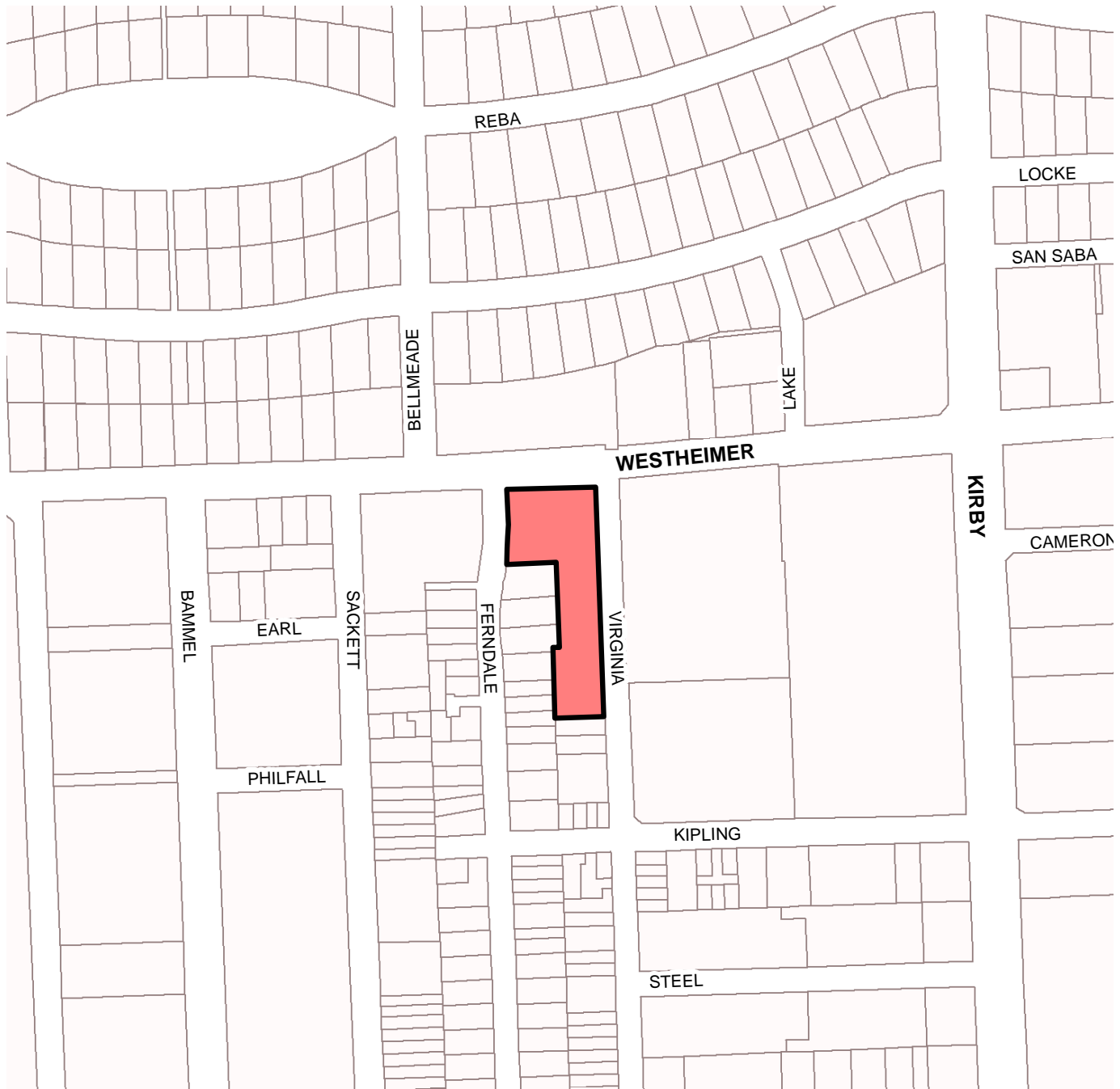
- (1) The location of the proposed building and the proposed off-site parking facility.
- (2) Existing and potential parking demand created by other occupancies in the vicinity.
- (3) The characteristics of the occupancy, including employee and customer parking demand, hours of operation, and projected 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



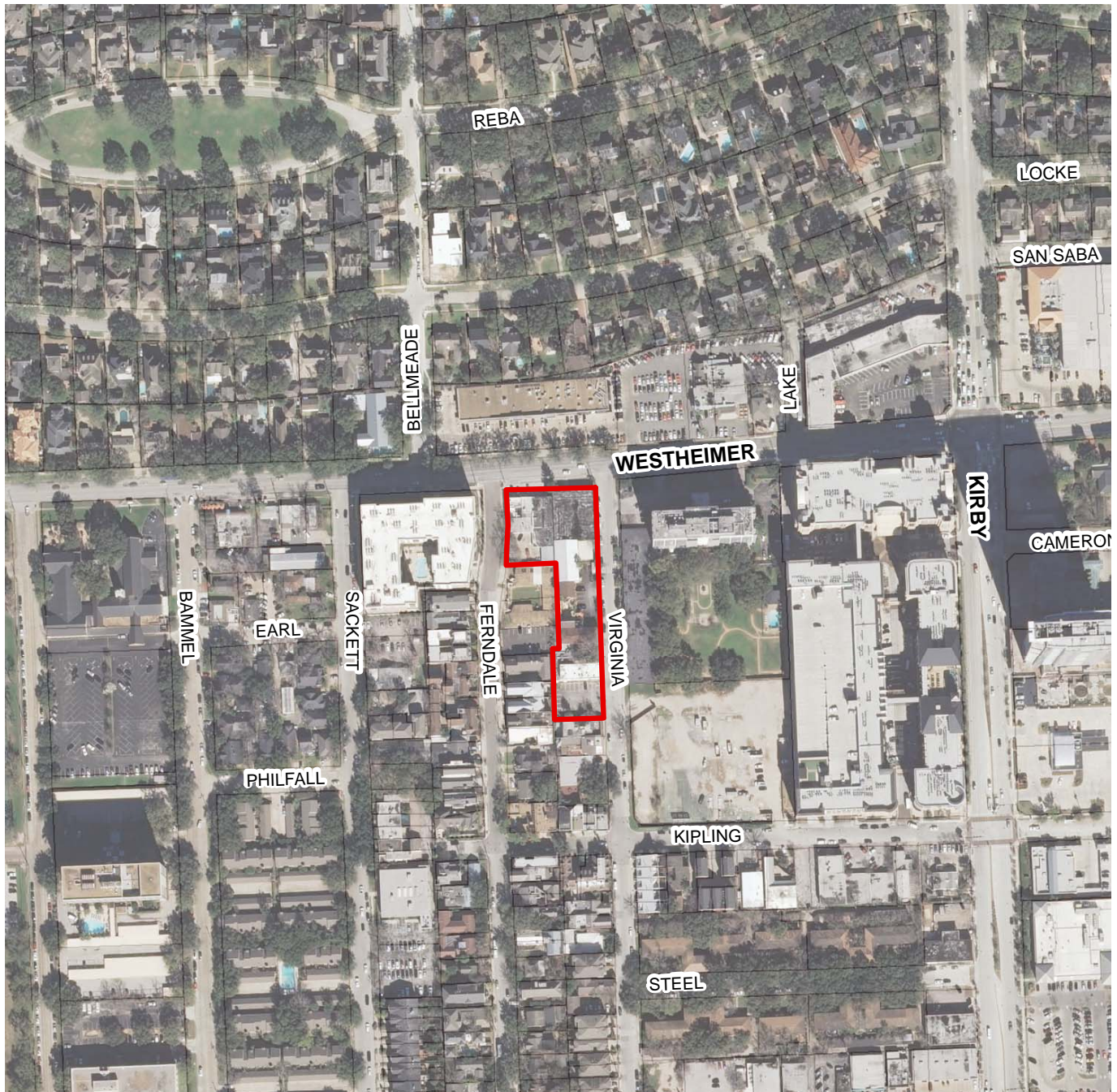
Area Map



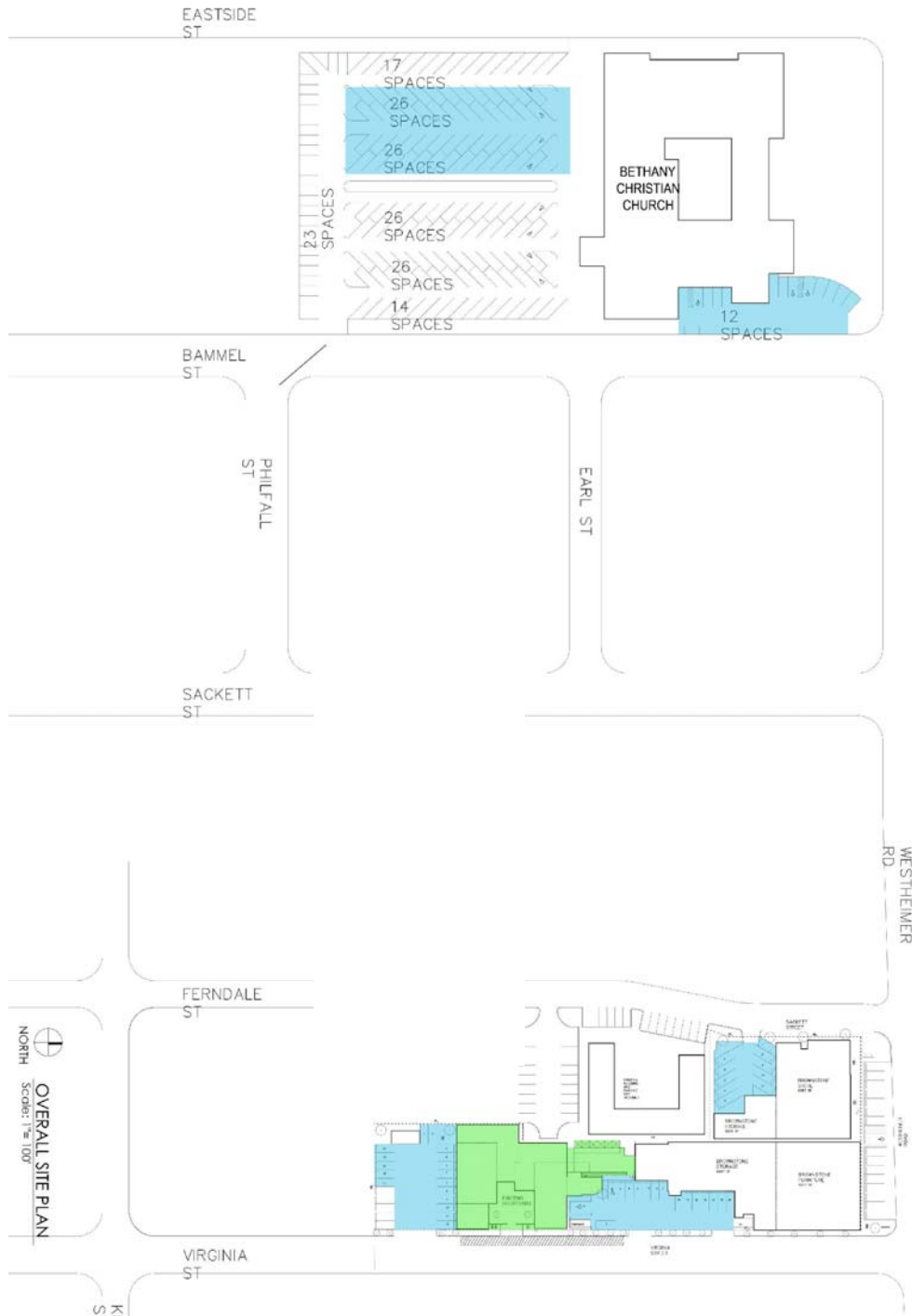
OFF-STREET PARKING VARIANCE



Aerial



OFF-STREET PARKING VARIANCE



OFF-STREET PARKING VARIANCE



Date May 19, 2014
From Corner Entertainment
To All Employees
Subject Employee Parking Guidelines

Dear Staff:

As of May 19, 2014, Corner Entertainment has made off-site parking available through our valet service at Bethany Church at 3223 Westheimer. Our employee vehicle parking policy will benefit the company.

Our employees are one of the most essential parts of our business. Your comfort and safety is of great importance to our company. We are encouraging our day and evening employees to refrain from parking on Virginia, Ferndale and Kipling. It is always important to be courteous to our neighbors and keep the closest parking spaces open for our customers. We hope you will keep this in mind when you choose your parking space.

Anyone found parking in unauthorized areas will be warned or disciplined for repeat offenses. In addition, your vehicle may be towed if you park illegally and you will be responsible for the storage and removal fees.

Please remember to lock your car. Corner Entertainment is not responsible for damage or theft.

Corner Entertainment Parking

- A specific area of the parking lot has been provided for your car.
- Corner Entertainment assumes no responsibility for any automobile or its contents parked on its lot.
- All female employees are required to be escorted to their car after dark.

Corner Table Restaurant

Required Parking Calculation

The retail center located at the northwest corner of Westheimer Rd. and Virginia St. predates the parking ordinance so existing uses are grandfathered from the parking requirements. Any changes in use in the center would have to provide additional parking. The change in use from an antique mall to restaurant triggers the parking requirement; however, the requirement is only applied to the square footage of restaurant that exceeds 20% of the total area of the retail center.

Use Type:	Shopping center- neighborhood (25,000---100,000GFA)
Parking required for a new development :	4/1000GFA (plus additional parking for Class 6 or 7 uses that exceed 20% of the entire retail center area)
Total SF of subject center	32,634 sf
Existing Parking On-Site	66 (spaces on Westheimer are included because they've always been used by the center)
Existing Parking Ratio	$66/33 = 2$ spaces per 1,000 sf
Class 6/7 allowed at 4/1,000	$32,634 \text{ sf} \times 20\% = 6,526.8 \text{ sf}$
Patio allowed w/o additional parking	$9,103 \text{ sf} \times 15\% = 1,365 \text{ sf}$
Total patio	$883 + 1,214 \text{ sf} = 2,097 \text{ sf}$
Patio in excess of 15%	732s sf
Restaurant in excess of 20%	2,576 sf
Total restaurant w/patio requiring add'l parking	3,308 sf
Additional parking required	$3,308/1,000 = 3.3, 3.3 \times 8^* = 26$ parking spaces
Bicycle Credit:	No credit allowed

*8 is prorated from the required 10 because 2 spaces/1,0000 sf are already provided at the center.

NOTE: We cannot consider lease agreements between the property owner and tenants that designate spaces for individual tenants.

CITY OF HOUSTON

HOUSTON PLANNING COMMISSION
PLANNING & DEVELOPMENT DEPARTMENT

Planning Commission
Meeting Date: 06/12/2014

ITEM: IV

APPLICANT: Sam Gianukos, designer, for Dave Seeburger, owner

PROPERTY ADDRESS: 1511 Ashland Street

HISTORIC DISTRICT: Houston Heights Historic District West

Project Summary:

On May 7, 2014, the applicant requested a Certificate of Appropriateness (COA) for a new single family house at 1511 Ashland Street in Houston Heights Historic District West.

At their May meeting, the Houston Archaeological and Historical Commission (HAHC) reviewed the applicant's request and found that the request did not meet Criteria 2, 3 and 4 for approval found in Chapter 33 Section 33-242. The HAHC voted 5-4 with one abstention to deny the COA.

In accordance with Chapter 33 Section 33-253, the applicant is appealing this decision to Planning Commission.

Charge to the Planning Commission:

To be approved, new construction in an historic district must meet 4 criteria for approval found in Chapter 33 Section 33-242. The HAHC denied the applicant's request because it found the project did not meet Criteria 2, 3, and 4. The applicant has the burden of proof to demonstrate that the project meets the criteria for approval. Unless the Planning Commission finds that the project meets the criteria, it must uphold the decision of the HAHC.

If the Planning Commission upholds the HAHC decision, the applicant always has the opportunity to return to HAHC with a new or revised application.

Project Description:

The applicant submitted an application on May 7, 2014, for approval to build a 3,235 square foot house with attached alley-loading garage in Houston Heights Historic District West.

Although described in the applicant's project description as 1½ story, the house features two stories of floor space. The front elevation has a profile of a 1½ story residence with a large front dormer, whereas the side elevations have the profile of a 2-story residence. The "hybrid" 1½ / 2-story design is facilitated by a deep spanning 8/12 pitch side gable roof. The residence is 27' wide, 98' deep and 33' tall on a 33' wide lot. The second level eave height is 23' (at sides and front dormer); the front porch eave height is 12'. Please see Attachment B for applicant's complete COA application materials.

Project Review Timeline:

The designer and owner first met with staff on April 4, 2014 to discuss the project. On April 15, the designer submitted an unscaled sketch showing the front façade of a 1½ story house. Staff responded that accurately drawn elevations would be needed in order to provide adequate feedback about the design.

On May 1, the owner sent an accurately scaled drawing of the front façade and site plan with no side elevations. Staff notified both designer and owner the same day that:

- The proposed ridge height (33'-3") was too tall; the proposed 1½ story house was taller than historic two story structures.
- The columns were not of a typical design.

Attachment A: May 2014 HAHC Action Report

Attachment B: May COA Application Materials

Attachment C: Applicant's written request for appeal

Attachment D: Applicant supplemental appeal materials

CITY OF HOUSTON

HOUSTON PLANNING COMMISSION
PLANNING & DEVELOPMENT DEPARTMENT

Planning Commission
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ITEM: IV

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- The pilasters flanking the dormer were not a typical feature.
- The proposed windows would be more appropriate for a folk Victorian or Queen Anne style house, not a Craftsman style house.
- The porch eave height (13'-8"), which is also the house front eave height, was too tall.
- The roof plan did not match the front elevation.
- Side elevations were needed to do a complete review.

Staff further responded on May 5: "As a 1.5 story house, the design should match typical dimensions for contributing 1.5 story houses in the Heights West District, which are a ridge height between 20' - 28', eave height 9'-7" – 12'-10", and porch eave height under 12'-10". As a general rule, porch eaves should obscure the tops of the windows and doors opening onto the porch. We also need to know the actual second story eave height on the sides of the house. If this eave height is too tall (in the mid 20 foot range), then it will need to be reduced as well to meet the typical conditions within the district."

On May 7, 2014, the designer submitted a COA application in which the porch eave had been reduced to 12' but with minimal other changes (ridge height was dropped 5" to 32'-10"). These are the project plans which are the subject of this appeal. See Attachment B for complete COA application.

Further background: The designer submitted two similarly designed houses in September 2013 (1206 Tulane and 415 W 12th St) that were granted a COA, although 415 W 12th St was approved only on condition that all eave heights be reduced by 2'.

Between summer 2013 and February 2014, Planning staff conducted a field survey of Houston Heights West, measuring typical details of the contributing houses in the district. Elements measured included number of stories, house width, roof pitch, ridge height, eave height, porch depth, foundation/finished floor height, window type, and materials. The survey found no contributing structures, regardless of number of stories, with the hybrid roof shape requested by the applicant. Based on the survey results, staff developed a recommended range for height and width as well as other features for new construction. The HAHC has voted to use the field survey results for 'typical' details in reviewing all COAs.

In Jan 2014, the designer submitted a similar 1½ story/two-story hybrid for 1215 Rutland that was out of the recommended range for contributing 1½ story houses. Based on the survey results showing no similar hybrid rooflines in the historic district, staff recommended that the owner instead submit a typical two-story design instead of a two-story designed to look like a 1½ story with two-story proportions. The owner subsequently submitted a two-story design that was granted a COA in March 2014.

Attachment A: May 2014 HAHC Action Report

Attachment B: May COA Application Materials

Attachment C: Applicant's written request for appeal

Attachment D: Applicant supplemental appeal materials

CITY OF HOUSTON

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PLANNING & DEVELOPMENT DEPARTMENT

Planning Commission
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PROPERTY ADDRESS: 1511 Ashland Street

HISTORIC DISTRICT: Houston Heights Historic District West

Also in Jan 2014, staff provided the following information to the designer, based on the survey results:

Recommended Ranges for New Construction: Heights West										
	MAX WIDTH	RIDGE HEIGHT	FRONT WALL	ROOF PITCH	EAVE OVER HANG	PORCH WIDTH	PORCH DEPTH	FINISHED FLOOR HEIGHT	EAVE HEIGHT	PORCH EAVE HEIGHT
1.5 Story	25'-32'	20'-28'	23'-28'	5/12-8/12	1'-2'	6'-28'	6'-8'	18"-36"	9'6"-11'6"	8'-11'
2 Story	24'-34'	28'-32'	20'-32'	5/12-8/12	1'-2'	6'-32'	6'-8'	18"-36"	18'-22'	8'-12'

The designer has also been given copies of all completed survey forms for the entire Houston Heights field survey.

Basis for the Houston Archaeological and Historic Commission's decision:

New construction within city historic districts must be approved by HAHC. New construction is reviewed according to the criteria found in Chapter 33-242 of the Code of Ordinances, which are included on page 4 of this staff report. In order to issue a Certificate of Appropriateness, the HAHC must find that all criteria are met.

The HAHC is required by ordinance to use only the relevant criteria in evaluating new construction in historic districts. In applying these criteria, the HAHC is to look at existing contributing buildings within the same historic district for comparison. The HAHC is not to consider new or noncontributing buildings as evidence of what is appropriate for new construction in historic districts, nor do previously approved projects set precedent.

In general, new construction should be compatible in scale, proportions, materials, and architectural features with existing contributing (historic) structures in the historic district. New construction does not need to mimic historic styles and preferably should look like a 'product of its own time' rather than an imitation 'historic' structure. Architectural style is not dictated by the code, meaning new construction is not required to be 'Craftsman' or 'Victorian' in its exterior style. Rather, key aspects for compatibility are the scale and proportions of the new construction – does it blend with the existing historic fabric; does it have appropriate front setbacks; is it no larger or smaller than a typical historic house in the district; is it compatible in roof pitch and architectural features.

Size and scale (or massing) plays a significant role in defining the character of a historic district. Most historic districts have a specific aesthetic rhythm corresponding to lot size, massing, siting and height. The size of a new structure must be compatible with the typical size of the existing contributing structures. Building width, roof shape and pitch have an impact on overall proportions and should be similar to existing contributing structures in the historic district. Proportions of exterior elements, such as window patterns, façade articulation, and foundation height should also take cues from the contributing historic structures.

Typical eave height should not exceed that of contributing structures. Heights Historic District West has contributing structures of 1, 1½ and 2-stories. New two-story construction is compared against the historic two-story construction in the district and not against one-story; new 1½ story is compared against historic 1½ story houses. By matching and not exceeding the typical eave and ridge heights of a district, a new structure will be compatible with its neighbors. Finally, porch height, width, and depth should be compatible with contributing structures. Porch eave height is typically 10'-12' above grade for all contributing houses.

Attachment A: May 2014 HAHC Action Report

Attachment B: May COA Application Materials

Attachment C: Applicant's written request for appeal

Attachment D: Applicant supplemental appeal materials

CITY OF HOUSTON

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PLANNING & DEVELOPMENT DEPARTMENT

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ITEM: IV

APPLICANT: Sam Gianukos, designer, for Dave Seeburger, owner

PROPERTY ADDRESS: 1511 Ashland Street

HISTORIC DISTRICT: Houston Heights Historic District West

The HAHC voted to deny the application on the basis that it did not meet Criteria 2, 3, and 4 for approval. Staff's report to HAHC is Attachment A to this report.

Approval Criteria: New Construction in a Historic District

Sec. 33-242: HAHC shall issue a certificate of appropriateness for new construction in a historic district upon finding that the application satisfies the following criteria:

S D NA

S - satisfies D - does not satisfy NA - not applicable

- | | |
|---------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/> | (1) <u>The new construction must match the typical setbacks of existing contributing structures in the historic district</u> |
| <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> | (2) <u>The exterior features of new construction must be compatible with the exterior features of existing contributing structures in the historic district</u>
<i>The proposed 8' tapered columns that are 2' wide at the base and 1' wide at the top are not compatible with the district. Columns that taper from porch floor to porch ceiling are not a typical feature found in the district. Shorter and narrower tapered columns atop brick piers, or narrower square columns would be more appropriate. Pilasters on dormers is not a condition typical to the district. A simple dormer edge condition of siding and trim would be more appropriate.</i> |
| <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> | (3) <u>The proportions of the new construction, including width and roofline, must be compatible with the typical proportions of existing contributing structures and objects in the historic district</u>
<i>The proposed house is two full stories but styled to have the appearance of a 1.5 story residence at the front. The proportions are a hybrid of 1.5-story and 2-story residential forms. The proportions of true 1.5-story homes reflect those of 1-story homes, as 1.5-story homes maintain the shape and form of a 1-story with space under the roofline utilized as a second level. 1.5-story homes have a single, first level plate height.
The proposed house has a side gable that connects to the first floor plate at the front of the structure and a second level plate at the rear. The proportions that define a 1.5-story house are being mixed with the proportions that define a 2-story house, resulting in a composite of proportions not typical to the contributing historic homes.
Revising the design to be compatible with typical proportions of a 1.5-story OR to have typical proportions of a 2-story house would be more appropriate. The design currently has more features typical to a 2-story house; revising the front portion of the house to appear to be 2-stories instead of 1.5 stories may be an option.</i> |
| <input type="checkbox"/> <input checked="" type="checkbox"/> <input type="checkbox"/> | (4) <u>The height of the eaves of a new construction intended for use for residential purposes must not be taller than the typical height of the eaves of existing contributing structures used for residential purposes in the historic district;</u>
<i>The proposed 23' eave height is at the maximum end of the range of typical eave heights for 2-story homes and significantly taller than the typical eave heights of 1.5-story homes. The appropriate eave height range for 1.5-story homes are 10' – 12' and 18' – 23' for two story structures.</i> |

Attachment A: May 2014 HAHC Action Report

Attachment B: May COA Application Materials

Attachment C: Applicant's written request for appeal

Attachment D: Applicant supplemental appeal materials

CITY OF HOUSTON

HOUSTON PLANNING COMMISSION
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ITEM: IV

APPLICANT: Sam Gianukos, designer, for Dave Seeburger, owner

PROPERTY ADDRESS: 1511 Ashland Street

HISTORIC DISTRICT: Houston Heights Historic District West

- ☐ ☐ ☒ (5) The height of new construction intended for use for commercial purposes must not be taller than the typical height of the existing structures used for commercial purposes in the historic district.

Applicant's Grounds for Appeal:

See Attachment C (Appeal Letter) and Attachment D (Supplemental Appeal Materials) for the applicant's grounds for appeal.

Basis for Applicant's Appeal:

Sec. 33-253. Appeal.

(a) An applicant aggrieved by a decision of the HAHC with respect to any certificate of appropriateness may appeal to the planning commission by filing a written notice of appeal, stating the grounds for the appeal, with the director within ten days following the date the HAHC renders its decision.

(b) The planning commission shall consider the appeal at its first regularly scheduled meeting for which required notice can be given. The commission shall consider the application, the findings of the HAHC and any evidence presented at the meeting at which the appeal is considered. The planning commission shall reverse or affirm the decision of the HAHC based upon the criteria applicable to the certificate of appropriateness. The decision of the commission shall be final. If the commission does not make a decision on the appeal within 30 days following the commission's hearing on the appeal, the decision of the HAHC with respect to the application for the certificate of appropriateness shall be deemed affirmed.

(c) An applicant aggrieved by the decision of the planning commission on an appeal from a decision of the HAHC may appeal to the city council. The city council shall consider the appeal at its first regularly scheduled meeting for which the required notice can be given. The city council shall consider the appeal under the provisions of Rule 12 of Section 2-2 of this code. At the conclusion of the city council's review of the matter, the city council shall reverse or affirm the decision of the planning commission. The decision of the city council shall be final and exhaust the applicant's administrative remedies.

(d) The director shall provide the applicant with notice of the time and place of the meeting at which the appeal will be considered by mail no less than ten days before the date of the meeting.

CERTIFICATE OF APPROPRIATENESS
APPLICATION SUMMARY

COA Application: No. 140514 Accepted 5/7/2014, 90-day waiver not applicable

Applicant: Sam Gianukos, Creole Design for David Seeburger, P&G Homes, owner

Property: 1511 Ashland Street, lot 13, block 146, Houston Heights Subdivision. The property is a vacant 4,356 square foot (33.33' x 132') interior lot.

Significance: The vacant lot is located in the Houston Heights Historic District West.

Proposal: New Construction – 4,094 square foot residence with attached alley-loading garage. The front elevation has a profile of a 1½ story residence; the side elevations have the profile of a 2-story residence. The “hybrid” 1½ / 2-story design is facilitated by a deep spanning 8/12 pitch side gable roof. The residence is 27' wide, 98' deep and 33' tall. The second level eave height is 23' (at sides and front dormer); the front porch eave height is 12'.

See enclosed application materials and detailed project description on p. 5-12 for further details.

Public Comment: Staff has received comments from the public with 5 in support of this application.

Civic Association: No comment received.

Recommendation: Denial - does not satisfy criteria

HAHC Action: Denied

APPROVAL CRITERIA

NEW CONSTRUCTION IN A HISTORIC DISTRICT

Sec. 33-242: HAHC shall issue a certificate of appropriateness for new construction in a historic district upon finding that the application satisfies the following criteria:

S D NA

S - satisfies D - does not satisfy NA - not applicable

- ☒ ☐ ☐ (1) The new construction must match the typical setbacks of existing contributing structures in the historic district
- ☐ ☒ ☐ (2) The exterior features of new construction must be compatible with the exterior features of existing contributing structures in the historic district
- The proposed 8' tapered columns that are 2' wide at the base and 1' wide at the top are not compatible with the district. Columns that taper from porch floor to porch ceiling are not a typical feature found in the district. Shorter and narrower tapered columns atop brick piers, or narrower square columns would be more appropriate. Pilasters on dormers is not a condition typical to the district. A simple dormer edge condition of siding and trim would be more appropriate.*
- ☐ ☒ ☐ (3) The proportions of the new construction, including width and roofline, must be compatible with the typical proportions of existing contributing structures and objects in the historic district
- The proposed house is two full stories but styled to have the appearance of a 1.5 story residence at the front. The proportions are a hybrid of 1.5-story and 2-story residential forms. The proportions of 1.5-story homes reflect those of 1-story homes, as 1.5-story homes maintain the shape and form of a 1-story with space under the roofline utilized as a second level. 1.5-story homes have a single, first level plate height.*
- The proposed house has a side gable that connects to the first floor plate at the front of the structure and a second level plate at the rear. The proportions that define a 1.5-story house are being mixed with the proportions that define a 2-story house, resulting in a composite of proportions not typical to the contributing historic homes.*
- Revising the design to be compatible with typical proportions of a 1.5-story OR to have typical proportions of a 2-story house would be more appropriate. The design currently has more features typical to a 2-story house; revising the front portion of the house to appear to be 2-stories instead of 1.5 stories may be an option.*
- ☐ ☒ ☐ (4) The height of the eaves of a new construction intended for use for residential purposes must not be taller than the typical height of the eaves of existing contributing structures used for residential purposes in the historic district;
- The proposed 23' eave height is at the maximum end of the range of typical eave heights for 2-story homes and significantly taller than the typical eave heights of 1.5-story homes. The appropriate eave height range for 1.5-story homes are 10' – 12' and 18' – 23' for two story structures.*
- ☐ ☐ ☒ (5) The height of new construction intended for use for commercial purposes must not be taller than the typical height of the existing structures used for commercial purposes in the historic district.



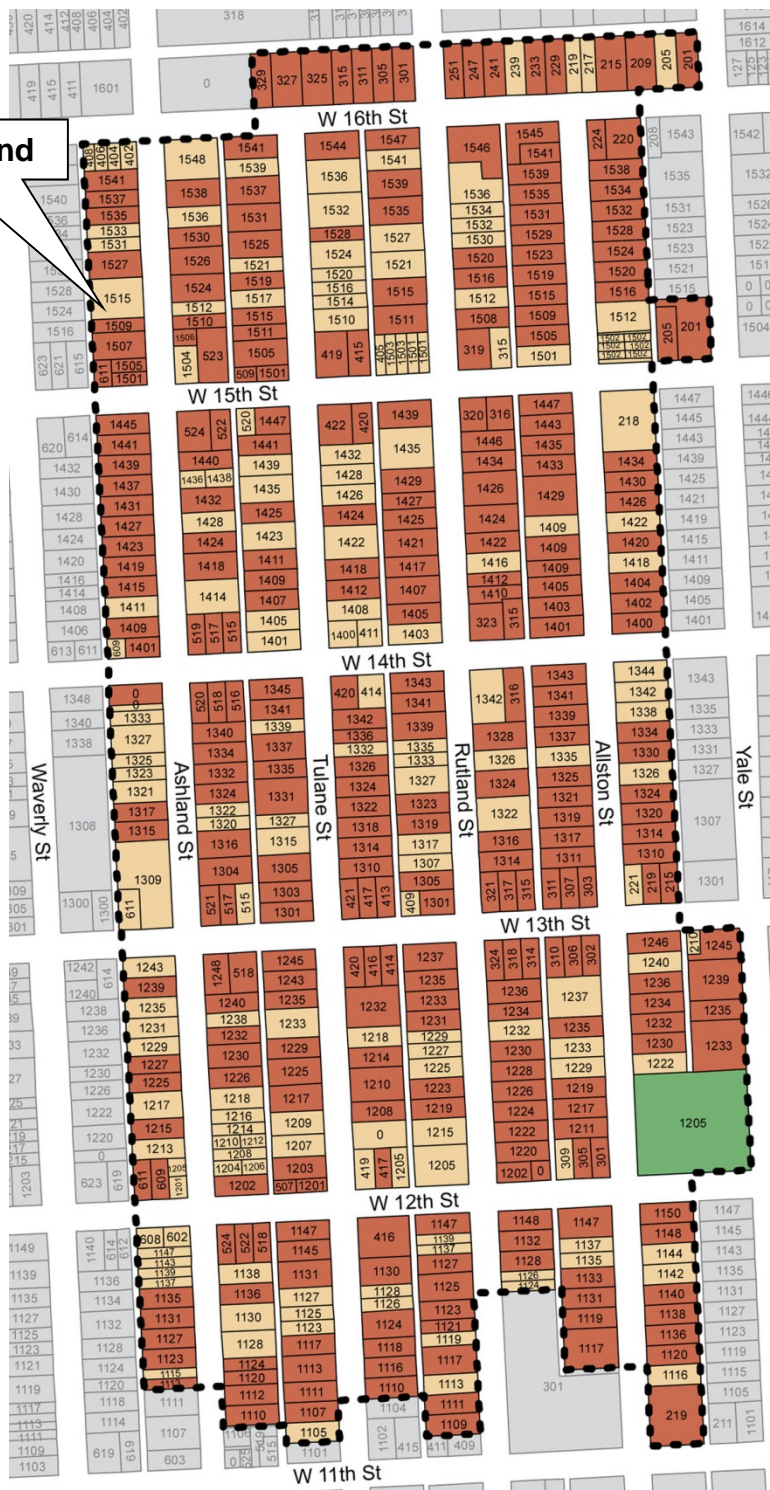
Building Classification

- Contributing
- Non-Contributing
- Park

PROPERTY LOCATION

HOUSTON HEIGHTS HISTORIC DISTRICT WEST

1511 Ashland



NEIGHBORING PROPERTIES



1515 Ashland Street – Noncontributing – (north neighbor)



1509 Ashland Street – Contributing – c.1920 (south neighbor)



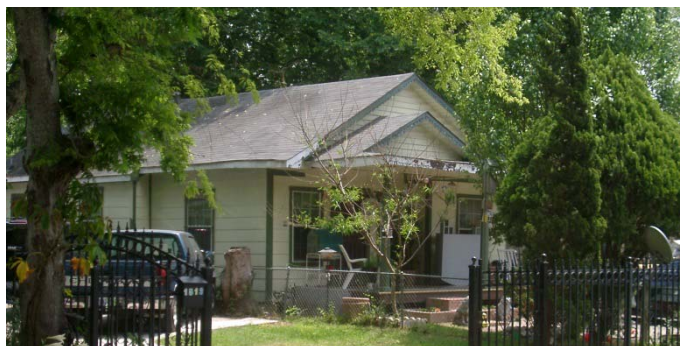
1507 Ashland Street – Contributing – c. 1910 (two houses south)



1524 Ashland Street – Contributing – c. 1915 (across street)



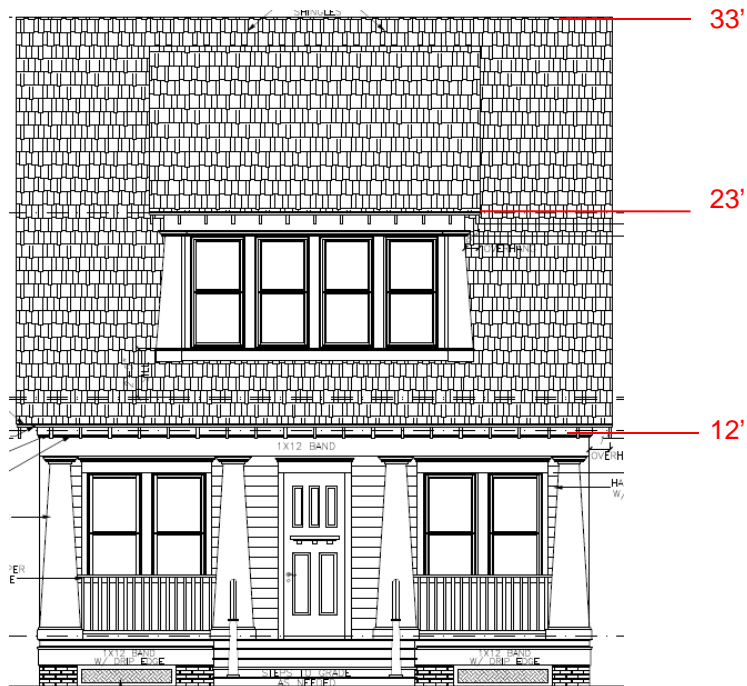
1512 Ashland Street – Noncontributing (across street)



1510 Ashland Street – Contributing – c. 1920 (across street)

EAST ELEVATION – FRONT FACING ASHLAND STREET

PROPOSED



WEST (REAR) ELEVATION

PROPOSED



**SOUTH SIDE ELEVATION
PROPOSED**

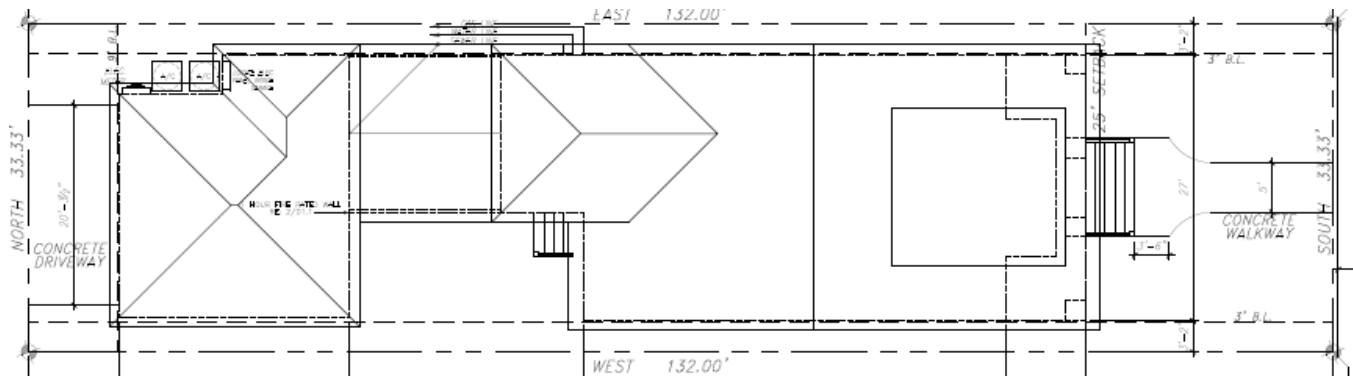


**NORTH SIDE ELEVATION
PROPOSED**

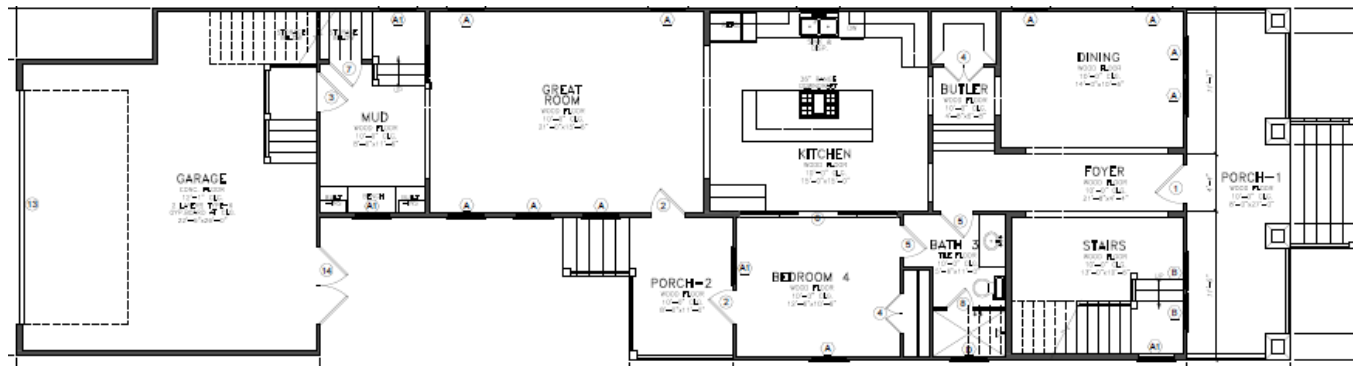




**SITE/ROOF PLAN
PROPOSED**



**FIRST FLOOR PLAN
PROPOSED**



**SECOND FLOOR PLAN
PROPOSED**

WINDOW / DOOR SCHEDULE

HEIGHTS WEST TYPICAL DETAILS

<i>(dimensions in ft)</i>	MAX WIDTH	FRONT WALL WIDTH	RIDGE HEIGHT	EAVE HEIGHT	PORCH EAVE HEIGHT	FINISHED FLOOR HEIGHT	ROOF PITCH	PORCH WIDTH	PORCH DEPTH
1511 Ashland Proposed	25'	25	33	23	12	2.5	8/12	27	8
1.5 Story Contributing	25 – 32	23 – 28	20 – 28	10 – 12	8 – 11	2.5 - 3	5 – 8 / 12	6 – 28	6 – 8
Compatibility	compatible	compatible	+5	+11	+1	compatible	compatible	compatible	compatible
2-story Contributing	24 – 34	20 – 32	28 – 32	18 – 23	8 – 12	1.5 – 3	5 – 8 / 12	6 – 32	6 – 8
Compatibility	compatible	compatible	+ 1	at max	at max	compatible	compatible	compatible	compatible

1.5 Story Ridge Heights

1511 Ashland	33'
524 West 15 th	29'
1401 Allston	26'
1236 Allston	26'
1415 Ashland	25'
1219 Rutland	24'
1210 Tulane	24'
1147 Rutland	24'
321 West 13 th	24'
303 West 13 th	23'
421 West 13 th	22'
424 West 12 th	20'

1.5 Story Eave Heights

1511 Ashland	23'
1415 Ashland	14'
1401 Allston	13'
1219 Rutland	12'
1210 Tulane	12'
321 West 13 th	11'
303 West 13 th	11'
421 West 13 th	11'
424 West 12 th	10'
1147 Rutland	10'
1236 Allston	9'

2-story Ridge Heights

1209 W 16 th	36'
201 W 15 th	35'
1246 Allston	34'
1541 Tulane	33'
327 W 16 th	33'
201 W 16 th	33'
1511 Ashland	33'
1541 Ashland	32'
1537 Tulane	32'
1443 Allston	32'
1245 Yale	32
1202 Rutland	31'
1237 Rutland	31'
1531 Allston	30'
1109 Rutland	30'
1447 Tulane	29'
1343 Rutland	29'
1400 Allston	28'
1235 Yale	28'
1509 Allston	28'
1429 Rutland	28'
1147 Allston	28'
1236 Rutland	28'
1535 Allston	27'
1232 Tulane	27'
1341 Allston	27'
1439 Rutland	27'
509 W 15 th	27'
1535 Rutland	25'
1427 Tulane	25'

2-story Eave Heights

201 W 16 th	25'
201 W 15 th	25'
327 W 16 th	24'
1511 Ashland	23'
209 W 16 th	23'
1245 Yale	23'
1531 Allston	23'
1537 Tulane	23'
1429 Rutland	22'
1443 Allston	22'
1246 Allston	22'
509 W 15 th	22'
1343 Rutland	22'
1237 Rutland	22'
1541 Tulane	22'
1541 Ashland	21'
1447 Tulane	21'
1509 Allston	21'
1235 Yale	20'
1400 Allston	20'
1236 Rutland	20'
1147 Allston	20'
1535 Allston	20'
1439 Rutland	19'
1202 Rutland	19'
1535 Rutland	19'
1232 Tulane	18'
1427 Tulane	18'
1341 Allston	18'
611 W 15 th	17'

COMPARISON WITH TYPICAL 1.5 STORY CONTRIBUTING RESIDENCES

1511 Ashland
Ridge Height: 33'
Eave Height: 12' (23' at sides)
Width: 27'

1219 Rutland
Ridge Height: 24'
Eave Height: 11'
Width: 27'

1236 Allston
Ridge Height: 26'
Eave Height: 9'
Width: 30'

1415 Ashland
Ridge Height: 25'
Eave Height: 14'
Width: 26'

COMPARISON WITH A TYPICAL 1.5 STORY CONTRIBUTING RESIDENCE

1511 ASHLAND

1219 RUTLAND

TYPICAL 2-STORY HOUSES IN HEIGHTS WEST

1511 Ashland
Ridge Height: 33'
Eave Height: 23' (12' at front)
Porch Eave Height: 12'

1246 Allston
Ridge Height: 34'
Eave Height: 22'
Porch Eave Height: NA

1541 Ashland
Ridge Height: 32'
Eave Height: 21'
Porch Eave Height: NA

1531 Allston
Ridge Height: 30'
Eave Height: 22'
Porch Eave Height: 11'

1237 Rutland
Ridge Height: 31'
Eave Height: 21'
Porch Eave Height: 20'

1439 Rutland
Ridge Height: 27'
Eave Height: 19'
Porch Eave Height: 9'

PROJECT DETAILS

Shape/Mass: The proposed house will measure 27' wide by 98' deep and will feature an eave height of 12' at the front and 23' 4" along the side. The ridge height will be 33'.

Setbacks: 25' front setback and 3' setbacks on the north and south sides.

Foundation: Pier and beam foundation with brick piers and wood lattice. The finished floor height will be 2'- 6".

Windows/Doors: The house will feature a combination of casement and divided lite windows. The front door will be a wood paneled. See window and door schedule for specifications.

Exterior Materials: Cementitious horizontal lap siding. The front steps, porch columns, and railings will be wood.

Roof: The front portion of the roof will feature a side gable with an 8/12 pitch spanning 55' with an eave of 12' above grade at the front of the house, and 23'-4" above grade at the rear of the side gable. The portion of the roof behind the side gable will be hipped with a 6/12 pitch and an eave height of 23'-4". The front of the residence features a 4/12 pitch shed roof dormer.

Front Elevation: The front porch will feature four wood 8' tall tapered porch columns that are 2' wide at the base and 1' wide at the top. The first floor will feature a three-bay configuration with a pair of windows on each side of the front door. The features four windows and two 6' tall tapered pilasters.
(East)

Side Elevation: The house will consist of three sections when viewed from both side elevations (from front to back): a two-story 58' deep section; followed by a 24' one-story section; and a two-story attached garage with living space above at the rear of the property.
(South)

The side facing roof gable will start at the front porch eave, 12' from grade, and slope upward to a peak ridge at 33'. The main house will feature three windows on the first floor, four on the second, and one in between to provide light to a stairwell. The mid-section will be recessed 11' from the front portion of the south elevation. There will be a covered porch facing the courtyard. The garage/living space section will feature no windows on the first floor and two on the second.

Side Elevation: The side facing roof gable will start at the front porch eave, 12' from grade, and slope upward to a peak ridge at 33'. There will be four windows on the first floor and four on the second. The mid-section will feature an eave line that will slope upward to connect with the second floor of the garage/living space.
(North)

Rear Elevation: The attached garage will feature an overhead vehicular door facing the rear alley. The living space above the garage will feature a pair of windows facing the alley.
(West)

May 7, 2014

COA Application

1511 Ashland Street

Houston, Texas 77008

Project Description

1511 Ashland Street – New Construction

We are submitting the attached application for the New Construction at 1511 Ashland Street. The house is a 1 ½ story structure with a total of square feet of 3,235 living area. The house has a covered front porch and an attached two story garage. Below is a description of the scope of work and exterior materials being used:

1. Exterior Finishes: Hardi Siding
2. Foundation: Pier and beam
3. First Finish Floor Elevation: 2'-6" above Finish Grade
4. Roof
 - a. Composition Shingles
 - b. Residence Eave: 12" in depth
 - c. Garage Eave: 12" in depth
 - d. Gable roof with the following slopes:
 - Street View 8:12
 - Rear View: 6:12
 - Garage Roof: 6:12
5. First Floor Plate Height: 10'-0" above First Finish Floor
6. Second Floor Plate Height: 20'-6": above First Finish Floor
7. Main house Ridge Height: 32'10 1/4" Above Finish Grade
Garage Ridge Height: 30'1 1/16" Above Finish Grade.
8. Front Porch Eave Height: 12'-0" Above Finished Grade
Second Floor Eave Height: 20'10 1/4" Above Finish Grade.
9. Windows: JELD -WEN Wood single hung windows with single Lite.
10. Front Door: solid wood with glass inserts
11. Front Porch Guard Rail: wood with narrow openings.
12. Front Porch Columns: Wood Framed

13. Front Setback: 25'-0" from property line
14. Side Setbacks: 3'-0" from property line
15. Garage: 2 story garage - attached



P & G HOMES
1511 ASHLAND
HOUSTON, TEXAS 77009

CREOLE DESIGN L.L.C

505 MERRILL
HOUSTON, TX 77009
(713)880-3158



DRAWING LIST

ARCHITECTURAL

STRUCTURAL

COVER SHEET
A0.1 SITE PLAN
A1.1 FIRST FLOOR PLAN
A1.2 SECOND FLOOR PLAN
A2.1 EXTERIOR ELEVATIONS
A2.2 EXTERIOR ELEVATIONS
A3.1 ROOF PLAN

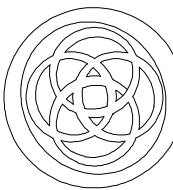
COVER



CALCULATION OF IMPERVIOUS PERCENTAGE	
HOUSE/GARAGE	2,328 SQ. FT.
DRIVEWAY/SIDEWALK	310 SQ. FT.
TOTAL OF IMPERVIOUS COVER	2,638 SQ. FT.
LOT AREA	4,400 SQ. FT.
PERCENTAGE IMPERVIOUS AREA	59.95 %

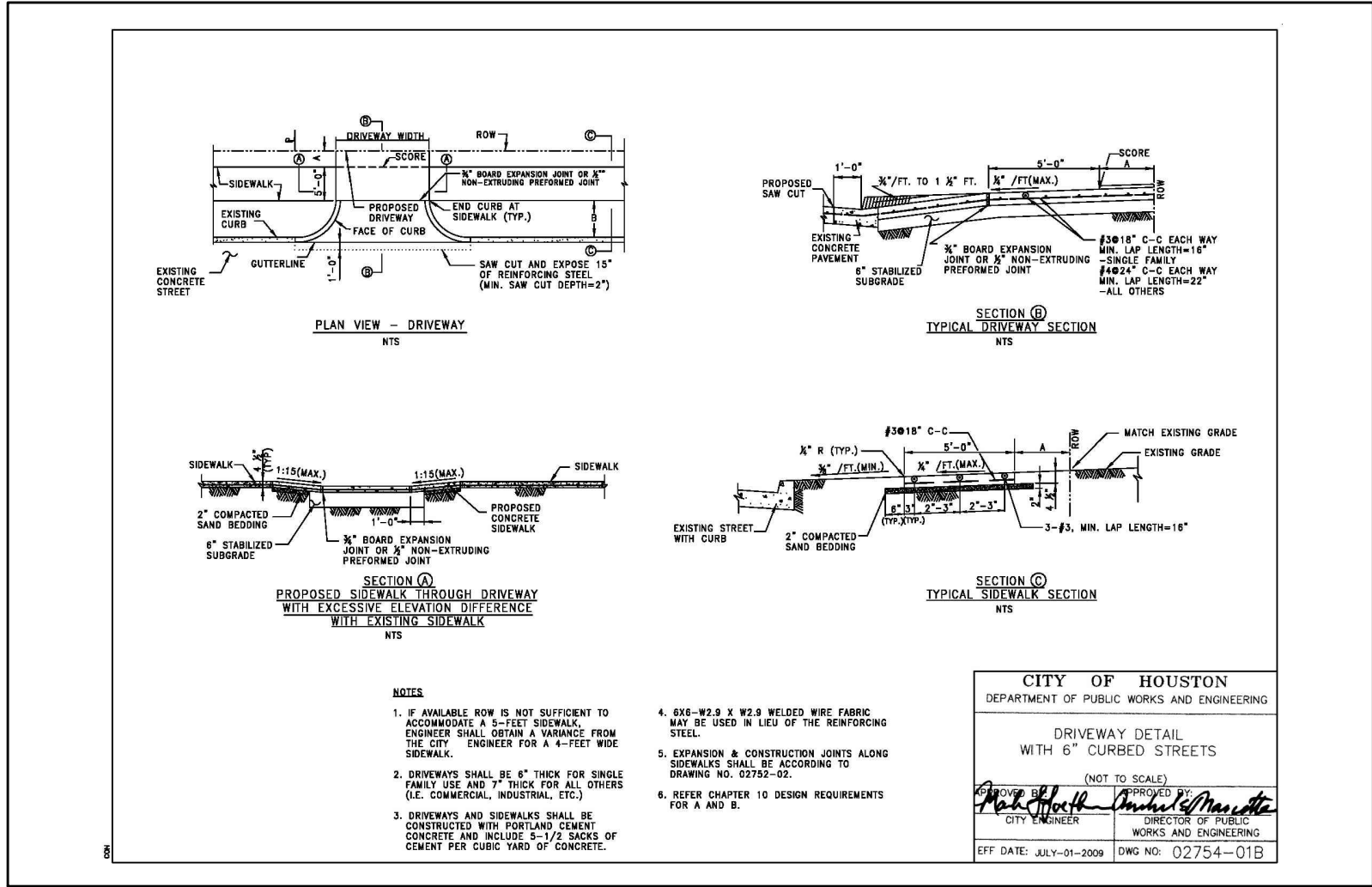
* NOTE *

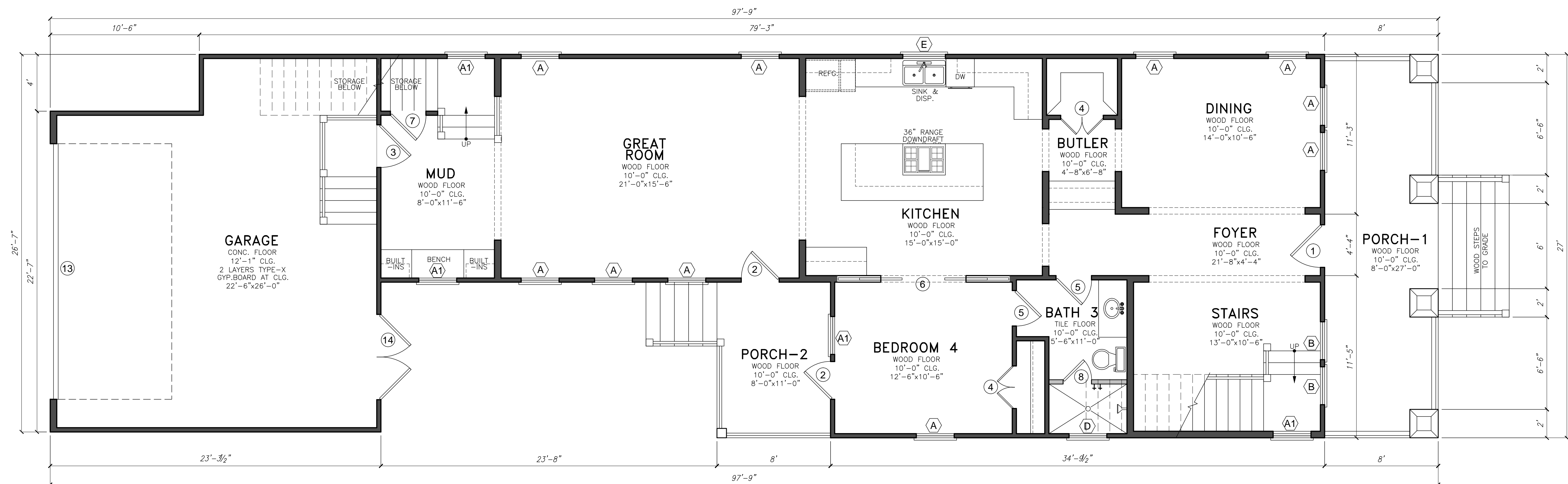
FIRST FLOOR FINISHED HEIGHT TO BE 30" ABOVE CROWN OF STREET AND NOT LESS THAN 12" FROM NEAREST MANHOLE.



SITE PLAN

Scale: 3/16"= 1'-0"

[illegible]




 **FIRST FLOOR PLAN**
Scale: 1/4" = 1'-0"

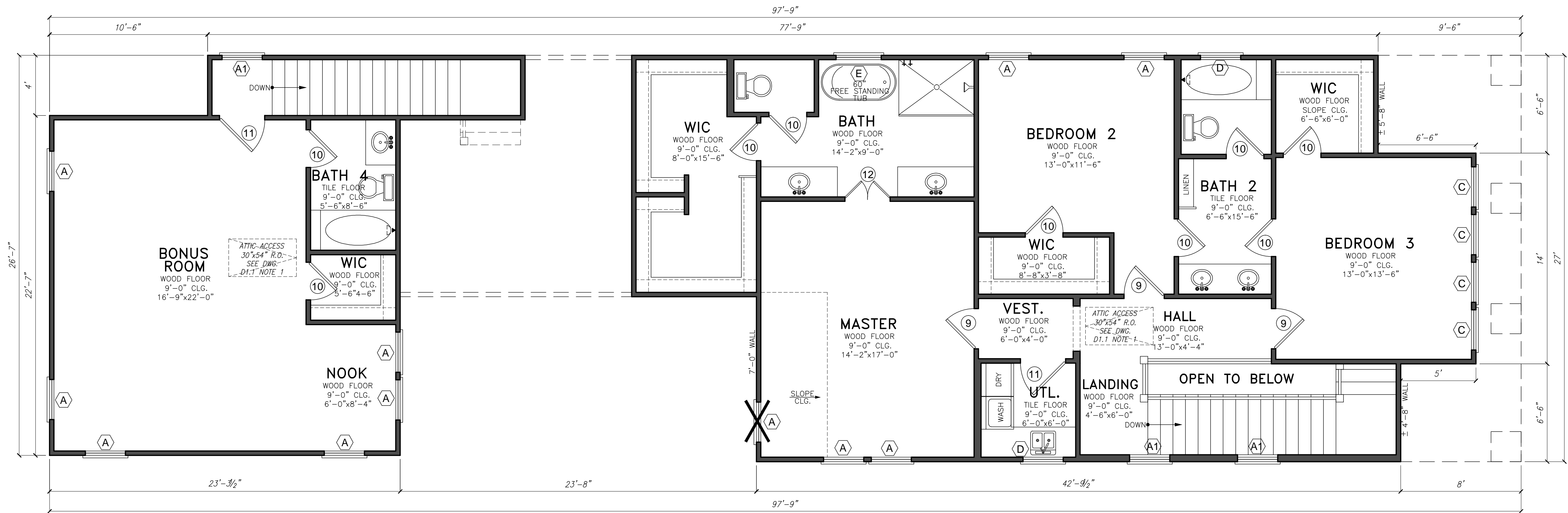
<i>SQUARE FOOTAGE</i>	
1ST. FLOOR PLAN	<i>1,469</i>
2ND. FLOOR PLAN	<i>1,240</i>
TOTAL LIVING—MAIN	<i>2,709</i>
BONUS ROOM	<i>526</i>
TOTAL LIVING	<i>3,235</i>
PORCH 1	<i>216</i>
PORCH 2	<i>88</i>
GARAGE	<i>555</i>
TOTAL UNHEATED	<i>859</i>
TOTAL COVERED	<i>4,094</i>

WINDOW SCHEDULE				
MARK	QTY	WIDTH	HEIGHT	DESCRIPTION
A	21	2'-8"	6'-0"	SINGLE HUNG
A1	7	2'-8"	6'-0"	SINGLE HUNG TEMPERED
B	2	2'-8"	5'-0"	SINGLE HUNG TEMPERED
C	4	2'-8"	5'-6"	SINGLE HUNG
D	3	2'-8"	2'-0"	FIXED GLASS TEMPERED
E	2	3'-0"	4'-0"	SINGLE HUNG TEMPERED

DOOR SCHEDULE				
DOOR NO.	QTY.	WIDTH	HEIGHT	DESCRIPTION
1	1	3'-0"	8'-0"	EXTERIOR FRONT DOOR
2	2	2'-8"	8'-0"	EXTERIOR FRENCH DOOR
3	1	3'-0"	8'-0"	20 MIN. FIRE RATED DOOR W/ CLOSER
4	2	(2)1'-6"	8'-0"	INTERIOR FRENCH DOOR UNIT
5	2	2'-6"	8'-0"	INTERIOR DOOR
6	1	(2)3'-0"	8'-0"	INTERIOR POCKET DOOR (UNIT)
7	1	2'-6"		INTERIOR DOOR (CUT TO FIT)
8	1	2'-6"		GLASS DOOR AT SHOWER ENCLOSURE
9	3	2'-8"	6'-8"	INTERIOR DOOR
10	9	2'-6"	6'-8"	INTERIOR DOOR
11	2	3'-0"	6'-8"	INTERIOR DOOR
12	1	(2)1'-6"	6'-8"	INTERIOR FRENCH DOOR (UNIT)
13	1	18'-0"	8'-0"	OVERHEAD DOOR AT GARAGE
14	1	(2)3'-0"	8'-0"	EXTERIOR FRENCH DOOR (UNIT)

NOTE:
WINDOW OPENING LIMITING DEVICES @ SECOND FLOOR
WINDOWS WITHIN 24 INCHES OF FINISHED FLOOR.
OPERABLE SECTIONS OF WINDOWS SHALL NOT PERMIT
OPENINGS THAT ALLOW PASSAGE OF 4 INCH DIAMETER
SPHERE. DEVICES SHALL COMPLY WITH IRC 2006
R613.2 AND MEET ASTM F2090-10 STANDARD.

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SECOND FLOOR PLAN
Scale: 1/4"= 1'-0"

SQUARE FOOTAGE	
1ST. FLOOR PLAN	1,469
2ND. FLOOR PLAN	1,240
TOTAL LIVING—MAIN	2,709
BONUS ROOM	526
TOTAL LIVING	3,235
PORCH 1	216
PORCH 2	88
GARAGE	555
TOTAL UNHEATED	859
TOTAL COVERED	4,094

WINDOW SCHEDULE				
MARK	QTY	WIDTH	HEIGHT	DESCRIPTION
(A)	21	2'-8"	6'-0"	SINGLE HUNG
(A1)	7	2'-8"	6'-0"	SINGLE HUNG TEMPERED
(B)	2	2'-8"	5'-0"	SINGLE HUNG TEMPERED
(C)	4	2'-8"	5'-6"	SINGLE HUNG
(D)	3	2'-8"	2'-0"	FIXED GLASS TEMPERED
(E)	2	3'-0"	4'-0"	SINGLE HUNG TEMPERED

DOOR SCHEDULE				
DOOR NO.	QTY.	WIDTH	HEIGHT	DESCRIPTION
1	1	3'-0"	8'-0"	EXTERIOR FRONT DOOR
2	2	2'-8"	8'-0"	EXTERIOR FRENCH DOOR
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4	2	(2)1'-6"	8'-0"	INTERIOR FRENCH DOOR UNIT
5	2	2'-6"	8'-0"	INTERIOR DOOR
6	1	(2)3'-0"	8'-0"	INTERIOR POCKET DOOR (UNIT)
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8	1	2'-6"		GLASS DOOR AT SHOWER ENCLOSURE
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10	9	2'-6"	6'-8"	INTERIOR DOOR
11	2	3'-0"	6'-8"	INTERIOR DOOR
12	1	(2)1'-6"	6'-8"	INTERIOR FRENCH DOOR (UNIT)
13	1	18'-0"	8'-0"	OVERHEAD DOOR AT GARAGE
14	1	(2)3'-0"	8'-0"	EXTERIOR FRENCH DOOR (UNIT)

NOTE:
WINDOW OPENING LIMITING DEVICES @ SECOND FLOOR WINDOWS WITHIN 24 INCHES OF FINISHED FLOOR. OPERABLE SECTIONS OF WINDOWS SHALL NOT PERMIT OPENINGS THAT ALLOW PASSAGE OF 4 INCH DIAMETER SPHERE. DEVICES SHALL COMPLY WITH IRC 2006 R613.2 AND MEET ASTM F2090-10 STANDARD.

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(713)880-3158

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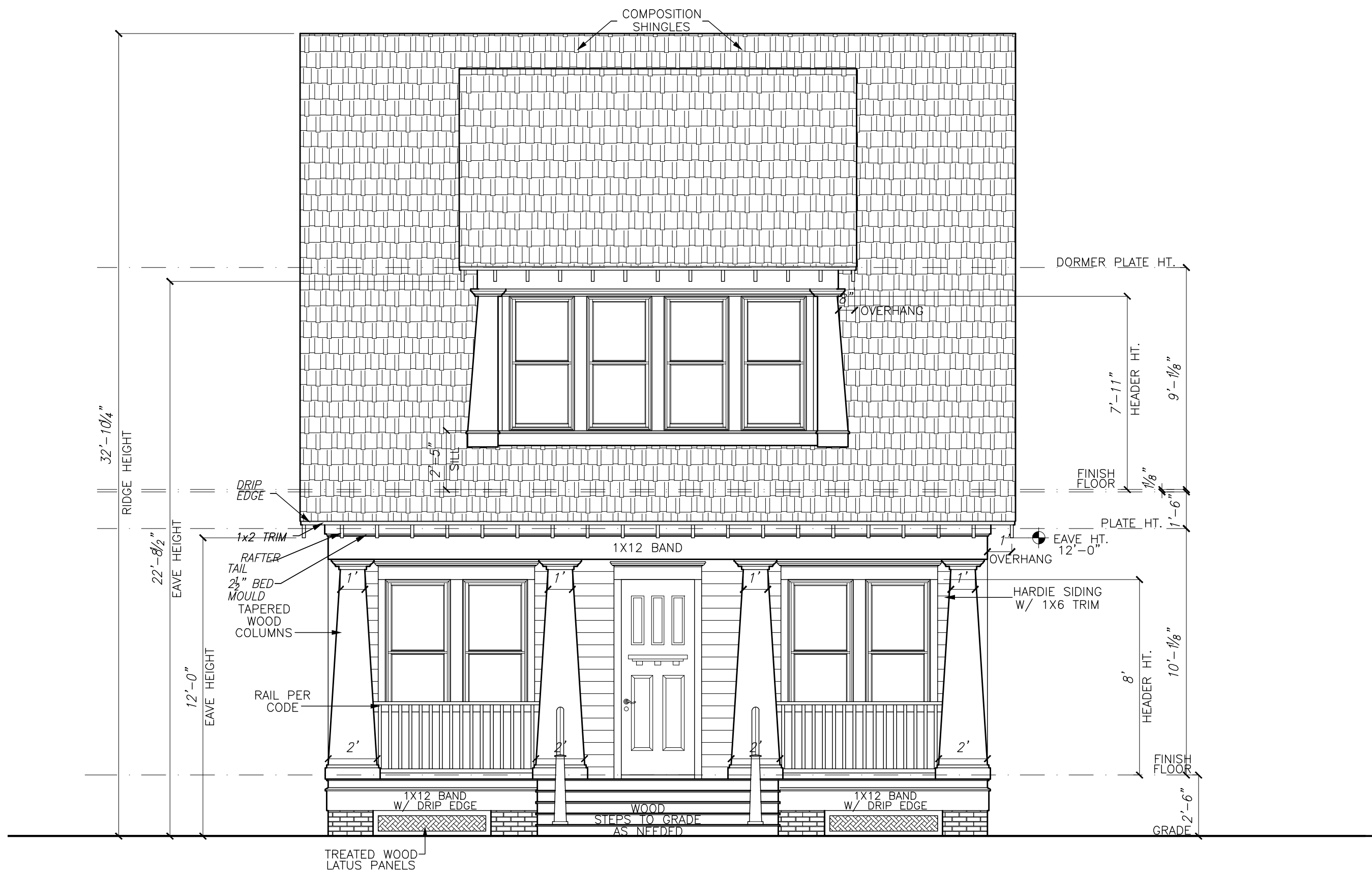
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DRAWN BY: JC

P & G HOMES
1511 ASHLAND
HOUSTON, TEXAS

SHEET TITLE
FLOOR PLANS

SHEET NO.
A1.2



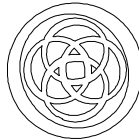
FRONT ELEVATION
Scale: 1/4"= 1'-0"



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

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Scale: 1/4"= 1'-0"

A3.1

May 29, 2014

**Patrick Walsh - Director
Planning and Development Department
City of Houston
611 Walker St, 6th Floor
Houston, TX 77002**

Via Email

Re: 1511 Ashland Street - appeal request

Dear Mr. Walsh,

The above-mentioned project was on the HAHC agenda at the May 22, 2014 meeting. My request for a Certificate of Appropriateness was denied.

We would like to start the appeal process as stated in the Historic Preservation Ordinance, and take this item to the Planning Commission at the meeting on June 12, 2014. Please let this letter serve as our request to include this project on the agenda for this meeting.

The grounds for the appeal

The proposed newbuild at 1511 Ashland meets the approval criteria needed for a Certificate of Appropriateness. The design, proportions, and heights of the home are compatible and comparable to other homes in the district.

We plan to have a court reporter present at the Planning Commission meeting on June 12, 2014. Please confirm receipt.

Best Regards,

David Seeburger

1511 Ashland meets COA criteria

Design is compatible

- Compliments neighbors without distracting from (pg 2)
- Meets all compatibility items in the Historic Preservation Manual (pg 3)
- Supported by neighbors (pg 4)
- Full-length tapered columns exist on other contributing homes (pg 5)

Proportions and heights are compatible

- A 2-story home with a facade that lowers visible eave heights and pushes massing further from the block face
- Will be permitted as 2-stories and similar in design to recently approved 2-story homes (pg 6)
- Can not compare to 1-story homes with converted attic spaces (pg 7)
- Ridge and eave heights are within guidance given and comparable to other contributing 2-story homes, including the one being built across the street (pg 8/9)

Willing to compromise and reduce ridge and 2nd-story eave height by 12"

- Meets recent height guidance (pg 9)

Compliments without distracting

- 25' setback and 8' deep porch with 1.5 story facade pushes massing back on the lot
- Minimized square footage of main living space
- Varied roof lines and setbacks along the sides; down to 1 story in back to avoid large, enclosing 2-story walls
- Opened the house/yard up to South to improve transition of height and scale to one story bungalow next door



Compatible in all ways

Historic Preservation Manual

City of Houston Planning & Development Department

	Compatible	Incompatible
Foundation	<ul style="list-style-type: none"> ✓ Raised pier and beam ✓ First floor typically 4-5 steps above ground level (height approximately 2'-6" to 3'-0") ✓ Piers clad in brick or ashlar block ✓ Foundation skirted by wood lattice or lap siding 	<ul style="list-style-type: none"> ✗ Slab on grade ✗ Slab on grade (slab is okay if disguised and designed to appear like pier and beam) ✗ First floor heights above 3'-0" ✗ Brick foundation skirting between piers
Porch	<ul style="list-style-type: none"> ✓ Front porch, usually single story ✓ 50% of building width to full-width <ul style="list-style-type: none"> ■ Two-story stacked half-width porches ✓ At least 5 feet deep <ul style="list-style-type: none"> ■ May wrap around house on a single side 	<ul style="list-style-type: none"> ✗ No porch or small porch ✗ Two-story full-width porches ✗ Wrap around on both sides ✗ Fluted classical columns ✗ Ionic or Corinthian capitals ✗ Wrought iron railings or balusters

- Turned porch supports (Queen Anne)
- ✓ Squared/tapered porch supports (Craftsman)
- Brick porch support bases (Craftsman)

Roof	<ul style="list-style-type: none"> ✓ Gable, hip, or hybrid roof shapes <ul style="list-style-type: none"> ■ Low pitch (Craftsman) ■ Steep pitch (Queen Anne) ■ Gable ornamentation ✓ Boxed, or, open eave overhang with exposed rafter tails <ul style="list-style-type: none"> ■ Wide eaves (bungalows) ✓ Dormers ✓ Composition shingles 	<ul style="list-style-type: none"> ✗ Shed, flat, gambrel or mansard roof shapes <ul style="list-style-type: none"> ■ Multiple pitches ✗ Dentils or classical eave moldings ✗ Cupolas or towers ✗ Slate or tile roof ✗ Complex roof shapes
Exterior Wall Cladding	<ul style="list-style-type: none"> ✓ Horizontal lapped, bevel, or drop wood siding for residential structures <ul style="list-style-type: none"> ■ Patterned or plain rectilinear wood shingles (at gable ends or small detail areas) ■ Brick, stucco or horizontal lap siding for commercial structures 	<ul style="list-style-type: none"> ✗ Vertical siding ✗ Corrugated metal ✗ Flat modular panels ✗ Half-timbering ✗ Stucco (other than alterations to isolated historic examples of stucco contributing structures) ✗ Brick (for alterations to isolated historic examples of brick contributing structures)
Front Door	<ul style="list-style-type: none"> ✓ Single door facing street (except at inset partial-width porches) ✓ Recessed panels ✓ Glass lights <ul style="list-style-type: none"> ■ Sidelights ■ Rectilinear transom 	<ul style="list-style-type: none"> ✗ Main entry door facing side property line ✗ Double doors ✗ Round fanlights ✗ Pediments ✗ Masonry arches ✗ Pilasters
Windows	<ul style="list-style-type: none"> ✓ Large, vertically proportioned ✓ Double-hung, single-hung, or casement ✓ Wood or wood clad ✓ Group (ribbon) of two or three windows in a row ✓ One-over-one lights (Craftsman) <ul style="list-style-type: none"> ■ Two-over-two lights (Queen Anne) 	<ul style="list-style-type: none"> ✗ Horizontally proportioned windows ✗ Aluminum ✗ Masonry arches ✗ Large plate glass ✗ Fanlights ✗ Transoms over windows ✗ Pediments above windows

Supported by neighbors

□

I live next door to 1511 Ashland, where they are planning to build a new home. We have seen the drawings for the new house, and I believe it will fit in very well with street and the historic neighborhood. I live in a home from 1925 and I supported the historic district and I have lived in the Heights for 12 years.

Regards,

Aaron Tate
1509 Ashland, Houston, TX 77008
Historic Houston Heights West
aaron.a.tate@gmail.com

□

Please include this email in your documentation showing my SUPPORT for the new construction of 1511 Ashland. As a neighbor who lives 4 blocks from this house, I think it will be a great addition to our neighborhood.

Thank you,
Brie Kelman
Houston Heights Historic District East
1207 Harvard

□

I just met my prospective new neighbor Dave Seeburg. During our visit I got to see the design for his new home. I loved it. That is what I'd like to see in the way of new construction in the West Heights area. The front of the house is classic Heights. I liked the detail on the porch and windows. The pillars nicely draw the eye upward to the large bank of windows on the second story. I'm looking forward to seeing his dream home come to fruition. It's also great to know we have a friendly new neighbor joining us on Ashland.

Sincerely,
Jan Young
524 W. 15th St.

□ Hi Geoff,

Please include this email in your documentation showing my SUPPORT for the new construction of 1511 Ashland. As a neighbor who lives 4 blocks from this house, I think it will be a great addition to our neighborhood.

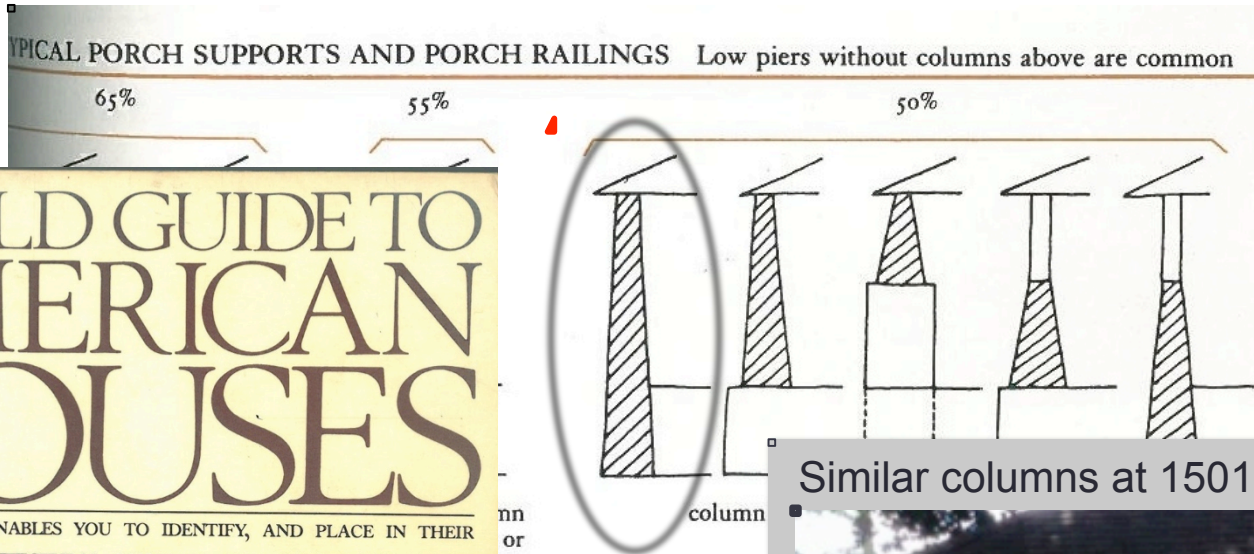
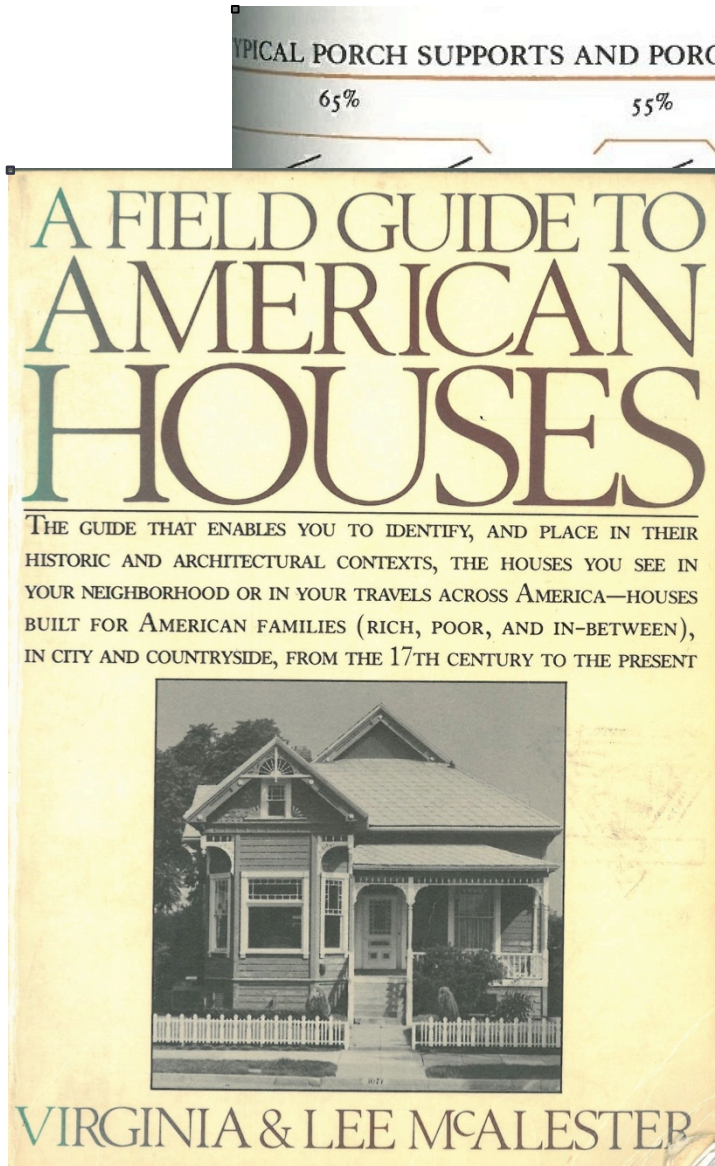
Thank you,
Scott Kelman
Houston Heights Historic District East

□

I have met with Dave Seeburger and seen the plans for 1511 Ashland. We support his planned construction and appreciate his interest in supporting the neighborhood.

Bill Frazier
Diane Arnold
1515 Ashland St
Houston TX 77008

Columns are compatible



Similar columns at 1501 Tulane



A two-story home

- Will be permitted as a two story home
- Similar design to recent homes classified as 2-story homes...



1206 Tulane



415 W 12th St

Cannot compare to 1-story homes



303 W 13th St



321 W 13th St



1147 Rutland



424 W 12th St

Ridge/Eave heights are compatible



415 W. 12th Street

MAIN HOUSE LIVING	3,722
EAVE HEIGHT	14'-8 3/8"
RIDGE HEIGHT	34'-7 1/4"
COA ISSUED	10-31-2013



1511 Ashland

MAIN HOUSE LIVING	2,709
EAVE HEIGHT	12'-0"
RIDGE HEIGHT	32'-10 1/4"
APPROVED DATE	

Heights within guidance given

- Porch eave height of 12' is within guidance given
 - "...porch eave height under 12'10". (per email guidance)
 - This is the MAIN eave height visible from the front of home
- Willing to meet/exceed most recent guidance given and lower ridge and eave height by 12"
 - Lowers ridge to 31'10"
 - Lowers 2nd story eave to 22'4"

Houston Heights West Typical Details & Proposed Structures

<i>(dimensions in feet)</i>	MAX WIDTH	FRONT WALL WIDTH	RIDGE HEIGHT	EAVE HEIGHT	ROOF PITCH	PORCH WIDTH	PORCH EAVE HEIGHT	PORCH DEPTH	FINISHED FLOOR HEIGHT
Typical 2-Story Contributing Houses	24 – 34	20 – 32	28 – 32.5	18-23	5/12 – 8/12	6 – 32	8 – 12	6 – 8	1.5 – 3
January Proposal	36	36	39	24	-	-	11	-	2.5
Property B	40	32.5	35	23	6/12	19	13	8	2.5
Compared to Typical	+ 6	+ 0.5	+ 2.5	complies	complies	complies	+ 1	complies	complies

AGENDA: XXXXXXXX

SMBLB Application No. 203: 1200 block of Walton Street, east and west sides, between Mathis and Pettit Streets

BACKGROUND:

The Planning and Development Department received an application for the establishment of a Special Minimum Building Line Block (SMBLB) for the 1200 block of Walton Street, east and west sides, between Mathis and Pettit Streets. Analysis shows that a minimum building line of 22'-0" exists for the blockfaces. A petition was signed by owners of 58% of the property within the proposed Special Minimum Building Line Block. Two (2) protests were filed and the Director has referred the application to the Planning Commission in accordance with the provisions of Chapter 42-170. This report provides the Commission with a synopsis of procedures and appropriate application criteria.

PROCEDURES:

Once an application is determined to be complete, the Planning Director notifies all owners of property within the proposed SMBLB. Any property owner who wishes to protest the creation of the requirement area may file a protest within thirty days of the notice letter. The Director can grant administrative approval 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 at least 51% of the owners of lots within the proposed SMBLB; and
- receives no timely protest filed by a property owner within the proposed SMBLB.

Upon finding that an application meets the above criteria, the Director forwards the request to City Council for consideration of establishing the SMBLB.

Should the application not meet one or more of the above criteria, the application must be forwarded to the Planning Commission for public hearing and consideration. After close of the public hearing, the Planning Commission shall consider the following:

- that the boundaries of the proposed SMBLB include all properties within at least one blockface and no more than two opposing blockfaces;
- that more than 60% of the area to be included in the SMBLB, exclusive of land used for a park, library, place of religious assembly, or school, is developed with single-family residential units;
- that the applicant demonstrated sufficient support for the SMBLB;
- that the establishment of the SMBLB will further the goal of preserving the building line character of the area; and
- that the proposed SMBLB has a building line character that can be preserved by the establishment of a minimum building line, taking into account the age of the neighborhood, age and architectural features of the structures, 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 SMLB is enforceable for twenty years from the effective date of the ordinance.

STAFF ANALYSIS:

This application includes twelve (12) properties along the 1200 block of Walton Street, east and west sides, between Mathis and Pettit Streets.

Analysis of the application resulted in the following findings:

- *The boundaries of the proposed SMLB include all properties within at least one blockface and no more than two opposing blockfaces;*
The application comprises two opposing blockfaces, the east and west sides of Walton Street, between Mathis and Pettit Streets.
- *More than 60% of the area in the SMLB, exclusive of land used for a park, library, place of religious assembly, or school, must be developed with single-family residential units;*
Land uses of the properties consist of ten (10) single-family residential properties (representing 83% of the total area) and two (2) vacant properties.
- *The applicant has demonstrated sufficient support for the SMLB;*
The applicant obtained six (6) of eleven (11) signatures of support from property owners in the proposed SMLB (owning 58% of the total area). Two protests were filed.
- *Establishment of the SMLB will further the goal of preserving the building line character of the area;*
A minimum building line of 22'-0" exists on eight (8) of the ten (10) properties in the area. Two (2) properties have a building line of less than 22'-0". Two (2) properties are vacant.
- *The proposed SMLB has a building line character that can be preserved by the establishment of a minimum building line, taking into account the age of the neighborhood, the age and architectural features of structures in the neighborhood, existing evidence of a common plan 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 1906, and most of the houses were constructed in the 1930s. Except for the vacant properties, both blockfaces are developed entirely with bungalow-style single-family homes. The establishment of a 22'-0" minimum building line will help preserve the building line character of the area.
- *The minimum building line for this application was determined by finding the constructed building line that represents a minimum standard for at least 70% of the structures in the proposed SMLB;*
A building line of 22'-0" or greater exists for seven (7) of the nine (9) structures in the proposed area, which represents 77.8% of the structures in the area.

Public notice of the public hearing was transmitted to all property owners on the block.

ATTACHMENTS:

1. Staff Analysis Summary Pages
2. Map of Proposed Special Minimum Building Line Block
3. Map of Support
4. Protest Letters
5. Application
6. Location Map

SPECIAL MINIMUM LOT SIZE/BUILDING LINE BLOCK

Application No.	401/203		
Date Received:	3/20/2014	Date Complete:	4/16/2014
Street(s) Name:	Walton St.	1200 block Walton St.	
		Lot(s)	
Cross Streets:	Mathis St.	and	Pettit St.
Side of street:	east and west		

PROPERTY DATA:

<u>Address</u>	<u>Land Use</u>	<u>Signed in Support</u>	<u>Lot size (in Sq Feet)</u>	<u>Building Line (in Feet)</u>
1203 Walton St.	SFR	Y	5,000	22
1206 Walton St.	SFR	Y	5,000	22
1208 Walton St.	SFR	Y	5,000	36
1209 Walton St.	SFR	Y	5,000	66
1210 Walton St.	SFR		5,000	10
1211 Walton St.	SFR	Y	5,000	22
1201 Walton St.	SFR		5,000	22
1205 Walton St. Lt 10	SFR	Y	5,000	22
1205 Walton St. Lt 9	SFR	Y	5,000	22
1212 Walton St. Lt 1	VAC		5,000	0
Lt 1Blk 1 Walton Manors R/P	SFR		5,000	15
Lt 2 Blk 1 Walton Manors R/P	VAC		5,000	0

Evidence of Support (must be 51% or more by area for Director administrative approval):

Of **60,000** Square Feet in the Proposed Application Area **35,000** Square Feet are Owned by Property Owners Signing in Support of the Petition = **58%**

Single Family Calculation:

Percentage of lots developed or restricted to no more than two SFR units per lot (must be greater than 60%):

10	# developed or restricted to no more than two SFR Units	Of		Total number of SFR lots in the Proposed Application Area		Total number of lots in the Proposed Application Area	83%
			10		12		
0	# of Multifamily lots						
0	# of Commercial lots						
2	# of Vacant Lots						
12	Total						

Minimum Building Line Calculations:

70 %			
Building Line Rank	B.L. in feet	% of all B.L.'s	Cumulative %
1	66	10.0%	10.0%
2	36	10.0%	20.0%
3	22	10.0%	30.0%
4	22	10.0%	40.0%
5	22	10.0%	50.0%
6	22	10.0%	60.0%
7	22	10.0%	70.0%
8	22	10.0%	80.0%
9	15	10.0%	90.0%
10	10	10.0%	100.0%
Total	259	100.0%	

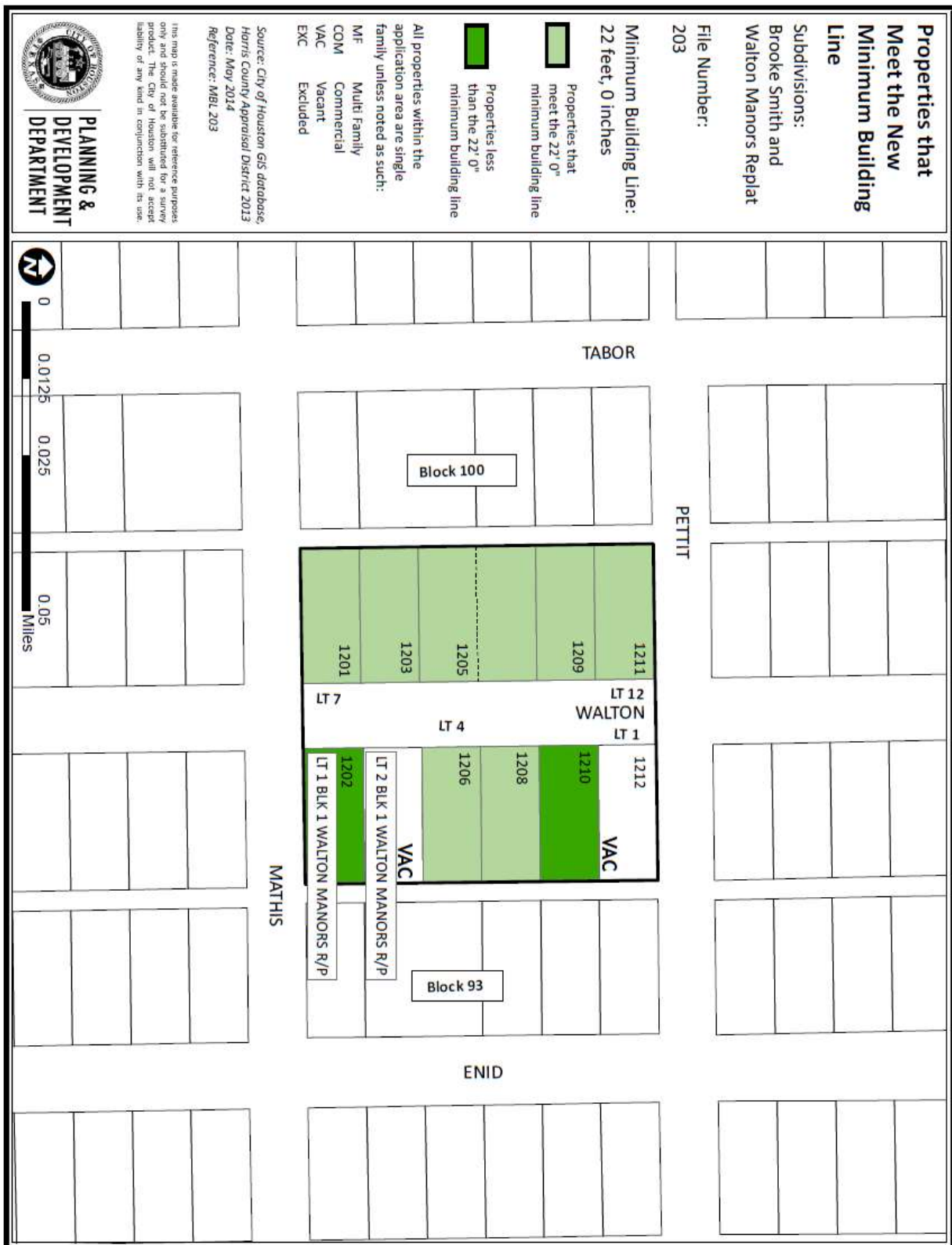
This application qualifies for a **22** Foot Special Minimum Building Line

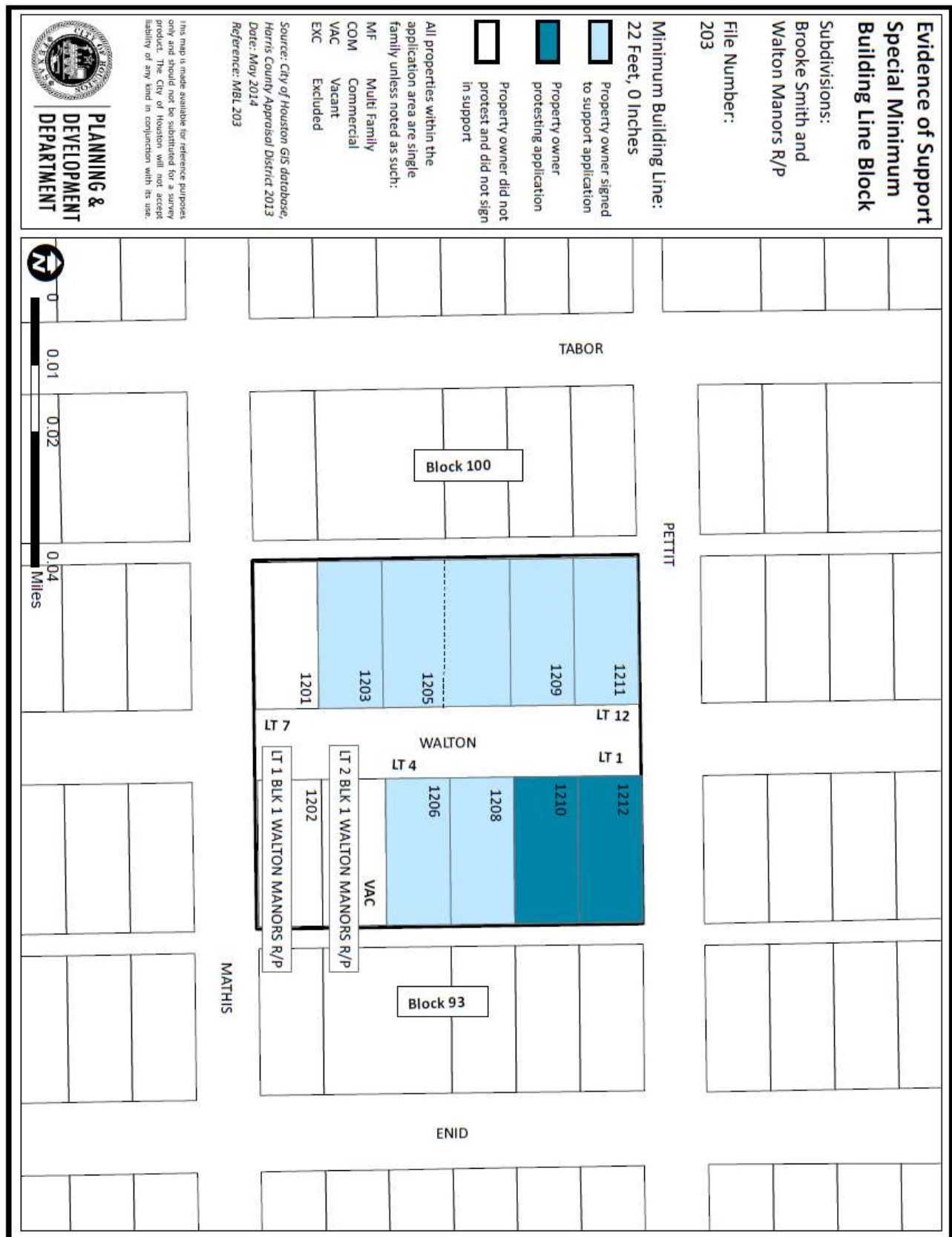
Do deed restrictions specify a minimum building line?

Yes
No

☐
☒

If yes, number of lots not included within deed restrictions per blockface:





Notice of Protest

Sultan 1212 LLC

1420 W Alabama
Houston, TX 77006

Property: 1212 Walton St. Houston, TX 77009
LT 1 BLK 93, Brooke Smith

Reason:

1. I own a corner lot. Even though it is divided in half, it won't change any dynamic in looks. There are two sides of entrance possibilities.
2. In 2014, property tax on land was raised about 60% in the block. The population in Houston is gaining very fast and the appraisal of housing is skyrocketing. Simply it became too expensive for the majority of taxpayers to afford a big land and build a dream house. The minimum lot requirement is only great for people who can spend a fortune on housing.
3. Thus, it is necessary to divide a land so that more average families will be able to stay close to city instead of being pushed out to the suburb.

Thank you,

Sultan 1212 LLC,

Kazuko Eisenbeiss



Nimene, James - PD

From: Candace Stofer [REDACTED]
Sent: Monday, May 19, 2014 12:43 PM
To: Nimene, James - PD
Cc: John stofer
Subject: Re: 1200 Block Walton Minimum Lot Line Inquiry

James:

Also, an average setback of most homes is 15'. We feel the increased MBL only allows smaller homes to be constructed in the area to comply. This would reduce home values within our block.

Some lots show to have alleyways behind their survey and some have the alleyways included in your plot plan on our letter. Those where alleyways are included would allow a greater MBL/setback since more land is available. Since all lots are not equal in our block, an MBL of greater than 15' should not be allowed.

Regards,
Candace

On Thu, May 15, 2014 at 2:11 PM, Candace Stofer [REDACTED] wrote:
James:

My husband and I are protesting the minimum setback since our home is currently within violation of the proposed limit. If we were to amend our home structure in any way, this would require us to move our entire home to comply with the proposed setback limit. This would be virtually cost prohibitive for any amendment to our structure. See attached survey showing our current structure setback of 15.9'. Porch begins at 10' setback.

I understand we would be grandfathered to the proposed limit, but this would then prohibit us from amending our home in any way without moving the entire structure to comply with the setback.

We propose a 10' setback limit for 1200 block Walton.

Regards,
Candace & John Stofer, 1210 Walton homeowners and residents

Special Minimum Lot Size Block Application

According to
Section 42-194 of Chapter 42 of the Code of Ordinances



**PLANNING &
DEVELOPMENT
DEPARTMENT**

Please complete entire application form.

1. Location:

General Location: East & West Sides of Walton between
Mathis & Pettit Street - Block 1200 - Lot 7 BK 100 - Lot 7
Example: North side of Golden Retriever Drive between Boxer and Schnauzer Streets

Specific Legal Description: Block 1200 - Lot 7 BK 100 - Lot 7 Block 93
Brooke Smith Subdivision
Example: Blocks 15, Lots 1-5, in Cocker Spaniel Subdivision

2. Contacts:

Primary Applicant: Amelia Gonzales **Phone #:** (281) 799-9430
Address: 1205 Walton Street **E-mail:** _____
City: Houston **State:** TX **Zip:** 77009

Alternate Applicant: Angelica Schaefer **Phone #:** (301) 319-9712
Address: 1013 Taber Street **E-mail:** _____
City: Houston **State:** TX **Zip:** 77009

3. Project Information (Staff Use Only-Do Not Fill In):

File #: 401 **Key Map #:** 453 **TIRZ:** _____
Lambert #: 5359 **Super N'hood:** Greater Heights **Census Tract:** 511600
City Council District: H

4. Submittal Requirements:

Please Check

Completed application form (this page)	<input checked="" type="checkbox"/>
Petition signed by the applicant (page 5)	<input checked="" type="checkbox"/>
Evidence of support from the property owners within the boundary (page 6)	<input checked="" type="checkbox"/>
Signed deed restriction statement (page 6)	<input checked="" type="checkbox"/>
Copy of deed restrictions, if applicable	<input type="checkbox"/>
Sample of Notification Sign (page 10)	<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"/>
Data showing the actual size of each lot	<input checked="" type="checkbox"/>

Special Minimum Lot Size Block

Applicant Petition



PLANNING &
DEVELOPMENT
DEPARTMENT

(Date) 3/19/14

I, (name of petitioner) Amelia Gonzales, owner of property within the proposed boundaries of the Special Minimum Lot Size Block, specifically, (Block) 1200, (Lot) 7 ^{Block 100} of (name of subdivision) Brooke Smith, do hereby submit this petition as prescribed by the Code of Ordinances, City of Houston, Sections 42-194. With this petition and other required information, I request to preserve the character of the existing lot sizes for the following area through the application of and creation of a Special Minimum Lot Size Area.

Block 1200 - Lot 7 Block 100 - Lot 1 Block 93
East & West Sides of Walton between
matris & Pettit Street
Brooke Smith Subdivision

Example: Blocks 15 - 19, Lots 1-37, in Cocker Spaniel Subdivision

(Signature of petitioner) Amelia Gonzales

(Printed name of petitioner) Amelia Gonzales



AGENDA: XXXXXXXX

SMLSB Application No. 401: 1200 block of Walton Street, east and west sides, between Mathis and Pettit Streets

BACKGROUND:

The Planning and Development Department received an application for the establishment of a Special Minimum Lot Size Block (SMLSB) for the 1200 block of Walton Street, east and west sides, between Mathis and Pettit Streets. Analysis shows that a minimum lot size of 5,000 square feet exists for the blockfaces. A petition was signed by the owners of 58% of the property within the proposed Special Minimum Lot Size Block. Two (2) protests were filed and the Director has referred the application to the Planning Commission in accordance with the provisions of Chapter 42-197. This report provides the Commission with a synopsis of procedures and appropriate application criteria.

PROCEDURES:

Following acceptance of a completed application, the Planning Director notifies all owners of property within the proposed SMLSB. Any property owner who wishes to protest the creation of the minimum lot size block may file a protest within thirty days of the notice letter. The Director can grant administrative approval 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 51% of the property within the proposed SMLSB; and
- receives no timely protest filed by a property owner within the proposed SMLSB.

Upon finding that an application meets the above criteria, the Director forwards the request to City Council for consideration of establishing the SMLSB. Should the application not meet one or more criteria, the application must be forwarded to the Planning Commission for public hearing and consideration.

After close of a public hearing the Planning Commission shall consider the following:

- the boundaries of the proposed SMLSB shall include all properties within at least one block face, and no more than two opposing blockfaces;
- at least 60% of the area to be included within the proposed SMLSB, 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;
- that the applicant has demonstrated sufficient support for the establishment of the proposed SMLSB;
- that the establishment of the SMLSB will further the goal of preserving the lot size character of the area; and
- that the proposed SMLSB 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 SMLSB is enforceable for twenty years from the effective date of the ordinance.

STAFF ANALYSIS:

The application includes twelve (12) lots along the 1200 block of Walton Street, east and west sides, between Mathis and Pettit Streets.

Analysis of the application resulted in the following findings:

- *The boundaries of the proposed SMLSB must include all properties within at least one block face, and no more than two opposing block faces;*
The application comprises two opposing blockfaces, the east and west sides of Walton Street.
- *At least 60% of the area to be included within the proposed SMLSB, 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 uses of the properties consist of ten (10) of twelve (12) single-family residential properties (representing 83% of the total area).
- *The applicant has demonstrated sufficient support for the SMLSB;*
The applicant obtained six (6) of eleven (11) signatures of support from property owners in the proposed SMLSB (owning 58% of the total area). There were two (2) protests.
- *Establishment of the SMLSB will further the goal of preserving the area lot size character;*
A minimum lot size of 5,000 square feet exists on twelve (12) lots in the two opposing blockfaces.
- *The proposed SMLSB 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 1906. The houses originate from the 1930s. The establishment of a 5,000 square foot 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.*
Twelve (12) out of twelve (12) lots (representing 100% of the application area) are at least 5,000 square feet in size.

Public notice of the public hearing was transmitted to all property owners on the block face.

ATTACHMENTS:

1. Calculation Analysis
2. Map of Support
3. Additional Maps
4. Protest Letters
5. Application
6. Boundary Map

SPECIAL MINIMUM LOT SIZE/BUILDING LINE BLOCK

Application No. **401/203**

Date Received: **3/20/2014**

Date Complete: **4/16/2014**

Street(s) Name: **Walton St.**

1200 block Walton St.

Lot(s)

Cross Streets: **Mathis St.** and

Pettit St.

Side of street: **east and west**

PROPERTY DATA:

<u>Address</u>	<u>Land Use</u>	<u>Signed in Support</u>	<u>Lot size (in Sq Feet)</u>	<u>Building Line (in Feet)</u>
1203 Walton St.	SFR	Y	5,000	22
1206 Walton St.	SFR	Y	5,000	22
1208 Walton St.	SFR	Y	5,000	36
1209 Walton St.	SFR	Y	5,000	66
1210 Walton St.	SFR		5,000	10
1211 Walton St.	SFR	Y	5,000	22
1201 Walton St.	SFR		5,000	22
1205 Walton St. Lt 10	SFR	Y	5,000	22
1205 Walton St. Lt 9	SFR	Y	5,000	22
1212 Walton St. Lt 1	VAC		5,000	0
Lt 1Blk 1 Walton Manors R/P	SFR		5,000	15
Lt 2 Blk 1 Walton Manors R/P	VAC		5,000	0

Evidence of Support (must be 51% or more by area for Director administrative approval):

Of **60,000** Square Feet in the Proposed Application Area **35,000** Square Feet are Owned by Property Owners Signing in Support of the Petition = **58%**

Single Family Calculation:

Percentage of lots developed or restricted to no more than two SFR units per lot (must be greater than 60%):

10	# developed or restricted to no more than two SFR Units	Of		Total number of SFR lots in the Proposed Application Area		Total number of lots in the Proposed Application Area	83%
			10			12	
0	# of Multifamily lots						
0	# of Commercial lots						
2	# of Vacant Lots						
12	Total						

Minimum Lot Size Calculations:

Total # of lots 12 Total sq. ft. = **60,000** / # of lots = **5,000** average sq. ft.
5,000 median sq. ft.

70 %

Lots ranked by size	Size	% by Area	Cumulative % by Area
1	5,000	8.3%	8.3%
2	5,000	8.3%	16.7%
3	5,000	8.3%	25.0%
4	5,000	8.3%	33.3%
5	5,000	8.3%	41.7%
6	5,000	8.3%	50.0%
7	5,000	8.3%	58.3%
8	5,000	8.3%	66.7%
9	5,000	8.3%	75.0%
10	5,000	8.3%	83.3%
11	5,000	8.3%	91.7%
12	5,000	8.3%	100.0%
Total	60,000	100.0%	

This application qualifies for a **5,000** Square Feet Special Minimum Lot Size

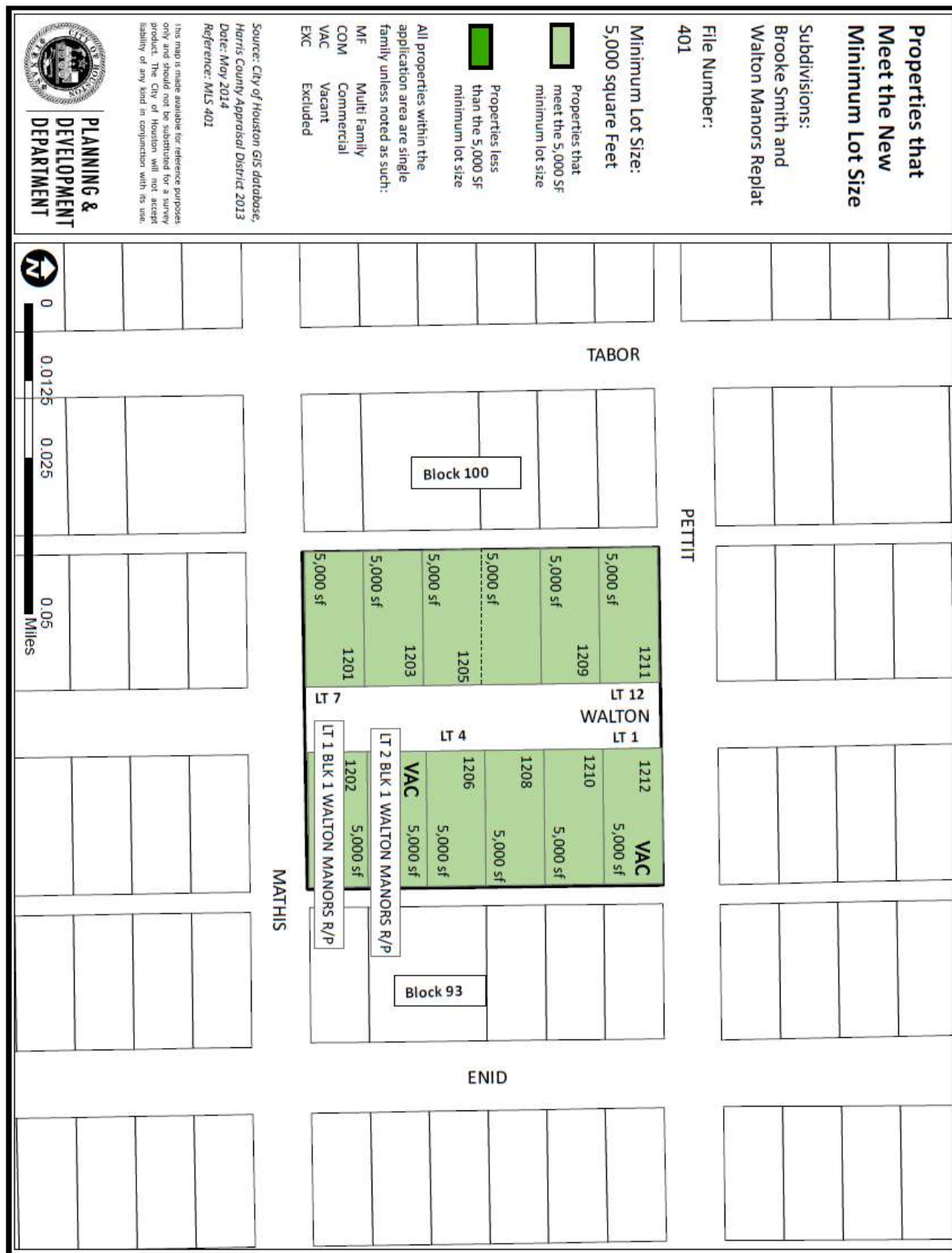
Do deed restrictions specify a minimum lot size?

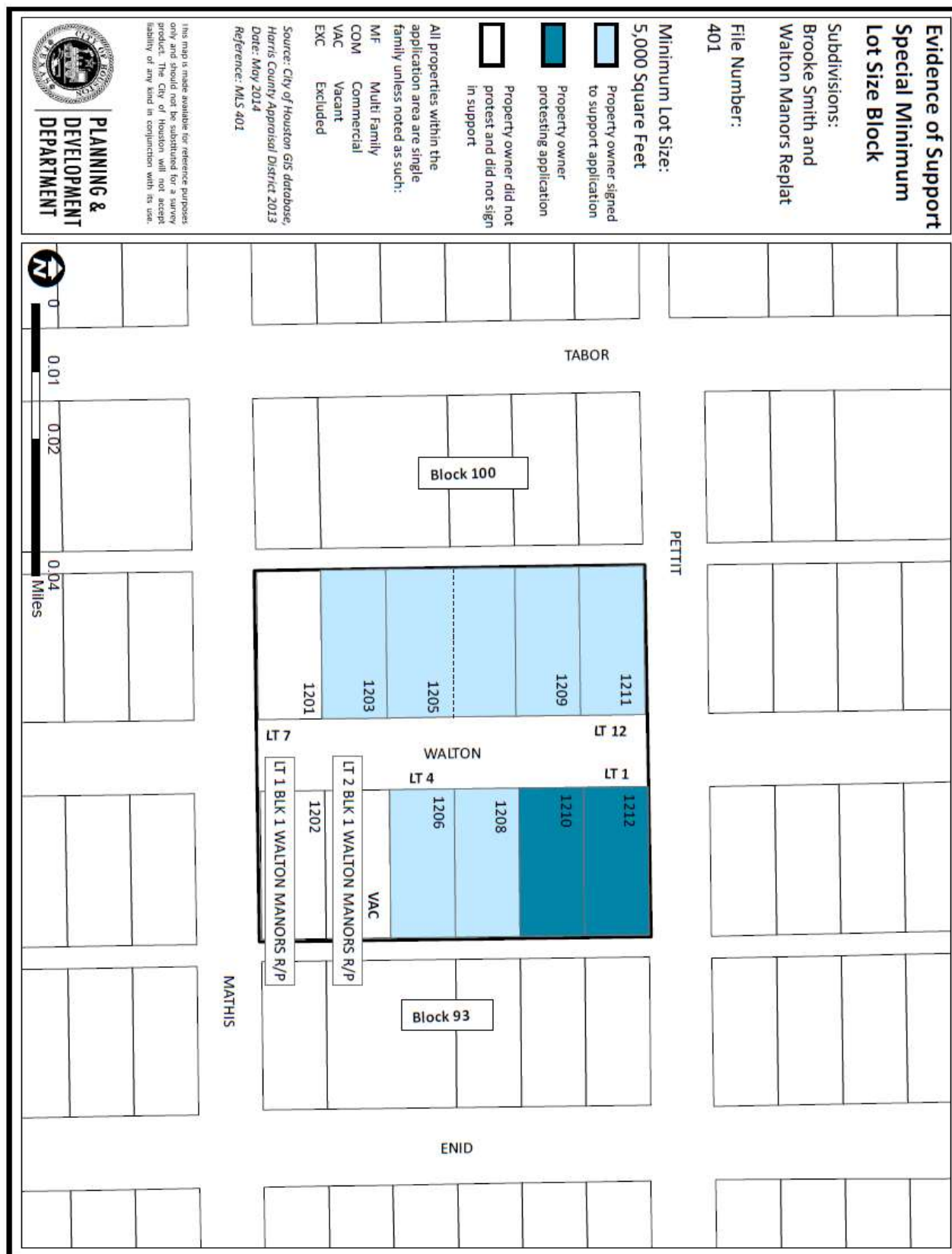
Yes

No

X

If yes, number of lots not included within deed restrictions per blockface:





Notice of Protest

Sultan 1212 LLC

1420 W Alabama
Houston, TX 77006

Property: 1212 Walton St. Houston, TX 77009
LT 1 BLK 93, Brooke Smith

Reason:

1. I own a corner lot. Even though it is divided in half, it won't change any dynamic in looks. There are two sides of entrance possibilities.
2. In 2014, property tax on land was raised about 60% in the block. The population in Houston is gaining very fast and the appraisal of housing is skyrocketing. Simply it became too expensive for the majority of taxpayers to afford a big land and build a dream house. The minimum lot requirement is only great for people who can spend a fortune on housing.
3. Thus, it is necessary to divide a land so that more average families will be able to stay close to city instead of being pushed out to the suburb.

Thank you,

Sultan 1212 LLC,

Kazuko Eisenbeiss



Nimene, James - PD

From: Candace Stofer [REDACTED]
Sent: Monday, May 19, 2014 12:43 PM
To: Nimene, James - PD
Cc: John stofer
Subject: Re: 1200 Block Walton Minimum Lot Line Inquiry

James:

Also, an average setback of most homes is 15'. We feel the increased MBL only allows smaller homes to be constructed in the area to comply. This would reduce home values within our block.

Some lots show to have alleyways behind their survey and some have the alleyways included in your plot plan on our letter. Those where alleyways are included would allow a greater MBL/setback since more land is available. Since all lots are not equal in our block, an MBL of greater than 15' should not be allowed.

Regards,
Candace

On Thu, May 15, 2014 at 2:11 PM, Candace Stofer [REDACTED] wrote:
James:

My husband and I are protesting the minimum setback since our home is currently within violation of the proposed limit. If we were to amend our home structure in any way, this would require us to move our entire home to comply with the proposed setback limit. This would be virtually cost prohibitive for any amendment to our structure. See attached survey showing our current structure setback of 15.9'. Porch begins at 10' setback.

I understand we would be grandfathered to the proposed limit, but this would then prohibit us from amending our home in any way without moving the entire structure to comply with the setback.

We propose a 10' setback limit for 1200 block Walton.

Regards,
Candace & John Stofer, 1210 Walton homeowners and residents

Special Minimum Lot Size Block Application

According to
Section 42-194 of Chapter 42 of the Code of Ordinances



PLANNING &
DEVELOPMENT
DEPARTMENT

Please complete entire application form.

1. Location:

General Location: East & West Sides of Walton between
Marius & Pettit Street - Block 1200 - Lot 7 Bk 100 - Lot 7 Bk 93
Example: North side of Golden Retriever Drive between Boxer and Schnauzer Streets

Specific Legal Description: Block 1200 - Lot 7 Bk 100 - Lot 7 Block 93
Brook Smith Subdivision
Example: Blocks 15, Lots 1-5, in Cocker Spaniel Subdivision

2. Contacts:

Primary Applicant: Amelia Gonzales **Phone #:** (281) 799-9439

Address: 1205 Walton Street **E-mail:**

City: Houston **State:** TX **Zip:** 77009

Alternate Applicant: Angelica Schaefer **Phone #:** (301) 319-9712

Address: 1613 Taber Street **E-mail:**

City: Houston **State:** TX **Zip:** 77009

3. Project Information (Staff Use Only-Do Not Fill In):

File #: 401 **Key Map #:** 453 **TIRZ:**

Lambert #: 5359 **Super N'hood:** Greater Heights **Census Tract:** 511600

City Council District: A

4. Submittal Requirements:

Please Check

Completed application form (this page)	<input checked="" type="checkbox"/>
Petition signed by the applicant (page 5)	<input checked="" type="checkbox"/>
Evidence of support from the property owners within the boundary (page 6)	<input checked="" type="checkbox"/>
Signed deed restriction statement (page 6)	<input checked="" type="checkbox"/>
Copy of deed restrictions, if applicable	<input type="checkbox"/>
Sample of Notification Sign (page 10)	<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"/>
Data showing the actual size of each lot	<input checked="" type="checkbox"/>

Special Minimum Lot Size Block

Applicant Petition



PLANNING &
DEVELOPMENT
DEPARTMENT

(Date) 3/19/14

I, (name of petitioner) Amelia Gonzales, owner of property within the proposed boundaries of the Special Minimum Lot Size Block, specifically, (Block) 1200, (Lot) 7 ^{PK 100} of (name of subdivision) Brooke Smith, do hereby submit this petition as prescribed by the Code of Ordinances, City of Houston, Sections 42-194. With this petition and other required information, I request to preserve the character of the existing lot sizes for the following area through the application of and creation of a Special Minimum Lot Size Area.

Block 1200 - Lot 7 Block 100 - Lot 1 Block 93
East & West Sides of Walton between
Mathis & Pettit Street
Brooke Smith Subdivision

Example: Blocks 15 - 19, Lots 1-37, in Cocker Spaniel Subdivision

(Signature of petitioner) Amelia Gonzales

(Printed name of petitioner) Amelia Gonzales

