

HOUSTON PLANNING COMMISSION

AGENDA

JUNE 26, 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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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): _____

Houston Planning Commission

AGENDA

June 26, 2014

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

Call to Order

Director's Report

- **Approval of the June 12, 2014 Planning Commission Meeting Minutes**
- I. **Presentation on the Inner West Loop Sub-Area Mobility Study's 2013 Major Thoroughfare and Freeway Plan amendment recommendations (Amar Mohite)**
- II. **Platting Activity (Subdivision and Development plats)**
 - a. Consent Subdivision Plats (Peter Klomprens)
 - b. Replats (Peter Klomprens)
 - c. Replats requiring Public Hearings with Notification (Kimberly Bowie, Teresa Geisheker, Suvidha Bandi, Aracely Rodriguez, and Marlon Connley)
 - d. Subdivision Plats with Variance Requests (Mikalla Hodges, Peter Klomprens 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 Klomprens)
- III. **Establish a public hearing date of July 24, 2014**
 - a. Aliana Sec 1 partial replat no 1 and extension
 - b. Barker Village Sec 2 partial replat no 2
 - c. Bear Creek Plantation Sec 2 partial replat no 1
 - d. Braeswood partial replat no 1
 - e. Craig Woods partial replat no 11
 - f. Melody Oaks partial replat no 11
 - g. Museum Terrace replat no 1
 - h. Shermandale Addition partial replat no 1 and extension
 - i. Stratford Addition partial replat no 1
 - j. Westheimer Gardens partial replat no 2
- IV. **Consideration of an Off-Street Parking Variance for a property located at 11625 Martindale Road.**
- V. **Public Comment**
- VI. **Adjournment**

DRAFT Minutes of the Houston Planning Commission

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

June 12, 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 2:35 p.m. with a quorum present.

Mark A. Kilkenny, Chair

M. Sonny Garza

Susan Alleman

Keiji Asakura Absent

Fernando Brave

Kenneth Bohan

Antoine Bryant

Lisa Clark Absent

Truman C. Edminster III

James R. Jard Absent

Paul R. Nelson Absent

Linda Porrás-Pirtle

Algenita Davis

Mike Sikes

Martha Stein

Eileen Subinsky

Blake Tartt III

Shaukat Zakaria Arrived at 2:59 item 139

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 29, 2014 PLANNING COMMISSION MEETING MINUTES

Commission action: Approved the May 29, 2014 Planning Commission meeting minutes.

Motion: **Alleman**

Second: **Sikes**

Vote: **Unanimous**

Abstaining: **Subinsky
Garza**

I. PLATTING ACTIVITY (Consent items A and B, 1- 115)

Items removed for separate consideration: **11, 36 and 44**. Item **84** was taken separately to allow time for speakers.

Staff recommendation: Approve staff's recommendations for items **1 – 115** subject to the CPC 101 form conditions.

Commission action: Approved staff's recommendations for items **1 – 115** subject to the CPC 101 form conditions.

Motion: **Porras-Pirtle**

Second: **Tartt**

Vote: **Unanimous**

Abstaining: **None**

Commissioners Edminster and Alleman abstained and left the room.

Staff recommendation: Approve staff's recommendation to approve items **11, 36 and 44** subject to the CPC 101 form conditions.

Commission action: Approved staff's recommendation to approve items **11, 36 and 44** subject to the CPC 101 form conditions.

Motion: **Brave**

Second: **Subinsky**

Vote: **Unanimous**

Abstaining: **None**

Commissioners Edminster and Alleman returned.

84 Commonwealth Commons

C2R

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: **Garza**

Vote: **Unanimous**

Abstaining: **None**

C PUBLIC HEARINGS

116 Broadmoor 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 conditions

Motion: **Bohan**

Second: **Alleman**

Vote: **Unanimous**

Abstaining: **None**

117 Contemporary Main Plaza 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: **Alleman**

Vote: **Unanimous**

Abstaining: **None**

118 Craig Woods partial replat no 1

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: **Garza**

Second: **Edminster**

Vote: **Unanimous**

Abstaining: **None**

- 119 Hawthorne Place Addition Sec 8 partial replat no 1 C3N Approve**
Staff recommendation: Defer the plat subject per applicant's request.
Commission action: Deferred the plat subject per applicant's request.
Motion: **Stein** Second: **Sikes** Vote: **Unanimous** Abstaining: **None**
- 120 Hollywood Gardens partial replat no 3 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: **Porras-Pirtle** Vote: **Unanimous** Abstaining: **None**
- 121 Langwood 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 conditions.
Motion: **Subinsky** Second: **Alleman** Vote: **Unanimous** Abstaining: **None**
- 122 Melody Oaks partial replat no 9 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 conditions.
Motion: **Garza** Second: **Bryant** Vote: **Unanimous** Abstaining: **None**
- 123 Riverway Estates Sec1 partial replat no 2 C3N Approve**
Staff recommendation: Approve the plat subject to the CPC 101form conditions.
Commission action: Approved the plat subject to the CPC 101 form conditions.
Motion: **Bryant** Second: **Forister** Vote: **Unanimous** Abstaining: **None**
- 124 Riverway Estates Sec 1 partial replat no 3 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: **Bohan** Second: **Forister** Vote: **Unanimous** Abstaining: **None**
- 125 West Court 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: **Bryant** Second: **Garza** Vote: **Unanimous** Abstaining: **None**
- 126 Westheimer Gardens partial replat no 2 C3N Withdrawn.**

D VARIANCES

127 Advantage BMW Midtown at West Gray 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: **Garza**

Second: **Bryant**

Vote: **Unanimous**

Abstaining: **None**

Agenda items 128, 133, 135, 136, 139, 144, 148, 149, 152 and 155 were taken together at this time with staff requesting a two week deferral on all items for the reasons stated.

Item 133 was changed from approve to defer at the podium per Fort Bend County's request.

128	Aerovillas Hangar Villas	C2	Defer
133	Broadstone Falcon Landing	C2	Defer
135	Crosby High School Sec 1	C3P	Defer
136	Cypress Church Road Tract	C3P	Defer
139	Fairbanks Business Court	C3P	Defer
144	Mittlesteadt Estates	C3P	Defer
148	Reserve at Parkway Terrace	C3P	Defer
149	Pease Street Townhomes	C2R	Defer
152	Enclave at Wingmill Lakes	C3P	Defer
155	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: **Subinsky**

Second: **Bohan**

Vote: **Unanimous**

Abstaining: **None**

129	Bauer Road Tract	GP	Withdraw
Withdrawn			

130	Bauer Road Tract Sec 1	C3P	Withdraw
Withdrawn			

131	Bauer Road Tract Sec 2	C3P	Withdraw
Withdrawn			

132	Bauer Road Tract Sec 2	C3P	Withdraw
Withdrawn			

134	Capitol Commons	C2	Withdraw
Withdrawn			

137 District West at Parkway Lakes 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: **Forister**

Second: **Alleman**

Vote: **Unanimous**

Abstaining: **None**

138 Eado Edge **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: **Alleman** Second: **Bryant** Vote: **Unanimous** Abstaining: **None**
Speaker for item 138: Thomas Redlinger –opposed and Richard Smith - PWE.

140 Fall Creek 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: **Garza** Second: **Bryant** Vote: **Unanimous** Abstaining: **None**

Items 141 and 142 were taken together at this time.

141 Falls at Dry Creek GP **GP** **Approve**
142 Falls at Dry Creek Sec 1 **C3F** **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: **Garza** Second: **Anderson** Vote: **Unanimous** Abstaining: **None**

143 Foley Road Ranch **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: **Porras-Pirtle** Second: **Bryant** Vote: **Unanimous** Abstaining: **None**

145 North Durham Estates **C2R** **Withdraw**
Withdrawn

147 Parkway Terrace Sec 2 **C3P** **Defer**
Staff recommendation: Defer the plats for two per applicant's request.
Commission action: Deferred the plats for two weeks per applicant's request.
Motion: **Bryant** Second: **Bohan** Vote: **Unanimous** Abstaining: **None**

146 Oak Forest of La Sierra **C3P** **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**

150 Somerset Green Sec 5 **C3R** **Approve**
Staff recommendation: Grant the requested variances 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: **Bryant** Second: **Porras-Pirtle** Vote: **Unanimous** Abstaining: **None**

151 West 20th Crossing**C3R****Approve**

Staff recommendation: Grant the requested variances 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: **Garza**Vote: **Unanimous**Abstaining: **None****E SPECIAL EXCEPTIONS
NONE****F RECONSIDERATION OF REQUIREMENTS****153 Interstate Commerce Center****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: **Bryant**Vote: **Unanimous**Abstaining: **None****154 La Mesita Homes****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: **Porras-Pirtle** Second: **Alleman**Vote: **Unanimous**Abstaining: **None****G EXTENSIONS OF APPROVAL****156 Cypresswood Point Sec 6****EOA****Approve****157 Gosling Development replat no 2****EOA****Approve****158 Pearl Woodlake Apartments****EOA****Approve****159 Sawdust Road Commercial partial replat no 1****EOA****Approve****160 STS Simon and Jude Catholic Church****EOA****Approve****161 Westwind Business Park****EOA****Approve****162 Xplor and Valero Store no 1431****EOA****Approve**

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

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

Motion: **Alleman** Second: **Subinsky**Vote: **Unanimous**Abstaining: **None****H NAME CHANGES
NONE****I CERTIFICATES OF COMPLIANCE
NONE**

**J ADMINISTRATIVE
NONE**

K DEVELOPMENT PLATS WITH VARIANCE REQUESTS

- 163 200 Carl street DPV Defer**
Staff recommendation: Defer the plat for two weeks.
Commission action: Deferred the plat for two weeks.
Motion: **Garza** Second: **Bryant** Vote: **Unanimous** Abstaining: **None**
- 164 4035 Colquit DPV Defer**
Staff recommendation: Defer the plat for two weeks.
Commission action: Deferred the plat for two weeks
Motion: **Sikes** Second: **Stein** Vote: **Unanimous** Abstaining: **None**

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**

Staff recommendation: Establish a public hearing date of July 10, 2014 for items **II a-g**.

Commission action: Established a public hearing date of July 10, 2014 for items **II a-g**.

Motion: **Alleman** Second: **Sikes** Vote: **Unanimous** Abstaining: **None**

**III. CONSIDERATION FOR AN OFF STREET PARKING VARIANCE FOR A PROPERTY
LOCATED AT 2736 VIRGINIA STREET:**

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

Commission action: Denied the requested variances and approved the plats subject to the CPC 101 form conditions.

Motion: **Zakaria** Second: **Porras-Pirtle** Vote: **Unanimous** Abstaining: **None**

Speakers for item III: Craig Garcia, applicant, Michelle Coopwood, Marla Endieveria, Darwin Thomas, Tommie Tyler, Bob Myers, JoAnn Laitkep, Jesse Perez, Leslie Bennett, Darla Lexington and Rey Cantu –supportive. Ryan Morris and Gary Ruby –opposed.

**IV. CONSIDERATION OF AN APPEAL OF THE DECISION OF HOUSTON ARCHAEOLOGICAL
AND HISTORICAL COMMISSION ON MAY 22, 2014 FOR A CERTIFICATE OF
APPROPRIATENESS FOR 1511 ASHLAND STREET IN HOUSTON HEIGHTS HISTORIC
DISTRICT WEST:**

WITHDRAWN

Items V. and VI were taken together at this time.

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

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

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

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

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

Speakers for items V and VI: Coryne Rich, Angelika Schaefer and Amelia Gonzales –supportive.

**VII. PUBLIC COMMENT
NONE**

X. ADJOURNMENT

There being no further business brought before the Commission Chair, Mark Kilkenny adjourned the meeting at 4:44 p.m.

Motion: **Garza** Second: **Subinksky** Vote: **Unanimous** Abstaining: **None**

Mark Kilkenny, Chair

Patrick Walsh, Secretary

Item No.	Subdivision Plat Name	App Type	Deferral
A-Consent			
1	Airport Boulevard Estates GP	GP	
2	Airport Boulevard Estates Sec 3	C3P	
3	Alexan at the Ballpark	C2	DEF1
4	Anserra Sec 4	C3F	DEF2
5	Anserra Sec 5	C3F	DEF2
6	Barrington Estates	C3P	DEF2
7	Bayou Woods Sec 2 partial replat no 2	C3F	
8	Bountiful Prairie	C3P	
9	Bridgeland Hidden Creek Sec 13	C3P	
10	Bridgeland Hidden Creek Sec 17	C3F	
11	Bridgeland West Creekside Bend Drive Street Dedication Sec 1	SP	
12	Bridgeland West Creekside Bend Drive Street Dedication Sec 2	SP	
13	Briscoe Falls Sec 5	C3P	
14	Castle Rock Sec 5	C3F	
15	Central Gardens Sec 2 partial replat no 1	C3F	
16	Contemporary Main Sec 2 replat no 1	C3F	DEF1
17	Crosby Highschool GP	GP	DEF1
18	Cypress Landing Park Sec 4	C3F	
19	Fall Creek East GP	GP	
20	Fall Creek East Sec 1	C3P	
21	Fieldstone Sec 11	C3P	
22	First Amended Replat of Block 1 Woodshire Sec 1 partial replat no 1	C3F	
23	Fisher Estates at Oak Forest	C3P	DEF1
24	Frost and Settegast First Addition partial replat no 1	C3F	
25	Geoken	C2	
26	Glen Cove Addition partial replat no 1	C3F	
27	Gosling Village	C3P	
28	Grand Vista Springs Boulevard Street Dedication Sec 1	C3F	
29	Grand Vista Sec 6	C3F	
30	Grand Vista Sec 8	C3F	
31	Greenwood Plaza	C2	
32	Harmony GP	GP	
33	Harmony Central Sector Sec 6	C3P	DEF1
34	Hickory Place	C2	DEF1
35	Highland Glen Sec 2	C3F	
36	Interstate Commerce Center	C3F	
37	Inverness Estates Sec 8	C3F	
38	Katy Trails Sec 1	C3F	
39	Keya Control	C3P	
40	Kings Lake Estates Lift Station no 3	C3F	
41	Lakewood Pines Sec 4	C3F	
42	Lone Star College Creekside Satellite Center	C2	

Platting Summary**Houston Planning Commission****PC Date: June 26, 2014**

Item No.	Subdivision Plat Name	App	
		Type	Deferral
43	Maple on Judiway	C2	
44	Mason Ranch GP	GP	
45	Mason Ranch Sec 1	C2	
46	Memorial Green GP	GP	
47	Memorial Green Sec 1	C2	
48	Moritz Place	C2	
49	Morton Creek Ranch Sec 10	C3F	
50	Mound Road Apartments	C3F	
51	New Humble Road at Henly Road Street Dedication	SP	DEF1
52	Park at Klein Commercial	C2	DEF2
53	Patton Myhre Sourcing LP	C2	
54	Pinto Business Park Landscape Reserve on Ella	C3F	DEF1
55	Riverside Terrace Sec 1 partial replat no 1	C3F	
56	Saint Charles Terrace at Webster	C2	DEF1
57	Security State Bank	C2	
58	Shady Acres extension no 3 partial replat no 1	C3F	
59	Silber Estates	C2	DEF1
60	Silver Ranch Sec 10	C3F	
61	Silver Ranch Sec 11	C3F	
62	Silver Ranch Sec 12	C3P	
63	Simms Woods replat no 1 and extension	C3F	
64	Solero at the Park	C2	
65	Speedy Stop 305	C2	
66	Spring Cypress Commerce Park GP	GP	
67	Spring Cypress Commerce Park Sec 1	C2	DEF2
68	Trajan Estates	C2	DEF1
69	Villas at Newport	C3P	DEF1
70	Vineyard Meadow Sec 9	C3P	
71	Waterstone Sec 11	C3F	
72	Waterstone Sec 13	C3F	
73	West Court partial replat no 2	C3F	
74	West Oaks Plat No 2 partial replat no 2	C3F	DEF1
75	Winfield Lakes North GP	GP	
76	Winfield Lakes North Sec 1	C3P	
77	Woodbridge at Spring Creek Water Plant Site no 1	C2	
78	Woodbridge at Spring Creek WWTP no 1	C2	
79	Woodcreek Park partial replat no 1	C3F	
80	Woodlands Metro Center Sec 79	C2	
81	Woodridge Forest Soaring Woods	C3F	

B-Replats

82	Alvarado Place	C2R	
83	Antoine Ventures	C2R	
84	Aria Townhomes	C2R	

Platting Summary**Houston Planning Commission****PC Date: June 26, 2014**

Item No.	Subdivision Plat Name	App	
		Type	Deferral
85	Broadstone Bering	C2R	
86	Brown Reserve	C2R	
87	Chateaux at the Park	C2R	
88	City View Lofts at W 19th	C2R	DEF1
89	City View Lofts at W 24th	C2R	
90	Cottage Grove Terrace	C2R	
91	Darling Place	C2R	
92	Hardy Lee Crossing	C2R	DEF1
93	Heights Crossing	C2R	
94	Houston City Street and Railway Addition no 4 partial replat no 1	C2R	
95	Junction Heights	C2R	DEF1
96	Montlew Place partial replat no 3	C2R	
97	Montrose Addition partial replat no 5	C2R	
98	Museum Park Rosedale Street	C2R	DEF1
99	N and L Investment Inc	C2R	
100	Place on West 28th	C2R	
101	Rosewood Place	C2R	
102	Royal Place One	C2R	DEF1
103	Ryon Addition partial replat no 1	C2R	
104	Satya Bellfort	C2R	
105	Satya Meadows	C2R	
106	Skyline at Midtown	C2R	
107	South Terrace Court	C2R	DEF1
108	SW Fwy at Drexel Center partial replat no 1	C2R	
109	Terraces at West 19th Street	C2R	
110	Tricons Herkimer Enclave	C2R	
111	Upland Grove	C3R	
112	Vermont Street Homes	C2R	
113	Vermont Street Landing	C2R	
114	West 26th Street Place	C2R	
115	West Cottage Lofts	C2R	DEF1
116	Willard Street Homes	C2R	

C-Public Hearings Requiring Notification

117	Contemporary Main Plaza partial replat no 2	C3N	DEF2
118	Craig Woods partial replat no 5	C3N	
119	Craig Woods partial replat no 10	C3N	DEF1
120	East End on the Bayou Sec 1	C3N	
121	Fall Creek Sec 40	C3N	
122	Fall Creek Sec 42	C3N	
123	Hawthorne Place Addition Sec 8 partial replat no 1	C3N	DEF1
124	Memorial Forest Sec 2 partial replat no 1	C3N	
125	Tricons Calumet Street Place partial replat no 1	C3N	

Item No.	Subdivision Plat Name	App	
		Type	Deferral

D-Variances

126	Aerovillas Hangar Home	C2	DEF1
127	Atascocita Trace Sec 3	C3P	
128	Broadstone Falcon Landing	C2	DEF2
129	Crosby High School Sec 1	C3P	DEF1
130	Cypress Church Road Tract	C3P	DEF2
131	Davies Estates	C2	
132	Davies Trails	C2	
133	Fairbanks Business Court	C2	DEF2
134	Fieldstone Sec 10	C3P	
135	Med Park	C3P	
136	Nightingale Vista	C2	
137	Parkway Terrace Sec 2	C3P	DEF1
138	Pearl On Helena	C2R	
139	Pease Street Townhomes	C2R	DEF1
140	Rayford Road Crossing	C2	
141	Reserve at Parkway Terrace	C3P	DEF1
142	Summit Midtown	C2R	
143	Uptown North	C3R	

E-Special Exceptions

144	City Park South GP	GP	
145	Mittlesteadt Estates	C3P	DEF2

F-Reconsideration of Requirements

146	Crain 25	C2R	
147	Enclave at Windmill Lakes	C3P	DEF2
148	McKenzie Park Sec 2	C3F	DEF2

G-Extensions of Approval

149	Bridgeland Hidden Creek Sec 14	EOA	
150	Bridgeland Hidden Creek Sec 15	EOA	
151	Bridgeland Hidden Creek Sec 16	EOA	
152	Highland Village at Gleannloch Farms	EOA	
153	Peek Plaza	EOA	
154	Set Industries	EOA	

H-Name Changes

155	Tabatabai Plaza (prev. Tabatabia Plaza)	NC	
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Item		App	
No.	Subdivision Plat Name	Type	Deferral

I-Certification of Compliance

156	24179 Lilac Way	COC	
157	26335 Spanish Oaks Drive	COC	

K-Development Plats with Variance Requests

158	200 Carl Street	DPV	
159	4035 Colquit	DPV	

Platting Summary**Houston Planning Commission****PC Date: June 26, 2014**

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

1	Airport Boulevard Estates GP	2014-1458	GP	Harris	City	572H	83.82	0.00	0	Skymark Development Company, Inc.	LJA Engineering, Inc.- (West Houston Office)
2	Airport Boulevard Estates Sec 3	2014-1459	C3P	Harris	City	572H	13.68	0.00	98	Skymark Development Company, Inc.	LJA Engineering, Inc.- (West Houston Office)
3	Alexan at the Ballpark (DEF1)	2014-1299	C2	Harris	City	493R	1.44	1.44	0	Maple Multi-Family Land TX, L.P.	Terra Associates, Inc.
4	Anserra Sec 4 (DEF2)	2014-1211	C3F	Fort Bend	ETJ	483G	14.04	1.13	43	KB Home Lonestar Inc., a Texas Corporation	Jones & Carter, Inc.
5	Anserra Sec 5 (DEF2)	2014-1213	C3F	Fort Bend	Outside ETJ	483G	17.46	11.40	21	KB Home Lonestar Inc., a Texas Corporation	Jones & Carter, Inc.
6	Barrington Estates (DEF2)	2014-1259	C3P	Harris	ETJ	444B	107.09	15.89	73	Nugotex Investment Group, Ltd.	Jones & Carter, Inc.
7	Bayou Woods Sec 2 partial replat no 2	2014-1434	C3F	Harris	City	491C	0.60	0.00	1	None	Tetra Surveys
8	Bountiful Prairie	2014-1474	C3P	Harris	ETJ	283E	35.24	0.00	16	KING'S LAND SURVEYING SOLUTIONS, LLC	KING'S LAND SURVEYING SOLUTIONS, LLC
9	Bridgeland Hidden Creek Sec 13	2014-1464	C3P	Harris	ETJ	366N	8.10	5.06	0	Bridgeland Development, LP	Brown & Gay Engineers, Inc.
10	Bridgeland Hidden Creek Sec 17	2014-1469	C3F	Harris	ETJ	366N	8.77	2.08	18	BRIDGELAND DEVELOPMENT LP	Costello, Inc.
11	Bridgeland West Creekside Bend Drive Street Dedication Sec 1	2014-1461	SP	Harris	ETJ	366N	1.52	0.00	0	Bridgeland Development, LP	Brown & Gay Engineers, Inc.
12	Bridgeland West Creekside Bend Drive Street Dedication Sec 2	2014-1462	SP	Harris	ETJ	366N	2.99	0.00	0	Bridgeland Development, LP	Brown & Gay Engineers, Inc.
13	Briscoe Falls Sec 5	2014-1516	C3P	Fort Bend	ETJ	524Q	9.24	0.00	44	KB Home	RVi Planning + Landscape Architecture
14	Castle Rock Sec 5	2014-1437	C3F	Harris	ETJ	446S	11.29	0.64	65	KUT Partners	Texas Engineering And Mapping Company
15	Central Gardens Sec 2 partial replat no 1	2014-1186	C3F	Harris	City	454S	2.04	1.26	2	Rohini Enterprises, Inc.	Surv-Tex surveying Inc.
16	Contemporary Main Sec 2 replat no 1 (DEF1)	2014-1389	C3F	Harris	City	531Z	0.50	0.10	6	Main St. Investment Corp.	Manley Engineering and Associates Inc
17	Crosby Highschool GP (DEF1)	2014-1381	GP	Harris	ETJ	419L	162.77	0.00	0	Crosby Independent School District	LJA Engineering, Inc.- (West Houston Office)
18	Cypress Landing Park Sec 4	2014-1428	C3F	Harris	ETJ	326T	9.26	0.04	51	Meritage Homes of Texas, LLC.	Brown & Gay Engineers, Inc.
19	Fall Creek East GP	2014-1506	GP	Harris	ETJ	376X	41.60	0.00	0	JNC DEVELOPMENT	Robert Doley, Planner

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20	Fall Creek East Sec 1	2014-1511	C3P	Harris	ETJ	376W	19.94	0.00	102	JNC DEVELOPMENT	Robert Doley, Planner
21	Fieldstone Sec 11	2014-1484	C3P	Fort Bend	ETJ	526S	28.30	3.82	85	Ersa Grae	BGE Kerry R. Gilbert Associates
22	First Amended Replat of Block 1 Woodshire Sec 1 partial replat no 1	2014-1424	C3F	Harris	City	532N	0.18	0.00	2	IntownHomes, Ltd.	TKE Development Services, Ltd.
23	Fisher Estates at Oak Forest (DEF1)	2014-1367	C3P	Harris	City	452N	2.00	0.06	40	Fisher Homes	Century Engineering, Inc
24	Frost and Settegast First Addition partial replat no 1	2014-1467	C3F	Harris	City	450W	0.60	0.60	0	VCA Antech, Inc.	KLove Engineering
25	Geoken	2014-1509	C2	Harris	City	488N	3.50	3.50	0	Alpine Engineering and Construction, LLC	Gruller Surveying
26	Glen Cove Addition partial replat no 1	2014-1457	C3F	Harris	City	492K	1.71	0.14	17	Memorial Partners	Paksima Group, Inc.
27	Gosling Village	2014-1443	C3P	Harris/Montgomery	ETJ	251W	47.89	46.54	0	Bryan Frenchak	Town and Country Surveyors
28	Grand Vista Springs Boulevard Street Dedication Sec 1	2014-1508	C3F	Fort Bend	ETJ	526R	1.32	0.00	0	Taylor Morrison of Texas Inc.	Costello, Inc.
29	Grand Vista Sec 6	2014-1514	C3F	Fort Bend	ETJ	526Q	17.55	2.65	83	Taylor Morrison of Texas Inc.	Costello, Inc.
30	Grand Vista Sec 8	2014-1519	C3F	Fort Bend	ETJ	526R	51.94	31.70	85	Taylor Morrison of Texas Inc.	Costello, Inc.
31	Greenwood Plaza	2014-1513	C2	Harris	ETJ	456C	2.24	2.09	0	Axis Development	South Texas Surveying Associates, Inc.
32	Harmony GP	2014-1512	GP	Harris	ETJ	293L	1023.25	0.00	0	Discovery Spring Trails, LLC	Jones & Carter, Inc. - The Woodlands
33	Harmony Central Sector Sec 6 (DEF1)	2014-1393	C3P	Montgomery	ETJ	293L	57.81	2.78	164	Taylor Morrison, Inc	Jones & Carter, Inc. - The Woodlands
34	Hickory Place (DEF1)	2014-1344	C2	Harris	City	493G	0.34	0.01	9	Paradigm Design	Hovis Surveying Company Inc.
35	Highland Glen Sec 2	2014-1409	C3F	Harris	ETJ	332D	15.70	5.03	53	Highland Resources	Van De Wiele & Vogler, Inc.
36	Interstate Commerce Center	2014-1470	C3F	Harris	ETJ	332P	50.76	46.88	0	Interstate Commerce Center, LLC	Arborleaf Engineering & Surveying, Inc.
37	Inverness Estates Sec 8	2014-1227	C3F	Harris	ETJ	289V	13.71	0.47	53	2920 Venture, Ltd.	Jones & Carter, Inc.
38	Katy Trails Sec 1	2014-1456	C3F	Harris	ETJ	445K	38.66	2.56	142	Tangley Development / Katy 76 Development Partnership, LP	Dannenbaum Engineering Corporation
39	Keya Control	2014-1500	C3P	Harris	City/ETJ	372S	6.37	5.94	0	KEYA CONTROL	LUPHER,LLC
40	Kings Lake Estates Lift Station no 3	2014-1430	C3F	Harris	ETJ	337N	0.35	0.16	0	Kings Lake Estates, LTD	Brown & Gay Engineers, Inc.
41	Lakewood Pines Sec 4	2014-1407	C3F	Harris	City/ETJ	377P	13.11	4.36	42	KB Home Lone Star Inc	Jones & Carter, Inc.
42	Lone Star College Creekside Satellite Center	2014-1398	C2	Harris	ETJ	250N	15.47	15.47	0	Lone Star College c/o Landtech	Landtech Consultants, Inc.

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43	Maple on Judiway	2014-1360	C2	Harris	City	452Q	0.52	0.02	14	Facundo Home Builder	PROSURV
44	Mason Ranch GP	2014-1410	GP	Harris	ETJ	445R	38.93	0.00	0	A&S Engineers, Inc.	S & V Surveying, Inc.
45	Mason Ranch Sec 1	2014-1326	C2	Harris	ETJ	445R	22.42	22.42	0	A&S Engineers, Inc.	S & V Surveying, Inc.
46	Memorial Green GP	2014-1441	GP	Harris	City	489M	13.48	0.00	0	The Methodist Hospital	Windrose Land Services, Inc.
47	Memorial Green Sec 1	2014-1442	C2	Harris	City	489M	6.63	6.63	0	The Methodist Hospital	Windrose Land Services, Inc.
48	Moritz Place	2014-1522	C2	Harris	City	451S	0.23	0.00	2	Calisto Builders	Owens Management Systems, LLC
49	Morton Creek Ranch Sec 10	2014-1411	C3F	Harris	ETJ	445J	7.65	0.21	53	Woodmere Deveopment Co., LTD.	R.G. Miller Engineers
50	Mound Road Apartments	2014-1415	C3F	Harris	ETJ	367E	26.55	24.05	0	DD Mound Road Partners, LLC	R.G. Miller Engineers
51	New Humble Road at Henly Road Street Dedication (DEF1)	2014-1108	SP	Harris	ETJ	288T	9.14	0.00	0	Merenco Realty	Hovis Surveying Company Inc.
52	Park at Klein Commercial (DEF2)	2014-1194	C2	Harris	ETJ	291K	3.73	3.73	0	Boardwalk, LLC	ESOR Consulting Engineers, Inc.
53	Patton Myhre Sourcing LP	2014-1413	C2	Harris	ETJ	328A	5.00	4.88	0	PATTON MYHRE SOURCING, LP	The Pinnell Group, LLC
54	Pinto Business Park Landscape Reserve on Ella (DEF1)	2014-1287	C3F	Harris	ETJ	412B	3.35	1.33	0	Pinto Realty Development, Inc.	Brown & Gay Engineers, Inc.
55	Riverside Terrace Sec 1 partial replat no 1	2014-1436	C3F	Harris	City	493X	0.33	0.03	6	Investments & Beyond LLC	Tetra Surveys
56	Saint Charles Terrace at Webster (DEF1)	2014-1291	C2	Harris	City	493V	0.23	0.00	6	M Romero Builders LLC	MOMENTUM EGINEERNG
57	Security State Bank	2014-1478	C2	Montgomery	ETJ	296S	1.02	1.02	0	THE WOODLANDS LAND DEVELOPMENT COMPANY, LP	LJA Engineering, Inc.- (West Houston Office)
58	Shady Acres extension no 3 partial replat no 1	2014-1237	C3F	Harris	City	452Y	2.49	0.25	58	InTownHomes, Ltd.	Windrose Land Services, Inc.
59	Silber Estates (DEF1)	2014-1325	C2	Harris	City	451U	1.22	0.01	27	Paradigm Design	Hovis Surveying Company Inc.
60	Silver Ranch Sec 10	2014-1431	C3F	Fort Bend	ETJ	484S	40.63	21.29	61	Katy 309 Venture, L.P.	Brown & Gay Engineers, Inc.
61	Silver Ranch Sec 11	2014-1439	C3F	Fort Bend	ETJ	484N	26.50	0.97	93	Katy 309 Venture, L.P.	Brown & Gay Engineers, Inc.
62	Silver Ranch Sec 12	2014-1445	C3P	Fort Bend	ETJ	484P	28.00	19.01	29	Ersa Grae	BGE Kerry R. Gilbert Associates
63	Simms Woods replat no 1 and extension	2014-1494	C3F	Harris	City	494Y	11.93	1.65	168	Drake Homes	The Interfield Group
64	Solero at the Park	2014-1414	C2	Harris	City	493M	1.44	1.44	0	Solero at the Park, LLC	Windrose Land Services, Inc.
65	Speedy Stop 305	2014-1374	C2	Harris	ETJ	331W	0.87	0.85	0	CIVILCORP LLC	Civilcorp LLC
66	Spring Cypress Commerce Park GP	2014-1472	GP	Harris	ETJ	330A	49.05	7.22	4	Rodriguez Family Partnership	KING'S LAND SURVEYING SOLUTIONS, LLC

Platting Summary**Houston Planning Commission****PC Date: June 26, 2014**

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67	Spring Cypress Commerce Park Sec 1 (DEF2)	2014-1203	C2	Harris	ETJ	330A	5.22	5.22	0	Rodriguez Family Partnership	KING'S LAND SURVEYING SOLUTIONS, LLC
68	Trajan Estates (DEF1)	2014-1315	C2	Harris	City	494X	0.54	0.11	10	QUEST IRA INC. FBO REX D. HEMME	Teran Group LLC
69	Villas at Newport (DEF1)	2014-1386	C3P	Harris	ETJ	419A	6.93	2.35	44	Friendswood Development/Lennar	LJA Engineering, Inc.- (West Houston Office)
70	Vineyard Meadow Sec 9	2014-1408	C3P	Harris	ETJ	446E	8.43	0.40	45	KB Home Lone Star, Inc., A Texas Corporation	Jones & Carter, Inc.
71	Waterstone Sec 11	2014-1475	C3F	Harris	ETJ	445L	12.23	5.22	40	KB Home	Pape-Dawson Engineers
72	Waterstone Sec 13	2014-1438	C3F	Harris	ETJ	445M	11.00	0.18	53	Lennar Homes of Texas Land and Construction, LTD.,	Brown & Gay Engineers, Inc.
73	West Court partial replat no 2	2014-1505	C3F	Harris	City	492U	0.11	0.00	2	On Point Custom Homes	Total Surveyors, Inc.
74	West Oaks Plat No 2 partial replat no 2 (DEF1)	2014-1357	C3F	Harris	City	491Q	3.87	3.87	0	Palmetto Wynden, LP	Vernon G. Henry & Associates, Inc.
75	Winfield Lakes North GP	2014-1518	GP	Fort Bend	ETJ	611N	80.37	0.00	0	Woodmere Development Co., Ltd	Robert Doley, Planner
76	Winfield Lakes North Sec 1	2014-1526	C3P	Fort Bend	ETJ	611S	11.72	0.08	68	Woodmere Development Co., Ltd	Robert Doley, Planner
77	Woodbridge at Spring Creek Water Plant Site no 1	2014-1515	C2	Montgomery	ETJ	249K	2.29	2.29	0	Toll Brothers	Costello, Inc.
78	Woodbridge at Spring Creek WWTP no 1	2014-1525	C2	Montgomery	ETJ	249K	3.54	3.54	0	Toll Brothers	Costello, Inc.
79	Woodcreek Park partial replat no 1	2014-1432	C3F	Harris	City	488C	5.93	5.26	2	Conoco Phillips Company	Kuo & Associates, Inc
80	Woodlands Metro Center Sec 79	2014-1489	C2	Montgomery	ETJ	251D	2.28	2.28	0	THE WOODLANDS LAND DEVELOPMENT COMPANY, LP	LJA Engineering, Inc.- (West Houston Office)
81	Woodridge Forest Soaring Woods	2014-1480	C3F	Montgomery	ETJ	296T	3.35	2.49	0	Cernus Development, Inc	LJA Engineering, Inc.- (West Houston Office)

B-Replats

82	Alvarado Place	2014-1391	C2R	Harris	City	452C	0.18	0.01	2	alvarado group	Replat Specialists
83	Antoine Ventures	2014-1452	C2R	Harris	City	451X	0.41	0.41	0	LAACO,Ltd	Terra Surveying Company, Inc.
84	Aria Townhomes	2014-1308	C2R	Harris	City	494N	0.11	0.00	3	FARID SAMI	Advance Surveying, Inc.
85	Broadstone Bering	2014-1435	C2R	Harris	City	491K	2.13	2.13	0	Alliance Realty Partners, LLC	Terra Associates, Inc.
86	Brown Reserve	2014-1363	C2R	Harris	City	452V	0.52	0.52	0	alvarado group	Replat Specialists
87	Chateaux at the Park	2014-1323	C2R	Harris	City	493Y	0.11	0.00	3	Hutchins Street LLC	4 Dimensional System Design

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88	City View Lofts at W 19th (DEF1)	2014-1133	C2R	Harris	City	452U	0.23	0.00	6	Loft on 19th Street	Studio MET
89	City View Lofts at W 24th	2014-1383	C2R	Harris	City	452U	0.15	0.00	4	Mary Matha Development LLC	Studio MET
90	Cottage Grove Terrace	2014-1446	C2R	Harris	City	492C	0.09	0.00	2	Tranquility Development Group, LLC	Total Surveyors, Inc.
91	Darling Place	2014-1358	C2R	Harris	City	492C	0.12	0.00	3	JA Developments	Owens Management Systems, LLC
92	Hardy Lee Crossing (DEF1)	2014-1009	C2R	Harris	City	493D	0.23	0.00	4	Overland Consortium, Inc	Overland (Surveyors) Consortium, Inc
93	Heights Crossing	2014-1502	C2R	Harris	City	452U	0.50	0.01	12	CMC Interprises	PLS
94	Houston City Street and Railway Addition no 4 partial replat no 1	2014-1504	C2R	Harris	City	493Z	0.43	0.41	0	SSPS Properties LLC	Surv-Tex surveying Inc.
95	Junction Heights (DEF1)	2014-1293	C2R	Harris	City	451D	1.52	0.00	7	Jean McKinley Company	Jean McKinley Company
96	Montlew Place partial replat no 3	2014-1298	C2R	Harris	City	492V	0.55	0.00	10	One 14 Alamo Heights, LLC	Vernon G. Henry & Associates, Inc.
97	Montrose Addition partial replat no 5	2014-1501	C2R	Harris	City	493S	0.69	0.00	14	Bammel Richmond, LLC	Vernon G. Henry & Associates, Inc.
98	Museum Park Rosedale Street (DEF1)	2014-1297	C2R	Harris	City	493X	0.21	0.00	2	ARSR CO., LP	MPM Construction LLC
99	N and L Investment Inc	2014-1310	C2R	Harris	ETJ	449B	1.00	1.00	1	N and L Investment Inc	Advance Surveying, Inc.
100	Place on West 28th	2014-1369	C2R	Harris	City	452V	0.17	0.00	4	Heights Int'l Investment Company, LLC	Richard Grothues Designs
101	Rosewood Place	2014-1485	C2R	Harris	City	493X	0.14	0.00	2	Balu Vasudev	Owens Management Systems, LLC
102	Royal Place One (DEF1)	2014-1271	C2R	Montgomery	ETJ	256R	0.96	0.00	4	RC PLAZA	MAK Design
103	Ryon Addition partial replat no 1	2014-1433	C2R	Harris	City	493D	0.29	0.29	0	Robert Eichenour	Town and Country Surveyors
104	Satya Bellfort	2014-1463	C2R	Fort Bend	ETJ	526W	2.33	2.33	0	Morton Project, Ltd	Hovis Surveying Company Inc.
105	Satya Meadows	2014-1496	C2R	Fort Bend	ETJ	526W	1.50	1.50	0	Morton Project, Ltd	Hovis Surveying Company Inc.
106	Skyline at Midtown	2014-1523	C2R	Harris	City	493P	0.23	0.00	6	Home Art Construction	Gruller Surveying
107	South Terrace Court (DEF1)	2014-1319	C2R	Harris	City	493C	0.75	0.00	6	inter sigma Investments LLC	ICMC GROUP INC
108	SW Fwy at Drexel Center partial replat no 1	2014-1507	C2R	Harris	City	492W	2.89	2.89	0	GREMILLION HOLDINGS, LP	Benchmark Engineering Corp.
109	Terraces at West 19th Street	2014-1476	C2R	Harris	City	452U	0.23	0.00	6	Craftmark Development LLC	Owens Management Systems, LLC
110	Tricons Herkimer Enclave	2014-1510	C2R	Harris	City	452Z	0.23	0.00	4	Tricon Homes	Owens Management Systems, LLC
111	Upland Grove	2014-1423	C3R	Harris	City	449X	1.25	0.15	21	Texas InTownHomes, LLC	TKE Development Services, Ltd.
112	Vermont Street Homes	2014-1466	C2R	Harris	City	492R	0.13	0.00	2	Charles Martin and Associates	Total Surveyors, Inc.
113	Vermont Street Landing	2014-1473	C2R	Harris	City	492R	0.14	0.00	2	Blackstone Homes	Total Surveyors, Inc.

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114	West 26th Street Place	2014-1524	C2R	Harris	City	452U	0.22	0.00	5	Manco Associates, LC	RVi Planning + Landscape Architecture
115	West Cottage Lofts (DEF1)	2014-1392	C2R	Harris	City	453X	0.38	0.00	6	PALT	Field Data Srvce, Inc
116	Willard Street Homes	2014-1468	C2R	Harris	City	493N	0.11	0.00	2	Charles Martin and Associates	Total Surveyors, Inc.

C-Public Hearings Requiring Notification

117	Contemporary Main Plaza partial replat no 2 (DEF2)	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 5	2014-1263	C3N	Harris	City	451X	0.29	0.00	2	Big Star Management, Inc	Bates Development Consultants
119	Craig Woods partial replat no 10 (DEF1)	2014-0994	C3N	Harris	City	451X	0.18	0.01	2	GST INVESTMENTS LLC	MOMENTUM ENGINEERING
120	East End on the Bayou Sec 1	2014-1280	C3N	Harris	City	494J	1.56	0.14	37	East End on the Bayou, LP	Asakura Robinson Co.
121	Fall Creek Sec 40	2014-1172	C3N	Harris	ETJ	376W	15.02	1.01	55	Westin Homes and Properties, LP	Brown & Gay Engineers, Inc.
122	Fall Creek Sec 42	2014-1174	C3N	Harris	ETJ	376W	15.41	0.43	68	RH Of Texas Limited Partnership	Brown & Gay Engineers, Inc.
123	Hawthorne Place Addition Sec 8 partial replat no 1 (DEF1)	2014-0867	C3N	Harris	City	413Y	0.85	0.85	0	IMU & Reshu Business, Inc.	E.I.C. Surveying Company
124	Memorial Forest Sec 2 partial replat no 1	2014-0883	C3N	Harris	City	490E	0.40	0.00	1	None	Tetra Surveys
125	Tricons Calumet Street Place partial replat no 1	2014-1190	C3N	Harris	City	533B	0.11	0.00	2	Tricon Homes, Inc.	TKE Development Services, Ltd.

D-Variances

126	Aerovillas Hangar Home (DEF1)	2014-1286	C2	Harris	ETJ	447P	10.83	7.69	13	Landtech	Landtech Consultants, Inc.
127	Atascocita Trace Sec 3	2014-1495	C3P	Harris	ETJ	376K	6.73	0.00	44	Elan Development L.P.	EHRA
128	Broadstone Falcon Landing (DEF2)	2014-1279	C2	Fort Bend	ETJ	484V	21.51	21.51	0	Broadstone Falcon Landing	Windrose Land Services, Inc.
129	Crosby High School Sec 1 (DEF1)	2014-1282	C3P	Harris	ETJ	419L	79.83	74.15	0	Crosby Independent School District	LJA Engineering, Inc.- (West Houston Office)
130	Cypress Church Road Tract (DEF2)	2014-1284	C3P	Harris	ETJ	326L	96.60	42.83	130	Trendmaker Development	BGE Kerry R. Gilbert Associates
131	Davies Estates	2014-1406	C2	Harris	ETJ	447E	3.12	3.12	0	South Texas Surveying Associates, Inc	South Texas Surveying Associates, Inc.
132	Davies Trails	2014-1395	C2	Harris	ETJ	447E	3.71	3.71	0	South Texas Surveying Associates, Inc.	South Texas Surveying Associates, Inc.
133	Fairbanks Business Court (DEF2)	2014-1180	C2	Harris	ETJ	410G	8.92	8.92	0	BNC CONSTRUCTION	The Pinnell Group, LLC

Platting Summary**Houston Planning Commission****PC Date: June 26, 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
134	Fieldstone Sec 10	2014-1483	C3P	Fort Bend	ETJ	526S	24.10	1.03	94	Ersa Grae	BGE Kerry R. Gilbert Associates
135	Med Park	2014-1371	C3P	Harris	City	533K	26.77	4.52	426	Medistar 521/90, LLC	Windrose Land Services, Inc.
136	Nightingale Vista	2014-1450	C2	Harris	ETJ	415H	7.42	7.42	0	SOK	replats.com
137	Parkway Terrace Sec 2 (DEF1)	2014-1382	C3P	Harris	City	488U	12.10	2.14	63	Rincon 38 Partners, LTD	RVi Planning + Landscape Architecture
138	Pearl On Helena	2014-1498	C2R	Harris	City	493P	1.15	1.15	0	Helena-Drew Holdings, LLC	Vernon G. Henry & Associates, Inc.
139	Pease Street Townhomes (DEF1)	2014-1189	C2R	Harris	City	493V	0.14	0.00	3	Individual	TKE Development Services, Ltd.
140	Rayford Road Crossing	2014-1328	C2	Montgomery	ETJ	293B	41.02	41.02	0	Kimley-Horn, Inc	Terra Surveying Company, Inc.
141	Reserve at Parkway Terrace (DEF1)	2014-1403	C3P	Harris	City	488U	6.96	6.96	0	Haven At Westheimer, LP	RVi Planning + Landscape Architecture
142	Summit Midtown	2014-1338	C2R	Harris	City	493U	0.11	0.00	3	SUMMIT MIDTOWN L.L.C.	ICMC GROUP INC
143	Uptown North	2014-1370	C3R	Harris	City	451Z	5.27	0.97	90	Urban Lofts XIX Land & Development, Ltd.	Windrose Land Services, Inc.

E-Special Exceptions

144	City Park South GP	2014-1412	GP	Harris	City	573N	107.45	0.00	0	GBF LIC 288, LTD.	AECOM
145	Mittlesteadt Estates (DEF2)	2014-1244	C3P	Harris	ETJ	330Z	21.86	5.46	80	ILS Properties, Ltd	Jones & Carter, Inc. - The Woodlands

F-Reconsideration of Requirements

146	Crain 25	2014-1427	C2R	Harris	City	532E	1.86	1.86	0	Mill Creek Residential Trust, LLC	Jones & Carter, Inc.
147	Enclave at Windmill Lakes (DEF2)	2014-0975	C3P	Harris	City	575R	23.03	7.53	103	Beazer Homes Texas LP	LJA Engineering, Inc.- (West Houston Office)
148	McKenzie Park Sec 2 (DEF2)	2014-1130	C3F	Harris	ETJ	291A	15.18	2.32	55	MCKDev, LLC, A Texas Limited Liability Company	EHRA

G-Extensions of Approval

149	Bridgeland Hidden Creek Sec 14	2013-2064	EOA	Harris	ETJ	366N	4.53	0.00	21	BRIDGELAND DEVELOPMENT LP	Costello, Inc.
150	Bridgeland Hidden Creek Sec 15	2013-2065	EOA	Harris	ETJ	366N	9.84	2.10	19	BRIDGELAND DEVELOPMENT LP	Costello, Inc.
151	Bridgeland Hidden Creek Sec 16	2013-2403	EOA	Harris	ETJ	366N	13.80	1.49	33	BRIDGELAND DEVELOPMENT LP	Costello, Inc.
152	Highland Village at Gleanloch Farms	2013-1956	EOA	Harris	ETJ	329H	9.39	0.48	40	Ryland Homes	Costello, Inc.
153	Peek Plaza	2013-1983	EOA	Fort Bend	ETJ	525G	1.37	1.37	0	Pi Valley, LLC	Windrose Land Services, Inc.

Platting Summary**Houston Planning Commission****PC Date: June 26, 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
154	Set Industries	2013-1926	EOA	Harris	ETJ	413B	18.21	17.96	0	S.E.T. INDUSTRIES, L.C.	The Pinnell Group, LLC

H-Name Changes

155	Tabatabai Plaza (prev. Tabatabia Plaza)	2014-1118	NC	Harris	ETJ	413N	2.35	2.35	0	Sayed Tabatabai	Owens Management Systems, LLC
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I-Certification of Compliance

156	24179 Lilac Way	14-1016	COC	Mont.	ETJ	295F				Jaime Santoyo	Jaime Santoyo
157	26335 Spanish Oaks Drive	14-1017	COC	Mont.	ETJ	257M				Marathon Construction	Bernice Sturns/ Berenice Jones

K-Development Plats with Variance Requests

158	200 Carl Street	14043177 DPV	Harris	City	493C					Oscar Mario Elizondo	Oscar Mario Elizondo
159	4035 Colquitt	14043545 DPV	Harris	City	492W					Jenifer Pool	Jenifer Pool

Houston Planning Commission ITEM : 117

Planning and Development Department

Meeting Date: 06/26/2014

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

Applicant: Manley Engineering and Associates Inc.



C – Public Hearings

Site Location

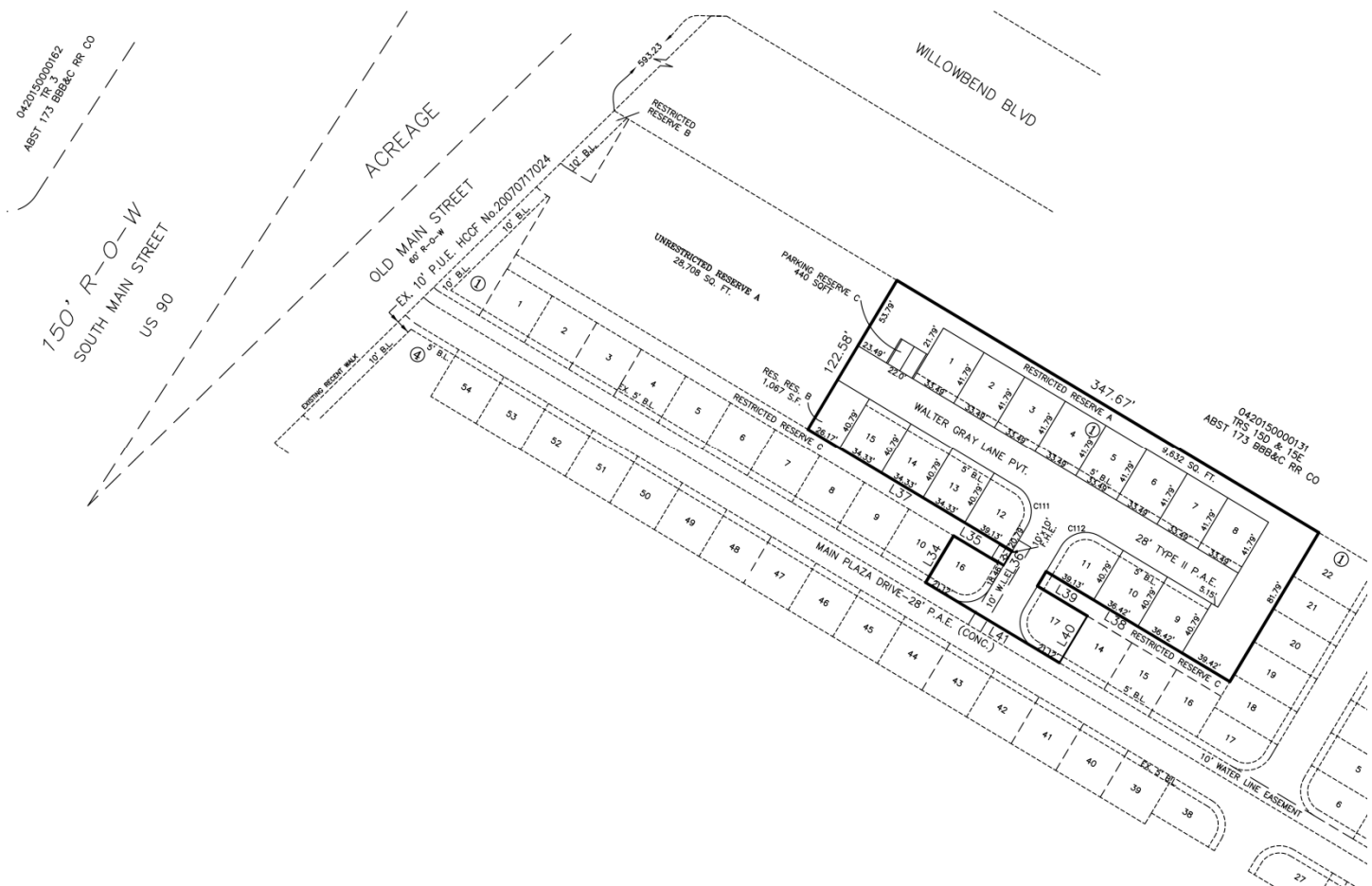
Houston Planning Commission ITEM : 117

Planning and Development Department

Meeting Date: 06/26/2014

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

Applicant: Manley Engineering and Associates Inc.



C – Public Hearings

Subdivision

Houston Planning Commission ITEM : 117

Planning and Development Department

Meeting Date: 06/26/2014

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

Applicant: Manley Engineering and Associates Inc.



C – Public Hearings

Aerial

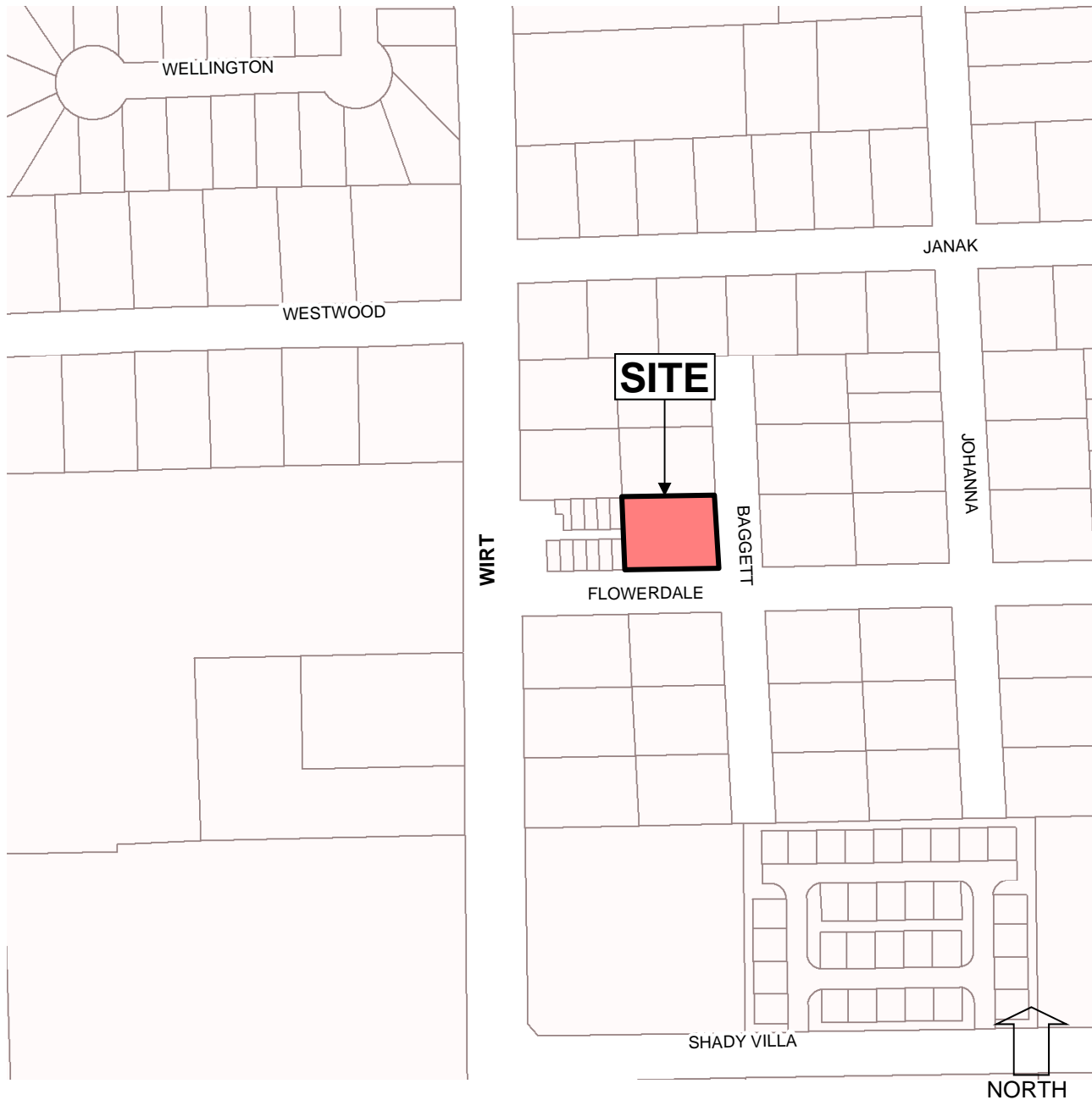
Houston Planning Commission ITEM : 118

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Craig Woods partial replat no 5

Applicant: Bates Development Consultants



C – Public Hearings

Site Location

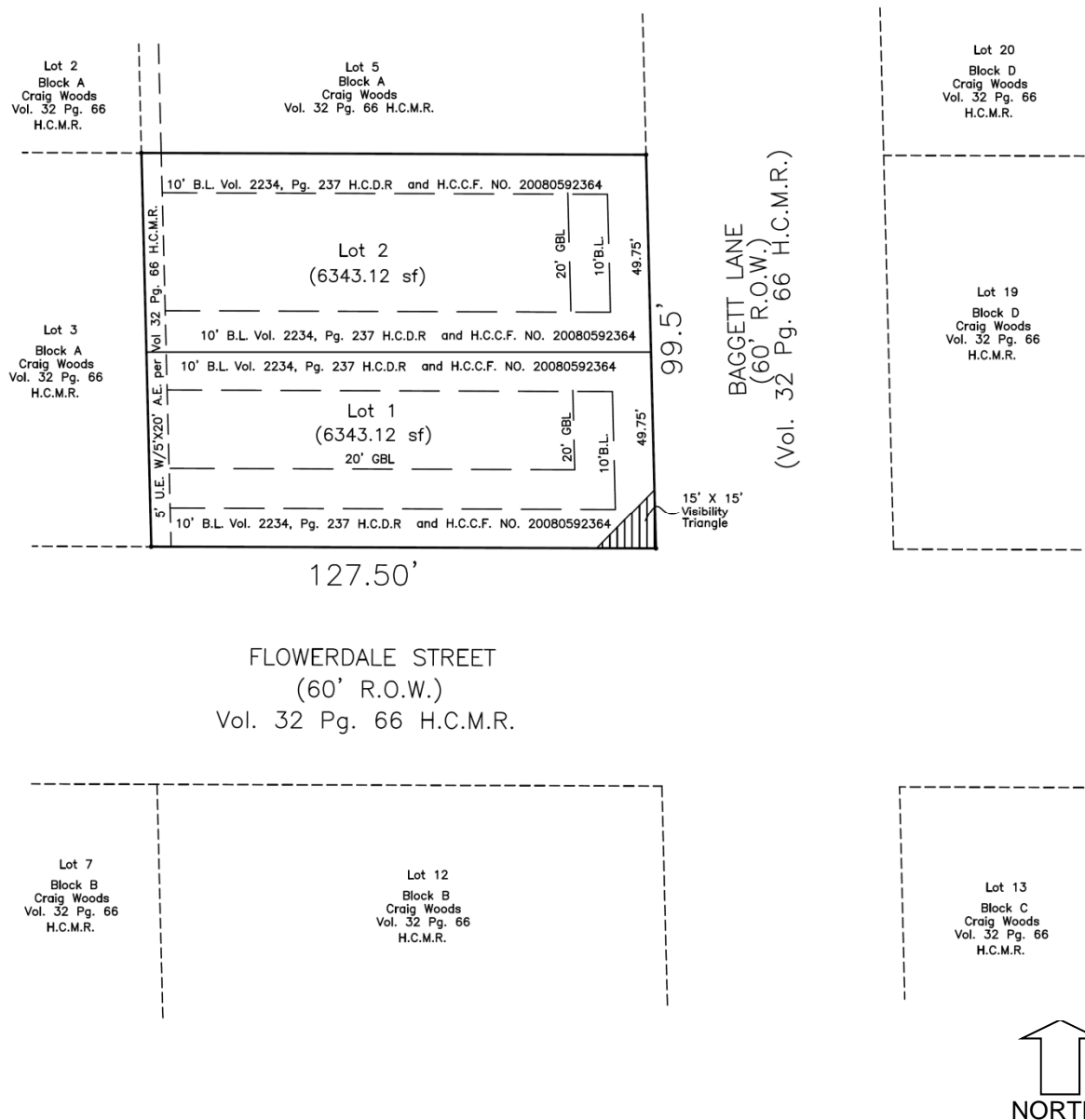
Houston Planning Commission ITEM : 118

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Craig Woods partial replat no 5

Applicant: Bates Development Consultants



C – Public Hearings

Subdivision

Houston Planning Commission ITEM : 118

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Craig Woods partial replat no 5

Applicant: Bates Development Consultants



C – Public Hearings

Aerial

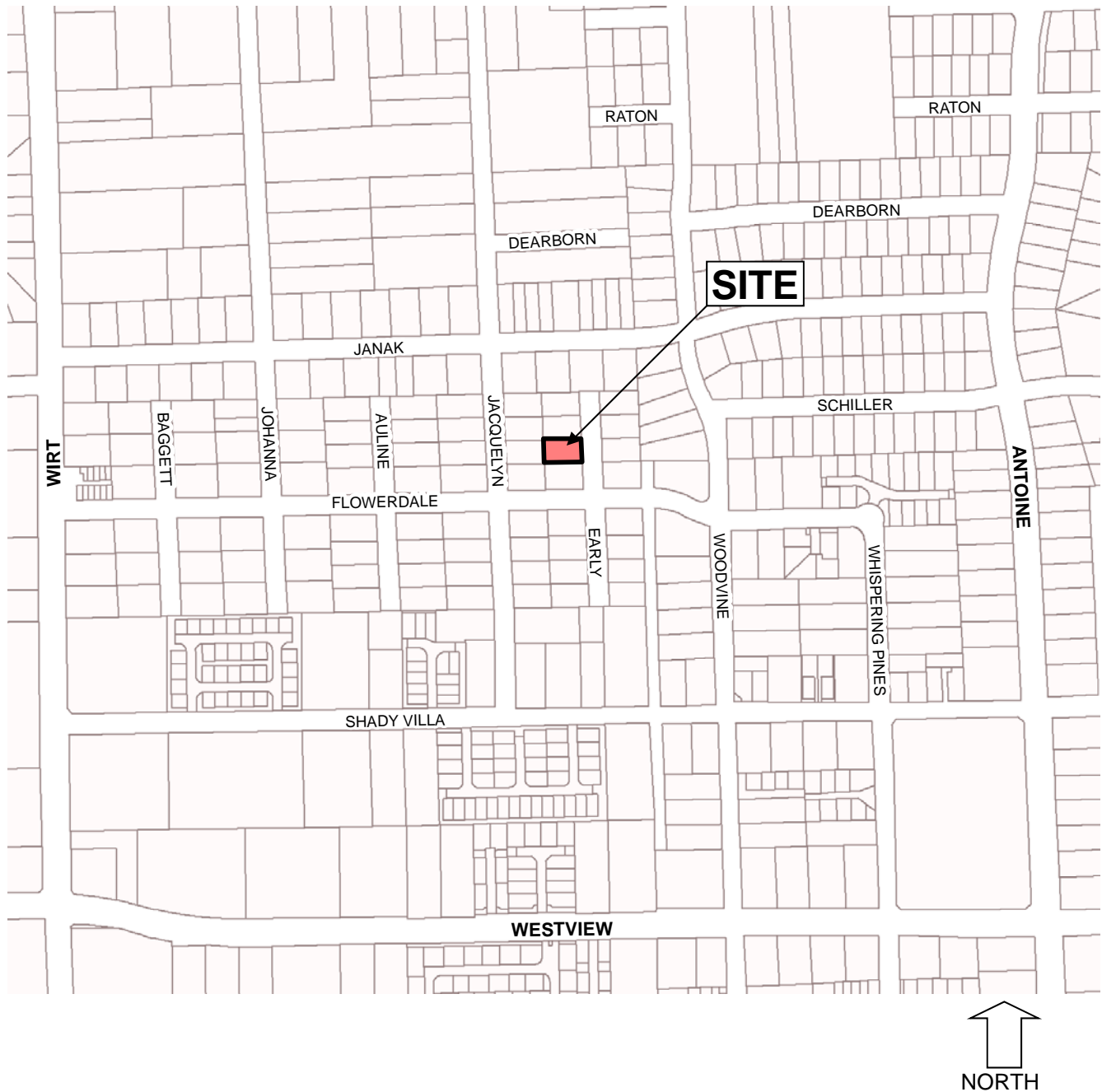
Houston Planning Commission ITEM : 119

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Craig Woods partial replat no 10 (DEF 1)

Applicant: MOMENTUM ENGINEERING



C – Public Hearings

Site Location

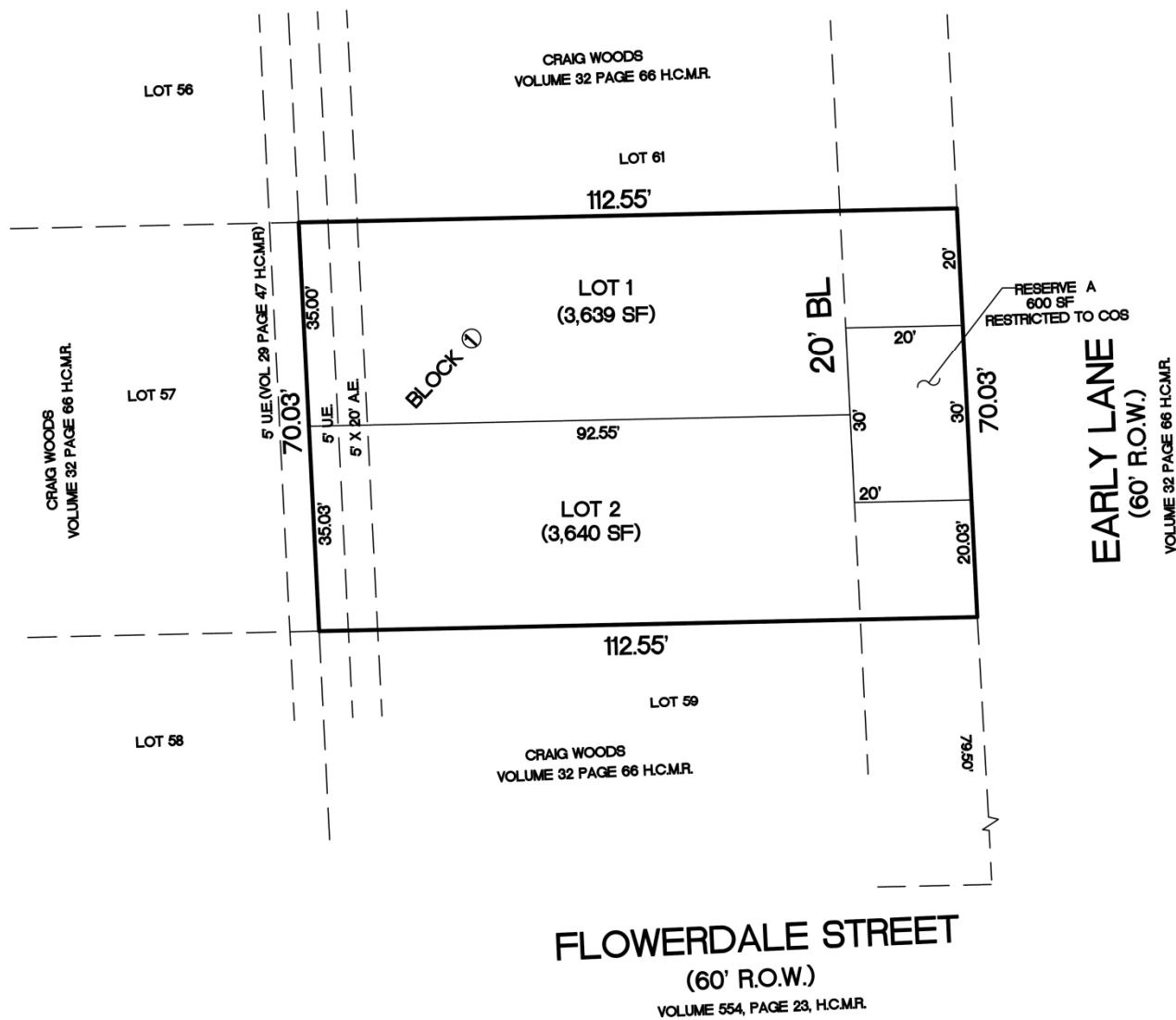
Houston Planning Commission ITEM : 119

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Craig Woods partial replat no 10 (DEF 1)

Applicant: MOMENTUM ENGINEERING



C – Public Hearings

Subdivision

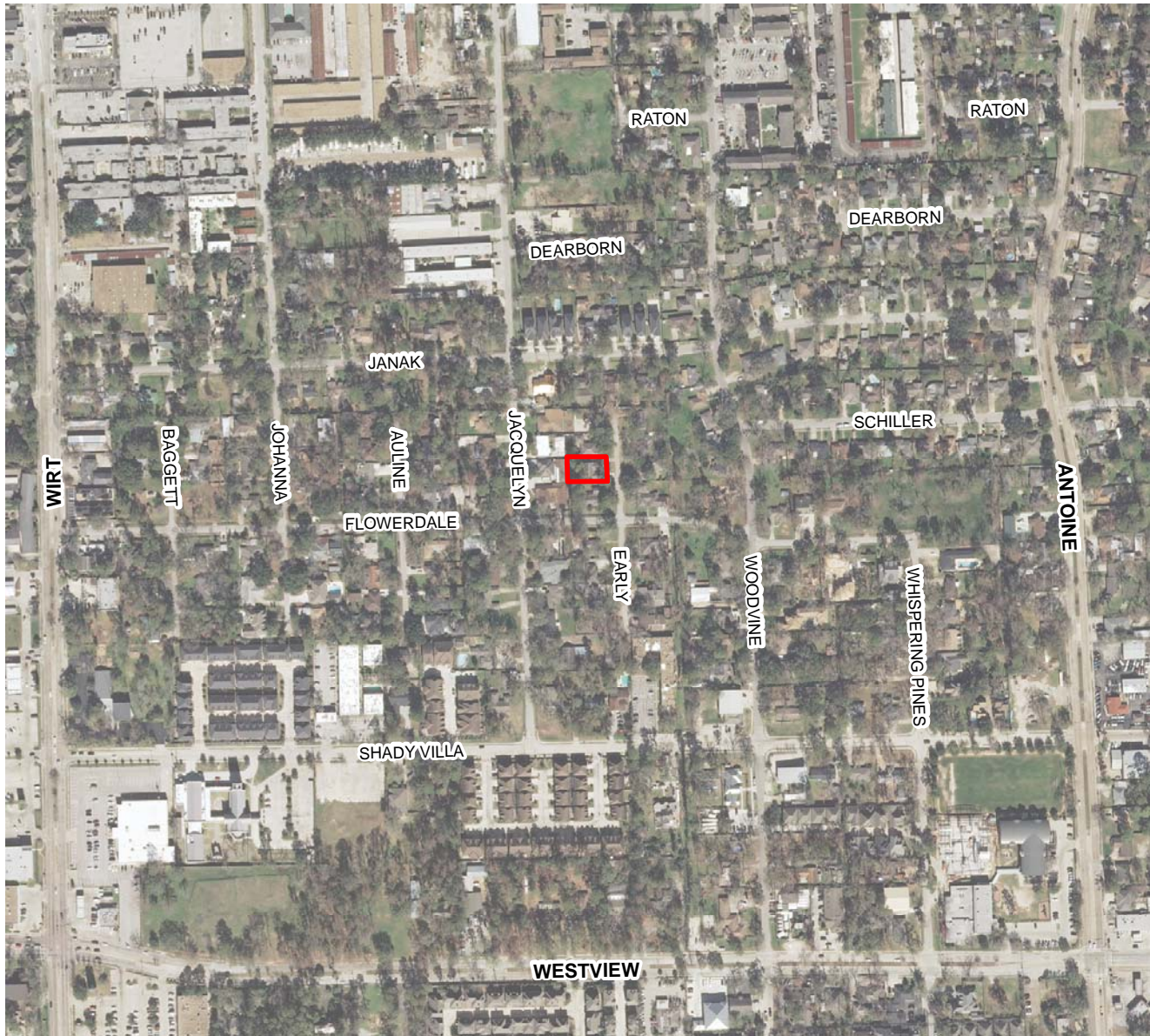
Houston Planning Commission ITEM : 119

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Craig Woods partial replat no 10 (DEF 1)

Applicant: MOMENTUM ENGINEERING



C – Public Hearings

Aerial

Houston Planning Commission ITEM : 126

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: East End on the Bayou Sec 1

Applicant: Asakura Robinson Co.



C – Public Hearings

Site Location

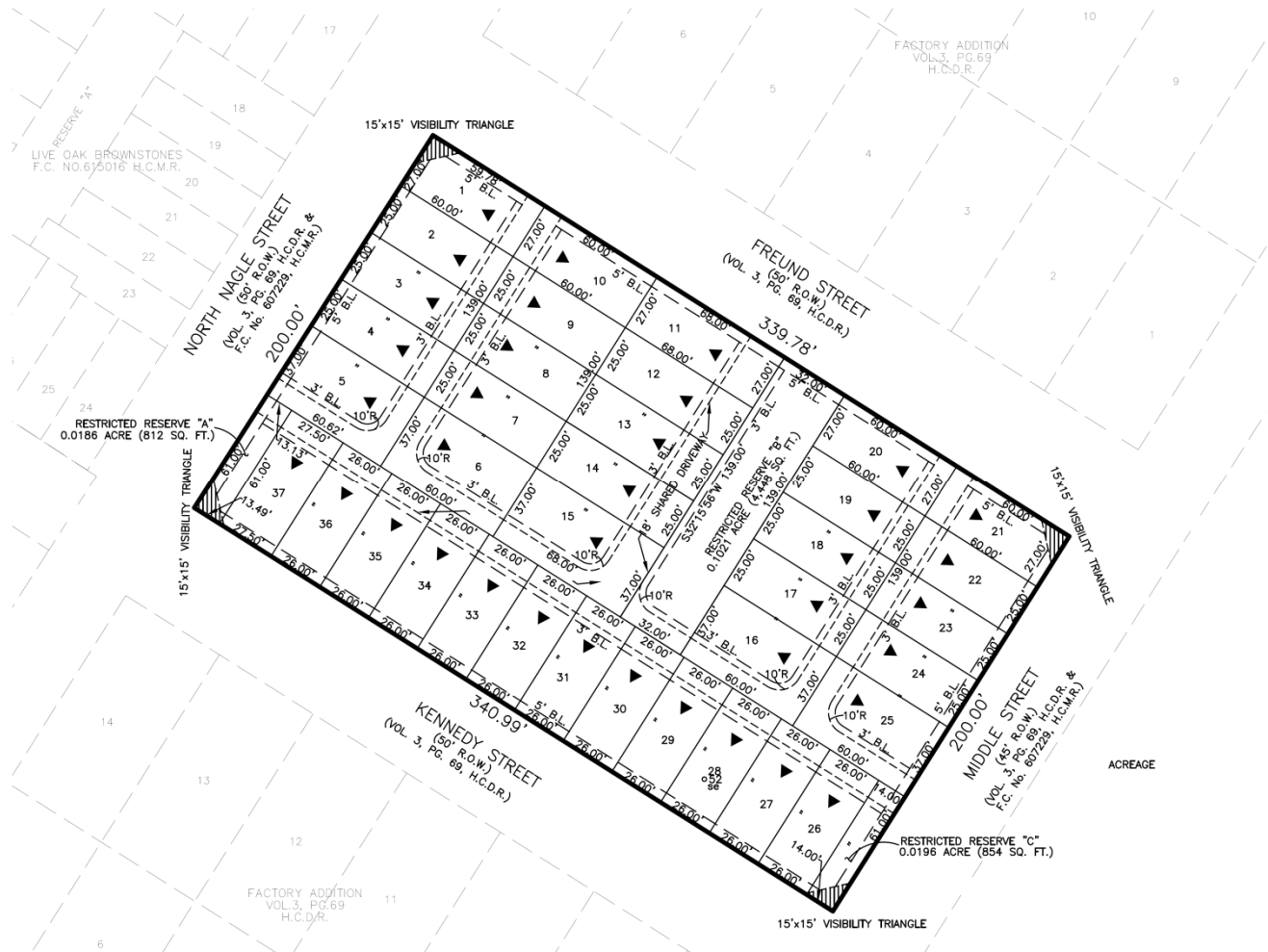
Houston Planning Commission ITEM : 126

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: East End on the Bayou Sec 1

Applicant: Asakura Robinson Co.



C – Public Hearings

Subdivision

Houston Planning Commission ITEM : 126

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: East End on the Bayou Sec 1

Applicant: Asakura Robinson Co.



C – Public Hearings

Aerial



**PLANNING &
DEVELOPMENT
DEPARTMENT**

**VARIANCE
Request Information Form**

Application Number: 2014-1280

Plat Name: East End on the Bayou Sec 1

Applicant: Asakura Robinson Co.

Date Submitted: 05/19/2014

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

Specific Variance is being sought and extent of variance:

To allow a shared drive length of 258', exceeding the 200' shared drive length minimum per Sec 42-145 (2) when measured along the center line of the shared drive(s) from the Freund St.

Chapter 42 Section: 42-145 (2)

Chapter 42 Reference:

Sec. 42-145. General layout and arrangement for all shared driveways. permanent link to this piece of content (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: (1) A shared driveway shall have a minimum width of 18 feet except as provided in section 42-146 of this Code; (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; (3) The length of a driveway that connects to a shared driveway shall be 20 feet or less as measured from the edge of the shared driveway;

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 subdivision is located on a relatively small block in the East End of Houston. The north/south length is 200' with an east/west length of 340'. The subdivision block is surrounded on 4 sides by the public ROW's. The shared drives take access from the public ROW's in 5 locations providing ample access to all lots. Lots that do not rear on a public ROW include 15 of the 37 lots, (Lots 6-20). These lots are all provided access to a Freund St., a public ROW, within 139', meeting the intent of ordinance Sec. 42-145 (2).

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

The applicant does not impose this hardship. Multiple ROW access points (5) are provided to public ROW's for this small, urban block.

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

The shared drives take access from the public ROW's in 5 locations providing ample access to all lots. Lots that do not rear on a public ROW include 15 of the 37 lots, (Lots 6-20). These lots are all provided access to a Freund St., a public ROW, within 139', meeting the intent of ordinance Sec. 42-145 (2).

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

The shared drives take access from the public ROW's in 5 locations providing ample access to all lots. Lots that do not rear on a public ROW include 15 of the 37 lots, (Lots 6-20). These lots are all provided access to a Freund St., a public ROW, within 139', meeting the intent of ordinance Sec. 42-145 (2). These lots are provided ample access through multiple points of access for emergency vehicle access.

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

Economic hardship is not the sole justification of the variance. The variance is justified due to the small block size and all lots without public ROW frontage are provided access to a public ROW within 139', therefore meeting the intent of the ordinance.

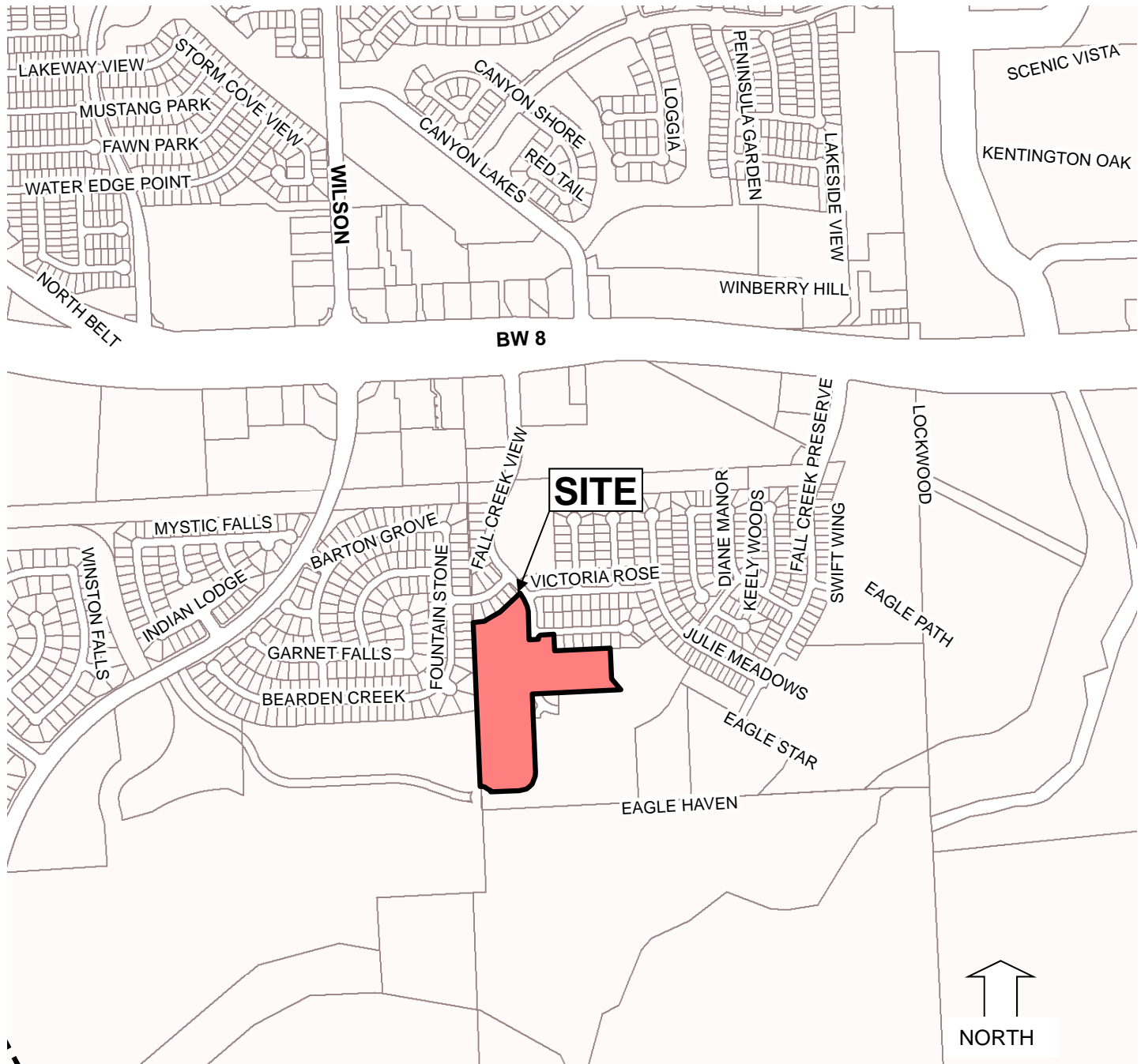
Houston Planning Commission ITEM : 121

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Fall creek Sec 40

Applicant: Brown & Gay Engineering, Inc



C – Public Hearings

Site Location

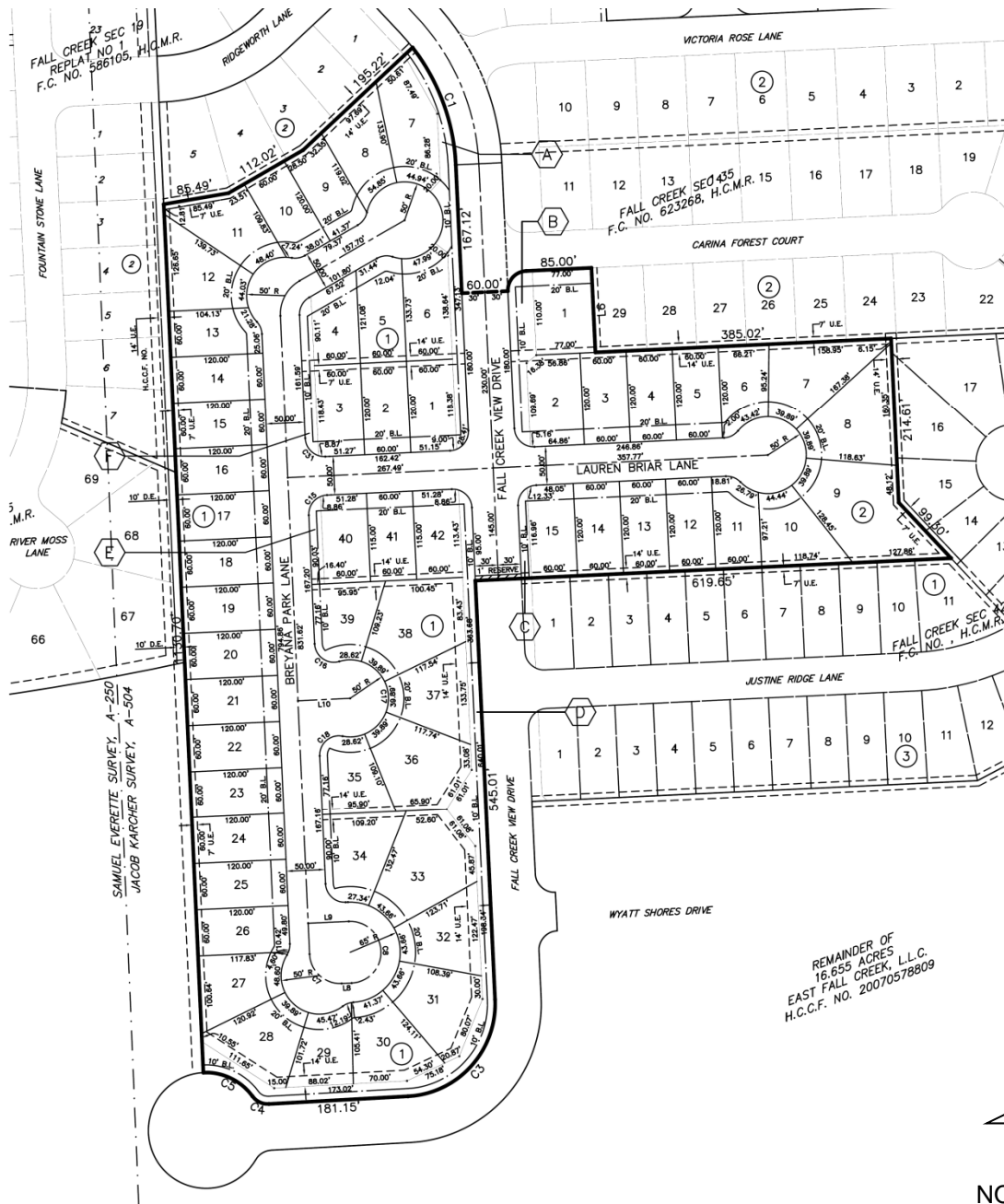
Houston Planning Commission

ITEM : 121

Planning and Development Department Meeting Date: 06/26/2014

Subdivision Name: Fall creek Sec 40

Applicant: Brown & Gay Engineering, Inc



C – Public Hearings

Subdivision

Houston Planning Commission ITEM : 121

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Fall creek Sec 40

Applicant: Brown & Gay Engineering, Inc



C – Public Hearings

Aerial

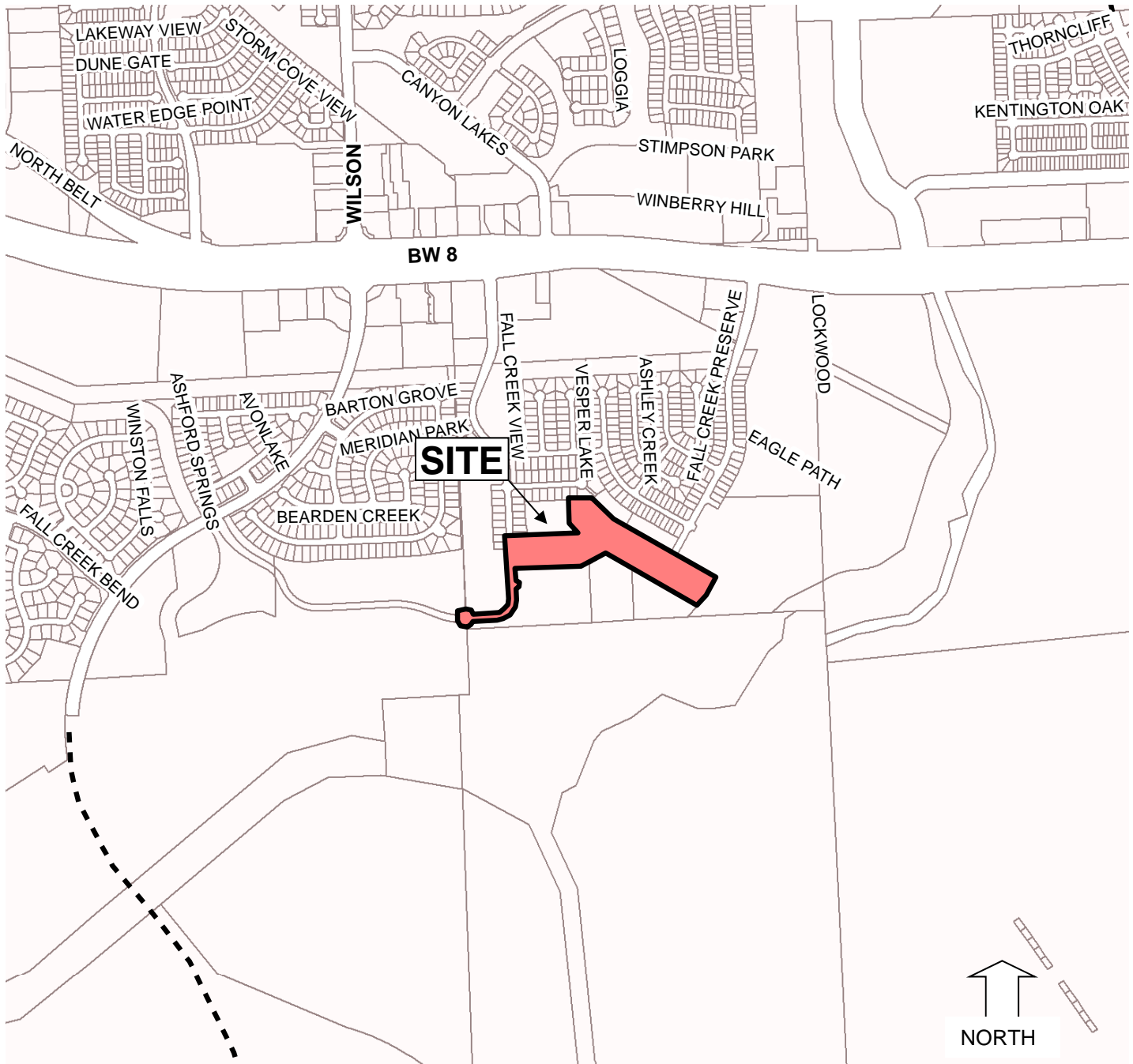
Houston Planning Commission ITEM : 122

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Fall Creek Sec 42

Applicant: Brown & Gay Engineering, Inc.



C – Public Hearings

Site Location

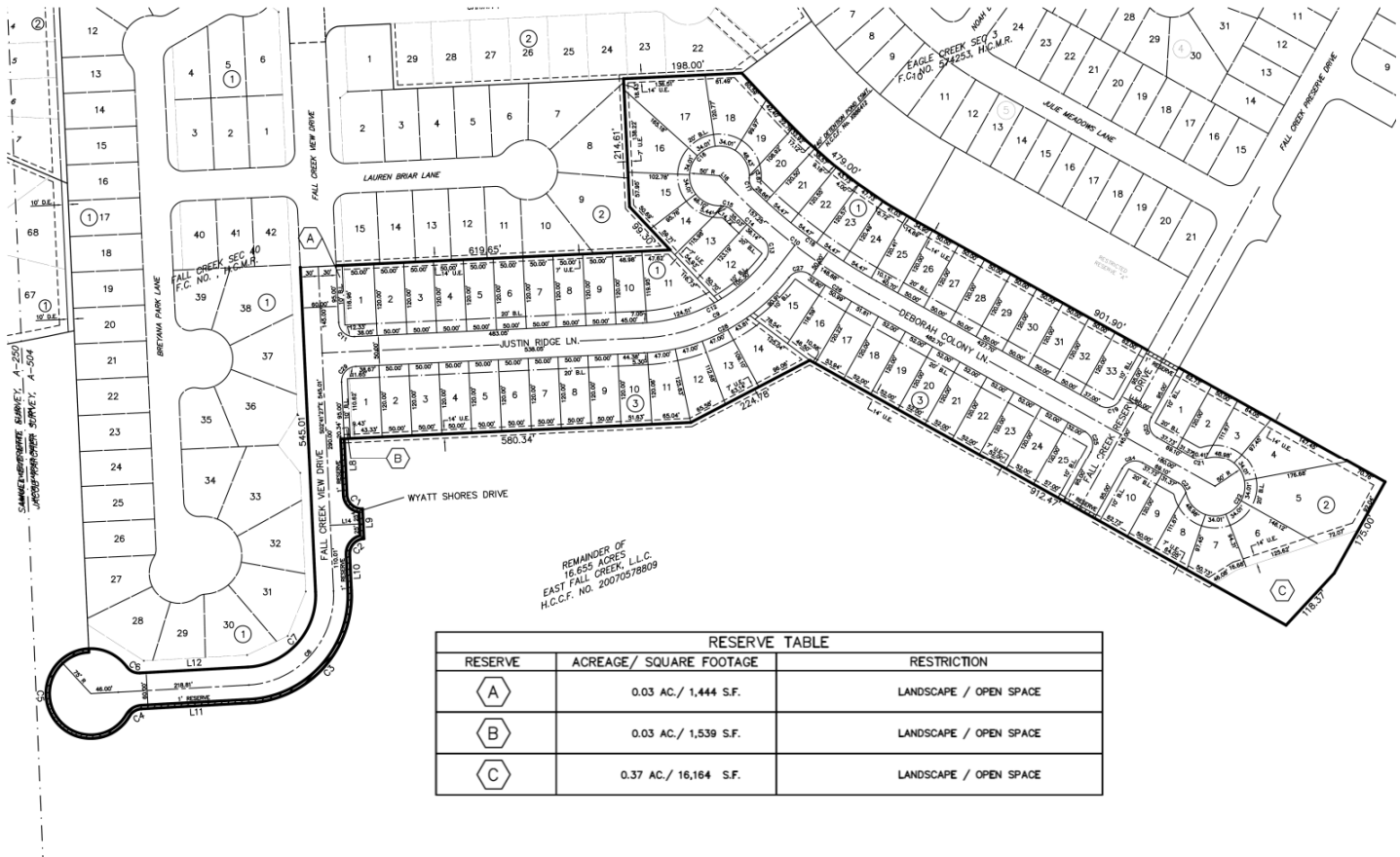
Houston Planning Commission ITEM : 122

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Fall Creek Sec 42

Applicant: Brown & Gay Engineering, Inc.



C – Public Hearings

Subdivision

Houston Planning Commission ITEM : 122

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Fall Creek Sec 42

Applicant: Brown & Gay Engineering, Inc.



C – Public Hearings

Aerial

Houston Planning Commission ITEM : 123

Planning and Development Department

Meeting Date: 06/26/2014

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

Applicant: E.I.C. Surveying Company

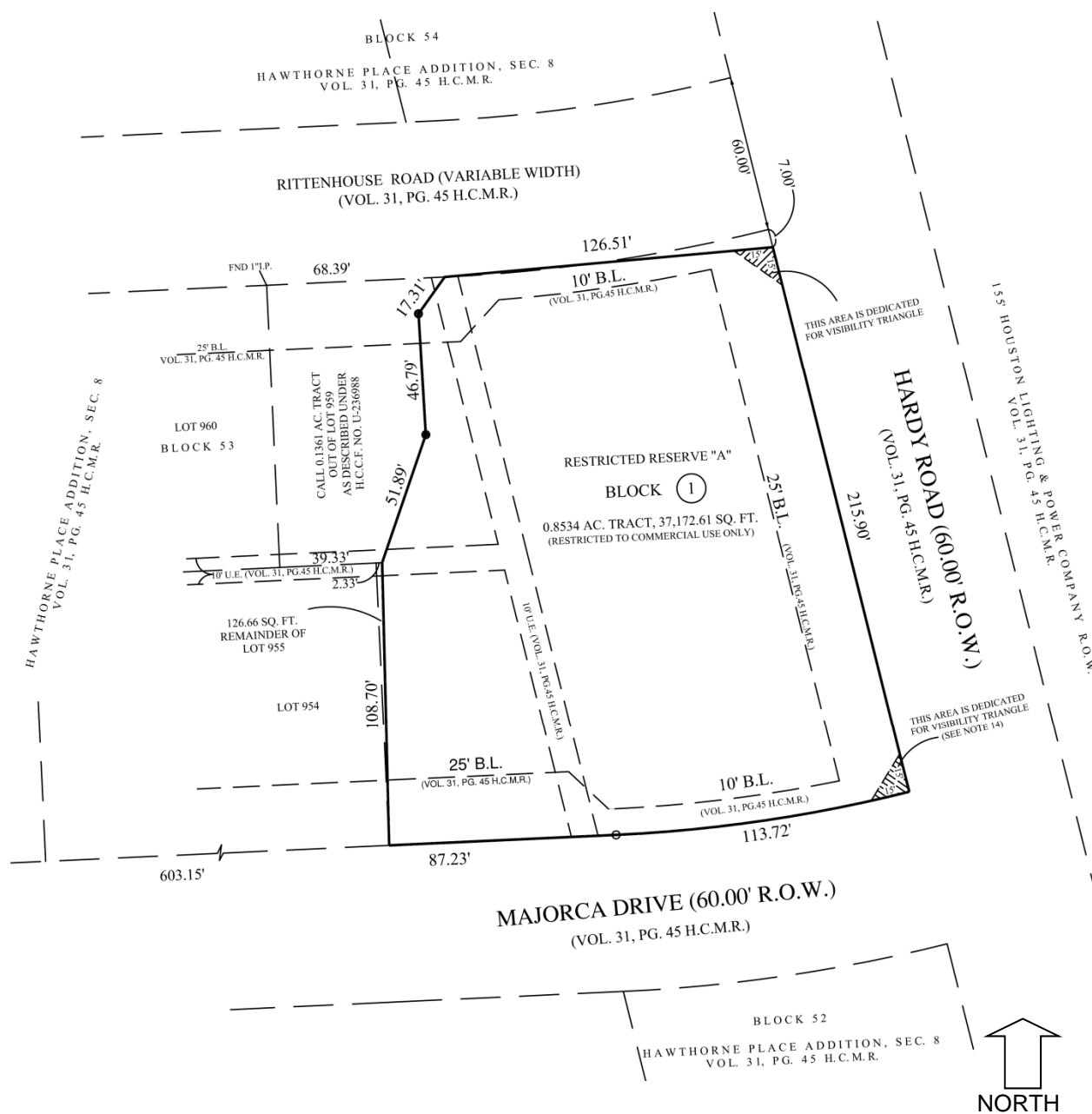


C – Public Hearings

Site Location

Meeting Date: 06/26/2014

Applicant: E.I.C. Surveying Company



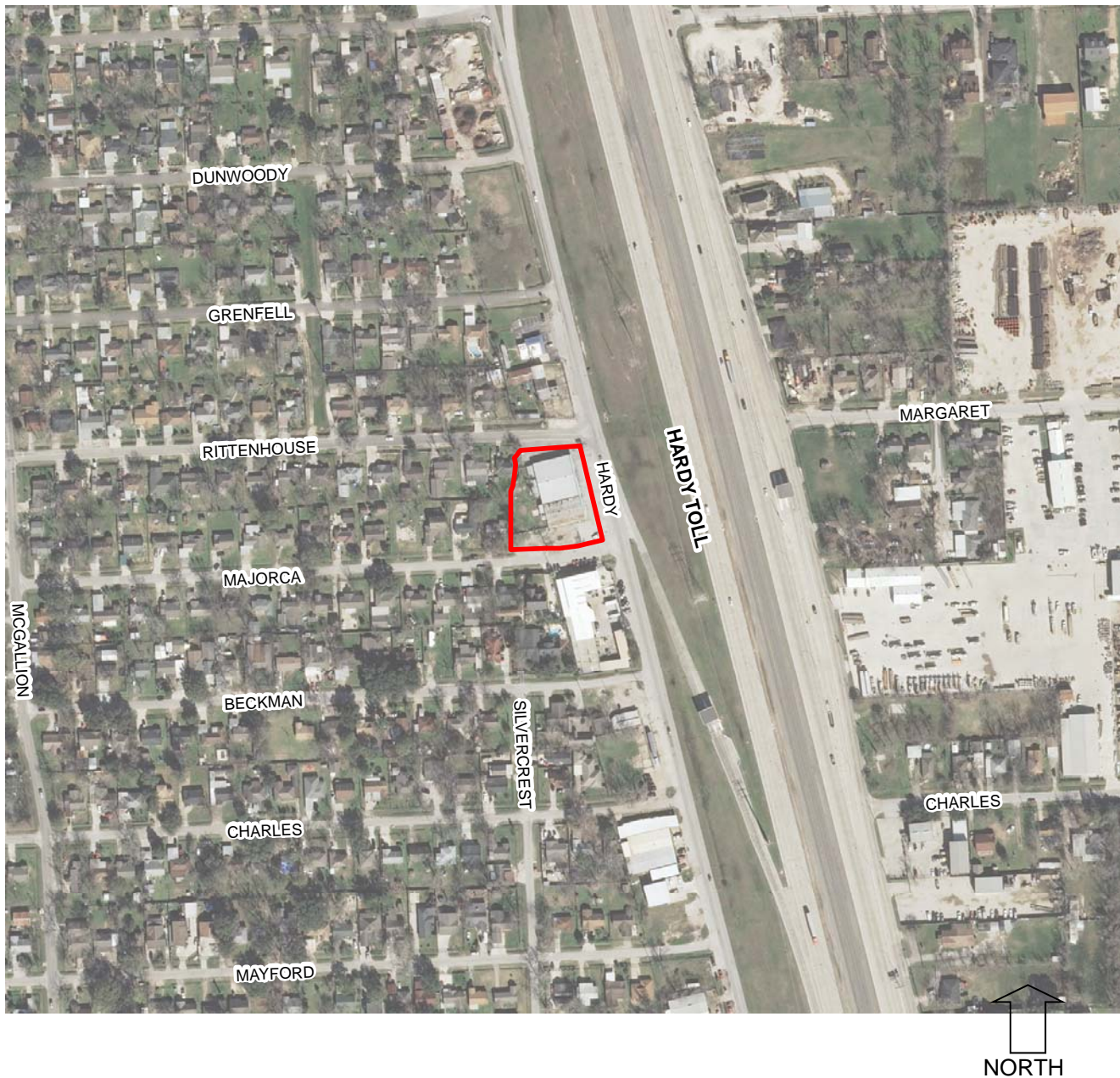
Houston Planning Commission ITEM : 123

Planning and Development Department

Meeting Date: 06/26/2014

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

Applicant: E.I.C. Surveying Company



C – Public Hearings

Aerial

Houston Planning Commission ITEM : 124

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Memorial Forest Sec 2 partial replat no 1

Applicant: Tetra Surveys



C – Public Hearings

Site Location

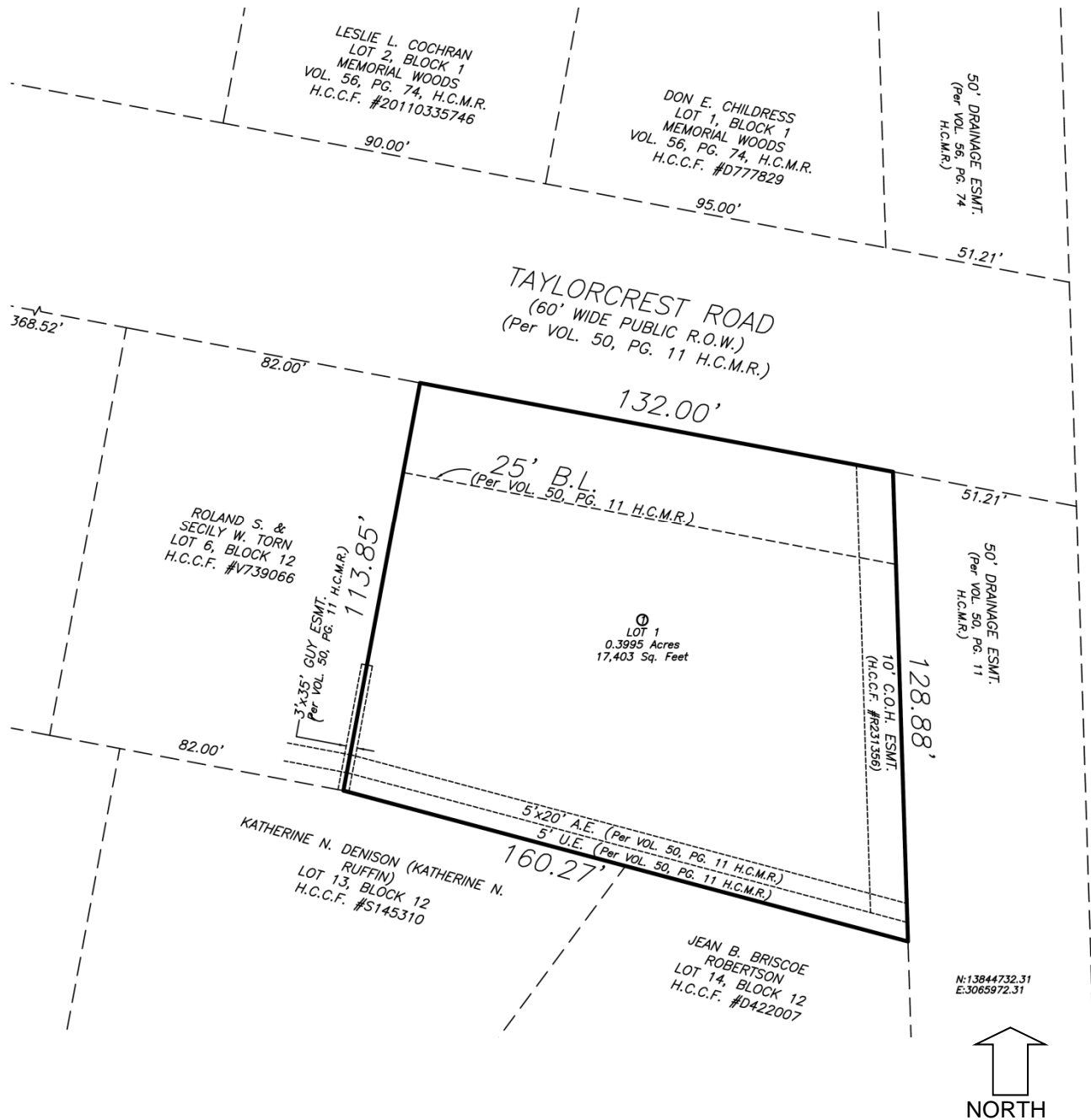
Houston Planning Commission ITEM : 124

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Memorial Forest Sec 2 partial replat no 1

Applicant: Tetra Surveys



C – Public Hearings

Subdivision

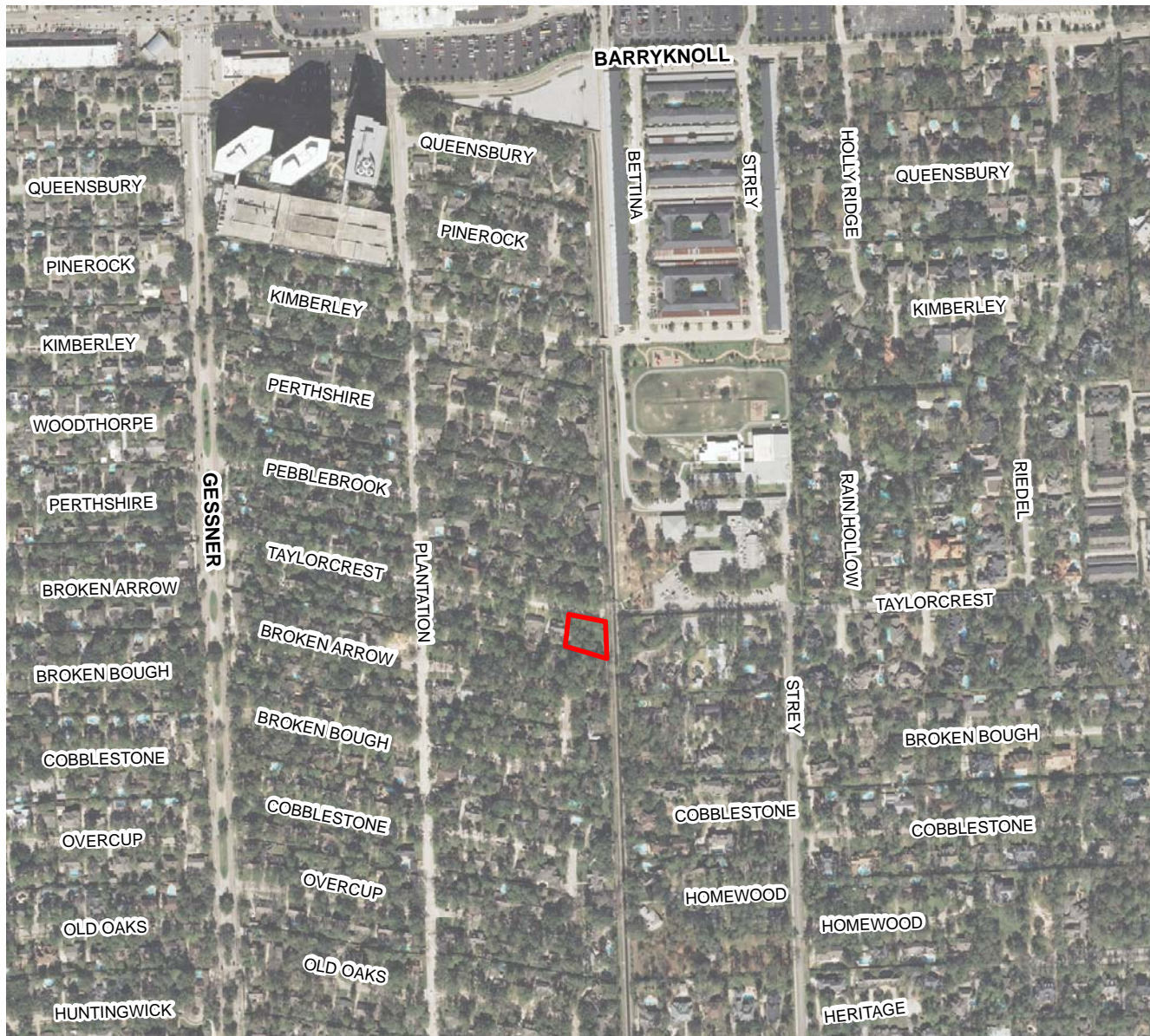
Houston Planning Commission ITEM : 124

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Memorial Forest Sec 2 partial replat no 1

Applicant: Tetra Surveys



C – Public Hearings

Aerial

Houston Planning Commission ITEM : 125

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Tricons Calumet Street Place partial replat no 1

Applicant: TKE Development Services, Ltd.



C – Public Hearings

Site Location

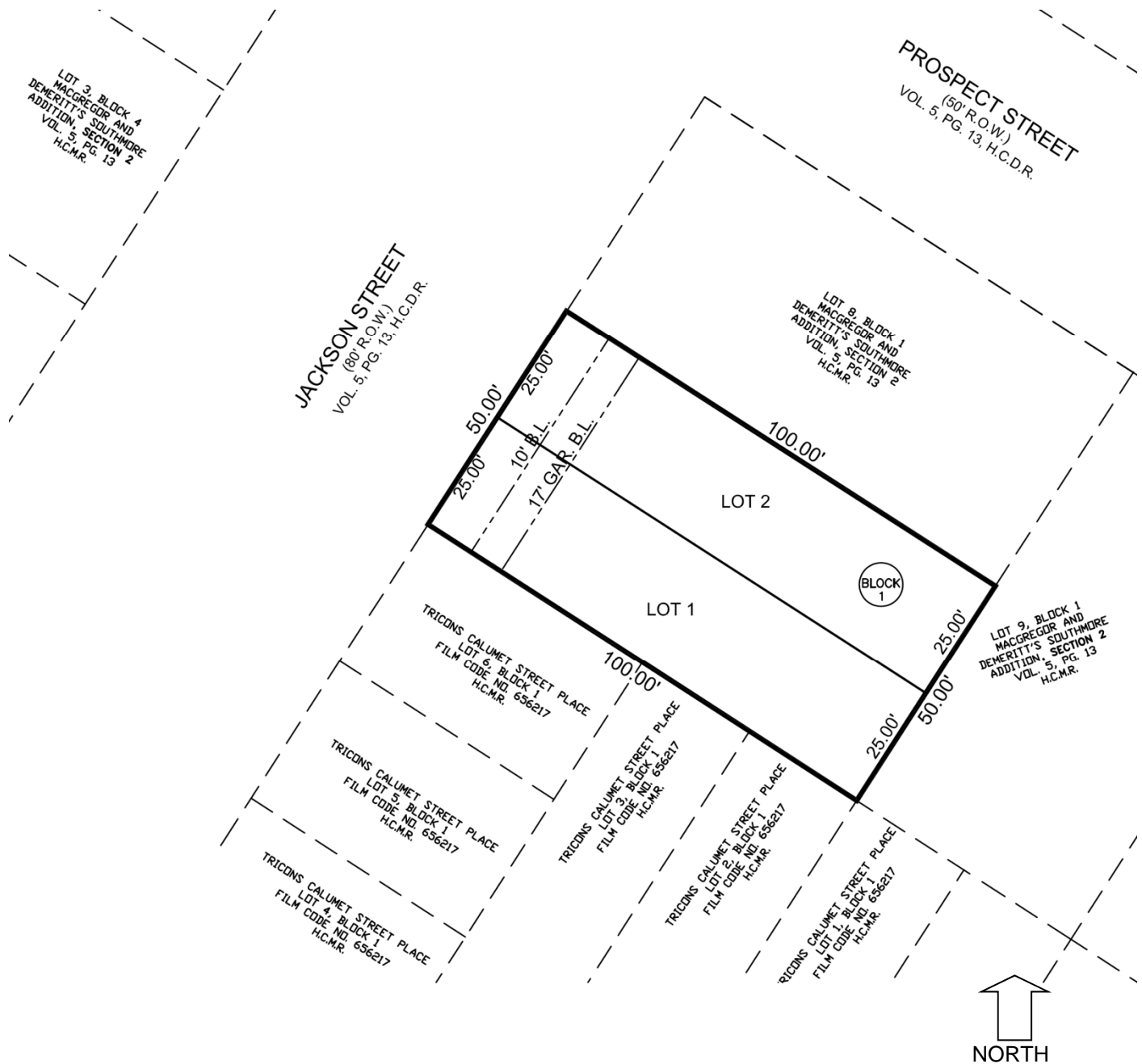
Houston Planning Commission ITEM : 125

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Tricons Calumet Street Place partial replat no 1

Applicant: TKE Development Services, Ltd.



C – Public Hearings

Subdivision

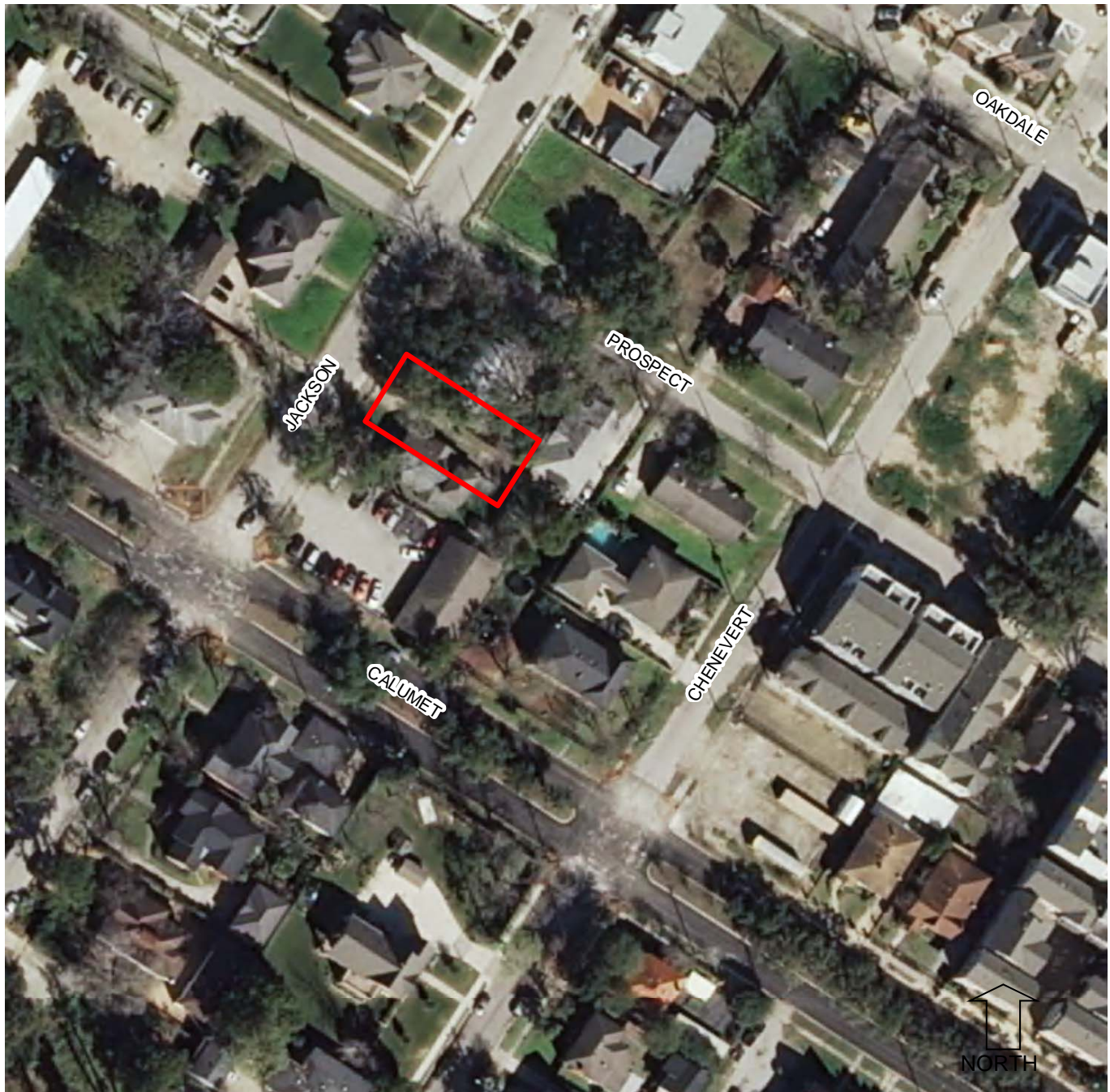
Houston Planning Commission ITEM : 125

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Tricons Calumet Street Place partial replat no 1

Applicant: TKE Development Services, Ltd.



C – Public Hearings

Aerial

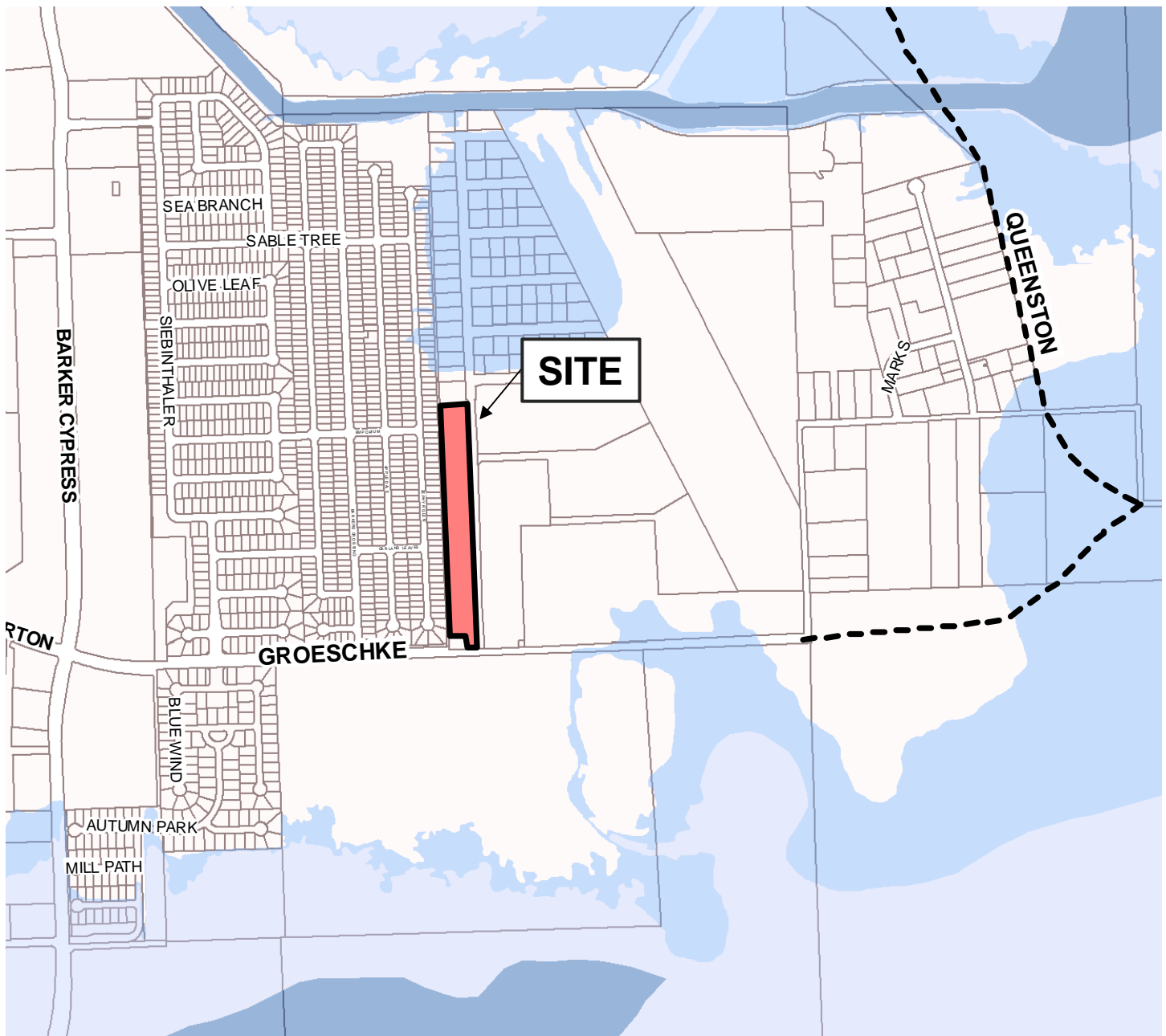
Houston Planning Commission ITEM : 126

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Aerovillas Hangar Home (DEF1)

Applicant: Landtech Consultants, Inc.

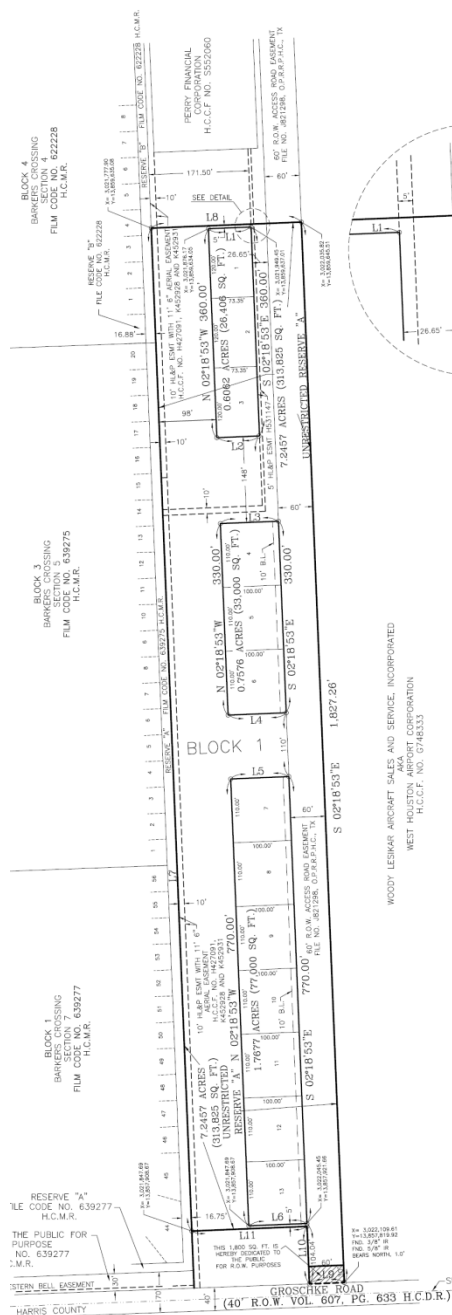


D – Variances

Site Location

Meeting Date: 06/26/2014

Applicant: Landtech Consultants, Inc.



NORTH

Subdivision

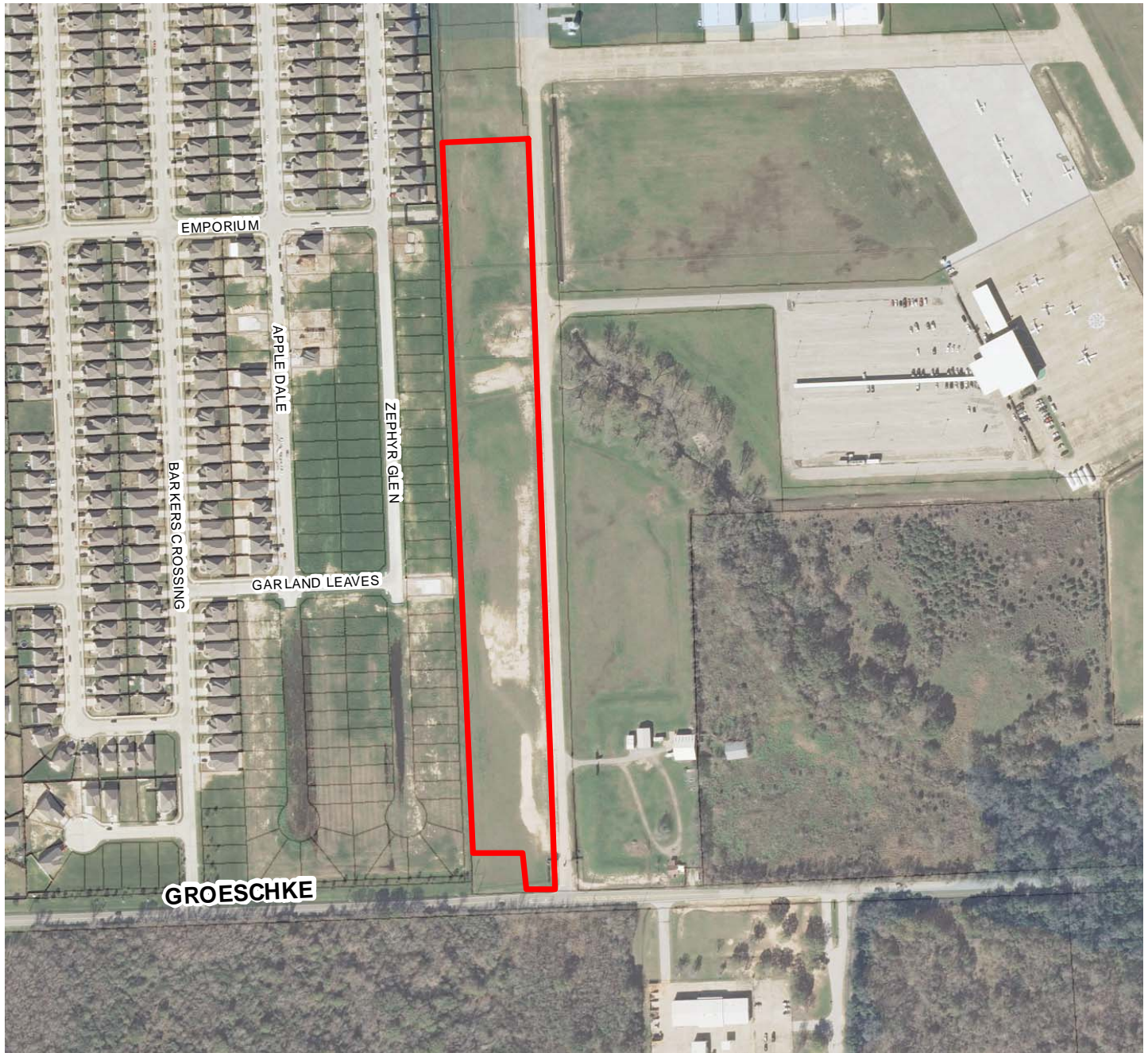
Houston Planning Commission ITEM : 126

Planning and Development Department

Meeting Date: 06/26/2014

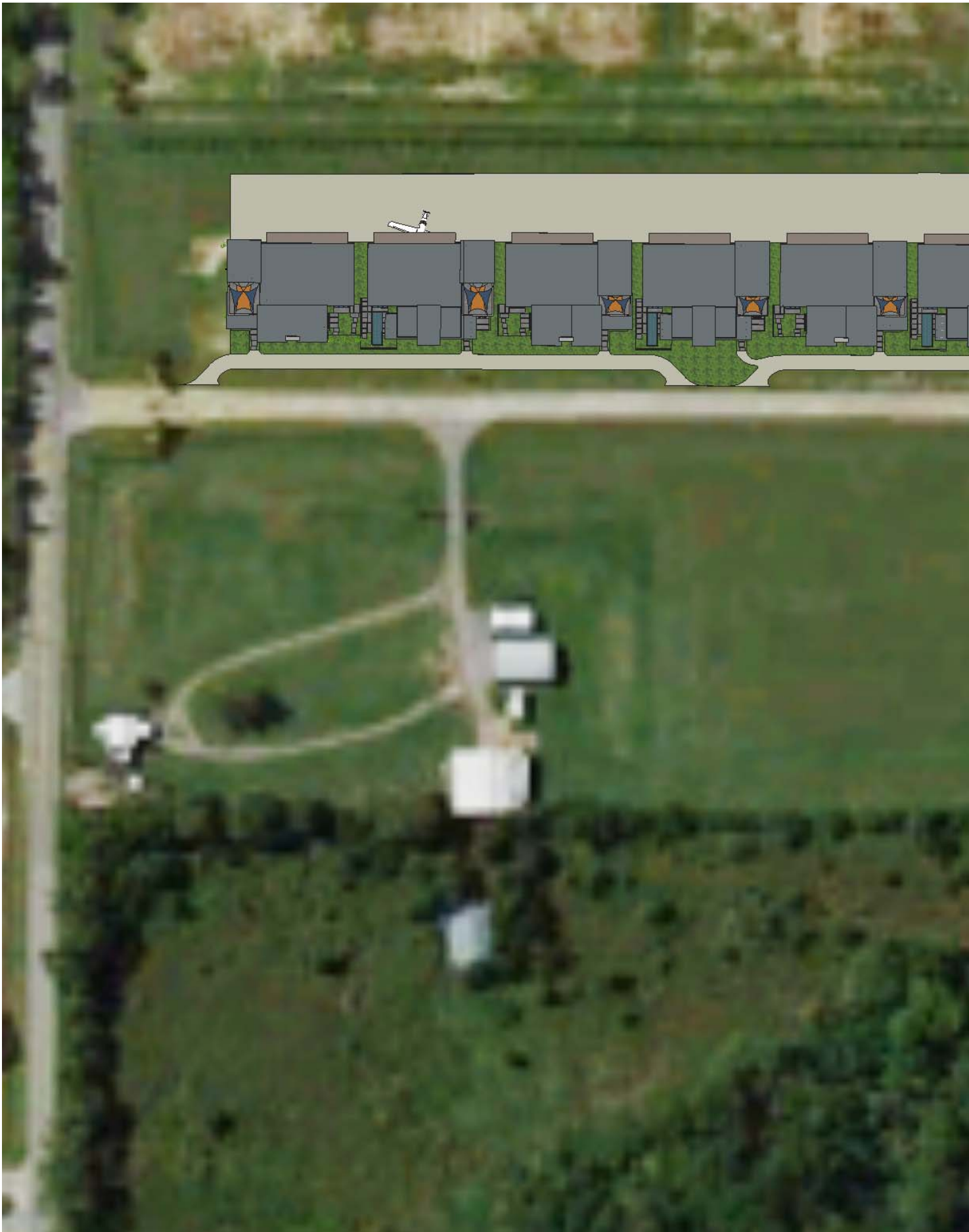
Subdivision Name: Aerovillas Hangar Home (DEF1)

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.

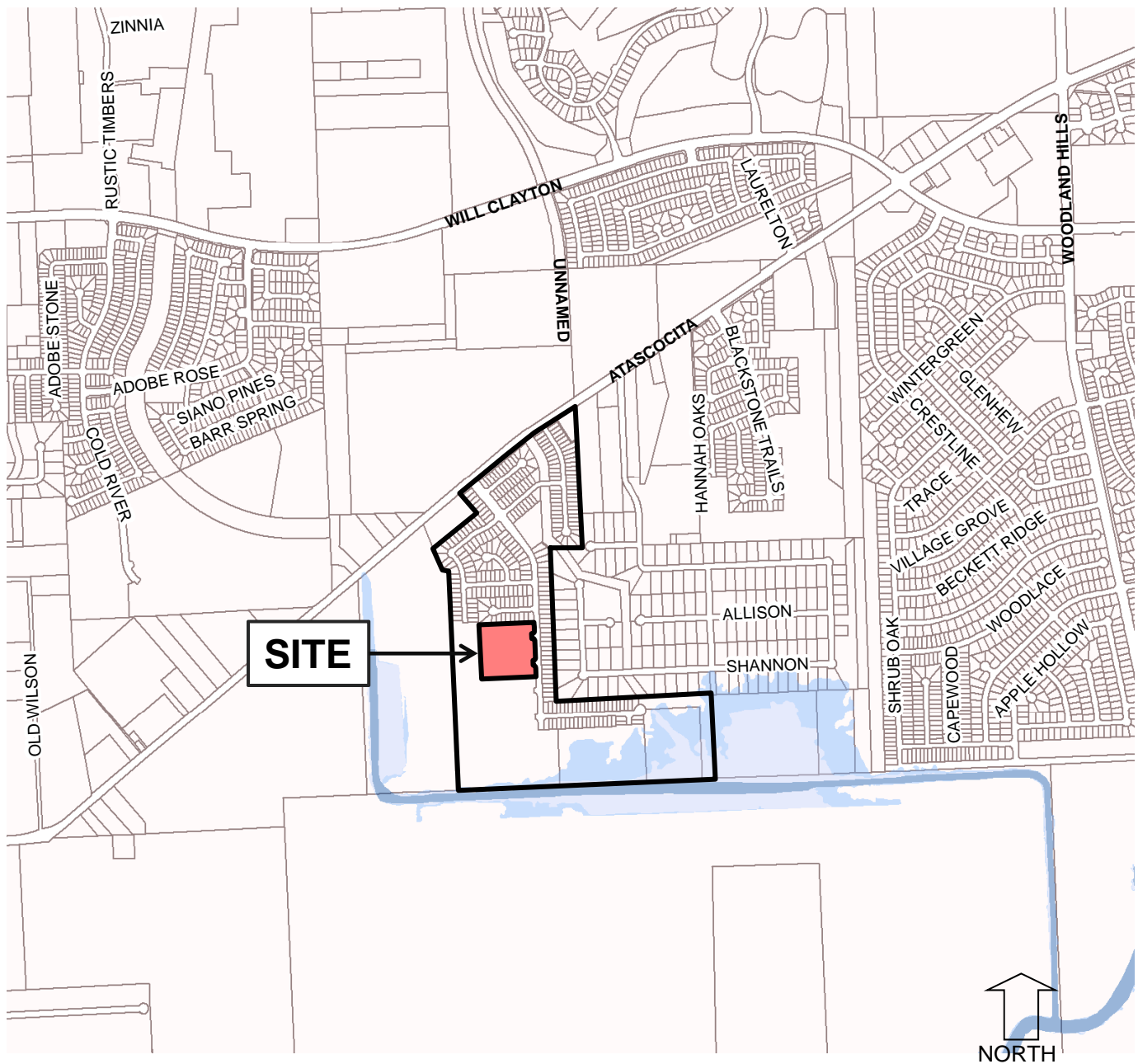
Houston Planning Commission ITEM : 127

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Atascocita Trace Sec 3

Applicant: EHRA



D - Variances

Site Location

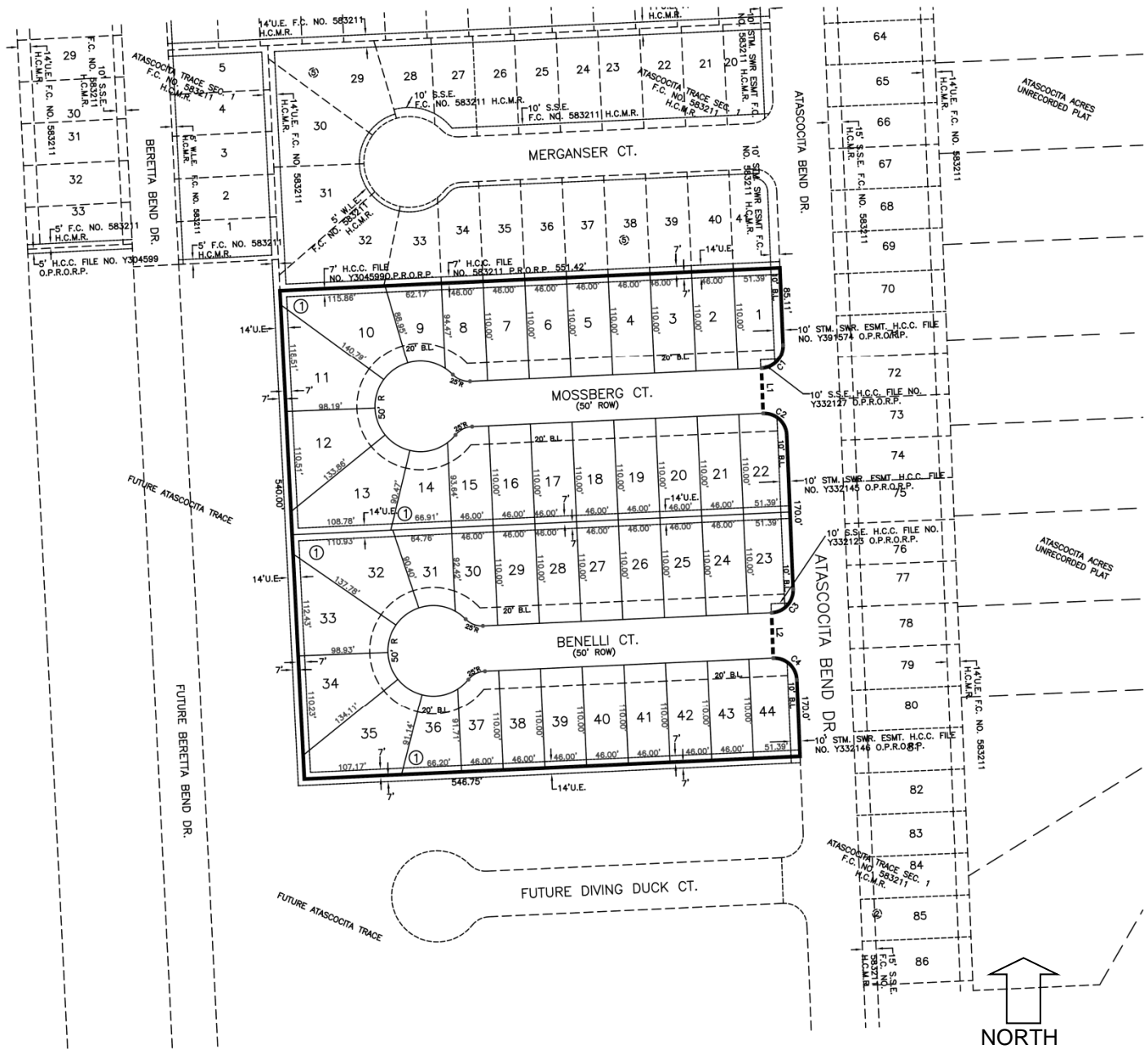
Houston Planning Commission

ITEM : 127

Planning and Development Department Meeting Date: 06/26/2014

Subdivision Name: Atascocita Trace Sec 3

Applicant: EHRA



D – Variances

Subdivision

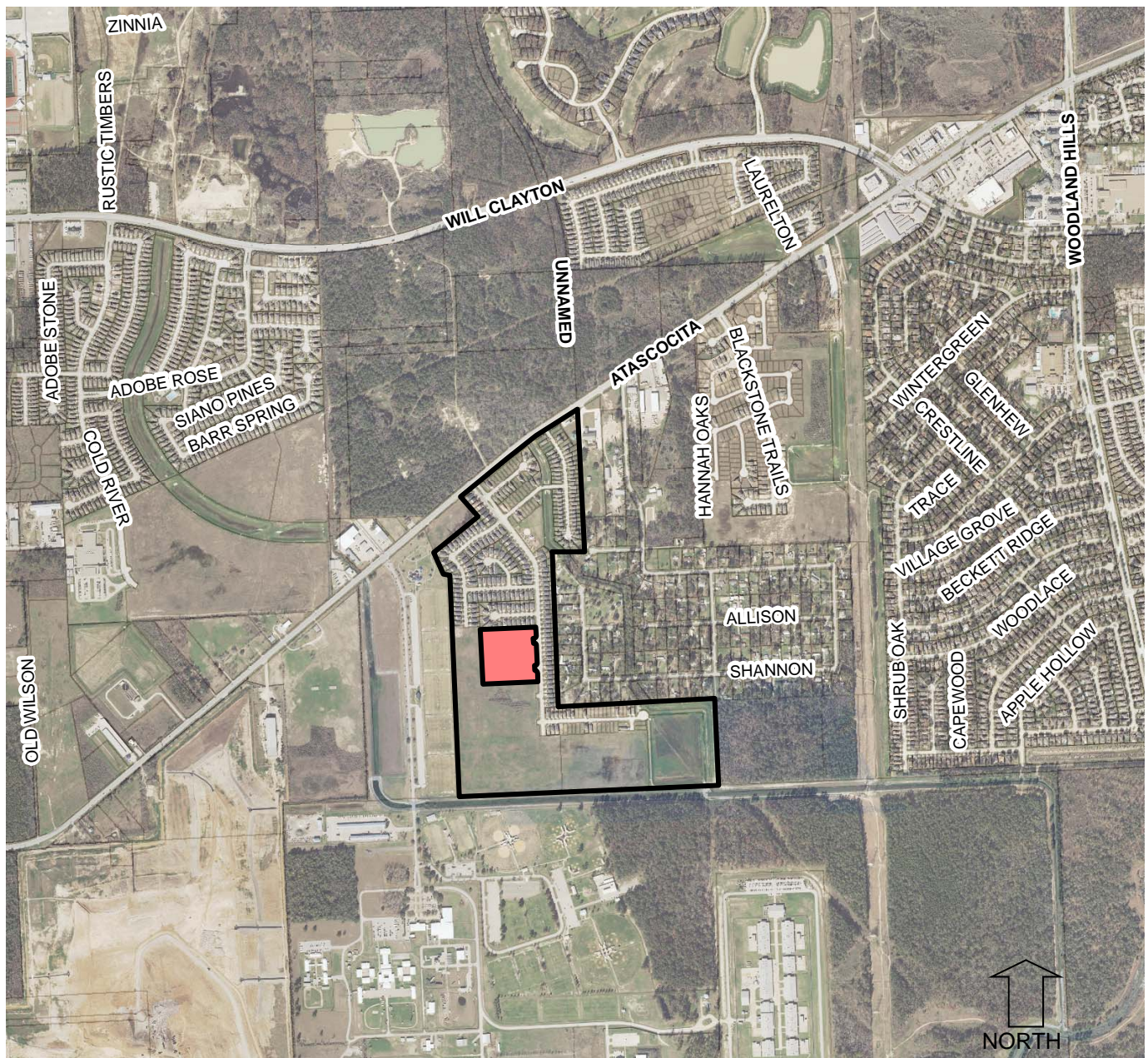
Houston Planning Commission ITEM : 127

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Atascocita Trace Sec 3

Applicant: EHRA



D – Variances

Aerial

Application Number: 2014-1495
Plat Name: Atascocita Trace Sec 3
Applicant: EHRA
Date Submitted: 06/16/2014

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

Specific Variance is being sought and extent of variance:

Variance to allow the balance of Compensating Open Space from Atascocita Trace Sec 1 to fulfill the Compensating Open space requirement for Atascocita Trace Sec 3.

Chapter 42 Section: 182

Chapter 42 Reference:

Sec. 42-182 Optional Performance Standards for the Reduction in Lot Size – Compensating Open Space. “A subdivision plat may contain a lot of less than minimum lot size required by subsection (a) of section 42-181 of this Code if compensating open space is provided within the boundaries of the subdivision plat in accordance with the following schedule and in conformance with the design standards of section 42-183 of this Code.” (Ord. No. 2013-343, § 3(Exh. A), 4-24-2013)

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 42-182 requires Compensating Open Space (COS) to be provided within the boundaries of the individual sections of subdivisions. Within a larger general plan, subdivision section delineations are typically based on engineering constraints, development phases, and market factors which can differ from the most efficient way to divide, distribute and position COS. The adjacent Atascocita Trace Sec 1 contains a 103,207 square foot COS reserve designated as a recreational area for all residents of the community. Within this COS reserve, a total of 18,100 square feet was used as COS for sections 1 and 2, leaving 85,107 square feet of COS remaining. We are requesting that the 800 square feet of compensating open space required in section 3 be provided from the adjacent section 1 COS reserve that is currently used as a recreation area serving all of Atascocita Trace.

(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 applicant has provided a large COS reserve as part of its general plan for the overall subdivision. Due to development phases over the life of the project, the project was broken into much smaller sections over time. This has created a hardship for the developer to meet COS needs within individual sections, including section 3. Instead, we propose that we use the adequately large recreational space that was originally planned for and is located in Atascocita Trace Sec 1.

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

The intent and general purposes of Chapter 42 will not be adversely affected by allowing this variance. The developer is providing the required COS as part of a larger community recreation space. The developer will meet all the requirements of Chapter 42-183, as the Compensating Open Space area in Sec 1 is flat, dry, the square footage is nearly four times the requirement, and the COS is restricted to home owners within the Atascocita Trace development. The COS reserve is managed by the homeowner's association and it is accessible to all residents of the subdivision.

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

Public health, safety and welfare are not negatively impacted by granting this variance. The COS provided is an attractive open space in close proximity to Atascocita Trace Sec 3.

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

The hardship is the fact that Chapter 42 requires a variance in order to allow multiple sections in a master planned community to use a centrally located recreation area as compensating open space.

Houston Planning Commission ITEM : 128

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Broadstone Falcon Landing (DEF2)

Applicant: Windrose Land Services, Inc.

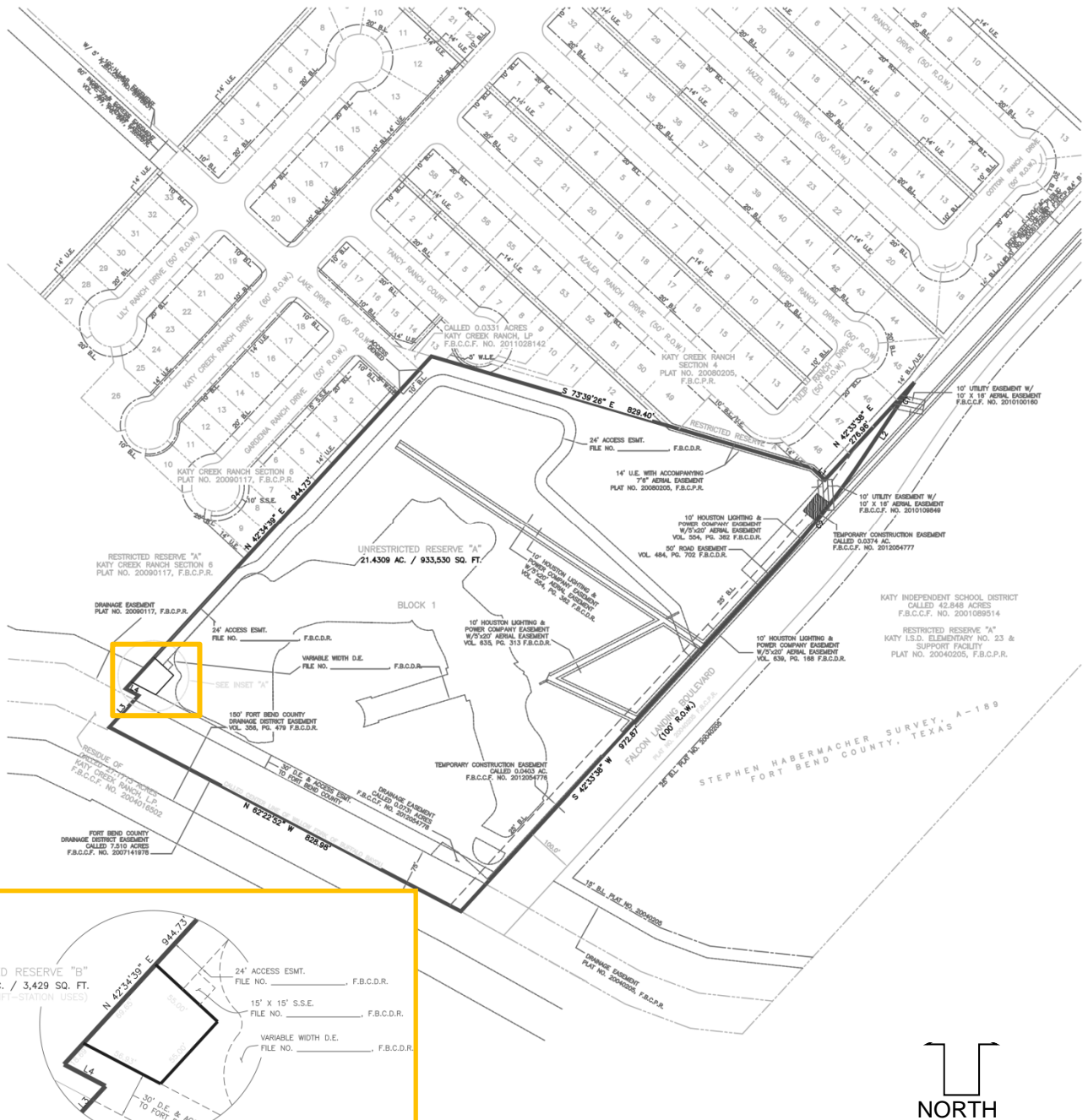


D – Variances

Site Location

Meeting Date: 06/26/2014

Applicant: Windrose Land Services, Inc.



Subdivision

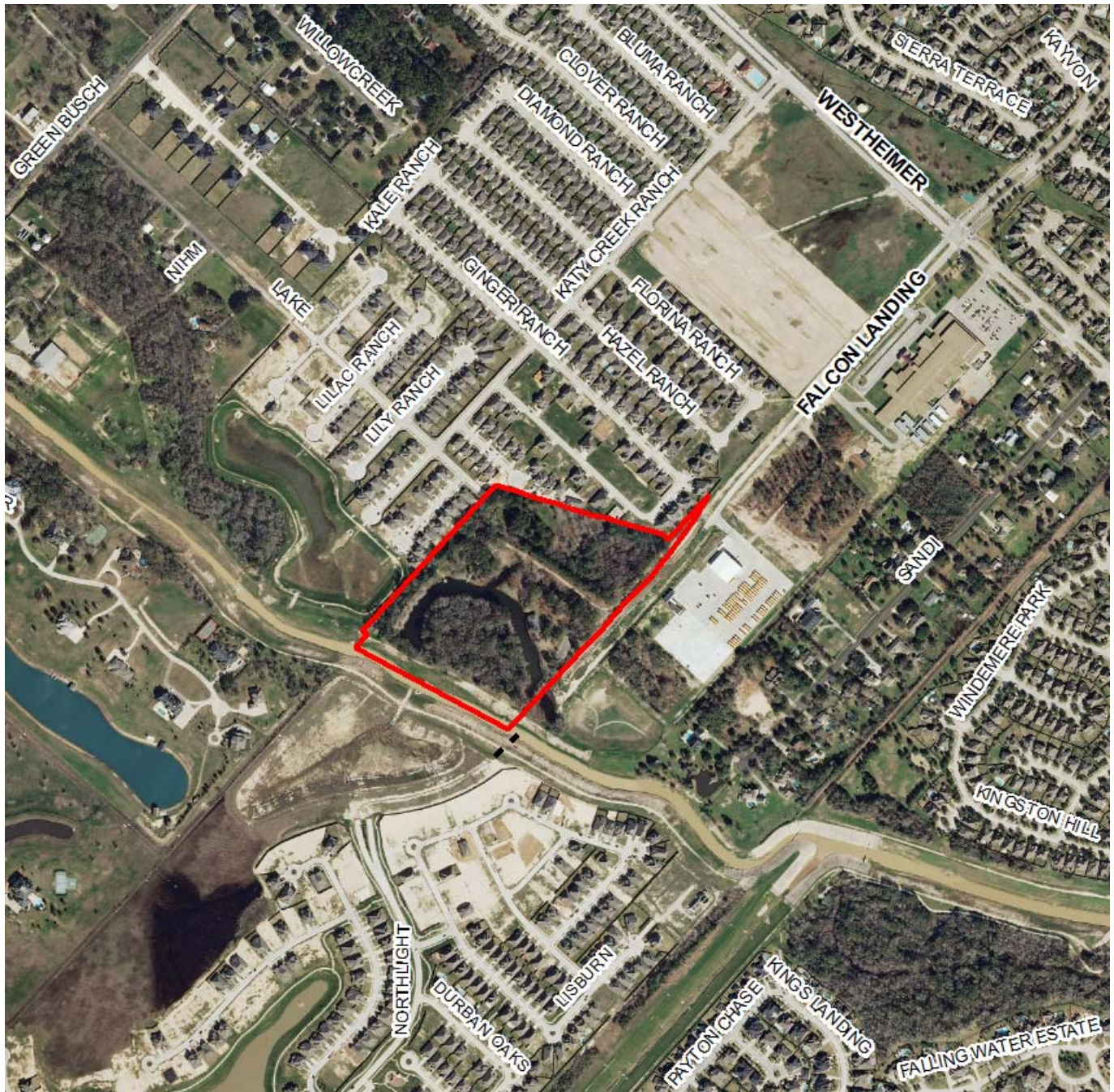
Houston Planning Commission ITEM : 128

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Broadstone Falcon Landing (DEF2)

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 24' 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 24 foot wide perpetual, non-exclusive access easement. The access easement 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.

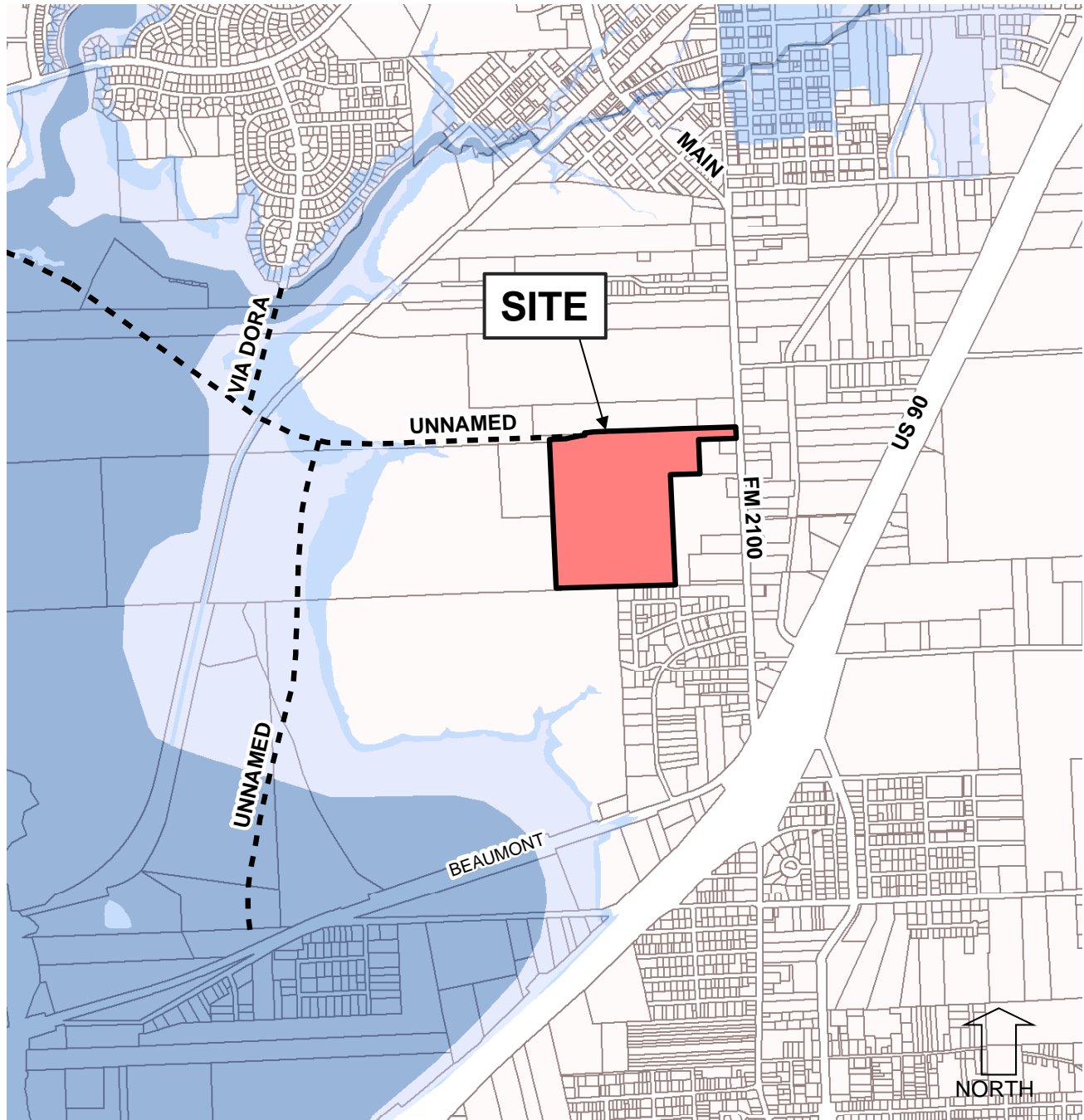
Houston Planning Commission ITEM : 129

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Crosby High School Sec 1 (DEF1)

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



D – Variances

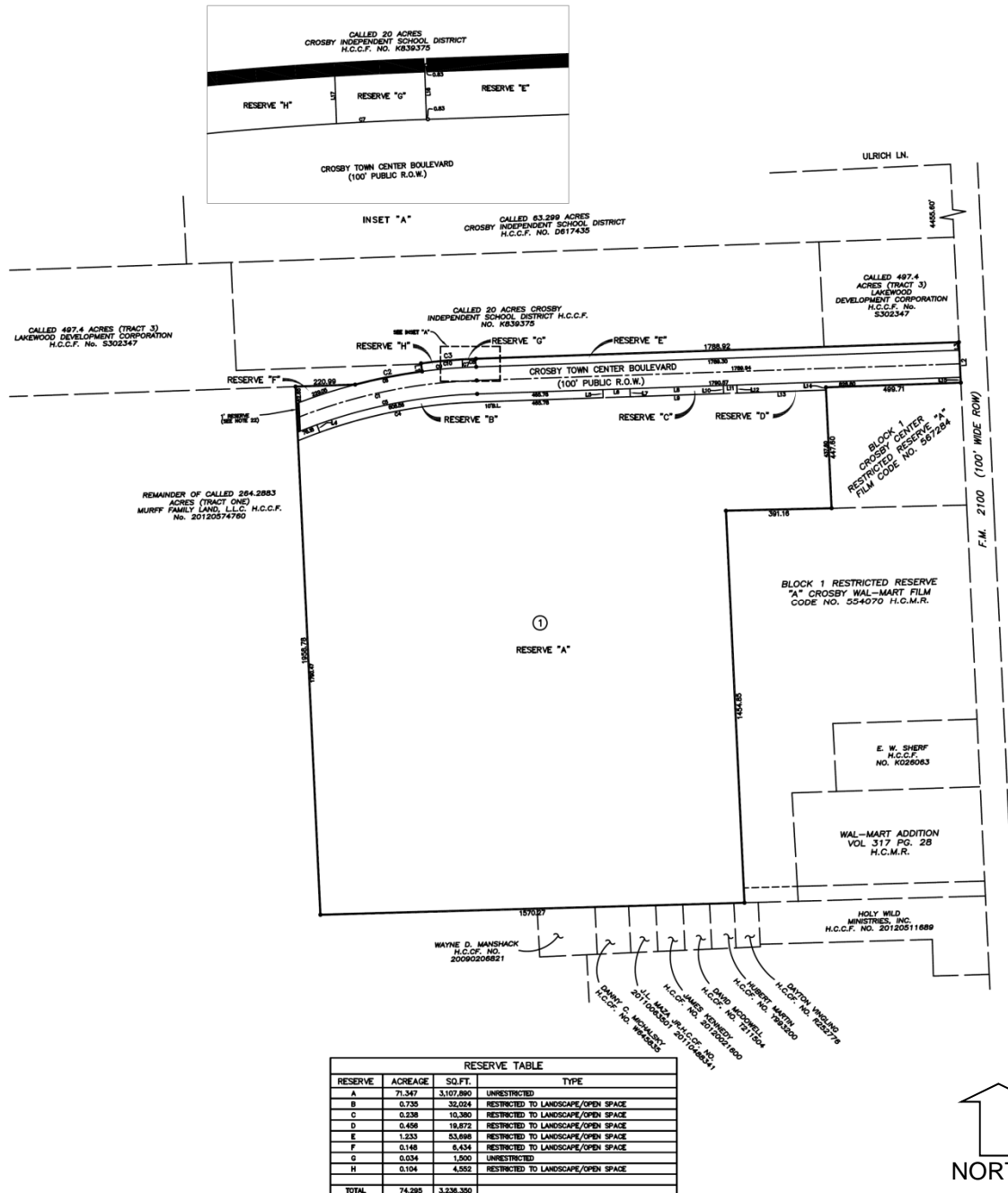
Site Location

Houston Planning Commission ITEM : 129

Planning and Development Department Meeting Date: 06/26/2014

Subdivision Name: Crosby High School Sec 1 (DEF1)

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



D – Variances

Subdivision

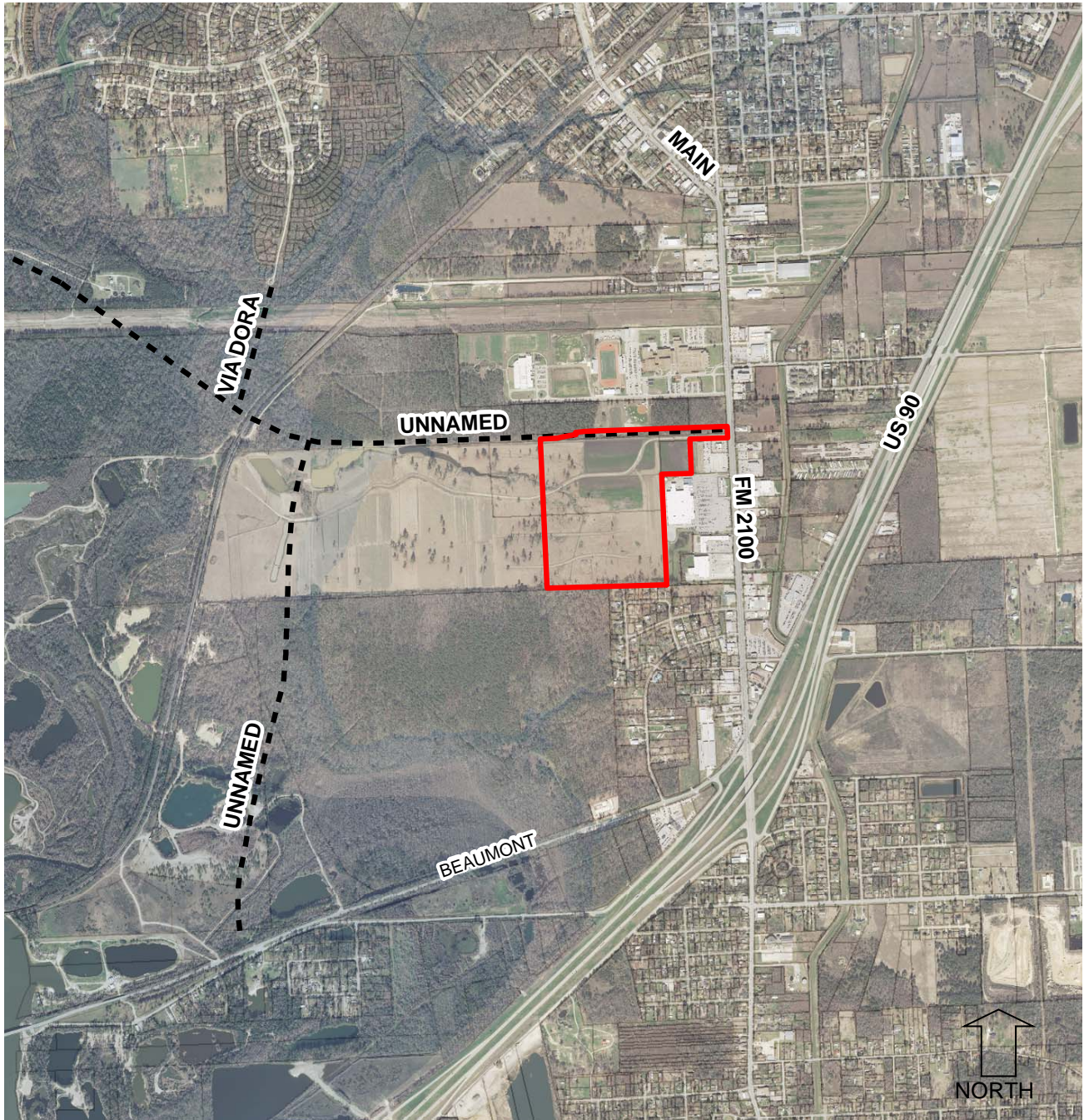
Houston Planning Commission ITEM : 129

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Crosby High School Sec 1 (DEF1)

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



D – Variances

Aerial



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:

To Allow a north-south intersection spacing to exceed 2600' and to allow a east-west intersection spacing to exceed 1400' for the construction of a new High School.

Chapter 42 Section: 127(a),128(a)

Chapter 42 Reference:

Sec. 42-127 Intersections of Major Thoroughfares. 42-127(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. 42-128(a)(1) Each local street shall intersect with a street that meets the requirements within 1,400'.

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 north of Hwy 90. This new high school is proposed to be located just south of the original (current) high school. The high school 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 Crosby Town Center Boulevard. Extending a street eastward to FM 2100 is not possible due to platted property adjacent to the school site and extending a street to the west is impractical as the proposed 100 right-of-way would provide sufficient traffic circulation for the proposed high school. Strict application of the maximum intersection spacing would make building a functional high school 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 to the fact that the current High School does not have a public north/south street running through it. There will be no ability to extend a street north because the existing school will remain after the new school site has been developed. Extending a public street south would adversely affect safety and security. The proposed dedication of Crosby Town Center Boulevard will offer the best opportunity to provide access to the proposed school campus.

(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 an opportunity to provide a north/south street west of the proposed school as most of the area is undeveloped. An east/west street would not be required since traffic circulation would be provided through private drives and easements. Additionally, this plat is providing a 100' 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 and normal speed limits. The private drives and easements within the school would have reduced speed limits and allow for the safety and security that make a school safe.

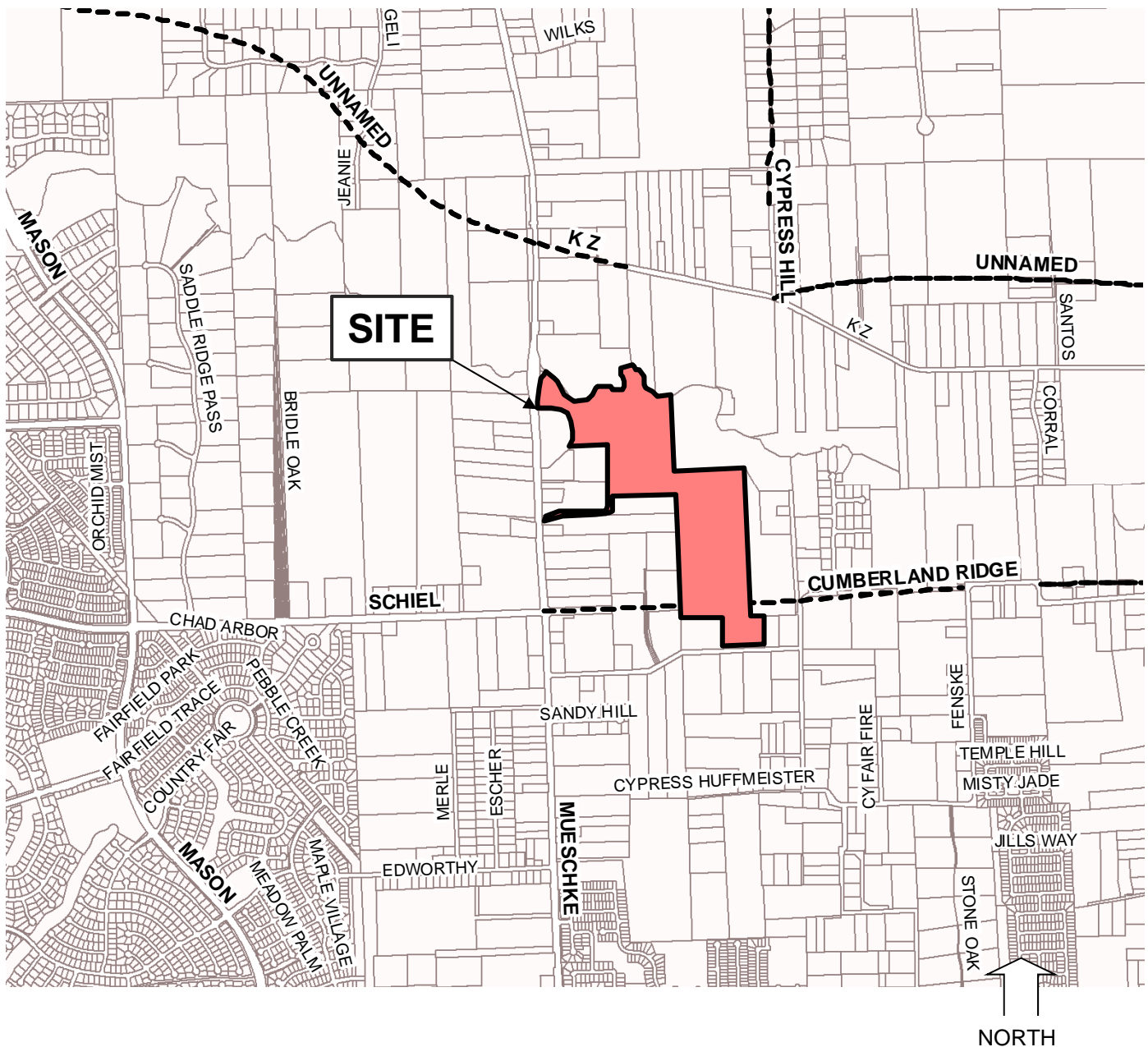
Houston Planning Commission ITEM : 130

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Cypress Church Road Tract (DEF2)

Applicant: BGE|Kerry R. Gilbert Associates



D – Variances

Site Location

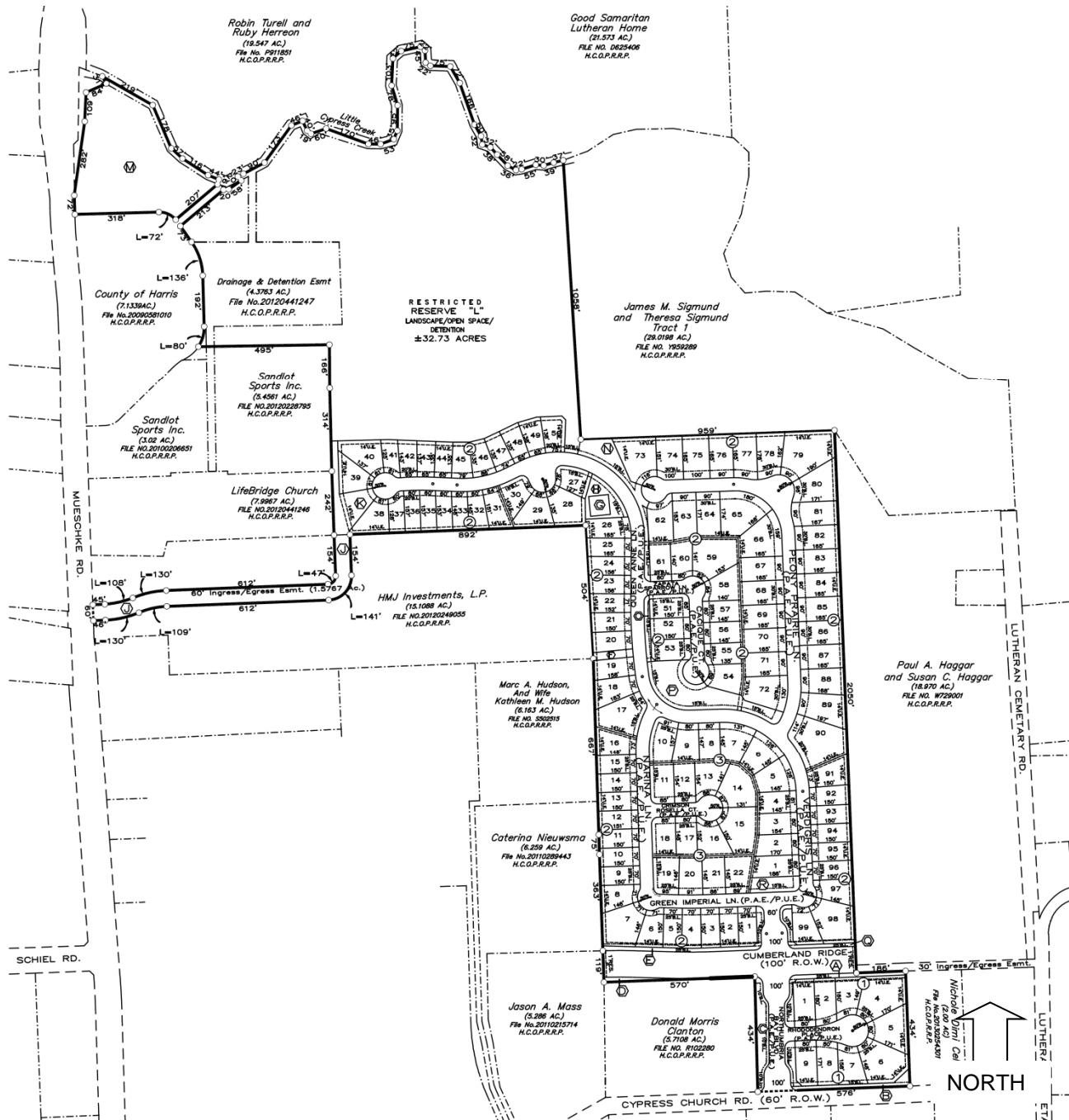
Houston Planning Commission

ITEM : 130

Planning and Development Department Meeting Date: 06/26/2014

Subdivision Name: Cypress Church Road Tract (DEF2)

Applicant: BGE|Kerry R. Gilbert Associates



D – Variances

Subdivision

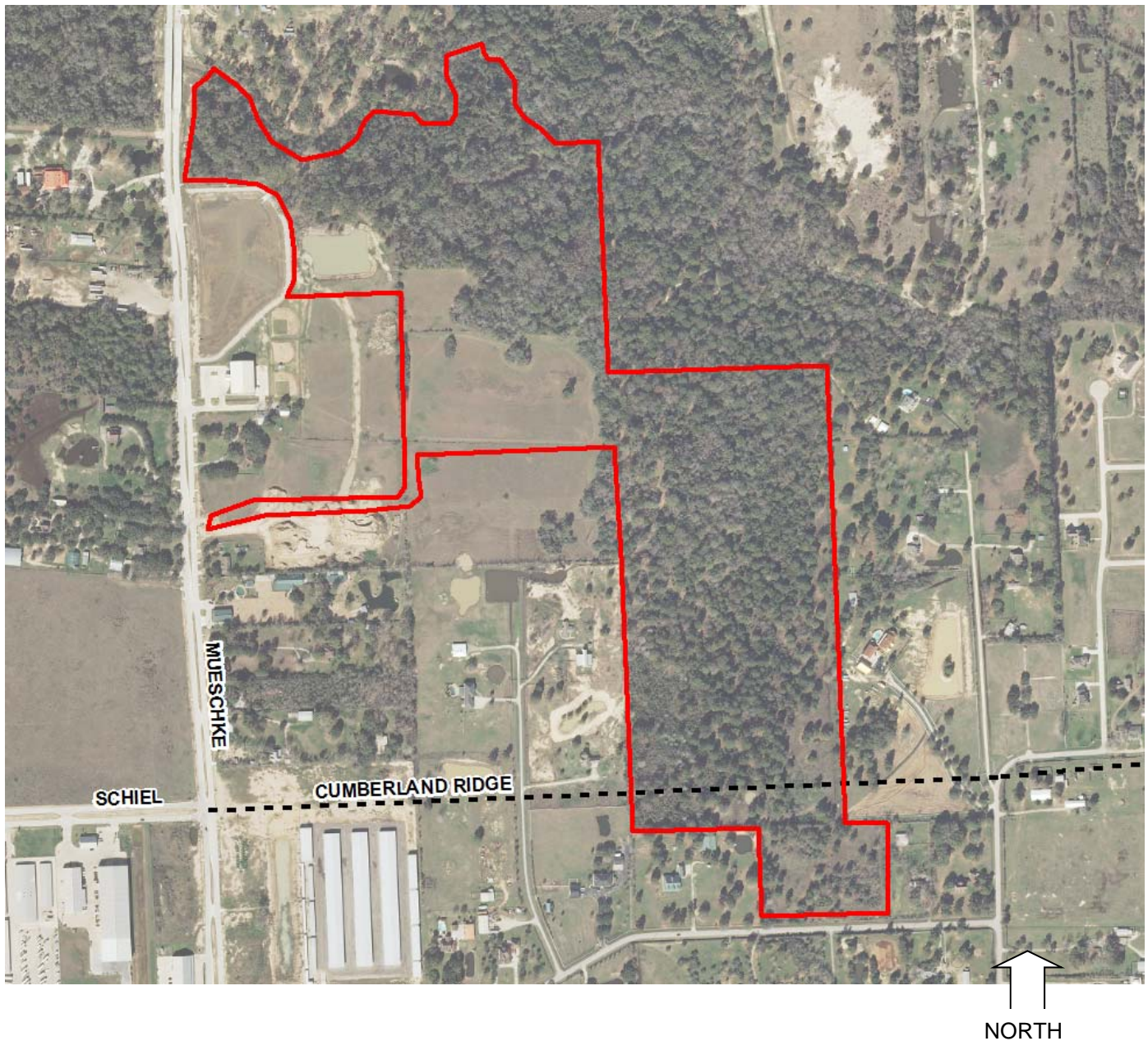
Houston Planning Commission **ITEM : 130**

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Cypress Church Road Tract (DEF2)

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 : 131

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Davies Estates

Applicant: South Texas Surveying Associates, Inc



D – Variances

Site Location

Houston Planning Commission

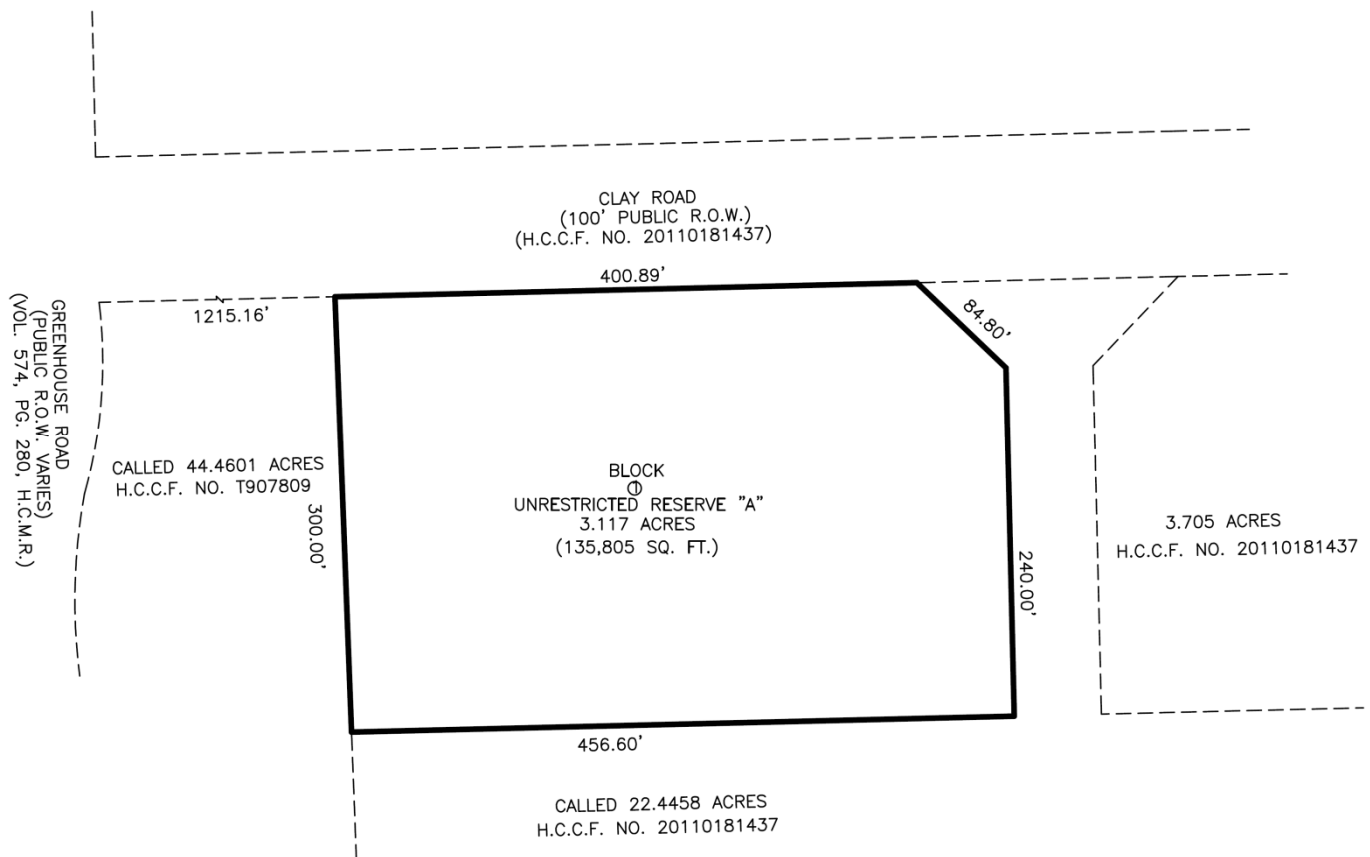
ITEM : 131

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Davies Estates

Applicant: South Texas Surveying Associates, Inc



D – Variances

Subdivision

Houston Planning Commission

ITEM : 131

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Davies Estates

Applicant: South Texas Surveying Associates, Inc



D – Variances

Aerial



Application Number: 2014-1406

Plat Name: Davies Estates

Applicant: South Texas Surveying Associates, Inc.

Date Submitted: 06/02/2014

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

Specific Variance is being sought and extent of variance:

Not to provide a public street A major thoroughfare shall intersect with a public local street, a collector street or another major thoroughfare at least every 2,600 feet. We are requesting not to dedicate a street due to the size of the property not being big enough to support dedicating a street.

Chapter 42 Section: 127

Chapter 42 Reference:

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

This property is located on Clay RD between Greenhouse RD and Barker Cypress. The intersections are 5,500 feet apart which is significantly more than chapter 42 allows. This property is located in the ETJ. Our site is slightly over 3 acres and while we are located on a major thoroughfare we respectfully request not to dedicate a street.

(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 is due to where the property is located and where the intersections are located. The regulations of Chapter 42 would require an intersection to be at least 2600 feet however, our property is not big enough to dedicate a street.

(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 if the variance is granted. We feel that a larger project would be more suitable for street dedication. In fact the adjacent property to the south may already be planning to do dedicate a street. We have another property we are platting in the same area. I have attached a copy of a previous survey to show the location of our properties and the acreage to the south. As you can see, there is a 60 foot distance between our two properties that allows access to the adjacent property. Once that property is developed, that 60 foot strip could become another street and their acreage would support that better than ours.

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

Granting this variance would not be injurious to the public health, safety or welfare. This property is located in the county and while it is on a major thoroughfare, we do not believe that traffic would be affected significantly by granting this variance.

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

Economic hardship is not the sole justification of requesting this variance. This property is simply too small to dedicate a street and we are located in between two major intersections that do not conform to chapter 42.

Houston Planning Commission

ITEM : 132

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Davies Trails

Applicant: South Texas Surveying Associates, Inc



D – Variances

Site Location

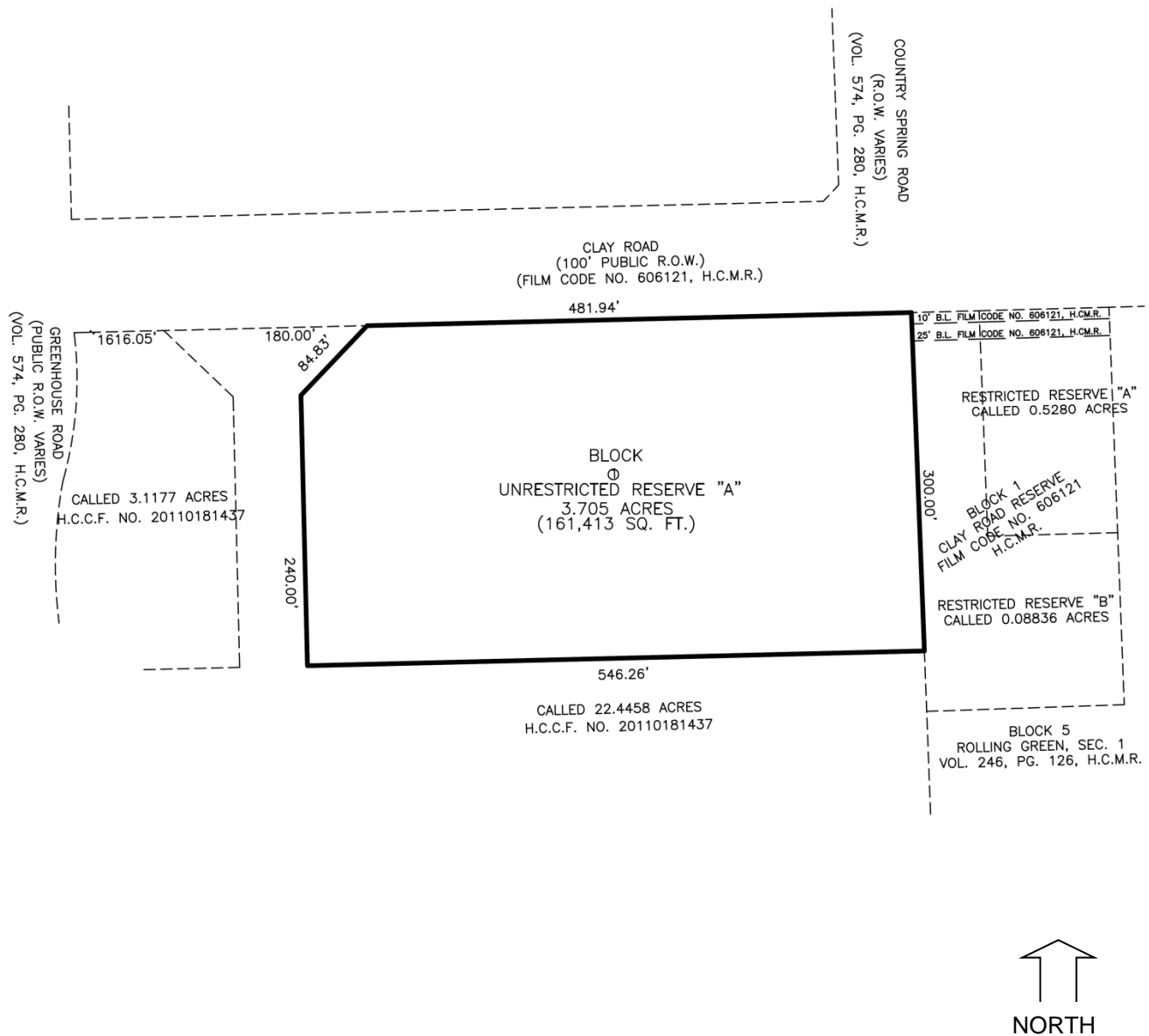
ITEM : 132

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Davies Trails

Applicant: South Texas Surveying Associates, Inc



D – Variances

Subdivision

Houston Planning Commission

ITEM : 132

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Davies Trails

Applicant: South Texas Surveying Associates, Inc



D – Variances

Aerial



Application Number: 2014-1395

Plat Name: Davies Trails

Applicant: South Texas Surveying Associates, Inc.

Date Submitted: 06/02/2014

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

Specific Variance is being sought and extent of variance:

Not to provide a public street. A major thoroughfare shall intersect with a public local street, a collector street or another major thoroughfare at least every 2,600 feet. We are requesting not to dedicate a street due to the size of the property not being big enough to support dedicating a street.

Chapter 42 Section: 127

Chapter 42 Reference:

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

This property is located on Clay RD between Greenhouse RD and Barker Cypress. The intersections are 5,500 feet apart which is significantly more than chapter 42 allows. This property is located in the ETJ. Our site is slightly over 3 acres and while we are located on a major thoroughfare we respectfully request not to dedicate a street.

(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 is due to where the property is located and where the intersections are located. The regulations of Chapter 42 would require an intersection to be at least 2600 feet however, our property is not big enough to dedicate a street.

(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 if the variance is granted. We feel that a larger project would be more suitable for street dedication. In fact the adjacent property to the south may already be planning to do dedicate a street. We have another property we are platting in the same area. I have attached a copy of a previous survey to show the location of our properties and the acreage to the south. As you can see, there is a 60 foot distance between our two properties that allows access to the adjacent property. Once that property is developed, that 60 foot strip could become another street and their acreage would support that better than ours.

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

Granting this variance would not be injurious to the public health, safety or welfare. This property is located in the county and while it is on a major thoroughfare, we do not believe that traffic would be affected significantly by granting this variance.

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

Economic hardship is not the sole justification of requesting this variance. This property is simply too small to dedicate a street and we are located in between two major intersections that do not conform to chapter 42.

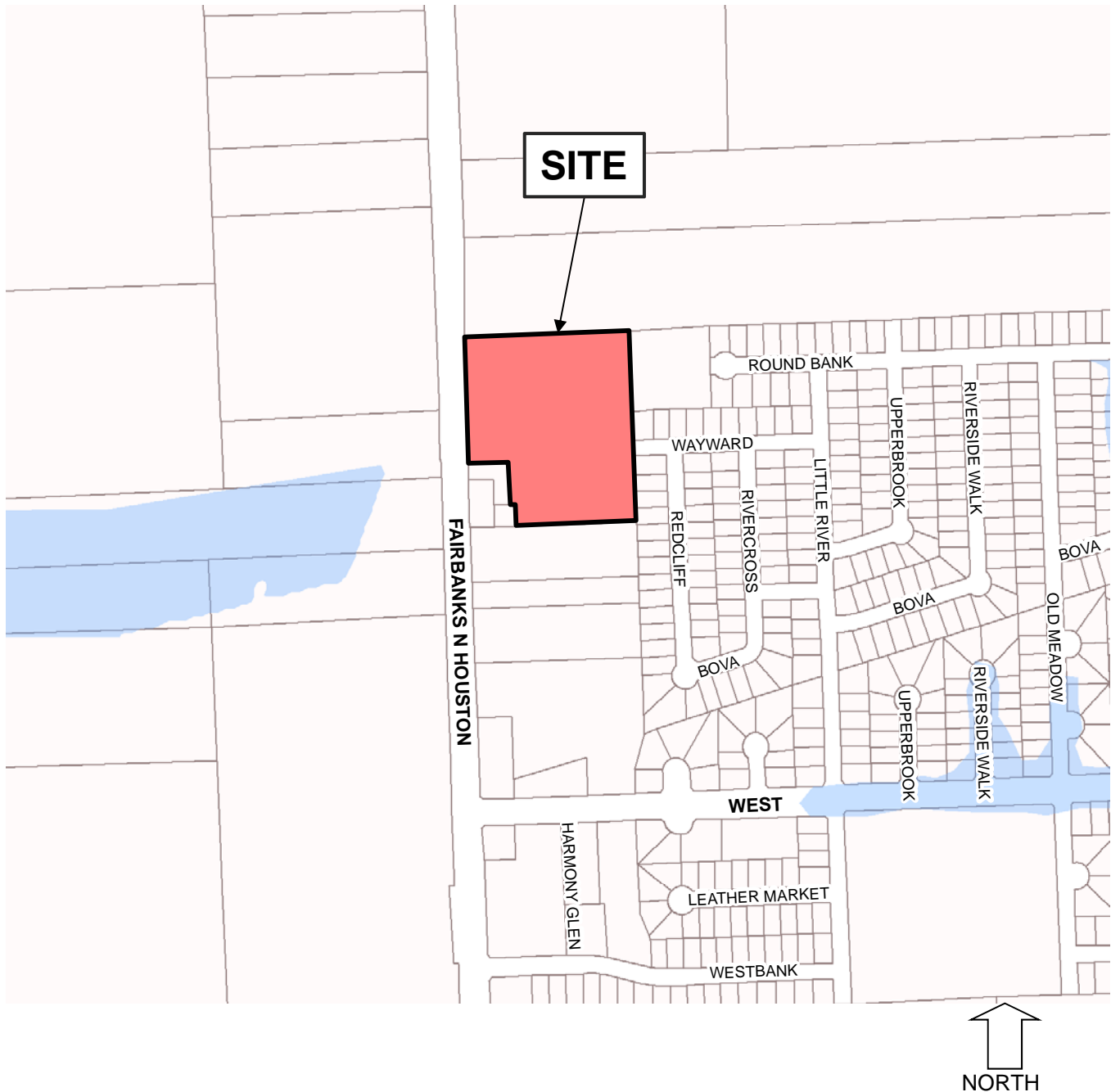
Houston Planning Commission ITEM : 133

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Fairbanks Business Court (DEF2)

Applicant: The Pinnell Group, LLC



D – Variances

Site Location

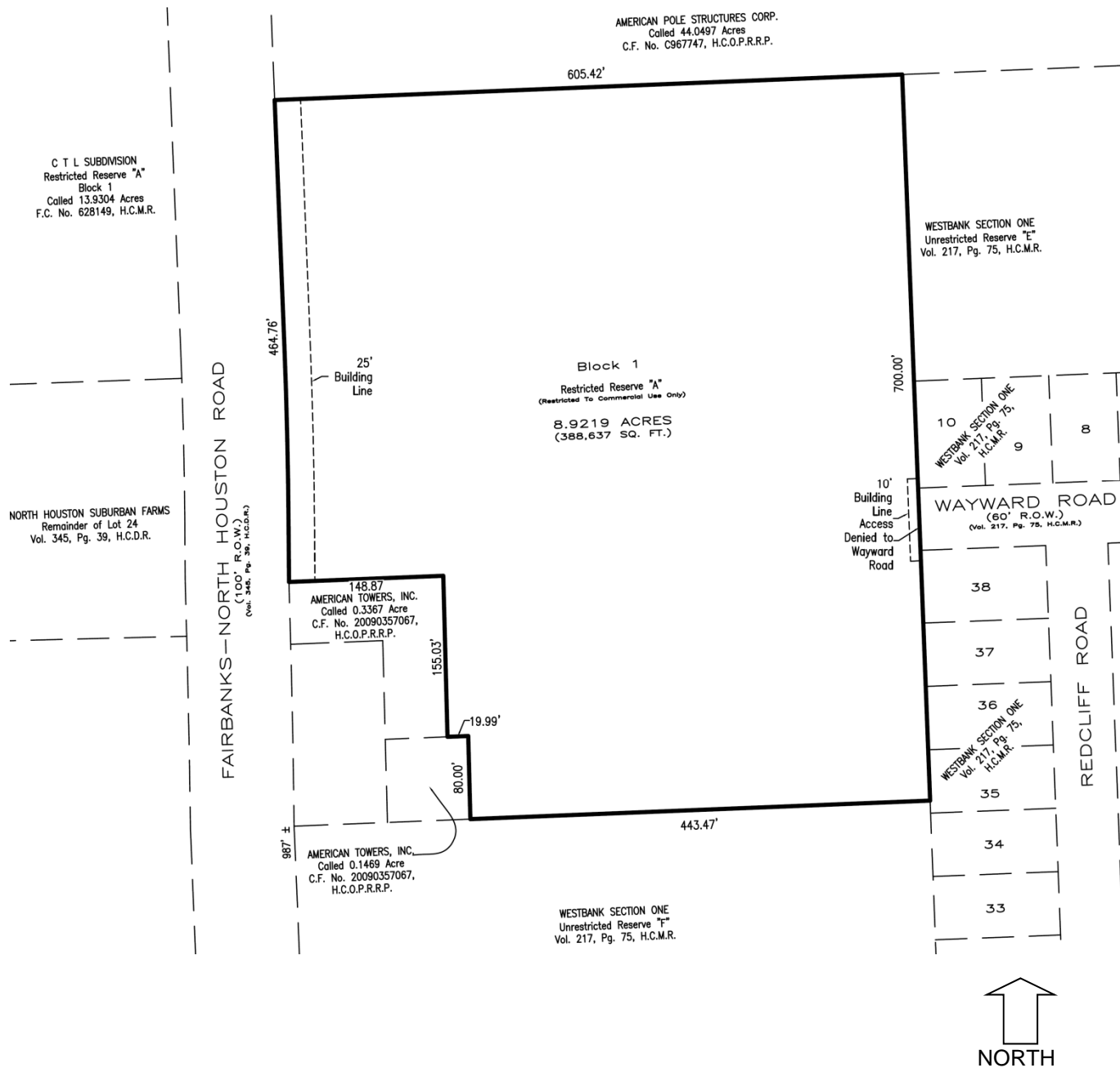
Houston Planning Commission ITEM : 133

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Fairbanks Business Court (DEF2)

Applicant: The Pinnell Group, LLC



D – Variances

Subdivision

Houston Planning Commission ITEM : 133

Planning and Development Department

Meeting Date: 06/26/2014

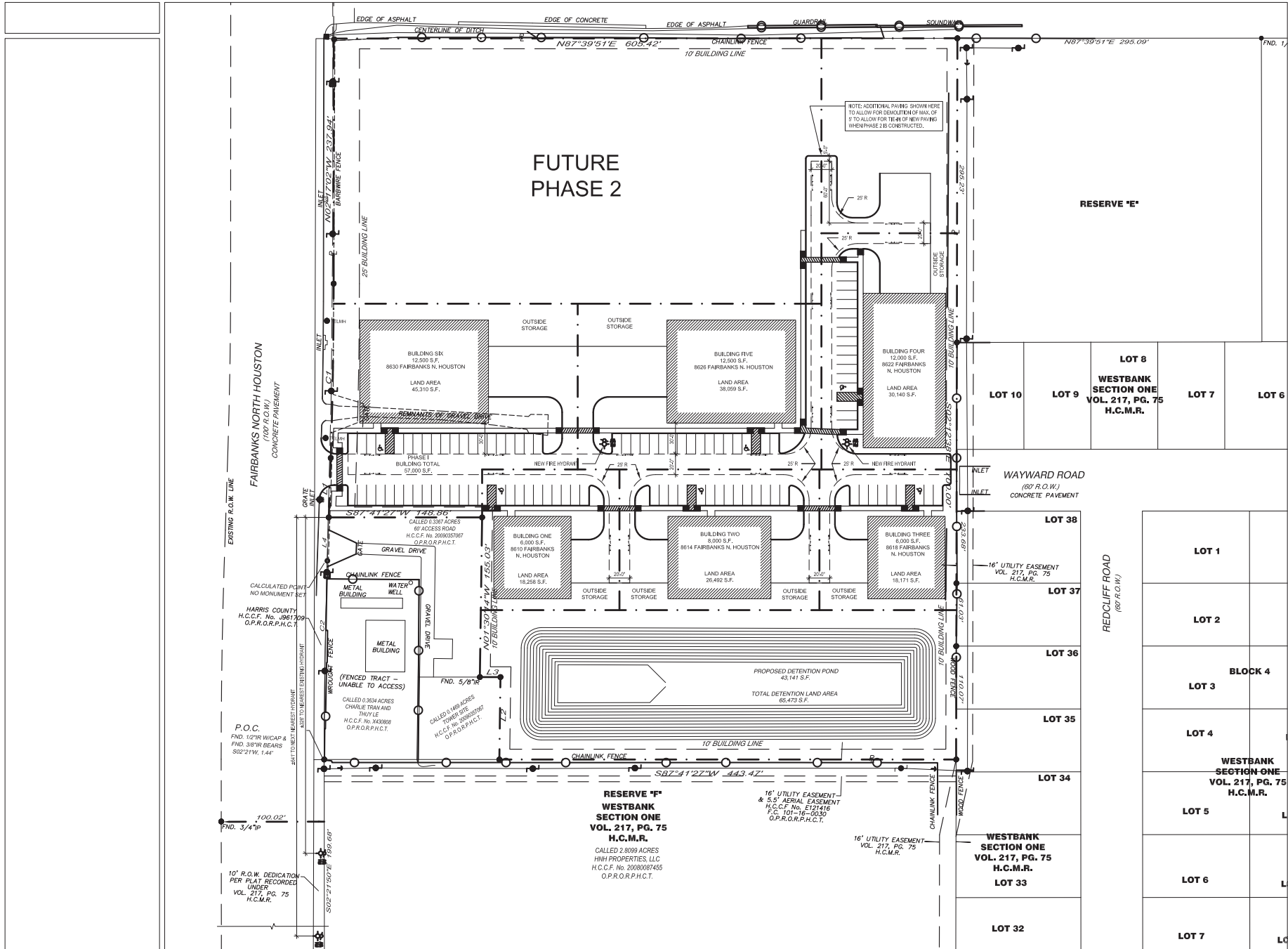
Subdivision Name: Fairbanks Business Court (DEF2)

Applicant: The Pinnell Group, LLC



D – Variances

Aerial





PROJECT OWNER:
Milli Designs, L.P.
3710 West McGraw Ave. (Boulevard) Suite 200
2400 Central Expressway, Suite 200
Houston, Texas 77050
Phone: 713-239-0334 Fax: 713-360-8265

BUILDING CONTRACTOR:
BNC CONSTRUCTION
12100 Northwest Freeway, Suite 200
Houston, Texas 77060
P 713-741-7400 T 713-741-7405

FAIRBANKS INDUSTRIAL CENTER

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

PROFESSIONAL SEAL

ISSUED / REVISED		
NO.	DATE	DESCRIPTION
1	05/05/2020	ISSUE FOR APPROVAL

PROJECT LOCATION:
FAIRBANKS INDUSTRIAL CENTER
8610-8630 Fairbanks North Houston
Harris County, Texas 77064
Per Map Location: 10-2-1

BUILDING OWNER:
FAIRBANKS NORTH HOUSTON, L.P.
Attn: Joe Schmitt, jmschmitt@fnc.com
12100 Northwest Freeway, Suite 200
Houston, Texas 77060
Phone: 713-741-7400 Fax: 713-741-7405

DATE:	BY:
DRAWN BY:	SM
CHECKED BY:	SM
JOB NO.:	13058
PLotted SCALE:	1" = 40'-0"
DATE PLOTTED:	13058-EP1.DWG
DATE PLOTTED:	May 22, 2014 - 10:17am
COPYRIGHT:	MMI DESIGNS, L.P., 2014

ISSUE TITLE:
PHASE 1
SITE PLAN

ISSUE NUMBER:
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

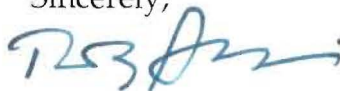
Dear Sir or Madam:

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 & TRANSPORT CONSTRUCTION COMPANY
 1100 WEST 11TH STREET
 HOUSTON, TEXAS 77008
 TEL: 770-1100
 FAX: 770-1101



SCALE: 1"=40'

SITE NOTES:
 1. ALL EXISTING UTILITIES SHOWN ON THIS SHEET ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
 2. ALL NEW UTILITIES SHOWN ON THIS SHEET ARE BASED ON FIELD SURVEY.
 3. ALL EXISTING AND NEW UTILITIES SHALL BE DEEPENED TO A MINIMUM OF 48" BELOW FINISHED GRADE.
 4. ALL EXISTING AND NEW UTILITIES SHALL BE PROTECTED BY A MINIMUM OF 18" OF GRANULAR FILL.
 5. ALL EXISTING AND NEW UTILITIES SHALL BE PROTECTED BY A MINIMUM OF 18" OF GRANULAR FILL.
 6. ALL EXISTING AND NEW UTILITIES SHALL BE PROTECTED BY A MINIMUM OF 18" OF GRANULAR FILL.
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 10. ALL EXISTING AND NEW UTILITIES SHALL BE PROTECTED BY A MINIMUM OF 18" OF GRANULAR FILL.

FEEDBACK:
 1. ALL EXISTING UTILITIES SHOWN ON THIS SHEET ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
 2. ALL NEW UTILITIES SHOWN ON THIS SHEET ARE BASED ON FIELD SURVEY.
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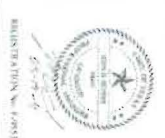
REVISIONS:
 1. ALL EXISTING UTILITIES SHOWN ON THIS SHEET ARE BASED ON RECORD DRAWINGS AND FIELD SURVEY.
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EXAMINER'S SEAL
 1100 WEST 11TH STREET
 HOUSTON, TEXAS 77008
 TEL: 770-1100
 FAX: 770-1101

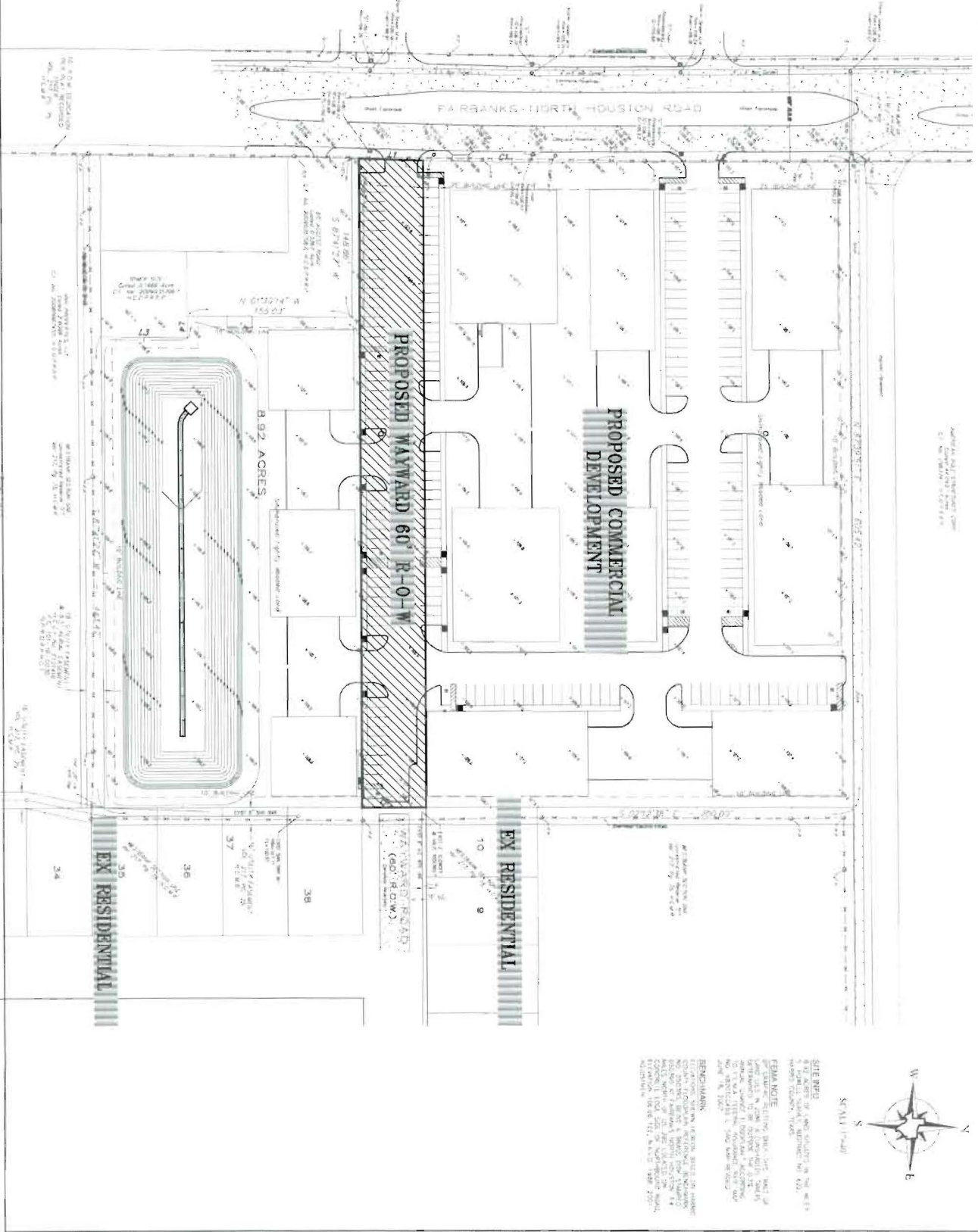
FAIRBANKS NORTH HOUSTON BUSINESS PARK
 8606 FAIRBANKS N. HOUSTON RD
 HOUSTON, TEXAS

PROPOSED WAYWARD ALIGNMENT



REGISTERED PROFESSIONAL ENGINEER
 1100 WEST 11TH STREET
 HOUSTON, TEXAS 77008
 TEL: 770-1100
 FAX: 770-1101

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.

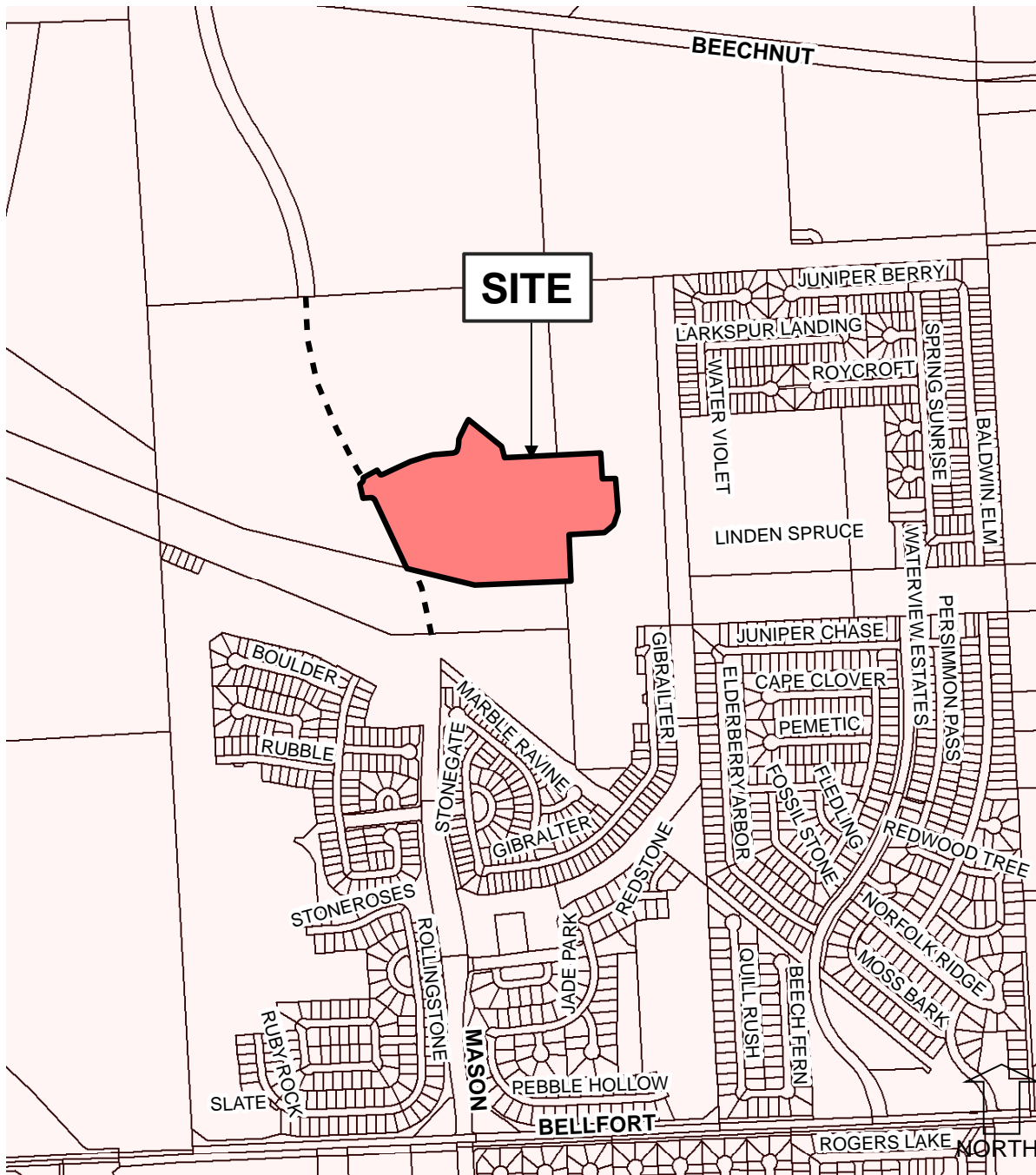
Houston Planning Commission ITEM : 134

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Fieldstone Sec 10

Applicant: BGE|Kerry R. Gilbert Associates



D – Variances

Site Location

Meeting Date: 06/26/2014

Applicant: BGE|Kerry R. Gilbert Associates

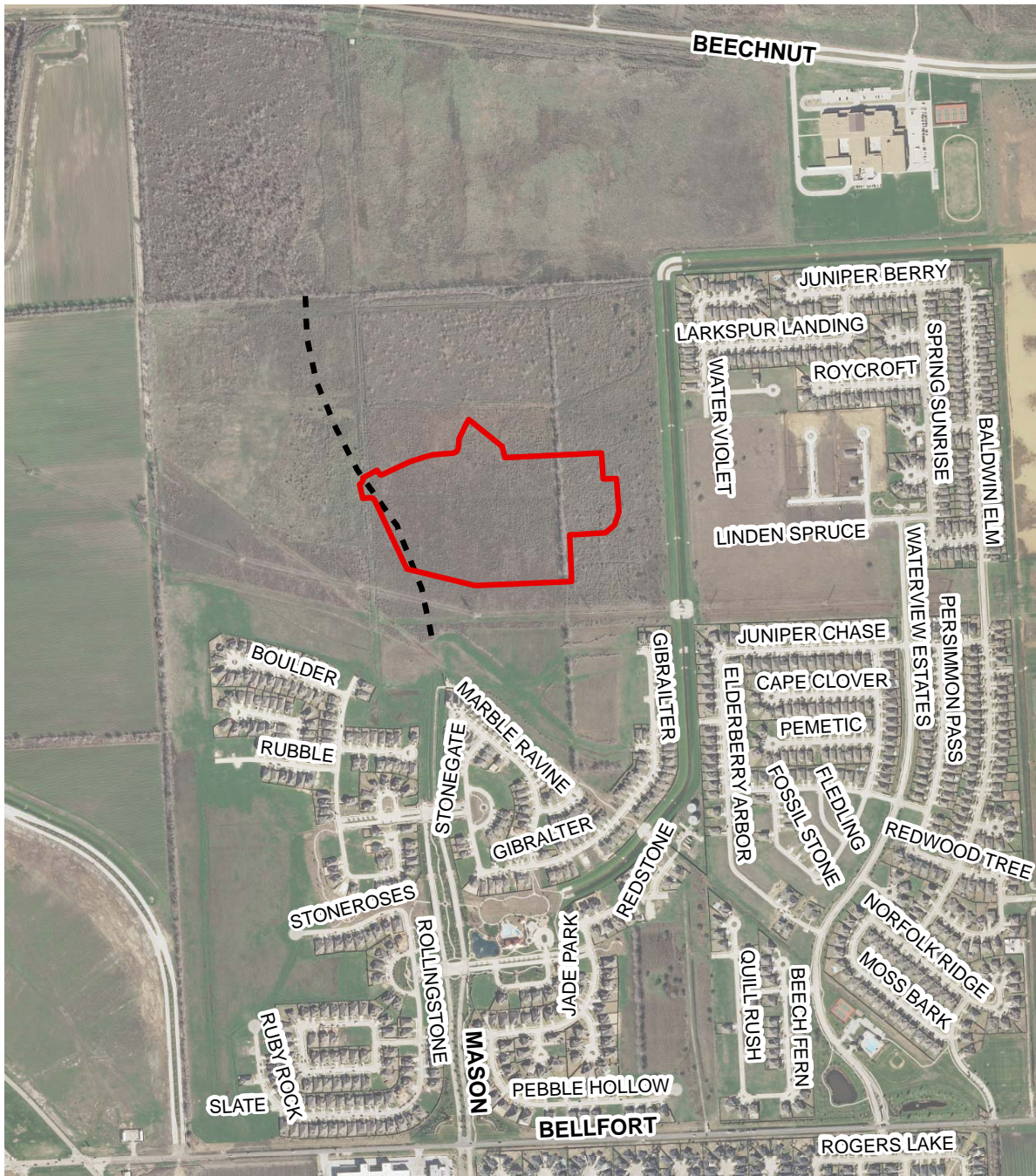
Houston Planning Commission ITEM : 134

Planning and Development Department

Meeting Date: 06/26/2014

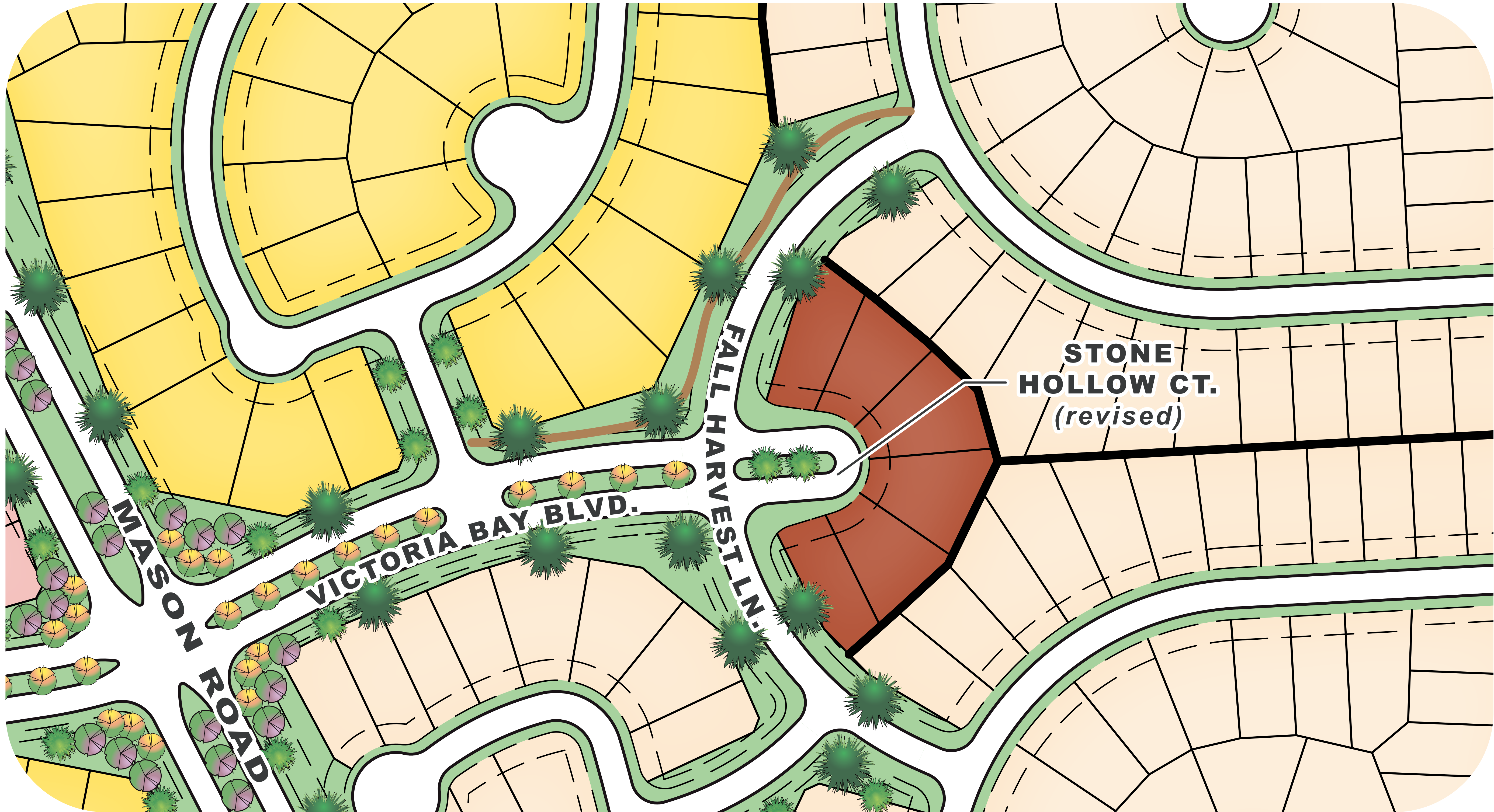
Subdivision Name: Fieldstone Sec 10

Applicant: BGE|Kerry R. Gilbert Associates



D – Variances

Aerial



OPTION
B

THIS DRAWING IS A PICTORIAL REPRESENTATION FOR PRESENTATION PURPOSES ONLY AND IS SUBJECT TO CHANGE. FURTHER, SAID DRAWING IS A SCANNED IMAGE ONLY AND IS NOT FOR COMPUTATION OR CONSTRUCTION PURPOSES. THIS DRAWING MAY OR MAY NOT INCORPORATE INFORMATION AND/OR DATA PROVIDED TO BGE | KERRY R. GILBERT & ASSOCIATES BY OTHER CONSULTANTS RELATIVE TO ENGINEERING AND DRAINAGE, FLOOD PLAINS AND ENVIRONMENTAL ISSUES AND SHOULD NOT BE RELIED UPON FOR ANY PURPOSE. NO WARRANTIES, EXPRESS OR IMPLIED, CONCERNING THE ACTUAL DESIGN, LOCATION, AND CHARACTER OF THE FACILITIES SHOWN ON THIS MAP ARE INTENDED. ADDITIONALLY, NO WARRANTY IS MADE TO THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.

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a variance exhibit for
FIELDSTONE
SECTION 10

prepared for
ERSA GRAE-VAHID TABRIZI

BGE | KERRY R. GILBERT & ASSOCIATES

Land Planning Consultants

23501 Cinco Ranch Blvd.
Suite A-250
Katy, Texas 77494
(281) 579-0340
Fax (281) 579-8212

SCALE
0 25 50 100

JUNE 20, 2014
KGA #8613

Application Number: 2014-1483

Plat Name: Fieldstone Sec 10

Applicant: BGE|Kerry R. Gilbert Associates

Date Submitted: 06/16/2014

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

Specific Variance is being sought and extent of variance:

To allow a non-standard intersection configuration between Fall Harvest Lane and Stone Hollow Court.

Chapter 42 Section: 128

Chapter 42 Reference:

42-128(c) Intersections along local streets shall be spaced a minimum of 75 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;

Fieldstone is a master-planned community located southwest of central Houston on Mason Road. The community is divided into two halves, north and south, by an H.L.&P. fee strip ranging in width from 265' to 435', which also contains several pipeline easements. Fieldstone Section 10 is located in the northern half of the overall site, directly east of and including the extension of Mason Rd. Fieldstone Section 10 also includes a proposed boulevard street, Victoria Bay Blvd, which intersects Mason Rd and functions as a collector street serving the sections to either side of Mason Rd. In Fieldstone Section 10, the boulevard collector street Victoria Bay Blvd terminates at a proposed local street, Fall Harvest Lane. At the point of termination for Victoria Bay Blvd, on the opposite side of Fall Harvest Ln, is a proposed cul-de-sac, Stone Hollow Court. (See attached.) There are six lots fronting on Stone Hollow Ct. The cul-de-sac of Stone Hollow Ct is designed to have a large paving island at the center, which creates a boulevard effect by defining a traffic lane that directs cars on Stone Hollow Ct to enter and exit between the cul-de-sac and the local street at two controlled points. This is intended to replace the option of having six lots fronting directly on Fall Harvest Ln, some of which would be directly facing the boulevard collector Victoria Bay Blvd. The unusual shape and circumstance of Stone Hollow Ct is not a typical street configuration to which the standards of this Chapter could be easily applied. However, the intent of this configuration is to provide a creative alternative to the more typical configuration in which lots would front onto the local street, directly across from the boulevard collector street intersection. Although the intersection spacing is unusual, it is intended to provide a safer solution and thus uphold the public health, safety, and welfare and the intent of Chapter 42.

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

The provision of a collector street is intended to meet the circulation needs for the development, a requirement of development which is not controlled by the applicant. This creative solution is proposed in order to safely allow for lots across from the collector street.

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

The creative solution for the intersection is designed specifically to preserve and maintain the intent and general purpose of this chapter by providing for an alternative design that is more desirable for the public health, safety, and welfare.

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

The protection of the public health, safety, and welfare is the intent of this design configuration, and therefore the granting of the variance would be beneficial, and not injurious.

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

The justification of this variance is to provide a creative and safer alternative to the typical application of this Chapter.

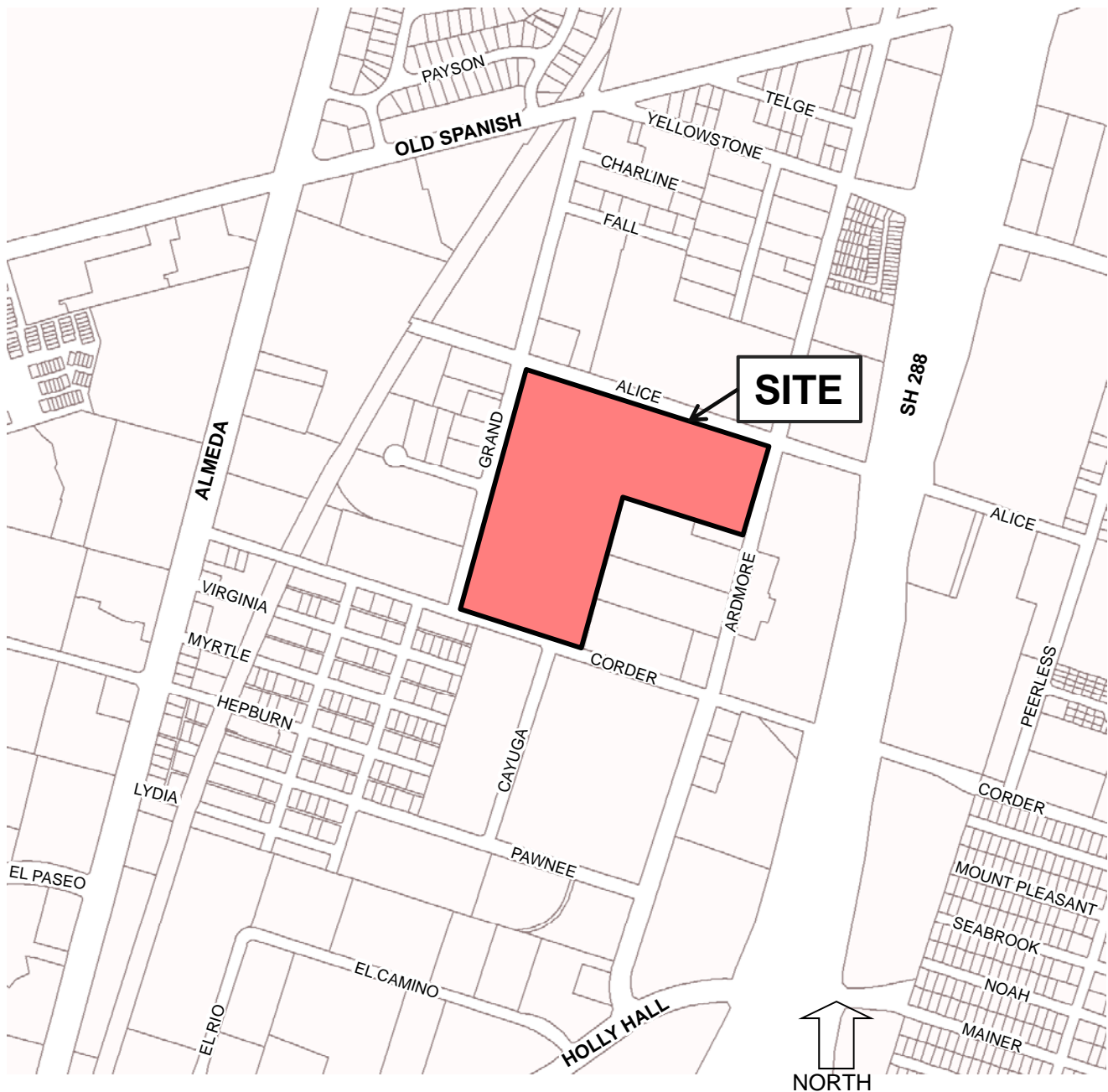
Houston Planning Commission ITEM : 135

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Med Park

Applicant: Windrose Land Services, Inc.



D- Variances

Site Location

Meeting Date: 06/26/2014

Applicant: Windrose Land Services, Inc.



Subdivision

Houston Planning Commission

ITEM :135

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Med Park

Applicant: Windrose Land Services, Inc.

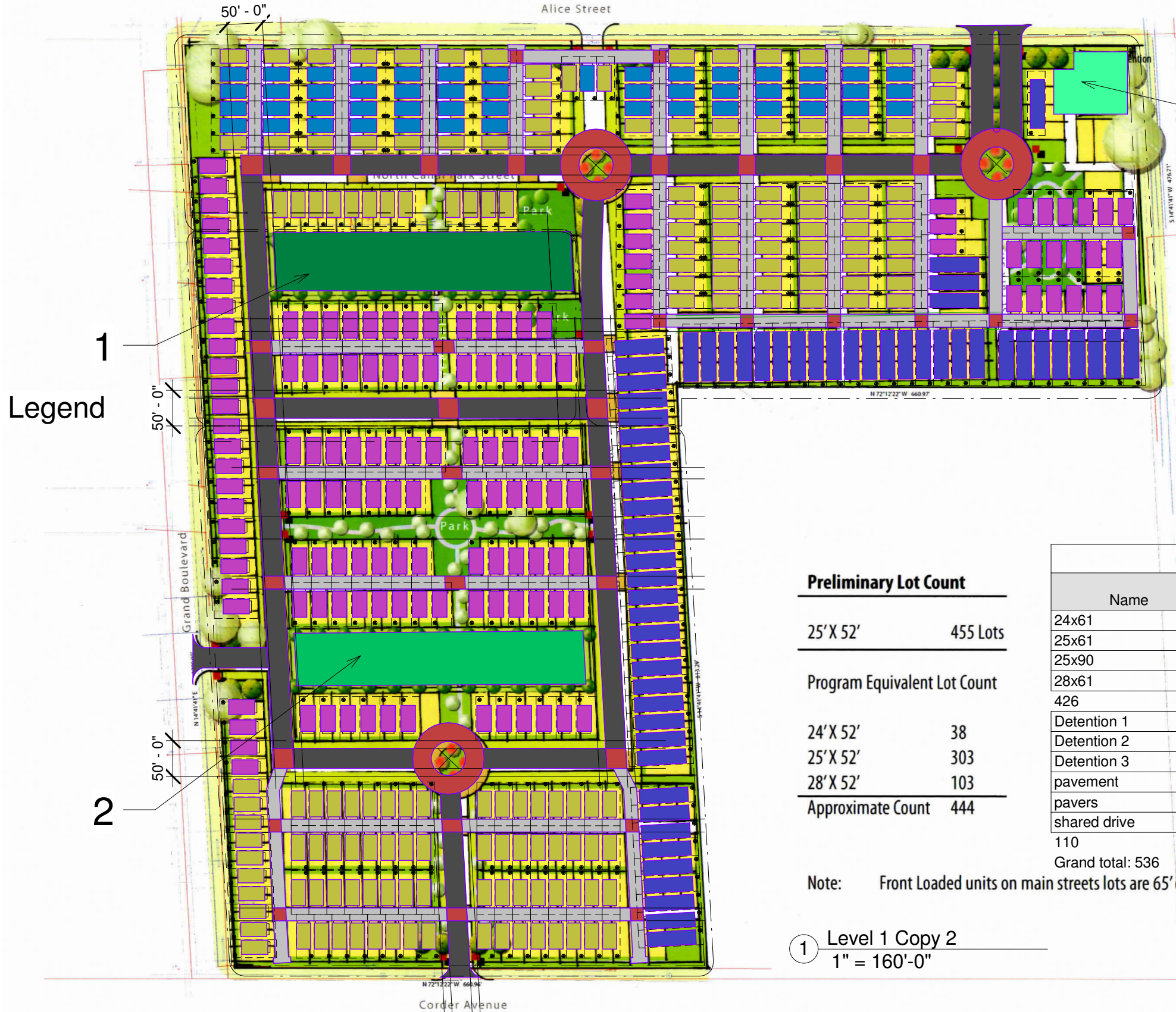


D- Variances

Aerial

Building Area Legend

- 24x61
- 25x61
- 25x90
- 28x61
- Detention 1
- Detention 2
- Detention 3
- pavement
- pavers
- shared drive



Preliminary Lot Count

25' X 52' 455 Lots

Program Equivalent Lot Count

24' X 52' 38
25' X 52' 303
28' X 52' 103
Approximate Count 444

Note: Front Loaded units on main streets lots are 65' deep.

Areas Summary

Name	Count	Area	Comments	Exterior
24x61	50	36,310 SF		
25x61	166	120,548 SF		
25x90	62	84,320 SF		
28x61	148	109,841 SF		
426		351,019 SF		
Detention 1	1	34,138 SF		Yes
Detention 2	1	29,865 SF		Yes
Detention 3	1	8,268 SF		Yes
pavement	28	98,758 SF		Yes
pavers	40	37,402 SF		Yes
shared drive	39	104,320 SF		Yes
110		312,751 SF		
Grand total:	536	663,770 SF		

1 Level 1 Copy 2
1" = 160'-0"

Preliminary Lotting Plan

SLA Studio • Land

Med-Park
SVI-404

COPYRIGHT © 2002, LARRY S. DAVIS & ASSOC.



Project Name	Enter address here
Owner	

4512 MONTROSE, HOUSTON, TEXAS 77006 TEL. 713 522 6441 www.urbanlofts.com

Project #	Project Number	Unnamed A102
Date	Issue Date	
Drawn by	Author	
Project Status		



VARIANCE Request Information Form

Application Number: 2014-1370

Plat Name: Uptown North

Applicant: Windrose Land Services, Inc.

Date Submitted: 06/02/2014

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

Specific Variance is being sought and extent of variance:

Allow shared driveways to take access from a Permanent access easement (Type I PAE).

Chapter 42 Section: 145 (b)

Chapter 42 Reference:

General layout and arrangement for all shared driveways. (b) A shared driveway shall not intersect with a permanent access easement, a private alley, or connect to, or be the extension of, a shared driveway created by an adjacent subdivision. A shared driveway shall intersect with at least one public street that is not an alley in accordance with the following requirements: (1) The shared driveway shall intersect with a public street that has a roadway width 18 feet or more as measured at the narrowest point of the roadway adjacent to the tract; (2) The shared driveway shall intersect with a public street at a 90-degree angle except as needed to comply with item (3) of this subsection; and (3) The shared driveway shall be set back at least four feet from the boundary of the subdivision plat measured at the point of intersection with the public street. [Insert appropriate graphic as labeled in Exhibit "B"]

Statement of Facts

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

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

The subject property is 1.08 acres located on the east side of North Post Oak Road approximately 350 feet north of the intersection with Westview Drive. The site is approximately one mile from the intersections of Loop 610 with Interstate Highway 10 and Loop 610 with SH 290. In addition to having ideal transportation service corridors, the site is also in close proximity to numerous school and retail centers - Awty School, Beth Elementary, Housman Elementary, Northwest Mall, etc. While the area was at one point primarily commercial and industrial, it is now a neighborhood in full transition to a denser residential form. The transition is evident in the number of approved and/or fully built-out urban infill single-family projects in the same area along Post Oak Rd., Westview Dr., Hempstead Rd., Awty School Ln., and Wirt Rd. The applicant concurs with the market trends for the area and is proposing to develop high-density single-family residential homes. However, the unusual physical characteristics of the applicant's site make it impossible to provide a project that matches the highest and best use of the land while meeting the intent of the City's Code of Ordinances without a variance. Because of the unusual offset caused by the flag-shaped configuration of the property, the site cannot use the standard private-access easement system typical of other dense single-family subdivisions in the surrounding area. If the applicant doesn't receive the variance, the interior street would need to be public. The site is bounded by large industrial warehouses to the north and west, State of Texas infrastructure of Interstate Highway 610 to the east, and CenterPoint transmission right-of-way to the south. The site is a flag-shaped lot coming off of N. Post Oak Road. Because the provision or extension of a public street beyond the limits of the property is impractical and contrary to the community's interest, a public street should be avoided by the City if at all possible. Instead of constructing a public street that cannot possibly be extended and that in no way provides traffic movement for anyone other than the future residents of the subdivision, the applicant requests a variance to allow shared driveways off of a type 1 private access easement/street. Using shared driveways is the only way of accomplishing the right density for this area. Using the type 1 private access easement, which is identical in function and capacity to a public street, provi

(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 were not caused by the applicant and have been in place for many years. The Centerpoint right-of-way to the south, state property to the east and abutting warehouse buildings to the west and north make it impossible to extend a street beyond the limits of the subject property. Since a public street is not

necessary or advisable to serve the subdivision, the conditions of the surrounding development and the safety of the future residents make a private access easement with shared driveways the best option for the community.

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

Requiring the applicant to construct a public street that cannot be extended is contrary to the intent of the Chapter 42, as it would lessen the security of the future residents and simultaneously burden the public with unnecessary street infrastructure to maintain.

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

The granting of the variance will not be injurious to the public health, safety, or welfare as the proposed private access easement will provide more than adequate access for residents and emergency vehicles and the existing street system has the capacity to serve the proposed subdivision without a negative impact to its level of service.

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

The conditions supporting the variance are the unique physical characteristics of the site, particularly the isolation caused by the surrounding land uses. Without the ability to extend a public street beyond the limits of the subdivision, the best option for the community is to allow the developer to obtain market appropriate density by using a private access/shared driveway combination. If the City requires that the developer use a public street to gain access, it will reduce the level of safety of the future residents and add unnecessary right-of-way to maintain. Also, if the subdivision cannot be gated it lessens the overall benefit to the public by undermining the price point of the new homes.

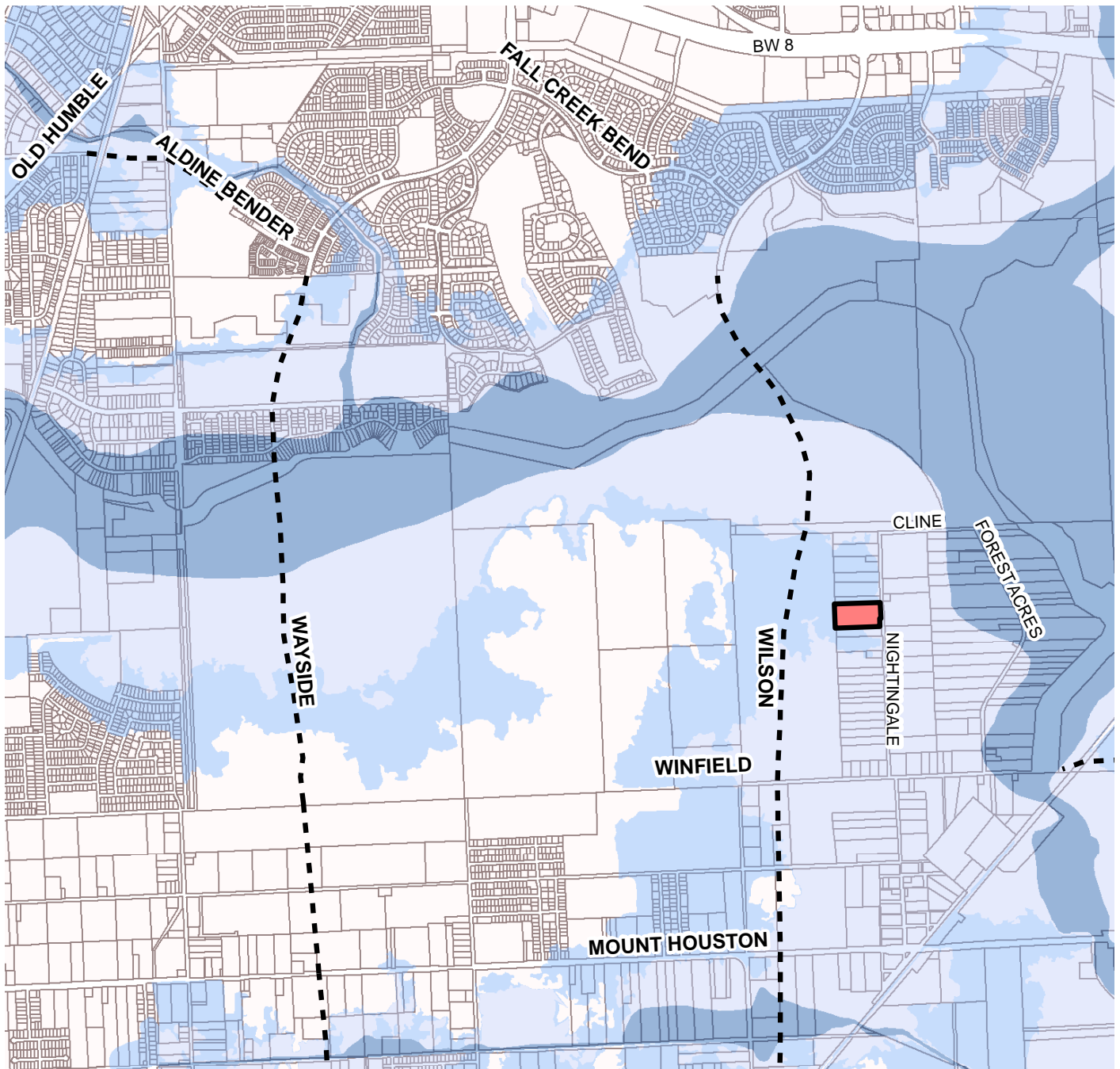
Houston Planning Commission ITEM : 136

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Nightingale Vista

Applicant: replats.com



D – Variances

Site Location

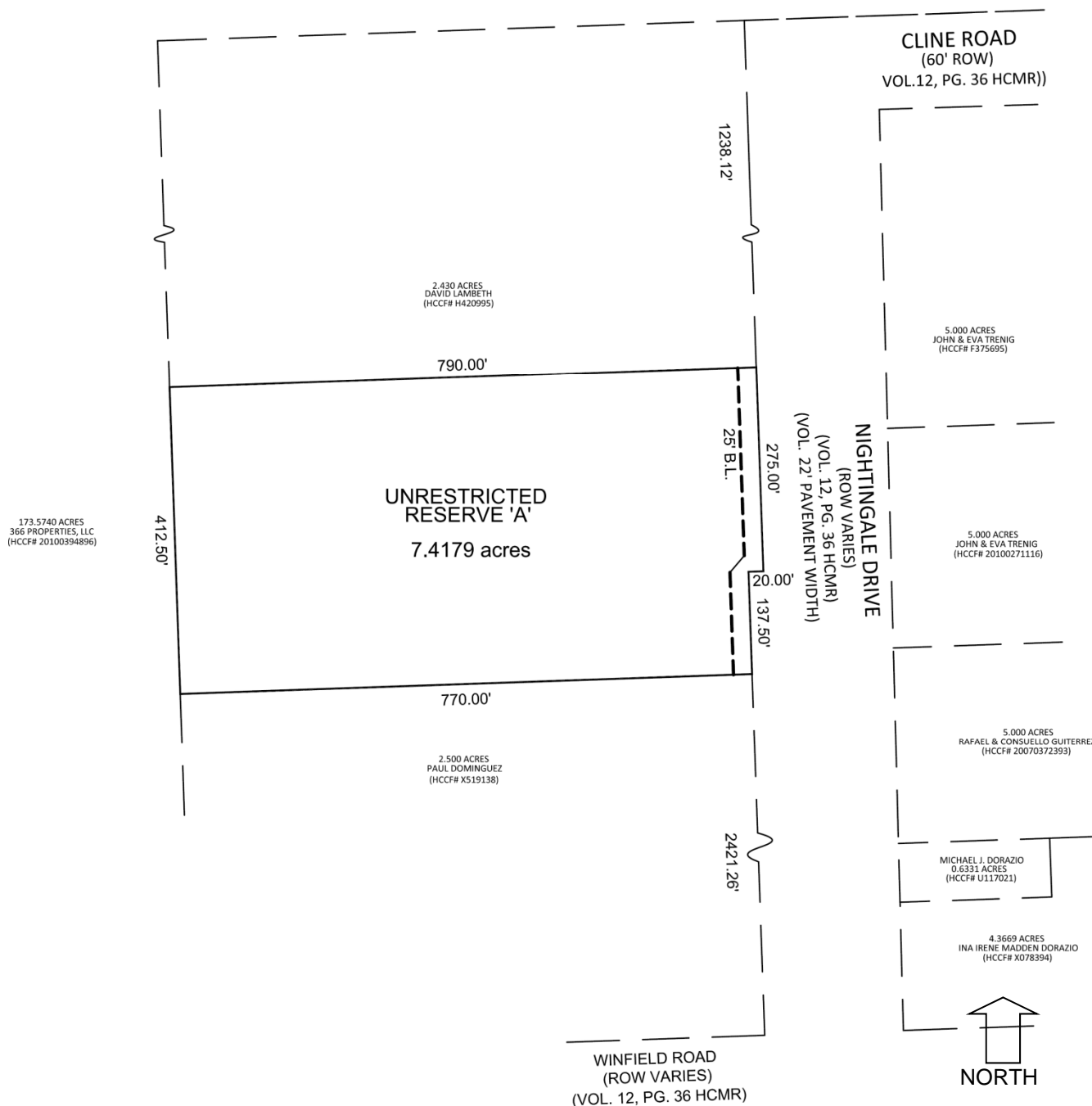
Houston Planning Commission ITEM : 136

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Nightingale Vista

Applicant: replats.com



D – Variances

Subdivision

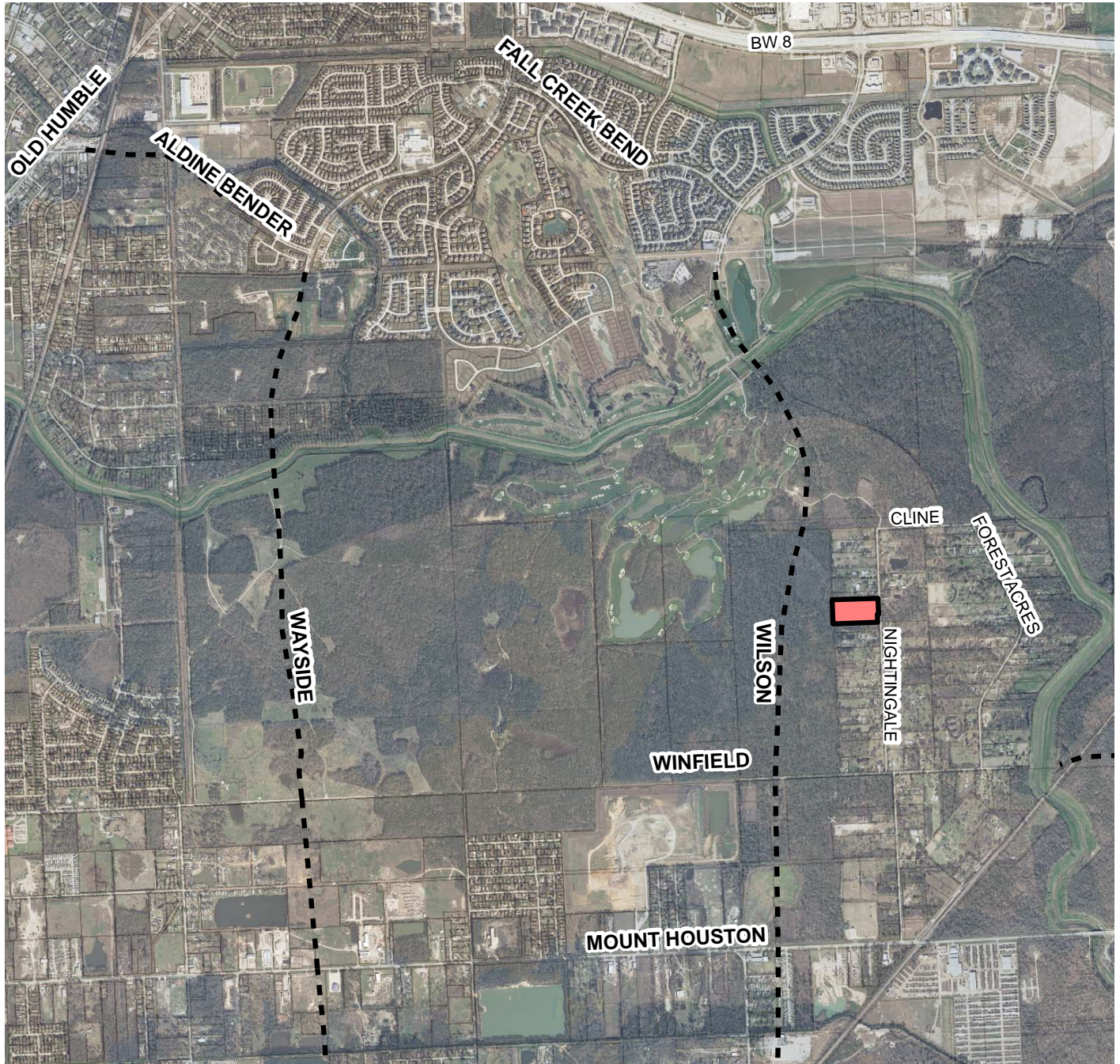
Houston Planning Commission ITEM : 136

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Nightingale Vista

Applicant: replats.com



D – Variances

Aerial



**PLANNING &
DEVELOPMENT
DEPARTMENT**

**VARIANCE
Request Information Form**

Application Number: 2014-1450

Plat Name: Nightingale Vista

Applicant: replats.com

Date Submitted: 06/14/2014

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

Specific Variance is being sought and extent of variance:

To allow a block length greater than 1,400 feet.

Chapter 42 Section: 42-128

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;

Nightingale is a public street with various right-of-way dimensions. The subject property is 2421 feet north of Winfield Road and 1178 feet south of Cline Road. Nightingale terminates at Cline Road. The land to the east of Nightingale is the Forest Acres subdivision-5 acre lots. The proposed development is a church.

(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 a hardship created or imposed by the applicant. The circumstances supporting the variance are based on the land uses surrounding the property. There are no east-west streets in through the forest for points of connection. To the east, an east-west street would be 2318 feet and run through residential lots to connect to Forest Acres Drive. Lots platted in the Forest Acres Subdivision take access from Nightingale or Forest Acres Drive.

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

The intent and general purpose for this chapter will be preserved and maintained. An east-west street through subject property will not serve any development or improve traffic 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, safety or welfare. The church doesn't meet on a daily basis, with little impact on traffic. The 7.42 acre tract will provide sufficient ingress-egress to Nightingale Drive.

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

Economic hardship is not the sole justification of the variance. It is based on the characteristics of the surrounding area.

Houston Planning Commission

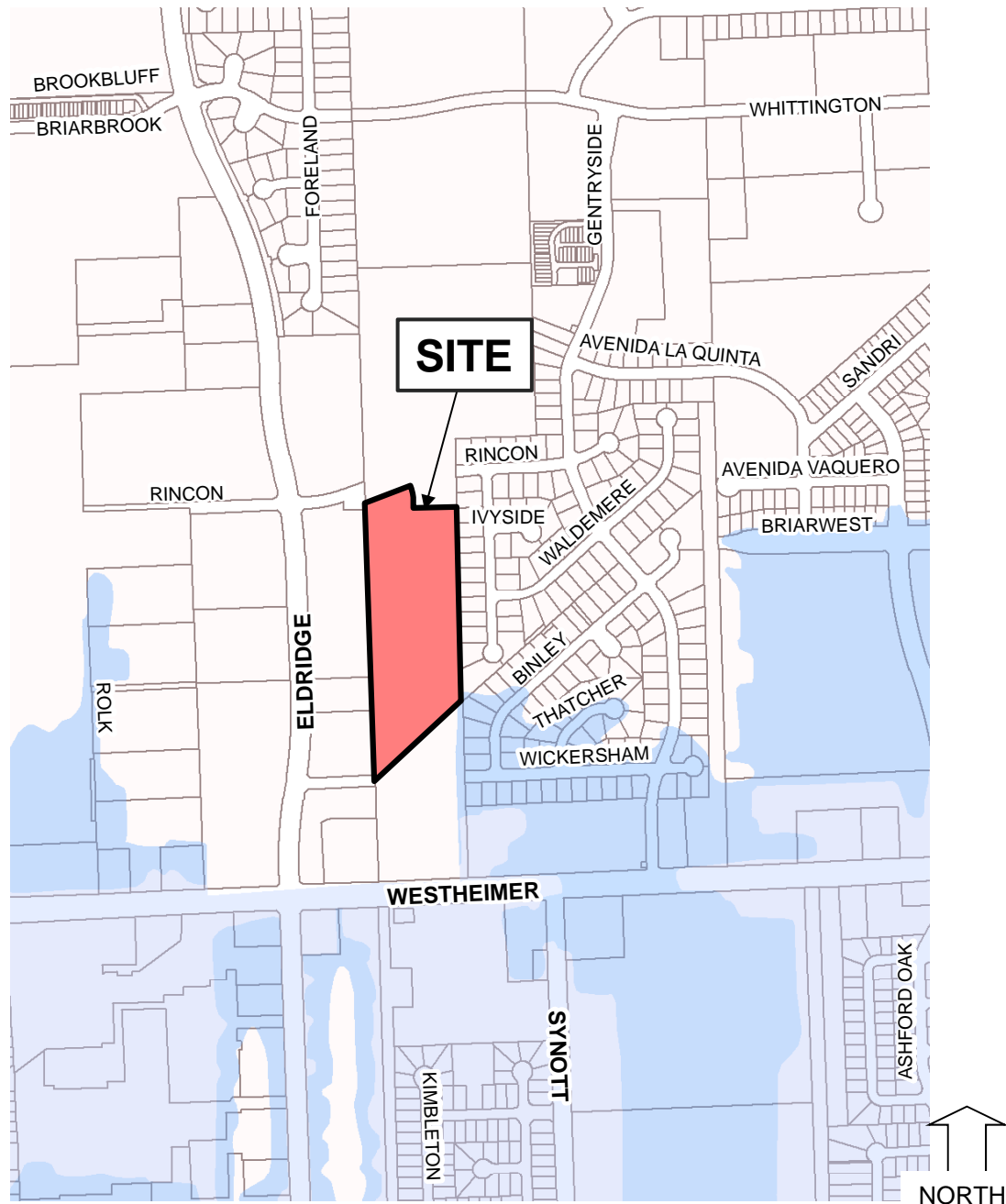
ITEM : 137

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Parkway Terrace Sec 2 (DEF1)

Applicant: RVi Planning + Landscape Architecture



D – Variances

Site Location

Houston Planning Commission

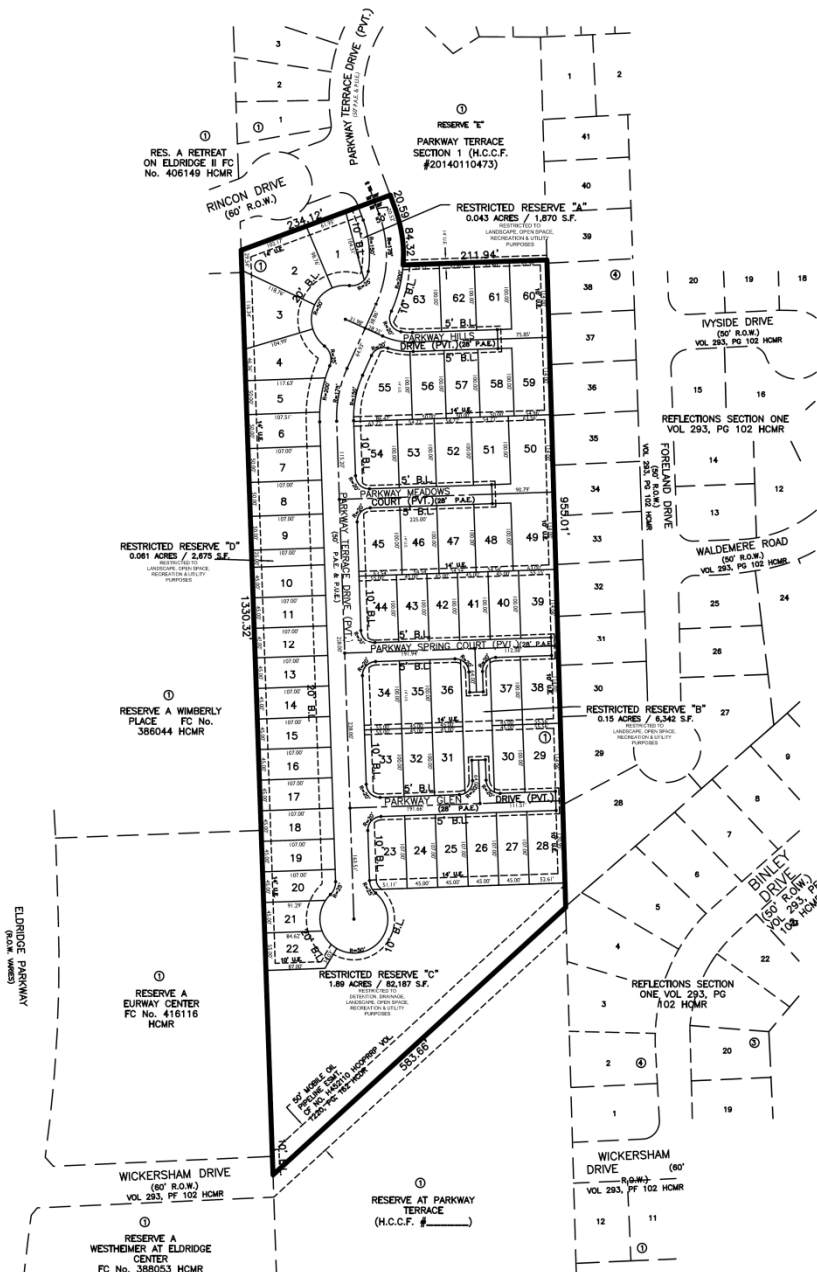
ITEM : 137

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Parkway Terrace Sec 2 (DEF1)

Applicant: RVi Planning + Landscape Architecture



D – Variances

Subdivision

Houston Planning Commission

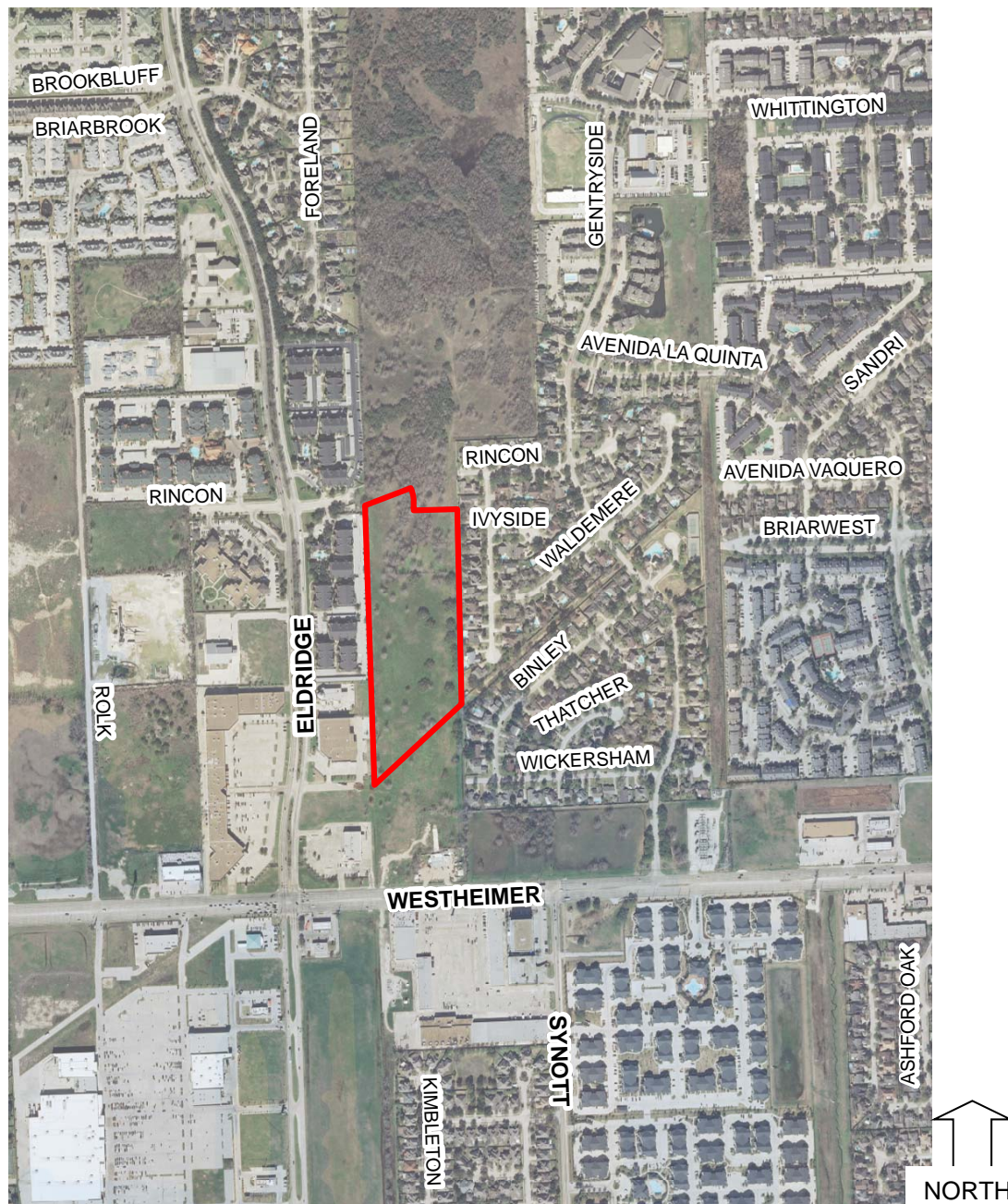
ITEM : 137

Planning and Development Department

Meeting Date: 06/26/2014

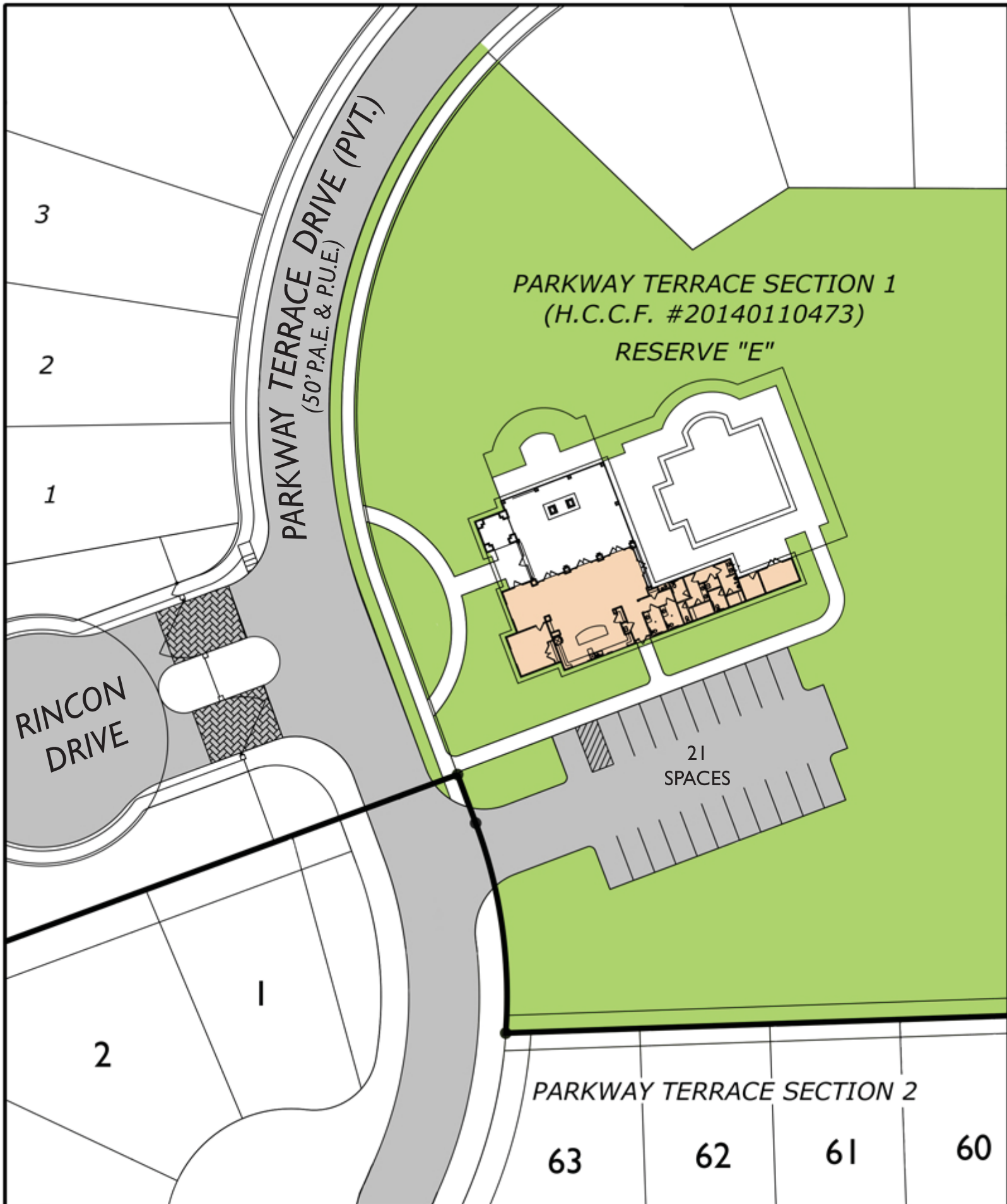
Subdivision Name: Parkway Terrace Sec 2 (DEF1)

Applicant: RVi Planning + Landscape Architecture



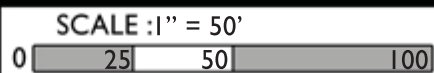
D – Variances

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.



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:

Not to extend Wickersham Drive or terminate with a cul-de-sac

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;

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.



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.

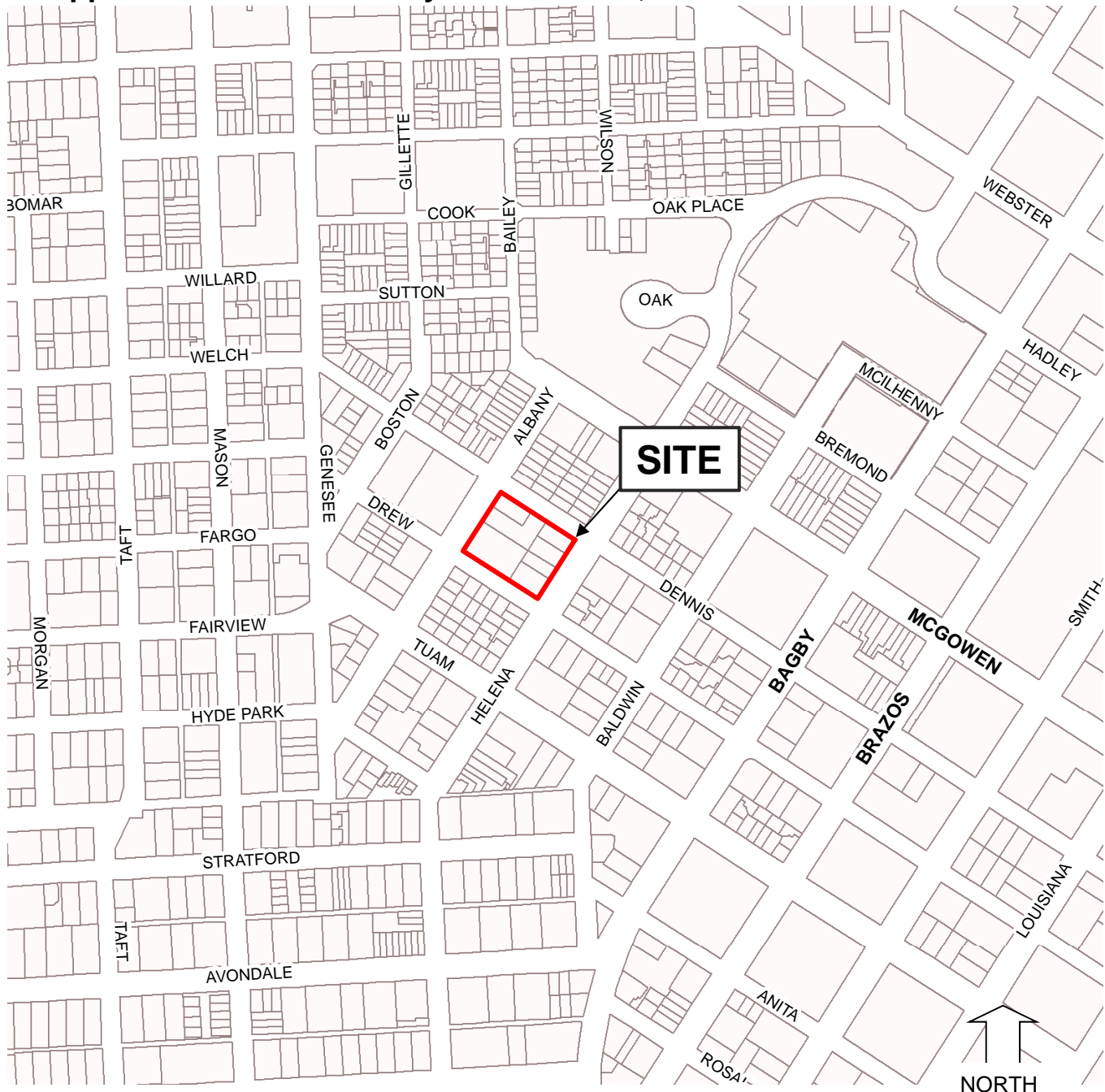
Houston Planning Commission ITEM : 138

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Pearl on Helena

Applicant: Vernon G. Henry & Associates, Inc.



D – Variances

Site Location

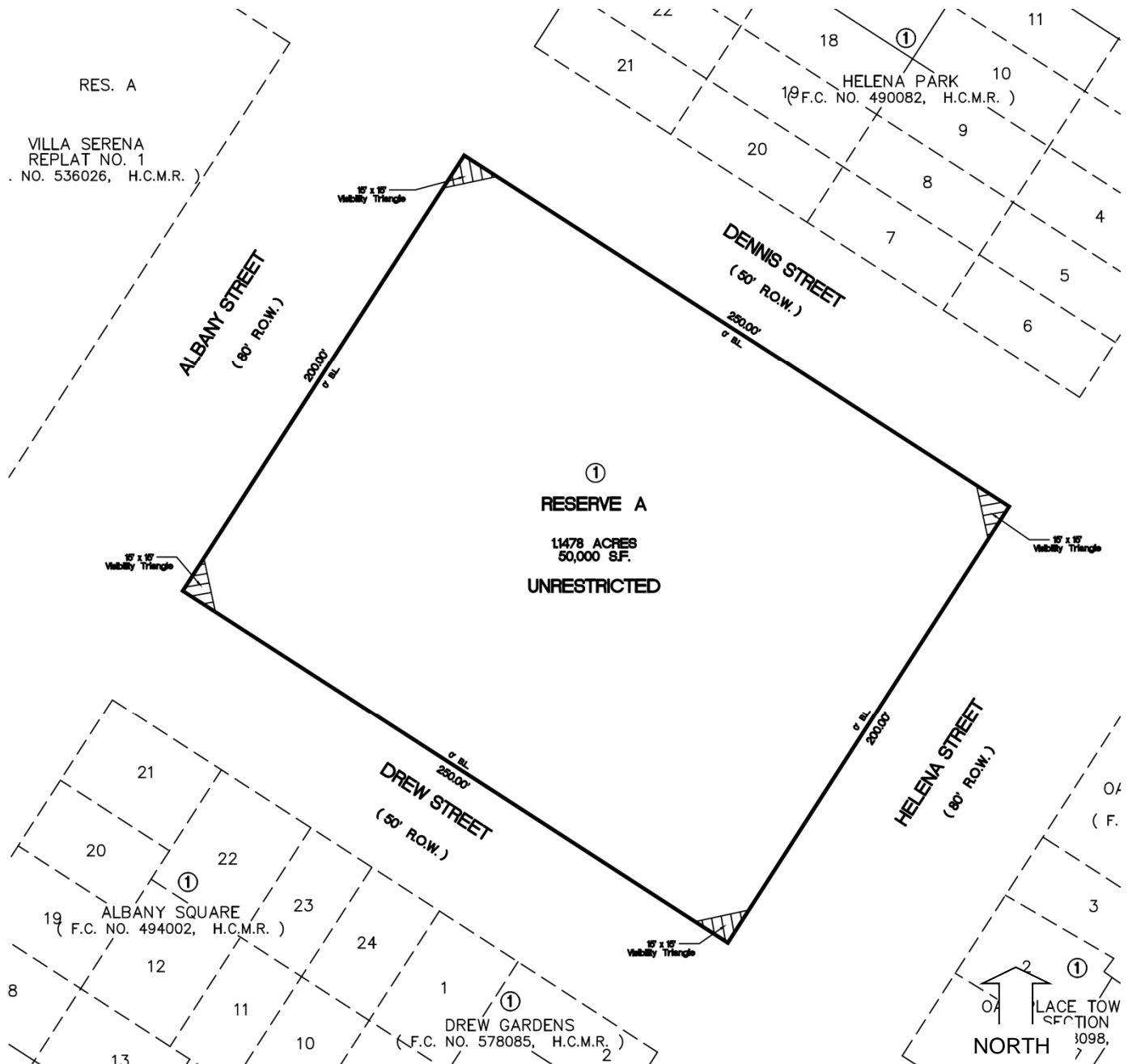
Houston Planning Commission ITEM : 138

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Pearl on Helena

Applicant: Vernon G. Henry & Associates, Inc.



D – Variances

Subdivision

Houston Planning Commission ITEM : 138

Planning and Development Department

Meeting Date: 06/26/2014

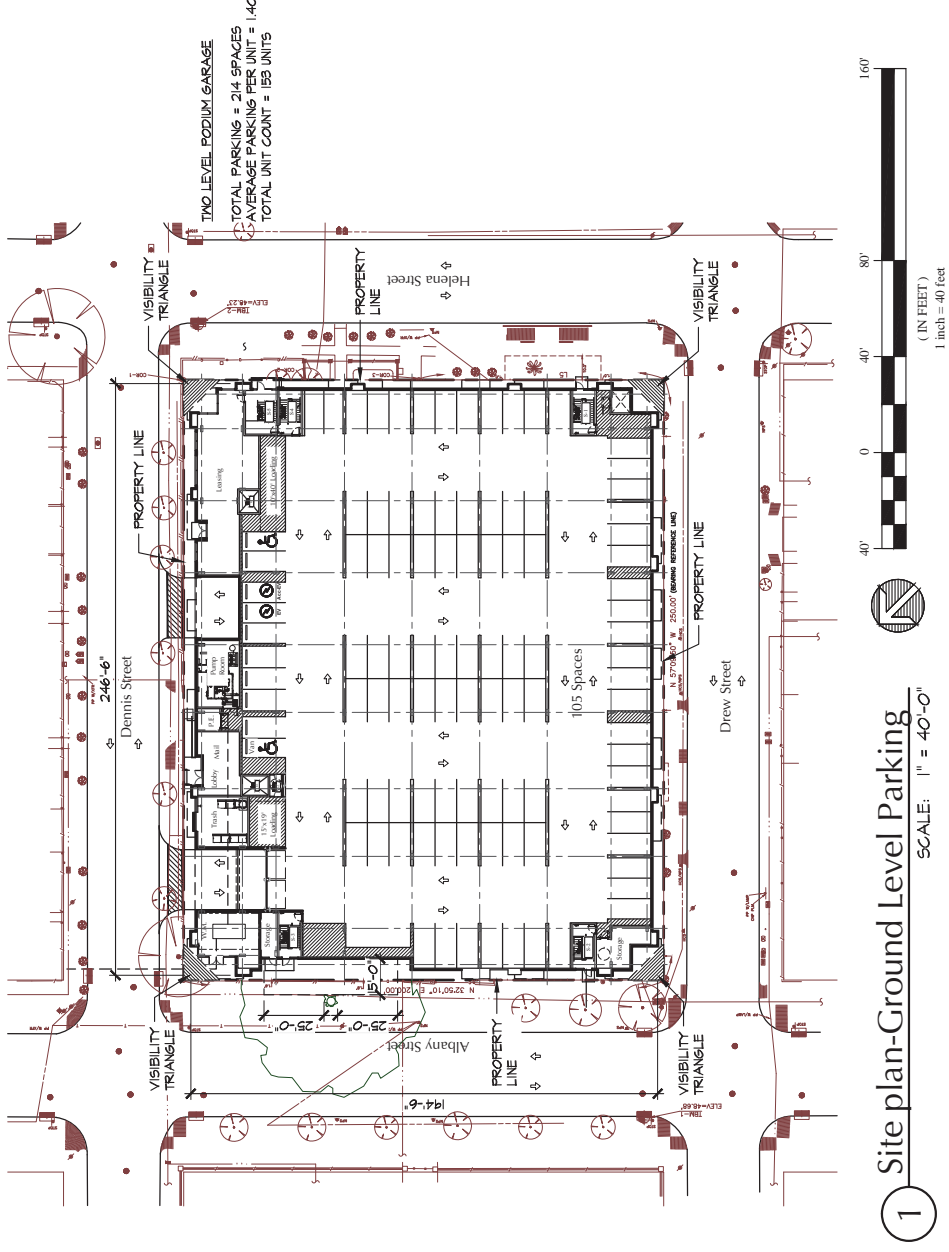
Subdivision Name: Pearl on Helena

Applicant: Vernon G. Henry & Associates, Inc.



D – Variances

Aerial





4 Albany Street Elevation
SCALE: 1" = 40'-0"



3 Dennis Street Elevation
SCALE: 1" = 40'-0"



2 Drew Street Elevation
SCALE: 1" = 40'-0"



1 Helena Street Elevation
SCALE: 1" = 40'-0"



Pearl Helena Street The Morgan Group



Pearl Helena Street

The Morgan Group

Courtyard

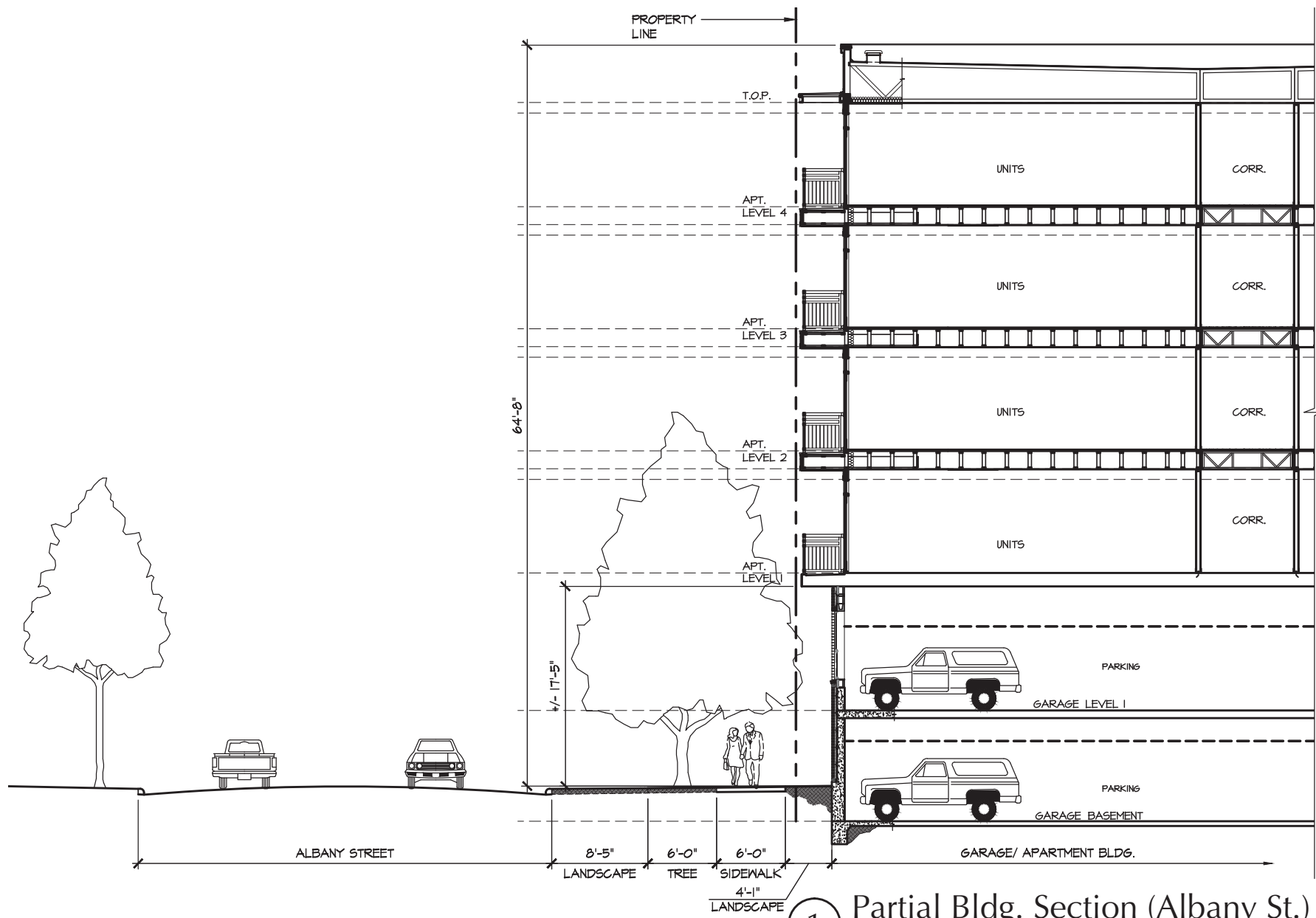
Not to scale

June 2014





Pearl Helena Street



Partial Bldg. Section (Albany St.)

SCALE: 1/8" = 1'-0"

13-69

Plotted: 4-25-2014

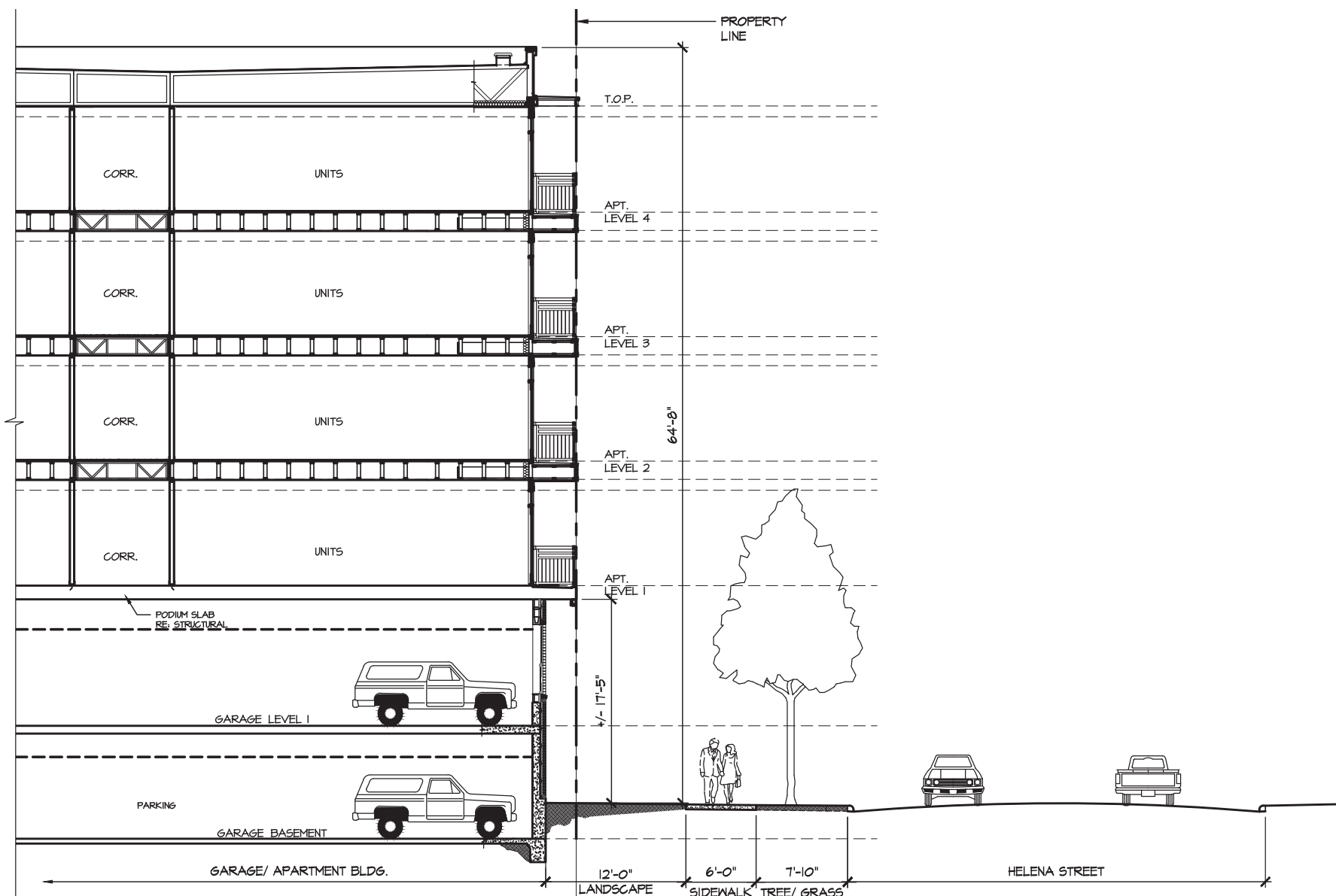
Wallace Garcia Wilson Architects

4600 Post Oak Place Dr. Suite 190
Houston, Texas 77027
P: 713.993.0439
F: 713.993.0475



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1

Partial Bldg. Section (Helena St.)

SCALE: 1/8" = 1'-0"

13-69

Plotted: 4-25-2014

Wallace Garcia Wilson Architects

4600 Post Oak Place Dr. Suite 190
Houston, Texas 77027
P: 713.993.0439
F: 713.993.0475

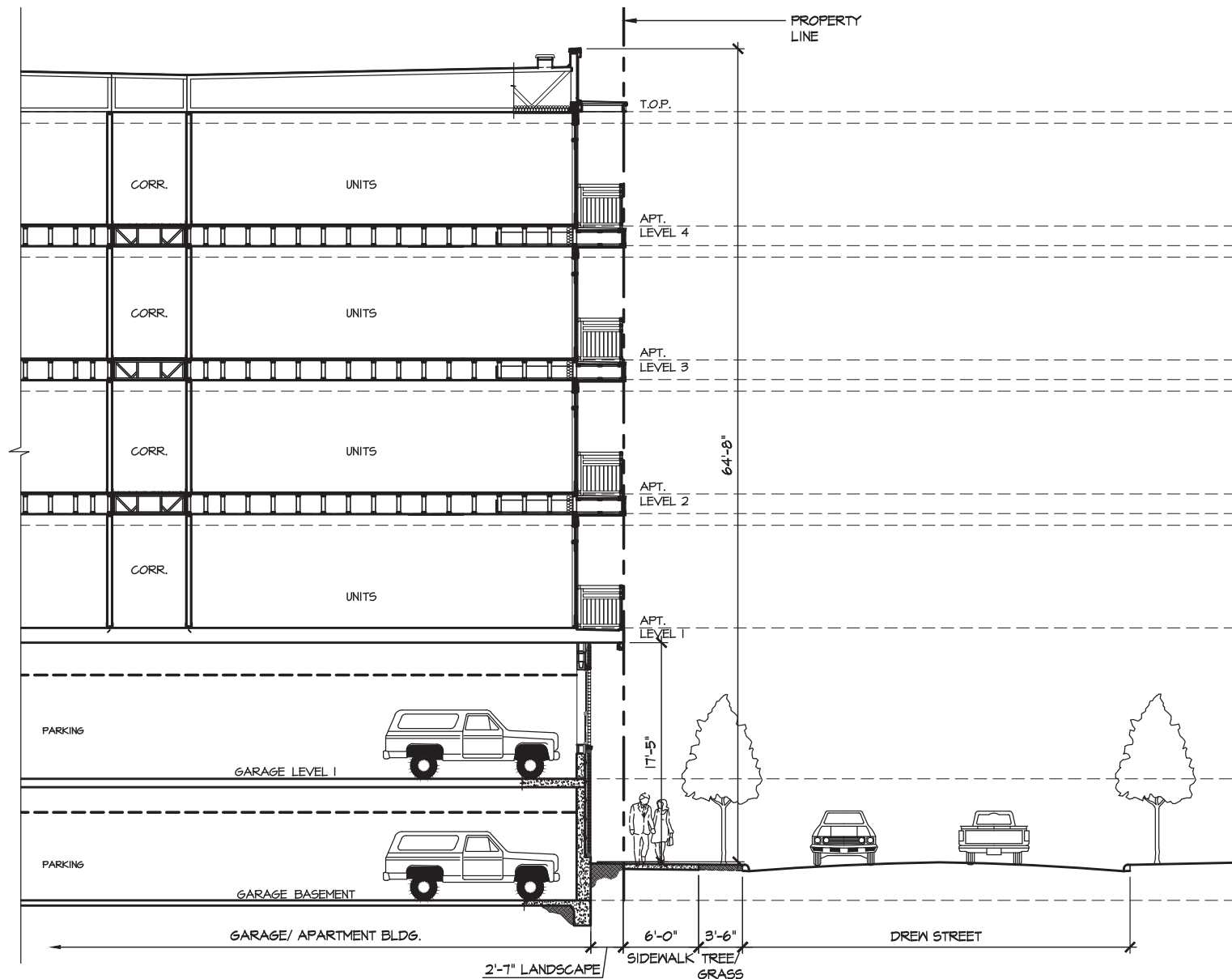


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13-69
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 4600 Post Oak Place Dr. Suite 190
 Houston, Texas 77027
 P: 713.993.0439
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Renderings of Similar Projects

Pearl @ the Mix, 2910 Milam





**PLANNING &
DEVELOPMENT
DEPARTMENT**

**VARIANCE
Request Information Form**

Application Number: 2014-1498

Plat Name: Pearl On Helena

Applicant: Vernon G. Henry & Associates, Inc.

Date Submitted: 06/16/2014

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

Specific Variance is being sought and extent of variance:

To allow a 0' building line on Dennis, Helena, Drew, and Albany Streets rather than 10' except on Albany around a large street tree; to allow the visibility triangles at the four corners to apply only to the area that is less than 8' above the adjacent street intersection.

Chapter 42 Section: 150; 161

Chapter 42 Reference:

42-150; Building line requirement. An improvement that requires a building permit shall not be constructed within the building line requirement established by this chapter. Each subdivision plat and development plat shall show all applicable building lines. 42-161; The building line for property adjacent to two intersection streets shall not encroach into any visibility triangle, the triangular area adjacent to the intersection of any street established by measuring a distance of 15 feet from the point of intersection of two streets along the right-of-way of each of the intersecting streets and connecting the ends of each measured distance, to assure adequate visibility sight lines for vehicular traffic approaching the intersection. 42-161; Visibility Triangle

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 site is within the Midtown TIRZ, which has an adopted Project Plan approved by Council that calls for buildings to be constructed up close to the sidewalk as a way to promote a walkable pedestrian environment. The plan for this property is consistent with the Midtown Plan. An urban style apartment building with four floors of apartments over a 2-floor garage is proposed. Sidewalks will be a minimum of 6' in width around the perimeter. The façade of the building will be 4' inside the property line at the ground level; balconies, eaves, architectural elements, etc. will project into the 4'. There will be a band of low plantings between the sidewalk and the building façade. At the corner of Dennis and Helena, there will be a glass storefront that will include access into the building for both residents and visitors. An additional resident access point will be located on Helena near Drew. Garage entry will be on Dennis. Constructing the buildings close to the street is common in older sections of cities like Boston, New York, and Philadelphia and is a major factor in creating a sense of security and safety as well as in defining a pedestrian realm. Windows facing the street encourages residents to take ownership of the sidewalk and the street. Elevating the windows of the living units above the street level makes the residents feel safe from intruders while still providing a good view of the sidewalk and street. If the building were to be setback 10', the setback area would be grasses and fenced, pushing passersby away yet not providing usable area for the residents. This would not be in keeping with the character sought for Midtown and already established in this immediate area... Additionally, it would diminish the area available for the private interior courtyard for the residents. There is a very large street tree on Helena which the builder proposes to save by notching the building back 10' for a distance of 50'. New trees to be planted will be a minimum of 3" caliper. Sidewalks will be a minimum of 6'. Other streetscape amenities will include pedestrian scale lighting.

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

The adopted plan for Midtown calls for a pedestrian-friendly environment. To achieve this environment, it is necessary to have buildings close to the street and to eliminate as many driveways as possible.

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

The proposed improvements are consistent with the adopted Project Plan for Midtown. A reduced building setback promotes an urban environment, which encourages pedestrian traffic and transit usage, which, in turn, improves public health through exercise and a reduction in air pollution. Visibility triangles are intended to allow drivers to see vehicles approaching at right angles. The eye level of drivers will not be over 8'.

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

A reduced building setback promotes an urban environment, which promotes pedestrian traffic and transit usage, which in turn, improve public health.

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

A vital part of a pedestrian-friendly environment is resident connectivity to the street life, which cannot be accomplished well if the buildings are setback from the street with a fenced area between the building and his sidewalk. The justification for the variances is the functionality of the buildings, including the creation of a reasonable size private outdoor space for residents.

Houston Planning Commission

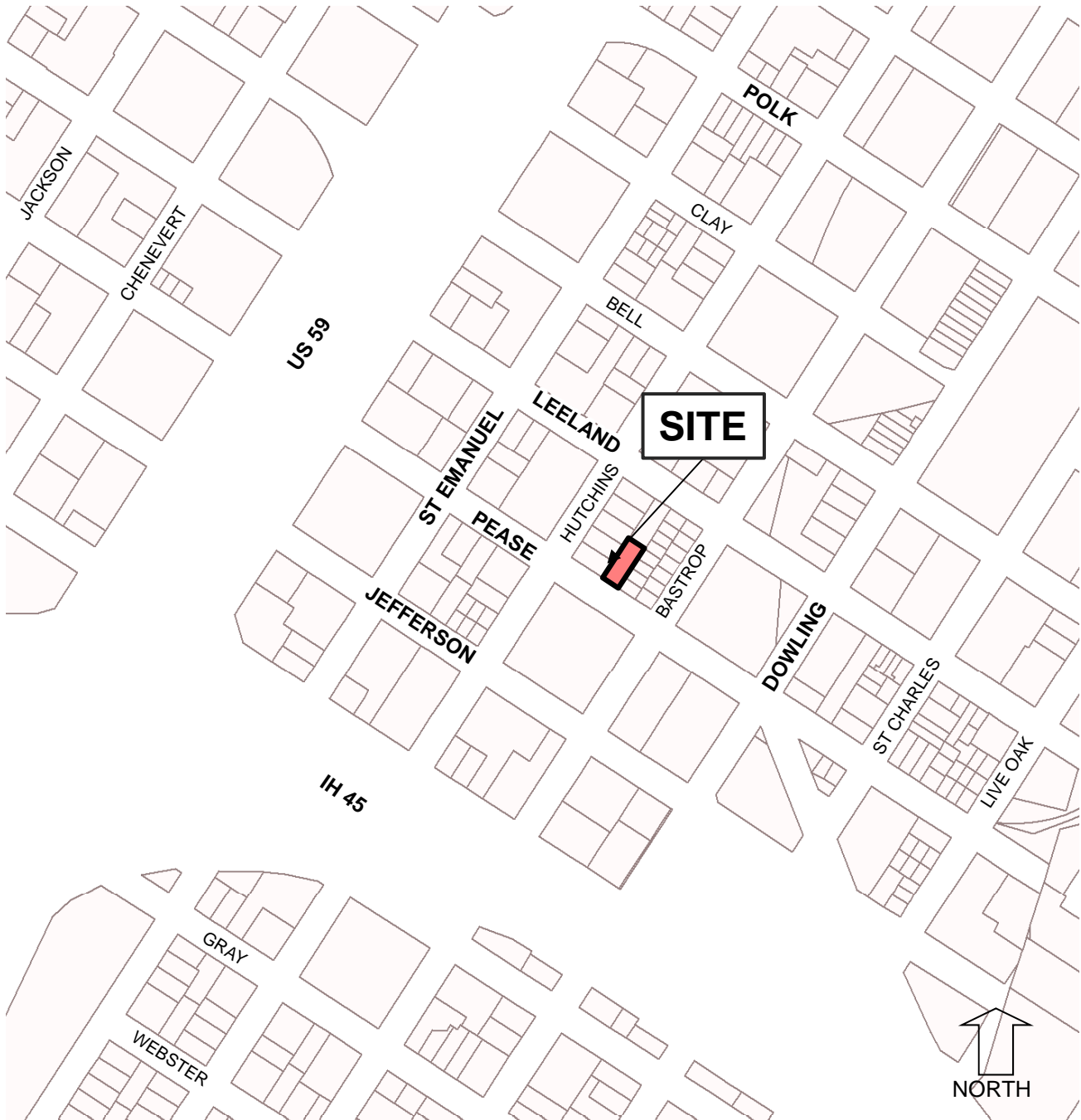
ITEM : 139

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Pease Street Townhomes (DEF1)

Applicant: TKE Development Services, Ltd.



D – Variances

Site Location

Houston Planning Commission

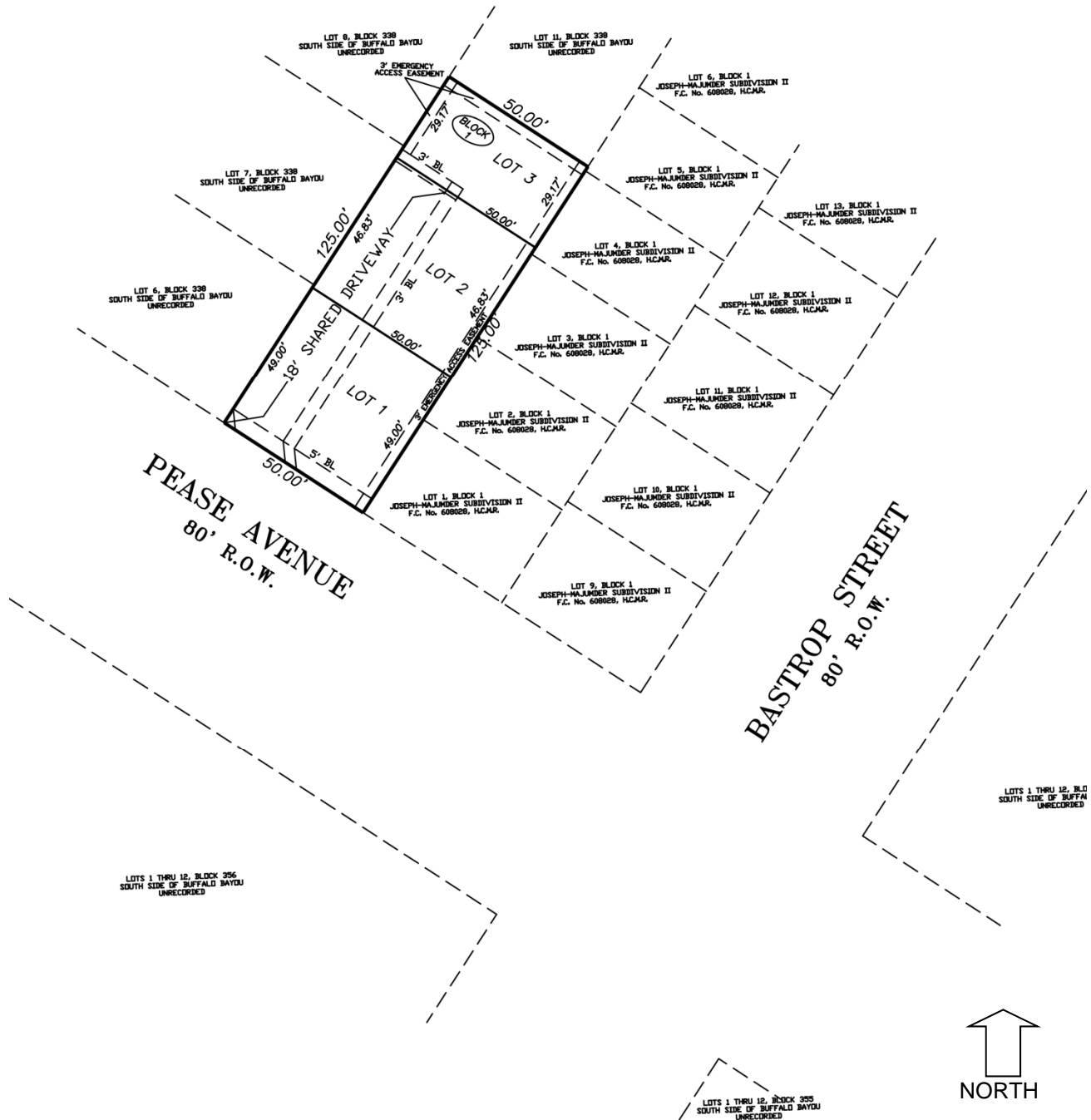
ITEM : 139

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Pease Street Townhomes (DEF1)

Applicant: TKE Development Services, Ltd.



D – Variances

Subdivision

Houston Planning Commission

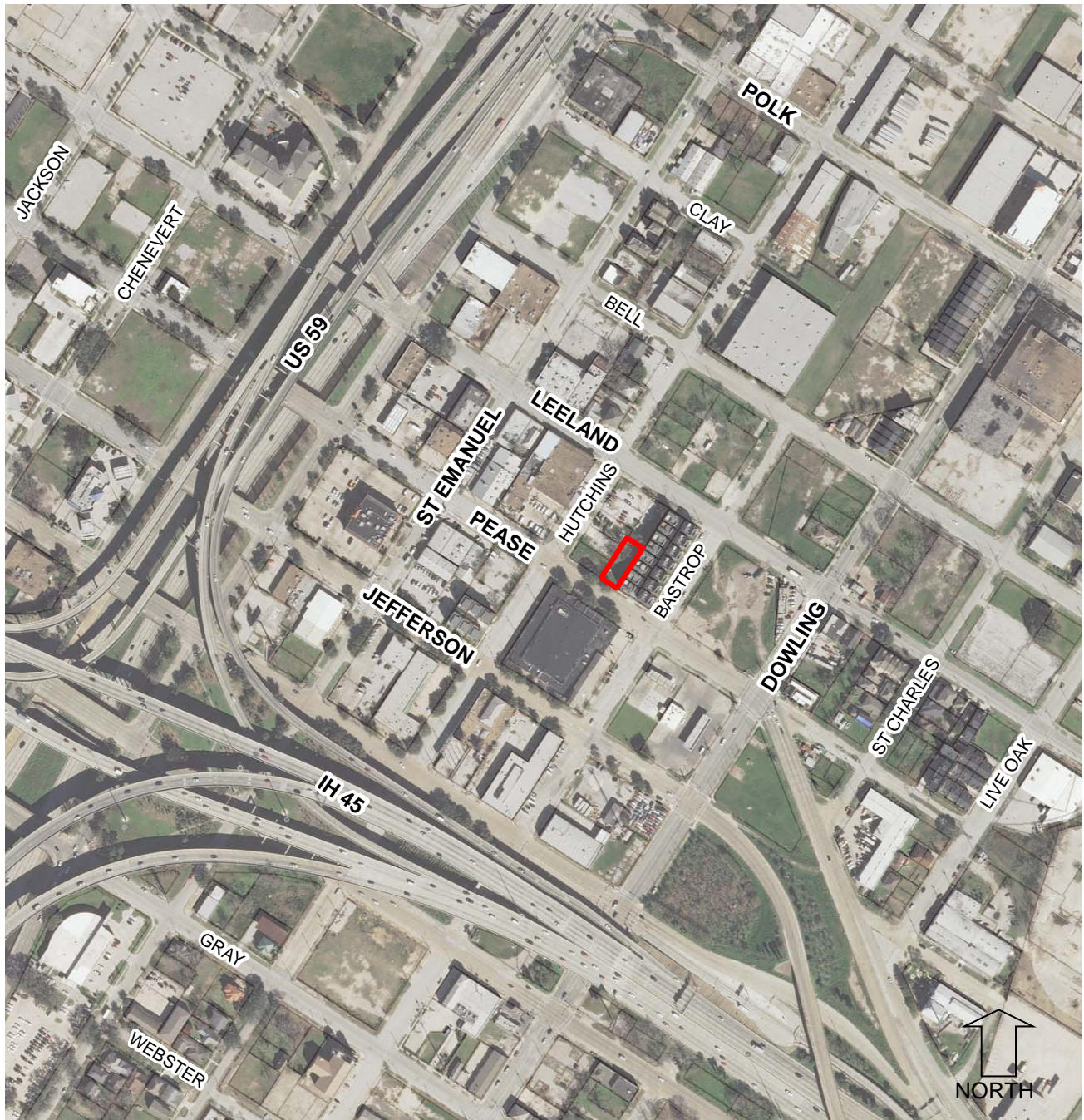
ITEM : 139

Planning and Development Department

Meeting Date: 06/26/2014

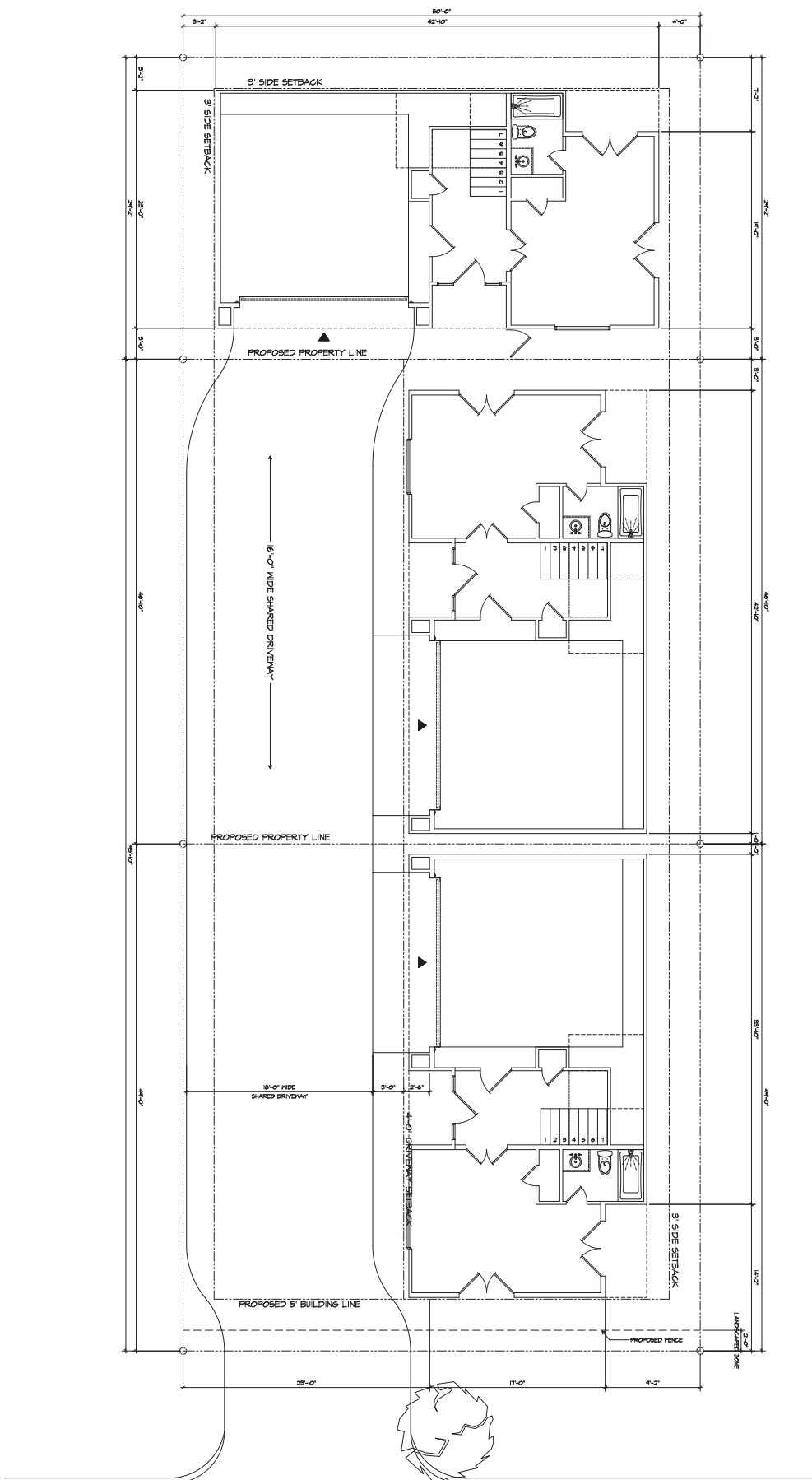
Subdivision Name: Pease Street Townhomes (DEF1)

Applicant: TKE Development Services, Ltd.



D – Variances

Aerial



2209 Pease
Houston, TX 77003

[illegible]

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.

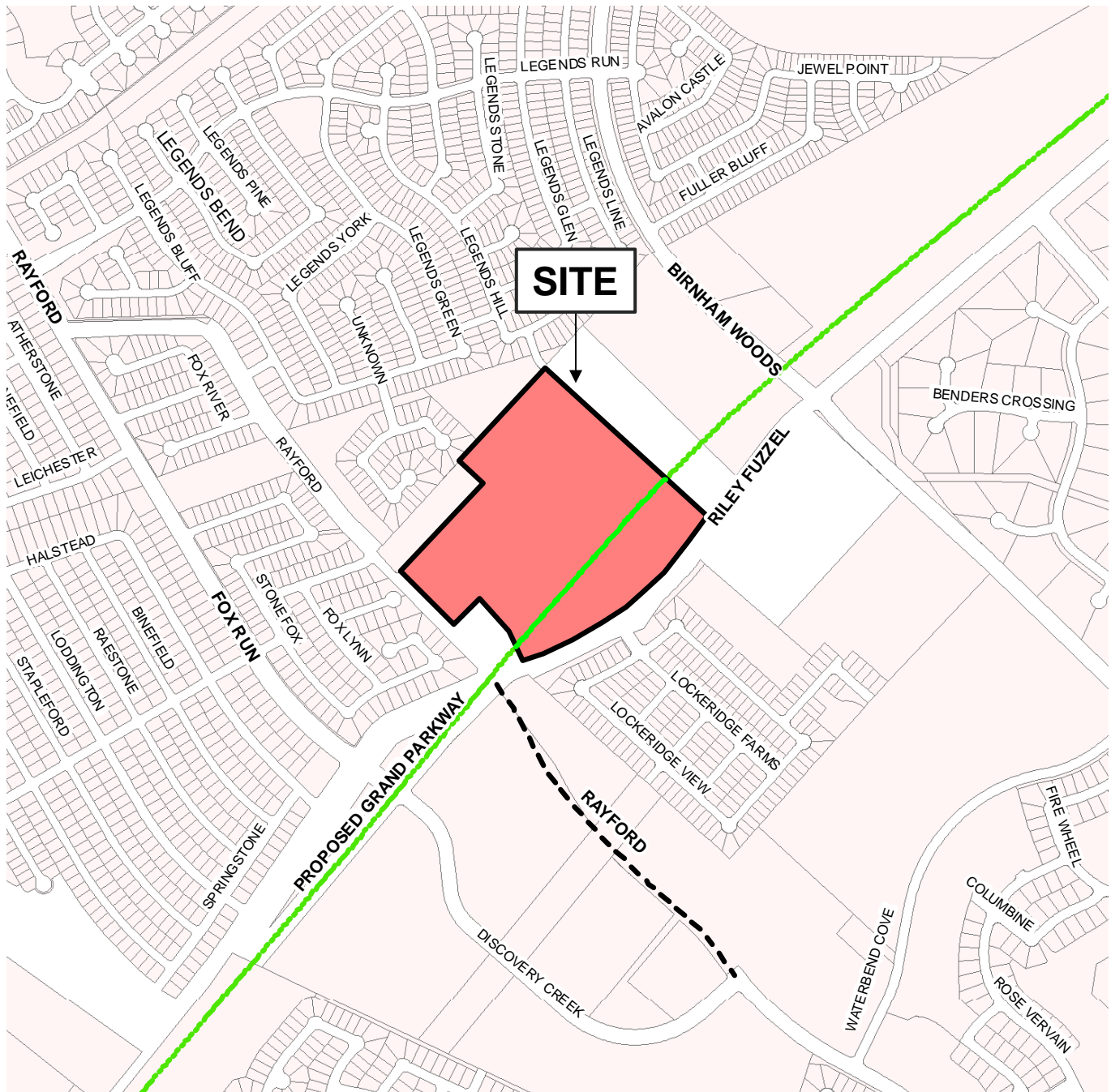
Houston Planning Commission ITEM : 140

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Rayford Road Crossing

Applicant: Terra Surveying Company, Inc.

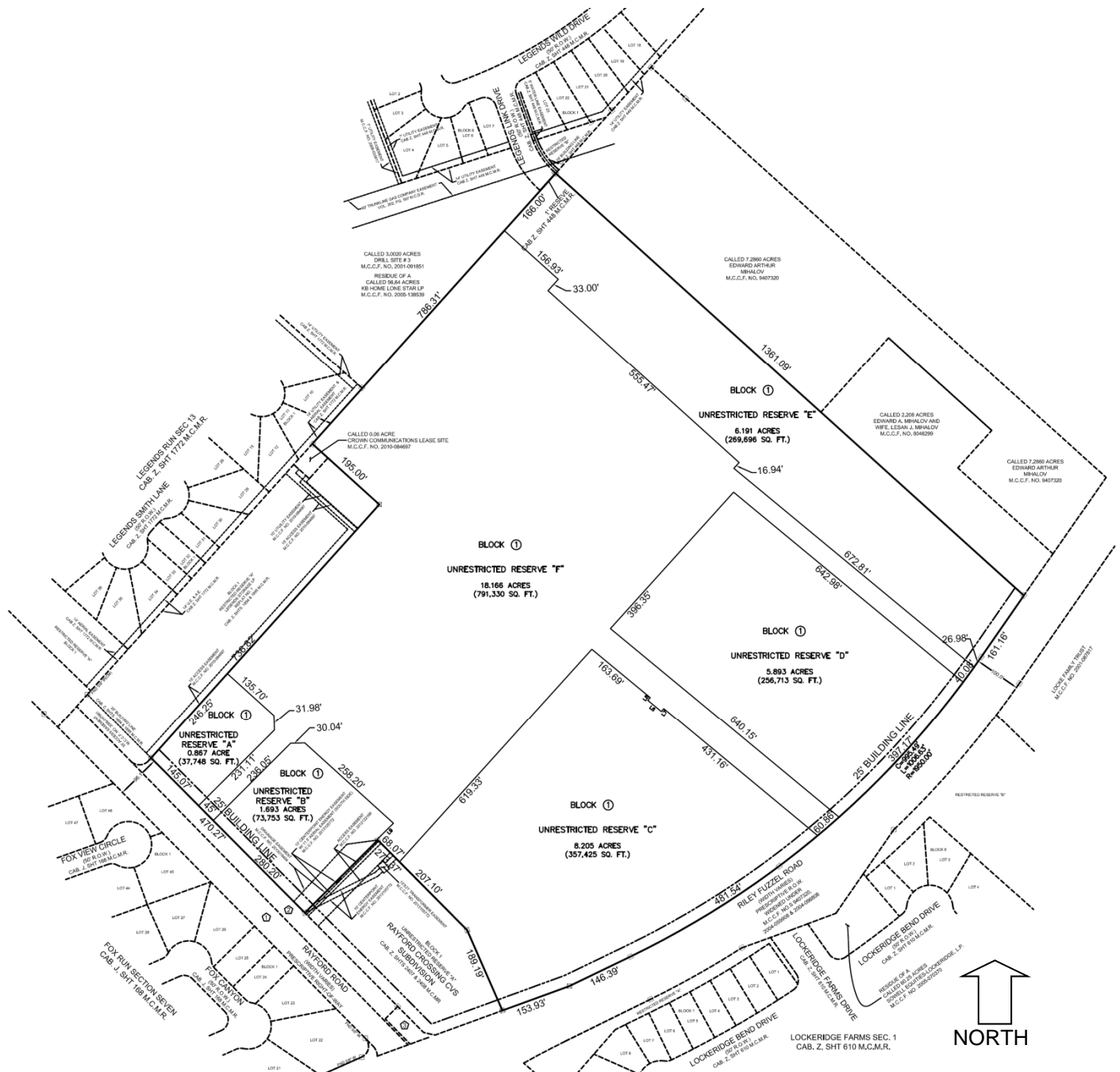


D – Variances

Site Location

Meeting Date: 06/26/2014

Applicant: Terra Surveying Company, Inc.



Subdivision

Houston Planning Commission ITEM : 140

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Rayford Road Crossing

Applicant: Terra Surveying Company, Inc.



D – Variances

Aerial



Application Number: 2014-1328

Plat Name: Rayford Road Crossing

Applicant: Terra Surveying Company, Inc.

Date Submitted: 06/01/2014

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

Specific Variance is being sought and extent of variance:

A variance is being requested to not extend the existing stub street of Legends Link Drive from the southeasterly boundary line of the subdivision plat of Legends Run, Sec 9 to Riley Fuzzel Road; not to terminate Legends Link with a cul-de-sac bulb

Chapter 42 Section: 135

Chapter 42 Reference:

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

Statement of Facts

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

(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;

Legends Link Drive is platted in the Legends Run residential subdivision to the northeast corner of this property, which is to be developed for commercial purposes. Legends Link is located at a distance of 1500' east of Rayford Road. The southern boundary of this property is the designated major thoroughfare Riley Fuzzel Road, which is scheduled to be replaced by the limited access State Highway 99 (called the Grand Parkway) by the end of 3015. Intersection spacing standards along a major thoroughfare allow for a 2600' intersection spacing, making the extension of Legends Run through this 47 acre tract unnecessary. A General Plan for this property was approved in April 2011 and did not require Legends Run to be extended through this tract. At that time, the Planning Department staff said that a variance request not to extend the street was not necessary. In the intervening 3 years extensive and costly engineering has been done based upon the approved General Plan. Contracts to sell various portions of the tract have also been entered into. Further, in 2011 the then Montgomery County Commissioner opposed the extension Legend Link through to Riley Fuzzel/the Grand parkway on the basis that it would become a cut-through for traffic to and from the future highway into the neighborhood and would also increase the ability for criminals to avoid apprehension.

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

Legends Link was located and platted in accordance with intersection spacing standards for a residential subdivision adjacent to an unplatted tract for which future uses were not identified. At the time, a specific alignment for the Grand Parkway had not been identified.

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

The increase intersection spacing along a major thoroughfare and highway are intended to limit the number of traffic conflict point on a high-speed facility in accordance with 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 system of Legends Run subdivision provides adequate access for daily traffic and for emergency vehicles to the residential lots, thereby protecting their health, safety and welfare.

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

The variance not to extend Legends Link Drive is based on the existing and future physical circumstance of the property.

Houston Planning Commission ITEM : 141

ITEM : 141

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Reserve at Parkway Terrace (DEF1)

Applicant: RVi Planning + Landscape Architecture



D – Variances

Site Location

Houston Planning Commission

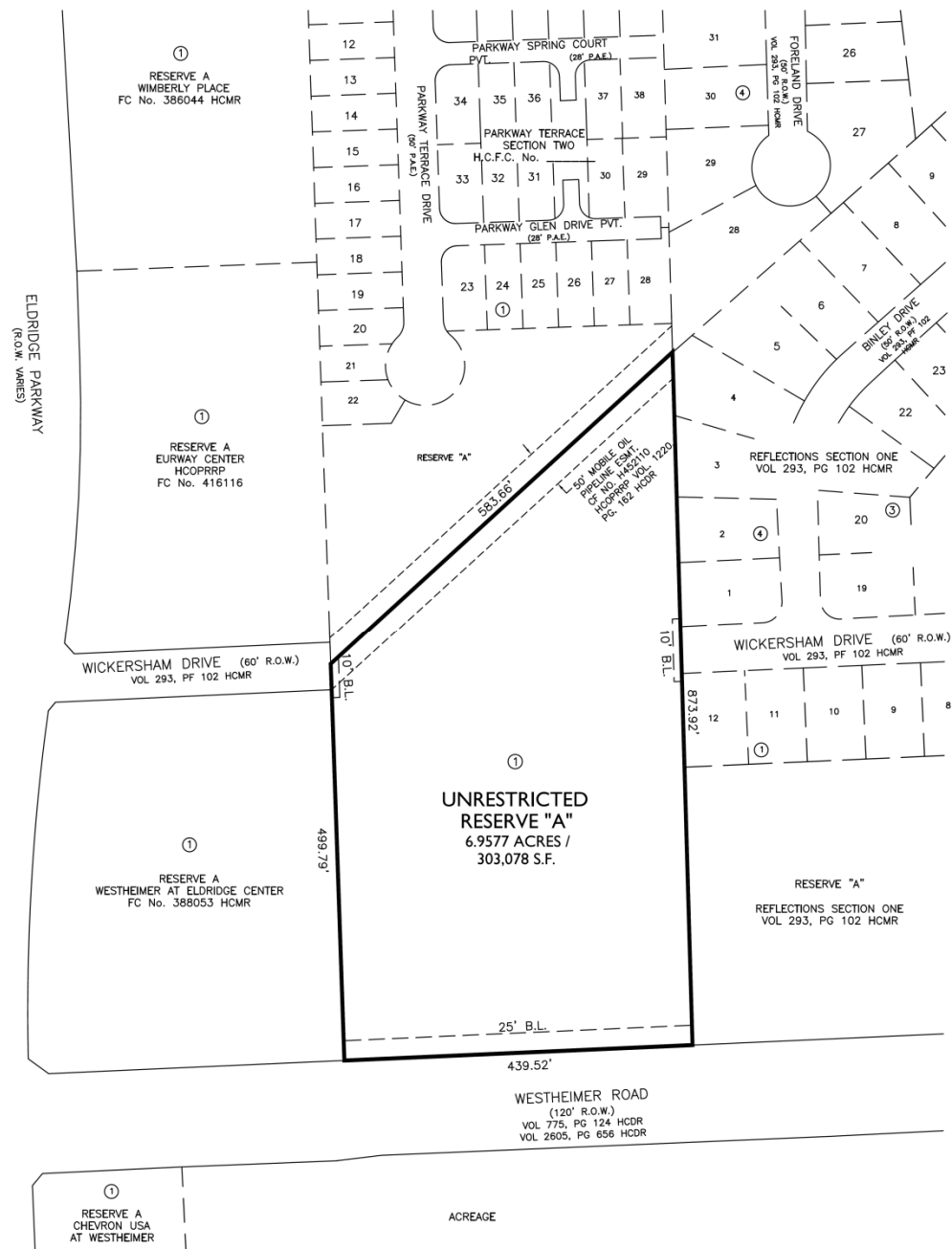
ITEM : 141

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Reserve at Parkway Terrace (DEF1)

Applicant: RVi Planning + Landscape Architecture



D – Variances

Subdivision

Houston Planning Commission

ITEM : 141

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Reserve at Parkway Terrace (DEF1)

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.

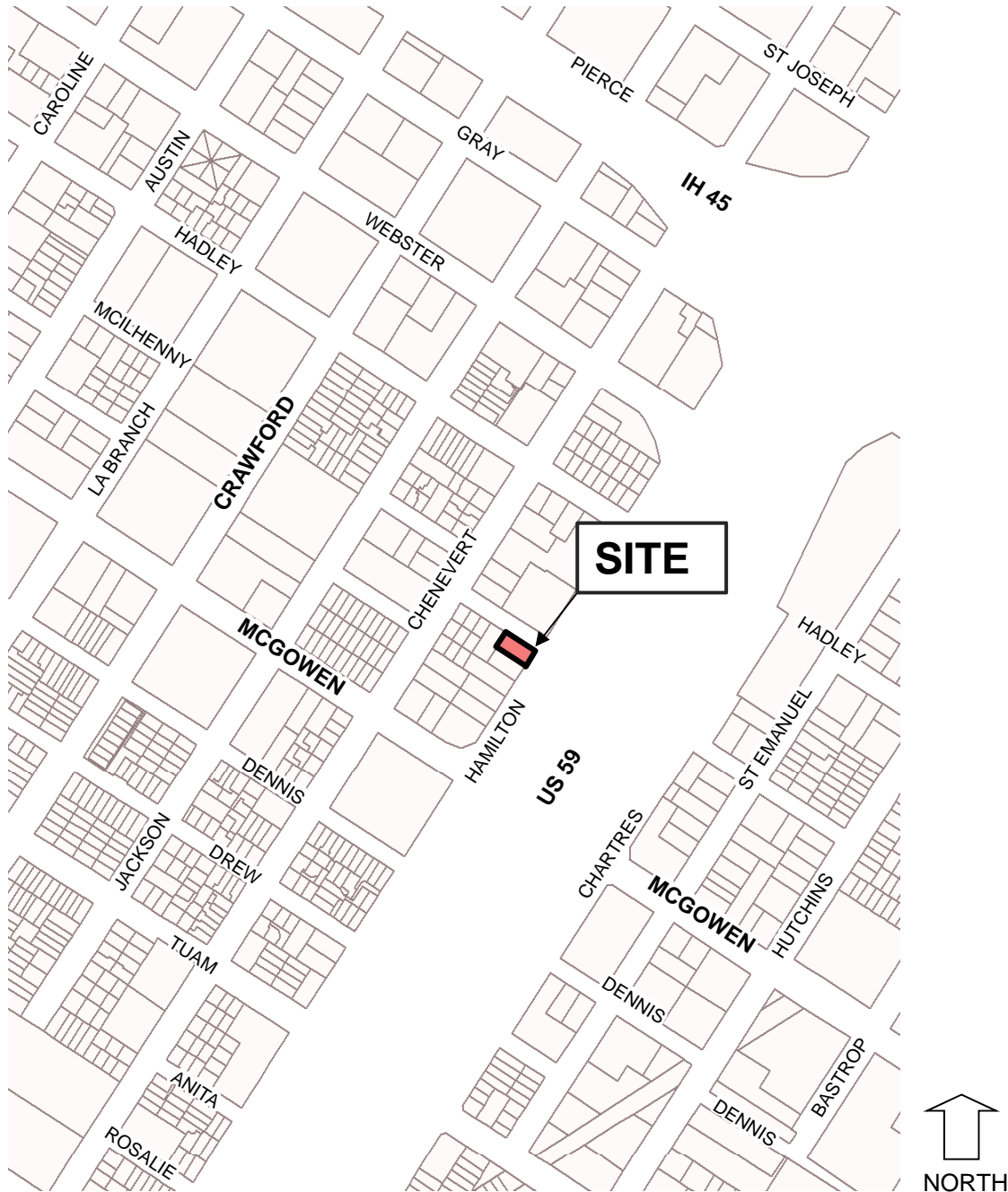
Houston Planning Commission ITEM: 142

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Summit Midtown

Applicant: ICMC Group, Inc.



D – Variances

Site Location

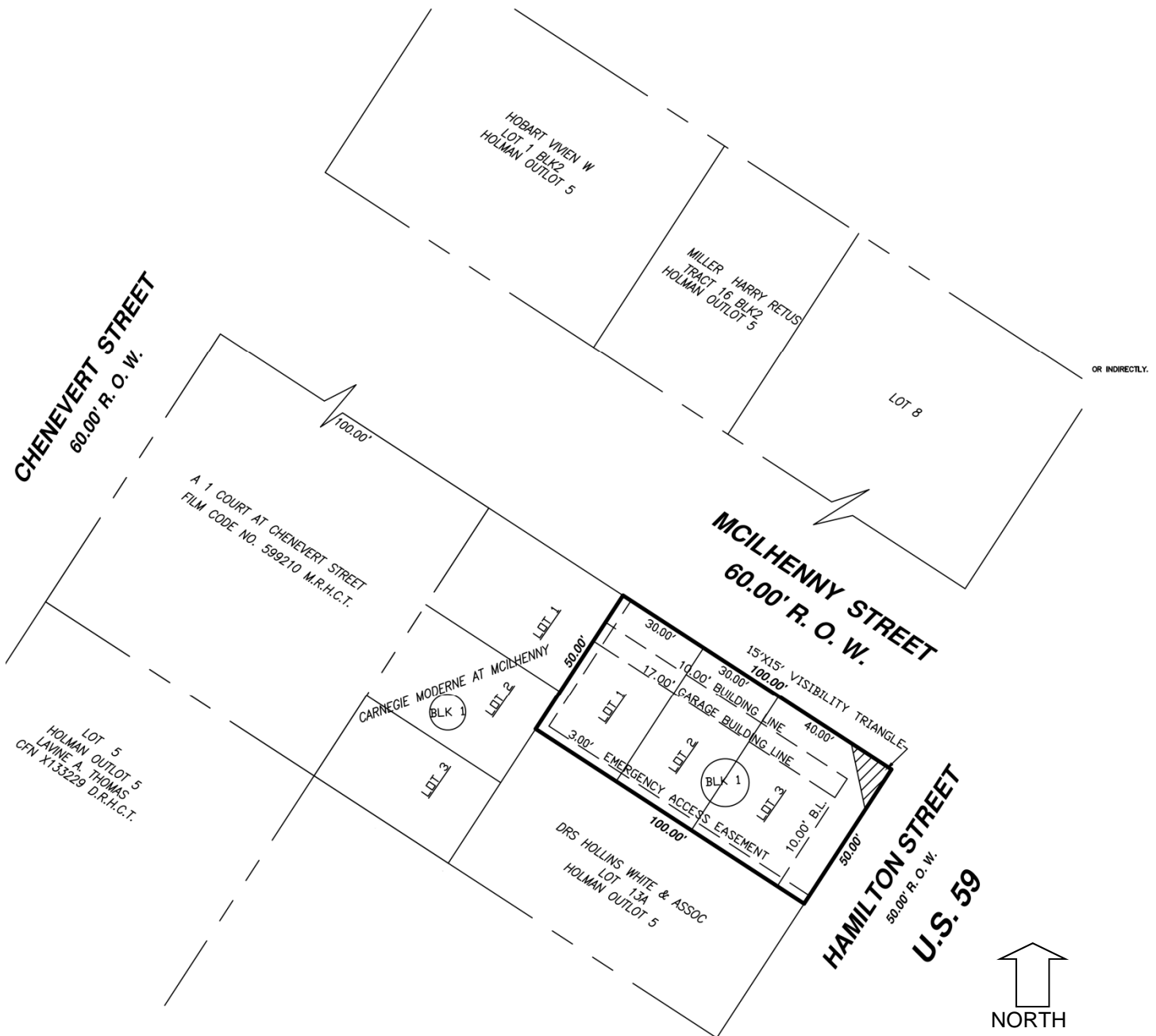
Houston Planning Commission ITEM : 142

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Summit Midtown

Applicant: ICMC Group, Inc.



D – Variances

Subdivision

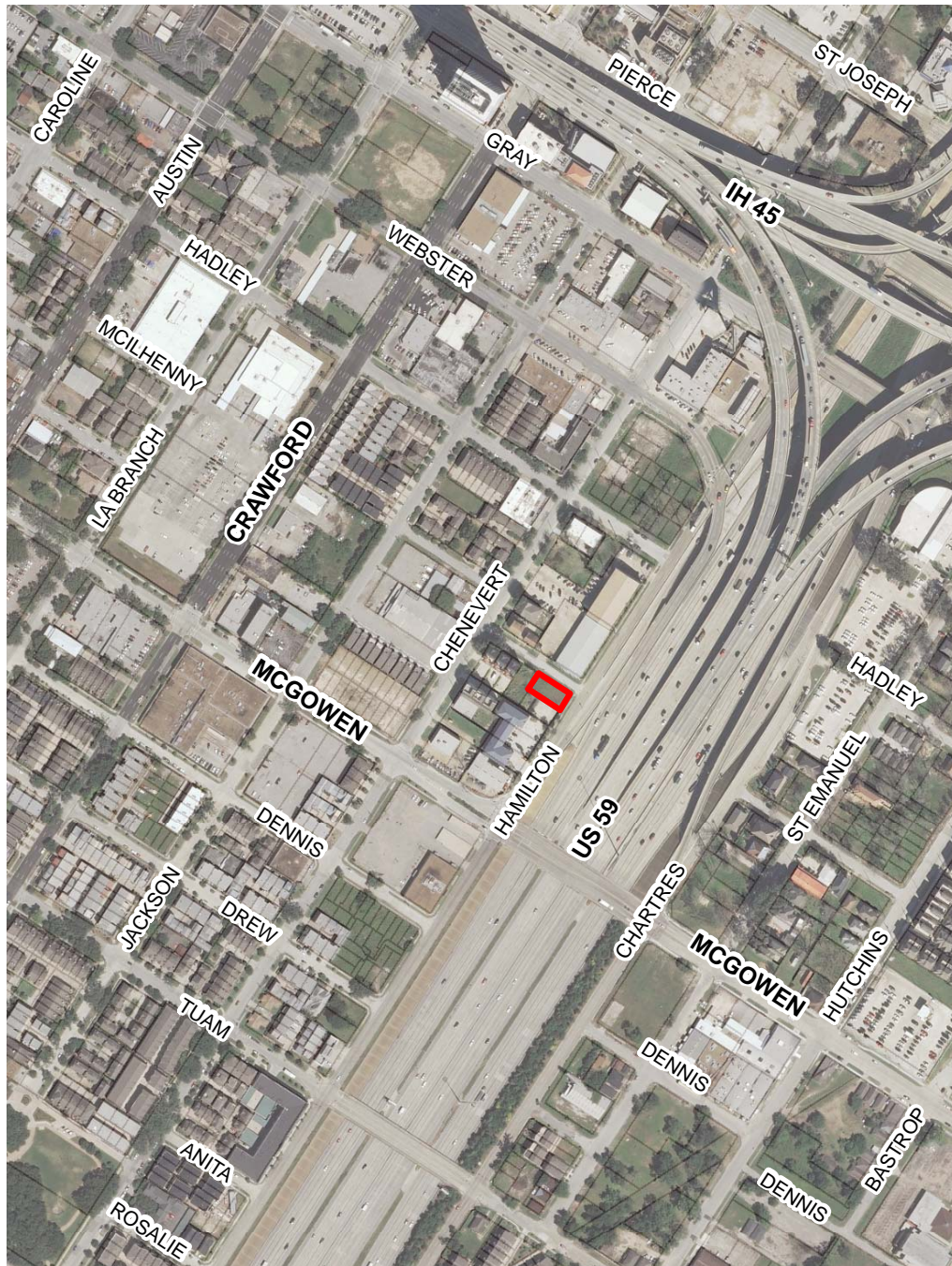
Houston Planning Commission ITEM : 142

Planning and Development Department

Meeting Date: 06/26/2014

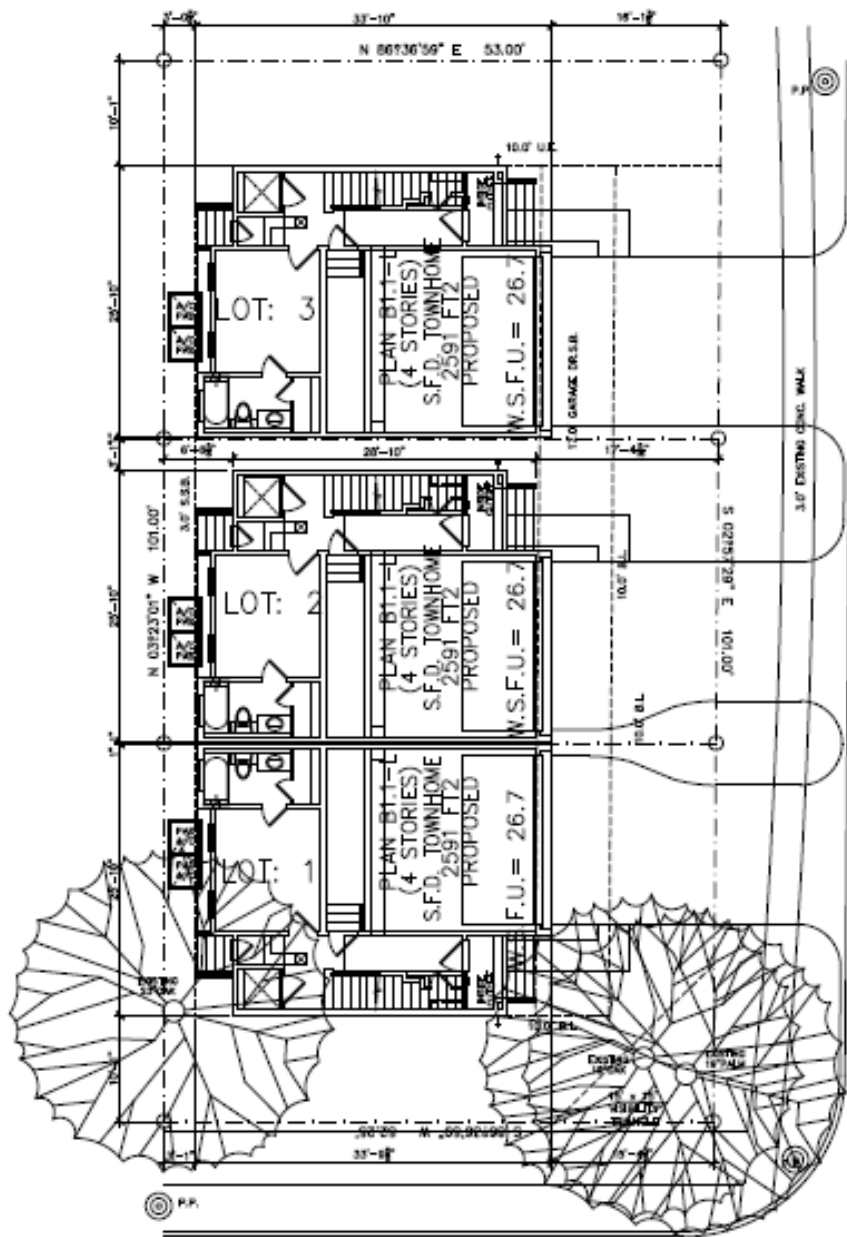
Subdivision Name: Summit Midtown

Applicant: ICMC Group, Inc.



D – Variances

Aerial



HAMILTON STREET

(50.0' R.O.W.)

MCILHEENY STREET

(50.0' R.O.W.)



**PLANNING &
DEVELOPMENT
DEPARTMENT**

**VARIANCE
Request Information Form**

Application Number: 2014-1338

Plat Name: Summit Midtown

Applicant: ICMC GROUP INC

Date Submitted: 06/01/2014

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

Specific Variance is being sought and extent of variance:

Chapter 42 Reference: 42-153 - TO Reduce Front Building Line from 25.00' to 10.00' along Hamilton Street.

Chapter 42 Section: 42-153

Chapter 42 Reference:

Chapter 42 Reference: 42-153- if Meets requirements of 42-153 front building line along Major Throughfare Can be reduced from 25.00' to 10.00'.

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

1822 McIlhenny street is platted and recorded as Lot 14 in Block Number 1 of J.S. Holman no 10 acre outlot Five (5), an addition recorded in vol 13, page 180 of Deed records of Harris County. Allowing 10.00' side Building line along Hamilton Street which infact will be very much consistent other residential and commercial structures along Hamilton Street in this Area. Summit midtown is a proposed 3 single family three story residences with average living area of 2500 sf within the subdivision which will have access from McIlhenny Street. The granting of the variance would not only help this project but also the community as well. New Homes will offer Modern Looking Elevations, more trees shrubs landscaping and new Driveway/ 5.00' sidewalk. New Homes will bring curb appeal to the Neighborhood and in no way jeopardize the health, safety or welfare of the community. The health, safety, and welfare of the public will not be in jeopardy.

(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 Justification of the variance is due to the fact that by allowing 10.00' Side building line along Hamilton street and still this development will be consistent with the adjacent structures in the surrounding neighborhood. It is contrary to sound public policy to require one property owner to loose 25% of their Land to provide a building line which is not consistent with the adjacent properties and which the City has no realistic need or use.

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

Hamilton Street has a 50.00' R.O.W. and is one way street. Even Though this street is designated as major Throughfare. But many building structures along this street are sitting at less than 5.00' or more and existed in its current form from many years ago, prior to this owner acquiring the property. The circumstances supporting the granting of the variance are Based on the existing physical characteristics that affect this property. NO hardship created or imposed by the Applicant is used as a basis to support the request of this variance. Variance request is based on factors external to the subject property.

(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 due to The following considerations:
a. Proposed Development will include a 5-Foot sidewalk along Hamilton Street and McIlhenny street in Right of Way.
b. Side Yard along Right of way of Hamilton street will be landscaped and Will preserve and enhance the genaral character of block face.

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

The granting of variance will not be injurious to the public health and safety or welfare The proposed plat will not alter the street pattern that currently exists. The residents who take access from the street have adequate maneuvering ability

within the existing right of way. We are Proposing a 15.00'X15.00' visibility triangle at the corner for proper visibility for drivers.

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

It is contrary to sound public policy to require one property owner to loose 25% of their Land to provide a building line which is not consistent with the adjacent properties and which the City has no realistic need or use.

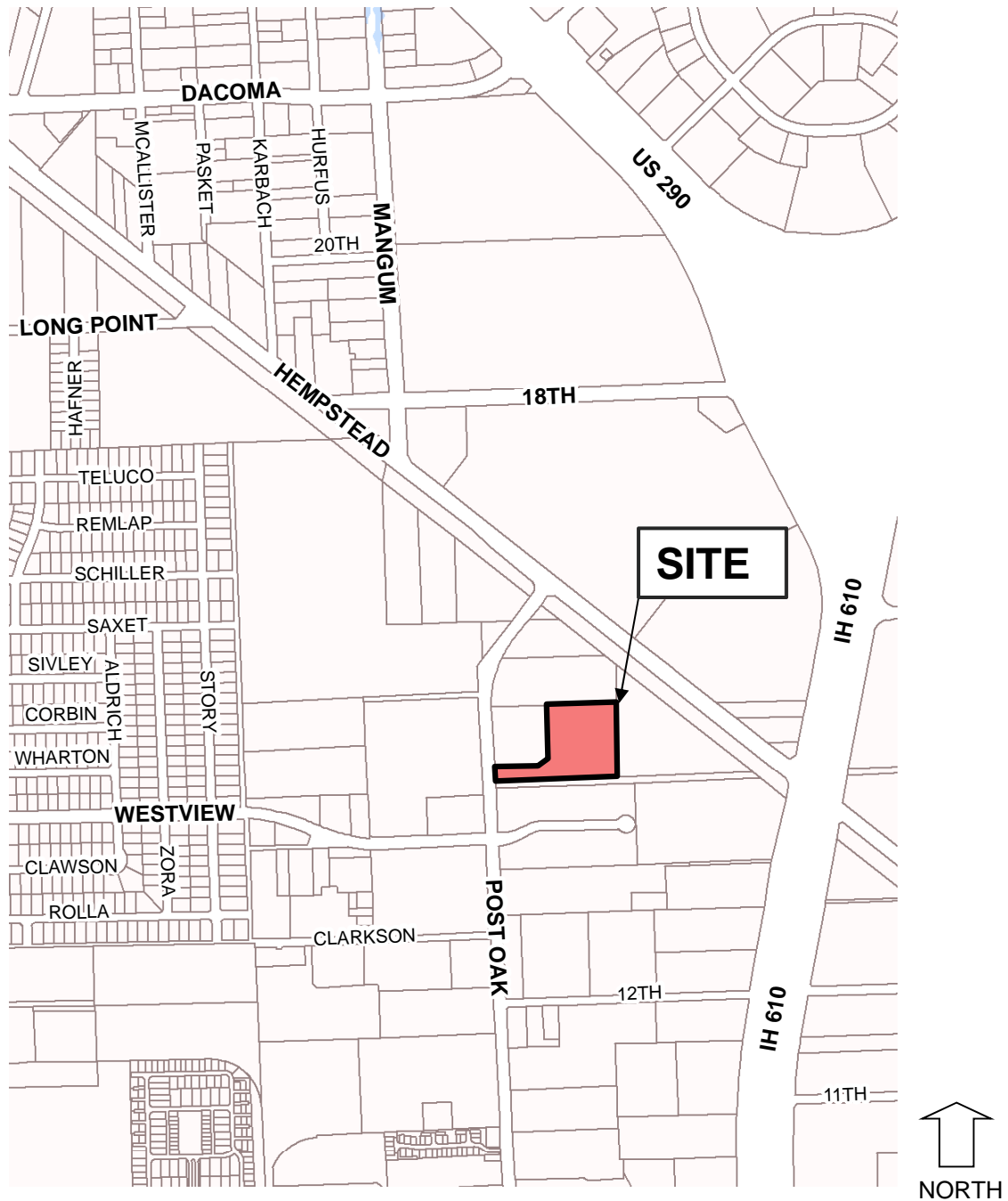
Houston Planning Commission ITEM : 143

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Uptown North

Applicant: Windrose Land Services, Inc.



D – Variances

Site Location

Meeting Date: 06/26/2014

Applicant: Windrose Land Services, Inc.



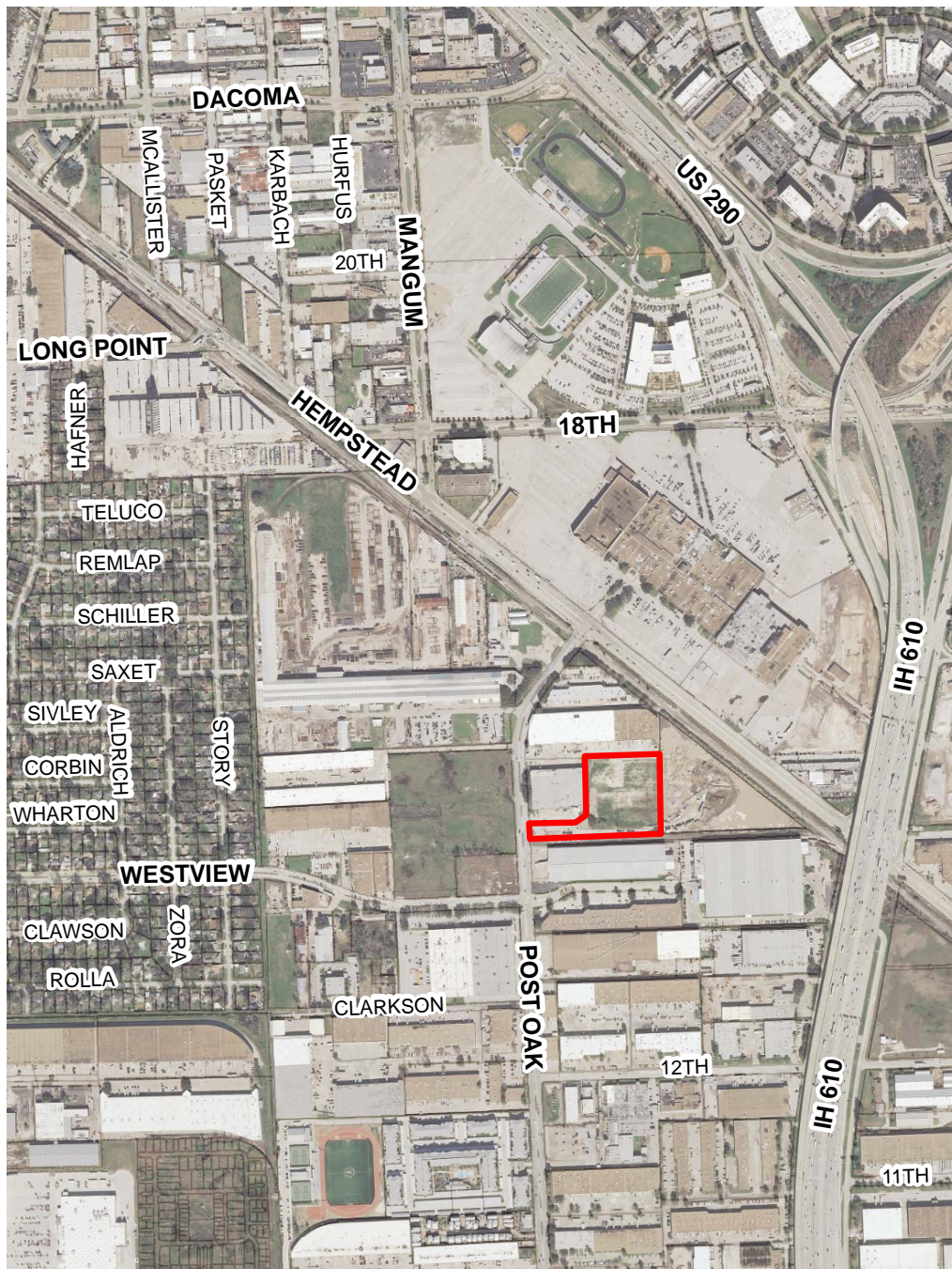
Houston Planning Commission ITEM : 143

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Uptown North

Applicant: Windrose Land Services, Inc.



D – Variances

Aerial

Doris Seafresh (On Sale)							
Name	Size	Size Type	Comments	Cost	Unit	Number	Part Number
2nd Back Yard							
2nd Back Yard	5011 SF	On Sale On Sale		8	Unit 1		112-1-0
2nd Park Walk							
2nd Park Walk	16291 SF	On Sale On Sale		22	Unit 1		
2nd Main							
2nd Main	17610 SF	On Sale On Sale		19	Unit 1		117-1-0
2nd Back Yard							
2nd Back Yard	23318 SF	On Sale On Sale		32	Unit 1		112-1-10
2nd Room Front							
2nd Room Front	7254 SF	On Sale On Sale		10	Unit 1		
Garage							
Garage	17115 SF	On Sale On Sale		16	Unit 1		
Garage							
Garage	19162 SF	On Sale On Sale		6	Unit 1		
Public Room							
Public Room	17118 SF	On Sale On Sale		3	Unit 1		
Shower Room							
Shower Room	17602 SF	On Sale On Sale		7	Unit 1		
Wash - 123							
Wash - 123	1213 SF	On Sale On Sale		5	Unit 1		
Water - 123							
Water - 123	11125 SF	On Sale On Sale		1	Unit 1		
126	228570 SF			126			







Variance Request Information Form

Plat Name: - Uptown North
Company Name: - Windrose Land Services
Date Submitted: - 05/30/2014 (REV 06/16/2014)

Specific variance is being sought and extent of variance: (1) Allow shared driveways to take access from a private access easement.

Chapter 42 Reference: Sec. 42-145(b). - Shared Driveway Layout

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;

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

The subject property is 1.08 acres located on the east side of North Post Oak Road approximately 350 feet north of the intersection with Westview Drive. The site is approximately one mile from the intersections of Loop 610 with Interstate Highway 10 and Loop 610 with SH 290. In addition to having ideal transportation service corridors, the site is also in close proximity to numerous school and retail centers - Awty School, Beth Elementary, Housman Elementary, Northwest Mall, etc. While the area was at one point primarily commercial and industrial, it is now a neighborhood in full transition to a denser residential form. The transition is evident in the number of approved and/or fully built-out urban infill single-family projects in the same area along Post Oak Rd., Westview Dr., Hempstead Rd., Awty School Ln., and Wirt Rd.

The applicant concurs with the market trends for the area and is proposing to develop high-density single-family residential homes. However, the unusual physical characteristics of the applicant's site make it impossible to provide a project that matches the highest and best use of the land while meeting the intent of the City's Code of Ordinances without a variance. Because of the unusual offset caused by the flag-shaped configuration of the property, the site cannot use the standard private-access easement system typical of other dense single-family subdivisions in the surrounding area. If the applicant doesn't receive the variance, the interior street would need to be public. The site is bounded by large industrial warehouses to the north and west, State of Texas infrastructure of Interstate Highway 610 to the east, and CenterPoint transmission right-of-way to the south. The site is a flag-shaped lot coming off of N. Post Oak Road. Because the provision or extension of a public street beyond the limits of the property is impractical and contrary to the community's interest, a public street should be avoided by the City if at all possible. Instead of constructing a public street that cannot possibly be extended and that in no way provides traffic movement for anyone other than the future residents of the subdivision, the applicant requests a variance to allow shared driveways off of a type 1 private access easement/street. Using shared driveways is the only way of accomplishing the right density for this area. Using the type 1 private access easement, which is identical in function and capacity to a public street, provides the residents of the subdivision with unparalleled safety and it keeps passing, unassociated traffic from accessing a street that has no function to them. Without the ability to gate the subdivision and gain the density using shared driveways, it will not be possible to provide the price-point and type of housing that will meet the demand in the area. The potential development will include 90 lots along with 14 parking, landscaping and/or common/open space reserves. The proposed internal street system provides more than adequate access for residents and emergency vehicles. Also, the future residents will have immediate access to open traffic flow in all

directions, including Post Oak which runs north and south directly to Hempstead Highway and I-10.

(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 were not caused by the applicant and have been in place for many years. The Centerpoint right-of-way to the south, state property to the east and abutting warehouse buildings to the west and north make it impossible to extend a street beyond the limits of the subject property. Since a public street is not necessary or advisable to serve the subdivision, the conditions of the surrounding development and the safety of the future residents make a private access easement with shared driveways the best option for the community.

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

Requiring the applicant to construct a public street that cannot be extended is contrary to the intent of the Chapter 42, as it would lessen the security of the future residents and simultaneously burden the public with unnecessary street infrastructure to maintain.

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

The granting of the variance will not be injurious to the public health, safety, or welfare as the proposed private access easement will provide more than adequate access for residents and emergency vehicles and the existing street system has the capacity to serve the proposed subdivision without a negative impact to its level of service.

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

The conditions supporting the variance are the unique physical characteristics of the site, particularly the isolation caused by the surrounding land uses. Without the ability to extend a public street beyond the limits of the subdivision, the best option for the community is to allow the developer to obtain market appropriate density by using a private access/shared driveway combination. If the City requires that the developer use a public street to gain access, it will reduce the level of safety of the future residents and add unnecessary right-of-way to maintain. Also, if the subdivision cannot be gated it lessens the overall benefit to the public by undermining the price point of the new homes.

Houston Planning Commission

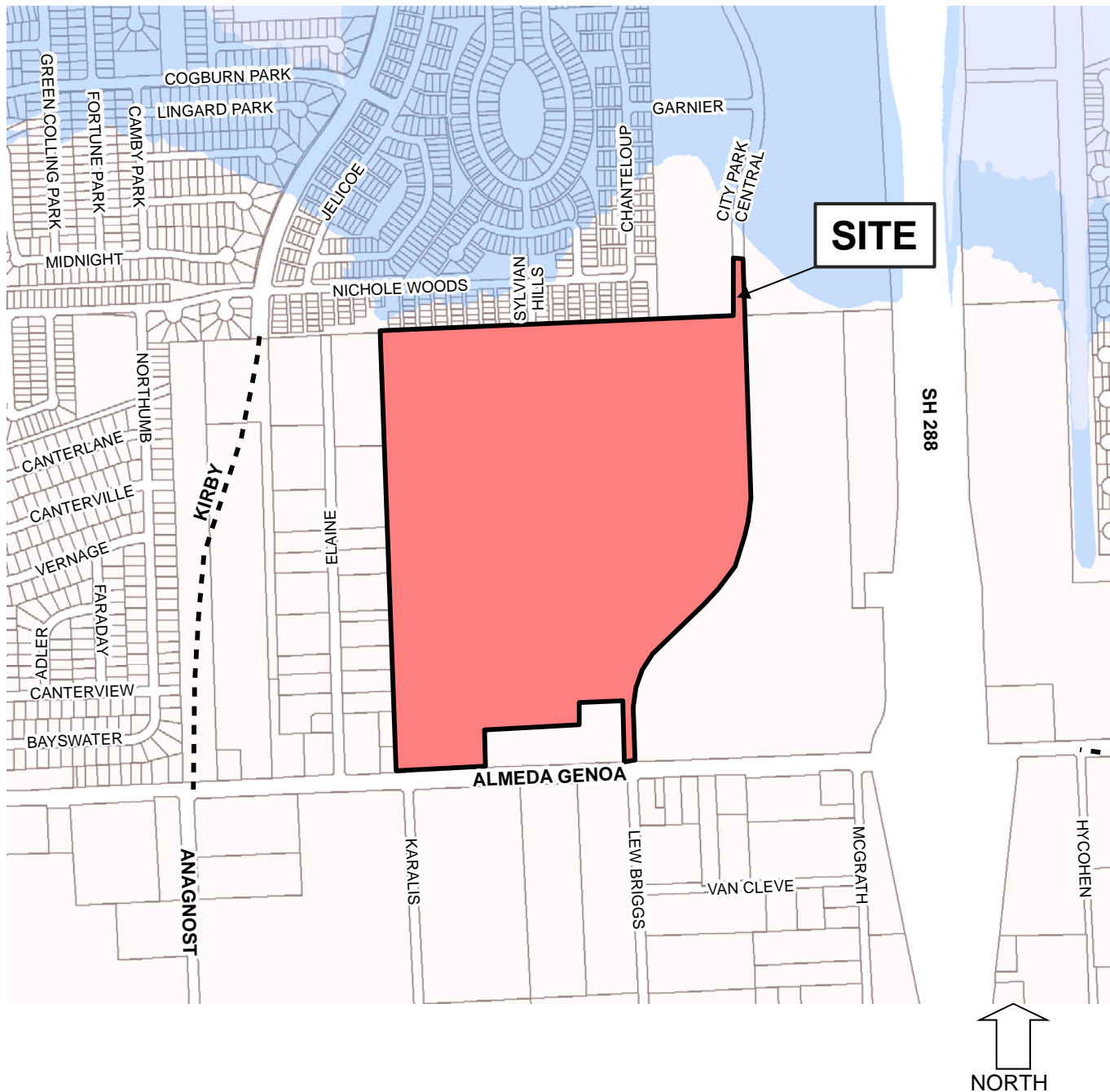
ITEM : 144

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: City Park South GP

Applicant: AECOM



E- Special Exceptions

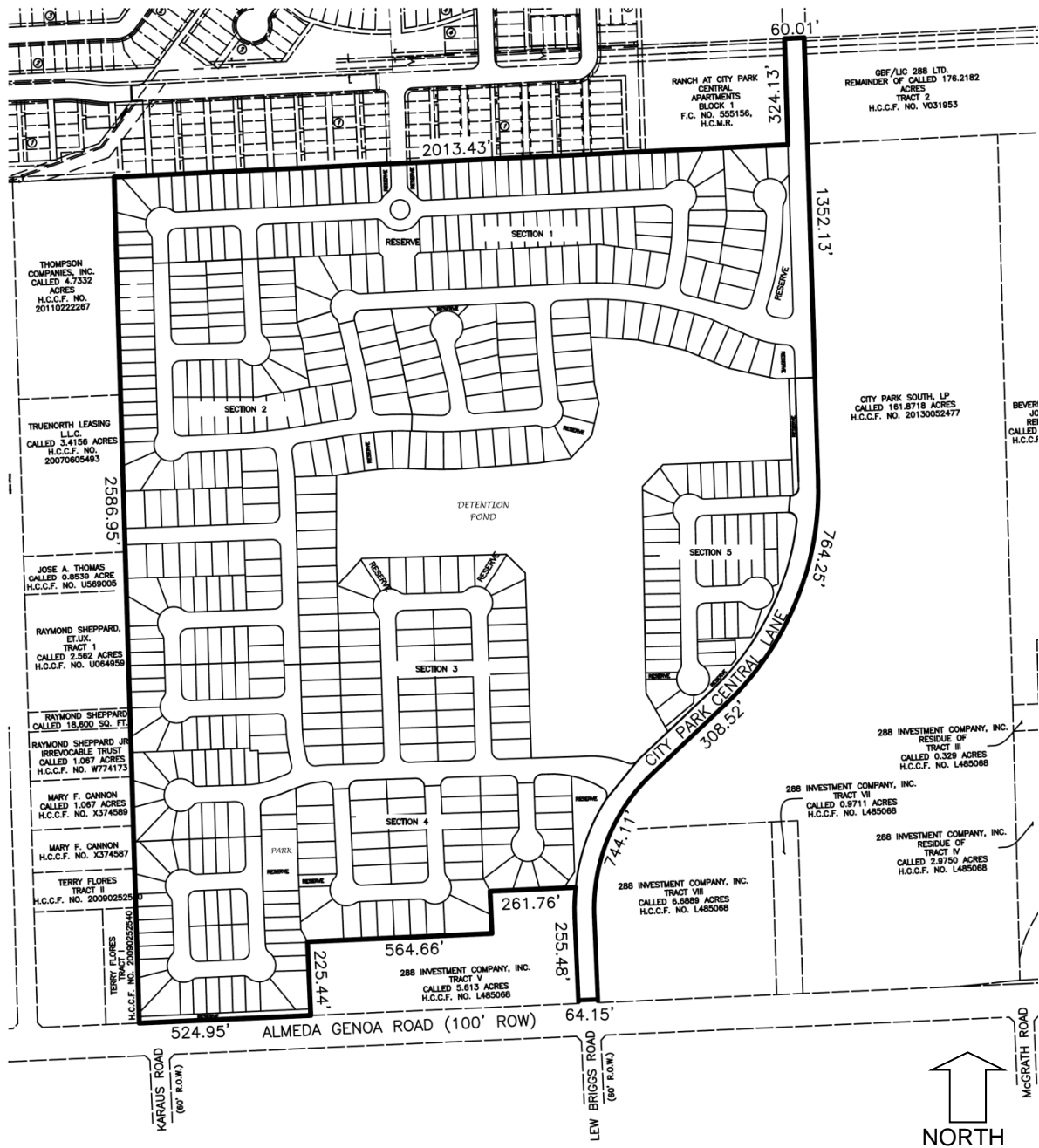
Site Location

Houston Planning Commission ITEM : 144

Planning and Development Department

Subdivision Name: City Park South GP

Applicant: AECOM



E- Special Exceptions

Subdivision

Houston Planning Commission

ITEM : 144

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: City Park South GP

Applicant: AECOM



E- Special Exceptions

Aerial



SPECIAL EXCEPTION Request Information Form

Application Number: 2014-1412

Plat Name: City Park South GP

Applicant: AECOM

Date Submitted: 06/13/2014

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

Specific requirement for which the special exception is being sought:

Chapter 42 requires a maximum 1400' distance between street intersections along local streets. We are proposing to have a street intersection location which will create a block length of approximately 1464'. The overall depth of the property being developed and the desired lot sizes are factors which determine this block length.

Chapter 42 Section: 128

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

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 north/south dimensions of the property coupled with the desire to create consistently sized lots while at the same time creating a balanced land plan are the factors which require this modification. The land plan is generally symmetrical along the westerly boundary line. In order to maintain this symmetry, it was necessary to deviate slightly from the required street intersection distance.

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

The result of this modification will achieve a result contemplated by the standards in Article III of this chapter. The modification is only slightly more than the width of a single lot.

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

The modification of the standard is not disproportionate to the requirement of the standard. The requested modification only deviates from the standard by 4.6%.

(4) 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 amount of deviation from the standard is very small.

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

The granting of the special exception will not be injurious to the public health, safety or welfare. The proposed intersection location is very near the location which would be required by the chapter. It's doubtful that residents in the subdivision will notice any effects as the result of this modification.

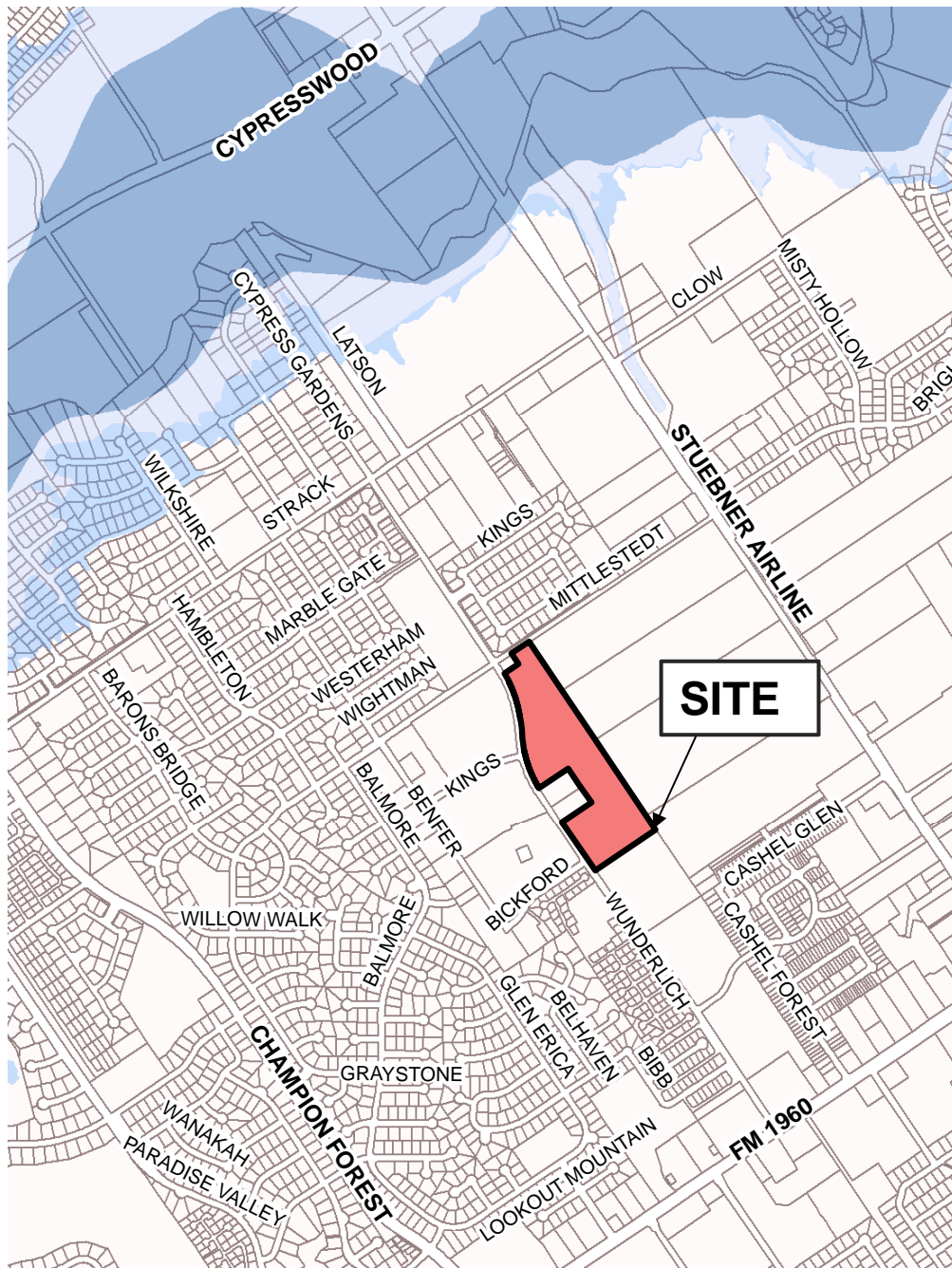
Houston Planning Commission ITEM: 145

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Mittlesteadt Estates (DEF2)

Applicant: Jones & Carter, Inc.



E- Special Exceptions

Site Location

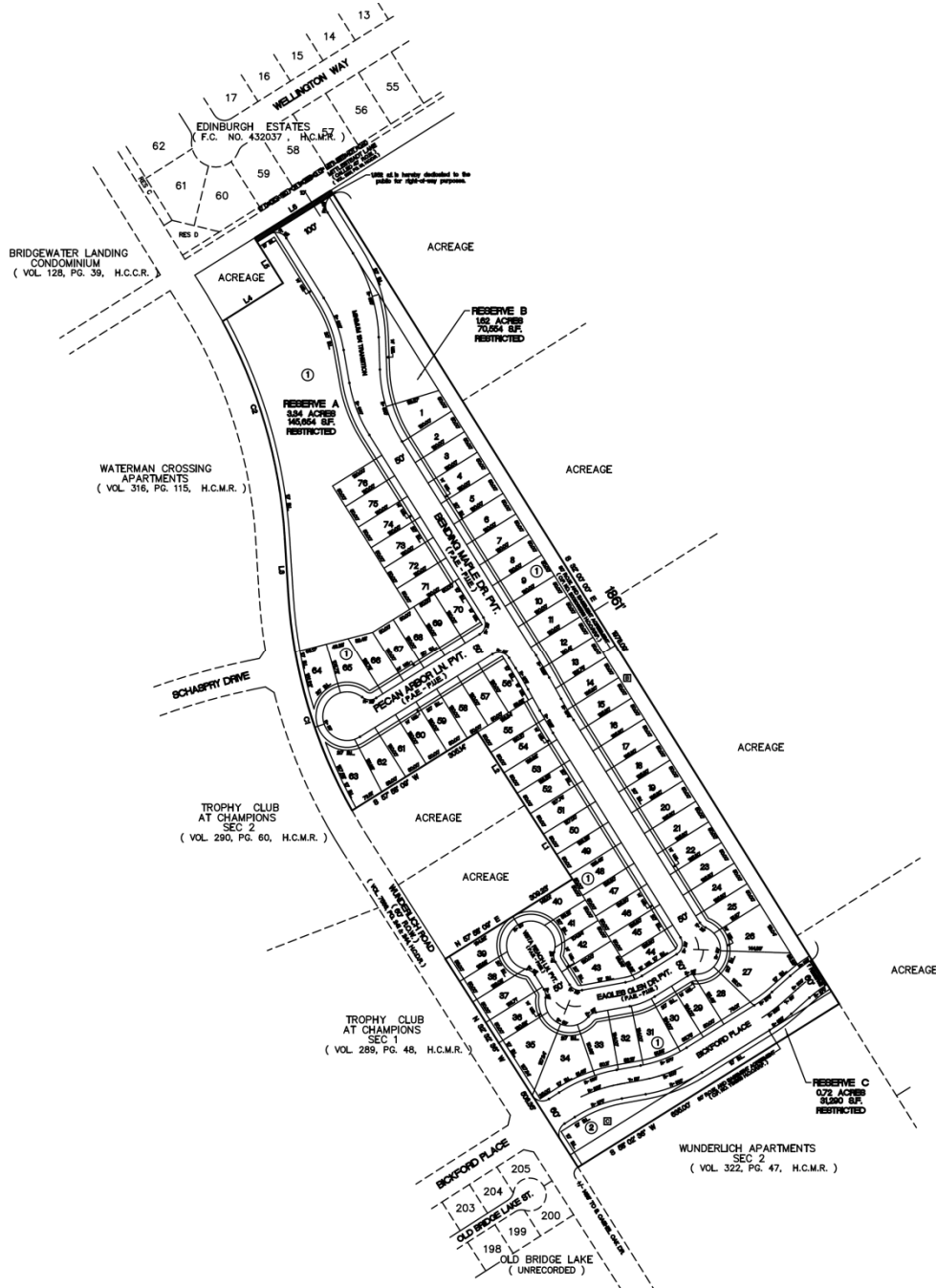
Houston Planning Commission ITEM: 145

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Mittlesteadt Estates (DEF2)

Applicant: Jones & Carter, Inc.



D – Variances

Subdivision

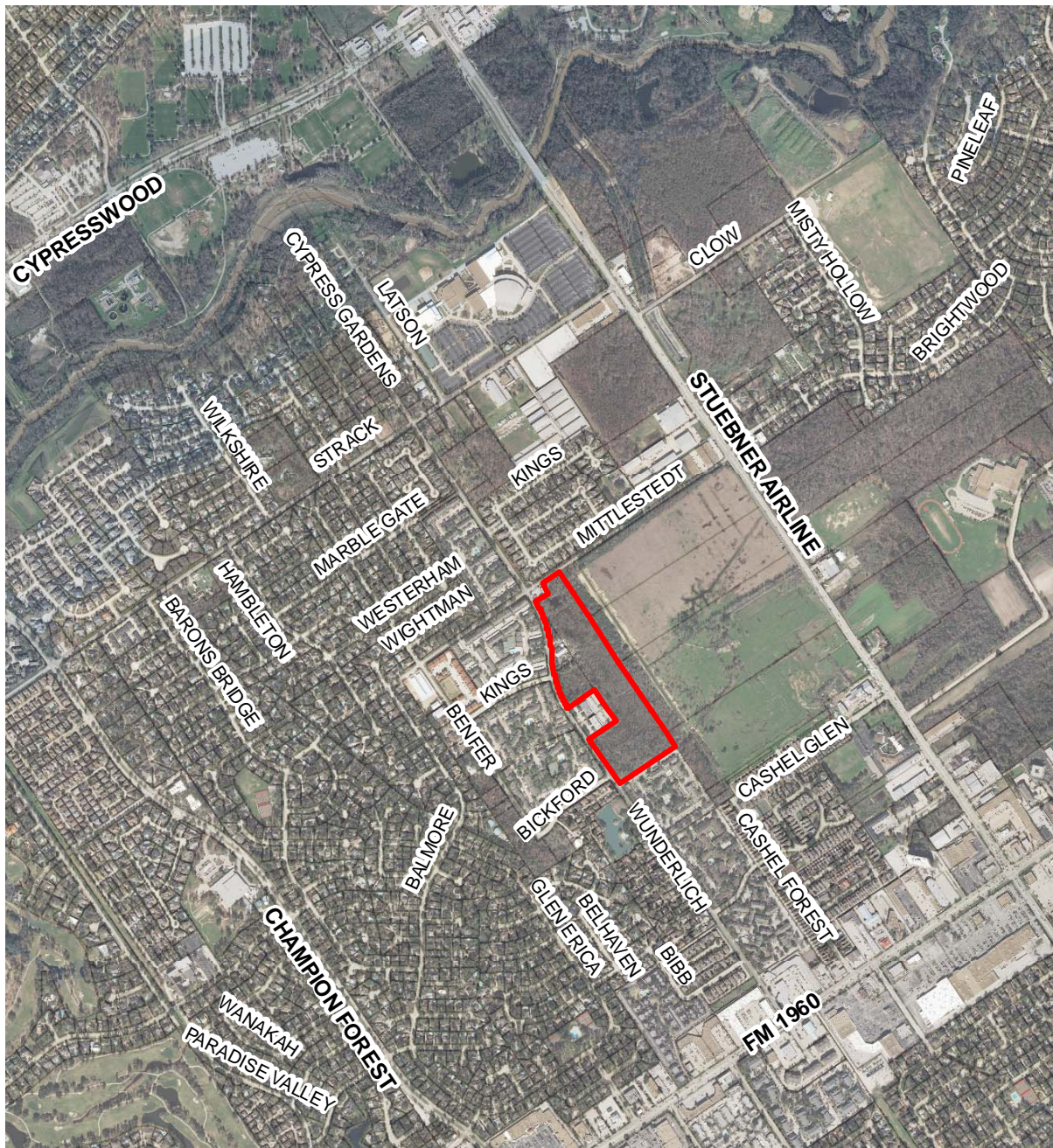
Houston Planning Commission ITEM: 145

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Mittlesteadt Estates (DEF2)

Applicant: Jones & Carter, Inc.



E– Special Exceptions

Aerial



SPECIAL EXCEPTION Request Information Form

Application Number: 2014-1244

Plat Name: Mittlesteadt Estates

Applicant: Jones & Carter, Inc. - The Woodlands

Date Submitted: 05/19/2014

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

Specific requirement for which the special exception is being sought:

To exceed the 1,400' maximum required intersection spacing resulting in an intersection spacing of 1,861' along the east property line and 1,820' along Wunderlich Road.

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 1400 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 existing land uses near the site located along Wunderlich Road include commercial, office and multi-family residential uses and strict application of the code would result in traffic from dissimilar land uses driving through the proposed single family residential neighborhood. The extension of Bickford Place along the southern boundary of the proposed subdivision will allow for a more direct connection between Wunderlich Road and future development east of the site. Also, the proposed street pattern will avoid the traffic from the commercial and multi-family uses from using neighborhood streets in a circuitous traffic pattern through the proposed single family neighborhood.

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

Granting the special exceptions will result in a superior street circulation system by providing for the extension of Bickford Place as a non-loaded collector street. Bickford Place exists to the west of Wunderlich Road and when it is extended east along the southern boundary of the proposed subdivision it will allow for a more direct connection between Wunderlich Road and future development east of the site. The proposed street pattern will avoid the traffic from the commercial and multi-family uses from using neighborhood streets in a circuitous traffic pattern through the proposed single family neighborhood, which is what strict application of the code will result in.

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

The proposed modification for the increased intersection spacing along the east property line is 32.99%, and is presumed to be not disproportionate.

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

The intent of Chapter 42 is to provide a system that discourages through traffic while maintaining access and traffic movement for convenient circulation and access for fire, police and other emergency services. Granting the special exceptions will result in a superior street circulation system by providing for the extension of Bickford Place. Bickford Place exists to the west of Wunderlich Road and when it is extended east along the southern boundary of the proposed subdivision it will allow for a more direct connection between Wunderlich Road and future development east of the site. The proposed street pattern will avoid the traffic from the commercial and multi-family uses from using neighborhood streets in a circuitous traffic pattern through the proposed single family neighborhood.

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

The granting of this special exception will result in the extension of a collector street network, resulting in superior traffic circulation in the area and avoid increased traffic within the restricted residential areas.

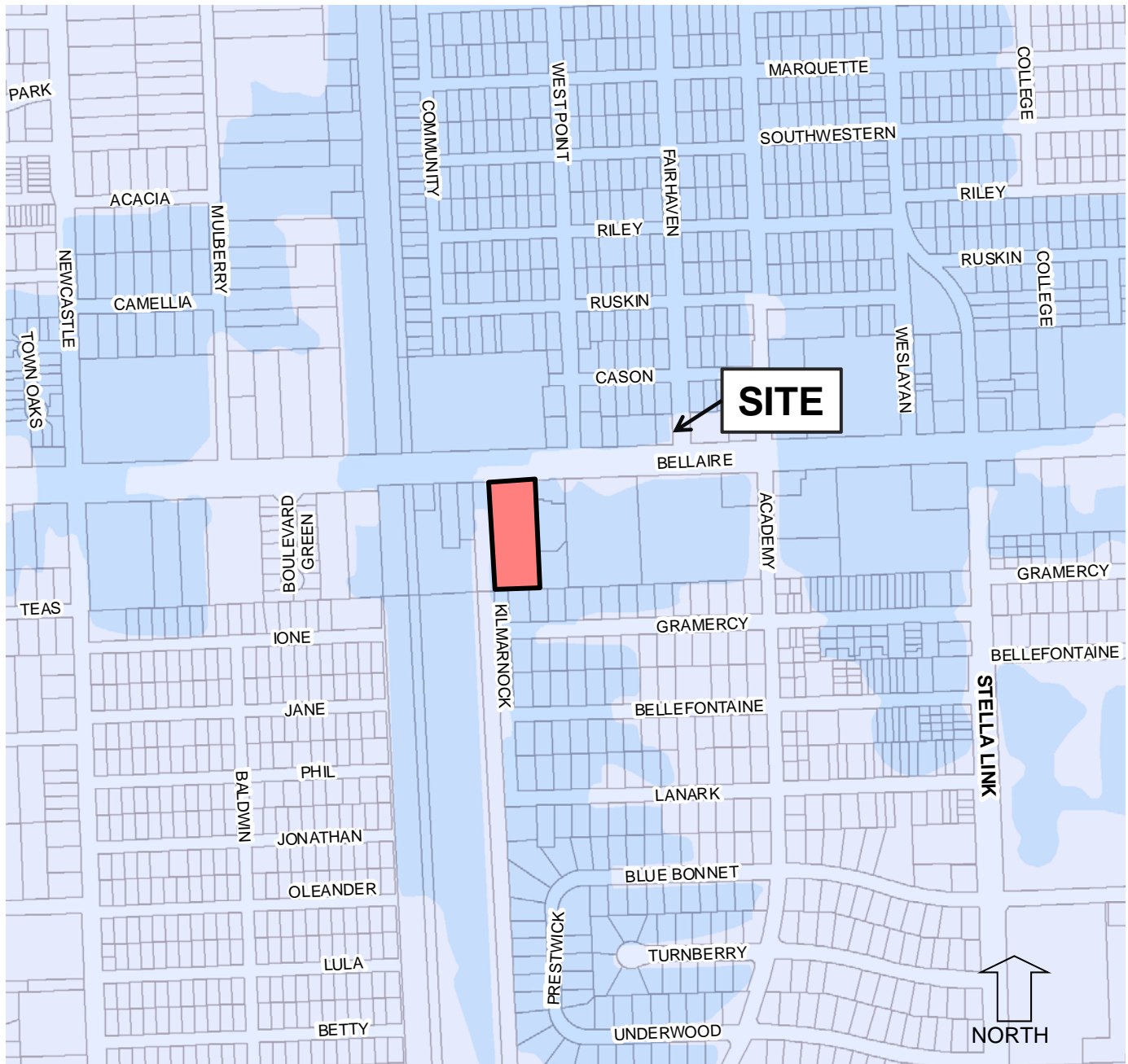
Houston Planning Commission ITEM : 146

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Crain 25

Applicant: Jones & Carter, Inc.



F- Reconsideration of Requirements

Site Location

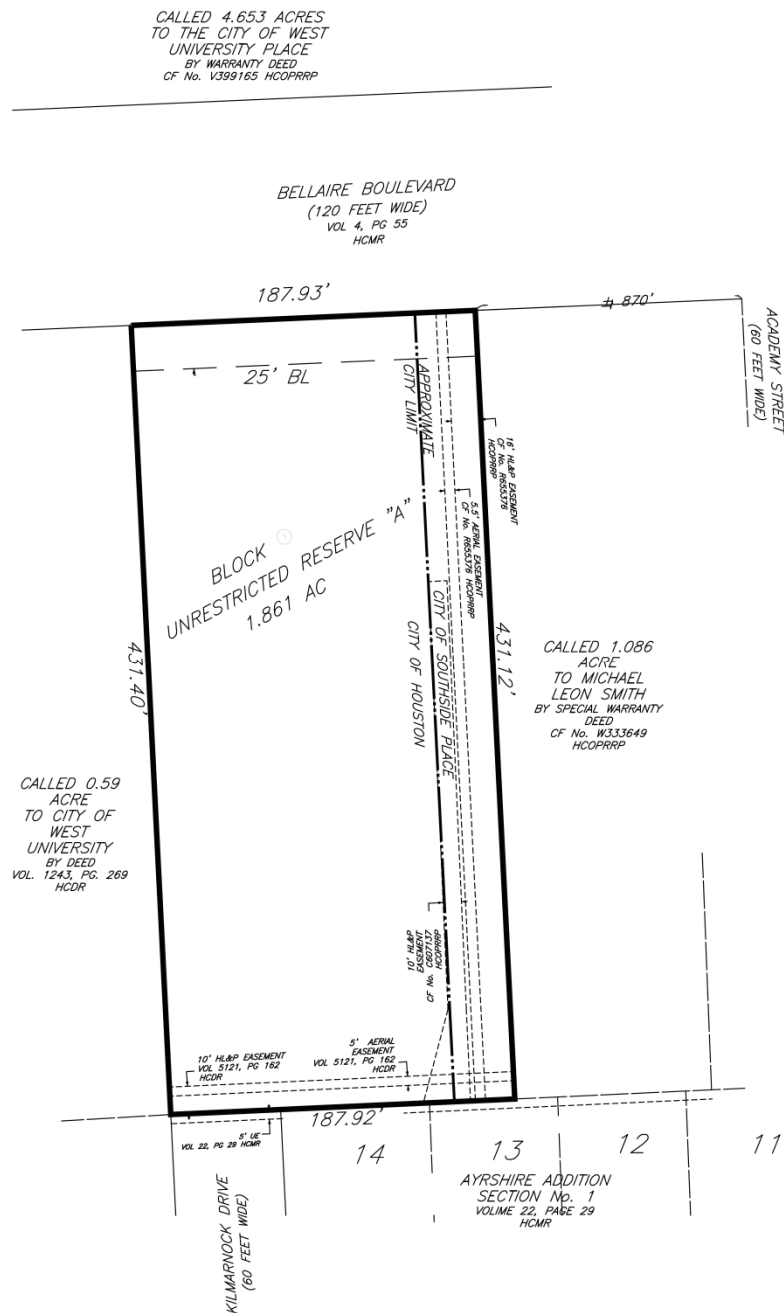
Houston Planning Commission ITEM : 146

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Crain 25

Applicant: Jones & Carter, Inc.



F – Reconsideration of Requirements

Subdivision

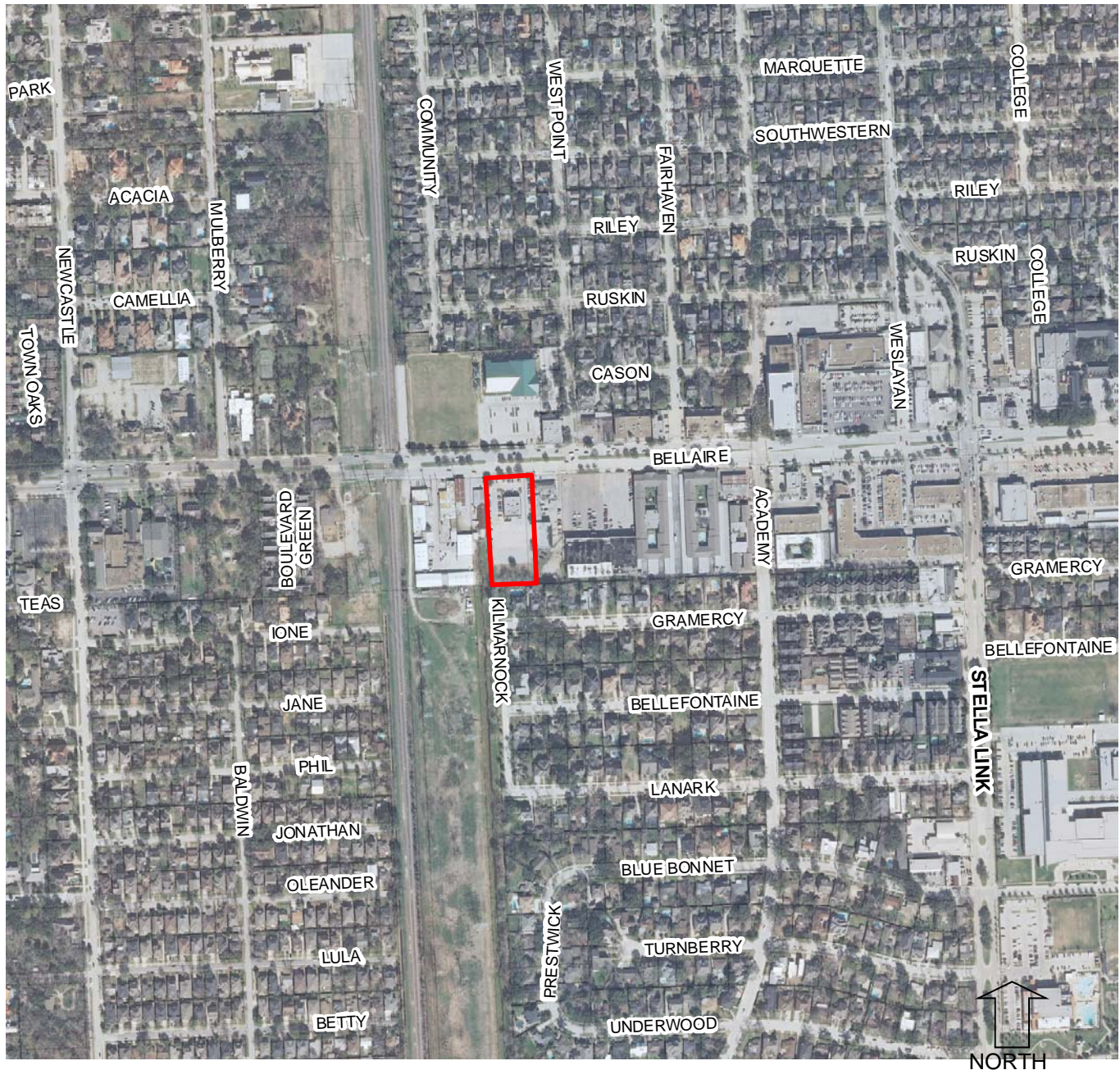
Houston Planning Commission ITEM : 146

Planning and Development Department

Meeting Date: 06/26/2014

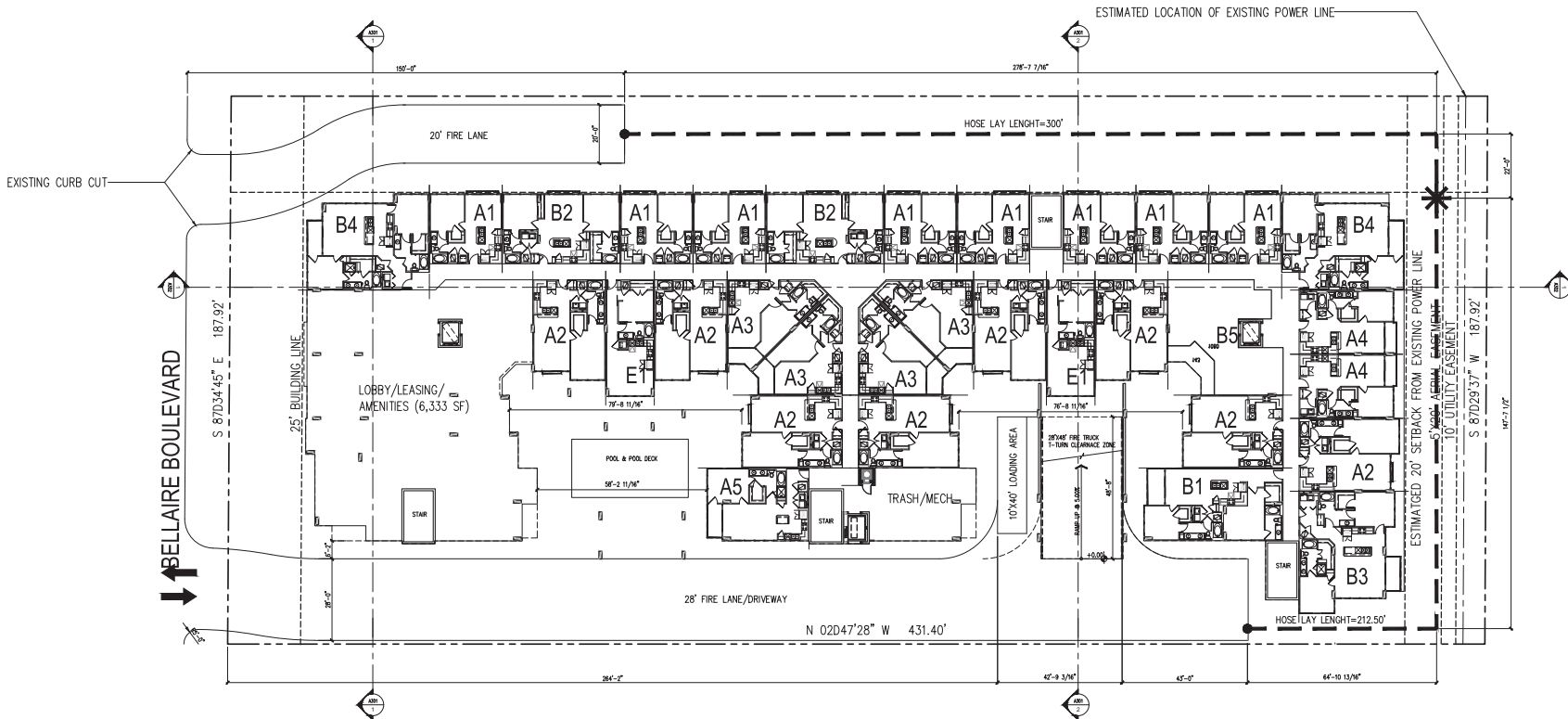
Subdivision Name: Crain 25

Applicant: Jones & Carter, Inc.

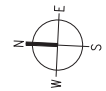


F- Reconsideration of Requirements

Aerial



32 UNITS PER FLOOR





10550 Richmond Avenue
SUITE 160
HOUSTON, TEXAS 77042
(713) 375-1400
FAX (713) 375-1400
www.EDI-International.com
TEXAS · CALIFORNIA · NEW YORK

OWNER:
MILL CREEK RESIDENTIAL TRUST, LLC
1001 Texas Street Suite 1400
Houston, TX 77002
Phone Number: 713-688-3523
Fax Number: 713-688-3523
Contact: Jeff Cox
E-mail: J.Cox@MCRTrust.com

CIVIL
JONES & CARTER, INC.
6330 Gullion, Suite 100
Houston, Texas 77061-1769
Phone Number: 713-577-6227
Fax Number: 713-577-6876
Contact: Clayton Black
E-mail: CBlack@jonescarter.com

VIEWTECH INC.
17385 Village Green Drive
Houston, TX 77060
Phone Number: 872-661-8787
Fax Number: 872-661-8772
Contact: Victor Lissak Jr.
E-mail: VL@vtn.com

HGE CONSULTING ENGINEERS
18075 Glen Chase
Houston, Texas 77058
Phone Number: 281-898-7682
Fax Number: 713-898-2438
Contact: Joe Vasquez
E-mail: jv@hgeconsulting.com

KUDELA & WEINHEIMER

7188 Old Katy Road, Suite 270
Houston, Texas 77056
Phone Number: 713-869-6987
Fax Number: 713-869-6233
Contact: Thad Kudela
E-mail: kudela@tkwinc.com

FAULKNER DESIGN

3232 M. Kinnery Avenue St.1175
Dallas, Texas 75206
Phone Number: 214-622-8028
Fax Number: 214-622-0866
Contact: Ann Mueller
E-mail: amueller@faulknerdesign.com

SOUTHSIDE PLACE
HOUSTON, TEXAS
Mill Creek Residential Trust, LLC

NOT FOR
REGULATORY
APPROVAL
PERMITTING
CONSTRUCTION

ARCHITECT: BRITTEN L. PERKINS
LICENSE NO.: 12130
COMPANY: EDI INTERNATIONAL, J
FIRM ID #: 445226-00

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[illegible]

Project Number:	14325.0
Issued:	SCHEMATIC DESIGN
Issue Date:	MAY 19, 2011

DRAWING TITLE
PERSPECTIVES

DRAWING NUMBER
A001
PERSPECTIVES



Bellaire Blvd



10550 Richmond Avenue
SUITE 100
HOUSTON, TEXAS 77042
(713) 355-1400
FAX (713) 355-1600
www.EDI-international.com
TEXAS CALIFORNIA NEW YORK

OWNER
MILL CREEK RESIDENTIAL
TRUST, LLC
1001 West 17th Street, Suite 1000
Houston, Texas 77008
Phone Number: (713) 355-1400
Fax Number: (713) 355-1600
E-mail: info@millcreektrust.com

ARCHITECT
JONES & CARTER, INC.
4505 Galleria, Suite 100
Houston, Texas 77056
Phone Number: (713) 355-1400
Fax Number: (713) 355-1600
E-mail: jones@jonesandcarter.com

ENGINEER
VIEWTECH INC.
17000 Katy Freeway, Suite 100
Houston, Texas 77058
Phone Number: (281) 460-8000
Fax Number: (281) 460-8001
E-mail: info@viewtechinc.com

LANDSCAPE ARCHITECT
HGE CONSULTING
ENGINEERS
14015 West Loop East, Suite 100
Houston, Texas 77040
Phone Number: (281) 460-8000
Fax Number: (281) 460-8001
E-mail: info@hgeconsulting.com

GENERAL CONTRACTOR
KUDIELA & WIENHEIMER
1700 Old Katy Road, Suite 200
Houston, Texas 77058
Phone Number: (281) 460-8000
Fax Number: (281) 460-8001
E-mail: info@kudielawienheimer.com

ARCHITECTURAL RENDERING
FAULNER DESIGN
2222 West Loop West, Suite 100
Houston, Texas 77027
Phone Number: (281) 460-8000
Fax Number: (281) 460-8001
E-mail: info@faulnerdesign.com

SOUTHSIDE PLACE
HOUSTON, TEXAS
Mill Creek Residential Trust, LLC

NOT FOR
REGULATORY
APPROVAL
PERMITS
OR CONSTRUCTION

ARCHITECT: JONES & CARTER, INC.
ARCHITECT: JONES & CARTER, INC.
COMPANY: EDI INTERNATIONAL, INC.
PROJECT: SOUTHSIDE PLACE

NO.	DATE	ISSUE

Project Number: 14325.000
Issued: SCHWARTZ DESIGN
Issue Date: MAY 15, 2014

DRAWING TITLE
PERSPECTIVES

DRAWING NUMBER
A003
PERSPECTIVES



WEST ELEVATION 2



NORTH ELEVATION FACING BELLAIRE BOULEVARD 1



10550 Richmond Avenue
SUITE 100
HOUSTON, TEXAS 77042
(713) 355-1400
FAX (713) 355-1600
www.edi-international.com
TEXAS CALIFORNIA NEW YORK

MILL CREEK RESIDENTIAL TRUST, LLC
10001 Katy Road, Suite 1000
Houston, Texas 77054
Phone Number: (281) 468-1000
Fax Number: (281) 468-1001
E-mail: info@millcreekresidential.com

JONES & CARTER, INC.
4000 Galleria, Suite 100
Houston, Texas 77056
Phone Number: (281) 468-1000
Fax Number: (281) 468-1001
E-mail: jones@carter.com

VIEWTECH INC.
17500 N. Highway 290, Suite 100
Houston, Texas 77058
Phone Number: (281) 468-1000
Fax Number: (281) 468-1001
E-mail: info@viewtech.com

HSE CONSULTING ENGINEERS
10000 Katy Road, Suite 1000
Houston, Texas 77054
Phone Number: (281) 468-1000
Fax Number: (281) 468-1001
E-mail: info@hseconsulting.com

KUDELA & WIENHEIMER
17500 N. Highway 290, Suite 100
Houston, Texas 77058
Phone Number: (281) 468-1000
Fax Number: (281) 468-1001
E-mail: info@kuдела.com

FAULKNER DESIGN
17500 N. Highway 290, Suite 100
Houston, Texas 77058
Phone Number: (281) 468-1000
Fax Number: (281) 468-1001
E-mail: info@faulknerdesign.com

SOUTHSIDE PLACE
HOUSTON, TEXAS
Mill Creek Residential Trust, LLC

NOT FOR
RELIANT
APPROVAL
PERMITS
OR CONSTRUCTION

ARCHITECT: BRITTON L. PERKINS
DESIGNER: EDI
COMPANY: EDI INTERNATIONAL, INC.
PROJECT: MILL CREEK RESIDENTIAL TRUST, LLC

DATE: 10/10/2014

NO.	DATE	REVISION

Project Number: 14325.000
Issued: 10/10/2014
Issue Date: 10/10/2014

DRAWING TITLE:
BUILDING ELEVATION
SCALE: 1/16"=1'-0"

DRAWING NUMBER:
A201

BUILDING ELEVATION



10550 Richmond Avenue
SUITE 100
HOUSTON, TEXAS 77042
(713) 375-1400
www.EDI-international.com

TEXAS CALIFORNIA NEW YORK
MILL CREEK RESIDENTIAL TRUST, LLC
10001 Katy Road, Suite 100
Houston, Texas 77054
Project Number: 14325-000
Drawing Number: A202
Date: 10/10/2014

JONES & CARTER, INC.
4500 Oakridge, Suite 100
Houston, Texas 77056
Project Number: 14325-000
Drawing Number: A202
Date: 10/10/2014

VIEWTECH INC.
17500 Katy Road, Suite 100
Houston, Texas 77054
Project Number: 14325-000
Drawing Number: A202
Date: 10/10/2014

HSE CONSULTING ENGINEERS
10001 Katy Road, Suite 100
Houston, Texas 77054
Project Number: 14325-000
Drawing Number: A202
Date: 10/10/2014

KUDELA & WIENHEIMER
17500 Katy Road, Suite 100
Houston, Texas 77054
Project Number: 14325-000
Drawing Number: A202
Date: 10/10/2014

FAULKNER DESIGN
17500 Katy Road, Suite 100
Houston, Texas 77054
Project Number: 14325-000
Drawing Number: A202
Date: 10/10/2014

NOT FOR REGULATION, PERMITTING OR CONSTRUCTION
ARCHITECT: BRITTON L. PERKINS
DESIGNER: EDI INTERNATIONAL, INC.
PROJECT: MILL CREEK RESIDENTIAL TRUST, LLC
PROJECT NO. 14325-000

NO. DATE ISSUE

Project Number: 14325-000
Issued: 10/10/2014
Issue Date: 10/10/2014

DRAWING TITLE:
BUILDING ELEVATION
SCALE: 1/16"=1'-0"

DRAWING NUMBER
A202

BUILDING ELEVATION

ROOF FLOOR LEVEL	8'-0"	100'
8TH FLOOR MEZzanINE LEVEL	7'-0"	99'
8TH FLOOR LEVEL	6'-0"	98'
7TH FLOOR LEVEL	5'-0"	97'
6TH FLOOR LEVEL	4'-0"	96'
5TH FLOOR LEVEL	3'-0"	95'
4TH FLOOR LEVEL	2'-0"	94'
3RD FLOOR LEVEL	1'-0"	93'
2ND FLOOR LEVEL	0'-0"	92'
1ST FLOOR LEVEL	-1'-0"	91'
GROUND FLOOR LEVEL (1'-0"=0')	-2'-0"	90'
BASEMENT 1 FLOOR LEVEL (1'-0"=0')	-3'-0"	89'
BASEMENT 2 FLOOR LEVEL (1'-0"=0')	-4'-0"	88'
BASEMENT 3 FLOOR LEVEL (1'-0"=0')	-5'-0"	87'



EAST ELEVATION 2

ROOF FLOOR LEVEL	8'-0"	100'
8TH FLOOR MEZzanINE LEVEL	7'-0"	99'
8TH FLOOR LEVEL	6'-0"	98'
7TH FLOOR LEVEL	5'-0"	97'
6TH FLOOR LEVEL	4'-0"	96'
5TH FLOOR LEVEL	3'-0"	95'
4TH FLOOR LEVEL	2'-0"	94'
3RD FLOOR LEVEL	1'-0"	93'
2ND FLOOR LEVEL	0'-0"	92'
1ST FLOOR LEVEL	-1'-0"	91'
GROUND FLOOR LEVEL (1'-0"=0')	-2'-0"	90'
BASEMENT 1 FLOOR LEVEL (1'-0"=0')	-3'-0"	89'
BASEMENT 2 FLOOR LEVEL (1'-0"=0')	-4'-0"	88'
BASEMENT 3 FLOOR LEVEL (1'-0"=0')	-5'-0"	87'



SOUTH ELEVATION 1

BUILDING ELEVATION



10550 Richmond Avenue
SUITE 100
HOUSTON, TEXAS 77042
(713) 355-1400
FAX (713) 355-1600
www.EDI-International.com
TEXAS CALIFORNIA NEW YORK

MILL CREEK RESIDENTIAL
TRUST, LLC
10000 Katy Road, Suite 100
Houston, Texas 77055
Phone Number: (281) 468-1000
Fax Number: (281) 468-1001
E-mail: info@millcreekresidential.com

JONES & CARTER, INC.
4000 Oakridge, Suite 100
Houston, Texas 77055
Phone Number: (281) 468-1000
Fax Number: (281) 468-1001
E-mail: info@jonesandcarter.com

VIEWTECH INC.
17000 Katy Road, Suite 100
Houston, Texas 77055
Phone Number: (281) 468-1000
Fax Number: (281) 468-1001
E-mail: info@viewtech.com

HSE CONSULTING
ENGINEERING
10000 Katy Road, Suite 100
Houston, Texas 77055
Phone Number: (281) 468-1000
Fax Number: (281) 468-1001
E-mail: info@hseconsulting.com

KUDELA & WIENHEIMER
17000 Katy Road, Suite 100
Houston, Texas 77055
Phone Number: (281) 468-1000
Fax Number: (281) 468-1001
E-mail: info@kudelawienheimer.com

FAULNER DESIGN
10000 Katy Road, Suite 100
Houston, Texas 77055
Phone Number: (281) 468-1000
Fax Number: (281) 468-1001
E-mail: info@faulnerdesign.com

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ARCHITECT: BRITTON, L. PARKER
DESIGNED BY: EDI
COMPANY: EDI INTERNATIONAL, INC.
PROJECT NO. 14325.000

PROJECT NO. 14325.000
Issued: SCHWARTZ DESIGN
Issue Date: MAY 10, 2014

DRAWING TITLE
BUILDING SECTION
SCALE: 1/16"=1'-0"

DRAWING NUMBER
A301

BUILDING SECTION

BUILDING SECTION

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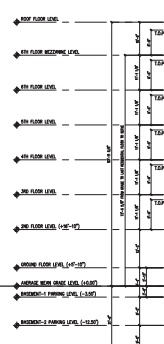
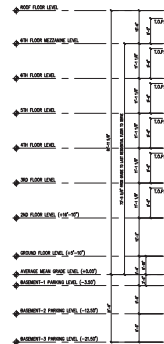
BUILDING SECTION

BUILDING SECTION

BUILDING SECTION

BUILDING SECTION 2

BUILDING SECTION 1





Application Number: 2014-1427

Plat Name: Crain 25

Applicant: Jones & Carter, Inc.

Date Submitted: 06/13/2014

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

Specific Variance is being sought and extent of variance:

A variance is requested to exceed the 1,400-foot block length requirement along Bellaire Boulevard, to not extend Kilmarnock Drive, and to not terminate it with a cul-de-sac turnaround.

Chapter 42 Section: 135(a) & 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 1,400 feet; 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

The proposed Crain 25 plat is a 1.8 acre tract located along Bellaire Boulevard between Newcastle Street and Academy Street. Most of the tract is located within the city limits of Houston, with a small portion on the east side of the property located within the City of Southside Place. Just to the west of the tract is the City of Bellaire. The tract is currently the site of a Blackeyed Pea Restaurant and has driveway access to Bellaire Boulevard. The property is being replatted as an unrestricted reserve. The site is located on the south side of Bellaire Boulevard and is bordered to the east and west by commercial developments, with single family residential houses in Ayrshire Addition Section No. 1 immediately to the south.

There is an existing platted right-of-way that is stubbed out from the adjacent residential neighborhood on the tract's south side. It extends north and stops at the southwestern boundary of the 1.8-acre tract. Kilmarnock Drive right-of-way was platted with the Ayrshire Addition Section No. 1 plat in 1946. Most of the street in this section exists, but this approximate 137-ft stub-out portion was never constructed and is occupied by the adjacent resident as a yard. It is not needed by the residential development which has adequate access provided by 3 east-west streets that connect to Academy Street and also Stella Link Road further to the east. Constructing the missing stub-out portion of Kilmarnock Drive, and extending it north to Bellaire Boulevard through the 1.8-acre tract would not improve traffic flow in this area, and would not provide any other benefits to the adjacent developments.

Additionally, the 1.8-acre tract is approximately 180-feet wide and has existing HL&P easements that run north-south across the property along its eastern boundary. The easements total approximately 32-feet in width. If a 60-foot right-of-way is extended along the western boundary of the tract, it would take up approximately a third of the property. A requirement to dedicate the public right-of-way would be impractical and would not allow reasonable use of the land. Along the south side of Bellaire Boulevard, there is approximately 2,670 feet between Newcastle Street and Academy Street. Kilmarnock Drive is located approximately 1,000 feet from Academy Street. According to the City of Houston, Bellaire Boulevard in this area is classified as a local street. According to Chapter 42, each local street shall intersect with another street at least every 1,400 feet. The remainder of Bellaire Boulevard to the east and west is classified as a major thoroughfare, which allows for an intersection spacing of 2,600 feet. With a 25' building line proposed on the Crain 25 plat, we are treating Bellaire Boulevard as a major thoroughfare.

Constructing Kilmarnock Drive from Ayrshire Addition north to Bellaire Boulevard would not provide accessibility benefits to this area. It would however provide a connection with the proposed multifamily development and existing commercial establishments with the residents of the adjacent community. This would create an undesirable situation for the residents in the adjacent neighborhood by likely increasing traffic flow, and would not be in the best interest of the public.

(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 residences, the existing streets in the area, and the existing dimensions and easements of the 1.8-acre tract are the circumstances supporting the granting of the variances.

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

The intent and general purposes of the chapter will be preserved and maintained due to the fact that this tract, as well as the adjacent developments, have sufficient traffic circulation provided by Bellaire Boulevard, Academy Street, and the internal streets in the Ayrshire Addition Sec No. 1.

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

No adverse impact to the public's health, safety or welfare is anticipated by granting the variances. Adequate access to the proposed development, the existing commercial developments, and the adjacent single family residences is available.

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

The circumstances supporting the granting of the variances are based on the existing conditions surrounding the tract which affect the subject property.

Houston Planning Commission ITEM : 147

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Enclave at Windmill Lakes (DEF2)

Applicant: LJA Engineering, Inc



F- Reconsideration of Requirements

Site Location

Meeting Date: 06/26/2014

Applicant: LJA Engineering, Inc

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Subdivision

Houston Planning Commission ITEM : 147

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: Enclave at Windmill Lakes (DEF2)

Applicant: LJA Engineering, Inc



F- Reconsideration of Requirements

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 when previous stub streets have been approved to accommodate the e/w block lengths for the area.

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

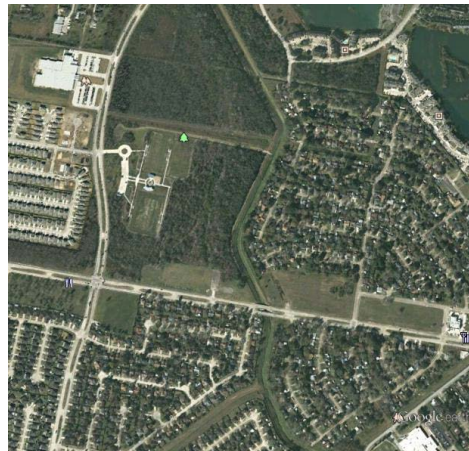
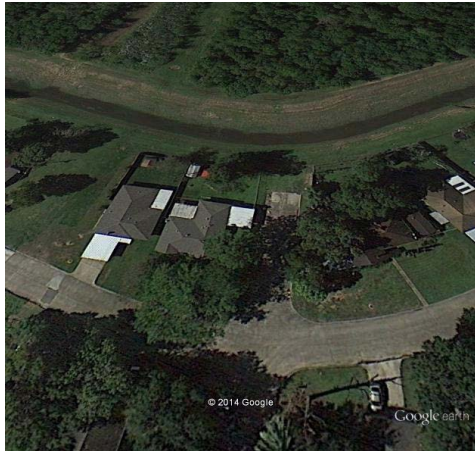
(1a) The imposition of the terms, rules, conditions, policies and standards of this chapter would create an undue hardship by depriving the applicant of the reasonable use of the land; OR

(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;

Beazer Homes is the developer/builder. They build approximately 125 homes each year in the city limits of Houston. They are proposing to develop and construct 103 homes on this 23 acre in-fill tract of land. The property is located along Blackhawk Blvd, a major thoroughfare. The tract of land is bisected by an existing 150 foot wide HCFC drainage channel which required widening and produced a net 18 acre developer property. The area is bounded by Almeda on the North, Kingspoint Drive on the East, Fuqua on the south and Blackhawk Blvd on the West. Beazer Homes is proposing to construct work force housing in the \$160k to \$200K price range. They are also proposing to construct a pedestrian crossing of the ditch that will connect the new homes to the existing schools and parks in the area. The developer met with Parks Director Joe Turner regarding need for improved pedestrian connection and as a result of that meeting agreed to the pedestrian connection at no cost to Parks Dept. at an estimated cost of \$150k. Exhibit 1 illustrates the street patterns for the area that have been established since plats were approved back in the late 1978/79 era. The area is developed primarily with low density SF residential, some townhome and multi-family developments as well as corresponding detention ponds and even some commercial areas including some warehouse type facilities. This area has historically developed at a relatively very low density residential with very little vacant land left to develop. The streets are named and their grid pattern illustrated in the Exhibit 1. Exhibit 1 also illustrates the non-buildable areas due to detention ponds that prevent the extension of e/w streets. 2 e/w public streets were established as a part of GP and subdivision plat approval that established the e/w block length for that immediate block. Due to detention ponds and also what appears to be other plat approvals over time that negated a continuous e/w street block were approved, but there is an e/w street pattern established by the City approvals and have been constructed. The first stub street, which has been constructed, to establish an e/w street grid is Windwater Street which is located approximately 1007 feet south of Almeda Road establishing an e/w street pattern once the remainder of the property is redeveloped connecting to Lambright Road per plats approved in 1978. This e/w street pattern would establish the first e/w street grid for the area. This image illustrates the stub street with the intent to be extended to Blackhawk Blvd and connected to Lambright Road.



The second e/w street, Mango Street, was approved as the e/w street grid also in late 1978 and is located 1778 feet north of Fuqua Blvd and establishing that e/w block length. Mango Street stubs into a tract of land that is now owned by city of Houston. Mango Street established the next logical e/w street for the area. When the COH property was developed as a park in February 2008 the City didn't extend the street per the previous approved subdivision plat on the east of the COH property ignoring the required block length requirement. Please refer to Exhibit 1 to see Mango Street stub street. As illustrated on Exhibit 1, these two e/w streets satisfy the proposed block length between Almeda and Fuqua Roads. Windwater Street as well as Mango Street can still be extended as intended when the current salvage yard redevelops or if the COH wants to connect the park to the neighborhood to the east.



As illustrated on Exhibit 1, Beazer has provided for access for their proposed new homes with access to both Blackhawk Blvd and from Easthaven St. without necessitating an \$800,000 bridge crossing. Beazer is providing for a pedestrian crossing to connect the community. A more detailed analysis illustrates that over the last 38 year the only roads that cross this HCFC facility within 4 linear miles is Blackhawk, Fuqua, Buena Park and Beltway 8, all majors or collector streets. It seems a major departure from COH policy to require a local stub street to be required to cross the HCFC facility.

The request to provide an e/w street through this net developable 18 acre tract of land is not warranted and if the COH follows the plat approvals they have previously controlled the e/w mobility can be accommodated. Further, the stub street into the HCFC facility will cost an estimated \$800,000 to \$1,000,000 which would be passed onto the COH to implement based on the past practices and lack of bridge crossings along this same reach. Further, an 18 acre tract could not be saddled with construction of public improvement that would render the development infeasible given the work force value of these \$160,000 homes. In addition, the COH controls plat approvals and has established the street patterns of previously approved subdivision plats to create an e/w street pattern that provides predictability for the development community. Lastly, requiring this stub street will create a hardship and render the property infeasible.

During preliminary plat submittal the maximum block length was not determined to have been exceeded. The measurement along Blackhawk from Lambricht Road to the south end of the proposed plat the length is 2268' which is less than the maximum 2600' that is allowed. Mango Street and Windwater Dr establish the e/w block lengths for the area. Mango Road measures approximately 2600' from Lambricht and Windwater 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;

Granting the variance for this property is not a self-imposed hardship. The COH established the previous plat approvals and based on those approvals the street would not have located within the subject property. In addition, there is a 150' drainage easement bisecting the subject property. A more detailed analysis illustrates that over the last 38 year the only roads that cross this HCFC facility within 4 linear miles is Blackhawk, Fuqua, Buena Park and Beltway 8, all majors or collector streets. It seems a major departure from COH policy to require a local stub street to be required to cross the HCFC facility In addition, Mango Street and Windwater Street can both be extended as approved by the City to provide the e/w street grid.

(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 because of prior COH approvals.

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

Granting the variance will not be injurious to the public safety or health because Lambricht 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 of the past COH approvals.

(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 Lambricht Rd is less than 2268 feet; the maximum length of a COH block is 2600'.



Exhibit Bridges at Blackhawk

Date: 6/17/2014



Disclaimer:
Every effort has been made to ensure
the accuracy of the CAD data.
LJA Engineering, Inc. assumes no liability
or damages due to errors or omissions.

Exhibit Bridges at Blackhawk

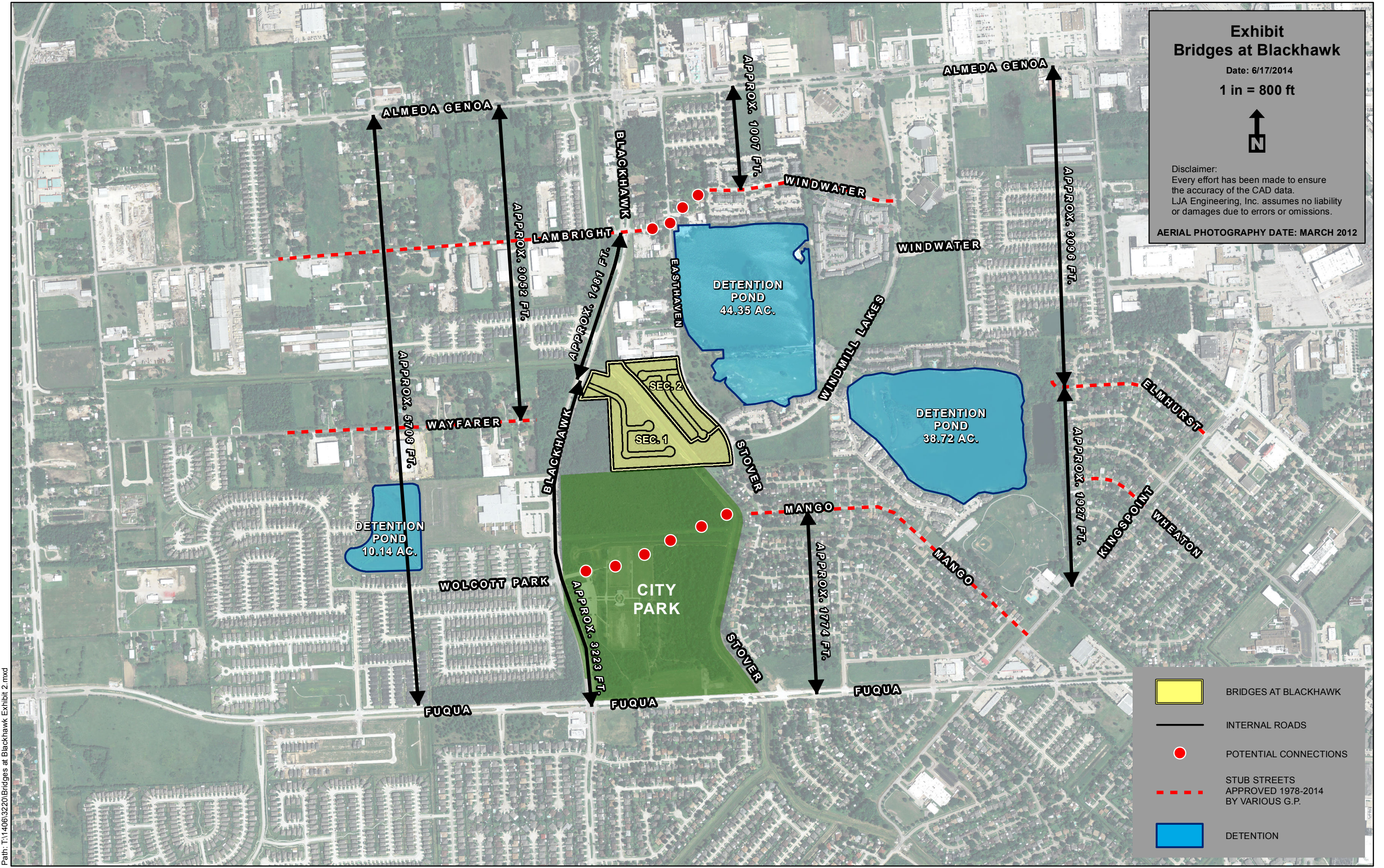
Date: 6/17/2014

1 in = 800 ft



Disclaimer:
Every effort has been made to ensure
the accuracy of the CAD data.
LJA Engineering, Inc. assumes no liability
or damages due to errors or omissions.

AERIAL PHOTOGRAPHY DATE: MARCH 2012



- BRIDGES AT BLACKHAWK
- INTERNAL ROADS
- POTENTIAL CONNECTIONS
- STUB STREETS
APPROVED 1978-2014
BY VARIOUS G.P.
- DETENTION

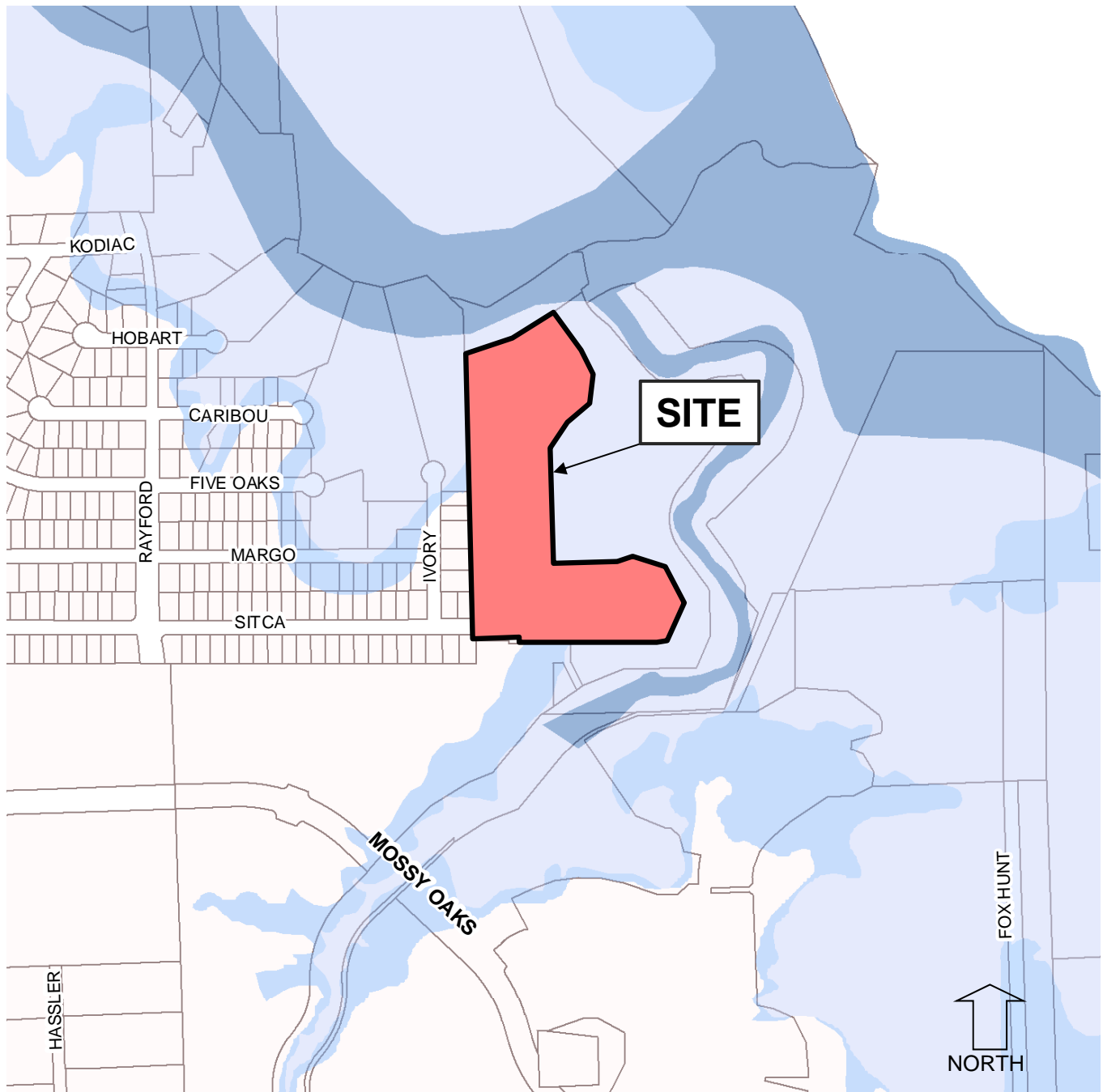
Houston Planning Commission ITEM : 148

Planning and Development Department

Meeting Date: 06/26/2014

Subdivision Name: McKenzie Park Sec 2 (DEF2)

Applicant: EHRA



F- Reconsideration of Requirements

Site Location

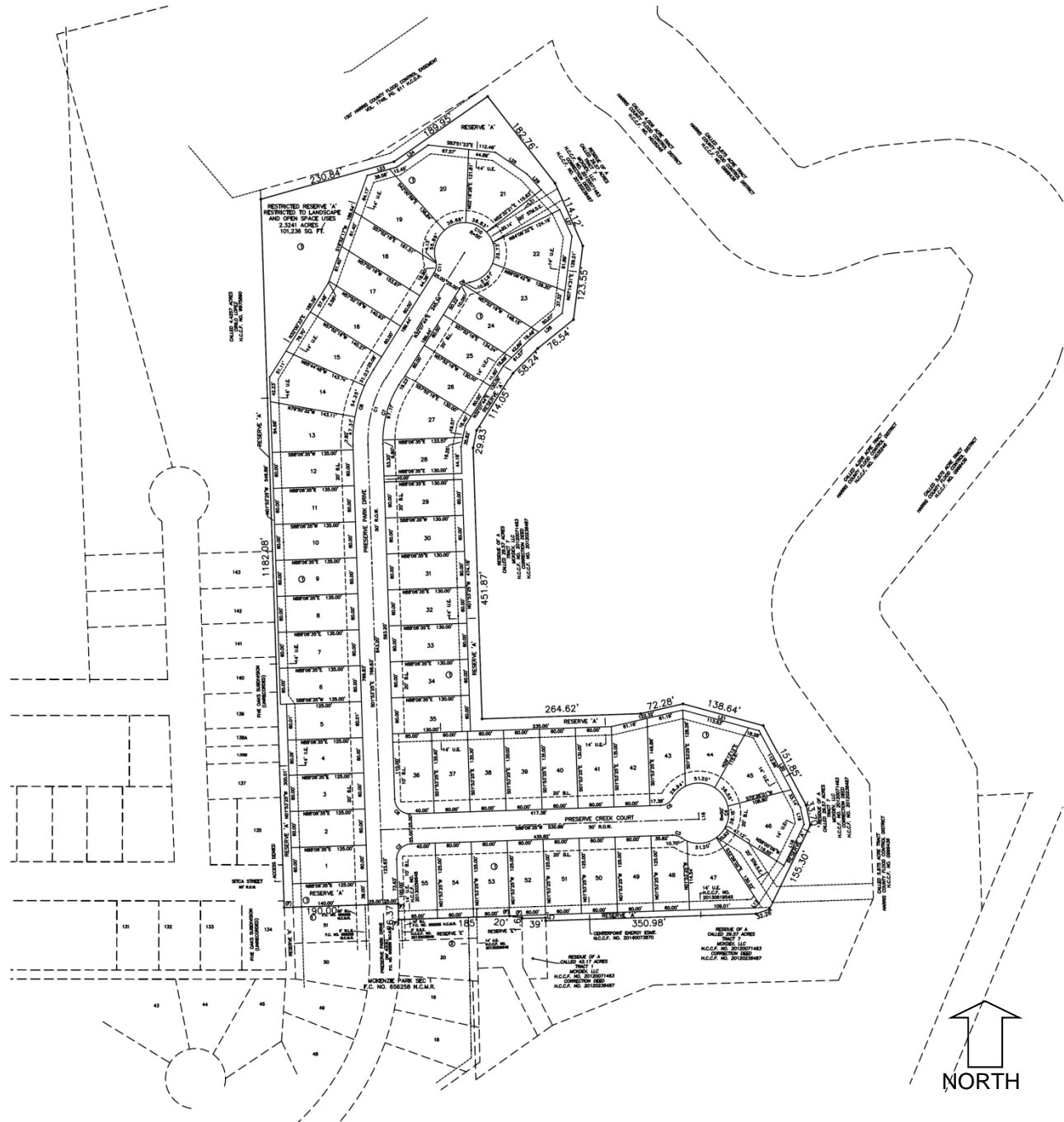
Houston Planning Commission

ITEM : 148

Planning and Development Department Meeting Date: 06/26/2014

Subdivision Name: McKenzie Park Sec 2 (DEF2)

Applicant: EHRA



F- Reconsideration of Requirements

Subdivision

Houston Planning Commission ITEM : 148

Planning and Development Department

Meeting Date: 06/26/2014

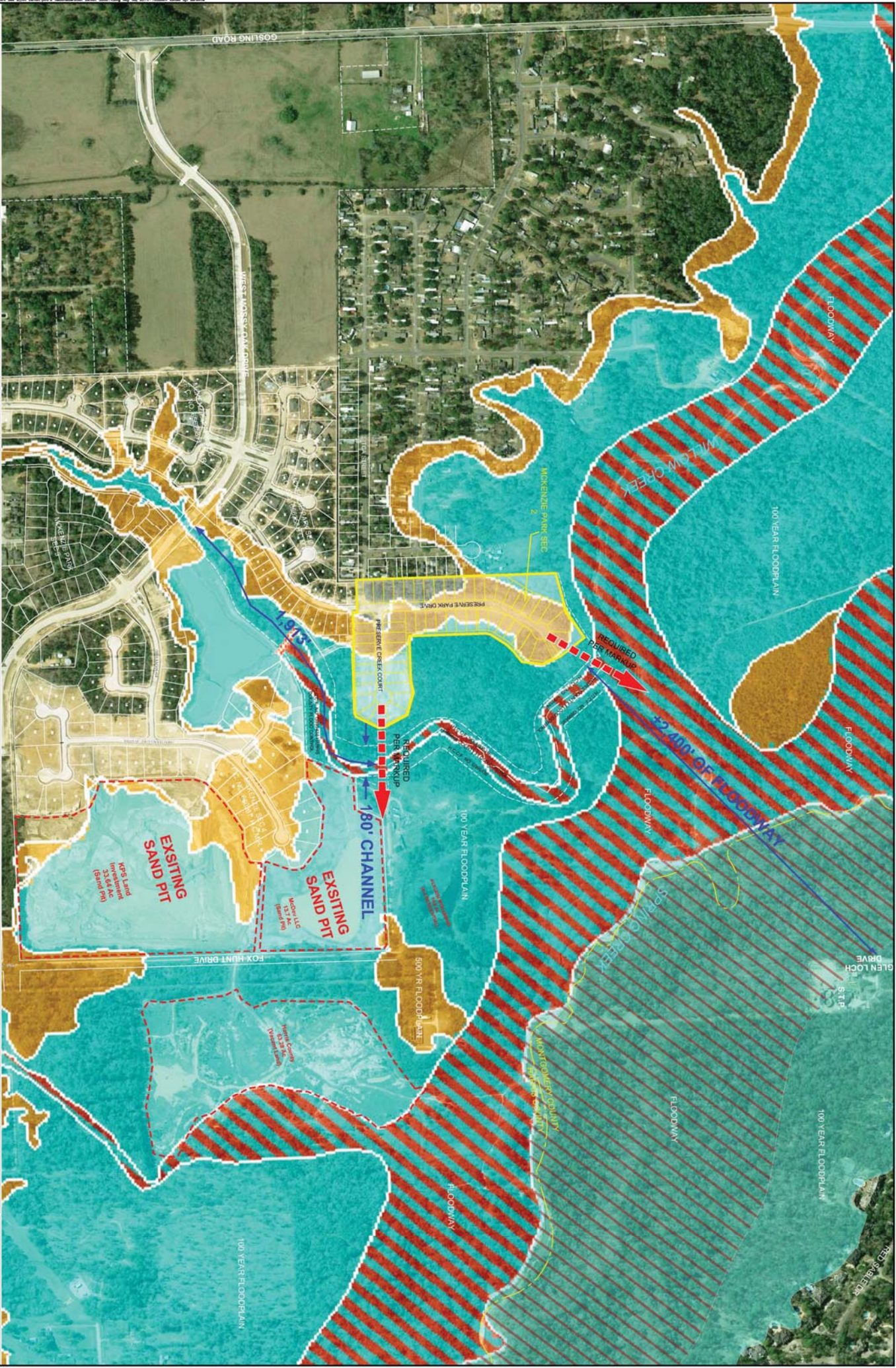
Subdivision Name: McKenzie Park Sec 2 (DEF2)

Applicant: EHRA



F- Reconsideration of Requirements

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



EHRA
Environmental Hazard
Risk Assessment

10055 Westinghouse Drive
Houston, Texas 77042
713.466.0000
www.ehra.com



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.

CITY OF HOUSTON

HOUSTON PLANNING COMMISSION
PLANNING & DEVELOPMENT DEPARTMENT

Planning Commission
Meeting Date: 06/26/14

ITEM: 156

Applicant: JAIME SANTOYO

Contact Person: JAIME SANTOYO

Location	File No.	Zip	Lamb. No.	Key Map	City/ETJ
	14-1016	77365	5571	295-F	ETJ
WEST OF: SORTERS RD NORTH OF: MILLS BRANCH DR					

ADDRESS: 24179 Lilac Way

ACREAGE:

LEGAL DESCRIPTION:

LOT THREE HUNDRED ONE (301) OF SUMMER HILLS, SECTION ONE (1), MONTGOMERY COUNTY, TEXAS, ACCORDING TO THE MAP OR PLAT THEREOF RECORDED IN CABINET C ON SHEET 118, PLAT RECORDS OF MONTGOMERY COUNTY, TEXAS.

PURPOSE OF REQUEST: Mobile Home

STAFF REPORT

STAFF RECOMMENDATION:

BASIS OF RECOMMENDATION:

ADDITIONAL INFORMATION :

CERTIFICATE OF COMPLIANCE

CITY OF HOUSTON

HOUSTON PLANNING COMMISSION
PLANNING & DEVELOPMENT DEPARTMENT

Planning Commission
Meeting Date: 06/26/14

ITEM: 157

Applicant: BERNICE STURNS/BERNICE JONES

Contact Person: MARATHON CONSTRUCTION

Location	File No.	Zip	Lamb. No.	Key Map	City/ETJ
	14-1017	77357	5874	257-M	ETJ
WEST OF: DEER RUN LN NORTH OF: FM 1485					

ADDRESS: 26335 Spanish Oaks Drive

ACREAGE:

LEGAL DESCRIPTION:

LOT TWO HUNDRED ELEVEN (211) OF PEACH CREEK FOREST, SECTION TWO (2), AN UNRECORDED SUBDIVISION OUT OF THE CHRISTOPHER BRYAN SURVEY, ABSTRACT 75, MONTGOMERY COUNTY, TEXAS.

PURPOSE OF REQUEST: To obtain public utilities.

STAFF REPORT

STAFF RECOMMENDATION:

BASIS OF RECOMMENDATION:

ADDITIONAL INFORMATION :

CERTIFICATE OF COMPLIANCE

Houston Planning Commission

City of Houston Planning and Development Department



ITEM: 158

Meeting Date: 06/26/2014

VARIANCE REQUEST APPLICATION

DPV 163

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.

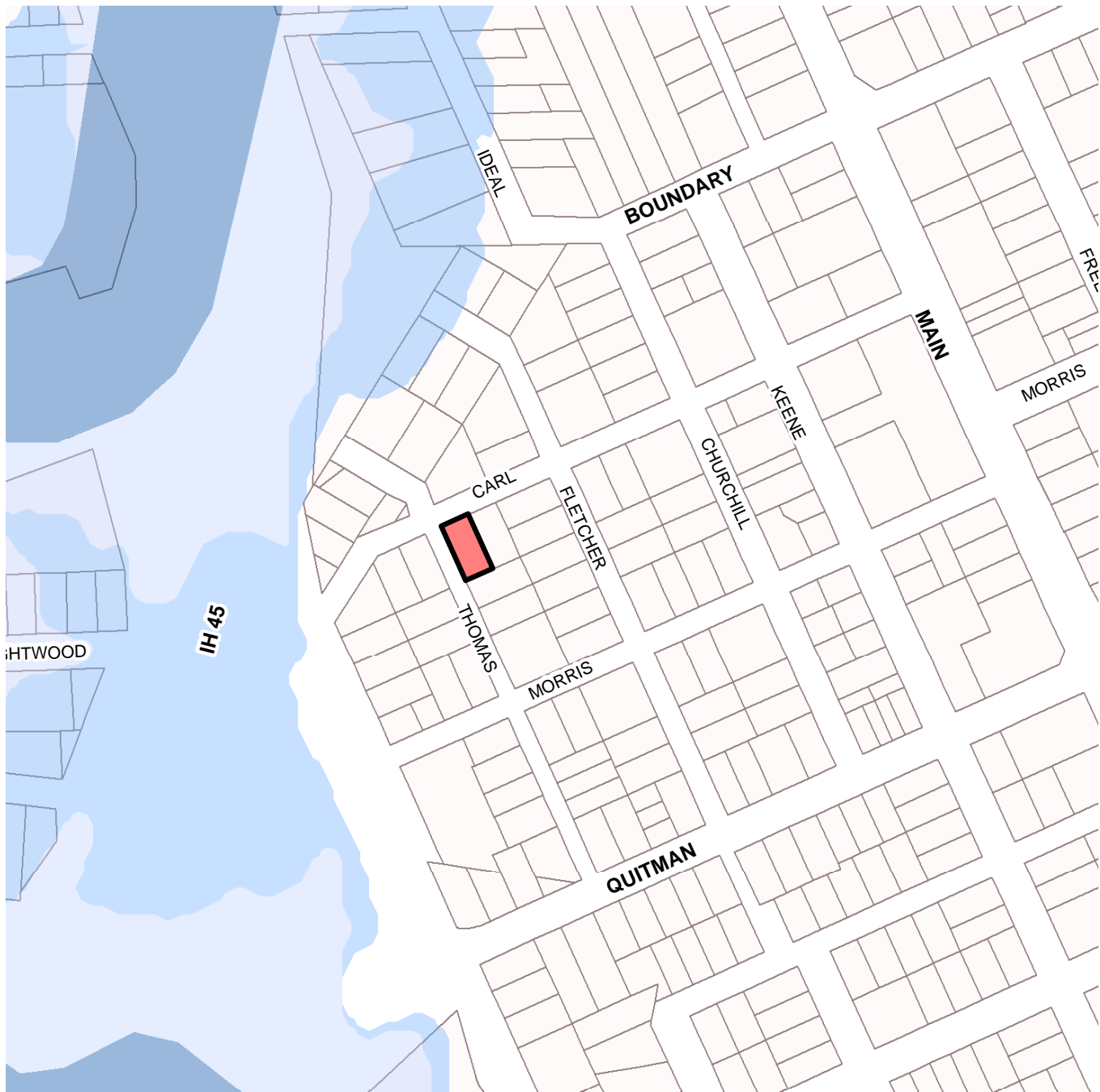
- (5) **Economic hardship is not the sole justification of the variance.**

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

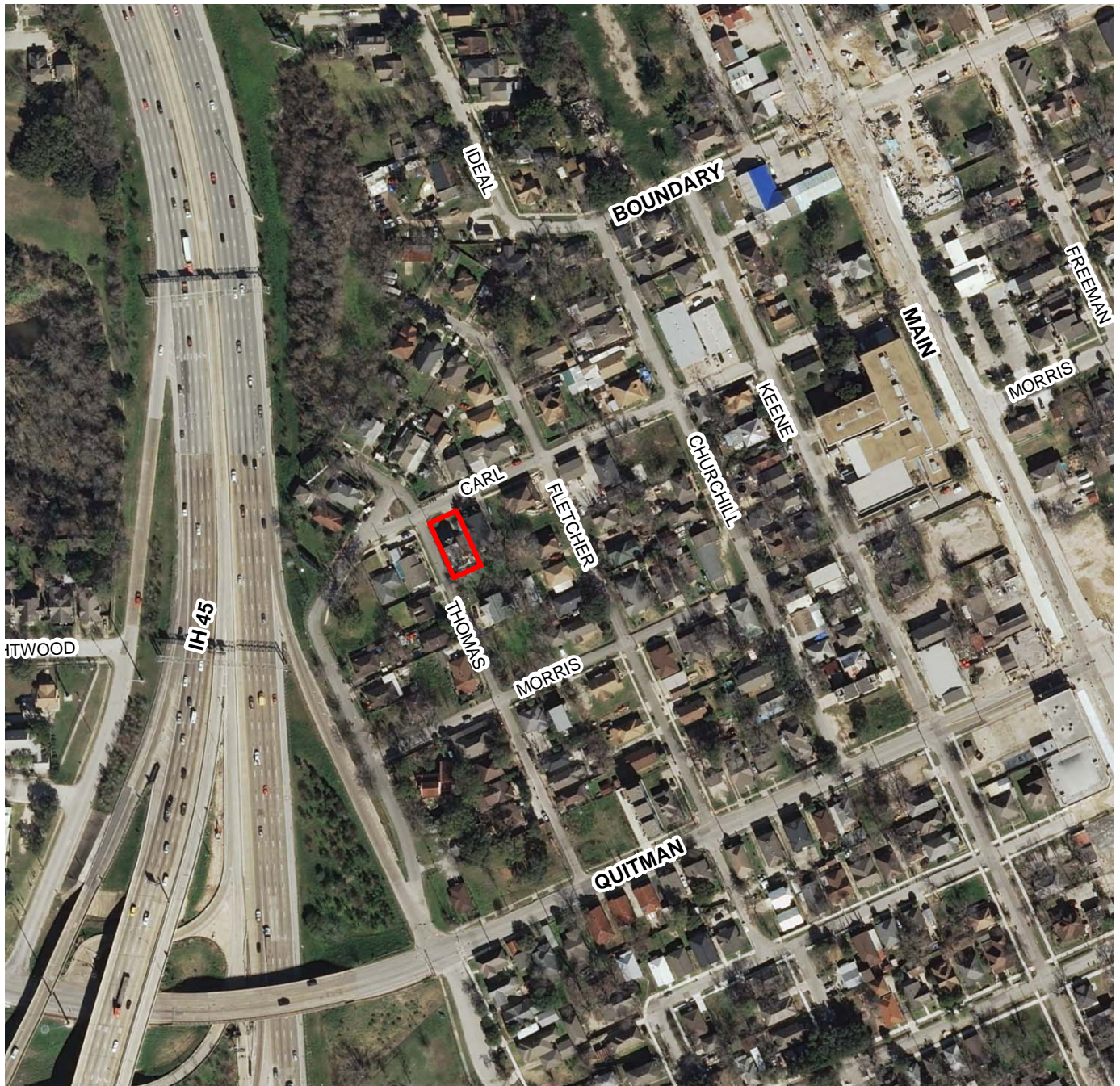


Area Map



DEVELOPMENT PLAT VARIANCE

Aerial

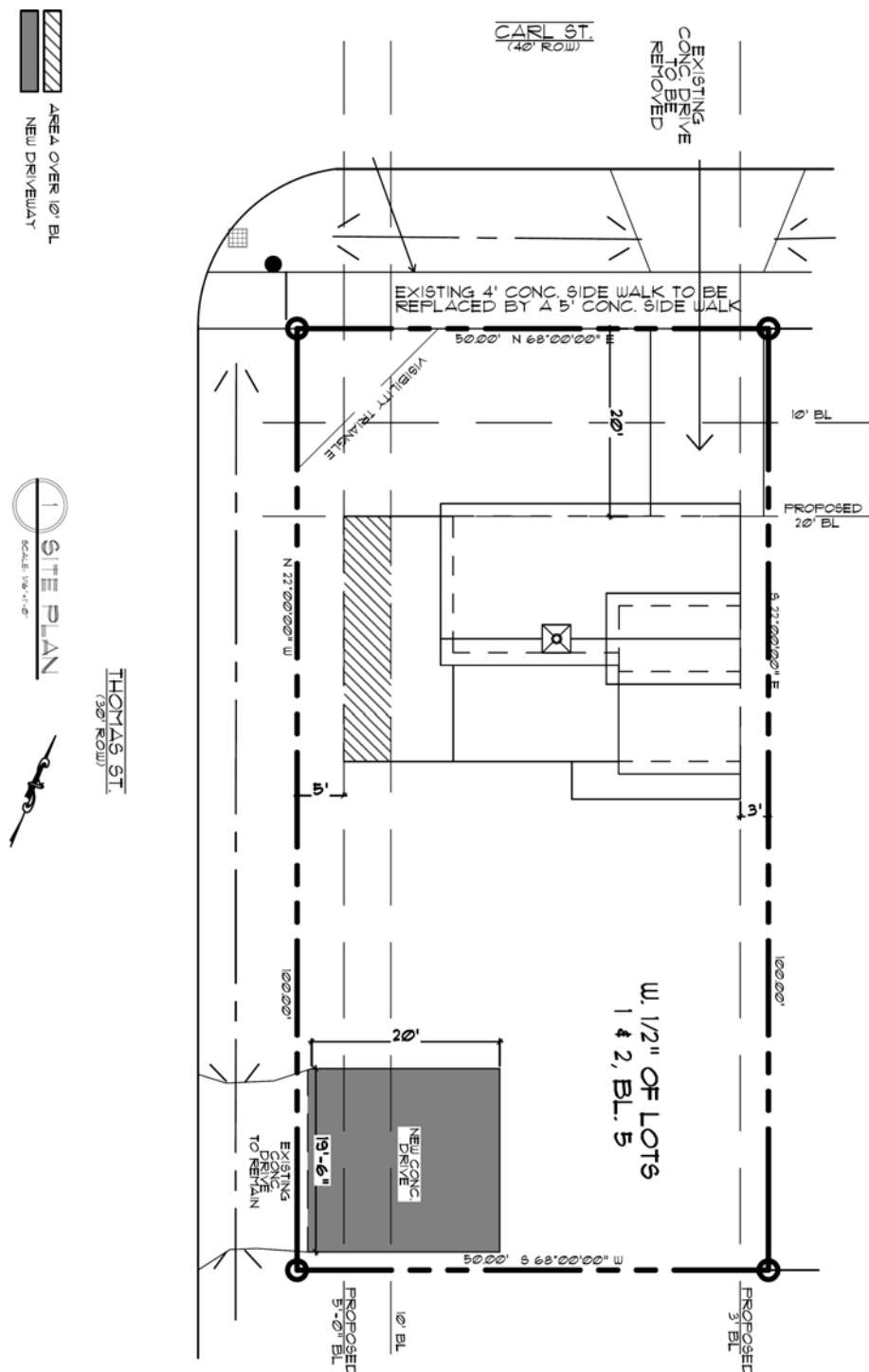


DEVELOPMENT PLAT VARIANCE

Aerial



DEVELOPMENT PLAT VARIANCE



DEVELOPMENT PLAT VARIANCE

Houston Planning Commission

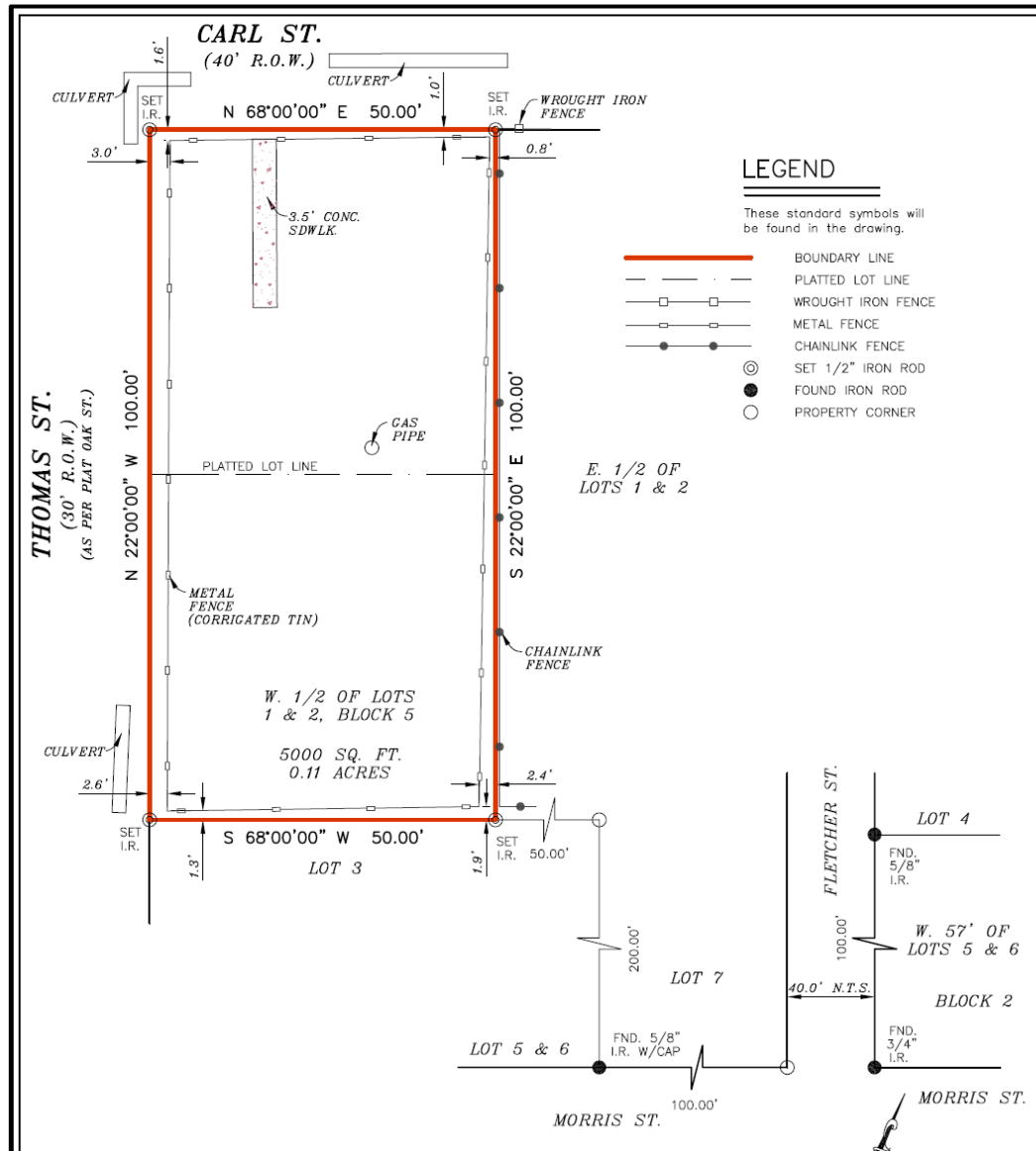
City of Houston Planning and Development Department



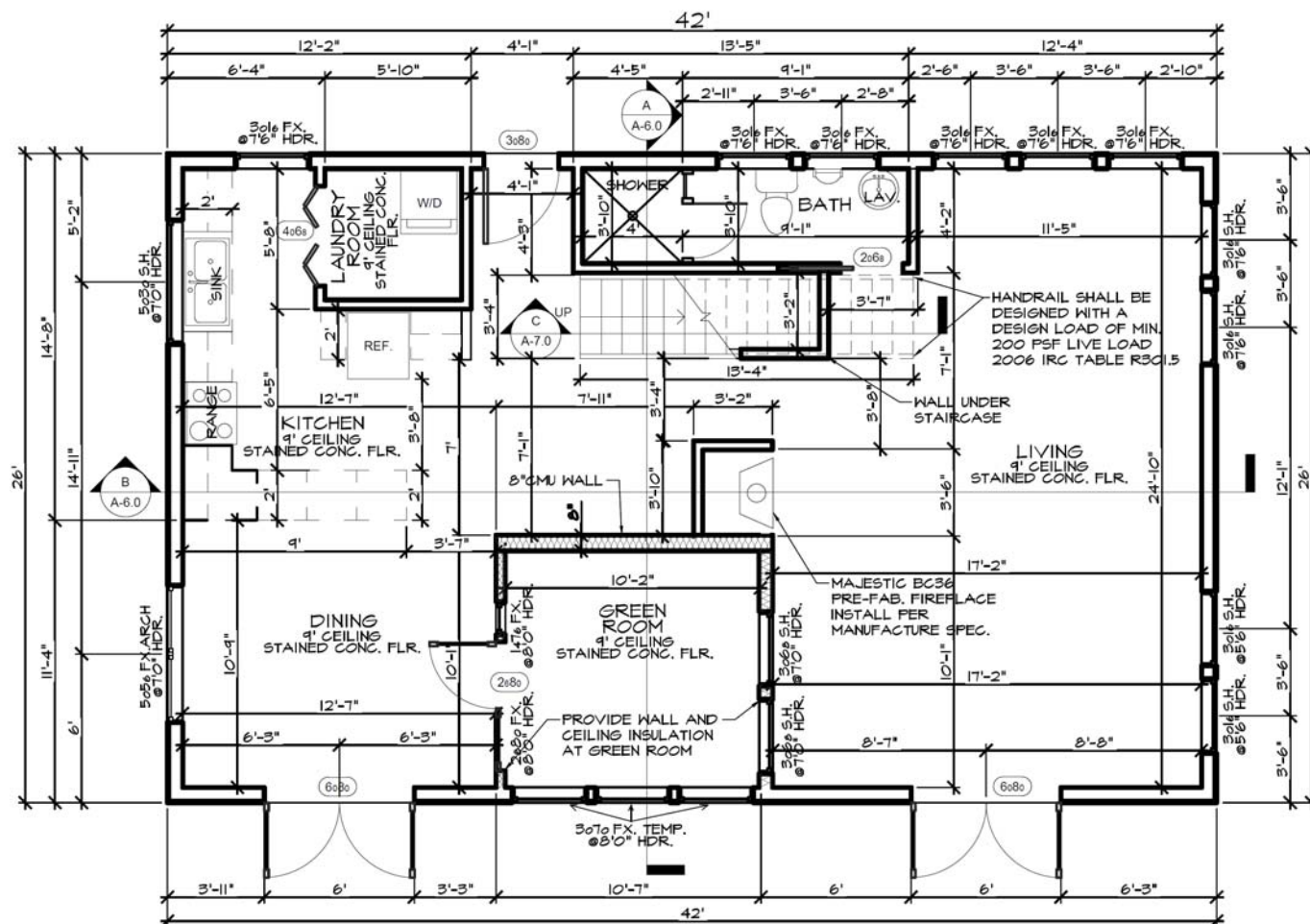
ITEM: 158

Meeting Date: 06/26/2014

Site Survey

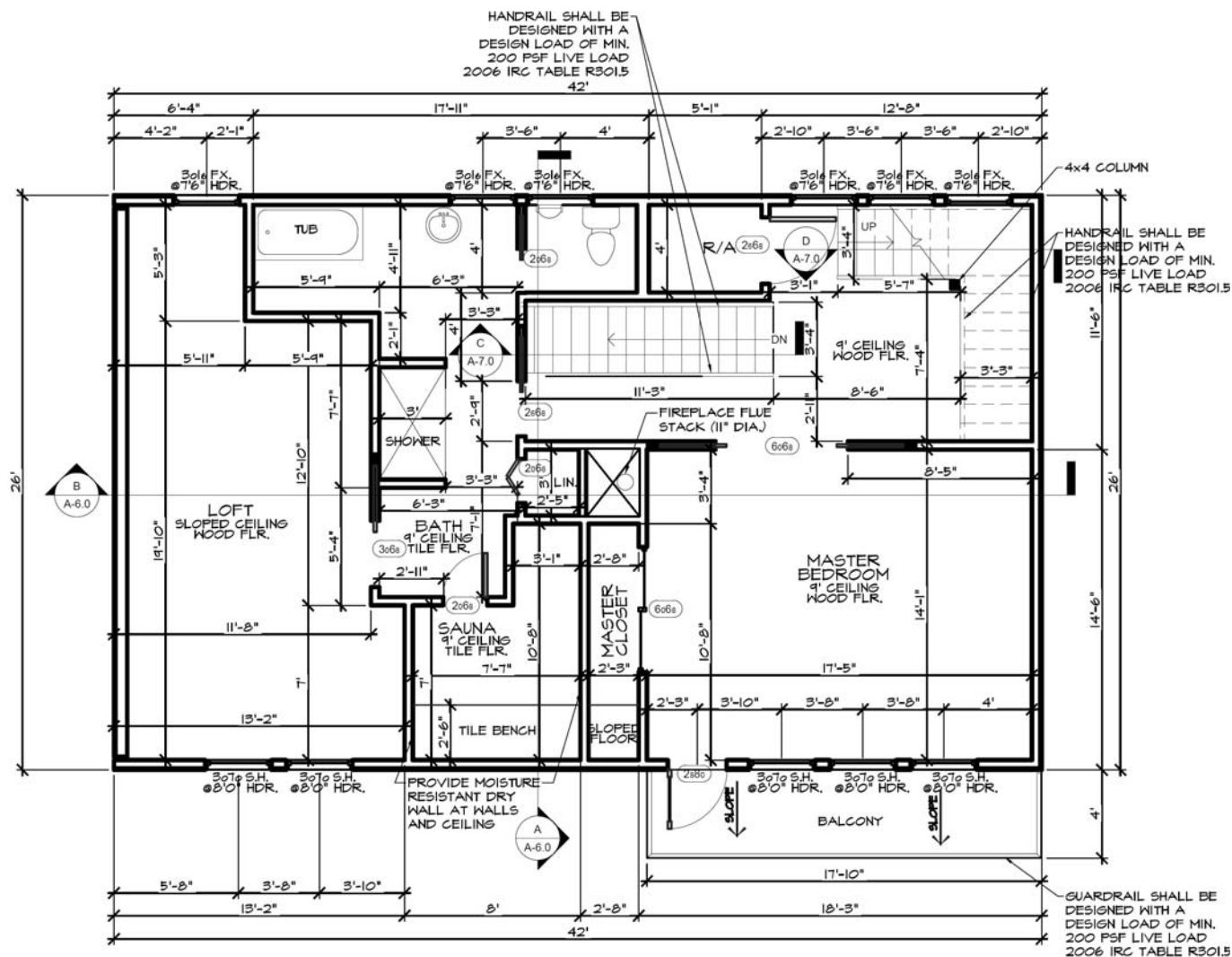


DEVELOPMENT PLAT VARIANCE



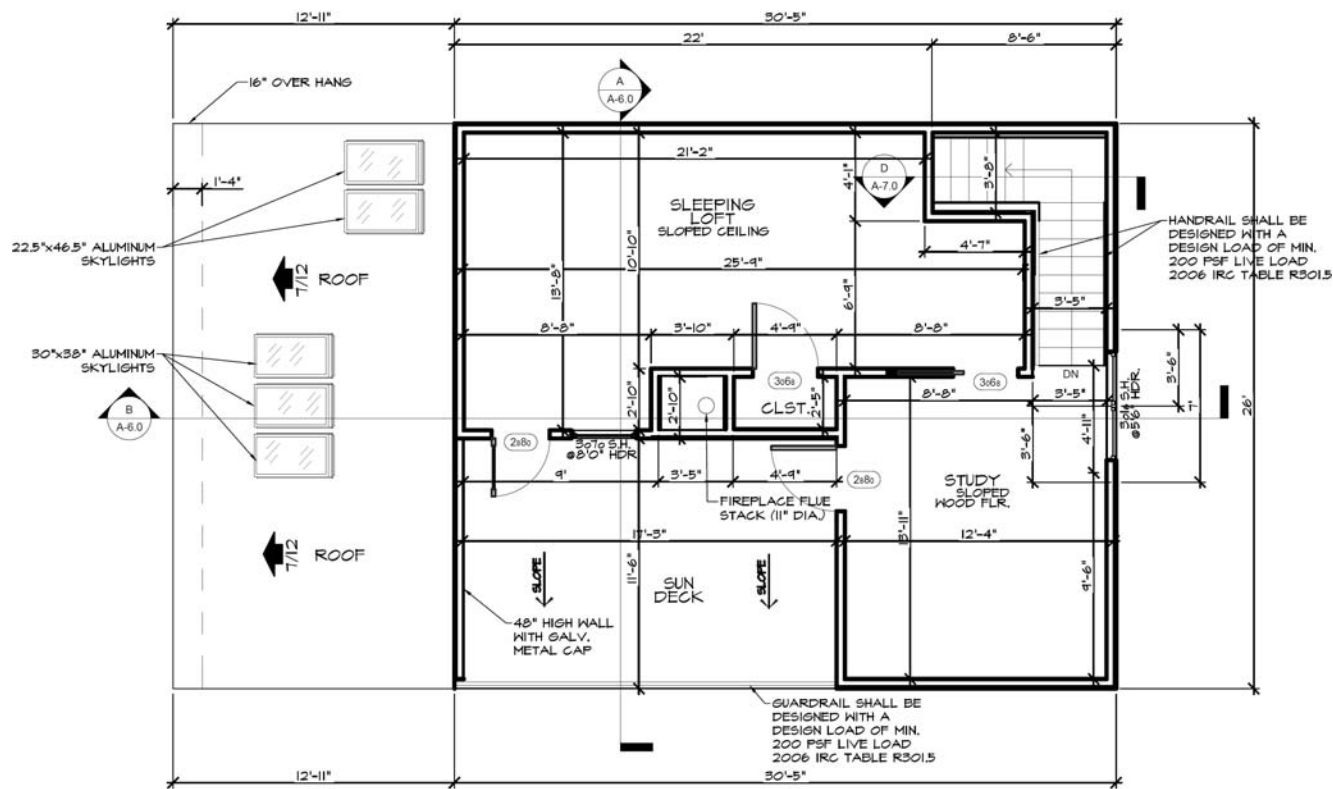
1 FIRST FLOOR PLAN
A-2.00 SCALE: 1/8" = 1'-0"

DEVELOPMENT PLAT VARIANCE



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

DEVELOPMENT PLAT VARIANCE



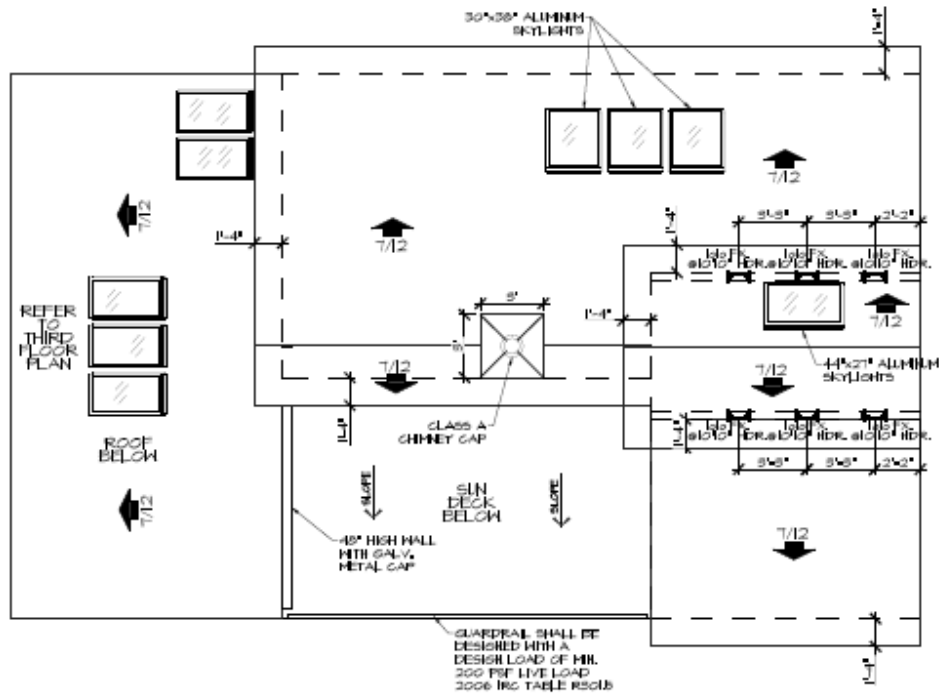
3 THIRD FLOOR PLAN
A-2.00 SCALE: 1/8"=1'-0"

DEVELOPMENT PLAT VARIANCE

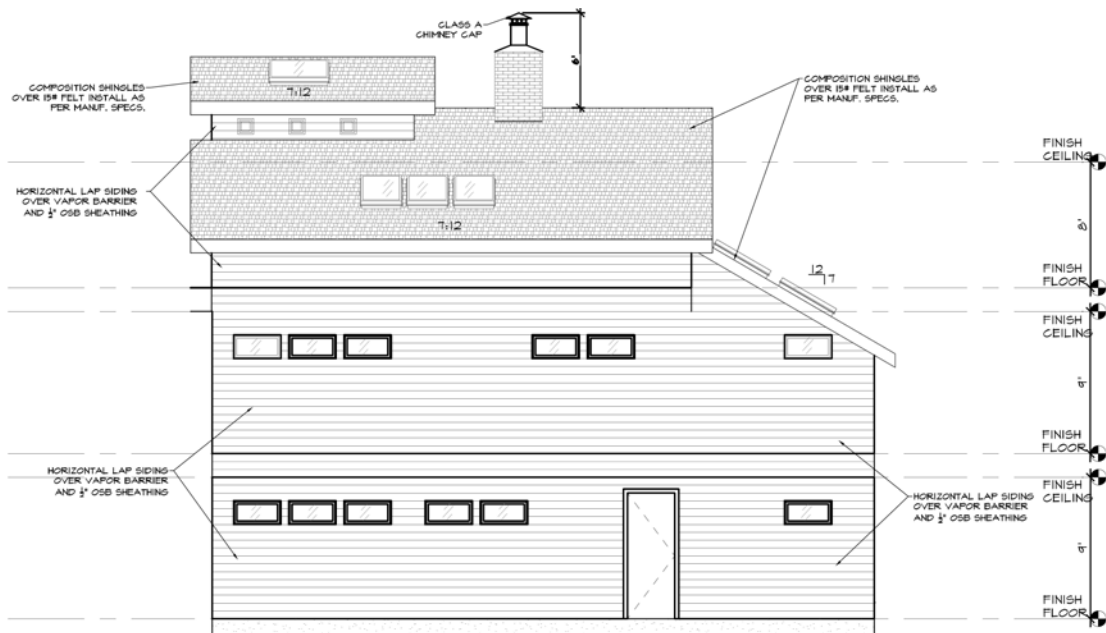


ITEM: 158

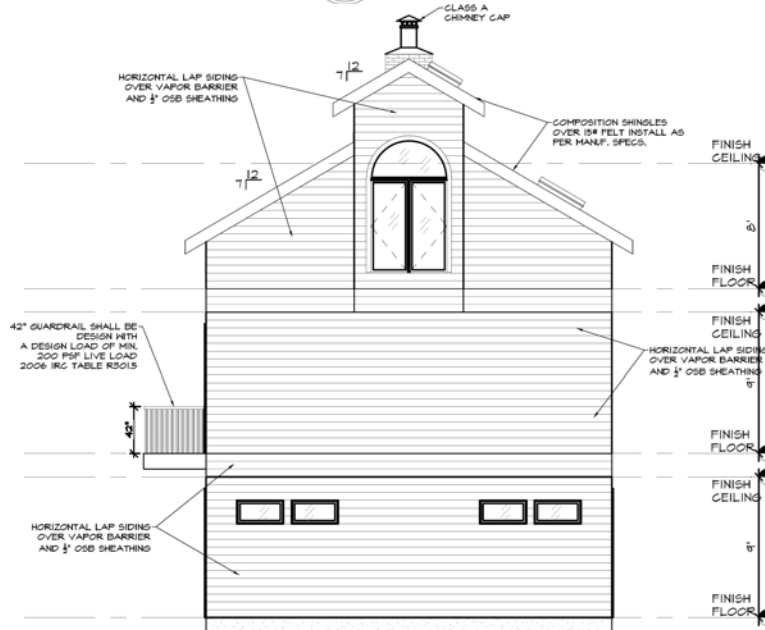
Meeting Date: 06/26/2014



DEVELOPMENT PLAT VARIANCE

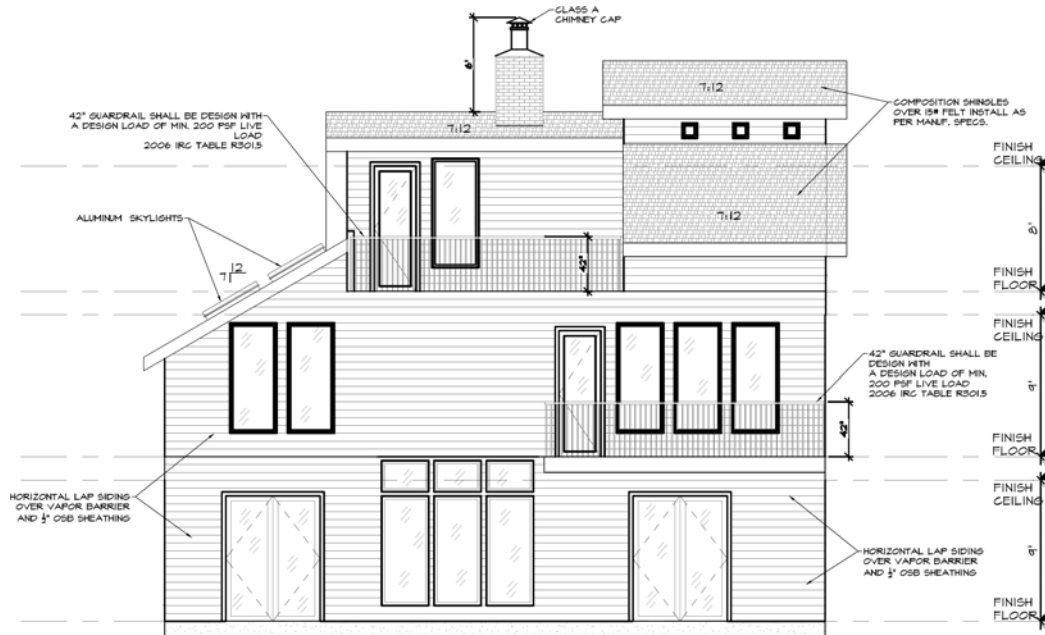


2 NORTH ELEVATION
A-B SCALE: 1/8"=1'-0"

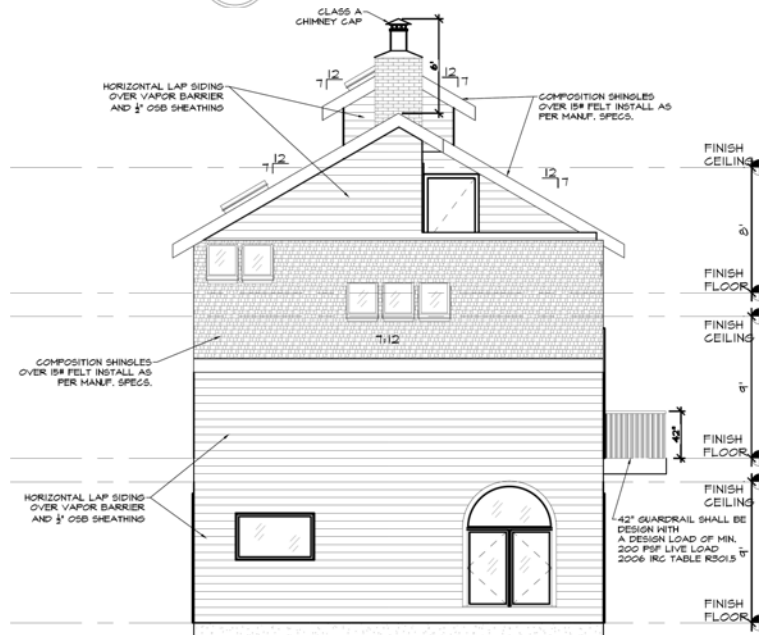


2 EAST ELEVATION
A-B SCALE: 1/8"=1'-0"

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

DPV

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
	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 an 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



Houston Planning Commission

Area Map



DEVELOPMENT PLAT VARIANCE



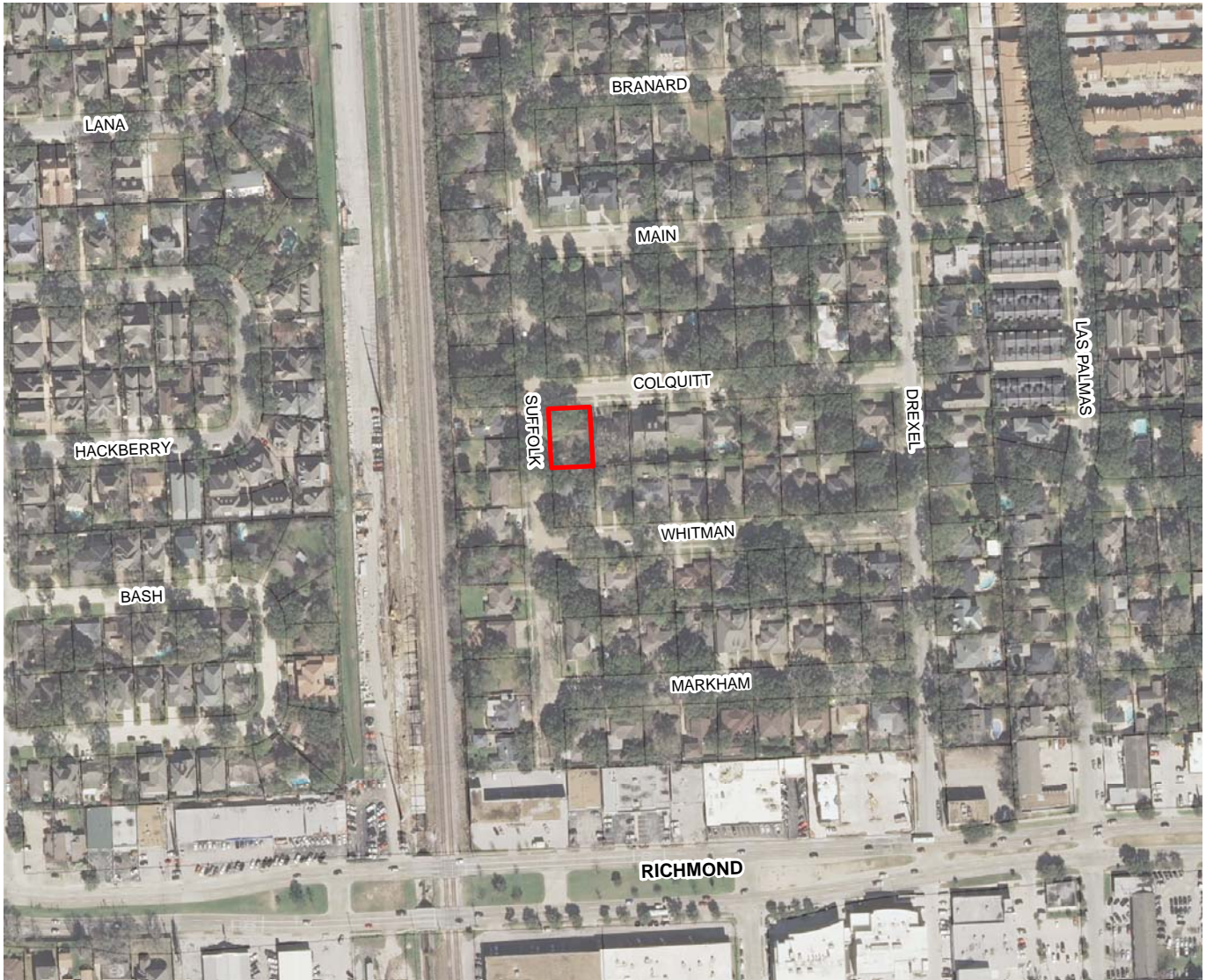
PLANNING &
DEVELOPMENT
DEPARTMENT

ITEM: 159

Meeting Date: 06-26-2014

Houston Planning Commission

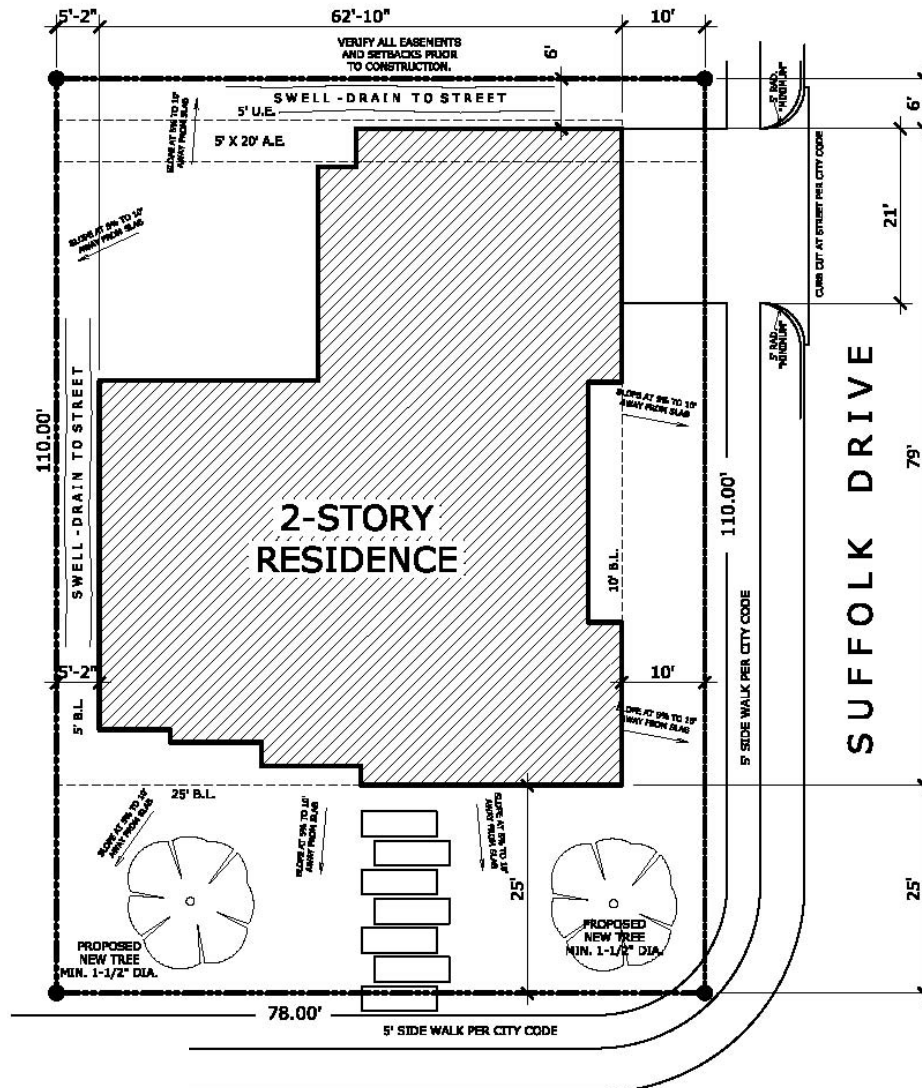
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DEVELOPMENT PLAT VARIANCE

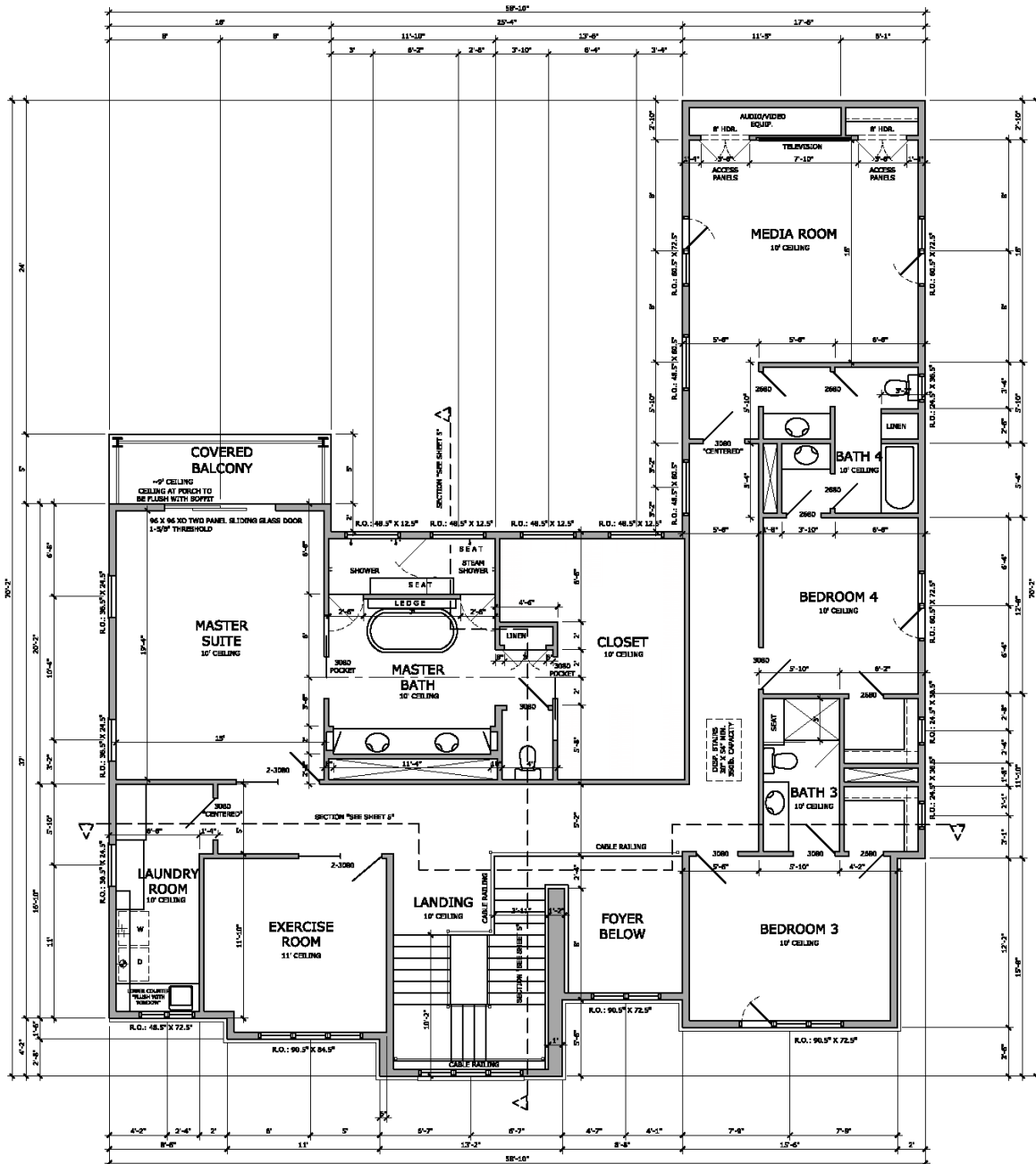


Houston Planning Commission



4035 COLQUITT

DEVELOPMENT PLAT VARIANCE



DEVELOPMENT PLAT VARIANCE



Houston Planning Commission



REAR ELEVATION

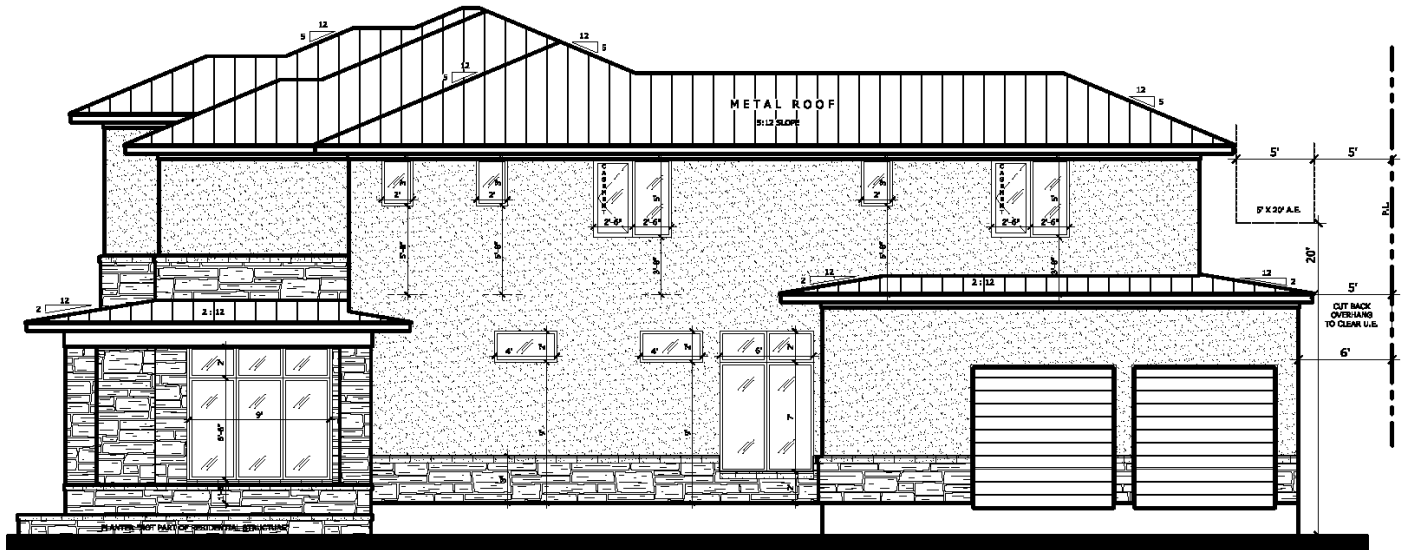


FRONT ELEVATION

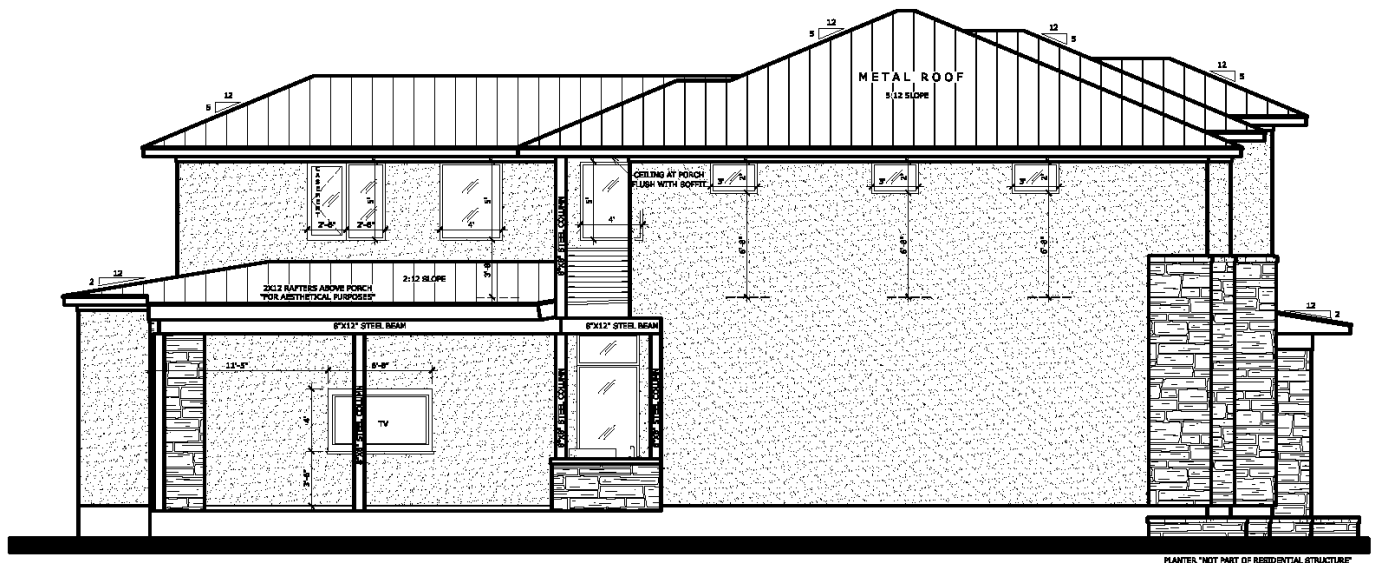
DEVELOPMENT PLAT VARIANCE



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RIGHT ELEVATION



LEFT ELEVATION

DEVELOPMENT PLAT VARIANCE



PLANNING &
DEVELOPMENT
DEPARTMENT

ITEM: 159

Meeting Date: 06-26-2014

Houston Planning Commission

STAFF REPORT

Staff Recommendation: Defer per applicants request.

Basis of Staff Recommendation: 4035 Colquitt. The applicant is requesting a variance 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 per Chapter 42 Sec. 42-157

Staff recommendation is to defer the development plat per the applicant's request.

PLANNING COMMISSION ACTION:

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

ADDITIONAL FINDINGS BY PLANNING COMMISSION:

DEVELOPMENT PLAT VARIANCE

Houston Planning Commission

City of Houston Planning and Development Department



ITEM: IV

Meeting Date: 6-26-14

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
Houston Independent School District	Kedrick Wright	751-556-9329	kwright7@houstonisd.org

PROPERTY ADDRESS	FILE NUMBER	ZIP CODE	LAMBERT	KEY MAP	DISTRICT
11625 Martindale Road	14063215	77048	5552	574K	D

HCAD ACCOUNT NUMBER(S):	1184060010001
PROPERTY LEGAL DESCRIPTION:	Res A Blk 1 Ross Sterling High School
PROPERTY OWNER OF RECORD:	Houston ISD
ACREAGE (SQUARE FEET):	1,021,917 sq ft
WIDTH OF RIGHTS-OF-WAY:	Martindale – 60'; Madden – 55'
EXISTING PAVING SECTION(S):	Martindale – 40'; Madden – 27'
OFF-STREET PARKING REQUIREMENT:	640 spaces
OFF-STREET PARKING PROVIDED:	410 spaces

EXISTING STRUCTURE(S) [SQ. FT.]:	223,518 sq ft (includes 8,878 sq ft of temporary building)
PROPOSED STRUCTURE(S) [SQ. FT.]:	240,166 sq ft

PURPOSE OF VARIANCE REQUEST: provided in off-street parking facility.	To request reduction of required number of parking spaces
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CHAPTER 26 REFERENCE(S):	Section 26-492, Class 5 Religious & Educational, c. – 3. Senior High School; 1.0 parking spaces per every 3 occupants.
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OFF-STREET PARKING VARIANCE



APPLICANT STATEMENT OF FACTS

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

We are requesting a reduction in the required number of parking spaces based on demographic analysis of current school, comparative analysis with similar programs / schools within HISD, and projected needs of proposed facility. If the district is required to provide the ordinance required number of parking spaces there will not be room on site for the baseball field. This is a negative impact to the school's baseball program now and for the future.

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;

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

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

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

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

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

OFF-STREET PARKING VARIANCE

Houston Planning Commission

City of Houston Planning and Development Department



ITEM: IV

Meeting Date: 6-26-14

School Name	Magnet Program	Current Enrollment	Magnet Enrollment	Bus			Drive		Other		Teacher, Visitor & Staff parking	Current Parking Spaces	Parking Spaces Used
				No.	Magnet Trans.	%	No.	%	No.	%	No.		
Sterling	Aviation Science	818	48	293	17	36%	50	6%	448	55%	100	234	150
Booker T. Washington	Science & Engineering	764	150	307	71	40%	110	14%	480	63%	200	310	188
Sharpstown	Leadership	1323	150	218	36	16%	75	6%	1030	78%	130	351	255

Sterling High School currently has 48 magnet transfers and 17 ride the HISD Bus to school.

Sterling High School is served by two Metro stops on Martindale. Per the principal, many teachers and students use Metro to travel to the school.

Please see the table below for the basis of the request to provide 410 spaces in lieu of the ordinance required amount.

Projected Transportation Requirements for new campus:			HISD Bus			Drive		Other		Teacher, Visitor/Staff			
School Name:	Max Enrollment	Max Magnet Enrollment	# of Riders	Magnet Trans.	%	Quantity	%	Quantity	%	Quantity	Parking Spaces required	Event parking *	Total Spaces Req.
Sterling HS	1600	200	640	71	40%	160	10%	800	50%	170	330	80	410

(3) The intent of this article is preserved;

Appropriate and convenient parking will be provided on the school site. All parking lots will be easily visible and will have security lighting.
Parking spaces for 108 bicycles will be provided.

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

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

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

The new Sterling High School will have significantly more parking spaces and the parking will be more conveniently located for students, staff and visitors. Allowing the District the flexibility to provide a baseball field on site will benefit both the campus and the community.

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

Not applicable.

OFF-STREET PARKING VARIANCE



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:

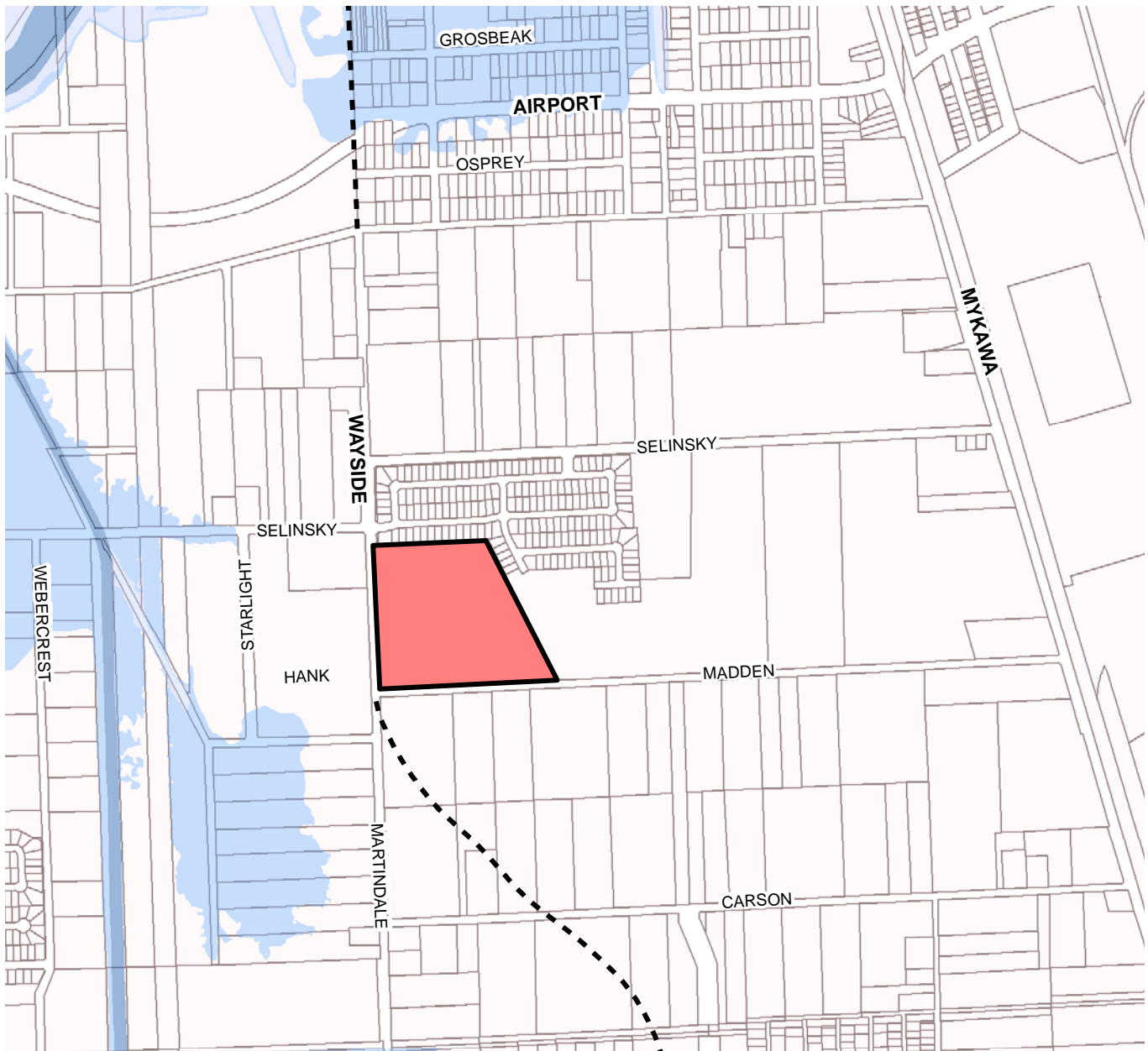
- (1) The location of the proposed building and the proposed off-site parking facility.
- (2) Existing and potential parking demand created by other occupancies in the vicinity.
- (3) The characteristics of the occupancy, including employee and customer parking demand, hours of operation, and projected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



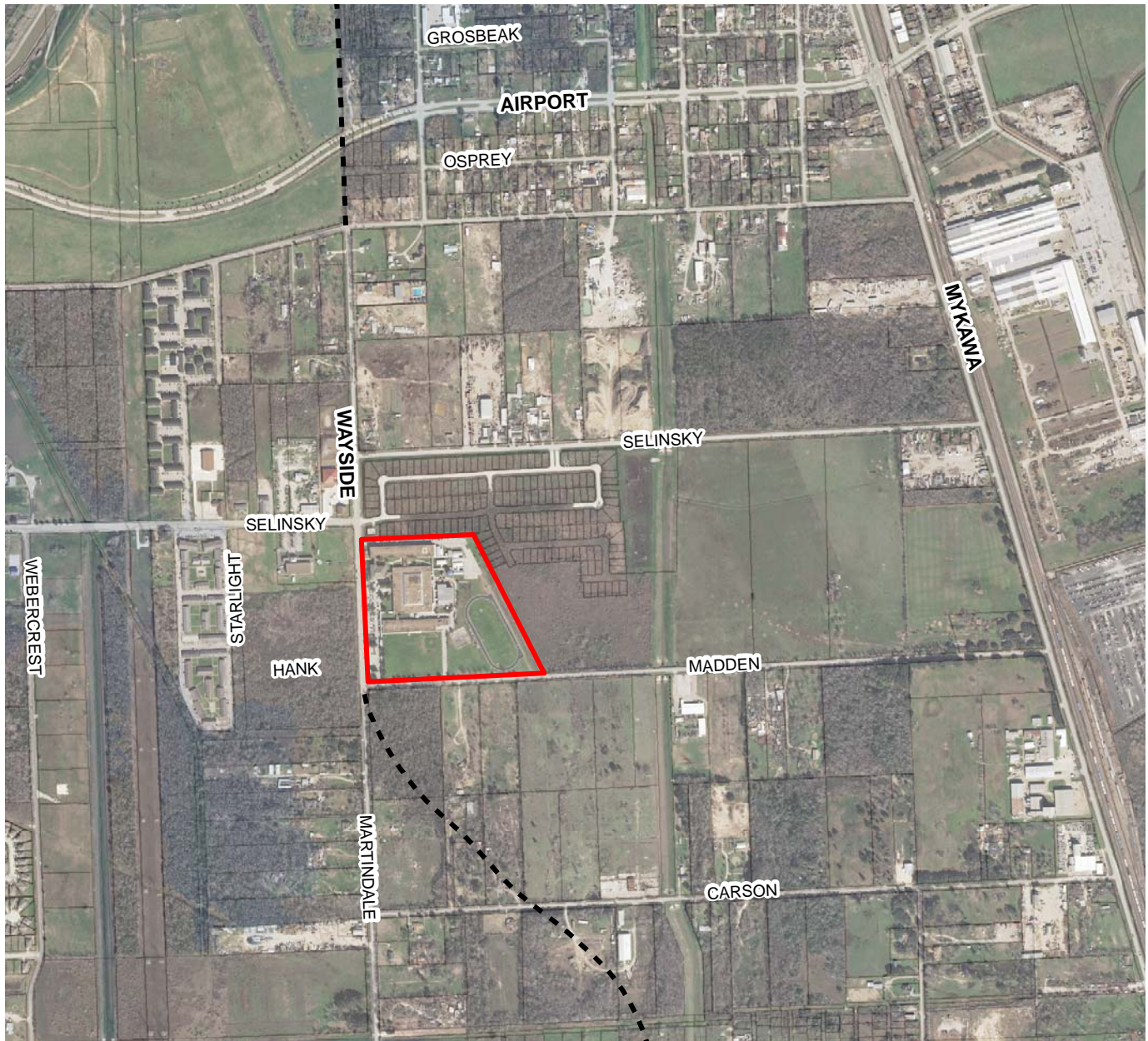
Area Map



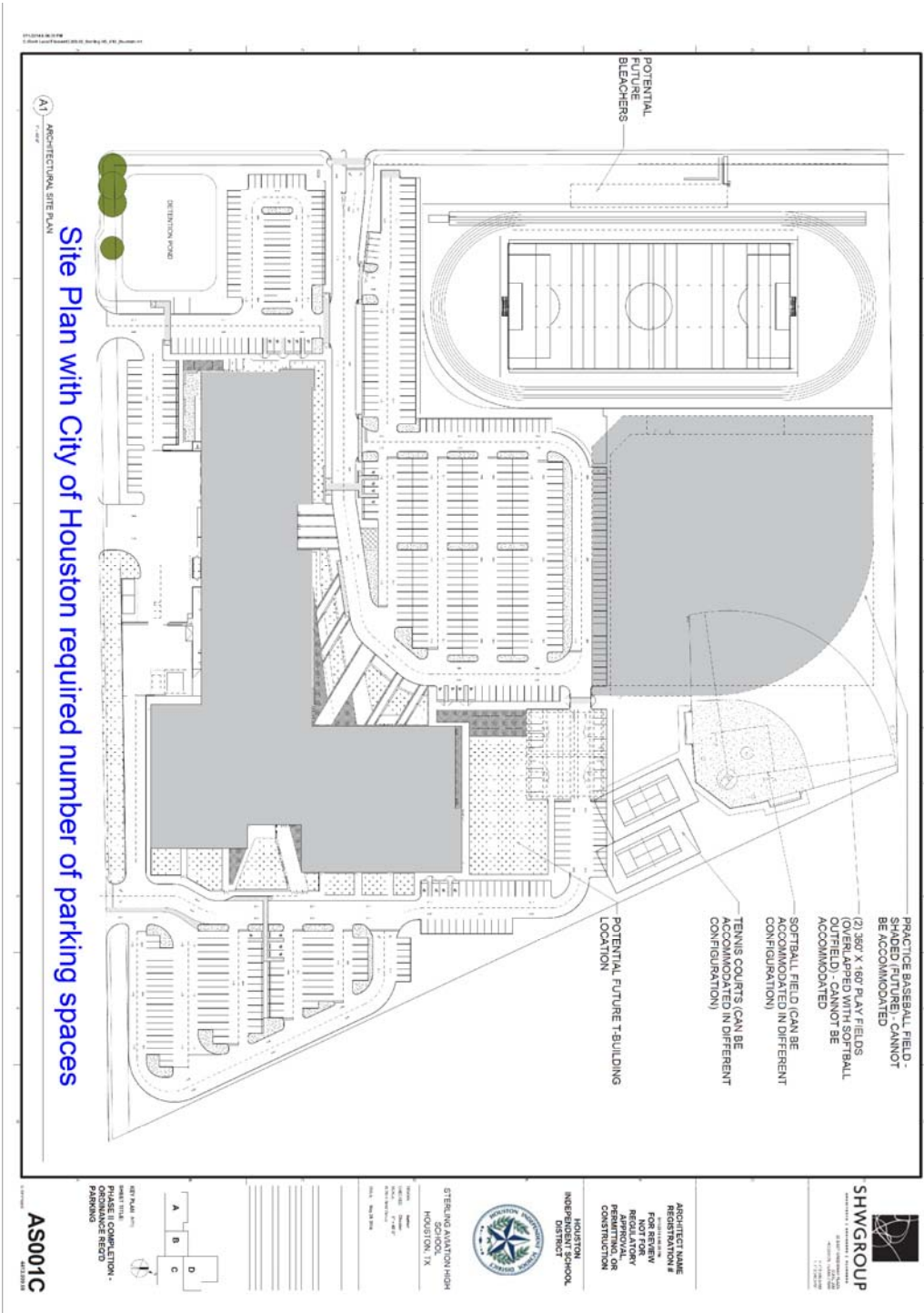
OFF-STREET PARKING VARIANCE



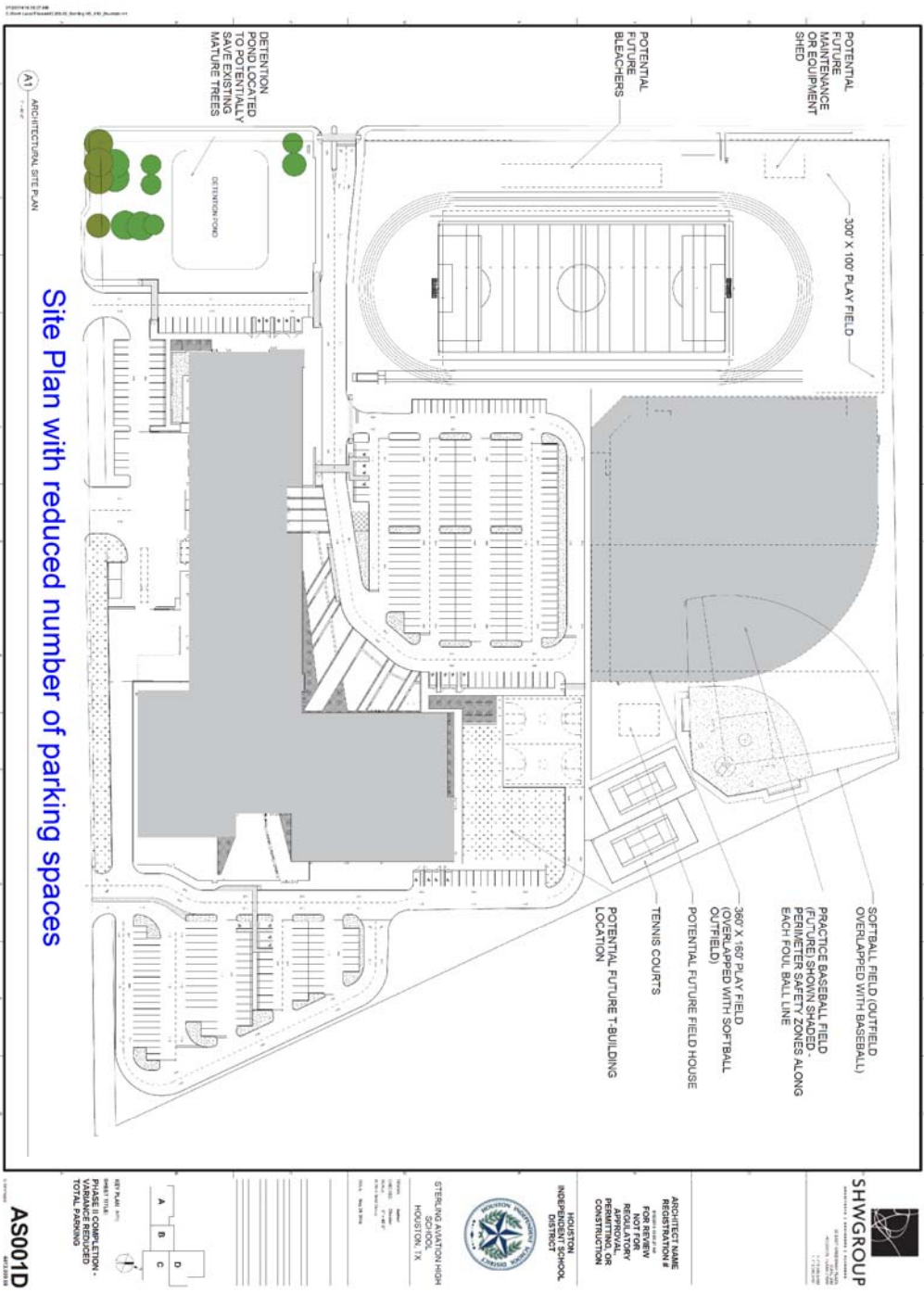
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OFF-STREET PARKING VARIANCE



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